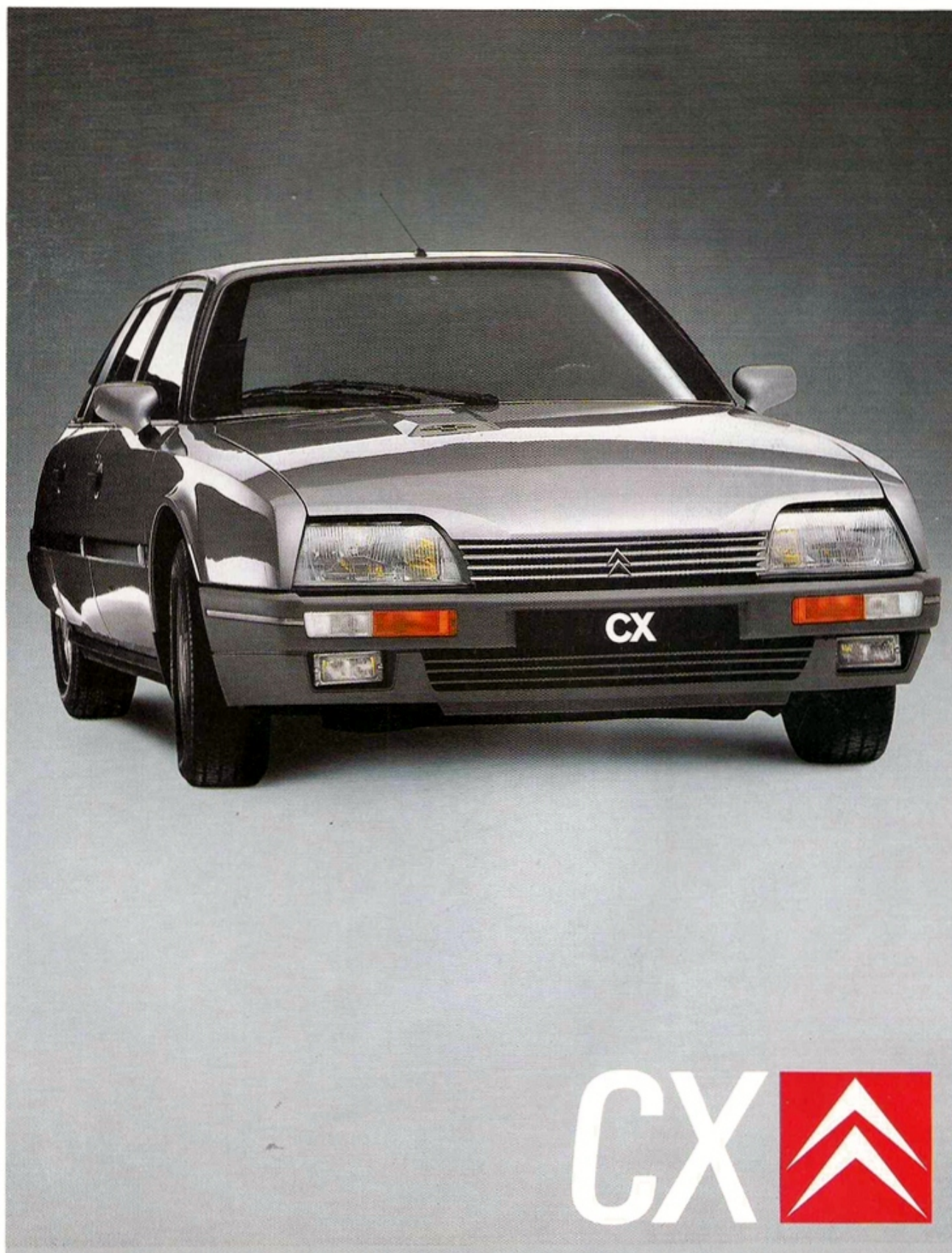
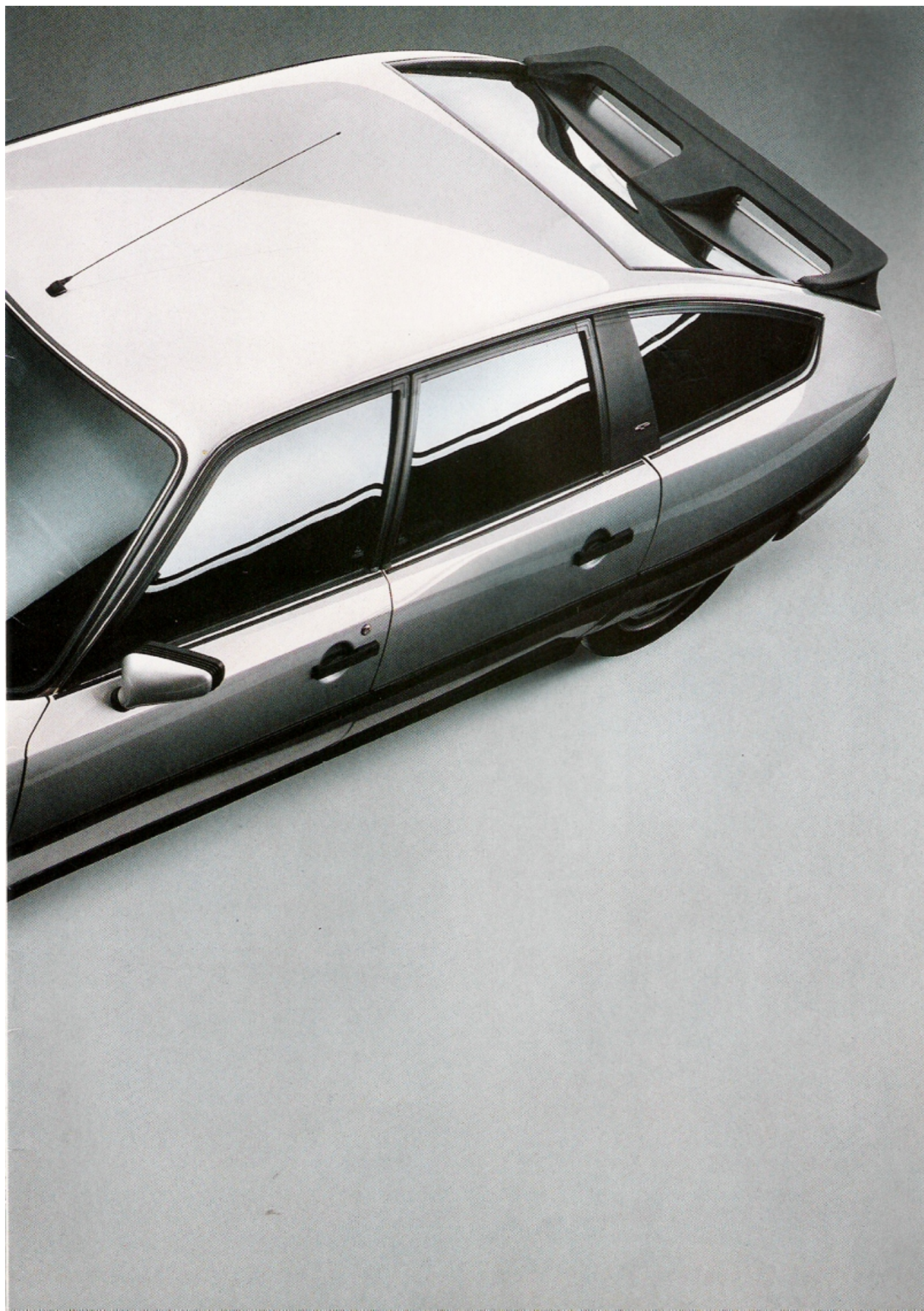


CITROËN



CX 





THE CITROËN CX. ONE OF THE WORLD'S GREAT CARS.

