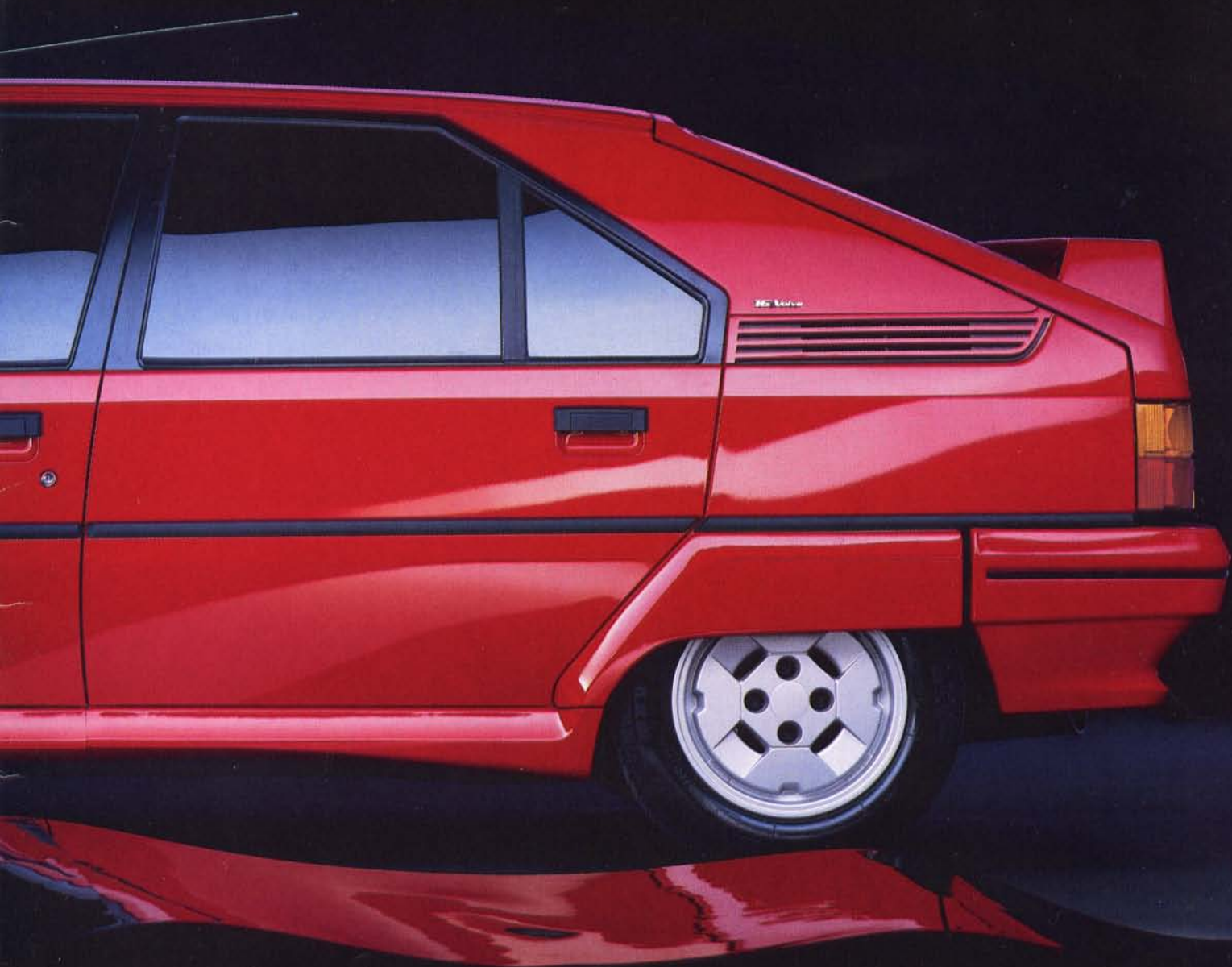


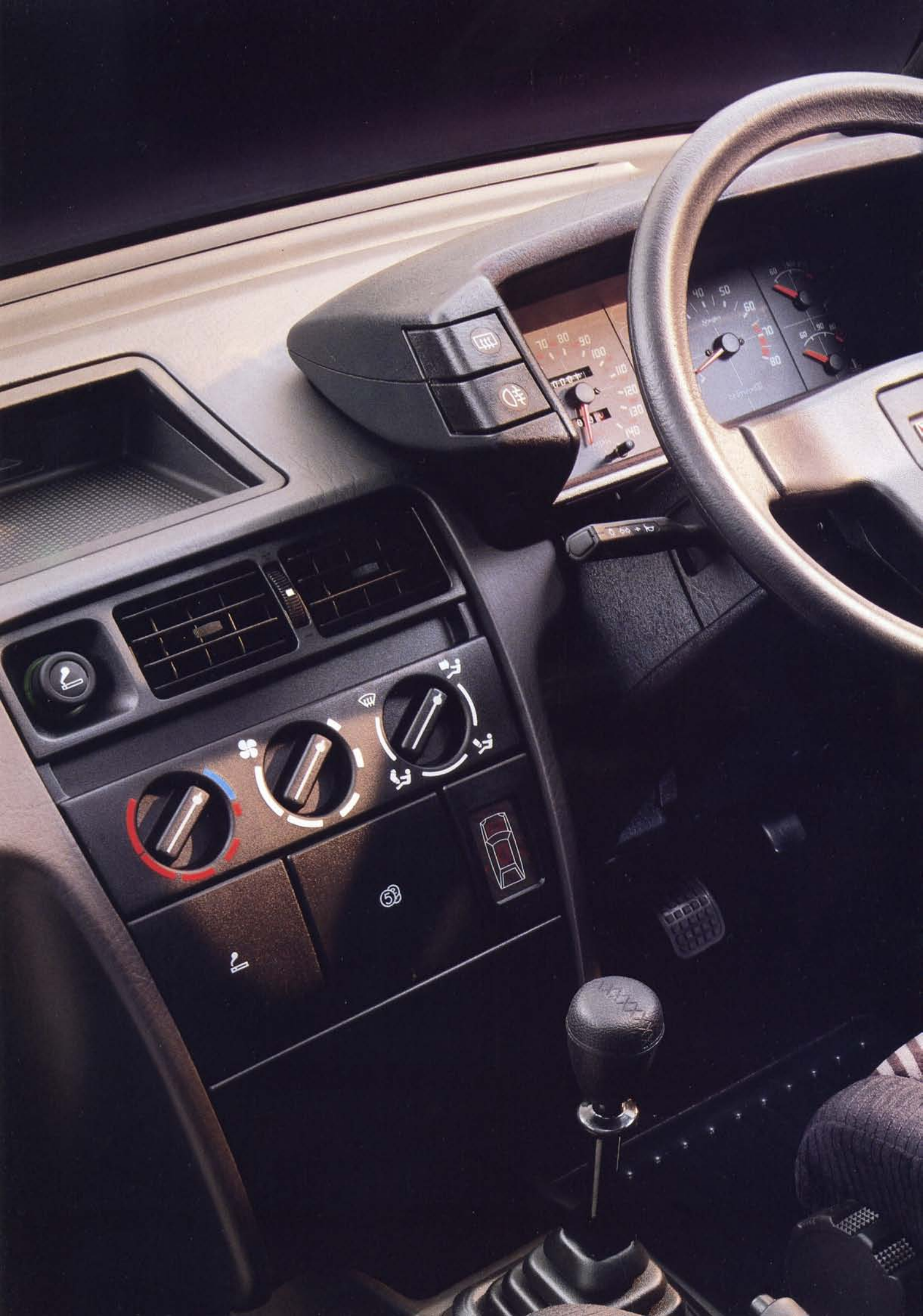
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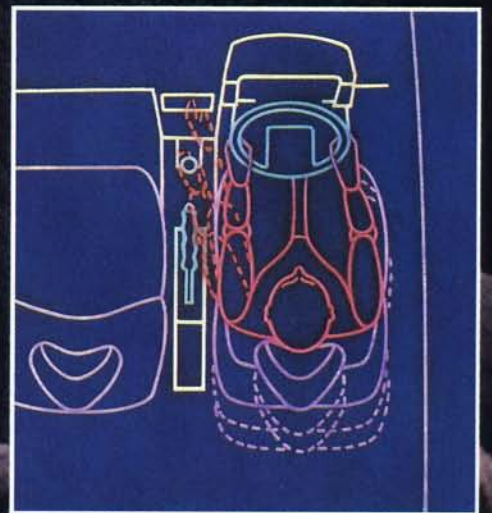
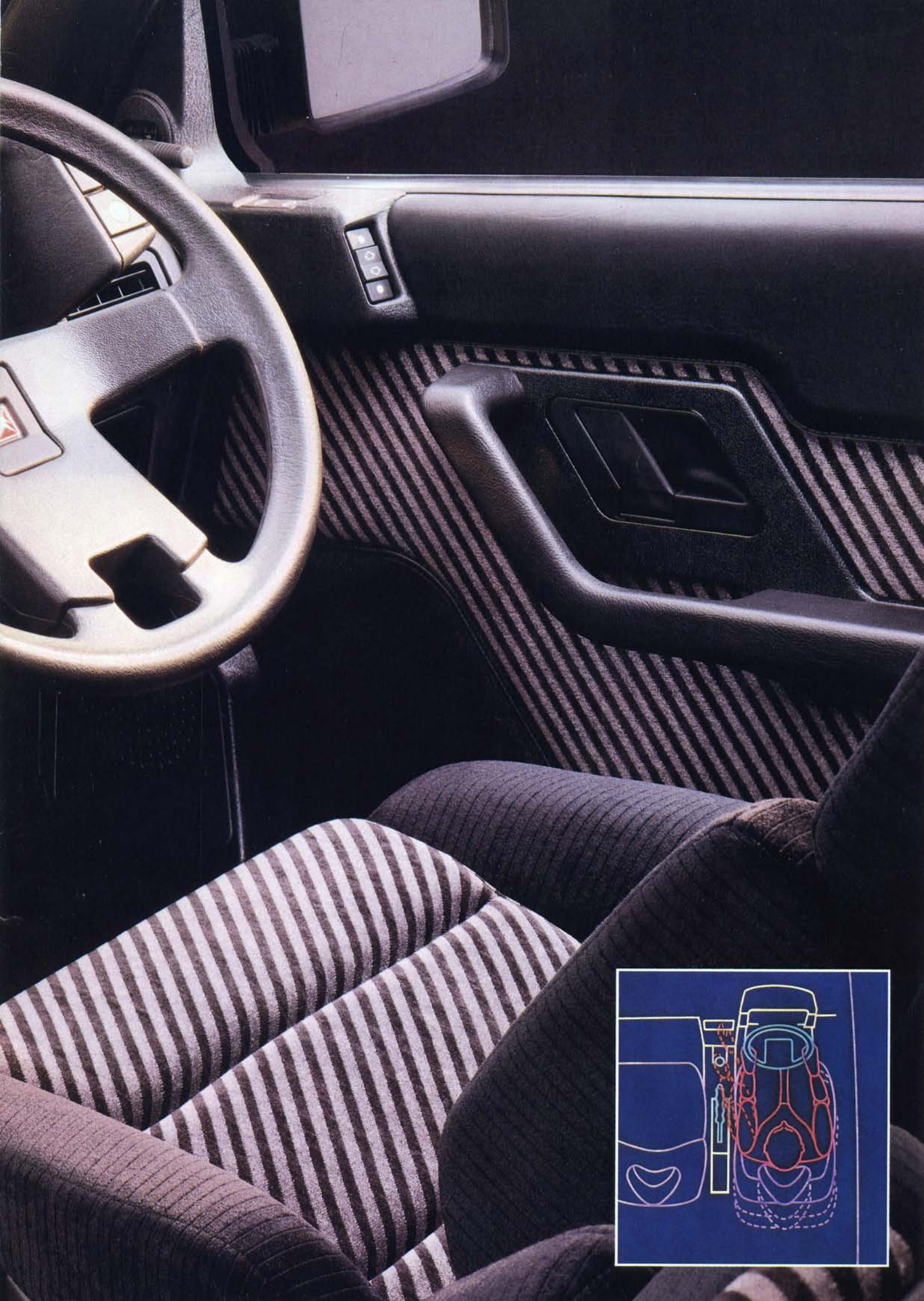


