

From Colin Glasson:

Clearance - Lomax Nearside Cycle Wing to Exhaust Swan Neck

EX-2

The Lomax swan-neck exhaust pipe, which is designed to join on to the Citroën expansion box, has a plain (forward) end. The intention is that the cup-shaped fitting on the expansion box pipe is cut off and the swan-neck then fits over the pipe. However, from the donor vehicle I cut the (forward) end of the swan neck (about 1½ inches) and had it welded to the Lomax swan-neck thus enabling use of the standard Citroën joint. This has the effect of moving the swan-neck rearwards. The bonus became apparent much later in the build when I found that I still had clearance between the nearside cycle wing and the swan-neck with the left lock on. Despite mounting the cycle wing really tight onto the tyre, the clearance was in fact only ¼ inch at the closest point - even though I estimate that the swan-neck had been moved rearwards by about one inch. I have since learned that getting clearance between the cycle wing and the swan-neck has been a problem on some vehicles and this was my (inadvertent!) solution.

III. ~~Rob~~, Armours (see Handbook for address) provide steel tubing which is a tight sliding fit over Citroën exhaust tubing (prior to brazing or even slotted and a Jubilee clip). On the end can go a BSA C15 250cc replica silencer (plus a posh chrome heat shield). They are really helpful on the 'phone. When I said, "But the engine is 602cc", they said, "But the cylinders don't go bang at the same time, do they, so a 250cc silencer is perfect". Quite!

Culled from '2CVGB News':

Improved Gas-flow Through the Standard Citroën Exhaust Cross-Box

(I don't intend to make a habit of pinching bits from other club magazines, but this seemed too good to ignore. After requests from their readers, they ran a feature on 2CV tuning. Most of the information given is well known to CSC members, but the following was a new one on me - Ed.)

"The other method is to make the expansion box more efficient at directing the exhaust gases into the swan neck pipe. This can be achieved by cutting off the top of the box in between the two 'cow-horn' pipes, up to the middle seam. This will reveal a horizontal baffle plate with a large hole in the middle. Weld a plate over the baffle hole and butt-weld cover plates from the baffle plate to the top edge of the box, to cover up the end pipes. This will now cause the exhaust gases from the driver's side pipe to directly pass down onto the bottom of the box and across to the other engine pipe and outlet pipe. Hopefully, this is a clear enough explanation.

This modification doesn't sound much, but you should notice some difference in exhaust note and increased torque."

From John Hutchinson:

Additional Silencing for Lomax 2-into-1 Exhaust

If you have a Lomax Stainless 2-into-1 exhaust system and want to make it a bit quieter (i.e. if you want to drive more quickly without annoying people or deafening your passenger), add a VW Beetle tailpipe. They are available in stainless steel and slip straight inside the Lomax tailpipe - almost an interference fit, but secure with a self-tapper. Cost is about £12.

From Colin Glasson:

VW Beetle Tail Pipe as Additional Silencing

These can be obtained for £1.50 plus VAT each by personal call at Swedeutch Car Parts Ltd., 194, Lawrence Hill, Bristol, BS5 0DR. Tel.: 0117-955 7654. I have not tried by post. The pipe does seem to take the edge off the exhaust note. The baffles on my first one rusted out after two seasons - probably because they are designed to fit a rear-engined vehicle. But at that price.....