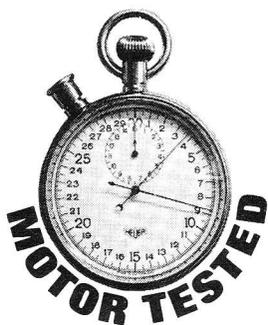


## MOTOR ROAD TEST NO. 6/68 ● Citroën DS 21 Pallas



The big Citroën will plough through deep snow like this without any trouble: most of the weight is where it is wanted—over the driving wheels.



## Mobile palace

*Many technical novelties, some brilliant others not; modest acceleration, high top speed; good economy; outstanding ride and roadholding*

**W**HAT a remarkable car. Twelve years old yet, in many ways, still ahead of its time; a languid performer for the price but, on the right road, exhilarating to drive; fascinating in its complexity yet occasionally infuriating in its behaviour. Citroën have always been the master individualists, sometimes turning their backs on fashionable styling and engineering, sometimes prophetically leading the way—though by no means all their odd ideas have been conspicuously successful. Complication to improve, not impress, is a dictum that they occasionally seem to forget. Moreover, the brilliant ingenuity evident in some departments of the Pallas exaggerates the almost utilitarian nature of others—notably the undistinguished engine. Even Citroën are subject to economic compromises.

The DS21 Pallas—the most complex, lavish and expensive of the big saloons—is basically just like the DS has always been with a noisy four-cylinder engine driving the Michelin-shod front wheels of a hydro-pneumatically suspended long wheelbase platform chassis which carries an ageless four-door, five-seater body. Clutchless semi-automatic transmission, power steering and touch-sensitive brakes take most of the effort out of driving, though by

no means all the skill as the strange controls need a lot of practice to master. One wonders how many customers must have been frightened away to more prosaic machinery after a brief test drive; most people need 30 minutes' cockpit drill and then a hundred miles of driving fully to acclimatize to Pallas motoring. Some of them may then be converted—or put off—for life.

This is the first big Citroën we have tested since the latest five-bearing, short-stroke 2.2-litre engine was introduced in 1965. Even with a minimum of 28 cwt. to pull, its 100 b.h.p. certainly makes the acceleration much more lively but not yet impressive. The low-drag body still permits a high maximum speed of over 100 m.p.h. and 95 m.p.h. cruising but, because of lower gearing, the engine is always revving harder than before and is therefore a bit noisier, fussier and thirstier.

On its unique suspension and Michelin X tyres, the big Citroën has always possessed remarkable adhesion and cornering powers; with the latest asymmetrical XAS covers, it is even better, particularly on a wet road. Certainly for handling and road holding it remains one of the world's safest, most viceless cars. It is also one of the most comfortable. The uncanny ability of its nitrogen springs to smother bumpy surfaces as though they were not there is perhaps wasted on most British main roads; nevertheless, the smoothness of the ride, the luxury of the seats and the efficiency of the heating and ventilation system (albeit, an un-

PRICE: £1,543 plus £355 6s 6d purchase tax equals £1,898 6s 6d



Ground clearance can be increased to negotiate rutted roads by jacking up the suspension. The extreme settings are used, with the help of a stand, to "jack" the wheels

## Citroën DS 21 Pallas

necessarily complex one) are outstanding. Irritated by the sensitivity of the transmission and brakes, particularly when manoeuvring in heavy traffic, some people decided that the Pallas was more of a passenger's car than a driver's. Only after sweeping along cross-country secondary road, preferably at night behind the swivelling quartz halogen headlights (one of Citroën's finest novelties) does the Pallas emerge at its very impressive best, no matter where you are sitting. As a shopping car, definitely not; as a long-distance express, magnificent.

### Performance and economy

The starter motor is energised by pushing the gear selector to the left so there is no danger of starting up in gear—a convenient and sensible arrangement. Even when it was freezing the engine always fired instantly and, with a little choke slightly to increase the idling speed, immediately behaved as if it had been running for hours.

Although the Pallas has more power and lower gearing than any previous DS we have tried, the acceleration is still by no means vivid: with a test weight of 1½ tons it is hardly surprising really. Getting off the mark smartly was hampered by the manner in which the car lurched and lumbered away—on our test car the automatic clutch seemed to bite too quickly, killing all the revs—and by the lethargic gearchanges which just cannot be hurried. Given a manual box and clutch any competent driver could knock seconds off the standing-start times. Between changes the engine pulls quite vigorously, noisily and not particularly smoothly at high revs, winding up to fairly high maxima (over 80 m.p.h. in third) in the lower gears. However, the engine noise never seems to obtrude once you are in top so that 90 m.p.h. is relatively peaceful.