BX 









THE MOST INNOVATIVE CAR IN ITS CLASS IS NOW ONE OF THE MOST POWERFUL.

The new Turbodiesel BX models employ an intercooler to further boost their power – and help maintain reliability.



At its launch, the BX's generous interior space and superlative ride comfort helped to increase drivers' expectations of mid-sector car design.

Now in its second series, the BX includes a host of logical improvements which consolidate the model's other strengths – reliability, minimum maintenance and good resale values.



The BX has built a reputation for being a highly civilised car. Its good dynamic performance has resulted from optimising power to weight ratios, excellent aerodynamics and a remarkable balance between ride comfort and handling.

With new high performance models, Citroën engineers have developed the car's power to an even higher state of refinement and output, bringing out a more assertive character in the BX.

It's a remarkable transformation of the BX, one which pushes the car outside its established role in the market and into areas where it is competing with high performance saloons at every price level.

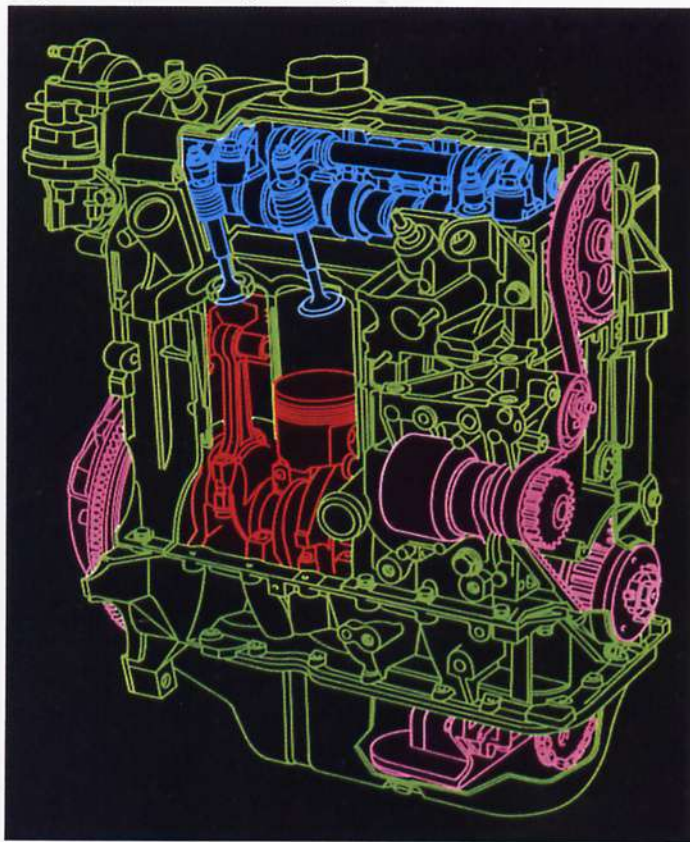
From now on the motor industry will have to take a long, hard look at the performance and price of every car in this class.

EXTRAORDINARY PERFORMANCE FROM NEW TURBODIESEL MODELS

As you will see, the new turbo-diesel BX models justify a major re-appraisal of the diesel car. Not only by convinced diesel users but by drivers who, until now, have insisted on petrol engined power for performance. Indeed the high

The BX is available with a wide range of engines. In addition to the new Turbodiesel unit, there's a revised, high efficiency petrol engine for BX 14 models. This new 1360cc engine features a new engine block milled from light

alloy, – a design borrowed from racing engines. The result is an engine producing some 72 HP. The gearbox is mounted on the side of the engine, rather than underneath, to give quicker, easier gearchanges.



torque generated gives the diesel immense flexibility and engenders a more relaxing driving style.

A MAJOR IMPROVEMENT IN SMALLER PETROL ENGINES

Not to be outdone the BX 14 models feature advanced new 1360 cc engines. The new unit is smaller and lighter and employs a new light alloy block and cylinder head and low-inertia, low friction pistons and valves. The result is more lively performance, smoother power and quicker, more positive gearchanging.

DESIGNED TO CUT SERVICING COSTS

The new engines incorporate several features which give considerable savings on servicing time and costs.

First service is at 1000 miles instead of the usual 600 miles. Oil changes can be left till 6000 miles and major services every 12,000 miles. The gearbox is lubricated and sealed for life. The clutch can be replaced without removing the gearbox or engine. Even so, the

directly mounted engine simplifies and speeds servicing. Dismounting and replacing the engine and transmission takes just 4.9 hours compared with something like 5.8 for most cars. Changing the gearbox takes about an hour less than on competitive models.

Talking of gearboxes, with a full 5-speed box available from the BX 14RE right through the range (not 4-speed with overdrive), maximum speeds can be achieved in the highest ratio, cutting engine noise and wear. The quality of the gearchange itself has always been a BX strength with easy, slick changes made possible by modern low-friction gearbox components and linkages.

Some BX models are also available with a new technology 4-speed automatic gearbox which brings to an automatic 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 locks-up to give direct drive. This cuts power transfer losses, improving acceleration and fuel economy. An improvement on old-fashioned conventional automatic gearboxes.

