

recently bought my wife an 'F' registration 2CV, as she needed transport for a new job. It was reasonably priced at £1,100 and 28,000 miles, but a bit tatty, internally and externally. Lots of cleaning and polishing has made it look reasonable ! The car passed its MOT test, after a little trouble with lights, caused by bad earths. Having driven some thousand miles or so, my wife told me that the steering wheel was vibrating (oscillating) violently. Inspection showed that the wheel nuts were tight and the CV joints were O.K. But.....

The ball joint at the inner end of the track rod and the outer end of the steering arm is held together by an internal castellated nut, which is prevented from undoing by a split pin. This split pin was missing, and the internal castellated nut had become undone to the extent that around half its' thread was exposed. Any further undoing of this nut would have allowed the front wheel to turn to such a degree that the car would almost certainly have overturned.

The reason for this piece is obvious: it only takes a few moments to check that all is well. Perhaps another potential accident can be averted. *(Editor's Note: The usual problem is the opposite - the nut is often firmly rusted into place when you want to remove it ! However, it certainly pays to check this item. The bad news is that the original ball-joints were made of much harder material than their modern counterparts, and unfortunately the new ones wear out more quickly.)*