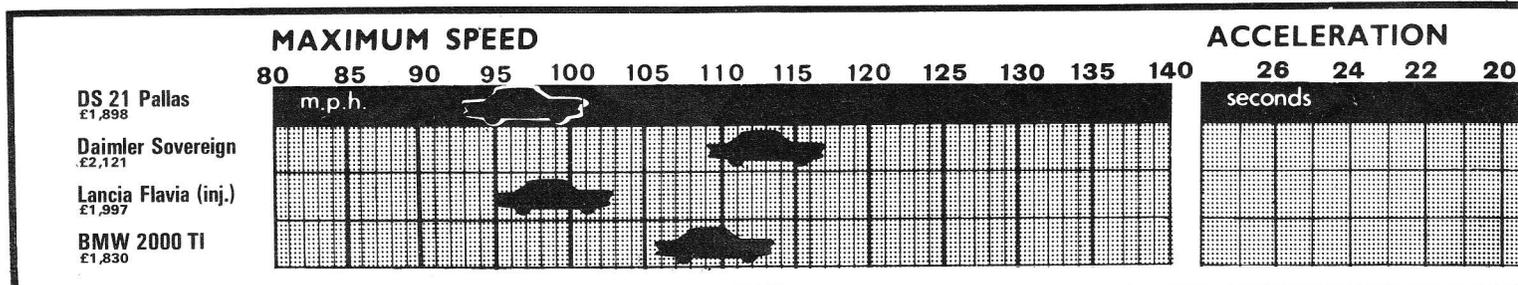
The lower gearing has made top gear far more flexible than before and the engine will now pull quite strongly from 20 m.p.h., emphasising that top is no longer just an overdrive cruising gear but a useful all-round ratio. Perhaps it was because of the sudden clutch engagement whenever the throttle was snapped open at rest that the engine never picked up sufficient speed for it to drag the car away on a 1-in-3 hill. It just managed on the 1-in-4.

Our test car got nowhere near Citroën's claimed 112 m.p.h., though we are not really surprised; for a start, the testing was done in wet and windy weather (after impatiently waiting a fortnight for suitable conditions) and the headwind at MIRA prevented the speed from building up as it might on a flat road. But, even in ideal conditions, it is doubtful if this car would have lapped at more than 103-4 m.p.h.—not that this isn't an impressive speed for such a modestly powered car, underlining the virtues of efficient streamlining.

What the DS has gained in performance over the years it has lost in economy. The last one we tested—a DS19 in 1961—reached 80 m.p.h. in 35 seconds and did 24-31 m.p.g.; the current 21 gets to 80 m.p.h., 5s. quicker and returned 20-25 m.p.g.—still a respectable consumption, though, for a large 100 m.p.h. saloon. There was no pinking on four-star petrol and the 14 gallon tank gives a range of over 300 miles.

### Transmission

Cheaper Citroëns have a conventional manual clutch and gearbox but the DS series boasts a unique semi-automatic system in which hydraulic pressure (from the same pump that supplies the power steering and brakes) does all the donkey work by operating the clutch and changing the gears of a four-speed all-synchromesh box when you move the gear selector switch. It sounds simple enough, just flicking a fingertip lever, but in practice it needs delicacy and accurate timing to change gear smoothly. On a light throttle the clutch takes up the drive quite smoothly above the engine's lazy idling speed. Since it disengages again as soon as the lever is moved it is necessary to feather the throttle first, to avoid a jerk, particularly when changing from first to second, as the rather inflexible drive line can pitch the car to and fro on its soft suspension under any snap reversal of engine load. As the flywheel is heavy and the engine therefore loses revs slowly, you have to pause for a second or so before snicking into second. Down changes on the over-run are imperceptibly smooth provided the car's speed is not excessive, so you can ease from top to second while slowing down without feeling a thing. But down changes under power when climbing or overtaking demand more skill, as the engine must be revved quickly (just as you would with a manual box) while the drive is broken between gears. Indents on



the selector "gate" identify the gear positions by feel but it is possible in the dark to find a gearless in-between position which is betrayed by a hissing noise (and sometimes no drive).

With practice and concentration, all the gear work can be done very smoothly—and not without satisfaction once you have mastered it. Even so, the system is certainly not so easy and foolproof to operate as the current new crop of semi-automatics which use a torque converter that not only absorbs the shocks of indelicate driving more efficiently but also provides far greater automation.

Different gearbox ratios, a lower final drive and smaller wheels accompanied the introduction of the new engine so the Pallas does not have that incredibly long-legged stride (23.2 m.p.h. per 1,000 r.p.m.) of the earlier models. Nevertheless, at 20.6 m.p.h. per 1,000 the gearing is still high so the car can be cruised at 95 m.p.h. without over-stressing the engine. Although third gear is good for 80 m.p.h. it feels quite a big drop from top when changing down to overtake. First and second are also quite widely spaced. The extra power and lower gearing have made the car much more suitable for towing a caravan—one of up to 17½ cwt. say the makers.



Back seat passengers have so much legroom that they have to lean forward to reach the ash-trays. With the armrest up, there is room for three people.

