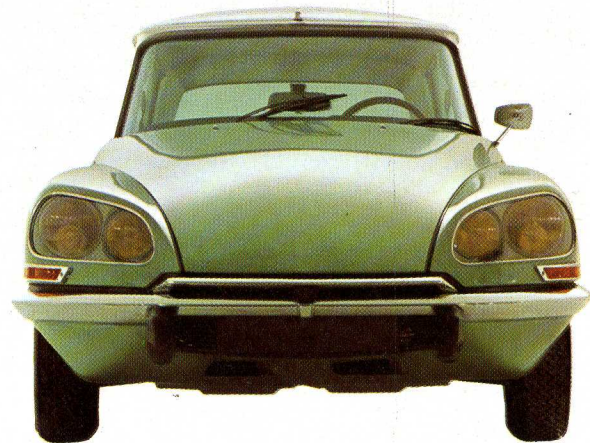
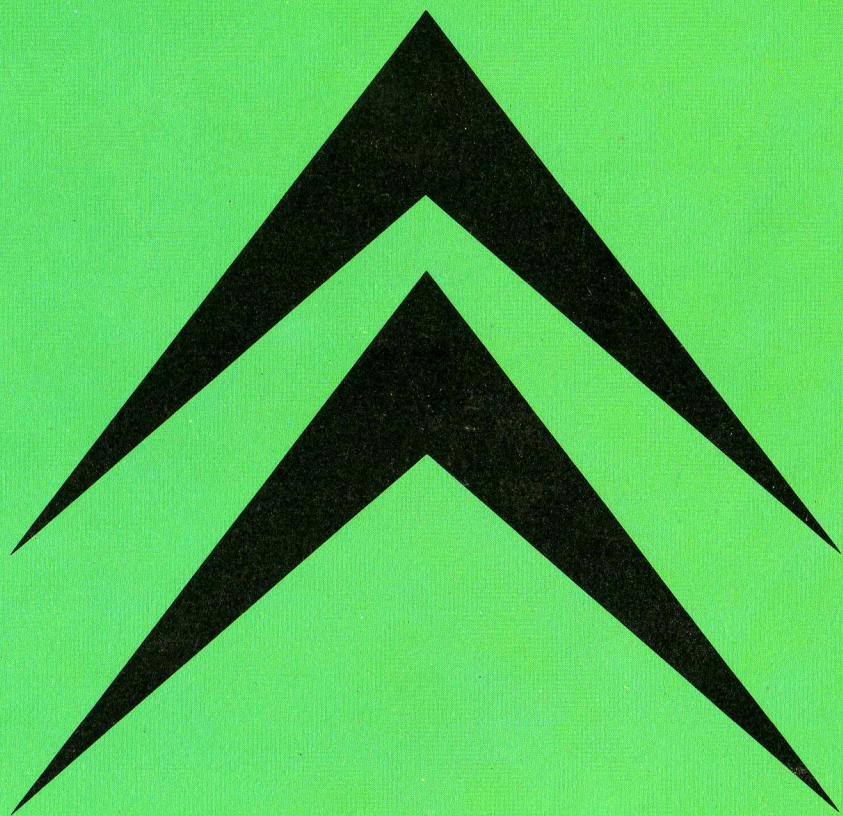


