

CHECKING AND ADJUSTING VALUES : AXLE GEOMETRIES

1. Recommended tools

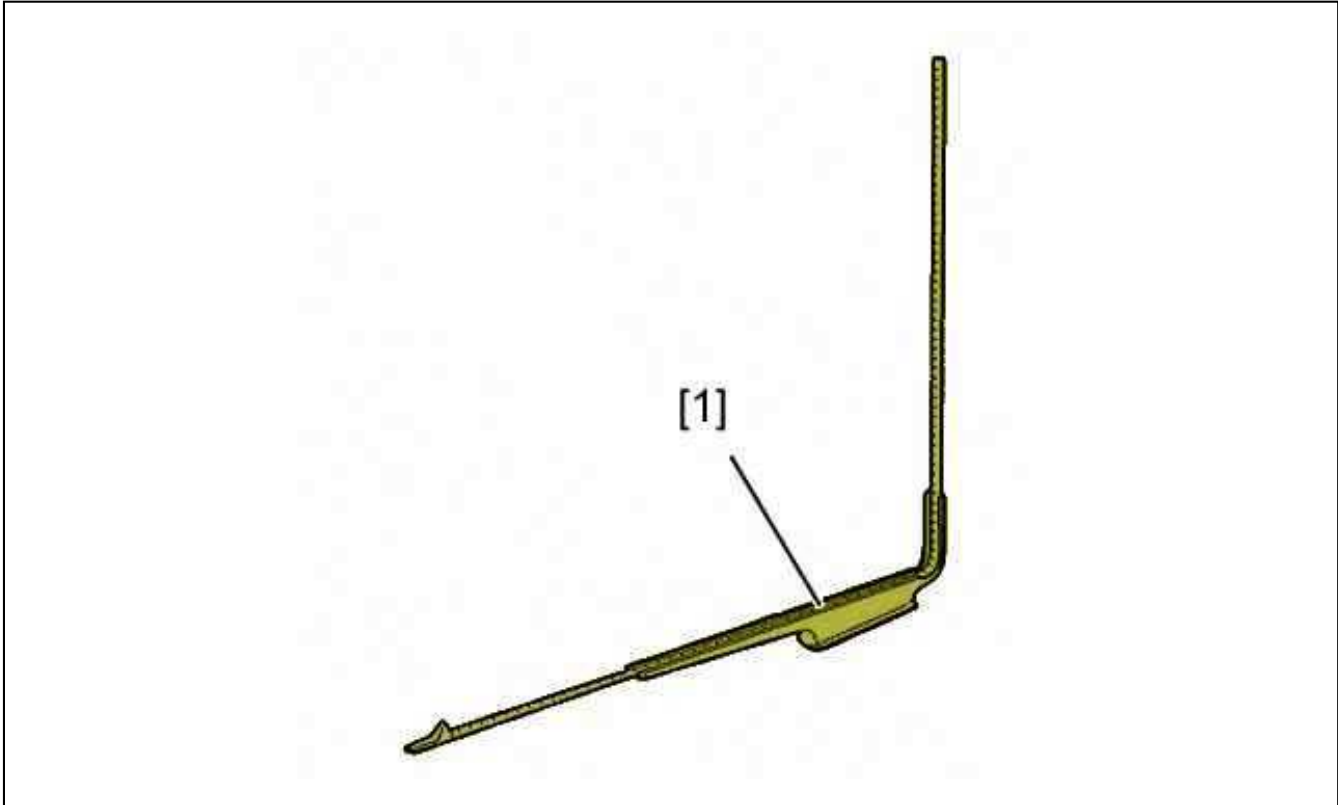


Figure : E5AP3UCD

Reference	Designation	Reference
[1]	Under body height gauge	FACOM U.70-10

2. Checking and adjusting requirements

Check that the vehicle's tyres are at the correct pressure.
The geometry values are checked at the reference height.

3. Vehicle heights at setting height

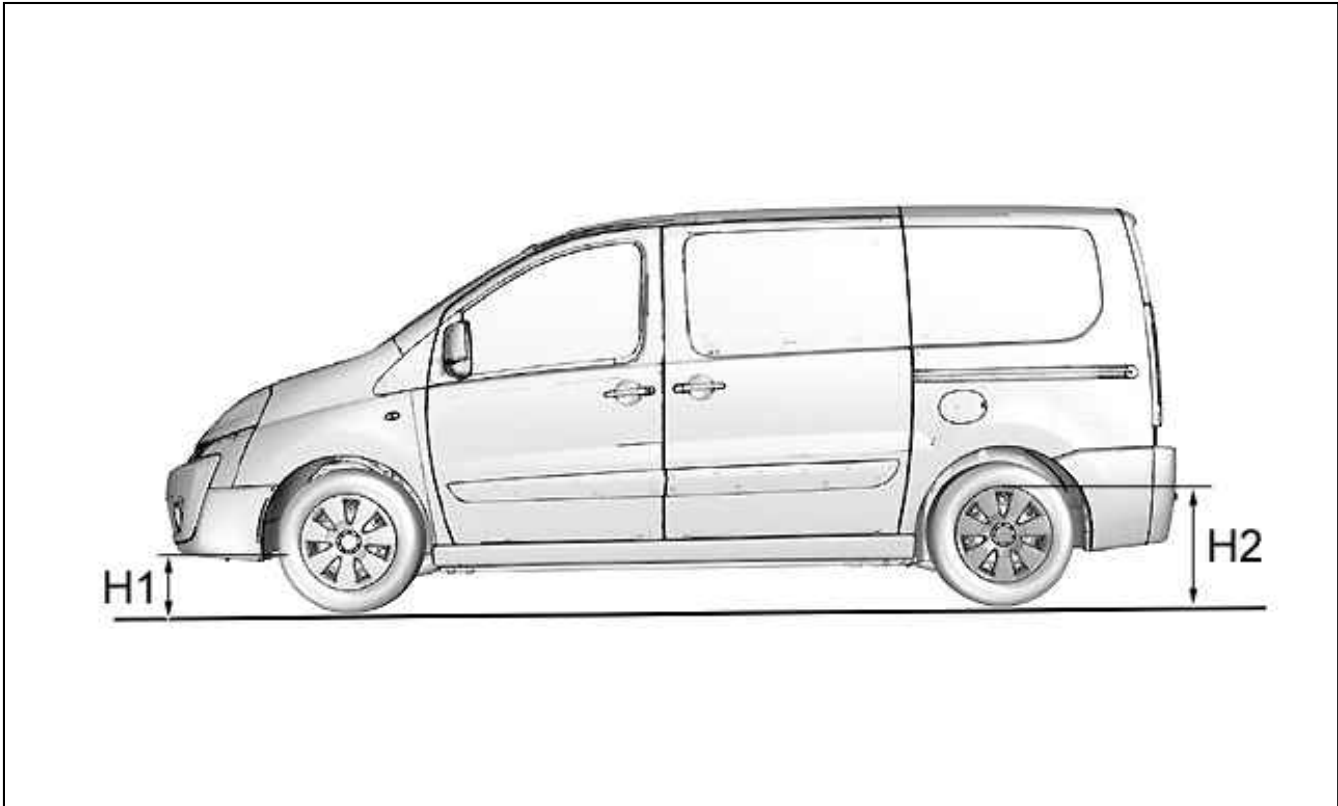


Figure : E1AP18ND

Key :

- "H1": Dimension between measuring zone under the front subframe and the ground
- "H2": Dimension between measuring zone under the rear side rail and the ground

3.1. Setting the reference height

Place the vehicle at its reference ride height ⓘ .

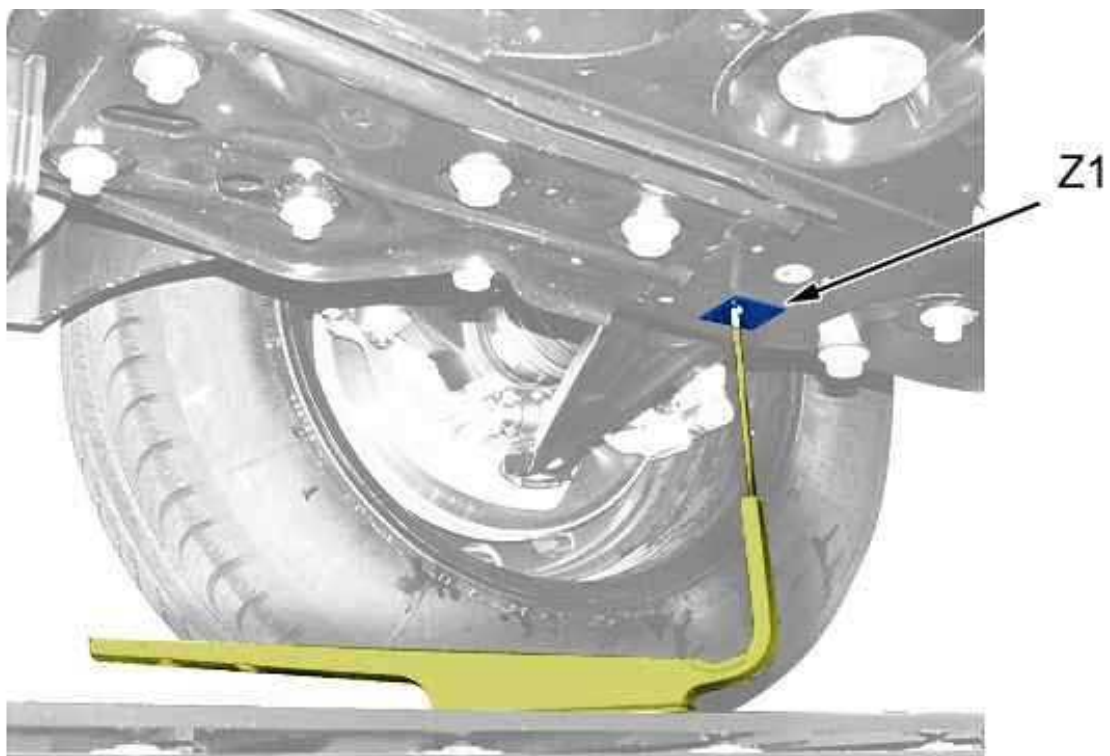


Figure : B3BP1JJD

"Z1": Measuring zone under the front subframe.

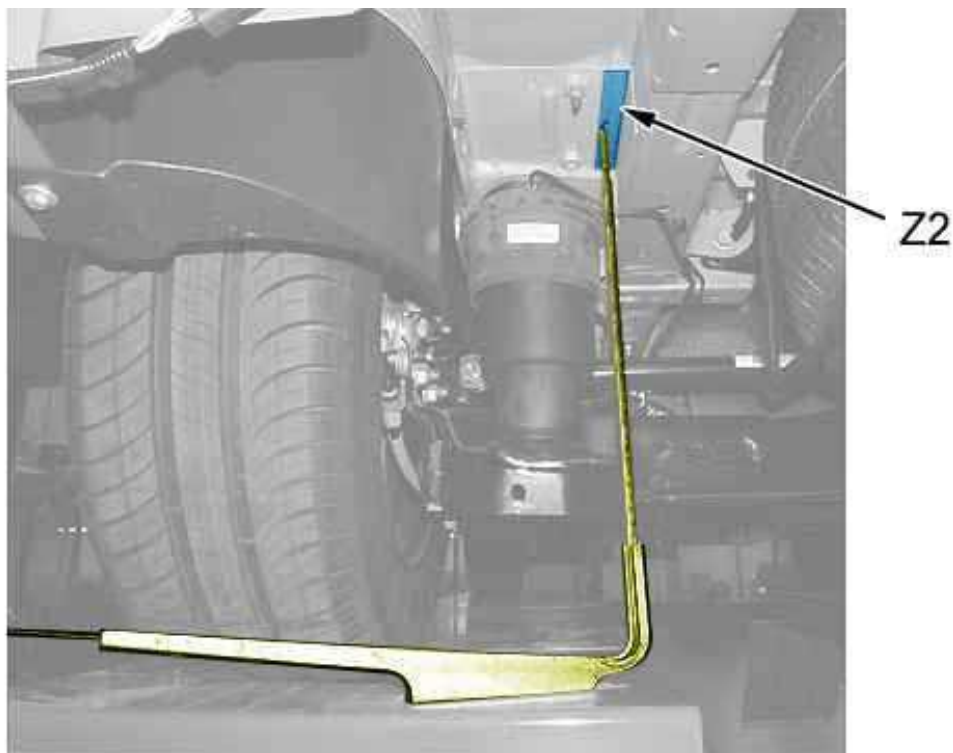


Figure : B3BP1JKD

"Z2": Measuring zone under the rear longeron.

3.2. Front suspension

Value at setting height H1 : Vehicle with metal suspension and pneumatic suspension				
Front suspension	Short utility vehicle		Long utility vehicle	Combi Court- Combi Long -
tyre	215/65 R15	215/60 R16	215/60 R16	215/60 R16
H1 (mm)	172	176	176	182

Compress the front suspension until the value H1 is obtained.

The difference in height between the two sides of the front axle must be less than 10 mm.

3.3. Rear suspension

Value at setting height H2 : Vehicle with metal suspension				
Rear suspension	Combi Court- Combi Long		Short utility vehicle	
tyre	215/60 R16		215/65 R15	215/60 R16
H2 (mm)	460		417	421

Value at setting height H2 : Vehicle with pneumatic suspension					
Rear suspension	Combi court	Combi long	Short utility vehicle		Long utility vehicle
tyre	215/60 R16	215/60 R16	215/65 R15	215/60 R16	215/60 R16
H2 (mm)	454	453	450	454	421

Compress the rear suspension until the value H2 is obtained.

The difference in height between the two sides of the rear suspension must be less than 10 mm.

4. Front and rear axle geometry

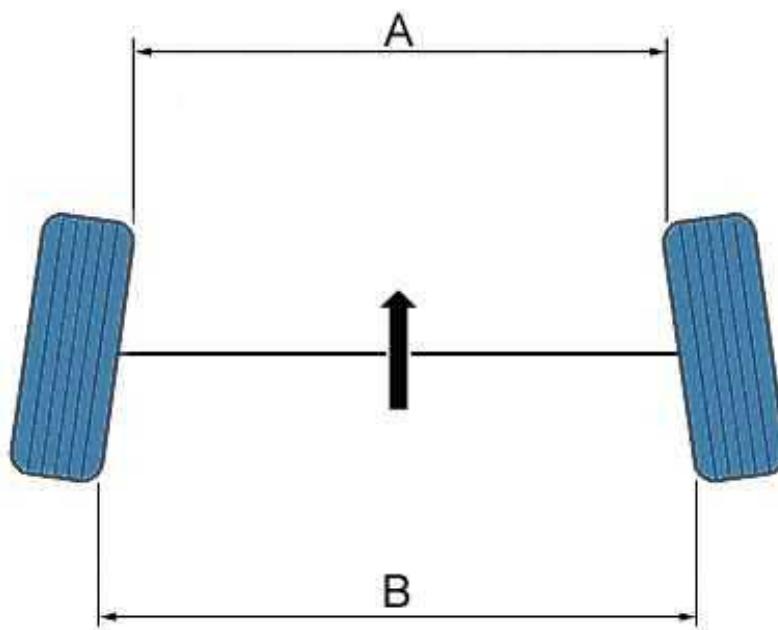


Figure : B3CP0BUD

"A" less than "B": Positive figure (+) (toe-in).

"A" more than "B": Negative figure (-) (opening).

4.1. Front suspension

Checking values ; Combi vehicles				
	Short		Long	
Special feature	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
tyres	215/60 R16			
Camber (not adjustable)	$0^{\circ} \pm 0^{\circ}30'$		$0^{\circ} \pm 0^{\circ}30'$	
Castor (not adjustable)	$3^{\circ}34' \pm 0^{\circ}30'$	$3^{\circ}41' \pm 0^{\circ}30'$	$3^{\circ}39' \pm 0^{\circ}30'$	$3^{\circ}46' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$12^{\circ}08' \pm 0^{\circ}30'$		$12^{\circ}08' \pm 0^{\circ}30'$	
Tracking at the axle (adjustable)	$-0^{\circ}09' \pm 0^{\circ}09'$		$+0^{\circ}17' \pm 0^{\circ}09'$	
Tracking at the wheel (adjustable)	$-0^{\circ}04' \pm 0^{\circ}04'$		$+0^{\circ}09' \pm 0^{\circ}04'$	

Lower camber dissymmetry at $0^{\circ}18'$.

Lower pivot angle dissymmetry at $0^{\circ}24'$.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

Checking values ; Utility vehicle				
	Short		Long	
Special feature	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
tyres	215/65 R15 - 215/60 R16		215/60 R16	
Camber (not adjustable)	$0^{\circ}05' \pm 0^{\circ}30'$		$0^{\circ}05' \pm 0^{\circ}30'$	
Castor (not adjustable)	$4^{\circ}15' \pm 0^{\circ}30'$	$3^{\circ}39' \pm 0^{\circ}30'$	$4^{\circ}18' \pm 0^{\circ}30'$	$3^{\circ}43' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$12^{\circ}15' \pm 0^{\circ}30'$		$12^{\circ}15' \pm 0^{\circ}30'$	
Tracking at the axle (adjustable)	$-0^{\circ}17' \pm 0^{\circ}09'$		$+0^{\circ}17' \pm 0^{\circ}09'$	
Tracking at the wheel (adjustable)	$-0^{\circ}09' \pm 0^{\circ}04'$		$+0^{\circ}09' \pm 0^{\circ}04'$	

Lower camber dissymmetry at $0^{\circ}18'$.

Lower pivot angle dissymmetry at $0^{\circ}24'$.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

4.2. Rear suspension

Checking values ; Combi vehicles				
	Short		Long	
Special feature	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
tyres	215/60 R16		215/60 R16	
Camber (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$		$-1^{\circ}42' \pm 0^{\circ}30'$	
Tracking at the axle (not adjustable)	$+0^{\circ}38' \pm 0^{\circ}09'$	$+0^{\circ}40' \pm 0^{\circ}09'$	$+0^{\circ}39' \pm 0^{\circ}09'$	$+0^{\circ}40' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$+0^{\circ}19' \pm 0^{\circ}04'$	$+0^{\circ}19' \pm 0^{\circ}04'$	$+0^{\circ}19' \pm 0^{\circ}04'$	$+0^{\circ}20' \pm 0^{\circ}04'$

Lower camber dissymmetry at 0°18'.

Checking values ; Utility vehicle				
	Short		Long	
Special feature	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
tyres	215/65 R15 - 215/60 R16		215/60 R16	
Camber (not adjustable)	-1°48' ± 0°30'	-1°42' ± 0°30'	-1°48' ± 0°30'	-1°42' ± 0°30'
Tracking at the axle (not adjustable)	+0°47' ± 0°09'	+0°40' ± 0°09'	+0°50' ± 0°09'	+0°40' ± 0°09'
Tracking at the wheel (not adjustable)	+0°24' ± 0°04'	+0°19' ± 0°04'	+0°25' ± 0°04'	+0°20' ± 0°04'

Lower camber dissymmetry at 0°18'.

TECHNICAL NOTE : AXLE GEOMETRIES

CAUTION : To check all the angles (castor, camber, tracking), it is necessary to place the vehicle at reference height.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

N.B. : PC = Worksite pack - VTC = All terrain vehicle - CRD = difficult road conditions - STT = Stop and start.

1. Geometry angles

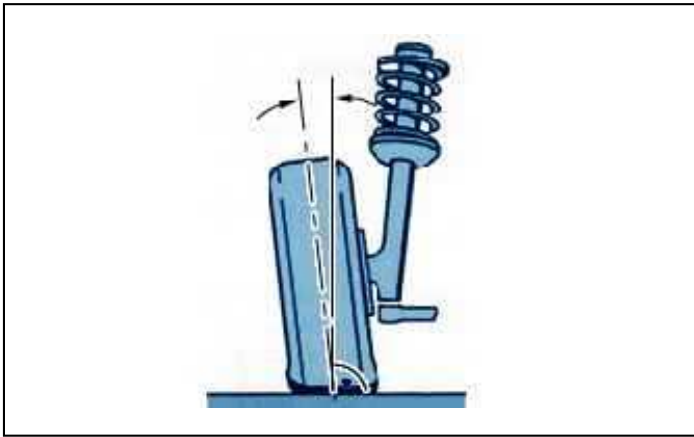


Figure : B3BB03NT

Camber angle : Angle formed by the plane of a wheel and the vertical (Vehicle seen from the front).

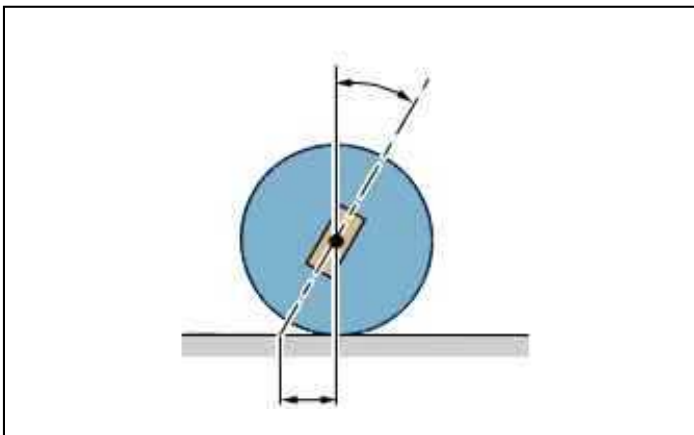


Figure : B3BB03OT

Castor angle : Angle formed by the pivoting axis of the front wheel and the vertical (Vehicle seen from the side).

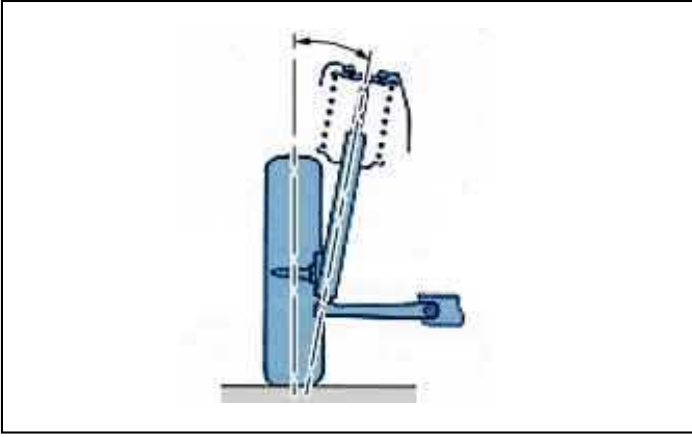


Figure : B3BB03PT

Kingpin angle : Angle formed by the pivoting axis with the vertical, measured in the transverse plane of the vehicle (Vehicle seen from the front).

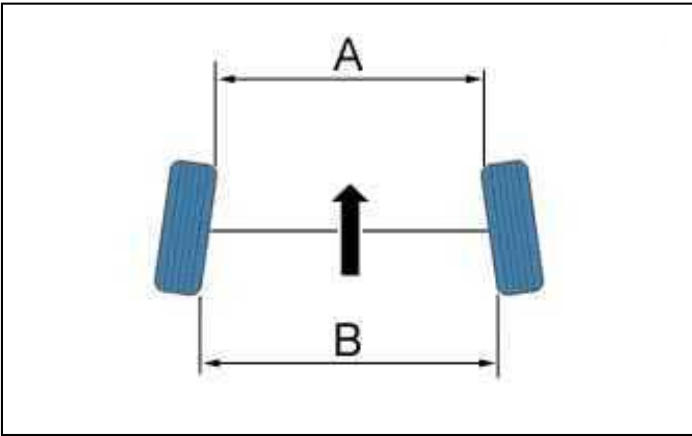


Figure : B3BB03QT

Tracking : Difference between distance A and distance B (Front of the vehicle : In the direction of the arrow).

$A < B$: Toe-in.

$A > B$: Opening.

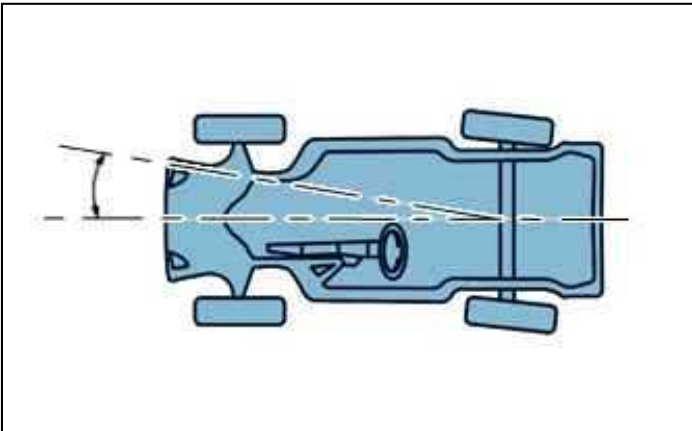


Figure : B3BB03RT

Thrust angle : Angle formed by the thrust axis of the rear axle and the longitudinal axis of the vehicle.

2. C1

2.1. Front suspension

Checking and adjusting values	
Camber (not adjustable)	$-0^{\circ}47' \pm 0^{\circ}45'$
Castor (not adjustable)	$2^{\circ}47' \pm 0^{\circ}45'$
Pivot angle (not adjustable)	$9^{\circ}33'/'$
Tracking	$0^{\circ}07' \pm 0^{\circ}12'$
Steering wheel turning angle	$38^{\circ}55' \pm 2^{\circ}$
Lower castor dissymmetry at $0^{\circ}30'$ Lower camber dissymmetry at $0^{\circ}30'$	

2.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$-0^{\circ}56' \pm 0^{\circ}30'$
Tracking (not adjustable)	$0^{\circ}21' \pm 0^{\circ}13'$
Lower castor dissymmetry at $0^{\circ}30'$	

3. C-Zero

3.1. Front suspension

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ} \pm 0^{\circ}45'$
Castor (not adjustable)	$3^{\circ}30' \pm 0^{\circ}45'$
Pivot angle (not adjustable)	$15^{\circ}20' \pm 1^{\circ}30'$
Tracking at the axle	$0^{\circ}26' \pm 0^{\circ}26'$
Tracking at the wheel	$0^{\circ}13' \pm 0^{\circ}13'$
Lower castor dissymmetry at $0^{\circ}30'$ Lower camber dissymmetry at $0^{\circ}30'$	

3.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}00' \pm 0^{\circ}45'$
Tracking at the axle	$0^{\circ}26' \pm 0^{\circ}26'$
Tracking at the wheel	$0^{\circ}13' \pm 0^{\circ}13'$
Lower castor dissymmetry at $0^{\circ}30'$	

4. C3 (A31)

4.1. Front suspension

	Vehicle for Europe	CRD vehicles	
Engines	TU1 - TU3 - DV4TD - ET3 - DV6ATED4 TU5 MA - TU5 MAP	TU5 AL4 - DV6TED4	All
Camber (not adjustable)	$-0^{\circ}28' \pm 0^{\circ}30'$	$-0^{\circ}27' \pm 0^{\circ}30'$	$-0^{\circ}25' \pm 0^{\circ}30'$

Castor (not adjustable)	3°57' ± 0° 18'	3°56' ± 0° 18'	3°53' ± 0° 18'
Pivot angle (not adjustable)	11°24' ± 0° 30'	11°23' ± 0° 30'	11°13' ± 0° 30'
Tracking at the axle	-0°17' ± 0°09'	-0°17' ± 0°09'	-0°17' ± 0°09'
Lower castor dissymmetry at 0°30' Lower camber dissymmetry at 0°18'			

4.2. Rear suspension

	Vehicle for Europe	CRD vehicles
Engines	TU1 - TU3 - DV4TD - ET3 - DV6ATED4 TU5 - DV6TED4	All
Camber (not adjustable)	-1°30' ± 0° 30'	-1°30' ± 0° 30'
Tracking at the axle	0°45' ± 0°09'	0°47' ± 0°09'
Lower castor dissymmetry at 0°18'		

5. C3 (A51)

5.1. Front suspension

Vehicle	Europe - CRD	Europe - CRD
engines	all models - Gearboxes MA - BE - MAP	Engine EP6C - DV6C (Gearbox AL4 -MCM)
Camber (not adjustable)	-0°25' ± 0°30'	-0°27' ± 0°30'
Castor (not adjustable)	4°18' ± 0°18'	
Pivot angle (not adjustable)	11°18' ± 0°30'	11°24' ± 0°30'
Tracking at the axle	-0°17' ± 0°09'	
Tracking at the wheel	-0°09' ± 0°04'	
Lower camber dissymmetry at 0°30' Lower castor dissymmetry at 0°30'		

Version "Red Block"		
engines	EP6C - DV6D	DV6C
Camber angle (not adjustable)	-0°31' (± 0°30')	-0°32' (± 0°30')
Castor (not adjustable)	+4°21' (± 0°18')	+4°21' (± 0°18')
Pivot angle (not adjustable)	+11°30' (± 0°30')	+11°30' (± 0°30')
Tracking at the axle (adjustable)	-0°17' (± 0°09')	-0°17' (± 0°09')
Tracking at the wheel (adjustable)	-0°09' (± 0°04')	-0°09' (± 0°04')
Lower camber dissymmetry at 0°30' Lower castor dissymmetry at 0°30'		

Vehicle	CRD raised	Utility
Camber (not adjustable)	-0°22' ± 0°30'	-0°26' ± 0°30'
Castor (not adjustable)	4°12' ± 0°18'	4°18' ± 0°18'
Pivot angle (not adjustable)	11°12' ± 0°30'	11°24' ± 0°30'
Tracking at the axle	-0°17' ± 0°09'	
Tracking at the wheel	-0°09' ± 0°04'	
Lower camber dissymmetry at 0°30' Lower castor dissymmetry at 0°30'		

5.2. Rear suspension

Europe - CDR		

RPO	Up to RPO 13019	From RPO 13020
Camber (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}43' \pm 0^{\circ}09'$	$0^{\circ}41' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}21' \pm 0^{\circ}04'$	$0^{\circ}20' \pm 0^{\circ}04'$
Camber dissymmetry $\pm 0^{\circ}30'$		

Vehicle	Version "Red Block"	CRD raised	Utility
Camber (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$	$-1^{\circ}45' \pm 0^{\circ}30'$	
Tracking at the axle (not adjustable)	$0^{\circ}45' \pm 0^{\circ}09'$	$0^{\circ}39' \pm 0^{\circ}09'$	$0^{\circ}49' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}22' \pm 0^{\circ}04'$	$0^{\circ}19' \pm 0^{\circ}04'$	$0^{\circ}24' \pm 0^{\circ}04'$
Camber dissymmetry $\pm 0^{\circ}30'$			

6. DS3 (A55)

6.1. Front suspension

engines	EP6C/AL4 (Prior to 05/2011	EP3C, DV4C, EP6C and DV6D	EP6DTS - EP6DT - DV6C - EP6C (From 05/2011)
Camber (not adjustable)	-0°27' ± 0°30'	-0°31' ± 0°30'	-0°32' ± 0°30'
Castor (not adjustable)	4°18' ± 0°18'	4°21' ± 0°18'	
Pivot angle (not adjustable)	11°24' ± 0°30'	11°30' ± 0°30'	
Tracking at the axle	-0°17' ± 0°09'		
Tracking at the wheel	-0°09' ± 0°04'		
Lower camber dissymmetry at 0°30'Lower castor dissymmetry at 0°30'			

6.2. Rear suspension

engines	All types except for EP6C/AL4	EP6C/AL4
Camber (not adjustable)	$-1^{\circ}45' \pm 0^{\circ}30'$	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}43' \pm 0^{\circ}09'$	$0^{\circ}45' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}21' \pm 0^{\circ}04'$	$0^{\circ}23' \pm 0^{\circ}04'$
Camber dissymmetry $\pm 0^{\circ}30'$		

7. C3 PICASSO (A58)

7.1. Front suspension

Version	Europe	CRD
Camber (not adjustable)	$-0^{\circ}30' \pm 0^{\circ}30'$	$-0^{\circ}31' \pm 0^{\circ}30'$
Castor (not adjustable)	$4^{\circ}38' \pm 0^{\circ}18'$	
Pivot angle (not adjustable)	$11^{\circ}26' \pm 0^{\circ}30'$	$11^{\circ}27' \pm 0^{\circ}30'$
Tracking at the axle	$-0^{\circ}17' \pm 0^{\circ}09'$	

Tracking at the wheel	$-0^{\circ}09' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$	Lower castor dissymmetry at $0^{\circ}30'$

7.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}43' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}21' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$	

8. C-ELYSEE

8.1. Front suspension

Checking and adjusting values	
Camber angle (not adjustable)	$-0^{\circ}24' \pm 0^{\circ}30'$
Castor (not adjustable)	$4^{\circ}36' \pm 0^{\circ}18'$
Pivot angle (not adjustable)	$11^{\circ}18' \pm 0^{\circ}30'$
Tracking at the axle (adjustable)	$0^{\circ}17' \pm 0^{\circ}09'$
Tracking at the wheel (adjustable)	$0^{\circ}09' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$ Lower castor dissymmetry at $0^{\circ}30'$	

8.2. Rear suspension

Checking and adjusting values	
Camber angle (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}41' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}21' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$	

9. C4 (b7) - DS4

9.1. Front suspension

Version	Europe	Utility	CRD vehicles	3+2 (DS4) coupe	STT
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}18' (+0^{\circ}24' ; -0^{\circ}36')$		$-0^{\circ}12' (+0^{\circ}36' ; -0^{\circ}24')$		$-0^{\circ}24' (+0^{\circ}36' ; -0^{\circ}24')$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}18' (+0^{\circ}24' ; -0^{\circ}36')$		$-0^{\circ}12' (+0^{\circ}24' ; -0^{\circ}36')$		$-0^{\circ}24' (+0^{\circ}24' ; -0^{\circ}36')$
Castor (not adjustable)	$5^{\circ}12' \pm 0^{\circ}30'$	$5^{\circ}42' \pm 0^{\circ}30'$	$5^{\circ}06' \pm 0^{\circ}30'$	$4^{\circ}54' \pm 0^{\circ}30'$	$5^{\circ}12' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (not adjustable)	$13^{\circ} (+0^{\circ}24' ; -0^{\circ}36')$		$12^{\circ}42' (+0^{\circ}24' ; -0^{\circ}36')$		$+13^{\circ}06' (+0^{\circ}24' ; -0^{\circ}36')$
Pivot angle : Right-hand wheel (not adjustable)	$13^{\circ} (+0^{\circ}36' ; -0^{\circ}24')$		$12^{\circ}42' (+0^{\circ}36' ; -0^{\circ}24')$		$+13^{\circ}06' (+0^{\circ}36' ; -0^{\circ}24')$

adjustable)			-0°24')
Tracking at the axle	-0°21' ± 0°09'		
Tracking at the wheel	-0°11' ± 0°04'		
Camber dissymmetry equal to 0°12' ± 0°28'Castor dissymmetry equal to 0° ± 0°20'Pivot angle dissymmetry equal to -0°12' ± 0°28'			

9.2. Rear suspension

Version	Europe	Commercial vehicle	CRD vehicles	3+2 (DS4) coupe	STT
Camber (not adjustable)	-1°42' ± 0°30'			-1°50' ± 0°30'	-1°42' ± 0°30'
Tracking at the axle (not adjustable)	0°56' ± 0°09'	1°04' ± 0°09'	0°52' ± 0°09'	0°56' ± 0°09'	0°58' ± 0°09'
Thrust angle	0° ± 0°10'				
Camber dissymmetry	0° ± 0°20'				

10. C4 L (B7R)

10.1. Front suspension

Checking and adjusting values	
Camber : Left-hand wheel (not adjustable)	-0°12' (+ 0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°12' (+ 0°24' ; -0°36')
Castor (not adjustable)	+5°06' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	+12°42' (+ 0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	+12°42' (+ 0°36' ; -0°24')
Tracking at the axle (adjustable)	-0°21' ± 0°09'
Tracking at the wheel (adjustable)	-0°11' ± 0°04'
Camber dissymmetry equal to +0°12' ± 28' Castor dissymmetry equal to 0° ± 20' Pivot angle dissymmetry equal to -0°12' ± 28'	

Distribute the global parallelism value symmetrically, left wheel-right wheel.

10.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	-1°42' ± 0°30'
Tracking at the axle (not adjustable)	+0°52' ± 0°10'
Tracking at the wheel (not adjustable)	+0°26' ± 0°05'
Thrust angle	0° ± 0°10'
Camber dissymmetry equal to 0° ± 20'	

11. C4 PICASSO (B58)

11.1. Front suspension

Metallic suspension	all models (Not STT - CRD vehicles)	STT	CRD
Camber : Left-hand wheel (not adjustable)	0° (+0°40' ; -0°20')		0°04' (+0°40' ;

			-0°20')
Camber : Right-hand wheel (not adjustable)	0° (+0°20' ; -0°40')		0°04' (+0°20' ; -0°40')
Castor (not adjustable)	4°54' ± 0°30'		4°48' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	11°42' (+0°20' ; -0°40')	11°48' (+0°20' ; -0°40')	11°30' (+0°20' ; -0°40')
Pivot angle : Right-hand wheel (not adjustable)	11°42' (+0°40' ; -0°20')	11°48' (+0°40' ; -0°20')	11°30' (+0°40' ; -0°20')
Tracking at the axle	-0°21' ± 0°09'		
Tracking at the wheel	-0°11' ± 0°04'		
Camber dissymmetry equal to 0°20' ± 0°28'			
Castor dissymmetry equal to 0°± 20'			
Pivot angle dissymmetry equal to -0°20' ± 28'			

Pneumatic suspension	all models (except CRD)	CRD
Camber : Left-hand wheel (not adjustable)	0° (+0°40' ; -0°20')	0°04' (+0°40' ; -0°20')
Camber : Right-hand wheel (not adjustable)	0° (+0°20' ; -0°40')	0°04' (+0°20' ; -0°40')
Castor (not adjustable)	4°30' ± 0°30'	4°36 ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	11°42 (+0°20' ; -0°40')	11°30 (+0°20' ; -0°40')
Pivot angle : Right-hand wheel (not adjustable)	11°42' (+0°40' ; -0°20')	11°30' (+0°40' ; -0°20')
Tracking at the axle	-0°21' ± 0°09'	
Tracking at the wheel	-0°11' ± 0°04'	
Camber dissymmetry equal to 0°20' ± 0°28'Castor dissymmetry equal to 0°± 20'Pivot angle dissymmetry equal to -0°20' ± 28'		

11.2. Rear suspension

Version	all models (except CRD)	CRD
Camber (not adjustable)	-1°42' ± 0°30'	-1°41' ± 0°30'
Thrust angle	0° ± 0°06'	
Tracking at the axle (not adjustable)	0°52' ± 0°09'	0°50' ± 0°09'
Tracking at the wheel (not adjustable)	0°26' ± 0°04'	0°25' ± 0°04'
Camber dissymmetry equal to 0° ± 0°20'		

Version	all models (except CRD)
Camber (not adjustable)	-1°40' ± 0°30'
Thrust angle	0° ± 0°06'
Tracking at the axle (not adjustable)	0°44' ± 0°09'
Tracking at the wheel (not adjustable)	0°22' ± 0°04'
Camber dissymmetry equal to 0° ± 0°20'	

12. C4 PICASSO (B78)

12.1. Front suspension

Checking and adjusting values			
-	All engines except DV6D Airdream	DV6D Airdream engine	CRD
Camber (not adjustable)	-0° 18' ± 0° 30'	-0° 24' ± 0° 30'	-0° 12' ± 0° 30'

Castor (not adjustable)	4° 12' ± 0° 30'	4° 18' ± 0° 30'	4° 6' ± 0° 30'
Pivot angle (Non-adjustable)	14° ± 0° 30'	14° 18' ± 0° 30'	13° 48' ± 0° 30'
Tracking at the axle (adjustable)	-0° 17' ± 0° 09'	-0° 17' ± 0° 09'	-0° 17' ± 0° 09'
Tracking at the wheel (adjustable)	-0° 08' ± 0° 04'	-0° 08' ± 0° 04'	-0° 08' ± 0° 04'
Lower camber dissymmetry at 0°20' Lower castor dissymmetry at 0°20'			

12.2. Rear suspension

Checking and adjusting values			
	All engines except DV6D Airdream	DV6D Airdream engine	Entreprise model - All engines except DV6D Airdream
Camber (not adjustable)	-1° 42' ± 0° 30'	-1° 42' ± 0° 30'	-1° 48' ± 0° 30'
Tracking at the axle (not adjustable)	0° 44' ± 0° 09'	0° 48' ± 0° 09'	0° 31' ± 0° 09'
Tracking at the wheel (not adjustable)	0° 22' ± 0° 04'	0° 24' ± 0° 04'	0° 15' ± 0° 04'
Lower camber dissymmetry at 0°30'			

Checking and adjusting values			
	Entreprise model - DV6D Airdream engine	CRD Not : Entreprise model	CRD Not : Entreprise model
Camber (not adjustable)	-1° 42' ± 0° 30'	-1° 36' ± 0° 30'	-1° 42' ± 0° 30'
Tracking at the axle (not adjustable)	0° 35' ± 0° 09'	0° 40' ± 0° 09'	0° 28' ± 0° 09'
Tracking at the wheel (not adjustable)	0° 17' ± 0° 04'	0° 20' ± 0° 04'	0° 14' ± 0° 04'
Lower camber dissymmetry at 0°30'			

13. C4 AIRCROSS

13.1. Front suspension

Checking and adjusting values	
Camber (not adjustable)	0°15' ± 0°30'
Castor (not adjustable)	2°40' ± 0°30'
Pivot angle	13° ± 1°30'
Tracking at the wheel (adjustable)	0°03' ± 0°05'
Lower camber dissymmetry at 0°30' Lower castor dissymmetry at 0°30'	

13.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	- 0°25' ± 0°30'
Tracking at the wheel (adjustable)	0°08' to 0°15'
Lower camber dissymmetry at 0°30'	

14. DS5

14.1. Front suspension

Checking and adjusting values : Vehicles without hybrid drive train		
Application	all models(Not EP6 CDTX)	EP6 CDTX engine
Camber : Left-hand wheel (not adjustable)	-0°18' (+0°36' ; -0°24')	-0°18' (+0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°18' (+ 0°24' ; -0°36')	-0°18' (+ 0°24' ; -0°36')
Castor (not adjustable)	5° ± 0°30'	5°06' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	12°54' (+0°24' ; -0°36')	12°54' (+0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	12°54'(+0°36' ; -0°24')	12°54'(+0°36' ; -0°24')
Tracking at the axle (adjustable)	-0°13' ± 0°09'	-0°13' ± 0°09'
Tracking at the wheel (adjustable)	-0°07' ± 0°04'	-0°07' ± 0°04'
Camber dissymmetry	0°12' ± 0°28'	0°12' ± 0°28'
Castor dissymmetry	0° ± 0°20'	0° ± 0°20'
Pivot angle dissymmetry	-0°12' ± 0°28'	-0°12' ± 0°28'

Checking and adjusting values : Vehicles with hybrid drive train	
Camber : Left-hand wheel (not adjustable)	- 0°18' (+ 0°36' ; - 0°24')
Camber : Right-hand wheel (not adjustable)	- 0°18' (+ 0°24' ; - 0°36')
Castor (not adjustable)	4°36' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	12°54' (+ 0°24' ; - 0°36')
Pivot angle : Right-hand wheel (not adjustable)	12°54'(+ 0°36' ; - 0°24')
Tracking at the axle (adjustable)	- 0°13' ± 0°09'
Tracking at the wheel (adjustable)	- 0°07' ± 0°04'
Camber dissymmetry	0°12' ± 0°28'
Castor dissymmetry	0° ± 0°20'
Pivot angle dissymmetry	- 0°12' ± 0°28'

14.2. Rear suspension

Checking and adjusting values : Vehicles without hybrid drive train		
Application	all models(Not EP6 CDTX)	EP6 CDTX engine
Camber (not adjustable)	-1°42' ± 0°30'	-1°42' ± 0°30'
Tracking at the axle (not adjustable)	0°53' ± 0°09'	0°57' ± 0°09'
Tracking at the wheel (not adjustable)	0°27' ± 0°04'	0°28' ± 0°04'
Thrust angle	0° ± 0°10'	0° ± 0°10'
Camber dissymmetry	0° ± 0°20'	0° ± 0°20'

Checking and adjusting values : Vehicles with hybrid drive train	
Camber (not adjustable)	- 2°22' ± 0°30'
Tracking at the axle (adjustable)	0°43' ± 0°09'
Tracking at the wheel (adjustable)	0°21' ± 0°04'
Thrust angle	0° ± 0°30'

Camber dissymmetry	$0^{\circ} \pm 0^{\circ}30'$
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15. CITROEN C5 (X7)

15.1. Front suspension

Metallic suspension	Vehicle for Europe	CRD vehicles	CRD vehicles
Tyre dimensions	All	215/60 R16 - 225/60 R16	225/55 R17 - 245/45 R18 - 245/40 R19
Camber (not adjustable)	$-0^{\circ}20' \pm 0^{\circ}30'$	$-0^{\circ}11' \pm 0^{\circ}30'$	$-0^{\circ}13' \pm 0^{\circ}30'$
Castor (not adjustable)	$5^{\circ}30' \pm 0^{\circ}30'$		
Pivot angle (not adjustable)	$8^{\circ}12' \pm 0^{\circ}30'$	$8^{\circ}00' \pm 0^{\circ}30'$	$8^{\circ}02' \pm 0^{\circ}30'$
Tracking at the axle	$-0^{\circ}09' \pm 0^{\circ}09'$		
Camber dissymmetry $+0^{\circ}50' / 0^{\circ}24'$ Castor dissymmetry $0^{\circ} \pm 0^{\circ}30'$ Pivot angle dissymmetry $0^{\circ} \pm 0^{\circ}30'$			

Hydraulic suspension	225/60 R16	all models(Not 225/60 R16)
Camber (not adjustable)	$-0^{\circ}16' \pm 0^{\circ}30'$	$-0^{\circ}17' \pm 0^{\circ}30'$
Castor (not adjustable)	$5^{\circ}30' \pm 0^{\circ}30'$	$5^{\circ}30' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$8^{\circ}06' \pm 0^{\circ}30'$	
Tracking at the axle	$-0^{\circ}09' \pm 0^{\circ}09'$	
Camber dissymmetry $+0^{\circ}50' / 0^{\circ}24'$ Castor dissymmetry $0^{\circ} \pm 0^{\circ}30'$ Pivot angle dissymmetry $0^{\circ} \pm 0^{\circ}30'$		

15.2. Rear suspension

Metallic suspension	Vehicle for Europe	CRD vehicles
Camber (not adjustable)	$-1^{\circ}56' \pm 0^{\circ}30'$	$-1^{\circ}41' \pm 0^{\circ}30'$
Thrust angle	$0^{\circ} \pm 0^{\circ}30'$	
Tracking at the axle	$0^{\circ}43' \pm 0^{\circ}09'$	
Camber dissymmetry $0^{\circ} \pm 0^{\circ}30'$		

Hydraulic suspension	
Camber (not adjustable)	$-1^{\circ}16' \pm 0^{\circ}30'$
Thrust angle	$0^{\circ} \pm 0^{\circ}30'$
Tracking at the axle	$0^{\circ}34' \pm 0^{\circ}09'$
Camber dissymmetry $0^{\circ} \pm 0^{\circ}30'$	

16. C-Crosser

16.1. Front suspension

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}20' \pm 0^{\circ}30'$
Castor (not adjustable)	$2^{\circ}35' \pm 0^{\circ}30'$
Pivot angle	$12^{\circ}45' \pm 1^{\circ}30'$
Tracking at the wheel	$0^{\circ}02' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$ Lower castor dissymmetry at $0^{\circ}30'$	

16.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}25' \pm 0^{\circ}30'$
Tracking at the wheel	$0^{\circ}02' \pm 0^{\circ}12'$
Lower camber dissymmetry at $0^{\circ}30'$	

17. C6

17.1. Front suspension

Checking and adjusting values	
Tracking at the axle	$0^{\circ}09' \pm 0^{\circ}09'$
Camber (not adjustable)	$-0^{\circ}24' \pm 0^{\circ}30'$
Castor (not adjustable)	$5^{\circ}30' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$8^{\circ}07' \pm 0^{\circ}30'$
Castor dissymmetry $\pm 0^{\circ}30'$ Camber left-right dissymmetry : 0° ($-0^{\circ}24'$; $+0^{\circ}42'$) Pivot angle dissymmetry $\pm 0^{\circ}30'$	

17.2. Rear suspension

Checking and adjusting values	
Tracking at the axle	$0^{\circ}34' \pm 0^{\circ}09'$
Camber (not adjustable)	$-1^{\circ}27' \pm 0^{\circ}30'$
Thrust angle (not adjustable)	$0^{\circ} \pm 0^{\circ}30'$
Camber dissymmetry $\pm 0^{\circ}30'$	

18. C8

18.1. Front suspension

Checking and adjusting values	
Tracking at the axle	$0^{\circ}17' \pm 0^{\circ}09'$
Camber (not adjustable)	$0^{\circ} \pm 0^{\circ}30'$
Castor (not adjustable)	$3^{\circ}30' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$12^{\circ}24' \pm 0^{\circ}30'$

18.2. Rear suspension

Checking and adjusting values		
engines	EW - DW up to RPO 9789 - ES9 up to RPO 9927	EW - DW from RPO 9790 - ES9 from RPO 9928
Tracking at the axle	$0^{\circ}43' \pm 0^{\circ}09'$	$0^{\circ}29' \pm 0^{\circ}09'$
Camber (not adjustable)	$-1^{\circ} \pm 0^{\circ}30'$	$-1^{\circ}30' \pm 0^{\circ}30'$

19. NEMO

19.1. Front suspension

Tyre size	175/70 R14	185/65 R15	175/70 R14	185/65 R15
Fuel level	Tank full		5 litres (maximum of	
Camber (not adjustable)	-0°10' ± 0°20'	-0°04' ± 0°20'	-0°08' ± 0°20'	-0°02' ± 0°20'
Castor (not adjustable)	2°38' ± 0°30'	2°40' ± 0°30'	2°44' ± 0°30'	2°46' ± 0°30'
Pivot angle (not adjustable)	13 °			
Tracking at the axle	-0 °09' ± 0°09'			

19.2. Rear suspension

Tyre size	175/70 R14	185/65 R15	175/70 R14	185/65 R15
Fuel level	Tank full		5 litres (maximum of	
Camber (not adjustable)	-0 °32' ± 0°20'	-0 °31' ± 0°20'	-0 °31' ± 0°20'	-0 °30' ± 0°20'
Tracking at the axle	0°08' ± 0°09'		0°07' ± 0°09'	

20. BERLINGO (M59)

20.1. Front suspension

car(Not : Rear leaf suspension)	With suspension 800 kg	Without suspension 800 kg (Michelin Energy E3A)	Without suspension 800 kg (Not Michelin Energy E3A)
Tracking	-0°17' ± 0°09'		0°09' ± 0°09'
Camber	0° ± 0°30'		
Castor	3° ± 0°30'		
Pivot angle	10°54' ± 0°30'	10°44' ± 0°30'	
Lower castor dissymmetry at 0°18'Lower camber dissymmetry at 0°39'			

car(Not : Rear leaf suspension)	With suspension 800 kg	Without suspension 800 kg	All types except for Michelin Energy E3A	Michelin Energy E3A
Version	raised CRD		VTC	
Tracking	-0°17' ± 0°09'			0°09' ± 0°09'
Camber	0° ± 0°30'			
Castor	2°58' ± 0°30'	2°55' ± 0°30'		
Pivot angle	10°38' ± 0°30'	10°26' ± 0°30'		
Lower castor dissymmetry at 0°18'Lower camber dissymmetry at 0°39'				

Van (Not : Rear leaf suspension)	Platform or cab	Raised or CRD	Electrical
Tracking	-0°17' ± 0°09'		
Camber	0° ± 0°30'		
Castor	3° ± 0°30'		
Pivot angle	10°54' ± 0°30'	10°38' ± 0°30'	10°30' ± 0°30'
Lower castor dissymmetry at 0°18' Lower camber dissymmetry at 0°39'			

Rear leaf suspension (Except raised or CRD)	car	Van	car	Van
engines	TU5, DV6A and DV6B		DW8	
Camber	- 0°01' ± 0°30'	- 0°04' ± 0°30'	- 0°05' ± 0°30'	

Castor	$3^{\circ} \pm 0^{\circ}30'$	$3^{\circ}03' \pm 0^{\circ}18'$	$3^{\circ}05' \pm 0^{\circ}18'$	
Pivot angle	$10^{\circ}42' \pm 0^{\circ}30'$	$10^{\circ}48' \pm 0^{\circ}30'$	$10^{\circ}12' \pm 0^{\circ}30'$	$10^{\circ}54' \pm 0^{\circ}30'$
Tracking at the axle	$-0^{\circ}17' \pm 0^{\circ}09'$	$-0^{\circ}09' \pm 0^{\circ}09'$	$-0^{\circ}17' \pm 0^{\circ}09'$	
Tracking at the wheel	$-0^{\circ}09' \pm 0^{\circ}04'$	$-0^{\circ}04' \pm 0^{\circ}04'$	$-0^{\circ}09' \pm 0^{\circ}04'$	
Lower castor dissymmetry at $0^{\circ}18'$ Lower camber dissymmetry at $0^{\circ}39'$				

car: Rear leaf suspension (Raised or CRD)	TU5, DV6A and DV6B engines	DW8 engine
Camber (not adjustable)	$0^{\circ}08' \pm 0^{\circ}30'$	$0^{\circ}02' \pm 0^{\circ}30'$
Castor (not adjustable)	$2^{\circ}57' \pm 0^{\circ}18'$	$3^{\circ} \pm 0^{\circ}18'$
Pivot angle (not adjustable)	$10^{\circ}24' \pm 0^{\circ}30'$	$10^{\circ}36' \pm 0^{\circ}30'$
Tracking at the axle	$-0^{\circ}17' \pm 0^{\circ}09'$	$0^{\circ}17' \pm 0^{\circ}09'$
Tracking at the wheel	$-0^{\circ}09' \pm 0^{\circ}04'$	
Lower castor dissymmetry at $0^{\circ}18'$ Lower camber dissymmetry at $0^{\circ}39'$		

Utility version : Rear leaf suspension (Raised or CRD)	TU5 engines - DV6B	DV6A engine	DW8 engine
Camber (not adjustable)	$0^{\circ}12' \pm 0^{\circ}30'$	$0^{\circ}08' \pm 0^{\circ}30'$	$0^{\circ}05' \pm 0^{\circ}30'$
Castor (not adjustable)	$2^{\circ}56' \pm 0^{\circ}18'$	$2^{\circ}57' \pm 0^{\circ}18'$	$2^{\circ}59' \pm 0^{\circ}18'$
Pivot angle (not adjustable)	$10^{\circ}18' \pm 0^{\circ}30'$	$10^{\circ}24' \pm 0^{\circ}30'$	$10^{\circ}30' \pm 0^{\circ}30'$
Tracking at the axle	$-0^{\circ}17' \pm 0^{\circ}09'$		$-0^{\circ}09' \pm 0^{\circ}09'$
Tracking at the wheel	$-0^{\circ}09' \pm 0^{\circ}04'$		$-0^{\circ}04' \pm 0^{\circ}04'$
Lower castor dissymmetry at $0^{\circ}18'$ Lower camber dissymmetry at $0^{\circ}39'$			

20.2. Rear suspension

car(Not : Rear leaf suspension)	Without suspension 800 kg	With suspension 800 kg	Without suspension 800 kg	With suspension 800 kg	all models
Version	all models(Without height adjuster, CRD and VTC)		Raised or CRD		VTC
Tracking	$0^{\circ}13' \pm 0^{\circ}11'$	$0^{\circ}42' \pm 0^{\circ}11'$	$0^{\circ}33' \pm 0^{\circ}11'$	$0^{\circ}04' \pm 0^{\circ}11'$	$0^{\circ}04' \pm 0^{\circ}11'$
Camber	$-1^{\circ}16' \pm 0^{\circ}30'$	$-1^{\circ}13' \pm 0^{\circ}30'$	$-1^{\circ}14' \pm 0^{\circ}30'$	$-1^{\circ}16' \pm 0^{\circ}30'$	
Lower camber dissymmetry at $0^{\circ}30'$					

Van (Not : Rear leaf suspension)	Electrical	Raised or CRD	Platform or cab
Tracking	$0^{\circ}29' \pm 0^{\circ}11'$	$0^{\circ}33' \pm 0^{\circ}11'$	$0^{\circ}42' \pm 0^{\circ}11'$
Camber	$-1^{\circ}14' \pm 0^{\circ}30'$	$-1^{\circ}13' \pm 0^{\circ}30'$	
Lower camber dissymmetry at $0^{\circ}30'$			

Vehicles with rear leaf suspension	all models
Camber (not adjustable)	$-1^{\circ}15' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ} \pm 0^{\circ}11'$
Tracking at the wheel (not adjustable)	$0^{\circ} \pm 0^{\circ}05'$
Camber dissymmetry $0^{\circ} \pm 0^{\circ}25'$	

21. BERLINGO (B9)

21.1. Front suspension

car	All types except finishes : XTR - VTC - CRD vehicles - PC - Stop and start	Finishing : XTR - VTC - CRD vehicles - PC	STT
Camber : Left-hand wheel (not adjustable)	0°01' (+0°40' ; -0°20')	0°03' (+0°40' ; -0°20')	0° (+0°40' ; -0°20')
Camber : Right-hand wheel (not adjustable)	0°01' (+0°20' ; -0°40')	0°03' (+0°20' ; -0°40')	0° (+0°20' ; -0°40')
Castor (not adjustable)	4°54' ± 0°30'	4°42' ± 0°30'	4°54' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	11°42' (+0°20' ; -0°40')	11°30' (+0°20' ; -0°40')	11°48' (+0°20' ; -0°40')
Pivot angle : Right-hand wheel (not adjustable)	11°42' (+0°40' ; -0°20')	11°30' (+0°40' ; -0°20')	11°48' (+0°40' ; -0°20')
Tracking at the axle	- 0°13' ± 0°09'		
Tracking at the wheel	- 0°06 ± 0°04'		
Camber dissymmetry equal to 0°20' ± 0°28'Castor dissymmetry equal to 0° ± 0°20'Pivot angle dissymmetry equal to - 0°20' ± 0°28'			

Van	all models (except STT)	STT	Electrical
Camber : Left-hand wheel (not adjustable)	0°01' (+0°40' ; -0°20')	0° (+0°40' ; -0°20')	+0°03' (+0°40' ; -0°20')
Camber : Right-hand wheel (not adjustable)	0°01' (+0°20' ; -0°40')	0° (+0°20' ; -0°40')	+0°03' (+0°20' ; -0°40')
Castor (not adjustable)	5°12' ± 0°30'	4°54' ± 0°30'	+4°54' (± 0°30')
Pivot angle : Left-hand wheel (not adjustable)	11°42' (+0°20' ; -0°40')	11°48' (+0°20' ; -0°40')	+11°30' (+0°20' ; -0°40')
Pivot angle : Right-hand wheel (not adjustable)	11°42' (+0°40' ; -0°20')	11°48' (+0°40' ; -0°20')	+11°30' (+0°40' ; -0°20')
Tracking at the axle	- 0°13' ± 0°09'		
Tracking at the wheel	- 0°06 ± 0°04'		
Camber dissymmetry equal to 0°20' ± 0°28'Castor dissymmetry equal to 0° ± 0°20'Pivot angle dissymmetry equal to - 0°20' ± 0°28'			

21.2. Rear suspension

car	All types except finishes : XTR - VTC - CRD vehicles - PC - Stop and start	Finishing : XTR - VTC - CRD vehicles - PC	STT
Camber (not adjustable)	- 1°42' ± 0°30'	- 1°44' ± 0°30'	- 1°46' ± 0°30'
Thrust angle	0° ± 0°10		
Tracking at the axle (not adjustable)	0°52' ± 0°09'	0°48' ± 0°09'	0°53' ± 0°09'
Tracking at the wheel (not adjustable)	0°26' ± 0°04'	0°24' ± 0°04'	0°27' ± 0°04'
Camber dissymmetry equal to 0° ± 0°20'			

Van	all models (except STT)	STT	Electrical
Camber (not adjustable)	- 1°44' ± 0°30'	- 1°43' ± 0°30'	-1°41' ± 0°30'
Thrust angle	0° ± 0°10	0° ± 0°10	0° ± 0°10
Tracking at the axle (not adjustable)	0°55' ± 0°09'	0°57' ± 0°09'	0°50' ± 0°09'
Tracking at the wheel (not adjustable)	0°28' ± 0°04'	0°28' ± 0°04'	0°25' ± 0°04'
Camber dissymmetry equal to 0° ± 0°20'			

22. DISPATCH 3

22.1. Front suspension

Combi vehicle	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
Version	Short		Long	
Camber (not adjustable)	0° ± 0°30			
Castor (not adjustable)	3°34' ± 0°30'	3°41' ± 0°30'	3°39' ± 0°30'	3°46' ± 0°30'
Pivot angle (not adjustable)	12°08 ± 0°30			
Tracking at the axle	- 0°09' ± 0°09'		0°17' ± 0°09'	
Tracking at the wheel	- 0°04' ± 0°04'		0°09' ± 0°04'	
Lower camber dissymmetry at 0°18'Lower pivot angle dissymmetry at 0 ° 24 '				

Van	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
Version	Short		Long	
Camber (not adjustable)	0°05 ± 0°30			
Castor (not adjustable)	4°15' ± 0°30'	3°39' ± 0°30'	4°18' ± 0°30'	3°43' ± 0°30'
Pivot angle (not adjustable)	12°15 ± 0°30			
Tracking at the axle	- 0°17' ± 0°09'			
Tracking at the wheel	- 0°09' ± 0°09'			
Lower camber dissymmetry at 0°18'Lower pivot angle dissymmetry at 0 ° 24 '				

22.2. Rear suspension

Combi vehicle	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
Version	Short		Long	
Camber (not adjustable)	-1°42 ± 0°30			
Tracking at the axle (not adjustable)	0°38' ± 0°09'	0°40' ± 0°09'	0°39' ± 0°09'	0°40' ± 0°09'
Tracking at the wheel (not adjustable)	0°19' ± 0°04'			0°20' ± 0°04'
Lower camber dissymmetry at 0°18'				

Van	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
Version	Short		Long	
Camber (not adjustable)	$- 1^{\circ}48' \pm 0^{\circ}30'$	$- 1^{\circ}42' \pm 0^{\circ}30'$	$- 1^{\circ}48' \pm 0^{\circ}30'$	$- 1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}47' \pm 0^{\circ}09'$	$0^{\circ}40' \pm 0^{\circ}09'$	$0^{\circ}50' \pm 0^{\circ}09'$	$0^{\circ}40' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}24' \pm 0^{\circ}04'$	$0^{\circ}19' \pm 0^{\circ}04'$	$0^{\circ}25' \pm 0^{\circ}04'$	$0^{\circ}20' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}18'$				

23. RELAY

23.1. Front suspension

Checking and adjusting values

Tracking	- 0°09' ± 0°09'
Castor (not adjustable)	1°45' ± 0°30'
Camber (not adjustable)	0° ± 0°30'
Pivot angle	10°45' ± 0°30'

23.2. Rear suspension

Checking and adjusting values	
Tracking (not adjustable)	0° ± 0°17'
Camber (not adjustable)	-

TECHNICAL NOTE : AXLE GEOMETRIES

CAUTION : To check all the angles (castor, camber, tracking), it is necessary to place the vehicle at reference height.

