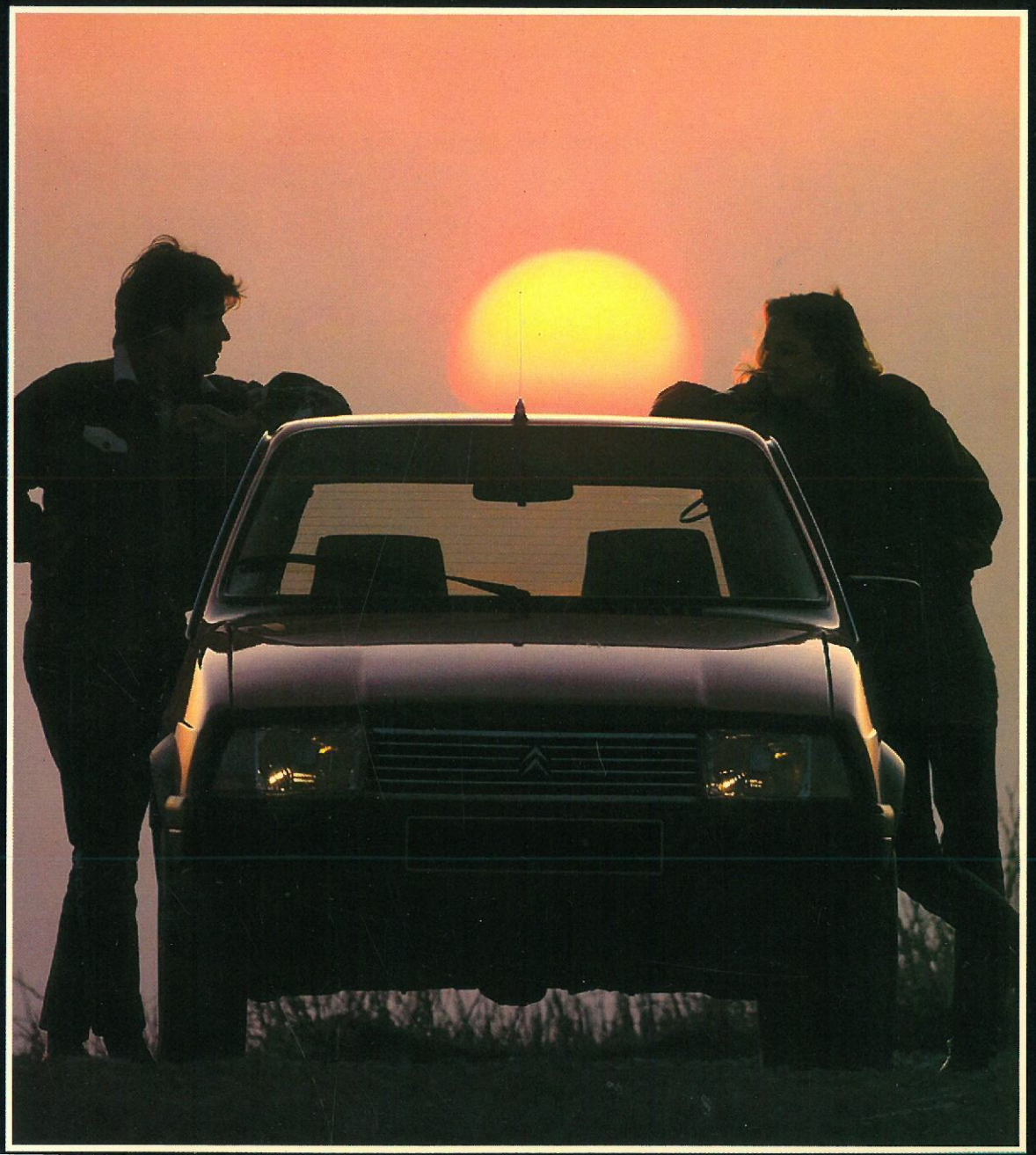
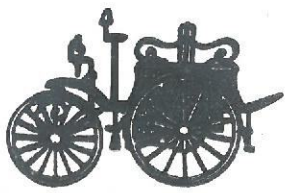
CITROËN VISA

TECHNICAL DESCRIPTION



CITROËN PUBLIC RELATIONS

The Citroën Visa range, wide and well-balanced, is equipped according to its various levels of equipment and finish with a number of modern engines, petrol and Diesel, and with several different gearboxes. It is the careful selection of elements from among these which has made it possible to meet the needs of many different customers despite working from a single basic structure (the bodywork) and using many components (suspension, brakes, steering etc.) common to one or more versions.



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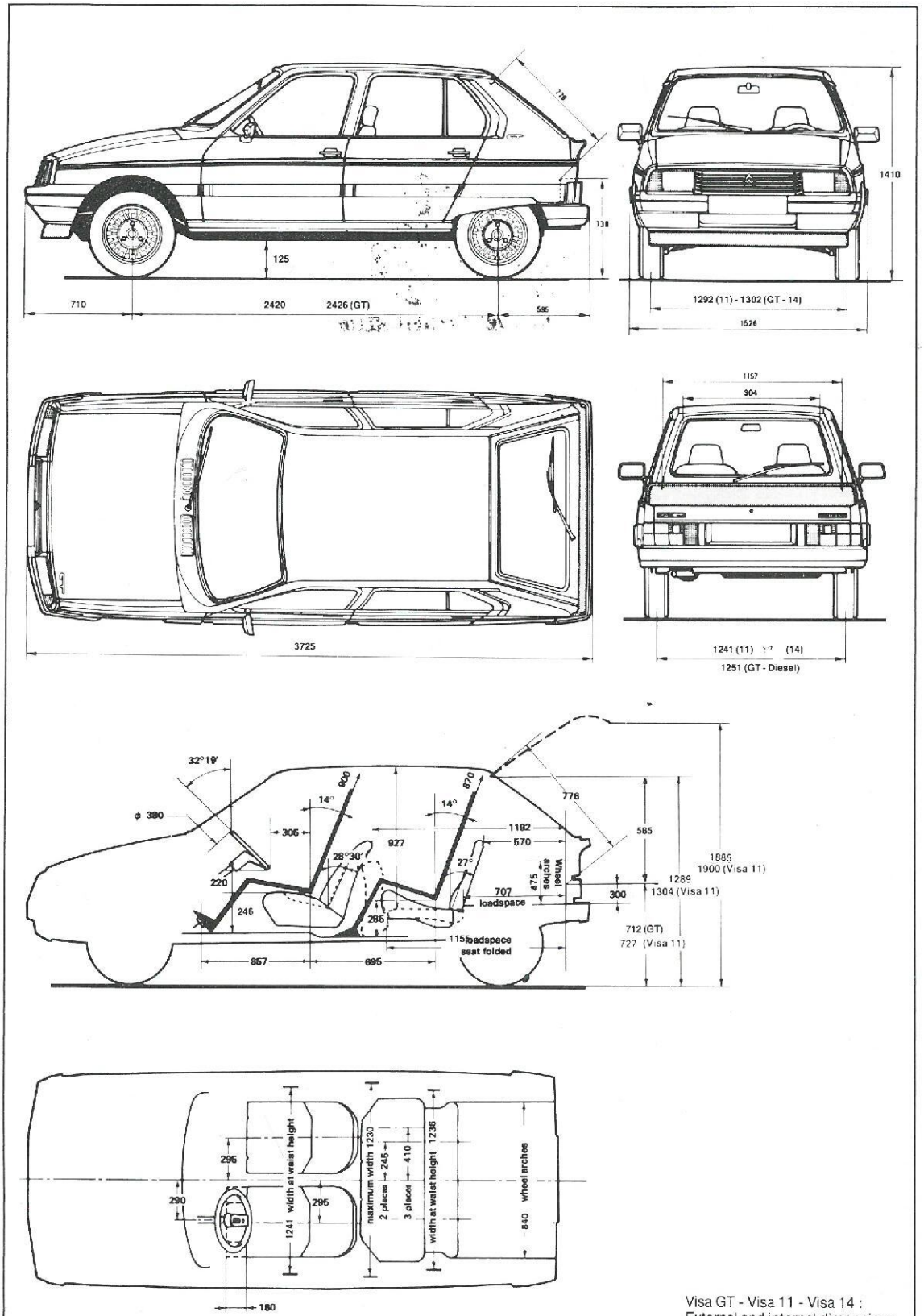
English translation by J. Daniels.
This document refers to Citroën models available in France at the time of publication.

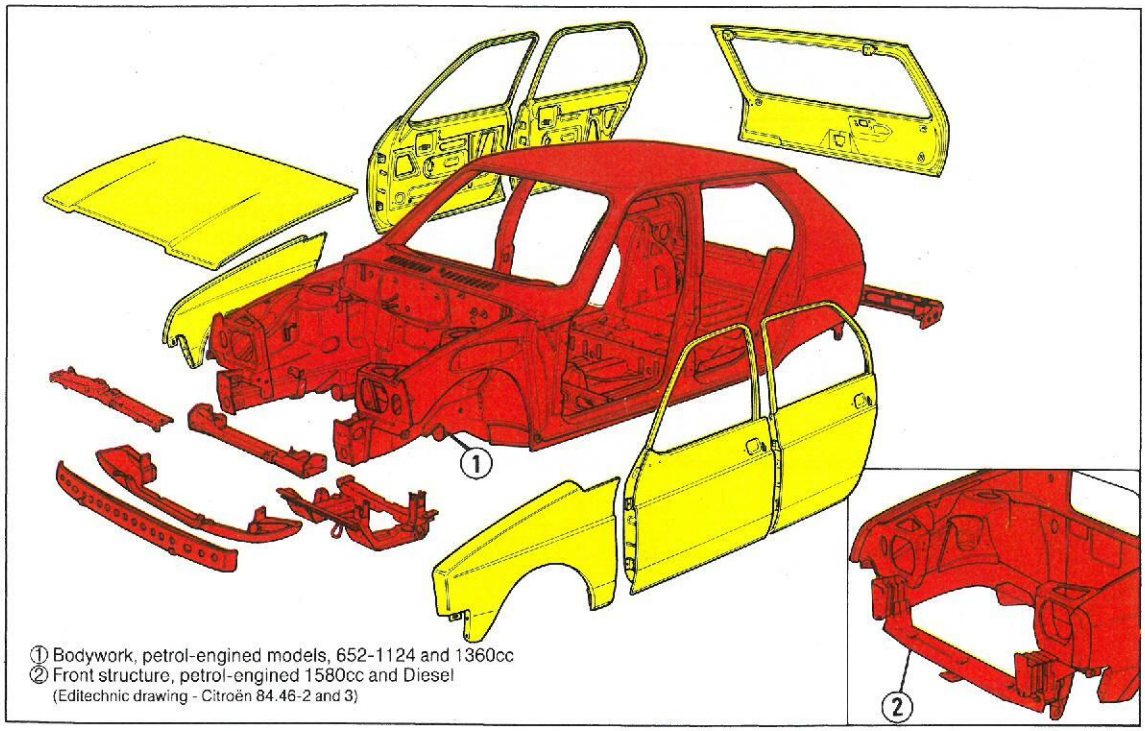
1. BODYWORK

LAYOUT

The Visa is a five-door saloon which is exceptionally roomy in relation to its compact size (3.72 m/12.2 ft). Its interior dimensions are among the best in its class.
While seeking the best combination of compact exterior and roomy interior, Citroën also



Visa GT - Visa 11 - Visa 14 :
External and internal dimensions
(Editechnic drawing - Citroën 84.46-1)



① Bodywork, petrol-engined models, 652-1124 and 1360cc
② Front structure, petrol-engined 1580cc and Diesel
(Editechnic drawing - Citroën 84.46-2 and 3)

achieved an aerodynamic shape with a steeply-raked nose line entirely beneath the driver's field of view.

The Visa uses front-wheel drive.

Front-wheel drive is a modern transmission layout which reduces the load on the rear of the car and improves roadholding.

The centre of gravity is well forward. The front wheels, being both steered and driven, always pull the car in the direction in which they are pointing.

Because so many heavy and bulky transmission components (rear axle, propeller shaft) are eliminated, weight is reduced to the benefit of economy, while the centre of gravity is lowered and more space is left free for comfort.

STRUCTURE

The Visa's unitary structure is rigid and strong, and supports the suspension members directly.

The nose structure has been designed to absorb kinetic energy in a frontal impact without transmitting loads further aft, in order to preserve the cabin shape or, in the current jargon, to ensure survival space.

The cabin strength comes mainly from two sill-sections which form a U together with the scuttle assembly to which they are attached.

The petrol-engined versions, other than the 1580cc (GTI) the engine/transmission assembly is mounted on a sub-frame while the suspension is attached to four points on the sills.

In the case of the 1580cc petrol engine (GTI) and the Diesel, the engine is mounted directly onto two points on the front structure, which also carries a small sub-frame to which the suspension members are attached.

In both cases, front and rear cross-members carrying EPDM polypropylene fairings form highly effective bumpers. The synthetic material resists permanent deformation in light impacts.

CABIN

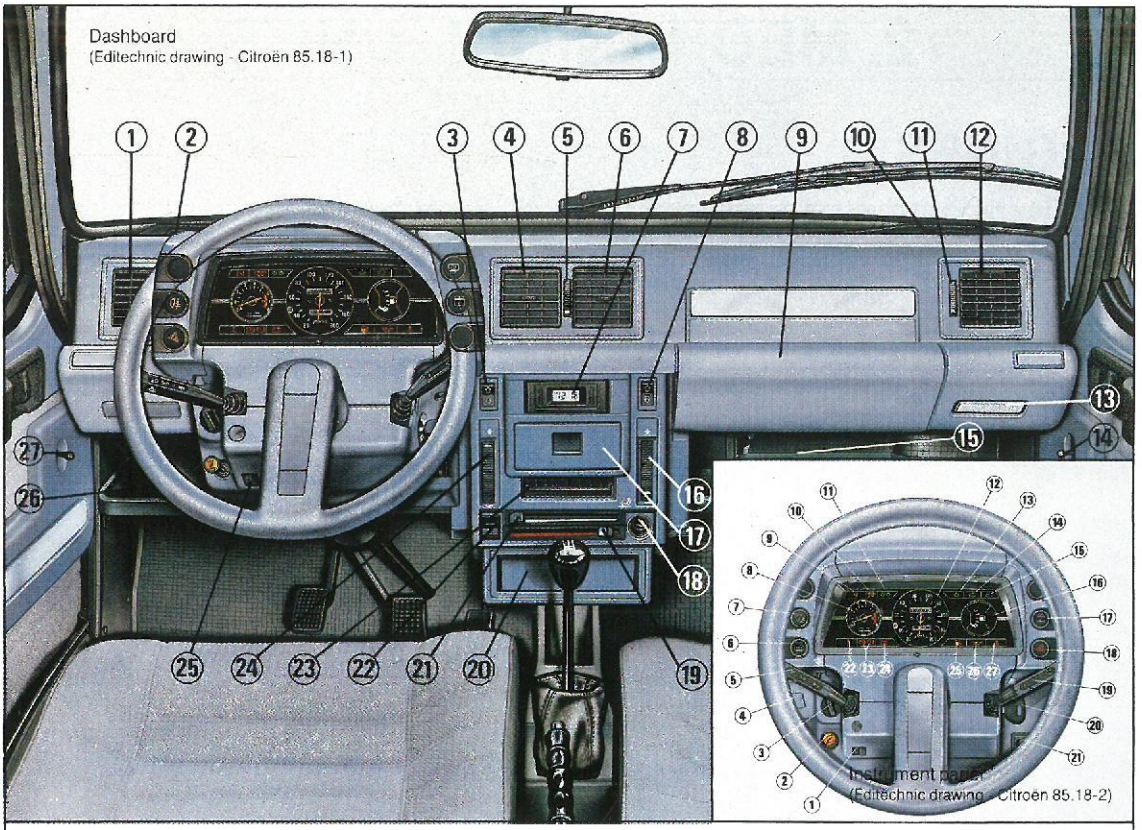
The cabin is exceptionally roomy (45.6 ins elbow width) for a car of such compact external dimensions.

Visibility from the driver's seat is extremely good: total glass area is 24.3 sq ft, of which 9.5 sq ft is formed by the windscreen, which is cleared by a single wiper blade.

Apart from its separate front seats, the Visa is equipped in all its saloon versions with a folding back seat. The GT and 14 TRS versions are equipped with separate, folding, removeable back seats which can be specified as an option on other versions. The versatile arrangements of the rear space, together with the fifth door, make the Visa a practical, multi-purpose vehicle.

The sound-proofing has been carefully developed, together with the heating and ventilation. Fresh air is taken from the base of the windscreen and fed to the interior through seven inlets. A two-speed fan boosts the flow of cool or warmed air.

For the 1985 model year, the whole Visa range (except for the GTI) is equipped with a completely redesigned dashboard. The GTI dashboard is specific to that model.



CITROËN VISA: DASHBOARD

1 - Lateral air inlet, adjustable for flow and direction
2 - Left side demist/defrost outlet
3 - Left-hand window winder
4 - Central air inlet, adjustable for direction
5 - On/off control for central air inlets
6 - Central air inlet, adjustable for direction
7 - Digital quartz clock
8 - Right-hand window winder
9 - Door pocket
10 - Right side demist/defrost outlet
11 - On/off control for right-hand lateral air inlet
12 - Right-hand lateral air inlet, adjustable for flow and direction
13 - Map-reading lamp
14 - Right-hand rear-view mirror control
15 - Right-hand shelf
16 - On/off control for back seat air inlets
17 - Ashtray
18 - Cigarette lighter
19 - Hot-air flow control
20 - Radio provision
21 - Fresh-air flow control
22 - Fan switch
23 - Back seat air inlet
24 - Air distribution control
25 - Instrument panel lighting rheostat
26 - Left-hand shelf
27 - Left-hand rear-view mirror control

CITROËN VISA: INSTRUMENT PANEL

1 - Instrument lighting rheostat
2 - Choke control
3 - Headlamp height adjuster
4 - Trim strip
5 - Operating stalk for indicators, horn, headlamp flasher, dipswitch and side/headlamp changeover
6 - Heated rear window switch
7 - Rear foglamp switch
8 - Rev counter
9 - Choke warning (petrol engine)
10 - Glowplug indicator (Diesel)
11 - Direction indicator warning
12 - Speedometer with total and trip distance recorders
13 - Sidelamp warning light
14 - Dipped beam warning light
15 - Main beam warning light
16 - Fuel gauge
17 - Rear wipe/wash switch
18 - Hazard warning repeater
19 - Wipe/wash control
20 - Anti-theft ignition switch
21 - Ignition lock lighting switch
22 - Oil level indicator
23 - Brake warning light: handbrake on/front pads worn
24 - Battery charge warning light
25 - Fuel low-level warning light
26 - Oil pressure warning light
27 - Water temperature warning light

2. MECHANICAL UNITS

ENGINES

The Visa range includes models powered by engines of several different families:

- a flat-twin petrol engine, air-cooled;
- four-cylinder in-line petrol engines, water-cooled, including one equipped with electronic fuel injection;
- a Diesel engine.

