



CITROËN

FRONT WHEEL DRIVE

THE CITROËN CARS described in the following pages have a combination of special features which result in a design of outstanding interest and merit. Some of these features are now being adopted by other makers, but only in Citroën have they been exhaustively tried out and proved over a period of years. The Motorist can, therefore, accept them with the full knowledge that every detail has reached a high stage of perfection and has been proved beyond any shadow of doubt.

In offering you cars of modern scientific design with a degree of stability, roadholding and safety not hitherto obtained, we do so with confidence, knowing that we are not asking you to embark on any experiment and that in a Citroën you will obtain a car with individuality, having a combination of features which will give you pleasurable driving, safety and comfort, resulting in pride of ownership and lasting enjoyment.

As no description can equal an actual trial, we hope that your perusal of this catalogue will be followed by a request to your Dealer for a demonstration, which it is confidently expected will convince you that our claims are fully justified.



Chief Characteristics and The Advantages Obtained

INTEGRAL ALL-STEEL CHASSIS AND BODY

Citroën integral all-steel chassis and body construction is the safest and strongest form yet devised. Seated inside this reinforced all-steel structure, the greatest possible protection is afforded to the occupants against risks of the road. Scientifically sound-insulated, luxuriously upholstered, its spacious interior with flat unimpeded floors provides more room, comfort and safety than any other design.

FRONT WHEEL DRIVE

Front wheel drive "pulls" the car, practically eliminates the risk of skidding and enables corners to be taken with safety at higher speed. A very much lower centre of gravity is obtained, giving exceptional stability and roadholding. It simplifies construction, and combined with the frameless chassis and body, permits the weight of the car to be lessened and in consequence an excellent power-weight ratio is obtained.

INDEPENDENT SUSPENSION

The advantages of independent front wheel springing are known—it absorbs all road inequalities without transmitting them to the car—indeed, a kerb can be mounted with practically no shock. On uneven surfaces the car maintains an even keel and rough roads can therefore be traversed at higher speeds with safety. No shocks are transmitted to the steering wheel and the riding comfort is altogether exceptional.

TORSION BAR SPRINGING

This modern form of springing, used by Citroën for four years, replaces the old leaf springs, absorption of road shocks being effected by the use of torsion bars of specially treated steel. Uninfluenced by mud and rust, these springs require no attention whatever. No other system can compare with them for effectiveness, adjustment is simple and their action gives wonderful stability and freedom from rolling on corners.

DETACHABLE CYLINDER BARRELS

A negligible oil consumption, reduced cylinder wear and reboring abolished, are a few of the advantages obtained from this feature. The separate detachable barrels are no longer cast in the same material as the casing, but in special wear-resisting and corrosion-proof material, giving practically unlimited life and ensuring more uniform cooling of the cylinders.

OVERHEAD VALVE ENGINE

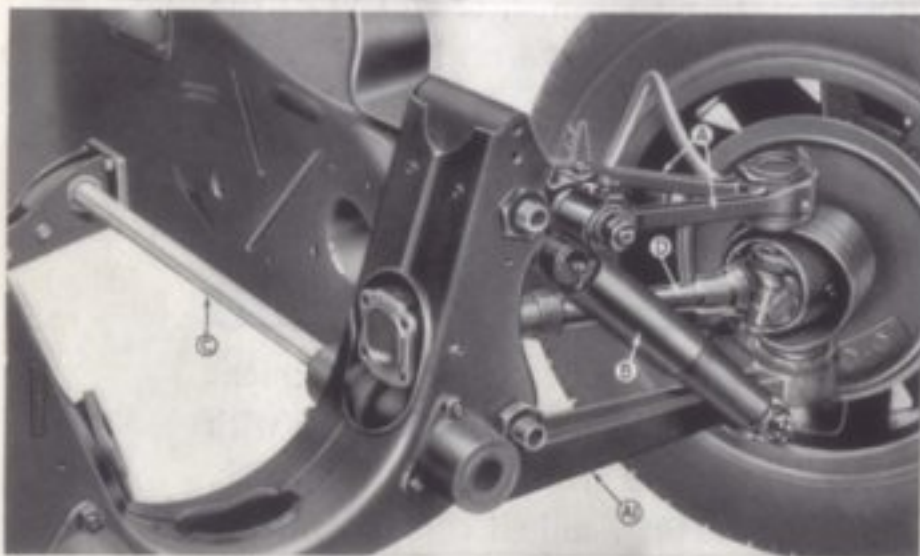
A higher power output can be obtained with an overhead valve engine, valve tappet adjustment is the simplest of operations, and as the cylinder head can be easily removed complete with valves and operating gear, decarbonising is simple and the valves can be ground in on the bench. It is flexibly mounted to eliminate vibration, is silent and easy starting, and all components are so situated that they are immediately accessible when the bonnet is raised. This engine has proved over a period of years to be highly efficient, exceptionally reliable and very economical.

