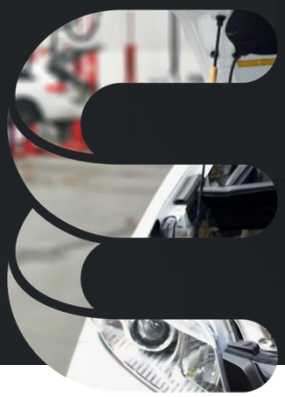
EUROREPAR
BY STELLANTIS

Front Shock Absorbers BODYWORK / COLLISION



Last Update: 2025/06

GAS-PRESSURE TWIN TUBE TECHNOLOGY = performance + safety + comfort



55%
COVERAGE RATE
Including older vehicles(e.g. Peugeot 106 from 1991)

AVANTAGES PRODUIT

- Pièces de sécurité soumises à de nombreux tests approuvés par l'ingégnerie Stellantis.
- Gamme 100% composée de la technologie bitube à pression de gaz
- Bon positionnement prix par rapport à l'offre marché

With near 500 products covering near 60% of European cars on the road today, the Eurorepar shock absorber range has been developed to meet the needs of the market.

Shock absorbers are the final link between the wheel plane and the vehicle's bodywork. They dampen spring oscillations, dampen the car body's movements caused by bumps in the road and improve vehicle handling while increasing passenger comfort.

It is an essential safety component. That is why we pay **great attention to this type of part**. The tests conducted **have been approved by our experts**.

DON'T FORGET!

When changing the shock absorbers, you should check the status of the other suspension parts (rubber bump stops, rubber boot, shock absorber mounting kit, etc.).

THE RANGE

- The Eurorepar range is primarily aimed at **older vehicles**.
- Our products are **approved** to ensure you are provided with a high standard of safety and comfort.
- On our website, www.eurorepar.com, you'll find a table displaying which items apply to which vehicle, as well as a list of available products.

CONDITIONS

It is recommended to inspect your shock absorber from **80,000 km.**
As wear and tear in this component is gradual, it is difficult for motorists to notice it.
However, there are some warning signs of worn out shock absorbers:

- **Traces of oil on the shock absorber body**
- **Vehicle pitches nose-down when braking**
- **More sensitive to side wind**
- **Reduced comfort when driving**
- **Handling becomes worse**
- **Bumps in the road are more strongly felt**
- **Unexplained noises from inside the vehicle...**

Assembly instructions are included inside our packaging, and detail our assembly recommendations.

REGULATION

The shock absorber is a **safety component**. Our partners are required to provide all evidence ensuring the absence of safety risks throughout the engineering and manufacturing process of our products.

