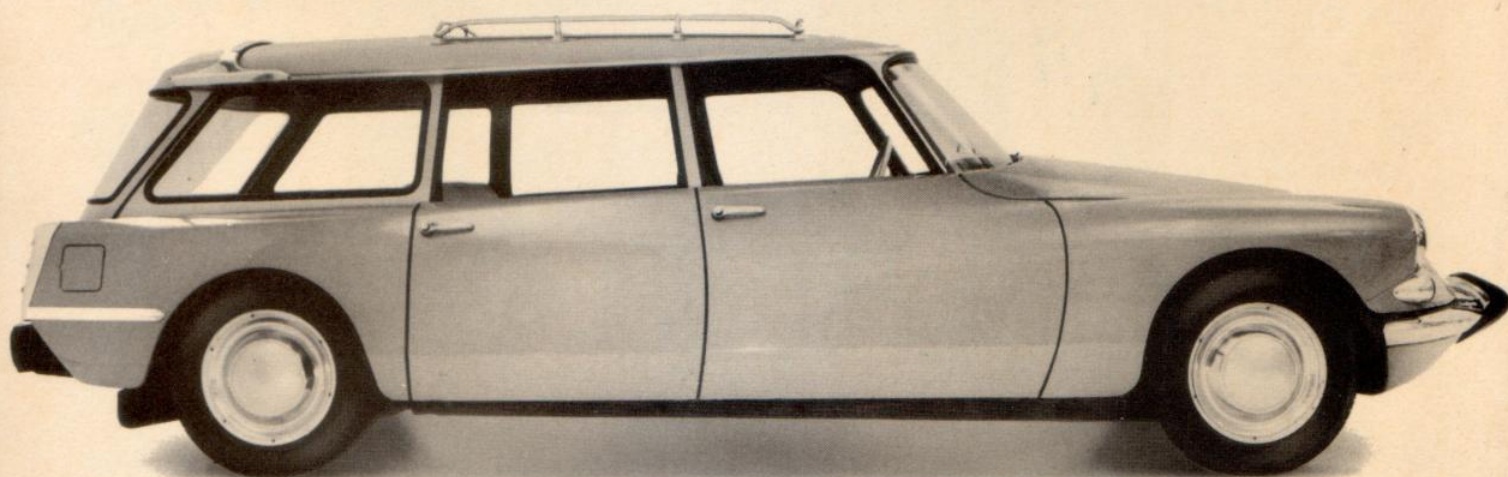
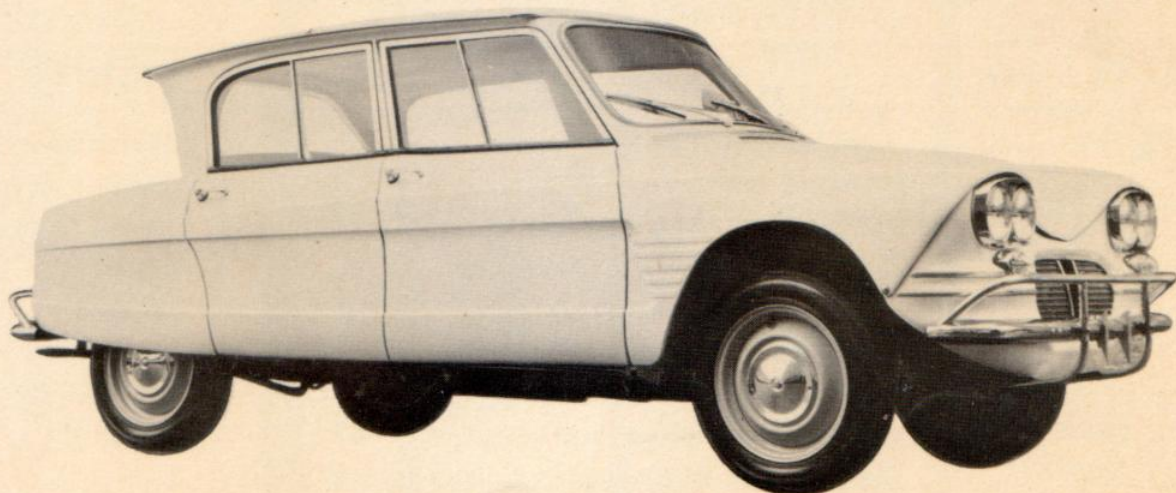


