

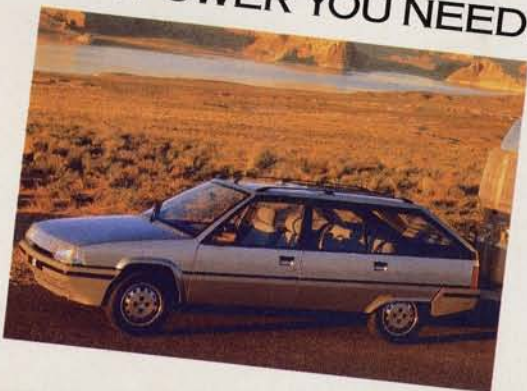
CITROËN



ALL NEW 16 VALVE
ENGINE TAKES BXGTi 16V
FROM 0-60MPH IN 7.8
SECONDS, TOP SPEED
135MPH. ABS ANTI LOCK
BRAKING SYSTEM
AS STANDARD.

BX NOW OFFERS THE
WIDEST RANGE OF ENGINE
SIZES IN EUROPE.

CHOOSE PRECISELY
THE POWER YOU NEED.



BX 

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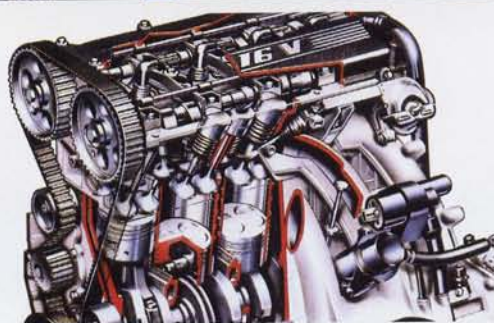
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BX. SUCCESS BUILDS ON SUCCESS.

The BX proves you don't have to choose a middle of the road design when choosing a middle sized saloon. With much of the engineering brilliance of earlier Citroëns, the BX brings new flair and breeding to this category of car. Now in its second series which includes subtle and logical improvements, the latest BX consolidates the model's virtues of reliability, minimum maintenance - and a growing reputation for durability and high resale values.

RECOGNISED EXCELLENCE

The BX's overall design has earned it motoring awards in the UK, Denmark, Germany, Spain and Italy. In Japan the BX earned an industrial design award for quality - the first family saloon car to receive this distinction. And, just as the BX has earned praise from motoring journalists and engineering professionals, so it has achieved dramatic sales right across Europe. It's become a top seller in particular sectors - the superlative diesel engined BX models are the best selling diesel cars in a number of markets.

DIESEL SAVINGS WITHOUT THE DRAWBACKS

BX diesel models continue to help change the image of diesel engined cars. Low weight and good aerodynamics, when combined with what is widely considered to be the best diesel engine in Europe, gives quiet performance with acceleration and top speeds on a par with petrol engined models - with even better fuel savings than other makes of diesel cars. Reasons enough to consider a diesel car, but the BX takes these advances even further.

Citroën's legendary comfort is combined in the BX with taut, crisp handling and luxury car levels of refinement and equipment. And the BX matches the diesel engine's reliability and low maintenance to a car already noted for its extended service intervals and reduced service costs.

AUTOMATIC CONVENIENCE - WITHOUT COMPROMISE

BX petrol engined models are also available with a new technology 4 speed automatic gearbox which brings to automatics much of the control, performance and economy of a manual change. As the car slows, the gearbox automatically changes down, adding engine braking and ensuring that you're in the right gear to pull away again quickly. At higher speeds the gearbox has a direct drive to cut power transfer losses, improving acceleration and fuel economy compared with conventional automatic gearboxes.

A WIDE CHOICE OF POWER UNITS

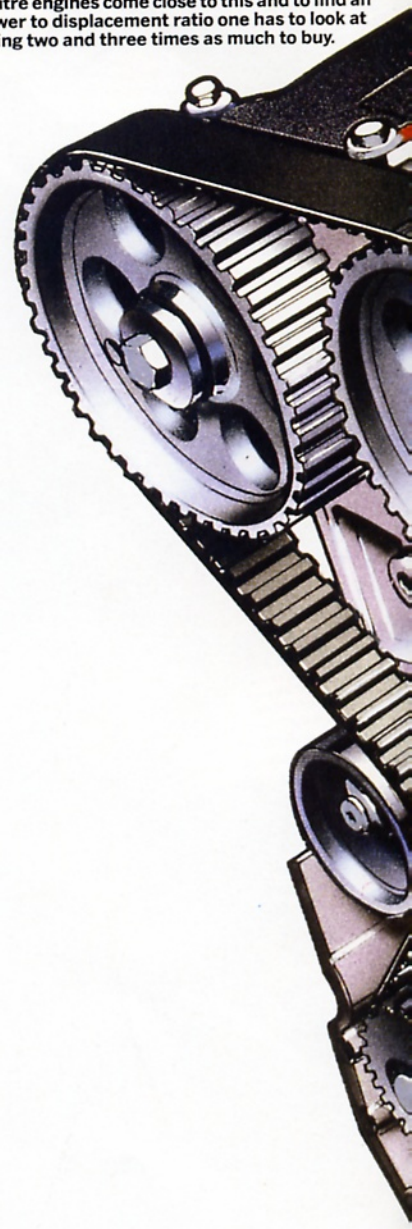
And the big news for the BX range is also in the field of engine design - the emergence of a new high performance model, the BXGTi 16V.

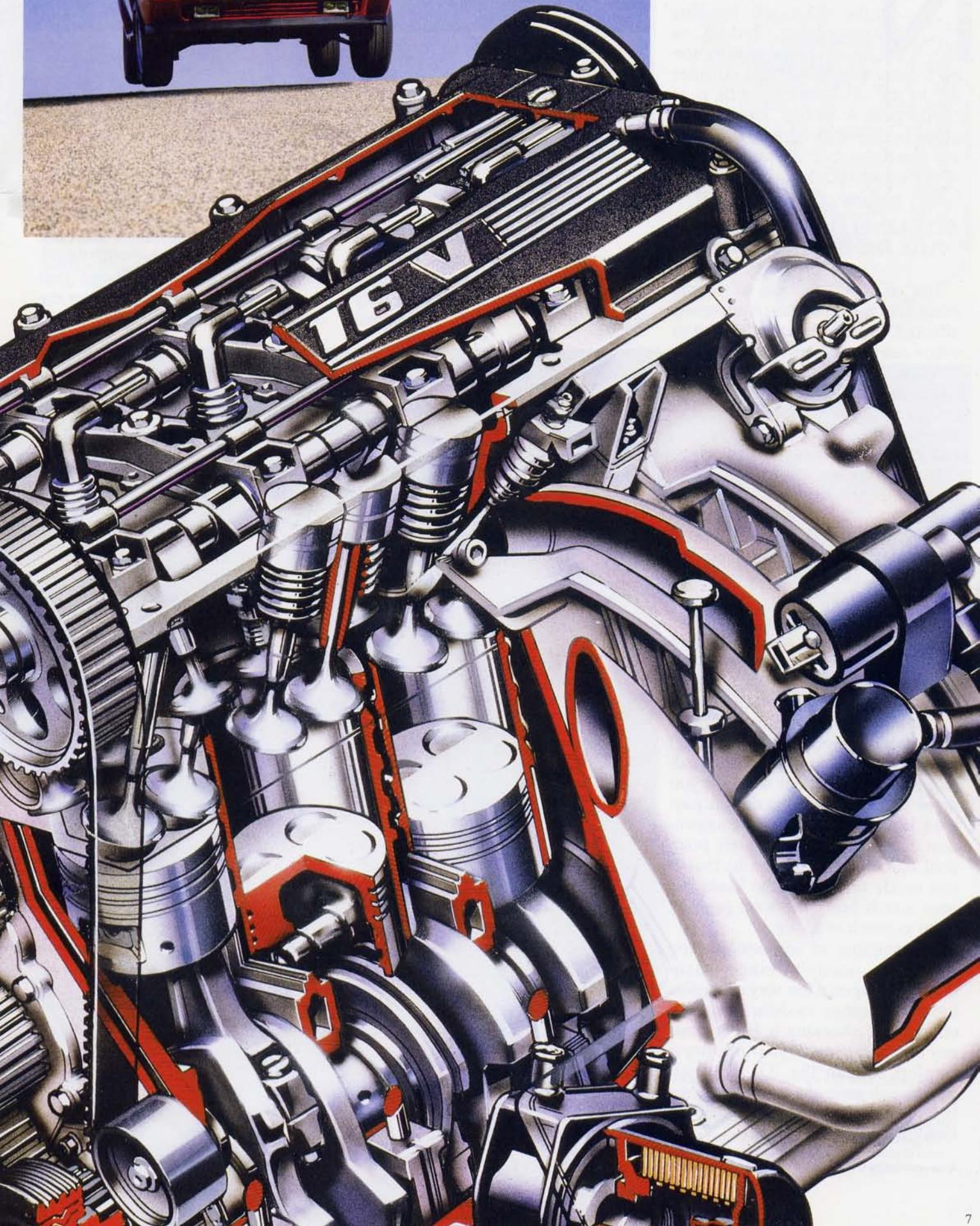
The new 16 Valve BX engine produces some 160 DIN HP to take the new BXGTi 16V to a top speed of 135mph with acceleration from 0-60mph in just 7.8 seconds. The extra valves, making a total of four per cylinder, admit more air and fuel to the engine, producing more power from a given engine capacity without unacceptable losses in fuel economy. In fact, the new BX can cruise at 56mph and achieve 43mpg. Much of the extra performance of the new BX 16 valve engine appears as improved torque, giving greater acceleration or reduced gearchanging for easy cruising. The result is similar to the effects of turbocharging except that the power is available instantly, without the surges that turbo-lag can produce. Equally 16-valve technology avoids the thermal and reliability problems that have affected some turbo designs.