*These features have been exhaustively tried out
on more than 150,000 Citroën Front Wheel Drive Cars*



INTEGRAL ALL-STEEL CHASSIS AND BODY

Instead of a frame Citroën has substituted an extremely rigid metallic structure of astonishing strength, yet very light. There is no longer a frame and body bolted together, but a single all-steel unit composed of a steel hull, capped by the steel body panels which are intimately welded together, forming a single homogeneous unit of which nothing can move or come apart, capable of resisting any stress without distortion. The aerodynamic outline with a flat undershield considerably reduces the wind resistance.

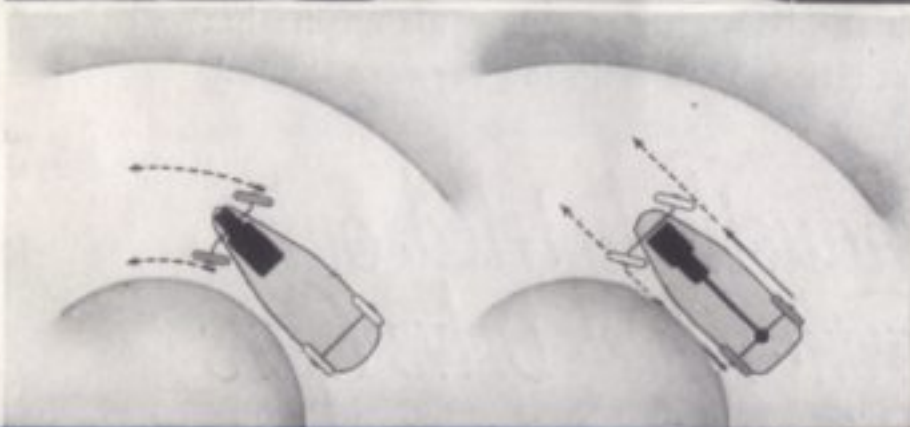


INDEPENDENT SUSPENSION

The Citroën system of front suspension with independent wheels and torsion bars is an indisputable advance over any other type. It comprises a pressed steel unit of box section, to which is attached arms of unequal length (A.A1) making a distortionless transverse parallelogram. This design keeps the wheels in the same vertical plane and maintains a parallel wheel track. The lower arms are connected to hydraulic shock absorbers (B) and torsion bars (C). At (D) will be seen the driving shaft.

FRONT WHEEL DRIVE

Front wheel drive always "pulls" the car in the direction in which it is steered. There is, therefore, a great improvement in cornering and the car naturally follows the curve of the road. This makes it possible to corner without danger at a greater speed than with a rear wheel drive, where the effort is in the opposite direction tending to carry the car to the outside.



