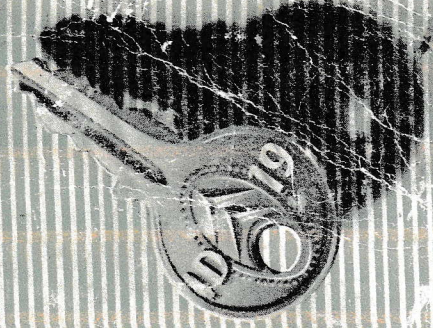
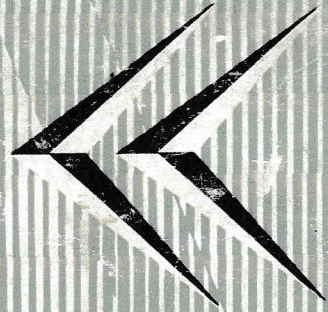


**INSTRUCTION BOOK**

**ID 19 RIGHT HAND DRIVE**



**CITROËN**



PARIS XV

SOCIÉTÉ ANONYME ANDRÉ CITROËN 117 A 167 QUAI ANDRÉ CITROËN

**INSTRUCTION BOOK**

**ID 19 RIGHT HAND DRIVE**

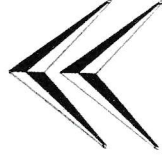


# INSTRUCTION BOOK

for the

# ID 19

(Right hand drive model)



HEAD OFFICE :

SOCIÉTÉ ANONYME ANDRÉ CITROËN  
117 à 167, Quai André Citroën, Paris (15<sup>e</sup>)

Téléphone : VAUgirard 72-10

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## **RUNNING-IN**

For the first 300 miles, do not exceed the following speeds :

- 10 m.p.h. in 1st gear
- 30 m.p.h. in 2nd gear
- 45 m.p.h. in 3rd gear
- 60 m.p.h. in 4th gear

Do not race the engine from 300 miles to 1,250 miles.

After 1,250 miles the car may be driven freely up to the following speeds :

- 25 m.p.h. in 1st gear
- 50 m.p.h. in 2nd gear
- 70 m.p.h. in 3rd gear

During the " first service at 300 miles " have the engine drained and refilled with oil. Drain and refill again after 1,250 miles, then after every 2,500 miles.

The most economical driving speeds are as follows :

- 35 m.p.h. in 2nd gear
- 50 m.p.h. in 3rd gear
- 70 m.p.h. in 4th gear

## DRIVING

### Checks before starting.

#### To open the bonnet :

Pull the ring of the bonnet lock release under the dashboard (fig. 8).

- When facing the car, release the first safety catch by passing **your left hand** through the opening in the bumper by the side of the number plate and pull the handle **1** (fig. 1). The bonnet will lift slightly.
- Release the second safety catch by passing **your right hand** between the bonnet and the bumper on the other side of the number plate and push down the lever **2** (fig. 1).



Figure 1 — Bonnet locks

To hold the hood open engage the end of the stay (fig. 2) in the bracket on the left of the radiator above the exhaust pipe.

**Engine oil :** The dipstick is located on the left hand side of the engine behind the fuel pump and below the carburettor. The oil should be level with, but never over the upper shoulder (the space between the lower 2 and upper 1 marks corresponds approximately to 1 3/4 pints) (fig. 2 a).

**Water :** The level should be approximately 1 inch from the top edge of the filling neck. If you want to check the water level with the engine running there is a slight pressure in the radiator when the engine is warm.

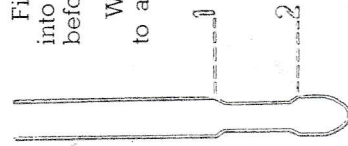


Fig. 2 a

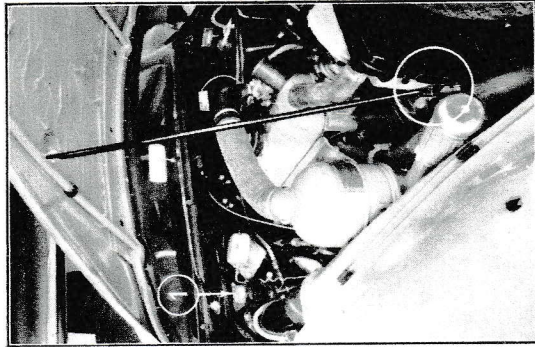


Figure 2

Keeping the hood open

remove the cap carefully, as there is a slight pressure in the radiator when the engine is warm.

First give the plug a quarter turn to bring it into its safety notch and let the pressure decrease before opening the plug completely.

When the engine is **Very Warm**, it is safer to allow it to cool off.

**Hydraulic suspension fluid :** The level of the fluid in the reservoir located to the left of the radiator and in front of the battery should be between the minimum and maximum marks (on the transparent gauge (fig. 3). To read the level correctly, start the engine, put the lever 1 (fig. 8, page 14) in position 5, let the engine idle and wait until the car is stabilized at its extreme (position 5,

page 15) height without passenger. Use only the type of hydraulic oil recommended by your Citroën dealer.

To top up the level if necessary use only the type of hydraulic oil recommended by your Citroën dealer.

If it is **absolutely impossible** to obtain the recommended brand of hydraulic oil, you can exceptionally use Lockheed hydraulic brake fluid for automobiles.

**Never use any other liquid, in particular mineral products such as engine oils or oils for hydraulic, jacks shock-absorbers or automatic gear boxes, which would destroy the hydraulic system of your car completely and rapidly.**

**Hydraulic brake fluid :** The level can be seen through the glass container 1 (fig. 2) and must be within the **Mini** and **Maxi** marks shown by arrows "danger" and "level".

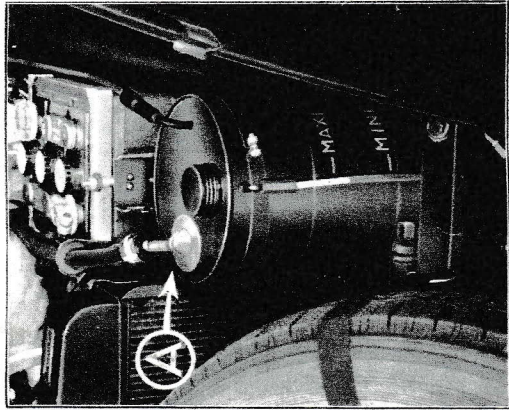


Figure 3 — Filter for hydraulic fluid

## Starting.

Make sure that the gear lever 5 (fig. 4) is in neutral. Turn on the ignition (switch 2, fig. 4).

**When the engine is cold :** Pull out the choke knob 3 (fig. 4) completely and press the starter knob 4 (fig. 4) without touching the accelerator. If the engine does not start at the first attempt, wait 3 to 4 seconds, then repeat the operation.

