



CITROËN  GS

The Citroën "GS" is an entirely new car from head to toe. The choice of engine, shape, performance and comfort have all been the subject of completely logical reasoning, each part of its entity dependant upon all the others. Citroën's engineers have succeeded in achieving aerodynamic perfection with aesthetic appeal, driving pleasure with total safety, unparalleled comfort with the maximum in space and versatility.

The Citroën "GS" has a high performance engine, and a comfort specification which you would normally expect on bigger and far more expensive motor cars. The suspension which has been developed for the "GS" is the result of the most up to date research on and refinement of the hydropneumatic principle, a principle which has been long proven on the Citroën DS and the ID.

The shape of the Citroën "GS" is the result of long and careful research. And it's a very impressive shape too, since its aerodynamic

resistance to movement through the air is 16 % lower than that of the DS, which was already an extremely efficient shape.

The power unit designed for the "GS" is a flat four. It has two overhead camshafts which are driven by cogged belts. This method is very direct, quiet and light, and there is considerably less play between the moving parts of the engine. The result is greater efficiency at all engine speeds and a capacity to rev at high speeds consistently.

There is a twin circuit braking system operating on disc brakes on all four wheels. The system automatically distributes brake pressure according to the load being carried, whether passengers or luggage.

The hydropneumatic system has been further improved by the addition of anti-dive front suspension geometry which maintains the attitude of the car constantly parallel with the road. Stabiliser bars, front and rear, ensure the greatest possible stability on all roads.

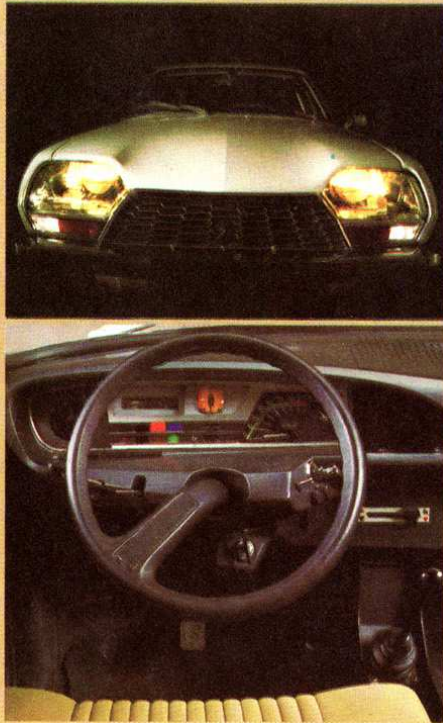
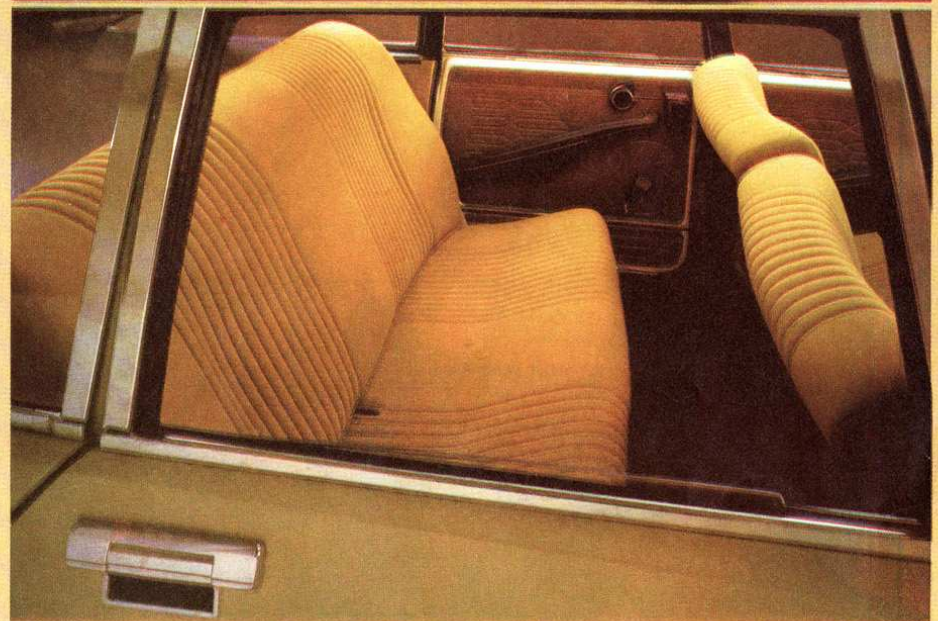
The equipment and finish of the Citroën "GS" are remarkable.

It has two-speed windscreen wipers. A clock. Cigar lighter. And is equipped with a dipping rear view mirror.

There are oil pressure and brake pad wear warning lights on the dashboard. The boot consists entirely of flat surfaces and right-angles, and there is no dead space which can't be used, and the boot floor is completely flat and free of obstruction to loading.

A completely new idea is the design of the speedometer. Individual road speeds are marked on a revolving cylinder, and are indicated through a magnifying viewer which is rheostatically illuminated. Equally, braking distances at any given road speed are shown simultaneously. The revolving cylinder is divided into four coloured zones, blue, green, yellow and red, which correspond with speeds in the four forward gears.

The fresh air system on the "GS" is almost perfect. It enables the driver to direct warm air into the interior of the car and, at the same time, direct cold air to the screen for demisting.



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Engine: 4 cylinder flat four, air-cooled; capacity: 1015 cc. Power output: DIN 55.5 bhp at 6500 rpm. Compression ratio: 9:1. 4 speed oil synchromesh gear box with floor mounted gear lever; Tyres: 145 x 55 ZX. Maximum

speed: 92 m.p.h. Fuel consumption: DIN 70030: 29 m.p.g.

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