

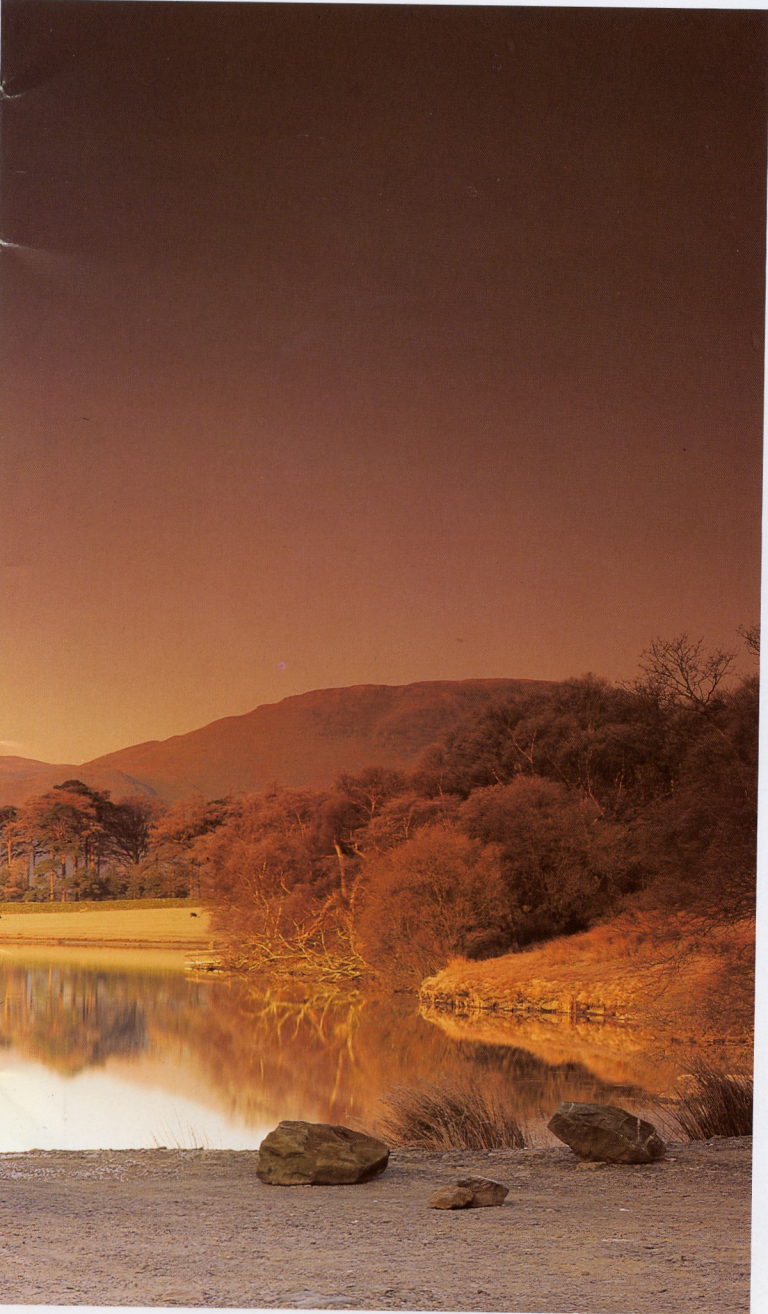
CITROËN BX



4/5 DISCREETLY DIFFERENT, NOTICEABLY BETTER 6/7 TECHNOLOGY



THAT WORKS 8/9 SO WELL PROTECTED, IT'S ALMOST TIME PROOF



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'll 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 1.6 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 a new BX takes a mere 2.5 hours a year and you'll have some idea of the surprisingly low cost of owning one.

The BX's pioneering use of weight-saving polymer



Discreetly Noticeab

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 sure-footed handling.

A stylish and purposeful driving environment.





different. ly better.

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 all round 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, 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.



The BX Estate: the largest available luggage space in its class.

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.



Proof that a workhorse can also be a thoroughbred.

Technology

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 must be established beyond all doubt.

And second, the benefits it offers must be practical, not merely academic . . . they must serve the

and comfort which are all the more remarkable for being totally unaffected by heavy loads. On that subject, with its adjustable ride height, few cars are as well suited to towing as the BX. Lower it to make light work of



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. The car rides on a cushion of nitrogen gas to provide standards of handling

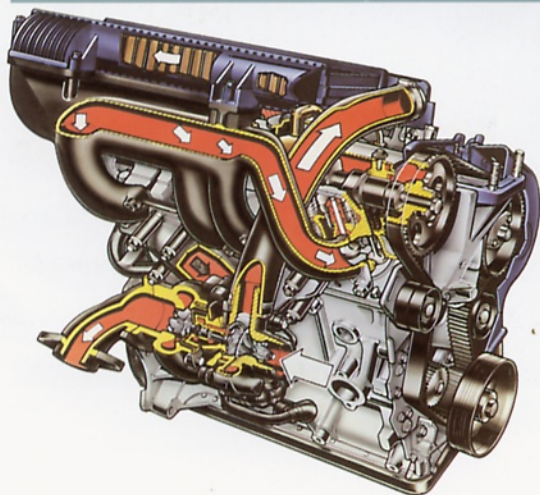
The BX 16 Valve, harnessing technological innovation to provide handling and control that match its exhilarating performance.

hitching up . . . raise it for extra clearance off-road.

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, helping to prevent 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

The intercooled turbocharged diesel engine powering the fastest diesel in its class.



that works.

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 4×4 Estate and its fuel-injected GTi Saloon stablemate.

The Citroën system employs permanent 4-wheel drive, split 53% front, 47% rear. Under normal conditions the 4×4 feels exactly like a '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 centre differential lock which splits the torque 50/50 front/rear, to give astonishing reserves of low-speed traction.

ABS and Torsen rear differential must, surely, represent the ultimate package in terms of grip and control. It is fitted as standard on the BX GTi 4×4 and is optionally available on the BX 4×4 Estate.

Citroën have also strenuously applied advanced technology to finding solutions to environmental pollution.

