

More Efficient Spark Plugs

I originally got this idea from a book on engine tuning, but it works well for standard engines too. Like many people, I used to clean my spark plugs by folding a piece of fine emery cloth double and passing it through the gap between the centre electrode and the side electrode. Then, I used to re-gap the plug. The better alternative is to open the plug gap right up and file the centre electrode flat and square with a needle file. Then do the same to the underside and end of the side electrode. Finally re-gap to just under the manufacturers' recommendation. Before doing this to the plugs, my Lomax was a real pig to start from cold. Although not perfect (twin motorbike carbs., you see) it is much better now.

14.2

From Ashley Cooper:

Hot Starting Problems

CONTACT BREAKER CAM WEAR.

As some of you will know, I have had some problems over starting my car when hot - misfire etc. I had got to the stage where I was purchasing points and condensers three at a time, when we noted that the Haynes manual mentioned the possibility of cam play and decided to replace the ignition cam and the centrifugal weights - we had some difficulty getting these items and had to resort to our friendly neighbourhood breakers to recover the items from a low mileage (compared with mine) burnt out wreck. The amount of play when the old cam was rocked was amazingly large and the lower mileage recovered one, considerably better. Timing is a lot easier to set and after some months I now feel confident to say that it seems (!) to have cured the starting and misfiring problems.

It was said by the experts (2CV type) that this cam is unlikely to wear enough to give problems but note - it is the inside of the phosphor bronze centre part that wears and we do expect many many more miles from our engines than the normal total life of a 2CV so there is plenty of time for it to wear.

My advice is the next time you are having problems and decide to fit new points - check that cam for wear.

Difficult starting of 2CV engine when hot.....!!

My newly built 224 would start on the button when cold, would tick over all day and run without the slightest misfire. But, try to restart when hot, even after leaving for fifteen minutes or two hours....forget it!! This can be very embarrassing as the car usually attracts a crowd of onlookers.

I have read through all my back numbers of 'Flat Out'. Questioned my local fellow members. And have talked to Citroen dealers.

These are some of the suggestions!

Fit a new battery.....try another starter motor.....condenser.....HT coil.....check the carb float levels.....fit new contacts.....increase the tappet clearance to 10 thou.....

All these things had already been dealt with, all the electrics were new except the coil. Whatever I tried the problem remained just as persistent.

The spark at the plugs seemed just a little weak, but it did jump a gap of 3/16 inch or more. Then I noticed that the offside lead had no spark unless the nearside plug was connected to the lead and earthed to the cylinder.....So Why? I could hear a clicking from the O/S, but the lead was not earthed or connected to the plug.....Bingo!! the plug lead was clicking from the inside. There was a break in the lead. These leads were the 'Autoradio suppressed' type, they had looked as new, so I had reused them. The leads were changed to the old type, copper wire cored with NGK plug caps and I found some old unsuppressed competition caps fitted on the coil end perfectly. These are made of rubber and are waterproof.

Fingers and everything else crossed I tested the car, it started first touch, but would the hot starting problem be cured.....Yes!! At last after all my work I had found the solution.

The plug leads that I changed from were 'Bougicord 403 Autoradio'.

Also I have found a source of supply for the rubber competition type plug caps to fit the coil, (they really fit well). Call me if you want a couple.

From, Peter Davey (Memb. No. 992)