

CITROËN  CX



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**CX2000**

1985 cc petrol engine. Four-speed gearbox. VariPower steering. Safety instrument console including full range of function and warning lamps. Day/night driving mirror. Exterior mirror. Electronic clock. Laminated windscreen. Single-arm windscreen wiper with 2 speeds and intermittent wipe. Electric screen washers. Heated rear window. Illuminated and lockable glovebox. Boot-lamp. Front inertia-reel seatbelts, and fixing points for rear belts. Reclining front seats with adjustable and removable head restraints. Jersey cloth upholstery.

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**CX2400 SUPER / CX2500 DIESEL SUPER**

2347 cc petrol engine, or 2500 cc diesel engine. Five-speed gearbox. VariPower steering. Safety instrument console including comprehensive range of function and warning lamps. Electronic clock. Electronic tachometer (petrol engine only). Interior pneumatic engine oil-level gauge. Town and country airhorns. Laminated windscreen. Day/night driving mirror. Single-arm windscreen wiper with 2 speeds and intermittent wipe. Electric screen washers. Heated rear window. Electrically-operated front windows. Aerial and twin speakers. Front door pockets. Illuminated and lockable glovebox. Front inertia-reel seatbelts and

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**CX PALLAS / CX PALLAS INJECTION**

2347 cc petrol engine with either carburettor (115 DIN bhp) or injection (128 DIN bhp) fuel supply system. Option of 5-speed gearbox or C-Matic transmission with carburettor engine, C-Matic standard equipment with fuel-injection engine. VariPower steering. Safety instrument console with comprehensive range of function and warning lamps. Electronic tachometer. Interior pneumatic engine oil-level gauge. Electronic clock. Ignition keyhole lamp. Laminated windscreen. Single-arm windscreen wiper with 2 speeds and intermittent wipe. Electric windscreen washers. Heated rear window. Town and country airhorns.

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**CX2400 GTI**

2347 cc fuel injection engine with electronic ignition. Five-speed gearbox. VariPower steering. Safety instrument console with comprehensive range of function and warning lamps. Electronic tachometer. Ignition keyhole lamp. Electronic clock. Interior pneumatic engine oil-level gauge. Day/night driving mirror. Electrically adjustable exterior mirror. Town and country airhorns. Laminated windscreen. Single-arm windscreen wiper with 2 speeds and intermittent wipe. Electric windscreen washers. Heated rear window. Fog lamps, front and rear. Tinted glass. Front and side sunvisors. Rear sunblinds. Electrically-operated front

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**CX PRESTIGE**

2347 cc fuel-injection engine with C-Matic transmission or 5-speed manual gearbox. VariPower steering. Central locking system. Metallic paint. Vinyl covered roof. Safety instrument console with comprehensive range of function and warning lamps. Electronic tachometer. Electronic clock. Interior pneumatic engine oil-level gauge. Ignition keyhole lamp. Town and country air-horns. Day/night driving mirror. Electrically adjustable exterior mirror. Laminated windscreen. Single-arm windscreen wiper with 2 speeds and intermittent wipe. Electric windscreen washers. Heated rear window. Rear fog lamps. Tinted glass.

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**CX SAFARI AND FAMILIALE**

Choice of 2347 cc petrol engine or 2500 cc diesel engine. Four-speed gearbox. VariPower steering. Safety instrument console with comprehensive range of function and warning lamps. Electronic tachometer (petrol engine only). Electronic clock. Day/night driving mirror. Two exterior mirrors. Interior pneumatic engine oil-level gauge. Town and country airhorns. Laminated windscreen. Single-arm windscreen wiper with 2 speeds and intermittent wipe. Heated rear window. Rear window washer and wiper. Electrically-operated front windows. Aerial and two speakers. Front door pockets. Illuminated and lockable glovebox. Front

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**CX2000 SUPER**

As CX2000, plus: Electronic tachometer. Interior pneumatic engine oil-level gauge, Town and country airhorns. Electrically operated front windows. Aerial and twin-door speakers. Front door pockets. Height adjustment for driver's seat. **Option:** Metallic paint.



fixing points for rear belts. Reclining front seats with adjustable and removable head restraints. Height adjustment for driver's seat. Jersey cloth upholstery. **Options:** Metallic paint. Tinted windows with side sunvisors and rear sunblinds. C-Matic transmission (2400 Super only).



Day/night driving mirror. Electrically adjustable exterior mirror. Tinted glass. Front and side sunvisors. Rear sunblinds. Electrically-operated front windows. Aerial and two speakers. Front door pockets. Illuminated and lockable glovebox. Map-reading lamp. Front inertia-reel seatbelts and fixing points for rear belts. Reclining front seats with adjustable and removable head restraints. Height adjustment for driver's seat. Individual rear reading lamps. Luxurious chevron-patterned cloth upholstery. Deep-pile carpet. **Options:** Metallic paint. C-Matic transmission (standard with fuel-injection engine). Leather upholstery. Air-conditioning. Electric sunroof.



windows. Aerial and twin speakers. Front door pockets. Illuminated and lockable glovebox. Map reading lamp. Front inertia-reel seatbelts and fixing points for rear belts. Head restraints on front and rear seats. Height-adjustable driver's seat. Individual rear reading lamps. Alloy wheels. **Options:** Metallic paint. Leather upholstery. Air-conditioning. Electric sunroof.



Front and side sunvisors. Rear sunblinds. Air-conditioning. Aerial and 4 speakers. Electrically-operated windows on all doors. Pockets on all doors. Illuminated and lockable glovebox. Front inertia-reel seatbelts and fixing points for rear belts. Reclining front seats. All seats fitted with head restraints. Height-adjustable driver's seat. Footrests for rear passengers. Rear grab handles. Individual reading lamps. Luxurious button-backed Jersey cloth seat upholstery. Deep-pile carpeting. **Option:** Leather upholstery.



inertia-reel seatbelts and fixing points for rear belts. Height-adjustable driver's seat. Jersey cloth or Boxline upholstery. Note: Familial seating arrangement is for driver and passenger in front, then two rows of three seats. Access to rear seating provided by folding outer seats on second row. **Options:** Metallic paint. Tinted glass with rear side sunvisors. Air-conditioning (petrol engine models only). C-Matic transmission (petrol engine models only).



CITROËN CX 2000







**CITROËN CX 2400 SUPER**







CITROËN CX PALLAS









*Aerial and speakers standard,  
radio optional extra.*



CITROËN CX PALLAS



# CITROËN CX GTi







A number of subtle interior design variations are apparent in the new CX GTi, CX Pallas and CX Prestige models.

A dual-directional, map-reading lamp is mounted above the front seats. The lamp is switched on simply by directing it over either the driving seat or passenger seat.

Front sun visors are now recessed into the headlining, and switches for the central interior lamp and heated rear window are set within easy reach between the recessed sun-visors.

Note: In those cars fitted with an electric sunroof, the sun visors, map reading lamp, and other controls, are positioned as with standard CX models.