As soon as the engine has started, progressively push back the choke knob until you feel an intermediate notch. Leave it in this intermediate position until the engine idles

smoothly, then push the choke fully back. **Never over-use the choke, and do not race the engine when cold.** In very cold weather, let the engine idle for a few minutes.

N. B. If you have trouble with the accelerator, you can drive up to the nearest Citroën Agent by leaving the choke in the intermediate position.

If you have to crank the engine, use the extension lever which is with the starting-handle under the spare wheel (fig. 11).

**When the engine is warm :** Press the throttle pedal down completely without using the choke control, then press the starter knob. If the engine does not start at the first attempt, wait 3 to 4 seconds, keeping the foot on the accelerator, then press the starter knob again. As soon as the engine has started, release the accelerator.

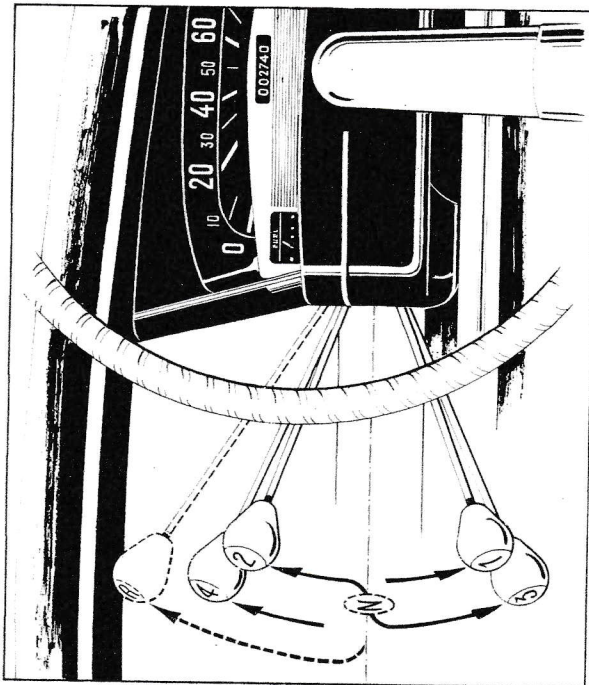


Figure 4  
Diagram of gear lever positions

**Before driving off, let the engine run for a few seconds so that the car can settle in the driving position.**

When the car has been garaged for a long time or if the gasoline supply has failed, prime the gasoline pump by means of the hand lever.

### Gear changing.

Declutch completely. Move the gear shift lever 5 (fig. 4) under the steering wheel smoothly.

The gear change lever can be moved along three parallel lines (fig. 5).

The 1st and 2nd gears are nearest the driver. Pull the lever towards you.

The 3rd and 4th gears are on the intermediate line. The reverse is on the line furthest from the driver. Push the lever towards the windshield.

### Parking brake.

The mechanical brake consists of a swivelling handle 1 (fig. 6) placed within reach of the driver's right hand.

To apply the brake, pull the handle.

It is held in locked position by a ratchet device.

The brake is unlocked by pulling the handle with the right hand to release the ratchet device; press with the thumb the left hand end of handle 2 (fig. 6) so as to hold the ratchet, then push the handle completely forward.

The ratchet handle can be locked by a safety device. To operate the handle give the knurled screw 3 (fig. 6) a quarter turn.

When parking on a slope, it is essential to pull out handle 1 (fig. 6) very firmly.

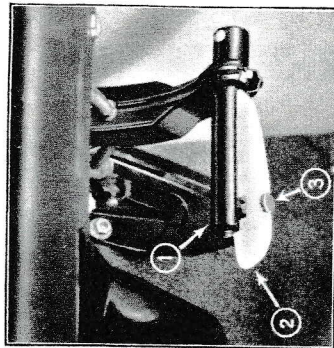


Figure 6  
Parking brake



## Dashboard (fig. 7 and 15).

The following controls are on the dashboard :

1. Speedometer (fig. 7).
2. Total mileage recorder (fig. 7).
3. Fuel level (fig. 7).
4. Manual ignition timing control (fig. 15).  
Set ignition timing by turning the knob as following :  
a) When running on low grade fuels, this control should

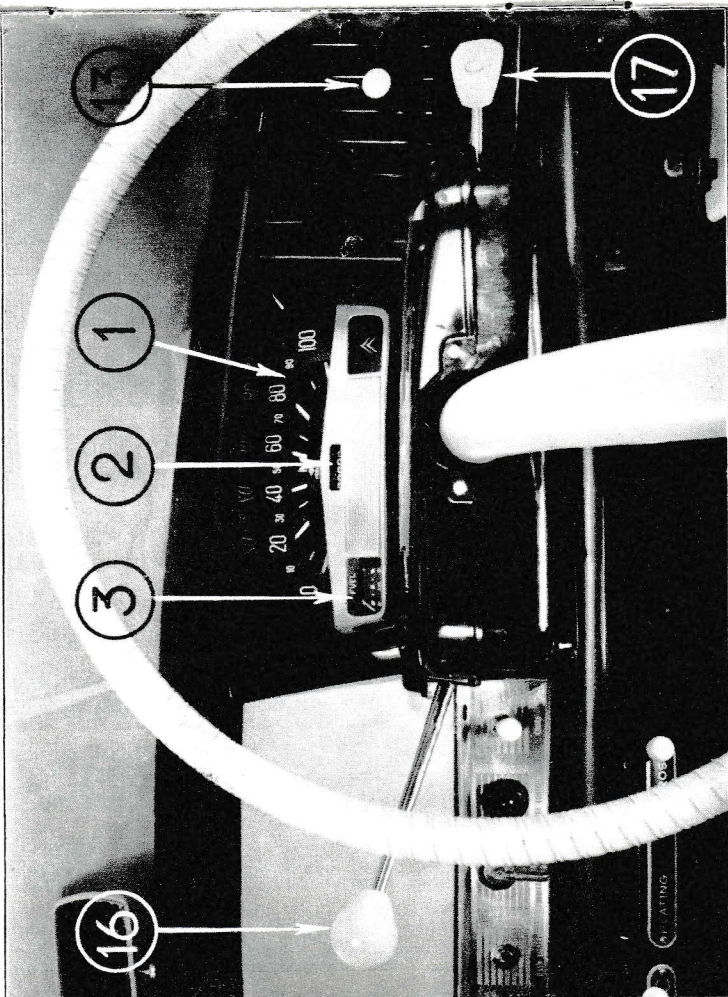


Figure 7 — Instrument board

be set so that the engine is just on the point of « pinking » when under load uphill.

b) In general, ignition timing is determined by experience. If you are not familiar with your car, do not reset control described in paragraph a) even when using a higher grade of fuel.

