



CITROËN  D ESTATE



# Citroën Safari. No other estate takes so much so comfortably.

An estate car should be both versatile and comfortable. No other estate matches the all-round abilities of the Citroën D Safari. It has Citroën's unique system of live self-levelling Hydropneumatic suspension, and gives you a standard of comfort and good road-holding that leaves other estates years behind.

The Safari has seats for 7, and vast load-carrying capacity. With the rear bench seat and two occasional seats folded flat, loadspace is an enormous 71 cu ft. There's a 7ft length of floorspace, all flat, and loads up to 15 cwt can be carried. To give you easier loading, there is a full width split tailgate. And a built-in roof-rack is included at no extra cost.

The aerodynamically efficient lines of the Safari look equally at home outside Claridges or the cattle market. It has an assured style that makes it just as acceptable as a town car or country loadcarrier.

Even more important—and this is the big difference between the Safari and other estates—it offers driver and passengers that supreme standard of comfort in all conditions which is the special hallmark of Citroën.

## Hydropneumatic: the no-compromise suspension.

Most estate cars must inevitably compromise on comfort. Either the rear springs are stiffened like those of a van to cope with heavy weights, and you get a rough ride when driving unladen. Or the springs are conventional car-type which make for poor handling with a load up.

Citroën's unique Hydropneumatic suspension eliminates all the disadvantages normally associated with estate cars.

It ensures comfort at all times for those riding in the car. It means, too, that the safe, secure handling will hardly vary no matter how much or how little the vehicle is carrying.

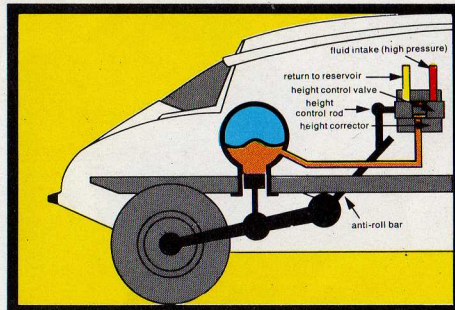
The Hydropneumatic system suspends all four wheels independently, but is interconnected. It makes no use of springs whatsoever, but is based on the natural flexibility of two basic elements: a fluid and a gas.

An extra load on one side is neutralised by a counterbalancing upward 'push' from below. In the same way, when a wheel meets a bump or a hollow in the road, the suspension reacts automatically so that the car always stays level. Whatever the load or whatever the state of the road surface, the pressure acting on each wheel is automatically increased or decreased to give the precise springing needed. The car itself—and driver, passengers and load—always maintains a constant height.

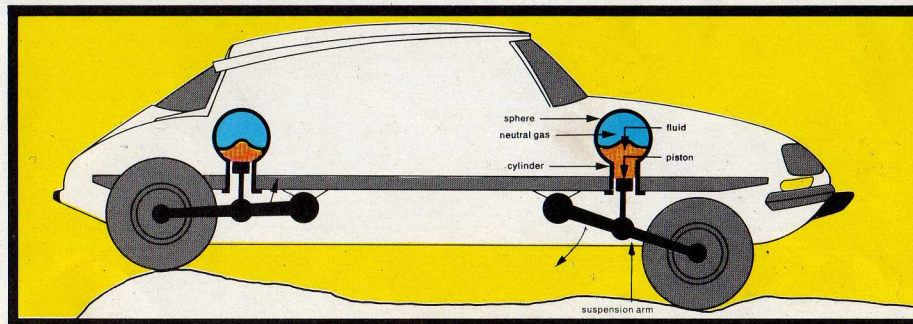
The result: unmatched estate car comfort and handling. And from a suspension system which has been proved in rally victories and millions of trouble-free miles on the D Estates, Citroën DS saloons and Citroën GS.

## Adjustable loading and riding heights.

Another special advantage of the Hydropneumatic system is that the height of the car can be adjusted from inside



Hydropneumatic suspension reacts automatically to load variations and to road shocks.



by a simple lever.

