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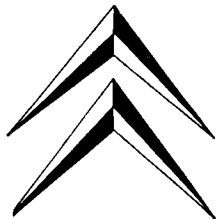
SUPER

OWNER'S MANUAL

CITROEN CARS LIMITED, SLOUGH, BUCKINGHAMSHIRE, ENGLAND

OWNER'S MANUAL

ID & ID Super



CITROEN CARS LIMITED
SLOUGH · BUCKS · ENGLAND
Telephone: Slough 23811 Telegrams: Citroworks, Slough

FOREWORD

In this book, owners will find information concerning the driving controls, their locations and methods of operation, together with recommendations for general maintenance and lubrication. A special section covers the "running-in" of the new car.

The information given is confined to those details the owner requires to know in order to obtain the greatest satisfaction from his car. This book should be studied with care and the recommendations made herein, carefully observed.

Owners whose cars require service are strongly recommended to have the work carried out by a recognised Citroen Dealer who has information of the latest service and repair requirements. It is also recommended that owners insist on the use of genuine Citroen spare parts. These parts being of the same high standard of specification and quality as those originally fitted to the car can be relied on to give satisfactory service. The use of non-standard spare parts will nullify the guarantee.

Our Service Department is at the disposal of owners requiring advice and enquiries should be addressed to:—

THE SERVICE MANAGER . CITROEN CARS LIMITED
SLOUGH . BUCKS . ENGLAND

Owners resident or travelling overseas should get in touch with the local Citroen Dealer.

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32 operations of the “300 mile check up”

Check tyre pressures.
Check tightening of bolts fixing the wheels.
Tighten cylinder head.
Adjust tappets.
Tighten connectors of valve rocker lubrication pipes.
Tighten exhaust manifold and down pipe clamps.
Tighten nuts fixing intake manifold and carburettor.
Check tension of fan and generator belt.
Clean hydraulic filter.
Check adjustment of clutch control.
Check operation of hand brake.
Start engine and let it run about 10 minutes.
Check hydraulic circuit for leakage.
Check level of hydraulic fluid and add fluid if necessary.
Adjust idling.
Check pressure build-up in the accumulator and operation of pressure regulator.
Check oil level in gearbox.
Adjust rear brake shoe eccentric adjusters.
Check height adjustment.

Drain crankcase and refill with correct grade of oil.
Grease drive shafts and upper front hub pivot ball joints.
Check electrolyte level in battery, tighten terminals.
Check tightness of terminals of starter, starter relay, and voltage regulator.
Check operation of headlamps and their adjustment.
Check operation of windscreen wipers, interior light, tail lights and stop lights, direction indicators, horns, ammeter and instrument panel lighting, warning lights for hydraulic fluid level, brake pressure, headlamp main beam, and oil pressure/ignition.
Check opening and closing of doors.
Check functioning of windows.
Check bumpers fixing bolts and nuts.
Check operation of variable height adjustment control.
Check operation of windscreen washer.
Check operation of seat controls.
Check correct locking of bonnet.

RUNNING-IN

The engine, gearbox, transmission, and, in fact, all moving parts on a new car require "running-in". The care taken in carrying out the recommended procedure will be amply repaid in resultant longer life and improved performance.

Given below are the recommended speeds to be observed when driving in the different gears during this period. They are given as a guide only and care must also be taken to ensure that the engine is not allowed to "labour" at low engine speeds and the necessary changes of gear must be made to avoid this condition. Excessive engine speeds must be avoided and the engine must not be allowed to "race" in neutral gear.

It is also important to change the engine oil at the specified periods.

During the first 300 miles do not exceed the following speeds:—

10 m.p.h. in first gear.	44 m.p.h. in third gear.
28 m.p.h. in second gear.	60 m.p.h. in fourth gear.

Do not race the engine until you reach 1,250 miles.

During the service at 300 miles, drain and refill the crankcase. Drain and refill it again at 1,250 miles and thereafter at every 2,500 miles. After 1,500 miles the car may be driven freely up to the following speeds:—

25 m.p.h. in first gear.	50 m.p.h. in second gear.	70 m.p.h. in third gear.
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The most economical driving speeds are as follows:—

34 m.p.h. in second gear.	50 m.p.h. in third gear.	68 m.p.h. in fourth gear.
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At no time drive the car in fourth gear below 40 m.p.h.

GENERAL

To open the Bonnet:

Most of the mechanical and electrical parts needing periodical attention by the owner, together with the spare wheel and kit of small tools, are located under the bonnet.

Pull the bonnet lock release ring under the right hand side of the dashboard and the similar ring on the opposite side. Release the third safety catch by passing the right hand between the bonnet and the bumper to the right side of the number plate and pushing down the lever 1 (fig. 1).

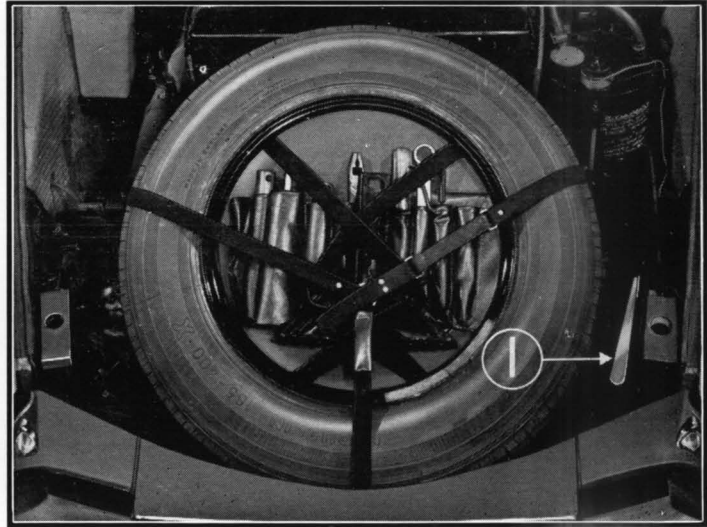


Fig. 1

Bonnet Locks

Under the bonnet there is a strut to hold the bonnet in the open position. The end of the strut is engaged in the bracket at the left hand side of the radiator.

NOTE.—All subsequent references in this book to position (i.e. right hand and left hand) are as seen from the driver's seat.

