

LE TECHNICIAN VOUS PARLE

By Rob Koffijberg.

Oil leakage is, in Holland, one of the most common problems with Traction. A Traction can leak in more places than you could imagine. I only want to tell you about two of the possibilities.

In Holland, most leaks come from the seals on the output shaft [508012/508344]. There are often grooves in the surface of the flanges. There have been available, for a couple of years now, special 'steel speedi sleeves' to mount on these output shafts. First you have to clean the flanges, mount the sleeves and take new seals 408453, and voila, no more oil comes out. If, after reading this, you realise you require these parts, then ring Mel Carey at CCOCA Spares.

However, let me give you some advice on mounting these. If you can catch your finger nail in a seal track or shaft groove, it is necessary for you to install a speedi sleeve to prevent oil leakage from the output shaft.

1. Clean the surface where the oil seal contacts the output shaft. File down and polish any burrs, or rough spots.
2. Measure the diameter where the sleeve will be positioned on an unworn portion of the shaft. Take three measurements and average the results, just in case the shaft is out of round. If the average diameter is within the range of 35.85mm, there is sufficient press-fit built into the sleeve to keep it from sliding or spinning. No cement is necessary.

3. If the groove does not require filling, apply a light layer of non-hardening sealant, like LOCTITE 601, to the inner surface of the sleeve.

4. If the shaft is deeply scored, fill the groove with powdered metal epoxy-type filler. Install the sleeve before the filler hardens.

5. Determine how far back the sleeve must be positioned to cover the old seal wear tracks. Measure to the exact point, or mark directly on the surface. The sleeve must be placed over the worn area, not just bottomed or left flush with the end of the shaft.

6. Place installation tool over the sleeve. The flange end of the sleeve goes on the shaft first. [Do not forget the sealer!]

7. Gently pound the centre of the tool until the sleeve covers the seal worn surface.

8. Leave the flange intact unless clearance is required. Use side cutters to pry the flange away from the seal surface and twist it into a coil. The flange will break loose along the pre-cut line.

9. After the sleeve is installed, check again for burrs, which could damage the seal.

10. Lubricate the end of the sleeve when installing the seal.

Another spot where Mel asked advice, some months ago, is oil leakage from the hub for the thrust housing and bearing [part number 452327]. The mainshaft goes through this hub to the bell-housing. In this hub is an opposite groove that must bring the oil back to the gearbox. It may have been OK in 1935, but not anymore. When the hub is damaged there is always the possibility that there is oil coming into the bell housing and onto the clutch plate. There are no new hubs available, anymore, so you have to do something else. Use a seal inside the hub! But how?

Well, the end of the mainshaft is beautifully smooth. So, you can use a seal when you take a part of the inside of the hub out and make the inside smooth.

The mainshaft is 25mm. When you make the inside of the hub 36mm wide and 37mm deep you can use a seal with the measurements 36 x 25 x 7. To keep this seal inside the hub you also have to make a bush for the inside of 36-25, 5-25.

Lastly, to keep the bush inside the hub you make a groove, just at the end where the bush is mounted and put a circlip inside the hub.

Yours Citroenthusiastically,

Rob Koffijberg.

The separate parts

All the parts mounted

