

ROUTINE MAINTENANCE

CITROEN 2CV AND VARIANTS

AT 400 KM (250 MI) OR WEEKLY:

-Check engine oil and top up of needed.

Ensure oil lid and dipstick are fully secured!

AT 5000 KM (3000 MI) OR 3-MONTHLY:

-Change engine oil.

Ensure oil lid and dipstick are fully secured!!

-Check battery electrolyte level and clean terminals, if needed.

-Raise front suspension arms (floor jack). Grease king pins, axle slide joints, suspension "knife edges"/turnbuckle eyes.

Important: check all rubber boots for cracks or tears, especially CV joints.

-Lube clutch cable.

Use small pump can with 80/90 transmission oil. Administer oil from top of cable at pedal.
Lube clevis pin with WD40 or equivalent spray lubricant.

-Lube gearshift slide.

USE ONLY SILICONE: SPRAY OR SILICONE GREASE.

NO PETROLEUM BASED LUBRICANTS!

Check for perished or worn linkage grommets.

-On disk brake models, check brake pads and rotors for wear.

Ensure brake pad backing plate is not at the end of travel on securing spring clip.

-Check brake fluid level and top up if needed.

Use correct fluid: brake fluid for drum brakes, Green LHM for disk brakes.

-Check tire pressures and treads for wear.

-Check electrical equipment for function, adjustment.

Headlights, running lights, stop lights, wipers, blades, horn, etc.

-Optional for vehicles subjected to hard use:

Change engine oil filter as well as oil. N.B. Don't forget the oil in the rocker covers!

Check ignition dwell and advance.

AT 10,000 KM (6000 MI) OR 6-MONTHLY:

-Replace oil filter when changing engine oil. N.B. Remember the oil in the rocker covers!

-Replace or clean and gap spark plugs (do LAST if adjusting valves to avoid valve seat debris).

Swap spark plugs from one cylinder to the other.

-Adjust carburetor idle speed and mixture if needed.

Check/clean fuel screen, check security of all related screws & securing hardware.

-Check/Adjust valves.

IMPORTANT:

Engine must be cold

Do not remove spark plugs prior to adjustment (carbon debris could foul valve seat)

Check/adjust gap with corresponding valve on opposite head fully open!

-Check fuel lines (upper and lower): should be soft & pliable, no cracks!

-Check clutch pedal free play and adjust if needed.

-Adjust drum brakes and handbrake, if needed.

-Check exhaust system for integrity, fasteners.

-Check for body rust.

Check under floor mats for moisture / rust.

Check body & chassis for rust.

-Optional for vehicles subjected to hard use:

Retorque cylinder heads.

Check ignition dwell and advance.

AT 20,000 KM (12,000 MI) OR YEARLY:

-Clean air filter element in soapy water or solvent, and re-oil.

Allow excess oil to drain before re-installing.

-Check cooling fan for cracks, blade damage.

-Check fan pulley for cracks

Check for rusty residue around spindle weld or looseness of the joint.

-Check alternator drive belt.

-Check / clean oil cooler fins.

Use spray degreaser (brake cleaner spray is best)

Check for leaks and security of mounting bolt and tube flange nuts in crankcase.

-Resurface or replace ignition points (and condenser).

Standard gap: .4 mm / .016 inch (gap at .45 mm / .018 inch will help point surface life).

Set timing

-Check cylinder head nuts torque (18 lb/ft), and intake/exhaust manifold nuts torque.

-Adjust valves.

IMPORTANT:

Engine must be cold

Do not remove spark plugs prior to adjustment (carbon debris could foul valve seat)

Check/adjust gap with corresponding valve on opposite head fully open!

-Replace spark plugs.

-Check transmission oil level; top off as needed.

-Drum brakes: check front brake shoe wear and adjust all.

AT 40,000 KM (24,000 MI) OR 2-YEARLY:

-Drain, flush and replace brake fluid (drum brake models only)

Not needed on disk brake models with Green LHM fluid.

AT 60,000 KM (36,000 MI) OR 3-YEARLY:

-Check crankcase vacuum

Take measurement at oil dipstick tube.

Replace oil filler/breather unit if needed.

-Drain and replace transmission oil.

-Disassemble track rod ball joints & re-pack with grease.

Replace ball arms if balls are worn ovoid.

Replace boots if needed.

Check/adjust toe alignment afterwards.

Check for king pin wear.

AS NEEDED OR OCCASIONALLY:

-Rotate and/or lubricate spring canisters, if noisy.

Use syringe with light oil, no grease.

-Check / adjust suspension heights.

Lift car to turn tie-rod adjusters.

-Check / adjust front wheel toe-out alignment, steering center, & steering lock stops.