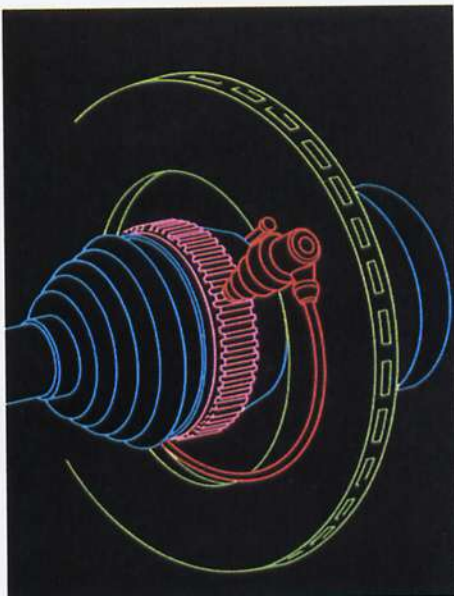


A SAFER AND SMOOTHER DRIVING EXPERIENCE.

The Antilock Braking System is standard on the BX 16 Valve, the BX 19GTi and the BX 19TRI and is an easily affordable option on most BX TR level models, including diesel saloon and estates.

The ABS principle – which is widely accepted to be a major safety breakthrough – is based on an idea that will be familiar to 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 practised, 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 so ensure that full steering control is retained.



Steering, 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 similarly sized cars. The use of new materials and body construction techniques means that the BX is weight efficient and strong – making for taut handling and a favourable power to weight ratio.

Even the least expensive BX models display many of the qualities which make the new high performance models such exciting cars.

THE SUSPENSION SYSTEM THAT IMPROVES AERODYNAMICS

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 body angle whatever the load or its distribution. All of which helps make the BX more aerodynamically efficient than other cars on the road.



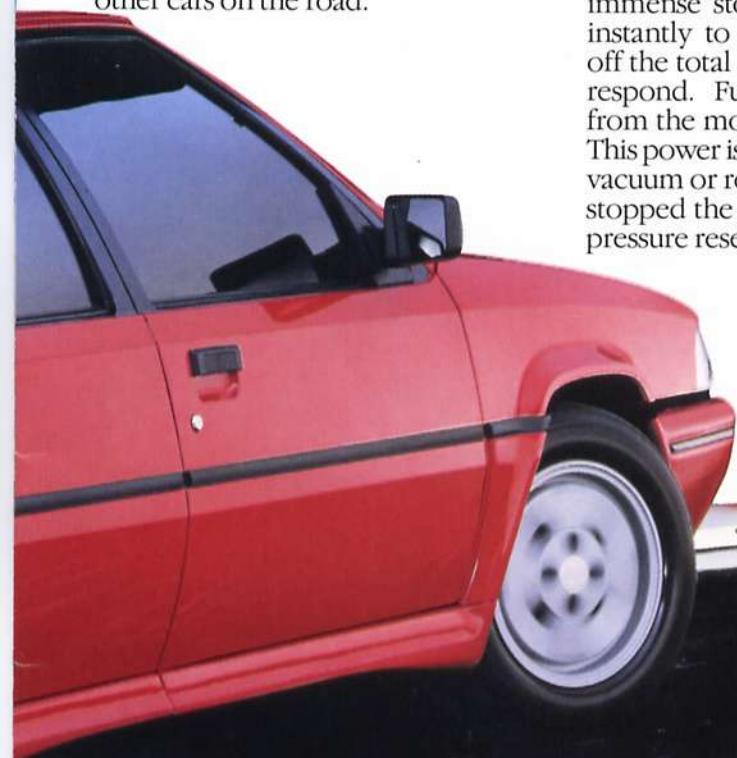
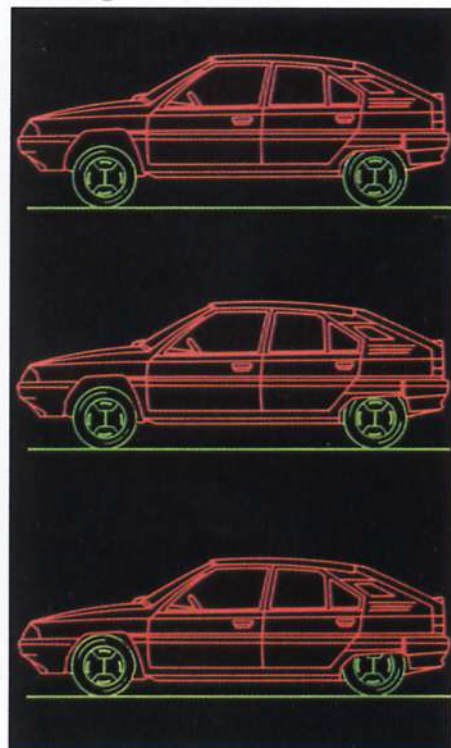
The BX is widely regarded as one of the best tow-cars available. Not least because its adjustable ride-height facilitates easy hitching. A lever at the driver's side permits

the self-levelling system to be over-ridden so that the car can be raised for extra clearance over obstructions off-road or lowered to facilitate loading and tow-hook hitching (as above).

A POWER FOR SAFETY

The self-levelling suspension contributes to another vital function – positive, reliable braking. This is because the system gives the BX anti-dive braking and anti-lift acceleration – the last being significant because it can affect steering control and grip. The suspension's hydraulics are part of a larger system which is also used to power the brakes.

With disc brakes all round and 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. This power is independent of engine vacuum or revs and with the engine stopped the brakes are backed by a pressure reservoir.





Loading the BX is made even easier by a large hatch that opens to floor level. The BX's rear trailing arm complete with self levelling suspension unit is considerably more compact than conventional springing and lies flat under the car's floor:

The BX's hatchback area has a spacious flat floor which extends as the rear seat folds forward. On all but base BX models, which have a different folding mechanism, this gives a flat floor area 1.4m long.



FORM, FUNCTION AND STYLE.

The BX's overall design has earned it motoring and design awards in the UK, Denmark, Germany, Spain, Italy and Japan.

The BX has become Britain's best selling diesel car having been the best seller in Europe for some years and the BX range has achieved top selling positions in several markets, showing consistent growth in sales year by year. Understandably, the surprising roominess, together with a high degree of comfort, contribute greatly to its growing popularity.

AN INTELLIGENT APPROACH TO SPACIOUSNESS

A combination of factors contribute to the generous amount of interior space in every BX, allowing it to comfortably take five passengers and a large quantity of luggage.

The brilliance of the design gives so much headroom, legroom and width that it belies the BX's low aerodynamic profile. This makes it easy to forget that you're actually within what – from the outside – seemed a trim, sporty car. A performance car that unlike many others, does not sacrifice efficiency of form for roominess, style or individuality.

Open the tailgate and you're faced with 15.7 cu ft of space (51.4 cu ft with the seats folded right down) and a flat floor.

SUPERIOR RIDE COMFORT THROUGH SUSPENSION TECHNOLOGY

A leading European motoring 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. Most cars sag as they're loaded, and their handling is affected. Equally, an unladen car 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, but a gas filled sphere becomes progressively LESS compliant.

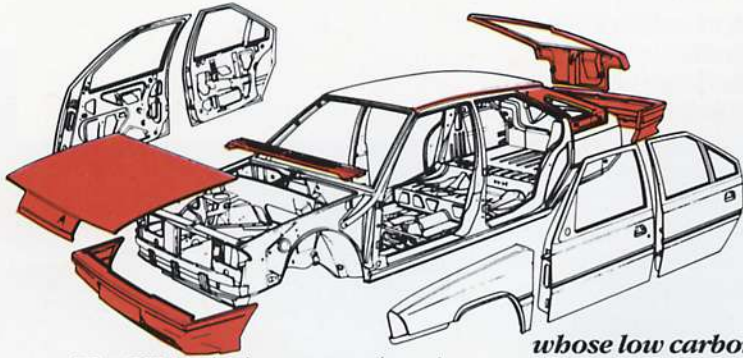
The gas suspension spheres are connected via a hydraulic system to cylinders at each wheel. As the car is loaded, the hydraulics compress the gas in the sphere, but a pump and reservoir of hydraulic pressure compensate for any vertical displacement of the wheel, restoring normal ride height and angle 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 uniquely practical because it can tackle not only large loads but ones which bring the total payload up to 565kg.

CLASS-BEATING COMFORT THROUGHOUT

Inside, every BX you'll find sumptuous, thick carpeting and soft, luxurious trim. The wide, anatomically contoured seating provides firm back and lateral support. Reclining front seats are fitted with adjustable head restraints. The safety belt buckles are seat mounted, so that they maintain the safest and the most comfortable position however you choose to adjust your seat.

