

## CITROEN

MODEL: LIGHT 15. YEAR: 1954.

### ENGINE

No. cylinders, 4. Bore, 78 mm. (3.07 in.). Stroke, 100 mm. (3.937 in.).  
Capacity, 1,911 c.c. Firing order, 1-3-4-2. Compression ratio, 6.5 to 1.  
Piston clearances: Top, — Bottom, .10-.13 mm.  
Oversize for reboring: 1st, replacement cylinder liner.  
Maximum ring gap, .25 mm. compression. .20 mm. scraper. Valve-seating angle, 30°.  
Valve timing: Inlet opens at 3° B.T.D.C. Closes at 45° A.B.D.C.  
Exhaust opens at 45° B.B.D.C. Closes at 11° A.T.D.C.  
Valve clearances: Inlet, .006 in. (hot).  
Exhaust, .008 in. (hot).  
T.D.C. indicated by, —  
Crankshaft diameters: Main, 50 mm. Crankpin, 48 mm.  
Crankshaft clearances: Main, .05 mm. max., .015 mm. min.  
Crankpin, .06 mm. max., .04 mm. min.  
Crankshaft side float: Main, .15 mm. max., .06 mm. min.  
Crankpin, .112 mm. max., .042 mm. min.  
Regrind: Minimum diameter, main journals and crankpins, 49.5 mm. and 47.5 mm.

### CARBURETTOR

Type: Solex 32DBIC.  
Settings: Choke, 26 Main, 135.  
Air correction, 190. Starter petrol jet, 125.  
Starter air jet, 4. Pilot air jet, —  
Slow-running jet, 50. Pump jet, 50. Economy jet, 60.

### CLUTCH

Type: Single dry plate.

### FRONT AXLE AND STEERING

Camber,  $1^{\circ} \pm \frac{1}{2}^{\circ}$ . Castor angle,  $1\frac{3}{4}^{\circ} \pm \frac{1}{4}^{\circ}$ . King-pin angle, 9°.  
Toe-out, 0-4 mm. Track: F, 4 ft. 6 in.  
Wheelbase, 9 ft. 6½ in. B, 4 ft. 5½ in.

### TYRES

Size: 165 × 400 mm. Pressures: F, 18 lb. sq. in. B, 17 lb. sq. in.

### FINAL DRIVE

Type: Spiral bevel, 9/31.  
Adjustments: Bevel pinion, shim and ring nut.  
Differential bearing, —  
End play, — Lash, .008 in.

### LUBRICATION SYSTEM

Oil sump capacity, 7 pints. = 4.0 LT. Gearbox, 3½ pints. = 2.0 LT.  
Oil pressure, 35 lb. sq. in. (normal).

### RADIATOR AND COOLING SYSTEM

Capacity, 13½ pints. 7.7 LT.

### ELECTRICAL SYSTEM

Voltage, 12. Battery, Exide 57AH.  
Charging system, C.V.C. Distributor rotation, anti-clockwise.  
Contact-breaker gap, .015 in.  
Sparking plug, KLG FA56. Gap, .025-.028 in.  
Ignition timing, 8° fully retarded.