5. Battery charge light (fig. 15). **1**
6. Direction indicator control with flashing repeater light (fig. 15).
7. Instrument panel lighting rheostat (operates only when contact is " on " ) (fig. 15).
8. Electric windshield wiper control (operates only when contact is " on " ) (fig. 15).
9. Starter relay push-button (fig. 15).
10. Ignition switch (fig. 15). (1)
11. Interior light switch (fig. 15).
12. Choke control (fig. 15).
13. and 20. Knob for the side ventilation shutters (fig. 15).
14. and 19. Deflectors to direct incoming air as required (fig. 15).
15. Heater control. Closed position on the right. To increase heating, push the knob to the left (fig. 15).
16. Gear change lever (see page 35) (fig. 7 and 15).
17. Horn and light switch (single control) (fig. 7 and 15).  
Horns are controlled by **pressing** the knob :  
— lightly to sound low tone horn.  
— fully to sound both horns.

(1) The pilot lamp lights up when the engine is idling. It should stay out during normal driving. If it remains on and very bright, have the electric circuit immediately inspected by a Citroën Agent.  
When at standstill, a brightly shining pilot lamp warns you that the ignition switch has been left on.

The headlights are controlled by turning the knob to one of the three following positions :

- O : off
  - V : head and tail lamps (town lights)
  - R : head and tail lights (driving lights).
- To switch to the " low-beam " position from positions V or R, push the lever away from the steering wheel.

- 18. Warm air distribution control for heating and defrosting. (see page 30) (fig. 15).
- 21. Windshield washer control. To spray water on the windshield push the knob in (fig. 15).
- 24. Parking light switch (fig. 15).

### Ground clearance adjustment.

A feature of the hydropneumatic suspension is the use of hydraulic power to maintain a constant height regardless of the load on the body. The addition of a hand control enables this feature to be applied to raising the body in order to increase the ground clearance as explained below and also for jacking the car, as explained in the following paragraphs.

To increase the ground clearance by about 1", the lever 1 (fig. 8) which is normally in position 2 is moved to position 3. To increase it by a further about 2" it is moved to position 4.

The suspension gives the most comfortable ride when the car is at its normal height (lever 1 in position 2). The lever can also be moved to two extreme positions, 5 and 6, when jacking the car for

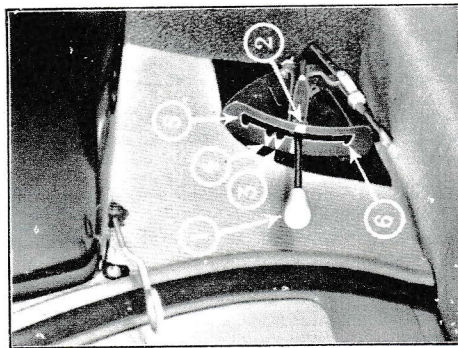


Figure 8  
Adjustment of ground clearance

changing a wheel. These positions must not be used for normal driving.

However, position 5 can be used in exceptional circumstances for negotiating, with care, at walking pace, short stretches of difficult road (rutted roads, desert tracks, sand or snow drifts).

### Changing a wheel.

- Apply the hand brake 1 (fig. 6) fully and lock it.
- Let the engine idle during the whole operation.
- Take the tool kit and spare wheel from under the bonnet. If the rear wheel has to be changed, remove the wing, unscrew the nut (fig. 9) with the crank handle, then pull the wing towards the rear (fig. 10) lifting it slightly.

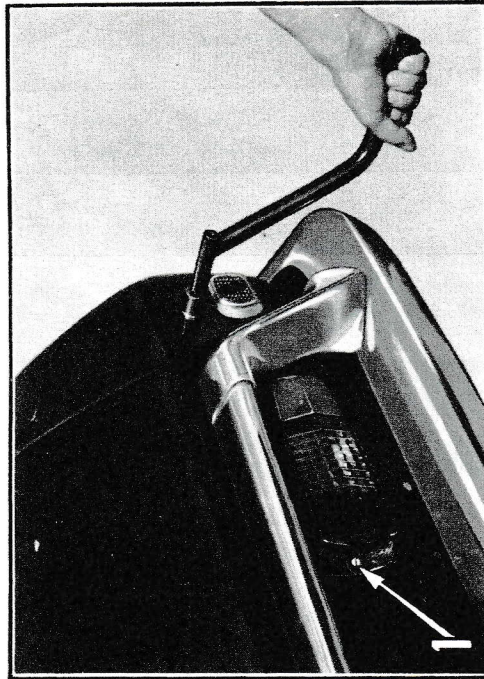


Figure 9  
Removal of rear fender

Then proceed as follows in the order given :

- Move the lifting lever **1** (fig. 8) completely upwards; the car will rise slowly.
- Remove the hub cap with the curved end of the plug (fig. 12).
- Loosen the wheel nut by means of the large lever.

This lever (fig. 11) is placed on the spare wheel carrying member. Proceed as shown in figure 12. At this stage the nut simply has to be loosened, not unscrewed.

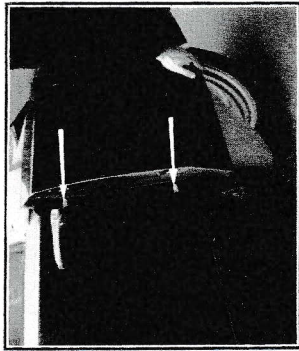
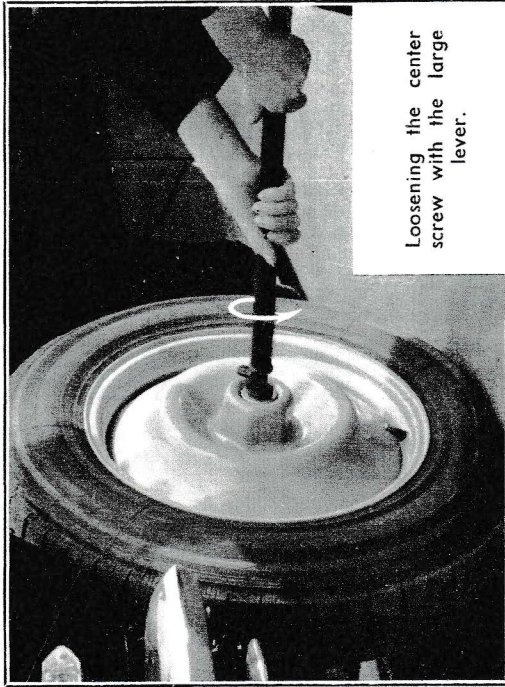


Figure 10  
Removal of rear fender

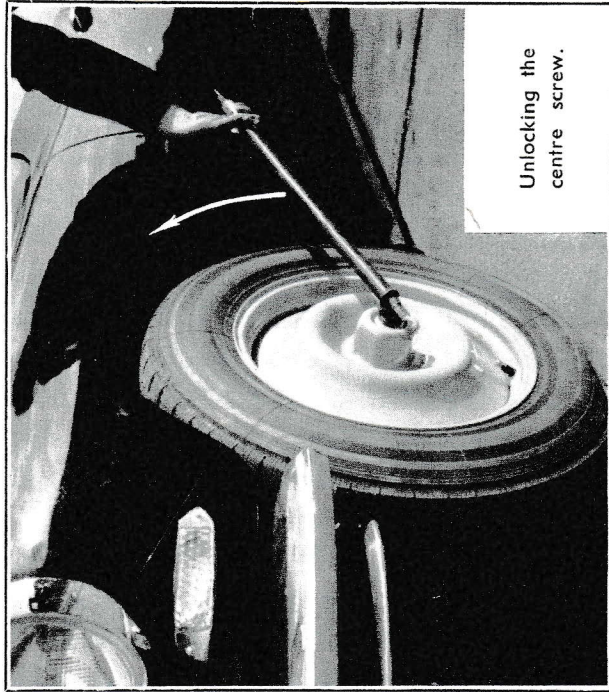


Loosening the center screw with the large lever.