Before driving the car for the first time, and at intervals varying with the mileage covered, check the following points.

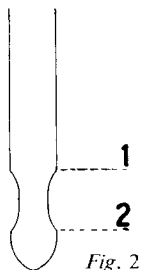


Fig. 2

Engine Oil:

The dip stick is situated on the left hand side of the engine, rear of the petrol pump and below the carburettor. The indicating end of the dip stick is shown in fig. 2 and the oil should be level with the top of the notch (1) but not above it. The space between the top of the notch (1) and the bottom of the notch (2) corresponds to $1\frac{3}{4}$ pints, approximately.

Water:

The level of the water in the radiator should be about 1 inch below the top edge of the filler neck. If it is desired to check the water level when the engine is running, care must be taken when removing the filler cap as the radiator is slightly under pressure when the engine is warm. When removing the filler cap, start by turning it one quarter of a turn so as to bring the cap on to its safety catch and wait while the pressure falls before removing completely.

When the engine is *very warm* it is advisable to wait until it has cooled down.

Fluid for the Hydraulic System:

The supply of fluid for the hydraulic system is contained in the reservoir situated in front of the battery. The level of the fluid should be between the minimum and

maximum marks on the transparent gauge 2 (fig. 3), with the engine running, the car unladen at its maximum (jacking) height. Lever 1, (fig. 8), in position 5.

When it is necessary to top up the fluid in the reservoir, use only one of the following fluids:—

Castrol HF.*

Lockheed HD.19.*

Antar FH6.*

Shell Donax D.*

BP Energol Hydraulic CF.*

Stop SP. 19.*

If it should be impossible to obtain one of the above fluids, as an emergency and *temporary* measure, either “Lockheed” or “Castrol-Girling” brake fluid may be used.



Fig. 3

Hydraulic Fluid Reservoir, Filter
and Level Tube

**The use of any other fluids, particularly fluids with a mineral base, such as engine oil or oil for hydraulic jacks, shock absorbers, automatic gearboxes, etc., must be prohibited. They have a damaging effect on the seals and diaphragms of the suspension system which will be rapidly and completely destroyed by their use.*

DRIVING

Starting the Engine:

(Refer to fig. 4).

Make sure that the gear change lever (1) is in neutral. Turn on the ignition switch (2).

When the engine is cold Pull out the choke knob (3) completely and press the starter button without touching the accelerator pedal. If the engine does not start at the first attempt, wait three to five seconds, then repeat the operation.

As soon as the engine has started, release the starter button, progressively push back the choke until you feel an intermediate notch. Leave it in this position until the engine idles smoothly, then push the choke in completely. Never over-use 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.

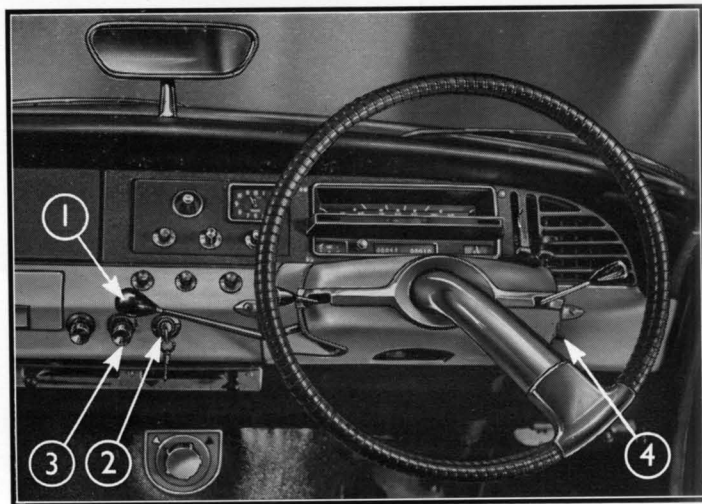


Fig. 4
Starting Controls

You may start the engine by cranking. Use the handle and extension located under the spare wheel.

Remove the blanking plug from the front undershield under the front bumper, insert the extension, pass straight back to enter the starting dog on the gearbox. Replace the blanking plug, after withdrawing the extension.

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

As soon as the engine has started release the accelerator pedal and the starter button.

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 petrol supply has failed, prime the fuel pump by means of the hand lever located on the fuel pump.

Changing Gear: Depress clutch pedal completely, change gear smoothly with gear lever (1) (fig. 4) located behind steering wheel; then release clutch pedal.

The gear change pattern is as follows, starting from neutral.

First gear pull towards you and then upwards.

Second gear pull towards you then downwards.

Third gear push upwards.

Fourth gear push downwards.

Reverse push forward completely and then downwards.

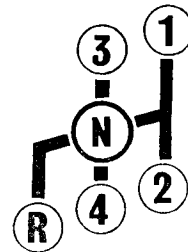


Fig. 5
Diagram of gear
lever position

Brakes: The ID has two braking systems.

Main Brake (pedal, right foot). In this case the word “pedal” refers to the large mushroom

