

CITROËN  **BX**



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**LOVES DRIVING  
HATES GARAGES.**

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# THE SHAPE OF CARS TO COME

Introducing the completely new Citroën BX. It sets entirely new standards in its class.

It's compact and aerodynamic on the outside. But roomy and comfortable inside.

It's tough, durable and safe, but low in weight and easy on fuel.

It's a real driver's car – taut-handling, fast-accelerating – but comfortable and stable at speed. And it saves you money on running costs, requiring less than 2 hours servicing per year.

As with all Citroëns, aerodynamics played a major part in refining the shape of the BX and of details like the flush-fitting windscreen and rear window.

The result is a body profile with a superb drag coefficient – just 0.34 (BX14).

And the BX14's profile and surface combined figure of 0.63 is at least 10% better than cars in its class. This can cut fuel consumption by as much as 5% at cruising speeds.

In the past a shape like this has meant less space for passengers.

## **SPACE ON THE INSIDE**

But inside the BX you will be amazed at the feeling of space. Elbow room, leg room, head room – all are of a larger car.

The BX design team employed Computer Aided Design and new construction techniques to produce a body shell that actually has more interior space than some larger or less aerodynamic cars.

## **WEIGHT SAVINGS ALL ROUND**

The new body has 40% fewer parts and weighs almost 80 lbs. less than, for example, the Citroën GSA. And with fewer welds, it is strong and corrosion resistant. Doors and pillars are strong, more compact and curved to improve passenger space. Front and rear windows are bonded-in to add strength.

Also, the BX is the first volume production car to use composite polyester-glassfibre for large non-structural panels – the bonnet lid (excluding the 62 HP model) and the tailgate. These again save weight and cannot corrode.

Special high strength steels in certain parts of the structure further improve the body's strength to weight ratio.

## **A CAR FOR ALL SEASONS**

The dashboard console puts all major controls within reach, without your hands leaving the wheel, and includes comprehensive instrumentation. The top model BX16 TRS features a rev-counter, electric oil level gauge and a door-open warning diagram.

The BX16 TRS dashboard contains no less than six ventilation outlets including de-mist for the side windows. A curtain of warm air between the driver and side glass isolates the passenger cell from outside winter conditions.

A total of eleven vents provide fresh or warm air at three different levels, changing the air in the car every 15 seconds. Special rear vents ensure that passengers enjoy the same degree of comfort.

## **COMFORTABLE AND PRACTICAL**

The seat belt spools are out of the way in the door pillar and the belt anchor point is on the seat itself for convenience and improved effectiveness. Adjustment of the seat back is by a knob built into the front of the seat.

The slim, moulded front seats mean much more room for rear passengers' knees and feet. Rear head room hasn't been sacrificed and the cloth-covered rear seats are curved to body shape. The BX will carry five adults in comfort with almost 16 cu. ft. of luggage. That's more stowing space than you'll find in some cars with a separate boot.

With the rear seats folded flat, usable space to the roof is 51.4 cu. ft. and objects as long as 4ft. 8in. can be accommodated. The low rear lip makes loading easy.

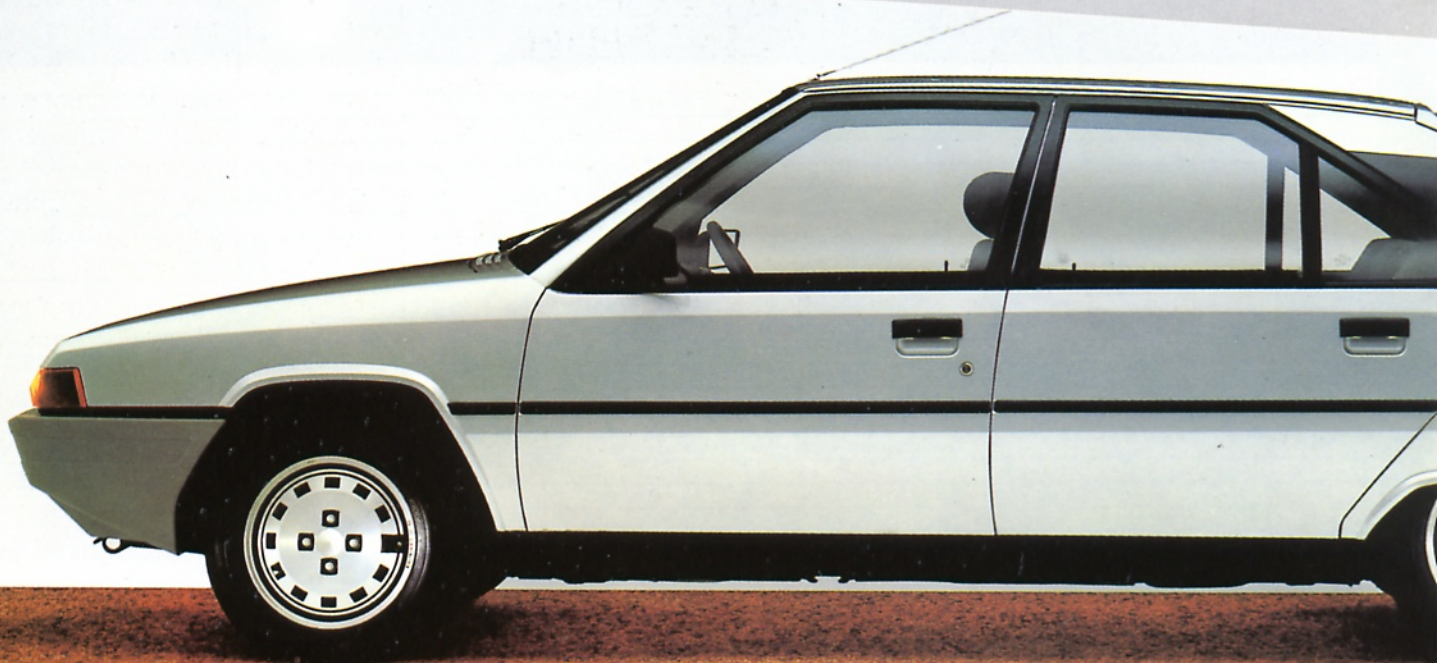
The fuel filler cap is integrated into the flap (so there's no danger of forgetting to replace it). There's single key locking for fuel, doors, hatchback and ignition. Most models also have central locking.











