Haynes 308 (2007-2012)

Haynes Peugeot 308 Petrol & Diesel (2007-2012) Repair Manual

Comprehensive Step-by-Step Maintenance and Repair Instructions

Introduction to Your Haynes Manual

This manual provides detailed instructions for the maintenance and repair of Peugeot 308 vehicles manufactured between 2007 and 2012. It is designed for both the novice and experienced mechanic, offering clear, step-by-step guidance based on a complete stripdown and rebuild of the vehicle. The content focuses on petrol engines (1.3 litre/1397cc and 1.6 litre/1598cc) and diesel engines (1.6 litre/1560cc and 2.0 litre/1997cc), excluding specific features of the Coupe Cabriolet (CC) models.

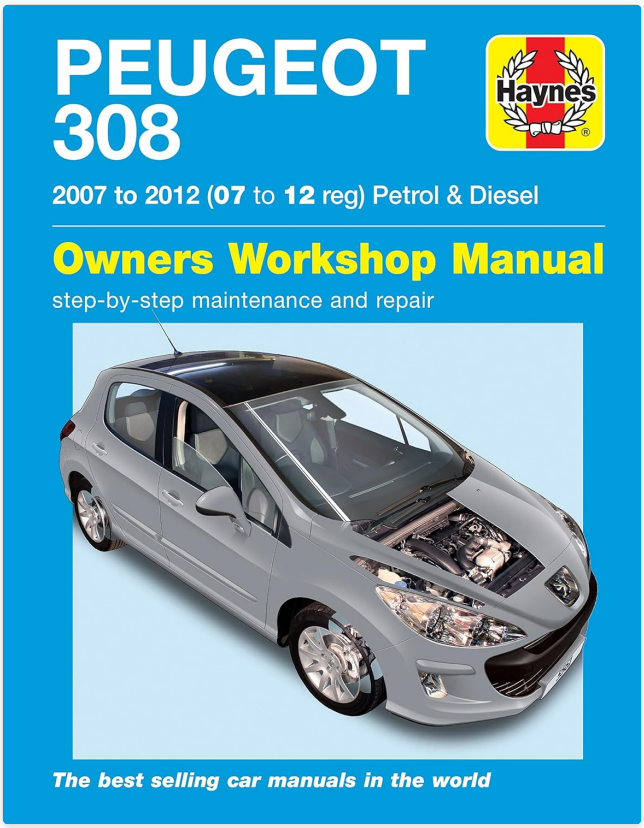


Image: Front cover of the Haynes Peugeot 308 Repair Manual. This image displays the manual's title, covered vehicle models, and the Haynes brand logo, along with a visual representation of the Peugeot 308.

Using Your Haynes Manual

The Haynes manual is structured to guide you through various tasks, from routine maintenance to complex repairs. Each procedure is accompanied by numerous photographs and diagrams to ensure clarity and accuracy. The manual's methodology is based on a complete vehicle stripdown and rebuild, ensuring that all instructions are practical and thoroughly tested.

Key Features:

- **Step-by-Step Procedures:** Detailed instructions for every task, making complex repairs manageable.
- **Visual Guidance:** Over 700 pictures and diagrams illustrate each step, aiding understanding.
- **DIY-Friendly Techniques:** Designed for individuals with varying levels of mechanical experience, using common tools.
- **Fault Finder:** A dedicated section to help diagnose common issues and provide solutions.

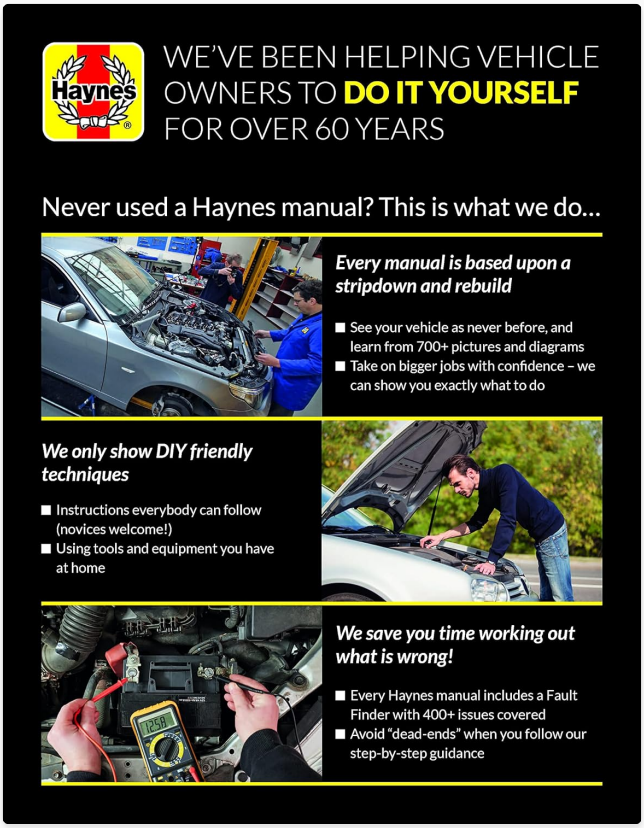


Image: An internal page from the Haynes manual illustrating its core principles. It shows images of mechanics performing tasks, emphasizing the manual's basis on vehicle stripdown and rebuild, DIY-friendly techniques, and fault-finding capabilities.

