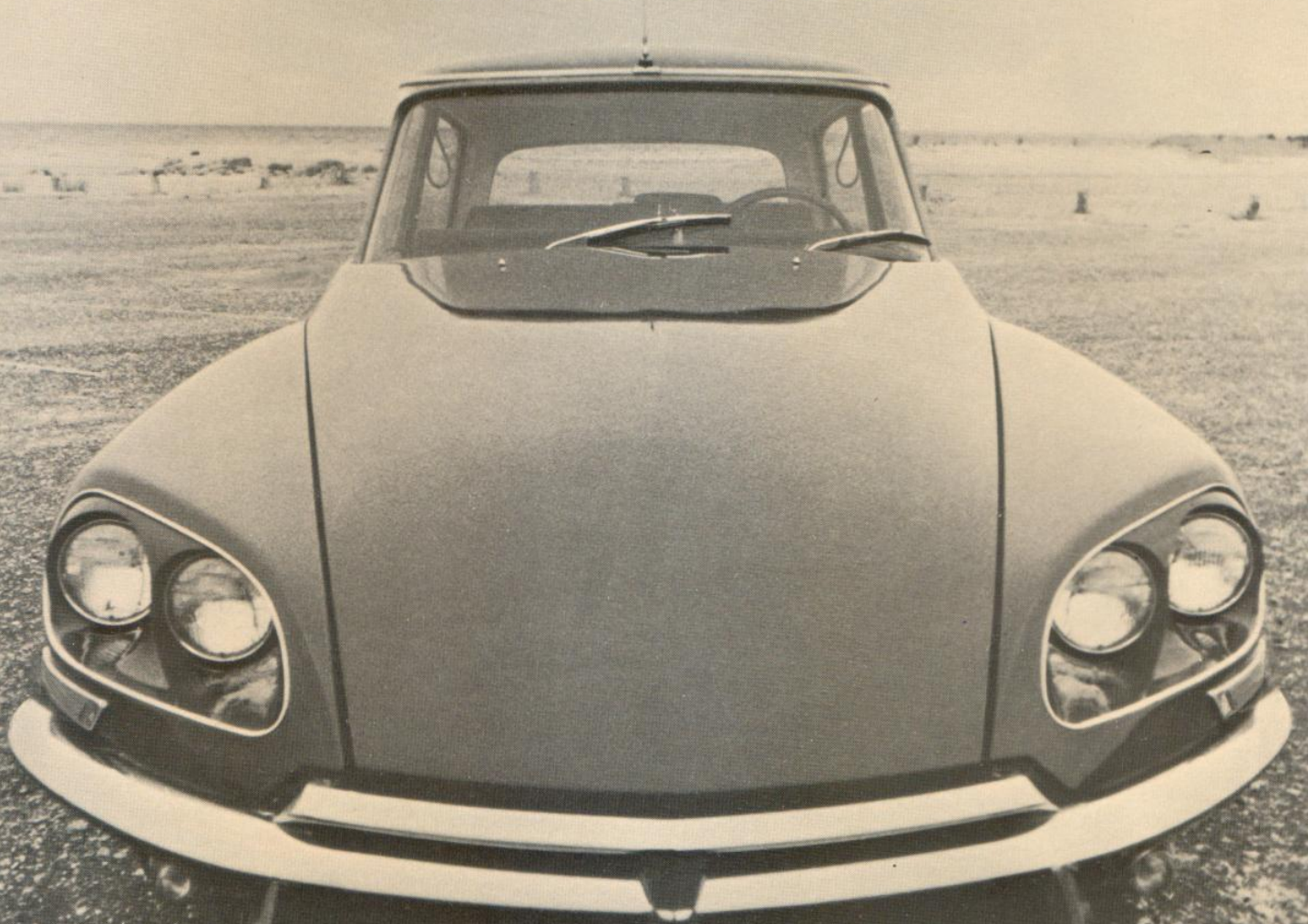




**CITROËN ID-19 '68**

# We've made changes in the new Citroën.



## But don't get the idea we're just another pretty face

Sure. Even when you've got a good thing going for you, you still work at making it even better. So this year, we've got quad headlights, relocated air scoops, and replaced the generator with an alternator.

Better, sure. A lot better than pushing chrome around, or changing a curve here and there, or dreaming up crazy reasons why it's supposed to make you the most popular guy on the road.

You can't miss seeing Citroën's amazingly aerodynamic design. And once you drive it, you won't miss feeling the comfort

(and safety) of Citroën's smooth Hydropneumatic suspension. Or the road-hugging safety of front wheel drive. Or the safety of the instant-acting super-cooled disc braking system.

The fact is, you just can't separate outstanding performance and outstanding safety. That's why we built our car from the road up. And that's why we had to come out looking pretty extraordinary.

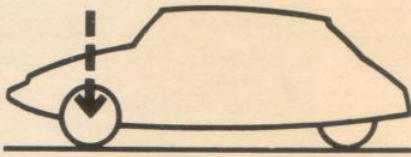
Which is O.K. with us. After all, we wouldn't want you to think of us as just another pretty face.

