

S M 2 A

*Gallet*

A U T O M O B I L E S

*Reconstruction - Reengineering - Développement  
depuis 1989*

*S M 2*





MADE IN FRANCE WITH THE  
21ST CENTURY TECHNOLOGIES

*SME*  
by  
*Gallet*







FULLY REENGINEERED

# SAME 70'S TIMELESS DESIGN BUT ALL REENGINEERED

Chassis & Body  
Electrical systems  
Interior & options  
Fully blueprinted Engine  
Engine Management System  
Suspensions & hydraulic  
Gearbox  
Brakes

...





FULLY CUSTOMIZABLE

CREATE YOUR VERY OWN SM2  
For you, everything is possible  
with us.





## CREATE YOUR VERY OWN SM2

Pure or artificial leather, alcantara, fabrics, compose your interior. You choose everything, colors, materials and options you like.



FULLY CUSTOMIZABLE





## FULLY CUSTOMIZABLE

The Gallet Automobiles new SM can be equipped with our new seats redesigned to offer a better maintain & a better comfort with the lastest technology foams.







FULLY CUSTOMIZABLE



Do you prefer tradition or latest technologies?  
Choose between original gages or digital screens  
(including backup camera, GPS, etc.),  
between the original redesigned manual gearbox  
or an automatic one.



Developing the brand new SM was done with ambitious but mandatory specifications for us :

Lightened the car, refocused masses, improved engine accessibility, revised the harness, installed an injection system and programmable switch, moved the hydraulic beam, improved the braking, and reduced noise in the cabin. After completing those requirements, many other changes have been made.



A BRAND NEW CAR







A BRAND NEW CAR

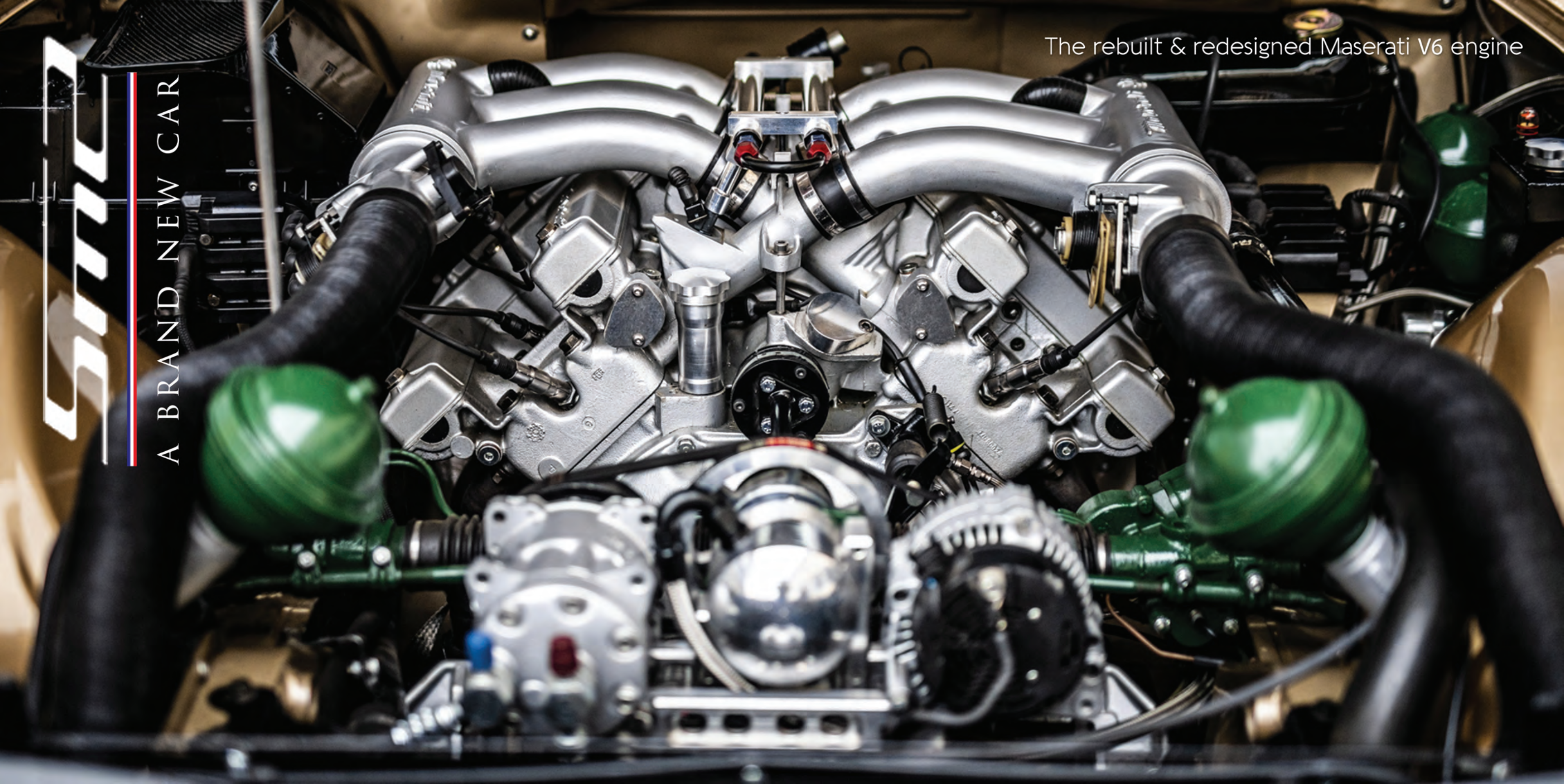
The car weighs 120kg less than its big sister. Among other things, the installation of an aluminium radiator, the masses have been refocused with the movement of the contractor to the deck, the battery in the boot to eliminate weight cantilevered back in.