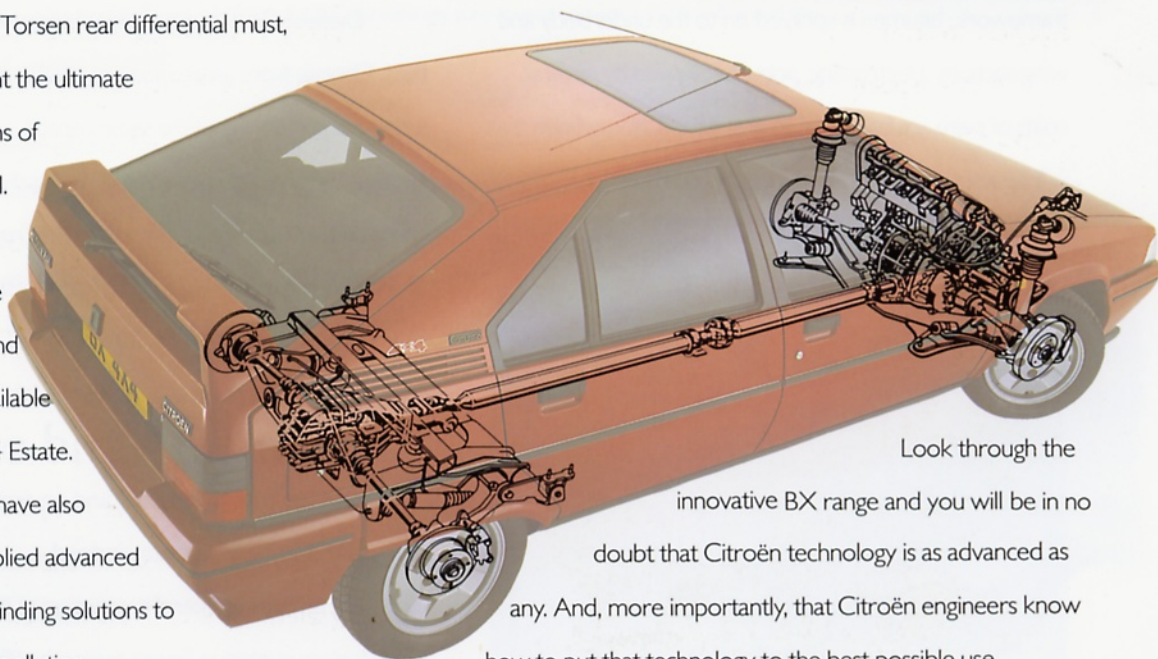


The convenience and simplicity of adjustable ride height – unique to Citroën.

It has produced the latest generation Citroën diesel engines for instance – among 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, equipped with an efficient 3-way catalytic convertor – a unit which is also now fitted as standard on the BX 19TZI Estate.

The BX GTi 4×4: an advanced 4-wheel drive system allied with Citroën's unique self-levelling suspension for unparalleled roadholding.



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.

So well protected, it's almost time-proof.

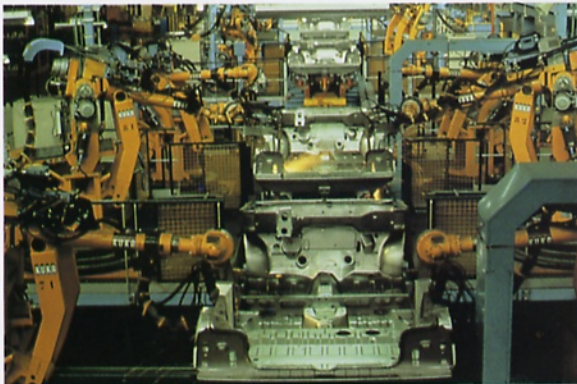
Few things surpass the pleasure of taking delivery of a brand new car – especially when it is a Citroën. And the thorough protection measures taken during the production of the Citroën BX are designed to prolong that pleasure.

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

The 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 electric 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 very latest in computer robot technology to ensure absolute consistency and reliability.



The same exacting quality standards are applied to all 20 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 petrol power units include 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 convertor, 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. Choose from an economical 1769cc engine or a turbocharged engine of the same capacity which (in just 10 seconds) disposes 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, BX 19TSD and the new BX 19TXD saloon and estate models.

Economy . . . and ecology.

Citroën take their social and environmental responsibilities very seriously indeed.

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.

As you would expect, the most spectacular fuel savings in the BX range are exhibited by the diesel models.

But one of the most powerful benefits offered by the

Additionally, the BX's high levels of passive or secondary safety are 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



Citroën diesel engine is that it is an outstandingly clean-burning unit. It can actually produce 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 liking for stylish, comfortable motoring emphasises the benefits of the Citroën BX Diesels!

A safe choice.

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.

