unique



CITROEN

iD · DS · SAFARI · EXECUTIVE

A Citroen makes motoring completely different — truly unique...

unique because of the Citroen air suspension — it has proved itself since 1953.

unique because of the front-wheel drive — a feature of all Citroen cars for over a quarter of a century.

unique in so many other ways that it cannot be fully appreciated until it has been experienced.


unique
for appearance
WXB I

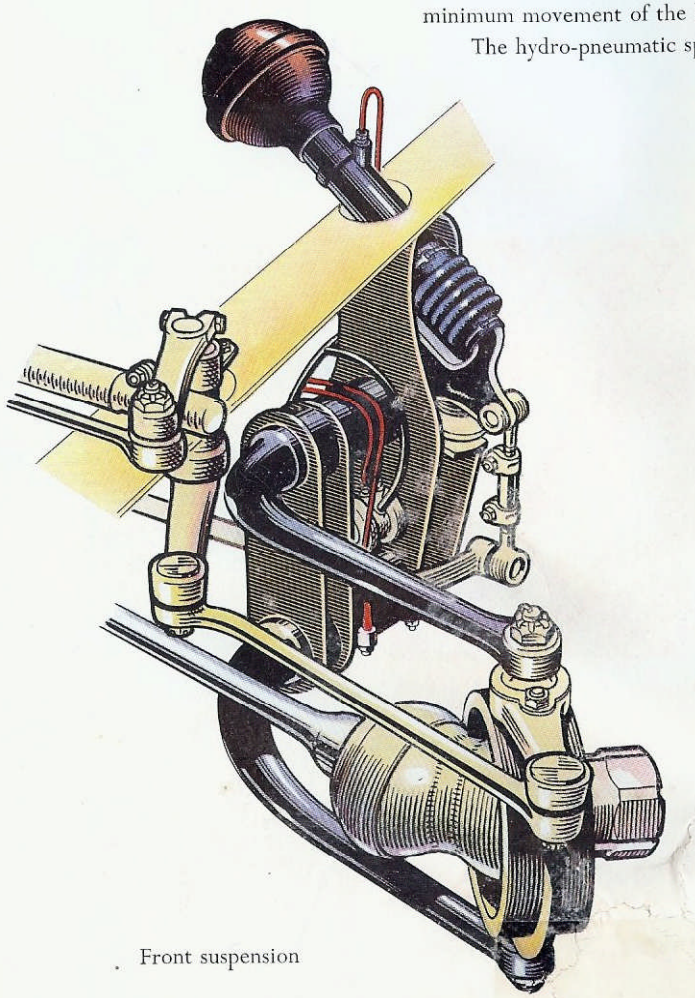
unique *for suspension*

The Citroen hydro-pneumatic suspension

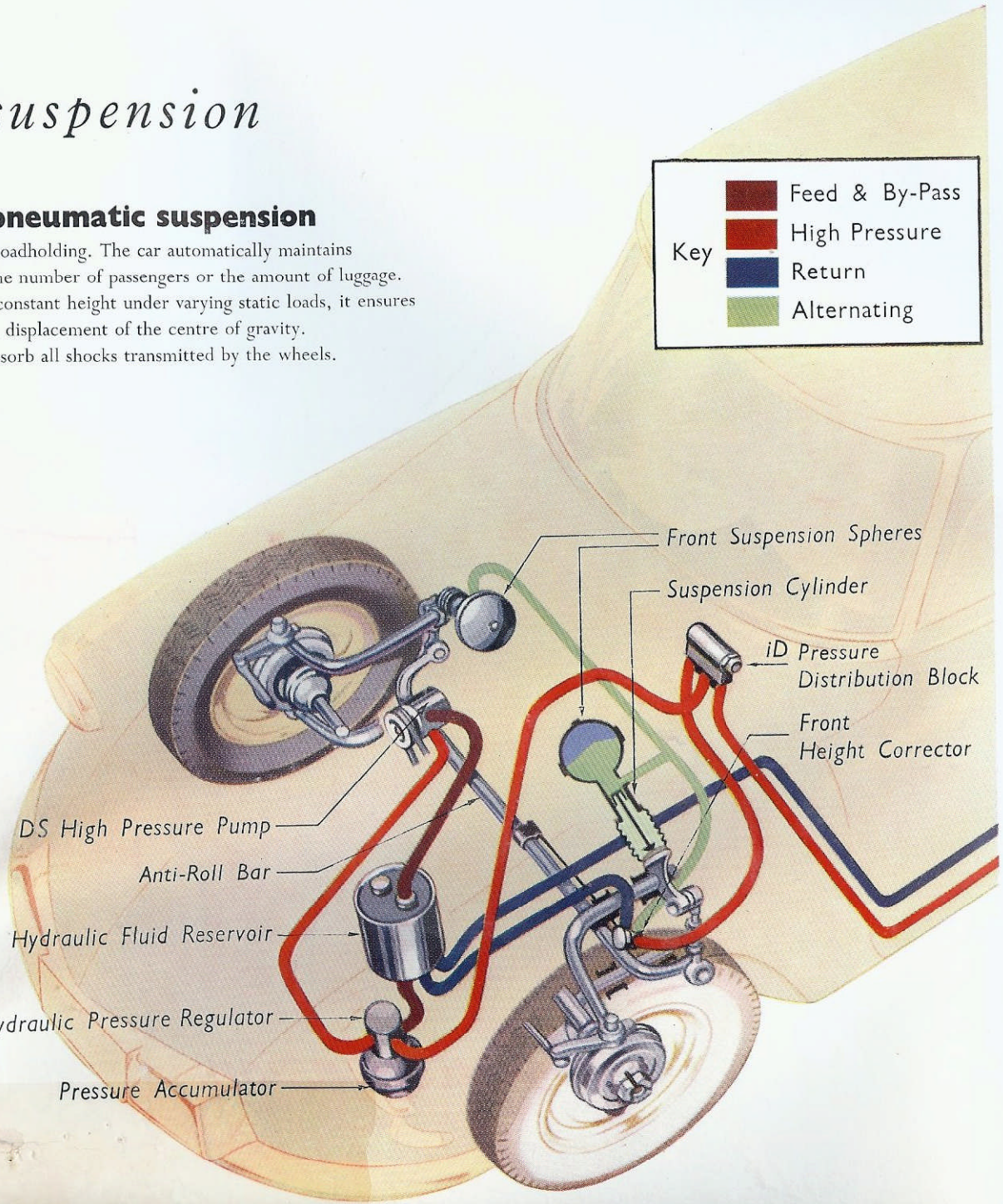
has reconciled the demands of comfort and roadholding. The car automatically maintains a constant ground clearance whatever the number of passengers or the amount of luggage.