While around it have grown a plethora of derivative designs, some of which seem to have sacrificed style and individualism in pursuit of aerodynamics, the Citroën CX still remains a startling piece of machinery to look at.

Though it now features some exterior improvements, principally, moulded bumpers and side panel protection and more aerodynamic wing mirrors, the big changes are under the skin.

**MORE PERFORMANCE TO GO.
CX SALOONS
NOW TOP 138 mph,
DIESELS REACH 121 mph.**

The CX range now offers a choice of four different power units. Diesel and petrol engines ranging in emphasis from the brand new inter-cooled diesel turbo unit - capable of astonishing fuel economy - right up to the intercooled petrol turbo engine CX 25 GTi TURBO 2 which accelerates from 0-60 mph in 7.7 seconds and has a top speed of 138 mph.

Except where automatic is specified, all CX models include a five speed gearbox as standard. And these models reach their top speed in fifth gear, reducing engine wear and noise, where some rival models offer only an economy gear as fifth.

**INTERCOOLERS ON
TURBO MODELS
FURTHER IMPROVE POWER
AND ECONOMY.**

The - by now familiar - turbo-charger utilises, otherwise wasted exhaust pressure to turn a turbine which forces more air into the

On treacherous or slippery surfaces straight-line braking is assured by the Antilock Braking System.

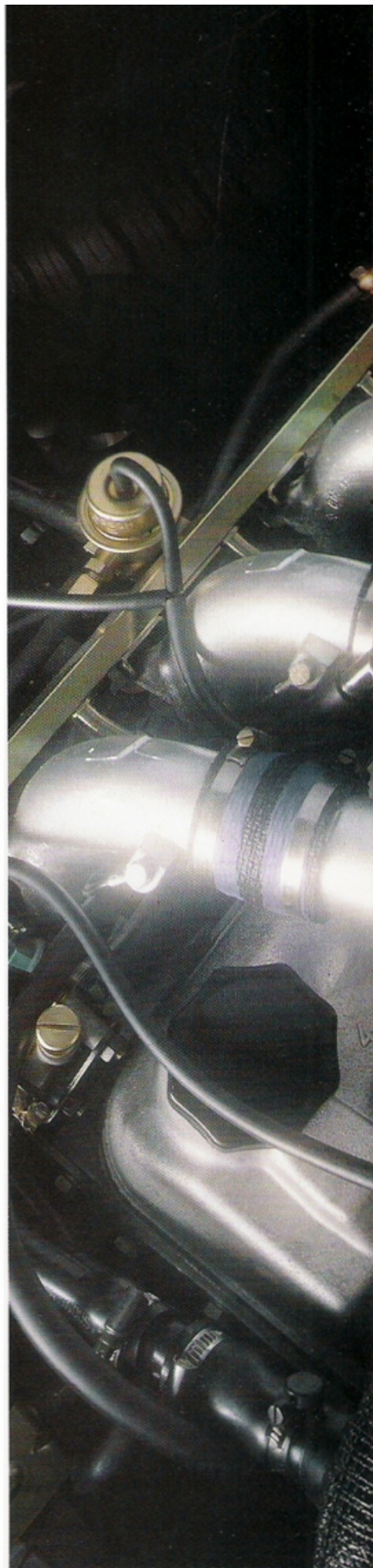
engine. Output for a given engine size can be increased by up to 50% without unacceptable increases in fuel consumption.

Intercooling works on the principle that cold air has a reduced volume, so more air can be fed into the engine by the turbocharger, further improving already startling turbo performance and economy. The cooler air also reduces heat stress on the turbocharger, so increasing reliability.

These new levels of performance have been matched by further improvements in handling with new, stiffer, suspension and wide alloy wheels with low profile tyres.

**MORE POWER TO STOP.
ABS MATCHED PRECISELY TO
POWERED BRAKING.**

The Antilock Braking System, available as standard equipment on all petrol injection and turbo diesel CX models, further enhances the front wheel drive advantages of the CX in adverse weather - making this one of the few large cars to offer safe performance in all con-





The unique suspension geometry and self-levelling system maintains the CX in a straight line in the event of a blowout.

ditions. The CX 25GTi Turbo 2 also includes a digital outside air temperature indicator on the dashboard to help warn of icy road conditions.

Inside, the CX driver will find further improvements behind the wheel. Some demonstrate how, with experience, Citroën have developed still further the ergonomic layout of the detailed controls and instrumentation.

Notable are the dashboard instruments which, in the interests of rapid familiarisation by drivers new to the CX, have incorporated traditional designs - without losing

the fingertip controls arranged logically around the unique CX steering column console. And the new CX retains one of its smallest but most controversial features - the direction indicator switch, thoughtfully positioned within instant reach of the steering wheel, is still not self-cancelling.

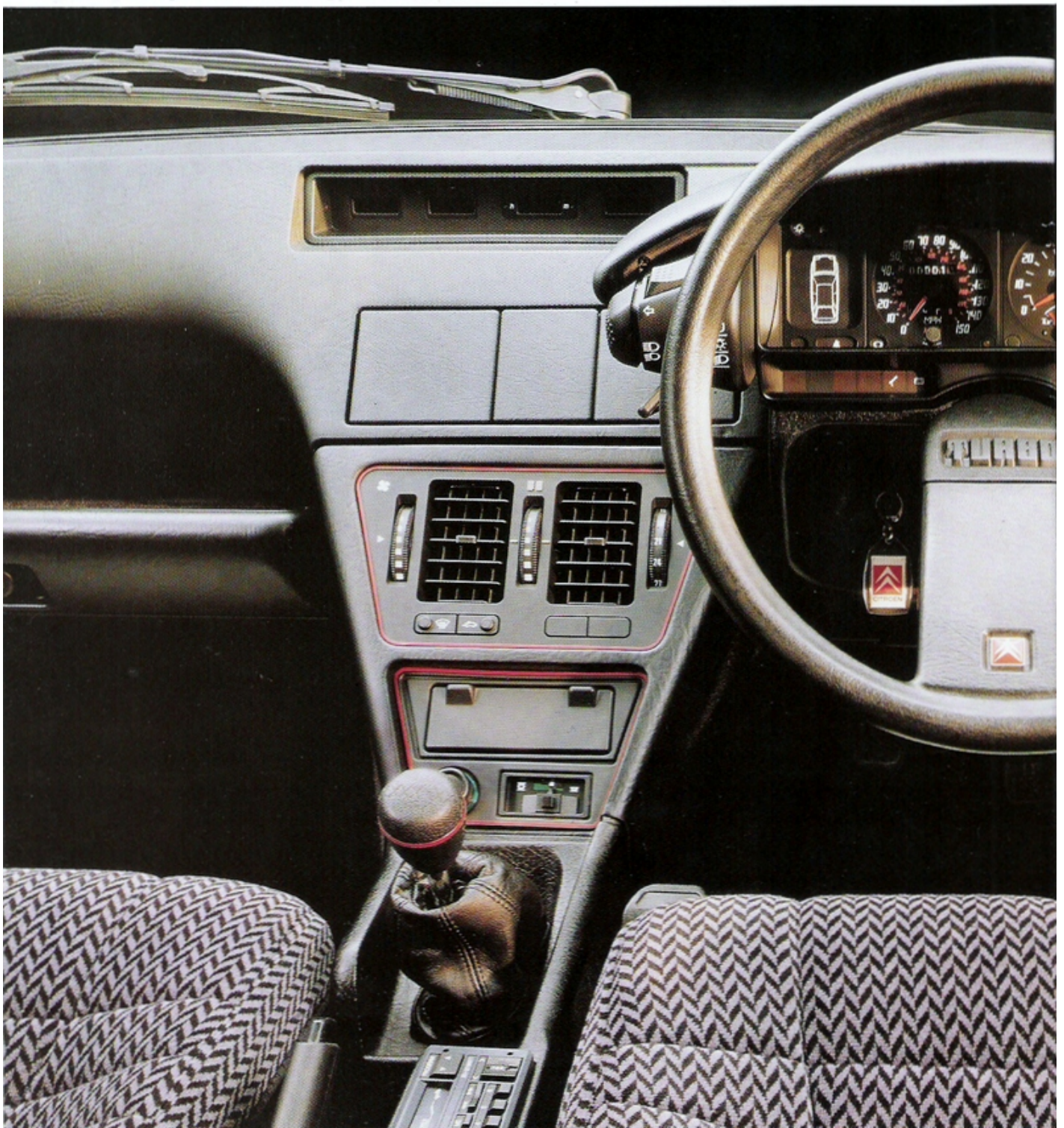
Electric front windows are standard on the whole CX range and, logically, the control buttons are located on the doors themselves. Most models offer all round electric windows - and the CX 25GTi Turbo 2 also has one-touch opening or closing of the driver's door

