



CITROËN^GS

Citroën GS: the ideal car for the seventies.

From the beginning, it created a tremendous stir. Britain elected it 'Car of the Year.' Other countries did the same. It won special awards for design and for safety, and general praise and appreciation across the world. More, perhaps, than for any new car ever.

If you ask, why all this admiration for the Citroën GS, the answer is clear enough. Citroën, beginning as always from basic principles, set out to design and engineer the ideal 'family' car for the 'seventies and after. Medium-size, medium-price it had to be. But it had, too, to have flair and style. And a degree of mechanical sophistication, comfort and motoring safety never before even attempted on cars in this class. How well Citroën's engineers have succeeded you can get some idea here. But better still drive it.

The GS range now includes saloon, estate car and van. All are available with choice of 1220 or 1015cc engine (except van). All have unique Citroën Hydropneumatic suspension—the 'live' system which has been proved over millions of miles.

Power choice:

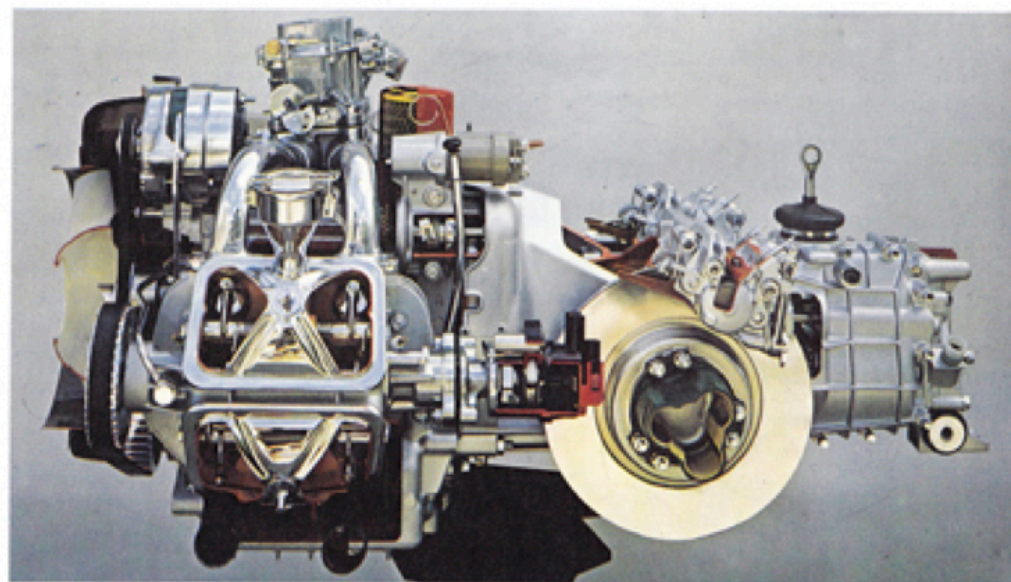
The Citroën GS engine is a light alloy air-cooled flat-four with opposed twin cylinders and overhead camshafts. It is available in two versions: 1220 or 1015.

The engine is light in weight and unusually compact. These characteristics enable it to be mounted ahead of the front axle, a position which makes possible a larger passenger compartment within the overall dimensions, and contributes to better handling and ride especially when combined with front wheel drive and Hydropneumatic suspension.

Over-square, the engine has a high power/capacity ratio. GS motoring is easy in town, delivers smooth and assured acceleration at all speeds and cruises in the nineties on autoroutes.

The opposed-cylinder flat-four design was selected because of its inherently good balance, which means minimum vibration and hence minimum engine noise. Very rigid cylinder heads reduce noise from the combustion chambers, and overhead cams and rubber-toothed drive belts add to the silence.

Air-cooling provides important benefits, too. An air-cooled design was chosen for its proved simplicity and dependability. There are no head gaskets or radiator hose. Cooling is by a fan driven directly from the crankshaft. Citroën's light alloy oil cooler equalises the temperature of the oil and so contributes to trouble-free operation and durability over high mileages.





Radio Optional.

Hydropneumatic suspension.