CITROËN QUICK SERVICE FACTS



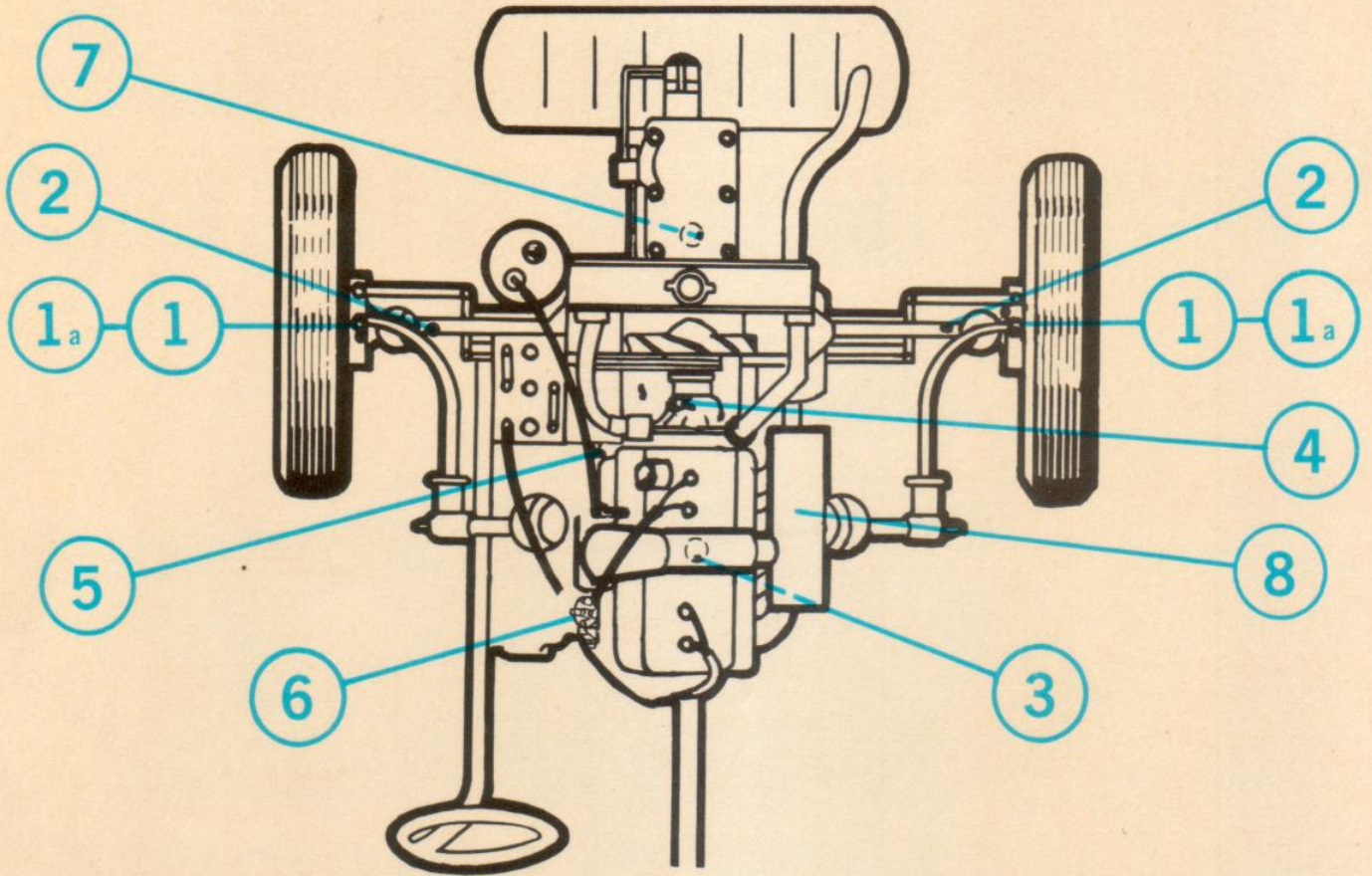
CITROËN QUICK SERVICE FACTS



KNOW YOUR CITROËN—YOU'LL BE SEEING MORE OF THIS REMARKABLE CAR

CITROËN CARS CORPORATION, 300 PARK AVENUE, NEW YORK 22, NEW YORK
8423 WILSHIRE BOULEVARD, BEVERLY HILLS, CALIF.
CITROËN CANADA LTÉE., 7144 CÔTE des NEIGES, MONTRÉAL, P. Q.

Citroën



LUBRICATION ID-19, DS-19, STATION WAGON

MILEAGE — every:	COMPONENT	FIGURE	LUBRICANT
1200	Upper ball joint (1 ea. side)	1	Chassis grease
1200	Lower ball joint (1 ea. side) '63 models	1a	Chassis grease
1200	Universal joints (1 ea. side)	2	Chassis grease
1200	Water pump bearing	4	Engine oil
2400	Drain engine crankcase oil	3	SAE 20*
3600	Generator bearing (rear)	5	Engine oil
3600	Distributor; felt under rotor	6	Very light oil
3600	Check transmission-differential level	7	SAE 90 EP
3600	"Miofiltre"* air filter: clean and oil filter element	8	Light oil
12,000	Drain transmission-differential unit	7	SAE 90 EP

*Some models use dry type air filter. Shake filter element, do not oil.