window for convenience at toll booths or parking barriers. There's also a handy coin holder in the new CX dashboard.

Exterior mirrors may be adjusted from the interior on all models, remotely on some.

Central locking is now standard across the entire saloon model range with infra-red remote control on models including the CX 25TRI Safari and 25DTR Turbo 2 Safari.

Ride height is now controlled by an electrical slide switch rather than the mechanical lever offered on earlier models but remains conveniently located in the central console.



Heating and ventilation controls are grouped together in the CX's centre console, while a sensor above maintains the selected temperature automatically.

IN A CLASS APART. AND THE DIFFERENCE IS ENGINEERING.

Though the CX is often considered alongside a handful of expensive luxury saloons, the decision to own a large car should not be a matter of style but of need - particularly if you cover high mileage annually.

To emphasize this, the CX range includes models across a wide price range. All models have the inherent CX qualities, which all underlines that its performance is not simply a matter of bolt-on additions, nor its comfort for driver and passengers a matter of additional interior fittings. They are a product of the car's integrated design, especially the unique self-levelling system which gives the CX a ride quality, handling, and braking widely considered to be better than any other luxury or performance saloons.



Check button allows verification of all warning function lights.



The CX boot has a capacity of 17.9 cu.ft. and can accommodate objects up to 3ft 3ins long and 3ft 9ins wide.

A COMPLETE RANGE OF CARS - SALOONS AND ESTATES.

One of the most remarkable aspects of the CX's front wheel drive and self-levelling suspension system is the flexibility it gives the engineer in creating a range of cars around one group of components. In doing this, the CX's designers were able at the same time to create, in the CX Estate models, not mere variants on the basic CX, but outstanding cars in their class.

It is the CX Estate that has done most to bring home the extraordinary and highly practical benefits of the CX design. Here the self-levelling suspension's claim to provide consistent comfort and handling, whatever the load, is really put to the test. With payloads of more than 1500lbs - within a loadspace maximised by eliminating the bulky rear drive and suspension components of conventional estates.



CX22TRS

Power for the CX 22TRS comes from a light alloy OHC, 2165cc 115hp engine and together with a 5-speed gearbox powers it from 0 to 60 in 10.5 seconds and on to its 116mph top speed. Not at the expense of economy either as 43mpg at a steady 56mph shows. Cold or damp weather starting won't be a problem thanks to the transistorised ignition.

Simply for its exceptional engineering, the CX 22TRS represents outstanding value but it's far from spartan inside. The supportive seating is in an exclusive patterned cloth as are the door panels. Head restraints are fitted front and rear. The car is carpeted throughout. Convincing evidence of Citroën's belief that a comfortable driver is a safe driver. Electric front windows glide open and shut whilst twin door mirrors are conveniently adjustable from inside, central door locking is by infra-red remote control, dashboard indicators warn if you've left the lights on, doors open or if the rear fog lamps fail. The CX 22TRS is fitted with a stereo radio cassette for your in-car entertainment. Other important details include the laminated windscreen with a single windscreen wash/wipe (two speeds plus intermittent), rear seat belts, a heated rear screen that automatically turns itself off and tinted glass.

CX25GTi AUTOMATIC

The CX 25GTi is a particularly luxurious car but also has lively performance. The 2.5 litre, fuel injected 138hp engine and 3-speed automatic transmission takes it from 0 to 60mph in 11.6 seconds, then on to a top speed of 121mph. For optimum roadholding and handling, low profile 195/70 MXV tyres are fitted on wide 6J14 alloy wheels.

The Antilock Braking System is fitted as standard.

Creature comforts are to the same level as on the CX 22TRS. Standard features include twin halogen headlamps, infra-red remote control central locking, automatic rear screen demister cut out, tinted glass, a stereo radio cassette player, head-phone socket and an additional 12 volt outlet in the rear.

A special VIP Package (included as standard) provides chevron patterned velour trimmed seats and door panels, front and rear seat head





restraints in the style as fitted to CX 25 GTi Turbo 2 models, electrically operated door mirrors and power windows all round.

CX25DTR TURBO 2

The CX 25DTR Turbo 2 features a new 2500cc, 120hp turbo diesel engine that has been re-designed to take full advantage of the benefits of fuel charge intercooling. This intercooling ensures great reliability and produces performance on a par with fast petrol engined models.

The extra power yield has been used to increase the low speed torque giving acceleration from 0 to 60mph in just 10.4 seconds and high-g geared, low-rev fast cruising speeds which are remarkably quiet and fuel-efficient. Top speed is an amazing 121mph. The new CX 25DTR Turbo 2 is more economical than slower machines, giving you astonishing range - on a full tank and at a steady 75mph you could travel up to 640 miles without stopping for fuel. Responsive handling and roadholding is further assisted by the alloy wheels and low profile 195/70 MXV tyres. ABS Anti-lock braking is standard.

You'll find equipment, seating, carpeting, instruments and controls are the same as on the CX 25GTi Automatic.



Electric sunroof is available as an option on all CX Saloon models.

CX25GTi

TURBO 2

Now including an intercooler to cool and increase the density of air entering the engine, the CX 25GTi Turbo 2's 2.5 litre fuel-injected engine's turbocharger boosts power by 22% and torque by 40%, compared with conventionally aspirated models. Power output is 168hp at 5000 rpm. Acceleration from 0-60mph takes just 7.7 seconds. Top speed is 138mph. ABS anti-lock braking provides reassuring all-weather stopping.

The CX 25GTi Turbo 2's uprated self levelling suspension gives it the characteristic Citroën ride while stiffer damping and anti-roll bar ratings have been specified. The wide alloy wheels with ultra low profile 210/55 TRX tyres contribute to the firm and responsive handling.

You'll find refinements such as an outside air temperature display, audible warning for left-on lights, automatic cut-off heated rear screen demister, a digital anti-theft device, and single-touch electric driver's door window. Standard specification includes power windows front and rear, a stereo radio/cassette player, chevron patterned velour upholstery, front and rear head restraints and rear seat belts.

