

ID 19B-DV



Owner's Guide

ID 19B-DV

CITROËN

CAUTION

The hydraulic system of your car is now equipped with green L.H.M. liquid.
PLEASE, very carefully, read pages 5, 21 and 59. Keep this booklet in the glove compartment at all times.

Specifications and information outlined in this manual were in effect at the time of printing. S. A. Automobiles Citroen and/or its Subsidiaries reserve the right to change these specifications and include revisions without prior notice and without responsibility whatsoever.

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Dear Citroën Owner:

Like any other piece of precision-made fine machinery, your Citroën requires certain routine maintenance to insure regular uninterrupted performance. Please take the time to read this guide carefully, as well as the Maintenance Guide you received from your Dealer at time of delivery.

These books have been prepared by Citroën engineers. By following the suggestions and instructions found within and by patronizing Authorized Citroën Dealers, your car will give you thousands of miles of trouble-free service.

All of us at Citroën, and our network of Citroën Authorized Dealers, maintain an interest in you and your car. We are always happy and interested in hearing from Citroën owners, and remain always at your service

Sincerely,

CITROEN CARS CORPORATION

VERY IMPORTANT

HYDRAULIC SYSTEM LIQUID

This liquid (GREEN in color) has a MINERAL base (similar to engine oil) and is COMPLETELY DIFFERENT FROM ANY OTHER LIQUID USED TO DATE.

The level of the liquid in the reservoir, situated next to the radiator, should be between the MINI and MAXI marks on the transparent gauge of the reservoir.

If it is necessary to replenish the liquid, USE ONLY THE GREEN FLUIDS, sold in GREEN cans bearing the letters LHM in GREEN. This liquid

is supplied by any CITROEN Dealer. ALL OTHER LIQUIDS ARE HARMFUL, particularly those with a SYNTHETIC or VEGETABLE BASE such as LHS2 and ALL BRAKE FLUIDS which would quickly and completely destroy the hydraulic system of your car.

In an emergency, you may use an oil similar to that used in the converters of automatic transmissions (Fluid A Type A), but in such a case have the reservoir drained and replenished with the recommended liquid as soon as possible.

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Information covered in this guide applies to:

ID-19b Grand Route
ID-19b Luxe

Factory
Symbol
DV-USA
DV-USA

IDENTIFICATION PLATES AND LABELS



fig. A

The CAR SERIAL NUMBER is stamped on three separate metal plates:

- on a rectangular plate attached to the upper right side of the engine compartment firewall (See fig. A.)
- on a metallic tab attached to the left side of the shelf supporting the electrical controls (under the directional signal switch).
- on the section of the cowl immediately below the left edge of the windshield frame (visible

when the left front door is opened). This plate also bears the legend confirming conformity to U. S. Safety Standards.

The MOTOR NUMBER is stamped on a rectangular plate attached to the right front of the motor block. The MANUFACTURERS' PLATE with the words "Made in France" is mounted on the firewall to the left of the engine.

The PAINT REFERENCE NUMBER is stamped on a small round disc attached to the right side firewall near the serial number plate. This number is preceded by the letters "AC". See fig. A.

Note: You must not remove or change the location of these plates. Two labels are located on the inside surface of the glove compartment cover:

- one label testifies conformity to U. S. Federal Standards.
- one label notes the vehicle capacity, weight and tire pressures recommended by the manufacturer.
- a third label bearing the idling specifications is located next to the fuse box.

MAJOR SPECIFICATIONS AND SETTINGS

BASIC DIMENSIONS

Wheelbase	123"
Front Track	59"
Rear Track	51¼"
Overall Length	191¾"
Overall Width	70⅞"
Height (normal drive position) ...	58"

CURB WEIGHT

Unloaded:	2,775 lbs.
Loading Capacity:	950 lbs.

CAPACITIES

Cooling System: Standard Heater	11¼ qts.
Cooling System: with H.D.	
Radiator for air conditioner	11½ qts.
Fuel Tank	17 gals.

Engine crankcase:

with filter change	5¼ qts.
w/o filter change	5 qts.

Gear Box 2¼ qts.

Hydraulic System:

Complete	5½ qts.
Reservoir only	3½ qts.

FUEL **Premium**

ENGINE

Bore	3.386"
Stroke	3.366"
Displacement—cc	1985
Displacement—cu. in.	121.1
Compression Ratio	8
SAE Torque Maxi	101 ft./lbs. @3000 rpm
SAE Horse Power	91 @ 5750 rpm
Firing Order	1-3-4-2

*SPARK PLUGS:

Original Equipment	S E V — MARCHAL 35B
Authorized Alternatives	BOSCH W 225 TI
" "	A C 42 FF
" "	CHAMPION L 85
" "	LODGE 3 H.N.

*For recommended substitutes consult your
Authorized CITROEN Dealer.

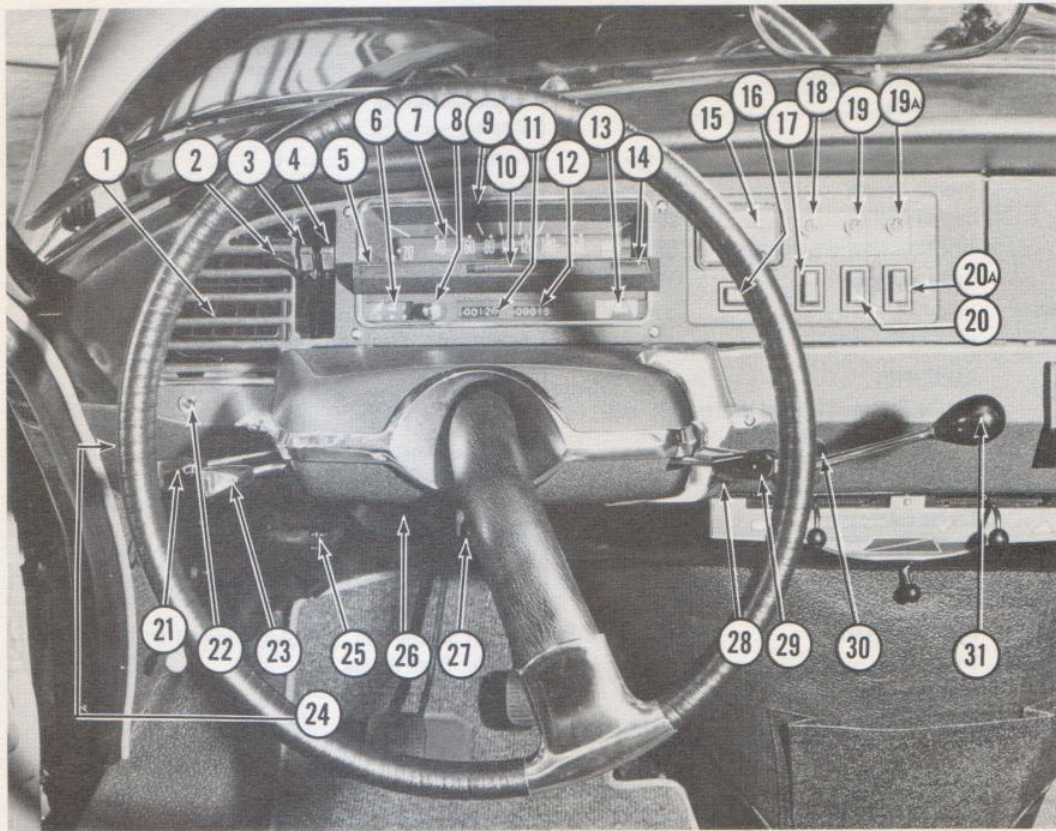
Spark Plug Gap	0,5-0,6 mm (.020"-.024")
Valve Clearance (Hot):	
Intake	0,20 mm (.008")
Exhaust	0,25 mm (.010")
Point of Ignition	0°
Contact breaker gap	0,4-0,45 mm (.016"-.018")
Cylinder Head Torque	
(Cold):	
1st tightening	22 ft. lbs.
2nd "	43.5 ft. lbs.

ELECTRICAL SYSTEM 12 Volt

Battery Polarity Negative post grounded

ALTERNATOR

Never disconnect the battery or the alternator when the engine is running. The two battery cables must be disconnected before connecting a charger to the battery terminals. See important recommendations page 68.



DASHBOARD

fig. 1

DASHBOARD — Fig. 1

1. Ventilator grill (on right side also)
2. Vent louvre operating lever (on right side also)
3. Air volume control lever (on right side also)
4. Air stream deflector lever (on right side also)
5. Directional signal indicator
6. Fuel gauge
7. Speedometer
8. Trip mileage re-set knob
9. "Stopping Distance" guide
10. Pressure indicator—Hydraulic System
11. Trip Mileage Recorder
12. Odometer
13. Temperature gauge
14. Hazard Warning indicator
15. Electric Clock
16. Pressure indicator test switch
17. Hazard warning switch
18. Charging indicator
19. Oil pressure indicator
- 19A. High Beam indicator
20. Interior light switch
- 20A. Heater Blower switch

21. Windshield Wiper and Washer lever
22. Thermal Rear Windshield indicator
23. Direction Signals and Horn switch
24. Thermal Rear Windshield switch
25. Parking Brake
26. Dimmer for panel lights
27. Ignition switch
28. Starter switch
29. Headlight switch
30. Choke control
31. Shift lever



To set the clock to the correct time, press and turn the button indicated by the arrow.

INSTRUMENT PANEL LIGHT DIMMER SWITCH — 26 Fig. 1

This rheostat controls the luminosity of the instrument panel. Turn it to the left to dim the panel lights; to the right to brighten them. It operates only when the headlights or the running lights are on.

DIRECTIONAL SIGNAL — HORN LEVER 23 Fig 1

This lever operates the directional signals and the horns:

- To use the DIRECTIONAL SIGNALS move the lever up to indicate a right turn. Move it all the way down to signal a left turn. To cancel the signals, return the lever to the center position.

When the signals are operating a green flashing light appears at 5 Fig. 1. In addition an audible clicking sound occurs. If neither one of these become evident consult your CITROEN Dealer.

- To sound the HORNS lift the lever toward the steering wheel. Lift it slightly to sound one horn for "in town" driving. Lift it further to sound both horns for "road" driving.

IGNITION SWITCH — 27 Fig. 1

Turn the key clockwise to switch the ignition ON.

When the ignition is turned ON, the indicators 18 and 19, Fig. 1

will light. This is normal and serves to check the proper condition of the charging and oil circuits. (Indicator 18 bears the profile of a battery; indicator 19, the profile of an oil can). If these indicators DO NOT light at this moment (before the motor is started) the circuits must be checked by a CITROEN Dealer as quickly as possible.

These indicators should be extinguished immediately after the motor has started.

After the car has been parked for a considerable period (overnight, for example) it is possible, but not always, that the hydraulic system pressure indicator 10 fig. 1 will also light when the ignition is turned on. This is normal provided it is extinguished within 20 seconds after the motor has started. If not, consult a CITROEN Dealer.

When the car is parked, the glow of the indicators serves as a reminder that the ignition has not been cut off.

Note: It is unlawful to leave keys in the switch when the car is unattended.

HAZARD WARNING SWITCH —

17 Fig. 1. **(HAZ)**

This signal must be used judiciously. As its name implies, it serves to warn other drivers of a hazardous situation.

Press the button to flash the signal.


