

CITROËN

BX

NEW ... STYLING INSIDE AND OUT
NEW ... LAUNCH OF THE 123MPH BX 19GTi
NEW ... BX 19TRS AUTOMATIC
NEW ... DIESEL AUTOMATICS
PLUS ... ESTATES THAT DRIVE LIKE SALOONS





BX



IMPROVING ON SUCCESS



“THERE COMES A STAGE EVEN IN A SUCCESSFUL CAR'S LIFE WHEN A CHANGE IS NECESSARY”

— Carl Olsen,
Head of Styling, Citroën.

THIS IS THE NEW BX. RESTYLED — INSIDE AND OUT. BUT THE DIFFERENCE IS NOT JUST COSMETIC. OUR BX CORRESPONDENT REPORTS.

When you've produced a car that has become one of the success stories of the past few years, it must be tempting to leave it well alone. After all, why alter a winning formula?

To find out more about the changes to the new BX, I first spoke to Carl Olsen, Head of styling at Citroën. He had this to say.

“We were naturally encouraged at how the BX caught the imagination. It was the right car for the right time. But in the automotive industry you cannot stand still. So the car has evolved”.

Looking at the new BX you see the results of this evolution. First, the appearance. The impact absorbing bumpers have been totally redesigned. The restyled headlamp cluster now incorporates the front directional indicator and has the appearance of one complete unit. Apart from looking more modern, the indicator is now more visible from the side. On the new BX19GTi fog lamps have been incorporated into the bumper, creating a more purposeful look. Even the twin door mirrors have had their share of design improvements. The different shape with its new curved profile handles air flow better and offers less resistance. There's a new, more effective internal adjustment system too.

The wider wheel arches look good too especially on the new BX19GTi where they accommodate the wide low profile tyres.

One of the most exciting changes that can happen to any marque is the introduction of an entirely new model. With the BX its of a truly sporting saloon that I predict will make quite an impact - the fuel injected, 1905cc BX19GTi. It has a great deal to commend it. A top speed of 123 mph and 0-60 mph in 8.8 seconds is enough to get the adrenalin moving. And for those who would like it there's the option of Anti-Lock Braking to add to the existing sophistication of powered all disc braking.

In the past power steering was something associated with larger, more luxurious cars, but now it's included as standard equipment on seven of the BX models and optional on a further three. Once again the Citroën BX sets the standards in its class.

It would be fair to say that the new Citroën BX is an example of evolution rather than revolution, which is why the best elements remain.

For instance, the unique self-levelling Citroën suspension combined with the simplicity of MacPherson struts and trailing arms is unequalled for a smooth ride and for maintaining the correct and constant aerodynamic angle.

This ensures that wind tunnel results are reflected in real life driving situations.

The Citroën approach to aerodynamics is quite different to many other manufacturers. Most manufacturers talk about the drag coefficient figure relating to a car's profile. On the BX it's 0.34 which is impressive in itself. However, Citroën recognise that, as a car is a three dimensional object, a far more relevant figure is obtained by combining profile with surface area. At 0.63 the BX is better than most other cars in its class. Apart from the lines of the car there are little touches too that show how aerodynamically conscious designers at Citroën are. Like the single screen wash/wiper which places water directly onto the screen. This is more effective at cleaning and uses the airflow to sweep away rain. It produces less drag and won't lift when travelling at speed.

Handling matches performance. Anti-roll bars front and rear cut down body sway, while front wheel drive and precise rack and pinion steering let the BX corner as if it were on rails.

The BX suspension adjusts automatically to different loads, so you're sure it'll provide the same comfortable ride and handle just as

well whether you're driving alone or with a full complement of passengers and luggage. There's nothing quite like it for ironing out the roughest rides. Also, as it can be adjusted to four levels it has other uses. You'll find this out if you need to hitch up a trailer or caravan, or load up heavy luggage. Just drop the car to the low level and lifting becomes much easier. Switch over to high level and the BX can pick its way over rugged surfaces. As a self-levelling suspension system it certainly lives up to its name.

The all round, power operated disc brakes mean that when you brake you can do so with the utmost confidence. The anti-dive suspension geometry ensures that the vehicle doesn't nose-dive permitting more rapid deceleration without upsetting those riding inside. Occupants will notice restyling is apparent inside the BX too. It's undergone a series of changes which are covered overleaf.

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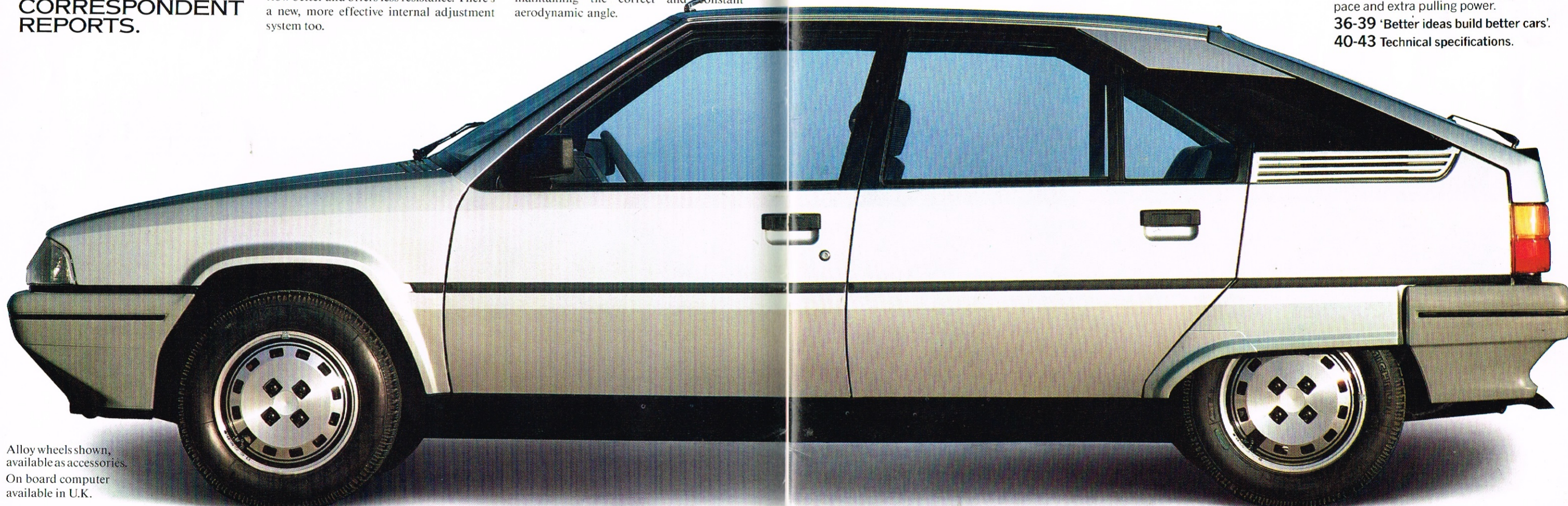
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Alloy wheels shown, available as accessories. On board computer available in U.K.

INSIDE FOR A CHANGE

How can you unlock all five doors at once on a Citroën BX without touching it? I found the answer - the new PLIP infra-red, remote control locking system. This feature is standard on the BX19TRS and the BX19GTi saloon models. Key operated central locking is also standard on these and all 'R' levels of trim upwards. Opening the door and settling into the ergonomic layout of the BX I was immediately impressed by the legendary Citroën comfort. The clear and concise dashboard is the result of a complete restyling. Now there's a new central console with new heating and ventilation controls and a totally new instrument binnacle. The previous revolving drum speedometer has been replaced by the more popular easier to read dial. But the changes have not stopped here. Switches for heated rear window, hazard warning lights and rear fog lights are arranged around the edge of the instrument binnacle - each one clearly defined by a graphic symbol.

The new design single spoke steering wheel offers one of the clearest views of a

IT'S INTERESTING TO SEE THAT THE BEST PLANNED INTERIORS ARE ALSO THE MOST ATTRACTIVE.

dashboard you will get. It also has extra padding for added safety. The new centre console neatly contains all those features that are often less conveniently, or untidily, situated on other cars.

It contains fresh air vents, new heating and ventilation controls, (each with clearly defined graphic symbols), ashtray and cigar lighter and a handy coin box for parking meter or toll money. On BX 'TR' and GTi models an illuminated car graphic warning system tells you when doors have been left

open. Beneath these items is a security cover which slides down to hide your valuable in-car entertainment unit away from prying eyes.

The gear lever and handbrake are incorporated into the centre console close to hand. Two stalks close to the steering wheel give fingertip control for the lights, horn, wiper and self-cancelling direction indicators.

Front seats adjustable with head restraints. Attractively designed fabrics harmonise with internal colour schemes.

Storage compartment for cassettes not available in U.K.

Welcome security idea - a cover that protects your in-car equipment from unwanted attention.



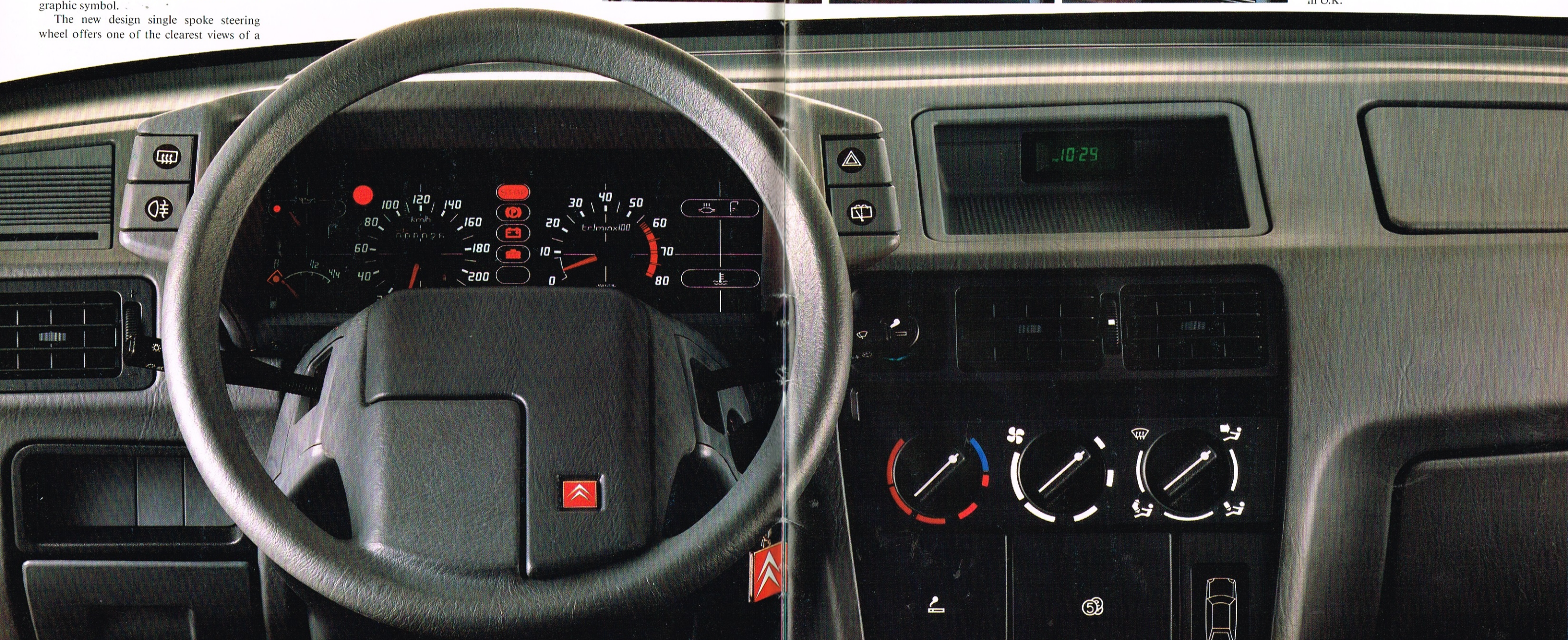
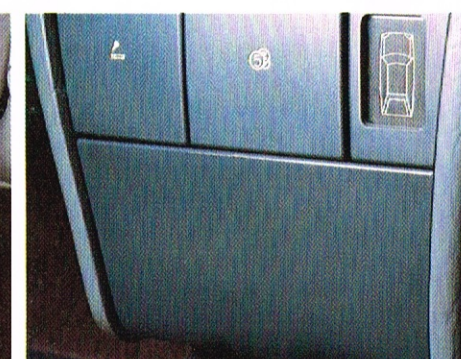
Sumptuous thick carpeting and luxurious trim; wide anatomically contoured cloth covered seats providing firm back and lateral support; adjustable front head restraints on reclining front seats - all this leaves you feeling supremely comfortable on even the longest of journeys.

This level of comfort is matched by the same level of safety. Every model in the BX range has as standard equipment four inertia reel seat belts plus an extra lap belt in the centre of the rear seat.

The BX has always been concerned with space, so there are ample pockets and stowage areas. And there's plenty of room for luggage on the saloons. A full 15.7cu ft that extends to 51.4 cu ft once the rear seats are folded flat. On the estates this increases from 30.4 cu ft to 63.7 cu ft.

