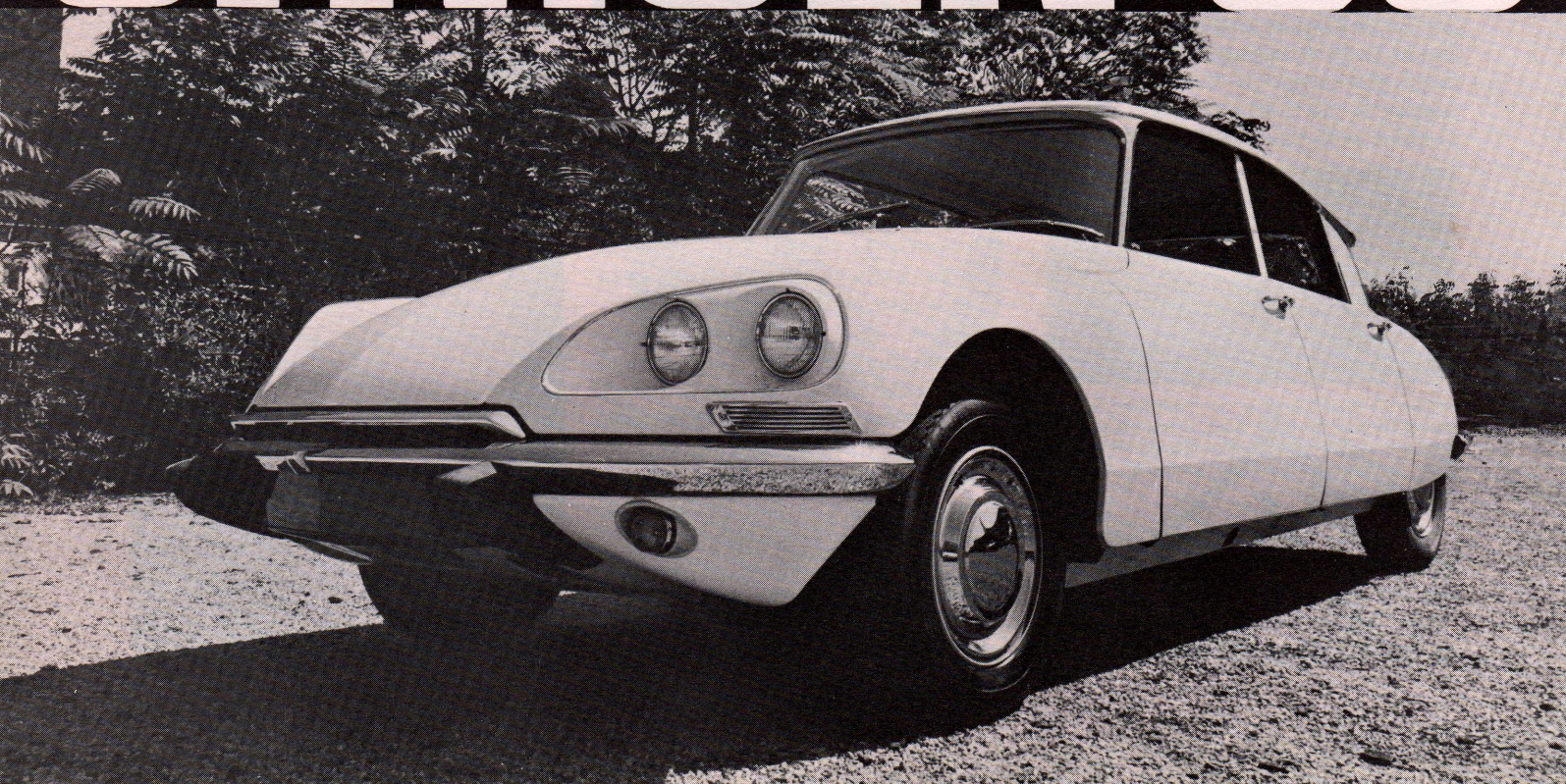
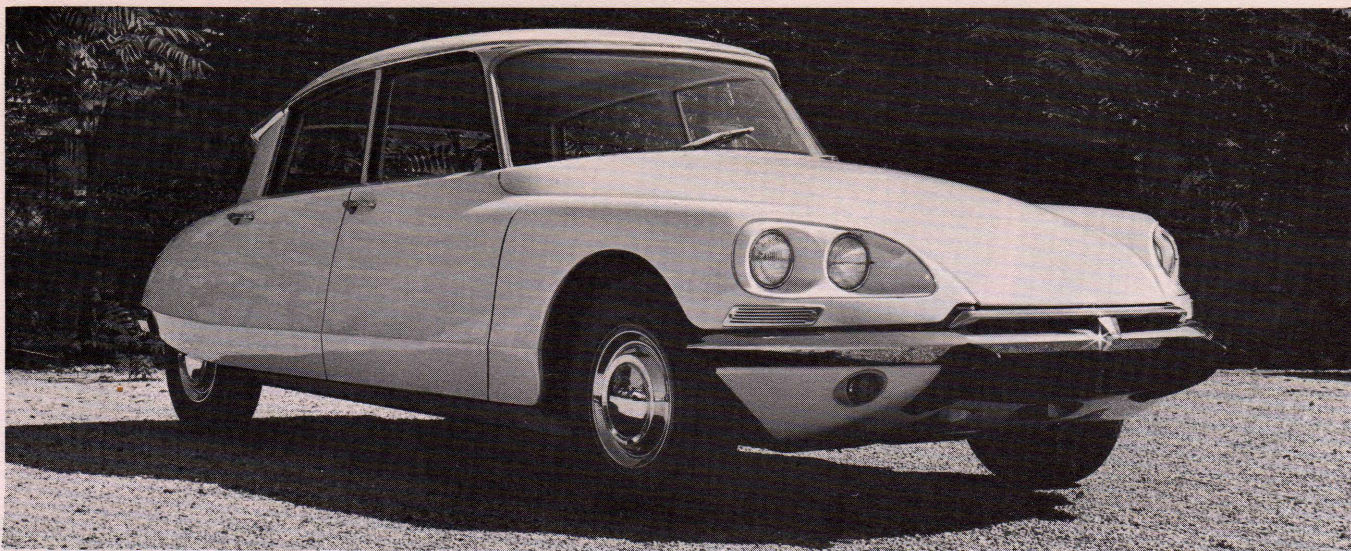


