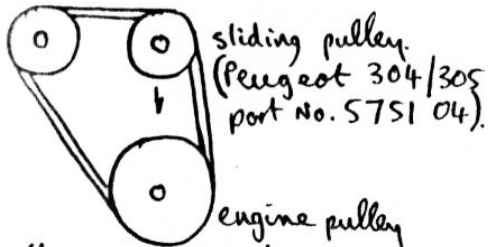


JOCKEY WHEELED ALTERNATOR BELT - NIK FRANCIS

MAIN BRACKET

E.2

alternator pulley 1 belt - A22 (A590)

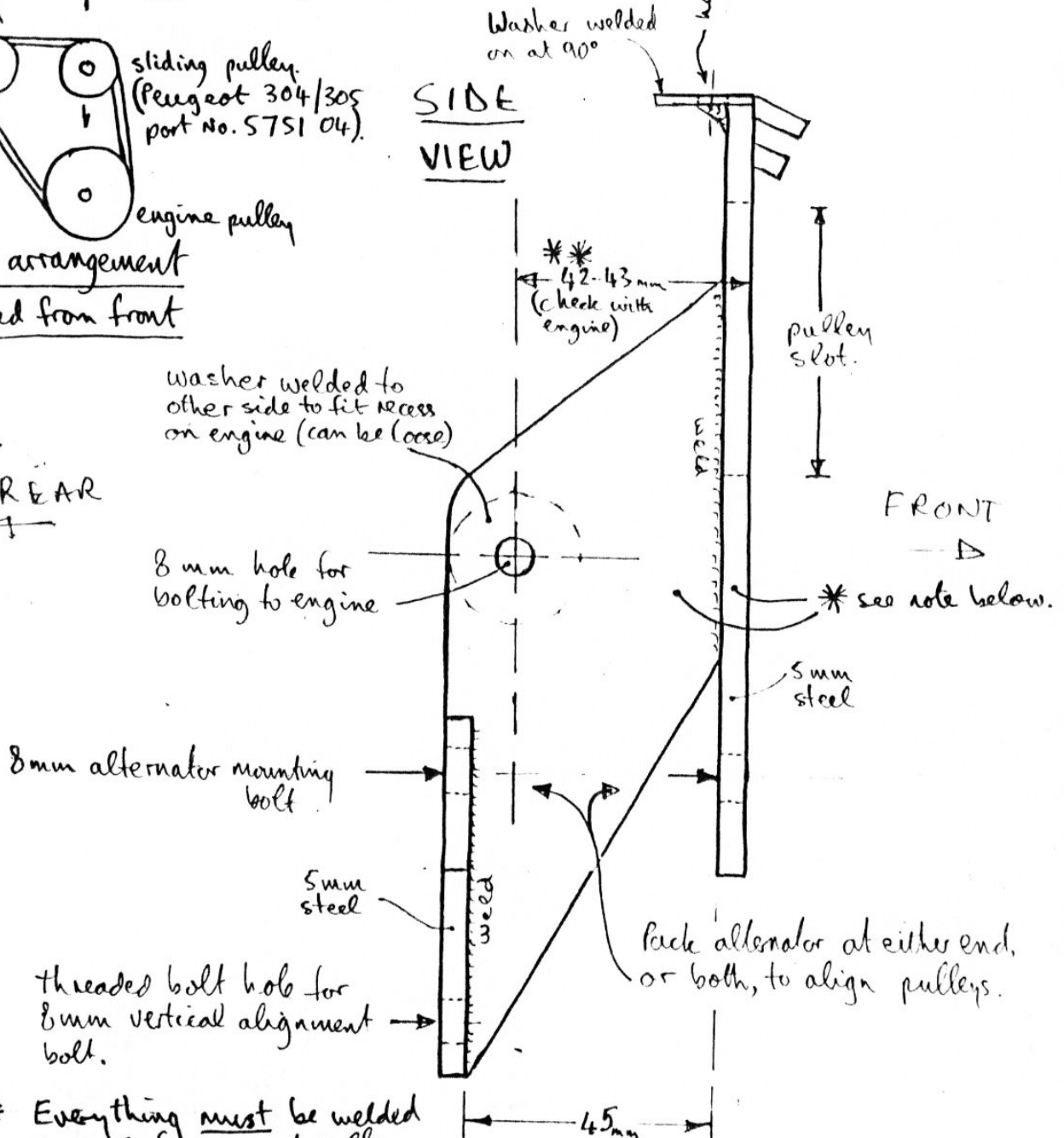


Belt arrangement
Viewed from front

SIDE
VIEW

REAR
←

FRONT
→



* Everything must be welded square for correct pulley alignment

** This measurement is critical to pulley alignment. Measure to centre of Vee as pulleys not symmetrical. Accuracy to within 0.5 mm essential. 1 mm pilot hole then open out to 8 mm. Check that engine pulley is tight on taper before measuring.