The interior layout shows the typical Citroën concern for practical ergonomics rather than mere styling. On every BX model except the BX 16 Valve the steering wheel features the Citroën single spoke design which gives unobstructed instrument visibility and collapses more easily in the event of a serious collision. Within easy reach of the wheel are clustered lighting and other major electrical controls. To the side of the instruments and within the natural arc of movement towards the gearchange are the heating and ventilation controls.

THE STRONGEST ARGUMENT FOR THE BX.



The BX includes comprehensive anti-corrosion protection.

Naturally, the polymer body components and bumpers cannot corrode – but, in addition, much of the structure includes special steels

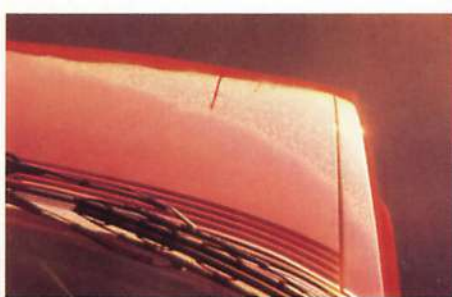
whose low carbon content makes them less prone to rust. Zinc coated steels, cathoretic zinc coating, waxing of box sections and flexible sealants amply protect other vulnerable points. Moulded liners help prevent stone chips under the wheel arches.

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 such as the bonnet lid and the tailgate – 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 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 HELP TAKE THE WORK OUT OF OWNING A BX

This has a number of practical benefits—for instance computerised engine testing means that, unlike some competitors, the BX diesels do not require subsequent head bolt tightening.



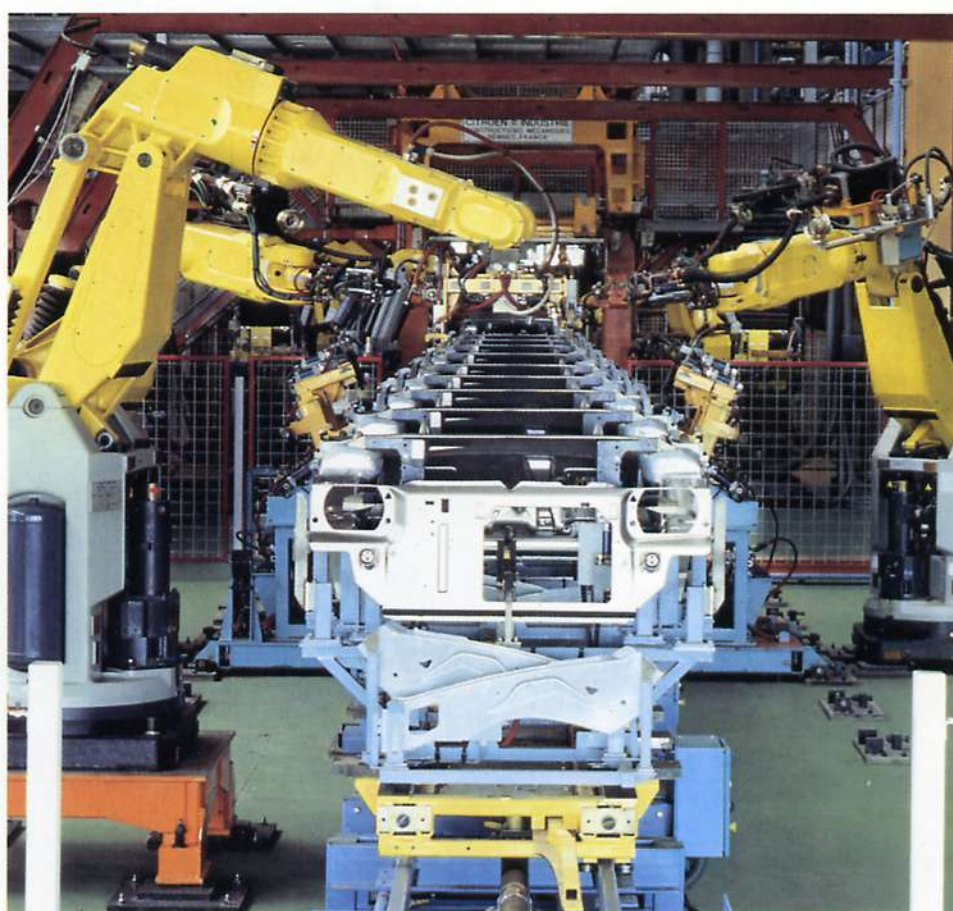


The BX's bonded windscreen saves weight, increases the rigidity of the structure and reduces wind drag. Single large wiper cuts drag and lifts less at speed. Rear screen is bonded too.

DESIGNED FOR SIMPLE, LOW COST SERVICING

All round, the BX's advanced design and manufacture offers savings on the cost of ownership. 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 self-levelling suspension system eliminates the need for routine shock-absorber replacement – and the entire suspension system can be serviced without recourse to special tools. On models not including the new sealed-for-life gearbox, the unit 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 and a half hours routine servicing annually.



EFFECTIVE PROTECTION AGAINST CORROSION

The steps to combat rust start with painstakingly selected metals being given a special anti-corrosion treatment. Next, the body is washed, de-greased and bonded with a zinc phosphate inhibitor that's baked on at 180°C. Then the car is immersed totally in a cathophoretic bath that uses electric polarity to coat every part of the bodyshell with a protective resin.

Further preventatives include wax injections into the box sections of the framework, and bitumen painting of the underbody and vulnerable wing sections. An electrostatic primer and two coats of paint are finally baked on at high temperature to give a tough, high gloss finish – one that will last for many years.

ENSURING THE HIGHEST STANDARDS OF QUALITY CONTROL

Citroën have extended the concept of quality control by involving those best qualified to maintain standards. The work force. Throughout the plant special inspection areas have been set up. Here, at each stage of the process, the different parts of the car are examined by those who work on



them. In addition to writing their comments, they are in the position to implement the findings. All of which results in a far more effective system of controlling quality.



'BX' TRIM LEVEL

Specifying the 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. You also get a very generous specification. BX models have power disc brakes, laminated windscreen and heated rear screen, halogen headlamps, an aerodynamically efficient single wiper with integral washer, and internally adjustable passenger door mirrors.

Inside there are Mosaic Check cloth upholstered seats, adjustable at the front and complete with headrests and inertia reel seat belts. Rear seats have two inertia reel belts and one static belt.

The dashboard is complete with an analogue clock, central console mounted heater and ventilation controls.

The brand new high efficiency 1360cc engine produces a greater 72HP and has a new four speed gearbox offering lighter smoother gear-changing. The BX now reaches a top speed of 104 mph with fuel consumption of just 51.4 mpg at a steady 56mph.

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.





'R' TRIM LEVEL

Here the emphasis is on an added level of comfort and convenience. Inside you'll find attractive Herringbone patterned cloth seats, front head restraints and folding rear seats to increase luggage space to 51.4 cu.ft.

Standard features include central door locking (including the rear hatch), electric front windows and a stereo radio-cassette player. Exterior styling includes rear wash/wipe, full diameter wheel trims, black protective coating below door sills and low profile, high grip MXL tyres.

BX 14RE

The BX 14RE shares the economical and smooth performance of the new 1360cc, 72 HP BX but with a five speed gearbox giving a top speed of 104 mph with 0-60 mph in 12.1 seconds.

Principal options: Tinted windows, electric sunroof, metallic superlustre paint.

BX 16RS

Move up to more power with a 1580cc, 94 HP engine to gain a top speed of 109 mph and acceleration from 0-60 mph in 10.5 secs. A sunroof is fitted as standard.

Principal options: Metallic superlustre paint, power-assisted steering, tinted windows.



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





'R' TRIM LEVEL

BX 16RE

The BX 16RE offers quick, smooth performance from its refined 80 HP, 1580cc engine for a top speed of 106 mph and acceleration from 0-60 mph in just 11.7 secs.

Principal options: Metallic superlustre paint, power assisted steering, electric sunroof, tinted windows.

BX 17RD/19RD

Recognising their increasing importance, diesel models are to be found at almost every level of interior and exterior finish within the BX range. Equipped to the same

high level as the BX 16RE, the BX 17RD has a specially developed 1769cc engine with 5-speed gearbox giving it a top speed of 96 mph with fuel economy of 61 mpg at a constant 56 mph. Meanwhile, the BX 19RD concedes nothing to petrol engined models in terms of comfort and refinement, and the specially developed 1905cc power unit adds a new dimension to performance.

The BX 19RD is also capable of a top speed of 103 mph and 0-60 mph in 12.7 seconds and features power-assisted steering as standard.

Principal options: Electric sunroof, metallic superlustre paint, power assisted steering (BX 17RD), tinted windows.



BXRD TURBO

The amazing new 90 HP turbo diesel engine powers this new BX model from 0-60 mph in just 10.0 seconds and on to a top speed of 108 mph, yet fuel consumption remains a miserly 63 mpg at a constant 56 mph. It is equipped to the same level as the BX 19RD.

