

CITROËN ^ GS



Citroën have always had a reputation for offering simple yet original solutions to the motorist's problems. The GS, as Citroën's standard bearer in the medium-car market, is no exception.

The three saloons and two estates which make up the GS range offer a

choice of cars to suit all pockets and all requirements.

As proof of both its beauty and reliability, the graceful lines of the GS have been attracting admiring glances all over the roads of Europe for several years now. It's a car which demonstrates once and for all that a functional

design need not involve any sacrifice of character.

But if it is advanced design and timeless styling at the initial stages that give Citroën their unique stamp, it is the Company's policy of continuing development and improvement which ensures that they offer such

outstanding value for money.

On the following pages we present a series of superbly built, reliable cars, all of which are remarkably highly specified for their price.

All feature the hydropneumatic suspension pioneered by Citroën, with its unique self-levelling action.

CITROËN G SPECIAL



Developed from the original GS which was voted 'Car of The Year' when launched, the present G Special is more powerful. The engine has been increased from 1,015 cc to 1,130 cc. It runs quietly. Acceleration is livelier. And surprisingly it uses less fuel. 44.1 mpg at a constant 56 mph (6.4 l/100 km at 90 km/h).

CITROËN GS CLUB



The same basic design as the G Special but with a larger 1,220 cc engine and a host of subtle differences in trim and standard fittings, including cigar lighter, rear seat centre armrest, fitted carpet, reversing lamps and quartz halogen headlamps.

CITROËN GS PALLAS



The most luxurious model in the GS range. A distinctive black vinyl roof and protective chrome side strips immediately distinguish the Pallas from the other GS variations. Sound-proofing insulates driver and passengers from excessive engine or road noise. A luxury car at an amazingly competitive price.

CITROËN G SPECIAL ESTATE



You could pay as much for an ordinary little hatchback. The G Special Estate is a five seater with a generous 25 cu ft luggage capacity which can be expanded to a 53 cu ft load-space with the rear seat folded forward. Self-levelling hydropneumatic suspension eliminates typical estate car problems like poor handling and nose-up attitude under load.

CITROËN GS CLUB ESTATE



Basically the same design as the G Special Estate but with a more powerful 1,220 cc engine and offering a choice of upholstery in either hard wearing Targa or luxurious Jersey cloth. Other additional features include quartz halogen headlamps and reversing lamps.

4-speed manual gearbox. Comprehensive dashboard layout with full range of function and warning lamps, plus rheostat control for panel lighting. Electronic tachometer. Electronic clock. Trip mileage recorder. Day/night driving mirror. Exterior door mirror. Lockable glovebox. Pockets in front doors. Hot & cold air blowers.

Heated rear window. Factory-fitted inertia reel seat-belts. Reclining front seats. Boot interior lamp. 16.4 cu ft luggage space. Jersey cloth upholstery.

1,222 cc engine. 4-speed manual gearbox. Comprehensive dashboard layout with full range of function and warning lamps, plus rheostat control for panel lighting. Electronic tachometer. Electronic clock. Trip mileage recorder. Cigar lighter. Reversing lamps. Quartz halogen headlamps. Day/night driving mirror. Exterior door mirror. Lockable

glovebox. Pockets in front doors. Hot & cold air blowers. Heated rear window. Factory fitted inertia reel seat-belts. Reclining front seats. Jersey cloth upholstery. Carpeting. Central arm-rest on rear seat. Boot interior lamp.

Option: C-Matic transmission.

1,222 cc engine. 4-speed manual gearbox. Comprehensive dashboard layout with full range of function and warning lamps, plus rheostat control for panel lighting. Electronic tachometer. Electronic clock. Trip mileage recorder. Cigar lighter. Reversing lamps. Quartz halogen headlamps. Day/night driving mirror. Exterior door mirror. Lockable

glovebox. Pockets in front doors. Hot & cold air blowers. Heated rear window. Factory fitted inertia reel seat-belts. Reclining front seats with head restraints. Special chevron-patterned Jersey cloth upholstery. Carpeting. Central arm-rest on rear seat. Boot interior lamp. Pallas wheel trims. Stainless steel surrounds on side windows.

Chrome finish on exhaust tailpipe. Protective side strips. Vinyl roof.

Options: C-Matic transmission; metallic paint; steel sliding sunroof (when sunroof is fitted, the car does not have a vinyl roof or interior grab handles, and a smaller interior lamp without remote switch is fitted; the price is adjusted accordingly).

4-speed manual gearbox. Comprehensive dashboard layout with full range of function and warning lamps, with rheostat for panel lamps. Electronic tachometer. Trip mileage recorder. Electronic clock. Day/night driving mirror. Twin exterior mirrors. Heated rear window. Hot & cold blowers. Lockable glovebox. Pockets on front doors.

Reclining front seats. Folding rear seat. Targa seat upholstery. Rear window washer/wiper. 25 to 53 cu ft load capacity.

4-speed manual gearbox. Comprehensive dashboard layout with full range of function and warning lamps, with rheostat for panel lamps. Electronic tachometer. Trip mileage recorder. Electronic clock. Day/night driving mirror. Twin exterior mirrors. Heated rear window. Hot & cold air blowers. Lockable glovebox. Pockets on front doors.

