

# CITROËN BX











## THE CITROËN BX: IN EVERY RESPECT IT OFFERS THAT LITTLE BIT EXTRA.



We are well aware that before you choose a Citroën BX, you will be measuring it against quite a few competitors – some of them very fine cars indeed.

But its enormous success reinforces our confidence that in every important respect the BX offers that vital extra something which you will not find elsewhere.

If your first priority is out and out performance, for example, you will find it – in abundance – at the top of the range in the exceptional BX 16 Valve. If your new car must combine practicality with liveliness, take a look at one of the 1.4 litre models.

It may be that economy is your prime requirement. Each BX model delivers excellent mpg figures – thanks to a combination of advanced weight-saving construction and an aerodynamic body shape. And the BX's self-levelling suspension makes sure that, even when the car is heavily laden, aerodynamic efficiency is maintained.

There is more to running costs than fuel consumption, of course. And when you take servicing and maintenance into account, the BX scores again. Clutch and brakes are self-adjusting. Gearboxes are lubricated for life. Accessibility to engine and gearbox is exceptionally easy. The Citroën suspension system uses no springs or shock absorbers – components which, on conventional cars, can wear out and need replacement. Add to all that the fact that, on average, scheduled maintenance for the BX takes a mere 2.5 hours a year and you will have some idea of the surprisingly low cost of owning one.



Leather upholstery is an extra cost option on BX GTi, BX GTi 4x4 and BX 16 Valve.





The BX's pioneering use of weight-saving polymer materials for non-structural areas also plays a large part in the way the car performs. Its power/weight ratio is among the best in its class – a claim which is substantiated by the eagerness of the BX's responses and its surefooted handling.

The poise and balance of the Citroën BX are inextricably linked to another of its most important attributes – safety. In addition to the active safety provided by superb roadholding and all round power disc braking, the BX is exceptionally strong in the area of passive safety. The body is built around a central rigid steel passenger cell, with 'buffer cells' front and rear: the specification also includes inertia reel seat belts front and rear and an 'impact-collapse' steering wheel.

The interior design of the BX displays a refreshingly commonsense attitude towards practical motoring needs. Comfort – always a Citroën speciality – is ensured by characteristically well-designed seating and intelligently planned controls, huge areas of load space (especially in the estate models) and shoulder, leg, and head-room which seem to have been borrowed from a much larger car.

Performance, economy, load space, comfort . . . few cars offer these desirable qualities to quite the degree that the Citroën BX does.

But there is something else which sets this car completely apart from the pack. However you define it – call it character, style, panache – it is that little extra something which makes a Citroën a Citroën. And which makes all the difference to your driving pleasure.



Like every Citroën which has gone before it, the BX makes use of the best that modern technology can provide; always subject to two important qualifications.

First, the effectiveness of the technology in question must be established beyond all doubt.

And second, the benefits it offers must be practical, not merely academic ... they must serve the fundamental objectives of making the car safer, more economical, more reliable and, of course, more enjoyable to drive.

A case in point – the BX's unique, fully-independent self-levelling suspension. It dispenses with conventional metal springs – instead, the car rides on a cushion of nitrogen gas to provide standards of handling and comfort which are all the more remarkable for being totally unaffected by heavy loads. On that subject, it is fair to say that, with its adjustable ride height, few cars are as well suited to towing as the BX. Lower it to make light work of hitching up . . . raise it for extra clearance off-road. What could be simpler, or more sensible?

A particular advantage of the Citroën BX's suspension system is that it prevents the nose of the car from diving under braking. This adds an extra dimension of security to the powerful performance of the BX's all-round disc brakes. These are operated by a high-pressure hydraulic system which cleverly limits maximum brake pressure in relation to payload, thus preventing rear wheel lock-up under hard braking.

ABS, which prevents all four wheels from locking even when the car is braked on a slippery surface, provides added control capability and increases your motoring safety. It is fitted as standard on some BX models and is available as an affordable and very worthwhile option on others.

The advantages of 4-wheel drive are well documented. But it would be hard to imagine a car which



exploits them as fully as the Citroën BX. There are two 4-wheel drive models – the 1.9 litre, 107 hp BX 4x4 Estate and its fuel-injected City Saloon stablemate.

## THE TECHNOLOGY IS IMPORTANT NOT FOR WHAT IT IS, BUT FOR WHAT IT DOES.

The Citroën system employs permanent 4-wheel drive, split 53% front, 47% rear. Under normal conditions the 4x4 feels exactly like

'conventional' front wheel drive model. But take it on to a muddy track, loose gravel or an icy driveway and you'll enjoy secure grip and reassuringly effortless control. When the going gets really bad in deep slushy mud, for instance – the driver simply engages the central differential lock which splits the torque 50/50 front/rear, to give astonishing reserves of low-speed traction.

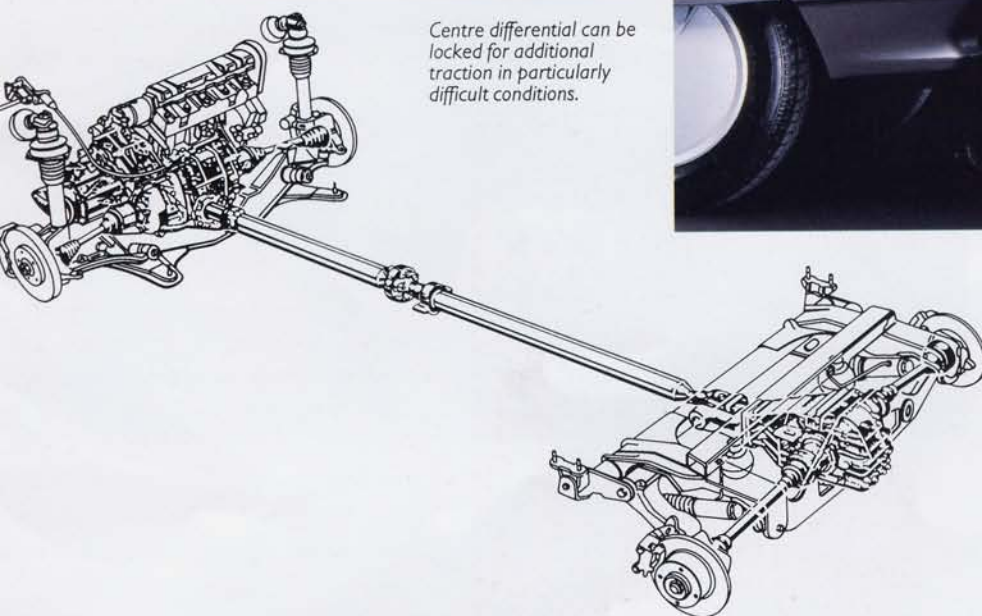
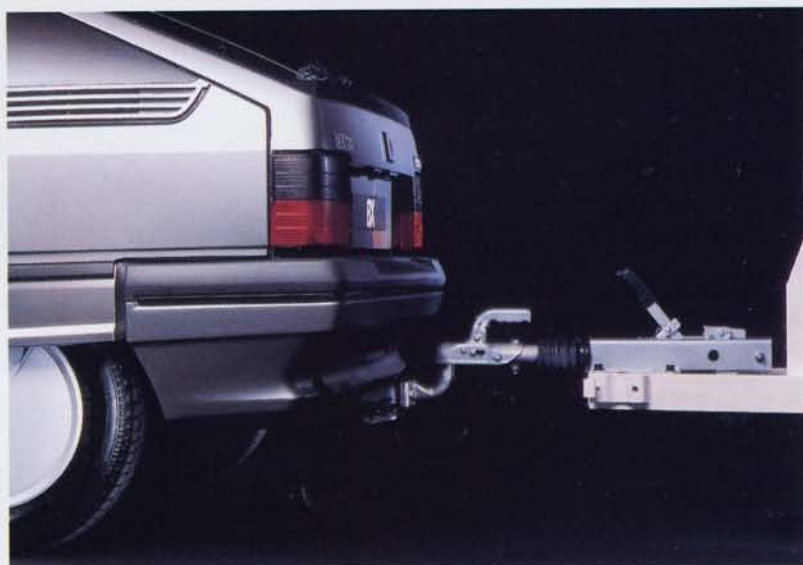
ABS and Torsen rear differential modules, surely, represent the ultimate package in terms of grip and control. It is fitted as standard on the BX GTi 4x4 and is optional on the BX 4x4 Estate.

Citroën have also strenuously applied advanced technology to finding solutions to one of the most pressing problems facing car manufacturers and drivers in the '90s: environmental pollution. The dividends have already been considerable.

It has produced the latest generation of Citroën diesel engines for instance – among







Centre differential can be locked for additional traction in particularly difficult conditions.



the cleanest and most economical car engines made.

Naturally, all BX models can run on unleaded fuel. And a recent significant addition to the Citroën BX range is the BX 19TZI Saloon, equipped with an efficient 3-way catalytic converter – a unit that is also available as an optional extra on the BX 19TZI Estate.

Look through the innovative BX range and you will be in no doubt that Citroën technology is as advanced as any. And, more importantly, that Citroën engineers know how to put that technology to the best possible use.