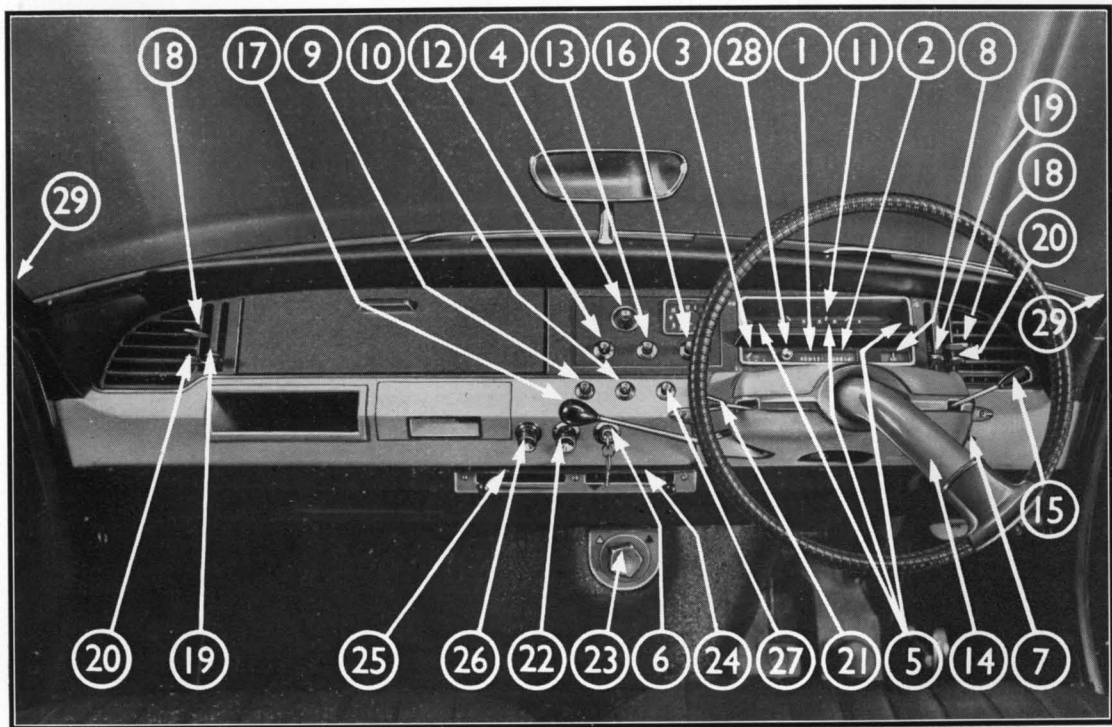


Fig. 8

Fig. 8 (index)

Controls

1. Mileage recorder (trip).
2. Mileage recorder (total).
3. Fuel gauge.
4. Ignition warning light
5. Warning lights:
Blue-main beam.
Green: flashing direction indicators.
Red-brake warning light.
6. Ignition switch.
7. Starter button.
8. Temperature Gauge
9. Switch for heater fan.
10. Fresh air fan.
11. Speedometer.
12. Windscreen wiper switch (2 speed).
13. Windscreen washer pump.
14. Instrument panel light rheostat.
15. Direction indicator
and Headlight flasher switch.
16. Interior light switch.
17. Gear change lever.
18. Air deflectors.
19. Ventilation control, upper.
20. Ventilation control, lower.
21. Horn and lighting switch.
22. Choke control knob.
23. Heater control tap.
24. Heating/demister controls.
25. Heater Volume Control.
26. Cigar lighter (ID Super only).
27. Parking lights.
28. Trip recorder reset.
29. Side window demisting.

and the dynamo output increases, the warning light will be extinguished until the engine stops, or for some other reason. If the warning light lights up while the engine is running, the cause should be investigated. When the engine is idling the warning light will glow to a greater or lesser extent.

12. Windscreen wiper switch. Two speeds, three position: off, slow, fast. Turn clockwise to switch the wipers on. When the wiper motor is switched off, it automatically stops with the wiper blades in the parked position. Do not use the fast wipe when using the screen washer to clean the screen when it is not raining.

13. Windscreen washer pump.

14. Instrument panel lights.

This switch is wired up through the main lighting switch. Incorporated with this switch is a rheostat for the purpose of dimming the panel lights. The switch is turned in a clockwise direction to switch on. When turned further, the light is progressively increased.

15. Direction indicator switch.

The switch lever is moved upwards (anti-clockwise) to operate the left hand flashers and vice versa. A flashing repeater light is fitted to the front of the speedometer which will not work if one of the lamps to which it is switched is out of order. The flashes may be switched off by returning the lever to the horizontal position by hand. Also incorporated in this switch is a headlight flasher which is pulled towards the driver to operate.

16. Interior light switch.

The interior lights will switch on when either front door is open. Interior lights on with doors closed (pull out switch).

shaped pad, its travel is very limited. The braking force is proportional to the pressure of the foot on the button and even in the case of an emergency stop, little pressure is required on the ID power brake to bring the car to a halt. Before taking your ID on the road for the first time, it is advisable to try the power brakes in order to familiarize yourself with their operation.

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

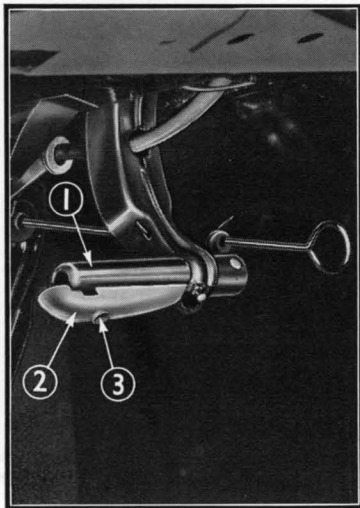


Fig. 6

Parking Brake

To apply the brake pull the handle.

It is held in the "on" position by a locking device.

The brake is released by pulling the handle with the right hand to release the locking device; at the same time squeezing the handle 2 (fig. 6) so as to hold the locking device free, then pushing the handle completely forwards.

The locking handle can be secured by a safety device.

To operate the safety device give the knurled-screw 3 (fig. 6) a quarter turn.

When parking on a slope, it is essential to pull the handbrake on **very firmly**.

Checking the Operation of the Brakes:

If the pressure in the hydraulic system controlling the power brake is insufficient a red warning light lights up on the dashboard in front of the speedometer.

After having stopped, when the ignition is switched on again the red brake warning lamp may light up—wait for it to go out before moving off. Should the warning lamp light up when the car is in motion, stop immediately. There is ample hydraulic pressure to do this in all circumstances. Have the installation examined without delay by the nearest Citroen dealer.

Dashboard (Figs. 7 and 8)

The following controls and instruments are fitted on the fascia board and instrument panel.

1. Mileage recorder (trip).
2. Mileage recorder (total).
3. Fuel gauge.
4. Ignition warning light (red).
5. Warning lights: Blue-main beam. Red-brake. Green- flashing direction indicator.
6. Ignition switch.
7. Starter motor push button.
8. Temperature Gauge.
9. Heater fan switch.
10. Fresh air blower switch.
11. Speedometer.

