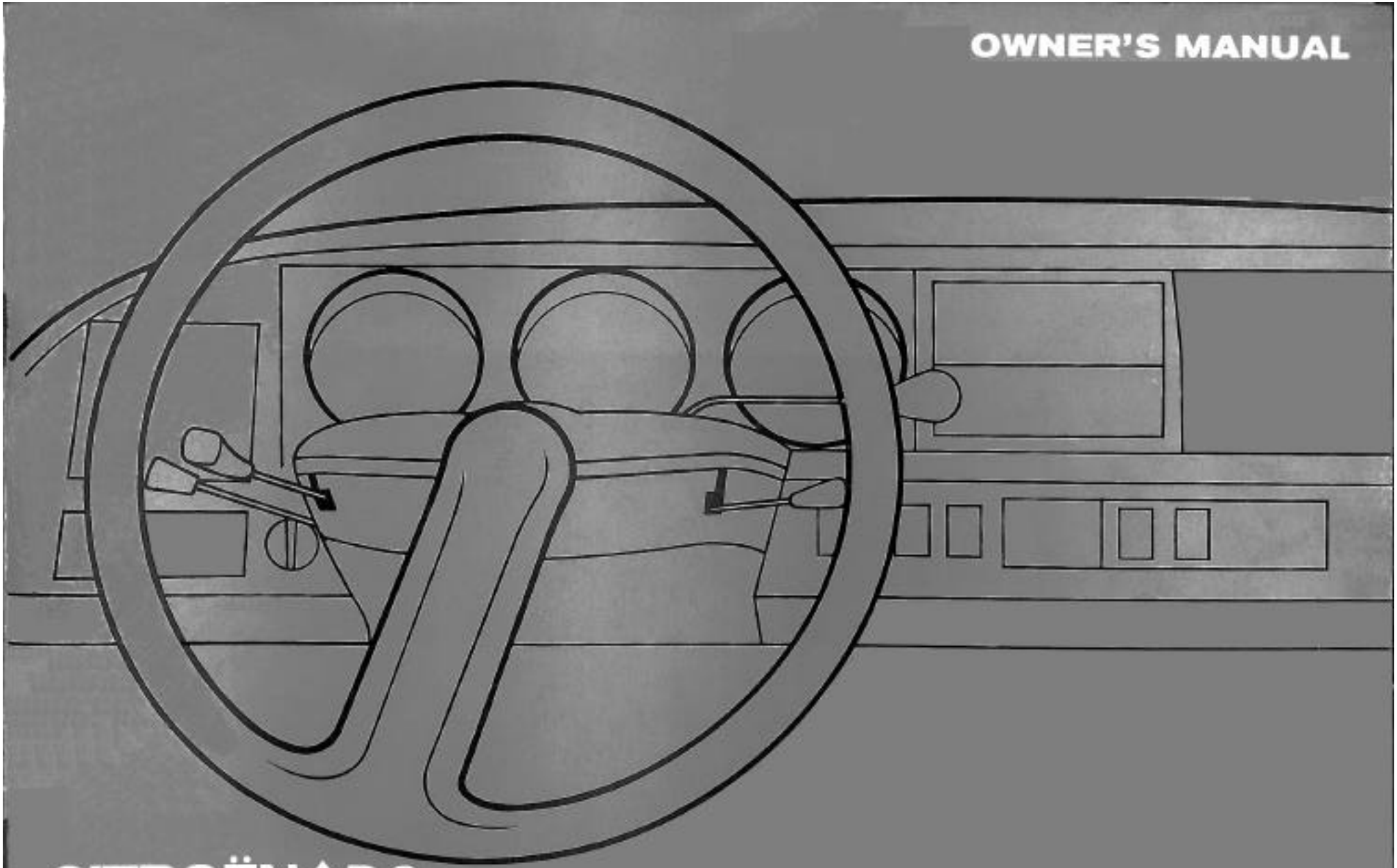
OWNER'S MANUAL



CITROËN DS

ELECTRONIC FUEL INJECTION

DRIVING

MAINTENANCE

MINOR REPAIRS

TECHNICAL SPECIFICATIONS

MISCELLANEOUS INFORMATION

Page 60: ALPHABETICAL INDEX

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. The inclusion of a description does not therefore imply that the item described is fitted to all models.

Back of handbook: **MEMORANDUM FOR SERVICE-STATION AND PRE-START CHECK LIST**

This first chapter contains all you need to know in order to drive your car, and take advantage of the comfort which it places at your disposal: the panel instruments are all described on page 6 so that you can find out the meaning of their signals with the minimum of effort, should the need arise.

We also advise you to read page 56 before taking the car on the road for the first time.

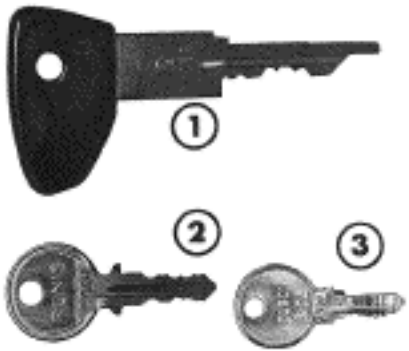


Fig. 1 - Keys
1 - Anti-theft-ignition-starter
2 - Side and rear doors
3 - Glove compartment

Fig. 2 - Inside rear handle (according to model)

1 - Opening
2 - Locking

Keys (Fig. 1)

The largest key is for the combined "Anti-theft-Ignition" on the hydraulic gear-change version, or "Anti-theft-Ignition-Starter" on manual gear-change version (see page 10).

One of the smaller keys locks the front side doors and the boot door (Mark 2). The other locks the glove compartment (Mark 3).

We recommend that note be taken of the numbers of these keys in the space provided in the "Maintenance Guide'; which accompanies this handbook.

Side doors

From the outside:

To open : raise the handle.
To lock : use the key for the front doors. Before shutting each rear door, push the catch towards the front (Mark 2).

From the inside (Fig. 2):

To open : move the catch towards the rear (Mark 1).
To lock : push the catch towards the front (Mark 2).
To unlock : return the catch to the middle position.

Opening the front doors operates the interior lighting.

Child safety locks

Lower the levers, situated under the locks on the rear side door edges : these doors can then only be opened from the outside.

Rear boot

To open: press the button, situated below the chevrons, and raise the lid which will remain in place automatically.

To close: lower the lid and press firmly

The button may be locked using the front side door key.
Opening the boot operates the boot lighting.

Glove compartment

Turn the button clockwise to open. Opening operates the glove box lighting. The button may be locked with the key provided for this purpose.

Bonnet (Figs 3 and 4)

To open : Pull the two rings, situated on the L.H. and R.H. sides respectively of the interior, under the dashboard. The bonnet will open slightly. Slide your right hand under the bonnet, and raise the safety catch. To keep the bonnet open, use the support rod provided for this purpose.

To close: Release the support rod and lower the bonnet, keeping hold of it. Then let it fall freely for the last few inches. Make sure that the bonnet catch clicks home correctly.

Fuel filler :

This is situated under a cover, on the R.H. rear wing of the car. Raise the cover to gain access to the filler cap.

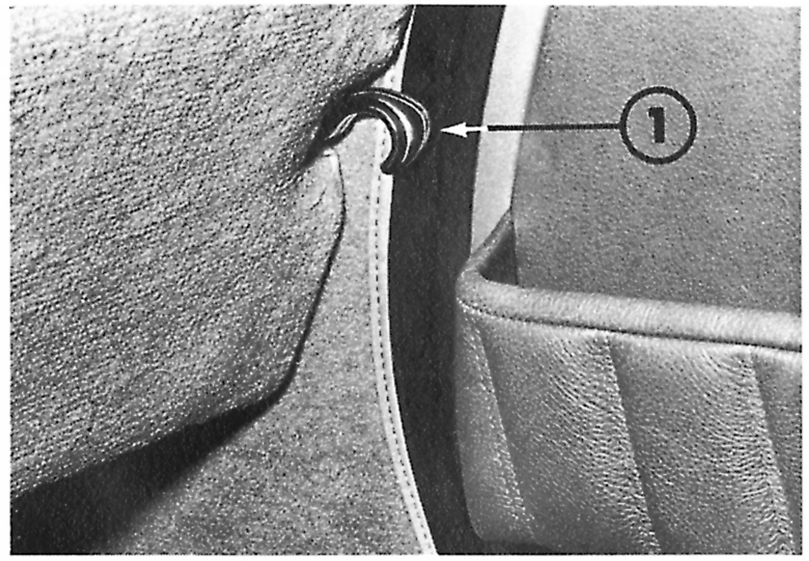


Fig. 3 - Opening the bonnet
1 - Unlocking ring

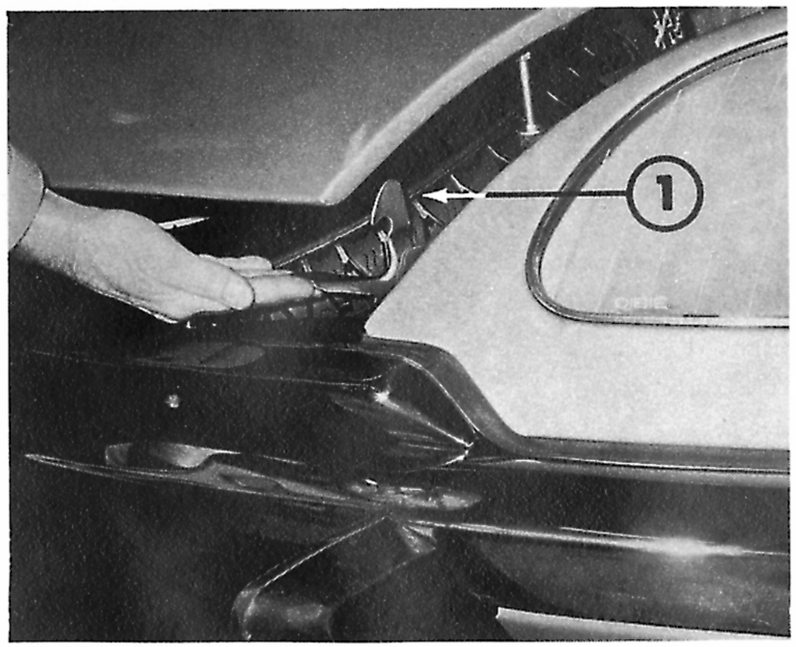


Fig. 4 - Opening the bonnet
1 - Safety catch

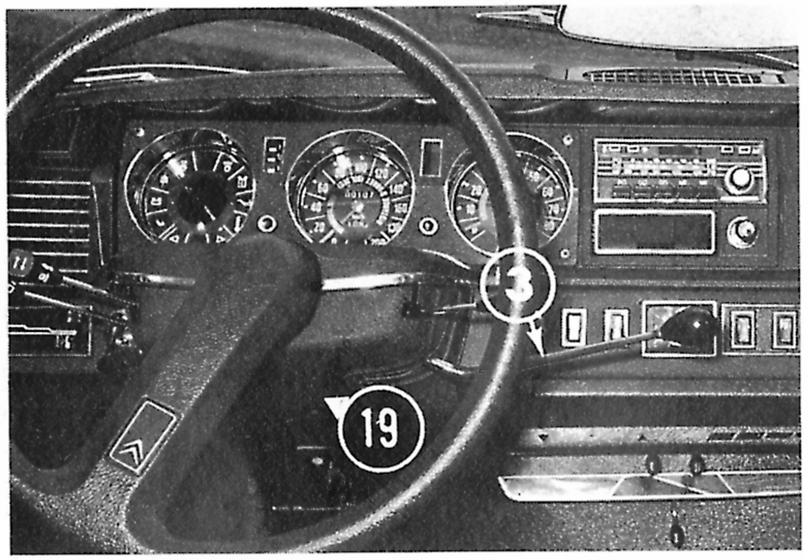


Fig. 5 - Gear lever (L.H.D.)
(on manual gear-change version)

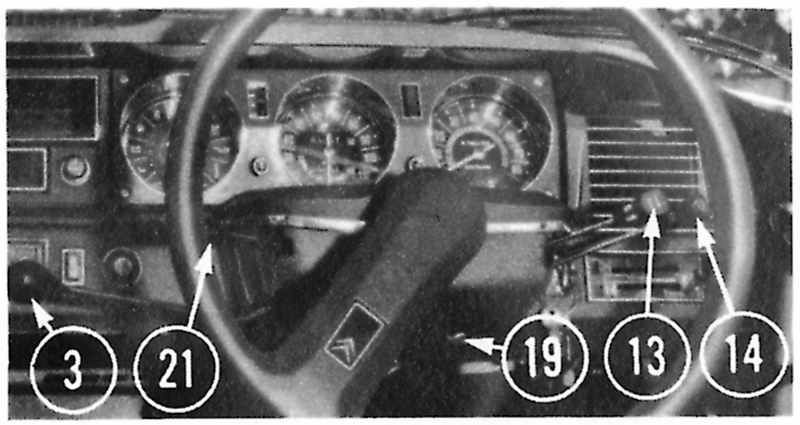


Fig. 5 - Gear lever (R.H.D.)
(on manual gear-change version)

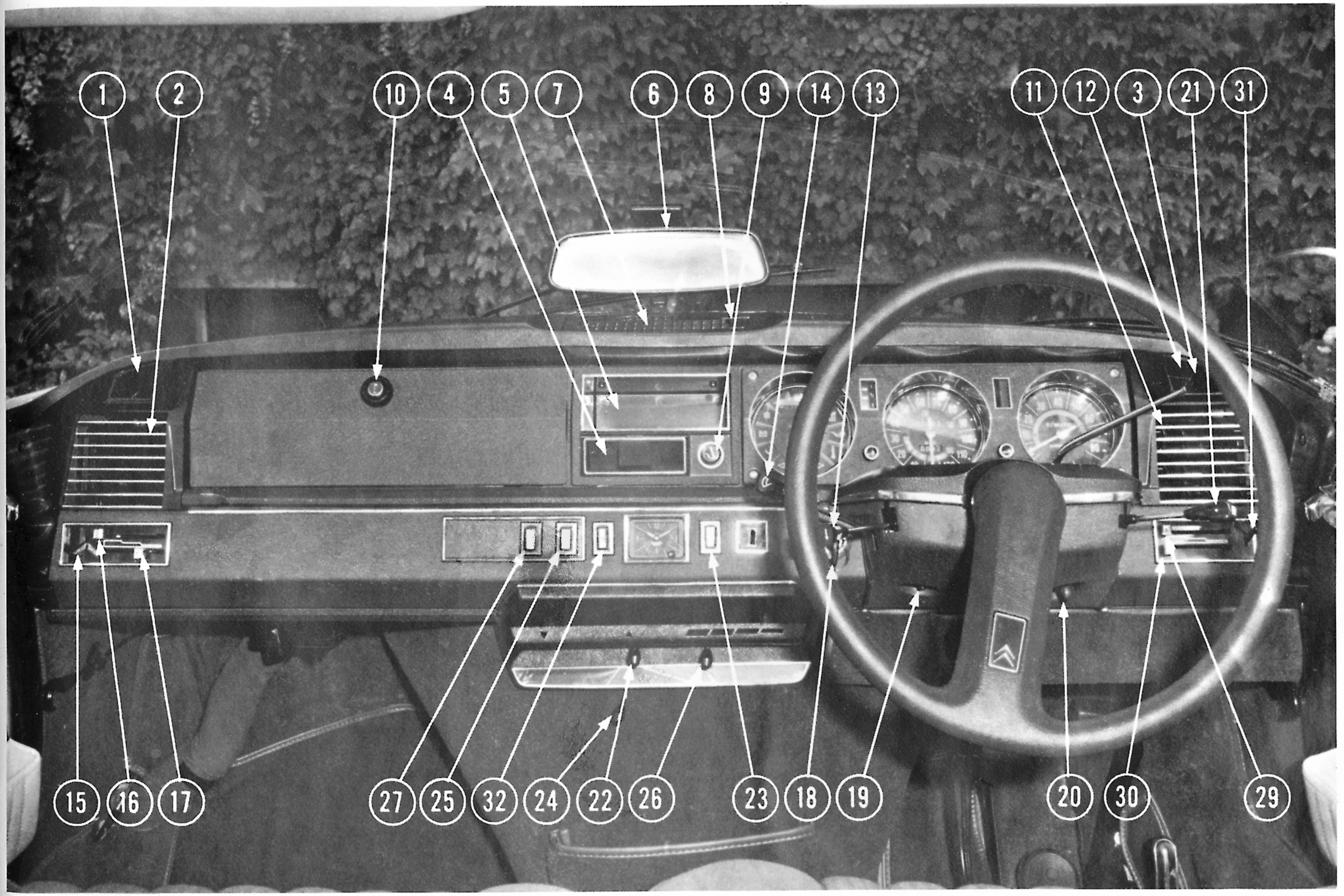

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Fig. 6 - (R.H.D.)

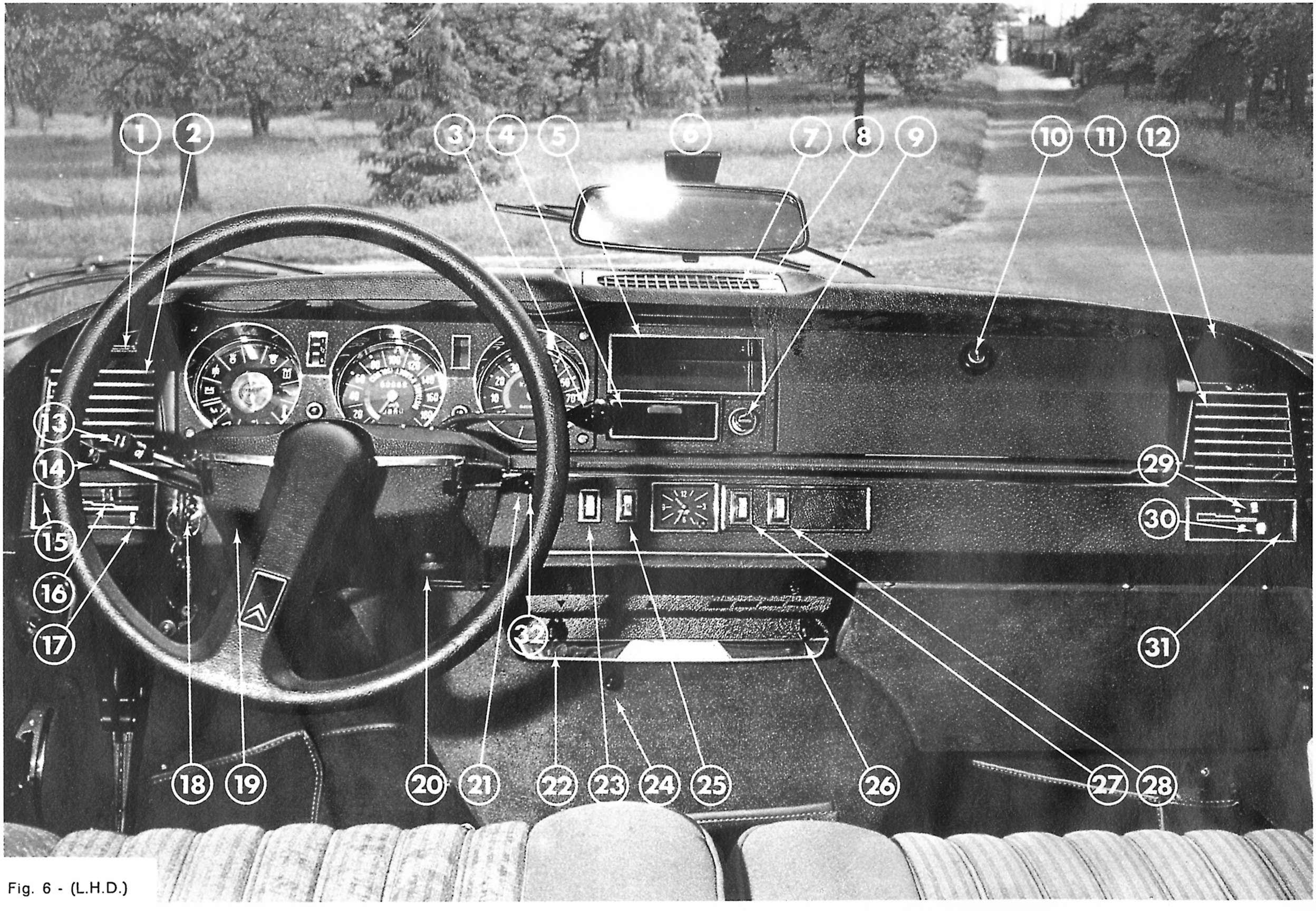
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Fig. 6 - (L.H.D.)

- With the exception of the clock, the instruments function only when the ignition is on.
- The illumination of the dashboard instruments is controlled by the exterior lighting switch. It can be adjusted, as far as being completely extinguished, by means of a button situated under the steering column, on the L.H. side (position 19, fig. 7) or R.H. side (position 19, fig. 5 [R.H.D.]).

1 **Fuel gauge**

Tank capacity: 65 l (14 imp. galls).

2 **Check button for the red signals.**

When depressed, the red signals, 8, 9, 10 and 17 should light up. This makes it possible to check, at any time, the working of these particularly important warning lamps. If they fail to light up, they should be overhauled without delay.

3 **Speedometer.**

With :

- Total mileage indicator.
- Trip mileage indicator (to return to zero, push and turn the button to the right of the speedometer — anticlockwise).
- Stopping distances (see page 13).

4 **Water thermometer.**

(For certain foreign countries).

5 **Electronic tachometer.**

The needle must not enter the red zone. Do not exceed 4000 r.p.m. during the first 600 miles (1 000 km).

6 **Electric clock.**

Push and turn the button to reset the time.

