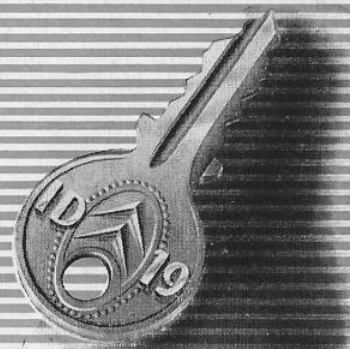
SOCIÉTÉ ANONYME ANDRÉ CITROËN, 117 A 167, QUAI DE JAVEL PARIS XV^e

CITROËN

INSTRUCTION BOOK



INSTRUCTION BOOK

for the

ID 19

HEAD OFFICE :

SOCIÉTÉ ANONYME ANDRÉ CITROËN

117 à 167, Quai de Javel, Paris (15e)

Téléphone : VAUgirard 72-10

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FOREWORD

The Citroën ID 19 is the result of many years of experimental and development work devoted to the design of a vehicle which would possess outstanding qualities of safety, comfort and ease of driving.

Certain simple differences in driving technique are required in order to secure the maximum benefit from the outstanding merits of this car. We strongly recommend careful reading of the following pages before taking the car on the road.

Our Service Department is at the disposal of owners for further information and advice if required. Address your enquiries to :

The Service Manager,
CITROËN CARS CORPORATION

60.01 Northern Boulevard
WOODSIDE 77 (New York)

Tel. RAVENWORTH 8.4064

8423 Wilshire Boulevard
BEVERLY HILLS (California)

Tel. OLIVE 3-47-45

NOTE : All reference in this book to position, i.e. right hand or left hand are as seen from the driver's seat.

RUNNING-IN

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

12 m.p.h. in 1st gear
30 m.p.h. in 2nd gear
45 m.p.h. in 3rd gear
62 m.p.h. in 4th gear

Drive with care from 300 miles to 1,250.

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
70 m.p.h. in 3rd gear
85 m.p.h. in 4th gear

During the service at 300 miles, drain and refill the crankcase, drain and refill it again at 1,250 miles and then every 2,500 miles. The most economical driving speeds are as follows :

35 m.p.h. in 2nd gear
50 m.p.h. in 3rd gear
70 m.p.h. in 4th gear

DRIVING

Points to be checked before starting.

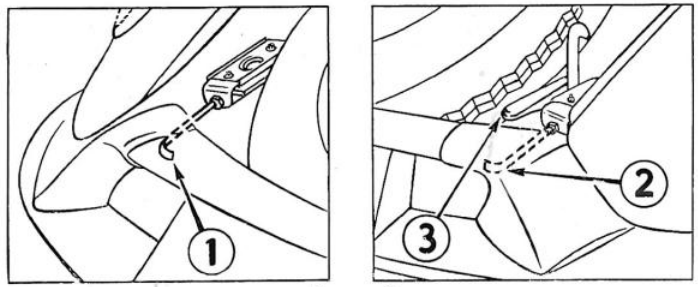


Figure 1

To open the hood :

— Release the two ,, safety locks '' at the right and the left of the hood, by passing the hands through the opening in the bumper on each side of the number plate and pull on the handles **1** and **2** (fig. 1).

— Raise the hood slightly with the left hand, then completely release it by passing the right hand between the hood and the bumper on the right hand side of the number plate and pressing on the lever **3** (fig. 1).

To hold the hood in the open position, engage the end of the strut (fig. 2) in the bracket fitted on the left hand side of the radiator above the exhaust pipe.

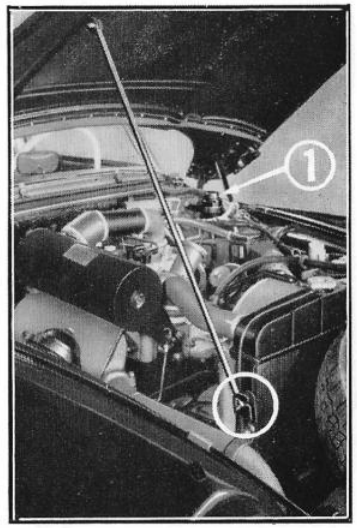


Figure 2

Opening of the hood

Engine oil : the dip stick is located on the left hand side of the engine, rear of the gas pump and under the carburetor.

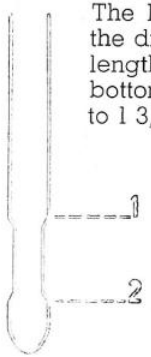


Fig. 2 twice

The level should be up to the top of the notch on the dip stick **1** (fig. 2 twice) but not above it. (The length between the top of the notch 1 and the bottom of the notch 2 corresponds, approximately, to 1 3/4 pints).

Water : the level should be 1'' from the top edge of the filler neck. If you wish to check the water level on the road, take care when removing the filler cap as the radiator is slightly under pressure when the engine is warm.

Start by turning the filler cap one quarter of a turn so as to bring the cap on to its safety catch and wait while the pressure falls before removing the cap.

When the engine is **very warm** it is desirable to wait while it cools down.

Fluid for hydraulic suspension : the height of the fluid in the tank situated 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 while the car (without occupants) becomes stabilised at its normal height. When it is necessary to top up the fluid, use only one of the following six fluids :

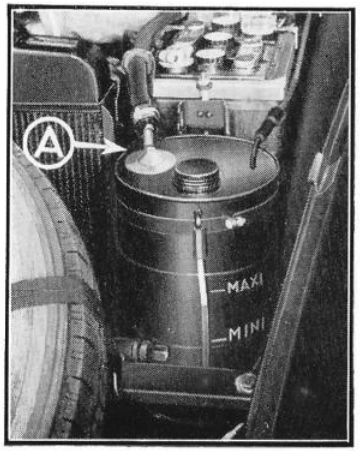


Figure 3

Filter for hydraulic fluid

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

In cases where it is **absolutely impossible** to procure one of the above, a Lockheed hydraulic brake fluid may be used temporarily. **The use of any other fluid, particularly fluids with a mineral base, such as engine oil, or oils for hydraulic jacks, shock absorbers, automatic transmissions, which will rapidly and completely destroy the hydraulic installation on your car must be prohibited.**

Fluid for hydraulic brakes : the level can be seen in the glass tank 1 (fig. 2) and should be between the **minimun** and **maximun** marks indicated by arrows.

