

# 2CV SPARE PARTS TO CARRY

## Revision 6



Graeme Dennes

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By Graeme Dennes

This is a list of suggested spare parts, accessories and tools to carry in your 2CV when away from home. We can *never* guarantee the reliability status of our older vehicles, and we do know that despite our best planning and preparation efforts, older vehicles can and do break down from time to time. This is a fact of life, being that *old* vehicles are an assemblage of *old* parts poised to fail at some point, which always seems to happen at the most inopportune moments! A new Murphy's law: The further we drive an old car from the front gate, the greater is the risk of breakdown!

We can minimise the resulting discomfort and disruption by carrying a set of the most-likely-required spare parts for our cars so we can conduct a roadside repair, where possible, and proceed on our way. Although all the following listed items may not need to be carried, the listed items have been known to fail while away from home. Ensure that the components which make up your 2CV are serviceable and reliable to the maximum extent possible.

No 2CV owner wants a failure to occur when away from home, but the reality is that every owner may not be a motor mechanic, so every vehicle may not be prepared to the highest possible standard. Regardless, do what you can with your vehicle preparation, as it can be a very long and winding road home on the back of a carrier. At best, every owner can only prepare their car to the extent they are capable. That's why we need to carry spare parts.

Although every 2CV owner may not have the skills to replace all the parts listed, you'll be able to assist a repairer with *your* parts to get *your* 2CV back on the road with minimum disruption wherever possible.

Very importantly, *don't rely on or expect* the goodwill of others to provide you with spare parts out on the side of the road. When we choose to drive an old vehicle, we choose the responsibilities that go with that! Take charge of your 2CV! Carry your spare parts.

A suggestion: Carry the spare parts in an air-tight case to keep out dirt and moisture and to prevent damage to the parts. Such cases are available from most automotive parts stores.

The following list of parts and items is presented for your information. The writer has experienced some of these items failing while other items have failed on other cars. Some of these items failed on RAID Arnhem 2016 while some failed on RAID Cape York 2022.

Decide which spare parts and other items to carry in your 2CV when away from home.

**The secret to minimising failures with your 2CV is regular inspections and maintenance!**

## Suggested Spares:

*New* fan belt

2 *new* spark plugs, gapped to 0.7 mm

*New* spark plug leads (leave in packaging to prevent damage)

*New or known good* ignition coil

*New* carburettor repair kit (to suit your carb, including *correct-sized* float valve)

3 *new* sump plug copper gaskets (2 for gearbox, 1 for engine)

If points fitted, *new* points and capacitor

If electronic ignition fitted, either a *new or known good* electronic ignition unit or circuit board.

1m *new* rubber fuel hose, 5.5 mm (7/32") *inside* diameter

Accelerator cable

Accelerator return spring and the attached metal clip fitted to the fan cowling.

Clutch cable

*New* oil filter

*New* fuel filter

*New* suspension tie-rod eye

*New* front knife edge

*New* rear knife edge

4 x *new* knife edge clips

*New* driveshaft boot set of 3 boots

Oil filler/breather

Starter solenoid

Inlet manifold bolts

Exhaust manifold studs and copper nuts

Shock absorber mounting pins

Alternator

Alternator brush set

Voltage regulator

Spare fuel cap

Tyre valve dust cap set

Fan (wrap in a cloth and store under the spare wheel)

Fuel pump with *new* diaphragm fitted and a spacer block with *new* paper gaskets bonded to each side.

Headlight globe

Indicator globe

Brake/tail light globe

Fuses: 10 amp, 15 amp, 20 amp. 3AG type

Spare keys (door, boot, ignition, fuel cap) held in a waterproof magnetic container, accessible from *outside* the vehicle, perhaps in the engine bay.

#### Oils:

Engine oil: any good quality 20W-50 *mineral* oil. *Don't use synthetic oil.*

Gearbox oil: any good quality 75W-80 API GL-4 *mineral* oil. *Don't use a GL-5 oil and don't use synthetic oil.*

LHM or DOT brake fluid as applicable.

#### Suggested Tools:

Take a good selection, including the special (skinny) fan hub socket, tools to remove the fan from the tapered crankshaft fitting (and knowing how to do it), 6-21 mm ring spanners and open-end spanners, 6-21 mm socket set with ratchet handle, extensions, universal, etc, adjustable spanner, a range of plain and Philips screwdrivers, pliers, side cutters, long-nose pliers, multigrips, feeler gauges (0.2 mm for valve clearances, 0.4 mm for ignition points (if fitted), 0.7 mm for spark plugs).

#### Other suggested items:

Five litres of fuel

Small spray pack of WD-40, etc

Small tube of copper grease

First Aid Kit

*New* tyre tube

*New* tyre valves

Valve removal tool

Tyre pressure gauge

Cross-type wheel brace (less damaging to wheel nuts than the standard tool)

Exhaust bandage

Tyre repair kit

Tube repair kit  
Tow rope  
Small roll of duct tape  
Small roll of electrical tape  
Small roll of electrical wire  
Torch  
Emergency windscreen  
Multimeter  
Cable ties  
Jumper leads  
Tarp for shade  
Bottle of water  
Hand cleaner  
Cotton rags  
Rubber gloves  
Length of nylon cord  
A couple of wire coat hangers (have been known to be very helpful!)

W.C. Fields also had sound advice on important spares to carry:

*I always keep a supply of stimulant handy in case I see a snake - which I also keep handy.*

*When I went to Africa on safari, somebody forgot the corkscrew and for several days we had nothing to live on except food and water.*

*I enjoy cooking with wine. Sometimes I even add it to the food.*

## 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**

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