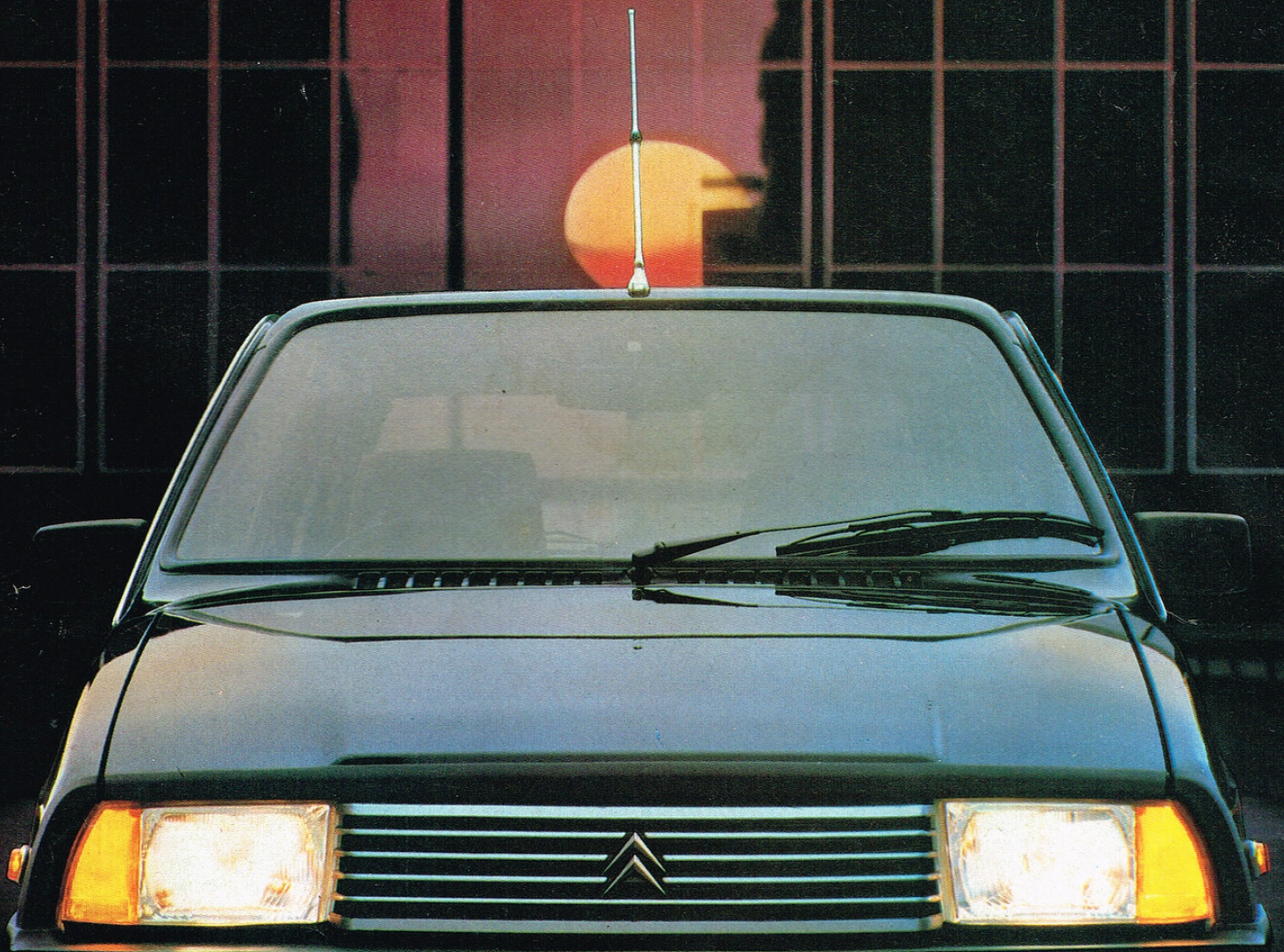
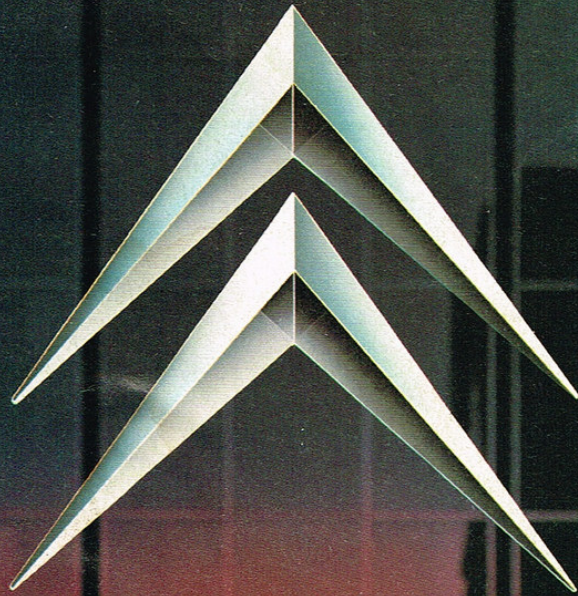


CITROËN



A L L M O D E L B R O C H U R E

This is a book of facts. The aim is to talk straight. It describes models of Citroën cars available in the United Kingdom at the time of going to press. It is not a book of fancy, or exaggeration. Citroën has to rely on the truth. Our intention is to convince you of the advantages you will receive by buying a Citroën car and, in time, to see the Citroën buyer buy another Citroën. And, with that in mind, only straight talking pays. Hype is out. Facts are in. Citroën can draw your attention to realities. Conviction and experience are the only final arbiters.

No-one will ever persuade or bully anyone else to like the look of a car against his will. Some knowledgeable experts declare that the lines of the car of the future are already in existence with Citroën. But they are individuals, just as you are.

What motorists appreciate is honest fact-backed information about the individuality, the performance, the economy, and safety features, and even the limitations (since inevitably all design makes compromises) of every car in the range presented.

Citroën make good cars. Turn the pages and make up your individual mind.

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Photographers: 2CV6/Dyane/GSA Special saloon and estate – Aart aan de Wiel,
 Visa – Michael Joseph, GSA Pallas – Bruce Brown, CX – John Claridge
 Design, art direction and production: Vernon Oakley Design Limited, London
 Text: Allen Andrews, Printed by Allan Denver Web Offset Limited



2CV6

Very versatile, efficient, gamine of a car with distinct personality. 4-door saloon with every seat removable (for picnics and grandstand use). With 3 seats out, the normal load space quadruples to 30 cubic feet. The 2CV6 relishes being driven flat out all day (71 mph) and achieves over 50 mpg at a constant 56 mph. Spectacular cornering, now with front disc brakes. Laminated windscreen, lowest insurance, astonishing DIY body panel replacement. Outrageously eye-catching Charleston version now available.



Dyane 6

Compact and elegant, cheapest 5-door hatchback, cheapest insurance rating, rewarding fuel economy. Economic maintenance and mechanical advantages deriving from air-cooled engine, with modern efficiency from crossflow combustion. Exceptional road-holding and stability. Laminated windscreen, adjustable ventilation, compact anti-pitch suspension. Luggage space grows to 33 cubic feet progressively. Removable seats, two-stage sunroof.



Visa range

A package beyond comparison, because it makes the best of the three worlds of price, performance and prestige. In the Visa range Citroën take a stylish car, a very roomy 5-door hatchback highly praised for its aerodynamic design, concentrates on further improving its economy in running and maintenance, installs a wealth of equipment as standard that other makers charge for as extras, and issue the Visa in five versions which are capsules of value-for-money:

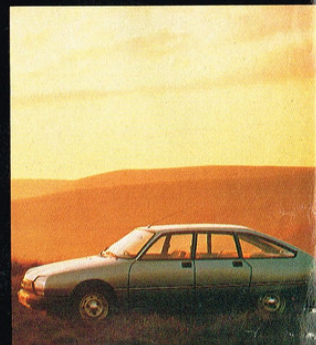


VISA SPECIAL, comprehensively equipped, irresistibly priced, with new Integrated Electronic Ignition for first-time starting and efficient fuel combustion.

VISA CLUB, even more luxuriously fitted and body-protected, with options such as sunroof.

VISA SUPER E boasting the 'E' for Economy, with top-researched modification of its engine to produce monumentally low fuel consumption and an Econoscope visually monitoring it.

VISA SUPER X, the dashing hatchback with sporting performance and aerodynamic style. Available in 4-speed or 5-speed.



GSA range

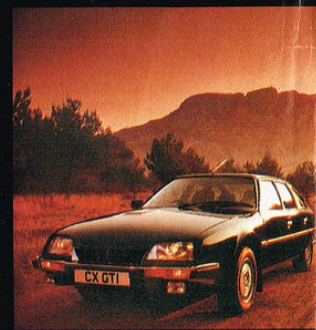
The established beautiful shape now has a powerful new 1300 cc engine specially developed for further economy and efficiency. The range covers saloon and estate cars, 4-speed, 5-speed and C-matic gearboxes. All round independent hydropneumatic suspension for outstanding comfort and safety; dual-circuit, fully-powered braking operates throughout the range with generous equipment fitted as standard.



GSA SPECIAL, high performance (top speed 98 mph) with notable fuel economy issued at a price which makes it a market leader. 4-speed or 5-speed gearbox.

GSA SPECIAL ESTATE, unique among medium-range estates in having Citroën's normal hydropneumatic suspension with its constant-level ride comfort and capacity for uneven loads, over 53 cubic feet of wholly usable space.

GSA PALLAS, a superbly equipped saloon with extra refinement and noise-suppression, 5-speed gearbox or C-matic option.



CX range

The classic car which Citroën has developed to establish a class of its own, combining inimitable style and enviable comfort with performance and economy that make it impossible to match within the same price bracket.

CX Reflex has 1995 cc, 106 hp engine with 5-speed gearbox and top speed of 109 mph.

CX Athena mechanically identical to Reflex plus additional refinements of central locking, tinted glass and electric front windows.

CX Pallas injection has 2347 cc 128 hp engine giving top speed 119 mph with



5-speed gearbox or 115 mph with automatic transmission.

CX GTi with Bosch L Jetronic fuel injection returning 128 hp and blistering performance, for the added touch of flair and individuality.

CX Prestige injection has a 9-inch longer body with 2-inch higher headroom, the flagship of the range.

CX Safari is a long wheelbase jack of all trades estate; CX Familiale is a superb 8-seater with similar body; both are available in either 1995 cc with 5-speed gearbox or 2347 cc, automatic gearbox.

The CX 2500 Diesel engine can be fitted to the CX Reflex and Pallas saloons or Safari and Familiale estates.

CITROËN

A world of innovation

This book is projected to be totally honest and, in technical matters, totally intelligible. It needs to be so, because Citroën is renowned for producing motor cars that are innovatory. Timid people feel cosier in cars that are familiar, with just sufficient difference to demonstrate that they are fashionable. Secure people don't shy at differences of engineering and design if they are confident that the new features register undeniable progress, long tested, and the improvement can be explained in understandable terms.

A good car, like good wine, does not make all its qualities immediately apparent. Although most novel features in a Citroën win familiarity almost at once, the 'feel' of a Citroën, the confident appreciation of its capability, responsible control and safety, may not be fully savoured in a half-hour run round the houses.

Cars can be made 'different' from other cars merely as a frivolous gimmick to try and give them identity, make them recognisable. Not so with Citroën.

Citroën differences are researched technical improvements which, in years to come, many rivals will be glad to copy, as they have done in the past and are doing at present – even paying Citroën to make the coveted component.

There is a world of difference between the design and equipment of any Citroën compared with a run-of-the-mill car. Citroën differences represent positive advances in efficiency, economy, security as well as style. Yet Citroën's technology and management skills keep down the price to the public.

No difference is thrown in as a gimmick or a try-on – Citroën doesn't insult the buyer's intelligence or use him as a guinea-pig. There is a world of difference between the Citroën conception of progressive technical design and the cynical 'give them a gimmick' approach.

Some examples of Citroën Innovations

Aerodynamics

Aerodynamics is an honourable term which is now being flashed with a new trendy impact. But the science is not new. Citroën has been building body shapes for production cars of increasing and tested aerodynamic efficiency since 1934. Profiles recognised and imitated today as 'the Citroën look' were introduced in 1955, 1970 and 1974. And, naturally, Citroën designers are not inactive now. In clear language, they are the leaders in the use of aerodynamics as an aid to the construction of motor cars.

The drag coefficient of a car is coded in Europe as Cx, sometimes in the U.K. as Cd. It is the rating, determined by the shape, of the car's penetration through the air, and it is becoming widely quoted as a sort of voodoo number, bringing good luck and goodwill if not much else. Citroën largely doesn't bother, though it has the best Cx in the world for a mass-production car. Cx, the drag coefficient, refers only to the profile of a car. It gives no indication of the total drag, and so cannot define how hard it is to propel an actual vehicle through the air. Total drag is calculated from the product of the drag coefficient and the area of the cross-section of the car, and it is coded as CxS. You could shape a car like a tear-drop and get a magnificent CxS – for midgets, with oxygen masks. Citroën is concerned with body shape, inside spaciousness, air flow in the engine compartment and the cabin, road holding and stability against side winds, noise reduction and many other factors. Using these criteria, Citroën is now responsible for an entire marque which, in genuine realistic terms of total drag and aerodynamic efficiency, is superior to any rival, class by class.

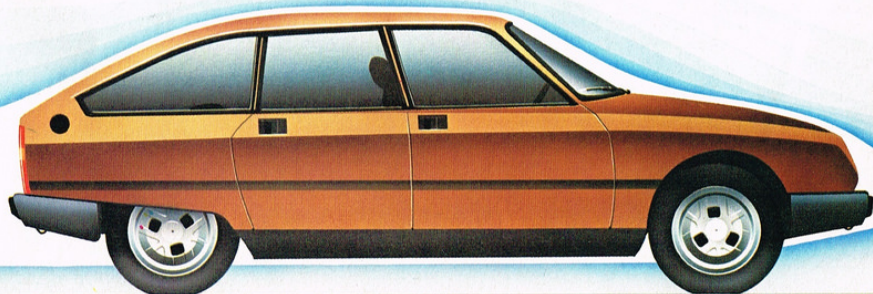
The consequences of the Citroën lead in aerodynamics are:

HIGH TOP SPEED. Faster running for the same consumption of energy.

FUEL ECONOMY. Lower fuel consumption for the same speed.

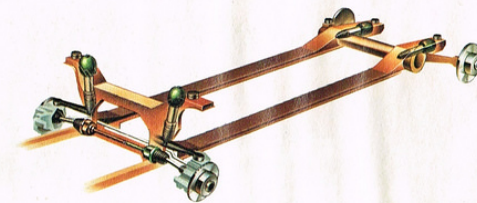
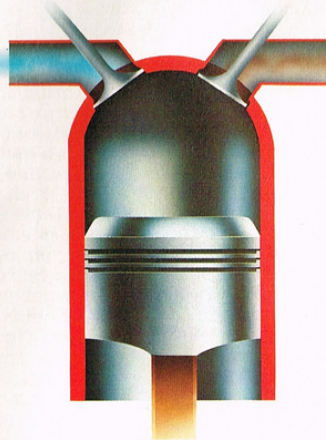
SECURITY. Improved roadholding and greater resistance to side winds even when towing a wholly unaerodynamic trailer.

COMFORT AND STABILITY. A Citroën essential on the premise that the easy ride is the safe ride because it eliminates stress and exhaustion.



Crossflow hemispherical combustion chambers

These have been trumpeted as a modern solution to combustion chamber efficiency. Citroën has used the part-spherical combustion chamber (which is the accurate description of the shape) since 1948, and introduced crossflow in 1955. Naturally, with this head start, Citroën has had ample opportunity for continuous improvement of the design. As an example, in the CX 2400 engine, Citroën has increased the size of the valves by setting them at a compound angle, not opposite each other as most competitors set them. The result is direct. The bigger the valve size, the better the engine breathes; the more air the engine can be fed the greater the efficiency.



dispensed with clumsy struts intruding into load space, and has bolted the whole suspension system to the sides of the chassis, packing the springs into neat longitudinal chambers which allow interaction between front and rear pull as a refinement of all-independent suspension. In all Citroën estate cars the gas-spring suspension has been designed to keep the rectangular load space clear and unimpeded. The advantages of Citroën's unmatched system: independent suspension; no pitching, a horizontal ride; uncluttered load space platform.

Front wheel drive

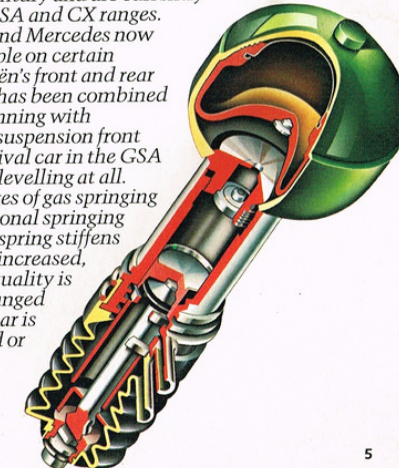
Front wheel drive was pioneered by Citroën. Today, as experts in the field, Citroën supplies other manufacturers with front-wheel drive-shafts. Using front wheel drive for all its vehicles, Citroën has improved the inherent superior traction by placing the rear wheels close to the back of the car. This gives a weight distribution of 2 to 1 over the front wheels (even more in the CX Diesel), compared with 1 to 1 in a typical rear-wheel-drive car. A 2 to 1 disposition results in a 33% improvement in tractive effort: a magnificent advantage, whether it's snowing or whether you're towing – or whether you want sheer common-sense economic tractive efficiency.

Anti-dive braking

This mechanism, which gives 100% cancellation of the tendency for the front to dive and tail to lift during braking, has been a standard Citroën installation on the 2CV (since 1948), the Dyane, and the GSA and CX from introduction. Even today in other vehicles built to the most ambitious specifications, it is uncommon to have anti-dive built into a car.

Gas springs

Gas springs have been a Citroën speciality for over a quarter of a century and are currently fitted in the GSA and CX ranges. Rolls-Royce and Mercedes now use the principle on certain models. Citroën's front and rear gas springing has been combined from the beginning with self-levelling suspension front and rear. No rival car in the GSA class has self-levelling at all. The advantages of gas springing over conventional springing are that a gas spring stiffens as the load is increased, and the ride quality is almost unchanged whether the car is lightly loaded or fully laden.



Inboard brakes

Inboard brakes, which substantially reduce the unsprung weight of a car, improving the ride and giving tighter road adhesion with outstanding cornering or braking under fast and bumpy conditions, are fitted to the front of the 2CV, the Dyane and the GSA. Outside the Citroën range inboard brakes are almost unknown in cars of comparable specification.

Power steering

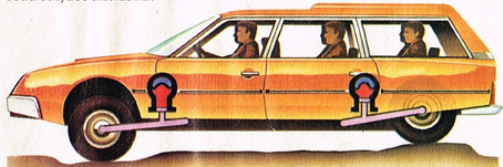
The system in the CX range is unique. The high gearing, light steering combination which is ideal for parking is automatically adjusted for fast driving. Citroën's VariPower steering is related to the speed of the car. It gives variable feel as the speed changes, being impressively firm on a motorway yet finger-light when parking. The fail-safe hydraulic mechanism isolates the driver from road wheel irregularity, such as the change caused by a rubble of stones, a patch of flood water on the near side or even a blow-out, so that the wheels are not deflected and the steering wheel is not ripped out of the hand. One could drive with 'hands off' through a substantial puddle and the car will still continue straight through it. A bonus of the system is that, when parked, the front wheels automatically return to straight-ahead position.

