

VERY IMPORTANT

HYDRAULIC SYSTEM LIQUID

This liquid (GREEN in color) has a MINERAL base (similar to engine oil) and is COMPLETELY DIFFERENT FROM ANY OTHER LIQUID USED TO DATE.

The level of the liquid in the reservoir, situated next to the radiator, should be between the MINI and MAXI marks on the transparent gauge of the reservoir.

If it is necessary to replenish the liquid, USE ONLY THE GREEN FLUIDS, sold in GREEN cans bearing the letters LHM in GREEN. This liquid is supplied by any CITROEN Dealer. ALL OTHER LIQUIDS ARE HARMFUL, particularly those with a SYNTHETIC or VEGETABLE BASE such as LHS2 and ALL BRAKE FLUIDS which would quickly and completely destroy the hydraulic system of your car.

In an emergency, you may use an oil similar to that used in the converters of automatic transmissions (Fluid A Type A), but in such a case have the reservoir drained and replenished with the recommended liquid as soon as possible.

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IDENTIFICATION PLATES AND LABELS

The CAR SERIAL NUMBER is stamped on three separate metal plates:

- On a rectangular plate attached to the upper right side of the engine compartment fire wall (See Fig. A)
- On a metallic tab attached to the left side of the shelf supporting the electrical controls (under the direction signal switch—See Fig. B)
- On the section of the cowl immediately below the left edge of the windshield frame (visible when the left front door is opened). This plate also bears the legend confirming conformity to U. S. Safety Standards (See Fig. B)
- The MOTOR NUMBER is stamped on a rectangular plate attached to the right front of the motor block. (See Fig. C)
- The MANUFACTURER'S PLATE with the words "Made in France" is mounted on the fire wall to the left of engine. (See Fig A)
- The PAINT REFERENCE NUMBER is stamped on a small round disc attached to the right side fire wall near the serial number plate. This number is preceded by the letters "AC". (See Fig. A.)

Note: You must not remove or change the location of these plates.

Two LABELS are located on the cover of the glove compartment:

- Label testifying conformity to US Federal Standards.
- Label giving vehicle Capacity Weight and Tire Pressures recommended by the Manufacturer.
- A third LABEL giving idling specifications is located next to the fuse box.

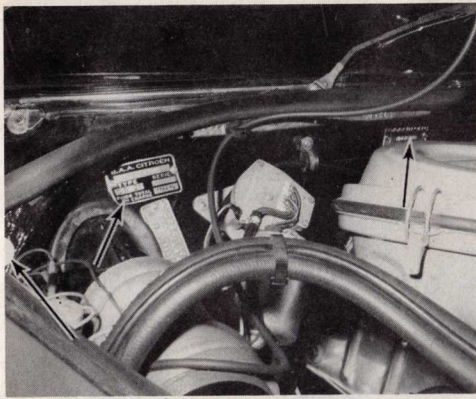


fig. A

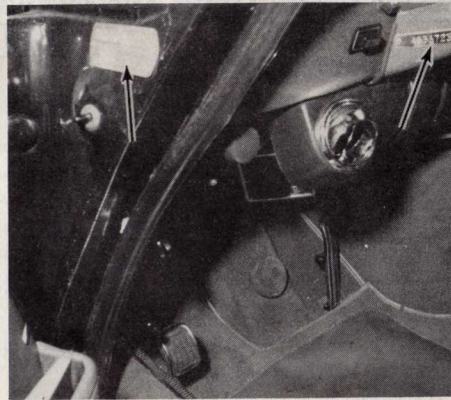


fig. B

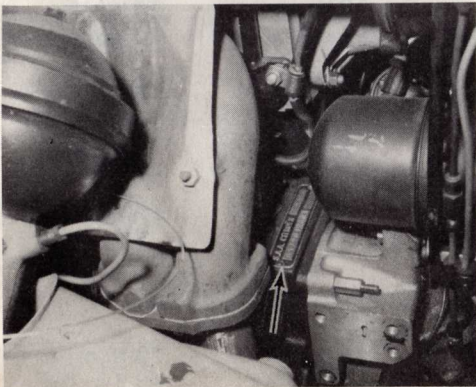


fig. C

IMPORTANT

Any attempt to remove the anti-theft lock risks extensive damage to the car. It is strongly recommended that you make duplicates of these keys to be kept in convenient locations.

Key blanks are available through your local Citroën Dealer.

MAJOR SPECIFICATIONS AND SETTINGS

	DX-DJ	DXF-DJF	DV
BASIC DIMENSIONS:			
Wheelbase	123"	123"	123"
Front track	59"	59"	59"
Rear track	51 1/4"	51 1/4"	51 1/4"
Overall Length	191 3/4"	198"	191 3/4"
Overall Width	70 7/8"	70 7/8"	70 7/8"
Height (Normal Drive Position)	57 7/8"	60 1/4"	57 7/8"
Curb Weight	2,975 lbs.	3,180 lbs.	2,975 lbs.
Loading Capacity	950 lbs.	1,340 lbs.	950 lbs.
CAPACITIES:			
Cooling System—Std. Heater.	10 1/2 qts.	10 1/2 qts.	10 1/4 qts.
Cooling System—With HD. Heater	12 qts.	12 qts.	11 1/2 qts.
Cooling System—With Air Conditioner	13 3/4 qts.	13 3/4 qts.	13 1/4 qts.
Fuel Tank	17 gals.	17 gals.	17 gals.
ENGINE CRANKCASE:			
With Filter Change	5 1/4 qts.	5 1/4 qts.	5 1/4 qts.
W/o Filter Change	4 3/4 qts.	4 3/4 qts.	4 3/4 qts.
GEAR BOX	2 1/8 qts.	2 1/8 qts.	2 1/8 qts.
HYDRAULIC SYSTEM:			
Complete	5 1/2 qts.	5 1/2 qts.	5 1/2 qts.
Reservoir Only	3 1/2 qts.	3 1/2 qts.	3 1/2 qts.
ELECTRICAL SYSTEM			
Battery Polarity	12 Volt Negative post grounded		
CYLINDER HEAD TORQUE (Cold)			
1st Tightening	22 ft. lbs.	22 ft. lbs.	22 ft. lbs.
2nd Tightening	43.5 ft. lbs.	43.5 ft. lbs.	43.5 ft. lbs.

	DX-DJ	DXF-DJF	DV
FUEL	Premium	Premium	Premium
ENGINE:			
Bore	3.542"	3.542"	3.386"
Stroke	3.366"	3.366"	3.366"
Displacement, cc.	2175	2175	1985
Displacement, cu. in.	132.7	132.7	121.1
Compression Ratio	8.75	8.75	8
SAE Torque Maxi	126 ft/lbs.	126 ft/lbs.	101 ft/lbs.
	@ 4000 rpm	@ 4000 rpm	@ 3000 rpm
SAE Horse Power	115	115	91
	@ 5750 rpm	@ 5750 rpm	@ 5750 rpm
Firing Order	1-3-4-2	1-3-4-2	1-3-4-2
SPARK PLUGS:			
Champion	L87Y	L87Y	L92Y
AC	42 FF	42 FF	42 FF
Bosch	W225T1	W225T1	W200T35
Marchal	35B	35B	35B
Lodge	HN or HNY	HN or HNY	HNY
Golden Lodge	H	H	H
Spark Plug Gap	0,5-0,6m/m	0,5-0,6m/m	0,5-0,6m/m
	(.020"- .024")	(.020"- .024")	(.020"- .024")
VALVE CLEARANCE (Hot)			
Intake	0,20m/m (.008")	0,20m/m (.008")	0,20m/m (.008")
Exhaust	0,25m/m (.010")	0,25m/m (.010")	0,25m/m (.010")
Point of Ignition	0° T.D.C.	0° T.D.C.	0° T.D.C.
Contact Breaker Gap	0,4-0,45 m/m	0,4-0,45 m/m	0,4-0,45 m/m
	(.016"- .018")	(.016"- .018")	(.016"- .018")

ALTERNATOR: Never disconnect the battery or the alternator when the engine is running. The two battery cables must be disconnected before connecting a charger to the battery terminals. See important recommendations page 101.

600 MILE INSPECTION

When your new CITROEN was delivered to you the Dealer provided several important documents, one of which was entitled "Warranty and Maintenance Booklet".

This booklet contains two postage free, self-addressed cards which serve an important function in protecting your rights under the terms of the CITROEN Warranty Policy.

One card is entitled "Record of Delivery". It determines the starting date of the warranty period. It should be filled out and mailed immediately after taking possession of the car.

The second card is entitled "600 Mile Inspection" and serves as evidence the 600 Mile Inspection has been performed. After the car has been driven the first 600 miles, it must be inspected by ANY AUTHORIZED CITROEN DEALER. The inspection is FREE to the owner with the exception of motor oil, gear box oil and the oil filter cartridge. It is the responsibility of you, the owner, to have this inspection done between the first 600 and 1,000 registered miles after which, the card must be removed from the booklet, filled out and mailed. This is a condition of the warranty policy. Failure to do so will void the warranty.

Note: Several operations comprising the 600 Mile Inspection require the motor to be completely cold. This extends the time necessary to do the inspection. It is suggested therefor, that you schedule the inspection well in advance, for example, as soon as possible after taking delivery of the car. If necessary, arrange to leave the car with the Dealer overnight.

BREAK-IN PERIOD

During the "break-in" period, particular attention should be given to the level of oil in the motor. It is expected you may be required to add a slight amount. This is normal. It is essential that you become familiar with the proper method of checking the oil level (See page 18). If it is necessary to add oil, use only MULTIGRADE SAE 10 W 30 oil.

We strongly advise against the use of additives in the motor oil. It is absolutely unnecessary and may cause damage to the motor.

IMPORTANT

During the first 600 miles do not exceed the following speeds:

1st	15 mph
2nd	28 mph
3rd	43 mph
4th	62 mph

In case of emergency only, it is possible to accelerate the engine to 4,000 rpm.

AIR CONDITIONER (OPTIONAL)

Your car is now equipped to enable installation of an optional air conditioner. Usually most air conditioners have control switches with three positions: "High", "Medium" and "Low". If an air conditioner is installed in a brand new car it is emphatically recommended that during the first 600 miles, the air conditioner be operated in the "Low" position only.

After the first 600 miles, the air conditioner may be operated freely.

MEMORANDUM

driving

buckle your seat belts

BEFORE DRIVING

Frequent checking of the Engine Oil Level, the Hydraulic Fluid Level and the cooling system Water Level are entirely the responsibility of the Driver. They should not only be made while the car is new but for the entire life of the car. Every Driver should become thoroughly familiar with the proper method of performing these checkings.

TO OPEN THE DOORS

To open the door from the inside, grasp the handle and press the trigger A toward the rear of the car. Simultaneously, push the door outward with the forearm. When fully opened the doors are held by a retractable door check.

To lock the doors from outside.

Trigger A also serves the purpose of locking the doors. To do this move it toward the front until a click is heard.

Both the front doors must be locked from outside with the key.

To unlock the trigger A press on CATCH B.

To lock the doors from inside.

Both the rear doors cannot be opened from outside once they are locked with trigger A, fig. 1A, but the front doors can be opened as explained before. If you wish to secure the front doors while sitting inside the car, raise the lever fig. 1B. Once this is done, the front doors cannot be opened from outside NOT EVEN WITH A KEY.

TO OPEN THE TAIL GATES (DXF-DJF)

To open the tail gates unlock the button and press.

Lift the upper gate until it latches in either of the two positions on the support rod.

Do Not Drive with the Upper Gate Open.

To open the lower tail gate press the two latches L, fig. 1C.

When loading the Station Wagon the lower gate will support a maximum weight of 550 lbs. However, when driving, the total weight supported by the gate must not exceed 220 lbs.

When driving with the lower gate down, tilt the license plate bracket to properly expose the plate number.

fig. 1A

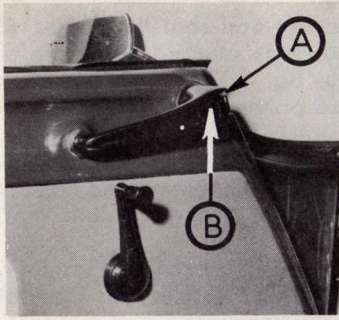


fig. 1C

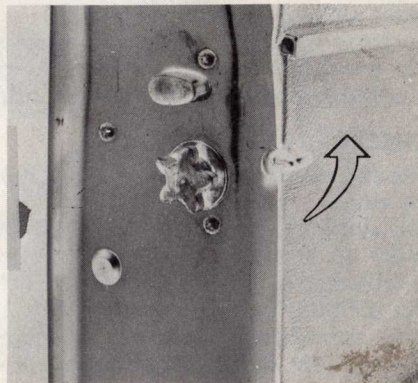
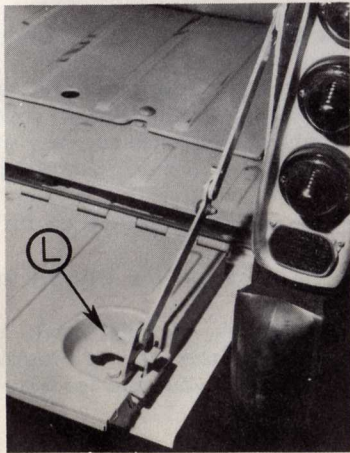


fig. 1B

TO OPEN THE HOOD

Before opening the hood, put parking brake ON and shut the engine OFF.

Release both hood catches by pulling release rings situated under the dashboard on each side of the car (see left side ring in fig. 2). The front part of the hood will then rise slightly. The hood can now be opened completely.

Being in front of the car, raise the safety latch (B fig. 3). Reach this latch by inserting your right hand between top of bumper and hood. With your left hand, raise hood completely to head level and with your right hand, disengage the support rod from its rubber grommet in the hood. Place rod into notch on the right side of radiator. (Fig. 4).

To close the hood, release support rod and press it back in place on grommet. Let hood fall from a sufficient height (chest level). Make sure that latches are secured by pressing down each side of hood over them.

CHECKING THE ENGINE OIL

The dipstick is situated on the left side of the engine below carburetor (pull up by ring).

The engine of your car should ALWAYS contain a sufficient quantity of oil in order to lubricate all moving parts. The minimum quantity for this engine is established at $4\frac{1}{4}$ US quarts—NEVER LESS. The total crankcase capacity including the oil filter is approximately $5\frac{1}{4}$ US quarts. Refilling without changing the oil filter cartridge requires $4\frac{3}{4}$ US quarts.

The amount of oil is verified by its Level in the crankcase shown on tip of Dipstick.

Proper level is when oil reaches the top of the notch on the Dipstick or MAXI mark. See Fig. 5.

Capacity difference between top and bottom of notch, or MINI mark, is about 1 US quart. NEVER let the level fall below the MINI mark on the dipstick.

Oil checking should be made often, at least every time you stop for gasoline.

Correct reading requires that:

- The car be on level ground

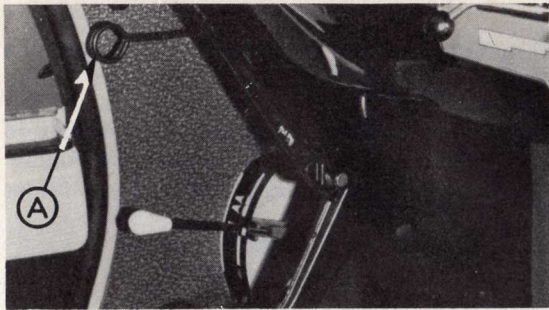


fig. 2

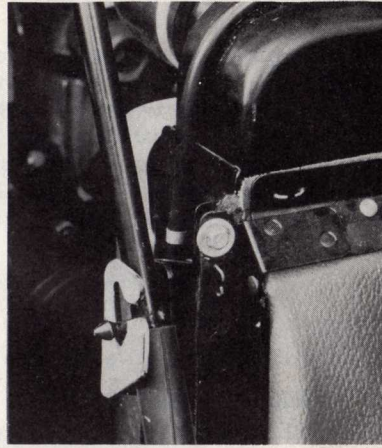


fig. 4

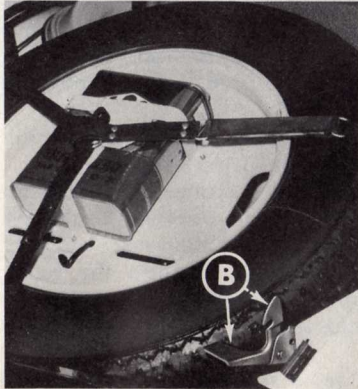


fig. 3 (DX-DJ-DXF-DJF)

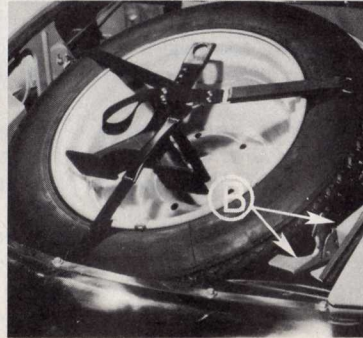


fig. 3 (DV Model)

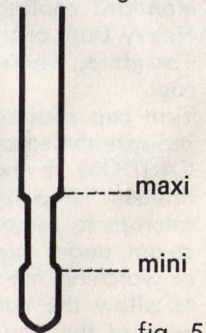


fig. 5

- The engine be stopped for several minutes to allow oil trapped in upper engine components to return into crankcase
- The dipstick be wiped off between readings.