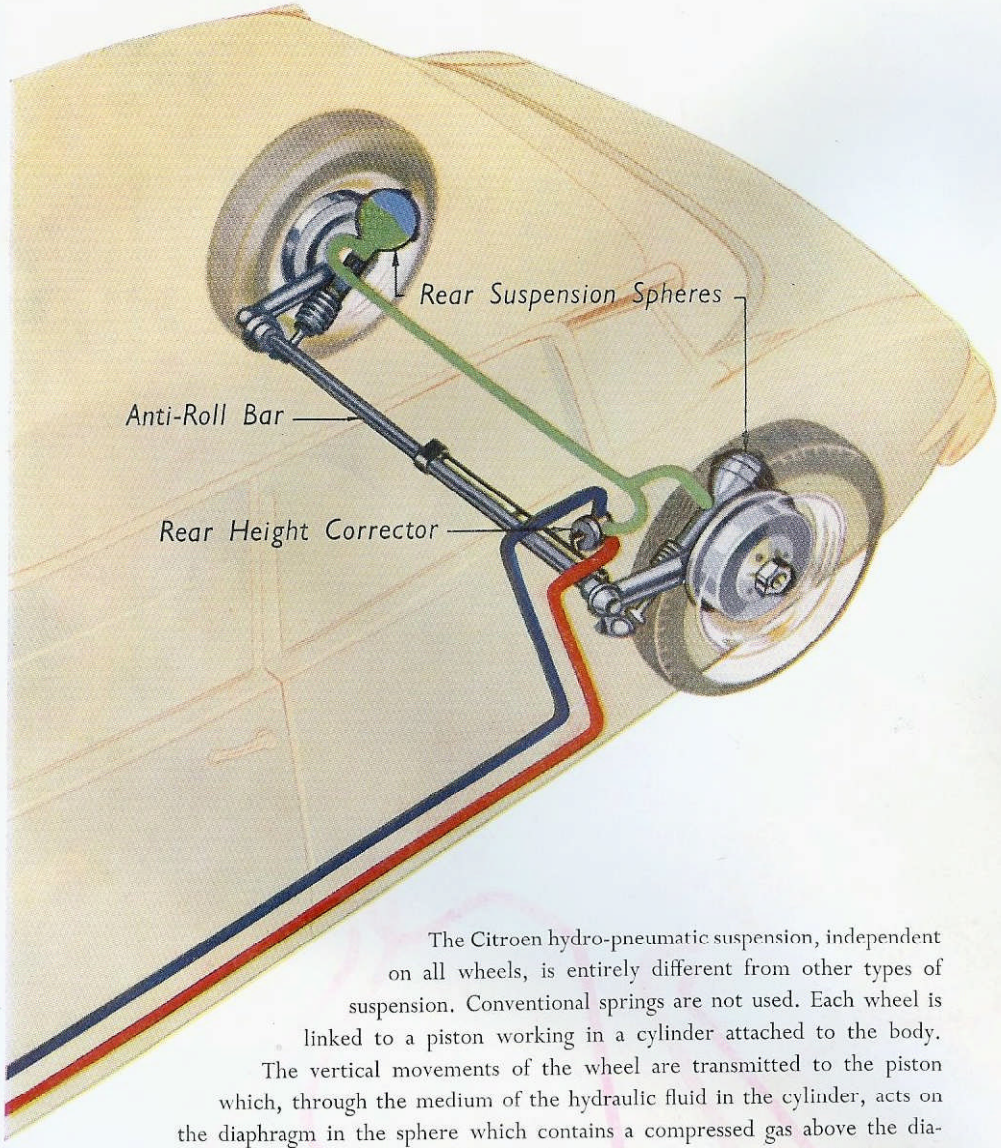
By maintaining the body at a constant height under varying static loads, it ensures minimum movement of the body and displacement of the centre of gravity.

The hydro-pneumatic spheres absorb all shocks transmitted by the wheels.

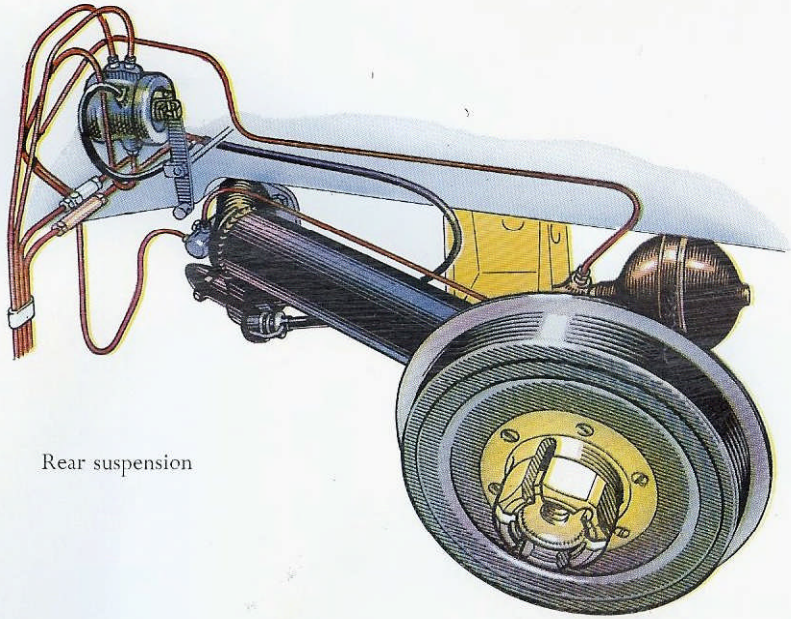


Front suspension

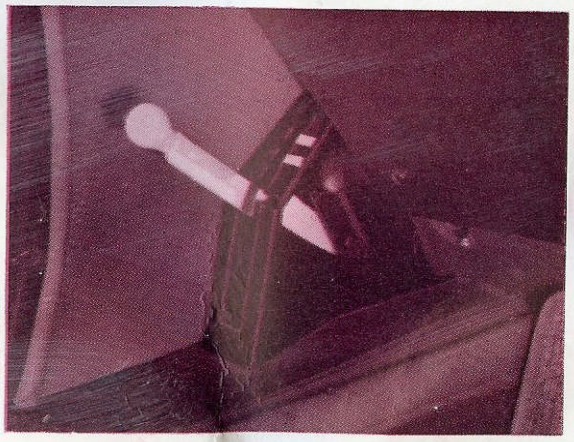


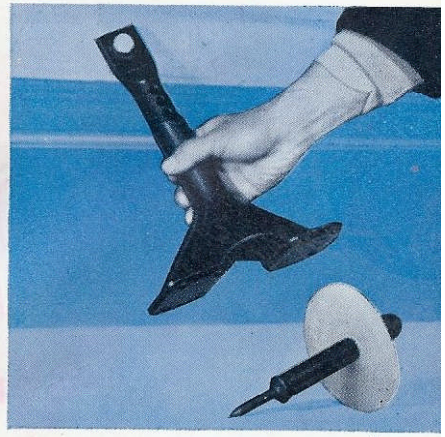


The Citroen hydro-pneumatic suspension, independent on all wheels, is entirely different from other types of suspension. Conventional springs are not used. Each wheel is linked to a piston working in a cylinder attached to the body. The vertical movements of the wheel are transmitted to the piston which, through the medium of the hydraulic fluid in the cylinder, acts on the diaphragm in the sphere which contains a compressed gas above the diaphragm. A damper valve between the cylinder and the sphere acts as a shock absorber. Valves, operated by the front and rear anti-roll bars, control the flow of hydraulic fluid to and from the cylinder, maintaining the body at a constant height under varying static loads.