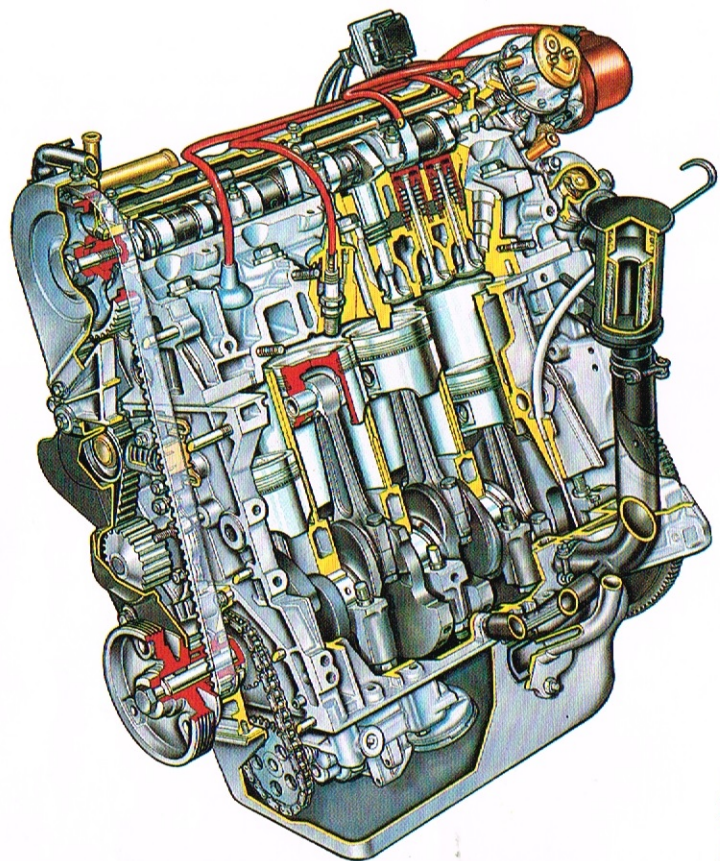
For the sake of convenience there's also just one key that operates the ignition, the doors (including the tailgate) and the fuel cap.

Dashboard compartment not available in U.K.



ACTION ON EFFICIENCY, TECHNOLOGY & SERVICING

HERE'S WHERE ADVANCED TECHNOLOGY CAN LEAD.



A range of advanced engines that, between them, cover every motoring requirement.

In this computerised control station, the comprehensive testing of engine performance is thoroughly monitored.



Improved performance, economy, reliability and ease of maintenance are important aspects of BX engine design.

In search of how this has been achieved I visited the engine plant at Tremery in Eastern France. The BX production line is something like a trip to the future. Sophisticated robots, automated assembly, computerised control and testing are all here in strength.

In fact, it's easy to see how Tremery has earned its reputation as one of Europe's most modern plants. Impressed by the technology I asked about the people who work there. Does man's performance match up to the machine's? Citroën assured me that it does. There's a continuous training programme that familiarises workers with the latest developments in technology and their place in the revitalised system. Citroën's commitment is best expressed by how they devoted over 100,000 hours to this project in just the first year.

Everything runs smoothly. Automatic assembly lines show up any defects on a screen so that they can be immediately corrected. While at the end of the process the engines are thoroughly tested on a computerised test bench. Or rather on one of the twenty-two that are in the plant. Here each engine undergoes a test while it's running. A thorough scrutiny that is completed to the satisfaction of the computer, and an automatic machine then tightens the cylinder head to exactly the right degree of accuracy.

Now to the engines themselves. First to the five petrol versions, two 1360cc variants, a 1580cc, and 1905cc engine in carbureted and injected forms. Between them they'll turn in exceptional mph or mpg or both. The figures will demonstrate what we mean. For example the 5-speed 1360cc 72 hp engine fitted in the BX14E and BX14RE will give you a top speed of 101 mph and 51.4 mpg at a constant 56 mph. On to the 92 hp 1580cc 5-speed installed in the BX16RS and BX16TRS saloons maximum speed is 115 mph and it achieves 0-60 in 9.9 seconds. And for such a mean

performer it returns a remarkable 37.7 mpg at a steady 75 mph.

Now to the top of the range high performer: the fuel injected 1905cc engine in the 5-speed BX19GTi. This remarkable 125 hp power unit can attain a top speed of 123 mph and still give 46.3 mpg at a steady 56 mph. 0-60 mph is very quick too, 8.8 seconds to be precise.

Let's look at the diesels. They drive smoothly, responsively and return that legendary economy. It's also the things they don't give that make them so attractive - like no plugs, no plug leads, no coil, no points, no carburettor and no rotor arm. Fewer parts and components to go wrong or to need replacing.

There are two money saving BX diesel power units that both have more than their fair share of technological brilliance. The tax-beating 1769cc turns in 61.4 mpg at a constant 56 mph and gives the BX17RD a very respectable top speed of 94 mph. This is Citroën's latest diesel engine. Its early success in the U.K. fleet market indicates how well it has been received.

The other engine is the 65 hp 1905cc used in the BX19RD and BX19DTR. Fitted with a 5-speed gearbox, it has a top speed of 98 mph and a frugal attitude to fuel that gives it a head start - at a constant 56 mph it delivers a remarkable 60.1 mpg.

It's quite true to say that BX diesels have been improved to such a degree that they have the kind of responsive performance normally associated with petrol-driven cars.

Some BX engines are primarily concerned with performance, others have outstanding economy as their as their main priority, but they all have one thing in common. They're the result of the most advanced technology and extensive computerised production techniques.

Citroëns hate garages. Which is why the BX has been designed to spend as little time in them as possible. Major service intervals on the petrol driven models are 12,000 miles apart with only an oil change at 6,000 miles. On the diesels, a major service is needed at

15,000 miles. And sump suction pump draining makes doing that particular job faster and simpler.

Transistorised ignition on petrol engines means easy starting in cold weather and longer lasting spark plugs are fitted.

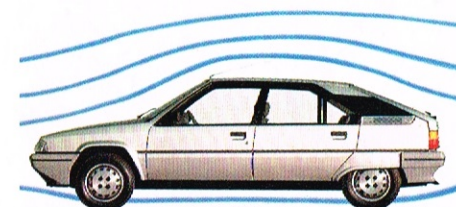
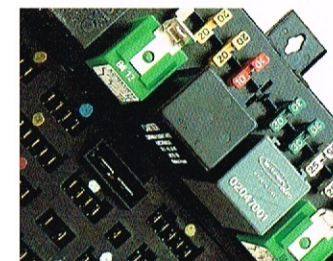
The clutch and all round power operated disc brakes are self-adjusting. Instead of shock absorbers that need regular checking and replacement, the BX features the unique Citroën self-levelling suspension which is far more comfortable, efficient and needs virtually no attention.

Front and rear lights are in clusters and far more sensible than on other cars where they're built into the bumpers and can be damaged when parking. BX lights are easy to replace without tools too.

No more searching around for fuses and the major electrical junctions because they're all easily accessible in a hinged panel under the dashboard.

So whichever BX you choose you can be certain that you'll have the utmost in performance, reliability and efficiency. As well as in easy and less frequent maintenance.

Thoughtful planning is typified by attention to small details, such as the fuse box being conveniently located under the dashboard.



Aerodynamic results in the wind tunnel should be matched by real life conditions. Which is why Citroën place importance in the combined profile/surface area - unlike manufacturers who merely quote a profile figure.

Alloy wheels shown, available as accessories.

COMMITMENT TO PROGRESS

AS TECHNOLOGY ADVANCES SO DOES CAR DESIGN. WHERE WILL IT ALL END? ACCORDING TO CITROËN, IT WON'T.



Even the wheel arches have moulded liners to prevent damage from flying stones. (above).

Over the years Citroën have had many "firsts" - the unique self-levelling suspension and front wheel drive on mass produced cars being among them. However, the new BX shows that this company is not about to rest on its laurels. Innovation and the ready acceptance of the latest ideas is very much in evidence.

For example, ABS - which many believe to be the world's finest and most effective braking system, is available on the new powerhouse of a car - the BX19GTi. The system actually chosen is the result of co-operation between Citroën and Teves. The system works by sensing the speed of rotation of each wheel and momentarily releasing the brakes of either front wheel or both rear wheels if one of them starts to lock. This repetitive action occurs up to 10 times a second and prevents the brakes from locking and the wheels from losing their grip on the road. Effective braking is provided and full control over the steering is maintained. I would find this very reassuring if I were driving a fast car like the BX19GTi in the wet or when there's ice or snow around.

As rust is arguably a car's biggest enemy it is interesting to note another "first" for Citroën.

The BX was the first mass-production car to use synthetic materials for body panels on non-structural areas like the hatchback door and, on most models, the bonnet too.

It's the same with the bumpers, fuel tank and fuel filler flap, ventilation intakes, roof finishing and rear quarter panels. Plastic is 30% lighter than steel and is therefore more efficient in terms of performance and economy. Plastic is actually tougher and, it doesn't rust.

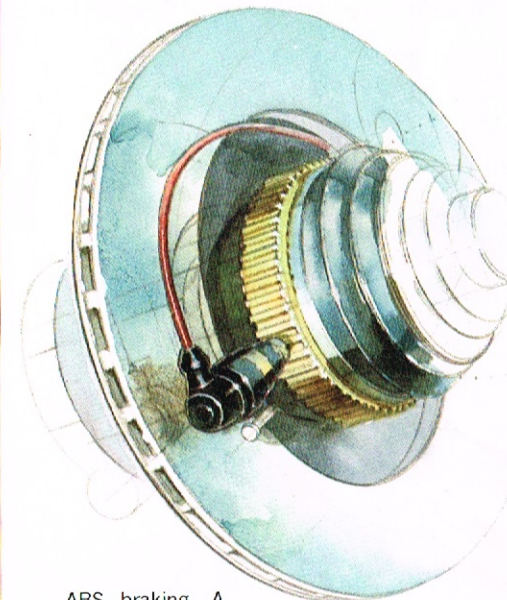
Because of the bodyshell's fewer parts, joints and welding seams it is extra rust-resistant and stronger. In critical structure zones high strength steels - zinc-coated or of low carbon content - have been used to help avoid corrosion. The door pillars and floor pan are designed to spread the load and cut down the effects, should the car be struck on one side in an accident. To complete the rust-resistant treatment, the car is totally immersed in a giant bath of protective paint.



This is known as the cathophoretic process. Strategic points receive special zinc protection plus an extensive wax and flexible sealant treatment. Even the wheel arches have moulded liners to prevent damage from flying stones.

I consider that giving a car a longer life is certainly a worthwhile example of commitment to progress.

From the most significant improvements to the smallest details, the Citroën BX range shows every sign of continuing the success story.



ABS braking. A sensor on each wheel hub can tell when a wheel is starting to lock - then momentarily releases it, preventing skidding. (left). Conventional brakes could not control the car on the left, while with ABS, braking and steering - even around corners - is possible simultaneously.

BX

Looking at the 5-door, 5 seat BX range you could easily think they cost much more. Laminated windscreen, halogen headlamps, power disc brakes, single wiper (2-speed and intermittent), passenger door mirror, 3 rear seat belts, (2 inertia and 1 static), a roof aerial, heated rear screen, inertia reel front seat belts. There's cloth trimmed upholstery and adjustable reclining seats with headrests.

Performance and economy are well catered for by the 1360cc engine that delivers 62 hp via its four speed manual gearbox. It turns in a top speed of 96 mph; 0-60 mph takes 15.5 seconds and yet has very meagre fuel consumption - at a constant 56 mph it achieves 50.4 mpg.

Although inexpensive, the interior of the BX could never be described as austere. The cloth trimmed seats and thick carpets all contribute to the feeling that you're in a generously appointed car. The new restyling makes it even more luxurious. There's the new

instrument binnacle containing an analogue clock and dashboard storage for those odds and ends you need to keep handy. There's plenty of space for luggage. A full 15.7 cu ft. that extends to 51.4 cu ft once the rear seat back rest is folded down. One key operates the ignition, doors (including the tailgate), and the fuel cap.

BX14E

The same fuel efficient 1360cc engine with a 5-speed gearbox provides the BX14E with a useful 72 hp and a top speed of 101 mph. Economy doesn't suffer at the hands of performance as it returns 51.4 mpg at a steady 56 mph.

Now look at what you get as standard with the BX14E. The list includes laminated windscreen, single wiper and integral wash (2-speed and intermittent), passenger door mirror, 3 rear seat belts, (2 inertia and 1 static), roof aerial, heated rear screen, inertia reel front seat belts, cloth trimmed upholstery and adjustable reclining front seats with

headrests. Low profile, high grip MXL tyres with large good looking wheel trims are standard too.

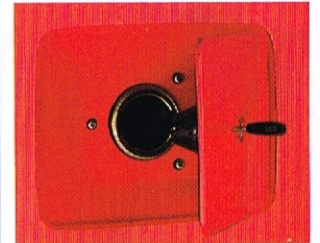
The protective moulding along the car's length and the halogen headlamps also add an extra touch of style. For convenience there's just one key to operate the ignition, doors (including tailgate) and the fuel flap.

The rear seat and back fold fully forwards, giving a flat load surface to accommodate those difficult items.

