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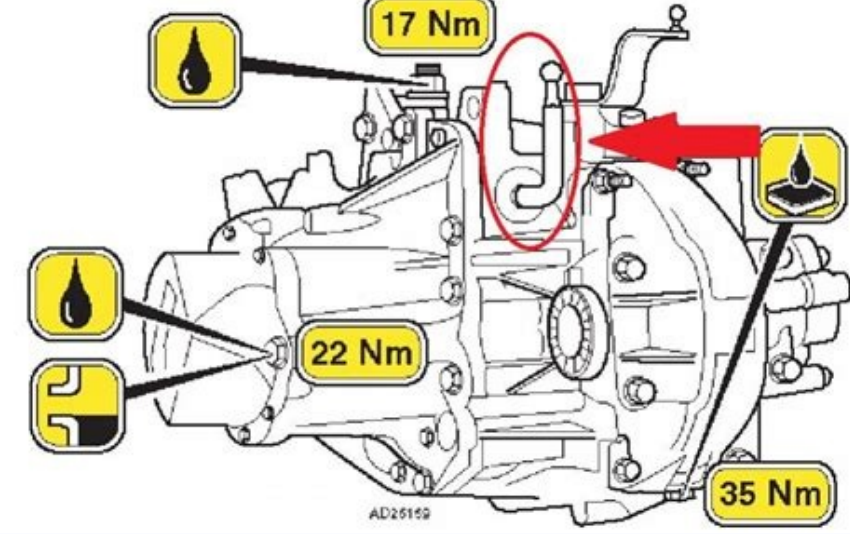
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Peugeot 207 gearbox oil change

Peugeot 207 1.4 gearbox oil capacity. Peugeot 207 gearbox oil capacity. Peugeot 207 cc gearbox oil change. Peugeot 207 1.6 gearbox oil capacity. Peugeot 207 manual gearbox oil change. Peugeot 207 1.4 hdi gearbox oil change. Peugeot 207 1.6 gearbox oil change. Peugeot 207 cc automatic gearbox oil change.



Peugeot 207 1.6 hdi gearbox oil change. Peugeot 207 automatic gearbox oil change.

Engine Oil Type SAE 10W40, 5W40, 5W30 or 0W30 multigrade engine oil to ACEA A3 and API SJ/SL specification* (TU and ET petrol engines) SAE 5W30 or 0W30 multigrade engine oil to ACEA A3 and API SJ/SL specification* (EP VTI petrol engines) SAE 10W40, 5W40, 5W30 or 0W30 multigrade engine oil to ACEA B3 and API CD/CF specification* (diesel engines without particulate filter) SAE 10W40, 5W40 or 5W30 multigrade engine oil to ACEA B3 and API CD/CF specification* (diesel engines with particulate filter) Engine Oil Capacity (including oil filter) 4.25 litres (petrol engines) 3.75 litres (diesel engines) Oil Drain Plug Torque 30 Nm (petrol engines) 16 Nm (diesel engines) Oil Filter Cap Torque 25 Nm (all engines) *Due to the extended service intervals Peugeot/Citroen specify, it is essential that semi-synthetic or fully-synthetic engine oil be used. Transmission Fluid Change Manual Transmission Fluid Type Esso Gear Oil BV 75W80 or Total Transmission BV 75W80 Automatic Transmission Fluid Type Special oil, Part number 9736 22 Manual Transmission Fluid Capacity 2.0 litres (MA5 transmissions) 1.9 litres (BE4/5 transmissions) Automatic Transmission Fluid Capacity 4.5 litres (refilling after draining) Manual Transmission Fluid Filler/Level Plug Torque 25 Nm Manual Transmission Fluid Drain Plug Torque 35 Nm Automatic Transmission Fluid Filler Plug Torque 25 Nm Automatic Transmission Fluid Level Plug Torque 35 Nm Automatic Transmission Fluid Drain Plug Torque 33 Nm Coolant Replacement Coolant Type 50/50 mix of water and BASF Glysantin G33-23F or Gurit Essex Revkogel 2000 antifreeze Coolant System Capacity 6.0 litres (all engines) Other Miscellaneous Fluid Types Brake And Clutch Fluid Type DOT 4 brake fluid Particulate Filter Additives Eolys DPX42 or Eolys 176 Other Miscellaneous Torque Specs Roadwheel Bolts 90 Nm Front Caliper Guide Pin Bolts 30 Nm* Front Brake Caliper Mounting Bracket Bolts 105 Nm* Rear Brake Caliper Guide Pin Bolts 30 Nm* Rear Brake Caliper Mounting Bracket Bolts 53 Nm* Spark Plugs 25 Nm ABS Wheel Speed Sensor Bolts 8 Nm* *Do not re-use Peugeot 207 Maintenance Schedule The maintenance intervals in this manual are provided with the assumption that you, not the dealer, will be carrying out the work. These are the minimum intervals recommended by us for vehicles driven daily. If you wish to keep your vehicle in peak condition at all times, you may wish to perform some of these procedures more often.