Compact suspension

Compact suspension has been tardily discovered elsewhere and made into a topical sales talking point. Since 1948 in the 2CV, and the Dyane, Citroën has



Hydropneumatic suspension maintains constant ride level regardless of road surface and load.



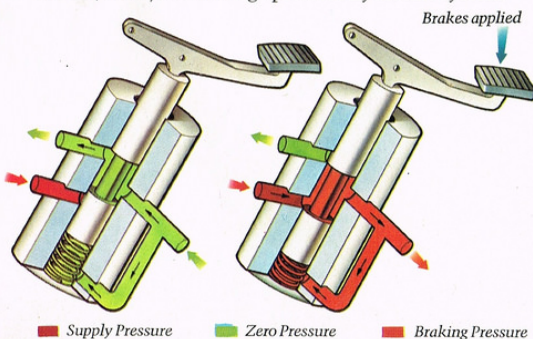
Self-levelling is effected by the use of oil between the gas spring and the wheel, jacking the car hydraulically up and down on its suspension. As a result, the ground clearance is constant, irrespective of the load. This keeps the steering suspension geometry constant and there is therefore no variation in the driving control. Because there is no change in the car's attitude there is no aerodynamic worsening of its drag coefficient. Gas springs and self-levelling, since they ensure a reserve of suspension travel, result in superb comfort and – most obvious in estate cars – permit a higher load-carrying capacity than in competitive vehicles, with no change in handling characteristics. For very rough ground or for crossing fords the ground clearance can be increased, still using the gas springing, by adjusting a manual lever inside the car.

Econoscope

The search for even better fuel economy has been the object of fundamental revisions to some Citroën engines. In parallel, the Econoscope, a new visual device, has been developed to aid drivers achieve the full potential of the revised economical engines currently available on the Visa Super E and GSA range (except C-matic). The Econoscope is also incorporated on CX petrol models with manual gearbox. The system consists of warning lights which indicate when fuel economy could be bettered.

Fully powered braking

Fully powered braking and suspension on the GSA and the CX, and additionally fully powered steering on the CX, stem from the high pressure hydraulic system



using LHM, a mineral hydraulic liquid. Fully powered braking means that the driver does not have to generate the braking pressure. Response time in an emergency is reduced. Citroën's LHM differs from conventional brake fluid in important respects. It does not absorb water, a cause of deteriorating efficiency in other brakes with a constant requirement for periodic changing of the fluid. Exclusive features of Citroën fully powered braking are that the system would still function even after considerable loss of fluid, and the brakes will operate even with air in the system, when with other designs the pedal would flop to the floor. The brakes are light and progressive, the degree of effort on the pedal being duplicated in braking effort. The GSA and CX cars use the high pressure hydraulic system to power separate front and rear braking circuits, and the maximum braking effort available at the rear wheels changes in relation to the load on the rear suspension, minimising the chance of the rear wheels locking.

Integrated electronic ignition

Integrated Electronic Ignition (IEI) installed in the Visa Special and Club, is another Citroën first and began as the only fully electronic ignition fitted in a mass-produced car. It is always accurate, unremittingly causes the spark to occur at the correct fraction of a second, because it relies on electronic rather than mechanical means to determine the optimum ignition point. The system eliminates all need for service and adjustment to the ignition system apart from changing or re-gapping the plugs. Permitting near-miraculous starting, outstandingly in the cold, it tolerates poor batteries, sparks under the most difficult conditions, and gives the engine the highest possible efficiency with minimum fuel consumption.

No blown gaskets!

The advantages of air-cooled engines fall to the engines installed in the 2CV, the Dyane, the Visa Special and Club and the GSA range: no coolant, no anti-freeze, no radiator, no pressure-cap, no water-pump, no hoses, no thermostat. What is characteristically Citroën is the absence of cylinder head gaskets. Another unique feature: motor car manufacturers who install air-cooled engines are generally so ashamed of the noise they make that they put them at the back. Citroën has nothing to be ashamed of, so it mounts them at the front. This gains the 'house' bonus of a 33% advantage in tractive effort, with none of the loss of stability inherent in rear wheel drive.

The padded one-spoke steering wheel

This fitting in Citroën cars should not be considered a fancy bauble merely because it is elegant. It has unique qualities of deformation in a crash, being always offset from the driver's body it cannot do harm in an accident, it does not tangle the fingers, it enables the instrument panel to be seen in entirety.



The satellite



The satellite module instrument control first installed in the Visa range (though the principle already existed in the CX) is a novel and supremely practical safety aid. Finger-tip action, without removing a hand from the steering wheel, operates all the main controls. The innovation has been extended in Citroën's new GSA to include a double satellite module whereby seven more controls are brought to the finger tips on the steering wheel, including rear fog lamps and rear-window wash, wipe and demist. The resulting confident control of the car in the worst of weathers is a positive gain in safety.

Estate cars



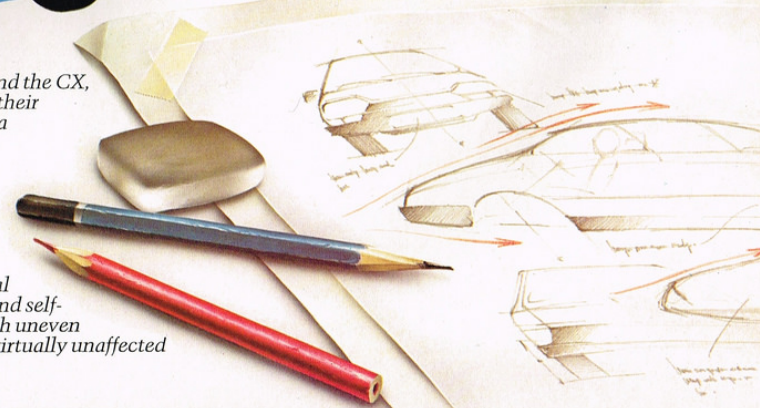
The Citroën Estates, the GSA and the CX, were conceived as estate cars from their inception, not as handy variants of a general-purpose design. Their gas-springing suspension lay-out, compactly lying alongside the suspension arms, makes no intrusion into the passenger compartment and allows a flat and very low-loading platform to take advantage of the exceptional internal body-height. Gas springs and self-levelling give ride comfort even with uneven load distribution. The handling is virtually unaffected

and the constant ride height (adjustable for bad country) gives stable protection for delicate loads. The CX Estate has heavy duty rear suspension arms, larger rear brake calipers, ventilated rear disc brakes (in addition to the front), larger diameter rear suspension pistons and larger gas-springing units, giving the car a load-carrying capacity in excess of its competitors with a positive enhancement of ride comfort. Always comforting to the mind of the driver who uses the Citroën Safari or the 8-seater Familiale for the 'school run,' these vehicles constitute a virtual cocoon of security. Famous Citroën safety features include the dramatic equilibrium and steering control after a blow-out, even on a corner, the impact-absorbing 'crumple zones' fore and aft, with the flat petrol-tank buffered and sited securely over the rear wheels.

These are some of the most striking Citroën 'differences.' They are not gimmicks. They illustrate a vital originality in engineering and design, securing important advantages in efficiency, economy, comfort, safety and style. A record of 37 Citroën contributions to car design, including some for which Citroën still remains the unique operator, is listed on Page 71.

None of this outstanding technical supremacy was achieved by 'Robots' but by brilliant engineers

So-called Robots are being proudly flashed around today as if they were the new-found, all-powerful witch doctors of the 1980s. Robots are all right in their place, and Citroën has had them in their place since a generation ago. Citroën was using automation for welding the body components of 2CVs in the 1950s, and robots processed the body shell and aligned the doors of the CX from 1974. But Citroën uses far more impressive automation. In the great foundry which produces the metal for underframes, engine-sumps, flywheels, camshafts, cylinder heads and transmissions, Citroën-designed robots swivel lades in their jointed arms to extract from furnaces up to 12 tons at a time of molten iron at 1300°C. However, using the robots, live men and women are constantly sampling and testing the purity of the metal by sophisticated electronic means. The robot is not the master. He's a zombie controlled by Citroën engineers. And it is the control that is the 'miracle,' not the metal slaves. Whether in production or assembly, Citroën computer control of automation means that every process must be 100% right in accordance with the previously programmed, electronically supervised master-operation. If it is not right, it just does not happen. That is the unanswerable perfection of quality control, and it is achieved by men and women, not robots.



2CV6



ASNIERES SOUS BOIS

CAFÉ Colin Durand

CABINE TELEPHONIQUE



CORRESPONDANT DES MESSAGERIES HACHETTE
Le Parisien
RICARD ANISETTE LIQUEUR

L'Yonne Républicaine
RICARD ANISETTE LIQUEUR

RICARD ANISETTE LIQUEUR

RICARD ANISETTE LIQUEUR



MELANGE 219 HCI





The Citroën 2CV 4-door saloon is a fun car but not a joke car. It's the most eager car in the company, positively designed to be driven flat out all day – *piéd au plancher*, as the French say – at its top speed of 71 mph, and the engine truly thrives on it. With skill you'll still get striking fuel economy, burning little more gas on that mad dash for the border than the 52.3 miles per gallon officially logged for it at a constant 56 mph. Off the motorway you'll be as safe and comfortable as on it. The 2CV6 now has front disc brakes which are set inboard decreasing unsprung weight and giving fine fast cornering on poor road surfaces. The emergency hand brake working at the front with its own separate pads will stop the vehicle more effectively than is legally demanded for a four wheel system.

Compact comfort

The suspension, all-independent but with interaction between front and rear to eliminate pitching, is notably compact and there is anti-dive braking. The comfort of the ride based on that suspension plus the front wheel traction amazes virgin passengers. However hair-raising it may seem to the spectator when the 2CV lurches round a bend, the riders are having a fine time firmly anchored in their luxurious cloth-covered seats and relishing the genuine if jaunty roadholding. The 2CV rates lowest group insurance, and holds its secondhand value as well as the best of the competition.

The compact suspension allows a flat, uninterrupted floor with large



load space: 7.8 cubic feet in the boot, expanding to nearly four times that volume if you clear the floor space. Every seat is easily removable – super for picnics or for using the car as a grandstand at spectator events. The sun roof can be folded all the way back if you want to stand, remove or take an awkward load, or put a ladder up. This car is certainly no joke if it can function as an estate car for one occasion and an all-purpose van for another.

Laminated windscreen

The car is really a delightful blend of the naive and the sophisticated, but with no joking allowed about safety. The side windows flip up with no-nonsense simplicity. The safety and reliability precautions are impressive. Besides the laminated windscreen there is a high intensity rear fog lamp, hazard lights, and an underbody given very thorough anti-corrosion treatment against perfidious British weather.

The flat-twin air-cooled engine, with efficient twin-choke carbur-

ettor, has excellent balance which eliminates annoying vibration and runs very smoothly at high speed. The crossflow hemispherical combustion chambers in an aluminium cylinder head allow the most efficient burning of fuel. There is a 4-speed gearbox with synchromesh on second, third and fourth, limited on first.

Safety orientated

Easy repair is enhanced by the facility of astonishingly simple bolt-on replacement of the wings, doors, bonnet, body panels and roof. None of the panels is load-bearing.

There is independent heating and ventilation with the refinement of a face-level vent. Headlamps can be manually adjusted from inside the car. There are the hazard warning lights and burst-proof door locks.

2CV range

The 2CV now comes in three versions; the *Special*, comprehensively equipped, its round headlamps adding to its individuality, represents outstanding value for money motoring; the *Club*, with colour matched fully folding sunroof, is now available with hard-wearing targa upholstery as an option to cloth seats for those with more rugged requirements; then there's the *Charleston*, a subtle blend of nostalgia and *avant garde* with a two tone paint finish and exclusive interior.

All three are mechanically the same, safety orientated, stable, comfortable and highly individual.



Dyane 6





The Citroën Dyane 6 is the cheapest 5-door hatchback on the British market. It also has a rather special clientèle, related to the 2CV owner but subtly different. The type who adds a Dyane to the family often shows the qualities of the car itself. It is particular, economical, and elegant.

Lowest insurance

In typical town driving the Dyane's fuel consumption is 41.5 miles per gallon. At a constant 56 mph it burns little more than a gallon an hour (52.3 mpg). It is ranked in the cheapest insurance rating, maintains a high secondhand value and it has long major service intervals. Its rate of tyre wear is as remarkable as the 2CV's. On outstandingly comfortable seats upholstered in Jersey cloth it carries four adults with ample headspace and legroom, and allows 12.1 cubic feet of luggage space. The back seat can be folded down, and the parcel shelf removed, to inflate the storage space to 33.17 cubic feet, all over a completely flat floor. The back seat can be entirely removed – as can the front seats – to give the same comfortable extramural picnic lounging as the 2CV or to accommodate standing spectators, taking advantage of its two-stage sunroof. The car has exceptional ground clearance.

75 mph

The 74 x 70 flat-twin 4-stroke engine of 602 cc capacity gives 30 horse power at 5750 revs. Top speed is 75 mph. The 2-cylinder engine leads to lower frictional energy losses. The twin-choke carburettor enables the mixing of the air and the fuel to be better carried out through the speed range of the engine. Cross-flow hemispherical combustion chambers in aluminium cylinder

heads allow efficient burning of fuel. There is a 4-speed gearbox with synchromesh on second, third and fourth, limited on first.

The elimination of the mechanical accessories made possible by the fact that the engine is air-cooled gives the Dyane the same advantages of economic maintenance as the 2CV. Cylinder head gaskets, distributor, fan belt and separate oil pump drive are also eliminated. The oil cooler, mounted on top of the engine, is important in stabilising the engine temperature when the vehicle is being pushed flat out – as it is built to be.

Adjustable ventilation

The air-cooled system also provides rapid availability of warm air from cold. The independent heating and ventilation includes an air vent at face level, capable of direction towards the face or the screen. The equipment includes a laminated windscreen, a heater/demister, a screen washer, hazard warning lights, inertia reel front seat belts and high intensity rear fog lamp. Hard-wearing targa seat trim provides an option to the standard cloth upholstery.

The compact suspension is all-important, with anti-pitch interconnection between front and rear. The hydraulic braking system operates drums at the rear, discs at the front, with the consequent advantages of faster maintenance and tight road adhesion.

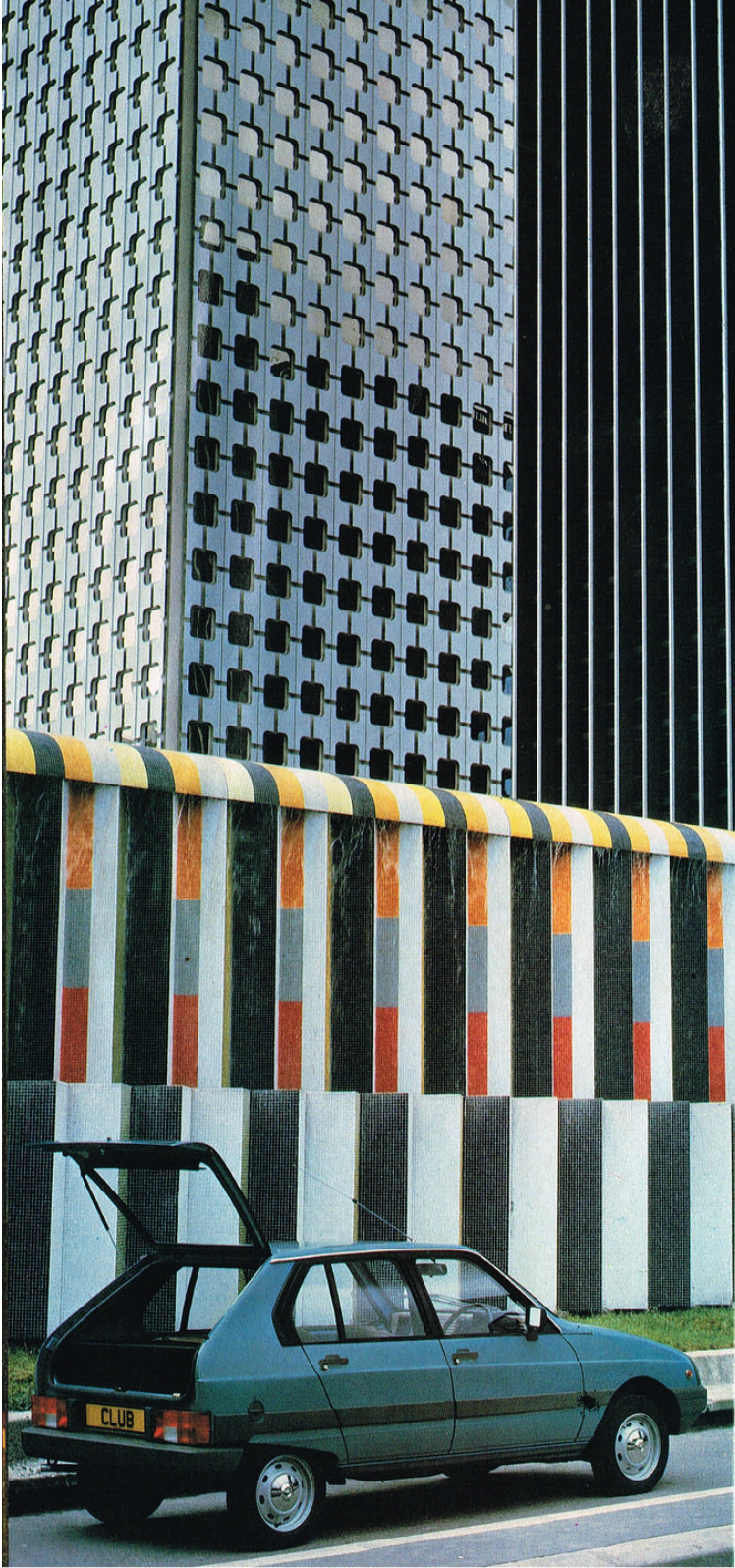
Sidewind stability

Front wheel drive brings the usual Citroën traction advantages, and is enhanced in the Dyane and the 2CV by the position of the short engine right at the front, putting a greater percentage of the weight of the car over the driving wheels and improving sidewind stability.



Visa Special and Visa Club





VISA SPECIAL

Incredibly cheap. Really well equipped. Undoubted best buy, beating some rivals by the price of a family holiday.

652 cc, 35 hp light alloy 2-cylinder air-cooled engine. 4-speed all synchromesh gearbox. Top speed 77 mph. Fuel consumption in urban driving 36.2 mpg, constant 56 mph 48.7 mpg. All independent suspension, anti-roll bar at front. Dual circuit, hydraulically controlled self-adjusting braking, the front disc brakes with pad wear indicators and low brake fluid level warning light. Satellite control module for fingertip operation of lights, 2-speed plus intermittent wiper, electric washers, indicators and horn. Reclining front seats. Jersey cloth upholstery. High intensity rear fog lamps. Reversing lights. Electrically heated rear window. 'Elastic bumpers.' Internally adjustable headlamps. Option: Metallic paint.

VISA CLUB

All the new Visa Special's value-for-money advantages of 5-door hatchback roominess, 652 cc engine with integrated electronic ignition to give instant all weather starting and efficient fuel economy, jersey cloth upholstery and reclining front seats, plus the addition of a clock, rear wash-wipe with intermittent sequence, twin speakers, roof aerial, side protection strips, rear parcel shelf. Options: Metallic paint, sunroof.

