

CITROËN ^ 2CV & DYANE



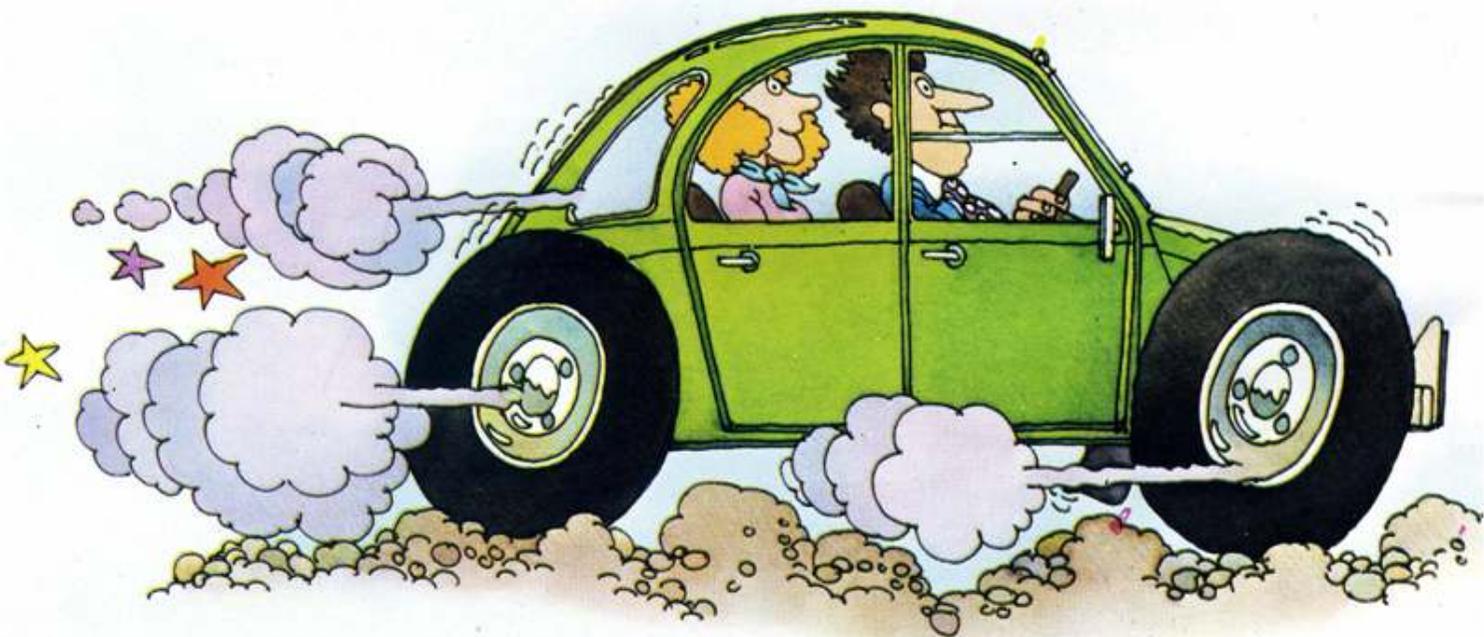
Driving one of the small Citroens means you can enjoy making rather large savings.