Between them, these different types of engine offer five cylinder capacities and thirteen models.

Engine	Models	French fiscal rating
652cc Petrol	Visa Visa Club Visa Commercial	3 CV 4 CV
1124cc Petrol	Visa 11 E Visa 11 RE Visa 11 RE Convertible Visa 11 RE Commercial	5 CV 6 CV
1360cc Petrol	Visa GT Visa 14 TRS	7 CV 5 CV - 6 CV (1)
1580cc Electronic fuel injection	Visa GTI	8 CV
1769cc Diesel	Visa 17 D Visa 17 RD Visa 17 D Commercial	4-speed gearbox: 5 CV 5-speed (2) gearbox: 6 CV

(1) With optional 5-speed gearbox
(2) Option only on Visa 17 RD

Petrol engines

652cc ENGINE (34.5 bhp)

This engine, made at the Levallois factory near Paris, is an air-cooled flat-twin equipped with integral electronic ignition.

The adoption of the horizontally-opposed flat-twin layout results in good balance (thus lower vibration levels) and a very low centre of gravity (the lower the centre of gravity of a car, the better its roadholding).

An air-cooled engine enjoys several advantages: reduced size and weight, no oil pump, hoses or cylinder head passages, no risk of freezing, simple and easy maintenance.

Construction

- The crankcase consists of two halves made in pressure die-cast aluminium alloy.
- The cylinders are aluminium with a bore coating of very hard nickel-chrome alloy, developed during research into rotary-piston engines.
- The connecting rods are one-piece, 128 mm (5.0 in) between centres, mounted on an alloy-steel crank-shaft built up in three parts and running in three main bearings.

Length: 267 mm/10.5 ins.

Big-end diameter: 39 mm.

Main bearing diameters: 57.5 mm (flywheel end).
52.0 mm (centre).
30.0 mm (front).

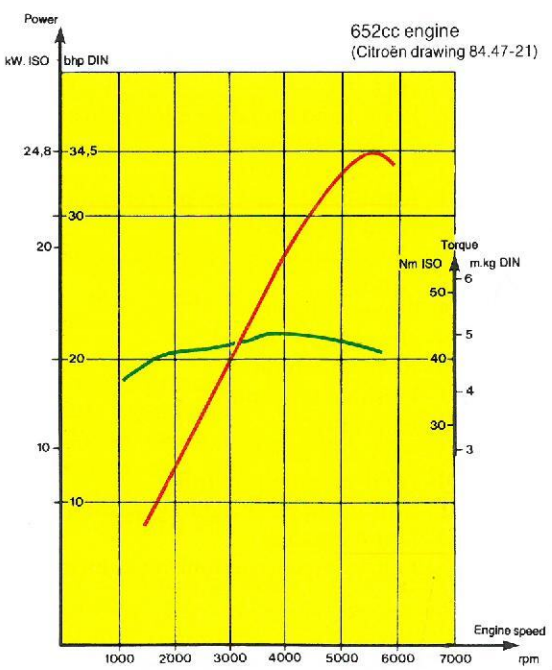
- Central camshaft operating through pushrods and rockers.

Weight: (without oil) 62 kg (137 lbs).

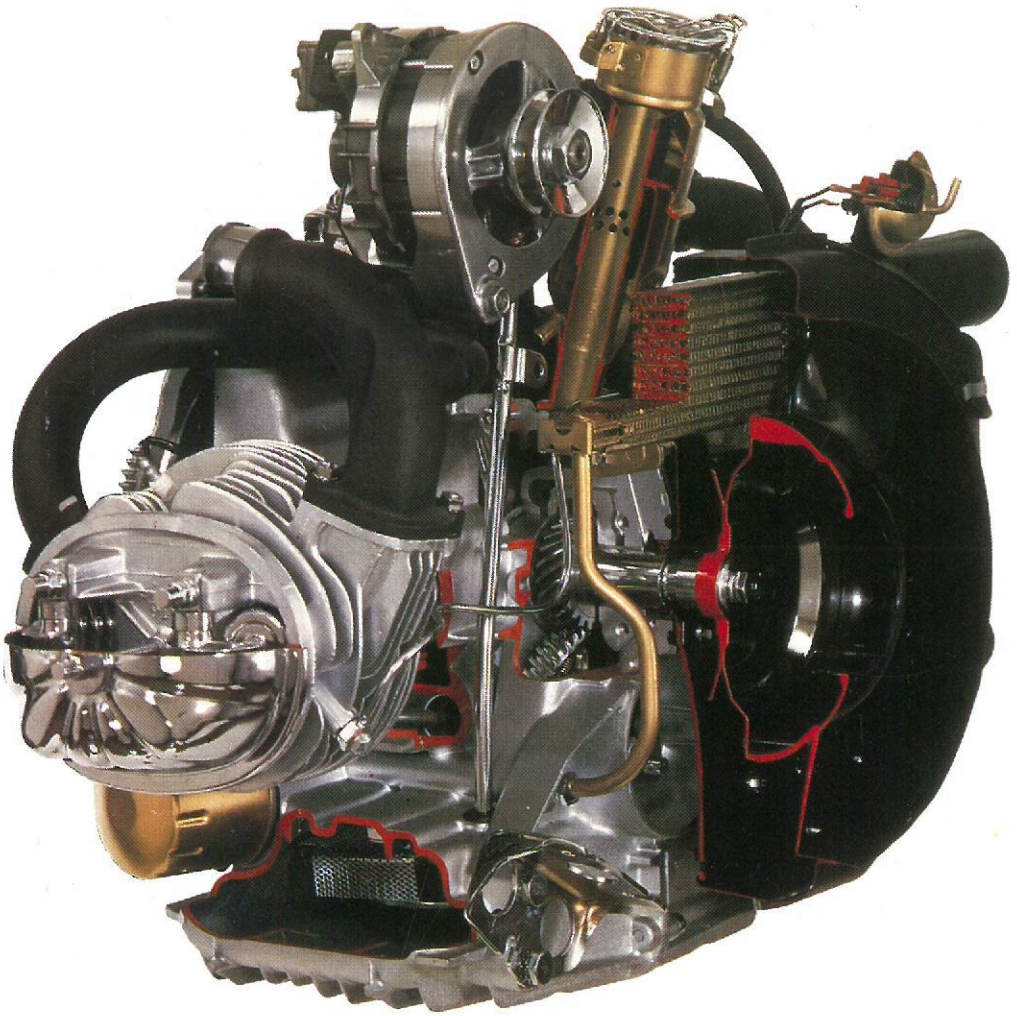
Specification

Type	V 06/644
No of cylinders	2, flat, opposed
Bore/stroke (mm)	77 x 70
Capacity (cc)	652
Compression ratio	9.5:1
Maximum power:	
• ISO kW/rpm	24.8/5500
• DIN bhp/rpm	34.5/5500
Maximum torque:	
• ISO Nm	48/3500
• DIN lb ft	36/3500

Power and torque curves



652cc engine
(Citroën photo - 84.47-1)



Valve operation

Valve timing*	
Inlet opens	7 deg ATDC
Inlet closes	42 deg ABDC
Exhaust opens	35 deg BBDC
Exhaust closes	6 deg BTDC
Valve lift (mm)	
• inlet	7.75
• exhaust	7.75
Valve diameter (mm)	
• inlet	39.50
• exhaust	37.75
Valve clearance, cold (mm)	
• inlet	0.20
• exhaust	0.20

* With nominal 1 mm allowance for play.

Fuel system

The fuel system comprises:

- a dry air filter with incoming air pre-heated to controlled 35 degC;
- a twin-choke carburettor;
- a manual choke;
- a Guiot or AC fuel pump driven by an eccentric mounted on the end of the camshaft.

Cooling

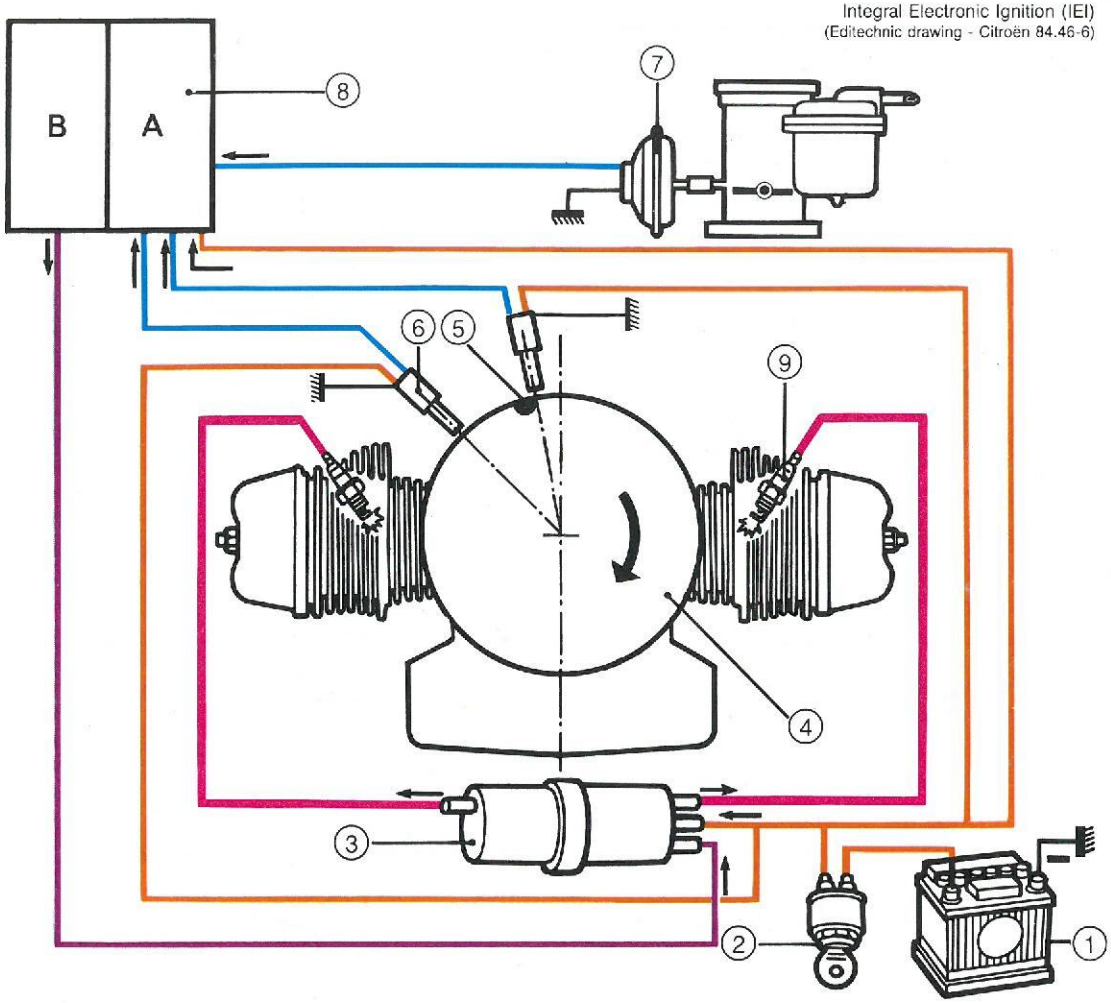
By direct circulation of air across the cylinders, cylinder heads and oil cooler. Nine-bladed fan mounted on the end of the crankshaft.

Ignition system

This engine was the first in the world to be equipped with integral electronic ignition (IEI) which one could say amounted to a technical revolution.

Two proximity sensors inform a computer about engine operation, while a vacuum sensor feeds

Integral Electronic Ignition (IEI)
(Editechnic drawing - Citroën 84.46-6)



1 - Battery
2 - Ignition switch
3 - Coil
4 - Flywheel
5 - Magnetic insert
6 - Proximity sensor
7 - Vacuum sensor
8 - Computer
A - Ignition timing calculation
B - Ignition energy calculation
9 - Sparking plug

information about the load on the engine, which is proportional to the depression in the inlet manifold.

The computer uses this information to calculate the correct spark timing, applies a correction to the advance curve and ensures that whatever the engine speed, the coil is supplied with sufficient primary current to achieve a constant high-energy (30,000 volt) secondary output.

The advantages of this system include higher engine efficiency (improved performance and fuel consumption), the lack of any need for adjustment, the elimination of contact points (ensuring stability of timing in use), easier starting (because of the high energy supplied to the plugs), the ability to fire weak mixtures (for economy and lower levels of pollution) and an increase in sparking plug life.

Characteristic: 10 deg static advance at 800 rpm (no adjustment).

Electrical equipment

- Battery of 12 V, 175/29 Ah;
- Monophase alternator of 33 A, 462 W with integral voltage regulator;
- Pre-engaged starter with solenoid;
- Sparking plugs AC C42 LTS, Champion BN 6 Y or Marchal SC GT 34.5 H.

Lubrication

Pressure system, fed by lobe-type pump mounted on the end of the camshaft.

Capacities:
3 litres (oil change),
3.3 litres (including filter).

Recommended oils: Total GTS 15 W 40 or Total GTI Route et Ville 10 W 30 (for cold climates).

1124 ENGINE (50bhp)

1360cc ENGINES (60 and 80bhp)

These engines are made in the Douvrin factory of the Société Française de Mécanique, and also equip other cars in the PSA range.

The engines are of modern design, and are integrated with its gearbow, whose casing also serves as the engine sump.

This arrangement permits a very compact layout, and when installed transversely, leaves free a lot of space for a car's occupants and luggage.

Construction

The engines are installed transversely and inclined 72deg towards the rear.

They are made of light alloy, and have a single overhead camshaft.

Although they share a common design, different levels of performance are achieved through variation of dimensions, adjustments and equipment. Thus the common cylinder block can have cylinders and crankshafts of different sizes. The camshafts have different profiles, giving different valve opening times.

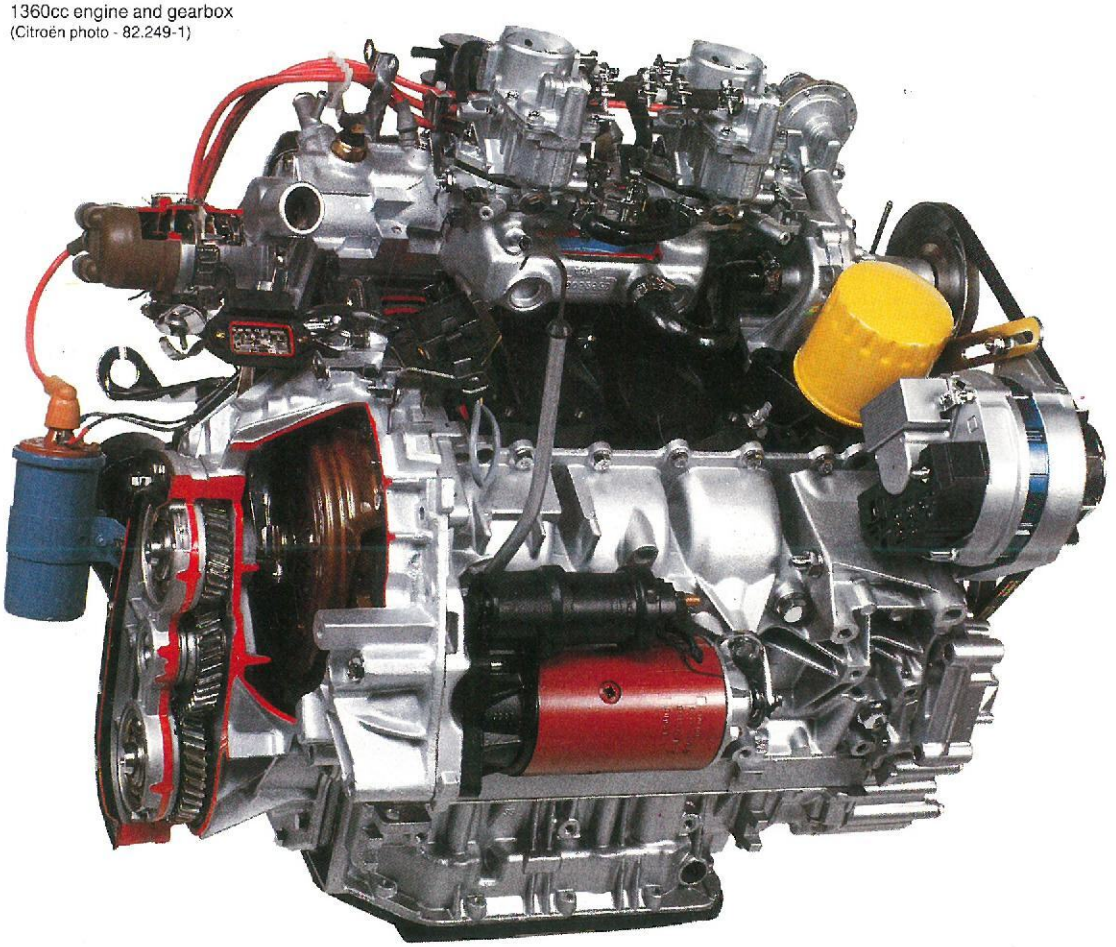
Apart from these adaptations, according to the desired level of performance, the equipment is also changed. For instance, the 1124cc engine is equipped with a single-choke carburettor, while the 1360cc engine of the Visa GT carries twin single-choke carburettors.

These four-cylinder, water-cooled engines comprise:

- an aluminium cylinder block with removable wet liners;
- an aluminium cylinder head with bispherical combustion chambers;
- a cast-iron, chain-driven overhead camshaft;
- overhead valves operated by rockers;
- a cast-iron crankshaft turning in five main bearings: overall length 368 mm/14.5 ins, big-end diameter 45 mm, main bearing diameter 49.981 mm;
- forged steel connecting rods, length 112.3 mm/4.42 ins between centres;
- aluminium pistons.

Weight (without gearbox, clutch, sump, oil or water): 97 kg/214 lbs.