The BX GTi 16V is powered by a new engine with four valves per cylinder. This dramatically increases power output and engine efficiency for the simple reason that more air and fuel can be drawn into the engine and the exhaust gases expelled more quickly than via two large valves. Equally the four valves each have a smaller mass and therefore can be made to operate at more rapid cycles without the valve-bounce problems of larger valves. Further, the BX employs an unusual degree of valve lift in ratio to the valve's diameter allowing improved flow of petrol/air mixture and exhaust gases across the combustion chamber thus maximizing the benefit of the four valve arrangement. The engine's twin overhead camshafts contribute to good through-flow because they permit a more effective location of the valves than would be necessitated in an engine where the drive to the valves had to be routed via one central camshaft.

Unlike some other twin-cam engines the new BX engine's cams are individually driven from a single rubber toothed belt. On some designs one shaft is driven by means of an intermediate gear from the other camshaft increasing noise. To help compensate for any increases in friction in a twin rather than single cam arrangement, the new engine employs special tungsten coating on the cams - which also reduces wear. Hydraulic self adjustment of the tappets compensates for any wear, maintaining optimum performance and reducing servicing routines.

As well as being a strong and efficient engine it cannot be over-emphasised that this is one with exceptional power for its 1905cc displacement, producing 160hp and torque of 133lb ft between 5,000 and 6,000 revs. Few two litre engines come close to this and to find an equal power to displacement ratio one has to look at cars costing two and three times as much to buy.





COMFORT IN A CLASS OF ITS OWN

No other car in its class offers the ride comfort of the BX's self levelling suspension. Indeed, a leading European motor-ing journal has claimed that no other car in the world in any class is as comfortable as a BX. The reasons are as simple as the simple engineering principles that makes this overwhelming advance in suspension technology possible.

SELF-LEVELLING SUSPENSION PUTS THE BX COMFORTABLY AHEAD

Just as most cars sag as they're loaded, so their handling is adversely affected. Equally, an unladen van or estate can have a hard ride and jittery handling.

The BX's self-levelling suspension eliminates these problems because the conventional car's metal spring is replaced by a gas sphere.

A metal spring becomes progressively more compliant as the load upon it increases. The gas sphere becomes progressively LESS compliant as it is loaded. The BX's gas suspension spheres are connected to a hydraulic cylinder at each wheel. As the car is loaded, the gas in the sphere is compressed, but a pump and reservoir of hydraulic pressure compensates for any vertical displacement of the wheel restoring normal ride height and angle to the road. This permits the BX to be quite softly (and thus comfortably) sprung, yet its ride height and handling remain consistent whether you drive alone or with maximum payload. Indeed, its self-levelling suspension makes the BX a uniquely practical hatchback or estate in that it can tackle not only large loads but ones which bring the total payload up to as much as 555kg.

It's tempting to see self-levelling suspension, used by other manufacturers only on a few very expensive top of the range models, as reason enough for choosing a BX against any competing car if your priority is comfort. But in the BX, this outstanding degree of comfort has not been achieved at the expense of handling.

Many other factors are at work within the BX's design. Cornering, braking and acceleration are all enhanced by the BX's Computer Aided Design which produced a bodyshell with around 40% fewer parts and a 36kg weight saving compared with some similar cars.

The use of new materials and body construction techniques means that the BX is weight efficient and strong - making for quick, taut handling and a good power to weight ratio.

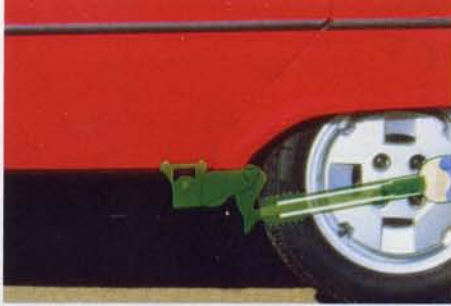
The BX is a classic 'wheel on each corner design' - made possible by the use of a transversely mounted engine driving the front wheels. This is fully exploited in the BX - minimal

overhang front and rear means that most of its length is wheelbase. The configuration has a number of positive effects upon performance but, as far as comfort is concerned, it means that passengers, engine and luggage weight are within the wheelbase, actually reducing pitching of the car.

Equally, comfort is a matter of giving passengers sufficient space. The BX is a true five seater offering generous legroom and extra shoulder room by means of its advanced body-shell design. Sitting inside the car's light and airy interior with ample headroom, it's easy to forget that you're actually within what, from the outside, seemed a trim, sporty car.



Alloy wheels illustrated available as an accessory.



Another advantage of the self-levelling system is that the suspension spheres at each wheel are self damping, precluding the need for separate shock absorbers or their costly routine replacement.

The BX's rear trailing arm self-levelling suspension is considerably more compact than conventional springing and lies flat under the car's floor. This - and the BX's absence of rear drive shafts - give a spacious hatchback area with a flat floor.



The automatic ride height can be overridden by a lever at the driver's seat side, allowing you to increase the car's ground clearance to avoid obstacles on rough terrain or lower the body of the car to facilitate loading or tow-hook hitching.



SMOOTH OPERATOR

One of the most visible qualities of the BX is how, in such a compact and practical car, excellent aerodynamic performance has been achieved without losing style. Instead, great attention has been paid to details such as the bonded in flush windscreen and rear glass and close fitting body panels. This achieves a drag coefficient of 0.34. However well this may compare with its competitors in theory, in practice, only the BX's aerodynamic performance is dramatically enhanced by its self-levelling suspension system.

WHY A BX IS MORE AERODYNAMIC THAN OTHER CARS ON THE ROAD

Aerodynamics isn't just a matter of styling and wind tunnel tests. On the road with occupants and luggage, a car is subject to very different forces. Load a conventionally sprung car with rear passengers and luggage and the body's angle to the road - and aerodynamic profile - change significantly.

Not so the Citroën BX. Its self-levelling suspension maintains the same ride height and body angle whatever the load or its distribution.

Most cars are now developed using wind tunnel testing and a widely quoted measurement is called co-efficient of drag. The figure quoted reflects the theoretical drag of the profile of the car. Long, large cars measured this way appear to be more aerodynamically efficient than smaller cars. In truth, such a measurement doesn't give the full picture, because the surface area, obviously greater on a large car than a smaller one, also creates drag. A more realistic measure of aerodynamic efficiency - C_xS - takes surface drag into account. This more revealing measurement was used in the development of the BX and helps account for its aerodynamic efficiency. In fact, the BX is more aerodynamic than larger cars with better co-efficient of drag figures. And the BX's self levelling suspension means that the drag co-efficient

as measured in the wind tunnel is maintained on the road. A factor far more significant than minor point differences in co-efficient of drag between one car and another.

THE RIGHT DESIGN PRIORITIES

The BX offers generous interior space within a compact, low-profile car. The transversely mounted engine is set well forward for reasons of weight distribution. This engineering requirement also produces a car where space traditionally taken up by the engine is freed to give more passenger space. The apparent illusion of headroom in a low car is achieved by the simple expedient of placing the passenger compartment floor below the level of the bottom of the door sills, made possible because the front wheel drive configuration requires no transmission tunnel and has no rear differential. This and the self-levelling suspension's compact rear components also make more room for rear passengers and allows more usable hatchback space.



Other space efficient techniques include the curvature of the doors to give more elbow room - and the slim backs of the front seats which give ample legroom behind.

Using the conventional measure of aerodynamic efficiency, which is based on a profile of the car, gives a 0.33 Cd for the BX. However, a car is not simply a profile, it is a three dimensional shape and a more comprehensive measure of efficiency - CxS - taking this into account, includes surface area of the car as well. This more revealing measure was used in developing the BX and helps to account for its outstanding aerodynamic efficiency.



BX's large single windscreen wiper cuts drag and uses the screen's contours to help prevent it lifting at speed. A screenwash spray tube built into the wiper arm puts the screen fluid exactly where it's needed.

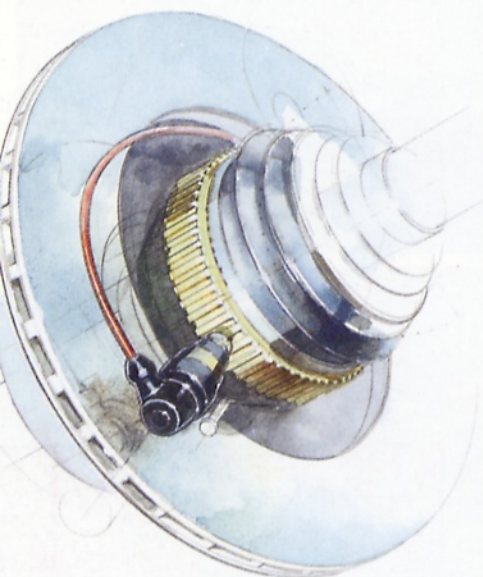


KEEP YOUR COOL

The BX's advanced self-levelling suspension is incorporated into an otherwise conventional front Macpherson strut and rear trailing arm suspension set-up. This produces a car with a unique combination of comfort and crisp, taut, handling. Precise rack and pinion steering with anti-roll bars to cut body sway, allows fast, tidy cornering. At speed, the BX's fine aerodynamics, self levelling suspension and low total weight (which emphasises the front wheel drive configuration's forward weight distribution) contribute to its directional stability and relative immunity to side winds.