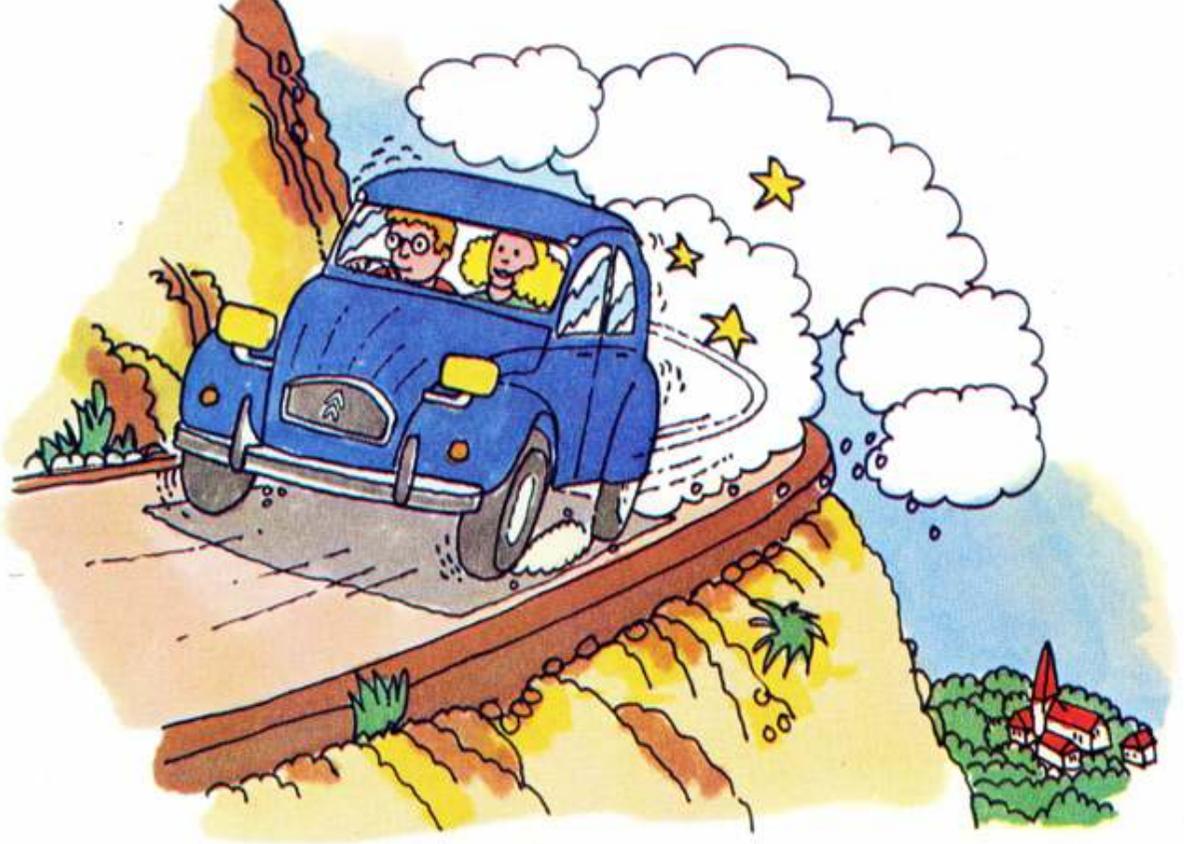
The 2CV and the Dyane Weekend both have strong personalities. But very weak thirsts.

If you like the idea of a hatchback, the Dyane was adjudged in the June 1977 issue of 'What Car' magazine as the best value out of all today's hatchbacks. While the 2CV has always been in a class of its own.

Both cars earn the sort of affection from their owners which borders at times on the fanatical. Just talk to any present owner and you'll realise what we mean.

Personality apart, they offer a serious and considered answer to the increasingly difficult problem of low-cost, functional motoring.





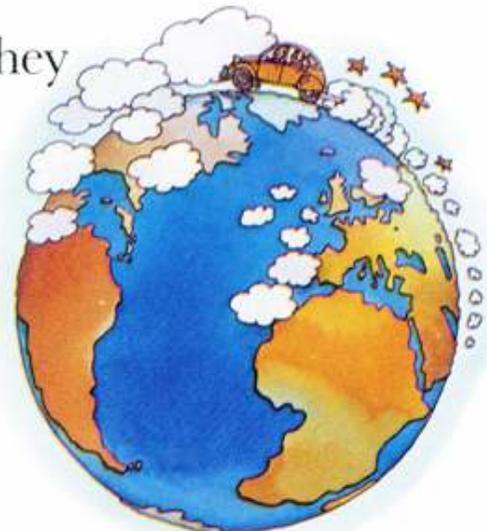
Yet, because they are Citroens, we couldn't build them without unusual consideration for the comfort and well-being of driver and passengers. Either will carry four or more of you plus baggage all day at top speed.

At a cost in petrol that makes even riding a bus expensive. Petrol apart, the small Citroens are cheap to keep.

Servicing is inexpensive. They rarely go wrong. And if they do, they don't cost much to put right.