BX GTi 4x4 body graphics may differ from those illustrated.



Few things surpass the pleasure of taking delivery of a brand new car – especially when it is a Citroën. And the thorough protection measures taken during the production of the Citroën BX are designed to prolong that pleasure.

They begin with the choice of the body materials themselves; non-corroding polymers, high-grade low-carbon and zinc-coated steels.

The body is built in one of Europe's most advanced manufacturing plants which incorporates the very latest in computer robot technology to ensure absolute consistency and reliability.

The complete bodyshell is washed and degreased, then bonded with a zinc phosphate inhibitor baked on at 180°C. The next step is total immersion in a cataphoretic bath which uses electrical polarity to coat every surface with protective resin.

Wax is pumped into the box sections of the framework; bitumen is sprayed on to the underbody and wing sections. Electrostatic primer followed by several coats of paint are baked on to give a hard, glossy finish that will be a source of pride for years to come.

The same exacting quality standards are applied to all twenty models in the Citroën BX range. Needless to say, though, there are wide differences of style and character between one model and another. And obviously a key factor is the engine.

The power units range from a thrifty (but nifty) 1.4; a 94hp 1.6 and four 1.9 litre engines – a normally aspirated powerplant producing 107 hp, a 122 hp fuel-injected engine equipped with a 3-way catalytic converter, a fuel-injected sports version which punches out a hefty 124 hp and (the real fire-eater) a 16 valve variant whose 160 horsepower can push the BX flagship up to 60 mph from standstill in a scorching 7.4 seconds.

Diesels? Citroën are acknowledged leaders in the field. There is a phenomenally economical 1769cc engine and a turbocharged engine of the same capacity which disposes (in 10 seconds) of the old myth that a diesel engined car cannot make a good showing in the 0-60 mph stakes. The diesel engine line-up is completed by the 1.9 litre, 71 hp engine of the BX 19TGD and the BX 19TSD.

## ECONOMY...AND ECOLOGY.

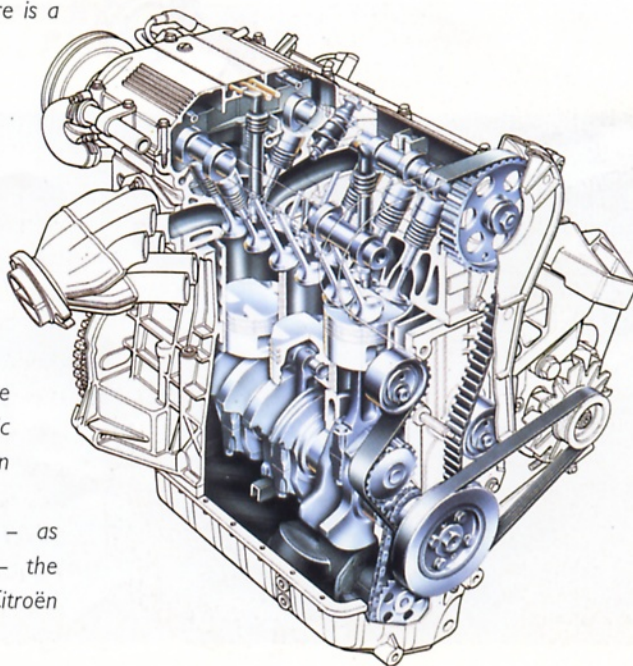
Citroën take their social and environmental responsibilities very seriously indeed.

The newly introduced BX 19TZI Saloon provides the latest evidence of this concern. (The advanced 3-way catalytic converter used on this model is also optionally available on the BX 19TZI Estate).

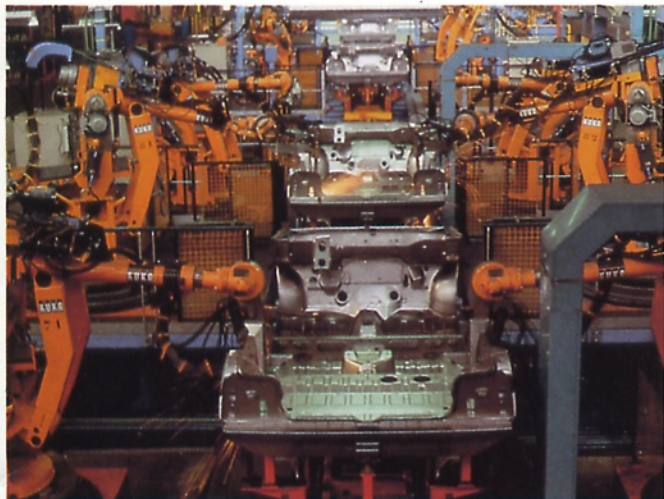
But emissions control is only part of the story. And – as the fuel consumption figures across the BX range attest – the efficient use of finite resources is an essential part of the Citroën design philosophy.

## SO WELL PROTECTED, IT IS ALMOST TIME-PROOF.

The BX is built at one of Europe's most modern factories. Extensive use of computerised production ensures consistent quality for both body and engine.







Electronic fuel management and computer-aided inlet design, the use of weight-saving polymer panels for non-structural areas, an aerodynamic shape and the self-levelling suspension which ensures that the aerodynamics are not compromised by a 'tail-down' attitude when the car is laden ... and the skill with which all these factors are balanced makes the BX one of the most frugal cars in its class. What makes the fuel consumption figures even more remarkable is that they have been achieved without compromising performance – or driving enjoyment.

As you would expect, the most spectacular fuel savings in the BX range are exhibited by the diesel models. The BX TZD Turbo, for example, delivers an astonishing 62.8 mpg at a steady 56 mph.

But one of the most powerful benefits offered by the Citroën diesel engine is that it is an outstandingly clean-burning unit. It actually produces 90% less carbon monoxide, 90% less unburnt hydrocarbon and 60% fewer nitrous oxides than a catalyst-equipped petrol engine. And, of course, diesel fuel is lead free.

For an ever-increasing number of motorists, concern about environmental problems underlines the strong arguments in favour of the diesel. While a natural, if slightly more self centred liking for stylish, comfortable motoring emphasises the benefits of the Citroën BX Diesels.

## SAFETY FIRST, LAST AND ALWAYS

Citroën have always believed that the starting point for a safe car is the active safety of precise handling, excellent roadholding and powerful, 'dive-free' braking.

Ergonomics have a vital role to play too. The positioning of the controls, an interior design which encourages alertness and ensures good

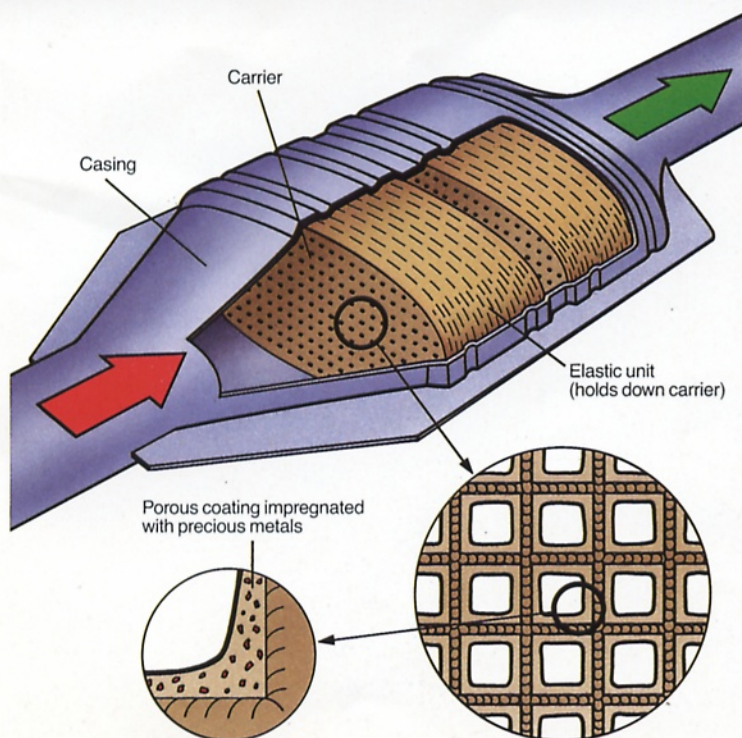
visibility ... they all help the BX driver to avoid or manoeuvre out of hazardous on-road situations.

On today's crowded roads, however, wise motorists realistically accept the possibility that they may be involved in an accident. Which makes the BX's high levels of passive or secondary safety one of its most important and reassuring attributes.

The body shell has fewer welds and therefore fewer potential weak spots. The passengers are cocooned in a rigid central safety cell which is protected by special impact-absorbing sections front and back. The bonded laminated windscreen forms part of the overall structure and contributes to its rigidity.

The front body section is designed to direct the force of any impact downwards, away from the passengers. And a transverse engine is less likely to be pushed back into the passenger area under frontal impact.

None of the many safety features – its anti-burst door locks, carefully positioned belt anchorages, jointed collapsible steering column, rear-hinged bonnet, impact-resistant 'elephant's foot' side pillars – is there 'by accident'. They are produced by one of the most sophisticated simulated-crash and computer analysis facilities in the car industry. The search for safer cars is never-ending – and Citroën are playing a major role in that search.