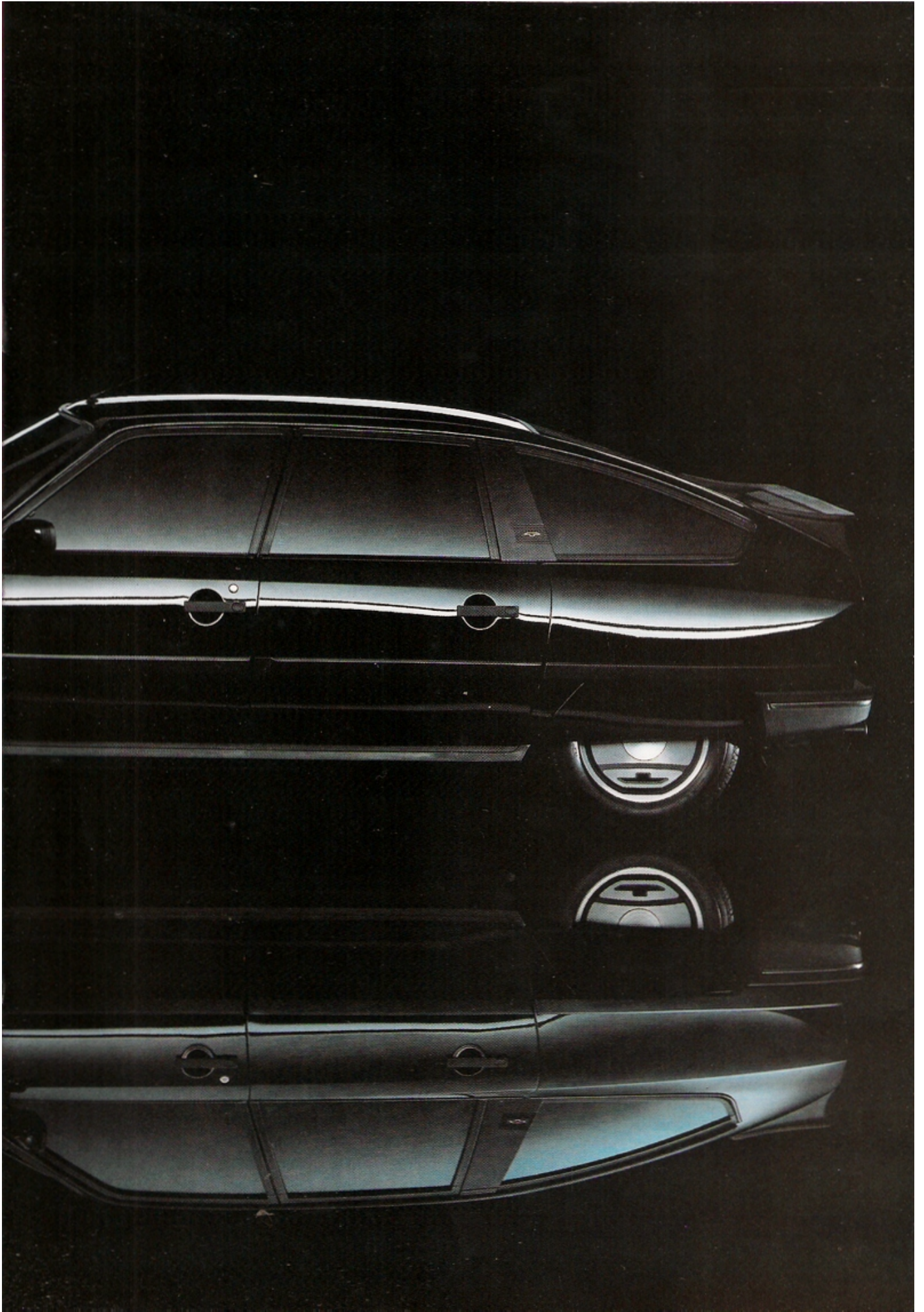


Coded anti-theft device helps keep car thieves at bay.



Remote control central locking is standard. Just one key looks after everything.





THE ULTIMATE ESTATES.

Few manufacturers offer really big estates - and only Citroën offers a vehicle as versatile and right for its purpose as the CX Safari. Arguably, the CX is the only large estate designed for the job from the ground up.

A LONGER WHEELBASE.

It starts with something as basic as the car's length. Unlike other European production estates, the CX estate has a longer wheelbase than its regular saloon equivalent. In the case of the CX Safari, this doesn't

aerodynamic efficiency. The CX's "wheel on each corner" design with its minimal rear overhang effectively avoids this problem.

THE RIGHT SUSPENSION SYSTEM FOR THE JOB.

Only Citroën can offer you the advantage, particularly relevant to estates, of self levelling suspension. Briefly the suspension does not become softer as the vehicle is loaded, so the car's body height - and angle to the road and ride quality - remain the same regardless of whether the car has only the driver aboard or a full payload of up to 720kg. This means that a CX Estate remains consistently comfortable and safe - and that it can safely manage a greater payload than any other estate in Europe.

The Safari's supremacy as a load-carrying vehicle is based on independent hydropneumatic gas-springing with self-levelling suspension front and rear, unaffected by uneven distribution of the cargo or by roughness of the road. For notably bad track the height of the entire vehicle above the ground can be increased from inside the car. A further adjustment drops the stationary car to facilitate low-loading.

A massive 76.7 cu. ft. of fully usable space and with rear seat raised the CX Safari will carry up to 41.1 cu. ft.



just mean more loadspace, though it's an enormous 76.7 cu.ft. maximum or 41.1 cu.ft. with rear seat passengers. The long wheelbase has a fundamental effect on the usefulness of the CX Estate and on its performance and handling. This is because if a load is placed behind the rear axle, as would be inevitable in a fully loaded conventional estate, it would have a tendency to lift the front of the car and to increase pitching of the body - affecting steering control, the handling, ride comfort and

CX's self-levelling suspension can be easily lowered to connect a trailer and will not sag under the additional load on the rear suspension.





CX22RS SAFARI

Specially designed features accommodate heavy loads with ease. These include heavy-duty rear suspension arms, larger rear brake calipers, rear suspension pistons and gas spring units, and ventilated disc brakes in the rear as well as the front.

The constant drive-height is maintained while travelling by the anti-dive braking installation which fully cancels the tendency for the front to dive and the tail to lift during braking. The braking, with ventilated discs on all wheels, is fully powered. The power steering is unique. The (highly-g geared) light

steering combination which is ideal for town and parking is automatically adjusted to become impressively firm at speed. Under zero pressure, driving or parking, the front wheels automatically return to the straight-ahead position.

The CX 22RS Safari gives you much more for your money. More of everything. First, the carrying capacity. With its long wheelbase, extra rear body length and height there's over 41.1 cu.ft. of space with 5 passengers comfortably aboard - 76.7 cu.ft. when the rear seats are folded down. Plenty of room for a 690kg payload.

Citroën's self-levelling suspension means the car's ride and handling remain consistent whatever is being carried - passengers or loads and ensures that the CX 22RS remains level when it's loaded. Varipower



CX22RS/25RI FAMILIALE

steering, positive handling and firm roadholding all make for relaxed, enjoyable driving. The aerodynamically efficient lines and the light alloy engine that delivers 115hp means the CX22RS is capable of a very useful 112mph. The CX 22RS features electric front windows, tinted glass all round and a stereo radio/cassette player as standard.

Eight adults and their luggage will fit this CX in comfort, but it retains the useful load space of a standard estate when you need it. With the rear seat folded flat and five passengers on board there's a full 37.5 cu. ft. luggage area behind. Whatever the load, the CX's self-levelling suspension maintains the ride height and angle to the road - and with its aerodynamic efficiency and consistent handling.

These two models give you the choice between a 2165cc, 115hp engine with a 5 speed gearbox or the more powerful 2500cc

fuel-injected, 138hp unit available with either a 5-speed manual or 3-speed automatic gearbox. ABS braking is standard on the CX 25RI.

Both cars are comfortably appointed and standard features include electric front windows, a stereo radio cassette player and tinted glass, sun visors for the side windows, deep pile carpets and rear wash/wipe.



Boot space on the Familiale with all three rows of seats raised is still 16.2 cu.ft.



CX Familiales will take up to 8 adults in comfort.