Because they're tough and dependable, they hold their value. Trade-in prices are high on both models.

So if you want to cut out all the nonsense and much of the expense from motoring, you have a nice choice of cars. The Citroen 2CV and the Citroen Dyane. Happy motoring.



CITROËN 2CV6





THE MORE YOU LOOK THE BETTER IT GETS

Let us impress you with a few figures. On petrol economy. Under French Government tests the 2CV at a constant 56 mph (90 km/h) gave 49.6 mpg and 40.9 mpg in typical town driving. (More engine details further on in this brochure).

It offers very agile performance through rush-hour town traffic.

On the open road, top speed is 68 mph but you can literally keep this up all day if you wish, thanks to the outsize oil cooler.

Drive it as hard as you like. The engine has 'unburstable' qualities.

For a small car, the 2CV is a big car. On the inside. There's also a 9 cu.ft. boot, a sunshine roof adjustable to two positions, four high doors for easy access.

The rear seat can be removed very easily – giving you estate-like load space, or a very comfortable seat for a picnic.

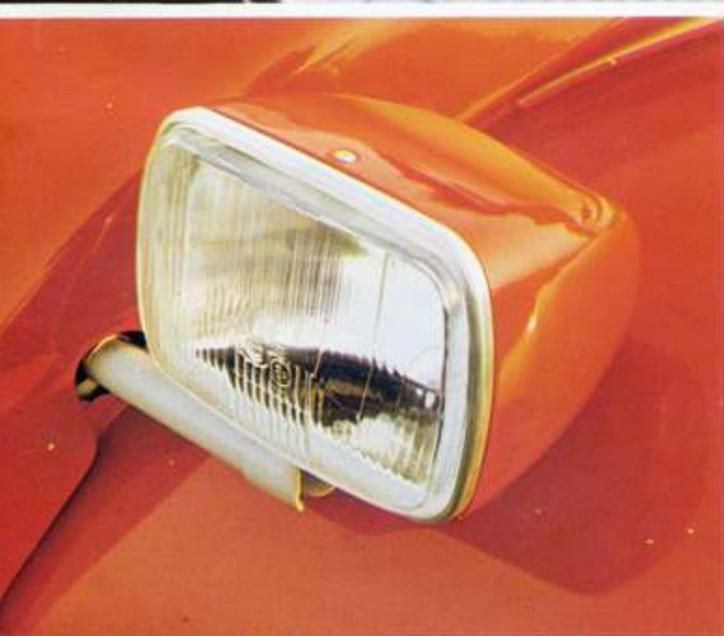
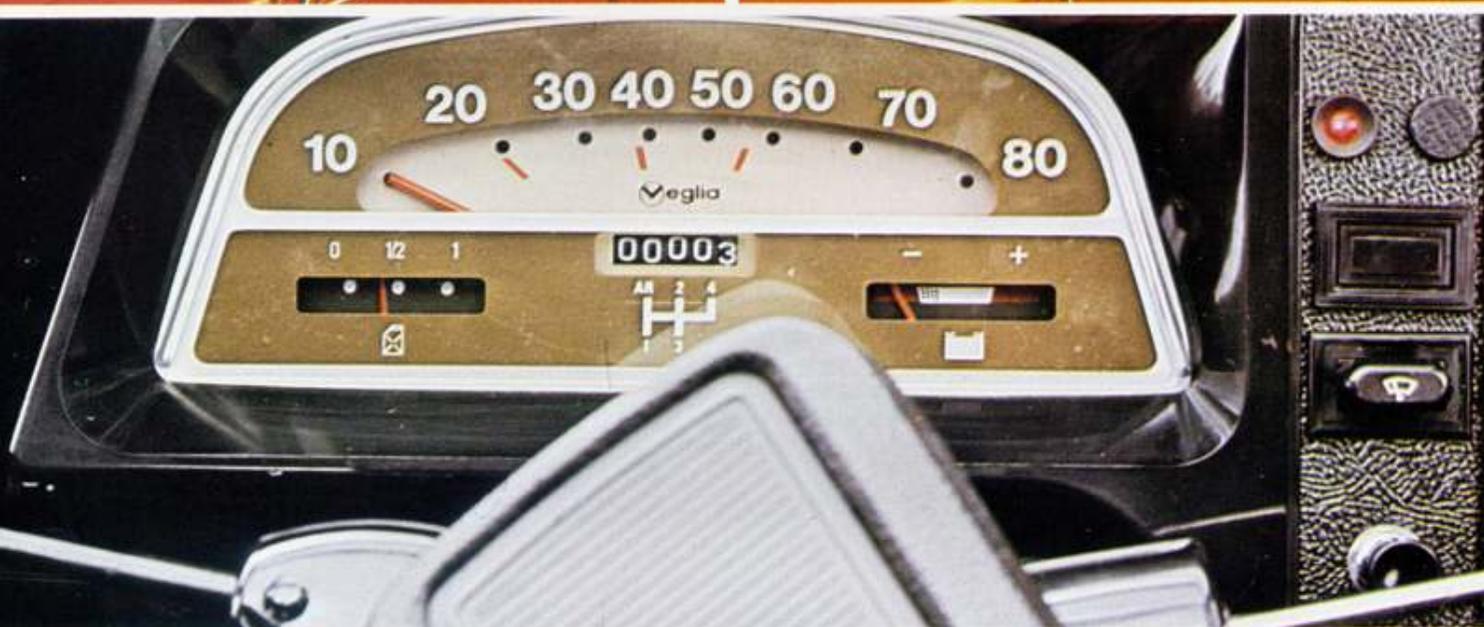
As well as the usual range of instruments, the heater/demister, the ventilator and windscreen washers are standard equipment. Headlamps are also adjustable from inside to keep them shining on the road, whatever the load.