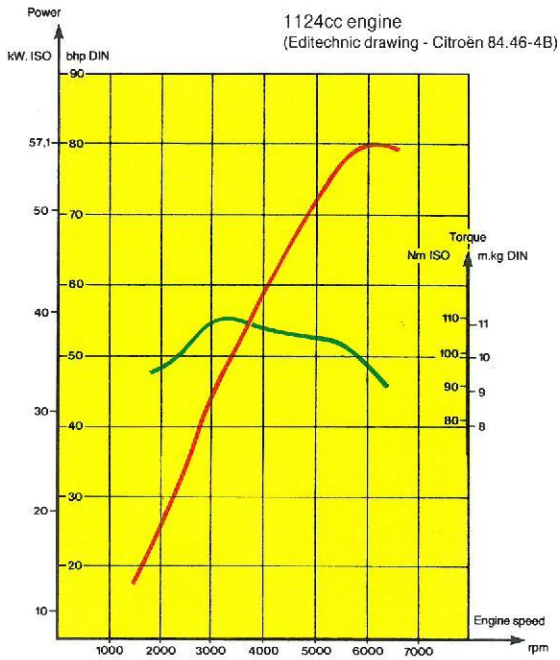
1360cc engine and gearbox
(Citroën photo - 82.249-1)

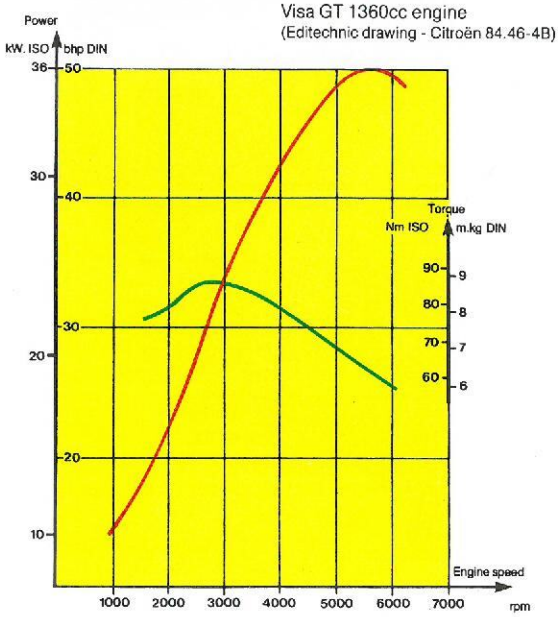


Specifications

	VISA 11 E-RE	VISA 14 TRS	VISA GT
Type	109/5 F	150 D	150 B
No of cylinders	4 in line	4 in line	4 in line
Bore-Stroke (mm)	72 × 69	75 × 77	75 × 77
Capacity (cc)	1124	1360	1360
Compression ratio	9.7:1	9.3:1	9.3:1
Maximum power:			
• ISO kW/rpm	36.0/5500	43.5/5000 EEC	57.1/5800
• DIN bhp/rpm	50.0/5500	60.0/5000	80.0/5800
Maximum torque:			
• ISO Nm/rpm	83/2500	105/2500 EEC	109/2800
• DIN lb-ft/rpm	62/2500	77/2500	80/2800

Power and torque curves:





Valve operation

Engine	VISA 11 E VISA 11 RE	VISA 14 TRS	VISA GT
Valve timing*			
Inlet opens	4° ATDC	4° BTDC	9° 30' BTDC
Inlet closes	29° ABDC	23° ABDC	44° 10' ABDC
Exhaust opens	30° BBDC	36° BBDC	40° 50' BBDC
Exhaust closes	5° BTDC	11° ATDC	11° ATDC
Valve lift (mm)			
• inlet	8.05	8.05	8.60
• exhaust	8.05	8.05	8.60
Valve diameter (mm)			
• inlet	36.80	36.80	36.80
• exhaust	29.30	29.30	29.30
Valve clearance (cold), mm			
• inlet	0.10 to 0.15	0.10	0.10
• exhaust	0.25	0.25	0.25

* With allowance for nominal 0.7 mm play.

Fuel System

- Renewable dry air filter.
- Downdraught carburettor (1124cc) Solex 32 PBISA - 12 (Visa 11); Solex 34 PBISA - 12 (Visa 14).
- Two single-choke carburettors (Visa GT) Solex 35 BISA - 8.
- Manual choke control.
- Light alloy inlet manifold heated by exhaust.
- Mechanical fuel pump, driven from camshaft.

Fuel tank capacity: 40 litres/8.8 gallons.

Idling speeds: 900 rpm (Visa 11); 750 rpm (Visa 14); 950 rpm (Visa GT).

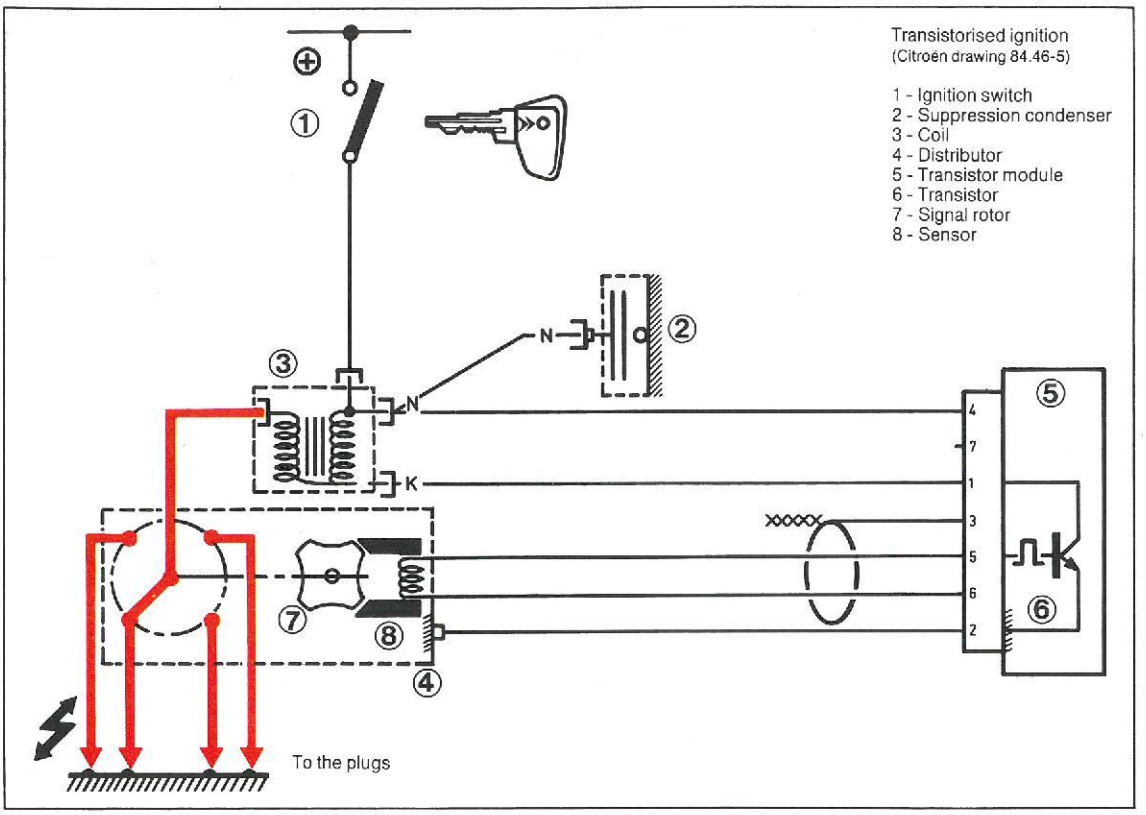
Electrical equipment

- Battery of 12 V, 175/29 Ah.
- Alternator of 33 A, 462 W with integral electronic regulator.
- Pre-engaged starter with solenoid: 740 W.

Transistorised ignition

A transistor system with magnetic signalling, it essentially comprises:

- a coil (3) with a primary circuit of specially low resistance;
- a transistorised module (5);
- a distributor (4) which includes both the magnetic impulse generator and the high-



tension distributor, mounted on the end of the camshaft.

Operation:

The primary current in the coil crosses the switching transistor (6) situated in the module. Whenever the magnetic impulse generator, composed of the four-lobed rotor (7) and the sensor (8), emits an impulse this blocks the transistor and interrupts the current in the primary circuit of the coil. This in turn creates the HP (high-tension) current in the secondary winding.

The system of HT distribution and of advance correction is the same as that used in conventional ignition.

The advantages of the system (compared with conventional ignition) are a higher and more constant tension and ignition energy, even at very high engine speeds. Also, since electronic switching systems have no inertia, they work correctly for long periods (no maintenance).

Dynamic setting, vacuum capsule disconnected:

- 1124cc = 6° at 700rpm;
- 1360cc = 8° at 1000rpm.

Conical-seat sparking plugs:

- AC C 42 LTS;
- Champion BN 9 Y;
- Marchal SC GT 34.5 H.

A diagnostic harness and sensors permits rapid checking and precise setting of the ignition and carburation.

Cooling

By water, header tank integral with aluminium-cored radiator: surface 186 sq in (Visa 11), 248 sq in (Visa 14 and GT).

Coolant capacity: 7.5 litres (Visa 11), 6.5 litres (Visa 14 and GT).

Centrifugal water pump with belt drive.

Electric cooling fan with seven blades (Sofica) or six blades (Gates).

Operating temperature:

- starting: 84 to 89°C;
- stopping: 84 to 79°C.

Thermostat (Calorstat):

- opening starts: 82°C;
- fully open: 94°C.

Cylinder head temperature sensor:

- warning light operating temperature, 103 to 106°C.

Lubrication

Under pressure, with gear-type pump gear-driven from crankshaft.

Replaceable oil filter cartridge.

Oil pressure at 80°C: 44 psi at 4000 rpm.

Oil pressure warning light operates at 9 psi.

The engine and gearbox share a common oil sypply.

Capacities:

- with 4-speed gearbox: 5 litres (change : 4.5 litres);
- with 5-speed gearbox: 5.5 litres (change: 5 litres).

Recommended oils:

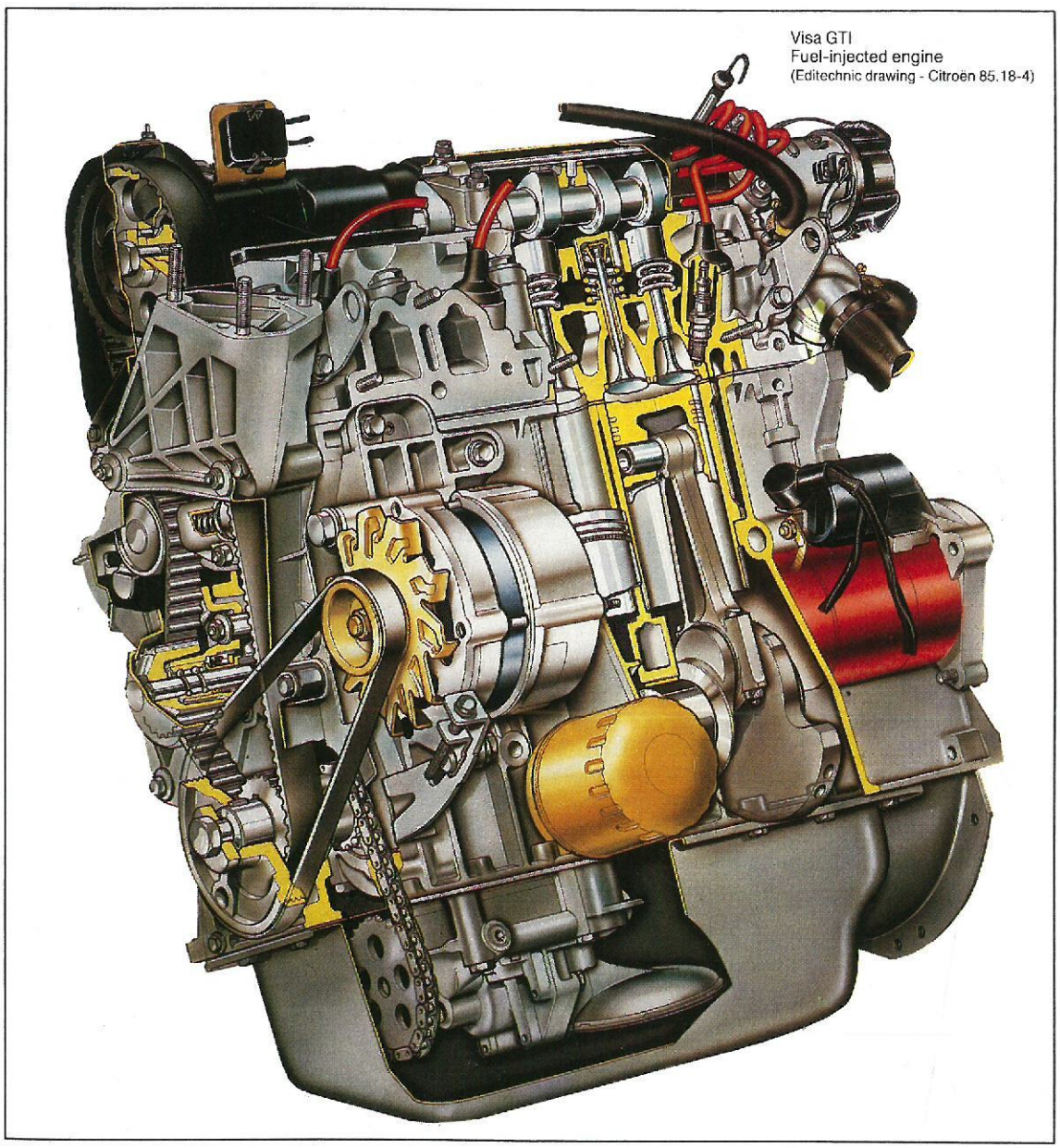
- Total GTS 15 W 40,
- Total GTI Plus 10 W 30 (cold climates).

1580cc ENGINE (105 bhp)

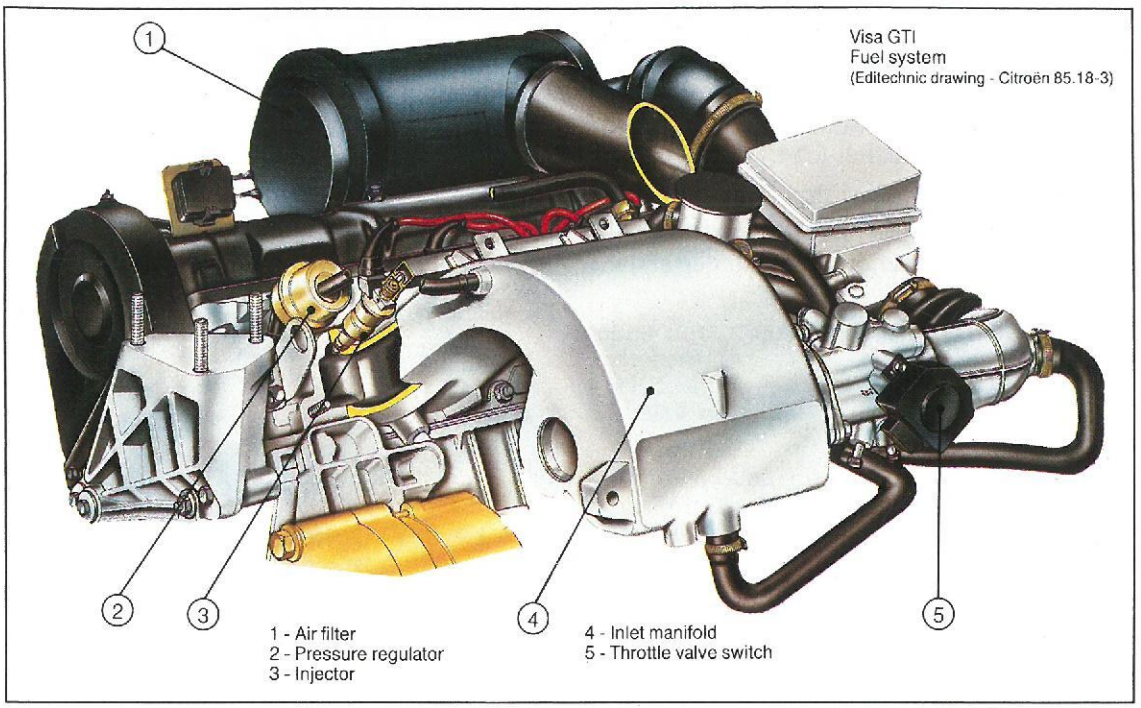
This engine is produced in the Tremery (Metz) factory, with the aid of the most modern industrial methods including large-scale use of robots and automatic systems for manufacturing and for management, and thus for the complete process. These methods ensure that the engines produced are of consistently high quality, where both performance and reliability are concerned.

The 1580cc petrol, engine, with electronic fuel injection, which equips the Visa GTI is installed transversely and inclined rearwards at 30° in order to reduce the length of the body taken up by the mechanical units and to increase the interior space, and also to reduce the overall height of the engine. This arrangement makes possible the plunging bonnet line which improves the visibility and the aerodynamics of the car.

This four-cylinder, aluminium-alloy engine uses a single overhead camshaft, made of iron and driven by a toothed belt in order to reduce noise and weight. It operates the valves directly by means of tappets, whithout any intervening rockers, thus improving the mechanical efficiency and easing maintenance (by eliminating the need to adjust play in the rockers).



Visa GTI
Fuel-injected engine
(Editechnic drawing - Citroën 85.18-4)



Specification

Type	180-A (XU5 J)
No of cylinders	4 in line
Arrangement	Transverse, inclined 30° rearwards
Bore-Stroke (mm)	83 × 73
Capacity	1580cc
Compression ratio	9.8:1
Maximum power:	
• EEC kW/rpm	76/6250
• DIN bhp/rpm	105/6250
Maximum torque:	
• EEC Nm/rpm	132/4000
• DIN lb ft/rpm	99/4000
Idling speed (rpm)	800 ± 50
Specific power	48.10 kW/litre 66.45 bhp/litre
Power/weight ratio	25.22 lbs/kW 18.25 lbs/bhp

Valve operation

Valve timing*	
Inlet opens	5° 5' ATDC
Inlet closes	34° 3' ABDC
Exhaust opens	38° 3' BBDC
Exhaust closes	0° 5' BTDC
Valve lift (mm)	
• inlet	9.7
• exhaust	9.7
Valve diameters (mm)	
• inlet	40,00
• exhaust	32,95
Valve clearances, cold (mm)	
• inlet	0.15 to 0.25
• exhaust	0.35 to 0.45

* With zero play, for a valve lift of 0.8 mm.

