

I published in October), **Ken MacOwan** wrote: *Thank you for your guidance on how to replace the rubber boot on the front suspension unit. This has now been completed as you outlined with one exception: the two suppliers that I contacted to buy the new boot both recommended using jubilee clips to secure the upper and lower ends of the rubber boot. Although one of them had heard of Ligarex clips, there were no suggestions that I might buy a Ligarex system and I had the impression that they thought this would be expensive. However I found it quite difficult to find a jubilee clip with a sufficiently narrow band for the lower end of the rubber boot and a smooth enough tightening screw - but in the end I did find one that seemed fairly good. The job is, however, less satisfactory than the original clips which were much neater and had a very low profile. I notice that you have more praise for the Ligarex system in the current issue of the Citroënian and I wondered if you could suggest where I might purchase the system and an idea of cost?*

**Alan:** The problem with using jubilee clips is that they rub. It's not a real problem on the front, but if you use them on the rear, the inner clip is on the inside of the boot, and will make a hole in the boot on full extension, when the car is 'deflated'. Contact Pleiades, who have the appropriate materials in stock. I do not recall the cost of a roll of the strip and a small bag of clips as being particularly high, but a phone call will give you an accurate quote. You will probably only need 10 clips, and 5 metres of strip for the future, unless you are going to re-seal the entire car.

Amongst other 'd-tech' queries, **Nathan Bottrell** wrote on behalf of Club member **Patrick Stephens:** *He is having trouble with his '74 DS23 Efi; at about 2,000-2,200 rpm there is quite a noticeable misfire. With a portable lambda sensor fitted to the exhaust, this is showing the engine running very lean, approx lambda 4.5 with an air/fuel mix of 50-60%. It has been suggested that the throttle potentiometer could have a flat spot causing mis-fuelling, as you can drive through the 'miss' - once the revs hit 3,000 it clears. Any information or help would be greatly appreciated.*



**Alan:** Re. the misfire: I have recently had a similar problem with my BX 16v. A rolling road test finally found the problem to be a partially blocked fuel pipe. I suggest you look at the tank outlet filter! However - I'm not totally convinced, as they also remade the coil connections. Check as many of your connectors as you can if the fuel supply is OK. It is unlikely to be the mass flow sensor at fault, or the throttle potentiometer. If you can't cure it yourself, a rolling road test should identify the problem - but it's costly!

**Graham Hersey** asked: *Perhaps a bit of a dumb question, but I am trying to find out if my clutch is either new or knackered. The car is a '67 DS21 semi-automatic. The clutch fork is right at the end of the adjustment rod - the steering-rack end, that is - with very little adjustment left on the screw. Although the car was restored a few years ago, I do not have any service history so can't tell when the clutch was last changed. There is no clutch slip. Any ideas?*

**Alan:** I've checked up and I think the settings you describe imply a newish clutch plate. At rest, the thicker the clutch lining, the deeper the spring fingers are in the clutch, and the further away from the engine the outer end of the clutch operating fork is. Thus the adjusting screw is longest. As the clutch wears, the fork end should move closer to the engine and you may need to detach the return spring and check that the free play is adequate (1 to 2 mm), or the clutch could be held open by the clutch cylinder 'bottoming out', which would cause the clutch to slip and wear badly. The correct setting sequence involves the starting handle extension and finding the 'just slipping' point, but the clearance described will ensure no short-term problem. If you need to know the details, they are in the manuals, or why not come to a Technical Weekend, and learn more about your car?

Graham responded: *Thanks a lot Alan. You have put my mind at rest and reconfirmed my initial thoughts. I have been seriously thinking about attending one of the Technical*