If necessary, replenish to correct level. Do not overfill. It is always preferable to use the same grade and brand of oil as the one you already have in the engine.

Choice of Oil: Select the viscosity range of your oil to accommodate the extremes of anticipated temperatures.

0° F to 85° F	SAE 10 W-30
90° F and above	SAE 20 W-40
0° F and below	SAE 5 W-20

NOTE:

Sustained speeds above 60 mph should be avoided when using SAE 5W-20 oil.

CHECKING THE WATER LEVEL

The level should be about one inch from the top of the filling neck at all times. A pressure cap is fitted to the filling neck of the cooling system. On cars with a standard cooling system, this cap is fitted to the radiator. On cars with the Heavy Duty cooling system, the cap is fitted to a separate expansion tank.

Therefore, when checking level of a warm engine, use caution before removing cap.

Turn cap counter-clock-wise approximately 1/4 turn. A slight hissing sound will indicate the escape of pressure. Wait until this stops before lifting the cap.

CAUTION: If engine is VERY HOT, which may result, for instance, from a continuous "stop and go" driving in heavy traffic during hot weather, make no attempt to remove the Filler Cap, as you can run the risk of being scalded by steam under pressure. Let the engine cool down naturally. Develop the habit of watching the temperature gauge from time to time while driving in order not to allow the needle of the gauge to penetrate and remain in the red Danger zone of the gauge.

In addition to the red zone of the temperature gauge, a red signal incorporated in the Central Indicator Dial serves as a warning when the temperature of the cooling system is too high.

LIQUID FOR THE HYDRAULIC SYSTEM

VERY IMPORTANT

This liquid (green color) is a liquid of Mineral Origin (similar to automatic-transmission-oil). It is absolutely different from all other liquids used to date.

Its height, in the reservoir situated at the side of the radiator, should be comprised between the "mini" and "maxi" references of the transparent level gauge (See Fig. 6).

The reading of this gauge should be done when the car is at its highest position. In order to raise the car to this position: start the motor, place the lever A, Fig. 17 in the highest position 5, accelerate slightly if you wish to shorten the time, and wait until the car stabilizes.

At this moment, check to see if the liquid level remains stable between the "mini" and "maxi" marks of the transparent gauge (A Fig. 6).

Should the occasion arise, in order to replenish the level of the liquid, USE ONLY THE GREEN LIQUID SOLD IN CONTAINERS ON WHICH THE GREEN LETTERS "L.H.M." APPEAR.

This green L.H.M. fluid is manufactured by the following companies:

- TOTAL, ANTAR, B.P., CASTROL, ESSO, LOCKHEED, SHELL AND STOP.

ALL OTHER LIQUIDS ARE PROHIBITED, particularly those of synthetic origin such as L.H.S. 2 and all BRAKE FLUIDS, which will rapidly and completely destroy the hydraulic system of your car.

In case of emergency, it is permissible to use AUTOMATIC TRANSMISSION OIL, REF. FLUID A, TYPE A, such as the brands listed below:

- | | | | |
|---------|-----------------|----------|------------------------|
| • ESSO | : AQ-ATF-2924 A | • SUNOCO | : TRANS-MATIC B-10-107 |
| • SHELL | : DONAX T 6 | • CITGO | : AQ-ATF-1562 A |

In such cases, please visit your CITROEN Dealer, as quickly as possible, to drain the reservoir and refill it with the liquid recommended.

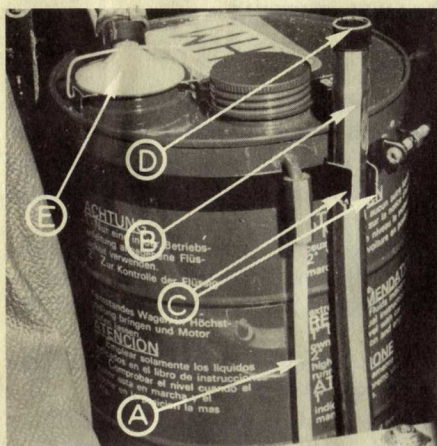
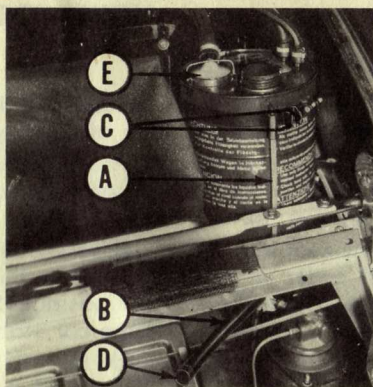


fig. 6



TO DRAIN HYDRAULIC FLUID

Disengage PIPE B from CLIPS C and bring the pipe down before removing PLUG D.
NOTE: If the total quantity of fluid is to be drained open the bleed screw and lower the car to its lowest position 6 fig. 17. This will allow the remaining fluid to return into the reservoir and be drained.

TO REFILL HYDRAULIC FLUID

Close and reinstall draining pipe B.

Fill Hydraulic Reservoir with 3 qts. of proper fluid.

Place Height Control Lever in position 5 fig. 17.

Start the engine and wait until car reaches maximum height. Let the engine run. Continue to fill the reservoir until the fluid level A fig. 6 is stabilized between MAXI and MINI marks. Bleed the Hydraulic System. (See page 94).

KEYS

Two sets of keys are supplied with the car, one set for the front doors and trunk (tail gates on DXF-DJF) and the other set for the combination anti-theft lock and ignition switch (DX-DXF) (incorporates the starter switch on DJ-DJF-DV).

Each set of keys is stamped with a code number. **IT IS VERY IMPORTANT** to record these two numbers for future reference. KEEP a spare set of keys in a convenient place (see important note page 9). Never leave the keys in an unattended car. To prevent frozen door locks in very cold weather a precautionary measure is to inject a few drops of an anti-freeze solution or glycerine into each outside lock before the cold season.

ANTI-THEFT LOCK WITH IGNITION CONTACT INCORPORATED (DX-DXF)

The anti-theft lock housing located under the dashboard at 25 fig. 13 provides the:

- Ignition contact (or stopping of the motor)
- Locking of the steering

STARTING THE MOTOR

After introducing the key into the lock (position A, fig. 7) turn it clockwise until you feel a click; the steering will automatically be freed.

Continuing the clockwise rotating movement to the first stop (position B) establishes the ignition contact but will not start the motor. **TO START THE MOTOR PUSH THE SELECTOR LEVER 7 (FIG. 8) ALL THE WAY TO THE LEFT.**

STOPPING THE MOTOR AND LOCKING THE ANTI-THEFT LOCK

To turn the ignition off (stop the motor) turn the key counter-clockwise to the first stop, then continue this rotation by pulling the key slightly and proceeding to the second stop.

MANIPULATING THE CAR IN A GARAGE

If you wish to stop the engine without locking the steering, slightly turn the key counter-clockwise approximately 30° , from the position B, simultaneously pulling the key toward you (position C). The key can then be removed without locking the steering.

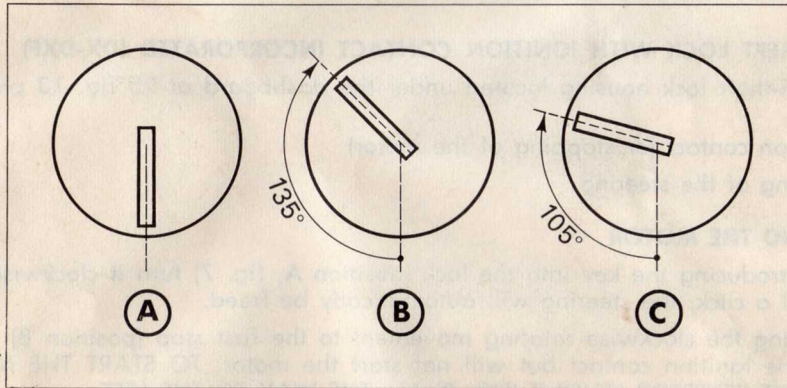


fig. 7

NOTE: When starting the engine, if any resistance is felt while turning the key clockwise, manipulate the steering wheel in either direction while continuing to turn the key.

STARTING WITH HYDRAULIC SHIFT (DX-DXF)

Be sure the selector lever 7 Fig. 8 is at the NEUTRAL position ("PM" on the schematic). Turn the ignition key to ON position. (B fig. 7). The "Stop" lamp K of the Central Indicator Dial 3 (Fig. 14) lights up as well as the oil pressure indicator C and the battery charging indicator H.

When the motor is cold:

Pull the choke knob 28 Fig. 8 all the way out and apply the right foot on the button of the service brakes A Fig. 12. For 3 to 4 seconds at the most, push the selector lever all the way in its track toward the left. (Position "D" on the schematic).

If the motor does not start at the first attempt wait 3 to 4 seconds then repeat the maneuver. Release the service brake only after the motor starts.

In very cold weather:

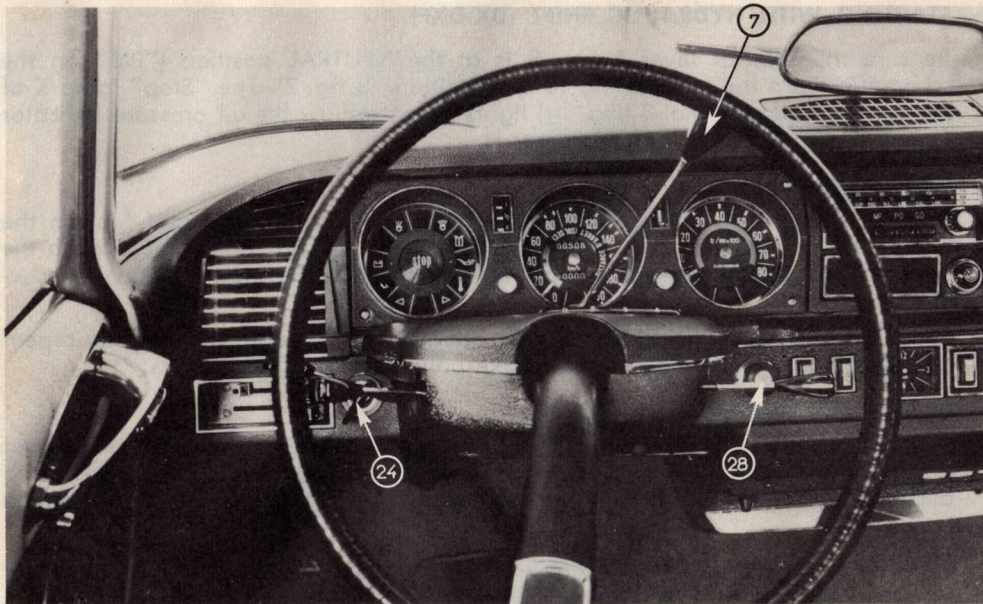
It is possible that the motor will stall on releasing the brake. In this case, repeat the maneuver and keep the brake applied until the motor has had a chance to become sufficiently warm so that it will no longer stall when the brake button is released.

After the motor has started progressively push the choke in and allow the motor to run at idle speed a few minutes before driving away.

When the motor is warm:

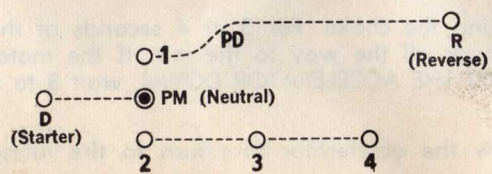
Depress the accelerator without touching the choke. For 3 or 4 seconds at the most, push the selector lever in its track all the way to the left. If the motor does not start at the first attempt HOLD THE ACCELERATOR DOWN, wait 3 to 4 seconds, then repeat the maneuver.

When the motor starts running, allow the accelerator to return to the idling position.



SHIFTING PATTERN (DX-DXF)

fig. 8



Never race the motor when it is cold and never engage a speed when the motor is running at an accelerated speed controlled by the choke.

To start the car by hand cranking see Item 27 page 46 and page 29.

After a long period of standing in a garage or after a "breakdown" due to lack of fuel, first reprime the fuel pump by giving the starter two or three turns for a duration of four to five seconds each, without turning the ignition on and without touching the choke or the accelerator.

Then operate the car as outlined previously.

BEFORE DRIVING AWAY, ALLOW THE MOTOR TO RUN A LITTLE IN ORDER TO PERMIT THE CAR TO TAKE ITS NORMAL DRIVING HEIGHT.

SHIFTING GEARS—Hydraulic Shift (DX-DXF)

The clutch is hydraulically operated and is controlled automatically. There is no clutch pedal.

To shift gears, simply move the selector lever to the desired position. The shifting pattern is indicated on a rubber plate attached to the dash at the base of the selector lever. The lever can be moved through either one of the three parallel planes. See schematic diagram, Fig. 8.

It can also be moved forward from the NEUTRAL position to 1st gear (1) and rearward from 1st gear to 2nd gear through neutral. The **1st** and reverse (**R**) gears are in the line furthest from the Driver. Second, third and fourth gears are in the line nearest to the Driver. To shift from **1st** to reverse (**R**), push the lever toward the windshield, and pass the checkpoint (**PD**) before moving it completely to the right.

When moving the lever from one gear to another, a detent catch can be felt, indicating that the lever is in correct position for a particular gear.

When up-shifting from **1st** to **2nd**, **3rd** and **4th**, release the accelerator pedal momentarily between shifts. When shifting from **1st** to **2nd**, do not release the accelerator pedal until the lever is at "neutral". When down-shifting from 4th to 3rd gear release the foot from accelerator only slightly.

When up-shifting, the car may have a tendency to shoot ahead at each gear range. This is due to over-acceleration. To permit the car to drive smoothly, gradually apply pressure to the accelerator after each shift.

When a car is standing with the engine running, do not shift if the choke control is all the way out. The engine will be idling at an accelerated rate, causing brutal starts.

CAUTION: When shifting from 1st to reverse and vice-versa, stop the car before completing the shift.

STARTING ON A HILL (DX-DXF)

Release the parking brake as previously described, but keep the car stationary with the left foot on the main brake. Shift into gear and gradually accelerate while decreasing the pressure from the main brake.

STOPPING WITH HYDRAULIC SHIFT (DX-DXF)

To stop the Car apply the Service Brake only. Do not use the Parking brake. Application of the Service Brake, in addition to bringing the car to a halt permits the clutching system to disengage automatically.

PARKING (DX-DXF)

When parking or driving in congested city traffic, the driver is frequently required to move the car within short spaces or tight areas. In such circumstances, driving strain is greatly relieved due to a clutching system designed to permit movement of the car in 1st or reverse at a very low speed, eliminating the use of the accelerator. Car motion is stopped or resumed by simply applying or releasing the brakes lightly.

The car must always be completely stopped before shifting from 1st to reverse and vice versa, in order to avoid extensive gear box damage.

CAUTION: When parking the car on a hill, it is imperative that the gear selector lever be returned to the Neutral position.

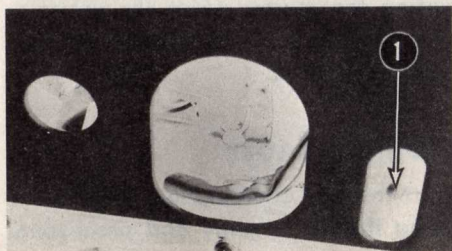
TO START WITH CRANK HANDLE

HYDRAULIC SHIFT (DX-DXF)

Before cranking the engine, push the lever 1 (photo below) forward, then lock it in this position by pushing upward. In this position, the engine can be hand-cranked. As soon as the engine starts, return the lever to its normal position before shifting into gear.

IMPORTANT

No attempt should ever be made to start the car with hydraulic shift by pushing the car or while coasting downhill as severe damage to transmission may result.

