





A NEW LEVEL OF POWER AND REFINEMENT IN ITS CLASS

Of course, the biggest news about the BX GTi 16V awaits you when you lift the gleaming moulded bonnet. The new 1905cc 16 Valve engine.

Its 160hp takes the low weight and highly aerodynamic BX GTi 16V to a top speed of 135mph with acceleration from 0-60mph in under 8 seconds. The extra valves, making a total of four per cylinder, admit more air and fuel to the engine, producing more power from a given engine capacity without unacceptable losses in fuel economy. In fact, this new BX can cruise at 56mph at 42.8mpg.

SMOOTH PERFORMANCE

Comparison with any car in this class, whether from Germany, Italy or Japan will show you that none can match the new BX's top speed. Only one competitor, a rather smaller car with a turbocharged engine, fractionally beats the BX's 0-60mph figure.

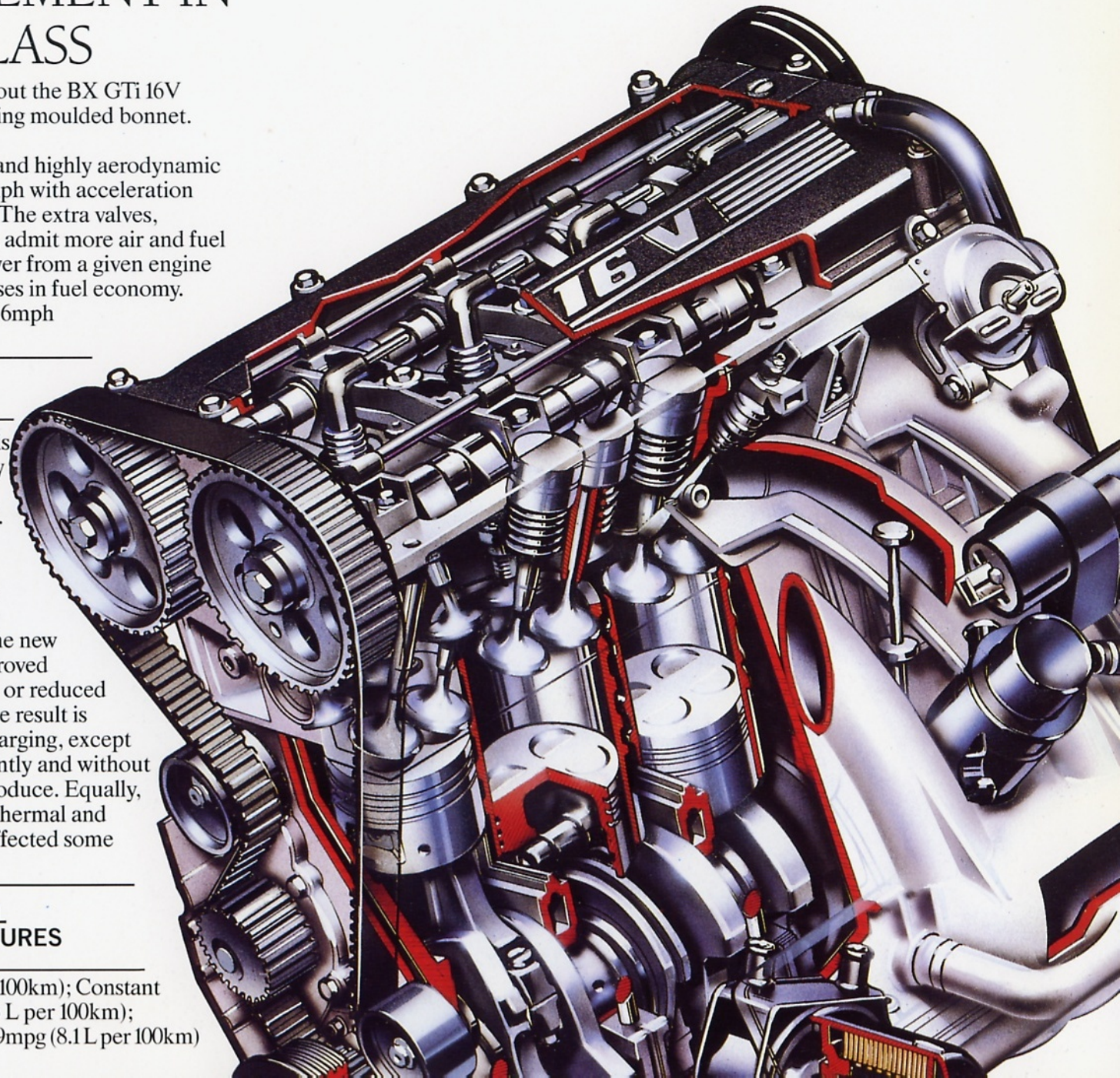
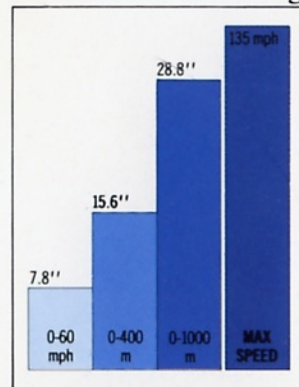
Much of the performance of the new BX 16 valve engine appears as improved torque, giving greater acceleration or reduced gearchanging for easy cruising. The result is similar to the effects of turbocharging, except that the power is available instantly and without the surges that turbo-lag can produce. Equally, 16-valve technology avoids the thermal and reliability problems that have affected some turbo designs.