For easy loading, the body can be lowered to only 3½ in. from the ground. The riding height can also be raised higher than normal for driving over very rough tracks, through snow, etc. for short distances.

Wheel changing is also simplified: the car can be raised automatically by the height lever and jacking is automatic.

## Ideal for towing.

If you tow a boat, a horsebox, a caravan, the D Estate is your car. Again, Hydropneumatic suspension has a particular advantage.

You can tow up to the maximum weights recommended (see back page) with none of the sagging at the back you get when towing with other vehicles. Once again, the unique Hydropneumatic suspension keeps the car level despite the weight of the trailer behind.

## Front wheel drive: safer handling, completely flat floor.

Front wheel drive makes an important contribution to the good handling of the Safari.

The car is pulled, not pushed, round corners and curves. Because the weight of engine and transmission is concentrated over the driven wheels, front wheel drive gives positive grip and good traction in snow, on ice or on wet or loose surfaces.

Because there's no transmission tunnel, the floor of the car is absolutely flat

with no 'hump' to get in the way of loads or legs.

The D Estate's steering is of classic rack-and-pinion design with hydraulic power assistance.

## Citroën steering geometry, dual braking system.

The steering geometry aids control and safety. The axis of rotation of the wheels passes through the point of tyre contact with the road. This makes for undeviating directional stability, even in emergency braking situations.

Braking is by twin independent circuits, with inboard-mounted power-operated discs on the front wheels and drums on the rear. The braking system is linked with the Hydropneumatic suspension so that braking effort is automatically adjusted to the load distribution. Braking power is automatically increased when it's most needed—when the car is carrying a heavy load.

Tyres are long-lasting Michelin radials with built-in wear indicators.

Four headlamps are standard, with the famous Citroën 'swivelling' directional long-range quartz iodine lights as a standard feature.

## Choose hydraulic or manual transmission.

The Safari gives you a choice of two versions: you can have either a 5-speed manual or 4-speed hydraulic version with automatic clutch and servo selection gear box providing 2 pedal control. Whichever you decide on, you get the very powerful 124 bhp SAE 2347cc engine, with a top speed of 106 mph (and giving you 24 mpg).

With performance like this you can be sure of relaxed high speed motorway and long distance driving. But the D Estate is also easy to drive in town and to manoeuvre. Rounded front corners and a good lock make parking simple.

Try a test drive. In town, on country roads, on high-speed roads. Ask your Citroën dealer to arrange a Safari road test.

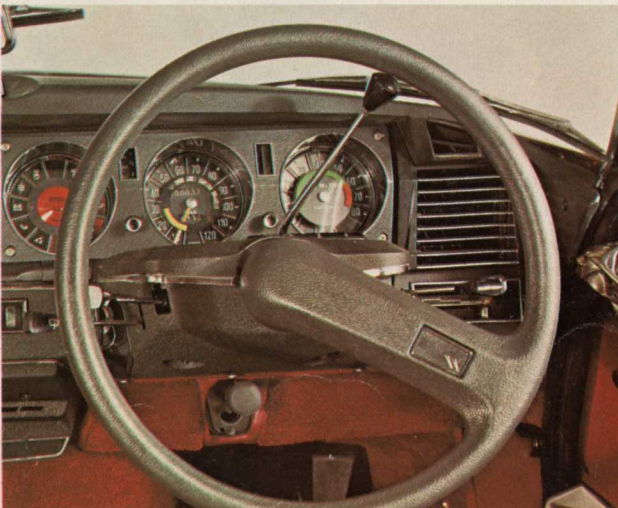
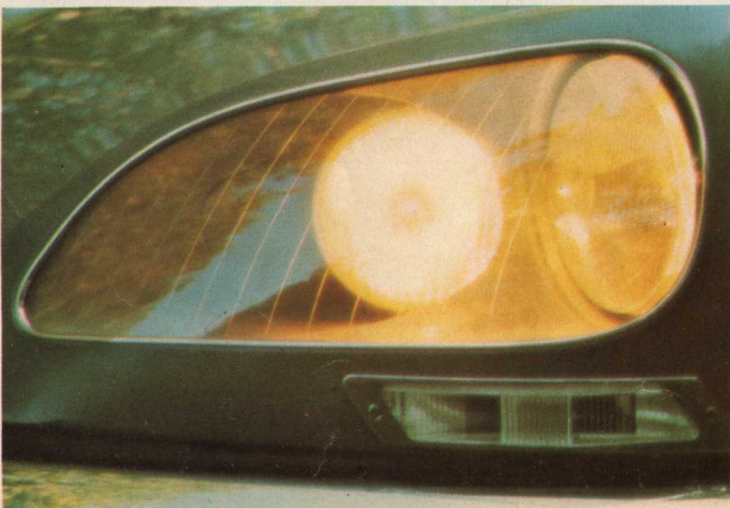