The new Citroën Visa is both new and special for two important reasons. Citroën started with a superb car that had already proved itself, and made it policy to heed the ordinary motorist's desperate cry for economy without sacrificing style. The decision was reached to take an already tried and tested, roomy and stylish car of the 5-door hatchback design that people wanted, and to cram it with all the wealth of existing refinements which people also want, but don't fancy paying extra for. Put it on the market at a price that stuns both the customer and the opposition (for different reasons), and then bask in the public welcome.

Which is exactly what has happened. Not surprising, because the Visa was already a winner for spaciousness, aerodynamic style, sophisticated fittings and economic running. Add the attraction of the new Visa's economic price and there's obviously no room for argument.

Special value

The Visa Special is a very generously equipped 5-door hatch-

back which is cheap to buy, cheap to run, and amazing value for money even before the owner considers and enjoys the modern and original fittings installed by right.

Yet the Visa Special makes no compromises. It sacrifices nothing of Citroën's priceless reputation for insistence on the qualities that matter. These essentials are:

RELIABILITY: *Less maintenance, fewer bills; smooth efficiency from start to stop – peace of mind!*

SAFETY: *Citroën says your life is not cheap, nor your family's, and nothing will ever be cut from 62 years pioneer work in vehicle safety.*

COMFORT: *Comfort is not a rich man's extra. It is handcuffed to safety. Therefore, no compromises.*

PERFORMANCE: *Nippy acceleration, meagre fuel consumption, good power base, tidy parking – a car you can confidently tell tales about.*

REFINEMENT: *Citroën specifies as standard what most rivals charge extra for as optional.*

STYLE: *Citroën aerodynamics equals super-efficiency, providing economy as well as safety. The Visa body beautiful is acclaimed by many reviewers as the best shape on the road for the size of car. In terms of drag coefficient the new Visas are the best cars in their class. Inside, the cars are remarkably spacious. Prove that at the nearest showroom by piling in the family.*

King of clubs

The outstanding bargain price of the Visa Special may well leave you the balance that lets you go for the Visa Club. It's a majestic car with the same princely easy performance (and the same pauperish concern for economic fuel consumption and maintenance). It tolerates you




putting on airs. You can take fresh air through an optional sunroof and you can play a few airs through the twin speakers, which with the roof aerial, clock and the side protection strips are standard installations. As you're gliding through city muck and rain with the rear wash-wipe finely adjusted by the intermittent sequence for maximum visibility, you may well deem the Visa Club the ideal town car. That side protection, for instance, made of the same impact-absorbing elastomer as the bumpers, is a great guard against others' parking errors, hastily opened doors, and ill-judged cornering. Funny how in town it's generally the other fellow who threatens our bodywork!

First-time starting

The Visa Special and Club introduce Citroën's break-through

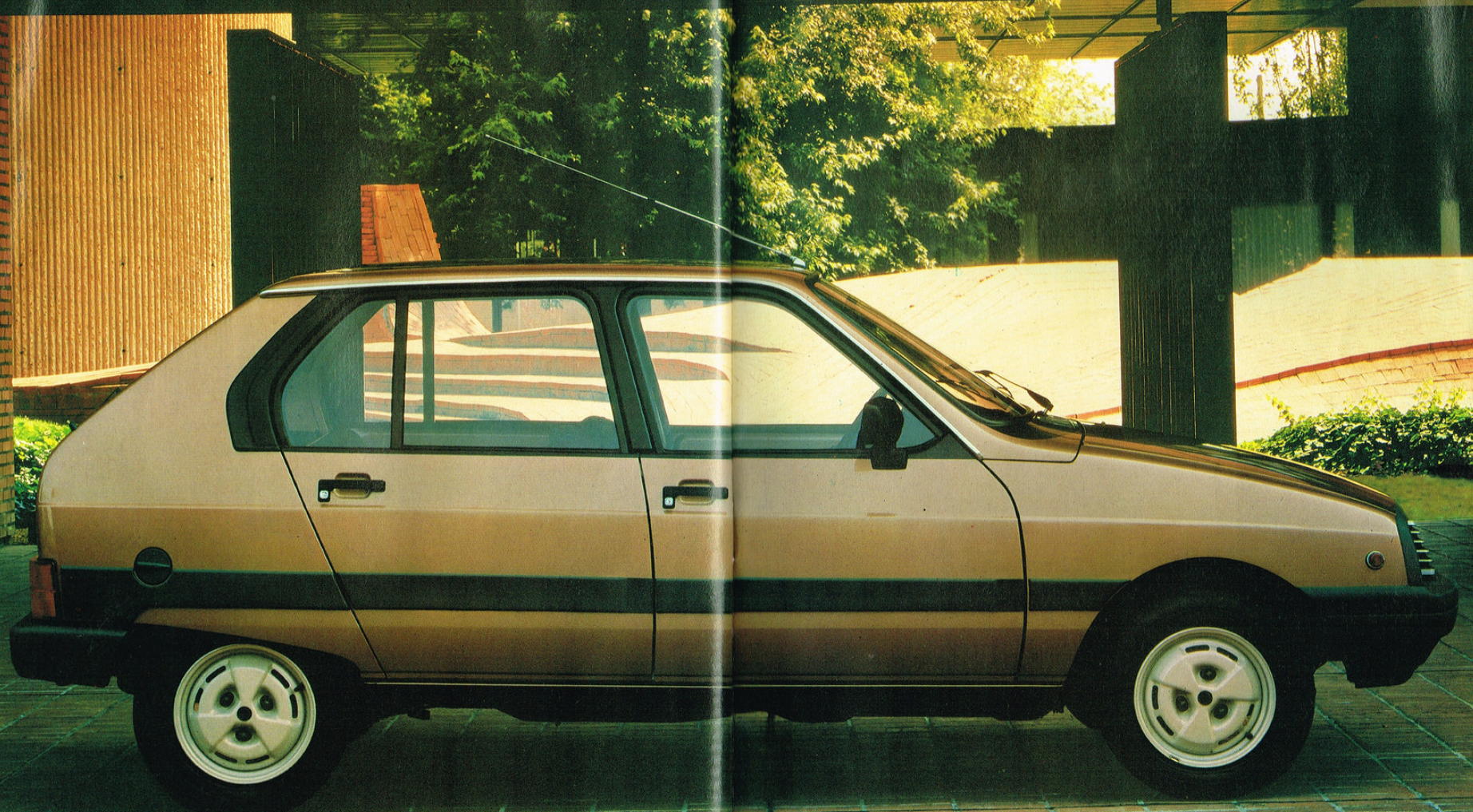
ignition system, Integrated Electronic Ignition. Working by a true miniature computer, this sparks the mixture with faultless accuracy, whatever the revs, and dispenses with the servicing need for ignition timing adjustments. It functions between 5½ and 16 volts, and is therefore less sensitive to battery defects and will produce a spark so long as the starter will turn the engine over and the engine exceeds 20 revs a minute. It also permits a more powerful coil to be used, giving greater spark energy. Results: Fine first-time starting, heart-warming envy from your neighbours on winter mornings and improved fuel economy on the road.

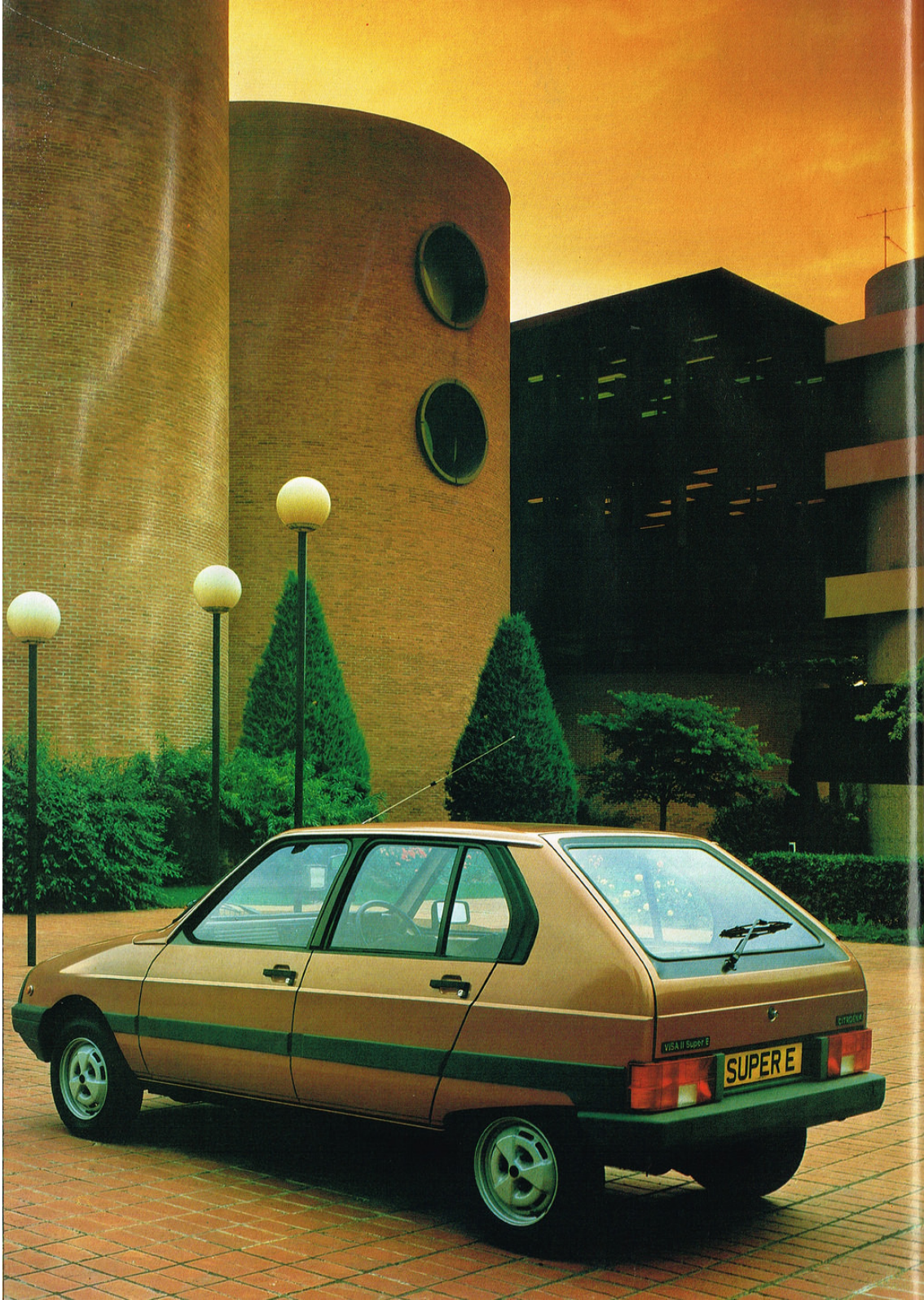
Capacious, comfortable

Inside every Visa you find a combination of equipment and 



Visa Super E

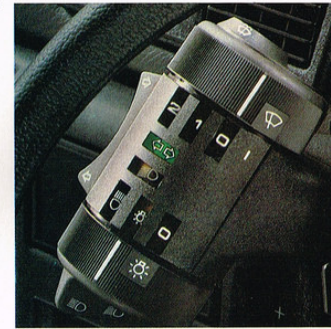




VISA SUPER E

1124 cc 50 hp light alloy 4-cylinder water-cooled engine, overhead camshaft. Transistorised ignition, 4 speed all synchromesh gearbox. Top speed 87 mph. Fuel consumption at a constant 56 mph 55.4 mpg. All independent suspension, anti-roll bars front and rear. Dual circuit hydraulically controlled servo assisted braking, front disc brakes with wear indicators and low brake fluid level warning light. Satellite controls. Econoscope. Reclining front seats. Jersey cloth upholstery. Rear wash-wipe with intermittent sequence. Reversing lamps. Electrically heated rear window. High intensity rear fog lamps. Quartz clock. Cigar lighter. Twin speakers. Roof aerial. 'Elastic bumpers' and protective side mouldings. Halogen headlamps internally adjustable to compensate for load. Styled road wheels. Options: Metallic paint, sunroof with tinted windows.

spaciousness rarely previously projected in this class by any manufacturer; it includes: seven air vents in all with a special control for



rear seat heating and ventilation; a 2-speed air blower with demisters operating on the side windows; front seat inertia reel safety belts and anchorage points for rear safety belts. Child safety catches to rear doors. All four wide opening doors have a red warning reflector, clearly visible when the doors are open. To accommodate awkward bulky loads, there is a high lift to the tailgate, opening out to give 24 cubic feet of storage space on a flat surface when the rear seat folds away.

Elastic bumpers

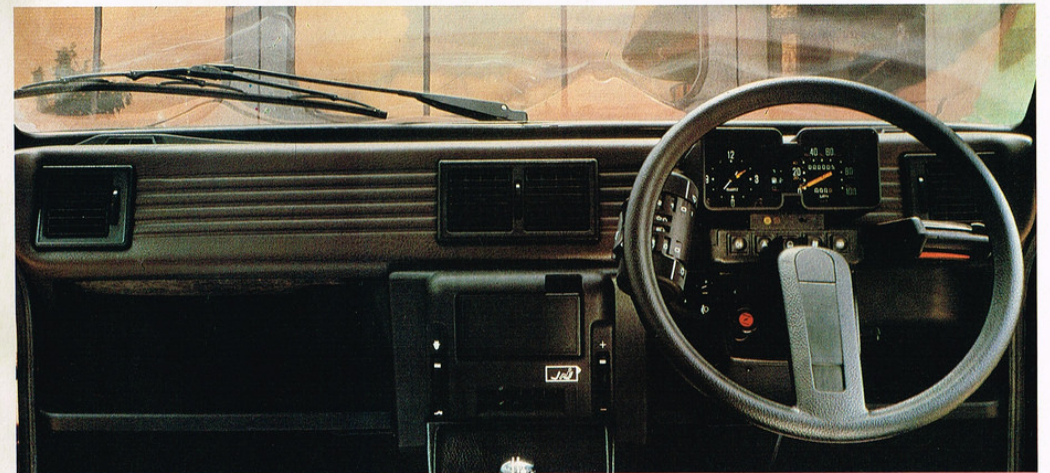
The Visa is fitted with 'elastic bumpers' – strong shield type, of thermoplastic elastomer which are sufficiently elastic to resume their shape after minor contact at low speeds. The Visa's side protection strips are of the same material.

The satellite

Citroën designers have created a separate satellite module holding the most essential controls of windscreen wash-wipe, indicators, lights and horn within fingertip control of the hand while it is on the steering wheel: a spot-on safety device every driver falls for and finds easy and simple to use at all times.

Wash-wipe

In addition to 2-speed wiping, all Visa models now have intermittent front wipe. Additionally there are dual controls for the rear wash-wipe when fitted. A touch button gives a wash and several wipes with automatic switch-off. A second locking button gives a delay rear-wipe, with one sweep at about every 15 seconds – ideal for motorways.



Visa Super X





VISA SUPER X

1219 cc 64 hp light alloy 4-cylinder water-cooled engine, overhead camshaft. Choice of two versions, 4-speed all synchromesh gearbox driving steel road-wheels, or 5-speed gearbox with alloy road-wheels. All wheels wide-rimmed to take as standard TRX low profile tyres. Top speed 96 mph. Fuel consumption in urban driving 30.7 mpg. All independent suspension, anti-roll bars front and rear. Dual circuit hydraulically controlled servo assisted braking, front disc brakes with wear indicators and low brake fluid level warning light. Satellite controls. Rev counter. Reclining front seats, head restraints, Jersey cloth upholstery throughout. Rear wash-wipe with intermittent sequence. Reversing lamps. Electrically heated rear window. High intensity rear fog lamps. Quartz digital clock. Twin speakers, roof aerial. 'Elastic bumpers' and protective side mouldings. Halogen headlamps. Twin door mirrors. Cigar lighter, ashtrays front and rear. Options: Metallic paint, sunroof with tinted glass.

E-economy beyond comparison

Literally astonishing: well, it astonished professional testers who drove the new Visa Super E. A 'conventional' engine that crowns high performance with miserly fuel consumption both in town and on motorways. An aerodynamic body beautiful that every driver can be proud of, every reviewer can appreciate for spaciousness and equipment and every statistician has to admit that it's top of the class in low drag co-efficient, which contributes to the Visa Super E using less petrol at a constant 75 mph than any other car currently sold on the UK market.

Citroën's new Visa Super E 5-door hatchback is a truly spacious, nimble and economical car with outstanding performance. It has a capability of 87 mph and yet, by Government certificated tests, never drops below 40 miles a gallon in town or on a motorway. At a constant 56 mph it will cover nearly

500 miles on one tank full of petrol. This IS performance!

Econoscope

The dashboard of the Visa Super E features the new Econoscope, which indicates uneconomic fuel consumption. When 'efficient' driving lapses, a warning light comes on, indicating that fuel economy is deteriorating. When fuel consumption surges into an unnecessarily high level, a further warning light is illuminated.

"Smart," "Responsive," "Cheeky"

That's what the papers said of the dashing and sporty new Citroën Visa Super X, a car combining rorty acceleration with a top speed of 96 mph.

This distinctive highly eye-catching model is as dashing in performance as it is in looks. With acceleration from 0 to 62 mph in 14 seconds, a very firm uprated

suspension to provide spectacular cornering and large power assisted front disc brakes to match its top speed of 96 mph, the Visa Super X is a car to be remembered by others who drop into rear-mirror perspective.

Safe and spacious

This beautifully equipped and highly specified car at the top of the Visa range uses its aerodynamic style – the best shape on the road and for total drag the best car in its class – to make its impact. Sporting in its action, it has all the Visa spaciousness and comfort, with built-in safety factor of effortless control of the cockpit switches from the satellite within fingertip reach of the steering wheel, and headlamps internally adjustable to suit the load. Most body panels are detachable.

The Super X crowns a Visa range which has astounded professional critics as well as the discerning public. These cars demand the ultimate test of your own personal trial.



GSA Special





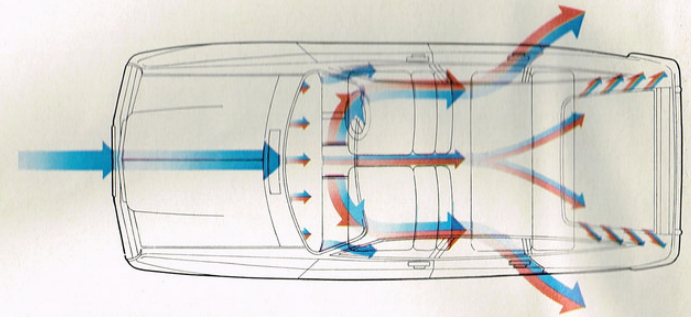
GSA SPECIAL

Stylishly always a winner, the GSA Special now has a new engine specially developed to give outstanding fuel economy and high efficiency. 1299 cc 65 hp 4-cylinder air-cooled horizontally opposed overhead camshaft engine with twin-choke carburettor and transistorised ignition. 4-speed or 5-speed gearbox. Top speed 98 mph. Fuel consumption in urban driving 33.2 mpg; 47.9 mpg at constant 56 mph with 5-speed gearbox. All round independent hydropneumatic suspension. Anti-roll bars front and rear. Anti-lift, anti-dive system. Dual circuit fully powered braking, disc brakes on all wheels, front brake-pad wear indicator, independent front parking and emergency brake. Dual satellite controls. Econoscope. Electric washers. Two-speed windscreen wipers with intermittent wipe. Reclining front seats, Jersey cloth upholstery. Heated rear window. Reversing lamps. High intensity rear fog lamps. Hazard warning lights. Trip mileage recorder. Warning lamps for low fuel, low engine oil pressure, low hydraulic system pressure. Swivelling ventilation entries. 3-speed fan, throughflow ventilation. Carpet. Cigar lighter. Quartz clock. Roof aerial and twin speakers. Options: Metallic paint, tinted windows, rear wash-wipe, alloy wheels.

