

**The Citroën GS.
An Estate car that behaves
like a saloon car.**



CITROËN 

The GS Estate has everything going for it: lively new 1220cc engine and Hydropneumatic suspension.

Once, when you bought an estate car, you had to buy a lot of snags that came with it. Like indifferent roadholding, poor stability and looks that were, to put it kindly, functional.

This was before Citroen made an estate version of the highly successful GS 'car of the year'. Here for the first time in the medium price field is an estate car which offers the utmost in comfort and riding ability thanks to Citroen's exclusive Hydropneumatic suspension.

Furthermore, Citroen has equipped the GS with an advanced air-cooled light alloy engine. You now have the choice of 1015cc – or the new 1220cc version which gives you an even more vivid performance. Higher top speed, even brisker acceleration, quiet fast-lane motorway cruising.

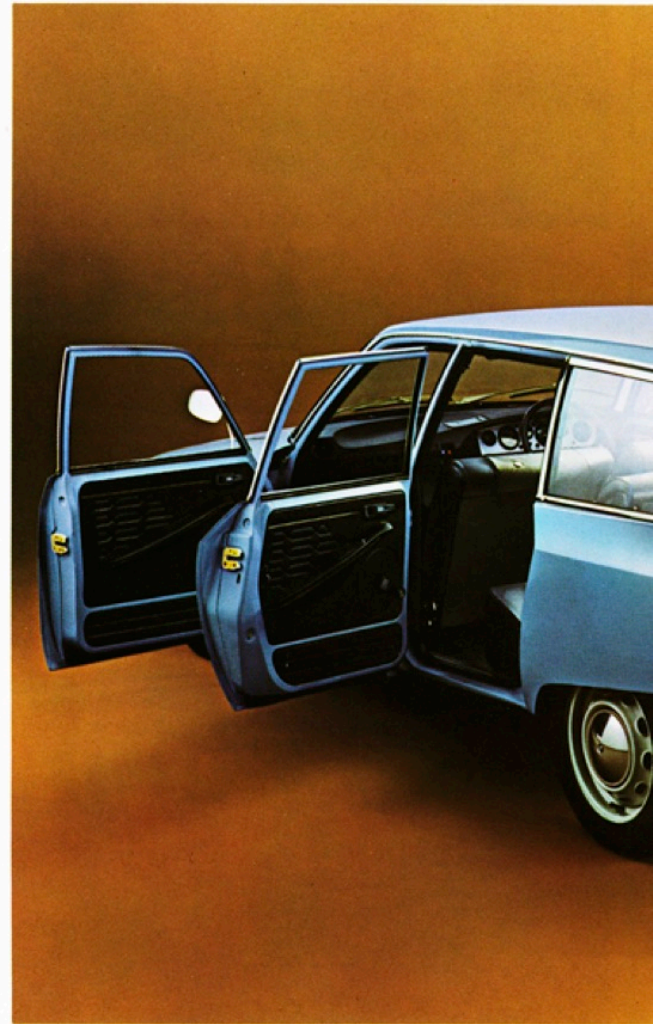
This performance – plus front wheel drive roadholding and power-operated dual circuit brakes on all four wheels – make the GS Estate one of the safest cars on the road today. Even when five people and 25 cu.ft. of luggage pile in, the GS Estate still handles in a way that makes most saloon car owners envious.

The GS Estate has all the drive, ride and safety qualities drawn from 50 years development work by Citroen. People will never have to hesitate over buying an estate car again.

Always on the level

Ideally, an estate car should be able to carry both heavy and light loads with equal comfort and safety. Trouble is most suspension systems can't cope with both load conditions. Either the springing is built for heavy loads, which gives a harsh ride when you are travelling light. Or it's built for comfort, which can give uncomfortable swaying feelings when you are fully laden.

- New 1220 cc engine. Top speed 94 m.p.h.
- Estate version of GS "Car of the Year."
- First medium price car with Hydropneumatic suspension.
- Front wheel drive.



Citroen's unique Hydropneumatic suspension has overcome these problems. Because it's self-levelling you stay at a constant height however much or however little you carry. Bumps and potholes are automatically smoothed out too.

Another feature that adds to the GS's exceptional stability and easy handling is the front wheel drive. It pulls you out of tight corners and slippery patches.

- **Power operated disc brakes on all 4 wheels.**
- **Very roomy 5 seater interior. Folding rear seats to give 53 cu. ft. of space.**
- **Practical aero-dynamic lines that won't date.**



Quiet, fuss-free air cooled Engine

Some people have the idea that air cooled engines are always noisy. Not true. The flat four of the GS is incredibly smooth and quiet. Because Citroen have solved the problem at source – by developing an extremely rigid cylinder head. And by the

use of a rubber-toothed belt drive for the camshaft instead of chains.

High-efficiency braking system

Touch the brake pedal of the power operated discs and all four wheels grip evenly to pull you up safely and squarely – no shudder, shake, or fade. And it's a dual circuit brake system. Not only dual circuit but, thanks to the Hydropneumatic system, there is automatic adjustment to braking effort according to load distribution.

The wide open spaces inside the Citroën GS

The GS Estate is exactly the same length as the saloon version (13 ft 6½ ins.) and just as easy to park. Yet, incredibly, it gives you a record 53 cu. ft. of space with the rear seat folded down – and, unlike most estate cars, there are no wheel arches to make loading and packing difficult.




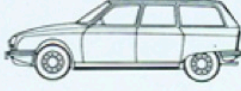

All of which goes to prove that the GS Estate car can take everything you care to load into it. Even with 5 people sitting at ease, there is still a cavernous 25 cu. ft. for all their baggage.