Figure 11

— When the car is fully raised, hook the eye in the stand (fig. 13) on to the stud beneath the front door and let the stand find its own balanced position.

- Make sure that the stand is properly engaged in the stud groove.
- The upper part of the stand is pierced with a series of holes. Insert the straight end of the plug (fig. 14) in the penultimate hole nearest the base.



Unlocking the centre screw.

Figure 12

- Push down the lifting lever **6** completely (fig. 8) and wait until the wheels rise (the front and rear wheels on the side on which the stand is placed rise simultaneously).
- Finish unscrewing the nut using the large lever (fig. 11).
- Remove the wheel.
- Refitting : make sure that the hexagonal parts of the spare wheel and hub (male and female parts) are clean, then put the spare wheel on the hub pushing it as far as it will go.

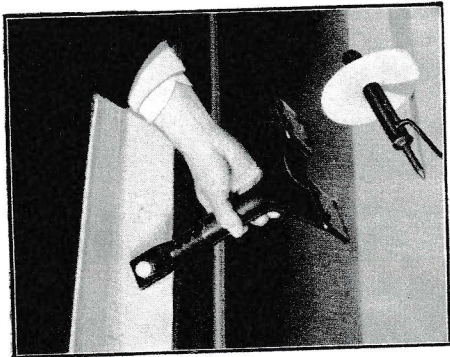


Figure 13

**Hooking on the stand**

To lock the nut correctly; fairly considerable force (of the order of 75 lbs) must be applied to the end (fig. 11) of the long lever. Replace the hub cap. Engage two of the three pins and push on the opposite side of the hub cap with the hand, so as to fix it in position.

If you have changed a rear wheel, replace the wing; first insert the dowels (fig. 10) in their housings. **Push the wing completely in towards the front and tighten the nut (fig. 9).**

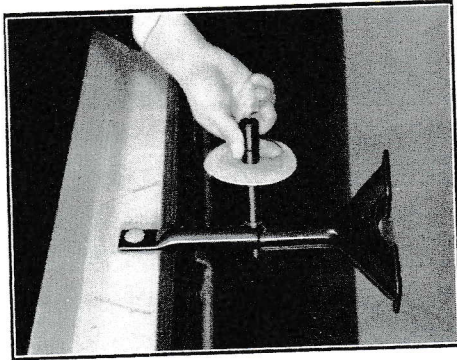


Figure 14  
Inserting the pin

- Tighten the wheel nut using the end of the long lever (fig. 11).
- Move the lifting lever to the top position 5 (fig. 8).
- Remove the stand.
- Move the lifting lever to the normal position (broad white strip 2 on the housing) (fig. 8).
- Tighten the wheel nut **thoroughly** by means of the long lever as shown in figure 12.

# MAINTENANCE

## Carburettor.

ID 19 cars are fitted with Solex 34 PBIC carburettors. This modern high precision instrument is practically immune from loss of adjustment. Their **original factory setting should never be changed.**

They usually require no maintenance other than cleaning the filter screen when necessary. This is done by dipping the screen in gasoline and cleaning it off by air blast. To remove the filter loosen nut **1** (fig. 16).

You can also remove and clean :

- the main jet **2** (fig. 16);
- the idling jet **3** (fig. 16).

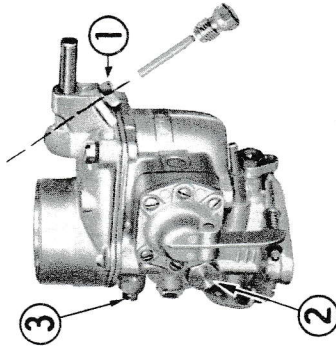


Figure 16

Solex carburettor

## Battery.

Check the water level from time to time, particularly in summer; it should be above the plate in each cell. If necessary, top up with **distilled water; never add acid.**