The rebuilt & redesigned Maserati V6 engine



A BRAND NEW CAR







A BRAND NEW CAR

**The engine compartment has been reorganized** for easier access. Many parts are now made of aluminium, machined from solid and must be beautiful to look at.

**Everything is clean and tidy on the new SM.** You will not see any hydraulic hoses or electrical wiring, no Serflex or Rislán like in the original car.

The harness has been redesigned, the table of relay and fuses installed at the passengers' feet to make it more accessible and remove possible oxidation phenomena.

The injection and ignition are now programmable guarantors thanks to a trully reliable modern technology, and increase the performance with more power and a higher torque at low regime.

The hydraulic piping beam was moved, passing now through the beams. This prevents overheating problems with the exhaust and provides a total protection against corrosion.

Brakes have been significantly improved, giving to the new car a better stopping distance and endurance, as well as traction due to the mounting of Michelin Pilot Sport 4 tires.



*Maserati*





A BRAND NEW CAR

**The body of an old SM is laid bare**, the rear wings, the floor elements, the end plates of longitudinal and transverse members are misaligned while sandblasting and pickling treatment to the beams and box are undertaken.

Next the pipe running in the longitudinal members to spend the cables of the wiring harness, fuel hoses, and hydraulic pipes.

As for the chassis, the bearing seats are remanufactured bearings and bearing seals all replaced by new ones.

Regarding the Maserati engine, as already precised, it is fully rebuilt. Beggining with the complete geometry. All joints plans are refurbished along with a groove to allow the rope installation and/or O-rings and the complete elimination of paper attached not to keep at the level of head gaskets. The ranges of crankshaft and worn camshafts are realésées, the shirts are custom-made, forged pistons with a compression ratio recalculated.

A more accurate balancing of the movable elements has been sought : pistons, connecting rods, crankshafts and flywheel were relieved of 6kg.

The valve guides are made of bronze with laying a joint exhaust, valve seats are metal frit.

Concerning the distribution, the primary and secondary channels have been replaced by high-quality channels with high mechanical strenght. Primary chain is equipped with a modern hydraulic tensioner developed in the 90's.

All parts are sanded, stripped, and painted with epoxy paint, any bolt or nut micro-beaded.







