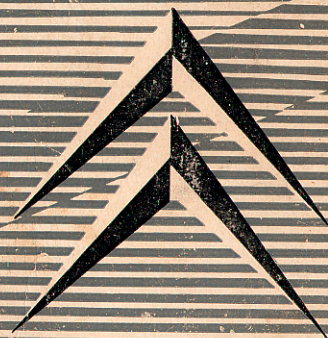


PARIS XV

CITROËN

INSTRUCTION BOOK

SOCIÉTÉ ANONYME ANDRÉ CITROËN, 11/7 A 167, QUAI ANDRÉ CITROËN

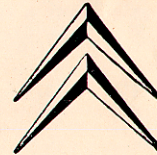


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INSTRUCTION BOOK

for the

ID 19



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RUNNING-IN

For the first 300 miles, do not exceed the following speeds :

- 12 m.p.h. in 1st gear
- 28 m.p.h. in 2nd gear
- 44 m.p.h. in 3rd gear
- 62 m.p.h. in 4th gear

Do not overdrive the engine from 300 miles to 1,250 miles.

After 1,250 miles the car may be driven freely up to the following speeds :

- 25 m.p.h. in 1st gear
- 50 m.p.h. in 2nd gear
- 71 m.p.h. in 3rd gear

During the " 300 miles overhaul " have the engine drained and refilled with oil. Drain and refill again after 1,250 miles, then after every 2,500 miles.

The most economical driving speeds are as follows :

- 34 m.p.h. in 2nd gear
- 50 m.p.h. in 3rd gear
- 68 m.p.h. in 4th gear

DRIVING

Checks before starting.

To open the hood :

- Release the right and left hood safety catches by passing both hands through the opening in the bumper on each side of the licence plate and pull handles **1** and **2** (fig. 1).

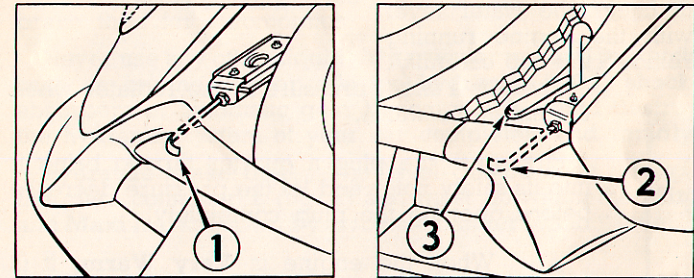


Figure 1

- Lift the hood slightly with your left hand release it completely by passing your right hand between the hood and the bumper, on the right-hand side of the licence plate, then press lever **3** (fig. 1).

To hold the hood open engage the end of the stay (fig. 2) in the bracket on the left of the radiator above the exhaust pipe.

Engine oil : The dipstick is located on the left hand side of the engine behind the gas pump and below the carburettor. The oil should be level with, but never over the upper shoulder (the space between the lower and upper marks corresponds approximately to 1 3/4 pints).

Water : The level should be approximately 1 inch from the top edge of the filling neck. If you want to check the water level with the engine running remove the cap carefully, as there is a slight pressure in the radiator when the engine is warm.

First give the plug a quarter turn to bring it into its safety notch and let the pressure decrease before opening the plug completely.

When the engine is **Very Warm**, it is safer to allow it to cool.

Hydraulic suspension fluid : The level of the fluid in the reservoir located to the left of the radiator and in front of the battery should be between the minimum and maximum marks (on the transparent gauge (fig. 3). To read the level correctly, start the engine, let it idle and wait until the

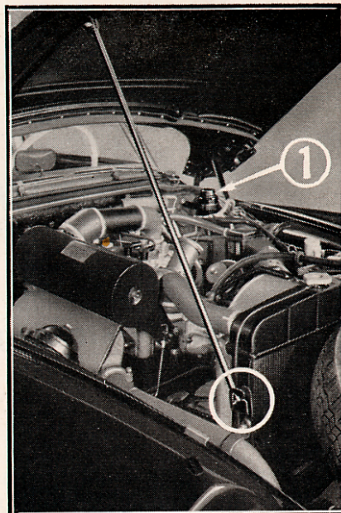


Figure 2

Opening of the hood

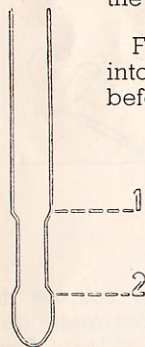


Fig. 2 twice



Figure 3

Filter for hydraulic fluid

If it is **absolutely impossible** to obtain one of the above fluids, you can exceptionally use Lockheed hydraulic brake fluid for automobiles.

Never use any other liquid, in particular mineral products such as engine oils or oils for hydraulic jacks, shock-absorbers or automatic gear boxes, which would destroy the hydraulic system of your car completely and rapidly.

Hydraulic brake fluid : The level can be seen through the glass container **1** (fig. 2) and must be within the **Mini** and **Maxi** marks shown by arrows "danger" and "level".

Starting.

Make sure that the gear shift **5** (fig. 4) is in neutral.

Turn on the ignition (switch **1**, fig. 4).

Leave the ignition timing switch **1** (fig. 4) in the position shown on page 10, § 4.

When the engine is cold : Pull out the choke knob **3** (fig. 4) completely and press the starter knob **4** (fig. 4)

car is stabilized at its normal height (with no one in it).