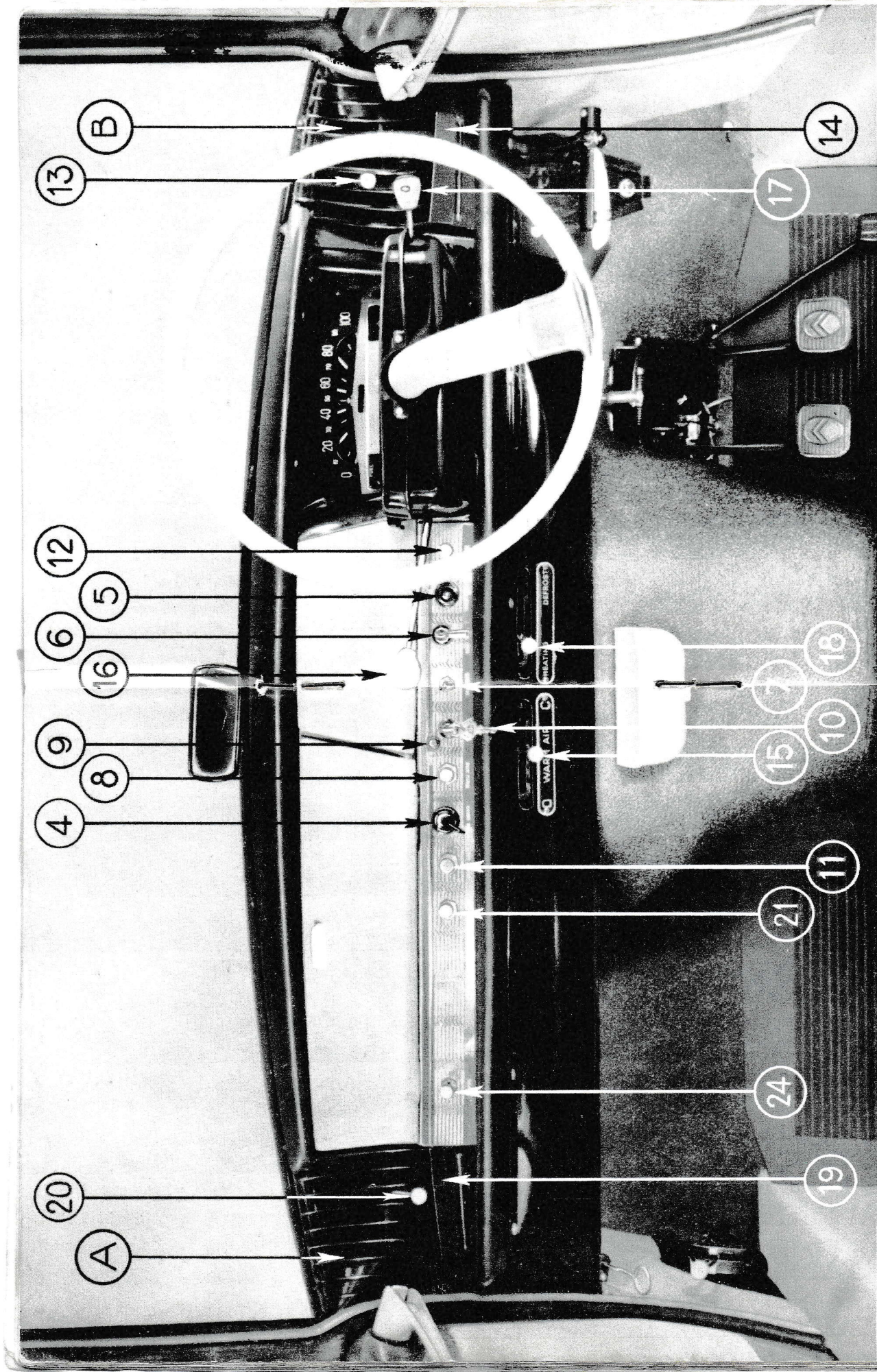


Figure 15 — Dashboard (see pages 9 and 10)

## Precautions against frost.

### 1. Battery

The best precaution against frost is to keep the battery always fully charged.

Normally charged (acid S.C. 1.210) a battery will withstand  $-20^{\circ}\text{F}$ . Half charged (acid S.C. 1.160) it will withstand  $5^{\circ}\text{F}$ . Discharged (acid S.C. 1.075) it will burst at  $23^{\circ}\text{F}$ . A burst battery cannot be repaired.

### 2. Radiator and cylinder block

Cars leaving the factory between October and April are filled with cooling water containing an adequate proportion of anti-freeze to protect the radiator and cylinder block down to  $7^{\circ}\text{F}$ , which corresponds to 25 % glycol. In cars leaving the factory between April and October the proportion of anti-freeze is smaller and ensures protection only down to  $25^{\circ}\text{F}$ .

If protection against lower temperatures is required for the latter cars, increase the percentage of anti-freeze. For instance, to ensure protection down to  $7^{\circ}\text{F}$ , use a mixture of 2 3/4 quarts of anti-freeze and 7 1/2 quarts of water, which can be obtained by tapping 2 quarts of original mixture and replacing it by 2 quarts of concentrated **non-volatile anti-freeze** (preferably glycol).

**Important :** The anti-freeze products sold on the market are frequently mixtures of glycol and water in varying proportions and non concentrated glycol. Alter the proportions of the mixture according to the dilution of the product.

**Whatever the concentration of anti-freeze, it should be used the year round.**

If the water has to be drained **completely or partly**, we recommend the addition to the water — anti-freeze mixture of an **anti-scale** and **anti-rust product** such as the "Chausson inhibitor". This product is sold in the form of tablets to be added to the fresh water and anti-freeze mixture poured into the radiator according to the manufacturer's instructions.

The radiator is drained through a plug at the bottom, on the right-hand side. The cylinder block is drained through an opening under the oil dipstick (hexagon head screw).

In very cold weather, the engine should be allowed to idle for a few minutes before accelerating so as to ensure thorough mixing of water and anti-freeze.

## Air cleaners.

They should be cleaned every 4,000 miles (approximately), according to following instructions :

### 1. Oil Bath Air Filter (for dusty aeras).

Follow the instructions for maintenance and cleaning on the apparatus and repeated in the following instructions for dismounting and re-assembling the filter.

A. — **Clean** it frequently (daily and even more often when driving on very dusty tracks).

B. — **Dismounting and re-assembling** (figures A and B).

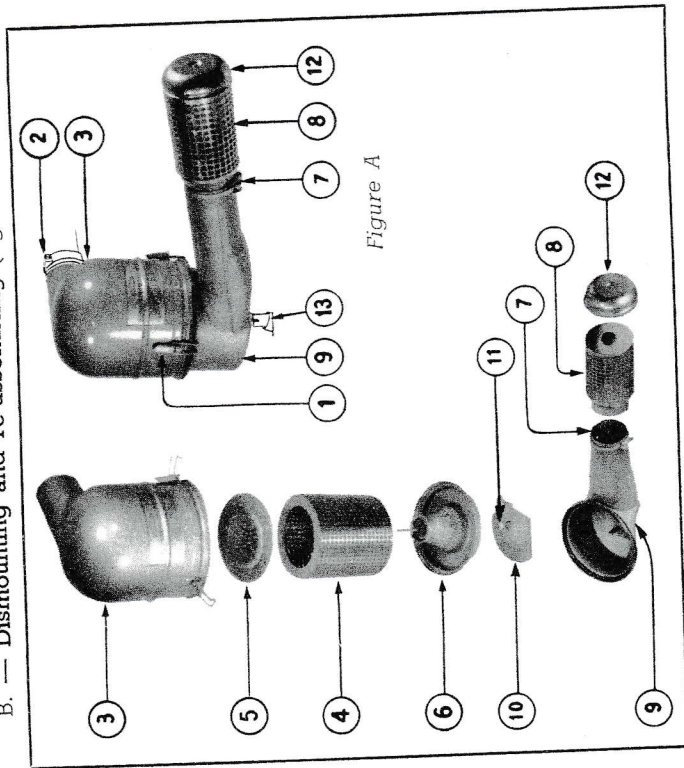


Figure A

Figure 16

1. Release catches **1**.
2. Loosen collar screw **2**, remove the flexible connection tube and lift out the cover **3**.
3. Unscrew lug nut (5), remove the filter cartridge **4**; wash it in petrol, dip it in engine oil and allow it to drip.
4. Loosen collar **7**, release cup **12** at the end of the filtering unit **8**, take out the filtering unit **8** and wash it in petrol.
5. Remove the filter cartridge carrier **6** and baffle **10** by unhooking spring pressure washer **11**. Take oil container **9** by releasing it from its mounting on the front side-member and then lifting it out by sharp vertical movement. Empty out the oil and clean the whole unit.
6. Replace the oil container **9** on the side-member pushing it down to ensure proper seating on the rubber washer, pour oil into the container by means of cup **12** filled up to the edge.
7. Re-assemble the other parts of the filter.

**N.B.** — 1. Each time you dismount the filter, coat the rubber gasket **13** lightly with talc powder to facilitate fitting.

