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REPAIR SOLUTION FOR THE AXLE JOURNALS OF PSA REAR AXLES

TECHNICAL INFO NO. 1106

VEHICLE M	ANUFACTURER/MODELS:	
Peugeot	106 205 206 20600 306 309	

Citroen Xsara, AX, ZX, Saxo

APPLIES TO PART NO.:

No.	RUVILLE No.:	Article name:
1	965905S 1	Steering knuckle repair kit
2	965906S ²	Steering knuckle repair kit
3	965911S ²	Steering knuckle repair kit
4	965908S	Steering knuckle repair kit
5	965909S	Steering knuckle repair kit
6	1002226	Special tool

For this kit the special tool 1002226 is not necessary

² See page 3: Rear Axle Differences by Model Peugeot 206 CC

IMPORTANT NOTE!

Please consult the online catalogue on www.ruville.de for a more detailed allocation of vehicles to the stated articles.

At www.ruville.de/en you will also find a repair video that demonstrates the details of all repair steps.

Note the specifications of the vehicle manufacturer!



Image 1: PSA Rear axle

The rear axle (Image 1) in various vehicles of the PSA Group is subject to comparatively high wear.

In addition, if the vehicles are left standing most of the time, the gaskets are not adequately lubricated so that water can penetrate, leading to extensive corrosion of the axle journal (Image 2) which destroys the bearings.

Axle journals and bearings damaged to this extent cause operating noises from the axle and tilting of the rear wheels. Vehicles showing these signs of damage are not safe to run on the roads and will fail the general roadworthiness inspection.



Image 2: Pictures of damage

Up to now, the only possible solution was to replace the whole rear axle because the axle journals are normally not available as individual spare parts.

This frequently results in repair costs that are higher than the actual value of the vehicle. As a consequence, many vehicles were simply scrapped instead of being repaired.





Image 3: Special tool 1002226



Image 4: Example of a repair kit 965905S

RUVILLE has taken up the challenge presented by this problem and developed a special tool (Fig. 3) which can now be used to replace the axle journals.

The journals are part of a comprehensive repair kit (Fig. 4) that permits economic repairs.

Advantages:

- Customer loyalty
- Repairs in line with the current vehicle value
- 40% fewer costs for the vehicle owner
- Simple spare part procurement
- OE-compliant quality
- Low tool costs

Corresponding spare parts can be found in our online catalogue at www.ruville.de. Where reference is made to the spare parts numbers of the vehicle manufacturers, this is only for the purposes of comparison.



PEUGEOT 206 CC -**REAR AXLE DIFFERENCES BY**

CHOOSING THE RIGHT REPAIR KIT



Image 5: Example 1

MODEL



Image 6: Example 2

Unlike all other versions of the Peugeot 206, certain rear-axle elements of the 206 CC model have been changed during vehicle production.

The left stub shaft saw a lot of these changes so that a special repair kit was necessary for this application.

The manufacturer assigns parts using an Organization Number (No.). Encoded in this number are the car's date of production, the plant, the production line and manufacturing order number.

This number consists of a combination of 12 numbers/letters in two lines, which can be found on the affected vehicles on an identification plate on the left B-pillar, at position "e" on the plate.

Example of how to decode the Organization No. Characters 1-5 (upper line): 08117 = Organization No. Characters 6+7: CJ = plant Character 8: 1 = production line Characters 9-12: 2345 = manufacturing order No.

The two rear axle versions of the 206 CC are differentiated by the Organization No. 09500 88 (= manufactured on 12 November 2002 at the plant in Mulhouse).

From this, you can allocate our repair sets as follows:

Repair Kit 965911S is used for all Organization Numbers up to (and including) 09500 88

Repair Kit 965906S is used for all Organization Numbers beginning with (and including) 09501 88