(Illustrated: CX GTi interior.)





# CITROËN CX PRESTIGE











This is the ultimate car in the CX series. It differs from the other CX saloons in its longer wheelbase (9 $\frac{1}{2}$ " ), longer body (9 $\frac{1}{4}$ " ), wider rear doors (7" ), and its new extra 2" of headroom. This extra space allows an extraordinary level of comfort. Besides the obviously very generous leg room, rear passengers are provided with moquette-upholstered footrests, individual cigar lighters and see-through sunblinds for the rear window. Air conditioning is standard of course.

The specification of the CX Prestige is probably the most lavish of any saloon car in its price range.

CITROËN CX SAFARI/FAMILIALE









## INCREASED FAMILY ALLOWANCE

For the driver who occasionally needs a large passenger carrying capacity, Citroën offer a civilised and economical alternative to either a second car or public transport. The Citroën CX Familiale, an eight-seater vehicle that neither feels like, looks like, nor drives like a bus.

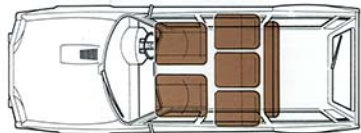
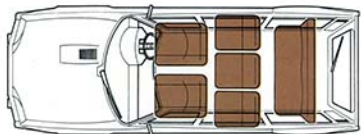
The Familiale's seating is arranged in three rows. Two bucket seats in the front row, three individual bucket seats in the second row, and a bench seat for three in the back row. It is a pleasant bonus to discover that all the seating is of the same exceptionally high standard that has made CX a byword for comfort.

Of course if all the seating were fixed and static, the Familiale's carrying capacity would not be used to the full most of the time. Happily this is not so.

The entire back row folds down and forward. So the Familiale can instantly be turned into a five seater estate car with greatly increased luggage space.

You can load well over half a ton into the Familiale, arrange it any way you wish, and still the car will remain level. As a result road-holding remains outstanding whether the Familiale is fully loaded or not.

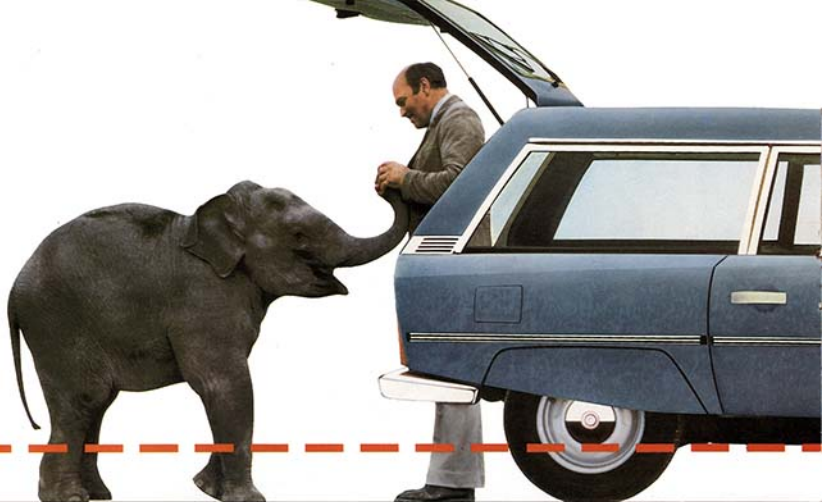
This, of course, is due to Citroën's unique hydropneumatic suspension. All four wheels are independently suspended, and height correctors automatically adjust to ensure the car remains at a constant height from the road. This system makes for a superlatively comfortable ride even over the roughest roads, or the longest journey.



*Top: CX Familiare 8-seater. Bottom: Back row folds down to convert Familiare into 5-seater estate.*







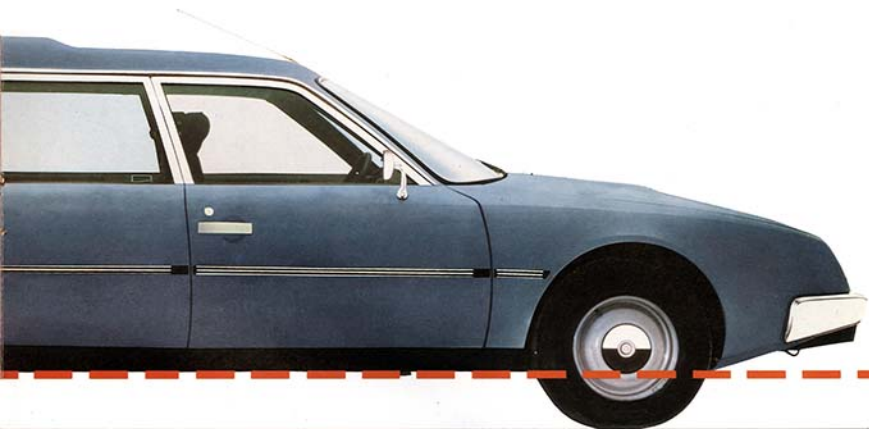
However much you load in a CX Safari Estate the self-levelling feature of Citroën's unique hydropneumatic suspension automatically compensates.

As a result ground clearance remains constant whether the car is fully laden or not. The Safari handles impeccably at all times, its long wheelbase ensuring that tail swing on corners is minimised. Even when towing a trailer or caravan (up to 1¼ tons), the towbar is maintained at constant ride height, minimising the possibility of its touching the road on sharp hills and dips.

