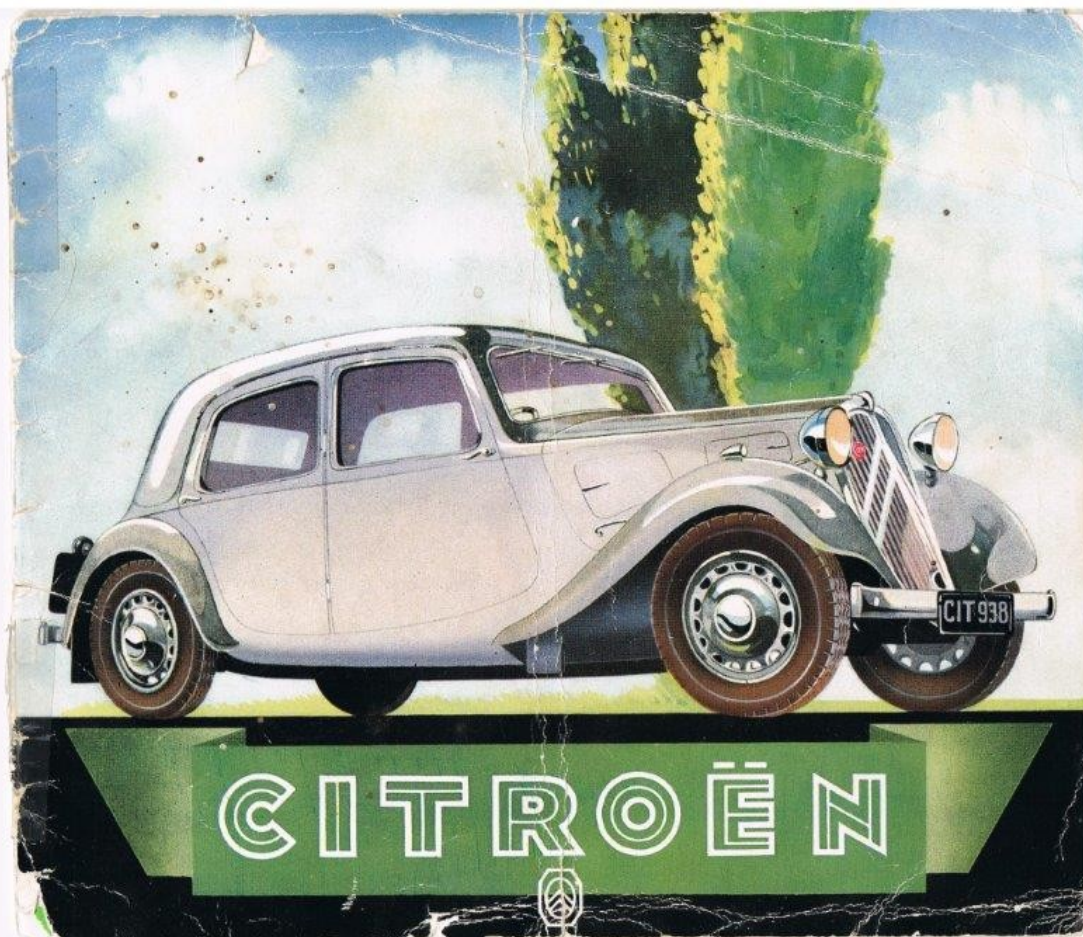
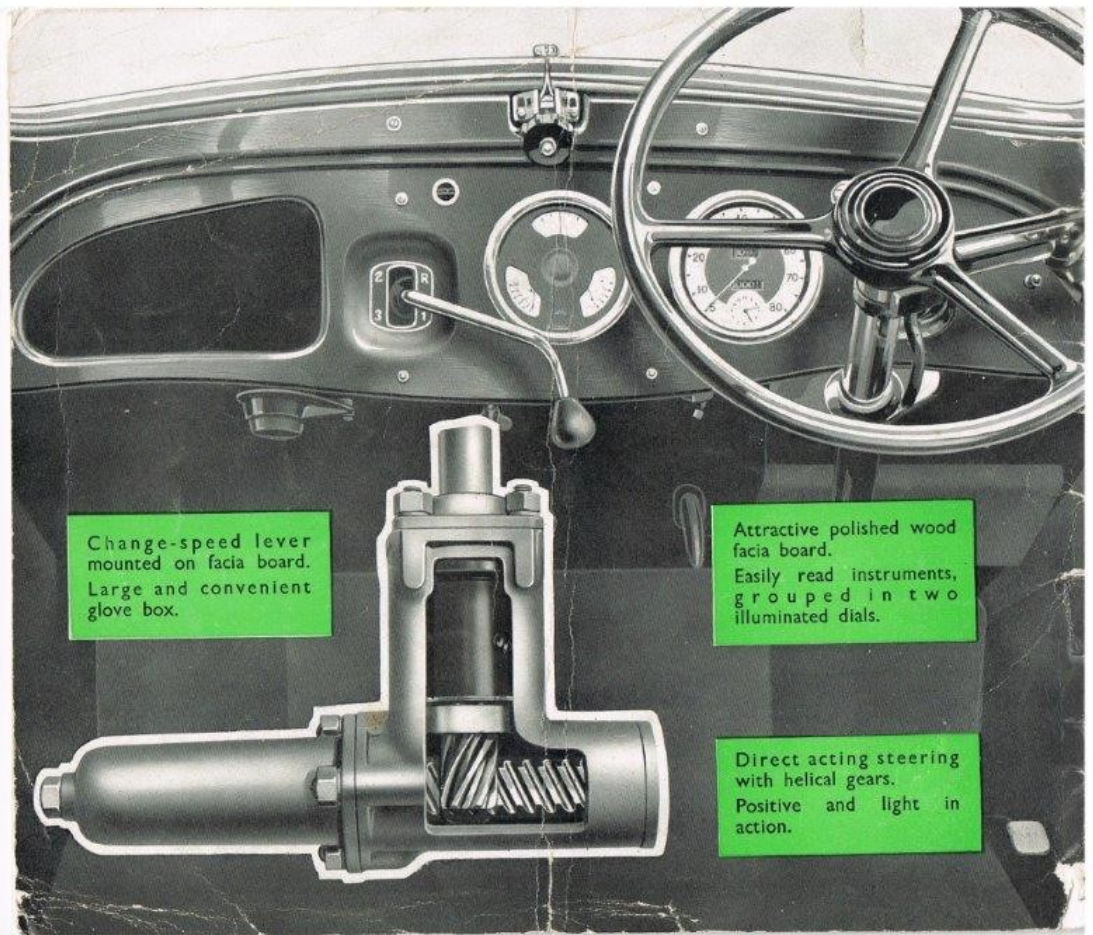






