

CITROËN

GSA Special



Cuts the cost of living



The GSA Special: A new car

The Citroën GSA Special Saloon and Estate are the latest arrivals to the GSA range of 5 door hatchbacks. Costing less than any other models in the range they still offer a remarkably high standard specification even down to such luxury details as twin stereo speakers and wipers featuring an intermittent wipe facility. In fact the GSA Special saloon sells for less than many of the smaller utility 3 door hatchbacks.

Not an average car

The GSA Special has quality built into it. It is a car of extremely high specification sold for the price of an average car. It is the only car of its class which has the comfort and roadholding of hydropneumatic suspension combined with automatic self-levelling and anti dive characteristics plus all the advantages of Citroën's long years of experience in aerodynamics.

Take a critical look at the car, the lines as you would expect from Citroën are highly impressive, the bumpers are elastic and spring back after light impacts. The side protection runs the entire length of the body. It has a padded side panel, door arm rest, capacious door pocket, fatigue combatting seats and outstanding luggage capacity.

Satellite controls

The eye catching innovation in the cockpit comprises two satellite control modules situated adjacent to the one spoke steering wheel. Their location ensures that the essential controls which a driver needs to operate while moving are all grouped at his fingertips. The GSA Special has over a score of principal controls and warning lamps as well as auxiliary installations ranging from the heated rear window to a three speed fan.

Air cooled engine

The GSA Special's air cooled light alloy flat 4 engine gives a top speed of 93 mph. The 4 cylinders are horizontally opposed and this achieves a balance which cuts out 90% of the vibration that occurs in a 4 cylinder in-line unit. Air cooling eliminates many components needed for a water cooled engine and this simply means greater reliability. It also needs no anti-freeze. The official figures in the technical section of this booklet show how economically the GSA uses petrol.

Safety

The design of the GSA Special is directed to the avoidance of accidents and then to survival if impact has become inevitable. The positive factors in Citroën construction for safety are largely based on the practices in which the company stands out as a pioneer.

- Front wheel drive stability and traction
- Hydropneumatic attainment of level attitude allied to aerodynamic characteristics
- Dual circuit power operated disc brakes
- Outstanding visibility night and day
- The passenger compartment of the GSA is a multi-welded semi armoured capsule combining rigidity and lightness.
- Outside the central cabin there are impact absorbing panels designed to dampen shock.
- The well protected fuel tank is placed flat and low with shock absorbing cushioning.

Reliability and rust proofing

The GSA Special has a 12 months unlimited mileage guarantee.

The hydropneumatic suspension is guaranteed for two years from the date of original delivery up to a maximum of 65,000 miles.

The GSA is subjected to exhaustive quality control tests and a series of treatments against corrosion. All body shells are given an electro priming process which increases their basic resistance to corrosion. Further operations are carried out on crucial areas on body and wings. All GSA Specials imported into the UK are given special underbody and hollow section proofing.

Comfort and road holding

Citroën high pressure hydro-pneumatic suspension – unique in being fitted to a medium range car – ensures a constant height between the body of the car and the road, and the constant level attitude of the car whatever the load of passengers and luggage or the surges of braking and acceleration. The suspension achieves an unmatched standard of comfort and determined roadholding.

Front wheel drive, the system of which Citroën are past masters, gives vastly superior traction even in the worst road conditions.

Unique estate

The GSA Special estate has the full advantage of Citroën hydro-pneumatic suspension with real comfort for passengers and fine consideration for the cargo. It can be filled to the very back of the loading platform and has the capacity to carry delicate objects or bulky gear precisely and safely even over bad ground.

Superb braking

Braking on the GSA is by disc brakes on all four wheels, each circuit has its own pressure reserve. Main brake wear is automatically adjusted. A warning light on the dash gives adequate notice of front pad wear. The parking brake provides a genuine emergency brake.

Well positioned wheels combined with Michelin radials minimise the risk of "drifting."

Citroën suspension will keep the car straight and stable during emergency braking and allow controlled steering, around corners if necessary, should a tyre blow-out occur.

