GS

OWNER'S MANUAL

07528.A

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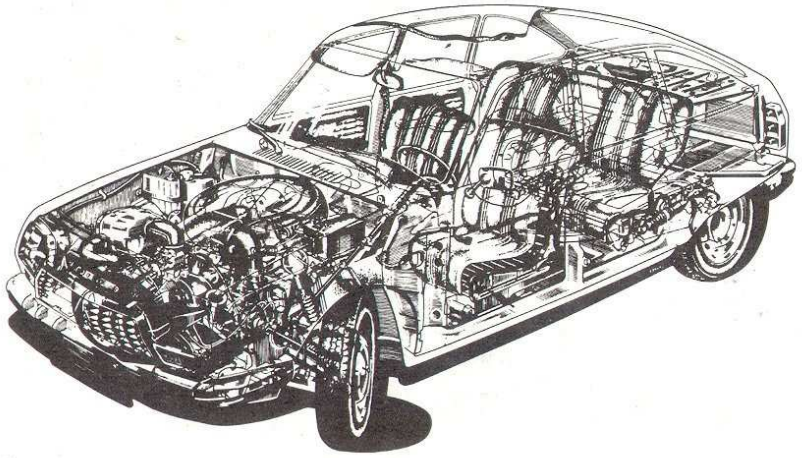

GS-71

SOCIETE ANONYME AUTOMOBILES CITROEN
117 to 167 QUAI ANDRE CITROEN
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CITROEN CARS LIMITED
SLOUGH, BUCKINGHAMSHIRE
GREAT BRITAIN

NOTE: positions are described as right-hand (R.H.) or left-hand (L.H.), as seen by a person standing behind the car and looking forward towards the bonnet.
—Descriptions of the various items fitted to the car cover standard fittings and optional extras for both "Confort" and "Club" versions. The inclusion of a description does not therefore imply that the item described is fitted to all models.

SUMMARY FOR SERVICE STATION and PRE-STARTING CHECK LIST: LAST PAGE

DRIVING

This first section contains all the information you need about driving your car.
Information on the dashboard instruments is grouped on pages 2 and 2a so that if necessary you can refer quickly to the significance of their signals.

—With, the exception of the clock, the electric instruments do not function unless the ignition is on.
—Instrument lighting: see 13

1 **Charging rate indicator**
When the engine is running at above idling speed the needle should be in the white sector.

If the needle is in one of the red sectors, consult a Citroen agent.

If the needle is in the chequered zone the battery is insufficiently charged: it should return into the white zone after a journey of no more than 2 hours; if it does not, consult a Citroen agent.

2 **Tachometer, electronic** (if fitted)
The needle must not enter the red zone. Do not exceed 4500 rpm during the first 600 miles (1000 km) (see p.56).

3 **Blue warning lamp: for headlamp main beam**

4 **Electric clock** (if fitted)
To reset the time: according to make, push or pull the knob and turn.

5 **Green warning lamp:** for sidelights.

6 **Speedometer**

7 **Total mileage recorder**

8 **Trip mileage recorder** (if fitted)
To reset to zero: push the button to the left of the speedometer and turn.

9 **Warning lamp for engine oil temperature (and for brake pad wear if so fitted):**
If this lamp lights when you apply the brakes, have the brake-linings checked, and replaced if necessary, at the first opportunity. If the lamp lights while you are driving with the front grille muff in position, and you are not braking, remove the muff and the lamp should go out after one or two minutes of driving. If this lamp lights when you are driving, but not braking, and the muff is not in position, drive at reduced speed until the lamp goes out.

10 **Fuel gauge**
The tank has a capacity of $9\frac{1}{2}$ gall. Imp. (43 lit.).

11 **Red warning lamp: for hazard-warning operation** (if fitted)

12 **Red warning lamp: for engine oil pressure**
This warning lamp comes on when the ignition is turned on, and should go out as soon as the engine starts. If the lamp lights up while driving, stop the engine and check the oil level.

13 **Rheostat knob for instrument lighting**
The level of illumination of the instruments is controlled by the use of this knob; turn the knob completely anti-clockwise to switch the instrument lighting off.
This lighting only comes on with the outside car lights.

14 **Red warning lamp: for the hydraulic system pressure**
This lamp may come on when the ignition is turned on and not go out during the first few turns of the engine: wait for it to go out before setting off. If this lamp comes on while driving, stop immediately, then start off again at slow speed to the nearest Citroen dealer, using the handbrake and not the foot brake.

15 **Green warning lamp: direction indicators**
Should this lamp fail to operate, check the indicator light (see page 31).

16 **Red warning lamp: for torque converter oil temperature** (if fitted)
If this lamp comes on while driving, change to a lower gear: the lamp may not go out immediately but can take a few minutes to do so.
If the lamp remains lit whatever the gear selected, drive in bottom gear to the nearest Citroen dealer.

17 **Yellow warning lamp: for electrical heating of rear window**

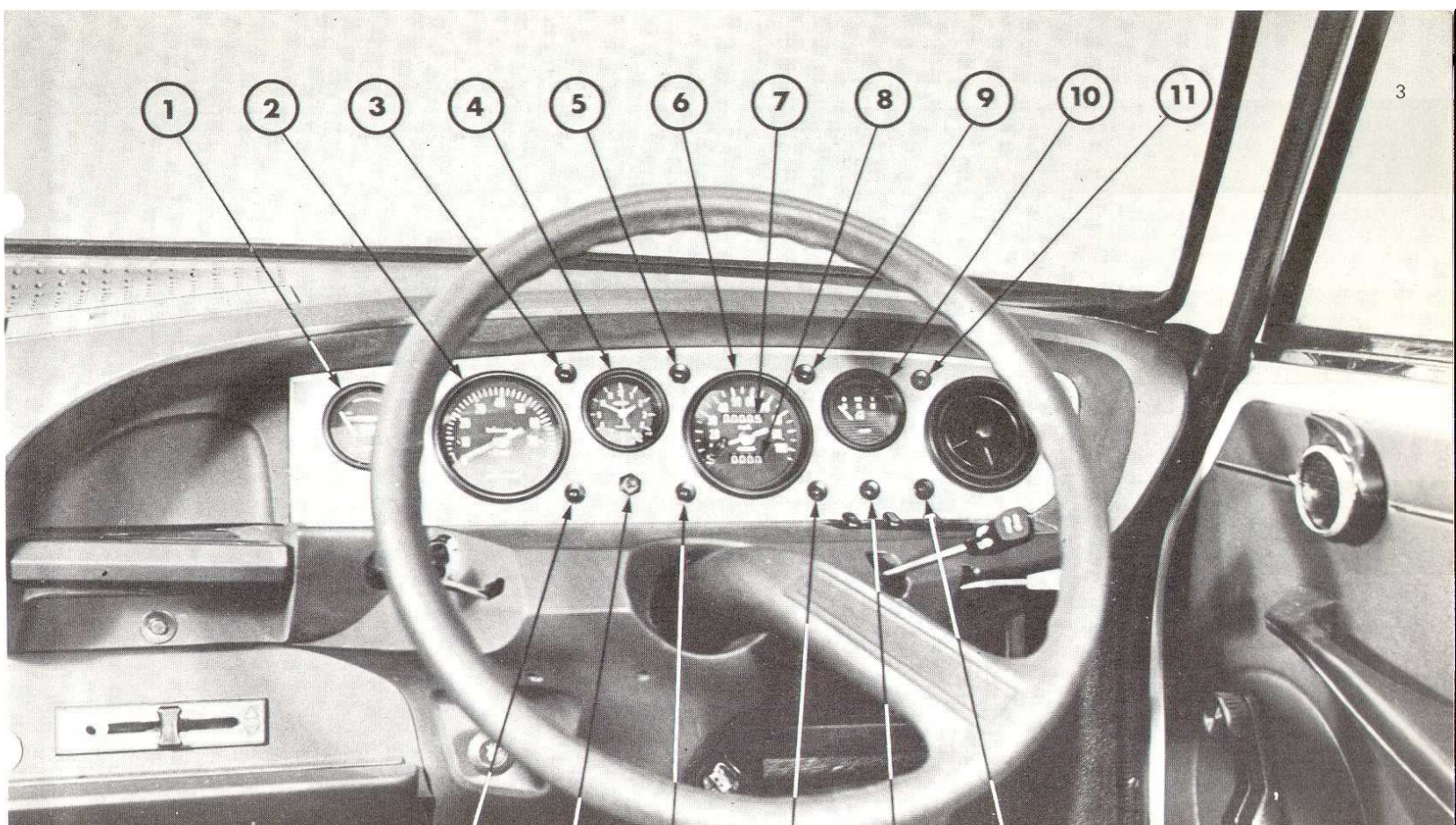


Fig. 1 → Right-hand drive

—With the exception of the clock, the instruments do not function unless the ignition is on.

—Instrument lighting: see 17 and 18.

1 **Charging rate indicator**
When the engine is running at above idling speed the needle should be in the white sector.
If the needle is in one of the red sectors, consult a Citroen agent. If the needle is in the chequered zone the battery is insufficiently charged: it should return into the white zone after a journey of no more than 2 hours; if it does not, consult a Citroen agent.

2 **Fuel gauge**
The tank has a capacity of 9½ gall. Imp. (43 lit.).

3 **Speedometer**
Drum type:
The speedometer is always illuminated, when the ignition is on, the intensity being controlled by the knob 17. The various colours correspond to the gear ratios for use at different speeds on level roads.
The numbers at the top of the drum give the stopping distances in order of magnitude (see page 13).

4 **Total mileage recorder**

5 **Trip mileage recorder** (if fitted)
To reset to zero: push the button to the left of the speedometer and turn clockwise.

6 **Tachometer, electronic** (if fitted)
The needle must not enter the red zone. Do not exceed 4500 rpm during the first 600 miles (1000 km) (see p. 56).

7 **Electric clock** (if fitted)
To reset the time: according to make, push or pull the knob to the right of the clock, and turn.

8 **Warning lamp: for supplementary heating** (if fitted)

9 **Green warning lamp: for sidelights**

10 **Blue warning lamp: for headlamp main beam**

11 **Yellow warning lamp: for electrical heating of rear window**

12 **Red warning lamp: for hazard warning operation** (if fitted)

13 **Red warning lamp: for torque converter oil temperature** (if fitted)
If this lamp comes on while driving, change to a lower gear: the lamp may not go out immediately but can take a few minutes to do so.
If the lamp remains lit whatever the gear selected, drive in bottom gear to the nearest Citroen dealer.

14 **Red warning lamp: for engine oil pressure**
This warning lamp comes on when the ignition is turned on, and should go out as soon as the engine starts. If the lamp lights up while driving, stop the engine and check the oil level.
If the lamp remains on even when the level is correct, stop again and call in a Citroen dealer.

15 **Red warning lamp: for the hydraulic system pressure**
This lamp may come on when the ignition is turned on and not go out during the first revolutions of the engine: wait for it to go out before setting off.
If this lamp comes on while driving, stop immediately, then start off again at slow speed to the nearest Citroen dealer, using the handbrake and not the foot brake.

16 **Green warning lamp: direction indicators**
Should this lamp fail to operate, check the indicator lights (see page 31).

17 **Rheostat knob for speedometer lighting**
The level of illumination of the speedometer is controlled with this knob without turning the light out altogether.

18 **Rheostat knob for the instrument lighting other than the speedometer** (if fitted)
This knob controls the level of illumination of the instruments other than the speedometer down to extinction. This lighting comes on together with the outside car lights.

19 **Warning lamp for engine oil temperature (and for brake pad wear if so fitted)**
If this lamp lights when you apply the brakes, have the brake-linings checked, and replaced if necessary, at the first opportunity. If the lamp lights while you are driving with the front grille muff in position, and you are not braking, remove the muff and the lamp should go out after one or two minutes of driving. If this lamp lights when you are driving, but not braking, and the muff is not in position, drive at reduced speed until the lamp goes out.

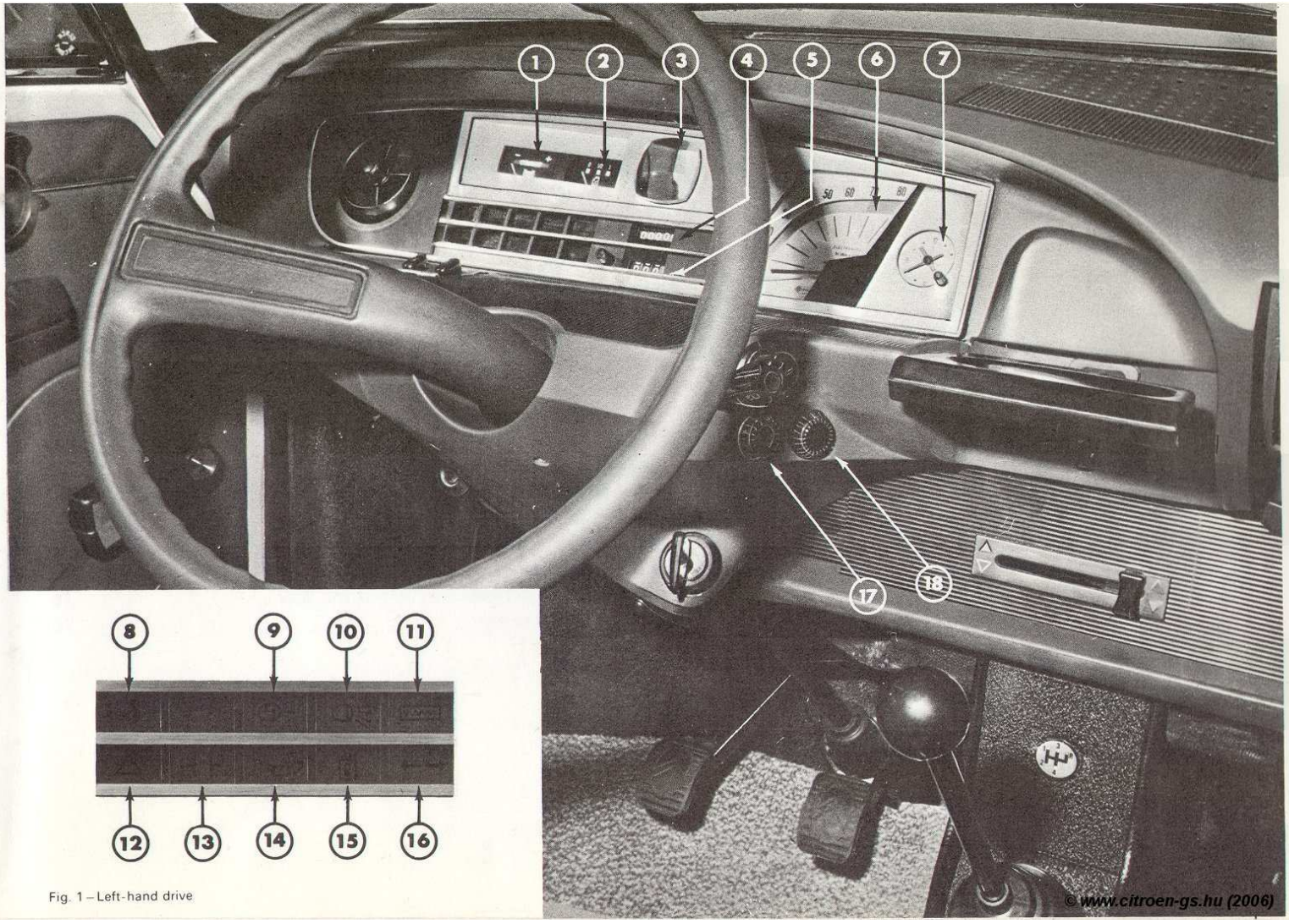


Fig. 1 – Left-hand drive

DASHBOARD

P.T.O.