7 **Blue warning lamp for headlamp main beam.**

8 **Red warning lamp for hydraulic pressure.**

This can light up when the ignition is switched on and may remain lighted during the first few turns of the engine. Wait for it to go out before starting to move off. If it lights up during a journey, stop immediately, then drive slowly to the nearest Citroën Dealer, using the parking brake.

9 **Red warning lamp for engine oil pressure.**

This will light up when the ignition is switched on and should go out as soon as the engine turns. If it lights up during a journey, stop the engine and check the oil level (see page 20). If it remains lighted, despite the correct oil level, stop again and contact a Citroën Dealer.

10 **Red warning lamp for water temperature.**

If it lights up, stop the engine immediately, check the water level, taking the necessary precautions (see page 20) and top up if necessary. If it remains lighted despite the correct level, make your way slowly to a Citroën Dealer.

11 **Green warning lamps for direction indi-**
12 **cators.**

If they do not function, check the corresponding indicators (see page 33).

13 **Yellow warning lamp for front brake pad wear.**

If this lights up when the pedal is depressed, the pads should be replaced as soon as possible (see page 13).

14 **Yellow warning lamp for battery charge.**

This will light up when the ignition is switched on and should go out as soon as the engine turns. If it lights up during a journey, contact the nearest Citroën Dealer having, however, checked the alternator and regulator connections. If the difficulty arises at night, avoid using the directional headlamps in order to conserve the current.

15 **Yellow warning lamp for rear-window heater.**

16 **Green warning lamp for sidelamps.**

17 **Red warning lamp indicating urgent need to stop.**

Lights up with warning lamps 8,9 or 10.

Fig. 7

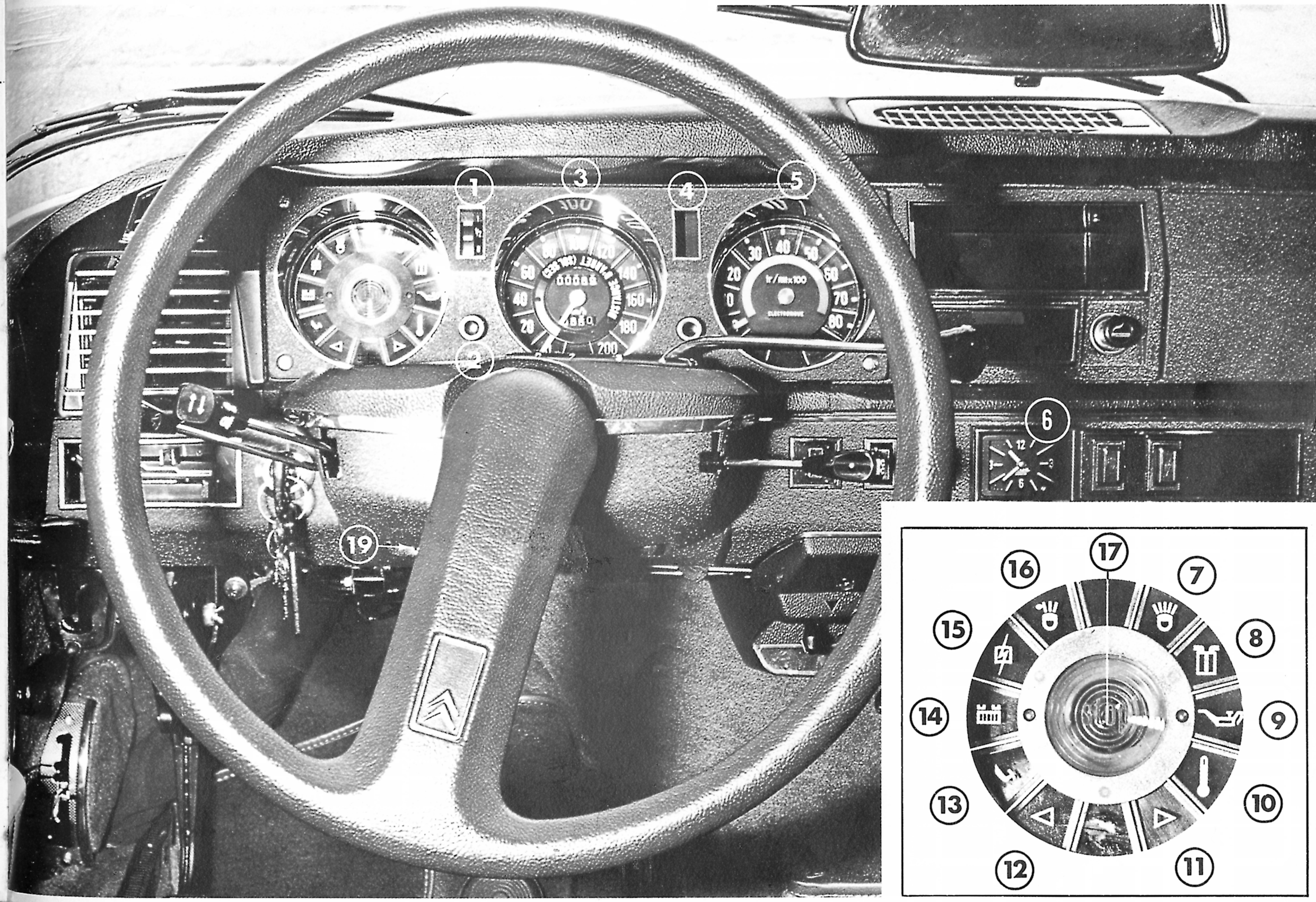
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Fig. 8 - Seat adjustments
1 - Fore-and-aft-adjustments
2 - Back-rest inclination
3 - Front of seat-height adjuster (if fitted)
4 - Rear of seat-height adjuster (if fitted)

Fore-and-aft adjustment of the seats (Fig. 8 - Mark 1)

The locking lever for the seat is situated at the front, on the R.H. side. Move it vertically to adjust the seat. Release it to lock the seat in the desired position.

Back-rest inclination (Fig. 8 - Mark 2)

The grooved control knob is situated on the outside of the seat, at the base of the back-rest. Turn it to incline the back-rest or to set it upright again.

Reclined position : First put the seat in the foremost position, then incline the back-rest as far as it will go.

Height and angle adjuster (if fitted) (Fig. 8 - Marks 3 and 4)

When moved horizontally, the lever, situated at the front of the seat (middle part), makes it possible to adjust the front of the seat to any of three possible height positions.

When moved horizontally, the lever, situated at the rear of the seat, makes it possible to adjust the rear of the seat to any of three possible height positions.

Front height adjustment may be carried out whilst sitting in the seat.

Head-rest adjustment (if fitted)

The push buttons and the swivel facility of the rest, make it possible to adjust it to any of four different positions.

Rear-view mirrors

interior:

The lever, situated under the base of the rear-view mirror, enables it to be put into the "day" position: draw the lever towards the driver, or the "night" position: push the lever towards the windscreen.

exterior:

The stability of the mirrors and the lower part of the arm are adjustable by operating the screws provided for this purpose (Fig. 9 - Marks 1 and 2).

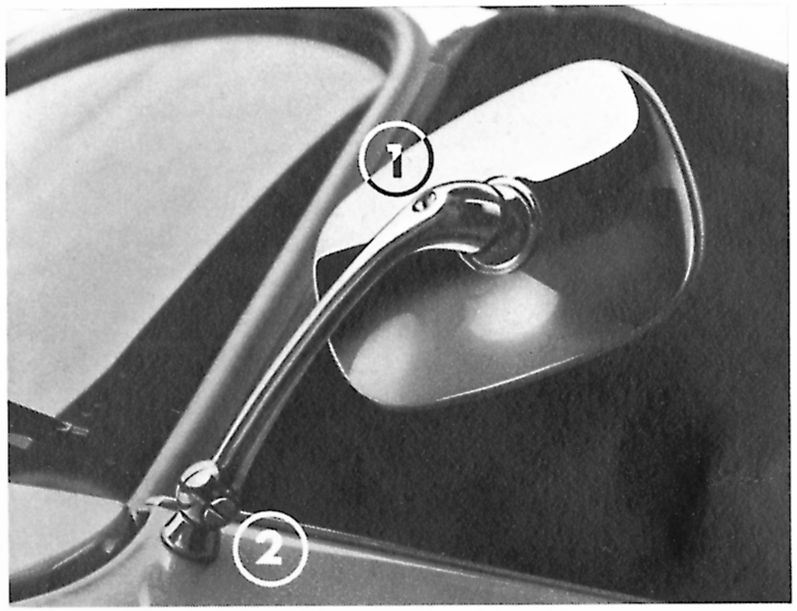

Fig. 9 - Outside rear-view mirror
1-2 - Adjusting screws

Seat belts (French market)

Our tests and world-wide statistics have proved the efficiency of the seat belts. The Société Citroën advises you to use them, while making sure that they are correctly adjusted.

To secure: Insert the end of the lever buckle into the flexible buckle of the same colour.

To release: Raise lever 1 (see Figure 10).

To adjust: The belt buckle must be level with the hips, at the side, and the strap should cross the chest. Alter the length of the short part (towards the centre of the car), by sliding the strap into the adjustment buckle; the belt should be adjusted so that it is not too tight on the body.

These belts are not designed for children under six years of age and any belt should only be used by one person at any given time.

The straps should not be twisted while in use. They should not be rubbed against the edges, since this may result in wear or breakage.

When a seat belt is not in use, hook the lever end, inserting it into the buckle situated under the upper anchorage point; to release it, move the opening lever.

If the belts have undergone any strain due to impact, replace them and have the anchorages checked.

For markets outside France, consult your Dealer who will advise you on legal requirements and fittings.

Fig. 10 - Seat belt
1 - Opening

Driving position

Adjust the fore—and aft—position of the seat as well as its height and angle to suit the controls, then adjust the back-rest angle according to the driving style.

Adjust the rear-view mirrors to suit the driving position adopted.

Then fasten the seat belt and adjust its length if necessary.

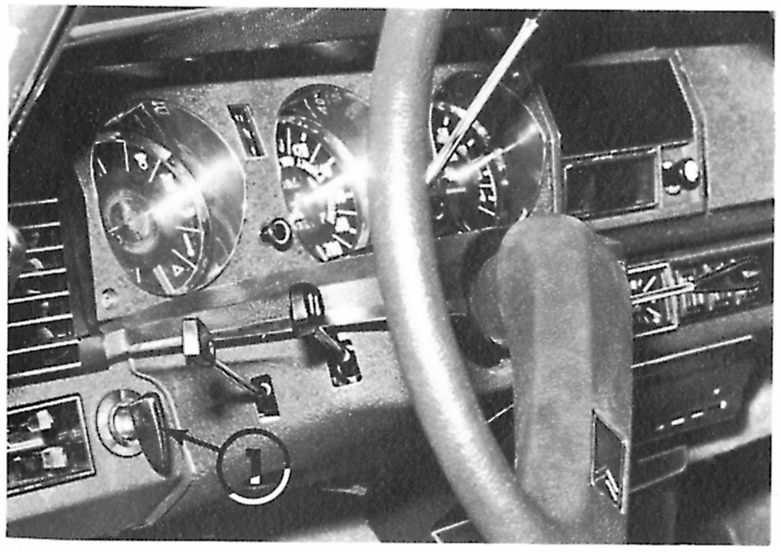

Fig. 11 - Starting
1 - Anti-theft device

Anti-theft device (Figs. 11 and 13)

This is situated in the lower part of the dashboard to the left of the steering column (or on the R.H. side on manual gear-change R.H.D. version). The successive positions of the key, turning clockwise, are as follows:

1 - Anti-theft (steering locked).
2 - Garage (steering free).
3 - Ignition on.
4 - Starter (only on manual gear-change version).

On hydraulic gear-change models, the starter is activated by the gear selector. Push it fully home, from neutral towards the left.

On the manual gear-change version:

- Release the key as soon as the engine has started.
- If the engine stops, or will not start at the first attempt, the ignition must be switched off before it is possible to operate the starter again (this is due to a safety device which prevents the starter motor from operating when the engine is running).

It may be necessary, in order to pass from the "anti-theft" position to the "garage" position, to slightly rock the steering wheel, while turning the key.

To withdraw the key, pull lightly when near the chosen position ("anti-theft" or "garage").

Never withdraw the key until the car has completely stopped.

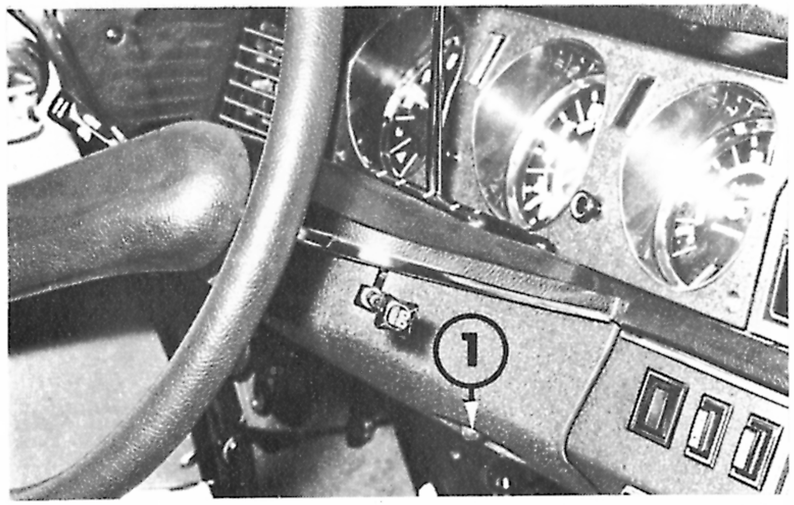

Fig. 12 - Starting with starting handle
(on hydraulic gear-change version)
1 - Auxiliary clutch lever

Auxiliary clutch control (on hydraulic gear-change version) (Fig. 12)

This control is designed to make it possible, during very cold weather or if the battery is low, to use the starting handle in order to start the engine or simply to free it (see page 37).

Having put on the parking brake and put the gear selector in neutral, press forward the lever of the auxiliary clutch control, then lock it by pushing it upwards. As soon as the engine starts, return the lever to its original position.

If the engine has only been freed by the starting handle, return the lever to its original position before operating the starter motor.

Before starting

Glance quickly at the list of checks found on the back of this manual, to avoid any oversights.

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

Do not touch the accelerator pedal.
Ensure that the gear lever is in neutral and that the parking brake is on.
Turn the key until the warning lamps for charging and engine oil pressure are illuminated.
The ignition is on. The hydraulic pressure warning lamp may also light up.

If the engine is cold :

Operate the starter, without touching the accelerator pedal (slighty depress the pedal during the running-in period only).

If the engine does not start the first time, wait three or four seconds before trying again (on manual gear-change version, also switch off the ignition).

After a long period in a garage, or after running out of petrol, switch on and then off two or three times before operating the starter motor.

If the engine is warm or hot:

Depress the accelerator and operate the starter.

If the engine does not start the first time, wait three or four seconds before trying again (on manual gear-change version, also switch off the ignition).

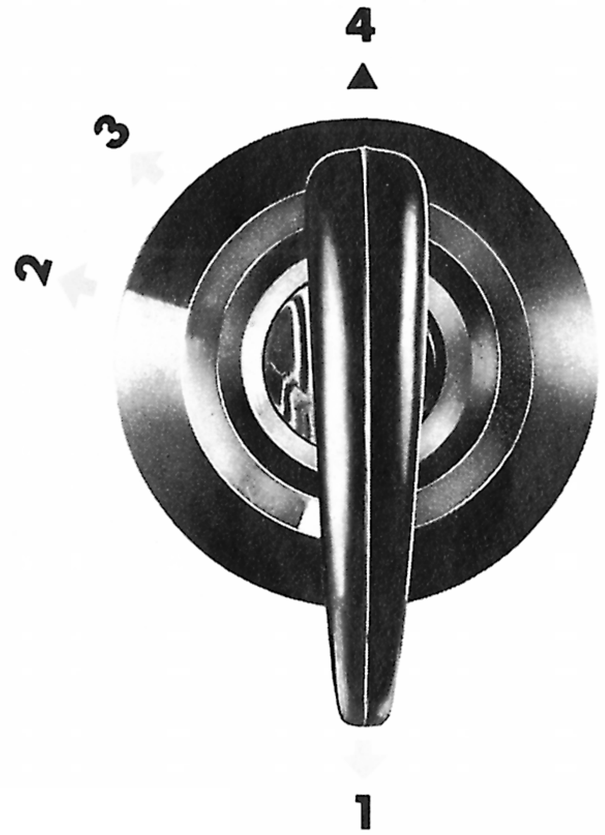

Fig. 13 - Anti-theft device
1 - Anti-theft position
2 - Garage position
3 - Ignition
4 - Starter

Before engaging first gear

Do not race the engine.

Allow the engine to run for a short time for the car to reach its normal running height.

The warning lamps for charging and engine oil pressure should have gone out.

If the hydraulic fluid pressure warning lamp is on, wait for it to go out.

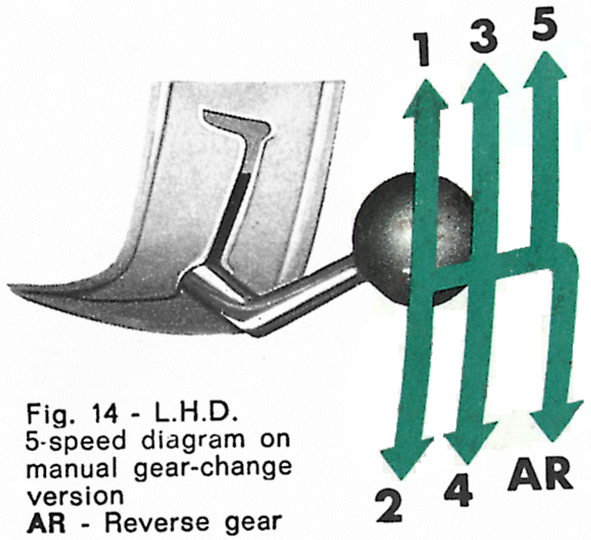

Fig. 14 - L.H.D.
5-speed diagram on manual gear-change version
AR - Reverse gear

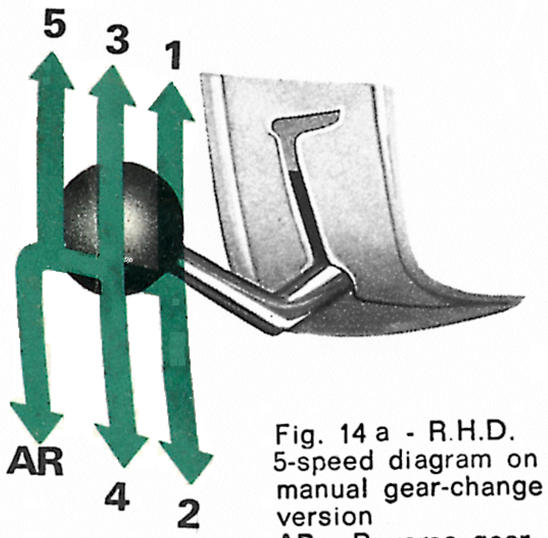

Fig. 14 a - R.H.D.
5-speed diagram on manual gear-change version
AR - Reverse gear

Gear selection (Figs. 14, 14a and 15, according to model)

The gear positions are marked at the base of the selector, on hydraulic gear-change version and on a diagram on the dashboard, on manual gear-change version.

To engage reverse gear, wait until the vehicle is completely stationary.

On the hydraulic gear-change version, do not forget to put the selector in neutral when parking.

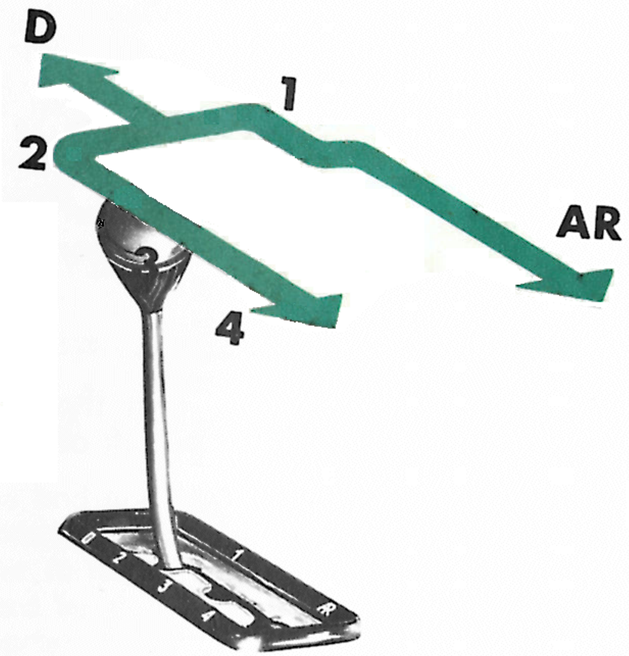

Fig. 15
4-speed diagram on hydraulic gear-change version
AR - Reverse gear
D - Starting

Adjustment of ground clearance (Fig. 16)

The control, situated to the left of the parking brake pedal bracket (or on the R.H. side of the driver's seat, on R.H.D. vehicles), gives 5 different car height settings.

The normal position, which assures greatest comfort, is obtained by selecting the second slot from the bottom.

The following two slots above are to be used on certain difficult roads.

The lowest slot gives the minimum height and the highest slot gives the maximum height.

These two positions, which are provided for wheel changing (see page 28), should not be used for normal running.

Exceptionally, however, it is possible to use the maximum height position with care and for a short distance, over particularly difficult surfaces.