OFFICIAL FUEL CONSUMPTION FIGURES

Urban Cycle: 25mpg (11.3 L per 100km); Constant 56mph/(90km/h): 42.8mpg (6.6 L per 100km); Constant 75mph/(120km/h): 34.9mpg (8.1 L per 100km)

With a full 5 speed gearbox (not 4-speed with overdrive) maximum speed is achieved in 5th gear.

Maximum speed: 135mph
0-60mph: 7.8sec
0-400 metres: 15.6 sec
0-1000 metres: 28.8 sec

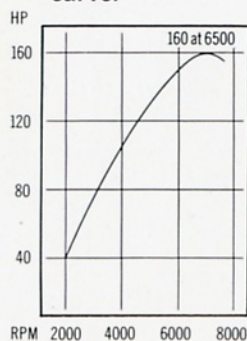




THE NEW BX GTi 16 VALVE. FOR THE PLEASURE OF DRIVING.



BX GTi 16V Power curve.



The BX GTi 16V is the newest model in the Citroën BX range, now in its second series which includes a host of subtle, logical refinements.

The latest BX range consolidates the model's established virtues of reliability, minimum maintenance -and a growing reputation for durability and good resale values.

RECOGNISED EXCELLENCE

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

the BX earned an industrial design award for quality - the first such car to receive this distinction.

And, just as the BX has earned praise from motoring journalists and engineering professionals, so it has achieved dramatic sales right across Europe.

Even existing BX models display many of the qualities which make the BX GTi 16 Valve model such an exciting new car. Cornering, braking and acceleration are all enhanced by the BX's Computer Aided design which produced a bodysell with around 40% fewer parts and a 36kg weight saving compared with some similar cars.

BUILT ON FIRM FOUNDATIONS

The use of new materials and body construction techniques means that the BX is weight efficient and strong - making for quick, taut handling and a good power to weight ratio.

It's the first car to combine MacPherson strut front suspension geometry with Citroën's self-levelling suspension system which has been specially stiffened for this sporting model to produce highly responsive handling - but with the stability and comfort that has become a Citroën hallmark. It's tempting to see self-levelling suspension (used by other manufacturers only on a few very expensive top of the range models) as reason enough for choosing a BX against any competing car - but that would be to ignore other factors that are just as important to the character of the BX.





YOUR HEART TELLS YOU THIS IS THE CAR YOU WANT. YOUR HEAD KNOWS THIS IS THE CAR YOU NEED.

In all truth there should be no conflict between your heart and your head. A truly modern car can be both desirable and practical. But once you start spending a little more you can expect to find more to please the heart - and the eye.

Following your head for a moment though, shouldn't you really be looking for more than just a 2 plus 2 seater two door saloon. A stylish car that subjects your passengers to discomfort and indignity whenever they enter may satisfy your youthful fantasies but it's a sure way to lose

friends. And a grand tour rapidly becomes a test of endurance if there's been no thought given to the amount of luggage you may need for such an undertaking. Thus the evolution of the sporting four door hatchback. Today's true grand tourer, the new Citroën BXGTi 16 Valve.

THE RIGHT DESIGN PRIORITIES

The secret of how the BX manages to offer generous interior space within a compact sleek car, starts with the engine. The compact transversely mounted unit is set well forward for reasons of weight distribution. This engineering requirement also produces a car where space traditionally taken up by the engine is freed to give

more passenger space. The generous headroom in such a low car is achieved by the simple expedient of placing the passenger compartment floor below the level of the bottom of the door sills, an arrangement made possible because the front wheel drive configuration requires no transmission tunnel and has no rear differential. This, and the self-levelling suspension's compact rear components also make more room for rear passengers and allow more usable hatchback space. Other space efficient techniques include the curvature of the doors to give more elbow room - and the slim backs of the front seats which give ample legroom behind.