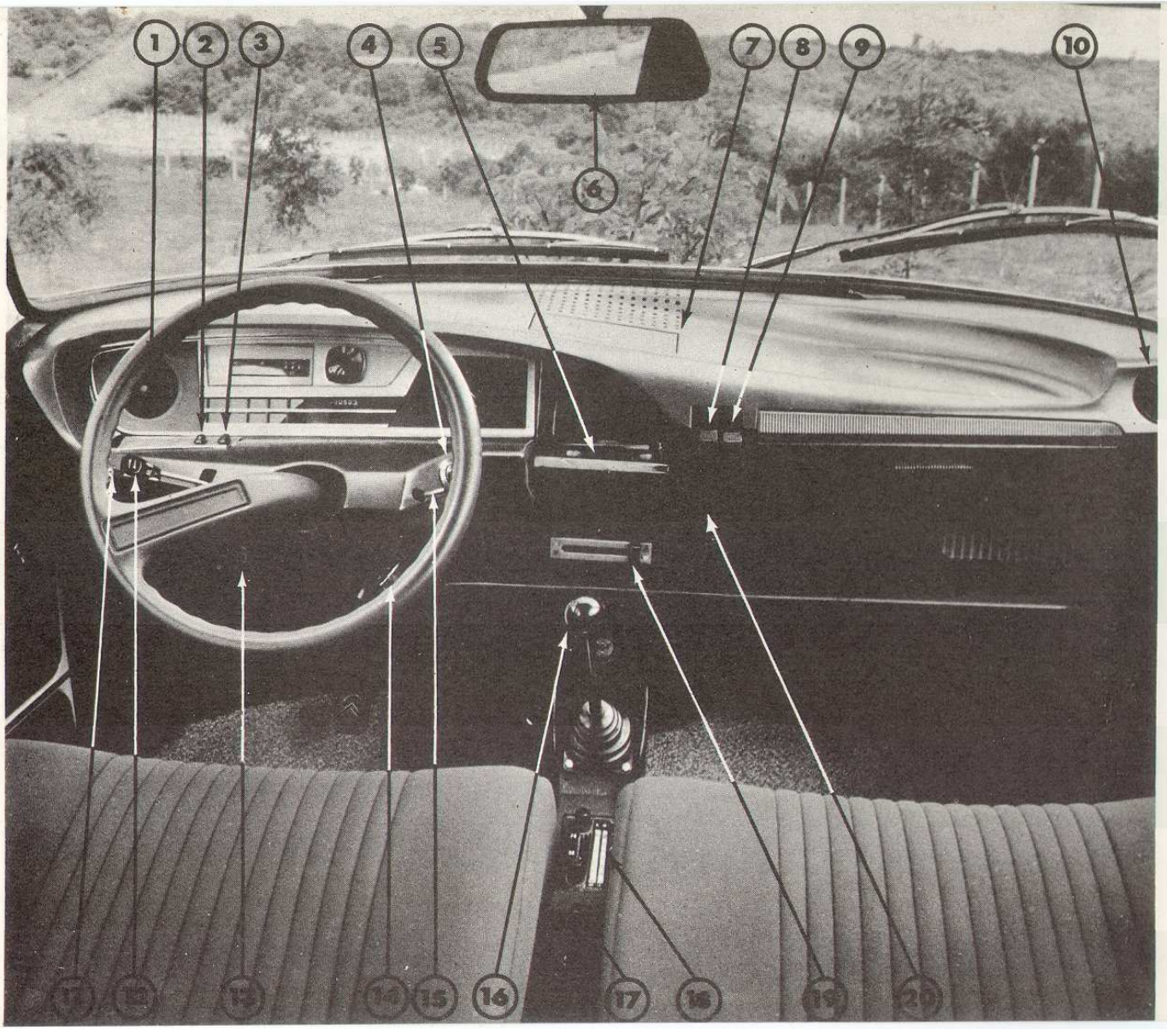


Fig. 2 – Left-hand drive

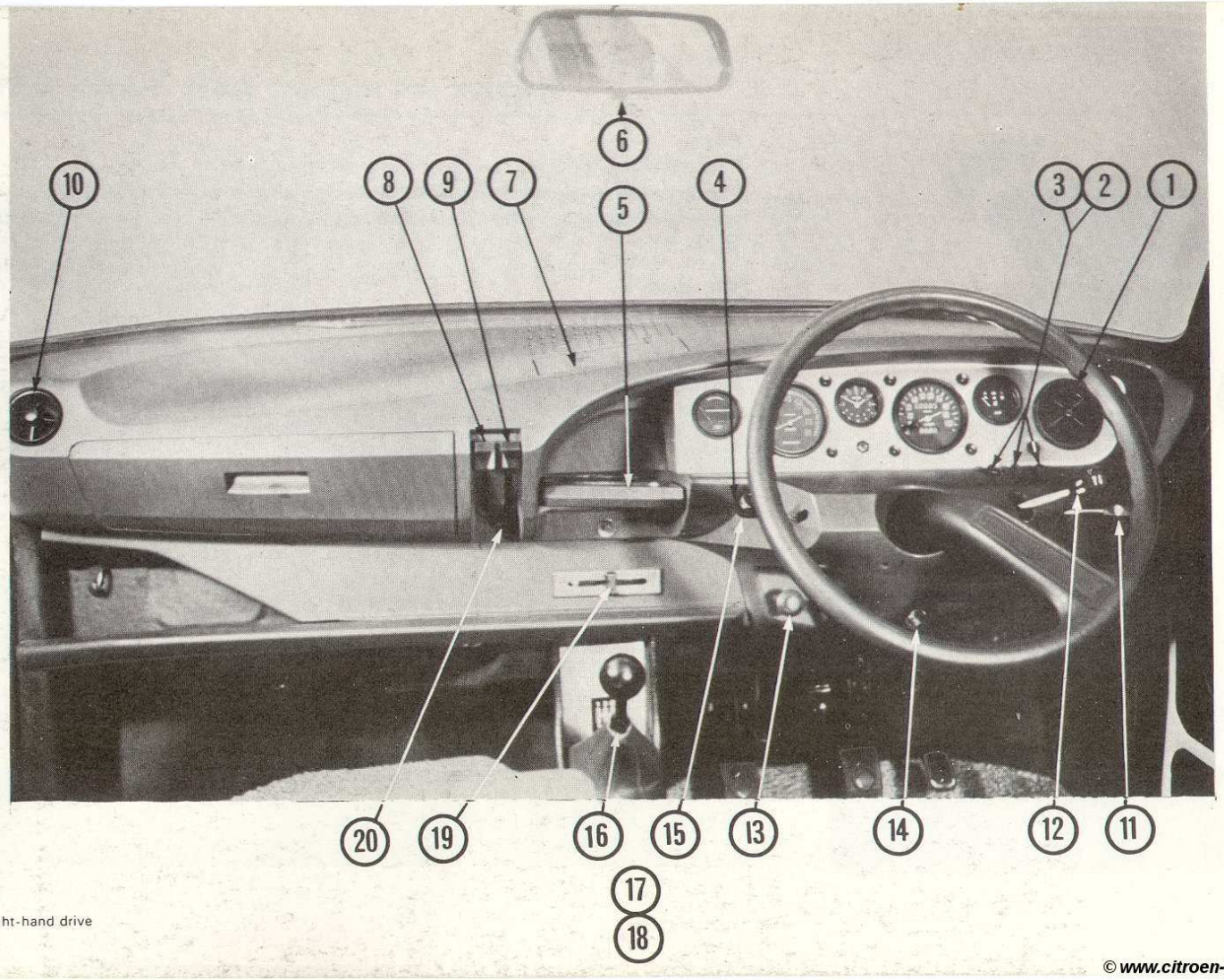


Fig. 2 – Right-hand drive

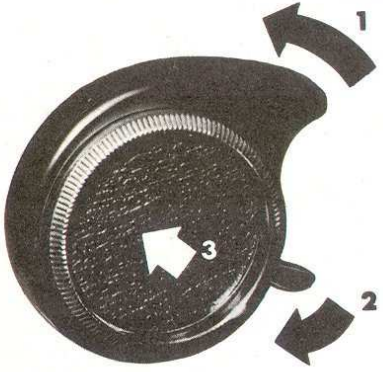


Fig. 3–Inner door knob
1 To open
2 To lock
3 To unlock

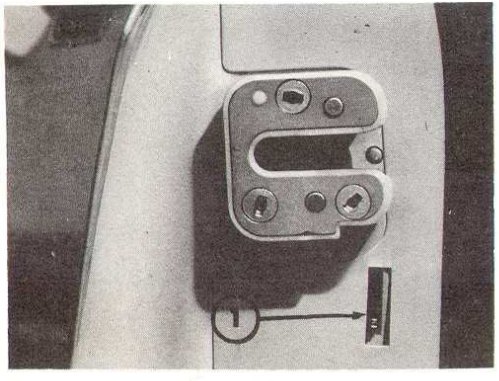


Fig. 4–"Childproof" locks
1 Lever (in safety position)

Keys

The smaller key locks the car front doors and the rear boot.

The larger key is inserted into the combined anti-theft/ignition and starter unit.

We recommend that you make a note of the key numbers in the spaces provided in the Servicing Guide.

Car doors

From the outside:

Opening: raise the handle.
Locking: with the key for the front doors only.

From the inside: (fig. 3)

Opening: turn the opening knob rearwards.
Locking: depress the catch in front of the opening knob (rear doors only).
Unlocking: press the centre of the opening-knob.

"Childproof" Safety lock: (fig. 4) (rear doors)

Lower the small levers located in the rear edges of the rear doors below the locks: when down the doors can only be opened from the outside.

Boot

Opening: push the button above the rear bumper with the thumb and raise the lid, with the fingers under the bumper; the lid is held in position automatically.

Closing: lower the lid and gently push home.

Locking: lock the opening button with the door key.

Bonnet

Opening: pull the ring to the left under the dashboard (fig. 5) and the bonnet lifts slightly: next slide the hand under the bonnet slightly to your left of the centre (fig. 6) and pull safety hook towards you;
raise the bonnet to its full extent and lower slightly, at which point it is held automatically.

Closing: slightly raise the bonnet and release the stay catch, pulling the stay towards you.

Fig. 5 – Left-hand drive
1 Bonnet release ring

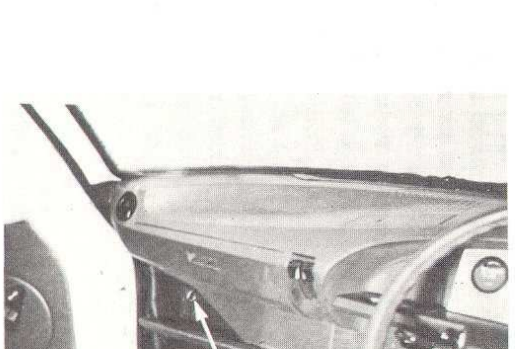


Fig. 5 – Right-hand drive
1 Bonnet release ring

Fig. 6 – Opening bonnet
1 Safety hook

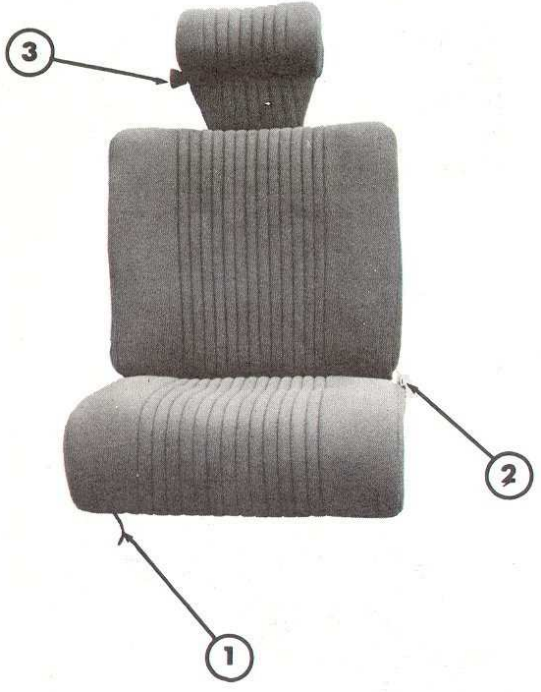


Fig. 7 – Seat adjustments
1 Seat locking lever
2 Seat-back locking lever
3 Headrest adjustment

Fore-and-aft adjustment of the seats

The locking lever for the seat is located at the front edge within reach of the right hand (fig. 7).

Raise the lever to free the seat for adjustment.

A spring assists forward movement of the seats.

When set as required, release the lever to lock the seat.

Angle of the backrest

The locking lever for the backrest can be found at the side (fig. 7).

Raise the lever while pushing the rest with the back or allowing it to come forward to the angle required.

Lower the lever to lock the backrest at the angle required.

Adjustment of the headrest (if fitted)

Turn the knob anti-clockwise to unlock the headrest (fig. 7).

Hinge the headrest to the required position.

Lock in the position set by turning the knob clockwise.

Internal rear view mirror "day and night" (if fitted)

The lever at the base of the mirror allows it to be set for day or night driving without altering its angle (fig. 8).

Day: lever pushed towards the windscreen.
Night: lever pulled towards the driver.

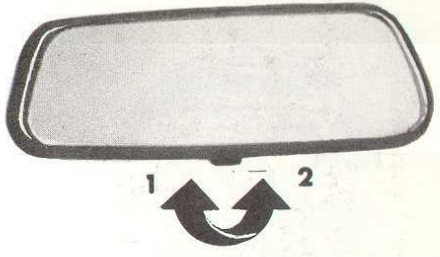


Fig. 8 – Day/night mirror
1 night
2 day

Seat belts (fig. 9)

To fasten: engage the end with the simple buckle into that with the levered buckle.

To unfasten: release the lever.

Adjustment: alter the length of the short strap (inside of the car) by sliding the free end through the adjusting buckle. The seat belt should be adjusted to the body without being unduly tight.

NOTE: Legal requirements concerning seat belts, their fitting, and their use, are different in different countries. Consult your Citroen dealer for the appropriate advice.

Fig. 9 – Seat belt (if fitted)
1 To release

Driving position

Adjust the position of the seat with respect to the controls.

Set the angle of the backrest to suit the style of driving.

Position the headrest.

Adjust the rear view mirrors according to the driving position.

Fasten the seat belt, having adjusted its length as necessary.

Left-hand drive

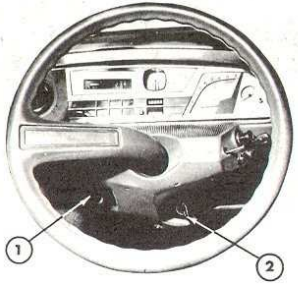
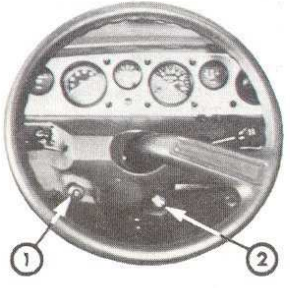


Fig. 10–Starting the engine
1 Choke
2 Combined anti-theft/ignition/starter switch

Right-hand drive



Combined anti-theft/ignition/starter switch (fig. 12)

The successive positions of the key when turned clockwise are as follows:

1–Anti-theft (steering locked).
2–Garage (steering free).
3–Ignition.
4–Starter.

When turning from the "Anti-theft" position to "Garage" it may be necessary to rock the steering wheel slightly while keeping pressure on the key.

The key must be released as soon as the engine starts.

If the engine stops or fails to pick up at the first attempt at starting, the ignition has to be switched off first before the starter can be switched on again (this is a safety device which prevents the starter being switched on when the engine is already running).

To withdraw the key pull it slightly when approaching the required position ("Anti-theft" or "Garage").

Never withdraw the key before the car has come to a complete stop.

Choke (fig. 10)

The choke must not be used unless the engine is cold and it must be pushed back as soon as the engine runs regularly.

Refer to paragraph "Starting Sequence", page 11.

Engine pre-heater control (fig. 11) (if fitted)

The pre-heater ensures that the engine still starts easily when the weather is cold by directing warm air on to the engine.

Pull the pre-heater control, *lower the ventilation control* (see p. 16), then depress the red portion of the supplementary heating switch (see p. 17).

Push control back as soon as the engine runs regularly so that the warm air can be directed into the inside of the car.

Before starting the engine

A quick glance at the sequence of checks before starting, on the back page of this book, will be helpful.

Starting the engine *(do not run the engine in an enclosed area).*

Do not touch the accelerator pedal.
Turn the ignition key until the oil pressure warning lamp lights: the ignition is now on.
The hydraulic pressure warning lamp may also light.

Starting when the engine is cold

1 Pull the choke control fully out.
Operate the starter without touching the accelerator pedal.
If the engine fails to start at the first attempt, switch off and wait three to four seconds before trying again.
2 As soon as the engine starts to run, release the choke knob which will return automatically to its second stop.
3 As soon as the engine is running, push the choke back to the first stop and leave it in this position until the engine has warmed up sufficiently to idle smoothly. If the engine stalls, pull the choke out to the second stop, and restart.
4 When the engine is hot, push the choke control back fully.

Starting when the engine is warm

Do not touch the choke.
Hold the accelerator pedal fully down and operate the starter.
If the engine fails to start at the first attempt switch off but keep the accelerator pedal down, wait three to four seconds and try again.

Before selecting bottom gear

Do not race the engine.
Allow the engine to run for a few moments to allow the car to rise to the normal height.
The oil pressure warning lamp must be out.
If the hydraulic pressure warning lamp is on wait for it to go out before setting off.
Do not run the engine in an enclosed space.

