MEMBERS FORUM

AN OCCASIONAL COLUMN FOR
INDIVIDUAL MEMBERS OPINIONS AND IDEAS

I couldn't help notice the slur upon the mechanical efficiency of the cooling system of Light fifteens and all others of that race.

Light fifteens, big fifteens, sixes and their Paris built counterparts maintained in proper working order do not exhibit tendencies towards boiling.

If your Light Fifteen "Effie" has boiled during the run across to W.A. then it is probable that any of the following may be wrong with her.

A - Radiator core blocked - The water distribution tube in the cylinder head is probably non existent having converted to flakes of ferrous oxide and lodged in the radiator core or settled around the base of the barrels in the water jacket.

Cure remove head - replace distribution tube - (water holes point directly at valve seats) Drain block - use a wire to allow drain to operate - it gets blocked over the years.

B - Cylinder barrels have settled - This happens with motors still in original condition. The barrel base gaskets were much thicker than those in ID/DS blocks. This allows the head basket to blow. Citroën used to sell "figure 8" copper shims to put on top of the barrels under the head gasket to cure this condition, although it may be necessary to replace the barrel base gaskets to restore the proper "crush" on the barrels before the head is tightened. (Refer workshop manual Page 25, Para 25, Diag 18 ,Fig 1 and 2)

C. Vacuum advance curves must be correct to maintain proper timing at higher revolutions. Check the diaphragm for leaks; linkage for wear, base plate for wear and stickiness (particularly earlier external vacuum units pre - '52)

Check centrifugal advance for worn bobweights and loose springs.

Check for correct static timing - on modern petrol time with points just opening when 6mm pin is inserted in flywheel. Forget about the manual section where it is recommended to increase to 12 degrees Advance 8 degrees is adequate. (Page 11, Operation 101, para 24)

D Finally a problem I came across after having a carburettor rebuilt by "experts". Check to see that the emulsification tube that is housed under, the air correction jet on 32 PBIC carburettors is in place. To do this remove air correction jet which can be seen down the carburettor throat on top of the main jet assembly. The air correction jet is a small brass tube with cross drilled holes that fits inside the main jet housing; remove it clean it and replace it. When replacing air correction jet use only moderate pressure to avoid breaking the die cast main jet.

The absence of the piece caused me numerous cooling problems and took quite a while to trace.
I would like to add that I have owned and driven six different tractions 4 and 6, French and British. I have covered well over half a million miles in them in most terrain and weather conditions. On days when temperatures were 100 degrees + Holdens and Valiants would be passed with bonnets up and steam issuing from asunder, but the good old girl I was driving would sail merrily past with disdain. Upon arriving home needing no radiator top up I would be able to place my hand on the top tank and find it quite bearable.

Long live the Traction

"A Cool Machine"

Regards Gerry Propsting