A POWER FOR SAFETY

Self-levelling and front suspension geometry helps give the BX anti-dive braking and anti-lift acceleration - the last being significant because it can affect steering control and grip. And the suspension is part of a larger hydraulic system which also powers the brakes. A connection between rear suspension and braking is used to give maximum rear brake pressure proportional to rear payload - to help prevent the rear wheels locking under heavy braking. With disc brakes all round and a powered braking system, the BX has immense stopping force, available instantly to take vital milliseconds off the total time the driver takes to respond. Full power is available from the moment the engine starts. It's independent of engine speed and, with the engine stopped, the brakes are backed by a pressure reservoir. The pump and reservoir compensate for any drop in pressure - and the BX uses a mineral hydraulic oil which cannot absorb moisture.



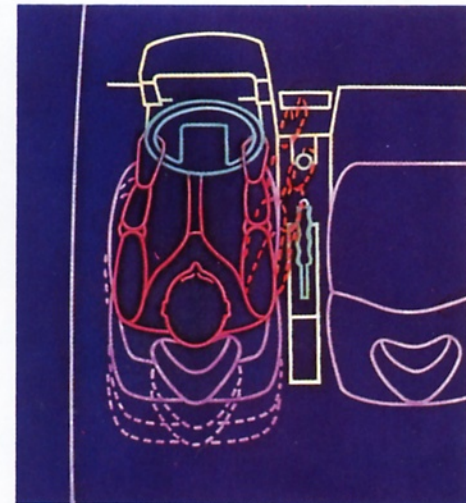
The BX's ABS system uses a sensor on the wheel hub to detect locking, and prevent skidding.

The bodyshell design and choice of materials ensure that in a serious collision the BX's passenger compartment retains its integrity while the front of the car is designed to crumple in a controlled manner, reducing the force of the impact.



ABS - THE LATEST SAFETY BREAKTHROUGH

All 1905cc petrol engined BX models include as standard or can be specified with ABS - Antilock Braking System. The ABS principle - which is widely accepted to be a major safety breakthrough - is based on an idea that will be familiar with skilled drivers; cadence braking. This consists of applying and releasing the brakes gently but rapidly when braking on wet or icy surfaces. The object being to release the wheel the instant it locks in order to try to avoid skidding. But no driver, however practiced, can achieve the ABS system's automatic action of sensing whether any of the wheels has locked and releasing the brakes instantaneously up to ten times a second when this occurs. The result is that the car can be slowed or stopped without skidding - and full steering control is retained. On some cars this vital driving aid can add considerably to the cost of the car. Not so on the BX because its powered braking system is ideal for adaptation to ABS.



Good ergonomic design means that all controls come naturally to hand - more important than mere styling (which can actually lead to confusion). The latest BX models have a simple dashboard design with traditional analogue instruments and self-cancelling indicator stalks.

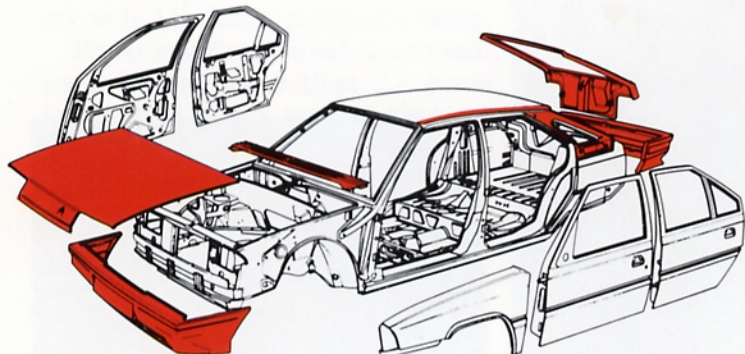


WE HAVE THE TECHNOLOGY

Cornering, braking and acceleration are all enhanced by another of the BX's features. Computer Aided design helped produce a bodyshell with around 40% fewer parts and a 36kg weight saving compared with some similarly sized cars.

THE STRONGEST ARGUMENT FOR THE BX

The BX bodyshell includes special high-strength steels with a better strength to weight ratio. It was the first full production car with modern synthetic materials for large non-structural panels - even the window glass is slightly lighter and, being bonded to the bodyshell, helps improve the strength to weight ratio. It all adds up to major savings in weight which, when coupled to modern all alloy engines, produces responsive acceleration, greater fuel economy and safer stopping.



The BX includes comprehensive anti-corrosion protection. Naturally, the moulded body components and bumpers cannot corrode - but, in addition, much of the structure includes special steels whose low carbon content makes them less prone to rust. Zinc coated steels, cathodic priming, waxing of box sections and flexible sealants amply protect other vulnerable points. Moulded liners help prevent stone chips and the build up of mud under the wheel arches.

The BX is also the product of one of the most modern assembly lines in Europe. The widespread use of robot welding equipment and computer controlled production lines in both body and engine plants ensures consistent quality.

ROBOTS TAKE THE WORK OUT OF OWNING A BX

This has a number of practical benefits - for instance computerised engine testing means that, unlike some models, the BX diesels do not require subsequent cylinder head tightening. All round, the BX's advanced design and manufacture offers savings on cost of ownership. Major servicing intervals are 12,000 miles apart (15,000 miles for diesels) with just an oil change at 6,000 miles (5,000 miles for diesels) - and this is simplified by a sump suction pump which makes oil changes quicker and cleaner.

Self-adjusting clutch and brakes reduce routine servicing - though further savings are achieved by thoughtful design. For example, brake discs can be replaced without dismantling the hubs - they come off and re-mount almost as easily and quickly as changing a wheel.

The BX's suspension eliminates the need for shock-absorber replacement - the entire suspension system can be serviced without recourse to special tools and it's guaranteed for 2 years or 65,000 miles. The gearbox is easily accessible without lifting out the engine and the clutch can be changed more quickly thanks to an access panel within the wheel arch.

If you're on the road and a fuse or bulb blows you'll find the fusebox within the car, under the dash - and the head and tail light clusters can be removed without tools.

On average a BX shouldn't require more than two hours routine servicing annually - just compare that with competitive models!

CITY HA





STAR QUALITY 'BX' TRIM LEVEL

Specifying a base model BX is a good way to move up to a car with all the BX's essential engineering and character without exceeding your budget. In fact, you also get a very generous specification - a 5-door, 5-seat hatchback with folding rear seats and flexible luggage capacity (15 to 51.4 cu. ft.). All models have power disc brakes, laminated windscreen and heated rear screen, halogen headlamps, an aerodynamically efficient single wiper with integral washer, internally adjustable exterior door mirrors. Inside there's cloth up-

holstery and the adjustable front seats are complete with headrests and inertia reel seat belts. Rear seats have two inertia reel seat belts and one static seat belt.

For a full technical and equipment specification of all models see pages at back of this brochure.

BX

The starting point in the BX range is nevertheless a very well equipped car. The 1360cc engine produces 62hp via a four speed gearbox to give a top speed of 96mph and 50mpg at a constant 56mph. Inside, the dashboard is complete with an analogue clock, central console mounted heater and ventilation controls - and dashboard storage compartments. Heated rear screen and laminated windscreen, large single wiper (2 speed plus intermittent) with integrated washer.



BX14E

A more powerful 72hp engine and five speed gearbox mean that the BX14E is not only faster - top speed is 101mph - but slightly more economical too, cruising at a constant 56mph it achieves 51mpg. The exterior is distinguished by the addition of moulded side protection and low profile, high grip tyres fitted with special wheel trims.

Principal option: Metallic Superlustre paintwork.

There's more to comfort in a BX than just the seats, but these are carefully designed for optimum back and thigh support. Front headrests are standard.

Locking petrol filler flap cannot be opened by forcing the flap - and there's no lid to leave behind at the petrol station.

Factory fitted roof aerial is standard for the BX14E - saving you the expense and risk of corrosion in drilling the car body later. Placement improves reception and keeps the aerial out of reach of vandals.



LOW RIDER

THE 'R' TRIM LEVEL

Here the emphasis is on an added level of comfort and convenience. Inside you'll find thick pile carpeting, fully adjustable and reclining front seats in attractive patterned cloth with head restraints. Fully folding rear seats increase luggage space to 51.4 cu. ft. Standard features include central door locking (including the rear hatch), electric front windows rear wash-wipe and full radio-ready wiring. Exterior styling includes full diameter wheel trims, and black protective coating below the door sills. Low profile, high grip MXL tyres are fitted.

BX16RE

The BX16RE is a quick, cool performer under all traffic conditions thanks to its refined 80hp, 1580cc petrol engine and flexible 5 speed transmission. Maximum speed is 106mph with acceleration from 0-60 in a mere 12.5 seconds.

And yet fuel consumption figures are equally impressive 50mpg at a steady 56mph, 38mpg at 75mph.

Principal options: Metallic Superlustre paintwork, power steering, electric 3 way sunroof.

Single spoke steering wheel ensures instrument visibility, and collapses safely in a major impact.



The space-efficient BX provides generous hatch space, 'R' trim models feature a fold-flat rear seat.



BX16RS

Move up to more power with a 1580cc, 92hp engine to gain a top speed of 109mph and acceleration 0-60 in 11.2 seconds. Standard specification now includes tilting/fully sliding electric sunroof.

Principal options: Metallic Superlustre paintwork, power steering.

BX DIESEL MODELS BX17RD/ 19RD

Recognising its growing importance, diesel powered models are represented at almost every level of interior and exterior finish within the BX range. The 'R' trim level models concede nothing to their petrol engined equivalents in terms of comfort and refinement. Equipped to the same high standard as the BX 16RE, two models are available - the competitively priced BX 17RD and the more powerful BX 19RD. The specially developed 1769cc diesel engine with 5-speed gearbox gives the BX 17RD a top speed of 96mph with fuel economy as good as 61mpg at a steady 56mph.

