XANTIA TOOLS

Originally written in 2012, updated in 2026. In recent years, I have generally been impressed by the value for money of Parkside (Lidl) DIY tools, but you get what you pay for!

"Buy quality, buy once." is a good maxim, but cheap tools can sometimes be 'single-use' .

STANDARD TOOLS

You will need ¼", ⅜" and ½" drive metric socket sets and a ring/open-ended spanner set, large snipe-nose and engineer's pliers, side cutters, Molegrips, chain filter-wrench, flat and Pozi screwdrivers etc.

If you are starting from scratch and haven't got money to burn, it's better to start off with simple sets of quality sockets and add items as you need them. ⅜" sockets save money, weight and space, but ½" sockets, ratchet and a 900mm breaker bar are essential for some tasks. A simple set of good quality standard sockets (just sockets) on a rail can be a lot less expensive than a boxed set. Add a 'professional' quality ratchet handle with lever direction control and 60+ teeth, short and long extensions, and a medium length breaker bar. A boxed set won't have space for the extra items that you'll eventually need). Buy a big steel tool box to keep all your car tools in.

Over the years, a collection of tools will cost hundreds of pounds, but save thousands.

In addition to the common 4, 5, 6, 7, 8, 9, 10, 12, 13, 15, 17, 19mm sizes, you may eventually need:-

Specific Sockets & Spanners

5.5mm (¼" square drive) socket for rear brake disc securing screws

7mm socket for jubilee clip screws

8mm flare nut spanner

9mm flare nut spanner (hydraulic pipe to 'Anti-sink' sphere).

12mm flare nut spanner

14mm flare nut spanner

11mm sockets plus ring & open-end spanners (used all over the car)

12mm deep cranked ring spanner - diesel glow plugs

16mm hexagon (not bi-hexagon) or flat-drive, short socket (rear calliper mounting bolts)

16mm deep socket (Spark Plug socket minus rubber insert) - O/S engine mounting

16mm open-ended or flare-nut spanner - handbrake cable.

18mm socket – transmission filler plug (largest 'bolt head' on gearbox end case).

19mm socket – wheel bolts

19mm thin open-ended - handbrake cable locknut.

21mm socket (½" drive) - transmission and engine sump drain plugs, steering wheel.

22mm socket (½" drive) – front suspension lower bolts

27mm socket (½" drive) – strut shaft top nuts (in strut mounts)

35mm socket (½" drive) – front hub nuts [*1 3/8" A/F is 34.925mm*]

40mm socket (½" drive) – rear wheel hubs [*1 9/16" A/F is 39.69mm - a bit tight, 1 5/8" too big*]

A set of ⅜" drive extensions

A 900mm ½" breaker bar (shorter ones can't apply enough torque) + a short (150mm) extension.

Hex and Torx keys

5mm Allen key (used all over the place)

6mm hex key* long (3/8" or ½" drive) for the auxiliary drive belt tensioner (an Allen key won't do)

8mm hex key* - Sump Plug (see 21mm) & front calliper guide pins (some)

T55 - front calliper carrier mounting bolts*

T50 – front calliper guide pins (Bendix) - (some are 8mm hex) *

T30 – front disc securing screws,*

T30 + T20 long (150mm) screwdrivers

N.B. long slim (50m) ¼" torx bits are needed for the deeply-recessed retaining screws for the high-level brake light, tailgate trim panel, and trim elsewhere. Lidl often have inexpensive boxed sets.

** Draper market a very useful kit (21932 MH40/SC) of Hex (4-12mm), Multi-spline (XZN M5-M12) and TX-STAR (Torx T20-T55) bits (long and short each size) with 10mm to ½" and 3/8"square adaptors. £15+VAT (May 2006)*

Jacks, Ramps and Axle Stands

To work on the suspension, unless you have access to a pit or a professional workshop with a lift, you will need a pair of axle stands. A pair of ramps and a trolley jack as well will make life easier.

Most axle stands are too high (300mm) to get under the jacking points even with suspension on High, 275mm will usually go underneath (watch the paintwork!). Shop around, Lidl and Aldi periodically have trolley jacks and axle stands on offer.

Steel ramps seem to be around £50 for usable ones; the cheap ones tend to be too short, too steep and treads too far apart; even if they will go under the front/rear valance, a nightmare to drive up (like a pot-holed 1-in-3 hill!). I only trust plastic ramps to raise the car enough to get axle- stands underneath.

Tip: If you can't get axle stands underneath the jacking points, wind the jack up to support the car in the normal Citroën jacking method, then let the suspension down to raise the wheel on that corner, stick a concrete block on its side under that wheel, raise the suspension again, replace jack with axle stand. Repeat for the other side/end as required. If you try to 'cheat' by simply driving onto a brick or similar, there's a serious risk of overshooting and launching the block into the underneath of the car – you might 'only' knock off a chunk of under-seal (leaving a patch of bare steel to rust through!) but quite likely to do more serious damage.