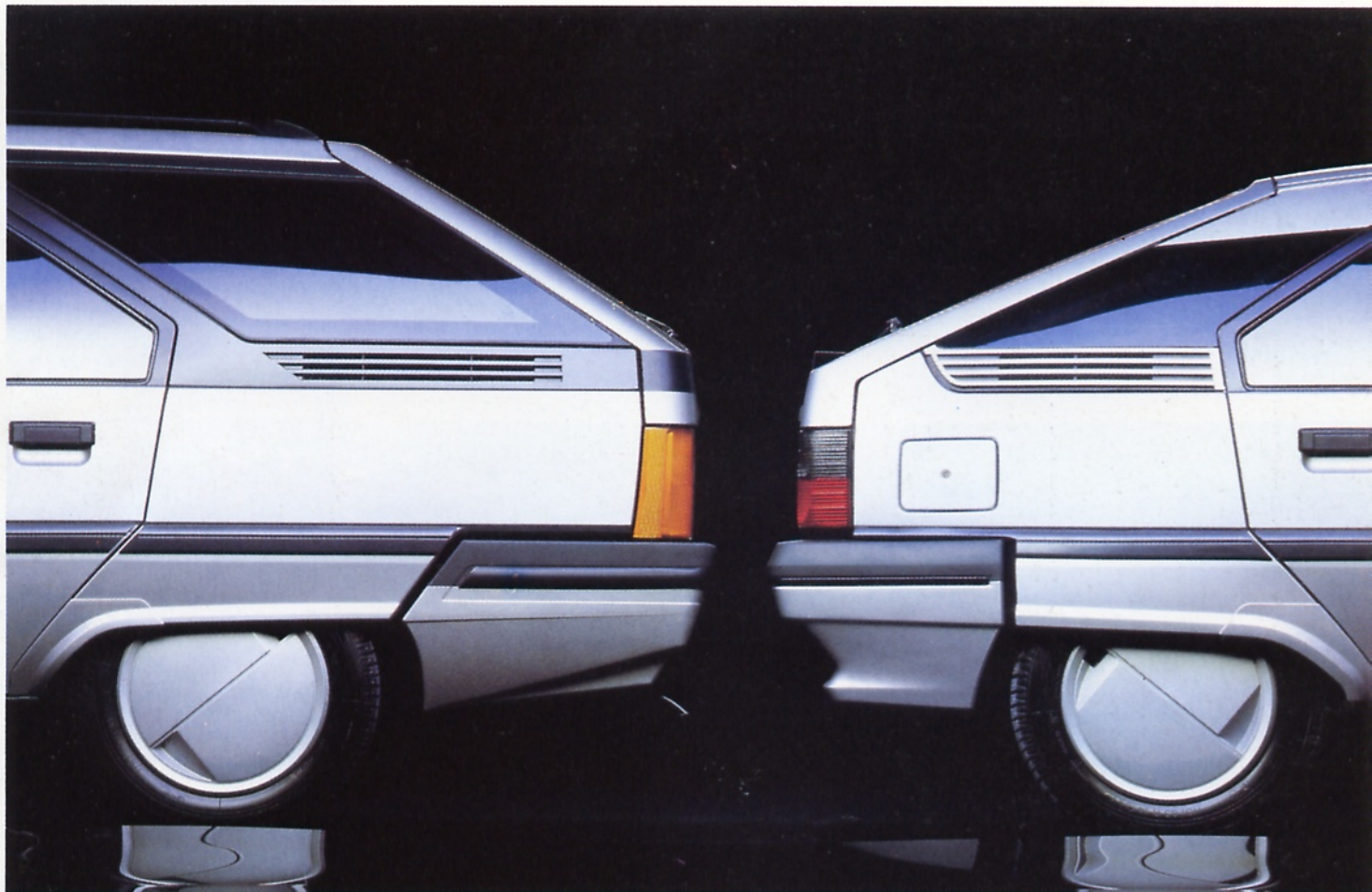


Cross-section of 3-way catalytic converter.









Models illustrated: TZ level.

## THE BX RANGE 1991

	PETROL		DIESEL		GTi/ GTi 4x4	16 Valve
	S A L O O N	E S T A T E	S A L O O N	E S T A T E		
BX 14TE (1360cc 72HP)	●					
BX 14TGE (1360cc 72HP)	●					
BX 16TGS (1580cc 94HP)	●	●				
BX 16TZS (1580cc 94HP)	●					
BX 19TZS (1905cc 107HP)	●	●				
BX 19TZI Catalyst (1905cc 122HP)	●	●				
BX 19TZI (1905cc 124HP)		●				
BX 4x4 (1905cc 107HP)		●				
BX 17TGD (1769cc 60HP)			●			
BX 19TGD (1905cc 71HP)			●	●		
BX 19TZD (1905cc 71HP)			●			
BX TGD Turbo (1769cc 90HP)			●			
BX TZD Turbo (1769cc 90HP)			●	●		
BX GTi (1905cc 124HP)					●	
BX GTi 4x4 (1905cc 124HP)					●	
BX 16 Valve (1905cc 160HP)						●
Page	12	26	14/16	28	18/20	22/24



Many buyers have a pleasant surprise when they discover how little it costs to enjoy the advantages of Citroën BX motoring.

Every petrol-engined saloon, from the modestly-priced BX 14TE to the dynamic BX 16 Valve, offers the unique comfort, handling and ride quality provided by Citroën's renowned self-levelling suspension. Strength is married to lightness – safety to fuel economy. Performance is never compromised: the BX 14TGE, for instance, will handsomely exceed 100 mph, where permitted.

The BX 16TGS takes things a step further. To begin with it has more power – 94 hp. Sufficient to whisk you along the autobahn at almost 110 mph.

TG trim levels are decidedly luxurious: standard equipment includes central locking, electric front windows, green tinted glass, tilt-adjustable driver's seat, split-folding rear seat, a centre arm rest for rear passengers, rear sun blinds, a stereo radio/cassette, rear wash/wipe and, from the BX 16TGS upwards, electric sunroof.

Many motorists will be more than happy with the TG specification. The really hard to please can choose from a comprehensive list of options which covers such items as power steering and superlustre paint.

Alternatively, why not consider a move up to the BX TZ series where the choice is even wider?

Your first decision is 'which engine'? The capable 1.6 litre; the assertive 107 hp 1.9 litre; or the new 1.9 Catalyst, which powers the 122 mph BX 19TZI? (The TZ series is also available with a choice of two diesel engines which you can read about on pages 14 and 16).

Next, decide whether you want the 5-speed manual gearbox, with its beautifully smooth gearchange; or the optional 4-speed automatic which imposes only minimal loss of performance.

When it comes to equipment and trim specification, the TZ series offers everything that's needed for comfortable, stylish motoring. Because it adds power steering, electric rear windows, remote control central locking, a 6-speaker stereo system, velour upholstery and much more besides to the refinements offered by TG models.

All petrol-engined Citroën BX Saloons have something special to offer. Which one is right for you? Take your time, take a test drive ... then take your pick.

## AT EVERY PRICE LEVEL – THE PRICELESS BENEFITS OF CITROËN ENGINEERING.



Split folding rear seats are fitted as standard on all BX models except BX 14TE. Tweed seats shown are available on BX TG models (except BX 14TGE and BX 17TGD).

## PETROL SALOONS

### BX 14TE

- 1.4 litre, 72hp engine
- Self-levelling suspension
- Low profile tyres
- Rear wash/wipe
- Protective side mouldings
- Stereo radio
- Smoked rear lights
- Mosaic cloth trim with front head restraints

### BX 14TGE

As BX 14TE plus the following:

- Electric front windows
- Central locking
- Tinted glass with rear sunblinds
- Split-folding rear seat with centre armrest
- Stereo radio/cassette
- Herringbone cloth trim

### BX 16TGS

As BX 14TGE plus the following:

- 1.6 litre, 94hp engine
- Electric tilt/slide sunroof
- Rev counter
- Twin map reading lights
- Tweed upholstery

### BX 16TZS

As BX 16TGS plus the following:

- Power steering
- Electric windows all round
- Remote control central locking
- 6-speaker stereo radio/cassette
- Smoked rear quarter windows
- Contoured tilt-adjustable front seats
- Map pockets on rear of front seats
- Zenith Velour upholstery

### BX 19TZS

As BX 16TZS plus the following:

- 1.9 litre, 107hp engine
- One touch electric driver's window
- Boot lip spoiler

### BX 19TZI

As BX 19TZS plus the following:

- 1.9 litre, 122hp engine with Bosch Motronic fuel injection and 3-way catalytic converter
- 185/60 low profile tyres





Model illustrated: BX 14TGE



It is generally acknowledged that the diesel engine is an exceptionally efficient form of motive power. It is far simpler than a petrol engine – no spark plugs, no HT leads, no carburettor. So there's less to go wrong and fewer components to maintain. And fewer items to wear out too: one reason why 150,000 miles between major overhauls is common practice.