Upholstery is in hardwearing Targa.

Detachable body panels make repairs inexpensive, and any routine maintenance is simple.

For a car that gives all you ask but asks very little, there's no other choice than the Citroen 2CV.





CITROËN DYANE WEEKEND





SO MUCH AND SO LITTLE

With the Dyane Weekend you get a fifth door. The hatchback. And as 'What Car' magazine adjudged in its June 1977 issue the Dyane is the best value in its class. Which makes it No. 1 in the hatchbacks.

There's plenty of room inside too. And a touch of luxury. Because you can choose between either tough child-resistant, dog-resistant Targa upholstery or the superb comfort of Jersey cloth.

The blend of front wheel drive and four independently suspended wheels achieves a ride which is outstanding for a car of this size.

The two-position tailgate opens up to a big boot. All the space is usable, because the spare wheel stows under the bonnet.

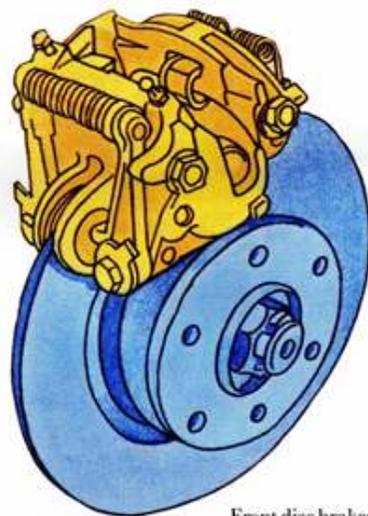
Fold down the rear seat and you have a very practical estate car.

To add to the joy of motoring, the Dyane Weekend has a sunroof. It also lets you accommodate tall or bulky loads in the car.

Sharing the same engine as the 2CV but made slightly more powerful, it can give you faster acceleration and a higher top speed.

It shares the same small thirst, too. Under French Government test, at 56 mph (90 km/h) it returns 49.6 mpg and 39.2 mpg in typical town driving.

New for this year are front disc brakes giving better response and cheaper servicing. On the outside, the Dyane has a smart new black grille and new door handles.