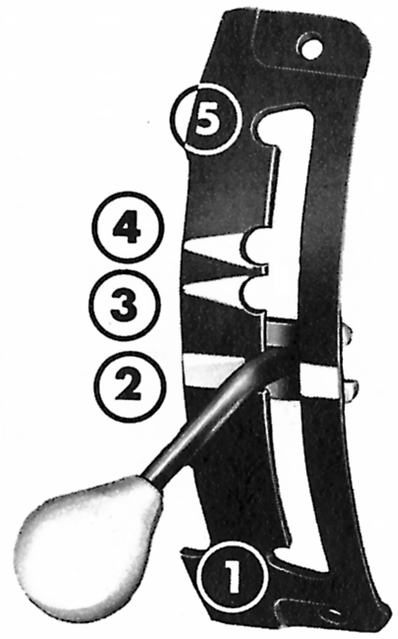

Fig. 16 - Ground clearance adjustment
1 - Minimum height
2 - Normal running height
3-4 - Special heights
5 - Maximum height

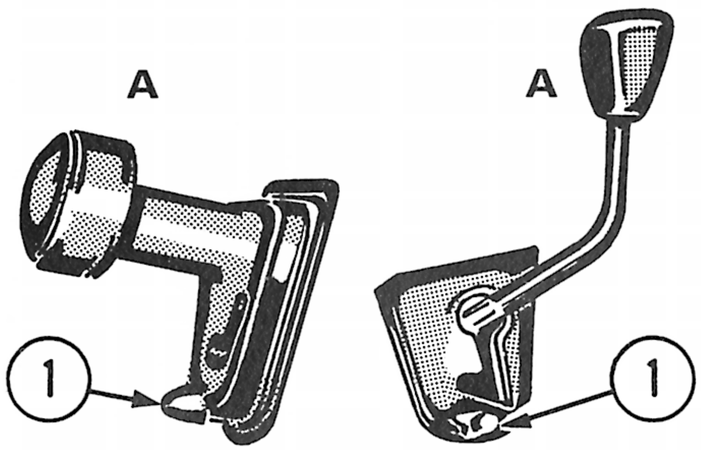

Fig. 17 - Parking brake locking control (if fitted)
A - Locking lever
1 - Safety lock

Emergency and parking brake

Footbrake (Fig. 17) (if fitted).

To lock the brake, put the locking lever (mark A) in the top position, then press the brake pedal (while all the other controls are extremely sensitive, the parking brake, however, requires to be strongly pressed).

To release, put the locking lever in the bottom position : the brake pedal will be freed automatically.

When running, the lever must always be in the bottom position.

A safety lock (mark 1), when it is pushed to the left, locks the locking lever in the upper position.

Handbrake (Fig. 17a) (if fitted).

To lock the brake, pull the movable grip (mark 1) until it catches automatically, staying in the locked position (while all the other controls are extremely sensitive, the parking brake, however, requires to be strongly pulled).

To release, pull the grip to release the catch: press the end of the lever (mark 2) with the thumb to slip the catch and push the grip right down, towards the front.

When running, the grip must always be in the bottom position.

A safety lock may lock the catch handle: to do this, turn the milled screw through 90° (mark 3).

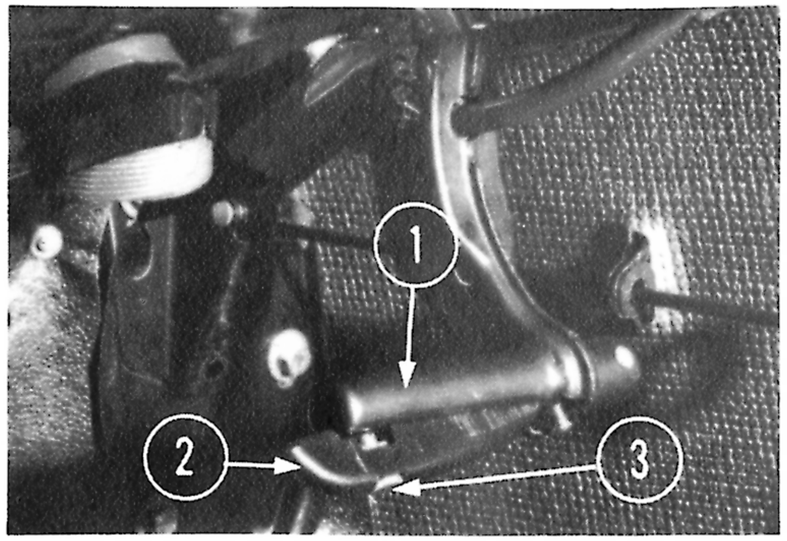

Fig. 17 a - Parking brake lever (if fitted)
1 - Movable grip
2 - Catch handle
3 - Safety lock

Starting on a hill on manual gear-change version

Declutch and engage first gear (or reverse gear).

Accelerate the engine slightly and begin to let in the clutch.

As soon as the vehicle begins to move, release the parking brake.

Main brake.

The main brake travel is very limited and the effort needed to operate it is very small, even for a sudden stop. It is a good idea, before taking your car onto the road for the first time, to practice operating the brake, so as to get the feel of its sensitivity and power.

Two warning lamps in the central warning cluster check the main brake :

The red warning lamp for hydraulic pressure is a signal requiring immediate stopping of the car then proceeding with care to a Citroën Dealer, using the parking brake.

The yellow warning lamp for front brake pads, which lights up when the brake is used, indicates that the brake pads need renewing. After changing the brake pads, the linings must be run in: immediate intensive use could lead to irregularities in braking.

Stopping distances

The exceptional comfort and road-holding qualities of the car allow the employment of full engine power and require particularly efficient brakes. However, whatever the system of braking, it remains essential to remember that at any moment, stopping distances increase considerably with the speed. For this reason we have inserted some of these on the speedometer. These are always based on the supposition that the tyres are in good condition, the car is not overloaded and of average road-adhesion as well as normal reflexes on the part of the driver.

These distances may be very much greater in other conditions, notably on wet or greasy ground.

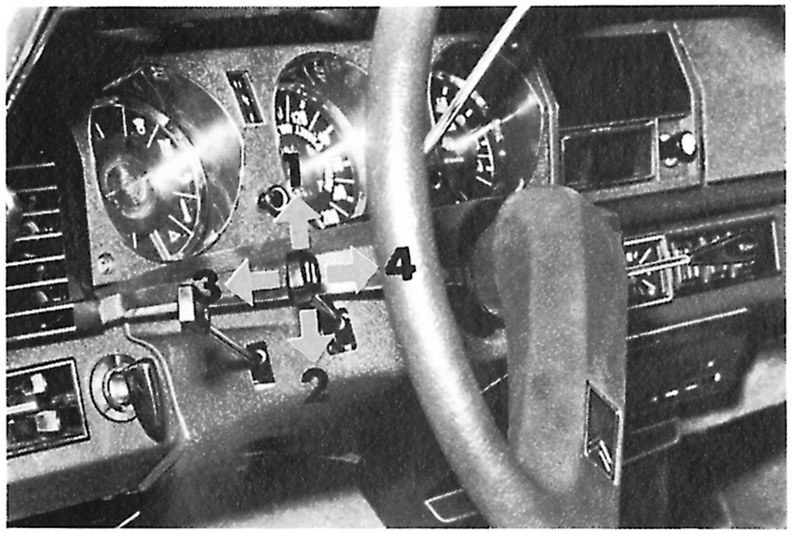

Fig. 18 - Signal switches
1 - R.H. indicators flasher
2 - L.H. indicators flasher
3 - Headlamp flasher
4 - Horns

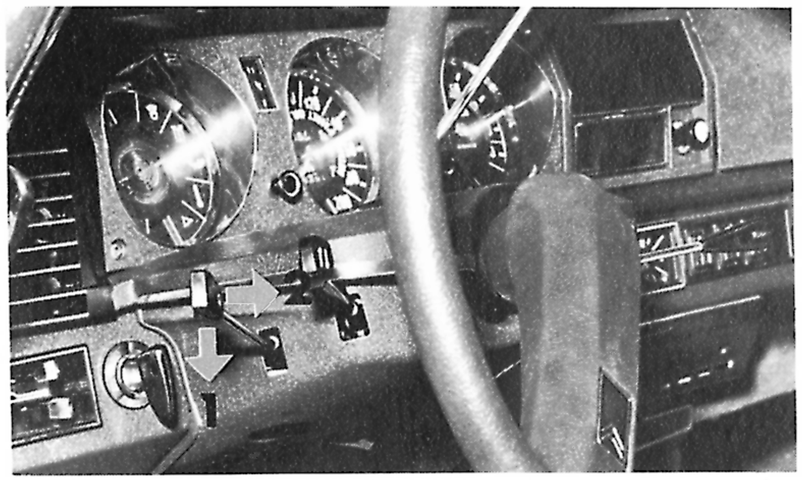

Fig 19 - **1** - Windscreen wipers
2 - Windscreen washer

Control for direction indicators and horns (Fig. 18)

Direction indicators

Right-hand flasher and left-hand flasher: move the lever in the direction in which you are going to move the steering wheel. To cancel the signal, return the lever to the midway position.

The corresponding green warning lamp should flash in the warning cluster accompanied by an audible signal. If it does not work, check the direction indicators (see page 33).

Headlamp flasher

To flash headlamps: push the lever away from the steering wheel. The headlamps will remain on as long as the lever is pushed.

This control works when the lever is in any of the direction indicator positions.

Horns

Moving the lever towards the driver operates the first horn, by pulling further, the loud horn.

It is possible to operate the horns when the lever is in any of the direction indicator positions.

Switch for windscreen wipers and washer (Fig. 19)

Windscreen wipers

To operate: move the lever downwards: in the first position one obtains normal wiper speed, then, pushing further, an increased speed for exceptional use only, as in heavy rain or road spray from vehicles being overtaken.

To stop : push the lever upwards and the wipers will park automatically.

Windscreen washer:

Move the lever towards the steering wheel.

From time to time, clean the wiper blades (see page 24).

Headlamp control (Fig. 20)

Off : the lights are off when the side of the knob, marked with a point, is in front of the driver.

Side and tail : with the lever towards the steering wheel, turn the button one notch (a green warning lamp will light up in the warning cluster).

Main beam : still with the lever towards the steering wheel, turn the button to the second notch (a blue lamp will light up).

Dipped : From the "Main beam" or "Side and tail" position, pivot the lever away from the steering wheel.

Directional lights: with the lever in the "Main beam" position, press the centre of the button: press again to extinguish.

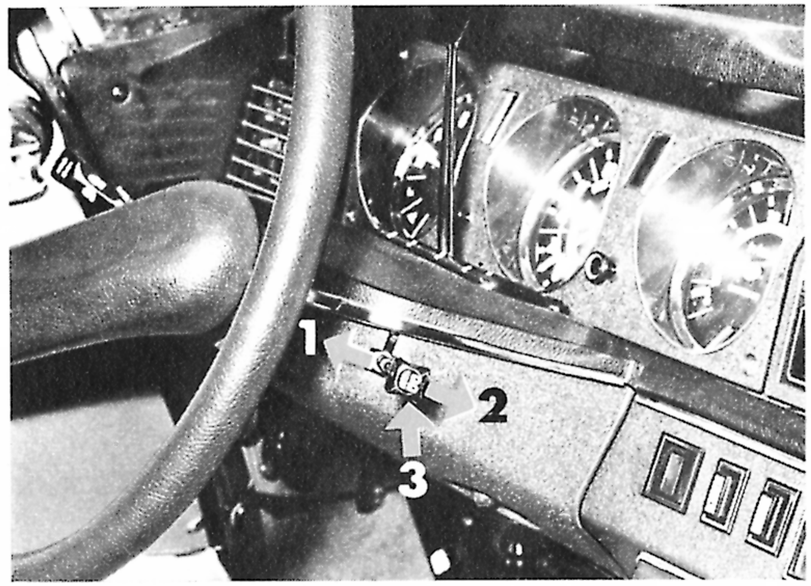

Fig. 20 - Headlamp control
1 - 'Side and tail' or 'Main beam' positions
2 - Dipped position
3 - Directional headlamps

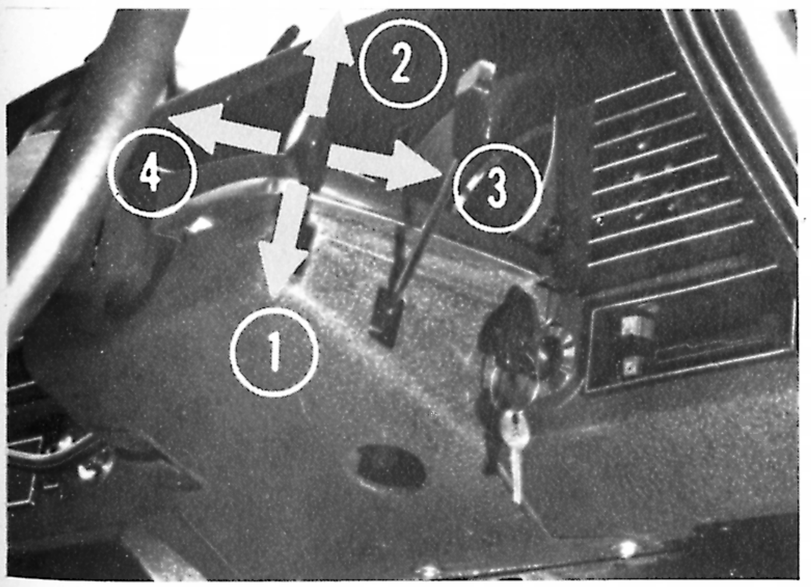

Fig. 18 - R.H.D. Manual gear-change signalling
1 - R.H. direction indicator
2 - L.H. direction indicator
3 - Headlamp flasher
4 - Horns

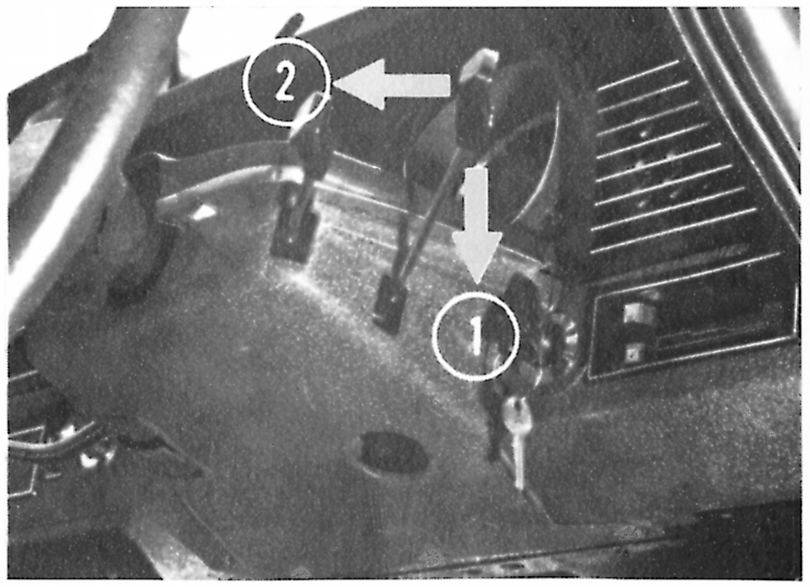

Fig. 19 - R.H.D. Manual gear-change
1 - Windscreen wipers
2 - Windscreen washer

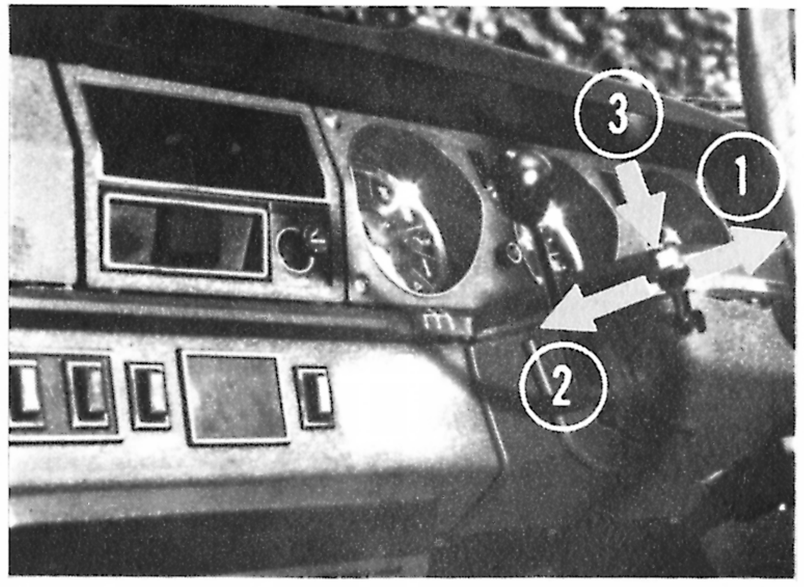

Fig. 20 - R.H.D. Manual gear-change - headlamp control
1 - 'Side and tail' or 'Main beam' positions
2 - Dipped position
3 - Directional headlamps

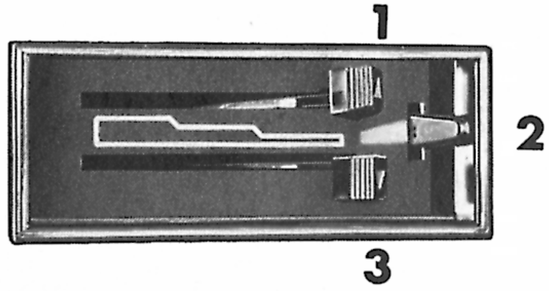

Fig. 22 - Side ventilators control
1 - Ventilation of upper interior
2 - Direction of ventilation of upper interior
3 - Ventilation of lower interior

Side ventilators (cold air only) (see Fig. 22)

High level ventilation

To operate : move the upper lever (mark 1) to the left, more or less according to the required output.
To stop : push home to the right.

To orientate: raise or lower the outer lever (mark 2) to direct the air upwards or to the front passenger's face.

Low level ventilation

To operate : move the lower lever (mark 3) to the left, more or less according to the required output.

To stop : push home to the right.

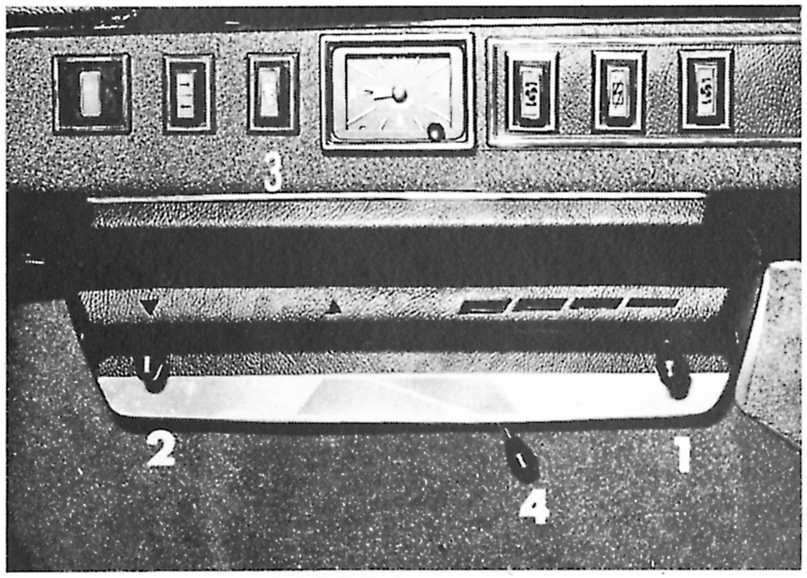

Fig. 23 - Air-conditioning controls (L.H.D.)
1 - Air flow
2 - Air distribution between windscreen and floor
3 - Forced air control
4 - Temperature adjustment

Air ducts for the windscreen, front windows and floor (hot or cold air) (Fig. 23 - Mark 1)

To operate : move the lever to the left, more or less according to the required output.
To stop : push home to the right.

Air distribution between upper and lower areas (hot or cold air) (Fig. 23 - Mark 2)

Fully to the left : air is directed towards the floor.
Fully to the right : air is directed towards the windscreen and front windows.
Intermediate positions: air is divided between the upper and lower areas.

Adjustment of air temperature (Fig. 23 - Mark 4)

To operate : move the lever towards the left, selecting the desired temperature.

To stop : push home to the right.

Air blower (Fig. 23)

To operate : press the switch.

To stop : press again.

The air blower (Mark 3) makes it possible, when stationary or travelling slowly, to obtain fresh air from the L.H. side ventilator and fresh or warm air from the air ducts for the windscreen, front windows and floor.

The blower (Mark 5) (if fitted) makes it possible, in the same conditions, to obtain fresh air from the R.H. side ventilator and from the R.H. side floor outlet.

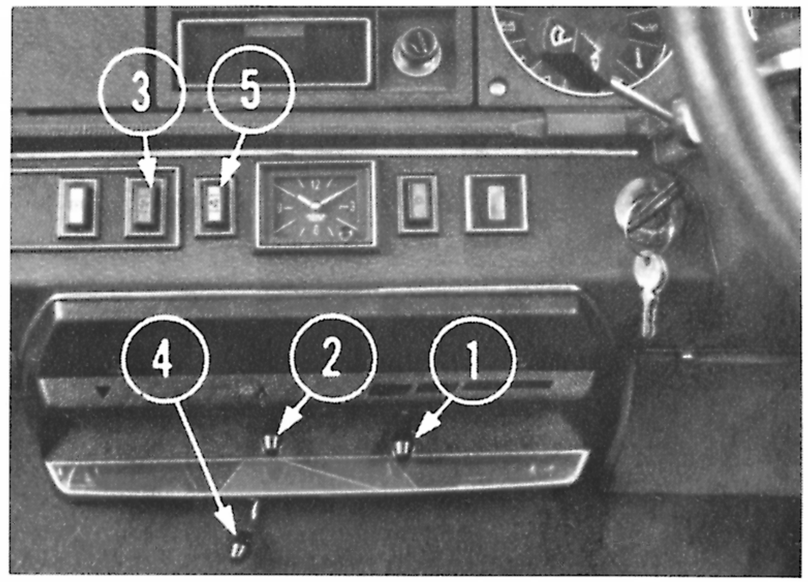

Fig. 23 - Air-conditioning controls (R.H.D.)
1 - Air flow
2 - Air distribution between windscreen and floor
3 - Forced air control
4 - Temperature adjustment
5 - Fresh air blower control (if fitted)

Electric heating for rear-window (Fig. 24)

To operate : press the switch. The corresponding yellow warning lamp lights up on the dashboard.