# THE SHAPE OF CARS TO COME

## **SPORTIER SUSPENSION**

The BX includes a new development of Citroën's unique suspension system that will appeal to drivers who prefer taut handling and a firmer ride, yet it maintains the Citroën standard of comfort.

In the BX, the advanced technology of hydropneumatics is matched to the simplicity of MacPherson struts.

As well as giving a better ride, the hydropneumatic system is unaffected by loads in the car. The BX remains at the same height regardless of payload and so handles consistently.

The driver can also raise the car from the driving seat to negotiate rough terrain – or lower it to facilitate loading or caravan hitching.

The hydropneumatic unit is built directly into the MacPherson strut in one compact unit. Rear suspension is by trailing arms, again with inbuilt hydropneumatic units.

## **POWER BRAKES AND A SAFETY CAGE**

The BX has the safety of Citroën powered brakes which give massive and instantaneous stopping power to the large discs all round.

The steering geometry of the MacPherson struts combined with hydropneumatic suspension gives the BX anti-dive braking and anti-lift characteristics under acceleration.

The big, deeply raked windscreen, slim pillars and low waistline give exceptionally good visibility. The large single wiper with integral washer has two speeds and intermittent wipe. It's more effective than two wipers and tends not to lift at speed. All models have remotely controlled driver's door mirror. The BX provides a safer environment for passengers in the event of an accident. Occupants are contained within a safety cage, further strengthened by the new door and

pillar design. Around this are crumple zones designed to deform, reducing forces upon passengers in a collision. The bonded front and rear screens won't pop out. The front screen is laminated safety glass. Interior surfaces including door trims are projection-free and padded.

## **FAST AND FUEL SAVING**

The BX range offers three levels of performance from transversely mounted water-cooled engines.

The 1580cc all-aluminium 92 HP engine has a dual choke carburettor, belt-driven single overhead camshaft and cross-flow cylinder head for high thermodynamic efficiency with resulting fuel economy and performance. Via the standard five-speed gearbox, this engine takes the BX16 RS and BX16 TRS from 0-62 mph in just 11.3 seconds and to a top speed of 109 mph.

The compact, light alloy OHC 1360 cc engine offers two levels of performance – either 72 or 62 HP. The integral gearbox is available with four speeds for the 62HP engine and five speeds for the 72HP engine.

The 72HP unit takes the BX14 E and BX14 RE from 0-62 mph in 13.5 seconds and to a top speed of 101 mph. The 62HP engine takes the BX



## **FEWER VISITS TO THE GARAGE**

But economy goes beyond fuel consumption, with major service intervals 12,000 miles apart and only an oil change at 6,000 miles.

With features like a diagnostic plug, self-adjusting clutch and disc brakes all round, this means less than 2 hours labour time at each major service. Hydropneumatic suspension eliminates the routine replacement of shock absorbers. Fuses are accessible from the front passenger's seat, mounted neatly under the dashboard.

The 33ft. 4in. kerb-to-kerb turning circle makes a BX easy to park – and moulded bumpers protect bodywork from minor incidents. There are no lights in the bumpers and light clusters replace without tools.