A new more powerful 71hp uprated 1905cc unit with a 5-speed gearbox powers the BX19RD from 0-60mph in 13.7 seconds and gives a top speed of 103mph. Fuel consumption remains at an amazing 61mpg at a steady 56mph. Of course, diesel economy is about more than just fuel savings -major services are needed only every 15,000 miles.

Principal options: Power steering (standard on BX 19RD), Metallic Superlustre paintwork, electric 3 position sunroof.



Alloy wheels with low profile tyres are available as an accessory on all 'R' level cars.



DRIVE IN STYLE THE 'TR' TRIM LEVEL

The initials TR stand for Très Riche and, as this implies, the emphasis here is on added equipment and refinement. All TR models have interior upholstery in special Tweed cloth, front seats are adjustable for cushion angle, and fully contoured rear seats have centre armrest. Standard equipment includes power steering, electric tilting and sliding sunroof, electric windows front and rear, tinted glass and rear sunblinds. Instrumentation

includes door-open warning diagram. TR models are distinguished externally by a smoked acrylic rear quarter window.

BX16TRS

You can opt for all the luxury of a TR level model without the expense of extra power in the BX16TRS. Nevertheless, it's quite a fast car with a 1580cc 92hp engine giving 0-60mph in just 11.2 seconds via its five speed gearbox - and with a top speed of 109mph.

Principal options: Metallic Superlustre paintwork, four-speed automatic gearbox.

BX16TRS Automatic

A 'thinking' automatic gearbox changes down as you slow to give engine braking and to ensure that you're in the right gear to pull away quickly again. The box 'locks-up' at higher speeds, improving power transfer and, with it, acceleration and fuel economy. Top speed is 106mph, 0-60mph takes 13.7secs and fuel consumption at a steady 56mph is a miserly 49mpg.



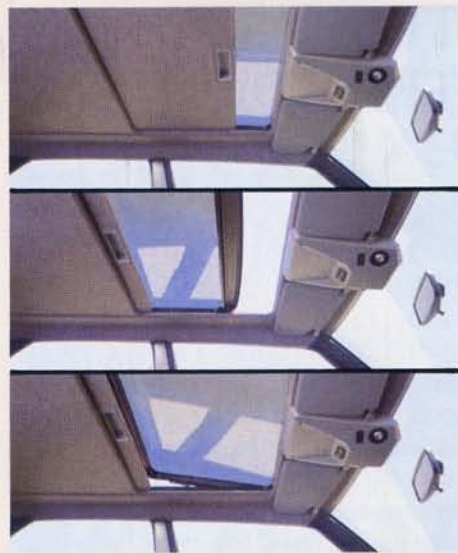
BX19DTR BX19TRS

Again, there's no compromise on comfort with a BX diesel. The full TR trim level specification is matched to a new, more powerful 1905cc diesel engine producing 71hp to give a top speed of 103mph, 0-60mph in 13.7 seconds and 61mpg at a steady 56mph. Major services only every 15,000 miles keep running costs even lower.

Principal options: Metallic Superlustre paintwork, air conditioning.

Match a high specification to the powerful performance of a 1905cc, 105hp engine for a luxury saloon capable of 115mph and 0-60mph in just 9.9 seconds. The engine's flat torque curve makes for reduced gear changing and quiet cruising at low revs via the five speed gearbox.

Principal options: Metallic Superlustre paintwork, air conditioning, 4-speed automatic gearbox.



Electric slide and tilt glass sunroof with sun shade is standard on 'TR' level models.



THE KEY TO THE HIGHWAY BX 19GTi

Built to take on the best and fastest. From its light alloy fuel injection 1905cc engine delivering a hefty 125hp, to its wide, road-gripping low profile MXV tyres. The BX 19GTi propels you from 0-60mph in just 8.8 seconds. ABS Antilock braking is fitted as standard to provide improved stopping power under all weather conditions, while retaining full steering control. With its low drag body and big tail spoiler this BX will achieve a top speed of 123mph, cruising smoothly for hours at the limit.

Driven hard, the BX19GTi shows its pedigree as Citroën's exclusive all round self levelling suspension soaks up road surface variations, yet up-rated spring rates and MacPherson strut front suspension make for lively handling and rapid cornering. The BX19GTi offers a level of luxury that makes it a Grand Tourer in the great tradition - luxurious, supportive seats in an exclusive black/grey chevron pattern velour provide full lumbar and lateral support.

Instrumentation includes a rev-counter and oil level/oil pressure gauge - traditional analogue dials clearly visible through the single-spoke steering wheel with control buttons and stalks set within finger-



Dashboard has easy-to-read analogue dials.





tip reach of the wheel. Front electric window controls allow the driver's window to be raised or lowered either continuously or at one touch - safer and more convenient at parking or toll booths. Rear electric window controls are set in the back of the centre console - within easy reach of both driver and rear seat passengers. Tinted glass and electric sunroof help make summer driving a pleasure. Passenger side door mirror is electrically adjustable, central door locking (including rear hatch) is by remote control. For all its luxury, the BX19GTi remains a remarkably practical car - fold flat rear seats give enormous extra luggage space, fuel economy is maintained at 46mpg at a constant 56mph and 34mpg when cruising at 75mph.

Principal options: Metallic Superlustre paintwork, air conditioning, alloy wheels.

Distinctive alloy wheels are available as an option. Their low weight reduces the car's unsprung weight, improving comfort and handling.



Rear sun blinds cut down heat and glare.



Chevron pattern velour is exclusive to BX19GTi.





TAKE IT TO THE LIMIT BXGTi 16V

The BX reaches its ultimate expression with the launch of a brand new 16 valve engine. Producing a massive 160hp, the 16 valve engine offers many of the advantages of turbocharging - a big power boost without a commensurate increase in fuel consumption - but without any of the drawbacks of the turbo. The 16 valve engine gives extra power - smooth and lag-free and it avoids the expensive reliability problems experienced with some petrol turbo engine designs.

The new engine is based on an all-alloy block with twin overhead camshafts in an alloy head with a magnesium alloy cover, driving via a closely spaced five speed gearbox. Performance figures speak for themselves - acceleration 0-60 mph in just 7.8 seconds, top speed 135mph, making this easily one of the fastest cars in its class. Yet fuel consumption remains an impressive 43mpg at a steady 56mph and 35mpg at 75mph.

Standard equipment includes ABS braking, alloy wheels, tinted glass, electric windows, central door locking and an advanced stereo radio cassette system.

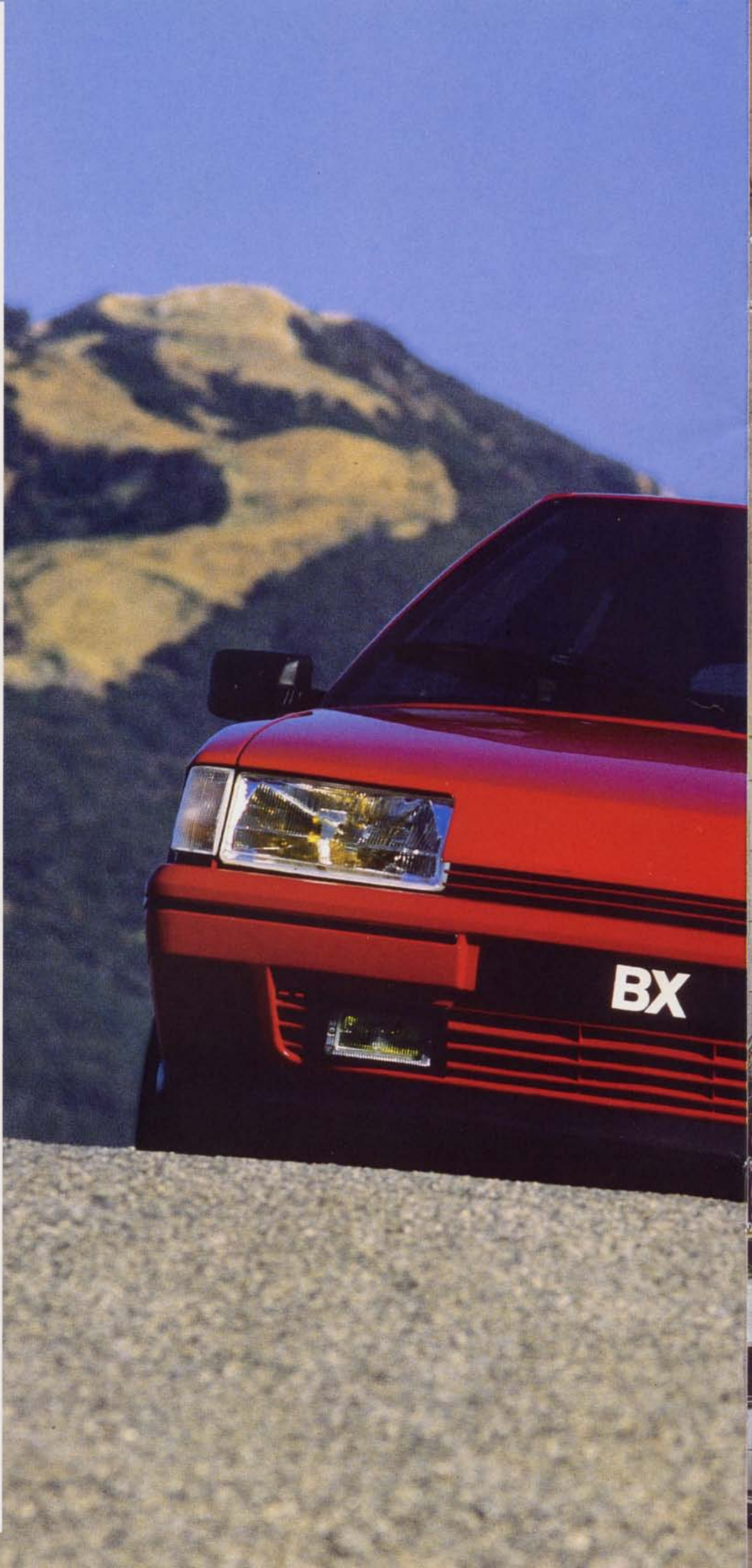
This is a refined, luxurious car. Outside, though the wheel arches are bulged to take low profile MXV tyres on wide alloy wheels, there's little in the way of pointless show.