Change-speed lever mounted on fascia board. Large and convenient glove box.

Attractive polished wood fascia board. Easily read instruments, grouped in two illuminated dials.

Direct acting steering with helical gears. Positive and light in action.

THE Citroën cars presented herein bring to you a range of tried and proved models—the outcome of many years of progressive development and perfection.

The front wheel drive models have incorporated, since their inception, many highly important features of design—All-Steel Frameless Construction—Low Centre of Gravity—Independent Front Wheel Suspension—Torsion Bar Springing—and Detachable Cylinder Barrels. These, with the many detail improvements and refinements which have been added from year to year, provide cars of immensely strong construction, with exceptional qualities of cornering, road holding and stability ; extremely safe to drive and ride in and with a suspension giving perfect comfort over any road surface.

A seven-seater saloon of the conventional style is available for the first time in motoring history with a standardised fool-proof, lightweight, high-speed compression ignition engine at a relatively small extra charge as an alternative to the normal petrol engine.

As no description can equal an actual examination and trial, it is hoped that your perusal of this catalogue will be followed by a request to your Dealer for a demonstration, which it is confidently expected will convince you that no effort has been spared to produce the safest, most economical and most roadworthy cars of to-day.

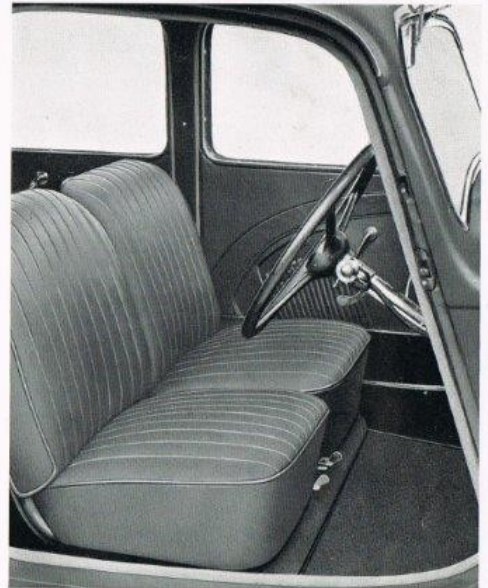


THE "TWELVE" SALOON

This popular model has an all-steel safety body of aerodynamic shape with inter-axle seating, comfortable accommodation for five people, individually adjustable front seats, flat floor—no foot wells, roomy luggage container at rear, easy-clean wheels, real leather upholstery, sunshine roof, etc. 12.8 h.p., four cylinder, tax £9 15 0.



The wide rear seat is situated well forward of the axle in the most comfortable riding position. Three persons can sit abreast and there is ample head and leg room.



The roomy driving compartment. Individually adjustable seats, deep, well-sprung upholstery, wide doors giving easy entrance, clear floor unimpeded by levers, permitting easy movement across the car.