A BRAND NEW CAR

**As regards the injection and ignition, the original elements are replaced by a sequential device, multi-spray injectors ramp with all wheels, O-rings and screw connections.**

An ignition coil per cylinder and an idle management valve a programmable computer manages all. Mapping was developed by Nicolas Gallet, graduated of a Master in Race Car Design.

The cooling system is totally innovative radiator copper, steel connecting tubes, the steel yokes closure plates, everything is replaced by aluminium,

avoiding phenomena of electrolysis and substantially reduces the weight. The heater is equipped with two speed fan with a rate of four times higher than the original one.

The gearbox was the subject of recovery plans identical to those of the engine seals, seals with rope and ring. The engine speed on the highway could be lowered with a longest fifth gear and a limited slip differential. After several demands for an automatic gearbox, we are now ready to offer a solution.

The brakes has been significantly improved with brake pads made to measure, with a resistant coating better competition to heavy use and allowing shorter braking distances. The brakes hand lighter and now acting on the rear wheels takes weight on the front.







A BRAND NEW CAR

**About hydraulics, essential element of the SM, here again, everything is brand new.**

The pipes are copper alloy housings and distributors in anodized aluminium. They are hidden in the side rails to prevent corrosion, and are no longer in contact with the exhaust pipes on the left side of the engine.


Spiral pipe suppression between the engine and the chassis for a clearer presentation. All returns are screwed connections to remove clamps and rubber tips.

A warning system on the dashboard indicates a possible drop of the level of MML in the completely redesigned aluminium jar.

The contactor is moved toward the passenger compartment, the platinum organ, while aluminium, is fed to the motor and attached to the gearbox, which suppresses vibration in the crate.

**Air conditioning is completely reconsidered** : progressive rotary compressor and aluminium capacitor. The pipe diameter has been reduced, high security and low pressure switch have been installed, as well as a fan control.



A close-up, high-angle photograph of the front left corner of a gold Infiniti car. The image shows the front wheel with a multi-spoke alloy design, the front fender, and the large, multi-lens headlight assembly. The car is parked on a dark, textured surface. The lighting is dramatic, highlighting the metallic finish of the car and the intricate details of the headlight.

## Electricity and Sound

The relay box and fuse, the injection computer, ignition and relays, fuses injection were transferred from the passenger compartment to the passenger's feet instead of the initial very cumbersome injection computer. All signaling functions are relayed to protect stalks.

The audio sound is ensured by a sound Infiniti with eight speakers, a digital amplifier, a powered subwoofer and a smartphone connection.



A BRAND NEW CAR





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### **The wheels**

To meet the changes in the engine and braking, it was essential to acquire modern tires.

Unfortunately, the superb MICHELIN RR (Reinforced Resin) wheels available as an option couldn't be fitted with 17 inches Michelin Pilot Sport 4 tires. The decision was made to create a new identical wheel. The 70's one was scanned, which gave us a scanned drawing (CAD) computer but we had to redesign the wheel to make it in 17 inches.

A machining computer program enables to make these wheels in an aluminum block of 49 kg with a CNC lathe. A CNC processing center also allowed to dig the pockets and perform finishing branches.

Wheel halves weighs 6.4 kg and a half inner veil spun aluminum is screwed by bolts 40 M7.





### **The performance after near 10.000 km of road testing**

After several weeks of test drive and thousands of kilometers traveled, the new SM totally behaves like a modern car.

"On smaller roads, she is more agile, the 120 kg less provides a clear difference, the tires make you stick to the road, especially in tight corners ... the couple of 1800N r/min towing the car, no need to change gear continuously anymore. In poor weather conditions, it feels really good, the Michelin Sport 4 are enabling high performances.

At 160 km/h with the regulator switched on, the gear box with the long 5th gear, we drive in silence and comfort. It makes you want to drive further, like in the old days, from PARIS to MARSEILLE at more than 200 km/h."

Definitely, the new SM performances are not comparable with the original one.



PERFORMANCE



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