Starting.

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

Switch on the ignition (key at **2,** fig. 4).

Leave the spark control in the running position (in

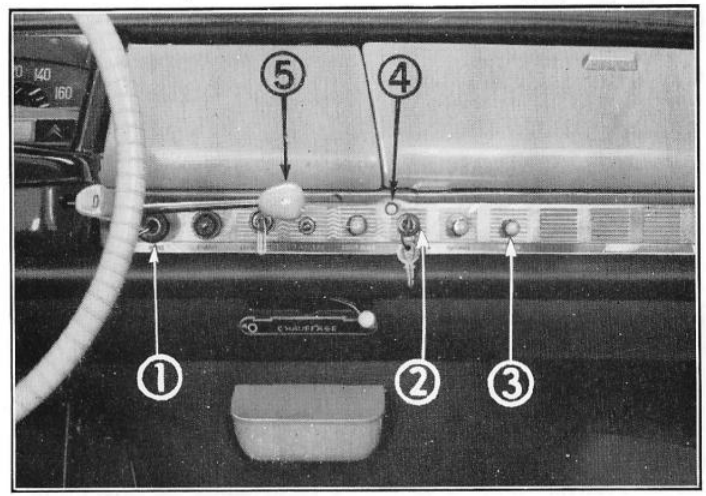


Figure 4

Ignition switch, starter, manual ignition control, choke

accordance with the instructions on page 9, paragraph 4).

When the engine is cold : pull out the choke control **3** (fig. 4) as far as possible and press on the starter button **4** (fig. 4), without touching the accelerator pedal. If the

engine does not start the first time wait three or four seconds then repeat the operation.

As soon as the engine starts, progressively push in the choke control.

Make it a general rule, never to use the choke control more than is absolutely necessary, and never race the engine when it is cold.

Nota. — When necessary to use the starting handle use also the lever (fig. 11).

When the engine is warm : push right down the accelerator pedal without pulling out the choke control, then push on the starter button. If the engine does not start at the first attempt wait three ou four seconds without releasing the accelerator and repeat the operation.

When the engine is started, release the accelerator.

Before driving off, let the engine run for two or three minutes so as to allow the car to take up its normal running position.

Changing gear.

Depress the clutch pedal as far as possible. Move the lever **5** (fig. 4) situated under the steering wheel to the selected gear position. Delay the movement of the lever for a short time in neutral position when moving from one gear to another.

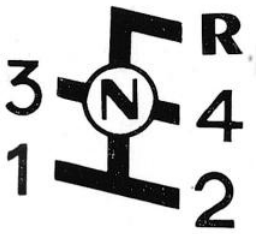


Figure 5
Diagram of gear lever positions

The gear lever can be moved in three parallel planes (fig. 5). In the plane nearest the driver, it controls the 1st and 2nd gears.

In the intermediate plane it controls the 3rd and 4th gears.

In the plane furthest from the driver, it controls the reverse gear.

Parking brake.

The control for the secondary brake consists of a hinged handle **1** (fig. 6) situated at the left hand of the driver. To apply the brake, pull on the handle, an automatic ratchet device holds it in the locked position. To unlock the brake, pull on the handle with the left hand to release the ratchet, press with the thumb on the end of the handle **2** (fig. 6), so as to hold the ratchet, and push the handle towards the front.

The ratchet handle can be locked by a safety device. It is operated by turning the knurled screw **3** (fig. 6) one quarter of a turn.

When parking on a slope **it is absolutely essential that the handle 1** (fig. 6) **is pulled hard so as to apply the maximun braking.**

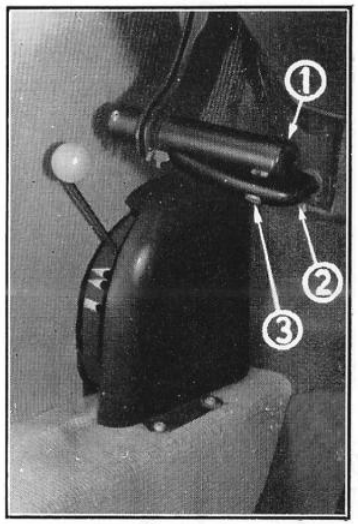


Figure 6
Parking brake

Dashboard (fig. 7 et 15).

The following controls and instruments are fitted on the dashboard and instrument panel :

1. Speedometer.
2. Mileage recorder.
3. Gas gauge.

3a. Ammeter.

4. Manual spark control.
   Adjust the advance by turning the control as required in the direction of the arrow. With **ordinary gas,** the ignition control is in the optimum position when slight " pinking " can be heard when the engine is labouring on hills.
   Il you change from ordinary gas to **premium grade,** leave the manual ignition control in the position previously determined.

5. Battery charge light.
6. Directional signal control with repeating light.
7. Instrument panel lighting rheostat (operates only when the ignition is switched on).
8. Windshield wiper switch (operates only when the ignition is switched on).
9. Starter relay switch (push button).
10. Ignition switch.
11. Interior lighting switch.
12. Choke control.

13 and 20. Controls for the side ventilation shutters.

14 and 19. Deflectors for controlling the direction of the incoming air.

