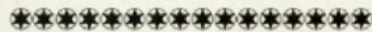


citroen

SAFARI





CITROEN SAFARI

A perfectly designed vehicle for the family or professional needs of the modern man, this estate car is becoming increasingly popular year by year. Among all the vehicles of this type on the market, the CITROEN Estate Car is distinguished by all the well known qualities which constitute the reputation of CITROEN cars. Like these, the CITROEN Estate Car is a safe, comfortable, practical and elegant vehicle. *****







HYDRO Pneu matic SUSPENSION

This is the only system which gives a safe and comfortable suspension on any road surface at any speed; it is perfectly supple and perfectly damped whatever the loading of the vehicle.*****

With hydropneumatic suspension, each one of the 4 wheels reacts independently to the unevenness of the road surface. These impulses are instantly transmitted by a fluid to air cushions which act like springs except that they are far more supple than conventional steel springs.***

With the hydropneumatic system, the suspension remains supple and efficient whatever the load. This is because a compensating device immediately and automatically adjusts the ground clearance of the car according to the load carried.*****

In addition, the hydropneumatic system enables the driver, if he so wishes, to adjust the height of the car above the ground. Simply by moving a lever he can vary the height between 3 1/2" and 11". This is most useful in difficult road conditions and it also does away with the need for a jack to change a wheel.** Experts are unanimous in their opinion that the hydropneumatic system is the only suspension which offers the greatest comfort and at the same time the best road holding.**



FRONT WHEEL DRIVE

The CITROEN Estate Car is a safe car, because it is effortless to drive (driver's fatigue being one of the most common causes of accidents), also it has one feature which contributes substantially to its safety: front wheel drive.*****

This system is more costly to design and manufacture but it has many advantages: road holding is improved and it allows greater interior space. The principle of front wheel drive consists in grouping the whole drive system at the front of the car thus increasing the weight on the front axle and consequently the traction of the wheels which provide both steering and motive power. The centre of gravity is moved forward keeping the car permanently stable in relation to its direction of movement. When cornering, the rear axle follows the heavier front of the car and, therefore, does not tend to slew round. Front wheel drive, which is slowly but surely being adopted by manufacturers all over the world, has been applied and perfected by CITROEN since 1934, it is one of the secrets of the well known road holding characteristics of CITROEN cars. *****







DISC BRAKES

CITROEN was the first manufacturer in the world to fit disc brakes as standard equipment. Here again CITROEN led the way and many manufacturers have since followed suit because disc brakes cool better and there is no thermal or mechanical fading and no ovalization. In addition, CITROEN brakes are power operated; the driver simply controls the braking action with his foot, all the effort being supplied by a fluid under pressure which is released when the brake pedal is depressed. Also there is a special weight compensating device which controls the braking on the rear wheels according to the load on them, this prevents the rear wheels from locking due to lack of adhesion. Lastly, the braking system of the CITROEN Estate Car has a double circuit; a feature which is only to be found, at present, on the most luxurious cars and on very heavy lorries. *****





ENORMOUS CAPACITY

At the rear of the Estate Car there is a tail gate which opens upwards for the full width of the car and there is a tail board which opens downwards. The height of access is 36 1/2", one of the largest rear openings in this type of vehicle. Special hinges set forward in relation to the back of the car enable the tail gate to be raised very high (it is held open by a two position strut) and the access to the loading area is particularly easy.*** If necessary the car may be driven with the tail board down (a second number plate automatically takes the place of the normal one); the loading area is thus increased and even overhanging loads may be carried.*****

The floor, which is flat like those of all CITROENS, is low: 18 inches from the ground, unladen or fully loaded, because of the automatic height compensator of the hydro-pneumatic suspension system. The loading space is contained within flat perpendicular surfaces and is fully utilizable. The roof rack is a standard fitting. The maximum all up weight of the car is 39 1/2 cwt. *** The large panoramic rear window and the three pairs of side windows provide exceptional visibility for the occupants of the vehicle.*****