The GSA was designed for Citroën by the same team which designed the CX. And it shows. But even more importantly, it feels. The aerodynamic conception of the car is obvious to the eye, though by no means is every aerodynamic advantage visual. The art covers safe road-holding, better acceleration, greater fuel economy, among many benefits not visible to the sight. What the driver feels when he is in control is the most valuable test of any automobile. The GSA is a sure car. Its driver is a confident driver, deeply enjoying the experience and with no under-growl of stress.

Value for money

The GSA is not an 'average' car, but a vehicle with a range of response beyond the everyday demands of duty. Cars are driven under 'average' conditions for a large proportion of their life, and average cars get by for much of the time with little reserve for emergency. Their drivers are aware of this, they drive without great confidence, grudgingly accept that they have little support, and devoutly hope that they will not meet an emergency. Even under the most sedate driving conditions this is wishful thinking of a fatal order. Emergencies occur to the best-



Hot and cold air flow through passenger compartment.

intentioned people, from weather, road conditions, and the unpredictable behaviour of others.

The GSA has quality and safety built into it. It is a car of extremely high specification, yet it is sold for the price of the 'average' car. It is supreme value for money; the 4-speed version of the GSA Special Saloon is a price leader about whose value there can be no argument. It is the only car of its class which has hydropneumatic suspension combined with automatic self-levelling and anti-dive characteristics, plus all the built-in non-visual advantages of Citroën's long years of experience in aerodynamics. It has a wealth of equipment which is elsewhere out of the range in control, comfort and refinement. And that means much money saved.

Hatchback

The Citroën GSA is a 5-door hatchback which sells at very little more than a utility 3-door runabout.

It fulfills the ideal function of a practical car in that it will do anything, go anywhere, and continue to look extremely stylish in the process. It comes in an all-purpose range of saloons and estates, and it remains an outstandingly economical car to buy.

Driving comfort

The open door is fitted with a reflector - another touch of safety! It has a padded side panel, arm rest and a capacious pocket. How's the seat? Very comfortable as you'd expect, but Citroën seats, always using professional medical consultancy in their careful construction, have a new supportive design to combat long-spell fatigue and are adjustable and fully reclining. How about the prospect forward? What an exciting and comprehensive dashboard. The eye-catching innovation in the 'cockpit' is two satellite control modules positioned by the one-spoke padded steering wheel.



Fingertip control

The GSA has over a score of principal controls, instruments and warning lamps and another 20 auxiliary installations ranging from cigar lighter to swivelling air vents. The essential controls which a driver needs to operate while moving – the entire variation of the lighting system, horn, and screen-cleaning front and rear, are all grouped on the two satellites at his finger tips so that there is no need to move ones hands from the steering wheel.

It looks delightful, but is it too ingenious? The most extensive research, sampling men and women literally plucked off the High Street, has shown that even the most timid are fully acclimatised in about 30 seconds, and they engage gear and drive like a dream, emphasising their relaxed mood by commenting on the luxury style of the dashboard.

Stability

The GSA's air-cooled flat-four engine, by having the four cylinders horizontally opposed, achieves a balance which cuts out 90% of the vibration that occurs in a 4-cylinder in-line unit. The engine, cylinder head and crankcase are manufactured from light alloy, there is a single overhead camshaft to each bank and a twin-choke carburettor, jointly decreasing weight and improving efficiency. A parallel reduction in volume allows the engine to be placed far forward, aiding the aerodynamic design and giving the car a lower centre of gravity, which increases the stability already inherent in the design.

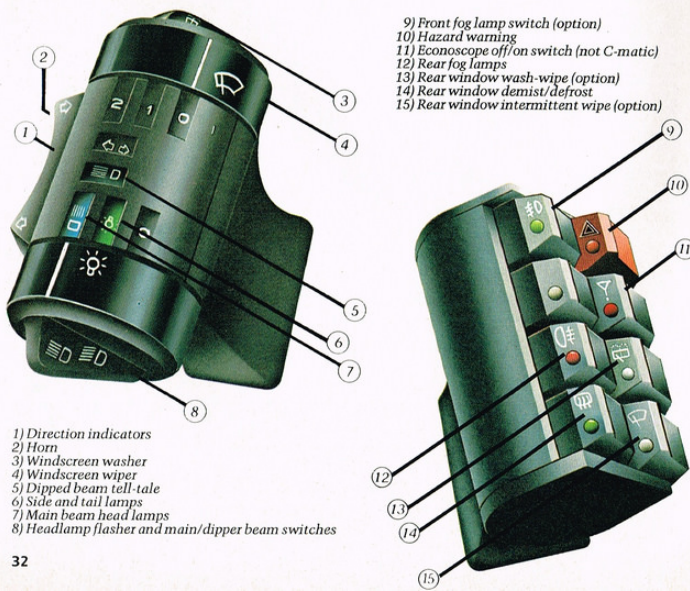
Front wheel drive, the system of

which Citroën are past masters, gives far superior traction not only amid snow but in bad conditions of wind and weather which demand the stability at speed which traction avant supplies.

The air-cooled engine which eliminates seven of the components necessary for the water cooled engine means greater reliability. The new 1299 cc engine specially designed with economy in mind benefits from revised carburation with a larger capacity air filter and transistorised ignition. Transistorised ignition, by magnetically detecting when the firing point should occur and providing a more powerful spark with more accurate firing also means greater reliability, reduced servicing and lower fuel consumption.

More aerodynamics

The aerodynamic design gives its immediate improvement to acceleration, stability, performance and fuel consumption. An additional benefit comes from the innovation of two rubber skirts under the bumper which give the car even better handling and stability, and provide more cooling air to the engine. Aerodynamic styling keeps the rear window free of silting with spray or mud when the car is on the move. Aerodynamic principles even extend to the door mirror, which has its forward surface shaped to decrease resistance. The mirror, which on the Pallas can be fingertip-controlled from within is unaffected by wind at speed yet still it can be folded safely back before entry into a car wash. The air flow to the passenger compartment achieves new



GSA Special Estate



GSA SPECIAL ESTATE

Citroën hydropneumatic suspension makes the GSA Special Estate an admirable load-carrier with excellent handling and road-holding even when fully laden, plus a constant ride height no matter the load. 1299 cc 65 hp 4-cylinder air-cooled horizontally opposed overhead camshaft engine with twin-choke carburettor and transistorised ignition. 4-speed or 5-speed gearbox. Top speed 97 mph. Fuel consumption at a constant 56 mph 46.3 mpg. Load capacity 23 cubic feet as 5-seater saloon or 53 cubic feet with rear seat folded. Hydropneumatic suspension with self-levelling maintains constant level attitude with comfort for passengers and security for delicate cargo even over uneven surfaces. Anti-roll bars front and

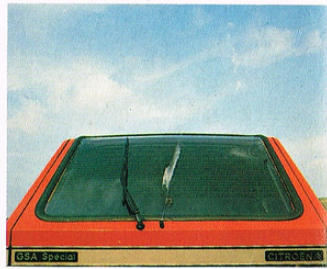
rear. Anti-lift, anti-dive system. Power disc brakes on all wheels, front brake-pad wear indicator, independent front emergency and parking brake. Dual satellite controls. Econoscope. Electric washers. 2-speed windscreen wipers with intermittent sequence. Rear wash-wipe with intermittent action. Reclining front seats. Jersey cloth upholstery. Heated rear window. Reversing lamps. High intensity rear fog lamps. Hazard warnings. Trip recorder. Quartz clock. Warning lamps for low fuel, low engine oil pressure, low hydraulic system pressure. Swivelling ventilation entries. 3-speed fan, throughflow ventilation. Carpet. Cigar lighter. Roof aerial and twin speakers. Side protection mouldings. Twin door mirrors. Options: Metallic paint, tinted windows, alloy wheels.

standards of ventilation, hugging the walls to combat radiation and passing out of the car through vents in the door jambs and the top of the hatch.

Constant level

Citroën's high pressure hydropneumatic suspension with self-levelling – unique in being fitted to a medium range car – ensures a

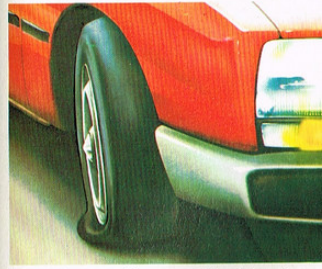
constant height between the body of the car and the road, and a constant level attitude of the car whatever the load of passengers and luggage or the surges of braking and acceleration. This constant level attitude removes any chance of dazzling an approaching vehicle. The suspension achieves determined roadholding, since each wheel has independent action and automatically springs



into firm road contact through pressurised gas and mineral hydraulic fluid. The permanently correct trim of the car on every kind of road surface provides not only comfort for the passengers but, with aerodynamic airflow, an absence of fatigue for the driver so that he controls the car without stress. A manual over-ride control can be set to heighten the road clearance for coping with bumpy or boulder-strewn conditions or with wheel changing.

Smooth steering

The steering is notably precise with rack-and-pinion action. Anti-dive reaction counters bucking and pitching. The independent



Even after a tyre blow-out GSA will continue to steer until safe to stop.

suspension keeps the car level in spite of variations of road surface, producing remarkable stability. The Citroën innovation of designing the front wheel swivelling axis in the centre plane of the wheel means that the driver does not have to fight variations in the level or in surface adherence affecting the nearside as against the offside wheel, even during braking – as on a curve on a mountain road where there is dust and rubble in the gutter and a smoother road surface at a higher level. There is no abnormal pull on the steering wheel, and the car continues its course smoothly and safely. One wheel can hit an obstruction or react to a patch of ice

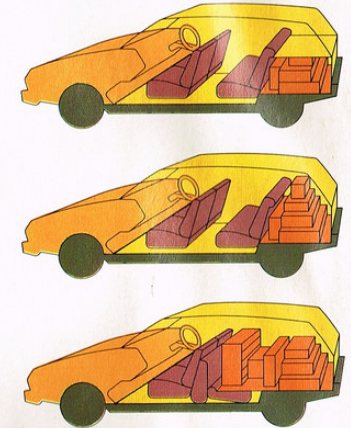
without diverting the steering. You can drive into a puddle and come out straight with your hands off the wheel.

Braking on the GSA is by dual-circuit power disc brakes on all four wheels. The system has ample reserve and gives instant response. Each circuit has its own pressure reserve. Brake wear is automatically adjusted. A warning light on the dash gives adequate notice of main front pad wear. A further warning light indicates irregularity in hydraulic pressure and fluid level. The emergency and parking brake acting on the front wheels has pads independent of the foot brake and thus provides a genuine emergency system. The set of the wheels, combined with Michelin tubeless radial tyres, minimises drifting. Citroën's unique suspension will keep the car straight and stable during emergency braking and allow controlled steering, even in the rare event of a front tyre blow-out at high speed, when the car will continue to respond to steering, driving round corners if necessary, until it is safe to stop.

Safety emphasis

Safety is a Citroën slogan.

Citroën design is directed to the avoidance of all accidents, active and passive, and survival if impact has become inevitable. The positive factors in Citroën's construction for safety are largely based on the very practices in which the company stands out as a pioneer and innovator:
* Front wheel drive stability and traction.



GSA Estate seating and luggage potential.



GSA Pallas



GSA PALLAS

This is a luxurious car thoroughly appreciated when it is seen and driven; with lavish refinement and extra equipment, it reaches the zenith of its class. 1299 cc 65 hp 4-cylinder air-cooled horizontally opposed overhead camshaft engine with twin choke carburettor and transistorised ignition. Top speed 98 mph. Fuel consumption with 5-speed gearbox at constant 56 mph 47.9 mpg. All-round independent hydropneumatic suspension. Anti-roll bars front and rear. Anti-lift, anti-dive system. Dual circuit fully-powered braking, disc brakes on all wheels, front brake-pad wear indicator, independent front parking and emergency brake. Additional to the full stylish equipment of the GSA Special Saloon there are smart extra fittings. The clock is a quartz digital model. The external mirror is adjustable from within. There is rear-window wash-wipe with intermittent sequence. Capacious pockets back the front seats. There is rich carpeting. Luxury quality upholstery stretches to the door pockets. There are adjustable headrests. Extra soundproofing is built in. Styled wheel trims. Halogen headlamps. Options: Metallic paint, tinted windows, sunroof, alloy wheels, C-matic gearbox.

* Hydropneumatic attainment of level attitude allied to aerodynamic characteristics for sure control whatever outside conditions.

* Dual-circuit, fast-response, power-operated self-adjusting brakes,

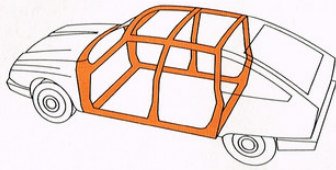
with an independent handbrake and visual warning of wear and fluid levels.

* Outstanding visibility, night and day, with powerful headlamps and high intensity rear foglamps.

* Active insistence on comfort, structurally and by ventilation, to combat stress and fatigue.

The built-in factors are mainly concerned with the GSA's 'nucleus' passenger cabin and its external support.

The passenger compartment of the GSA is a multi-welded semi-armoured capsule combining rigidity and lightness. It is a monoshell body of steel specially treated to resist corrosion, with particular strength built into the front and rear and a light, strong steel ring reinforcing the roof. Outside this central cabin capsule there are impact-absorbing areas designed to damp the shock of collision from front to rear. The well protected fuel tank is placed flat and low, some two feet forward of the rear bumpers, guarded by the rigidity of the rear subframe. The cabin has strongly anchored inertia reel safety belts and



GSA multi-welded semi-armoured capsule.

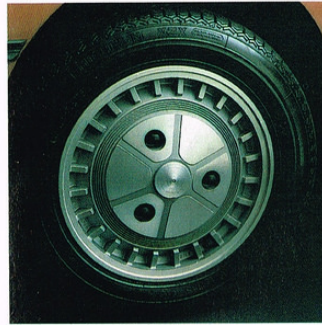


Optional sunroof on Pallas.

anti-burst locks on the doors. Shock-absorbing buffer cushioning is fitted forward, and the padded steering wheel is jointed and collapsible on impact. One of the purposes of the one-spoke design is that the spoke is never pointed at the driver's body.

In addition, the GSA is particularly safe as a towing vehicle. Its aerodynamic body is little affected by passing juggernauts and its firmly supple suspension keeps a towed trailer under control without yawing off course under the bow wave of passing vehicles or while itself engaged in overtaking, and without the pitching that can bury a tow-bar in the dirt.

In spaciousness the GSA saloon is long and strong, roomy and relaxing. An ample 5-seater, it gives 15 cubic feet of loading availability. With the rear seat folded it presents a truly enormous 49 cubic feet of wholly usable space with no



Optional alloy wheels.

projections – the floor dimensions are square and flush, there are no wheel arches, and the aerodynamic design gives room for the spare wheel under the bonnet, where it stays clean and very easy to remove in the rare event of a puncture.

Passenger ease

As for comfort, the GSA matches the lavishness of its equipment with the luxury of its furnishings and by extreme dedication to noise suppression, which Citroën regards as an important factor in the battle against stress. By Citroën tradition the rear passengers are as well served as those in front. The seats are contoured to achieve real ease combined with the ride comfort, unyielding road grip and obedient response to stressless control which are all contributed by the suspension, even under the difficult circumstances of long days on winding rough roads.

The GSA Pallas has the option of being fitted with Citroën C-matic transmission. In this system there is no clutch pedal – a welcome relief for those drivers who must tackle constant town driving in heavy traffic. But the advantage of having the engine as a brake is retained.

With a 3-speed C-matic gearbox the GSA can be started and driven in any gear though the gears can be used at will with the fatigue of constant pedal engagement of the clutch eliminated. The C-matic smoothly and automatically operates its own internal clutch coupled with a fluid filled torque converter. A marked increase in engine life is given by the sealed C-matic unit, which needs no adjustment and practically no maintenance.

All the GSA's represent supreme value for money. All the saloons have the same body, the same standard of mechanical and aerodynamic excellence to the point of luxury, and they have been given the most generous internal equipment.



CX Reflex and CX Athena





The CX Reflex represents exceptional value for money and is impossible to match in the same price bracket for its combination of economy, performance and style. It admirably blends executive status with the function of a family saloon.

1995 cc. 106 hp light alloy overhead camshaft engine. 5-speed gearbox. Varipower steering. Hydropneumatic suspension. Safety instrument console with full range of function and warning lamps, including electronic tachometer. Econoscope. Quartz clock. Day/night driving mirror. Exterior mirror. Laminated windscreen. Single arm 2-speed windscreen wiper with intermittent wipe and electric screen washers. Heated rear window. Illuminated and lockable glove box. Boot lamp. Front inertia reel seat belts and fixing points for rear belts. Reclining front seats with adjustable and removeable head restraints. Aerial. Jersey cloth upholstery. Front wheel mud flaps. Options: Metallic paint; tinted windows; electric sunroof; air conditioning; alloy wheels. Also available with Diesel engine and 5-speed gearbox. [see P. 61]

The CX Athena has the same 2-litre engine and 5-speed gearbox as the Reflex, plus; interior engine oil-level gauge. Electrically operated front windows. All-round tinted glass. Internally adjustable driver's door mirror. Height adjustable driving seat. Rear sunblinds. Central door locking. Town and country air horns. Full face wheel discs. Ribbed Jersey cloth upholstery. Twin door speakers. Options: Metallic paint; electric sunroof; air conditioning; alloy wheels.

The Citroën CX is universally acknowledged to be a beautiful car. But in hard times that is not enough. A car must be not only a work of art, but the most efficient machine available to support modern living in all the functions now demanded of the automobile. The Citroën CX sets a combination of standards of efficiency which it defies others to equal. Within its shapely lines and luxurious interior it already embodies the technological peak of the five amalgamated features which are essential for the car of tomorrow. These require, not separately but in the same motor car: Economy. Performance. Safety. Reliability. Comfort.

And comfort is not an optional extra. It is a governing factor of safety. Stress is the driver's constant enemy, and if a driver decides, for example, that his stress is relieved by Citroën's fully automatic gearbox, then he has made his personal decision on safety.



Economy

Citroën vehicles have always had a very high top speed for their engine capacity and power output, which in practical terms spells faster running for the same consumption for the same speed. The basis of all Citroën efficiency in economy is the grand aerodynamic design of the CX, classic but still inimitable, however hard its imitators try. Aerodynamics is a subtle science which needs all the decades of experience that Citroën has given it. There are a myriad of considerations to be weighed, many of which require years to resolve in practical application. In crude terms, if your engine is too high to be set in its most advantageous forward position, if your balance of weight is wrong, your air-flow to the engine cock-eyed, your inherent stability dicey – no desperate bodyline seduction is going to do you much good. There can be an extreme difference of 25 horse power – one quarter of the optimum power of the Reflex, one fifth of the Pallas Injection Automatic – in the requirement to pull a CX down the motorway at 70 mph, compared with the extra horses necessary to heave a same-size, follow-my-leader (without doing his homework) vehicle in the same stream. A 20-25% cut in effort and energy is a distinct advantage. It is known as Economy.