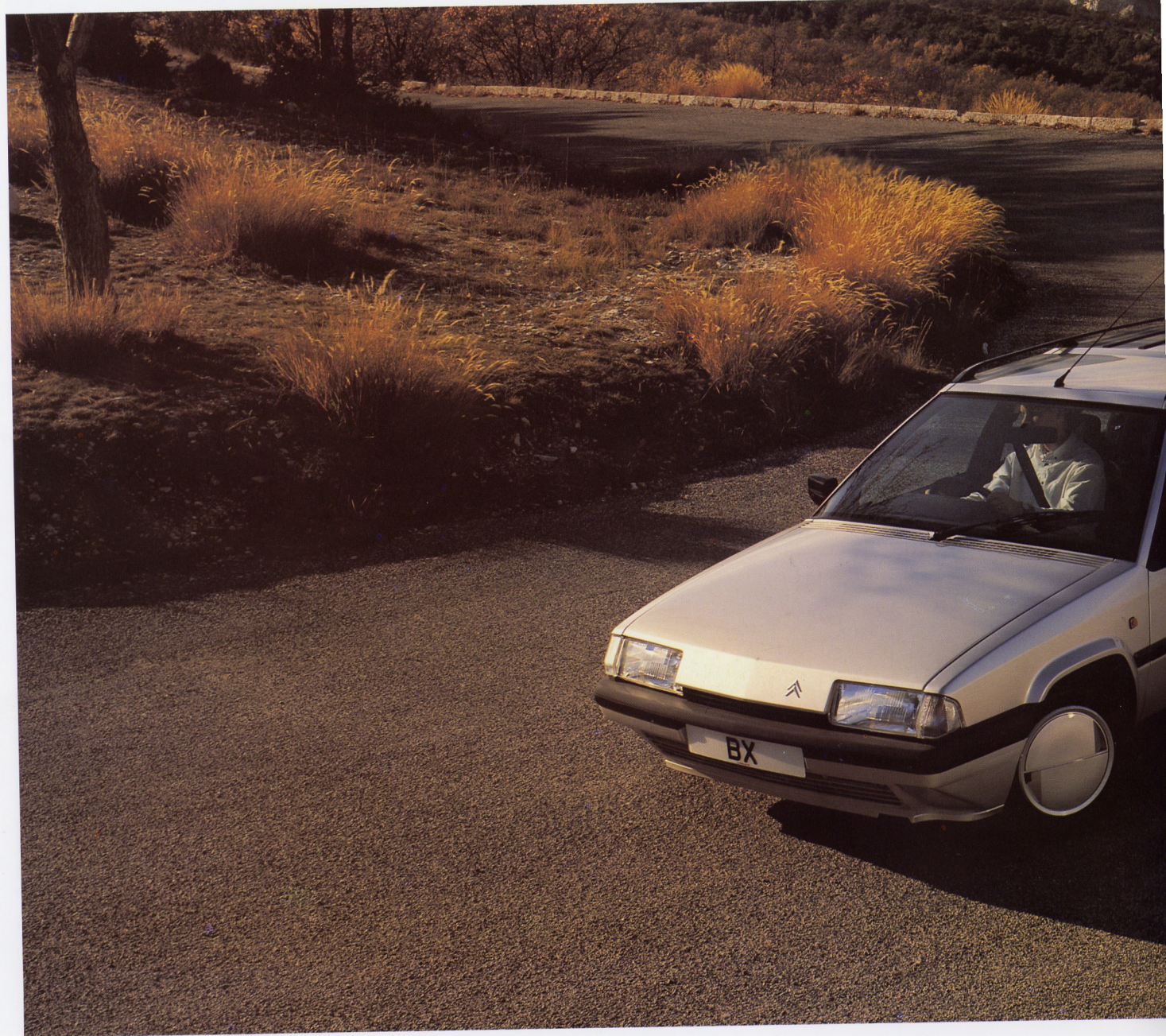
Ergonomics have a vital role to play too. The positioning of the controls, an interior design which encourages alertness and ensures good visibility . . . they all help the BX driver to avoid or manoeuvre out of hazardous on-road situations.

Produced by one of the most sophisticated simulated-crash and computer analysis facilities in the car industry.

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 its 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 is playing a major role in that search.



THE CITROËN BX 4 DOOR ESTATE

ESTATE 24/25 PERFORMANCE SALOONS 26/27 BX 16 VALVE





BX 16TGS

MODEL	16TGS
Engine capacity (cc)	1580
Max. power (hp/rpm)	94/6000
Max. speed (mph)	109/105(A)
0-60 mph (secs)	10.5/12.7(A)
mpg urban cycle	31.7/32.5(A)
mpg at a constant 56 mph	51.4/48.7(A)
mpg at a constant 75 mph	40.4/37.2(A)

(A)=Automatic



BX 16TXS

MODEL	16TXS	19TZS	19TZI
Engine capacity (cc)	1580	1905	1905
Max. power (hp/rpm)	94/6000	107/6000	122/6000
Max. speed (mph)	109/105(A)	116/113(A)	122/120(A)
0-60 mph (secs)	10.5/12.7(A)	9.1/10.8(A)	9.1/9.3(A)
mpg urban cycle	31.7/32.5(A)	29.7	24.1/23.7(A)
mpg at a constant 56 mph	51.4/48.7(A)	47.1/46.3(A)	43.5/42.2(A)
mpg at a constant 75 mph	40.4/37.2(A)	37.2	33.2/32.1(A)

(A)=Automatic

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

The specification of every Citroën BX is solidly based on the unique handling and ride quality provided by Citroën's self-levelling suspension.

Each model combines strength with lightness – and safety with fuel economy.

Performance, never less than brisk, is frequently electrifying.

The powerful BX 16TGS puts 94hp under your right foot – and surrounds you with a considerable amount of luxury. The standard TG specification includes central locking, electric front windows, tinted glass; rear sun blinds, tilt-adjustable driver's seat and (except BX 17TGD) an electric sunroof.

The hard to please can take their pick from a list of such options as power steering, automatic gearbox and metallic paint (see the Equipment Specifications for availability).

The even harder to please might care to consider the 1.6 litre BX 16TXS. A sports style steering wheel, sports seats, special wheel trims, body-colour bumpers and rear spoiler lend a distinctly sporting air to this sleek modern saloon. And what value! The refinements include all the TG-level equipment, with Halley Velour upholstery and power steering.

The TZ series, too, offers affordable luxury – with the power of an assertive 1.9 litre engine or the 1.9 Catalyst unit which powers the 122 mph BX 19TZI. (Two fine TZ diesel saloons are available too – details on pages 14 and 16.)

You can also choose between a sweet-changing 5-speed manual gearbox and the optional 4-speed automatic.

Naturally the TZ models offer all the equipment provided by the TG range plus power steering, electric rear windows, remote control central locking, 6-speaker stereo radio/cassette, velour upholstery . . . and more besides.

So, which petrol-engined BX saloon is it to be? Take your time, take a test drive – then take your pick.



Tweed upholstery fitted on all TG models.



Halley Velour upholstery standard on all BX TX models.
For details of upholstery colour variations, ask your
Citroën dealer.

THE DIESEL PRINCIPLE – REFINED BY CITROËN.

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 is less to go wrong and fewer components to maintain. There are fewer items to wear out too: one reason why 150,000 miles between major overhauls is common practice.



Split-folding rear seat fitted on all BX models.

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 62.8 mpg at a constant 56 mph.

Small wonder that more and more motorists are switching to diesel. And the Citroën BX range of normally aspirated and turbo charged diesels has the power to change the minds of any remaining sceptics.

All five 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 TXD Turbo: it hits 60 mph from a standstill in 10 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 boasts Citroën's unique self-levelling suspension.

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

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.)