## Performance

Performance tests carried out by *Motor's* staff at the Motor Industry Research Association proving ground, Lindley.

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### Conditions

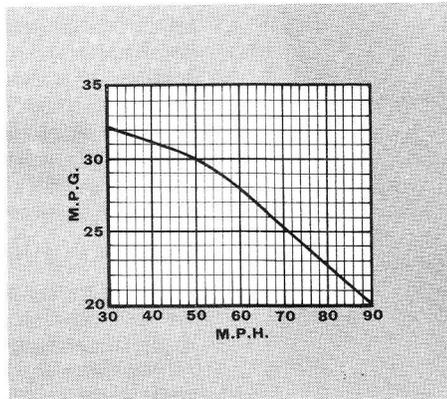
Weather: Poor—wet and windy.  
Temperature 50°—52°F. Wind 15-25 m.p.h.  
Surface: Wet concrete and tarmacadam  
Fuel: 98 octane (RM) 4 star rating

### Maximum speeds

	m.p.h.
Mean lap banked circuit	100.8
Best one-way ¼-mile	105.9
3rd gear	84.0
2nd gear	60.0
1st gear	33.0
"Maximile" speed: (Timed quarter mile after 1 mile accelerating from rest)	
Mean	94.8
Best	96.8

### Acceleration times

m.p.h.	sec.	m.p.h.	sec.
0-30	5.0	Top	3rd
0-40	8.3	—	—
0-50	11.3		
0-60	16.2		
0-70	21.9		
0-80	29.1		
Standing quarter mile	20.9		
m.p.h.	sec.	sec.	sec.
10-30	—	7.7	7.7
20-40	11.7	7.8	7.8
30-50	12.5	8.8	8.8
40-60	13.0	8.6	8.6
50-70	14.5	10.1	10.1
60-80	17.7	13.2	13.2



### Fuel consumption

Touring (consumption midway between 30 m.p.h. and maximum less 5% allowance for acceleration) . . . . . 25.2 m.p.g.  
Overall . . . . . 20.4 m.p.g.  
(= 13.8 litres/100 km.)  
Total test figure . . . . . 1,200 miles  
Tank capacity (maker's figure) . . . . . 14 gal.

### Brakes

Pedal pressure, deceleration and equivalent stopping distance from 30 m.p.h.

lb.	g	ft.
25	0.27	112
50	0.60	50
60	0.74	40½

(best recorded stop on wet road—"dry" figures unobtainable)  
Handbrake . . . . . 0.37 . . . . . 81

### Fade test

20 stops at ½g deceleration at 1 min. intervals from a speed midway between 30 m.p.h. and maximum speed (=65 m.p.h.)

	lb.
Pedal force at beginning	40
Pedal force at 10th stop	45
Pedal force at 20th stop	45

### Steering

Turning circle between kerbs:

	ft.
Left	33.5
Right	33.0
Turns of steering wheel from lock to lock	3.2
Steering wheel deflection for 50 ft. diameter circle	1.1 turns

### Speedometer

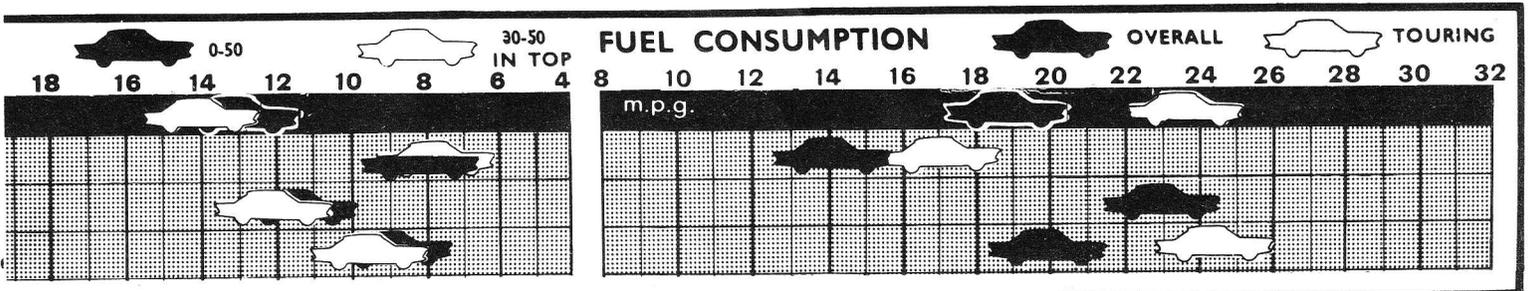
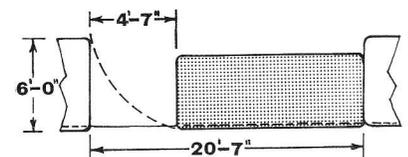
Indicated	20	30	40	50	60	70	80	90
True	17	27	38	49	59	70	80	90
Distance recorder	. . . . . 1.6% slow							