The BX's advanced body shell and two-piece door design reduces rust traps. The strategic use of zinc protected steels and cathaphoretic dip for the entire metal area are augmented by wax injection and under body treatment. Synthetic materials used for the bonnet lid (not the 62 HP model) and hatchback are rustless, can take bumps that would dent steel and are inexpensive to replace.

The new BX represents the state of the art in modern car design. Using new ideas, new construction techniques, new materials – all with measurable and highly practical benefits for the driver.

And as a test will show you, it's also fun to drive.

from 0-62 mph in 15.6 seconds with a top speed of 96 mph.

## **A DELIGHT TO DRIVE**

Whichever BX you test, you can't fail to notice the crisp new driving style of this new Citroën.

Aerodynamics, low body weight, efficient engines and firmer suspension give a bright, willing feel. It corners without fuss thanks to its front wheel drive and precise rack and pinion steering.

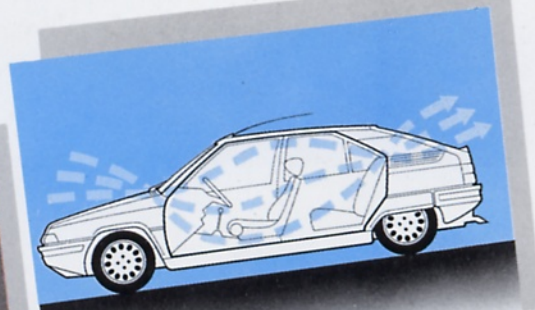
Body roll is minimised by the anti-roll bars front and rear.

All 1580 cc engined models are fitted with low profile tyres as standard for extra performance. With such a wide choice of power units you can precisely specify a BX offering the combination of performance and economy to suit your kind of motoring. Each has among the best fuel consumption figures in its class.

Even the fastest petrol engined models can turn in figures like 39 mpg at a steady 75 mph.



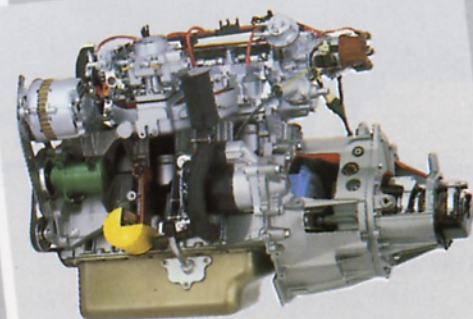
AVAILABLE DURING 1984, THE OPTIONAL ELECTRIC GLASS SUNROOF WITH INTEGRAL SUNBLIND CAN BE OPENED TO A NUMBER OF POSITIONS, TILTED OR REMOVED.



BX HAS ONE OF THE BEST HEATING AND VENTILATION SYSTEMS EVER – WITH SIX DASHBOARD VENTS AND PROVISION FOR REAR PASSENGERS.



DASHBOARD INCLUDES COMPREHENSIVE INSTRUMENTATION, AND IS SHAPED TO BRING SWITCHES WITHIN FINGER REACH OF THE WHEEL.



BX PETROL ENGINES OFFER THREE LEVELS OF PERFORMANCE. THE BRAND NEW ALL ALUMINIUM 1580CC UNIT SHOWN IS THE PRODUCT OF A NEW FACTORY AND HAS HIGH THERMODYNAMIC EFFICIENCY WITH RESULTING GOOD FUEL ECONOMY. COMPACT, LIGHT ALLOY 1360CC UNIT PRODUCES EITHER 72 HP or 62 HP.





## **BX**

Good value starting point of the BX range has a 1360cc engine producing 62 HP with a four-speed gearbox, taking the BX to a top speed of 96mph. Well appointed, with cloth upholstery and two way adjustable seats at the front, complete with head restraints. Big hatchback with illuminated boot of 15.7 cu.ft. capacity, with removeable





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## ***FUTURE STYLE***

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parcel shelf – or 51.4 cu. ft. of space with rear seat backfolded. Laminated windscreen, two-speed plus intermittent wiper with integral wash, heated rear screen. One key for ignition, doors, tailgate and filler flap. Comprehensive instrumentation in

shaped console for fingertip control. Roof aerial, two high frequency and one bass loudspeaker units mounted in the dashboard. Rear door pockets.  
Principal Option: Metallic Superlustre paintwork.

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### **BX14 E**

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Specification as per BX, but with a higher powered 72 HP 1360cc engine and five speed gearbox giving acceleration from 0-62 mph in 13.5 seconds and a top speed of 101 mph. Fuel consumption 51.4 mpg at a constant 56 mph

Principal Option: Metallic Superlustre paintwork



# A NEW SPACE AGE

## **BX14 RE**

Mechanical specification as per BX14 E but with extra equipment including: central door locking, electric front windows, moulded sidepanel protection, quartz digital clock, rear wash/wipe. Rear seat folds fully to give flat load space.