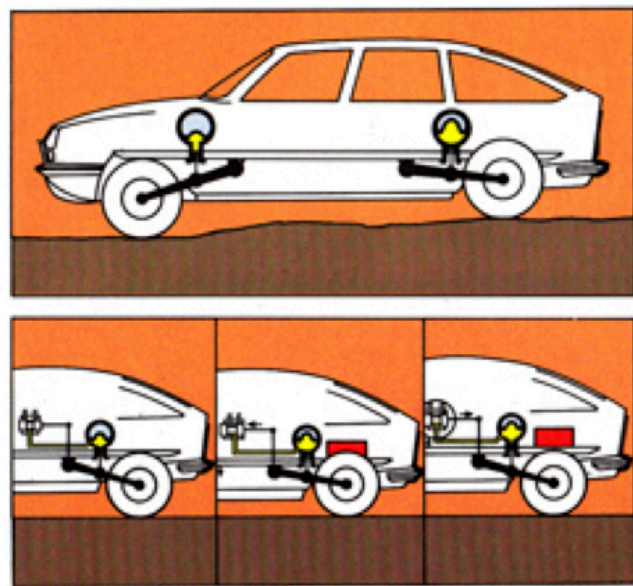
This interconnected system suspends all four wheels independently, and makes no use of springs whatsoever. It is based upon the shocks being transmitted progressively by a fluid to a gas which absorbs them. Together they provide a shock absorption system that is completely reliable and truly simple in operation.

Shocks—caused by irregularities in the road—are transmitted progressively the by fluid to the gas, which absorbs them. Because of this simple but uniquely effective process, the car maintains its stability and its excellent roadholding under the most adverse conditions.

The ride is always level, too. The Hydropneumatic system maintains a constant height between the body of the car and the ground. It adjusts automatically to the load in the car, and can also be manually adjusted from inside the car. When necessary for short distances—such as driving along a deep rutted track or through water, etc.—the ground clearance can be increased by operating the special manual control. Another advantage is in wheel changing: you simply lift the car to maximum height automatically, and the wheel is almost ready to be taken off.

The difference Hydropneumatic suspension makes is phenomenal, as anyone who has ever ridden in a DS Citroën will confirm. Now, in the GS, Citroën have introduced this highly sophisticated suspension into a medium-size car.

The suspension system also includes anti-roll bars front and rear, trailing rear arms and a front axle which incorporates anti-dive and anti-squat geometry.



Front wheel drive, Citroën steering geometry.

Front wheel drive, pioneered by Citroën, makes road-holding and cornering safe and sure. The car is 'pulled' round corners, and because the weight of engine and transmission is over the driven wheels, roadgrip is certain and tenacious.

Steering is rack-and-pinion, with Citroën's sophisticated steering geometry. The pivoting axis of the front wheels passes through the tyre-road contact point. This means that the car is unaffected by variations in tyre grip between left and right. If one wheel hits a bump or the road is irregular, the shocks are not transmitted through the steering.

Wheels are large in size (15 in.) for stability and long tyre life. Michelin radial tyres are standard.

The GS braking system.