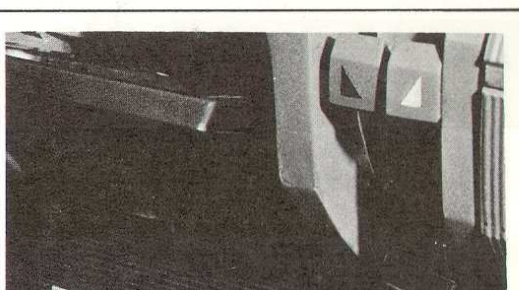


Fig. 11 – Starting the engine
1 Engine pre-heater control (if fitted)

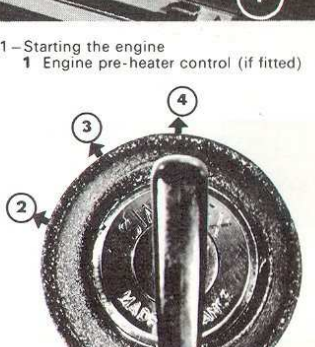


Fig. 12 – Combined anti-theft/ignition/starter switch
1 Anti-theft position (steering locked)
2 Garage position (steering free)
3 Ignition on
4 Starter motor on

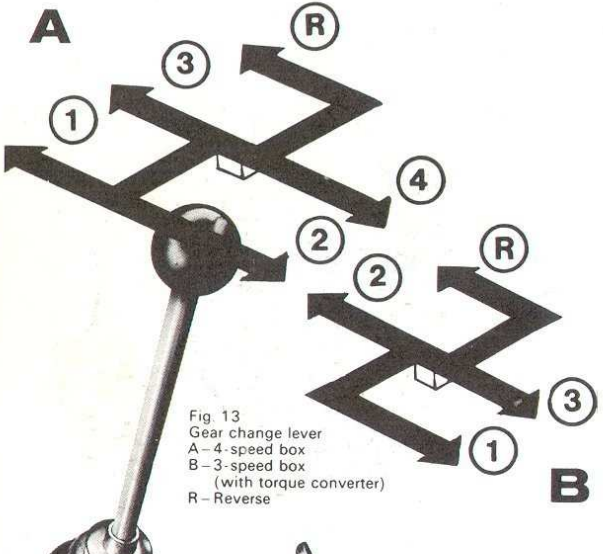


Fig. 13
Gear change lever
A – 4-speed box
B – 3-speed box
(with torque converter)
R – Reverse

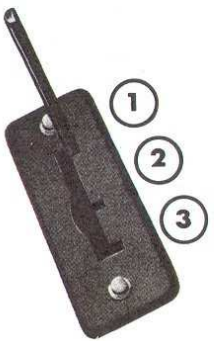


Fig. 14
Adjustment of ground clearance
1 Normal running position
2 Intermediate high position
3 High position

Changing gear (fig. 13)

The positions of the gears are indicated on the facia in front of the lever, reverse being annotated with the letter "R".

The recommended speed ranges for the use of the various gears on the level are shown by the different colours of the speedometer drum.

To select reverse gear:
—wait for the car to come to a complete stop;
—push the lever down, then engage.

Selection of reverse gear automatically switches on the reversing lights (if fitted)

Handbrake

To apply: Pull handle rearwards.
To release: Pull again while at the same time depressing the catch inside the handle, then push handbrake lever fully forward.

Adjusting the height of the car (fig. 14)

The control for adjusting the height of the car above the ground is located in the centre of the car next to the driver and between the two seats.

The normal driving position and also that which provides optimum comfort is obtained with the lever in the first notch (towards the front).

The next notch (ground clearance increased) should be used on certain difficult roads, snow, shallow floods, etc.

Placing the lever in the rearward notch increases the ground clearance to the maximum: This is intended for wheel changes and must not be selected when driving except in exceptional cases to negotiate particularly difficult stretches with care over short distances (e.g. deep snow or floods, steep ramps, and so on).

Checking the brakes

The brake circuit is monitored by the red hydraulic pressure warning lamp (see page 2/2a): if this lights up, stop the car immediately and start off again at slow speed to the nearest Citroen agent, using the handbrake instead of the footbrake.

The same actions become necessary in case of a sudden failure of the rear suspension since this also results in a reduction in braking.

The wear of the front and rear brake linings must be checked regularly (see Servicing Guide); the pads must be renewed when the lining thickness falls to 0.08 in. (2 mm).

New brake pads must be bedded in; harsh use immediately after fitting could lead to subsequent unstable braking.

Stopping distances *(fig. 15)*

The outstanding road-holding, comfort and manoeuvrability of the car call for the provision of extremely efficient brakes.

Nevertheless, in spite of the efficiency of the brakes, it is well to remember that the stopping distance increases considerably with speed.

This is the reason why we have annotated the speedometer drum. The numbers above the speeds are only orders of magnitude, however, and pre-suppose good tyres, normal car load and average ground adhesion coupled with normal driver reaction times.

These distances could be much greater under different conditions, particularly on a wet or greasy surface.

Torque converter *(if fitted)*

A torque converter makes driving much simpler, not only because the clutch pedal is eliminated, but also because the number of gear changes is reduced.

In fact it is possible to use only 2nd gear in town and 3rd on the open road, keeping 1st for hill-starts and mountain roads.

For fast driving all three speeds will be used.

Except for the absence of the clutch pedal, change gear as usual, releasing the accelerator for upward changes, then move the gear lever.

When starting off in very cold weather, it may be difficult to move the gear lever into first or reverse. In this case, apply the parking brake firmly, select 2nd or 3rd, wait a few seconds, then select first or reverse, as required.

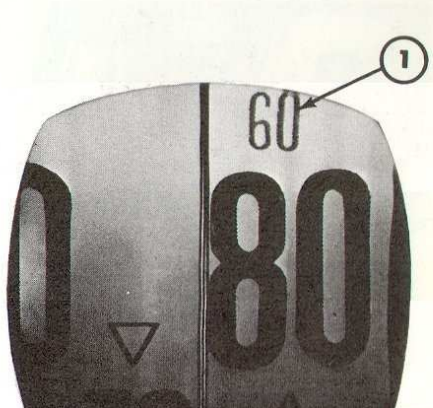


Fig. 15 – Speedometer (drum-type)
1 Stopping distances

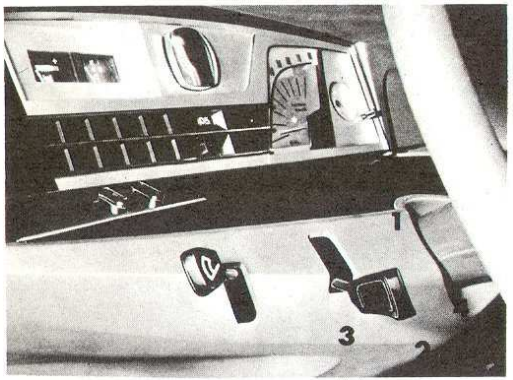


Fig. 16 – Left-hand drive
Direction indicator/horn/ headlamp flasher switch

1 & 2 R.H. L.H. winkers
3 Headlamp flasher
4 Horn

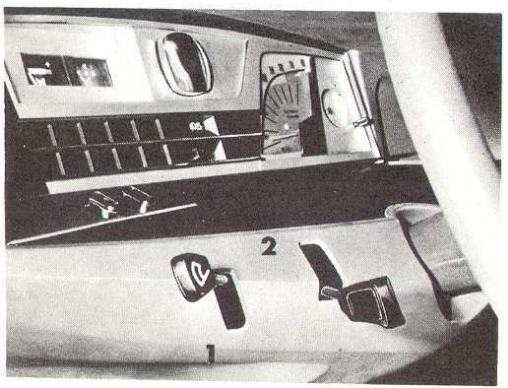


Fig. 17 – Left-hand drive
1 Windscreen wiper
2 Windscreen washer

Direction indicators and horn (fig. 16)

Direction indicators

Right-hand winkers: move lever in the direction in which you are going to
left-hand winkers: move the steering wheel.
To cancel, return the lever to the central position.

A green warning lamp should wink in the dashboard, accompanied by an audible signal.

If the lamp does not wink check the direction indicators (see page 31).

Headlamp flasher

Headlight warning: push the lever forward, the headlights remain on as long as the lever is forward.

This warning, using the headlights, can be used even when the lever is set to indicate a turn.

Horn

To operate: move the lever towards the steering wheel, even when the lever is set to indicate a turn.

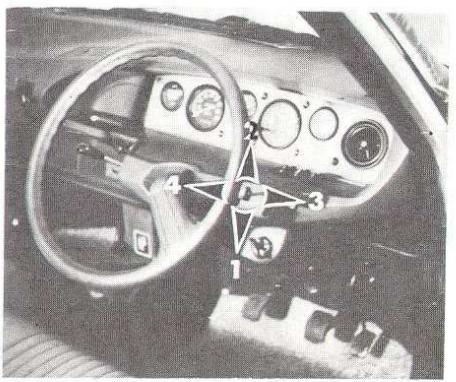


Fig. 16 – Right-hand drive
Direction indicator/horn/ headlamp flasher switch

1 & 2 R.H. & L.H. winkers
3 Headlamp flasher
4 Horn

Fig. 17 – Right-hand drive
1 Windscreen wiper
2 Windscreen washer

Windscreen wiper and washer control (fig. 17)

Windscreen wipers

To operate: move the lever down. At the first downward position normal wiping speed is obtained; further movement results in a high wiping speed which should only be used exceptionally, i.e. in heavy rain or sometimes when overtaking.

To stop: move the lever up; the blades stop automatically in the parked position.

Windscreen washers

To operate: move the lever away from the steering wheel.

From time to time the windscreen wiper blades should be cleaned.

Lighting control (fig. 18)

Lighting off: all lights are off when the side of the knob with the dot faces the driver.

Side and tail-lamps: with the lever towards the steering wheel, turn the knob to the first notch (a green warning lamp comes on in the dashboard).

Main headlamps: with the lever still towards the steering wheel turn the knob to the second notch (a blue warning lamp lights up).

Dipped headlamps: with the knob at either of the two settings above push the lever away from the steering wheel.

Reversing lamps (if fitted)

Providing the ignition is on, the reversing lamps light up automatically when reverse gear is selected.

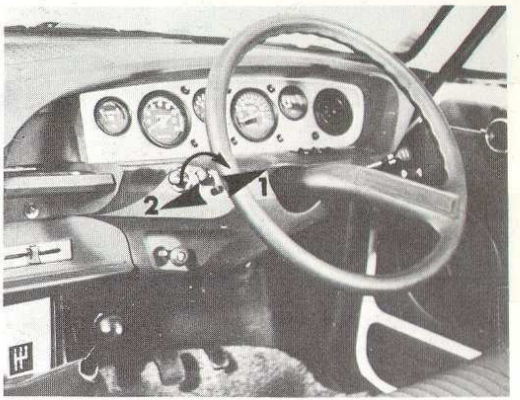


Fig. 18 – Right-hand drive
Lighting control
1 Side/tail or main beam
2 Dipped beam

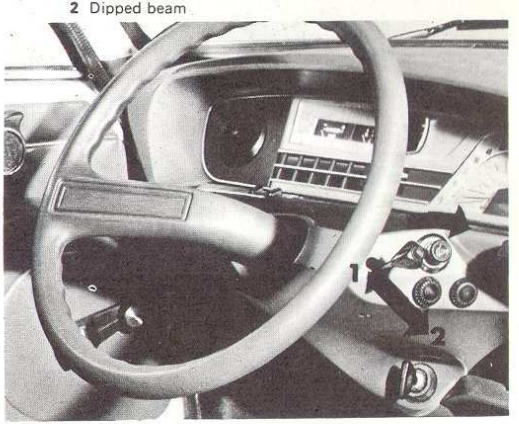


Fig. 18 – Left-hand drive
Lighting control
1 Side/tail or main beam
2 Dipped beam

Fig. 19 – Left-hand drive
Heating and ventilation controls
1 Heating (red marking)
2 Fresh air (blue marking)
3 Distributor control

Heater control (fig. 19) (red marking)

To open: lower the lever, the position determining the rate of flow of the warm air.
To close: raise the lever fully.

Ventilation (fresh air) control (fig. 19) (blue marking)

To open: lower the lever, the position determining the rate of flow of cold air.
To close: raise the lever fully.

Air distribution control (fig. 19)

When the lever is at either of its limit positions the hot and cold air streams are directed either all up to the windscreen or all down towards the car floor. The air direction is indicated by triangles, blue for cold air, red for warm air. At intermediate settings the supplies of air are divided between the windscreen and the car floor.

Directional side ventilators (fig. 20)

To open: turn the knob in the middle clockwise to give the output required.
Adjust the position of the outlet to obtain the desired angle of airflow.

Hot air blower

To switch on: With the heater control (see fig. 19) down, press the switch knob.
To switch off: Press the switch knob again.

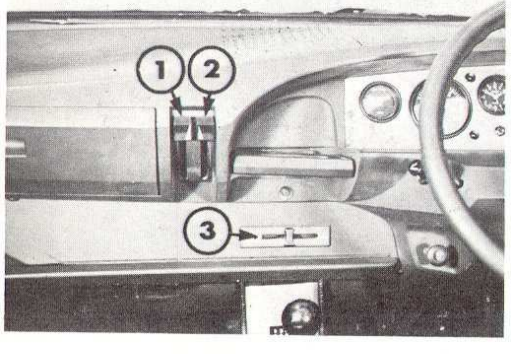


Fig. 19 – Right-hand drive
Heating and ventilation controls
1 Heating (red marking)
2 Fresh air (blue marking)
3 Distributor control

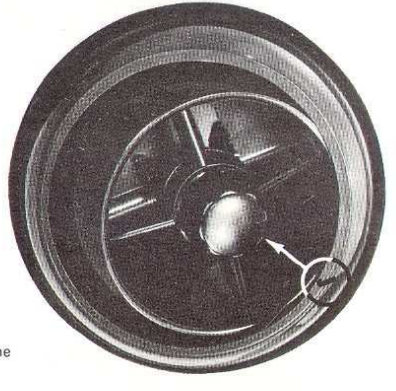


Fig. 20 – Directional side ventilators
1 Knob for adjustment of volume and direction of airflow

Electric heating of rear window (if fitted)
(switch knob with zig-zag line)

To operate: depress the push switch (a yellow warning lamp comes on in the dashboard).
To stop: push the button again.

Fresh air blower (if fitted)
(switch knob with a fan outline on a blue background)

To operate: depress the push switch.
To stop: push the button again.

Heater blower (if fitted)
(switch knob with a fan outline on a red background)

To operate: depress the push switch.
To stop: push the button again.

Hazard warning lights (if fitted): all four direction indicators flash together
(switch knob with triangle marking)

To operate: rock the push switch (the hazard warning lamp operates)
To stop: centre the button again.

Supplementary heating (if fitted)
(switch knob with a blue mark at one end and a red mark at the other, and a fan outline between them).

To make use of this heating system the ventilation grille located in front of the windscreen has to be closed off with the aid of the blanking panel provided (fig. 22).

This supplementary heating can be operated even when the ignition is not switched on.

To operate: depress the red mark (heating) end of the rocker-switch knob (see p.10).
(The other end (blue mark) controls a fresh-air blower)
To stop: reset the rocker lever to the centre position.

A green warning lamp lights (8, p. 2a) up in the dashboard when the supplementary heating is in operation, and only goes out some time after it has been switched off. *Do not switch the supplementary heating on again until this lamp has gone out.*

This heating system provides for a supply of warm air to be directed to the engine to facilitate starting during cold weather (see page 10).