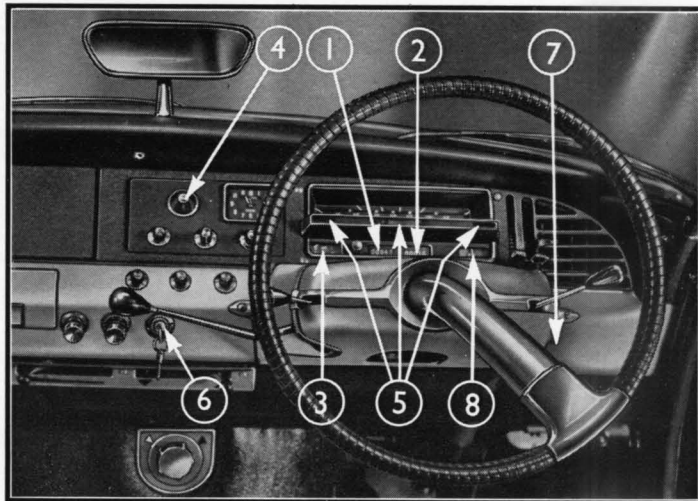


Fig. 7

Dashboard

When the ignition is switched on the red light 4 will light up indicating that the ignition is switched on. When the engine is started

17. Gear change lever.

The movements of the lever to select the various gears are shown in fig. 5.

18. Control—direction of fresh air.
19. Control—volume of fresh air (upwards).

These levers control the admission of the fresh air stream through the grilles on either side of the dashboard.

20. Control—volume of fresh air (under facia).
21. Horn and lighting switch (single control).

The horns are sounded by pressing on the end of the control knob. Pressing lightly sounds the low note horn, and pressing further controls both high and low note horns.

The lights are controlled by turning the knob to one of three positions which are indicated by letters appearing on the side of the knob facing the driver.

O. When in this position there is no lighting.

V. When in this position side and tail lights are on.

R. When in this position headlamps and tail-lamps are on.

From the positions V or R the dipped headlamps can be switched on by moving the control arm away from the steering wheel.

22. Choke control.
23. Heater control tap.
24. Heating and demister controls.
25. Heating volume control.
26. Cigar lighter (ID Super only).
27. Parking lights.
Arrow pointing to left for left hand side and vice versa.
28. Trip recorder reset.
29. Side window demisting.

Ground Clearance Adjustment

A feature of the hydropneumatic system is the use of hydraulic power to maintain a constant ground clearance regardless of the load. A hand control enables you to raise or lower the body in order to increase the ground clearance as explained below, or for jacking the car, as explained in the following paragraphs.

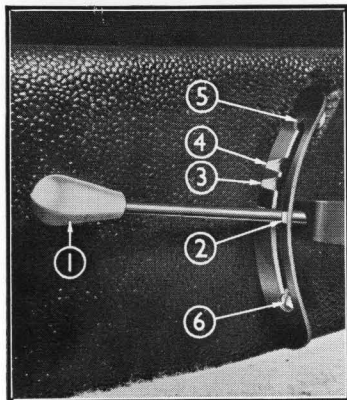


Fig. 9
Adjustment of
ground clearance

To increase the ground clearance by about 1", the lever 1 (fig. 9) which is normally in position 2 is moved to position 3. To increase it to a further 2" the lever is moved to position 4. The suspension gives the most comfortable ride when the car is at its normal height (lever 1 in the position 2). The lever can also be moved to two extreme positions, 5 and 6, for jacking the car when changing a wheel. These positions must not be used under any conditions for normal driving.

However, position 5 can be used in exceptional circumstances for negotiating with caution short stretches of difficult road, rugged roads, desert tracks, sand or snowdrifts, etc.

Changing a Wheel

When changing a wheel, the engine should be left idling throughout the operation.

Apply the parking brake 2 (fig. 6) and lock it.

If the car is on a slope, place a wedge under the wheel on the opposite side to that which is to be changed to avoid any possibility of the car moving down the slope.

Remove the kit of small tools, the spare wheel, the handle and the lever (fig. 1) which are stowed under the bonnet. In the case of a rear wheel, remove the wing by unscrewing the screw (fig.10) using the handle, and draw the wing towards the rear (fig. 11) while raising it slightly.

Next, proceed with the following operations in the order given: Push the lever 1 (fig. 9) as far as possible towards the top, position 5 on the quadrant, the body will then slowly rise. Remove the wheel embellisher by hooking the tool supplied in the tool kit into the tyre valve aperture (fig. 12).



Fig. 10

Removal of the Rear Wing

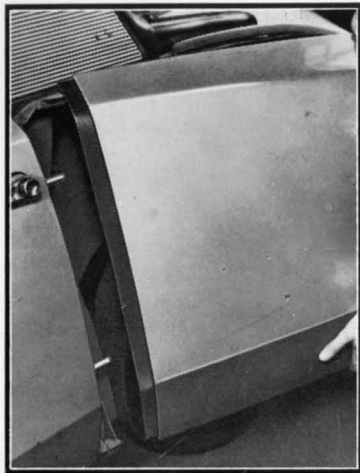


Fig. 11 Removal of the Rear Wing

peg in the completely free hole nearest to the base (fig. 16).

Push the control lever to the bottom of the quadrant at 6 (fig. 9) and wait while the wheels are raised. The front and rear wheels on the side on which the stand is placed are raised simultaneously.

Finish unscrewing the centre screw of the wheel, using the end 3 on long lever (fig. 13). Remove the wheel.

A slight pressure will release it. Unlock the centre screw of the wheel using the long lever (fig. 13). It should be used as shown on fig. 14. At this stage only loosen the screw. Do not completely unscrew it.

When the car has been raised to the fullest extent, hook the eye of the stand on the stud which is situated immediately below the front door (fig. 15) and let the stand hang in a balanced position.

Be careful to see that the stand is properly engaged in the groove of the stud.

In the top of the stand there is a series of holes. Insert the



Fig. 12

Removal of the Wheel Embellisher

When fitting the spare wheel, make sure that the surfaces of the hexagon parts of the spare wheel and of the hub (male and female parts) are clean. Put the spare wheel as far as possible on to the hub, screw up the centre screw of the wheel, using the end 3 of the long lever (fig. 13). It is important that the wheel is located correctly on the hub and that it is firmly resting against the shoulder of the hub. Check that this is the case and tighten up the screw so as to hold the wheel in position for lowering the car to the ground.



