XANTIA SPECIAL TOOLS & CUNNING TRICKS

Changing Brake Pads – The pistons in the front brake callipers must NOT be forced back; they MUST be wound back. The piston rims have dual purpose cut-outs that a) must be perfectly aligned with the lugs on the pad backs, and b) are designed to be used with a Citroen-specific tool for winding the pistons back. The pistons can be wound back with something like a worn out and ground-down file, a quarter-turn at a time (very tedious!); a proper Brake Caliper Wind-back Tool Kit need not be expensive (~£40) if you shop around - but make sure it includes the right winder plate for Xantias.

Rear Light Cluster Removal – the plastic wing nuts are pigs to undo if tight; a drop of WD40 can work wonders and a 19mm hex socket is just the right size. In any case, a drop of WD40 on the threads will stop the plastic from binding in future.

Sphere Removal - Tools and tips. Spheres can be incredibly tight, especially the rear corners, anti-sink and main accumulator.

The first step is to apply a Penetrating Fluid (e.g. PlusGas) and leave to penetrate, preferably overnight.

There are at least 5 options for Special Tools:

1. Special Pleiades tool - contact Pleiades at enquiries@citroen-hydraulics.com
2. 'Xac special' home made sphere tool
3. Get creative with your own 'junk heap' - some ideas here.
4. A really strong chain-wrench (if you have one) on an 500 or 900mm breaker bar is worth trying - it worked for all 6 spheres on the Green Lady but snapped when doing the
5. Despite what Haynes shows, most strap wrenches are unsatisfactory for tight spheres: they either snap and/or the webbing has too much 'give' to be taken up in the available space. However, in desperation I have succeeded in removing a very tight accumulator sphere with my “Clarke CHT245 Double Drive Oil Filter Wrench”, which has both ⅜” and ½” square drives and the webbing is similar to a 1 tonne load strap. I wound this up as tight as possible with a ½” ratchet, holding the tension with a ⅜” breaker bar while turning the ratchet back; When I couldn't ratchet any tighter, I substituted a 900mm ½” breaker bar for the ratchet and heaved cautiously heaved. If the strap slips, sprinkle it with sand for better grip (works on filters!) and wash afterwards to remove both oil and sand.

Fitting Anti-Sink sphere

Some makes are supplied with a washer seal (like other spheres) and without an all-important pipe seal, so check when ordering.

An old tip is to use an old sealing washer between sphere and the mounting bracket to prevent the bracket and sphere rusting together.

XUD Cam-belt Tensioner Tool

The cam belt tensioner on the 1.9 XUD diesel engine has a 10mm square hole to enable it to be 'wound-back' against the tensioner spring to get the belt on and off. A very short ⅜” square drive extension will do - the square is a bit small so you'll bruise both it and the hole. If it's a bit long you could use Molegrips to hold it, but it'll never be the same! An alternative is to use a ½” (F) – ⅜”(M) adaptor on a ½” ratchet or short bar.