As a glance at the fuel consumption figures of the BX models will confirm, a diesel goes a lot further on a given amount of fuel than its petrol equivalent. So it is far more sparing with the world's finite resources. And with your own of course. Take the BX TZD Turbo – it delivers an outstanding 63 mpg at a constant 56 mph.

Small wonder that more and more motorists are switching to diesel. And the Citroën BX 17TGD, BX 19TGD, BX 19TZD or BX TGD Turbo Diesels have the power to change the minds of any remaining sceptics.

All four of these fine saloons (the BX TZD Turbo deserves, and has, a section to itself overleaf) prove that a diesel can be quiet, smooth and refined – as well as offering 60 mpg+ economy.

They also comprehensively dispose of the myth that diesel economy is incompatible with sharp performance. Take the BX TGD Turbo: it hits 60 mph from a standstill in 10.0 seconds and has a potential maximum speed of 112 mph.

Equally importantly, these are, by definition, the only diesel saloon cars which offer Citroën BX standards of ride, comfort and roadholding, since none of their rivals boast Citroën's unique self-levelling suspension.

Naturally, outstandingly good value for money is part of the diesel package – whichever package you choose.

## THE DIESEL PRINCIPLE – REFINED BY CITROËN



Zenith upholstery illustrated fitted as standard on all BX TZ models except BX TZD Turbo Saloon.

The BX 17TGD and BX 19TGD models come complete with central locking, electric front windows, rear sun blinds, stereo radio/cassette and green tinted glass. (The BX 19TGD Saloon is also equipped with power steering and electric sunroof and offers the option of automatic transmission).

The BX TGD Turbo adds the performance of a turbocharged, intercooled diesel engine developing an incredible 90hp.

The BX 19TZD (also available with automatic transmission as an option) with its electric windows all round, 6-speaker stereo system, velour upholstery and general aura of luxury, will especially appeal to those who believe that practical, economical motoring should not preclude a certain sense of style.

## DIESEL SALOONS

### BX 17TGD

- 1.7 litre, 60hp engine
- Self-levelling suspension
- Electric front windows
- Central door locking
- Tinted glass with rear sunblinds
- Low profile tyres
- Rear wash/wipe
- Split-folding rear seat with centre armrest
- Protective side mouldings
- Stereo radio/cassette
- Herringbone cloth trim with front head restraints

### BX 19TGD

As BX 17TGD plus the following:

- 1.9 litre, 71hp engine
- Power steering
- Electric tilt/slide sunroof
- Rev counter
- Tweed upholstery

### BX TGD TURBO

As BX 19TGD plus the following:

- 1.7 litre, 90hp turbocharged engine

### BX 19TZD

As BX 19TGD plus the following:

- Electric windows all round
- Remote control central locking
- 6-speaker stereo radio/cassette
- Smoked rear quarter windows
- Contoured tilt-adjustable front seats
- Zenith Velour upholstery





*Model illustrated: BX 19TZD. Alloy wheels illustrated available as an extra cost option on BX TZ models.*



The Citroën BX TZD Turbo is powered by the same potent diesel engine as the BX TGD Turbo. And it shares the TGD's class-beating performance – as well as its astonishing fuel economy.

What puts it even further ahead of its rivals is the comfort of its interior as well as its comprehensive specification.

The seats are upholstered in 'Mistral' Velour; those in the front are tilt-adjustable and are fitted with seat-back map pockets. The BX TZD Turbo also boasts remote control central locking, electric windows all round, power steering, electric sunroof and, outside, a distinctive rear tailgate spoiler, front fog lights and sports wheel trims.

What more could you ask for? ABS perhaps? air conditioning? possibly alloy wheels? metallic superlustre paint? They are all available as options.

**A TOUCH OF LUXURY...  
A DASH OF PERFORMANCE.  
A FULL MEASURE OF  
DIESEL FRUGALITY...**

## **BX TZD TURBO**

- 1.7 litre, 90hp turbocharged engine
- Power steering
- Electric windows all round
- Remote control central locking
- Electric tilt/slide sunroof
- Tinted glass with rear sunblinds
- 6-speaker stereo radio/cassette
- Low profile tyres
- Rear "aileron" spoiler
- Body colour painted bumpers
- Front fog lamps
- Rear wash/wipe
- Split-folding rear seat with centre armrest
- Contoured tilt-adjustable front seats
- Mistral Velour upholstery



*Dynamic and distinctive –  
the rear tailgate spoiler.*







The Citroën BX sports range got off to an electrifying start with the introduction of the 123 mph BX GTi. And the competition is still struggling to catch up.

There is no mistaking the BX GTi's sporting credentials. That eye-catching rear spoiler, with low profile tyres and its purposeful silhouette promise plenty. And with 124hp on tap, a sweet-changing 5 speed gearbox, ABS anti-lock brakes and uprated self-levelling suspension, the BX GTi delivers all that it promises.

Characteristically, it imposes no penalties for its dramatic performance. It puts the power on the road smoothly and effectively. The driver and passengers relax in Mistral Velour-upholstered seats.

Power steering is fitted as standard ... as is tinted glass, an electric tilt/slide sunroof, electric windows all round, remote control central locking and a six speaker stereo system.

One enthusiastic writer's description of the BX GTi, "Fast but faithful" could be applied, with even greater justification, to the remarkable BX GTi 4x4.

As the specifications on pages 32 and 33 show, both cars offer similarly high levels of trim and equipment. (In its 4-wheel drive form, the BX's anti-lock braking is linked to a Torsen differential at the rear.)

The fundamental difference is, of course, the BX GTi 4x4's advanced 4-wheel drive system. Power distribution is split 53:47 between front and rear. In fact, though, under normal circumstances the BX GTi 4x4 feels and drives like its front-wheel drive stablemate. It is when you are faced with a snow-covered hill or loose gravel that the benefits of 4-wheel drive really make themselves felt.

Engage the differential lock and the grip provided by the all-weather MXT4 tyres becomes truly phenomenal. The BX GTi 4x4 not only measures up to the highest standards of 4-wheel drive sports saloon motoring, in one important respect it exceeds them, because its unique self-levelling suspension can be adjusted to give greater ground clearance. On a rocky or deeply-rutted track the benefits of that feature become gratifyingly obvious.

Each of these sporting BX models has its own particular appeal. But before you decide which one is for you, turn the page. A further exciting option is open to you ...



## THE SPORTS PAGES...

### BX GTi

- Fuel injected 1.9 litre, 124hp engine
- ABS anti-lock brakes
- Power steering
- Electric windows all round
- Remote control central door locking
- Electric tilt/slide sunroof
- Tinted windows with rear sunblinds
- 6-speaker stereo radio/cassette
- Low profile 185/60 tyres
- Rear "aileron" spoiler
- Body colour painted bumpers
- Front fog lamps
- Rear wash/wipe
- Split-folding rear seat with centre armrest
- Contoured tilt-adjustable front seats
- Electrically operated door mirrors (heated on driver's side)
- Mistral Velour upholstery

### BX GTi 4x4

As BX GTi plus the following:

- Permanent 4-wheel drive with Torsen differential
- Alloy wheels
- MXT4 low profile "all weather" tyres





*Model illustrated: BX GTi 4x4. Alloy wheels shown available as an extra cost option on BX GTi.*









*Alloy wheels shown available as an extra cost option on BX GTi*



The character and performance of every BX are built around a superb chassis and an outstanding suspension system. The less powerful models in the range rarely explore the enormous reserves of handling and roadholding which this implies. So when Citroën engineers developed a 160hp engine, capable of powering the car from 0 to 60 mph in 7.4 seconds and on to an autobahn maximum of 136 mph, they knew that they had a chassis which could not merely handle that performance, but one which could actually enhance it.

Its self-levelling suspension, allied to MacPherson struts up front and trailing arms at the rear, together with anti-roll bars, low-profile 195/60 MXV2 tyres and responsive power-assisted rack and pinion steering, make the BX 16 Valve's progress through fast sweeping bends or along twisting mountain roads effortlessly swift, reassuringly secure.

The feeling that no contingency will find the BX 16 Valve unprepared is emphasised by the tremendous stopping power of its ventilated disc brakes and electronically controlled ABS.

When Citroën engineers designed the BX 16 Valve, it was never their intention to produce a disguised road-racer. Smoothness, quietness and tractability were all essential components of the brief.

For this reason they chose to achieve the increased output of the engine by improving

## THE BX 16 VALVE. OUTGUNS ITS RIVALS- COMFORTABLY.



For added safety the driver's mirror is heated on BX 16 Valve.



air and fuel flow via a multi-valve cylinder head, rather than by 'force-feeding' the engine with a turbocharger. One benefit is immediately apparent – pick-up is clean, instantaneous – and exhilarating! A further advantage of the design is that the significant increase in output is accompanied by a negligible increase in fuel consumption.

For further evidence that the BX 16 Valve successfully combines blistering performance with real practicality and refinement, glance at the list of standard equipment on page 33. It embraces power steering and ABS anti-lock braking, alloy wheels, electric sunroof, electric windows all round, remote control central locking, luxurious new 'Le Mans' Velour upholstery, a 6-speaker stereo system, split-folding rear seats and much more.