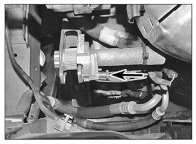
Maintenance and Servicing

The manual covers all aspects of routine maintenance and servicing for your Peugeot 308. This includes regular checks, fluid changes, and component inspections necessary to keep your vehicle in optimal condition. Specific sections are dedicated to petrol and diesel models, detailing service schedules and procedures.

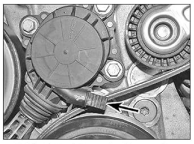
Example: Auxiliary Belt Replacement (Petrol Models)

This section provides a detailed guide for replacing the auxiliary belt on petrol models. It includes instructions for turning the tensioner arm, removing the belt, and fitting a new one, complete with torque specifications.

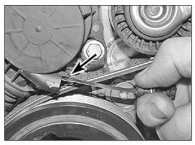
10.7a Turn the tensioner arm clockwise ...



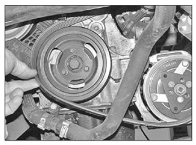
10.7b ... and then push the locking pin (arrowed) into position



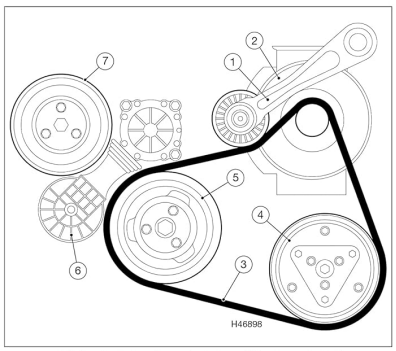
10.8a Pull out the spring (arrowed) ...



10.8b ... and lock it onto the locating peg (arrowed)



10.9 Remove the belt from the pulleys



10.10 Auxiliary belt routing and adjustment (with air conditioning)

1 Automatic tensioner
2 Alternator
3 Auxiliary belt
4 Compressor pulley
5 Crankshaft pulley
6 Driving friction wheel
7 Coolant pump pulley

the friction wheel drive and secure it on the locating peg on the friction wheel housing **(see illustration)**. **Note:** *This needs to be released to allow removal of the belt from the crankshaft pulley.*

9 Working under the wheel arch, disengage the belt from all the pulleys, noting its correct routing. Remove the drivebelt from the engine **(see illustration)**. **Note:** *If the belt is going to be re-used, mark the direction of rotation on the belt prior to removal. This will ensure it is refitted the correct way around.*

Refitting and tensioning

10 If the belt is being renewed, ensure that the correct type is used. If the original belt is being refitted, use the mark made on removal to ensure it is fitted the correct way around. Fit the drivebelt around the pulleys in the following order **(see illustration)**:

a) Alternator.
b) Air conditioning compressor (where applicable).
c) Crankshaft.
d) Automatic tensioner pulley.

11 Ensure that the ribs on the belt are correctly engaged with the grooves in the pulleys

12 Hold the tensioner in place with the spanner, release the spring-loaded pin, and then slowly allow the tensioner pulley to rotate anti-clockwise and act against the belt. The belt is automatically tensioned by the spring-loaded tensioner.

Caution: Do not allow the tensioner pulley to spring forcefully onto the belt as this could result in damage.

13 Refit the wheel arch liner.

14 Refit the roadwheel, and then lower the vehicle to the ground; tighten the wheel bolts to the specified torque.

11 Brake pad wear and disc check

1 The work described in this Section should be carried out at the specified intervals, or whenever a defect is suspected in the braking system. Any of the following symptoms could indicate a potential brake system defect:

Image: A page from the manual detailing auxiliary belt replacement for petrol models. It features multiple photographs illustrating the steps, along with a diagram showing the belt routing and component identification.

Example: Servicing Specifications (Petrol Models)

Technical data such as fluid capacities, transmission types, ignition system details, and tire pressures are provided. Torque wrench settings for various components are also listed for accurate assembly.