Rear suspension



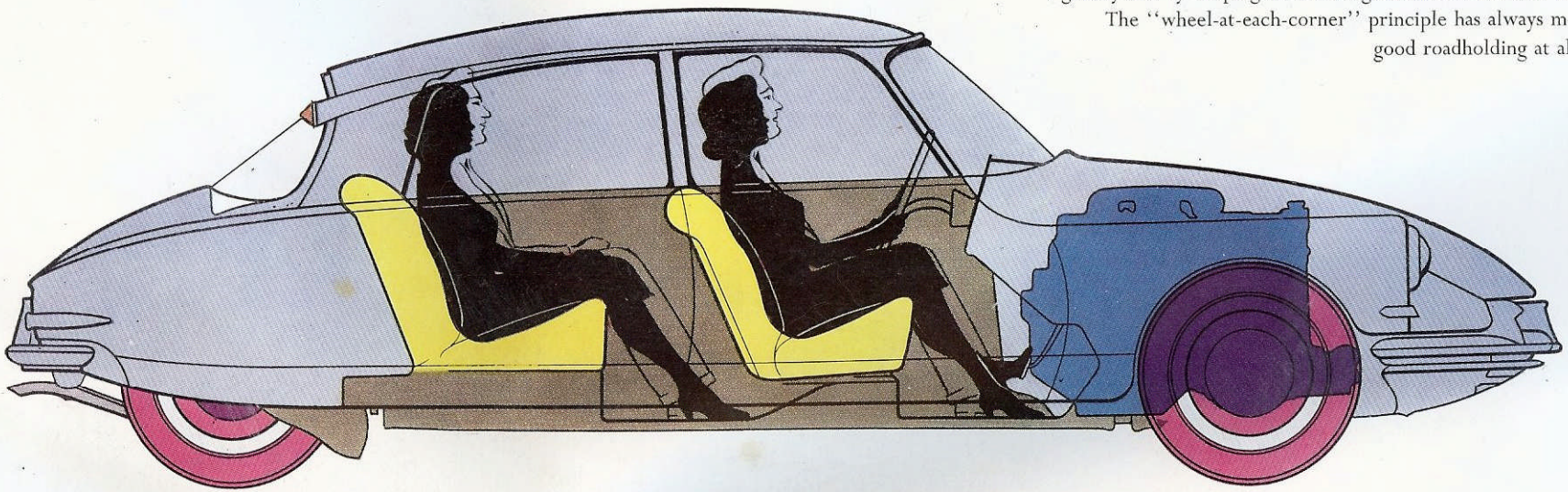


A hand control on the hydro-pneumatic suspension enables the ground clearance to be increased for travelling over very uneven ground or on flooded roads. The same control enables the car to be jacked for easy wheel changing. Wheels are locked with one central fixing device for quick release.

CITROEN *air suspension has proved itself since 1953*

unique *for roadholding and*

In addition to the contribution made by hydro-pneumatic suspension the roadholding is further increased by a really low centre of gravity and by keeping all the weight between the four wheels. The ''wheel-at-each-corner'' principle has always meant good roadholding at all speeds . . .



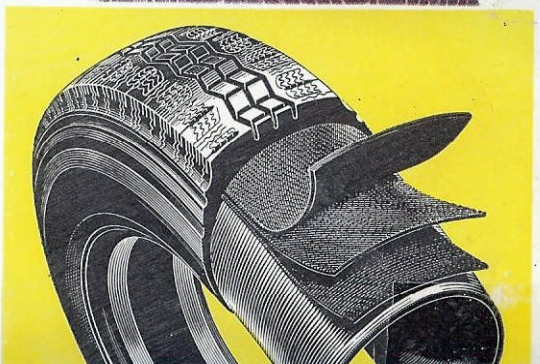
The rack and pinion steering gives absolute driving precision – a great advantage at all speeds.



stability

. . . particularly when coupled with front-wheel drive – which ensures the advantages of traction and safe speed cornering.





The Citroen 2 litre engine

Michelin 'X' tyres are standard equipment. Three layers of steel cords stabilize the tyre, and casing cords, laid archwise, increase the vertical flexibility of the tyre, thus giving perfect roadholding apart from longer tread life.

unique *for comfort*

The perfection of the riding at all speeds, provided by the hydro-pneumatic suspension, has been well matched by the perfection of the superb comfort of the spacious interior. Its wide flat floor (made possible by the absence of rear axle and transmission) is thickly carpeted, the high-grade leather upholstery and attractive dashboard complete the feeling that you are ''riding on air''.

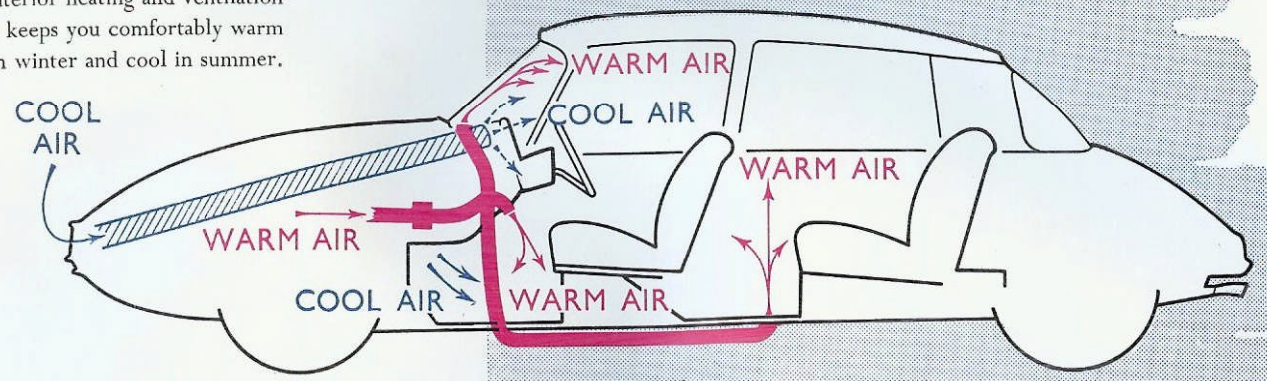
A centre arm rest is provided in the rear seat and there is an exceptional degree of headroom for occupants of both front and rear seats.



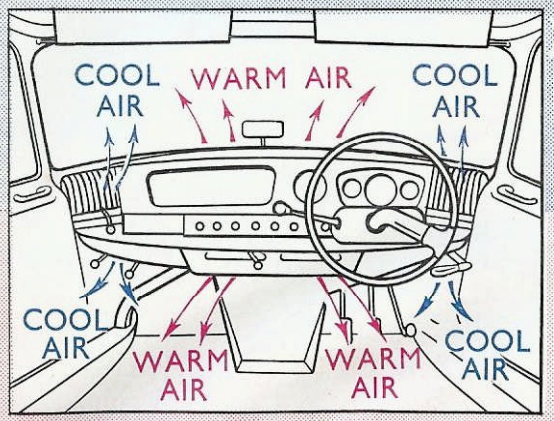
The deep capacious boot, designed for easy access, accommodates the largest family's luggage. It is equipped with an automatic light.



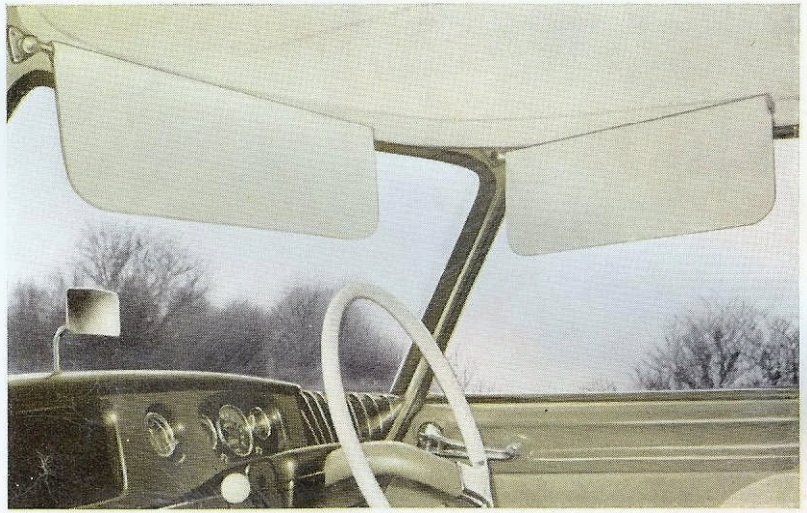
The interior heating and ventilation system keeps you comfortably warm in winter and cool in summer.



For winter travel: adjustment can be made to give warm air round the feet and at the same time cool air at head or roof level.



For summer travel: cool air can also be introduced round the feet.



The sun visors can be moved across the windscreen – even swung round to mask the top of the side window.