Distribute the global parallelism value symmetrically, left wheel-right wheel.

N.B. : PC = Worksite pack - VTC = All terrain vehicle - CRD = difficult road conditions - STT = Stop and start.

1. Geometry angles

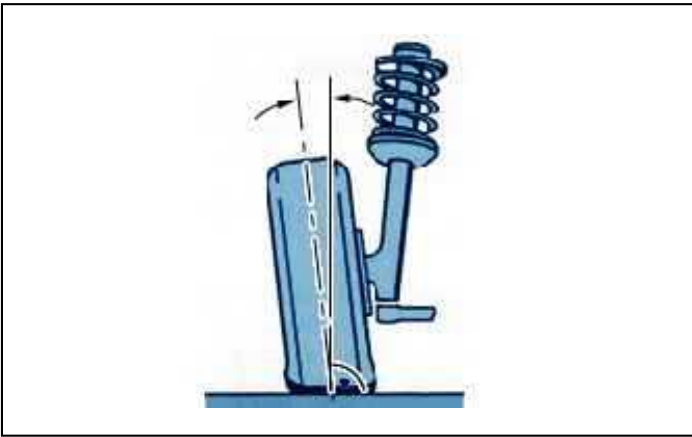


Figure : B3BB03NT

Camber angle : Angle formed by the plane of a wheel and the vertical (Vehicle seen from the front).

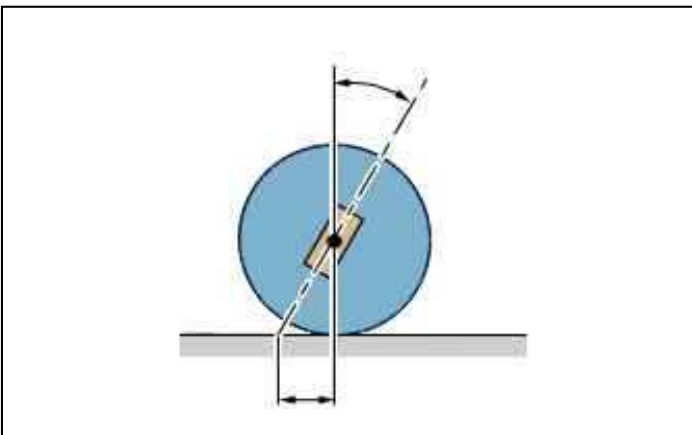


Figure : B3BB03OT

Castor angle : Angle formed by the pivoting axis of the front wheel and the vertical (Vehicle seen from the side).

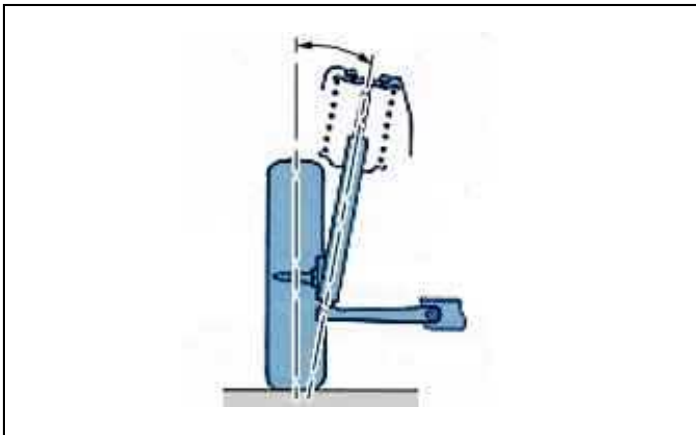


Figure : B3BB03PT

Kingpin angle : Angle formed by the pivoting axis with the vertical, measured in the transverse plane of the vehicle (Vehicle seen from the front).

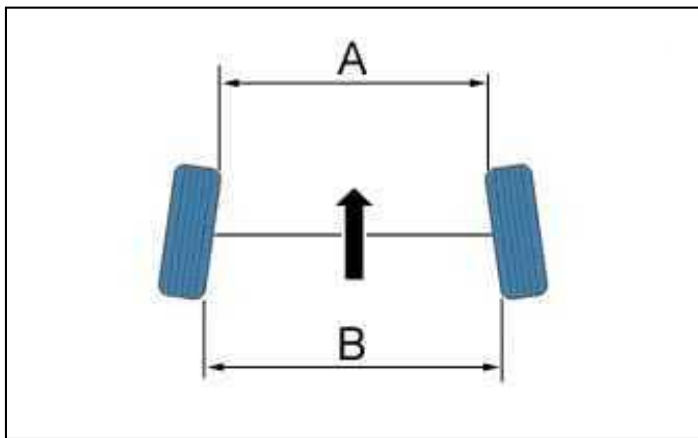


Figure : B3BB03QT

Tracking : Difference between distance A and distance B (Front of the vehicle : In the direction of the arrow).

$A < B$: Toe-in.

$A > B$: Opening.

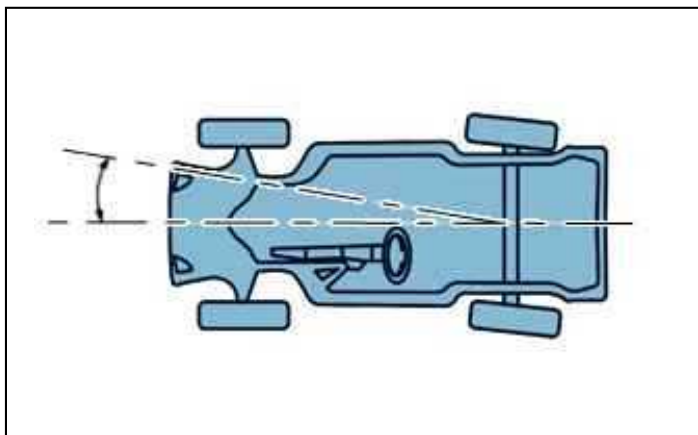


Figure : B3BB03RT

Thrust angle : Angle formed by the thrust axis of the rear axle and the longitudinal axis of the vehicle.

2.1. Front suspension

Checking and adjusting values	
Camber (not adjustable)	$-0^{\circ}47' \pm 0^{\circ}45'$
Castor (not adjustable)	$2^{\circ}47' \pm 0^{\circ}45'$
Pivot angle (not adjustable)	$9^{\circ}33'$
Tracking	$0^{\circ}07' \pm 0^{\circ}12'$
Steering wheel turning angle	$38^{\circ}55' \pm 2^{\circ}$
Lower castor dissymmetry at $0^{\circ}30'$ Lower camber dissymmetry at $0^{\circ}30'$	

2.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$-0^{\circ}56' \pm 0^{\circ}30'$
Tracking (not adjustable)	$0^{\circ}21' \pm 0^{\circ}13'$
Lower camber dissymmetry at $0^{\circ}30'$	

3. ION

3.1. Front suspension

Checking and adjusting values	
Camber (not adjustable)	$0 \pm 0^{\circ}45'$
Castor (not adjustable)	$3^{\circ}30' \pm 0^{\circ}45'$
Pivot angle (not adjustable)	$15^{\circ}20' \pm 1^{\circ}30'$
Tracking at the axle	$0^{\circ}26' \pm 0^{\circ}26'$
Tracking at the wheel	$0^{\circ}13' \pm 0^{\circ}13'$
Lower castor dissymmetry at $0^{\circ}30'$ Lower camber dissymmetry at $0^{\circ}30'$	

3.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}00' \pm 0^{\circ}45'$
Tracking at the axle	$0^{\circ}26' \pm 0^{\circ}26'$
Tracking at the wheel	$0^{\circ}13' \pm 0^{\circ}13'$
Lower camber dissymmetry at $0^{\circ}30'$	

4. 206+ (T3 Europe)

4.1. Front suspension

Version	All types except for CRD	CRD vehicles
Camber (not adjustable)	$0^{\circ} \pm 0^{\circ}30'$	
Castor (not adjustable)	$3^{\circ} \pm 0^{\circ}30'$	$2^{\circ}54' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$9^{\circ}42' \pm 0^{\circ}30'$	$9^{\circ}12' \pm 0^{\circ}30'$

Tracking at the axle	$0^{\circ} \pm 0^{\circ}09'$	$-0^{\circ}13' \pm 0^{\circ}09'$
Tracking at the wheel	$0^{\circ} \pm 0^{\circ}04'$	$-0^{\circ}06' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}20'$ Lower castor dissymmetry at $0^{\circ}20'$ Lower pivot angle dissymmetry at $0^{\circ}20'$		

4.2. Rear suspension

Version	All types except for CRD	CRD vehicles	Utility vehicle
Thrust angle	$0^{\circ} \pm 0^{\circ}06'$		
Camber (not adjustable)	$-1^{\circ} \pm 0^{\circ}30'$		
Tracking at the axle (not adjustable)	$0^{\circ}29' \pm 0^{\circ}09'$	$0^{\circ}17' \pm 0^{\circ}09'$	$0^{\circ}36' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}15' \pm 0^{\circ}04'$	$0^{\circ}08' \pm 0^{\circ}04'$	$0^{\circ}18' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}20'$			

5. 207 (A7)

5.1. Front suspension

	Vehicle for Europe		CRD vehicles	
engines	Type TU3, EP3, DV4, ET3	Type DV6, EP6, TU5	Type TU3, EP3, ET3	Type DV4, DV6, EP6, TU5
Camber (not adjustable)	-0°31' ± 0°30'	-0°33' ± 0°30'	-0°29' ± 0°30'	-0°31' ± 0°30'
Castor (not adjustable)	4°38' ± 0°18'	4°39' ± 0°18'	4°34' ± 0°18'	
Pivot angle (not adjustable)	11°26' ± 0°30'	11°28' ± 0°30'	11°16' ± 0°30'	11°17' ± 0°30'
Tracking at the axle	0°17' ± 0°09'			
Tracking at the wheel	0°09' ± 0°04'			
Lower camber dissymmetry at 0°30'Lower castor dissymmetry at 0°30'				

Vehicle type	Van		Estate vehicle OUTDOOR
engines	TU3, DV4 and ET3	DV6	all models
Camber (not adjustable)	-0°31' ± 0°30'	-0°33' ± 0°30'	-0°31' ± 0°30'
Castor (not adjustable)	4°38' ± 0°18'	4°39' ± 0°18'	4°34' ± 0°18'
Pivot angle (not adjustable)	11°26' ± 0°30'	11°28' ± 0°30'	11°17' ± 0°30'
Tracking at the axle	0°17' ± 0°09'		
Tracking at the wheel	0°09' ± 0°04'		
Lower camber dissymmetry at 0°30'Lower castor dissymmetry at 0°30'			

Vehicle type	DV6 engine - Version 99 grammes CO2/km
Camber (not adjustable)	$-0^{\circ}33' \pm 0^{\circ}30'$
Castor (not adjustable)	$4^{\circ}41' \pm 0^{\circ}18'$
Pivot angle (not adjustable)	$11^{\circ}32' \pm 0^{\circ}30'$
Tracking at the axle	$0^{\circ}17' \pm 0^{\circ}09'$
Tracking at the wheel	$0^{\circ}09' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$ Lower castor dissymmetry at $0^{\circ}30'$	

5.2. Rear suspension

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Vehicle type	Vehicle for Europe	CRD vehicles	Van	Estate vehicle OUTDOOR
Camber (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$			
Tracking at the axle (not adjustable)	$0^{\circ}43' \pm 0^{\circ}09'$	$0^{\circ}38' \pm 0^{\circ}09'$	$0^{\circ}49' \pm 0^{\circ}09'$	$0^{\circ}36' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}21' \pm 0^{\circ}04'$	$0^{\circ}19' \pm 0^{\circ}04'$	$0^{\circ}24' \pm 0^{\circ}04'$	$0^{\circ}18' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$				

Vehicle type	DV6 engine - Version 99 grammes CO2/km
Camber (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}45' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}22' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$	

6. 208

6.1. Front suspension

Vehicle for Europe - CRD vehicles not raised			
	All engines except DV6, EP Turbo - DV6 engine with BE type gearbox	DV6 engines (Except BE gearbox) - EP engines Turbo	EngineEP6CDT.
Camber angle (not adjustable)	$-0^{\circ}34' \pm 0^{\circ}30'$	$-0^{\circ}36' \pm 0^{\circ}30'$	$-0^{\circ}35' \pm 0^{\circ}30'$
Castor (not adjustable)	$4^{\circ}24' \pm 0^{\circ}18'$	$4^{\circ}24' \pm 0^{\circ}18'$	$4^{\circ}42' \pm 0^{\circ}18'$
Pivot angle (not adjustable)	$11^{\circ}24' \pm 0^{\circ}30'$	$11^{\circ}30' \pm 0^{\circ}30'$	$11^{\circ}30' \pm 0^{\circ}30'$
Tracking at the axle (adjustable)	$0^{\circ}13' \pm 0^{\circ}09'$	$0^{\circ}13' \pm 0^{\circ}09'$	$0^{\circ}13' \pm 0^{\circ}09'$
Tracking at the wheel (adjustable)	$0^{\circ}07' \pm 0^{\circ}04'$	$0^{\circ}07' \pm 0^{\circ}04'$	$0^{\circ}07' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$ Lower castor dissymmetry at $0^{\circ}30'$			

CRD vehicles raised	
Camber angle (not adjustable)	$-0^{\circ}29' \pm 0^{\circ}30'$
Castor (not adjustable)	$4^{\circ}18' \pm 0^{\circ}18'$
Pivot angle (not adjustable)	$11^{\circ}18' \pm 0^{\circ}30'$
Tracking at the axle (adjustable)	$0^{\circ}13' \pm 0^{\circ}09'$
Tracking at the wheel (adjustable)	$0^{\circ}07' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$ Lower castor dissymmetry at $0^{\circ}30'$	

6.2. Rear suspension

	Vehicle for Europe - CRD vehicles not raised	CRD vehicles raised
Camber angle (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}43' \pm 0^{\circ}09'$	$0^{\circ}40' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}22' \pm 0^{\circ}04'$	$0^{\circ}20' \pm 0^{\circ}04'$
Thrust angle	$0^{\circ} \pm 0^{\circ}30'$	$0^{\circ} \pm 0^{\circ}30'$
Lower camber dissymmetry at $0^{\circ}30'$		

7. 1007

7.1. Front suspension

Checking and adjusting values		
Tyres	175/65 R14	185/60 R15 - 195/50 R16
Camber	-0°24' ± 0°30'	-0°26' ± 0°30'
Castor	3°54' ± 0°18'	3°55' ± 0°18'
Pivot angle	11°16' ± 0°30'	11°21' ± 0°30'
Tracking at the wheel	0°08' ± 0°04'	

7.2. Rear suspension

Checking and adjusting values		
Tyres	175/65 R14	185/60 R15 - 195/50 R16
Tracking at the wheel	0°23' ± 0°04'	0°24' ± 0°04'
Camber	-1°29' ± 0°18'	-1°30' ± 0°18'

8. 301

8.1. Front suspension

Checking and adjusting values	
Camber angle (not adjustable)	-0°24' ± 0°30'
Castor (not adjustable)	4°36' ± 0°18'
Pivot angle (not adjustable)	11°18' ± 0°30'
Tracking at the axle (adjustable)	0°17' ± 0°09'
Tracking at the wheel (adjustable)	0°09' ± 0°04'
Lower camber dissymmetry at 0°30' Lower castor dissymmetry at 0°30'	

8.2. Rear suspension

Checking and adjusting values	
Camber angle (not adjustable)	-1°42' ± 0°30'
Tracking at the axle (not adjustable)	0°41' ± 0°09'
Tracking at the wheel (not adjustable)	0°21' ± 0°04'
Lower camber dissymmetry at 0°30'	

9. 308 (T7)

9.1. Front suspension

Saloon	Europe(Except EP6DTS and EP6CDTX engines)	CRD vehicles (Russia)	EP6DTS and EP6CDTX engines	STT
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Camber : Left-hand wheel (not adjustable)	-0°18 (+0°36' ; -0°24)	-0°12 (+0°36' ; -0°24)	-0°24 (+0°36' ; -0°24)	-0°24' (+ 0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°18' (+0°24' ; -0°36')	-0°12' (+0°24' ; -0°36')	-0°24' (+0°24' ; -0°36')	-0°24' (+ 0°24' ; -0°36')
Castor (not adjustable)	5°12' ± 0°30'	5°06 ± 0°30'	5°12' ± 0°30'	+5°06' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	12°54' (+0°24' ; -0°36')	12°42' (+0°24' ; -0°36')	13°12' (+0°24' ; -0°36')	+13°06' (+ 0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	12°54' (+0°36' ; -0°24')	12°42 (+0°36' ; -0°24)	13°12' (+0°36' ; -0°24')	+13°06' (+ 0°36' ; -0°24')
Tracking at the axle	-0°21 ± 0°09			
Tracking at the wheel	-0°11 ± 0°04			
Camber dissymmetry equal to 0°12' ± 0°28'Castor dissymmetry equal to 0° ± 0°20'Pivot angle dissymmetry equal to -0°12' ± 28'				

Estate	Europe(Except EP6DTS and EP6CDTX engines)	CRD vehicles	EP6DTS engine
Camber : Left-hand wheel (not adjustable)	-0°18' (+0°36' ; -0°24')	-0°12' (+0°36' ; -0°24')	-0°24' (+0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°18' (+ 0°24' ; -0°36')	-0°12' (+0°24' ; -0°36')	-0°24' (+0°24' ; -0°36')
Castor (not adjustable)	5° ± 0°30'	5°06' ± 0°30'	4°54' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	12°54' (+0°24' ; -0°36')	12°42' (+0°24' ; -0°36')	13°06' (+0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	12°54' (+0°36' ; -0°24')	12°42' (+0°36' ; -0°24')	13°06' (+0°36' ; -0°24')
Tracking at the axle	-0°21' ± 0°09'		
Tracking at the wheel	-0°11' ± 0°04'		
Camber dissymmetry equal to 0°12' ± 0°28'Castor dissymmetry equal to 0° ± 0°20'Pivot angle dissymmetry equal to -0°12' ± 28'			

Version	Coupe cabriolet	Commercial vehicle
Camber : Left-hand wheel (not adjustable)	-0°24' (+0°36' ; -0°24')	-0°18' (+0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°24' (+0°24' ; -0°36')	-0°18' (+0°24' ; -0°36')
Castor (not adjustable)	5°12' ± 0°30'	5°42' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	13°12' (+0°24' ; -0°36')	12°54' (+0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	13°12' (+0°36' ; -0°24')	12°54' (+0°36' ; -0°24')
Tracking at the axle	-0°17' ± 0°09'	-0°21' ± 0°09'
Tracking at the wheel	-0°09' ± 0°04'	-0°11' ± 0°04'
Camber dissymmetry equal to 0°12' ± 0°28' Castor dissymmetry equal to 0° ± 0°20' Pivot angle dissymmetry equal to -0°12' ± 28'		

9.2. Rear suspension

Saloon	Europe(Except EP6DTS and EP6CDTX engines)	CRD vehicles (Russia)	Engines EP6DTS and EP6CDTX	ST
Camber (not adjustable)	-1°42' ± 0°30'			
Tracking at the axle (not	0°55' ± 0°09'	0°51' ±	0°58' ± 0°09'	

adjustable)		0°09'	
Tracking at the wheel (not adjustable)	0°28' ± 0°04'	0°25' ± 0°04'	0°29' ± 0°04'
Thrust angle	0° ± 0°10'		
Camber dissymmetry equal to 0° ± 0°20'			

Estate	Europe(Except EP6DTS engine)	CRD vehicles	EP6DTS engine
Camber (not adjustable)	-1°42' ± 0°30'		
Tracking at the axle (not adjustable)	0°51' ± 0°09'		0°53' ± 0°09'
Tracking at the wheel (not adjustable)	0°25' ± 0°04'	0°25' ± 0°04'	0°27' ± 0°04'
Thrust angle	0° ± 0°10'	0° ± 0°10'	0° ± 0°10'
Camber dissymmetry equal to 0° ± 0°20'			

	Coupe cabriolet	Commercial vehicle
Camber (not adjustable)	-1°42' ± 0°30'	
Tracking at the axle (not adjustable)	0°58' ± 0°09'	1°04' ± 0°09'
Tracking at the wheel (not adjustable)	0°29' ± 0°04'	0°31' ± 0°04'
Thrust angle	0° ± 0°10'	
Camber dissymmetry equal to 0° ± 0°20'		

10. 308 (T9)

10.1. Front suspension

Checking and adjusting values	
Camber : (not adjustable)	-0° 30' (± 0° 30')
Castor (not adjustable)	+4° 12' (± 0° 30')
Pivot angle (not adjustable)	+13°24' (± 0° 30')
Tracking at the axle	-0° 13' (± 0° 09')
Tracking at the wheel	-0° 06' (± 0° 04')
Camber dissymmetry less than 0° 20'Caster dissymmetry less than 0° 20'	

10.2. Rear suspension

	All types except entreprise and CRD vehicles	CRD vehicles	Entreprise vehicle
Camber (not adjustable)	-1° 36' ± 0° 30'	-1° 36' (± 0° 30')	-1° 48' (± 0° 30')
Tracking at the axle (not adjustable)	+0° 44' ± 0° 09'	+0° 40' (± 0° 09')	+0° 50' (± 0° 09')
Tracking at the wheel (not adjustable)	+0° 22' ± 0° 04'	+0° 20' (± 0° 04')	+0° 25' (± 0° 04')
Lower camber dissymmetry at 0°30'			

11. RCZ

11.1. Front suspension

Checking and adjusting values

Camber : (not adjustable)	$0^{\circ}24' \pm 0^{\circ}30'$
Castor (not adjustable)	$5^{\circ}24' \pm 0^{\circ}30'$
Pivot angle (not adjustable)	$13^{\circ}12' \pm 0^{\circ}30'$
Tracking at the axle	$-0^{\circ}21' \pm 0^{\circ}09'$
Tracking at the wheel	$-0^{\circ}11' \pm 0^{\circ}04'$
Camber left-right dissymmetry : $0^{\circ} \pm 0^{\circ}28'$ Castor dissymmetry $0^{\circ} \pm 0^{\circ}20'$ Pivot angle dissymmetry $0^{\circ} \pm 0^{\circ}28'$	

11.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle	$0^{\circ}47' \pm 0^{\circ}10'$
Thrust angle	$0^{\circ} \pm 0^{\circ}10'$
Camber dissymmetry $0^{\circ} \pm 0^{\circ}20'$	

12. 2008

12.1. Front suspension

Checking and adjusting values		
Engine type	All engines except DV6, EP Turbo	DV6, EP engines Turbo
Camber angle (not adjustable)	$-0^{\circ}29' \pm 0^{\circ}30'$	$-0^{\circ}31' \pm 0^{\circ}30'$
Castor (not adjustable)	$4^{\circ}12' \pm 0^{\circ}18'$	$4^{\circ}18' \pm 0^{\circ}18'$
Pivot angle (not adjustable)	$11^{\circ}12' \pm 0^{\circ}30'$	$11^{\circ}12' \pm 0^{\circ}30'$
Tracking at the axle (adjustable)	$0^{\circ}13' \pm 0^{\circ}09'$	$0^{\circ}13' \pm 0^{\circ}09'$
Tracking at the wheel (adjustable)	$0^{\circ}07' \pm 0^{\circ}04'$	$0^{\circ}07' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$ Lower castor dissymmetry at $0^{\circ}30'$ Pivot dissymmetry less than $0^{\circ}30'$		

12.2. Rear suspension

Checking and adjusting values	
Camber angle (not adjustable)	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}37' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}19' \pm 0^{\circ}04'$
Thrust angle	$0^{\circ} \pm 0^{\circ}30'$
Lower camber dissymmetry at $0^{\circ}30'$	

13. 3008

13.1. Front suspension

Checking and adjusting values : Vehicles without hybrid drive train	
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}12' (+0^{\circ}36'; -0^{\circ}24')$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}12' (+0^{\circ}24'; -0^{\circ}36')$
Castor (not adjustable)	$4^{\circ}54' \pm 0^{\circ}30'$

Pivot angle : Left-hand wheel (not adjustable)	12°42' (+0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	12°42' (+0°36' ; -0°24')
Tracking at the axle	-0°21' ± 0°09'
Tracking at the wheel	-0°11' ± 0°04'
Camber dissymmetry equal to 0°12' ± 28' Castor dissymmetry equal to 0° ± 20' Pivot angle dissymmetry equal to -0°12' : 28'	

Checking and adjusting values : Vehicles with hybrid drive train	
Camber : Left-hand wheel (not adjustable)	-0°12' (+0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°12' (+0°24' ; -0°36')
Castor (not adjustable)	4°36' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	12°42' (+0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	12°42' (+0°36' ; -0°24')
Tracking at the axle	-0°21' ± 0°09'
Tracking at the wheel	-0°11' ± 0°04'
Camber dissymmetry equal to 0°12' ± 28' Castor dissymmetry equal to 0° ± 20' Pivot angle dissymmetry equal to -0°12' : 28'	

13.2. Rear suspension

Checking and adjusting values : Vehicles without hybrid drive train	
Camber (not adjustable)	-1°48' ± 0°30'
Tracking at the axle (not adjustable)	0°54' ± 0°10'
Tracking at the wheel (not adjustable)	0°27' ± 0°05'
Thrust angle	0° ± 0°10'
Camber dissymmetry equal to 0° ± 20'	

Checking and adjusting values : Vehicles with hybrid drive train	
Camber (not adjustable)	-1°55' ± 0°30'
Tracking at the axle (not adjustable)	0°43' ± 0°09'
Tracking at the wheel (not adjustable)	0°21' ± 0°04'
Thrust angle	0° ± 0°30'
Camber dissymmetry equal to 0° ± 20'	

14. 5008

14.1. Front suspension

Version	Europe: 5 seater	Europe: 7 seater	CRD vehicles
Camber : Left-hand wheel (not adjustable)	-0°18' (+0°36' ; -0°24')		-0°12' (+0°36' ; -0°24')
Camber : Right-hand wheel (not adjustable)	-0°18' (+0°24' ; -0°36')		-0°12' (+0°24' ; -0°36')
Castor (not adjustable)	4°24' ± 0°30'	4°48' ± 0°30'	4°42' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	13° (+0°24' ; -0°36')	13°06' (+0°24' ; -0°36')	12°42' (+0°24' ; -0°36')
Pivot angle : Right-hand wheel (not adjustable)	13° (+0°36' ; -0°24')	13°06' (+0°36' ; -0°24')	12°42' (+0°36' ; -0°24')
Tracking at the axle	-0°21' ± 0°09'		
Camber dissymmetry equal to 0°12' ± 28'Castor dissymmetry equal to 0° ± 20'Pivot angle dissymmetry equal to -0°12' :			

14.2. Rear suspension

Version	Europe: 5 seater	Europe: 7 seater	CRD vehicles
Camber (not adjustable)	$-1^{\circ}44' \pm 0^{\circ}30'$	$-1^{\circ}42' \pm 0^{\circ}30'$	
Tracking at the axle (not adjustable)	$0^{\circ}42' \pm 0^{\circ}09'$	$0^{\circ}53' \pm 0^{\circ}09'$	
Thrust angle	$0^{\circ} \pm 0^{\circ}10'$		
Camber dissymmetry $0^{\circ} \pm 0^{\circ}20'$			

15. 4007

15.1. Front suspension

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}20' \pm 0^{\circ}30'$
Castor (not adjustable)	$2^{\circ}35' \pm 0^{\circ}30'$
Pivot angle	$12^{\circ}45' \pm 1^{\circ}30'$
Tracking at the wheel	$0^{\circ}02' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}30'$ Lower castor dissymmetry at $0^{\circ}30'$	

15.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}25' \pm 0^{\circ}30'$
Tracking at the wheel	$0^{\circ}02' \pm 0^{\circ}12'$
Lower camber dissymmetry at $0^{\circ}30'$	

16. 4008

16.1. Front suspension

Checking and adjusting values	
Camber (not adjustable)	$0^{\circ}15' \pm 0^{\circ}30'$
Castor (not adjustable)	$2^{\circ}40' \pm 0^{\circ}30'$
Pivot angle	$13^{\circ}00' \pm 1^{\circ}30'$
Tracking at the wheel (adjustable)	$0^{\circ}03' \pm 0^{\circ}05'$
Lower camber dissymmetry at $0^{\circ}30'$ Lower castor dissymmetry at $0^{\circ}30'$	

16.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$-0^{\circ}25' \pm 0^{\circ}30'$
Tracking at the wheel (adjustable)	$0^{\circ}08' \pm 0^{\circ}15'$
Lower camber dissymmetry at $0^{\circ}30'$	

17. 508 China

17.1. Front suspension

Checking and adjusting values	
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}24' \pm 0^{\circ}30'$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}42' \pm 0^{\circ}30'$
Castor (not adjustable)	$+4^{\circ}18' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (not adjustable)	$+15^{\circ} \pm 0^{\circ}30'$
Pivot angle : Right-hand wheel (not adjustable)	$+15^{\circ}18' \pm 0^{\circ}30'$
Tracking at the axle (adjustable)	$+0^{\circ}09' \pm 0^{\circ}09'$
Tracking at the wheel (adjustable)	$+0^{\circ}04' \pm 0^{\circ}04'$
Camber dissymmetry $0^{\circ}18' \pm 0^{\circ}30'$ Castor dissymmetry $0^{\circ} \pm 0^{\circ}30'$ Pivot angle dissymmetry $-0^{\circ}18' \pm 0^{\circ}30'$	

17.2. Rear suspension

Checking and adjusting values	
Camber (not adjustable)	$-1^{\circ}53' \pm 0^{\circ}30'$
Thrust angle	$0^{\circ} \pm 0^{\circ}30'$
Tracking at the axle (adjustable)	$+0^{\circ}34' \pm 0^{\circ}09'$
Camber dissymmetry $0^{\circ} \pm 0^{\circ}30'$	

18. 508

18.1. Front suspension

Checking and adjusting values : Vehicles without hybrid drive train			
Version	Vehicle for Europe (Except DW12C engine)	Vehicle for Europe DW12C	CRD vehicles
Camber : Left-hand wheel (not adjustable)	$-0^{\circ}24' \pm 0^{\circ}30'$	$-0^{\circ}20' \pm 0^{\circ}30'$	$-0^{\circ}08' \pm 0^{\circ}30'$
Camber : Right-hand wheel (not adjustable)	$-0^{\circ}42' \pm 0^{\circ}30'$	$-0^{\circ}40' \pm 0^{\circ}30'$	$-0^{\circ}26' \pm 0^{\circ}30'$
Castor (not adjustable)	$4^{\circ}18' \pm 0^{\circ}30'$	$5^{\circ}30' \pm 0^{\circ}30'$	$4^{\circ}12' \pm 0^{\circ}30'$
Pivot angle : Left-hand wheel (not adjustable)	$15^{\circ} \pm 0^{\circ}30'$	$8^{\circ}06' \pm 0^{\circ}30'$	$14^{\circ}36' \pm 0^{\circ}30'$
Pivot angle : Right-hand wheel (not adjustable)	$15^{\circ}18' \pm 0^{\circ}30'$	$8^{\circ}24' \pm 0^{\circ}30'$	$14^{\circ}54' \pm 0^{\circ}30'$
Tracking at the axle	$0^{\circ}09' \pm 0^{\circ}09'$		
Tracking at the wheel	$0^{\circ}04' \pm 0^{\circ}04'$		
Castor dissymmetry	$0^{\circ} \pm 0^{\circ}30'$		
Camber dissymmetry	$-0^{\circ}12' \geq \text{Camber dissymmetry} \leq +0^{\circ}51'$		
Pivot angle dissymmetry	$-0^{\circ}48' \geq \text{Pivot angle dissymmetry} \leq +0^{\circ}12'$		

Checking and adjusting values : Vehicles with hybrid drive train

Shape	ALLROAD estate	Saloon
Camber : Left-hand wheel (not adjustable)	-0°24' ± 0°30'	-0°24' ± 0°30'
Camber : Right-hand wheel (not adjustable)	-0°42' ± 0°30'	-0°42' ± 0°30'
Castor (not adjustable)	4°12' ± 0°30'	4°18' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	15°18' ± 0°30'	15° ± 0°30'
Pivot angle : Right-hand wheel (not adjustable)	15°36' ± 0°30'	15°18' ± 0°30'
Tracking at the axle (adjustable)	0°09' ± 0°09'	0°09' ± 0°09'
Tracking at the wheel (adjustable)	0°04' ± 0°04'	0°04' ± 0°04'
Castor dissymmetry	0° ± 0°30'	0° ± 0°30'
Camber dissymmetry	0°18' ± 0°30'	0°18' ± 0°30'
Pivot angle dissymmetry	0°18' ± 0°30'	0°18' ± 0°30'

18.2. Rear suspension

Checking and adjusting values : Vehicles without hybrid drive train				
Version	Europe(Except DW12C engine)	Europe(Except DW12C engine)	Europe (engine DW12C)	CRD vehicles
Shape	Estate	Saloon	Estate/Saloon	Saloon
Camber (not adjustable)	-1°48' ± 0°30'	-1°54' ± 0°30'		-1°36' ± 0°30'
Thrust angle	0° ± 0°30'			
Tracking at the axle (adjustable)	0°43' ± 0°09'			
Tracking at the wheel (adjustable)	0°21' ± 0°04'			
Camber dissymmetry 0° ± 0°30'				

Checking and adjusting values : Vehicles with hybrid drive train		
Shape	ALLROAD estate	Saloon
Camber (not adjustable)	-1°56' ± 0°30'	-2°16' ± 0°30'
Thrust angle	0° ± 0°30'	0° ± 0°30'
Tracking at the axle (adjustable)	0°34' ± 0°09'	0°34' ± 0°09'
Tracking at the wheel (adjustable)	0°17' ± 0°04'	0°17' ± 0°04'
Camber dissymmetry 0° ± 0°30'		

19. Bipper

19.1. Front suspension

Checking and adjusting values				
Tyre size	175/70 R14	185/65 R15	175/70 R14	185/65 R15
Fuel level	Tank full		5 litres (maximum of	
Camber (not adjustable)	-0°10' ± 0°20'	-0°04' ± 0°20'	-0°08' ± 0°20'	-0°02' ± 0°20'
Castor (not adjustable)	2°38' ± 0°30'	2°40' ± 0°30'	2°44' ± 0°30'	2°46' ± 0°30'
Pivot angle (not adjustable)	13 °			

Tracking at the axle	-0 °09' ± 0°09'
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19.2. Rear suspension

Checking and adjusting values				
Tyre size	175/70 R14	185/65 R15	175/70 R14	185/65 R15
Fuel level	Tank full		(filling limited to 5 litres)	
Camber (not adjustable)	-0 °32' ± 0°20'	-0 °31' ± 0°20'	-0 °31' ± 0°20'	-0 °30' ± 0°20'
Tracking at the axle	0°08' ± 0°09'		0°07' ± 0°09'	

20. Partner(M59)

20.1. Front suspension

car(Not : Rear leaf suspension)	With suspension 800 kg	Without suspension 800 kg (Michelin Energy E3A)	Without suspension 800 kg (Not Michelin Energy E3A)
Tracking	-0°17' ± 0°09'		0°09' ± 0°09'
Camber	0° ± 0°30'		
Castor	3° ± 0°30'		
Pivot angle	10°54' ± 0°30'	10°44' ± 0°30'	
Lower castor dissymmetry at 0°18'Lower camber dissymmetry at 0°39'			

car(Not : Rear leaf suspension)	With suspension 800 kg	Without suspension 800 kg	All types except for Michelin Energy E3A	Michelin Energy E3A
Version	Raised or CRD		VTC	
Tracking	-0°17' ± 0°09'			0°09' ± 0°09'
Camber	0° ± 0°30'			
Castor	2°58' ± 0°30'	2°55' ± 0°30'		
Pivot angle	10°38' ± 0°30'	10°26' ± 0°30'		
Lower castor dissymmetry at 0°18'Lower camber dissymmetry at 0°39'				

Van (Not : Rear leaf suspension)	Platform or cab	Raised or CRD	Electrical
Tracking	-0°17' ± 0°09'		
Camber	0° ± 0°30'		
Castor	3° ± 0°30'		
Pivot angle	10°54' ± 0°30'	10°38' ± 0°30'	10°30' ± 0°30'
Lower castor dissymmetry at 0°18'Lower camber dissymmetry at 0°39'			

Rear leaf suspension (Except raised or CRD)	car	Van	car	Van
engines	TU5, DV6A and DV6B		DW8	
Camber	-0°01' ± 0°30'	-0°04' ± 0°30'	-0°05' ± 0°30'	
Castor	3° ± 0°30'	3°03' ± 0°18'	3°05' ± 0°18'	
Pivot angle	10°42' ± 0°30'	10°48' ± 0°30'	10°12' ± 0°30'	10°54' ± 0°30'
Tracking at the axle	-0°17' ± 0°09'	-0°09' ± 0°09'	-0°17' ± 0°09'	
Tracking at the wheel	-0°09' ± 0°04'	-0°04' ± 0°04'	-0°09' ± 0°04'	
Lower castor dissymmetry at 0°18'Lower camber dissymmetry at 0°39'				

car: Rear leaf suspension (Raised or CRD)	TU5, DV6A and DV6B engines	DW8 engine
Camber (not adjustable)	0°08' ± 0°30'	0°02' ± 0°30'
Castor (not adjustable)	2°57' ± 0°18'	3° ± 0°18'
Pivot angle (not adjustable)	10°24' ± 0°30'	10°36' ± 0°30'
Tracking at the axle	-0°17' ± 0°09'	0°17' ± 0°09'
Tracking at the wheel	- 0°09' ± 0°04'	
Lower castor dissymmetry at 0°18'Lower camber dissymmetry at 0°39'		

Utility version : Rear leaf suspension (Raised or CRD)	TU5 engines - DV6B	DV6A engine	DW8 engine
Camber (not adjustable)	0°12' ± 0°30'	0°08' ± 0°30'	0°05' ± 0°30'
Castor (not adjustable)	2°56' ± 0°18'	2°57' ± 0°18'	2°59' ± 0°18'
Pivot angle (not adjustable)	10°18' ± 0°30'	10°24' ± 0°30'	10°30' ± 0°30'
Tracking at the axle	-0°17' ± 0°09'		-0°09' ± 0°09'
Tracking at the wheel	-0°09' ± 0°04'		-0°04' ± 0°04'
Lower castor dissymmetry at 0°18'Lower camber dissymmetry at 0°39'			

20.2. Rear suspension

car(Not : Rear leaf suspension)	Without suspension 800 kg	With suspension 800 kg	Without suspension 800 kg	With suspension 800 kg	all models
Version	all models(Without height adjuster, CRD and VTC)		Raised or CRD		VTC
Tracking	0°13' ± 0°11	0°42' ± 0°11	0°33' ± 0°11	0°04' ± 0°11	0°04' ± 0°11
Camber	-1°16 ± 0°30'	-1°13 ± 0°30'	-1°14 ± 0°30'	-1°16 ± 0°30'	
Camber dissymmetry less than 0°30'					

Van (Not : Rear leaf suspension)	Electrical	Raised or CRD	Platform or cab
Tracking	0°29' ± 0°11'	0°33' ± 0°11'	0°42' ± 0°11'
Camber	-1°14 ± 0°30'		-1°13 ± 0°30'
Camber dissymmetry less than 0°30'			

Vehicles with rear leaf suspension	all models
Camber (not adjustable)	-1°15 ± 0°30'
Tracking at the axle (not adjustable)	0° ± 0°11
Tracking at the wheel (not adjustable)	0° ± 0°05
Camber dissymmetry 0° ± 0°25	

21. 807

21.1. Front suspension

Checking and adjusting values	
Tracking at the axle	0°17' ± 0°09'
Camber (not adjustable)	0° ± 0°30'
Castor (not adjustable)	3°30' ± 0°30'

Pivot angle (not adjustable)	12°24' ± 0°30'
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21.2. Rear suspension

Checking and adjusting values		
engines	EW, DW up to RPO 9789 - ES9 up to RPO 9927	EW, DW from RPO 9790 - ES9 from RPO 9928
Tracking at the axle	0°43' ± 0°09'	0°29' ± 0°09'
Camber (not adjustable)	-1° ± 0°30'	-1°30' ± 0°30'

22. Partner (B9)

22.1. Front suspension

car	All types except finishes : XTR - VTC - CRD vehicles - PC - Stop and start	Finishing : XTR - VTC - CRD vehicles - PC	STT
Camber : Left-hand wheel (not adjustable)	0°01' (+0°40' ; -0°20')	0°03' (+0°40' ; -0°20')	0° (+0°40' ; -0°20')
Camber : Right-hand wheel (not adjustable)	0°01' (+0°20' ; -0°40')	0°03' (+0°20' ; -0°40')	0° (+0°20' ; -0°40')
Castor (not adjustable)	4°54' ± 0°30'	4°42' ± 0°30'	4°54' ± 0°30'
Pivot angle : Left-hand wheel (not adjustable)	11°42' (+0°20' ; -0°40')	11°30' (+0°20' ; -0°40')	11°48' (+0°20' ; -0°40')
Pivot angle : Right-hand wheel (not adjustable)	11°42' (+0°40' ; -0°20')	11°30' (+0°40' ; -0°20')	11°48' (+0°40' ; -0°20')
Tracking at the axle	- 0°13' ± 0°09'		
Tracking at the wheel	- 0°06 ± 0°04'		
Camber dissymmetry equal to 0°20' ± 0°28'Castor dissymmetry equal to 0° ± 0°20'Pivot angle dissymmetry equal to - 0°20' ± 0°28'			

Van	All types except for STT	STT	Electrical
Camber : Left-hand wheel (not adjustable)	0°01' (+0°40' ; -0°20')	0° (+0°40' ; -0°20')	+0°03' (+0°40' ; -0°20')
Camber : Right-hand wheel (not adjustable)	0°01' (+0°20' ; -0°40')	0° (+0°20' ; -0°40')	+0°03' (+0°20' ; -0°40')
Castor (not adjustable)	5°12' ± 0°30'	4°54' ± 0°30'	+4°54' (± 0°30')
Pivot angle : Left-hand wheel (not adjustable)	11°42' (+0°20' ; -0°40')	11°48' (+0°20' ; -0°40')	+11°30' (+0°20' ; -0°40')
Pivot angle : Right-hand wheel (not adjustable)	11°42' (+0°40' ; -0°20')	11°48' (+0°40' ; -0°20')	+11°30' (+0°40' ; -0°20')
Tracking at the axle	- 0°13' ± 0°09'		
Tracking at the wheel	- 0°06 ± 0°04'		
Camber dissymmetry equal to 0°20' ± 0°28'Castor dissymmetry equal to 0° ± 0°20'Pivot angle dissymmetry equal to -0°20' ± 0°28'			

22.2. Rear suspension

car	All types except finishes : XTR - VTC - CRD vehicles - PC - Stop and start	Finishing : XTR - VTC - CRD vehicles - PC	STT
Camber (not adjustable)	- 1°42' ± 0°30'	- 1°44' ± 0°30'	- 1°46' ± 0°30'

Thrust angle	$0^{\circ} \pm 0^{\circ}10'$		
Tracking at the axle (not adjustable)	$0^{\circ}52' \pm 0^{\circ}09'$	$0^{\circ}48' \pm 0^{\circ}09'$	$0^{\circ}53' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}26' \pm 0^{\circ}04'$	$0^{\circ}24' \pm 0^{\circ}04'$	$0^{\circ}27' \pm 0^{\circ}04'$
Camber dissymmetry equal to $0^{\circ} \pm 0^{\circ}20'$			

Van	All types except for STT	STT	Electrical
Camber (not adjustable)	$-1^{\circ}44' \pm 0^{\circ}30'$	$-1^{\circ}43' \pm 0^{\circ}30'$	$-1^{\circ}41' \pm 0^{\circ}30'$
Thrust angle	$0^{\circ} \pm 0^{\circ}10'$	$0^{\circ} \pm 0^{\circ}10'$	$0^{\circ} \pm 0^{\circ}10'$
Tracking at the axle (not adjustable)	$0^{\circ}55' \pm 0^{\circ}09'$	$0^{\circ}57' \pm 0^{\circ}09'$	$0^{\circ}50' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}28' \pm 0^{\circ}04'$	$0^{\circ}28' \pm 0^{\circ}04'$	$0^{\circ}25' \pm 0^{\circ}04'$
Camber dissymmetry equal to $0^{\circ} \pm 0^{\circ}20'$			

23. Expert 3

23.1. Front suspension

Combi vehicle	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
Version	Short		Long	
Camber (not adjustable)	0° ± 0°30			
Castor (not adjustable)	3°34' ± 0°30'	3°41' ± 0°30'	3°39' ± 0°30'	3°46' ± 0°30'
Pivot angle (not adjustable)	12°08 ± 0°30			
Tracking at the axle	- 0°09' ± 0°09'		0°17' ± 0°09'	
Tracking at the wheel	- 0°04' ± 0°04'		0°09' ± 0°04'	
Camber dissymmetry less than 0°18'Lower pivot angle dissymmetry at 0 ° 24 '				

Van	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
Version	Short		Long	
Camber (not adjustable)	0°05 ± 0°30			
Castor (not adjustable)	4°15' ± 0°30'	3°39' ± 0°30'	4°18' ± 0°30'	3°43' ± 0°30'
Pivot angle (not adjustable)	12°15 ± 0°30			
Tracking at the axle	- 0°17' ± 0°09'			
Tracking at the wheel	- 0°09' ± 0°09'			
Lower camber dissymmetry at 0°18'Lower pivot angle dissymmetry at 0 ° 24 '				

23.2. Rear suspension

Combi vehicle	Metallic suspension	Pneumatic suspension	Metallic suspension	Pneumatic suspension
Version	Short		Long	
Camber (not adjustable)	-1°42 ± 0°30			
Tracking at the axle (not adjustable)	0°38' ± 0°09'	0°40' ± 0°09'	0°39' ± 0°09'	0°40' ± 0°09'
Tracking at the wheel (not adjustable)	0°19' ± 0°04'			0°20' ± 0°04'
Lower camber dissymmetry at 0°18'				

Van	Metallic	Pneumatic	Metallic	Pneumatic
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	suspension	suspension	suspension	suspension
Version	Short		Long	
Camber (not adjustable)	$-1^{\circ}48' \pm 0^{\circ}30'$	$-1^{\circ}42' \pm 0^{\circ}30'$	$-1^{\circ}48' \pm 0^{\circ}30'$	$-1^{\circ}42' \pm 0^{\circ}30'$
Tracking at the axle (not adjustable)	$0^{\circ}47' \pm 0^{\circ}09'$	$0^{\circ}40' \pm 0^{\circ}09'$	$0^{\circ}50' \pm 0^{\circ}09'$	$0^{\circ}40' \pm 0^{\circ}09'$
Tracking at the wheel (not adjustable)	$0^{\circ}24' \pm 0^{\circ}04'$	$0^{\circ}19' \pm 0^{\circ}04'$	$0^{\circ}25' \pm 0^{\circ}04'$	$0^{\circ}20' \pm 0^{\circ}04'$
Lower camber dissymmetry at $0^{\circ}18'$				

24. BOXER

24.1. Front suspension

Checking and adjusting values	
Tracking	$-0^{\circ}09' \pm 0^{\circ}09'$
Castor (not adjustable)	$1^{\circ}45' \pm 0^{\circ}30'$
Camber (not adjustable)	$0^{\circ} \pm 0^{\circ}30'$
Pivot angle	$10^{\circ}45' \pm 0^{\circ}30'$

24.2. Rear suspension

Checking and adjusting values	
Tracking (not adjustable)	$0^{\circ} \pm 0^{\circ}17'$
Camber (not adjustable)	-

ADJUSTMENT : SETTING THE REFERENCE HEIGHT

1. Recommended tools

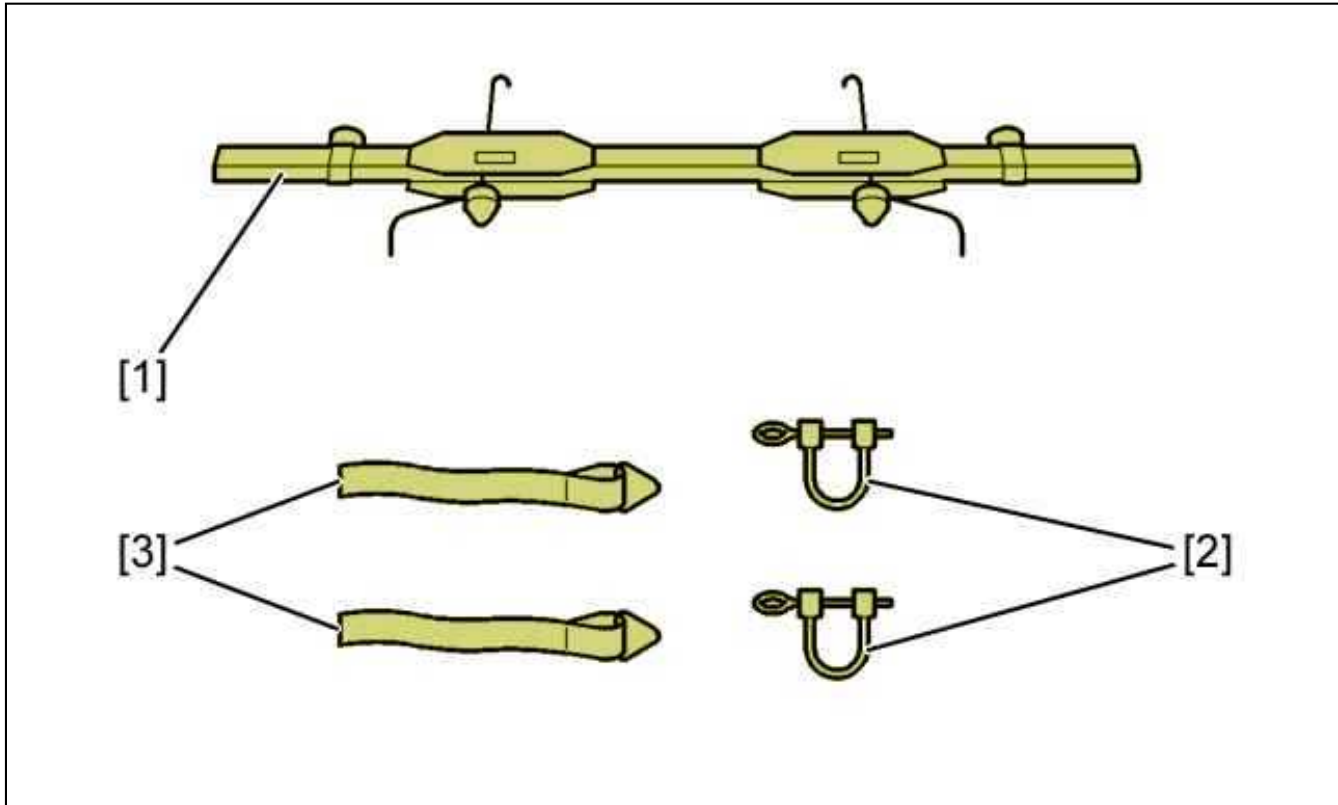


Figure : E5AP3BFD

Reference	Designation	Reference	Reference
[1]	Suspension compressors	9511-T.A	(-).0916-A
[2]	Set of 2 shackles	9511-T.C	(-).0916-C
[3]	Set of 2 straps	9511-T.B	(-).0916-B

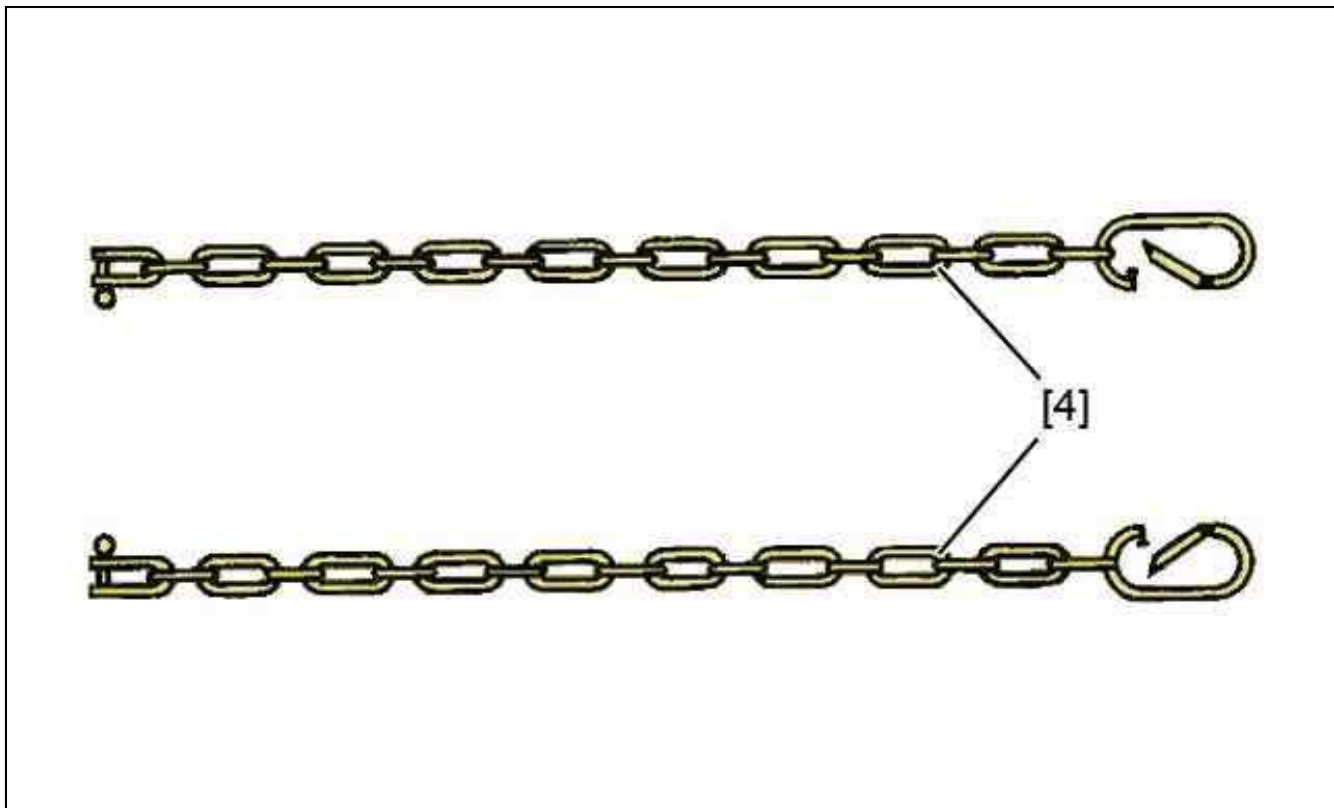


Figure : E5AP3UED

Reference	Designation	Reference	Reference
[4]	Set of 2 slings	9511-T.D	(-).0102-M

2. Setting the reference height

CAUTION : Front and rear suspension geometry checks and front suspension geometry adjustment must be performed with the suspension accurately compressed to the reference height, in a suspension checking bay.

Check :

- The tyres and their pressures are correct
- The front wheels are in the straight ahead position

2.1. At the front (H1)

Remove the under engine protection ⓘ.

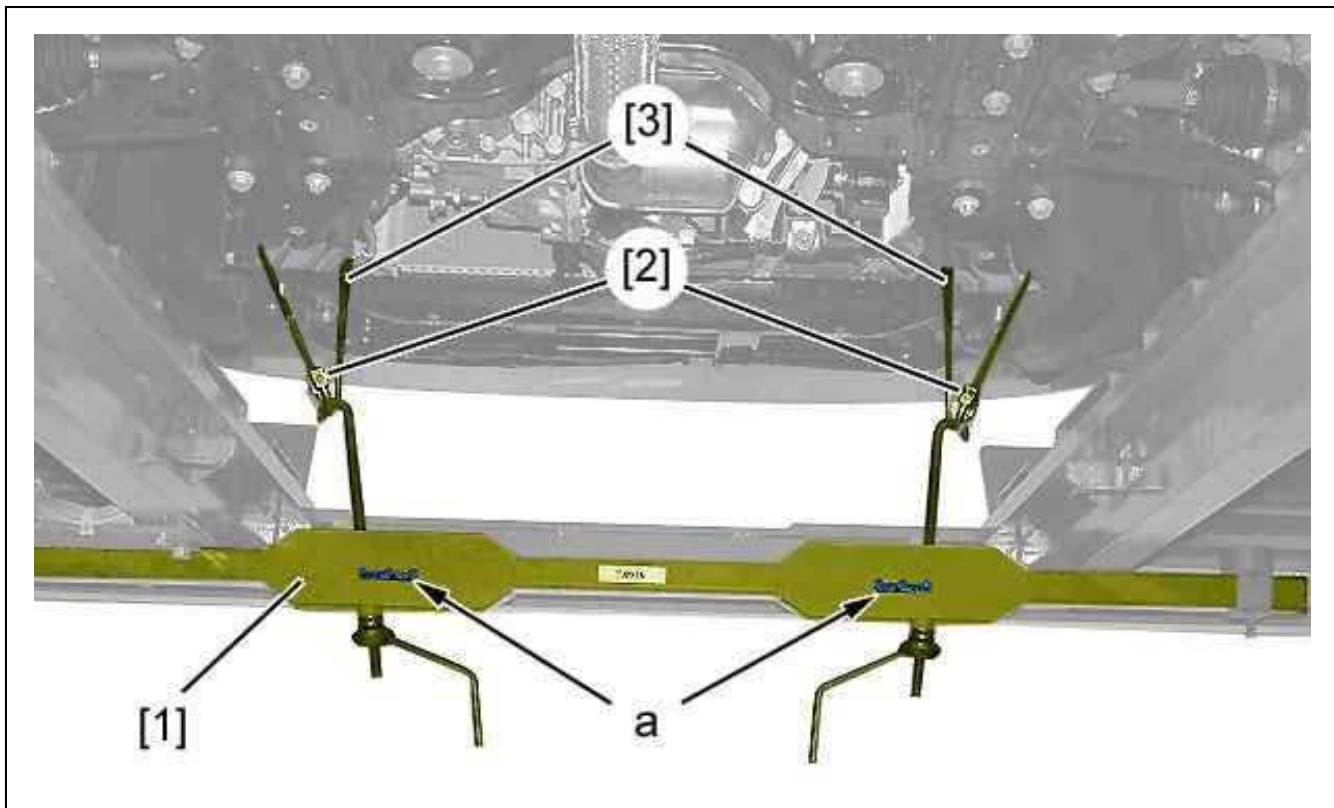


Figure : B3BP1JLD

Engage the straps [3] fitted with their shackles [2] on the sub frame.