PRACTICAL AND ELEGANT FEATURES

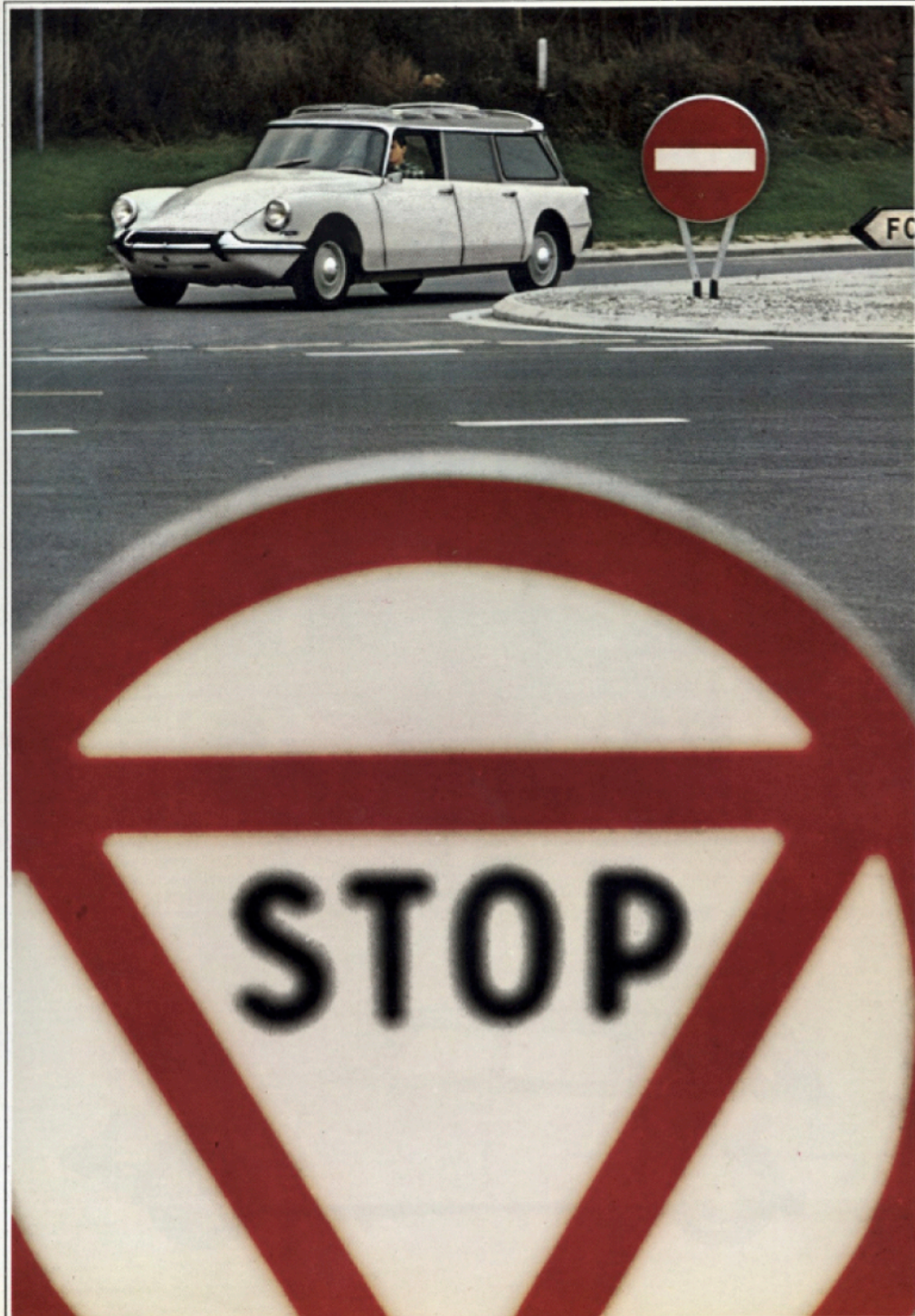
In the CITROEN Estate Car one sits perfectly comfortably on seats padded with multicellular foam. They have been very carefully designed and are available in a wide range of colours. It is possible to stretch ones legs in the front as in the back. *****
The separate fresh air heating and ventilating systems also contribute to the general comfort of the car: heating and ventilating by blown air, which can be temperature controlled and directed as desired, even when the car is stationary. There is also a special demisting system for the side door windows. A high degree of soundproofing is completed by a thick pile carpet backed by a foam underlay. The dashboard, which is very complete, also includes an electric clock and two speed windscreen wipers. *****
The streamlined body design of the CITROEN Estate Car follows closely those of the saloons. The arrowhead frontal design and the flowing lines of the body with its curved sides, give it a robust but elegant appearance. *****