It is required that this be done on such occasions as:

- stopping on a highway for emergencies
- double parking
- calling for help, etc.

When this switch is ON, both front and both rear directional lights will flash intermittently as well as the indicators 5 and 14 fig. 1.

DO NOT use this signal when the car is in motion unless you wish to attract attention to the fact you are deliberately driving at slow speed due to mechanical failure or other reasons.

CHARGING INDICATOR —

18 Fig. 1. 

The indicator light must be out immediately after the motor has started. It must remain out while the motor is running normally. If it does not go out or appears when driving, have the charging circuit inspected by a CITROEN Dealer as soon as possible.

When the motor is not running, the glow of this indicator serves as a warning, the ignition has not been switched off.

WINDSHIELD WIPER —

WASHER LEVER — 21 Fig. 1.

This lever operates a dual switch;

- for wiping the windshield and
- for washing the windshield by means of an electric pump.

To operate the WIPERS, move the lever downward to either of two positions;

1st position—slow wiping

2nd position—fast wiping

Return the lever to the horizontal position to cancel the wipers. The wiper arms are self-parking.

The high speed wiper should be used only during heavy rain or when over-taking traffic during difficult rainy conditions. During a fine drizzle wait until the glass is sufficiently wet before putting the wipers into use.

To operate the windshield washers raise the lever toward the steering wheel. Do not use too much water. After spraying the windshield once or twice operate the wipers at slow speed until the glass is almost dry. Repeat if necessary. It is good practice to wipe the edges of the blades regularly. Be sure the water in the washer jar is clean and free of deposits.

OIL PRESSURE INDICATOR

19 Fig. 1.



This light will glow as soon as the ignition key is turned ON. It must go OUT immediately after the motor has started and must remain out while the motor is running. If the light appears while driving it indicates a fault in the oil circuit or the indicator light circuit. STOP THE MOTOR IMMEDIATELY. Check the oil level. If necessary add oil to the level indicated by the upper shoulder of the notch on the dipstick (See Page 18.) After the motor has been re-started, if the light does not go out, call the nearest CITROEN Dealer. In order to avoid severe damage to the motor, the car should not be driven before the condition is corrected.

HEADLIGHT SWITCH — 29 Fig. 1.

This switch is operated by turning the knob counter-clockwise one quarter turn at a time. It can be turned thusly to either of two positions.

1st position  used for city or "in town" driving

2nd position  used for "road" driving

At either position the switch lever can be moved toward the steering wheel and then back.

At the FIRST POSITION the running lights are on in addition to the parking lights and the two outermost headlamps (low beams). Moving the lever toward the steering wheel will cancel the low beams but the parking and running lights will remain on. This is used for

twilight or "low vision" daylight conditions.

At the SECOND POSITION the innermost headlamps (high beams) are added so that all four headlights are operating. In addition a blue indicator (19A, Fig. 1) will light on the dashboard. Moving the lever toward the steering wheel will now cancel the "high beams" but the "low beams" and other lights will remain on. This is used when passing opposite traffic. At this position, by moving the lever alternately toward and away from the steering wheel, you can flash the headlights signalling preceding traffic that you are about to over-take them.

When the knob is turned so that the white dot faces the driver, the switch is at neutral position and all lights are off.

600 MILE INSPECTION

When your new CITROEN was delivered to you the Dealer provided several important documents, one of which was entitled "Warranty and Maintenance Booklet".

This booklet contains two postage free, self-addressed cards which serve an important function in protecting your rights under the terms of the CITROEN Warranty Policy.

One card is entitled "Record of Delivery". It determines the starting date of the warranty period. It should be filled out and mailed immediately after taking possession of the car.

The second card is entitled "600 Mile Inspection" and serves as evidence the 600 Mile Inspection has been performed. After the car has been driven the first 600 miles, it must be inspected by ANY AUTHORIZED CITROEN DEALER. The inspection is FREE to the owner with the exception of motor oil, gear box oil and the oil filter cartridge. It is the responsibility of you, the owner, to have this inspection done between the first 600 and 1000 registered miles after which, the card must be removed from the booklet,

filled out and mailed. This is a condition of the warranty policy. Failure to do so will void the warranty.

Note: Several operations comprising the 600 Mile Inspection require the motor to be completely cold. This extends the time necessary to do the inspection. It is suggested, therefore, that you schedule the inspection well in advance, for example, as soon as possible after taking delivery of the car. If necessary, arrange to leave the car with the Dealer overnight.

BREAK-IN PERIOD

During the "break-in" period, particular attention should be given to the level of oil in the motor. It is expected you may be required to add a slight amount. This is normal. It is essential that you become familiar with the proper method of checking the oil level (See page 19). If it is necessary to add oil, use only MULTIGRADE SAE 10 W 30 oil.

We strongly advise against the use of additives in the motor oil. It is absolutely unnecessary and may cause damage to the motor.

driving

buckle your seat belts



fig. 4



ENGINE OIL DIPSTICK

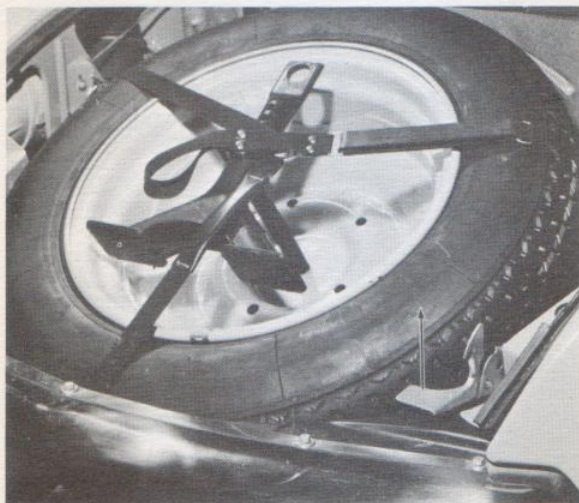


fig. 5

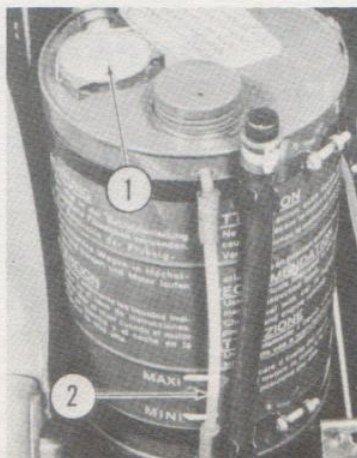


fig. 6

Frequent checking of the Engine Oil Level, the Hydraulic Fluid Level and the cooling system Water Level are entirely the responsibility of the Driver. They should not only be made while the car is new but for the entire life of the car. Every Driver should become thoroughly familiar with the proper method of performing these checkings.

TO OPEN THE HOOD

Before opening the hood, put parking brake ON and shut the engine OFF.

Release both hood catches by pulling release rings situated under the dashboard on each side of the car (see left side ring in fig. 4). The front part of the hood will then rise slightly. The hood can now be opened completely.

Being in front of the car, raise the safety latch (fig. 5). Reach this latch by inserting your right hand between top of bumper and hood. With your left hand, raise hood completely to head level and with your right hand, disengage the support rod from its rubber grommet. Place rod into notch on the right side of radiator.

To close the hood, release support rod and press it back in place on

grommet. Let hood fall from a sufficient height (chest level). Make sure that latches are secured by pressing down each side of hood over them.

CHECKING THE ENGINE OIL

The dipstick is situated on the left side of the engine below carburetor (pull up by ring).

The engine of your car should ALWAYS contain a sufficient quantity of oil in order to lubricate all moving parts. The minimum quantity for this engine is established at $4\frac{1}{4}$ US quarts—NEVER LESS. The total crankcase capacity including the oil filter is approximately $5\frac{1}{2}$ US quarts. Refilling without changing the oil filter cartridge requires 5 US quarts.

The amount of oil is verified by its Level in the crankcase shown on tip of Dipstick.

Proper level is when oil reaches the top of the notch on the Dipstick or MAXI mark. See page 18.

Capacity difference between top and bottom of notch, or MINI mark, is about 1 US quart. NEVER let the level fall below the MINI mark on the dipstick.

Oil checking should be made often, at least every time you stop for gasoline.

Correct reading requires that:

- The car be on level ground
- The engine be stopped for several minutes to allow oil trapped in upper engine components to return into crankcase
- The dipstick be wiped off between readings.

If necessary, replenish to correct level. Do not overfill. It is always preferable to use the same grade and brand of oil as the one you already have in the engine.

Choice of Oil: Select the viscosity range of your oil to accommodate the extremes of anticipated temperatures.

- 0° F to 85° F **SAE 10 W-30**
- 90° F and above **SAE 20 W-40**
- 0° F and below **SAE 5 W-20**

NOTE:

Sustained speeds above 60 mph should be avoided when using SAE 5W-20 oil.

CHECKING THE WATER LEVEL

The level should be about one inch from the top of the filling neck at all times.

The radiator is fitted with a pressure cap. Therefore, when checking level of a warm engine, use caution before removing cap.

Turn cap counter-clock-wise approximately $\frac{1}{4}$ turn. A slight hissing sound will indicate the escape of pressure. Wait until this stops before lifting the cap.

CAUTION: If engine is VERY HOT, which may result, for instance, from a continuous "stop and go" driving in heavy traffic during hot weather, make no attempt to remove the Filler Cap, as you run the risk of being scalded by steam under pressure. Let the engine cool down naturally. Develop the habit of watching the temperature gauge from time to time while driving in order not to allow the needle of the gauge to penetrate and remain in the red Danger zone of the gauge.

LIQUID FOR THE HYDRAULIC SYSTEM

VERY IMPORTANT

This liquid (green color) is a liquid of Mineral Origin (similar to automatic-transmission-oil). It is absolutely different from all other liquids used to date.

Its height, in the reservoir situated at the side of the radiator, should be comprised between the "mini" and "maxi" references of the transparent level gauge (See Fig. 6).

The reading of this gauge should be done when the car is at its highest position. In order to raise the car to this position; start the motor, place the lever (see page 29, fig. 12) in the highest position, accelerate slightly if you wish to shorten the time, and wait until the car stabilizes.

At this moment, check to see if the liquid level remains stable between the "mini" and "maxi" marks of the transparent gauge (see Page 18, Fig. 6).

Should the occasion arise, in order to replenish the level of the liquid,

USE ONLY THE GREEN LIQUID SOLD IN CONTAINERS ON WHICH THE GREEN LETTERS "L.H.M." APPEAR.

This green L.H.M. fluid is manufactured by the following companies:

- TOTAL, ANTAR, B.P., CASTROL, ESSO, LOCKHEED, SHELL AND STOP.

ALL OTHER LIQUIDS ARE PROHIBITED, particularly those of synthetic origin such as L.H.S. 2 and all BRAKE FLUIDS, which will rapidly and completely destroy the hydraulic system of your car.

In case of emergency, it is permissible to use AUTOMATIC TRANSMISSION OIL, REF. FLUID A, TYPE A, such as the brands listed below:

- ESSO : AQ-ATF-2924 A
- SHELL : DONAX T 6
- SUNOCO : TRANS-MATIC B-10-107
- CITGO : AQ-ATF-1562 A

In such cases, please visit your CITROEN Dealer, as quickly as possible, to drain the reservoir and refill it with the liquid recommended.