We encourage frequent maintenance, since it enhances the efficiency, performance and resale value of your vehicle. If the vehicle is driven in dusty areas, used to tow a trailer, or driven frequently at slow speeds (idling in traffic) or on short journeys, more frequent maintenance intervals are recommended. Petrol models Every 250 miles Check the engine oil level Check the coolant level Check the screenwash fluid level Check the brake and clutch fluid level Check the tyres and tyre pressures Check the condition of the battery Check the condition of the wiper blades Every 10,000 miles or 12 months - whichever comes first Renew the engine oil and filter* Check all underbonnet components for fluid leaks Check the condition of the driveshaft joints and rubber gaiters Lubricate all hinges and locks Carry out a road test *Peugeot recommend the engine oil and filter are changed every 20,000 miles or two years. However, oil and filter changes are good for the engine and we recommend changing the oil more frequently, especially if the vehicle is used on a lot of short journeys. Every 20,000 miles or 2 years - whichever comes first Reset the service interval indicator Check the pollen filter Check the condition of the auxiliary drivebelt Check the condition of the brake pads and shoes Check the operation of the handbrake Check the steering and suspension components Every 40,000 miles or 3 years - whichever comes first Renew the timing belt - non-VTi engines* Renew the brake (and clutch) fluid *Although the normal interval for timing belt renewal is 80,000 miles, it is strongly recommended that the interval is reduced to 40,000 miles, especially on vehicles which are subjected to intensive use, ie, mainly short journeys or a lot of stop-start driving. The actual belt renewal interval is therefore very much up to the individual owner, but bear in mind that severe engine damage will result if the belt breaks. Every 40,000 miles or 4 years - whichever comes first Renew the spark plugs Renew the fuel filter* Renew the air cleaner filter element Check the manual transmission oil level Check the automatic transmission fluid level Check the exhaust emissions Renew the coolant *Only fitted to markets where inferior quality fuel is sold. Every 10 years Renew the airbags and seat belt pretensioners Diesel models Every 250 miles Check the engine oil level Check the coolant level Check the screenwash fluid level Check the brake and clutch fluid level Check the tyres and tyre pressures Check the condition of the battery Check the condition of the wiper blades Every 6,000 miles or 12 months - whichever comes sooner Renew the engine oil and filter* Drain any water from the fuel filter Check all underbonnet components and hoses for fluid leaks Check the steering, suspension, driveshaft rubber gaiters and CV joints Lubricate all hinges and locks *Peugeot recommend that the engine oil and filter are changed every 12,000 miles or 2 years. However, oil and filter changes are good for the engine and we recommend that the oil and filter are renewed more frequently, especially if the vehicle is used on a lot of short journeys.



Every 12,000 miles Reset the service interval indicator Check the pollen filter Check the condition of the brake pads and shoes Check the operation of the handbrake Carry out a road test Check the condition of the auxiliary drivebelt, and renew if necessary Every 24,000 miles Renew the air filter Renew the fuel filter Check the manual transmission oil level, and top-up if necessary Every 36,000 miles or 3 years - whichever comes sooner Renew the timing belt* Renew the brake and clutch fluid *Although the Peugeot interval for timing belt renewal is 96,000 miles for normal use, and 80,000 miles for use in adverse conditions, it is strongly recommended that the timing belt renewal interval is reduced to 36,000 miles on vehicles which are subjected to intensive use, ie, mainly short journeys or a lot of stop-start driving. The actual belt renewal interval is therefore very much up to the individual owner, but bear in mind that severe engine damage will result if the belt breaks. Every 48,000 miles Every 72,000 miles or 5 years - whichever comes sooner Check the particulate emission system - where fitted Every 10 years Renew the airbags and seat belt pretensioners 9090 Views 1 Reply 2 Participants Last post by windy1603, Mar 12, 2016 Jump to Latest I want to change the gearbox oil on my 207, very sticky change in the cold. 1.6 hdi 90hp 2008 model. now the Haynes manual syas that it needs to be filled via the breather on the top of the gearbox. No problems with that 1.9 litres of the correct Total oil on nhand. Only problem is where is the breather?

Towards the front of the box above the what I think is the reverse switch is a black cap.



I cannot remove this cap. Ive tried twisting turning pulling. No this cap will not come off. It also seems to be sealed with some sort of sealant. this acp has no holes or anything which resembles a breather, however the Haynes manual shows this as the breather. Further back on the top of the box near the earthing point is an item that takes (i think) a 17mm socket, is coated with old oil and looks like it may be the breather. However, before I unscrew this can anyone confirm that on this car this is an fact the breather and not something that will drop a bit into the gearbox. Any contributions gratefully accepted.