Infra red remote locking of all doors and hatch is standard.



Driver's electric window has one-touch open and closing as well as conventional operation.





MAXIMUM PAYLOAD



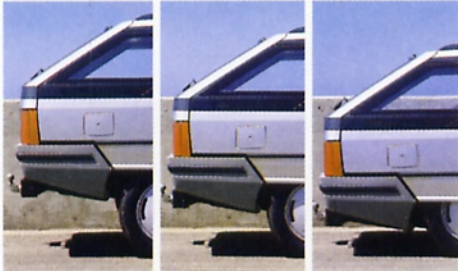
Much of what makes the BX a great saloon car also makes it an outstanding estate. Indeed, the extra carrying space in such a car only becomes really useful when coupled to a suspension system designed specifically to cope with such loads. The BX's self levelling suspension system maintains the same degree of comfort whether it's carrying a full payload of 544kg including driver, or whether it's unladen. You don't even have to adjust the headlamps for load. You can also lower the car's ride height for loading and raise it to overcome obstacles off-road - so you can deliver any load right to where it's needed.

And a BX, with the superior traction of front wheel drive, allows you to venture where lesser machines might bog-down. But, more vitally, front wheel drive frees space in the rear where rear-wheel-drive cars' transmission components usually intrude. The BX Estate's tailgate is the full height of the body and the bumper is built into the tailgate. With

The BX Break offers a generous load space 3' 8" wide, 3' high for most of its 5' 7" length with the rear seat folded. With rear seat passengers, the load space is still a full 3' 9" in length. Overall volume is 30.4 cu. ft. as a five seater and 63.7 cu. ft. with the rear seat fully folded.

the car's suspension fully lowered, loads only have to be lifted 15" from the ground.

Every BX Estate has power disc brakes, laminated windscreen and heated rear screen, halogen headlamps, an aerodynamically efficient single wiper with integral washer, passenger door mirror and roof aerial. Inside, thick carpets, front seat head restraints and luxurious seating in patterned fabric add a touch of luxury, matched by cloth door inserts. Other standard fittings include central door locking, electric front windows, rear wash-wipe, inertia reel seatbelts front and rear (plus a third static belt in the rear), analogue clock. Cars come ready wired for the hi-fi of your choice and include a roof aerial. Low profile/high grip MXL tyres and moulded side protection complete the exterior.





Thomas Suriya
© 1985

LOS ANGELES

PRODUCE
WHOLESALE
MARKET

COUNTRY CLUB BX16RS Estate

The BX16RS offers a remarkable level of comfort. It starts with fundamentals like the sheer passenger space inside and Citroën's unique self-levelling suspension system - ideal for an estate where loads can vary so widely and actually permitting a higher payload to be carried safely. The 1580cc engine's 92hp gives a top speed of 106mph and acceleration from 0-60mph in 11.6 seconds. Payload is 544kg, maximum luggage capacity 63.7 cu. ft.

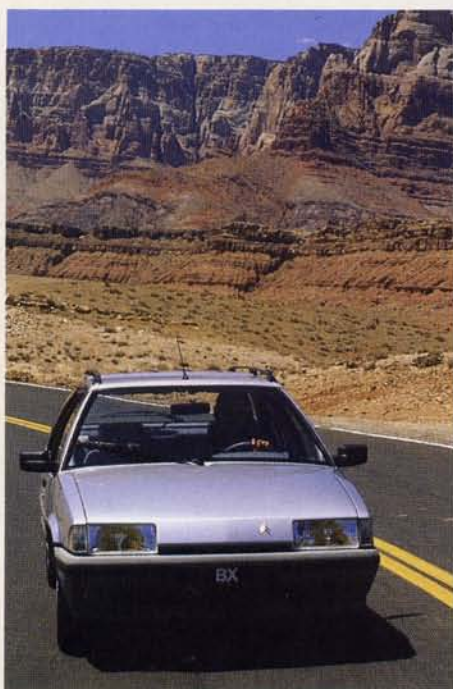
Principal options: Metallic Superlustre paintwork, power steering.

BX19RD Estate

Saloon car comfort meets diesel car economy and estate loadspace. The new, more powerful, 1905cc, 71hp diesel engine and 5-speed gearbox gives a top speed of 101mph and 0-60mph acceleration in 16.4 seconds. Maximum payload is 548kg.

Power steering is fitted as standard requiring no more than 2.8 turns lock-to-lock and a turning circle of just 34 feet.

Principal option: Metallic Superlustre paintwork.



BX Estates come closest in their class to offering saloon car handling, whatever the load, thanks to Citroën's unique self-levelling suspension.





HITCH A RIDE BX19TRS

Estate

The top of the range BX19TRS combines a high specification interior to the powerful performance of a 1905cc, 105hp engine for a luxury estate that concedes nothing to most saloon cars.

Fully adjustable and reclining front seats covered in a rich velour cloth give support and comfort on long journeys. The rear seat has a centre armrest and inertia reel seat belts. The whole car is heavily carpeted. Twin door mirrors, front and rear electric windows, tinted glass and rear sunblinds, power steering and central locking are standard. Dashboard instrumentation includes a rev-counter, door and hatchback-open warning indicator, and an audible warning if you leave the lights on when leaving the vehicle. The dual function electric oil gauge displays oil level on starting and oil pressure when running. Interior courtesy light is activated by both front and rear doors. In addition to the BX's effective large single front windscreen wiper, the BX19TRS has a rear wash-wipe - particularly useful on an estate.

In addition to the aerodynamically efficient roof rails, the BX19TRS includes load strips to protect the roof. The car's overall drag coefficient of 0.36 Cd means this is an estate that matches saloon car aerodynamics too.

Roof rails are aerodynamically efficient and stylish as well as highly practical feature - the roof strips on BX19TRS models protect paintwork and help locate loads securely.





In truth, this is a true sporting estate with a 1905cc engine developing 105hp to give 0-60mph in 10.4 seconds and a top speed of 113mph with the manual 5 speed gearbox. The engine's flat torque curve makes for reduced gear changing and quiet cruising at low revs particularly as this is a true five-speed gearbox rather than a four speed with an economy fifth gear.

Principal options: Metallic Superlustre paintwork, air conditioning, 4-speed automatic transmission, ABS anti-lock braking.

The optional Automatic 4 speed gearbox gives similar performance to manual models and also automatically selects lower gears as you slow down, giving engine braking and ensuring that you're in the correct gear to pull away again. The auto gearbox also locks up at speed to improve power transfer, improving performance and fuel consumption.

Specialist roof racks are available as accessories.

Parcel shelf also conceals smaller loads in the rear. Lifts with tailgate for easy loading, and removes completely when not required.



CITROËN - CARS OF CONTINUING INTEREST.

The Citroën you buy is part of a wide range of Citroën cars - each embodying some very new ideas but all are a product of the heritage of design experience of one of the world's most remarkable car makers.

INNOVATION AS TRADITION

Many of the ideas which now seem fundamental to modern car design were developed first by Citroën. Of course, most large manufacturers launch experimental prototypes from time to time to test public opinion or simply to assert their credentials as engineers. What marks Citroën as true innovators is their record of being first into production with cars which put major new ideas into practice.

The legendary Traction Avant wasn't only notable for its front wheel drive - unusual in a mass production car though not actually unique at the time - but for its monocoque

chassisless construction. The Traction's design team took account of aerodynamics - and went to some lengths to demonstrate that in crash tests (another innovation) the car was actually stronger than models with a chassis.



With the DS series Citroën ushered in their superb all-round self-levelling hydropneumatic suspension - and it was the closest thing to a successful aerodynamic car that the world had so far seen. But credit for introducing aerodynamics to the man in the street probably belongs most fairly to the Citroën GS, a more modest looking car that was at least as aerodynamic as the fastest sports car then in production.

The CX, which incorporates not only aerodynamics but hydropneumatic suspension,

a unique power steering system, powered braking and transverse front wheel drive, is a landmark in large car design.

With the BX, Citroën were the first manufacturer in the world to adopt modern synthetic materials in a volume production saloon car. This achieved some of the most significant weight savings in car design since the introduction of monocoque construction - again without compromising strength. The BX was designed using computer-aided design techniques that maximised interior space, reduced the number of parts that make up the body and further reduced body weight. The BX is also manufactured using a high proportion of robots to humans.

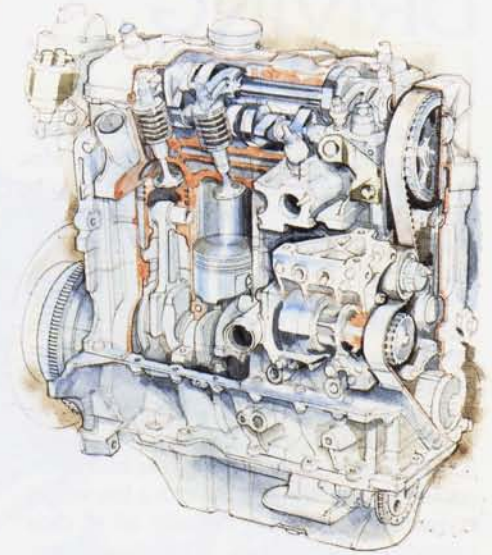
The new AX takes the "robotisation" of manufacture even further - the computer controlled production line includes a stage where the entire dashboard assembly is lifted by a robot arm, swung through the windscreen opening and positioned inside the car. More importantly, clever design including computer aided techniques reduced the weight of the AX by an amount equivalent to travelling with one less passenger in the car. The result, with its superior aerodynamics and a low friction engine, is one of the most fuel efficient cars ever built.