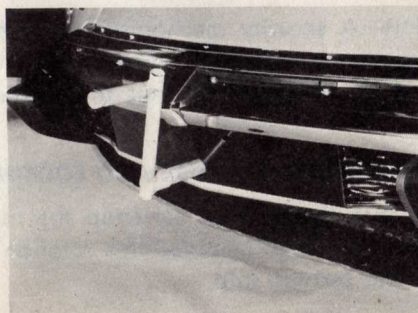


See item 27 page 46.

MECHANICAL SHIFT (DJ-DJF-DV)

It is possible in cold weather to "Free" the engine by using the hand crank or in exceptional cases to start the engine by hand cranking if the battery is too weak.

The crank handle with its extension is stowed under the spare wheel. For use, remove the rubber cap plugging the eyelet in the section reserved for the license plate under the front bumper. Insert the extension far enough to engage the hexagon socket of the cranking dog, on the gear box.



ANTI-THEFT LOCK WITH IGNITION CONTACT AND STARTER SWITCH INCORPORATED (DJ-DJF-DV)

The anti-theft lock housing, located under the dashboard at 25 (Fig. 15) provides the:

- ignition contact (or stopping of the motor)
- starting of the motor
- locking of the steering

STARTING THE MOTOR

After introducing the key into the lock (position A Fig. 9) turn it clockwise until you feel a click; the steering will automatically be freed.

Continue the clockwise rotating movement to the 1st stop (position B) which establishes the ignition contact. Continuing the initial rotating movement to the 2nd stop will activate the starter; the motor will begin to run (position C).

Note: A security mechanism prevents activating the starter when the motor is running. It is therefor imperative, if the motor stalls to turn the ignition off then turn it on again, so that the starter can be reactivated.

STOPPING THE MOTOR AND LOCKING THE ANTI-THEFT LOCK

To turn the ignition off (stop the motor), turn the key counter-clockwise to the first stop, then continue this rotation by pulling the key slightly and proceeding to the second stop.

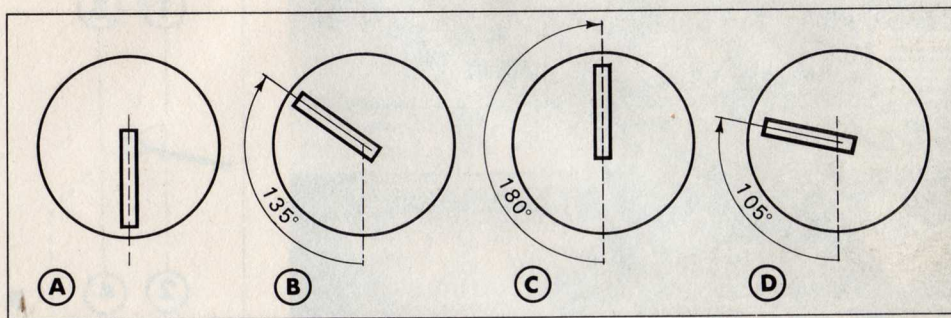


fig. 9

MANIPULATING THE CAR IN A GARAGE

If you wish to stop the engine without locking the steering, slightly turn the key counter-clockwise approximately 30° from the position B simultaneously pulling the key toward you (position D). The key can then be removed without locking the steering.

NOTE: When starting the engine, if any resistance is felt while turning the key clockwise, manipulate the steering wheel in either direction while continuing to turn the key.

SHIFTING PATTERN (DJ-DJF-DV)

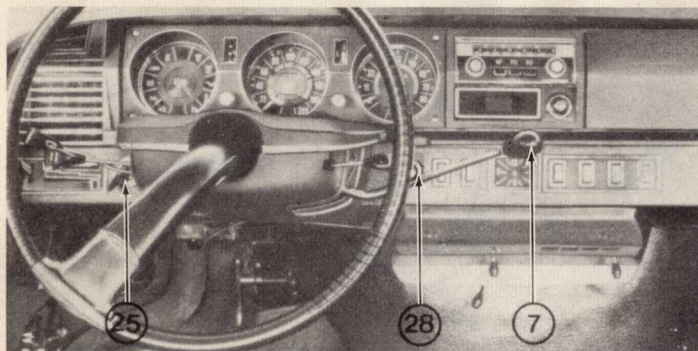
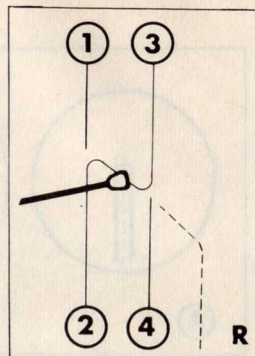


fig. 10



STARTING WITH MECHANICAL SHIFT (DJ-DJF-DV)

Be sure that the gear shift lever 7 Fig. 10 is in neutral position and turn the ignition switch **ON** (Position B Fig. 9). The "stop" lamp K of the Central Indicator Dial 3 (Fig. 16) lights up as well as the oil pressure indicator C and the battery charging indicator H.

When Engine is **COLD**: Pull the choke control knob (28 Fig. 10) completely out—depress the clutch pedal and turn the key on the ignition-starter switch (position C Fig. 9)—Do not touch the accelerator. If the engine does not start at the first attempt, wait three to five seconds and start again. As soon as the engine has started, progressively push the choke half way in. Leave it in that position until the engine idles smoothly, then push the choke **IN** completely.

Never overuse the choke and do not race the engine when cold. In very cold weather, let the engine idle for a few minutes before driving off.

When engine is **WARM**: Press the accelerator pedal completely down without using choke control, then turn the key clockwise in the ignition-starter switch (position C Fig. 9)—If the engine does not start at the first attempt, wait three to five seconds (keeping the foot on the accelerator pedal) and turn the key again. (From position A to C Fig. 9) As soon as engine has started, release the accelerator pedal.

Before driving off, always let the engine run for a few moments. This will allow the car to stabilize in normal driving position.

SHIFTING—MECHANICAL SHIFT (DJ-DJF-DV)

The Gear Shift Lever can be moved in three parallel planes as shown on diagram. In the plane nearest to you, it engages the 1st and 2nd gears. In the intermediate plane it controls the 3rd and 4th gears. The reverse gear is the farthest.

Always bring the car to a **complete stop** before shifting from 1st to Reverse and vice-versa. To complete a shift:

Depress the Clutch Pedal completely. Move the Shift Lever from 1st through 4th gear as car gains speed. Release the Clutch Pedal progressively and simultaneously accelerate the engine after completing each shift.

SPEED SHIFTING RANGE—

—Hydraulic Shifting (DX-DXF)

—Mechanical Shifting (DJ-DJF-DV)

After the car has been broken-in the most economical driving speeds are:

1st	.....	——
2nd	.....	34 mph
3rd	.....	50 mph
4th	.....	75 mph

MAXIMUM PERMISSIBLE SPEEDS—

—Hydraulic Shifting (DX-DXF)

—Mechanical Shifting (DJ-DJF-DV)

The limits of the range corresponding to 1st, 2nd and 3rd gear are indexed on the speedometer dial by orange reference marks (see 6 Fig. 14-Fig. 16).

These limits are not to be exceeded since they represent the Maximum Permissible Speed for each gear.

1st	.....	28 mph
2nd	.....	53 mph
3rd	.....	81 mph
4th	.....	——

BRAKES

The braking mechanism of the car comprises two separate systems; a service (main) brake system and an emergency-parking brake system.

SERVICE BRAKES

The service brakes are operated by a mushroom type pedal (A, Fig. 12) located within easy reach of the driver's right foot.

Its total travel is very little (just a few millimeters).

The braking efficiency is proportional to the pressure of the foot on the "mushroom".

This mechanism demands only a slight effort on the part of the driver even if a sudden stop is required.

On the DV model, it is possible that some models may be equipped with a brake pedal different from the conventional type. This pedal appears to be a "mushroom" button which is operated exactly as though it were a brake pedal.

Before taking the car on the road for the first time, it is advisable to try the brakes over a short distance in order to become acquainted with the sensitivity and power of the system.

EMERGENCY—PARKING BRAKE (DX-DXF, FIG. 12)

The emergency parking brake is controlled by a pedal **B** operated by the left foot. Contrary to the small effort required for all the other controls, this brake demands a very energetic pressure of the foot.

To operate the parking brake proceed as follows:

- Place the knob **C** in high position and press the pedal **B** all the way down; the car is perfectly immobilized and will remain so as long as the knob **C** is not touched.

- When the brake is applied, a security button **D**, when pushed to the left, will lock the knob **C** in high position.
- In case of parking on a hill it is essential to press the foot pedal **B** very firmly.
- To release the foot pedal, push the security button **D** to the right, pull the knob **C** and move it to the notch **E**. The control knob **C** should always be in the notch **E** when the car is being driven.
- If you find the travel of the foot pedal has become too great, have the car inspected by your nearest CITROEN Dealer.

NOTE: When the parking brake is applied, never leave the car in gear with the motor running. This will lead to a rapid wear of the clutch. Put gear lever **IN NEUTRAL** even in cases of a short errand.

EMERGENCY-PARKING BRAKE (DJ-DJF-DV, FIG. 11)

The emergency-parking brake control constitutes an oscillating lever **A** placed near the left hand of the Driver. To apply the parking brake, pull the handle **A**, it will lock automatically.

To release the brake first pull the handle **A** slightly with the left hand, then squeeze the release trigger **B** to unlock it and push the brake handle all the way forward. The brake handle may be locked in the parking position. A safety lock **C** when moved $\frac{1}{4}$ turn prevents the operation of the release trigger **B**.

- When parking on a hill, it is essential to pull the handle **A** very firmly.
- If you find the travel of this lever too great, have your car inspected by your nearest CITROEN Dealer.

BRAKE SECURITY CONTROL

If the hydraulic pressure controlling either the front or the rear brake circuits becomes insufficient, the red indicator B of the Central Indicator Dial 3 (Fig. 14-Fig. 16) lights up as well as the red "STOP" indicator K and will remain lit until corrected.

- On DX-DJ-DXF-DJF Models, if the pads of the front disc brakes are worn beyond normal serviceability, the yellow indicator G of the Central Indicator Dial 3 (Fig. 14-Fig. 16) lights up and stays lit until the pads are replaced.
- Should light appear while driving, stop the car immediately and without delay have your car inspected by your nearest CITROEN Dealer.

When starting the car at the beginning of the day it is normal, when turning the ignition on, for the red indicator B to light up. This does not happen always, but when it does appear, in any case, wait until the light is extinguished before driving away.

WARNING: To maintain correct operation of the engine and the brakes it is ABSOLUTELY PROHIBITED to install any accessories:

- inside the motor ventilation duct.
- in front of or inside the brake ventilation ducts.

An additional Test Switch 4 (Fig. 13-Fig. 15) enables you to check at any moment the functioning of the red warning indicators B, C, D and K on the Central Indicator Dial.

Push the button to operate. All indicators mentioned above should light. If not, have the car examined by your local CITROEN Dealer.

BRAKES

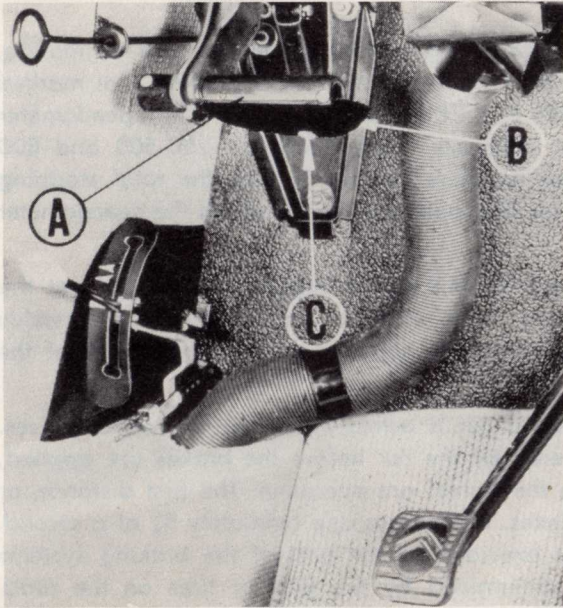


fig. 11
(DJ-DJF-DV)

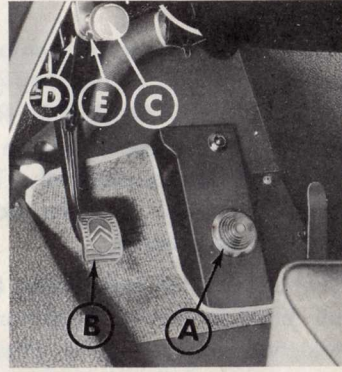


fig. 12
(DX-DXF)

DISTANCES REQUIRED TO STOP A CAR

CITROEN wishes to bring the information that follows for the sake of safety, and especially to the attention of drivers who drive in areas where speed is not limited.

To avoid any lapse of memory contributing toward grave errors of estimation, the speedometer 6 (fig. 14-fig. 16) is equipped with an indicating dial marked "STOPPING DISTANCE (DRY ROAD) FT." This dial rotates with the speedometer needle. As the speed of the car increases, three numbers—250-500 and 800 become visible successively. These numbers express in feet, the total stopping distance required on a dry road, for that particular speed which the speedometer needle is pointing to.

When driving at high speed (above 93 M.P.H.) we suggest you do not use the full braking power instantaneously. It is wise to anticipate the progressive reduction of your speed whenever possible and use the braking power of the engine to its fullest extent.

The **total** distance required to stop a car is actually the sum of two distances. The first distance is the one covered by the car before the brakes are applied, the second during the time while the brakes are operative. The first distance, or time, is function of individual reflexes. It averages approximately $\frac{3}{4}$ of a second. On the other hand, decelerations provided by the best of the braking systems can only tend towards a limit determined by the grip of tires on the road. Remember also that for a deceleration, as high as it may be, the distance covered by the car during braking time increases considerably with the speed. For instance, it will be 34 feet at 25 mph and 541 feet at 100 mph. Thus, while the speed increased only 4 times, the stopping distance increased 16 times.

On the chart below are shown the **total** stopping distances as they are related to the speed of the car.

SPEED OF THE CAR	25 mph	50 mph	75 mph	100 mph	112 mph
Distance covered during reflex time	27'	55'	82'	110'	123'
Distance covered during braking time	34'	135'	305'	541'	682'
Total stopping distance	61'	190'	387'	651'	805'

The stopping distances shown above are approximate. They are valid when the following conditions are met: brakes and tires in perfect condition, the car is not overloaded, the road is dry with good traction surface . . . **These distances may be considerably increased on wet and slippery roads.**

DASHBOARD (DX-DXF)—fig. 13-fig. 14.

1. Demisting-Defrosting outlet for the left front side window glass
2. Left side aeration grille
3. Central Indicator Dial (Detail—fig. 14-fig. 16)
 - A. **Blue** Indicator — Headlight "Road" Beam
 - B. **Red** " — Hydraulic Pressure (Brakes)
 - C. **Red** " — Oil Pressure (Motor)
 - D. **Red** " — Water Temperature
 - E. **Green** " — Right Directional Signals
 - F. **Green** " — Left Directional Signals
 - G. **Yellow** " — Brake Lining Wear (Except DV)
 - H. **Yellow** " — Battery Charging
 - I. **Yellow** " — Thermal Rear Windshield (Optional—sedans only)
 - J. **Green** " — Headlight "town" beam, parking lights, license plate, tail lights, etc.
 - K. **Red** " — Marked "**stop**" (Brilliant light) Indicates imperative stopping.
4. Switch for checking the functioning of the red signals on the Central Indicator Dial.
 - When pressed all the way in, the indicator **B, C, D** and **K** should light simultaneously.
 - If pressed more lightly, they light successively but always at the same time as the signal **K**. If the signal **K** lights by itself, you must stop immediately and determine, by the lighting of one or more individual indicators, the origin of this warning. According to the indicators lit, check the oil level, water level, the condition of the hoses and the fan belt.
 - When possible, consult a CITROEN Dealer immediately.