## BX 16 VALVE

- Fuel injected, 16 valve 1.9 litre, 160hp engine
- ABS anti-lock brakes
- Power steering
- Electric windows all round
- Remote control central door locking
- Electric tilt/slide sunroof
- Tinted windows with rear sunblinds
- 6-speaker stereo radio/cassette
- Alloy wheels with 195/60 low profile tyres
- Body colour painted bumpers
- Body styling kit including front air dam and side skirts
- Front fog lamps
- Rear wash/wipe
- Sports contoured tilt-adjustable front seats
- Split-folding rear seat with centre armrest
- Le Mans Velour upholstery















Citroën now produce four petrol-engined estates (as well as two with diesel engines). So it is reasonable to assume that these versatile, elegant load carriers have a large and enthusiastic following. And if we had to pick out just one reason for their popularity it would probably be that they manage to be utterly practical without being in the slightest bit utilitarian.

Each model, in fact, has its counterpart in the refined BX Saloon range: with the same high levels of trim and equipment – and with similar engine options. (The tables on pages 30 to 33 give you a detailed run-down.)

## THE CITROËN BX ESTATES: AN INFINITE CAPACITY TO PLEASE.

The BX 16TGS Estate, for example, shares most of the features of the BX 16TGS Saloon. A lively 94hp engine, durable Tweed upholstery, split-folding rear seat, central locking, electric front windows, green tinted glass and a stereo radio cassette ... it is an estate loaded with comfort and style.

The same, only more so, might be said of the BX 19TGS Estate. It is powered by the same 107hp unit that gives the BX 19TGS Saloon its dazzling performance. And, in addition to a top speed of 114 mph (where common sense and the law allow), the BX 19TGS Estate is packed with refinements like power steering, a 6-speaker stereo system, remote control central locking and electric rear windows.

Versatility, a desirable attribute in any car, is an indispensable one in an estate. And the BX 4x4 Estate – with its go-almost-anywhere 4-wheel drive system – excels in this respect. And, again, it offers all the creature comforts you could wish for in a luxury estate.

We think that the spread of models covers pretty well every requirement. But just in case we are wrong, we offer a further option, to special order.

That is the BX 19TZI Estate. It is equipped with a fuel-injected 1.9 litre engine giving it a top speed of almost 120 mph. Up-rated suspension and ABS anti-lock braking allow that extra punch to be safely and enjoyably exploited.

This model is also available with the addition of a 3-way catalytic converter.

Four quite different estate cars, then, but with certain shared fundamental virtues: that incomparable self-levelling suspension, a system perfectly adapted to the fetch-and-carry life of an estate car, is only one of them.

All BX Estates give you the tractive benefits of front wheel drive (or the even greater ones of 4-wheel drive); powerful brakes; precise steering; marvellously comfortable seats. Each offers superb value and those little sensible touches – the rear luggage cover and split-folding rear seat are typical. And it goes without saying that you also have acres of flat, unobstructed, usable load space. Nobody puts more into an estate car than Citroën!



## PETROL ESTATES

### BX 16TGS

- 1.6 litre, 94hp engine
- Self-levelling suspension
- Electric front windows
- Central locking
- Tinted glass with rear sunblinds
- Low profile tyres
- Rear wash/wipe
- Split-folding rear seat with central armrest
- Stereo radio/cassette
- Tweed upholstery with front head restraints
- Removable rear luggage cover
- Full length roof rails

### BX 19TGS

As BX 16TGS plus the following:

- 1.9 litre, 107hp engine
- Power steering
- Electric windows all round
- 6-speaker stereo radio/cassette
- Map pockets on rear of front seats
- Contoured tilt-adjustable front seats
- Zenith Velour upholstery

### BX 19TZI

As BX 19TGS plus the following:

- Fuel injected 1.9 litre, 124hp engine
- ABS anti-lock brakes
- Catalytic converter available as an option to special order

### BX 4x4

As BX 19TGS plus the following:

- Permanent 4-wheel drive
- MXT4 "all-weather" tyres





Model illustrated: BX 16GS Estate.



Earlier in this brochure – on pages 14 to 17 – we stated our belief that the diesel, and the BX Diesel in particular, is an entirely logical choice of engine for a saloon car in the 1990s.

The arguments in its favour carry even more weight when the estate car is under consideration. If only because estate cars may be called upon to carry heavy loads, often over difficult terrain, without complaint, day in day out; and that is a role to which the diesel engine is admirably suited. Even if you rarely carry anything heavier than a week's supermarket shopping or a couple of golf bags, it is reassuring to be able to depend upon the Citroën BX Diesel's durability, its reliability, its tireless power... as well as the convenience and security of its height-adjustable self-levelling suspension.

The BX 19TGD is the very embodiment of the virtues of a diesel-engined estate car.

Its 1.9 litre engine packs enough punch to carry you – and whatever you care to load into the back – along the autobahn at over 100 mph.

Yet at a steady 56 mph, it returns a quite remarkable 58.9 miles per gallon.

The BX 19TGD may be miserly with fuel but do not imagine that it skimps in other areas. Power steering, central locking, electric front windows, stereo radio/cassette, rear wash/wipe, green tinted glass and attractive Tweed upholstery all come as standard.

Since the BX 19TGD is (every inch) a Citroën BX, sleek styling comes as standard – and it is enhanced by tough bodyside protection mouldings, stylish wheel trims and roof rails.

The superb BX TZD Turbo Estate offers the same generous practicality as the TGD and the same ability to swallow huge loads. But it offers an extra measure of luxury.

The seats, for instance, are upholstered in luxurious Zenith Velour. A long list of standard

## YOU HAVE LOADS OF REASONS TO CHOOSE A BX DIESEL ESTATE. LOAD SPACE IS ONLY ONE OF THEM.



Zenith upholstery illustrated fitted as standard on all BX TZ Estate models including the BX 4x4 Estate.

equipment also includes power steering, electric tinted windows all round, remote control central locking, tilt-adjustable front seats (with map pockets built in to the backs) and a 6-speaker stereo system. Few estate cars are so loaded with worthwhile refinements!

The BX TZD Turbo also provides performance which puts many petrol-engined estates to shame – with a top speed 38 mph the wrong side of the legal limit and an amazing 0-60 time of 10.4 seconds.

## BX DIESEL ESTATES

### BX 19TGD

- 1.9 litre, 71hp engine
- Self-levelling suspension
- Power steering
- Electric front windows
- Central locking
- Tinted glass with rear sunblinds
- Low profile tyres
- Rear wash/wipe
- Split-folding rear seat with central armrest
- Stereo radio/cassette
- Removable rear luggage cover
- Full length roof rails
- Tweed upholstery with front head restraints

### BX TZD TURBO

AS BX 19TGD plus the following:

- 1.7 litre, 90hp turbocharged engine
- Electric windows all round
- 6-speaker stereo radio/cassette
- Map pockets on rear of front seats
- Contoured tilt-adjustable front seats
- Zenith Velour upholstery






Model illustrated: BX TZD Turbo Estate.