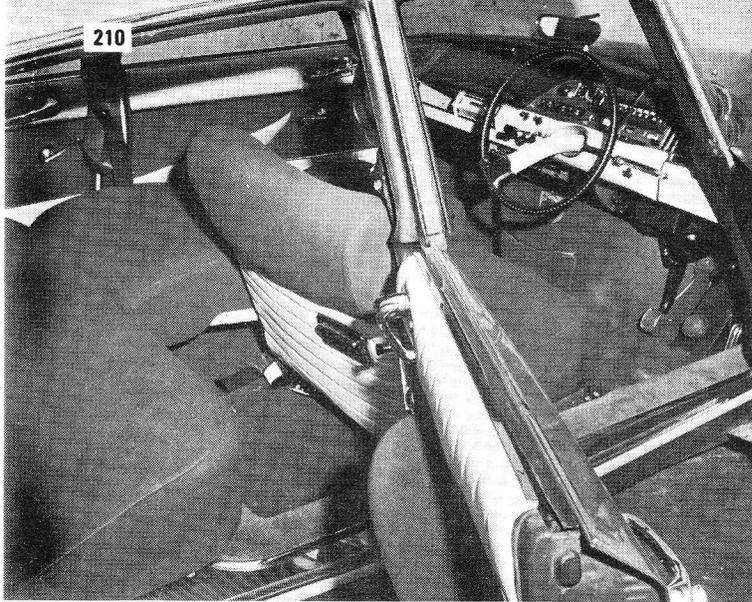
### Weight

Kerb weight (unladen with fuel for approximately 50 miles) . . . . . 26.0 cwt.  
Front/rear distribution . . . . . 67/33  
Weight laden as tested . . . . . 29.7 cwt.

### Parkability

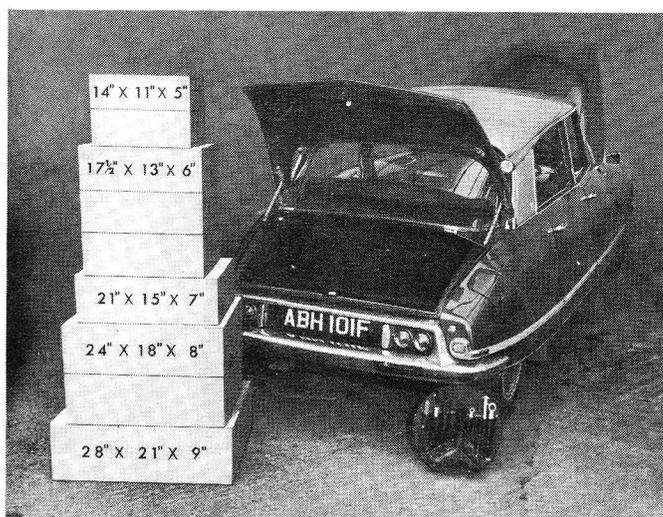
Gap needed to clear a 6ft. wide obstruction parked in front





Massive "squodgy" seats tilt right back to form a comfortable bed. Our test car had cloth upholstery; leather is available at extra cost.

The square-sided boot is deep and extends well forward—as the monster pile of test boxes (11.8 cu.ft.) suggests. The tool kit lives under the bonnet.



## Citroën DS 21 Pallas

### Handling and brakes

Hydraulic power assistance—uprated for the latest cars—makes the rack-and-pinion steering very light on the move though it is still a little heavy when standing still on parking manoeuvres. The gearing is quite high and the response almost too sensitive to the smallest movement of the wheel so that indelicate steering will make the car dart and lurch into a corner. Coupled with the curious feel and slight hissing noise imparted by the valves of the power mechanism—particularly evident when changing lock—the steering seems strange at first. It does not need much experience, though, to appreciate just how very good it is. Despite the car's long wheelbase, for which allowances must be made on sharp garaging turns if the back wings are not to hit the door post, the turning circle is surprisingly small and the rounded nose allows the car to be inched out of a tight kerbside gap without nudging bumpers.

The roadholding is so good that it would be a brave driver who extends the Pallas to the limit of its cornering power; even then the worst that is likely to happen is that understeer will make the car run wide. Only under such determined provocation can the superb Michelin XAS tyres be made to squeal and their adhesion is so great that it is seldom necessary to reduce speed in the wet.

Anyone who has seen the works rally Citroëns sweeping over a snow-bound Alp looking composed, even sedate, and singularly unspectacular will appreciate the immense feeling of security imparted by the car's uncanny traction and stability. The heavy

snow we had in January confirmed its tractive superiority, especially for hill climbing, over the average front-engined, rear-drive car; smugness almost gave way to embarrassment at passing so many less fortunate drivers scrabbling backwards in the ruts. Some of us even complained that driving in the snow wasn't much fun in a Pallas but you could hardly call this a criticism. By raising the car on its suspension (there is a height control inside) rutted or rocky roads can be negotiated without grounding the sump or undertray.