Principal Options: Metallic Superlustre paintwork  
Tinted glass  
Alloy wheels (four) with low profile tyres





## **BX16 RS**

The formula for the driver who prefers to put his money on performance. Similar interior specification to BX14 RE but the 1580cc power unit of the top BX16 TRS model which includes an automatic choke. To match its powerful acceleration and high top speed BX16 RS is fitted with low profile tyres. Wheels have distinctive trims.

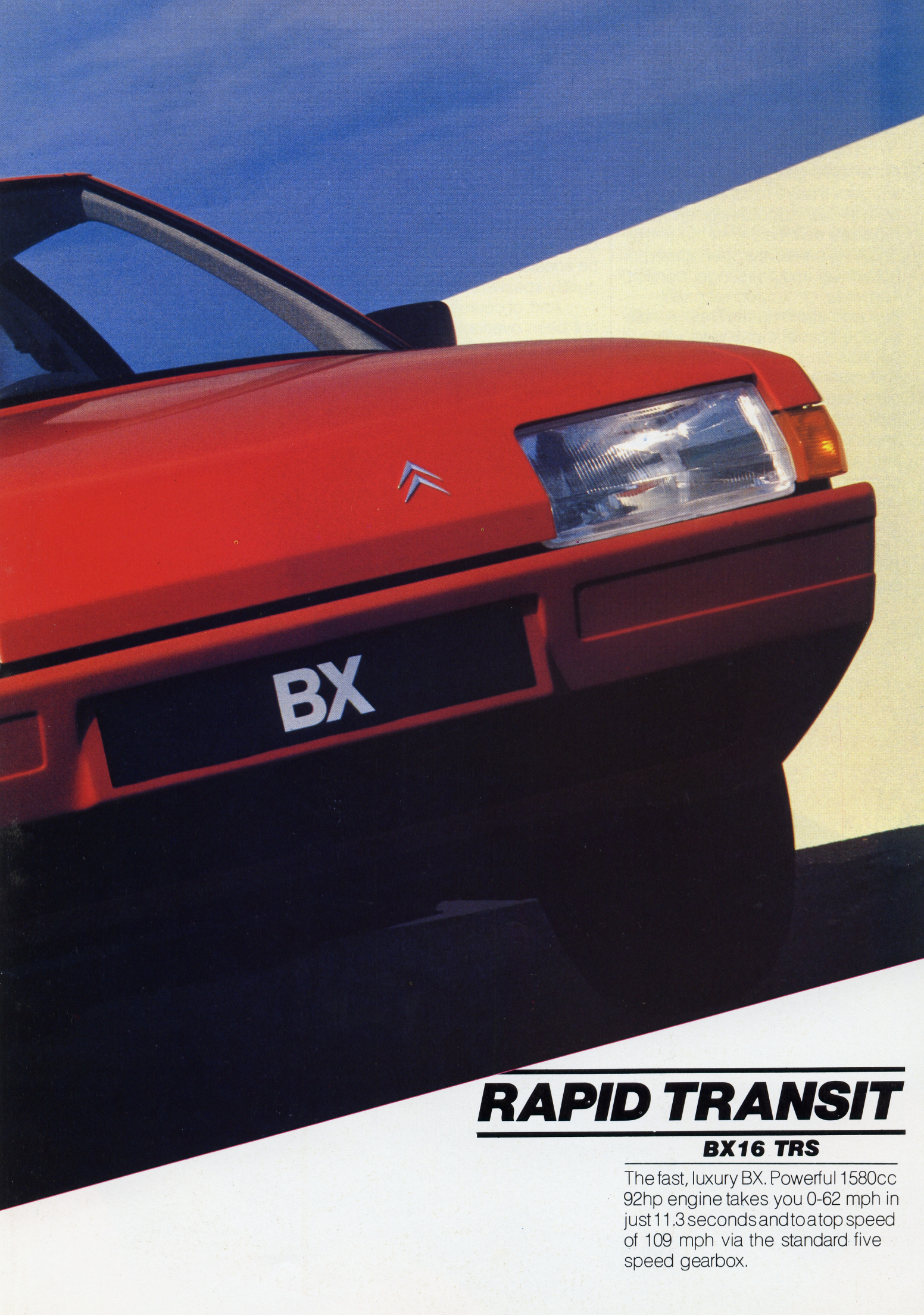
Principal Options: Metallic Superlustre paintwork.  
Tinted glass.  
Alloy wheels (four) with low profile tyres.











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# **RAPID TRANSIT**

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## **BX16 TRS**

The fast, luxury BX. Powerful 1580cc 92hp engine takes you 0-62 mph in just 11.3 seconds and to a top speed of 109 mph via the standard five speed gearbox.