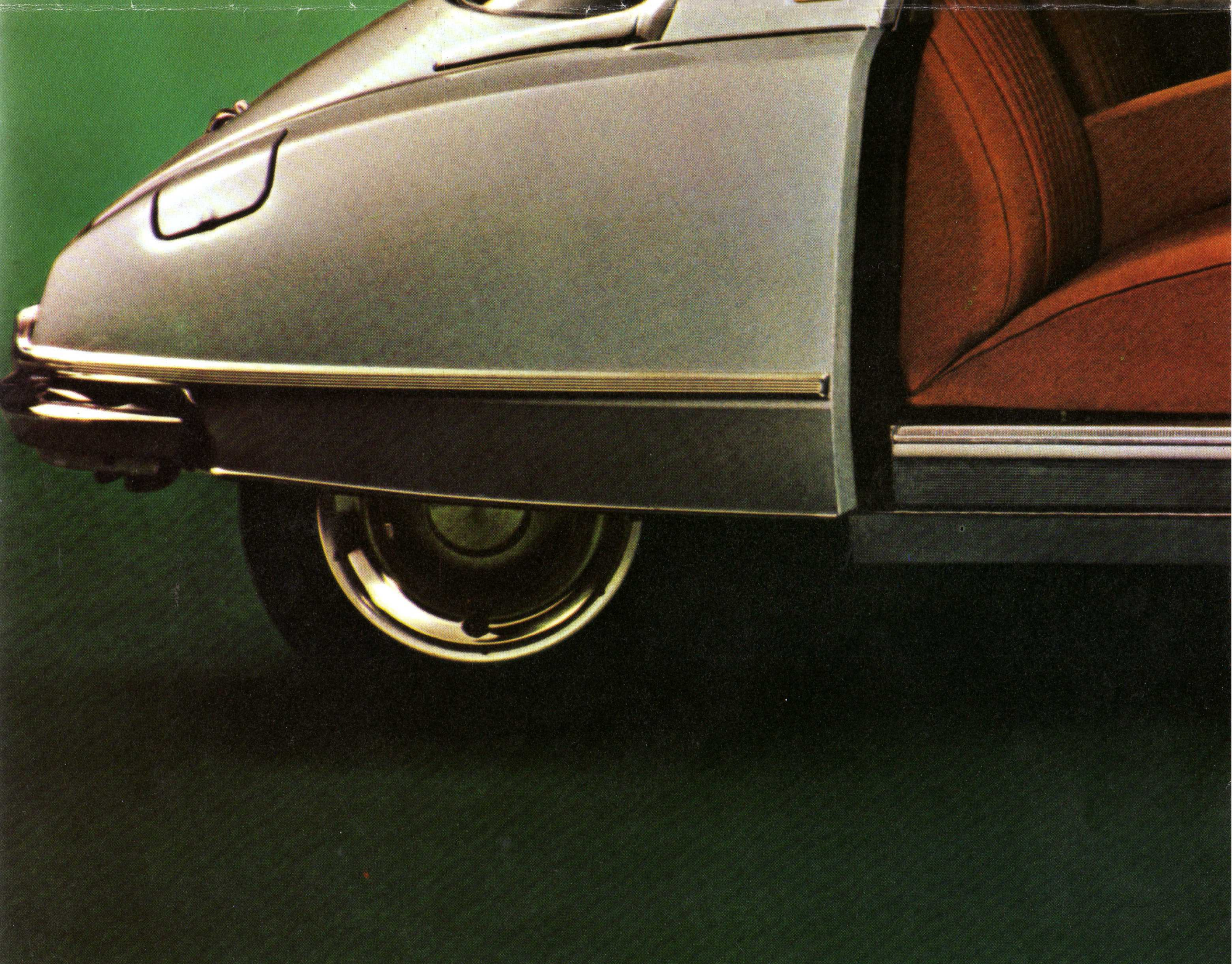
CITROËN ⁷⁴

DS







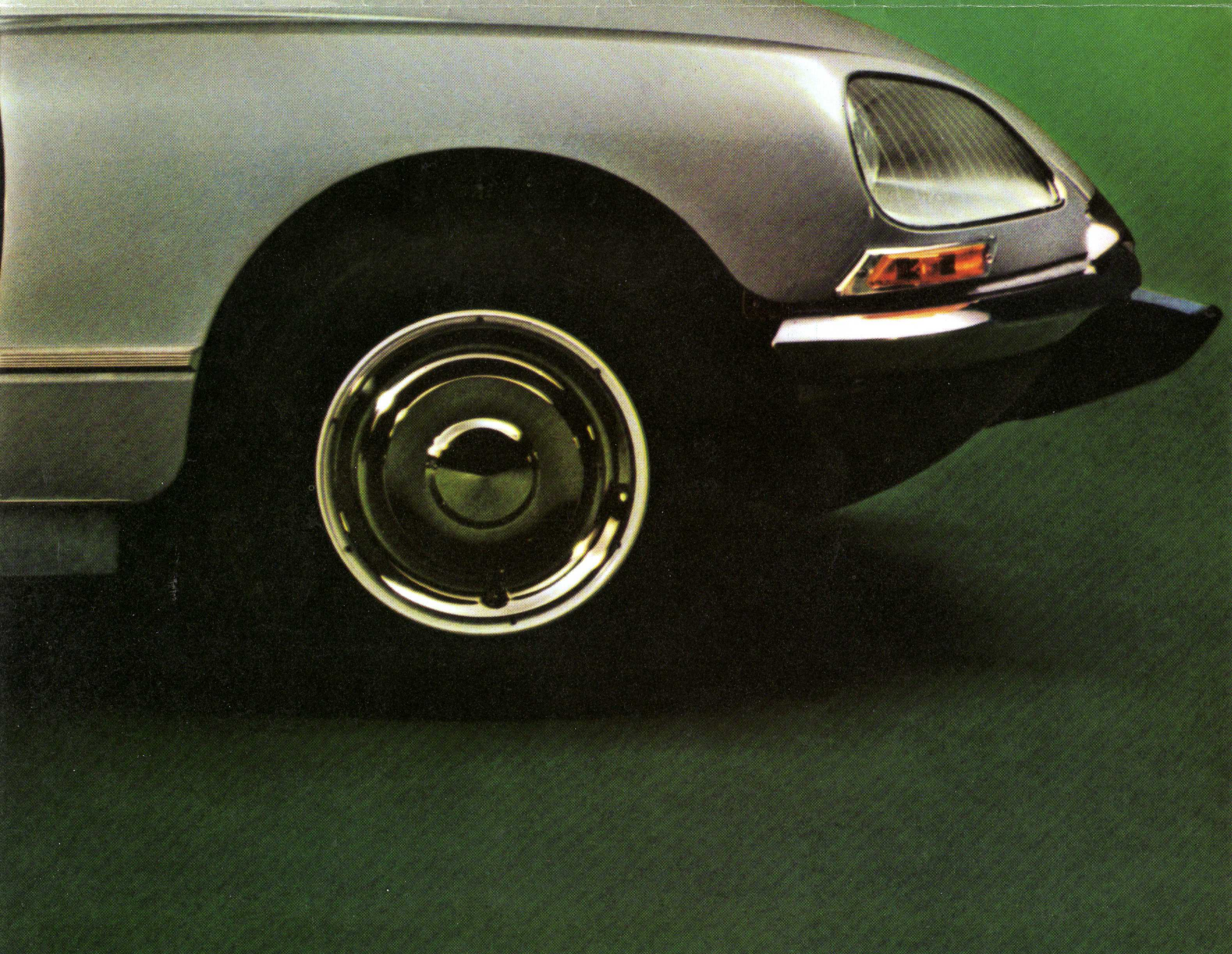






Model illustrated : DS Pallas (front arm rest accessory)





Technical Data

ALL THE MODELS IN THE RANGE HAVE A NUMBER OF CHARACTERISTICS WHICH ARE COMMON TO EACH.

Engine: 5 bearing crankshaft, crossflow cylinder head, valve inclination of 60° in V formation, sidemounted camshaft chain driven, removable wet liners, oil filter and by-pass relief valve. Dry element air filter, lubrication by gear driven oil pump; mechanical fuel pump, cooling system with pump and thermostat.

Clutch: Diaphragm

Gearbox: 4 speed or 5 speed manual or 4 speed hydraulic, all synchromesh, plus reverse.

Transmission: Front wheel drive, with constant velocity driveshaft joints.

Suspension: Independent on all 4 wheels each with Hydropneumatic suspension sphere and integral shock absorber. Anti-roll bars front and rear, automatic height control front and rear for constant ground clearance irrespective of load.

Steering: Rack and pinion, power assisted.

Brakes: Main brakes high pressure hydraulic servo controlled, automatic compensation for rear load variation. Twin independent circuits, front disc, rear drum brakes. Auxiliary brake mechanically operated on separate front disc calipers.

Electrics: Battery — 12 V 40 A/h, alternator 12 V 520 Watts, European code headlamps — twin system.

Chassis: Steel platform with large box section welded side members.

Dashboard: With crash padding, cigar lighter, two position interior mirror, speedometer with combined braking distance chart, tachometer, central indicator dial with 11 control warning lights, electric screenwasher and combined two-speed wipers, two tone horns (electric or electric and air).

