

**Oil leaks:** All older engines leak oil to a degree, this can be minimized. Principal leaks due to poor maintenance are points like rocker cover gasket, head gasket or the many plates covering openings on the crankcase or the fuel pump. Leaks from these places can be corrected either by replacement of gaskets or in some cases merely tightening or re-tensioning the cylinder head. The two principal areas traction engines leak by design is from the rear main bearing and the camshaft drive that connects to the auxiliary shaft that drive the fan belt pulley. The rear main bearing has what is referred to as an oil slinger, these were somewhat effective when new but still allowed some oil to pass. The club now has stocks of rope type rear main seals, part/no 457352E that when fitted correctly can eliminate the leak from this area. This is the same as the style pictured in the workshop manual but was never incorporated into production. The leak from the camshaft drive can be eliminated by machining the shoulder of the bush, part/no 451715 sufficiently to fit a spark plug tube seal from a later Citroen DS engine, part/no DX112-91 giving it approximately 1mm crush for sealing. Application of sealing compound around this area is mandatory. When treating oil leaks always check that drain tubes where fitted are clear, there is a drain hole at the end of the camshaft in the engine block and the rear main bearing cap is fitted with a drain tube long enough to drain any oil into the sump. It is important that this tube is present and clean. (It has been known to have been left out after removal for cleaning)