CITROËN

DS 19

Tire front 24
Rear 20

welcome to the CITROËN family!

Your new CITROËN DS 19 is the height of engineering and styling excellence—the safest and most comfortable car in the world.

You will feel instantly at home in your new DS 19, with the velvety comfort of the softly lighted well heated interior. The CITROËN DS 19 is always instantly " at your service " with the convenience of Citromatic Drive at your fingertips, and the security and ease of Power Steering and Power Disc brakes. The silence and effortless performance, the exceptional roadholding (traditionally CITROËN), and the elegance and luxury of the finish, all add up to make your new CITROËN one of the most outstanding cars available at any price.

Through years to come, your CITROËN will continue to give you the utmost in motoring, and standing behind each and every CITROËN is the network of Authorized CITROËN Dealers, at your service from coast to coast.

We know you are impatient to " get behind the wheel and go ", but we ask you to do yourself, and your new car, a favor **and read the few following pages carefully...**

OWNER'S MANUAL FOR DS 19

Sole importer and distributor in the United States

East of Rocky Mountains

GENERAL OFFICE

CITROËN CARS CORPORATION
300 Park Avenue
New York 22, N. Y.
Telephone: MU 8-1161.

SERVICE AND PARTS

CITROËN CARS CORPORATION
415 Third Avenue at 7th Street
Brooklyn 15, N. Y.
Telephone: JA 2-2626.

West of Rocky Mountains

GENERAL OFFICE — SERVICE AND PARTS

CITROËN CARS CORPORATION
8423 Wilshire Boulevard
Beverly Hills, California
Telephone: OL 3-8330.

MAJOR SPECIFICATIONS AND SETTINGS

Important: Use premium grade gasoline only.

Horsepower:
83 BHP at 4,500 R.P.M.

Capacities:

Fuel tank	17 gallons U.S.
Radiator, cylinder-block and heating system	10.5 quarts
Gearbox (oil)	2 quarts
Engine crankcase (oil)	4 quarts
Hydraulic brake fluid reservoir	5.5 quarts

Overall dimensions:

Length	190 1/2"
Width	70 1/2"
Height	58"

Spark plugs:
Marchal 35 B.
Gap: .025" - .030".

Valve clearance: cold:
Intake: 0.008" (0.20 mm).
Exhaust: 0.010" (0.25 mm).

Carburetor —

Weber (24/32 DDC)	Main jet	Idling jet
Primary barrel (small bore)	110	45
Secondary barrel (large bore)	155	55

Front wheel toe-in:
0.040" to 0.120".

GUARANTEE

Upon delivery of your car, your Authorized CITROËN Dealer will give you a Warranty and Maintenance Booklet. After the first 300 miles, your car must receive a check-up which is performed free of charge by any Authorized CITROËN Dealer.

The Warranty and Maintenance Booklet must be presented to obtain this free service.

After completion of the operations listed below, your Dealer will fill in the guarantee card. This self-addressed card must then be mailed by you.

Important: The terms of the warranty will be voided if the 300 mile check-up has not been performed in due time, or if the 300 mile check-up stub has not been duly filled in.

This is the owner's responsibility.

BREAK-IN PERIOD

First 300 miles: Do not exceed the following speeds :
12 m.p.h. in 1st speed.
28 m.p.h. in 2nd speed.
44 m.p.h. in 3rd speed.
60 m.p.h. in 4th speed.

Do not over race the engine before 1,200 miles are registered.

After 1,200 miles: The car may be driven freely to the following recommended limits:
25 m.p.h. in 1st speed.
50 m.p.h. in 2nd speed.
70 m.p.h. in 3rd speed.

During the performance of the 300 mile inspection, have the engine oil drained and refill with S.A.E. **10 W 30 multigrade oil** (*).

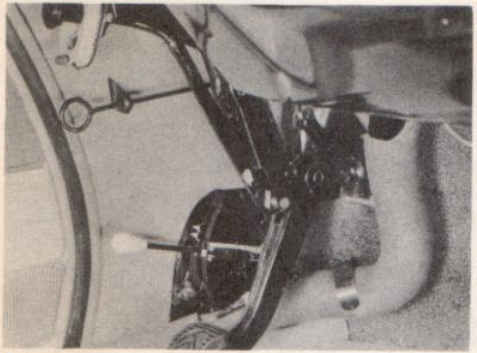
At 1,200 miles drain and refill againt Thereafter change the oil every 2,400 miles.

The most economical driving speeds are:
34 m.p.h. in 2nd speed.
50 m.p.h. in 3rd speed.
65 m.p.h. in 4th speed.

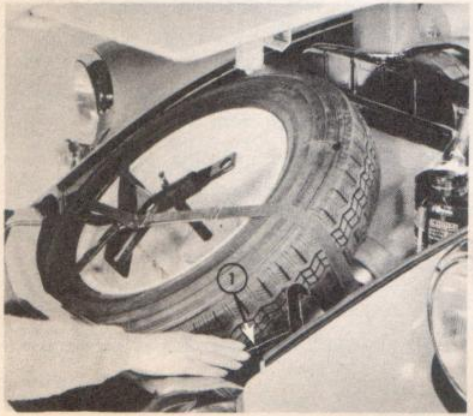
(*) Owner pays for the oil.

following are the 38 operations of the 300 mile check-up

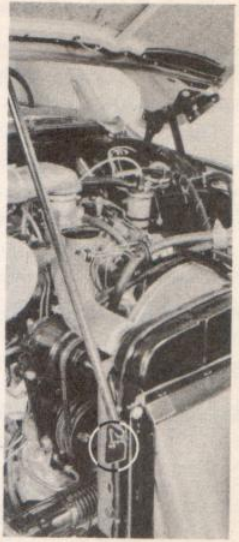
1. Check tire pressure.
2. Check tightness of wheel mounting lugs.
3. Tighten cylinder head.
4. Adjust the valve clearances.
5. Tighten connections of the valve rocker oil feed line.
6. Tighten the exhaust and intake manifold nuts.
7. Tighten the carburetor mounting nuts.
8. Check tension of fan belts.
9. Check and adjust the contact points of the distributor.
10. Check tension of high pressure pump and regulator belts.
11. Clean the hydraulic fluid reservoir filter.
12. Start the engine. Let it run about ten minutes.
13. Check hydraulic circuits for leaks (under hood).
14. Check fluid level in hydraulic circuit reservoir.
15. Adjust clutch.
16. Check engine idling:
    1st or slow idling: 550 R.P.M.
    2nd or accelerated idling: 900/950 R.P.M.
17. Adjust clutch engagement: 700/750 R.P.M.
18. Check hydraulic pressure.
19. Check adjustment of accelerator linkage.
20. Check heights.
21. Check hydraulic circuits for leaks (under car).
22. Drain motor oil. Refill with 10 W 30 multigrade.
    Note: Labor is free of charge. Owner must pay for the oil.
23. Lubricate drive-shafts and pivots.
24. Check transmission level.
25. Adjust rear brakes.
26. Check battery level. Tighten terminals.
27. Check starter, generator and voltage regulator terminals for tightness.
28. Check operation of the following units:
    Headlights.
    Windshield wiper.
    Interior lights.
    Interior light switch at door.
    Interior light switch on dash.
    Tail and stop lights.
    Trunk compartment light and switch.
    Directional lights.
    Parking lights.
    Heater.
    Horns (town and country range).
29. Check generator output.
30. Check operation of indicator lights on dash and instrument panel lights.
31. Check door closing.
32. Check operation of windows.
33. Tighten bumpers.
34. Check closing of hood and trunk lid.
35. Check operation of trunk lid telescopic supports.
36. Check operation of height control lever.
37. Check windshield washer.
38. Tighten roof attachment bolts.