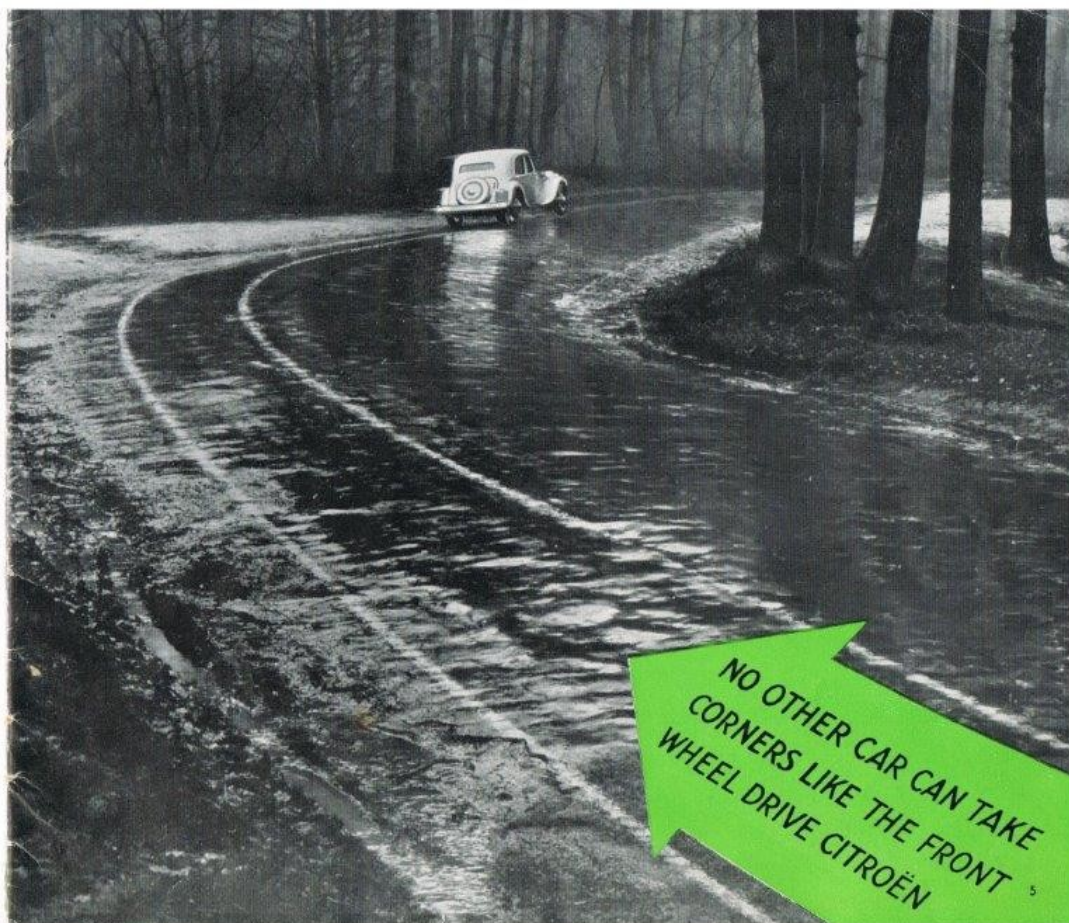


THE COUPE AND ROADSTER

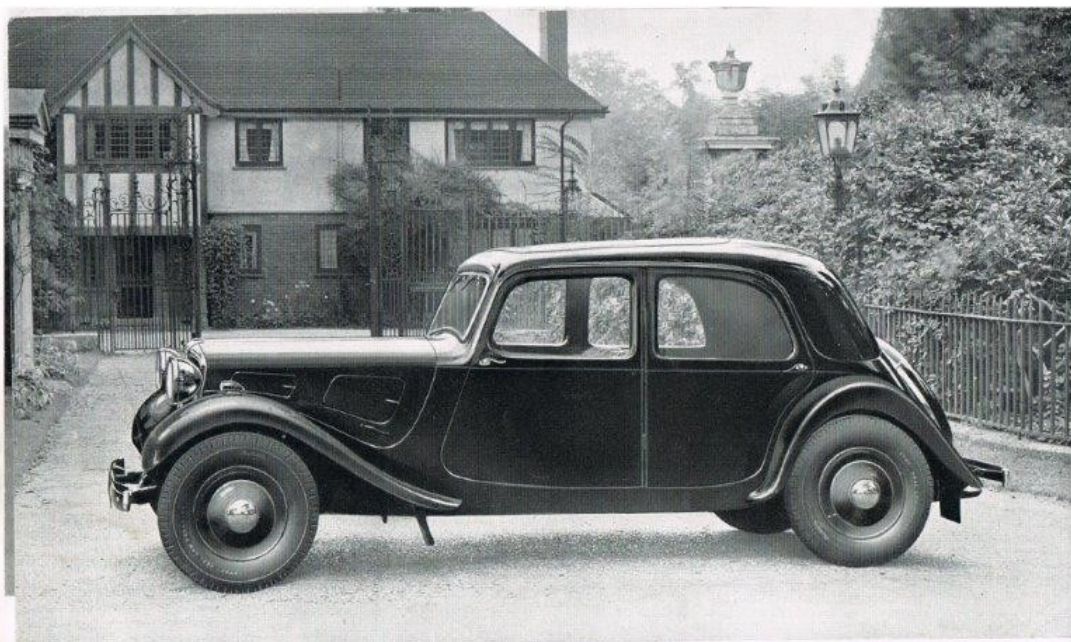


These attractive models are available on the "Twelve" and "Light Fifteen." Both have two doors with winding windows, adjustable front seats and roomy two-seater dickey. The dickey compartment also forms a large and useful luggage container.



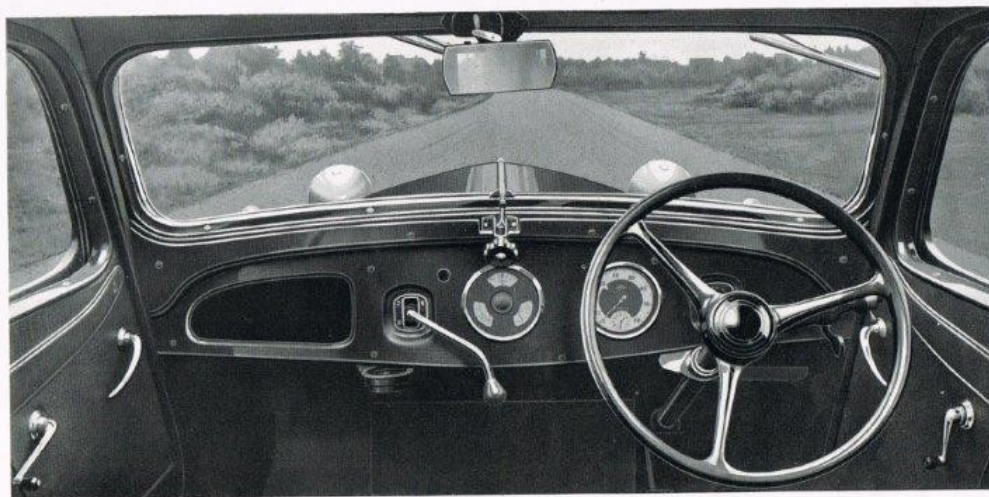


NO OTHER CAR CAN TAKE
CORNERS LIKE THE FRONT
WHEEL DRIVE CITROËN



THE "LIGHT FIFTEEN" SALOON

A fast and powerful model, making a special appeal to the motorist who requires a car of normal size capable of putting up a performance above the average. All-steel safety coachwork, powerful braking, light and positive steering, easy to drive and control. 15 h.p., four cylinder, tax £11 5 0.



The wide vision wind-screen and large windows give excellent visibility. The driver without effort has always a clear view of the road, enabling him to steer with ease and accuracy.

