



How to change front ball joint on **PEUGEOT 5008 I (0U_, 0E_)** – replacement guide

SIMILAR VIDEO TUTORIAL



This video shows the replacement procedure of a similar car part on another vehicle

Important!

This replacement procedure can be used for:

PEUGEOT 5008 I (0U_, 0E_) 1.6 HDi, PEUGEOT 5008 I (0U_, 0E_) 2.0 HDi 136 / BlueHDi 136, PEUGEOT 5008 I (0U_, 0E_) 1.6 16V, PEUGEOT 5008 I (0U_, 0E_) 2.0 HDi 150 / BlueHDi 150, PEUGEOT 5008 I (0U_, 0E_) 2.0 HDi

The steps may slightly vary depending on the car design.

This tutorial was created based on the replacement procedure for a similar car part on: PEUGEOT 307 SW (3H) 2.0 HDi 135

REPLACEMENT: BALL JOINT – PEUGEOT 5008 I (0U_, 0E_). TOOLS YOU NEED:



- Wire brush
- WD-40 spray
- Brake cleaner
- Copper grease
- Torque wrench
- Combination spanner #18
- Drive socket # 18
- Drive socket # 21
- Drive socket # 36
- Drive socket # 41
- Wheel impact socket #17
- Ratchet wrench
- Tap wrench
- Hammer
- Flat chisel
- Pin punch
- Crow bar
- Ball joint puller
- Hydraulic transmission jack
- Wheel chock

Buy tools

Replacement: ball joint – PEUGEOT 5008 I (0U_, 0E_). AUTODOC experts recommend:

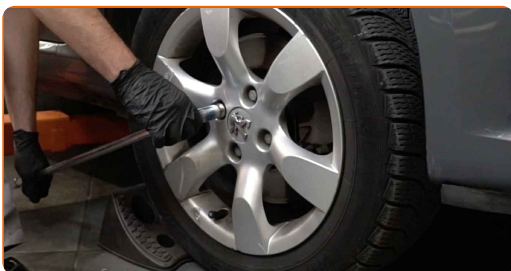
- The replacement procedure is identical for the left and right ball joints.
- All work should be done with the engine stopped.

REPLACEMENT: BALL JOINT – PEUGEOT 5008 I (0U_, 0E_). USE THE FOLLOWING PROCEDURE:

1 Secure the wheels with chocks.



2 Loosen the wheel mounting bolts. Use wheel impact socket #17.



3 Raise the front of the car and secure on supports.

4 Unscrew the wheel bolts.



AUTODOC recommends:

- Warning! To avoid injury, hold the wheel while unscrewing the fastening bolts.
PEUGEOT 5008 I (0U_, 0E_)

5 Remove the wheel.



6 Clean the CV axle nut cotter pin. Use a wire brush.

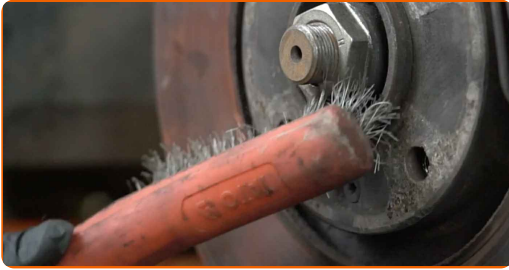


7 Remove the CV axle nut cotter pin. Use a pin punch.



8

Clean the fastener of the driveshaft. Use a wire brush. Use WD-40 spray.



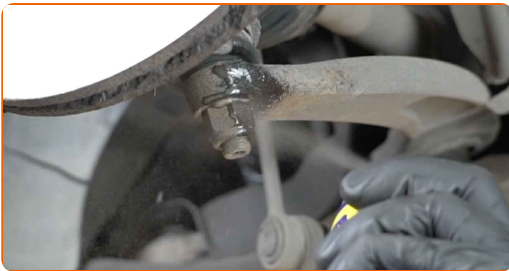
9

Loosen the fastener of the driveshaft. Use a drive socket #36. Use a ratchet wrench.



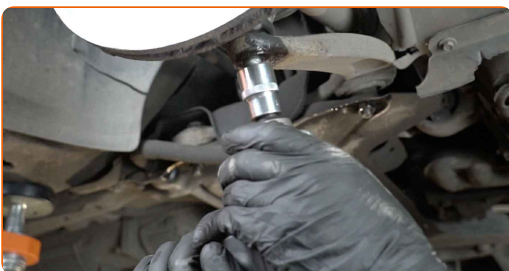
10

Clean all joints of the arm. Use a wire brush. Use WD-40 spray.



11

Unscrew the fastener connecting the ball joint to the suspension control arm. Use a drive socket #21. Use a tap wrench.



12 Disconnect the spherical joint from the arm. Use a ball joint puller.



13 Prop up the steering knuckle. Use a hydraulic transmission jack.



14 Disconnect the spherical joint from the arm. Use a crowbar.



15 Remove the support from under the steering knuckle.



Replacement: ball joint – PEUGEOT 5008 I (0U_, 0E_). AUTODOC recommends:

- Lower the hydraulic transmission jack smoothly, without jerks, to avoid damaging assemblies and mechanisms.

16 Remove the ball joint lock nut. Use a crowbar.



17 Clean the fastener connecting the ball joint to the steering knuckle. Use a wire brush. Use WD-40 spray.



18 Unstake the ball joint. Use a flat metal-working chisel. Use a hammer.



19 Unscrew the ball joint fastening to the steering knuckle. Use a drive socket #41. Use a ratchet wrench.



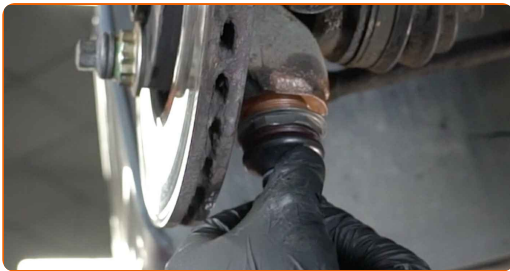
20 Remove the ball joint.



