Replacing the rear shock absorbers - Peugeot 307

For 307 and 307 CC

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INTRODUCTION

Tutorial made on Peugeot 307 CC - 2.0 i 16V 138cv

Symptoms and associated causes. In case of knocking when going over bumps, you must check that the 2 upper fixing screws of the shock absorber support are properly tightened. I had this problem: one of the 2 screws was poorly tightened.

TOOLS:

- Flat key (1)
9 , 13
- Socket wrench (1)
13
- Angled key (1)
16
- Sockets (1)
13,16
- A ratchet box (1)

PARTS:

- set of two rear shock absorbers (1)

Step 1 — Removing the wheel.





- Preferably choose a flat surface and for safety, chock the front wheels because the parking brakes are at the rear. Unlock without removing the 4 wheel fixing screws. Raise the vehicle using a hydraulic jack and position a safety stand. Rest the body on the stand. Remove the screws and the wheel. a hydraulic jack '"

- **Securing the vehicle: removing and refitting the wheel**

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Step 2 — Shock absorber compression:



- Using the jack or a lever, raise the arm so as to compress the suspension spring sufficiently. The aim is to release the tension of the spring integrated in the shock absorber. Another method is to lower the car onto wooden blocks. Always secure with the jack stand which must support the body. **the jack stand**

Step 3 — Removing the lower shock absorber mounting



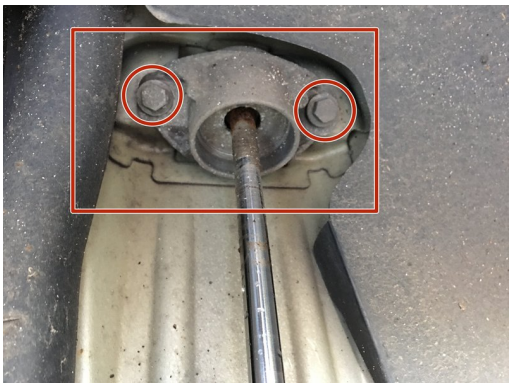




ⓘ The shock absorber is no longer under tension, there is no longer any force on the fixing screws.

- Using **the 13 flat wrench** (axle side) and the 13 socket, unscrew the nut and extract the lower fixing axle.
- Remove the shock absorber from its housing to relax it

Step 4 — Removing the upper mounting and shock absorber:

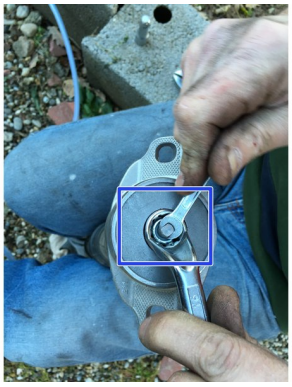




- The shock absorber is fixed at the top on the shock absorber stop which is fixed to the chassis by 2 screws of 13.
- remove the 2 screws (13 key)
- Remove the shock absorber and its stop

Step 5 — Removing the protective bellows





- The bellows must be recovered and will be reinstalled on the new shock absorber if it is in good condition. (Otherwise, provide a new one and go directly to the next step).
- To do this, you must remove the old stop in order to extract the bellows.
- In some cases the stop nut is difficult to loosen, it is sometimes necessary to clamp the shock absorber axle in a vice to prevent it from turning when loosening, otherwise use a 9 wrench to loosen the nut with the 16 wrench

Step 6 — Assembling the new shock absorber







- Reposition the recovered bellows, after having cleaned it properly, on the axis of the new shock absorber (or put a new one if it is damaged).
- Place the new shock absorber stop (pay attention to the direction: bell at the bottom as in the photo) at the end of the threaded axle and tighten the nut by hand until it is no longer possible.

⚠ The nut must be tightened to immobilize the stop without damaging the shock absorber axle: Do not use the vice this time!

- Slide **the 16 mm angled ring spanner** into the housing of the stop, around the nut. Insert the 9 mm open-end spanner on the 2 flats at the end of the threaded shaft to prevent it from rotating during tightening.
- Tighten the nylon lock nut very tightly until the stop is completely immobilized on the shock absorber axle. The stop must not turn or oscillate at the end of the axle. It must be completely blocked.
- The new shock absorber-bushing-bellows assembly is ready to be reassembled.

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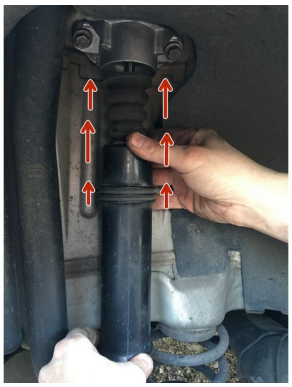
Step 7 — Installing the new shock absorber (upper mounting)







- Proceed in reverse order to removal.
- Secure the shock absorber stop to the chassis using the 2 x 13 mm screws. Start tightening by hand, then continue with the ratchet wrench until fully tightened. Complete with a final tightening
- Replace the bellows correctly: slide the top into the stop housing and secure it.

Step 8 — Installing the new shock absorber (lower mounting):



- Compress the shock absorber by hand and slide it into its housing.
- Replace the screw and hand tighten the nut to seat it correctly.
- Using the 13 flat wrench and the 13 socket, finish tightening until completely locked.

Step 9 — Reinstall the wheel



- Depending on the method used to compress the spring, decompress the spring, reassemble the wheel.