ECO 2000 Prototype developed prior to launch of the AX previewed some of the production car's low drag design characteristics and its clever use of interior space.

The AX features a range of new advanced, lightweight, low friction engines that between them cover every motoring requirement.



As part of a continuing process of engine development the BX 1905cc engine, which develops 105 hp in BX 19TRS's, has been fitted with fuel injection raising the power to 125 hp for use in the BX 19GTi.



To launch the new AX a car was taken on a trip to the Great Wall of China, coincidentally echoing another Citroën achievement. In the 1930s a Citroën was the first vehicle to drive from Peking to Paris. Advertising for the AX rightly emphasised that this is one small car that isn't afraid of long journeys.

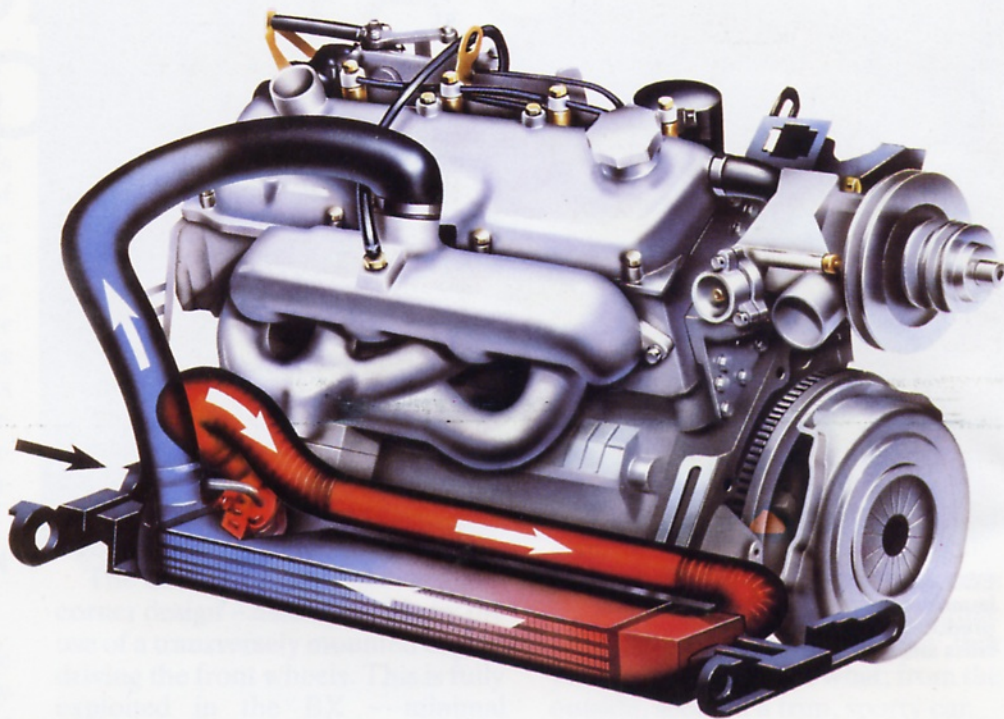
QUIETLY CHANGING EUROPEAN DRIVING HABITS

While new model introductions offer the most public evidence of innovation, less noticeably, improvements are continually incorporated into existing models. For example, while the new AX engines represent a major step forward in efficiency through low weight and reduction of friction in areas such as piston design, the BX Diesel models have been helping to increase the acceptability of this more efficient motive force by offering performance that comes very close to petrol engined cars. Even the base-model BX diesel cars which combine the best diesel engine of its class in Europe with a low weight bodysell, outperform virtually all of their immediate competitors. This is, in part, thanks to the car's self-levelling suspension which lends itself particularly well to the demands of the extra weight of a diesel unit.

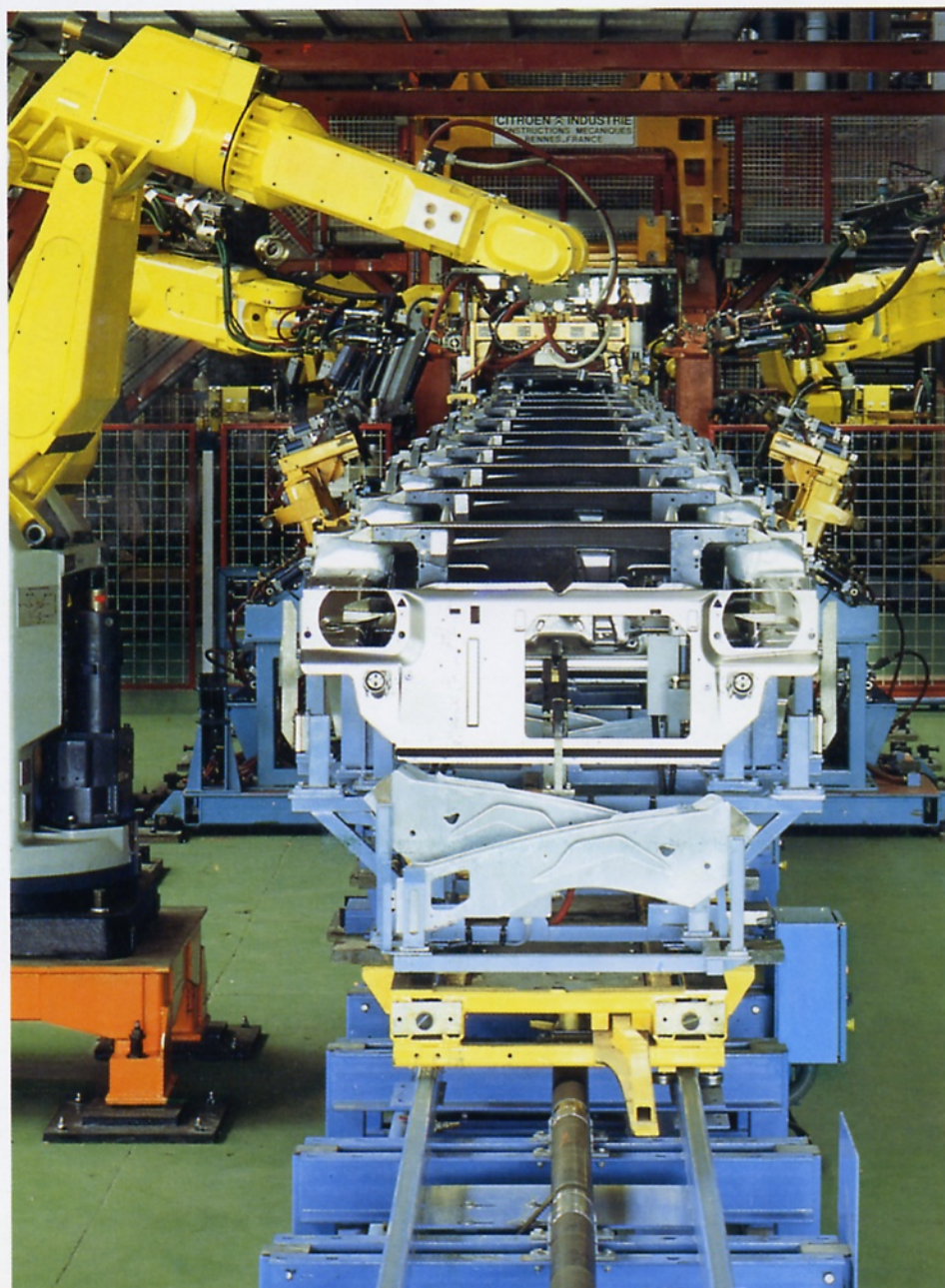
Diesel power makes a lot of sense if you're someone who drives long distances, because the extra cost of the diesel engine is offset by significant fuel savings - and you can save time on long journeys if you have to stop for fuel less often. Equally, in these circumstances, you'll appreciate the smooth, tireless cruising capability of one of the few real Grand Tourer cars on the market. The new CX Intercooled Turbo Diesel 2 models bring a new level of performance to the diesel market with a top speed of 121mph with acceleration (0-60mph in 10.4 seconds) to match. And the ability to cruise all day at 56mph with fuel consumption of just 58mpg.

The new CX is one of only two diesel cars in the world capable of this kind of performance - and the other car is in a considerably higher price bracket.

As new Citroën models are developed, even as minor changes are introduced to existing models, they're tested beyond the limits of conditions they're ever likely to meet in normal use. Cars are regularly shipped to areas of tropical humidity, desert heat, or arctic cold to ensure that wherever the car is sold it'll be reliable and durable. Right now, somewhere in the world a Citroën test team is carrying out practical tests too - whether it's cruising flat out on a test track or spending day after day stopping and starting in traffic.



New inter-cooling brings extra performance to turbo diesel CX models.





AX is the product of Europe's most modern car factory at Aulnay.

BACKED BY A SIX YEAR WARRANTY

Behind all this effort is the knowledge that every car will be sold with a warranty of one year on mechanical parts and a six year anti-perforation warranty on the body, subject to annual routine maintenance inspections. Models with self-levelling suspension - CX and BX - carry a two year labour and parts warranty on the suspension system.

