

PEUGEOT

504

REMOVAL & INSTALLATION

DESCRIPTION

An independent, strut type front suspension is used. Wheels are supported by steering knuckles which are attached to vertical strut assemblies. Lower control arms are attached to bottom of steering knuckles by means of ball joints. Inner ends of control arms pivot on front crossmember. Attached to lower control arms are strut rods which run forward to pivot points on frame. Tops of vertical strut assemblies are attached to inner fender panels. Coil springs fit into spring seats attached to strut assemblies. Shock absorbers are built into vertical strut assemblies. A stabilizer bar is mounted to frame and connected at ends to lower control arms.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & ADJUSTMENTS

See *Wheel Alignment Specifications and Adjustments in WHEEL ALIGNMENT Section.*

FRONT WHEEL BEARINGS

See *Front Wheel Bearing Adjustment in WHEEL ALIGNMENT Section.*

BALL JOINT CHECKING

See *Ball Joint Checking in WHEEL ALIGNMENT Section.*

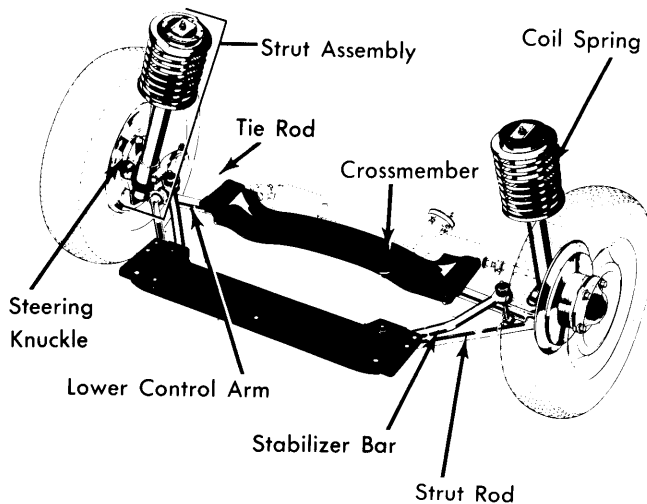


Fig. 1 Peugeot Front Suspension Assembly

FRONT SUSPENSION

Removal — Raise vehicle and place safety stands under front crossmember, remove wheel. Remove brake components from steering knuckle leaving brake lines connected. Hang components out of the way. Disconnect tie rod ball joint using suitable tool (8.0703 E). Remove bolts securing lower control arm and strut rod to frame. Place a jack under steering knuckle and remove bolts securing upper strut assembly to inner fender panel. Lower jack and remove front suspension from vehicle.

Disassembly (Strut Assembly) — Secure strut assembly in vise and compress coil spring using a suitable spring compressor. Hold shock absorber piston rod and remove rod nut. Carefully release spring from compressor and remove shock absorber, upper spring seat, coil spring, shock absorber, dust boot, and bearing. Using a suitable wrench, remove shock absorber nut and pull out shock absorber rod and piston assembly. Remove assembly from vise and empty out oil.

Reassembly — To reassemble, reverse disassembly procedure, replacing all rubber parts and lock nuts. Fill shock absorber with specified amount of shock absorber fluid.

Shock Absorber Capacity

Esso Oleofluid 40X..... 10 ounces

Disassembly (Ball Joints) — Remove ball joint sealing nut, then remove ball joint attaching nut. Press out ball joint using suitable ball joint extractor tool and disassemble ball joint components.

Reassembly — To reassemble, reverse disassembly procedure using new clips, nuts and ball joint cups.

Installation — To install front suspension assembly, reverse removal procedure and tighten all bolts and nuts. All lock washers should be replaced. Control arm-to-frame and strut rod-to-frame bolts should be tightened with full weight of vehicle on suspension.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Vertical Strut-to-Fender	7.2 (1.0)
Control Arm-to-Strut Rod	33 (4.6)
Shock Absorber Piston Nut	33 (4.6)
Ball Joint-to-Control Arm	33 (4.6)
Ball Joint Sealing Nut	58 (8.0)
Control Arm Pivot Bolt	33 (4.6)
Wheel Nuts	43.5 (6.0)