In common with most other things about the Pallas, the braking system is certainly unusual. A powered hydraulic circuit operates inboard front discs and outboard rear drums when you press an odd rubber mushroom where the brake pedal normally is. The mushroom responds to pressure rather than movement—and a very delicate pressure at that below 15 m.p.h. when a heavy foot will stop the car dead in its tracks, making the body see-saw uncomfortably on its soft suspension. A slightly delayed action also exaggerates the sensitivity at low speeds so that creeping back or forth—when parking, backing out of a garage or inching along in a traffic jam—can be unpleasant. In contrast, the brakes feel fine at higher speeds, responding instantly and progressively to increased pressure on the button. Repeated use does not provoke fade but if the brakes are wet a grating vibration sets in just before the car comes to rest. Although the tail rides up as the brakes go on, pitching the car forward, in a really hard stop from speed (which demands quite a strong push) the anti-dive characteristics of the rear suspension pull the body down on to an even keel again.

Offset pedals and the position of the parking footbrake make it difficult to operate the main brakes with the left foot. There is, however, a clever interconnection between mushroom pedal and engine which lowers the idling speed when the brakes are applied, and increases it to allow gentle creep when released. So it is possible to manoeuvre the car very slowly by operating the mushroom alone. The parking footbrake, common in America but rare in Europe, is a good idea marred on the Citroën by an over-complicated release mechanism—you have to pull a knob and then move it through an L-shaped gate to release, and reverse the performance to lock the brakes on.

### Comfort and controls

The big Citroëns are among the world's most softly sprung cars and their air-and-oil suspension, which is pumped up to running height when the engine starts, will soak up bad surfaces in a way that no other can match. On ordinary main roads, though, there are now several rivals that match the Citroën's riding qualities and

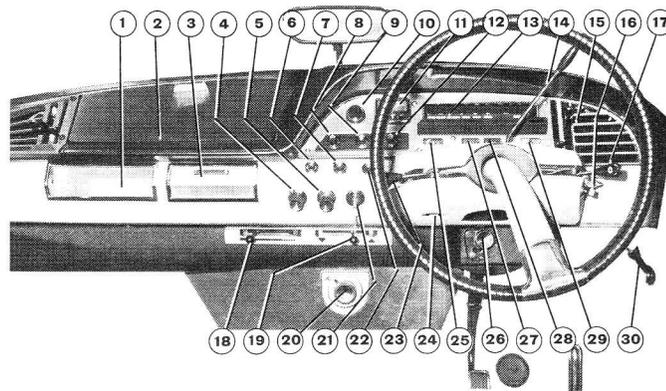
### Safety check list

<b>Steering assembly</b>	
Steering box position	Well back from long nose of car
Steering column collapsible	No—but single spoke wheel bends aside
Steering wheel boss padded	No boss
Steering wheel dished	No
<b>Instrument panel</b>	
Projecting switches	Yes—lots
Sharp cowls	No
Padding	Above screen; much of facia crushable
<b>Windscreen and visibility</b>	
Screen type	Laminated
Pillars padded	Slightly
Standard driving mirrors	2—one inside, one on offside wing
Interior mirror framed	Yes
Interior mirror collapsible	Yes
Sun visors	2—thick and soft, both twist sideways. Buried hinges
<b>Seats and harness</b>	
Attachment to floor	By substantial bolted mounting
Do they tip forward?	No
Head rest attachment points	No
Back of front seats	Well padded
Safety harness	Citroën lap and diagonal at front
Harness anchors at back	No
<b>Doors</b>	
Anti-burst latches	No
Child-proof locks	No
Projecting handles	Yes

some that better it on long-wave dips and humps which, at speed, cause a sharp vertical movement of the body and sometimes a loud "bonk" from the suspension stops. Sharp ridges can also be felt slightly and heard quite loudly. Although the self-levelling mechanism maintains a constant body height and level regardless of how the passengers and luggage are distributed, there is still a noticeable change in pitch as the car accelerates or brakes. At night, this is emphasised by the dazzling beams of the auxiliary quartz-halogen headlights which rise and fall between foreground Cats-Eye studs and distant tree-tops—in contrast to the ordinary headlights which, because of an inter-connection with the suspension, keep their beams at a constant height.