Fig. 13

Long Lever



Fig. 14

Unscrewing Wheel Fixing Screw

Move the height control lever 1 to the top position 5 (fig. 9), remove the stand, move the height control lever 1 to the normal running position 2 (broad white band on the quadrant).

When the wheels are lowered to the ground, firmly tighten the centre screw of the wheel using the long lever as shown on fig. 14. To ensure that the screw is adequately tightened, fairly heavy pressure (approximately 80 lbs.) must be applied at the end 3 of the long lever.

Check and adjust the tyre pressure as necessary (see page 23).

Replace the wheel embellisher. In the case of the rear wheel, refit the wing by engaging the dowels on the rear door pillar in the housings on the wing (fig. 11). Push the wing as far as possible towards the front, replace and tighten the screw (fig. 10).

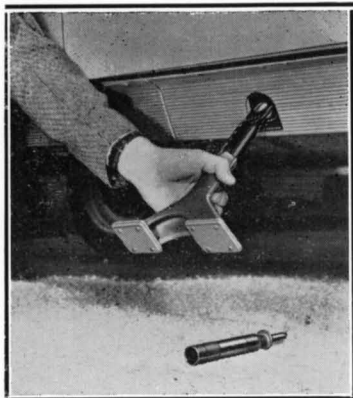


Fig. 15
Fitting the Stand



Fig. 16
Locking the Stand

MAINTENANCE

Carburettor

The ID and ID Super are fitted with a Solex 34 PBIC carburettor. This modern high precision unit will practically never lose its adjustment. **The original Factory setting should never be changed.** It usually requires no maintenance other than cleaning the filter gauze when necessary. This is done by dipping the gauze in petrol and cleaning it with compressed air. To remove the filter loosen nut 1 (fig. 17).

You can also remove and clean:—

The main jet 2 (fig. 17).

The idling jet 3 (fig. 17).

Battery

From time to time check the level of the electrolyte, particularly in summer. It should cover the top of the plates by $\frac{3}{8}$ " approximately in each cell. If necessary, top up with *distilled water—never add acid.*

Precautions against Frost

1st.—*Battery.*

The best way to protect a battery from frost is to keep it fully charged. When fully charged (25° Baume) the battery will withstand a temperature of —20°F. Half charged (20° Baume) it will withstand a temperature of 5°F. Discharged (10° Baume) it will burst at 23°F. A burst battery is irreparable.

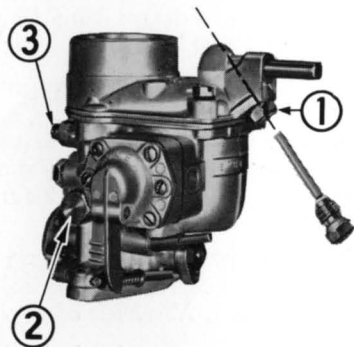


Fig. 17

Solex Carburettor

2nd.—*Radiator and Cylinder Block.*

Cars leaving our Slough factory may in some cases, according to conditions, have anti-freeze added to the cooling water. The presence of anti-freeze will be indicated by a label attached to the top radiator hose.

When anti-freeze has been added in the factory, it will consist of a 20% mixture giving protection against 24° of frost (8°F) (−14°C).

If anti-freeze has not been added and the above degree of protection is required, 4 pints of water must be drawn from the radiator and 4 pints of ethylene-glycol anti-freeze of a reputable make must be added.

If a 25% mixture giving protection against 34° of frost (−2°F) (−19°C) is desired, 5 pints of water must be drawn off, and 5 pints of anti-freeze added. On a car already having 20% mixture in the cooling system it will be necessary to draw off one pint of water and add one pint of anti-freeze. While the above method can be employed it is preferable to prepare the anti-freeze/water mixture before filling the radiator to ensure that the anti-freeze and water are well mixed.

NOTE.—Always use anti-freeze products of reputable make which can be relied upon to have the correct concentration of ethylene-glycol and to give the above degrees of protection. *Never use alcohol as anti-freeze.*

The radiator can be drained by means of the tap which is situated on the right hand side of the bottom tank. In order to complete the drainage of the engine cooling system it will be necessary to unscrew the hexagonal head screw located below the dip stick on the cylinder block to drain off the water from the water jacket. It is impracticable to drain completely the heater systems. Anti-freeze should always be used in winter.

In very cold weather it is recommended that the engine is allowed to idle for several minutes before being accelerated. In this way an even mixture of anti-freeze and water will be assured.

Air Cleaner

This component should be cleaned every 4,000 miles or more often if the car is used in dusty districts. Follow the instructions printed on the air cleaner.

Filter for the Hydraulic System

This is fitted at 1 (fig. 3) in the hydraulic fluid reservoir.

Every 6,000 miles have it cleaned by a Citroen Dealer, by immersion in alcohol followed by blowing out from the inside with compressed air.

Windscreen Washer Reservoir

The reservoir, which is fitted under the bonnet on the scuttle front, should be inspected periodically and refilled when necessary.

Tyres

Tyre wear depends, among other factors, on their correct inflation. They should be inflated to the following pressures:

Michelin 'X' Front tyres: 24 lbs./sq. in. Rear tyres: 20 lbs./sq. in. Spare wheel: 27 lbs./sq. in.
For continuous fast driving, increase these pressures by 3 lbs. per sq. in.

Michelin 'XA2' Front Tyres: 27 lbs./sq. in. Rear Tyres: 22 lbs./sq. in. Spare wheel 28 lbs./sq. in. These pressures apply to all speeds.

Wheels and Hubs

Whenever a wheel is taken off, see that the hexagonal parts (male and female) are kept clean as well as the faces of the wheel and hub.

It is a good thing for the hexagonal parts to be very lightly oiled.

A drop of oil should be put under the head of the centre screw of the wheel.

Headlamps

Whatever make of headlamp first remove outside rim to allow adjustment to be made.

To Fit New Bulb (Cibie Headlamps)

Release spring "1" and lift reflector connection forward, supporting it with the hand. It is held by a nylon thread to prevent it falling accidentally. Remove plastic connection carrying the wires by pulling towards rear. Using thumb and index finger swing the springs fixing the lamp holder through 90 degrees. Remove the lamp and holder assembly and replace with the new bulb. To fit new bulb turn the holder in its housing until the spigot falls into its hole.