# What can you learn in ski school about buying a new car?

Plenty, if you think about it a moment. What's the first thing your instructor said that first frantic day in class? "Keep your weight forward," correct? Seems the weight up there helps keep you going where you want to go.

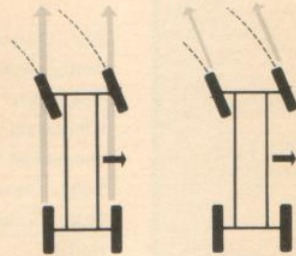


Remember this lesson next time a CITROEN passes you on the way to the area. CITROEN keeps the weight up front, too. Over 60% of the weight (engine, transmission, spare tire) is up front over the *driving* wheels.



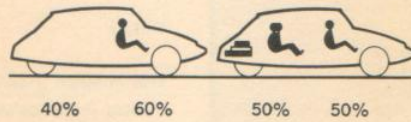
Now, with your weight forward, the skimeister advises you to *ski in control*. In other words, be able to change direction and stop at will. Good advice.

Weight up front and front wheel drive. That's the CITROEN technique. The wheels *pull* you through corners. You resist the natural tendency to skid that's built into every curve. You are actually in much tighter command of a CITROEN on a snow-slick highway, *without chains or snow tires*, than in other cars *with* these artificial traction aids.



Rear Wheel Drive      Front Wheel Drive

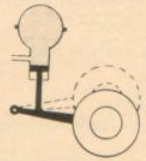
Steering is the ultra-positive power rack and pinion type found on the most expensive sports cars. This design can't be beat for quick, certain control. Brakes too, are power operated (standard equipment); discs up front to bear the brunt of the job . . . drum brakes out back. There's a separate hydraulic circuit for each. Good. But get this! A "hydraulic brain" doles out braking effort to the four wheels as it is needed.



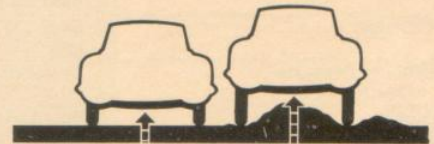
This means that wheels carrying lighter loads resist the temptation to lock under heavy braking. And you resist the tendency to skid. With CITROEN you DRIVE in control.

In all humility we must admit that these features make CITROEN undoubtedly the world's safest, sanest ski transportation.

You literally ride on four cushions of "air" and oil that soak up shock many times more effectively than steel suspension springs.

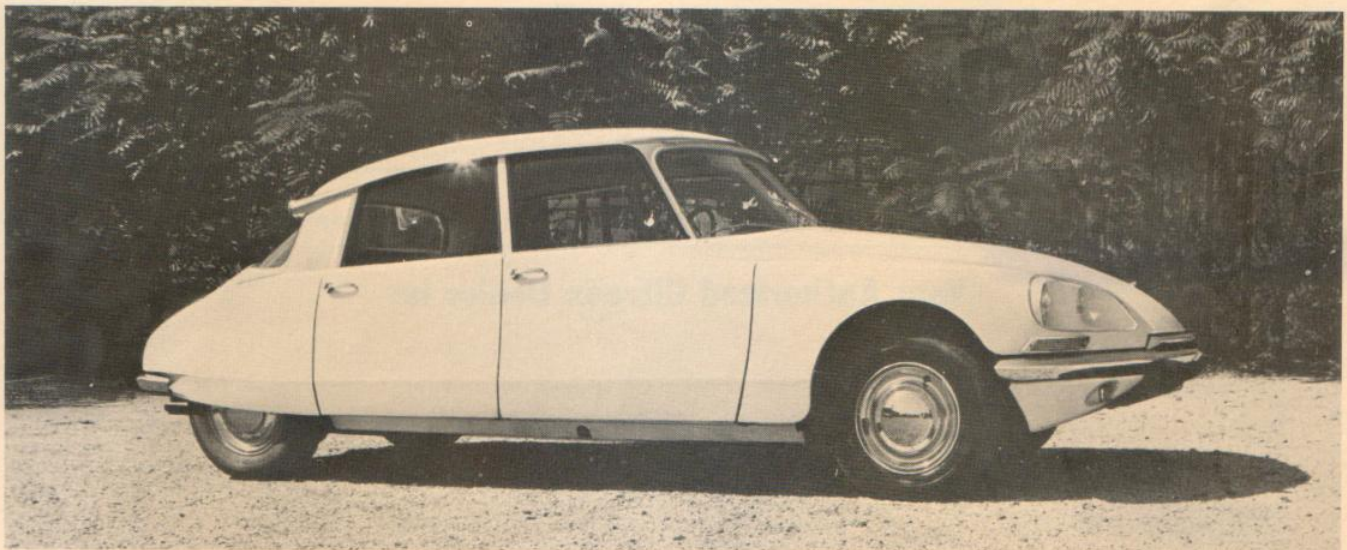


Of course, there are many things about CITROEN you'll have to learn yourself. You have to feel the quick response that four-speeds-forward and 100 mph-power give you. You have to experience that nice fat feeling around your money-belt that only a car in the 21-30 miles-per-gallon-of-gas league can give. You have to experience the incredible (yes, incredible) comfort of Air-Oil suspension. You have to see-it-to-believe-it when the car lifts itself up



at the flip of a lever to increase road clearance over deep snow. And you have to-see-to-believe the downright amazing volume of skiing gear you can pile into the trunk of the sedan or the load deck of the wagon.

