

THE *D* HOW TO DO IT PAGE

Many jobs that are dead easy on ordinary cars are an absolute pig on a DS. Changing the spark plugs, for example, requires a long reach box plug spanner - and one plug is right up against the bulkhead and has to be reached through a plugged hole in the rain gutter above it. Do, incidentally, make sure you replace the bung securely, with silicone rubber all round. Otherwise water will pour straight into the plug hole and short the HT lead out.

However, there are ways of getting around particular problems. You can also minimise work by taking a long term view, and doing certain jobs when they're accessible, rather than when they're needed.

This isn't a blow-by-blow account of how to do particular jobs. Rather it's a guide to what's involved, intended to help you assess a potential purchase. Apart from the first two, all jobs described require the hydraulic system to be depressurised - but don't panic, it's not difficult!

WING REMOVAL

Rear wings have to be removed for a wheel change, but it's a two-minute job. On bolt just above the rear light holds the wing on. Having a 19mm head it can be undone with the wheelbrace. Take it out and the wing can be slid off - but don't scratch it on the rear bumper as it comes clear. It is always a good idea to drape a rag over the bumper to protect the paint during wing removal.

The front wings are held on by six bolts - one inside the wheelarch one down through into air intake, two onto the headlight levelling bar, and two wings and supports the air intake scoop. You'll also have to unplug the wiring harness - mark the wires as the original colour coding isn't

particularly distinctive and the colours do fade.

Front and rear wing fixings have been designed in the expectation that the wings will often come off, but you can avoid any possibility of bolt seizing by greasing the threads. A good maintenance habit anyway.

EXHAUSTS

It is rumoured that the front pipe cannot be changed with the engine in situ. It is awkward, but rarely needs doing, as the front pipe is effectively a continuation of the manifold. It joins the main exhaust underneath, via a flange and four bolts. The rest is perfectly conventional. Fit a new front pipe (preferably stainless steel) as a matter of course when the engine is removed and you shouldn't have any problems.

STEERING RACK

Remove the cowl and radiator, and take the hydraulic flange pipe off. The rack can then be removed after disconnecting the steering links - disconnect the two relay arms at the bolted splines on top of the steering relay shafts and take them off with the rack. Refitting is more tricky, as an alignment tool (Part no. 1955-T) is needed to line up the rack and steering pinion. Some people manage to line it up by trial and error, but this is not recommended.

BRAKE PADS AND SHOES

Front pads are dead easy with the bonnet open and the spare wheel off! The drum rear shoes are also easy enough, though you need a simple gauge to adjust them properly. It's per-

fectly feasible to make it yourself.

Here is the tool illustrated.

The pin on the right locks into the centre of the hub. You then turn it, and the other pin should run round the pads

In practise, because of the self levelling suspension, the rear brake pads rarely do much work - average life from a set is well over 60,000 miles!

More awkward is the handbrake pads and discs. You have to remove the front wings and steering rack, support the gearbox and take off the top mount, undo the driveshaft nuts to release the shaft. Then two set screws in each hub and pull the shaft through. The disc can then be removed after the foot brake calliper and you can then change the handbrake pads. Allow a whole weekend first time you do it. The moral is obvious - don't let worn-out pads damage the disc.

The handbrake pads hardly ever wear out - as long as the brake isn't used while the car is moving. Adjustment is fairly straightforward, though there are a few minor pitfalls.

CLUTCH

Yes, you can do this with the engine in place! You have to support the sump, remove the driveshafts, radiator, steering rack, and all other minor components in the way of the gearbox. The box can then be lifted out and the clutch changed. This is definitely a full weekend job with a reliable helper!

ENGINE OUT

Proceed as above until you reach the gearbox, then unbolt the engine mounts at the chassis - four bolts. Now disconnect the exhaust downpipe underneath, the hydraulic lines and throttle/choke linkages running to the engine. There's a crane attachment point directly above the water point - lift the engine and gearbox out on this.

While the gearbox is out you should replace the handbrake pads, disc/cables and anything else that's now easy to reach and isn't in perfect condition. Removing the engine as well also gives you easy access to the engine mounts, timing chain and adjuster, exhaust downpipe and starter motor (do fit a good one though - some aren't). Have a good look around the engine bay too - check all pipework, fins, wiring that isn't accessible. Look too at the disc cooling ducts - if these are damaged or blocked only part of the brake disc will be cooled, which will cause the discs to warp. On EFI cars, check that the oil cooler matrix is clear. You don't really want to pull it out again in six months time, do you?