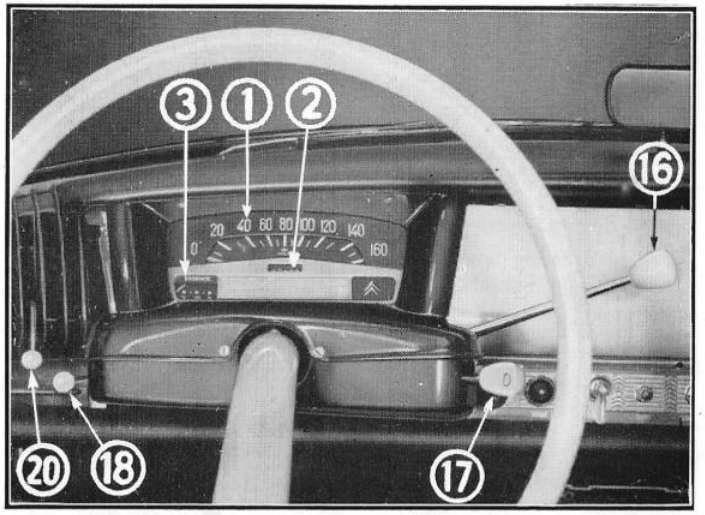


Figure 7 — **Instrument board**

15. Heater control. Closed at the right, temperature becoming higher as the lever is moved towards the left.
16. Gear shift lever.

17. Horn and lighting switch (single control) ;
The horns are operated by pressing on the end of the control :
   — Pressing **lightly** sounds the low note horn.
   — Pressing **further** sounds the low and high note horns.

   The driving lights are controlled by turning the knob in one of the three following positions :
   — O : no lighting.
   — V : head and tail lamps (town lighting).
   — R : headlights and tail lights (highway lighting).

   From the positions V or R the low-beam position can be obtained by moving the control arm down.

18. Control for distributing the warm air between the heating system and defrosting system. In the top position, all the warm air goes to the defrosters. In the lower position it goes entirely to the heater. In its intermediate position, the heating is divided.

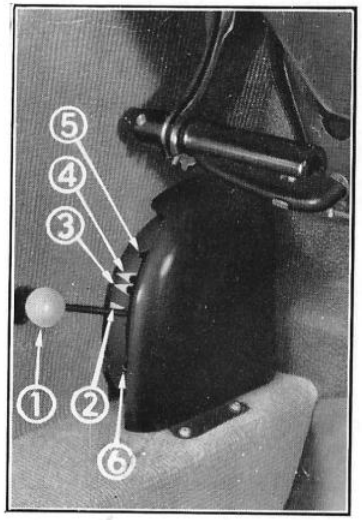


Fig. 8 - **Adjustment of ground clearance**

Adjustment of ground clearance.

To assist driving on bad roads (rutted roads, sunken tracks, sand or snow, etc.), it may be desirable to increase the ground clearance.

The control **1** (fig. 8) can be moved to the three positions marked by white bars on its housing. When it is opposite the mark **2** the car is at the **normal height.**

By moving the lever to the marks **3** or **4** the car can be raised more or less.

The greatest comfort is obtained when the car is at the normal height. However, the car can be driven in either of the other two positions.

The control **1** can also be moved to 2 extreme positions :

pushed to the top in **5,**
pulled down to the bottom in **6.**

These are the two positions used for changing wheels. **They must not be used for normal driving.**

Nevertheless the car can be driven at the maximum height (lever **1** pushed as far as possible towards the top at **5)** in exceptional circumstances for driving with care, over difficult stretches of road where still more ground clearance is required.

Changing a wheel.

— The engine should be idling during the following operation.

Figure 9
Removal of rear fender

— Apply the handbrake **1** (fig. 6) and lock it.

— Remove the tool kit and the spare wheel located under the hood. In the case of a rear wheel, remove the fender : unscrew the screw (fig. 9), using the crank and pull the fender towards the rear (fig. 10) while raising it slightly.

Then carry out the following operations in the order given :

— Push the lever **1** (fig. 8) as far as possible towards the top, the boyd will slowly rise.

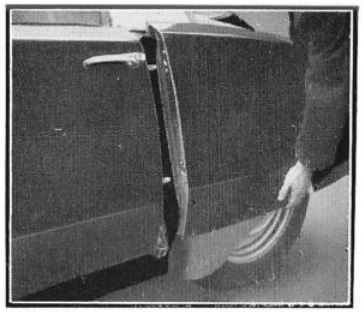


Figure 10
Removal of rear fender

— Remove the hub-cap. To do this : insert the end of a screwdriver between the hub-cap and the wheel. Slight pressure will release it.

— Unlock the centre screw of the wheel using the long lever. (This lever (fig. 11) is fitted on the crossmember carrying the spare wheel). Use it as shown on fig. 12. At this stage only unlock the screw, do not unscrew it.

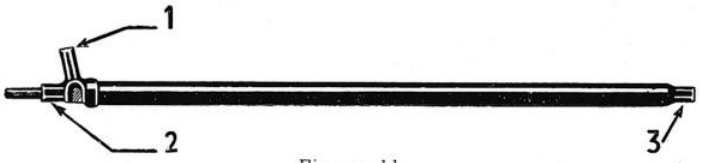


Figure 11

— When the car is completely raised, hook the eye on the stand (fig. 13) to the stud situated under the front door and let the stand hang in a balanced position.

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

— The stand has in its top part a series of holes. Insert the plug (fig. 14) in the hole nearest to the base.

— Push the control lever as far down as possible at **6** (fig. 8) 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 of the long lever (**3**, fig. 11).

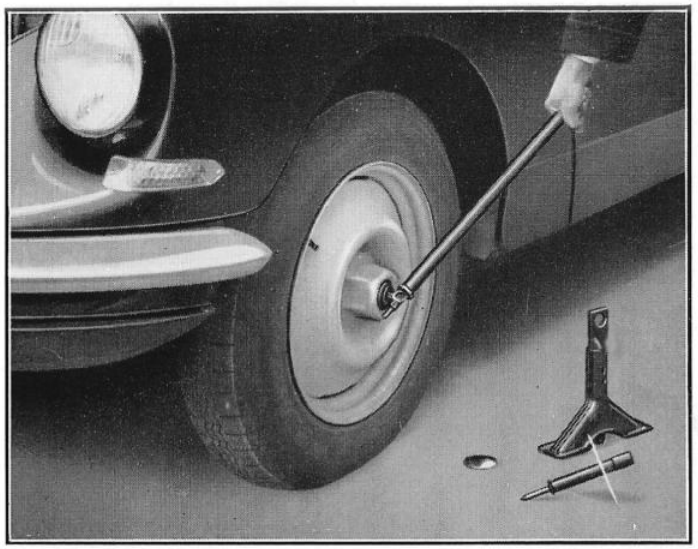


Figure 12

Unlocking the centre screw of the wheel

— Remove the wheel.