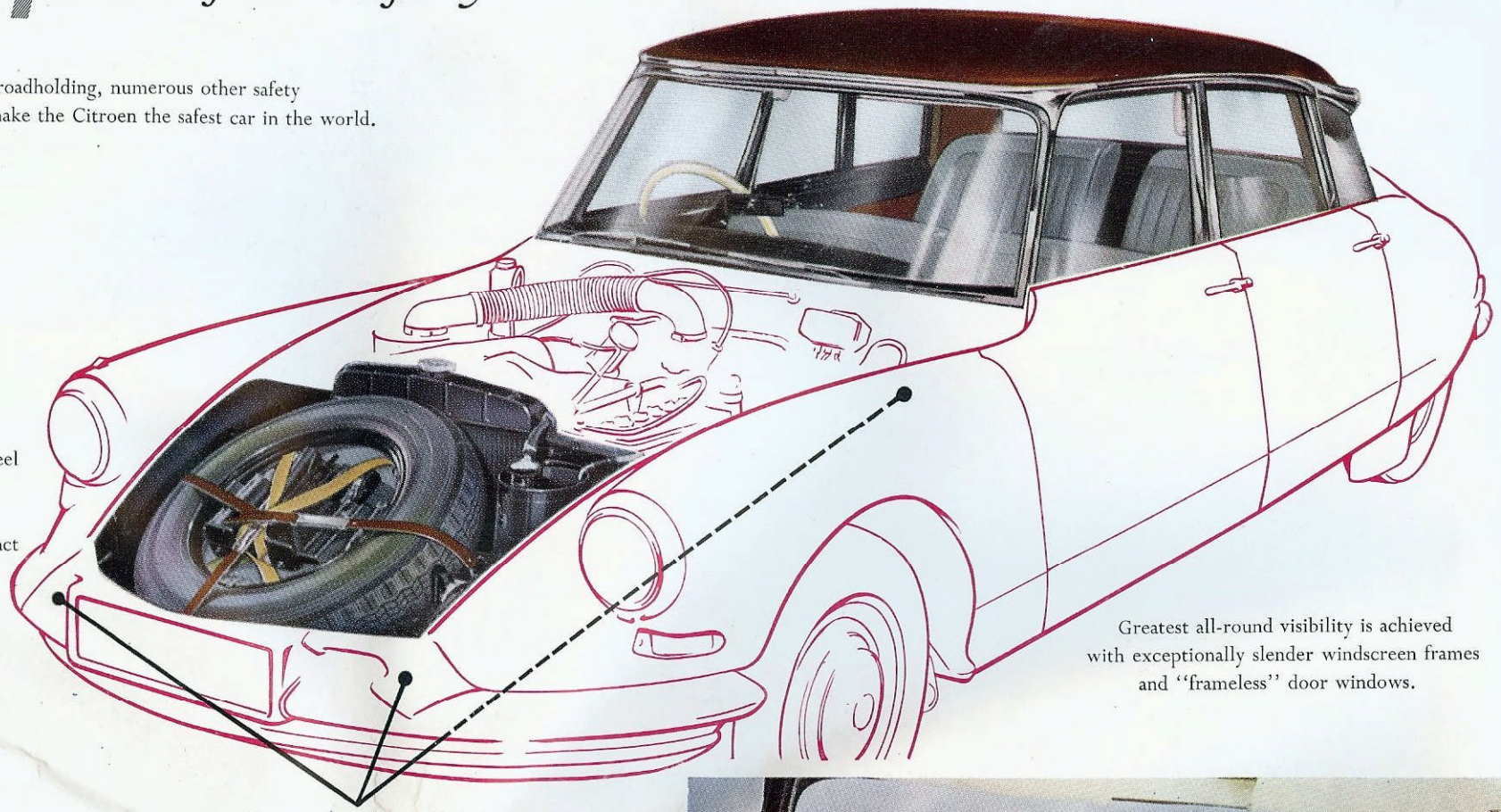


The heating also extends to the rear passengers.

unique *for safety*

In addition to roadholding, numerous other safety features make the Citroen the safest car in the world.

The spare wheel is carried in front to minimise impact in case of collision.

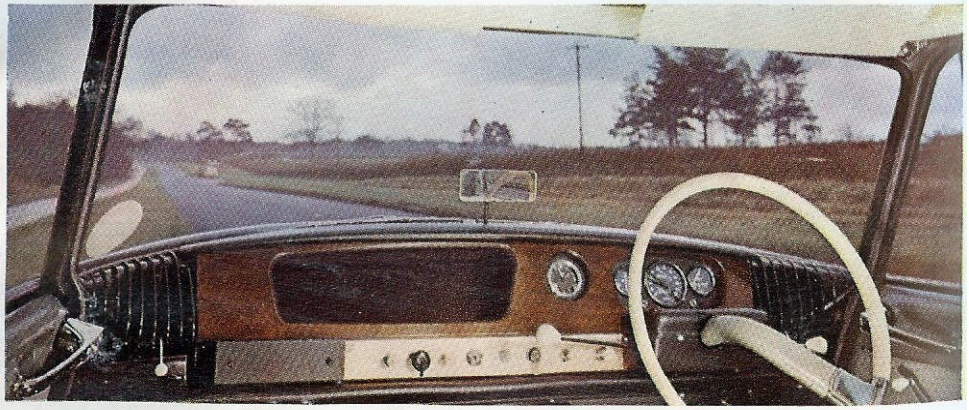


Greatest all-round visibility is achieved with exceptionally slender windscreen frames and "frameless" door windows.

Three separate bonnet locks.



View through panoramic rear mirror



Child-proof interior door catches.

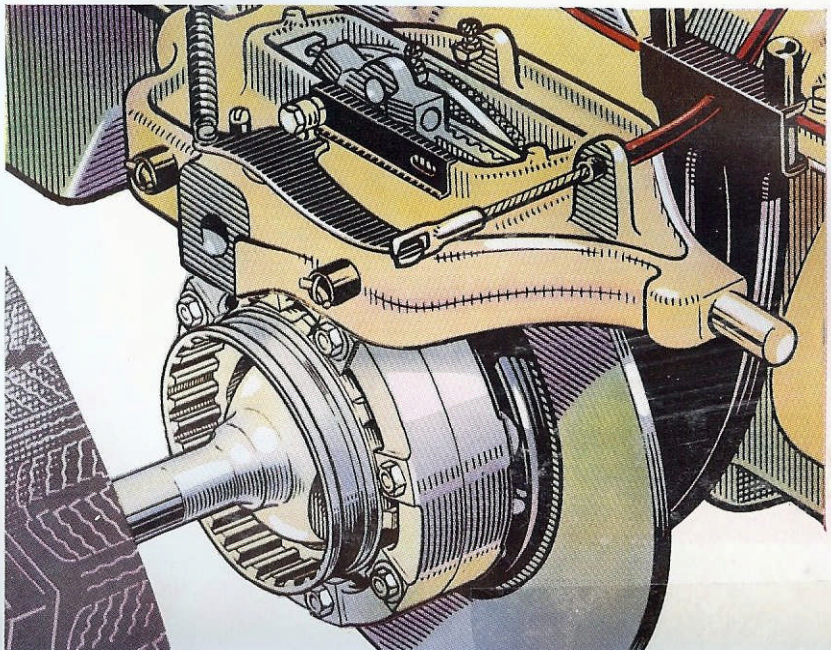
Loud tone horn for country use and soft tone for town. The horn can be sounded by the touch of a finger without removing hand from wheel.



The boot lid can be kept fully open
without obstructing rear vision.



There are separate lights for each purpose.
Two powerful automatic reversing lights.
Sidelights visible from driving seat.
Trafficators with all-round visibility.
Parking light on offside centre pillar.