Disc brakes are fitted to all four wheels. The braking

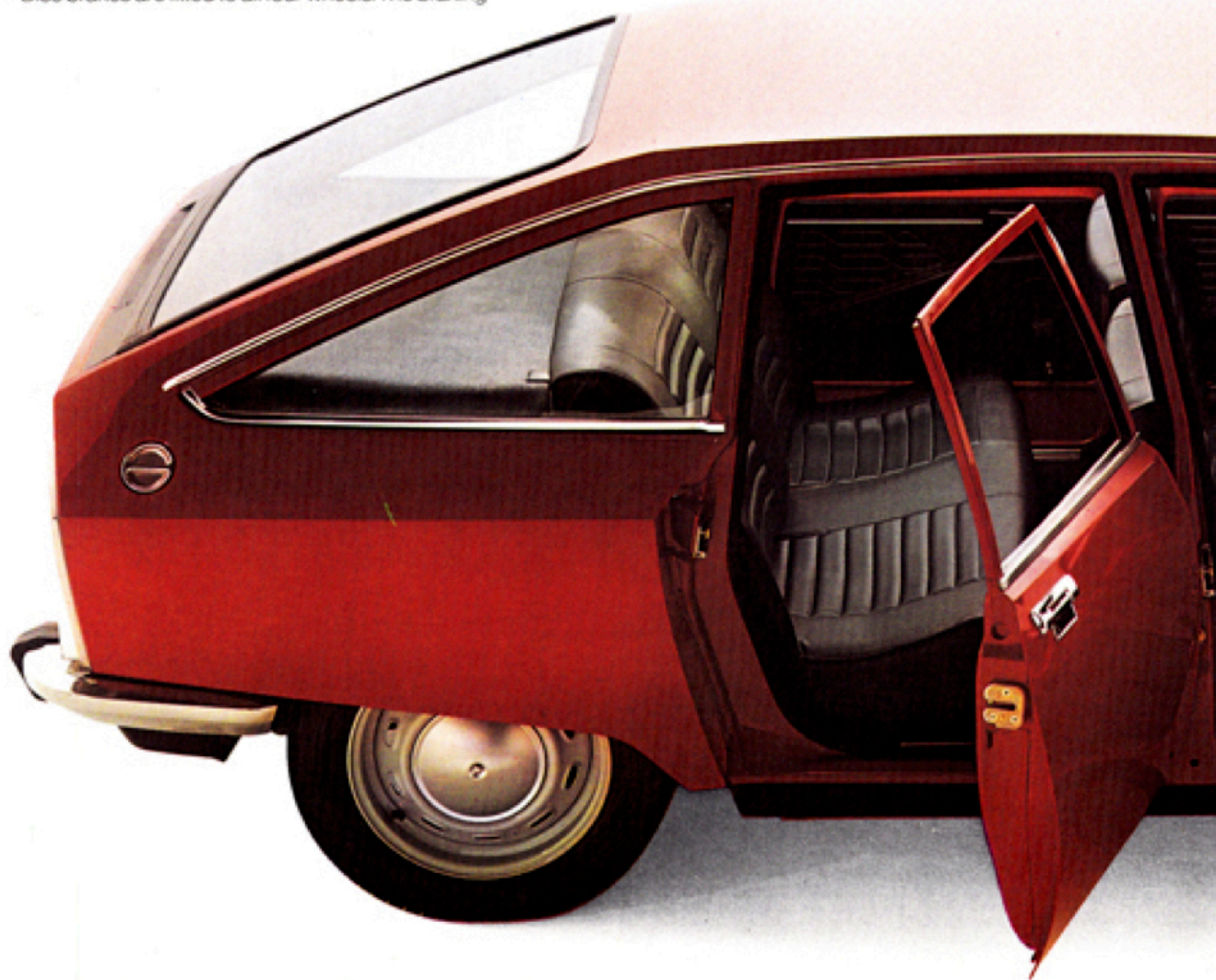
system is dual-circuit and power-operated. Its operation is very smooth and gradual, and calls for only light pedal pressure.

From all points of view, GS motoring is made safer by advanced Citroën automotive technology.

Interior luxury, comfort, safety.

Inside the GS, the high standards match the car's advanced engineering specification. You have a sense of space, comfort, light—with superb all-round visibility.

The GS is a five-seater, with seats ergonomically designed for long-distance comfort. Front seats generously adjustable for seat travel and back-rest rake and fully reclinable. Head-rests are optional. For trim material relaxing Jersey nylon or super-wearing "Targa" are standard or optional.



Generous leg room. Flat floors with carpet. Armrests on all four doors, with ashtrays in those at the rear. Flush outside door handles. Childproof locks on rear doors.

Easy-to-operate heating/ventilating system. Fresh air ducts at each end of fascia.

One-spoke Citroen safety steering wheel. Safety padding built-in at critical points (including dashboard). The whole car is designed to be impact absorbent: the end assemblies of the body shell are designed to give while the rigid central structure holds firm. Special side reinforcement built-in to protect against sideways impact.

Sloping bonnet gives unrestricted forward view. Side windows are large and curved. Rear window is full width.

Electric demister for rear window is optional extra. (Standard on GS 1220 Club and Estate).