# ARRIVE RELAXED

## **BX16 TRS**

The BX already offers remarkable passenger space and legroom thanks to its advanced bodyshell and door design and slim, moulded seat backs. In the BX16 TRS no expense has been spared for both driver and passenger comfort. The wide, contoured rear seat includes a folding arm rest. Ample storage space is provided with pockets on seat backs and doors. Both front and rear seats are complete with head restraints (adjustable at front). Front seat belt anchor points move with seats for increased effectiveness and comfort. The BX16 TRS is upholstered in an exclusive Hounds Tooth cloth (model shown has Tweed upholstery – available in 1984) and comes with Jersey cloth seat-back and door inserts with

carpeting on lower quarter of door to protect from scuffs. Tinted rear quarter-lights exclusive to BX16 TRS add to the car's feeling of interior space. Courtesy lights are activated by both rear and front doors. A comprehensive Hi-Fi package can be specified which includes high quality speakers in the rear pillars.

And, of course, the driver has not been overlooked. In addition to the comprehensive instrumentation packaged so cleverly in the BX dashboard – BX16 TRS includes rev-counter, electric oil level gauge and door-open warning system. Other exclusive BX16 TRS features include adjustable map light and a more boosted ventilation system by means of no less than 6 dashboard vents. All-electric windows, central locking of all doors and remotely adjustable mirrors are also standard.















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## **SHAPED TO BE FUEL EFFICIENT**

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### **BX16 TRS**

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The highly aerodynamic BX bodyshape and details like the flush bonded front and rear screens, give effortlessly efficient high speed cruising with minimal effects from side winds. Fuel consumption 39 mpg at a steady 75 mph. In addition to BX models' taut hydropneumatic suspension and powered braking BX16 TRS equipment includes low

profile extra-grip tyres and rear wash wipe for safety at speed in all conditions.

Principal Options: Light alloy wheels (four) with low profile tyres. Metallic Superlustre paint. Tinted glass. Hi-Fi sound package. Tweed cloth upholstery as pictured available in 1984.



## **THE CITROËN HYDROPNEUMATIC SYSTEM**

The Citroën hydropneumatic system delivers hydraulic power to brakes and suspension. Pressure is constantly primed but a substantial reserve remains when the engine is turned off.

## **THE BEST SUSPENSION SYSTEM EVER DEvised**

Cars with conventional spring suspension have a problem. Load them up and they sag under the weight, affecting comfort, handling, ground clearance and even, the aerodynamics and steering (because body attitude and steering geometry can alter).

A gas spring is different – its performance remains almost constant with load. So handling and ride quality remain as designed.

The BX's hydropneumatic suspension incorporates the gas spring sphere in a hydraulic system.

In normal use, the hydraulic fluid acts as a 'solid' coupling between the spring and the wheel.

When the gas spring is compressed as the car is loaded, its reduced volume is compensated for by additional hydraulic fluid pumped into the system. So the car's ground clearance, attitude and steering geometry remain correct regardless of load in the car.

## **AERODYNAMICS**

A properly designed aerodynamic car can cruise safely, remaining directionally stable despite crosswinds or the effects of


high-sided vehicles. For a given engine size an aerodynamic car will have greater power in reserve to overtake safely.

Adhesion and steering geometry will remain consistent because the car won't lift. Front and rear screens will remain more clear of rain or spray. And an aerodynamic body appreciably cuts wind noise stress on the driver.

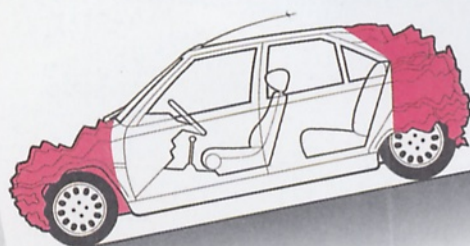
The BX further advances Citroën's total approach to aerodynamics. It follows a new approach to body design with exceptional interior space and a still better 0.34 drag coefficient. Its integral tail spoiler indicates the extent to which aerodynamics have



IN AERODYNAMICS, LITTLE DETAILS CAN CONTRIBUTE SIGNIFICANTLY TO PERFORMANCE.



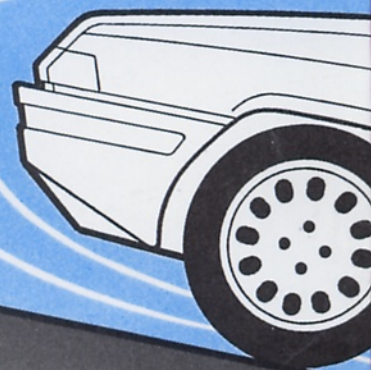
THE DRIVER OF A BX CAN INCREASE THE CAR'S GROUND CLEARANCE BY MEANS OF A SEAT-SIDE LEVER. THE CAR CAN ALSO BE LOWERED TO FACILITATE LOADING AND CARAVAN OR TRAILER HITCHING.