HINTS AND TIPS

From Ian Nicholson :

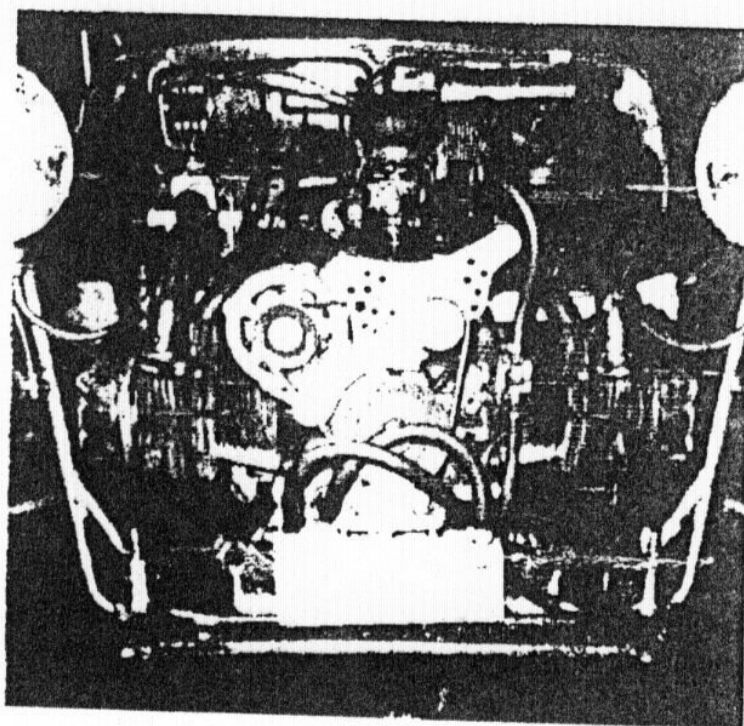
Alternative Lomax Alternator Bracket

I tried the two-piece Lomax bracket, which fastens through the engine casing and picks up the lower rear mount of the alternator, with other odd brackets, and found that :-

- A. It wasn't secure.
- B. It left the alternator too close to the exhaust and cylinder head, even when using a tiny lawn mower belt.

So, I retained the two piece Lomax bracket and, using a jigsaw, cut a plate from $\frac{1}{2}$ " scrap aluminium decking. It fixed the alternator rigidly by the front bottom mount and back top mount with the aid of a $1\frac{1}{4}$ " spacer secured to the vertical Lomax angle bracket with two nuts and bolts. The aluminium plate carries a jockey wheel from an H.C. Ford engine, mounted on it's own segment which has a $1\frac{1}{2}$ " adjustment. This enabled me to use an ordinary fan belt (QBA 654). The plate then continues to form an anchor for the throttle return spring.

Once I found that everything lined up perfectly rigidly, I drilled out all the unnecessary metal, and in my opinion, it now works prettily !



Things we want to know :

Why is it that after you've hunted high and low for something, and then gone out and bought it new at great expense, someone tells you, "I've got one of those you could have had !"

From Tom Lucas:

Alternative Lomax Oil Cooler and Alternator Mounting

(47) 7/8-76

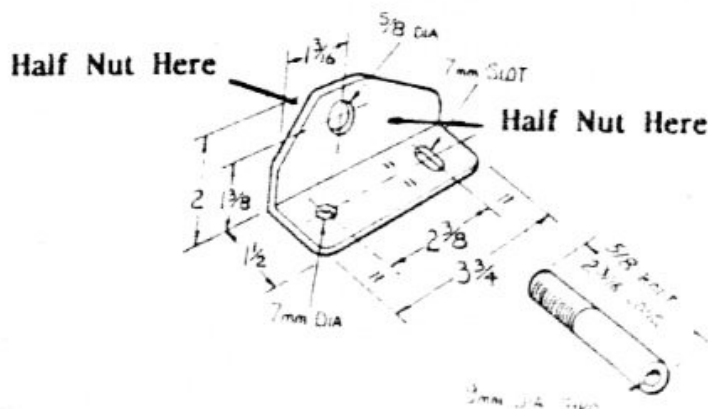
Like many others, my Lomax suffered from over-heating in slow-moving traffic during last summer's heatwave. Having studied the problem, it struck me that the standard Lomax method of relocating the oil cooler in front of the points box could well be the source of the trouble. When the oil cooler is mounted in the standard Lomax position, it does not enjoy a proper through-flow of air. Even assuming that the cooler is correctly aligned with the 'letter-box' slot below the dummy radiator grille (is it ever?), any air passing through ends up hitting a 'dead area' in front of the points box. There is then nowhere for the hot air to go and the oil cooler is therefore not doing its job. Fitting a completely standard Citroën oil cooler solves many problems. The cooler is positioned higher up, behind the dummy radiator grille, where it can receive a really good blast of air. Not only that, but the air has somewhere to go once it has passed through the cooler. The hot air may even help to prevent carb-icing in winter if you are using a standard carburettor. If you have twin carbs., the lack of a carburettor behind the cooler would give even more air flow. Another advantage is no flexible hose joints to worry about.