Equipment: Door mirrors, child proof locks on rear doors; locking single spoke safety steering wheel, illuminated boot, tyre wear line, spare wheel under bonnet.

Dimensions (Saloon): Overall width 5ft 11in overall length 16ft 1in., overall height 4ft. 10in., front track 4ft. 11½in., rear track 4ft. 4in., wheelbase 10ft. 3in., turning circle 36ft.

Capacities: Fuel tank 14 gallons, sump 9 pints, gearbox 3.5 pints.

Manufacturers maximum permitted towing capacity:

Trailer with overrun brakes 2756 lbs. Trailer

without brakes 1100 lbs. Trailer with continuous brakes 3968 lbs. Maximum nose weight 66 lbs.

1

Engine: 1985 cc.
Bore and stroke: 86 × 85.5 mm.
Compression ratio: 8.75:1.
Max. power DIN: 99 bhp @ 5500 rpm.
Max. power SAE: 108 bhp @ 5750 rpm.
Max. torque DIN: 108.7 ft/lbs. @ 3500 rpm.
Max. torque SAE: 111.9 ft/lbs. @ 4000 rpm.
Carburettor: Solex twin choke
or Weber twin choke.
Wheels and Tyres: 180 × 380 Michelin XAS.
Performance: Maximum speed: 105 mph
Acceleration: Standing ¼ mile 18.7 secs.
0-50: 9.4 secs.
0-60: 13.4 secs.
Fuel consumption: 27 mpg DIN.
Weights: DSpecial
Unladen: 2822 lbs.
Total laden: 3880 lbs.

2

Engine: 2175 cc.
Bore and stroke: 90 × 85.5 mm.
Compression ratio: 8.75:1.
Max. power DIN: 106 bhp @ 5500 rpm.
Max. power SAE: 115 bhp @ 5750 rpm.
Max. torque DIN: 122.7 ft/lbs. @ 3500 rpm.
Max. torque SAE: 125.6 ft/lbs. @ 4000 rpm.
Carburettor: Weber or Solex twin choke
down draught.
Wheels and Tyres: 180 × 380 Michelin XAS.
Performance: Maximum speed: 108.7 mph
Acceleration: Standing ¼ mile 18.5 secs.
0-50: 8.6 secs.
0-60: 12.2 secs.
Fuel consumption: 26.4 mpg DIN.
Weights: Super 5 Unladen: 2888 lbs.
Total laden: 3968 lbs.

3

Engine: 2347 cc.
Bore and stroke: 93.5 × 85.5 mm.
Compression ratio: 8.75:1.
Max. power DIN: 115 bhp @ 5500 rpm.
Max. power SAE: 124 bhp @ 5750 rpm.
Max. torque DIN: 135 ft/lbs. @ 3500 rpm.
Max. torque SAE: 137.9 ft/lbs. @ 4500 rpm.
Carburettor: Weber or Solex twin choke
down draught.
Wheels and Tyres: 180HR × 380 Michelin XAS.
Performance: Maximum speed: 111.2 mph. (manual)
110.6 mph. (hydraulic)
107.5 mph. (Estates).
Acceleration: standing ¼ mile: 18.2 secs. (manual)
18.7 secs. (hydraulic)
0-50: 8.5 secs. (manual)
9.2 secs. (hydraulic)
0-60: 11.9 secs. (manual)
12.7 secs. (hydraulic)
Fuel consumption: 26.4 mpg DIN (manual).
25 mpg DIN. (hydraulic).
Weights: DS23 Saloon
Unladen: 2910 lbs.
Total laden: 3922 lbs.
DS23 Safari
Unladen: 3163 lbs.
Total laden: 4520 lbs.

4

Engine: 2347 cc. Electronic injection system
Bore and stroke: 93.5 × 85.5 mm.
Compression ratio: 8.75:1.
Max. power DIN: 130 bhp @ 5250 rpm.
Max. power SAE: 141 bhp @ 5500 rpm.
Max. torque DIN: 137.9 ft/lbs. @ 2500 rpm.
Max. torque SAE: 143.6 ft/lbs. @ 4000 rpm.
Electronic Fuel Injection system (EFI)
Wheels and Tyres: 185HR × 380 Michelin XAS
Performance: Maximum speed: 116.8 mph
Acceleration: Standing ¼ mile: 17.3 secs. (EFI manual)
17.9 secs. (EFI hydraulic)
0-50: 7.5 secs. (manual)
8.0 secs. (hydraulic)
0-60: 10.3 secs. (manual)
11.2 secs. (hydraulic)
Fuel consumption: 24.35 mpg DIN (manual)
23.54 mpg DIN (hydraulic)
Weights: DS23 Saloon Unladen: 2954 lbs.
Total laden: 4012 lbs.

D Special

108 bhp SAE engine and 4 speed manual transmission. Power assisted steering. 'Targa' trim, carpeted interior, map pockets in doors and bulkhead, rubber overriders and folding armrests.

Options: include heated rear window, Jersey nylon upholstery and headrests.

D Super 5

115 bhp SAE 5 speed manual transmission. Power assisted steering. 'Targa' upholstery, carpeted interior, map pockets in doors and bulkhead, rubber overriders and folding armrests. 4 quartz-iodine headlights, 2 self-levelling and 2 directional. Heated rear window.

Options: Jersey nylon upholstery. Metallic paint. Head rests.

DS23

124 bhp SAE engine 4 speed automatic clutch and servo selection gearbox or 5 speed manual transmission, power assisted steering. 'Targa' or Jersey nylon upholstery, carpeted interior, map pockets in doors and bulkhead, rubber overriders and folding armrests. 4 quartz-iodine headlights, 2 self-levelling and 2 directional. Heated rear window.

Options: Electronic Fuel Injection system. Metallic paint. Tinted windows. Headrests.

DS23 Pallas

Basic specifications as DS23 except 'Targa' upholstery but additionally super finish and equipment. Stainless steel door tread plates, thick carpeting and full interior padding with driver's seat adjustable for height, distinctive stainless steel and rubber coachwork strip.

Options: Electronic Fuel Injection system. Full leather upholstery. Metallic paint. Tinted windows. Headrests.

