

PIPING HOT

by Tom Lucas.

EX-3

Do you own a Lomax? Does it back-fire a lot on the overrun? Do you have to rev the engine when you let the clutch out to prevent it stalling? You do? Well, the answer probably lies with the exhaust system.

First of all, the backfiring may be due to having no air filter on the carburettor. Many owners do not fit one because there is so little clearance between the underside of the bonnet and the top of the carb. The result of leaving the air filter off is to weaken the mixture, hence the backfiring and possibly overheating too. If you can find a suitable pancake filter with a foam or wire wool element this will reduce back firing. (Ed's note - you can fit a pancake filter with the bottom plate cut so that the carb goes up into it, although you may need to cut the top plate and angle the front down to miss the bonnet).

If you are still experiencing problems, you are probably using a Lomax exhaust system. In order to clear the bonnet and the repositioned alternator, Lomax dispense with the hot-spot pipe for the carburettor which runs between the two main exhaust pipes and forms part of the Citroën manifold. This obviously causes carburettor icing in cold weather, but there is another factor. The hot spot pipe is also a *balance* pipe which assists with cylinder scavenging at low and medium revs, and not having it gives the familiar coughing, flat spots etc.

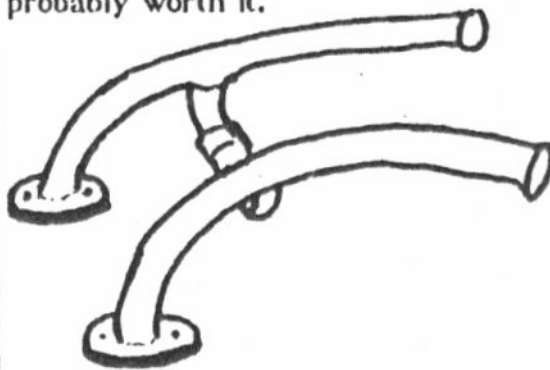
The cheapest solution is probably to re-instate the Citroën manifold and cut the bonnet to fit. It does not look particularly nice, but together with an efficient air filter, you can kiss your tractability problems goodbye. There is another way round the problem but it costs money. First order an unchromed set of front pipes from

Lomax. While you are waiting for these to arrive, remove the inlet manifold and carefully cut away the portion through which the hot-spot pipe used to pass. This should cut quite easily as it is made of cast iron. You can now paint the manifold and put it back.

When the pipes arrive, take the car to someone who can bend pipes and ask them to put in a balance pipe like the one in the illustration. The inside diameter of the balance pipe should be about two-thirds to three-quarters of the diameter of the main pipe to be really effective. The pipe should be fitted using the car as a jig since the clearance between the pipe, the bonnet, the alternator, dip stick tube and inlet manifold is minimal. Ideally, there should be a sleeve joint in the centre of the balance pipe to aid fitting and removal and to allow for the expansion of the cylinders when they get hot.

All this will probably cost half as much again as the Lomax pipes. You may also have to get the Lomax pipes re-bent slightly to make them a better fit.

Remove the pipes at once if you want to get them chromed as the carbon inside gets into the plater vat and makes him rather unhappy. Chroming costs as much again as the original Lomax pipes. Horribly expensive but probably worth it.



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