# BX TECHNICAL SPECIFICATION

	BX 14TE BX 14TGE	BX 16TGS BX 16TZS	BX 19TZS	BX 19TZI (Catalyst)	BX 17TGD	BX 19TGD BX 19TZD	BX TGD TURBO BX TZD TURBO
<b>Engine</b>							
Number of cylinders	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line
Cubic capacity	1360cc	1580cc	1905cc	1905cc	1769cc	1905cc	1769cc
Bore and stroke	75 x 77mm	83 x 73mm	83 x 88mm	83 x 88mm	80 x 88mm	83 x 88mm	80 x 80mm
Horsepower (DIN)	72hp @ 5600rpm	94hp @ 6000rpm	107hp @ 6000rpm	122hp @ 6000rpm	60hp @ 4600rpm	71hp @ 4600rpm	90hp @ 4300rpm
Torque (DIN)	82ft/lbs@ 3400rpm	101ft/lbs@ 2800rpm	120ft/lbs@ 3000rpm	113ft/lbs@ 3000rpm	82ft/lbs@ 2000rpm	90ft/lbs@ 2000rpm	134ft/lbs@ 2100rpm
<b>Transmission</b> <span style="float: right;">Front wheel drive. BX GTi 4x4 and BX 4x4 Estate have permanent 4 wheel drive.</span>							
Gearbox type	Manual	Manual (M)/ Automatic (A)	Manual (M)/ Automatic (A)	Manual (M)/ Automatic (A)	Manual	Manual (M)/ Automatic (A)	Manual
Number of gears	5	(M)5 (A)4	(M)5 (A)4	(M)5 (A)4	5	(M)5 (A)4	5
mph/1000 rpm in top gear	19.3	(M) 21.2 (A) 22.1	(M) 21.0 (A) 25.0	(M) 21.0 (A) 25.0	21.2	(M) 22.4 (A) 22.8	25.9
<b>Steering</b>							
Type	Rack and pinion	Rack and pinion (Power assistance standard on 16TZS)	Rack and pinion power assisted	Rack and pinion power assisted	Rack and pinion (Power assistance optional)	Rack and pinion power assisted	Rack and pinion power assisted
Turns lock to lock	4.4	4.4 (2.8 power assisted)	2.8	2.8	4.4	2.8	2.8
Turning circle between kerbs	33ft 4ins	33ft 4ins (34ft power assisted)	34ft	34ft	33ft 4ins (34ft power assisted)	34ft	34ft
<b>Brakes</b> <span style="float: right;">Independent split circuit, power operated, outboard discs front (ventilated on BX16 Valve) and rear.</span>							
<b>Suspension</b> <span style="float: right;">All independent, low rate, self-levelling hydropneumatic suspension which maintains constant ground clearance and vehicle attitude.</span>							
Tyres	165/70 R14MXL	165/70R14MXL(M) 155 R14MX(A)	175/65 R14MXL	185/60 R14MXV	165/70 R14MXL	165/70 R14MXL	165/70 R14MXL
<b>Interior capacities</b>							
Seating capacity	5	5	5	5	5	5	5
Boot capacity	15.7 cu.ft. (444dm <sup>3</sup> )	15.7 cu.ft. (444dm <sup>3</sup> )	15.7 cu.ft. (444dm <sup>3</sup> )	15.7 cu.ft. (444dm <sup>3</sup> )	15.7 cu.ft. (444dm <sup>3</sup> )	15.7 cu.ft. (444dm <sup>3</sup> )	15.7 cu.ft. (444dm <sup>3</sup> )
Boot capacity with rear seat folded	51.4 cu.ft. (1455dm <sup>3</sup> )	51.4 cu.ft. (1455dm <sup>3</sup> )	51.4 cu.ft. (1455dm <sup>3</sup> )	51.4 cu.ft. (1455dm <sup>3</sup> )	51.4 cu.ft. (1455dm <sup>3</sup> )	51.4 cu.ft. (1455dm <sup>3</sup> )	51.4 cu.ft. (1455dm <sup>3</sup> )
<b>Weights</b>							
Kerbweight	1984lbs (900kg)	2094lbs (950kg)	2194lbs (995kg)	2249lbs (1020kg)	2183lbs (990kg)	2183lbs (990kg)	2260lbs (1025kg)
Payload (including driver)	1014lbs (460kg)	1102lbs (500kg)	1113lbs (505kg)	1091lbs (495kg)	1124lbs (510kg)	1124lbs (510kg)	1047lbs (475kg)
Maximum laden weight	2998lbs (1360kg)	3196lbs (1450kg)	3307lbs (1500kg)	3340lbs (1515kg)	3307lbs (1500kg)	3307lbs (1500kg)	3307lbs (1500kg)
Maximum towing weight (with brakes)	2205lbs (1000kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)
Gross train weight	5203lbs (2360kg)	5621lbs (2550kg)	5732lbs (2600kg)	5765lbs (2615kg)	5732lbs (2600kg)	5732lbs (2600kg)	5732lbs (2600kg)
Maximum roof rack load	165lbs (75kg)	165lbs (75kg)	165lbs (75kg)	165lbs (75kg)	165lbs (75kg)	165lbs (75kg)	165lbs (75kg)
<b>Official Government Test Fuel Consumption Figures</b>							
Urban Cycle	34.0mpg (8.3L/100km)	(M)31.7mpg (8.9L/100km) (A)32.5mpg (8.7L/100km)	29.7mpg (9.5L/100km)	(M)24.1mpg (11.7L/100km) (A)23.7mpg (11.9L/100km)	44.1mpg (6.4L/100km)	(M)43.5mpg (6.5L/100km) (A)40.9mpg (6.9L/100km)	40.9mpg (6.9L/100km)
Constant 56mph (90 km/h)	51.4mpg (5.5L/100km)	(M)51.4mpg (5.5L/100km) (A)48.7mpg (5.8L/100km)	(M)47.1mpg (6.0L/100km) (A)46.3mpg (6.1L/100km)	(M)43.5mpg (6.5L/100km) (A)42.2mpg (6.7L/100km)	61.4mpg (4.6L/100km)	(M)61.4mpg (4.6L/100km) (A)56.5mpg (5.0L/100km)	62.8mpg (4.5L/100km)
Constant 75mph (120km/h)	39.8mpg (7.1L/100km)	(M)40.4mpg (7.0L/100km) (A)37.2mpg (7.6L/100km)	37.2mpg (7.6L/100km)	(M)33.2mpg (8.5L/100km) (A)32.1mpg (8.8L/100km)	44.1mpg (6.4L/100km)	(M)46.3mpg (6.1L/100km) (A)42.2mpg (6.7L/100km)	44.8mpg (6.3L/100km)
<b>Performance</b> (N.B. all figures driver alone)							
Maximum speed	104mph	(M)109mph (A)105mph	(M)116mph (A)113mph	(M)122mph (A)120mph	96mph	(M)102mph (A)101mph	112mph
0-60mph (secs)	12.1	(M)10.5 (A)12.7	(M)9.1 (A)10.8	(M)9.1 (A)9.3	15.8	(M)12.7 (A)14.4	10.0
Standing 1000m(secs)	35.0	(M)32.9 (A)35.6	(M)31.7 (A)33.1	(M)31.3 (A)31.6	37.9	(M)35.3 (A)36.9mph	32.8
<b>Fuel tank capacity</b>							
	9.7 gallons (44 litres)	TGS: 11.4 gallons (52 litres) TZS: 14.5 gallons (66 litres)	14.5 gallons (66 litres)	14.5 gallons (66 litres)	11.4 gallons (52 litres)	TGD: 11.4 gallons (52 litres) TZD: 14.5 gallons (66 litres)	14.5 gallons (66 litres)

N.B. A second cooling fan (available as an accessory) is required on BX 17TGD, 19TGD and 19TZD when towing under difficult conditions, or with a trailer exceeding 1433lbs (650kg).  
N.B. All automatic gearbox specifications as manual unless otherwise indicated.  All BX petrol engines accept unleaded petrol. (adjustment required on BX 14TE and BX 14TGE)