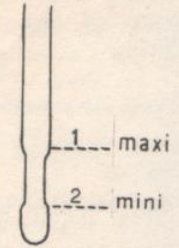
1



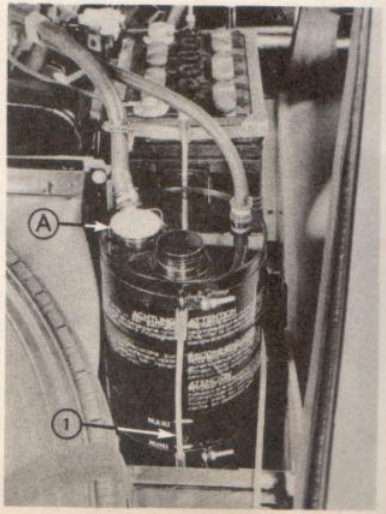
2



3



4



5

how to operate the DS 19 CITROËN

Before starting:

Check the engine oil level.

Check water level in the radiator.

Check hydraulic fluid in main reservoir.

To open the hood: Three operations are required to open the hood.

1. Pull the two hood release rings located inside the car (fig. 1). The hood will rise slightly.
2. From the front of the car, pass the right hand between the upper bumper bar and the hood to reach the safety latch **1** (fig. 2). Press it down to release the hood completely.
3. To support the hood in the open position, release the rod from its grommet and place it in the notch on the right side of the radiator frame (fig. 3.)

Engine oil : The dipstick is located on the left side of the engine to the rear of the fuel pump. The oil should be level with, but not over, the " maximum mark " **1** (fig. 4). The indentation between **1** and **2** corresponds to approximately 1 3/4 pints of oil in the crankcase.

Radiator water: The level should be approximately 1 inch from the top of the filling neck. The radiator is fitted with a pressure cap. Therefore, when checking the level of a warm engine, use caution before completely removing the cap. Turn the cap counter-clock-wise approximately 1/4 turn. A slight hissing sound will indicate the escape of pressure. Wait until this stops before lifting the cap.

Hydraulic suspension fluid: The main reservoir is located to the left of the radiator. A transparent fluid level indicator **1** is provided as a guide when checking the fluid supply (fig. 5).

To determine the fluid level, start the engine and let it run at idling speed. Set the height control lever in maximum high position. (See instructions page 16). After a few moments the car will rise.

Wait until it reaches maximum height, then check that the level is within the " Maxi " and " Mini " marks.

The CITROËN hydraulic system uses a heavy-duty brake fluid. If it is necessary to replenish the fluid supply, the following brands are recommended:

PRESTONE	Super H.D.
MOBILOIL	Super H.D.
DELCO	Super 11.
LOCKHEED	Wagner 21B.

If necessary, these brands can be mixed with each other. However, it is preferable to always use the same brand.

If it becomes impossible to obtain any of the above brands, it is permissible to use any other heavy-duty brake fluid, provided the container in which it is sold clearly states that it meets S.A.E. Specifications 70 R 3.

VERY IMPORTANT: Never use any other liquid; particularly mineral based products, such as engine oils, hydraulic jack oil, shock absorber oil, transmission oil, etc. These products will destroy the hydraulic system of your car rapidly and completely.

starting

Be sure the gear selector lever **2** (fig. 6) is in neutral position (PM on diagram, fig. 7, page 9). Insert key in ignition switch **1** (fig. 6) and turn clockwise. The ignition is now " on ".

When the engine is cold: Pull the choke control **3** (fig. 6) to full choke position (all the way out). Depress the brake pedal **1** (fig. 8)

with the right foot. Move the gear selector lever toward " D " (fig. 7) as far as it will go. Hold it in this position until the engine starts running. If the engine does not start immediately, wait a few seconds and repeat the operation. Do not release the brake until the engine has started.

In very cold weather: The engine may stall when the brake is released. If so, repeat the previous operation. Keep the brake applied until the engine is warm enough to eliminate stalling when the brake is released.

As soon as the engine starts, push the choke control to half choke position. As the engine temperature increases, gradually push the choke control all the way in.

Avoid excessive use of the choke and do not race the engine when cold. In very cold weather, let the engine idle for a few minutes before driving off.

You may start the engine by hand cranking. (See fig. 14.)

Note: If the car has been in storage or immobilized for a long period, or if the fuel tank has been empty, the fuel pump should be primed manually. (Approximately ten strokes.)

When the engine is warm: Press the accelerator pedal all the way down. Do not use the choke control. Start the engine by moving the gear selector lever to the " D " position (fig. 7). If the engine does not start immediately, wait a few seconds, then repeat the operation.

As soon as the engine starts, release the accelerator pedal.

shifting gears

The clutch is hydraulically operated and is controlled automatically. There is no clutch pedal.

To shift gears, simply move the selector lever to the desired position (fig. 7). The shifting pattern is indicated on a rubber plate permanently attached to the dash at the base of the selector lever. The lever can be moved through either one of the three parallel lines shown in the diagram (fig. 7). It can also be moved forward from the neutral (PM) position to 1st gear 1 and rearward from 1st gear to 2nd gear through neutral (PM). The 1st and reverse (AR) gears are in the line furthest from the driver. Second, third and fourth gears are in the line nearest to the driver. To shift from 1st to reverse, push the lever toward the windshield, and pass check-point (PD) before moving it completely to the right, as shown on figure 7.

When moving the lever from one gear to another, a detent catch can be felt, indicating that the lever is in correct position for a particular gear.