Attach the spring compressor [1] selecting the notch (a) which gives a pull as nearly vertical as possible on the straps.

CAUTION : Take into account the height of the platforms when measuring the reference height H1.

Compress the suspension to obtain the front body height (H1) on the right-hand side and on the left-hand side .

2.2. At the rear (H2)

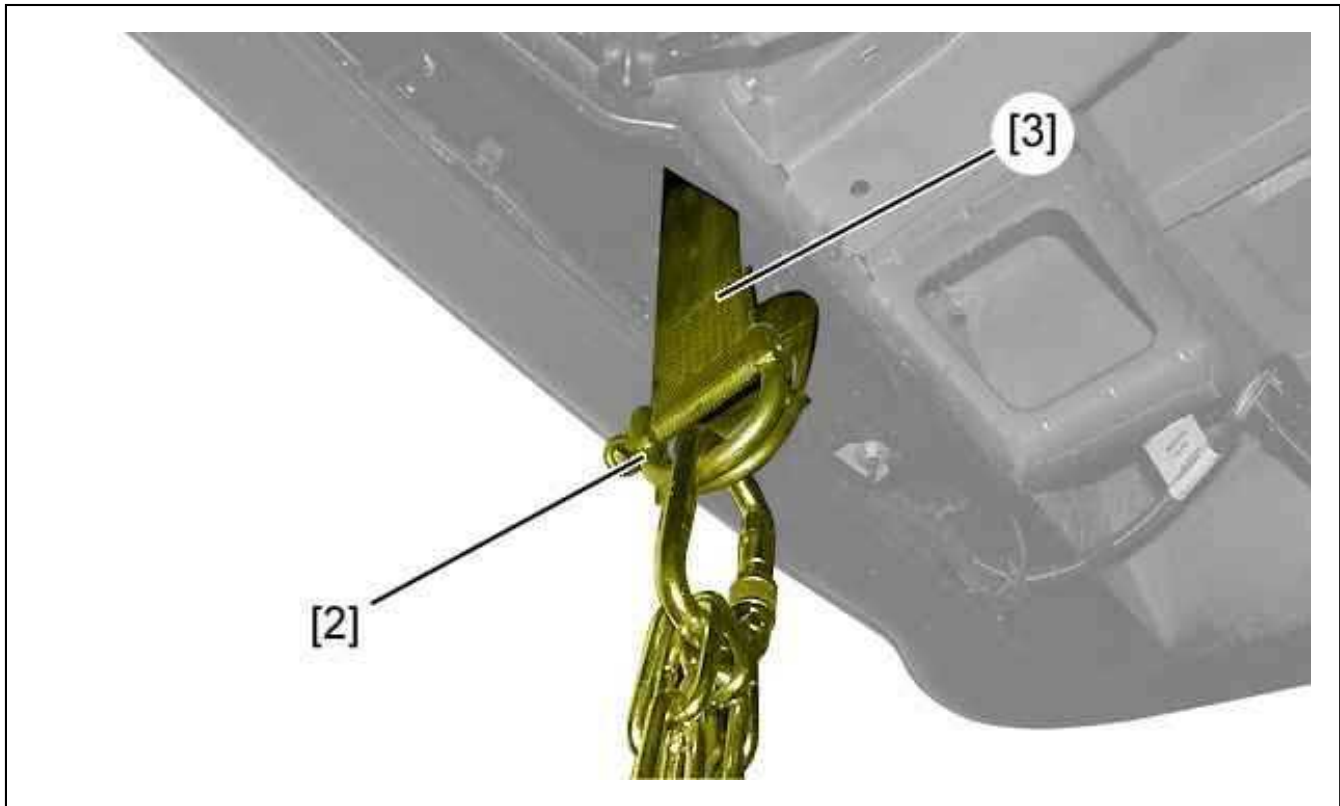


Figure : B3BP1JMD

Engage the straps [3] fitted with their shackles [2] around the impact absorber fixings.

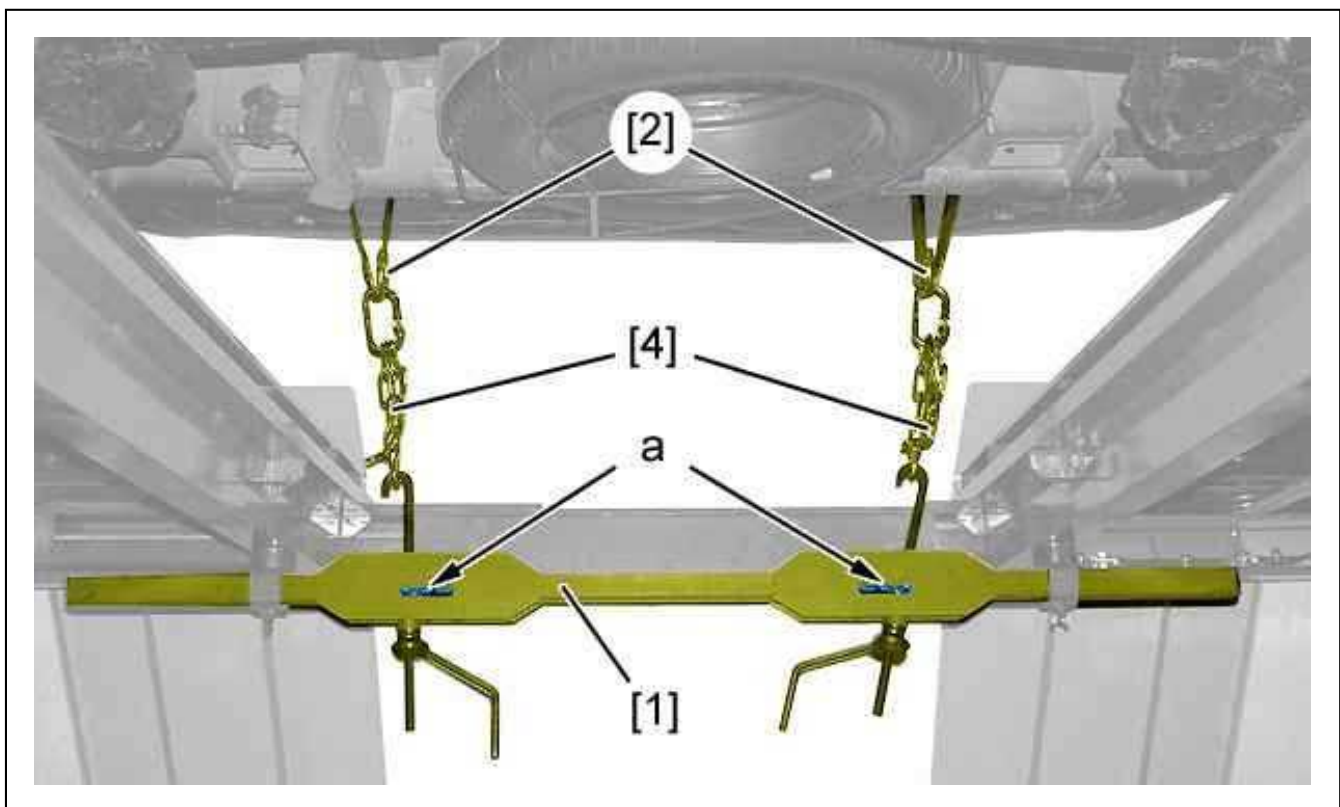


Figure : B3BP1JND

Engage the slings [4] in the shackles [2].
Fit the suspension compressor [1].

Select the most suitable notches (a) to pull on the straps as nearly vertically as possible.

CAUTION : Take into account the height of the platforms when measuring the reference height (H2).

Compress the suspension to obtain the rear body height (H2) on the right-hand side and on the left-hand side  .

Verify that the height (H1) measured at the front has not changed.

REMOVING - REFITTING : FRONT DAMPER - SPRING ASSEMBLY

ESSENTIAL : Deactivate the pneumatic suspension before lifting the vehicle ⓘ (2 or 4 post lift, workshop jack or vehicle jack ⓘ).

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Removing

Release the front wheel bolts.

Lift and support the vehicle.

Remove the front wheel bolts .

Remove the front wheel.

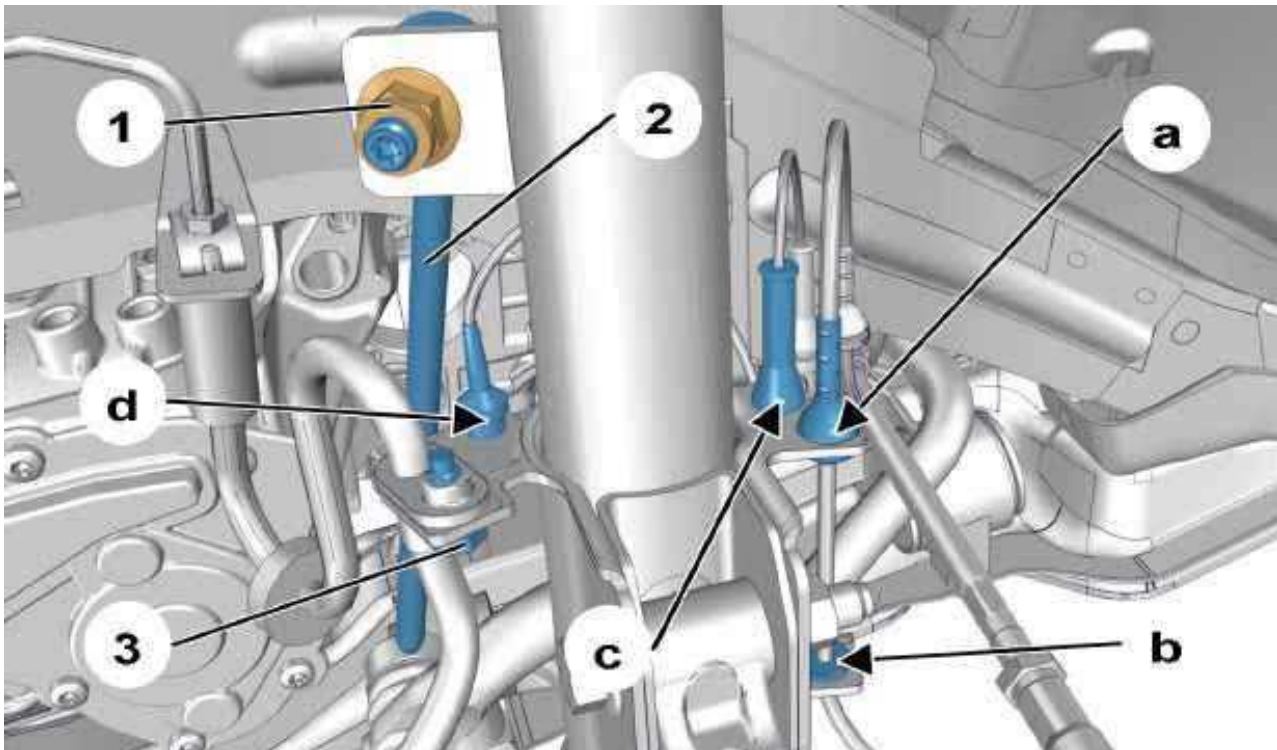


Figure : B3BP1HDD

Remove the nut (1).

Disconnect the rod (2).

Unclip :

- The wheel speed sensor harness (as "a", "b")
- The brake pads wear indicator light harness (as "c", "d")

Remove the bolts (3).

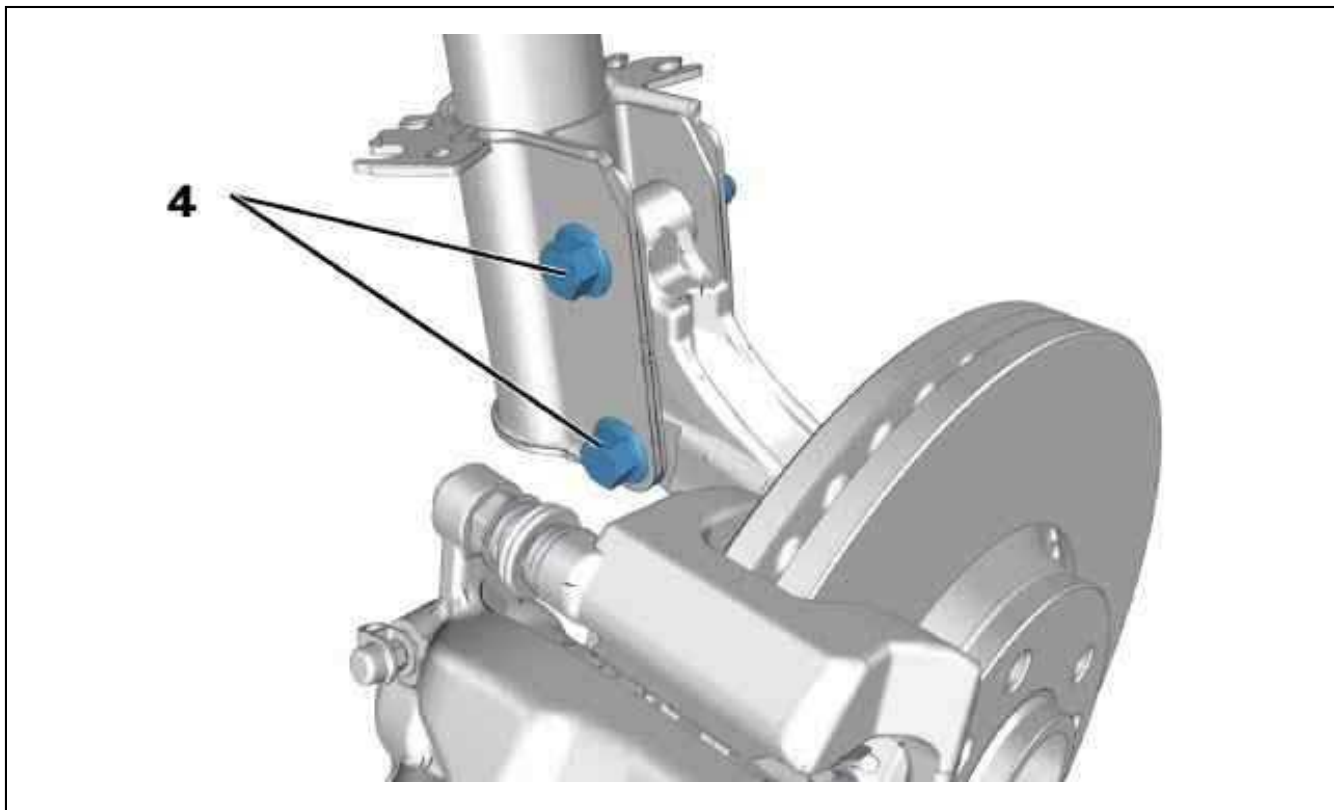


Figure : B3BP1HED

Remove the bolts (4).

N.B. : Hold the driveshaft to prevent it from dislodging from the gearbox.

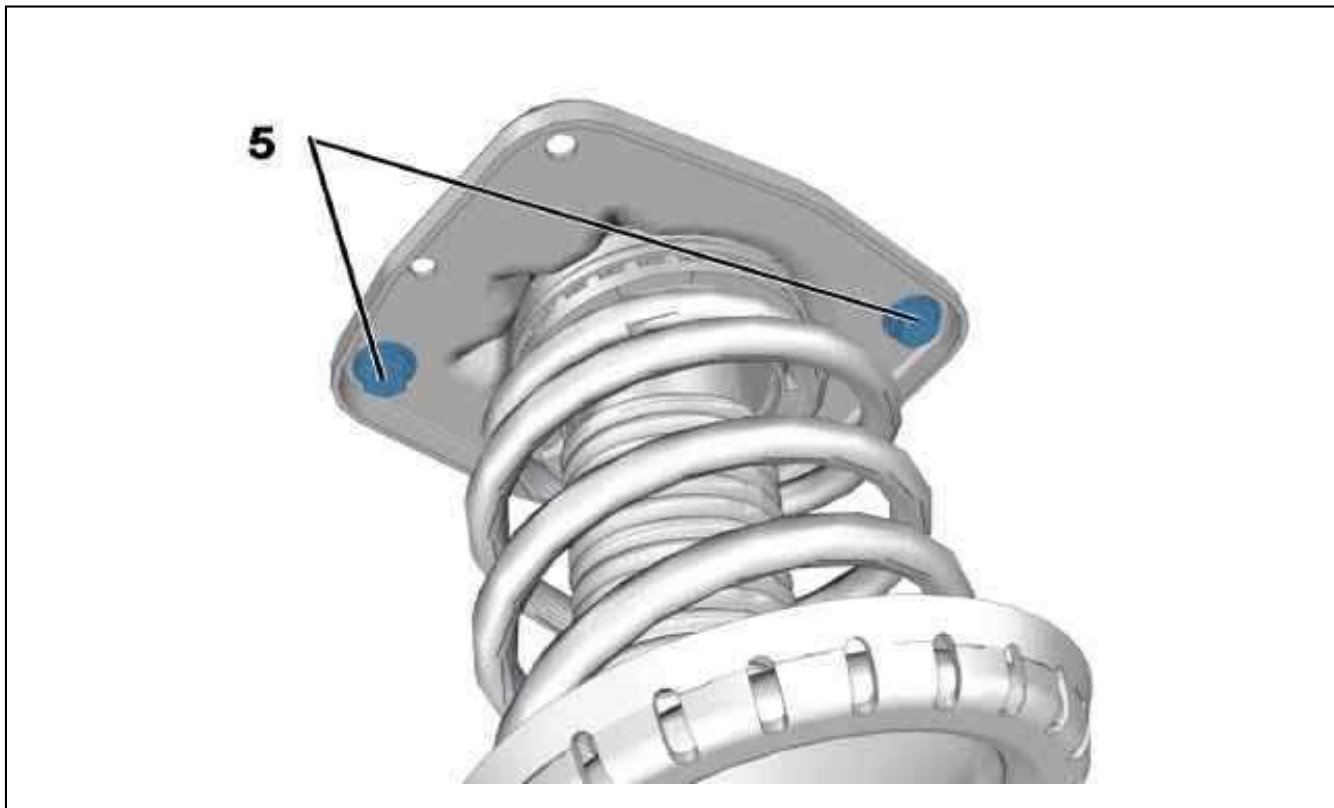


Figure : B3BP1HFD

Remove :

- The bolts (5)
- The front damper-spring assembly

2. Refitting

ESSENTIAL : Adhere to the tightening torques  .

Refit :

- The front damper-spring assembly
- The bolts (5)
- The bolts (4)
- The (3) bolt

Clip in place :

- The brake pads wear indicator light harness (as "c", "d")
- The wheel speed sensor harness (as "a", "b")

Connect the connecting rod (2).

Refit the nut (1).

Refit the front wheel.

Refit the front wheel bolts .

Return the vehicle to its wheels.

Tighten the wheel bolts  .

REMOVING - REFITTING : REAR DAMPER

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Removing

Slacken the rear wheel bolts .

Raise and support the vehicle, with the rear wheels hanging free.

Remove :

- The rear wheel bolts
- The rear wheel
- The rear mud guard ⓘ

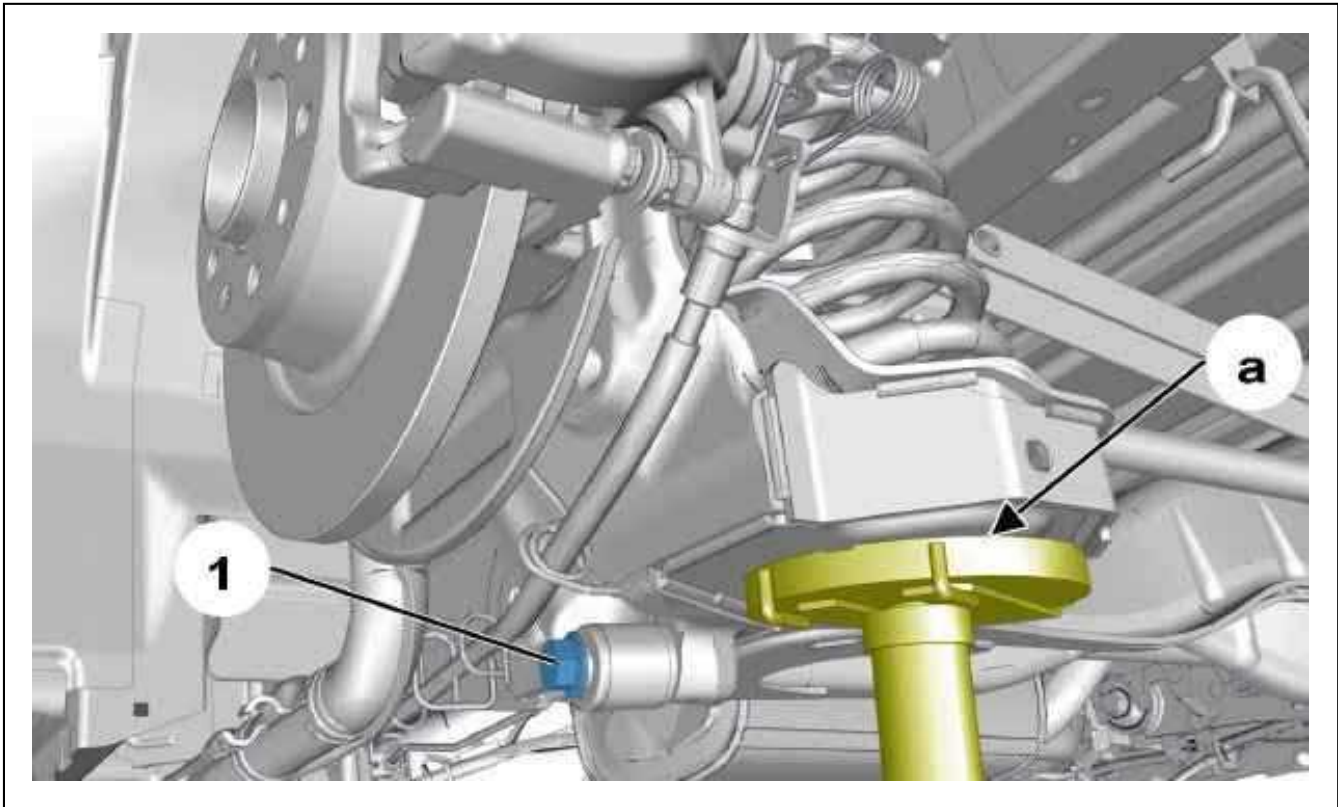


Figure : B3BP1HBD

Position a lifting tool at "a".

Slightly compress the suspension spring.

Remove the bolts (1).

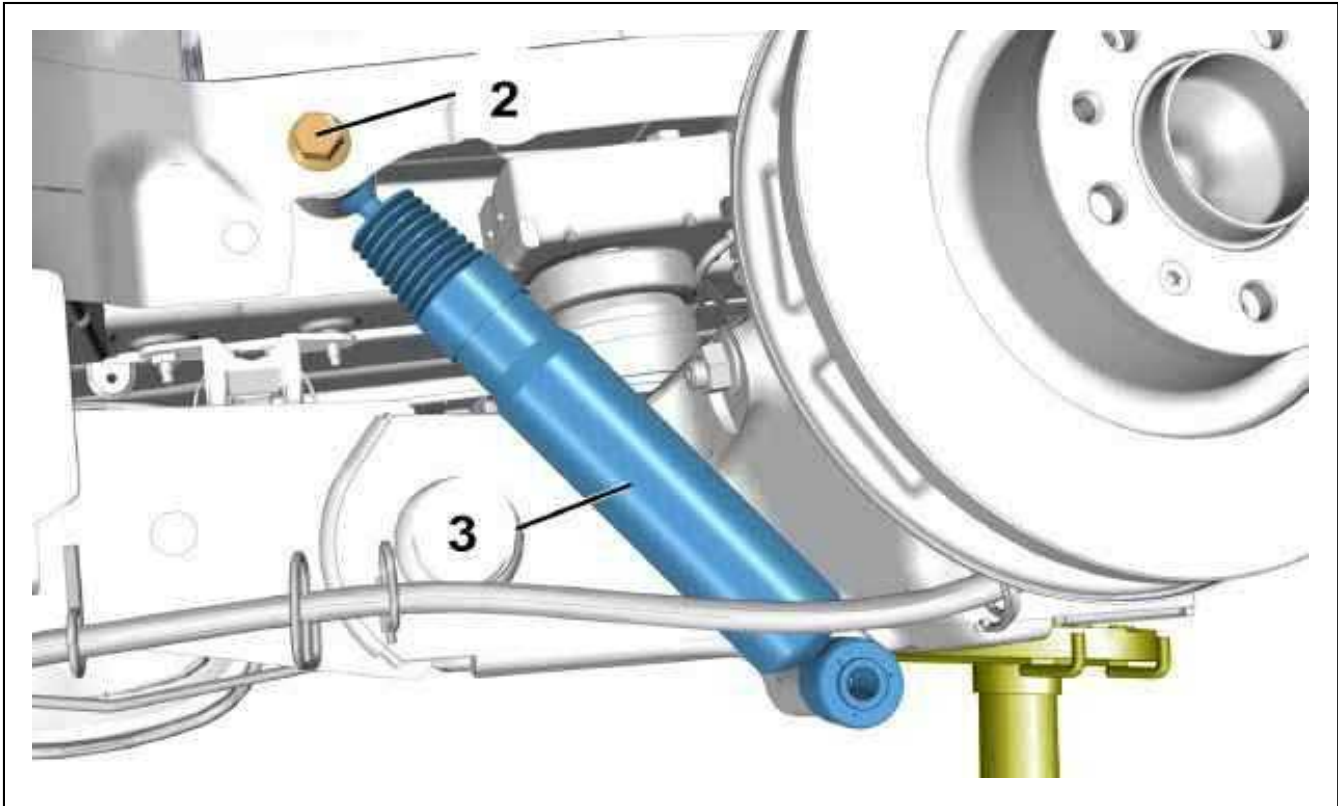


Figure : B3BP1HCD

Remove :

- The (2) bolt
- The rear damper (3)

2. Refitting

ESSENTIAL : Adhere to the tightening torques ⓘ .

Refit :

- The rear damper (3)
- The bolt (2) (without tightening)
- The bolt (1) (without tightening)
- The rear wheel
- The rear wheel bolts

Return the vehicle to its wheels.

Place the vehicle at its reference ride height ⓘ .

Tighten :

- The bolt (2)
- The bolt (1)

Slacken the rear wheel bolts .

Raise and support the vehicle, with the rear wheels hanging free.

Remove :

- The rear wheel bolts
- The rear wheel

Refit the rear splash-shield  .

Refit :

- The rear wheel
- The rear wheel bolts

Return the vehicle to its wheels.

Tighten the wheel bolts  .

REMOVING - REFITTING : REAR SUSPENSION SPRING

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Recommended tools

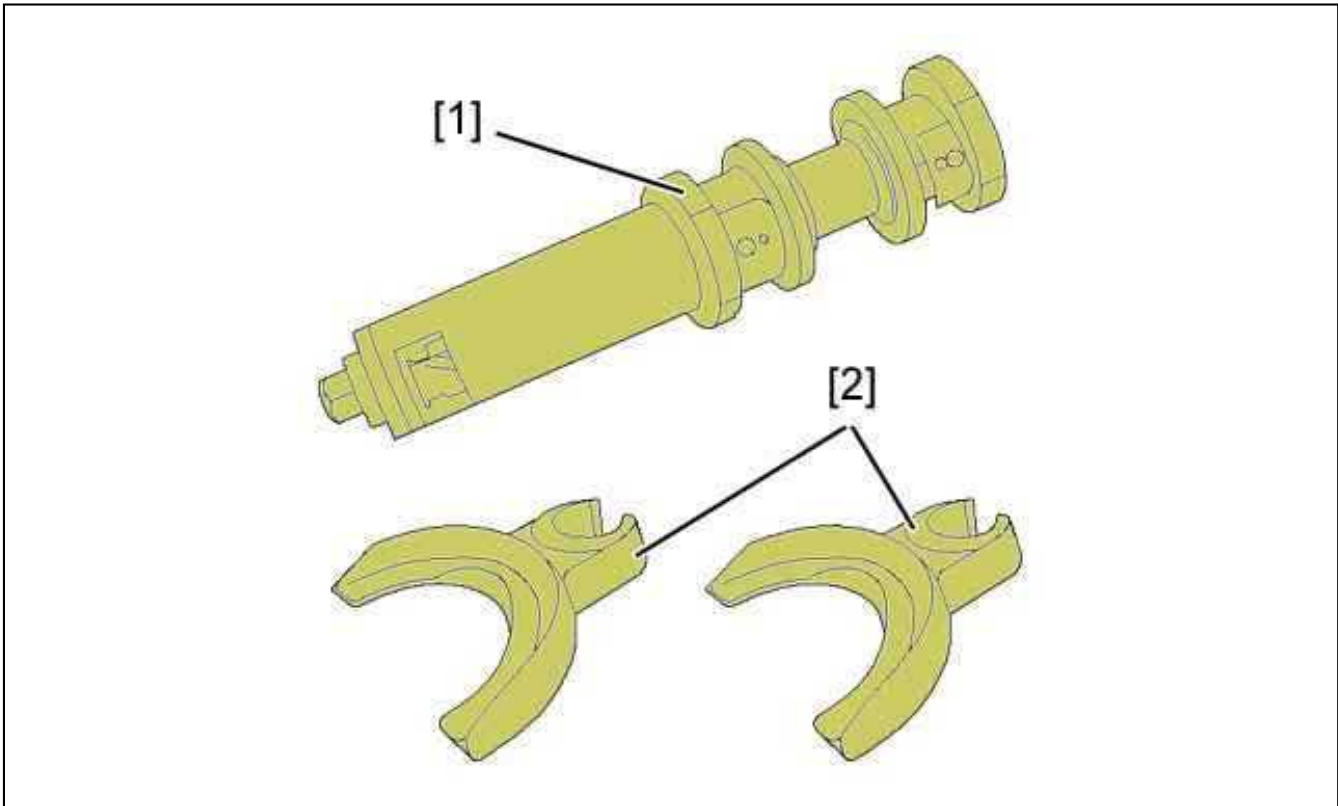


Figure : E5AP34QD

[1] spring compressor M90.

[2] Set of two cups M1 for the suspension spring compressor (yellow).

CAUTION : Check the presence and condition of the rubber protections on the fixed and sliding cups of the spring compressor.

2. Removing

CAUTION : Do not put a suspension spring in direct contact with any metallic object or tool.

Raise and support the vehicle on a 2 -post lift.

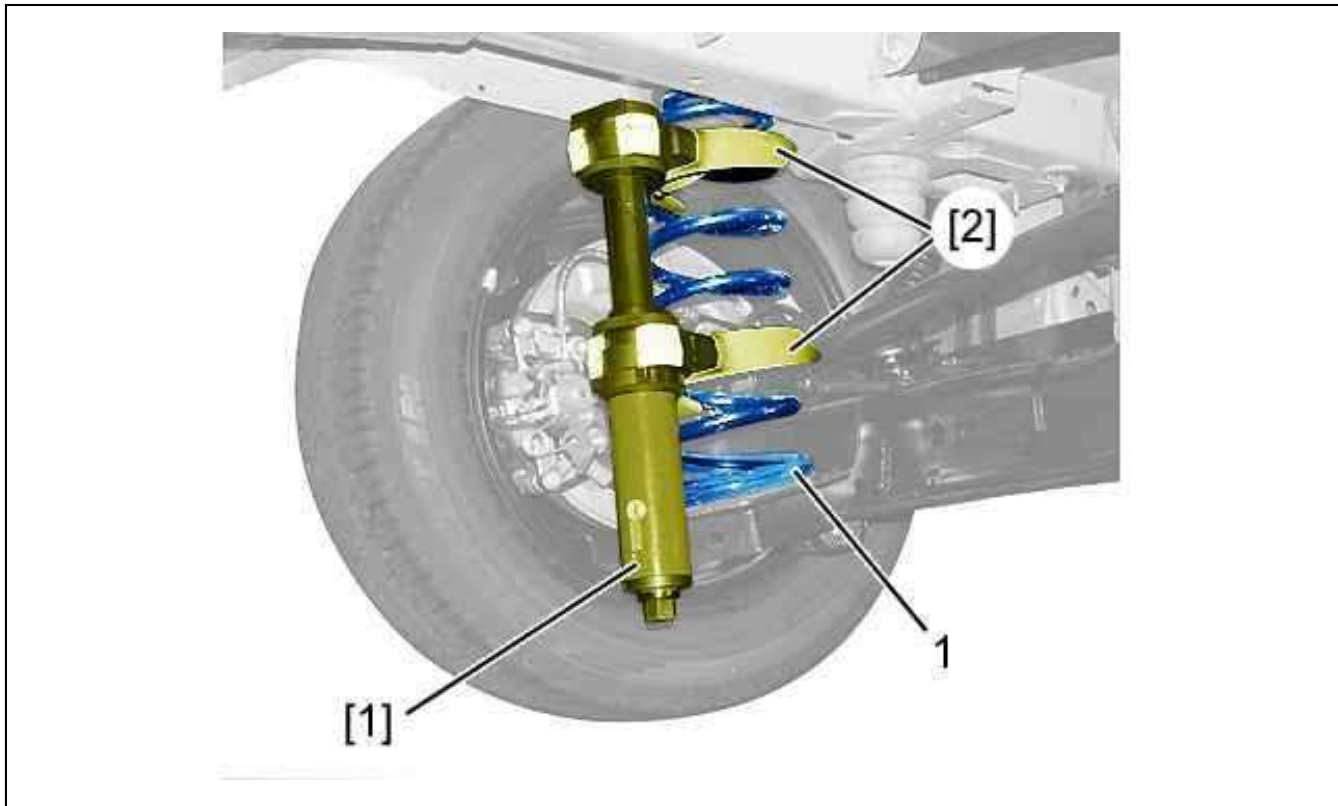


Figure : B3BP1HHD

Compress the suspension spring (1) Using the tools [1], [2].
Remove the suspension spring (1) and tools [1], [2] assembly.
Decompress the suspension spring (1).

3. Refitting

CAUTION : Check the condition of the suspension springs (absence of signs of impacts, scratches or corrosion holes ; The paint layer on the suspension springs must not be damaged, leaving the metal bare.

Compress the suspension spring (1) Using the tools [1], [2].
Refit the suspension spring (1) and tools [1], [2] assembly.
Decompress the suspension spring (1).
Remove the tools [1], [2].

CAUTION : Check the position of the suspension spring (1).

Return the vehicle to its wheels.

DISMANTLING - RE-ASSEMBLY : FRONT SPRING AND DAMPER

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Recommended tools

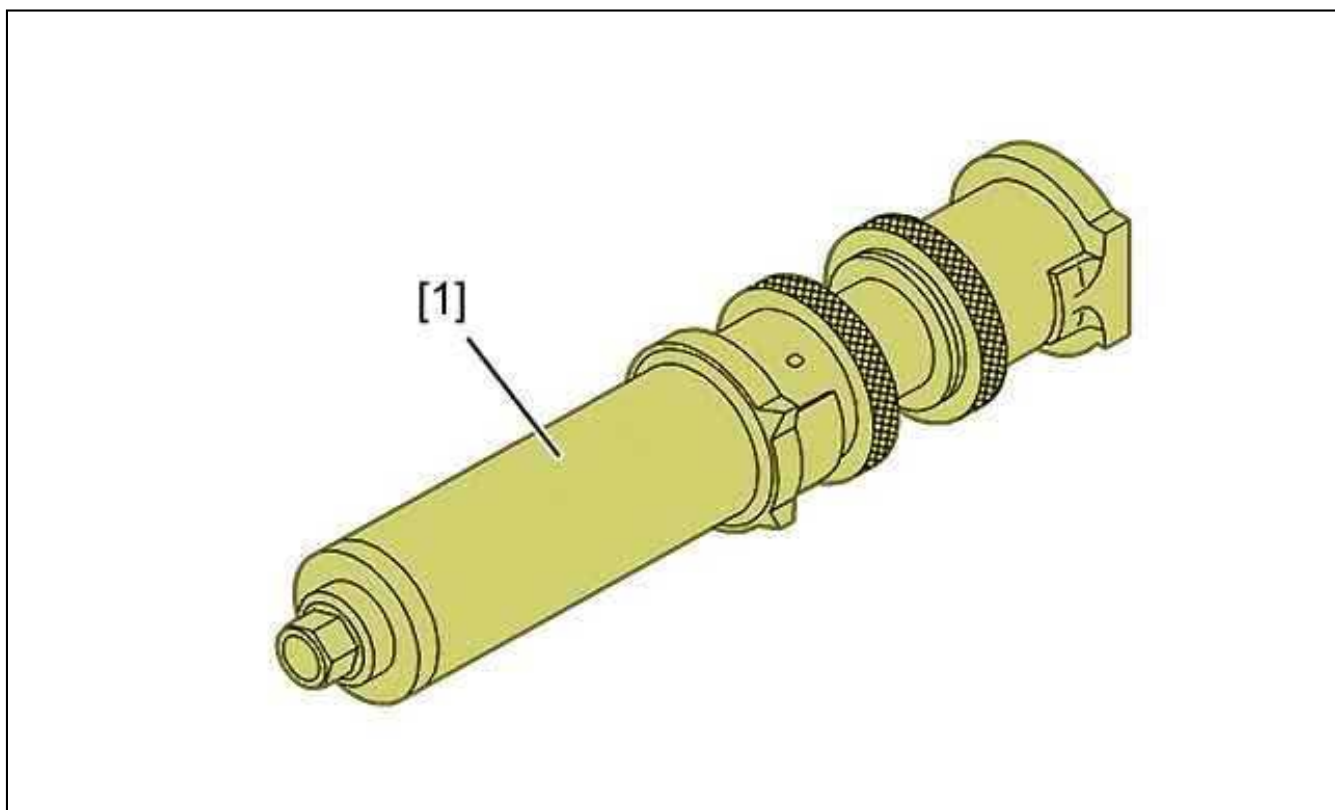


Figure : E5AP3TPD

[1] spring compressor M90.

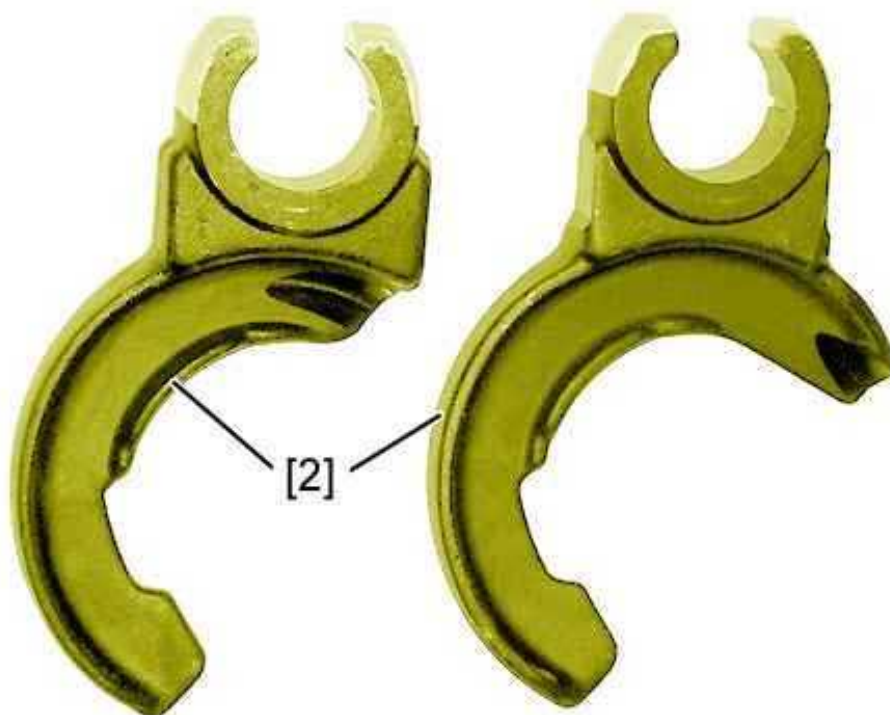


Figure : E5AP3TQD

[2] Set of two cups M12 for the suspension spring compressor(Pink).

CAUTION : Check the presence and condition of the rubber protections on the fixed and sliding cups of the spring compressor.

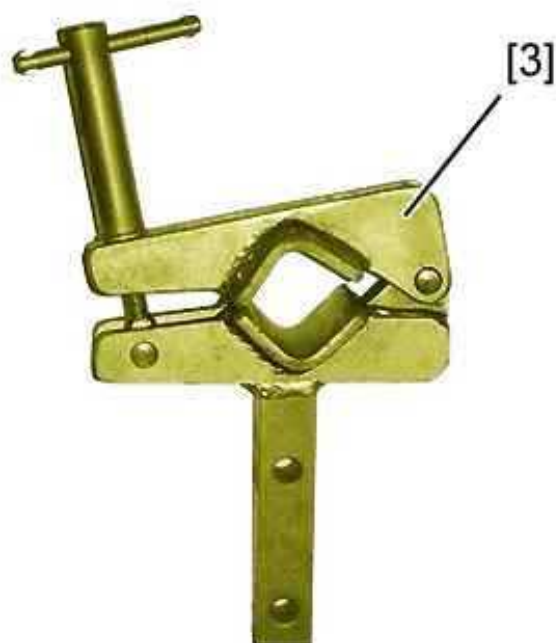


Figure : E5AP3TRD

[3] tool for holding damper body in the FACOM D22 vice.

2. Removing

CAUTION : Do not put a suspension spring in direct contact with any metallic object or tool.

Disconnect the battery.

Release the front wheel bolts.

Lift and support the vehicle.

Remove the front wheel bolts .

Remove the front wheel.

Release the damper rod nut before removing the spring and damper assembly .

Bring the front seats as far as possible forwards ⓘ .

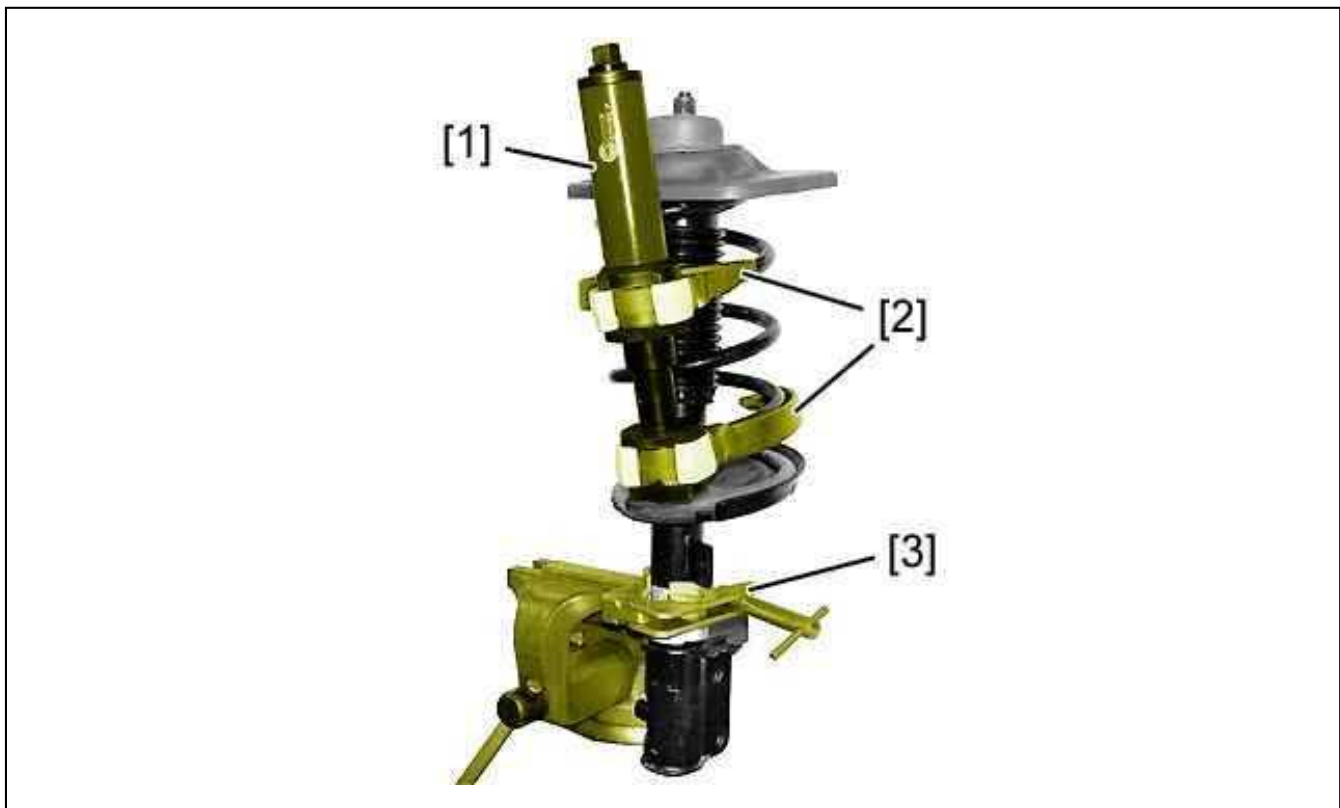


Figure : B3BP1HKD

Place the tool [3] in a vice.

Immobilise the front spring and damper assembly ; Using tool [3].

Compress the spring ; Using the tools [1], [2].

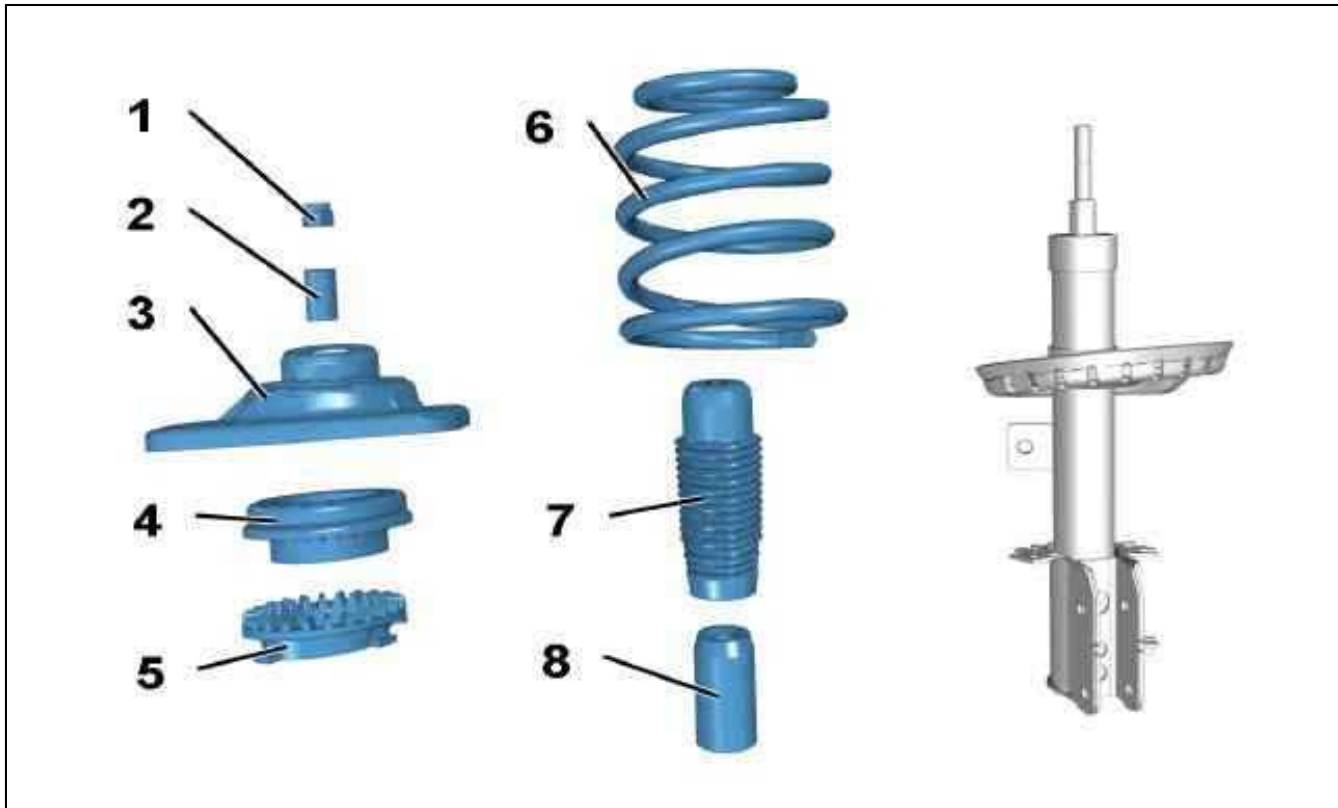


Figure : B3BP1HLD

Remove :

- The nut (1)
- The spacer (2)
- The bracket (3)
- The ball thrust bearing (4)
- The thrust washer (5)
- The spring (6) ; Using the tools [1], [2]
- The gaiter (7)
- The bump stop (8)

3. Refitting

CAUTION : Check the condition of the suspension springs (absence of signs of impacts, scratches or corrosion holes) ; The paint layer on the suspension springs must not be damaged, leaving the metal bare.

Make up the following pack on the damper rod :

- The bump stop (8)
- The gaiter (7)
- The spring (6) ; Using the tools [1], [2]
- The thrust washer (5)
- The top abutment (4)
- The bracket (3)
- The spacer (2)
- A new nut (1)

Release the spring (6) ; Using the tools [1], [2].

Remove the tools [1], [2], [3].

Refit the front damper spring assembly  .

Refit :

- The front wheel
- The front wheel bolts
- The vehicle to its wheels

Tighten the wheel bolts  .

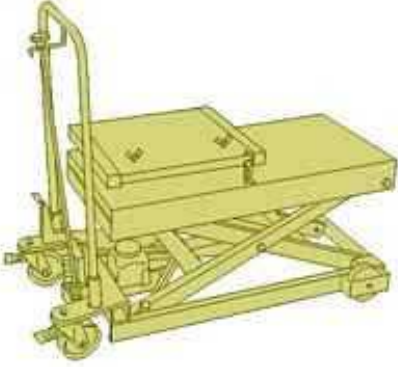
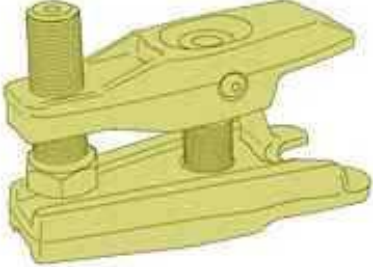
CAUTION : Perform the operations to be carried out following reconnection of the battery  .

Reconnect the battery.

REMOVING - REFITTING : REAR STABILISER BAR

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

Tool	Reference	Designation
[0004]  Figure : E5AB0EIT	[0004]	lifting bench
[0919]  Figure : E5AB0ZPT	[0919]	ball-joint extractor

2. Removing

Disconnect the ancillaries battery.

Untighten the rear wheel bolts.

Raise and support the vehicle, with the rear wheels hanging free.

Remove :

- The rear wheel bolts
- The rear wheels

Fit the brake pedal depressing tool in order to reduce the loss of fluid when the brake pipes are disconnected.

Remove the rear suspension metallic springs .

2.1. disc brakes

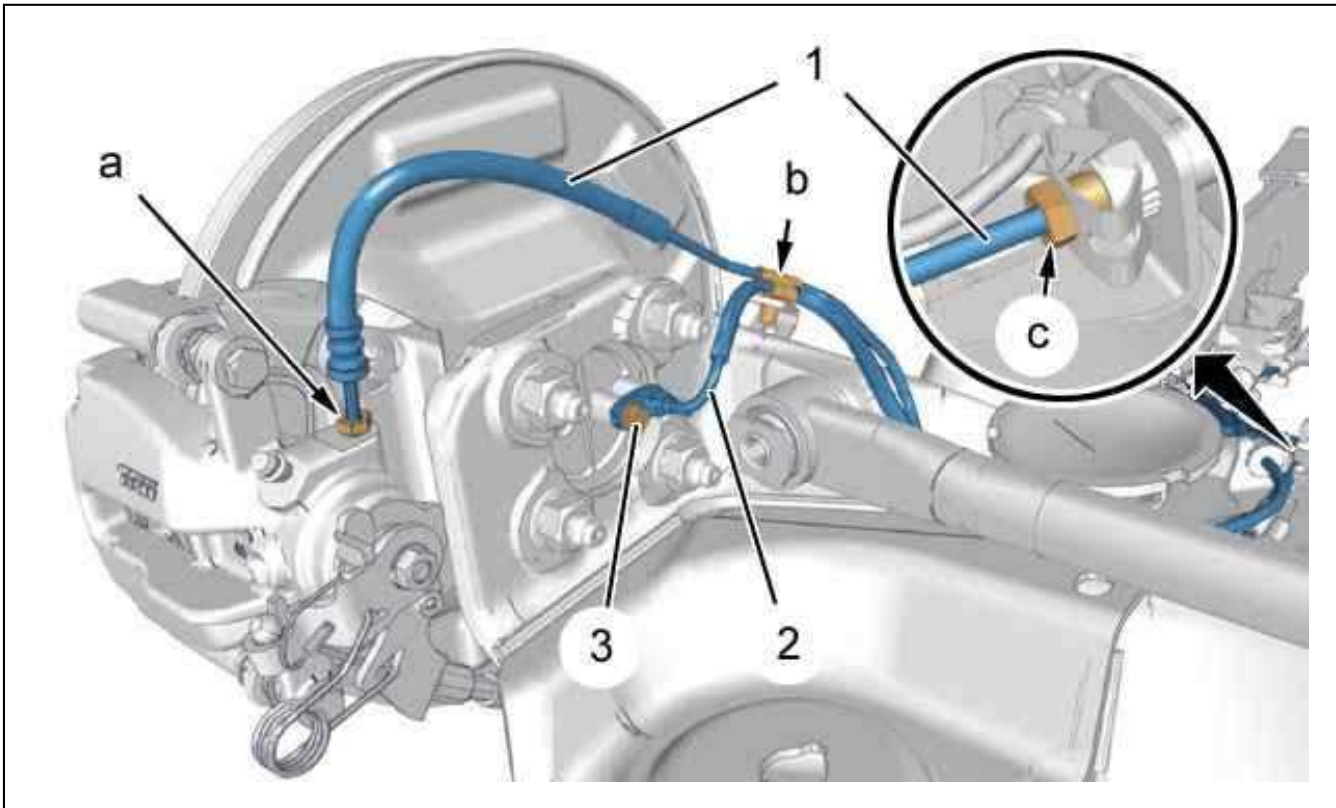


Figure : B3DG0NQD

On the left-hand side :

- Uncouple the brake pipe (1) at "a", "c" (Prepare for the flow of brake fluid)
- Unclip the brake pipe (1) (at "b")
- Remove the brake pipe (1)
- Plug the openings of the brake pipes
- Remove the bolt (3)
- Unclip the wheel speed sensor (2) harness (at "b")
- Move aside the wheel speed sensor (2)

2.2. Drum brakes

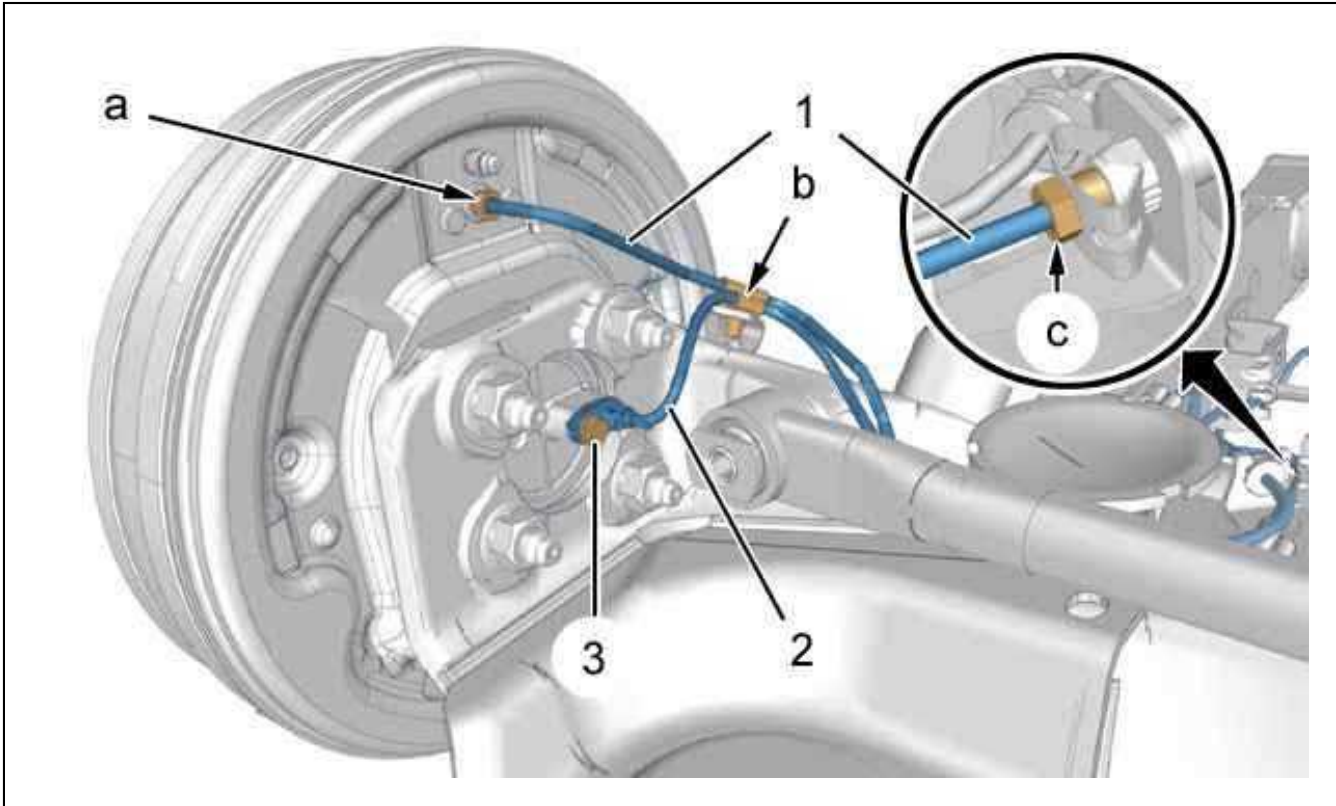


Figure : B3DG0NRD

On the left-hand side :

- Uncouple the brake pipe (1) at "a", "c" (Prepare for the flow of brake fluid)
- Unclip the brake pipe (1) (at "b")
- Remove the brake pipe (1)
- Plug the openings of the brake pipes
- Remove the bolt (3)
- Unclip the wheel speed sensor (2) harness (at "b")
- Move aside the wheel speed sensor (2)

2.3. Common operations

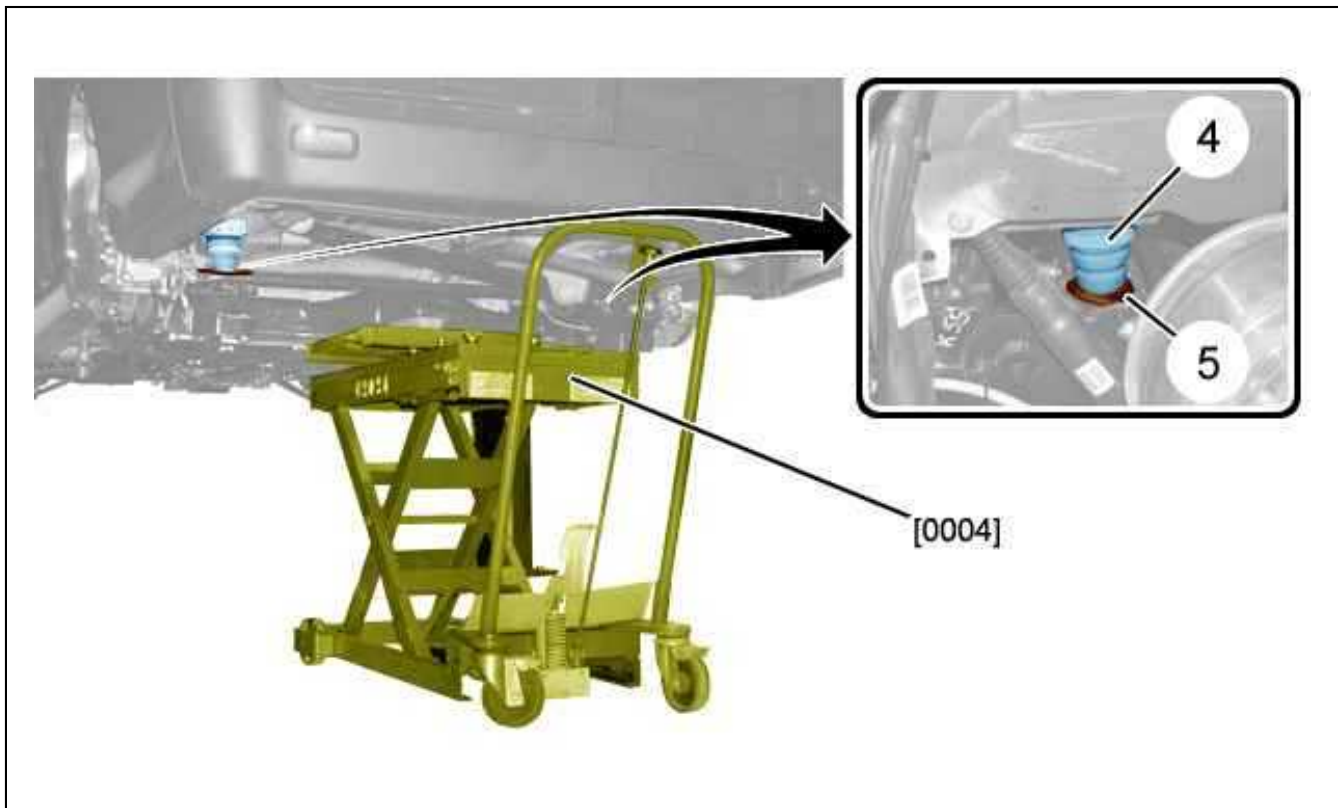


Figure : B3DG0NSD

Place the tool [0004] (Underneath the rear axle).