* If the average temperature exceeds 86°F., the recommended engine oil is SAE 30, or SAE Multi-grade 20W-40. If the average temperature falls below 0°F., use SAE Multigrade 5W-20.

To raise the car, it is preferable to use a drive-on type lift.

GENERAL DATA

	1962-63 ID-19, DS-19 STATION WAGON	1956-61 ID-19, DS-19 STATION WAGON	1963 AMI-6
WEIGHT	ID-19: 2620 DS-19: 2640 Station Wagon: 2800	ID-19: 2475 DS-19: 2475 Station Wagon: 2800	1420
HORSE POWER	ID-19: 70 b.h.p. DS-19: 83 b.h.p.	ID-19: 70 b.h.p. DS-19: 75 b.h.p. Station Wagon: 70 b.h.p.	22 b.h.p.
TURNING RADIUS FRONT TRACK REAR TRACK	18 ft. 59 in. 51¼ in.	18 ft. 59 in. 51¼ in.	19 ft. 49⅝ in. 48⅞ in.
COMPRESSION RATIO	ID-19: 7.5 DS-19: 8.5	ID-19: 7.5 DS-19: 7.5 Station Wagon: 7.5	7.25
OIL PRESSURE	54 to 58 p.s.i. (at 4000 rpm, 150° oil temp.)	54 to 58 p.s.i. (at 4000 rpm, 150° oil temp.)	35 to 40 p.s.i. (at 3500 rpm, 150° oil temp.)

QUICK SERVICE DATA

CAPACITIES	1962-63 ID-19, DS-19 STATION WAGON	1956-61 ID-19, DS-19 STATION WAGON	1963 AMI-6
ENGINE OIL	4 qts.	4 qts.	2 qts.
WATER	ID-19, DS-19: 16 qts.* Station Wagon: 14.5 qts.* *with sub-zero heater	ID-19: 10½ qts.* DS-19: 12 qts.* Station Wagon: 10.5 qts.* *with standard heater	Air Cooled
TRANSMISSION — DIFFERENTIAL UNIT	4 pints	4 pints	2 pints
FUEL	17 gals.	17 gals.	6.5 gals.
TIRES SIZE PRESSURE (COLD)	165 x 400 Michelin "X" Front: 24 lbs. Rear: 20 lbs. Station Wagon: Front: 26 lbs. Rear: 27 lbs.	165 x 400 Michelin "X" Front: 24 lbs. Rear: 20 lbs. Station Wagon: Front: 26 lbs. Rear: 27 lbs.	135 x 380 Michelin "X" Front: 23 lbs. Rear: 23 lbs.
BATTERY	Type 2S M (12 volt, 53 amp — hr cap.)	Group 1 on 6-volt systems	Type 22 SF (12 volt, 46 amp — hr cap.)
WHEEL ALIGNMENT CASTER CAMBER	+ 1½° Front: + ¼° Rear: 0 to + ¼° See note 6	+ 1½° Front: + ¼° Rear: 0 to + ¼° See note 6	+ 15° Front: + 1½° Rear: + ½° to 1°
TOE IN	Front: 1/32" to 1/8" Rear: 0 to .080" See note 6	Front: 1/32" to 1/8" Rear: 0 to .080" See note 6	Front: 1/32" to 1/8" (toe-out) Rear: 0 to .320"

QUICK TUNE-UP SPECIFICATIONS

	1962-63 ID-19, DS-19 STATION WAGON	1956-61 ID-19, DS-19 STATION WAGON	1963 AMI-6
SPARK PLUGS GAP	Champion H-10 .025" to .030"	Champion H-10 .025" to .030"	Champion H-8 .024" to .028"
BREAKER POINT GAP	.016"	.016" See note 2	0.16"
MAXIMUM VACUUM ADVANCE	10°-12° at 19.6" mercury DS-19: See note 1	10°-12° at 19.6" mercury DS-19: See note 1	No vacuum advance
MAXIMUM CENTRIFUGAL ADVANCE	ID-19, Station Wagon: 13½° to 15½° at 2000 distributor rpm DS-19: 10½° to 15½° at 1500 distributor rpm	ID-19, Station Wagon: 13½° to 15½° at 2000 distributor rpm DS-19: 10½° to 15½° at 1500 distributor rpm	12° to 18° at 4000 engine rpm
POINTS OPEN (Static, BTC)	ID-19, Station Wagon: 10° DS-19: 12° See note 3	ID-19: 10° DS-19: 10° See note 3	10-12° See note 4
IDLING SPEED RPM	ID-19, Station Wagon: 550-600 DS-19: See note 5	ID-19, Station Wagon: 550-600 DS-19: See note 5	650-700
VALVE ADJUSTMENT	Intake: .008" (cold) Exhaust: .010" (cold)	Intake: .008" (cold) Exhaust: .010" (cold)	.008" (hot) .008" (hot)

BELTS

Manufacturer: Gates. Number of belts required per car is in () below.
To change a fan belt, loosen the generator. It is not necessary to remove the fan.