BX GTi BX GTi 4x4	BX 16 Valve	BX 16TGS Estate	BX 4x4 Estate	BX 19T2S Estate	BX 19T2I Estate	BX 19T2I Estate (Catalyst)	BX 19TGD Estate	BX T2D TURBO Estate
4 in line	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line
1905cc	1905cc	1580cc	1905cc	1905cc	1905cc	1905cc	1905cc	1769cc
83 x 88mm	83 x 88mm	83 x 73mm	83 x 88mm	83 x 88mm	83 x 88mm	83 x 88mm	83 x 88mm	80 x 88mm
124hp @ 5500rpm	160hp @ 6500rpm	94hp @ 6000rpm	107hp @ 6000rpm	107hp @ 6000rpm	124hp @ 5500rpm	122hp @ 6000rpm	71hp @ 4600rpm	90hp @ 4300rpm
123ft/lbs@ 2750rpm	133ft/lbs@ 5000rpm	101ft/lbs@ 2800rpm	120ft/lbs@ 3000rpm	120ft/lbs@ 3000rpm	123ft/lbs@ 2750rpm	113ft/lbs@ 3000rpm	90ft/lbs@ 2000rpm	134ft/lbs@ 2100rpm
4-wheel drive with central differential locking by manual control and rear Torsen differential on BX GTi 4x4. Rear differential with limited slip on BX 4x4 Estate.								
Manual (M)/ Automatic (A) (GTi only)	Manual	Manual	Manual	Manual (M)/ Automatic (A)	Manual (M)/ Automatic (A)	Manual	Manual	Manual
(M)5 (A)4	5	5	5	(M)5 (A)4	(M)5 (A)4	5	5	5
(M) 21.2 (A) 22.3 (M) 20.6 (GTi 4x4)	20.0	21.2	20.0	(M) 21.8 (A)25.0	(M) 21.8 (A) 22.8	21.8	22.4	25.9
Rack and pinion power assisted	Rack and pinion power assisted	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	Rack and pinion power assisted
2.8	2.8	4.4 (2.8 power assisted)	2.8	2.8	2.8	2.8	2.8	2.8
34ft 1 ins	34ft 1 ins	33ft 4ins (34ft power assisted)	34ft	34ft	34ft	34ft	34ft	34ft
Maximum brake pressure on rear wheels regulated according to load on rear suspension. ABS on BX GTi 4x4, BX 16 Valve and BX 19T2I Estate								
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.								
185/60 R14MXV (4x4:185/60R14 MXT4)	195/60 R14MXV	165/70 R14MXL	165/70 R14MXT4	175/65 R14MXL	175/65 R14MXV	175/65 R14MXV	165/70 R14MXL	165/70 R14MXL
5	5	5	5	5	5	5	5	5
15.7 cu.ft. (444dm <sup>3</sup> )	15.7 cu.ft. (444dm <sup>3</sup> )	30.4 cu.ft. (860dm <sup>3</sup> )	30.4 cu.ft. (860dm <sup>3</sup> )	30.4 cu.ft. (860dm <sup>3</sup> )	30.4 cu.ft. (860dm <sup>3</sup> )	30.4 cu.ft. (860dm <sup>3</sup> )	30.4 cu.ft. (860dm <sup>3</sup> )	30.4 cu.ft. (860dm <sup>3</sup> )
51.4 cu.ft. (1455dm <sup>3</sup> )	51.4 cu.ft. (1455dm <sup>3</sup> )	63.7 cu.ft. (1803dm <sup>3</sup> )	63.7 cu.ft. (1803dm <sup>3</sup> )	63.7 cu.ft. (1803dm <sup>3</sup> )	63.7 cu.ft. (1803dm <sup>3</sup> )	63.7 cu.ft. (1803dm <sup>3</sup> )	63.7 cu.ft. (1803dm <sup>3</sup> )	63.7 cu.ft. (1803dm <sup>3</sup> )
2260lbs (1025kg) 4x4 2502lbs (1135kg)	2359lbs (1070kg)	2183lbs (990kg)	2524lbs (1145kg)	2304lbs (1045kg)	2304lbs (1045kg)	2337lbs (1060kg)	2286lbs (1037kg)	2374lbs (1077kg)
1047lbs (475kg) 4x4 1025lbs (465kg)	992lbs (450kg)	1213lbs (550kg)	1202lbs (545kg)	1224lbs (555kg)	1246lbs (565kg)	1279lbs (580kg)	1197lbs (543kg)	1197lbs (543kg)
3307lbs (1500kg) 4x4 3527lbs (1600kg)	3351lbs (1520kg)	3395lbs (1540kg)	3726lbs (1690kg)	3527lbs (1600kg)	3549lbs (1610kg)	3616lbs (1640kg)	3483lbs (1580kg)	3571lbs (1620kg)
2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)
5732lbs (2600kg) 4x4 5953lbs (2700kg)	5776lbs (2620kg)	5820lbs (2640kg)	6151lbs (2790kg)	5953lbs (2700kg)	5974lbs (2710kg)	6041lbs (2740kg)	5908lbs (2680kg)	5997lbs (2720kg)
165lbs (75kg)	165lbs (75kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)
(M)27.2mpg (10.4L/100km) (A)25.4mpg (11.1L/100km) (4x4) 23.7mpg (11.9L/100km)	25.0mpg (11.3L/100km)	31.7mpg (8.9L/100km)	26.9mpg (10.5L/100km)	(M)29.4mpg (9.6L/100km) (A)29.7mpg (9.5L/100km)	(M)26.2mpg (10.8L/100km) (A)25.4mpg (11.1L/100km)	23.2mpg (12.2L/100km)	43.5mpg (6.5L/100km)	40.9mpg (6.9L/100km)
(M)46.3mpg (6.1L/100km) (A)44.1mpg (6.4L/100km) (4x4) 39.8mpg (7.1L/100km)	42.8mpg (6.6L/100km)	48.7mpg (5.8L/100km)	42.2mpg (6.7L/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)	42.2mpg (6.7L/100km)	58.9mpg (4.8L/100km)	58.9mpg (4.8L/100km)
34.4mpg (8.2L/100km) (4x4) 31.7mpg (8.9L/100km)	34.9mpg (8.1L/100km)	37.7mpg (7.5L/100km)	32.5mpg (8.7L/100km)	36.2mpg (7.8L/100km)	(M)33.2mpg (8.5L/100km) (A)32.5mpg (8.7L/100km)	32.1mpg (8.8L/100km)	42.8mpg (6.6L/100km)	41.5mpg (6.8L/100km)
(M)123mph (A)123mph (4x4) 119mph	136mph	105mph	112mph	(M)114mph (A)111mph	(M)119mph (A)118mph	117mph	100mph	108mph
(M)8.3 (A)9.6 (4x4) 9.7	7.4	10.9	10.4	(M)9.6 (A)10.9	(M)9.7 (A)10.4	9.6	13.4	10.4
(M)30.5 (A)31.9 (4x4) 32.0	28.8	33.4	33.3	(M)32.2 (A)33.8	(M)31.8 (A)33.1	32.1	36.3	33.2
14.5 gallons (66 litres)	14.5 gallons (66 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)	11.4 gallons (52 litres)	14.5 gallons (66 litres)

in weight. N.B. 0-60mph times derived from manufacturer's 0-100 Km/h figures.



# BX EQUIPMENT SPECIFICATION

## Special equipment .

Power steering  
Automatic gearbox  
ABS anti-lock brakes  
Catalytic converter  
Alloy wheels  
Central door locking (including hatch or tailgate)  
Remote control central locking  
Electric sunroof (not Estates)  
Tinted windows with rear sunblinds  
Electric front windows  
Electric rear windows  
Driver's window with one touch operation  
Air conditioning  
Stereo radio  
Stereo radio/cassette  
6 Speaker stereo system

## Dashboard

Rev counter (tachometer)  
Trip and total mileage recorders  
Low fuel warning light  
'Open-door' warning light display  
Low battery charge warning light  
Rear fog lamp warning light  
Heated rear screen warning light  
Low engine oil pressure warning light  
Low hydraulic pressure warning light  
Low hydraulic fluid warning light  
Water temperature warning light  
Handbrake warning light  
Emergency/stop warning light  
Hazard warning lights  
Front brake pad wear warning light  
Choke warning light  
Oil temperature and pressure gauges  
Interior engine oil level gauge  
Automatic choke  
Analogue clock  
Quartz digital clock

## Driving safety equipment

Illuminated heater controls  
Inertia reel front and rear seat belts  
2-speed + intermittent windscreen wiper  
Front fog lamps  
Rear fog lamps  
Electric windscreen washer  
Heated rear window  
Rear wash/wipe  
Laminated windscreen  
Instrument rheostat  
Door opening warning reflectors  
Childproof lock on rear doors  
Protective side mouldings  
Halogen headlamps  
Audible warning if lights left on  
Low profile tyres (not BX 16TZS Automatic)  
Internally adjustable exterior door mirrors  
Electrically operated door mirrors (passenger side only TZ models except BX 16TZS, BX 19TZD)

## Comfort and trim

Adjustable air vents (side and centre)  
Variable speed air fan  
Ashtrays front (illuminated) and rear  
Cigar lighter illuminated  
Adjustable front sun visors  
Courtesy mirror beneath front passenger sun visor  
Interior courtesy light  
Courtesy light delay  
Interior roof mounted map reading light  
Map pockets on rear of front seats  
Reclining front seats  
Tilt adjustable driver's seat  
Tilt adjustable front passenger seat  
Fully folding rear seat  
Split folding rear seat (not with leather upholstery)  
Rear seat centre armrest  
Front seat head restraints  
Rear seat head restraints  
Leather upholstery  
Luggage area light  
Removable rear parcel shelf  
Illuminated glove box  
Locking fuel filler flap  
Smoked rear quarter windows (not Estates)  
Metallic paint

<sup>1</sup> = Saloons only

<sup>2</sup> = Automatic gearbox not available on BX 19TZI Estate with catalytic converter

<sup>3</sup> = Estate only, optional on Saloon

<sup>4</sup> = Standard on Saloon, optional on Estate

<sup>5</sup> = No rev counter with automatic, option on BX 19TGD and BX 19TZD Saloons

<sup>6</sup> = Analogue clock with automatic option on BX 19TGD and BX 19TZD Saloons

<sup>7</sup> = Saloon only, accessory on Estate

○ = 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.

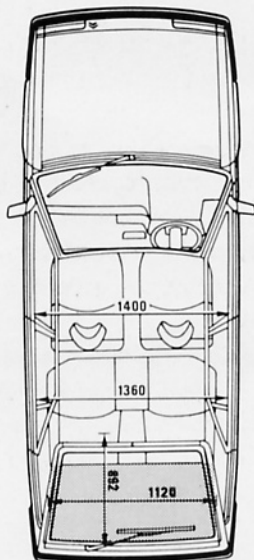
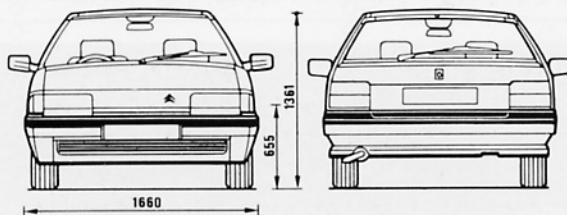
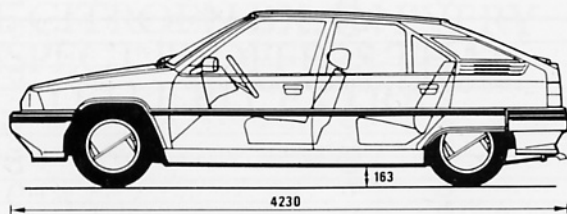
The specification of U.K. models is shown alongside.