STARTING

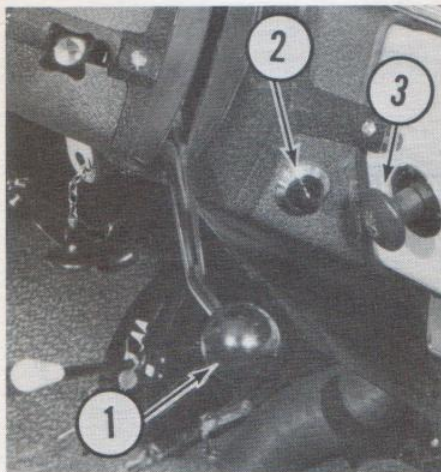


fig. 8

Be sure that the Gear Shift Lever 1 is in NEUTRAL position and turn the Ignition Switch ON.

When engine is COLD: pull the choke control knob 3 completely OUT.

Depress the clutch pedal and press the starter button 2 without touching the accelerator pedal.

If the engine does not start at the first attempt, wait three to five seconds and start again. As soon as the engine has started, progressively push the choke half way IN. Leave it in that position until the engine idles smoothly, then push the choke IN completely.

Never over-use 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.

When engine is WARM: press the accelerator pedal completely down without using choke control, then press starter button 2. If engine does not start at the first attempt, wait three to five seconds (keeping the foot on the accelerator pedal), then press starter button again.

As soon as engine has started, release the accelerator pedal.

Before driving off, always let the engine run for a few moments. This will allow the car to stabilize in normal driving position.

SHIFTING

The Gear Shift Lever can be moved in three parallel planes as shown on diagram. In the plane nearest to you, it engages the 1st and 2nd gears. In the intermediate plane it controls the 3rd and 4th gears. The reverse gear is the farthest.

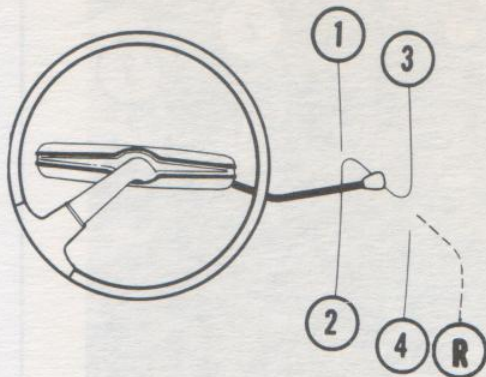
Always bring the car to a **complete stop** before shifting from 1st to Reverse and vice-versa.

To complete a shift:
Depress the Clutch Pedal completely. Move the Shift Lever from 1st through 4th gear as car gains speed. Release the Clutch Pedal progressively and simultaneously accelerate the engine after completing each shift.

SPEED SHIFTING RANGE —

After the car has been broken-in the most economical driving speeds are:

1st	——
2nd	34 mph
3rd	50 mph
4th	75 mph



MAXIMUM PERMISSIBLE SPEEDS —

The limits of the range corresponding to 1st, 2nd and 3rd gear are not to be exceeded since they represent the Maximum Permissible Speed for each gear.

1st	28 mph
2nd	56 mph
3rd	84 mph
4th	——

IMPORTANT

Before driving off, always wait a few moments to allow the car to stabilize in normal position.

Do not race the engine especially in cold weather after it has started and do not drive at high rate of speed until engine is thoroughly warmed up.

NOTE:

To prime the Fuel Pump

When the car has been garaged for a long time, or if gasoline tank has been emptied, prime the fuel pump by turning the starter 3 or 4 times for 5 seconds each time but without touching the ignition switch or the choke.

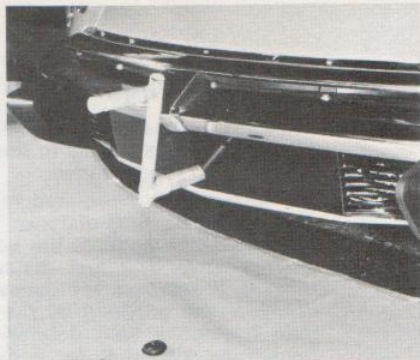


fig. 9

TO START WITH CRANK HANDLE

The crank handle may be used in cold weather to free up the engine or to start engine when battery is too weak.

The crank handle and its extension are stowed under the spare wheel. Insert the extension through the guide under front bumper until it engages the gear box spindle. Do not forget to put the ignition ON. Be sure Gear Shift Lever is in Neutral and Parking Brake is on.

distances required to stop a car

CITROEN wishes to bring the information that follows for the sake of safety, and especially to the attention of drivers who drive in areas where speed is not limited.

The **total** distance required to stop a car is actually the sum of two distances. The first distance is the one covered by the car before the brakes are applied, the second during the time while the brakes are operative. The first distance, or time, is function of individual reflexes. It averages approximately $\frac{3}{4}$ of a second. On the other hand, decelerations provided by the best of the braking systems can only tend towards a limit determined by the grip of tires on the road. Remember also that for a deceleration, as high as it may be, the distance covered by the car during braking time increases considerably with the speed. For instance, it will be 34 feet at 25 mph and 540 feet at 100 mph. Thus, while the speed increased only 4 times, the stopping distance increased 16 times.

On the chart below are shown the **total** stopping distances as they are related to the speed of the car.

SPEED OF THE CAR	25 mph	50 mph	75 mph	100 mph
Distance covered during reflex time	27'	55'	82'	110'
Distance covered during braking time	34'	133'	305'	540'
Total stopping distance	61'	188'	387'	650'

The stopping distances shown above are approximate. They are valid when the following conditions are met: brakes and tires in perfect condition, the car is not overloaded, the road is dry with good traction surface . . . **These distances may be considerably increased on wet and slippery roads.**

At high speeds (85 mph) it is recommended not to use the full power of the brakes instantly to bring the car to a stop. A good practice is to apply the brakes gradually and "pump" the brake pedal.

BRAKES

SERVICE BRAKE

The braking action is proportional to the pressure of the foot on the brake pedal. This brake is power assisted and even in case of sudden stops, relatively little pressure is required to bring the car to a halt. Before driving on the open road for the first time, it is advisable to test the brakes to become familiar with their response and power.

EMERGENCY BRAKE and BRAKE SECURITY CONTROL --

A red Indicator 10 fig. 1 serves as a warning when the hydraulic pressure controlling either the front or the rear brake circuits becomes insufficient.

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.

Should light appear while driving, stop the car immediately. There is ample reserve pressure to do so under all circumstances. Without delay, have your car inspected by your nearest CITROEN Dealer.

If the circumstances make driving mandatory, do so at speeds below 20 mph using the Emergency Brake only.

In addition, a check switch enables you to verify at any moment the good condition of the warning indicator. To do this, press on switch 16 fig. 1. Indicator 10 must light up.

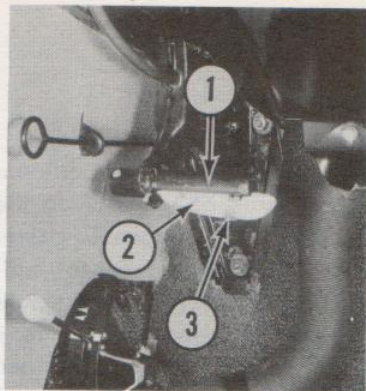


fig. 11

PARKING — EMERGENCY BRAKE

The Parking Brake operates on the front wheels only. To apply the parking brake, pull HANDLE 1. It will lock automatically. To release the brake, pull the handle slightly, then squeeze the RELEASE TRIGGER 2 and push the brake handle all the way forward. The brake handle may be locked in the parking position if it is so desired. A SAFETY LOCK 3 when moved $\frac{1}{4}$ turn prevents the operation of the release trigger 2.

When parking on a hill, it is essential that the parking brake be applied firmly.

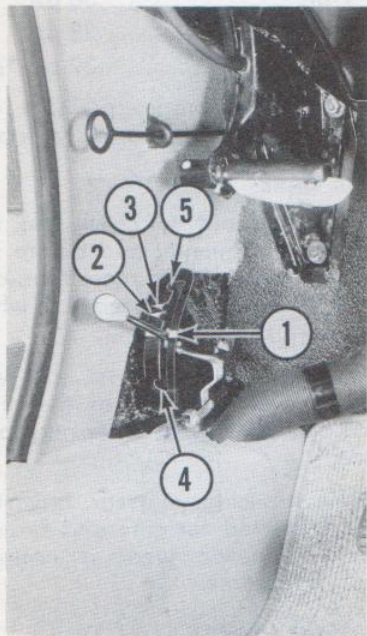


fig. 12

ROAD CLEARANCE ADJUSTMENT —

Fig. 12

When the Height Control Lever is in slot 1 (as illustrated) the car is at its normal driving height.

Driving comfort is greatest in this normal position.

In order to facilitate driving on difficult roads; snow, ruts, sand, etc. . . , it is advisable to increase the road clearance of the car. The height control lever serves this purpose. When it is set in slots 2 or 3, the road clearance is increased accordingly.

In addition, the lever can be set in two extreme positions 4 and 5 which are used for jacking the car up or changing a wheel. See page 33. In position 4 (the lowest), the car **CANNOT** be driven under any circumstances.

However, in position 5 (the highest), it is permissible to drive at slow speed to clear road obstacles such as snowdrifts, flooded roads, etc. In such circumstances, drive with care, and only far enough to clear the obstacle, then reset the lever to the normal driving position or to the height the condition of the road may require.

TIRES

Your automobile is fitted with MICHELIN "XH" Radial type tires as exclusive Original Equipment. It is the most appropriate tire for this CITROEN model.

In case of replacement, always replace one "XH" tire by another "XH" tire of identical specifications. Never mount a different type tire on the same axle with MICHELIN "XH" including MICHELIN "X" or other Radial Type tire.

TIRE SIZE

180x15 (180x380) MICHELIN "XH"

VEHICLE CAPACITY

WEIGHT:950 lbs.

VEHICLE DESIGNATED

SEAT CAPACITY4-2 in Front
2 in Rear

INFLATION PRESSURES—Measured when tires are **cold**.

Front	30 psi
Rear	28 psi
Spare	32 psi(*)

(*)Deflate to proper pressure depending on wheel to be replaced.

TIRE CARE

It is important to check the tire pressure frequently and before the car has been driven more than one mile at moderate speed, i.e. while tires are still COLD.

Correct tire pressure not only will insure even wear-off of the tires, but also provide a better and safer ride.

While servicing your car, have the tire inspected for cuts and bruises and if uneven wear is noticed, switch the tires.

A good practice is to switch tires regularly every 10,000 miles or more often if necessary.

Cross switch wheels and tires per following pattern:

Spare	to Right Front
Right Front	to Left Rear
Left Rear	to Right Rear
Right Rear	to Left Front
Left Front	to Spare.

During this operation, have the wheels checked for proper balance. Always have the wheel balance checked after a tire has been repaired.

BATTERY

The battery requires little attention. However, this attention is essential. This is the Owner's responsibility. Distilled water should be added at such intervals as will insure the plates being covered at all times. **Never add acid.**

Hydrometer readings should be made by your Dealer periodically.

To prevent corrosion of battery terminals and connections apply a coating of vaseline over the battery posts, making sure the terminals are properly tightened. If corrosion occurs, clean posts and terminals with a soda solution before applying the vaseline. When using the soda solution be sure the cell caps are in place to prevent the soda from entering the cells. Flush off well with water and dry the battery.