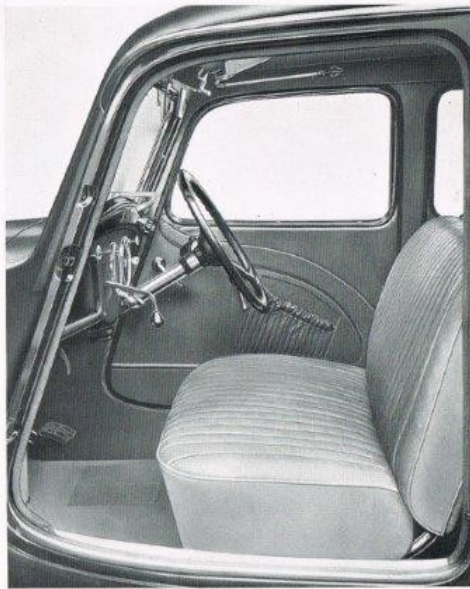


The attractive radiator shell, gracefully sweeping wings, sloping screen, the absence of corners and projections go to make up a clean and handsome frontal appearance offering the minimum wind resistance.



THE "FIFTEEN" SALOON

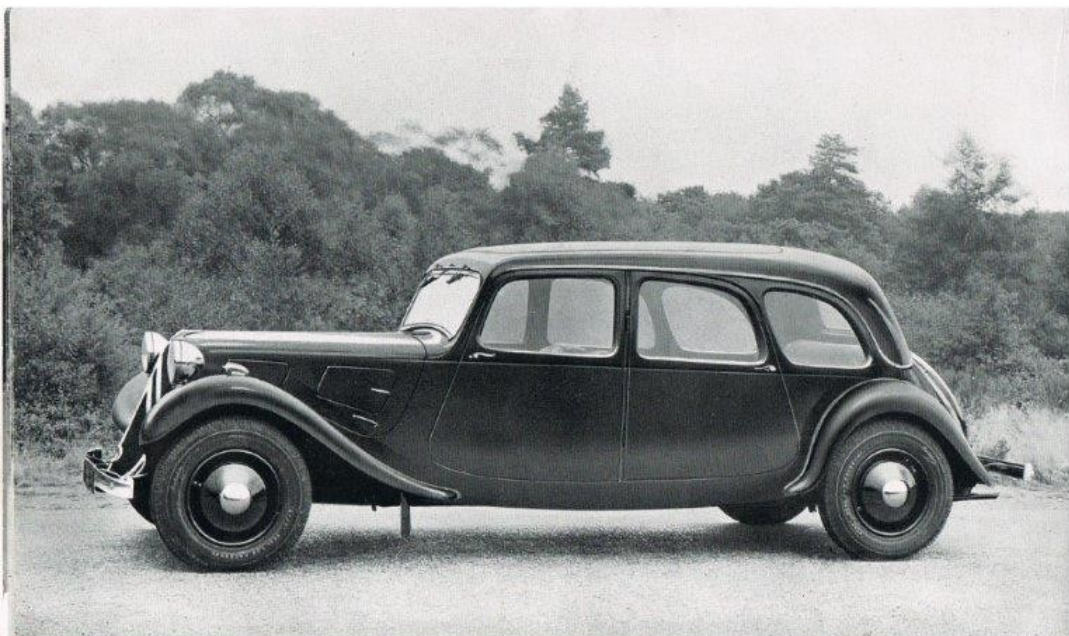
A luxurious saloon of medium size giving full six-seater accommodation, with inter-axle seating and full-stretch leg room. The well-appointed all-steel safety body has an adjustable single piece front seat and wide rear seat, with side armrests and centre folding armrest. 15 h.p., four cylinder, tax £11 5 0.



The "Fifteen" has a wide, single adjustable front seat capable of seating three persons, if desired, without inconveniencing the driver, whilst the clear floor provides plenty of leg room.



The commodious built-in luggage compartment provides ample space for ordinary requirements. When an increased amount of luggage has to be carried the lid can remain open, a folding extension to the floor being then brought into use.

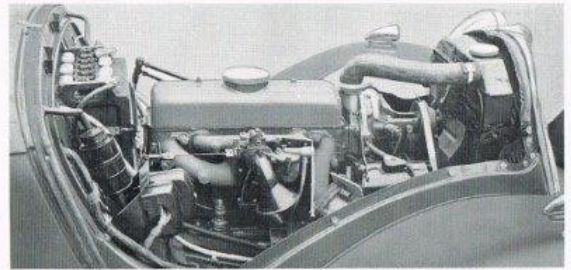
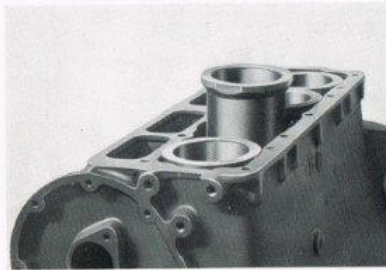
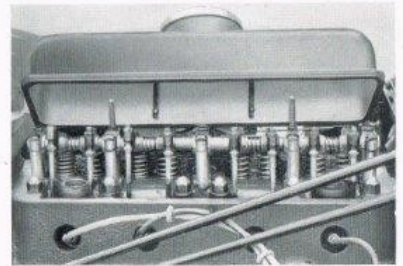