Fig. 21 – Switches for electrical fittings
(items 2/3, page 5)

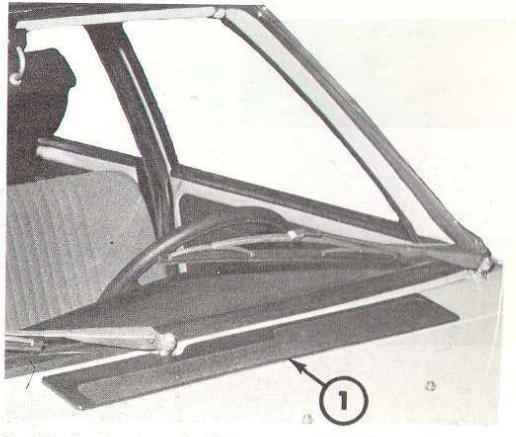
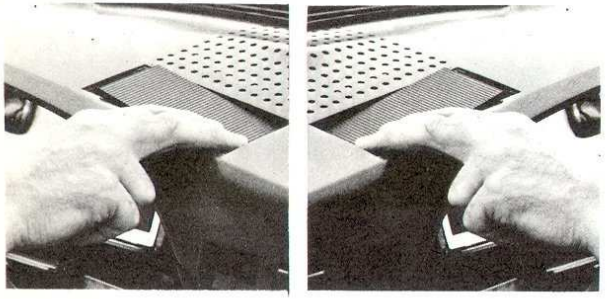
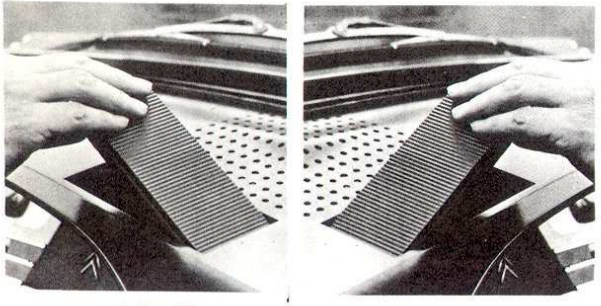


Fig. 22 – Supplementary heating
1 Blanking panel for fresh air intake



Left-hand drive Right-hand drive

Fig. 23 – Front ashtray: tilting



Left-hand drive Right-hand drive

Fig. 24 – Front ashtray: removal

Front ashtray

To open: tilt the ashtray by pushing on the end furthest from the driver (fig. 23), then slide the lid across under the upper panel of the dashboard.

To release: with the ashtray tilted as for opening, hold the end nearer to the driver and pull upwards (fig. 24).

Ashtrays in the rear armrests (if fitted)

To release merely pull the ashtray upwards.

Cigar lighter (if fitted)

Push the lighter inwards and wait for it to click back to its original position before taking it out.

Sun vizors

These can also be hinged to the side once their stems have been pulled clear of the central support.

On certain models the sun vizor on the passenger's side is provided with a mirror.

Radio

A location for a radio is provided in the centre console between the front seats, and for the loudspeaker below the upper panel of the dashboard.

Interior lamp

This light comes on automatically when the door on the driver's side is opened and on certain models either of the front doors are opened.

When the doors are closed lighting is controlled by the switch in front of the interior lamp.

RUNNING MAINTENANCE

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This section deals with the minor maintenance checks which are essential for your car: Checking levels, care of tyres, car washing.
Other maintenance operations such as greasing, oil changes, adjustments, are carried out by the members of the Citroen networks, as specified in the Servicing Guide published separately.

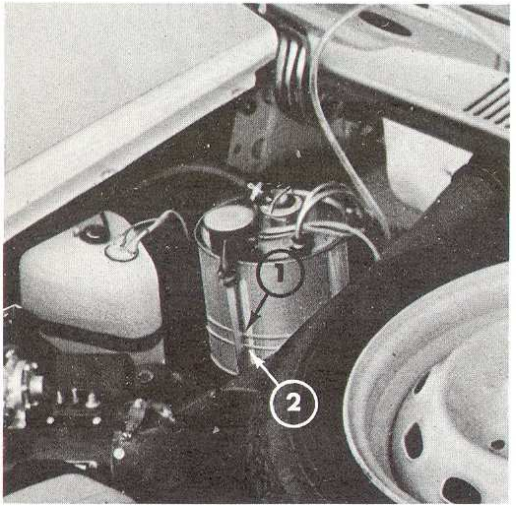

Fig. 24 bis – Level of **LHM** fluid (car in high position)
1 Max.
2 Min.

1 Windscreen washer

Top up as necessary with clean water to which a product such as "Stop-Clair", "Clearalex", "Screen-clear", etc., has been added during any season of the year and a neutral solution of the type "Stop-Gel" in winter.

2 The hydraulic fluid reservoir

This reservoir has a transparent sight tube to facilitate checking the level: this should be between the "max." and "min." ribs (fig. 24 bis) when the car is at its maximum height (see page 12), with the engine running.

Important: Use only green "LHM" fluid for topping up.
Any other types of liquid are not suitable since these would quickly damage components in the hydraulic system.

In an emergency when the green **"LHM"** fluid is not available the fluids quoted on page 34 could be used.

3 Battery

Check the level of the electrolyte frequently, especially in summer.
The level should be $\frac{3}{8}$ to $\frac{3}{4}$ in. (1 to 2 cm) above the plates in each of the six cells.
Top up with distilled water; never add acid.
Do not bring a naked flame near a battery during checking.

4 Engine dipstick

The engine oil level, which must lie between the ends of the cut-out on the dipstick (4, fig. 25) must be checked from time to time between oil changes and also before long journeys.

The check should be carried out with the car as level as possible, after the engine has been stopped for at least 10 minutes.

The interval between the ends of the cut-out represents $\frac{7}{8}$ pint (0·5 lit).

5 Oil filler

When topping up, the level must reach the top of the cut-out without exceeding it.
In winter and summer use TOTAL Altigrade GT 20 W 50 or TOTAL GTS 20 W 40. In very cold countries (northern USA, Sweden, etc.) use TOTAL Altigrade GT 10 W 30 or TOTAL GTS 10 W30.
If TOTAL oils are not available, use equivalent oils of other reputable makes.
Never use any additive with the oil.

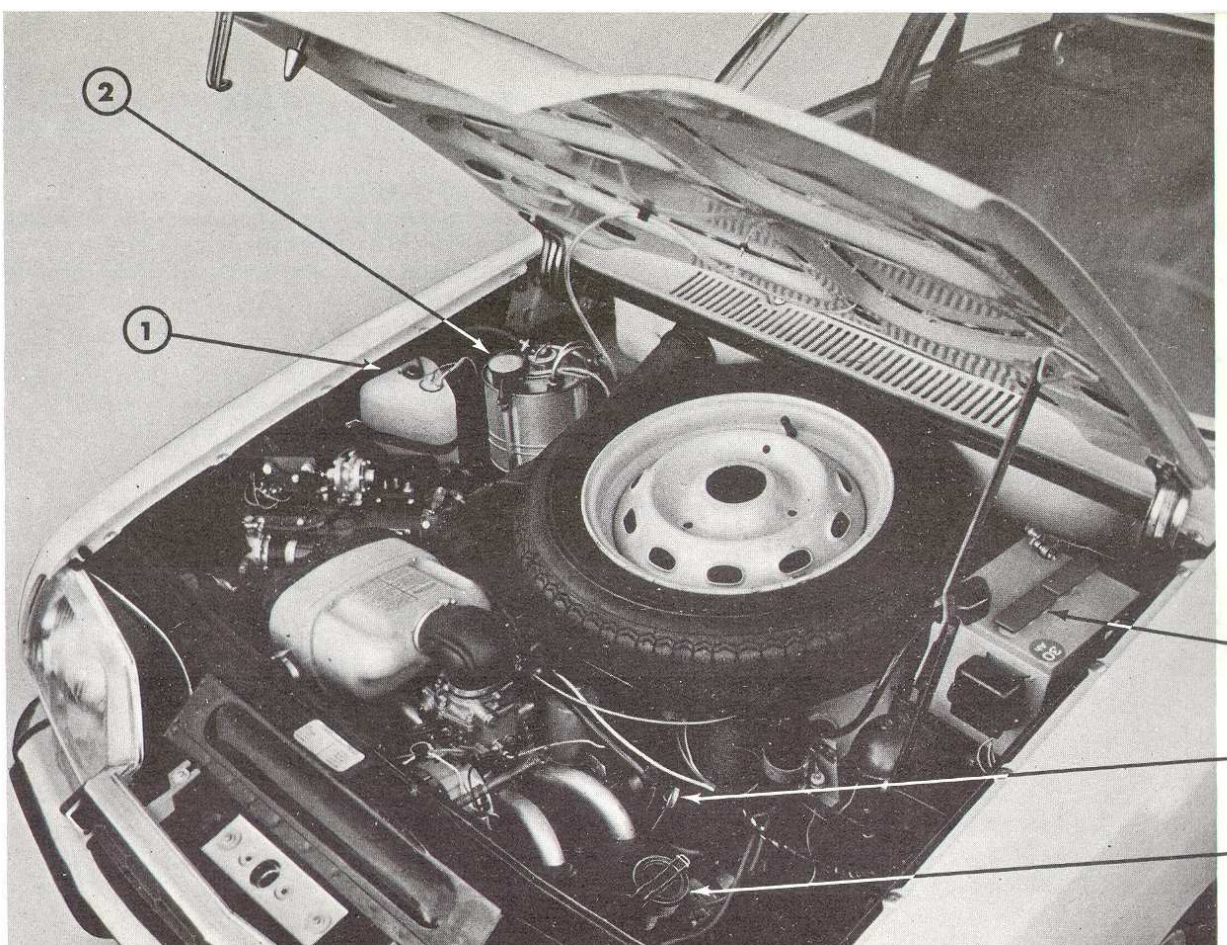

Fig. 25 – Levels to be checked

Periodic maintenance operations

These are detailed in the "Servicing Guide" supplied separately.

We recommend that the maintenance intervals be strictly complied with. We would also like to remind you that we recommend the use of TOTAL lubricants.

Do not attempt any experiments with lubricants. We also advise against the use of additives with the oils: they might cause serious damage.

Front grille muff

At the beginning of the cold season, fit the front grille muff in position. First engage the upper hooks; then the lower ones; make sure the muff fits closely round its outer edge.

Take the muff off when the outside temperature exceeds 10°C (50°F), raise the lower outer corners in order to be able to free the lower hooks, then free the upper hooks by pulling the upper corners of the muff upwards and outwards.

Never have the muff on the grille when the car is being driven hard, such as on a long high-speed motorway journey.

Maintenance of the battery

Ensure that the battery terminals and connections are kept clean: if they show signs of sulphating remove the connections for cleaning.

If the car is laid up have the battery charged every month.

In winter a correct state of charge protects the battery against frost: at normal charge (s.g. 1·25 to 1·27) the battery withstands −50°C whereas a discharged battery (s.g. 1·07 to 1·09) may burst at −5°C (23°F).

Tyres

	Type of tyre
Standard	145–15 ZX
Alternatives	145–15 XAS
or	145–15 XH
or	145–15 XM + S

Pressures: Front: 26 psi (1·8 bar); rear: 28 psi (1·9 bar); spare 30 psi (2·1 bar).

Do not forget to correct the pressure of the spare wheel as soon as possible after fitting.

Tyre pressures must be checked at least once a month and before any long journeys since safety depends on correct pressures; these also have an appreciable influence on the life of the tyres.

The check must be carried out cold, preferably in the morning and before the tyres have been warmed up during driving. Indeed, the increase in pressure can attain 7 psi (0·5 bar) on a laden car being driven at high speed.

Keep a check on wheel balancing, especially after a puncture.

Wear of the tyres can be evened out by changing the wheels round as shown in the diagram, which brings the spare wheel into use (correct the pressure afterwards). Changing round should be frequent enough to prevent any appreciable difference of wear between the two tyres on one axle.

Changing a wheel is described on page 28.

Snow tyres

145–15 XH and 145–15 XM + S tyres can be fitted with studs, in which case the pressures are increased as follows: 29 psi (2·0 bar) front; 31 psi (2·1 bar) rear; 33 psi (2·3 bar) spare wheel.

In some countries there are legal requirements on the use of studded tyres; local Citroen dealers will supply information on this point.

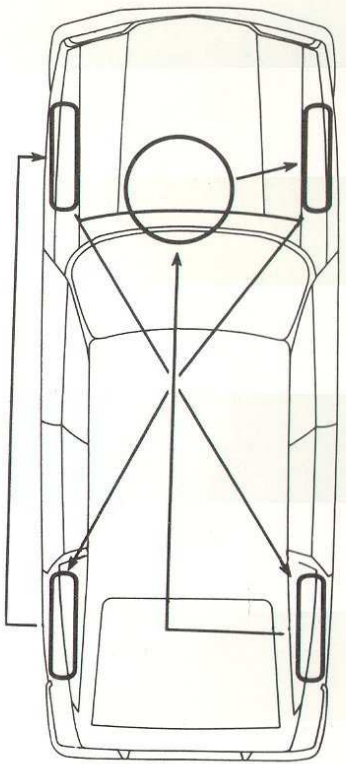

Fig. 27–Tyre change-round

The bodywork should be looked after regularly, especially in winter. This maintenance should not only concentrate on the paintwork and the metal hubcaps but should take in the underside of the car as well: advice in this connection can be obtained from any Citroen agent.

Never wipe the car when dry since this will scratch the finish.

Petrol, trichlorethylene and alcohol harm paint and transparent plastic such as the sidelamp covers. Do not use strong detergent solutions either.

Cleaning the bodywork

Frequent washing is necessary to keep the paintwork in good condition but it is nevertheless essential that certain precautions be observed; here are some reminders:

Never wash the car in full sunlight nor during frost. If the car has been heated by the sun or the bonnet is still warm after a journey, wait until the surfaces have cooled down.

The body should first be rinsed with copious amounts of water applied either with a soft sponge, using no pressure and rinsing the sponge often, or with a low pressure jet. If a car shampoo is used rinse afterwards with plenty of water.

Wipe the car dry with a clean chamois leather which is rinsed and wrung out frequently; ensure that no spots of water are left on the paintwork.

When setting off apply the brakes a few times to dry out any water from the brake linings.

Cleaning the windows

The windows can be cleaned with alcohol or special glass cleaners, except the inside of the rear window if equipped with electric heating (see page 26); in this case use a clean damp chamois leather gently.

We advise against products based on silicone.

Hinge the windscreen wiper blades forward and clean them with soapy water without exerting pressure on the feather edge.

Metal decorative components

Wash in suds or water to which a little detergent such as Teepol has been added (2·5 to 3·0 cu. in. per gallon or 10 to 15 cm^3 per litre), preceded and followed by copious amounts of clean water.

The hubcaps in particular should be washed very often since in time mud might damage the surface so that repolishing may become necessary.

After drying with a leather it is recommended that a product like "ABEL polish-chrome" or other proprietary chrome-polishes, be applied as a protection for the polished metal finish.

Spots of tar on the bodywork

These should be removed as soon as possible.

Do not scrape off and do not use petrol or a spot remover for cloth, but a special tar remover, such as "ABEL", or other proprietary tar removers.

Polishing the paintwork

It is recommended to carry out polishing at the end of winter; for this the body must be perfectly clean and dry.

Use products that are only slightly abrasive, i.e. liquid polishes (e.g. "LAVABEL") and follow the manufacturer's instructions.

Slight damage to paintwork

Scratches and slight damage to the paintwork can be repaired cheaply without necessitating extensive respraying, with the aid of aerosol cans "SOUDEE SPRAY". These contain air-drying touch-up paint of which we have tested the colour and quality.

These cans are available in the trade in France in all Citroen colours and the instructions for use given on the cans are easy to follow. Similar products are available in other countries.

The paint reference for the car can be found on a small disc (fig. 28) under the bonnet, attached to the bulkhead above the distribution box for the heating system.

Fig. 28 – Paint reference disc

Cleaning the upholstery

Only use mild non-caustic soap solutions.

Cloth upholstery:
This should be brushed or preferably gone over with the vacuum cleaner.
If the upholstery is generally very dirty remove as much as possible first followed by the application of a "dry foam" cleaner.

Plastic trim:
This can be cleaned with a product like "SPIC" or with a little soapy water followed by a good rinse and wipe with a dry cloth.

We advise against the use of a product intended to bring a shine to plastic trim.

Isolated spots on upholstery

Spots on cloth or plastic trim upholstery can be cleaned off with water containing soap or a detergent like Teepol.

If this treatment is unsuccessful try 90° proof alcohol (surgical spirit) or lead-free petrol.

Use pads well wrung out and rub lightly.

Solvents like acetone or trichlorethylene are not recommended. Complex spot removers based on absorbent earths are also obtainable: these have the advantage when used properly of not leaving rings (e.g. "K2R").

Dashboard instruments

Use soapy water or a diluted commercial shampoo to the exclusion of all other products.

Rear window with electric heating (if fitted)

The inside may only be cleaned with soapy water to avoid damaging the printed circuit of the electrical heating system, followed by a soft wipe with a clean damp chamois leather.

INCIDENTS

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This chapter contains information about ordinary items such as a puncture or replacing a plug. However, if an incident shows up on the instruments or warning lamps, you should refer to page 2 or 2a of this manual.

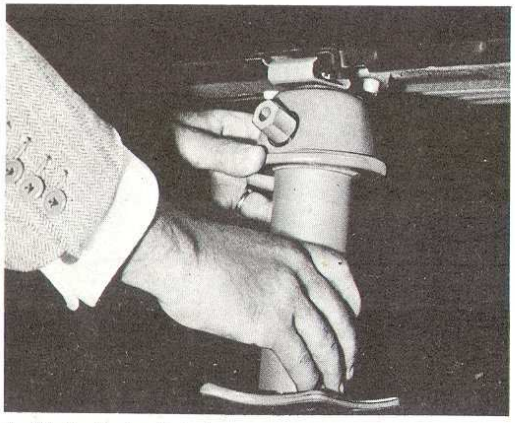

Fig. 29 – Positioning the jack

Fig. 30 – Removing the wheel hubcap

Car toolkit

This is stowed under the left-hand front seat.

