

CITROEN CARS LIMITED,
TRADING ESTATE,
SLOUGH, BUCKS.

27 JAN 1953
21st JANUARY, 1953.

PREMIER GRADE PETROLS.

You will probably already be aware of the considerable interest being shown concerning the introduction of branded petrols, including premier grades, on the 1st February, 1953. It is possible that you have already received direct from the petrol companies and from the manufacturers of ignition equipment, recommendations regarding ignition timing for the premier grades of petrol. These recommendations are the results of discussions between the oil companies, car manufacturers and the ignition equipment manufacturers, and if this letter is a repetition of one you have already received, we make no apology owing to the extreme importance of the recommendations being strictly observed.

Ignition Timing.

It has been a practice with pool petrol to time the engine just on pinking point at lower speeds. With the premier grades of petrol however, this practice will result in an amount of advance which may cause serious damage to the starter. In no case should the ignition be advanced more than three distributor degrees over that found suitable with pool petrol. This is represented by approximately $1/16$ " measured on the shank of the distributor or $1\frac{1}{2}$ divisions of the micrometer scale on those distributors fitted with an integral suction unit.

Compression Ratio.

Considerable publicity has been given to the fact that the premier grades of petrol will give better results, performance, and economy, with the higher compression ratios, and it is probable that you may have requests from your customers for the compression ratio of their engines to be increased. At the present time we can only advise you that such a modification is undesirable, and we would further advise you to accept no responsibility for such a conversion.

Carburettor Settings.

When using premier grade petrol no change need be made.