BETTER IDEAS, BETTER EXECUTED

For all its practicality, the BX GTi 16V is sumptuously appointed inside. The front seats adjust for cushion and back rest angle and have deep, lateral supports. Built in seat belt points that move with the seat mean that the belts are easier to secure and offer better protection. Seats and door panels are finished in a rich diagonal pattern velour. The built in headrests on the front seats (also available for the rear seats) adjust for maximum comfort. Rear seats have a large centre armrest for improved lateral security for two rear passengers and the armrest folds away to allow three to sit abreast comfortably.

Ventilation controls allow adjustment of heat and flow for driver and passenger and special ducted vents control air flow toward the rear of the car. The system replaces the air in the car every 15 seconds.

The BX GTi 16V has tinted electric windows all round. Front window controls are on the doors themselves and the driver's window may be fully closed or opened with one touch - handy at parking or toll booths. Also useful are such features as map pockets and a change holder placed within easy reach of the wheel.

The BX's rear trailing arm, self-levelling suspension unit is considerably more compact than conventional springing and lies flat under the car's floor. This - and the BX's absence of rear drive shafts - gives a very spacious hatchback area with a wide flat floor.





THE BX 16 VALVE – A MEETING OF TWO TRADITIONS.

The BX's low, aerodynamic profile is another clue to its potential as a performance car but, unlike some, efficiency of form has not been at the cost of style or individuality.

Equally, the BX has ample headroom and interior space – so much so that sitting inside it's easy to forget that you're actually within what, from the outside, seemed an ultra trim, sporty car.

Perhaps such a combination is the least you'd expect from a manufacturer with Citroën's resolutely individualistic reputation. After all, the new BX shares the pedigree of luxury sporting classics like the Citroën SM and high performance CX models.

But another surprise, ahead of the driver is a dashboard that calls on another tradition in its appearance – clear analogue speedometer, tachometer, temperature

and pressure gauges, conventional self-cancelling indicator stalks, a small thick-rimmed steering wheel. However even here Citroën's concern for practical ergonomics rather than mere styling is evident. Within easy reach of the wheel are clustered all major lighting and other electrical controls and within the natural arc of movement towards the gearchange are heating and ventilation controls. A short gearshift gives access to a sporty, slick and positive gearbox.

This new BX has single key operation and remote central locking.



Good ergonomic design means that all controls come naturally to hand.





COMFORT IN A CLASS OF ITS OWN

No other car in this class offers the ride comfort of the BX's self levelling suspension. Indeed, a leading European motoring journal has claimed that no other car in the world in any class is as comfortable as a BX. The reasons are as simple as the simple engineering principles that make this overwhelming advance in suspension technology possible.

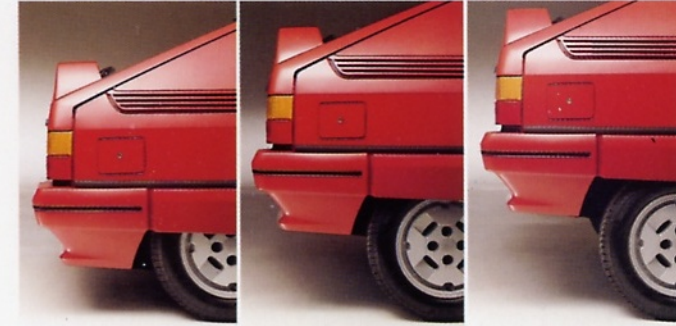
SELF-LEVELLING SUSPENSION PUTS THE BX COMFORTABLY AHEAD

The automatic ride height can be overridden by a lever at the driver's seat side, allowing you to deliberately increase the car's ground clearance to avoid obstacles on rough terrain or lower the body of the car to facilitate loading or tow-bar hitching.

Just as most cars sag as they're loaded, so their handling is affected. Equally, an unladen car can have a hard ride and jittery handling.

The BX's self-levelling suspension eliminates these problems because the conventional car's metal spring is replaced by a gas sphere. A metal spring becomes progressively more compliant as the load upon it increases. The gas sphere becomes progressively LESS compliant as it is loaded. The gas suspension spheres are connected to hydraulic cylinders at each wheel. As the car is loaded, the gas in the spheres is compressed, but a pump and reservoir of hydraulic pressure compensate for any vertical displacement, restoring normal ride height and angle to the road. This permits the BX to be quite softly (and thus comfortably) sprung, yet its ride height and

handling remain consistent whether you drive alone or with maximum payload. Indeed, self-levelling suspension makes the BX a uniquely practical hatchback because it can tackle not only large loads but ones which bring the total payload to as much 419kg.