To top up the level if necessary, only use one of the following fluids and no others :

- Antar F H 6.
- B.P. Energol Hydraulic C.F.
- Lockheed HD 19.
- Shell Donax D.
- Stop S.P. 19.
- Castrol H.F.

These liquids can be mixed together. However, it is preferable to use always the same brand.

without touching the accelerator. If the engine does not start at the first attempt, wait 3 to 4 seconds, then repeat the operation.

As soon as the engine starts, push the choke knob back gradually. Do not make excessive use of the choke control and never race the engine when it is cold.

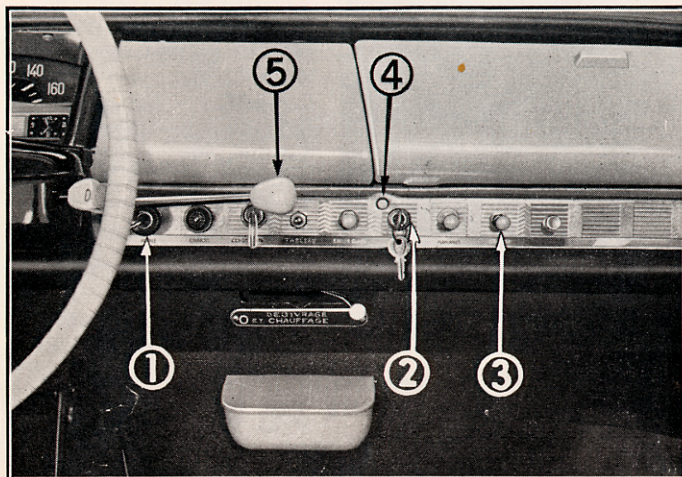


Figure 4

Ignition switch, starter, manual ignition control, choke

N. B. — If you have to crank the engine, do not forget to use the extension lever (fig. 11).

When the engine is warm : Press the throttle pedal down completely without using the choke control, then press the starter knob. If the engine does not start at the first attempt, wait 3 to 4 seconds, keeping the foot on the accelerator, then press the starter knob again.

As soon as the engine has started, release the accelerator.

Before driving off, let the engine run for a few seconds so that the car can settle in the driving position.

When the car has been garaged for a long time or if the gasoline supply has failed, prime the gasoline pump by means of the hand lever.

Gear changing.

Declutch completely. Move the gear shift lever **5** (fig. 4) under the steering wheel smoothly.

The gear shift can be moved along three parallel lines (fig. 5).

The 1st and 2nd gears are nearest the driver.

The 3rd and 2nd gears are on the intermediate line.

The reverse is on the line furthest from the driver.

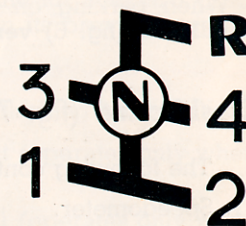


Figure 5

Diagram of gear lever positions

Parking brake.

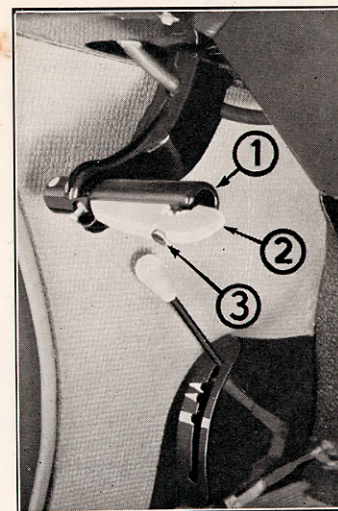


Figure 6

Parking brake

The mechanical brake consists of a swivelling handle **1** (fig. 6) placed within reach of the driver's left hand.

To apply the brake, pull the handle.

It is held in locked position by a ratchet device.

The brake is unlocked by pulling the handle with the left hand to release the ratchet device; press with the thumb the right-hand end of handle **2** (fig. 6) so as to hold the ratchet, then push the handle completely forward.

The displacement of the ratchet handle can be

blocked by a safety device. To operate the handle give the knurled screw **3** (fig. 6) a quarter turn.

When parking on a slope, it is essential to pull out handle **1** (fig. 6) very firmly.

Dashboard (fig. 7 and 15).

The following controls are on the dashboard :

1. Speedometer.
2. Total mileage recorder.
3. Gasoline level.
4. Manual ignition timing control.

Set ignition timing by turning the knob as required in the direction of the arrow.

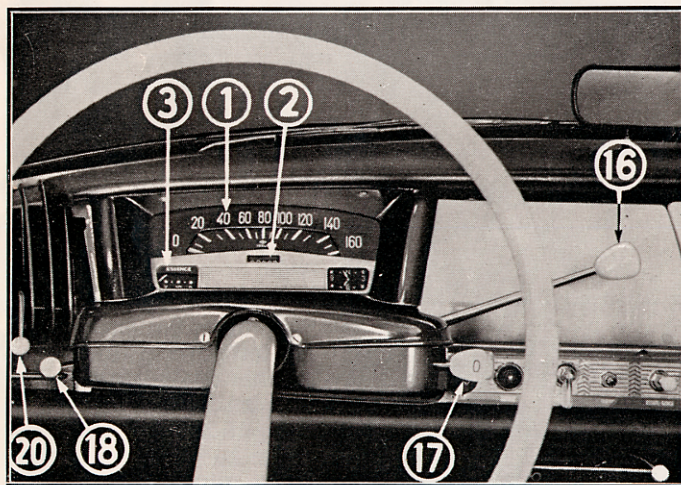


Figure 7

Instrument board

With **standard gasoline** the control setting is optimum if the engine "pinks" when you let it labour up a hill.