2. Never add oil into the filter without first cleaning the filter.

**2. European type filter.** Cars delivered for use in European countries are not equipped with Oil Bath Air filter.

### Fuel filters.

In addition to the filter screen which can be taken out (as explained under "Carburettor") another plate filter is fitted on the fuel pump.

Do not try to remove it yourself; have it cleaned by a Citroën dealer.

### Hydraulic system filter.

It is located at A (fig. 3) in the tank. Have it cleaned by a Citroën dealer every 6,000 miles; immersion in alcohol followed by air blast, throughout.

### Tyres.

The life of your tyres depends, among other things, on their correct inflation.

Pressures to be used are :

Front tyres : 24 lbs/sq.in.

Rear tyres : 20 lbs/sq.in.

Spare tyre : 27 lbs/sq.in.

### Wheels and hubs.

When changing a wheel make sure that the hexagonal (male and female) parts are clean, as well as the wheel and hub surfaces.

It is advisable to oil the hexagonal parts slightly.

Put a drop of oil under the wheel nut.

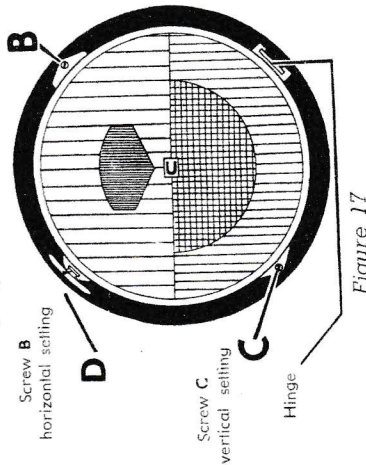
### Brakes.

The front brake linings automatically compensate for wear when the parking brake is applied (fig. 6).

Every 12,000 miles, or when the pedal travel becomes too long, have the condition of the front linings and setting of the rear linings checked by a Citroën Agent.

### Headlight adjustment.

To remove the rim, take hold of it through the two holes pierced in the bottom for this purpose.



**Cibie headlights** (fig. 17).

- Horizontal setting by means of screw B;
- Vertical setting by means of screw C.

### Marchal head- lights (fig. 18) :

- Horizontal setting by means of screws A and B;
- Vertical setting by means of screw D.

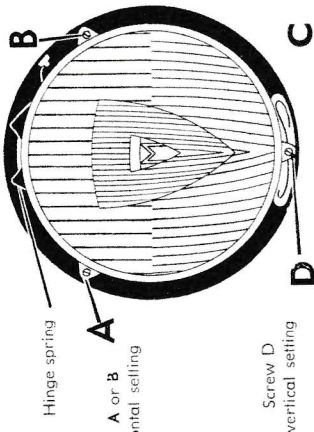


Figure 18

### Replacement of a headlight bulb.

Remove the rim.  
Tilt the glass and reflector assembly.

### Cibié headlights

Press spring D (fig. 17). The unit swivels round a hinge placed at the bottom to the right of the glass.

### Marchal headlights

Press on the left part of spring D (fig. 18). The unit swivels round a hinge at the top of the glass.

Then remove the bulb carrier (at the centre of the reflector) by pivoting it by about a quarter turn.

### Replacement of a rear lamp.

Each rear lamp housing contains a spare bulb. To replace a worn out bulb, dismount the transparent housing by removing the screw 1 (fig. 9).

### Replacement of a spark plug (fig. 19).

Proceed in the following order :

- Disconnect the spark plug feed wire end-piece 1 (fig. 19).
  - the rubber cap 2,
  - the insulating bush 3.
- Cap the spark plug body with a 21 mm (53/64") box spanner at least 12" long, pushing it down completely over the spark plug.

Unscrew the plug levering it up with a screwdriver (fig. 19). The copper asbestos washer must remain on the plug barrel.

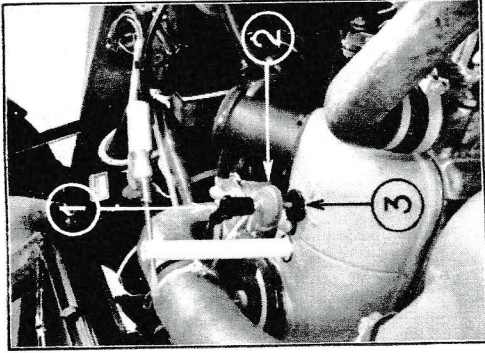


Figure 19

### Replacement of a sparking plug

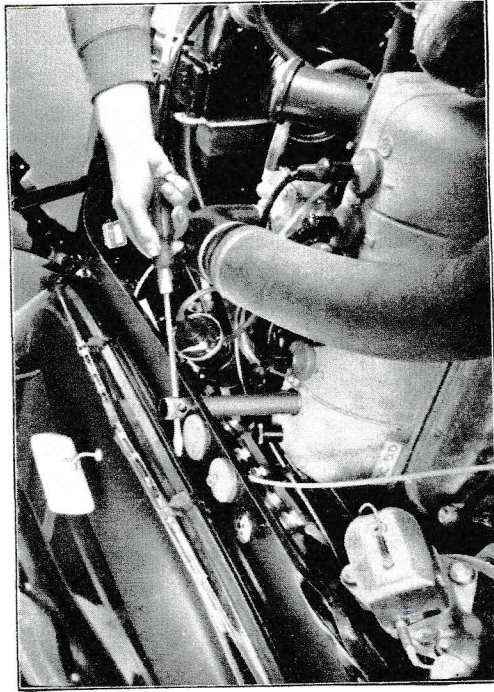


Figure 20 — Removal of the 4th sparking plug



### **Towing the car.**

When necessary, and only for a short distance, you can have your car towed by another vehicle, at low speed. Thread a rope or a cable around both RH and LH front wheel lower suspension arms, so that the apex of the triangle thus formed is towards the towing vehicle. Never use the bumper for attaching a tow line.

### **Door windows.**

To ensure easy sliding of the windows, have a Citroën dealer apply 2 coats of special varnish on the rubber seal every 4,000 miles.

### **Cleaning of interior upholstery and removal of stains.**

Never use very strong cleaning products such as benzine or trichlorethylene, which would damage the rubber padding of the upholstery. Always use well squeezed pads and rub lightly.

(Take advice of a Citroën dealer).

If you put in a new spark plug, refit the center electrode extension of the used plug.

Use spark plugs with metric threads at the top. American or British plugs have different screwthreads.

### **Special fitting of 4th spark plug.**

A hole is pierced in the scuttle to give access to the 4th spark plug. Remove the rubber sealing plug (fig. 20). Do not forget to replace it after putting back the plug.

### **Terminal for connecting accessories.**

If it is desired to fit additional electrical accessories such as a radio set, fog lamps, reversing lamps, etc., the fitters should be advised to use the special terminal provided for this purpose behind the glove compartment (fig. 21) and designed for a current of 20 Amps.