Reclining front seats. Folding rear seat. Jersey cloth or Targa seat upholstery. Quartz halogen headlamps and reversing lamps. Rear window washer/wiper. 25 to 53 cu ft load capacity.

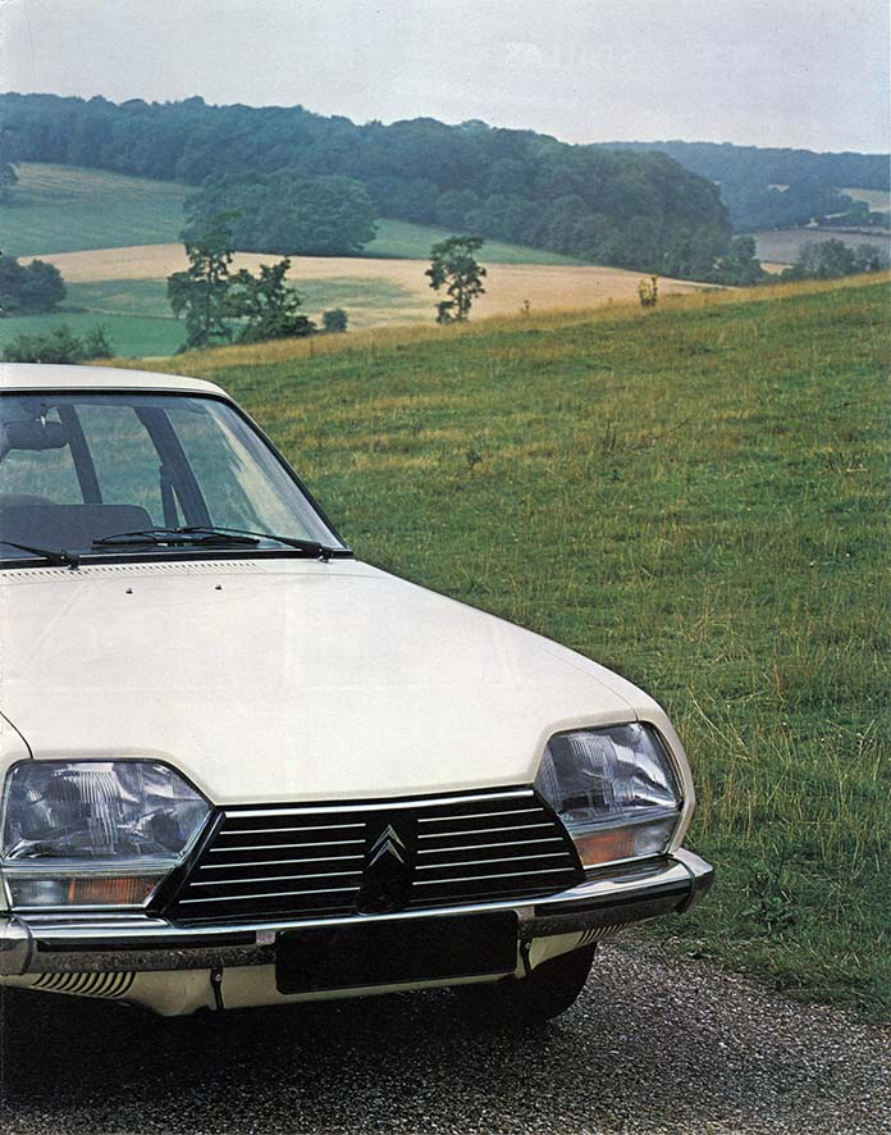
CITROËN GSPECIAL.





CITROËN GS CLUB.





CITROËN GS PALLAS.







A photograph showing the interior of a Citroën GS Pallas. The focus is on the front passenger seat, which is upholstered in a dark blue fabric with a prominent quilted pattern. The seat has a high backrest and a headrest. The driver's seat is partially visible to the left. The car's interior panels and door trim are also visible, matching the blue color scheme. The lighting is soft, highlighting the texture of the fabric.

SITTING COMFORTABLY.

A ride in the Citroën GS is a revelation to anyone who has never experienced it before.

Seats are contoured to provide comfort and support for driver and passengers alike. All GS models have arm-rests on all four doors. The GS Club and GS Pallas have a rear seat centre arm-rest and the Pallas also has front seat head restraints.

But what gives the GS its outstanding combination of ride comfort, unyielding road grip and obedient handling is undoubtedly Citroën's self-levelling hydropneumatic suspension. About which more later.

The happy result is that driver and passengers arrive relaxed at the end of even the longest journey, whether they've driven all day on the motorway or along miles of winding country roads over surfaces that leave much room for improvement.

Illustrated: interior of GS Pallas.



Left hand page

The 16.4 cu ft capacity of the GS boot is a straight sided rectangular box shape unimpeded by spare wheel or wheel arches. Its floor is flush with the boot opening, so it's just a short lift from the road surface without any lip over which to lift luggage.

Instrumentation on the non-reflective GS dashboard is remarkably comprehensive.

Alongside the speedometer and fuel gauge you can clearly see electronic clock, tachometer, battery meter and an array of warning lamps (which even includes one for front brake pad wear).