Push the seat fully forward.

Release the jack from its stowage springs by pulling it upwards, and the handle by pushing it forward. (Access is easier through the rear left-hand door opening.)

Removing a wheel

Pull the handbrake on hard.

Run the engine at slow-running speed.

Set the lever for the ground clearance control to the last notch towards the rear.

Stop the engine when the car has reached its maximum height. Hook the jack on (fig. 29) and extend it until it touches the ground.

Remove the hubcap: for this use a screwdriver or the ignition key as a lever under the hubcap. Insertion is facilitated by pushing the hubcap sideways (fig. 30). Pull the hubcap outwards and push the leafspring inwards until it can be withdrawn from its aperture.

Slacken the three wheelnuts without removing them.

Extend the jack further until the wheel to be changed is an inch or two off the ground.

Remove the wheelnuts and take off the wheel.

Replacement

Fit the wheel on the studs.

Replace the wheelnuts and tighten.

Retract the jack and remove it.

Complete tightening the wheelnuts.

Refit the hubcap (fig. 31).

Reset the ground clearance control lever to its initial position in the fully forward notch.

Correct the pressure of the tyre on the wheel just fitted as soon as possible (see the "Data" on the back page of the manual).

Fig. 31 – Refitting the hubcap
1 Hubcap leaf-spring

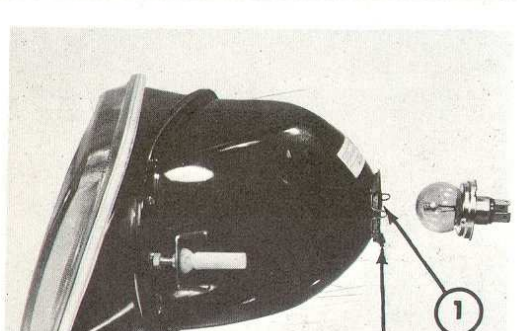

Fig. 32 – "European-dip" bulb
1 Retaining springs
2 Slider (right-hand drive)

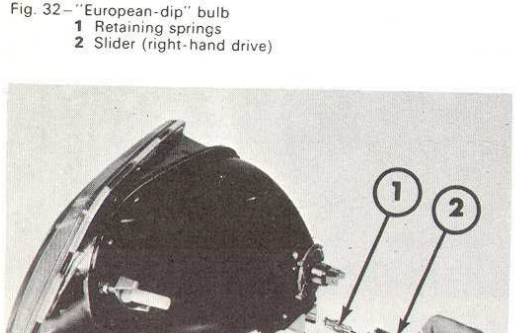

Fig. 33 – **1** Q.I. bulb
2 Bulb carrier

Headlamps

Depending on the type of lamp either one bulb is fitted:
—*European-dip type p 45 t 41, 12 volt, 45/40 watt*
or two, one above the other:
—"Dip" Top bulb: *European-dip type P 45 t 41, 12 volt, 45/40 watt.* (Only "dip" filament connected.)
—"Main" Bottom bulb: *Philips or Norma quartz-iodine type H1, 12 volt, 55 watt.*

European-dip type bulbs (fig. 32):

Swing the springs retaining the bulb flange clear.

Pull the black plastic connector to withdraw the bulb from the reflector.

Remove the bulb, pulling it by its flange from the connector carrying the feed leads.

Fit the new bulb into the connector, then assemble into headlamp by rotating it until the flange locator lines up with the slot in the housing.

Secure by swinging the springs back inwards.

Right-hand drive cars: The position of the slot in which the locator seats can be varied by using a plastic slider in the housing on the reflector, in order to tilt the dipped beams for driving on the left or on the right of the road. Slide the sliders to the left when driving on the right, and vice versa. See fig. 32, item 2.

Quartz-iodine bulb:

Wait to change the bulb for a few moments after switching off:

Withdraw the bulb carrier unit by pulling (fig. 33); in some designs a retainer has to be depressed.

Remove the bulb from the carrier unit.

Disconnect the bulb from the feed lead.

Position the new bulb by holding it with the metal part (fig. 33a) and *taking care not to touch the glass with the fingers.* If this is done inadvertently take another bulb or clean the one which was touched with a little soapy water followed by drying with a lint-free cloth.

Ensure alignment of the flange where the corner is cut off.

Side and tail-lamps: *round-glass bulbs, 12V, 5W, type R19/5.*
Remove the transparent cover (front sidelamp: remove 2 screws, tail-lamp: remove 3 screws).

Direction indicators: *pear-shaped bulbs, 12V, 21W, type P25/1.*
Remove the transparent cover (front winkers: remove 2 screws; rear winkers: remove 3 screws).

Reversing lamps (if fitted): *pear-shaped bulbs, 12V, 21W, type P25/1.*
Remove the transparent cover (remove 3 screws).

Stoplamps: *pear-shaped bulbs, 12V, 21W, type P 25/1.*
Remove transparent cover (remove 3 screws).

Number plate lamp: *round-glass bulbs, 12V, 5W, type R 19/5.*
Remove protector (remove 2 screws).

Interior lamp: *festoon bulb, 12V, 7W, length 39 mm.*
Hinge down cover about the front and disengage.

Bootlamp: *festoon bulb, 12V, 5W, type C 11.*
This lamp is located in the top of the boot towards the rear, on the centre line of the car.

Dashboard instruments
Renewal of bulbs has to be left to a Citroen agent.

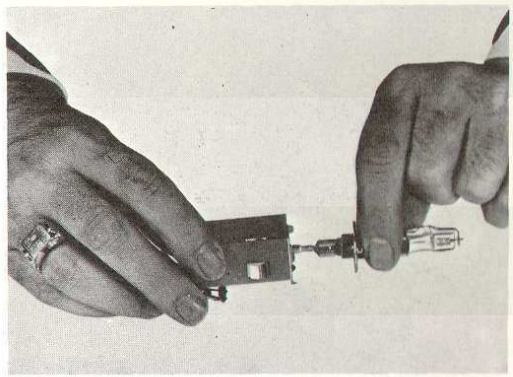

Fig. 33 bis – Fitting a Q.I. bulb into its carrier
Do not touch the glass of the new bulb with the fingers

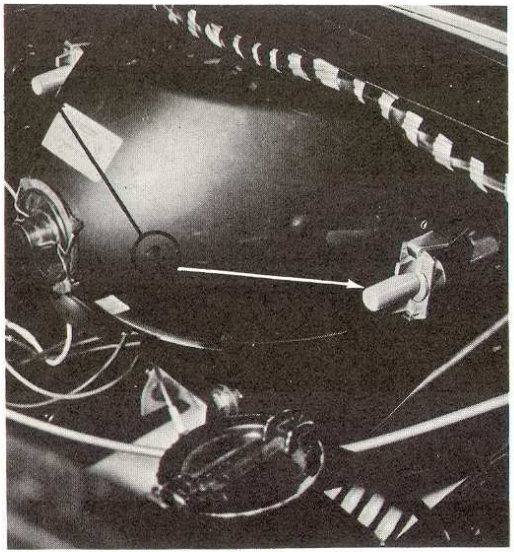

Fig. 34 – Adjusting headlamps
1 Side-to-side adjustment screws

Adjustment of the headlamps (fig. 34)

The headlamps can only be correctly adjusted in a workshop containing the necessary beam-alignment equipment.

Horizontal adjustment

Turn one or the other of the white plastic sleeves on either side of the headlamp.

Vertical adjustment

Turn the sleeve below the headlamp.

Changing a fuse

Before fitting a new fuse the reason why the old one blew must be investigated and remedied.

Four-fuse system

The 4 fuses protecting the electrical system (2 × 16-amp and 2 × 10-amp fuses) are housed in a box (fig. 35) facing the battery, on the inside face of the front wing valance.

When the car is equipped with supplementary heating a fifth fuse (16-amp) in a second box in front of the first is provided.

Remove the cover of the box by pulling it towards the battery, and replace the fuse with one of the same rating.

Eight-fuse system

There are two fuseboxes on the inside face of the front wing valance facing the battery. The fuses are: 2 of 10-amp rating, and 6 of 16-amp rating.

Four-fuse system

List of fuses and the items protected:

1 – **Green sleeves** (16-amp)
- Direction indicators
- Fresh-air blower
- Rear window heating
- Regulator
- Cigar lighter
- Clock
- Radio
- Reversing lamps

2 – **Red sleeves** (16-amp)
- Battery indicator
- Fuel gauge
- Windscreen wipers
- Windscreen washer
- Oil pressure
- Hydraulic pressure warning lamp
- Torque converter oil temperature warning lamp
- Heater blower
- Speedometer lighting
- Stoplamps
- Boot lighting
- Interior lamp
- Torque converter clutch relay (if fitted)

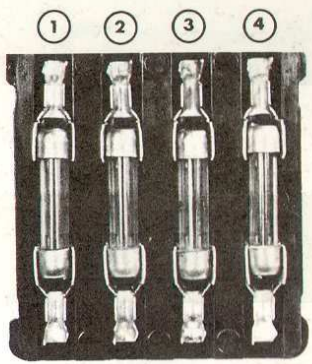

Fig. 35 – Fusebox

3 – **Blue sleeve** (10-amp)
- Side and tail-lamps, right-hand

4 – **Yellow sleeves** (10-amp)
- Side and tail-lamps, left-hand
- Number plate lamps
- Clock lighting
- Tachometer lighting
- Battery indicator lighting
- Fuel gauge lighting
- Side and tail-lamp warning lamp

Eight-fuse system

As for the four-fuse system with, in addition, a second fusebox fitted behind the first.

Headlamp main beam, left-hand (16-amp) Yellow sleeves.
Headlamp main beam, right-hand (16-amp) White sleeves.
Headlamp dipped beam, left-hand (16-amp) Green sleeves.
Headlamp dipped beam, right-hand (16-amp) Red sleeves.

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Fig. 36 – Plug electrode gap

Changing the battery

Battery references: 12 V, 150/30 Ah *(or 12 V, 175/35 Ah for cars equipped with supplementary heating)*.

Remove the regulator mounted in front of the battery: this only requires a vertical pull to slide it out.

Disconnect the battery.

Unscrew the nut at the left-hand side of the battery and remove the clamp.

Slide the battery towards the left to free and remove.

Ensure that the terminals are the right way round when fitting the new battery.

Changing a sparking plug

Sparking-plug reference: Marchal 34 S.

Electrode gap: 0·024 in. to 0·027 in. (0·6 to 0·7 mm) (fig. 36)

Removal: Undo the plug by using a plug spanner, push a rubber tube over the insulator to ease removal.

Fitting: Push a rubber tube over the insulator, screw in the replacement plug by hand as far as possible and finish tightening with the spanner.

Replacing the green hydraulic fluid "LHM" in an emergency

The green fluid "LHM" can if necessary be replaced by:
—an engine oil SAE 10 or SAE 20.

As soon as possible afterwards the reservoir must be drained and refilled with green fluid "LHM" by a Citroen dealer.

Towing the car

From the front: 2 holes are provided in the ends of the front frame cross-member. When lifting the front, protect the front valance by inserting two wooden cross-beams and suitable padding.

From the rear: do not attach hooks to the rear axle.

TECHNICAL DATA

This chapter provides further technical information about your car.

Saloon
Front-wheel drive

Number of seats	: 5
French fiscal rating	: 6 CV
RAC rating	: 13·6 hp
Top speed	: 91·3 mph (147 km/h) approx.
Max. slope for starting with 1760 lb. (800 kg) trailer	: 1 in 9 (11%)

Speed per 1000 rpm in mph (km/h) (tyre rolling circumference 73·82 in. (1·87 m).

With standard gearbox

	mph	km/h
First gear	4·21	6·71
Second gear	6·71	10·79
Third gear	10·46	16·82
Fourth gear	14·27	22·89
Reverse gear	3·81	6·10

With optional torque converter:

	mph	km/h
First gear	5·47	8·80
Second gear	8·95	14·40
Third gear	13·53	21·80
Reverse gear	6·09	9·80

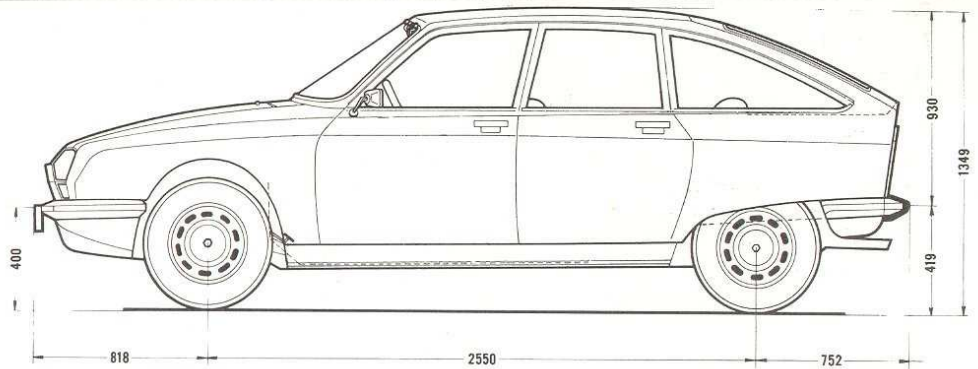
Weights

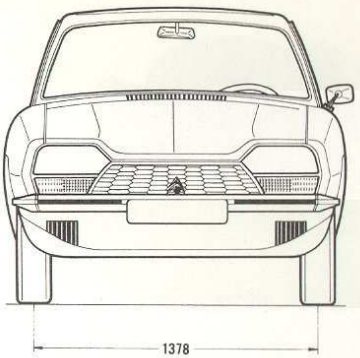
Weight empty in running order	: 1940 lb. (880 kg)
—on front wheels	: 1212 lb. (550 kg)
—on rear wheels	: 728 lb. (330 kg)
Maximum weight laden	: 2855 lb. (1295 kg)
—on front wheels	: 1554 lb. (705 kg)
—on rear wheels	: 1389 lb. (630 kg)
Trailer weight, laden	
—without trailer brake	: 882 lb. (400 kg) max.
—with trailer brake	: 1764 lb. (800 kg) max.

(Check local legal requirements with your Citroen dealer, on trailer speeds, braking, and lighting).