DS23 Safari Estate Manual transmission

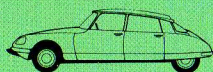
124 bhp SAE engine including 5 speed gear box. General specifications as for D Super 5. Immense carrying capacity up to 71 cu. ft. with a folding rear seat, foldaway seats in rear compartment—and roof rack standard.

Options: Jersey nylon upholstery. Headrests. FAMILIALE seat arrangement is available to special order only.

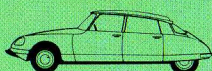
DS23 Safari Estate Hydraulic transmission

Basic specifications and options identical to DS23 Safari Estate manual transmission with additional 4 speed transmission with automatic clutch and servo selection gear box providing 2 pedal control.

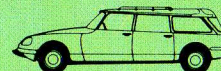
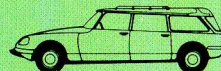
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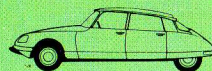
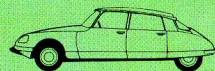
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3



4





Many carmakers have tried to produce a car to match the unique Citroen DS conception, but none have succeeded.

Aesthetically, the aerodynamic Citroen DS shape is still ahead of conventionally styled cars.

Functionally, because of its very low wind resistance, the DS design promises—and delivers—a smooth and powerful performance with a modest appetite for petrol.

For driver and passenger comfort, the DS has created a legend in its own time. All models in the range have the unique Citroen Hydropneumatic suspension, which ensures the most comfortable ride over all kinds of surfaces and the longest distances.

All DS models also have front wheel drive, power assisted steering, power-operated front wheel disc brakes and the Citroen self-adjusting dual braking system which automatically adjusts to the load carried.

All models (except D Special) have the now-famous Citroen 4-headlamp system. Main beams are self-levelling—remain constantly parallel with road. Inboard headlights turn with front wheels to precede you round bends and add extra light for fast night driving. All four headlights are quartz-iodine.

You have a choice of three engines, with the option of electronic fuel injection on the 2347cc DS23 engine. Depending which DS model you select, you have the choice of 4-speed or 5-speed manual transmission or automatic clutch with 4-speed servo selection gearbox. You have the choice of two body styles—saloon or estate—and several trim styles including the lavish Pallas finish. You have a wide choice of prices, starting with the surprising inexpensive D Special.

The long supremacy of the DS cars continues, offering you remarkable motoring, wide choice, value that's hard to match. For conclusive evidence, please read on.



Controlled power.

The 2347cc engine.

The Citroen DS is a remarkable achievement: a car of advanced specification and engineering refinement that is at the same time simple and dependable in operation. Shape, suspension, steering, transmission — all have been conceived from first principles to contribute towards Citroen's three permanent automotive objectives. Greater comfort, safety and reliability.

In such a car, the engine, as you would expect, is an example of precision machinery of unusual quality.

Its object: to deliver power and acceleration. But quietly and without fuss, undue thirst or the slightest deviation from an austere standard of total dependability.

Now developed to 2347cc, the DS engine provides improved acceleration all through the speed range, plus higher maximum and fast cruising speeds.

The 124 SAE bhp engine is water-cooled, of hemi-chamber design with a five-bearing crankshaft for smooth, unobtrusive running. Electronic Fuel Injection is available as an optional extra on this engine. EFI 141 produces even greater verve: for safe acceleration, sure overtaking and rapid travel on unrestricted autoroutes.



The two other DS power options — the 1985cc and 2175cc — have been continuously developed over a period of years, with upratings of brake horse power. Both offer the driver a safe, satisfying standard of performance and the passengers an enviable absence of noise or vibration. Combined with the highly efficient aerodynamic shape of the DS, these power units achieve a balance of performance, moderate fuel consumption and economic cost which few, if any, other engines can equal. The

dependability of these units has been proved in all climates, and in the extreme conditions of competitive rallying in many countries.

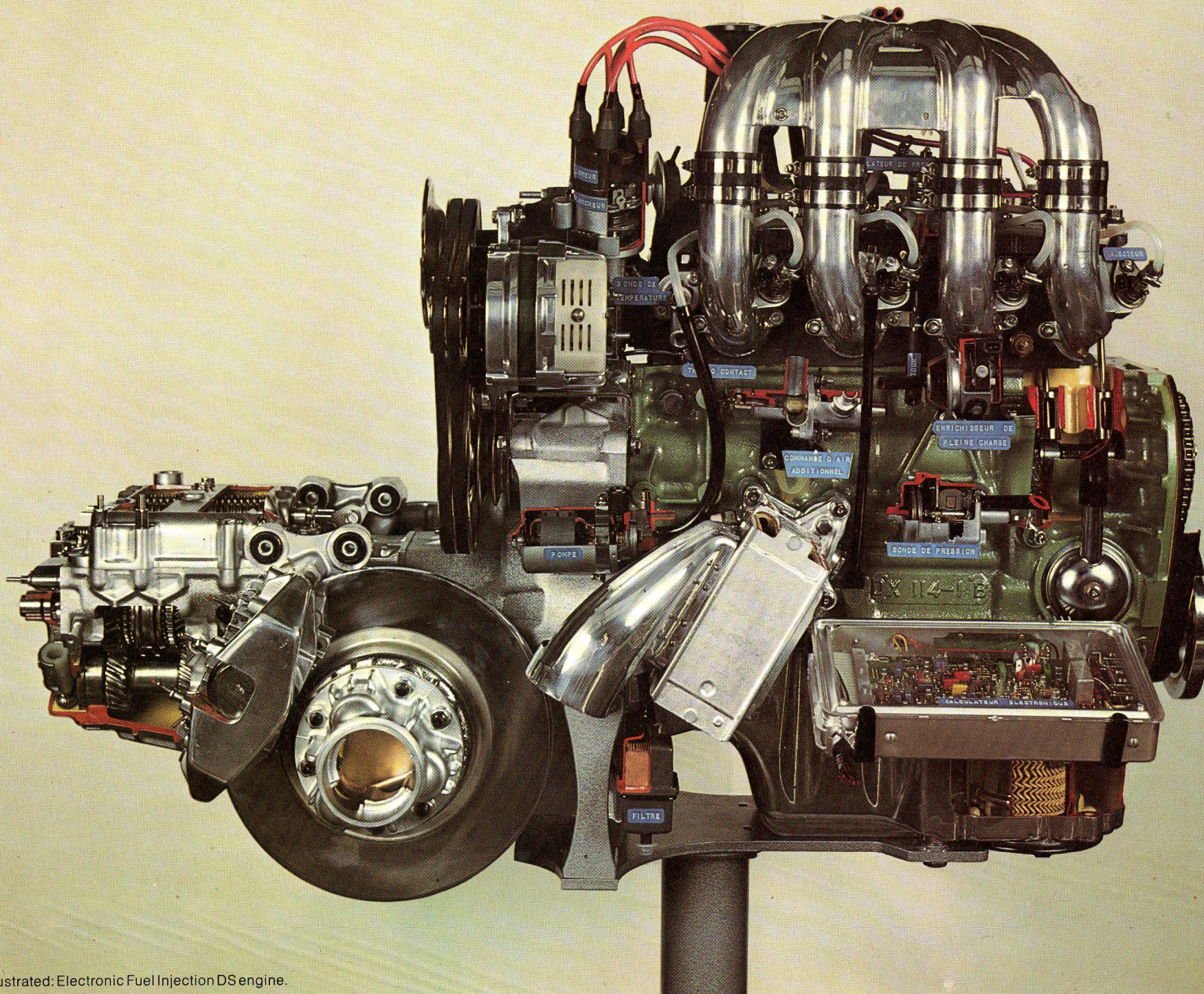
Front wheel drive. Citroën steering geometry.