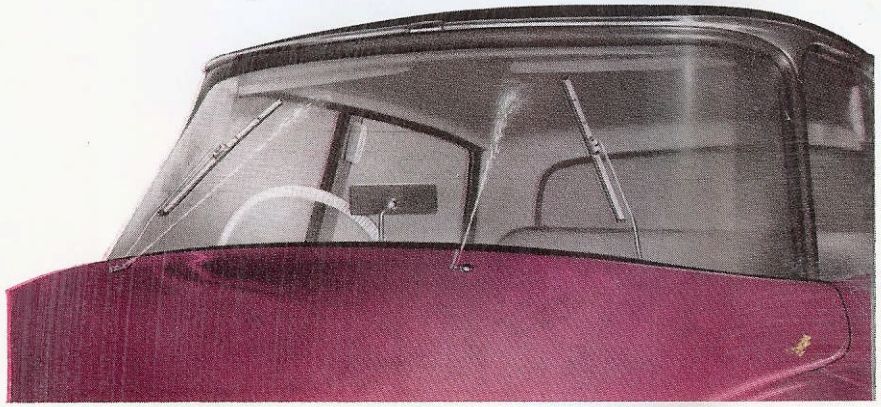
Self-adjusting Citroen
inboard disc brakes
on the front wheels
and drum brakes
on the rear wheels
make the perfect
combination for
safer, faster braking.

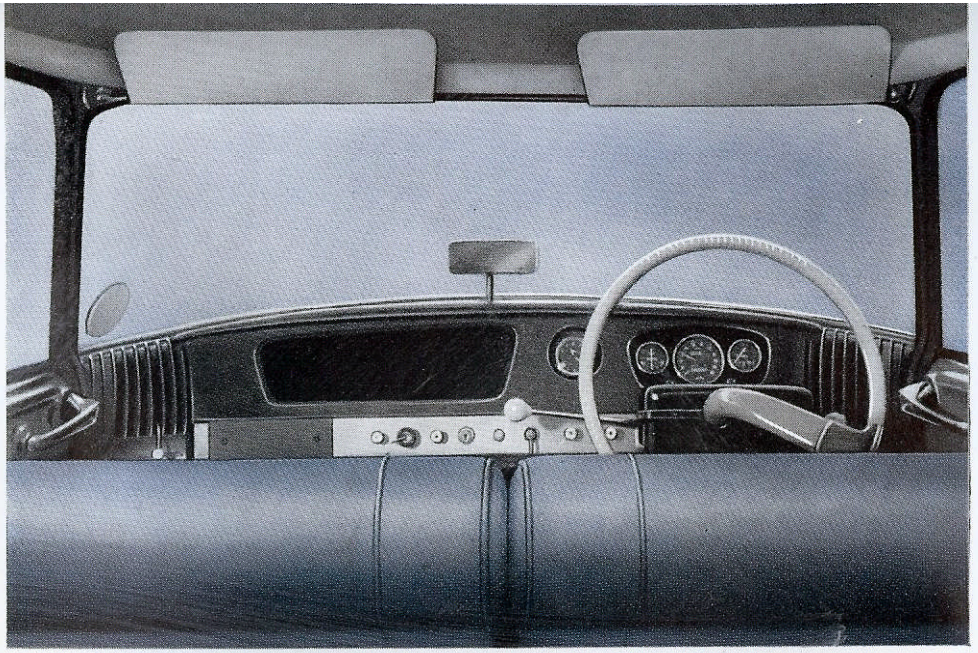


The hand brake
is securely locked by
a special safety
device, for parking.

...and still more safety

A combined windscreen wiper and washer operate together for a timed period at the touch of a single button.





The single-spoke life-saver steering wheel is designed without the conventional centre hub and greatly minimises the risk of injury to the driver.

Anti-concussion foam rubber trim applied to the dashboard and the headlining and collapsible sun visors safeguard occupants of the front seats.

Very heavily padded backs of the front seats protect the rear seat passengers.

unique *for performance*

The four forward gears are ideally attuned to the stamina of the engine from which acceleration and high speeds naturally proceed.
In second 50 m.p.h., in third 80 m.p.h. plus a top which combines the advantages of an additional gear with those of an overdrive.

Yet the petrol consumption is considerably lower than that of other cars capable of such high average speeds; 38 m.p.g. at a constant 50 m.p.h., 30 m.p.g. at a constant 70 m.p.h.



AIR SUSPENSION,
FRONT-WHEEL DRIVE,
ROAD-HOLDING & STABILITY,
SAFETY, COMFORT,
PERFORMANCE,
APPEARANCE

are the basic qualities common to the

CITROEN iD . . . . .
. . . . . DS . . . .
. . . . . SAFARI . .
. . . . . EXECUTIVE . .

The **unique** CITROEN iD



1959 Monte-Carlo Rally – outright winners

The liveliness of the engine . . .
the amazing efficiency of the gears and the ease with which they can be changed, thanks to the smoothness of the clutch and the accuracy of the gearbox . . .
the unique manœuvrability at all speeds, due to the precision and instantaneous response of the steering, and the astonishing turning circle . . .

all this explains why the Citroen iD is the choice of so many Rally drivers and the winner of so many events.

SOME CITROEN SUCCESSES

JANUARY

Monte-Carlo Rally

FIRST in general classification for all cars

MARCH

Australian Mobilgas Economy Run

FIRST and outright winner
FIRST in category 1,501 - 2,500 c.c.
Average consumption 39.1 M.P.G.

APRIL

Finnish National Economy Run

FIRST in class up to 2,000 c.c.
Average consumption 37.2 M..

MAY

Acropolis Rally (Greece)

FIRST cars 1,600 - 2,000 c.c.

MAY

Danish Mobilgas Economy Run

FIRST in general class. **FIRST** and second in category for cars of more than 1,600 c.c.
Average consumptions 48.2 and 46.4 M.P.G.

JULY

Adriatic Rally (Jugoslavia)