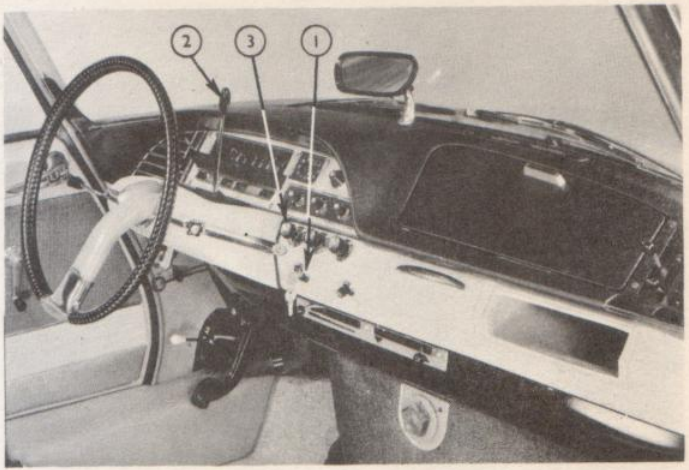
When up-shifting from 1st to 2nd, 3rd and 4th, release the accelerator pedal momentarily between shifts. When shifting from 1st to 2nd, do not release the accelerator pedal until the lever is at " neutral " (PM). When down-shifting from 4th to 3rd gear, release the foot from accelerator only slightly.

When down-shifting at high speed from 3rd to 2nd, it is preferable to keep the accelerator down completely.

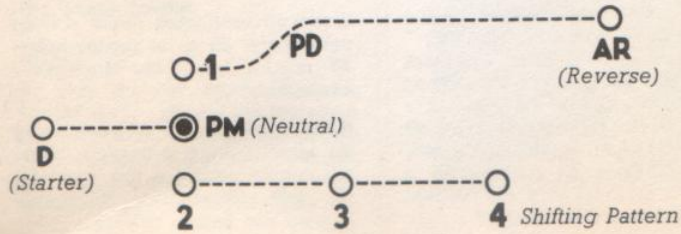
When up-shifting, the car may have a tendency to shoot ahead at each gear range. This is due to over-acceleration. To permit the car to drive smoothly, gradually apply pressure to the accelerator after each shift.

When a car is standing with the engine running, do not shift if the choke control is all the way out. The engine will be idling at an accelerated rate, causing the gears to clash.

Caution: When down-shifting from 2nd to 1st gear and when shifting from 1st to reverse, stop the car motion before completing the shift.



6



Shifting Pattern

brakes

The DS 19 is equipped with two **foot-operated** braking systems.

1. Main brake:

The main brake is hydraulically operated by foot pressure on a rubber-covered button **1** (fig. 8) situated in the floor board to the left of the accelerator pedal. The total depression of the button is limited to a travel of a fraction of an inch. Braking efficiency is proportional to the pressure applied to this button. The system is designed to minimize braking effort, even when sudden stops are required.

Before driving the DS 19 for the first time, a little practice is advisable, so that the driver may become familiar with the quick response and efficient action of the brakes.

2. Emergency brake:

The emergency brake (fig. 8) serves a two-fold purpose:

As an emergency braking mechanism.

As a parking brake.

Contrary to the main brake, which requires little effort, the emergency brake must be applied very strongly.

Pressure applied to the foot pedal **2**, operates the front brakes only. The change from " emergency " to " parking " position is done by means of a control knob **3** travelling through a reversed " L " slot. In the illustration, the knob is in " parking " position. The foot pedal can only be pushed down; it cannot return to normal position. The front brakes are applied and locked proportionately to the effort exerted. To release the foot pedal (thus unlocking the front brakes) pull the knob and move it to the notch **5**. The foot pedal can now be moved up and down freely and repeatedly applied.

As an added precautionary feature, a safety lock **4** is incorporated to prevent accidental release of the control knob from the " parking " position. The lock is operated from right to left and vice versa. When it is positioned to the right, the control knob **3** cannot be released until the lock is moved to the left. When stopping or parking on a hill, it is essential to press the foot pedal **2** down very firmly.

The control knob should always be in notch **5** when the car is being driven.

Caution: When parking the car on a hill, it is imperative that the gear selector lever be returned to the neutral position.

brake security control

A red indicator **7** (fig. 9) serves as a warning when the hydraulic pressure controlling the main brakes becomes insufficient.

Should the light appear while driving, stop the car immediately.

There is ample reserve pressure to do this under all circumstances. Without delay, have the hydraulic system inspected by your nearest CITROËN Dealer.

If the circumstances make driving mandatory, do so at speeds below 20 m.p.h., using the emergency brake only.

If the light appears after switching the ignition on, it is normal. Start the engine. After a few moments the light will go out. Wait until it goes out before driving.

parking

When parking or driving in congested city traffic, the driver is frequently required to move the car within short spaces or tight areas. In such circumstances, driving strain is greatly relieved due to a clutching system designed to permit movement of the car in 1st or reverse at a very low speed, eliminating the use of the accelerator. Car motion is stopped or resumed by simply applying or releasing the brakes lightly.

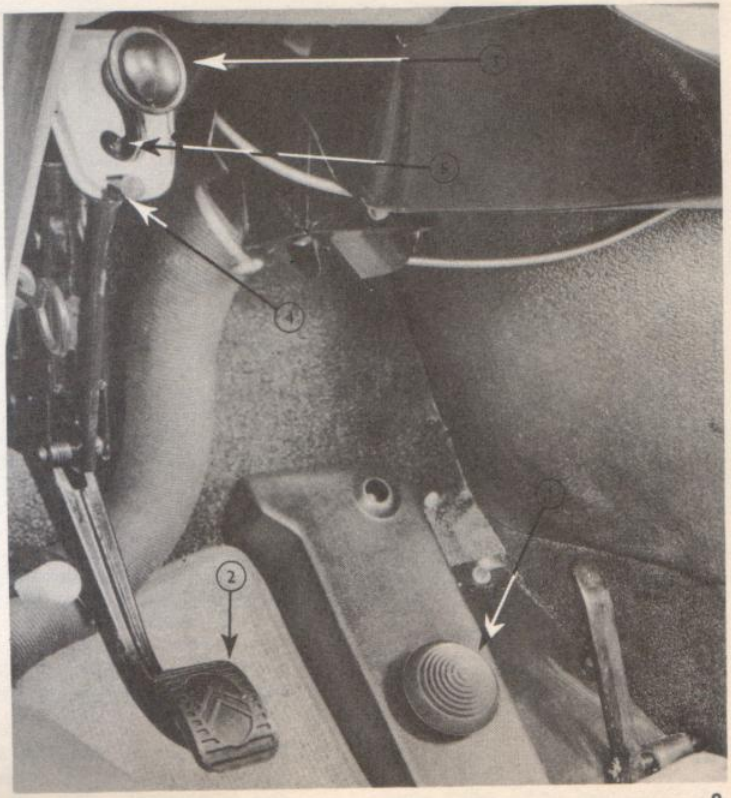
The car must always be completely stopped before shifting from 1st to reverse and vice versa.

starting on a hill

Release the parking brake as previously described, but keep the car stationary **with the left foot on the main brake. Shift into gear and gradually accelerate while decreasing the pressure from the main brake.**

stopping

To stop the car apply the main brakes only. Do not use the emergency brake. Application of the main brake, in addition to bringing the car to a stand-still, permits the clutching system to disengage automatically.



dashboard

The dashboard instruments and controls are as follows:

I. — Figure 9.

1. Speedometer.
2. Directional signal indicator.
3. Fuel gauge.
4. Trip register reset control (Push in to turn to zero).
5. Trip mileage register.
6. Odometer (Total mileage).
7. Brake pressure warning light (see chapter on " Brakes ") lights only when the ignition is on.
8. High beam indicator. A blue light appears when the high beam headlight is used.
9. Electric clock (To set the clock push the stem in and turn).