Citroen pioneered front wheel drive. Now most progressive manufacturers are following the Citroen

lead. Front wheel drive pulls the car rock-steadily round corners and curves, so your whole driving rhythm can be so much smoother and cross-country journey times reduced without hurrying. Because the weight of engine and transmission is concentrated over the driven wheels, front wheel drive gives more grip and much better traction in snow, on ice or on wet or loose surfaces.

The DS steering — of classic rack-and-pinion design — is hydraulically power assisted (optional on DS special and Estate cars). The steering geometry of the DS is sophisticated: the axis of rotation of the wheels passes through the point of tyre contact with the road. You don't need to be a mathematician to recognise the difference this advanced design makes: undeviating directional stability, even in emergency braking situations. The tyres themselves are long-lasting Michelin radials, with built-in wear indication lines.

Citroen gives you power, now augmented with the new 2347 cc engine; but this is power controlled and directed to intelligent ends by Citroen engineers — for your greater comfort and security, no matter what extreme driving conditions you may encounter.



Illustrated: Electronic Fuel Injection DS engine.

Comfort unmatched.

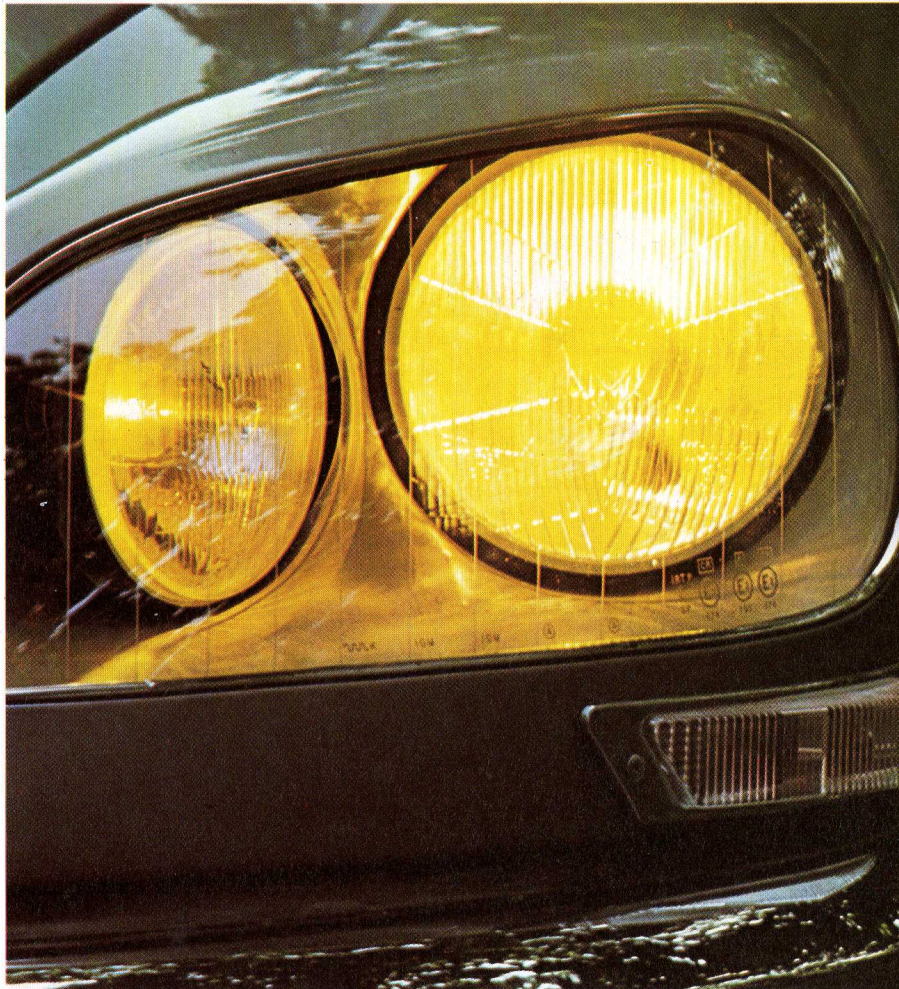
Citroën Hydropneumatic suspension.

The Citroën DS range is, perhaps above all, synonymous with driver and passenger comfort.

No car has a more original, more carefully thought out or thoroughly proved system of keeping you and the bumps in the road unknown to each other. The masterpiece of hydraulic engineering which comes between you and the road is Citroën exclusive Hydropneumatic suspension.

This interconnected system suspends all four wheels independently, and makes no use of springs whatsoever. It is based upon the natural flexibility of two basic elements: a fluid and a gas. Together they provide a shock absorption that is completely reliable and truly simple in operation. Shocks — caused by irregularities in the road — are transmitted progressively by the fluid to the gas, which absorbs them. The car maintains its stability and its excellent roadholding — aided by front wheel drive and Citroën steering geometry — under the most adverse conditions.