And, of course, every car must satisfy customers of a dealer network in over 170 countries with widely varying road, traffic and weather conditions. And wherever you go in Europe you're never far from a Citroën dealer or service centre.

**DEVELOPED IN
CONDITIONS
FROM THE
ARCTIC TO THE
EQUATOR.
SOLD AND
SUPPORTED
RIGHT ACROSS
EUROPE.**

-  Citroën subsidiary companies.
-  Citroën car factories.



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

	BX	BX 14E	BX 16RE	BX 16RS BX 16TRS	BX 17RD	BX 19RD BX 19DTR	BX 19TRS	BX 19GTi	BX GTi 16V
Engine									
Number of cylinders					4 In line				
Cubic capacity	1360cc	1360cc	1580cc	1580cc	1769cc	1905cc	1905cc	1905cc	1905cc
Bore and stroke	75 x 77mm	75 x 77mm	83 x 73mm	83 x 73mm	80 x 88mm	83 x 88mm	83 x 88mm	83 x 88mm	83 x 88mm
Compression ratio	9.3:1	9.3:1	9.3:5	9.5:1	23:1	22.5:1	9.3:1	9.3:1	10.4:1
Horsepower (DIN)	62hp @ 5500rpm	72hp @ 5750rpm	80hp @ 5600rpm	92hp @ 6000rpm	60hp @ 4600rpm	71hp @ 4600rpm	105hp @ 5600rpm	125hp @ 5500rpm	160hp @ 6500rpm
Torque (DIN)	80ft/lbs @ 2500rpm	80ft/lbs @ 3000rpm	98ft/lbs @ 2800rpm	101ft/lbs @ 3250rpm	80ft/lbs @ 2000rpm	90ft/lbs @ 2000rpm	120ft/lbs @ 3000rpm	129ft/lbs @ 4500rpm	133ft/lbs @ 5000rpm
Cooling system	Liquid cooled, electric fan with thermostatic control								
Transmission									
					Front wheel drive				
Gearbox type	Manual	Manual	Manual	Manual(M)/ Automatic(A) (TRS only)	Manual	Manual	Manual(M)/ Automatic(A)	Manual	Manual
Number of gears	4	5	5	(M)5 (A)4	5	5	(M)5 (A)4	5	5
mph/1000 rpm in top gear	18.4	19.2	21.2	(M)21.2 (A)22.1	21.2	22.4	(M)21.0 (A)25.0	21.2	20.0
Clutch type	Cable operated diaphragm type, mechanical control (except Automatics)								
Steering									
Type	Rack and pinion	Rack and pinion	Rack and pinion (Power assistance optional)	Rack and pinion (Power assistance optional in 16RS, standard on 16TRS)	Rack and pinion (Power assistance optional)	Rack and pinion power assisted	Rack and pinion power assisted	Rack and pinion power assisted	Rack and pinion power assisted
Turns lock to lock	3.7	3.7	3.7 (2.8 power assisted)	3.7 (2.8 power assisted)	4.4 (2.8 power assisted)	2.8	2.8	2.8	2.8
Turning circle between kerbs	33ft 4ins	33ft 4ins	33ft 4ins (33ft 11ins power assisted)	33ft 4ins (33ft 11ins power assisted)	33ft 4ins (33ft 11ins power assisted)	33ft 11ins	33ft 11ins	35ft 1ins	34ft 1ins
Brakes									
Independent split circuit, power operated, outboard discs front (ventilated on 16V) and rear Maximum brake pressure on rear wheels regulated according to load on rear suspension. ABS on 19GTi/16V.									
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									
	145R14 MX	165/70R14 MXL	165/70R14 MXL	165/70R14 MXL(M) 155R14 MX(A)	165/70R14 MXL	165/70R14 MXL	165/70R14 MXV(M) 165/70R14 MXL(A)	185/60R14 MXV	195/60R14 MXV
Electrical equipment									
Ignition type	Transistorised with magnetic impulse				Compression ignition		Transistorised with magnetic impulse	Transistorised with magnetic impulse	Transistorised with magnetic impulse
Battery	12v 175 A	12v 175 A	12v 200 A	12v 200 A	12v 300 A	12v 300 A	12v 200 A	12v 200 A	12v 200 A
Alternator	675 watts	675 watts	750 watts	675 watts	675 watts	675 watts	675 watts	675 watts	750 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)	2094lbs (950kg)	2094lbs (950kg)	2183lbs (990kg)	2183lbs (990kg)	2194lbs (995kg)	2260lbs (1025kg)	2359lbs (1070kg)
Payload (including driver)	1058lbs (480kg)	1058lbs (480kg)	1033lbs (455kg)	1102lbs (500kg)	1124lbs (510kg)	1124lbs (510kg)	1025lbs (465kg)	1003lbs (455kg)	924lbs (419kg)
Maximum laden weight	3042lbs (1380kg)	3042lbs (1380kg)	3097lbs (1405kg)	3196lbs (1450kg)	3307lbs (1500kg)	3307lbs (1500kg)	3219lbs (1460kg)	3263lbs (1480kg)	3283lbs (1489kg)
Maximum towing weight (with brakes)	2205lbs (1000kg)	2205lbs (1000kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)
Gross train weight	5247lbs (2380kg)	5247lbs (2380kg)	5523lbs (2505kg)	5621lbs (2550kg)	5732lbs (2600kg)	5732lbs (2600kg)	5644lbs (2560kg)	5688lbs (2580kg)	5708lbs (2589kg)
Maximum roof rack load	165lbs (75kg)								
Official Government Test Fuel Consumption Figures									
Urban Cycle	36.7mpg (7.7L/100km)	33.2mpg (8.5L/100km)	31.7mpg (8.9L/100km)	(M)31.7mpg (8.9L/100km) (A)32.5mpg (8.7L/100km)	44.1mpg (6.4L/100km)	43.5mpg (6.5L/100km)	(M)29.7mpg (9.5L/100km) (A)29.7mpg (9.5L/100km)	27.2mpg (10.4L/100km)	25.0mpg (11.3L/100km)
Constant 56mph (90 km/h)	50.4mpg (5.6L/100km)	51.4mpg (5.5L/100km)	50.4mpg (5.6L/100km)	(M)51.4mpg (5.5L/100km) (A)48.7mpg (5.8L/100km)	61.4mpg (4.6L/100km)	61.4mpg (4.6L/100km)	(M)47.1mpg (6.0L/100km) (A)46.3mpg (6.1L/100km)	46.3mpg (6.1L/100km)	42.8mpg (6.6L/100km)
Constant 75mph (120km/h)	37.7mpg (7.5L/100km)	39.8mpg (7.1L/100km)	37.7mpg (7.5L/100km)	(M)40.4mpg (7.0L/100km) (A)37.2mpg (7.6L/100km)	44.1mpg (6.4L/100km)	46.3mpg (6.1L/100km)	(M)37.2mpg (7.6L/100km) (A)37.2mpg (7.6L/100km)	34.5mpg (8.2L/100km)	34.9mpg (8.1L/100km)
Performance									
Maximum speed	96mph	101mph	106mph	(M)109mph (A)106mph	96mph	103mph	(M)115mph (A)112mph	123mph	135mph
0-62mph (100km/h) (secs)	15.6	13.5	12.6	(M)11.3 (A)13.8	19.0	13.8	(M)10.0 (A)11.8	8.9	7.9
Standing 400m (secs)	19.5	18.7	18.9	(M)17.7 (A)19.3	21.1	18.5	(M)17.1 (A)18.1	16.4	15.6
Standing 1000m (secs)	37.2	35.2	35.4	(M)32.9 (A)35.6	39.1	35.3	(M)32.0 (A)33.4	30.5	28.8
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)	14.5 gallons (66 litres)	14.5 gallons (66 litres)	14.5 gallons (66 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 16RE/BX 19RD
 BX 16RS/BX 17RD BX 16TRS/BX 19DTR/BX 19TRS
 BX 19GTi BX GTi 16V

BX BX 14E BX 16RE/BX 19RD
 BX 16RS/BX 17RD BX 16TRS/BX 19DTR/BX 19TRS
 BX 19GTi BX GTi 16V

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	○	○	16RE only	—	—
Automatic choke	—	—	16RS only	TRS only	—
Analogue clock	○	○	○	—	—
Quartz digital clock	—	—	—	○	○
Water temperature warning light	○	○	○	○	○
Oil temperature gauge	—	—	—	—	○
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	○	○	○	○	○
Day/night rear view mirror	○	○	○	○	○
Instrument rheostat	○	○	○	○	○
Childproof lock on rear doors	○	○	○	○	○
Protective side mouldings	—	○	○	○	○
Door opening warning reflectors	○	○	○	○	○
Rear wash/wipe	□	□	○	○	○
Halogen headlamps	○	○	○	○	○
Audible warning if lights left on	—	—	—	○	○
Laminated windscreen	○	○	○	○	○
Tinted windows with rear sunblinds	—	—	—	○	○
Low profile tyres	—	○	○	○	○
Internally adjustable exterior door mirrors	○	○	○	○	○
ABS anti-lock brakes	—	—	—	△	○

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 lights	—	—	—	○	○
Map pockets on rear of front seats	—	—	—	○	○
Front door map pockets	—	—	—	○	○
Variable speed air fan	○	○	○	○	○
Adjustable reclining separate front seats	○	○	○	○	○
Tilt adjustable front seats	—	—	—	○	○
Fully 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	—	—	△16RE	○	○
Automatic gearbox	—	—	—	△	—
Floor carpet	○	○	○	○	○
Central door locking (including hatch)	—	—	○	○	○
Remote control central locking	—	—	—	(19TRS only)	○
Electric front windows	—	—	○	○	○
Electric rear windows	—	—	—	○	○
Removable rear parcel shelf	○	○	○	○	○
Illuminated glove box	○	○	○	○	○
Locking fuel filler flap	○	○	○	○	○
Smoked rear quarter windows	—	—	—	—	—
Roof aerial	—	○	○	○	○
Stereo radio/cassette unit	—	—	—	—	○