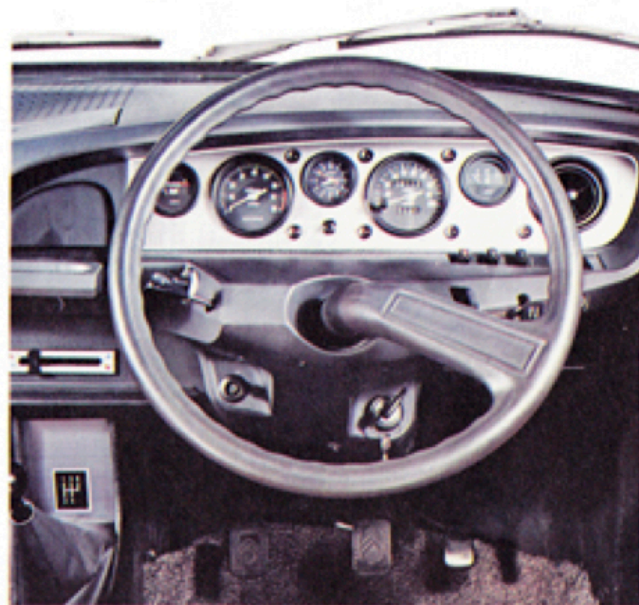
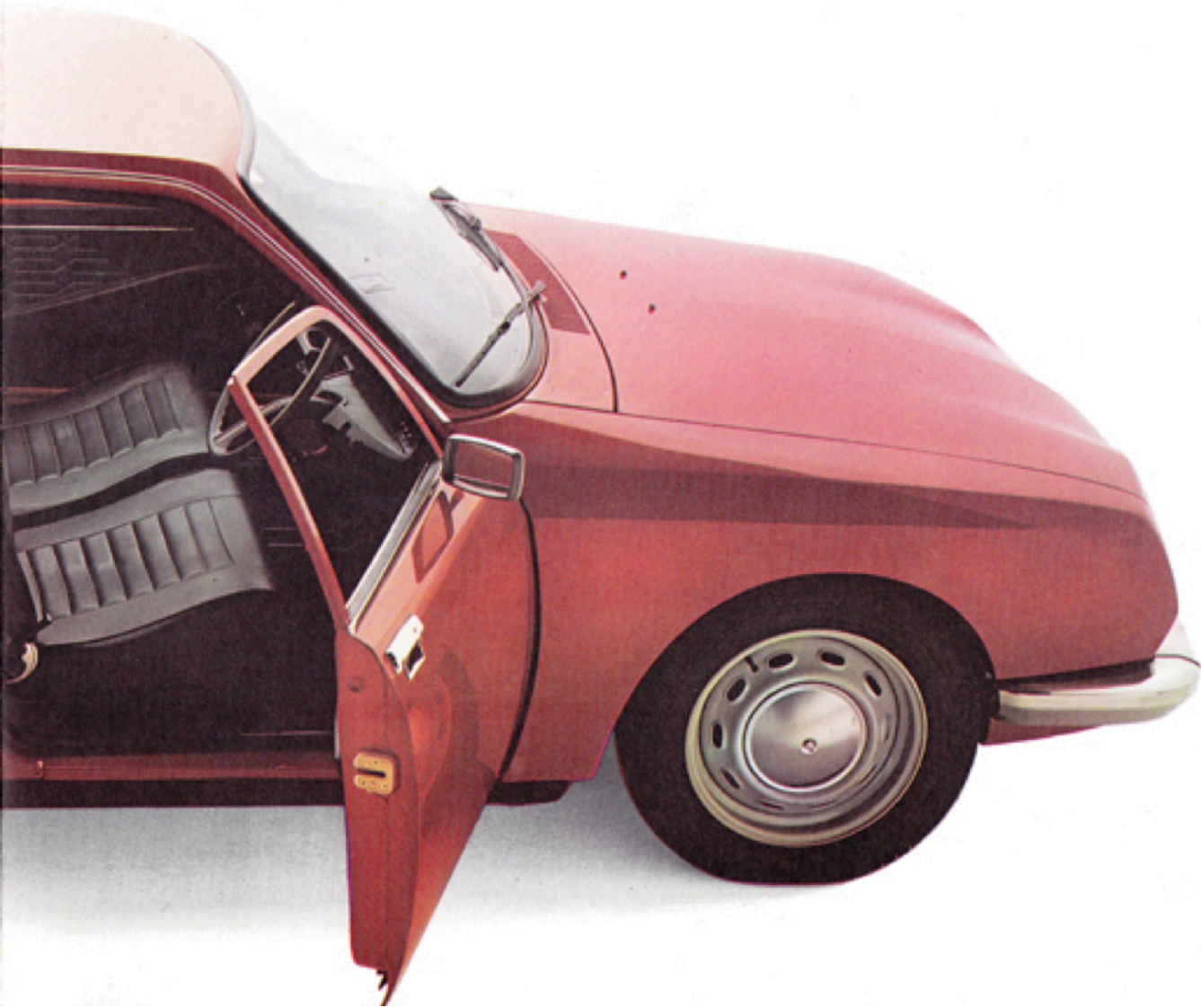
The well-positioned, comprehensive controls and instruments are yet more evidence of the GS achievement in bringing big-car style of motoring to the medium-priced market.