The ride is always level, too. The Hydropneumatic system maintains a constant height between the body of the car and the ground. It adjusts automatically to the load in the car, and can also be manually adjusted from inside the car. When

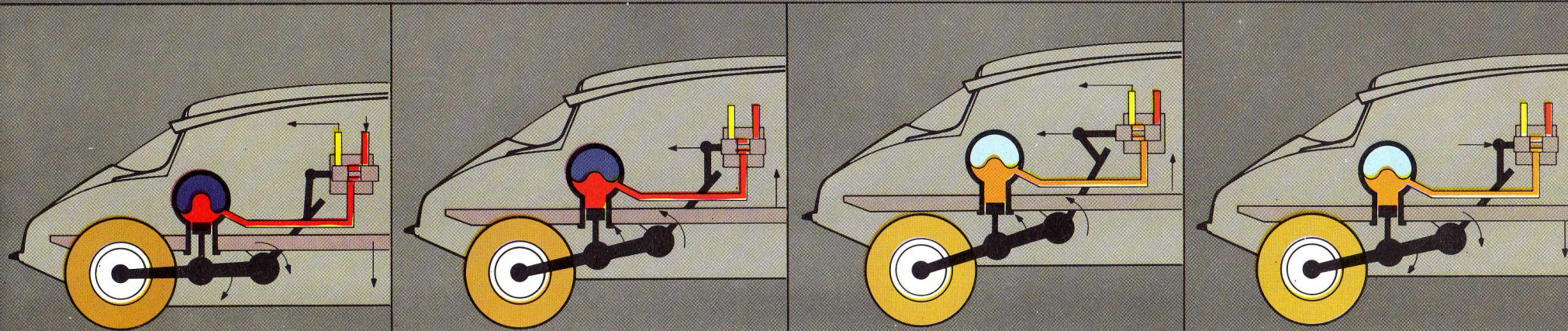
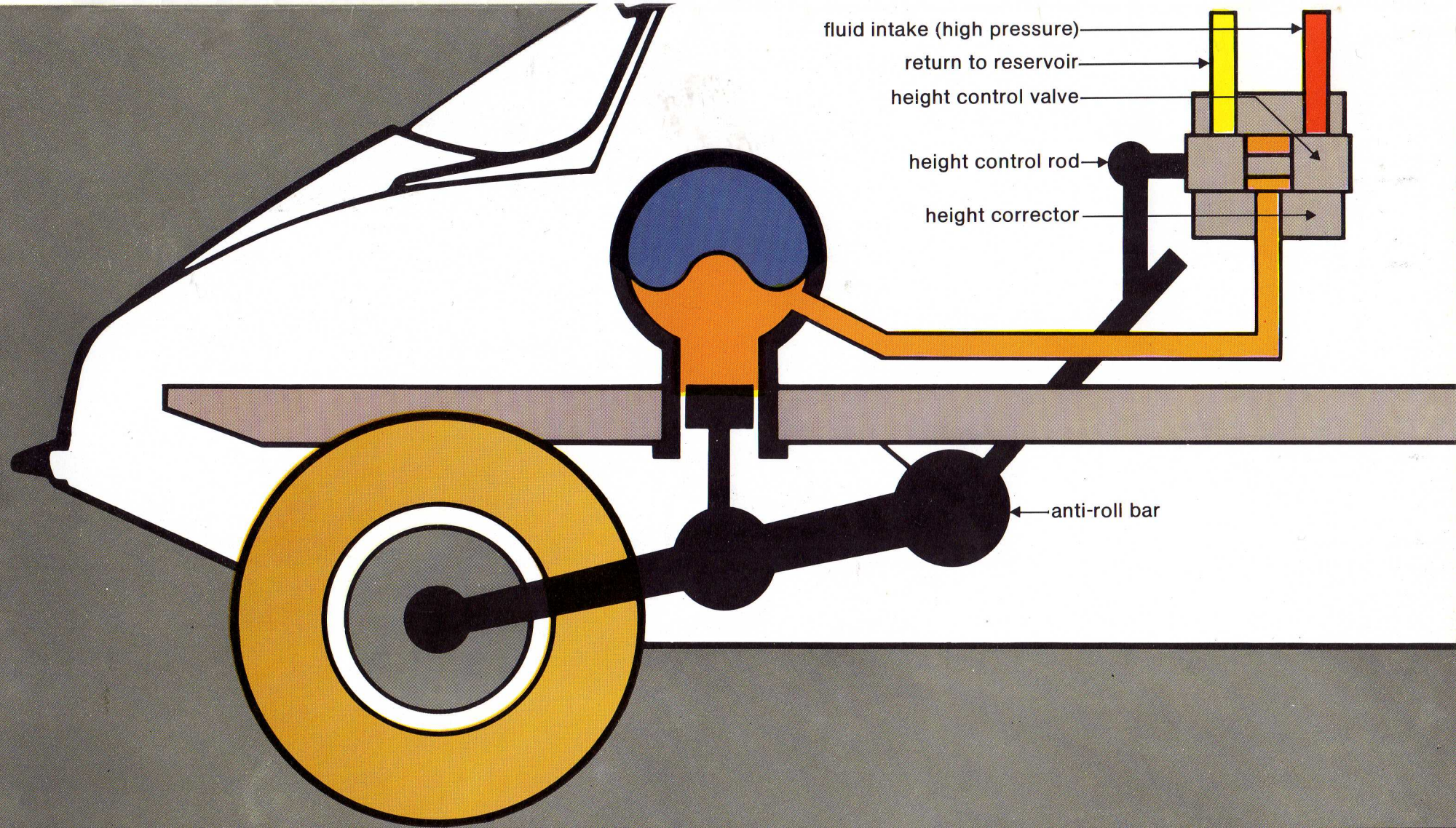


necessary for short distances, you can raise the ground clearance for deep rutted tracks, driving through water and other difficult conditions. You can drive a DS in perfect safety where you wouldn't even attempt to drive another car. Another advantage is in wheel changing: where the suspension provides the jacking power, reducing manual effort to the minimum.