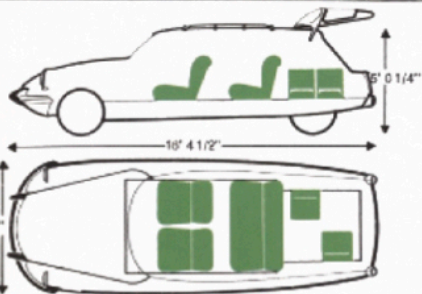


SAFARI 19 OR SAFARI 21

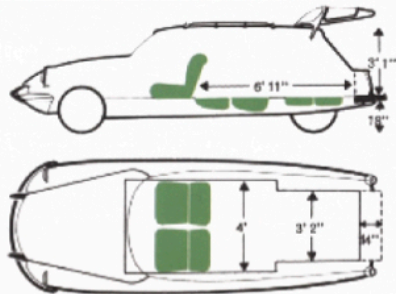
Citroën Estate Cars are now available in both 19 and 21 versions. These two engines are identical to those of the DS 19 and DS 21. These new engines have the same improvements (five bearing crankshaft, light alloy hemispherical cylinder head, with mixture pre-heating, twin-choke downdraught carburettor, large overhead valves) all of which give increased performance with complete safety. *****
The cylinder capacity of the 19 engine has been increased to 1985 cc, which gives 90 bhp SAE at 5250 rpm. (French fiscal rating 11 CV). The top speed is 96 mph. The 21 engine has a capacity of 2175 cc and develops 109 bhp SAE at 5500 rpm. (French fiscal rating: 12 CV). The top speed of this new Estate Car is 103 mph. In both instances, Citroën wished to offer the same improvements as those of the DS models to the growing Estate Car clientele.♦♦



THE "SAFARI" ESTATE CAR



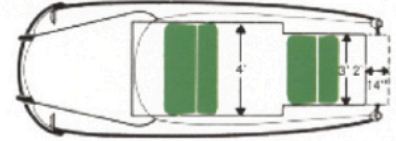
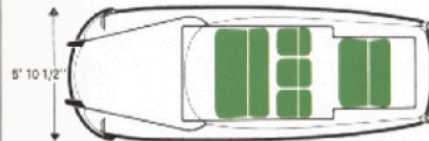
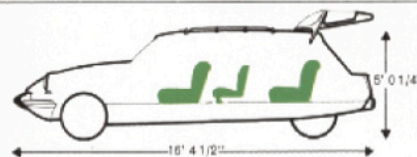
Seats are padded with multicellular foam - Front seats fully adjustable with reclining backrests, convertible to bunk beds.



Two staggered folding seats in the rear compartment. The folding seats and the rear bench seat fold away into the floor to provide a loading space of 71 cubic feet. (utilizable floor area 24.75 sq. ft.).



THE "FAMILIALE" ESTATE CAR



Between the front and rear bench seats there are three folding seats facing forward. Thus eight people can be comfortably seated in this car. When these

seats are folded they provide a floor area of 10.76 sq. ft. where, for example, a perambulator could be carried.

TECHNICAL SPECIFICATION SAFARI 19

ENGINE - Capacity 1985 cc. Bore - stroke 86 x 85.5. Compression ratio 8.75: 1 (Premium grade petrol only to be used). French fiscal rating 11 CV. Max. BHP 90 SAE at 5,250 rpm. Max. torque 109.9 ft. lbs. SAE at 3,500 rpm. Overhead valves in V. 60°. Side-members: crankshaft (chain driven with tensioner). Light alloy cylinder head - integral ducting. Removable wet liners. 5 bearing crankshaft. Oil filter; gauze + full flow element (safety by-pass in case of clogging). Carburettor: WEBER, downdraught, twin choke. Air filter: dry. Single exhaust manifold - twin outlets. Mechanical petrol pump. Pressure lubrication by gear type oil pump. Coolant pump and thermostat.

CLUTCH - Dry (pedal operated).

GEARBOX - 4 speeds all synchromesh + reverse.

TRANSMISSION - Front wheel drive. 3 arm constant velocity joints at gearbox end. Double universal joints on wheel end. Crown wheel and pinion ratio 8 x 35.

