History of Upgrades and Changes to the CitiCar
by Serial Number

(**Note** - *This is a compilation of CitiCar factory changes from 1974 to 1977; with some Comuta-Car information added. The information is lifted from the* **Owners** *and* **Service Manuals***, and the Online* **C-Car Roster**.)

Prior to car **#1501**, CitiCars left the factory as 36 volt models; most had a 2.5 hp Baldor motor, but a few had the 3.5 hp GE motor. In December 1974, CitiCar number **#1501** (**124SR1501**) was the first factory-built 48 volt CitiCar. These vehicles were designated as model **SV-48**, compared to the earlier **SV-36**. All CitiCars made after this vehicle were produced as 48 volt models with the newer 3.5 hp GE series motor.

(**Note** - *A number of the earlier **SV-36** models were returned to the factory for the upgrade to the 48 volt system, also.*)

CitiCar **#1751** (March 1975) saw a number of changes to the assembly line. Here is a list of changes at car **#1751** –

- Dual master cylinder (was non-redundant single cylinder).
- Electric defroster. On earlier cars, the defroster -switch- was installed per federal regulations but not wired to anything. A 'defogger' element was made available as a dealer option sometime in late 1974 and was normally connected to the otherwise inoperative defroster switch.
- A self canceling Lucas turn signal actuator was installed. In previous vehicles it was a Signal Stat 900 non-self canceling type.

The turn signal switch change required a number of other changes –

- Turn signal mounted high beam switch (was a floor mounted high beam switch).
- Horn voltage decreased to 12v (put back to 18v at car 2584).
- Horn switch moved to Lucas signal lever (was on center of steering wheel).

In addition, there were a number of technical improvements –

- To improve ground reliability, the controller was grounded to the chassis at the right rear wheel well.
- Dash switch for wipers replaced by one with improved quality.
- Chassis ground wire: a larger diameter wire was installed. Previous wire was too small (16ga) and would melt during battery charge.
- Hot lamp wire color changed to yellow (was green).

After the changes at car **#1751**, there was a minor glitch noted in the service manual. Since a lamp was removed from the instrument panel, there were fewer lamps, and the dimmer would not allow the lamps to go all the way off.

Before car **#2011** (May 1975), the CitiCar had front disc brakes. Cars **#2011** and after had drum brakes.

On car **#2080** (May 1975), the parking brake micro switch was moved to a different position, and was actuated by a plastic collar instead of a detent on the parking brake shaft. (Some CitiCars produced after **#2080** still had detent actuated parking brake switches, perhaps due to a factory surplus of these parts?)

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On car **#2211** (July 1975), a switch was added to the dual master cylinder to warn of problems with brake hydraulics, as well as indicating if the parking brake is engaged. Before **#2211**, the brake lamp was a parking brake engaged indicator only.

Prior to car **#2426** (September 1975) the accelerator was returned to off via a single accelerator spring. Sebring-Vanguard issued a **Service Note** to modify all previous vehicles to add another spring. After **#2426**, a dual spring accelerator pedal was standard.

Around December 1975 there was another major change in the CitiCar assembly line. All CitiCars **#2781** and higher were equipped with a 5.17:1 ratio Dana/Spicer rear axle and a 6hp GE motor. There was an optional **'hilly'** Dana/Spicer axle with a higher ratio also available for these cars which allowed better hill climbing performance, but at the cost of a slightly lower top speed.

Additional changes with car **#2781** -

- Heater vents on side of car.
- 7" rear brake drums (now same as front).
- Factory heat was standard on Dana axle vehicles.
- The defroster switch was moved from the dashboard to the heater panel mounted below the dashboard. The heater panel contained 2 knobs and 1 switch. Prior to vehicle **#2781**, heat was a dealer installed option, and used a two-knob panel.

On car **#2842** (December 1975), a micro switch was added to the foot brake to prevent the accelerator from functioning when the brake was pressed.

On car **#2854** (December 1975), the horn voltage was increased back to 18v.

After June 1976, a number of CitiCars were produced with a different VIN arrangement that ended with an '**A**'. These vehicles had similar features to the vehicles produced after **#2781**, but are sometimes referred to as '**Model A**' or **Transitional** CitiCars.

Although production of the CitiCar stopped in 1977, and production of the Comuta-Car stopped in 1982, a **Service Bulletin** was issued in September 1984 to change the 3-speed contactor setup for a solid state controller.

There are some indications that after January 1982, a few Comuta-Cars may have been sold as home assembly kits to be registered as Home Built EV's in the buyer's state.

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