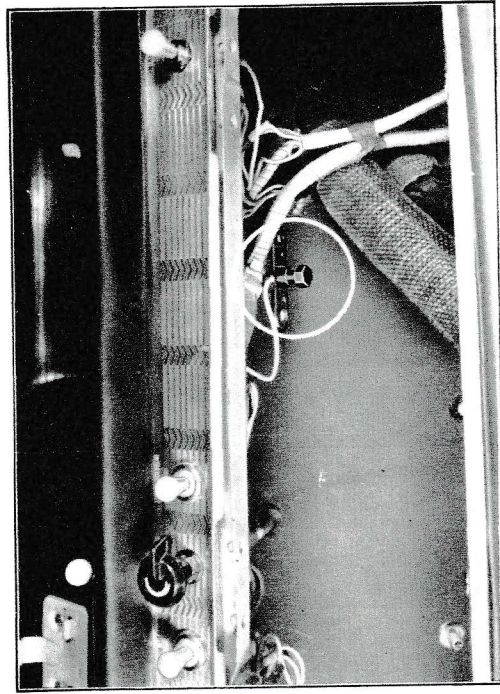


Figure 21 — Terminal for connecting accessories

## COMFORT

### Ventilation.

Fresh air is blown into the car through two grills A and B (fig. 15) on the right and left of the dashboard.

The volume of the air flow can be controlled by means of two knobs **13** and **20** (fig. 15).

The flow can be directed either upwards or towards the driver's or passenger's face, as desired, by means of two deflectors **14** and **19** (fig. 15).

Fresh air flows in at the level of the driver's and passenger's feet when knobs **22** and **23** are raised.

### Heating-Defrosting.

Fresh air from outside is warmed by one special radiator before entering the car.

Knob **15** (fig. 15) controls heating temperature.

Knob **18** (fig. 15) controls distribution of warm air between heating and defrosting. When it is in right position, all the warm air is fed to the defroster (maximum defrosting). When it is in left position, all the warm air is fed to the heating vents (maximum heating). Between these two extreme positions you can set defrosting and heating as desired.

### Interior lighting.

It is controlled by a switch **11** (fig. 15) on the dashboard.

### Front seats.

The seats can be adjusted by means of a knob **1** (fig. 22) at the base of the seat. Maximum displacement : 5  $\frac{7}{8}$ ".

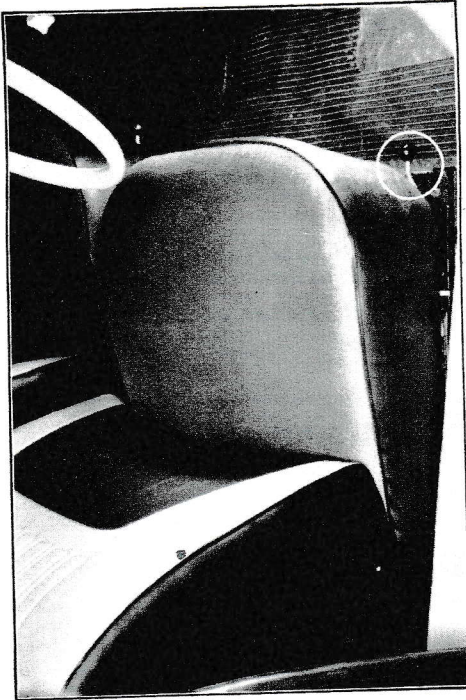


Figure 22

### Front seat adjustment

To unlock the slide, push the knob down.

(You may have either the height or the slope of the front seat cushions adjusted by a Citroën Agent.)

### Ashtray.

The ashtray can be taken out of its mount and emptied by pushing the lug at the bottom, then lowering it slightly to release it.

# LUBRICATION

## Choice of lubricants.

Not every type of oil is suitable. Be sure the oil you use is of reputable make and proved quality; do not mix

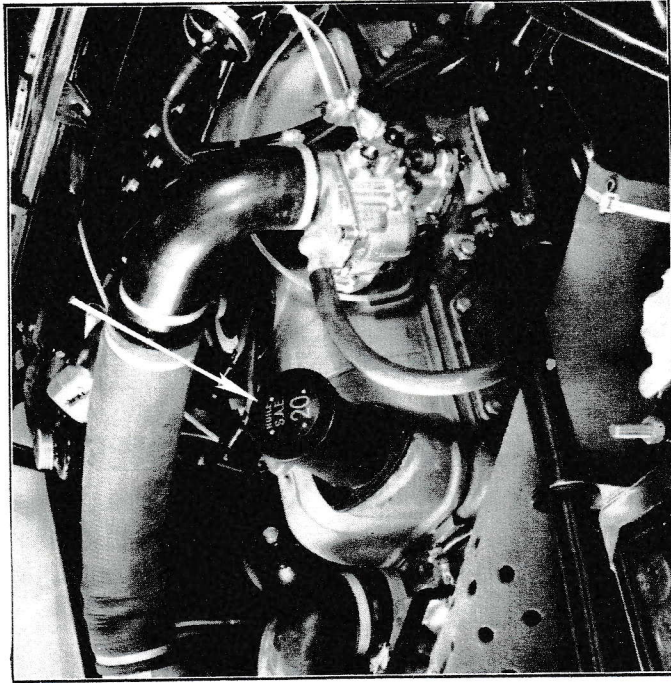


Figure 24

Oil filler on engine

different makes. Citroën distributors and dealers carry a chart of oils and greases recommended for our vehicles. Do not add any product to these oils as this may result in important damages.

## Opening and locking doors.

To open the door, grip the handle (fig. 23) and press the catch **1** with your thumb. The catch must be moved backwards.

When the door is closed, lock it by moving the catch **1** forwards.

To unlock it, press push-button **2**.

The 2 front doors are locked with a key.

The doors are held open by a retractable device which facilitates getting in and out.

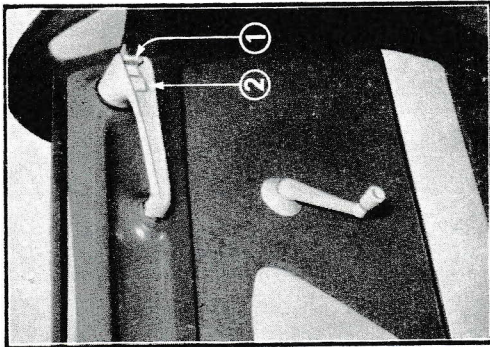


Figure 23

Locking the doors

## Sun-vizors.

Both sun-vizors slide longitudinally on their spindles, so that they can be moved according to the direction and angle of the sunlight. Moreover, they can be swung round to mask the top of the door windows.

The passenger's sun visor is fitted with a mirror.

## Windshield washer.

Fill the container under the bonnet, on the right side of the dashboard, with water. In winter, add alcohol to prevent the water from freezing.