FIRST and outright winner

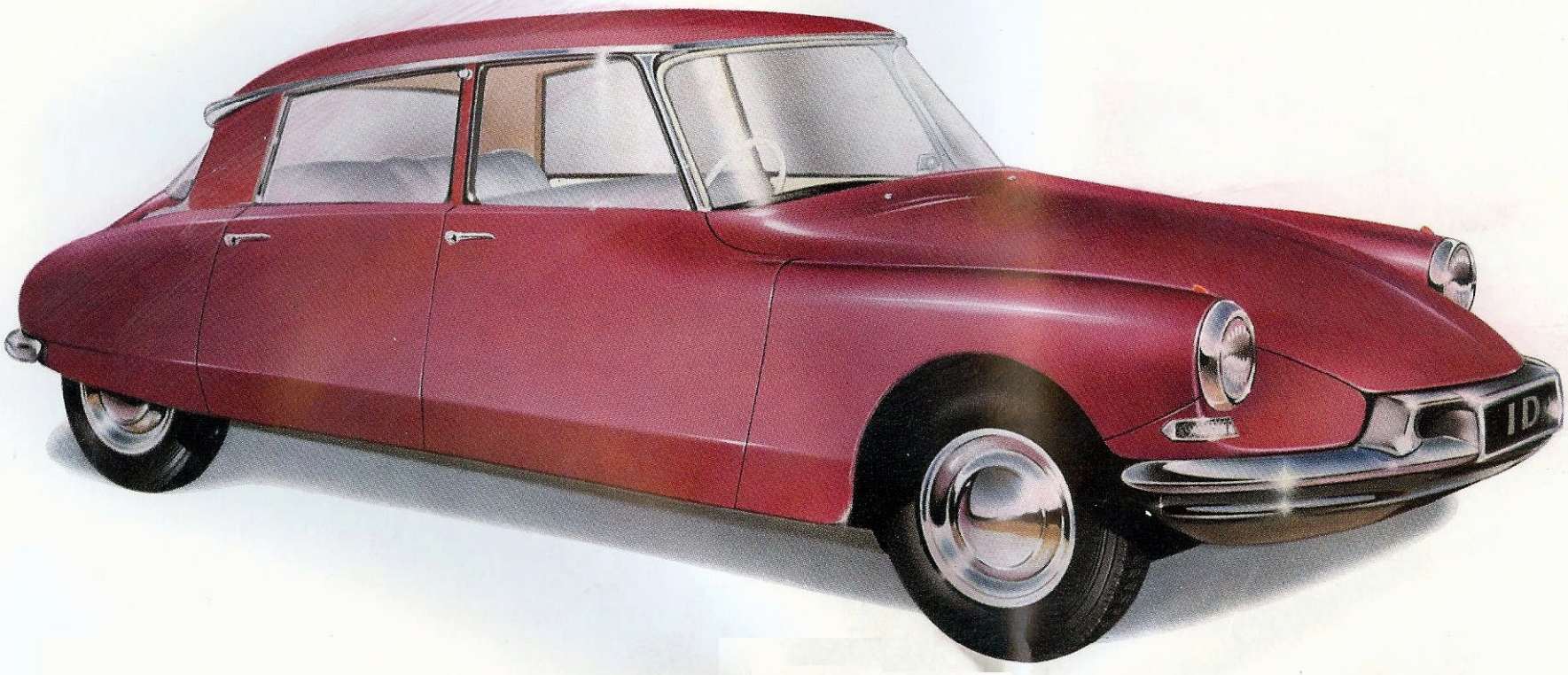
JULY

French Mobilgas Economy Run

Class 5. Cars 1,600 - 2,000 c.c.

FIRST	Average consumption	46.6	M.P.G.
SECOND	,, ,,	46.6	,,
THIRD	,, ,,	44	,,
FOURTH	,, ,,	43.4	,,
FIFTH	,, ,,	42.5	,,
SIXTH	,, ,,	39	,,

...for those who prefer normal controls



Reliability,
performance and
economy . . . . the **CITROEN iD** *is* **unique** *for value*

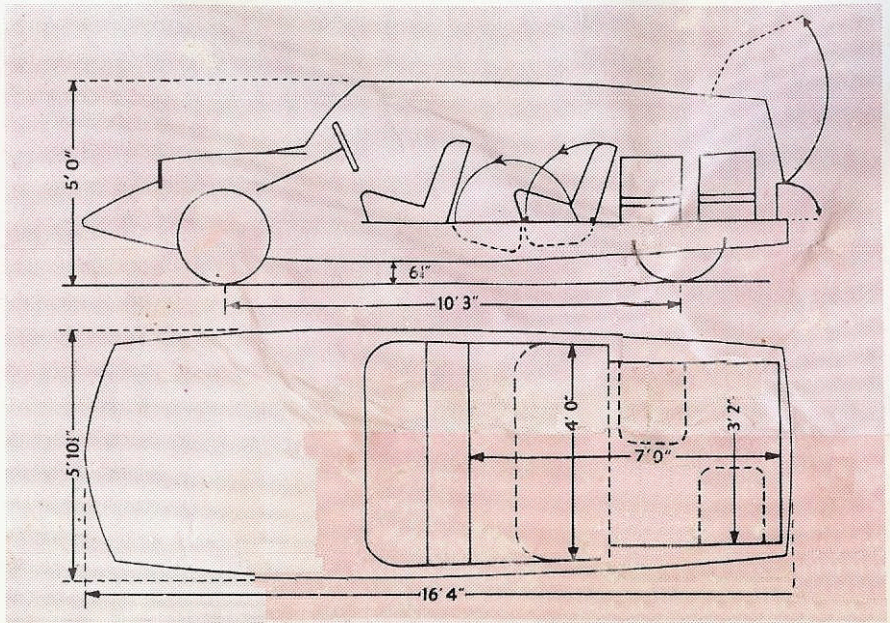
The ***unique*** **CITROEN 'SAFARI'**



Due to the front-wheel drive eliminating the transmission tunnel and rear axle, also to the spare wheel being housed under the bonnet, there is an entirely flat floor. The interior can be used to the full, and is readily accessible; the rear bench seat folds easily into the floor, as do the individual seats, which can comfortably accommodate two adults. With the driving seat in position there remains no less than 7 feet of flat floor length between the seat and the rear door.

Whether empty or loaded, the floor is only 2 feet from the ground thanks to the automatic corrector of the air suspension.

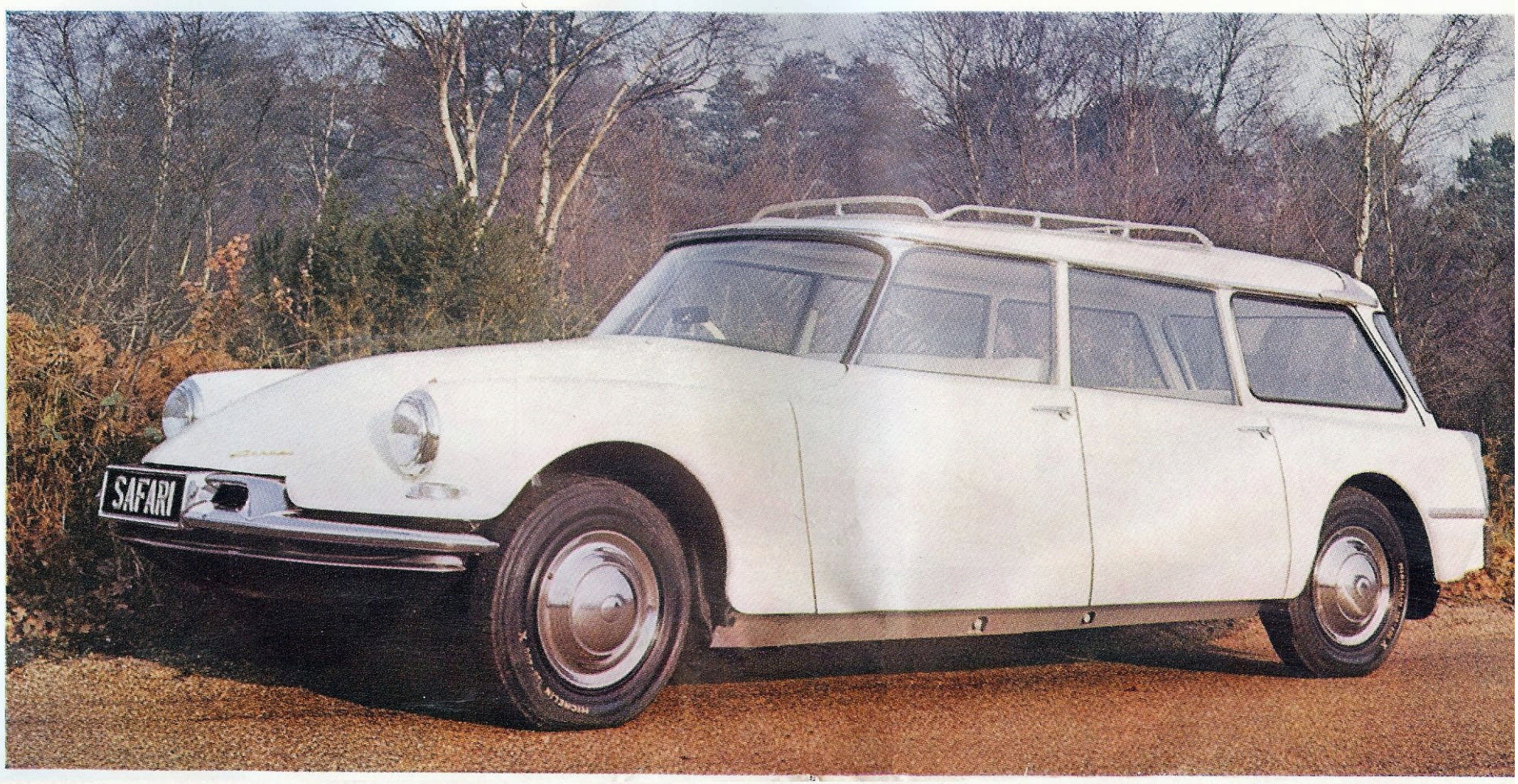
The rear is closed by means of a scuttle and a tailboard. The scuttle opens well above roof level so as not to interfere with loading, and can also be fixed at a lower level. The tailboard can be left open, extending the floor to 8 feet. For those who like Grand Touring, a large built-in roof-rack is standard.