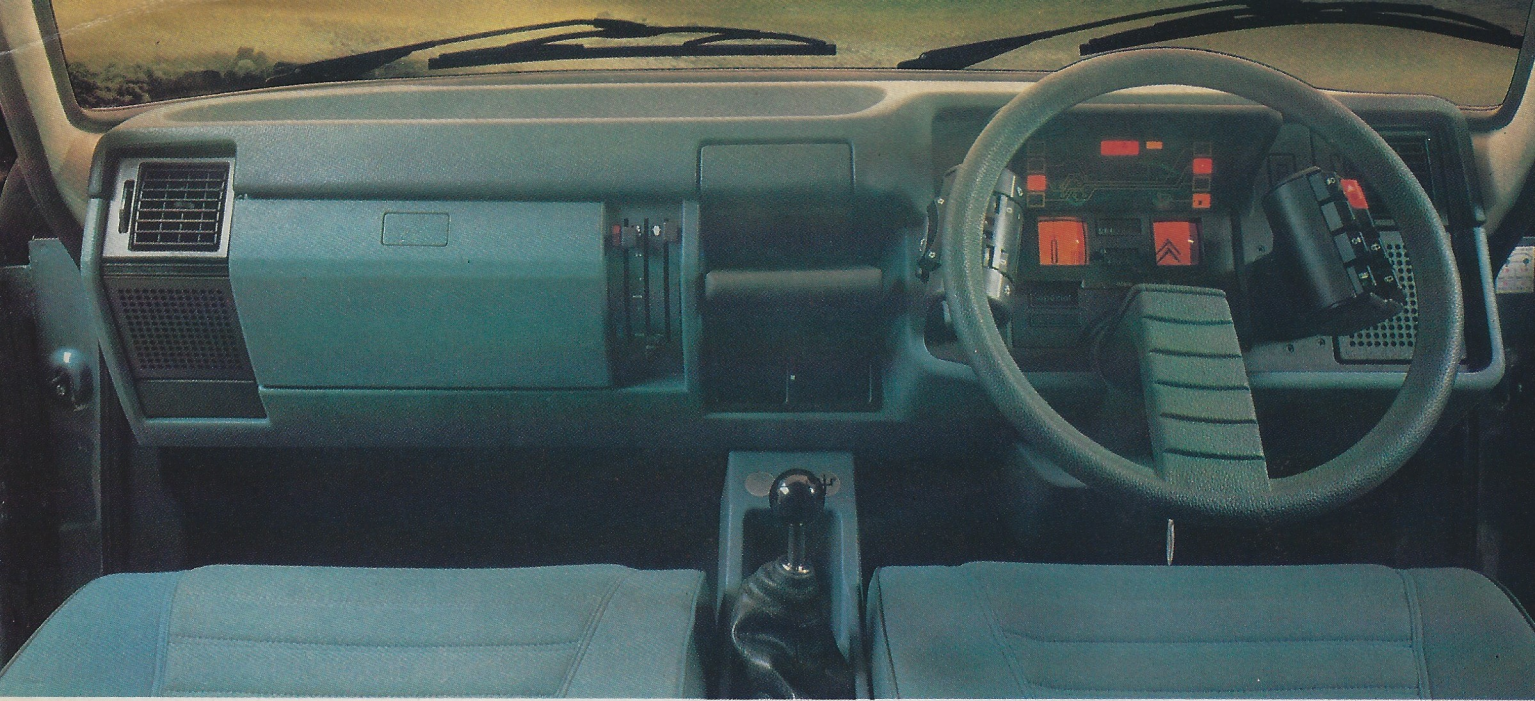
With its unique combination of value for money and safety features unmatched in any other car our GSA can truly be said to cut the cost of living.



GSA Special Hatchback



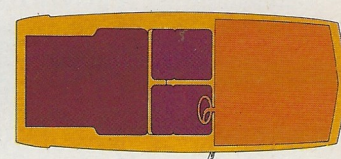
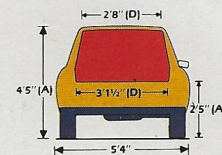
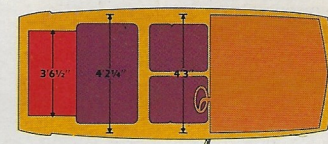
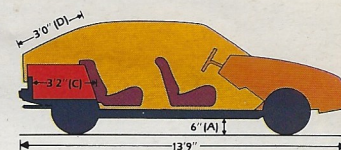
GSA Special Estate