In the WINTER the best protection is to keep the battery fully charged. A normally charged battery will withstand a temperature of 20°F below zero. A weak battery may burst. It cannot be repaired. If water must be added during freezing weather do it just before the car is to be driven.

features and comfort

POWER JACKING — CHANGING A WHEEL

The whole operation should take no more than 10 to 15 minutes. MICHELIN "XH" tires give extra long service and are seldom subject to puncture. Nevertheless remember in case of such emergency, always drive to a safe area out of the traffic path. Put the hazard warning signal 17 fig. 1 ON.

From engine compartment, remove spare wheel, stand with pin and crank handle with extension. Have the engine idle during the entire operation. If the rear wheel is to be replaced, remove the rear fender. Loosen the fender bolt with the crank handle as shown in fig. 15. Then, with a slight lift, pull the fender to the rear see fig. 16.

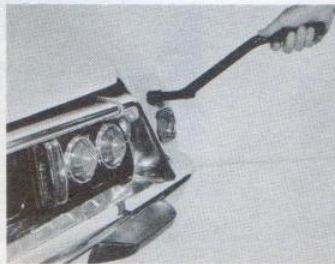


fig. 15

Procedure for removing wheel

- Set emergency brake firmly and lock it.
- Set height control lever to top position 5 fig. 12. Let car rise and stabilize at upper lever.
- Remove hub cap with hook on stand pin by prying fig. 17.
- Loosen the five wheel nuts without removing them at this point. You may use crank extension as a lever. See fig. 18.
- Hook stand on stud located about middle of car side body member same side as wheel to be changed. **Be sure the stand extension eye is well engaged over the stud.**
- Insert pin in hole through stand and stand extension. Use hole before last on horizontal surface fig. 19.
- Move down the height control lever to lowest position. Car will then descend, tilt on opposite side and wheels retract from ground.
- Unscrew wheel nuts completely. Remove the wheel.



fig. 16



fig. 17



fig. 18

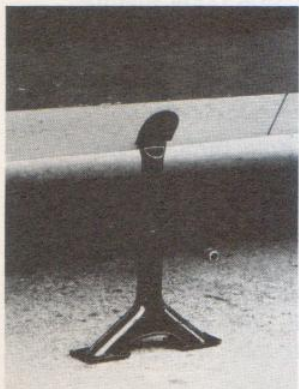


fig. 19



fig. 20



fig. 21

Installing new wheel

- Insert crank extension into the wheel center hole and present wheel on hub as shown in fig. 20. Install the five nuts without tightening them at this point.
- Raise car to high position slot 5 fig. 12 and remove stand.
- Lower car to normal driving position (slot indexed with white mark)
- Tighten wheel nuts with crank handle (do not use the extension)
- Install the hub cap respecting the valve location. To do this, place hub springs on each side of the valve hole in the rim and push hub spring with the stand pin and hook. fig. 21.
- Replace tools and wheel in engine compartment. Secure them firmly. See fig. 5.
- Make sure hood is well locked after that operation and have the tire repaired at the first opportunity.

NOTE: We recommend that you ask your CITROEN Dealer to demonstrate this procedure.

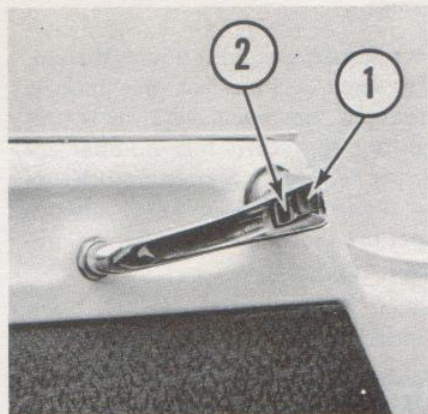


fig. 22

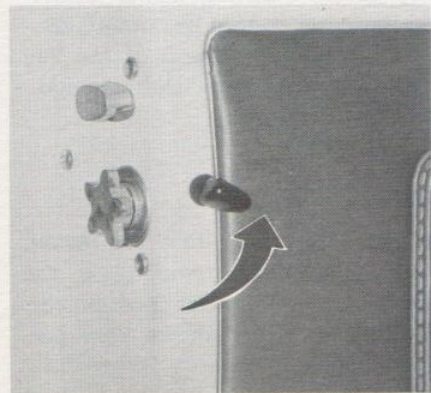


fig. 23

KEYS

Two keys are supplied with the car. The code number of the lock is stamped on each key. It is important to record this number for future reference. Should you decide to order additional keys, always specify the code number. Carry keys separately.

Never leave the keys in an unattended car.

To free frozen door locks in very cold weather use a cigarette lighter or match to heat the shank of the key before inserting in the lock. If the lock still cannot be turned, continue to heat the head of the key until the tumblers defrost completely.

DOORS — Fig. 22.

To open the door from the inside, grasp the handle and press the trigger 1 toward the rear of the car. Simultaneously, push the door outward with the forearm. When fully opened the doors are held by a retractable door check.

To lock the doors from outside.

Trigger 1 also serves the purpose of locking the doors. To do this move it toward the front until a click is heard.

Both the front doors must be locked from outside with the key.

To unlock the trigger 1 press on CATCH 2.

To lock the doors from inside.

Both the rear doors cannot be opened from outside once they are locked with trigger 1 fig. 22, but the front doors can be opened as explained before. If you wish to secure the front doors while sitting inside the car, raise the lever fig. 23. Once this is done, the front doors cannot be opened from outside NOT EVEN WITH A KEY.

CARPETS

To remove the carpets, simply lift the tabs from the clips.

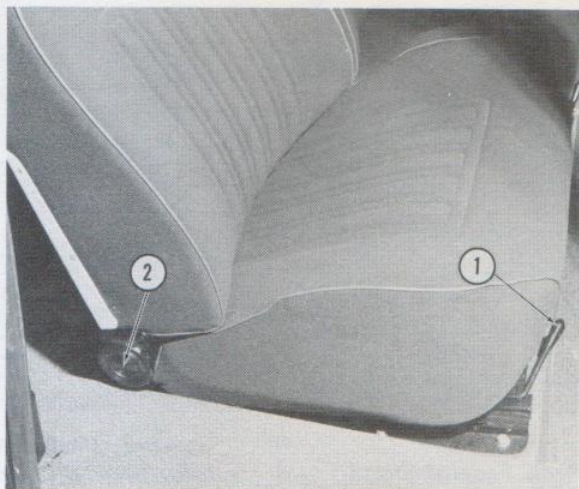
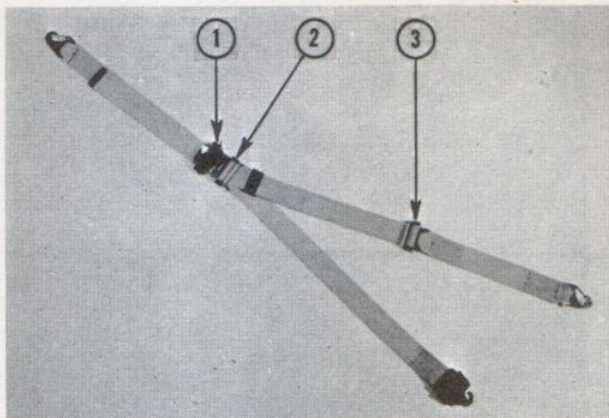


fig. 24

FRONT SEATS

Both front seats can be individually adjusted for posture and comfort. They can be adjusted backward or forward by moving the lever 1 fig. 24 from left to right. After reaching the position desired release the lever to allow the seats to lock in their tracks.

The angle of the backrest can be adjusted while sitting in the seat. To do so, rotate the knob 2 fig. 24. Turning it counter-clockwise will progressively incline the bracket toward the rear until you reach the position desired. To return the backrest to forward positions, turn the knob clockwise.



SEAT BELTS

In compliance with Federal Standards 208 and 210, every US model "D" type is equipped with two Type II Safety Belts in front (lap and harness) and two Type I Safety Belts in rear (lap).

We strongly recommend that you and your passengers fasten these belts before you start driving. It has been proven that the use of safety belts contributes to safety and saves lives.

Prior to fastening belts, make sure that the seat is properly adjusted for driving comfort.

Make sure the straps are not twisted and the buckle is facing

upward when latched. Three self adjusting FASTENERS are shown above.

To adjust straps, squeeze both side knobs of the fastener and slide the strap to correct length over the roller.

To release a belt, simply lift the upper section of the buckle.

NOTE: If a part of a seat belt is lost or worn out, it is necessary in order to conform with Safety Regulations to have it replaced by another new part of the same specifications as the original one, answering to requirements of Federal Standard No. 209. Ask your CITROEN Dealer for replacement.

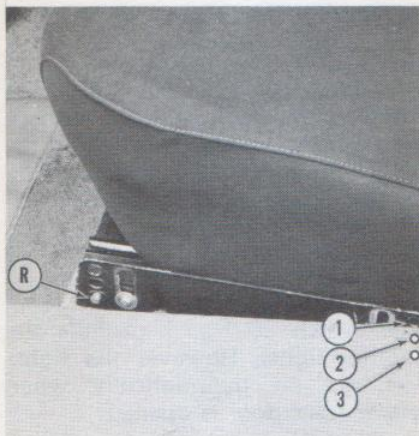


fig. A

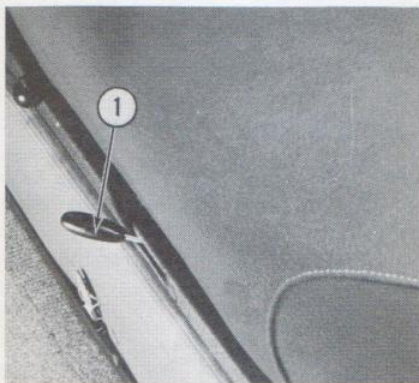


fig. B

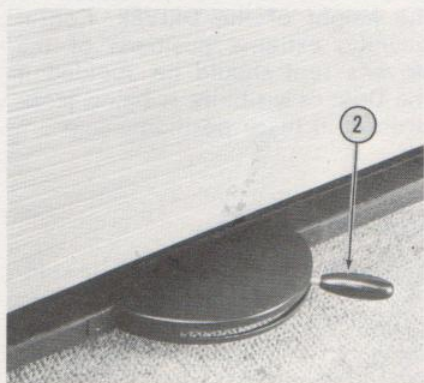


fig. C

FRONT SEAT HEIGHT ADJUSTMENT

– Optional

When the car is so equipped, the seat rails have 3 locating Holes in front and in the back, see fig. A. The adjustment of the seat height or angle is made possible by moving the seat support RODS R from one hole to another. To change the seat height first, move LEVER 1 fig. B to the left, then raise or lower the front of the seat until ROD R interlocks in the desired position. Proceed the same way with LEVER 2 Fig. C located behind the seat.

NOTE: Obviously the seat height adjustment is directly related to the height of the DRIVER. Consequently, extreme positions of the driver's seat should be avoided if the Driver's visibility is being jeopardized in these positions.

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 around to mask the top of the door windows.

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.

INTERIOR LIGHTS



The switch 20 fig. 1 controls the interior lights. However the lights will go on automatically when either front door is opened.