To stop : press again.

The heating for the rear-window works only when the ignition is on.

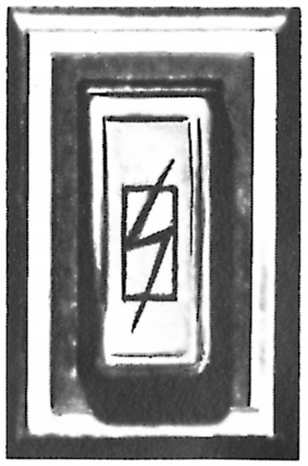

Fig. 24 - Electric heating for rear-window

Ashtrays

To remove them, pull out as far as possible and press the spring strip.
The front ashtray is illuminated when the headlamps are being used.
The intensity of the light can be regulated by using the lighting rheostat switch which is located on the dashboard (see page 6).

Cigarette lighter

Press in and wait until it returns to its original position before removing. It is illuminated when the headlamps are on.

Sun-visors

These are adjustable and may be turned to the side.
The sun-visor for the passenger is fitted with a mirror.

Radio set (if fitted)

The location for the radio set is provided on the engine recess. A control for sound mixing between front and rear, provided on the dashboard (at the side of the loud-speaker), makes for listening under the best acoustic conditions.

Illumination of ignition key housing

This housing is lit up when the headlamps are being used. The intensity of the light can be regulated by using the lighting rheostat switch which is located on the dashboard (see page 6).

Illumination of glove compartment

This lights up automatically when the lid is opened.

Illumination of heating control

This lights up when the headlamps are being used.

Interior lamps

These light up automatically when the front doors are opened. They also come on when the switch is pressed (Fig. 25).

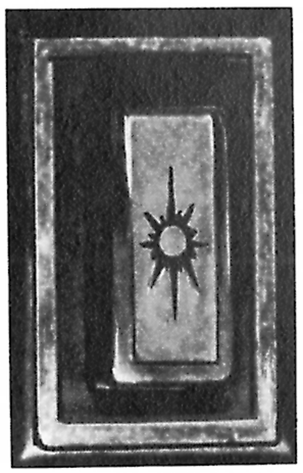

Fig. 25 - Interior lighting switch

MAINTENANCE

This chapter deals with the small points which are essential to ensure the good condition of your car : checking levels, keeping an eye on the tyres, washing the bodywork...

Other maintenance operations, such as greasing, oil changes, adjustments... which the Citroën network will competently carry out for you, through its special Service-Stations, form the subject of the "Maintenance Guide", which has been supplied with this manual.

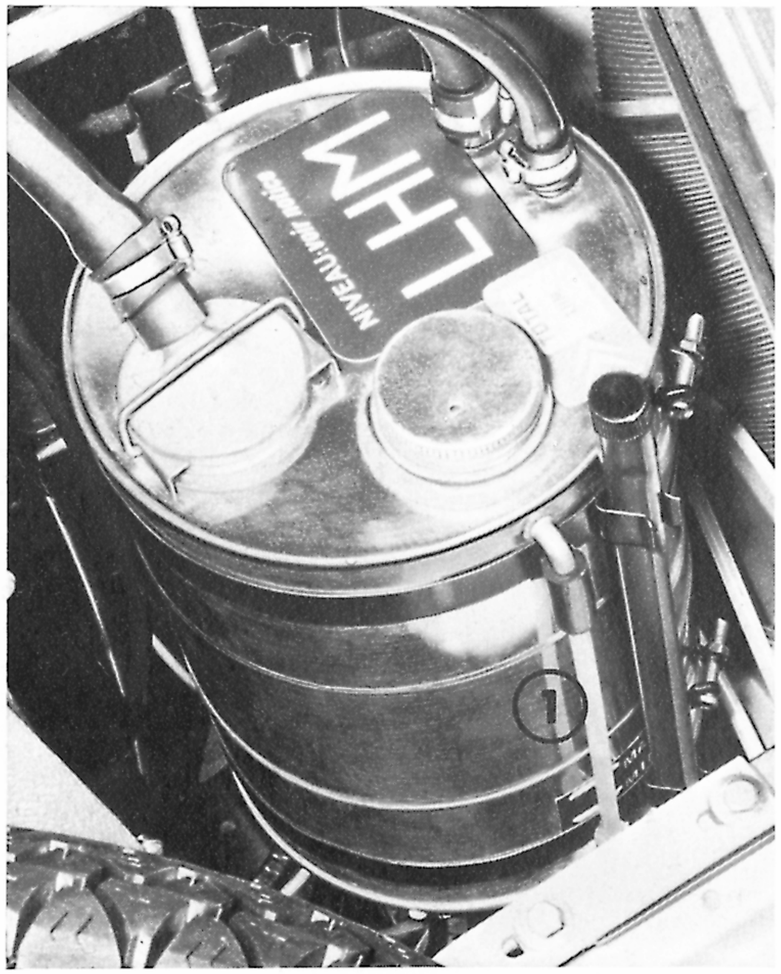

Fig. 26 - Hydraulic reservoir
1 - Level checking sight-tube

1. **Radiator filler cap (header tank).**
   Turn the cap as far as the safety notch, then apply pressure to continue.
   If the engine is hot, stop at the notch and let the steam escape before continuing turning.
   The level should be 2 - 3 cm (4/5"-1 1/5") from the lower flange of the filler opening.
   Do not top up the radiator of a warm engine with more than 1/2 l (7/8 imp. pints) of cold water. Wait for it to cool down before continuing.
2. **Windscreen washer**
   Fill up with clean water to which may be added a tablet of "Stop Clair" or a similar product during any season, or "Stop Gel" or a similar product during winter.
3. **Dipstick**
   The level, which should be between the two ends of the cut-out, should be checked between oil changes, particularly before any long journey.
   The check should be carried out with the car horizontal and the engine should have been stopped for at least 10 minutes.
   To complete, fill up without the level being higher than the top end of the dipstick cut-out. The length of the cut-out is the equivalent of 1 l (1 3/4 pints).
4. **Engine oil filler pipe**
   In winter, as in summer, use "TOTAL Altigrade GT Special Autoroute 20 W 40" or "GTS 20 W 50" oil or equivalent oils of other reputable makes. In very cold countries (ie. where the temperature is frequently lower than —10° C. (14° F.), use "TOTAL Altigrade GT Special Autoroute 10 W 30" or "GTS 10 W 30" oil, or equivalent oils of other reputable makes. Never use additives.
5. **Battery**
   Check the level from time to time, especially in summer.
   It should be between 1 and 2 cm (2/5" and 4/5") above the plates in each of the six cells. Top up with distilled water. Never add acid.
   Never bring any flame near the battery during a check.
6. **Hydraulic reservoir.**
   The level, which can be seen through the sight tube (see Figure 26) must be between the "Min." and "Max." marks. The check should be carried out with the vehicle in the maximum height position (see page 12a).
   Important: To top up, use exclusively green "LHM" fluid.
   All other fluids, particularly those of vegetable or synthetic origin, which would rapidly destroy the hydraulic installation, are not to be used.
   We recommend to you green "LHM" fluid distributed by TOTAL.
   In an emergency, or if it is not possible to obtain green "LHM" fluid, see page 37.


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4
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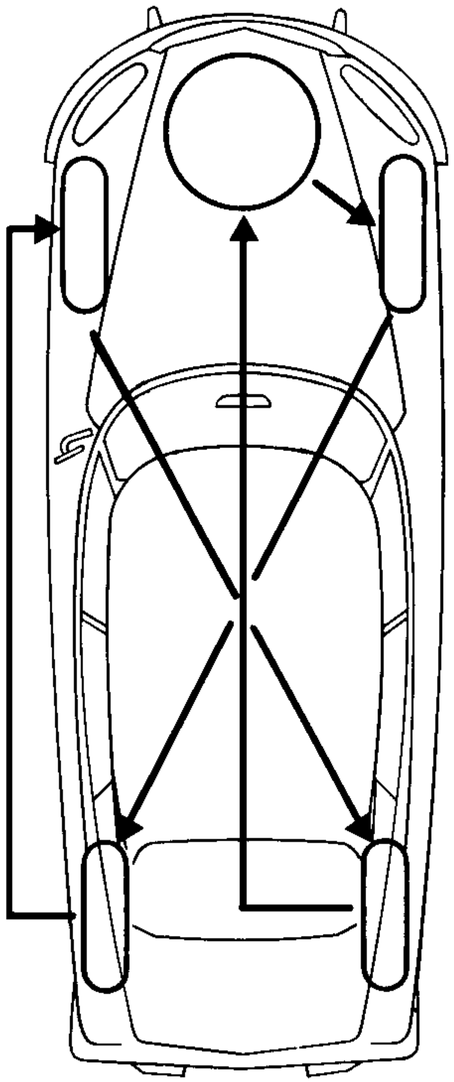


Fig. 28 - Tyre change-round

Periodic maintenance operations

These are indicated in the "Maintenance Guide", which accompanies this manual. We would recommend you to adhere to the frequencies indicated and would remind you that we recommend "TOTAL" lubricants. All mixtures and experiments are forbidden, and, in particular, the use of oil additives of any kind, as these may lead to serious trouble.

Tyres *

The Michelin tyres "185 HR 15 X AS", fitted on the vehicle, should be inflated to:
2.1 bars (30 P.S.I.) at the front
1.8 bar (26 P.S.I.) at the rear
2.3 bars (33 P.S.I.) on the spare

These pressures are appropriate whether the vehicle is empty or fully laden, on ordinary roads or motorways, whatever the speed.
Do not forget to adjust the spare wheel pressure as soon as possible after putting it in use.
It is necessary to check the pressures at least once every month and before any long journey, because safety depends on this.
It is also a great influence on the life of the tyres. The checks should be carried out cold before the tyres have been heated by running. The pressure may in fact be increased by up to 0.5 bar (7 P.S.I.) on a loaded vehicle running at high speed.
Check the wheels for balance especially after a puncture repair.
"X AS" tyres have on one side wall, the inscription "outside". It is essential that the tyre should, after repairs, be re-fitted on the wheel accordingly.
Changing the wheels round evens out the wear on the fives tyres. The wheels should therefore be changed round, sufficiently often, to avoid any appreciable difference in wear between two tyres on the same axle. Follow the diagram opposite, which brings the spare wheel into sequence.
Adjust the pressures after each change.
The procedure for changing a wheel is described on page 28.

* Do not use tyres other than those we recommend

Wear indicators
They are located at regular intervals across the tread and show up as continuous bands across the tread, when the rubber reaches a certain degree of wear (see Fig. 29). The tyre concerned should then be replaced as soon as possible.
Snow tyres
The car can be equipped with snow tyres "185-15 X (M+S)" : same pressure as for XAS.
If these tyres are studded, increase the pressure by 0.2 bar (3 p.s.i.).
The use of studded tyres is subject to special regulations. See your Citroën Dealer for the necessary information.

Battery maintenance
Check the terminals and leads for cleanliness. If they are sulphated, unscrew them, clean them and soak the felt insulating washers in castor oil or in neutral vaseline oil.
If the car is not in use, recharge the battery every month.
In winter, a correct charge prevents freezing: a battery normally charged (a density of 1.25 to 1.27) resists to —50° C. (—58° F.) whilst a discharged battery (density 1.07 - 1.09) may burst at —5° C. (23° F.).
Do not disconnect the leads from the battery terminals when the engine is running.
Never recharge the battery without having disconnected the leads from the two terminals.

Radiator maintenance
The cooling water contains, when it leaves the factory, a dose of anti-freeze sufficient to protect the radiator and the cylinder block down to the temperature indicated on the label stuck to the radiator filler cap.
We recommend exclusively "TOTAL" anti-freeze.
The proportion which protects the engine down to —15° C. (5° F.) is 3 litres (5 imp. pts.) of anti-freeze and 7 litres (12 1/2 imp. pts.) of water to obtain 10 litres (17 1/2 imp. pts.) of cooling liquid: since the cooling circuit capacity is 13.5 litres (23 3/4 imp. pts.), the total quantity of anti-freeze for —15° C. (5° F.) must therefore be 4.05 litres (7.13 imp. pts.).
"TOTAL" anti-freeze contains a corrosion inhibitor.
We recommend renewing the cooling fluid once per year, at the beginning of the cold season. This is a delicate operation and should be carried out by a Citroën Dealer.

Cleaning
An opening, operated by a zip fastener, makes it possible to clean, if necessary, the front face of the radiator (see Fig. 30). Under normal conditions, this should always be closed.
Under conditions of very dense snow and under exceptional circumstances, keep the flap open by means of the press stud provided for this purpose.

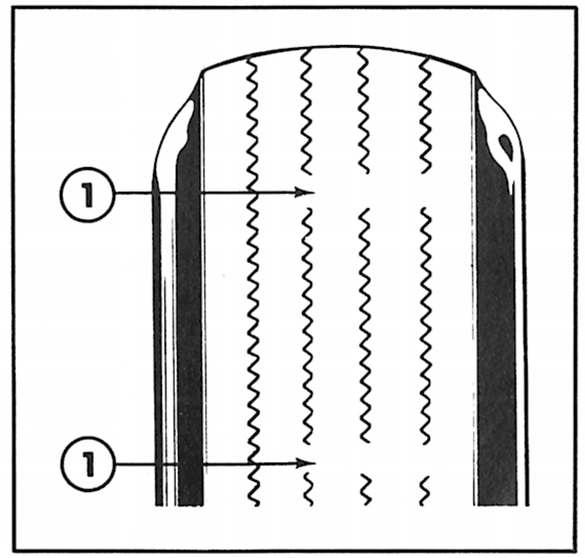


Fig. 29 - Tyre wear indicators
1 - Warning areas

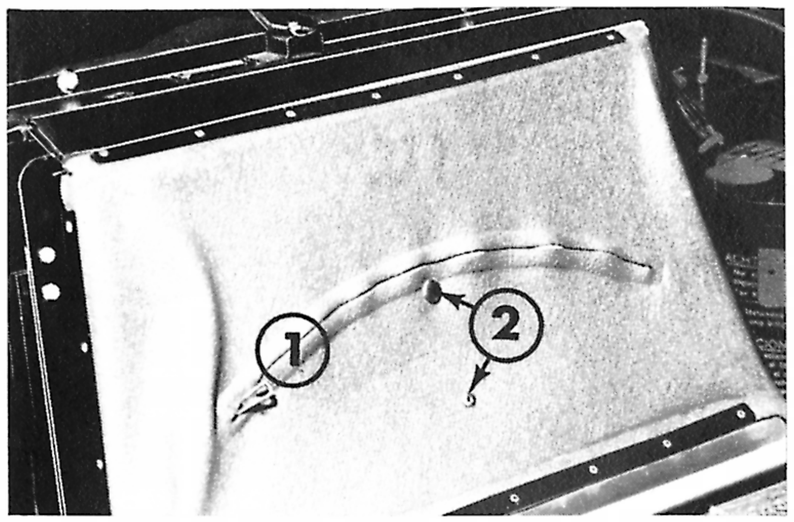


Fig. 30 - Cleaning the radiator
1 - Zip fastener
2 - Press stud

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

Never wipe the car when dry, since this will scratch the paintwork 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).

We advise against products with a silicone base.

Hinge the windscreen wiper blades forward and clean them with soapy water, without exerting pressure on the rubber 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 wheel embellishers 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".

Polishing the paintwork

Polishing is not recommended for metallic paintwork because of the risk of rings appearing.
On the other hand, for non-metallic 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.

Paint reference

The paint reference for the car can be found on a small disc (Fig. 30 a), under the bonnet, attached to the bulkhead, near the R.H. air duct.

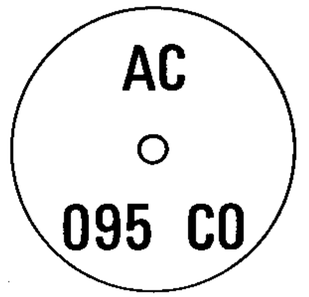


Fig. 30 a - Paint reference disc for the car

Cleaning the upholstery

Only use non-caustic soaps, toilet type.
Fabric upholstery :
These may be brushed or, preferably, suction cleaned. If there is much general dirt, use commercial "dry foam", after carefully removing all traces of dust.
Leather upholstery :
This should be cleaned with a cloth or sponge dipped in tepid soapy water, well rinsed, and then rubbed with a soft cloth until it shines. Do not use cream, which may stain.
Imitation leather upholstery :
Clean with a product of the "Spic" type or with a little soapy water. Rinse well then rub with a dry cloth. We do not advise products sold to make these parts shine.

Isolated marks on the upholstery

Marks on the fabric, leather, or imitation leather, may be cleaned with soapy water or water with a little 'Teepol' detergent added.
If these do not remove them, use 90° alcohol (commercial methylated spirit), or lead-free petrol.
Use squeezed out pads and rub the marks lightly.
Solvents such as acetone, trichlorethylene etc, are not recommended.
There are complex cleaners containing absorbent materials which, used with care, have the advantage of not leaving rings. (e.g. "K2R").

Seat belts

These should be cleaned with soapy water, or with water with a little detergent of the "Teepol" type added, taking care not to touch the metal parts. Remove the deepest stains with 90° alcohol (commercial methylated spirit) or with lead-free petrol.
Do not dye the belts, as this may lower their capacity for resistance.

Dials on instrument panel

Use either soapy water or a commercial diluent, to the exclusion of all other products.

Steering wheel

Use soapy water or a detergent additive such as 'Teepol'. Under no circumstances use solvents such as alcohol, lead-free petrol or trichlorethylene.

Heated rear-window

The interior of the rear-window should only be cleaned with soapy water, to avoid damaging the printed circuit for the electric heating.

MINOR REPAIRS

You should consult this chapter should any difficulties, such as a puncture or a sparking plug which needs changing, arise. If, however, the difficulty takes the form of a dashboard instrument warning lamp, you should consult page 6 of the manual.

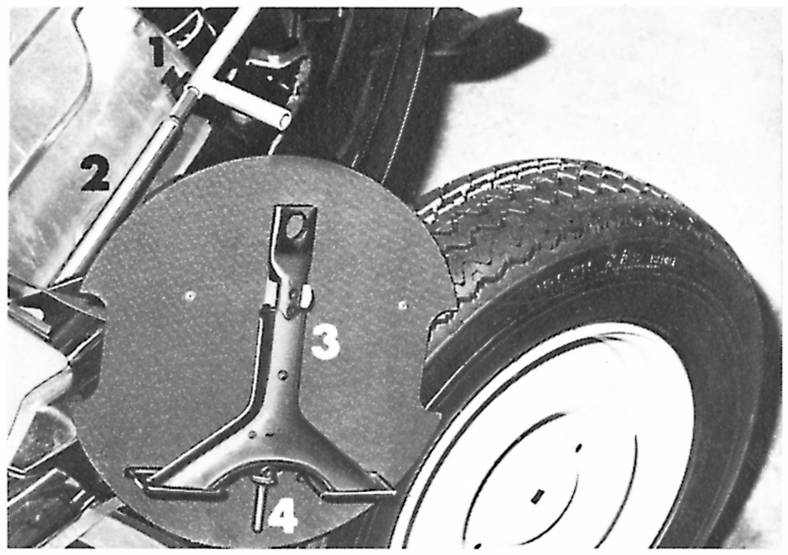


Fig. 31 - Tools for removing wheels
1 - Joint starting handle and wheel brace
2 - Stay
3 - Peg

Tool kit (Fig. 31)
It is stored under the bonnet: the stay held by the peg in the centre of the spare wheel, the starting handle and wheel brace under the spare wheel.

Removal
Apply the parking brake fully.
Start the engine and let it run at idling speed.
Place the manual height control lever in the highest notch (maximum height).
Rear wheels only :
Remove the wing by unscrewing the rear fixing screw, using the wheel brace (see Fig. 32), then draw the wing towards the rear, raising it slightly.
Remove the embellisher : insert the curved end of the jacking peg into the hole for the valve, to serve as a lever (see Fig. 33).
Slacken, without removing, the five wheel nuts with the brace. This loosening is facilitated by using the extension.
When the vehicle is at maximum height, engage the jacking stay in the lug under the front door and engage the straight end of the jacking peg into the hole nearest the notch, situated in the upper part of the base (see Fig. 34).
Place the manual height control lever in the lowest position and remove the wheel.

Fig. 32 - Removal of a rear wing

Fig. 33 - Removing wheel embellisher

Refitting

Place the end of the wheel brace extension into the centre hole of the wheel to be refitted and engage it in the central hole of the hub (Fig. 35).
Hold the extension, raising it, and slide the wheel to engage it on the studs.
Screw on the 5 nuts without tightening them.
Place the manual height control lever in the highest notch (maximum height).
Disengage the stay.
Tightly lock the 5 nuts using the wheel brace without the extension.
Replace the wheel embellishers : paying attention to the position of the hole for the valve (see Fig. 36).
Rear wheels only :
Refit the wing, engaging, first of all, the holding lugs into their respective housings.
Push it home towards the front and then refit the rear securing screw (Fig. 32).
Place the manual height control lever in its original position.
Check,as soon as possible,the pressure of the tyre of the wheel just fitted (see the data summary on the back of this handbook).