II. — Figure 11.

1. Directional signal switch lever. Lift straight up to indicate right turn. Move the lever all the way down to signal a left turn. (See diagram figure 10.)

   To cancel the signal move the lever slightly toward the steering wheel. The signals can be reversed immediately by moving the lever up and down completely.

   In addition to the indicator light, an audible clicking sound occurs during operation of the signal lights.
2. Gear selector lever.
3. Red charging indicator light. When the engine is idling, the light remains on. On acceleration and during normal running, the light will go out. If the light remains on while driving, it is an indication of defect in the charging circuit. Have the charging system inspected by your nearest authorized CITROËN dealer. If the light remains on when the car is parked, it serves as a reminder that the ignition was not shut off.
4. Interior light switch (Pull to light). The interior lights operate automatically when either front door is opened.
5. Overnight parking lights. To operate overnight parking lights, turn the knob to the left or to the right to switch on a front parking light and a red rear light on the side desired.
6. Windshield wiper switch (Pull to start).
7. Choke control (Pull to operate the choke).
8. Cigarette lighter. To operate, push in completely. Wait a few minutes until it springs back, then lift out to use.
9. Windshield washer control. To spray water on the windshield, push the knob in repeatedly.
10. Horn and light combination switch (single unit). The horns are operated by pressing the knob in either of two positions:

    Press lightly to sound low tone (town horn).

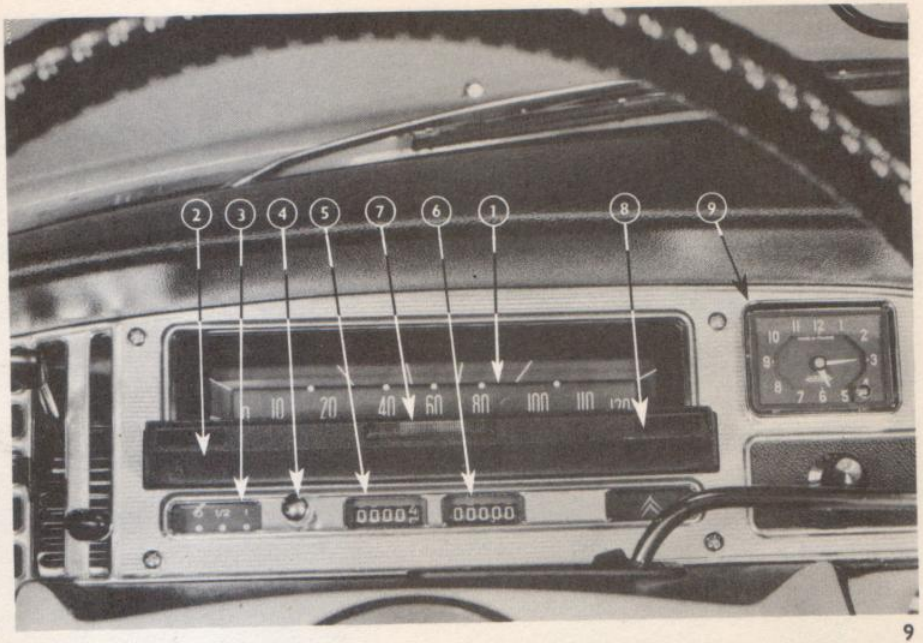
    Press fully to sound high tone (road horn).

    To operate the headlights, turn the knob to one of the three following positions:

    O: Off.

    V: Parking lights.

    R: Headlights.



9

10

To switch to the " dim " or low beam from position " V " or " R ", push the lever away from the steering wheel.

11. Ignition switch.

12. Front heater switch (see " COMFORT ", page 29). Pull to operate blower.
Note: On cars equipped with optional heavy-duty heater, a second switch is adjacently located to operate the rear blower.

13. Heater valve (see " Heating and Defrosting ", page 29).

III. — Figure 12.

Two additional controls are located on the underside of the dash panel in the vicinity of the steering wheel.

1. A rheostat type panel light intensity switch **1.** This operates only when the ignition is on and the headlight switch is at the " V " or " R " position.

2. The auxiliary clutch control. When the engine is not running, the clutch is automatically disengaged. The auxiliary control **2** disconnects the automatic control and permits engagement of the clutch when the engine is stopped. Push the lever **2** forward, then lock it in this position by pushing upward. In this position, the engine can be hand-cranked for starting when the battery is low or in very cold weather. As soon as the engine starts, return the lever to its normal position before shifting into gear.

cranking the engine

The crank handle is located at the side of the spare wheel. The crank extension (fig. 13) is located under the spare wheel. To crank the engine manually, remove the plug from the center of the gravel shield under the bumper. Introduce the extension through the hole, until the hexagon end " B " engages the gear box spindle.

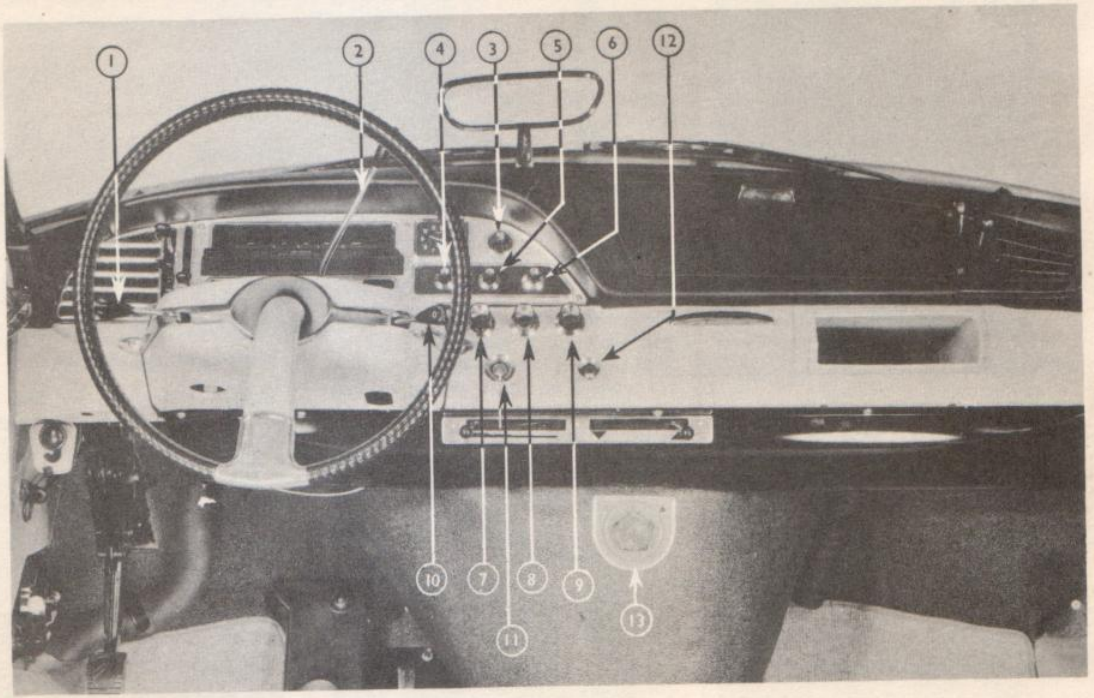
road clearance adjustment
(fig. 15 and 16)

To faciliate driving conditions on difficult roads with ruts, snow conditions, sandy surfaces, etc., it is advisable to increase the road clearance of the car. Lever **1** can be set in three different positions indexed with white marks on the housing in which it moves. When the lever is set in slot **2**, the car is at its normal driving height. When the lever is set in slots **3** and **4**, the road clearance is increased respectively.