Zenith Velour upholstery fitted on all TZ models except BX TZD Turbos and BX 19TZI Estate.

The rather special BX 19TXD underlines how far the modern diesel car has come. With specification just as impressive as that of its petrol-engined stablemate described on previous pages, GTi looks, sports interior, power steering, central locking, electric front windows and sunroof are just the highlights.

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

The BX 19TZD with its electric windows all round, remote control central locking, 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.



BX 19TXD

MODEL	17TGD	19TGD	19TXD
Engine capacity (cc)	1769	1905	1905
Max. power (hp/rpm)	60/4600	71/4600	71/4600
Max. speed (mph)	96	102/101(A)	102/101(A)
0-60 mph (secs)	15.8	12.7/14.4(A)	12.7/14.4(A)
mpg urban cycle	44.1	43.5/40.9(A)	43.5/40.9(A)
mpg at a constant 56 mph	61.4	61.4/56.5(A)	61.4/56.5(A)
mpg at a constant 75 mph	44.1	46.3/42.2(A)	46.3/42.2(A)

(A)=Automatic



BX 19TZD

MODEL	TXD TURBO*	19TZD
Engine capacity (cc)	1769	1905
Max. power (hp/rpm)	90/4300	71/4600
Max. speed (mph)	112	102/101(A)
0-60 mph (secs)	10.0	12.7/14.4(A)
mpg urban cycle	40.9	43.5/40.9(A)
mpg at a constant 56 mph	62.8	61.4/56.5(A)
mpg at a constant 75 mph	44.8	46.3/42.2(A)

*Available from May 92

(A)=Automatic

A TOUCH OF LUXURY. A DASH OF PERFORMANCE. A FULL MEASURE OF DIESEL ECONOMY.

Ever-rising prices and concern about the environment have combined to win many new friends for the diesel-engined car.

Yet despite the unarguable good sense of an engine which produces considerably fewer 'greenhouse' gases, which uses fuel that contains no lead, covers an astonishing number of miles on every gallon of it and which lasts almost for ever, some motorists remain unconvinced.

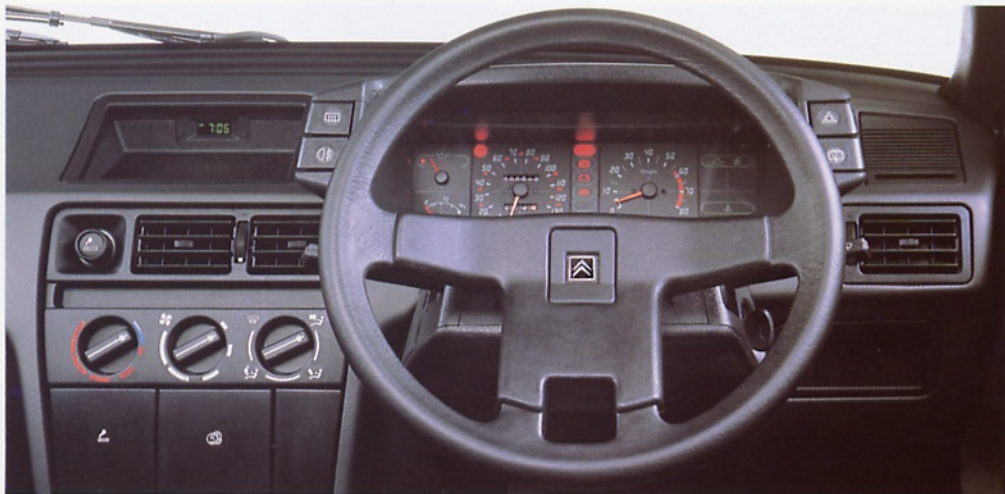
'The diesel', say these motorists, 'has many virtues. But style, refinement and performance aren't among them.'

The second part of that contention is quickly disposed of by quoting a few of the Citroën TZD Turbo's statistics – 90 hp, 0–60 mph in 10 seconds, maximum speed 112 mph.

The suggestion that diesel-engined cars somehow lack style begins to look suspect the minute you look at the TZD's Marcello Gandini-styled silhouette, its low-profile tyres, its rear tailgate spoiler, its sports wheel trims and its body-colour painted bumpers.

The specification also includes ABS, remote-control central locking, power steering, electrically operated sunroof and windows, a six-speaker sound system and the availability of alloy wheels and air-conditioning.

All of which finally establishes the right of the diesel – well, this diesel anyway – to a place in the executive car park.

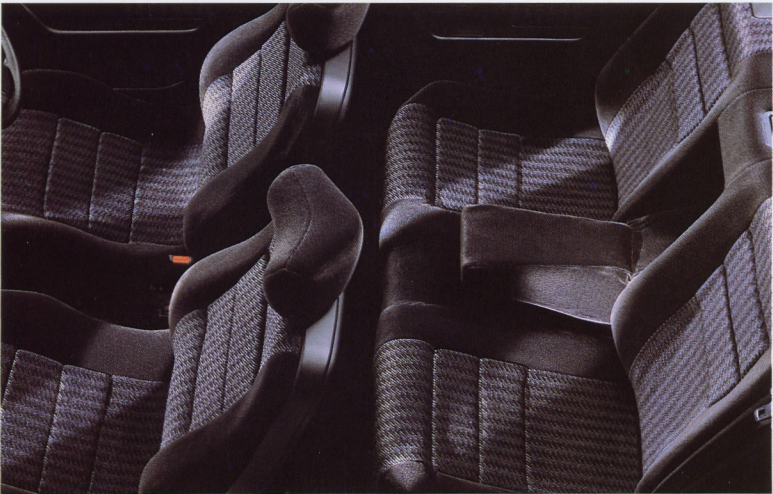


Controls are grouped for fast easy operation. Dials are large, clear and backlit for excellent visibility.