DASHBOARD (DX-DXF)

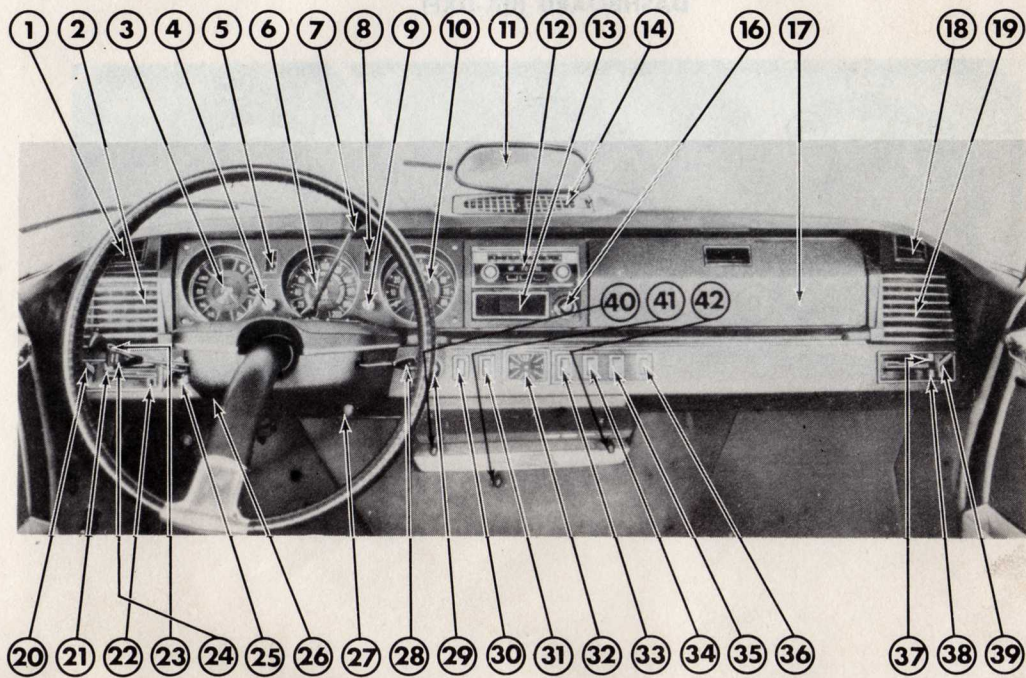


fig. 13

DASHBOARD (DX-DXF)

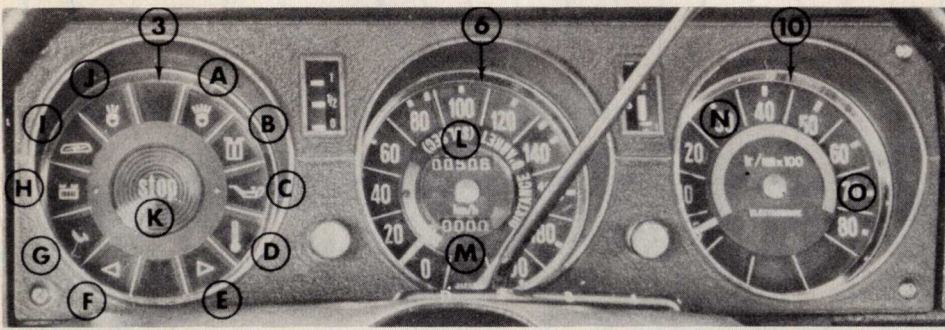


fig. 14

5. Fuel Gauge
6. Speedometer with odometer and trip mileage register (Detail fig. 14.)
 L—Odometer
 M—Trip Mileage Register
7. Combination Starter and Gear Selector Lever

8. Water Temperature Gauge

The dial is divided by three zones. From the bottom up they are:

- a striped white areaup to 120°F
- a solid white area150°F to 200°F
- a solid red areaabove 220°F

While driving, the needle should remain in the center **white** area. If it enters and remains in the **red** zone, the red indicators **D** and **K** will light. Immediately stop the car and check the water level. If, after proceeding, you note that the needle still remains in the red zone, again stop immediately and contact the nearest Citroen Dealer.

9. Trip Mileage Reset Button
 Push then turn clockwise.

10. Electronic Tachometer (detail fig. 14)
 Two zones appear on the dial:

- N**—from 0-6000 R.P.M. — **Green** Section
O—6000-8000 R.P.M. — **Red** Section

Whatever gear may be engaged, **1st, 2nd, 3rd**, etc.; if the needle enters the red zone reduce the engine speed because this represents the permissible limit of engine rotation in that particular gear.

It must be borne in mind that the best acceleration response and the best fuel economy occurs at the engine speed producing the highest rated torque. For example, the highest torque produced on the DX-DJ Models is 126 ft. lbs. @ 4000 R.P.M. The maximum horsepower is achieved at 5750 R.P.M., therefor even though the dial is calibrated at higher speeds, it does not mean that these should be used under normal circumstances. These figures are simply indications that, under emergency conditions such as passing at high speed these speeds can be used but only for a very short time.

11. Rear View Mirror.
12. Convenience Pocket (or optional radio).
For various brands that can fit into this pocket, consult your Citroen Dealer.
13. Ash Tray.
To extract the tray from its seat, pull it out completely. Disengage the locking catch by pressing, with the thumb, on the entire spring plate while continuing to pull.
14. Speaker grille (optional radio).
16. Cigar Lighter.
For use, press it all the way in and wait until it returns to its initial position before removing it from its socket.
17. Glove Box.
Pull to open.
18. Demisting-Defrosting outlet for the right front window glass.
19. Right side aeration grille.

20. Lever controlling the high/low direction of the air flow directed to the face of the driver.
21. Lever for admitting fresh air toward the upper part of the interior left side.
22. Lever for admitting fresh air toward the floor of the interior left side.
23. Lever controlling the windshield wipers and the electrical windshield washer. This lever operates a dual switch

- For wiping the windshield and
- For washing the windshield by means of an electric pump.

To operate the wipers, move the lever downward to either of two positions;

1st Position—Slow wiping

2nd Position—Fast wiping

- Return the lever to the initial position to cancel the wipers. The wiper arms are self-parking.

The high speed wiper should be used only during heavy rain or when

- overtaking traffic during difficult rainy conditions. During a fine drizzle wait until the glass is sufficiently wet before putting the wipers into use. To operate the Windshield Washers raise the lever toward the steering wheel. Do not use too much water. After spraying the windshield once or twice operate the wipers at slow speed until the glass is almost dry. Repeat if necessary. It is good practice to wipe the edges of the blades regularly.

Be sure the water in the washer jar is clean and free of deposits.

24. Lever for operating the directional signals and the horns.

Directional signals: Move the lever knob parallel to the plane of the steering wheel; toward the upper front to signal a right turn; toward the lower front to signal a left turn. To stop the signalling, return the lever knob to its neutral position.



A clicking sound and the flashing of the green indicators E and F, assure you that the directional signals are functioning correctly. If the clicking and the flashing are not evident, one of the directional signals is not operating. Have the bulbs checked by a Citroen Dealer.

Horns: The horn is activated by moving the knob of the lever toward the rim of the steering wheel. Lift it slightly to sound one horn for "in town" driving. Lift it further to sound both horns for "road" driving. If the car is equipped with an air horn this movement will operate the compressor, consequently sounding the air horn.

25. Combination Ignition Switch and Anti-Theft Lock.

26. Rheostat (Dimmer switch) controlling the dashboard lights by turning the knob, this permits lighting the dashboard more or less vividly.

These lights function only when the headlight switch is at the position:

Low beams  or high beams 

27. Auxiliary Clutch Control.


It is possible, in cold weather, to free the engine by using the hand crank or in exceptional cases to start the engine by hand cranking if the battery is too weak.


To do this, push the lever forward and lock it in this position by pushing the lever up. After the engine has started, **DO NOT FORGET TO RESET THE LEVER 27 (fig. 13) at its initial position before shifting.**

The crank handle with its extension is stowed under the spare wheel. For use, remove the rubber cap plugging the eyelet in the section reserved for the license plate under the front bumper. Insert the extension far enough to engage the hexagon socket of the cranking dog on the gear box.

28. Headlight Switch.

This switch is operated by turning the knob clockwise one quarter turn at a time. It can be turned so to either of two positions.

1st position  low beams

2nd position  high beams

At either position the switch lever can be moved toward the steering wheel and then back.

At the FIRST POSITION the running lights are on in addition to the parking lights and the two outermost headlamps (low beams). Moving the lever toward the steering wheel will cancel the low beams but the parking and running lights will remain on. This is used for twilight or "low vision" daylight conditions.

At the SECOND POSITION the innermost headlamps (high beams) are added so that all four headlamps are operating. In addition a blue indicator (A fig. 14-fig. 16) will light on the control indicator panel. Moving the lever away from the steering wheel will now cancel the "high beams" but the "low beams" and other lights will remain on. This is used when passing opposite traffic. At this position, by moving the lever alternately toward and away from the steering wheel, you can flash the headlights signalling preceding traffic that you are about to over-take them.

When the knob is turned so that the white dot faces the driver, the switch is at neutral position and all lights are off.

29. Choke Control Knob.

Pull out.

30. Interior Light Switch.

Push the button to switch the lights on; push the button again to extinguish the lights.

When either or both of the front doors are opened, the interior lights will automatically switch on. They will not go out until both front doors are closed.

31. Hazard Warning Switch.

This signal must be used judiciously. As its name implies, it serves to warn other drivers of a hazardous situation. Press the button to flash the signal. It is required that this be done on such occasions as:

- Stopping on a highway for emergencies.
- Double parking.
- Calling for help, etc.

When this switch is on, both front and both rear directional lights will flash intermittently as well as the indicators **E** and **F**. (fig. 14-fig. 16)

DO NOT use this signal when the car is in motion unless you wish to attract attention to the fact you are deliberately driving at slow speed due to mechanical failure or other reasons.

32. Electric Clock.

To set the clock to the correct time, press and turn the button located at the lower right corner of the dial.

- 33. Switch for the heater blower and left side aeration
- 34. Thermal rear windshield switch (optional)
- 35. Switch for the heavy duty heater (optional)
- 36. Switch for the auxiliary heater blower and right side aeration (optional).
- 37. Lever for admitting fresh air toward the upper part of the interior, right side.
- 38. Lever for admitting fresh air toward the floor of the interior, right side.
- 39. Lever controlling the high/low direction of the air flow directed to the face of the passenger.
- 40. Air distribution lever for heating, demisting and defrosting.
- 41. Heating temperature control lever.
- 42. Lever for admitting warm air.

DASHBOARD (DJ-DJF-DV).

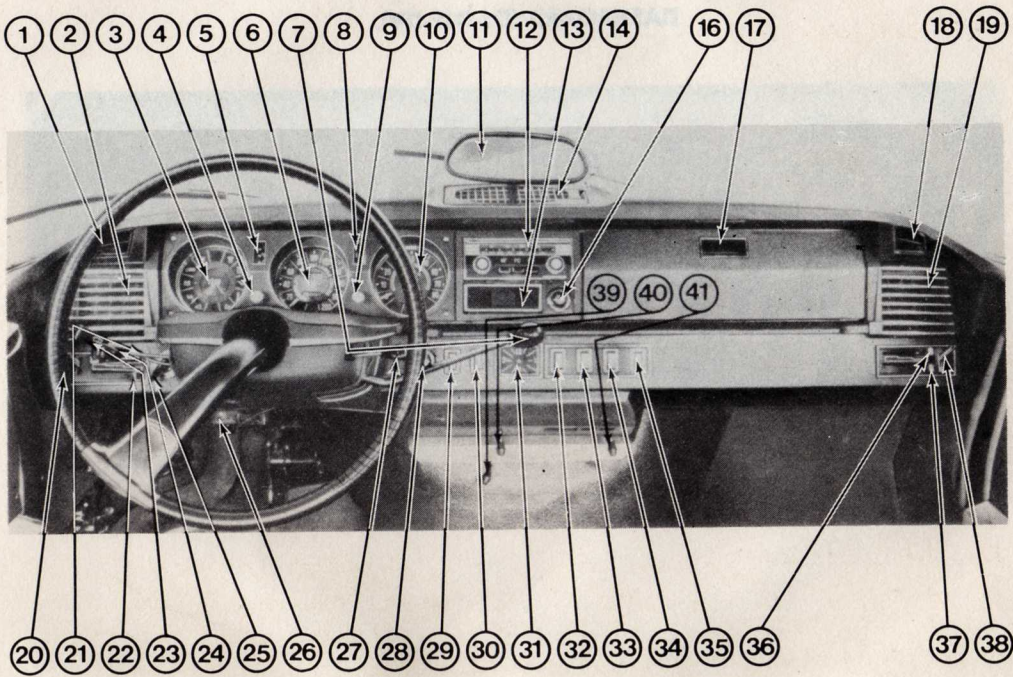


fig. 15

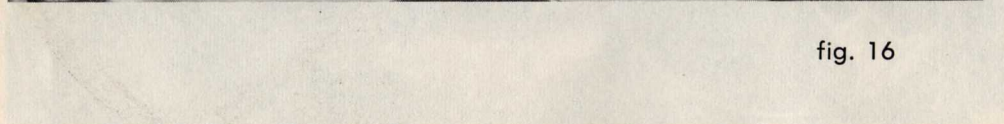


fig. 16

DASHBOARD (DJ-DJF-DV) fig. 15-fig. 16.

1. Demisting-defrosting outlet for the left front side window glass.
2. Left side aeration grille.
3. Central Indicator Dial (see detail, page 40 item 3).
4. Switch for checking the functioning of the red signals on the Central Indicator Dial. (see detail, page 40 item 4).
5. Fuel Gauge.
6. Speedometer with odometer and trip mileage register (detail fig. 16).
L—Odometer M—Trip mileage register
7. Gear shifting lever.
8. Water temperature gauge (see detail, page 43 item 8).
9. Trip mileage reset button.
Push then turn clockwise.
10. Electronic tachometer (see detail, page 43 item 10).
11. Rear view mirror.
12. Convenience pocket (or optional radio).
For various brands that can fit into this pocket, consult your Citroen Dealer.
13. Ash tray (see detail, page 44 item 13).
14. Speaker grille (optional radio).
16. Cigar lighter. (see detail, page 44 item 16).
17. Glove Box.
Pull to open.
18. Demisting-Defrosting outlet for the right front window glass.
19. Right side aeration grille.
20. Lever controlling the high/low direction of the air flow directed to the face of the driver.

21. Lever for admitting fresh air toward the upper part of the interior left side.
22. Lever for admitting fresh air toward the floor of the interior left side.
23. Lever controlling the windshield wipers and the electrical windshield washer. (See detail, page 45 item 23).
24. Lever for operating the directional signals and the horns (See detail, page 46 item 24).
25. Combination ignition-starter switch and anti-theft lock.
26. Rheostat (dimmer switch)—(see detail, page 46 item 26).
27. Headlight switch—(see detail, page 47 item 28).
28. Choke control knob.
Pull out.
29. Interior light switch—(see detail, page 47 item 30).
30. Hazard warning switch—(see detail, page 48 item 31).
31. Electric clock (see detail, page 48 item 32, except DV).
32. Switch for the heater blower and left side aeration.
33. Thermal rear windshield switch (optional, sedans only).
34. Switch for the heavy duty heater (optional, sedans only).
35. Switch for the auxiliary heater blower and right side aeration (optional).
36. Lever for admitting fresh air toward the upper part of the interior right side.
37. Lever for admitting fresh air toward the floor of the interior right side.
38. Lever controlling the high/low direction of the air flow directed to the face of the passenger.
39. Heating temperature control lever.
40. Air distribution lever for heating, demisting and defrosting.
41. Lever for admitting warm air.

ADJUSTMENT OF THE ROAD CLEARANCE (DRIVING HEIGHTS) (fig. 17)

To facilitate travel on certain difficult surfaces (roads with ruts, snow or sand drifts, flooding, etc.) it can be of advantage to be able to increase the clearance between the body of the car and the ground.

This is possible by moving the control lever A to any of three positions marked by white lines alongside the groove through which the lever travels.

When the lever is placed at mark **2** the car is at the normal driving height.

When the lever is placed at marks **3** and **4** the car is raised proportionately, increasing the road clearance.

Driving comfort is best at the normal height, but it is also permissible to drive in positions **3** and **4** when necessary.

The control lever **A** can also be placed in either of two extreme positions; **5**, at the top (highest road clearance) and **6**, at the bottom, (lowest road clearance).

These two positions are utilized for changing a wheel and should not be used for normal driving.