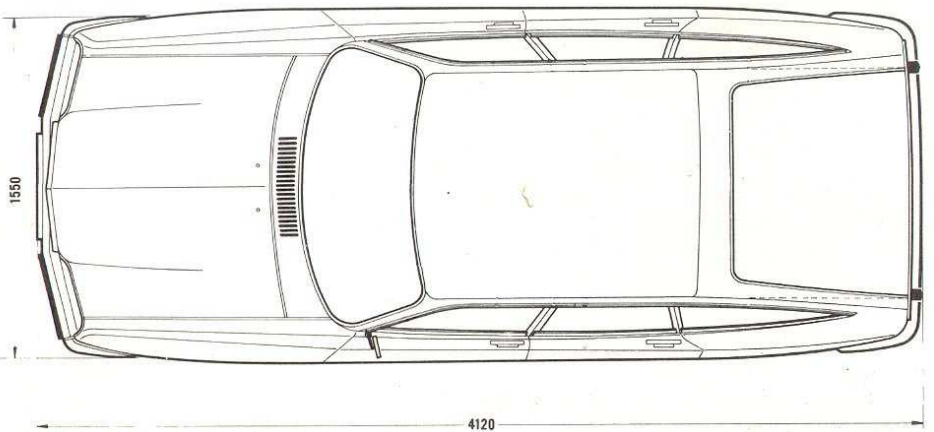
Dimensions

Overall length	: 13 ft. $6\frac{3}{16}$ in. (4·120 m)
Overall width	: 5 ft. $3\frac{5}{16}$ in. (1·608 m)
Turning circle	
—between walls	: 33 ft. $5\frac{5}{8}$ in. (10·20 m)
—between kerbs	: 30 ft. 10 in. (9·40 m)





mm.	in.
400 :	$15\frac{15}{16}$
419 :	$16\frac{1}{2}$
752 :	$29\frac{5}{8}$
818 :	$32\frac{3}{16}$
930 :	$36\frac{5}{8}$
1328 :	$52\frac{1}{4}$
1349 :	$53\frac{1}{8}$
1378 :	$54\frac{1}{4}$
1550 :	61
1608 :	$63\frac{5}{16}$
2550 :	$100\frac{3}{8}$
4120 :	$162\frac{3}{16}$



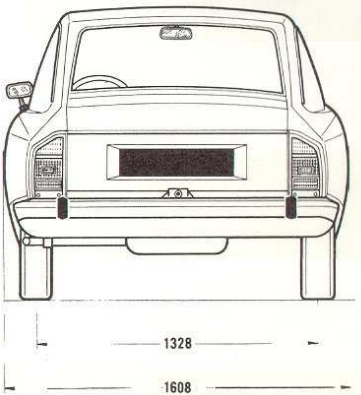


Fig. 36 bis – External body dimensions

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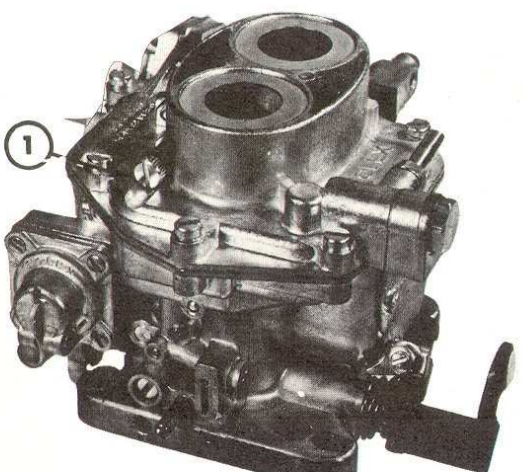

Fig. 37 – Carburettor
1 Idling air adjustment
Do not adjust any other screws, idling mixture is constant and is factory preset

Description	:	Citroen type G 10
Cylinders	:	horizontally opposed flat-four
Bore	:	74 mm
Stroke	:	59 mm
Capacity	:	1015 cc
Compression ratio	:	9:1
Maximum power (DIN)	:	55·5 hp at 6500 rpm
Maximum power (SAE)	:	61 hp at 6500 rpm
Max. engine torque (DIN)	:	52 ft.lb. (7·2 mkg) at 3500 rpm
Max. engine torque (SAE)	:	54·2 ft./lb. (7·5 mkg) at 3500 rpm
Slow running	:	800 rpm
Maximum engine speed	:	6500 rpm

Cylinder heads and crankcase in light alloy
3-bearing crankshaft

Valve gear

Overhead valves
Two overhead camshafts (one per cylinder head)
Toothed-belt drive
Exhaust valve stem clearance, cold: 0·008 in. (0·2 mm)
Inlet valve stem clearance, cold: 0·008 in. (0·2 mm)
Hemispherical combustion chambers

Fuel system

Dry air filter with capacity chamber
Fuel pump, pushrod-operated
Compound carburettor (second choke with mechanical control) SOLEX 28 CIC
Hand choke control
Fuel tank capacity: 9¾ gall. Imp. (43 lit.)
Fuel: Premium (97-99 octane) (4-star)

Lubrication

Under pressure
Light alloy oil cooler
Oil filter with special cartridge approved by Citroen
Oil capacity: 7·5 pints (4·2 lit.) engine dry
$6\frac{1}{4}$ pints (3·5 lit.) when changing oil

Cooling

By air
Fan with 9 offset blades
Direct drive from crankshaft

Ignition

Firing order: 1-4-3-2 (see fig. 46, page 48)
Advance with centrifugal correction and vacuum control
Strobe setting: 29° at 2000 rev/min (vacuum disconnected)
Contact-breaker gap: 0·014 to 0·018 in. (0·35 to 0·45 mm)
Dwell angle: 56° 30′ $\pm 2\frac{1}{2}$°
Sparking plugs: MARCHAL 34 S
Sparking plug gap: 0·024 to 0·028 in. (0·6 to 0·7 mm)

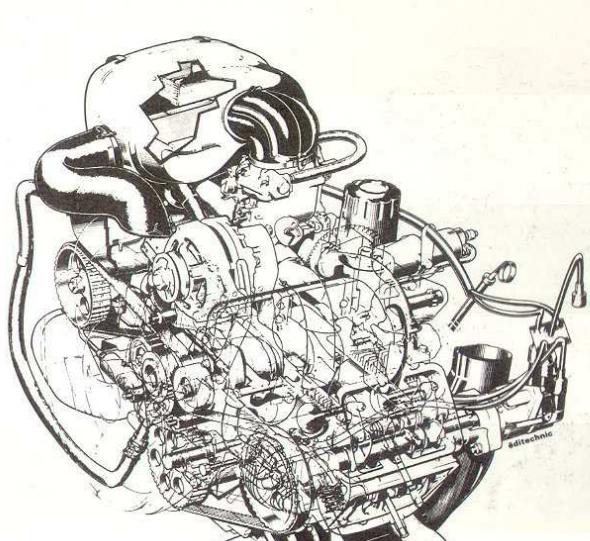

Fig. 38 – Engine

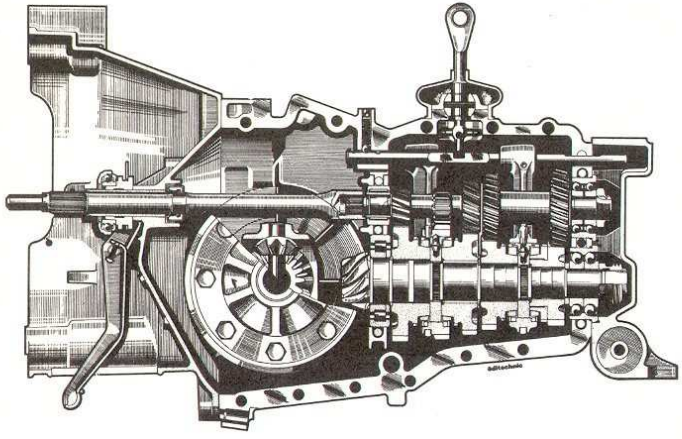

Fig. 39–Gearbox

Clutch

Single dry plate

Diameter of plate: $7\frac{1}{16}$ in. (180 mm)

Diaphragm-type spring

Mechanical control (pedal and cable)

Gearbox and differential

Mechanical control by means of gearlever on floor. Four synchronized speeds forward, no direct drive.

Reverse gear selection inhibited.

Optional alternative: 3-speed gearbox with forward gears synchronized, with torque converter of the hydrokinetic type (ratio 2/1) and automatic clutch control.

Gearbox ratios:

Standard box		Optional torque converter	
Bottom gear	0·2619 = 3·818 : 1	Bottom gear	0·3590 = 2·781 : 1
Second gear	0·4211 = 2·375 : 1	Second gear	0·5882 = 1·704 : 1
Third gear	0·6562 = 1·524 : 1	Third gear	0·8929 = 1·12 : 1
Fourth gear	0·8929 = 1·120 : 1	Reverse gear	0·4 = 2·5 : 1
Reverse gear	0·2391 = 4·181 : 1		

Crown wheel and spiral bevel pinion: 4·375 : 1 (8 × 35)

Drive shaft joints

Constant velocity RZEPPA joints at wheel end
Sliding tri-axe joints at gearbox end

Single cylinder high pressure pump
Pump drive by eccentric and connecting rod
Hydro-pneumatic accumulator equipped with pressure regulator
Capacity of reservoir: 5¾ pints Imp. (3·3 lit.)
Volume of hydro-pneumatic accumulator: ¾ pints Imp. (0·4 lit.)
Maximum accumulator pressure: 2600 psi (180 bar)

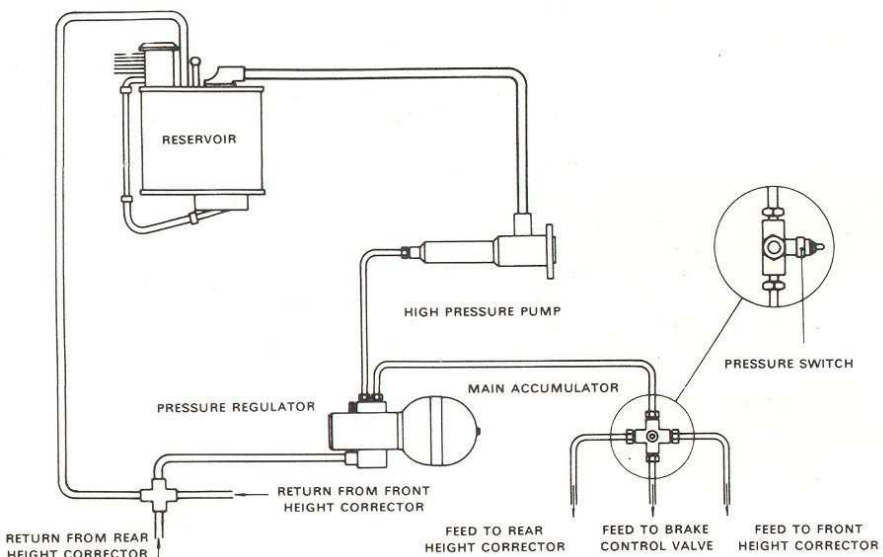

Fig. 40 – Hydraulic system (source and reserve of pressure)

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All-independent suspension front and rear
Transverse arms at the front, trailing arms at the rear
Front and rear anti-roll bars
Hydro-pneumatic suspension cylinders front and rear
Automatic pressure-balancing between suspension units on same axle
Automatic height-correctors
Ground clearance adjustable from driver's seat

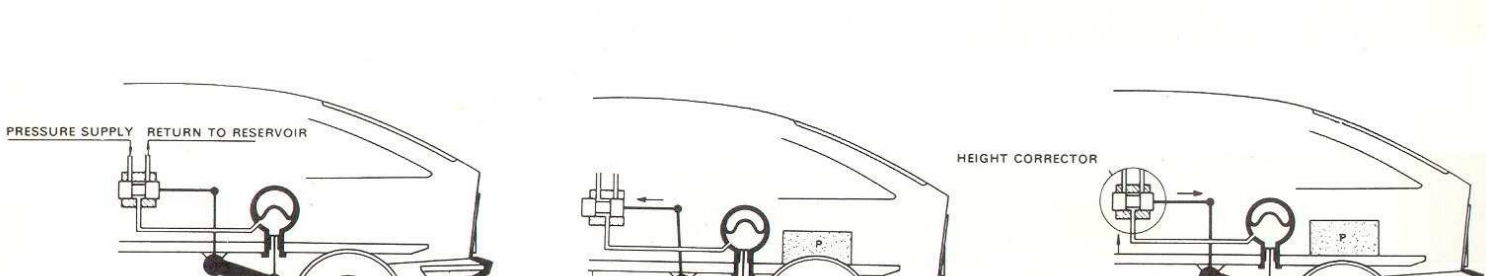


Fig. 41 – Ground clearance correction

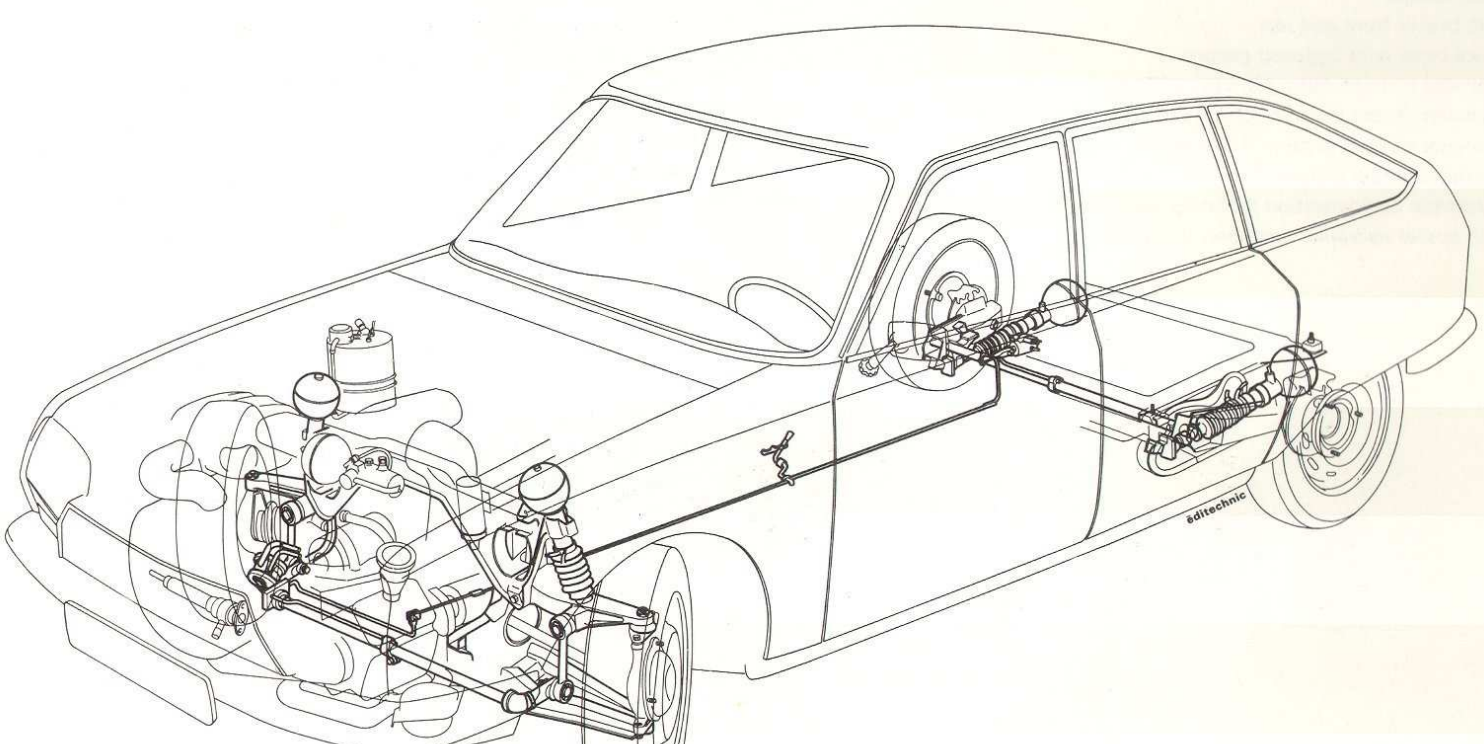


Fig. 42 – Suspension

Main brake

Disc brakes front and rear
Brake units with opposed pistons
Diameter of front discs: 10·63 in. (270 mm)
Diameter of rear discs: 6·93 in. (176 mm)
Diameter of front pistons: 1·654 in. (42 mm)
Diameter of rear pistons: 1·181 in. (30 mm)
Automatic compensation for lining wear
Split circuit hydraulic operation (mineral fluid)
Constant efficiency ensured by pressure supplied by accumulator.
Braking effort limitation on rear axle automatically achieved as a function of the load.
Warning lamp for minimum pressure of braking in front circuit.

Emergency and parking brake

Operated by "spade-handle" control in the dashboard.
Mechanical action on the front-wheel discs.
Calipers separate from main front brake units.