THE "FIFTEEN" 7-SEATER SALOON

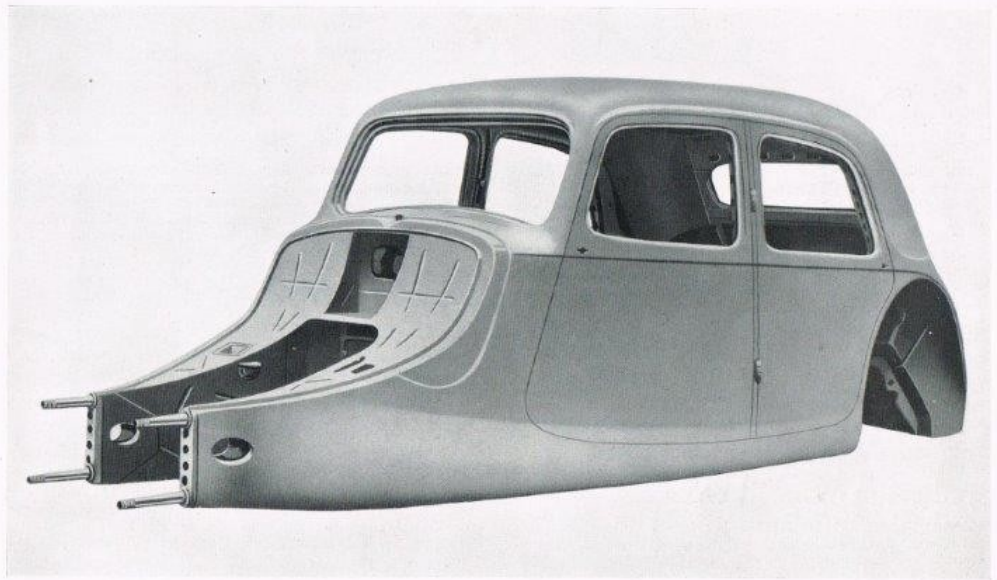
Undoubtedly the most handsome seven-seater saloon obtainable, yet no space has been sacrificed to obtain its shapely lines. Long wheelbase, inter-axle seating, all-steel safety coachwork, wide doors, folding seats facing forwards and six windows providing excellent visibility. 15 h.p., four cylinder, tax £11 5 0.



The spacious light and airy interior of the "Fifteen" seven-seater saloon, showing the comfortable seating arrangement, two at the front, three at the rear, and two on the folding seats. Seven persons, with room for all to sit in comfort. When the folding seats are not in use the rear passengers have an exceptional amount of leg room and there is space for luggage inside the car.



Under the bonnet every component of the lively and powerful overhead valve engine is readily accessible. Tappet adjustment is the simplest of operations, and it is not necessary to grope under the floor boards to top up the battery. Carburettor, fuel pump, distributor, coil, dynamo, fuses, cut-out, plugs, dip stick, everything ready to your hand. The detachable wet cylinder barrels ensure practically unlimited life, reduce oil consumption and give more regular cooling.



Citroën "Monoshell" all-steel coachwork is the safest and strongest form of construction yet devised. Sitting inside this single reinforced all-steel structure the greatest possible protection is afforded to the occupants against risks of the road. Scientifically sound-insulated, luxuriously upholstered, its spacious interior provides greater accommodation, comfort and safety than any other design.

TECHNICAL SPECIFICATION

"TWELVE," "LIGHT FIFTEEN" AND "FIFTEEN"

ENGINE.—"Twelve," four cylinder, 72 mm. bore x 100 mm. stroke (12.8 h.p., R.A.C. rating), 1,628 cc. "Light Fifteen" and "Fifteen," four cylinder, 78 mm. bore x 100 mm. stroke (15.08 h.p., R.A.C. rating), 1,911 cc. Flexible engine suspension with adjustable stabilising device; overhead valves operated by push-rods and rockers; detachable cylinder barrels cast in special wear-resisting and corrosion-proof material; three-bearing crankshaft statically and dynamically balanced; pistons of special alloy with four rings; three-bearing camshaft driven by silent roller chain.

LUBRICATION.—Pressure feed by gear pump forcing oil to bearings, timing chain and rocker arms.

COOLING.—Pump assisted. Four-bladed fan.

CARBURATION.—By horizontal Solex carburettor with "Starter" device. Fuel is fed to the carburettor by a mechanically driven pump, drawing supply from rear tank. An air silencer and a petrol filter are fitted.

IGNITION.—By coil and distributor 12-volt, automatic advance and retard control.

CLUTCH.—Single dry plate having a special flexible centre.

GEARBOX AND DIFFERENTIAL.—In unit with engine; three speeds and reverse. Synchronised gear change with silent top and second gears, controlled by dashboard lever. Differential placed between gearbox and clutch, the drive being taken through the gearbox primary and secondary shafts back to the bevel pinion. This method ensures absolute rigidity of the final spiral bevel drive.

FRONT WHEEL DRIVE.—Power is transmitted from the differential to each road wheel by means of a universally jointed sliding cardan shaft.

FRONT SUSPENSION.—By independent wheels and torsion bar springing. Parallelograms with unequal but rigid arms are articulated at the one end with a pressed steel box-type member, and at the other end with the stub axles. The lower arms of the parallelograms operate the torsion bars, whose action is checked by powerful shock absorbers.

REAR SUSPENSION.—By torsion bars. The rear axle assembly forms one unit comprising a large tubular cross member to which is pivoted two longitudinal links carrying the rear axle. Torsion bars are attached to the forward end of the links and to the centre of the cross member, an adjusting device being provided. A diagonal radius rod completes the assembly.

STEERING.—Direct type steering of new design, very simple and efficient. Spiral gear drive operating direct on the push and pull rods, which also form the track rod.

BRAKES.—Internal expanding Lockheed hydraulic on the four wheels, powerful and sweet in action. The hand brake acts independently by servo action on the rear wheels and is cable operated.

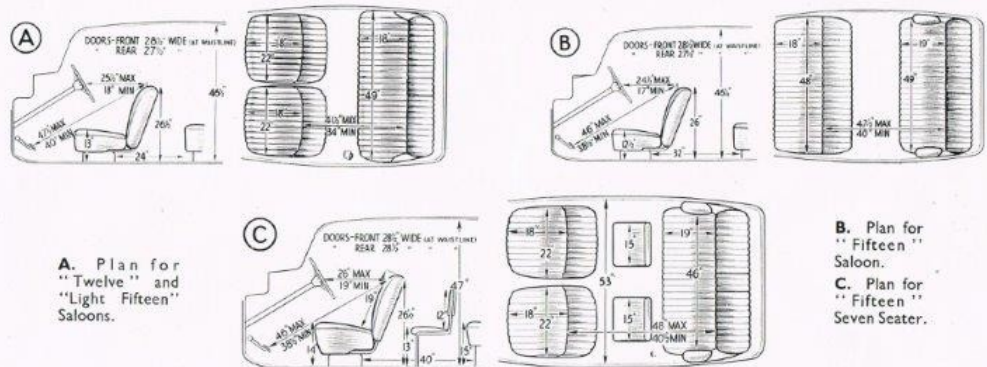
WHEELS.—Five pressed steel wheels, spoked type, on "Twelve," and disc on "Light Fifteen" and "Fifteen."