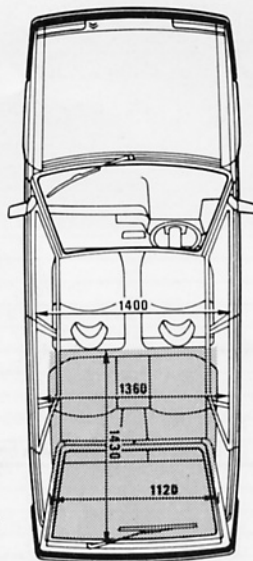
[illegible]



## BX Saloon

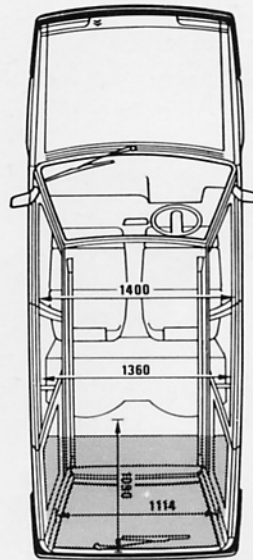
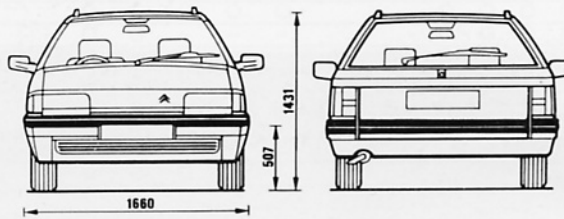
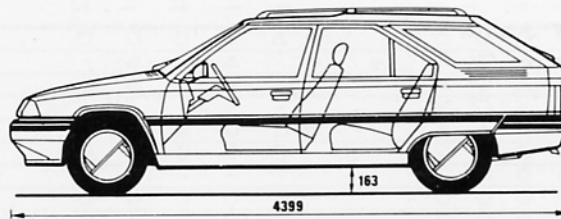


With the rear seats upright, the BX Saloon has 15.7 cu. ft. of luggage space.

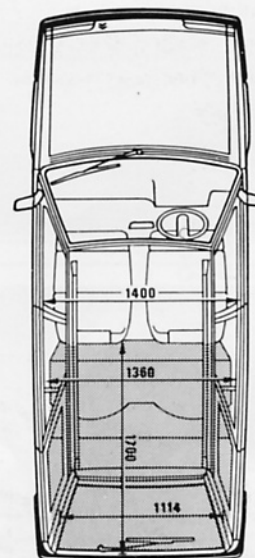


With the rear seats folded, the BX Saloon has 51.4 cu. ft. of luggage space.

## BX Estate



With the rear seats upright, the BX Estate has 30.4 cu. ft. of luggage space.



With the rear seats folded, the BX Estate has 63.7 cu. ft. of luggage space.

And with a split-folding rear seat fitted as standard on all models (except BX 14TE), the versatile Citroën BX offers a practical solution to all your transportation needs.

NB All measurements in millimetres

NB Ground clearance measurement with engine running, at "Normal" ride height.



On almost every page of this brochure you will find evidence of the extraordinary measures Citroën take to ensure that the quality and therefore the reliability of the Citroën BX measures up to its outstanding ability in all other areas. Citroën aim for similarly stringent standards in the quality of the services provided before, during and after you have made the decision to buy a BX.

A 250-strong dealer network.

This is the mainstay of the after-sales service enjoyed by BX owners. At every dealership, technicians trained specifically in the care and maintenance of the Citroën BX give your car the attention it deserves.

Citroën Assist. Total peace of mind, completely free of charge.

Not even the Citroën BX owner is immune to misfortune.

Citroën Assist – provided entirely free of charge during the first year of ownership – can, however, minimise the inconvenience caused by such occasions.

A free telephone call quickly brings expert help, following a breakdown or an accident ... whatever the hour ... in any part of the UK or Europe ... on motorway or country lane ... even outside your own home.

If you are unfortunate enough to have an accident or breakdown, you will discover many other reasons to be grateful for Citroën Assist. Legal advice and aid, free car hire, free garage storage, overnight hotel accommodation – even, if necessary, provision of a chauffeur – are among the valuable services it offers.

## CITROËN CARE FOR CAR AND DRIVER.

40 Fleet Centres – ready to talk business.

Citroën Fleet Centres are staffed by experienced fleet managers with a specialised knowledge and understanding of business buyers' needs. Company buyers can look to them for constructive discussion about funding options, maintenance agreements, vehicle disposal ... a complete package.

Naturally, Fleet Centres always have an extensive range of demonstration BX models available.

The Citroën warranty package.

The Citroën BX's 12-month unlimited mileage, parts and labour guarantee is only the first element of its comprehensive warranty package. Because, in addition, there is a 6-year anti-corrosion guarantee and a unique suspension system guarantee of 24 months or 65,000 miles.

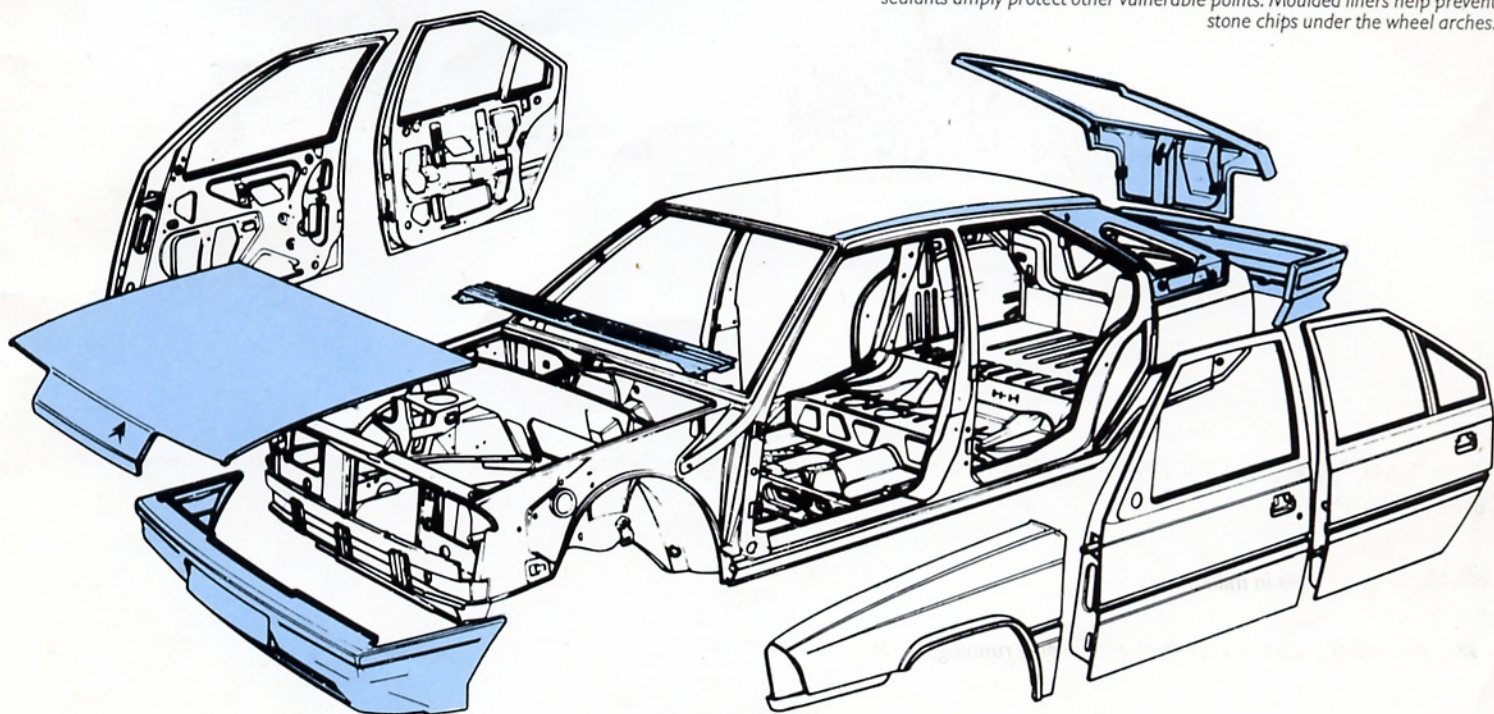
Extended protection, for a modestly extended cost.

The BX Protection Plan extends the initial warranty period for an extra one or two years.

More significantly, it extends the coverage to include not only the failure of major electrical and mechanical components, but of virtually every other part of the car as well. There is no limit to the number of claims you can make. And no geographical limit either: repairs effected abroad under the scheme will be refunded. In addition, the plan can be transferred should you sell the vehicle.

Your dealer will gladly give you written details of any aspect of the Citroën after-sales service and warranties. Examine them and you will realise that what makes the BX possibly the finest family car on the market is not only the engineering inside it, but the service behind it.

The BX includes comprehensive anti-corrosion protection. Naturally, the polymer body components and bumpers (shown below) 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, cathophoretic zinc coating, waxing of box sections and flexible sealants amply protect other vulnerable points. Moulded liners help prevent stone chips under the wheel arches.





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 20th July 1990. 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.



4027 09 90



K3386

Citroën U.K. Ltd., 221 Bath Road, Slough SL1 4BA

GB