Vital stalk controls are positioned close to Citroën's distinctive single-spoke steering wheel.

All is designed for easier, more relaxed driving (Radio optional extra).



Air distribution

Lighting switch

Warning lamp for
hazard warning

Handbrake

Battery meter

Total mile
recorder

GS Club

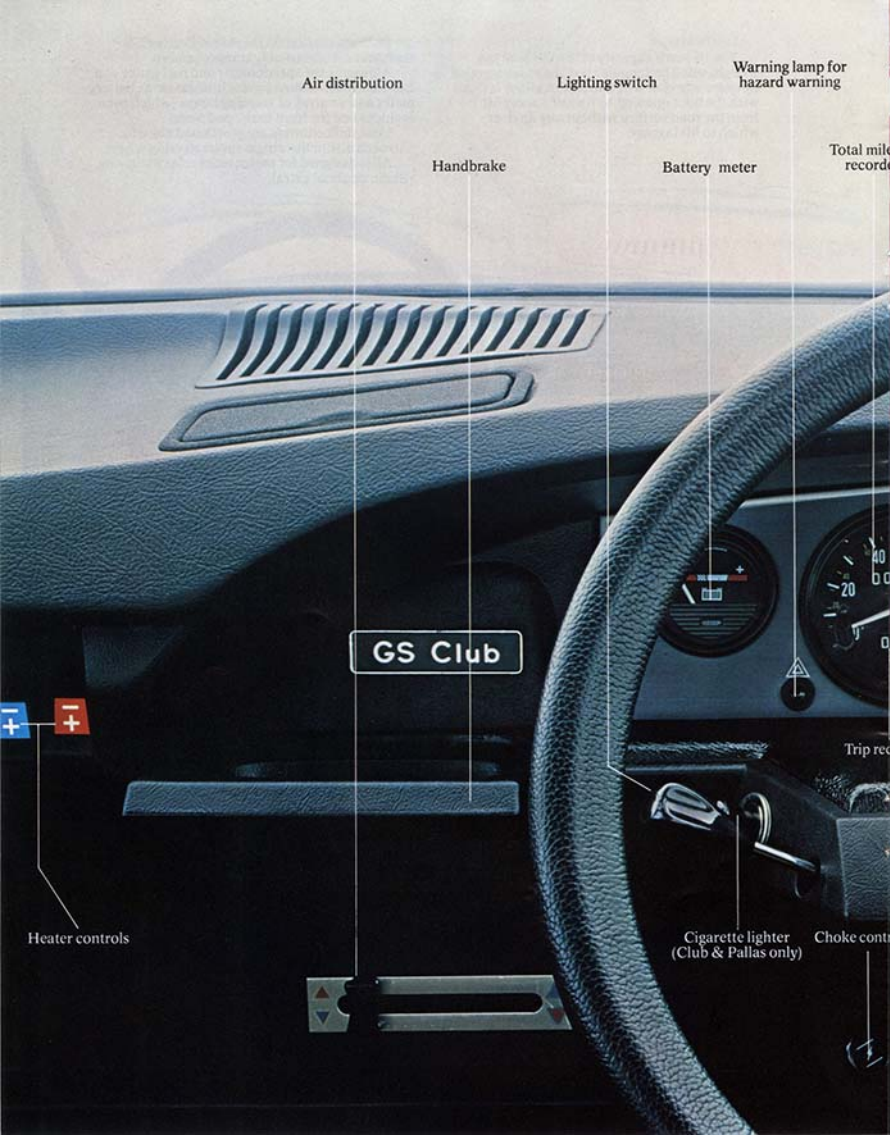


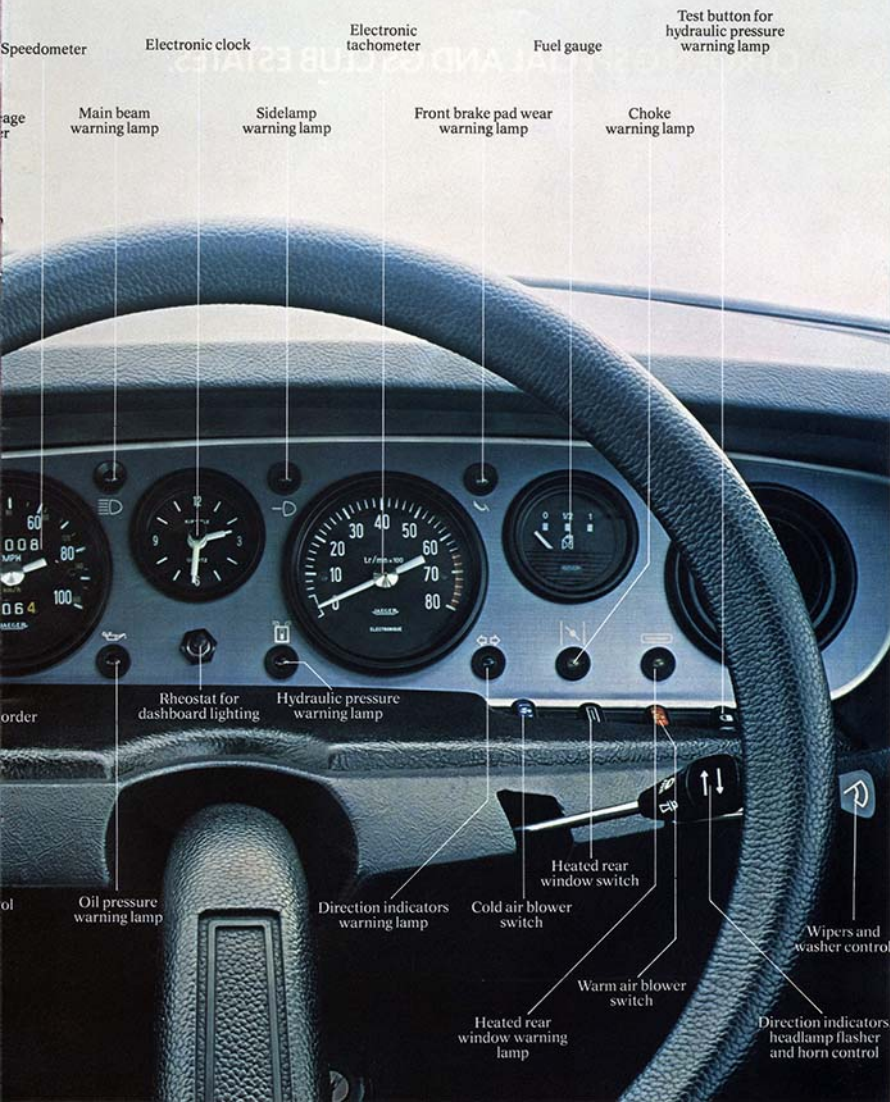
Heater controls

Trip recorder

Cigarette lighter
(Club & Pallas only)

Choke control





Speedometer

Electronic clock

Electronic tachometer

Fuel gauge

Test button for hydraulic pressure warning lamp

Order

Main beam warning lamp

Sidelamp warning lamp

Front brake pad wear warning lamp

Choke warning lamp

Order

Rheostat for dashboard lighting

Hydraulic pressure warning lamp

Oil

Oil pressure warning lamp

Direction indicators warning lamp

Cold air blower switch

Heated rear window switch

Warm air blower switch

Heated rear window warning lamp

Direction indicators headlamp flasher and horn control

Wipers and washer control

CITROËN G SPECIAL AND GS CLUB ESTATES.









With its rear seat folded forward the GS Estate offers 53 cu ft load capacity, designed so that luggage can be loaded right back to the tailgate.



