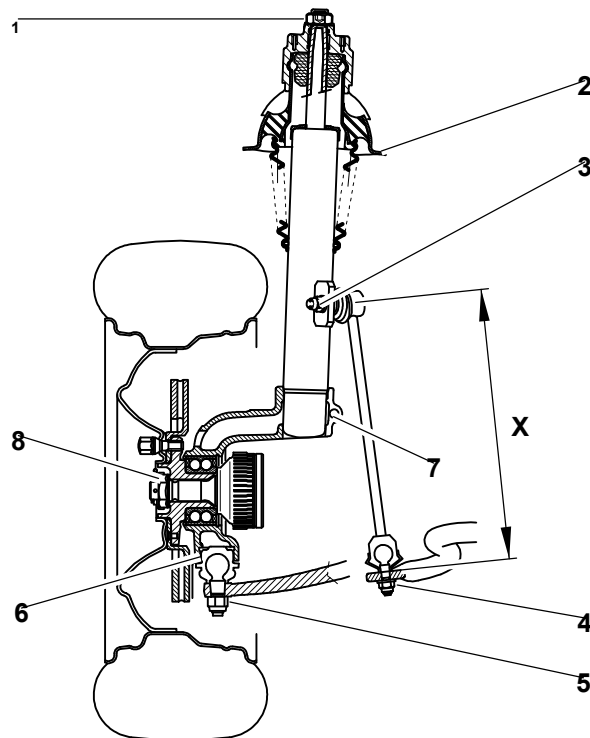


data - identification : suspension  
PRESS PUMP 6+2 + NON-SINKING

### 1 Front suspension



- Fig. : 1 -

Length of link rod :  $X = 324 \pm 1$  mm.

Tightening torques :

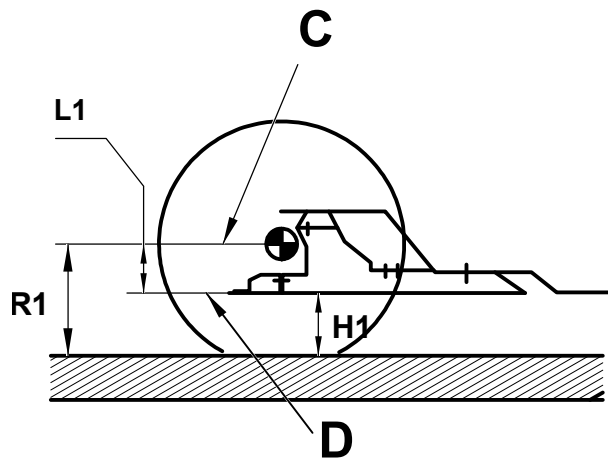
- ( 1 ) suspension sphere upper fixing : 4,5 m.daN (\*)
- ( 2 ) suspension sphere fixing to the bodyshell : 2,5 m.daN
- ( 3 ) link rod upper fixing : 4 m.daN
- ( 4 ) link rod lower fixing : 4 m.daN
- ( 5 ) ball-joint fixing : 4,5 m.daN
- ( 6 ) ball-joint fixing to swivel : 25 m.daN
- ( 7 ) suspension sphere fixing to swivel : 5,4 m.daN
- ( 8 ) driveshaft fixing to hub : 32 m.daN

(\*) : coat with threadlock LOCTITE FRENETANCH.

### 1.1 Data

Vehicle.	Suspension piston Ø (in mm).	Anti-roll bar Ø (in mm).	Hydractive suspension.		Suspension sphere reference.		Hydraulic stop.
			Without.	With.	Manual steering.	Power assisted steering.	
					Castor 1 °.	Castor 3 °.	
1.6i (XU5JP).	40.	22.	X.		..LC01.	..LC08.	Without.
1.8i (XU7JP).			X.				
2.0i (XU10J2C).			X.			..LC02.	With.
				X.		..LC03.	
1.9D (XUD9A).			X.			..LC08.	Without.
1.9TD (XUD9TF).			X.			..LC02.	With.
				X.		..LC03.	
16v (XU10J4D).		23.		X.			

### 1.2 Checking the suspension heights



- Fig. : 2 -

Dimension " L1 " = 121 mm.

Dimension " L1 " for checking the front height is measured between the flat section " D " of the front subframe and the centre line " C " of the road wheel.