Compress the rear suspension until the bump stop (4) contacts with the rear suspension cup (5) ; Using tool [0004].

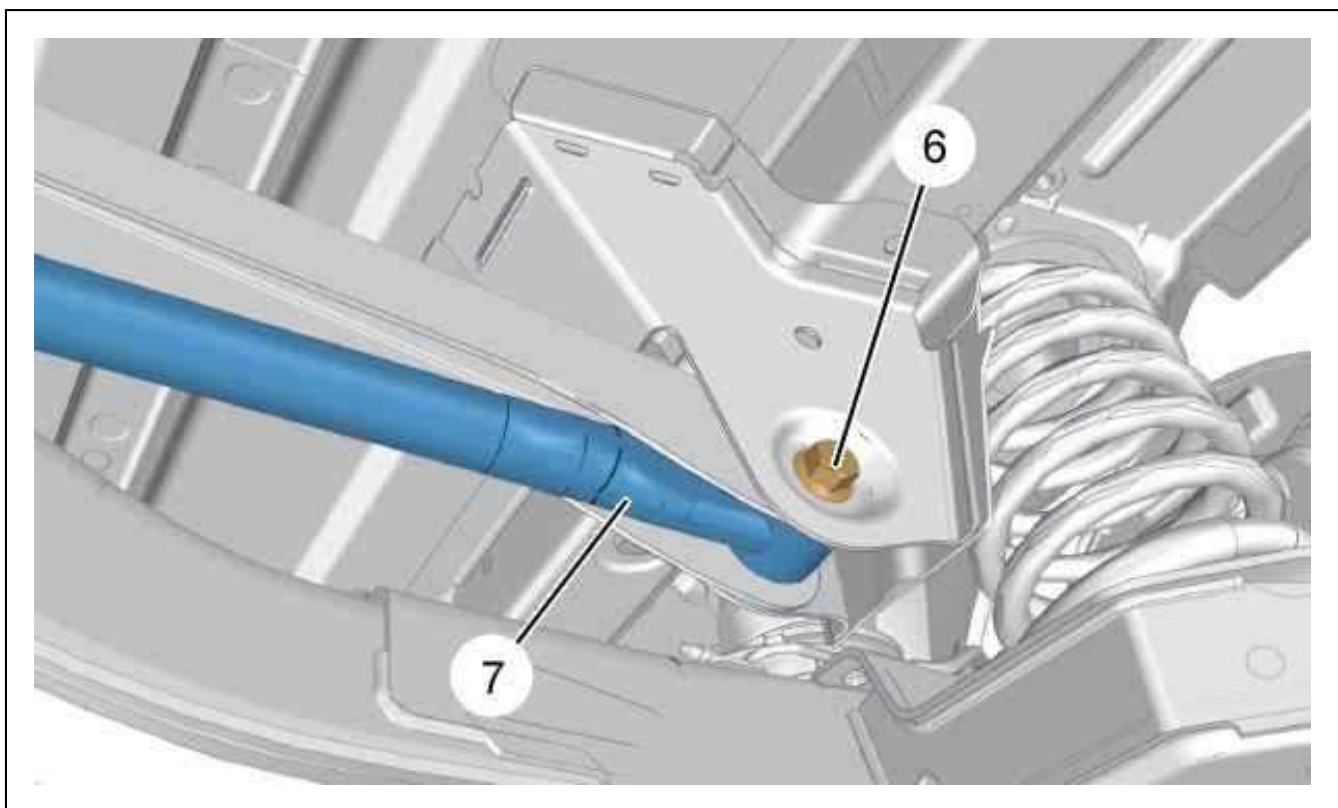


Figure : B3DG0NTD

Remove the bolt (6).

Disengage the rear axle stabilising bar (7) from the strengthener bar (Downwards).

Decompress the rear axle ; Using tool [0004].

Remove the bump stop (4) (On the left-hand side).

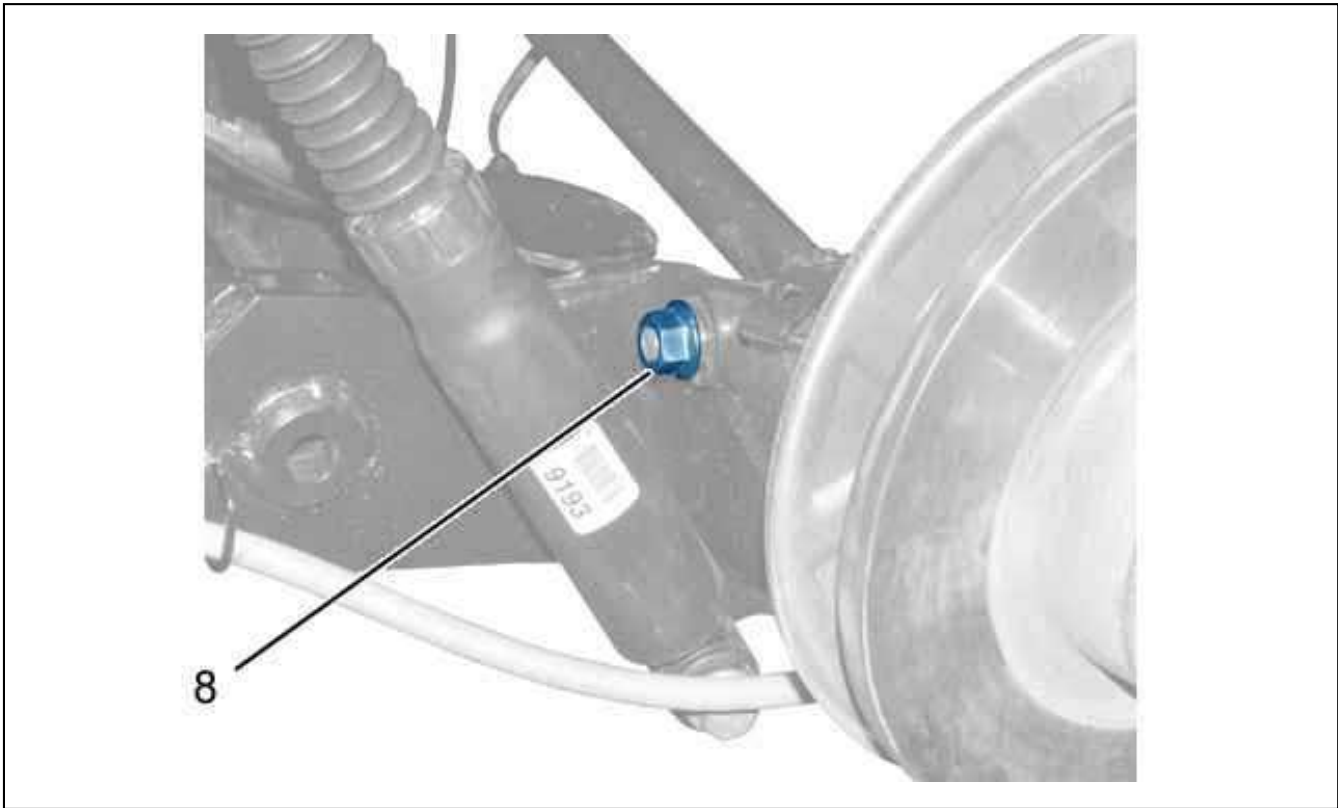


Figure : B3DM00MD

Slacken the nut (8).

Position the nut (8) on the end of the rear stabilising bar ball joint.

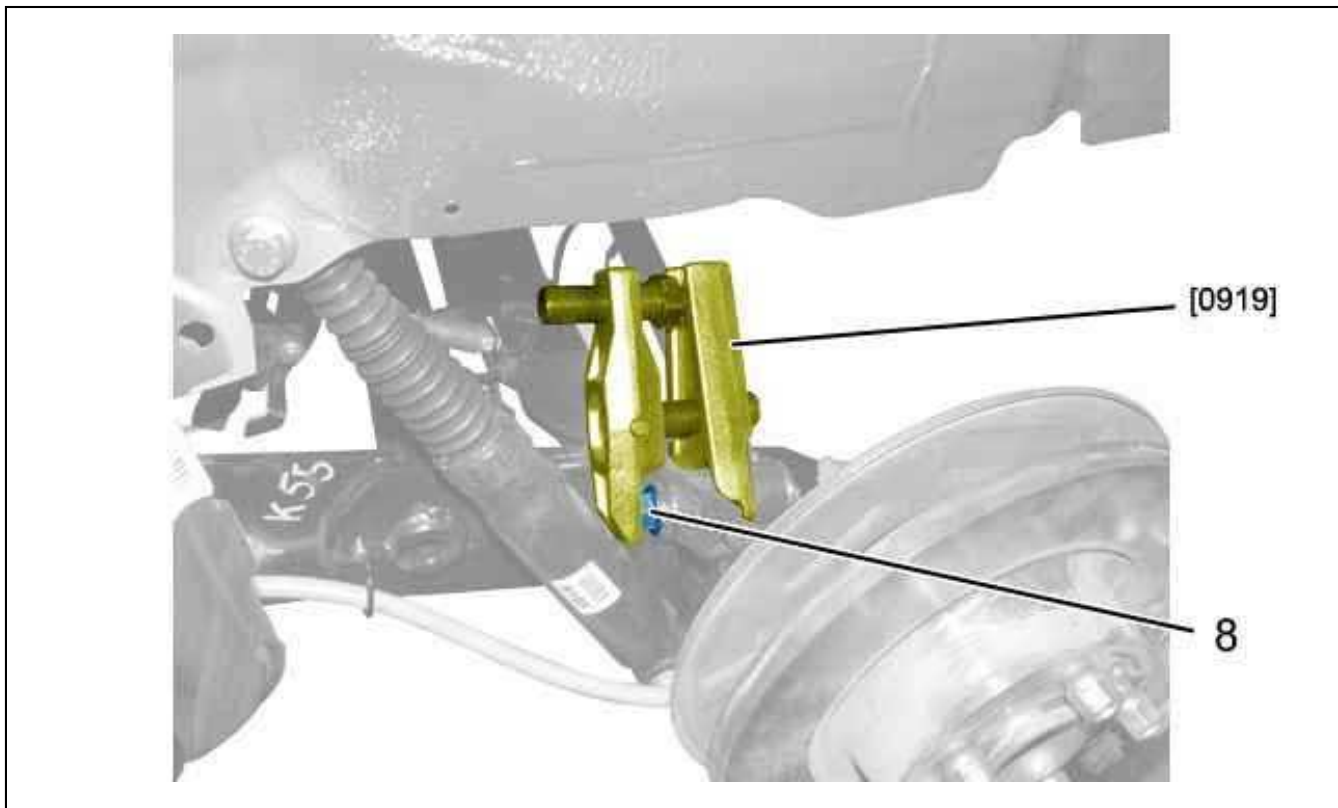


Figure : B3BG0HFD

Uncouple the rear stabilising bar ball joint from the rear axle ; Using tool [0919].

Remove the nut (8).

Remove the rear axle rear stabilising bar (7).

3. Refitting

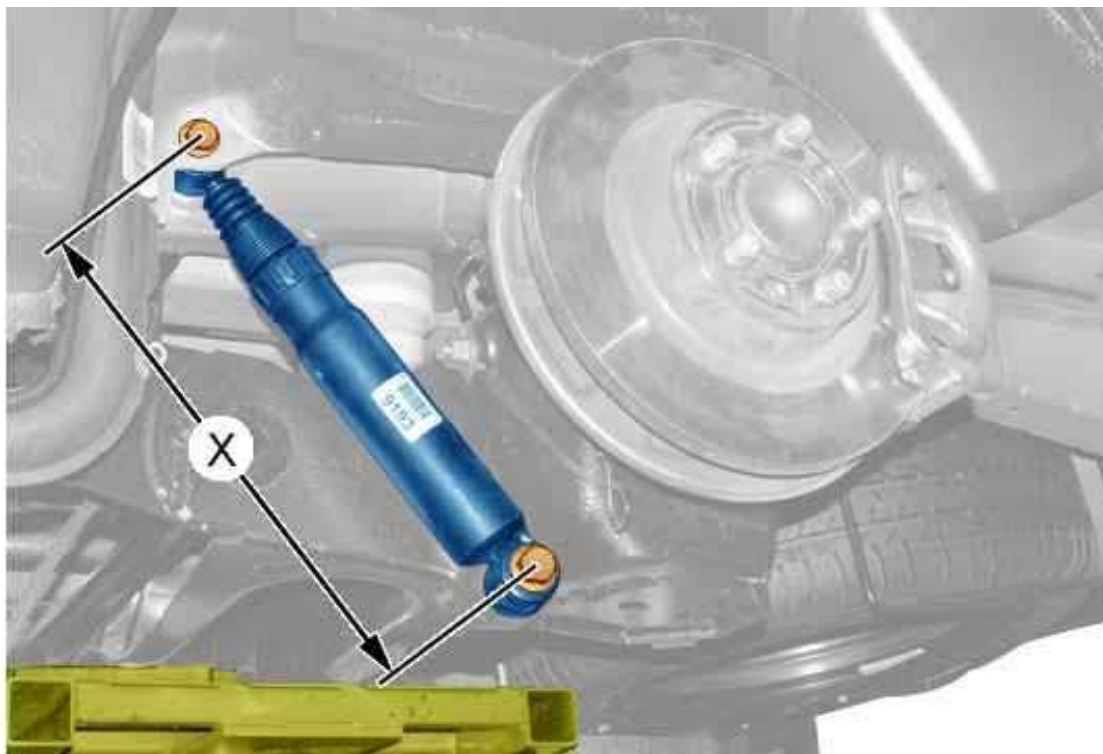


Figure : B3DM00BD

Refit the bump stop (4) (On the left-hand side).

version	X = Reference shock absorber length (mm)
Vehicles all types (Except utility vehicles with metallic suspension)	346
Utility vehicle (With metallic suspension)	334

Position the rear axle to obtain a dimension of X (each side) ; Using tool [0004].

Refit the rear axle rear stabilising bar (7).

CAUTION : The rear stabilising bar ball joint must not be under stress when refitting the screw (6).

Refit (without tightening) :

- The (6) bolt
- The nut (8)

Tighten :

- The screw (6) to 8,5 m.daN
- The nut (8) to 13 m.daN

Decompress the rear axle ; Using tool [0004].

3.1. Drum brakes

On the left-hand side :

- Refit the wheel speed sensor (2)
- Refit bolt (3) ; Tighten to 0,8 daN.m
- Secure the harness of the wheel speed sensor (at "b")
- Couple the brake pipe (1) at "c" ; Tighten to 1,5 daN.m
- Couple the brake pipe (1) at "a" ; Tighten to 1,5 daN.m
- Clip the brake pipe (1) (at "b")

3.2. disc brakes

On the left-hand side :

- Refit the wheel speed sensor (2)
- Refit bolt (3) ; Tighten to 0,8 daN.m
- Secure the harness of the wheel speed sensor (at "b")
- Couple the brake pipe (1) at "c" ; Tighten to 1,5 daN.m
- Couple the brake pipe (1) at "a" ; Tighten to 1,5 daN.m
- Clip the brake pipe (1) (at "b")

Refit the rear suspension metallic springs  .

CAUTION : Perform the operations that are required following a reconnection of the ancillaries battery  .

Reconnect the ancillaries battery.

Fill and bleed the braking system  .

Refit :

- The rear wheels
- The rear wheel bolts

Return the vehicle to its wheels.

Tighten the wheel bolts  .

REMOVING - REFITTING : FRONT ANTI-ROLL BAR ROD

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

ESSENTIAL : To remove the anti-roll bar rods (even partially) use the following procedure to avoid destroying the rod .

CAUTION : The use of impact wrenches is strictly prohibited.

1. Tooling

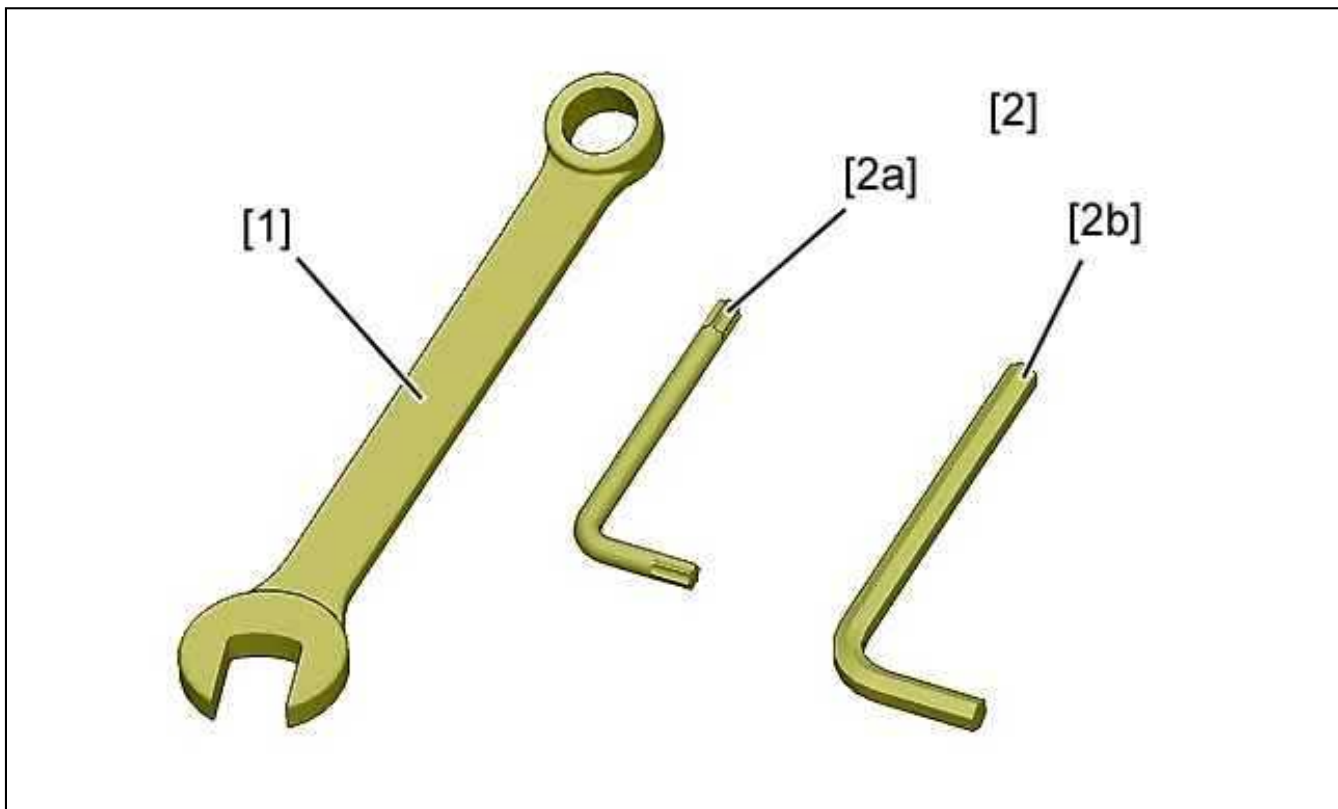


Figure : E5AM05DD

[1] Combination spanner.

[2] keys.

[2a] Spanner TORX (according to the assembly operations).

[2b] Spanner BTR (according to the assembly operations).

2. Removing

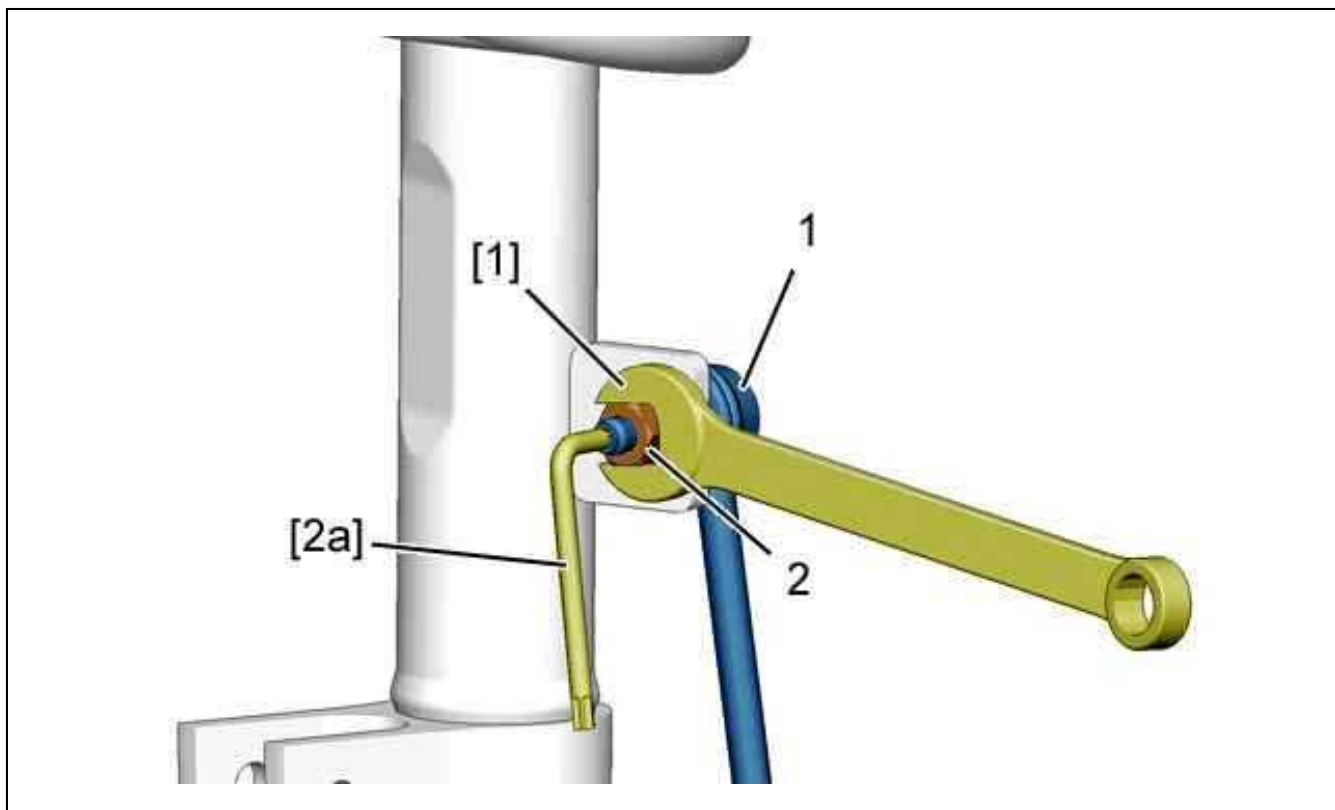


Figure : B3BM00SD

CAUTION : Risk of damaging the ball joint of the rod (1).

Proceed as follows :

- Immobilise the tail of the ball joint ; Using tool [2]
- Remove the nut (2) ; Using tool [1]
- Disengage the rod (1)

3. Refitting

CAUTION : Risk of damaging the ball joint of the rod (1).

Proceed as follows :

- Engage : The push rod (1)
- Engage : The nut (2) (new) (without tightening)
- Immobilise the tail of the ball joint ; Using tool [2]
- Tighten the nut (2) ; Tighten to the specified torque ; Refer to the procedure : Tightening torques (Front suspension)

TIGHTENING TORQUES : FRONT SUSPENSION

1. Suspension strut

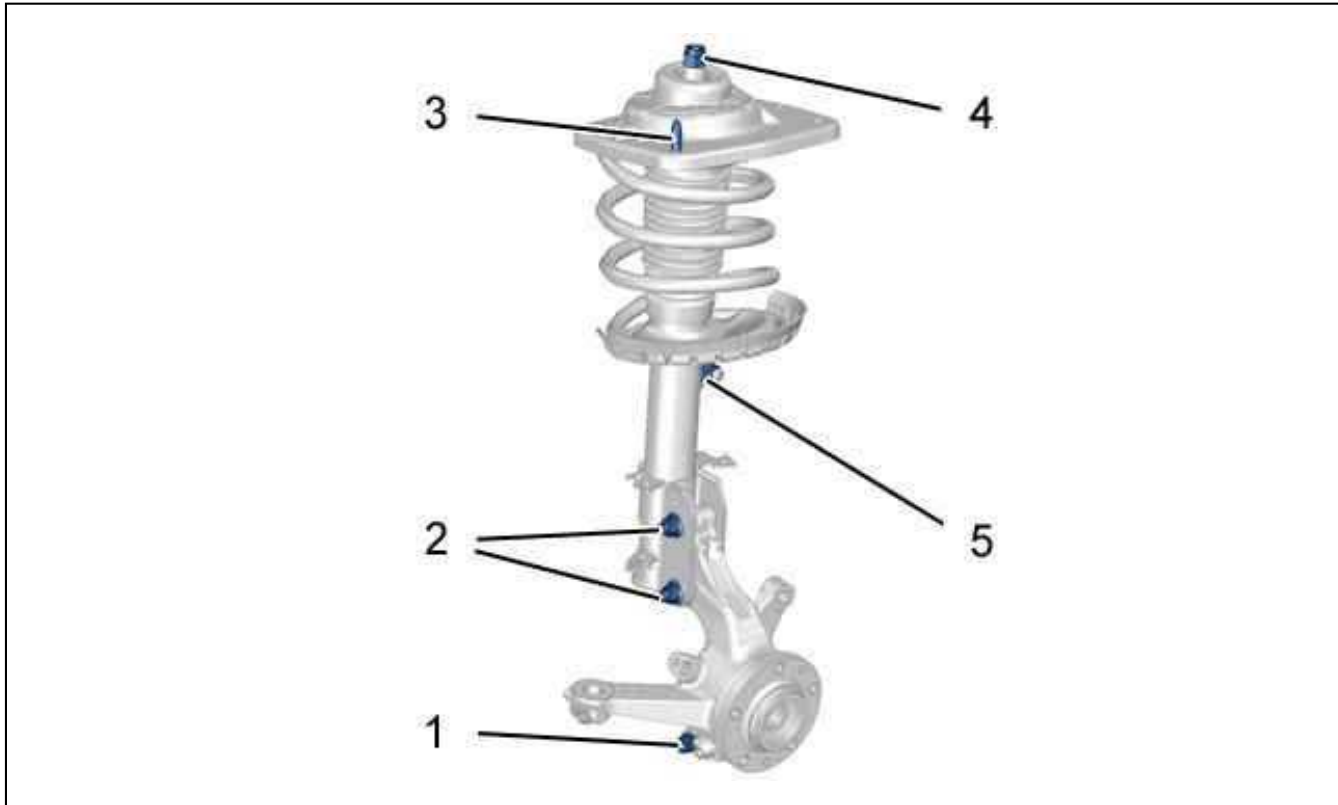


Figure : B3CB07CD

CAUTION : The "Low Friction" bolts (or nuts) (5) are only for single use and must always be replaced : All re-use is prohibited (risk of breakage). The bolts (or nuts) removed must be thrown away.

Reference	Designation	Tightening torque
(1)	Bolt-nut assembly (bottom ball-joint clamp) (*)	7 daNm
(2)	Bolt-nut assembly (Suspension strut) (*)	9,2 daNm
(3)	Bolt (Suspension upper support / Body)	4,5 daNm
(4)	Nut (Damper upper cup) (*)	9 daNm
(5)	Nut (Anti-roll bar rod / Damper) (*)	7 daNm
(*) Always to be replaced whenever removed		

2. Subframe

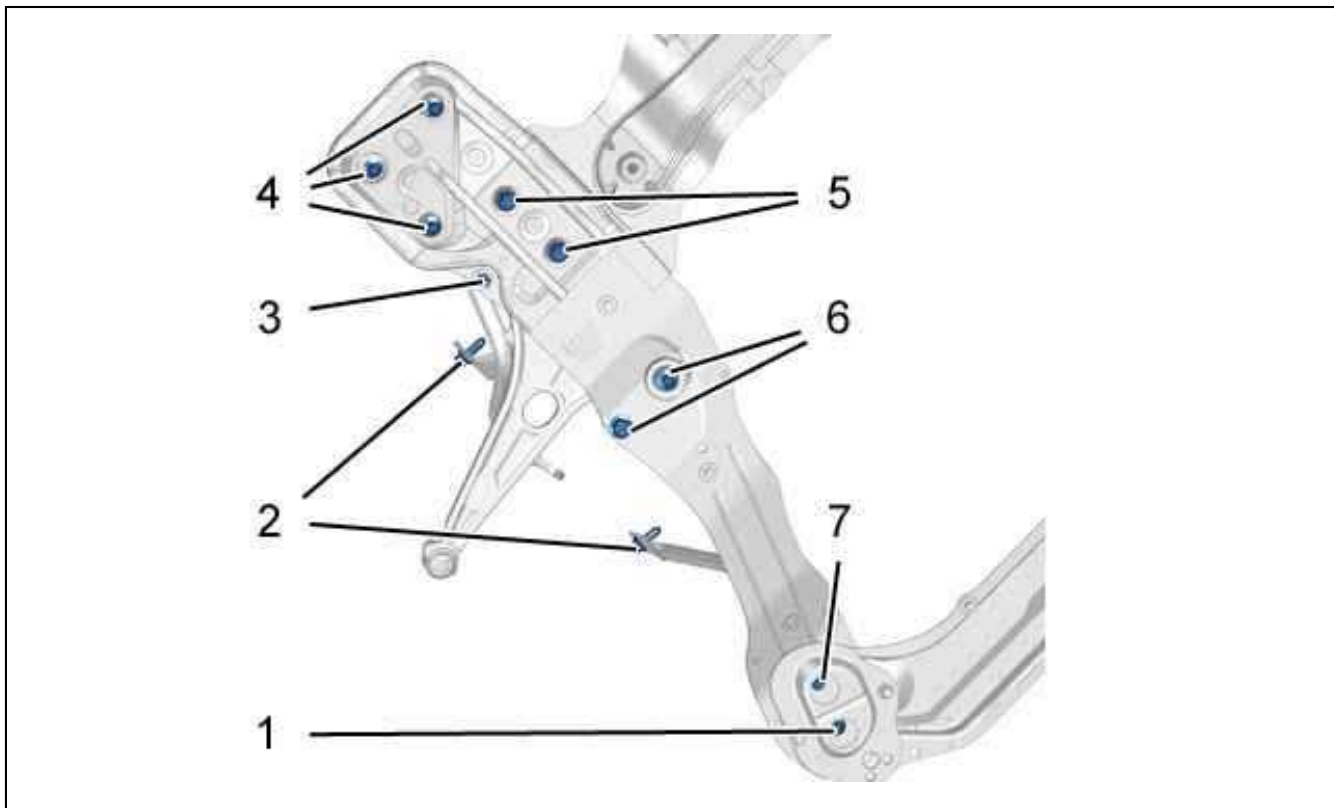


Figure : B3CB07ED

CAUTION : The "Low Friction" bolts (or nuts) (6) are only for single use and must always be replaced : All re-use is prohibited (risk of breakage) The bolts (or nuts) removed must be thrown away.

Reference	Designation	Tightening torque
(1)	Bolt (Front subframe /Body) (*)	10,7 daNm
(2)	Bolt (Suspension strut / Body)	6,5 daNm
(3)	Bolt (Lower suspension arm / Subframe)	6,5 daNm
(4)	Bolt (Rear sub-frame / Body) (*)	10,7 daNm
(5)	Bolt (Rear suspension lower arm / Anti-roll bar bearing) (*)	10,5 daNm
(6)	Bolt (Front suspension lower arm / Body) (*)	12,5 daNm
(7)	Bolt (Front cross member)	8 daNm
(*) Always to be replaced whenever removed		

IDENTIFICATION - DATA : FRONT SUSPENSION

1. Identification

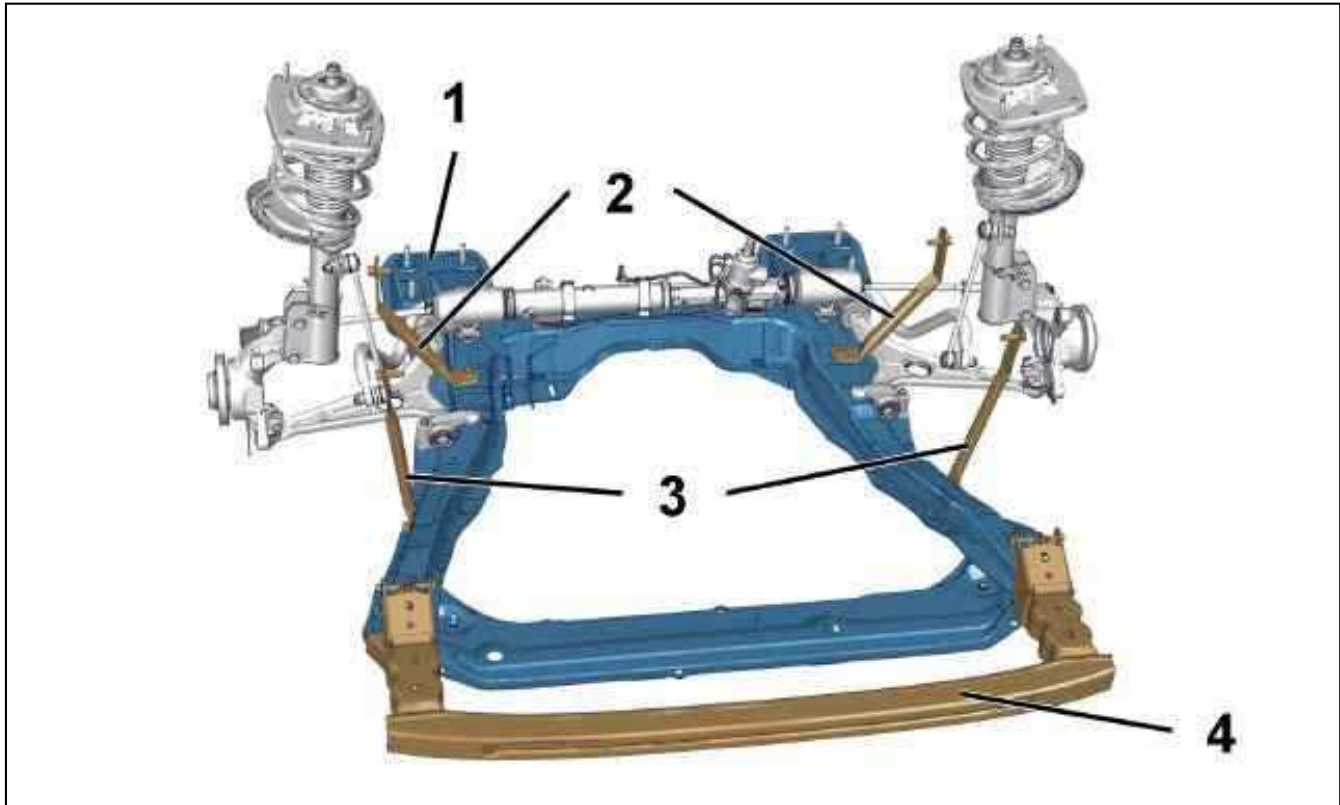


Figure : B3CP0FKD

- (1) Front subframe.
- (2) Rear rods .
- (3) Front rods .
- (4) Pedestrian bar (On combi versions only).

2. Data

2.1. General (Front subframe)

Joint welded and painted front sub-frame.

Front sub-frame positioned by indexing on body.

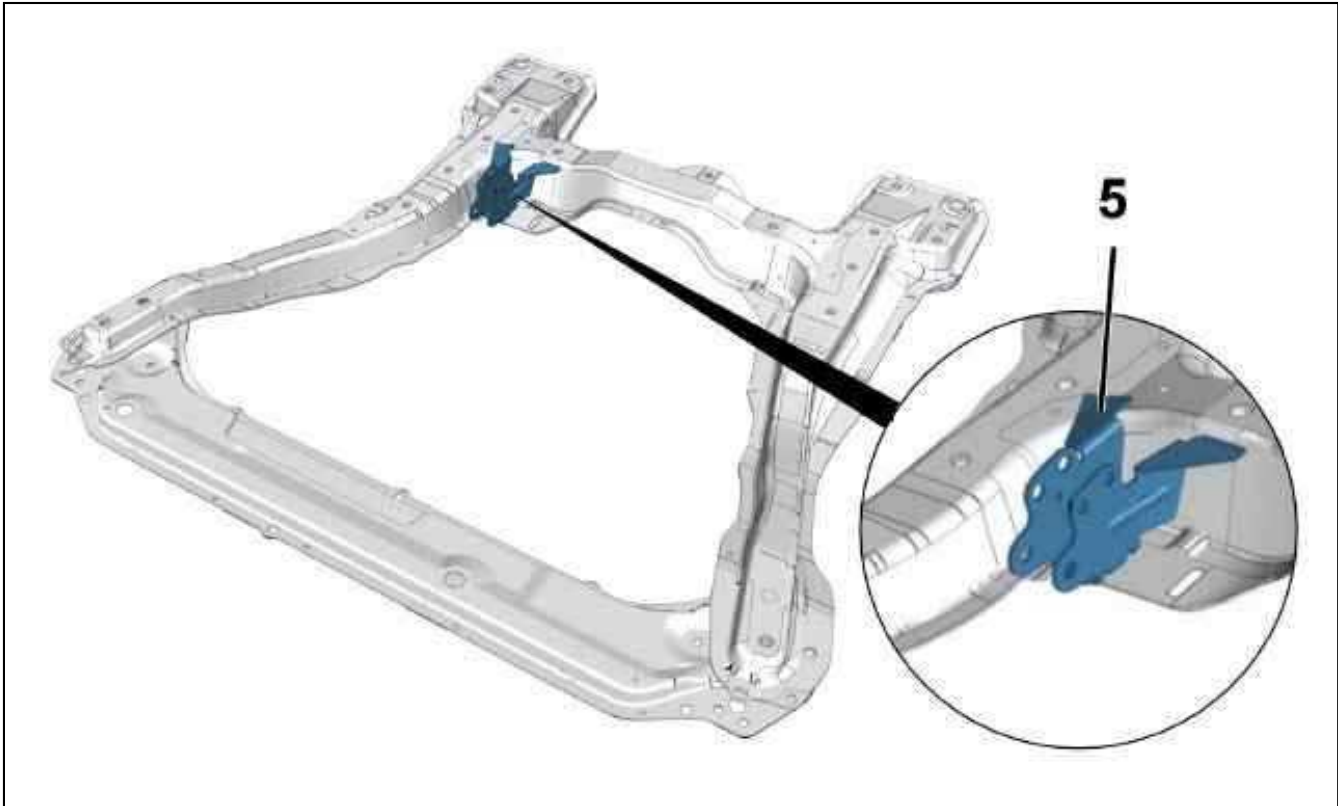


Figure : B3CP0FLD

(5) Torque reaction rod bracket.

2.2. Front subframe (DV6 engine)

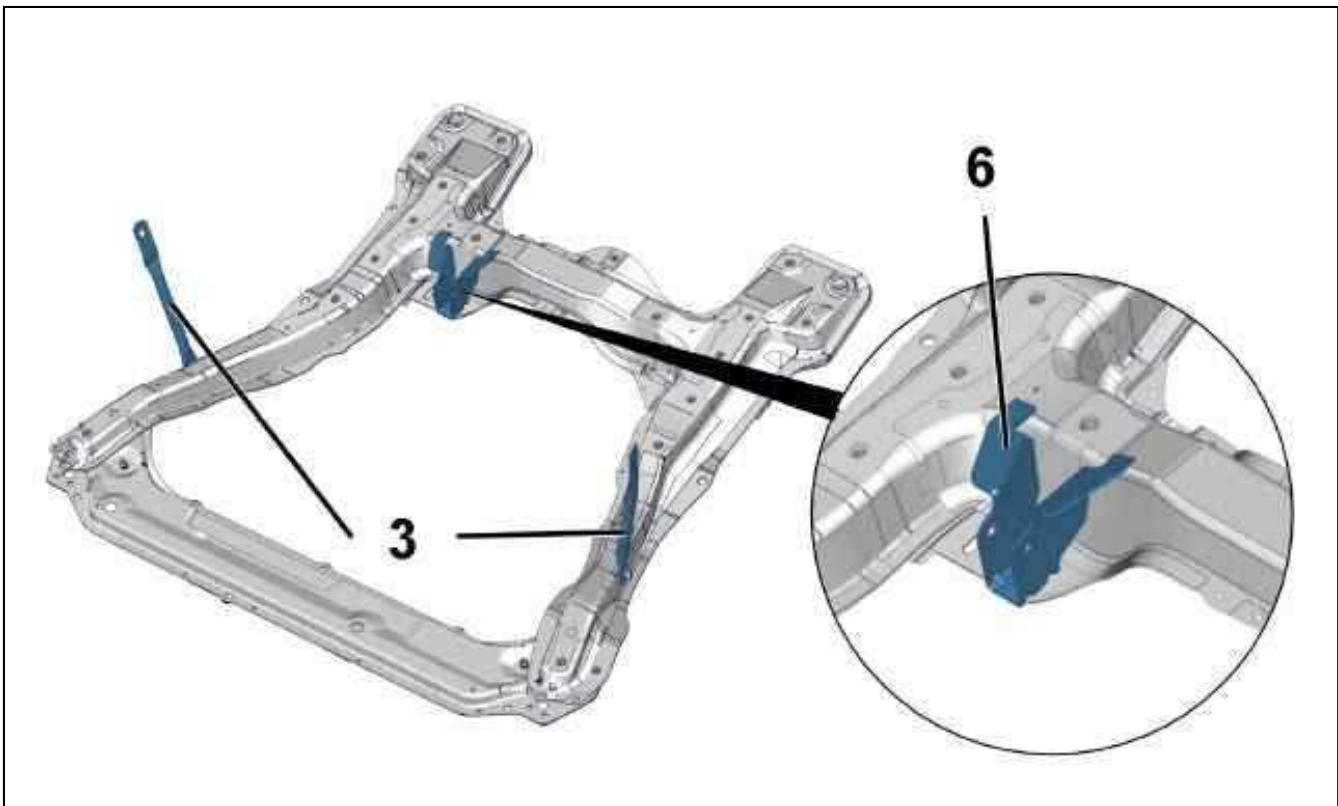


Figure : B3CP0FMD

The front subframe for the DV6 engine is characterised by :

- A specific torque reaction rod support (6)
- The presence of the front rods (3) only

2.3. Pivot

"pinch" type pivot.

Double-row ball pivot bearing, with integral magnetic wheel.

External diameter of the hub bearing : 86 mm .

2.4. Suspension strut

Front suspension with independent wheels, of the pseudo "Mac Pherson" type.

Steel suspension lower arm .

Pivot ball joint fitted on the suspension lower arm .

Suspension lower arm front and rear joint with horizontal shaft (Non-removable).

2.5. Anti-roll bar

Anti-roll bar diameter : 25 mm diameter.

Anti-roll bar bearings not removable.

REMOVING - REFITTING : FRONT PIVOT

ESSENTIAL : Deactivate the pneumatic suspension before lifting the vehicle ⓘ (2 or 4 post lift, workshop jack or customer's jack ⓘ).

1. Recommended tools

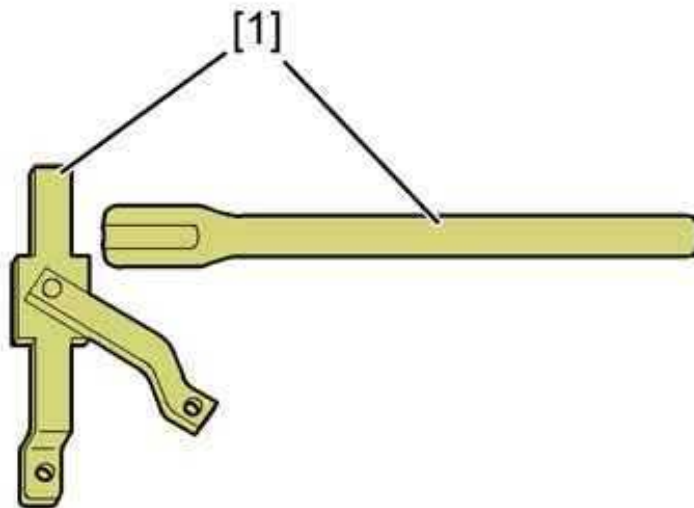


Figure : E5AP2Y3D

Reference	Designation	Reference	Reference
[1]	hub immobilising tool	6310-T	(-).0606-AY

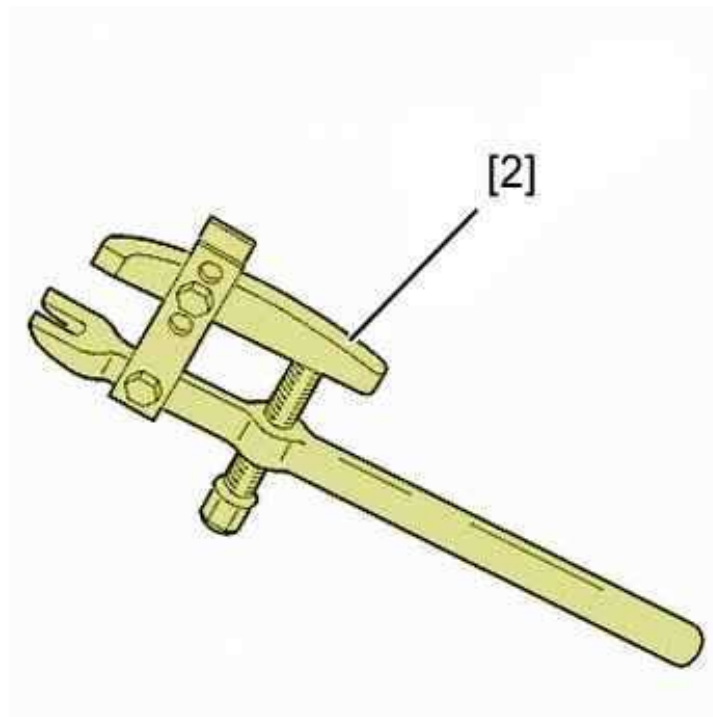


Figure : E5AP3TGD

Reference	Designation	Reference	Reference
[2]	ball-joint extractor	1892-T	(-).0709

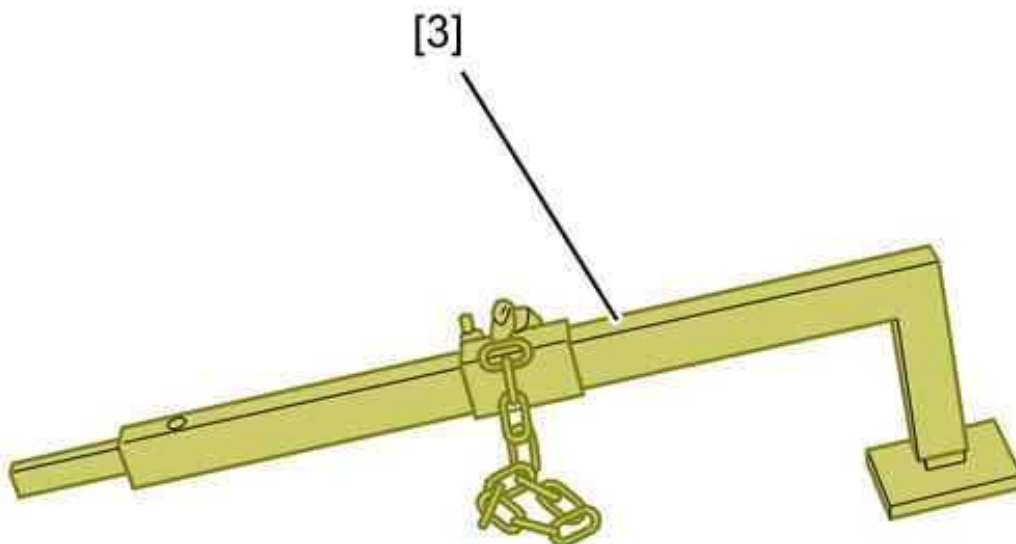


Figure : E5AP3THD

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Reference	Designation	Reference	Reference
[3]	pivot ball-joint uncoupling lever	9509-T	(-).0622

2. Removing

ESSENTIAL : Adhere to the tightening torques  .

Release the front wheel bolts.

Lift and support the vehicle.

Remove :

- The front wheel bolts
- The front wheel

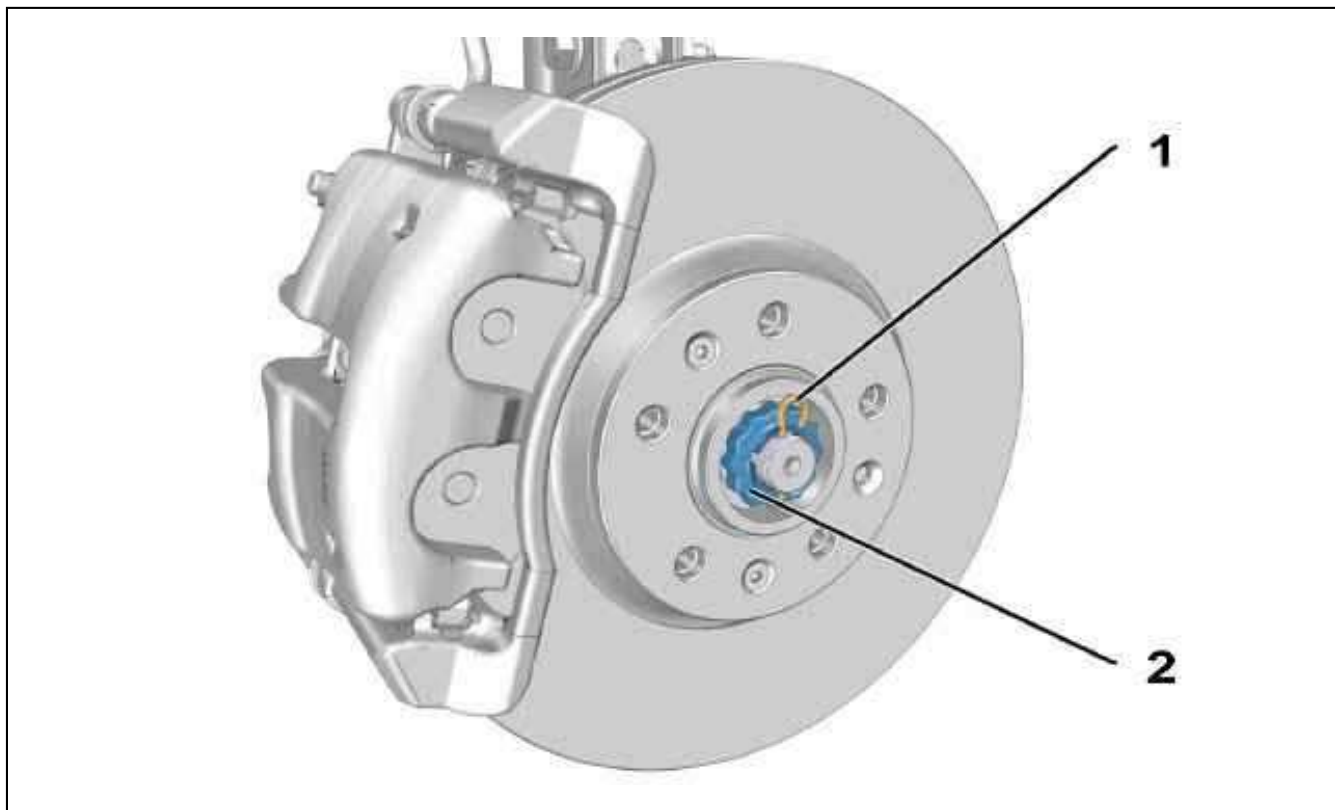


Figure : B3CP0FND

Remove :

- The pin (1)
- The cage (2)

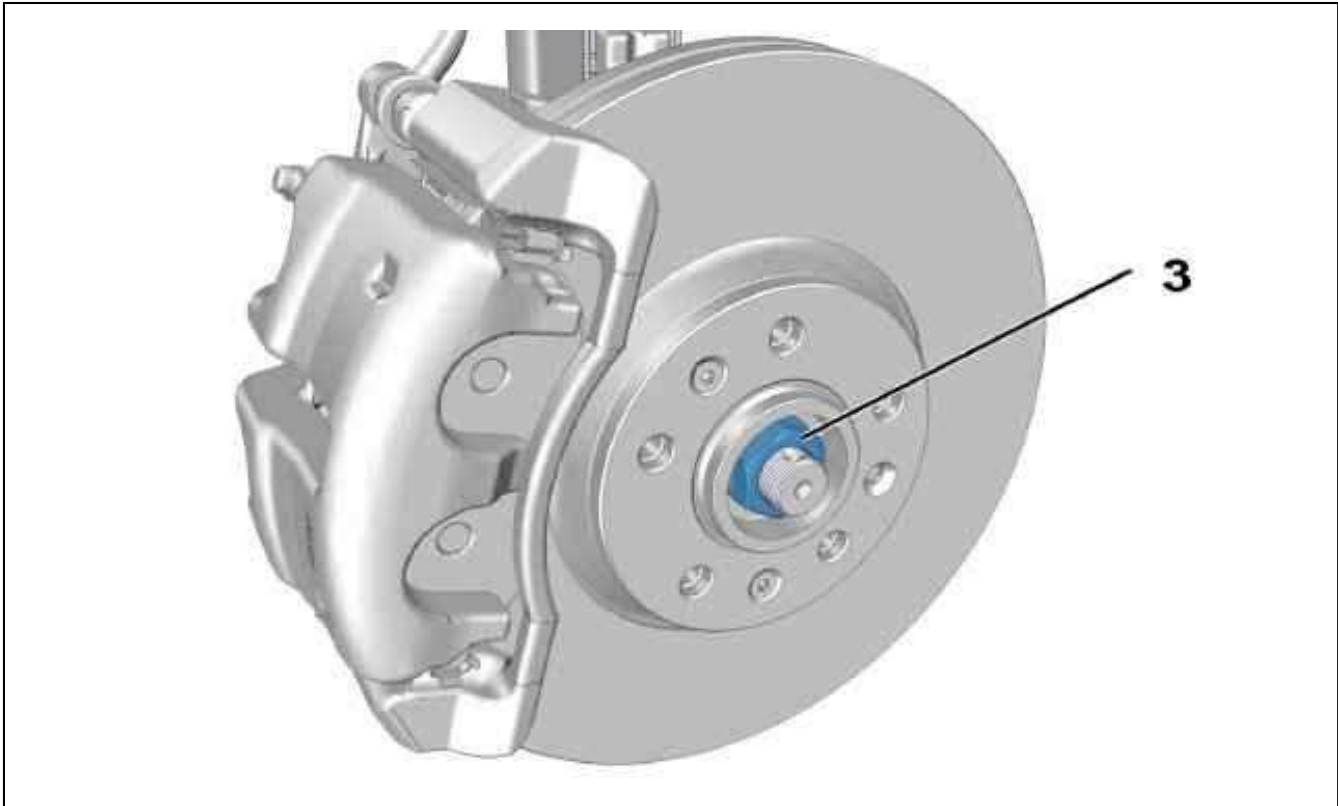


Figure : B3CP0FPD

CAUTION : Never apply the brakes to release the nut (3) as this risks shearing the disc bolts (/).

Use tool [1] to prevent the hub from turning.
 Untighten then remove the driveshaft nut (3).

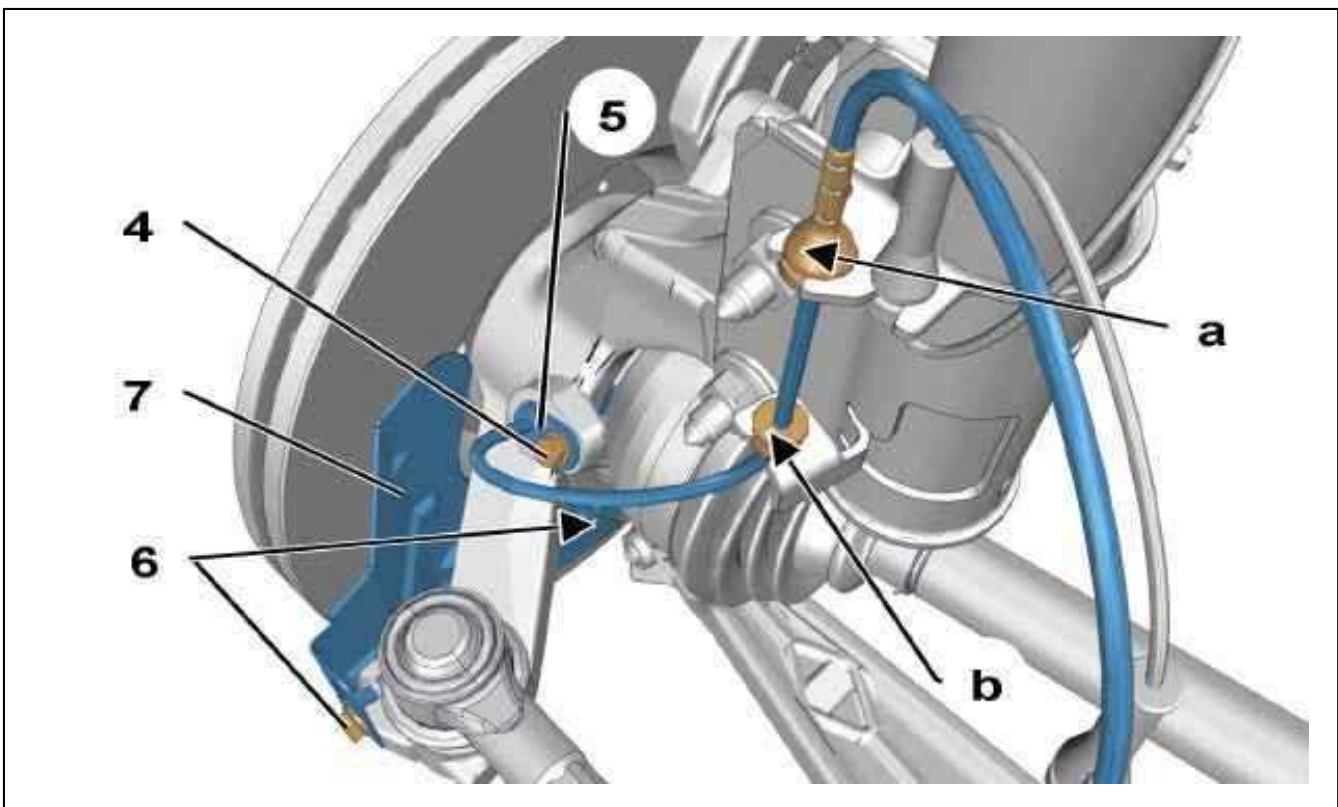


Figure : B3CP0FQD

Remove :

- The bolts (6)
- The steering ball joint protector (7)
- The (4) bolt

Unclip the wheel sensor (5) harness (as "a", "b").