The interior of the GS Estate with the optional rear parcel shelf in position. It shields valuables from too much unwelcomed attention whilst still providing generous luggage room.



Like the seats in the saloon, seats in the GS Estate are luxuriously-upholstered and contoured to give an excellent level of support.

Most suspension systems seek to find a balance between two seemingly irreconcilable qualities: stiffness for good roadholding and softness for passenger comfort.

Citroën's hydropneumatic suspension achieves the perfect compromise, providing a shock absorption system that is simple, dependable and uniquely effective.

It provides the driver with the ability to cope with all kinds of road surfaces and allows passengers to enjoy a smooth, comfortable and fatigue-free ride.

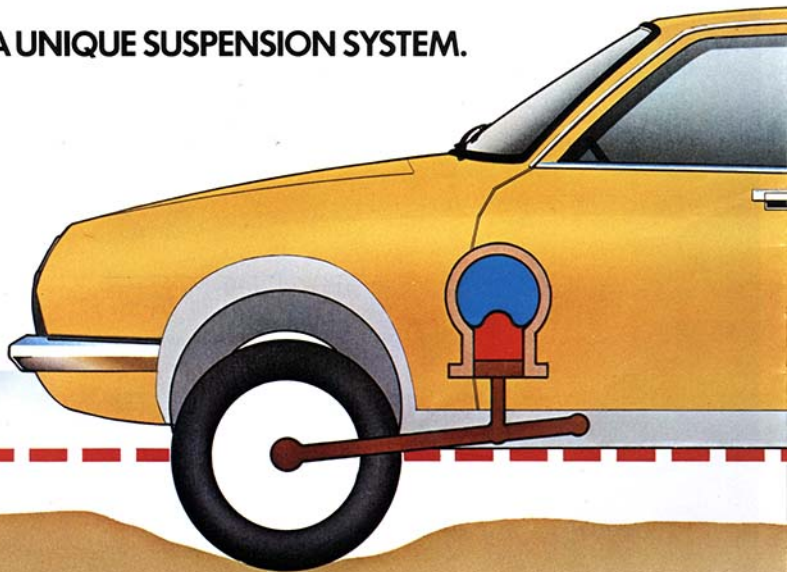
The hydropneumatic system,

coupled with anti-dive geometry maintains a constant height between the body of the car and the ground, adjusting automatically to changes in load or in the effects of braking.

Its advantages in this respect are particularly apparent in the GSEstate when fully laden. Unlike other estates, the GS remains level and at the same height from the ground as when unladen and the passengers experience no change in ride quality.