CITROËN'69





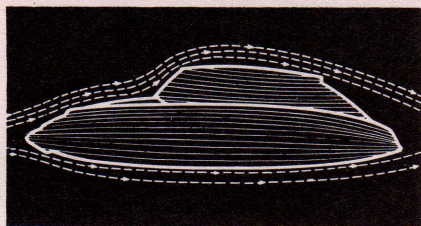
True aerodynamic design, unlike "streamlining," helps both looks and performance. Clean wind-tunnel tested lines mean far greater economy, higher

performance and greater stability over all highway and speed conditions. CITROËN's styling has won several international design awards.

Citroën's Aerodynamic Styling Pays Off

How CITROËN breaks the long-standing performance/economy barrier for sedans—with speeds in excess of 100 miles-per-hour—up to 30 miles-per-gallon economy.

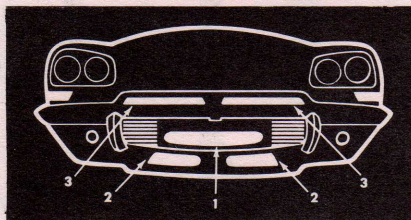
CITROËN is the world's first—and only—full-size (123" wheelbase) family car that can break the century mark in speed and deliver up to 30 miles per gallon in normal driving. Part of the answer for this breakthrough lies in the thrifty power output of the engine and in the superior mechanical efficiency of front-wheel drive. But the greatest part of the remarkable performance is due to functional body design as, on all cars, a large percentage of the horsepower output is used to overcome air resistance at higher speeds.



CITROËN's coefficient of air resistance is the lowest for any car in its class. Contours are designed to make the air layers hug the body, reduce turbulence—the main cause of friction and wind noise.