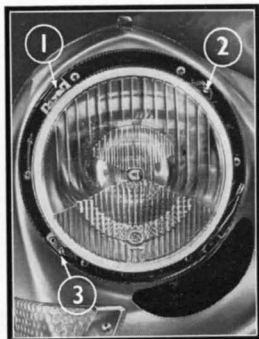
Push home, replace the spring, fixing springs, replace the connection and refit the headlamp.

Marchal Headlamps

Lift left-hand end of spring, place above adjustment screw 4 or 7, and swing headlamp up/down on hinge on top/bottom.

To fit new bulb proceed as for Cibie.

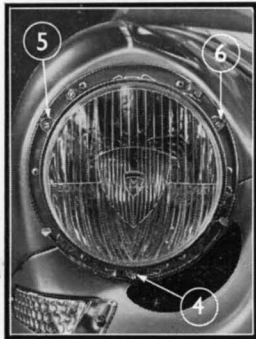
Adjusting



Cibie Headlamps

For lateral adjustment turn screw 2.

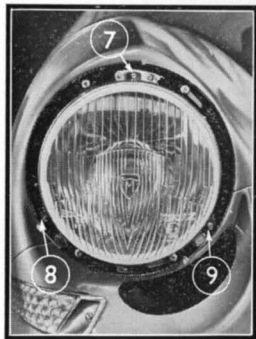
To adjust in height turn screw 3.



Marchal Headlamps

(a) For lateral adjustment turn screws 5 and 6.

To adjust in height turn screw 4.



Marchal Headlamps

(b) For lateral adjustment turn screws 8 and 9.

To adjust in height turn screw 7.

Replacement of the Rear Lamp and Flasher Lamp Bulbs

To replace the bulbs in the rear lamps, brake warning lamps, reversing lamps and rear flasher lamps. Push the glass and rim inwards and turn anti-clockwise. After replacing the bulb, press the glass and rim in and turn clockwise.

To replace the bulb in the front flasher lamp, remove the complete unit by unscrewing the two screws, one on either side of the lamp. Push back the lamp holder retaining clip and withdraw the lamp holder. There is sufficient cable on the lamp holder to allow it to be drawn forward so that the bulb can be changed. After changing the bulb insert the lamp holder in the lamp housing and replace the retaining clip. When replacing the unit be careful not to screw too tightly. It is advisable to tighten the foremost screw first.

Replacement of a Sparking Plug

Remove in the following order: (Reference fig. 19).

1. Metal cap with Insulating bush. 2. Sparking plug lead.

Put the box spanner (which will be found in the tool kit) as far as possible into the opening so as to surround the body of the plug (fig. 19).

Unscrew the plug using the jacking peg. The copper asbestos joint should remain on the thread of the plug.

If a new sparking plug is being fitted, refit the electrode extension from the old plug.

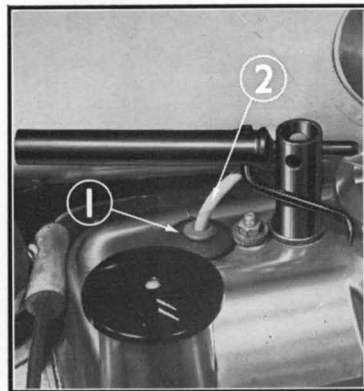


Fig. 19

Changing a Sparking Plug

Special case of the sparking plug on No. 4 cylinder (fig. 20):

A hole is provided in the scuttle flange to give access to the sparking plug on No. 4 cylinder. Remove the rubber plug which closes this hole. After finishing the work on the sparking plug do not forget to replace the rubber plug.



Fig. 20

Changing No. 4 Sparking Plug

Terminal for connecting accessories

If additional electrical accessories are to be installed (voltage 12V) such as a radio set, fog lamps, etc., the fitter should be advised to use the special terminal provided for this purpose behind the glove compartment. This terminal is suitable for a 10 amp. current.

NOTE:

This car has a 12 v. negative earth system.

Towing Trailers

Suitable towing attachments can be obtained from our Spare Parts Department or Citroen Dealer. The total weight towed must not exceed 2,200 lbs. and the towed vehicle must be fitted with an over-run brake.

Towing the Car

In case of necessity the car may be towed for short distances and at reduced speed by a cable or rope passed round, and attached to, the lower arms of the front axle on both sides in such a way that the apex of the triangle so formed can be attached to the towing vehicle. NEVER attach the rope or cable to the front bumper.

Reversing Lights (ID Super only)

Two reversing lamps are fitted on the rear lamp panels. They are switched on and off automatically by the movement of the gear lever into and out of the Reverse position.

Fuses

The fuse box is situated under the bonnet at the top left-hand corner of the bulkhead as seen when facing forward and is fitted with a cover.

It contains six 30 amp. fuses, which, from left to right, protect the following circuits:

1. Ignition light, stop lights, interior light.
2. Windscreen wipers, accessories.
3. Left-hand "beam" headlight.
4. Left-hand "dipped" headlight.
5. Right-hand side and rear lights.
6. Left-hand side and rear lights.

There is another fuse box also under the bonnet in the right-hand top corner of the bulkhead as seen when facing forwards. It is fitted with a cover.

The box contains two 30 amp. fuses protecting the following circuits:

- L/H fuse: Right-hand "beam" headlight.
- R/H fuse: Right-hand "dipped" headlight.

If the fuse blows again when the circuit is switched on, have the circuit inspected by a Citroen dealer.

COMFORT

Ventilation

The ID car interior is ventilated, de-misted and heated in the following manner:—

Front Heating and Demisting

The controls for the front heating and demisting are as follows: Control Valve for hot water supply 23 (fig. 21); the knob rotates through approximately 90°; when it is in the fully clockwise position the hot water is shut off; during the first part of its movement, a fine control is exercised over the amount of hot water admitted to the system and during the remainder of the movement a coarser control is exercised.

Switch for front heater fan 9 (fig. 21); pull to switch on. Lever controlling inlet air from fan to front heating and demisting system 25 (fig. 21); move to the right to cut off the air inlet, move to the left to allow the air to enter; this control is progressive.