BX TZD Turbo

MODEL	TZD TURBO
Engine capacity (cc)	1769
Max. power (hp/rpm)	90/4300
Max. speed (mph)	112
0-60 mph (secs)	10.0
mpg urban cycle	40.9
mpg at a constant 56 mph	62.8
mpg at a constant 75 mph	44.8



Mistral Velour fitted to BX TZD Turbo Saloon



BX 16TGS

MODEL	16TGS	16TXS	19TGD
Engine capacity (cc)	1580	1580	1905
Max. power (hp/rpm)	94/6000	94/6000	71/4600
Max. speed (mph)	105	105	100
0-60 mph (secs)	10.9	10.9	13.4
mpg urban cycle	31.7	31.7	43.5
mpg at a constant 56 mph	48.7	48.7	58.9
mpg at a constant 75 mph	37.7	37.7	42.8



BX 19TGD Turbo

MODEL	19TGD	19TGS	19TZI	TZD TURBO
Engine capacity (cc)	1905	1905	1905	1769
Max. power (hp/rpm)	71/4600	107/6000	122/6000	90/4300
Max. speed (mph)	100	114/111(A)	117	108
0-60 mph (secs)	13.4	9.6/10.9(A)	9.6	10.4
mpg urban cycle	43.5	29.4/29.7(A)	23.2	40.9
mpg at a constant 56 mph	58.9	47.9/46.3(A)	42.2	58.9
mpg at a constant 75 mph	42.8	36.2	32.1	41.5

(A)=Automatic

BAGS OF SPACE. LOADS OF COMFORT.

Each Citroën Estate has its counterpart in the BX Saloon car range: with the same high standards of trim and equipment but with the added versatility of a class beating 63.7 cubic feet of load space.

For example, the BX 16TGS Estate shares most of the features of the 16TGS Saloon. A lively 94hp engine, hard-wearing Tweed upholstery, central locking, electric front windows, green tinted glass and a stereo radio cassette.

The luxurious BX 19TGS Estate is powered by the same 107 hp unit which gives its Saloon car opposite number its dashing performance. And as well as a top speed of 114 mph, it treats you to such refinements as power steering, a 6-speaker stereo system, remote control central locking and electric rear windows.

Citroën's diesel Estates offer a similarly appealing blend of common sense and creature comforts. And, of course, the strength and reliability of Citroën's renowned diesel engines.

The 1.9 litre BX 19TGD Estate will whisk you along the autobahn at 100 mph. Yet at a constant 56 mph, it delivers almost 59 mpg. It may be mean with fuel but it's generous with the specification: power steering, central locking, electric front windows, rear wash/wipe, tinted glass, bodyside protection mouldings and roof rails are all part of the package.

You'll find all that – and more – in the elegant BX 19TXD Estate. Body-colour bumpers, distinctive wheel trims, GTi style seats, a sports steering wheel and Halley Velour upholstery are all supplied as standard.

The BX TZD Turbo Estate carries an even bigger consignment of luxury features – they include electric windows all round, remote control central locking, tilt-adjustable front seats, Mistral Velour upholstery and a 6-speaker stereo system.

What's more, its 108 mph top speed and a 0–60 time of 10.4 seconds would put many a petrol-engined saloon to shame.

The high-performance BX 19TZI Estate – available to special order – has a top speed approaching 120 mph, uprated suspension, ABS anti-lock braking and is fitted with a catalytic convertor. This model also shares the sports interior of the GTi Saloon.

Every model in the wide-ranging Estate car range displays the virtues common to every BX: Citroën's incomparable self-levelling suspension (the perfect system for an estate car's fetch-and-carry lifestyle), powerful brakes, superbly comfortable and supportive seats and typically practical touches like a rear luggage cover and split-folding rear seats.

There is one further Citroën BX Estate, however, which adds something all of its own to that formidable inventory of qualities...



Tweed upholstery fitted on TG Estates.



A flat unobstructed load space of 63.7 cu ft with rear seats folded.



BX 4×4 Estate

MODEL	4×4
Engine capacity (cc)	1905
Max. power (hp/rpm)	107/6000
Max. speed (mph)	112
0-60 mph (secs)	10.4
mpg urban cycle	26.9
mpg at a constant 56 mph	42.2
mpg at a constant 75 mph	32.5



Loadspace cover fitted on all BX models.



Zenith Velour upholstery fitted on BX 4×4 Estate.

THE CITROËN BX 4×4 ESTATE: YOU CAN TAKE IT ANYWHERE.

The social acceptability of Citroën's well-bred Estate cars has never been in doubt.

But when, to all its other qualities, are added the unique attributes of the Citroën 4-wheel drive system, the assertion that you can take it anywhere acquires a new, more strictly literal meaning.

Under normal motoring conditions, the 1.9 litre, 107 hp BX 4×4 Estate feels very like its front-wheel drive stablemates.

But when you encounter a trail of mud by a farm gate or a stretch of road awash with water, you discover sensations of control and security remarkable even by Citroën standards.

This ability to take the difficulties out of difficult road conditions is enhanced by a luxurious specification which includes: power steering, remote control central locking, electric windows (tinted, naturally) all round and a 6-speaker sound system.

But what happens when the going gets really sticky – in a slushy paddock or on a rutted mountain track, perhaps?

First, you raise the BX's height-adjustable suspension to lift the vehicle's underside safely clear of rocks, ruts and ridges.

Next, you flick the switch on the centre console which locks the centre differential – thus guaranteeing maximum low-speed traction.

Then, smiling inwardly no doubt, you put the car in gear and go.

You really can take the BX 4×4 Estate anywhere and everywhere. And it's so enjoyable to drive, you'll be tempted to do just that.



Differential lock for extra traction.







PERFORMANCE SALOONS



BX GTi

MODEL	GTi
Engine capacity (cc)	1905
Max. power (hp/rpm)	124/5500
Max. speed (mph)	123
0-60 mph (secs)	8.3/9.6(A)
mpg urban cycle	27.2/25.4(A)
mpg at a constant 56 mph	46.3/44.1(A)
mpg at a constant 75 mph	34.4

(A)=Automatic



BX GTi 4x4

MODEL	GTi 4x4
Engine capacity (cc)	1905
Max. power (hp/rpm)	124/5500
Max. speed (mph)	119
0-60 mph (secs)	9.7
mpg urban cycle	23.7
mpg at a constant 56 mph	39.8
mpg at a constant 75 mph	31.7

THE SPORTS PAGES . . .

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 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.

The tractive advantages of such a system in treacherous conditions – especially off-tarmac – will be familiar to many motorists.