Construction

• Aluminium cylinder block with pressed-in dry cast-iron liners.

• Cast-iron single overhead camshaft driven by toothed belt and operating directly on the valve tappets (no rockers): low wear rate through use of advanced materials.

• Valves in-line, operated by tappets in special nitrocarburised steel: adjustment of valve clearance by special steel shims.

• Crankshaft in SG cast iron turning in five main bearings with integral counterweights, length 492.6 mm/19.4 ins, big-end bearing diameter 45 mm, main bearing diameter 60 mm.

• Forged steel connecting rods, length 150.5 mm/5.93 ins between centres.

• Water pump driven by toothed belt.

• New-technology ball-jointed exhaust for noise reduction.

Fuel system

The Visa GTI is equipped with a Bosch LE 2 Jetronic electronic fuel injection system comprising:

— an air circuit which includes:

• a large-capacity air filter with interchangeable element;

• a mass flow meter;

• an inlet unit with butterfly valve and switch;

• a supplementary air control;

• an inlet manifold whose four separate passages are of volute section;

— a fuel circuit with:

• a 43 litres/9.5 gallon fuel tank;

• a submerged, roller type pump;

- a filter;
- four injectors, one for each cylinder;
- a pressure regulator maintaining the fuel pressure at a constant value equal to 37 psi at low speed at 44 psi at full load;

— an electronic circuit with:

- a computer which decides precisely the amount of fuel to be injected, the timing and the duration of injection.

The computer is mounted in the cabin, under the front passenger seat.

Electrieal equipment

- Battery: 12 V - 225/45 Ah (1580cc).
- Alternator: 750 W - 50 A with integral electronic regulator.
- Pre-engaged starter with solenoid: 740 W.

Ignition

- Bosch transistorised, with magnetic signalling;
- Distributor mounted horizontally at end of camshaft;
- Dynamic timing: 30° at 3500 rpm (vacuum capsule disconnected);

Conical-seat sparking plugs:

- Bosch H6DC;
- Champion S279 YC.

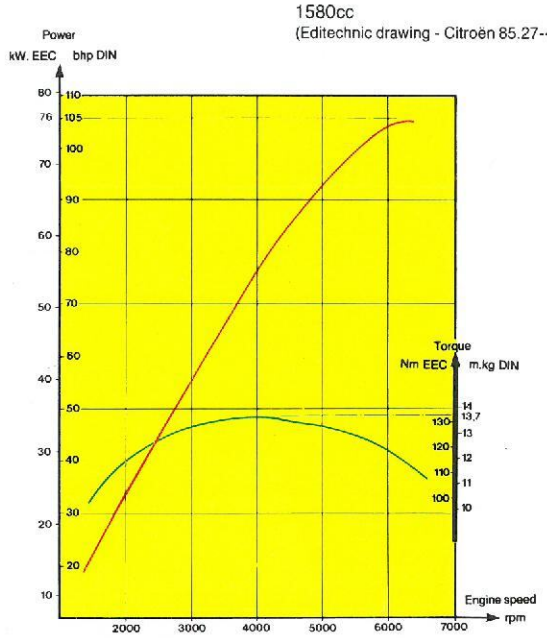
Firing order: 1-3-4-2.

A diagnostic harness and sensors permits rapid checking and precise setting of the ignition and the fuel injection.

Idling speed: 800 ± 50rpm.

Power and torque curves:

1580cc
(Editechnic drawing - Citroën 85.27-4)



Cooling

Water coolling system, with expansion tank and electric fan.

Circuit capacity: 6.6 litres, pressurised at 15 psi.

Centrifugal water pump driven by the camshaft-drive toothed belt.

Copper-cored radiator, surface area 233 sq ins.

Termostat (Calorstat):

- opening starts: 82°C;
- fully open: 93°C.

Electric fan with six blades, controlled by two-level thermo-switch attached to radiator:

- 1st speed: engagement 84°C, disengagement 79°C;
- 2nd speed: engagement 88°C, disengagement 83°C.

Coolant low-level warning.

Coolant overheat warning operates at 105°C.

Two bleed points prevent air-locking during filling:

- one attached to the cooland exit attachment from the engine;
- the other in the fixed pipe above the right-hand wheel arch.

Lubrication

Pressure lubrication by gear-type pump, chain-driven from crankshaft.

- Purflux LS 468 oil filter cartridge.
- Minimum pressure (hot engine) 21 psi at 900 rpm; 51 psi at 4000 rpm.
- Circuit capacity: 5 litres.
- Recommended oil: Total GTI Plus 10 W 40.
- Oil change period: every 6000 miles.

Installation

The engine and transmission assembly is mounted at three points. A hydroelastic strut attached to both bodywork and engine forms one support; another takes the form of a conventional rubber mount between the body-work and the gearbox. A torque-resisting link joining the sub-frame to the cylinder block limits the movement of the latter.

The hydroelastic strut:

This is the most advanced form of engine mounting currently available.

It consists of a rubber block of low stiffness, hollowed-out to form two chambers separated by a thick plastic disc. A calibrated passage in the form of a spiral passes through the disc,

allowing a liquid composed of water and glycol to pass from one chamber to the other under the influence of the deformations suffered by the strut.

The low stiffness of the rubber results in good damping of low-frenquency vibrations.

In the case of higher-frequency vibrations, the passage restricts the flow of fluid from one chamber to the other, and therefore restricts the deformation of the rubber envelope. The stiffness of the strut is thus increased, and this change of state allows the damping effect to be adjusted to meet the vibration.

For even higher frequency vibrations, from 10 to 12 Hertz, the liquid contained in the passage vibrates at the same frequency, effectively blocking it completely. The strut then attains its highest calcultated stiffness (dependent on the diameter and length of the passage) chosen to damp out these critical frequencies.

Diesel Engine

1769cc ENGINE (60 bhp)

Forming part of the XU family of engines to which the petrol-injection engine of the Visa GTI also belongs, this engine is likewise built at Tremery using the most modern methods.

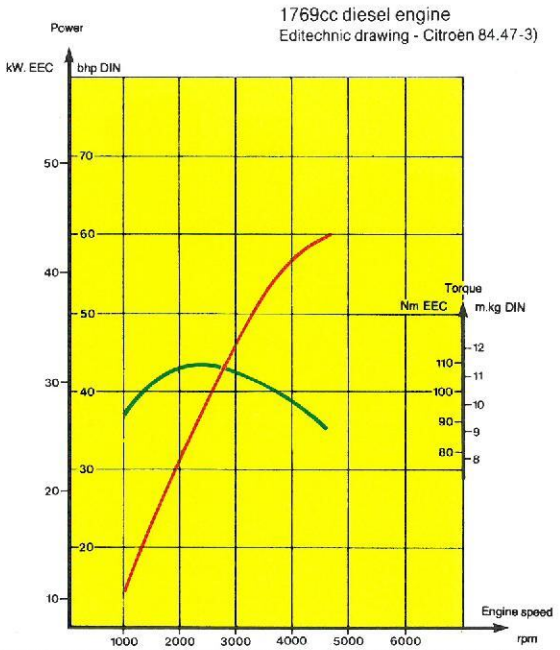
With a capacity of 1769cc, it is a four cylinder in-line engine, installed transversely and inclined rearwards at 30°.

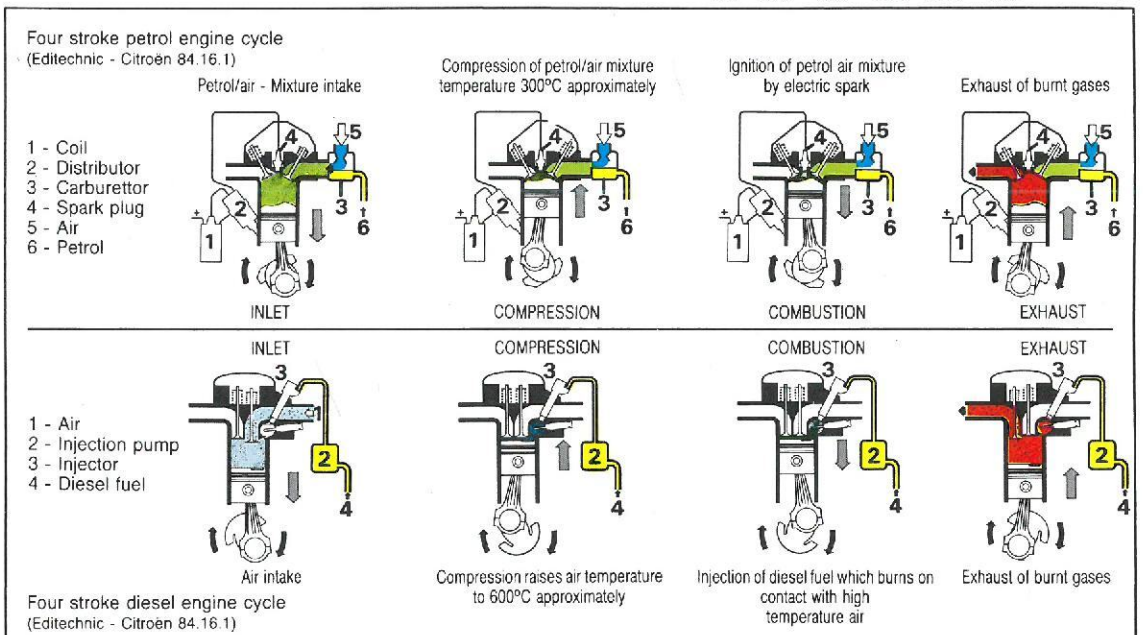
This four-cylinder engine has a strong, rigid cast-iron block with integral liners. The aluminium cylinder head contains a cast-iron camshaft driven by a toothed belt in order to limit noise and reduce weight. It operates directly on the valves by way of their tappets, without any intervening rockers, improving mechanical efficiency and easing maintenance (by eliminating adjustment of play at the rockers).

Specification

Type	161 - A
No°of cylinders	4 in line
Installation	Transverse inclined
Bore - Stroke (mm)	80 × 88
Capacity (cc)	1769
Compression ratio	23/1
Maximum power:	
• EEC kW/rpm	43.5/4600
• DIN bhp/rpm	60.0/4600
Maximum torque:	
• EEC Nm/rpm	110/2000
• DIN lb ft/rpm	82/2000
Full-load speed, governed (rpm)	4600
No-load speed, governed (rpm)	5100
Idling speed (rpm)	775 ± 25

Power and torque curves:





Valve operation

Valve timing*	
Inlet opens	4° ATDC
Inlet closes	28° ABDC
Exhaust opens	43° BBDC
Exhaust closes	1° BTDC
Valve lift (mm)	
• inlet	8.8
• exhaust	9.4
Valve diameters (mm)	
• inlet	38
• exhaust	33
Valve clearances, cold (mm)	
• inlet	0.15
• exhaust	0.30

* With zero play, for a valve lift of 0.8 mm.

Construction

• Cylinder block in thin-walled cast iron, with integral liners.

• Cylinder head in AS 18 UNG aluminium, with Ricardo Comet V pre-chambers: secured by ten bolts placed externally around the engine, and reached without removing the valve cover.

• Single overhead camshaft, in cast iron, driven by toothed belt (136 teeth) with HTD profile; operating directly on valve tappets.

• Valves in-line, operated through special nitrocarburised steel tappets of 34 mm diameter; adjustment of valve clearance by special steel shims.

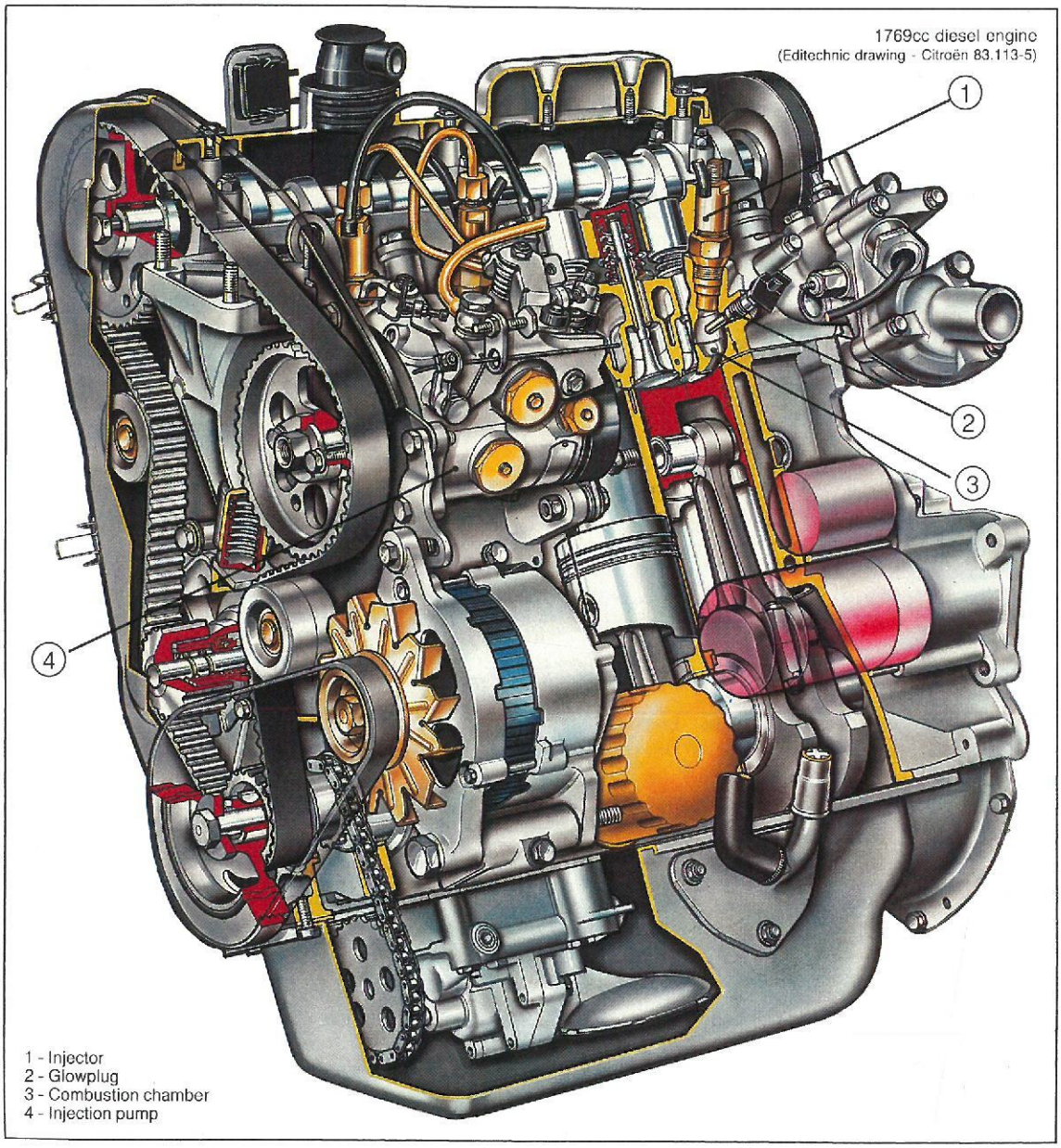
• Crankshaft in SG cast iron turning in five main bearings, with end-mounted torsion damper to absorb engine vibrations and reduce noise.

• Big-end diameter: 50 mm;

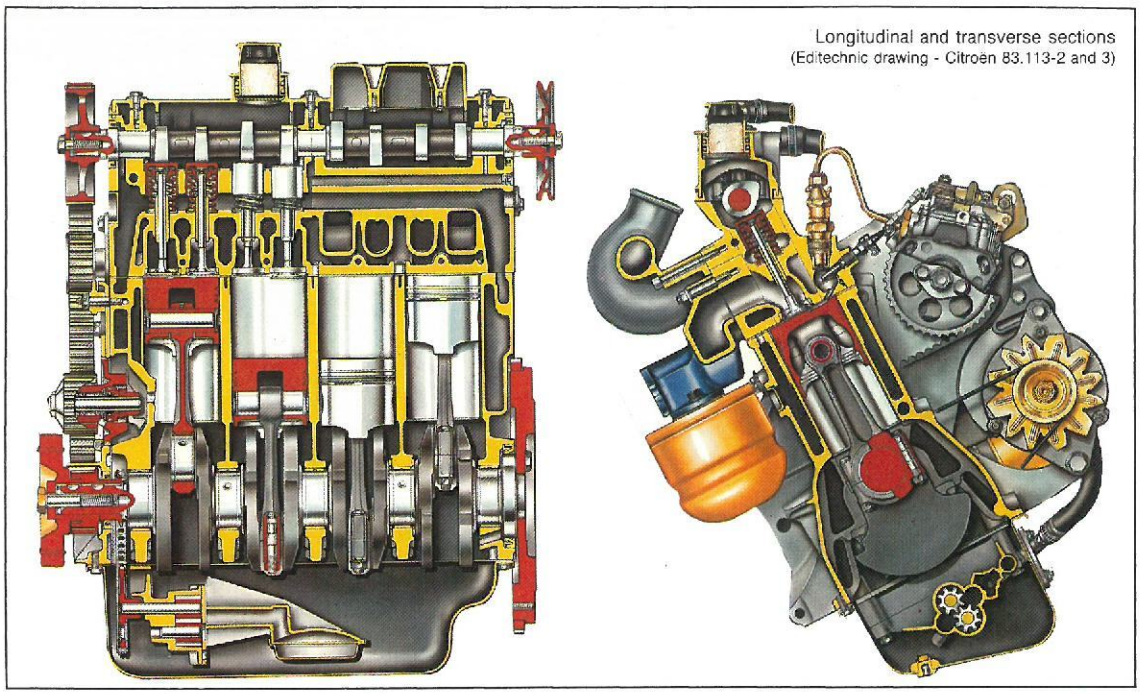
• Main bearing diameter: 60 mm;

Length: 492.6 mm/19.4 ins.

1769cc diesel engine
(Editechnic drawing - Citroën 83.113-5)



1 - Injector
2 - Glowplug
3 - Combustion chamber
4 - Injection pump



Longitudinal and transverse sections
(Editechnic drawing - Citroën 83.113-2 and 3)

- Steel connecting rods, length 145 mm between centres.
- Pistons in AS 18 UNG hypersilicon aluminium alloy, comprising three segments, with gudgeon pin of 25 mm diameter.
- Cast-iron flywheel toothed crown.

Fuel system

- Air: dry filter, with foam cartridge and resonator.
- Fuel oil: mechanical injection, with Ricardo Comet V pre-chamber.