CITROËN is aerodynamically designed—outside, underneath and under the hood! Note the absence of "fins," and other superfluous styling or "streamlining" gimmicks.

Front—The jet-shaped nose reduces frontal air resistance. The conventional radiator grill which causes friction has been eliminated.



Internal aerodynamics! CITROËN reduces friction in radiator cooling. Intake (1) delivers air through sealed duct system to radiator. Power disc-brakes are cooled by separate air intake and duct systems (2). Small air scoops (3) provide air for interior heating and ventilation.

Top—The top contour including the hood that sweeps from the front bumper to the windshield is designed to minimize drag and turbulences.

Below—The full-length body underpan eliminates air drag around mechanical parts. The pan is curved in profile to reduce lift and increase stability at turnpike speeds.

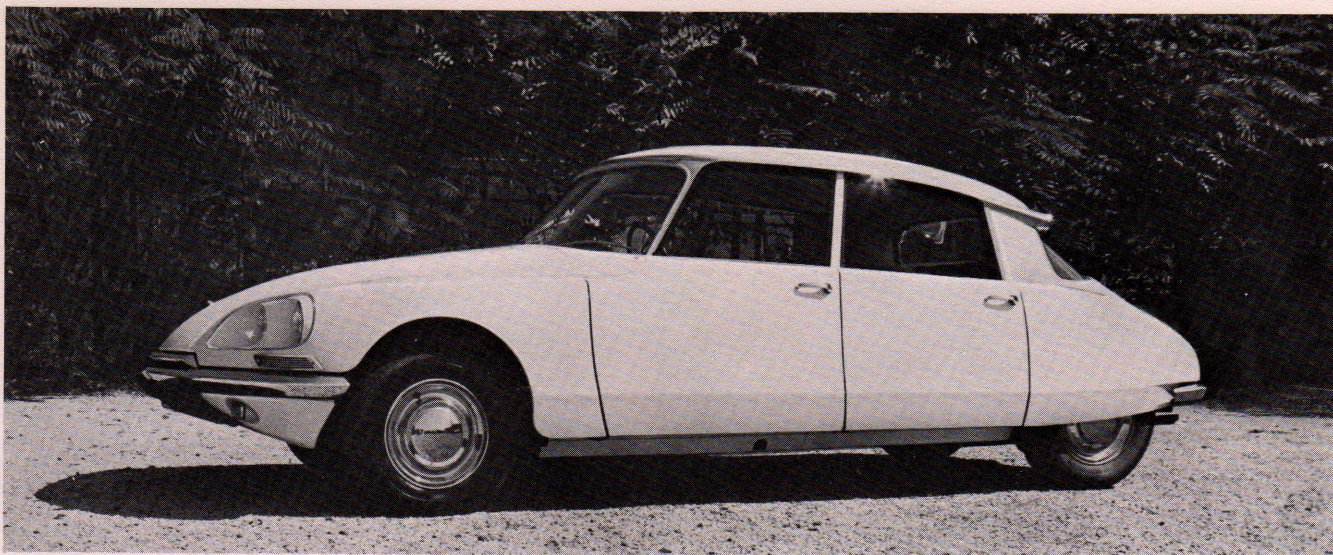
Rear—Fenders are fully skirted. Side, bottom and top planes converge slightly towards the rear to reduce the drag of the air wake.

Sides—The convex sides, plus the long wheelbase give less hold to cross winds and increase stability.

Under the hood—With internal aerodynamics, CITROËN raised its top speed 4 miles-per-hour, and boosted economy at high speeds an additional 4 miles-per-gallon. The high-performance DS-21 is capable of doing 115 mph, and can cruise effortlessly at 80 mph.

Other features which add to CITROËN's unique stability include: the traction and "pull" of front wheel drive, precision rack-and-pinion steering, and new Michelin X AS radial tires with assymetrical cord construction.





Constant Level Ride—standard equipment on all sedans and station wagons
—means far greater stability and safety under all load and road conditions.