Disengage the wheel sensor (5) from the pivot .

Remove the front brake disc  .

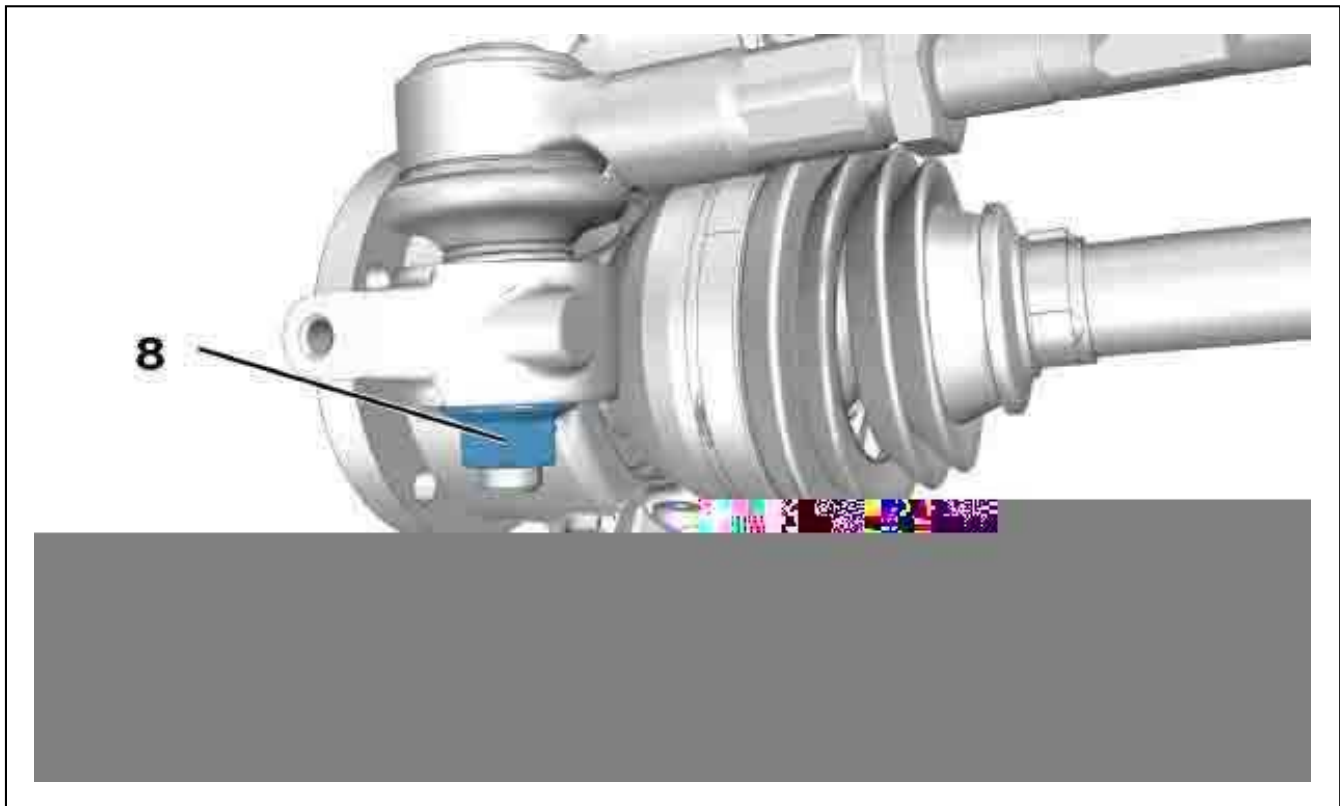


Figure : B3CP0FRD

Remove the nut (8).

Uncouple the steering ball-joint using tool [2].

Remove :

- The nut (9)
- The (10) bolt

CAUTION : Take care not to damage the lower arm ball joint boot .

Uncouple the pivot swivel joint from the lower arm ; Using tool [3].

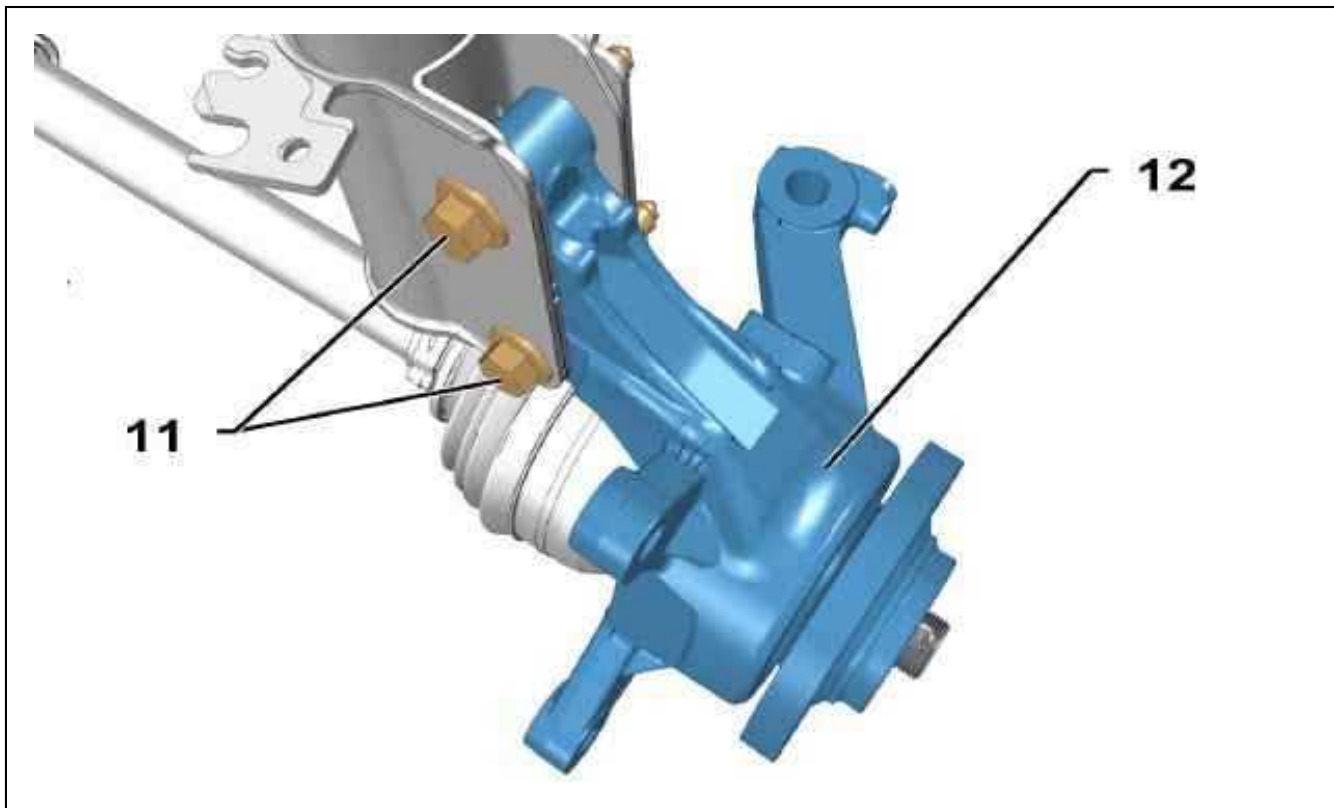


Figure : B3CP0FSD

Remove the bolts (11).

CAUTION : When disengaging the pivot : Retain the driveshaft in the differential .

Disengage the pivot (12) from the driveshaft and remove it.

3. Refitting

Refit the pivot (12) and engage the driveshaft .

Refit the bolts (11).

Engage the ball-joint of the lower arm in the pivot.

Refit :

- The (10) bolt
- The nut (9)

Couple up the steering ball-joint.

Refit the nut (8).

Refit the front brake disc .

Engage the wheel sensor (5) in the pivot .

Clip the wheel sensor (5) harness (as "a", "b").

Refit :

- The (4) bolt
- The steering ball joint (7) protector
- The bolts (6)

Use tool [1] to prevent the hub from turning.

Refit :

- The drive shaft nut (3)
- The cage (2)

- The pin (1)

Refit the front wheel.

Return the vehicle to its wheels.

Tighten the wheel bolts .

MODIFICATION : TIGHTENING AND SLACKENING OF DAMPER NUTS PROHIBITED USING A PNEUMATIC GUN

1. Application

Any vehicle.

2. Identification

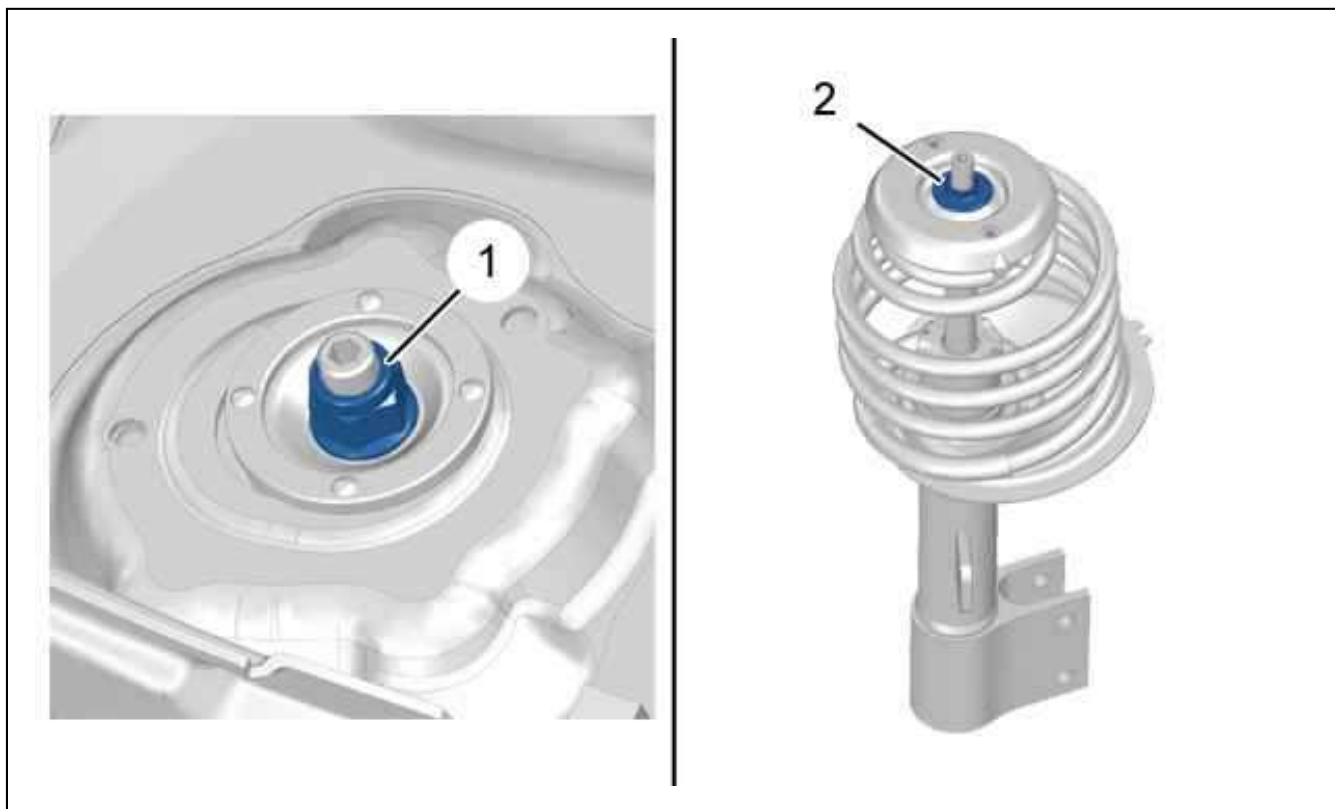


Figure : B3CT001D

Do not use a pneumatic gun in operations removing and refitting the nuts (1) and (2) of the damper.

3. Risks

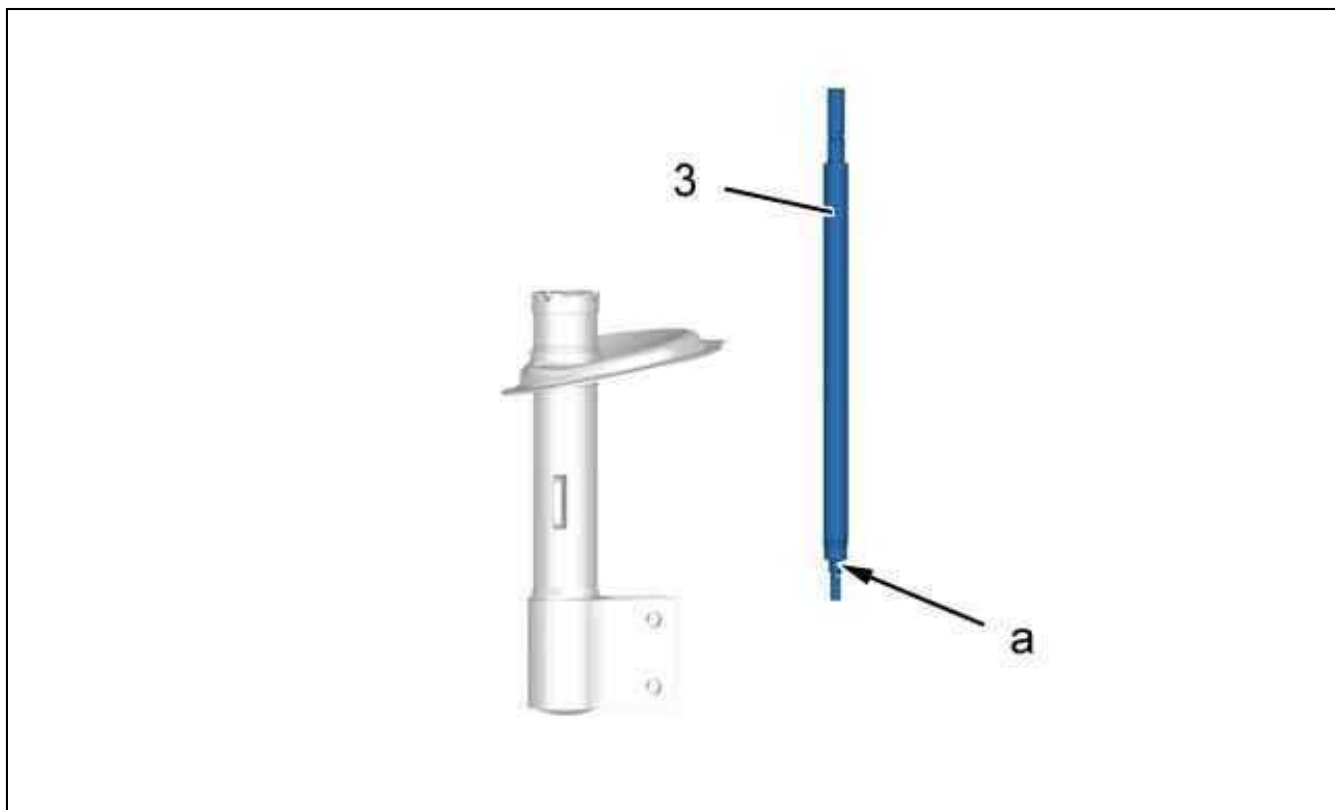


Figure : B3CT002D

Slackening and tightening the nuts using a pneumatic gun can carry the following risks :

- Slackening of the rod (3) of the damper during removal
- Damaging of the thread of the damper rod (at "a") during refitting

TIGHTENING TORQUES : REAR SUSPENSION

1. Rear wheel hub

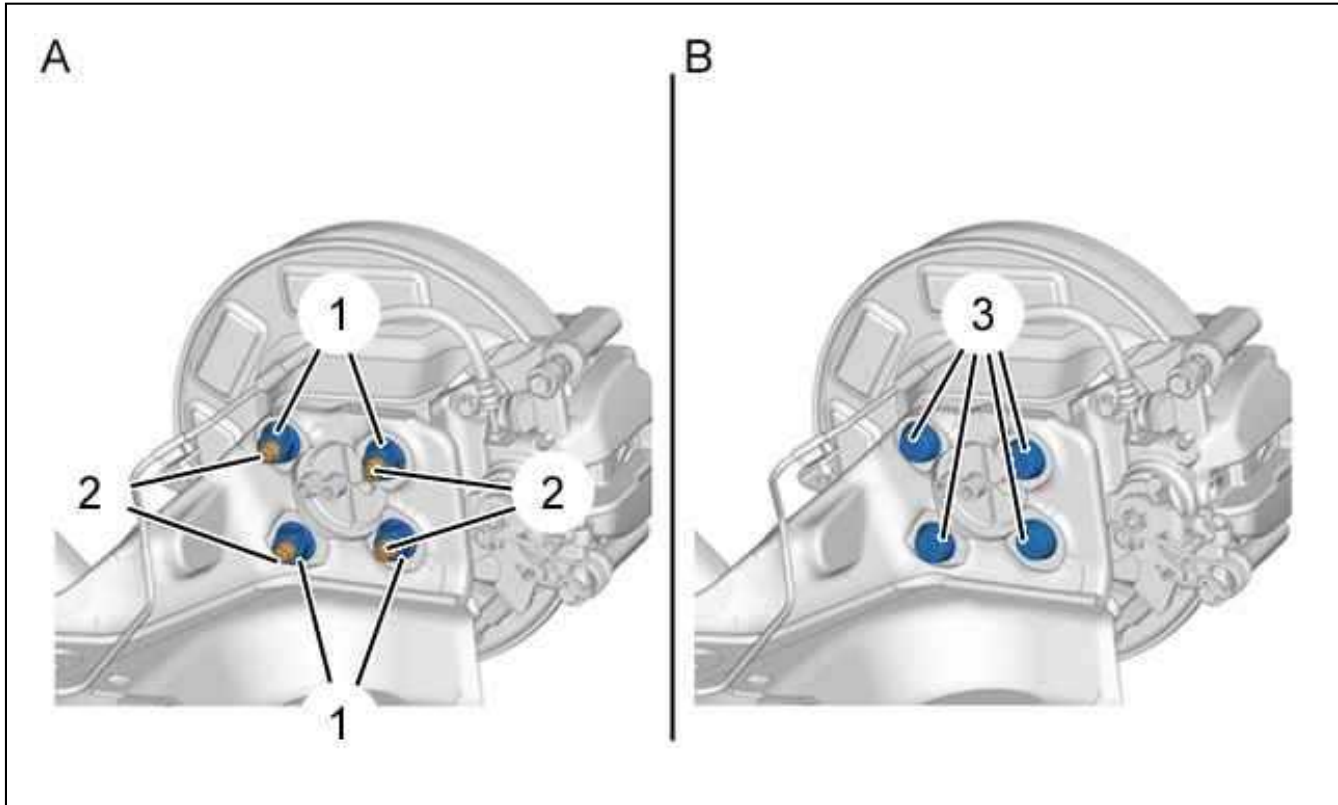


Figure : B3DB06PD

CAUTION : The "Low Friction" bolts (or nuts) (1),(2), (3) are only for single use and must always be replaced All re-use is prohibited (risk of breakage) The bolts (or nuts) removed must be thrown away.

Reference	Designation	Tightening torque
(1)	Nut (Stub axle carrier / Crossmember) ("A" assembly) (*)	12,7 daNm
(2)	Stud (Stub axle carrier / Crossmember) ("A" assembly) (*)	2 daNm
(3)	Bolt (Stub axle carrier / Crossmember) ("B" assembly) (*)	12,7 daNm
(*) Always to be replaced whenever removed		

2. Damper

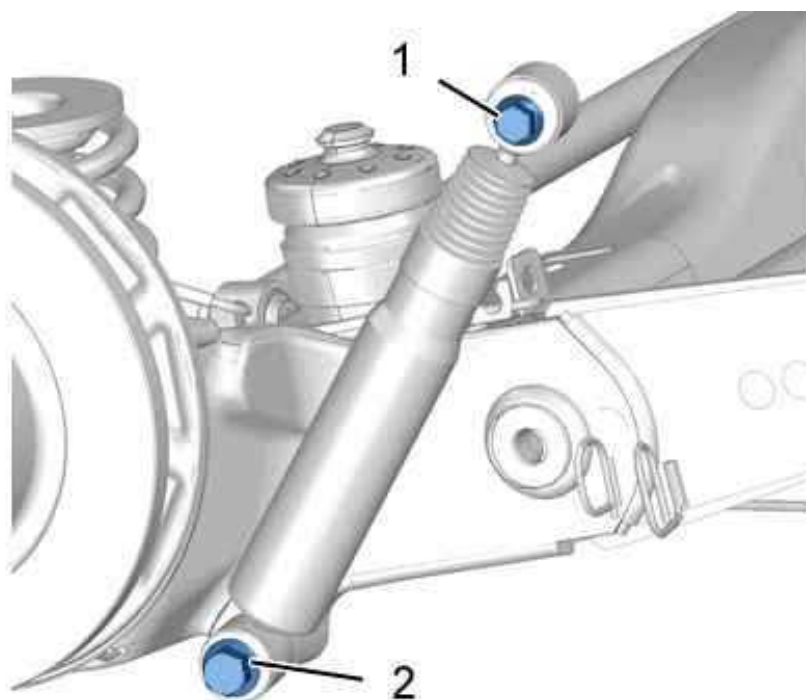


Figure : B3DB06QD

CAUTION : The "Low Friction" bolts (or nuts) (1), (2) are only for single use and must always be replaced. All re-use is prohibited (risk of breakage). The bolts (or nuts) removed must be thrown away.

Reference	Designation	Tightening torque
(1)	Bolt (Metallic rear suspension / Body) (*)	6,5 daNm
	Bolt (Pneumatic rear suspension / Body) (*)	9 daNm
(2)	Bolt (Metallic rear suspension / Rear cross member) (*)	9 daNm
	Bolt (Pneumatic rear suspension / Rear cross member) (*)	
(*) Always to be replaced whenever removed		

3. Crossmember

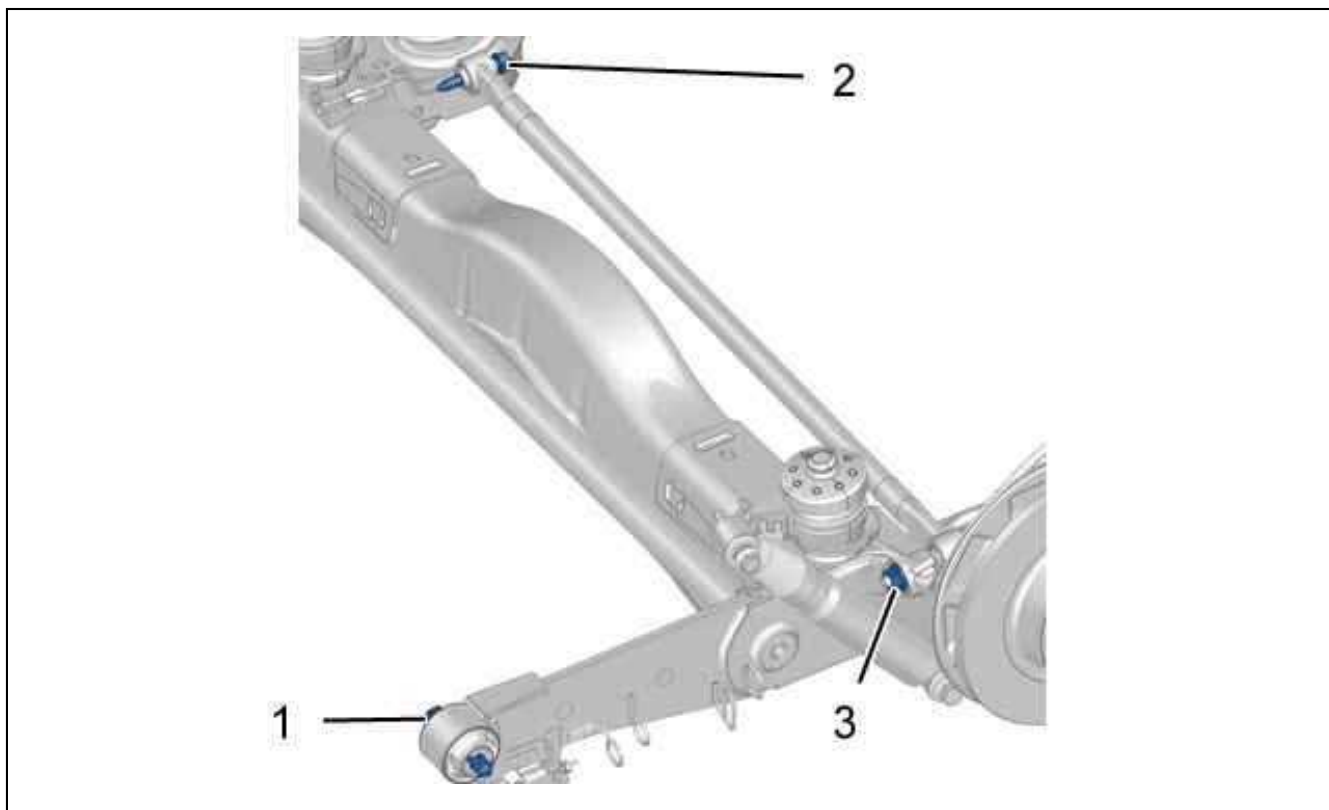


Figure : B3DB06RD

CAUTION : The "Low Friction" bolts (or nuts) (1),(2), (3) are only for single use and must always be replaced All re-use is prohibited (risk of breakage) The bolts (or nuts) removed must be thrown away.

Reference	Designation	Tightening torque
(1)	Bolt (Rear suspension / Crossmember) (*)	19,6 daNm
(2)	Bolt (Stabilising bar) (*)	8,5 daNm
(3)	Nut (Stabilising bar) (*)	13 daNm
(*) Always to be replaced whenever removed		

4. Pneumatic suspension

4.1. PNEUMATIC SUSPENSION ECU

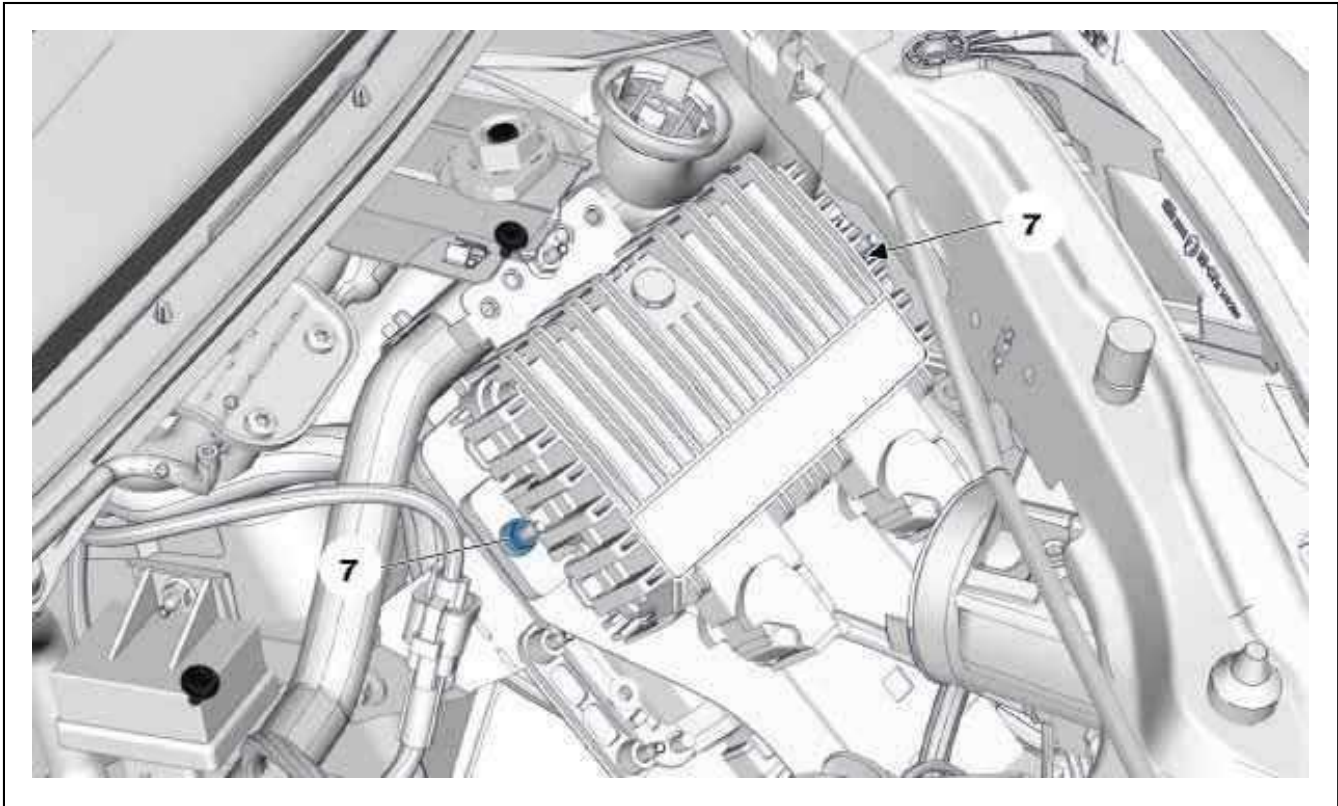


Figure : D4AP0BFD

Reference	Designation	Tightening torque
(7)	Bolt (Pneumatic suspension ECU)	0,8 daNm

4.2. Rear body height sensor

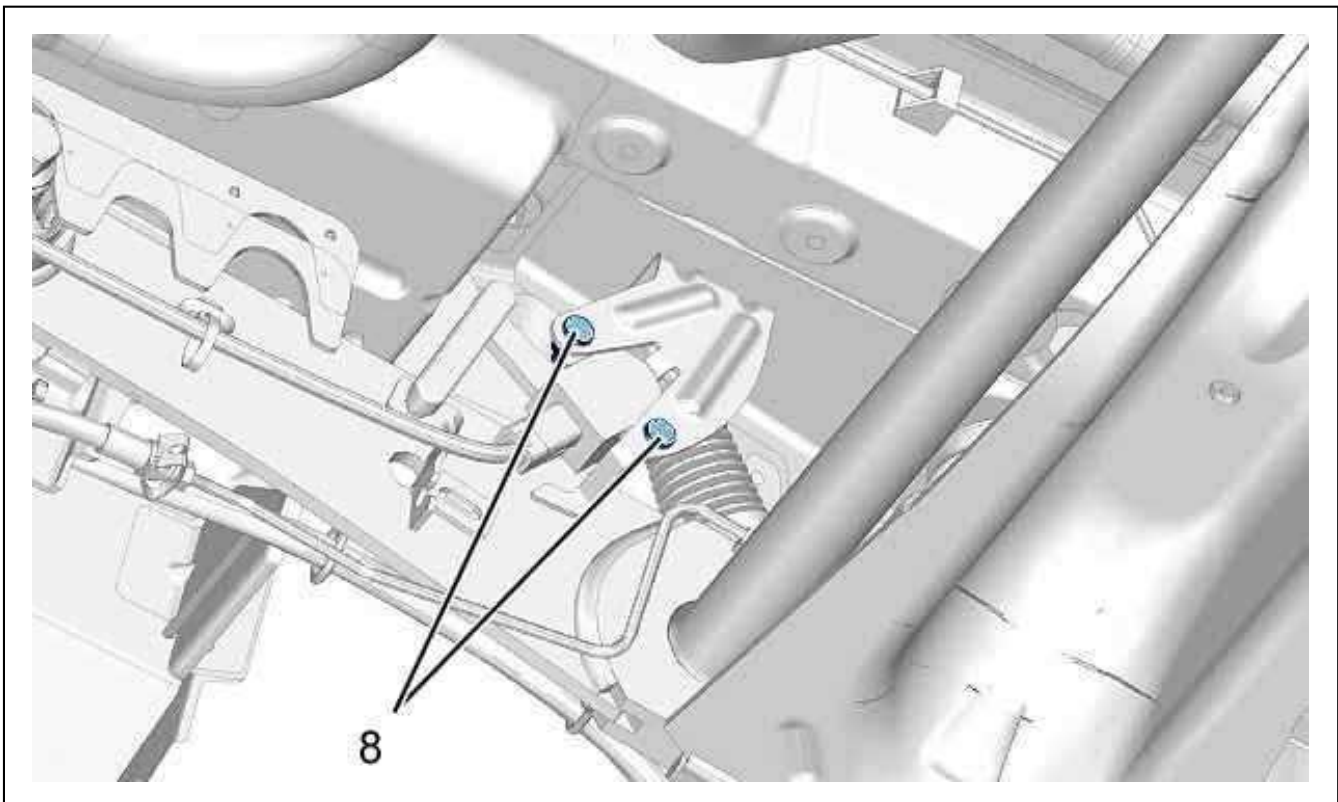


Figure : D4AP0BGD

Reference	Designation	Tightening torque (daNm)
(8)	Bolt (Body height sensor)	0,8 daNm

4.3. Air compressor

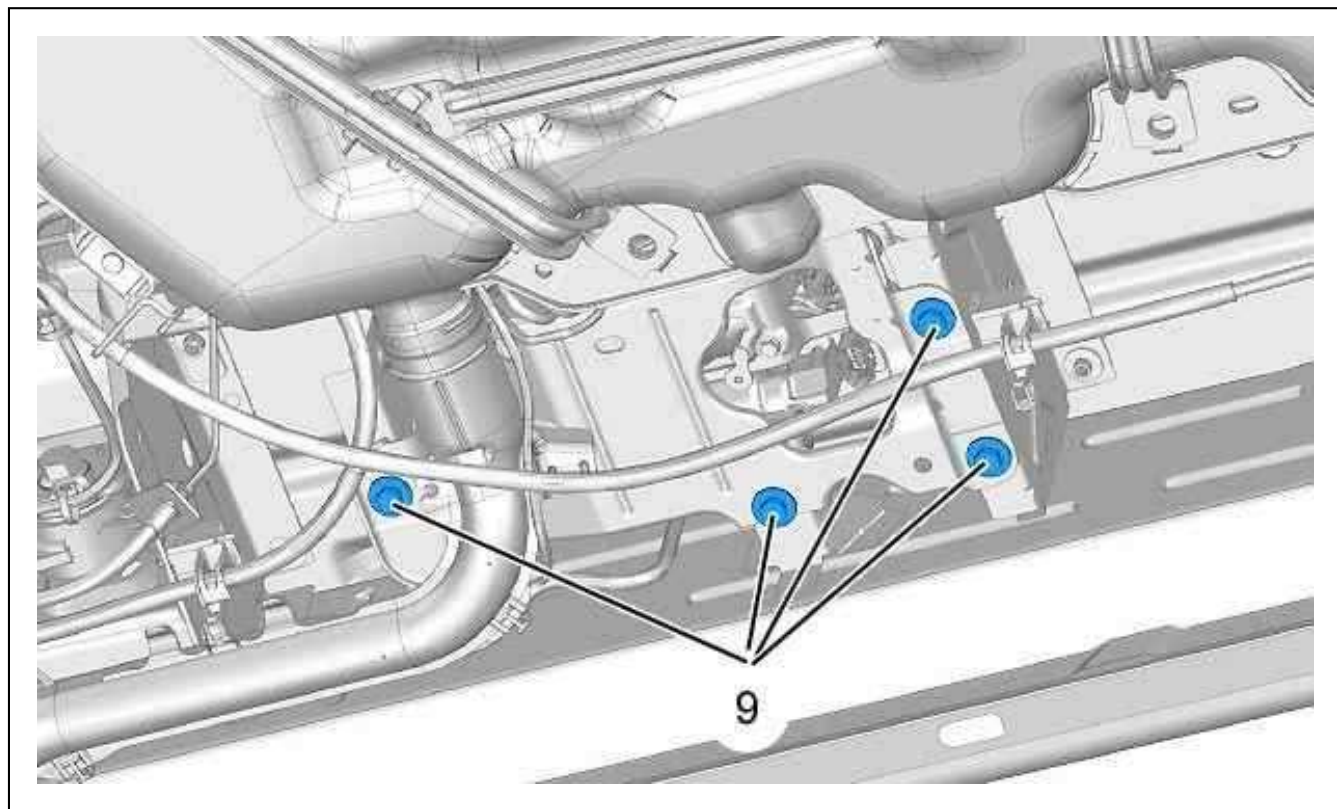


Figure : B3DP0GXD

Reference	Designation	Tightening torque (daNm)
(9)	Bolt (Air compressor support)	3,5 daNm

4.4. Compressed air reservoir

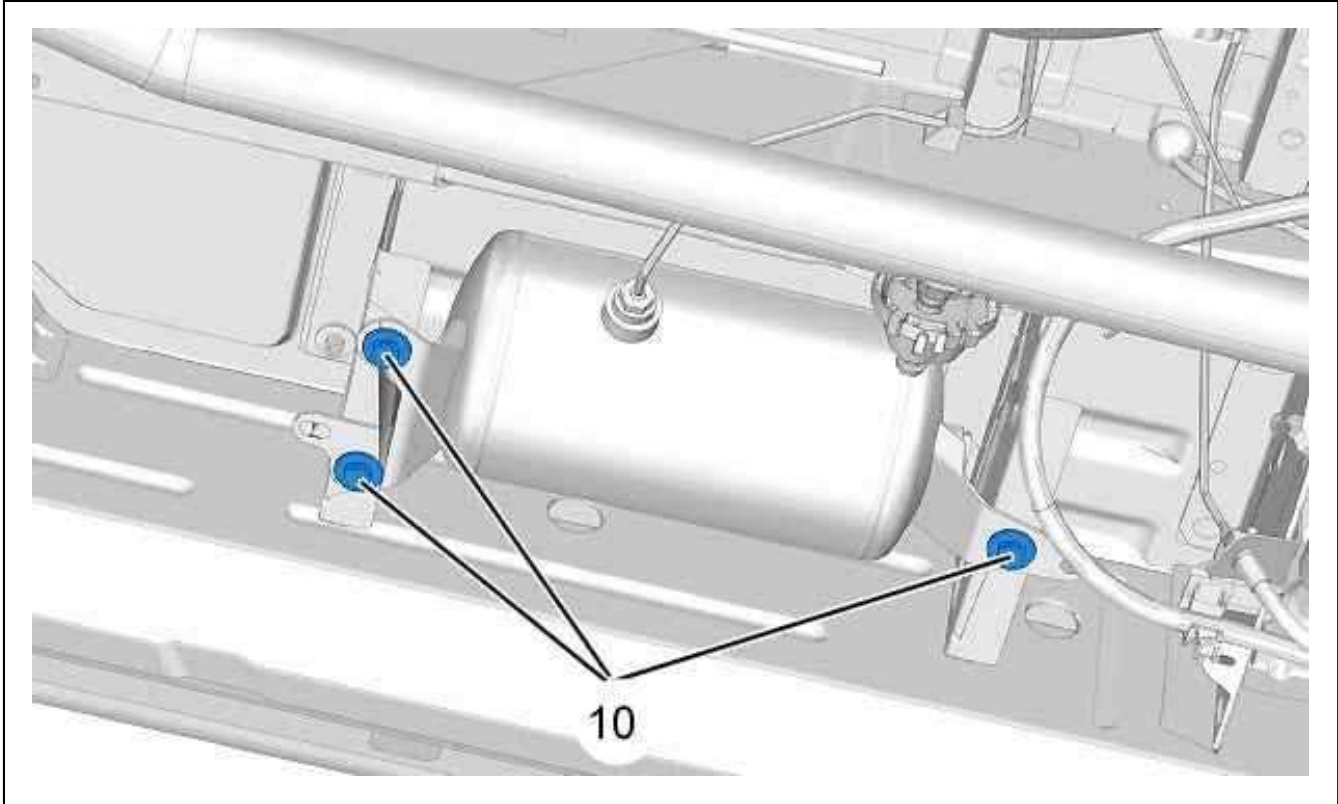


Figure : B3DP0GYD

Reference	Designation	Tightening torque
(10)	Bolt (Compressed air reservoir / Body)	3,5 daNm

IDENTIFICATION - DATA : REAR SUSPENSION

1. Rear suspension

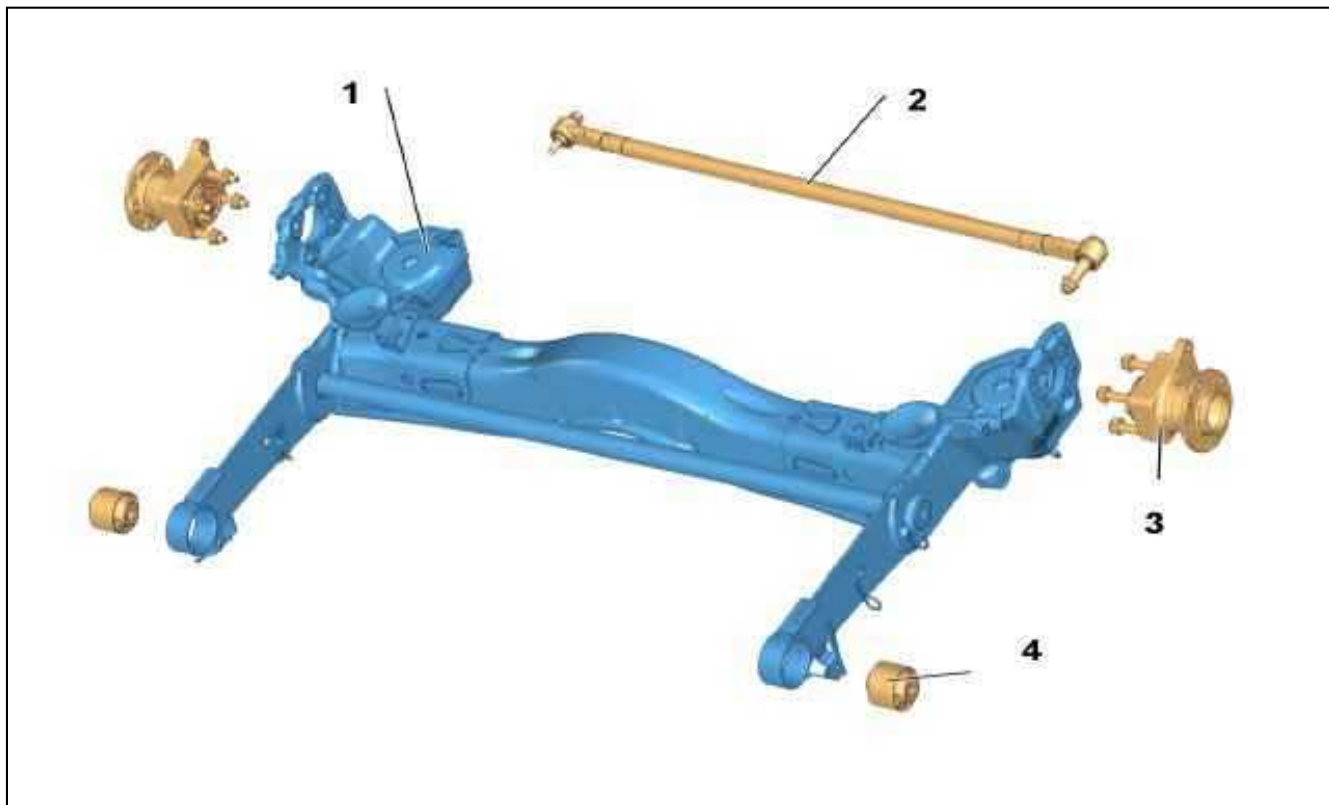


Figure : B3DP0H2D

(1) Rear axle crossmember.

(2) Rear suspension rear bar .

(3) Rear hub.

(4) Rear suspension flexible mounting.

Joint welded rear suspension, of the trailing arms type with deformable crossmember.

2. Rear hub

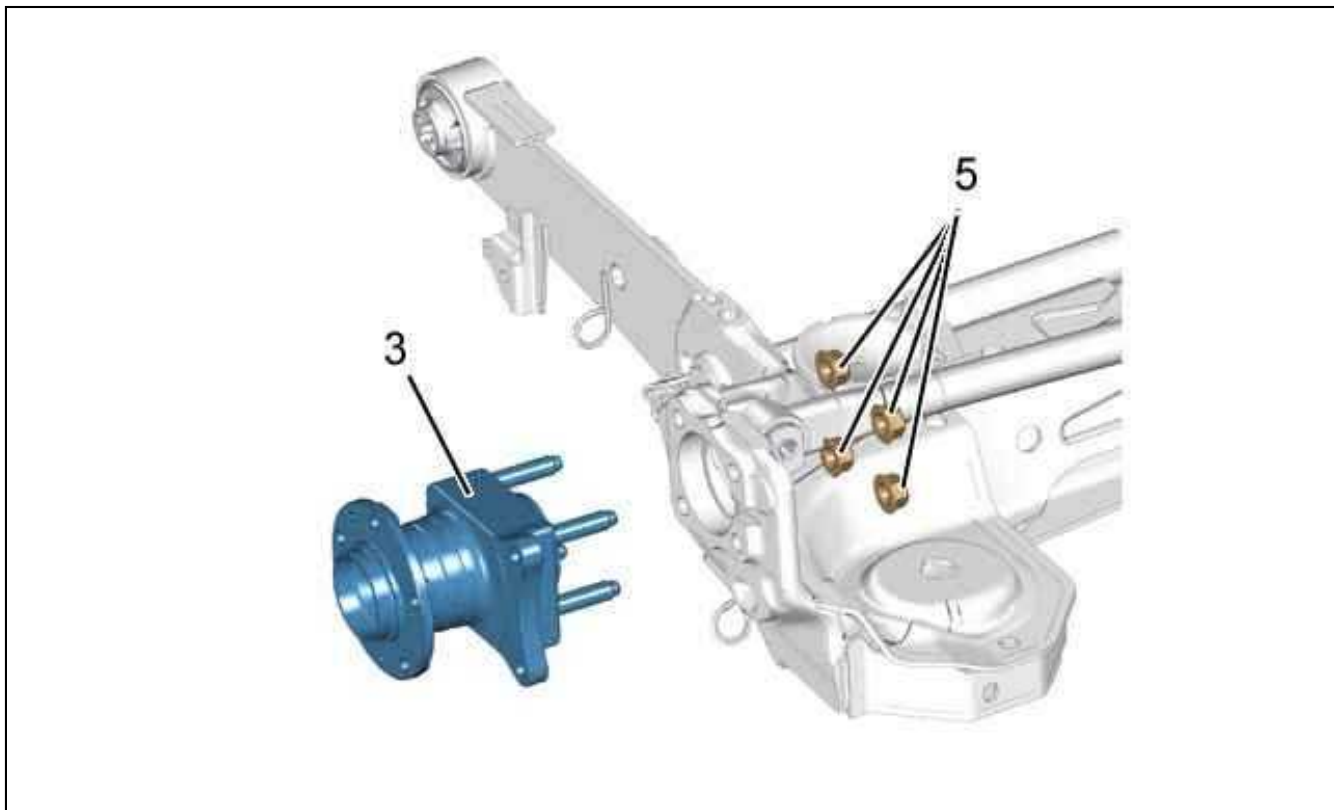


Figure : B3DP0H3D

(3) Rear hub.

Rear hub connected to the rear suspension ; Fixing by 4 nuts (5).

3. Anti-roll bar

The anti-roll bar is located on the rear suspension crossmember .

The anti-roll bar is an inseparable component.

The ends of the anti-roll bar are welded onto the rear suspension crossmember arms .

version	Suspension type	Stiffness of the anti-roll bar (In Nm/rad)
Van	tyre	55 000
Van	Metallic	45 000
car	tyre	45 000
car	Metallic	35 000

4. Bump stop

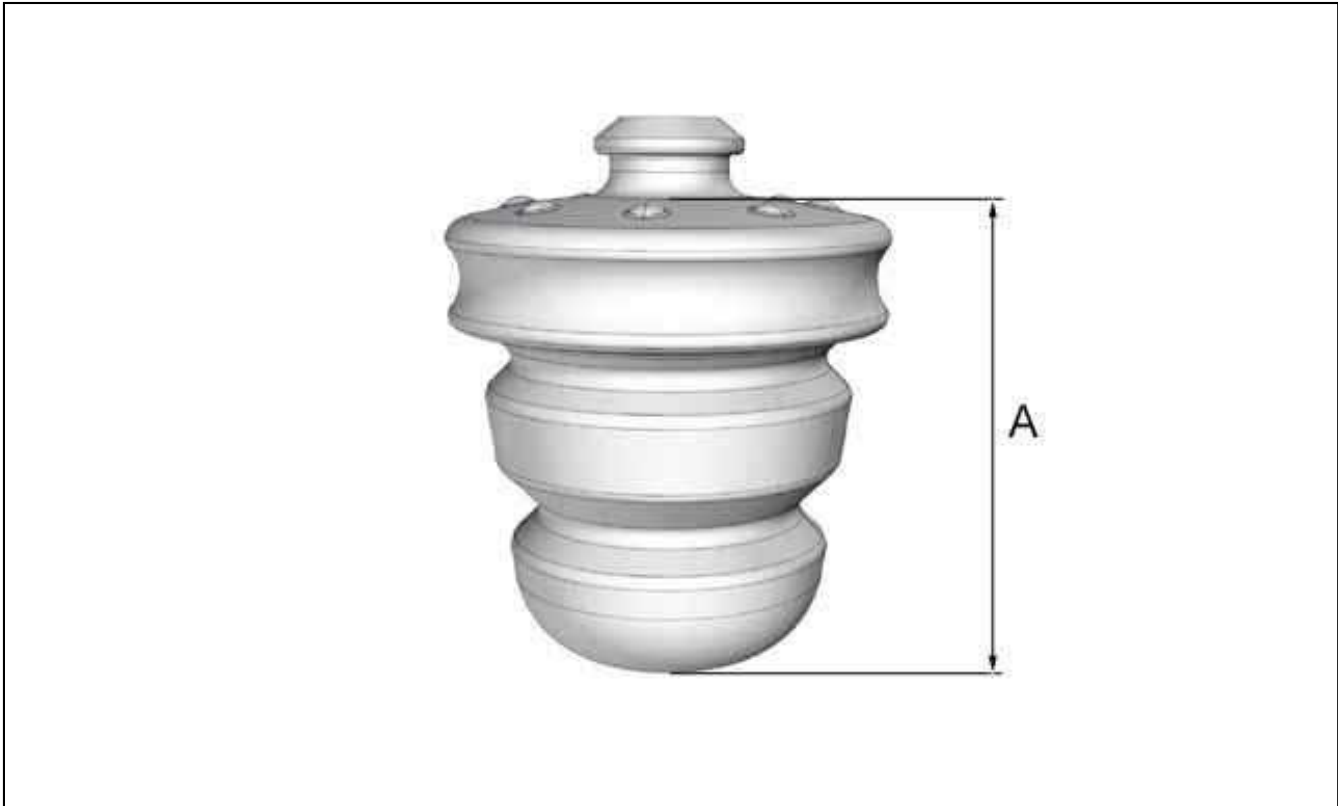


Figure : B3DP0H4D

version	Suspension type	Height "A" (In mm)
Van	tyre	110
Van	Metallic	122
car	tyre	110
car	Metallic	96

5. Geometry of the rear suspension

The geometry characteristics are indicated with the rear suspension geometry checking and adjustment value  .

REMOVING - REFITTING : REAR SUSPENSION (METALLIC SUSPENSION)

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Recommended tools

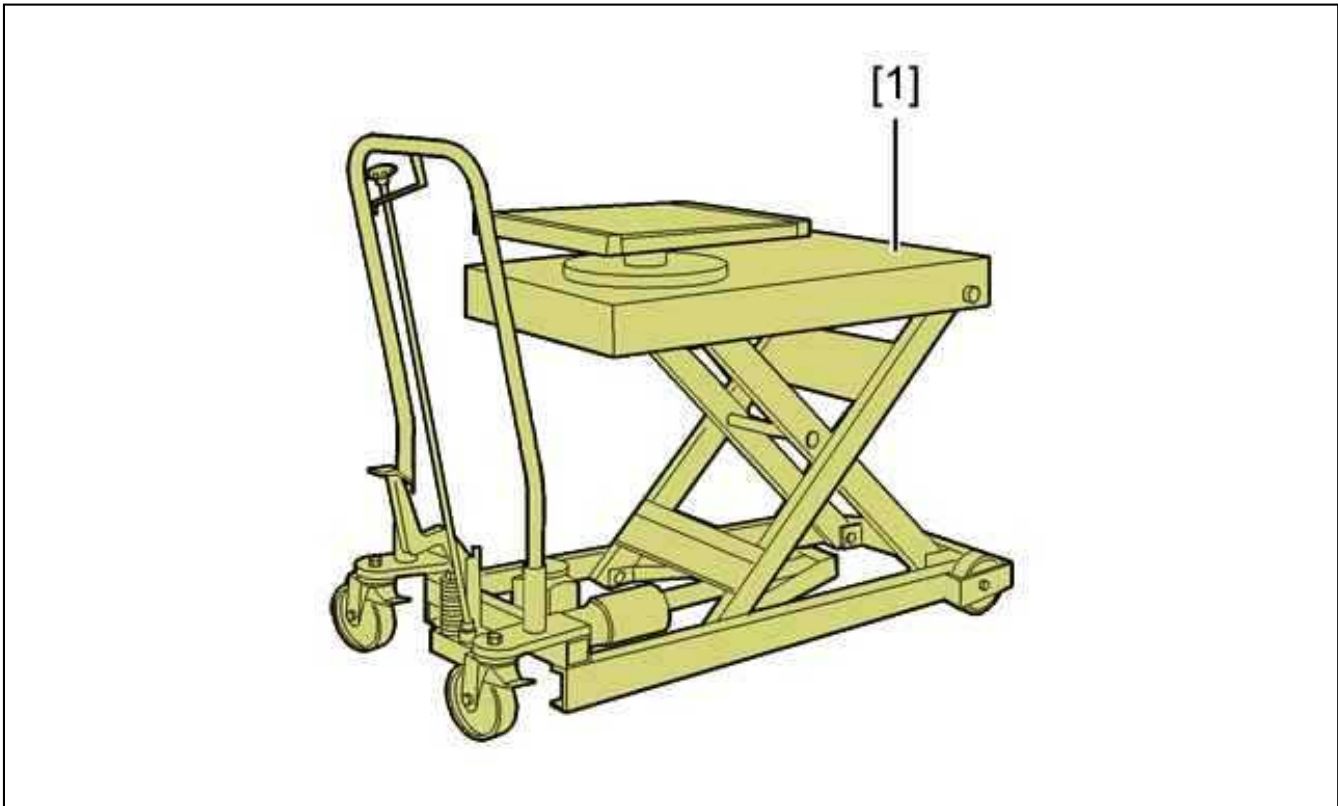


Figure : E5AP2XSD

Reference	Designation	Reference Citroën	Reference Peugeot
[1]	lifting bench	5702 - T.A	(-).0004

2. Removing

Disconnect the battery.

Untighten the rear wheel bolts.

Raise and support the vehicle, with the rear wheels hanging free.

Remove the rear wheels.

Remove the rear suspension springs ⓘ .

2.1. Vehicles equipped with rear disc brakes

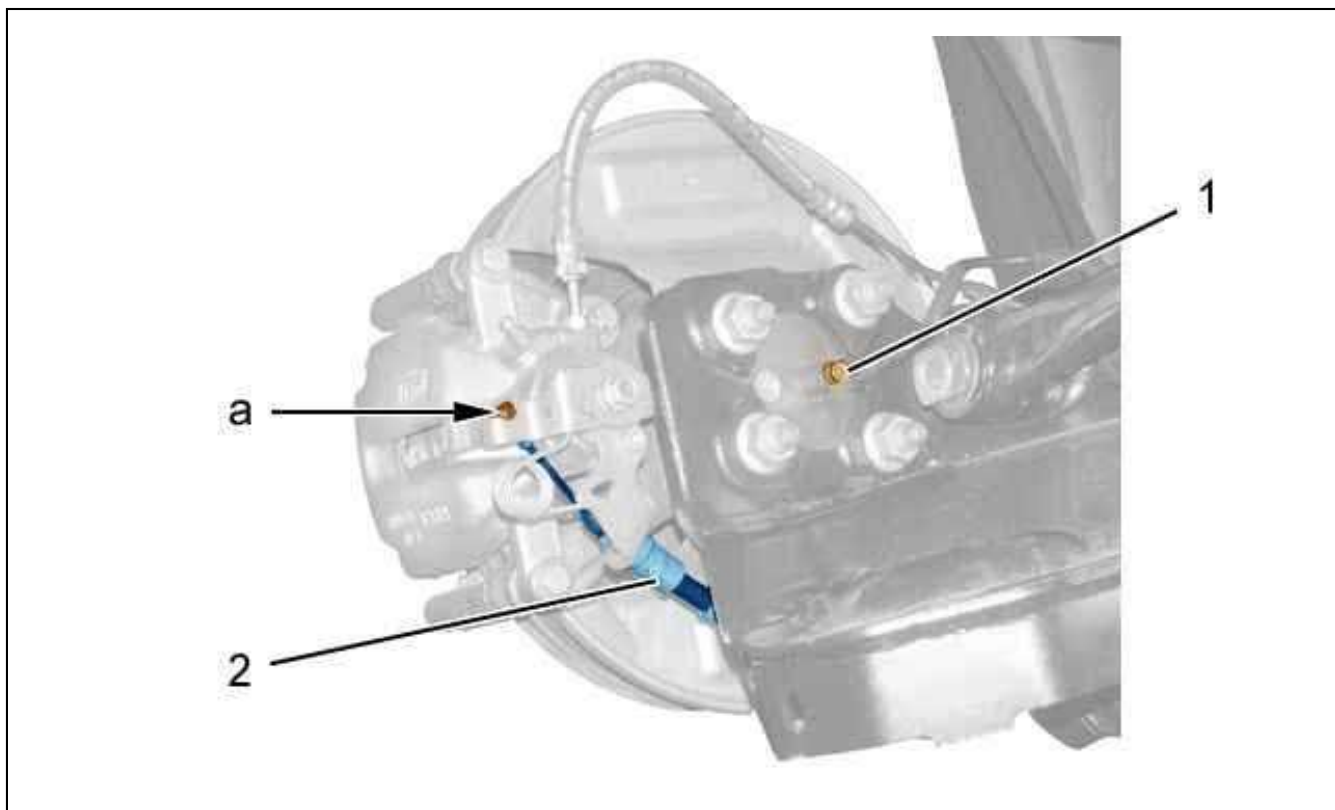


Figure : B3DM003D

Remove (on each side) :

- The (1) bolt
- The wheel sensor

Unclip the wheel sensor harness from the rear axle.