Order of injection: 1-3-4-2.

- Rotary-type distributor pump, CAV-RotoDiesel DPC 052 or Bosch VE 523, incorporating hydraulic advance correction, load-sensitive advance and electric fuel cut-off.
- CAV RotoDiesel or Bosch injectors screwed into the cylinder head and inclined at 25°. Injector pressure : CAV RotoDiesel 1700 psi ± 75 psi, Bosch 1900 psi ± 75 psi. Idling speed: 775 ± 25 rpm.
- Fuel filter: clean every 5000 miles, change every 15,000 miles.

Electrical equipment

- Battery of 12 V, 250/42 Ah.
- Alternator (with integral electronic regulator) of 50 A - 750 W.
- Pre-engaged starter with solenoid.
- Pencil-type glowplugs, Bosch or Beru.
- Pre-heat time: seven seconds (indicator light on instrument panel).

Cooling

Pressurised circuit with de-gassing valve integral with radiator water outlet.

Capacity : 7.5 litres.

Copper-cored radiator, surface area 233 sq ins.
Electric fan controlled by two-stage thermo switch.

- 1st stage: engagement 88 ± 2°C, disengagement 83 ± 2°C.
- 2nd stage: engagement 92 ± 2°C, disengagement 87 ± 2°C.

Double-effect wax thermostat. Opening temperature 82°C; fully open 84°C. Pump with aluminium body and volute integral with cylinder block, driven by camshaft-drive toothed belt. Drive speed: 1.05 × engine speed.

Lubrication

Under pressure, pump mounted beneath cylinder block, with lengthened gears and aluminium body; chain-drive from crankshaft. Drive speed: 0.6 × engine speed.

- Filter: particle size 10-15 microns. Replacement every 10,000 miles (every other oil change). Capacity: 0.4 litre.
- Recommanded oil: Total Super Diesel 15 W 40. Circuit capacity: 4.6 litres.
- Oil change interval: 5000 miles.

Installation

Identical to that of the 1580cc petrol engine and gearbox assembly (p 14).

TRANSMISSION

All Visas are front-driven.

Different gearboxes are fitted according to the type of engine.

CLUTCH

Whatever the type of engine and gearbox fitted, the clutch is always a single dry-disc type with damper, diaphragm-spring mechanism and ball-guided thrust bearing.

Disc dimensions:

- External diameter
160 mm: Visa 652cc;
180 mm: Visa 1124cc and 1360cc;
200 mm: Visa GTI (1580cc) and Diesel.

- Internal diameter
112 mm: Visa 652cc;
127 mm: Visa 1124cc and 1360cc;
134mm: Visa GTI (1580cc) and Diesel.

- Loaded thickness
7.4 mm: Visa 652cc;
7.7 mm: all other versions.

GEARBOXES

The three main types of engine (air-cooled petrol, liquid-cooled petrol, and Diesel) use gearboxes of different layout.

All gear ratios are adapted to the engine characteristics in order to achieve the best compromise between performance and fuel consumption.

ON THE 652cc PETROL ENGINE

(Visa, Visa Club, Visa Commercial)

A GSA-type four-speed gearbox is used with the two-cylinder air-cooled engine.

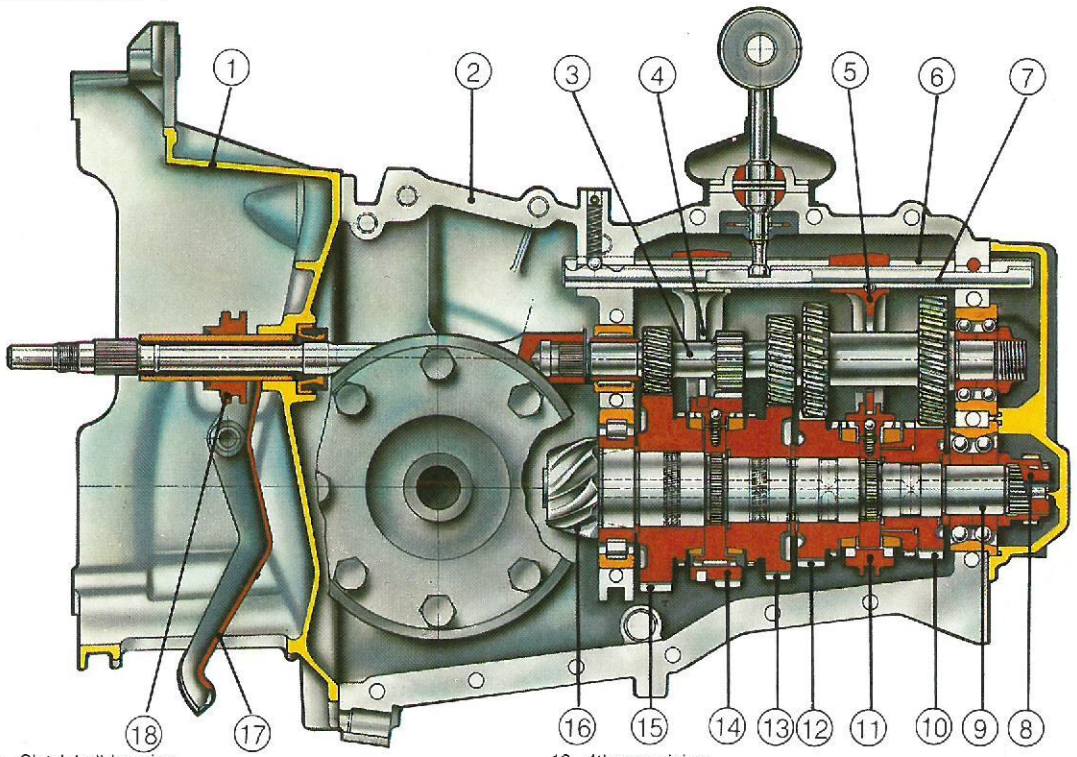
Installed in-line with the engine, it comprises two half-shells closed at their ends by two casings of which one houses the clutch. All these components are made of light alloy.

Control is by floor-mounted lever.

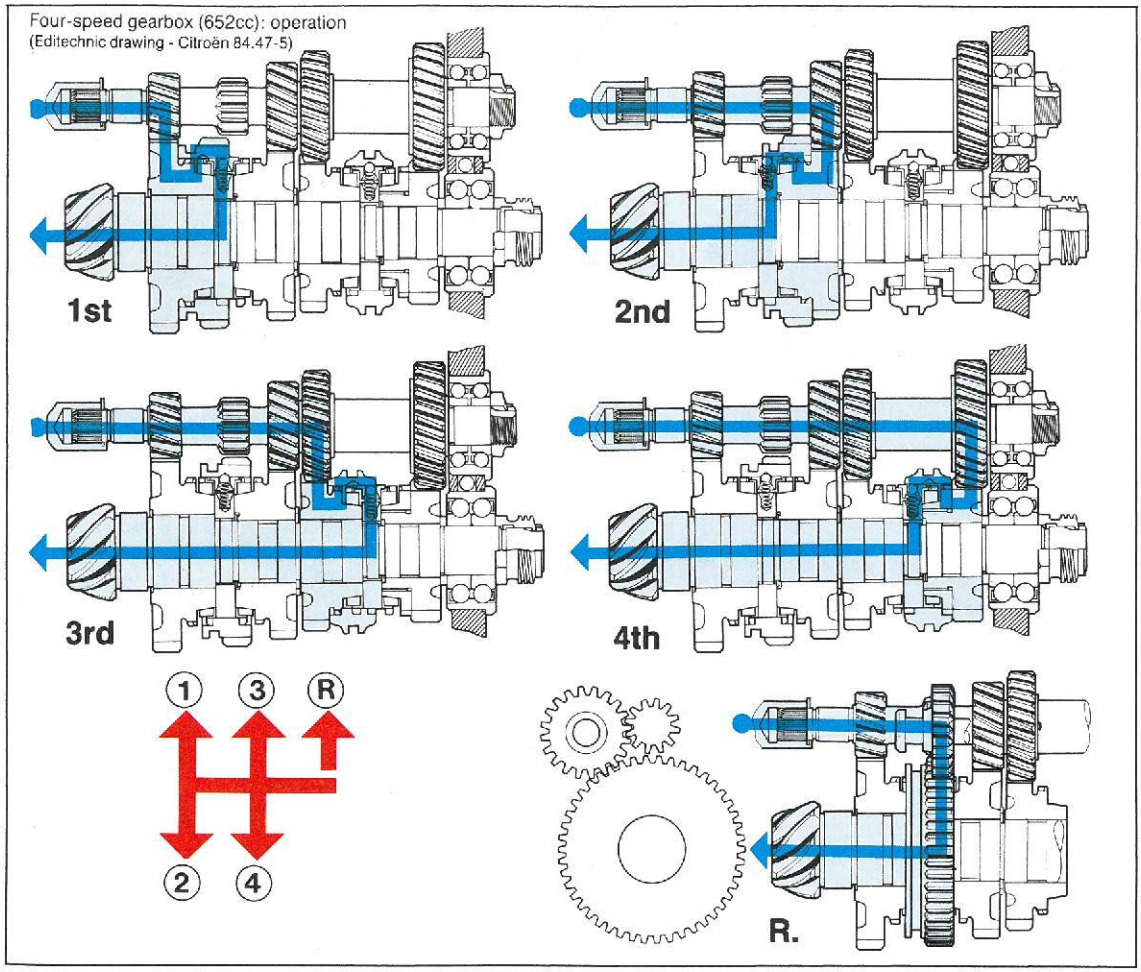
Weight: 34.2 kg/75.4 lbs (with oil and shift linkage, but without front brake discs or calipers).

Capacity: 1.4 litres.

Four-speed gearbox (652cc)
(Citroën drawing 84.47-4)



1 - Clutch bell-housing
2 - Right-hand half-casing
3 - Primary shaft
4 - 1st/2nd gear selector fork
5 - 3rd/4th gear selector fork
6 - 3rd/4th selector rail
7 - 1st/2nd selector rail
8 - Speedometer drive pinion
9 - Secondary shaft, with output pinion
10 - 4th gear pinion
11 - 3rd/4th synchromesh mechanism
12 - 3rd gear pinion
13 - 2nd gear pinion
14 - 1st/2nd synchromech mechanism
15 - 1st gear pinion
16 - Output pinion
17 - Clutch operating lever
18 - Clutch thrust bearing



Specification

	Gear ratios	Speeds at 1000 rpm (mph)
1st	4.5454	3.52
2nd	2.5000	6.40
3rd	1.6428	9.74
4th	1.1467	13.95
Reverse	4.1841	3.82
Final drive ratio	3.889 (35:9)	
with tyres of rolling diameter	65.75 ins	

ON THE 1124cc AND 1360cc PETROL ENGINES

(Visa 11 E, Visa 11 RE, Visa 11 RE Convertible, Visa 11 E Commercial, Visa 14 TRS, Visa GT).

The gearbox is situated under the engine. A triplet of spur gears transfers the output from the crankshaft to the gearbox primary shaft.

The gearbox casing also serves as the engine oil sump, the same oil lubricating both engine and gearbox.

Capacities:

- 5 litres in 4-speed box (with engine);
- 5.5 litres in 5-speed box (with engine).

All forward speeds have synchromesh, and gear selection is by floor lever.

Weights:

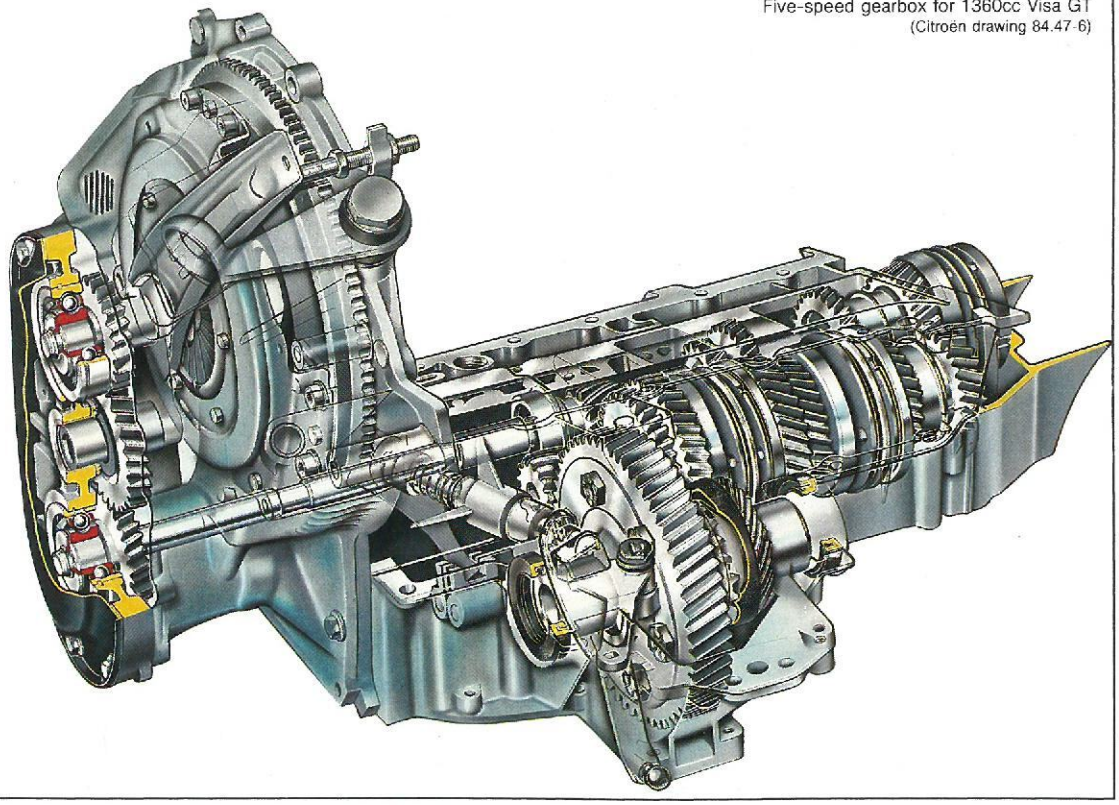
- 4-speed 37.5 kg/82.7 lbs.
- 5-speed 39.5 kg/87.1 lbs.

Specifications

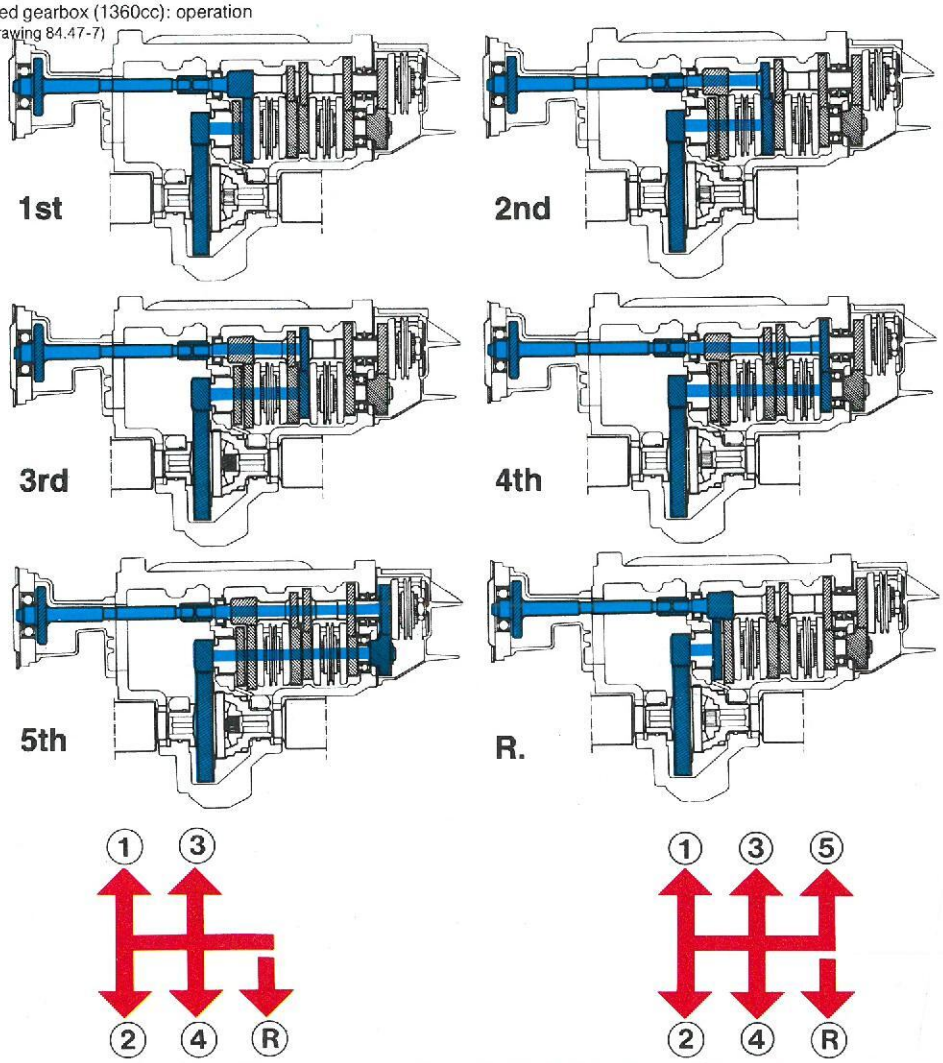
		Visa 11 E/RE		Visa 14 TRS		Visa GT
		4-speed	5-speed[1]	4-speed	5-speed[2]	5-speed
Triplet		27 × 35 × 34				
Ratios	1st	3.0833	3.0833	3.0833	3.0833	3.0833
	2nd	1.6470	1.8235	1.6470	1.8235	1.8235
	3rd	1.0937	1.1923	1.0937	1.1923	1.1923
	4th	0.7500	0.8928	0.7500	0.8928	0.8928
	5th		0.7179		0.7179	0.7179
	Rev	2.8333	2.8333	2.8333	2.8333	2.8333
Final drive ratio		3.563 (57:16)	3.867 (58:15)	3.176 (54:17)		3.867 (58:15)
Speed per 1000 rpm (mph)	1st	4.63	4.27	5.05	5.05	4.14
	2nd	8.67	7.22	9.45	8.53	7.01
	3rd	13.06	11.04	14.23	13.05	10.73
	4th	19.06	14.75	20.75	17.43	14.32
	5th		18.34		21.68	17.81
	Rev	5.04	4.65	6.92	6.92	4.51
With tyre diameter		67.7 ins		65.75 ins		65.75 ins

(1) Option on Visa 11 RE only. (2) Option.