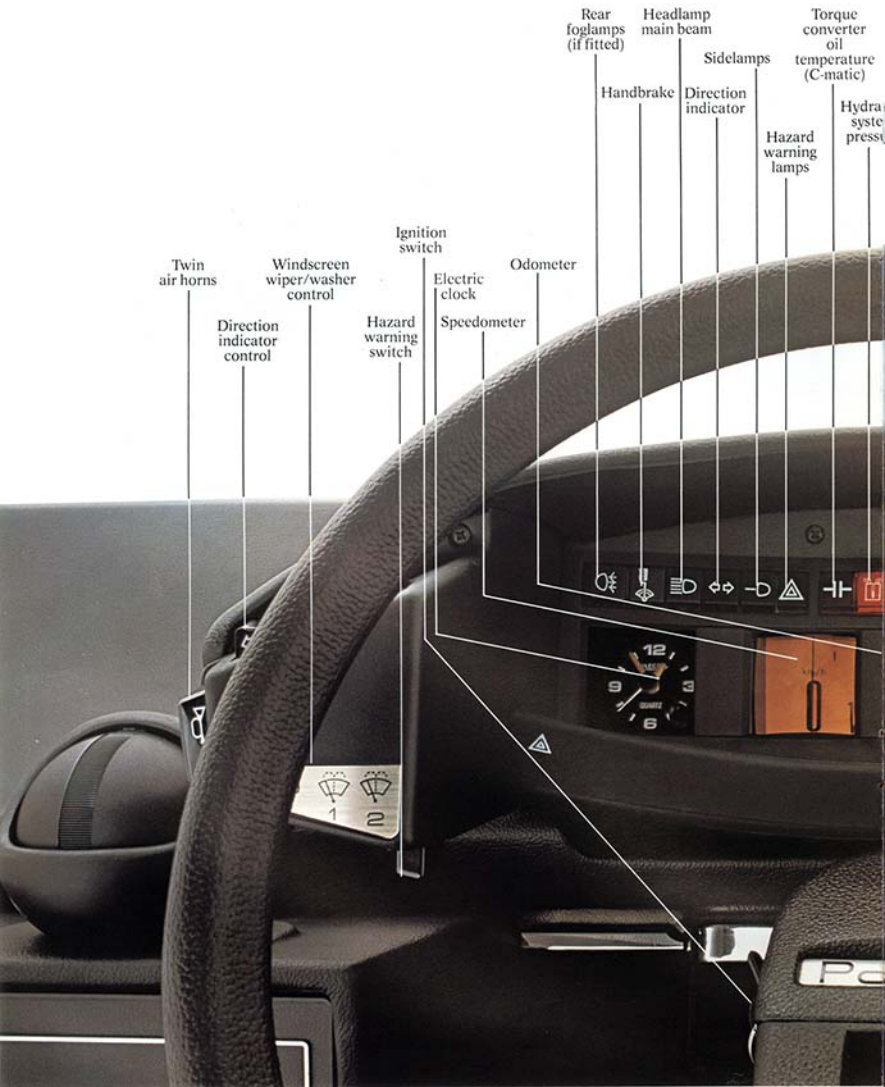
With the rear seat folded down, the Safari's normal 41cuft load space is expanded to a massive 75.2cuft allowing a maximum load weight of 1,522lb (690kg).



# A PARALLEL YOU CAN'T DRIVE



**AW WITH ANY OTHER CAR**



Twin  
air horns

Windscreen  
wiper/washer  
control

Direction  
indicator  
control

Hazard  
warning  
switch

Ignition  
switch

Electric  
clock

Speedometer

Odometer

Rear  
foglamps  
(if fitted)

Handbrake

Headlamp  
main beam

Sidelamps

Direction  
indicator

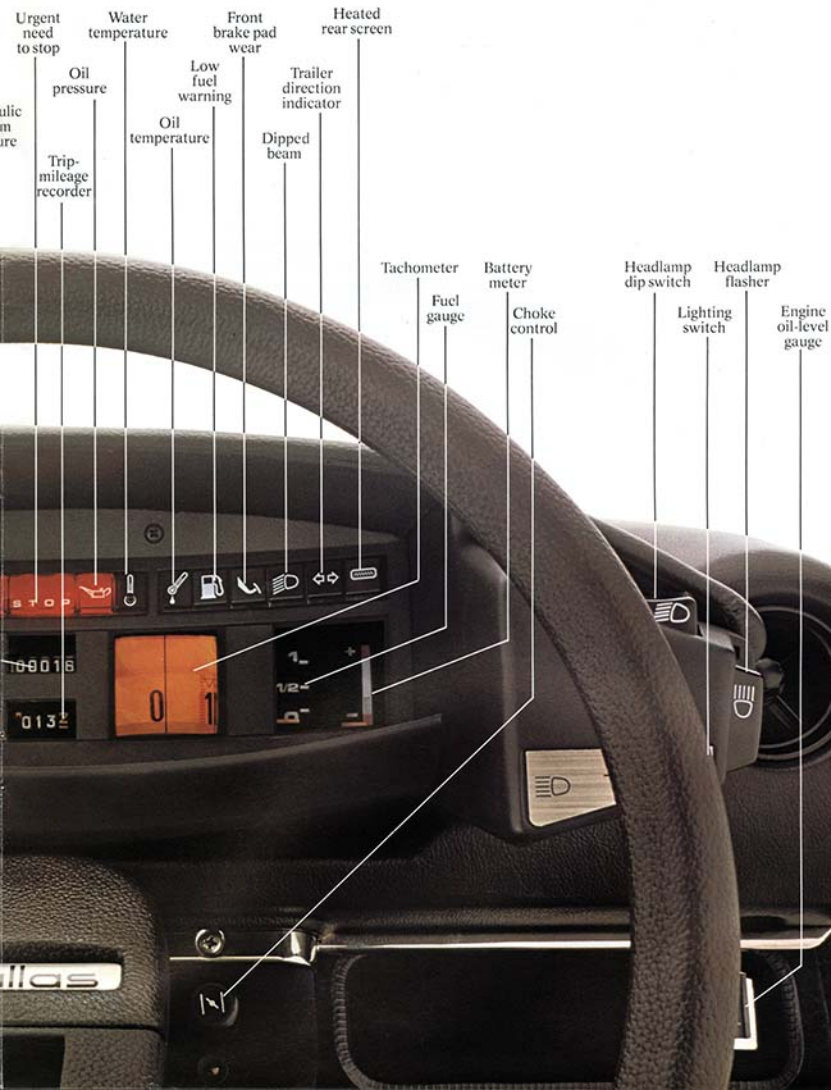
Hazard  
warning  
lamps

Torque  
converter  
oil  
temperature  
(C-matic)

Hydra  
system  
pressure







Most suspension systems seek to find a balance between two seemingly irreconcilable properties: stiffness for good roadholding and softness for passenger comfort.

Citroën's hydropneumatic suspension achieves the perfect compromise, providing a shock absorption system that is simple, dependable and uniquely effective.

For the driver, it allows an extraordinary ability to cope with all types of road surface. For passengers, combined with the spacious interior it gives a smooth, comfortable, fatigue-free ride.

The ride is always level, too. The reason being that the hydropneumatic system coupled with the anti-dive geometry, maintains a constant height between the body of the car and the ground, adjusting automatically to changes of load in the car, as well as the effects of braking.

As with the CX estates, it has its advantages when towing a trailer or caravan: the towbar being maintained at a constant height, minimising the possibility of its touching the road on sharp hills and dips.

The height of the car can also be adjusted manually by a lever inside. From the normal driving height, the car can be lifted higher for driving through water or snow, and higher still

for wheel changing – the suspension providing the jacking power. The fourth height, low level is for easy maintenance.

The reliability of the suspension system can be gauged by the fact that it is guaranteed for two years (max. 65,000 miles).

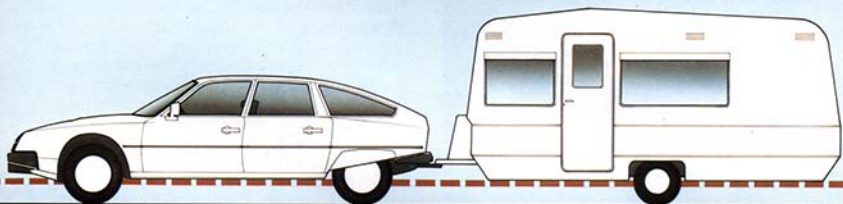
A recent and convincing endorsement of this suspension system was the Total-Citroën Australia Team's win in the London/Sydney Rally – the longest in the world, consisting of 27,000 gruelling kilometres across Europe, Asia and Australia. Once again the strength and reliability of Citroën's hydropneumatic suspension was proved, when 5 CX's led Citroën to triumph in the 9th Senegal Rally.