	ID-19	DS-19	STATION WAGON	AMI-6
FAN	8206 (1) See note 7 "Super": 8217 (1)	8232 (2) "Super 83": 8217 (1)	8217 (1) Earlier models: 8206 (1)	8254 (1)
HIGH PRESSURE PUMP	"Super": 1290 (2)	1290 (2) Earlier models: 8019T (2)	1290 (2)	—
CENTRIFUGAL GOVERNOR	—	8330 (1)	—	—

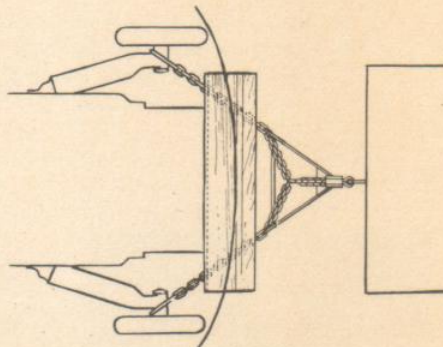
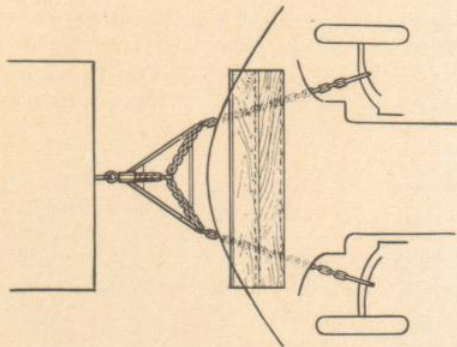
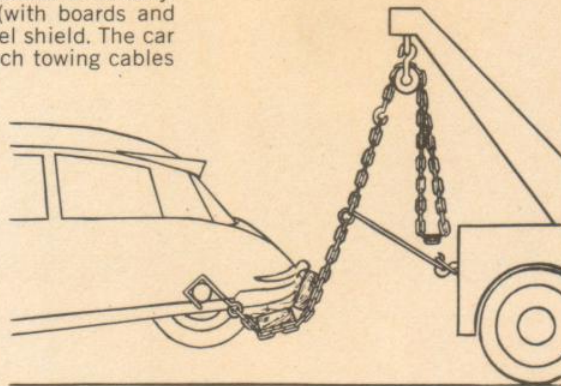
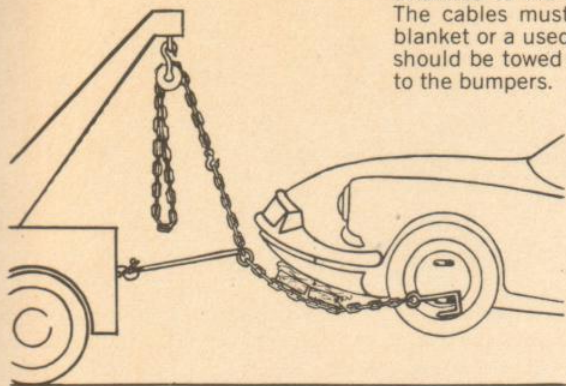
- NOTES:**
1. No vacuum advance on all DS-19 models.
 2. Double ignition system up to '61. Each ignition circuit operates 2 cylinders.
 3. Hand crank the engine until 6mm rod can be inserted in hole in flywheel (under rear of generator).
 4. Same procedure as Note 3, except hole

- is located behind dipstick.
5. First idling; 550-600 rpm. Clutch engagement; 700-750 rpm. Second (accelerated) idling; 875-925 rpm.
6. Difference in reading on right and left should not exceed 0.040".
7. Some "Comfort" and "Luxe" models use: 8217 (1).

TOWING

ID-19, DS-19, STATION WAGON

How to tow the car. The towing cables or chains must be attached to the lower right and left suspension arms only. The cables must be sufficiently padded (with boards and blanket or a used tire) to protect front gravel shield. The car should be towed at slow speed. Never attach towing cables to the bumpers.