ASH TRAYS

To empty a tray pull it completely out and lift while still pressing on the spring catch.

TRUNK LIGHT

This light will automatically go ON when the trunk lid is open and when the light switch 29 fig. 1 is in 1st or 2nd light position.

VENTILATION — HEATING — DEFROSTING

Your Citroen is provided with two distinct air control systems. One is used for fresh air ventilation, the other for heating and/or defrosting while the car is driven.

If the car is stopped or is being driven at a low rate of speed, the ventilation or heating can be maintained by using the blower (switch 20A, Fig. 1). The ventilation and heating systems may be used separately or in combination according to the comfort desired.

VENTILATION

Fresh air is admitted to the interior of the car through a vent situated at each end of the dashboard. The air stream is supplied to the vents through ducts incorporated in the front bumpers.

Three control levers at each vent enable the driver or the front passenger to regulate the incoming air volume at will. The vents may be used separately or together.

Lever 1 controls a flow of air toward the floor of the car. When the lever is all the way down, this air flow is shut off. As the lever

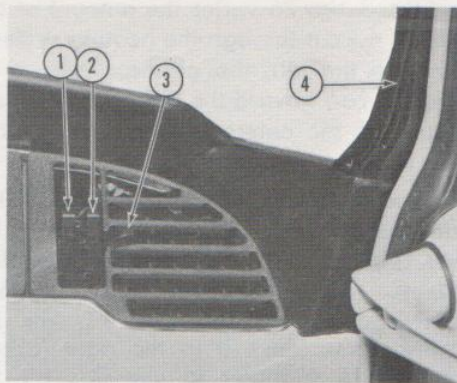


fig. 25

is raised, the air flow volume increases.

Lever 2 controls an air flow directed toward the upperhalf of the interior. When the lever is at its lowest position, this air stream is shut off. As the lever is raised, the incoming volume of air increases.

Lever 3 operates a deflector which diverts the air stream controlled by lever 2. In warm weather, this may be utilized to fan the face of the Driver or front Passenger.

TO OPERATE THE HEATER

The lever 1 fig. 26 varies the amount of air entering the car through the heating system. Moved to the left, the greatest volume of air enters car; toward the right, the smallest volume of air enters. Moved to extreme right, no air enters.

The lever 2 controls a shutter which distributes the incoming air stream (admitted by lever 1) between the heating and defrosting systems. Move the lever to left (above downward triangle) to use this air for heating only. Move it to the right (above the upward triangle) to use this air for defrosting only. Placing the lever at any position between the two triangles will proportionately divide the air volume between the heating and defrosting systems so that both can operate simultaneously.

Lever 3 controls the flow of warm water to the heater. Move it left (red area) to obtain maximum heating. Move it right (blue area) to decrease heating. To the extreme right the heater is closed.

TO OPERATE THE DEFROSTER

Proceed as for heating but keep lever 2 to the extreme right (above upward triangle). During warm weather be sure lever 3 is at the extreme right.

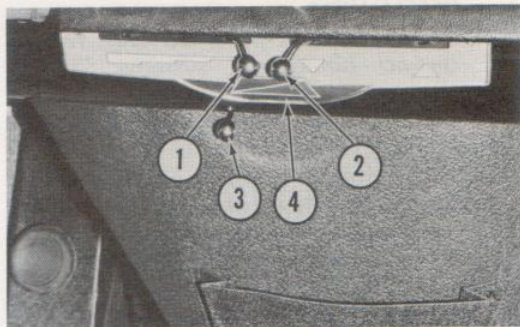


fig. 26

BLOWER — HEATER AND DEFROSTER

An auxiliary blower provides supplementary air for increased heating and defrosting during unusual conditions such as:

- when the car is standing still with the motor running.
- extremely cold or damp weather

NOTE: It is inadvisable to use the blower when following a vehicle emitting excessive exhaust smoke. At each end of the dashboard additional outlets 4 Page 41 serve to defrost or demist the front door windows.

ADDITIONAL VENTILATION

If additional ventilation is desired in Summer time, the heater ducts can be used to supplement the ventilating outlets.

Proceed as though operating the heater, but be sure the lever 3, fig. 26 is at the extreme right of the blue area.

OPTIONAL HEAVY DUTY HEATER

The optional heavy duty heater includes an additional heater and blower mounted in the rear trunk compartment. It has an outlet at the floor of the rear seats and an additional outlet directed toward the rear windshield.

To operate this heater press a switch which usually is mounted on the dashboard adjacent to the front blower switch 20A fig. 1.

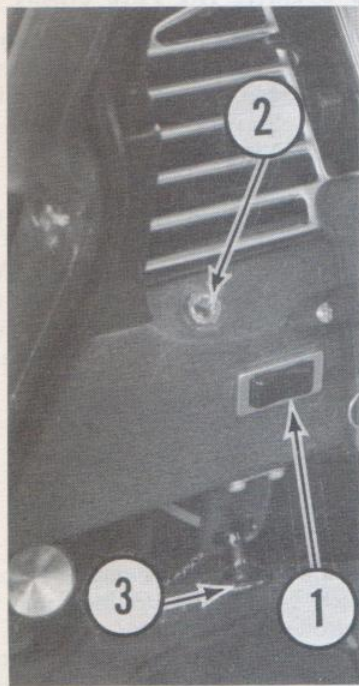
TO OPERATE THE PULL CHAIN

The pull chain 3, page 44 operates a shutter situated inside the chute feeding air to the motor cooling system. In very cold weather, interior heating may be amplified by regulating the shutter.

When the chain is pulled all the way in, the shutter is closed, reducing the volume of air supplied by the engine fan. This raises the engine cooling system temperature and heat efficiency. The tempera-



ture gauge dial has a white scale which is used as an indicator for controlling the shutter opening. If the gauge needle tends to move toward the right end of the scale, the shutter must be opened. Release the pull chain to permit additional air volume into the engine compartment. Control the shutter so that the needle will NOT be pointing to the right red area of the scale.



1. Thermal Rear Windshield Switch.
2. Thermal Rear Windshield indicator.
3. Pull Chain.

THERMAL REAR WINDSHIELD

— Optional

Can function only if the Ignition Switch is ON. Press the control switch 1 IN, the Green Indicator 2 will light up immediately and remain lit as long as the heating of the rear window lasts.

If you notice that there is no defrosting or demisting action when this Defroster is in operation, consult your nearest CITROEN Dealer as soon as possible.

To stop the Defroster, push the Switch 1, IN, the green indicator 2 will go off.

CAUTION:

Do not leave loose articles on the rear shelf of cars fitted with the Thermal Rear Windshield. Such articles may damage the thermal element.

NOTE: to clean the Rear Window, do not use any products with acid or ammonia base. Use water or regular window spray.

TRAILER HITCH

A trailer hitch may be installed by your CITROEN Dealer. Trailer hitches for the Sedan and Station Wagon are of different types.

The maximum permissible weight of trailers (when fully loaded) for either model of the car is 2,750 lbs. the trailer being equipped with Inertia Braking System.

When the car is pulling a trailer the tire pressure for the REAR WHEELS should be increased to 30 psi (tires cold).

TOOL KIT

A tool kit is provided with each new car as standard equipment. It contains the following pieces:

- 1 screwdriver
- 1 pair pliers
- 1 spark plug wrench
- 1 engine and gear box drain plug wrench
- 3 box wrenches

ACCESSORY TERMINAL

If additional 12 volt electrical accessories are to be installed such as radio, fog lamps, etc., the serviceman should be advised to use the special terminal provided for this purpose behind the ashtray. This terminal is suitable for a 10 amp. current draw.

ACCESSORY INSTALLATION

It is important to remember, that in order to protect normal engine operation, no accessories of any kind should ever be installed inside the engine ventilation shroud, or in front of the brake cooling ducts, or in front of the grills on the license plate between rubber bumperets.

lubrication and maintenance

Periodic Maintenance and scheduled inspections as outlined in the Warranty and Maintenance Booklet are of major importance.

This booklet is provided with every new vehicle.

CHOICE OF LUBRICANTS

Be sure the oil you use is of the right type and of a quality brand name. Do not mix different types of oils. Do not use any additives with these oils without the advice of your Authorized CITROEN Dealer.

