

CITROËN LNA





you pop into spaces other drivers have to pass up. Resilient moulded side strips and wrap-round bumpers shield the LNA from less adept parkers.

OUR BABY CAR IS BIG ON COMFORT

While the LNA is a real city car it's good in the long run too.

Individual front seats offer good lateral support and generous leg room.

Seat compliance is tuned to the car's suspension, because a comfortable ride has to be designed in from the ground up.

Introducing the new LNA. The complete small car, based on proven principles. Rugged, reliable, economical and comfortable.

THE BEST NEW BABY ON THE MARKET

Ignition is transistorised for easy starting. And all around the car, easy access helps simplify servicing.

Rigorous corrosion proofing and resin-based paintwork make this one of the toughest babies on the market.

IT RUNS CIRCLES ROUND OTHER CARS

The LNA offers the right balance of economy, performance

and space, all in a small car that is a pleasure to drive.

In town you'll appreciate its small size, nippy acceleration and tight turning circle.

IF YOU HATE PARKING YOU'LL LOVE THE LNA

In fact the LNA makes city life simpler all round. Minimal overhang front and rear and light steering - just 3.3 turns from lock to lock - help





The LNA 11E is particularly well equipped for a small car. Two-speed windscreen wipers with electric wash. Heated rear screen. Rear light clusters include reversing and fog lamps. Pressed steel bumpers with moulded end pieces and side strips. Full instrumentation. Options include: Metallic paint. Rear wash/wipe. Reclining front seats with separate folding rear seats and cloth upholstery throughout.

IT SMOOTHS OUT THE WRINKLES IN THE ROAD

Independent suspension all round soaks up the bumps.

MacPherson strut front suspension with anti-roll bar, plus front wheel drive, means the LNA can be cornered fast with minimum fuss.

AN ECONOMY CAR DOESN'T HAVE TO BE SPARTAN

The LNA 11E is remarkably well equipped.

Interior - dashboard, seats, roof



lining and carpets are all colour coordinated.

Dashboard is comprehensive and includes controls for two speed wipers, electric screen wash, heated rear window and brake fluid light.

Rear view mirror is an anti-dazzle design.



OUR BABY IS HATCHED

It goes without saying that the LNA is a three-door hatchback. Good headroom and fold-flat rear seat means you can treat it as a furniture van.



OUR BABY IS FOR ADULTS (AND THEIR LUGGAGE)

On the outside the LNA is a small car - inside it's broad shouldered and generous on headroom.

Ingenious use of space at the rear (the spare wheel, for instance, is out of the way under the bonnet) gives you plenty of cargo space.



WHY HALF A SEAT IS BETTER THAN ONE

The split-fold rear seat, which is standard on the LNA 11RE, gives you space for extra-long loads and a second passenger. By folding the front passenger seat flat, you can accommodate some of the most awkward loads imaginable.





**MORE POWER DOESN'T
MEAN MORE FUEL**

The 1124cc engine gives smooth performance and a top speed of 87 mph.

The LNA 11RE is a truly luxurious small car. In addition to comprehensive instrumentation you get: illuminated cigar lighter and ashtray; quartz clock; illuminated heater control; storage pockets on doors; rear parcel shelf; extra quality carpets; plus aerial and two speakers, rear wash/wipe, reclining front seats with separately folding rear seats with cloth upholstery throughout; servo-assisted brakes. Options include: metallic paint, alloy wheels, electric windows, tinted glass all round.

Reliability— Unceasing quality control

Meticulous checking of the quality of the product for Citroën cars operates from the time when the automobile begins as a mass of molten metal in a furnace, and extends to the very last moment before the customer receives his new motor car.

Electronic control is utilised throughout. But it is the intelligence and observation and devotion of trained engineers which constitute the ultimate control over quality.

Every single component is batch-tested. At every phase of manufacture, assembly and pre-delivery supervision a brigade of inspectors assure excellence in operational sequences where Citroën has the longest experience in the world.