Fig. 34 - Positioning the jacking stay

Fig. 36 - Refixing wheel embellisher

Fig. 35 - Guiding the wheel when refitting

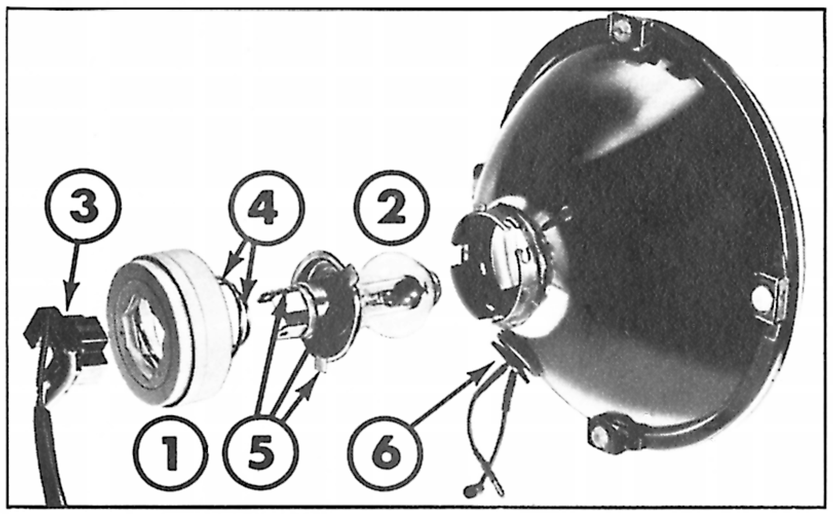


Fig. 37 - Main beam/Dipped (large diameter)
Marchal H 4 Quartz Iodine bulbs (if fitted)
1 - Bulb holder assembly
2 - Bulb
3 - Connector
4 - Coil spring
5 - Securing lugs
6 - Sidelamp (see page 33)

Headlamps

They comprise :

- Outer : Dipped/Main beam headlamps (large diameter) with sidelamps incorporated.
- Inner : Long-range headlamps (small diameter) directional.

They are fitted with "Quartz Iodine" bulbs.

A hole in the wings gives access to the rear part of the headlamp units and thus makes the replacement of the bulbs possible. Do not undertake the replacement operation unless the lamps have been switched off for at least 5 minutes.

Take care not to touch the new bulb with your fingers. If this is done inadvertently, take another bulb or clean that which has been touched, with a little soapy water and dry with a non-fluffy cloth.

Dipped/Main beam headlamps (large diameter) with Quartz Iodine bulbs, H 4 type.

(12 V - 50/60 W - H 4 type) (if fitted).

"Marchal" component (Fig. 37).

- Push the white plastic assembly (Mark 1) and turn it: it will separate automatically from the reflector.
- Disconnect the faulty bulb (Mark 2) from the connector (Mark 3), by pulling it.
- Insert a new bulb into the coil spring (Mark 4) of the assembly.
- Refit connector to the terminal of the bulb (3 contact pins).
- Refit the assembly in the reflector, taking care to insert the three securing lugs of the flange (Mark 5) into the corresponding notches (red mark upwards).
- Push the assembly and turn it until it locks.

"Cibié" component (Fig. 38).

- Turn the black plastic assembly (Mark 1) following the arrow marked "demontage", then pull to disengage it from the reflector.
- Disconnect the faulty bulb (Mark 2), by pulling it.
- Reconnect a new bulb, taking care to position the three base pins correctly (Mark 3).
- Replace the unit in the reflector (use the 'upward' mark) and turn it in the direction of the arrow marked "montage".

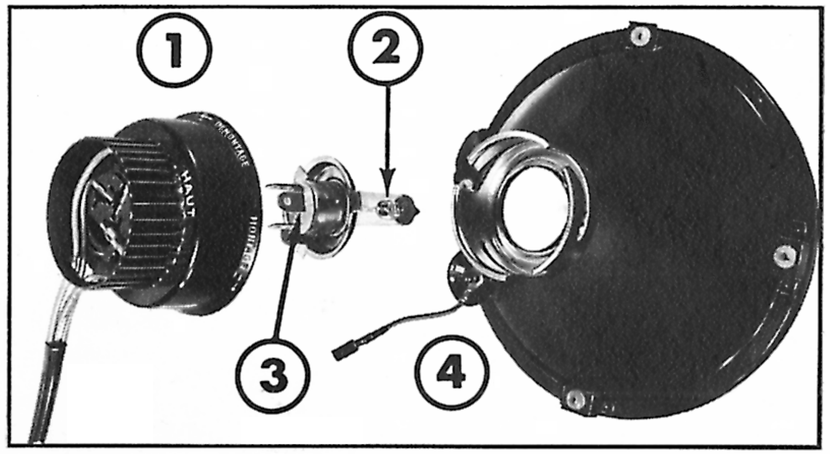


Fig. 38 - Main beam/Dipped (large diameter) Cibié H 4 Quartz Iodine bulbs (if fitted)
1 - Bulb holder assembly
2 - Bulb
3 - Bulb base (3 leads)
4 - Sidelamp (see page 33)

Main Beam/Dipped headlamps (large diameter) with Quartz Iodine H 1 bulbs.

(12 V - 55/60 W - H 1 type) (if fitted).

Dipped headlamps : upper bulb.

Main beam headlamps : lower bulb.

A. "Marchal" component (Fig. 39).

Turn the rim (Mark 1) and the bulb holder assembly (Mark 2) will separate automatically.

Pull the faulty bulb, to separate it from the connector (Mark 3).

Insert a new bulb, taking care over the positioning of the cut-off part of the bulb flange.

Reposition the bulb holder assembly. Take care to catch the rim teeth.

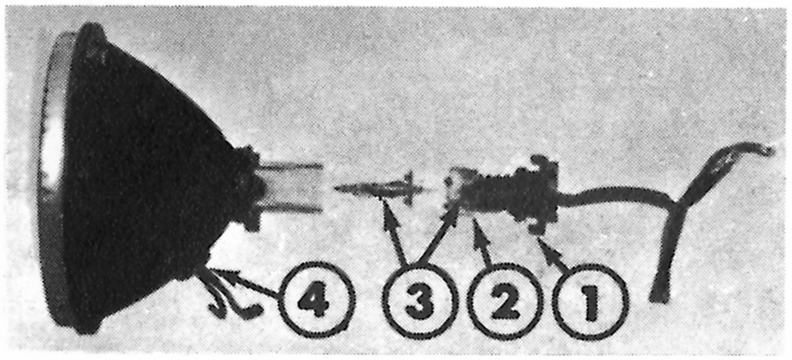


Fig. 39 - Main beam/Dipped (large diameter) Marchal H 1 Quartz Iodine bulbs (if fitted)
1 - Rim
2 - Bulb holder assembly
3 - Bulb and connector
4 - Sidelamp (see page 33)

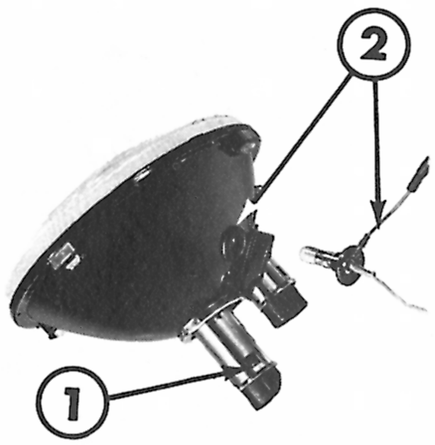


Fig. 40 - Main beam/Dipped (large diameter)
Cibié H 1 Quartz Iodine bulbs (if fitted)
1 - Release stop
2 - Sidelamp (see page 33)

B. "Cibié" component (Fig. 40).

Press the stop (Mark 1) and the bulb holder assembly will separate automatically.

Disconnect the assembly and separate the lead from the bulb base.

Insert a new bulb, taking care over the positioning of the cut-off part of the bulb flange.

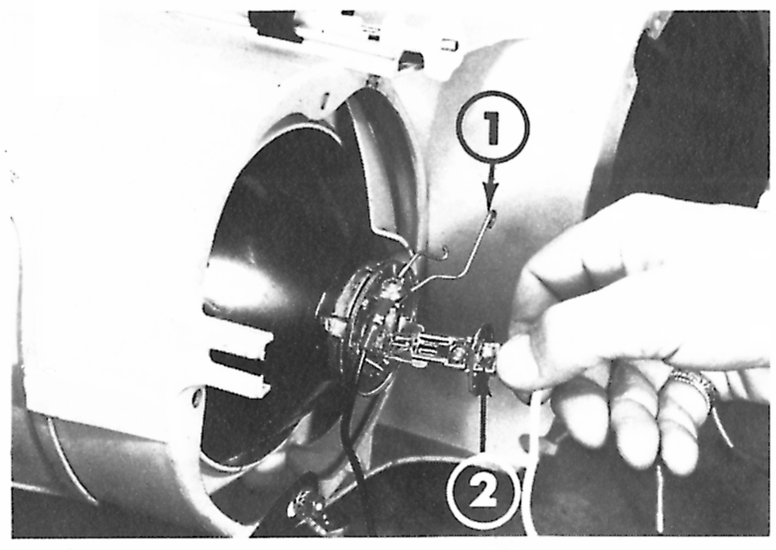


Fig. 41 - Long-range headlamps
(small diameter)
Quartz Iodine bulbs
1 - Retaining spring
2 - Bulb

Long-range headlamps (small diameter) with Quartz Iodine bulbs (Fig. 41)

(12 V - 55/60 W H 1 type).

Unhook the retaining spring (Mark 1).

Disconnect the lead from the bulb terminal.

Replace the bulb.

Take care over the positioning of the lugs when replacing the assembly.

Sidelamps

- Front (12 V - 4 W - T 8/4 type)
  These bulbs are integrated in the Dipped/Main beam headlamps (large diameter) (see Figs. 37 and 38).
  Pull the holder, turning it slightly.
- Rear (12 V - 5 W - R 19/5 type)
  Remove the transparent cover (2 screws to slacken).

Direction indicators. (12 V - 21 W - P 25/1 type)

- Front (Fig. 42).
  Remove the cover (2 screws to slacken).
  Disengage the bulb holder, swinging the holding connecting strip.
- Rear (Fig. 43).
  Disengage the lamp from the cover by pulling its lower lug.
  Replace it, first of all engaging the upper lug, then the lower one.

Brake lamps (12 V - 21 W - P 25/1 type)
Disengage the transparent cover (two screws to slacken).

Reversing lamps (12 V - 21 W - P 25/1 type)
Disengage the glass cover (two screws to slacken).

Number-plate lamp (12 V - 5 W - R 19/5 type)
Disengage the transparent cover (two connecting screws).

Interior lighting (Festoon 12 V - 7 W - length 38 mm)

"Pallas" interior lighting (bayonet - 12 V - 15 W)

Glove compartment (12 V - 2 W T 8/2 type)
Lift out the white cover, pulling it downwards and slightly towards the side to disengage it.

Rear boot (Festoon - 12 V - 7 W - length 38 mm)
The bulb is located on the left-hand side, on a level with the upper shelf.
Remove the cover, pulling it downwards.

Control panel
Dashboard lighting (12 V - 3 W - wedge type - base of tube $\varnothing$ = 10 mm)
Warning lamps (BA - 9 S - 12 V - 2 W - T 8/2 type)

Heater control (BA - 9 S - 12 V - 2 W - T 8/2 type)

Clock lamp (BA - 9 S - 12 V - 2 W - T 8/2 type)

Ashtray lamp (BA - 9 S - 12 V - 2 W - T 8/2 type)

Cigarette lighter lamp (BA - 9 S - 12 V - 2 W - T 8/2 type)

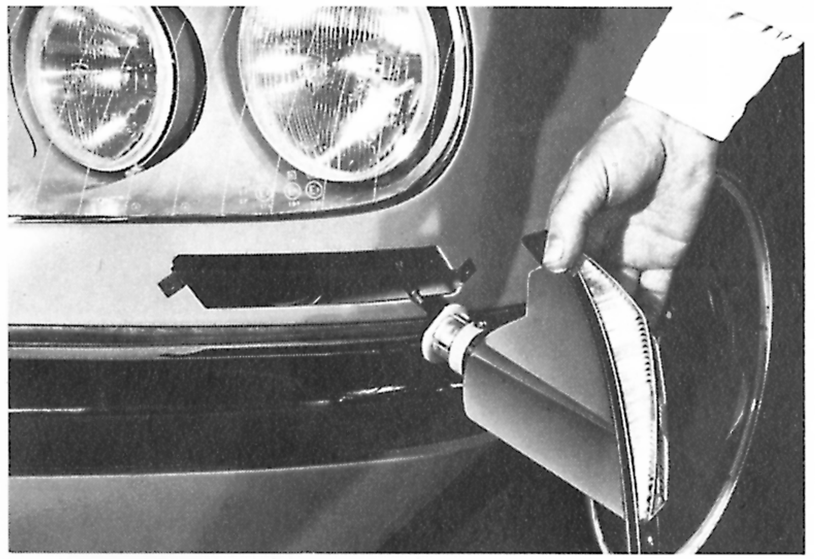


Fig. 42 - Front direction indicators

Fig. 43 - Rear direction indicators

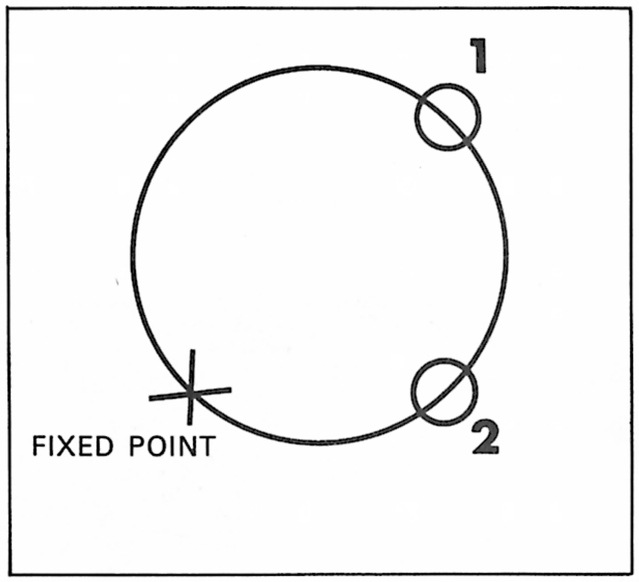


Fig. 44 - Dipped/Main beam headlamps (large ∅) self-levelling
1 - Vertical adjustment
2 - Horizontal adjustment

These adjustments can only be carried out effectively in a workshop equipped with the necessary checking devices.

- Dipped/Main beam headlamps (large diameter), self-levelling (Fig. 44) :

Vertical adjustment : turn the screw (Mark 1).
Horizontal adjustment : turn the screw (Mark 2).

Long-range headlamps (small diameter) directional (Figs. 45 and 46) :

- Directional :

Vertical adjustment : turn the knurled knob (Mark 1)
Horizontal adjustment : turn the white sleeve (Mark 2), after first loosening the lock-nut (Mark 3).
Towards the right : adjusts the beam towards the right.
Towards the left : adjusts the beam towards the left.
After carrying out the adjustment, do not forget to lock the lock-nut.

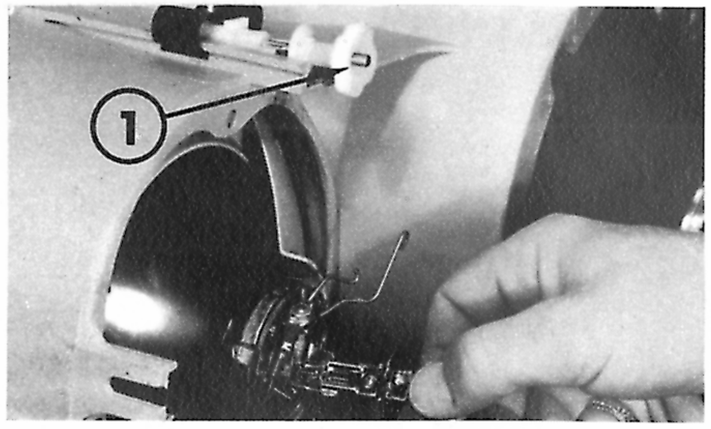


Fig. 45 - Long-range headlamps (small ∅) directional
1 - Vertical adjuster

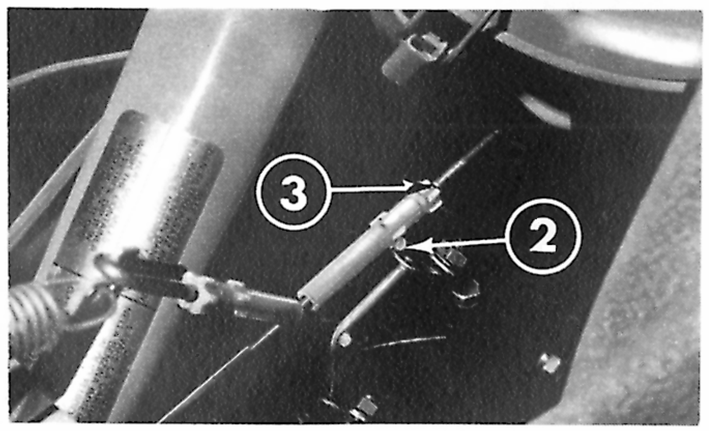


Fig. 46 - Long-range headlamps (small ∅) directional
2 - Adjusting sleeve
3 - Lock-nut

It is necessary, before replacing a blown fuse, to determine the cause and have this remedied.

The 10 fuses protecting the circuit (3 fuses of 16 amps and 7 of 10 amps) are found under the bonnet and are distributed in the following way:

- Left hand side : One box, and an in-line fuse on the L.H. wing wiring harness.
- Right hand side : One box, and an in-line fuse on the R.H. wing wiring harness.

Remove the cover of the box by pulling it and replace the fuse with another of the same amperage.

List of fuses and equipment protected :

Left-hand side :

1. **Mauve marking (10 a)**
   L.H. dipped headlamp

3. **Green marking (16 a)**
   Interior and boot lighting
   Warning lamps and direction indicators
   Cigarette lighter
   Rear-window heating
   Reversing lamps
   Air blower
   Battery charging circuit

5. **Yellow marking (16 a)**
   Front and rear R.H. side-lamps
   Number-plate lighting
   Cigarette lighter, ashtray, heater control, clock and dashboard lighting
   Side and tail-lamp warning light

2. **Red marking (16 a)**
   Electronic tachometer
   Rheostat and fuel gauge
   Warning lamp cluster
   Windscreen washer pump and wiper motor
   Accessory terminal
   Brake lamps
   Heating and fresh air blower
   Clock
   Glove compartment lighting

4. **White marking (10 a)**
   R.H. dipped headlamp

6. **Blue marking (10 a)**
   Front and rear L.H. side-lamps

7. **Mauve marking (10 a) (in-line fuse)**
   L.H. Long-range headlamps

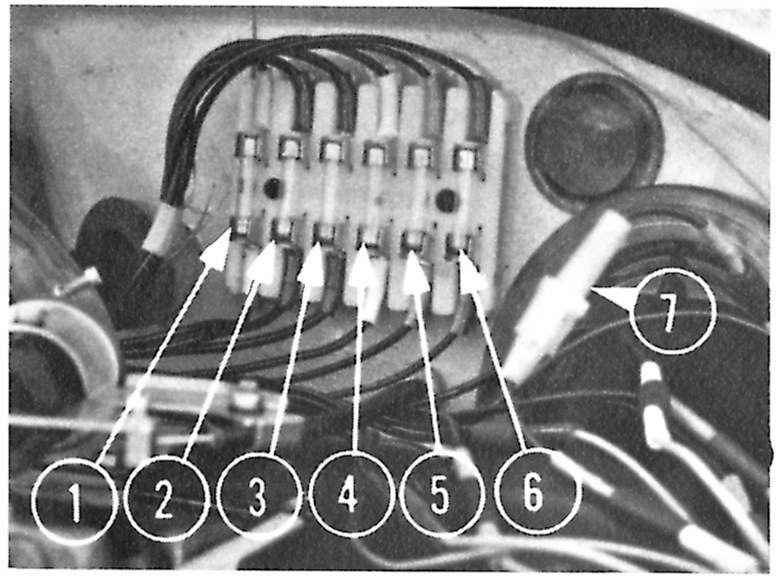


Fig. 47 - L.H. side fuses

Right-hand side :

8. **Mauve marking (10 a) (in-line fuse)**
   Long-range R.H. headlamps

10. **Yellow marking (10 a)**
    L.H. main beam headlamp

9. **White marking (10 a)**
   R.H. main beam headlamp

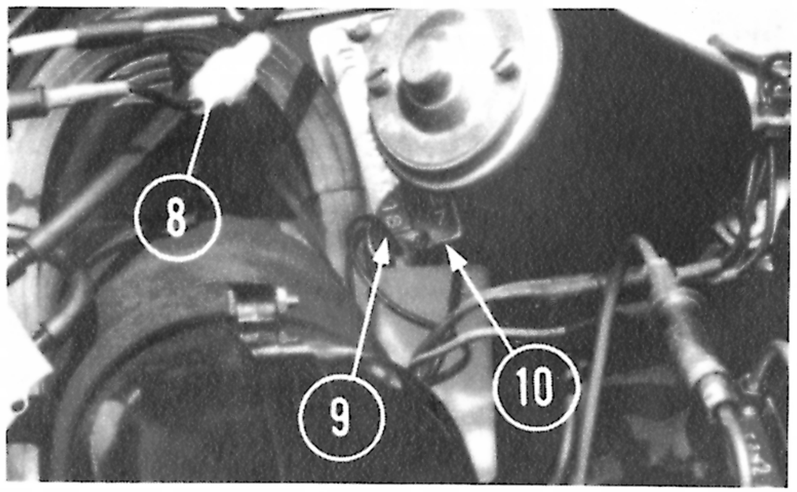


Fig. 47 a - R.H. side fuses

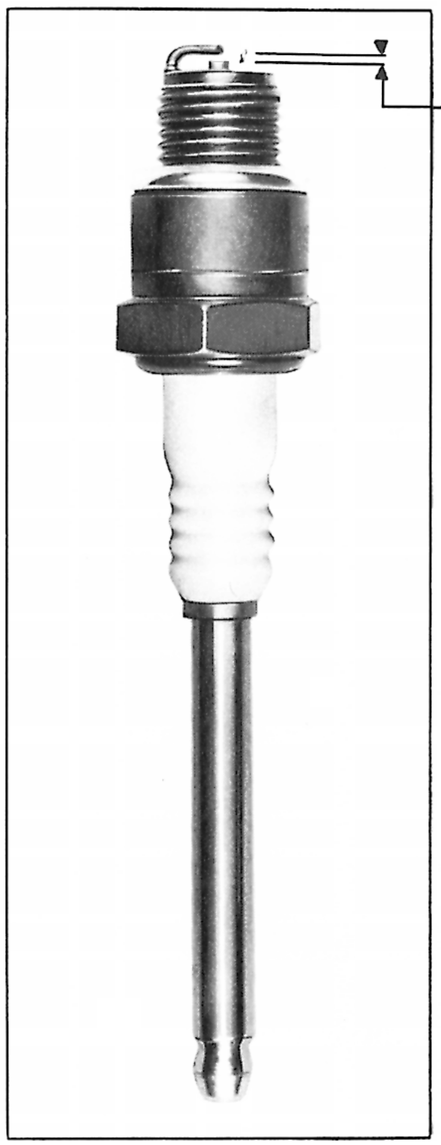


Fig. 48 - Electrode gap

Battery replacement

Battery references : 12 V - 250/50 AH CEI or 300/60 AH CEI (according to model)

Disconnect the battery terminals, always starting with the negative terminal.