Five-speed gearbox for 1360cc Visa GT
(Citroën drawing 84.47-6)



Five-speed gearbox (1360cc): operation
(Citroën drawing 84.47-7)



ON THE 1580cc PETROL AND 1769cc DIESEL ENGINES

(Visa GTI, Visa 17D, Visa 17RD, Visa 17D Commercial)

The XU type engine is equipped with the same BE 1 gearbox used in the BX. The gearbox offers four or five forward speed according to model and option.

The gearbox is mounted on the end of the engine, to the left from the conductor's view point, and is notable for its compactness.

It can be removed without having to unship the whole engine/gearbox assembly.

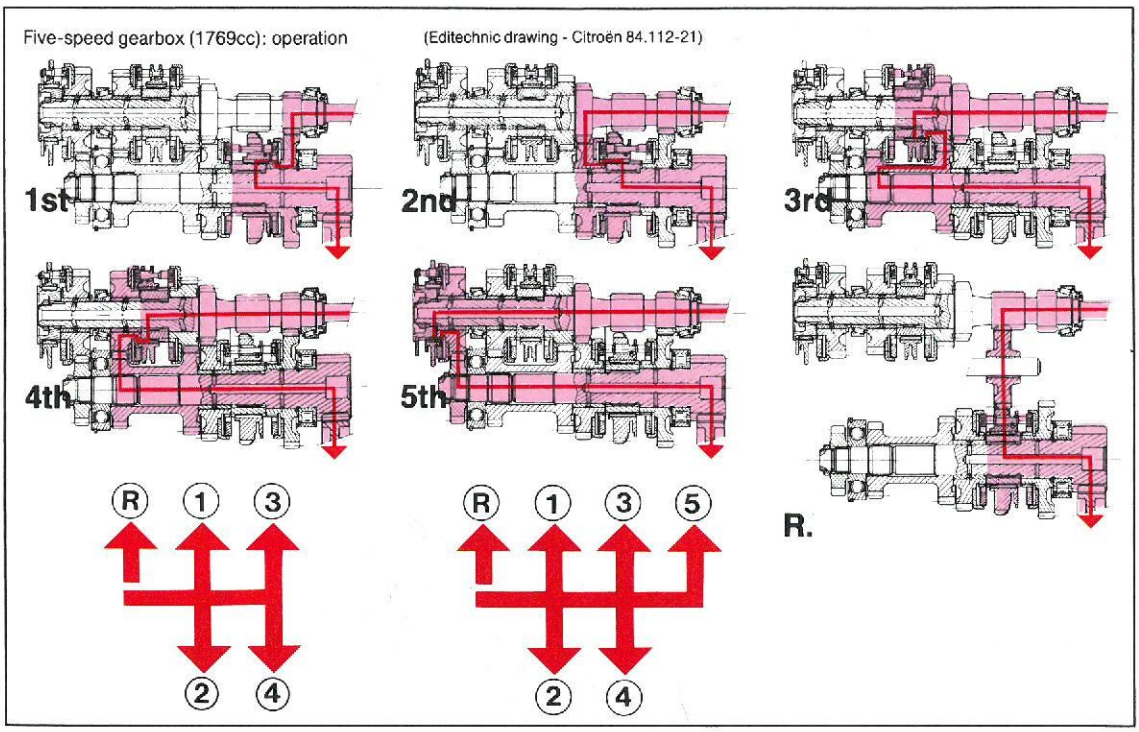
Capacity: 1.4 litres (four or five speeds).

The gearchange pattern is of the "chandelier" type, designed for maximum safety in the positioning of reverse fear: a downward pressure on the gear lever is needed to clear the reverse detent.

Specifications

		Visa GTI	Visa Diesel	
		5 speed	4 speed	5 speed(1)
Ratios	1st	3.3076	3.3076	3.3076
	2nd	1.8823	1.8823	1.8823
	3rd	1.3600	1.1482	1.2800
	4th	1.0689	0.8000	0.9689
	5th	0.8648		0.7567
	Rev	3.3333	3.3333	3.3333
Final drive ratio		3.938 (63:16)	3.588 (61:17)	3.938 (63:16)
Speed per 1000 rpm (mph)	1st	4.82	5.42	4.94
	2nd	8.48	9.52	8.67
	3rd	11.59	15.61	12.76
	4th	14.93	22.41	16.86
	5th	18.45		21.58
	Rev	4.77	5.38	4.90
With tyre diameter		65.9 ins	67.9 ins	

(1) Option on Visa 17 RD only.



DRIVE SHAFTS

With its front wheel drive, the Visa is equiped with drive shafts with constant-velocity joints. A certain type of drive shaft corresponds with a certain type of engine and gearbox.

652cc PETROL

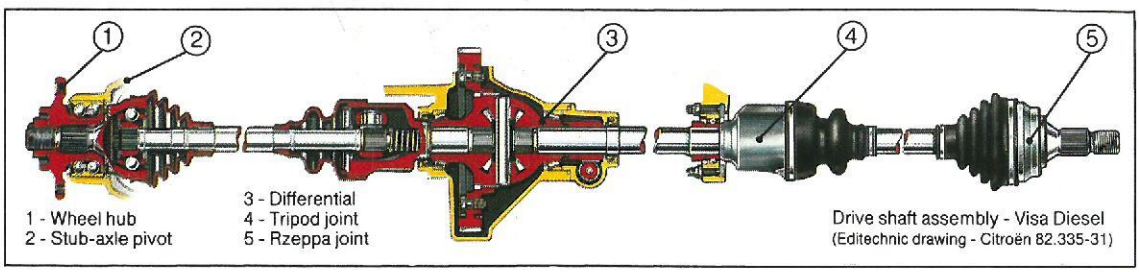
Sliding tripod joint at gearbox end; Rzeppa type joint at wheel end. Both are symmetrical.

1124cc AND 1360cc PETROL

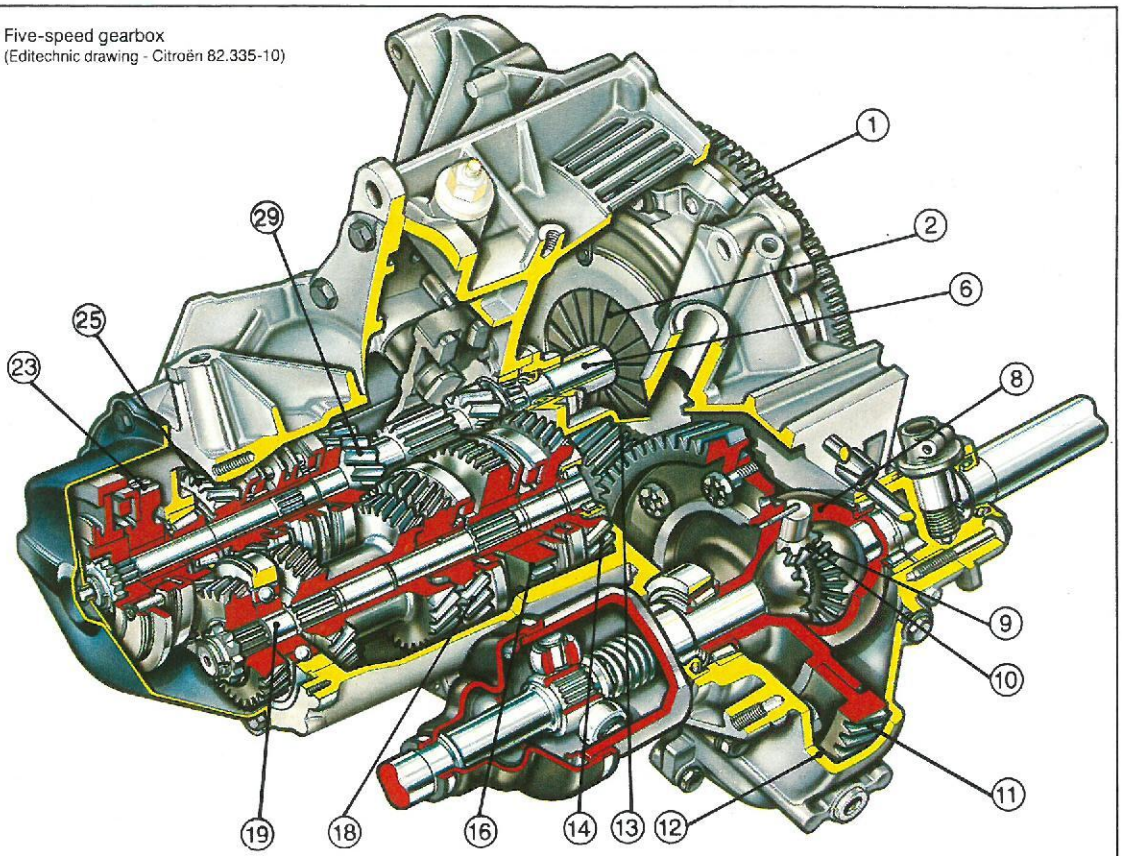
Sliding tripod joint at gearbox end; non-sliding tripod joint at wheel end. The two drive shafts are not symmetrical.

1580cc PETROL, AND 1769cc DIESEL

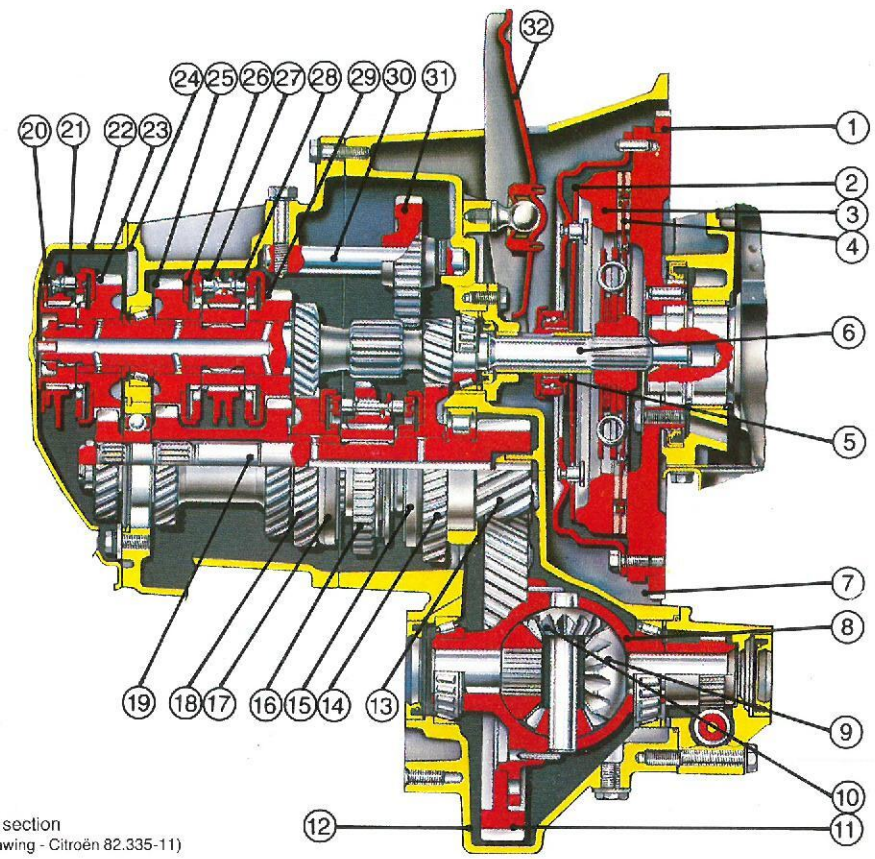
Sliding tripod joint at gearbox end; Rzeppa type joint at whell end. The left and right drive shafts are not symmetrical.



Five-speed gearbox
(Editechnic drawing - Citroën 82.335-10)



1 - Engine flywheel
2 - Diaphragm-spring mechanism
3 - Pressure plate
4 - Clutch plate
5 - Thrust bearing
6 - Primary shaft
7 - Clutch bell-housing
8 - Differential
9 - Planet gears
10 - Satellite gear
11 - Final drive pinion
12 - Differential housing
13 - Output pinion
14 - 1st gear pinion
15 - 1st gear synchroniser
16 - 1st/2nd gear selector
17 - 2nd gear synchroniser
18 - 2nd gear pinion
19 - Secondary shaft
20 - 5th gear selector
21 - 5th gear synchroniser
22 - Rear cover plate
23 - 5th gear pinion
24 - Gearbox casing
25 - 4th gear pinion
26 - 4th gear synchroniser
27 - 3rd/4th gear selector
28 - 3rd gear synchroniser
29 - 3 rd gear pinion
30 - Reverse gear idler shaft
31 - Reverse gear intermediate wheel
32 - Clutch operating lever



Longitudinal section
(Editechnic drawing - Citroën 82.335-11)

WHEELS AND TYRES

Pressed steel wheels are used, except for the Visa GT which is equipped as standard with light alloy wheels. The wheels have threepoint attachment on the Visa GT, Visa 652cc and Visa 11 E and RE, and four-point attachment on the Visa GTI and Diesel.

Engine	Petrol					Diesel
	Visa 652cc	Visa 11 1124cc	Visa 14 1360cc	Visa GT 1360cc	Visa GTI 1580cc	1769cc
Wheels	400 B 13	4.50B13FH3.35	4.50B13FH3.30	120TR340FH3.30	4.50B13FH4.35	4.50B13FH4.35
Tyres						
Front	135 SR 13 XZX	145 SR 13 XZX or MX	155/70 R 13 MXL	160/65R3.40 TRX	185/60HR13 MXV	145 SR 13 MX
Rear	135 SR 13 XZX	145 SR 13 XZX or MX	155/70 R 13 MXL	160/65R3.40 TRX	185/60HR13 MXV	145 SR 13 MX
Spare	135 SR 13 XZX	145 SR 13 XZX or MX	135 SR 13 XZX	135 SR 13 XZX	145/13 MX	95/110 R 14
Pressures (psi)						
Front	25	26.5	28	26.5	29	32
Rear	29	29	28	28	29	29
Spare	32	32	37	37	37	88
Rolling diameter	65.7	67.8	65.8	65.8	65.9	67.8

RUNNING GEAR

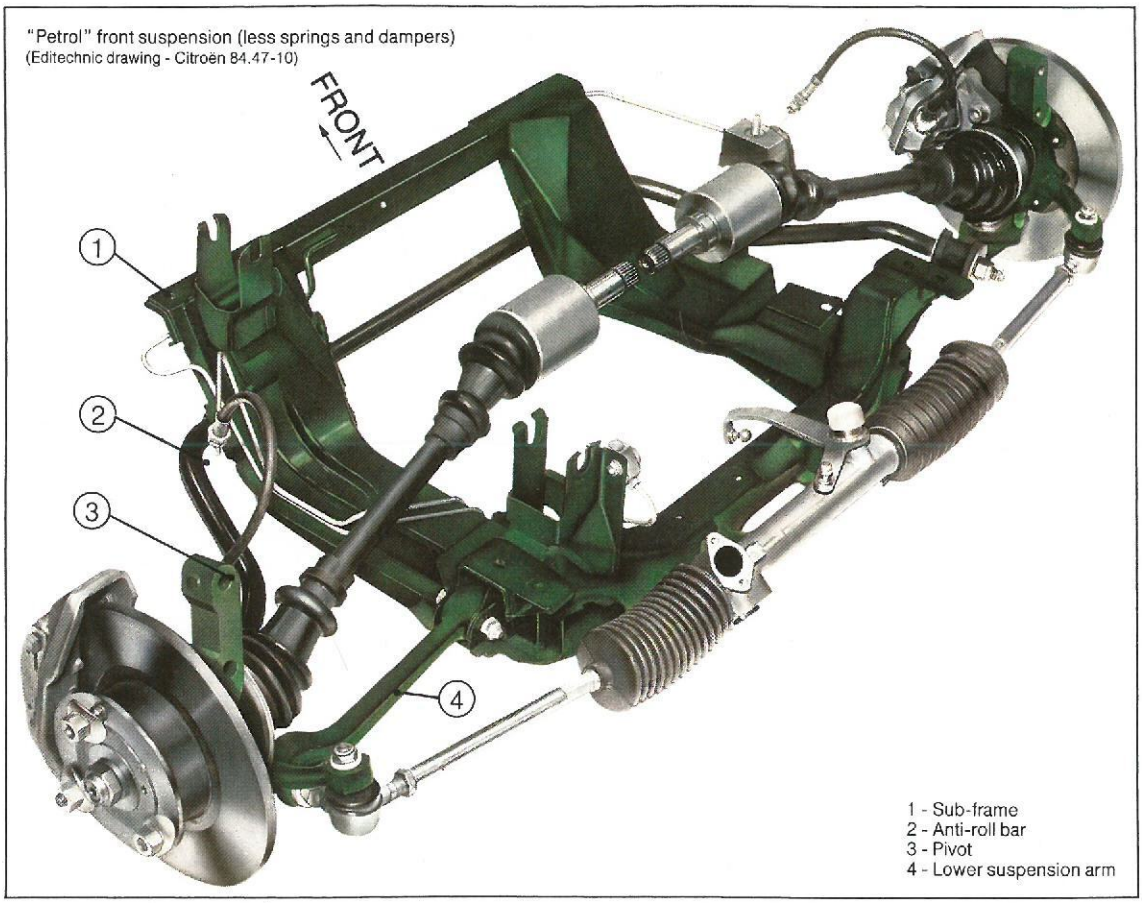
The Visa is equipped with independent mechanical suspension on all four wheels.

The MacPherson strut front suspension is of a simple and functional type, is different in the way it is applied to the Visa GTI and Diesel compared with the rest of range, and varies in detail according to performance. From most points of view, the rear suspension layout is the same for all versions.