Motoring long distances, can, even in the most expensive cars, leave the driver exhausted and the passengers aching. Citroën Hydropneumatic suspension is the most advanced and effective ally you can enlist to make your driving smoother, less tiring and much safer.

The DS braking system.

The system consists of twin independent circuits, with power-operated discs on the front wheels and drums on rear. The braking system is linked with the Hydropneumatic suspension system so that braking effort is automatically adjusted to the load distribution. The front disc brakes are mounted inboard and cooled by independent air ducts.



The DS interior.

A place to relax in safety.

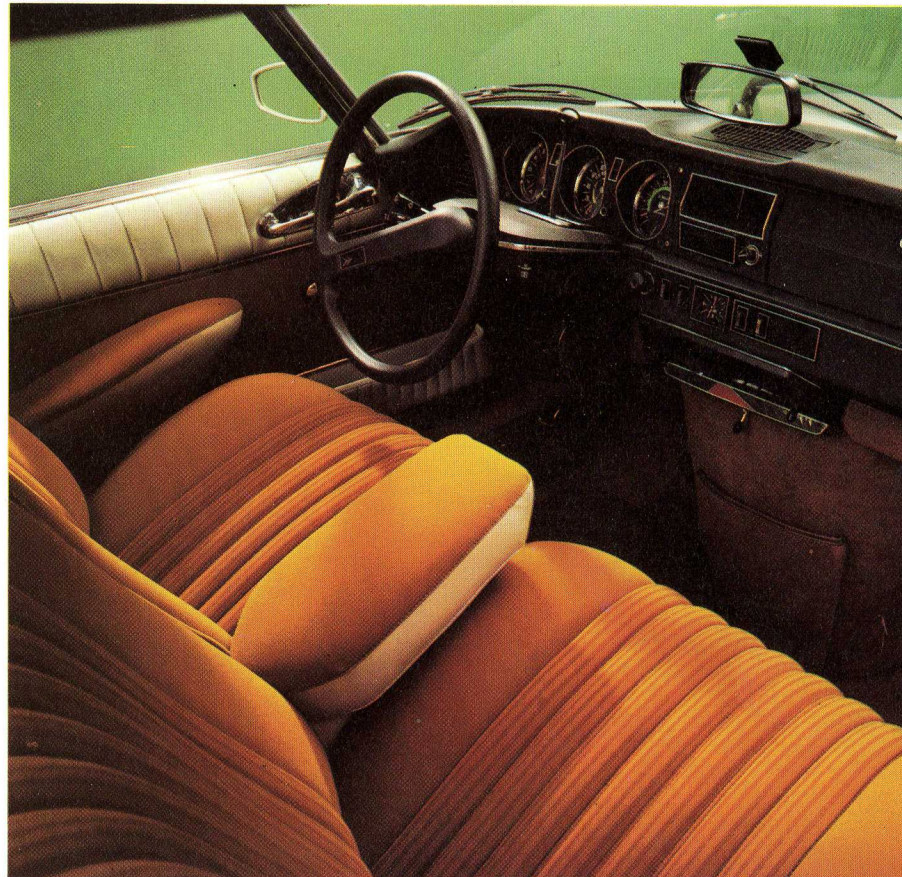
Comfort is something we all like. Comfort is also important. Crucial, even, to controlled and well-mannered driving over the high mileages which are commonplace in the seventies.

We have already described some of the special contributions the DS makes to your comfort and safety. A powerful and responsive engine. Front wheel drive, power-assisted steering, Hydropneumatic suspension. Even self-adjusting brakes, which adjust automatically to load conditions.

This mechanical ingenuity is matched by the skill and taste of Citroen interior designers. Seats are contoured, floors are carpeted, instrumentation is complete with all controls intelligently positioned.

You've plenty of space to stretch, of course. All round visibility is panoramic, with a sloping, relatively short bonnet in front and a short boot behind you.

Front seats are fully adjustable for seat travel and back-rest rake. Upholstery options include hard-wearing Targa or softly luxurious Jersey nylon. Extra safety padding is inserted at critical points — well in excess of international safety regulations. Whichever DS you choose, comfort and safety for you and your passengers are assured.



Superlative option: Pallas finish.

On the DS23, the Pallas finish offers both very tangible benefits and that subtle air of extra refinement and distinction.