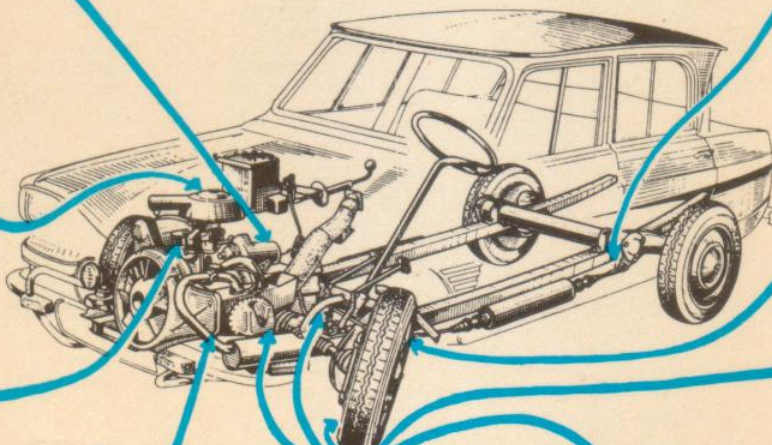
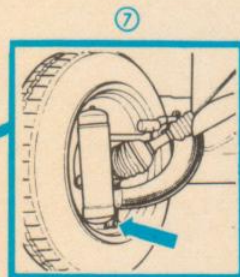
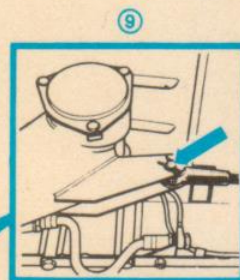
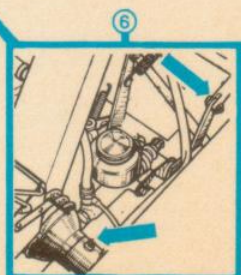
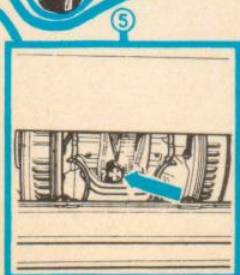
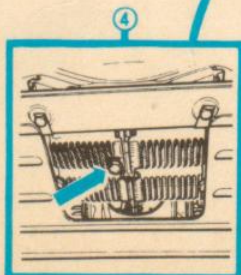


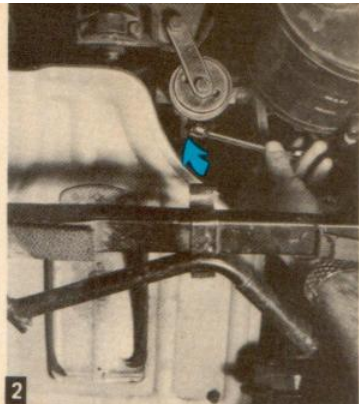
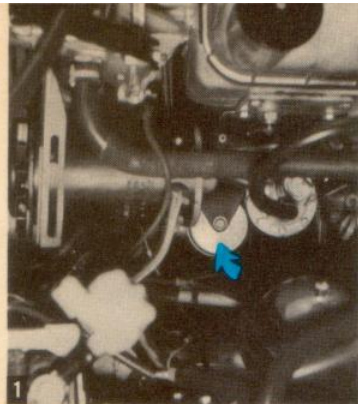
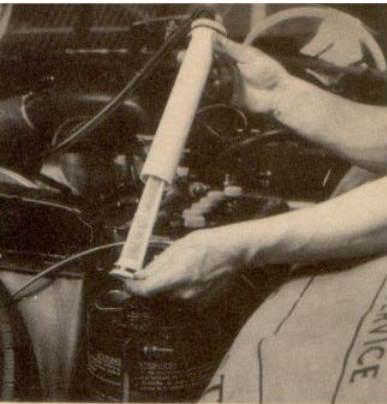
LUBRICATION AMI-6

MILEAGE - every:	COMPONENT	FIGURE	LUBRICANT
1,000	King pins (1 ea. side)	7	Chassis grease
2,000	Drain engine crankcase oil	4	SAE 20, or SAE 10W-30*
	Pedal linkages	6	Engine oil
	Suspension clevis pins (front & rear)	8-9	Engine oil
4,000	Check gear box oil level	1	Add SAE EP 80
	Generator bearing (rear)	2	Engine oil
6,000	Clean and oil air filter element	2	Engine oil
10,000	Drive shaft yokes (1 ea. side)	6	Chassis grease
12,000	Drain gear box oil	5	SAE EP 80
	Speedometer and clutch cables	-	Chassis grease

Notes: *When temperatures frequently rise over 86°F. use SAE 30, or SAE 20W-40.

*When temperatures drop frequently below 0°F. use SAE 5W-20.
Never lubricate gear shift hand lever, or the rubber coupling at top of shifting lever (under the hood).





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 alcohol only. Dry the filter by blowing compressed air inside. Re-assemble and follow bleeding procedure (see next illustration).

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 aluminum cylinder) located either under the fuel pump (picture 1) or near left-bottom of radiator (picture 2).

The bleeding screw may be one of two types: Earlier models use a slotted bleed screw (picture 3); later models use an 8mm hexagonal rod (picture 4). Open the bleed screw (or the hexagonal rod with an 8mm wrench) about 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.



Dry Type



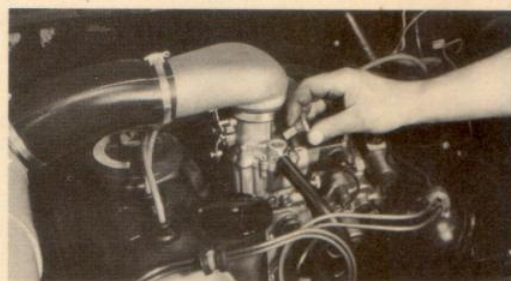
Wet Type

How to clean the air filter.