Citroën's hydropneumatic suspension is only one of the factors which contribute to a standard of comfort which has to be experienced to be believed. Very little road or wind noise, penetrates the sound insulation.

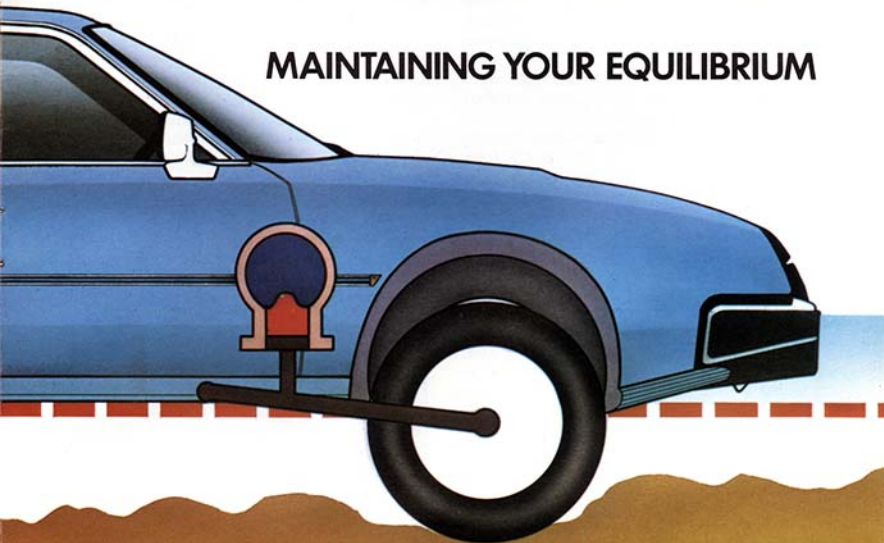
All CX models have softly-yielding, contoured seats designed to support you through the longest journeys. You sit in them rather than on them.

As a result, even a marathon run in a CX takes on the character of a Sunday-afternoon spin.





## MAINTAINING YOUR EQUILIBRIUM





# THERE'S MORE TO AERODYNAMICS THAN MEETS THE EYE

The sleek lines of the Citroën CX, while admittedly pleasing aesthetically, are above all practical in terms of wind resistance.

They follow the dictum that the more easily air flows around a moving car the better the all-round performance of that car.



Aerodynamics is a complex subject and the scientific measurements of aerodynamic efficiency are not readily translatable into everyday terms. However, two independent and very practical tests carried out by German automotive magazines convincingly demonstrate the superiority of the CX over other well-known cars.

Ten competitive, large saloons were allowed to decelerate with engines switched off from 140km/h (87.5mph) to 100km/h (62.5mph) allowing only for the natural braking effect of air resistance. The Citroën CX took 27.1 seconds – 4.6 seconds longer than the next closest car, and 11.6 seconds more than the least aerodynamically efficient car.

Cars are also subject to side winds. Again, design is all important in determining how little the wind will cause them to deviate from the line of travel. In the second independent German test, 40 different models, laden and unladen, were driven at 62mph across a bank of wind machines creating side winds of 50mph.

In both forms of this test, the Citroën CX was the overall winner. With driver only, its deviation from the straight line was only 80cm (31½") and 90cm (35½") when laden with ballast to simulate passengers. This contrasts strongly with other vehicles deviating from their line of travel by more than four metres (over 13 feet)!

The aerodynamic styling of the CX is not confined to the bonnet and roof line. Its smooth underside creates what is virtually half of a Venturi. The faster the car goes the more it is sucked down towards the ground.

Aerodynamic styling makes the CX an exceptionally quiet car to drive at any speed. It reduces wind noise by allowing the wind to sweep over, under and around the car.

A unique feature of the CX which contributes further to quietness is that the car body is attached by means of rubber mountings to the underframe. (This carries the wheel suspension, steering, braking system, engine and gearbox assembly.) The rubber mountings have the effect of isolating the passenger compartment from engine and mechanical noise. Vibration and noise due to road shocks are also filtered.

Aerodynamics have even played their part in the design of the Citroën CX single windscreen wiper. Not only does this wiper sweep a broader area than the conventional two wipers, but with its central mounting the blade is always operating in the direction of the air stream. The blade remains flat on the screen no matter what the speed.

Since an aerodynamically designed vehicle requires less energy to move it through the air the effect of the CX's shape is to make it very economical on fuel.

Just as important, however, and particularly as evidenced by the German side winds test and by the wiper, the aerodynamic styling of the CX contributes to its extraordinary high level of motoring safety.





## DETAILED ATTENTION TO SAFETY

The CX is built to be an especially safe car, both in 'primary' and 'secondary' safety terms. By 'primary' safety, is meant the car's ability to keep you out of trouble.

In this most important aspect, CX handling is beyond fault. Its roadholding, deriving from the unique Citroën solution of front wheel drive combined with hydropneumatic suspension, is tenacious.

Its VariPower rack-and-pinion power steering is precise and positive. It prevents wheels being deflected by loose stones or uneven surfaces. With increasing speed it grows progressively firmer, increasing road 'feel' for safer driving. And even when driving on a motorway in strong cross winds, deviation from a straight line is negligible.

The steering geometry gives undeviating straight-line stability, even during emergency braking. Remarkable as it may seem, even if a tyre bursts at say, 70 mph, the combination of Citroën's hydropneumatic suspension and CX steering geometry maintains directional stability and keeps the car safely under control even when braking.

The four-wheel disc braking system consists of a front circuit with built-in pad-wear sensors and a separate rear circuit. The discs are of the ventilated type at the front on saloons, and on all four wheels on the Safari/Familiale.

The whole system is power operated. Tyres are long-lasting Michelin radials.

You have ample reserve power for all emergencies, and a rational control layout planned for instant response.

Clear panoramic vision is achieved with an almost uninterrupted band of windows which eliminate blind spots.

The CX is also exceptionally strong on all aspects of 'secondary' safety, which is the car's ability to protect you in the event of any accident.

The body shell is a separate unit secured by flexible mountings to an underframe. The passenger compartment is rigid. While the front and rear panels and underframe absorb impacts.

The windscreen is laminated. Inside the car, there are no hard projections. All is recessed, foam padded or softly covered.

Every driver trusts his car with his life. This is why the Citroën CX is designed and built to be one of the safest cars in the world.