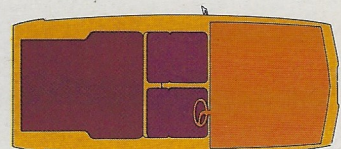
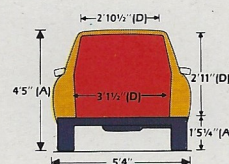
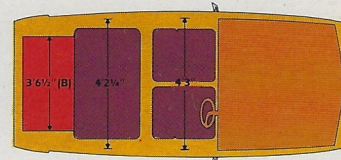
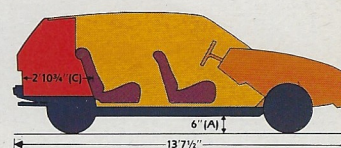
Technical Specifications

	GSA SPECIAL SALOON	GSA SPECIAL ESTATE
Alternator	540 watts	540 watts
Battery	12V 200/40 Ah	12V 200/40Ah
Bore and stroke	74 x 65.6	74 x 65.6
Brakes:	<i>Dual circuit power operated discs on 4 wheels. Parking brake acts on front wheels using separate calipers.</i>	
Capacities:		
<i>Fuel tank</i>	9.5 gallons (43 litres) 4 star	9.5 gallons (43 litres) 4 star
<i>Engine oil</i>	7.0 pints (4 litres)	7.0 pints (4 litres)
<i>Gearbox oil</i>	2.5 pints (1.4 litres)	2.5 pints (1.4 litres)
<i>Hydraulic fluid</i>	7.4 pints (4.2 litres)	7.4 pints (4.2 litres)
<i>Cooling system (with heater)</i>	Air	Air
Carburettor	Dual choke Weber	Dual choke Weber
Clutch	Single dry plate	Single dry plate
Compression ratio	9.1	9.1
Construction	Monocoque	Monocoque
Cooling system	Air	Air
Cubic Capacity	1129cc	1129cc
Fuel consumption:		
<i>Typical town driving:</i>	30.1 mpg 9.4 L/100km	30.1 mpg 9.4 L/100km
<i>Constant 56 mph (90 km/h)</i>	44.8 mpg 6.3 L/100km	44.1 mpg 6.4 L/100km
<i>Constant 75 mph (120 km/h)</i>	34.9 mpg 8.1 L/100km	31.4 mpg 9.0 L/100km
<i>(Government tests)</i>		
Gross vehicle weight	2987 lbs (1355 kgs)	3009 lbs (1365 kgs)
Horsepower DIN	56.5 hp at 5750 rpm	56.5 hp at 5750 rpm
Kerb weight	2105 lbs (955 kgs)	2127 lbs (965 kgs)
Load volume:		
<i>Saloons</i>	15.4 cu ft (435 dm ³)	22.8 cu ft (645 dm ³)
<i>Estates: rear seat folded</i>	49.45 cu ft (1400 dm ³)	53.1 cu ft (1504 dm ³)
Max load	882 lbs (400 kgs)	882 lbs (400 kgs)
Max trailer weight	1764 lbs (800 kgs)	1764 lbs (800 kgs)
Number of cylinders	4	4
Steering	<i>Rack + pinion with two piece safety column. Turning circle between kerbs 31 ft 8 inches (9.66 m)</i>	
Suspension	<i>Hydropneumatic independent on all 4 wheels. Height correctors front & rear suspension maintaining constant ground clearance whatever the load in vehicle. A lever positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.</i>	
Top speed	93 mph	93 mph
Torque DIN	59 at 3500 rpm	59 at 3500 rpm
Transmission	<i>Front wheel drive gearbox with 4 synchromesh forward speeds plus reverse. Gear change by floor mounted lever in central console.</i>	
Tyres:	Michelin 145SR 15XZX	Michelin 145SR 15XZX

DIN (Deutsche Industrie Normen) figures are the most widely accepted standard in the European Motor Industry



Rear seat folded



Rear seat folded

- (A) Engine running
- (B) Between wheel arches
- (C) Length of floor level
- (D) Opening width



NOTE: Every endeavour was made to ensure that the information contained in this brochure was accurate at the date of going to press (1st December 1980). The company however reserves the right, while preserving the essential characteristics of the models described and illustrated, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time but in order to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of this brochure.

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