Move away the wheel sensor harness from the rear axle.

each side :

- Uncouple the parking brake cable (2) from the brake caliper (at "a")
- Detach the parking brake cables from the guides (2)

2.2. Vehicles equipped with drum brakes

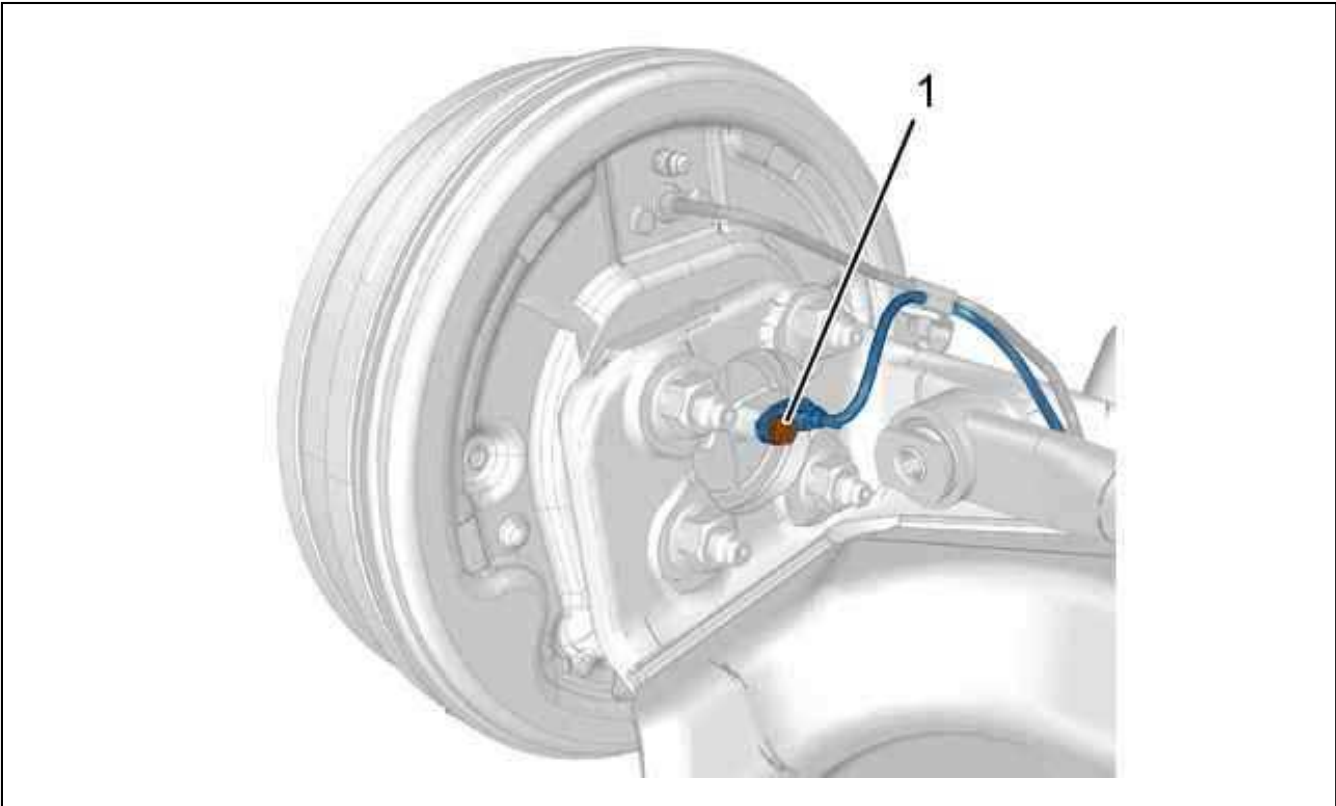


Figure : B3DM004D

Remove (on each side) :

- The (1) bolt
- The wheel sensor

Unclip the wheel sensor harness from the rear axle.

Move away the wheel sensor harness from the rear axle.

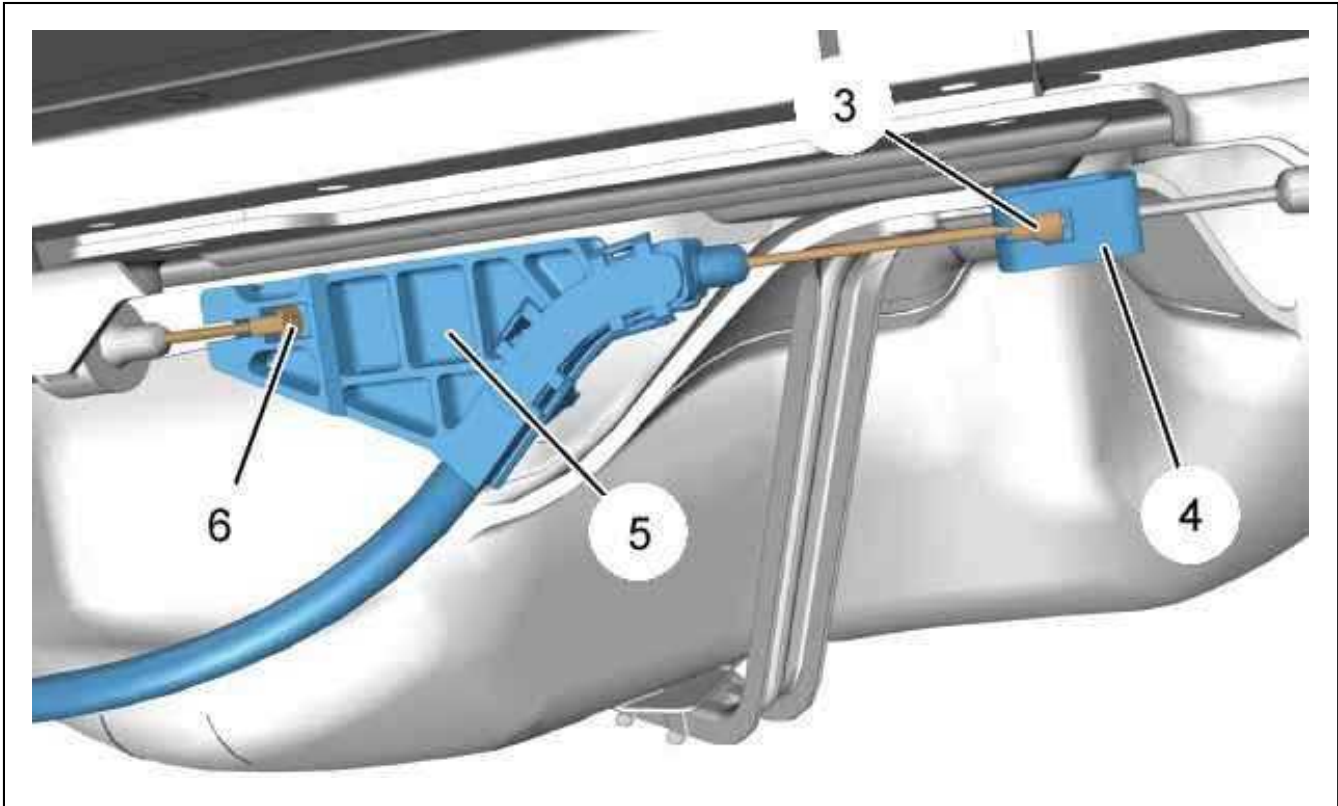


Figure : B3DM005D

Detach the cable end piece (3) from the yoke (4).

Pivot and relocate the manifold (5) then unhook the cable end piece (6).

Detach the parking brake cables from the guides .

2.3. Removing (continued)

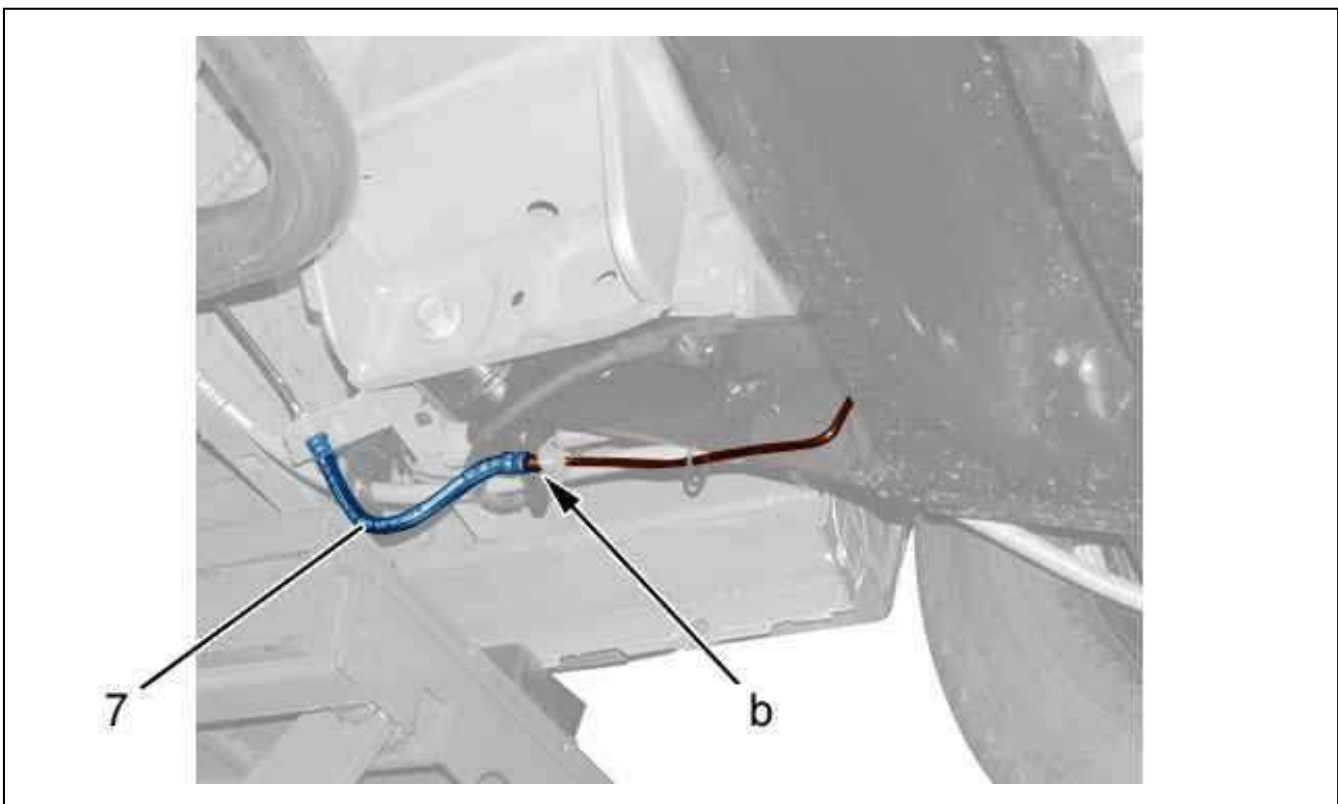


Figure : B3DM006D

Fit the brake pedal depressing tool in order to reduce the loss of fluid when the brake pipes are disconnected. each side :

- Uncouple the brake hose (7) on the rigid brake pipe (at "b")
- Blank the orifices on both sides

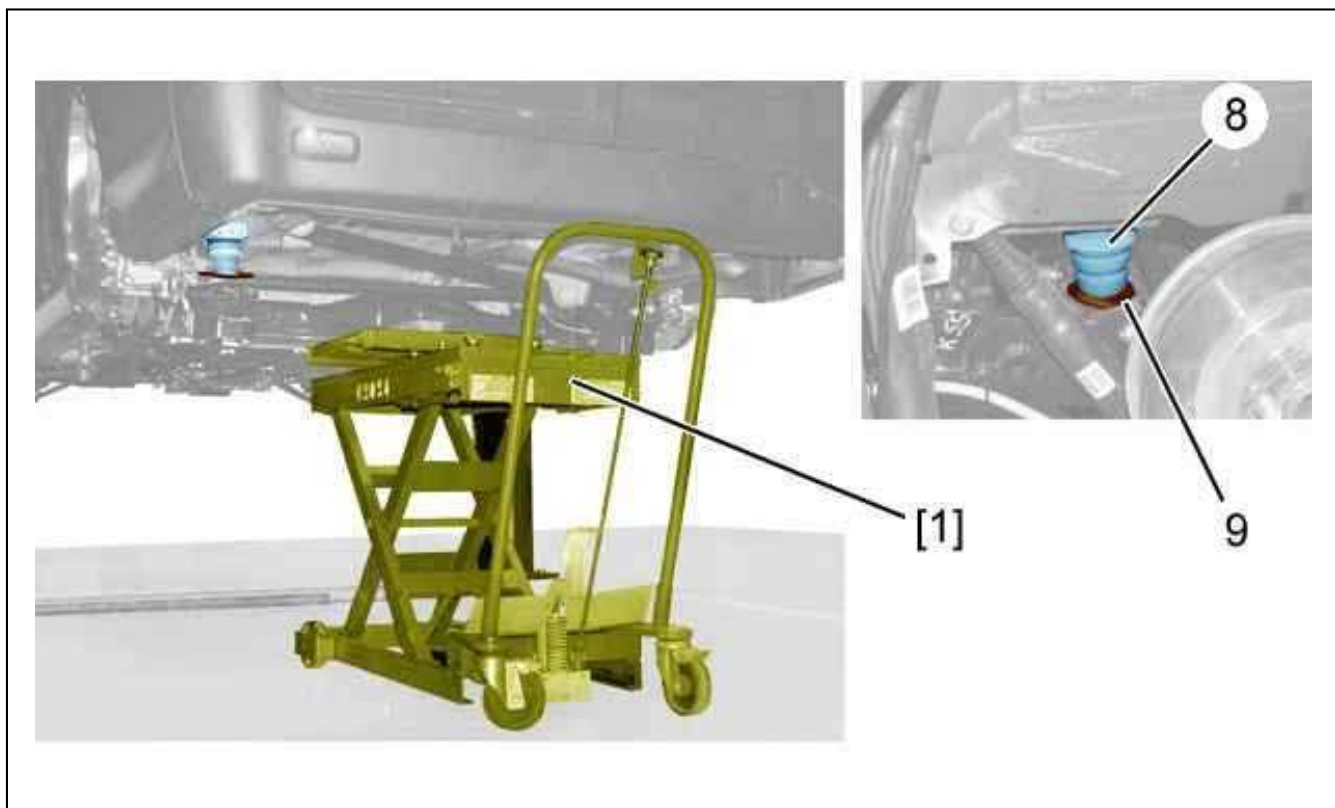


Figure : B3DM007D

Position the tool [1] under the rear suspension.

Compress the rear suspension until the bump stop (8) contacts with the rear suspension cup (9) ; Using tool [1].

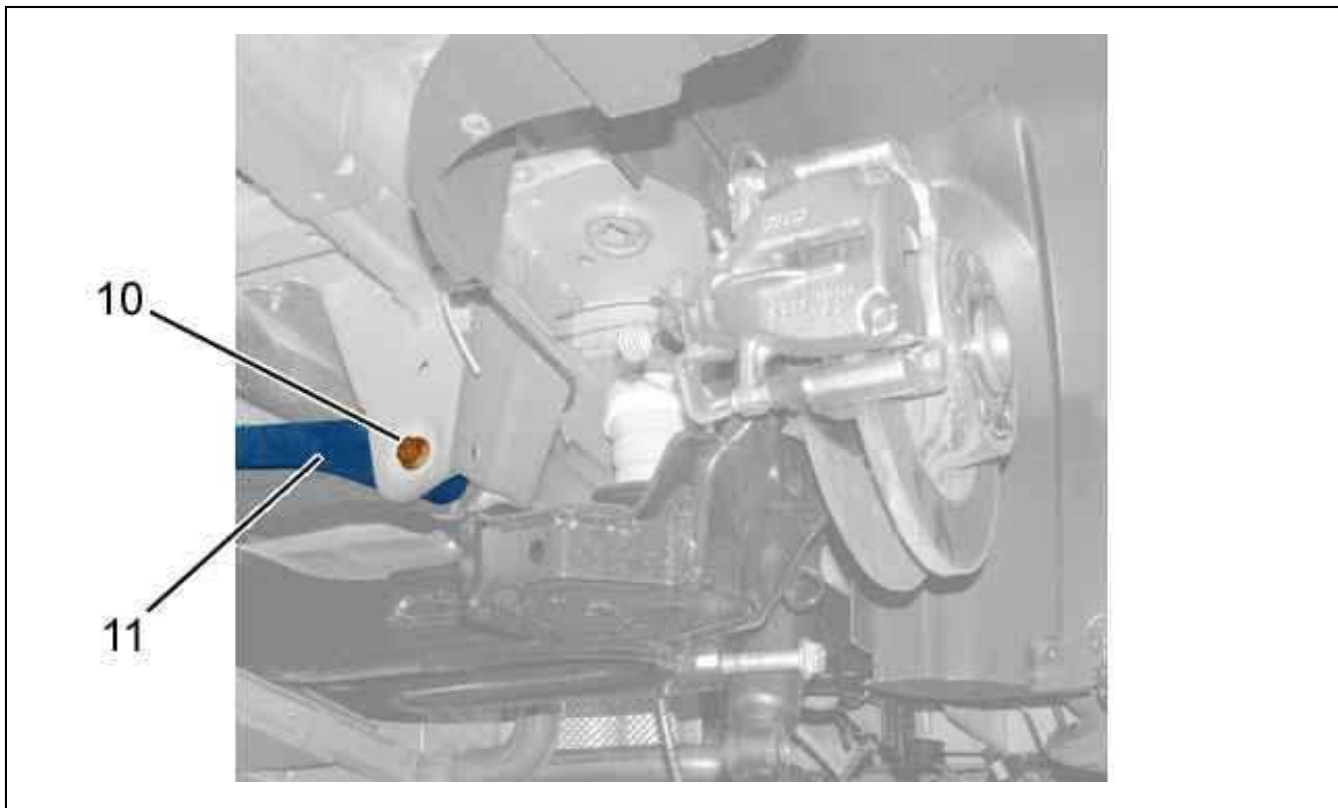


Figure : B3DM008D

Remove the bolts (10).

Disengage the rear axle stabilising bar (11) from the strengthener bar (pull downwards).



Figure : B3DM009D

each side :

- Remove the bolts (12)
- Release: The rear axle damper

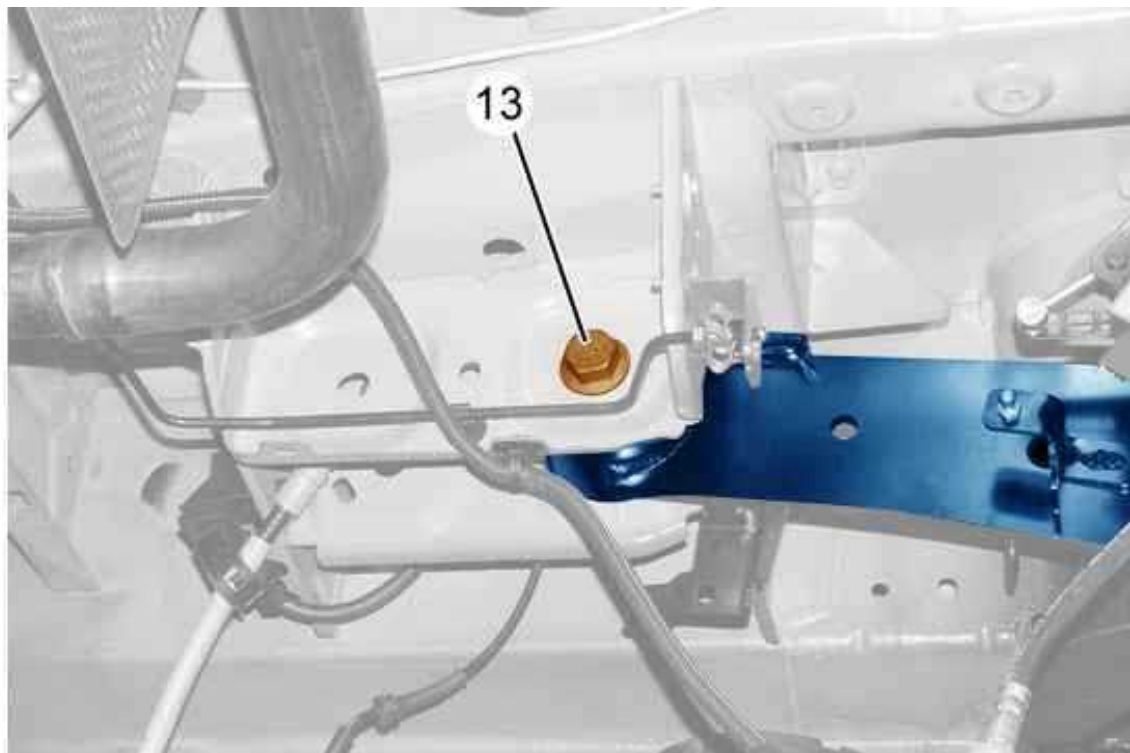


Figure : B3DM00AD

each side :

- Remove the bolts (13)
- Detach the rear suspension (pull downwards)

3. Refitting

ESSENTIAL : Adhere to the tightening torques ⓘ.

Offer up the rear suspension under the body in the same position as for removal.

Refit (without tightening) :

- The bolts (13)
- The bolts (12)

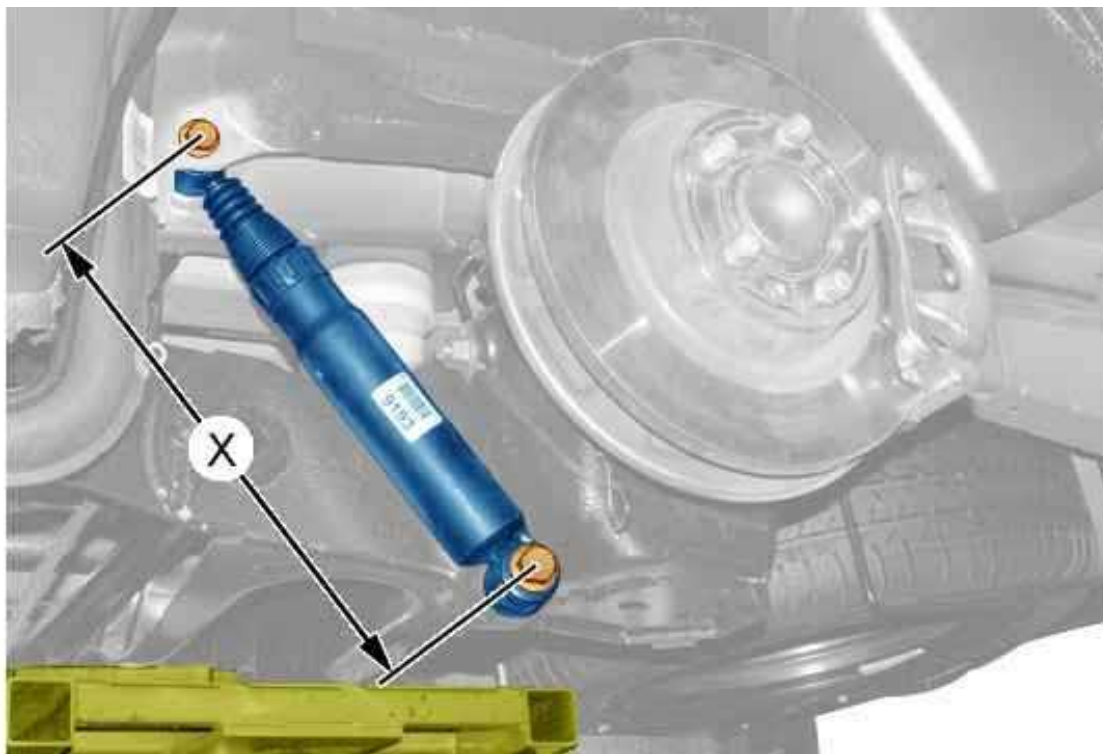


Figure : B3DM00BD

version	X = Reference shock absorber length (mm)
Vehicles all types (Except utility vehicles with metallic suspension)	346
Utility vehicle(Metallic suspension)	334

Position the rear axle to obtain a dimension of X (on each side) ; Using tool [1].

Refit: The rear axle rear stabilising bar (11).

CAUTION : The rear stabilising bar ball joint must not be under stress when refitting the screw (10).

Refit bolt (10).

Tighten :

- The bolts (13)
- The bolts (12)
- The bolt (10)

Couple the brake hose (7) on the rigid brake pipe (at "b") (on each side).

3.1. Vehicles equipped with rear disc brakes

Refit (on each side) :

- The wheel sensor
- The (1) bolt

Clip the wheel sensor harness on the rear axle.

Couple the parking brake cable (2) to the brake caliper (as "a").

3.2. Vehicles equipped with drum brakes

Refit (on each side) :

- The wheel sensor
- The (1) bolt

Fasten the rear wheel sensor electrical wiring harness.

Pivot and relocate the manifold (5) then hook the cable end piece (6).

Engage the cable end piece (3) in the yoke (4).

3.3. Refitting (continued)

Refit the rear suspension springs .

Reconnect the battery.

CAUTION : Perform the operations to be carried out following reconnection of the battery.

Fill and bleed the braking system .

Refit :

- The rear wheels
- The wheel bolts

Return the vehicle to its wheels.

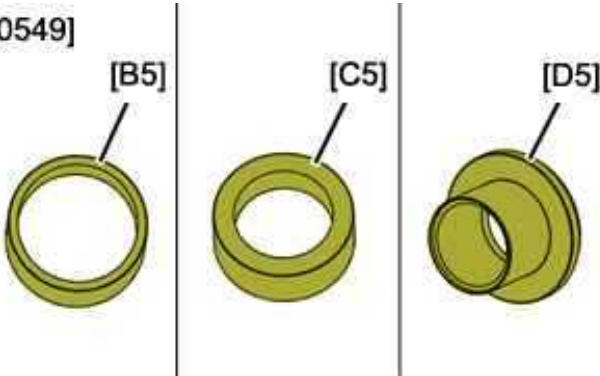
Tighten the wheel bolts .

Adjust the parking brake .

REMOVING - REFITTING : REAR SUSPENSION FLEXIBLE MOUNTING

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

Tool	Reference	Designation
 [0549-A] Figure : E5AB1CET	[0549-A]	bracket
	[0549-B5]	Pad for removing rubber bush(Rear suspension)
 [0549] [B5] [C5] [D5] Figure : E5AB1CFT	[0549-C5]	Flexible mounting refitting shim (Rear suspension
	[0549-D5]	Counter-brace for removing-refitting flexible mounting(Rear suspension)

2. Removing

Remove the rear suspension ⓘ .

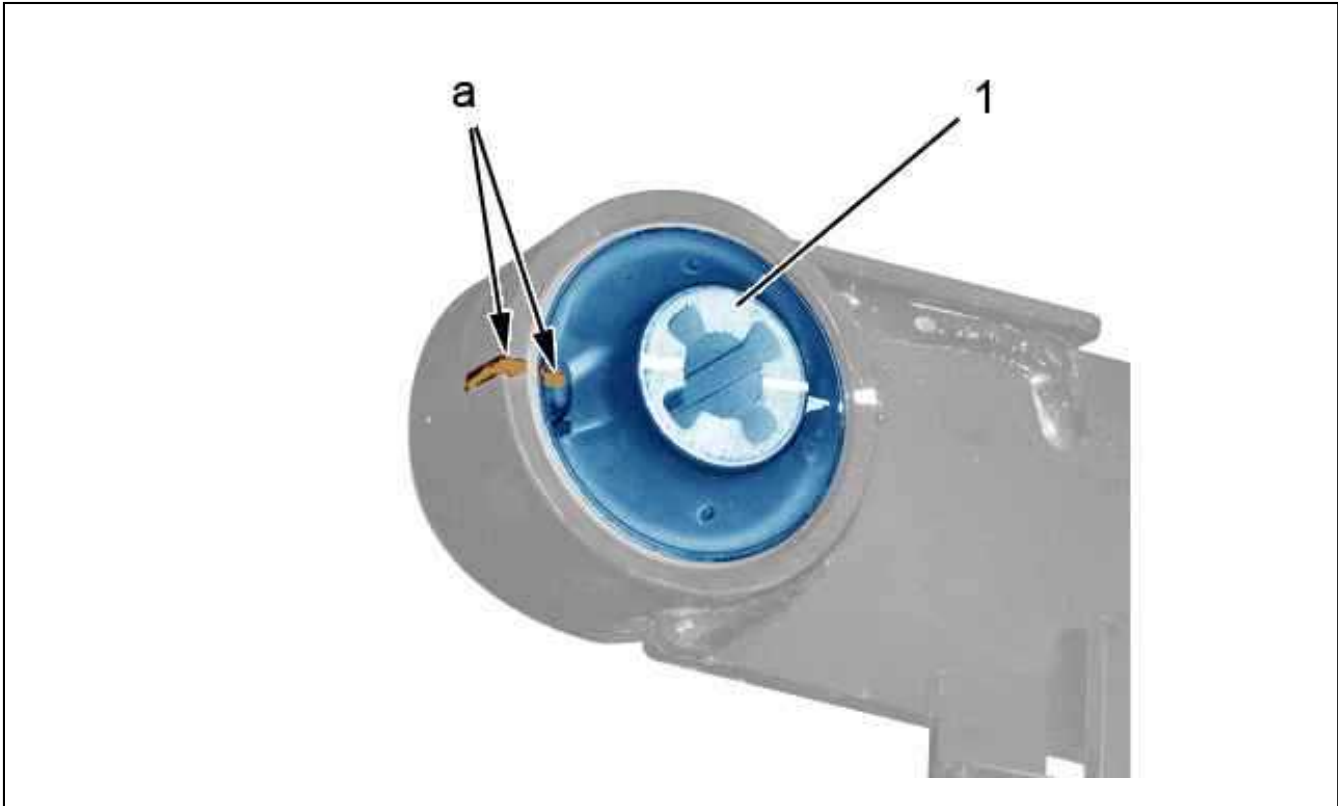


Figure : B3DM00PD

Mark the positioning of the flexible mounting (1) in relation to the suspension arm with a mark at "a".

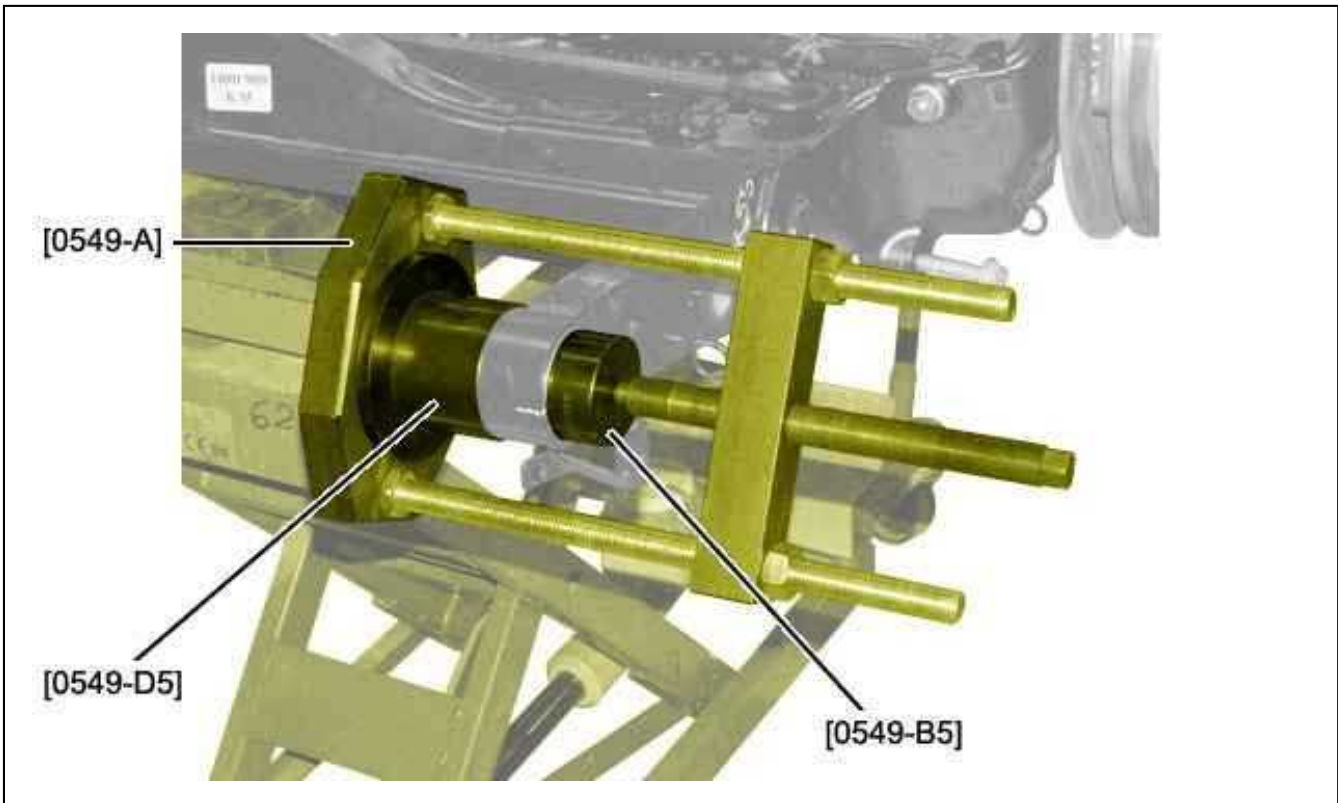


Figure : B3DG0NOD

N.B. : Check that the bolt of the tool [0549-A] is well greased.

Fit tools [0549-A], [0549-B5] and [0549-D5] on the flexible joint (1).

Extract the flexible mounting (1) by screwing in the screw of the tool [0549-A].

Remove tools [0549-A], [0549-B5] and [0549-D5].

3. Refitting

CAUTION : Take care with the positioning of flexible mountings (1).

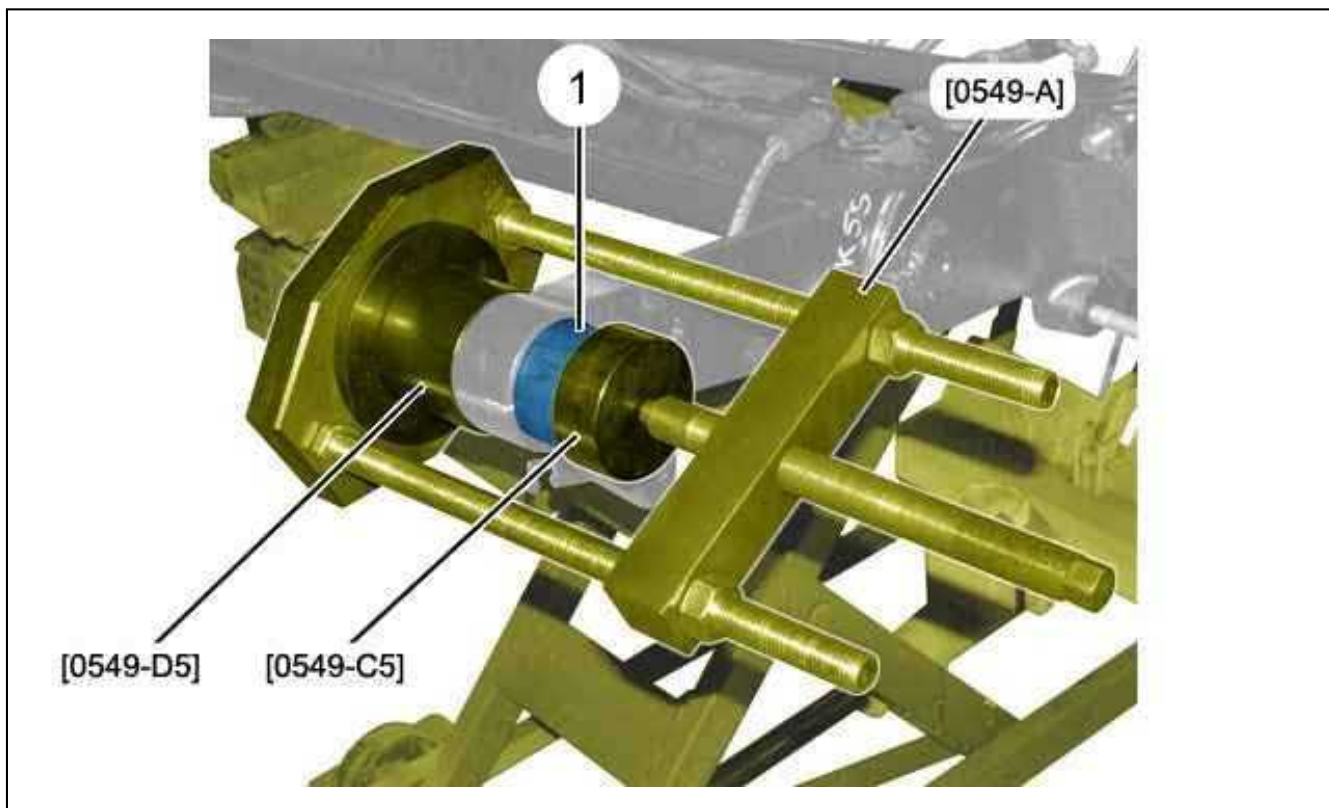


Figure : B3DG0NPD

Position the flexible mounting (1) (respect the marks made on removal).

Fit :

- Flexible mounting (1)
- Tools [0549-A], [0549-C5] and [0549-D5]

N.B. : Check that the bolt of the tool [0549-A] is well greased.

Tighten the bolt of the tool [0549-A] until the flexible mounting (1) is put in place.

Remove tools [0549-A], [0549-C5] and [0549-D5].

Refit the rear axle .

REMOVING - REFITTING : REAR BEARING-HUB

ESSENTIAL : Deactivate the pneumatic suspension before lifting the vehicle ⓘ (2 or 4 post lift, workshop jack or customer's jack ⓘ).

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Removing

Slacken the parking brake .

Slacken the rear wheel bolts .

Raise and support the vehicle, with the rear wheels hanging free.

Remove :

- The rear wheel
- The rear brake pads ⓘ

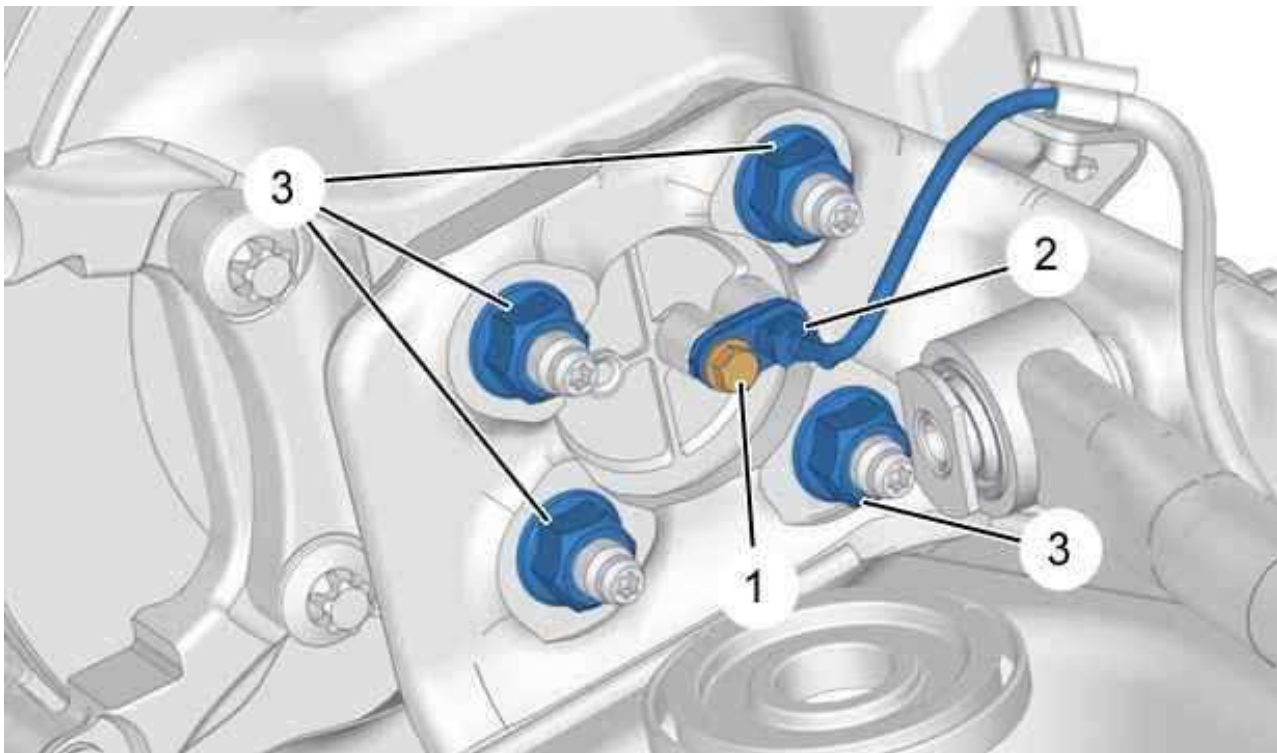


Figure : B3DG065D

Remove :

- The (1) bolt
- The wheel sensor (2)
- The nuts (3)
- The hub-bearing and disc protector assembly

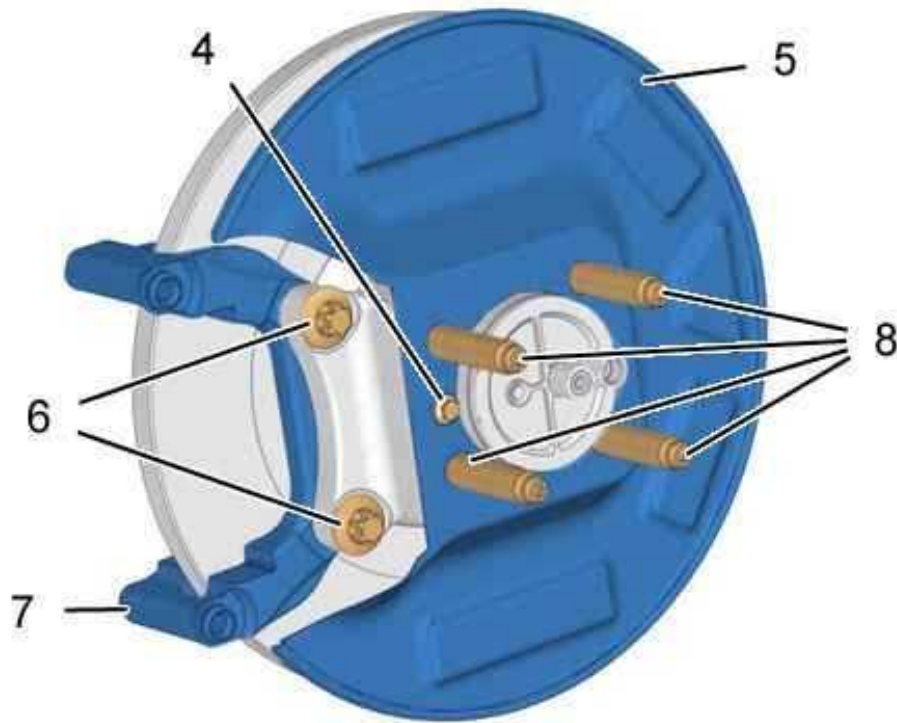


Figure : B3DG066D

Remove :

- The (4) bolt
- The disc protector (5)
- The bolts (6)
- The caliper (7) bracket
- The 4 studs (8)

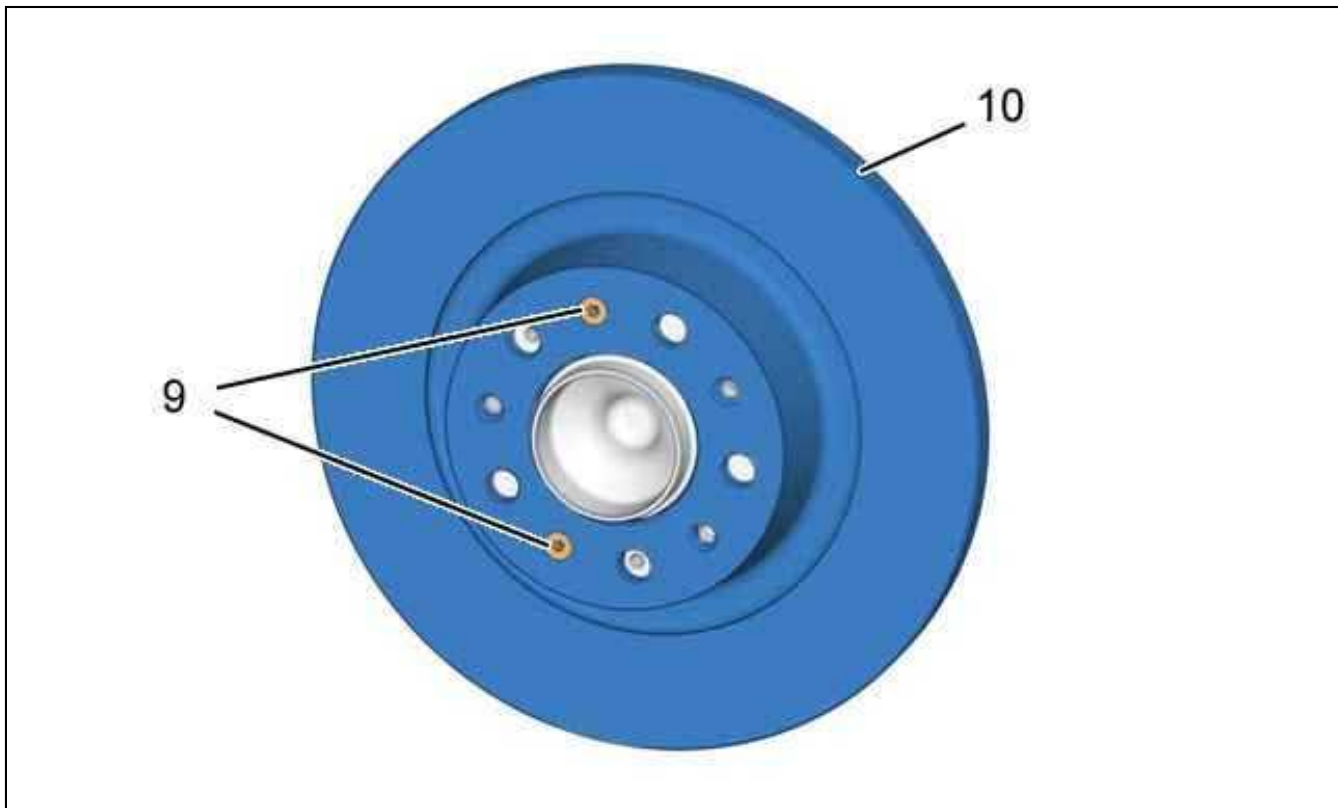


Figure : B3DG067D

Remove :

- The bolts (9)
- The brake disc (10)
- The rear hub-bearing

2. Refitting

CAUTION : Adhere to the tightening torques.

Tightening torques :

- Braking system ⓘ
- Rear suspension ⓘ
- road wheels ⓘ

CAUTION : At each removal, systematically replace the bolts (6), (9) ; At each removal, always clean the thread of the screws (6) ; Use an abrasive cloth to clean the contact surface of the brake hub/disc.

Refit :

- The rear hub-bearing
- The brake disc (10)
- The bolts (9)
- The 4 studs (8)
- The caliper (7) bracket
- The bolts (6)
- The disc protector (5)
- The (4) bolt
- The hub-bearing and disc protector assembly

- The nuts (3)
- The wheel sensor (2)
- The (1) bolt
- The rear brake pads 
- The rear wheel
- The vehicle to its wheels

REMOVING - REFITTING : FRONT SUSPENSION ARM

ESSENTIAL : Deactivate the pneumatic suspension before lifting the vehicle ⓘ (2 or 4 post lift, workshop jack or customer's jack ⓘ).

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Recommended tools

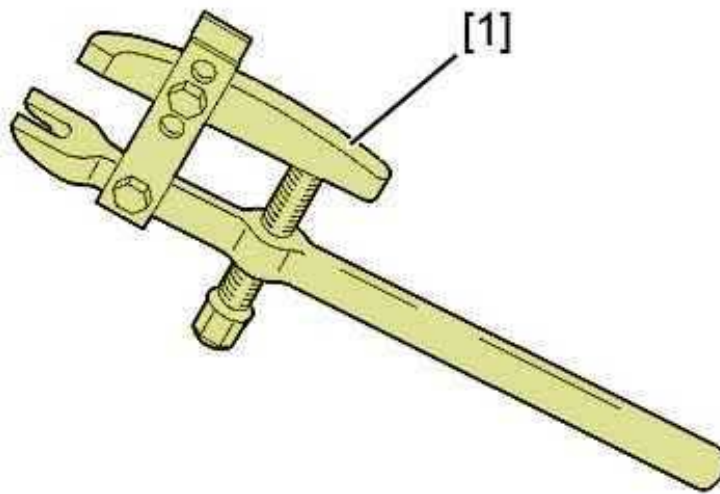


Figure : E5AP3F1D

Reference	Designation	Reference	Reference
[1]	steering ball-joint extractor	1892-T	(-).0709

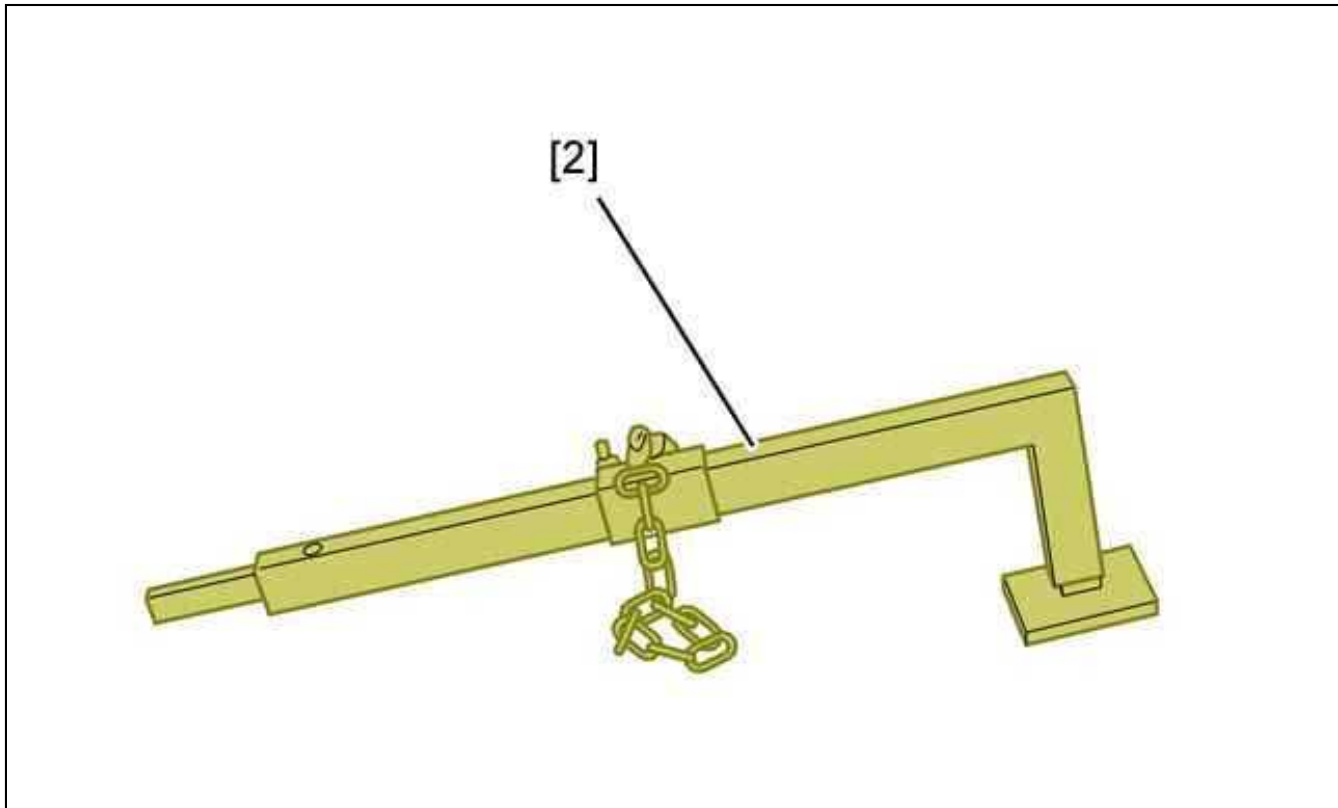


Figure : E5AP390D

Reference	Designation	Reference	Reference
[2]	pivot ball-joint uncoupling lever	9509-T	(-).0622

2. Removing

Release the front wheel bolts.

Lift and support the vehicle.

Remove the front wheel bolts .

Remove the front wheels.

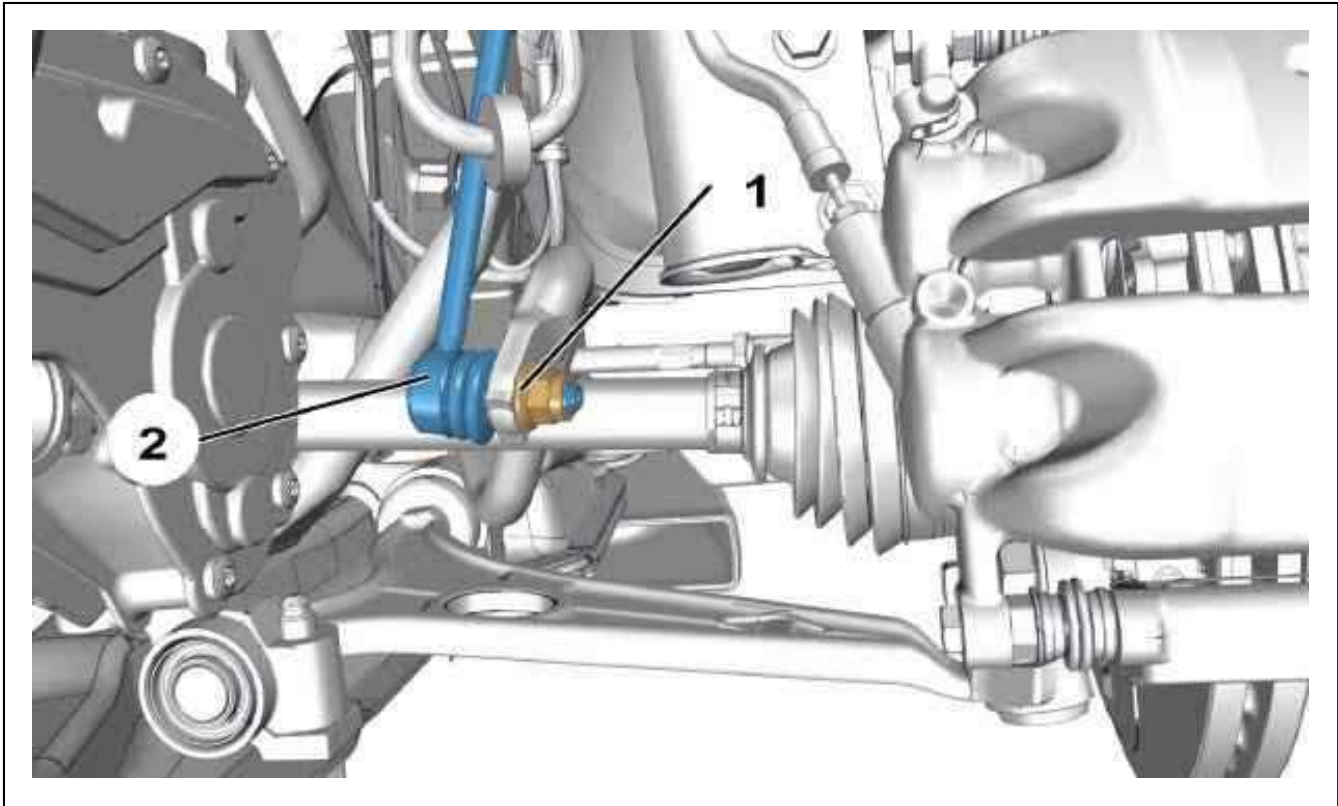


Figure : B3CP0FTD

Remove the nut (1) (each side).
Uncouple the rod (2) of the anti-roll bar (each side).

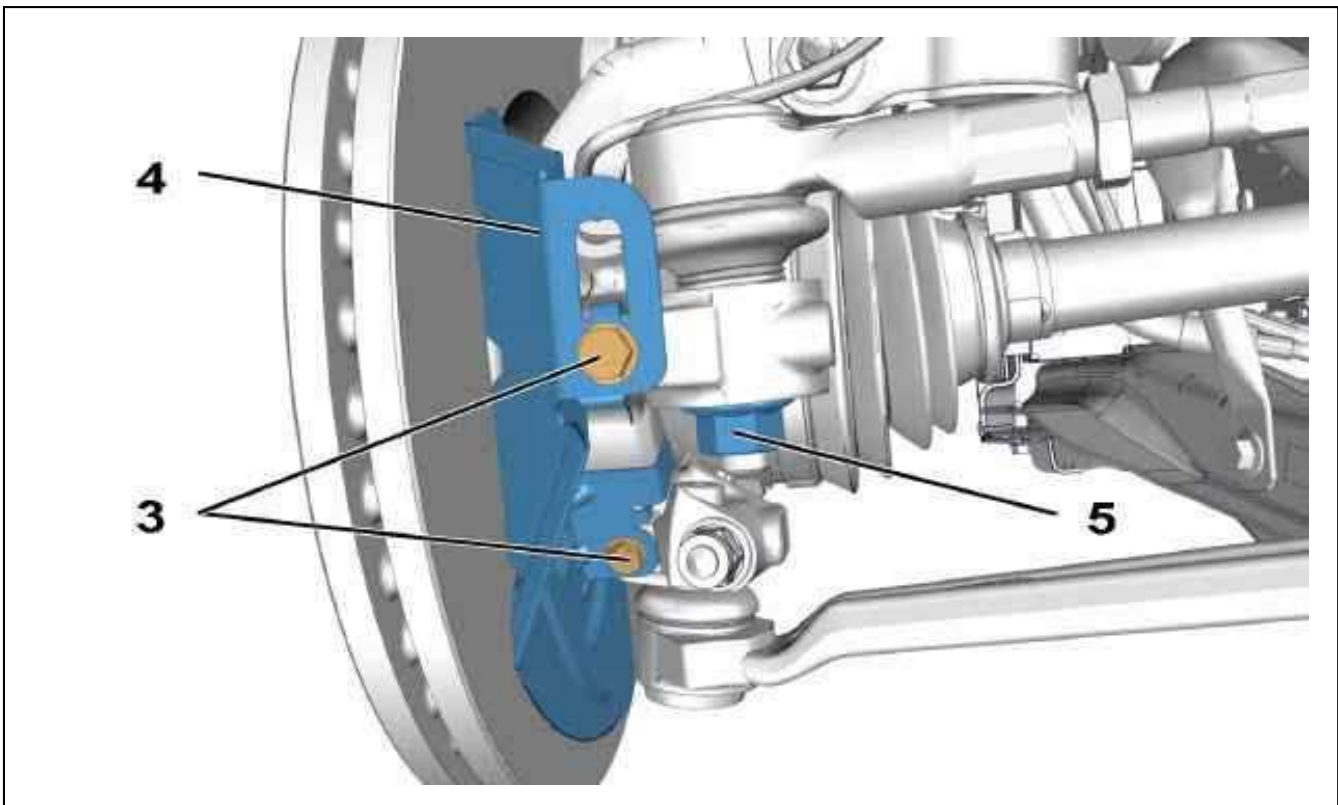


Figure : B3CP0FUD

Remove :

- The bolts (3)
- The protector (4)
- The nut (5)

Uncouple the steering ball-joint using tool [1].

