

Regarding rear suspension cylinder sleeve

1 We, relatively often receive complaints about the rear spring cylinder sleeves. Because of such discrepancies, We would like to give you a little clarification about these sleeves.

2 Function: This sleeve captures the hydraulic oil (LHM + LHS) coming from the rear suspension cylinder. The oil is then sent back to the hydraulic circuit via a small return hose. Besides, this sleeve must be flexible enough to follow all spring movements of the vehicle. Therefore, there is a high mechanical load acting on this sleeve.

3 The original sleeve had a lot of softeners in their rubber, which are not allowed in the European Union anymore.

4 So, a material had to be found that is resistant to LHM and LHS hydraulic oil.

5 A solution has been indeed found and has also relatively good mechanical abrasion resistance as well.

6 Yet, the sleeve is not resistant to all kind of modern chemicals (wasn't neither in the past).

7 Nevertheless, we still got bad feedback from customers. So, we asked the customers complaining about the sleeve, to bring their DS to our premises (upon opportunity) and allow us inspecting their vehicle briefly. In almost all cases, we noticed the following:

8 The sleeves have been mounted incorrectly or fastened with the wrong clamps.

9 Unfortunately, in most cases, the sleeve is often fixed

with cable ties or hose clamps, but this will damage the sleeve from the inside due to the thick fastener. Upon each movement of the car, the constant frictions wear out the material. It is obviously an installation fault. Please refer to the original cross section from Citroën for a proper assembly.

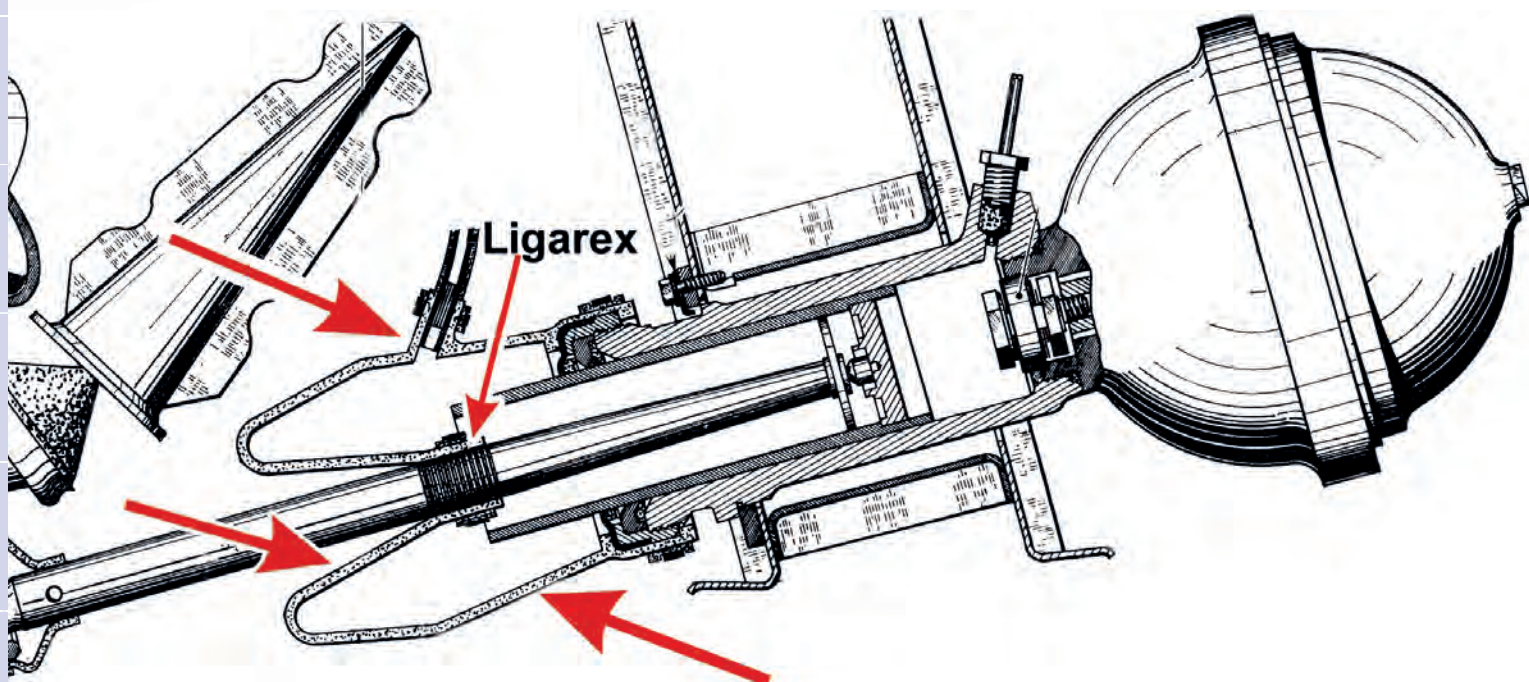
It is also essential to ensure that the rubber stops of the swing arms, are in good condition. If a rubber is missing or if it is completely compressed, the sleeve can tear apart. When the DS is in the lowest position, the rod is pushed as far as the radius arm allows. If the rod is being pushed too wide apart, the rubber is stretched to the extreme and will tear on short or long term.