Consumption

Outstanding for fuel economy in the CX range is the new 2-litre engine fitted in the Reflex and the Athena. It combines good performance with remarkably low consumption, particularly at higher speeds, compared with its competitors. The 5-speed gearbox fitted with this

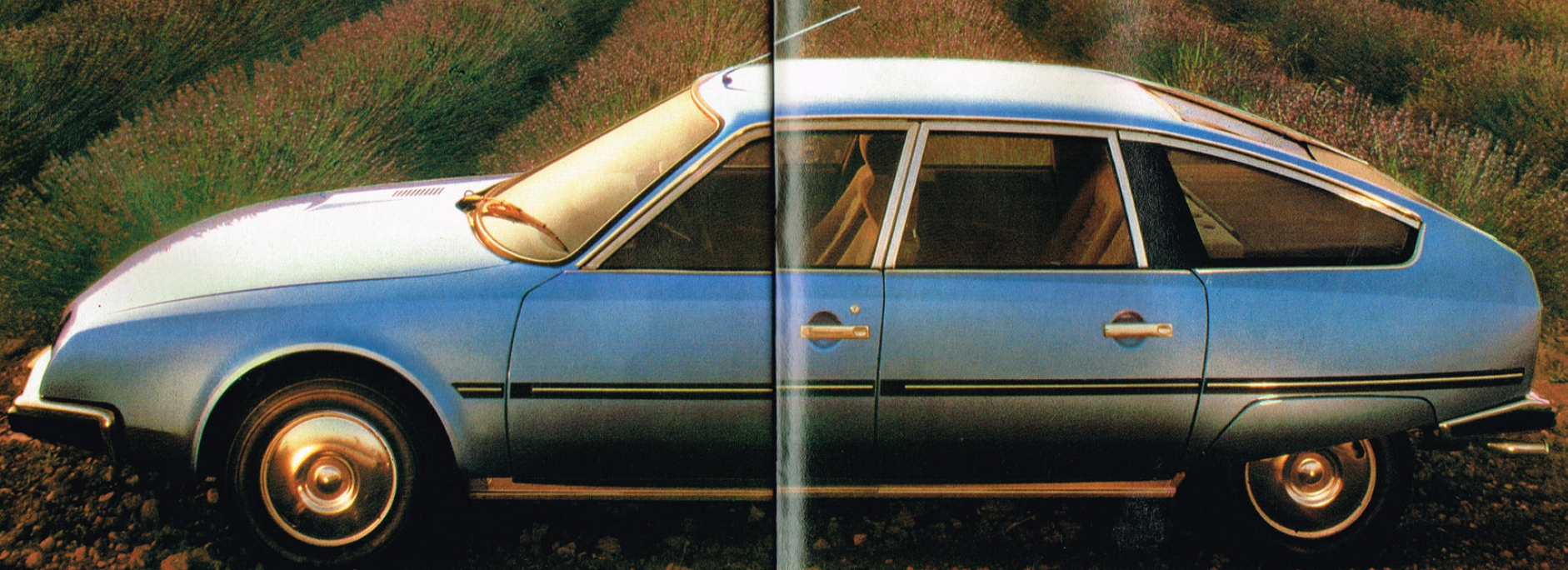


Optional electric sunroof.

engine gives it added speed, much better acceleration and a significant improvement in fuel economy, according to Press reviewers.

Fuel injection in the Pallas Injection, the GTi and the Prestige Injection increases the power whilst making the best use of fuel by electronically metering the amount of petrol offered for each explosion in the cylinder according to five changing conditions of the engine. (The system has the additional environmental advantage of minimising pollution by exhaust emission without the necessity of attachments which diminish performance.) The CX Diesels, which incidentally emit only a tiny fraction of the carbon monoxide released by petrol engines, score very heavily in terms of fuel economy. They are the only diesel automobiles

CX Pallas





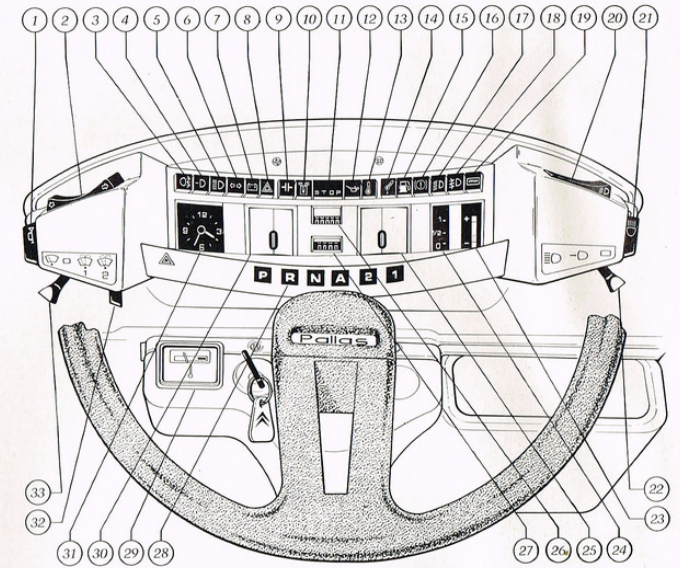
The CX Pallas Injection is the most luxurious of the standard wheelbase CX models. With the Bosch L-Jetronic fuel injection accurately metering fuel it accelerates to a top speed of 119 mph in 5-speed form. Available with ZF 3-speed fully automatic gearbox as optional, it has a top speed of 115 mph. 2347 cc 128hp engine. Varipower steering. Safety instrument console with comprehensive range of function and warning lamps. Electronic tachometer. Interior electric engine oil-level gauge. Quartz clock. Ignition keyhole lamp. Laminated windscreen. Single arm 2-speed windscreen wiper with intermittent wipe and electric screen washers. Heated rear window. Town and country air horns. Day/night driving mirror. Tinted glass. Front and side sunvisors. Rear sunblinds. Electrically operated front windows. Aerial and two speakers. Front door pockets. Illuminated and lockable glove-box. Map-reading lamp. Front inertia-reel seat belts and fixing points for rear belts. Reclining front seats with adjustable and removeable head restraints. Height adjustment for driver's seat. Luxurious chevron-patterned cloth upholstery. Deep pile carpet. Central locking. Front wheel mud flaps. Options: Metallic paint; leather upholstery; air conditioning; electric sunroof; alloy wheels with TRX tyres. Also available with Diesel engine and 5-speed gearbox. (see p. 61).

offered in such an aerodynamically efficient body shape, and they have been rated the most economical cars of their size on the road. The Safari and the 8-seater Familiale record good fuel consumption figures, and clinch the great economy virtue of the Citroën Estates by their superior load-carrying capacity.

Performance

Performance, like the other key features by which the CX range is assessed, is very favourably assisted by the aerodynamic shape of the car. The less wind resistance a car provokes, or the more easily it penetrates air, the better is its all-round performance. An independent test of forward penetration between ten competitive large saloons scored the Citroën CX as an easy winner, giving it 20% more aerodynamic efficiency than the best of its rivals and 75% more than the worst. A further independent test of 40 cars to see how far, when being driven at 62 mph, they were blown off course by 50 mph sidewinds again declared the CX the winner by a large margin.

Aerodynamic efficiency not only relates to reducing drag, its forces



- | | | | |
|--------------------------------|---|---|---------------------------------------|
| 1) Twin air horns | 9) Torque converter oil temperature | 16) Handbrake on and front brake pad wear | 26) Total mileage recorder |
| 2) Direction indicator control | 10) Hydraulic system pressure and level | 17) Dipped beam | 27) Trip mileage recorder |
| 3) Rear fog lamp | 11) Urgent need to stop | 18) Front fog lamps (if fitted) | 28) Automatic gear selector indicator |
| 4) Sidelamps | 12) Engine oil pressure | 19) Heated rear screen | 29) Battery meter |
| 5) Headlamp main beam | 13) Water temperature | 20) Headlamp dip switch | 30) Speedometer |
| 6) Direction indicator | 14) Engine oil temperature | 21) Headlamp flasher | 31) Quartz clock |
| 7) Battery charge | 15) Low fuel warning lamps | 22) Lighting control | 32) Hazard warning switch |
| 8) Hazard warning lamps | | 23) Engine oil level | 33) Windscreen wiper washer control |
| | | 24) Fuel gauge | |
| | | 25) Tachometer | |

may be manipulated to advantage. It works as a positive progressive force when the CX is driven at speed. The underside contour creates a suction channel, acting more strongly as the speed increases.

Road-holding, response and mechanical dependability are aspects of performance derived from VariPower steering, hydropneumatic suspension and self-levelling, and fully powered braking with anti-dive, which are separately considered. But the combined benefit afforded by CX aerodynamics and suspension to the towing of vehicles may be mentioned here.

Towing stability

Poor suspension and weight distribution can cause snaking which becomes exacerbated, even to the point of danger, when turbulence occurs from passing trucks. With the CX this is largely eliminated. The towing car is much less affected by the bow-wave of the passing vehicle, so there is no preliminary snaking. When the bow-wave reaches the towed vehicle – which, in the case of a caravan, can hardly be endowed with aerodynamic grace – the turbulence is more effective. It is at this point that the CX suspension

with self-levelling takes full effect.

The caravan does not swing wildly, but is held level and straight. The same firm suspension stops the caravan swinging during overtaking. Some caravan owners invest in an intricacy of towing devices to hold the van straight, but many are not so effective as Citroën's suspension. Additionally, the self-levelling system keeps the tow-bar at a constant ride height, minimising the possibility of contact with the road on sharp dips. In very rough country, or on difficult sites, further protection is at hand from the ability to increase the ground clearance by using the manual over-ride to adjust the height of the car.

Automatic

Sophisticated performance has been very happily tackled in the automatic gearbox of the CX Pallas Injection Automatic, the Prestige Injection Automatic and the CX Estate Automatics. This is the latest Z.F. 3-speed gearbox. With many automatics a choice has regretfully to be made between smooth gear-changes combined with a spongy performance against the alternative of a lively performance with jolting gear-changes. The gearbox in the CX has overcome this

CX GTI





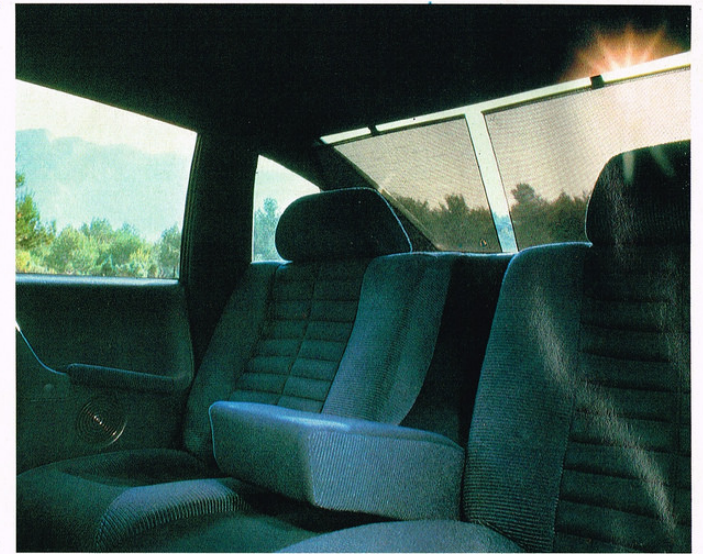
The CX 2400 GTi is an exceedingly well-equipped sporting car with a top speed of 119 mph. 2347 cc fuel injection engine with electronic ignition. 5-speed gearbox. Varipower steering. Safety instrument console with comprehensive range of function and warning lamps. Electronic tachometer. Econoscope. Ignition keyhole lamp. Quartz clock. Interior engine oil-level gauge. Day/night driving mirror. Internally adjustable exterior mirror. Town and country air horns. Laminated windscreen. Single-arm 2-speed windscreen wiper with intermittent wipe and electric screen washers. Heated rear window. Fog lamps, front and rear. Tinted glass. Front and side sunvisors. Rear sunblinds. Electrically operated front and rear windows. Aerial and twin speakers. Front door pockets. Illuminated and lockable glove box. Map reading lamp. Front inertia-reel seat belts and fixing points for rear belts. Head restraints on front and rear seats. Height-adjustable driver's seat. Alloy wheels with TRX tyres. Front wheel mud flaps. Options: Metallic paint; leather upholstery; electric sunroof; air conditioning.

need to compromise in automatics. It gives a good performance with smooth gear-changes.

The foundation of all safety is a car which in its own ambience and almost by its own personality immediately soothes a driver into ease of control. You cannot get into the driving seat of a CX without being aware of that welcome, the rich sense of the capability of the car, and that relaxed ease of control. A tiny indication of the care expended on control is that among the dashboard instruments in the CX Automatic is an illuminated indicator of the gear in which the car is being driven. Normally the driver would have to take his eyes off the road to glance down and check. With the CX automatics the indication is straight ahead in the forward eyeline.

Safety

Visibility all-round from the car has always been recognised as outstanding. Objects on the road (or garage drive) only 5 metres from the front bumper can be seen by the driver; the windscreen is laminated; it has an electric washer and a 2-speed wiper with additional intermittent action; the single-blade wiper by aerodynamic design cannot lose contact with the screen surface whatever the speed or the sidewind; the rear window is aerodynamically curved to stay clean, and it is heated.



In the Athena, the CX Pallas, the Safari and 8-seater Familiale the front side windows are electrically operated, and all four windows in the GTi and the Prestige. There are child-proof locks on the doors, and air horns, except on the Reflex, which alert even the most unwary in an emergency. Front wheel drive is a fundamental Citroën safety feature. It is a company characteristic devotedly fostered and developed over the years, with many virtues of traction, safe handling, and, what is less often appreciated, more interior space. Its principal function for safety is its notable improvement of stability.

Steering at speed

Power steering on all models uses Citroën's exclusive hydraulic system to power the CX's precise rack-and-pinion steering, giving the

driver rapid light response when parking yet becoming heavier as speed increases, avoiding over sensitivity. Self return when stationary takes much of the effort out of parking.

It eliminates any reliance on muscle in driving, and blocks fatigue and stress which would otherwise affect the driver. By isolating the driver from road-wheel reaction it works for safety by discouraging deviation. The situation, famous by now, of a blow-out on a Citroën front tyre at speed is a genuine instance of the ability of the CX not only to be driven in a straight line after such an accident, but to operate braking and cornering until it is safe to stop. No other car apart from the Citroën GSA has that ability built into its design. It comes from a combination of braking, suspension, steering and the design of wheel, rim and tyre.

CX Prestige



The CX 2400 Prestige Injection is the acme of Citroën comfort and style. It has a body and wheelbase longer by over nine inches than other Citroën CX saloons. Its rear doors are seven inches wider and there are two extra inches of headroom. In the generous legroom provided, the rear passengers are graced with footrests upholstered in the rich moquette that covers the floors. Air conditioning is a standard installation. Whilst featuring a 3-speed automatic gearbox as standard, a 5-speed manual gearbox is available at no extra charge. 2347 cc fuel injection engine with ZF 3-speed automatic gearbox. Varipower steering, central locking system. Metallic paint. Vinyl covered roof. Safety instrument console with comprehensive range of function and warning lamps. Electronic tachometer. Quartz clock. Interior electric engine oil-level gauge. Ignition keyhole lamp. Town and country

air horns. Day/night driving mirror. Internally adjustable exterior mirror fitted with electric defroster. Laminated windscreen. Single-arm 2-speed windscreen wiper and intermittent wipe. Electric windscreen washers. Heated rear window. Tinted glass. Front and side sunvisors. Rear sunblinds. Air conditioning. Aerial and 4 speakers. Electrically operated windows on all doors. Pockets on all doors. Illuminated and lockable glove box. Front inertia reel seat belts and fixing points for rear belts. Reclining front seats. All seats fitted with head restraints. Height adjustable driver's seat. Footrests for rear passengers. Rear grab handles. Individual reading lamps. Luxurious button-backed Jersey cloth seat upholstery. Deep-pile carpeting. Front wheel mud flaps. Options: Manual 5-speed gearbox (no extra charge); leather upholstery; alloy wheels.

Brakes

Fully powered braking cuts the driver's response interval in an emergency. Citroën's shortening of brake-pedal travel also quickens the response. The Citroën brake fluid does not absorb water, which may affect braking efficiency, and the system will operate even if there is air in the circuit.

Anti-dive braking characteristics are built into every CX car. To retain peak efficiency the front brake discs are ventilated throughout the range. On the load-carrying Estates the rear discs also are ventilated and there is heavy supporting equipment. The front and rear power brakes have automatic wear-compensation and there is a pad-wear signal on the instrument panel.

Stress-causing wind-noise is substantially reduced by the aerodynamic design of the Citroën

CX. The structure of the car, by which the body is attached to the underframe with rubber mountings, soundproofs the passenger compartment against the effects of noise and vibration from the engine and gearbox. Road noise and vibration from bad surfaces are also filtered. Additional soundproofing is built in to the Prestige.

Personal safety

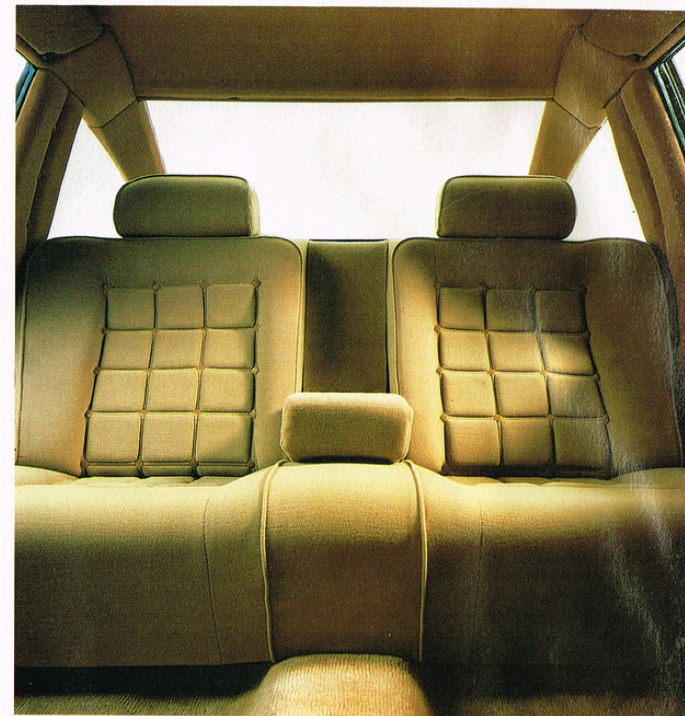
For ultimate personal safety, the monocoque passenger compartment is effectively an armoured protective capsule. In addition to the front inertia reel seat belts there are fixing points for rear belts. There are no damaging projections in the cabin and there is extra padding in vital areas. The steering wheel collapses into three parts on impact. Fore and aft of the isolated cabin capsule there are shock-absorbing deformation areas. The subframes front and rear deform to absorb shock. The petrol tank is flat in shape and mounted at a safe distance between the rear wheels. A protective steel plate in the boot prevents objects shooting into the cabin after impact.

Reliability is illustrated by the confident guarantee of the hydropneumatic suspension for 2 years with a maximum of 65,000 miles. Maintenance costs are lessened by a recommended major service interval of 10,000 miles.

War on rust

Intense quality control is devoted to the cars before delivery, and a special anti-corrosion protection is exclusively applied to all Citroën cars facing British weather conditions. On the vital anti-rust front, Citroën now take extraordinary measures against corrosion. In the first bath into which the sheet-metal car bodies are dipped for electrolytic preparation before coating, a revolutionary improvement has devised a routing which entirely suppresses the release of oxygen around the metal, (and rust is iron oxide). It gives the initial preparation far superior adherence, protection, and penetrating power. This process alone is calculated to afford a quality improvement of a factor of 2-3 over more usual treatment methods. In the Citroën Quality Control Lab body panels treated by the new method are placed in a 'salt fog bath'—a sort of sauna containing very humid air at blood heat with a 5% addition of salt in the vapour. They emerge unharmed after 250 hours, whereas metal treated by other methods would be grievously defective.