Driving comfort is greatest in the normal position. However, the car can be driven when the lever is set in either of the other two positions: **3** or **4**.

In addition, the lever **1** can be set in two extreme positions. It can be moved all the way up **5**, or all the way down **6**. These two positions are used for jacking purposes when changing a wheel. They must not be used for normal driving.

However, it is permissible to raise the car to its maximum height (see fig. 16) to clear road obstacles, such as snowdrifts, flooded roads, etc. In such circumstances, drive with care only far enough to clear the obstacle, then reset the car to its normal driving position or to the height the condition of the road may require.



11

changing a wheel

Depress the emergency brake pedal **2** (fig. 8) fully, and lock it (see page 10).

Let the engine idle during the whole operation.

Raise the height control lever to maximum height position (fig. 15 and 16).

The car will rise slowly.

Remove the tools and spare wheel from under the hood (fig. 2).

If the rear wheel is to be changed, remove the rear fender. Loosen the screw (fig. 17), using the crank handle, as illustrated. Then, with a slight lift, pull the fender to the rear (fig. 18).

A stand (fig. 21) is provided to support the car while changing the wheel.

A special handle (fig. 19 and 22), which serves as a positioning pin for the support extension, also serves as a pry for removing the hub cap. When not in use, the assembly is stowed in the center well of the spare wheel (fig. 2). The use of the stand is illustrated in figure 22.

Remove the hub cap by inserting the lip of the pry fork in the tire valve hole. Push the pin against the rim of the wheel and lift handle sharply, as illustrated in figure 19.

Loosen the wheel lug one or two turns. Using the crank extension (fig. 13) as a lever, insert the offset arm into the lug and lift end " A " counter-clockwise (fig. 20).

With the car at maximum height, hook the stand extension onto the stud situated beneath the front door. Be sure it is firmly seated on the support stud (fig. 21).

The stand extension is pierced with a series of holes. Insert the pin into the hole nearest the base (fig. 22).

Put the manual height control lever to the lowest position 6 (fig. 15). In a few moments, the wheels on the supported side will gradually lift off the ground.

Unscrew the lug completely, using the " A " end of the extension lever (fig. 13 and 23). Remove the wheel.

Replacing. Make sure the hexagonal hub (male) and its seat (female) in the spare wheel are clean. It is advisable to oil these surfaces slightly. Also, put a drop of oil under the wheel lug. Put the spare wheel on the hub, pushing it as far as possible.

Tighten the wheel lug with the " A " end of the extension lever (fig. 13).

Lift the manual height control lever to the highest position **5** (fig. 15 and 16).

Wait until the car levels at its maximum height.

Remove the support stand.

Tighten the wheel lug thoroughly with the " A " end of the extension lever (fig. 13 and 20).

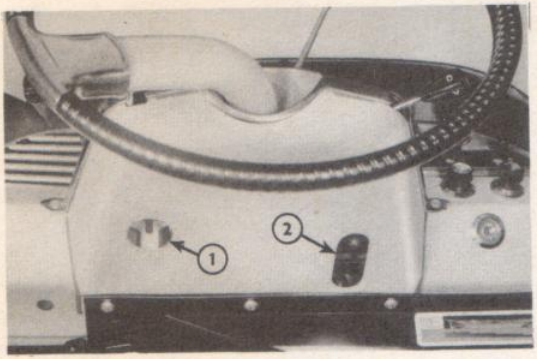
A fairly heavy force should be exerted. (Approximately 75 pounds.)

Replace the hub cap. If the rear wheel has been changed, replace the fender; first insert the dowels (fig. 18) in their guides. Push the fender completely toward the front. Index the bolt (fig. 17) and tighten.

Put the height control lever in normal position.

Note: We recommend that you ask your CITROËN dealer to demonstrate these operations.

12

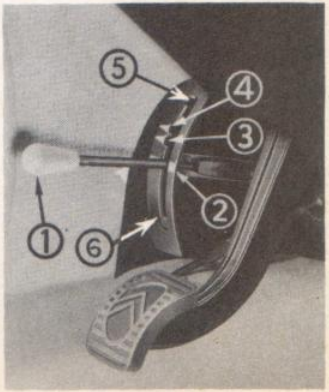


13

16

14

15

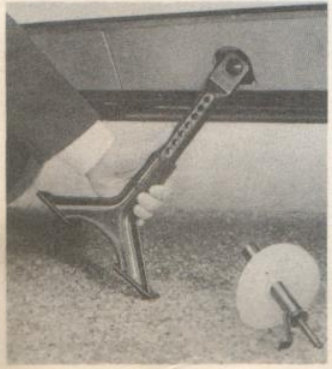


17

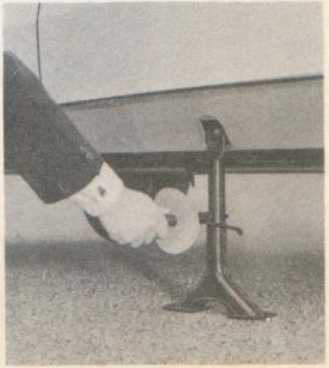
18

19

20



21



22

23

choice of lubricants

Not every type of oil is suitable. Be sure the oil you use is of the right type and a quality brand name.