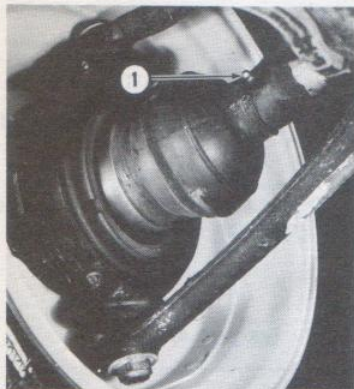


fig. 27

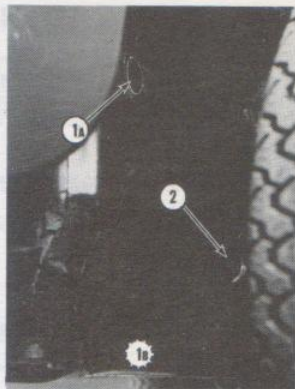


fig. 28

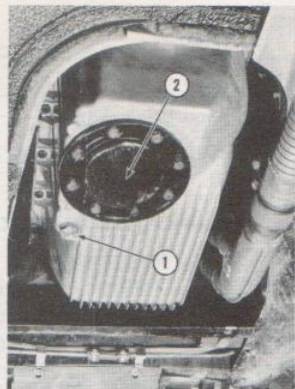


fig. 29

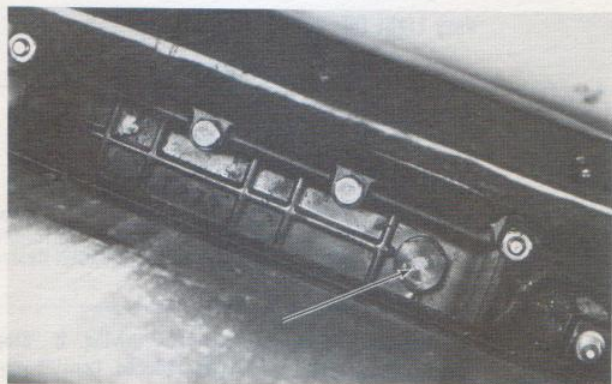


fig. 30

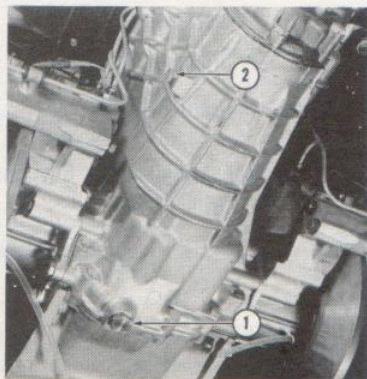


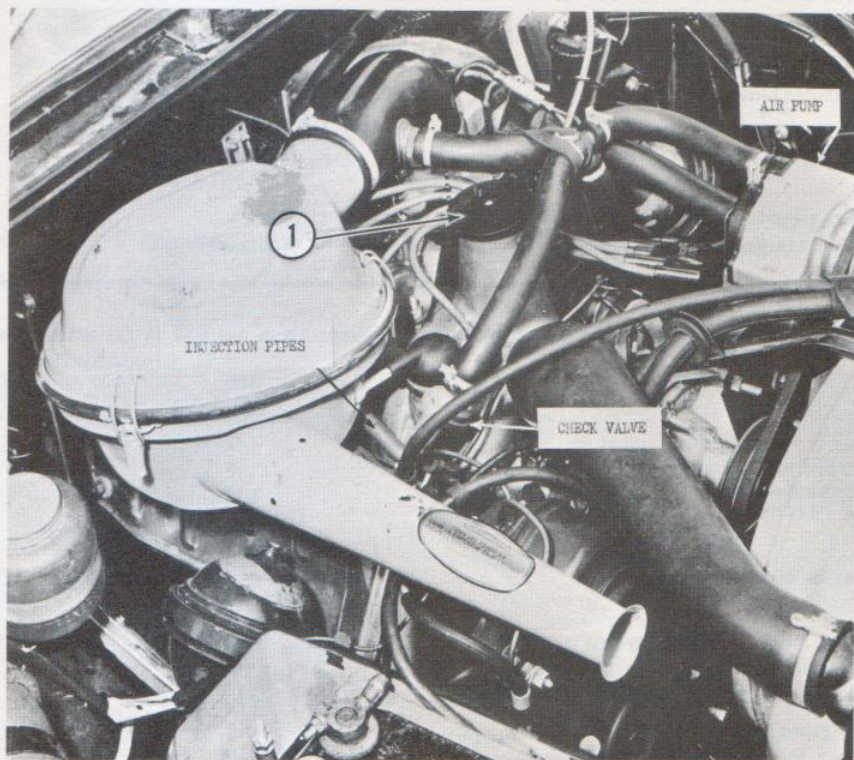
fig. 31

LUBRICATION CHART

Every	Lubricate	Lubricant	Remarks
3000 mi. —	Drive Shaft 1 fig. 27	Chassis Grease	Moderate pressure is required.
—	Upper and Lower Anti-Roll bar knuckles 1A & 1B fig. 28	Chassis Grease	} Remove dust caps. The lower Grease Fitting 1B is reached through the underpan.
—	Anti-roll bar bearings 2 fig. 28	Chassis Grease	
—	Drain Engine Oil 1 fig. 29	—	
	Crankcase capacity: filter element change: ... 5¼ qts. without element change: ... 5 qts.	SAE 10W-30	See page 47
6000 mi. —	Replace Oil Filter Element	—	See page 47
—	Check Gear Box Level 2 fig. 31	—	—
—	Fan Shaft Bearing	Engine Oil	—
—	Distributor Shaft:	Very Light Oil	1 or 2 drops on Felt Pad.
—	Clean Hydraulic Filter	—	See page 61
12000 mi. —	Drain Gear Box Oil 1 fig. 31 capacity 2¼ qts.	SAE 90 EP	See page 47
—	Lubricate Rear Suspension Cylinder Ball	Wheel Bearing Grease	} These operations to be carried out correctly must be performed by an Authorized CITROEN Dealer.
18000 mi. —	Drain Hydraulic System Fluid	See recommended Liquids, Page 21	

special conditions: The given lubrication schedule is recommended for **NORMAL** suburban driving. If "Stop and Go" driving prevails or if the car is being driven in dusty areas, these intervals must be reduced. Consult your CITROEN Dealer. If the yearly mileage is less than 3000 miles perform the above lubrication **once a year** at the minimum.

ENGINE WITH EMISSION CONTROL SYSTEM



MAINTENANCE

FOR CARS BUILT TO U. S. SPECIFICATIONS WITH CLOSED CRANKCASE VENTILATION AND EXHAUST EMISSION CONTROL WITH AIR INJECTION.

CARBURETOR	DV
Solex — Single barrel	34 PBIC Ref. 95/1
Main Jet on primary side	140
Normal idling (RPM)	750±25 (*)

All Carburetors are equipped with a Dash Pot and an idling Jet incorporating a damper.

(*) Obtained by adjusting to 775±25 RPM then reducing 25 RPM by turning mixture screw out.

ON ALL U. S. MODEL CARS THE FOLLOWING OPERATIONS MUST BE PERFORMED IN ADDITION TO THE NORMAL SCHEDULE.

	First 600/1000 mile free inspection	→ Thereafter every:		
		6000 miles or 6 months	12000 miles or 12 months	18000 miles or 12 months
1. ENGINE				
- Clean and Check Spark Plugs — adjust gap	—	X	—	—
- Adjust Engine idling speeds — see above	—	X	—	—
- Check Engine tuning	X	—	X	—
- Overhaul and Clean the Carburetor	—	—	—	X
2. CLUTCH				
- Adjust Clutch Clearance —	X	X	—	—
3. CRANKCASE EMISSION CONTROL SYSTEM				
- Check Downstream Jet; clean if necessary	—	X	—	—
- Check condition of Rubber Hoses & Clamps	X	X	—	—
4. EXHAUST EMISSION CONTROL SYSTEM				
- Check drive belt tension of Air Pump	X	X	—	—
- Check condition of Rubber Hoses	—	X	—	—
- Tighten exhaust manifold bolts @ 25 ft/lbs	X	—	—	X
- Check the operation and the delayed action of the Carburetor Dashpot	—	—	—	X

ENGINE LUBRICATION

Drain the crankcase with the engine WARM every 3000 miles and refill with MULTIGRADE SAE 10W-30 oil, both in Summer and in Winter.

Oil filler cap is at 1 fig. page 49. In countries where the average temperature exceeds 86°F, the 20W-40 oil is recommended.

In countries where Winter temperatures frequently fall below 0°F, the 5W-20 multigrade oil may be used. Sustained speeds above 65 mph should be avoided when using SAE 5W-20 oil.

The Refiner or Marketer supplying the oil is responsible for the quality of his product. His reputation is the car Owner's best indication of quality. Never use additives of any kind with the oil.

CAUTION: Never run the engine, even on the starter, when crankcase is empty.

ENGINE OIL FILTER REPLACEMENT

It is very important that the cartridge be replaced at prescribed intervals: the first time during the 600 mile inspection and every 6000 miles thereafter. Also see page 47. **NOTE:** It is recommended to carry with you one or more spare filter cartridges and their gaskets.

GEAR BOX

Gear box oil must be drained and refilled at the 600 mile inspection. Every 6000 miles, check the gear box oil level. It must be leveled with the hole plugged by the Cap 2 fig. 31 page 47. If necessary, replenish with SAE 90 "extreme pressure" oil.

Every 12000 miles, it is advisable to have the gear box drained by a CITROEN Dealer. See Drain Plug 1 fig. 31 page 47. Capacity 2¼ US qts. Refill gear box by the upper filler Plug 1 fig. 30 page 47, after removing the radiator shroud.

BRAKES

Have Front Brake Pads checked every 6000 miles.

Every 12000 miles, have the Rear Linings checked by your CITROEN Dealer.

If you notice that the traveling stroke of your parking brake handle is too long, have it adjusted by a CITROEN Dealer.

CARBURETOR

These modern high precision units will practically never lose their adjustment. The Original Factory Settings Should Never be Altered or Changed. They will usually require no maintenance except an eventual cleaning of the fuel filter screen.

CLEANING THE FUEL FILTER SCREEN

Loosen the nut 1 fig. page 66, remove the screen and dip it in gasoline. Blow dry with compressed air. If the main and idling jets must be inspected or cleaned, see page 66.

FILTERS

THE CARBURETOR AIR FILTER: Every 6000 miles, rinse the cartridge in gasoline and dip it in engine oil. Let the excess oil drip away before replacing. (Do not blow dry cartridge with compressed air).

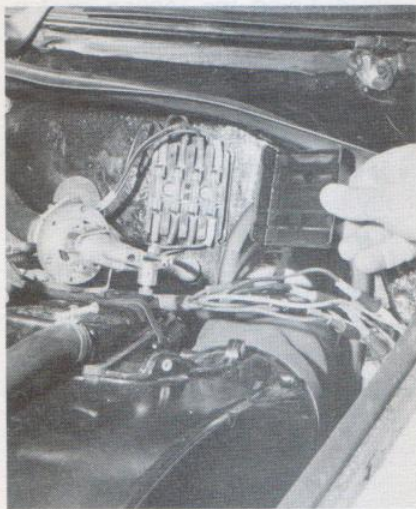
THE FUEL FILTERS: In addition to the carburetor filter, which may be removed and cleaned, a second filtering element is located in the Fuel Reservoir. To reach it, the reservoir must be drained and the main drain plug must be removed. It is advisable to have this filter cleaned by your CITROEN Dealer from time to time.

HYDRAULIC SYSTEM FILTER

It is located at 1 fig. 6. Have it cleaned by your CITROEN Dealer every 6000 miles. Also see page 61.

FUSE BOX

A fuse box containing four fuses is located on the left side of the motor compartment firewall (See fig.)



Lift the cover to expose the fuses. Replace the cover by snapping it into position.

These fuses protect the following circuits:

Yellow Terminals:

License plate, tail, trunk, parking and dashboard instrument lights.

Blue Terminals:

Directional signal lights and hazard warning indicator 14 fig. 1.

Red Terminals:

Windshield wiper motor, windshield washer pump, clock, accessory terminal, interior lights and stop lights.

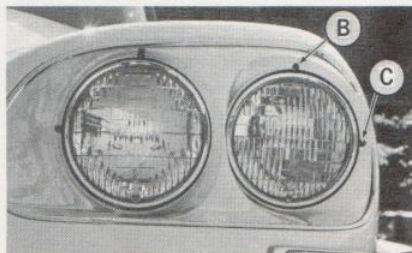
Green Terminals:

Ignition Circuit.

Caution:

The fuses are rated at 16A each. Under no circumstances should they be replaced with fuses of a higher rating.

HEAD LIGHT ADJUSTMENT



U.S. MODEL WITH STATIONARY HEADLIGHTS

B. Vertical Aim Adjusting Screw

C. Horizontal Aim Adjusting Screw

DOOR WINDOWS

To insure easy sliding of the windows, have a CITROEN Dealer apply two coats of special varnish or silicon compound on the rubber.

AIR HORNS — Optional

Every 3000 miles (or at least every 6000 miles, if horns are not used frequently), apply few drops of fluid vaseline oil into the fitting located on top of the electro compressor.

COOLING SYSTEM CARE

The cooling system should not normally require more than regular maintenance except **FREQUENT CHECKING OF WATER LEVEL IN RESERVOIR**. And also seasonable inspections consisting of checking the condition of all hoses, water pump belts, thermostat and proper anti-freeze protection.

We recommend that the anti-freeze solution be kept in the cooling sys-

tem the entire year 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 $\frac{1}{2}$ of 1% of the total cooling system capacity. Check with your CITROEN Dealer to be certain that inhibitor has been originally added to the anti-freeze you will use.

CITROEN Dealers are kept informed on suitable brand of anti-freeze solutions and their method of use. **NEVER USE ALCOHOL AS ANTI-FREEZE IN OUR CITROEN.**

WINTERIZING

Prior to their delivery, all cars are adequately protected against the lowest anticipated regional temperatures. Should it be necessary to further increase the protection of the cooling system, consult your local CITROEN Dealer.