Lever controlling the amount of air fed to the front heating and/or front demisting 24 (fig. 21); when fully to the left, almost all the air is directed to the front heating; when fully to the right, almost all the air is directed to the front and side-window demisting; at intermediate positions of the lever the amounts of air for heating and demisting vary accordingly.

Use of the front heating and demisting system:—

Once the water in the engine radiator system is warm, the heating system is effective. Fresh air is ducted from the front of the near-side wing through the fan housing and heater radiator and into the car. When the car is being driven the ram-effect is sufficient to provide a reasonable degree of heating, without using the fan. When the car is stationary, or moving slowly, the fan will supplement the flow of air. The fan should not be switched on when the air inlet lever 25 (fig. 21) is in the “off” position.

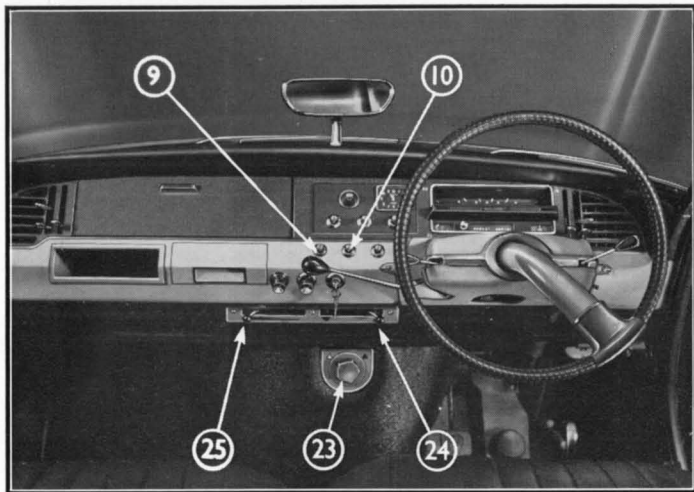


Fig. 21

Ventilating and Heating Controls

In hot weather the fan can be used to blow cool air into the car when the hot water control valve is off (fully clockwise).

For initial demisting and defrosting, the fan should be switched on as soon as the engine is started; although the air being circulated is cold, it will minimise formation of condensation inside the windows and will rapidly begin to defrost the outside surfaces.

Ash Trays

These are fitted into the dash at the front, and in the back panel of the front seat for the rear passengers.

Opening and Locking doors To open the door, grip the handle (fig. 22) then press the catch 2 with your thumb. The catch moves backwards. Then push door open. When the door is closed, lock it by moving the catch 1 forwards. To unlock it press button 2.

The doors are held open by a device which makes getting in and out easy.

The two front doors must be locked with a key and cannot be locked from the inside.

Interior Lighting

This is controlled by the switch 12 (fig. 14) on the dashboard.

Front Seats

The seat adjustment lever is situated below the front edge of the front of the seat. Extent of adjustment: 6".

To unlock the slide, move the lever sideways.

Sunvisors

The two sunvisors can slide longitudinally on their spindles, allowing them to be moved accordingly to the angle of the sun's rays. They can also be swung round if necessary to mask the top of the door glasses.

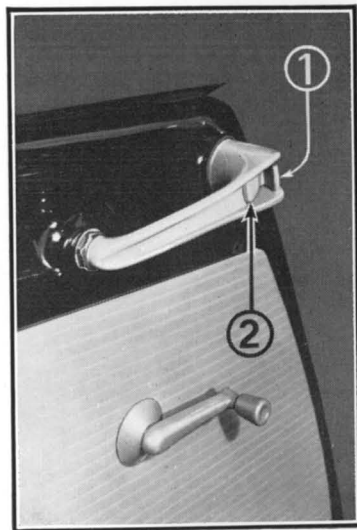


Fig. 22
Locking the doors

LUBRICATION & GREASING

Engine Lubrication

The oil filler is opened (fig. 23) by pulling off the filler cap.

Drain the sump when the engine is **warm** every 2,500 miles and refill it with seven pints of S.A.E. 20 (or 10W/30) oil in both *Summer and Winter*.

Choice of Lubricants

Do not use oils indiscriminately. Choose oils of reputable make and of proved quality. Do not mix oils of different makes. Do not economise in lubrication. Change the oil at recommended periods. A list of approved oils is given on the last page in this instruction book.

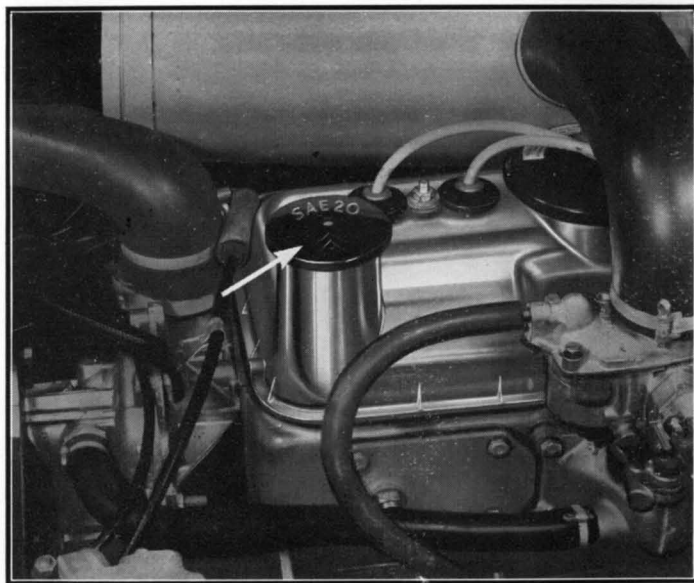


Fig. 23

Engine Oil Filter

Citroen Dealers, who are kept up to date by our "Technical Notes" are in a position to advise you in your choice of both engine oils and other lubricants.

NOTE.—In very dusty conditions or when the car is being used on very short runs, the engine oil should be changed at more frequent intervals.

Some precautions

When draining, do not wait too long for the draining of the last drop of oil.

Never turn the engine, even with the starter, when the sump is empty.