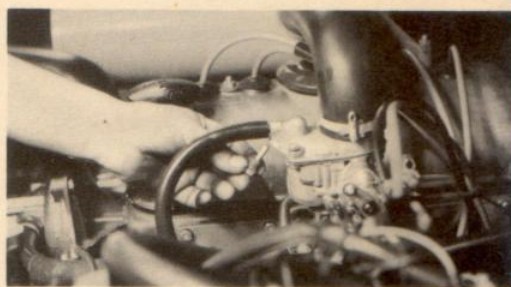
Air filter element may be a dry or wet type. Dry type: remove filter element and tap off excess dust. Replace element. Wet type: remove "Mio-filtre" filter element, clean with gasoline and dry. Soak element in engine oil and allow excess oil to drain off. Replace element.



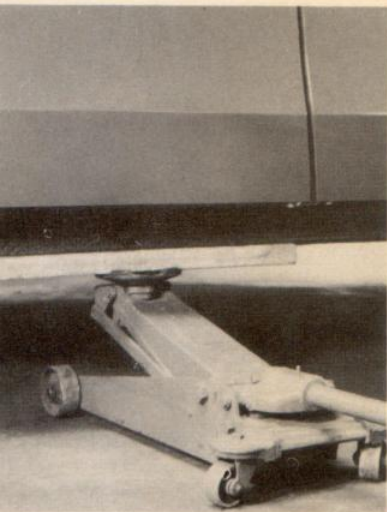
Fuel Pump



Weber Carburetor



Solex Carburetor



How to raise the car with a floor jack. Insert a thick flat board between the jack and the edges of the car frame — preferably near the jacking sockets. Note! Never use a bumper jack, or a horizontal hydraulic lift other than a drive-on type lift.



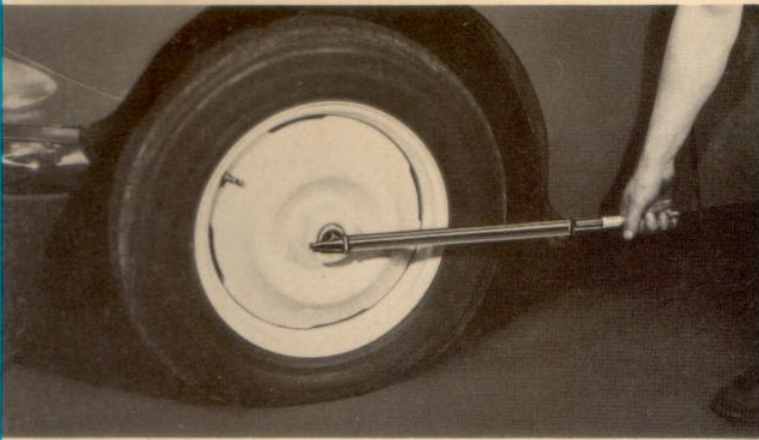
How to trouble-shoot starting circuit.

If the engine turns over but fails to start, check the fuse which protects the primary circuit. If the starter fails to turn over, press the manual starter button (see picture above). If the starter now turns over, check the starter switch, ignition switch, starter solenoid, their connections and wiring. If the starter fails to turn over, check the battery, starter, solenoid, their cables and connections.

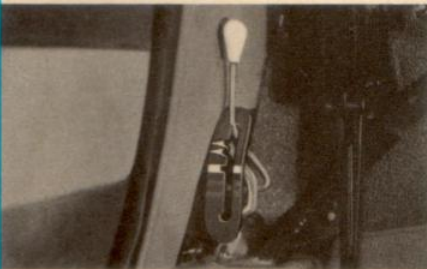
How to clean fuel filters.

Fuel pump filter — all models: Loosen screw on top of fuel pump dome. Lift up the shell and remove filter element. Clean element with compressed air and replace. Carburetor fuel filter: Weber: Remove the nut on top of float bowl cover. Lift out element, dip it in gasoline and blow dry with compressed air. Solex: Unscrew nut under fuel intake tube. Remove filter element, clean it in gasoline and blow dry with compressed air.

CHANGE TIRES WITHOUT A JACK



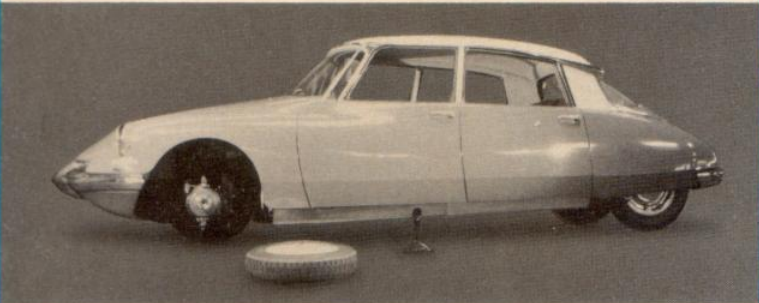
1. Remove the hubcap and loosen the wheel lug with the long lever (stored near the spare tire in the front of the car). To loosen, turn counter-clockwise.