FRONT SUSPENSION

Both types of front suspension comprise elements typical of the MacPherson layout. The lower swivel joint (1) (drawing p. 24) is carried in the lower arm (2) of forged steel, which forms a wishbone with the end of the anti-roll bar (4) which in turn is located on the sub-frame (5) by two clamps. The pivot is joined to the wishbone by the swivelling balljoint (3). The body of a hydraulic damper (6) is attached to the pivot, forming its second point of location, while the damper rod is attached to the car body. The

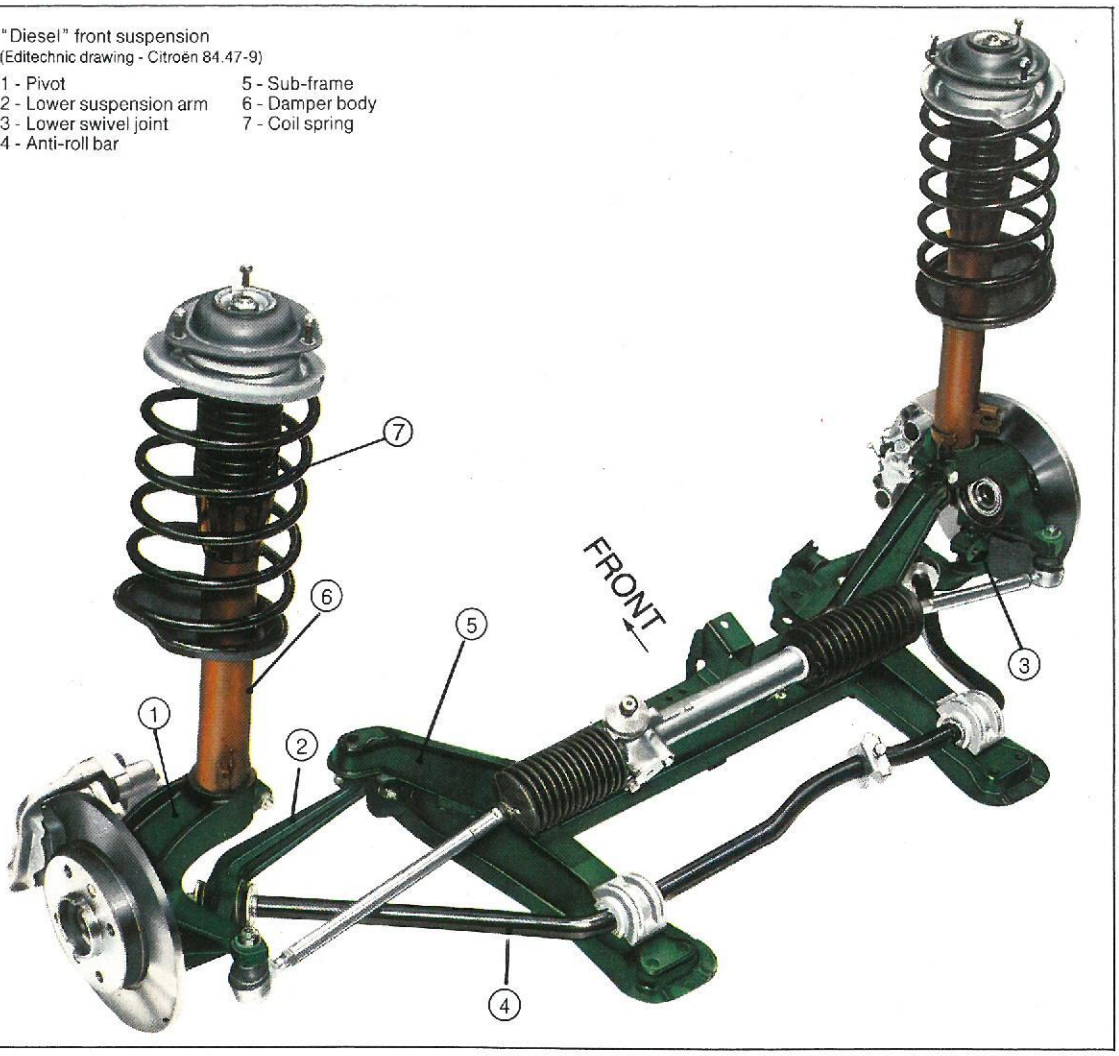
"Petrol" front suspension (less springs and dampers)
(Editechnic drawing - Citroën 84.47-10)



1 - Sub-frame
2 - Anti-roll bar
3 - Pivot
4 - Lower suspension arm

"Diesel" front suspension
(Editechnic drawing - Citroën 84.47-9)

1 - Pivot
2 - Lower suspension arm
3 - Lower swivel joint
4 - Anti-roll bar
5 - Sub-frame
6 - Damper body
7 - Coil spring



pivot is able to rotate thanks to the ball-joint, and to an upper bearing (needle type in petrol engined models, ball-type in the Diesel — see détail on p. 25).

The coil spring (7) surrounds the damper to form a strut.

There is a different front suspension layout for each of two engine variations: petrol except GTI, and GTI and Diesel.

In petrol-engined versions except the GTI (drawing p. 23): the forged steel transverse arm is placed aft of the anti-roll bar so that the latter, under braking for example, works in in tension.

The arm/anti-roll bar assembly is located on the subframe which also carries the engine and gearbox.

In the case of the 1580cc petrol engine and the Diesel, the forged arm is situated ahead of the anti-roll bar so that the latter, under braking, works in compression.

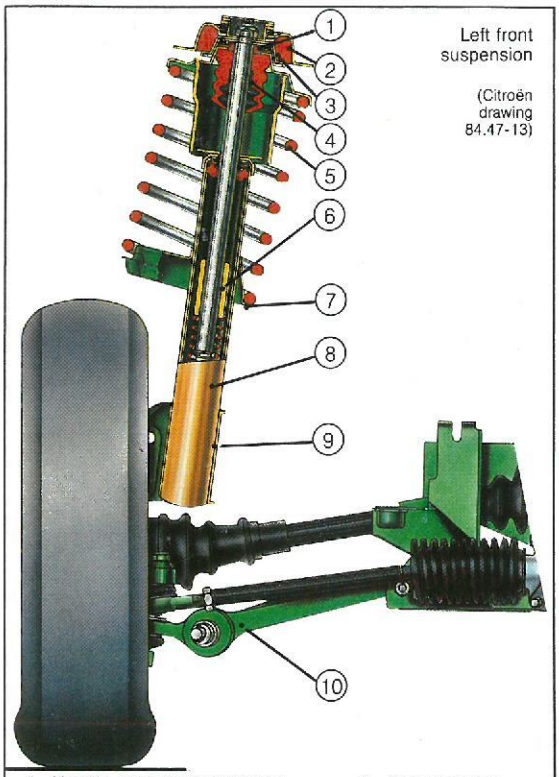
The engine and gearbox assembly is attached directly to the body. In this case the subframe is much smaller and serves only as a suspension attachment: for the transverse arms, the anti-roll bar and the steering.

Front suspension geometry (empty)

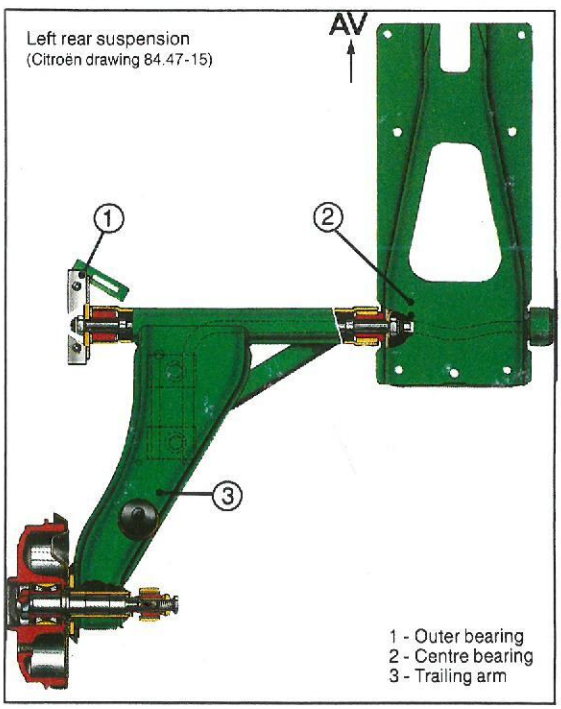
Engine	Petrol										Diesel	
	Visa 652cc		Visa 11 1124cc		Visa 14 1360cc		Visa GT 1360cc		Visa GTI 1580cc		1769cc	
Track (ins)	50.9		50.9		51.3		51.3		54.6		53.1	
Castor angle	2°37'	± 30'	1°33'	± 30'	3°06'	± 30'	3°06'	± 30'	2°46'	± 30'	1°20'	± 30'
King pin angle	9°05'	± 40'	9°20'	± 40'	9°35'	± 40'	9°35'	± 40'	9°44'	± 40'	9°16'	± 40'
Gamber angle	0°45'	± 30'	0°34'	± 30'	0°22'	± 30'	0°22'	± 30'	0°	± 30'	0°16'	± 30'
Aligment, mm (toe-in)	1	+ 2 − 1	1	+ 2 − 1	1	+ 2 − 1	1	+ 2 − 1	1 (toe-out)	± 1	2 (toe-out)	± 1

Front suspension specifications:

Engine	Petrol					Diesel
	Visa 652cc	Visa 11 1124cc	Visa 14 1360cc	Visa GT 1360cc	Visa GTI 1580cc	1769cc
Spring rate (lbs/inch)	132	132	132	160	187	151
Natural frequency unladen (Hertz)	1.25	1.17	1.07	1.27	1.34	1.15
Natural frequency laden (Hertz)	1.12	1.05	0.98	1.16	1.22	1.05
Anti-roll bar diameter (mm)	23	22	23	23	18	22



1 - Needle-roller bearing (Petrol) Ball-bearing (Diesel)
2 - Suspension turret in bodywork
3 - Elastic couplings
4 - Bump stop
5 - Coil spring
6 - Rebound stop
7 - Spring tray
8 - Damper body
9 - Pivot
10 - Lower suspension arm



FRONT SPRINGS

Each front wheel is equipped with a coil spring installed vertically and concentric with the telescopic damper.
The damper is elastically attached to the body by means of its rod, and to the lower pivot where its body plays the part of upper suspension member.
The spring is indirectly attached to the body; a bearing (needle type in petrol-engined versions, ball type in the Diesel) is interposed between the two.
When manoeuvring, the presence of this bearing makes it possible to turn the free elements of the suspension (the pivot, the damper body and the spring) in relation to the fixed body. Any vertical displacement of the wheel is immediately transmitted to the spring. A bump-stop (4) of variable rate helps to absorb very large wheel movements.

REAR SUSPENSION

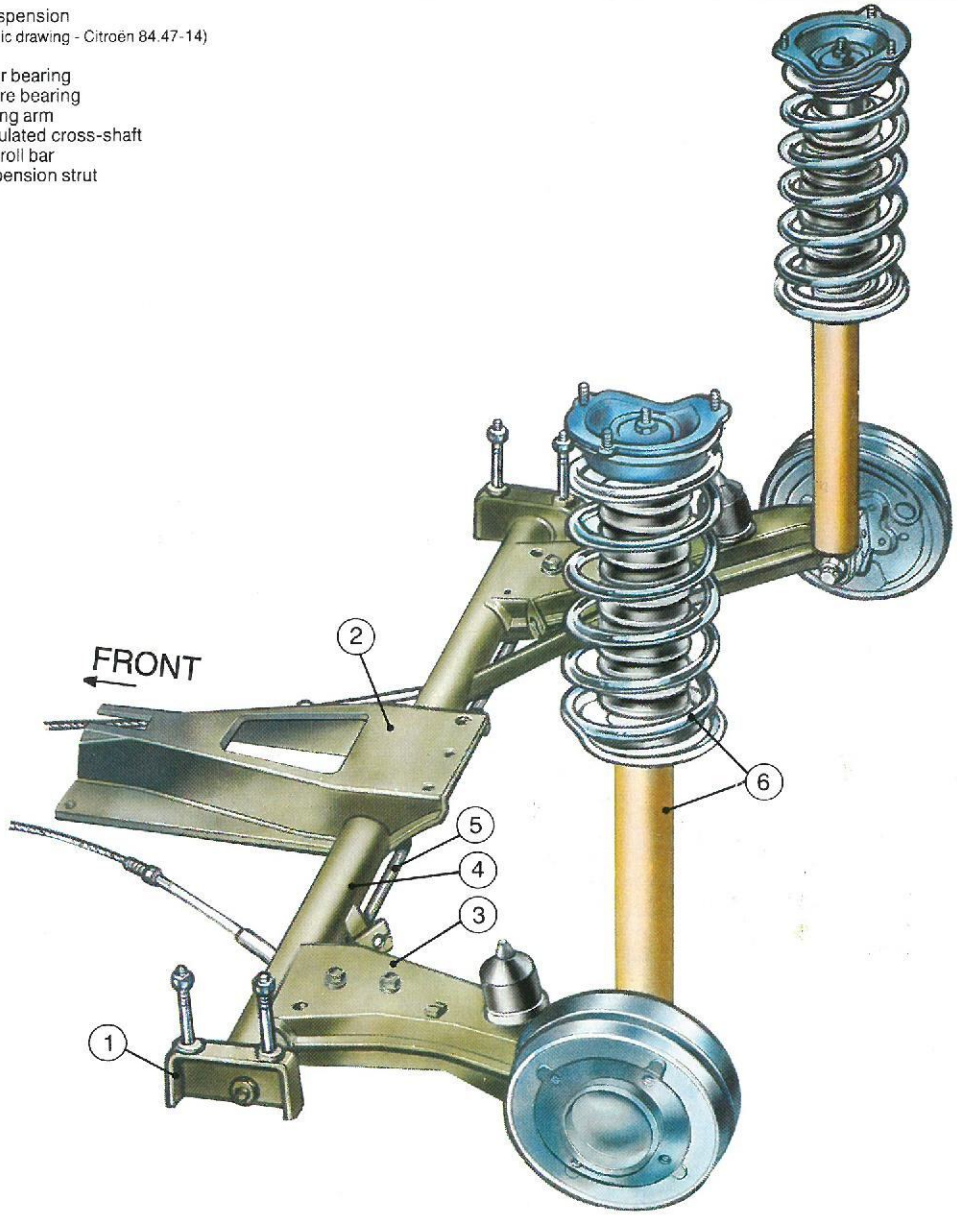
Unlike the front, the rear suspension layout remains the same for all Visa models. It varies only in the details of its geometry.
In order to achieve the best comfort, the independent rear suspension is of the trailing arm type: a disturbance suffered by one wheel will not be transmitted to its neighbour (with a rigid axle, any such disturbance is transmitted to the other wheel through the axle, and the whole body reacts, causing shocks and vibrations).
The arms are welded onto cross-members which are located by an outer bearing (1) and a centre bearing (2).
The installing of the mounting points for the centre bearings in slots beneath the cabin floor make it possible to adjust the toe-in by moving the mounts lengthwise before tightening the bolts.
The rear suspension is completed by telescopic dampers and coil springs.

REAR SPRINGS

Each rear half-axle is equipped with a telescopic damper and concentric coil spring, an arrangement similar to that used at the front, and attached close to the wheel. Thus the movement of the wheel causes a corresponding movement of the spring.
The two trailing arms are linked by an anti-roll bar, except on the versions with the 652cc engine.

Rear suspension
(Editechnic drawing - Citroën 84.47-14)

1 - Outer bearing
2 - Centre bearing
3 - Trailing arm
4 - Articulated cross-shaft
5 - Anti-roll bar
6 - Suspension strut

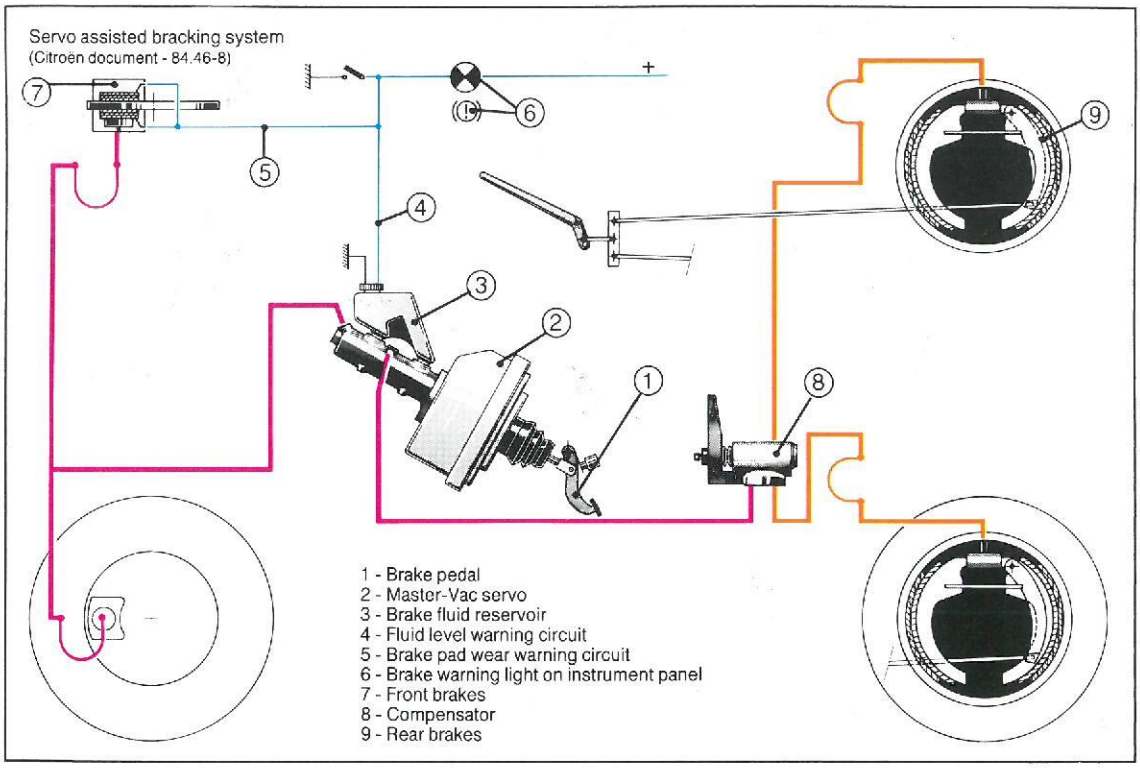


Rear suspension geometry:

Engine	Petrol					Diesel
	Visa 652cc	Visa 11 1124cc	Visa 14 1360cc	Visa GT 1360cc	Visa GTI 1580cc	1769cc
Track (ins)	48.8	48.8	49.2	49.2	49.8	49.3
Camber angle	$-1° \pm 30'$	$-1° \pm 30'$	$-1° \pm 30'$	$-1° \pm 30'$	$-1° \pm 30'$	$-1° \pm 30'$
Toe-in (mm)	$2\ ^{+2}_{-1}$	$2\ ^{+2}_{-1}$	2 ± 2	$4\ ^{+0}_{-2}$	$5\ ^{+2}_{-1}$	$2\ ^{+2}_{-1}$

Rear suspension specifications:

Engine	Petrol					Diesel
	Visa 652cc	Visa 11 1124cc	Visa 14 1360cc	Visa GT 1360cc	Visa GTI 1580cc	1769cc
Spring rate (lbs/inch)	167	167	170	244	244	170
Natural frequency, unladen (Hertz)	1.71	1.69	1.53	1.96	1.91	1.67
Natural frequency, laden (Hertz)	1.24	1.16	1.11	1.46	1.44	1.15
Anti-roll bar diameter (mm)	none	14	16	17	21	17



BRAKES

All Visas are equipped with a braking system using dual-circuit hydraulics (for safety) acting on front disc and rear drum brakes.

