



**Citroën** Berlingo / Xsara / ZX  
**Peugeot** 306 / Partner



Fig. 1: Suspension strut mount incorrectly assembled



Fig. 2: Suspension strut mount correctly assembled



**NOTE**

When unpacking the suspension strut mount, notice which side of the antifriction bearing (1) is facing upwards. If the flat side is facing upwards (Fig.1), you have to turn the antifriction bearing (1) over in order to be able to correctly assemble the suspension strut mount (Fig.2 / Fig.3).

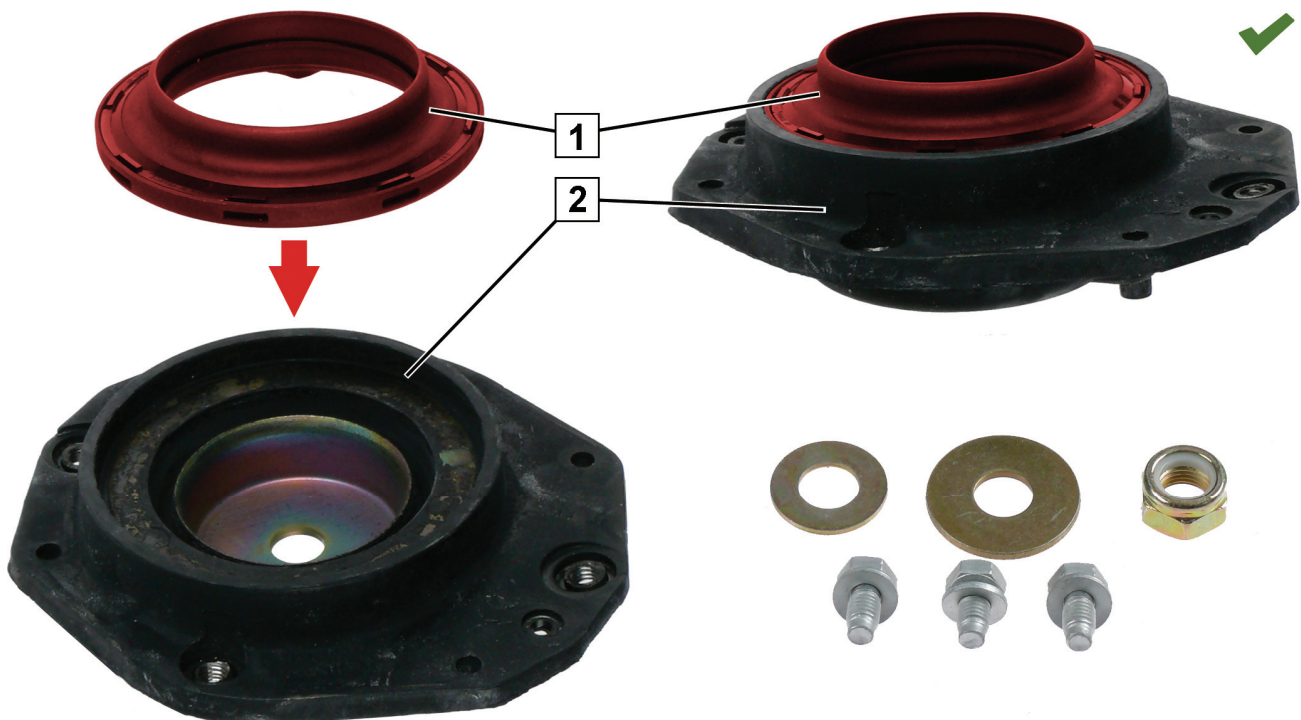


Fig. 3: Suspension strut mount – correct assembly of the antifriction bearing and the rubber-to-metal component

- 1 Antifriction bearing
- 2 Rubber -to-metal component

### Suspension strut mount Correct assembly of the antifriction bearing



#### CAUTION!



Installing a suspension strut mount with an incorrectly assembled antifriction bearing (Fig.1) in the vehicle will cause safety-related problems:

- The suspension spring is not fitted on the suspension strut mount and thereby not centered.
- The necessary steering force is therefore higher.

Correctly assemble the suspension strut mount as shown in Fig. 3.

### Assembly of the suspension strut mount

Always use the enclosed adhesive material for attaching the suspension strut mount.  
Keep in mind the tightening torque figures specified.

- Place the antifriction bearing (1) into the rubber-to-metal component (2) with the flat side face down.
- Insert the suspension strut mount on the suspension strut.
- Install the completely assembled suspension strut in the vehicle.



#### NOTE

The shock absorbers have to be tightened in the vehicle's installation position specified by the vehicle manufacturer.

If the shock absorbers are installed and tightened too tightly, they wear down very quickly. Defects and malfunctions occur much sooner than with correctly installed shock absorbers (→ Service information: BOGE shock absorbers - Damage due to misaligned installation 20375 EN).