— Refitting : Make sure that the hexagon parts of the spare wheel and of the hub (male and female parts) are clean, then put the spare wheel **as far as possible** on the hub.

— Screw up the centre screw of the wheel as far as possible using the end of the long lever (**3**, fig. 11).

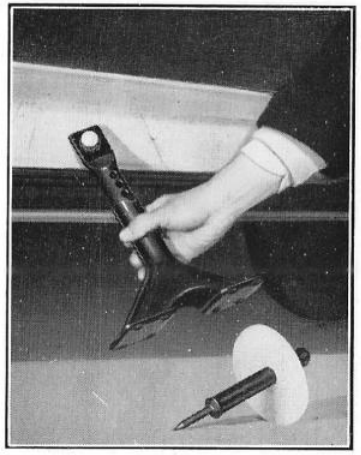


Figure 13

Hooking on the stand

— Bring the height control lever to the high position **5** (fig. 8).

— Remove the stand.

— Bring the height control lever to the normal running position (heavy white band on the housing).

— **Firmly tighten** the centre screw of the wheel using the long lever in the position shown on fig. 12.

In order to ensure that the screw is correctly tightened, it is necessary to apply a fairly heavy force on the end **3** (fig. 11) of the long lever (something in the order of 80 lbs).

Replace the wheel nut protector.

In the case of the rear wheel, refit the fender; first engage the dowels (fig. 10) in their housings. **Push the fender as far as possible towards the front** and retighten the screw (fig. 9).

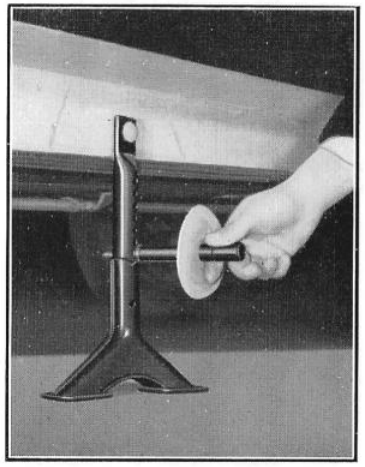
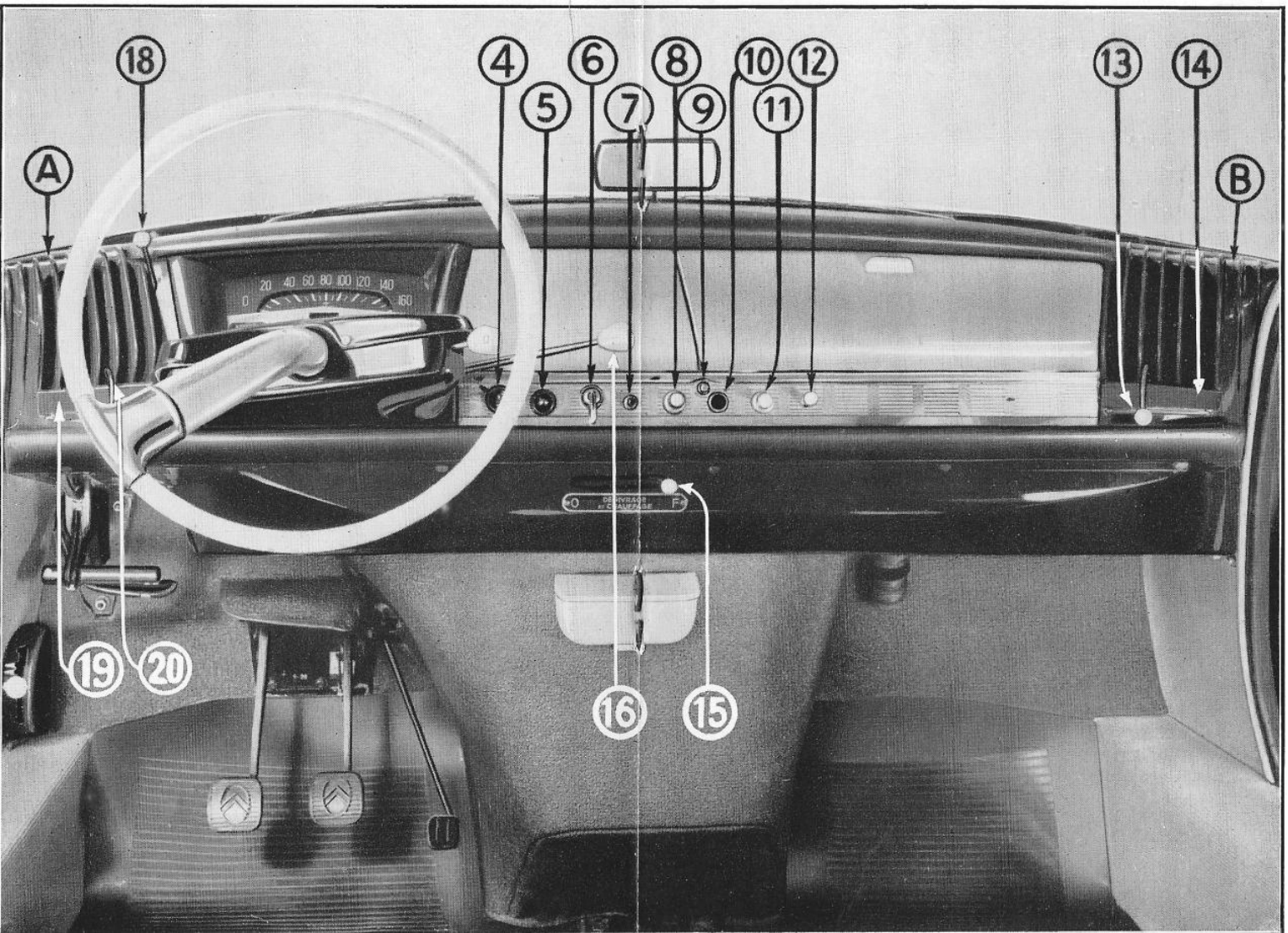


Figure 14

Inserting the pin


18
4
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MAINTENANCE

Carburetor.