Further advantages are obvious when towing a trailer or caravan. The towbar is maintained at constant height, minimising the risk of its

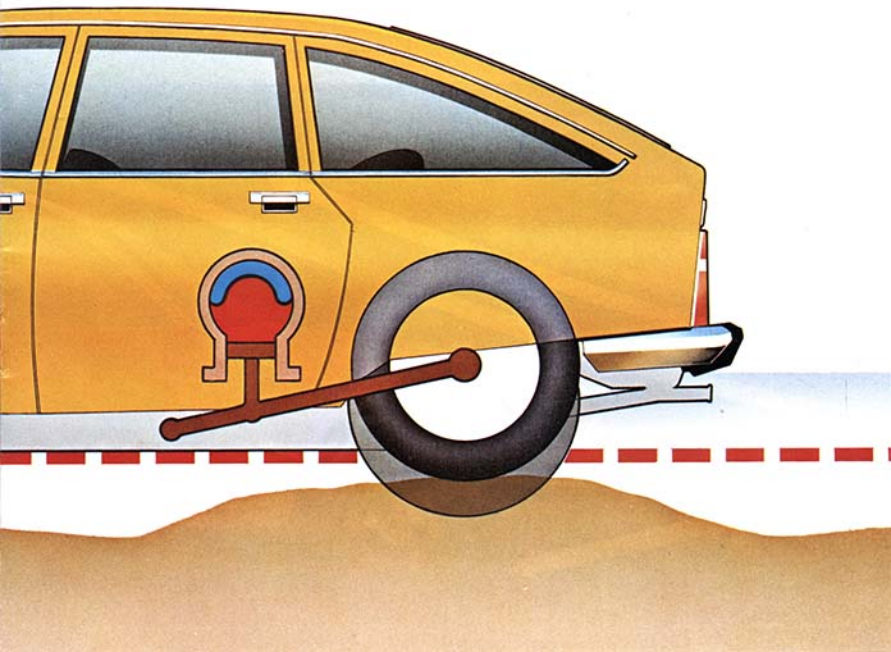
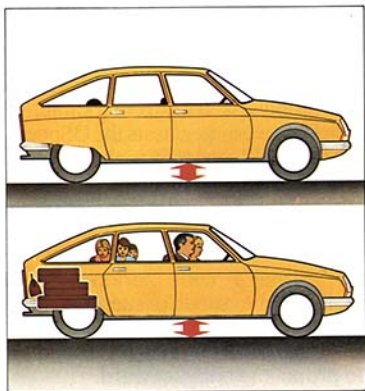
A UNIQUE SUSPENSION SYSTEM.



touching the road on sharp hills and dips.

The height of the car body can also be adjusted manually by a lever located between the front seats. It has three positions: forward, for normal driving conditions; centre, raising the body higher for driving over rough ground; rear, raising it higher still for very difficult surfaces or for wheel changing where the suspension provides the jacking power.

It is a measure of Citroën's confidence in the reliability of the suspension that it carries a guarantee for two years (maximum 65,000 miles).



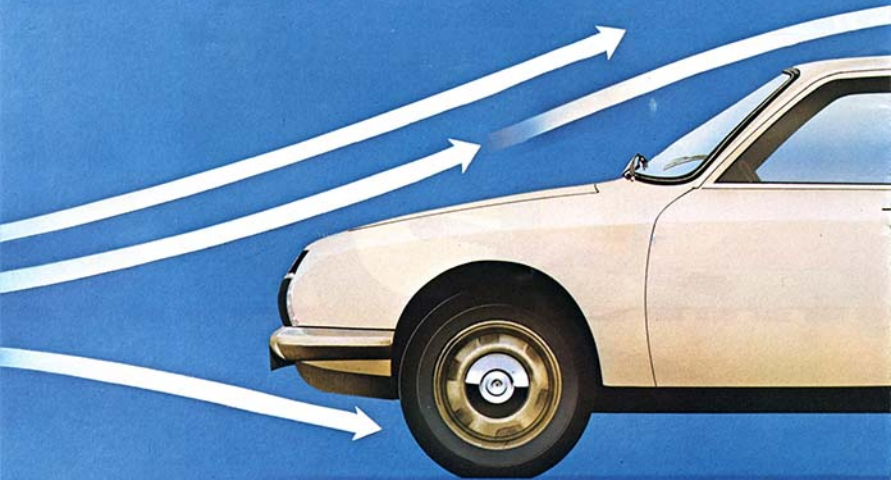
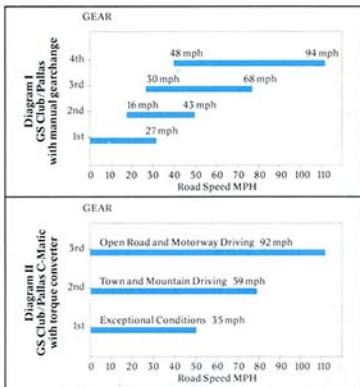
ECONOMY AND EASE OF DRIVING.

The petrol consumption on all GS models is truly remarkable. In official Government tests, the GS Special achieved 44.1 mpg at 56 mph (90 km/h) and 32.5 mpg in typical town driving.

Under the same test conditions the 1,222cc engine also gives you petrol-thrifty motoring.

A major contribution to this thrift is the superior aerodynamic efficiency of the Citroën GS. Less engine power (and petrol) is needed to propel the body forward.