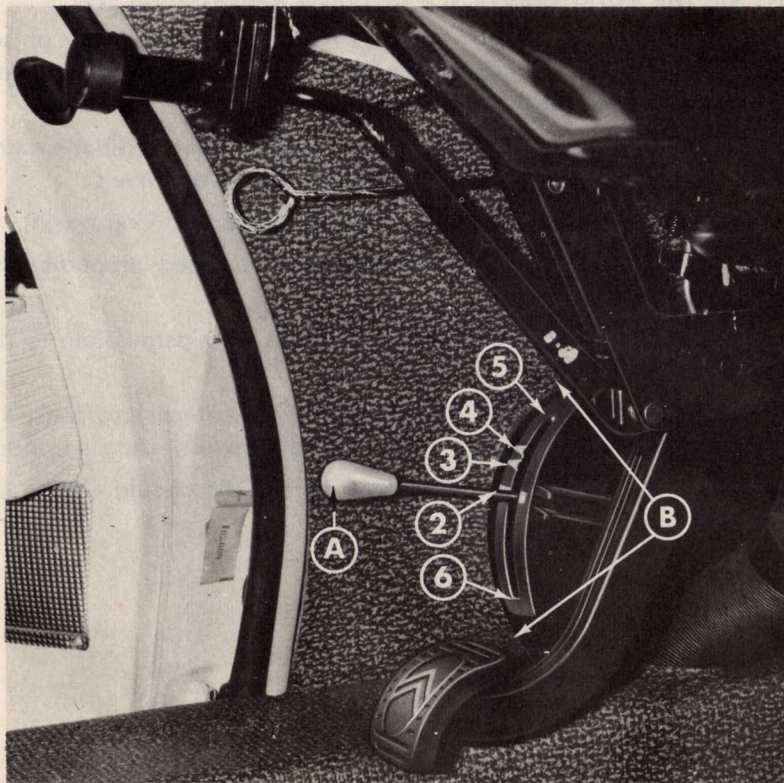


fig. 17

CHANGING A WHEEL—POWER JACKING.

(See Chapter "Adjustment of the Road Clearance" (Page 53).

1. **To remove a wheel**, use the hydraulic suspension to raise the car, then place the support, fig. 19, on the jacking stud as shown.

On the DXF and DJF models (station wagons) two studs are provided. Use the rear stud when changing a rear wheel; use the front stud when changing a front wheel.

During this operation the motor must be running at idle speed and the hand brake applied. To speed the "lift" of the car it is permissible to slightly accelerate the motor.

NOTE: If it becomes necessary to change a wheel on the road be sure to use the "HAZARD" warning signal. This will light and flash all four directional signals simultaneously.

Raise the lever **A** (fig. 17) to the highest position (5), the car will rise slowly by itself.

Remove the tools and spare wheel lodged under the hood (The support is located in back of the storage panel fitted into the well of the spare wheel fig. 3). If it is necessary to change a rear wheel, remove the rear fender by loosening the screw, fig. 22, using the crank handle. Then remove the fender by pulling toward the rear and lifting it slightly (fig. 23).

On the DXF and DJF (station wagon) models, it is not necessary to remove the rear fender.

Proceed, for the front wheels as well as the rear in the following order:

- Remove the hub cap. To do this introduce the prying arm of the support pin into the valve hole using the handle as a lever, as shown in fig. 24.

On the DV model the hub cap is of a smaller diameter and held in place differently. To remove the hub cap use the pry as shown in fig. 25.

- Loosen the **5** wheel lugs with the crank handle. If necessary, you can use the crank extension for additional leverage (fig. 21). The lugs must be loosened while the wheels are on the ground, however, do not remove the lugs completely.
- When the car is completely raised, attach the eye of the support onto the stud located under the front door, and allow the support to stabilize. Be sure the support is correctly engaged in the groove of the stud (See fig. 19).
The support has a series of holes in its upper half. Engage the straight arm of the pin (fig. 20) into the second hold nearest to the notch in the lower half. Lower the lever A all the way to the position 6 (fig. 17) and wait until the wheels rise (both the front and the rear wheels on the side being worked will rise simultaneously)
Remove the 5 wheel lugs and the wheel.

2. TO REMOUNT A WHEEL.

Pass the end of the crank extension through the center hole of the wheel to be mounted and engage it into the center hole of the hub. (fig. 18).

By raising the extension in the manner of a lever, permit the wheel to slide and engage the wheel studs.

Attach the **5** lugs without tightening them.

Raise the manual height control lever A to the high position, **5**, fig. 17.

Wait until the car stabilizes at this position before removing the support.

Lower the height control lever to normal drive position, **2**, fig. 17.

Energetically tighten the 5 wheel lugs using the crank handle only (without its extension).

Replace the hub cap respecting the position of the valve. First engage the two clips on each side of the valve hole, then engage the remaining clip, using the pry arm of the support pin as illustrated in fig. 24A.

ON the DV model, to replace the hub cap, engage the first clip into the hole and push on the opposite side to engage the remaining clip.

If a rear wheel has been changed, remount the fender (except station wagons); first, engage the two studs at the front of the fender into their respective seats (see fig. 23).

Push the fender all the way toward the front of the car then replace its rear locking screw. (fig. 22).

Replace the spare wheel under the hood, keeping the valve underneath so as to permit correct seating of the storage plate which holds the jacking support and the spare can of hydraulic fluid.

Do not forget to replace the crank handle and its extension on its seat under the spare wheel.

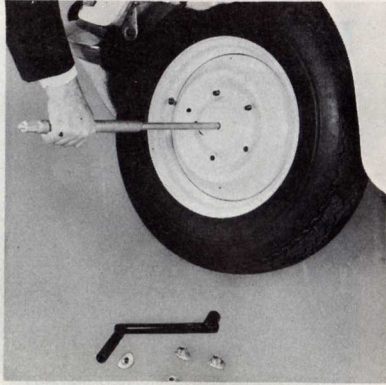


fig. 18

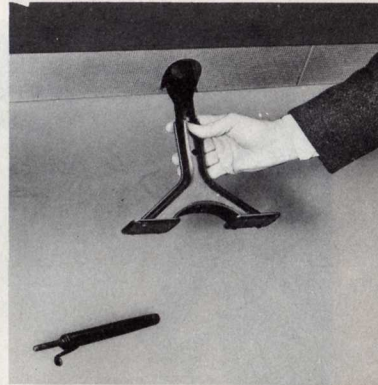


fig. 19



fig. 20



fig. 21



fig. 22

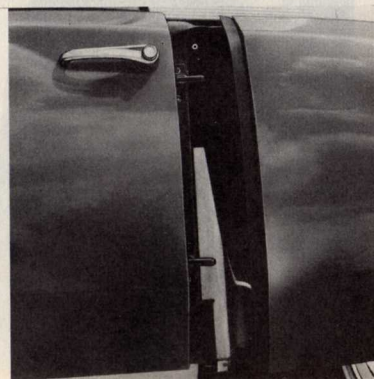


fig. 23

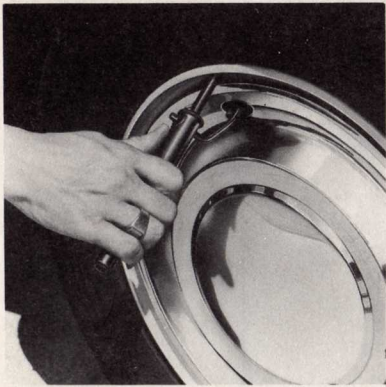


fig. 24

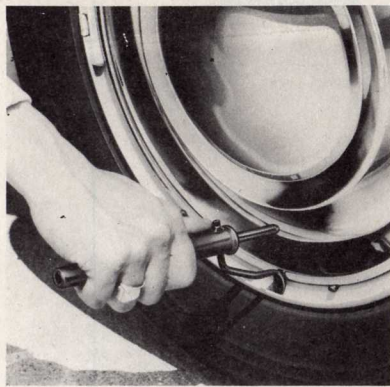


fig. 24A



fig. 25



MEMORANDUM

lubrication and maintenance

Periodic Maintenance and scheduled inspections as outlined in the Warranty and Maintenance Booklet are of major importance.

This booklet is provided with every new vehicle.

CHOICE OF LUBRICANTS

Be sure the oil you use is of the right type and of a quality brand name. Do not mix different types of oils. Do not use any additives with these oils without the advice of your Authorized CITROEN Dealer.

ENGINE WITH EMISSION CONTROL SYSTEM

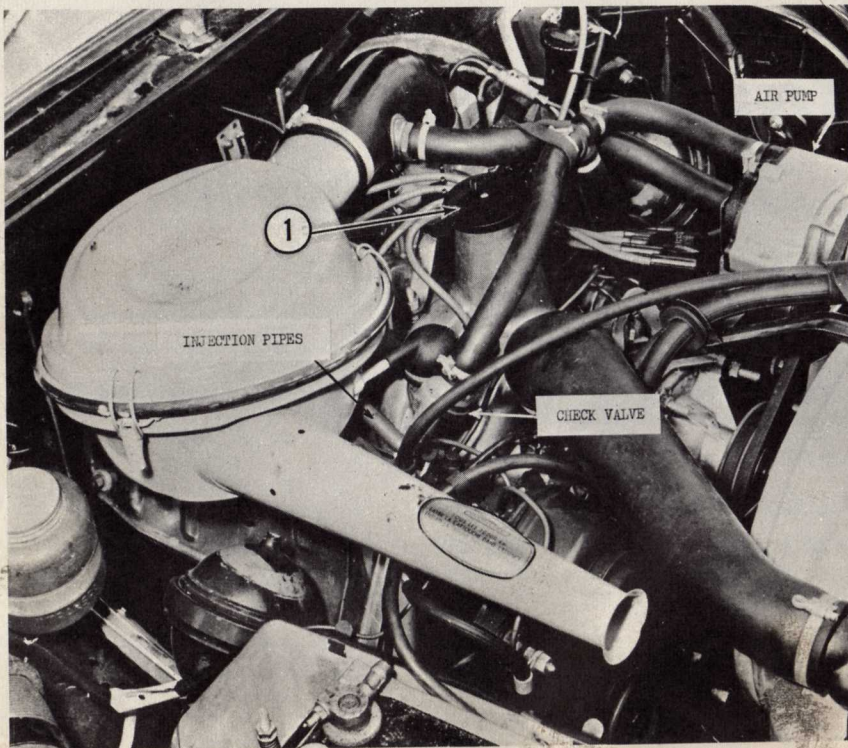


fig. 26

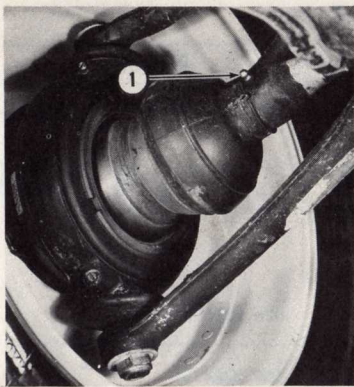


fig. 27

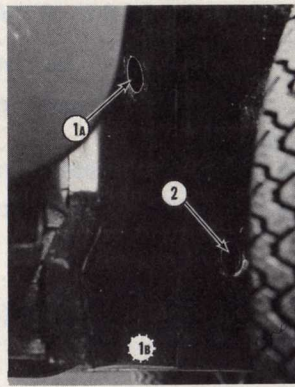


fig. 28

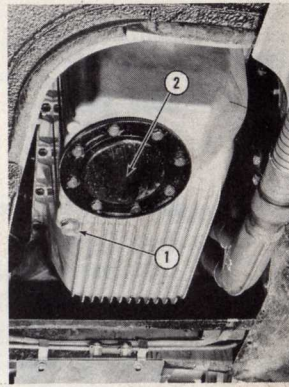


fig. 29

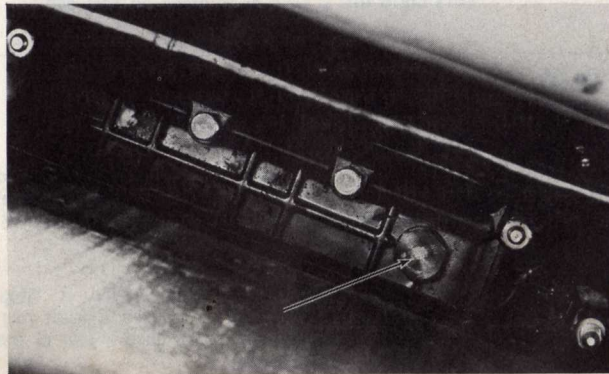


fig. 30
63



fig. 31

LUBRICATION CHART

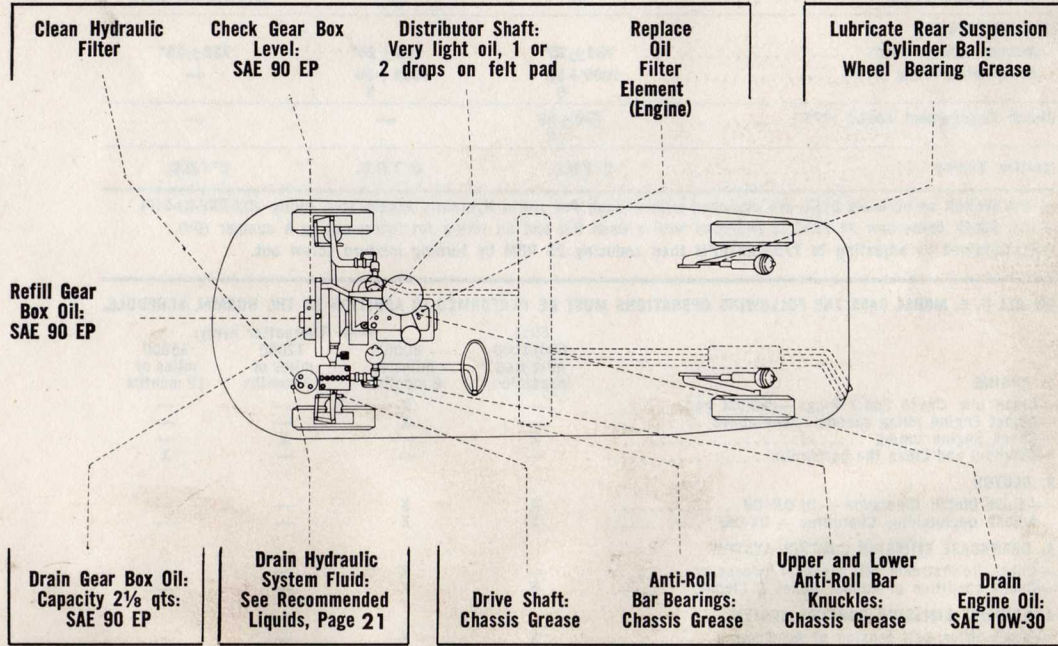
Every	Lubricate	Lubricant	Remarks
3000 mi.	— Drive Shaft 1 fig. 27	Chassis Grease	Moderate pressure is required.
	— Upper and Lower Anti-Roll bar Knuckles 1A & 1B fig. 28	Chassis Grease	} Remove dust caps. The lower Grease Fitting 1B is reached through the underpan.
	— Anti-roll bar bearings 2 fig. 28	Chassis Grease	
	— Drain Engine Oil 1 fig. 29	—	
	Crankcase capacity: filter element change: 5¼ qts. without element change: 4¾ qts.	SAE 10W-30	See page 67.
6000 mi.	— Replace Oil Filter Element	—	See page 67.
	— Check Gear Box Level 2 fig. 31	—	—
	— Fan Shaft Bearing	Engine Oil	—
	— Distributor Shaft:	Very Light Oil	1 or 2 drops on Felt pad.
	— Clean Hydraulic Filter	—	See page 94.
12000 mi.	— Drain Gear Box Oil 1 fig. 31 capacity 2⅛ qts.	SAE 90 EP	See page 67.
	— Lubricate Rear Suspension Cylinder Ball	Wheel Bearing Grease	} These operations to be carried out correctly must be performed by an Authorized CITROEN Dealer.
18000 mi.	— Drain Hydraulic System Fluid	See recommended Liquids, Page 21.	

special conditions: The given lubrication schedule is recommended for **NORMAL** suburban driving. If "Stop and Go" driving prevails or if the car is being driven in dusty areas, these intervals must be reduced. Consult your CITROEN Dealer. If the yearly mileage is less than 3000 miles perform the above lubrication **once a year** at the minimum.

LUBRICATION CHART

EVERY 6000 mi.

EVERY 12,000 mi.



MAINTENANCE

FOR CARS BUILT TO U. S. SPECIFICATIONS WITH CLOSED CRANKCASE VENTILATION AND EXHAUST EMISSION CONTROL WITH AIR INJECTION.

CARBURETOR	DX-DXF	DJ-DJF	DV
Weber 2 Barrel 28 x 36	DLED 3	DLED 4	—
Solex Single Barrel	—	—	34 PBIC-Ref 9 5/1
IDLE ADJUSTMENT			
Normal Idling (RPM)	750±25*	750±25*	750±25*
Accelerated Idling (RPM)	1000±50 0	1000±50 0	—
Clutch Engagement Speed (RPM)	900±50 0	—	—
Ignition Timing	0°T.D.C.	0°T.D.C.	0°T.D.C.