Do not mix different types. CITROËN distributors and dealers carry a chart of oils and greases recommended for your car. Do not use any additives with these oils without the advice of your CITROËN dealer.

engine lubrication

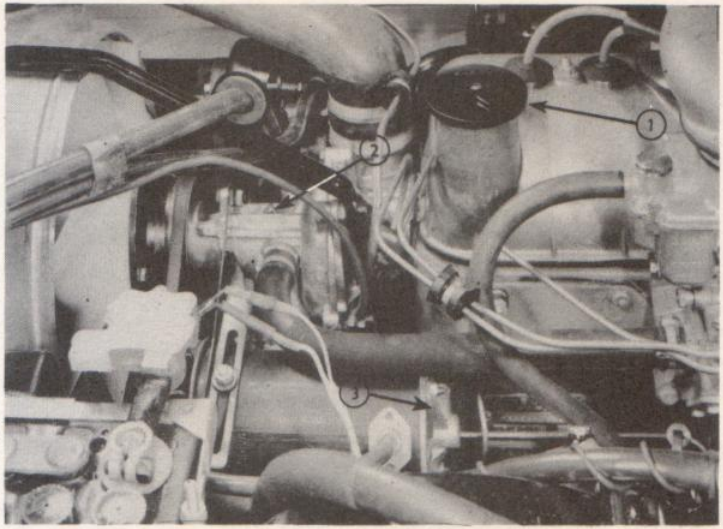
The oil filler tube **1** can be opened (fig. 24) by one-quarter turn of the cap.

Drain the crank case with the engine warm every 2,400 miles and refill it with **4 quarts** of **10 W 30 multigrade oil** in both **summer** and **winter.**

We recommend the use of 20 W 40 multigrade oil in countries where temperatures frequently rise above 86 °F.

In areas where winter temperatures fall below 0 °F use 5 W 20 multigrade oil.

Important: Never run the engine (even on the starter) when the crank case is empty.



24

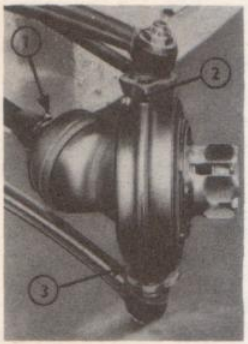
gear box (fig. 26)

Every 3,600 miles check the gear box oil level. It must be level with the edge of the filler cap **2.** If necessary, replenish with S.A.E. 90 " extreme pressure " oil. Every 12,000 miles, it is advisable to have the gear box drained. See drain plug **1.**

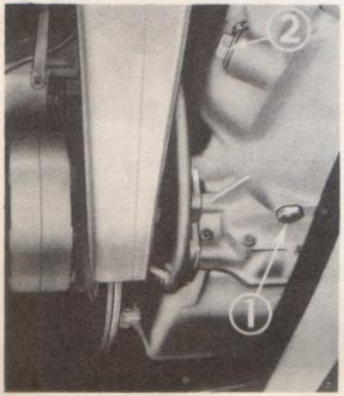
changing hydraulic system fluid

The hydraulic system brake fluid should be drained every 20,000 miles by your CITROËN dealer.

LUBRICATION AND MAINTENANCE



25



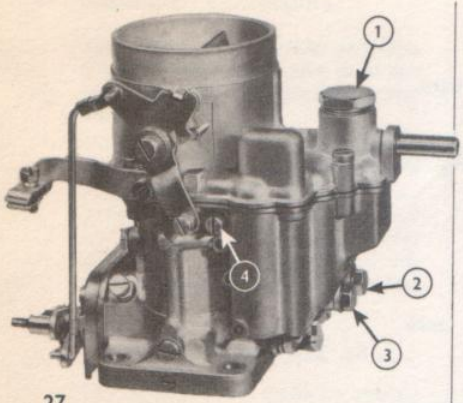
26

grease fittings and oil cups

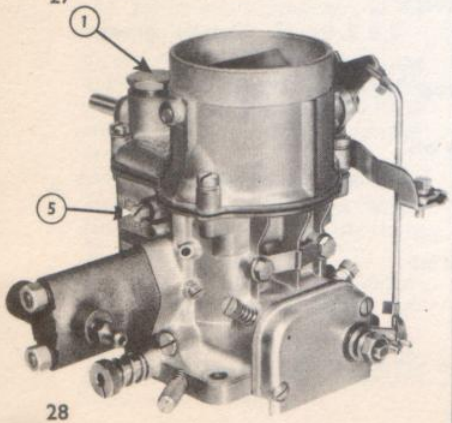
The following five units should be regularly lubricated:

Every	Lubricate	See	Lubricant
1200 miles	**Drive shaft** (one fitg. each side)	**1,** fig. 25	**Chassis grease**
1200 miles	**Upper and lower swivel joints ***	**2 & 3,** fig. 25	**Chassis grease**
1200 miles	**Fan shaft bearing oil cup.**	**2,** fig. 24	**Engine oil**
3600 miles	**Rear generator bearing oil cup**	**3,** fig. 24	**Engine oil**
3600 miles	**Distributor shaft** apply one or two drops only to the felt pad under the rotor.		**Very light oil**

* Important: Only moderate pressure should be used—It is preferable to use a hand grease gun.



27



28

carburetor

The DS 19 is equipped with a two-barrel Weber 24/32 DDC carburetor.

This modern and practically foolproof carburetor is of complex design and produced by high precision techniques. **The original factory setting should never be changed.** It usually requires no maintenance other than cleaning the filter when necessary. To do this, remove the nut **1** (fig. 27) and lift out the filter element. Dip it in gasoline and blow dry with compressed air.

The main and idling jets of each barrel appear to be identical, but are actually of different sizes. **They are not interchangeable.** To avoid incorrect installation, **it is advisable not to remove them.** If the jets **must** be inspected, remove them as follows:

1. Main jets—Remove nuts **2** and **3** (fig. 27).
2. Idling jets—Remove nut **4** (fig. 27) and nut **5** (fig. 28).

A tachometer is absolutely necessary to properly perform the carburetor adjustments. This should be done only by an authorized CITROËN dealer.

The first idling speed (engine warm) is 550 R.P.M.

The accelerated idling speed is 900-950 R.P.M.

battery

Check the water level regularly, particularly in the summertine. It should be approximately 3/8" above the plates in each cell. If necessary, add **distilled water only. Never add acid.**

After a period of time, the battery terminals may become slightly sulphated. To remedy this, disconnect the terminal clamps. Remove the insulating felt washers. Wash the sulphation from the clamps and terminals with clear water. Replace the felt washers after soaking them in caster oil. Replace the clamps tightly on their terminals.

precautions against frost.

1. Radiator and cylinder block.

Between the months of October and April, cars are delivered with sufficient anti-freeze added to protect the cooling system to 5 °F below zero. Cars delivered between the months of April and October, are protected to approximately 40 °F.

Should it be necessary to further increase the cooling system protection, consult your local CITROËN dealer.

Caution: The draining of the cooling system is a delicate operation.

CITROËN dealers are kept informed on suitable brands of anti-freeze solutions and their method of use.

To drain the radiator, open the petcock located at the lower right side. To drain the cylinder block, remove the hexagon plug located just below the oil dipstick tube.

In very cold weather, the engine should be allowed to idle a few minutes before accelerating, in order to insure through mixing of the water and anti-freeze.

We recommend that the anti-freeze solution be kept in the cooling system the year round, regardless of its concentration.

It is advisable when totally or partially draining the cooling system, to add rust inhibitor (soluble oil) to the extent of 1/2 of 1 % of the total cooling system capacity (10.5 quarts).