*Facing page*

*Top left. Ventilated disc brake.*

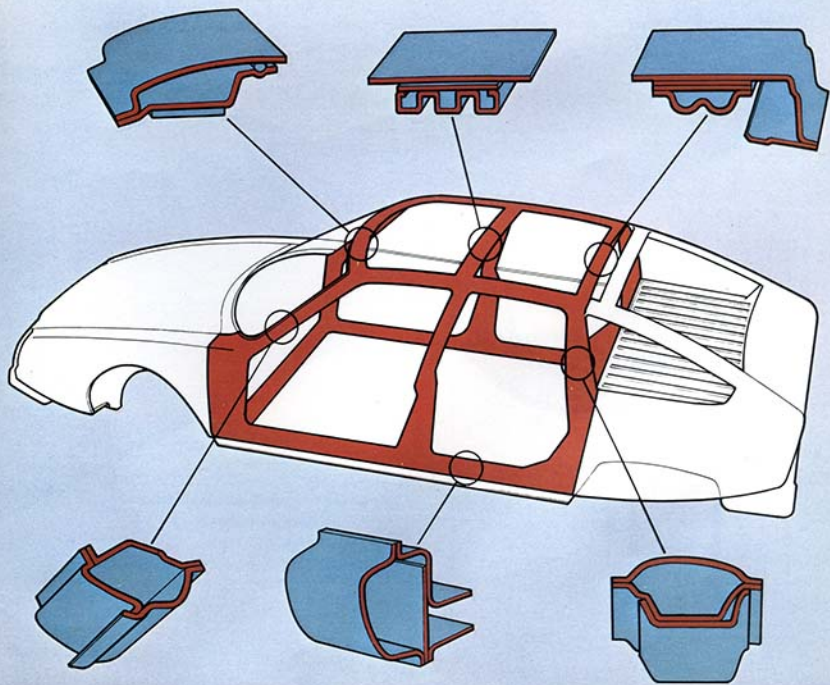
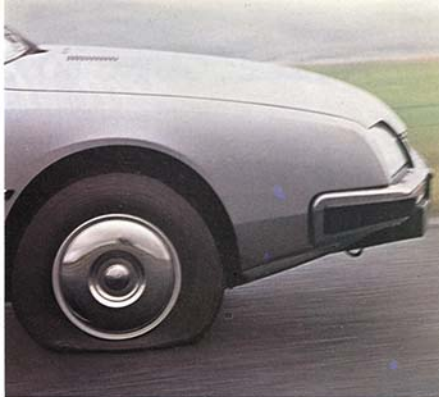
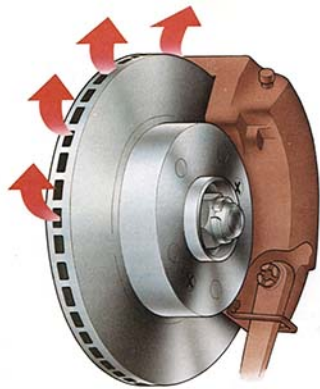
*Top right. CX maintains directional stability even after a blow-out.*

*Bottom. Rigid passenger compartment - given additional strength by specially designed members.*

*The deep panoramic windscreen gives a wide field of vision.*







# POWER BOOSTING BOSCH L-JETRONIC INJECTION

Three Injection models in the CX range – the CX GTi, the CX Pallas Injection and the CX Prestige – offer that little bit extra to motorists who wish to combine increased performance with the superlative comfort of travelling in a CX.

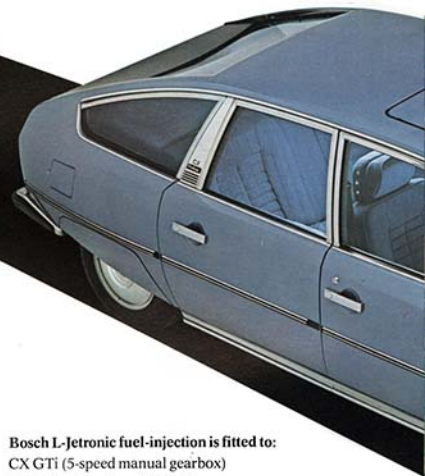
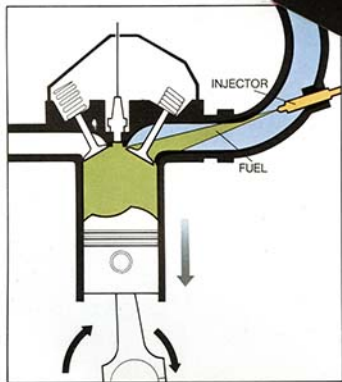
For many years Citroën has worked to perfect fuel injection. Through research carried out on prototypes in laboratories and on a series of mechanically controlled injection engines, Citroën has gained extensive knowledge in the fields of carburation and combustion.

The Bosch L-Jetronic system fitted to the CX provides an increase in engine performance due to improvement of air and fuel supply. Each

cylinder has an injector which sprays fuel at the necessary intervals and injects the required quantity into the inlet duct, directly on to the back of the inlet valve.

This more accurate metering of the fuel gives lower specific fuel consumption, with lower carbon monoxide and unburnt hydrocarbons content in exhaust gases. Uniform combustion in all the engine cylinders gives increased flexibility and a quieter running engine.

The fuel-injection CX engine delivers 128 bhp at 4800 rpm. Just as important, the increased torque (145.4 ft.lb at 3600 rpm) gives extra flexibility in town driving. The added power is apparent not only on models with 5-speed manual gearboxes but with C-Matic transmission, too.

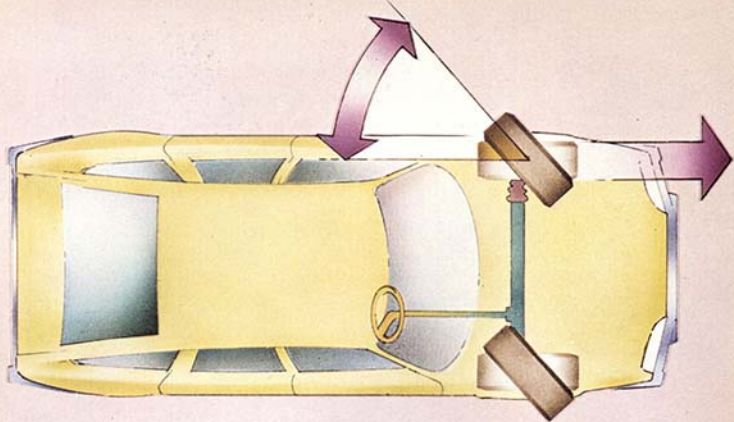


**Bosch L-Jetronic fuel-injection is fitted to:**  
CX GTi (5-speed manual gearbox)  
CX Pallas Injection (C-Matic)  
CX Prestige (with 5-speed manual gearbox or C-Matic transmission).



*Sunroof optional extra*





## VARI-POWER STEERING

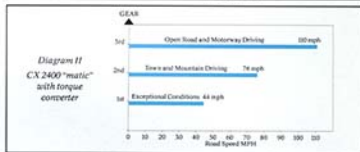
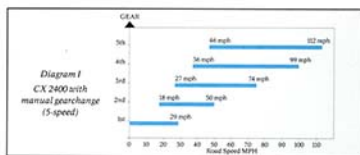
The Citroën CX is designed to be a uniquely comfortable car, yet it remains responsive to driving requirements.