— The WEBER carburetors DLED are equipped with a Dash Pot and a Hydraulic Accelerated Idling (DX-DXF-DJ-DJF)

— The SOLEX carburetor 34 PBIC is equipped with a Dash Pot and an Idling Jet incorporating a damper (DV)

—(*) Obtained by adjusting to 775±25 RPM then reducing 25 RPM by turning mixture screw out.

ON ALL U. S. MODEL CARS THE FOLLOWING OPERATIONS MUST BE PERFORMED IN ADDITION TO THE NORMAL SCHEDULE.

	First 600/1000 mile free inspection	6000 miles or 6 months	12000 miles or 12 months	18000 miles or 12 months
1. ENGINE				
—Clean and Check Spark Plugs — adjust gap	—	X	—	—
—Adjust Engine idling speeds — see above	—	X	—	—
—Check Engine tuning	X	—	X	—
—Overhaul and Clean the Carburetor	—	—	—	X
2. CLUTCH				
—Adjust Clutch Clearance — DJ-DJF-DV	X	X	—	—
—Adjust declutching Guarantee — DX-DXF	X	X	—	—
3. CRANKCASE EMISSION CONTROL SYSTEM				
—Check Downstream Jet; clean if necessary	—	X	—	—
—Check condition of Rubber Hoses & Clamps	X	X	—	—
4. EXHAUST EMISSION CONTROL SYSTEM				
—Check drive belt tension of Air Pump	X	X	—	—
—Check condition of Rubber Hoses	—	X	—	—
—Tighten exhaust manifold bolts @ 25 ft/lbs	X	—	—	X
—Check the operation and the delayed action of the Carburetor Dashpot	—	—	—	X

ENGINE LUBRICATION

Drain the crankcase with the engine WARM every 3000 miles and refill with MULTIGRADE SAE 10W-30 oil, both in Summer and in Winter.

Oil filler cap is in 1 fig. 26. In countries where the average temperature exceeds 86°F, the 20W-40 oil is recommended.

In countries where Winter temperatures frequently fall below 0°F, the 5W-20 multigrade oil may be used. Sustained speeds above 65 mph should be avoided when using SAE 5W-20 oil.

The Refiner or Marketer supplying the oil is responsible for the Quality of his product. His reputation is the car Owner's best indication of Quality. Never use additives of any kind with the oil.

CAUTION: Never run the engine, even on the starter, when crankcase is empty.

ENGINE OIL FILTER REPLACEMENT

It is very important that the cartridge be replaced at prescribed intervals: the first time during the 600 mile inspection and every 6000 miles thereafter. Also see 2—fig. 29.

NOTE: It is recommended to carry with you one or more spare filter cartridges and their gaskets.

GEAR BOX

Gear box oil must be drained and refilled at the 600 mile inspection. Every 6000 miles, check the gear box oil level. It must be leveled with the hole plugged by the Cap 2 fig. 31 page 63. If necessary, replenish with SAE 90 "extreme pressure" oil.

Every 12000 miles, it is advisable to have the gear box drained by a CITROEN Dealer. See Drain Plug 1 fig. 31 page 63. Capacity 2 $\frac{1}{8}$ US qts. Refill gear box by the upper filler plug fig. 30 page 63, after removing the radiator air chute.

BRAKES

Have Front Brake Pads checked every 6000 miles.

Every 12000 miles, have the Rear Lining checked by your CITROEN Dealer.

If you notice that the traveling stroke of your parking brake is too long, have it adjusted by a CITROEN Dealer.

CARBURETOR

These modern high precision units will practically never lose their adjustment. The Original Factory Settings Should Never be Altered or Changed. They will usually require no maintenance except an eventual cleaning of the fuel filter screen.

CLEANING THE FUEL FILTER SCREEN

Loosen the nut E fig. 44 (nut A fig. 47 for DV) remove the screen and dip it in gasoline. Blow dry with compressed air. If the main and idling jets must be inspected or cleaned, see pages 98 and 99.

FILTERS

THE CARBURETOR AIR FILTER: Every 6000 miles, rinse the cartridge in gasoline and dip it in engine oil. Let the excess oil drip away before replacing. (Do not blow dry cartridge with compressed air).

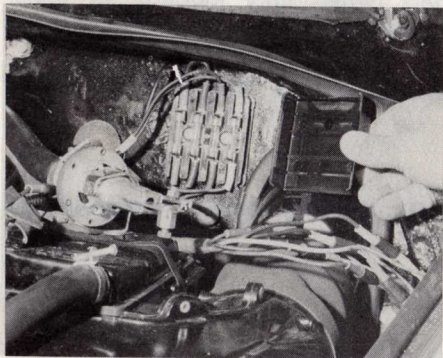
THE FUEL FILTERS: In addition to the carburetor filter, which may be removed and cleaned, a second filtering element is located in the Fuel Reservoir. To reach it, the reservoir must be drained and the main drain plug must be removed. It is advisable to have this filter cleaned by your CITROEN Dealer from time to time.

HYDRAULIC SYSTEM FILTER

It is located at E fig. 6. Have it cleaned by your CITROEN Dealer every 6000 miles. Also see page 94.

FUSE BOX

A fuse box containing four fuses is located on the left side of the motor compartment firewall (See fig.)



Lift the cover to expose the fuses. Replace the cover by snapping it into position.

These fuses protect the following circuits:

GREEN TERMINALS (16A)

Interior light, indicators and directional signal lights, battery charging indicator, cigar lighter, thermal rear windshield (optional) (except DXF-DJF), auxiliary heater blower right side (optional).

BLUE TERMINALS (10A)

Parking and hazard lights.

RED TERMINALS (16A)

Electronic tachometer, rheostat and fuel gauge, central indicator dial, windshield washer pump and windshield wiper motor, accessory terminal, stop lights, heavy duty heater (optional), clock (except DV), glove box light (on Pallas only).

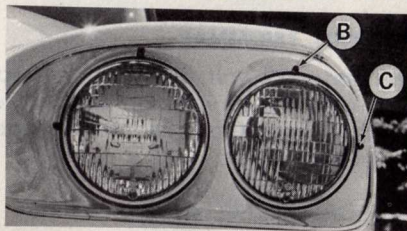
YELLOW TERMINALS (10A)

Rear license plate light, trunk light (except DXF-DJF), tail lights, dashboard light, town lights, clock light (except DV).

CAUTION: Two fuses are rated at 10A, and two at 16A.

Under no circumstances should they be replaced with fuses of a higher rating.

HEAD LIGHT ADJUSTMENT



U.S. MODEL WITH STATIONARY HEADLIGHTS

B. Vertical Aim Adjusting Screw

C. Horizontal Aim Adjusting Screw

TRAILER HITCH

A trailer hitch may be installed by your CITROEN Dealer. Trailer hitches for the Sedan and Station Wagon are of different types.

The maximum permissible weight of trailers (when fully loaded) for either model of the car is 2,750 lbs. the trailer being equipped with Inertia Braking System.

When the car is pulling a trailer the tire pressure for the REAR WHEELS should be increased 2 psi (tires cold).

TOOL KIT

A tool kit is provided with each new car as standard equipment. It contains the following pieces:

- 1 screwdriver
- 1 pair pliers
- 1 spark plug wrench
- 1 engine and gear box drain plug wrench
- 3 box wrenches

ACCESSORY TERMINAL

If additional 12 volt electrical accessories are to be installed such as radio, fog lamps, etc., the serviceman should be advised to use the special terminal provided for this purpose behind the dash panel. This terminal is suitable for a 10 amp. current draw.

ACCESSORY INSTALLATION

It is important to remember, that in order to protect normal engine operation, no accessories of any kind should ever be installed inside the engine ventilation shroud, or in front of the brake cooling ducts.

DOOR WINDOWS

To insure easy sliding of the windows, have a CITROEN Dealer apply two coats of special varnish or silicon compound on the rubber.

AIR HORNS—Optional

Every 3000 miles (or at least every 6000 miles, if horns are not used frequently), apply few drops of fluid vaseline oil into the fitting located on top of the electro compressor.

COOLING SYSTEM CARE

The cooling system should not normally require more than regular maintenance except FREQUENT CHECKING OF WATER LEVEL IN RESERVOIR. And also seasonal inspections consisting of checking the condition of all hoses, water pump belts, thermostat and proper anti-freeze protection.

We recommend that the anti-freeze solution be kept in the cooling system the entire year regardless of its concentration.

It is advisable when totally or partially draining the cooling system, to add rust inhibitor (soluble oil to the extent of $\frac{1}{2}$ of 1% of the total cooling system capacity. Check with your CITROEN Dealer to be certain that inhibitor has been originally added to the anti-freeze you will use.

CITROEN Dealers are kept informed on suitable brand of anti-freeze solutions and their method of use. NEVER USE ALCOHOL AS ANTI-FREEZE IN THE CITROEN.

WINTERIZING

Prior to their delivery, all cars are adequately protected against the lowest anticipated regional temperatures. Should it be necessary to further increase the protection of the cooling system, consult your local CITROEN Dealer.

DRAINING THE COOLING SYSTEM

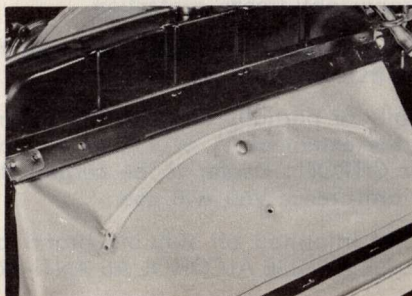
To drain the Radiator, open the petcock located at its lower right side. To drain the cylinder block, remove the hexagonal plug located just below the oil dipstick tube.

When refilling, be certain the lever 41 fig. 13 (39 fig. 15) is fully opened all the way to the left. Accelerate several times to insure complete filling of the system. In very cold weather, and especially when the concentration of antifreeze is high, the engine should be allowed to idle some time before accelerating.

NOTE: In areas where only hard water is available, add a cooling neutralizer to prevent chalky deposits in the cooling system and particularly in the radiator.

RADIATOR CLEANING

A zipper is provided on the vinyl section of the air intake shroud. When open, it will facilitate inspection or cleaning of the radiator core as well as the lower metal section of the air shroud.



IMPORTANT: THE CAR SHOULD NEVER BE DRIVEN WHEN THIS ZIPPER IS OPEN.

In exceptional cases, for example when the air flow is obstructed by a very thick blanket of snow, you may drive with the zipper open, thus providing additional ventilation. In this case, hold the flap open by means of a snap-on button.

WINDSHIELD WASHERS

In cold weather, add proper solution to prevent freezing.

CLEANING HINTS

The life of the car finish obviously depends greatly upon the care and attention given to it by the Owner. The car should not be permitted to stand for long periods unwashed, or allowed to stand outdoors night after night under trees where drippings or moisture will attack the finish. Long periods of exposure to the sun should also be avoided. Dried dirt, salt or mud should be soaked off with flowing cold water before applying a sponge or cloth to the finish. This process will tend to loosen the accumulation and rinse it off without harming the surface.

Don't wash or polish the car in the hot sun or immediately after engine has been stopped; let it cool naturally.

Don't use so-called "speedy" cleaners containing abrasive ingredients which soon wear off the paint.

The under section of the car is coated with a black sealer which provides protection against road salts and ice-melting agents. It also improves soundproofing. Avoid washing the coated areas with gasoline or strong detergent solutions.

INTERIOR

The care of the interior of your car determines to a large measure the resale value when you contemplate trading in or selling. It is not a difficult job to perform and the small amount of time thus expended will be well repaid by the pride you will derive from its neat appearance.

It is advisable when cleaning soiled sections or spots to work in a circular manner outside the area, working gradually toward the center. By this method you will be certain not to leave an unsightly ring.

If you are confronted with particularly bad stains such as the ones made with lipstick, inks, dyes or chewing gum, it is advisable to request the help of a professional cleaner rather than to attempt to remove the stain yourself.

LEATHER SEATS—Optional

Prepare a solution of lukewarm water and mild soap to form an abundant foam. With the FOAM ALONE, rub the dirty spots several times with a wet clean sponge and wipe out the remaining foam. Always prevent the water entering the seams which could damage the padding and the seams.

BATTERY

The battery requires little attention. However, this attention is essential. This is the Owner's responsibility. Distilled water should be added at such intervals as will insure the plates being covered at all times.

Never add acid.

Hydrometer readings should be made by your Dealer periodically.

To prevent corrosion of battery terminals and connections apply a coating of vaseline over the battery posts, making sure the terminals are properly tightened. If corrosion occurs, clean posts and terminals with a soda solution before applying the vaseline. When using the soda solution be sure the cell caps are in place to prevent the soda from entering the cells. Flush off well with water and dry the battery.

In the WINTER the best protection is to keep the battery fully charged. A normally charged battery will withstand a temperature of 20°F below zero. A weak battery may burst. It cannot be repaired.

If water must be added during freezing weather do it just before the car is to be driven.

WATER PUMP

- Every 3,000 miles have the belt tensions inspected.
- Every 30,000 miles, we suggest replacing the belts.

TIRES

Your automobile is fitted with MICHELIN "XH" Radial type tires as exclusive Original Equipment. It is the most appropriate tire for this CITROEN model.

In case of replacement, always replace one "XH" tire by another "XH" tire of identical specifications. Never mount a different type tire on the same axle with MICHELIN "XH".

TIRE SIZE

180 x 15 (180 x 380) MICHELIN "XH"

Inflation pressures (measured when tires are COLD)

	DX-DJ-DV	DXF-DJF
FRONT	30 psi.	30 psi.
REAR	27 psi.	30 psi.
SPARE	32 psi.(*)	32 psi.(*)

(*) Deflate to proper pressure when wheel is replaced.

For driving on snow or mountain roads the 180x15 "XH" tire can be fitted with studs. In this case the tire pressure for the front and the rear wheels should be increased 3 psi. (tires COLD). It is recommended that when driving with such tires, the speed limit should not exceed 95 mph.

TIRE CARE

It is important to check the tire pressure frequently and before the car has been driven more than one mile at moderate speed, i.e. while tires are still COLD. Correct tire pressure not only will insure even wear-off of the tires, but also provide a better and safer ride.

While servicing your car, have the tire inspected for cuts and bruises and if uneven wear is noticed, switch the tires.

A good practice is to switch tires regularly every 10,000 miles or more often if necessary.

Cross switch wheels and tires per following pattern:

Spare	to Right Front
Right Front	to Left Rear
Left Rear	to Right Rear
Right Rear	to Left Front
Left Front	to Spare.

During this operation, have the wheels checked for proper balance—Always have the wheel balance checked after a tire has been repaired.

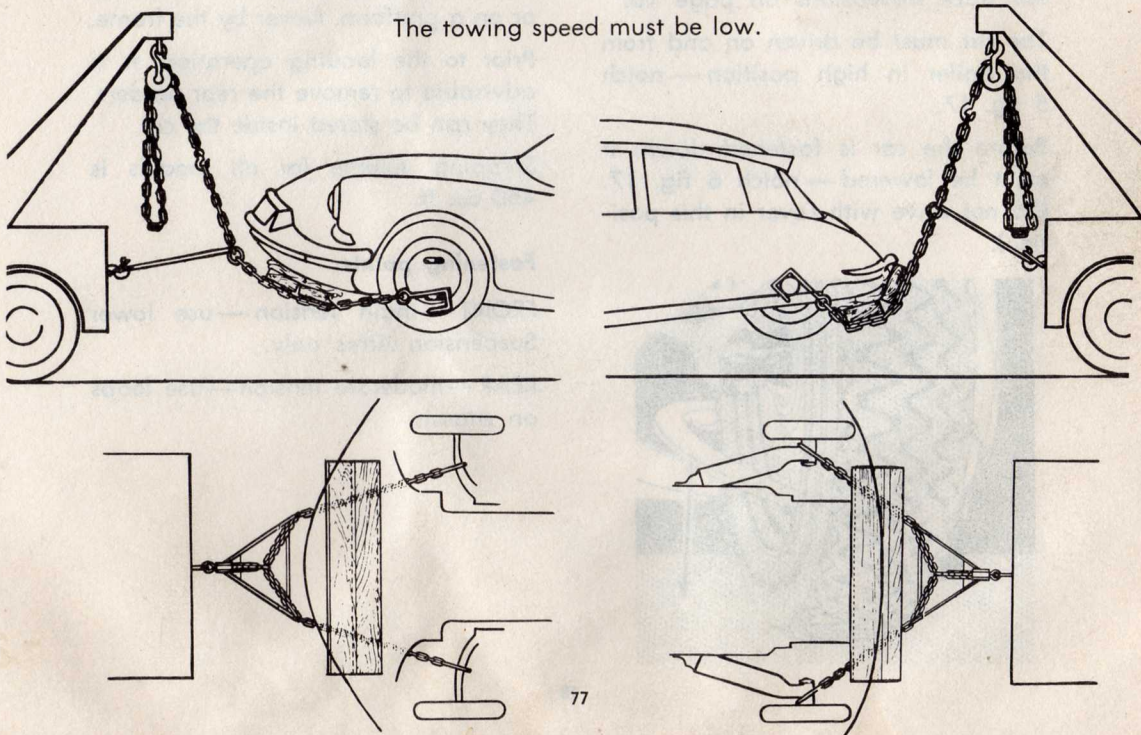
TOWING THE CAR

Should it be necessary to have the car towed by another vehicle, the towing cables may be attached to the lower right and left suspension arms **only**.