If you substitute **premium gasoline** for standard gasoline, the control should be left in its previous setting.

5. Battery charge light.
6. Direction indicator control with flashing tell-tale light.
7. Instrument panel lighting rheostat (operates only when contact is "on").
8. Electric windshield wiper control (operates only when contact is "on").
9. Starter relay push-button.
10. Ignition switch.
11. Interior light switch.
12. Choke control.
- 13 and 20. Knobs for the side ventilation shutters.
- 14 and 19. Deflectors to direct incoming air as required.
15. Heater control. Closed position on the right. To increase heating, push the knob to the left.
16. Gear shift lever.
17. Horn and light switch (single control).

Horns are controlled by **pressing** the knob :

- lightly to sound low tone horn.
- fully to sound high tone horn.

The headlights are controlled by **turning** the knob to one of the three following positions :

- O : off
- V : head and tail lamps (town lights)
- R : head and tail lights (driving lights).

To switch to the "low-beam" position from positions V or R, push the lever away from the steering wheel.

18. Warm air distribution control for heating and defrosting. In top position, all the warm air is supplied to the defrosters. In the lower position, it is all used for heating. In the intermediate positions, it is distributed between heating and defrosting.
21. Windshield washer control. To spray water on the windshield push the knob in.
24. Parking light switch.

Ground clearance adjustment.

To facilitate driving on bad road surfaces (rutted roads, broken colonial tracks, sand or snow drifts, etc.) it may be advisable to increase the ground clearance of the car.

The control **1** (fig. 8) can be set in 3 positions shown by white marks on the control housing.

When it is opposite mark **2**, the ground clearance is **normal**.

When it is opposite marks **3** or **4**, the car is more or less raised.

The greatest comfort is obtained in the Normal position. However, you can drive with either of the two other ground clearance settings.

Control **1** can also be set in two extreme positions :

- completely pushed upwards (fig. 5);
- completely pushed down (fig. 6).

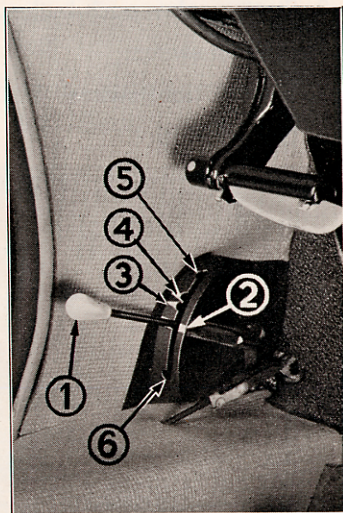


Figure 8

Adjustment of ground clearance

These settings are used when changing tires. **They must not be used for normal driving.**

However, the car can be raised to the maximum ground clearance (control **1** pulled up completely as shown in figure 11) to drive it over short stretches of very bad road, but great care in driving must be exercised.

Changing a wheel.

- Depress the mechanical brake pedal **1** (fig. 6) fully and lock it.
- Let the engine idle during the whole operation.
- Take the tool kit and spare wheel from under the hood. If the rear wheel has to be changed, remove the wing, unscrew the nut (fig. 9) with the crank handle, then pull the wing towards the rear (fig. 10) lifting it slightly.

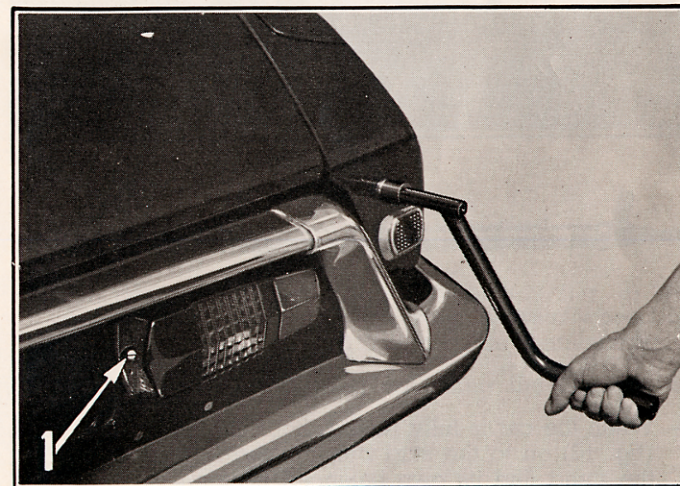


Figure 9

Removal of rear fender

Then proceed as follows in the order given :

- Move the lifting lever **1** (fig. 8) completely upwards; the car will rise slowly.
- Remove the hub cap with the curved end of the plug.
- Loosen the wheel lug nut by means of the large lever.

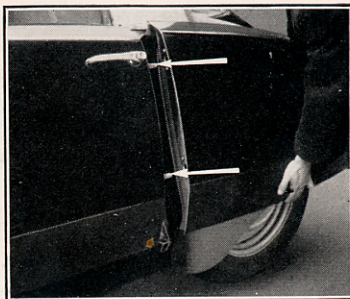


Figure 10

Removal of rear fender

This lever (fig. 11) is placed on the spare wheel carrying member. Proceed as shown in figure 12. At this stage the nut simply has to be loosened, not unscrewed.