Reliability— 6-year anti-corrosion guarantee

Rust is bust. Scientifically this must always be an exaggeration, but Citroën is now prepared to put its reputation where its research has always been and offer a six-year guarantee against perforating corrosion.

Perforating corrosion is rust advancing from the inside of the panel to the outside. Citroën applies half a dozen processes to combat corrosion going either way through a panel so that both hazards are drastically reduced. It is the insidious, initially unperceived, perfor-



ating corrosion from within against which the guarantee is offered.

This guarantee has only become possible because of previous technical improvements in Citroën's production techniques and by the increased use of pre-protected steel, either galvanized or zinc plated, in highly vulnerable areas. All Citroën cars are therefore armed with massive deterrence against rust.

Phosphate priming by cataphoresis

Among the most impressive of Citroën's additional processes to resist eventual rust is a technological breakthrough known as cataphoresis. The entire car body is immersed in a solution of primer paints and solvents mixed with distilled water. By the important change of technique in using the car body as the cathode, the resulting electrolysis does not now release oxygen from the body metal, but hydrogen. The body is left in a far stronger state to resist oxidation-corrosion, leading to rust. Statistically measured, its resistance to corrosion is twice as strong as the common electropriming technique.

On this basis of rust-resistance the Citroën refinements are mounted. Additional anti-chip heavy primers are applied to the lower part of the car body, to counter damage from flying gravel.

Refinement and detail

But cataphoresis is not the end of the new campaign against corrosion. So as to guarantee a rust-free life of the duration Citroën is aiming for, certain areas on the extremities of the body are treated further.

All Citroën cars consigned to the United Kingdom market have further specialist attention against the extra corrosion dangers which researchers have established as a particular menace in the UK - salt, from seaborne humidity and the corrosive preparation laid down during snow.



Calais protection

At Calais, from where they are shipped to the UK, each car is given an initial treatment with Tuff-Kote Dinol while still in its protective wax coating. Only immediately prior to shipment is the protective wax coating removed and each car carefully examined for any blemish.

Tuff-Kote Dinol protection is the crown of the operation which enables the Tuff-Kote Dinol Company, in association with Citroën Cars Limited, to offer the 6-year anti-corrosion guarantee. All Citroën's UK customers benefit from this special anti-corrosion treatment at Calais. To qualify for the 6-year guarantee, owners agree to further Tuff-Kote Dinol treatments at their expense at two intervals: 12-14 months after registration, and 46-48 months after registration.

Naturally, for all UK bound cars, Citroën's concerned involvement does not stop at this. All cars are then given an exhaustive individual inspection, similar in every respect to the Pre-Delivery Inspection. The vehicles are then shipped. The repeat inspection of the Pre-Delivery exercise, now including the certified road test, undertaken just before the customer takes formal acceptance of the car, is the culmination of this remarkable series of procedures to ensure reliability. Once on the road, all Citroën cars have a 12-months unlimited mileage guarantee. This even covers the cost of roadside repairs and towing charges, if necessary anywhere in Western Europe. The first 600 miles service is free at



any Citroën dealership in the UK regardless of where the car was bought. The hydropneumatic suspension is guaranteed for two years up to a maximum of 65,000 miles.

Total reliability of after-sales service from the double strength of Citroën product quality and Citroën dealer integrity

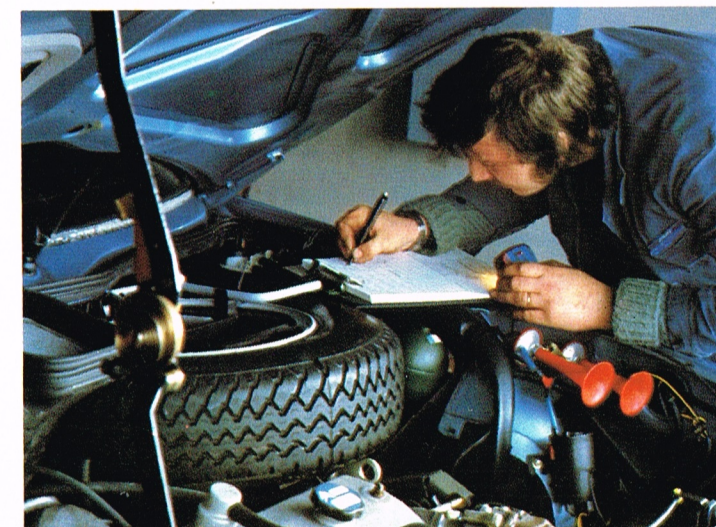
The full-life reliability of a Citroën car depends jointly on the standards of excellence built into the original product and the integrity of the Citroën dealers who sell and service it. It is a joint integrity, based on the confidence derived from Citroën's recognised advanced technology and its industrial and financial stability.