The cables must be sufficiently padded to protect the front gravel shield.

Never attach cables to the bumper for towing purposes.

The towing speed must be low.



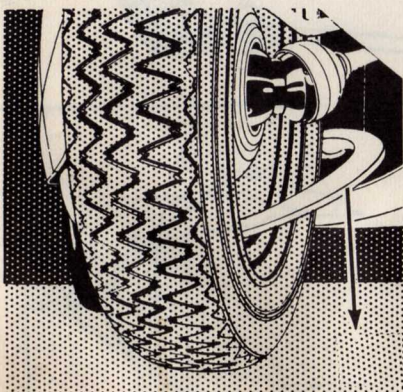
Should you decide to send your car by trailer or by ship, the following instructions must be given to the Shipper:

LOADING ON TRAILER

Wide loading ramps are to be used. See track dimensions on page 10.

The car must be driven on and from the trailer in high position — notch 5 fig. 17.

Before the car is fastened down, it must be lowered — notch 6 fig. 17. (Do not drive with Lever in this position).



LOADING ON SHIP

The car is to be lifted by the wheels or on a platform. Never by the frame.

Prior to the loading operation, it is advisable to remove the rear fenders. They can be stored inside the car.

Shipping volume for all models is 450 cu. ft.

Fastening points:

FRONT — main tension — use lower Suspension Arms only.

REAR — moderate tension — use loops on chassis.

TOURIST INFORMATION

The liquid, in the hydraulic system of your U.S. model CITROEN is now the same green mineral liquid as used in European cars since September 1966.

All Authorized Citroen Dealers throughout the world carry this green L.H.M. liquid (LIQUID FOR HYDRAULIC SYSTEM, MINERAL BASED).

HEADLAMP CONVERSION:

If you take delivery of your new CITROEN in Europe and your car is a U.S. model "D" car, the Headlights on this car will be in conformity with the European Standards.

If you decide to bring your car to the United States, you are entitled, as long as you are the original Owner of the car, to a free conversion of the Headlights to U.S. Standards. Consult any Authorized CITROEN Dealer in U.S.A.

80

features and comfort

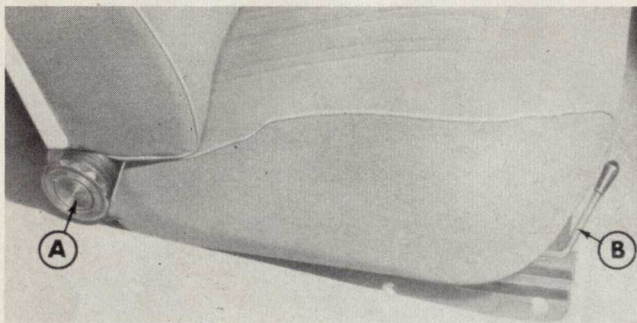


fig. 32

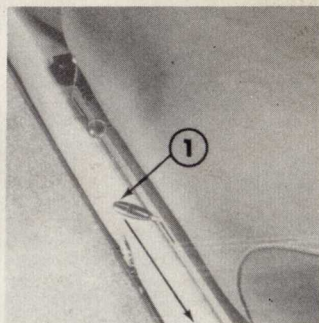


fig. 33

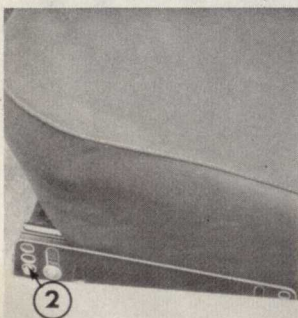


fig. 34

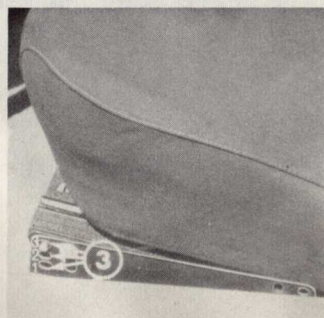


fig. 35

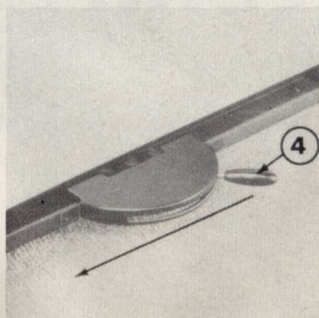


fig. 36

CARPETS

To remove the carpets, simply lift the tabs from the clips. (fig. 38)

FRONT SEATS

Both front seats can be individually adjusted for posture and comfort. They can be adjusted backward or forward by moving the lever B fig. 32 from left to right. After reaching the position desired release the lever to allow the seats to lock in their tracks.

The angle of the backrest can be adjusted while sitting in the seat. To do so, rotate the knob A fig. 32. Turning it counter-clockwise will progressively incline the bracket toward the rear until you reach the position desired. To return the backrest to forward positions, turn the knob clockwise.

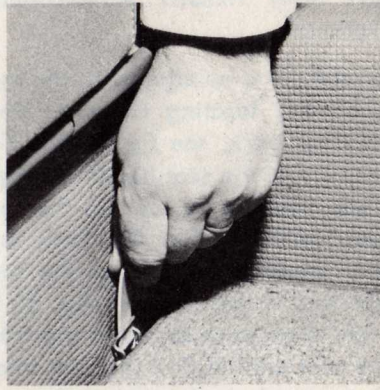


fig. 38

FRONT SEAT HEIGHT ADJUSTMENT

— Optional

When the car is so equipped, the seat rails have 3 locating Holes in front and in the back, see fig. 35-37. The adjustment of the seat height or angle is made possible by moving the seat support RODS 2 (fig. 34) from one hole to another. To change the seat height first, move LEVER 1 fig. 33 to the left, then raise or lower the front of the seat until ROD 2 (fig. 34) interlocks in the desired position. Proceed the same way with LEVER 4 fig. 36 located behind the seat.

NOTE: Obviously the seat height adjustment is directly related to the height of the DRIVER. Consequently, extreme positions of the driver's seat should be avoided if the Driver's visibility is being jeopardized in these positions.

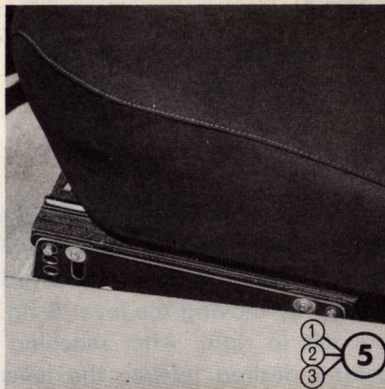


fig. 37



fig. 39

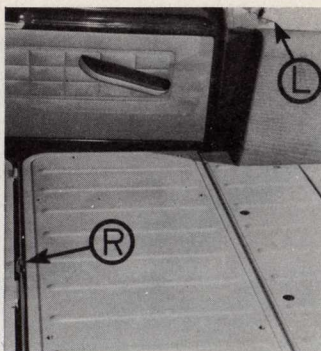


fig. 40



fig. 41

REAR SEATS (DXF-DJF)

The Rear Bench is collapsible. To fold the rear seat proceed as follows:

Move the Front Seats or the Front Bench all the way forward. Lift the Rear Seat by the handles at each side. Tilt it forward (fig. 39).

The Station Wagon Comfort model is equipped with a rear cushion dust cover stored in the floor well. Before laying the seat in the down position, place the dust cover over the cushion and secure it with retractable hooks as shown in fig. 41(*).

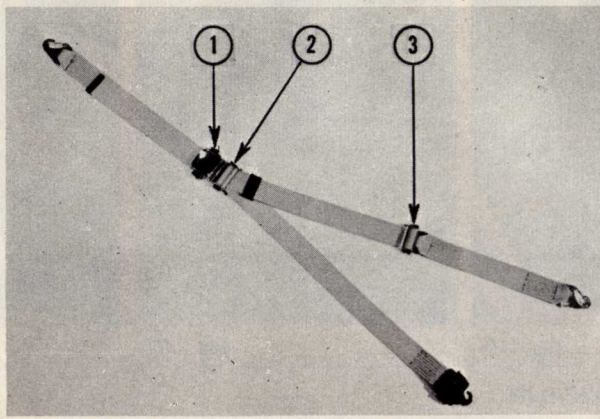
Then fold the **rear Back Rest** forward by unlocking the two side latches L fig. 40. Press the back rest down firmly to engage the spring catch R.

To unfold the rear seat reverse the above procedure.

(*) If it is necessary to protect the rear seat in the upright position the dust cover can be utilized in the same manner.

JUMP SEATS (DXF-DJF)

Two jump seats are folded into a well located at the rear of the floor board. To use them lift the hinged flaps and fasten them to the panels. Unfold these seats.



SEAT BELTS

In compliance with Federal Standards 208 and 210, every US model "D" type is equipped with two Type II Safety Belts in front (lap and harness) and two Type I Safety Belts in rear (lap). We strongly recommend that you and your passengers fasten these belts before you start driving. It has been proven that the use of safety belts contributes to safety and saves lives.

Prior to fastening belts, make sure that the seat is properly adjusted for driving comfort. Make sure the straps are not twisted and the buckle is facing upward when latched. Three self adjusting FASTENERS are shown above.

To adjust straps, squeeze both side knobs of the fastener and slide the strap to correct length over the roller.

To release a belt, simply lift the upper section of the buckle.

NOTE: If a part of a seat belt is lost or worn out, it is necessary in order to conform with Safety Regulations to have it replaced by another new part of the same specifications as the original one, answering to requirements of Federal Standard No. 209. Ask your CITROEN Dealer for replacement.

SUN VISORS

Both sun visors slide on their spindles and can be moved according to the direction and angle of the sunlight. They also can be swung around to mask the top of the door windows.

REAR VIEW MIRROR

The rear view mirror is of the Day and Night type. It can be set in either of the two positions without changing its angle. To avoid headlight glare from the rear, simply tilt the lower edge to the "night" position.

TRUNK LIGHT (DX-DJ-DV)

This light will automatically go ON when the trunk lid is open and when the light switch 28 fig. 13 (27 fig. 15) is in 1st or 2nd light position.

LUGGAGE RACK (DXF-DJF)

The carrying capacity of the rack is 175 lbs. which should not be exceeded. The rack is installed permanently and should never be removed.

ASH TRAYS

To empty a tray pull it completely out and lift while still pressing on the spring catch.

THERMAL REAR WINDSHIELD — Optional (DX-DJ-DV)

Can function only if the Ignition Switch is ON. Press the control switch 34 fig. 13 (33 fig. 15) IN, the Yellow Indicator I (fig. 14 or fig. 16) will light up immediately and remain lit as long as the heating of the rear window lasts.

If you notice that there is no defrosting or demisting action when this Defroster is in operation, consult your nearest CITROEN Dealer as soon as possible.

To stop the Defroster, push the Switch 34 fig. 13 (33 fig. 15), IN, the Yellow Indicator I will go off.

CAUTION:

Do not leave loose articles on the rear shelf of cars fitted with the Thermal Rear Windshield. Such articles may damage the thermal element.

NOTE: to clean the Rear Window, do not use any products with acid or ammonia base. Use water or regular window spray.

VENTILATION — HEATING — DEFROSTING

Your Citroen is provided with two distinct air control systems. One is used for fresh air ventilation, the other for heating and/or defrosting while the car is driven.

If the car is stopped or is being driven at a low rate of speed, the ventilation or heating can be maintained by using the blower (switch 33 fig. 13, 32 fig. 15). The ventilation and heating systems may be used separately or in combination according to the comfort desired.

VENTILATION

Fresh air is admitted to the interior of the car through a vent situated at each end of the dashboard. The air stream is supplied to the vents through ducts incorporated in the front bumpers.

Three control levers at each vent enable the driver or the front passenger to regulate the incoming air volume at will. The vents may be used separately or together.

To control the flow of fresh air, use the levers **21** and **37** (fig. 42).

- Moved to the left, the air flow increases.
- Moved to the right, the air flow is shut off.

To divert the fresh air, use the levers **20** and **39** (fig. 42.)

- As the lever is raised, the air flow is directed toward the upper half of the interior.
- When the lever is at its lowest position, the air flow fans the face of the driver or front passenger.

The levers **22** and **38** control a flow of air toward the floor of the car. The action of these levers is independent from the action of levers **21** and **37**.

- Moved to the left, the levers **22** and **38**, increases the flow of air (fig. 42).
- Moved to the right, the air flow is shut off.

NOTE: Heating and Ventilation can function simultaneously.

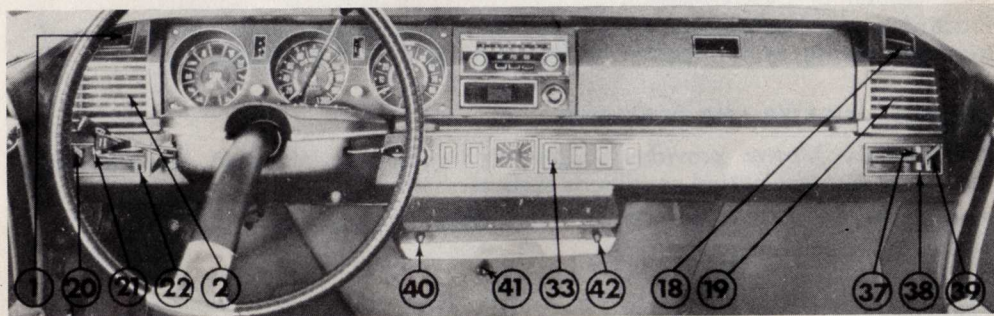


fig. 42

TO OPERATE THE HEATER

The lever 42 fig. 42 varies the amount of air entering the car through the heating system. Moved to the left, the greatest volume of air enters car; toward the right, the smallest volume of air enters: Moved to extreme right, no air enters.

The lever 40 controls a shutter which distributes the incoming air stream (admitted by lever 42) between the heating and defrosting systems. Move the lever to left (under downward triangle) to use this air for heating only. Move it to the right (under the upward triangle) to use this air for defrosting only. Placing the lever at any position between the two triangles will proportionately divide the air volume between the heating and defrosting systems so that both can operate simultaneously.

Lever 41 controls the flow of warm water to the heater. Move it left (red area) to obtain maximum heating. Move it right (blue area) to decrease heating. To the extreme right the heater is closed.

TO OPERATE THE DEFROSTER

Proceed as for heating but keep lever 40 to the extreme right (under upward triangle). During warm weather be sure lever 41 is at the extreme right.

BLOWER — HEATER AND DEFROSTER

An auxiliary blower provides supplementary air for increased heating and defrosting during unusual conditions such as:

- when the car is standing still with the motor running.
- extremely cold or damp weather

NOTE: It is inadvisable to use the blower when following a vehicle emitting excessive exhaust smoke. At each end of the dashboard additional outlets 1 and 18 fig. 42 serve to defrost or demist the front door windows.

ADDITIONAL VENTILATION

If additional ventilation is desired in Summer time, the heater ducts can be used to supplement the ventilating outlets.

Proceed as though operating the heater, but be sure the lever 41, page 89 is at the extreme right of the blue area.

OPTIONAL HEAVY DUTY HEATER

The optional heavy duty heater includes an additional heater and blower mounted in the rear trunk compartment. It has an outlet at the floor of the rear seats and an additional outlet directed toward the rear windshield.

To operate this heater press a switch which usually is mounted on the dashboard. (35 fig. 13—34 fig. 15).

TO OPERATE THE PULL CHAIN

The pull chain situated under the dashboard to the left, operates a shutter situated inside the chute feeding air to the motor cooling system. In very cold weather, interior heating may be amplified by regulating the shutter.