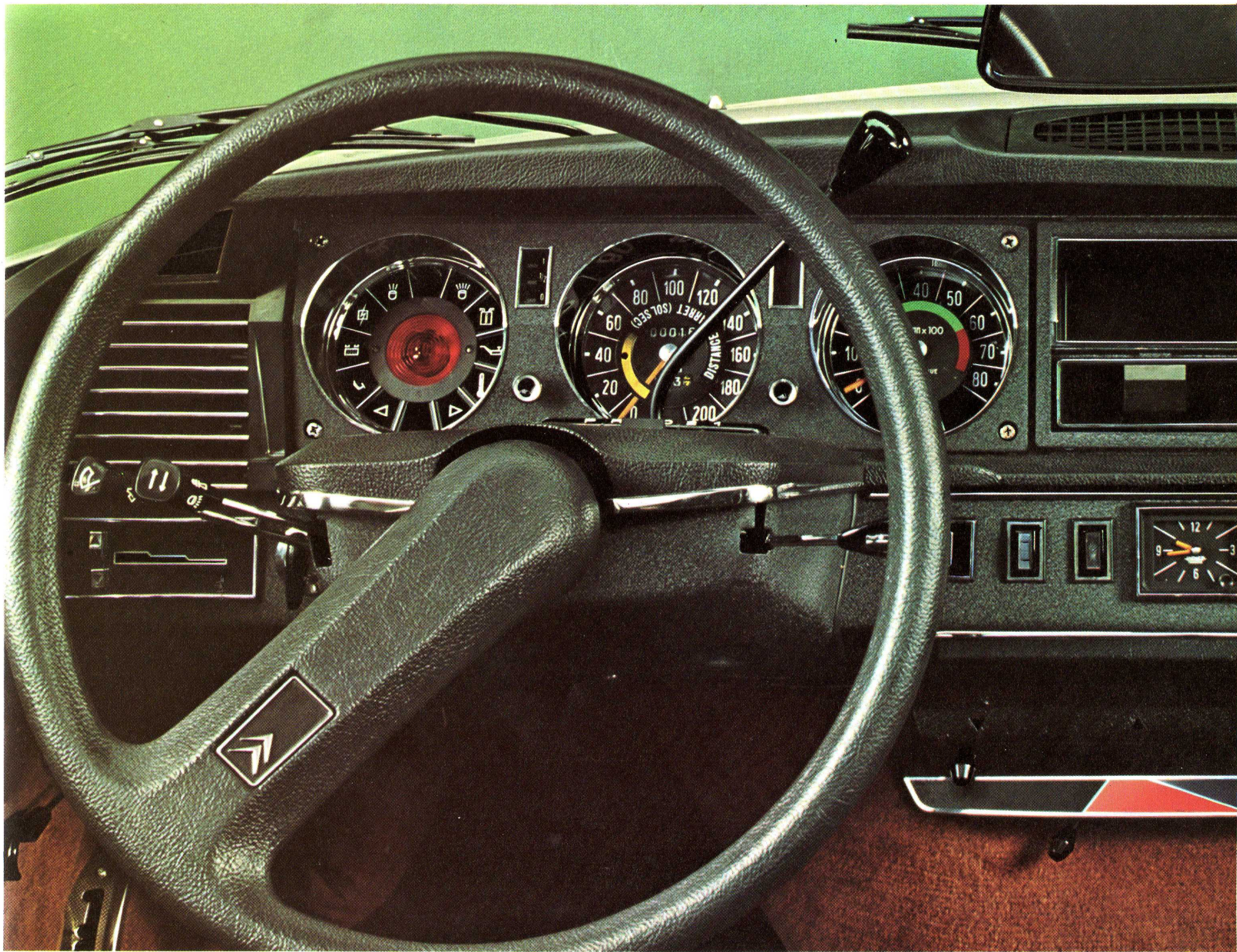
Seats are high-backed, fully reclinable ultra comfortable and adjustable to nine different positions. Doors are thickly padded. Special carpets are fitted — rich and velvet-like, with a double thickness of foam underlay. Special Pallas colour schemes are available. And for the ultimate in luxury, you can specify — at extra cost — the complete trim in leather. This is a special kind of leather: incredibly soft and relaxing, yet also extremely hardwearing.

Normal Pallas equipment includes Jersey nylon upholstery, heated rear window, and directional self-levelling quartz-iodine headlight system.

Marks of the Pallas are the elegant name badge and distinctive stainless steel and rubber coachwork strip along each side of the body.

Luggage compartment.

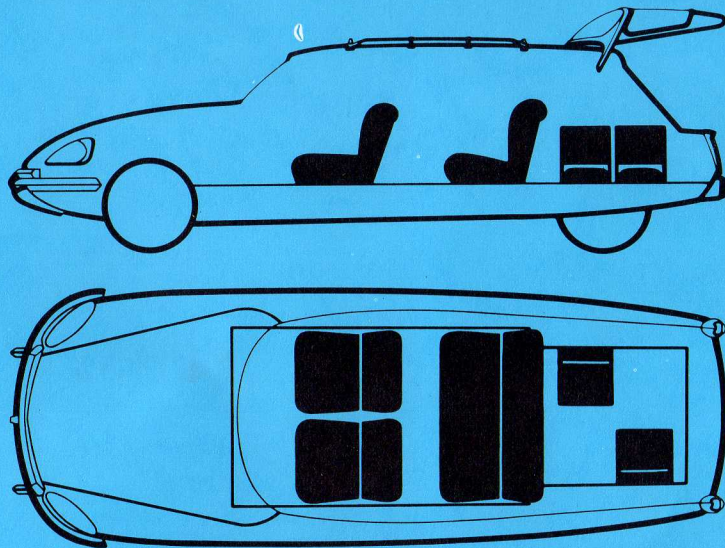
The DS spare wheel is under the bonnet, which leaves all the space in the large, well-shaped and illuminated boot for your luggage.



The DS Estate cars:

SAFARI

7 seater. Fold-flat rear bench seat.
Fold flat occasional seats.



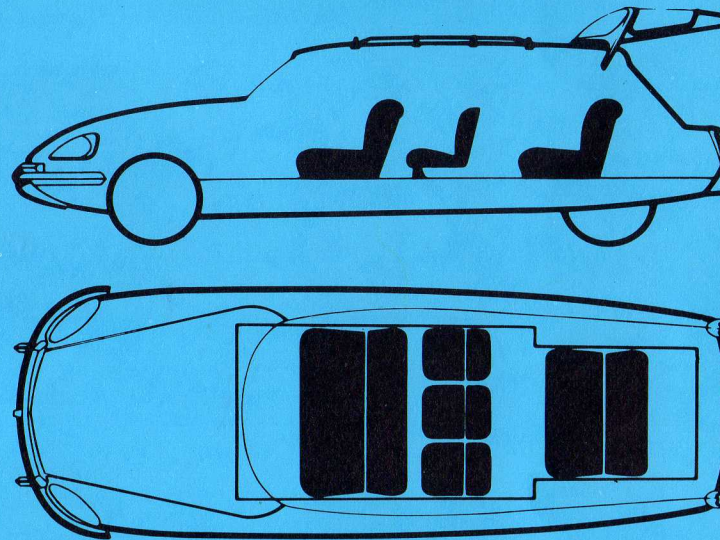
Citroën's DS 23 Estate cars offer you a very complete specification.

The Safari is a very versatile load carrier. You can load up to 15 cwts, or up to 71 cu ft for bulky loads with the rear seats folded down. Or seat 7 people plus a mountain of luggage. The Familiale seats 8/9 passengers facing forward with adequate boot space and additional luggage on the roof.

The DS 23 Estates are very fast, very elegant cars that you can take anywhere.

FAMILIALE

8/9 seater. Front and rear bench seats, 3 fold flat centre seats. (Available to special order only.)



All the famous DS mechanical features described in this brochure also apply to the estate cars.

This means a standard of comfort most rare in estate cars. Plus the kind of extra advantages Hydropneumatic suspension makes possible, such as lowering the rear loading platform to only 14½ in from the ground.

Front wheel drive allows a completely flat floor, 7 ft long. The split tailgate is full-width. There's even a built-in roof rack for extras.