Citroën has always said that the best after-sales service is the one the customer doesn't need. Making cars with a long mileage space between services is the most important factor in ensuring that the customer is not deprived of his car. Citroën after-sales policy starts with making cars that do not require much servicing.

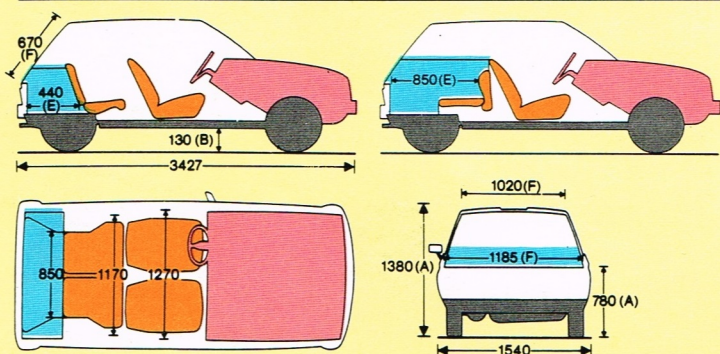
Assurance of the reliability and quality of Citroën cars is a joint responsibility of Citroën as the manufacturer and the Citroën dealer as the customer's liaison.

Citroën has made certain that it has an ample network of sound dealers and service agents as the basis of the good service that the marque must supply. These dealers are spread over the whole country on a basis of geographical distance and population density.

So that the dealer may give good after-sales service to the customer Citroën maintains permanent training centres. Citroën is confident that its dealers and their mechanics, under constant training and advice from their own after-sales staff, have a superior level of technical knowledge, enjoy a humane and courteous customer-relationship, and that their reputation is high for the quality of the work done.



TECHNICAL SPECIFICATION	LNA 11E	LNA 11RE
ENGINE		
Number of cylinders	4	4
Cubic capacity	1124 cc	1124 cc
Bore and stroke	72 x 69 mm	72 x 69 mm
Compression ratio	9.7:1	9.7:1
Horsepower	50 hp (DIN) @ 5500 rpm	50 hp (DIN) @ 5500 rpm
Torque	62.1 lb. ft DIN @ 2500 rpm	62.1 lb. ft DIN @ 2500 rpm
Cooling system	Water	Water
TRANSMISSION		
Gearbox	Manual	Manual
Number of gears	4-speed synchromesh	4-speed synchromesh
Clutch type	Single plate diaphragm cable operated	
STEERING		
Type	Rack and pinion	Rack and pinion
Turns lock to lock	3.9	3.9
Turning circle between kerbs	29' 2"	29' 2"
BRAKES		
	Hydraulic dual circuit, front outboard discs, self adjusting rear drums. Load compensating rear brake limiter. Servo assisted on LNA 11RE.	
SUSPENSION		
	Independent on all 4 wheels - Hydraulic shock absorbers. Coil springs damper Macpherson type strut and anti roll bar at front, trailing arms and coil springs at rear.	
TYRES	135 SR-13 XZX	135 SR-13 XZX
ELECTRICAL EQUIPMENT		
Ignition type	Magnetic impulse	Magnetic impulse
Battery	12V175/35 Ah	12V175/35 Ah
Alternator	462 watts	462 watts
INTERIOR CAPACITIES		
Seating capacity	4 adults	4 adults
Boot capacity	6 cu ft	6 cu ft
Boot capacity with rear seat folded	13 cu ft	13 cu ft
WEIGHTS		
Kerb weight	749 kg	749 kg
Payload/max load	341 kg	341 kg
OFFICIAL GOVERNMENT TEST FUEL CONSUMPTION FIGURES		
Urban cycle	48.7 mpg (5.8 l/100 km)	48.7 mpg (5.8 l/100 km)
Constant 56 mph	60.1 mpg (4.7 l/100 km)	60.1 mpg (4.7 l/100 km)
Constant 75 mph	44.8 mpg (6.3 l/100 km)	44.8 mpg (6.3 l/100 km)
FUEL TANK CAPACITY		
	8.8 gallons (40 litres)	8.8 gallons (40 litres)
PERFORMANCE		
Maximum speed mph	87 mph	87 mph
Standing 400 m (secs)	19.6	19.6
Standing 1000 m (secs)	37.4	37.4
0-62 mph (100 km/h) (secs)	15.6	15.6