2. With the engine idling, raise the Adjustable Road Clearance Lever to the highest notch.



3. With the car in the highest position, hook the stand to the stud under the front door. Lower the car onto the stand by moving the Adjustable Road Clearance Lever to the lowest notch.

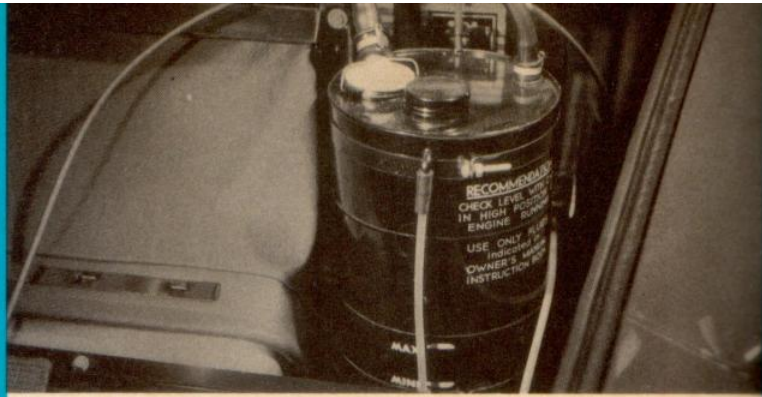


4. When the car is resting on the stand, both the front and rear wheels on the stand side of the car are off the ground.

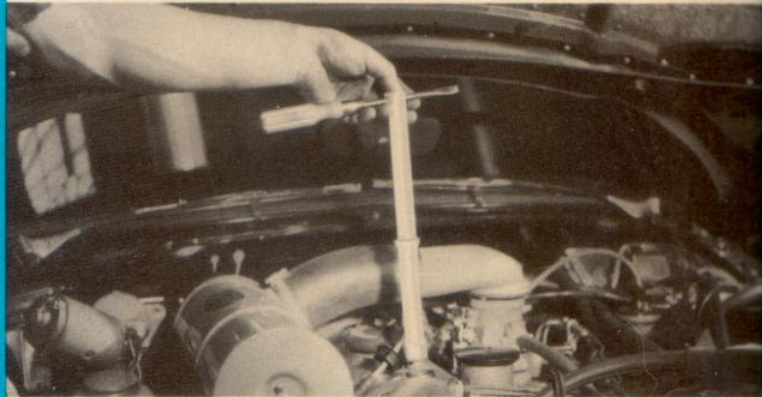


5. To change a rear wheel, first remove the fender (except Station Wagon). Use crank handle to unscrew the securing bolt, and pull fender towards the rear. Follow steps 1 to 4.

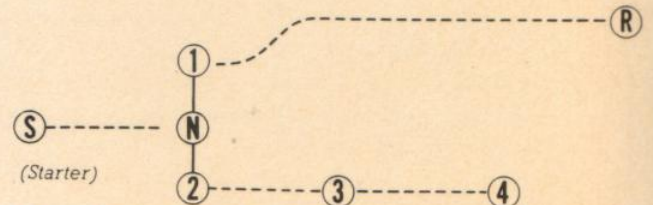
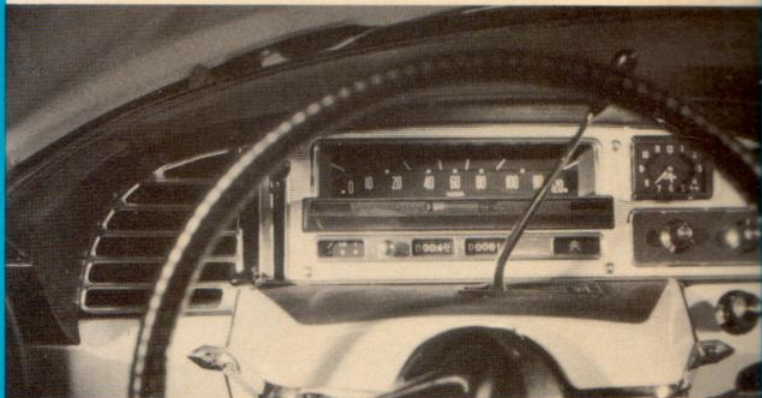
Service information on this page applies to all CITROEN models — except AMI-6.