Front disc brakes



OF ENGINE, PEOPLE AND THINGS

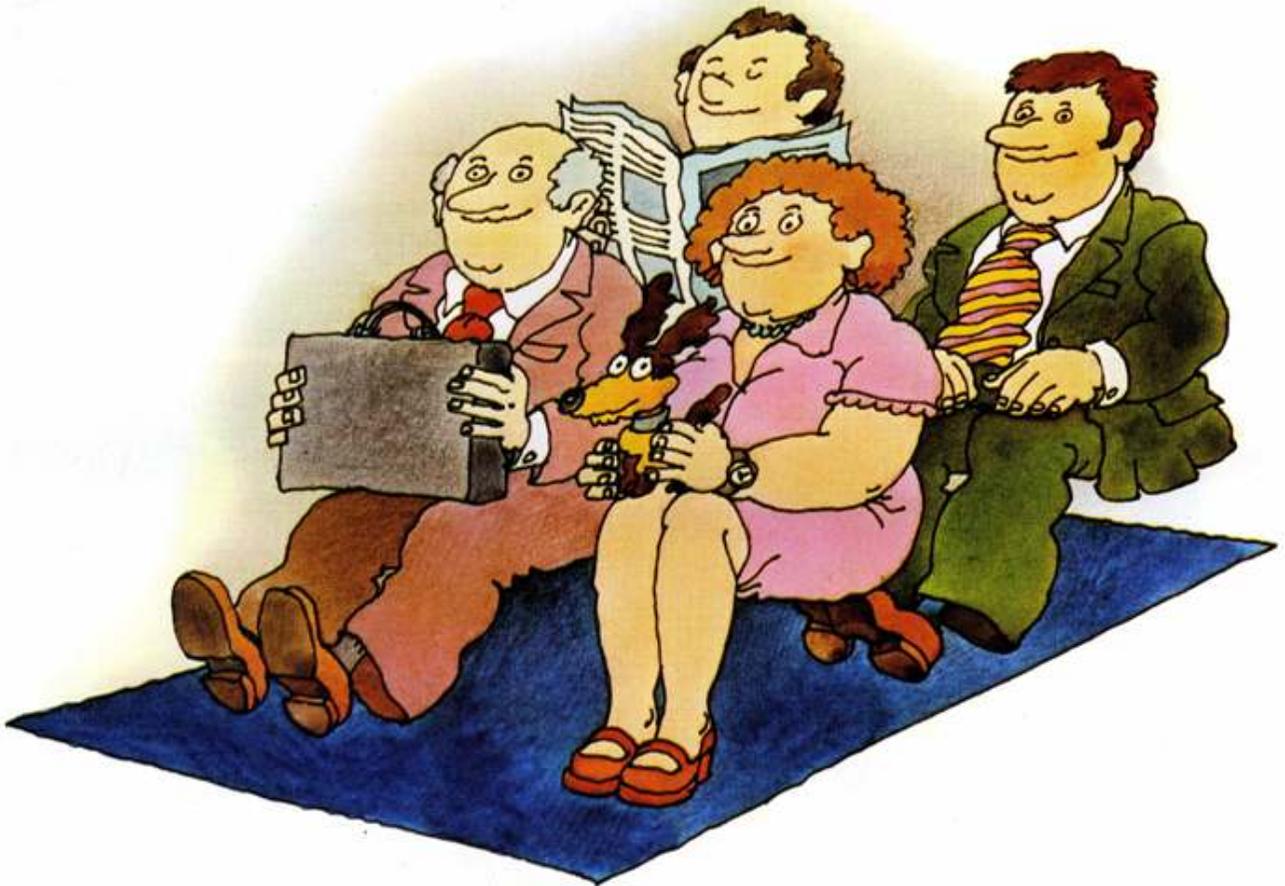
The small Citroens have an unusual engine. For the technically-minded, it's an air-cooled horizontally-opposed flat twin. For the untechnically-minded, this means there's less to go wrong. There's no radiator to freeze up, or anti-freeze to put in, either.