Disconnect the starter motor relay from the positive terminal (on hydraulic gear-change version).

Unscrew the two frame tie-rods, and disconnect the relay leads, whilst taking note of their positions. Take off the rubber tubes and the electric wiring harness from the frame.

Disengage the frame sufficiently, to allow removal of the battery.

Make sure that the terminals are in the right positions before replacing the battery.

Sparking plug replacement

Original fitting : Marchal 35.1 B, AC 42 FS, Bosch W 225 T 35; Eyquem 705 S

Other authorised alternatives : Beru 240/14
Champion L 87 Y
Marelli CW 7 N or CW 240 N

Sparking plug gap : 0.6 to 0.7 mm (0.024'' to 0.028'').

To refit a sparking plug :

- push a rubber tube over the insulator of the replacement plug
- screw it in by hand as far as possible
- finish tightening with the spanner.

To remove sparking plug for Nº 4 cylinder :

- remove the rubber plug from the scuttle gutter
- insert the plug spanner into the hole now apparent.

Replacement of the green "LHM" fluid in an emergency

In an emergency, it is possible to use an SAE 10 or SAE 20 engine oil in place of the green "LHM" fluid or also a "A Suffix A" or "Dexron" type automatic gearbox oil.

However, as soon as possible afterwards, the reservoir must be drained by a Citroën Dealer, who should then top it up again with the green "LHM" fluid.

Using the starting handle to start the engine (on the hydraulic gear-change version only).

The starting handle is situated under the spare wheel, inserted on its extension (see Fig. 31 - page 28). In order to use it, remove the plug which seals the eye located under the front bumper, behind the number-plate.

Do not forget to keep the parking brake on and make sure that the gear selection lever is in neutral. See auxiliary clutch control on page 10.

Towing the car

From the front : attach a cable to the lower left and right-hand wheel arms and protect the lower part of the closing panel, by inserting a piece of wood and stout padding.
Then raise the vehicle.

From the rear : attach a cable to the right and left suspension arms, taking all the precautions necessary for the protection of the closing panels of the body.

While the car is being towed with the engine stopped, the driver must use only the parking brake, since the high pressure pump supply is inoperative.

Door locks frozen up

Maintenance :

At the beginning of the cold season, insert into the door-locks a small amount of glycerin or anti-freeze, using an oiler or a dropper.

In case of emergency :

Heat the key slightly with a match flame or a lighter before inserting it.

TECHNICAL SPECIFICATIONS

The section will enable you, if you so desire, to learn more about your car.

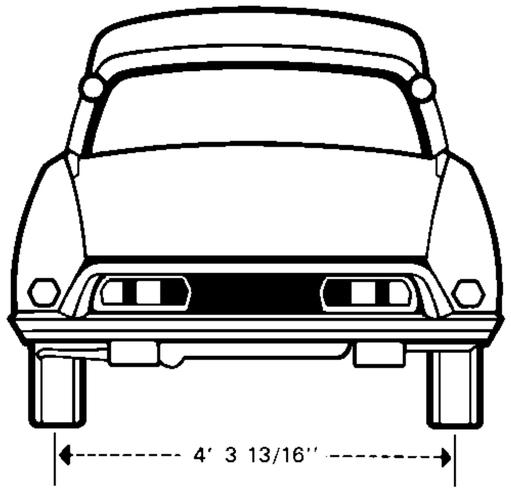
Saloon
Front wheel drive
Number of seats : 5
Fiscal rating : 13 CV
Top speed : approx. 188 km/h (117 m.p.h.)
Maximum slope for starting with a towing load of 1800 kg. (3968 lbs.) : 11,5 % (1 in 8.7)

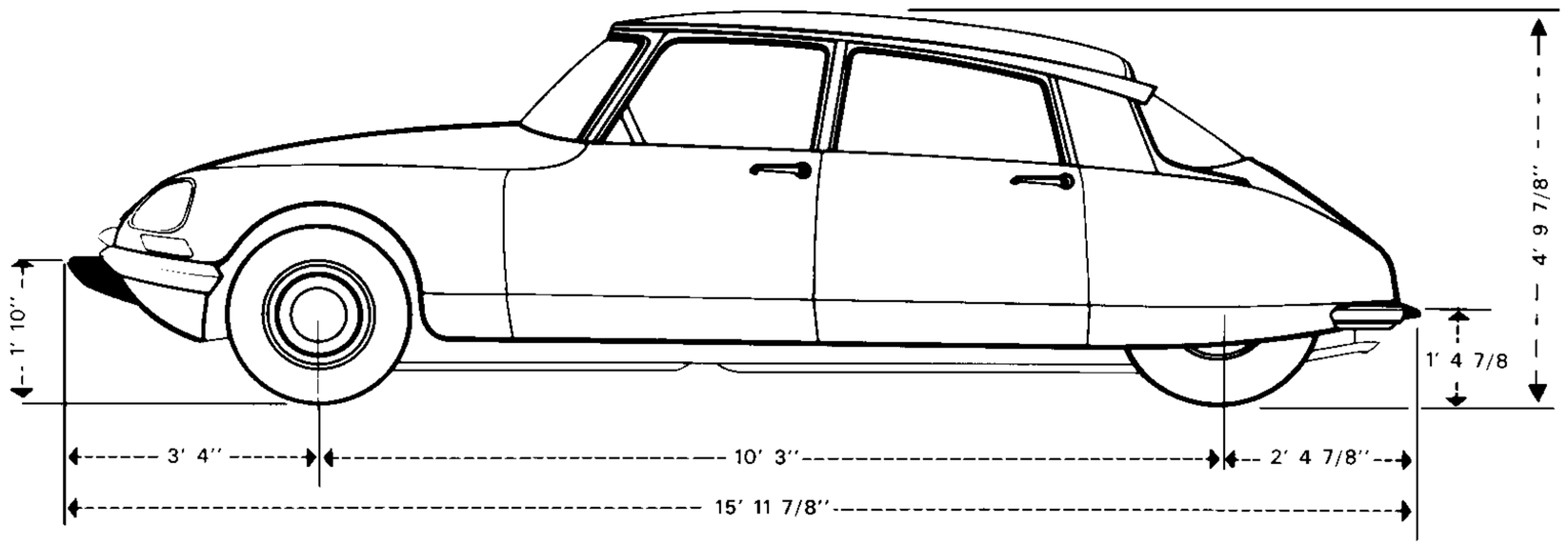
Speed at 1000 r.p.m.	Hydraulic gear-change km/h	m.p.h.	Manual gear-change km/h	m.p.h.
First gear	8.7	5.4	8.7	5.4
Second gear	15.5	9.6	14.6	9
Third gear	23.5	14.6	21.5	13.3
Fourth gear	33.3	20.7	29.3	18.1
Fifth gear	—	—	36.2	22.4
Reverse	9	5.6	9	5.6
Final drive ratio	8/35 (4.375:1)		8/35 (4.375:1)	

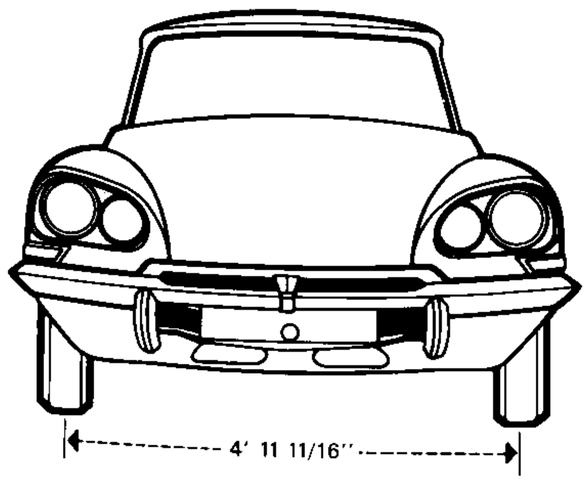
Weights	Standard model kg	lbs	"Pallas" model kg	lbs
Unladen, in running order	1 340	2 954	1 360	2 998
—on front wheels	895	1 973	910	2 006
—on rear wheels	445	981	450	992
Maximum weight, laden	1 840	4 056	1 840	4 056
—on front wheels	1 100	2 425	1 100	2 425
—on rear wheels	800	1 764	800	1 764
Maximum towing weights	630			
—without overrun brake	630	1 389	630	1 389
—with continuous brake	1 800	3 968	1 800	3 968

Dimensions

Overall length: 4.87 m (15' 11 7/8")
Overall width : 1.80 m (5' 11") [1.81 m (5' 11 5/8") on "Pallas" model]
Turning circle : approx. 11 m (36')







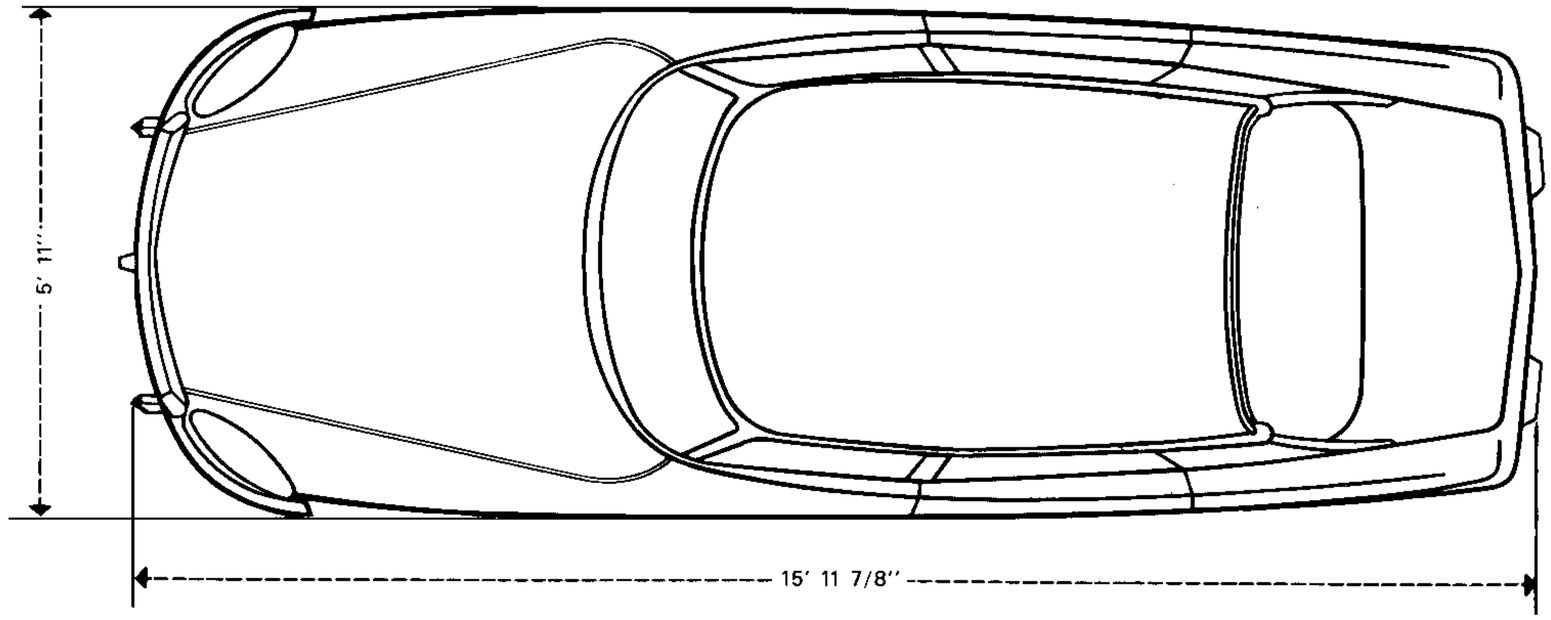


Fig. 49 - Overall dimensions

General

Description	: Citroën type DX 5
Number of cylinders	: 4 - in line
Bore	: 93.5 mm
Stroke	: 85.5 mm
Cubic capacity	: 2.347 cc
Compression ratio	: 8.75 : 1
Maximum output (DIN)	: 130 BHP at 5,250 r.p.m.
(SAE)	: 141 BHP at 5,500 r.p.m.
Maximum torque (DIN)	: 19.9 mkg (143 ft. lbs.) at 2 500 r.p.m.
(SAE)	: 20.5 mkg (147 ft. lbs.) at 4 000 r.p.m.
Maximum engine speed	: 6 000 r.p.m.
Crankshaft	: 5 bearings

Timing

Exhaust valves sodium-filled

With a theoretical valve clearance of 1.1 mm (0.04 ins.) (engine cold) :

Inlet opens	0° 30' BTDC
Inlet closes	42° 30' ABDC
Exhaust opens	38° 30' BBDC
Exhaust closes	4° 30' ATDC

Side-mounted camshaft, chain driven.

Clearance of rockers when hot :

inlet	: 0.20 mm (0.008 ins.)
exhaust	: 0.25 mm (0.010 ins.)

Fuel supply

Electric fuel pump.

Crankcase gas recycling device with oil thrower incorporated in flame trap on crankcase,

Electronic fuel injection system.

Fuel tank capacity : 65 l. (14.3 imp. gallons).

Fuel : Super, Premium, 4-star. (97-99 octane).

Lubrication

Lubrication under pressure.

Oil pressure for a temperature of 60° to 65° C. (140° - 149° F)
4-5 bars (57-73 p.s.i.) at 4 000 r.p.m.
[minimum : 0.55 bars (8 p.s.i.) at 1 000 r.p.m.]

Oil capacity :
— Sump capacity = 4.5 l. (8 imp. pints)
— After changing the oil filter cartridge = 5 l. (8.8 imp. pints).

Cooling system

By means of water, radiator, thermostat and fan at the front.

Capacity : 13.5 l. (24 imp. pints) including heating system.

Ignition

Firing order : 1 - 3 - 4 - 2

Strobe setting : 22° at 1 800 r.p.m.

Sparking plugs : Fitted by the manufacturer :
Marchal 35.1 B, AC 42 FS, Bosch W 225 T 35, Eyquem 705 S

Other authorised types : see page 36
Spark gap : 0,6-0,7 mm (0.024" - 0.028")

Exhaust

Main silencer
Auxiliary silencer

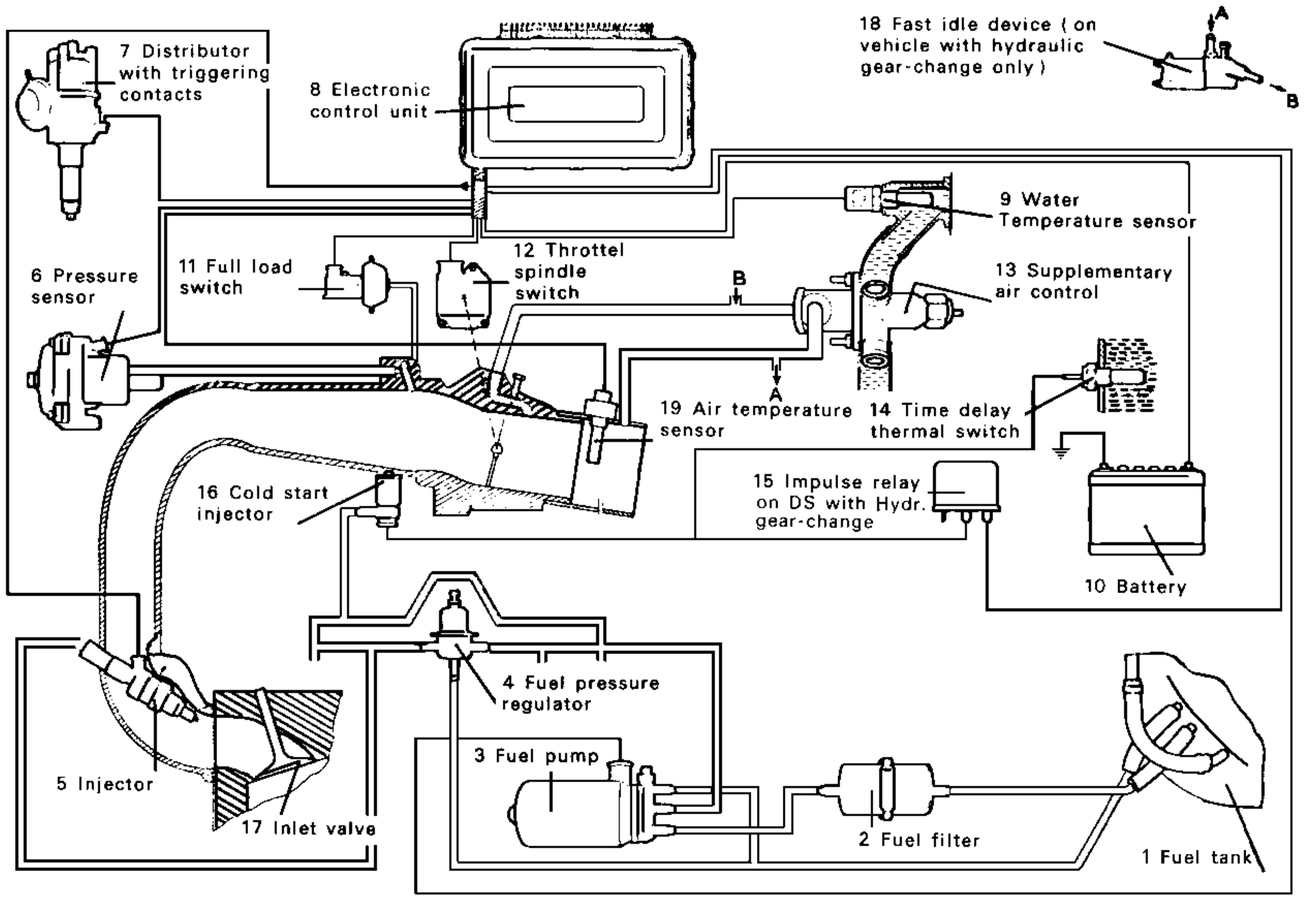
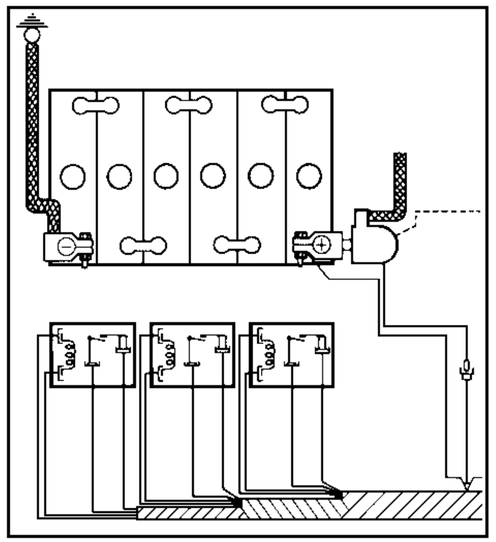
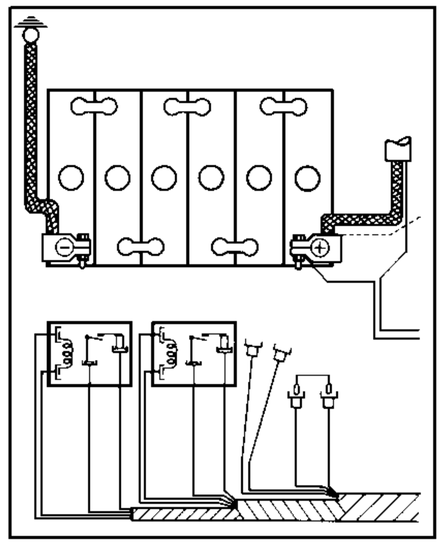


Fig. 47 - Lay-out of electronic fuel injection system



Detail - Mark 10 "Battery" on "DS Fa" vehicle



Detail - Mark 10 "Battery" on "DS Fb" vehicle

Clutch
Single dry disc.
Hydraulic version : hydraulic control has no pedal and is operated by the gear selector and accelerator.
Manual gear-change version : Mechanical, by means of a pedal.

Gearbox, drive and differential
Compact assembly "en bloc" with the engine.
Hydraulic gear-change version : by means of a selector in front of the steering wheel
4 speeds, synchromesh and reverse.
Gear ratios :

1st	0.3076 (3.2 : 1)		
2nd	0.5454 (1.8 : 1)	4th	1.1739 (0.85 : 1)
3rd	0.8285 (1.2 : 1)	Reverse	0.3170 (3.1 : 1)

Final drive ratio : 8/35 (4.375 : 1).