Lubricants and fluids	Refer to *Lubricants and fluids* on page 0•18
Capacities	
Engine oil	
Including filter	4.25 litres
Difference between MAX and MIN dipstick marks	1.2 litres
Transmission	
Manual transmissions (approx):	
BE4/5 (5-speed transmission)	1.9 litres
MCM and BVM6 (6-speed transmissions)	2.1 litres
Automatic transmissions:	
Refilling after draining	3.0 litres*
From dry:	
AL4 and AT8	5.85 litres
AT6	7.0 litres
** If the torque converter is also removed and drained, add a further 2 litres*	
Power-assisted steering (approx)	
All models	1.2 litres
Cooling system (approx)	
All models	6.4 litres
Fuel tank	
All models	60 litres
Cooling system	
Antifreeze mixture:	
50% antifreeze	Protection down to –37°C
55% antifreeze	Protection down to –45°C
Note: *Refer to antifreeze manufacturer for latest recommendations.*	
Ignition system	
Spark plugs (all models)	NGK PLZKBR7A-G
Electrode gap	Preset by manufacturer*
** Other spark plugs may require the gap to be set. Check with the manufacturer.*	
Brakes	
Brake pad friction material minimum thickness	2.0 mm
Tyre pressures	See *Lubricants, fluids and tyre pressures* on page 0•18

Torque wrench settings	**Nm**	**lbf ft**
Alternator mounting/tensioner bolts	20	15
Automatic transmission:		
AL4 and AT8:		
Fluid drain plug	33	24
Fluid filler plug	24	18
Fluid level plug	10	7
AT6:		
Fluid level plug	9	7
Fluid drain plug	47	35
Fluid filler plug	39	29
Manual transmission drain plug	35	26
Manual transmission filler/level plug (BE4/5 transmission)	22	16
Oil filter cover	25	18
Roadwheel bolts	100	74
Spark plugs	23	17
Sump drain plug	30	22

Image: A page from the manual displaying servicing specifications for petrol models. This includes tables for lubricants and fluids, capacities, ignition system details, tire pressures, and torque wrench settings.

Example: Brake Pad and Pollen Filter Service (Diesel Models)

This section illustrates procedures specific to diesel models, such as checking brake pad thickness and replacing the pollen filter. Clear images guide the user through each step.

1B•10 Every 12 000 miles – diesel models

10.2a Remove the retaining clips ...

10.2b ... and the sound insulation material

10.3a Pull the filter cover (arrowed) ...

10.3b ... and withdraw it from the bulkhead

10.4 Slide the pollen filter out from the bulkhead

6 Wipe clean the inside of the housing and fit the pollen filter element, making sure that it is correctly seated.
7 Refit the pollen filter cover.
8 Refit the sound insulation trim, secure it in place with the plastic rivets and close the bonnet.

11 Brake pad wear and disc check

1 The work described in this Section should be carried out at the specified intervals, or whenever a defect is suspected in the braking system. Any of the following symptoms could indicate a potential brake system defect:
a) The vehicle pulls to one side when the brake pedal is depressed.
b) The brakes make squealing, scraping or dragging noises when applied.
c) Brake pedal travel is excessive, or pedal feel is poor.
d) The brake fluid requires repeated topping-up. Note that, because the hydraulic clutch shares the same fluid as the braking system, this problem could be due to a leak in the clutch system.

Front disc brakes

2 Chock the rear wheels then loosen the front wheel bolts. Jack up the front of the vehicle, and support it on axle stands (see *Jacking and vehicle support*).
3 For better access to the brake calipers, remove the wheels **(see illustration)**.
4 Look through the inspection window in the caliper, and check that the thickness of the friction lining material on each of the pads is not less than the recommended minimum thickness given in the Specifications **(see Haynes hint)**. Bear in mind that the lining material is normally bonded to a metal backing plate. To differentiate between the metal and the lining material it is helpful to turn the disc slowly at first – the edge of the disc can then be identified, with the lining material on each pad either side of it, and the backing plates behind.
5 If it is difficult to determine the exact thickness of the pad linings, or if you are at all concerned about the condition of the pads, then remove them from the calipers for further inspection (refer to Chapter 9, Section 4).
6 Check the other caliper in the same way.
7 If any one of the brake pads has worn down to, or below, the specified limit, *all four* pads at that end of the car must be renewed as a set **(see illustration)**. If the pads on one side are significantly more worn than the other, this may indicate that the caliper pistons have partially seized – refer to the brake pad renewal procedure in Chapter 9, Section 4, and push the pistons back into the caliper to free them.
8 Measure the thickness of the discs with a micrometer, if available, to make sure that they still have service life remaining. Do not be fooled by the lip of rust which often forms on the outer edge of the disc, which may make the disc appear thicker than it really is – scrape off the loose rust if necessary, without scoring the disc friction (shiny) surface.
9 If any disc is thinner than the specified minimum thickness, renew both (refer to Chapter 9, Section 6).

11.3 Checking brake pad thickness through alloy wheels

For a quick check, the thickness of the friction material on each brake pad can be measured through the aperture in the caliper body.