TORSION BARS

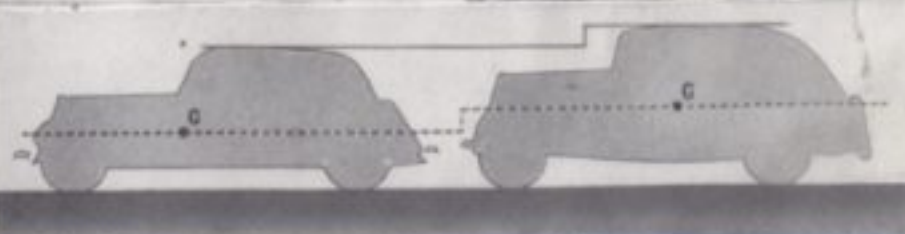
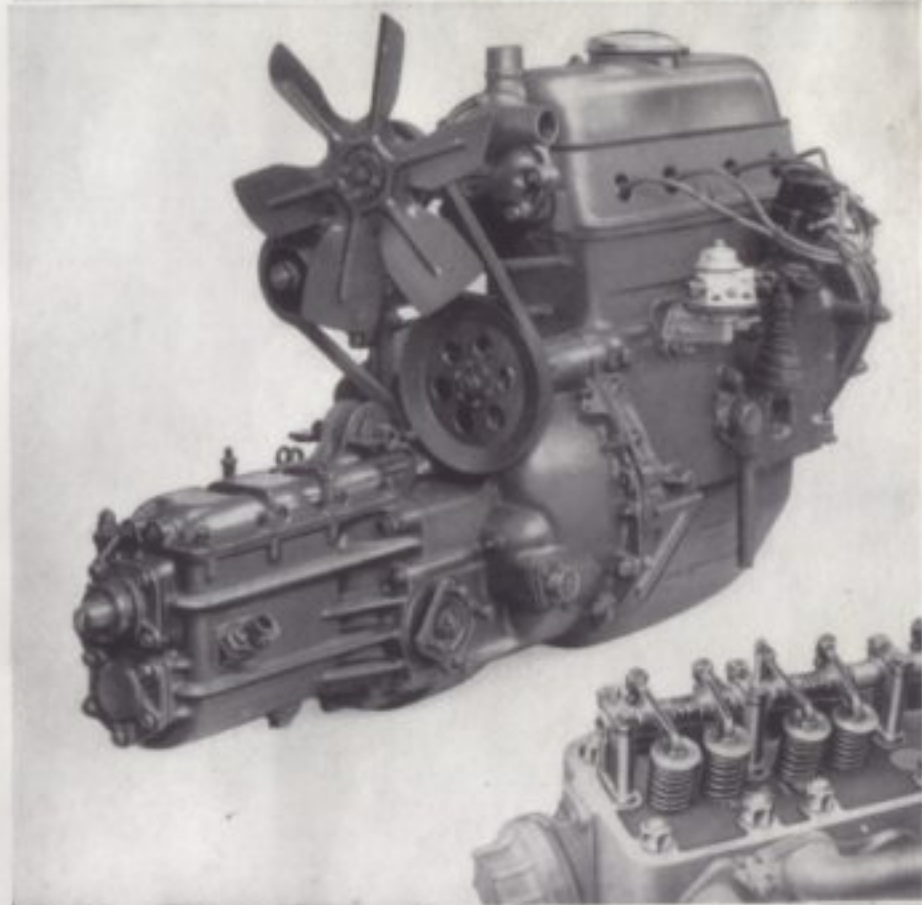
The action of the torsion bar is here explained diagrammatically. One end is rigidly attached to the body (the cube in the sketch) and the other to the wheel arm. When a load is applied to the arm the torsion bar must twist and thus oppose an elastic torsional resistance. The twist on the bar is entirely free from friction and very sensitive to any variation in road surfaces.

OVERHEAD VALVE ENGINE

Due to the many advanced features of its design the engine is very smooth running, and will stand up to prolonged hard driving, enabling high average speeds to be accomplished. The valves are push-rod operated, the overhead gear being particularly light and exhaust valve inserts are fitted; the crankshaft is fully counterweighted and balanced; the split skirt pistons are of special alloy with four rings, two of which are used for oil control; detachable cylinder barrels are fitted; the cooling system is so arranged that working temperature is rapidly attained; stabilised flexible mountings are used for its suspension. Economical running is assured by the design of the combustion chamber and gas passages.