All cars in the Citroën CX range are fitted with power operated steering. The Citroën VariPower system gives variable 'feel' as speed changes and prevents the wheels being deflected by stones or irregularities in the road surface. When the steering wheel is released it power-returns to a straight position. Parking the car, particularly in confined spaces, is made fingertip easy.

## C-MATIC TRANSMISSION

Available at extra cost on the CX2400 saloons and estates, is the C-Matic torque converter transmission. It provides relaxed driving by eliminating the clutch pedal and by reducing gear-changing to the minimum.

For town use, you simply select 2nd gear. Driving is then uninterrupted. You accelerate



to go, use the brakes when you want to stop. This gear will take you readily from rest to a maximum 76 mph. (Use 1st for very steep slopes or when starting from cold). On the open road, at about 50 mph select top gear, changing down for engine-braking.

As the diagram shows, the flexibility of the torque converter makes it possible even to start off in 3rd gear without straining the engine.

But whatever your driving style you can basically change gear as often or as little as you like, with the C-Matic operating its internal clutch for you.



## THE CIVILISED DIESEL

In appearance, only a discreet 'D' on the rear nameplate distinguishes the Citroën CX 2500 Diesel from its petrol-engine counterparts.

There's precious little else to give the game away either.

A high level of quietness and smoothness sets the CX 2500D apart from other Diesels. And acceleration is about the fastest you'll find in a Diesel (though obviously not quite so lively as in the petrol powered CX models).

But the greatest benefit of the CX 2500D is what it offers in terms of fuel economy.

The CX diesel engine is cleaner in operation than a petrol engine and actually surpasses the stringent requirements of today's emission controls. (Diesels emit 0.1% carbon monoxide,

Citroën CX2500 Diesel		
	Saloon 5 speed	Estate 4 speed
max speed	97 mph	90 mph
<b>fuel consumption</b>		
urban cycle	31.8 mpg	34.5 mpg
constant 56 mph	46.3 mpg	42.8 mpg
constant 75 mph	34.9 mpg	32.1 mpg

the figure for a typical petrol engine is 4%.)

The diesel engine is a strong, dependable unit with double the life expectancy of a petrol engine. The diesel also has less to go wrong. And there are no ignition electrics, plugs or points, so maintenance costs are reduced. Long life is further assured by a governor which limits engine speed and so automatically prevents over-revving.

# CITROËN IN THE UK

The first Citroën plant was opened in Britain in 1926. However, it was in the early 'seventies that Citroën began to expand dramatically to deal with the rapidly growing demand for its cars.

Today, a network of nearly 250 dealers covers the entire country – with another 7,000 at hand if you take your car to the Continent!

All Citroën cars have a 12 months, unlimited mileage guarantee. This even covers the costs of roadside repairs and towing charges if necessary anywhere in Western Europe.

The first 600 miles service is free at any Citroën dealership in the UK, regardless of where the car was bought.

The hydropneumatic suspension is guaranteed for 2 years (maximum 65,000 miles.) Citroën recently reduced parts prices by 17% – a move made possible by the increasing number of Citroëns on British roads. And an increasing volume of parts used in Citroëns destined for the UK market are British made.



An ultra-modern 100,000 sq ft Replacement-Parts complex at Runnymede carries more than £3 million worth of parts at any given time to back up the £2½ million worth of stock distributed throughout Citroën dealers in Britain.

*The Replacement Parts complex at Runnymede.*



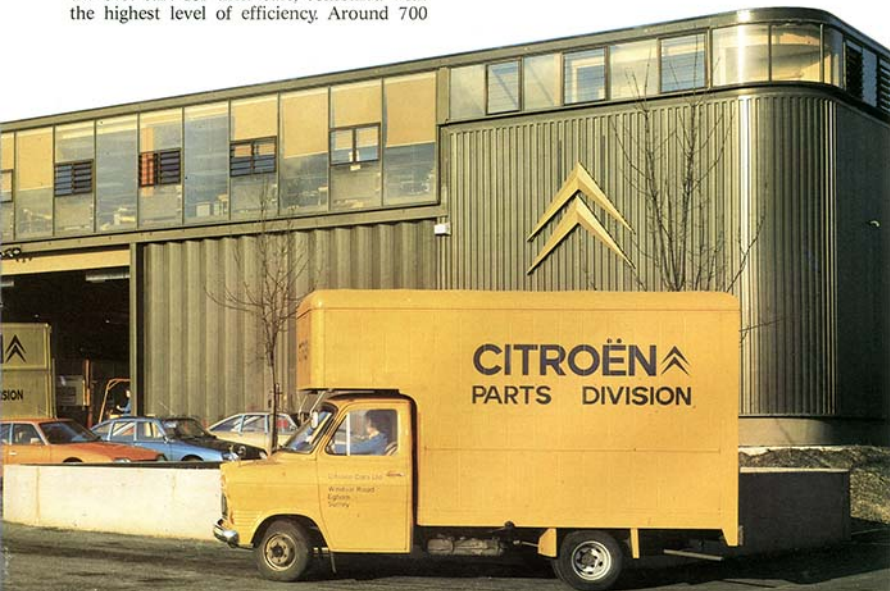




A special training school provides courses for mechanics from every Citroën dealership in Britain to ensure that Citroën owners receive the best care for their cars, combined with the highest level of efficiency. Around 700



mechanics and service managers a year undergo comprehensive training at Slough.



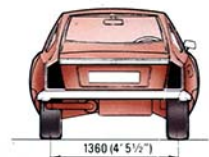
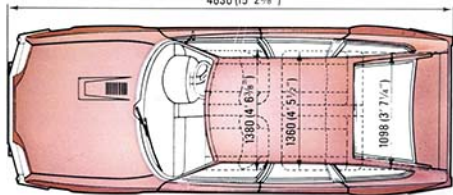
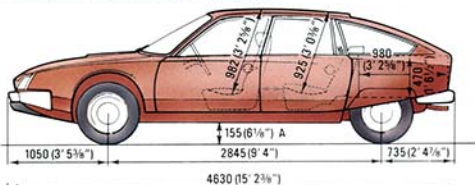
# TECHNICAL DATA