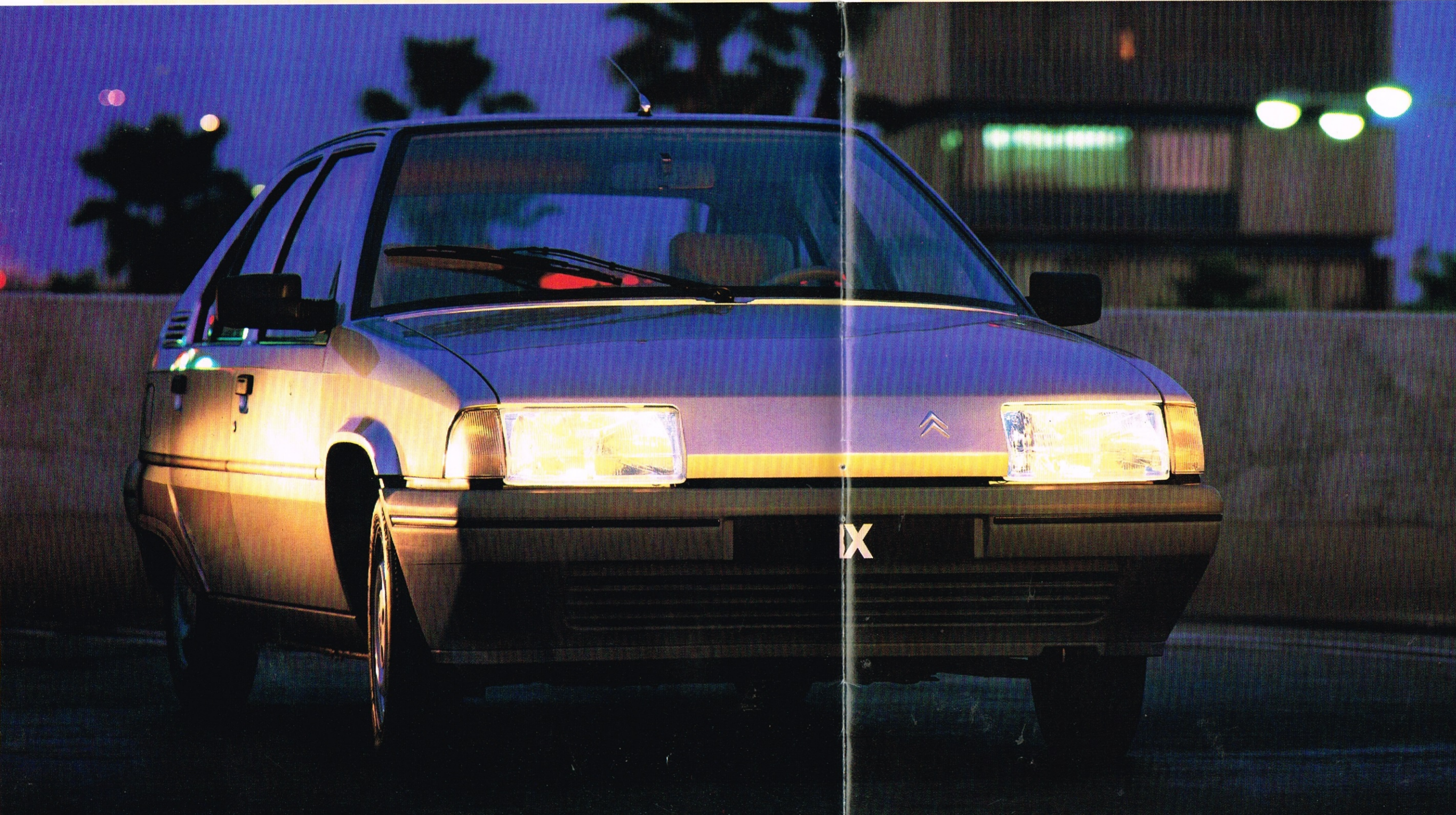
Principal option: Superlustre metallic paint.



Stylish new cloth trim.



One key operates the ignition, doors, (including the tailgate) and the fuel cap.



BX

BX14RE BX16RS

THE "R" TRIM LEVEL

Definitely the place to relax. Inside the seats are covered in an attractive patterned cloth that blends in well with the grey or fawn interior. Standard fittings include central door locking (including the rear hatch), electric front windows and rear wash/wipe, 3 rear seat belts (2 inertia and 1 static), front seat head restraints, analogue clock, folding rear seat, low profile high grip MXL tyres, large wheel trims and protective side mouldings.

Here's what happens when you combine sleek restyling with comfort and performance. The BX14RE has the look of a rather special car with its aerodynamic lines, smart new wheel trims, side mouldings and the black painted protective coating along the sills. Driving is even more pleasurable as the new style dashboard makes instruments easier to read and brings the controls close to hand.

The 1360cc engine produces 72 hp and via the 5-speed gearbox is capable of a top speed of 101 mph, from 0-60 mph takes just 13.4 seconds and the meagre fuel consumption is 51 mpg at a constant 56 mph.

Principal options: Superlustre metallic paint, Electric sunroof, tinted windows with rear sunblinds.

If you enjoy your driving you'll certainly enjoy the extra punch that the BX 1580cc 92hp engine delivers. Also there's transistorised ignition and automatic choke for first time starting and minimum maintenance. On the move, the BX16RS soon proves itself with an acceleration that takes it from 0-60 mph in 11.2 seconds and on to a top speed of 109 mph. The 5-speed gearbox is standard, as are the low profile, high grip MXL tyres.

Equipped to the same high standard as the BX14RE.

Plenty of room, luxury and performance to match - that's the beauty of the BX16RS. Principal options: Superlustre metallic paint, power assisted steering, electric sunroof, 4-speed automatic transmission, tinted windows with rear sunblinds.

BX17RD BX19RD

(DIESEL)

(DIESEL)

It'll outperform, outride and outlast the competition. The specially developed, tax beating 1769cc diesel engine is capable, via the 5-speed gearbox, of 94 mph

Economy doesn't just stop at fuel consumption - although 61 mpg at a constant 56 mph will raise a few eyebrows. The fact is that as it needs a major service every 15,000 miles maintenance costs are dramatically reduced too. Equipped to the same high standard as the BX16RS.

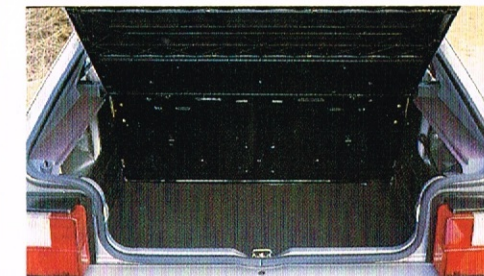
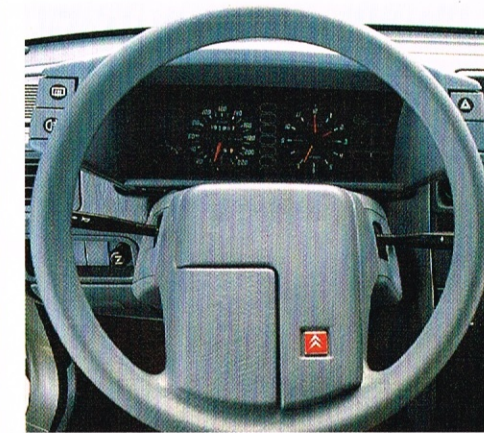
Principal options: Superlustre metallic paint, power assisted steering, electric sunroof, tinted windows with rear sunblinds.

The advanced 1905cc diesel engine powering the BX19RD demonstrates that well-known diesel benefit. It checks in with a fuel consumption of 60.1 mpg at a constant 56 mph.

Performance is not neglected. The 65 hp unit accelerates from 0-60 mph in 15.4 seconds and via the 5-speed manual gearbox, takes it on to a top speed of 98 mph. As economy is about more than fuel consumption, it is reassuring to see that major services are only needed every 15,000 miles

Power assisted steering is fitted to this model but elsewhere the BX19RD shares the same high level of specification as the BX14RE, BX16RS and BX17RD.

Principal options: Superlustre metallic paint, electric sunroof, 4-speed automatic transmission and tinted windows with rear sunblinds.



Redesigned easy to read dashboard features quartz analogue clock at this trim level.

Boot has low lip to make loading that much easier.



LOOKING FOR LUXURY?

THE "TR" TRIM LEVEL

The Citroën reputation for comfortable cars that are a pleasure to drive is maintained by the restyled BX. The easy-to-read instrument panel has everything from the traditional round dial speedometer and electric oil level gauge to the "open door" warning diagram. On the dashboard there's the digital clock. The tweed trimmed front seats recline, are adjustable for cushion angle and have head restraints fitted. Rear seat belts (2 inertia and 1 static) and rear wash/wipe are fitted as standard, as is central locking. Electric windows front and rear glide up and down at the touch of a switch. While the electric sunroof adds a distinct feeling of luxury and space.

BX 16TRS BX 16TRS AUTOMATIC

The high performance 1580cc engine delivers 92 hp. Via its 5-speed gearbox it zooms from 0-60 in just 11.2 seconds and on to a top speed of 109 mph. The dashboard tachometer allows you to keep your eye on the engine revs.

Performance isn't at the cost of fuel economy: 40 mpg at a constant 75 mph soon proves that.

Principal options: Superlustre metallic paint, tinted windows with rear sunblinds.

The 1580cc BX16TRS Automatic is certainly no slouch either. The 92 hp engine via the 4-speed automatic transmission provides a top speed of 106 mph and a 0-60 mph time of 13.7 seconds.

Economy is not penalised as 48.7 mpg at 56 mph demonstrates.

Principal options: Superlustre metallic paint, tinted windows with rear sunblinds.

BX 19DTR BX 19TRS BX 19TRS AUTOMATIC

Developing 65 hp, this advanced 1905cc diesel engined model accelerates from 0-60 in 15.4 seconds and has a top speed of 98 mph. A model with luxury and economy that you'll appreciate: 60.1 mpg at a steady 56 mph is well worth having, so is the fact that it only needs a major service every 15,000 miles. Maintenance costs are remarkably low.

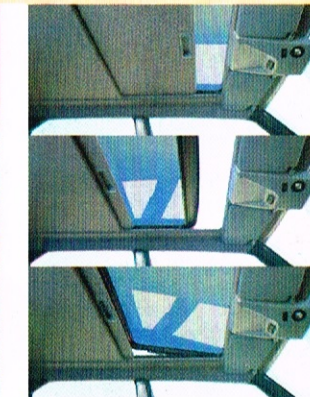
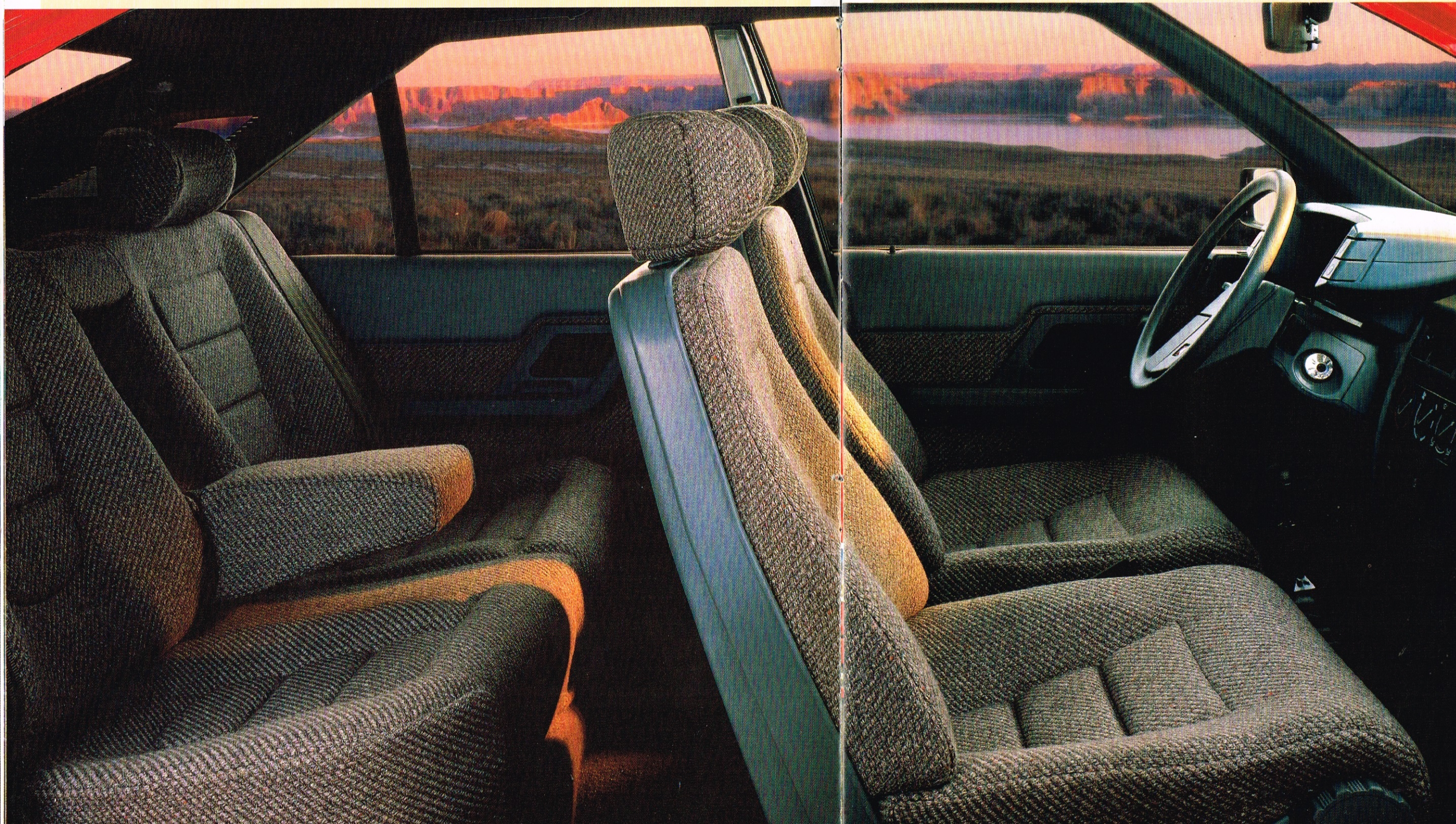
Principal options: Superlustre metallic paint, 4-speed automatic transmission, tinted windows with rear sunblinds, ABS anti-lock brakes.