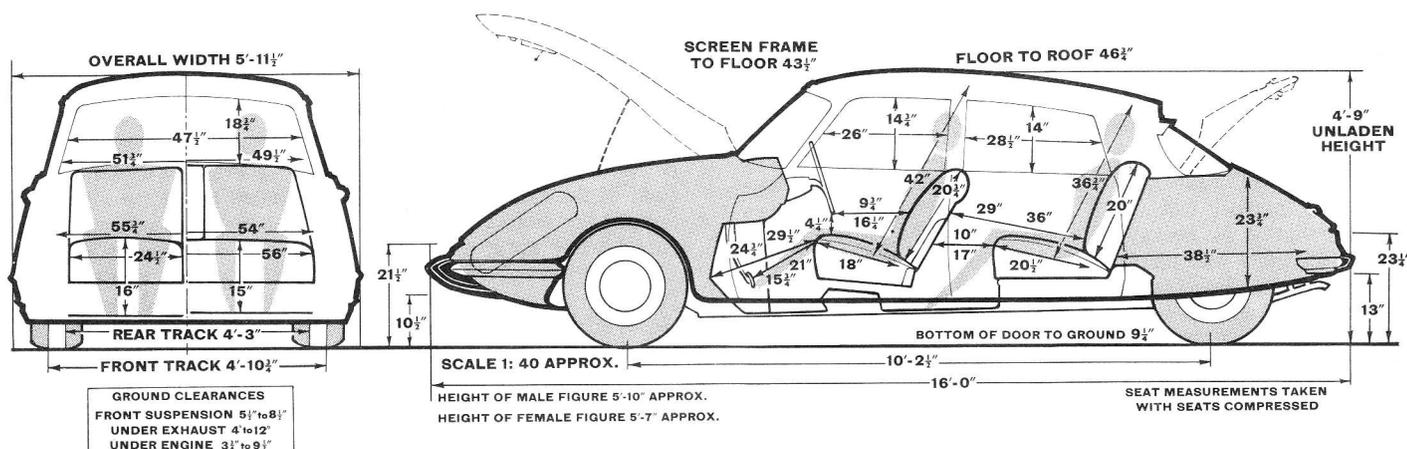
With the wandering swivellers the lights on full beam are undoubtedly the best in the world for, no matter how twisty the road, the way round the next corner is always brilliantly illuminated. To watch the beams sweeping to and fro with uncanny accuracy was a spectacle that had us all spellbound at first. Other manufacturers please copy. It seems almost impertinent to criticise such ingenuity but it is the very brilliance of these lights that makes the non-swivelling dip seem disturbingly gloomy in contrast.

The long chassis, uncluttered by mechanical components, allows for really generous room for passengers and luggage. The seats are like marshmallow pillows which swallow you up in almost indecent comfort. We do not normally like armchairs for driving in, preferring instead the firmer people-shaped seats that are becoming more fashionable: but even though your back rolls about in the cloth-bound foam on corners, support is generally very good and a long spell at the wheel brings no discomfort at all. Reclining squabs, a nine-position height adjuster and generous



1, oddments pocket. 2, lidded compartment. 3, ash tray. 4, choke. 5, cigar lighter. 6, screen washer. 7, heater fan. 8, wipers. 9, interior light. 10, ignition light. 11, clock. 12, parking light. 13, speedometer. 14, gear selector and clutch control. 15, air vent controls. 16, quartz-halogen lights. 17, horn and lights. 18, heater volume. 19, heater distribution. 20, heater temperature. 21, ignition. 22, indicators/flasher. 24, panel rheostat. 25, fuel gauge. 26, parking brake lock/release. 27, trip mileage recorder. 28, total mileage recorder. 29, temperature gauge. 30, bonnet release.

## Specification



### Engine

Cylinders	4
Bore and stroke	90 mm. x 85.5 mm.
Cubic capacity	2,175 c.c.
Valves	o.h.v. pushrod
Compression ratio	8.75:1
Carburetter	Weber twin choke
Fuel pump	SEV or AC mechanical
Oil filter	Purflux paper element
Max. power (net)	100 b.h.p. at 5,500 r.p.m.
Max. torque (gross)	128 lb. ft. at 3,000 r.p.m.

### Transmission

Clutch	s.d.p. clutch, hydraulically operated
Top gear (s/m)	0.85:1
3rd gear (s/m)	1.275:1
2nd gear (s/m)	1.94:1
1st gear (s/m)	3.25:1
Reverse	3.17:1
Final drive	Hypoid bevel 4.375:1
M.p.h. at 1,000 r.p.m. in:—	
Top gear	20.6
3rd gear	13.7
2nd gear	9.0
1st gear	5.4

### Chassis

Construction . . . . . Punt frame with unstressed body panels

### Brakes

Type	Hydraulic power-operated front discs, back drums
Dimensions	11.75 in. front, 10 in. rear drums

### Friction areas:

Front	36.1 sq. in. of lining operating on 260 sq. in. of disc/drum
Rear	66.4 sq. in. of lining operating on 172.8 sq. in. of drum

### Suspension and steering

Front	Independent self-levelling by oleo-pneumatic struts, anti-roll torsion bar and transverse wishbones
Rear	Independent self-levelling by oleo-pneumatic struts, anti-roll torsion bar and trailing arms
Shock absorbers	Incorporated in suspension struts
Steering gear	Power assisted rack and pinion
Tyres	Michelin XAS 180 x 380 tubeless
Rim size	5J