If you'd like your Citroën GS to do more of the driving for you, you can have the C-Matic transmission

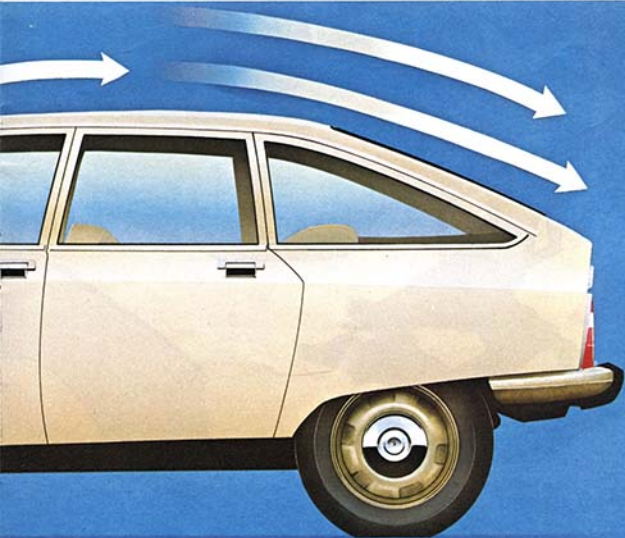


for the GS Club and GS Pallas.

It makes for more relaxed driving by eliminating the clutch pedal and by reducing gear-changing to the absolute minimum, especially in town driving.

In fact, for most town driving on level ground, you can select 2nd gear and stay there if you wish, it will take you from 0 to around 59mph. 1st gear is for hill-starts, and top takes you to 92mph.

But whatever your driving style you can basically change gear as often or as little as you like, the C-Matic operating its internal clutch for you.

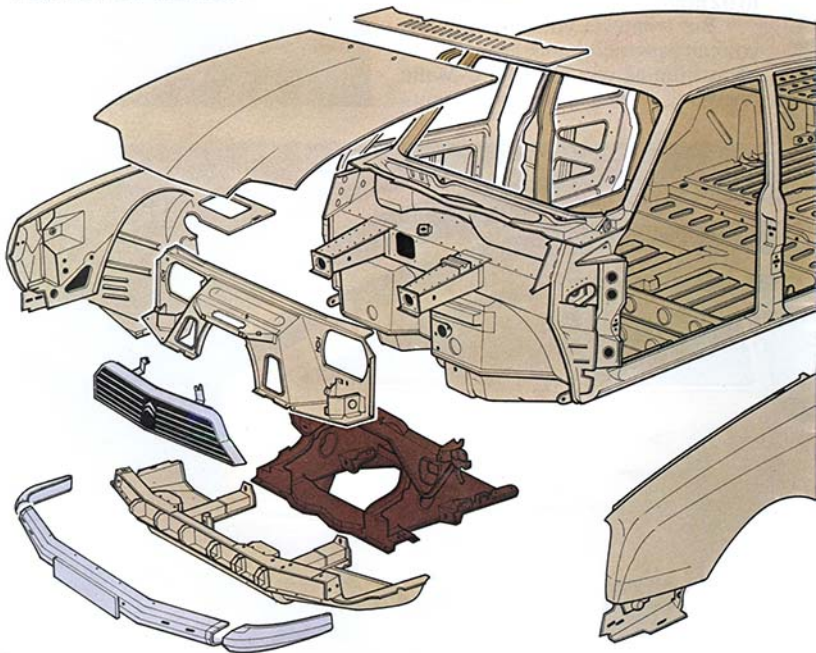


ADVANCED ASPECTS OF SAFETY.

The Citroën GS is an extremely safe car by any standards. Both in 'primary' and 'secondary' safety terms.

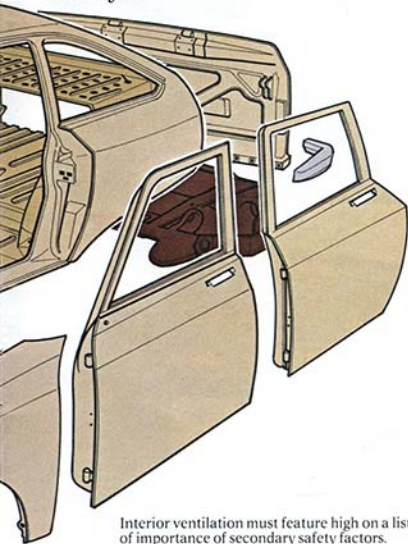
By 'primary' safety is meant the car's ability to keep you out of trouble.

In this most important aspect, GS handling is beyond fault. Its road-holding, deriving from the unique Citroën solution of front wheel drive combined with hydropneumatic suspension, is tenacious.



If a front tyre blows out at high speed, the hydropneumatic suspension allows the car to maintain directional stability—a feature unique to Citroën. There's no loss of control. And more important, no loss of life.

The rack-and-pinion steering is precise and positive. Sophisticated Citroën steering geometry means that the axis of rotation of the wheels passes through the point of tyre contact with the road. The result is undeviating straight-line stability, even in emergency braking, or with a flat tyre.



Interior ventilation must feature high on a list of importance of secondary safety factors.

Aerodynamics were applied to determine scientifically the positioning of the interior air scoops.