. . . the eight-seater Estate car

—with power-operated brakes



The ***unique*** **CITROEN 'EXECUTIVE'**

for the executive who needs to work while travelling



Not only can this car be fitted with a built-in radio telephone but, thanks to its air suspension, one can read or write in it as easily as in one's own office

The Citroen "Executive" has been specially designed for a built-in radio telephone. Intended for chauffeur driving, it has an opening glass partition separating the front and rear seats. The rear compartment is luxuriously fitted with its own heating and ventilating system, reading lamp, cigar lighter, ash trays, clock, telephone and intercommunication with the chauffeur. The "Executive" is also available without radio telephone for those living in areas not yet covered by this Post Office system. Provision is made for rapid installation of the telephone when required.


The unique
CITROEN DS
. . . the ultimate in motoring
1FKX

The **unique** CITROEN DS



Nearside adjustable fresh air vent

Nearside adjustable heating vent

Heating and demisting controls below dash

Gear selection lever

Warning lights

Offside adjustable fresh air vent

Offside adjustable heating vent



Switch for rear passenger heating below

- ★ Four warning lights on dashboard:
  ignition/oil pressure, high beam, hydraulic fluid level, hydraulic system.
- ★ Adjustable heating and fresh air vents.
- ★ Front seats fully adjustable to lying position.
- ★ Automatic creeping device
  – for easy manœuvring in forward and reverse gears.
- ★ Engine cannot be stalled in any gear.
- ★ Deep foam-rubber underlay to carpets.
- ★ Four interior lights with courtesy switches.

. . . for those who want all power-operated control in addition to air suspension

★ POWER-OPERATED BRAKES

The DS has no fewer than three separate braking systems. The front inboard discs and the rear drum brakes are operated on entirely independent circuits. The front inboard discs can also be applied by the additional pendant foot pedal. This pedal can be locked on for parking.

The brakes automatically compensate themselves, front and rear, as the load within the car is varied. This means that full braking efficiency is maintained automatically when there are rear seat passengers or boot luggage.

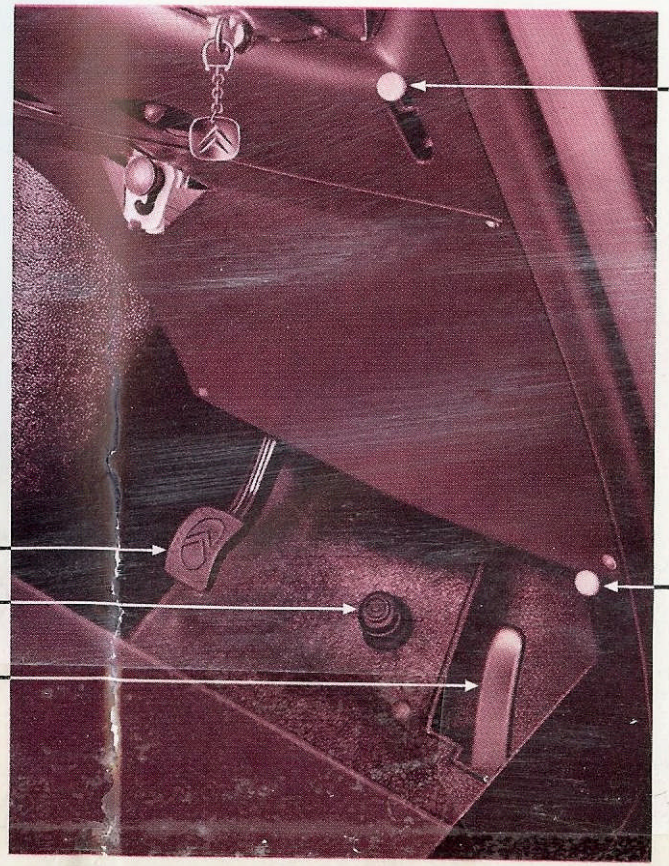
★ POWER-OPERATED GEARBOX

With finger-tip selection giving complete control over gears.

★ POWER-OPERATED CLUTCH

No clutch pedal

★ POWER-ASSISTED STEERING



Specifications

CITROEN iD

Engine: 4 cylinders in line, bore 78 mm., stroke 100 mm., cubic capacity 1911 ccs. Compression ratio 7·5 to 1. Aluminium Alloy cylinder head with push rod operated overhead valves. Max. B.H.P. 66 at 4,500 R.P.M. Lubrication by gear type mechanical pump with gauge filter on intake. Solex downdraught carburettor. Ignition by coil and distributor, automatic centrifugal and suction control of advance and retard with manual adjustment. Sparking plug – Champion H.10. Mechanical fuel pump. Lucas 12V starter and current voltage controlled dynamo. Exide 12V 57AH Battery. Cooling by nylon fan and pump, thermostatically controlled. Single cylinder hydraulic pump driven from the camshaft supplies pressure for the hydro-pneumatic suspension.

Clutch: Single dry disc, pedal operated.

Gearbox: Four forward speeds and reverse. 2nd, 3rd and 4th gears are synchronised, gear change lever on steering column. Overall ratios: 1st – 13·79 to 1, 2nd – 7·35 to 1, 3rd – 4·77 to 1, 4th – 3·31 to 1; Reverse 14·82 to 1. Crown wheel and bevel pinion ratio 9×35.

Suspension: Citroen hydro-pneumatic, with built in shock absorbers, fully independent on all wheels. Automatic constant body height (ground clearance) control, with manual control for increased ground clearance and jacking. Anti-roll bars front and rear.

Wheels: Citroen single screw fixing, with stainless steel press-on discs, spare wheel housed under bonnet.

Tyres: Michelin 165×400 X type, front and rear.

Steering: Citroen rack and pinion with 16⅝″ dia., single spoke, hubless steering wheel. Turning circle 36′ 1″ diameter.

Brakes: Citroen brakes, 11 9/16″ dia. disc front. 10″ dia. drum rear: both hydraulically operated by master cylinder.

Electrical: 12V system, positive earth. Lucas lighting equipment including headlamp/side lamps, tail lamps, stop lamps, reversing lamps, rear flashing direction indicator lamps, rear number plate illumination lamp. Lighting for instrument panel, courtesy switches for interior lighting on front doors. Combined ignition and starter switch. Dual wind-tone horns.

Heating: Heating and demisting by separate radiator with forward intake. Ventilation grilles at both sides of facia panel.

Capacities: Radiator 16¾ pints. Engine sump 7 pints. Gearbox 4¼ pints. Petrol tank 14 gallons.

Dimensions: Wheelbase 10′ 3″. Overall length 15′ 9″. Overall width 5′ 10½″. Overall height (normal) 4′ 11⅞″. Ground clearance (normal) 6¼″. Headroom, front 36″. Headroom, rear 33″. Width across front seat 4′ 3″. Width across rear seat 4′ 6″. Luggage capacity 17 cu. ft.