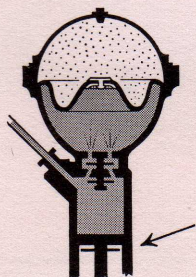
How Citroën rides level with any load

Constant Level Ride—an exclusive feature of “Air-Oil”^{*} suspension—enables CITROËN to ride level, and at the same height with any load, or weight distribution.

CITROËN is generally recognized as the most comfortable, smoothest riding car on the road—and the only one that rides with the same clearance regardless of load. Here's how CITROËN's unique self-leveling system operates.

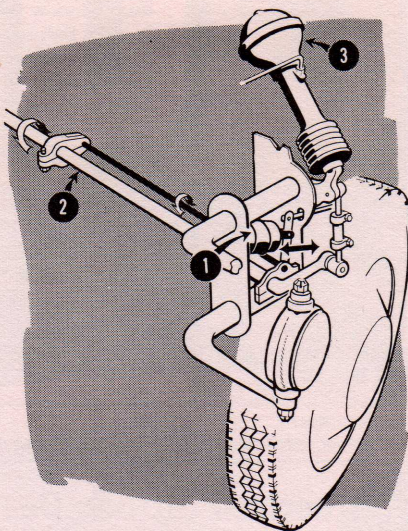
For comparison, let's first look at a standard-type steel suspension. When the load on a spring increases, the spring compresses in proportion to the load. This characteristic is inherent in all leaf springs, coil springs and torsion bars as their predetermined resistance to compression cannot be varied.

Air-Oil suspension, by contrast, maintains the chassis level, and at same height, by varying the volume of fluid in each Air-Oil suspension sphere. The “air cushion” in the upper part of the sphere compresses when a load is applied. Constant Level Ride is achieved by simply adding (or releasing) a compensating volume of fluid in the lower part of the sphere.



Upper part of “Air-Oil” suspension sphere is filled with neutral gas and the lower with hydraulic brake fluid. Position of piston determines road clearance.

It works this way: When a load is applied, the chassis dips and causes the “anti-roll” bar to rotate. This actuates the “control rod” which in turn moves



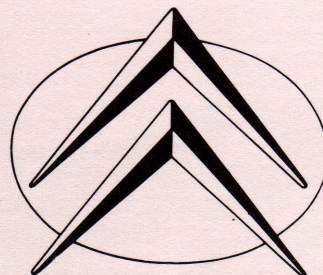
Slide valve inside “height corrector” (1) is actuated by rotation of anti-roll bar (2). Compensating fluid enters Air-Oil suspension sphere (3) and re-establishes “no load” position.

the “sliding valve” in the “height corrector” towards intake position—allowing fluid maintained under pressure in the central hydraulic system to enter the Air-Oil suspension spheres. The additional fluid re-establishes the nor-

mal road clearance—and the return movement closes the sliding valve.

Adjustable Road Clearance is another CITROËN feature that takes advantage of the capabilities of Air-Oil suspension. CITROËN's normal 6½” road clearance gives a low center of gravity, less lean on turns and greater stability at turnpike speeds. But, by simply moving a control lever, the driver can increase the road clearance to 8”, or up to 11”—while the car is in motion—to drive over deep snow, rutted roads, service ramps, or other unusual conditions. The movement of the lever shifts the sliding valve to intake position and sends additional fluid to the four Air-Oil suspension spheres. Adjustable Road Clearance also makes it possible to change tires without using a jack.

The power jacking is accomplished by merely raising the vehicle to its “high” position, placing a stand under it, and flipping a lever to “low”. In a few moments, both wheels on the stand side will retract themselves off the ground.



^{*}Neutral gas and hydraulic brake fluid

TECHNICAL SPECIFICATIONS CITROËN DS-21

S.A. André Citroën also produces the ID-19 (84 bhp) model.