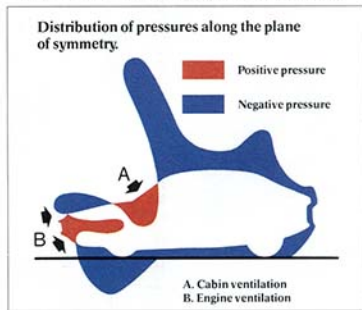
The four-wheel disc braking system consists of a front circuit and a separate rear circuit.

You have ample reserve power for all emergencies, and a rational control layout planned for instant response.

The GS is also strong on all aspects of 'secondary' safety which is the car's ability to protect you in the event of an accident.

Energy absorbing crumple zones front and rear, antiburst door locks and a collapsible steering column provide maximum protection in the event of an unavoidable accident.

But it's worth stressing that with precise rack and pinion steering and fully-powered dual-circuit disc brakes all round, the GS is as much designed to avoid accidents as survive them.



CITROËN IN THE U.K.

The first Citroën plant was opened in Britain in 1926. However, it was in the early 'seventies that Citroën began to expand dramatically to deal with the rapidly growing demand for its cars.

Today, a network of nearly 250 dealers covers the entire country – with another 7,000 at hand if you take your car to the Continent.

A special training school provides courses for mechanics from every Citroën dealership in Britain to ensure that Citroën owners receive the best care for their cars, combined with the highest level of efficiency. Around 700 mechanics and service managers a year undergo comprehensive training at Slough.

All Citroën cars have a 12 months, unlimited mileage guarantee. This even covers the costs 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 (maximum 65,000 miles). Citroën recently reduced parts prices by 17% – a move made possible by the increasing number of Citroëns on British roads. An ultra-modern 100,000sq ft Replacement-Parts complex at Runnymede carries more than £3 million worth of parts at any given time to back up the £2½ million worth of stock distributed throughout Citroën dealers in Britain.



CONTROLLING QUALITY.

Every GS must be as perfect as the factory at Rennes can make it. And the Citroën factory has a veritable army of inspectors who ensure that the highest standards are maintained in all departments.

There are over 4,500 welds on every GS body. Their strength is checked by systematically 'unstitching' a sample of each type. Rigidity of bodysells is proved by subjecting sample cars to crash tests.

Controls are particularly stringent in the paint shops, where 37,000 lbs of paint are used daily.



The GS bodies are first cleaned and dried. They are run through tunnels where a phosphate solution gives a surface to the metal which acts as a corrosion barrier and ensures good paint adhesion.

The shells are then totally immersed in electrophoretic tanks. In this process every square inch of metal – including every nook and cranny – is covered with an even spread of anti-corrosion primer.

Painting comes next, with surfacer followed by two coats of lacquer which are baked to ensure a hard scratch resistant finish.

Finally, after they leave the Rennes plant, more work and checks are in

store for the right-hand drive cars assembled for Britain and before it leaves France, every GS is subjected to a 48-point check and given special Tectyl underbody protection.

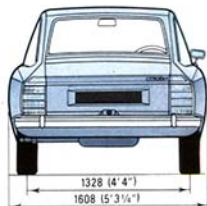
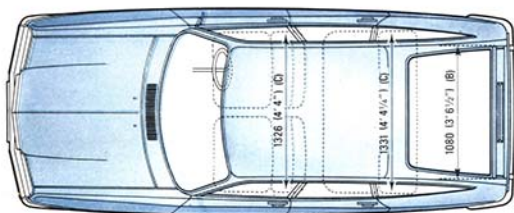
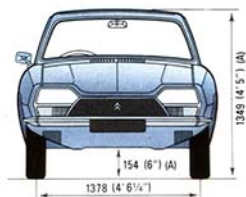
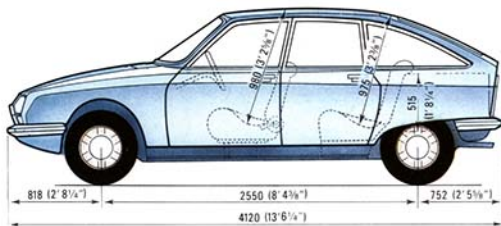
A coat of Tectyl is applied to underbody, wheel arches, etc, to protect against harsh winter road conditions, a separate coat is applied to protect hollow sections of the bodywork.

After this, the GS is considered ready for shipping to the Citroën dealer in the UK, who will, of course, carry out his own thorough check before delivery to the customer.