Hydraulic Fluid Reservoir: The following brake fluids are recommended. Delco Super 11, Lockheed Wagner 21 B, Prestone Super H. D., Mobiloil Super H. D. If these are unobtainable, use a brake fluid meeting SAE 70 R3 specifications. **Important! NEVER use mineral based products such as oils for hydraulic jacks and shock absorbers or automatic transmission oil.**

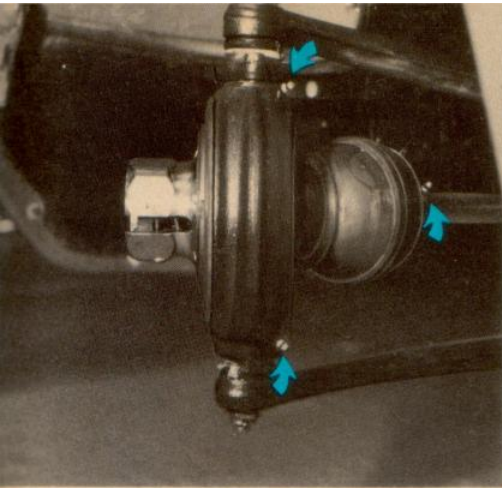


Spark Plug Removal: Remove the spark plug rubber cap and insulating bush to expose the spark plug in the well. Lower the tool-kit spanner (11" long) down till the guide collar rests on top of the valve cover — and unscrew the plug.

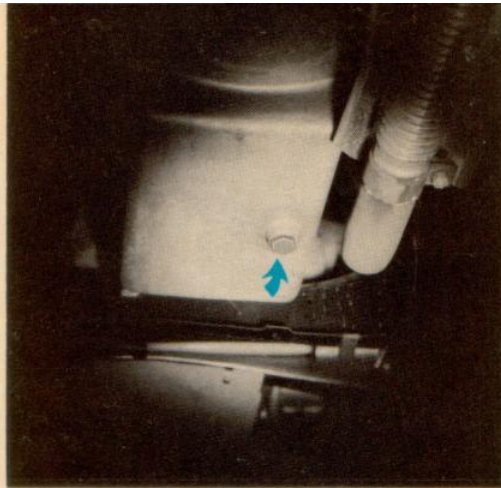


Citromatic Drive — Shift Pattern

Citromatic Drive: Features a four-speed gearbox with a hydraulically operated clutch (no clutch pedal). The "starter" position is left of neutral. See diagram for other gear positions. To shift up, release the accelerator pedal completely, and move the lever to the next higher gear. To shift down, back off only slightly on the accelerator pedal. **NEVER SHIFT INTO 1ST OR REVERSE WHILE MOVING!**



Drive Shaft and Pivot Ball Joints
 — 3 on each side.
 Grease every 1200 miles.



Engine Oil Drain Plug.
 Change every 2400 miles.



Transmission-differential; Oil-level, and Drain Plugs.
 Check every 3600 miles. Change every 12,000 miles.



Fuse box (left side)

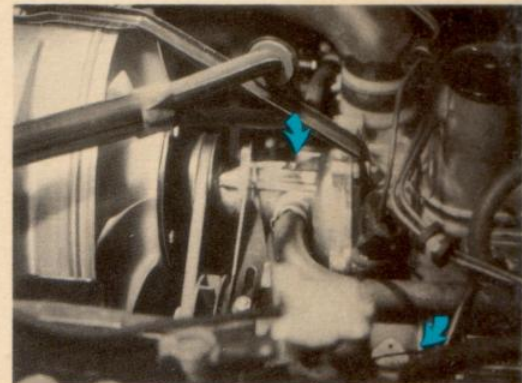


Fuse box (right side)

Two fuse box locations: Some models have single box (left side).



Tension on all belts is 3/8" — as in this belt from pressure pump (lower) to centrifugal governor (on DS-19).

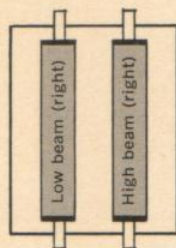


Water Pump and Generator Oil Cups.
 Lube every 1200 miles.

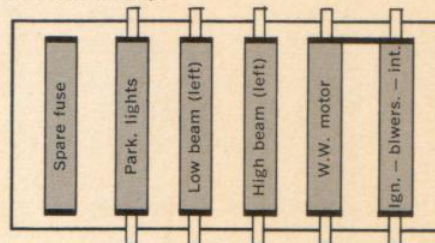
FUSED ELECTRICAL CIRCUITS

Any model will use one of these three fuse box circuits
 All fuses and light bulbs can be replaced with equivalent U. S. manufactured types.
 All fuses are rated 30 amps

1

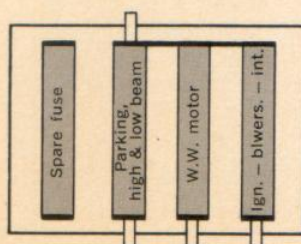


Fuse box (right side)



Fuse box (left side)

2



3