But this is a car designed for those who appreciate the finer nuances of high performance motoring. And in that context, surely the system's most important attributes are the astonishingly sure-footed cornering and handling and the confidence-inspiring grip which it provides.

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 it is the only such car with independent self-levelling suspension on all four wheels. Which means, quite simply that it is the only one which fully retains its poise and balance when it is travelling over rugged terrain or when it is towing.

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 . . .



Mistral Velour fitted on BX GTi Saloons and BX 19Tzi/TZD Turbo Estates.



THE BX 16 VALVE. IT OUTGUNS ITS RIVALS — COMFORTABLY.

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 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 important 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 equipment fitted as standard. It embraces power steering and ABS anti-lock braking, alloy wheels, electric sunroof, electric windows all round, remote control central locking, luxurious 'Le Mans' velour upholstery, a 6-speaker stereo system, split-folding rear seats and much more.



Heated driver's mirror fitted on BX 16 Valve,
BX GTi and BX GTi 4x4.





BX 16 Valve

MODEL	16 VALVE
Engine capacity (cc)	1905
Max. power (hp/rpm)	160/6500
Max. speed (mph)	136
0-60 mph (secs)	7.4
mpg urban cycle	25.0
mpg at a constant 56 mph	42.8
mpg at a constant 75 mph	34.9



Le Mans Velour upholstery fitted on BX 16 Valve.



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

BX TECHNICAL SPECIFICATION

ENGINE	PETROL SALOONS			DIESEL SALOONS			
	MODEL	BX 16TGS BX 16TXS	BX 19TZS	BX 19TZI (Catalyst)	BX 17TGD	BX 19TGD BX 19TXD	BX 19TZD BX TXD TURBO® BX TZD TURBO
	Number of cylinders	4 in line					
	Bore and stroke	83×73mm	83×88mm	83×88mm	80×88mm	83×88mm	80×80mm
TRANSMISSION	Torque (DIN)	101ft/lbs @ 2800 rpm	120ft/lbs @ 3000 rpm	113ft/lbs @ 3000 rpm	82ft/lbs @ 2000 rpm	90ft/lbs @ 2000 rpm	134ft/lbs @ 2100 rpm
	Front wheel drive, BX GTi 4x4 and BX 4x4 Estate have permanent						
	Gearbox type	Manual (M)/ Automatic (A)	Manual (M)/ Automatic (A)	Manual (M)/ Automatic (A)	Manual	Manual (M)/ Automatic (A)	Manual (M) Automatic (A)
	Number of Gears	(M)5 (A)4	(M)5 (A)4	(M)5 (A)4	5	(M)5 (A)4	(M)5 (A)4
STEERING	mph/1000 rpm in top gear	(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	(M)22.4 (A)22.8
	Type	Rack and pinion (Power assistance standard on 16 TXS)	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 (2.8 power assisted)	2.8	2.8	4.4 (2.8 power assisted)	2.8	2.8
	Turning circle between kerbs	33ft 4ins (34ft power assisted)	34ft	34ft	33ft 4ins (34ft power assisted)	34ft	34ft
BRAKES	Independent split circuit, power operated, outboard discs front (ventilated on BX16 Valve) and rear.						
SUSPENSION	All independent, low rate, self-levelling hydropneumatic suspension which maintains constant ground clearance and vehicle attitude.						
TYRES		165/70 R14 MXL(M) 155 R14 MX(A)	175/65 R14 MXL	185/60 R14 MXV2	165/70 R14 MXL	165/70 R14 MXL	165/70 R14 MXL
INTERIOR CAPACITIES	Seating capacity	5					
	Luggage capacity	15.7cu.ft. (444dm³)					
	Luggage capacity with rear seat folded	51.4cu.ft. (1455dm³)					
WEIGHTS	Kerbweight	2094lbs (950kg)	2194lbs (995kg)	2249lbs (1020kg)	2183lbs (990kg)	2183lbs (990kg)	2183lbs (990kg)
	Payload (including driver)	1102lbs (500kg)	1113lbs (505kg)	1091lbs (495kg)	1124lbs (510kg)	1124lbs (510kg)	1124lbs (510kg)
	Maximum laden weight	3196lbs (1450kg)	3307lbs (1500kg)	3340lbs (1515kg)	3307lbs (1500kg)	3307lbs (1500kg)	3307lbs (1500kg)
	Maximum towing weight (with brakes)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)
	Gross train weight	5621lbs (2550kg)	5732lbs (2600kg)	5765lbs (2615kg)	5732lbs (2600kg)	5732lbs (2600kg)	5732lbs (2600kg)
FUEL TANK CAPACITY	Maximum roof rack load	165lbs (75kg)					
		11.4 gallons (52 litres)	14.5 gallons (66 litres)	14.5 gallons (66 litres)	11.4 gallons (52 litres)	11.4 gallons (52 litres)	14.5 gallons (66 litres)

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

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

N.B. All automatic gearbox specifications as manual unless otherwise indicated.

All BX petrol engines accept unleaded petrol.