CX25TRI SAFARI

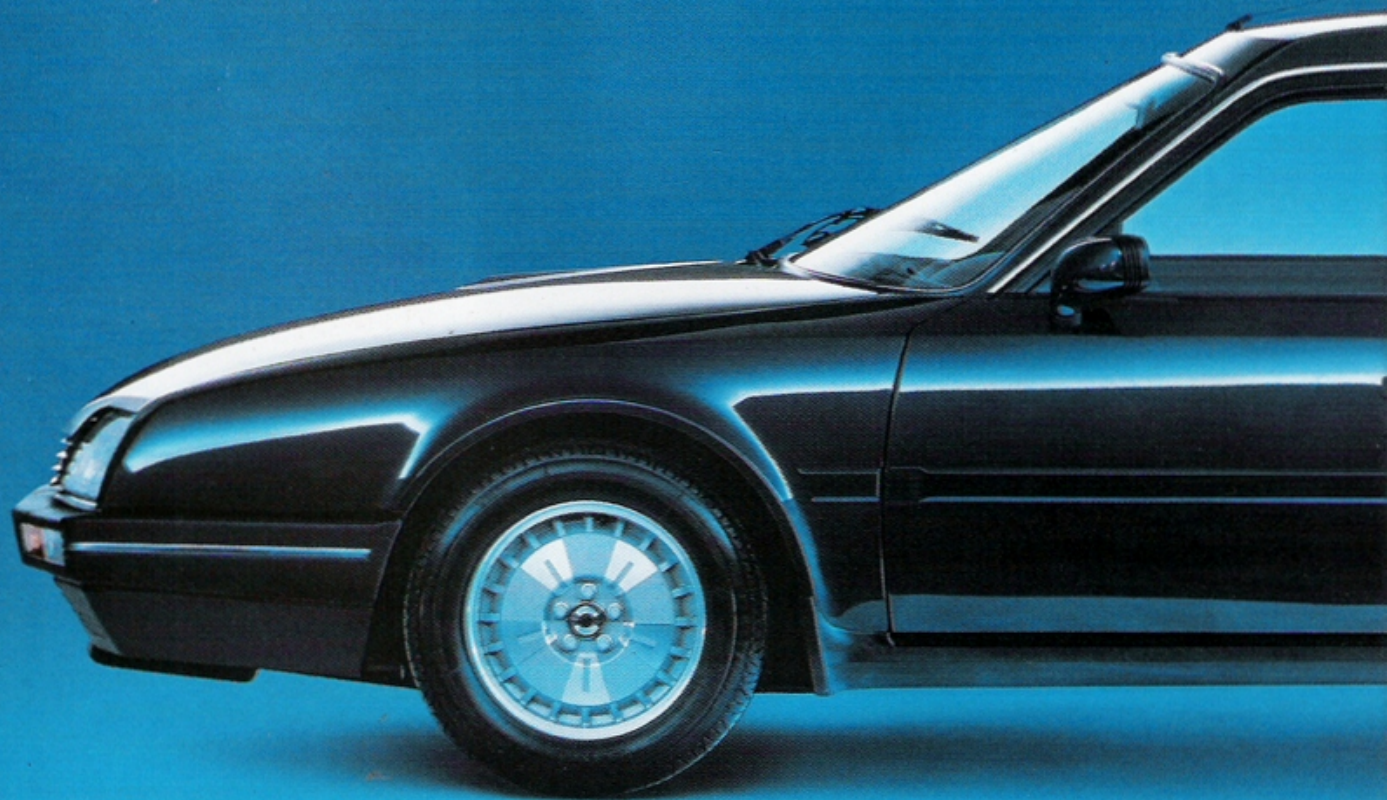
If you've ever thought that it would be ideal to combine the capacity of a large estate with the performance and luxury of top saloon models then the CX 25TRI Safari is the vehicle you've been looking for.

A 2500cc fuel injected engine producing 138hp is coupled to a 5 speed gearbox to produce a top speed of 121mph and 0 to 60mph acceleration in just 10.1 seconds. There is also the choice of a 3 speed automatic gearbox - with a top speed of 118mph and 0-60mph in 12.3 seconds. The rear space is

enormous - and versatile thanks to the 1/3:2/3 split rear seat so that you can divide it between passenger and load space, on demand. Seats all have head restraints, adjustable for height on the driver's seat. Anti-lock braking is standard. Electric windows front and rear, colour-matched seat belts front and rear, heated and electrically controlled rear view mirrors, digital quartz clock, a stereo radio cassette player and tinted glass are included. The CX 25TRI Safari also has side-door central locking, twin-optic headlamps and automatic cut off operation of the heated rear window.

CX25DTR TURBO 2 SAFARI

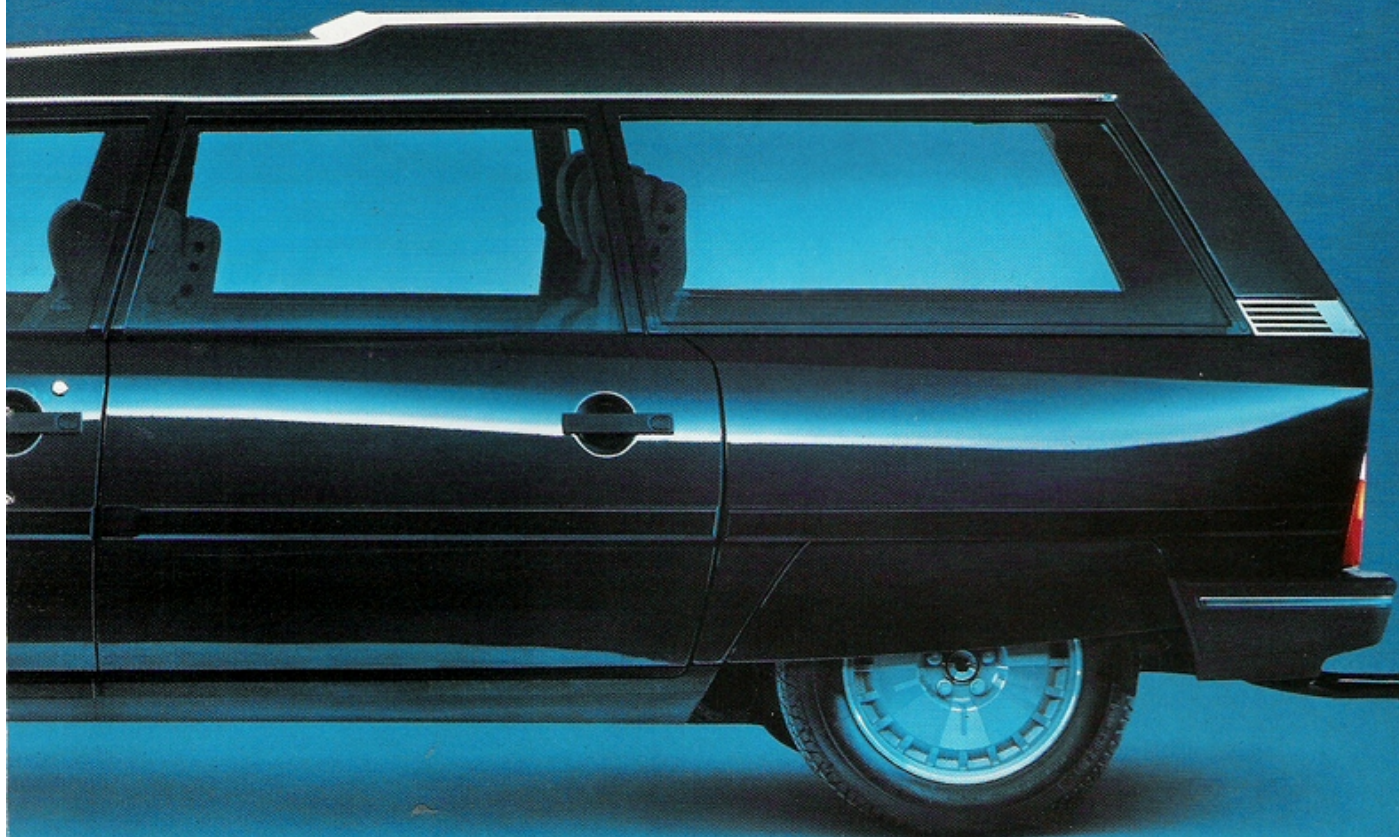
This must be the ultimate diesel estate. Such, at first sight, apparently conflicting requirements as utility and luxury, speed and economy have been resolved in this model. A new intercooled turbo diesel engine produces 120hp for a top speed of 117mph with acceleration from 0-60mph in just 11.5 seconds. Yet at a steady 56mph this car is capable of 52mpg. Handling and roadholding are what you'd expect from a sporting saloon, thanks to self-levelling suspension, Varipower steering and 6J14 alloy wheels fitted with high-grip 195/70 MXV



tyres. ABS braking is standard.

