

PEUGEOT

504
505
604

DESCRIPTION

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

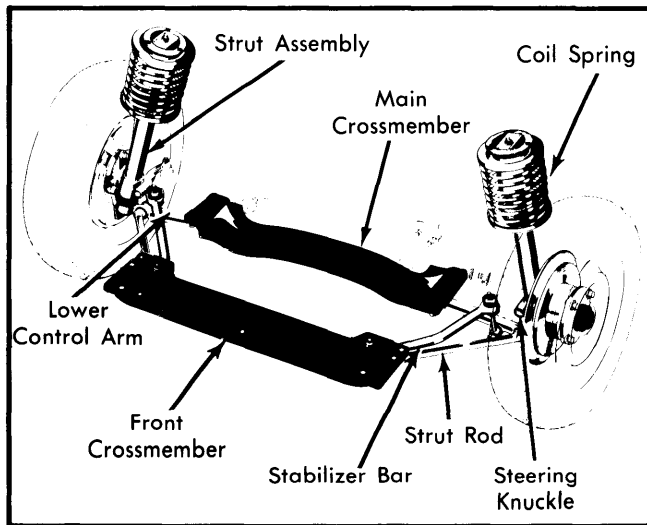


Fig. 1 Sectional View of Peugeot Front Suspension Assembly

ADJUSTMENTS

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.

REMOVAL & INSTALLATION

FRONT STRUT ASSEMBLY

Removal - 1) Raise vehicle and place safety stands under front crossmember. Remove wheel. Remove brake caliper and suspend with a wire from underbody. **DO NOT** disconnect hydraulic line.

2) Separate tie rod from rear arm. Disconnect stabilizer bar at mounting on lower control arm. Remove control arm pivot bolt nut and tap bolt out. Remove nut mounting strut rod to control arm.

3) Place a jack under steering knuckle and remove bolts mounting strut to inner fender panel. Hold spring by one coil and lower jack to remove strut assembly.

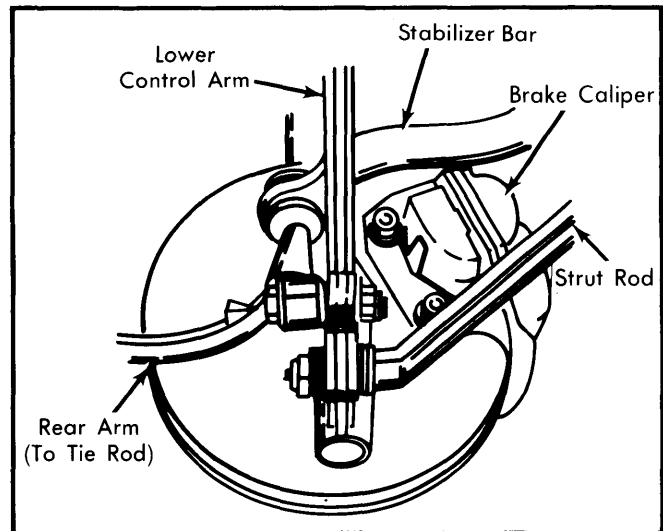


Fig. 2 Components That Must Be Disconnected Prior to Strut Assembly Removal

Disassembly - 1) Install suitable strut holder and spring compressor to strut assembly. Mount assembly horizontally in vise and compress spring enough to unseat it. Hold shock absorber piston rod and remove top nut and retainer. Slowly release tension on spring. Remove upper spring seat assembly, coil spring and rubber boot from shock absorber rod.

2) Suspend strut assembly vertically in vise. Remove shock absorber gland nut. Pull up slowly on piston rod and remove piston rod assembly. Remove support cup with rod seal, thrust washer, and upper spring and bushing "O" ring from piston rod.

3) Pry bumper and lower spring seat off strut housing. Take strut housing from vise and drain hydraulic fluid. Unscrew strut housing and remove compensator valve.

Cleaning & Inspection - Clean and inspect all parts for wear or damage; replace defective parts. All components indicated in Figs. 3 and 4 must be replaced during overhaul.

Reassembly - 1) Mount strut vertically in vise. Install recoil bumper with lower spring seat. Install compensator valve to shock absorber tube by lightly tapping with rubber mallet. Blow off valve, shock absorber tube and shock absorber inner housing with compressed air.

Front Suspension

PEUGEOT (Cont.)