Precaution when draining cooling system. If the cooling system has been completely drained, the following precautions should be observed when refilling:

Be certain the control valve **13** (fig. 11) is fully opened.

Start the engine and accelerate several times to insure complete filling of the system.

2. Battery. The best protection against frost is to keep the battery fully charged. A normally charged battery (acid S.G. 1 210) will withstand a temperature of 20 °F below zero. A weak battery may burst. It cannot be repaired.

air filter

The air filter should be cleaned every 3,000 miles (approximately). See instructions printed on the air cleaner.

fuel filter

The fuel pump contains a filter which is in addition to the one used on the carburetor (see " Carburetor "). Do not try to remove it yourself; have it cleaned by your CITROËN dealer.

hydraulic system filter

It is located at " A " (fig. 5). Have it cleaned by your CITROËN dealer every 6,000 miles.

brakes

The front brake linings automatically compensate for wear when the parking brake is applied.

Every 12,000 miles, or when the pedal travel becomes too great, have the condition of the front and rear linings checked by a CITROËN dealer.

windshield washer

The windshield washer container is attached to the right side fire-wall of the engine compartment. Fill with water. In cold weather, add proper solution to prevent freezing.

wheels and hubs

When changing a wheel, make sure that the hexagonal (male and female) parts are clean, as well as the wheel and hub surfaces.

It is advisable to oil the hexagonal parts slightly.

Put a drop of oil under the wheel lug nut.

tires

The tire sizes are: 165 × 400.

Use only Michelin " X " Tires on your CITROËN.

The life of the tire depends, among other factors, on correct inflation.

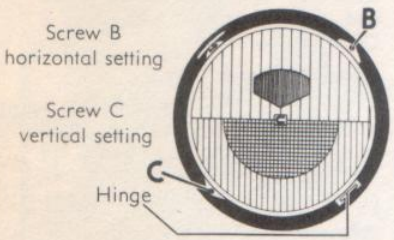
The correct tire pressures **(COLD)** are:

Front: 24 P.S.I.

Rear: 20 P.S.I.

Spare: 27 P.S.I.

Correct tire pressure not only will insure even wear of the tires, but also will provide the best ride.



29

do not over-inflate your tires

When mounting the spare wheel, make sure its tire pressure is correct.

Note: If you regularly drive at high speeds (over 90 m.p.h. - law permitting), we recommend the following tire pressures:

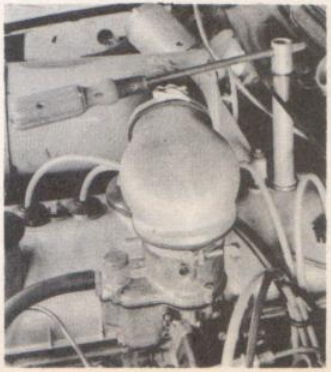
Front: 29 P.S.I.
Rear: 27 P.S.I.
Spare: 30 P.S.I.

headlight adjustment (fig. 29)

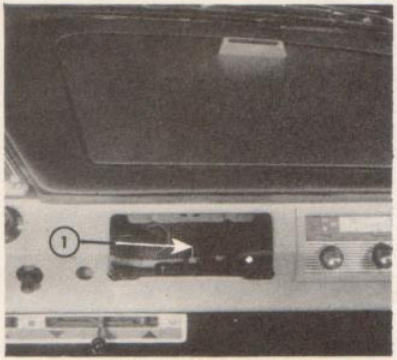
To adjust the headlight, remove the rim. Grip the two holes and snap it out.

The horizontal aim is adjusted by screw " B ".

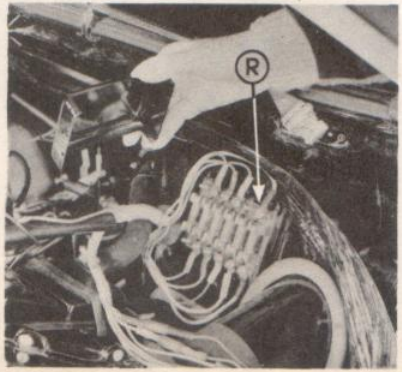
30



31



32



33

The vertical aim is adjusted by screw " C ".

replacement of a spark plug (fig. 30 and 31)

Proceed as follows:
Pull the terminal from the plug.
A 13"/16" socket type wrench is provided in the car tool kit.
Insert wrench into the spark plug well and engage the plug.
Unscrew the plug using the screw driver as a lever (fig. 31).
When reinstalling the plug, be sure to replace the insulating cap **1** (fig. 30).
When changing the plug, reuse the electrode extension and insulating jackets removed from the worn plug.
To remove the **fourth** spark plug: A hole is provided in the center of the drain shelf to permit access to the fourth spark plug (fig. 31). Remove the rubber sealing plug. Be sure to replace it after installing the spark plug.

accessory terminal

When installing extra 12 Volt electrical accessories, such as fog lamps, radio, back-up lights, etc., the service man should be advised to use the special terminal **1** located behind the ash tray (fig. 32). This terminal permits a maximum current draw of 10 amp.

fuse box

Two Fuse Boxes are located on both fire wall sides. The covers snap on and are easily removed by lifting them away from the fire wall.
1° On the upper right side two 30 amp. fuses are used to control
right passing beam: green lead
right driving beam: yellow lead.
2° On the upper left side six 30 amp fuses are used to control.
Parking lights ..... red lead
Accessory terminal and
Windshield wiper .. white lead
Left passing beam .... green lead
Left Driving beam.... yellow lead
Remaining circuits ... blue lead
a sixth fuse " R " is a spare to replace a possible blown fuse. Disconnect the corresponding circuit before replacing the fuse. If the fuse blows again, consult your CITROËN dealer.

door windows

To insure easy sliding of the windows, have a CITROËN dealer apply two coats of special varnish or silicon compound on the rubber seal, whenever needed.

cleaning hints

Body:

To protect the exterior finish of your car, wash it often. Road tar and various dirts, if allowed to stay extensively, are hard to remove and may damage the paint. Wash the car with water and mild soap. Flush with clear water abundantly. If you wish to wax or polish your car, use brand names of products only.

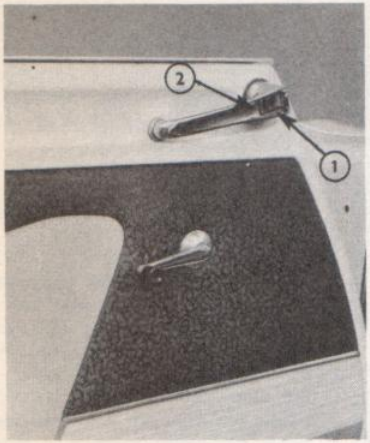
upholstery

When cleaning the upholstery never use very strong products such as benzine, trichlorethylene, etc. Strong products when improperly handled will not only damage the rubber padding of the upholstery but may set some stains permanently especially when the nature of the stain is unknown. Use only mild products and rub lightly with clean and well squeezed pads.