Principal options: ABS, electric sun-roof, metallic superlustre paint, tinted windows.



BX models from 'R' level upwards include a rear wash-wipe.



'TR' TRIM LEVEL

Taking the BX range to another level of refinement, all TR models have interior upholstery in special Tweed cloth. Front seats are adjustable for cushion angle and the fully contoured rear seats have centre armrests. Standard equipment includes power steering, electric tilting and sliding sunroof, electric windows front and rear, tinted glass, rear sunblinds and a quality stereo radio/cassette. TR models are distinguished externally by smoked rear quarter windows.

BX16TRS

You can opt for all the luxury of a TR level model without the expense of extra power in the BX 16TRS. For all that, it's a high performance car with a 1580cc 94 HP engine giving 0-60 mph in just 10.5 seconds via its five speed gearbox – and with a top speed of 109 mph.

Principal option: Metallic superlustre paint.

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, good acceleration and fuel economy. Top speed is 106 mph, 0-60 mph takes 12.7 seconds and fuel consumption at a steady 56 mph is 49 mpg.



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





BX

'TR' TRIM LEVEL

BX19TRS

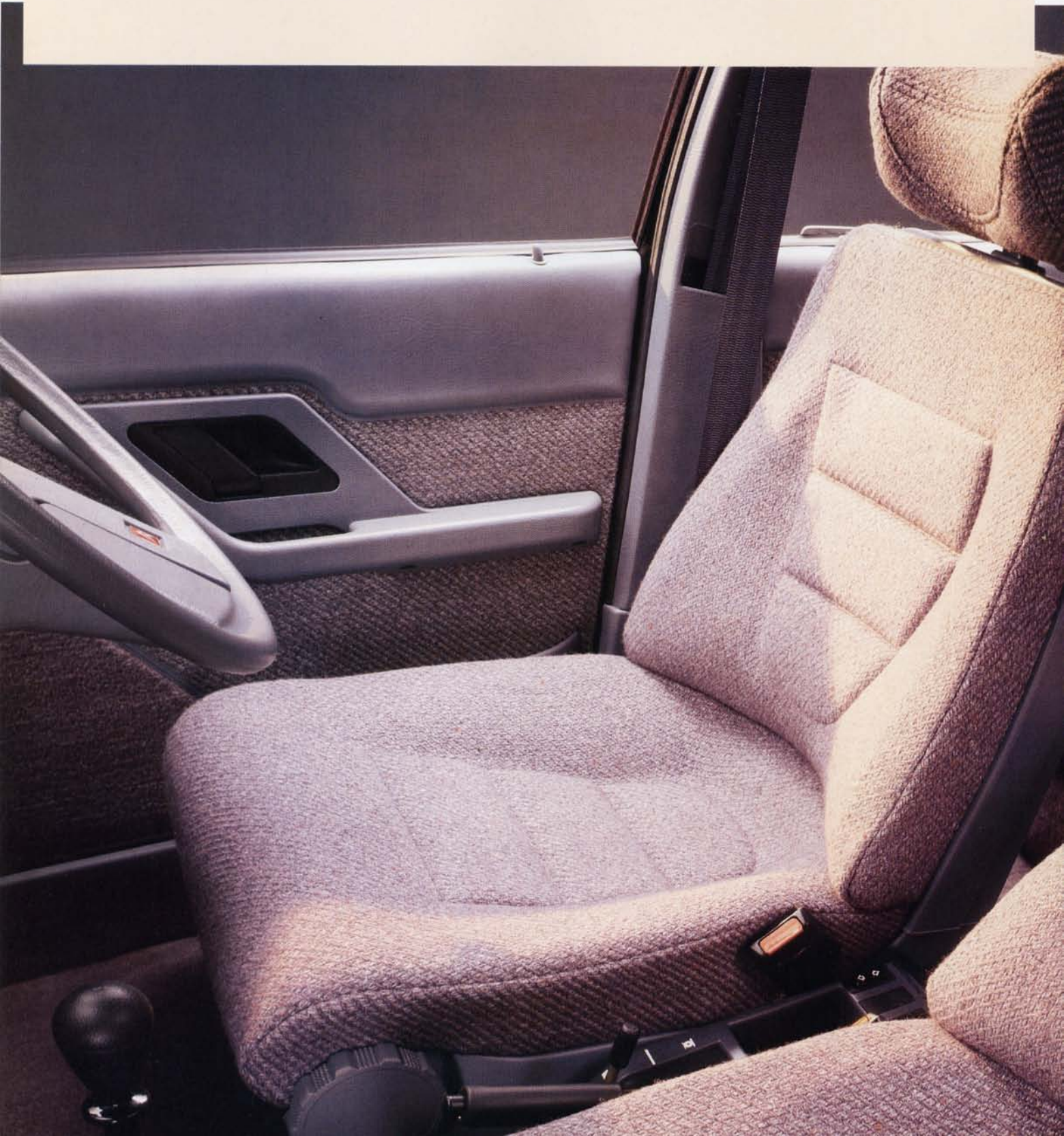
Match a high specification to the powerful performance of a 1905cc 105 HP engine for a luxury saloon capable of 115 mph. The engine's flat torque curve makes for reduced gear changing and quiet cruising at low revs via the 5-speed gearbox.

Principal options: ABS, air conditioning, automatic gearbox, metallic superlustre paint.

BX19DTR

Again, there's no compromise on comfort with a BX diesel. The TR trim level specification is matched to a powerful 1905cc diesel engine giving a top speed of 103 mph, 0-60 mph in 12.7 seconds and 62 mpg at a steady 56 mph. Servicing intervals are only every 6,000 miles.

Principal options: ABS, metallic superlustre paint.



BXDTR TURBO

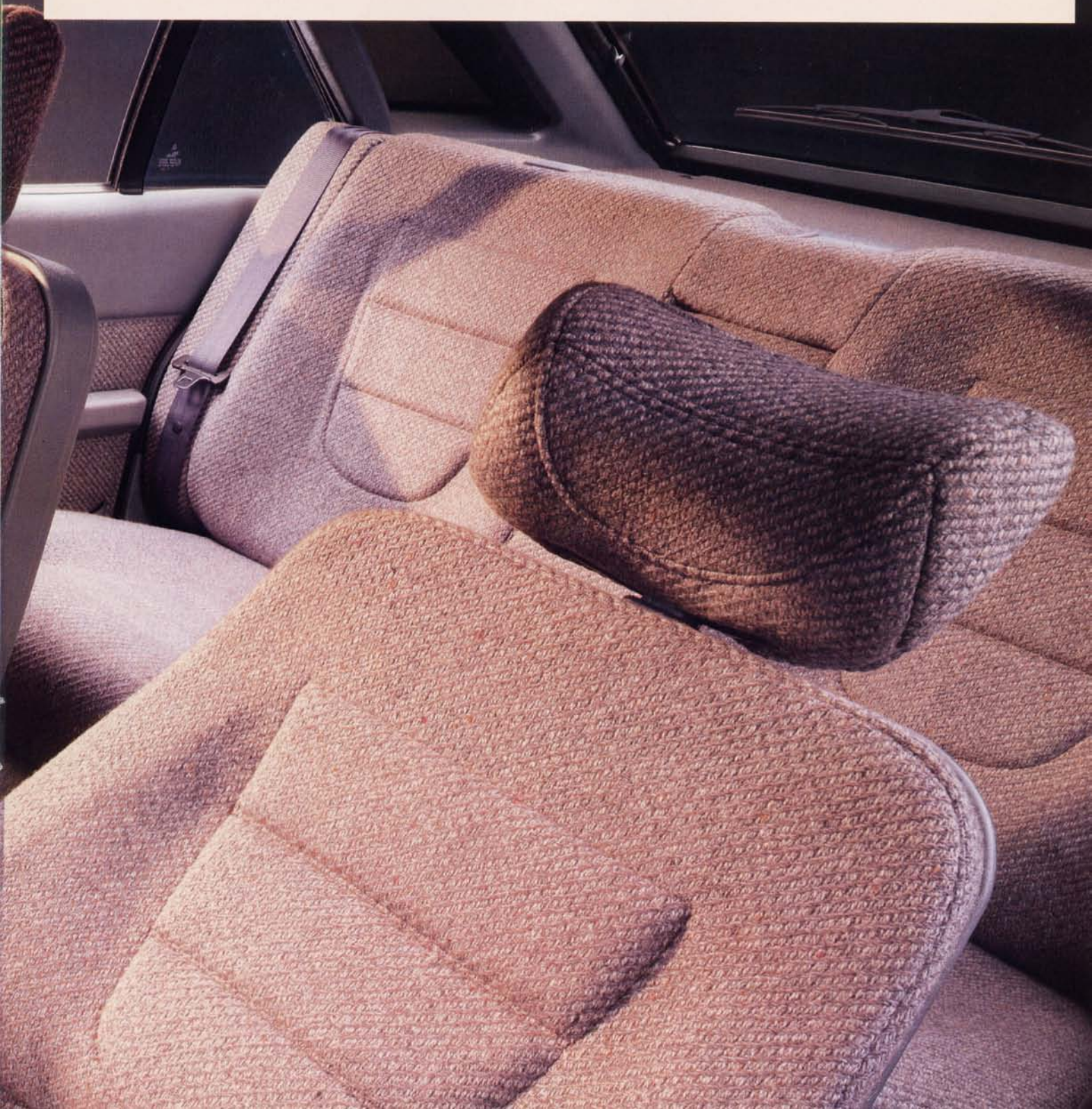
The outstanding performance of the new intercooled turbodiesel BX is matched here to a superior level of interior – this is nothing short of a luxury performance car which just happens to have a diesel engine. In fact, the Turbodiesel's remarkable ability to offer relaxed town driving, quick acceleration and high speed cruising, all with almost ridiculously low fuel consumption, makes this

diesel car greatly preferable to many petrol engined rivals – and not just for fuel economy.

