Shock absorbers

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



75% COVERAGE RATE

Including older vehicles (e.g. Peugeot 106 from 1991)

PRODUCT ADVANTAGES

- → ***Safety components undergo several tests that have been approved by the Engineering Division of the PSA Group***
- → ***Range 100% composed of gas-pressure twin-tube technology***
- → ***Good price positioning on the market***



With over 500 products covering over 75% 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**.

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 FOR REPLACEMENT

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.

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.).

REGULATIONS

The shock absorber **safety component.** Our partners are required to provide evidence to guarantee that there have been no safety risks during our products' engineering and manufacturing phases.

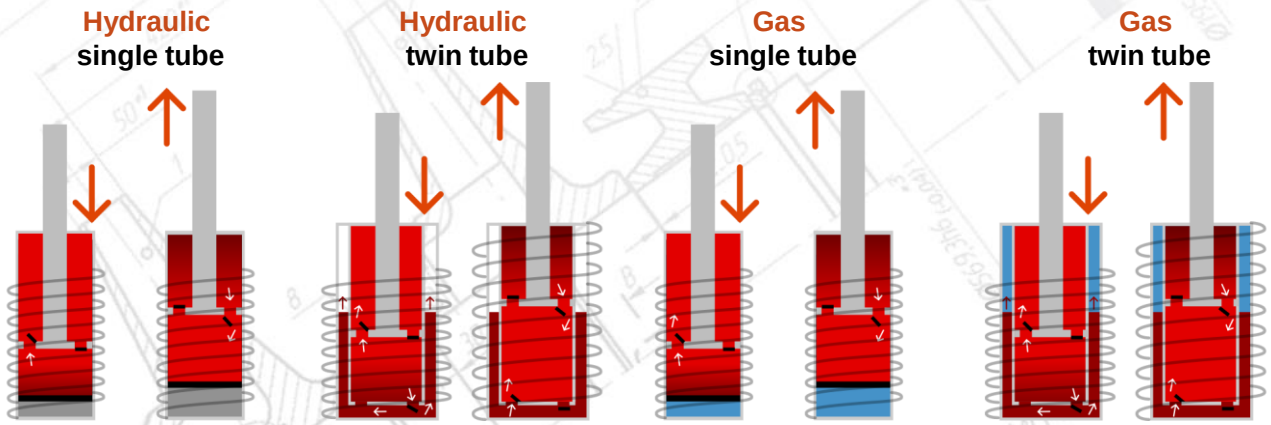
Our parts are guaranteed for **2** years*

SECURE LABELS — Avoids any risk to fake parts and guarantees their quality.

www.eurorepar.com

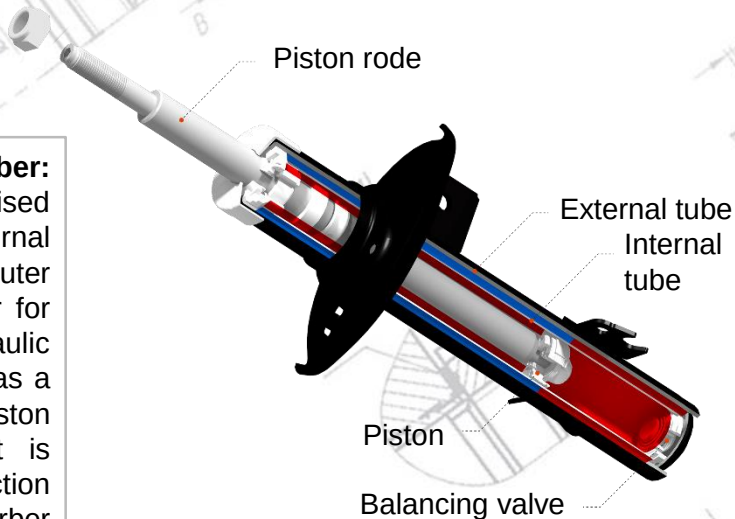
Our parts are guaranteed 2 years* against any manufacturing or material defect**.
(*) For Citroen, DS, Peugeot, Euro Repar Car Service repair networks: the warranty runs for 2 years, parts AND labour included.
(**) For the conditions of application, contact your dealer.

TECHNOLOGIES



EUROREPAR TECHNOLOGY:

Twin-tube shock absorber: The structure is comprised of two tubes - one external and one internal. The outer tube acts as a reservoir for the working fluid (hydraulic oil), the inner tube acts as a working tube, and the piston moves the fluid as it is moved. The damping action of the shock absorber depends on the factors which move the fluid.



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

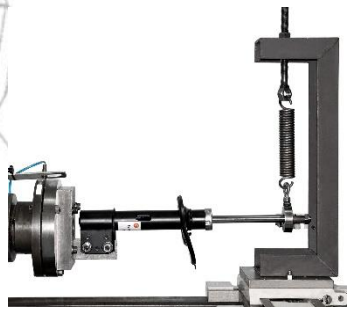
Our provides are inspected to ensure durability, guaranteeing the following:

- 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 bending fatigue test

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