This procedure enables eliminating all the variations in the measurements caused by :

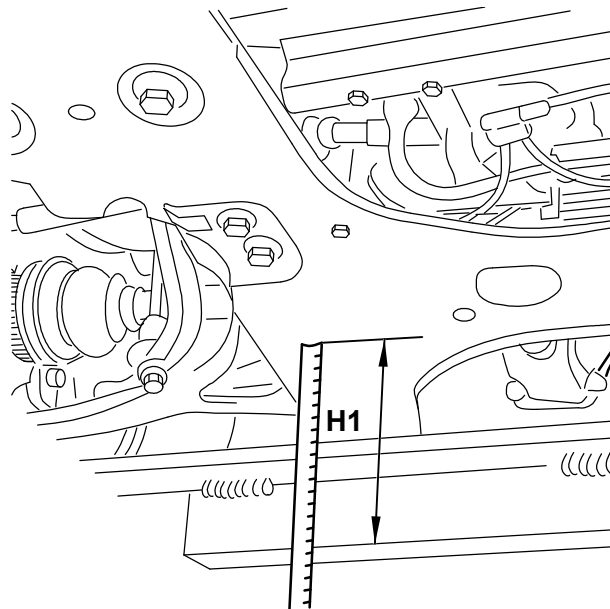
- the various wheel fitments
- the vehicle load
- the wear and incorrect pressure setting of the tyres

$H1 = R1 - L1.$

H1 = front height (+7,-10) mm.

R1 = wheel radius (mm).

L1 = 121 mm.



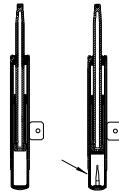
- Fig. : 3 -

The front height " H1 " is measured between the front subframe and the ground, on the driveshaft axis.

Checking and adjusting procedure : see the relevant operation.

## 1.3 Suspension unit

### 1.3.1 Stop



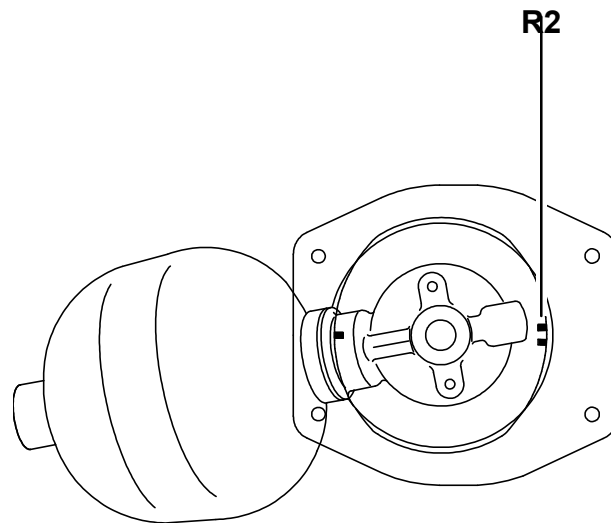
- Fig. : 4 -

Suspension cylinders :

- ( A ) without hydraulic stop
- ( B ) with hydraulic stop

### 1.3.2 Pneumatic unit support

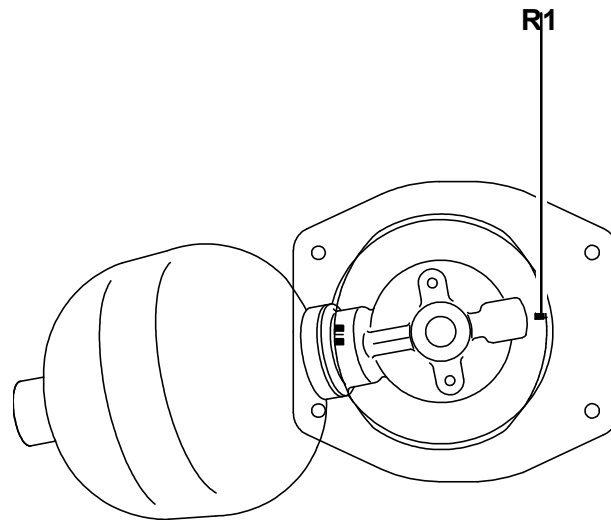
The castor angle is determined by the fitting direction of the pneumatic unit support.



- Fig. : 5 -

Manual steering : castor 1 °.

Ref. mark R2 towards the rear of the vehicle ( 2 markings).