The ID 19 is equipped with a SOLEX 34 PBIC carburetor.

This modern, high precision, instrument is almost entirely trouble free and unlikely to lose its adjustment. **The original factory settings should never be modified.**

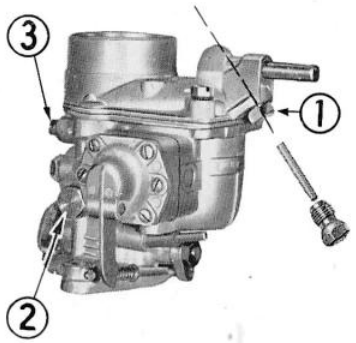

Figure 16

Solex carburetor

It will require no maintenance other than the cleaning, as frequently as may be necessary, of the filter screen which can be carried out by immersing it in gasoline and blowing it off with compressed air. To remove the filter unscrew the nut **1** (fig. 16). The following may also be removed for cleaning :

The main jet **2** (fig. 16) ;

The slow running jet **3** (fig. 16).

Battery.

From time to time check the level of the electrolyte especially in summer, it should be about 1/2'' above the top of the plates in each cell. If necessary top up with **distilled water; never add acid.**

Precautions against frost.

1° **Battery.**

The best precaution against frost is to have the battery always fully charged. Normally charged (acid S.G. 1210), the battery will withstand a temperature of — 20°F. Half charged (Acid S.G. 1160), it will resist a temperature of 5°F. Discharged (acid S.G. 1075) it will burst at 23°F. A burst battery is not repairable.

2° **Radiator and Cylinder Block.**

When leaving the factory the cooling water contains 14/5 pints of concentrated anti-freeze (Glycol) giving protection down to 23°F (— 5°C).

If it is desired to give protection against lower temperatures the proportion of anti-freeze must be increased. To protect down to 5°F (—15°C) the cooling water must consist of 5 2/5 pints of **concentrated** anti-freeze to 12 3/4 pints of water, which can be attained by drawing off 4 pints from the original mixture and adding 4 pints of **non-volatile concentrated** anti-freeze (preferably Glycol).

Note : Commercial anti-freeze, as sold, is sometimes a mixture of water and glycol in varying proportion and not concentrated glycol. Take this dilution into account when deciding the proportion to be used.

Never use alcohol as anti-freeze.

Retain anti-freeze in the radiator all the year round whatever the concentration.

In case of partial or complete drainage, we advise that an anti-scale and anti-rust product is always added to the water/anti-freeze mixture in such proportions as prescribed by its manufacturer.

The radiator is drained by means of the tap fitted in the base on the right-hand side; the cylinder block by the opening below the dip-stick (hex. head screw).

In very cold weather it is recommended that the engine is allowed to **idle** for some minutes before accelerating. This precaution is necessary to ensure thorough mixing of the water/anti-freeze mixture.

Air-cleaner.

This component should be cleaned every 4,000 miles. Follow the instructions printed on the air-cleaner.

Gasoline filters.

In addition to the filter screen that can be removed (see " Carburetor "), there is a plate filter **fitted on the gasoline pump.**

No attempt should be made to take this filter apart, it should be cleaned by a Citroën dealer.

Filter for the hydraulic system :

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

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

Tires.

Tire wear depends, among other factors, on correct inflation.

The following are the pressures which should be used :

— Front tires : 24 lbs/sq. in. (1.7 kg/cm²),

— Rear tires : 20 lbs/sq. in. (1.4 kg/cm²),

— Spare wheel : 27 lbs/sq. in. (1.9 kg/cm²).

Wheels and hubs.

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

The hexagonal parts should be slightly oiled.

Put a drop of oil under the head of the centre screw of the wheel.

Brakes.

Every 12,000 miles have the condition of the front brake linings checked by a Citroën dealer.

Adjustment of headlights.

To remove the headlight rim hold it by the two openings located at the bottom.

For adjustment :

1st system : with 2 screws B and C (fig. 17).

To alter the lateral adjustment work on the screw B.

To alter vertical adjustment work on the screw C.

2nd system : with 3 screws A, B and C (fig. 18):

To alter the lateral adjustment work with screw A et B.

To alter the vertical adjustment work on the screw C.

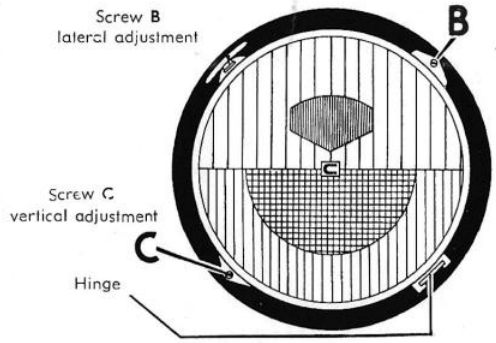

Figure 17

Screw B; lateral adjustment. Screw C, vertical adjustment. Hinge.

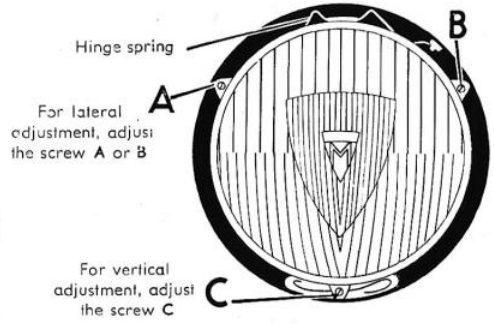

Figure 18

Hinge spring, for lateral adjustment, adjust the screws A or B. For vertical adjustment, adjust the screw C.