Now we move on to luxury with speed. The 1905cc unit via its 5-speed gearbox develops 105 hp and has an impressive top speed of 115 mph. The flat torque curve and 5 speed gearbox gives a smooth range of power with less gearchanging. Yet it gives 38 mpg at a steady 75 mph. Self-levelling suspension and the low profile MXL tyres give superb handling.

Principal options: Superlustre metallic paint, power assisted steering, tinted windows with rear sunblinds.

For those who prefer two pedal driving and want speed with luxury the 1905cc BX19TRS Automatic transmission certainly delivers. Top speed is 112 mph. Economical too, it gives 37.2 mpg at a constant 75 mph. A steady 56 mph returns a worthwhile 46.3 mpg. In other respects the BX19TRS Automatic shares the same opulent specification as the manual version.

Principal options: Superlustre metallic paint, tinted windows with rear sunblinds and ABS brakes.



The versatile sunroof makes the most of good weather.

New range of tastefully designed tweed fabric harmonises with the overall colour scheme.

Alloy wheels shown available as accessories.



Rear headrests available as accessories.



TEST REPORT ON A HIGH PERFORMER

BX19GTi

There's always a sense of anticipation when you're about to test a new car. Especially a performance car. Happily the BX19GTi lives up to expectations. Acceleration is really sharp, from 0-60 mph in just 8.9 seconds and on through the 5-speed gearbox to a scintillating top speed of over 123 mph.

At the heart of this performance is an exciting new engine. It's the result of sophisticated robotised assembly and computerised testing. This light alloy 1905cc power unit delivers a hefty 125 hp at 5600 rpm and yet still returns 46.3 mpg at 56 mph.

The road gripping, low profile 185 / 60 MXV tyres, the self-levelling suspension and the power assisted steering provide tight and responsive handling.

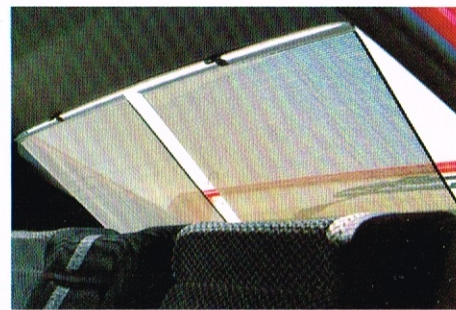
Driving the BX19GTi you know that you're in something special. Like all BX's the low weight and efficient aerodynamic line give a particularly slippery shape that knows just how to deal with things like the effects of side winds. The added response and surge of the engine will convince you you're into sports car driving.

The BX19GTi obviously doesn't believe it's a sin for a fast car to be luxurious. It takes five passengers and their luggage in spacious style. Despite its undoubtedly sporty nature, the BX19GTi has the kind of space not normally associated with this kind of car. Fold the rear seats and the large tailgate gives instant access to a useful 51.4 cu ft loadspace. Take your place behind behind the steering wheel. The specially designed hip-hugging seats covered in an exclusive black/grey chevron patterned velour with fitted headrests at the front give a welcome blend of comfort and support.

Everything you need is close at hand - even the front electric window switches are conveniently located in the upper door panels. There is a dual action control for the driver's window so that it doesn't just operate when being depressed. It can also fully open or close the window at a touch. Rear electric window switches are handily sited at the rear of the centre console within easy reach of rear seat passengers.

Check out the instruments. Speedometer, tachometer, petrol gauge, water temperature, oil level/oil pressure and all the traditional dials are laid out rally style. The digital clock sits in the centre of the dashboard. A series of warning lights tell you if you've left the lights on, when doors or boot are open, or whether you've left the hand-brake on.

There is an electrically adjustable passenger door mirror, central and remote controlled door locking as well as rear wash/wipe and rear seat belts. The electric sunroof adds an additional feeling of luxury and space



The newly styled dashboard. Dials, gauges, warning systems - everything's easy to see. The single spoke steering wheel helps visibility

The combined option of pull-down rear blinds and tinted windows provide shade from the sun or privacy when wanted.



Remote control 'PLIP' door locking, combined with a central locking system. Convenient as well as more secure.



Electric front windows with 'one touch' facility to fully open or close the drivers window with a single touch.

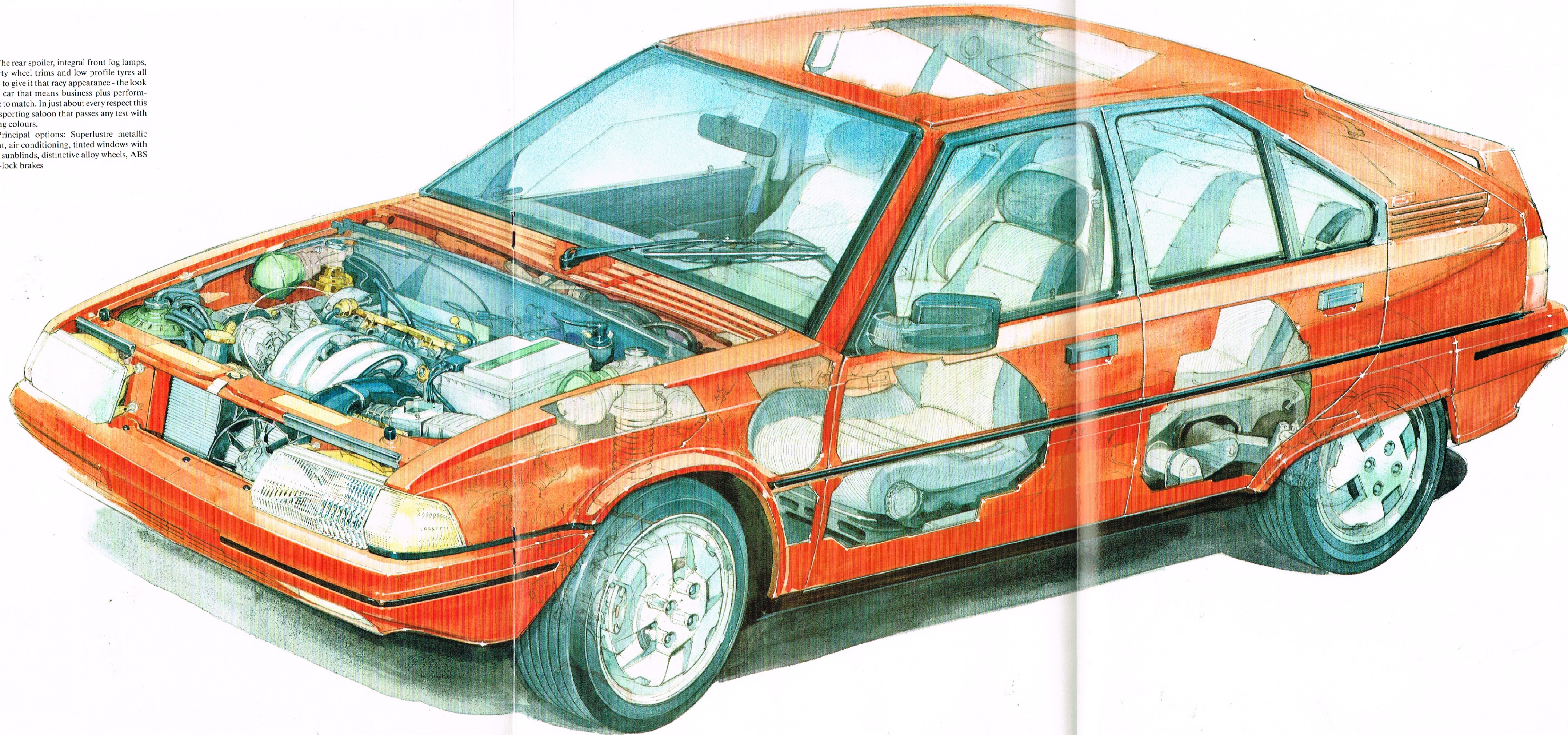
Luxurious as well as supportive front seats with head restraints that come as standard. Because a comfortable driver is a safer driver.

Seats designed with lumbar and lateral support to keep you in position, even around the tightest of bends.



The rear spoiler, integral front fog lamps, sporty wheel trims and low profile tyres all help to give it that racy appearance - the look of a car that means business plus performance to match. In just about every respect this is a sporting saloon that passes any test with flying colours.

Principal options: Superlustre metallic paint, air conditioning, tinted windows with rear sunblinds, distinctive alloy wheels, ABS anti-lock brakes





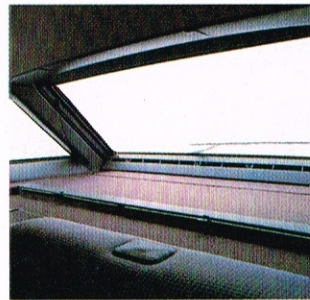


ESTATES THAT DRIVE LIKE SALOONS

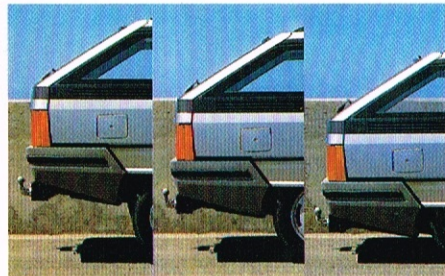
THE WAY THEY HANDLE — AND THE WAY THEY HANDLE LUGGAGE — INDICATES THAT THE BX ESTATE IS A WINNER.



Aerodynamically designed roof rails capable of carrying up to 220 lbs.



A useful parcel shelf when the rear seat is in the upright position. Also a good security measure that keeps boot contents hidden from prying eyes.



My first impression of the sleek BX Estate was that the restyling had been thoughtfully developed without changing the character of this exciting car. The new dashboard with round dials, comprehensive instrumentation and sensible graphic symbols was clear and easy to read. Controls fell easily to hand and I liked the incorporation of the new central console.

With any estate the emphasis has to be on moving loads around and the BX is no exception. It has one of the largest load carrying capacities in its class. With a full complement of five people there's a loadspace of 30.4 cu ft. It's capable of swallowing loads up to 3'7" in length. Fold down the rear seats and this length extends to 5'7" with 63.7 cu ft of loadspace. As the floor and sides are flat, this is all usable space too.