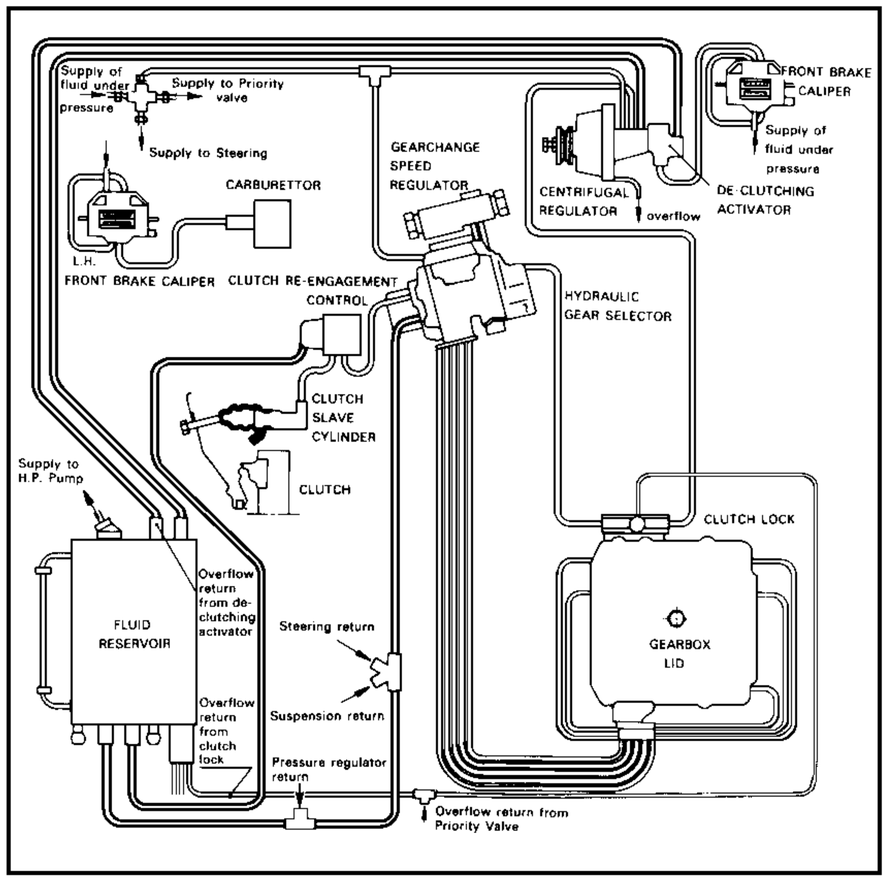


Fig. 50 a - Hydraulic gear-change circuit

Manual gear-change version by lever under the steering wheel.

5 speeds, synchromesh and reverse.
Gear ratios:

1st	0.3076 (3.2 : 1)	4th	1.0312 (0.97 : 1)
2nd	0.5151 (1.9 : 1)	5th	1.2758 (0.78 : 1)
3rd	0.7567 (1.3 : 1)	Reverse	0.3170 (3.1 : 1)

Final drive ratio : 8/35 (4.375 : 1).

Drive-shafts
Constant velocity drive-shaft joints, gearbox end and wheel end.

High pressure pump.
Large capacity reservoir.
Hydropneumatic accumulator with pressure regulator.
Capacity of hydraulic system : 5.2 l. (9.25 imp. pints).
Capacity of main hydropneumatic accumulator : 0.38 l. (0.77 imp. pints).

Initial pressure in accumulator : 65 bars (924 p.s.i.).
Maximum operating pressure in accumulator : 175 bars (2 490 p.s.i.).

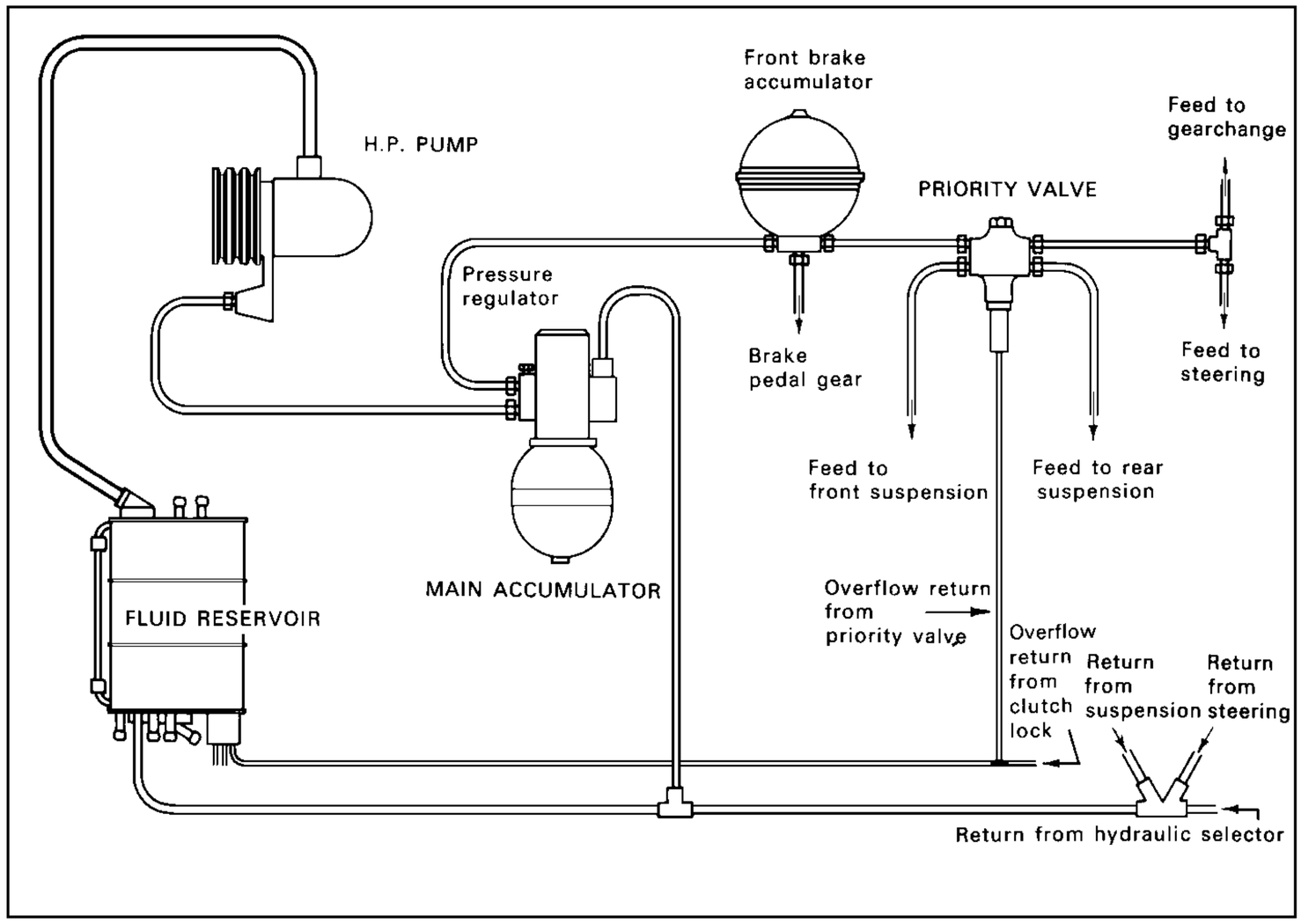


Fig. 51 - Pressure reserve

Independant wheels at the front and at the rear.

Each wheel is suspended on the chassis, by 2 transverse arms for the front wheels and one trailing arm for the rear wheels.

Stabilising bars at the front and at the rear.

Automatic pressure balancing between the suspension units on the same axle.

Automatic height correctors.

Height adjustment of the vehicle from the driver's seat.

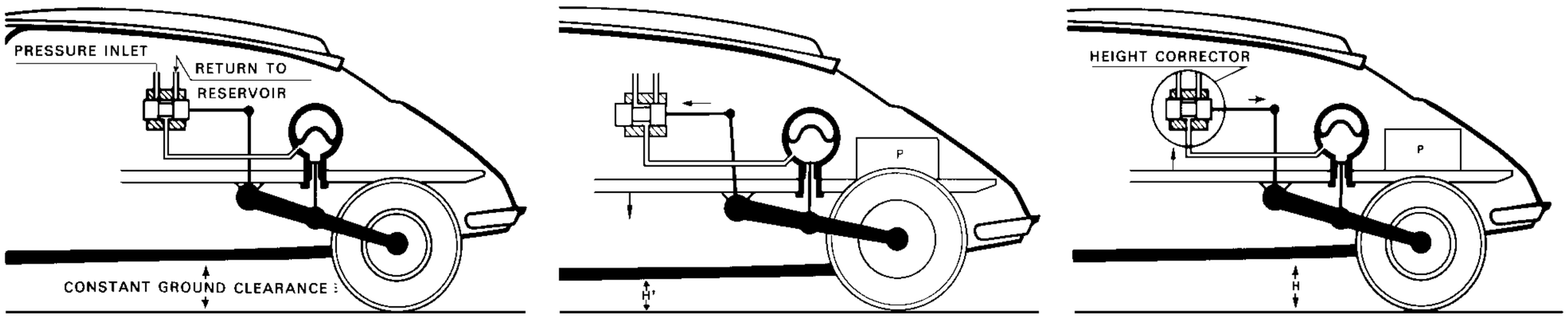


Fig. 52 - Height correction

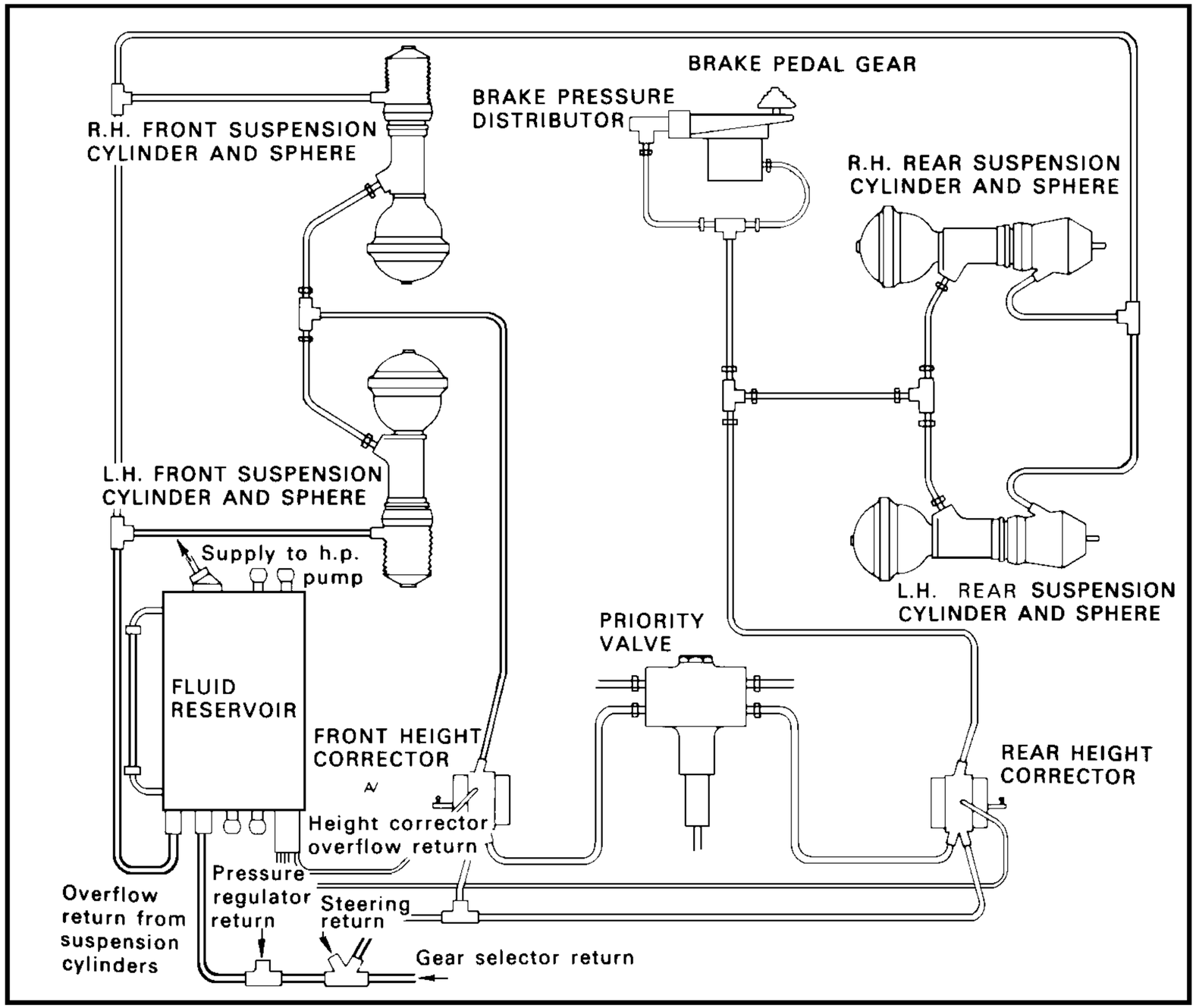


Fig. 53 - Hydraulic suspension circuit

Main brake

Discs on the front wheels.

Drums on the rear wheels.

Diameter of discs : 300 mm (11.8")

Diameter of drums : 255 mm (10")

Diameter of wheel cylinders :

- Front - two opposed of 60 mm (2.4")
- Rear - one of 18 mm (0.7")

Width of rear brake lining : 35 mm (1.4")

Total surface area of main brake :

447 cm^2 (69.3"^{2})

Automatic adjustment for front brake pad wear.

Warning lamp for front brake pad wear.

Split circuit hydraulic operation (L.H.M. mineral fluid).

Constant effectiveness is ensured by pressure supplied from a reserve.

Automatic braking distribution between the axles, in relation to the amount and the distribution of the load.

Illuminated warning lamp for low pressure in the supply to the braking circuit.

Parking brake

Separate linings from those of the main brake.

Mechanical action on the front wheel discs.

Control by means of a pedal (locking by a hand lever), or by a hand lever, according to model.
Total surface area of the parking brake : 95 cm^2 (14.7"^{2})
Ratio of lever arm : 1/40.3.

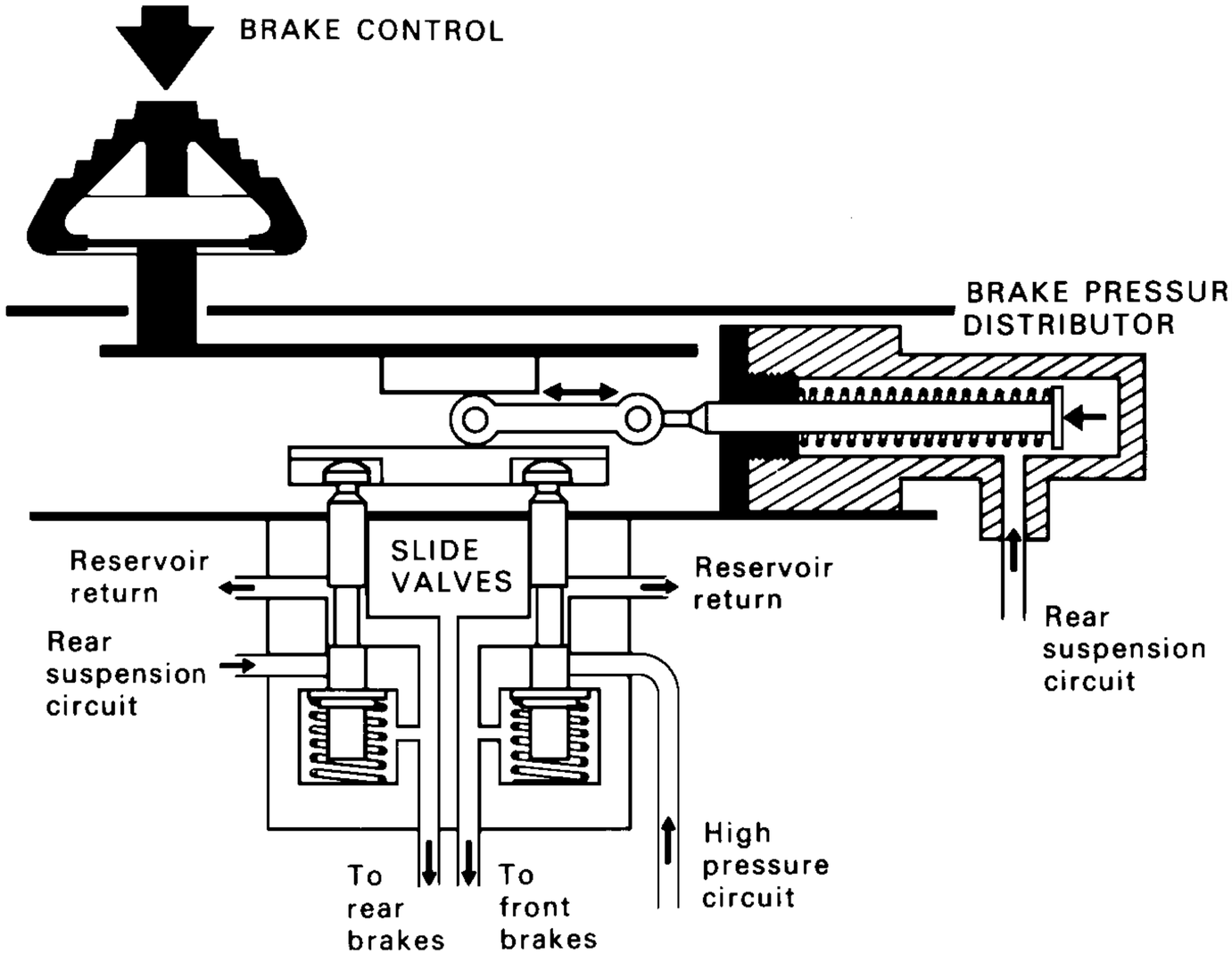


Fig. 54 - Brake control

Hydraulically assisted rack and pinion steering
Transmission to the wheels by levers and track rods.
Overall ratio : 1/15
Turning circle : approx 11 m. (36')
Wheels secured by 5 studs.
Rims of 5.5".

Michelin 185 HR 15 X AS tyres.
Equal camber on both sides
Caster angle : 1° 30'
Toe-in of front wheels : 2 to 4 mm towards the front

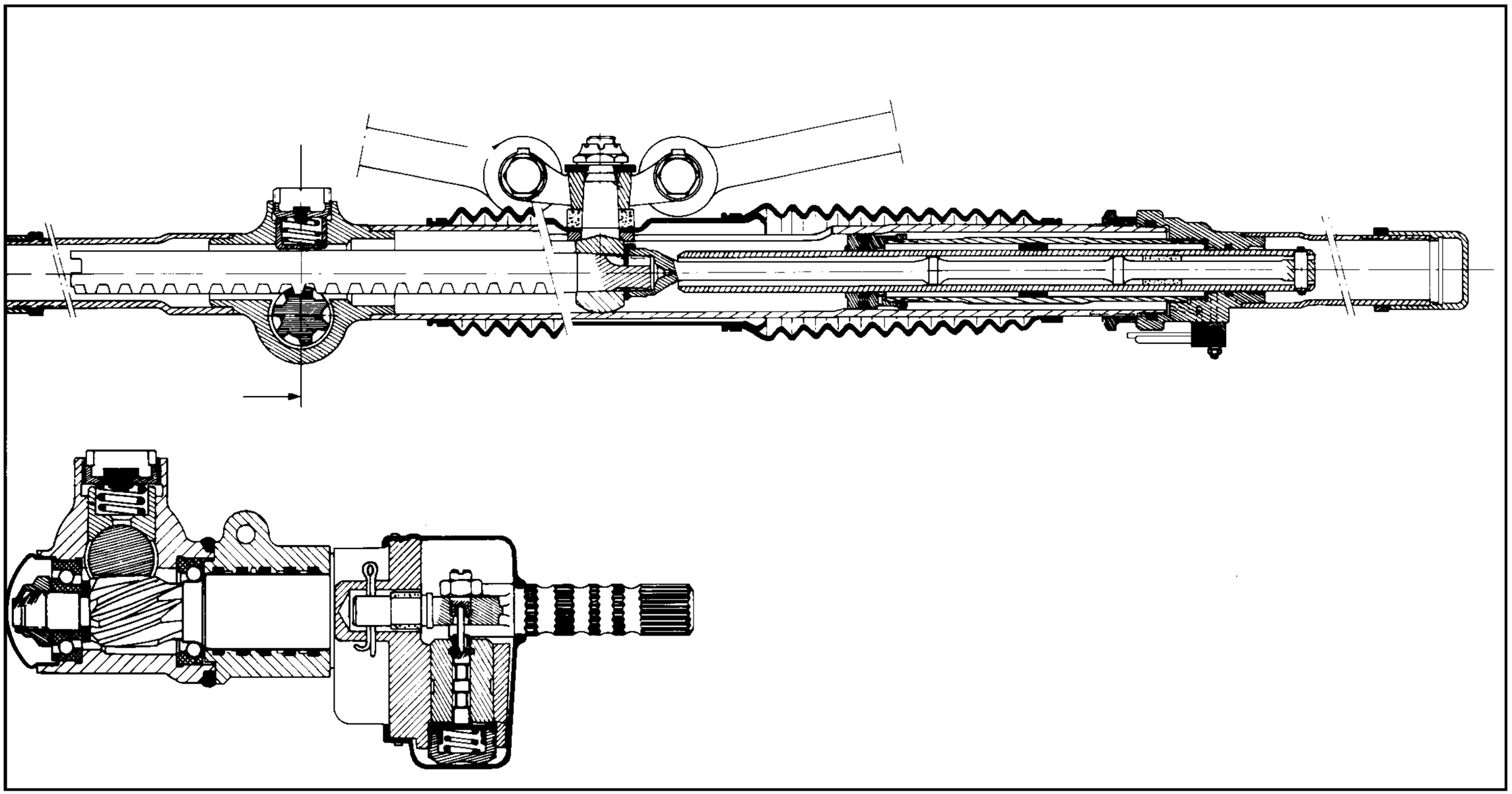


Fig. 55 - Hydraulically assisted rack and pinion steering

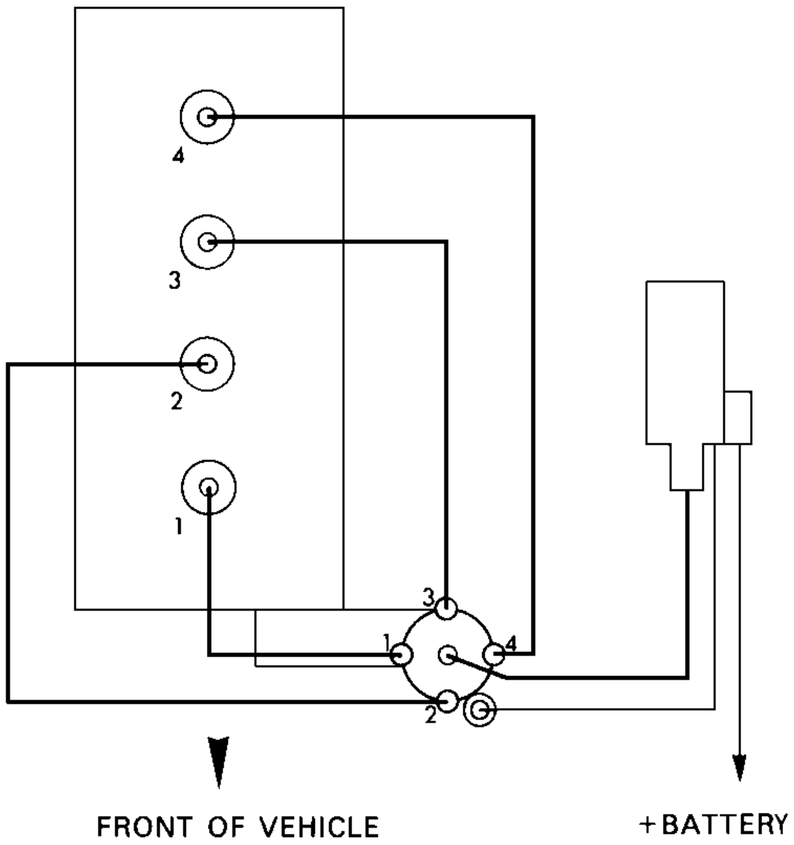


Fig. 56 - Figure showing ignition wiring

Electrical equipment

Voltage : 12 V

Alternator
- maximum output : 700 W
- commences to charge at: 1 200/1.77 r.p.m. (approx. 675 engine r.p.m.)