ELECTRICAL EQUIPMENT.—Voltage control dynamo, electric starter, 57AH. battery located under the bonnet in a particularly accessible position. Two large headlamps with dipping device, two side lamps and tail lamp. Trafficators concealed in door pillars. Ignition lock. Automatic stop light. Electric horn.

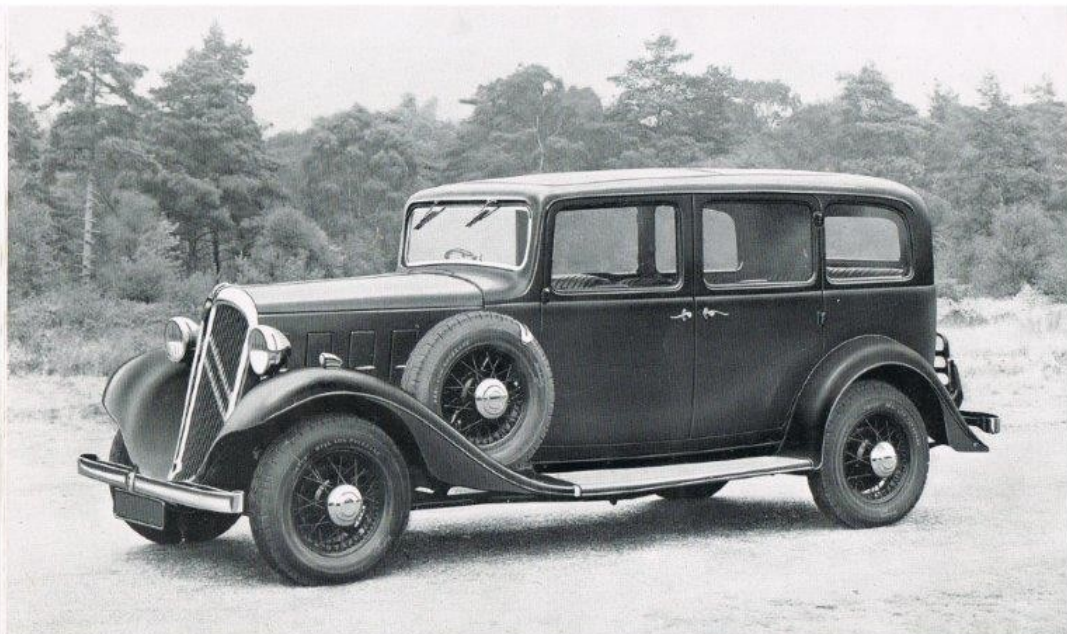
GENERAL EQUIPMENT.—Polished wood dashboard on which are grouped in two circular dials the speedometer, ammeter, petrol gauge, 8-day clock and oil indicator. Chromium plated bumpers, front and rear; spare wheel sunk in rear panel with metal cover; adjustable windscreen with locking device; winding windows; safety glass; safety catches to doors; door locks; remote door controls; driving mirror; twin screen wiper; ash trays; door pockets; glove pocket in dash; interior light and rear blind in closed cars; ventilator in dash; ventilating shutters in bonnet sides; easy-grip bonnet catches; number plates; licence holder; kit of tools; choice of colours and upholstery.

DIMENSIONS AND DATA

"TWELVE," "LIGHT FIFTEEN" AND "FIFTEEN"



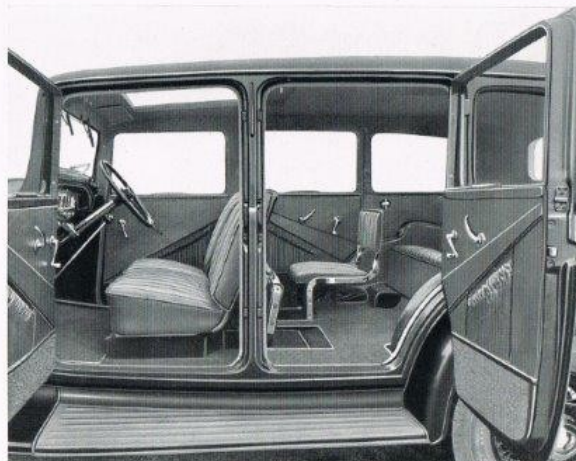
	"TWELVE"			"LIGHT FIFTEEN"			"FIFTEEN"	
	Saloon	Roadster	Coupé	Saloon	Roadster	Coupé	Saloon	7-Seater Saloon
WHEELBASE ...	9 ft. 6½ in.	9 ft. 6½ in.	9 ft. 6½ in.	9 ft. 6½ in.	9 ft. 6½ in.	9 ft. 6½ in.	10 ft. 1½ in.	10 ft. 9 in.
TRACK ...	4 ft. 4½ in.	4 ft. 4½ in.	4 ft. 4½ in.	4 ft. 4½ in.	4 ft. 4½ in.	4 ft. 4½ in.	4 ft. 8 in.	4 ft. 8 in.
CLEARANCE ...	7 in.	7 in.	7 in.	7 in.	7 in.	7 in.	7 in.	7 in.
TURNING CIRCLE ...	40 ft.	40 ft.	40 ft.	40 ft.	40 ft.	40 ft.	44 ft.	48 ft.
OVERALL LENGTH ...	14 ft.	14 ft.	14 ft.	14 ft.	14 ft.	14 ft.	15 ft.	15 ft. 8 in.
OVERALL WIDTH ...	5 ft. 3½ in.	5 ft. 3½ in.	5 ft. 3½ in.	5 ft. 3½ in.	5 ft. 3½ in.	5 ft. 3½ in.	5 ft. 8 in.	5 ft. 8 in.
OVERALL HEIGHT ...	5 ft.	4 ft. 9 in.	4 ft. 11 in.	5 ft. 1 in.	4 ft. 10 in.	5 ft.	5 ft. 1 in.	5 ft. 1½ in.
GEAR RATIOS: Top ...	4.9	4.9	4.9	4.3	4.3	4.3	4.3	4.9
Second ...	8.3	8.3	8.3	7.3	7.3	7.3	7.3	8.3
First ...	14.8	14.8	14.8	13.1	13.1	13.1	13.1	14.8
Reverse ...	19.7	19.7	19.7	17.5	17.5	17.5	17.5	19.7
TYRE SIZE ...	140 x 40	140 x 40	140 x 40	150 x 40	150 x 40	150 x 40	150 x 40	160 x 40
TANK CAPACITY ...	9 gallons	9 gallons	9 gallons	9 gallons	9 gallons	9 gallons	11 gallons	11 gallons
WEIGHT ...	20½ cwts.	20 cwts.	20½ cwts.	21½ cwts.	21 cwts.	21½ cwts.	23½ cwts.	24½ cwts.



