

## 2CV ENGINE SWAP

Sunday April 15 1984.

I write this on the eve of having the 2CV running again. The motor has been in New Zealand for two weeks, but a minor communication problem with the Port Agricultural Officer, and the transport (road) company have made for a short delay. At the present time we are running \$123 over budget which can't be bad. In this the 50th anniversary of Front Wheel Drive I know of 3 "A" series cars for sale in New Zealand, with at the moment no takers.

A 1962 L.H.D. 2CV is for sale in Auckland privately for \$1200, it was owned by Rex Carkeek for 4 years, and is in a tired state. Another AZ model waits in Auckland with a price tag of \$2500 and a "death knock" in the motor as an added extra. A 1977 Dyane 6 in red hasn't found an owner, its existing one having bought Japanese. The 'A' series scene is a complete reversal then to 1980-82-83, when no cars were for sale and demand was high. As with the articles in previous issues of FRONT DRIVE, the owner or prospective owners have to be keen to own a 2CV, and then be prepared for minor hassles, and perhaps delays in locating parts. After several years of 'A' series ownership it is all worthwhile, and with an earlier model they are not too hard to work on!!

Monday April 16 1984.

At 12.11 p.m. a white Ford Courier arrives with a large packing case!! Don Stokes helps me lift the crate out and we remove the brass screws and lift the lid. A rather dirty 2CV engine inside, so we remove some more packing and remove the motor. During the afternoon I clean the exterior, bolt on my carb-and oil filler, generator and oil cooler. Come 5.30 my friend James arrives, and with a spell

for T.V. and tea, fit the "new" motor to the car. This engine has a small hand pump on the petrol pump, so with timing set and plenty of spark we turn the key. Nothing just a faint "pop" "pop". Disgruntled I drop James off and clamber into bed, fixing a tow-rope to the front of the 2CV before retiring..

Tuesday April 17 1984.

Get up ultra-early (6.30 a.m.), tidy up the garage and ready the 2CV for its tow to Lucas in the City. Here John Neilan checks the timing, cleans and rechecks the NGK's - still no action. His boss is an ex-mechanic - checks all clearances still no go. Now we squirt CRC "Gasistart" down the carburettor, advance the timing and whammo KA 425 roars into life and continues to run with the fuel line attached. 1st gear is gingerly engaged we are mobile again!. Its a short drive to the local Citroen Agent to fit the exhaust system. With a slight difference in manifold design a small piece of exhaust tubing has to be welded onto the front pipe. This completed, the exhaust fits together well, with yours truly supplying the labour and Len McKenzie cutting and welding. Back home to fit bonnet, valances and mudguards and a late lunch at 3 p.m. In the post arrives Citroen magazine from U.K. and an Otago newsletter - drive to work in the 2CV for the remainder of the afternoon.

Wednesday April 18 1984.

2CV starts on the third churn, and seems to be running really well.

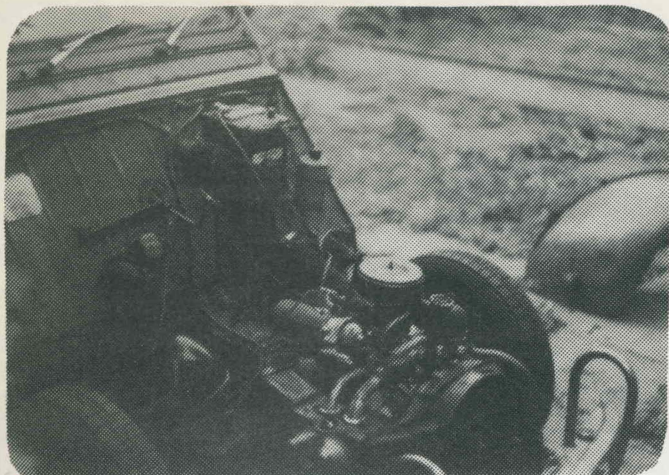
Thursday April 19 84.

In the afternoon, 2CV trundles back to the agents for an oil change, engine flush, and refill with fresh oil. This completed, its into a warrant of fitness check. A tweak to the rear lights, STOP and PARK, adjustment of the right hand headlight, and fitting of a new (shudder V.W.6 volt horn) and the 2CV is grinning inwardly.

Was it all worth it? Financially yes as a new crankshaft ex-Citroen Distributors was quoted at \$1050.

With the car mobile again I can turn my attention to rebuilding the existing engine with new parts, bought and posted to New Zealand by James, (he left with a shopping list from me!!).





# Final Balance Sheet.

425cc engine complete -	
and crate for shipping	\$132.00
Shipping from Tilbury -	
to Port Chalmers	\$288.00
Import Duty and	
and Sales Tax	\$144.00
Agents Fees	\$ 43.50
Lucas	\$ 20.12
Citroen Agents	\$ 74.00
Exhaust and warrant of	
Fitness	
Total	
	\$701.62

# Thanks to:-

Invercargill Branch Customs for their enthusiasm and efficiency.

Len McKenzie of Newfield Auto Service, for his initial letter backing up my case, and later help with exhaust system and fine tuning.

Jon Colley, for finding the motor and general co-operation.

Don Stokes, of Stokes Shipping and travel, for keeping me informed and his efficiency.

Viva La Deux Chevaux!!

Struan Robertson