Another advantage of the self-levelling system is that the hydraulic cylinders at each wheel are self damping, precluding the need for separate shock absorbers or their costly routine replacement.





THE MOST AERODYNAMICALLY EFFICIENT GT ON THE ROAD

One of the most visible qualities of the BX is how, in a compact and practical car, excellent aerodynamic performance has been achieved without losing style. Instead, great attention has been paid to details such as the bonded-in, flush windscreen and rear screen and close

fitting body panels. Including the special front and rear spoilers the new BX GTi 16V achieves a drag coefficient of 0.325. However well this compares with its competitors in theory, in practice, only the BX's aerodynamic performance is dramatically enhanced by its suspension system.



WHY A BX IS MORE AERODYNAMIC THAN OTHER CARS ON THE ROAD

Aerodynamics isn't just a matter of styling and wind tunnel tests. On the road with occupants and luggage, a car is subject to very different forces. Load a conventionally sprung car with rear passengers and luggage and the body's angle to the road – and aerodynamic profile – change significantly, for the worse.

Not so the Citroën BX. Its self-levelling suspension maintains the same ride height and body angle whatever the load or its distribution.

Most cars are now developed using wind tunnel tests and a widely quoted measurement called coefficient of drag. The figure reflects the theoretical drag of the profile of the car. Long, large cars measured this way appear to be more efficient

aerodynamically than smaller cars. In truth, such a measurement doesn't give the full picture because the surface area, obviously greater on a large car than a small one, also creates drag.

A more realistic measure of efficiency – Cxs – takes surface drag into account. This more revealing measure was used in developing the BX and helps account for its aerodynamic efficiency.

In fact, the BX is more aerodynamic than larger cars with better coefficient of drag figures.

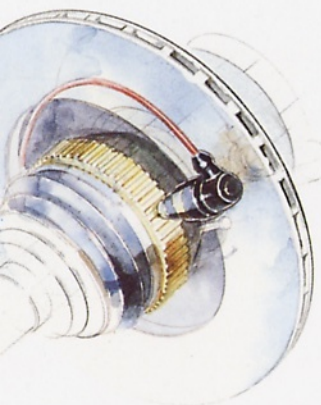
And its self levelling suspension means that the BX's drag coefficient as measured in the wind tunnel is maintained on the road. A factor far more significant than minor points of difference in coefficient of drag between one car and another.





SELF LEVELLING SUSPENSION. THE BX'S UNIQUE ADVANTAGE.

The BX's advanced self-levelling suspension is incorporated into a MacPherson strut front and trailing arm rear suspension set-up. This produces a unique combination of comfort and crisp, taut, handling. Precise rack and pinion steering with anti-roll bars to cut body sway, allows fast, tidy cornering. At speed, the BX's fine aerodynamics and self levelling suspension contribute to its directional stability and relative immunity to side winds.



The BX's ABS braking system uses a sensor on the wheel hub to detect locking, and prevent skidding.

A POWER FOR SAFETY

The self-levelling system gives the BX anti-dive braking and anti-lift acceleration - the last being significant because it can affect steering control and grip. The suspension's hydraulics are part of a larger system which also powers the brakes. With disc brakes all round (ventilated discs at the front) and a powered braking system the BX GTi 16V has immense stopping force, available instantly. It's independent of engine inlet manifold vacuum or speed and with the engine stopped the brakes are backed by a pressure reservoir. The pump and reservoir compensate for any drop in pressure - and the BX uses a mineral hydraulic oil which cannot absorb moisture.



ABS - THE LATEST SAFETY BREAKTHROUGH

The BX GTi 16V includes an Antilock Braking System as standard. The ABS principle - which is widely accepted to be a major safety breakthrough - is based on an idea that will be familiar with skilled drivers, cadence braking. This consists of applying and releasing the brakes gently but rapidly when braking on wet or icy surfaces. The object being to release the wheel the instant it locks in order to try to avoid skidding. But no driver, however practiced, can achieve the ABS system's automatic action of sensing whether any of the wheels has locked and releasing the brakes instantaneously up to ten times a second when this occurs. The result is that the car can be slowed or stopped without skidding - and full steering control is retained.