Principal options: Air conditioning, alloy wheels, ABS, metallic super-lustre paint.



Comprehensive dashboard instrumentation on these models includes graphic door open warning.



BX 19GTi

Built to take on the best and fastest. From its light alloy fuel injection 1905cc engine delivering a hefty 125 HP, to its wide, road-gripping low profile MXV tyres. The BX 19GTi propels you from 0-60 mph in just 8.3 seconds. With its low drag body and big tail spoiler this BX will achieve a top speed of 125 mph, cruising smoothly for hours at the limit. Driven hard, the BX 19GTi shows its pedigree as Citroën's exclusive all round self-levelling suspension soaks up road surface variations, yet upgraded spring rates and MacPherson strut front suspension combined with ABS as standard make for lively handling

and rapid cornering with reassuring safety and stability. The BX 19GTi 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 fingertip reach of the wheel. Front electric window controls allow you to raise or lower the window either continuously or at one touch on the driver's window – safer and more convenient at parking or toll booths. Rear

window controls are set in the back of the centre console – within easy reach of both driver and rear seat passengers.

The passenger door mirror is electrically adjustable, central door locking (including rear hatch) is by remote control and the car comes equipped with an advanced stereo radio cassette. For all its luxury, the BX 19GTi remains a remarkably practical car – fold flat rear seats give enormous extra luggage space, fuel economy is maintained at 46 mpg at a constant 56 mph and 35 mpg when cruising at 75 mph.

Principal options: Air conditioning, alloy wheels (as shown), metallic superlustre paint.



BX 19GTi

AUTOMATIC

The BX 19GTi Automatic With 4 speed automatic gearbox features the same luxurious specification as the manual version.

Performance figures are equally impressive – 0-60 mph in 9.6 seconds, a top speed of 123 mph and fuel consumption of 44 mpg at a constant 56 mph.



Central door locking is by means of this compact remote control device.



Comfortable seating in exclusive Chevron pattern velour gives good lateral support.



BX 16 VALVE

The BX reaches its ultimate expression with the BX 16 Valve. The 1905cc 16 valve engine, producing a massive 160 HP, offers many of the advantages of turbo-charging – a big power boost without a commensurate increase in fuel consumption – but without the drawbacks of the turbo.

The 16 valve engine gives extra power even at low revs – smooth and lag-free and it avoids the expensive reliability problems experienced with some turbo engine designs. The new engine is based on an all-alloy block with

twin overhead camshafts in a magnesium alloy head, driving via a closely spaced 5-speed gearbox.

Performance figures speak for themselves – acceleration 0-60 mph in just 7.4 seconds, top speed 135 mph, making this easily one of the fastest cars in its class. Yet fuel consumption figures are still 43 mpg at a steady 56 mph or 35 mpg at 75 mph.

This is a refined, luxurious car. Outside, though wheel arches are bulged to take low profile MXV tyres on wide alloy wheels, there's little in the way of pointless show. Inside, the BX 16 Valve offers the right combination of sporty character and real comfort.

Good ergonomic design means that all controls come naturally to hand. Seats and door panels are finished in a rich velour styled in an exclusive diagonal pattern. Built-in headrests adjust for maximum comfort. Rear seats have a large centre armrest for improved lateral security for two rear passengers and the armrest folds away to allow three to sit abreast comfortably. Front and rear windows are electrically operated and the driver's window may be fully closed or opened with one touch.

Principal options: Air conditioning, metallic superlustre paint.



The front seats adjust for cushion and back rest angle and have deep lateral support – including adjustable lumbar grip cushioning. Built-in seat belt points that move with the seat mean that the belts are easier to secure and offer better protection.



THE BEST DESIGNED ESTATE IN ITS CLASS.

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 565kg 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 cars might bog-down. But, more vitally,

front-wheel-drive frees space in the rear where rear-wheel-drive cars' transmission components usually intrude.

The big news in the BX Estate range is the inclusion of the BX DTR Turbo Estate offering a new level of performance from its 90 HP inter-cooled turbodiesel engine.

These are outstandingly fast estates capable of 108 mph and 0-60 mph in just 10.4 seconds. Just as important, with 60% more torque than a conventionally aspirated diesel of the same cubic capacity, they're highly tractable when carrying a heavy load. The BX's basic engineering attributes such as front-wheel-drive and self-levelling suspension are even more useful in these capacious and stylishly practical models.



The BX Estate's tailgate is the full height of the body and the bumper is built into the tailgate. With the car's suspension fully lowered,

loads only have to be lifted a short distance. (Alloy wheels shown are available as an accessory.)





'R' TRIM LEVEL

Thick carpets, front head restraints as standard and luxurious seating in Herringbone patterned fabric add a touch of luxury, matched by cloth door inserts. Other standard fittings include central door locking, electric front windows, inertia reel seatbelts front and rear (plus a third static belt in the rear) and an analogue clock.

Cars come with a stereo radio cassette. 'R' trim models feature low profile/high grip MXL tyres and moulded side body protection. Laminated windscreen features Citroën's large single wiper with integral washer. Rear screen wash/wipe is also included.

BX 16RS

The BX 16RS 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 94 HP gives a top speed of 106 mph and acceleration 0-60 mph in 10.9 seconds. Payload is up to 544kg.

Principal options: Power assisted steering, metallic superlustre paint, tinted windows.



BX19RD

Saloon car comfort meets diesel car economy and estate loadspace. The 1905cc, 71 HP diesel gives a top speed of 101 mph with fuel consumption of 59 mpg at a steady 56mph. Maximum payload is 548kg.

Principal options: Metallic superlustre paint, tinted windows.



BX Estate models include a rear screen wash-wipe as standard.



'TR' TRIM LEVEL

Fully adjustable and reclining front seats covered in an exclusive Tweed cloth give support and comfort on long journeys. The rear seat has a centre armrest and the whole car is heavily carpeted. Twin door mirrors, front and rear electric windows, power steering and central locking are standard. Dashboard instrumentation includes door-open warning and oil level gauge. TR models include load strips to protect the roof.

BX19TRS

A truly sporting estate with a 1905cc engine which develops 105 HP to give 0-60 mph in 9.8 seconds and a top speed of 113 mph with the manual 5-speed gearbox. Payload is up to 555 kg.

Principal options: ABS, metallic superlustre paint, automatic gearbox, air conditioning.

BX19TRI

This fast and luxurious estate has a fuel injection 1905cc engine developing 125 HP to give a top speed of 119 mph and acceleration from 0-60 mph in just 9.7 seconds. This performance is not at the expense of economy since fuel consumption is 45 mpg at 56 mph. To go with this performance ABS braking is fitted as standard. Payload is up to 565 kg. The BX19TRI features Chevron pattern velour seats.

Principal options: Alloy wheels, air conditioning, metallic superlustre paint, automatic gearbox.

BXDTR TURBO

The BXDTR Turbo Estate offers a high specification including Chevron pattern velour seats with additional cushion angle adjustment at the front and fully contoured rear seats with centre armrest. Electric windows front and rear and tinted glass with rear sunblinds are standard.

Principal options: Air conditioning, ABS, alloy wheels, metallic superlustre paint.





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.

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.

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.