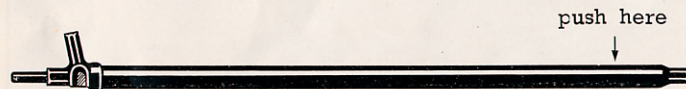


Figure 11

- When the car is fully raised, hook the eye in the stand (fig. 13) on to the stud beneath the front door and let the stand find its own balanced position.
- Make sure that the stand is properly engaged in the stud groove.

- The upper part of the stand is pierced with a series of holes. Insert the straight end of the plug (fig. 14) in the penultimate hole nearest the base.

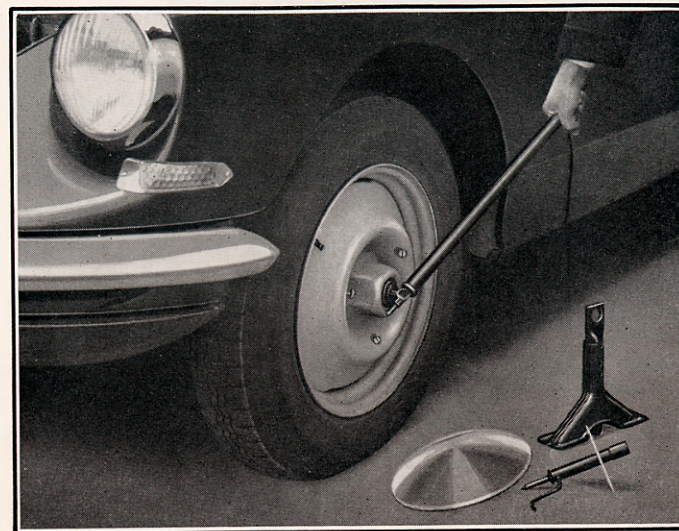


Figure 12

Unlocking the centre screw of the wheel

- Push down the lifting lever **6** completely (fig. 8) and wait until the wheels rise (the front and rear wheels on the side on which the stand is placed rise simultaneously)
- Finish unscrewing the lug nut using the large lever (3, fig. 11).
- Remove the wheel.
- Refitting : make sure that the hexagonal parts of the spare wheel and hub (male and female parts) are clean, then put the spare wheel on the hub pushing it as far as it will go.

