

From John Cattle:

F.O. 39

Lack of Performance in the Citroën Twin - A Cure

I was interested to read the letter from John Hughes of The Wirral in the last 'FLAT OUT', concerning the lack of performance from his Lomax 223. Although he gives only the smallest detail of his problem, it could be similar to my initial experience with 'Vas-y', my Lomax 223 - also based on a Dyane 6 with a twin-choke carburettor.

Having only driven the donor car from Aston Abbots to home, (about 25 miles) and listened to tales from critics of the lack of 2CV performance, I commenced motoring with 'Vas-y' expecting nothing but also experiencing nothing. As I was running-in newly fitted piston rings and honed bores, I was taking it very slowly for the first few hundred miles and therefore had no yardstick to measure it's 'get up and go'.

It was only when I joined some of the North Thames members that I realised that things weren't quite what they should be. I was frequently the 'tail end Charlie' during the outing, mainly because the performance was so poor that I couldn't get out of the car park as quickly as the other members! On the road I found the car to be an embarrassment. The only way to make it accelerate was to pump the go-faster pedal at a rate of knots. Diagnosis - a suspect accelerator pump in the carb. I shopped around but could find no carb. overhaul kits of any kind, so it was off to the breakers, where I found a carb that looked reasonably clean and new. Result - a very different car which can now maintain station with other members and sometimes has me muttering at the chap ahead, "Why doesn't he get going". I still experience an irritating problem when climbing main road inclines, 'Vas-y' becomes schizophrenic. One hill she will romp up showing a clean pair of heels to following Lomi, but on the next I am swallowed up by the following hungry pack. This I have failed to solve - any ideas out there?

From Ian Lowther:

F.O. 41

Lack of Performance in the Citroën Twin - Further Thoughts

Re: John Cattle's contribution in 'FLAT OUT' No. 39. I had a similar experience on my first trip to the Stella Alpina. After a mile or so of driving up a mountain pass, my car would die and inspection revealed no fuel in the float chamber. The cause was found to be a faulty fuel pump.

On the flat it would pump enough fuel, but on hills it couldn't pump enough for the engine's use, so when the contents of the float chamber were used up, the engine stopped short. On small hills and on the flat, I experienced no problems. It wasn't until I took the car long steep uphill runs that the problem came to light.

From Steven Barber:

Carburettor Float Level

F.O. 41

I've driven three different cars with twin-choke 2CV engines in the last couple of years. In all three cases I've fiddled and twiddled but been unable to get the performance and, more particularly, the petrol consumption I would have expected until I've taken the top off the carburettor and readjusted the float level. In each case, I've found the distance from the gasket face to the float centre to be approximately 15mm, giving a high petrol level. On resetting this to 19mm, I've had no further difficulty in getting the engine to run as I wanted. I wonder if it's common for the float level to alter gradually with use, or have I just been unlucky. *Note: Some older versions of the Haynes 2CV Manual only give the float height dimension in the text and not on the photograph. I can also vouch that the float height is worth checking. I have made this adjustment to my ordinary 2CV and obtained a further 1-2mpg as a result - ED.*