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)

BX SALOONS

TECHNICAL SPECIFICATION

	BX BX 14RE	BX 16RE	BX 16RS BX 16TRS	BX 17RD	BX 19RD BX 19DTR	BX RD TURBO BX DTR TURBO	BX 19TRS	BX 19GTi	BX 16 VALVE
Engine									
Number of cylinders	4 In line								
Cubic capacity	1360cc	1580cc	1580cc	1769cc	1905cc	1769 cc	1905cc	1905cc	1905cc
Bore and stroke	75 x 77mm	83 x 73mm	83 x 73mm	80 x 88mm	83 x 88mm	80 x 80mm	83 x 88mm	83 x 88mm	83 x 88mm
Compression ratio	9.3:1	9.3:1	9.5:1	23:1	22.5:1	22:1	9.3:1	9.3:1	10.4:1
Horsepower (DIN)	72hp @ 5600rpm	80hp @ 5600rpm	94hp @ 6000rpm	60hp @ 4600rpm	71hp @ 4600rpm	90hp @ 4300 rpm	105hp @ 5600rpm	125hp @ 5500rpm	160hp @ 6500rpm
Torque (DIN)	82ft/lbs @ 3400rpm	98ft/lbs @ 2800rpm	101ft/lbs @ 2800rpm	82ft/lbs @ 2000rpm	90ft/lbs @ 2000rpm	134ft/lbs @ 2100rpm	119ft/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(M)/ Automatic(A)	Manual	Manual	Manual	Manual(M)/ Automatic(A)	Manual(M)/ Automatic(A)	Manual
Number of gears	4 (RE5)	5	(M)5 (A)4	5	5	5	(M)5 (A)4	(M)5 (A)4	5
mph/1000 rpm in top gear	19.2 (RE 19.3)	21.2	(M)21.2 (A)22.1	21.2	22.4	25.9	(M)21.0 (A)25.0	(M)21.2 (A)22.3	20.0
Clutch type	Cable operated diaphragm type, mechanical control (except Automatics)								
Steering									
Type	Rack and pinion	Rack and pinion (Power assistance optional)	Rack and pinion (Power assistance optional on 16RS, standard on 16TRS)	Rack and pinion (Power assistance optional)	Rack and pinion power assisted	Rack and pinion power assisted	Rack and pinion power assisted	Rack and pinion power assisted	Rack and pinion power assisted
Turns lock to lock	4.4	4.4 (2.8 power assisted)	4.4 (2.8 power assisted)	4.4 (2.8 power assisted)	2.8	2.8	2.8	2.8	2.8
Turning circle between kerbs	33ft 4ins	33ft 4ins (34ft power assisted)	33ft 4ins (34ft power assisted)	33ft 4ins (34ft power assisted)	34ft	34ft	34ft	34ft 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/16Valve.									
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 (RE 165/70 R14MXL)	165/70R14 MXL	165/70R14 MXL(M) 155R14 MX(A)	165/70R14 MXL	165/70R14 MXL	165/70R14 MXL	165/70R14 MXL	185/60R14 MXV	195/60R14 MXV
Electrical equipment									
Ignition type	Transistorised with magnetic impulse	Transistorised with magnetic impulse	Transistorised with magnetic impulse	Compression ignition	Compression ignition	Compression ignition	Transistorised with magnetic impulse	Transistorised with magnetic impulse	Integrated electronic
Battery	12v 175 A	12v 200 A	12v 200 A	12v 300 A	12v 300 A	12v 300A	12v 200 A	12v 200 A	12v 200 A
Alternator	675 watts	675 watts	675 watts	675 watts	675 watts	675 watts	675 watts	675 watts	1080 watts
Interior capacities									
Seating capacity	5								
Boot capacity	15.7 cu.ft (444dm ³)								
Boot capacity with rear seat folded	51.4 cu.ft (1455dm ³)								
Weights									
Kerbweight	1984lbs (900kg)	2094lbs (950kg)	2094lbs (950kg)	2183lbs (990kg)	2183lbs (990kg)	2260lbs (1025kg)	2194lbs (995kg)	2260lbs (1025kg)	2359lbs (1070kg)
Payload (including driver)	1058lbs (480kg)	1003lbs (455kg)	1102lbs (500kg)	1124lbs (510kg)	1124lbs (510kg)	1047lbs (475kg)	1025lbs (465kg)	1003lbs (455kg)	924lbs (419kg)
Maximum laden weight	3042lbs (1380kg)	3097lbs (1405kg)	3196lbs (1450kg)	3307lbs (1500kg)	3307lbs (1500kg)	3307lbs (1500kg)	3219lbs (1460kg)	3263lbs (1480kg)	3283lbs (1489kg)
Maximum towing weight (with brakes)	2205lbs (1000kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)
Gross train weight	5247lbs (2380kg)	5523lbs (2505kg)	5621lbs (2550kg)	5732lbs (2600kg)	5732lbs (2600kg)	5732lbs (2600kg)	5644lbs (2560kg)	5688lbs (2580kg)	5708lbs (2589kg)
Maximum roof rack load	165lbs (75kg)								
Official Government Test Fuel Consumption Figures									
Urban Cycle	34.9mpg (8.1L/100km)	31.7mpg (8.9L/100km)	(M)31.7mpg (8.9L/100km)	44.1mpg (6.4L/100km)	43.5mpg (6.5L/100km)	40.9mpg (6.9L/100km)	(M)29.7mpg (9.5L/100km)	(M)27.2mpg (10.4L/100km)	25.0mpg (11.3L/100km)
14RE	34.0mpg (8.3L/100km)		(A)32.5mpg (8.7L/100km)				(A)29.7mpg (9.5L/100km)	(A)25.4mpg (11.1L/100km)	
Constant 56mph (90 km/h)	51.4mpg (5.5L/100km)	50.4mpg (5.6L/100km)	(M)51.4mpg (5.5L/100km)	61.4mpg (4.6L/100km)	61.4mpg (4.6L/100km)	62.8mpg (4.5L/100km)	(M)47.1mpg (6.0L/100km)	(M)46.3mpg (6.1L/100km)	42.8mpg (6.6L/100km)
14RE	51.4mpg (5.5L/100km)		(A)48.7mpg (5.8L/100km)				(A)46.3mpg (6.1L/100km)	(A)44.1mpg (6.4L/100km)	
Constant 75mph (120km/h)	39.8mpg (7.1L/100km)	37.7mpg (7.5L/100km)	(M)40.4mpg (7.0L/100km)	44.1mpg (6.4L/100km)	46.3mpg (6.1L/100km)	44.8mpg (6.3L/100km)	(M)37.2mpg (7.6L/100km)	(M)34.4mpg (8.2L/100km)	34.9mpg (8.1L/100km)
14RE	39.8mpg (7.1L/100km)		(A)37.2mpg (7.6L/100km)				(A)37.2mpg (7.6L/100km)	(A)34.4mpg (8.2L/100km)	
Performance									
Maximum speed	104mph	106mph	(M)109mph (A)106mph	96mph	102mph	112mph	(M)115mph (A)112mph	(M)123mph (A)123mph	135mph
0-60mph (secs)	12.7 (RE 12.1)	11.7	(M)10.5 (A)12.7	17.5	12.7	10.0	(M)9.3 (A)10.9	(M)8.3 (A)9.6	7.4
Standing 400m (secs)	18.8 (RE 18.5)	18.4	(M)17.7 (A)19.3	21.1	18.9	17.5	(M)17.1 (A)18.1	(M)16.4 (A)17.3	15.6
Standing 1000m (secs)	35.5 (RE 35.0)	34.4	(M)32.9 (A)35.6	39.1	35.3	32.8	(M)32.0 (A)33.4	(M)30.5 (A)31.9	28.8
Fuel tank capacity									
	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)	14.5 gallons (66 litres)

N.B. A second cooling fan (available as an accessory) is required on BX 17RD, 19RD and 19DIR when towing under difficult conditions, or a trailer exceeding 1433lbs (650kg) in weight.