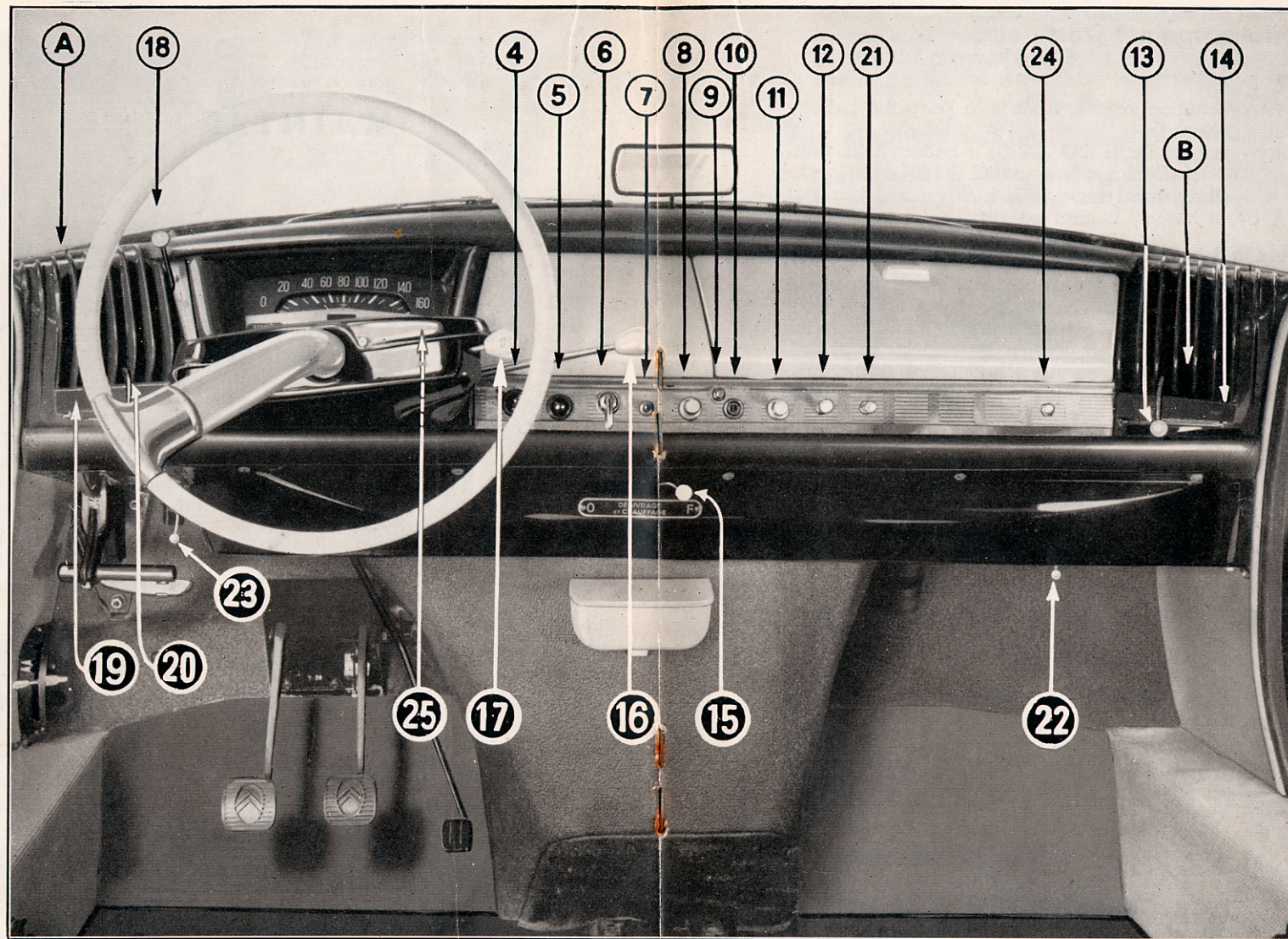


Figure 15

Dashboard (see pages 9 and 10)

Precautions against frost.

1. Battery

The best precaution against frost is to keep the battery always fully charged.

Normally charged (acid S.G. 1.210) a battery will withstand — 20 °F. Half charged (acid S.G. 1.160) it still withstands 5 °F. Discharged (acid S.G. 1.075) it will burst at 23 °F. A burst battery cannot be repaired.

2. Radiator and cylinder block

Cars delivered between October and April leave the factory with cooling water containing an adequate proportion of anti-freeze to protect the radiator and cylinder block down to 7 °F, which corresponds to 25 % glycol.

In cars delivered between April and October the proportion of anti-freeze is smaller and ensures protection only down to 25 °F.

If protection against lower temperatures is required for the latter cars, increase the percentage of anti-freeze. For instance, to ensure protection down to 7 °F, use a mixture of 2 3/4 quarts of anti-freeze and 7 1/2 quarts of water, which can be obtained by tapping 2 quarts of original mixture and replacing it by 2 quarts of concentrated **non-volatile anti-freeze** (preferably glycol).

Important : The anti-freeze products sold on the market are frequently mixtures of glycol and water in varying proportions and not concentrated glycol. Alter the proportions of the mixture according to the dilution of the product.

Whatever the concentration of anti-freeze, it should be used the year round

If the water has to be drained **completely or partly**, we recommend the addition to the water — anti-freeze mixture of an **anti-scale** and **anti-rust product** such as the "Chausson inhibitor". This product is sold in the form of tablets to be added to the fresh water and anti-freeze mixture poured into the radiator according to the manufacturer's instructions.

The radiator is drained through a tap at the bottom, on the right-hand side. The cylinder block is drained through an opening under the oil dipstick (hexagon head screw).

In very cold weather, the engine should be allowed to idle for a few minutes before accelerating so as to ensure thorough mixing of water and anti-freeze.

Air cleaners (carburettor and cylinder-head).

They should be cleaned every 4,000 miles (approximately), according to the instructions printed on the filters.

Gasoline filters.

In addition to the filter screen which can be taken out (as explained under "Carburettor") another plate filter is fitted **on the gasoline pump**.

Do not try to remove it yourself; have it cleaned by a Citroën Agent.

Hydraulic system filter.

It is located at A (fig. 3) in the tank.

Have it cleaned by a Citroën Agent every 6,000 miles : immersion in alcohol followed by air blast, throughout.

Tires.

The life of your tires depends, among other things, on their correct inflation.

Pressures to be used are :

Front tires : 24 lbs/sq.in.

Rear tires : 20 lbs/sq.in.

Spare tire : 27 lbs/sq.in.

In case of puncture in a front tire (165×400 "X"), the spare wheel (155×400 "X") can replace it temporarily. It will enable you to reach the nearest service station safely.

Wheels and hubs.

When changing a wheel make sure that the hexagonal (male and female) parts are clean, as well as the wheel and hub surfaces.

It is advisable to oil the hexagonal parts slightly.
Put a drop of oil under the wheel lug nut.

Brakes.

The front brake linings automatically compensate for wear when the parking brake is applied (fig. 6).

Every 12,000 miles, or when the pedal stroke becomes too long, have the condition of the front linings checked by a Citroën Agent.

Headlight adjustment.

To remove the rim, take hold of it through the two holes pierced in the bottom for this purpose.

Cibié headlights (fig. 17).

- Horizontal setting by means of screw B;
- Vertical setting by means of screw C.

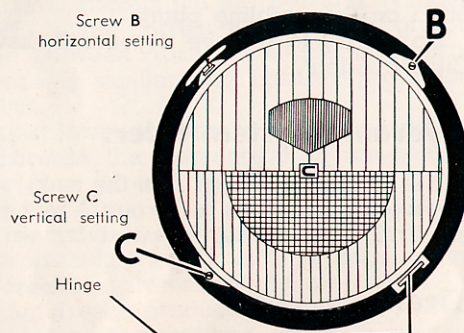


Figure 17

Marchal headlights (fig. 18) :

- Horizontal setting by means of screws A and B;
- Vertical setting by means of screw C.

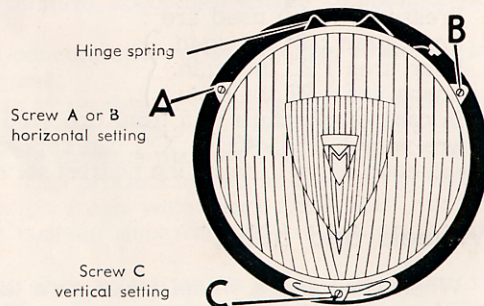


Figure 18

Replacement of a headlight bulb.