LOW CENTRE OF GRAVITY

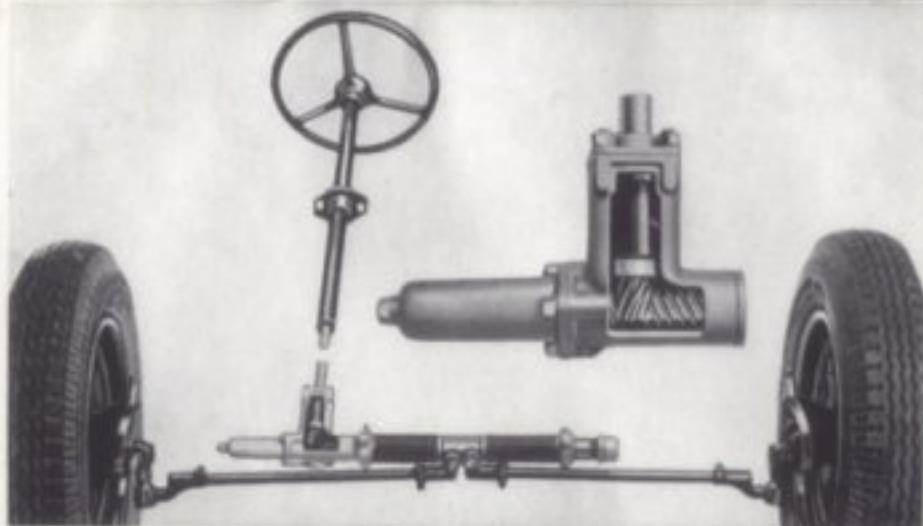
In the body of a front wheel drive car no provision has to be made for the gear box and propeller shaft as with cars having the conventional type of drive; such a design therefore provides more room and greater seating comfort with the absence of tunnels and floor wells. Being considerably lower the car has exceptional stability.





DETACHABLE CYLINDER BARRELS

The cylinder bores are the most vital part of any car and with this design an extremely long life is assured. The cylinder block is no longer a complicated casting, but a clean casing having separate detachable cylinder barrels cast in a different material, specially selected for the conditions they have to withstand. The even thickness of the cylinder walls and uniform cooling obtained by the unrestricted water space ensure freedom from distortion. After long service they may be easily renewed.



LIGHT AND ACCURATE STEERING

The steering gear is an up-to-date form of rack and pinion, with a spiral gear drive ; it is entirely mounted on the frame and is unaffected by axle movements. The steering wheel turns $2\frac{1}{2}$ times from lock to lock, ensuring easy manœuvring. No road reactions are transmitted to the steering wheel, and on corners it is self centring. It is entirely weatherproof, and has the minimum of rods, joints and points to grease.



EASY GEAR CHANGE

The gear lever is conveniently placed on the facia board in full view of the driver. Gear changing is exceptionally light and easy, for, in addition to the provision of synchromesh for silent engagement, a new device has been incorporated which cancels the usual resistance of the gear selector locking devices. This simple device is controlled by the normal clutch movement when making a change and also provides a positive lock when the gear is engaged.

The commodious luggage compartment is large enough for normal requirements. When it is desired to carry additional luggage the lid is left open and an extension folds down to form a spacious platform. The spare wheel has a neat metal cover and is always readily accessible.

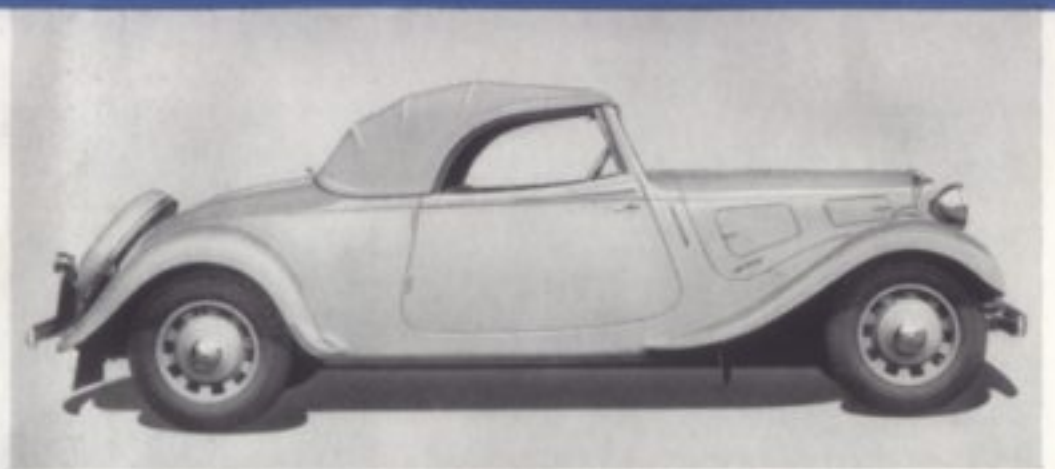


The body construction of the "Twelve" and "Light Fifteen" enables full width seating to be given at the rear, so that three persons can sit abreast. The seat is positioned well forward of the axle in the most comfortable riding position, and there is ample head and leg room. A handy parcel shelf is provided above the back rest.