BX SALOONS

EQUIPMENT SPECIFICATION

BX BX 14RE BX 16RE/BX 16RS BX 17RD/BX 19RD/BX RD TURBO BX 16TRS/BX 19TRS BX 19DTR/BX DTR TURBO BX 19GTI BX 16VALVE

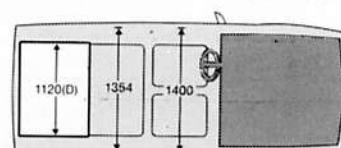
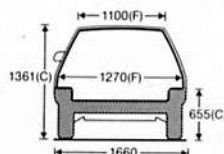
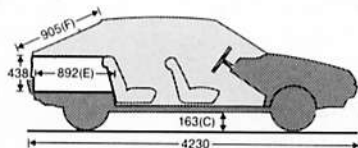
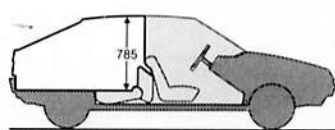
BX BX 14RE BX 16RE/BX 16RS BX 17RD/BX 19RD/BX RD TURBO BX 16TRS/BX 19TRS BX 19DTR/BX DTR TURBO BX 19GTI BX 16VALVE

Dashboard	BX	BX 14RE	BX 16RE/BX 16RS	BX 17RD/BX 19RD/BX RD TURBO	BX 16TRS/BX 19TRS	BX 19DTR/BX DTR TURBO	BX 19GTI	BX 16VALVE
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	○	○	○	○	○	○	○	○
Low profile tyres	—	○	○	○	○	○	○	○
Internally adjustable exterior door mirrors	○	○	○	○	○	○	○	○
				(not 16TRS Auto)			(Electric passenger)	(Electric passenger)

Special equipment	BX	BX 14RE	BX 16RE/BX 16RS	BX 17RD/BX 19RD/BX RD TURBO	BX 16TRS/BX 19TRS	BX 19DTR/BX DTR TURBO	BX 19GTI	BX 16VALVE
Tinted windows with rear sunblinds	—	△	△	○	○	○	○	○
ABS anti-lock brakes	—	—	△ (RD Turbo only)	△ (19TRS and DTR Turbo only)	○	○	○	○
Electric sunroof	—	△	△	○	○	○	○	○
Air conditioning	—	—	—	△ (not 16TRS 19DTR)	△	△	△	△
Alloy wheels	□	□	□	□	△	△	○	○
Power assisted steering	—	—	—	△ (19RD and RD Turbo)	○	○	○	○
Automatic gearbox	—	—	—	△ (TRS only)	△	△	—	—
Central door locking (including hatch)	—	○	○	○	○	○	○	○
Remote control central locking	—	—	—	—	(19TRS only)	○	○	○
Electric front windows	—	○	○	○	○	○	○	○
Electric rear windows	—	—	—	—	○	○	○	○
Driver's window with one touch operation	—	—	—	—	—	—	○	○
Stereo radio	□	—	—	—	—	—	—	—
Stereo radio/cassette unit	□	○	○	○	○	○	○	○
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	○	○	○	○	○	○	○	○
						(with delay)	(with delay)	
Adjustable interior roof mounted map reading lights	—	—	16RS only	○	○	○	○	○
Map pockets on rear of front seats	—	—	—	○	○	○	○	○
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	○	○	○	○	○	○	○	○
Metallic paint	—	△	△	△	△	△	△	△
Floor carpet	○	○	○	○	○	○	○	○
Removable rear parcel shelf	○	○	○	○	○	○	○	○
Illuminated glove box	○	○	○	○	○	○	○	○
Locking fuel filler flap	○	○	○	○	○	○	○	○
Smoked rear quarter windows	—	—	—	○	—	—	—	—

All measurements in millimetres with motor running.

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



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

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.

BX ESTATES

TECHNICAL SPECIFICATION

	BX 16RS	BX 19TRS	BX 19TRI	BX 19RD	BX DTR TURBO
Engine					
Number of cylinders	4 in line				
Cubic capacity	1580cc	1905cc	1905cc	1905cc	1769cc
Bore and stroke	83 x 73mm	83 x 88mm	83 x 88mm	83 x 88mm	80 x 88mm
Compression ratio	9.5:1	9.3:1	9.3:1	22.5:1	22:1
Horsepower (DIN)	94hp @ 6000rpm	105hp @ 5600rpm	125hp @ 5500rpm	71hp @ 4600rpm	90hp @ 4300rpm
Torque (DIN)	101ft/lbs @ 2800rpm	119ft/lbs @ 3000rpm	129ft/lbs @ 4500rpm	90ft/lbs @ 2000rpm	134ft/lbs @ 2100rpm
Cooling system	Liquid cooled, electric fan with thermostatic control				
Transmission					
Front wheel drive					
Gearbox type	Manual	Manual(M)/Automatic(A)	Manual(M)/Automatic(A)	Manual	Manual
Number of gears	5	(M)5 (A)4	(M)5 (A)4	5	5
mph/1000 rpm in top gear	21.2	(M)21.8 (A)25.0	(M)21.8 (A)22.8	22.4	25.9
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)	Rack and pinion (Power assisted)	Rack and pinion (Power assisted)
Turns lock to lock	4.4 (2.8 Power assisted)	2.8	2.8	2.8	2.8
Turning circle between kerbs	33ft 4ins (34ft Power assisted)	34ft	34ft	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 MXV	165/70R14 MXL	165/70R14 MXL
Electrical equipment					
Ignition type	Transistorised with magnetic impulse	Transistorised with magnetic impulse	Transistorised with magnetic impulse	Compression ignition	Compression ignition
Battery	12v 200 A	12v 200 A	12v 200 A	12v 300 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					
Kerbweight	2196lbs (996kg)	2304lbs (1045kg)	2304lbs (1045kg)	2275lbs (1032kg)	2374lbs (1077kg)
Payload (including driver)	1199lbs (544kg)	1223lbs (555kg)	1246lbs (565kg)	1204lbs (548kg)	1175lbs (533kg)
Maximum laden weight	3395lbs (1540kg)	3537lbs (1600kg)	3549lbs (1610kg)	3483lbs (1580kg)	3549lbs (1610kg)
Maximum towing weight (with brakes)	2425lbs (1100kg)				
Gross train weight	5820lbs (2640kg)	5952lbs (2700kg)	5974lbs (2710kg)	5908lbs (2680kg)	5974lbs (2710kg)
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)	(M)26.2mpg (10.8L/100km) (A)25.4mpg (11.1L/100km)	43.5mpg (6.5L/100km)	40.9mpg (6.9L/100km)
Constant 56mph (90km/h)	48.7mpg (5.8L/100km)	(M)47.9mpg (5.9L/100km) (A)46.3mpg (6.1L/100km)	(M)44.8mpg (6.3L/100km) (A)43.5mpg (6.5L/100km)	58.9mpg (4.8L/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)	(M)33.2mpg (8.5L/100km) (A)32.5mpg (8.7L/100km)	42.8mpg (6.6L/100km)	41.5mpg (6.8L/100km)
Performance					
Maximum speed	106mph	(M) 113mph (A) 110mph	(M) 119mph (A) 118mph	101mph	108mph
0-60mph (secs)	10.9	(M) 9.8 (A) 11.7	(M) 9.7 (A) 10.4	13.4	10.4
Standing 400m (secs)	17.9	(M) 18.1 (A) 19.1	(M) 17.1 (A) 18.0	19.4	17.7
Standing 1000m (secs)	33.4	(M) 32.5 (A) 35.2	(M) 31.8 (A) 33.1	36.3	33.2
Fuel tank capacity	11.4 gallons (52 litres)	11.4 gallons (52 litres)	14.5 gallons (66 litres)	11.4 gallons (52 litres)	14.5 gallons (66 litres)

N.B. A second cooling fan (available as an accessory) is required on BX19RD when towing under difficult conditions, or a trailer exceeding 1433lbs (650kg) in weight.

BX ESTATES EQUIPMENT SPECIFICATION

BX 16RS/BX 19RD

BX 19TRS/BX 19TRI/BX DTR TURBO

BX 16RS/BX 19RD

BX 19TRS/BX 19TRI/
BX DTR TURBO

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	○(except DTR TURBO)
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	○	○
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	○	○
Rear sun blinds	○	○
Low profile tyres	○	○
Internally adjustable exterior door mirrors	○	○

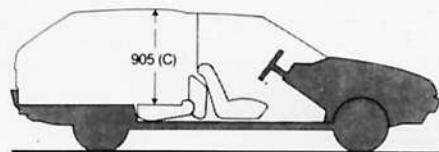
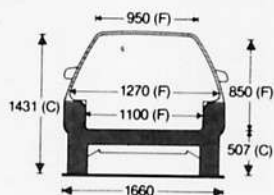
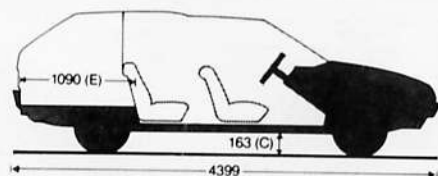
Special equipment		
Tinted windows	△	○
ABS anti-lock brakes	—	△ ○(19TRI)
Alloy wheels	□	△(except 19TRS)
Power assisted steering	△(16RS) ○(19RD)	○
Automatic gearbox	—	△(except DTR TURBO)
Central door locking (including tailgate)	○	○
Electric front windows	○	○(and rear)
Air conditioning	—	△
Stereo radio/cassette unit	○	○
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	—	○
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	○	○
Metallic paint	△	△
Floor carpet	○	○
Removable rear parcel shelf	○	○
Illuminated glove box	○	○
Locking fuel filler flap	○	○

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

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.

All measurements in millimetres with motor running.

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





NOTE: This brochure is intended to show the general appearance of the Citroën BX. Some of the photographs depict 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 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.