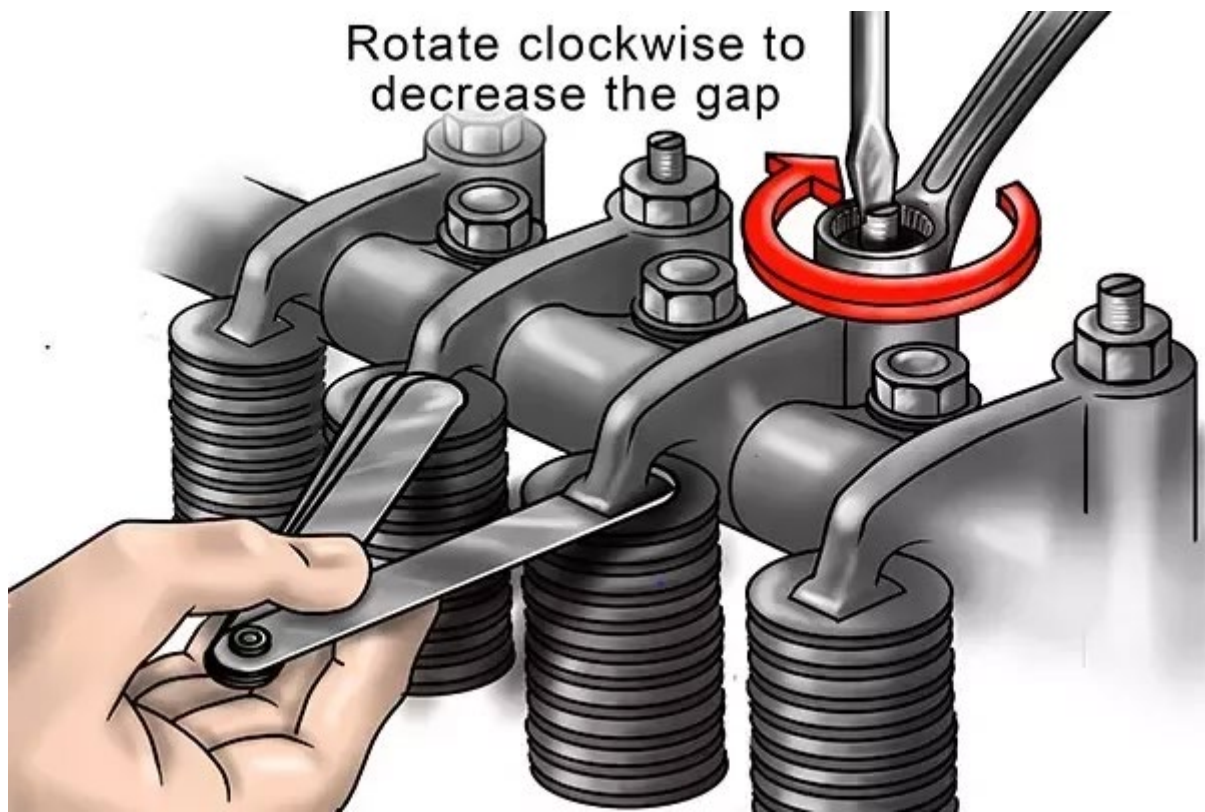


2CV VALVE CLEARANCE ADJUSTMENT

Revision 4

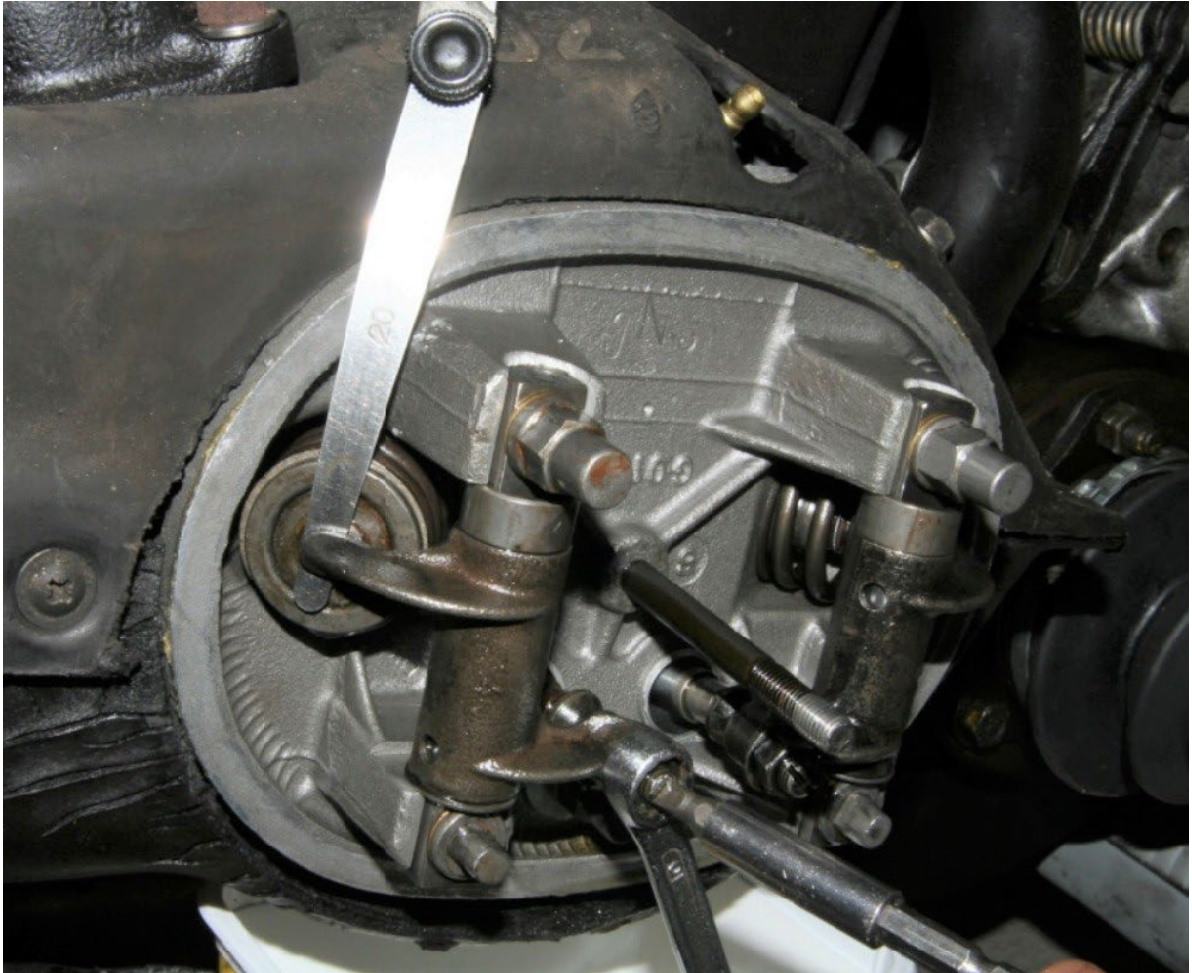


Graeme Dennes

2CV VALVE CLEARANCE ADJUSTMENT

Revision 4

Graeme Dennes



Adjusting a valve in the 2CV

Incorrect valve clearances can result in hard starting, loss of power, reduced engine life and potentially, engine damage.

The front valves are the exhaust valves and connect to the exhaust manifold. The rear valves are the inlet valves and connect to the inlet manifold.

The adjustment method following is drawn directly from “Citroen Repair Manual No. MAN 8161, Vol. 1, October 1983, All 'A' Vehicles, Operation No. A. 112-0, Adjusting The Rockers.”

It states:

This adjustment must be carried out with the engine cold.

Set a valve when the corresponding one, on opposite cylinder, is fully open.

Inlet = 0.2mm

Exhaust = 0.2mm

For example, when the **inlet** valve on one cylinder is fully open (valve spring at maximum compression), set the clearance of the **inlet** valve on the **opposite** cylinder.