### Coachwork and equipment

Starting handle	Yes
Jack	Prop for use in conjunction with powered raising and lowering of car on suspension
Jacking points	One each side
Battery	12 volt negative earth, 55 amp hrs capacity
Number of electrical fuses	8
Indicators	Flashers—not self cancelling
Screen wipers	2-speed electric
Screen washers	Manual plunger
Locks:	
Sun visors	2
With ignition key	Front doors and boot

Interior heater	Fresh air unit fitted as standard equipment
Major extras available	Leather upholstery
Upholstery	Cloth
Floor covering	Pile carpet on foam underlay
Alternative body styles	Safari estate car

### Maintenance

Sump	9 pints SAE 10W-30
Gearbox and final drive	3.5 pints SAE 90EP
Steering gear	Lubricated for life
Cooling system	19 pints (2 drain taps)
Chassis lubrication	Every 3,000 miles to 8 points
Minimum service interval	3,000 miles
Ignition timing	12° b.t.d.c.
Contact breaker gap	0.018 in.
Spark plug gap	0.022 in.
Spark plug type	Marchal 35/36; Champion L87Y; Lodge Golden H; or Autolite AE32P
Tappet clearances (hot)	Inlet 0.08 in.; Exhaust 0.10 in.
Valve timing:	
Inlet opens	1° b.t.d.c.
Inlet closes	43° a.b.d.c.
Exhaust opens	38° b.b.d.c.
Exhaust closes	4° a.t.d.c.
Front wheel toe-in	2 to 4mm.
Camber angle	0 to 15' negative
Castor angle	1° 42'
King pin inclination	Zero
Tyre pressures:	
Front	27 p.s.i.
Rear	24 p.s.i.

## Citroen DS 21 Pallas

movement for reach permit a wide range of driving positions behind the rather high-set scuttle and steering wheel. As the screen pillars are extremely thin and set well back, forward and side visibility is very good but it is difficult when parking to judge where any of the corners are (with the rounded nose, you fortunately err on the safe side when inching forward out of a parking gap) and the scuttle-mounted dipping mirror creates a nasty blind spot on left-hand corners. It doesn't give a very good view aft, either.

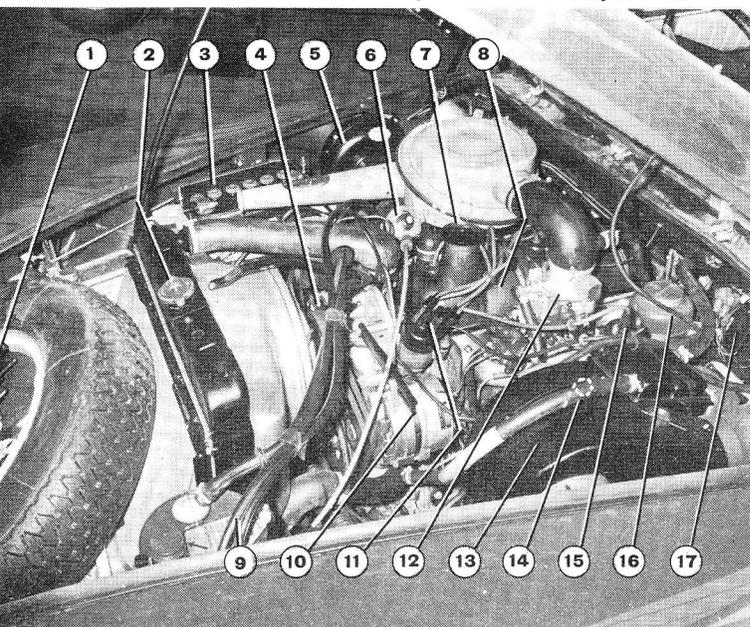
Even with the front seats right back there is a lot of leg-room behind. The rear seat has a folding central armrest so it can be used as a double armchair or a three-seat sofa.

The heater has four controls—temperature, volume, distribution and fan—which permit fine regulation of its output. But separate fresh air vents at each end of the fascia do not have continuously variable volume controls so the output is apt to be too little or too much; they also hiss when the car is travelling fast or when the separate blower (which only operates on the driver's vent) is in action. Including levers for two under-facia vents, there are 11 controls for the heating and ventilation altogether, compared with, say, five on the Hillman Hunter, which do the same job just as well. None of them readily demists the back window, though the side ones are kept clear by special nozzles.

Wind noise is quite low, the thick half-round rubber beading round the windows forcing hard against the glass to make an effective seal. Transmission and road noises have also been isolated well so it is nearly always the engine (which excited a vibration from some hidden component on our car) that is the most obtrusive sound, particularly when accelerating hard.