Another common troublemaker is also that the return line is slightly clogged (this is the small plastic line - Rilsan line)

which is mounted to the sleeve. Especially for vehicles over 50 years which suspension cylinder leak much more than in their younger years, the large amount of hydraulic oil can not be drained from the sleeve.

The sleeve bloats and sooner or later simply bursts. This is also not a quality issue!

Moreover, some sleeves as well as the hydraulic pipes become porous due to some chemicals that have been applied, intentionally or not. So, please avoid letting them getting in contact with those chemicals, any coating with solvents, gloss sprays for





sleeves are extremely tightened via the operating rod and the ball seat is stretched. In addition to that, the sleeve will dry out from the inside when not in use and suddenly, at the next start the sleeve leaks as it is torn out. But once again, the sleeve is not faulty but a matter of a system conception which is not appropriate to an immobilisation.

There are several reasons why the sleeve is defective at an early stage. But actually, no need to blame the sleeve as other sources can be the reasons for this damage. Actually January in 2020, they are still absolutely leak-proof and not cracked. See photo. And whoever does not believe it, feel free to come over and have a look at my vehicle. I must admit that my DS is constantly on the road.

rubber, brake or rims cleaner or high-pressure cleaner and so forth.

Hands off all modern chemicals when you are working on rubber parts of the hydraulic system !!

And another big problem is the immobilisation time of the DS. Long-term shut downs are fatal for the sleeves. This has always been such.

But it hardly came to this in the former times, considering that the DS was a new car.

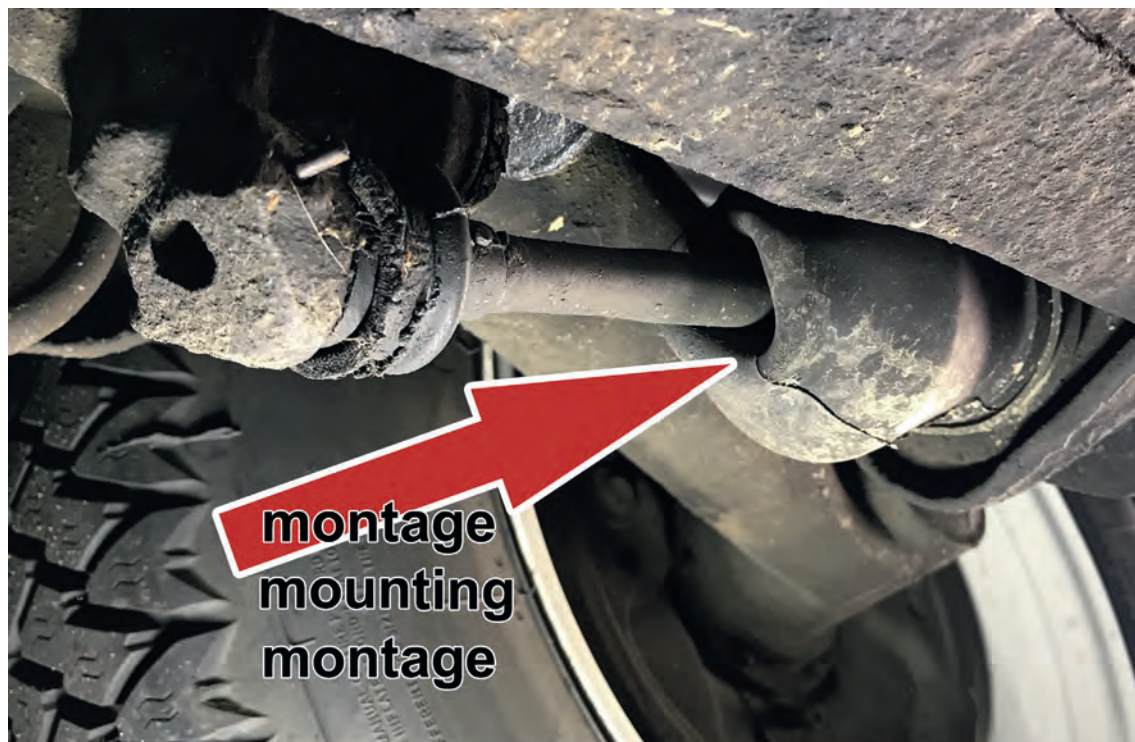
Explanation: A stationary DS is then at its lowest position. At the position, the rear spring cylinder

And when you fix something, it is very important to read a manual or repair guide first, until you know exactly all steps, even if it sounds simple.

A little story to conclude: One of our employees (over 15 years of service) did an inspection on our DS from 1965 and made a test drive (the car was standing in the shop for 5 years).

As I came through the shop, he had the bonnet opened and was busy controlling the electrical system. I asked him „How was the drive?“.

He replied „Good, only the high beam does not work properly.“



I, simply opened the door and pulled the switch.. and here we are ...

Moral of the story: Always read the installation and operating instructions. If he had read it, he should be aware that the high beam can be switched on by a pull switch on the dashboard! The DS was not faulty. Mistakes happen everywhere!

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