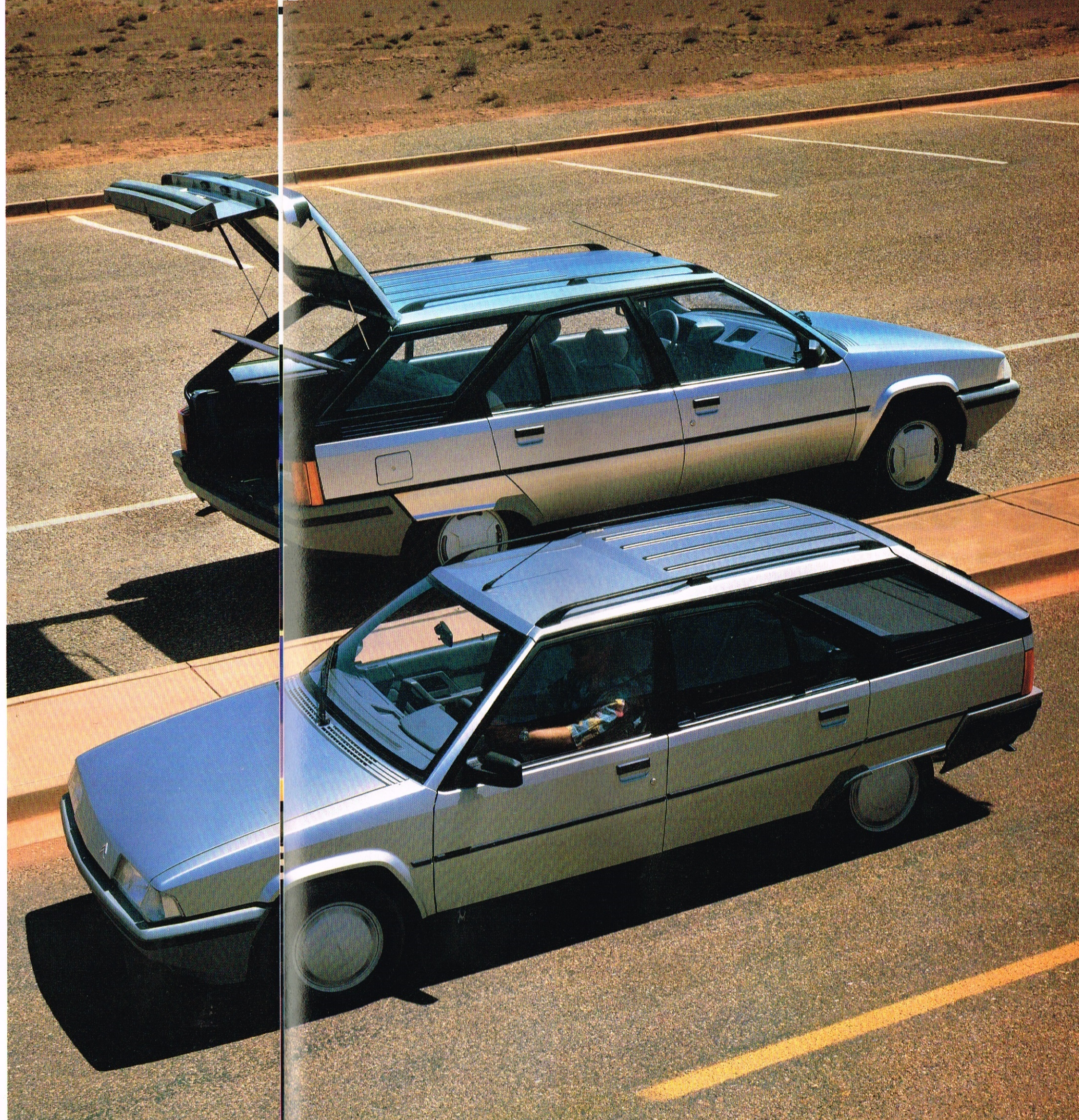
The BX estate can carry up to 1179 lbs (535kgs) and, if required, 220lbs (100 kgs) on the aerodynamically designed roof rails. You'll notice that between the load-bearing rails there are protective rubber strips to prevent accidental damage to the roof itself.

If you've ever driven an ordinary estate fully loaded, and then empty, you'll know that the driving "feel" is different.

Not so with the BX estate. Like every Citroën estate the BX has the unique Citroën self-levelling suspension. This automatically adjusts the ride height according to different loads and keeps the vehicle at the correct aerodynamic angle. The result? Passengers and luggage get a remarkably smooth ride whilst handling remains sharp and responsive. This makes a BX Estate particularly good for towing. Comfort has always been a priority with Citroën and the BX Estate shows that it's no exception. Features and type of trim varies between the "R" and "TR" trim levels but all models have the comfort, luxury and safety expected from Citroën. Front head restraints and rear seat belts (inertia) are fitted as standard equipment.

There are three different models with three different engines. One a diesel and one with the option of an automatic gearbox - each making sure you get the blend of performance and economy you want.

All in all, I predict that this new version will enjoy even more of an enthusiastic response than the first generation of BX Estates.



THE "R" TRIM LEVEL

Inside, all is comfort and well planned space. Thick carpets, front seat head restraints and luxurious seating in newly designed fabric add a touch of style. The single spoke padded steering wheel provides a clear view of the instrument panel. Standard fittings include central door locking, electric front windows, 3 rear seat belts (2 inertia plus 1 static), analogue clock, folding rear seat, low profile high grip MXL tyres and large, smart wheel trims.

For safe visibility there's a laminated windscreen, single wiper and integral wash (2 speed and intermittent) plus a rear screen wash/wipe.

On the outside, protective mouldings along the Estate's length and halogen headlamps are practical, as well as stylish features.

BX16RS

If you choose the BX16RS Estate for its looks that would be completely understandable. But there's much more to it than that. Because it's an Estate with plenty of everything. That includes space, comfort, performance and, of course, economy.

A light alloy 1580cc 92 hp engine with a 5-speed gearbox gets the BX16RS Estate from 0-60 mph in 11.6 seconds, then on to a 106 mph top speed. Despite this it could hardly be described as thirsty, as it can cruise steadily at 56 mph and achieve 49 mpg. Transistorised ignition and automatic choke make for first time starting and minimum maintenance.

Principal options: Superlustre metallic paint, power assisted steering, tinted windows with rear sunblinds.

BX19RD (DIESEL)

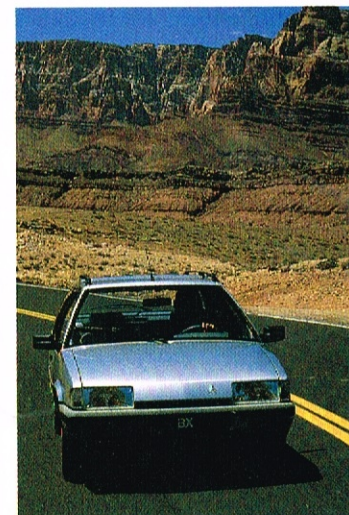
All the luxury and comfort of the BX16RS Estate but under the bonnet is a diesel engine that can outlast and outride the competition. The specially developed 1905cc 65 hp engine with its 5-speed box takes this estate from 0-60 mph in 16.2 seconds then on to a top speed of 96 mph. The legendary diesel economy? You certainly won't be disappointed whatever kind of driving you have to do. At a steady 75 mph it returns a worthwhile 46 mpg. At a constant 56 mph this increases to a creditable 60 mpg. On the urban cycle the figure is an impressive 43 mpg. Costs are dramatically cut, but as economy is about more than fuel consumption it is reassuring to see that major services only are needed every 15,000 miles. Instead of plugs, carburettor, choke and coil, the BX19RD Estate has a thoroughly reliable diesel pump and four simple injectors. Less to go wrong. Less to pay out for.

The torque characteristics mean much better response in low gears and at low speeds, so there's less gearchanging and less wasting of fuel.

Power steering is also fitted as standard to this model.

So if you want to combine the benefits of diesel with more than a touch of comfort you'll appreciate the BX19RD Estate.

Principal options: Superlustre metallic paint, tinted windows with rear sunblinds.



BX19TRS

THE "TR" TRIM LEVEL

The fully adjustable front seats are covered in an exclusive tweed cloth and give a welcome blend of support and comfort that will help make the miles go by smoothly and effortlessly. Front seat head restraints, rear armrest and thick carpeting ensure a feeling of luxury as well as roominess.

Refinements include front and rear electric windows, rear wash/wipe, power steering and central locking.

The easy to read instrument panel and dashboard contains everything from the popular round dial speedometer, and electric oil level/pressure gauge to the "open door" warning diagram and digital clock.

All features which amount to undeniable luxury.

A sporting estate? Judge for yourself and drive the BX19TRS. The 1905cc engine develops 105 hp and through the 5 speed manual gearbox it accelerates from 0-60 mph in 10.4 seconds and on to a top speed of over 113 mph.

The handling, especially for an estate, is nothing short of amazing. Road hugging performance that owes a great deal to the self-levelling suspension, advanced aerodynamics and MXL tyres. The power steering adds superlative control.

Luggage and loads are looked after with plenty of space and securing points to make sure that on the move the payload stays put.

Sitting in the BX19TRS Estate you could well think you were in a particularly well-equipped saloon car. Seating is comfortable yet firm, giving the kind of support that's especially appreciated on long trips.

Fitted front head restraints add their own contribution to safety as well as comfort. The cloth upholstery, thick carpeting and spaciousness all add up to the feeling of luxury.

The new style dashboard with its round dials and comprehensive instrumentation is all clearly visible at a glance. This is helped by the padded, single spoke steering wheel.

Also new is the central console which neatly houses features that are often less conveniently situated in other cars. Here, among other things, you'll find fresh air vents, new heating and ventilation controls, a warning car graphic that tells you when the doors have been left open and a place for your in-car entertainment system.

Controls too, are close at hand. There's even a more convenient location for the front electric windows - they're in the upper panels of the door.

Principal options: Superlustre metallic paint, 4-speed automatic transmission, tinted windows with rear sunblinds, ABS anti-lock brakes.



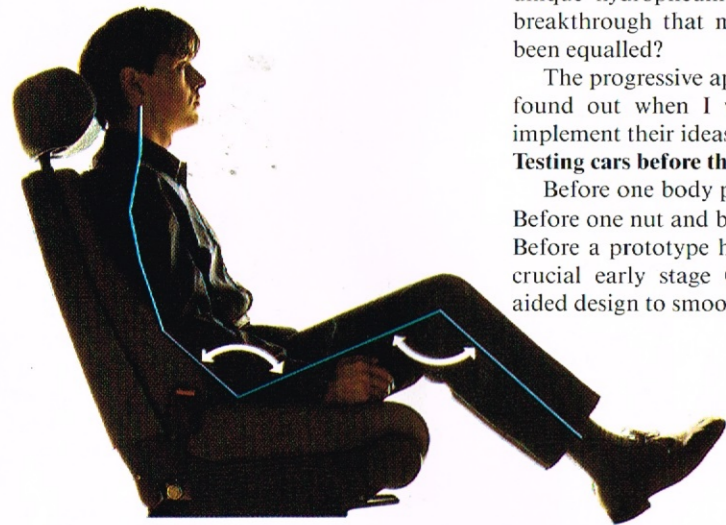
For those who prefer two pedal driving a 4-speed automatic gearbox is now available as an option.



BETTER IDEAS BUILD BETTER CARS

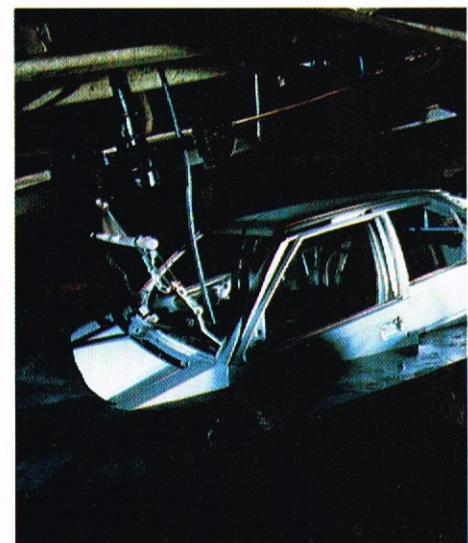
Every brand new, gleaming car starts as just a gleam in the designer's eye. But it's other ideas that turn the dream into reality. Ideas that affect the manufacture, smooth running performance and long life of a car.

Talking to Citroën, I discovered some of the innovations they'd made over the years. And how the same attitude is alive and well today.



Ergonomically designed seats with lumbar support combine the most efficient driving position with the most comfortable. Because a comfortable driver is a safer driver.

Every car is totally immersed in a giant bath. Cathaphoretic process gives anti-rust treatment to every part of the body.



A LOOK BEHIND THE SCENES SHOWS HOW THE BEST MOTORING IDEAS COME TO LIFE.

Did you know, for example, that Citroën introduced the first front wheel drive mass produced car? That there was an aerodynamically efficient Citroën back in 1934, when others in the industry hardly knew the true significance of aerodynamics? That the unique hydropneumatic suspension was a breakthrough that many believe has never been equalled?

The progressive approach still exists, as I found out when I went to see how they implement their ideas at Citroën.

Testing cars before they're built.

Before one body panel has been pressed. Before one nut and bolt has been tightened. Before a prototype has been made. At this crucial early stage Citroën use computer aided design to smooth out problems before

they occur. It's invaluable in testing and plotting everything from the efficiency of the aerodynamics to the stress placed upon the structure of the car. The role of the vehicle as a comfortable, safe and efficient means of transportation is defined while still on a computer screen.