Displacement—cc	2175 cc	Steering System	Rack & Pinion, 3¼ turns lock-to-lock. Power assist standard
Displacement—cu. in.	132.7 cu. in.		
Compression Ratio	8.75 to 1	Wheels	Steel, 5 studs
SAE Power @ rpm	109 bhp @ 5500	Tires:	
Max. Torque S.A.E.	128 ft. lbs. @ 3000-3500 rpm	New All-Weather Michelin "X AS" Radial Steel Cord with Asymmetrical Construction and Tread Design.	180 x 380 size Front pressure: 27 lbs. Rear pressure: 24 lbs.
Central Spark Plug Location	Yes	Suspension System	Hydropneumatic
Bore	3.543 in. 90 mm	Variable Ground Clearance	Yes
Stroke	3.366 in. 85.5 mm	Power Jacking	Yes
Combustion Chamber	Hemispherical	Constant Level Ride	Yes
Cylinder Head	Aluminum alloy	Integral Hydropneumatic Shock Absorbers	Special High Speed
Intake Manifold	External	1 Piece Body Frame All Steel Construction	Yes
Oil Filter	Internal with bi-pass, plus screen in sump	Factory Rust Proofing	Prepaint by electrophoresis
Radiator	Copper core 60 mm	Underpan	Full length
Cooling System	Water pump & thermostat	Headlights *	Sealed beam, U.S. Model
Fan	8 Blade nylon		
Fuel Pump	Mechanical	Horns	Custom triple
Alternator	35A x 12V with voltage regulator	Weight	2855 lbs. sedan—2900 conv.
Battery	12 Volt-55 AH	Loaded Weight	3880 lbs. sedan
Valve Arrangement	60°-OHV	Safety Glass	Yes
Carburetor	Double barrel Weber 28 x 36 DDE	As-1 As-2	
Exhaust	Dual system with rear expansion chamber	Tinted Glass	Optional
Cam Shaft	4 bearings, high lateral position chain drive	Wheelbase	123"
Pistons	Recessed dome	Overall Length	190.5"
Connecting Rods	Positive centered cap	Overall Width	70.5"
Crankshaft: Main Bearings	5	Trunk Capacity	17.5 cu. ft.
Clutch	Single Plate Dry Type	Fuel Tank Capacity	17 gallons
Gear Box	4 speed fully synchromeshed with manual shift or New Quick-Action CITROMATIC-DRIVE	Crank Case Capacity	4 quarts
Citromatic-Drive	Automatic hydraulic Quick-Action control with centrifugal governor and new throttle regulator	Gear Box Capacity	2 quarts
Final Drive	Spiral Bevel—8 x 35 4.375 to 1	Radiator Capacity	11 qts. Single Heater 14 qts. Dual
Gear Ratios	1st — 14.21 to 1 2nd — 8.05 to 1 3rd — 5.30 to 1 4th — 3.73 to 1 R—13.80 to 1	Gas Mileage	25/27 mpg
Drive Shaft	Double constant velocity tripod universals	Heater & Defrosters with Electric Blower	Standard
Front Wheel Drive	Indeed!	Dual Heating System with Rear Window Defroster	Optional
Brakes Power assisted Dual Independent System with Proportional action.	Front: Inboard Disc with two opposed pistons caliper. Rear: Drum	Custom Deluxe Equipment	"Pallas" model
Emergency Brakes: Mechanical on front disc	Autonomous system with separate pads	Custom Leather Interior	Optional on "Pallas"
Brake pressure warning	Light on dash	Folding Rear Center Arm rest	Standard
Brake Pad Wear Warning	Light on dash	Folding Front Center Arm rest	Optional
Brake Cooling	Large underpan ducts	Custom Air Conditioning	Optional — Factory Installed
Exhaust Emission	Controlled by Air Injection	Custom AM-FM or AM Radios	Optional
		Roof Antenna	Optional
		Reclining Bucket Seats	Standard
		"Leather-Tex" Upholstery	Optional
		Dual 2-Speed Electric Wipers	Standard
		Dual Windshield Washers	Standard
		Cigarette Lighter	Standard
		Precision Electric Clock	Standard
		Models Available	Sedan: 5 passengers, 4 doors Station Wagon: 7/9 passengers

*Automatic Dynamic Direction Adjustment of Headlights only on European Models.

Citroën reserves the right to change and/or modify equipment and/or specifications without notice and without responsibility to previous models, on any model at any time.

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