

# ***EXPERIENCE THE BX***



**CITROËN BX**



# ENGINEERED FOR EFFICIENCY

The Citroën BX. It gives you more of what you want in a car – good looks, lively acceleration and crisp handling. It's smooth and stable at speed and it has a comfortable ride.

The BX is also more the car you need. Compact and aerodynamic, it has the practicality of a hatchback, generous interior space, it's easy on fuel, very durable – and on all petrol engined models a 12000 mile service will take less than two and a half hours.

## LOW DRAG

The BX achieves excellent aerodynamic figures without sacrificing individuality and style. Attention to details like the flush-fitting, bonded-in front and rear screens, closer-fitting body panels and smooth underpan result in the BX's superb drag coefficient of just 0.34 (BX14).

Taking measurements for surface and profile together, the BX scores an impressive 0.63 – around 10% better than other cars in its class. This combined figure is far more significant than profile alone. It

recognises that a car is a three dimensional object.

The BX's shape helps cut fuel consumption by as much as 5% at cruising speeds.

## MORE SPACE

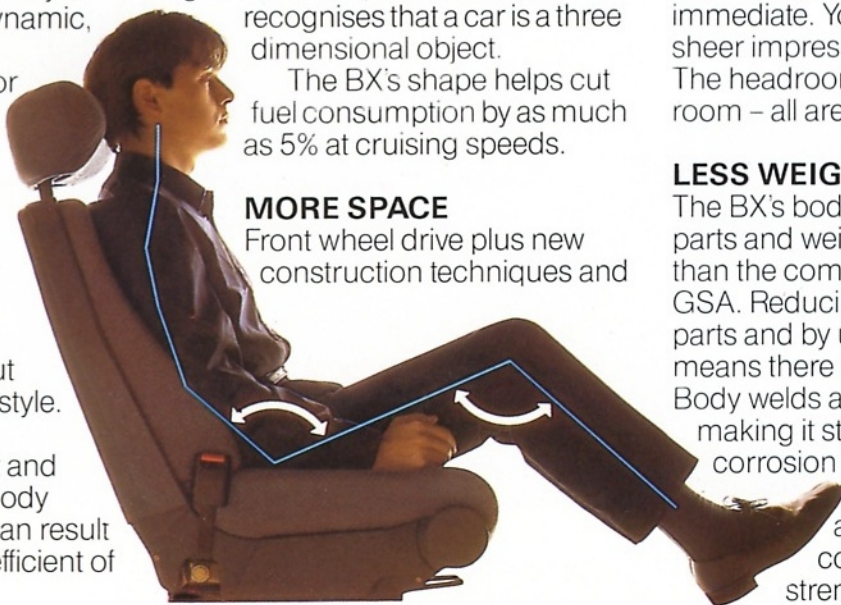
Front wheel drive plus new construction techniques and

computer aided design result in a highly aerodynamic bodyshell that actually has more room than some less aerodynamic designs. With an interior cabin width of 5'5" and cabin length of 5'7", the benefits are immediate. You'll be amazed by the sheer impression of space inside. The headroom, legroom and elbow room – all are of a larger car.

## LESS WEIGHT

The BX's bodyshell has 40% fewer parts and weighs around 80lbs less than the comparably sized Citroën GSA. Reducing the number of body parts and by using larger panels means there are fewer joints.

Body welds are reduced in number making it stronger and more corrosion resistant. Door pillars and floor pan meet in a special load-spreading configuration to increase strength and resistance to



## LOVES DRIVING

Good aerodynamics and low weight don't just save fuel. They give the BX superior top speed, acceleration and handling.

Whichever BX you test you'll be impressed by the crisp, taut handling and firm ride of this new generation Citroën.

A new design combines Citroën's unique self-levelling hydropneumatic suspension with the simplicity of MacPherson struts and trailing arms – without compromising comfort. At the front, the hydropneumatic system has been built into the MacPherson strut in a single compact unit. Rear suspension is by trailing arms with similarly built-in hydropneumatic units.

Anti-roll bars front and rear cut body sway to a minimum, while front wheel drive and precise rack-and-pinion steering also ensure tidy cornering. All round disc brakes are power operated – producing massive stopping forces instantly and automatically adjusted to the loads in the car.

Self-levelling suspension doesn't just give a superior ride. It will compensate for changes in the load in the car, so handling is consistently good, and body height and angle are maintained at the optimum aerodynamic efficiency. This means the BX's aerodynamic performance always matches figures obtained in the wind tunnel. So, although other cars may look good in theory, in practice there's really no comparison.

Once behind the wheel of a BX you'll appreciate the way it puts all major controls within reach without

your hands leaving the wheel. The driver's seat is scientifically designed to introduce wheel and instruments at the correct angle. A wide range of adjustments is available, based on recent studies of optimum limb positions for comfort and control. And for those with really long legs there is an accessory which allows the front seat to be moved rearward by an extra 3." Seat reclining adjustment is by means of a knob incorporated into the front of the seat.

Front seat belt reels are in the door pillar, while the belt anchor point on the seat itself is more convenient and more effective.

The front seats' slim moulded backs provide extra legroom for passengers behind.

The BX's good ventilation is the result of the same attention to detail. Top models boast six dashboard ventilation outlets, including demist for side windows. A curtain of warm air insulates the cabin at window level, while a total of 11 vents circulate fresh or warm air at three different levels. The air in the car is changed every 15 seconds.