Further anti-corrosion measures



include the injection of a protective coating into the hollow members integrated into the car body to give it rigidity without excessive weight.

This injection prevents any contact between metal and moisture. Five more new procedures particularly affect the CX. Certain welding points used in the attachment of outer door panels and the frame of the boot lid were found to be liable to penetration by damp, and welding has been discontinued at these points, in favour of the use of a very successful waterproof baked plastic gum. Joints under the upper rear wings have been given a new treatment—electrolytic coating followed by baking—to ensure that the wings are watertight. Vulnerable areas in the front and lower bodywork of the CX have been given a special anti-chipping application. A thick resin preparation has been put under the rear wings for further protection against flying gravel. Certain especially exposed areas on the front and rear wings, the boot lid and the door mountings have been given electrolytically a zinc coating.

Comfort

Comfort is never far removed from safety, for stress and tension even among passengers if they are sitting in discomfort, will quickly



react on the driver. An apparently unrelated detail like the position of the engine in the CX—transverse and far forward—improves comfort by affording more passenger space and allowing the aerodynamic profile which permits an efficient air-flow. In addition it is a double safety factor, contributing stability through the low centre of gravity which it gives to the car, and acting as an important buffer, isolated in a space designed to deform in a collision.

The front seats of the CX were designed in consultation with orthopaedic specialists not only for optimum physiological comfort but to ensure that the pelvis and surrounding tissue enclosed by the safety belt will not suffer the effect

CX Familiare



CX Safari



The CX Safari is a large luxury long-wheelbase estate (conceived as an estate car, not an afterthought), notably tough, with the very high safety specifications built into Citroën big cars, and a loading capacity taking more weight than any rival. Manual over-ride enables it to be easily loaded at a very low level and driven with high clearance over rough ground. Purpose-designed compact gas springing gives it a flat, unimpeded load area. Its comfort for rear passengers is a byword. It has heavy duty rear suspension arms, larger rear brake calipers and ventilated discs to the rear brakes as well as the front. Its independent high pressure hydropneumatic suspension, with self-levelling, ensures a comfortable ride for passengers and safe transit for delicate cargo.

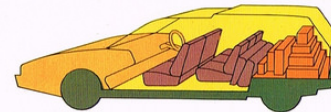
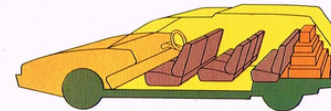
The CX Familiale is a long-wheelbase 8-seater vehicle that neither looks like, feels like, nor drives like a bus. It has two

bucket seats in front, three individual bucket seats in the second row, and a bench seat for three in the back. Comfort is built into all the seating, and to vary the function of the car the rear bench can be folded down to convert the 8-seater into a 5-seater estate with exceptional height (for passengers and load) at the rear, and a capacity to take well over half a ton of stowage. As with the Safari, childproof locks and a projection-free interior combine with Citroën construction advantages to give the Familiale a safety rating which is as much a requisite of the school run as of the long tour. And both these long vehicles, with Citroën's hydropneumatic self-levelling suspension, have unique towing capability, with resistance to snaking and to the tendency of the tow-bar to pitch and toss.

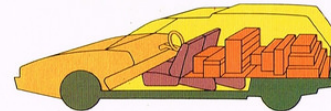
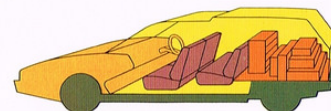
CX Safari and 8 Seater Familiale

Choice of 1995 cc 5-speed petrol engine, 2347 cc petrol engine with 3-speed ZF fully automatic gearbox or 2500 cc 5-speed Diesel engine. Varipower steering. Safety instrument console with comprehensive range of function and warning lamps. Electronic tachometer (with petrol model). Quartz clock. Day/night driving mirror. Two exterior mirrors, internally adjustable on driver's side. Laminated windscreen. Single-arm windscreen wiper with 2 speeds and intermittent wipe. Electric windscreen washers. Heated rear window. Rear window washer and wiper. Electrically operated front windows. Tinted glass with rearside sunvisors. Aerial and two speakers. Front door pockets. Illuminated and lockable glove box. Front inertia-reel seat belts and fixing points for rear belts. Height-adjustable driver's seat. Jersey cloth. Options: Metallic paint; air conditioning; alloy wheels.

known to surgeons as 'submarining' if there should be an impact. These front seats are reclining with adjustable and removable head-restraints. Except in the Reflex saloon the height of the driver's seat is adjustable. Rear passenger comfort in the CX range is traditionally a delight. Strangers to Citroën carriagework and suspension are amazed at the ease experienced in the Estate, not excluding the comfortable rear bench seat of the 8-seater Familiale which children (who are really very choosy) fight to occupy. In the saloons rear passengers have an armrest and in the long-wheelbase Prestige there are footrests. Here also, with standard equipment embracing electrically operated windows on all four doors, a wealth of pockets, individual cigar-lighters and first-rate air-conditioning, Citroën offers the most lavish luxury – and still in a car that cruises at over 30 miles to the gallon.



CX Familiale seating and luggage potential



CX Safari seating and luggage potential

The CX 2500 Diesel engine is fitted at the customer's choice to the CX Reflex, Pallas, CX Safari and the CX Familiale making these Citroën models the only soundly-designed aerodynamic diesel vehicles on the road. They are fast, quiet, very good value, and they have the traditional CX luxury impact. The effect of driving, with a 2½ litre engine and a 5-speed gearbox, is to give the driver the feel of a petrol engine – the diesel is environmentally cleaner than petrol since it emits 0.1% of carbon monoxide in its exhaust compared to 4%. Fuel economy is a major benefit; the CX Diesel saloon achieves 46.3 mpg at a constant 56 mph, the Estate 45.6 mpg. The Citroën diesel converts fuel into energy with almost 50% more efficiency than the petrol engine. Servicing, adjustments to carburettor and ignition system are eliminated. Apart from the engine, the CX 2500 Diesel Reflex, Pallas, Safari and Familiale have the same specifications as their equivalent petrol models.

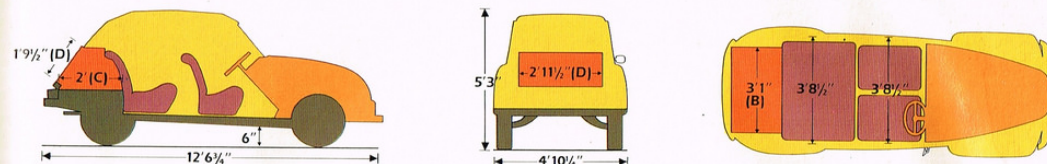


Technical Specifications

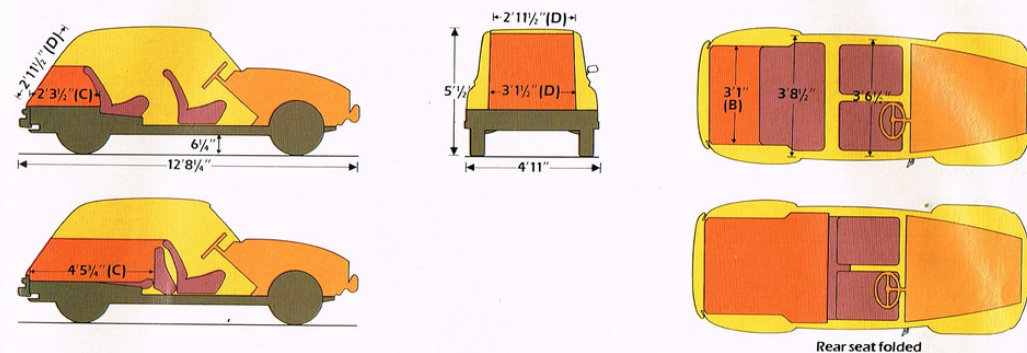
	2CV6 SPECIAL CLUB, CHARLESTON	DYANE 6	VISA SPECIAL CLUB	VISA SUPER E	VISA SUPER X	
Alternator	390 watts	390 watts	462 watts	462 watts	462 watts	
Battery	12V 125/25 Ah	12V 125/25 Ah	12V 175/35 Ah	12V 175/35 Ah	12V 175/35 Ah	
Bore and stroke	74 x 70 mm	74 x 70 mm	77 x 70 mm	72 x 69 mm	75 x 69 mm	
Brakes:	Hydraulically operated inboard discs at front. Outboard drums at rear. Parking brake acts on front wheels using separate pads.		Hydraulic dual circuit front disc brakes 9.6". Rear drums. Parking brake operates on rear.		Servo assisted hydraulic dual circuit front disc brakes 9.6". Rear drums. Parking brake operates on rear.	
Capacities:						
Fuel tank	5.5 gallons (25l)	5.5 gallons (25l)	8.8 gallons (40l)	8.8 gallons (40l)	8.8 gallons (40l)	
Engine oil	4 pints (2.3l)	4 pints (2.3l)	5.3 pints (3l)	7.9 pints (4.5l)	7.9 pints (4.5l)	
Gearbox oil	1.9 pints (0.9l)	1.9 pints (0.9l)	2.5 pints (1.4l)	0.7 pint (0.4l)	0.7 pint (0.4l)	
Hydraulic fluid	1.1 pints (0.5l)	1.1 pints (0.5l)	0.7 pint (0.4l)	1.6 gallons (7.5l)	1.6 gallons (7.5l)	
Cooling system (with heater)	Air	Air	Air			
Carburettor	Dual choke	Dual choke	Dual choke	Single choke	Single choke	
Clutch	Single dry disc cable operated	Single dry disc cable operated	Single dry disc cable operated	Single dry disc cable operated	Single dry disc cable operated	
Compression ratio	8.5:1	9:1	9:1	10.2:1	9.3:1	
Construction	Platform chassis separate bolt-on body. Detachable body panels.		Monocoque construction. Deformable impact zones front and rear. Most body panels detachable.			
Cooling system	Air	Air	Air	Liquid	Liquid	
Cubic capacity	602cc	602cc	652cc	1124cc	1219cc	
Fuel consumption: (Government tests)				4 Speed	5 Speed	
Typical town driving	41.5 mpg (6.8l/100km)	41.5 mpg (6.8l/100km)	36.2 mpg (7.8l/100km)	30.7 mpg (9.2l/100km)	30.7 mpg (9.2l/100km)	
Constant 56 mph (90km/h)	52.3 mpg (5.4l/100km)	52.3 mpg (5.4l/100km)	48.7 mpg (5.8l/100km)	42.2 mpg (6.7l/100km)	46.3 mpg (6.1l/100km)	
Constant 75 mph (120 km/h)	Not tested	Not tested	Not tested	31.4 mpg (6.6l/100km)	36.2 mpg (7.8l/100km)	
Gross vehicle weight	2050 lb (930 kg)	2094 lb (950 kg)	2370 lb (1075 kg)	2723 lb (1235 kg)	2712 lb (1230 kg)	2745 lb (1244 kg)
Horsepower DIN	29 hp @ 5750 rpm	30 hp @ 5750 rpm	35 hp @ 5250 rpm	50 hp @ 5500 rpm	64 hp @ 6000 rpm	
Kerb weight	1290 lb (585 kg)	1345 lb (610 kg)	1642 lb (745 kg)	1786 lb (810 kg)	1797 lb (815 kg)	1819 lb (825 kg)
Load volume:			Special Club			
Rear seat up	7.8 cu ft	12.1 cu ft	10.6 cu ft	9.9 cu ft	9.9 cu ft	
Rear seat folded	-	33.2 cu ft	24.5 cu ft	23.8 cu ft	23.8 cu ft	
Max load	760 lb (345 kg)	749 lb (340 kg)	728 lb (330 kg)	937 lb (425 kg)	915 lb (415 kg)	926 lb (420 kg)
Max trailer weight	882 lb (400 kg)	882 lb (400 kg)	1102 lb (500 kg)	1653 lb (750 kg)	1653 lb (750 kg)	
Number of cylinders	2	2	2	4	4	
Steering	Rack and pinion. Turning circle approx 35 ft between kerbs.		Rack and pinion. Turning circle approx 31 ft between kerbs.			
Suspension	All independent interconnected front to rear. Hydraulic shock absorbers.		Independent on all 4 wheels, using coil springs, damper Macpherson strut and anti roll bar at front, trailing arms and coil springs at rear. Anti roll bar at rear of Visa Super E and Super X.			
Top speed	71.5 mph	75 mph	77 mph	87 mph	96 mph	
Torque DIN	29 ft lb @ 3500 rpm	30 ft lb @ 3750 rpm	36.1 ft lb @ 3500 rpm	60.6 ft lb @ 2500 rpm	67.1 ft lb @ 3000 rpm	
Transmission	Front wheel drive. 4 forward gears synchromesh. (Limited on first.)		Front wheel drive. 4 synchromesh forward speeds, 5-speed all synchromesh gearbox available on Super X. Gear control by floor mounted lever in central console.			
Tyres:	Michelin 125 x 15	Michelin 125 x 15	Michelin 135 SR 13XZX	Michelin 145 SR 13XZX	Michelin 160/65 HR 340 TRX (low profile)	

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

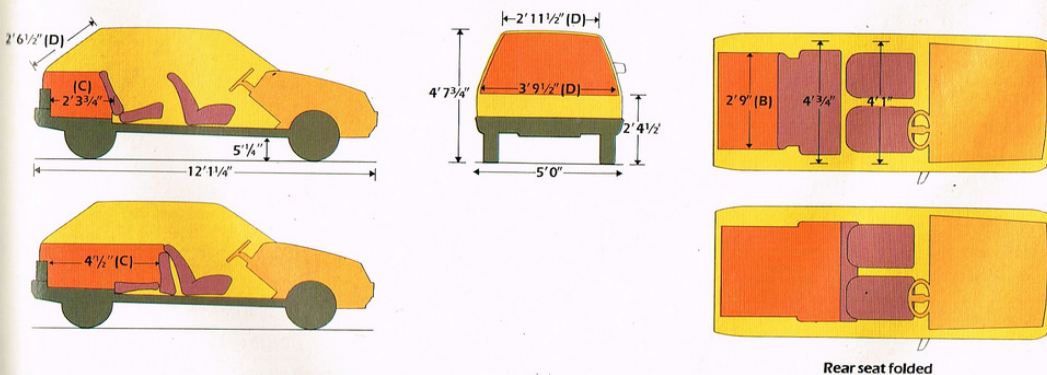
2CV6



DYANE 6



VISA SUPER E



Some measurements shown above vary very slightly on the SPECIAL, CLUB & SUPER X

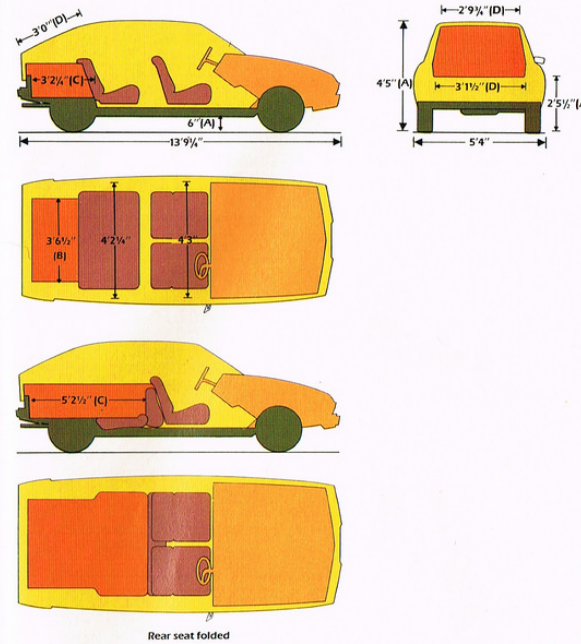
[A] Engine running
[B] Between wheel arches
[C] Length of floor level
[D] Opening width

Technical Specifications

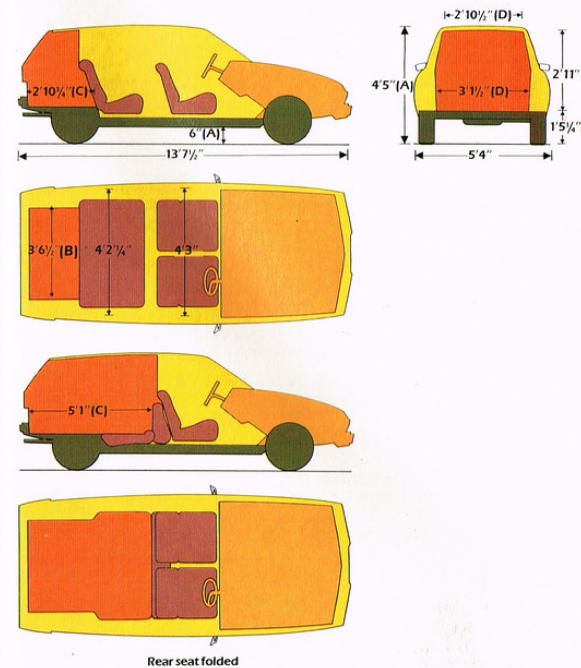
	GSA SPECIAL	GSA PALLAS	GSA SPECIAL ESTATE			
Alternator	540 watts	540 watts	540 watts			
Battery	12V 200/40 Ah	12V 200/40 Ah	12V 200/40 Ah			
Bore and stroke	79.4 x 65.6 mm	79.4 x 65.6 mm	79.4 x 65.6 mm			
Brakes: Power operated	Dual circuit power operated discs on 4 wheels. Parking brake acts on front wheels using separate pads.					
Capacities:						
Fuel tank	9.5 gallons (43l)	9.5 gallons (43l)	9.5 gallons (43l)			
Engine oil	7.0 pints (4l)	7.0 pints (4l)	7.0 pints (4l)			
Gearbox oil	4 speed 2.5 pints (1.4l) 5 speed 2.8 pints (1.6l)	5 speed 2.8 pints (1.6l) C-matic 7.0 pints (4.0l)	4 speed 2.5 pints (1.4l) 5 speed 2.8 pints (1.6l)			
Hydraulic fluid	7.4 pints (4.2l)	7.4 pints (4.2l)	7.4 pints (4.2l)			
Cooling system (with heater)	Air	Air	Air			
Carburettor	Dual choke Weber	Dual choke Weber	Dual choke Weber			
Clutch	Single dry disc cable operated	Single dry disc cable operated (not C-matic)	Single dry disc cable operated			
Compression ratio	8.7:1	8.7:1	8.7:1			
Construction	Monocoque	Monocoque	Monocoque			
Cooling system	Air	Air	Air			
Cubic capacity	1299cc	1299cc	1299cc			
Fuel consumption: (Government tests)						
Typical town driving	4-speed 33.2 mpg (8.5l/100km)	5-speed 33.2 mpg (8.5l/100km)	5-speed 33.2 mpg (8.5l/100km)	C-matic 33.2 mpg (8.5l/100km)	4-speed 33.2 mpg (8.5l/100km)	5-speed 33.2 mpg (8.5l/100km)
Constant 56 mph (90km/h)	47.1 mpg (6.0l/100km)	47.9 mpg (5.9l/100km)	47.9 mpg (5.9l/100km)	39.8 mpg (7.1l/100km)	46.3 mpg (6.1l/100km)	46.3 mpg (6.1l/100km)
Constant 75 mph (120km/h)	35.3 mpg (8.0l/100km)	37.7 mpg (7.5l/100km)	37.7 mpg (7.5l/100km)	31.0 mpg (9.1l/100km)	34.9 mpg (8.1l/100km)	34.9 mpg (8.1l/100km)
Gross vehicle weight	3009 lb (1365 kg)	3009 lb (1365 kg)	3009 lb (1365 kg)			
Horsepower DIN	65 hp @ 5500 rpm	65 hp @ 5500 rpm	65 hp @ 5500 rpm			
Kerb weight	2028 lb (920 kg)	2028 lb (920 kg)	2072 lb (940 kg)	2028 lb (920 kg)		
Load volume:						
Rear seat up	15.4 cu ft (435 dm ³)	15.4 cu ft (435 dm ³)	22.8 cu ft (645 dm ³)			
Rear seat folded	49.5 cu ft (1400 dm ³)	49.5 cu ft (1400 dm ³)	53.1 cu ft (1504 dm ³)			
Max load	981 lb (445 kg)	937 lb (425 kg)	981 lb (445 kg)			
Max trailer weight	2205 lb (1000 kg)	2205 lb (1000 kg)	2205 lb (1000 kg)			
Number of cylinders	4	4	4			
Steering	Rack and pinion with 2 piece safety column. Turning circle between kerbs 31 ft 8 ins (9.66 mm)					
Suspension	Hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining constant ground clearance whatever the load in vehicle. A lever positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.					
Top speed	99 mph	98 mph	98 mph	96 mph	98 mph	97 mph
Torque DIN	72 ft lb @ 3500 rpm	72 ft lb @ 3500 rpm	72 ft lb @ 3500 rpm			
Transmission	Special: Front wheel drive, gearbox with 4/5 speed synchromesh forward speeds plus reverse. Gear change by floor mounted lever in central console. Pallas: Front wheel drive, 5 synchromesh forward speeds plus reverse. Optional at extra cost on Pallas C-matic torque converter semi-automatic transmission. No clutch pedal gearbox with 3 forward speeds controlled by floor mounted lever.					
Tyres	Michelin 145 SR-15XZX	Michelin 145 SR-15XZX	Michelin 145 SR-15XZX			