THE "FAMILY FIFTEEN"

A rear wheel drive model of the conventional style. This type is one in which Citroën has specialised for many years and upon which they have built a reputation for the production of a medium powered, spacious and comfortable seven-seater saloon, hard wearing, reliable and economical to run.

Also available with light-weight, high-speed Diesel Engine. For particulars see page 19.



The " Monopiece " all-steel safety body has four wide doors, six large winding windows which give uninterrupted views, and, in conjunction with the double dashboard and sunshine roof, adequate ventilation. Unequalled riding comfort is obtained with the long flat springs, hydraulic shock absorbers and super low-pressure tyres. The box section frame is extremely strong and provides a rigid and distortionless foundation for the body and transmission.

The illustration shows the generous seating accommodation of this handsome and roomy model. Two additional passengers are comfortably seated on the occasional seats and the wide rear seat will carry three persons with ease. The occasional seats fold neatly into the floor when not required, thus giving exceptional leg room for the rear passengers.

Wide doors, sunshine roof, leather upholstery of best quality, safety glass throughout, pile carpets, side and centre armrests, and de-luxe equipment are features for the comfort, convenience and safety of the occupants.



TECHNICAL SPECIFICATION

"FAMILY FIFTEEN"

ENGINE.—Four cylinder, 78 mm. bore x 100 mm. stroke, 15.08 h.p. (R.A.C. rating), 1,911 cc. Flexible engine suspension with adjustable stabilising device; overhead valves operated by push rods and rockers; detachable cylinder barrels cast in special wear-resisting and corrosion-proof material; three-bearing crankshaft statically and dynamically balanced; pistons of special alloy with four rings; three-bearing camshaft driven by silent roller chain.

LUBRICATION.—Pressure feed by gear pump forcing oil to bearings, timing chain and rocker arms.

COOLING.—Pump assisted. Four-bladed fan.

CARBURATION.—By horizontal Solex carburettor with "Starter" device. Fuel is fed to the carburettor by a mechanically driven pump, drawing supply from rear tank. An air silencer and a petrol filter are fitted.

IGNITION.—By coil and distributor 12 volt, automatic advance and retard control.

CLUTCH.—Single dry plate having a special flexible centre.

GEARBOX.—In unit with engine; three speeds and reverse. Synchronised change on top and second controlled by central lever. (When a Diesel engine is fitted the gearbox has four speeds and reverse.)

REAR AXLE.—Banjo type, spiral bevel final drive.

STEERING GEAR.—Worm and sector type. Horn and lighting controls in centre of wheel.

FRAME.—Box section, extremely rigid and distortionless. Suspension by semi-elliptic springs of flat camber with hydraulic shock absorbers giving exceptional comfort and freedom from road shocks.

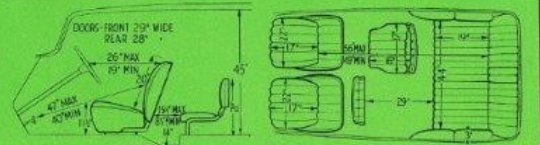
BRAKES.—Very powerful four-wheel mechanical Duo-Servo, with drums of large diameter. Independent foot and hand control. Automatically operated stop light.

WHEELS.—Wire wheels with 6.50 x 16 super low-pressure tyres.

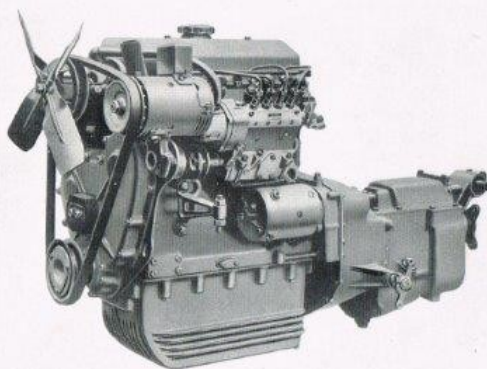
ELECTRICAL EQUIPMENT.—Voltage control dynamo, electric starter, 57AH. battery, two large headlamps with dipping device, two side lamps and tail lamp, all chromium-plated. Trafficators concealed in door pillars. Automatic stop light. Electric horn mounted under bonnet.

GENERAL EQUIPMENT.—Instrument panel comprising speedometer with trip and total mileage indicators, ammeter, oil and petrol gauges and an 8-day clock. The dials have indirect lighting. Chromium-plated bumpers front and rear; spare wheel carried on rear side; adjustable windscreen; winding windows, safety glass all round, safety catches to doors; door locks; remote door controls; driving mirror; twin screen wiper; ash trays; door pockets; glove pockets in dash; interior light and rear blind; dash ventilator; ventilating shutters in bonnet sides; number plates; licence holder; kit of tools.