Remove the rim.

Tilt the glass and reflector assembly.

Cibié headlights

Press spring D (fig. 17). The unit swivels round a hinge placed at the bottom to the right of the glass.

Marchal headlights

Press spring D (fig. 18). The unit swivels round a hinge at the top of the glass.

Then remove the bulb carrier (at the centre of the reflector) by pivoting it by about a quarter turn.

Replacement of a rear lamp.

Each rear lamp housing contains a spare bulb. To replace a worn out bulb, dismount the transparent housing by removing the screw 1 (fig. 9).

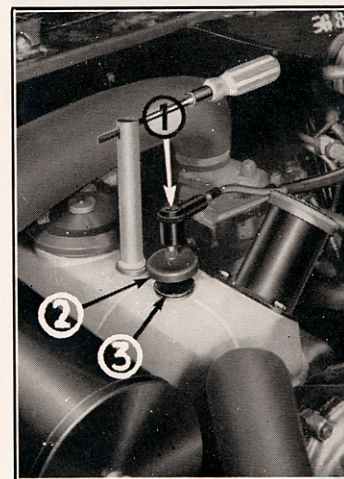


Figure 19

Replacement of a sparking plug

Replacement of a spark plug (fig. 19).

Proceed in the following order :

- Disconnect the spark plug feed wire end-piece 1 (fig. 19).
 - the rubber cap 2,
 - the insulating bush 3.
- Cap the spark plug body with a 21 mm (53/64") box spanner at least 11" long, pushing it down completely over the spark plug.

Unscrew the plug levering it up with a screw-driver (fig. 19). The metal and plastic gasket must remain on the plug barrel.

If you put in a new spark plug, refit the center electrode extension of the used plug.

Use spark plugs with metric threads at the top. American or British plugs have different screwthreads.

Special fitting of 4th spark plug.

A hole is pierced in the scuttle to give access to the 4th spark plug. Remove the rubber sealing plug (fig. 20). Do not forget to replace it after putting back the plug.

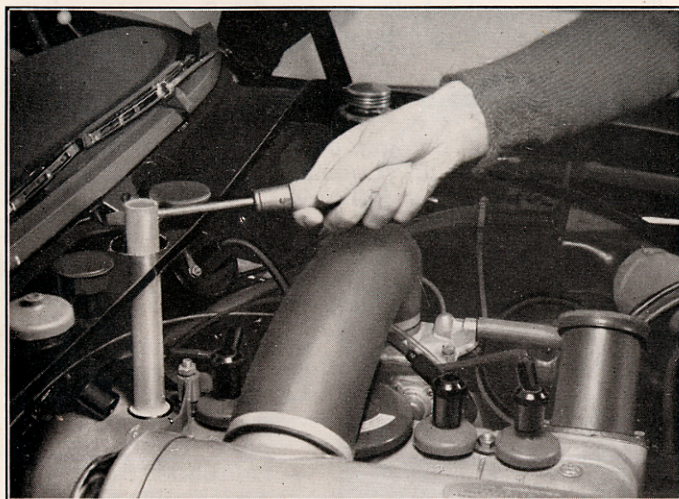


Figure 20

Removal of the 4th sparking plug

Terminal for connecting accessories.

If it is desired to fit additional electrical accessories such as a radio set, fog lamps, reversing lamps, etc., the fitters should be advised to use the special terminal pro-

vided for this purpose behind the glove compartment 1 (fig. 21) and designed for 20 A current.

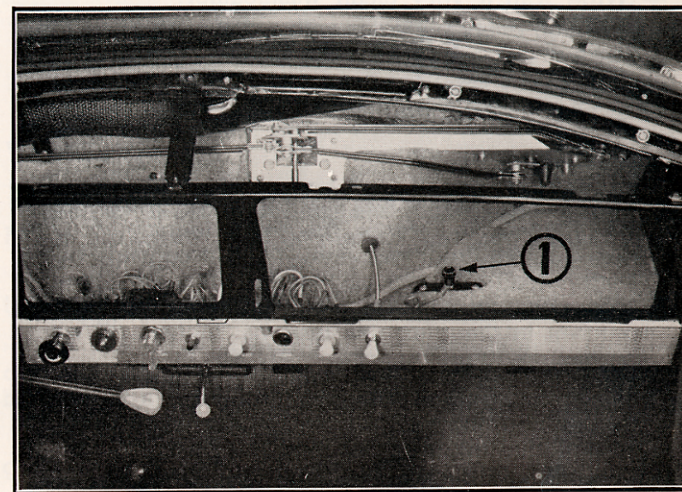


Figure 21 — Terminal for connecting accessories

Attachment of tow ropes.

Two holes are provided at the front of the chassis side-members below the bumpers to take a tow rope, if necessary (fig. 22). These holes should never be used for lifting the car.

“ PLEXIGLAS ” rear window.

Precautions to be taken :

a) cleaning :

— Always wash it first by hosing it with a large quantity of water to remove all solid particles (dust, stuck or

dried mud, etc.) which might scratch the plexiglas when you wipe the surface.

— **Wipe** with a very clean washleather.

Never rub dusty plexiglas with a dry cloth or you may scratch it.