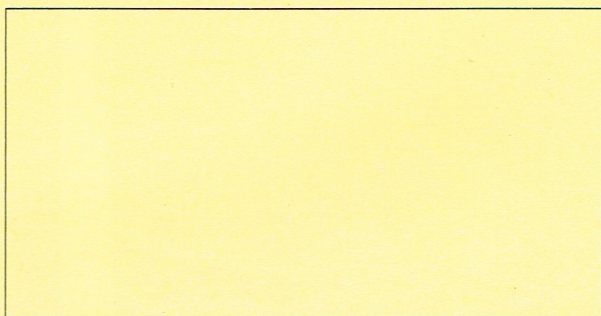


NOTE: This brochure is intended to show the general appearance of Citroën LNA. It depicts left hand drive vehicles whose specification may not necessarily conform to vehicles imported into the United Kingdom. However, every endeavour has been made to ensure that the information and details contained in the text of this brochure were accurate as of 1st September 1982. The company however reserves the right, while preserving the essential characteristics of the models described, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time but in order to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of this brochure.

EQUIPMENT SPECIFICATION	LNA 11E	LNA 11RE
DASHBOARD		
Trip mileage recorder	★	★
Total mileage recorder	★	★
Low battery charge warning light	★	★
Rear fog lamp warning light	★	★
Side, headlamp & main beam warning light	★	★
Indicator warning light	★	★
Heated rear screen warning light	★	★
Low engine oil pressure warning light	★	★
Choke warning light	★	★
Low brake fluid warning light & handbrake warning light	★	★
Hazard warning lights	★	★
Quartz clock (analogue)	-	★
DRIVING SAFETY EQUIPMENT		
Inertia reel front seat belts	★	★
2-speed windscreen wiper	★	★
Electric windscreen washer	★	★
Rear fog lamps	★	★
Reversing lamps	★	★
Heated rear window	★	★
Diagnostic socket	★	★
Day/night rear view mirror	★	★
Rear seat belts (static)	●	●
Rear wash/wipe	○	★
Tinted windows	-	○
Front fog lamps	●	●
Exterior door mirror	★	★
Illuminated heater controls	-	★
COMFORT & TRIM		
Side adjustable air vents	★	★
Protective side mouldings	★	★
Folding rear seat	★	★
Ashtrays front	★	★
Courtesy mirror on front sun visor	★	★
Adjustable front sun visors	★ (1 only)	★
Interior courtesy light	★	★
2-speed air fan	★	★
Adjustable reclining separate front seats	○	★
Cigar lighter	-	★
Front seat head restraints	●	●
Seat upholstery	Vinyl (Cloth ○)	Cloth
Alloy wheels (4)	-	○
Metallic paint	○	○
Pre-installed radio equipment + aerial + two speakers	-	★
Removable rear parcel shelf	-	★
Floor carpet	★	★
Electric windows	-	○
Split rear seats	○	★

★ = standard ○ = option to special order ● = accessory

A: Empty
B: Loaded
E: Floor Length
F: Door Opening



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