The new engine's high torque output is perfectly matched to the demands of a load-carrying vehicle and gearing is pitched so as to produce maximum acceleration in the low gears and quiet, low-rev cruising in fourth and fifth gears. Seating, trim and finish are superb throughout with deep carpeting, electric windows front and rear, side-door central locking, digital quartz clock and tinted glass. Twin optic headlamps and heated and electrically controlled rear view mirrors are standard.

The standard split 1/3:2/3 rear seat further increases the versatility of the CX 25 TRI and 25 DTR Safaris.



CITROËN – CARS OF CONTINUING INTEREST.

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 CX, which incorporates not only aerodynamics but self-leveling suspension, a unique power steering system, powered braking and transverse front wheel drive remains 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 models take the robotisation of manufacture even

further - computer controlled the 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 - and the use of new materials - reduced the weight of the AX by an amount equivalent of travelling with one less passenger in the car. The result, with its superior aerodynamics and a low friction engine, is a power to weight ratio which makes the new AX one of the most fuel efficient cars ever built.* Whilst at the same time giving a 100 mph top speed.

AX Sport models have already made their debut in competition with the launch of the AX Sport Challenge Trophy in which 20,000 entrants competed to qualify for just three places in the Citroën Works Team. Contenders were required to complete a slalom course against the clock driving standard production AX Sport models.

A special AX model has also been prepared for the FISA Super-production category. This 350 HP brute is piloted by Women's Off-Road Champion Carole Vergnaud and ex-Formula One driver Jean-Pierre Jarier.





**CITROËN BX DIESEL MODELS
- CHANGING THE DRIVER'S
PERCEPTION OF DIESEL
PERFORMANCE.**

BX diesel models have already narrowed the performance gap between petrol and diesel cars. They combine new-generation diesel engines with a bodyshell whose advanced design and construction enhances the car's power to weight ratio. As a result, BX diesels are notably tractable, offering smoother progress and greater economy in stop-start city traffic and reduced gear changing on winding or hilly roads. Efficient aerodynamics match improvements at higher speeds with the added benefits of reduced wind noise and better handling.

The latest BX diesel range includes a new intercooled turbodiesel model which exploits turbocharging's ability to increase overall output from a smaller capacity engine. The new BX Turbo Diesels employ a block of only 1769cc capacity to produce considerably more power than the conventionally aspirated BX diesel models. Compared with a conventional diesel of identical cubic capacity, the new turbo engine produces 50% more power overall and a massive 60% extra torque.

The turbo does this without a significant increase in fuel consumption, achieving nearly 63 mpg at a constant 56 mph*. And, by employing an intercooler as well, the new BX Turbo Diesels get even more from the turbocharging principal, bringing a new level of performance to the diesel market with a top speed of 112 mph with acceleration (0-60 mph in just 10.0 seconds) to match.

**SOLD AND SUPPORTED
RIGHT ACROSS EUROPE**

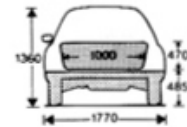
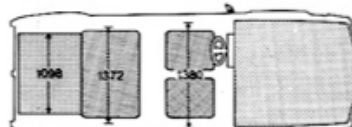
Every Citroën is sold with a warranty of one year on mechanical parts and a 6 year anti-perforation warranty on the body, subject to just two routine maintenance inspections. Models with self-levelling suspension - CX and BX - carry a 2 years or 65,000 miles (whichever comes first) labour and parts warranty on the suspension system. Every car built must satisfy customers of a dealer network in over 170 countries with widely varying and demanding road, traffic and weather conditions. Wherever you go in Europe you're never far from a Citroën dealer or service centre.

*Official Fuel Consumption Figures in mpg (litres per 100 km). Figures given in this order - urban cycle; at a constant 56 mph (90 km/h); at a constant 75 mph (120 km/h).
AX10E 50.4 (5.6), 72.4 (3.9), 50.4 (5.6)
BX DTR Turbo 40.9 (6.9), 62.8 (4.5), 44.8 (6.5)

CX SALOONS TECHNICAL SPECIFICATION

	CX 22TRS	CX 25GTi AUTO	CX 25 DTR TURBO 2	CX 25GTi TURBO 2
Engine				
Number of cylinders	4 In line			
Cubic capacity	2165cc	2500cc	2500cc	2500cc
Bore and stroke	88 x 89mm	93 x 92mm	93 x 92mm	93 x 92mm
Compression ratio	9.8:1	8.75:1	21.25:1	8.5:1
Horsepower	115hp (DIN) @ 5600rpm	138hp (DIN) @ 5000rpm	120hp (DIN) @ 3900rpm	168hp (DIN) @ 5000rpm
Torque	131ft/lbs (DIN) @ 3250rpm	156ft/lbs (DIN) @ 4000rpm	188ft/lbs (DIN) @ 2000rpm	217ft/lbs (DIN) @ 3250rpm
Cooling system	Liquid cooled with thermostatically controlled single fan (twin fan for automatic and diesel)			
Transmission				
Front wheel drive				
Gearbox type	Manual	Automatic	Manual	Manual
Number of gears	5	3	5	5
mph/1000 rpm in top gear	22.5	21.8	28.9	27
Clutch type	Single plate diaphragm, cable operated (manual transmission vehicles)			
Steering				
Type	Rack and pinion power steering. Varipower gives variable "feel" as the speed of the car alters, ensures directional stability in adverse conditions. Gives powered return to straight ahead position when steering wheel released.			
Turns lock to lock	2.4			
Turning circle between kerbs	38ft 5ins	38ft 5ins	38ft 5ins	38ft 5ins
Brakes				
Ventilated discs at front, discs at rear. Antilock braking system standard on the GTi, DTR Turbo 2 and GTi Turbo 2.				
Suspension				
Self-levelling, hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining constant ground clearance whatever the load in vehicle. A switch positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.				
Tyres	Front 195/70R14 MXL Rear 185/70R14 MXL	195/70R14 MXV	195/70R14 MXV	210/55R390 TRX
Electrical equipment				
Ignition type	Magnetic impulse	Integrated electronic	Compression	Integrated electronic
Battery	12v 200/33 Ah	12v 300/50 Ah	12v 440/83 Ah	12v 300/50 Ah
Alternator	972 watts	1080 watts	1080 watts	1080 watts
Interior capacities				
Seating capacity	5 Adults			
Boot capacity	17.9 cu.ft (507dm ³)			
Weights				
Unladen weight	2745 lbs (1245kg)	2888 lbs (1310kg)	2998 lbs (1360kg)	3020 lbs (1370kg)
Payload (including driver)	1179 lbs (535kg)	1268 lbs (575kg)	1202 lbs (545kg)	1136 lbs (515kg)
Maximum laden weight	3924 lbs (1780kg)	4156 lbs (1885kg)	4200 lbs (1905kg)	4156 lbs (1885kg)
Maximum towing weight (with brakes)	2866 lbs (1300kg)	2866 lbs (1300kg)	2866 lbs (1300kg)	2866 lbs (1300kg)
Gross train weight	6790 lbs (3080kg)	7022 lbs (3185kg)	7066 lbs (3205kg)	7022 lbs (3185kg)
Maximum roof rack load	176 lbs (80kg)			
Official Government Test Fuel Consumption Figures				
Urban Cycle	23.5mpg (12.0L/100km)	21.7mpg (13.0L/100km)	33.2mpg (8.5L/100km)	20.5mpg (13.8L/100km)
Constant 56 mph (90 km/h)	42.8mpg (6.6L/100km)	31.0mpg (9.1L/100km)	57.6mpg (4.9L/100km)	36.2mpg (7.8L/100km)
Constant 75 mph (120km/h)	33.2mpg (8.5L/100km)	25.5mpg (11.1L/100km)	42.8mpg (6.6L/100km)	29.4mpg (9.6L/100km)
Performance				
Maximum speed	116mph	121mph	121mph	138mph
0-62 mph (100km/h) (secs)	10.6	11.7	10.5	7.8
Standing 400m (secs)	17.2	18.2	17.2	15.7
Standing 1000m (secs)	32.5	33.5	32.3	29.0
Fuel tank capacity	15 gallons (68 litres)			