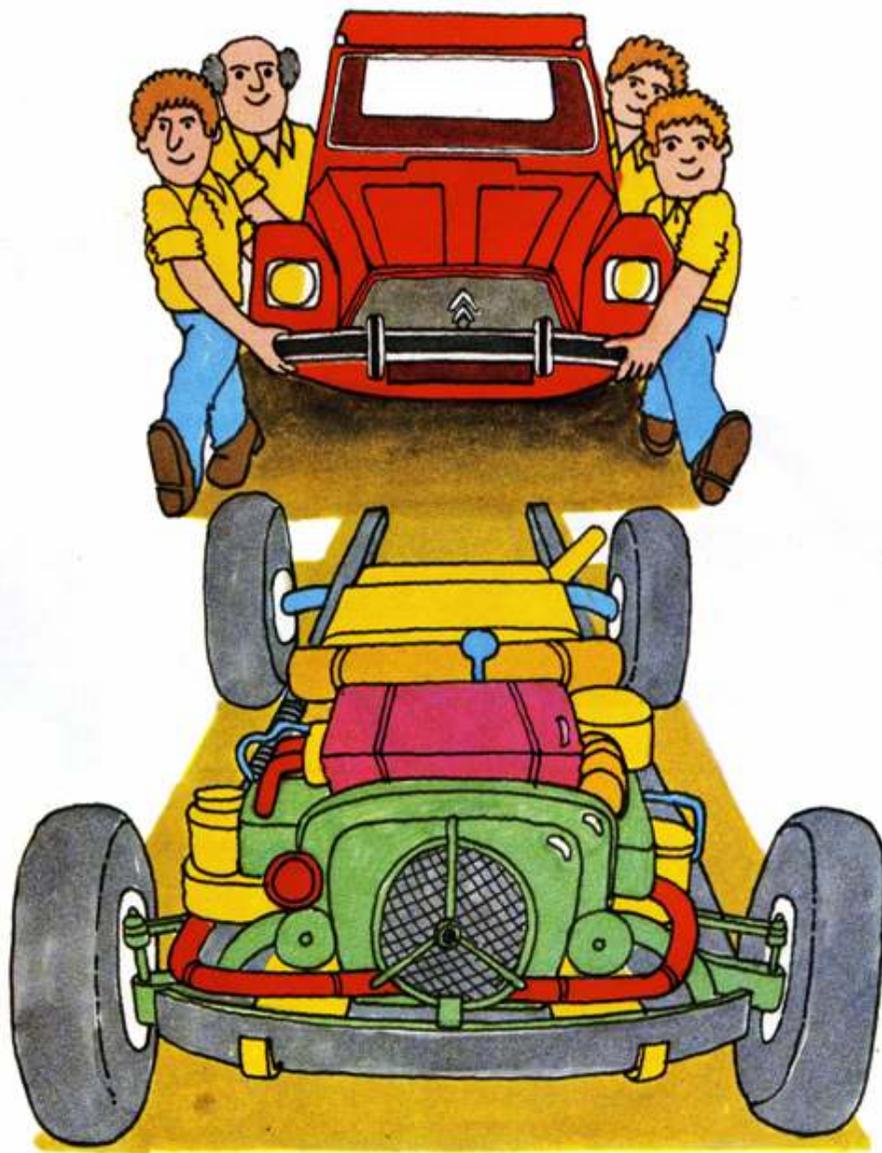
It's well put together, too. Because Citroen have had plenty of practice at it. Over five million of these engines have been made.

The suspension system on the 2CV and Dyane is both simple and sophisticated.

All-independent, it's simple in concept (and simple to maintain) but has remarkably sophisticated road-holding qualities and gives a very comfortable ride even on a long journey.

