

**Clutch:** Much has been written about traction clutches, the main thing to remember is that Citroen, although they used standard Borg and Beck clutches did not use the standard Borg and Beck settings. This is the reason that when you send your pressure plate to a clutch specialist for reconditioning it will not work correctly, as he will have set it to the standard settings. The club has two excellent articles detailing how to set up the clutch on the website, one is written by Gerry Propsting and the other by Jack Weaver. If you follow these instructions you should end up with a light, easy to use clutch mechanism. Other factors that involve the clutch, causing it to shudder are, engine mounts (as explained earlier) and a loose suspension cradle, this is attached to the car by four large bolts, the nuts are easily accessible from the front of the car, the lower two are just above the silent blocs on the front suspension. These four nuts should be dead tight using a  $\frac{3}{4}$ " drive socket or similar, no specific tension is given for these nuts in the manual. Some owners have fitted a diaphragm type pressure plate to their cars, the details of which are on the website or a kit can be obtained through club spares. In my opinion a properly adjusted standard clutch is adequate.