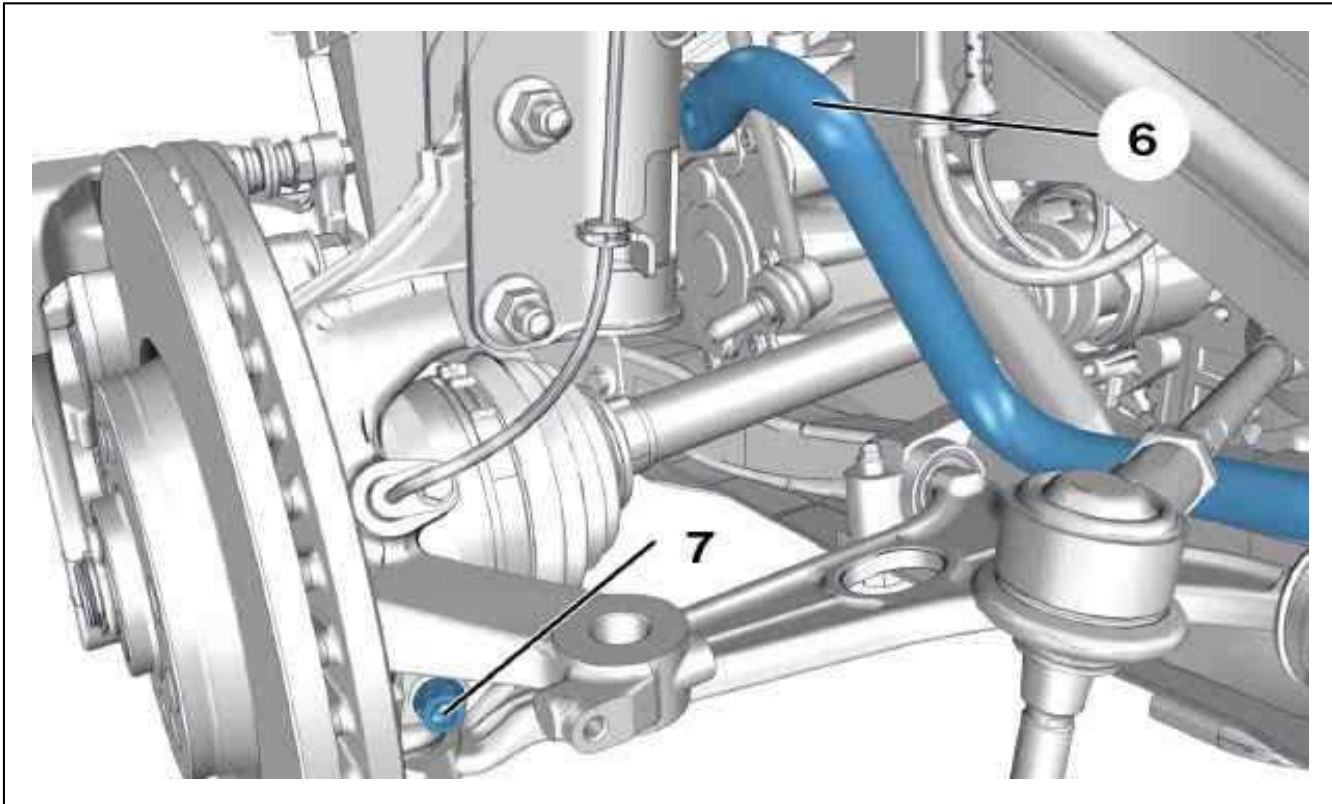


Figure : B3CP0FVD

Pivot the anti-roll bar (6) upwards.

Remove the bolts (7).

Uncouple the pivot ball joint ; Using tool [2].

CAUTION : Take care not to damage the ball-joint protection rubber.

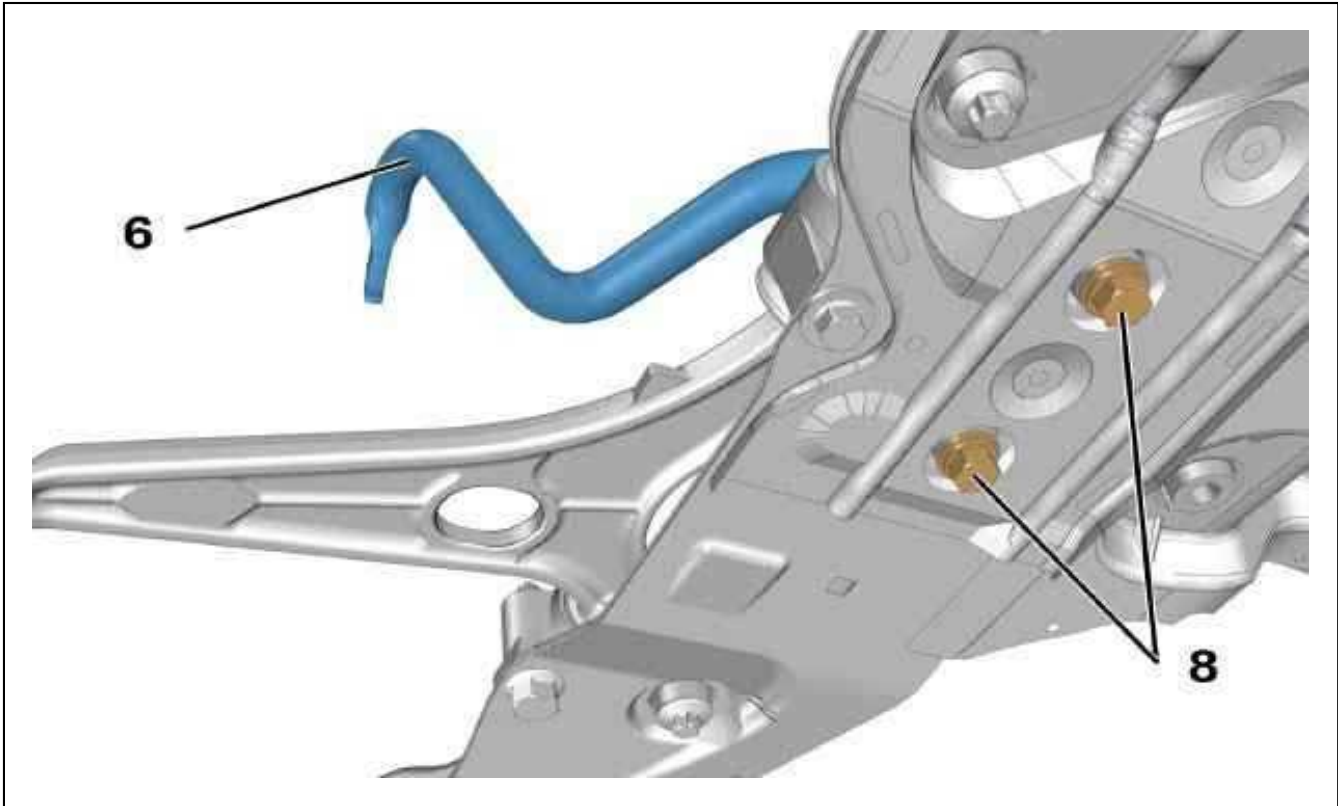


Figure : B3CP0FWD

Remove the anti-roll bar fixing bolts (8)(each side).

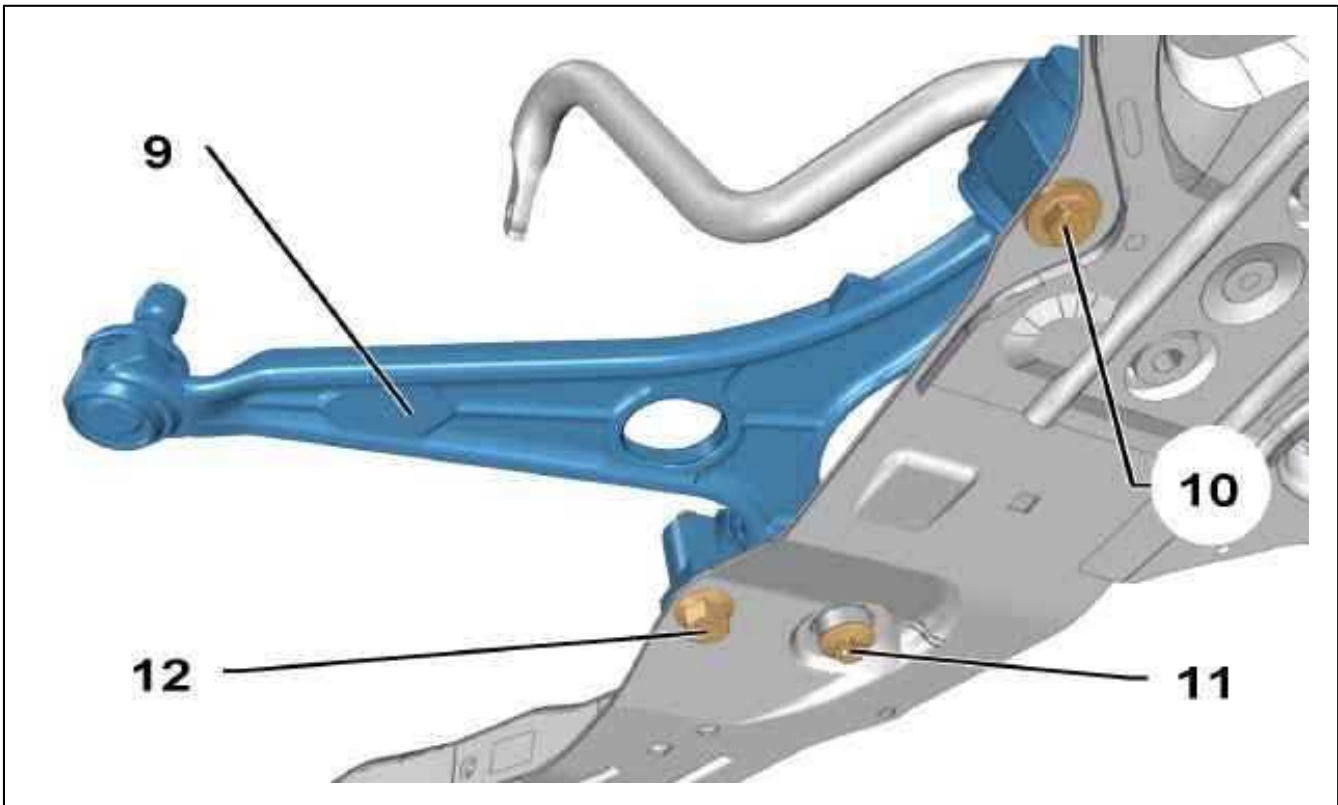


Figure : B3CP0FXD

Remove :

- The bolts (10), (11), (12)

- The suspension arm (9)

3. Refitting

ESSENTIAL : Adhere to the tightening torques  .

Refit :

- The suspension arm (9)
- The bolt (10)
- The bolts (12)
- The bolts (11)
- The bolts (8) (each side)

Couple the lower ball joint to the pivot ; Using tool [2].

Refit bolt (7).

Pivot the anti-roll bar (6) downwards.

Couple up the steering ball-joint.

Refit :

- The nut (5)
- The protector (4)
- The bolts (3)

Couple the link rod (2) to the anti-roll bar (each side).

Refit the nut (1) (each side) .

Refit the front wheels.

Refit the front wheel bolts .

Return the vehicle to its wheels.

Tighten the wheel bolts  .

TIGHTENING TORQUES : POWER ASSISTED STEERING

1. Steering column

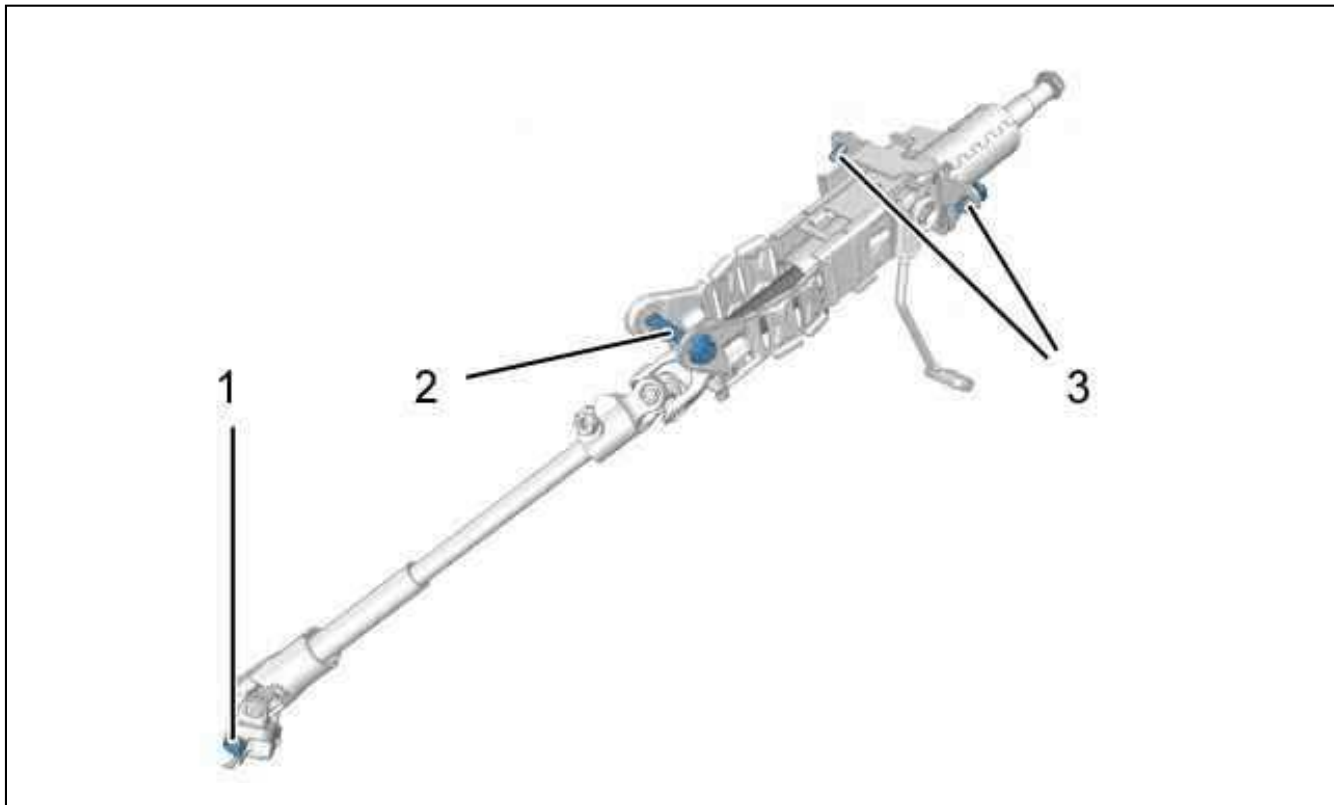


Figure : B3EB080D

Reference	Designation	Tightening torque
(1)	Nut (Steering universal joint / Valve stem) (*)	2,5 daNm
(2)	Bolt (Steering column / Crossmember) (*)	2,5 daNm
(3)	Bolt (Steering column / Crossmember)	2,2 daNm
(*)Always to be replaced whenever removed		

2. Steering mechanism

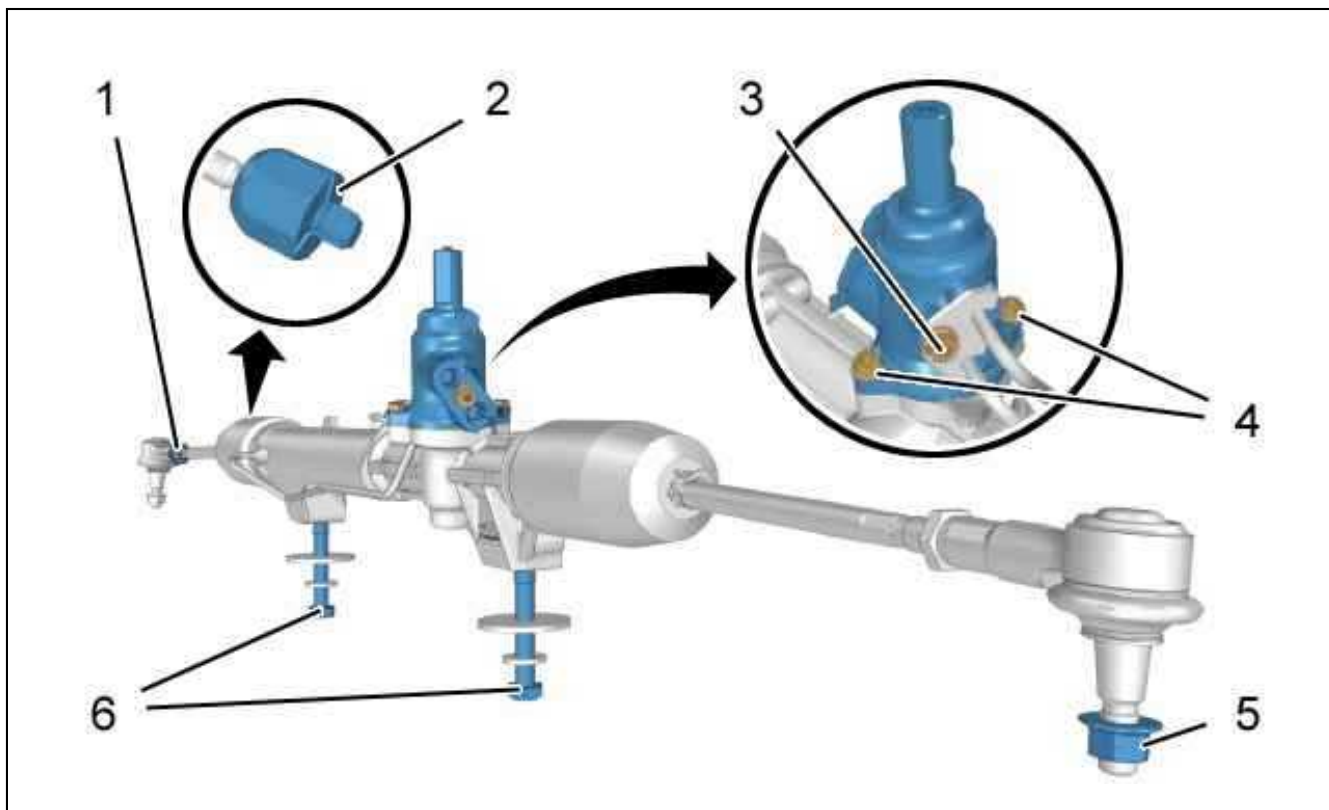


Figure : B3EB081D

Reference	Designation	Tightening torque
(1)	Locknut (Adjusting the steering track rods)	5,5 daNm
(2)	Steering track rods	10,5 daNm
(3)	Bolt (Hydraulic pipes clamp on steering assistance valve fixing)	1,9 daNm
(4)	Bolt (Distribution valve / Steering mechanism)	2 daNm
(5)	Nut (Steering ball joint) (*)	5,7 daNm
(6)	Bolt (Steering mechanism)	16 daNm
(*)Always to be replaced whenever removed		

3. Power steering

3.1. Power steering electropump assembly

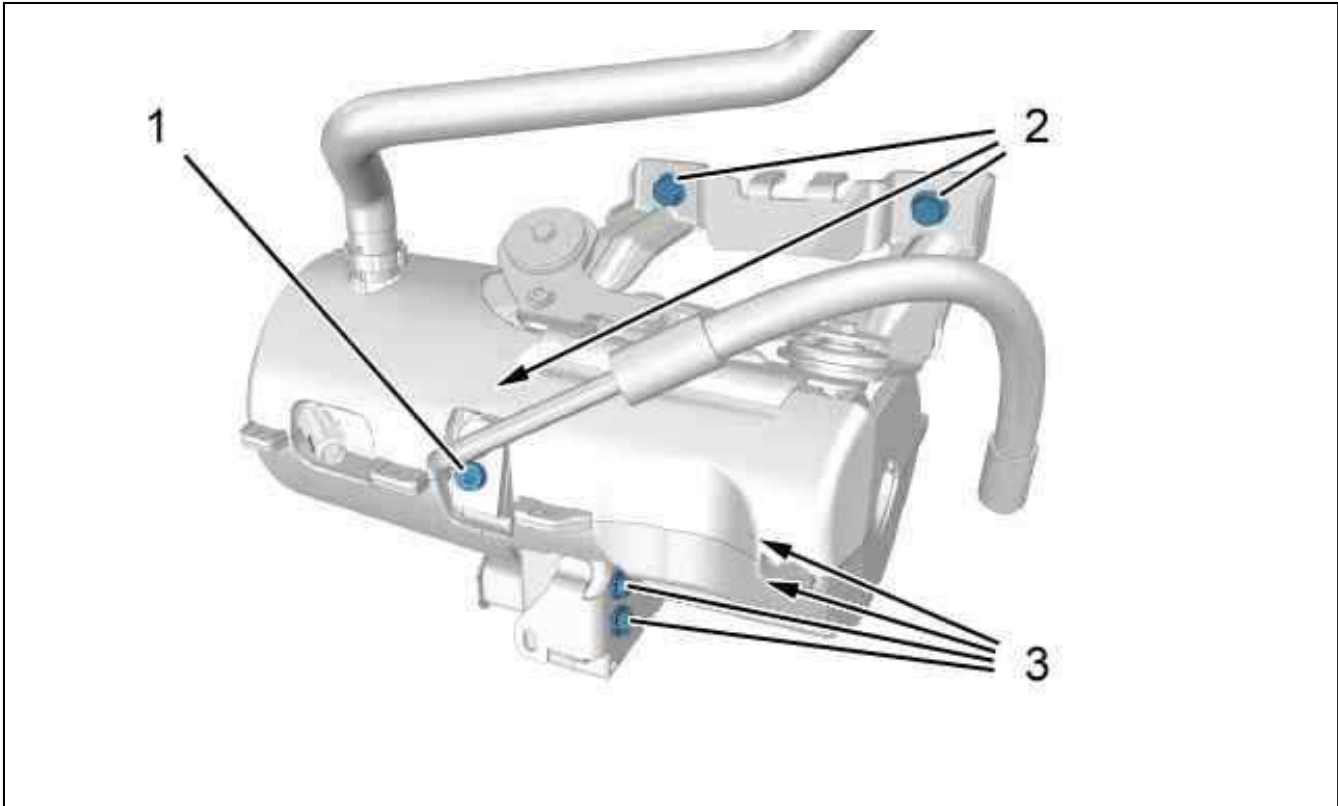


Figure : B3EB082D

Reference	Designation	Tightening torque
(1)	Bolt (Bracket / Electro-pump)	1,9 daNm
(2)	Bolt (Electro-pump / Chassis leg)	2 daNm
(3)	Bolt (Bracket / Electro-pump)	0,5 daNm

3.2. power-assisted steering pump

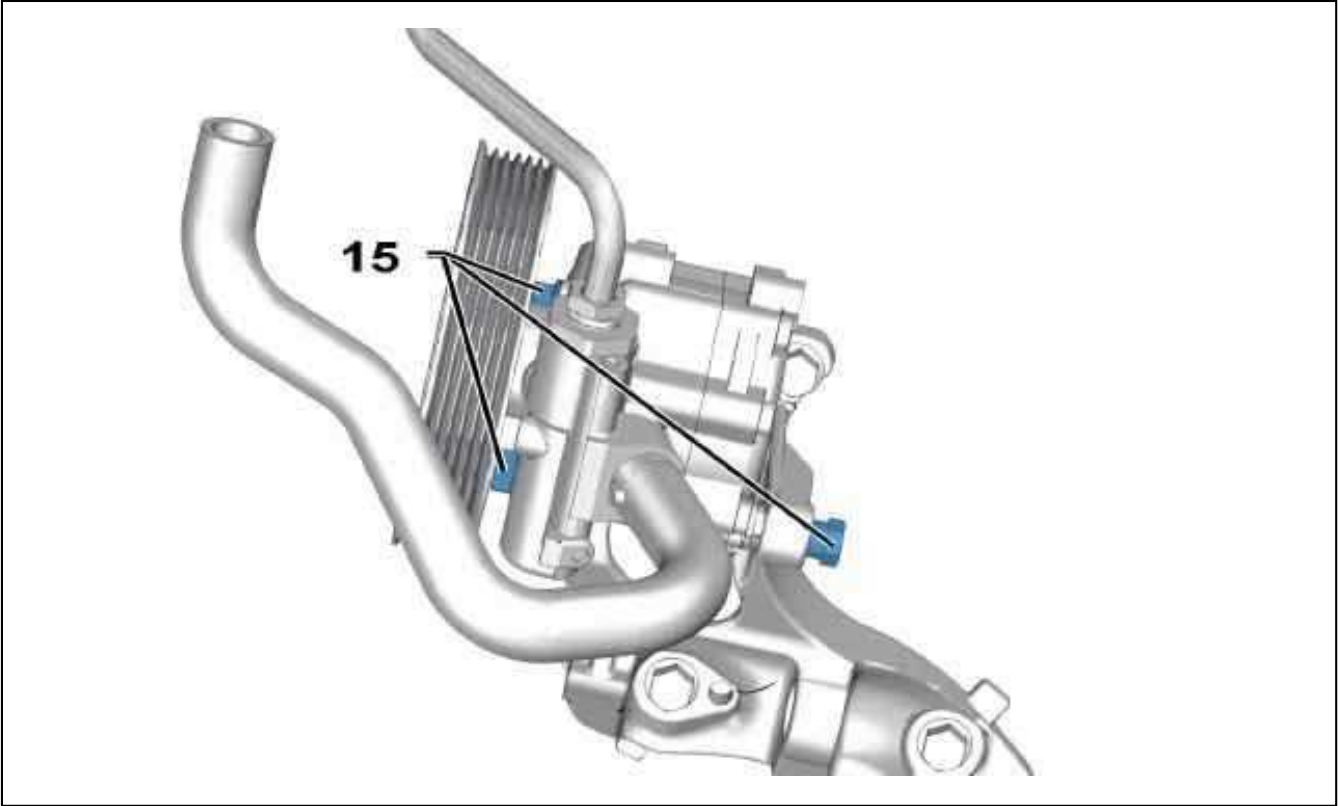


Figure : B3EP1CND

Reference	Designation	Tightening torque
(4)	Bolt (Power steering pump)	2,2 daNm

DATA - IDENTIFICATION : POWER ASSISTED STEERING

1. Steering mechanism

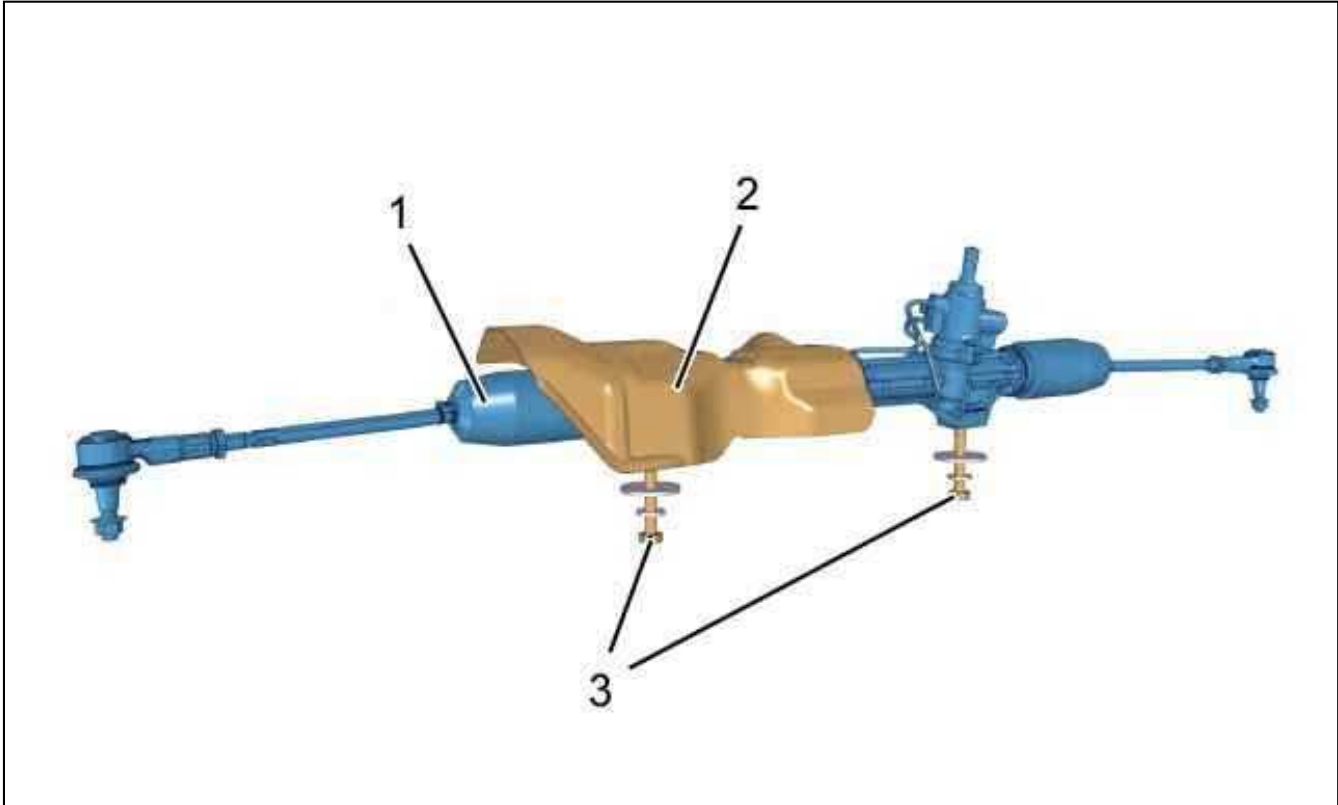


Figure : B3EB06UD

- (1) Power steering mechanism with integral ram.
- (2) Heat shield (DW, EW engine types).
- (3) Power steering mechanism bolt .

Steering rack travel (mm)	2 x 78
Reduction ratio	1/50,7
Number of revolutions of the steering wheel	3,07

2. power assisted steering

2.1. Power steering electropump assembly (DW, EW engine types)

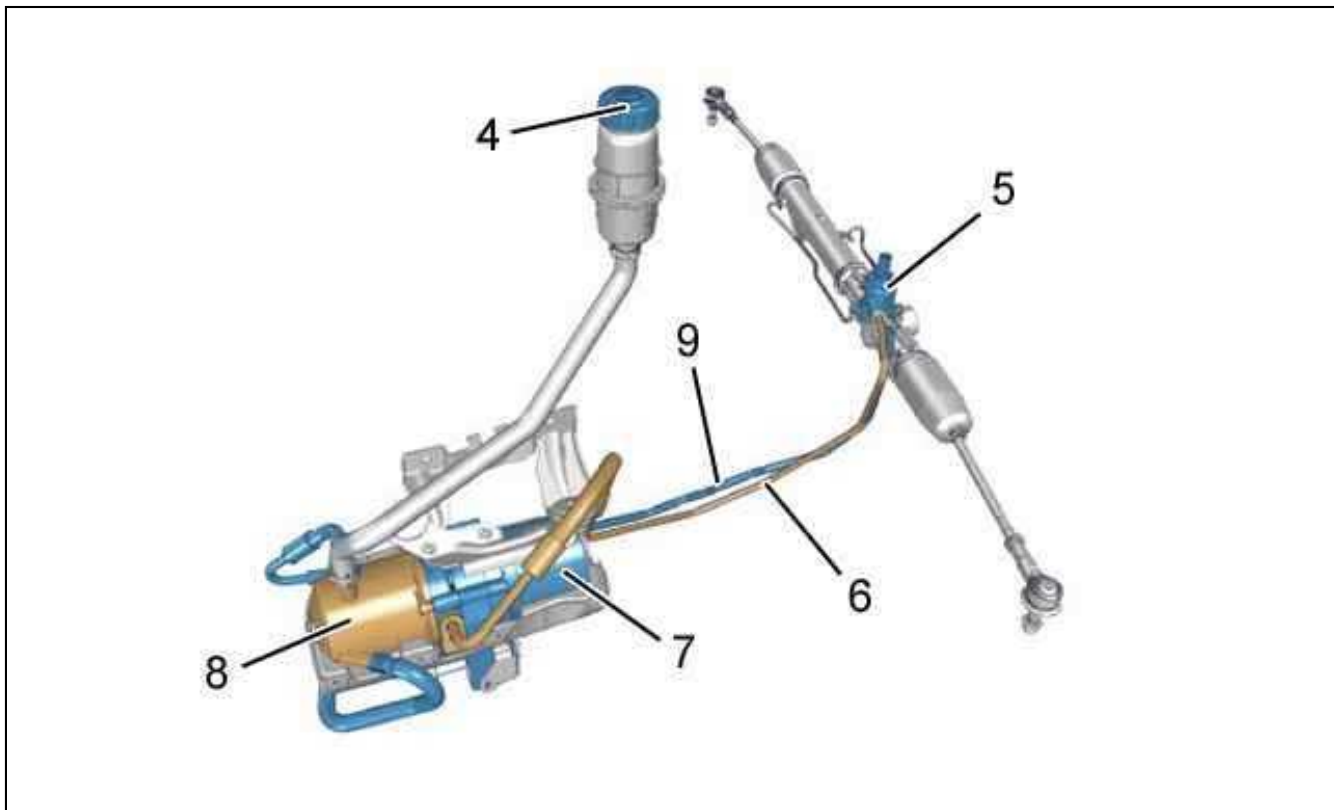


Figure : B3EB06VD

(4) Power steering oil level checking cap .

(5) Power steering valve .

(6) High pressure hose.

(7) Power steering electropump assembly.

(8) Power steering oil reservoir.

(9) Low pressure pipe.

Capacity of power steering circuit : 1,2 litre.

Recommended power steering oil : TOTAL FLUIDE DA.

2.2. Power steering pump (falling output pump) (DV6UTED4 engine)

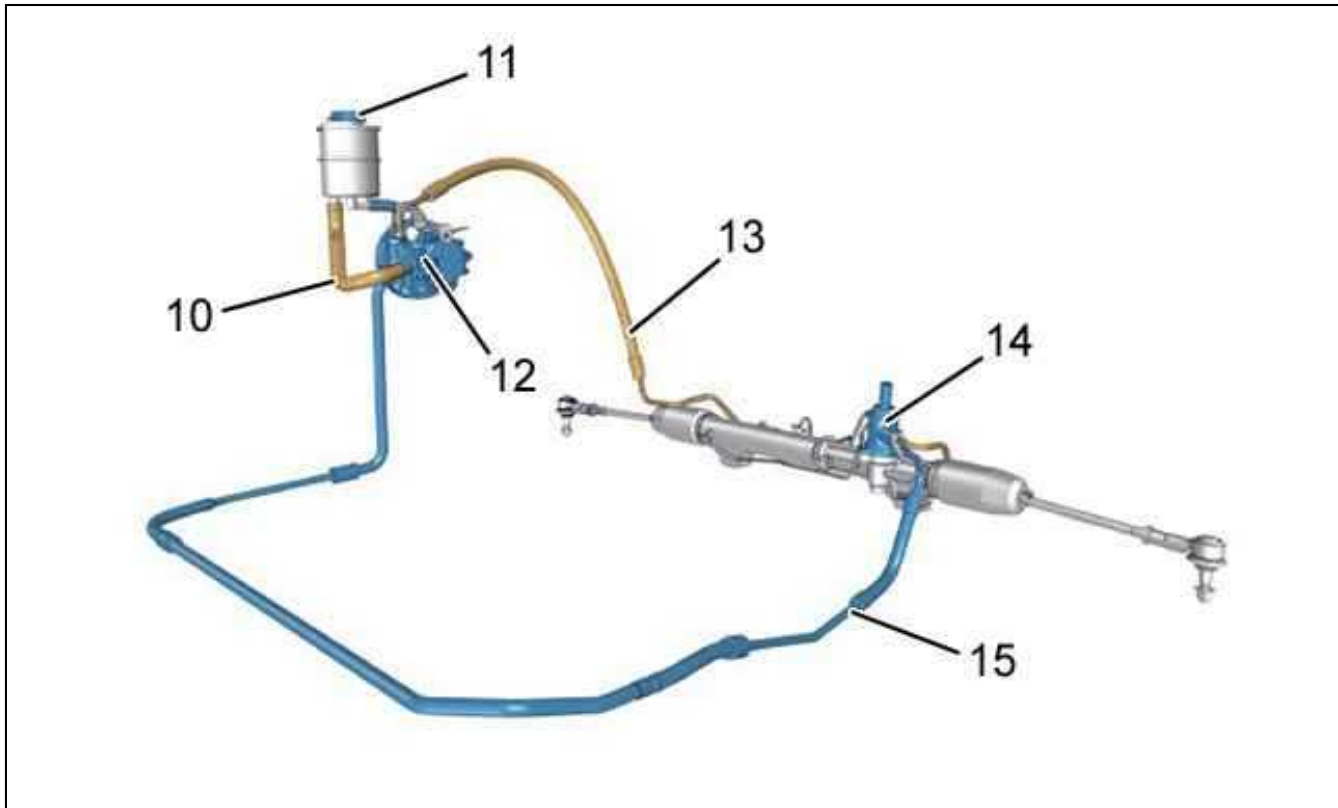


Figure : B3EB06WD

- (10) Power steering oil supply pipe .
- (11) Power steering oil level checking gauge cap .
- (12) Power steering pump.
- (13) High pressure hose.
- (14) Power steering valve .
- (15) Low pressure pipe.

The power steering pump (12) is fixed on the multifunction support and is driven by the accessories drive belt .

Adjustment pressure of power steering pump (12) : 100 to 5 bars.

Diameter of power steering pump pulley : 129 mm .

Capacity of power steering circuit : 1 litre.

Recommended power steering oil : TOTAL AT42 (With the exception of vehicles for very cold countries).

vehicles (Very Cold Climate version) : Recommended power steering oil : TOTAL FLUIDE DA.

CHECKING AND ADJUSTING VALUES : POWER STEERING

ESSENTIAL : Observe the safety and cleanliness recommendations  .

1. Steering pressure check value (Electric pump)

Vehicle not affected.

2. Steering pressure check value (Coupled pump)

Vehicle not affected.

3. Steering pressure check value (Electropump)

DISPATCH (G9)			
Engine type	Engine badge number	Engine speed	Regulation pressure
EW10A	RFH RFJ	At 1200 rpm and at 1500 rpm	110 to 5 bars
DW10BTED4	RHR		
DW10CTED4	RHH		
DW10CD	AHZ		
DW10CE	AHY		
DW10UTED4	RHK		
DW10UTED4	RHG		

4. Steering column

Vehicle not affected.

5. Power steering oil

Power steering	Country	Type of oil
All vehicles prior to CITROËN C5	All countries	TOTAL fluide ATX : Special oil DEXRON II / GM 6137M
All vehicles from CITROËN C5	All countries	TOTAL FLUIDE DA : Special oil : Type LDS
All vehicles	Very cold country	TOTAL FLUIDE DA : Special oil : Type LDS
C-Crosser	All countries	PSF-2M
NEMO / RELAY 3	All countries	TUTELLA GI/E

REMOVING - REFITTING : STEERING LOCK

CAUTION : Before any operations ; Put the wheels in the straight ahead position.

1. Removing

Switch off the ignition.

Wait 3 minutes before disconnecting the battery.

Disconnect the battery.

Remove :

- Bottom sheath half of steering column ⓘ
- Top sheath half on steering column ⓘ

Place the steering wheel in the lowest position.

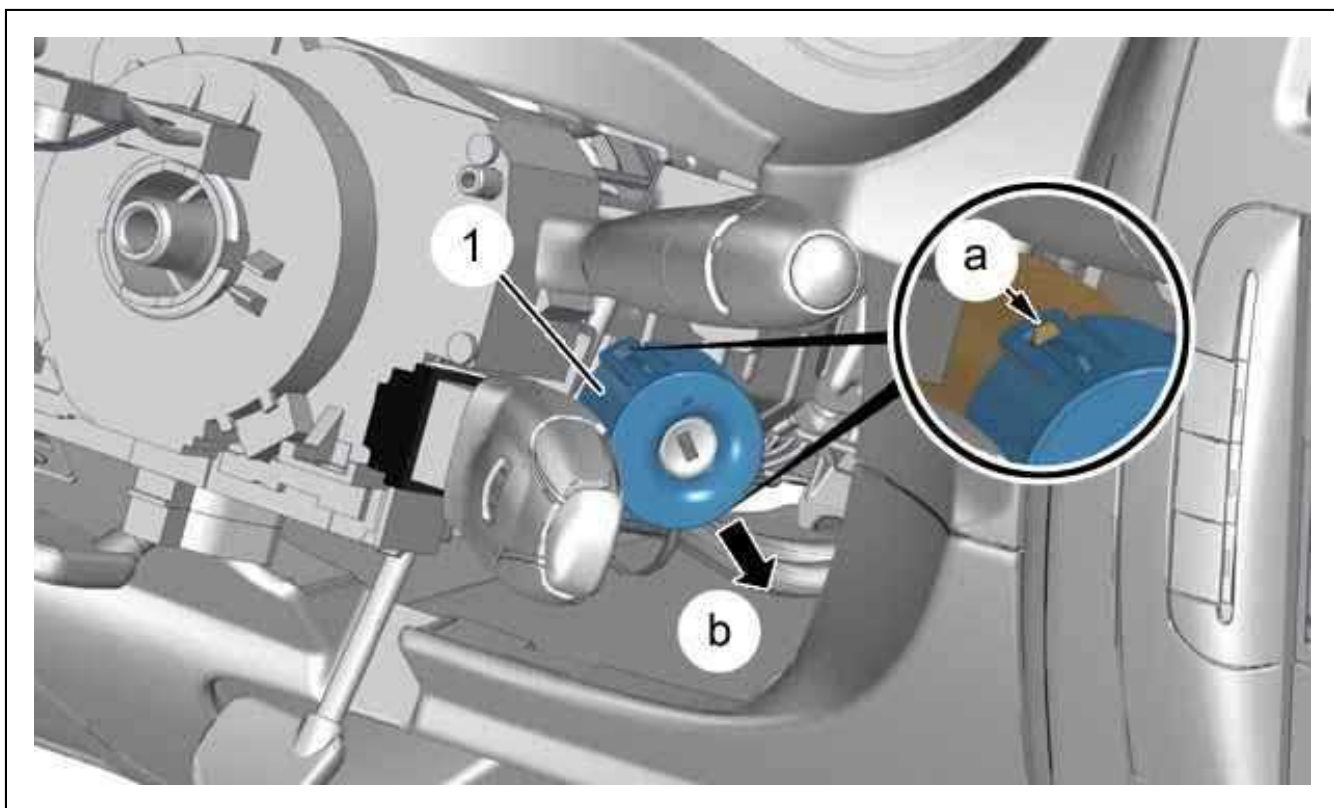


Figure : C5FP19MD

Release the locking tabs (as "a") ; Using a small screwdriver.

Disengage the electric aerial sleeve from the transponder (1) (as "b").

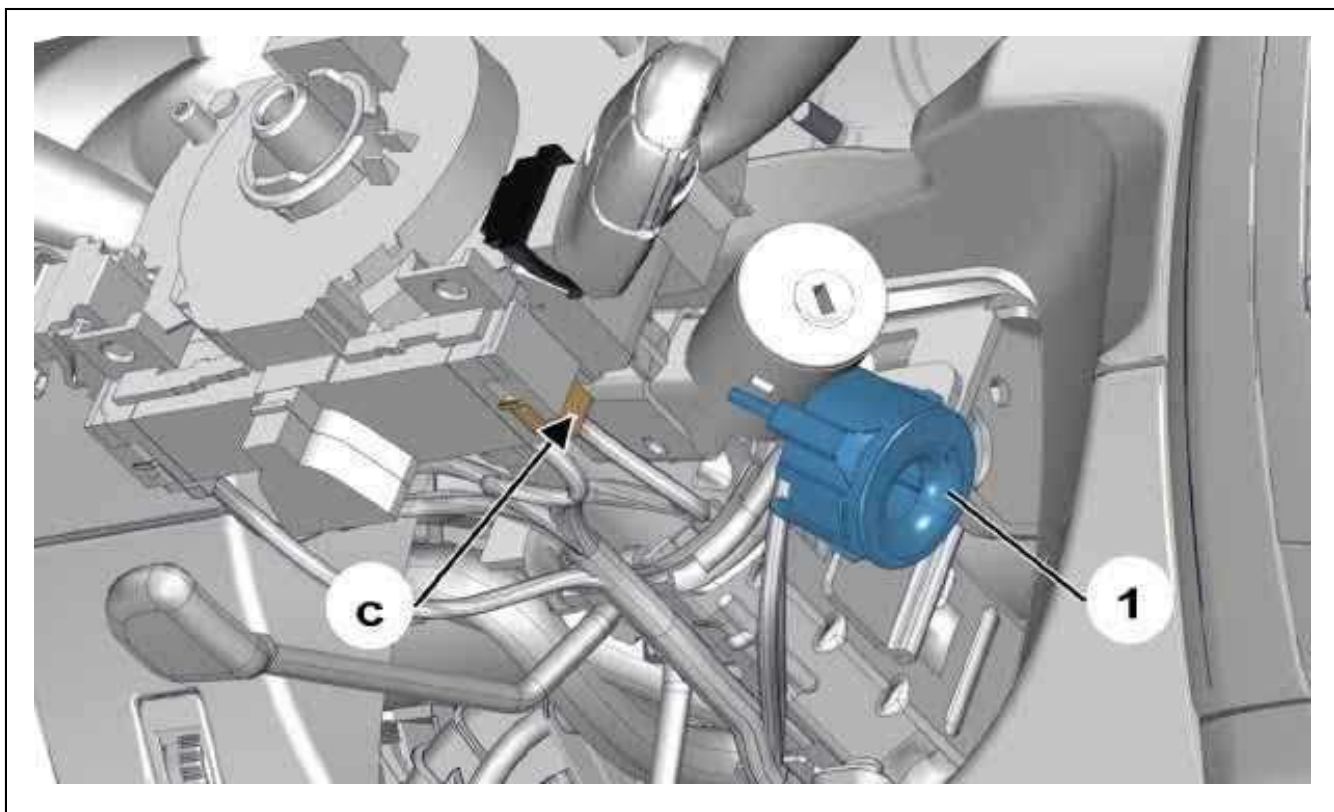


Figure : C5FP19ND

Disconnect the connector (as "c") (2-way brown).

Remove the sleeve of the electrical aerial of the transponder (1) (if necessary).

Refit the steering wheel in the high position.

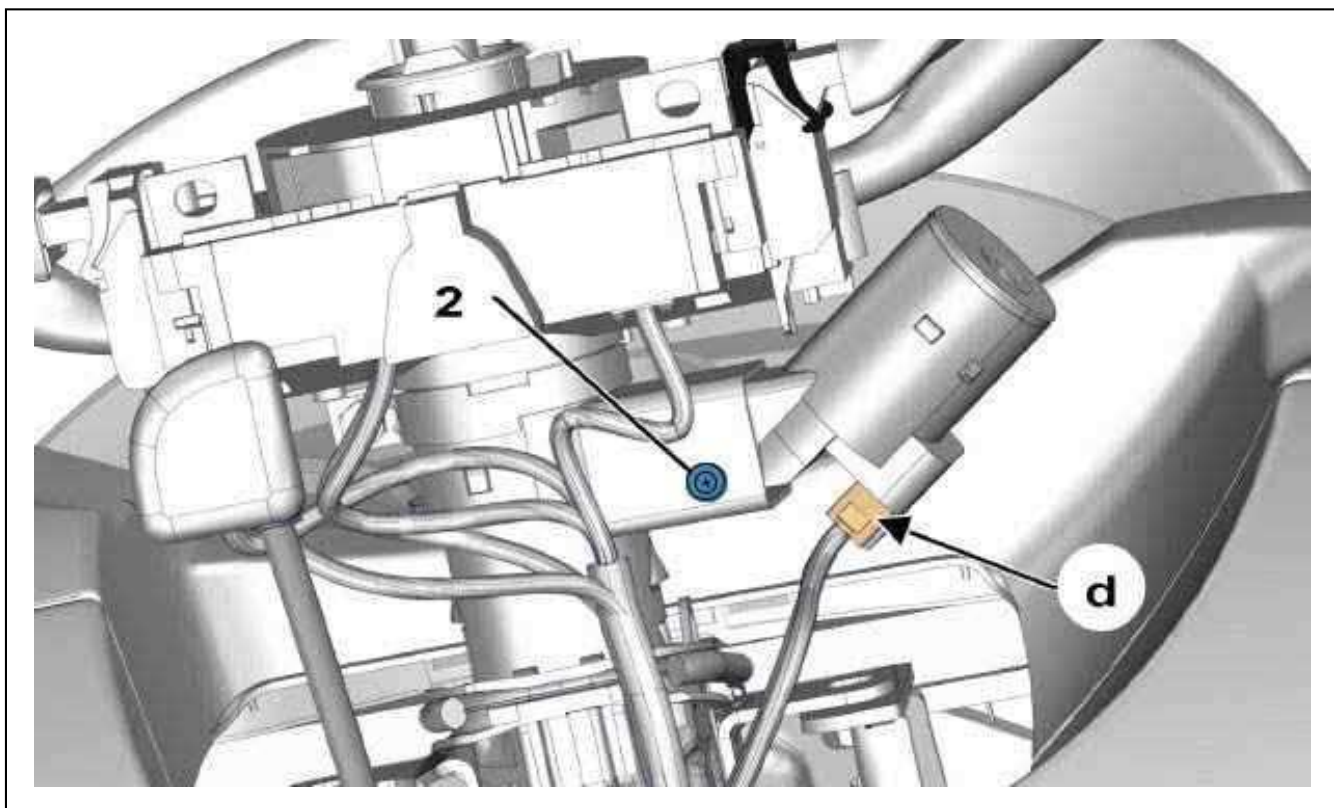


Figure : C5FP19PD

Disconnect the connector (as "d") (Black 3-way).
Release the bolt (2) ; Using a punch and a hammer.
Remove bolts (2) ; Using pliers.

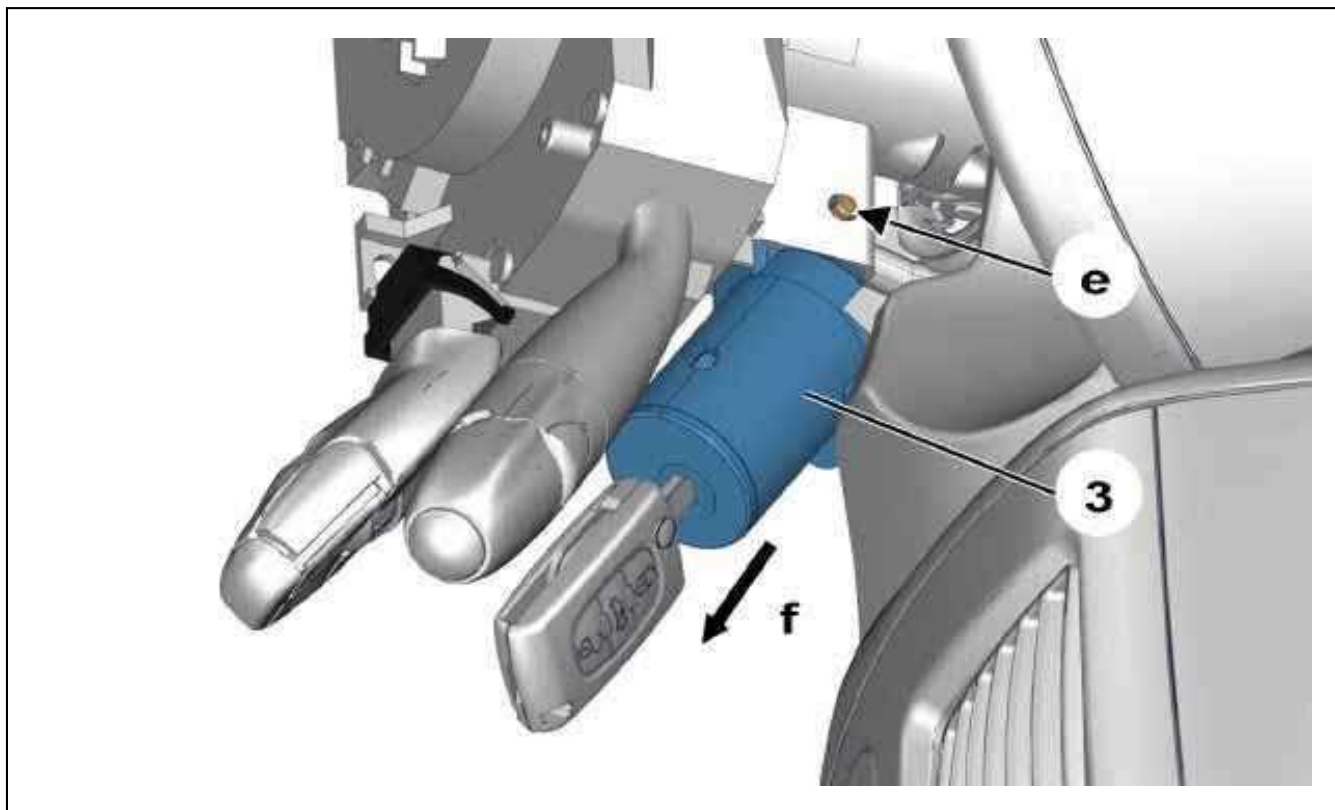


Figure : C5FP19QD

Place the key in the "+ACC" position.

N.B. : Turn the ignition key one notch.

Press on the lug (as "e") ; Using a small screwdriver.
Disengage the steering lock (3) (as "f").

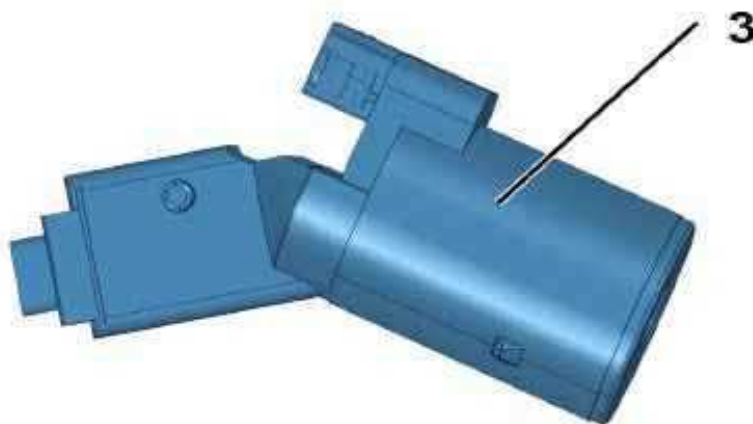


Figure : B3EP1C8D

Remove the ignition switch (3).

2. Refitting

Engage the steering lock (3) and check the locking of the lug " e ".

Remove the ignition key.

Check the correct locking of the steering system.

Refit a new screw (2).

N.B. : Tighten the screw (2) until the head breaks off.

Proceed in the reverse order to removal.

Reconnect the battery.

CAUTION : Perform the operations to be carried out following reconnection of the battery ⓘ.

Check all the equipment works.

REMOVING - REFITTING : STEERING WHEEL

CAUTION : Before any operations ; Put the wheels in the straight ahead position.

CAUTION : For any work which contains uncoupling between the steering wheel and the wheels (steering wheel steering wheel controls module, column, rack...), ensure that the steering wheel controls module rotary switch is immobilised.

CAUTION : The connectors must be disconnected without exerting any stress on the harnesses and the connectors (No pulling of the harnesses is permitted).

1. Removing

Perform the following operations :

- Switch off the ignition
- Wait 3 minutes before disconnecting the battery
- Disconnect the battery

Remove the driver's air bag ⓘ.



Figure : C5FP19RD

Disconnect the connector (as "a") (Grey 2-way).



Figure : C5FP19SD

Unscrew the bolt (1) by a few threads.

Release the steering wheel from its splines, tapping by hand around the periphery.

Remove :

- The (1) bolt
- The steering wheel (2)

CAUTION : When passing the horn and airbag connectors through the steering wheel opening ; No pulling or other stress is permitted on the harnesses and the connectors .

2. Refitting

CAUTION : Put the wheels in the straight ahead position.

Refit the steering wheel (2).

Pass the airbag connectors and the horn connector (grey connector) into the steering wheel port ; Do not pull the connectors excessively ; Do not fold the harnesses (curve to be observed).

Refit bolt (1).

Tighten the bolt (1) to $3,3 \pm 0,1$ daN.m.

Proceed in the reverse order to removal.

Reconnect the battery.

CAUTION : Perform the operations to be carried out following reconnection of the battery .

Check all the equipment works.

REMOVING - REFITTING : STEERING WHEEL CONTROLS MODULE

CAUTION : Before any operations : Put the wheels in the straight ahead position.

CAUTION : For any work which contains uncoupling between the steering wheel and the wheels (steering wheel steering wheel controls module, column, rack...), ensure that the steering wheel controls module rotary switch is immobilised.

CAUTION : The connectors must be disconnected without exerting any stress on the harnesses and the connectors (No pulling of the harnesses is permitted).

1. Removing

Perform the following operations :

- Switch off the ignition
- Wait 3 minutes before disconnecting the battery
- Disconnect the battery

Remove :

- The driver's air bag ⓘ
- The steering wheel ⓘ

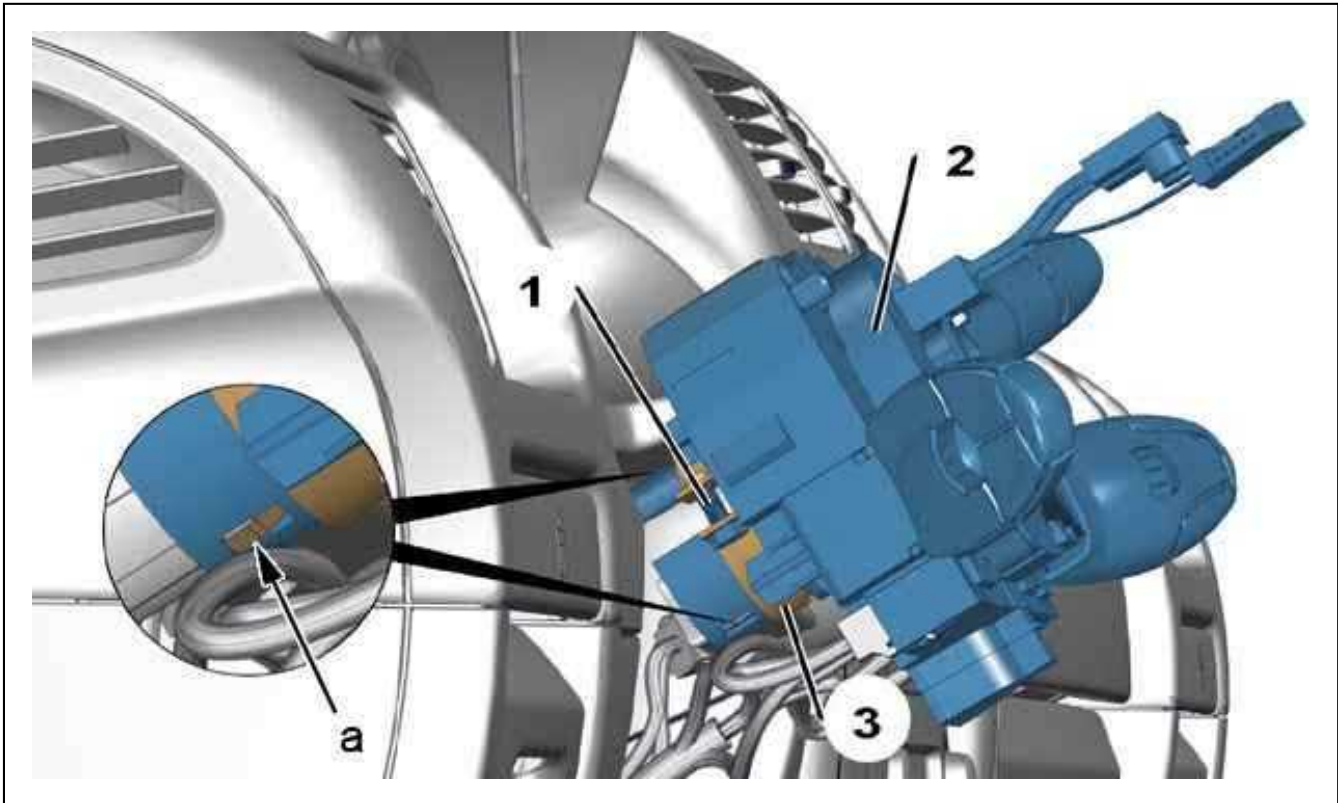


Figure : C5FP19XD

Unscrew the tightening clip (3) screw (1).

Disengage the clamping collar (3).