BX GTi 4x4	BX i6Valve	BX i6TGS Estate BX i6TXS Estate	BX i9TZi Estate	BX 4x4 Estate	BX i9TZi Estate (Catalyst)	BX i9TGD Estate BX i9TXD Estate	BX TZD TURBO Estate
4 in line							
83×88mm	83×88mm	83×73mm	83×88mm	83×88mm	83×88mm	83×88mm	80×88mm
123ft/lbs @ 2750rpm	133ft/lbs @ 5000 rpm	101ft/lbs @ 2800 rpm	120ft/lbs @ 3000 rpm	120ft/lbs @ 3000 rpm	113ft/lbs @ 3000 rpm	90ft/lbs @ 2000 rpm	134ft/lbs @ 2100 rpm
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 (M)/ Automatic (A)	Manual	Manual	Manual	Manual
(M)5 (A)4	5	5	(M)5 (A)4	5	5	5	5
(M)21.2 (A)22.3 (M)20.6 (GTi 4x4)	20.0	21.2	(M)21.8 (A)25.0	20.0	21.8	22.4	25.9
Rack and pinion power assisted	Rack and pinion power assisted	Rack and pinion (Power assistance standard on i6TXS Estate)	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
34ft fms	34ft fms	33ft 4ins (34ft power assisted)	34ft	34ft	34ft	34ft	34ft
Maximum brake pressure on rear wheels regulated according to load on rear suspension. ABS on BX TZD Turbo, BX GTi, BX GTi4x4, BX i6 Valve and BX i9TZi 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 R14 MXV2 (4x4:185/60 R14 MXT4)	195/60 R14 MXV	165/70 R14 MXL	175/65 R14 MXL	165/70 R14 MXT4	175/65 R14 MXV	165/70 R14 MXL	165/70 R14 MXL
		5					
		30.4 cu.ft. (860dm ³)					
		63.7 cu.ft. (1803dm ³)					
2260lbs (1025kg) 4x4 2502lbs (1135kg)	2359lbs (1070kg)	2183lbs (990kg)	2304lbs (1045kg)	2524lbs (1145kg)	2337lbs (1060kg)	2286lbs (1037kg)	2374lbs (1077kg)
1047lbs (475kg) 4x4 1025lbs (465kg)	992lbs (450kg)	1213lbs (550kg)	1224lbs (555kg)	1202lbs (545kg)	1279lbs (580kg)	1197lbs (543kg)	1197lbs (543kg)
3307lbs (1500kg) 4x4 3527lbs (1600kg)	3351lbs (1520kg)	3395lbs (1540kg)	3527lbs (1600kg)	3726lbs (1690kg)	3616lbs (1640kg)	3483lbs (1580kg)	3571lbs (1620kg)
2425lbs (1100kg)							
5732lbs (2600kg) 4x4 5953lbs (2700kg)	5776lbs (2620kg)	5820lbs (2640kg)	5953lbs (2700kg)	6151lbs (2790kg)	6041lbs (2740kg)	5908lbs (2680kg)	5997lbs (2720kg)
165lbs (75kg)	165lbs (75kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)	220lbs (100kg)
14.5 gallons (66 litres)	14.5 gallons (66 litres)	11.4 gallons (52 litres)	14.5 gallons (66 litres)	14.5 gallons (66 litres)	14.5 gallons (66 litres)	11.4 gallons (52 litres)	14.5 gallons (66 litres)
BX TXD TURBO available from May 1992. Please consult dealer for details.							

BX EQUIPMENT SPECIFICATION

		BX 16TGS SAL/EST	BX 16TXS SAL/EST	BX 19T25 SAL/EST	BX 19T21 SAL/EST	BX 4X4 EST	BX 11TGD	BX 19TGD SAL/EST	BX 19TXD SAL/EST	BX TXD TURBO*	BX 19T2D	BX T2D TURBO SAL/EST	BX GTi	BX GTi 4x4	BX 16 VALVE	Standard on all BX Models
SPECIAL EQUIPMENT	Power Steering	▲	●	●	●	▲	●	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> Central door locking (including hatch or tailgate) Tinted windows with rear sunblinds Electric front windows Stereo radio/cassette Illuminated heater controls Inertia reel front and rear seat belts 2-speed + intermittent windshield wiper Rear fog lamps Electric windshield washer Heated rear window Rear wash/wipe Laminated windshield 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 on BX 16TGS Automatic) Internally adjustable exterior door mirrors Trip and total mileage recorders Low fuel warning light 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 Adjustable air vents (side and centre) Variable speed air fan Ashtray Cigar lighter illuminated Adjustable front sun visors Courtesy mirror beneath front passenger sun visor Interior courtesy light Reclining front seats Front seat head restraints Luggage area light Removable rear parcel shelf Lockable illuminated glove box Locking fuel filler flap Fully folding rear seat Split folding rear seat (not with leather upholstery) Rear seat centre armrest Tilt adjustable driver's seat
	Automatic gearbox	▲ ¹	▲ ¹	▲ ¹	▲ ¹	—	—	▲ ¹	▲ ¹	—	—	▲ ¹	—	—	—	
	ABS anti-lock brakes	—	—	▲	● ²	▲	—	—	—	▲	● ³	●	●	●	●	
	Catalytic converter	—	—	—	●	—	—	—	—	—	—	—	—	—	—	
	Alloy wheels	■	■	▲	▲	▲	■	■	■	▲	▲	▲	●	●	●	
	Remote control central locking	—	—	●	●	●	—	—	—	●	●	●	●	●	●	
	Electric sunroof (not Estates)	●	●	●	●	▲	●	●	●	●	●	●	●	●	●	
	Electric rear windows	—	—	●	●	●	—	—	—	●	●	●	●	●	●	
	Driver's window with one-touch operation	—	—	●	●	—	—	—	—	●	●	●	●	●	●	
	Air conditioning	—	—	▲	▲	▲	—	—	—	▲	▲	▲	▲	▲	▲	
	6 Speaker stereo system	■	■	●	●	●	■	■	■	■	●	●	●	●	●	
DRIVING SAFETY EQUIPMENT	Front fog lamps	■	■	■	■	■	■	■	■	■	● ⁴	●	●	●	●	
	Electrically operated door mirrors (passenger side only TZ models/4x4 Est)	—	—	●	●	●	—	—	—	●	●	●	●	●	●	
DASHBOARD	Rev counter (tachometer)	●	●	●	●	●	—	● ⁵	● ⁵	●	● ⁵	●	●	●	●	
	'Open door' warning light display	—	—	●	●	●	—	—	—	●	●	●	●	●	●	
	Oil temperature and pressure gauges	—	—	—	—	—	—	—	—	—	—	●	●	●	●	
	Interior engine oil level gauge	●	●	●	●	●	—	●	●	●	●	●	●	●	●	
	Automatic choke	●	●	●	●	●	—	—	—	—	—	●	●	●	●	
	Analogue clock	—	—	—	—	—	●	—	—	—	—	—	—	—	—	
	Quartz digital clock	●	●	●	●	●	—	● ⁴	● ⁴	● ⁴	● ⁴	●	●	●	●	
COMFORT AND TRIM	Courtesy light delay	—	—	●	●	●	—	—	—	●	●	●	●	●	●	
	Interior roof mounted map reading light	● ¹	● ¹	●	●	●	—	● ¹	● ¹	●	●	●	●	●	●	
	Map pockets on rear of front seats	—	●	●	●	●	—	—	●	●	●	●	●	●	●	
	Tilt adjustable front passenger seat	—	●	●	●	●	—	—	●	●	●	●	●	●	●	
	Rear seat head restraints	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
	Leather upholstery	—	—	—	—	—	—	—	—	—	—	▲	▲	▲	▲	
	Metallic paint	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	
	Body colour-painted bumpers	—	●	●	●	●	—	—	●	●	●	●	●	●	●	
	Rear spoiler	—	● ¹	● ¹	● ¹	—	—	—	● ¹	●	—	● ¹	●	●	●	
	Sports seats	—	●	●	●	●	—	—	●	●	●	●	●	●	●	
	Sports steering wheel	—	●	—	—	—	—	—	●	●	—	● ¹	●	●	●	
	Special graphics/badging	—	—	—	—	●	—	—	—	—	—	—	—	●	—	