21 Clean the ball joint mounting seat. Use a wire brush. Use WD-40 spray.



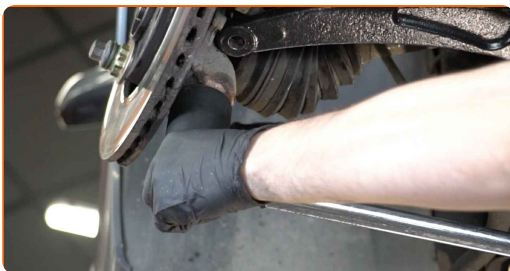
22 Install a new ball joint.



Replacement: ball joint – PEUGEOT 5008 I (0U_, 0E_). Tip from AUTODOC:

- Do not damage the ball joint cover.

23 Tighten the ball joint fastener. Use a drive socket #41. Use a torque wrench. Tighten it to 230 nm torque.



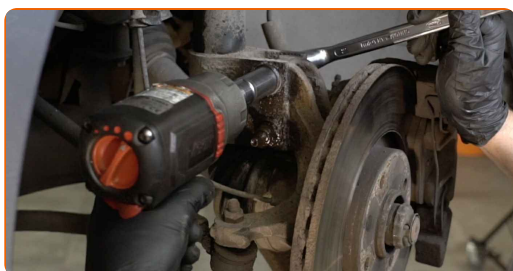
24 Stake the ball joint. Use a flat metal-working chisel. Use a hammer.



25 Install the ball joint lock nut. Use a crowbar.

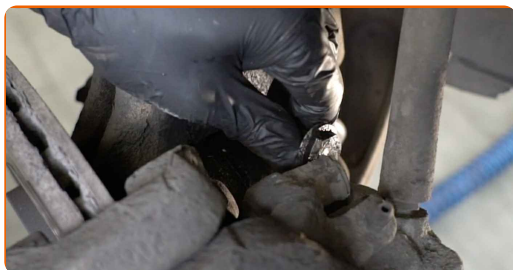


26 Unscrew the lower fastener connecting the shock strut to the steering knuckle. Use a combination spanner #18. Use a drive socket #18. Use a ratchet wrench.



27 Prop up the steering knuckle. Use a hydraulic transmission jack.

28 Remove the fastening bolts.



29 Disconnect the steering knuckle from the shock absorber strut.



30 Attach the ball joint to the control arm.



31 Remove the support from under the steering knuckle.



AUTODOC recommends:

- PEUGEOT 5008 I (0U_, 0E_) – Do not lower the transmission jack sharply to avoid damaging components and mechanisms of the car.

32 Fix the shock absorber strut on the steering knuckle.



33 Install the fastening bolts.



34 Screw in the fastener that connects the shock strut to the steering knuckle. Use a combination spanner #18. Use a drive socket #18. Use a ratchet wrench.



35 Tighten the lower fasteners connecting the shock strut to the steering knuckle. Use a combination spanner #18. Use a drive socket #18. Use a torque wrench. Tighten it to 90 Nm torque.



36 Tighten the drive shaft nut. Use a drive socket #36. Use a torque wrench. Tighten it to 280 Nm torque.



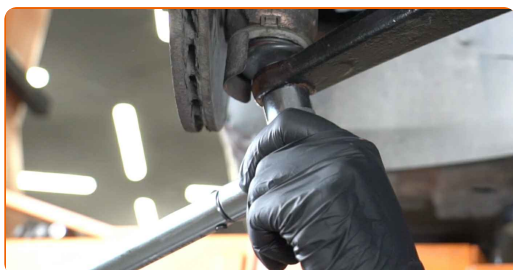
37 Install the CV axle nut cotter pin. Use a crowbar. Use a hammer.



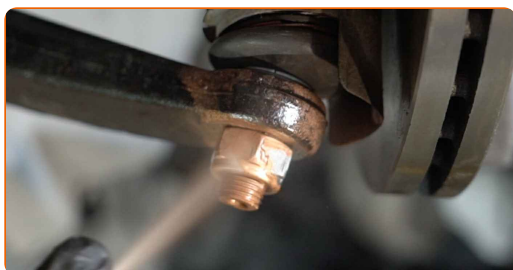
38 Screw the fasteners of the ball joint. Use a drive socket #21. Use a ratchet wrench.



39 Tighten the ball joint fastener. Use a drive socket #21. Use a torque wrench. Tighten it to 50 nm torque.



40 Treat the fasteners of the ball joint. Treat the shock strut fasteners. Use copper grease.



41 Clean the wheel rim mounting seat. Use a wire brush.



42 Treat the surface where the brake disc contacts the wheel rim. Use copper grease.



43 Clean the brake disk surface. Use a brake cleaner.



Replacement: ball joint – PEUGEOT 5008 I (0U_, 0E_). Tip:

- After applying the spray, wait a few minutes.

44 Install the wheel.



AUTODOC recommends:

- Warning! To avoid injury, hold the wheel while screwing in the fastening bolts on the car. PEUGEOT 5008 I (0U_, 0E_)

45

Screw in the wheel bolts. Use wheel impact socket #17.



46

Lower the car and working in a cross order, tighten the wheel bolts. Use wheel impact socket #17. Use a torque wrench. Tighten it to 100 Nm torque.



47

Remove the jacks and chocks.



WELL DONE! 

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