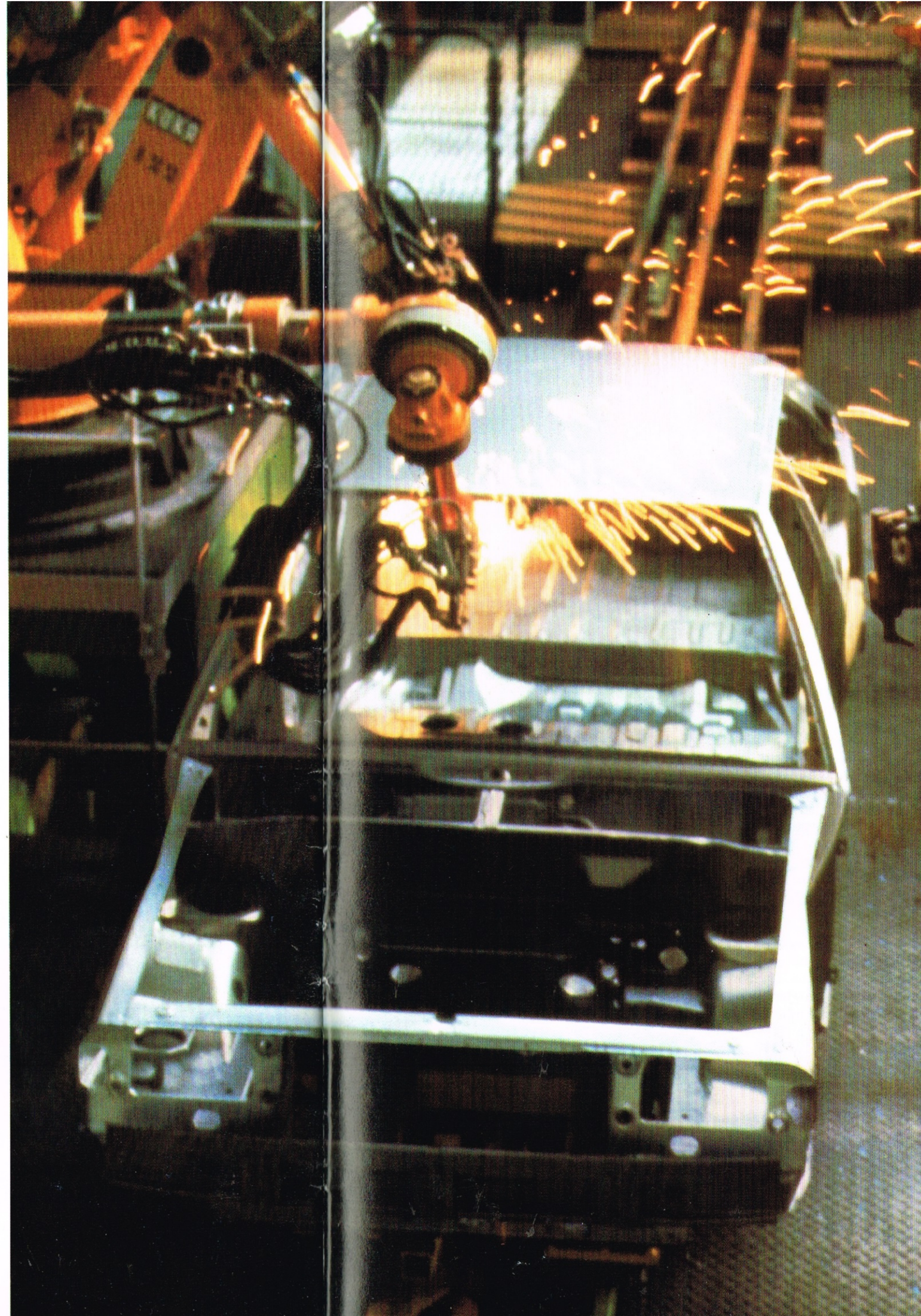
Technology at work.

I still find a car factory to be one of the most fascinating of places. In the Citroën plant I watched the latest automation techniques and sophisticated robots put the body together at a speed and with a level of reliability that I found hard to believe.

The Citroën design means there are fewer body parts and welding points, so the car is stronger and has less places for rust to attack. A combination of advanced technology with computer-controlled design and inspection is in operation at Citroën's engine plants too. Just to make sure that engines work perfectly before they leave the factory and have a high degree of precision all their lives.

Who controls quality control?

In addition to robots and computers, the workforce at Citroën have a positive philosophy regarding quality control. I'm referring to the system that uses those who are



best qualified to maintain standards. That is the people who do the job. As one of them said "If you put your name to it, wouldn't you make sure it's right?"

Here's how it works. Throughout the plant there are special inspection areas that cover each stage of the car building process. This is where different parts of the car are examined and given a hard time by those who work on them.

Involving people personally, getting them to write their comments - and more important - acting upon them, has paid off handsomely. I found it reassuring to see that even in these days of technology, there's still no substitute for pride of workmanship for effective quality control.

Fighting the car's biggest enemy.

Most people would agree that rust is the single biggest problem any car faces.

At Citroën, the steps to combat it start with the choice of metals used in construction. These are carefully selected and given an effective anti-corrosion treatment. Next, the body is washed, de-greased and bonderised with a zinc phosphate inhibitor that's baked on at a temperature of 180°C.

Then each car has a rather special dip. In fact, it's totally immersed in a giant bath that uses electrical polarity to reach places that aren't accessible by spraying or other conventional means. This is known as cathaphoresis and ensures that every part of the bodyshell is coated with a rust-resistant protective resin.

As a further preventative, wax is injected into the box sections of the car and a flexible PVC filler seals the seams. The same protective attitude is in evidence right down to the entire underbody as the vulnerable sections are bitumen painted to prevent damage from stone chippings.

Now to the paintwork. First an electrostatic primer is applied by robot sprayers and baked on at 140°C. Two coats of paint follow, applied in a cross hatch pattern to give even covering. This too is baked on at 130°C to give the car a tough high gloss finish.

For the metallic colours and black, a final clear coat of lacquer is added to give a deep, lustrous shine.

The most sophisticated robots and computerised systems bring advanced technology to Citroën manufacture.

Wind resistance can play havoc with a car's performance, economy and stability. The shape must be aerodynamically efficient if it's to combat this problem.

Citroën have been involved with the pioneering of aerodynamics in car design since the early days. Whereas other manufacturers talk about drag coefficient figures calculated from the profile of their cars, Citroën go a stage further.

As a car is a three dimensional object, the drag coefficient figure based on profile and surface combined is more realistic. It's the only true way of defining exactly what's needed to propel the car through the air most efficiently.

As an example, the Citroën BX boasts an amazingly low 0.63. This figure would be hard to equal by virtually any other car.

Even the single wiper is concerned with aerodynamics as it uses airflow to sweep away rain, produces less drag and it won't lift at speed.

A unique system of suspension.

I've always considered one of Citroën's most distinctive features to be the hydropneumatic suspension. It differs from other systems because it is able to maintain ride level regardless of the load or the surface of the road. Keeping the car at the correct aerodynamic angle ensures that wind tunnel figures are reflected in real life driving situations.

The system uses gas springs which stiffen as the load increases so that empty or full, the car retains the same driving feel. The self-levelling process is achieved by having high pressure oil between the gas springing and the wheel. This jacks the car hydraulically up and down on the suspension.

This type of suspension combines with the simplicity of McPherson struts and trailing arms to give a blend of positive handling and superb comfort.

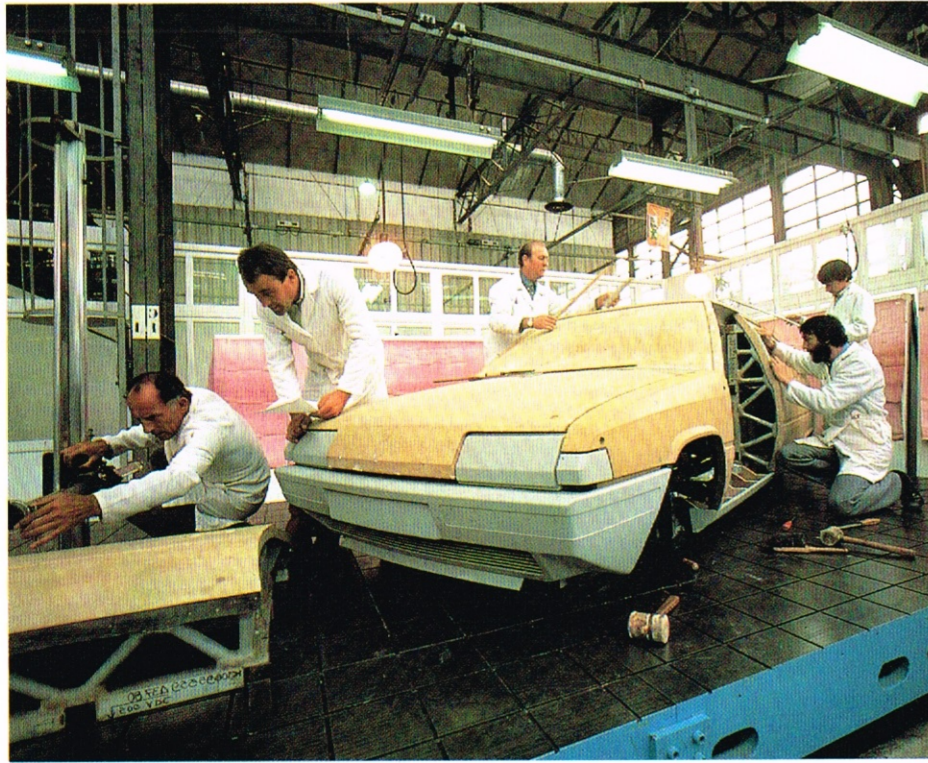
By the simple operation of a switch or lever on the console the suspension can be lowered or raised. Put it on low if you wish to hitch up a trailer or get a heavy load aboard without lifting. Or, if you have a very rugged ground or even a ford to cross, you gain more clearance by switching the suspension to high.

This system has been so successful over the years that the manufacturers of expensive limousines have incorporated it into their cars. An action which speaks much louder than words.

Better safe

Seeing a brand new car hurtling towards a very solid looking wall always comes as a bit of a shock. But I discovered that this is an essential part of the Citroën safety testing procedure.

The cars are constructed with a passenger section that's a safety cell surrounded by



Moulding a full scale model from clay. An essential part of the development of every new Citroën.

crumple zones to absorb the major force of an accident. The steering column is designed so that it's not pushed towards the driver in the event of a collision. However, should the driver be thrown towards the steering wheel, the single spoke construction ensures it will collapse on impact.

Another reassuring thought is that the engine is transversely mounted, so it's less likely to penetrate the cabin in a head-on crash.

Other tests are carried out to make certain that the car stands up to different climates. It will vary from freezing cold and ice to tropical temperatures and humidity as Citroëns are sold in 107 countries.

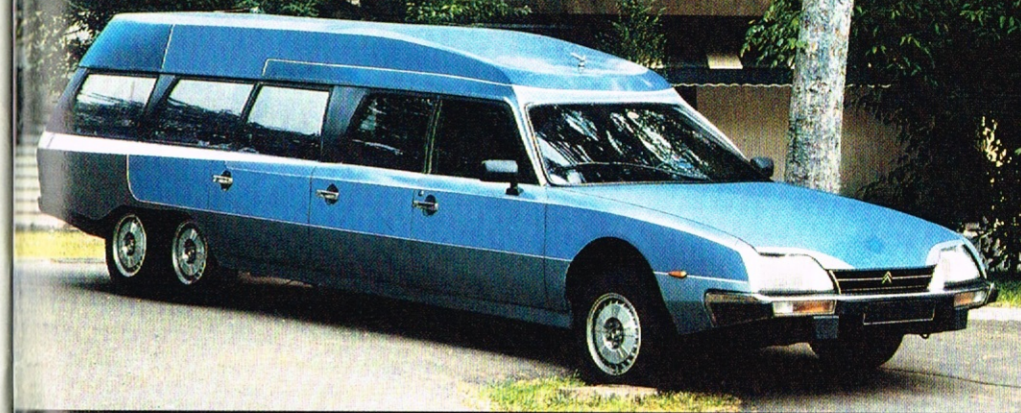
Selected cars are test driven 10,000 kilometers, part of this includes driving through salt water - something that's notoriously unkind to cars. All this benefits each Citroën produced.

Going from A to B - and considerably further.

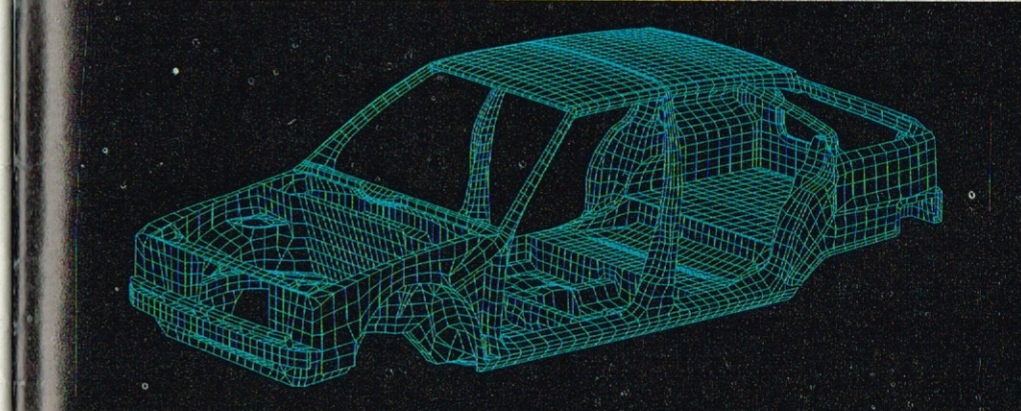
Apart from everyday motoring it's quite a revelation to see the more unusual tasks Citroëns are chosen for. The most outlandish has to be the ten-wheeled monster that Michelin have developed to put their tyres to the severest tests.



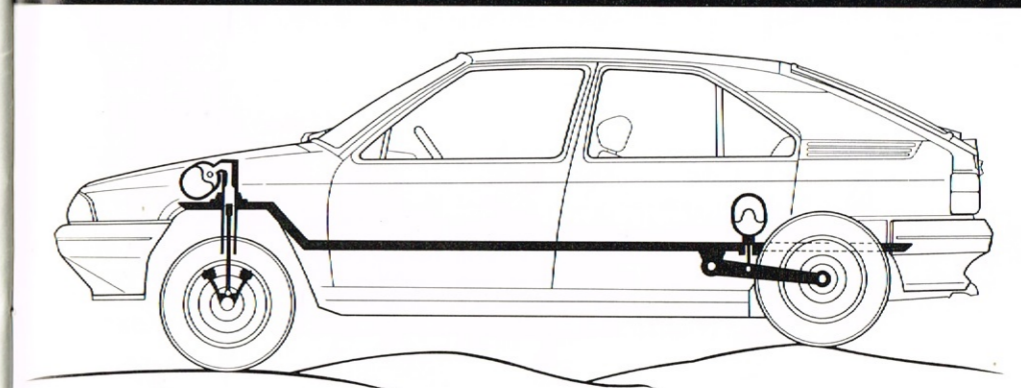
The 10-wheeled Citroën developed by Michelin to test tyres



The official EEC document carrier



Computer aided design solves problems before the prototype is made.