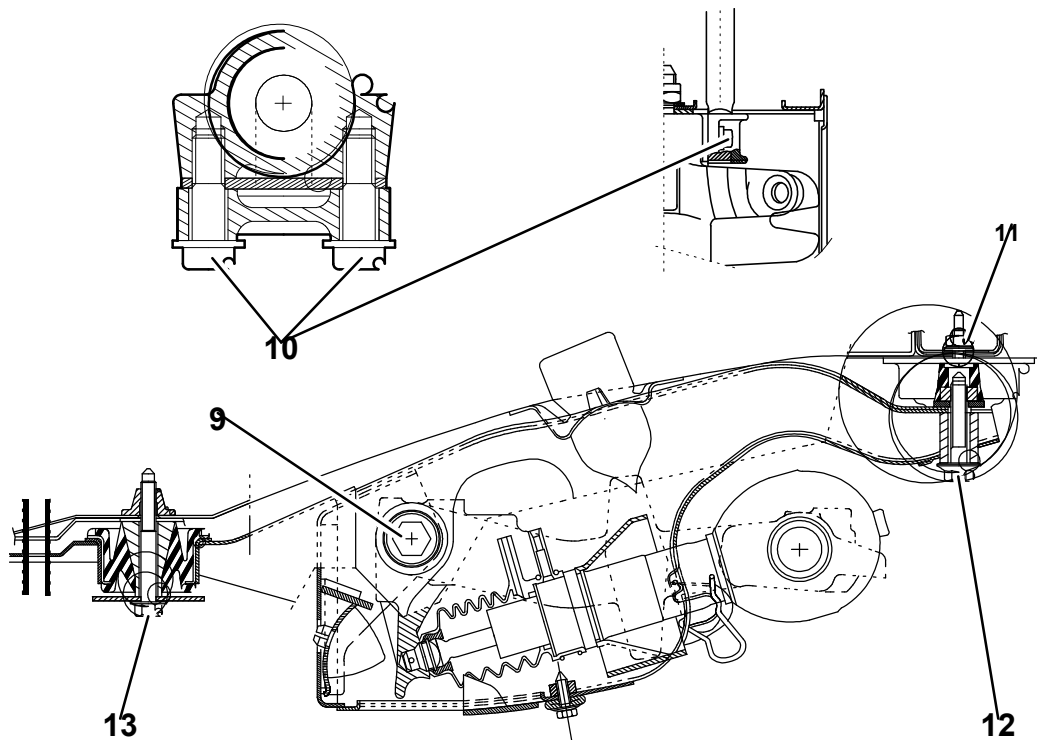


- Fig. : 6 -

Power assisted steering : castor 3 °.

Ref. mark R1 towards the rear of the vehicle (1 marking).

## 2 Rear suspension



- Fig. : 7 -

Tightening torques :

- ( 9 ) arm shaft : 13 m.daN
- ( 10 ) anti-roll bar fixing : 9,5 m.daN
- ( 11 ) rear silent block fixing to bodyshell : 2,8 m.daN
- ( 12 ) subframe rear fixing : 11 m.daN (\*)
- ( 13 ) subframe front fixing to bodyshell : 8 m.daN (\*)

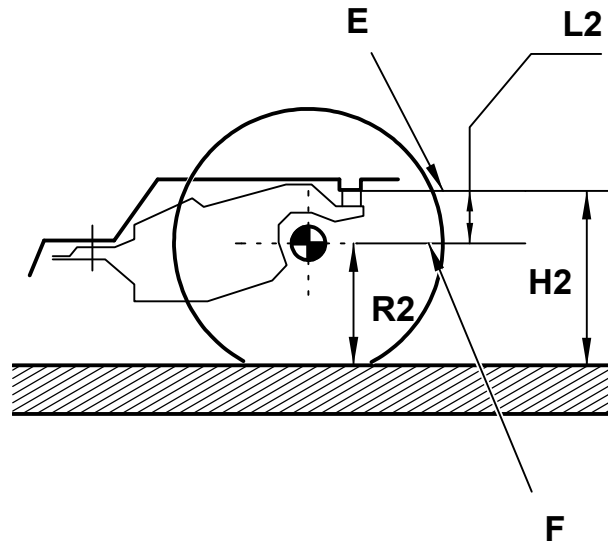
face and threads not greased.

## 2.1 Data

Vehicle.	Suspension piston Ø (in mm).	Anti-roll bar Ø (in mm).	Hydractive suspension.	
			Without.	With.
1.6 (XU5JP).	35.	21.	X.	
1.8i (XU7JP).			X.	
2.0i (XU10J2C).			X.	
				X.

1.9D (XUD9A).		X.	
1.9TD (XUD9TF).		X.	
			X.
16v (XU10J4D).	22.		X.