Replacement of a sparking plug.

Remove in the following order :

— Sparking plug lead **1** (fig. 19),

— Rubber cap **2,**

— Insulating bush **3.**

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.

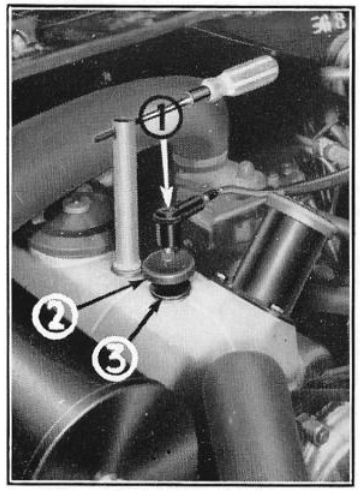

Figure 19

Replacement of a sparking plug

Unscrew the plug using a screwdriver as a lever (fig. 19). The copper asbestos gasket should remain on the thread of the plug.

If you are fitting a new sparking plug, refit the electrode extension from the old plug.

Special case of the 4th sparking plug.

A hole is provided in the scuttle to give access to the 4th sparking plug.

Remove the rubber plug (fig. 20) which closes this hole. Do not forget to replace it after completing the operation.

Terminal for connecting accessories.

If you wish to fit certain electrical accessories such as : radio, fog lamp, reversing lamp, etc. it is advisable to use the special terminal which has been provided for this sort of connection. This terminal is situated behind the glove compartment at **1** (fig. 21) and is suitable for a current of 20 amperes.

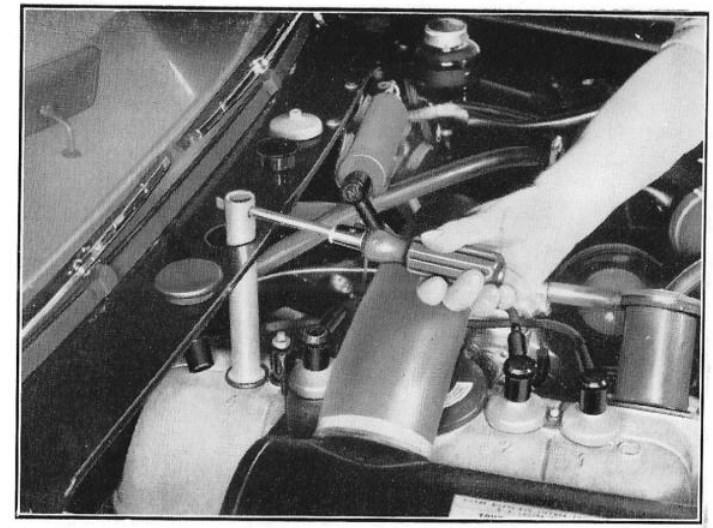

Figure 20 — Removal of the 4th sparking plug

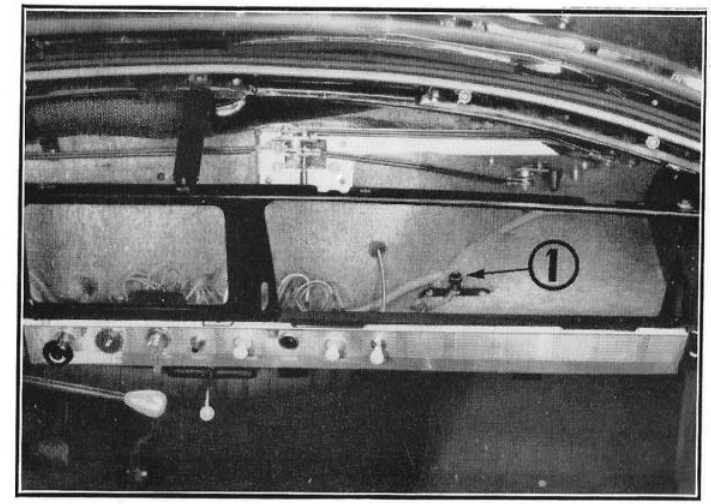

Figure 21 — Terminal for connecting accessories

Attachment points for towing.

Two holes which are located in the front of the side-members of the chassis and below the bumpers, allow the attachment of a cable for towing (fig. 22). However, these points must **never be used for lifting the car.**

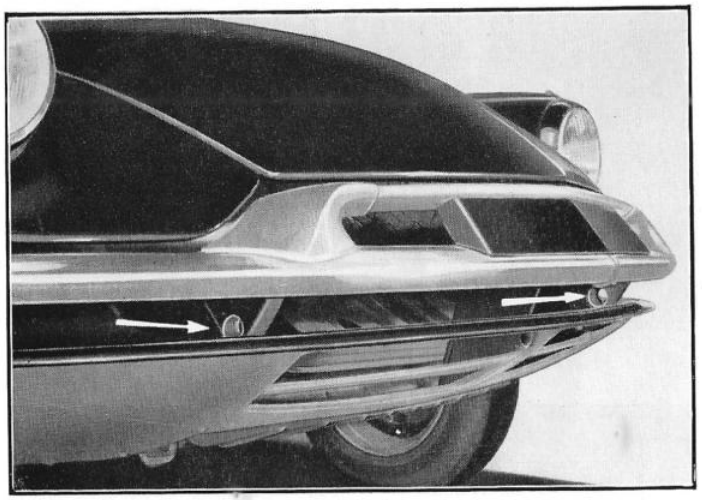

Figure 22 — Towing points

Side door glasses.

To retain easy sliding of the glasses have two coats of special varnish applied to the sealing rubbers every 4,000 miles.

Cleaning of the upholstery and trimming.

Do not use active cleaning agents, such as benzine or trichlorethylene, which will deteriorate the rubber in the trimming and upholstery. Always use a pad, well rung out and rub with light strokes. (Consult a Citroën dealer).