ALL CITROËN MODELS PROTECT PASSENGERS WITHIN A RIGID SAFETY COMPARTMENT. SURROUNDING ZONES ARE DESIGNED TO COLLAPSE, REDUCING FORCES UPON PASSENGERS.



HYDROPNEUMATIC SUSPENSION MAINTAINS A CONSTANT BODY HEIGHT AND ATTITUDE WHATEVER THE LOAD IN THE CAR. HANDLING AND AERODYNAMICS REMAIN CONSTANT.





been taken into account from the inception of the car. The spoiler is a part of the body panel, rather than an added afterthought.

These days you'll hear about aerodynamics from people who only began to take the subject seriously as fuel prices rose in the mid-seventies.

However, the story is not as simple as they sometimes make it sound. The BX's 0.34 may seem marginally less good than figures claimed for a recently introduced model from another manufacturer. But when profile and surface measurements are combined to take more meaningful account of the fact that any car is actually a three dimensional object, a different

picture emerges. Further, while these cars have conventional suspension, the BX has hydropneumatic suspension which maintains a constant body angle regardless of load in the car. Thus the BX's aerodynamics remain constant too. The result is that while others may theoretically have better aerodynamics in the wind tunnel, the BX is actually the most efficient in use.

### **SAFETY IN SPITE OF AN ACCIDENT**

In the quest for fuel savings the Citroën BX uses new body construction techniques that provide improved passenger space and protection while saving weight.

The bodyshell is designed as a safety cell surrounded by planned crumple zones.

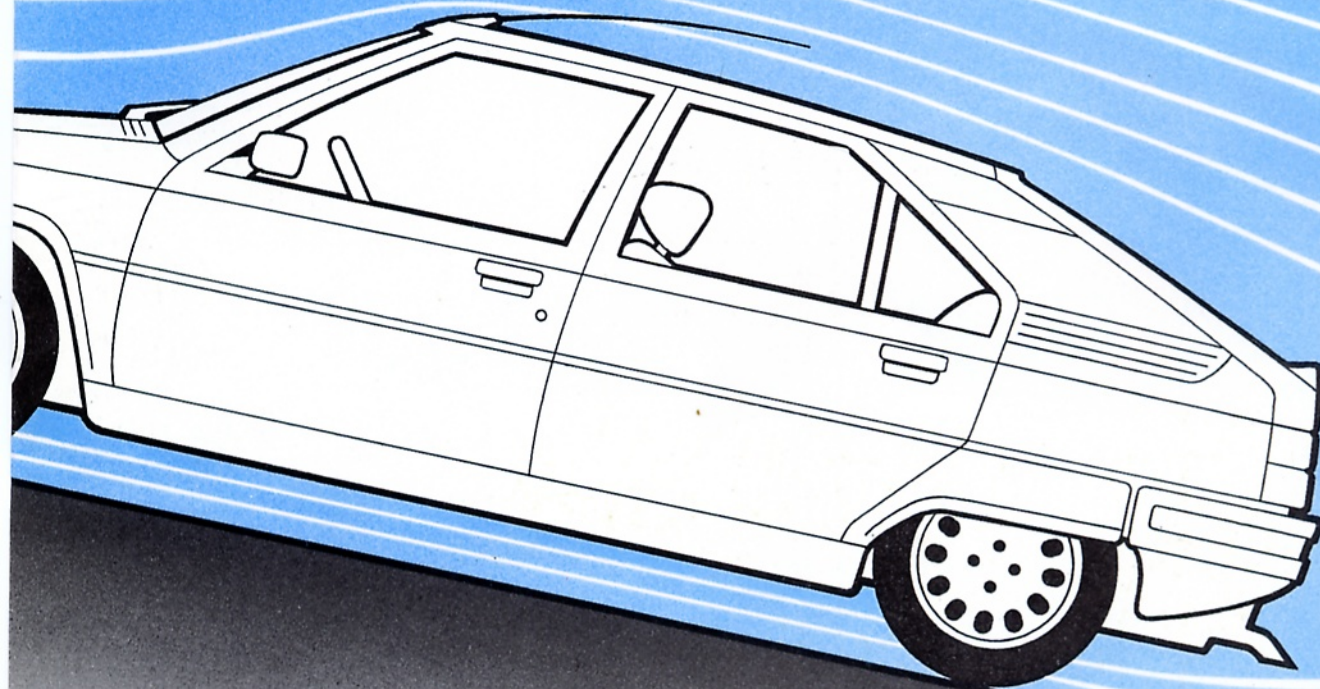
### **SAFETY INSTEAD OF AN ACCIDENT**

Accident prevention starts with the driver.

Comfort, good ventilation, ergonomic controls and a relaxed driving style begin to look like necessity not luxury.