All measurements in millimetres with motor running.



	CX 22TRS	CX 25GTi Auto	CX 25DTR TURBO 2	CX 25GTi TURBO 2
Dashboard				
Trip and Total mileage recorders	○	○	○	○
Low fuel warning light	○	○	○	○
Low battery charge warning light	○	○	○	○
Side, headlamp & main beam warning lights	○	○	○	○
Indicator warning lights	○	○	○	○
Heated rear screen warning light	○	○	○	○
Low engine oil pressure warning light	○	○	○	○
Oil temperature warning light	○	○	○	○
				(numeric display)
Low hydraulic pressure warning light	○	○	○	○
Low hydraulic fluid warning light	○	○	○	○
Warning light test button	○	○	○	○
Hazard warning lights	○	○	○	○
Front brake pad wear warning light	○	○	○	○
Interior engine oil level gauge	○	○	○	○
Rev counter (tachometer)	○	○	○	○
Choke warning light	○	—	—	—
Digital quartz clock	○	○	○	○
Water temperature warning light	○	○	○	○
Front fog lamp warning light	—	—	—	○
Rear fog lamp warning light	○	○	○	○
Handbrake warning light	○	○	○	○
Water temperature gauge	—	○	○	○
Exterior temperature display	—	—	○	○
Driving safety equipment				
Door open warning	○	○	○	○
Warning light for rear brake light/side light failure	○	○	○	○
Air Horns	—	○	○	○
Audible warning if lights left on	○	○	○	○
Child safety seats	□	□	□	□
Front driving lamps	□	□	□	□
Door mirrors (internally adjustable)	○	○	○	○
				(electric + defrost)
Inertia reel front & rear seat belts	○	○	○	○
2-speed + intermittent windscreen wiper	○	○	○	○
Rear fog lamps and reversing lamps	○	○	○	○
Electric windscreen washer	○	○	○	○
Heated rear window	○	○	○	○
Day/night rear view mirror	○	○	○	○
Instrument rheostat	○	○	○	○
Childproof lock on rear doors	○	○	○	○
Halogen headlamps	○	○	○	○
Rear sun blinds	○	○	○	○
Front fog lamps	□	□	□	○
Laminated windscreen	○	○	○	○

	CX 22TRS	CX 25GTi Auto	CX 25DTR TURBO 2	CX 25GTi TURBO 2
Special equipment				
ABS anti-lock braking system	—	○	○	○
Tinted windows	○	○	○	○
Alloy wheels (4) with TRX tyres	—	○†	○†	○
Central locking	○	○	○	○
Infra-red remote central locking facility	○	○	○	○
Electric windows front	○	○	○	○
Electric windows rear	—	○	○	○
Varipower steering	○	○	○	○
Stereo radio cassette player	○	○	○	○
Electric sunroof	△	△	△	△
Air conditioning	—	△	△	△
Comfort and trim				
Rear mud flaps	□	□	□	□
Central and side adjustable air vents	○	○	○	○
Protective side mouldings	○	○	○	○
Cigar lighter - illuminated front (and rear)	○	○	○	○(○)
Ashtrays front & rear	○	○	○	○
Ignition keyhole light	○	○	○	○
Interior courtesy light delay	○	○	○	○
Courtesy mirror beneath front passenger sun visor	○	○	○	○
Adjustable front sun visors	○	○	○	○
Variable speed air fan	○	○	○	○
Automatic heater control	○	○	○	○
Adjustable reclining separate front seats	○	○	○	○
Height adjustable driver's seat	○	○	○	○
Front seat head restraints	○	○	○	○
Rear seat head restraints	○	○	○	○
Rear seat centre armrest	○	○	○	○
Rear spoiler	○	○	○	○
Seat upholstery	cloth	cloth	cloth	cloth
VIP velour package	△	○	○	○
VIP leather upholstery package	—	△	△	△
Metallic paint	△	△	△	△
Headphone/12V socket	○	○	○	○
Lockable glovebox (illuminated interior)	○	○	○	○
Boot lamp	○	○	○	○

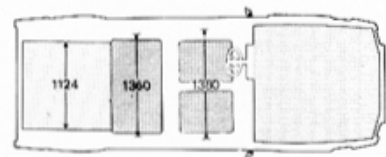
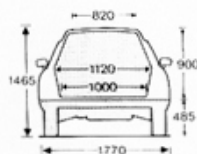
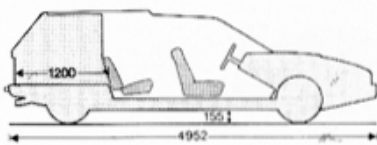
○=Standard △=Option available on special order □=Accessory †MXV tyres

Please note: Some of 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.