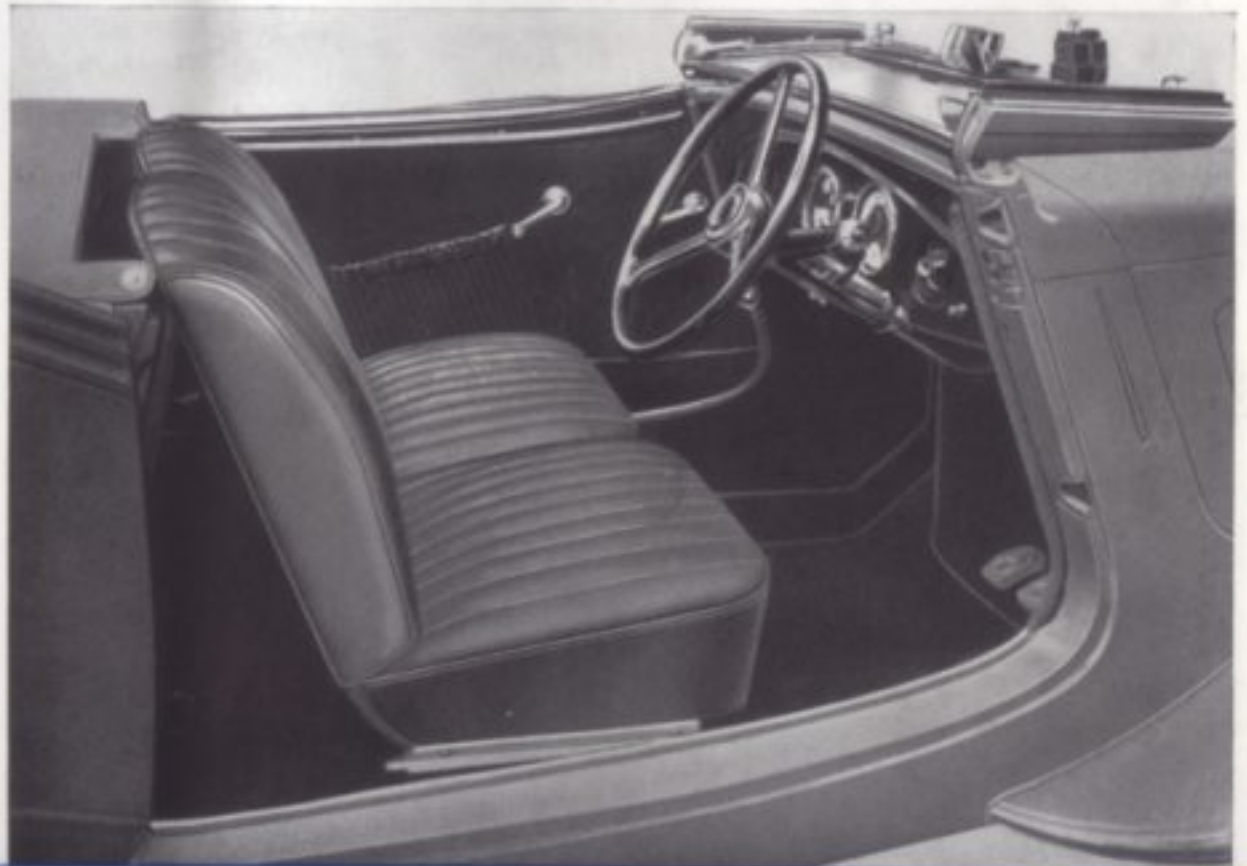
The roomy driving compartment of the "Twelve" and "Light Fifteen." The individually adjustable seats have tubular steel frames with deep well - sprung cushions and back rests. The floor is unimpeded by levers. There are wide doors for easy entrance and the wide vision screens and large windows provide excellent visibility.





Roadster with hood up, a perfect all-weather car. When down, the hood is folded into a tray behind the front seats and is concealed under a neat cover.