Citroën's unique self levelling suspension maintains constant ride height, regardless of load or road surface



Self-levelling suspension makes Citroën the perfect TV camera car.

TECHNICAL SPECIFICATION

| BX | BX 14E BX 14RE | BX 16RS BX 16TRS | BX 17RD | BX 19RD BX 19DTR | BX 19TRS | BX 19GTi |
|---|---|-------------------------|---|--|--|--|
| Engine | | | | | | |
| Number of cylinders | 4 in line | | | | | |
| Cubic capacity | 1360cc | 1360cc | 1580cc | 1769cc | 1905cc | 1905cc |
| Bore and stroke | 75 x 77mm | 75 x 77mm | 83 x 73mm | 80 x 88mm | 83 x 88mm | 83 x 88mm |
| Compression ratio | 9.3:1 | 9.3:1 | 9.5:1 | 23:1 | 23.5:1 | 9.3:1 |
| Horsepower (DIN) | 62hp @ 5500rpm | 72hp @ 5750rpm | 92hp @ 6000rpm | 60hp @ 4600rpm | 65hp @ 4600rpm | 105hp @ 5600rpm |
| Torque (DIN) | 79.4ft/lbs @ 3000rpm | 79.4ft/lbs @ 3000rpm | 101ft/lbs @ 3500rpm | 82ft/lbs @ 2000rpm | 88.1ft/lbs @ 2000rpm | 119.1ft/lbs @ 3000rpm |
| Cooling system | Liquid cooled, electric fan with thermostatic control | | | | | |
| Transmission | | | | | | |
| Front wheel drive | | | | | | |
| Gearbox type | Manual | Manual | Manual(M)/ Automatic(A) | Manual | Manual(M)/ Automatic(A) | Manual |
| Number of gears | 4 | 5 | (M)5 (A)4 | 5 | (M)5 (A)4 | 5 |
| mph/1000rpm in top gear | 18.4 | 19.2 | (M)21.1 (A)21.2 | | (M)22.5 (A)21.3 | (M)21.0 (A) 21.2 |
| Clutch type | Cable operated diaphragm type, mechanical control (except Automatics) | | | | | |
| Steering | | | | | | |
| Type | Rack and pinion | Rack and pinion | Rack and pinion (Power assistance optional on 16RS, standard on 16TRS) | Rack and pinion (Power assistance optional) | Rack and pinion power assisted | Rack and pinion power assisted |
| Turns lock to lock | 3.7 | 3.7 | 3.7 (2.8 power assisted) | 4.3 | 2.8 | 2.8 |
| Turning circle between kerbs | 33ft 4ins | 33ft 4ins | 33ft 4ins (33ft 11ins power assisted) | 33ft 4ins | 33ft 11ins | 33ft 11ins |
| Brakes | | | | | | |
| Independent split circuit, power operated, outboard discs front and rear. Maximum brake pressure on rear wheels regulated according to load on rear suspension. | | | | | | |
| Suspension | | | | | | |
| All independent, low rate, self levelling hydropneumatic suspension which maintains constant ground clearance and vehicle attitude. Anti-dive/anti-lift geometry. Front and rear anti-roll bars. A manual control lever on centre console enables a variation of ground clearance and facilitates changing a wheel. | | | | | | |
| Tyres | 145SR14 MX | 165/70R14 MXL | 165/70R14 MXL | 165/70R14 MXL | 165/70R14 MXV | 185/60R14 MXV |
| Electrical equipment | | | | | | |
| Ignition type | Transistorised with magnetic impulse | | | Compression ignition | Transistorised with magnetic impulse | Transistorised with magnetic impulse |
| Battery | 12v 175/35 Ah | 12v 175/35 Ah | 12v 225/45 Ah | 12v 300/50 Ah | 12v 300/50 Ah | 12v 133 Ah |
| Alternator | 675 watts | | | | | |
| Interior capacities | | | | | | |
| Seating capacity | 5 | | | | | |
| Boot capacity | 15.7cu.ft (444dm ³) | | | | | |
| Boot capacity with rear seat folded | 51.4cu.ft (1455dm ³) | | | | | |
| Weights | | | | | | |
| Unladen weight | 1984lbs (900kg) | 1984lbs (900kg) | M2094lbs (950kg) (A)2138lbs (970kg) | 2183lbs (990kg) | (M)2183lbs (990kg) (A)2227lbs (1010kg) | 2260lbs (1025kg) |
| Payload (including driver) | 1058lbs (480kg) | 1058lbs (480kg) | 1058lbs (480kg) | 904lbs (410kg) | 1080lbs (490kg) | 1014lbs (460kg) |
| Maximum laden weight | 3042lbs (1380kg) | 3042lbs (1380kg) | 3196lbs (1450kg) | 3087lbs (1400kg) | 3263lbs (1480kg) | 3263lbs (1480kg) |
| Maximum towing weight (with brakes) | 2205lbs (1000kg) | 2205lbs (1000kg) | 2425lbs (1100kg) | 2425lbs (1100kg) | 2425lbs (1100kg) | 2425lbs (1100kg) |
| Gross train weight | 5247lbs (2380kg) | 5247lbs (2380kg) | 5621lbs (2550kg) | 5511lbs (2500kg) | 5688lbs (2580kg) | 5644lbs (2560kg) |
| Maximum roof rack load | 165lbs (75kg) | | | | | |
| Official Government Test Fuel Consumption Figures | | | | | | |
| Urban Cycle | 36.7mpg (7.7L/100km) | 33.2mpg (8.5L/100km) | (M)31.7mpg (8.9L/100km) (A)32.5mpg (8.7L/100km) | 44.1mpg (6.8L/100km) | (M)43.5mpg (6.5L/100km) (A)43.5mpg (6.5L/100km) | (M)29.7mpg (9.5L/100km) |
| Constant 56mph (90km/h) | 50.4mpg (5.6L/100km) | 51.4mpg (5.5L/100km) | (M)51.4mpg (5.5L/100km) (A)48.7mpg (5.8L/100km) | 61.4mpg (4.6L/100km) | (M)60.1mpg (4.7L/100km) (A)56.5mpg (5.0L/100km) | (M)47.1mpg (6.0L/100km) (A)46.3mpg (6.1L/100km) |
| Constant 75mph (120km/h) | 37.7mpg (7.5L/100km) | 39.8mpg (7.1L/100km) | (M)40.4mpg (7.0L/100km) (A)37.2mpg (7.6L/100km) | 44.1mpg (6.4L/100km) | (M)45.6mpg (6.2L/100km) (A)42.2mpg (6.7L/100km) | (M)37.2mpg (7.6L/100km) (A)37.2mpg (7.6L/100km) |
| Performance | | | | | | |
| Maximum speed | 96mph | 101mph | (M)109 (A)106mph | 94mph | (M)98 (A)97mph | (M)115 (A)112mph |
| 0.62mph (100km/h) (secs) | 15.6 | 13.5 | (M)11.3 (A)13.8 | 19.0 | (M)15.5 (A)16.2 | (M)10.0 (A)11.8 |
| Standing 400m (secs) | 19.5 | 18.7 | (M)17.7 (A)19.3 | 21.1 | (M)19.6 (A)20.1 | (M)17.1 (A)18.1 |
| Standing 1000m (secs) | 37.2 | 35.2 | (M)32.9 (A)35.6 | 39.1 | (M)36.9 (A)37.5 | (M)32.0 (A)33.4 |
| Fuel tank capacity | 9.7 gallons (44 litres) | 9.7 gallons (44 litres) | 11.4 gallons (52 litres) | 11.4 gallons (52 litres) | 11.4 gallons (52 litres) | 11.4 gallons (52 litres) |

N.B. A second cooling fan (available as an accessory) is required on diesels when towing under difficult conditions, or a trailer exceeding 1433lbs (650kg) in weight.

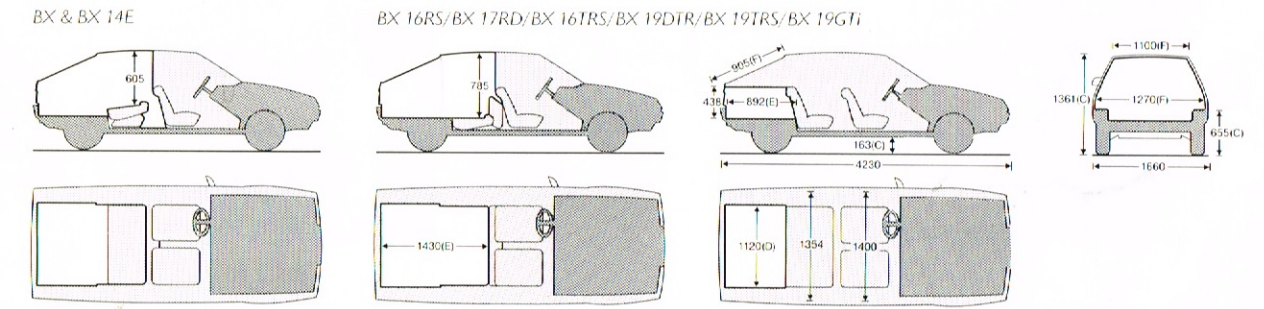
EQUIPMENT SPECIFICATION

| | BX | BX 14E | BX 14RE/BX 19RD BX 16RS/BX 17RD | BX 16TRS/BX 19DTR BX 19TRS | BX 19GTi |
|---|----|--------|------------------------------------|-------------------------------|------------------------|
| Dashboard | | | | | |
| Trip and Total mileage recorders | ○ | ○ | ○ | ○ | ○ |
| Low fuel warning light | ○ | ○ | ○ | ○ | ○ |
| 'Open-door' warning light display | — | — | — | ○ | ○ |
| Low battery charge warning light | ○ | ○ | ○ | ○ | ○ |
| Rear fog lamp warning light | ○ | ○ | ○ | ○ | ○ |
| Side, headlamp & main beam warning lights | ○ | ○ | ○ | ○ | ○ |
| Indicator warning light | ○ | ○ | ○ | ○ | ○ |
| Heated rear screen warning light | ○ | ○ | ○ | ○ | ○ |
| Low engine oil pressure warning light | ○ | ○ | ○ | ○ | ○ |
| Low hydraulic pressure warning light | ○ | ○ | ○ | ○ | ○ |
| Low hydraulic fluid warning light | ○ | ○ | ○ | ○ | ○ |
| Emergency/stop warning light | ○ | ○ | ○ | ○ | ○ |
| Hazard warning lights | ○ | ○ | ○ | ○ | ○ |
| Front brake pad wear warning light | ○ | ○ | ○ | ○ | ○ |
| Rev counter (tachometer) | — | — | — | ○ | ○ |
| Choke warning light | ○ | ○ | 14 RE only | — | — |
| Automatic choke | — | — | 16RS only | TR5 only | ○ |
| Analogue clock | ○ | ○ | ○ | — | — |
| Quartz digital clock | — | — | — | ○ | ○ |
| Water temperature warning light | ○ | ○ | ○ | ○ | ○ |
| Interior engine oil level gauge | — | — | — | ○ | ○ |
| Handbrake warning light | ○ | ○ | ○ | ○ | ○ |
| Driving safety equipment | | | | | |
| Illuminated heater controls | ○ | ○ | ○ | ○ | ○ |
| Inertia reel front seat belts | ○ | ○ | ○ | ○ | ○ |
| Inertia reel rear seat belts | ○ | ○ | ○ | ○ | ○ |
| 2-speed + intermittent windscreen wiper | ○ | ○ | ○ | ○ | ○ |
| Front fog lamps | □ | □ | □ | □ | ○ |
| Rear fog lamps | ○ | ○ | ○ | ○ | ○ |
| Reversing lamps | ○ | ○ | ○ | ○ | ○ |
| Electric windscreen washer | ○ | ○ | ○ | ○ | ○ |
| Heated rear window | ○ | ○ | ○ | ○ | ○ |
| Diagnostic socket | ○ | ○ | ○ | ○ | ○ |
| Day/night rear view mirror | ○ | ○ | ○ | ○ | ○ |
| Instrument rheostat | ○ | ○ | ○ | ○ | ○ |
| Childproof lock on rear doors | ○ | ○ | ○ | ○ | ○ |
| Protective side mouldings | — | ○ | ○ | ○ | ○ |
| Door opening warning reflectors | ○ | ○ | ○ | ○ | ○ |
| Rear wash/wipe | □ | □ | ○ | ○ | ○ |
| Halogen headlamps | ○ | ○ | ○ | ○ | ○ |
| Laminated windscreen | ○ | ○ | ○ | ○ | ○ |
| Tinted windows with rear sunblinds | — | — | △ | △ | △ |
| Low profile tyres | — | ○ | ○ | ○ | ○ |
| Internally adjustable exterior door mirrors | ○ | ○ | ○ | ○ | ○ (Electric passenger) |
| ABS anti-lock brakes | — | — | — | △19s only | △ |