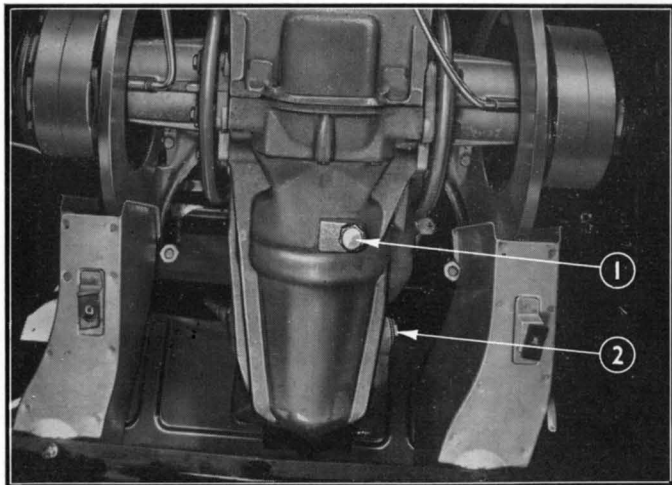


Fig. 24

Gearbox Oil Level and Draining Plug

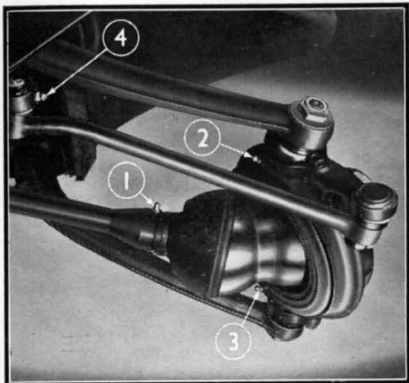


Fig. 25
Drive Shaft Universal Joints

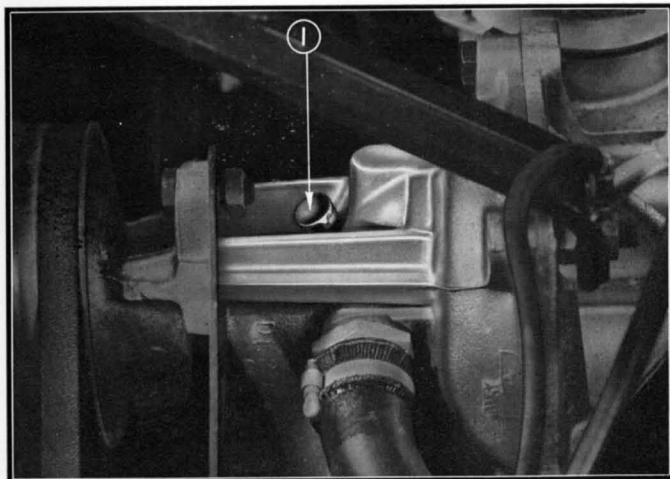


Fig. 26

Gearbox

Every 3,500 miles check the level of the oil in the gearbox. It should be level with the edge of the filler opening 2 (fig. 24). If necessary top up with S.A.E. 90 oil "Extreme Pressure".

Approximately every 12,000 miles have the gearbox drained and refilled by a Citroen Dealer. Drain plug at 1 (fig. 24).

Greasing

The ID's have 12 greasers. Grease the following points: *With adhesive grease.*

Every 1,250 miles, the drive shaft joints 1 (fig. 25); one greaser on the right hand, one greaser on the left hand. The top and bottom pivot ball 2 and 3 (fig. 25); two greasers on the right, two greasers on the left.

At the 300 mile Service Check, and thereafter every 4,000 miles—two greasers on the right-hand side, and two on the left-hand side for the front anti-roll bar links.

Every 1,250 miles, grease the two greasers 4, (fig. 25), one on the left and one on the right (steering relays).

Oiling

Every 1,250 miles, insert a few drops of engine oil into the oiler for the water pump spindle (fig. 26) and into the oiler for the dynamo spindle.

MAIN CHARACTERISTICS

Engine:

Bore and stroke	..	78 mm. × 100 mm.
Capacity	1911 ccs.
Treasury rating	..	15·08 h.p.
Compression ratio	..	7·5—1
Maximum brake h.p.	75 @	4,500 r.p.m.

Capacities:

Petrol tank	14 gallons
Radiator, cylinder block and heating system (water)	..	18 pints
Engine (oil)	7 pints
Gearbox (oil)	..	2·8 pints
Hydraulic fluid reservoir	9¼ pints

Main Dimensions:

Wheelbase	10' 3"
Track, front	4' 11"
Track, rear	4' 3¼"
Overall length	15' 9"
Overall width	5' 10½"
Overall height (normal)	..	4' 11⅞"
Turning circle	36' 1"
Weight (unladen)	23 cwts.

Main Adjustments:

Sparking plug	..	Marchal CR35B 0·024" to 0·028"
Valve clearances		Inlet 0·008" (cold) Exhaust 0·010" (cold)
Toe-in (front wheels)	..	1 mm.—3 mm. toe-in (on wheel rim)

APPROVED OILS & GREASES

	B.P.	DUCKHAM'S	ESSO	MOBIL	SHELL	CASTROL
ENGINE	Energol SAE 20W Energol Visco-static	Duckham's NOL Twenty	Esso Extra Motor Oil 20W/30 or Esso Extra Motor Oil No. 1	Mobiloil Arctic or Mobiloil Special	Shell X 100 20/20W Shell X 100 10W/30	Castrolite
GEARBOX	Energol Ep SAE 90	Duckham's Hypoid 90	Esso Expee Compound SAE 90 EP	Mobilube GX 90	Shell Spirax 90 EP	Castrol Hypoy
STEERING	Energrease L2	Duckham's LB 10 Grease	Esso Multi-purpose Grease H	Mobilgrease MP	Retinax A	Castrolase LM
BALL JOINTS AND UNIVERSAL JOINTS	Energrease L2	Duckham's LB 10 Grease	Esso Multi-purpose Grease H	Mobilgrease MP	Retinax A	Castrolase LM
WHEEL BEARINGS	Energrease L2	Duckham's LB 10 Grease	Esso Multi-purpose Grease H	Mobilgrease MP	Retinax A	Castrolase Heavy
HYDRAULIC FLUID	B.P. Energol Hydraulic CF				Donax D	Castrol HF

RECORD OF OILING & GREASING

Date	Mileage on Speedometer	Engine Drain and Refill	Gearbox Top-up or Drain and Refill	Greasing Points

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