COMFORT

Ventilation.

Two grilles **A** and **B** (fig. 15) situated on the left hand and right hand of the dashboard allow the admission of fresh air to the inside of the car.

The ventilation is adjustable in amount and in direction.

The two levers **13** and **20** (fig. 15) allow the amount of air admitted to be controlled.

The two deflectors **14** and **19** (fig. 15) allow the incoming air to be directed either towards the roof or towards the faces of the driver and passenger, as they desire.

It is possible, in the " Confort model " to direct the flow of fresh air to the driver's and front passenger's feet by more or less opening the air intake located right and left under the dashboard (levers with white ball ends).

Heating-Defrosting.

Fresh air taken from outside passes through a special radiator which warms it before it is admitted to the car.

The lever **15** (fig. 15) controls the adjustment of the heating temperature.

The lever **18** (fig. 15) controls the distribution of warm air between the interior heater and the defroster. Pushed fully towards the top this lever diretcs all the warm air to the defroster (maximum defrosting). Pushed fully towards the bottom, this lever directs all the warm air to the heating outlet (maximum heating). Between these two extreme positions, distribution of heat can be controlled as required, between defrosting and heating.

Interior lighting.

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

Front seats.

The seat adjustment lever **1** (fig. 23) is situated below the front of the seat. Extent of adjustment : 6".

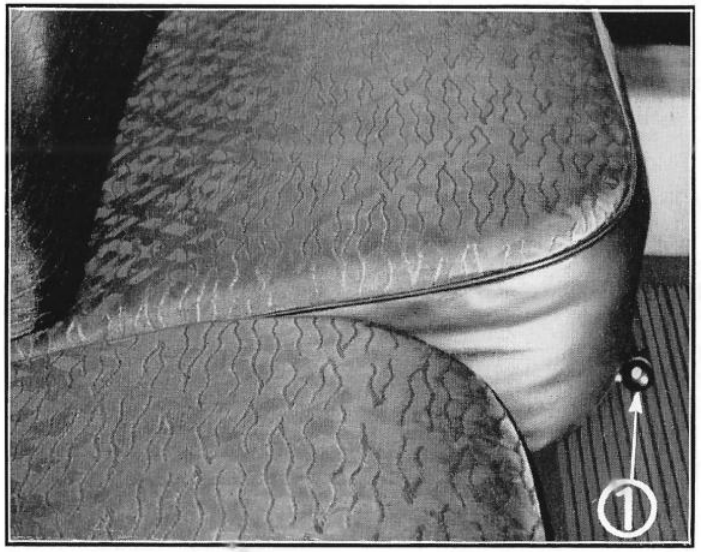

Figure 23

Adjustment of the front seats

To unlock the slide, press the lever down. The front seats can be modified by the Citroën dealer either in heigth or inclination.

Front ash-tray.

This is fitted on the rear face of the engine compartment.

To open it raise the cover.

To take it out of its housing to empty it push on the plate located under the lower face and withdraw it while lowering it slightly.

Opening and locking of doors.

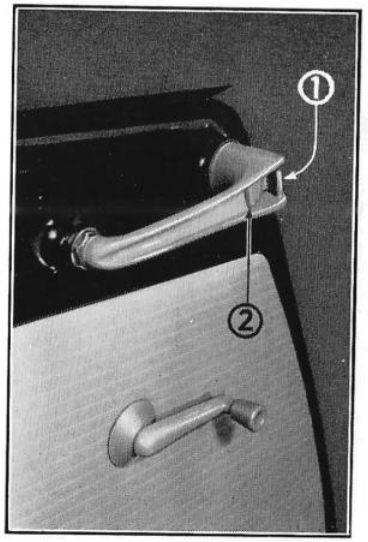

Figure 24

Locking the doors

To open the door, grip the handle (fig. 24) and press the catch **1** with the thumb. The catch should be pushed from front to rear.

To lock the door, press on the catch **1** with the thumb, the catch should be pushed from rear to front.

To unlock the door, press on the button **2.**

A concealed device holds the doors open and makes exit from and entry into the car easy.

Sunvisors.

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

Windshield washer.

Fill with water the tank placed under the hood on the right. Add anti-freeze in the winter.

LUBRICANTS

Choice of lubricants.

Do not use oils indiscriminately. Choose oils of reputable make and of proved quality. Do not mix oils of different makes.

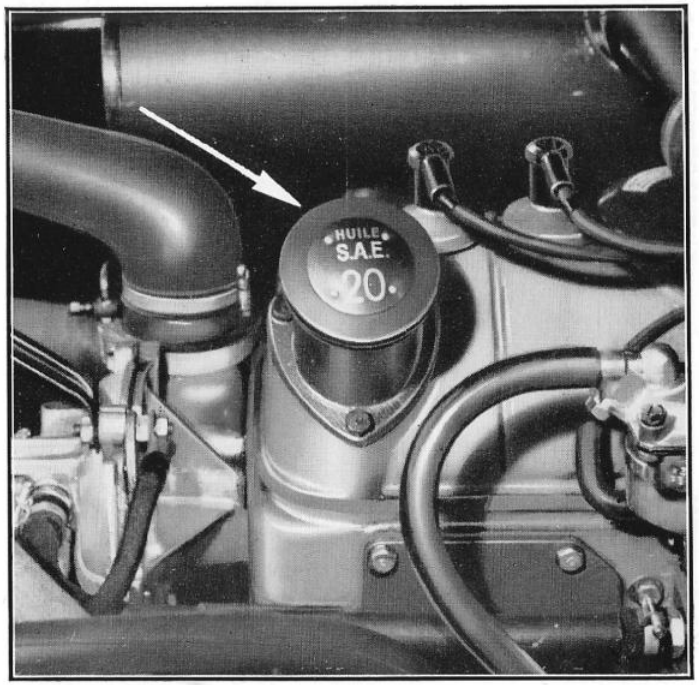

Figure 25

Engine oil filler cap

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

Lubrication of the engine.