| | BX 14E | BX 14RE/BX 19RD BX 16RS/BX 17RD | BX 16TRS/BX 19DTR BX 19TRS |
|--|--------|------------------------------------|-------------------------------|
| Comfort and trim | | | |
| Adjustable air vents (side and centre) | ○ | ○ | ○ |
| Ashtrays front (illuminated) and rear | ○ | ○ | ○ |
| Courtesy mirror beneath front passenger sun visor | ○ | ○ | ○ |
| Adjustable front sun visors | ○ | ○ | ○ |
| Electric sunroof | — | — | △ |
| Air conditioning | — | — | — |
| Interior courtesy light | ○ | ○ | ○ |
| Adjustable interior roof mounted map reading light | — | — | ○ |
| Map pockets on rear of front seats | — | — | ○ |
| Front door map pockets | — | — | ○ |
| 3-speed air fan | ○ | ○ | ○ |
| Adjustable reclining separate front seats | ○ | ○ | ○ |
| Tilt adjustable front seats | — | — | ○ |
| Folding rear seat (see diagram) | ○ | ○ | ○ |
| Rear seat centre armrest | — | — | ○ |
| Front seat head restraints | — | ○ | ○ |
| Rear seat head restraints | □ | □ | □ |
| Cigar lighter illuminated | ○ | ○ | ○ |
| Boot area light | ○ | ○ | ○ |
| Cloth seat upholstery | ○ | ○ | ○ |
| Alloy wheels (4) with low profile tyres | □ | □ | □ |
| Metallic paint | — | △ | △ |
| Power assisted steering | — | — | ○ |
| Automatic gearbox | — | △ | △ |
| Floor carpet | ○ | ○ | ○ |
| Central door locking (including hatch) | — | ○ | ○ |
| Remote control central locking | — | — | (19TRS only) ○ |
| Electric front windows | — | ○ | ○ (and rear) ○ (and rear) |
| Removable rear parcel shelf | ○ | ○ | ○ |
| Illuminated glove box | ○ | ○ | ○ |
| Locking fuel filler flap | ○ | ○ | ○ |
| Smoked rear quarter windows | — | — | ○ |

○ = Standard △ = Option available on special order □ = Accessory
Please note: The photographs used in this brochure depict left hand drive models whose specification may not conform to models sold in the U.K. The specification of U.K. models is shown above.

(C) Motor running (D) Between wheel arches (E) Floor length (F) Door opening



TECHNICAL SPECIFICATION

| | BX 16RS | BX 19TRS | BX 19RD |
|--|--|--|----------------------------------|
| Engine | | | |
| Number of cylinders | | 4 in line | |
| Cubic capacity | 1580cc | 1905cc | 1905cc |
| Bore and stroke | 83 x 73mm | 83 x 88mm | 83 x 88mm |
| Compression ratio | 9.5:1 | 9.3:1 | 23.5:1 |
| Horsepower | 92hp (DIN) @ 6000rpm | 105hp (DIN) @ 5600rpm | 65hp (DIN) @ 4600rpm |
| Torque | 101ft/lbs (DIN) @ 3250rpm | 119ft/lbs (DIN) @ 3000rpm | 88ft/lbs (DIN) @ 2000rpm |
| Cooling system | | Liquid cooled, electric fan with thermostatic control | |
| Transmission | | | |
| | | Front wheel drive | |
| Gearbox type | Manual | Manual(M)/Automatic(A) | Manual |
| Number of gears | 5 | (M)5 (A)4 | 5 |
| mph/1000 rpm in top gear | 21.2 | (M)21.8 (A) | 21.8 |
| Clutch type | | Cable operated diaphragm type mechanical control (except Automatic) | |
| Steering | | | |
| Type | Rack and pinion (Power assistance optional) | Rack and pinion (Power assisted) | Rack and pinion (Power assisted) |
| Turns lock to lock | 4.4 (2.8 Power assisted) | 2.8 | 2.8 |
| Turning circle between kerbs | 33ft 4ins (34ft Power assisted) | 34ft | 34ft |
| Brakes | | | |
| | | Independent split circuit, power operated, outboard discs front and rear. Maximum brake pressure on rear wheels regulated according to load on rear suspension. | |
| Suspension | | | |
| | All independent low-rate, self-leveling hydropneumatic suspension which maintains constant ground clearance and vehicle attitude. Anti-dive geometry. Up-rated front and rear anti-roll bars. A manual control lever on centre console enables a variation of ground clearance and facilitates changing a wheel. | | |
| Tyres | | | |
| | 16S/70R14 MXL | 16S/70R14 MXL | 16S/70R14 MXL |
| Electrical equipment | | | |
| Ignition type | Transistorised with magnetic impulse | | Compression ignition |
| Battery | 12v 200 Ah | 12v 200 Ah | 12v 300 Ah |
| Alternator | | 675 watts | |
| Interior capacities | | | |
| Seating capacity | | 5 | |
| Boot capacity | | 30.4cu.ft (860dm ³) | |
| Boot capacity with rear seat folded | | 63.7cu.ft (1803dm ³) | |
| Weights | | | |
| Unladen weight | 2196lbs (996kg) | (M)2282lbs (1035kg) (A)2326lbs (1055kg) | 2286lbs (1037kg) |
| Payload (including driver) | 1199lbs (544kg) | 1179lbs (535kg) | 1197lbs (543kg) |
| Maximum laden weight | 3395lbs (1540kg) | 3461lbs (1570kg) | 3483lbs (1580kg) |
| Maximum towing weight (with brakes) | | 2425lbs (1100kg) | |
| Gross train weight | 5820lbs (2640kg) | 5886lbs (2670kg) | 5908lbs (2680kg) |
| Maximum roof rack load | | 220lbs (100kg) | |
| Official Government Test Fuel Consumption Figures | | | |
| Urban Cycle | 31.7mpg (8.9L/100km) | (M)29.7mpg (9.5L/100km) (A)30.1mpg (9.4L/100km) | 43.5mpg (6.5L/100km) |
| Constant 56mph (90km/h) | 48.7mpg (5.8L/100km) | (M)47.9mpg (5.9L/100km) (A)46.3mpg (6.1L/100km) | 58.9mpg (4.8L/100km) |
| Constant 75mph (120km/h) | 37.7mpg (7.5L/100km) | (M)36.7mpg (7.7L/100km) (A)36.2mpg (7.8L/100km) | 42.8mpg (6.6L/100km) |
| Performance | | | |
| Maximum speed | 106mph | (M)113mph (A) 110 mph | 96mph |
| 0-62mph (100km/h) (secs) | 11.7 | (M)10.5 (A) 14.1 | 16.3 |
| Standing 400m (secs) | 17.9 | (M)17.3 (A) — | 19.9 |
| Standing 1000m (secs) | 33.4 | (M)32.5 (A) — | 37.6 |
| Fuel tank capacity | | | |
| | | 11.4 gallons (52 litres) | |

N.B. A second cooling fan (available as an accessory) is required on diesels when towing under difficult conditions, or a trailer exceeding 1433lbs (650kg) in weight.

EQUIPMENT SPECIFICATION

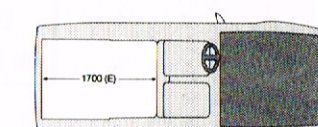
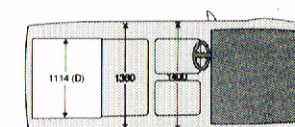
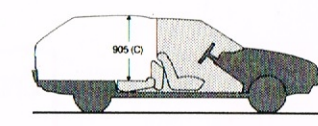
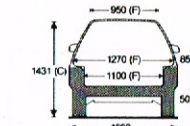
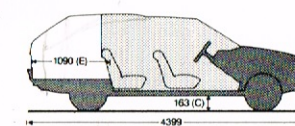
| | BX 16RS/BX 19RD | BX 19TRS |
|---|-----------------|----------|
| Dashboard | | |
| Trip and Total mileage recorders | ○ | ○ |
| Low fuel warning light | ○ | ○ |
| 'Open-door' warning light display | — | ○ |
| Low battery charge warning light | ○ | ○ |
| Rear fog lamp warning light | ○ | ○ |
| Side, headlamp & main beam warning lights | ○ | ○ |
| Indicator warning light | ○ | ○ |
| Heated rear screen warning light | ○ | ○ |
| Low engine oil pressure warning light | ○ | ○ |
| Low hydraulic pressure warning light | ○ | ○ |
| Low hydraulic fluid warning light | ○ | ○ |
| Emergency/stop warning light | ○ | ○ |
| Hazard warning lights | ○ | ○ |
| Front brake pad wear warning light | ○ | ○ |
| Rev counter (tachometer) | — | ○ |
| Automatic choke | 16RS only | ○ |
| Analogue clock | ○ | — |
| Quartz digital clock | — | ○ |
| Water temperature warning light | ○ | ○ |
| Interior engine oil level gauge | — | ○ |
| Handbrake warning light | ○ | ○ |
| Driving safety equipment | | |
| Illuminated heater controls | ○ | ○ |
| Inertia reel front seat belts | ○ | ○ |
| Inertia reel rear seat belts | ○ | ○ |
| 2-speed + intermittent windscreen wiper | ○ | ○ |
| Front fog lamps | □ | □ |
| Rear fog lamps | ○ | ○ |
| Reversing lamps | ○ | ○ |
| Electric windscreen washer | ○ | ○ |
| Heated rear window | ○ | ○ |
| Diagnostic socket | 16RS | ○ |
| Day/night rear view mirror | ○ | ○ |
| Instrument rheostat | ○ | ○ |
| Childproof lock on rear doors | ○ | ○ |
| Protective side mouldings | ○ | ○ |
| Door opening warning reflectors | ○ | ○ |
| Rear wash/wipe | ○ | ○ |
| Halogen headlamps | ○ | ○ |
| Laminated windscreen | ○ | ○ |
| Tinted windows with rear sunblinds | △ | △ |
| Low profile tyres | ○ | ○ |
| Internally adjustable exterior door mirrors | ○ | ○ |
| ABS anti-lock brakes | — | △ |
| All measurements in millimetres with motor running. | | |

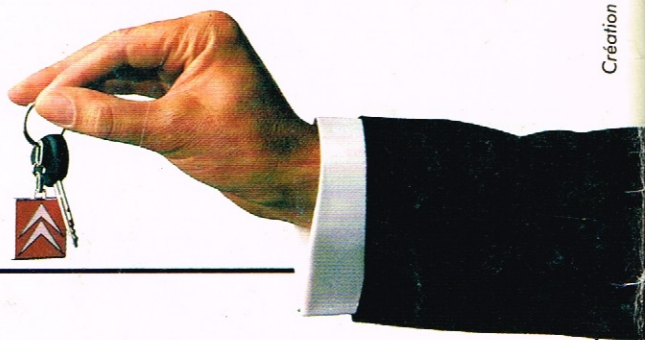
| | BX 16RS/BX 19RD | BX 19TRS |
|--|--------------------|-------------|
| Comfort and trim | | |
| Adjustable air vents (side and centre) | ○ | ○ |
| Ashtrays front (illuminated) and rear | ○ | ○ |
| Courtesy mirror beneath front passenger sun visor | ○ | ○ |
| Adjustable front sun visors | ○ | ○ |
| Interior courtesy light | ○ | ○ |
| Adjustable interior roof mounted map reading light | — | ○ |
| Map pockets on rear of front seats | — | ○ |
| Front door map pockets | — | ○ |
| 3-speed air fan | ○ | ○ |
| Adjustable reclining separate front seats | ○ | ○ |
| Tilt adjustable front seats | — | ○ |
| Folding rear seat (see diagram) | ○ | ○ |
| Rear seat centre armrest | — | ○ |
| Front seat head restraints | ○ | ○ |
| Rear seat head restraints | □ | □ |
| Cigar lighter illuminated | ○ | ○ |
| Rear passenger grab handles | — | ○ |
| Boot area light | ○ | ○ |
| Cloth seat upholstery | ○ | ○ |
| Alloy wheels (4) with low profile tyres | □ | □ |
| Metallic paint | △ | △ |
| Power assisted steering | △(16RS) ○(19RD) | ○ |
| Automatic gearbox | — | △ |
| Floor carpet | ○ | ○ |
| Central door locking (including batch) | ○ | ○ |
| Electric front windows | ○ | ○(and rear) |
| Removable rear parcel shelf | ○ | ○ |
| Illuminated glove box | ○ | ○ |
| Front door pockets | ○ | ○ |
| Locking fuel filler flap | ○ | ○ |

○ = Standard △ = Option available on special order □ = Accessory

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(C) Motor running (D) Between wheel arches (E) Floor length





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NOTE: This brochure is intended to show the general appearance of the Citroën BX. It depicts left hand drive vehicles whose specification may not necessarily conform to vehicles imported into the United Kingdom. However, every endeavour has been made to ensure that the information and details contained in the text of this brochure were accurate as of 1st July 1986. The company however reserves the right while preserving the essential characteristics of the models described, 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 effort 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.

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