The small Citroens also have big 15 inch wheels with Michelin X





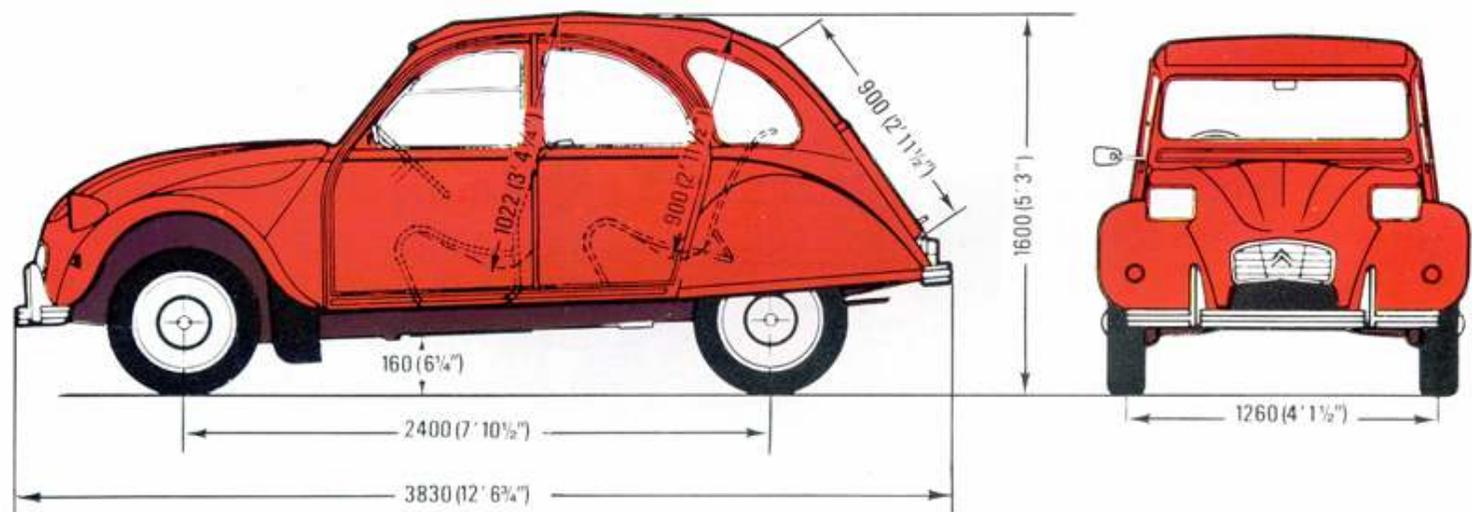
tubeless radial tyres. They let you venture where others fear to tread as well as smoothing out the road.

And although the small Citroens are inexpensive to buy and cheap to run, there's nothing small about them when it comes to passenger and luggage room. Front wheel drive means that no space is wasted by a transmission tunnel.

Drivers are also in favour of it because it helps them stay on the chosen road that much better.

A final word on the chassis. Citroen start with a sturdy platform on which suspension, mechanicals and body are positioned.

This gives the 2CV and Dyane Weekend a firm basis for a long and trouble-free life.



2CV6

Engine: 602 cc (74 x 70) flat twin, 4 stroke. Air cooled, aluminium cylinder heads. Compression ratio 8.5:1. 26 bhp DIN at 5,500 rpm. Oil cooler.

Clutch: Single dry plate.

Transmission: Front wheel drive. 4 forward gears. Synchromesh. Final drive ratio 4.12:1.

Suspension: All independent interconnected front to rear. Hydraulic shock absorbers.

Steering: Rack and pinion. Turning circle 36 ft. approx.

Electrical System: 12 volt, alternator.

Brakes: Hydraulically operated large diameter drum brakes, inboard mounted at front. Handbrake operating on front drums.

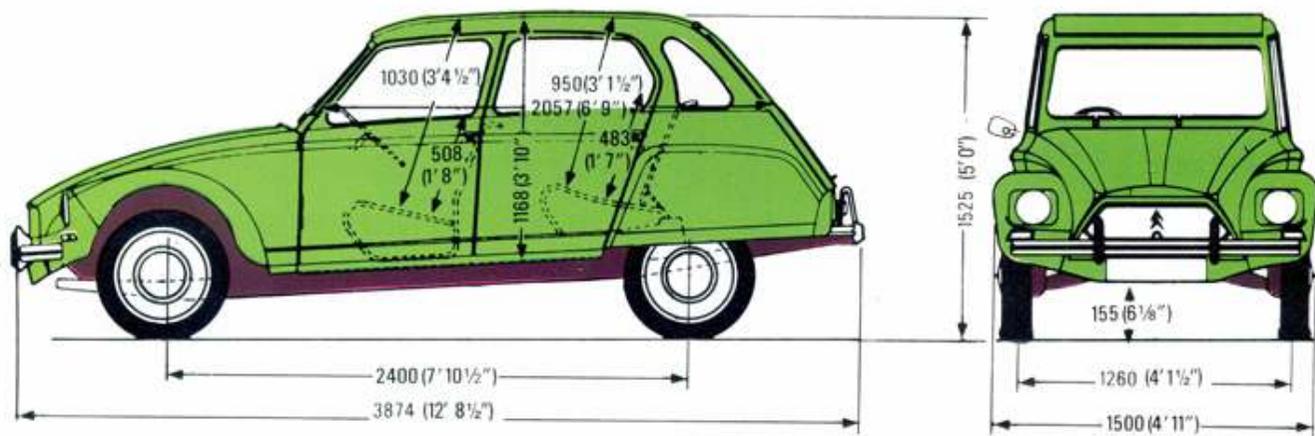
Wheels: 15 in. fitted with 125 x 15 in. Michelin X tubeless radials.