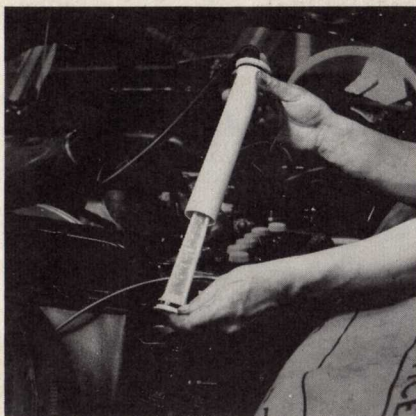
When the chain is pulled all the way in, the shutter is closed, reducing the volume of air supplied by the engine fan. This raises the engine cooling system temperature and heat efficiency. The temperature gauge dial (8 fig. 13—fig. 15) has a white scale which is used as an indicator for controlling the shutter opening. If the gauge needle tends to move upward, the shutter must be opened.

Release the pull chain to permit additional air volume into the engine compartment. Control the shutter so that the needle will NOT be pointing to the red area of the scale.

general hints and minor trouble shooting

The Minor Trouble-Shooting section is included in this Owner's Manual for reference only. It must be well understood that owners with insufficient mechanical skill and knowledge should never attempt to do the work themselves, but rather have an Authorized Citroen Dealer perform these functions at the normal maintenance schedule.

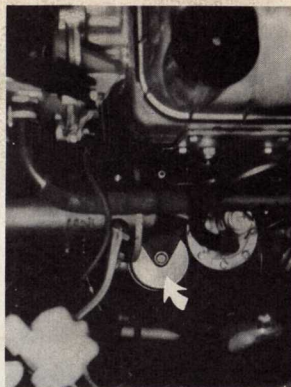
All Authorized Citroen Dealers are kept informed by means of technical bulletins on the best products and latest repair methods suitable for your car. They also have special tools and equipment.



HOW TO CLEAN HYDRAULIC FILTER

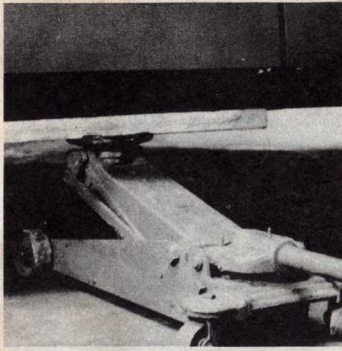
Loosen retaining clip and lift the filter housing tube from the reservoir. Remove the filter from inside the tube and clean it with **GASOLINE** only. Dry the filter by blowing compressed air inside.

Re-assemble and bleed the hydraulic system.



HOW TO BLEED HYDRAULIC PRESSURE SYSTEM

Important—After removal of filter housing, it is necessary to bleed the air out of the hydraulic system. The bleeding screw is on the pressure regulator (resembles an aluminium cylinder) located under the fuel pump. The bleeding screw is an 8 mm hexagonal rod. Open the bleed screw about $\frac{1}{2}$ turn (never unscrew it completely). Start the engine and let it run a few seconds before tightening. Do not expect to see fluid escape as bleeding is done internally. It may be necessary to accelerate the engine slightly to initiate the pumping process.



HOW TO RAISE THE CAR WITH A FLOOR JACK

Insert a thick flat board between the jack and the edges of the car frame — preferable near the jacking sockets.

NOTE! Never use a bumper jack, or a horizontal hydraulic lift other than a drive-on type lift.

HOW TO SERVICE THE REAR SUSPENSION CYLINDER BALL

Place the car on horses.

Remove the rear fenders.

Move the manual height control lever in the lowest position 6 fig. 17.

Open the bleed screw at the pressure regulator $\frac{1}{4}$ - $\frac{1}{2}$ turn.

Remove the tie clip from suspension cylinder rod.

Remove the dust boot clamp.

Disengage the dust boot and push it to the rear.

Disengage the piston rod from the support socket. (The rod can be disengaged and replaced only when the tie clip through holes are parallel.)

Pack the ball socket with wheel bearing grease.

HOW TO START THE ENGINE WITH STARTER RELAY

This device permits starting the engine without being obliged to get into the car.

The starter relay is located on the battery positive cable. It is provided for use by mechanics — not by owners.

CAUTION: Before starting the engine with the starter relay make sure that the gear shift lever is in **NEUTRAL** position and the emergency brake is **ON**.

HOW TO REPLACE SPARK PLUGS

Disconnect the secondary terminal 1. (fig. 43).

Disconnect the Rubber dust cap.

Disconnect the Insulation cap.

A 13/16" socket type wrench is provided as standard equipment in the car tool kit. Insert a screw driver into the hole provided at the top of the wrench and turn sharply counter-clockwise.

If replacing a new plug, fit it with the center electrode extension and insulating jackets removed from the old spark plug.

TO REMOVE THE 4th SPARK PLUG

A hole is provided in the center of the drain shelf to permit access to the 4th plug. Remove the rubber sealing plug (see fig. 43). Be sure to replace it after installing the spark plug.

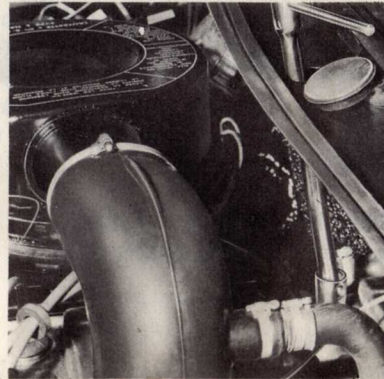
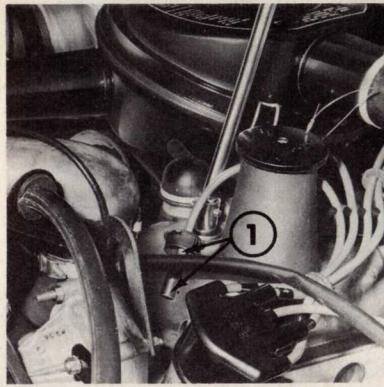


fig. 43

OIL FILTER REPLACEMENT

To replace the oil filter cartridge proceed as follows:

Remove cover 2 fig. 29 from the oil pan.

Unscrew the center bolt and remove filter components.

Before replacing cartridge wash and dry components.

Place new cartridge and components respecting their sequence on the bolt and starting from the head of the bolt place: washer, pre-filter screen, cup, spring, washer, steel ring, retainer and cartridge.

Install the above parts in the oil filter. **ALIGN THE BOLT PROPERLY.** Make sure gasket is in good condition, otherwise replace it.

CAUTION: the screen housing must be placed so that the locating indentation on its edge engages the oil suction embossment (toward the front of the car).

Before locking the tightening bolt, make sure that the screen cover cannot turn.

If it can, the locating tab is placed badly.

Oil capacity when cartridge is replaced is 5 1/4 qts. After the cartridge is replaced, run the engine at fast idling and make sure there is no leak.

TO CHECK FUEL DELIVERY

If no fuel is delivered to the carburetor, the car will not start. To check the fuel delivery, remove the rubber hose from the carburetor intake tube. Hold the hose downward. Rotate the engine by means of the solenoid manual button.

CAUTION: Be sure the ignition switch is OFF.

If fuel spurts from the hose, the trouble is in the carburetor or valve system. If fuel does not appear, the trouble may be lack of fuel, faulty fuel pump or delivery tubes or unvented gas tank filler tube. See your CITROEN Dealer.

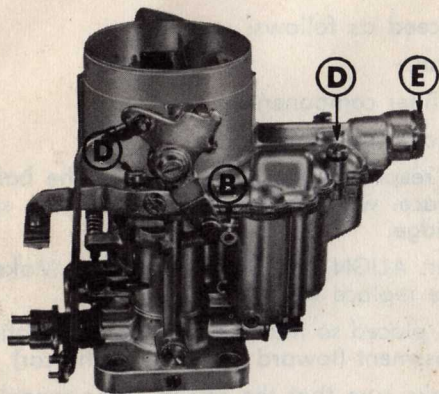


fig. 44

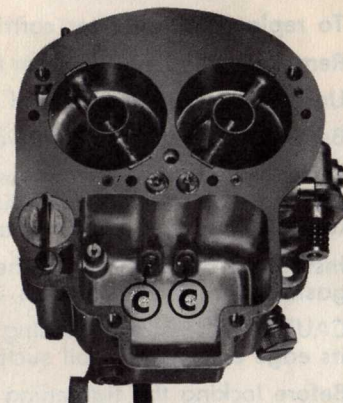


fig. 45

CLEANING CARBURETOR JETS (DX-DJ-DXF-DJF)

Although the main jets (C—fig. 45) and idling jets (B) of each barrel appear to be identical, they have a different calibration and therefore are not interchangeable.

CAUTION: To avoid incorrect installation, it is advisable not to remove the jets. If they must be inspected, identify and reach them as follows: Main Jets: They are located in C fig. 45. To reach them, remove the cover by loosening screws D (fig. 44, fig. 46). Idling jets: Loosen screws B (fig. 44, fig. 46.)

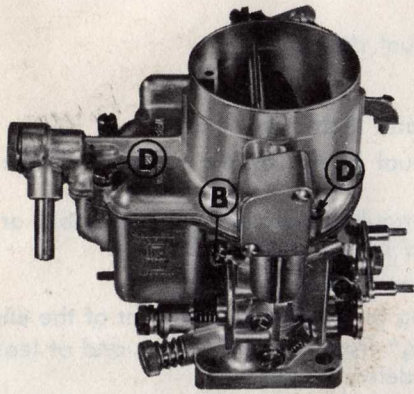


fig. 46

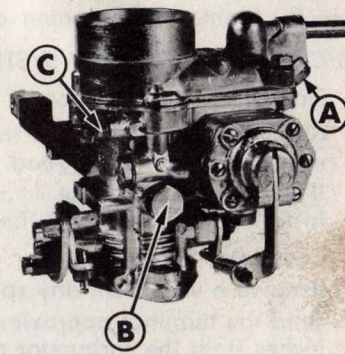


fig. 47

CLEANING CARBURETOR JETS (DV)

The DV model is equipped with a single barrel carburetor. To clean the fuel filter screen, loosen the screw A (fig. 47) and dip the screen in gasoline. Blow dry with compressed air.

- You can also remove for inspection or cleaning the main jet B (fig. 47) and the idling jet C (fig. 47.)

HARD STARTING

Hard-starting may be due to:

faulty ignition or improper or no fuel delivery.

TO CHECK THE IGNITION SYSTEM:

1. First check the condition of fuses and their connections.
2. Check the battery: Press the manual button of the solenoid. If the engine rotates the battery is good.
If the engine does not rotate the trouble may be in the solenoid or starter.
In this case the car may be started by hand cranking.
3. Check the Spark Plugs for Sufficient Sparking.
Remove a wire from any spark plug (preferably at the front of the engine).
Hold the terminal approximately $\frac{3}{8}$ " from the valve cover and at least 10-12 inches from the carburetor or fuel delivery lines.
Turn the ignition key ON and rotate the engine by means of the manual button at the solenoid.

Be Sure Your Hand Is Insulated

If spark occurs the ignition system is good. The fault is with the spark plugs, or valves. If no spark appears the trouble may be in the coil, distributor or any other part of the primary ignition system.

4. Check the Coil:
Remove the heavy wire from the coil center tower.
Hold the wire approximately $\frac{3}{8}$ " from its socket.
Turn the ignition key ON.
Rotate the engine by means of the manual button at the solenoid.
If a strong spark jumps between the wire and the socket the coil is good.
If no spark appears proceed to check the distributor.

5. Check the Distributor:

Distributor failure may be due to faulty contact points, a bad condenser, a bad rotor, a wet or cracked distributor cap, dirty wire connections, etc.

CONTACT POINTS: Remove the distributor cap by loosening the two spring clips. (Do not separate the wire from their sockets).

The rotor and contact points will then be visible. By means of the solenoid manual button, rotate the engine with the ignition key ON. Observe the contact points to see if a small spark occurs. If a spark appears the trouble may be in the rotor or distributor cap or their connections. If no spark appears have the primary circuit checked by your CITROEN Dealer.

ROTOR: Replace the distributor cap. Remove any one of four spark plug high tension wires from their socket on the distributor cap. Hold the wire approximately $\frac{3}{8}$ " from its seat. With the ignition key on rotate the engine by means of the solenoid manual button. If a spark occurs the rotor is good. If no spark appears check the rotor and its connections, including the wire from the coil tower to the distributor cap. **Caution must be exercised at this operation due to the possibility of the engine starting suddenly.**

DISTRIBUTOR CAP: Before checking the distributor cap be sure it is dry and clean. With the ignition key ON observe the cap to see if a spark seems to jump between any of the wire sockets. If so, replace the cap.

Caution: At all times be sure the parking brake is applied firmly and the gear shift is in neutral position.

PRECAUTIONS TO TAKE ON A CAR EQUIPPED WITH AN ALTERNATOR

The correction of current furnished by an alternator is assured by the diodes.

Certain precautions should therefor be taken on cars equipped with an alternator. These are:

- Do not drive the alternator without the battery being placed in the charging circuit. (If a battery switch is mounted on the car, do not turn the motor with the battery switch open).

- Do not reverse the positive (+) and negative (—) terminals of the battery or the alternator.
- Do not invert the wires connected on the regulator.
- Do not connect a condenser to the field (EXC) terminal of the regulator or the alternator.
- Do not connect the terminals of the battery to a charger without having disconnected the two posts (positive and negative) of the battery.
- In order to start a car on which the battery is discharged, connect a "booster" battery to the terminals of the battery on the car. (Positive (+) connected to the positive (+) and negative (—) connected to the negative (—).
If a battery is in circuit on the car, **NEVER** connect a charger to the terminals of said battery, even for a very short time.

For the connection between the "booster" battery and the battery of the car, use electric cables provided with alligator clips, establishing a good contact on the terminals. It is necessary to prohibit cables which use sharp points to make contact, because, at the moment of putting the starter in action, they will produce electric arcs which can destroy the diodes of the alternator.

FRONT END ADJUSTMENTS

Turning Radius	18'
Castor	1.30°
Camber (equal both sides)	1 mm-or .039"
Front Wheel Toe-in .....	.078"—.157" (2 to 4m/m)

Cover: Made in France
Text: Printed in U.S.A.

CONSUMER INFORMATION

THIS INFORMATION HAS BEEN
INCLUDED IN ACCORDANCE WITH
THE FEDERAL SAFETY STANDARDS
(REGULATION 375)

STANDARDS:

- C-102 Tire Reserve Load
- C-106 Acceleration On Passing Ability
- C-101 Vehicle Stopping Distance



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TIRE RESERVE LOAD (STANDARD C-102)

This table lists the tire size designations recommended by the manufacturer for use on the vehicles to which it applies, with the recommended inflation pressure for maximum loading and the tire reserve load percentage for each of the tires listed. The tire reserve load percentage indicated is met or exceeded by each vehicle to which the table applies.

Description of vehicles to which this table applies:					
DX-DJ					
Recommended tire size designations			MICHELIN 180x15 XH		
Recommended cold inflation pressure for maximum loaded vehicle weight	Front	30 psi			
	Rear	27 psi			
Tire reserve load percentage*		4.2%			

* The difference, expressed as a percentage of tire load rating, between (a) the load rating of a tire at the vehicle manufacturer's recommended inflation pressure at the maximum loaded vehicle weight and (b) the load imposed upon the tire by the vehicle at that condition.

WARNING. Failure to maintain the recommended tire inflation pressure or to increase tire pressure as recommended when operating at maximum loaded vehicle weight, or loading the vehicle beyond the capacities specified on the tire placard affixed to the vehicle, may result in unsafe operating conditions due to premature tire failure, unfavorable handling characteristics, and excessive tire wear. The tire reserve load percentage is a measure of tire capacity, not of vehicle capacity. Loading beyond the specified vehicle capacity may result in failure of other vehicle components.

ACCELERATION ON PASSING ABILITY (STANDARD C-106)

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: DX-DJ

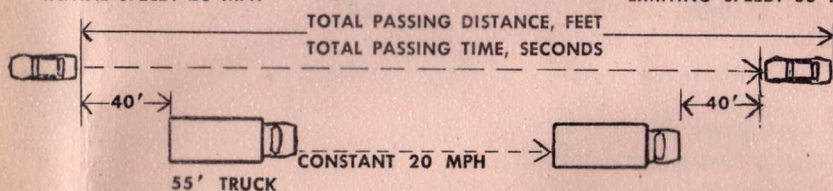
SUMMARY TABLE

Low-speed pass	400 feet; 8.6 seconds
High-speed pass	1305 feet; 14.3 seconds

LOW-SPEED

INITIAL SPEED: 20 MPH

LIMITING SPEED: 35 MPH



HIGH-SPEED

INITIAL SPEED: 50 MPH

LIMITING SPEED: 80 MPH