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

GSA SPECIAL/PALLAS



GSA SPECIAL ESTATE



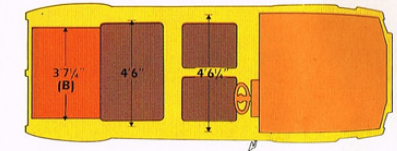
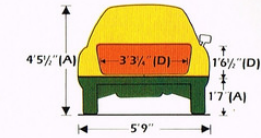
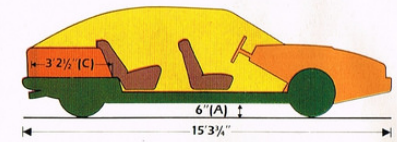
[A] Engine running
[B] Between wheel arches
[C] Length of floor level
[D] Opening width

Technical Specifications

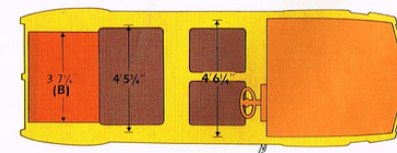
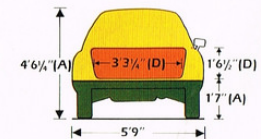
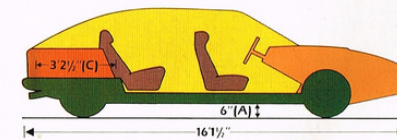
	CX REFLEX/ ATHENA	CX PALLAS INJ.	CX GTI	CX REFLEX/PALLAS DIESEL SALOONS	CX PRESTIGE	
Alternator	1008 watts	1120 watts	1120 watts	1120 watts	1120 watts	
Battery	12V 225/45 Ah	12V 300/60 Ah	12V 300/60 Ah	12V 440/88 Ah	12V 350/70 Ah	
Bore and stroke	88 x 82 mm	93.5 x 85.5 mm	93.5 x 85.5 mm	93 x 92 mm	93.5 x 85.5 mm	
Brakes: Power operated	Front: Ventilated discs Rear: Discs	Ventilated discs Discs	Ventilated discs Discs	Ventilated discs Discs	Ventilated discs Discs	
Capacities:		5-speed	Automatic	5 speed	Automatic	
Fuel tank	15 gallons (68l)	15 gallons (68l)	15 gallons (68l)	15 gallons (68l)	15 gallons (68l)	
Engine oil	1.10 gallons (5l)	1 gallon (4.6l)	1 gallon (4.6l)	1 gallon (4.6l)	1 gallon (4.6l)	
Gearbox oil	3.1 pints (1.75l)	3.1 pints (1.75l)	3.1 pints (1.75l)	3.1 pints (1.75l)	3.1 pints (1.75l)	
Hydraulic fluid	7.5 pints (4.25l)	7.5 pints (4.25l)	7.5 pints (4.25l)	7.5 pints (4.25l)	7.5 pints (4.25l)	
Cooling system (with heater)	2.1 gallons (9.6l)	2.7 gallons (12.3l)	2.7 gallons (12.3l)	2.7 gallons (12.3l)	2.7 gallons (12.3l)	
Carburettor	Dual choke	Bosch L-Jetronic electronically controlled petrol injection system with air flow sensor.	Bosch L-Jetronic electronically controlled petrol injection system with air flow sensor.	Rotary Fuel injection pump.	Bosch L-Jetronic electronically controlled petrol injection system with air flow sensor.	
Clutch	Cable operated diaphragm type mechanical control.	Cable operated diaphragm type mechanical control (manual trans. vehicles).	Cable operated diaphragm type mechanical control.	Cable operated diaphragm type mechanical control.	Cable operated diaphragm type mechanical control with power assistance (manual trans. vehicles).	
Compression ratio	9.2:1	8.75:1	8.75:1	22.25:1	8.75:1	
Construction	Monocoque body shell secured by flexible mountings to an underframe.					
Cooling system	Liquid cooled, electric fan with thermostatic control.	Liquid cooled, electric fan with thermostatic control (Twin fans for automatic).	Liquid cooled, electric fan with thermostatic control.	Liquid cooled, twin electric fans with thermostatic control.		
Cubic capacity	1995cc	2347cc	2347cc	2500cc	2347cc	
Fuel consumption: (Government tests) Typical town driving	23.3 mpg (12.1l/100km)	5 speed 20.2 mpg (14.1l/100km)	Automatic 21.1 mpg (13.4l/100km)	31.7 mpg (8.9l/100km)	5 speed 18.5 mpg (15.3l/100km)	Automatic 21.1 mpg (13.4l/100km)
Constant 56 mph (90 km/h)	39.8 mpg (7.1l/100km)	37.2 mpg (7.6l/100km)	29.7 mpg (9.5l/100km)	46.3 mpg (6.1l/100km)	35.3 mpg (8.0l/100km)	34.0 mpg (8.3l/100km)
Constant 75 mph (120 km/h)	31.4 mpg (9.0l/100km)	28.8 mpg (9.8l/100km)	25.2 mpg (11.2l/100km)	28.0 mpg (10.1l/100km)	27.7 mpg (10.2l/100km)	25.2 mpg (11.2l/100km)
Gross vehicle weight	3924 lb (1780 kg)	4156 lb (1855 kg)	4123 lb (1870 kg)	4167 lb (1890 kg)	4167 lb (1890 kg)	4211 lb (1910 kg)
Horsepower DIN	106 hp @ 5500 rpm	128 hp @ 4800 rpm	128 hp @ 4800 rpm	75 hp @ 4250 rpm	128 hp @ 4800 rpm	
Kerb weight	2723 lb (1235 kg)	3020 lb (1370 kg)	3020 lb (1370 kg)	3020 lb (1370 kg)	3197 lb (1450 kg)	3241 lb (1470 kg)
Load volume:	16.1 cu ft (458 dm ³)	16.1 cu ft (458 dm ³)	16.1 cu ft (458 dm ³)	16.1 cu ft (458 dm ³)	16.1 cu ft (458 dm ³)	
Max load	1201 lb (545 kg)	1136 lb (515 kg)	1103 lb (500 kg)	1147 lb (520 kg)	970 lb (440 kg)	
Max trailer weight	2866 lb (1300 kg)	2866 lb (1300 kg)	2866 lb (1300 kg)	2866 lb (1300 kg)	2866 lb (1300 kg)	
Number of cylinders	4	4	4	4	4	
Steering	Rack and Pinion power steering. VariPower gives variable "feel" as the speed of the car alters; ensures directional stability in adverse conditions. Gives powered return to straightforward position when steering wheel released.					
Suspension	Hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining constant ground clearance whatever the load in vehicle. A lever positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.					
Top speed	109 mph	119 mph	115 mph	119 mph	119 mph	115 mph
Torque DIN	122 lb ft @ 3250 rpm	145 lb ft @ 3600 rpm	145 lb ft @ 3600 rpm	111 lb ft @ 2000 rpm	145 lb ft @ 3600 rpm	
Transmission	Front wheel drive. Gearbox with five synchromesh forward speeds.	Front wheel drive. Gearbox with five synchromesh forward speeds. Pallas Injection available with automatic transmission (3 speed).	Front wheel drive. Gearbox with five synchromesh forward speeds.	Front wheel drive. Five synchromesh forward speeds. Gear control by floor mounted lever on centre console.	Front wheel drive. Automatic as standard (3 speed) with manual 5 speed as a special order (no extra charge).	
Tyres: (Michelin)	Front: 185 HR-14XVS Rear: 175 HR-14XVS	185 HR-14XVS 185 HR-14XVS	190/65 HR-390 TRX 190/65 HR-390 TRX	185 SR-14XZX 175 SR-14XZX	185 HR-14XVS 185HR-14XVS	

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

CX REFLEX/ATHENA/PALLAS INJ./GTI CX REFLEX/PALLAS DIESEL SALOONS



CX PRESTIGE



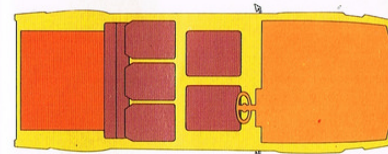
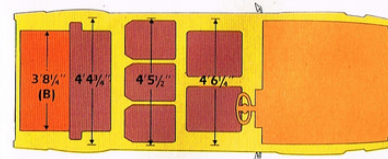
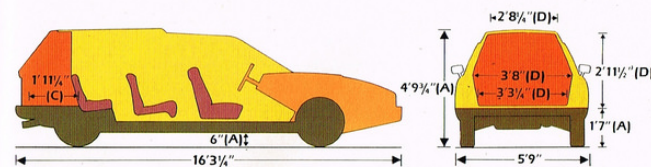
[A] Engine running
[B] Between wheel arches
[C] Length of floor level
[D] Opening width

Technical Specifications

	CX REFLEX SAFARI AND FAMILIALE (5 Speed)	CX REFLEX DIESEL SAFARI AND FAMILIALE	CX REFLEX SAFARI AND FAMILIALE (Auto)
Alternator	1008 watts	1120 watts	1008 watts
Battery	12V 225/45 Ah	12V 400/88 Ah	12V 257/55 Ah
Bore and stroke	88 x 82 mm	93 x 92 mm	93.5 x 85.5 mm
Brakes: Power operated	Ventilated discs on all 4 wheels	Ventilated discs on all 4 wheels	Ventilated discs on all 4 wheels
Capacities:			
Fuel tank	15 gallons (68l)	15 gallons (68l)	15 gallons (68l)
Engine oil	1 gallon (4.6l)	1 gallon (4.6l)	1 gallon (4.6l)
Gearbox oil	3.1 pints (1.75l)	3.1 pints (1.75l)	1.4 gallons (6.5l)
Hydraulic fluid	7.5 pints (4.25l)	7.5 pints (4.25l)	7.5 pints (4.25l)
Cooling system (with heater)	2.1 gallons (9.6l)	2.7 gallons (12.3l)	2.7 gallons (12.3l)
Carburettor	Dual choke	Rotary fuel injection pump	Dual choke
Clutch	Cable operated diaphragm type mechanical control		
Compression ratio	9.1:1	22.25:1	8.75:1
Construction	Monocoque body shell secured by flexible mountings to underframe		
Cooling system	Liquid cooled, electric fan with thermostatic control.	Liquid cooled, twin electric fans with thermostatic control	Liquid cooled, twin electric fans with thermostatic control.
Cubic capacity	1995cc	2500cc	2347cc
Fuel consumption: (Government tests)			
Typical town driving	23.3 mpg (12.1l/100km)	31.7 mpg (8.9l/100km)	20.3 mpg (13.9l/100km)
Constant 56 mph (90km/h)	36.2 mpg (7.8l/100km)	45.6 mpg (6.2l/100km)	28.8 mpg (9.8l/100km)
Constant 75 mph (120km/h)	28.8 mpg (9.8l/100km)	34.5 mpg (8.2l/100km)	22.8 mpg (12.4l/100km)
Gross vehicle weight	4585 lb (2080 kg)	4828 lb (2190 kg)	4696 lb (2130 kg)
Horsepower DIN	106 hp @ 5500 rpm	75 hp @ 4250 rpm	120 hp @ 5500 rpm
Kerb weight	3064 lb (1390 kg)	3307 lb (1500 kg)	3131 lb (1420 kg)
Load volume:			
Estates: rear seat up	Safari 41.1 cu ft (1163 dm ³)	Familiale 16.2 cu ft (458 dm ³)	Safari 41.1 cu ft (1163 dm ³)
Rear seat folded	75 cu ft (2128 dm ³)	37.5 cu ft (1062 dm ³)	75 cu ft (2128 dm ³)
Max load	1521 lb (690 kg)	1521 lb (690 kg)	1565 lb (710 kg)
Max trailer weight	2866 lb (1300 kg)	2866 lb (1300 kg)	2866 lb (1300 kg)
Number of cylinders	4	4	4
Steering	Rack and Pinion power steering. VariPower gives variable "feel" as the speed of the car alters; ensures directional stability in adverse conditions. Gives powered return to straight ahead position when steering wheel is released.		
Suspension	Hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining a constant ground clearance whatever the load in vehicle. A lever positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.		
Top speed	103 mph	94 mph	109 mph
Torque DIN	122 lb ft @ 3250 rpm	111 lb ft @ 2000 rpm	144 lb ft @ 2750 rpm
Transmission	Front wheel drive. Gearbox with five synchromesh forward speeds	Front wheel drive. Gearbox with five synchromesh forward speeds.	Automatic transmission (3 speed)
Tyres:	Michelin 185 HR-14XVS	Michelin 185 SR-14XZX	Michelin 185 HR-14XVS

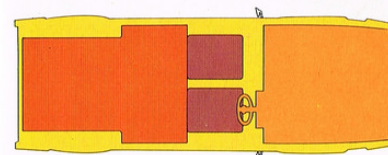
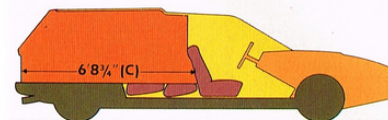
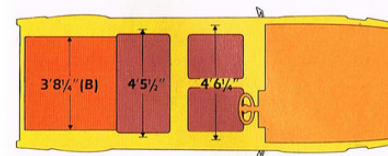
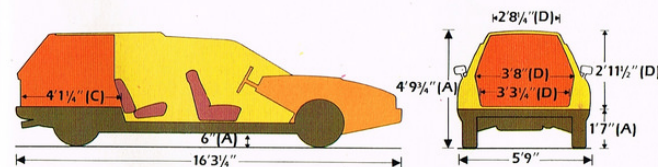
DIN (Deutsche Industrie Normen) figures are the most widely accepted standard in the European Motor Industry.

CX REFLEX FAMILIALE 5 SPEED/DIESEL/AUTO



Rear seat folded

CX REFLEX SAFARI 5 SPEED/DIESEL/AUTO



Rear seat folded

(A) Engine running
(B) Between wheel arches
(C) Length of floor level
(D) Opening width

CITROËN. World recognised pioneers

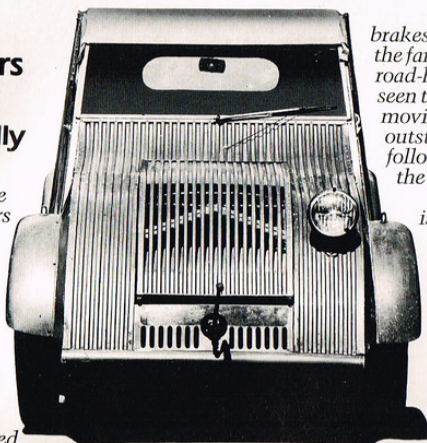
— an international network internationally selected.

Automobiles Citroën, whose British subsidiary is Citroën Cars Limited, is a French enterprise with factories in 15 countries throughout the world and commercial subsidiaries in 18, giving in each of them gainful employment to many workers and valuable trade to high-quality manufacturers. Nearly a quarter of the spare parts distributed within the United Kingdom by Citroën Cars Limited, after rigorous tests for quality, have their source within Britain.

The French have been acknowledged world leaders in motor car design from the very beginning of automobiles — since 1885, when the Germans Daimler and Benz independently fitted internal combustion engines to flimsy vehicles and licensed the Peugeot brothers, with Panhard-Levassor and other pioneers, to take the idea from there. The result was the swiftly progressive design and the commercial manufacture of automobiles, linked with the sporting glamour of the great early rallies and speed contests. The first motor car race on record, was the Paris-Rouen trial of 1894.

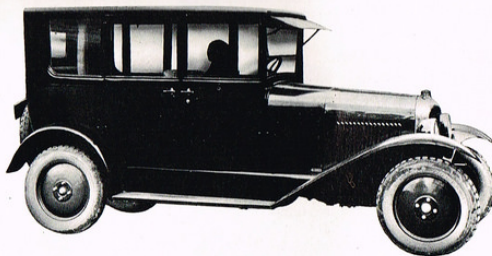
At that time André Citroën was a lad of 16, already training as an engineer. After graduating from the Paris Institute of Technology he manufactured a successful herringbone gear drive, and the double chevron representing the shape of two of the teeth remains the Citroën symbol.

André Citroën was an innovator all through his career. In 1919, as his initial automobile venture, he introduced the first French mass-produced car, the Type A torpédo, bristling with original features. He pioneered the all-steel car body, comprehensive after-sales service, and, a year before his death in 1935, the traction principle of front-wheel drive from mass-production combined, even at that time, with hydraulic four-wheel



brakes and audacious streamlining in the famous Citroën 7A, with a superb road-holding ability which can still be seen thrillingly used in many classic movies. An indication of some of the outstanding Citroën innovations that followed and are continuing is given in the table opposite.

Citroën leadership in technology is recognised world-wide. Citroën's long domination of the field of front-wheel traction expertise is acknowledged by the fact that Citroën front-wheel drive components are supplied to Fiat, Ford and Chrysler USA. Rolls-Royce uses Citroën technology for braking systems and rear suspension. Lotus and Lancia use Citroën-made gearboxes. Citroën excellence in precision engineering has led to sales of



machine tools to heavy industry and to other manufacturers of cars and tractors, and also to the development of a new wide-ranging skill.

This is the 'package' creation of entire factories for any industrial purpose — Citroën calls them usines clef en main — where Citroën starts with a greenfield site and finally presents the client with the key to the door of a finished factory which is in complete operational readiness.