## 2.2 Checking the suspension heights



- Fig. : 8 -

Dimension " L2 " = 136 mm.

Dimension " L2 " for checking the rear height is measured between the surface " E " of the bodyshell bearing against the rear silent block, and the centre line " F " of the wheel.

This procedure enables eliminating all the variations in the measurements caused by :

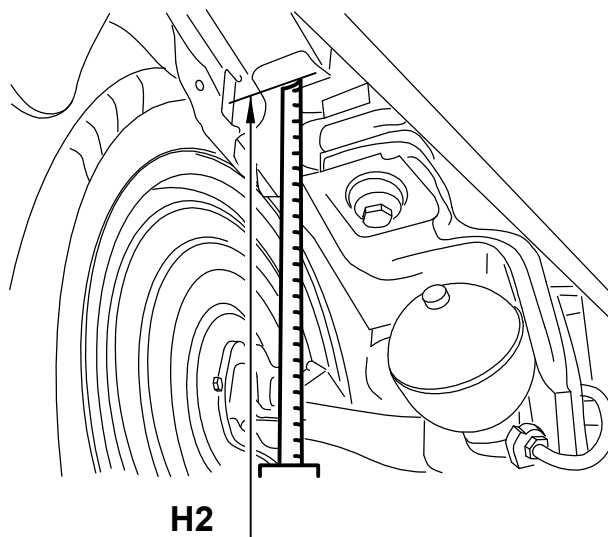
- the various wheel fitments
- the vehicle load
- the wear and incorrect pressure setting of the tyres

$$H2 = R2 + L2.$$

H2 = rear height (+7,-10) mm.

R2 = wheel radius (mm).

L2 = 136 mm.



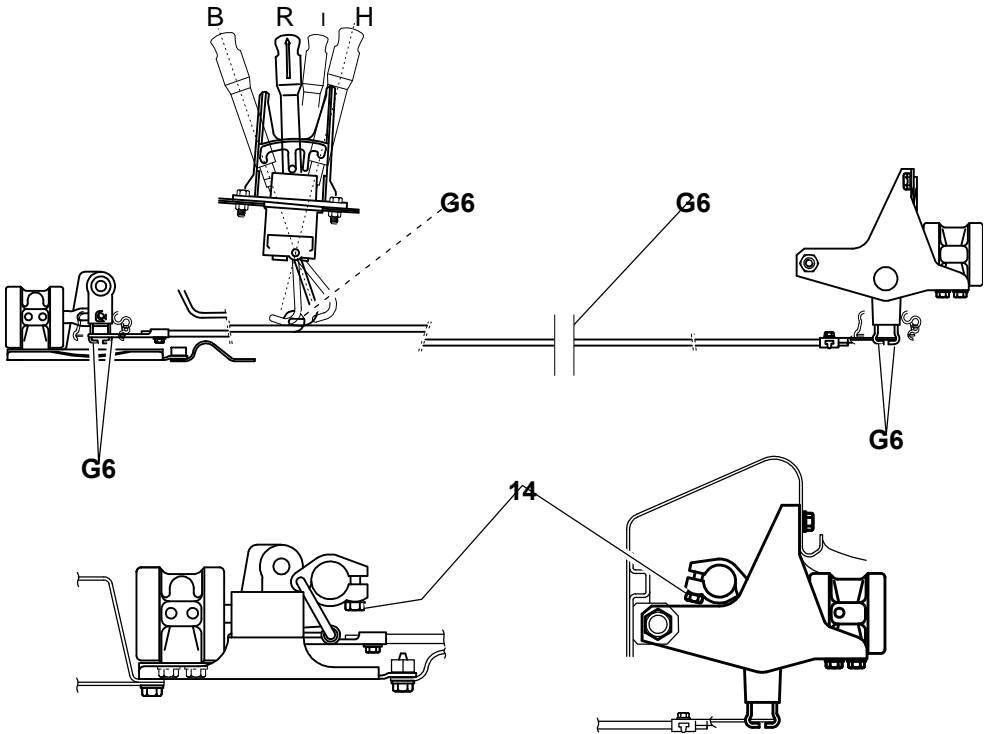
- Fig. : 9 -

The rear height " H2 " is measured between the ground and the surface of the bodyshell bearing against the rear silent block.

Checking and adjusting procedure : see the relevant operation.

### 3 Height control





- Fig. : 10 -

Tightening torque : ( 14 ) automatic control clamping collar - 1,4 m.daN.

Recommended product : TOTAL MULTIS grease.