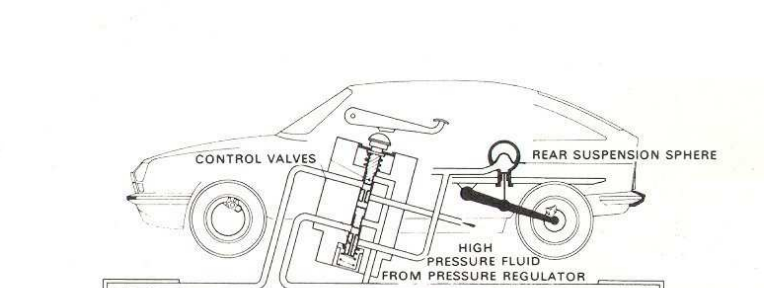


Fig. 43 – Braking system diagram

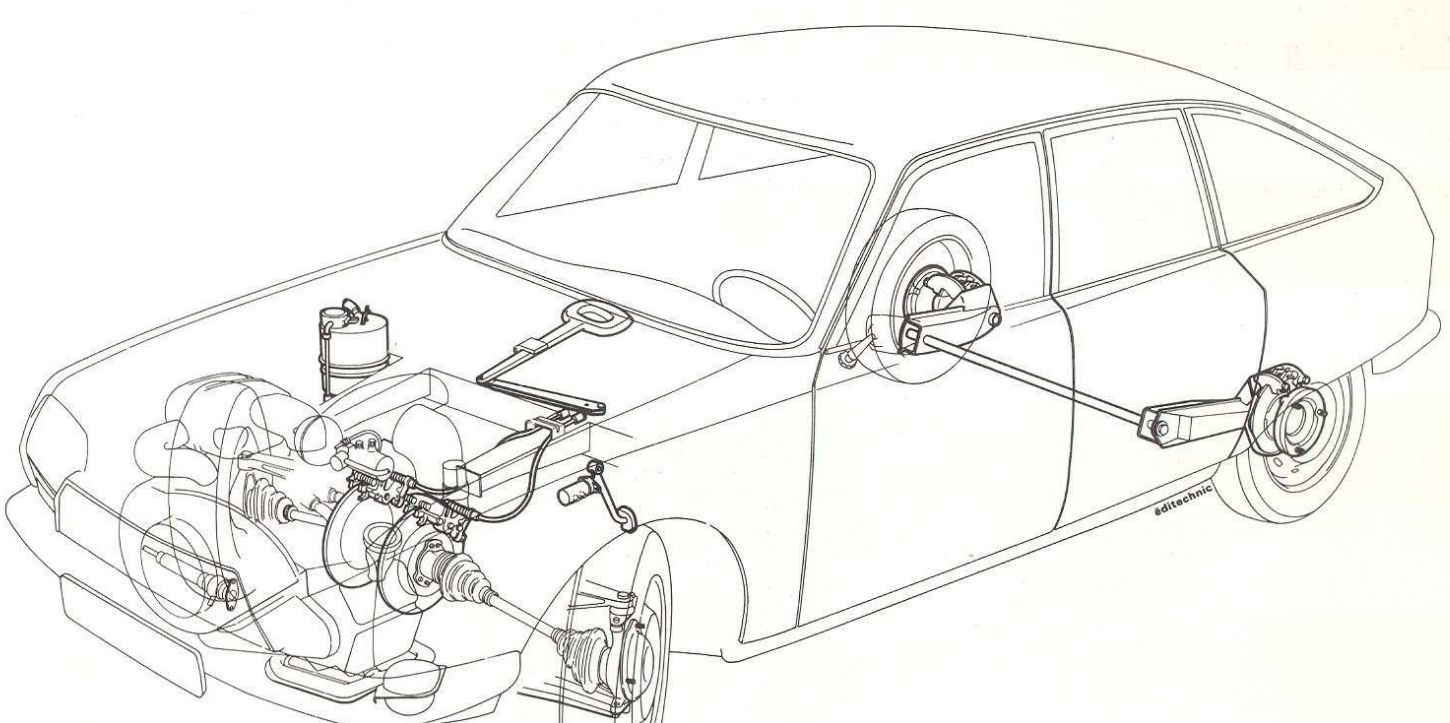
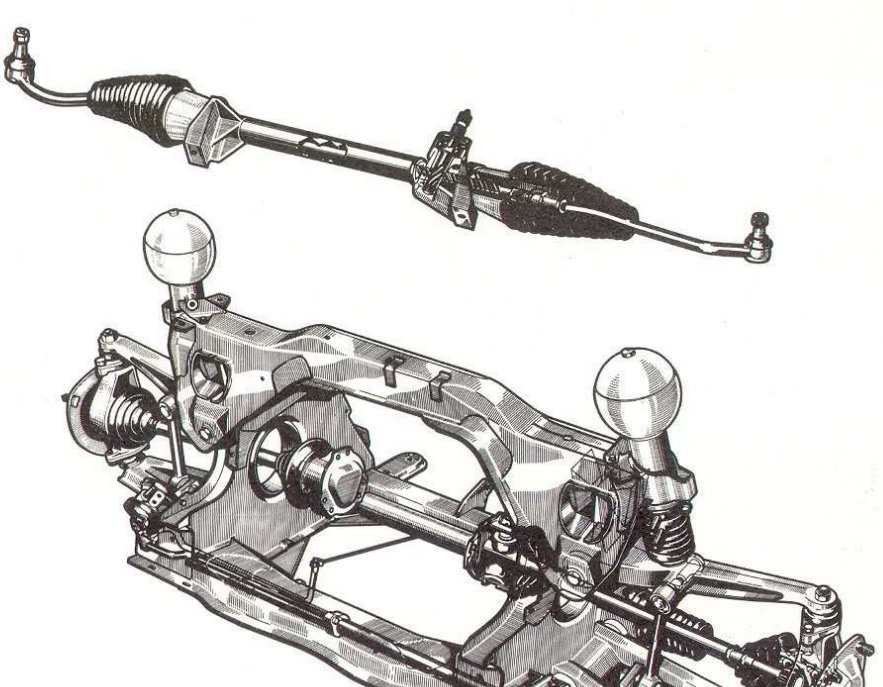


Fig. 44 – Braking system



Rack and pinion steering
Reduction ratio: 19 to 1
Wheels mounted on three studs each
Vent disc wheels $4\frac{1}{2}$J × 15 in.
Tyres: tubeless 145-15 ZX
Other authorized tyres: see page 23.

Camber angle: 0
Castor angle: 1° 30′
Toe-in: 0 to 0·08 in. (0 to 2 mm)

Fig. 44 bis – Front drive train and steering

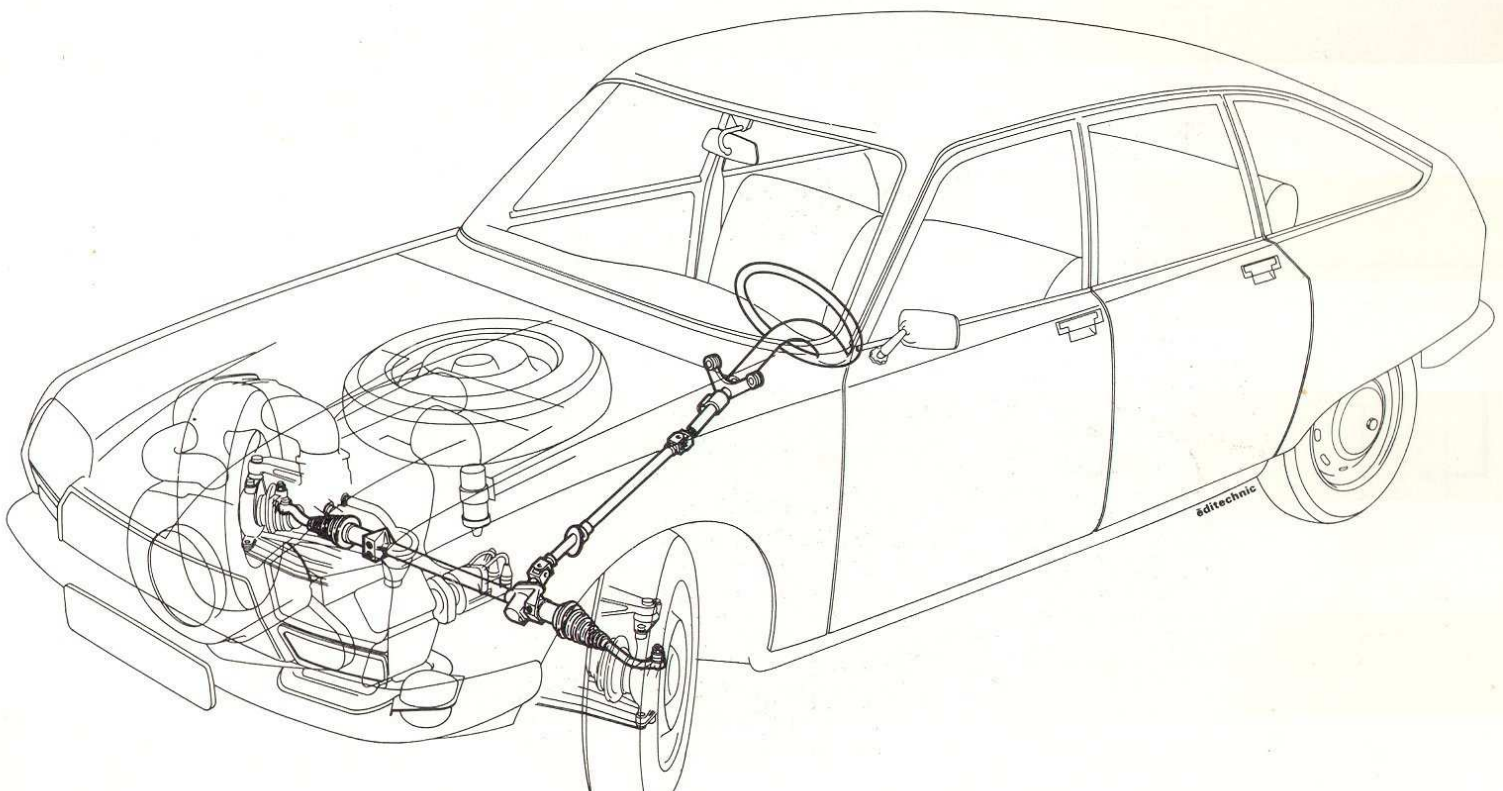


Fig. 45 – Steering

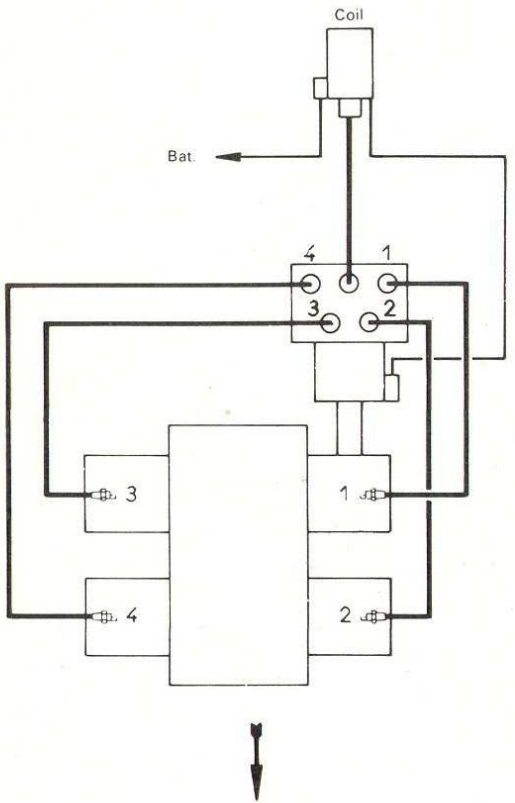


Fig. 46 – Diagram of ignition system and cylinder numbering

Voltage: 12 V

Alternator
- —maximum output: *390 W (490 W on Club model)*
- —minimum charging speed: 780 rpm *(830 rpm on Club model)*

Battery
- —capacity: 150/30 Ah *(or 175/35 Ah with supplementary heating)*
- —negative earth

Starter
- —rating: 0·478 kW
- —engagement by solenoid and free-wheel pinion

4 fuses (2 × 16 A and 2 × 10 A), or 8 fuses, (2 of 10 A and 6 of 16 A) according to model

1 additional fuse (16 A) *for optional "supplementary" heating*

Main headlamps with quartz-iodine bulbs *(Club model)*

2 reversing lamps *(Club model)*

Two-speed windscreen wiper motor

Electrical windscreen washer

Electrical heating of rear window *(optional)*

Horn and headlamp flasher control

Electronic tachometer *(Club model)*

Electric clock *(Club model)*

Thermal voltmeter

Cigar lighter *(optional)*

5 to 9 warning lamps, according to items fitted to the car

Radio *(optional)*

Interior lamp

Speedometer lighting adjusted by rheostat *(drum-type speedometer)*

Instrument lighting adjustable by rheostat

Light in rear boot

Bulb table

Bulb, European-dip type P45t 41, 12V, 45/40W	:	Headlamps, main and dipped beams (connected for dip only on Club models)
Philips or Norma quartz-iodine bulb type H1, 12V	:	Main headlamps (Club models)
Round-glass bulb type R19/5, 12V	:	Side and tail-lamps, number plate lighting
Pear-shaped bulb type P25/1, 12V	:	Direction indicators Stoplamps Reversing lamps (if fitted)
Festoon bulb, length 39mm, 12V, 7W	:	Interior lamp
Festoon bulb, type C11, 12V, 5W	:	Bootlamp

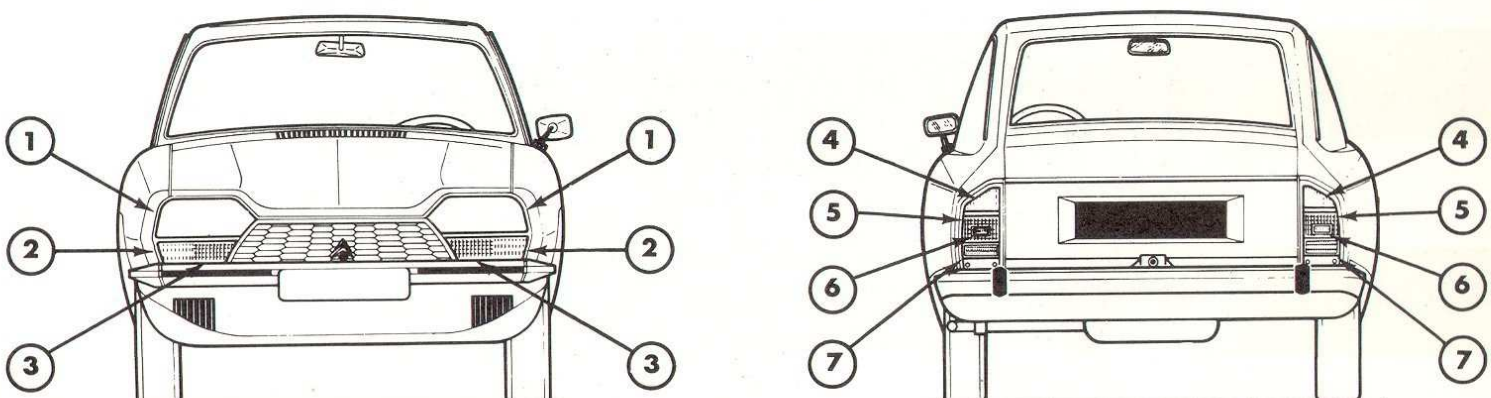


Fig. 46 bis – External lamps
1 Headlamps (main and dip)
2 Sidelamps
3 Front direction indicators
4 Rear direction indicators
5 Stoplamps
6 Tail-lamps
7 Reversing lamps

KEY TO WIRING DIAGRAM

1. Winker and sidelight right-hand
2. Headlamp right-hand
3. Alternator
4. Headlamp left-hand
5. Winker and sidelight left-hand
6. Horn
7. Engine oil pressure switch
8. Starter with solenoid
9. Ignition coil
10. Distributor
11. Fuse box
12. Windscreen washers
13. Brake system pressure switch
16. Voltage regulator
17. Windscreen wiper motor
18. Warm air blower (optional −5°C)
20. Reversing light contactor *(Club)*
21. Stoplamp switch
22. Battery
23. Fresh air blower *(Club)*
24. Door pillar switch right-hand *(Club)*
25. Terminal for accessories
26. Door pillar switch left-hand
27. Lighting rheostat for tachometer, clock and instrument unit
28. Speedometer light rheostat
29. Cigar lighter *(Club)*
30. Lighting switch
32. Ignition and starter switch
33. Printed circuit connector of tachometer and clock unit *(Club)*
34. Speedometer light
35. Printed circuit connector of instrument and warning lamp unit
36. Printed circuit connector of warning lamps *(options)*
37. Fresh air blower switch *(Club)*
38. Warm air blower switch *(optional −5°C)*
39. Heated rear window switch *(optional)*
40. Flasher unit
41. Direction indicator switch
42. Windscreen wiper and washer switch
43. Fuel gauge tank unit
44. Roof light
45. Boot light switch
46. Rear heated window
47. Boot light
48. Reversing light right-hand *(Club)*
49. Tail-light right-hand
50. Stoplamp right-hand
51. Rear winker right-hand
52. Number plate light
53. Rear winker left-hand
54. Stoplamp left-hand
55. Tail-light left-hand
56. Reversing light left-hand *(Club)*