# Technical Specification

## D 23 Estate Safari

Engine 2347cc.  
Bore and stroke 93.5 x 85.5mm.  
Max. power DIN: 115 bhp @ 5500 rpm.  
Max. power SAE: 124 bhp @ 5750 rpm.  
Max. torque DIN: 134.9ft/lbs @ 3500 rpm.  
Max. torque SAE: 137.9ft/lbs @ 4000 rpm.  
Carburettor: Weber or Solex twin choke downdraught.  
Up to 106 mph.

### Weights and Dimensions:

Wheelbase: 10' 3" Track front-rear: 4' 11½"/4' 4"  
Ground clearance: 2½"-9½"  
Turning circle: 36'  
Overall length: 16' 1"  
Overall width: 5' 11"  
Overall height: 4' 10"  
Unladen weight: 2904lb.  
Maximum laden weight: 3960lb.

### Capacities:

Petrol tank: 14 gallons.  
Engine sump: 9 pints.  
Gearbox: 3.5 pints.

**Manufacturers maximum permitted towing capacity:**  
Trailer with overrun brakes 3698lb. Trailer without brakes  
1100lb. Maximum nose weight 66lb.



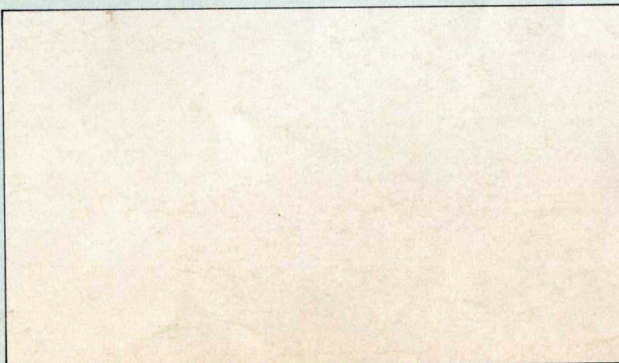
NOTE: In accordance with the Citroën policy of progressive improvement the right is reserved to alter any details of price, specification and equipment without notice. Citroën Cars Ltd., Slough, SL1 4QA. Telephone: Slough 27515. Telex: 847053.

## Standard Equipment

Central console with 11 warning lights.  
Reversing lights.  
Heated rear windows.  
Electric clock.  
Cigar lighter.  
Dipping rear view mirror.  
Electric two speed wipers and screen washer.  
Rubber overriders.  
Speedometer with brake distance table.  
Electronic tachometer.  
Steering lock.  
Twin door mirrors.  
Four headlamp system—self-levelling and directional.  
"Targa" upholstery and carpeted interior.  
Roof rack.  
Two level fascia ventilation.  
Interior heater and ventilator with fan.  
Independent electric fresh air blower with fan.  
Reclining rear seats.  
Power steering.  
Radial tyres.

### Options:

Jersey Nylon upholstery.  
Headrests.  
Choice of manual or hydraulic transmission—  
—Manual: 5 speed gear box.  
—Hydraulic: 4 speed transmission with automatic clutch  
and servo selection gear box providing two pedal control.



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