¹ = Saloons only

² = Estate only, optional on Saloon

³ = No rev counter with automatic option

⁴ = Analogue clock with automatic option

⁵ = Saloon only, accessory on Estate

⁶ = Driver's heated

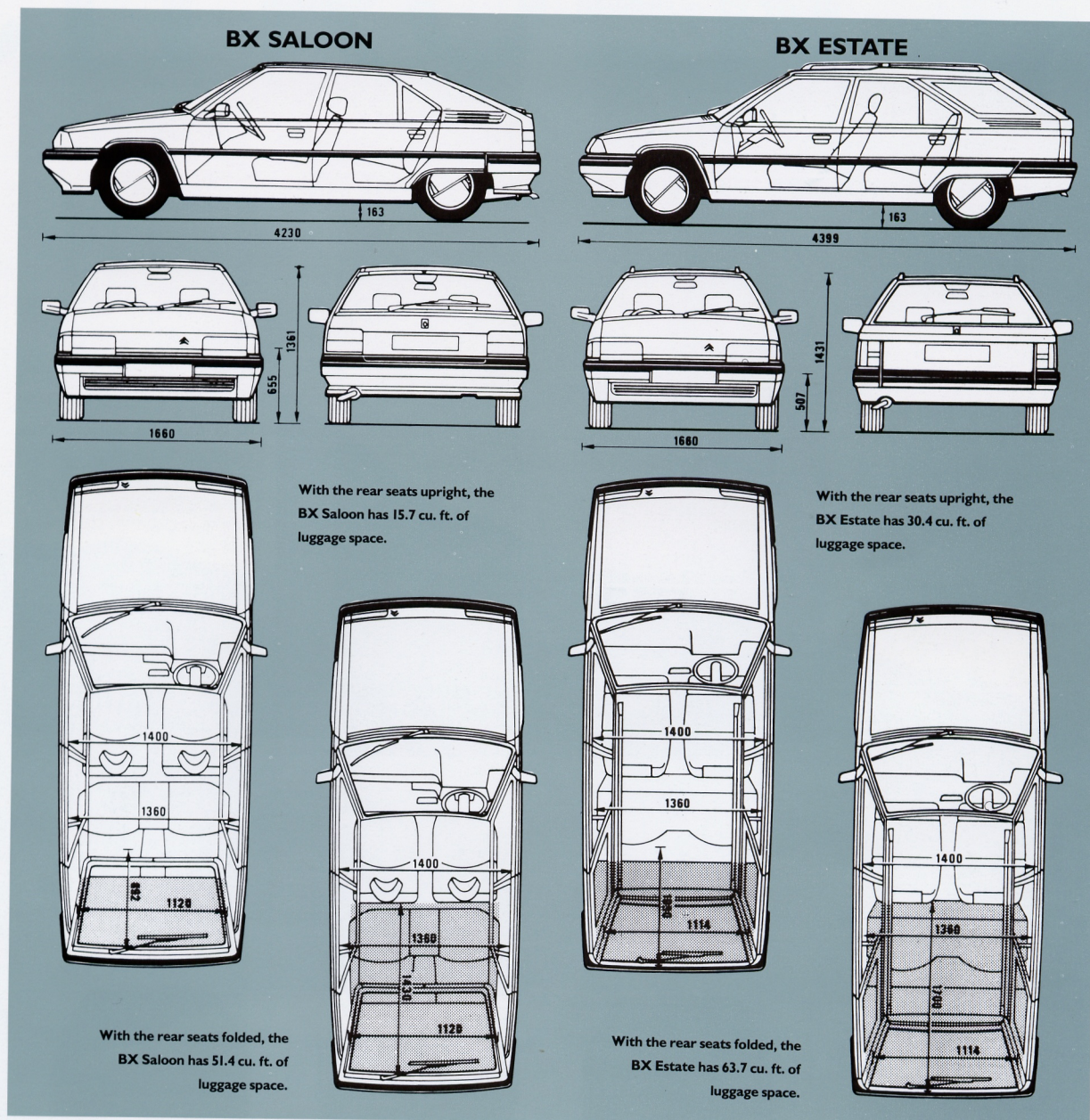
● = Standard

▲ = Option available on special order

■ = Accessory

*BX TXD Turbo available from May 92.

Please consult dealer for details.



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

All measurements in millimetres

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

CITROËN CARE FOR CAR AND DRIVER

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

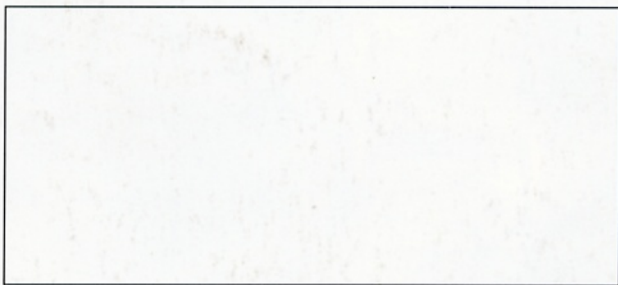
ownership – can, however, minimise the inconvenience caused by such occasions.

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.

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.



CITROËN

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NOTE: Every endeavour was made to ensure that the information contained in this brochure was accurate at the date of going to press 1.3.92. The company however reserves the right, while preserving the essential characteristics of the models described and illustrated, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time, but in order to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of the brochure.