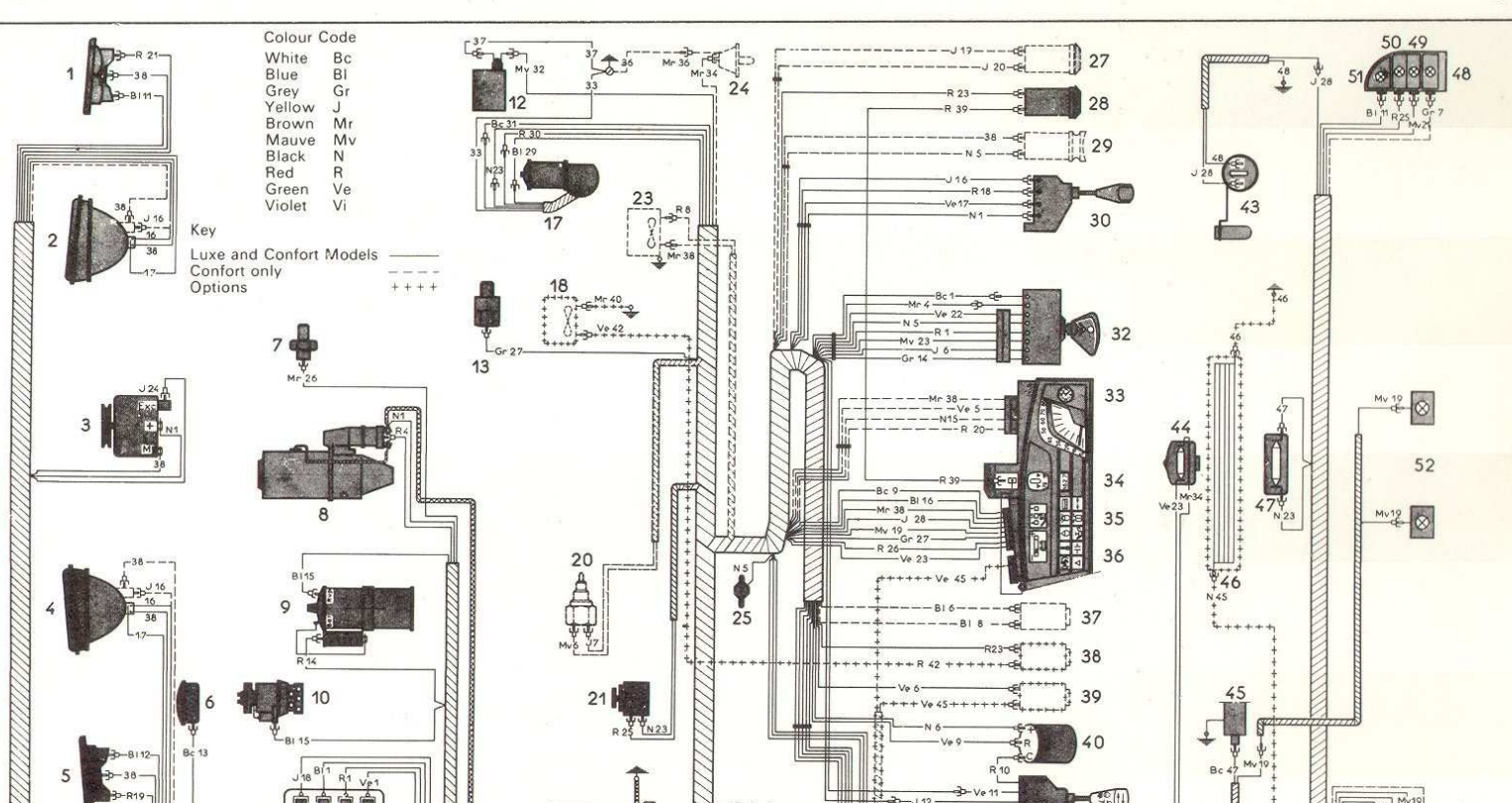


Fig. 47
Wiring diagram

Saloon with seating for 5
Monoshell body
Wind-down windows front and rear
Toughened windscreen
Glass area: 29 sq. ft. (2·79 m^2)
Anti-burst door locks
"Childproof" rear door locks
Boot lid balanced
Double-catch boot lid lock
Volume of boot: 10·6 cu. ft. (465 dm^3)

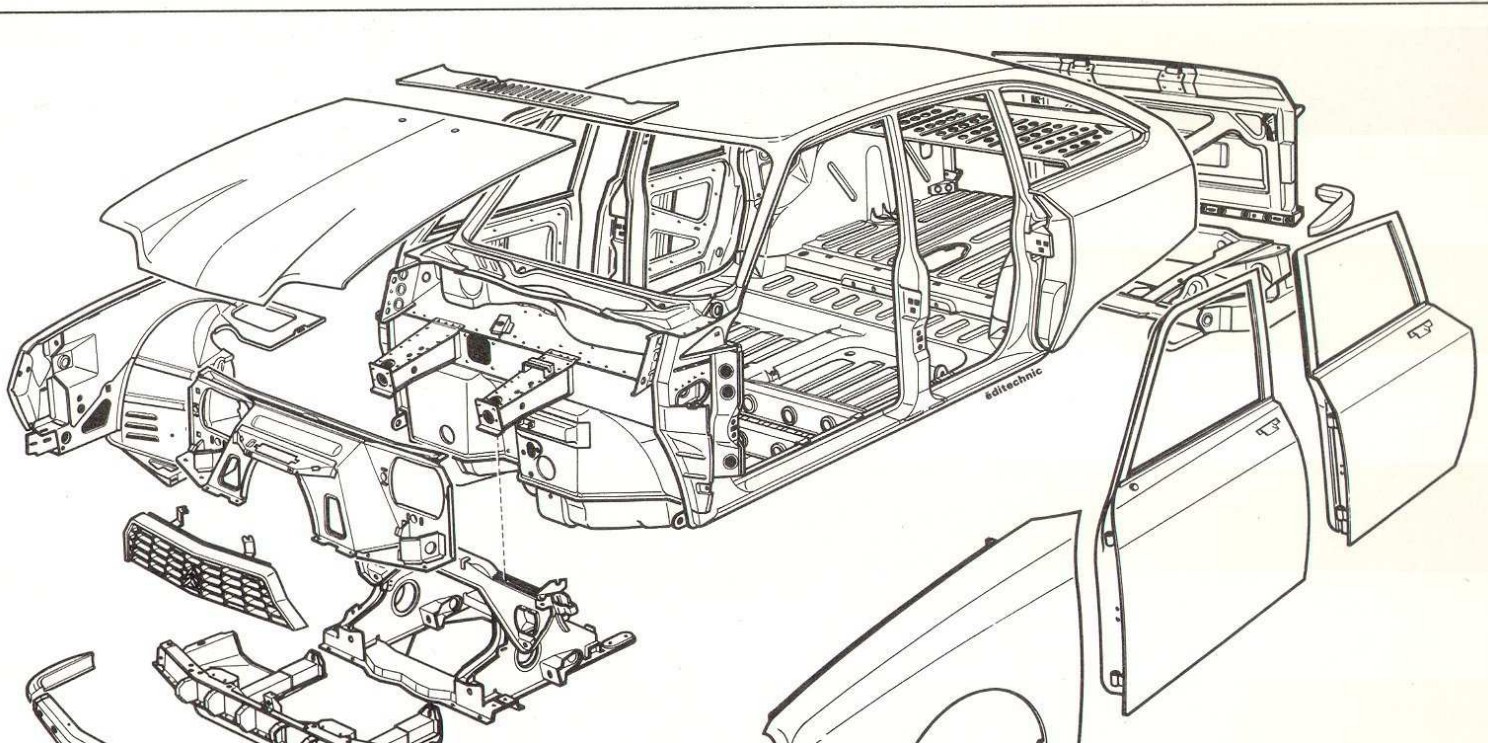


Fig. 48 – Body components

Front seats adjustable longitudinally, with correction for height and with forward-acting compensation springs.

Backrest angle of driver's seat adjustable *(on some models, on passenger seat also)*.

Adjustable headrest *(on some models)*.

Three-point seat belts available for front seats with instantaneous lever-opening.

Anchoring points for three-point safety belts at the rear *(not on models for Great Britain)*.

Speedometer, drum-type, with magnifying viewer *(LHD models)*.

Internal rear view mirror with day-night setting *(some models)*.

Front ashtray with sliding lid.

Rear ashtrays in rear armrests.

Fresh air blower *(some models)*.

Warm air blower *(some models)*.

Supplementary heater, petrol-burning, Schneebeli-Chabaud Type 2, operates independently of the engine *(−20° heating option)*.

Engine pre-heater on cars with supplementary heating.

GENERAL INFORMATION

We draw your attention particularly to the paragraphs "Running-In" and "Servicing and Guarantee". We have included a four-language section for service-station items which may be useful abroad.

Running-in

Do not exceed 4500 engine rpm (i.e. 62 mph (100 km/h) in top gear) during the first 600 miles (1000 km); do not push the engine speed up excessively until you reach 1200 miles (2000 km), after which you can drive freely.

While running-in avoid:

—sudden acceleration;

—violent braking;

—long journeys at constant speed, and

—labouring the engine at low speeds.

Servicing and guarantee

At the time of delivery your supplier will also hand over a "Maintenance Guide" with a "Guarantee Card" and a "Servicing Certificate".

On completion of the first 600 miles (1000 km), any Citroen agent will carry out the 600-mile service free of charge on presentation of these documents.

Only the new oils for the engine and gearbox, and engine-oil filter will be charged for.

The agent retains the servicing certificate and signs the guarantee card; this card must be signed for the guarantee to come into force.

Towing a trailer

If you intend to tow a caravan or trailer consult your Citroen agent first: he can furnish useful information and, in particular, the legal requirements.

The maximum laden trailer weights are:

—trailer without brake : 882 lb. (400 kg)

—trailer with overrun brake : 1764 lb. (800 kg)

Identification

Locations

Chassis number plate : under bonnet, right-hand side, behind the "LHM" reservoir
Chassis number, stamped : under bonnet, on the right-hand side member next to "LHM" reservoir
Engine number plate : behind the carburettor, next to the oil filter

Information quoted

On chassis plate :
- Car type
- Series
- Chassis number
- Max. laden weight (P.T.C.) (in kg)
- Gross train weight (when towing) (P.T.R.) (in kg)

Chassis stamping :
- Car type
- Series
- Chassis number

Engine plate :
- Make
- Type
- Serial number

The type of car and the chassis number are also quoted on the "grey card" (French market).

Fig. 49 – Chassis number plate

Fig. 50 – Engine number plate

Orders for replacement parts

The following should be quoted on the order:

- —type of car
- —series
- —chassis number
- —type and number of engine

The replacement parts catalogue and repair manual are obtainable from agents and dealers.

MERKBLATT FUR PFLEGE—UND WARTUNGSDIENST

Reifen : Michelin 145-15ZX (schlauchlos)
Druck : 1,8 atü vorn
1,9 atü hinten
2,1 atü für Erstzrad

Kraftstoff : Super
Fassungsvermögen des Krafstoffbehälters: 43 l.

Motoröl : TOTAL Altigrade GT20 W40 oder GTS20 W50
In sehr kalten Ländern: TOTAL Altigrade GT10 W30 oder GTS10 W30
Fassungsvermögen des Motors: 3,5 l.

Ölfilterpatrone : FRAM GX01 314 02 A oder PURFLUX GX01 314 01 A.

Hydraulische Anlage : Grüne Flüssigkeit "LHM" TOTAL
Fassungsvermögen des Hydraulikbehälters: 3,3 l.

Scheibenwascher : Wasser, dem man:
—zu jeder Jahreszeit ein Produkt wie z.B. "Stop-Clair"
—im Winter ein Produkt wie z.B. "Stop-Gel" zusetzen kann.

Batterie : 12V 150/30 Ah (Wagen mit S.C. Heizungsanlage: 12V 175/35 Ah)
Destilliertes Wasser (keine Saüre) zufüllen

Zündkerzen : MARCHAL 34 S
Elektrodenabstand: 0,6—0,7

Glühbirnen : Siehe Glühbirnentabelle auf Seite 49

SUMMARY FOR SERVICE STATIONS

Tyres : Michelin 145-15 ZX tubeless
Pressures: 26 psi front
27 psi rear
30 psi spare

Petrol : Super (Premium, 4-star, 97-99 octane)
Capacity: 9½ Imp. gallons or 11½ U.S. gallons

Engine oil : TOTAL Altigrade GT20 W40 or GTS20 W50
In very cold countries: TOTAL Altigrade GT10 W30 or GTS10 W30
Capacity: 6 Imp. pints or 7½ U.S. pints

Filter cartridge : FRAM GX01 314 02 A or PURFLUX GX01 314 01 A

Hydraulic system : Green fluid "LHM"
Capacity 6 Imp. pints or 7 U.S. pints

Windscreen washer : Water to which can be added
—all seasons: product type "Stop-Clair"
—winter: product type "Stop-Gel"

Battery : 12V, 150/30 Ah (12V, 175/35 Ah for cars with additional heater)
Distilled water (do not add acid)

Sparking plugs : MARCHAL 34 S
Electrode gap: 0·024 in. to 0·027 in.

Bulbs : See Table on page 49

Be sure to obtain a green card from your insurer. It will save expense at the point of entry into countries where insurance is compulsory, and can avoid serious complications in case of an accident in other countries.

Nevertheless, it is only valid in countries covered by the relative insurance contract (see the appropriate clause in your insurance policy).

If you are going to a country where the opposite rule of the road applies, consult your Citroen dealer beforehand, for conversion of the dipped headlamp beams.

MEMENTO PARA LA ESTACION SERVICIO

Neumáticos : Michelin 145 × 15 ZX (sin cămara)
Presión: 1,8 kg/cm² delantero
1,9 kg/cm² trasero
2,1 kg/cm² rueda de auxilio

Combustible : Super
Capacidad: 43 litros

Aceite motor : TOTAL Altigrade GT 20 W 40 o
GTS 20 W 50
Capacidad: 3½ litros

Cartucho del filtro de aceite : FRAM GX 01 314 02 A o
PURFLUX GX 01 314 01 A

Circuito hidráulico : Liquido verde "LHM"
Capacidad: 3,3 litros

Lava parabrisa : Agua en la cual se puede agregar:
—en todos tiempos un producto del tipo "Stop Clair"
—en invierno un producto del tipo "Stop Gel"

Bateria : 12V–150/30 Ah (12V–175/35 Ah sobre vehiculo equipado de un calefactor adicionado
Agua distilada (nunca agregar ácido)

Bujias : MARCHAL 34 S
Abertura de los eléctrodos 0,6 à 0,7

Lamparas : Ver tablero pagina 49.

PROMEMORIA PER LA STAZIONE DI SERVIZIO

Pneumatici : Michelin 145–15 ZX (senza camera d'aria)
Pressioni: 1,8 kg/cm² per le ruote anteriori
1,9 kg/cm² per le ruote posteriori
2,1 kg/cm² per la ruota di scorta

Carburante : Super
Cacpacità: 43 litri

Olio motor : TOTAL Altigrade GT 20 W/40 oppure
GTS 20 W/50
Capacità: 3,5 litri

Cartuccia filtrante : FRAM GX 01 314 02 A oppure
PURFLUX GX 01 314 01 A

Impianto idraulico : Liquido verde "LHM"
Capacità: 3,3 litri

Lavacristallo : Acqua alla quale è possibile aggiungere:
—in ogni stagione: un prodotto tipo "Stop-Clair"
—in inverno: un prodotto tipo "Stop-Gel"

Batteria : 12V–150/30 Ah (12V–175/35 Ah sulle vetture munite di riscaldamento addizionale)
Acqua distillata (non aggiungere acido)

Candele : MARCHAL 34 S
Distanza degli elettrodi: 0,6 a 0,7 mm

Lampade : Ved. tabella page 49.

In Spain, a large deposit may be required in case of an accident causing personal bodily injury. There are insurance policies which cover this risk.
Since insurance is not compulsory in Italy, it may be wise to cover the car and its occupants.

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SUBJECT-INDEX: Page 1

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Tyres : Michelin 145-15 ZX tubeless
Pressures: 26 psi (1·8 bar) front
27 psi (1·9 bar) rear
30 psi (2·1 bar) spare
For other authorized tyres see page 23

Petrol : Super (Premium, 4-star, 97-99 octane)
Capacity: 9½ gall. (43 lit.)

Engine oil : TOTAL Altigrade GT 20 W 50 or
TOTAL GTS 20 W 40.
In very cold countries:
TOTAL Altigrade GT 10 W 30 or
TOTAL GTS 10 W 30.
} or equivalent products of other reputable manufacturers.
Capacity: 7 pints (4 lit.)
Filter cartridge: FRAM GX 01 314 02A or
PURFLUX GX 01 314 01A

Hydraulic system : Green fluid "LHM"
Capacity: 6 pints (3·3 lit.)

Windscreen washer : Water to which can be added:
—all seasons: product type "Stop-Clair"
—winter: product type "Stop-Gel"

Battery : 12 V, 150/30 Ah (12 V, 175/35 Ah for cars with supplementary heating)
Distilled water (do not add acid)

Sparking plugs : MARCHAL 34 S
Electrode gap: 0·024 in. to 0·027 in. (0·6 to 0·7 mm)

Bulbs : See Table on page 49

PRE-STARTING CHECK LIST

Levels: petrol
(p. 20) engine oil
"LHM" fluid
battery
windscreen washer

Operation: horns
headlamp
flashing
exterior lighting
winkers

Misc: setting of rear view mirrors
ground clearance
adjustment
tyre pressures
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