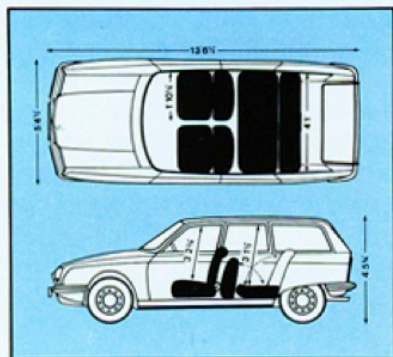
The Citroën GS is well protected

As with everything else on the GS Estate, Citroen have gone to town on bodywork protection. The steel body is treated with an anti-corrosion paint.

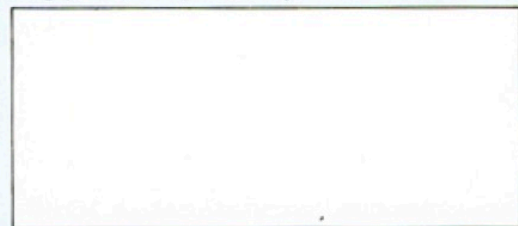
Bodies are then dipped in an 'electrophoresis' tank which provides an even coat of paint in all parts and in all cavities. At every stage, from priming to final painting, constant checking for the smallest blemish is meticulously carried out in high-intensity lighting tunnels. And long-lasting stainless steel replaces vulnerable chrome for bumpers and trim.

Technical Specification

<p>All models (5 door, 5 seater)</p> <p>Engine: Flat four with opposed pair of cylinders. Air-cooled. Cylinder heads, oil-cooler and crankcase—of light alloy. Special cartridge oil filter. Two overhead camshafts (one per cylinder head) with toothed belt drive.</p> <p>Transmission: Front wheel drive, single dry plate clutch, four speed all synchromesh gearbox, double constant velocity drive shafts with Rzeppa ball joint outers and sliding tri-axe inners.</p> <p>Suspension: Hydropneumatic, independent on all four wheels each fitted with a hydraulic suspension unit with built in shock absorbers ensuring constant clearance whatever the load, thanks to a high speed pump with reserve energy. In addition the ground clearance is variable to suit adverse road conditions.</p> <p>Steering: Rack and pinion.</p> <p>Brakes: Dual-circuit power-operated discs mounted in-board at the front, acting on all 4 wheels. Parking brake acts on front discs, using separate calipers.</p> <p>Electrical system: 12 volts 35 A/h battery. 490 W alternator.</p> <p>Tyres: 145-15 Michelin ZX. Spare wheel under bonnet.</p> <p>Chassis and body: Integrated body meeting current safety standards.</p> <p>Options: Heated rear window. Torque convertor. "Automatic" 3 speed transmission. (GS 1220 models only). Headrests. Metallic paint finish (Super Confort and Club only) Jersey Nylon Upholstery (Super Confort).</p> <p>Towing capacity: 1764 lbs. (with overrun brake).</p>	<p>GS Estate</p> <p>Engine: 1015cc. Bore and stroke: 74 x 58 mm Compression ratio: 9 : 1 Max. power DIN: 55.5 bhp at 6500 rpm. Max. power SAE: 61 bhp at 6750 rpm. Max. torque DIN: 51.9ft/lb. at 3500 rpm. Max. torque SAE: 54.19 ft/lb. at 3500 rpm. Transmission: Final drive ratio 4.375 : 1 Performance: Max. speed 90 mph. approx.</p>	<p>GS 1220 Estate</p> <p>Engine: 1222 cc. Bore and stroke: 77 x 65.5 mm. Compression ratio: 8.2 : 1 Max. power DIN: 60 bhp at 5750 rpm. Max. power SAE: 65.5 bhp at 6000 rpm. Max. torque DIN: 64.3 ft/lb. at 3250 rpm. Max. torque SAE: 66.5 ft/lb. at 3250 rpm. Transmission: Final drive ratio 4.125 : 1 Performance: Max. speed 92.6 mph. approx.</p>	<p>GS 1220 Estate 'Automatic'</p> <p>Engine and general specification as for the GS 1220 except: Transmission: Torque-convertor with 3 speed gearbox. Without clutch pedal. Performance: Max. speed 90.7 mph.</p>
<p>GS Confort Estate</p> <p>Total unladen weight 1980 lb. Total laden weight, 2904 lb. "Simili" plastic upholstery. Rubber floor covering. Interior heater without electric blower. Optional: Heated rear window, with fresh air blower.</p>			
<p>GS Super Confort Estate</p> <p>Total unladen weight, 1991 lb. Total laden weight, 2904 lb. Clock, odometer, thicker upholstery, dipping rear view mirror, vanity mirror, 'Club' seats. Options: Headrests, Jersey upholstery, heated rear window, with fresh air blower, torque convertor.</p>			
<p>GS Estate Club</p> <p>As GS 1220 Estate Super Confort but including cigarette lighter, carpeted interior, both front seats reclining, fitted pockets to side of front seats, iodine main beam headlamps. Courtesy light switch to front doors, electric tachometer, reversing lights. Interior heater with electric blower. Optional: Metallic paint finish. Torque convertor.</p>			



NOTE: In accordance with the Citroen policy of progressive improvement the right is reserved to alter any details of price, specification and equipment without notice. Citroen Cars Ltd., Slough, SL1 4QA. Telephone: Slough 23811. Telex: 847 053



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