Weight: (approx.) Completely equipped, less petrol, 22 cwts

CITROEN DS

Engine: 4 cylinders in line, bore 78 mm., stroke 100 mm., cubic capacity 1911 ccs. Compression ratio 7·5 to 1. Aluminium Alloy cylinder head with push rod operated overhead valves. Max. B.H.P. 75 at 4,500 R.P.M. Lubrication by gear type mechanical pump with gauge filter on intake. Webber or Zenith twin choke downdraught carburettor. Ignition by twin coils and contact breakers, automatic centrifugal control of advance and retard with manual adjustment. Sparking plug – Champion H.10. Mechanical fuel pump. Lucas 12V starter and current voltage controlled dynamo. Exide 12V 57AH Battery. Cooling by nylon fan and pump, thermostatically controlled. Seven cylinder pump, belt driven, supplies pressure for the hydro-pneumatic suspension, clutch operation, gear change and steering.

Clutch: Single dry disc, no pedal. Clutch operated automatically as part of the hydraulic gear-change cycle.

Gearbox: Four forward speeds and reverse. 2nd, 3rd and 4th gears are synchronised, gear selector lever on facia in front of steering column, complete cycle of clutch operation and gear change carried out automatically by hydraulic power. Overall ratios: 1st – 13·79 to 1, 2nd – 6·96 to 1, 3rd – 4·77 to 1, 4th – 3·31 to 1; Reverse 14·82 to 1. Crown wheel and bevel pinion ratio 9×35.

Suspension: Citroen hydro-pneumatic, with built in shock absorbers, fully independent on all wheels. Automatic constant body height (ground clearance) control, with manual control for increased ground clearance and jacking. Anti-roll bars front and rear.

Wheels: Citroen single screw fixing, with stainless steel press-on discs, spare wheel housed under bonnet.

Tyres: Michelin 165×400 X type, front and rear.

Steering: Citroen rack and pinion, hydraulically assisted, with 15⅝″ dia., single spoke, hubless steering wheel. Turning circle 36′ 1″ diameter.

Brakes: Citroen brakes, 11 9/16″ dia. disc front. 10″ dia. drum rear: both hydraulically operated by pressure from two separate accumulators fed by pump.

Electrical: 12V system, positive earth. Lucas lighting equipment including headlamp/side lamps, tail lamps, stop lamps, reversing lamps, rear flashing direction indicator lamps, rear number plate illumination lamp. Lighting for instrument panel, courtesy switches for interior lighting on front doors. Combined ignition and starter switch. Dual wind-tone horns.

Heating: Heating and demisting by two separate radiators in ventilation ducts. Ventilation grilles at both sides of facia panel.

Capacities: Radiator 19 pints. Engine sump 7 pints. Gearbox 4¼ pints. Petrol tank 14 gallons.

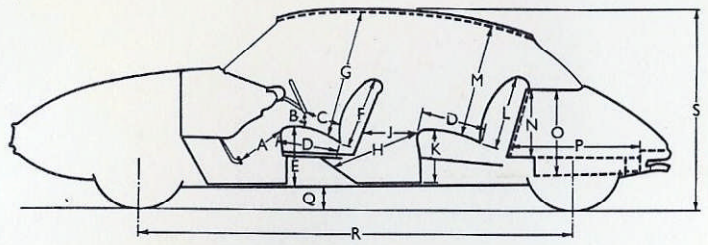
Dimensions: Wheelbase 10′ 3″. Overall length 15′ 9″. Overall width 5′ 10½″. Overall height (normal) 4′ 11⅞″. Ground clearance (normal) 6¼″. Headroom, front 36″. Headroom, rear 33″. Width across front seat 4′ 3″. Width across rear seat 4′ 6″. Luggage capacity 17 cu. ft.

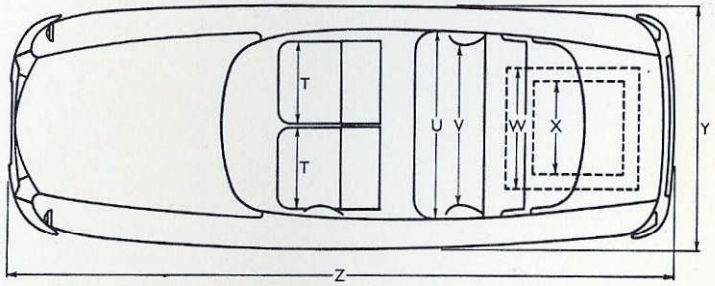
Weight: (approx.) Completely equipped, less petrol, 23 cwts.

Designed by Modern Advertising Service, Ltd.

Printed by Alabaster, Passmore & Sons, Ltd., London and Maidstone, England.

dimensions





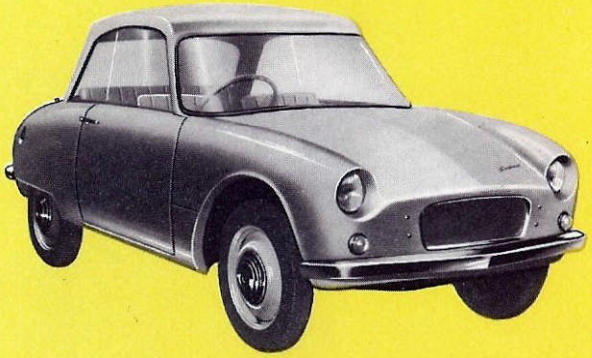
A	B	C	D	E
14¼ in. min. 19¼ in. max.	6 in.	10 in. min. 16 in. max.	18 in.	15 in.
F	G	H	J	K
20 in.	39 in.	28 in.	15 in.	16 in.
L	M	N	O	P
22 in.	34 in.	18 in.	25½ in.	39½ in.
Q	R	S	T	U
6¼ in.	10 ft. 3 in.	4 ft. 11⅞ in.	24 in.	55 in.
V	W	X	Y	Z
46 in.	38 in.	28 in.	5 ft. 10½ in.	15 ft. 9 in.

Front Track – 4 ft. 11 1/16 in. Rear Track – 4 ft. 3¼ in.

For the

CITROEN

BIJOU



a separate brochure can be obtained from your local Citroen dealer or from Citroen Cars Ltd, Slough, Bucks.

CITROEN CARS LIMITED, SLOUGH, BUCKS, TELEPHONE: SLOUGH 23811

COLOURS



The models shown are in the five standard body colours. Cars can also be supplied in duotone, at no extra charge, using any of the standard colours for the roof.

Special body colours (including black) and special upholstery are available at extra cost. Black roofs only are available at a small extra charge.

Upholstery, harmonizing with the body colours, is obtainable in Red, Light Grey and Cinnamon. Duotone trimming is available at extra cost, if preferred.









CITROEN

PRICE LIST

(Effective 1st February, 1960)

	Basic Price	Purchase Tax	Total
	£ s. d.	£ s. d.	£ s. d.
BIJOU	490 0 0	205 5 10	695 5 10
iD. Saloon	1,048 0 0	437 15 10	1,485 15 10
DS. Saloon	1,196 0 0	499 9 2	1,695 9 2
SAFARI	1,308 0 0	546 2 6	1,854 2 6
EXECUTIVE (with or without radio-telephone)	PRICES ON APPLICATION		

All prices are for delivery ex our Slough Works and they, and specifications, are subject to change without notice.

CITROEN CARS LIMITED, SLOUGH, BUCKS

CONDITIONS OF SALE

PRICES All prices (see separate list) are for delivery ex our Slough Works, are subject to change without notice and do not apply outside Great Britain and Northern Ireland.

SPECIFICATIONS The specifications of cars in the catalogue are subject to revision without notice as the Manufacturer may find necessary or desirable. Any desired deviation from catalogue specification will entail an extra charge and delay in delivery.
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