BX GTi 16V

TECHNICAL SPECIFICATION

Engine	
Number of cylinders	4 In line
Cubic capacity	1905cc
Bore and stroke	83 x 88mm
Compression ratio	10.4:1
Horsepower (DIN)	160hp @ 6500rpm
Torque (DIN)	133ft/lbs @ 5000rpm
Cooling system	Liquid cooled, electric fan with thermostatic control
Transmission	Front wheel drive
Gearbox type	Manual
Number of gears	5
mph/1000 rpm in top gear	20.0
Clutch type	Cable operated diaphragm type, mechanical control
Steering	
Type	Rack and pinion power assisted
Turns lock to lock	2.8
Turning circle between kerbs	34ft 1 ins

Brakes	
ABS independent split circuit, power operated, outboard discs front (ventilated) and rear	
Maximum brake pressure on rear wheels regulated according to load on rear suspension.	

Suspension	
All independent, low rate, self levelling hydropneumatic suspension which maintains constant ground clearance and vehicle attitude. Anti-dive/anti lift geometry. Front and rear anti-roll bars. A manual control lever on centre console enables a variation of ground clearance and facilitates changing a wheel.	

Tyres	195/60VR14 MXV
Electrical equipment	
Ignition type	Transistorised with magnetic impulse
Battery	12v 200 A
Alternator	750 watts

Interior capacities	
Seating capacity	5
Boot capacity	15.7 cu. ft (444dm ³)
Boot capacity with rear seat folded	51.4 cu. ft (1455dm ³)

Weights	
Unladen weight	2359lbs (1070kg)
Payload (including driver)	924lbs (419kg)
Maximum laden weight	3283lbs (1489kg)
Maximum towing weight (with brakes)	2425lbs (1100kg)
Gross train weight	5708lbs (2589kg)
Maximum roof rack load	165lbs (75kg)

Official Government Test Fuel Consumption Figures	
Urban Cycle	25.0mpg (11.3L/100km)

Constant 56mph (90 km/h)	42.8mpg (6.6L/100km)
Constant 75mph (120km/h)	34.9mpg (8.1L/100km)

Performance	
Maximum speed	135mph
0-62mph (100km/h) (secs)	7.9
Standing 400m (secs)	15.6
Standing 1000m (secs)	28.8

Fuel tank capacity	14.5 gallons (66 litres)
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EQUIPMENT SPECIFICATION

Dashboard	Front fog lamps	Adjustable interior roof mounted map reading lights
Trip and Total mileage recorders	Rear fog lamps	Map pockets on rear of front seats
Low fuel warning light	Reversing lamps	Front door map pockets
'Open-door' warning light display	Electric windscreen washer	Variable speed air fan
Low battery charge warning light	Heated rear window	Adjustable reclining separate front seats
Rear fog lamp warning light	Day/night rear view mirror	Tilt adjustable front seats
Side, headlamp & main beam warning lights	Instrument rheostat	Fully folding rear seat (see diagram)
Indicator warning light	Childproof lock on rear doors	Rear seat centre armrest
Heated rear screen warning light	Protective side mouldings	Front seat head restraints
Low engine oil pressure warning light	Door opening warning reflectors	Rear seat head restraints
Low hydraulic pressure warning light	Rear wash/wipe	Cigar lighter illuminated
Low hydraulic fluid warning light	Halogen headlamps	Boot area light
Emergency/stop warning light	Audible warning if lights left on	Cloth seat upholstery
Hazard warning lights	Laminated windscreen	Alloy wheels (4) with low profile tyres
Front brake pad wear warning light	Tinted windows with rear sunblinds	Metallic paint
Rev counter (tachometer)	Low profile tyres	Power assisted steering
Quartz digital clock	Internally adjustable exterior door mirrors (passenger - electric)	Floor carpet
Water temperature warning light	ABS anti-lock brakes	Central door locking (including hatch)
Oil temperature gauge	Comfort and trim	Remote control central locking
Interior engine oil level gauge (and pressure)	Adjustable air vents (side and centre)	Electric front windows
Handbrake warning light	Ashtrays front (illuminated) and rear	Electric rear windows
Driving safety equipment	Courtesy mirror beneath front passenger sun visor	Removable rear parcel shelf
Illuminated heater controls	Adjustable front sun visors	Illuminated glove box
Inertia reel front seat belts	Electric sunroof	Locking fuel filler flap
Inertia reel rear seat belts	Air conditioning	Roof aerial
2-speed + intermittent windscreen wiper	Interior courtesy light (with delay)	Stereo radio/cassette unit

○ Standard △ Option available on special order († not available until 1988) □ Accessory

Please note: The photographs used in this brochure depict left hand drive models whose specification may not conform to models sold in the U.K. The specification of U.K. models is shown above.

All measurements in millimetres with motor running.