Battery
- capacity : 250/50 AH CEI, or 300/60 AH CEI (according to model)
- negative earth

Starter motor
- output : approx. 1 kW
- drive by solenoid and free wheel drive.

Conventional type distributor, fitted with a triggering contact, controlling the electronic control unit.

10 fuses (3 of 16 amps, 7 of 10 amps)

4 Quartz Iodine headlamps grouped in two units.

2 reversing lamps.

Self-levelling headlamps.

Directional Long-range headlamps.

2-speed windscreen wiper motor.

Electric windscreen washer.

Blower for forced air system.

Headlamp flashers and horns, including compressor horn

Electronic tachometer.

Electric clock

Electric rear-window heater

Cigarette lighter.

11 warning lamps.

Radio set with sound mixer (if fitted)

Accessory terminal (behind dashboard) : 10 amps maximum.

Interior lighting :
- Rear boot, interior lighting, dashboard.
- Heater control, glove compartment, ashtray, cigarette lighter, ignition key

Bulb table

Dipped/Main beam headlamps (large diameter) Q.I. bulbs	: 12 V - 55/60 W-H 4 or H 1 type
Long-range headlamps (small diameter) Q.I. bulbs	: 12 V - 55/60 W - H1 type
Sidelamps	: 12 V - 4 W - T 8/4 type
Tail-lamps	: 12 V - 5 W - R 19/5 type
Direction indicators : front	: 12 V - 21 W - P 25/1 type
rear	: 12 V - 21 W - P 25/1 type
Brake lamps	: 12 V - 21 W - P 25/1 type
Reversing lamps	: 12 V - 21 W - P 25/1 type
Numberplate lighting	: 12 V - 5 W - R 19/5 type
Interior lamps :	: 12 V - 7 W - 38 mm long Festoon
interior lamps : "Pallas"	: 12 V - 15 W bayonet
Glove compartment	: 12 V - 2 W - T 8/2 type
Rear boot :	: 12 V - 7 W - 38 mm long Festoon
Dashboard lighting	: 12 V - 3 W - Wedge type base tube $\varnothing = 10$
Warning lamps	: BA 9S - 12 V - 2 W - T 8/2 type
Clock lighting	: BA 9S - 12 V - 2 W - T 8/2 type
Heating control lighting	: BA 9S - 12 V - 2 W - T 8/2 type
Ashtray lighting	: BA 9S - 12 V - 2 W - T 8/2 type
Lighting for cigarette lighter	: BA 9S - 12 V - 2 W - T 8/2 type

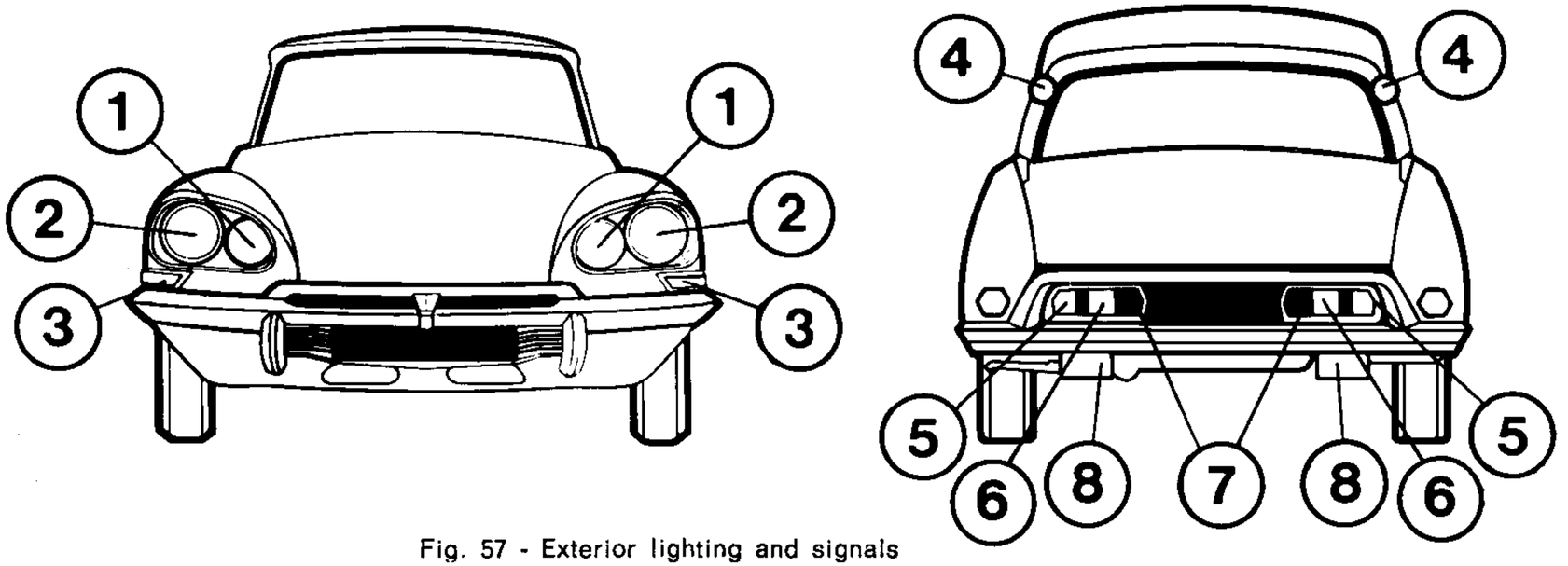


Fig. 57 - Exterior lighting and signals

1 - Long-range headlamps
2 - Dipped/Main beam headlamps (with front side-lamps)
3 - Front direction indicators
4 - Rear direction indicators
5 - Brake lamps
6 - Tail-lamps
7 - Numberplate lamps
8 - Reversing lamps

5 - seater saloon.
Mono-shell body.
Total area of glass : 2.25 m^2 (27.2 sq. ft.).
Locks which may be operated from the inside.
Separate front seats, adjustable in length and angle of backrest.
Seat adjustable in height and angle (driver's side).
Headrest adjustable (option).
Centre front arm-rest (option).
Rear bench-seat with retractable centre armrest.
Anchorages for seat belts.
Interior day/night and exterior side rear-view mirrors.
Ventilation by means of forced air system.
Thermostatically controlled heating.
Boot lid held in the 'open' position by means of automatic telescopic stays.
Volume of rear boot : 500 dm^3 (17.7 cu. ft.).

MISCELLANEOUS INFORMATION

Your attention is drawn particularly to the sections entitled "Running-in" and "Servicing and Guarantee".
If you are travelling abroad, the translations into 4 languages of the recommended supplies for your car will be of use to you at Service-Stations.

Running-in

During the first 600 miles (1 000 km), do not exceed 4 000 engine r.p.m. Avoid over-accelerating for the first 1 200 miles (2 000 km), after which, there is no restriction.

Avoid also during this period :

— harsh acceleration,
— fierce braking (the brake linings must be run in),
— long distances at constant speed,
— labouring the engine at too low speeds.

Servicing and guarantee

At the time of delivery you will be given a Maintenance Booklet and your "Guarantee Card" with a 600 miles (1 000 km) "Servicing Certificate".
After the first 600 miles, any Citroën Dealer, whether or not he supplied the vehicle, will service the car free of charge, on producing the Servicing Certificate.
Only the cost of the materials used will be charged for.
The Dealer will keep the Servicing Certificate and sign the Guarantee Card.
This is necessary for you to benefit from the Guarantee.

Influence of driving techniques on running costs.

The manner in which a car is driven affects its running costs, particularly as far as fuel, oil and tyre expenses are concerned.

Running costs increase with :

- speed,
- frequent and prolonged use of low gears,
- accelerating and braking too often or too fiercely,
- unnecessary use of the accelerator pedal,
- misuse of the choke ,
- taking bends at high speeds,
- tyres inflated to incorrect pressures.

The oil consumption, which varies with the use of the car, is also influenced when running in the engine. You are advised to pay particular attention to this and also to the oil change section in the Maintenance Guide.

Towing a trailer

If you wish to use a caravan or trailer, first consult your Citroën Dealer who will give you all the necessary advice, especially in so far as the legal requirements are concerned

The maximum towing weights in France are :

- trailer without overrun brake : 630 kg. (1 389 lbs.)
- trailer with overrun brake : 1 250 kg (2 756 lbs.)
- trailer with continuous brake : 1 800 kg. (3 967 lbs.)

* We particularly draw your attention to the fact that above 3,307 lbs. (1.500 kg), you must be able to control the brakes of the trailer from the driver's seat, even if the transmission on the braking system of the towing vehicle (to the trailer) fails.
Consult your Dealer about local legal requirements.

Identification

Positions

Manufacturer's plate : under the bonnet, on the scuttle, R.H. side.
Stamped mark : on the upper part of the scuttle, R.H. side.
Engine plate : on the engine housing, R.H. side.

Information

On manufacturer's plate : type of vehicle
series
chassis number
Gross Vehicle Weight : (P.T.C.) (in kg)
Gross Train Weight : (with trailer) (P.T.R.) (in kg)

On stamped mark : type of vehicle
series
chassis number

Engine plate : make
engine type
manufacturer's number

In France, the type of vehicle and the chassis number are also indicated on the "Grey Card" (registration document).

Replacement parts

Original parts are sold only in the Citroën network.
It is in your interest, for your safety and your guarantee, to refuse any other part.

Indicate on the order : — series, — chassis number,
— type of vehicle. — type and number of the engine.

The Replacement Parts catalogue and the Repair Manual are sold by Dealers and Concessionaires.

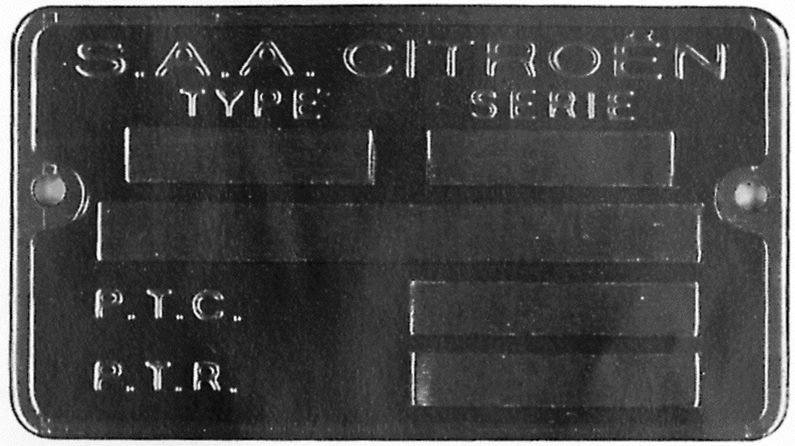


Fig. 58 - Manufacturer's plate

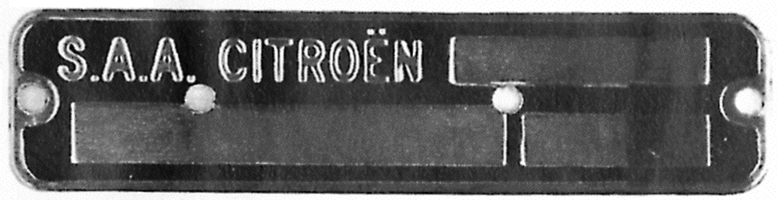


Fig. 59 - Engine plate

MERKBLATT FÜR PFLEGE- UND WARTUNGSDIENST

Reifen : MICHELIN 185 HR 15 X AS
Druck = 2,1 atü vorn
1,8 atü hinten
2,3 atü für Ersatzrad

Kraftstoff : Super
Fassungsvermögen des Kraftstoffbehälters = 65 l

Motoröl : Öl TOTAL Altigrade GT 20 W 40 oder GTS 20 W 50
In sehr kalten Ländern :
Öl TOTAL Altigrade GT oder GTS 10 W 30
Fassungsvermögen des Motors = 4,5 l
nach Austausch der Oelfilterpatrone 5 l

Hydraulische Anlage : Grüne Flüssigkeit « LHM » TOTAL
Fassungsvermögen des Hydraulikbehälters = 5,2 l

Kühler : Wasser und Frostschutzmittel TOTAL (3 l bei 7 l Wasser)
Fassungsvermögen = 13,5 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 : 12 V 250/50 AH CEI oder 300/60 AH CEI
Destilliertes Wasser (keine Säure) zufüllen

Zündkerzen : Marchal 35.1 B, AC 42 FS, Bosch W 225 T 35
Eyquem 705 S
Siehe weitere Möglichkeiten auf Seite 36
Elektrodenabstand = 0,6-0,7 mm.

Glühbirnen : Siehe Tabelle auf Seite 53

MEMENTO POUR LA STATION-SERVICE

Pneumatiques : Michelin 185 HR. 15 X AS
Pression = 2,1 bars à l'avant
1,8 bar à l'arrière
2,3 bars à la roue de secours

Carburant : Super - Capacité = 65 litres

Huile moteur : Huile TOTAL "GT20W 40" ou "GTS20W 50"
Dans pays très froid :
TOTAL "GT 10 W 30" ou "GTS 10 W 30"
Capacité carter moteur : 4,5 l
après échange cartouche filtre à huile: 5 l

Huile boite de vitesses : Huile "TOTAL Extrême pression SAE 80"
Capacité boîte 4 vitesses : 2 l - boîte 5 vitesses : 2,5 l

Graissage général : "TOTAL multis"

Installation hydraulique : Liquide vert TOTAL "LHM"
Capacité = 5,2 l

Radiateur : Eau et antigel "TOTAL"
(3 l pour 7 l d'eau)
Capacité = 13,5 l

Lave-glace : Eau à laquelle il peut être ajouté :
— en toute saison : un produit genre "Stop-Clair"
— en hiver : un produit genre "Stop-Gel"

Batterie : 12 V - 250/50 AH CEI, ou 300/60 AH CEI
Eau distillée (ne pas ajouter d'acide)

Bougies : Marchal 35.1 B, AC 42 FS, Bosch W 225 T 35
Eyquem 705 S
Autres montes autorisées : voir page 36
Ecartement des électrodes = 0,6 à 0,7 mm

Lampes : Voir tableau page 53

Do not forget to ask your insurance company for an International Green Card.
This will avoid extra expenses when entering countries where insurance is compulsory and can avoid serious complications in the event of an accident in another country.
However, it is only valid in those countries which are covered by the insurance policy (refer to the geographical limits in the "General Conditions" section of your policy).

PROMEMORIA PER LA STAZIONE DI SERVIZIO

Pneumatici : MICHELIN 185 HR 15 X AS
Pressioni = 2,1 kg/cm² per le ruote anteriori
1,8 kg/cm² per le ruote posteriori
2,3 kg/cm² per la ruota di scorta

Carburante : Super
Capacità = 65 litri

Olio motore : TOTAL Altigrade GT 20 W 40 o GTS 20 W 50
Capacità = 4,5 litri
Dopo sostituzione cartuccia 5 litri

Impianto idraulico : Liquido verde « LHM » TOTAL
Capacità = 5,2 litri

Radiatore : Acqua con anticongelante TOTAL (3 litri per 7 l acqua)
Capacità = 13,5 litri

Lava cristallo : Acqua alla quale è possibile aggiungere :
— in ogni stagione : un prodotto tipo « Stop-Clair »
— in inverno : un prodotto tipo « Stop-Gel »

Batteria : 12 V 250/50 AH CEI o 300/60 AH CEI
Acqua distillata (non aggiungere acido)

Candele : Marchal 35.1 B, AC 42 FS, Bosch W 225 T 35
Eyquem 705 S
Per le altre marche possibili vedere p. 36
Distanza degli ellettrodi = 0,6 a 0,7 mm

Lampade : Ved. tabella pag. 53

MEMENTO PARA LA ESTACION SERVICIO

Neumáticos : MICHELIN 185 HR 15 X AS
Presión = 2,1 kg/cm² bars delantero
1,8 kg/cm² trasero
2,3 kg/cm² rueda de auxilio

Combustible : Super
Capacidad = 65 litros

Aceite motor : TOTAL Altigrade GT 20 W 40 o GTS 20 W 50
Capacidad = 4,5 litros
Después del cambio del cartucho 5 litros

Circuito hidraulico : Líquido verde « LHM » TOTAL
Capacidad = 5,2 litros

Radiador : Agua con anti-hielo TOTAL (3 litros por 7 l agua)
Capacidad = 13,5 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 »

Batería : 12 V 250/50 AH CEI o 300/60 AH CEI
Agua distilada (nunca agregar ácido)

Bujías : Marchal 35.1 B, AC 42 FS, Bosch W 225 T 35
Eyquem 705 S
Ver otras marcas posibles página 36
Abertura de los eléctrodos = 0,6 a 0,7 mm

Lámparas : Ver tablero página 53

If you are going to a country where the opposite rule of the road applies, first consult your Citroën Dealer beforehand for correct setting of the dipped headlamps.
In certain countries, a large sum may be required as deposit in case of an accident causing personal injury. There are insurance policies which cover this risk.

Société Anonyme Automobiles Citroën
117-167, quai André-Citroën, 75747 PARIS CEDEX 15 R.C. Paris 64 B 5019 - I.N.S.E.E. 261 75 115 1001 - Printed in France by MJP Impressions Paris

The descriptions and diagrams shown are illustrative only.

The Société Citroën reserves the right to modify its models without necessarily keeping this manual up to date.

REMINDER FOR SERVICE-STATION (for foreign countries, see pages 58 and 59)

Tyres : MICHELIN 185 HR 15 X AS
Pressures = 30 psi front wheels
26 psi rear wheels
33 psi spare wheel

Petrol : Premium, 4-star, 97-99 octane
Capacity = 14 1/2 imp. gallons

Engine oil : TOTAL "GT 20 W 40" or "GTS 20 W 50" oil
In very cold countries :
TOTAL "GT 10 W 30" or "GTS 10 W 30"
Capacity : 8 imp. pints.
After filter change : 8.8 imp. pints

Gearbox oil : "TOTAL Extreme pressure SAE 80" oil
4 - speed gearbox capacity : 3.5 imp. pints - 5 - speed gearbox : 3.9 imp. pints

Lubrication : "TOTAL" multis

Hydraulic system : Green "TOTAL" L.H.M. fluid
Capacity = 9 imp. pints

Radiator : Water and "TOTAL" anti-freeze
Capacity = 23,5 imp. pints

Windscreen washer : Water to which may be added
— in any season: a product like "Stop-Clair", Clearalex, Screen-clear, etc...
— in winter : a product like "Stop-Gel", Clearalex, Screen-clear, etc...

Battery : 12 V - 250/50 AH CEI, or 300/60 AH CEI (according to model)
Distilled water (do not add acid)

Sparking plugs : MARCHAL 35.1 B - AC 42 FS - BOSCH W 225 T 35 - EYQUEM 705 S

Other authorised fittings on page 36
Spark gap : 0.024" to 0.028"

Bulbs : See table on page 53

PRE-START CHECKS

Levels : (p. 20)
Fuel
Engine oil
Radiator
"LHM" fluid
Battery
Windscreen washer

Operation :
Warning lamps
Horns
Headlamp control
Headlamps
Direction indicators
Brake lamps

Miscellaneous :
Rear-view mirror setting
Tyre pressures
Ground clearance adjustment