CX ESTATES TECHNICAL SPECIFICATION

	CX 22RS FAMILIALE/SAFARI	CX 25TRI SAFARI	CX 25DTR TURBO 2 SAFARI	CX25 RI FAMILIALE
Engine				
Number of cylinders	4 In line			
Cubic capacity	2165cc	2500cc	2500cc	2500cc
Bore and stroke	88 x 89mm	93 x 92mm	93 x 92mm	93 x 92mm
Compression ratio	9.8:1	8.75:1	21.25:1	8.75:1
Horsepower	115hp (DIN) @ 5600rpm	138hp (DIN) @ 5000rpm	120hp (DIN) @ 3900rpm	138hp (DIN) @ 5000rpm
Torque	131ft/lbs (DIN) @ 3250rpm	156ft/lbs (DIN) @ 4000rpm	188ft/lbs (DIN) @ 2000rpm	156ft/lbs (DIN) @ 4000rpm
Cooling system	Liquid cooled, electric fan with thermostatic control. Twin fan for automatic and diesel.			
Transmission				
Front wheel drive				
Gearbox type	Manual	Manual(M)/Automatic(A)	Manual	Manual(M)/Automatic(A)
Number of gears	5-speed synchromesh	(M)5-speed synchromesh (A)3-speed	5-speed synchromesh	(M)5-speed synchromesh (A)3-speed
mph/1000 rpm in top gear	22.5	(M)24.1 (A)21.8	28.9	(M)24.1 (A)21.8
Clutch type	Cable operated diaphragm type mechanical control. (Manual transmission vehicles).			
Steering				
Type	Rack and pinion power steering. VariPower gives variable "feel" as the speed of the car alters, ensures directional stability in adverse conditions. Gives powered return to straight ahead position when steering wheel is released.			
Turns lock to lock	2.4	2.4	2.4	2.4
Turning circle between kerbs	41ft			
Brakes				
Ventilated discs on all four wheels. Anti lock braking system on CX 25 models.				
Suspension				
Self-levelling, hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining a constant ground clearance whatever the load in vehicle. A switch positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.				
Tyres	195/70R14 MXL	195/70R14 MXV	195/70R14 MXV	195/70R14 MXV
Electrical equipment				
Ignition type	Magnetic impulse	Integrated electronic	Compression ignition	Integrated electronic
Battery	12v 22.5/45 Ah	12v 300/50 Ah	12v 440/83 Ah	12v 300/50 Ah
Alternator	972 watts	1080 watts	1080 watts	1080 watts
Interior capacities				
Seating capacity	8 Adults Familiale/5 Adults Safari	5 Adults	5 Adults	8 Adults
Boot capacity (with rear seat up)	16.2 cu.ft (458dm ³)/ 41.1cu.ft (1163dm ³)	41.1cu.ft (1163dm ³)	41.1cu.ft (1163dm ³)	16.2 cu.ft (458dm ³)
Boot capacity (with rear seat folded)	37.5 cu.ft (1062dm ³)/ 76.7cu.ft (2172dm ³)	76.7cu.ft (2172dm ³)	76.7cu.ft (2172dm ³)	37.5 cu.ft (1062dm ³)
Weights				
Unladen weight	3064 lbs (1390kg)	3230 lbs (1465kg)	3263 lbs (1480kg)	3230 lbs (1465kg)
Payload (including driver)	1521 lbs (690kg)	1543 lbs (700kg)	1587 lbs (720kg)	1543 lbs (700kg)
Maximum laden weight	4585 lbs (2080kg)	4773 lbs (2165kg)	4850 lbs (2200kg)	4773 lbs (2165kg)
Maximum towing weight (with brakes)	2866 lbs (1300kg)*			
Gross train weight	7451 lbs (3380kg)	7639 lbs (3465kg)	7716 lbs (3500kg)	7639 lbs (3465kg)
Maximum roof rack load	176 lbs (80kg)			
Official Government Test Fuel Consumption Figures				
Urban Cycle	23.5mpg (12.0L/100km)	(M)20.8mpg (13.6L/100km) (A)21.7mpg (13.0L/100km)	33.2mpg (8.5L/100km)	(M)20.8mpg (13.6L/100km) (A)21.7mpg (13.0L/100km)
Constant 56mph (90km/h)	39.8mpg (7.1L/100km)	(M)35.8mpg (7.9L/100km) (A)29.4mpg (9.6L/100km)	52.3mpg (5.4L/100km)	(M)35.8mpg (7.9L/100km) (A)29.4mpg (9.6L/100km)
Constant 75mph (120km/h)	31.0mpg (9.1L/100km)	(M)29.4mpg (9.6L/100km) (A)24.4mpg (11.6L/100km)	38.2mpg (7.4L/100km)	(M)29.4mpg (9.6L/100km) (A)24.4mpg (11.6L/100km)
Performance				
Maximum speed	112mph	(M)121mph (A)118mph	117mph	(M)121mph (A)118mph
0-62mph (100km/h) (secs)	13.0	(M)10.2 (A)12.4	11.6	(M)10.2 (A)12.4
Standing 400m (secs)	18.5	(M)17.2 (A)18.4	17.8	(M)17.2 (A)18.4
Standing 1000m (secs)	34.9	(M)32.4 (A)34.1	33.0	(M)32.4 (A)34.1
Fuel tank capacity	15 gallons (68 litres)			

*Maximum towing weight may be increased to 3307 lbs (1500kg) as long as the Gross train weight is not exceeded.



CX ESTATES EQUIPMENT SPECIFICATION

CX 22RS FAMILIALE/SAFARI

CX 25 RI FAMILIALE

CX 25 TRI SAFARI
CX 25 DTR TURBO 2 SAFARI

CX 22RS FAMILIALE/SAFARI

CX 25 RI FAMILIALE

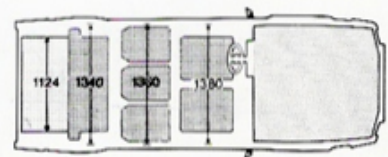
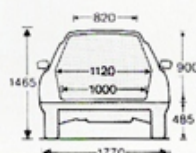
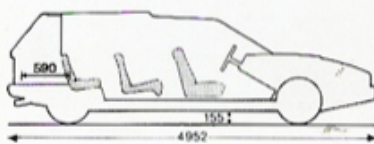
CX 25 TRI SAFARI
CX 25 DTR TURBO 2 SAFARI

Dashboard	CX 22RS FAMILIALE/SAFARI	CX 25 RI FAMILIALE	CX 25 TRI SAFARI CX 25 DTR TURBO 2 SAFARI
Trip and Total mileage recorders	○	○	○
Low fuel warning light	○	○	○
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	○	○	○
Warning light test button	○	○	○
Hazard warning lights	○	○	○
Front brake pad wear warning light	○	○	○
Rev counter (tachometer)	○	○	○
Choke warning light	○	—	—
Pre-heat warning light	—	—	DTR only
Boost pressure light	—	—	DTR only
Digital quartz clock	○	○	○
Water temperature warning light	○	○	○
Water temperature warning (numeric display)	—	○	○
Interior engine oil level gauge	○	○	○
Handbrake warning light	○	○	○
Driving safety equipment			
Air horns	—	○	○
Child safety seats	□	□	□
Front driving lamps	□	□	□
Inertia reel front & rear seat belts	○	○	○
2-speed + intermittent windscreen wiper	○	○	○
Rear fog lamps	○	○	○
Reversing lamps	○	○	○
Electric windscreen washer	○	○	○
Heated rear window	○	○	○
Day/night rear view mirror	○	○	○
Instrument rheostat	○	○	○
Childproof lock on rear doors	○	○	○
Rear wash/wipe	○	○	○
Halogen headlamps	○	○	○
Laminated windscreen	○	○	○
Front fog lamps	□	□	□
Internally adjustable exterior door mirrors	○	○	○ (electric and heated)

Special equipment	CX 22RS FAMILIALE/SAFARI	CX 25 RI FAMILIALE	CX 25 TRI SAFARI CX 25 DTR TURBO 2 SAFARI
ABS anti-lock braking system	—	○	○
Tinted windows	○	○	○
Alloy wheels (4)	—	—	○
Electric front windows/rear windows	○/—	○/—	○/○
Side door central locking	—	—	○
Infra-red remote central locking facility	—	—	○
Varipower steering	○	○	○
Stereo radio cassette player	○	○	○
Air conditioning	—	△	△
Comfort and trim			
Side adjustable air vents	○	○	○
Protective side mouldings	○	○	○
Ashtrays front & rear	○	○	○
Ignition keyhole light	○	○	○
Courtesy mirror beneath front passenger sun visor	○	○	○
Adjustable front sun visors	○	○	○
Interior courtesy light	○	○	○
Variable speed air fan	○	○	○
Automatic heater control	○	○	○
Adjustable separate front seats	○	○	○
Height adjustable driver's seat	—	—	○
Split folding rear seat (one third-two thirds)	—	—	○
Cigar lighter (illuminated)	○	○	○
Front seat head restraints/rear seat head restraints	○/—	○/—	○/○
Lockable glovebox (illuminated interior)	○	○	○
Boot area light	○	○	○
Seat upholstery	cloth	cloth	cloth
Metallic paint	△	△	△
Floor carpets	○	○	○
Removable rear load area carpet	○	○	○

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

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CX FAMILIALE



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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 1988. 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.

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