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“Hydrolastic Displacer Hose Repair”

An article by Tony Cripps

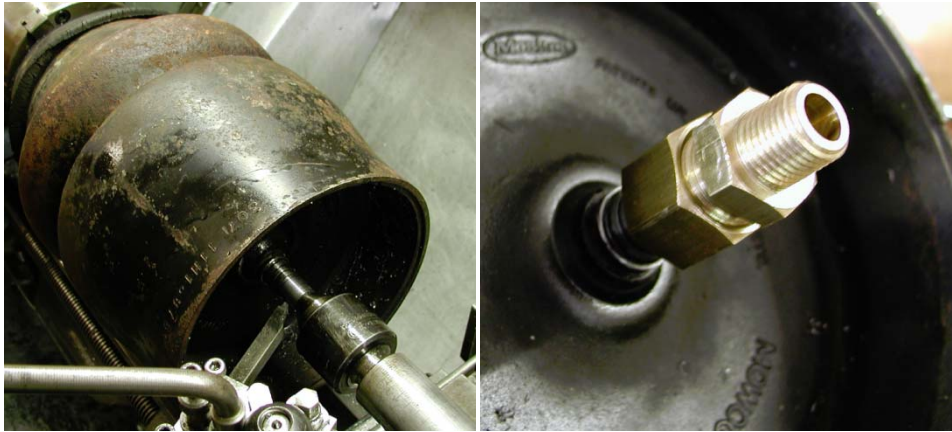
Problem: Hoses are old, and are likely to burst where they join on to the displacer.

Repair is difficult because the crimping jaws at hose specialists cannot gain access to the pipe so that a new fitting and hose can be installed.

Solution: Various



Dog-eared clip. This makes a good seal, but will only last about week. Not recommended.



Clean up pipe and fit olive and compression fitting with threaded end. This is better, but also has problem because it adds on a considerable extra length to the whole business and the hose (especially on the read displacers) will not comfortably curve around and clear the body work. The result is that the hoses will chafe against the underside of the bodywork. Even though the hoses look like they clear the body, when the car is on the ground and the system pumped up to pressure, the whole middle part of the displacer gets pushed out and the hose will chafe. Further, as the suspension flexes the hoses will move and chafe even more.

The best solution is to cut off the pipe, and tap a BSP thread down into the displacer, putting grease on the tap first. Do not go too deep, just deep enough so that the end of the tap (which should be tapered) will reach the bottom of the available metal. Then, a standard BSP nipple can be swaged properly into the flexible pipe, and the pipe and fitting then screwed into the newly threaded hydrolastic unit. This method maintains the original length of fixed pipework, and also has the advantage of being removal. A crows-foot spanner is needed to tighten the fitting.