BRAKES - Main brakes: High pressure hydraulic (servo) control. Independent front and rear circuits. Front discs - rear drums. No automatic adjustment. Opposed piston calipers. Automatic compensation for rear load variation.

Parking brake: mechanically operated on front wheels - special pads.

STEERING - Rack and pinion.

CHASSIS - Sheet steel platform with welded side-members, reinforced body members.

SUSPENSION - Independent on all 4 wheels each with a hydraulic unit and built in shock absorber (suspension reinforced front and rear). Anti-roll bars front and rear. Automatic constant ground clearance regardless of load.

WHEELS - Front tyres: 180 x 380 XAS. Rear tyres: 180 x 380 XAS. Spare wheel: 180 x 380 XAS.

ELECTRICS - Battery: 12 volt 53/57 A/H. Generator: 300 Watts (with current voltage control regulator). Starter: 1.27 hp (solenoid operated). High frequency horns. European code headlamps.

WEIGHTS AND DIMENSIONS - Wheelbase: 12'3". Track front - rear: 4'11" / 4'3". Ground clearance, unladen: 5.7". Turning circle: 36'1". Overall length: 16'4 1/2". Overall width: 5'10 1/2". Overall height: 5'11 1/4". UNLADEN WEIGHT: 2965 lb. MAXIMUM LADEN WEIGHT: 4409 lb.

CAPACITIES - Petrol tank: 14 gallons. Engine sump: 7 pints. Gearbox: 3.5 pints.

PERFORMANCE - Max. speed: 96 mph.

TECHNICAL SPECIFICATION SAFARI 24

ENGINE - Capacity 2175 cc. Bore-stroke: 90 x 85.5. Compression ratio 8.75: 1 (Premium grade petrol only to be used). French fiscal rating 12 CV. Max. BHP 109 SAE at 5,500 rpm. Max. torque 128 ft.lb. SAE at 3,000/3,500 rpm. Overhead valves in V, 60°. Side-members camshaft (chain driven with tensioner). Light alloy cylinder head: external manifold. Removable wet liners. 5 bearing crankshaft. Oil filter: gauze + full flow element (safety by-pass in case of clogging). Carburettor: WEBER, down-draught, twin choke. Dry air filter. Twin exhaust manifold with twin outlets. Expansion chamber at rear. Mechanical petrol pump. Pressure lubrication by gear type oil pump. Coolant pump and thermostat.

CLUTCH - Dry (pedal operated).

GEARBOX - 4 speeds all synchromesh + reverse.

TRANSMISSION - Front wheel drive. 3 arm constant velocity joints at gearbox end. Double universal joints at wheel end. Crown wheel and pinion ratio 8 x 35.

BRAKES - **Main brakes:** High pressure hydraulic (servo) control. Independent front and rear circuits. Front discs - rear drums. No automatic adjustment. Opposed-piston calipers. Automatic compensation for rear load variation.

Parking brakes: Mechanically operated on front wheels - special pads.

STEERING - Rack and pinion.

CHASSIS - Sheet steel platform with welded side-members, reinforced body members.

SUSPENSION - Independent on all 4 wheels each with a hydraulic unit and built in shock absorber (suspension reinforced front and rear). Anti-roll bars front and rear. Automatic constant ground clearance regardless of load.

WHEELS - Front tyres 180 x 380 XAS. Rear tyres 180 x 380 XAS. Spare wheel 180 x 380 XAS.

ELECTRICS - Battery: 12 volt 53/57 A/h. Generator: 300 Watts (with current voltage control regulator). Starter: 2 hp (solenoid operated). High frequency horns. European code headlamps.

WEIGHTS AND DIMENSIONS - Wheelbase: 10'3". Track front-rear: 4'11"/4'3". Ground clearance, unladen: 5.7". Turning circle: 36'1". Overall length: 16'4 1/2". Overall height: 5'11/4". Overall width: 5'10 1/2". UNLADEN WEIGHT: 2976 lbs. MAXIMUM ALL UP WEIGHT: 4409 lbs.

CAPACITIES - Petrol tank: 14 gallons. Engine sump: 7 pints. Gearbox: 3.5 pints.

PERFORMANCE - Maximum speed: 103 mph.