The suspension and steering geometry have been refined to provide safer roadholding and straight-line, anti-drive braking. The effects of road surface irregularities on steering are also reduced and the hydropneumatic suspension maintains consistent handling regardless of load in the car.

In the wet, good airflow helps keep front and rear screens clear. Clever windscreen design allows the use of a large single wiper with its more effective cleaning arc and reduced tendency to lift at speed. The wiper also includes an integral washer unit to direct cleaning fluid straight on to the blade's wiper surface.

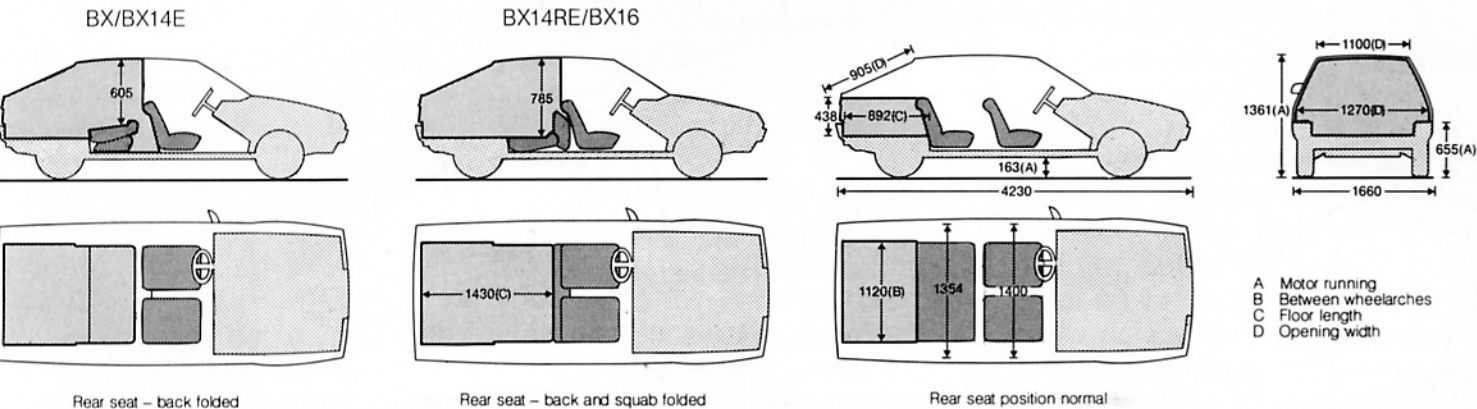




TECHNICAL SPECIFICATION

	BX	BX14 E/14 RE	BX16 RS/16 TRS
<b>Engine</b>			
Number of cylinders	4	4	4
Cubic capacity	1360cc	1360cc	1580cc
Bore and stroke	75 x 77mm	75 x 77mm	83 x 73mm
Compression ratio	9.3:1	9.3:1	9.5:1
Horsepower	62 hp (DIN) @ 5500 rpm	72 hp (DIN) @ 5750 rpm	92.5 hp (DIN) @ 6000 rpm
Torque	79.6 ft/lbs (DIN) @ 2500 rpm	79.6 ft/lbs (DIN) @ 3000 rpm	96.9 ft/lbs (DIN) @ 3500 rpm
Cooling system	Liquid cooled, electric fan with thermostatic control. (Twin fan on 1580cc)		
<b>Transmission</b>	Front wheel drive	Front wheel drive	Front wheel drive
Gearbox	Manual	Manual	Manual
Number of gears	4	5	5
mph/1000 rpm in top gear	18.4	19.2	21.1
Clutch type	Cable operated diaphragm type mechanical control		
<b>Steering</b>			
Type	Rack and pinion	Rack and pinion	Rack and pinion
Turns lock to lock	3.7	3.7	3.7
Turning circle between kerbs	33 ft 4 in	33 ft 4 in	33 ft 4 in
<b>Brakes</b>	Independent split circuit, power operated outboard disc brakes front and rear. Maximum brake pressure on rear wheels regulated depending on load on rear suspension.		
<b>Suspension</b>	All independent, low rate, self levelling hydropneumatic suspension which maintains constant 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.		
<b>Tyres*</b>	Michelin 145 SR-14 XZX/MX	Michelin 145 SR-14 XZX/MX	Michelin 170/65 R365 TRXAS/165/70 R14MXL
Ignition type	Transistorised with magnetic impulse		
Battery	12V 175/35 Ah	12V 175/35 Ah	12V 225/45 Ah
Alternator	675 Watts	675 Watts	675 Watts
<b>Interior capacities</b>			
Seating capacity	5	5	5
Boot capacity	15.7 cu ft (444 dm³)	15.7 cu ft (444 dm³)	15.7 cu ft (444 dm³)
Boot capacity with rear seat folded	51.4 cu ft (1455 dm³)	51.4 cu ft (1455 dm³)	51.4 cu ft (1455 dm³)
<b>Weights</b>			
Kerb weight	1984 lbs (900 kg)	1984 lbs (900 kg)	2094 lbs (950 kg)
Payload/max load	1058 lbs (480 kg)	1058 lbs (480 kg)	1058 lbs (480 kg)
<b>Official Government test fuel consumption figures</b>			
Urban cycle	36.7 mpg (7.7 L/100 km)	33.2 mpg (8.5 L/100 km)	31.4 mpg (9.01 L/100 km)
Constant 56 mph (90 km/h)	50.4 mpg (5.6 L/100 km)	51.4 mpg (5.5 L/100 km)	51.4 mpg (5.5 L/100 km)
Constant 75 mph (120 km/h)	37.7 mpg (7.5 L/100 km)	39.8 mpg (7.1 L/100 km)	38.7 mpg (7.3 L/100 km)
<b>Fuel tank capacity</b>	9.7 gallons (44 litres)	9.7 gallons (44 litres)	11.4 gallons (52 litres)
<b>Performance</b>			
Maximum speed	96 mph	101 mph	109 mph
Standing 400 m (secs)	19.5	18.7	17.7
Standing 1000 m (secs)	37.2	35.2	32.9
0-62 mph (100 km/h) (secs)	15.6	13.5	11.3