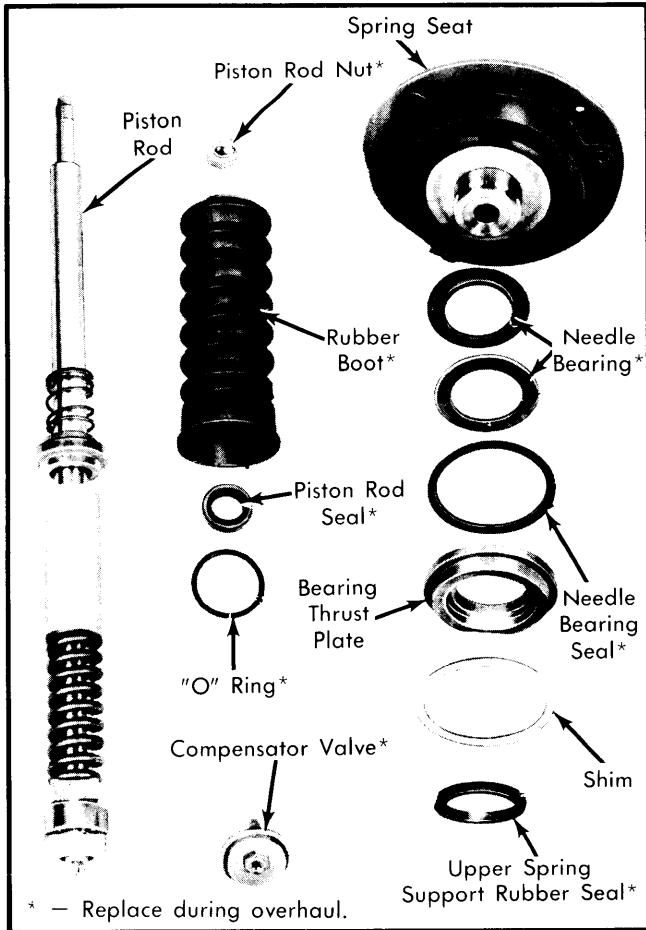


Fig. 3 Peugeot 504 and 604 Shock Absorber and Spring Seat Components

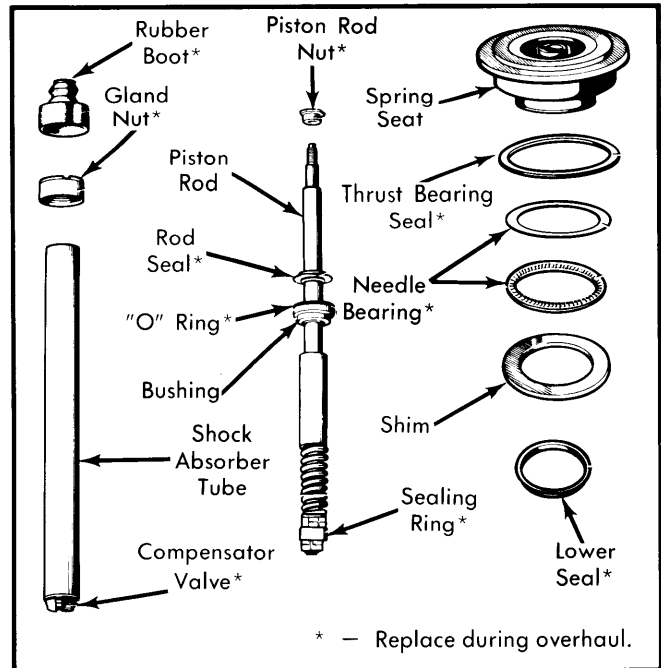


Fig. 4 Peugeot 505 Shock Absorber and Spring Seat Components

2) Fit shock absorber tube to strut housing. Fill shock absorber with 10 oz. (504 and 604) or 11 oz. (505) of Esso Oleofluid 40X (or equivalent). Slowly insert piston rod assembly into shock absorber tube. Clearance between upper shock absorber housing and upper bushing must be .12" (3 mm).

3) Install new "O" ring, then install upper spring and thrust washer (convex side up). Install new piston rod seal to cup. Position cup and seal over rod and force assembly down until thrust washer engages spring. Tighten gland nut. Check rod rotation and operation.

4) Install rubber dust boot. Fully extend piston rod and place holding clamp between bottom of dust boot and shock absorber cap nut. Place housing horizontally in vise. Fit new seal to bearing thrust plate. Reassemble upper spring seat components as shown in Figs. 3 and 4.

5) Install spring and upper spring seat. Install and tighten spring compressor until retainer and new locking nut can be installed. Tighten nut while holding rod.

Installation - 1) Mount assembled strut assembly and guide into position while raising steering knuckle with jack. Install upper mounting bolts. Retainer must be parallel with centerline of car.

2) Fit thrust washer, cup, and bushing to strut rod. Slide strut rod into control arm. Fit bushing cup and new stop nut.

3) Insert pivot bolt with bolt head facing rearward into position between control arm and front crossmember. DO NOT tighten nut. Refit stabilizer bar (nut end nearest front) to lower control arm. Install new washer and nut but DO NOT tighten.

4) Connect tie rod to rear arm. Tighten nut. Clean brake disc and refit brake caliper. Tighten mounting bolts after placing few drops of Loctite (or equivalent) on washers.

5) Refit wheel. Lower vehicle. Push in front suspension strut rod and tighten all nuts to final torque.

STABILIZER BAR

Removal - With vehicle on ground, remove 2 bolts mounting stabilizer bar near front crossmember. Disconnect both links mounting stabilizer bar at connecting links. Guide bar from vehicle.

Installation - Fit cup, spacer and bushing to control link. Install stabilizer mounting bolts and spacers.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Shock Absorber Piston Nut	33 (4.6)
Shock Absorber Housing Nut	58 (8.0)
Vertical Strut-to-Fender Bolts	7 (1.0)
Rear Arm-to-Control Arm Nut	33 (4.6)
Rear Arm-to-Tie Rod Nut	31 (4.3)
Strut Rod-to-Control Rod Nut	33 (4.6)
Stabilizer Bar-to-Control Arm	33 (4.6)
Control Arm Pivot Bolts	33 (4.6)