The Roadster is available in "Twelve" and "Light Fifteen" models. It has two wide doors with winding windows, individual front seats with a wide range of adjustment for short or tall drivers, folding windscreen and an all-weather hood neatly concealed when folded. A roomy dickey provides full rear seat comfort for two persons with ample leg room and space for luggage.



The rear seat of the "BIG FIFTEEN" Saloon provides arm-chair comfort for three persons. There are well padded side arm rests, a folding arm rest in the centre, pockets in the doors and in the side panels, and a parcel shelf is also provided above the back rest. The illustration indicates the exceptional amount of leg room available.



The "BIG FIFTEEN" Seven-seater Saloon has phenomenal seating accommodation, two on the individually adjustable front seats, two on the folding occasional seats and three at the rear, with room for all to sit in comfort. When the occasional seats are not in use they fold flush into the floor, providing an exceptional amount of leg room for the rear passengers and space for luggage inside the car.



The "BIG FIFTEEN" Saloon has an adjustable, wide, single front seat; this, combined with the unimpeded floor, allows three persons to be seated when desired without inconveniencing the driver. The tubular steel seat frame has a chromium-plated hand rail which is also useful for rugs. In addition to the pockets on the dashboard and doors two pockets are fitted in the back of the seat.



TECHNICAL SPECIFICATION

"TWELVE," "LIGHT FIFTEEN" AND "BIG FIFTEEN"

ENGINE.—"Twelve," four cylinder, 72 mm. bore x 100 mm. stroke (12.8 h.p., R.A.C. rating), 1,628 cc. "Light Fifteen" and "Big Fifteen," four cylinder, 78 mm. bore x 100 mm. stroke (15.08 h.p., R.A.C. rating), 1,911 cc. Flexible engine suspension with adjustable stabilising device; overhead valves operated by push-rods and rockers; detachable cylinder barrels cast in special wear-resisting and corrosion-proof material; three-bearing counterweighted crankshaft statically and dynamically balanced; pistons of special alloy with four rings; three-bearing camshaft driven by silent roller chain.

LUBRICATION.—Pressure feed by gear pump forcing oil to bearings, timing chain and rocker arms.

COOLING.—Pump assisted. Six-bladed fan.

CARBURATION.—By horizontal Solex carburettor with "Starter" device. Fuel is fed to the carburettor by a mechanically driven pump, drawing supply from rear tank. A combined air filter and silencer and a petrol filter are fitted.

IGNITION.—By coil and distributor 12-volt, automatic advance and retard control.

CLUTCH.—Single dry plate having a special flexible centre.

GEARBOX AND DIFFERENTIAL.—In unit with engine; three speeds and reverse. Synchronised gear change with silent top and second gears, controlled by dashboard lever. Differential placed between gearbox and clutch, the drive being taken through the gearbox primary and secondary shafts back to the bevel pinion. This method ensures absolute rigidity of the final spiral bevel drive.

FRONT WHEEL DRIVE.—Power is transmitted from the differential to each road wheel by means of a universally jointed sliding cardan shaft.

FRONT SUSPENSION.—By independent wheels and torsion bar springing. Parallelograms with unequal but rigid arms are articulated at the one end with a pressed steel box-type member, and at the other end with the stub axles. The lower arms of the parallelograms operate the torsion bars, whose action is checked by powerful hydraulic shock absorbers.

REAR SUSPENSION.—By torsion bars. The rear axle assembly forms one unit comprising a large tubular cross member to which is pivoted two longitudinal links carrying the rear axle. Torsion bars are attached to the forward end of the links and to the centre of the cross member, an adjusting device being provided. A diagonal radius rod completes the assembly.

STEERING.—Up-to-date form of rack and pinion with spiral gear drive. Operating direct on the push and pull rods, which also form the track rod. Very simple, light and accurate.

BRAKES.—Internal expanding Lockheed hydraulic on the four wheels, powerful and sweet in action. The hand brake acts independently on the rear wheels and is cable operated.

WHEELS.—Five Michelin steel wheels, spoked type, fitted with "Broadbase" super low pressure tyres.

ELECTRICAL EQUIPMENT.—12-volt. Voltage control dynamo, electric starter, 57AH. battery located under the bonnet in a particularly accessible position. Two large headlamps with dipping device, two side lamps and tail lamp. Trafficators concealed in door pillars. Ignition lock. Automatic stop light. Two electric horns.