\*Tyres supplied will depend upon availability at time of supply.





# EQUIPMENT SPECIFICATION

	BX/BXME	BX14RE/BX16RS	BX16 TRS
<b>Dashboard</b>			
Trip and Total mileage recorders	○	○	○
Low fuel warning light	○	○	○
'Open-door' warning light display	—	—	○
Low battery charge warning light	○	○	○
Rear fog lamp warning light	○	○	○
Side, headlamp & main beam warning lights	○	○	○
Indicator warning light	○	○	○
Heated rear screen warning light	○	○	○
Low engine oil pressure warning light	○	○	○
Low hydraulic pressure warning light	○	○	○
Low hydraulic fluid warning light	○	○	○
Warning light test button	○	○	○
Hazard warning lights	○	○	○
Front brake pad wear warning light	○	○	○
Rev counter (tachometer)	—	—	○
Choke warning light	○	14RE only	—
Automatic choke	—	16RS only	○
Quartz digital clock	—	○	○
Water temperature warning light	○	○	○
Interior engine oil level gauge	—	—	○
Handbrake warning light	○	○	○
Radiator water level warning light	○	○	○
<b>Driving safety equipment</b>			
Illuminated heater controls	○	○	○
Inertia reel front seat belts	○	○	○
2-Speed+Intermittent windscreen wiper	○	○	○
Rear fog lamps	○	○	○
Reversing lamps	○	○	○
Electric windscreen washer	○	○	○
Heated rear window	○	○	○
Diagnostic socket	○	○	○
Day/night rear view mirror	○	○	○
Instrument rheostat	○	○	○
Childproof lock on rear doors	○	○	○
Protective side mouldings	—	○	○
Door reflectors	○	○	○
Econoscope	14E only	14RE only	—
Rear wash/wipe	—	○	○
Halogen headlamps	○	○	○
Laminated windscreen	○	○	○
Tinted windows with rear sun blinds	—	△	△
Low profile tyres	—	16RS only	○
Internally adjustable exterior driver's door mirror	○	○	○ (and passenger)
<b>Comfort and trim</b>			
Adjustable air vents (side and centre)	○	○	○
Ashtrays front and rear	○	○	○
Ignition lock	○	○	○
Courtesy mirror beneath front passenger sun visor	○	○	○
Adjustable front sun visors	○	○	○
Smoked glass rear quarter windows	—	—	○
Interior courtesy light	○	○	○
Adjustable interior roof mounted map reading light	—	—	○
3-speed air fan	○	○	○
Adjustable reclining separate front seats	○	○	○
Height adjustable front seats	—	—	○
Folding rear seat (see diagram)	○	○	○
Rear seat centre armrest	—	—	○
Front seat head restraints	○	○	○(and rear)
Cigar lighter (illuminated)	○	○	○
Rear passenger grab handles	—	—	○
Boot area light	○	○	○
Cloth seat upholstery	○	○	○
Alloy wheels (4) with low profile tyres	—	△	△
Metallic paint	△	△	△
Aerial and two speakers	○	○	○
Hi-Fi Package	—	—	△
Floor carpet	○	○	○
Central door locking (including hatch)	—	○	○
Electric front windows	—	○	○(and rear)
Removable rear parcel shelf	○	○	○
Illuminated glove box	○	○	○
Front door pockets	○	○	○
Locking petrol cap	○	○	○

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



NOTE: This brochure is intended to show the general appearance of Citroën cars. It depicts 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 1st September 1983. 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 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 this brochure.