The floor-mounted handbrake acts on the rear drum brakes, working through cables.

The detail specification of the brakes varies according to the performance and the weight of the model to which they are fitted.

On some models (Visa 11 RE, Visa 14 TRS, Visa GT and GTI) a Master-Vac vacuum servo is fitted in order to reduce the brake pedal effort.

The diameter of the master cylinder varies according to the make of front brake fitted to the model concerned.

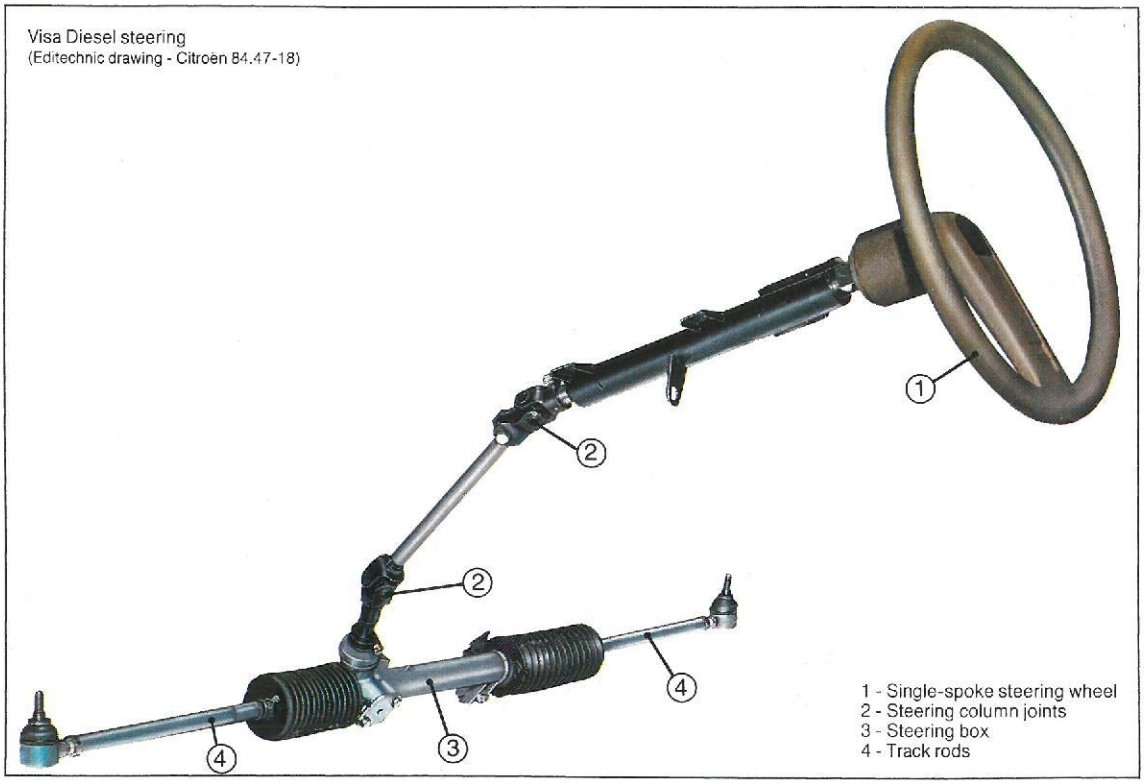
Brake circuit capacity: 0.22 litre Total Fluid SY.

A warning light on the instrument panel is lit of the handbrake is on, if the front brake pads are worn out, or if the level of brake fluid is low.

Braking system specifications:

Engine		Petrol					Diesel
		Visa 652cc	Visa 11 1124cc	Visa 14 1360cc	Visa GT 1360cc	Visa GTI 1580cc	1769cc
Servo assistance		none	none (1) / yes (2)	yes	yes	yes	yes
Master cylinder piston diameter (mm)		17.5	17.5	19.0	20.6	20.6	20.6
Front brakes	Make	Citroën	Citroën		Teves	Girling	DBA or Girling
	Slave cylinder diameter (mm)	45.0	45.0		48.0	48.0	48,0
	Total brake pad area, in^2	24	24		20	22	22
Rear brakes	Make	DBA or Girling					
	Slave cylinder diameter (mm)	20.6	20.6		22.0	22.0	22.0
	Total brake shoe area (in^2)		24.5			27	27

(1) Visa 11 E.
(2) Visa 11 E Commercial, Visa 11 RE, Visa 11 RE Convertible.



FRONT BRAKES

All models use disc brakes and calipers. According to model, different makes of brake are used to overcome problems of bulk or of cooling: Citroën, Teves, DBA or Girling. These makes differ principally in the following respects:

- Citroën brakes: two opposed pistons and fixed caliper;
- Teves, DBA, and Girling brakes: single piston and floating caliper.

All makes are equipped with automatic compensation for pad wear.

The front brake discs of the Visa GTI are ventilated (thickness 20.4 mm).

All models of the Visa are equipped with a pad wear warning light.

REAR BRAKES

The rear brakes are of the leading and trailing shoe type, a single slave cylinder block containing two pistons, and being equipped with automatic compensation for shoe wear.

A compensator limits the pressure in the rear brake lines.

All models may be equipped either with DBA or with Girling rear brakes.

STEERING

This is of the rack and pinion type, teh rack in all cases being mounted on the front subframe. The steering column consists of either two or three shafts joined by universal joints.

The alignment of the column with the steering pinion is achieved either with a universal joint, or a flexible joint depending on model.

The steering system specification varies mainly according to the load on the front wheels.

Steering system specifications

Engine	Petrol				Diesel
	Visa 652cc	Visa 11 1124cc	Visa 14 and GT 1360cc	Visa GTI 1580cc	1769cc
Steering wheel diameter (ins)	15.0	15.0	15.0	14.6	15.0
Steering ratio	19.3/1	21/1	21.21/1	18.85/1	22/1
Wheel turns lock-to-lock	3.33	3.42	3.92	3.26	3.81
Turning circle, kerbs (ft)	30.5	31.0	31.0	33.2	33.0
Durning circle, walls (ft)	32.3	32.4	32.4	34.6	34.7

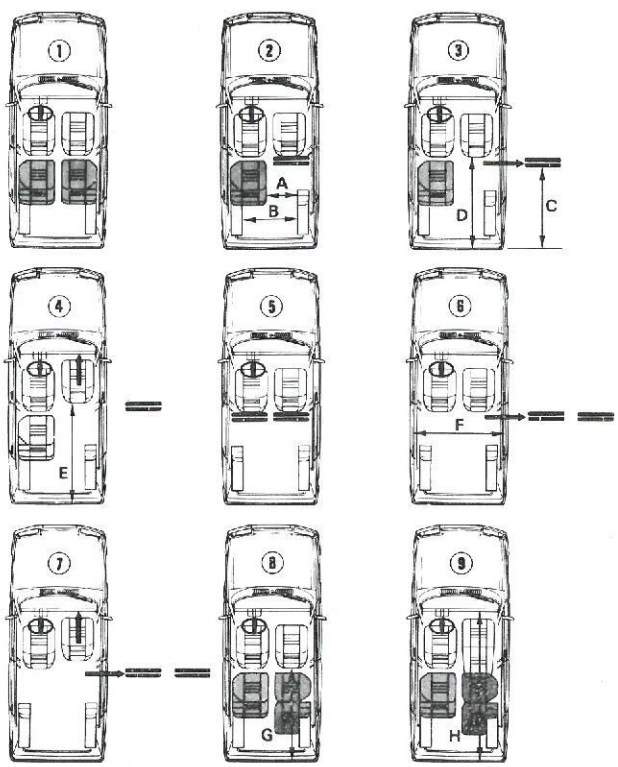
3. GENERAL SPECIFICATION TABLE

Engine	Petrol					Diesel
	Visa 652cc	Visa 11 1124cc	Visa 14 1360cc	Visa GT 1360cc	Visa GTI 1580cc	1769cc
CAPACITES (litres)						
Fuel tank (litres/gals)	40/8.8	40/8.8	40/8.8	40/8.8	43/9.5	43/9.5
Engine oil		4-speed / 5-speed	4-speed / 5-speed			
• from dry	3.3	5.0 / 5.5	5.0 / 5.5	5.5	5.5	4.2
• Oil change	3.0	4.5 / 5.0	4.5 / 5.0	5.0	5.0	4.6
Gearbox oil						
• 4-speed	1.4	Oil supply common with engine				1.4
• 5-speed					1.4	1.4
Cooling system	air	7.5	6.5	6.5	6.6	7.5
Braking system	0.22	0.29	0.29	0.29	0.29	0.29
WEIGHTS (lbs)						
Empty, running oder	1664	1786	1830	1830	1918	1962
• on front wheels	981	1091	1125	1125	1157	1257
• on rear wheels	683	695	705	705	761	705
Max gross vehicle weight	2403	2723	2756	2759	2668	2866
• on front wheels	1224	1389	1400	1400	1400	1499
• on rear wheels	1224	1378	1400	1400	1400	1389
Payload (inc driver)	739	937	882	750	705	882
Max train weight, towing	3505	4078	4167	4167	4200	4519
Max unbraked trailer	827	893	915	915	959	981
Max braked trailer	1102	1653	1653	1653	1653	1653
Max towhitch load	99	99	99	99	99	99
Max on roof rack	132	132	132	132	132	132
DIMENSIONS (ins)						
Length overall	146.6	146.6	146.6	146.6	146.6	146.6
Width overall	60.1	59.4-60.1 (1)	60.1	60.1	63.0	60.1
Height	55.5	55.5-56.3 (2)	55.5	55.5	54.0	55.5
Front elbow width	45.6	45.6	45.6	45.6	45.6	45.6
Rear elbow width	45.1	45.1	45.1	45.1	45.1	45.1
Front overhang	28.0	28.0	28.0	28.0	28.0	28.0
Rear overhang	23.4	23.4	23.4	23.4	23.4	23.4
Front track	50.9	50.9	51.3	51.3	54.6	53.1
Rear track	48.9	48.9	49.0	49.3	49.8	49.2
Wheelbase	95.7	95.3	95.3	95.5	95.2	95.3
Rear door:						
• width at base	45.6	45.6	45.6	45.6	45.6	45.6
• width at top	35.6	35.6	35.6	35.6	35.6	35.6
• height of opening	23.0	23.0	23.0	23.0	23.0	23.0
SURFACES AREAS (ft^2)						
Total glass	24.3	24.3	24.3	24.3	24.3	24.3
Windscreen	9.5	9.5	9.5	9.5	9.5	9.5
Radiator	none	1.29	1.72	1.72	1.61	1.61

			Petrol					Diesel
			Visa 652cc	Visa 11 1124cc		Visa 14 1360cc	Visa GT 1360cc	Visa GTI 1580cc	1769cc
SERVICE (miles)									
Engine oil change			6 000	6 000		6 000	6 000	6 000	5 000
Gearbox oil change			24 000	24 000		24 000	24 000	24 000	64 000
PERFORMANCES					(2)				
0-400 m (sec)	(driver only)	4-speed	22.4	19.8	19.8	19.0			19.5
		5-speed		19.8	19.8	18,9	17.5		19.4
0-1 000 m (sec)		4-speed	42.8	37.9	38.2	36.1			36.8
		5-speed		37.9	38.2	35.9	33.1		36.4
0-62 mph (sec)		4-speed	26.2	16.6	17.0	14.0			15.9
		5-speed		16.6	17.0	13.8	10.9		15,6
Max speed (mph)		4-speed	78	87	85	97			94
		5-speed		89	87	95	104		96
FUEL CONSUMPTION (mpg)					(2)				
at 56 mph		4-speed	54.3	58.9	48.7	56.5			65.7
		5-speed		58.9	48.7	56.5	50.4		61.4
at 75 mph		4-speed		44.8	37.7	40.9			47.9
		5-speed		44.8	37.7	40.9	38.2		45.6
urban		4-speed	43.5	44.8	44.8	40.4			51.4
		5-speed		41.5	41.5	39.2	40.9		47.1
mean consumption		4-speed	48.3	48.7	43.3	44.8			54.3
		5-speed		47.4	42.2	44.4	37.5		50.4
LUGGAGE SPACE (ft^3)									
Below waistline:									
boot			10.6	10.6	10.6	10.6	10.6	10.6	10.6
back seat folded					25.0 (2)	25.0	25.0	25.0	

CITROËN VISA GT : Internal dimensions

(Editechnic drawing - Citroen 82.194.3-2)



Lengths and widths useable (mm)		
Identifications	Values	Observations
A	420	1 rear seat folded
B	850	Between wheel arches
C	1120	Rear seat folded
D	1420	Rear seat removed Front right hand seat fully back
E	1650	Front right hand seat fully forward
F	1250	Width at waist height
G	1400	Carry-cot position
H	2600	Bed or long load position (skis)

Interior arrangements - Volume (dm^3)		
Identifications	Arrangements	Total volume below waist-line
①	4 places	300
②	3 places	514
③	3 places	562
④	2 places	649
⑤	2 places	707
⑥	2 places	803
⑦	1 place	1044
⑧	1/2 bed for carry-cot	
⑨	1 bed or full length	
⑩	2 beds (drawing not to scale)	

(1) Visa 11 RE (2) Visa 11 RE convertible

PRINCIPAL CHARACTERISTICS OF VISA SALOON MODELS (PETROL AND DIESEL)

	VISA VISA Club	VISA 11 E VISA 11 RE	VISA 11 RE convertible	VISA 14 TRS		VISA GT	VISA GTI	VISA 17 D VISA 17 RD	
ENGINE									
Type	V06/644	109/5F		150 D		150/B	180A (XU5J)	161/A	
Number of cylinders	2, flat, opposed	4 in line		4 in line		4 in line	4 in line	4 in line	
French treasury rating (CV)	3-4 (commercial)	5-6 (commercial)		5-6 (5-speed)		7	8	5-6 (5-speed)	
Bore-Stroke (mm)	77 × 70	72 × 69		75 × 77		75 × 77	83 × 73	80 × 88	
Cubic capacity (cc)	652	1124		1360		1360	1580	1769	
Compression ratio	9.5:1	9.7:1		9.3:1		9.3:1	9.8:1	23:1	
Horsepower ISO (kW/rpm)	24.8/5500	36/5500		43.2/5000 (EEC)		57.1/5800	76/625 (EEC)	43.5/4600 (EEC)	
Horsepower DIN (bhp/rpm)	34.5/5500	50/5500		60.0/5000		80.0/5800	105/6250	60.0/4600	
Torque ISO (Nm/rpm)	48/3500	83/2500		105/2500 (EEC)		109/2800	132/4000 (EEC)	110/2000 (EEC)	
Torque DIN (lb.ft/rpm)	36/3500	62/2500		77/2500		80/2800	99/4000	82/2000	
TRANSMISSION		4-speed	5-speed (1)	4-speed	5-speed			4-speed	5-speed (2)
Speed in mph at 1000 rpm — 1st	3.52	4.63	4.27	5.05	5.05	4.14	4.82	5.42	4.94
2nd	6.40	8.67	7.22	9.45	8.53	7.01	8.48	9.52	8.67
3rd	9.74	13.06	11.04	14.23	13.05	10.73	11.59	15.61	12.76
4th	13.95	19.06	14.75	20.75	17.43	14.32	14.93	22.41	16.86
5th			18.34		21.58	17.81	18.45		21.58
R.	3.82	5.04	4.65	6.92	6.92	4.51	4.77	5.38	4.90
STEERING									
Steering ratio	19.3/1	21/1		21.21/1		21.21/1	18.85/1	22/1	
Wheel turns lock to lock	3.33	3.42		3.92		3.92	3.26	3.81	
Turning circle: kerbs-walls (ft)	30.5-32.3	31.0-32.4		31.0-32.4		31.0-32.4	33.2-34.6	33.0-34.7	
BRAKES		servo assistance on RE		servo assistance		servo assistance	servo assistance	servo assistance	
Disc (D) Drum (T) Front-Rear	D-T	D-T		D-T		D-T	D (ventilated)-T	D-T	
Diameter (mm) Front-Rear	244,5-180	244,5-180		244,5-180		241-180	247-180	247-180	
Lining surface aera (in2) Front-Rear	24-24.5	24-24.5		24-24.5		20-24.5	22-27	22-27	
MEASUREMENTS (m)									
Length - Width	3.725-1.525	3.725-1.526 (1.510 E)		3.725-1.526		3.725-1.526	3.725-1.600	3.725-1.526	
Height - Wheelbase	1.41-2.430	1.41-2.420		1.41-2.420		1.41-2.420	1.37-2.420	1.41-2.420	
Track: Front-Rear	1.29-1.24	1.29-1.24		1.302-1.245		1.30-1.25	1.388-1.265	1.35-1.25	
WEIGHTS (lbs)									
In running order	1664	1786		1830		1830	1918	1962	
Total laden	2403	2723		2756		2759	2668	2866	
Distribution: Front-Rear	981-683	1091-695		1125-705		1125-705	1157-761	1257-705	
Towing: without brakes - with brakes	827-1102	893-1653		915-1653		915-1653	959-1653	981-1653	
PERFORMANCES		4-speed	5- (1)	4-speed	5-	4-speed	5-speed		4-speed	5-speed (2)
0-400 m	22.4	19.8	19.8	19.8	19.8	19.0	18.9	17.5	19.5	19.4
0-1000 m — Driver alone (per second)	42.8	37.9	37.9	38.2	38.2	36.1	35.9	33.1	36.8	36.4
0-62 mph	26.2	16.6	16.6	17.0	17.0	14.0	13.8	10.9	15.9	15.6
Maximum speed (mph)	78	87	89	85	87	97	95	104	94	96
CONSUMPTION (mpg)										
at 56 mph — half load	54.3	58.9		48.7		56.5	56.5	50.4	65.7	61.4
at 75 mph		44.8		37.7		40.9	40.9	38.2	47.9	45.6
Urban fuel consumption	43.5	44.8	41.5	44.8	41.5	40.4	39.2	40.9	51.4	47.1

(1) On Visa 11 RE only. (2) Optional on Visa 17 RD only.

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