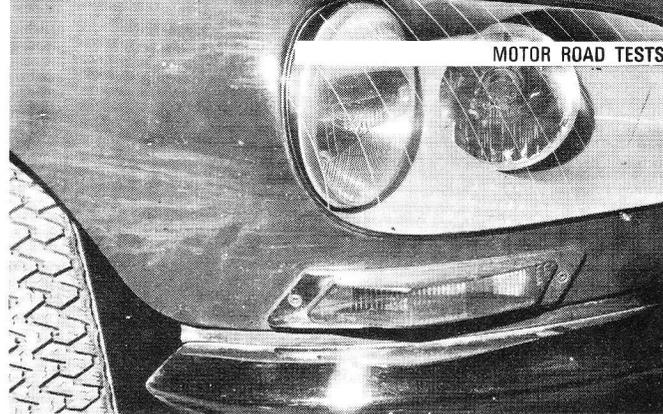
### Fittings and furniture

The fascia is stocked with a bewildering display of instruments, knobs, levers and lights. Three fingertip stalks arranged round the steering wheel binnacle operate the flashers, indicators (which don't self cancel) gears, horn (two tones depending on how hard you push), lights and dip—the latter pair by a combination knob that takes some time to master. Your left hand plays a panel of identical, unlabelled minor switches which you either pull, push or twist: only memory tells you which does what and how. Cynics claimed that it is because the beginner finds everything so confusing at first that the inside is so brilliantly illuminated by a "floodlight" above each door pillar; splendid for map reading but hard on the driver who can barely see out when they are on.



1, toolkit. 2, radiator filler cap. 3, battery. 4, hydraulic pump. 5, blower for cold air vent. 6, suspension ball. 7, oil filler. 8, engine. 9, hydraulic system reservoir. 10, alternator. 11, distributor. 12, carburettor. 13, heater blower. 14, dip stick. 15, coil. 16, screen washer bottle. 17, fuse box.

**MAKE:** Citroen. **MODEL:** DS 21 Pallas. **CONCESSIONAIRES:** Citroen Cars Ltd., Slough, Bucks.



Behind the striking glass cover are two unique lights—a swivelling quartz-halogen unit on the inside (see how it points with the wheel) and a self-levelling sealed-beam one on the outside.

Both front doors and the back of the engine fairing have useful map pockets and there are two cubby holes in the fascia—one of them intended for a radio. The illuminated boot is colossal, easy to load as the bottom lip is low and square-sided to take upright suitcases. Apart from the bitty fascia design, the interior decor is exquisitely executed in off-white leathercloth and Jersey Nylon to match that of the seats—splendid in appearance but most impractical if children or dogs are regular passengers. Thick foam underlay makes even the moquette carpet feel like Persian rug and there is a deep roll of polyether padding above the screen. Interior fittings, like the ingenious stainless steel door handles, stainless steel kick strips, sun visor swivels and grab handles, are all beautifully made and engineered.

Citroën have always boasted about safety; apart from the car's inherent roadworthiness—its handling, roadholding, brakes, steering and lights—the rounded front is a good deflector, the long nose a crushable shock-absorber and the brakes have two separate circuits. The one-spoke steering wheel and worn-brake-pad warning light are also unique novelties. Curiously, though, it still **lacks** child-proof back doors and the porcupine-faced dash **does not** look as though it would satisfy the American safety laws.

### Maintenance and accessibility

If you look hard under the long heavy bonnet the engine can just be seen tucked away under the scuttle, several feet back from the front of the car. It is completely dominated by all the hydraulic, pneumatic, electric and mechanical ancillaries that help make this complex car work. The average handyman would most likely be frightened into leaving well alone—which is probably just as well. Even so, the various top-up jobs are easy enough and many of the more mundane components like the distributor, coil, fusebox, battery and carburettor are quite accessible.

Surprisingly, perhaps, the Citroën is rather dated in its servicing demands with an engine oil change and eight greasing points (among other things) required every 3,000 miles. There are 88 dealers or distributors in the British Isles. The use of a built-up lightweight body allows damaged wings or doors to be replaced fairly cheaply—a point that weighs quite heavily with insurance companies.

The spare wheel is carried in the nose of the car and acts as a carrier for a good toolkit which includes a prop to stand the car on. There is no jack; you simply set the suspension to high, put the stand under the body sill and then let the suspension down again, leaving two wheels dangling in the air. Only Citroën could have thought of that.

### Insurance

• AOA group rating .....	5
• Lloyd's .....	5

### Maintenance summary

**Every 3,000 miles:** lubricate drive shaft joints, upper and lower anti-roll bar knuckles; change engine oil.

**Every 6,000 miles:** replace oil filter element; lubricate generator and distributor shaft; check gearbox oil, hydraulic system for leaks, tension of drive belts, and headlight adjustment; clean air filter

element and hydraulic filter; coat rubber door seals with silicone; cross road wheels diagonally.

**Every 12,000 miles:** change gearbox oil; lubricate rear suspension; check brake linings for wear.

**Every 18,000 miles:** change hydraulic system fluid.