Body and Equipment: 4 door saloon, two-position sunshine roof, square styled headlights, large window area with opening front door windows, screenwasher, heater/demister, fresh air ventilation, removable rear seat. Targa upholstery.

Weights, Dimensions, Capacities: Unladen weight: 1,235 lbs. Total laden weight: 1,973 lbs. Overall length: 12 ft. 6 3/4 in. Overall width: 4 ft. 10 1/4 in. Overall height: 5 ft. 3 in. Luggage capacity: 9 cu.ft. Fuel tank capacity: 4.5 gal. Maximum speed: 68 mph.

Fuel consumption (French Government tests): 49.6 mpg at a constant 56 mph (90 km/h), 40.9 mpg in typical town driving.

Manufacturer's maximum permitted towing capacity: Trailer with overrun brakes 882 lbs. Maximum trailer nose weight 77 lbs.



DYANE WEEKEND

Engine: 602 cc (74 x 70) flat twin, 4 stroke. Air cooled, aluminium cylinder heads. Compression ratio 9:1. 32 bhp DIN at 5,750 rpm. Oil cooler.

Clutch: Single dry plate.

Transmission: Front wheel drive. 4 forward gears. Synchromesh. Final drive ratio 3.875:1.

Suspension: All independent interconnected front to rear. Shock absorbers on each wheel.

Steering: Rack and pinion. Turning circle 35 ft. approx.

Electrical System: 12 volt, alternator.

Brakes: Hydraulically operated inboard discs at front, outboard drums at rear. Handbrake operating on front discs.

Wheels: 15 in. fitted with 125 x 15 in. Michelin X tubeless radials.

Body and Equipment: 4 door saloon with 5th door at rear, two-position sunshine roof, large window area with double sliding front door windows, front door pockets, screen-washer, heater/demister, fresh air ventilation, folding rear seat, Jersey cloth or Targa upholstery.

Weights, Dimensions, Capacities: Unladen weight: 1,323 lbs. Total laden weight: 2,050 lbs. Overall length: 12 ft. 8 1/2 in. Overall width: 4 ft. 11 in. Overall height: 5 ft. 0 1/2 in. Luggage capacity: 9 cu. ft. Fuel tank capacity: 5 gal. Maximum speed: 72 mph.

Fuel consumption (French Government tests): 49.6 mpg at a constant 56 mph (90 km/h), 39.2 mpg in typical town driving.

Manufacturer's maximum permitted towing capacity: Trailer with overrun brakes 882 lbs. Maximum nose weight 77 lbs.

TO KEEP YOU MOBILE

Our dealer network is constantly increasing in size and spread. You are never far from skilled Citroen assistance anywhere now in the UK (or when you're on the Continent, of course).

Parts and spares are competitively priced and readily available from Citroen dealers, who are in turn supplied by our vast UK Replacement Parts Complex at Runnymede. Here, some 21,000 lines are kept in stock.

And lastly, every Citroen 2CV and Dyane carries a comprehensive 12-months' unlimited mileage guarantee.

CITROËN 2CV & DYANE

NOTE: The information contained in this brochure was accurate at the date of going to press (1st Sept 1977). The company however reserves the right, while preserving the essential characteristics of the models described and illustrated, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every endeavour will be made to bring the brochure up to date from time to time but in order to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of this brochure. DIN (Deutsche Industrie Normen) figures are the most widely-accepted standard in the European motor industry.