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

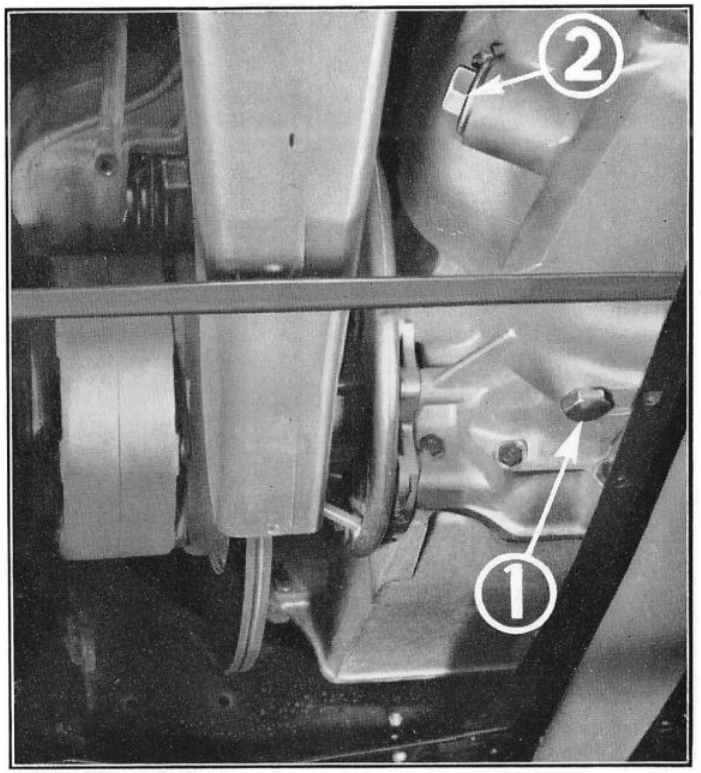

Figure 26

Topping up and draining the gearbox

Draining of the sump should be carried out, when the engine is warm, every 2,500 miles and refilled with 4 1/5 quarts of SAE 20 oil, summer and winter.

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 engine sump is empty.

Gearbox.

Every 4,000 miles (6,000 km) check the level of the oil in the gearbox. It should be level with the edge of the filler opening **2** (fig. 26). Top up if necessary with a SAE 90 oil " extreme pressure ".

Every 12,000 miles (18.000 km) approximately, it is useful to have the gearbox drained by a Citroën dealer. Drain plug at **1** (fig. 26).

Greasing.

The ID 19 chassis has five greasers and two oilers.

Every 1,200 miles grease the following points :

With an adhesive grease

- The driveshaft joints **1** (fig. 27) : 1 greaser on the right hand side, 1 greaser on the left hand side.
- The top pivot ball **2** (fig. 27): 1 greaser on the right, 1 greaser on the left.

With a special bearing grease.

- The bearing on the shaft **2** (rear of the dynamo fig. 28) driving the fan and dynamo.

See that these five greasers are not overfilled.

With engine oil (with an oil can).

- The bearing of the fan shaft **1** (fig. 28).
- The rear bearing of the generator (fig. 28).

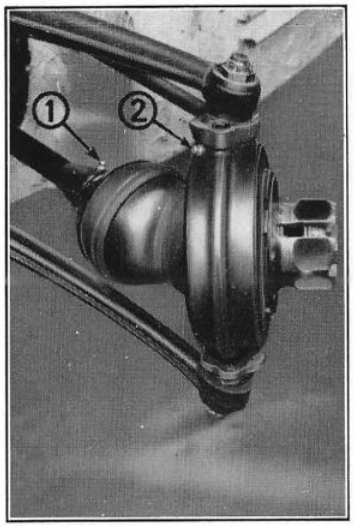

Figure 27 — Drive shaft universal joints

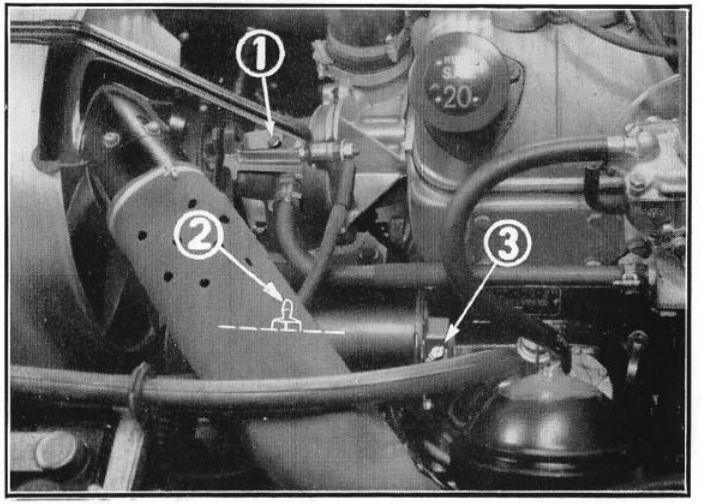

Figure 28 — Rear dynamo bearing

PRINCIPAL CHARACTERISTICS

Power :

Maximum brake h.p.	66 — 4,500 r.p.m.

Capacities :

Gasoline tank	16 US gallons
Radiator, cylinder block and heating system (water)	9 quarts
Engine (oil)	4 1/5 quarts
Gearbox (oil)	2 1/10 quarts
Hydraulic fluid tank	5 2/8 quarts

Main dimensions :

Overall length	15'9"
Overall width	5'10 1/2"
Overall height (normal)	4'10"

MAIN ADJUSTMENTS

SPARKING PLUG : Marchal 36 or Champion H 10 (Gap : 0.020″ to 0·024″).

VALVE CLEARANCES : Inlet 0.008″ (cold).
Exhaust 0.010″ (cold).

TOE-IN (front wheels) : 0.040″ to 0.120″ (on wheel rim).

NOTES

GREASING RECORD

DATE	MILEAGE on speedometer	OIL change	DRAINING gear box	GREASING

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