Track.....	4 ft. 8 in.
Wheelbase.....	9 ft. 10 in.
Clearance.....	7½ in.
Turning Circle.....	36 ft.
Overall Length.....	14 ft. 8½ in.
Overall Width.....	5 ft. 8½ in.
Overall Height.....	5 ft. 9½ in.
Weight.....	27 cwt.



THE DIESEL ENGINE



SPECIFICATION :

ENGINE.—Four cylinder, 75 mm. bore x 100 mm. stroke, (13.9 h.p., R.A.C. rating), 1,766 cc., 40 B.H.P. at 3,500 r.p.m. The engine and four-speed gearbox unit are flexibly mounted in the chassis.

CRANKSHAFT.—Three-bearing, of forged and heat treated steel of heavy section, statically and dynamically balanced.

CAMSHAFT.—Heat treated steel stamping, running on three bearings and driven by helical gears.

OVERHEAD VALVES.—Of special high temperature resisting steel, operated by push rods and rockers.

PISTONS.—Of heat treated aluminium alloy. Three compression rings and two scraper rings.

CON. RODS.—Of forged and heat treated steel, "H" section. The big ends are fitted with bronze bushes.

FUEL FEED.—Lavalette-Bosch injection pump with pneumatic governor, fitted with a fuel filter and fed by a fuel pump.

FUEL INJECTORS.—Lavalette-Bosch nozzles. Orifice 2 mm.

QUICK STARTING.—Engine fitted with Béru electrical heating plugs for easy starting when engine is cold.

LUBRICATION.—Pressure fed by spurwheel gear pump in the sump, distributing the oil direct to the camshaft and crankshaft bearings, and through the crankshaft to the bearings of the big ends. Suitable piping ensures lubrication of the rocker shaft and timing gears. The pressure adjustment is accessible from the outside.

COOLING.—By centrifugal pump. Belt driven fan.

The greatest contribution to utility motoring yet made by any manufacturer—reduced fuel costs, greater range without refuelling, fire risks eliminated, instantaneous starting and pulling from cold, absence of fumes and smell, and performance very similar to petrol engine of equal size.

CONDITIONS OF SALE

PRICES.—All prices (see separate list) are for delivery ex our Slough Works, are subject to change without notice, and do not apply outside Great Britain and Northern Ireland.

SPECIFICATION.—The specifications of cars in the catalogue are subject to revision without notice, as the Manufacturer may find necessary or desirable.

Any deviation from catalogue specification will entail an extra charge and delay in delivery.

No allowance can be made in respect of any article of catalogue equipment not required.

AGENTS.—The term "Agent," "Distributor" or "Dealer" is used in a complimentary sense only, and those persons, firms or companies whom the Company style as such are not authorised to advertise or transact any business whatsoever on account of the Company other than in connection with the sale of cars which they may purchase from the Company nor are they authorised to give any guarantee or make any representation on the Company's behalf neither shall they enter into any contract on behalf of the Company or pledge the Company's credit.

TWELVE MONTHS' GUARANTEE.—We guarantee for a period of twelve months from the date of first purchase all new current model Citroën Cars, to be free from defects in material and workmanship, and in the event of any defect being disclosed in any part we will either repair the defective part or supply a replacement part in lieu thereof, subject to the following conditions:—

The defective part, properly packed and clearly marked for identification with name and address of owner, must, as soon as the defect has been discovered, be forwarded, carriage paid, to Citroën Cars Limited, Trading Estate, Slough, Bucks, with full written particulars setting out:—

Circumstances in which part became defective;

Vehicle chassis number;

Date of purchase;

Guarantee number;

when we will undertake to examine same, and in the event of any defect being discovered, either the defective part will be repaired or a replacement part supplied free of charge. Our responsibility under this liability will be limited to such repair or the supply of a replacement part and shall not include time, labour or any other expense incurred in fitting.

The car must be the property of the original purchaser and this Guarantee shall not relate to any defect caused by motor racing, wear and tear, neglect or mis-use or to defects in any car which shall have been repaired or altered after purchase in any way so as in our judgment to affect its stability or reliability nor shall this Guarantee apply to any vehicle which shall have been let out on hire either public or private or to any part or parts from which the identification numbers and marks have been altered or removed.

This Guarantee does not apply to bodies, tyres, or any accessories manufactured elsewhere than at our works.

We do not accept any liability for consequential damage of any kind nor for fire, accident or anything else outside our direct control.

This Guarantee is not to be assigned or transferred to any other person without our consent in writing being first obtained.

The judgment of Citroën Cars Limited in all matters relating to claims under this Guarantee shall be final and conclusive and the Purchaser agrees to accept the Company's decision on any question as to defects or exchange of parts. On the expiration of seven days from the despatch of a notification of the Company's decision all parts submitted for examination may be scrapped or returned carriage forward to the owner by the Company.

This Guarantee is in lieu of any other warranty or other obligation of any kind whether implied by law or otherwise and represents the only warranty made by us and we will not be responsible for any other undertaking, representation or warranty made by any other person whatsoever.

STANDARD COLOUR SCHEMES.

"Twelve," "Light Fifteen" and "Fifteen."

Light Fawn with Beige Leather.

Regal Red with Red Leather.

Imperial Blue with Blue Leather.

Mist Grey with choice of Blue or Red Leather.

Black with choice of Red, Brown or Beige Leather.

Additional on "Fifteen" only.

Deep Blue with Blue Leather.

Maroon with choice of Beige or Red Leather.

"Family Fifteen" only.

All Black with Brown or Red Leather.

Black and Regal Red with Red Leather.

Black and Imperial Blue with Blue Leather.

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