Similarly, when the **exhaust** valve on one cylinder is fully open (valve spring at maximum compression), set the clearance of the **exhaust** valve on the **opposite** cylinder.

The valve clearance is checked by placing a 0.2mm feeler gauge between the end of the valve stem and the tip of the rocker arm as shown in the photo above. When the valve clearance adjustment is correct, the feeler gauge should be a firmish sliding fit between the valve stem and the rocker arm. If there's no resistance, the clearance is too great.

When completed, thoroughly clean the rocker cover and gasket and the mating surface on the cylinder head. The new rubber gasket from Burton does not have to be glued to the rocker cover and may be removed for cleaning and reused multiple times. Make sure the rocker cover is evenly aligned on the cylinder head then seat the securing nut by hand. Use a spanner to turn the nut a further **one and one-half turns**.

After both rocker covers have been refitted, run the engine for a couple of minutes then switch off and check for oil leaks around the rocker cover and gasket. Top up the engine oil.

Exhaust Valve Clearances

Over recent years, the writer has seen comments on the internet suggesting the exhaust valve clearances should be increased to 0.25mm (and even 0.3mm!) with unleaded fuels. The writer presented this anecdotal information to the Burton Car Company engineering staff for advice.

The advice was very clear. Keep the figure at 0.2mm!

LIST OF ARTICLES BY THE WRITER

The articles written by the writer, listed below, may be freely downloaded from either of the following club websites by clicking on the adjacent links and locating the articles. Both websites maintain the latest revisions of the articles. Before using the articles, please ensure the latest revisions are being used, as the articles are updated on an as-required basis by the writer and given new revision numbers.

Citroen Classic Owners' Club of Australia: [Technical Articles](#)

Citroen Car Club of Victoria: [Tech Tips](#)

1. 2CV 40-Litre Fuel Tank
2. 2CV API GL-4 Gearbox Oil
3. 2CV Battery Charging Circuit
4. 2CV Battery Problems Solved
5. 2CV Brake Saga
6. 2CV Buyer's Questions
7. 2CV Carburettor Cover Screws
8. 2CV Carburettor Jets and Adjustments
9. 2CV Engine Problems
10. 2CV Fuel Filter
11. 2CV Fuel Gauge and Battery Meter
12. 2CV Gearbox Output Hubs
13. 2CV Gearbox Unwinding Debacle
14. 2CV Hard Luck Stories
15. 2CV Headlights Improvement
16. 2CV Ignition Coil
17. 2CV Knife Edges Replacement
18. 2CV Low Oil Pressure Beeper and Lights On Beeper
19. 2CV Maintenance - Part 1 of 2
20. 2CV Maintenance - Part 2 of 2
21. 2CV Oil Breather
22. 2CV Oils and Maintenance Advice From Burton
23. 2CV Points Ignition Reinstallation
24. 2CV Roof Rack
25. 2CV Secondary Choke Butterfly Adjustment
26. 2CV Spare Parts to Carry
27. 2CV Valve Clearance Adjustment
28. 2CV Workshop
29. Better Fuel Hose Clamps – **applies to all vehicles**
30. Better UHF CB Car Radio Performance – **applies to all vehicles**
31. Ignition Coil Ballast Resistors – **applies to all vehicles**

FINAL STATEMENT

My acknowledgement and grateful appreciation is given to the web sites from which photos/drawings/diagrams have been sourced.

If material copyrighted by others has been inadvertently used in this document without permission, then upon receiving advice, the writer will remove the material immediately.

This article may be updated in the future and assigned a new revision number.

Before using the information in this article, ensure the latest revision is being used.

If you have questions about the information in this article, if you find errors or incorrect statements, if you have suggestions for improvement, or should you wish to republish this article in your club magazine, please - contact the writer at: gdennes@gmail.com

The hosting or republishing of this article without the formal consent of the writer is not authorised and will constitute an infringement of copyright.

Copyright © Graeme Dennes 2020, 2025