	2000	2400	2500 Diesel
Cubic capacity	1985 cc	2547 cc	2500 cc
Number of cylinders	4 in line	4 in line	4 in line
Cooling system	Water-cooled, electric fan with thermostatic control	Water-cooled, electric fan with thermostatic control	Water-cooled, twin electric fans with thermostatic control
Battery	12V 225/45 Ah	12V 275/55 Ah	12V 440/88 Ah
Alternator	1008W (72A)	1008W (72A)	1008W (72A)
Clutch	Diaphragm type, mechanical control (manual transmission vehicles)		
Transmission	Front wheel drive. Gearbox with 4 synchromesh forward speeds (CX2000 saloons and all CX Estates) or 5 synchromesh forward speeds (CX2400 Super, Pallas and CX Diesel saloons), gear control by floor-mounted lever. tri-axle constant velocity joints at gearbox drive-outlets, ball type constant velocity joints at wheel end. Optional at extra cost on CX2400 Super, Pallas and Safari: C-matic torque converter semi automatic transmission, no clutch pedal, gearbox with 5 forward speeds, gear control by floor-mounted lever.		
Steering	Rack and pinion power steering. VariPower gives variable 'feel' as the speed of the car alters; prevents the wheels deflecting when hitting obstacles; gives powered return to straight ahead position when steering wheel is released		
Construction	Monocoque body shell secured by flexible mountings to an underframe		
Suspension	Hydropneumatic; 4 independent wheels, height correctors front and rear, maintaining a constant ground clearance whatever the load in the vehicle; ground clearance is controlled by using a lever on the centre console between the front seats.		
Capacities:			
fuel tank	15galls (68 litres)	15galls (68 litres)	15galls (68 litres)
engine oil	1gall (approx 4.5 litres)	1gall (approx 4.5 litres)	1gall (approx 4.5 litres)
gearbox oil - manual	3 pints (approx 1.7 litres)	3 pints (approx 1.7 litres)	3 pints (approx 1.7 litres)
- C-matic			
hydraulic fluid	7 pints (approx 4 litres)	7 pints (approx 4 litres)	7 pints (approx 4 litres)
Bore and stroke	86x85.5mm	95.5x85.5mm	95.5x92mm
Compression ratio	9:1	8.75:1	22.25:1
Horsepower DIN	102 bhp at 5500rpm	115 bhp at 5500rpm	75 bhp at 4250rpm
Torque DIN	112.1 ft.lb at 3000rpm (15.5 m.kg at 3000rpm)	132.4 ft.lb at 2750rpm (18.3 m.kg at 2750rpm)	111 ft.lb at 2000rpm (15.3 m.kg at 2000rpm)
Carburettor	Dual choke		
Tyres:	Front 185HR-14XVS Rear (saloons) 175HR-14XVS Rear (estates)	185HR-14XVS 175HR-14XVS 185HR-14XVS	185SR-14XZX 175SR-14XZX 185SR-14XZX
Brakes:	Front (all models) Ventilated discs Rear (saloons) discs Rear (estates) Ventilated discs		
Load volume:			
saloons	16.8 cu ft (475 dm <sup>3</sup> )	16.8 cu ft (475 dm <sup>3</sup> )	16.8 cu ft (475 dm <sup>3</sup> )
estates			
rear seat up		41.1 cu ft (1165 dm <sup>3</sup> )	41.1 cu ft (1165 dm <sup>3</sup> )
rear seat folded		75.2 cu ft (2128 dm <sup>3</sup> )	75.2 cu ft (2128 dm <sup>3</sup> )
Kerb weight:			
saloons	2789 lb (1265 kg)	2866 lb (1300 kg)	2965 lb (1345 kg)
saloons C-matic		2899 lb (1315 kg)	
estates		3097 lb (1405 kg)	3250 lb (1465 kg)
estates C-matic		3131 lb (1420 kg)	
Max load:			
saloons	1091 lb (495 kg)	1080 lb (490 kg)	1003 lb (455 kg)
saloons C-matic		1047 lb (475 kg)	
estates		1522 lb (690 kg)	1422 lb (645 kg)
estates C-matic		1488 lb (675 kg)	
Gross vehicle weight:			
saloons	3880 lb (1760 kg)	3946 lb (1790 kg)	3968 lb (1800 kg)
saloons C-matic		3946 lb (1790 kg)	
estates		4619 lb (2095 kg)	4652 lb (2100 kg)
estates C-matic		4619 lb (2095 kg)	
Max trailer weight:	The CX2000 and 2400 manual transmission models are fitted with a single cooling fan as standard equipment and can tow a maximum weight of 1984 lb (900 kg). When a second fan is fitted (standard equipment on C-matic and Diesel models), max. trailer weight increases to 2866 lb (1300 kg). Max. trailer nose weight for all models is 220 lb (100 kg). Max. roof rack weight 176 lb (80 kg).		
Top speed:			
saloons	109 mph (174 km/h)	112 mph (180 km/h)	97 mph (156 km/h)
saloons C-matic		111 mph (177 km/h)	
estates		109 mph (174 km/h)	90 mph (144 km/h)
estates C-matic		106 mph (170 km/h)	
Fuel consumption (Government Tests) - Typical town driving:			
saloons	19.9 mpg (14.2 litre/100 km)	18.6 mpg (15.2 litre/100 km)	31.8 mpg (8.9 litre/100 km)
saloons C-matic		19.0 mpg (14.9 litre/100 km)	
estates		19.1 mpg (14.8 litre/100 km)	34.5 mpg (8.2 litre/100 km)
estates C-matic		18.5 mpg (15.3 litre/100 km)	

	2000	2400	2500 Diesel
Constant 56 mph (90 km/h):			
saloons	34.5 mpg (8.2 litre/100 km)	39.8 mpg (7.1 litre/100 km)	46.3 mpg (6.1 litre/100 km)
saloons C-matic		31.0 mpg (9.1 litre/100 km)	
estates		30.7 mpg (9.2 litre/100 km)	42.8 mpg (6.6 litre/100 km)
estates C-matic		28.0 mpg (10.1 litre/100 km)	
Constant 75 mph (120 km/h):			
saloons	27.7 mpg (10.2 litre/100 km)	30.1 mpg (9.4 litre/100 km)	34.9 mpg (8.1 litre/100 km)
saloons C-matic		24.6 mpg (11.5 litre/100 km)	
estates		24.6 mpg (11.5 litre/100 km)	32.1 mpg (8.8 litre/100 km)
estates C-matic		22.2 mpg (12.7 litre/100 km)	

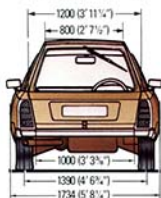
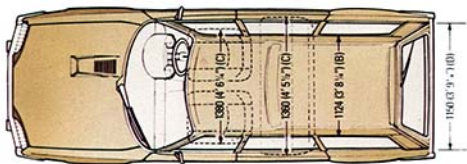
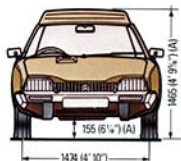
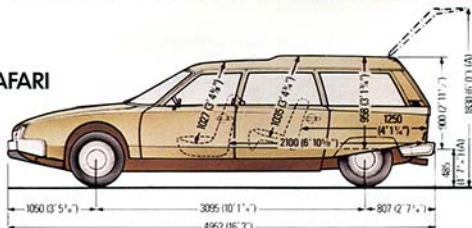
DIN (Deutsche Industrie Normen) figures are the most widely accepted standard in the European motor industry.