The boot is very big: 16.4 cu ft. Designed like a flat-sided box, every inch is usable. Bumper and number plate lift up with boot lid to give low, unobstructed loading. Spare wheel is under bonnet.

The lines are low, sleek, sporting, bringing a new and dramatic look to medium-price family motoring. The GS shape is also one of the most efficient aerodynamic shapes ever designed for a production car. Citroen used a computer to calculate minimum drag. Result: the GS has only half the wind resistance of the average car.

The finish is excellent. The steel body is primed before painting. The painting process which follows starts with electrophoretic priming, to ensure an even coat and thorough paint penetration into every cavity. Corrosion risk on wheel and body trim is reduced to a minimum by use of stainless steel and high-resistant alloys. Rubber overrides on bumpers.

The lights are fitted with powerful quartz-iodine bulbs (except Confort models.) for main beams to increase driving safety at night. Reversing lights are standard on Club models.



Technical Data.

All models

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.

Transmission: Front wheel drive, single dry plate clutch, four speed all synchromesh gearbox, double constant velocity drive shafts with Rzappa ball joint outers and sliding tri-axe inners.

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.

Steering: Rack and pinion.

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.

Electrical system: 12 volts 35 A/h battery, 390 W alternator

Chassis and body: Integrated body meeting current safety standards.

Dimensions (saloons and estates): Length overall 13 ft. 6 1/2 in. Width overall 5 ft. 3 1/2 in. Height (constant) 4 ft. 5 in.

Manufacturers maximum permitted towing capacity: Trailer with brakes 1764 lbs.

Trailer without brakes 1102 lbs. Maximum nose weight 66 lbs.

Tyres: 145-15 Michelin ZX. Spare wheel under bonnet.

GS

1

Engine: 1015 cc.
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: 51.9 ft/lb. at 3500 rpm.
Max. torque SAE: 54.19 ft/lb. at 3500 rpm.
Transmission: Final drive ratio 4.375 : 1
Performance: Max. speed 92 mph, approx.
 0-50 mph: 12.3 secs.
Fuel consumption: 30.4 mpg DIN

GS1220

2

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 94 mph, approx.
 0-50 mph: 10.6 secs.
Fuel consumption: 30.4 mpg DIN

GS1220 "Convertisseur" (Semi-Automatic)

3

Engine and general specification as for the GS 1220 except:
Transmission: Torque-converter with 3 speed gearbox. Without clutch pedal.
Performance: Max. speed 87 mph.

Engine Options:

<h1>1</h1>	GS Saloon 4-door, 5 seater Total unladen weight, 1969 lb. Total laden weight, 2893 lb. "Targa" upholstery. Rubber floor covering. Interior heater without electric blower. Options: Heated rear window, with fresh air blower. Headrests.
<h1>2-3</h1>	GS1220 Confort Saloon 4-door, 5 seater Total unladen weight, 1980 lb. Total laden weight, 2893 lb. Clock, odometer, "Targa" upholstery, dipping rear view mirror, vanity mirror, "Club" seats. Options: Headrests. Jersey upholstery, heated rear window, with fresh air blower. Metallic paint.
<h1>2-3</h1>	GS1220 Club Saloon As GS 1220 Confort Saloon but including Jersey upholstery and heated rear window. Also 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. Options: Metallic paint finish. Tinted windows. Headrests.

Engine Options:

<h1>1-2-3</h1>	GS or GS1220 Estates 5-door, 5 seater. Boot capacity: 25 cu ft. 53 cu ft. with rear bench seat folded down. Total weight in running order: 2904 lb. Remaining specifications and options as for the saloon models.
<h1>2</h1>	GS'Service'Van 3-door, 2 seater. Overall specification and dimensions as for GS1220 Confort Saloon. Rear compartment volume 58.62 cu ft. Maximum payload: 968 lb. Options: Jersey upholstery—Heated rear window. Headrests.

Note: In accordance with the Citroën policy of progressive improvement the right is reserved to alter any details of price, specification and equipment without notice.

Citroën Cars Ltd, Trading Estate, Slough SL1 4QA.
 Telephone: Slough 27515 Telex: 847053

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