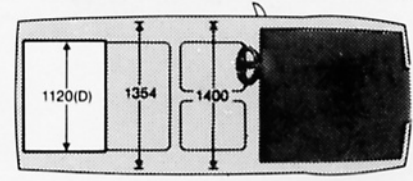
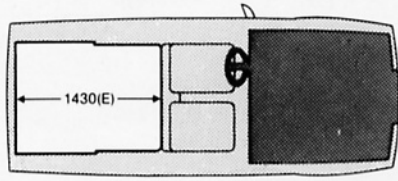
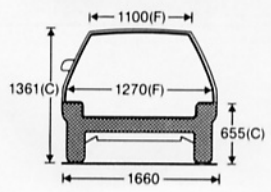
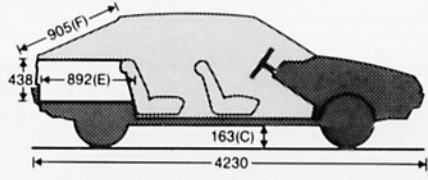
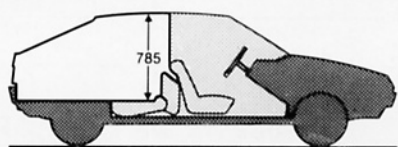
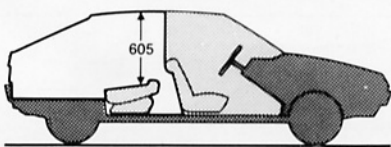
○ Standard △ Option available on special order □ Accessory
 † not available until 1988.

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.

All measurements in millimetres with motor running.

BX

BX 16RE/BX 16RS/BX 17RD/BX 16TRS/BX 19DTR/BX 19TRS/BX 19GTi/BX GTi 16V

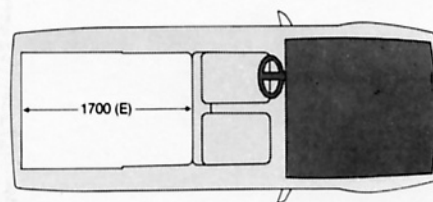
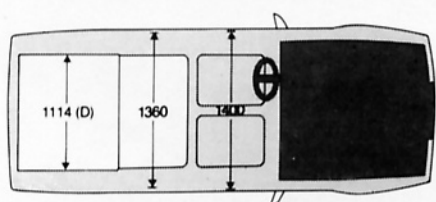
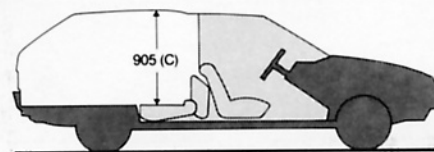
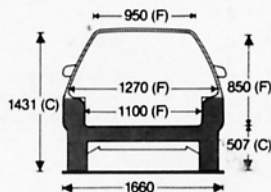
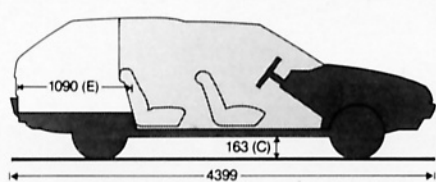


(C) Motor running (D) between wheel arches (E) Floor length (F) Door opening

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	22.5:1
Horsepower	92hp (DIN) @ 6000rpm	105hp (DIN) @ 5600rpm	71hp (DIN) @ 4600rpm
Torque	101 ft/lbs (DIN) @ 3250rpm	119 ft/lbs (DIN) @ 3000rpm	90 ft/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)25.0	22.4
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-levelling 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			
	165/70R14 MXL	165/70R14 MXL	165/70R14 MXL
Electrical equipment			
Ignition type	Transistorised with magnetic impulse		Compression ignition
Battery	12v 200 A	12v 200 A	12v 300 A
Alternator	675 watts		
Interior capacities			
Seating capacity	5		
Boot capacity	30.4 cu.ft (860dm ³)		
Boot capacity (with rear seat folded)	63.7 cu.ft (1803dm ³)		
Weights			
Unladen weight	2196lbs (996kg)	2304lbs (1045kg)	2275lbs (1032kg)
Payload (including driver)	1199lbs (544kg)	1223lbs (555kg)	1204lbs (548kg)
Maximum laden weight	3395lbs (1540kg)	3537lbs (1600kg)	3483lbs (1580kg)
Maximum towing weight (with brakes)	2425lbs (1100kg)		
Gross train weight	5820lbs (2640kg)	5952lbs (2700kg)	5908lbs (2680kg)
Maximum roof rack load	220lbs (100kg)		
Official Government Test Fuel Consumption Figures			
Urban Cycle	31.7mpg (8.9L/100km)	(M)30.1mpg (9.4L/100km) (A)29.7mpg (9.5L/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)36.2mpg (7.8L/100km) (A)36.2mpg (7.8L/100km)	42.8mpg (6.6L/100km)
Performance			
Maximum speed	106mph	(M)113mph (A)110mph	101mph
0-62mph (100km/h) (secs)	11.7	(M)10.5 (A)N/A	14.5
Standing 400m (secs)	17.9	(M)18.1 (A)N/A	19.4
Standing 1000m (secs)	33.4	(M)32.5 (A)N/A	36.3
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.



All measurements in millimetres with motor running.

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

EQUIPMENT SPECIFICATION

BX 16RS/BX 19RD

BX 19TRS

BX 16RS/BX 19RD

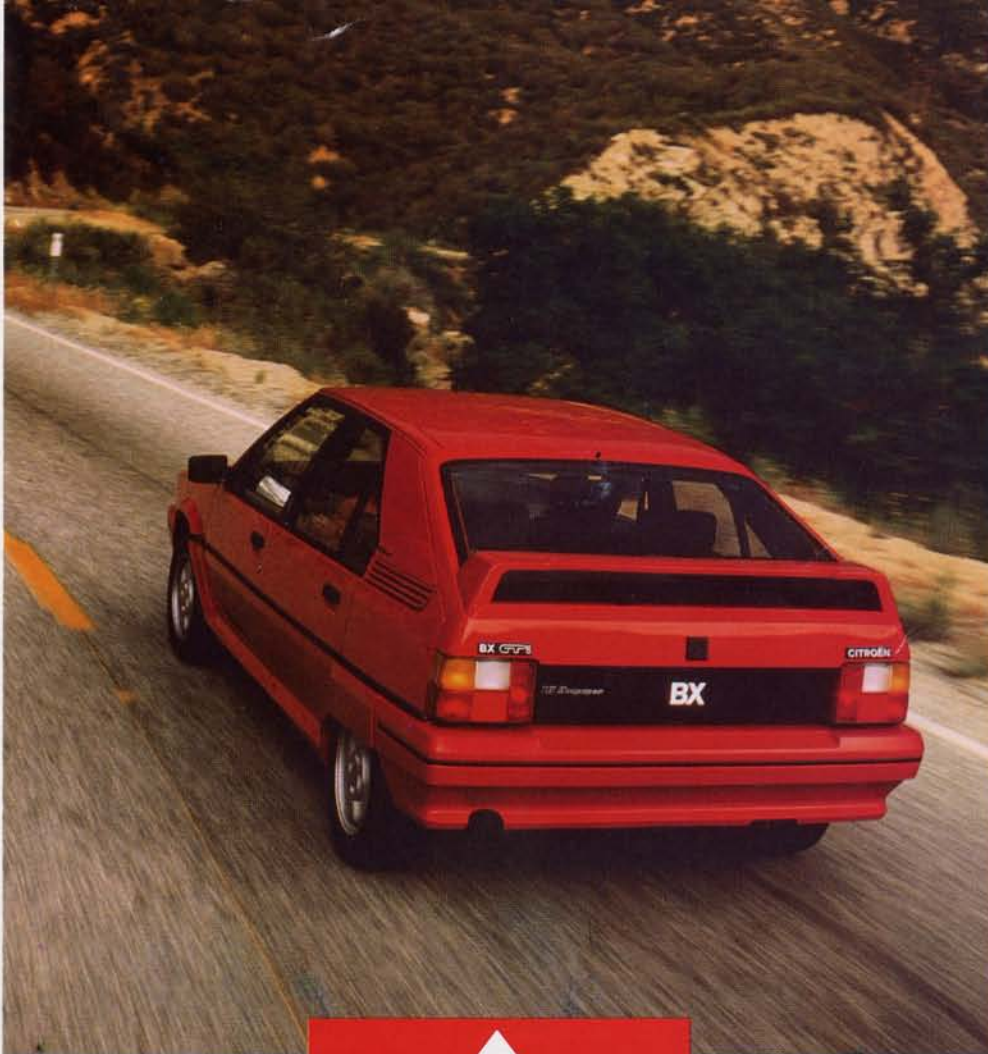
BX 19TRS

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	○	○
Audible warning if lights left on	—	○
Laminated windscreen	○	○
Tinted windows	—	○
Rear sun blinds	○	○
Low profile tyres	○	○
Internally adjustable exterior door mirrors	○	○
ABS anti-lock brakes	—	△

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	—	○
Rear door map pockets	—	○
Variable 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 hatch)	○	○
Electric front windows	○	○(and rear)
Removable rear parcel shelf	○	○
Illuminated glove box	○	○
Locking fuel filler flap	○	○
Air conditioning	—	△

○ 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.



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 31st July 1987. 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 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.