Some Citroën contributions to the development of the motor car:

- 1934 Aerodynamically efficient body shapes (fundamentally improved 1955, 1970, 1974):— Performance, speed, economy, safety.
- 1934 Front wheel drive:— Traction superiority, stability.
- 1934 Independent front suspension:— Stability, safety, comfort.
- 1934 Monocoque construction:— Safety.
- 1936 Rack and pinion steering:— Precision, safety.
- 1937 Hatchback:— Easier, fuller loading.
- 1948 Inboard brakes:— Safety, stability, comfort.
- 1948 Inclined valves in light alloy cylinder head with 'hemispherical' combustion chamber:— Engine efficiency, performance.
- 1948 Headlamp adjustment from inside vehicle:— Safety.
- 1948 All-independent suspension:— Stability, safety, comfort.
- 1948 Four-speed all-synchromesh gearbox:— Ease of driving, anti-fatigue, safety.
- 1948 Inter-connected front-rear suspension:— anti-fatigue, safety, comfort.
- 1948 Harmonic suspension damper:— Durability, stability, safety.
- 1948 Engine totally without ancillary shafts, drive belts or chains:— Economy from reduced breakdown rate.
- 1948 Distributor-less ignition system:— Economy from reduced breakdown rate.
- 1953 Gas springs with self-levelling:— Stability, comfort, safety, no decrease in aerodynamic efficiency with irregular loading.
- 1955 Disc brakes:— Safety.
- 1955 Fully powered braking system:— Safety, driver-exhaustion diminished.



1955 Automatic brake compensation for change in weight distribution:— Safety, stability.

1955 Dual circuit braking:— Safety.

1955 Front and rear body crumple zones:— Safety.

1955 Power steering:— Safety, driver-exhaustion diminished.

1955 Integrated high pressure hydraulic system (brakes, steering, transmission, suspension):— Safety, performance, economy.

1955 Steel braced radial tyres:— Safety.

1955 Side window demisting:— Safety.

1955 Face-level ventilation:— Comfort, safety.

1955 High-mounted rear direction indicators:— Safety.

1955 Crossflow light alloy cylinder head with valves set at a compound angle:— Engine efficiency, economy.

1966 Mineral hydraulic fluid, LHM:— Safety, economy.

1967 Directional headlamps controlled from steering:— Safety.

1969 Electronic injection in a standard production car:— Performance, efficiency, economy.

1970 Speed-related steering with automatic return to 'straight ahead':— Control, safety, anti-fatigue.

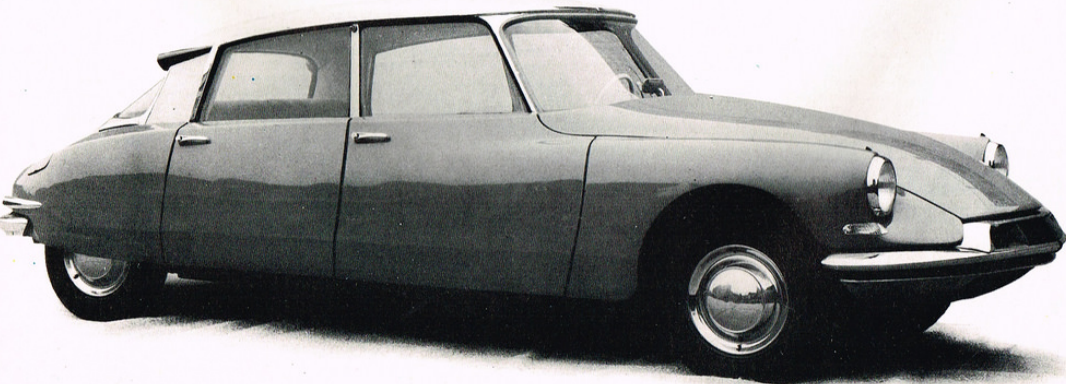
1973 Twin rotary piston engine:— Research and development.

1974 Introduction of CX, recognised as 'car of the future':— Performance, safety, aerodynamic advantages.

1979 Integrated electronic ignition:— Reliability, economy.

1979 Satellite module for controls:— Safety.

1980 Ecoscope:— Economy.



RELIABILITY

The first concern is safety.

Citroën thinking starts with safety, and there is a safety aspect to each innovative feature. A short checklist of points in which Citroën takes pride must include:

Comfort: never, to the serious driver or manufacturer, an indulgence casually thrown in. The reduction of driver-exhaustion is an abiding safety factor. Passenger comfort is almost as important, if only to preserve the driver from the dangerous irritation of back-seat unrest.

Front wheel drive: superior tractive effort at all times; unsurpassed performance in bad weather, particularly snow; stability at speed; enviable road-holding always.

Aerodynamic design: gives tenacious adhesion at speed, particular stability in sidewinds and while towing.

Steering: precise by rack-and-pinion; on curves clams like a cog-wheel from the 2CV onwards; VariPower steering, power-related to speed, gives effortless, undeflected driving at any speed, and gets progressively harder as speed increases. Straight-ahead return is high-power safety.

Braking: controlled at every angle of approach; serene with anti-dive; under high pressure pneumatic action gives instant response and the security of a dual circuit; separately coupled handbrake reserves a true emergency operation.

Suspension: a safe horizontal ride with no pitching (safe for delicate cargo too), and therefore no headlamp glare and no variation of the aerodynamic qualities which provide performance and road-holding; ultra-safe with VariPower steering—the famous Citroën front-wheel blow-out is even more theatrically authentic on a bend, where suspension keeps the car stable until you steer to safety.

Satellite control modules: only the most spectacular and endearing feature in a cabin lay-out geared to safety.

Ultimate safety is built into a Citroën with the armoured monoshell construction incorporating burst-proof locks; impact-absorbing crumple zones with the flat petrol tank isolated low and shielded by steel from the passengers; collapsible padded see-through one-spoke steering wheel (the spoke never directed at the body); and a passenger capsule not only padded and projection-free but literally sculptured for survival. Naturally not every car incorporates every feature described. See pages on individual models for full details.

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-model motor car.

Electronic control is utilised throughout, from the detailed analysis of the contents of a ladle at 1300°C to the last diagnostic check of an engine. 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. Random samples of welded car-bodies are systematically unstitched so that the efficiency of each of 4500-odd welds can be examined. 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—described on this and the following page—to combat corrosion going either way through a panel so that both hazards are drastically reduced. It is the insidious, initially unperceived, perforating 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 galvanised or zinc plated, in highly vulnerable areas. All Citroën cars are therefore armed with massive deterrence against rust.



Photographs by Ken Wright

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 pressed bare metal is passed through a phosphate solution to give the steel a surface which acts as a corrosion barrier and ensures that the primary coating gets a better anchorage ensuring sound adhesion.

The entire car body is immersed in a solution of primer paints and solvents mixed with distilled water. A high voltage current, passed across to the car body as the cathode electrolytically deposits the primer universally and evenly. 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.

Electrolytic priming using the car body as the cathode is new, demands high technical control, is expensive, and in perfectionism it is sheer Citroën. Statistically measured, its resistance to corrosion is twice as strong as the common electropainting 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. On certain models a hard coat clear lacquer above the normal primer and paint further reinforces this protection against 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. Edges of the trim around the door, bonnet, boot lid and other places where an outer skin is crimped against the frame of a moveable panel are bevelled and seam-sealed by the extrusion of a plastic compound which is baked into a watertight cover before painting. Vulnerable welding points where moisture might collect have been eliminated, and strong gum has been substituted to fix the panels. Certain vulnerable panels are electroplated with zinc in the appropriate areas before the sheet metal is cut into shape.

Calais Protection.

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 U.K.—salt, from seaborne humidity and the corrosive preparation laid down during snow.

At Calais, from where they are shipped to the U.K., 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. This preparation is applied to the entire underbody and the wheel arches to seal the car against the British weather. Additionally a fine penetrating product is injected into all the strength-supplying hollow members to provide protection of the inner metal from the effects of damp and salinity.

All Citroën's U.K. 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 U.K. 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 described on Page 74, with the exception of the road test. 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 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 up to a maximum of 65,000 miles.

RELIABILITY

Citroën's industrial stability.

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.

A remarkable footnote to the stability of Citroën—which is even reflected in such details as the absence of the glaring irritations experienced by some other owners of some other new cars who see door handles falling off by numbers and other exasperating tricks—is that apart from half a dozen nationally-called 24-hour stoppages Citroën workers have never gone on strike in the last 25 years. That says something for Citroën stability—and Citroën reliability.



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

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.

For the United Kingdom customer it continues with the special treatment against the corrosion of body components which is given individually to every car immediately before it is shipped to Britain.

This comprehensive protection, undertaken at Calais, has been described on Page 72. Also performed at Calais is a most rigorous inspection of every vehicle to make sure there has been no superficial blemish caused during transit from the factory. Once the car is in the hands of the dealer, the second essential operation in ensuring reliability takes place. This is the Pre-Delivery Inspection, and it is not a mere routine, but a detailed individual quality check.

There is a checklist for each car, which bears the chassis number of the vehicle, the name of the customer, and the name of the mechanic responsible for the Pre-Delivery Inspection. For the CX, for example, there are 84 operations which have to be completed and marked on the signed list. This checklist is put in the file of the car and must be available for inspection not only by the customer but by the representative of Citroën's own after-sales force.

Assurance of the reliability and quality of Citroën cars is therefore 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.

Every time there is a new Citroën model or an innovation in engineering or ancillary design new courses are run and are attended by the top mechanics of each dealership. Alongside these, continuous courses are run for the training of new mechanics and retraining of existing ones. Citroën also runs specialist courses for the service trainers of the motoring organisations, who pass on the training to the roadside mechanics.

After-sales representatives ensure that the workshop of a dealer is well laid out and organised. They advise the dealer about proper tooling and equipment, and where the best tooling can be obtained, basing their advice on the exhaustive testing carried out by Citroën's central Quality Control Lab. The representatives encourage the creation in all dealers' workshops of a quick-service team of mechanics who can tackle simple problems or short services, without immobilising a car by leaving it in a queue awaiting longer service attention.

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.



Fastest total parts service in the U.K.

Every customer has three main requirements when it comes to replacement parts for his car. He wants them to be inexpensive, of good quality and available quickly. Citroën, we believe, is at the top of the league in all these respects.

Price

Citroën ensures by continuous monitoring that its parts prices retain a competitive edge over equivalent products for other manufacturers' cars. It is realised that a balance must be struck between quality and price, and Citroën goes for quality using competitive buying to obtain the best possible prices for the customer. Citroën also understands that what matters most is the total cost of vehicle ownership and makes sure that all parts prices are controlled, and not just the occasional headline-grabber.

Sometimes it is also necessary to look beyond a single price. Is the windscreen toughened or laminated? Is the bumper merely chromed metal or strong reformable thermoplastic? In Citroën's case it is usually the safer laminated windscreen and the more protective bumper which may cost a little more.

And, there is no insistence that parts have to be made for instance in France. The car industry is international.

Good quality parts are made in many countries. Citroën samples, tests and buys in the best markets. In value terms some 25% of the parts Citroën supplies in the United Kingdom are sourced in the U.K.

Quality

The only insistence is on good quality. That in the end is the only guarantee of safety. The parts supplied for replacement duty are exactly the same as those used for original car production. Citroën does not believe in dangerous or defective replacements. Every part supplied is subject to rigorous sample tests to make sure it is up to Citroën performance standards.

Before Citroën puts a part into production, detailed specifications, many pages long, are drawn up and passed to either its own factories or to component suppliers. For

its production and for replacement purposes Citroën lists as just some of its essential requirements, reliability, durability, safety and higher performance.

Speed

Ideally, every customer expects his dealer to carry every part. Practically this is unrealistic since many parts are never, or very rarely ever, needed because of their in-built quality.

Dealers therefore carry those parts which do naturally wear out or which tend to be in the forefront of that little car park bump. And they can obtain any other requirements very quickly from Citroën's ultramodern 100,000 sq. ft. parts complex at Runnymede whose high level of parts availability is not bettered by any manufacturer.

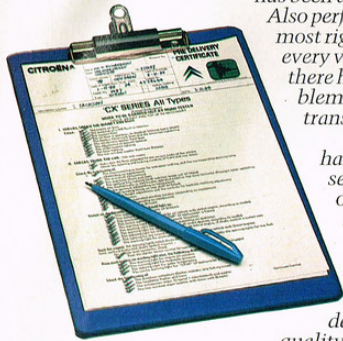
Citroën's Super Express service is unique in that it guarantees delivery to every dealer in mainland Britain, Lands End to John o'Groats included, the day following the placing of the order. For offshore islands and Northern Ireland it is only one more day.

Back-up

A comprehensive range of accessories, specially made for Citroën, is available through the dealer network. All these products undergo the same strict quality testing to which the parts have been subjected. Citroën never loses sight of the quality and safety aspects of all its products and that includes all accessories.

In the Visa (except Special), GSA and CX (except Reflex saloon) ranges, the cars are already fitted with an aerial and two speakers making it so much simpler and cheaper to fit a radio. And where necessary, clear fitting instructions for accessories are included for the D.I.Y. enthusiast.

To ensure that Citroën standards for parts and accessories are constantly maintained, a specialised force of representatives keeps Citroën in close touch with dealers. These experts pursue Citroën's constant goal to assist its dealers in extending and developing their customer services.



Accessories, like your choice of a new car, are a highly individual matter and one which should complement the quality, style and durability of your new Citroën, while at the same time reflecting your own personal requirements; the carefully chosen "accessoire" Citroën range must therefore be your natural choice.

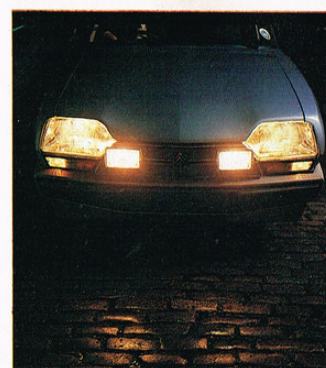
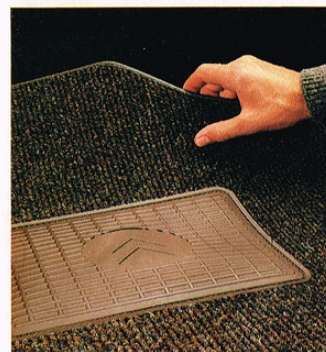
Within this comprehensive range you will find products which look good on you or your car, as well as functional and practical items to cater for all your individual needs.

In-car entertainment

Shown here is just a small selection of what is available; ask your dealer for the special "accessoire" Citroën in-car entertainment brochure in which you will find a wide selection of the finest audio equipment for your Citroën car. Whatever your needs, be it an inexpensive manual tune radio, or an integrated computer controlled audio system, all tastes and pockets are catered for.

The Complete Choice:

There are over 260 Citroën agents covering the entire country, everyone an "accessoire" Citroën stockist. He will be glad to supply you with products which range from the practicality of a sturdy towbar or roofrack, those which give added security like auxiliary lights, first aid kits, fire extinguishers, locking petrol caps, mudflaps or bulb kits, to items which protect and care for your car, such as tailored car carpets, seat covers, specially formulated polishes and cleaners, rubber mats and spray paint kits. All designed and developed with your Citroën car in mind.





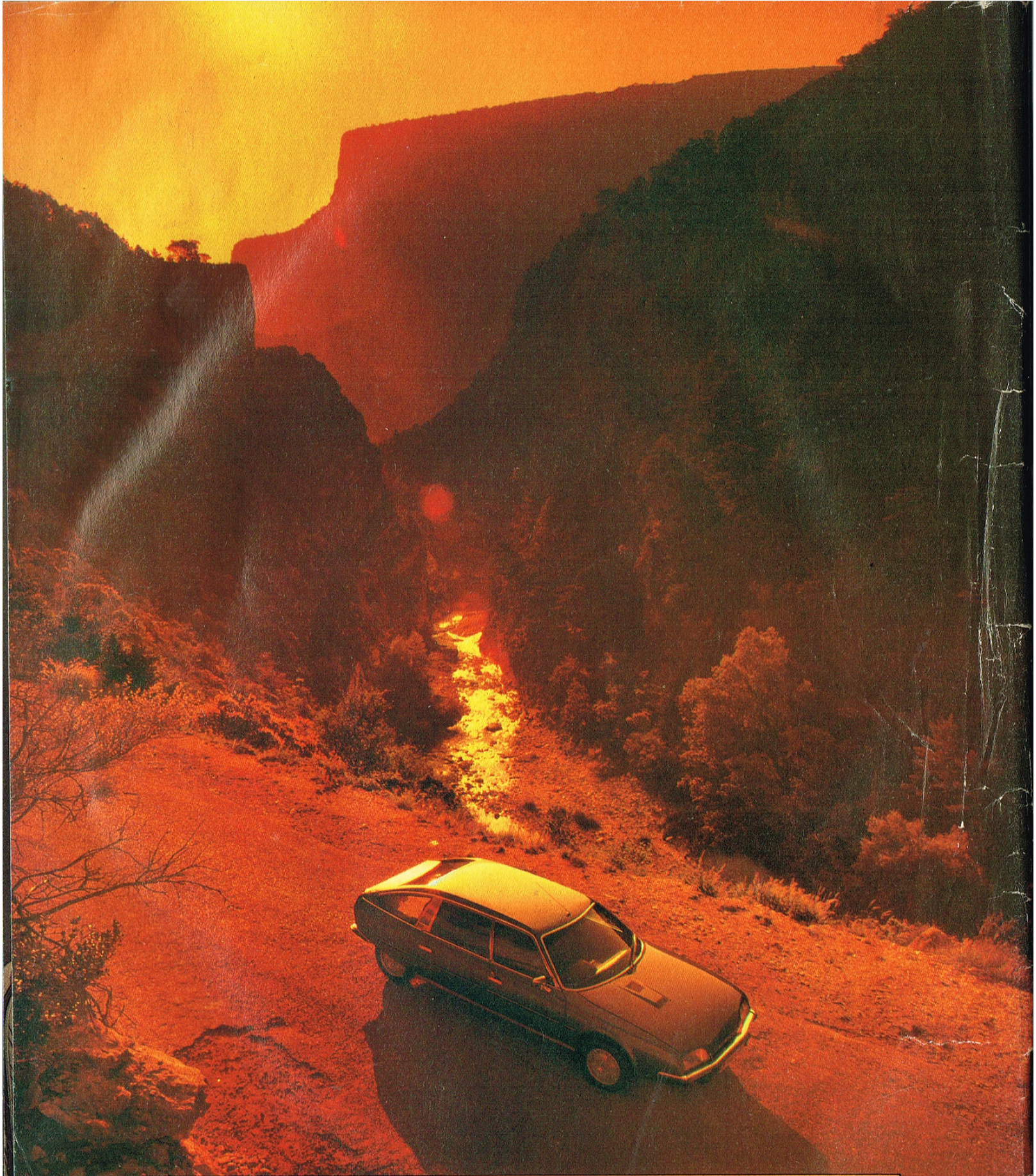
A touch of class

After taking care of your car, treat yourself to some of Citroën's leisure accessories. For the winds and snows of winter a Citroën jacket will keep you warm and looking good. Choose between the stylish blouson or the practical rally jacket. Both are Polydown filled and proudly, but discreetly, boast your Citroën ownership. To complete your wardrobe try a soft lambswool pullover or cotton sweatshirt and round the ensemble off with a Citroën tote bag.

If you have summer in mind no trip to the South of France or even Brighton would be complete without our beach accessories; which include luxurious towels, tough inflatable dinghies and a host of coolboxes. On the journey gracefully convey your bikini or keep your suits uncrumpled with luggage chosen from our exclusive selection. Each piece is handmade in the specially woven Citroën cloth and trimmed in the finest English leather.

For the complete "accessoire" Citroën story pick up our accessory brochure at your local Citroën dealer.





NOTE: Every endeavour was made to ensure that the information contained in this brochure was accurate as of 1st July 1981. 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.

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