Never try to scratch off frost from the rear window, wait till it melts of itself.

b) **Maintenance :**

— Plexiglas is more or less attacked by certain chemicals such as alcohol, ketones, benzene, toluene, " Lockheed " brake fluid, gasoline (when it contains benzol or ethyl lead). These products should therefore not come into contact with the plexiglas. Accidental scratches in the plexiglas may be rubbed off with a washleather saturated with " PLEXIPOL ".

— **Anti-misting and anti-fog :** 2 or 3 times a year, both the inner and outer surfaces of the rear window should be polished with " SILIPLEX " applied with a very clean washleather or cotton wool.

When using " PLEXIPOL " and " SILIPLEX " follow the instructions printed on the can.

Door windows.

To ensure easy sliding of the windows, have a Citroën Agent apply 2 coats of special varnish on the rubber seal every 4,000 miles.

Cleaning of interior upholstery and removal of stains.

Never use very strong cleaning products such as benzine or trichlorethylene, which would damage the rubber padding of the upholstery. Always use well squeezed pads and rub lightly.

(Enquire of accredited Citroën Agents).

COMFORT

Ventilation.

Fresh air is blown into the car through two grills A and B (fig. 15) on the right and left of the dashboard.

The volume of the air flow can be controlled by means of two knobs **13** and **20** (fig. 15).

The flow can be directed either upwards or towards the driver's or passenger's face, as desired, by means of two baffles **14** and **19** (fig. 15).

Fresh air flows in at the level of the driver's and passenger's feet when knobs **22** and **23** are raised.

Heating-Defrosting.

Fresh air from outside is warmed by two special radiators before entering the car.

Knob **15** (fig. 15) controls heating temperature.

Knob **18** (fig. 15) controls distribution of warm air between heating and defrosting. When it is in top position, all the warm air is fed to the defroster (maximum defrosting). When it is in low position, all the warm air is fed to the heating vents (maximum heating). Between these two extreme positions you can set defrosting and heating as desired.

Interior lighting.

It is controlled by a switch **11** (fig. 15) on the dashboard.

Front seats.

The seats can be adjusted by means of a knob **1** (fig. 23) at the base of the seat. Maximum displacement : 5 7/8".

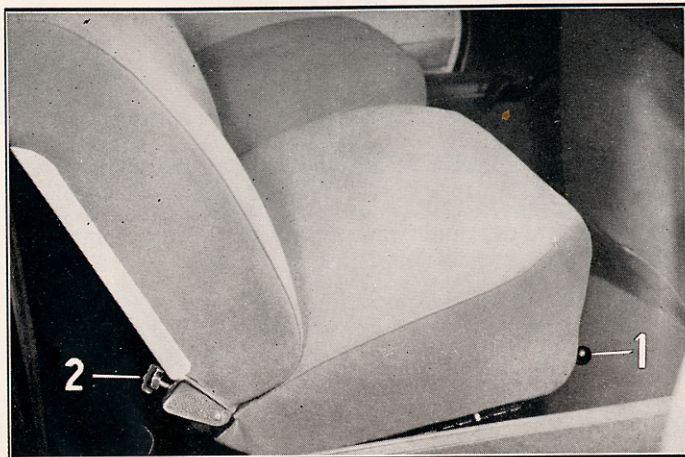


Figure 22

Front seat adjustment

To unlock the slide, push the knob down.

The backs can be tilted as required.

Loosen the **2** screws (fig. 23) at the bottom of the back by about **4** turns which releases the back. Tilt it as required and lock it by tightening the screws firmly by hand.

Front seats can be converted into beds by lowering the backs completely.

You can have either the height or the slope of the front seat cushions adjusted by a Citroën Agent.

Ashtrays.

There are **2** ashtrays, one at the rear of the engine housing, the other on the back of the right hand front seat.

Lift the cover to open them.

They can be taken out of their mount and emptied by pushing the lug at the bottom, then lowering them slightly to release them.

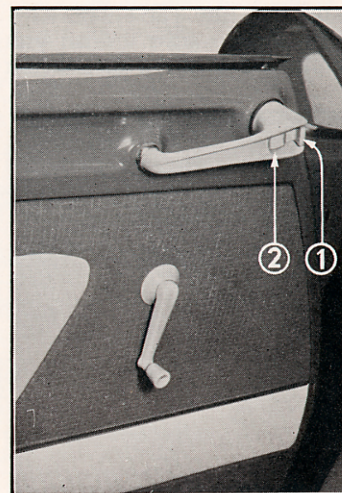


Figure 23

Locking the doors

Opening and locking doors.

To open the door, grip the handle (fig. 24) and press the catch **1** with your thumb. The catch must be moved backwards.

When the door is closed, lock it by moving the catch **1** forwards.

To unlock it, press push-button **2**.

The doors are held open by a retractable device which facilitates getting in and out.

Sun-vizors.

Both sun-vizors slide longitudinally on their spindles, so that they can be moved according to the direction and angle of the sunlight. Moreover, they can be swung round to mask the top of the door windows.

Windshield washer.

Fill the container under the hood, on the right side of the dashboard, with water. In winter, add alcohol to prevent the water from freezing.

LUBRICATION

Choice of lubricants.