DRAINING THE COOLING SYSTEM

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

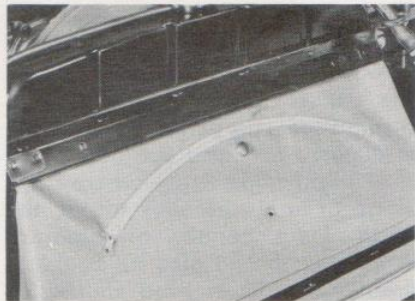
When refilling, be certain the lever 3 fig. 26 is fully opened all the way to the left. Accelerate several times to insure complete filling of the system.

In very cold weather, and especially when the concentration of antifreeze is high, the engine should be allowed to idle some time before accelerating.

NOTE: In areas where only hard water is available, add a cooling neutralizer to prevent chalky deposits in the cooling system and particularly in the radiator.

RADIATOR CLEANING

A zipper is provided on the vinyl section of the air intake shroud. When open, it will facilitate inspection or cleaning of the radiator core as well as the lower metal section of the air shroud.



IMPORTANT: THE CAR SHOULD NEVER BE DRIVEN WHEN THIS ZIPPER IS OPEN. In exceptional cases, for example when the air flow is obstructed by a very thick blanket of snow, you may drive with the zipper open, thus providing additional ventilation. In this case, hold the flap open by means of a snap-on button.

BATTERY — See page 31.

WINDSHIELD WASHERS

In cold weather, add proper solution to prevent freezing.

CLEANING HINTS

The life of the car finish obviously depends greatly upon the care and attention given to it by the Owner. The car should not be permitted to stand for long periods unwashed, or allowed to stand outdoors night after night under trees where drippings or moisture will attack the finish. Long periods of exposure to the sun should also be avoided. Dried dirt, salt or mud should be soaked off with flowing cold water before applying a sponge or cloth to the finish. This process will tend to loosen the accumulation and rinse it off without harming the surface.

Don't wash or polish the car in the hot sun or immediately after engine has been stopped; let it cool naturally.

Don't use so-called "speedy" cleaners containing abrasive ingredients which soon wear off the paint.

The under section of the car is coated with a black sealer which provides protection against road salts and ice-melting agents. It also improves soundproofing. Avoid washing the coated areas with gasoline or strong detergent solutions.

INTERIOR

The care of the interior of your car determines to a large measure the resale value when you contemplate trading in or selling. It is not a difficult job to perform and the small amount of time thus expended will be well repaid by the pride you will derive from its neat appearance.

It is advisable when cleaning soiled sections or spots to work in a circular manner outside the area, working gradually toward the center. By this method you will be certain not to leave an unsightly ring.

If you are confronted with particularly bad stains such as the ones made with lipstick, inks, dyes or chewing gum, it is advisable to request the help of a professional cleaner rather than to attempt to remove the stain yourself.

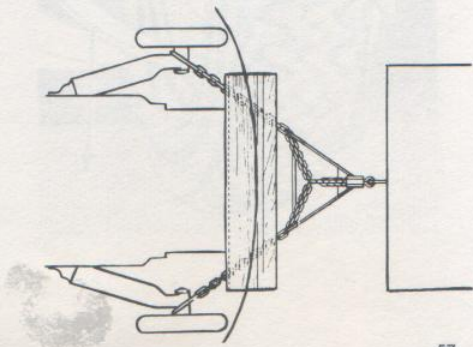
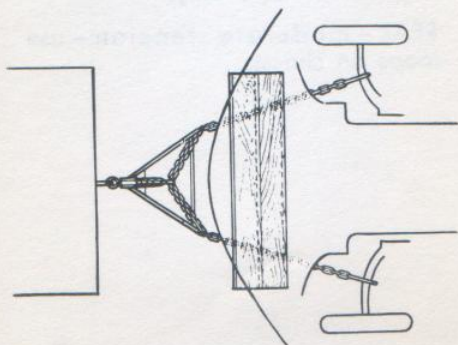
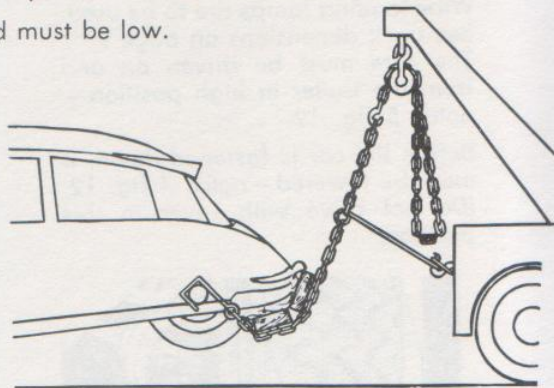
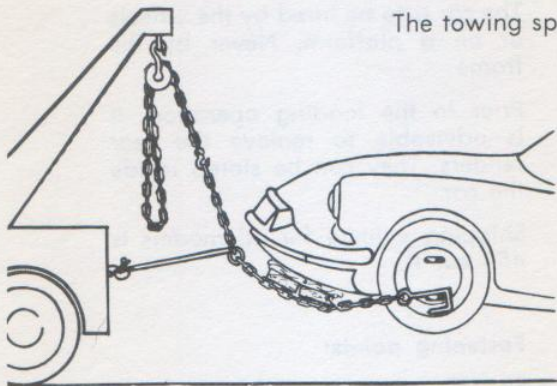
TOWING THE CAR

Should it be necessary to have the car towed by another vehicle, the towing cables may be attached to the lower right and left suspension arms **only**.

The cables must be sufficiently padded to protect the front gravel shield.

Never attach cables to the bumper for towing purposes.

The towing speed must be low.



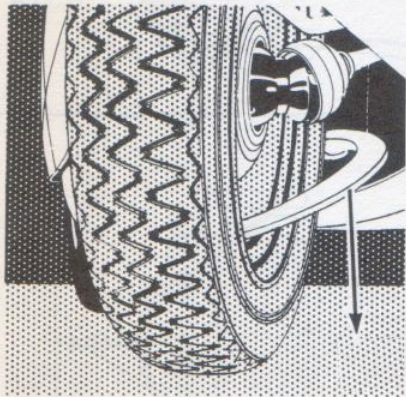
Should you decide to send your car by trailer or by ship, the following instructions must be given to the Shipper:

LOADING ON TRAILER

Wide loading ramps are to be used. See track dimensions on page 9.

The care must be driven on and from the trailer in high position – notch 5 fig. 12.

Before the car is fastened down, it must be lowered – notch 4 fig. 12. (Do not drive with Lever in this position).



LOADING ON SHIP

The car is to be lifted by the wheels or on a platform. Never by the frame.

Prior to the loading operation, it is advisable to remove the rear fenders. They can be stored inside the car.

Shipping volume for all models is 450 cu. ft.

Fastening points:

FRONT – main tension – use lower Suspension Arms only.

REAR – moderate tension – use loops on chassis.

TOURIST INFORMATION:

The liquid, in the hydraulic system of your U.S. model CITROEN is now the same green mineral liquid as used in European cars since September 1966.

All Authorized Citroen Dealers throughout the world carry this green L.H.M. liquid (**LIQUID FOR HYDRAULIC SYSTEM, MINERAL BASED**).

HEADLAMP CONVERSION:

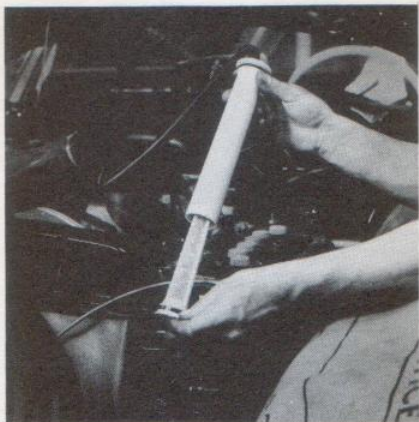
If you take delivery of your new CITROEN in Europe and your car is a U.S. model "D" car, the Headlights on this car will be in conformity with the European Standards.

If you decide to bring your car to the United States, you are entitled, as long as you are the original Owner of the car, to a free conversion of the Headlights to U.S. Standards. Consult any Authorized CITROEN Dealer in U.S.A.

general hints and minor trouble shooting

The Minor Trouble-Shooting section is included in this Owner's Manual for reference only. It must be well understood that owners with insufficient mechanical skill and knowledge should never attempt to do the work themselves, but rather have an Authorized Citroen Dealer perform these functions at the normal maintenance schedule.

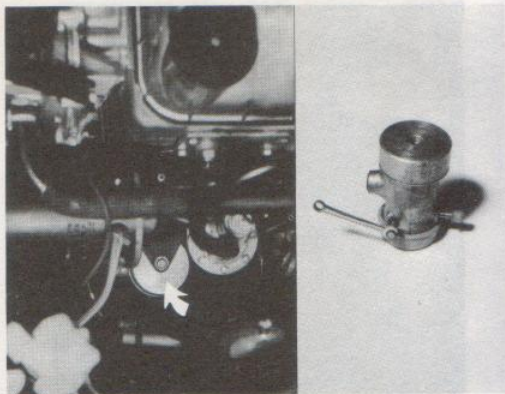
All Authorized Citroen Dealers are kept informed by means of technical bulletins on the best products and latest repair methods suitable for your car. They also have special tools and equipment.



HOW TO CLEAN HYDRAULIC FILTER

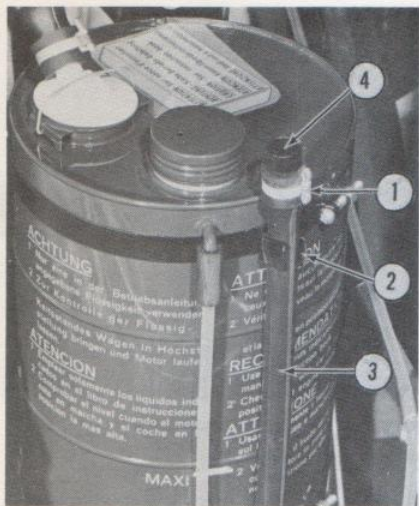
Loosen retaining clip and lift the filter housing tube from the reservoir. Remove the filter from inside the tube and clean it with GASOLINE only. Dry the filter by blowing compressed air inside.

Re-assemble and bleed the hydraulic system.



HOW TO BLEED HYDRAULIC PRESSURE SYSTEM.

Important—After removal of filter housing, it is necessary to bleed the air out of the hydraulic system. The bleeding screw is on the pressure regulator (resembles an aluminium cylinder) located under the fuel pump. The bleeding screw is an 8 mm hexagonal rod. Open the bleed screw about $\frac{1}{2}$ turn (never unscrew it completely). Start the engine and let it run a few seconds before tightening. Do not expect to see fluid escape as bleeding is done internally. It may be necessary to accelerate the engine slightly to initiate the pumping process.

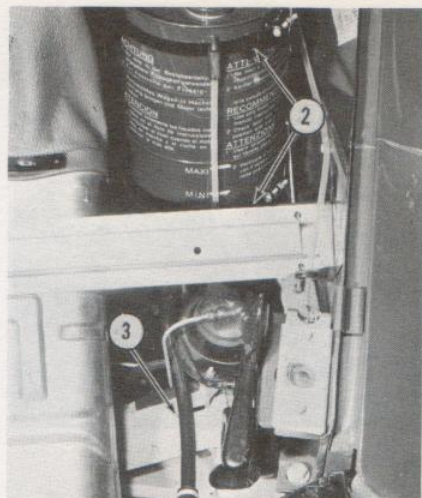


TO DRAIN HYDRAULIC FLUID

Loosen COLLAR 1 – without taking it off.