Remove (if necessary) :

- The (1) bolt
- The clip (3)

Disengage the steering wheel controls module (2) moving aside the locking clips (as "a") ; Using a thin, flat screwdriver

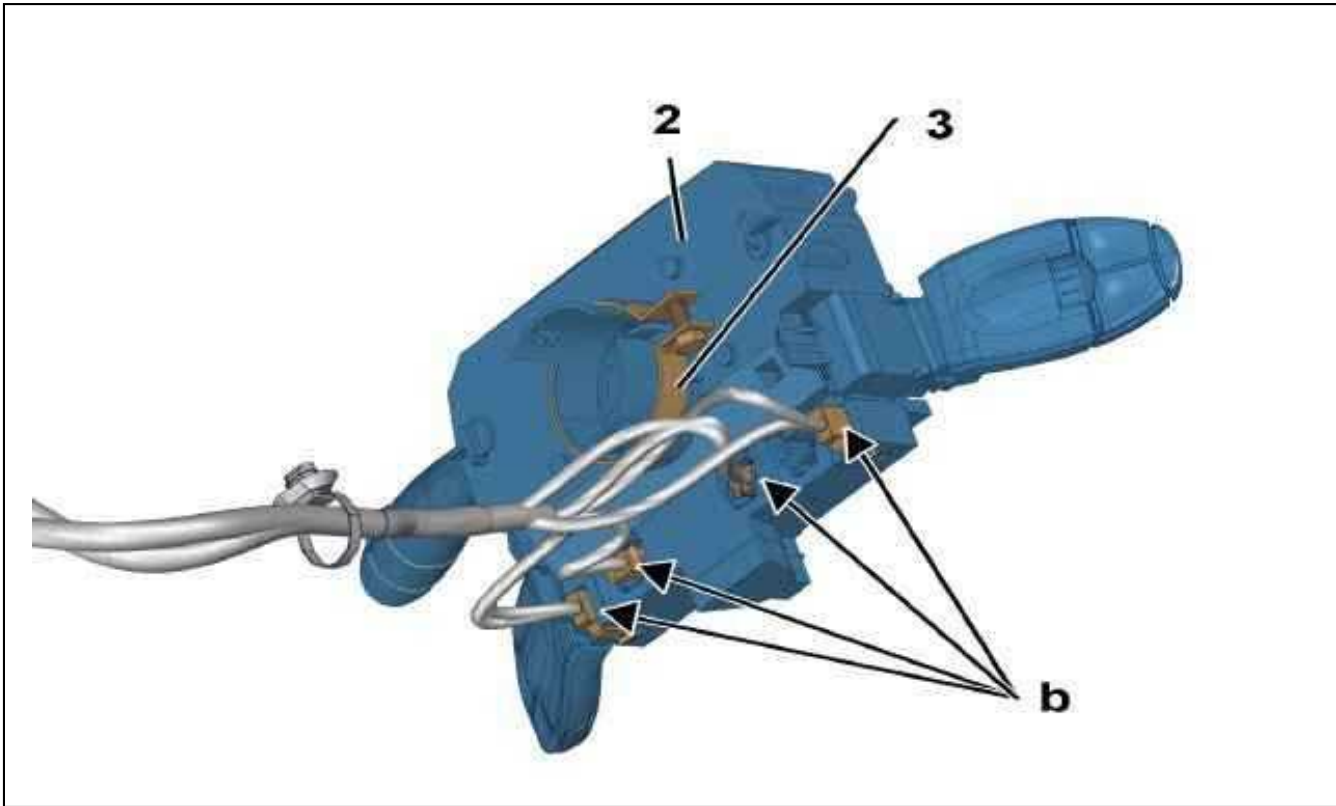


Figure : C5FP19YD

When disconnecting the electrical harnesses (as "b") :

- Do not pull the connectors by their wires
- Unlock the connectors taking care not to break the locking rods of the counterparts

N.B. : Disconnection must be carried out in the centreline of the counterpart to avoid damaging it.

Disconnect the electrical connectors (as "b").

When removing the steering wheel controls module (2) :

- Do not pull the steering wheel controls module without first moving aside the locking clips (as "a")
- No breaking of the steering wheel controls module locking clips is permitted

Remove the steering wheel controls module (2).

2. Refitting

CAUTION : Adjust the rotary switch before refitting the steering wheel controls module .

2.1. Special features of a new steering wheel controls module

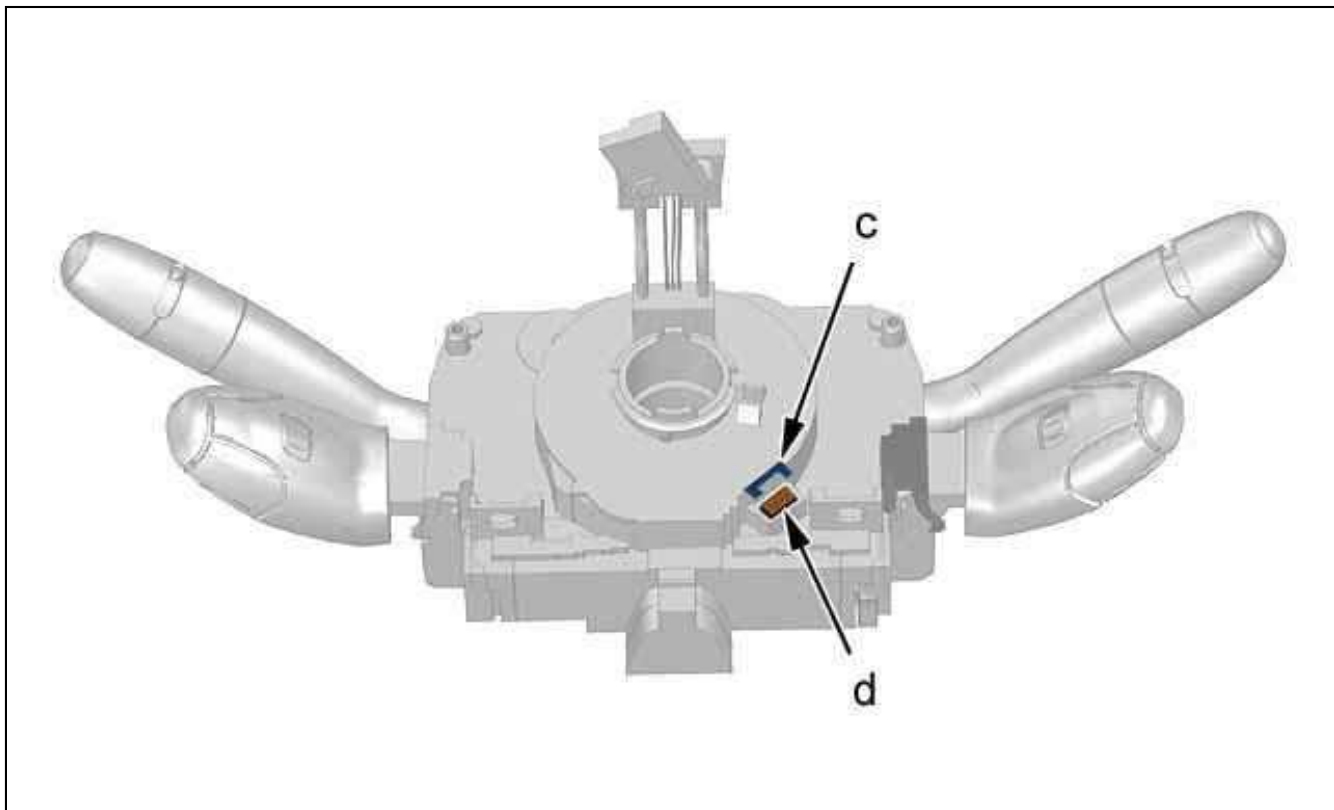


Figure : C5FP19ZD

The rotary switch of a new steering wheel controls module does not require adjustment.

The adjustment is guaranteed by alignment of the notch "c" and the index "d" in the case of a DELPHI product.

2.2. Special feature of a reused steering wheel controls module

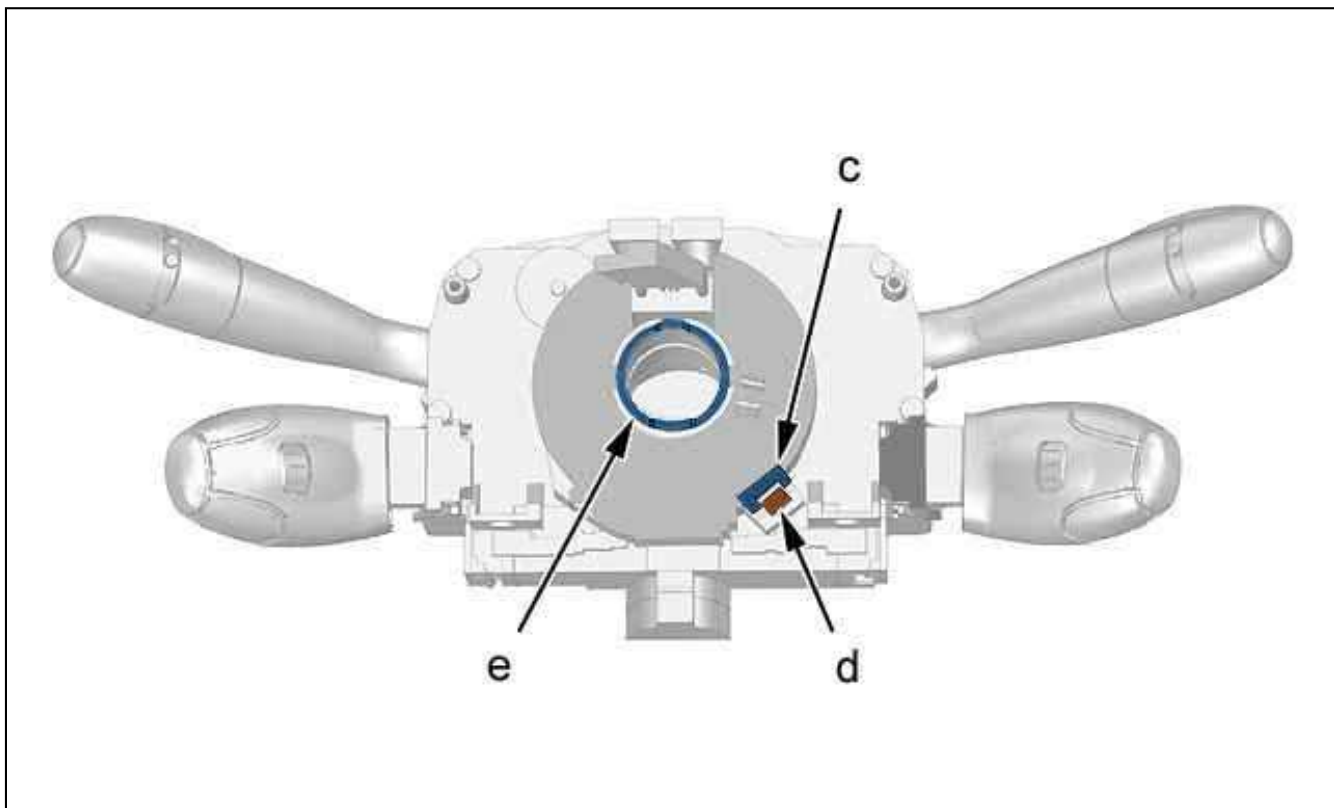


Figure : C5FP1A0D

Locate point 0 :

- Press the centre of the rotary switch (as "e")
- Turn clockwise to the stop (*)
- Turn through 2,5 revolutions anticlockwise

N.B. : (*) Do not force when the stop is reached.

Check the alignment of the notch "c" with the index "d".

CAUTION : The horn and air bag harnesses must lock on the top of the steering wheel controls module (2).

CAUTION : Never turn anticlockwise before turning to the stop clockwise, this causes irrevocable damage to the rotary switch ribbon.

2.3. Common operations

CAUTION : Put the wheels in the straight ahead position.

Make the following checks :

- The locking rods of the connectors must not be broken
- The harnesses of the steering wheel controls module must not be damaged
- The clip must not remain on the steering column

Press the steering wheel controls module (2) onto the steering column offering it up with the levers horizontal.

Clip the steering wheel controls module (2) onto the steering wheel.

Tighten the clip (3) supporting the steering wheel controls module (2) positioned in contact with the top of the steering column.

The steering wheel controls module (2) must be centred correctly on the steering column to prevent the amplification of noise.

CAUTION : Observe the tightening torque.

Tighten the bolt (1) to $0,3 \pm 0,1$ daN.m.

Pass the horn and airbag connectors into the steering wheel opening.

CAUTION : Do not pull the connectors excessively ; Do not fold the harnesses (curve to be observed) ; Take all precautions necessary to avoid damaging the harnesses.(Do not twist the overmoulded harnesses).

Refit :

- The steering wheel 
- The driver's air bag 

Check that the electrical equipment is working correctly.

REMOVING - REFITTING : STEERING COLUMN

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

ESSENTIAL : Deactivate the pneumatic suspension before lifting the vehicle ⓘ (2 or 4 post lift, workshop jack or customer's jack ⓘ).

1. Preliminary operation

CAUTION : Place the front wheels in the straight ahead position : Lock the steering wheel in this position.

2. Removing

Lift and support the vehicle.

Disconnect the battery.

Remove :

- The protective panel under the engine ⓘ
- The driver's air bag ⓘ
- The steering wheel ⓘ
- The controls module at the steering wheel ⓘ
- The left-hand fascia trim ⓘ

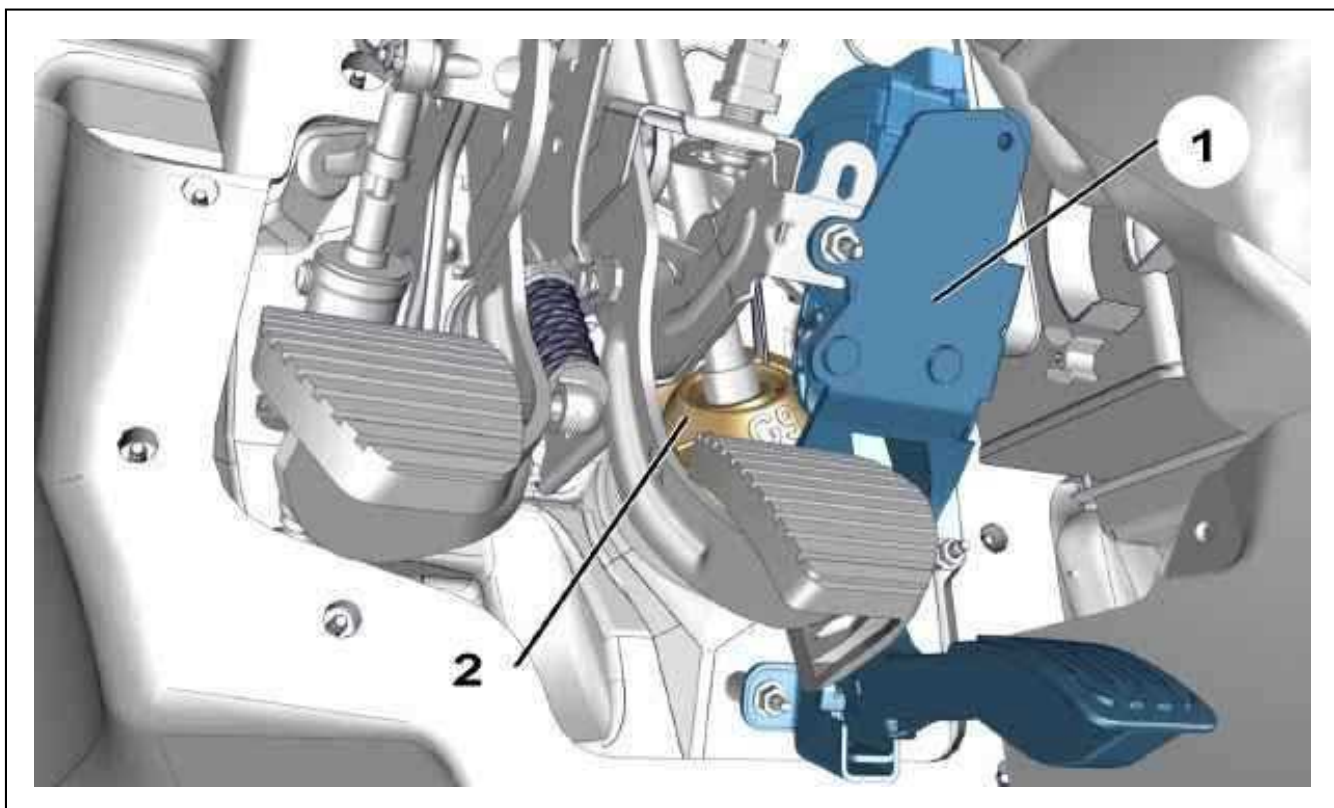


Figure : B3EP1CED

Remove the accelerator pedal assembly (1).

Unclip the seal (2).

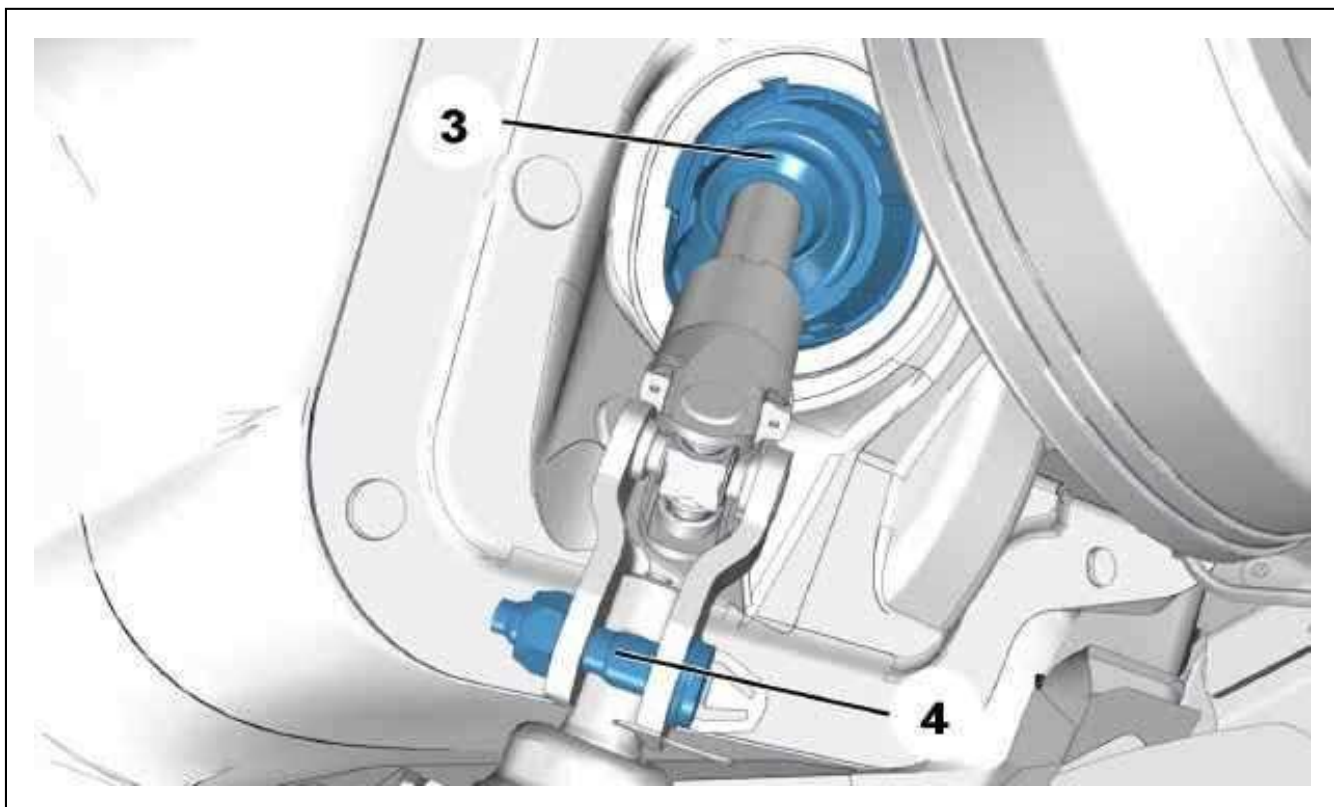


Figure : B3EP1CFD

Unclip the seal (3).

Remove the bolt/nut assembly (4).

Uncouple the steering column from the power steering valve .

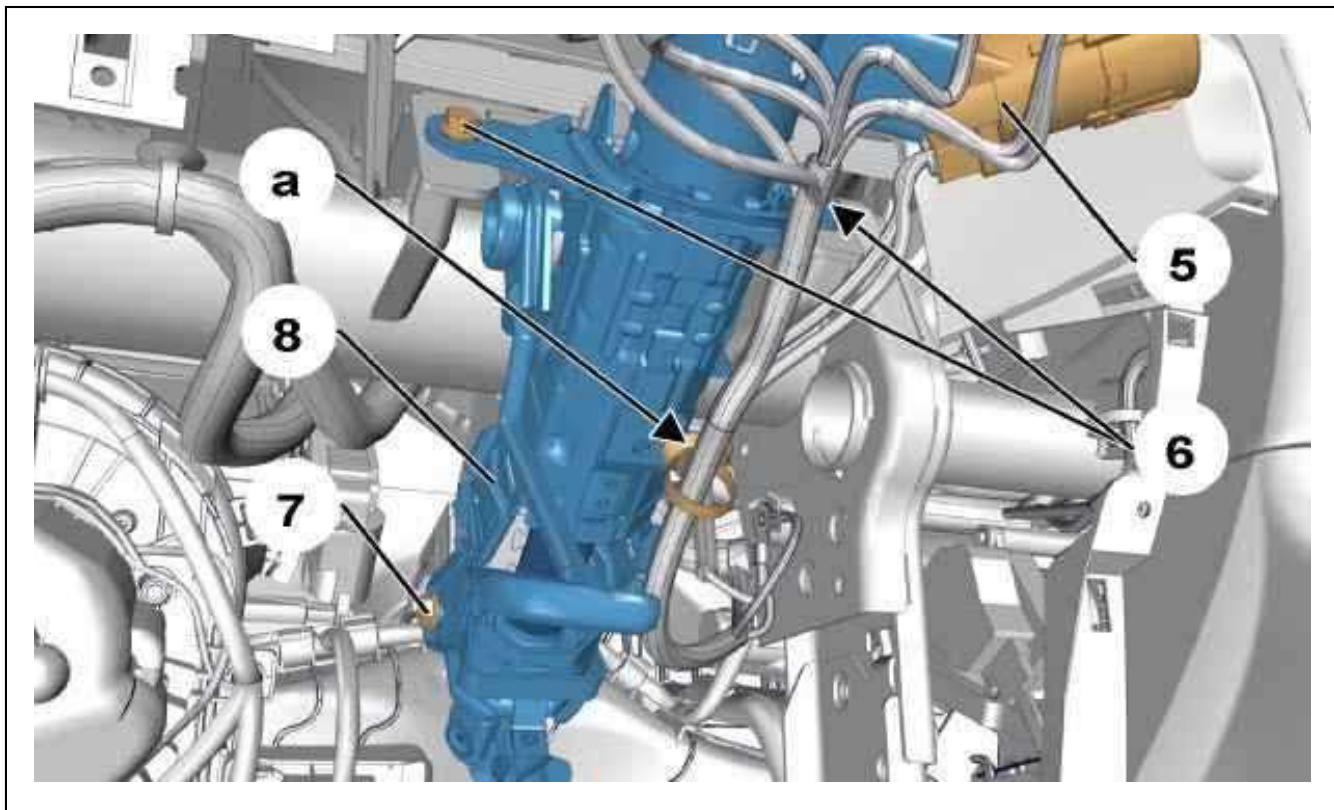


Figure : B3EP1CGD

Disconnect the steering lock connector (5).

Unclip the electrical harness (at "a").

Remove :

- The bolts (6)
- The (7) bolt
- The steering column (8)

3. Refitting

ESSENTIAL : Adhere to the tightening torques  .

Refit the steering column (8).

Couple the steering column to the power steering valve .

CAUTION : Coat the threads of the screw (7) with thread locking product.

Refit :

- The bolt (7)
- The bolts (6)
- The bolt/nut assembly (4)

Clip in place :

- The seal (3)
- The electrical harness (at "a")

Connect the steering lock connector (5).

Clip the seal (2).

Refit :

- The accelerator pedal assembly (1)
- The left-hand fascia trim 
- The controls module at the steering wheel 
- The steering wheel 
- The driver's air bag 
- The protective panel under the engine 
- Reconnect the battery

CAUTION : Perform the operations to be carried out following reconnection of the battery  .

REMOVING - REFITTING : STEERING RODS

ESSENTIAL : Deactivate the pneumatic suspension before lifting the vehicle ⓘ (2 or 4 post lift, workshop jack or customer's jack ⓘ).

ESSENTIAL : Observe the safety and cleanliness recommendations.

1. Recommended tools

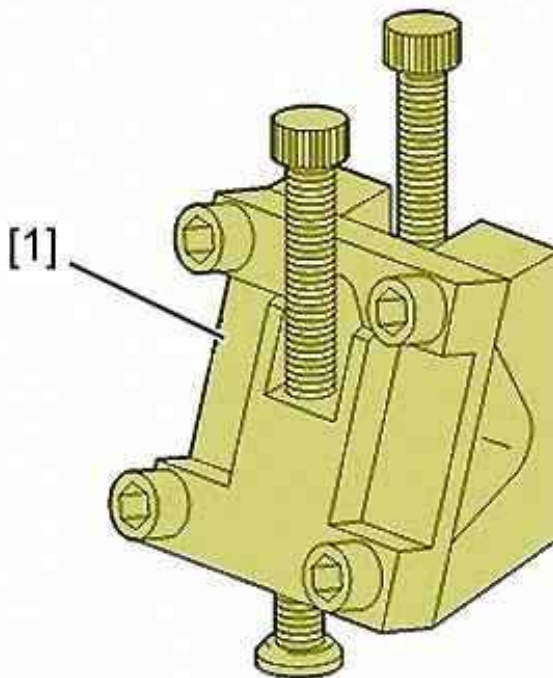


Figure : E5AP3EWD

Reference	Designation	Reference
[1]	Steering mechanism anti-rotation device	(-).0721-B

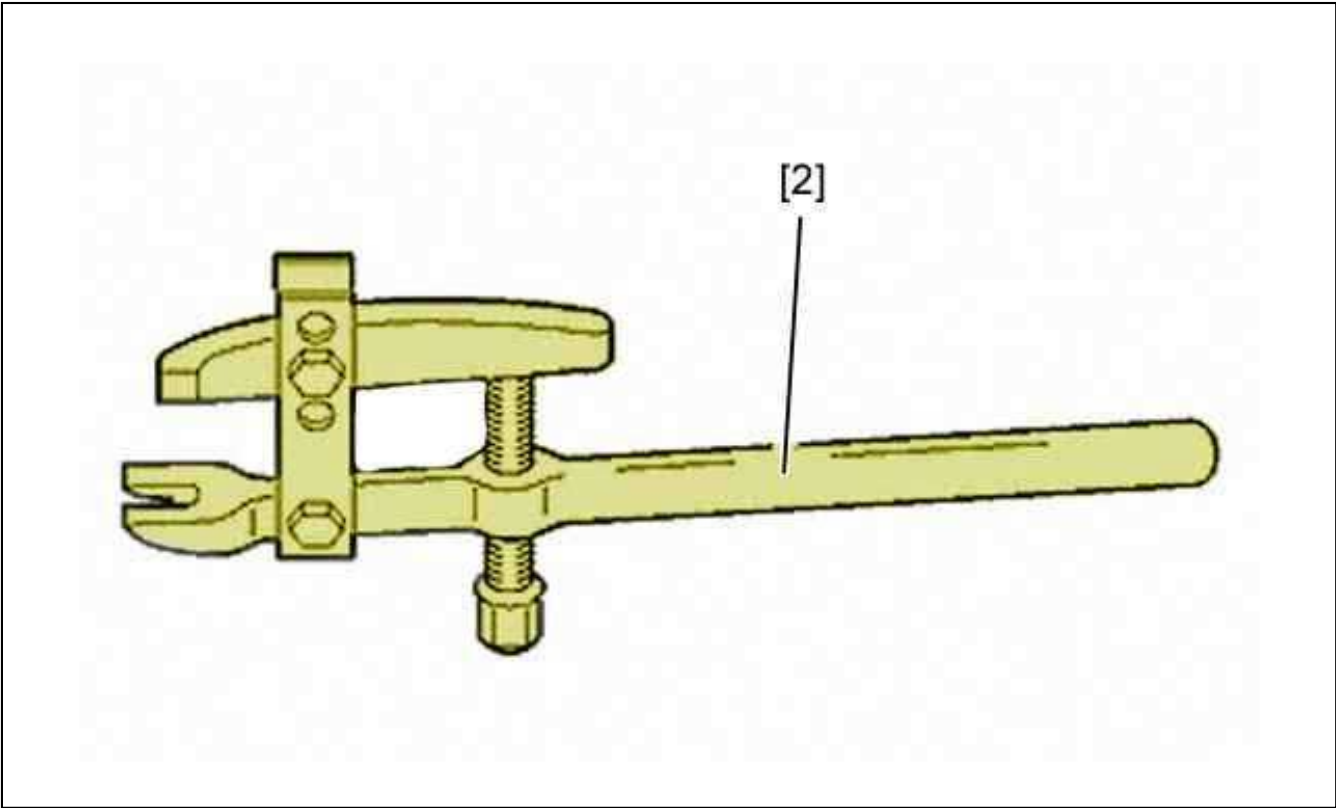


Figure : E5AP3F0D

Reference	Designation	Reference	Reference
[2]	Steering ball joint extractor	1892-T	(-).0709

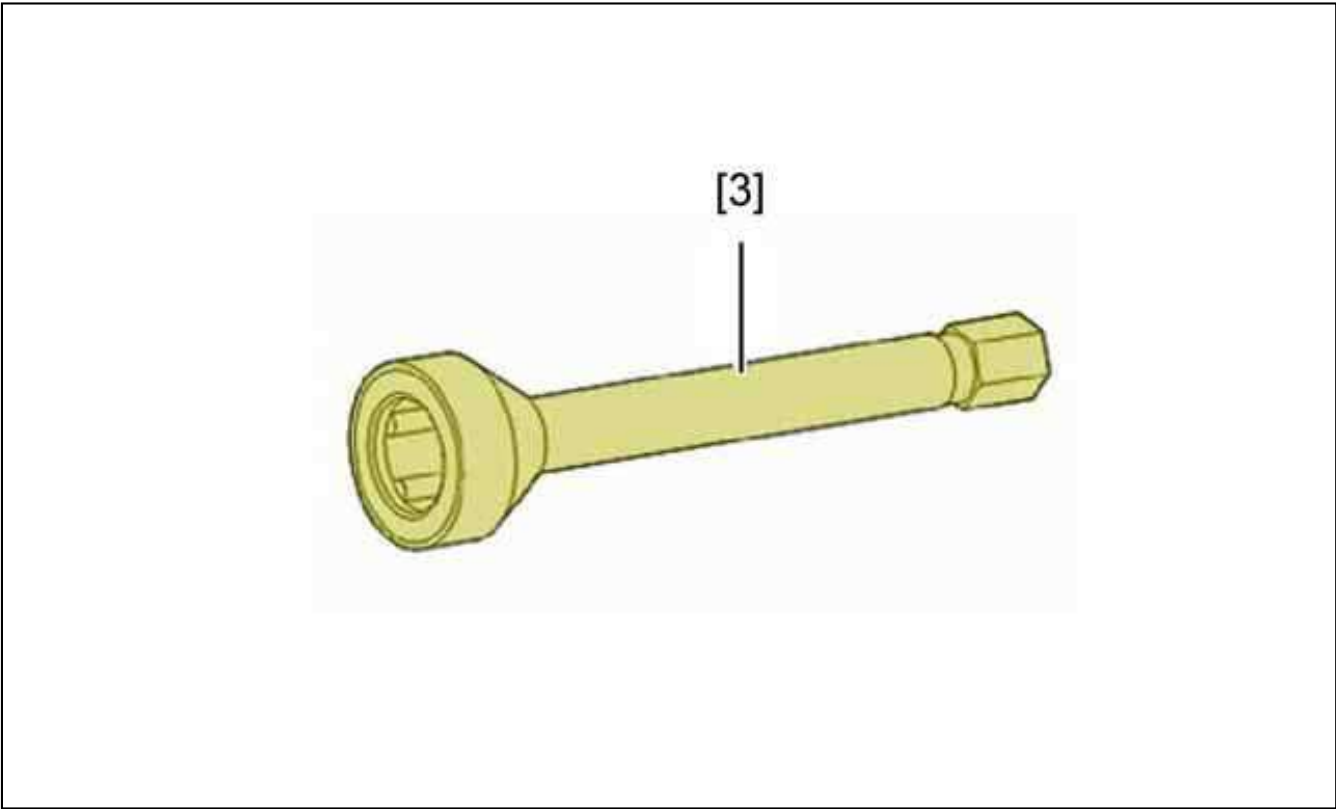


Figure : E5AP3TFD

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Reference	Designation	Reference
[3]	roller bearing spanner	(-).0721-A

2. Removing

CAUTION : The tool [1] must be put in place on the teeth of the steering mechanism (LH side for left-hand-drive ; RH side for right-hand-drive).

N.B. : The tool [1] prevents damage to the steering mechanism when slackening-tightening the steering rod .

N.B. : When replacing a steering rod on the right-hand side, in the case of vehicles fitted with an electropump assembly, always remove the right-hand subframe tie-rod and the heat shield on the steering mechanism.

Release the front wheel bolts.

Lift and support the vehicle.

Remove :

- The front wheel bolts
- The front wheels

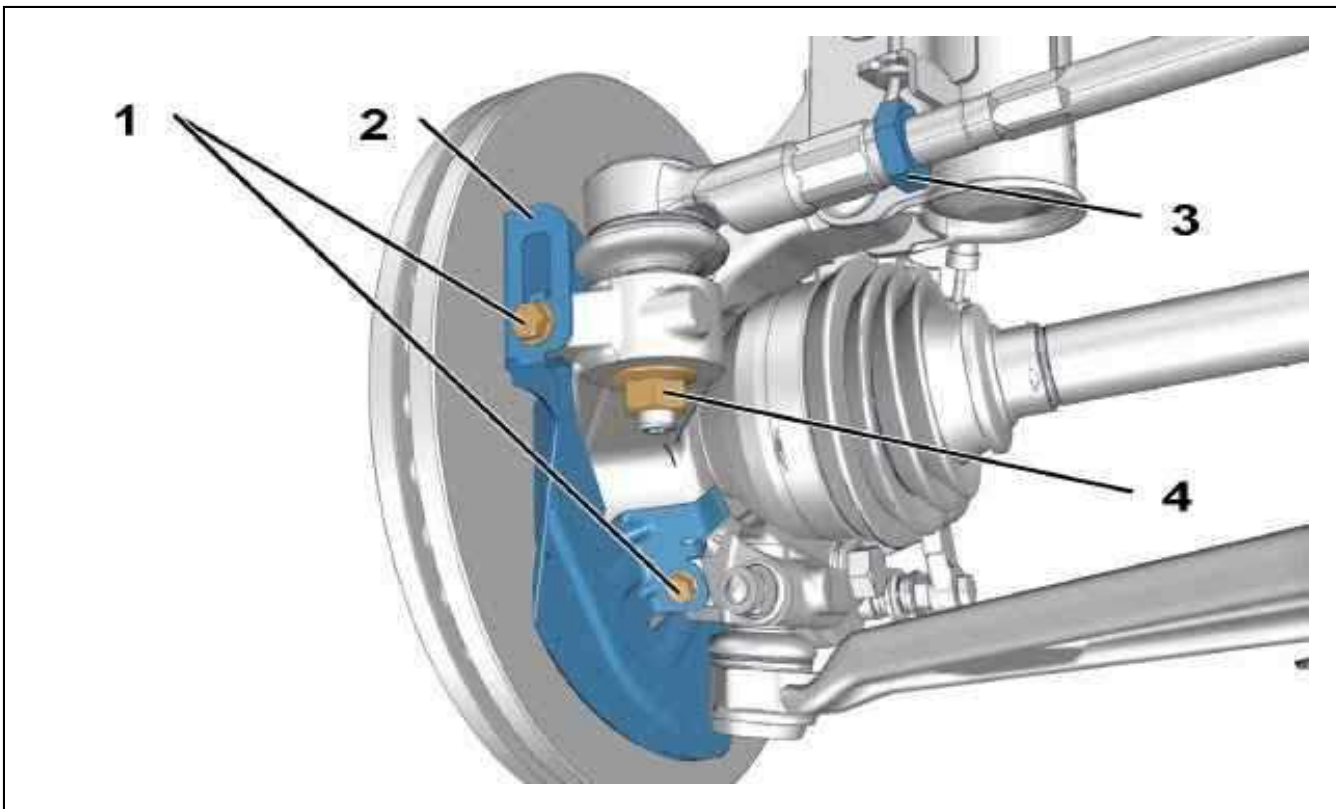


Figure : B3EP1CXD

Remove :

- The bolts (1)
- The ball-joint protector (2)

Slacken the nut (3).

Remove the nut (4).

Uncouple the steering ball-joint ; Using tool [2].

Remove :

- The steering ball joint from the steering rod
- The steering rod nut (3)

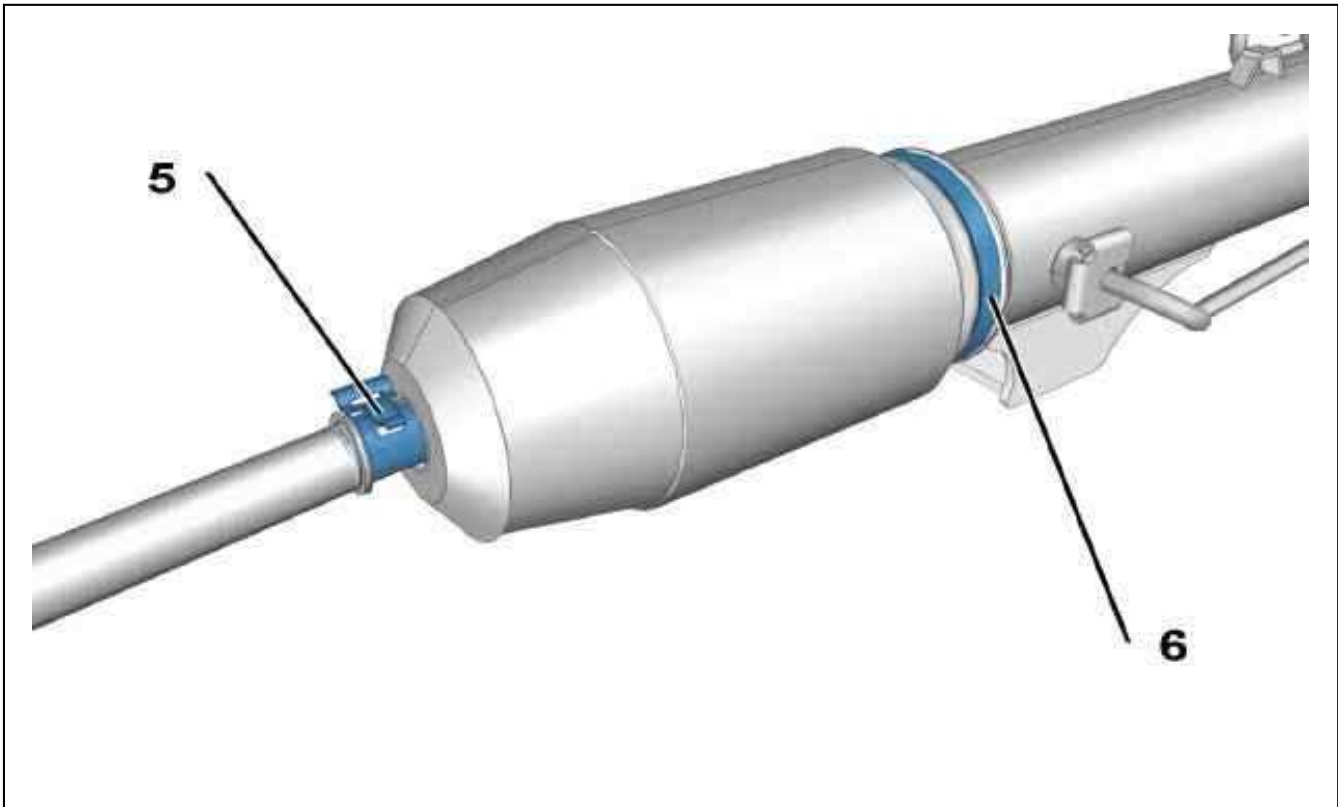


Figure : B3EP1CYD

Remove :

- The clip (5) ; Using universal pliers
- The clip (6) ; Using a thin screwdriver
- The steering mechanism gaiter

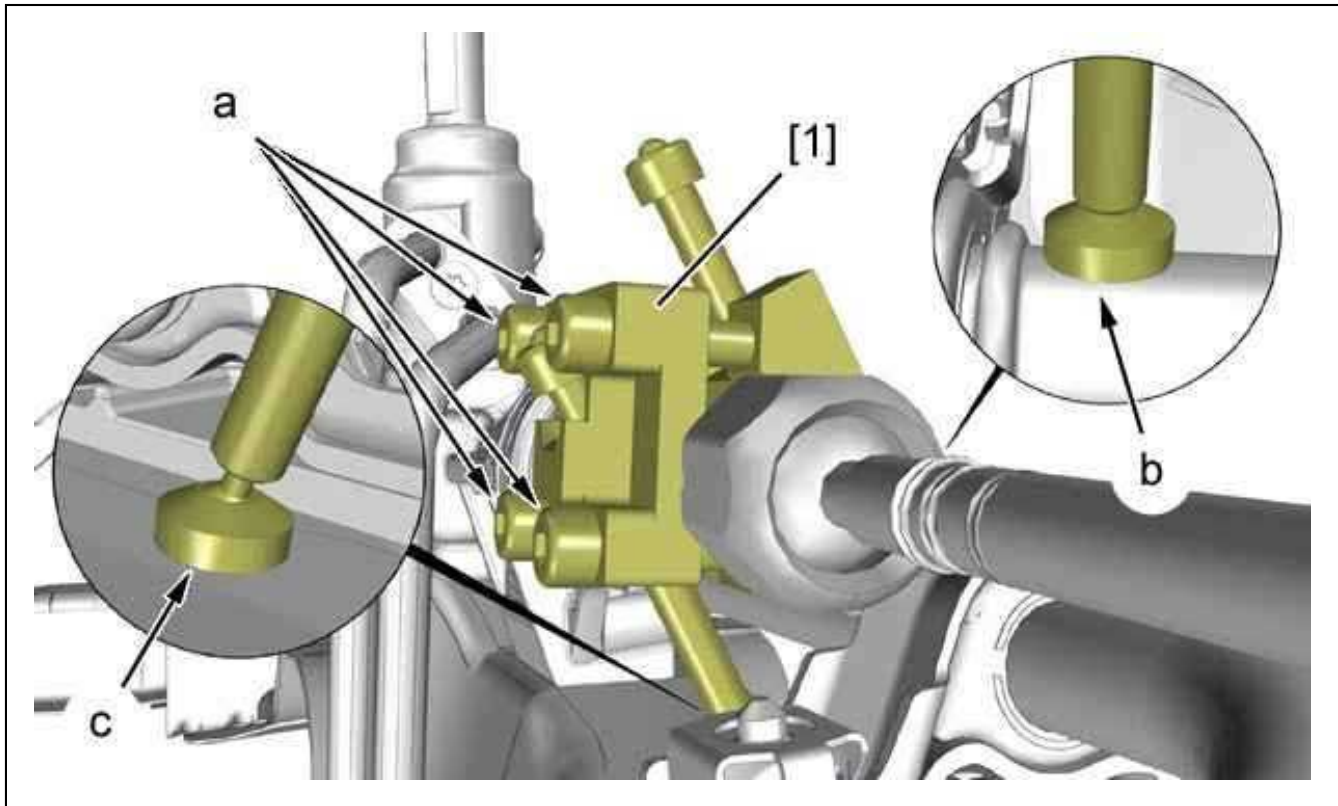


Figure : B3EP1CZD

Turn the steering through full lock to the right (left-hand drive).

Turn the steering through full lock to the left (right-hand drive).

Position the tool [1] on the steering mechanism .

Tighten the 4 bolts (/) (as "a").

N.B. : Protect the bearing surface of the front anti-roll bar (as "b").

Place the supports of the tool [1] in contact with the front anti-roll bar at "b" and with the subframe at "c".

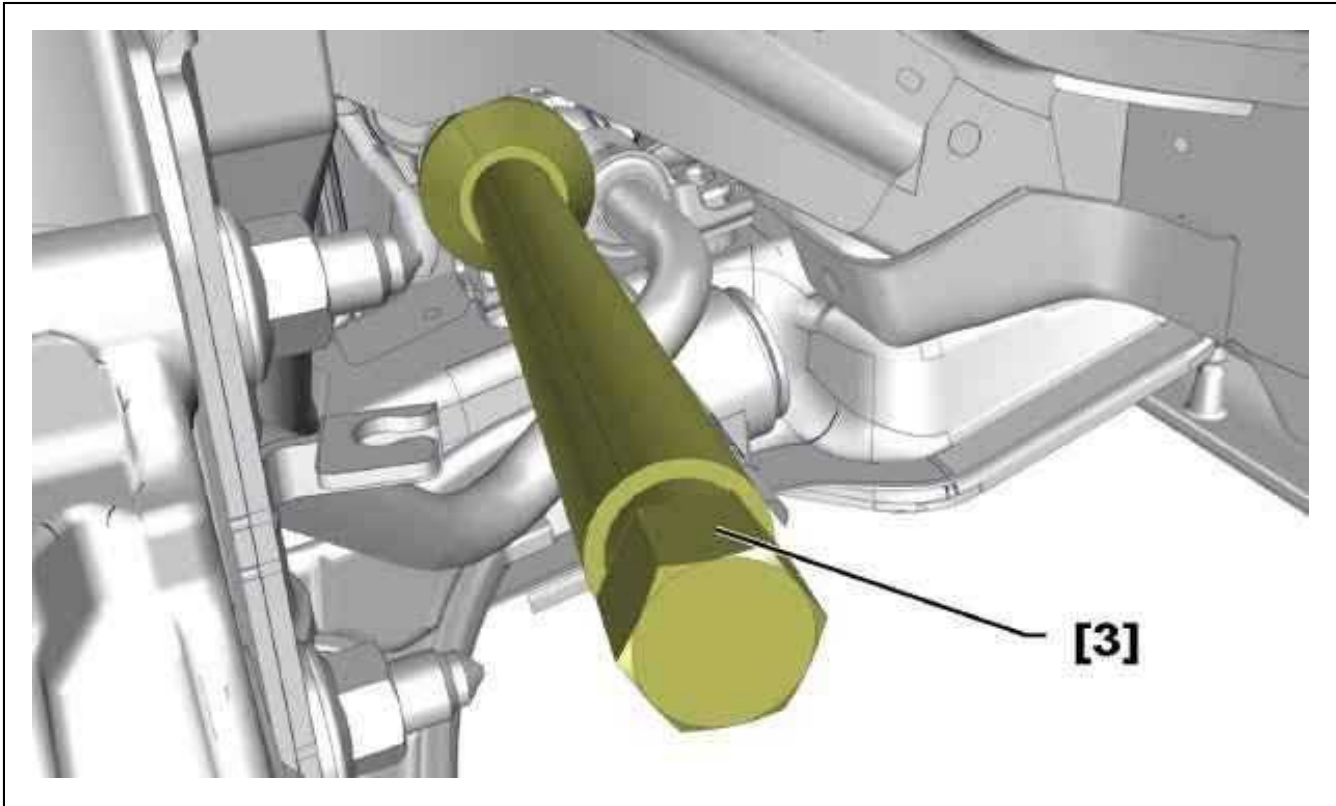


Figure : B3EP1D0D

Put the tool [3] in place on the steering rod .
Remove the steering rod ; Using tool [3].

3. Refitting

ESSENTIAL : Adhere to the tightening torques  .

Refit the steering rod ; Using tool [3].

Remove :

- The tool [3]
- The tool [1]

Refit :

- The steering mechanism gaiter
- The new clip (6)
- The clip (5)
- The nut (3)
- The steering ball joint (/)

Couple up the steering ball-joint.

Refit the nut (4).

Lock the nut (3).

Refit :

- The ball-joint protector (2)
- The bolts (1)
- The front wheels
- The front wheel bolts

Return the vehicle to its wheels.

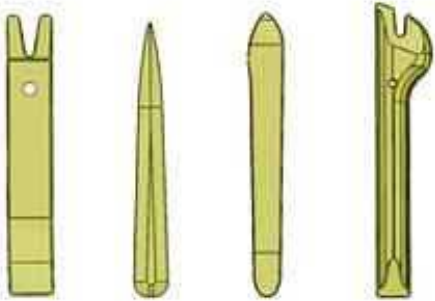
Tighten the wheel bolts .

Check and adjust the wheel tracking.

REMOVING - REFITTING : HANDS-FREE KIT UNIT

ESSENTIAL : Observe the safety and cleanliness recommendations ⓘ .

1. Tooling

tool	Reference	Description
[1350-ZZ]  Figure : E5AG02MT	[1350-ZZ]	Stripping tools

2. Removing

- Disconnect the battery ⓘ .
- Remove the left-hand side storage compartment ⓘ .

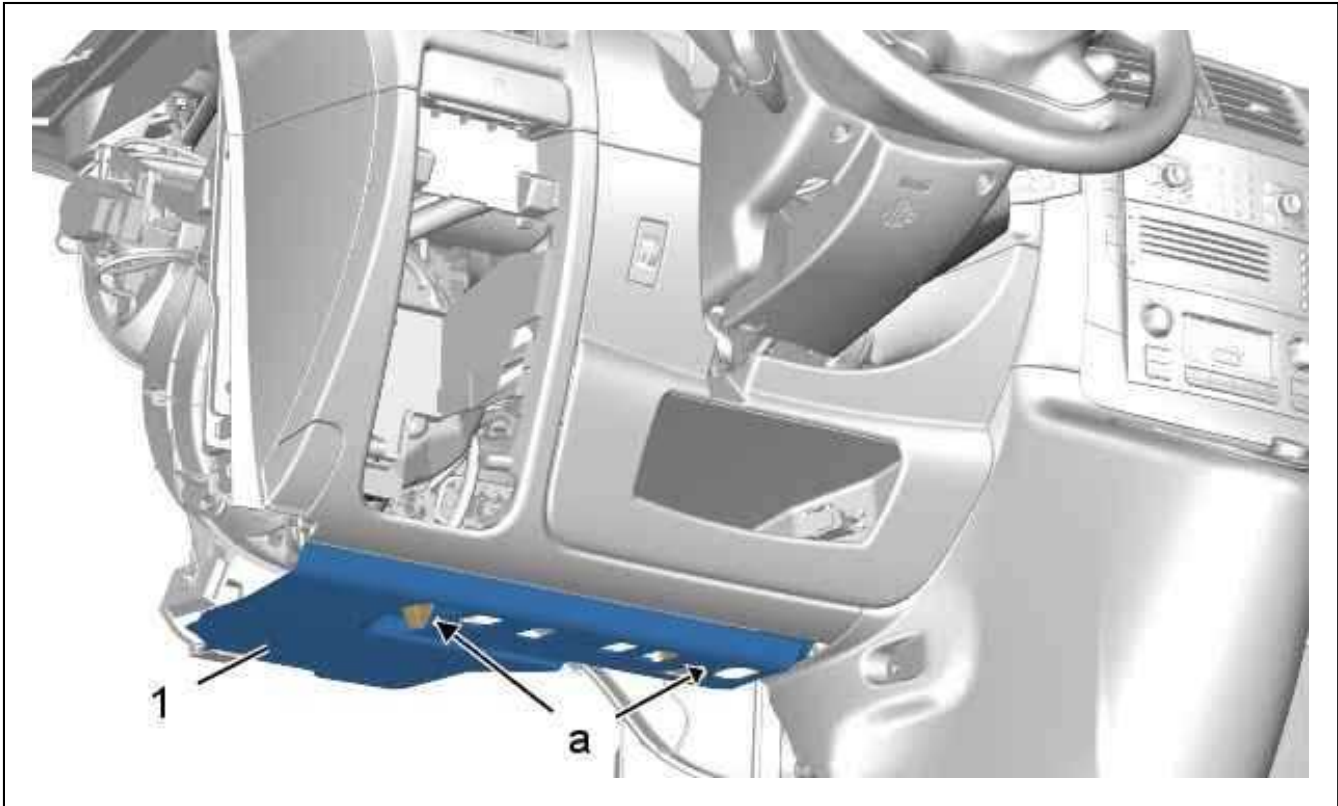


Figure : C5FG0K0D

Unclip : The trim (1) under the fascia (as "a") ; Using tool [1350-ZZ].

Remove : The trim (1) under the fascia.

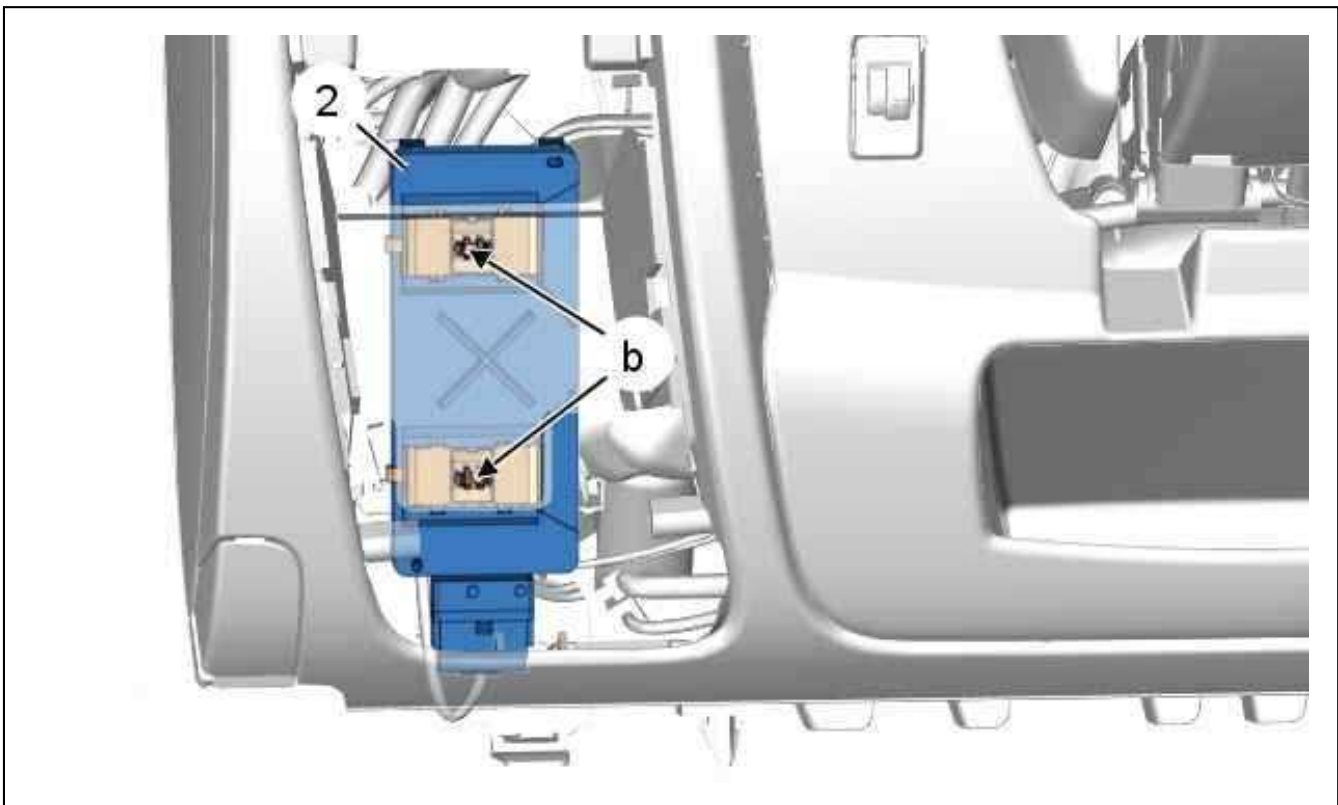


Figure : C5FG0K1D

Unclip : The hands-free kit mounting and unit assembly (2) (as "b") ; Using tool [1350-ZZ].

Detach : The hands-free kit mounting and unit assembly (2) ((access from under the fascia)).

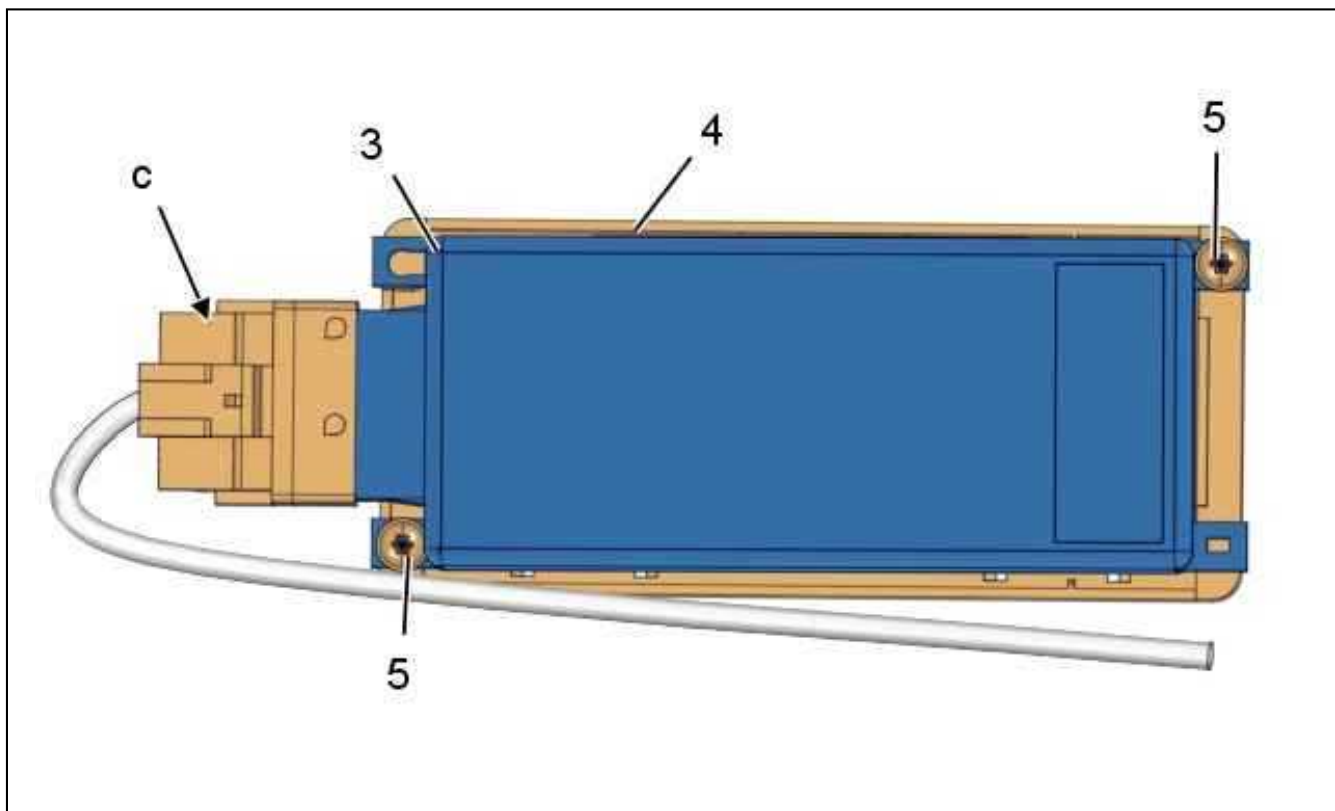


Figure : B3EG08CD

Disconnect the connector (as "c").

Remove :

- The bolts (5)
- The hands-free kit unit (3)
- The bracket (4)

3. Refitting

CAUTION : Always replace the damaged fixings.

Proceed in the reverse order to removal.

CAUTION : Perform the operations to be carried out following reconnection of the battery.

Reconnect the battery.

Check the operation of the equipment.