Not every type of oil is suitable. Be sure the oil you use is of the right type and well-tried quality; do not mix

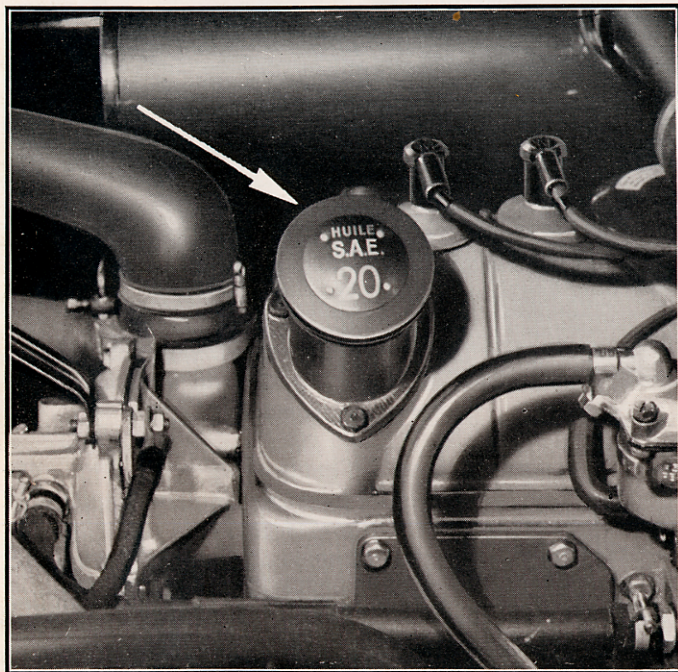


Figure 24

Oil filler on engine

different oils. Our Citroën agents being kept informed by our " Technical bulletins " will always be able to give you useful advice for selecting both the engine oil and greases.

Engine lubrication.

The oil filler can be opened (fig. 25) by one quarter turn of the cap.

Drain the oil sump with the engine **warm** every 2,500 miles and refill it with one gallon of **S.A.E. 20** or **S.A.E. 10 W/30** oil in both **winter and summer**.

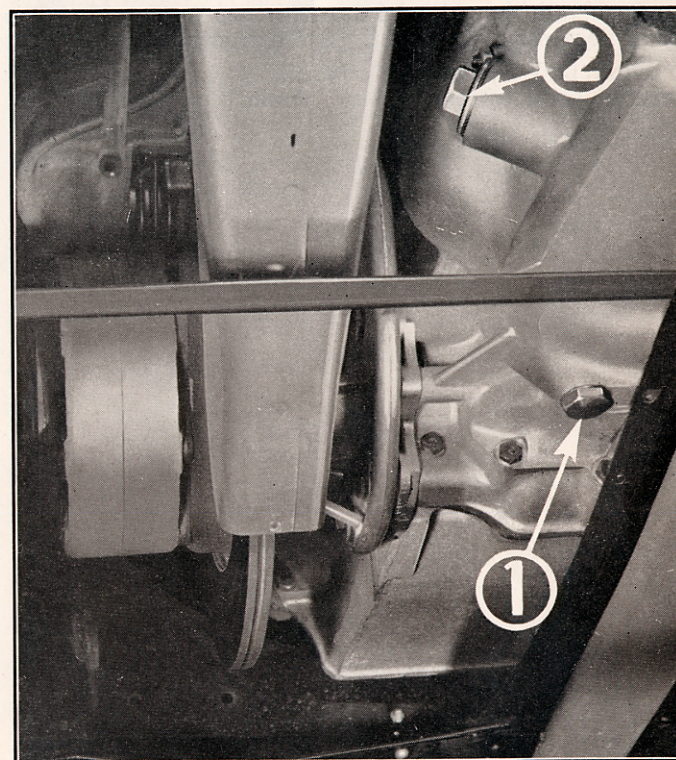


Figure 25

Gearbox oil level and draining plug

A few precautions : When draining you need not wait until the sump is completely empty.

Never run the engine (even on the starter) when the oil sump is empty.

Gearbox.

Every 3,700 miles check the gearbox oil level. It must be flush with the edge of the filler cap **2** (fig. 26). Top up, if necessary, with S.A.E. 90 " extreme pressure " oil.

Every 12,000 miles it is advisable to have the gearbox drained by a Citroën Agent. Drain plug at **1** (fig. 26).

MAIN CHARACTERISTICS

Horsepower :

Treasury rating : 11 HP.

Effective : 66 BHP at 4,500 r.p.m.

Capacities :

Gasoline tank.....	approx.	16 gallons U.S.
Radiator, cylinder-block and heating system (water)	—	3
Gearbox (oil)	—	2 quarts
Engine crankcase (oil).....	—	1 gallon
Special hydraulic fluid container .	—	5 1/2 quarts
Hydraulic brake fluid.....	—	1 pint

Overall dimensions

Length.....	15' 9"
Width	5' 10 1/2"
Height	4'10"

MAIN SETTINGS

SPARK PLUGS : Marchal 35 (or Champion H 10)
Gap : 0.020" to 0.024" (0.5 to 0.6 mm).

TAPPET CLEARANCE : Cold $\left\{ \begin{array}{l} \text{Inlet } 0.008'' \\ (0.20 \text{ mm}). \\ \text{(Exhaust : } 0.010'' \\ (0.25 \text{ mm}). \end{array} \right.$

FRONT WHEEL TOE-IN : 0.040'' to 0.120'' (1 to 3 mm).

LOG BOOK

(Personal notes)