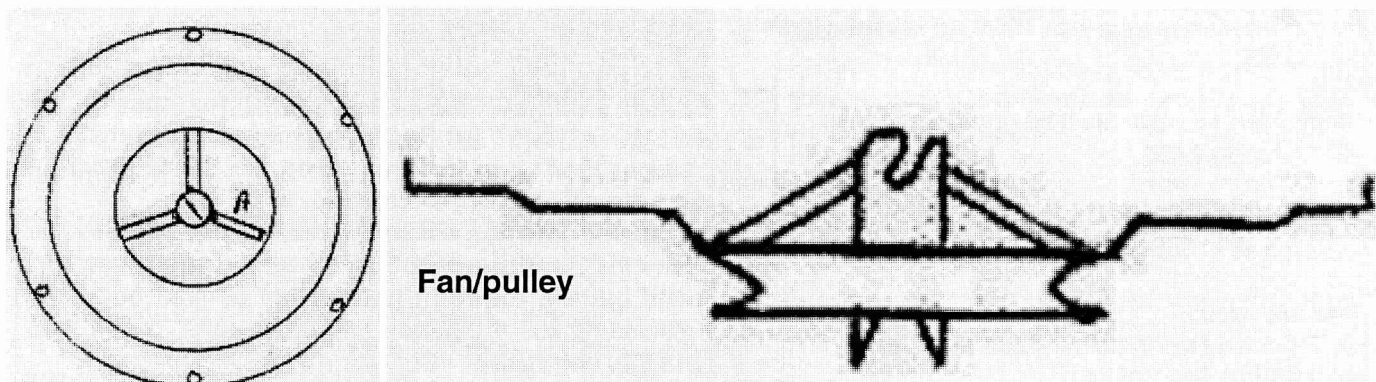


## 2cv Technical Advice by David Gries

Some more simple modifications to do to make sure you have no breakdowns on raid. Raiders let me know of other ideas you have heard of or seen.

**Fig 1 Fan/pulley** Weld in 3 support straps 'A' 8-10mm X 3mm mild steel from the crank handle dog to the base of the pulley. Reason: they are known to break and are a bugger when they take out the oil cooler as well. **Fig 2 Fan/pulley** Side view where to weld in straps.



**Fig 3 Front engine mounts** Drill and fit 'B' a 6mm high tensile counter sunk bolt and nylock nut, and tighten lightly. Reason if the rubber becomes separated the mount will still stay together and in place.

### Fig 4 Air filter/cleaner

Reason: the original air box is not reliable enough for raids, too many places to break, and leak in dust, the silent and very quick killer of engines. The down side of this filter is that it will have to be washed out and re oiled every day we are in the dust. (should be washed out in mineral turps but petrol will be ok for one raid and it dries out quicker)

C-rubber goose neck to carby.

D-round pvc 50mm X 120mm (drain pipe) drill and glue in a 20mm X 30 mm round pvc

pipe 50mm from the end going into the rubber goose neck for the engine

breather pipe. E-cable tie

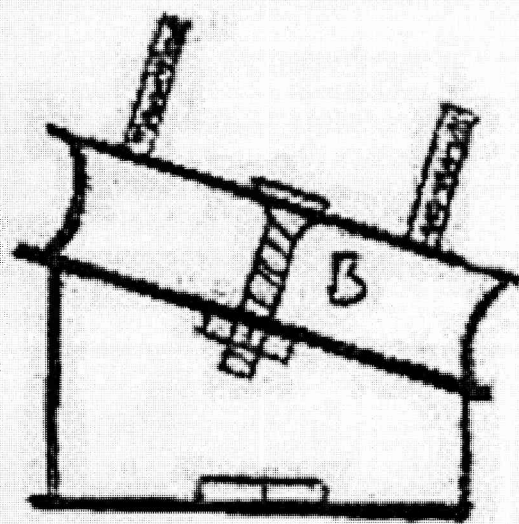
to hold on filter. F-Uni filter

50mm diameter, plus special oil. G-hose to D

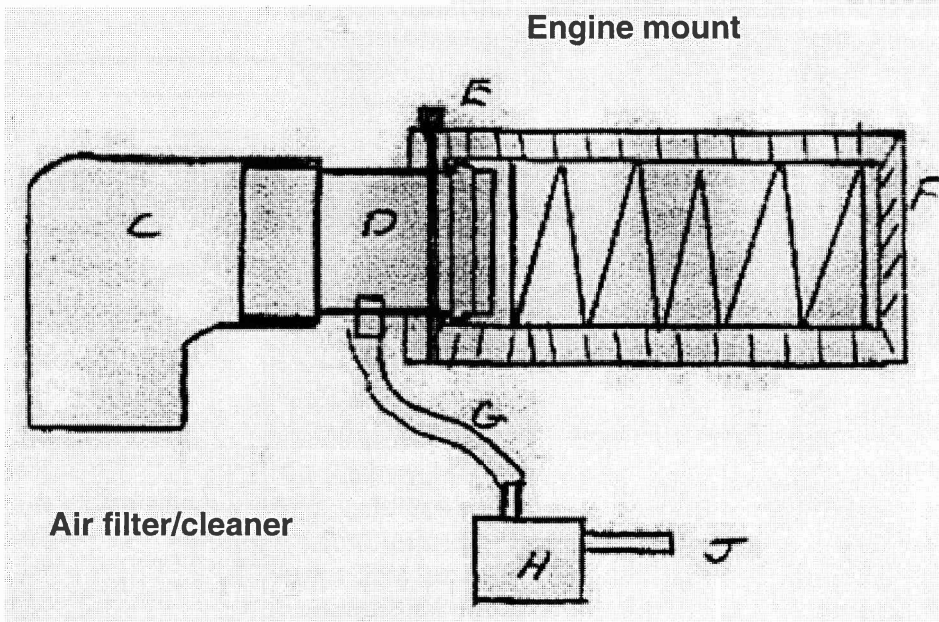
20mm ID (internal diameter) from oil catcher bottle. H-oil catcher bottle to catch oil mist from

engine (search around a car breakers yard to find some thing suitable) J-20mm ID hose oil catcher

battle to engine.



Engine mount



Air filter/cleaner

I have used these on all raids and I find them the best, simple, & reliable.

Cheers Bastards David Gries (8/06/03) (Please note that David has given other advice in the Raid 2000 website.)