## Engine lubrication.

The oil filler can be opened (fig. 24) by one quarter turn of the cap.

Every 2,500 miles drain the oil sump when the engine is warm and refill it with one gallon of S.A.E. 20 or S.A.E. 10 W/30 oil in both winter and summer.

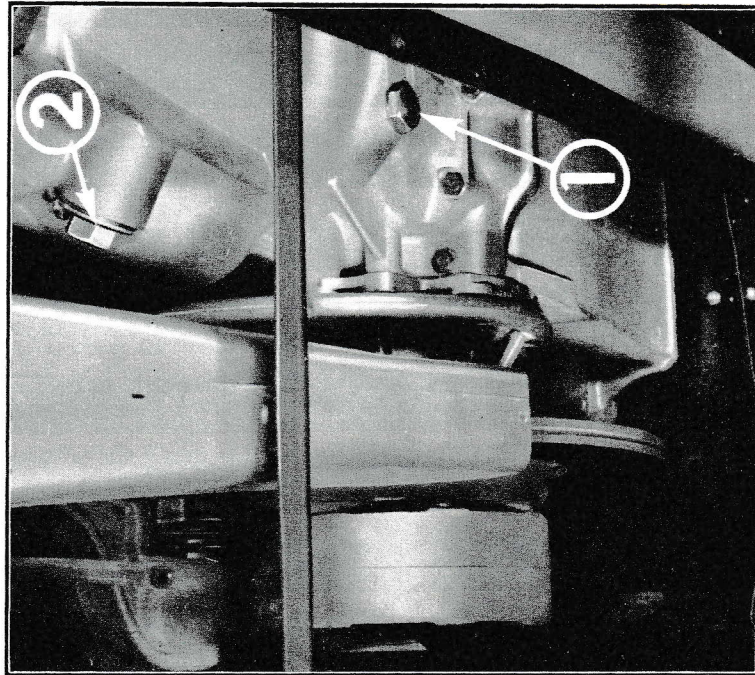


Figure 25  
Gearbox oil level and draining plug

We recommend the use of S.A.E. 30 oil or a S.A.E. 20 W 40 multigrade oil in countries where temperature goes frequently up to 30 °C (86 °F).

**A few precautions :** When draining you need not wait until the sump is completely empty.

Never run the engine when the oil sump is empty.

## Gearbox.

- Every 3,700 miles check the gearbox oil level. It must be level with the edge of the filler cap 2 (fig. 25). Top up, if necessary, with S.A.E. 90 " extreme pressure " oil.
- Every 12,000 miles it is advisable to have the gearbox drained by a Citroën dealer. Drain plug at 1 (fig. 25).

## Greasers.

The following points should be lubricated :

- Every 1,200 miles  
With adhesive grease :  
Drive shaft joints 1 (fig. 26):  
one greaser on the right,  
one on the left.  
Upper pivot balls 2 : one  
greaser on the right, one  
on the left (fig. 26).  
These 4 greasers should  
not be over-filled.
- Every 3,500 miles  
Whit engine oil  
(using an oil-can) :  
The fan shaft bearing 1  
(fig. 27).  
The rear generator bearing 3 (fig. 27).  
With very light oil :  
A few drops on the felt located under the rotor arm of the ignition distributor.

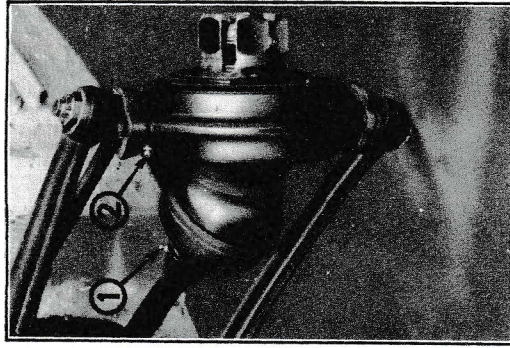


Figure 26

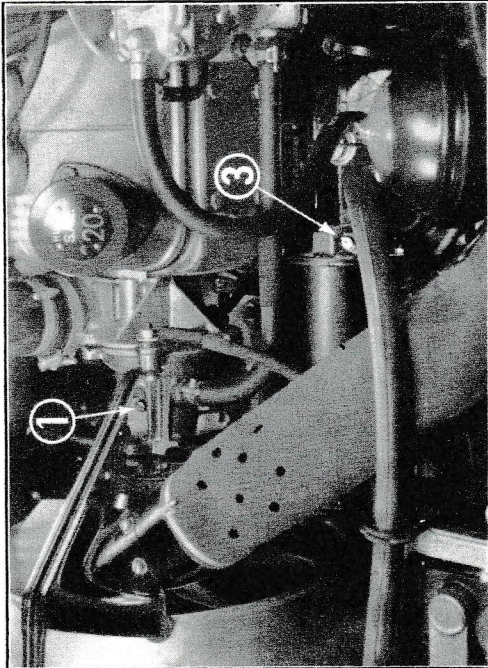


Figure 27

## MAIN CHARACTERISTICS

### Horsepower :

French treasury rating : 11 C.V.  
 British treasury rating : 15,08 H.P.  
 Effective : 69 BHP at 4,500 r.p.m.

### Capacities :

Gasoline tank.....	approx.	14 gallons
Radiator, cylinder-block and heating system (water) .....	—	14 pints
Gearbox (oil) .....	—	3,6 pints
Engine crankcase (oil).....	—	7 pints
Special hydraulic fluid container .	—	9 1/4 pints
Hydraulic brake fluid.....	—	1 pint

### Overall dimensions

Length.....	15' 9"
Width .....	5' 10 1/2"
Height .....	4'10"

# MAIN SETTINGS

**SPARK PLUGS :** Marchal 35 B (or AC 44 F)  
Gap : 0.020" to 0.024" (0.5 to 0.6 mm).  
*Champion HB*

**TAPPET CLEARANCE :** Cold  
*Points ; 0.016"*  
{ Inlet 0.008" (0.20 mm).  
(Exhaust : 0.010" (0.25 mm).

**FRONT WHEEL TOE-IN :** 0.040" to 0.120" (1 to 3 mm).

Hydraulic Fluid ; Castrol LHS-2  
*Points ; Lorimier S-133* *Keep brass & insert*  
*Generator Brushes ; Fred. L. Yott* *Wetrobe st.*  
*231 Queensberry st Melbourne 3075*  
**Fanbelt** *Goodyear V1182*

# LOG BOOK

(Personal notes)

Handwritten log book page with horizontal lines.

# LUBRICATION RECORD

DATE	MILEAGE on speedometer	DRAINING crankcase	DRAINING gearbox	GREASING

M. R., Paris (3-60)  
Printed in France

PARIS XV

CITROËN

SOCIÉTÉ ANONYME ANDRÉ CITROËN 117 A 167 QUAI ANDRÉ CITROËN

