

GSA GEARBOX ON 2CV ENGINE

G.3

There is no way you can squeeze the contents of that bloody great G.S.A. box into the little 2CV box, but all is not lost.

In order to fit the box you would need to find a way to make your engine bay $2\frac{1}{2}$ " longer.

If your special is finished this could be a problem.

So how do you mate the 2CV engine with the G.S.A. box?

You will require the bell housing and input shaft from the 2 pot Visa box. Unbolt the bell housing from the G.S.A. box. The input shaft is held in by a circlip, use a screwdriver to expand the clip whilst pulling on the shaft soon has it out.

The shaft is replaced by the Visa shaft, gear box faces cleaned and Visa bellhousing bolted in place. The G.S.A. box can now be attached to the engine using the 2CV clutch.

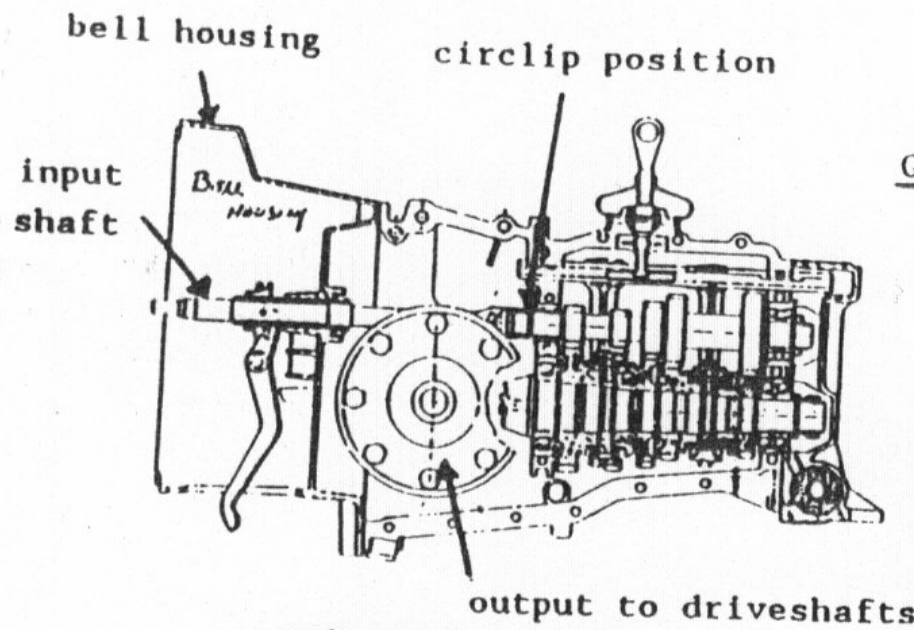
Now here comes the niggles, the discs on the G.S.A. foul the bell housing. I solved this by cutting windows in the bell housing with the aid of a drill and jigsaw.

Niggle No. 2. The bolt configuration on the output shaft is not the same as the 2CV.

Fortunately the G.S.A. box is 2" narrower, so I have made adaptor plates 1" thick, it is then possible to drill and tap 6 holes each side to correspond with the bolt holes. I had to use 8mm. studs, as 9mm. used by Citroen, are not common, using two hollow dowel on each face for location.

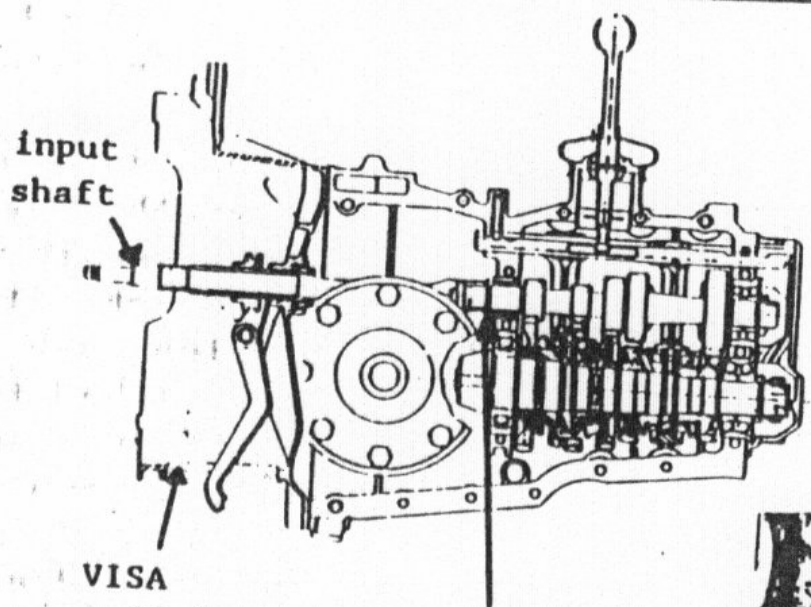
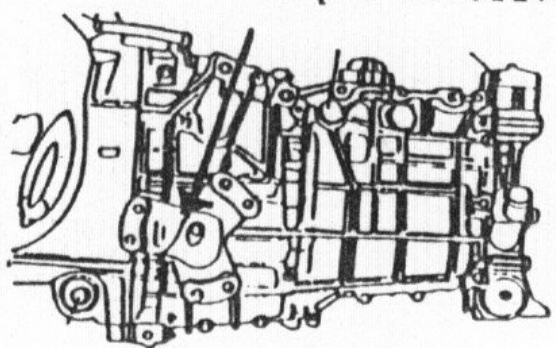
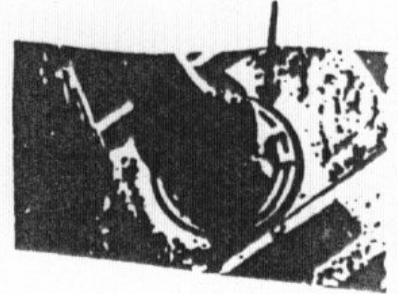
If anybody is sufficiently interested and would like to send me a video cassette, I will video it for them.

PETER DAVIES ?



GSA Gearbox

circlip on input shaft



2CV Gearbox

output to driveshafts