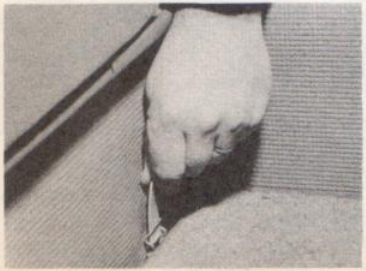
towing the car

Should it be necessary to have the car towed by another vehicle, the towing cables must be attached to the lower right and left suspension arms only. The cables must be sufficiently padded to protect the front gravel shield. The towing speed must be slow.

Never attach cables to the bumper for towing purposes.



34



36

35

opening and locking doors

To open the door from inside, grip the handle (fig.34); then press the catch **1** with your thumb, and push the door open.

When a rear door is closed, lock it by moving the catch **1** forward. To unlock, press button **2**. When fully opened, the doors are held by a retractable door check. This facilitates getting in and out of the car.

The two front doors must be locked with the key and cannot be locked from the inside.

Keys — Two keys are supplied with the car. A key and lock code is stamped on each key. It is advisable that you make a record of this four digit code number. You may need it later.

carpets

The front and rear carpets are installed by inserting the three plastic tabs into the spring clips located on the face of the seat platforms (fig. 36). To remove the carpets, simply lift the tabs from the clips.

front seat adjustments
(fig. 35)

To adjust the front seats forward or backward, press the locking lever **1**.

The range of adjustment is 6 inches.

The back rest angle may be changed while the seat is occupied.

Lift lever **2** and tilt as desired. To return the back rest to the straight position, lift lever **2** while leaning forward.

The front seats can be converted into beds by lowering the backs completely. To do this, bring the seat as far forward as possible. Lift the lever **2** and push the back rest all the way down.

seat belts - optional

Twelve anchoring points are provided on every car. These will enable you to install the seat belts on each or all of the front or rear seats. For installation and use see your CITROËN dealer.

sun visors

Both sun visors slide on their spindles and can be moved according to the direction and angle of the sunlight. They also can be swung round to mask the top of the door windows.

The passenger's sun visor is fitted with a mirror.

electric clock

It is set by pushing, then turning, the stem on the dial.

glove compartment

The glove compartment lid is held by a magnetic catch **8** (fig. 37). Pull to open.

map pocket

Located under the glove compartment, may be used for radio installation. (Consult your CITROËN dealer.)

front ash tray (7, fig. 37)

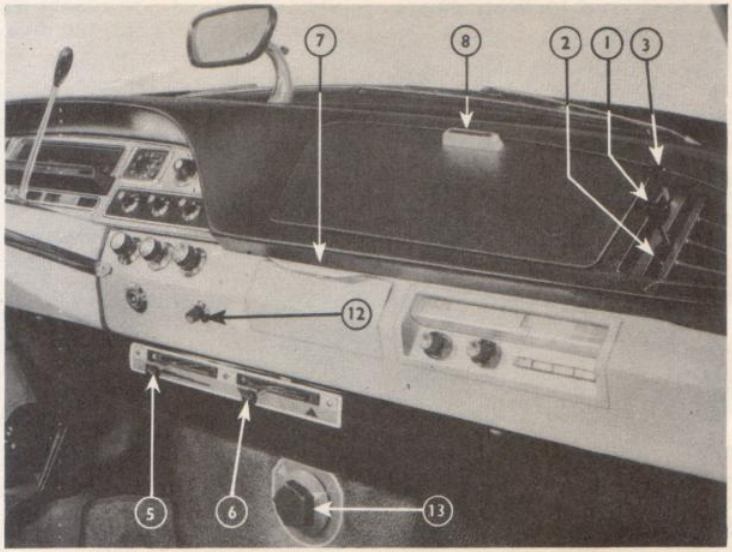
To empty the tray, pull it completely and lift.

rear view mirror

The rear view mirror is of the " day " and " night " type. It can be set in either of the two positions without changing its angle. To avoid headlight glare from the rear, simply tilt the lower edge to the " night " position.

trunk light

It is switched on automatically when the trunk is opened and the headlight switch is in position " V " or " R ".



37

ventilation

Two louvred vents, situated to the extreme right and left of the dashboard, admit fresh air to the car. The volume of the air and the direction of its flow can be regulated.

Lever **1** (fig. 37) controls the amount of air admitted. Raise the lever to increase the air intake; lower it to decrease or shut off the intake.

Figure 37 illustrates the right side controls. The left side controls are identical.

The air deflector control lever **2** directs the air stream, as desired:

In high position toward the roof.

In low position toward the driver's or passenger's head.

Lever **3** allows the air stream to be directed toward the feet. In high position it is open. In low position it is closed. This lever works independently of the other two controls.

In warm weather, the dashboard vents may be supplemented by using the heating circuit to increase ventilation. This is done by closing the heater valve **13** (fig. 37) and switching on the fan control **12.** This supplementary ventilation can be utilized for demisting the windshield and the front door windows.

An air intake is located in the front of each fender. These provide fresh air for ventilation, heat, defrosting and demisting. Depending on the comfort desired, this air intake can be controlled to provide fresh air ventilation or heat separately, or simultaneously. An auxiliary blower and heater core is incorporated in the system to maintain the flow of fresh air or heat while the car is at a standstill. The fresh air intake is controlled by the lever **3.** The hot air (heat) intake is controlled by the lever **5.**

Note: When driving in heavy traffic or tunnels, it is advisable to temporarily close the fresh air intake. This will help to eliminate the penetration of the exhaust fumes from the preceding vehicles.

heating and defrosting
(fig. 37)

A heating control valve **13** regulates the amount of hot water which circulates in the heater core. It is open when turned to the left (red triangle); closed when turned to the right (blue triangle). Between these two extreme positions, the temperature in the car can be adjusted, as desired. The amount of warm air can be increased by pulling the fan control **12.**

How to operate:

Be sure that the heating control valve **13** is opened. The lever **5** controls a vent which regulates the amount of warm air coming in : to the left, it is fully opened; to the right, it is closed.

The lever **6** allows the hot air to be divided between heating and defrosting. Pushed to the right (upright triangle) most of the hot air is directed into the defrosting ducts. Pushed to the left (inverted triangle) the hot air is directed into the heating ducts. Between these two limits, the defrosting and heating can be balanced as desired.

optional heavy-duty heater

This optional equipment includes:

A rear window defroster controlled by a knob adjacent to the fan control **12.**

Side window defrosters fed by the main defrosting system.

A water temperature gauge.

An adjustable shutter operated by a pull chain under the left side of the dashboard.

In cold weather, the shutter must be operated in such a manner as to keep the needle within the white central mark of the water temperature gauge dial.

Never allow the needle to go to the red area.

INDEX

personal notes

A+H Auto Parts
San Rafael
Hydraulic Pump

12th & Jean
Paul's Inc

AC 5337 (12-62) E-DS 19 3 AME

Printed in France

Maulde et Renou Paris