OUR PARTS ARE GUARANTEED FOR 2 YEARS

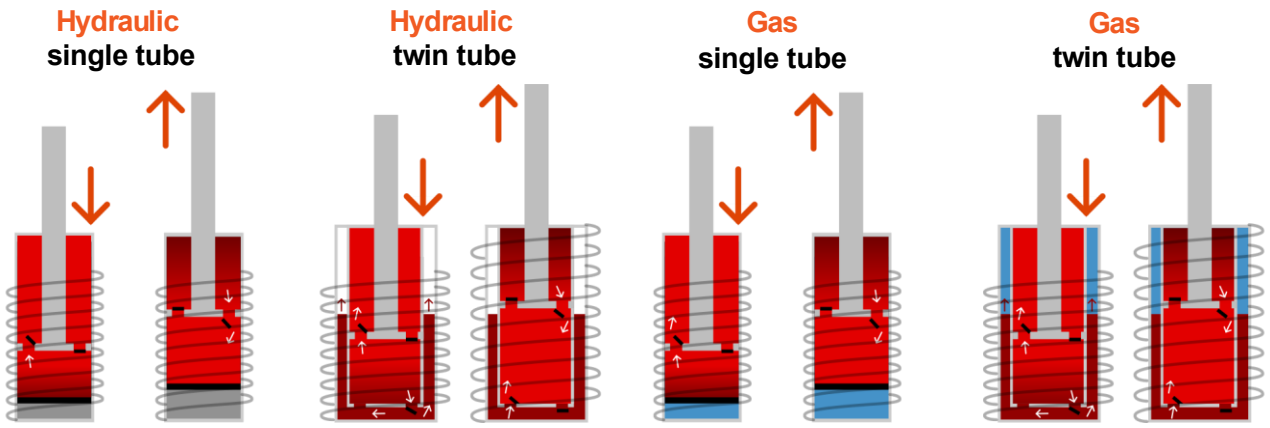
SECURE LABELS ANTI-COUNTERFEITING

Our parts are guaranteed for two years* against any defect in manufacture or material**.
(*) For the Abarth, Alfa Romeo, Chrysler, Citroën, Dodge, DS, Eurorepar Car Service, Fiat, Fiat Pro, Jeep, Lancia, Opel, Peugeot, Ram and Vauxhall repair networks: the warranty is for parts AND labour for two years.
(**) For the applicable conditions, ask your distributor.

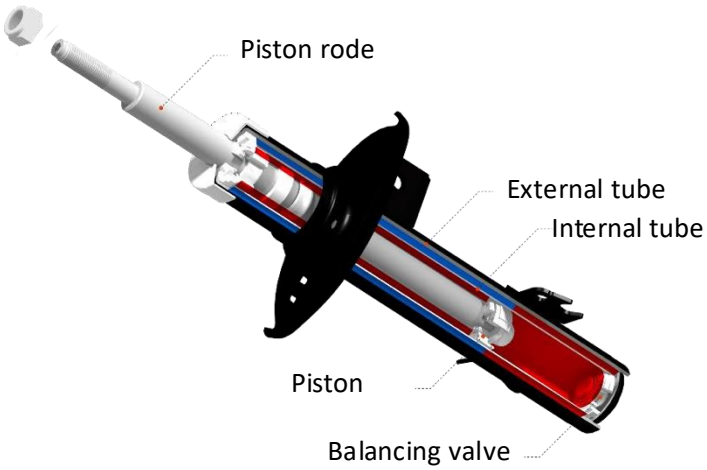
WWW.EUROREPAR.COM

TECHNOLOGIES

Twin-tube shock absorber: The structure consists of two tubes - an outer and an inner one. The outer tube serves as a reservoir for the working fluid (hydraulic oil), while the inner tube acts as the working tube, and the piston, when in motion, displaces the fluid. The parameters of the fluid displacement define the damping characteristics of the shock absorber.



Gas-pressure technology: The outer tube is filled partly by hydraulic oil and partly by pressurised gas (nitrogen). **The gas prevents bubbles from forming** in the hydraulic fluid. This stops the oil from mixing with the air to create a foam. Reducing the oil's contact with air **gives the shock absorber increased durability and stability.**



SAFETY AND DURABILITY

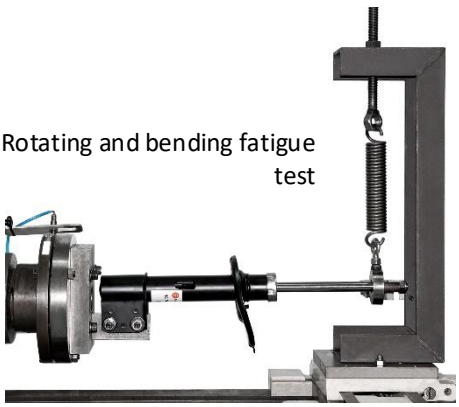
Our provides are inspected to ensure durability, guaranteeing the following:

- no leaking during nominal operation,
- the stability of internal components,
- the oil quality,
- the stability of soldered joints and other fastenings, etc.

Several tests are performed during the engineering phase for this purpose:

- Endurance testing (valves)
- Stability tests under static and dynamic strain
- Resistance to corrosion testing
- Fatigue testing of the shock absorber body, the spring support cup and the anti-roll bar fixing bracket





Rotating and bending fatigue test