GENERAL EQUIPMENT.—Polished wood dashboard on which are grouped in two circular dials the speedometer, ammeter, petrol gauge, 8-day clock and oil indicator. Chromium plated bumpers, front and rear; spare wheel sunk in rear panel with metal cover; sunshine roof on saloons; adjustable windscreen with locking device; winding windows; safety glass; safety catches to doors; door locks; remote door controls; driving mirror; twin screen wiper; ash trays; door pockets; glove pocket in dash; interior light and rear blind in closed cars; ventilator in dash; ventilating shutters in bonnet sides; easy-grip bonnet catches; number plates; licence holder; kit of tools; choice of colours and upholstery.

POPULAR MODELS.—For specification see separate leaflet.

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.

SPECIFICATION.—The specifications of cars in the catalogue are subject to revision without notice, as the Manufacturer may find necessary or desirable.

Any deviation from catalogue specification will entail an extra charge and delay in delivery.

No allowance can be made in respect of any article of catalogue equipment not required.

AGENTS.—The term "Agent," "Distributor" or "Dealer" is used in a complimentary sense only, and those persons, firms or companies whom the Company style as such are not authorised to advertise or transact any business whatsoever on account of the Company other than in connection with the sale of cars which they may purchase from the Company nor are they authorised to give any guarantee or make any representation on the Company's behalf neither shall they enter into any contract on behalf of the Company or pledge the Company's credit.

TWELVE MONTHS' GUARANTEE.—We guarantee for a period of twelve months from the date of first purchase all new current model Citroën Cars, to be free from defects in material and workmanship, and in the event of any defect being disclosed in any part we will either repair the defective part or supply a replacement part in lieu thereof, subject to the following conditions:—

The defective part, properly packed and clearly marked for identification with name and address of owner, must, as soon as the defect has been discovered, be forwarded, carriage paid, to Citroën Cars Limited, Trading Estate, Slough, Bucks, with full written particulars setting out:—

Circumstances in which part became defective;

Vehicle chassis number;

Date of purchase;

Guarantee number;

when we will undertake to examine same, and in the event of any defect being discovered, either the defective part will be repaired or a replacement part supplied free of charge. Our responsibility under this liability

will be limited to such repair or the supply of a replacement part and shall not include time, labour or any other expense incurred in fitting.

The car must be the property of the original purchaser and this Guarantee shall not relate to any defect caused by motor racing, wear and tear, neglect or mis-use or to defects in any car which shall have been repaired or altered after purchase in any way so as in our judgment to affect its stability or reliability nor shall this Guarantee apply to any vehicle which shall have been let out on hire either public or private or to any part or parts from which the identification numbers and marks have been altered or removed.

This Guarantee does not apply to bodies, tyres, or any accessories manufactured elsewhere than at our works.

We do not accept any liability for consequential damage of any kind nor for fire, accident or anything else outside our direct control.

This Guarantee is not to be assigned or transferred to any other person without our consent in writing being first obtained.

The judgment of Citroën Cars Limited in all matters relating to claims under this Guarantee shall be final and conclusive and the Purchaser agrees to accept the Company's decision on any question as to defects or exchange of parts. On the expiration of seven days from the despatch of a notification of the Company's decision all parts submitted for examination may be scrapped or returned carriage forward to the owner by the Company.

This Guarantee is in lieu of any other warranty or other obligation of any kind whether implied by law or otherwise and represents the only warranty made by us and we will not be responsible for any other undertaking, representation or warranty made by any other person whatsoever.

STANDARD COLOUR SCHEMES.

"Twelve," "Light Fifteen" and "Big Fifteen."

- *Bottle Green with Green Leather.
- Sand with Beige Leather.
- *Regal Red with Red Leather.
- Imperial Blue with Blue Leather.
- Grey with choice of Blue or Red Leather.
- Black with choice of Red, Brown or Beige Leather.

Additional on "Big Fifteen" only.

- *Deep Blue with Blue Leather.
- *Maroon with choice of Beige or Red Leather.
- *An indication of these colours will be found on pages 7, 8, 9 and 10.



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