## CX 2000/2400/2500/Diesel/GTi



(A) WITH ENGINE RUNNING (B) BETWEEN WHEEL ARCHES (C) WIDTH MEASURED AT WINDOW LEVEL (D) REAR DOOR OPENING

## CX SAFARI



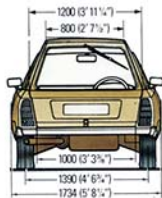
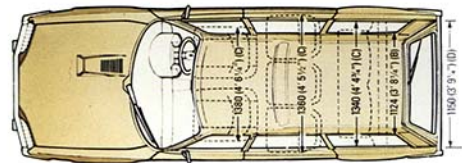
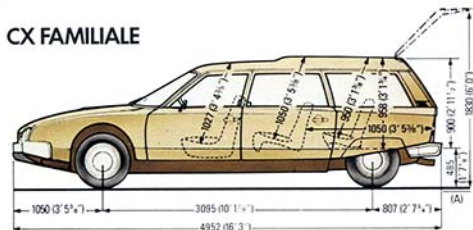
CX FAMILIALE dimensional drawings: see pg 39 (over)



# TECHNICAL DATA

	GTi/Pallas Injection	Prestige
Cubic capacity	2347 cc	2347 cc
Number of cylinders	4 in line	4 in line
Cooling system	Water-cooled, electric fan with thermostatic control.	Water-cooled, twin electric fans with thermostatic control.
Battery	12V 300/60 Ah	12V 350/70 Ah
Alternator	1120W	1120W
Clutch	Diaphragm type mechanical control (manual transmission vehicles)	
Transmission	Front wheel drive. Gearbox with 5 synchromesh forward speeds, gear control by floor-mounted lever, tri-axe constant velocity joints at gearbox drive-outlets, ball type constant velocity joints at wheel end. Optional on CX Prestige and standard on CX Pallas Injection, C-matic: torque converter with semi-automatic transmission.	
Steering	Rack and pinion power steering. VariPower gives variable 'feel' as the speed of the car alters; prevents the wheels deflecting when hitting obstacles; gives powered return to straight ahead position when steering wheel is released	
Construction	Monocoque body shell secured by flexible mountings to an underframe.	
Suspension	Hydropneumatic 4 independent wheels; height correctors front and rear, maintaining a constant ground clearance whatever the load in the vehicle; ground clearance is controlled by using a lever on the centre console between the front seats.	
Capacities:		
fuel tank	15 gallons (68 litres)	15 gallons (68 litres)
engine oil	1 gallon (approx 4.5 litres)	1 gallon (approx 4.5 litres)
gearbox oil - manual	3 pints (approx 1.7 litres)	3 pints (approx 1.7 litres)
- C-matic	1 gallon (approx 4.5 litres)	1 gallon (approx 4.5 litres)
hydraulic fluid	7 pints (approx 4 litres)	7 pints (approx 4 litres)
Bore and stroke	93.5 x 85.5 mm	93.5 x 85.5 mm
Compression ratio	8.75:1	8.75:1
Horsepower DIN	128 bhp at 4800 rpm	128 bhp at 4800 rpm
Torque DIN	145.4 ft.lb at 3600 rpm (20.1 m.kg at 3600 rpm)	145.4 ft.lb at 3600 rpm (20.1 m.kg at 3600 rpm)
Fuel supply	Bosch L-jetronic electronically controlled petrol injection system with airflow sensor.	Bosch L-jetronic electronically controlled petrol injection system with airflow sensor.
Tyres: Front and rear:	185 HR-14XVS	185 HR-14XVS
Brakes:	Dual circuit braking consists of separate front and rear circuits. Disc brakes on all four wheels - ventilated at front.	
Load volume:	16.8 cu ft (475 dm <sup>3</sup> )	16.8 cu ft (475 dm <sup>3</sup> )
Kerb weight:	3031 lb (1375 kg)	3252 lb (1475 kg)
Max load:	1047 lb (475 kg)	992 lb (450 kg)
Gross vehicle weight:	4078 lb (1850 kg)	4244 lb (1925 kg)
Max trailer weight:	The GTi is fitted with a single cooling fan as standard equipment and can tow a maximum weight of 1984 lb (900 kg). When a second fan is fitted (standard equipment on Prestige, Pallas injection, and on GTi when fitted with air-conditioning) max. trailer weight increases to 2866 lb (1300 kg). Max. trailer nose weight for all models is 220 lb (100 kg). Max. roof rack weight - 176 lb (80 kg).	
Top speed:	GTi: 118 mph (189 km/h) Pallas: 112 mph (180 km/h)	Manual: 119 mph (190 km/h) C-matic: 112 mph (180 km/h)
Fuel consumption (Government Tests) - typical town driving	GTi: 18.6 mpg (15.2 litre/100 km) Pallas: 20.2 mpg (14.0 litre/100 km)	Manual: 19.4 mpg (14.6 litre/100 km) C-matic: 20.2 mpg (14.0 litre/100 km)
Constant 56 mph (90 km/h)	GTi: 34.9 mpg (8.1 litre/100 km) Pallas: 31.4 mpg (9.0 litre/100 km)	Manual: 37.2 mpg (7.6 litre/100 km) C-matic: 31.4 mpg (9.0 litre/100 km)
Constant 75 mph (120 km/h)	GTi: 28.0 mpg (10.1 litre/100 km) Pallas: 24.1 mpg (11.7 litre/100 km)	Manual: 29.1 mpg (9.7 litre/100 km) C-matic: 24.1 mpg (11.7 litre/100 km)
DIN (Deutsche Industrie Normen) figures are the most widely accepted standard in the European motor industry.		

## CX FAMILIALE



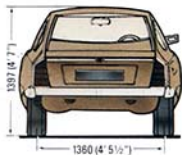
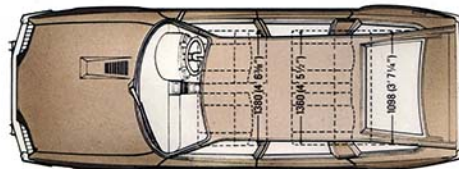
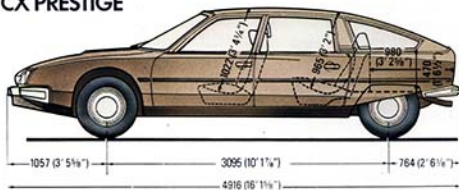
(A) WITH ENGINE RUNNING

(B) BETWEEN WHEEL ARCHES

(C) WIDTH MEASURED AT WINDOW LEVEL

(D) REAR DOOR OPENING

## CX PRESTIGE



**NOTE:** Every endeavour was made to ensure that the information contained in this brochure was accurate at the date of going to press (1st September 1978). The company however reserves the right, while preserving the essential characteristics of the models described and illustrated, 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. DIN (Deutsche Industrie Normen) figures are the most widely accepted standard in the European motor industry.

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