11.7 Check the thickness of the brake pad friction material

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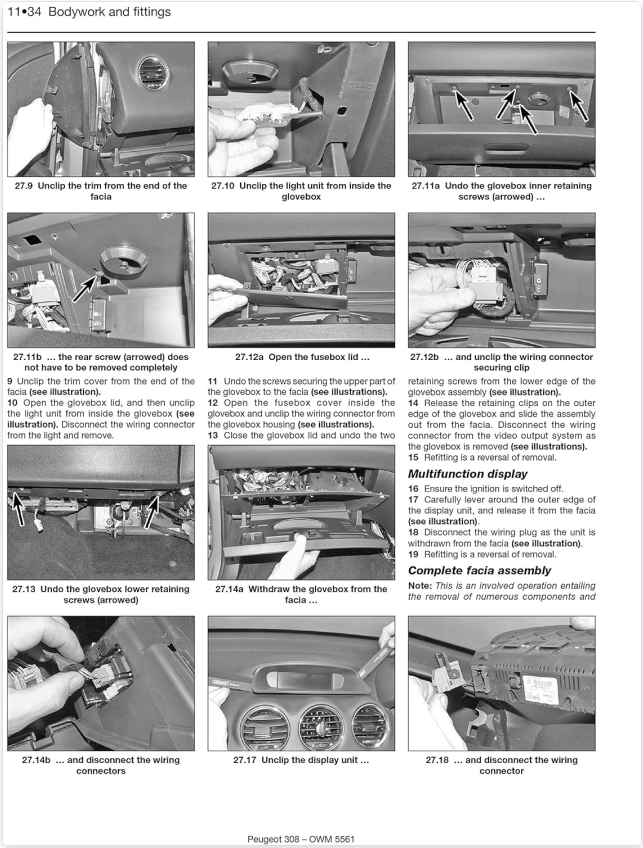
Image: A page from the manual showing maintenance procedures for diesel models, specifically focusing on brake pad inspection and pollen filter replacement, with accompanying photographs.

Bodywork and Fittings

The manual also provides guidance on interior and exterior component removal and installation. This includes detailed steps for accessing and replacing parts within the vehicle's cabin and body structure.

Example: Glovebox Removal

Instructions are provided for safely unclipping and withdrawing the glovebox assembly, including disconnecting any associated wiring. This is useful for accessing components behind the dashboard.


11•34 Bodywork and fittings

27.9 Unclip the trim from the end of the facia

27.10 Unclip the light unit from inside the glovebox

27.11a Undo the glovebox inner retaining screws (arrowed) ...

27.11b ... the rear screw (arrowed) does not have to be removed completely

27.12a Open the fusebox lid ...

27.12b ... and unclip the wiring connector securing clip

9 Unclip the trim cover from the end of the facia **(see illustration).**
10 Open the glovebox lid, and then unclip the light unit from inside the glovebox **(see illustration).** Disconnect the wiring connector from the light and remove.

11 Undo the screws securing the upper part of the glovebox to the facia **(see illustrations).**
12 Open the fusebox cover inside the glovebox and unclip the wiring connector from the glovebox housing **(see illustrations).**
13 Close the glovebox lid and undo the two retaining screws from the lower edge of the glovebox assembly **(see illustration).**
14 Release the retaining clips on the outer edge of the glovebox and slide the assembly out from the facia. Disconnect the wiring connector from the video output system as the glovebox is removed **(see illustrations).**
15 Refitting is a reversal of removal.

Multifunction display

16 Ensure the ignition is switched off.
17 Carefully lever around the outer edge of the display unit, and release it from the facia **(see illustration).**
18 Disconnect the wiring plug as the unit is withdrawn from the facia **(see illustration).**
19 Refitting is a reversal of removal.

Complete facia assembly

Note: *This is an involved operation entailing the removal of numerous components and*

27.13 Undo the glovebox lower retaining screws (arrowed)

27.14a Withdraw the glovebox from the facia ...

27.14b ... and disconnect the wiring connectors

27.17 Unclip the display unit ...

27.18 ... and disconnect the wiring connector

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Image: A page from the manual illustrating the removal of the glovebox. Multiple images show the process of unclipping trim, unscrewing retaining screws, and disconnecting wiring.

Troubleshooting

The manual includes a comprehensive 'Fault Finder' section designed to assist in diagnosing common vehicle problems. This section helps users identify potential issues based on symptoms and provides guidance on necessary repairs, helping to avoid unnecessary work.

Specifications

This Haynes manual covers the following Peugeot 308 models and engine types:

- **Petrol Engines:** 1.3 litre (1397cc) and 1.6 litre (1598cc)
- **Diesel Engines:** 1.6 litre (1560cc) and 2.0 litre (1997cc)
- **Model Years:** 2007 to 2012
- **Exclusions:** Does not cover features specific to Coupe Cabriolet (CC) models.

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