A whole page gone and we haven't told you half the amazements that are waiting for you behind the wheel of a CITROEN. But we'll tell you one thing more: it's the most popular car at Chamonix and Megève. So maybe you'd better get the whole story from your CITROEN dealer. Or write us. We will send you lots of interesting information to read.



Constant Level Ride—standard equipment on all sedans and station wagons —means far greater stability and safety under all load and road conditions.

# TECHNICAL SPECIFICATIONS CITROËN ID-19

Citroen Cars Corporation also imports DS-21 (109 bhp) sedans and wagons

Displacement—cc	1985 cc	Suspension System	HYDROPNEUMATIC with: Adjustable ground clearance Power jacking Constant level ride Anti-roll bars Front & Rear
Displacement—cu. in.	121.1 cu. in.		
Compression Ratio	8 to 1 (regular gas)	Body Construction	All Steel Body-Frame Unit
SAE Power	84 bhp @ 5250 rpm	Factory Rust Proofing	Prepaint by Electrophoresis
Max Torque SAE	106 ft. lbs. @ 3000 rpm	Headlights*	4 sealed beams (U.S. models)
Bore	86 mm — 3.386 in.	Windshield Wipers	2-speed Electric
Stroke	85 mm — 3.366 in.	Windshield Washers	Dual Standard
Combustion Chamber	Hemispherical aluminum Alloy head	Safety Glass	As-1 As-2
Valve Arrangement	60° — OHV — Rotating	Tinted Glass	Optional
Cylinders	Detachable wet sleeves	Horns	Dual Standard
Carburetor	34 PBIC Solex with dashpot	Weight	2855 lbs sedan
Battery	12 Volt-60 AH	Loaded Weight	3880 lbs sedan
Alternator	35A x 12 V. with voltage regulator	Wheelbase	123"
Pistons	Recessed dome	Overall Length	190.5"
Camshaft	High lateral position Chain drive 4 bearings	Overall Width	70.5"
Crankshaft	5 Main bearings	Overall Height	58"
Oil Filter	Internal with bi-pass plus screen in sump	Track	Front: 59" Rear : 51"
Cooling System	Water pump and thermostat	Ground Clearance	Normal: 5 <sup>3</sup> / <sub>4</sub> " Adjustable to 11 <sup>1</sup> / <sub>4</sub> "
Exhaust	Dual System with rear expansion chamber	Fuel Tank Capacity	17 gallons
Exhaust Emission Control	By Air Injection	Crankcase Capacity	5 <sup>1</sup> / <sub>4</sub> quarts
Clutch	Single Plate Dry Type	Gear Box Capacity	2 quarts
Gear Box	4-speed fully synchromeshed with manual shift	Radiator Capacity	11 qts. Single Heater 14 qts. Heavy Duty Heater
Final Drive	Spiral Bevel — 8 x 35 4.375 to 1	Speed	Over 100 mph. Kilometer (s) in 38"
Gear Ratios	1st — 14.23 to 1 2nd — 7.91 to 1 3rd — 5.27 to 1 4th — 3.73 to 1 Rear — 13.80 to 1	Gas Mileage (Regular)	Up to 30 mpg —
Front Wheel Drive	Drive Shaft with constant velocity universals: Inner: tripod Outer: double	Heater & Defrosters with Electric Blower	Standard
Braking System: Dual Independent circuits with proportional action	Front: Inboard Discs with underpan cooling ducts.	Dual Heating System with Rear Window Defroster	Optional
Power Assist Standard	Rear: Drums	Safety Belts	Front: 2 Harness Type II Rear : 2 Lap belts Type I
Emergency Brakes	Autonomous system with pads on Front Discs	Reclining Bucket Seats	Standard on Grand Route model
Steering System	Rack and Pinion Power Assist Optional	Seat Height Adjuster	9 position — Optional
Turning Circle	36 feet	Vinyl Upholstery	Optional
Wheels	Steel, 5 studs	Folding Rear Center Armrest	Standard on Grand Route model
Tires	Radial Standard 180 x 380 Pressure: Front: 27 lbs Rear : 24 lbs	Front Center Armrest	Optional
		Headrest	Optional on Front seats
		Electric Clock	Standard
		Trunk capacity	17.5 cu. ft.
		Custom Air Conditioning	Optional
		Models Available	— Grand Route sedan, 4-door — Luxe sedan, 4-door

\*Automatic Dynamic and Directional Adjustment of Headlights, Optional only on European Models.

Citroën reserves the right to change and/or modify equipment and/or specifications without notice and without responsibility to previous models, on any model at any time.

**Your Authorized Citroën Dealer is:**