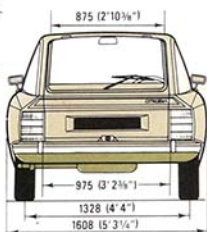
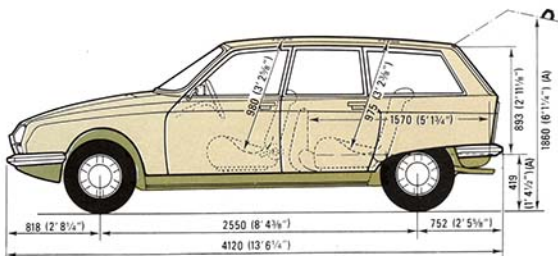


TECHNICAL DATA	G Special	GS Club/Pallas
Cubic capacity	1,129cc	1,222cc
Number of cylinders	4	4
Cooling system	Air-cooled	Air-cooled
Battery	12V-40 A/h	12V-40 A/h
Alternator	490W	490W
Clutch	Single dry plate	Single dry plate
Transmission	Front wheel drive. Four speed all synchromesh gearbox. Double constant velocity drive shafts. Optional at extra cost on Club and Pallas models: C-Matic torque converter semi-automatic transmission, no clutch pedal, gearbox with 3 forward speeds, gear control by floor-mounted lever.	
Steering	Rack and pinion	Rack and pinion
Turning Circle (between kerbs)	30' 10"	30' 10"
Construction	monocoque	
Suspension	Hydropneumatic; 4 independent wheels, height correctors front and rear, maintaining a constant ground clearance whatever the load in the vehicle; ground clearance is controlled by using a lever on the centre console between the front seats.	
Capacities:	9.5 gallons (43 litres)	9.5 gallons (43 litres)
fuel tank	7 pints (4 litres)	7 pints (4 litres)
engine oil	2.5 pints (1.4 litres)	2.5 pints (1.4 litres)
gearbox oil - manual	7.4 pints (4.2 litres)	7.4 pints (4.2 litres)
C-Matic		
hydraulic fluid	7.4 pints (4.2 litres)	7.4 pints (4.2 litres)
Bore and stroke	74 x 65.6 mm	77 x 65.6 mm
Compression ratio	9:1	8.2:1
Horsepower DIN	36.3bhp at 5750rpm	60bhp at 5750rpm
Torque DIN	58.6ftlb at 3500rpm (8.1m.kg at 3500rpm)	64.4ftlb at 3250rpm (8.9m.kg at 3250rpm)
Carburettor	Twin choke	
Tyres	145 x 152X radials	
Brakes:	Dual-circuit power operated discs on all four wheels. Parking brake acts on front discs using separate calipers.	
Load volume:	salooms 16.4cuft	16.4cuft
	estates rear seat up 25cuft	25cuft
	folded 53cuft	53cuft
Kerb weight:	salooms 2039lb (925kg)	2050lb (930kg)
	salooms C-Matic 2077lb (942kg)	2077lb (942kg)
	estates 2061lb (935kg)	2072lb (940kg)
	estates C-Matic 2099lb (952kg)	2099lb (952kg)
Max load:	salooms 904lb (410kg)	915lb (415kg)
	salooms C-Matic 888lb (403kg)	888lb (403kg)
	estates 893lb (405kg)	882lb (400kg)
	estates C-Matic 855lb (388kg)	855lb (388kg)
Gross vehicle weight:	salooms 2943lb (1335kg)	2965lb (1345kg)
(max laden weight)	salooms C-Matic 2965lb (1345kg)	2965lb (1345kg)
	estates 2954lb (1340kg)	2954lb (1340kg)
	estates C-Matic 2954lb (1340kg)	2954lb (1340kg)
Max. trailer weight:	1765lb (800kg) all models. Max. trailer nose weight 110lbs (50kg)	
Top speed:	salooms 93mph (149km/h)	94mph (151km/h)
	salooms C-Matic 92mph (148km/h)	92mph (148km/h)
	estates 93mph (149km/h)	93mph (149km/h)
	estates C-Matic 91mph (146km/h)	91mph (146km/h)
Fuel consumption (Government tests) - Simulated urban driving:	salooms 32.5mpg (8.7 l/100km)	25.2mpg (11.2 l/100km)
	salooms C-Matic 32.5mpg (8.7 l/100km)	26.9mpg (10.5 l/100km)
	estates 32.5mpg (8.7 l/100km)	25.2mpg (11.2 l/100km)
	estates C-Matic 32.5mpg (8.7 l/100km)	25.2mpg (11.2 l/100km)
Constant speed driving 56mph (90km/h):	salooms 44.1mpg (6.4 l/100km)	41.6mpg (6.8 l/100km)
	salooms C-Matic 43.4mpg (6.5 l/100km)	38.1mpg (7.4 l/100km)
	estates 43.4mpg (6.5 l/100km)	41.6mpg (6.8 l/100km)
	estates C-Matic 43.4mpg (6.5 l/100km)	41.6mpg (6.8 l/100km)
Constant speed driving 75mph (90km/h):	salooms 33.6mpg (8.4 l/100km)	29.4mpg (9.6 l/100km)
	salooms C-Matic 32.5mpg (8.7 l/100km)	27.4mpg (10.3 l/100km)
	estates 32.5mpg (8.7 l/100km)	28.8mpg (9.8 l/100km)
	estates C-Matic 32.5mpg (8.7 l/100km)	28.8mpg (9.8 l/100km)

DIN (Deutsche Industrie Normen) figures are the most widely accepted standard in the European motor industry.



(A) with engine running (B) between wheel arches (C) width to edge of seats



NOTE: Every endeavour was made to ensure that the information contained in this brochure was accurate at the date of going to press (1st September 1978). The company however reserves the right while preserving the essential characteristics of the models described and illustrated, 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. DIN (Deutsche Industrie Normen) figures are the most widely-accepted standard in the European motor industry.

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