Disengage PIPE 3 from CLIPS 2 and bring the pipe down before removing PLUG 4.

NOTE: If the total quantity of fluid is to be drained open the bleed screw and lower the car to its lowest position 4 fig. 12. This will allow the remaining fluid to return in to the reservoir and be drained.



TO REFILL HYDRAULIC FLUID

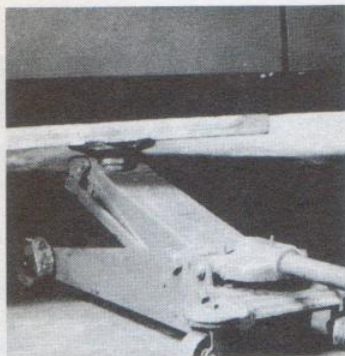
Close and reinstall draining pipe 3. Tighten collar 1.

Fill Hydraulic Reservoir with 3 qts. of proper fluid.

Place Height Control Lever in position 5 fig. 12.

Start the engine and wait until car reaches maximum height. Let the engine run.

Continue to fill the reservoir until the fluid level 2 fig. 6 is stabilized between MAXI and MINI marks. Bleed the Hydraulic System.



HOW TO RAISE THE CAR WITH A FLOOR JACK

Insert a thick flat board between the jack and the edges of the car frame — preferable near the jacking sockets.

NOTE! Never use a bumper jack, or a horizontal hydraulic lift other than a drive-on type lift.

HOW TO SERVICE THE REAR SUSPENSION CYLINDER BALL

Place the car on horses.
Remove the rear fenders.
Move the manual height control lever in the lowest position 4 fig. 12.

Open the bleed screw at the pressure regulator $\frac{1}{4}$ - $\frac{1}{2}$ turn.

Remove the tie clip from suspension cylinder rod.

Remove the dust boot clamp.

Disengage the dust boot and push it to the rear.

Disengage the piston rod from the support socket. (The rod can be disengaged and replaced only when the tie clip through holes are parallel.)

Pack the ball socket with wheel bearing grease.

HOW TO START THE ENGINE WITH STARTER RELAY

This device permits starting the engine without being obliged to get into the car.

The starter relay is located on the battery positive cable. It is provided for use by mechanics — not by owners.

CAUTION: Before starting the engine with the starter relay make sure that the gear shift lever is in NEUTRAL position and the emergency brake is ON.

HOW TO REPLACE SPARK PLUGS

Disconnect the secondary terminal 1.

Disconnect the Rubber dust cap.
Disconnect the Insulation cap.

A 13/16" socket type wrench is provided as standard equipment in the car tool kit. Insert a screw driver into the hole provided at the top of the wrench and turn sharply counter-clockwise.

If replacing a new plug, fit it with the center electrode extension and insulating jackets removed from the old spark plug.

TO REMOVE THE 4th SPARK PLUG

A hole is provided in the center of the drain shelf to permit access to the 4th plug. Remove the rubber sealing plug 2. Be sure to replace it after installing the spark plug.

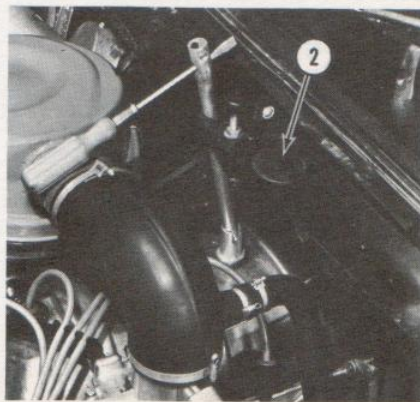
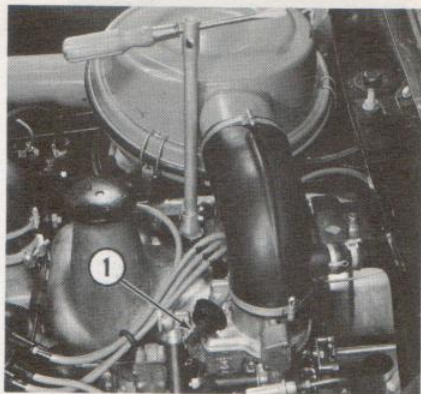
OIL FILTER REPLACEMENT

To replace the oil filter cartridge proceed as follows:

Remove cover 2 fig. 29 from the oil pan.

Unscrew the center bolt and remove filter components.

Before replacing cartridge wash and dry components.



Place new cartridge and components respecting their sequence on the bolt and starting from the head of the bolt place: washer, pre-filter screen, cup, spring, washer, steel ring, retainer and cartridge.

Install the above parts in the oil filter. **ALIGN THE BOLT PROPERLY.** Make sure gasket is in good condition, otherwise replace it.

CAUTION: the screen housing must be placed so that the locating indentation on its edge engages the oil suction embossment (toward the front of the car).

Before locking the tightening bolt, make sure that the screen cover cannot turn. If it can, the locating tab is placed badly.

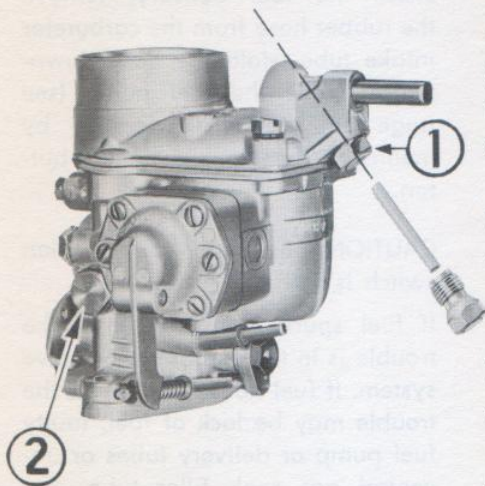
Oil capacity when cartridge is replaced is $5\frac{1}{4}$ qts. After the cartridge is replaced, run the engine at fast idling and make sure there is no leak.

TO CHECK FUEL DELIVERY

If no fuel is delivered to the carburetor, the car will not start. To check the fuel delivery, remove the rubber hose from the carburetor intake tube. Hold the hose downward. Prime the fuel pump (see page 25). Rotate the engine by means of the solenoid manual button.

CAUTION: Be sure the ignition switch is OFF.

If fuel spurts from the hose, the trouble is in the carburetor or valve system. If fuel does not appear, the trouble may be lack of fuel, faulty fuel pump or delivery tubes or unvented gas tank filler tube. See your CITROEN Dealer.



HOW TO CLEAN CARBURETOR FILTER

Remove the cap 1. Separate the filter screen from the cap and wash it in gasoline. Blow dry with compressed air.

HARD STARTING

Hard-starting may be due to:

faulty ignition or improper or no fuel delivery.

TO CHECK THE IGNITION SYSTEM:

1. First check condition of fuses and their connections.
2. Check the battery: Press the manual button of the solenoid. If the engine rotates the battery is good.

If the engine does not rotate the trouble may be in the solenoid or starter. In this case the car may be started by hand cranking.

3. Check the Spark Plugs for Sufficient Sparking.
Remove a wire from any spark plug (preferably at the front of the engine).

Hold the terminal approximately 3/8" from the valve cover and at least 10-12 inches from the carburetor or fuel delivery lines.

Turn the ignition key ON and rotate the engine by means of the manual button at the solenoid.

Be Sure Your Hand Is Insulated

If spark occurs the ignition system is good. The fault is with the spark plugs, or valves. If no spark appears the trouble may be in the coil, distributor or any other part of the primary ignition system.

4. Check the Coil:
Remove the heavy wire from the coil center tower.
Hold the wire approximately 3/8" from its socket.
Turn the ignition key ON.
Rotate the engine by means of the manual button at the solenoid.
If a strong spark jumps between the wire and the socket the coil is good.
If no spark appears proceed to check the distributor.

5. Check the Distributor:
Distributor failure may be due to faulty contact points, a bad condenser, a bad rotor, a wet or cracked distributor cap, dirty wire connections, etc.

CONTACT POINTS: Remove the distributor cap by loosening the two spring clips. (Do not separate the wire from their sockets).

The rotor and contact points will then be visible. By means of the solenoid manual button, rotate the engine with the ignition key on. Observe the contact

points to see if a small spark occurs. If a spark appears the trouble may be in the rotor or distributor cap or their connections. If no spark appears have the primary circuit checked by your CITROEN Dealer.

ROTOR: Replace the distributor cap. Remove any one of four spark plug high tension wires from their socket on the distributor cap. Hold the wire approximately 3/8" from its seat. With the ignition key on rotate the engine by means of the solenoid manual button. If a spark occurs the rotor is good. If no spark appears check the rotor and its connections, including the wire from the coil tower to the distributor cap. **Caution must be exercised at this operation due to the possibility of the engine starting suddenly.**

DISTRIBUTOR CAP: Before checking the distributor cap be sure it is dry and clean. With the ignition key ON observe the cap to see if a spark seems to jump between any of the wire sockets. If so, replace the cap.

Caution: At all times be sure the parking brake is applied firmly and the gear shift is in neutral position.

PRECAUTIONS TO TAKE ON A CAR EQUIPPED WITH AN ALTERNATOR

The correction of current furnished by an alternator is assured by the diodes.

Certain precautions should therefore be taken on cars equipped with an alternator. These are:

- Do not drive the alternator without the battery being placed in the charging circuit. (If a battery switch is mounted on the car, do not turn the motor with the battery switch open).
- Do not reverse the positive (+) and negative (-) terminals of the battery or the alternator.
- Do not invert the wires connected on the regulator.
- Do not connect a condenser to the field (EXC) terminal of the regulator or the alternator.

- Do not connect the terminals of the battery to a charger without having disconnected the two posts (positive and negative) of the battery.
- In order to start a car on which the battery is discharged, connect a "booster" battery to the terminals of the battery on the car. (Positive (+) connected to the positive (+) and negative (-) connected to the negative (-).

If a battery is in circuit on the car, **NEVER** connect a charger to the terminals of said battery, even for a very short time.

For the connection between the "booster" battery and the battery of the car, use electric cables provided with alligator clips, establishing a good contact on the terminals. It is necessary to prohibit cables which use sharp points to make contact, because, at the moment of putting the starter in action, they will product electric arcs which can destroy the diodes of the alternator.

FRONT END ADJUSTMENTS

Turning Radius18 1/2'
Castor1.30°
Camber (equal both sides)1 mm-or .039"
Front Wheel	
Toe-In040"-.120"

PROJECT AND ADMINISTRATION

Working Location

Contract No.

Cover (paper)

Self-stick

Print (steel)

Year

to be placed the terminal of
the battery to a stronger without
having damaged the two leads
position and removal of the
battery.

In order to start a car in which
the battery is installed, con-
nect a "positive" battery to the
terminal of the battery on the
car (positive (+) connected to
the positive (+) and negative
(-) connected to the negative
lead).

If a battery is installed on the
car NEVER connect a charge to
the terminal of said battery,
even for a very short time.

For the connection between the
positive battery and the battery
on the car, an electric cable con-
sists with electrical plug, another
of a good contact on the terminal
of the car. It is necessary to tighten
these wires, use sharp points to
tighten them, because if the con-
tact is bad during the winter in the
mountain will produce electrical
spark and reduce the efficiency of
the engine.

Cover: Made in France
Text: Printed in U.S.A.

MADE IN FRANCE