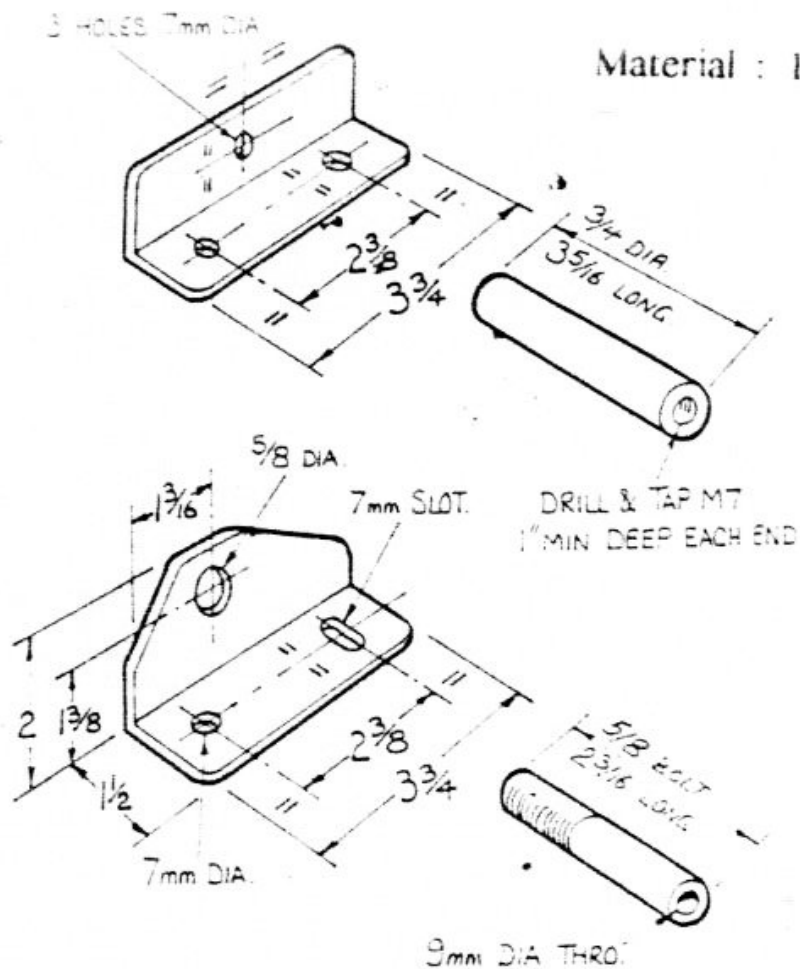
Now for the disadvantage. Having refitted a standard oil cooler, where do you fit the alternator within the confines of the Lomax bonnet? The answer is to put it where the oil cooler was, in front of the points box. It is a very tight fit, but it should be possible to shoe-horn it in, especially if you are still building your Lomax and haven't yet trimmed your bonnet to its final length. Because the alternator will be running backwards (it will work perfectly well this way), you will need to check which type it is. Some alternators are manufactured with their brushes at 90° to the slip ring. These will run quite happily in either direction. Others are made with the brushes skewed in the normal direction of rotation. Run one of these backwards and the brush will dig in and wear very rapidly indeed. My alternator is a Ducellier and it will run and charge in the backwards direction, with only the slight disadvantage that it is slightly noisier than standard. Other Citroën factory fitments are Paris-Rhone, Femsa and Iskra. I cannot vouch for the suitability of these since I have no experience of them. I used the bracket illustrated below to mount the alternator, and a very short length of 'Redthane' belting to couple it to the engine pulley.

From Tom Lucas:

Alternative Lomax Oil Cooler and Alternator Mounting : ERRATA

The above item appeared in the 'Hints and Tips' section of your last edition of 'FLAT OUT'. Unfortunately, an error crept into the drawing of the alternator bracket. The $\frac{3}{8}$ " bolt should have been shown assembled with two half nuts either side of the lower bracket. Without these, of course, it would be very difficult to adjust the fore-and-aft alternator position! Apologies if you were one of many members left wondering how exactly the alternator was mounted!





Access to the points box is obtained by either removing or swinging the alternator out of the way. This is a relatively quick operation, and not as much trouble as you might imagine. Ken Edwards has adopted this idea and added a refinement of his own. Instead of making a special mounting bracket as above, he simply obtained a spare pair of Citroen front engine-mount brackets and turned them upside down. All the holes lined up perfectly, and he only had to drill one additional hole for a jockey wheel.