Air conditioning will be available as an option during 1985.

## HIGHLY PRACTICAL

The BX seats five comfortably and still carries almost 16 cu.ft. of luggage – that is more load space than many other cars in its class. Fold the rear seats and the BX becomes an accommodating and versatile hatchback, taking objects as long as 4'8" with load space to the roof of 51.4 cu.ft. The low rear lip makes loading easier.

side impact. The compact pillars and doors are curved for maximum interior space. Bonded in front and rear screens are made of lighter glass, reducing the weight of one of the heavier elements in any car.

## NEW MATERIALS

The first full production car to exploit modern synthetic materials for large non-structural panels. The hatchback and, on most models, the bonnet are made from polyester glass fibre which resists knocks and bumps better than steel. These modern materials weigh some 30% less than steel at no cost to strength and with no risk of corrosion. A major reduction in the overall weight is effected by employing high density plastic or polypropylene for bumpers, as well as the fuel flap, fuel tank, ventilation intakes, roof finishing panels and rear quarter panels.

Special high-strength steel is used in critical areas of the structure to improve its strength-to-weight ratio and impact absorption. The metals' lower carbon content reduces the likelihood of rust.



# SIMPLE TO MAINTAIN

The BX range offers a choice of transverse-mounted water-cooled engines giving five levels of performance. All petrol BXs have overhead camshaft and a crossflow cylinder head for thermodynamic efficiency and good fuel economy.

## ENGINEERED FOR PERFORMANCE

The highly successful Citroën BX series has just been joined by a high performance model. The new Citroën BX 19GT.

This latest BX is powered by a superb new 1905cc all alloy dual

choke carburettor petrol engine producing a new order of performance.

The new engine incorporates a number of refinements that help produce a full 105 HP with a flat torque curve, giving a smooth surge of power with less gearchanging.

Low weight and even better aerodynamics make for lively acceleration 0 to 60 mph in just 9.9 seconds; a top speed of 115 mph and fuel consumption as good as 38 mpg at a constant 75 mph. At a steady 56 mph this is an even better 49 mpg.

BX16RS and BX16TRS models use a 1580cc engine with 92 HP giving acceleration from 0 to 60 mph in 11.2 seconds and a top speed of 109 mph. A five-speed gearbox is standard on both models.

A compact light alloy OHC 1360cc engine offers two levels of performance – 72 HP with a five-speed gearbox or 62 HP and a four-speed gearbox. It takes the 72HP BX14E and BX14RE from 0 to 60 mph in 13.4 secs. with a top speed of 101 mph while the 62HP BX goes from 0 to 60 mph in 15.5 secs. with a top speed of 96 mph.

The high performance 4 cylinder OHC diesel engine of 1905cc capacity in the BX19RD develops 65 HP. This gives smooth, quiet acceleration from 0 to 60 mph in 15.4 secs. and a top speed of 98 mph. The engine's high torque makes town driving easier.

Both 1580cc BX models are available with a brand new automatic gearbox as an option. This four-speed unit gives improved fuel economy in town with good acceleration due to partial lock-up on third gear and full lock-up on fourth. This latest development in automatic gearbox design effectively combines the convenience of an automatic with the performance and economy of a manual gearchange.



# BX

## SAFE AND SURE

The BX has all the safety of Citroën powered braking which delivers massive and immediate stopping power to the large disc brakes all round. The BX's suspension geometry gives it anti-dive braking.

Visibility is exceptional thanks to the low waistline, slim pillars and large glass area. The single large wiper on the BX's raked windscreen has less tendency to lift at speed and gives a more efficient cleaning arc than the usual two small wipers. The wiper arm has an integral washer and has two speeds, plus intermittent. All models feature an internally adjustable driver's door mirror and, on some, there is the addition of an internally adjustable passenger door mirror.

The BX incorporates design features that make it safer in the event of an accident. Occupants are securely contained within a special safety cage, around which crumple zones deform progressively.

Front screen is laminated safety glass, while front and rear glass is bonded-in to increase body strength.

## HATES GARAGES

Even the fastest BX achieves fuel consumption figures as good as 49 mpg at a steady 56 mph, but of course there's more to economy than just fuel consumption.

Designed and built from the outset as a low maintenance car, the petrol BX's major service intervals are 12000 miles apart. At 6000 miles an oil change is all that's required, and with sump suction pump draining, oil change time is further reduced. Transistorised ignition eliminates the contact breaker by using magnetic triggering. This and features like the diagnostic plug, self-adjusting clutch and disc brakes all-round that never need adjusting, reduce labour time on petrol engine BXs to under two and a half hours for a 12,000 mile service. Brake pads can be changed without special tools – the discs themselves removed with just two bolts. Hydropneumatic suspension eliminates routine replacement of shock absorbers. Fuses and major electrical junctions are easily accessible in a hinged panel under the dashboard.

Unnecessary complications are further eliminated by integrating the filler cap with the fuel flap – so there's no chance you'll forget to replace it. And there's only one key to the car. Most models feature central locking (including the hatch) as standard.

The BX's bumpers need no metal shock absorbers. They are totally moulded but they're tough enough to withstand impacts at parking speeds. Lights are not built into the

bumpers reducing the danger of parking damage. Front and rear light clusters can be easily replaced without tools.

The BX is built to survive. The bodysell's fewer welds and two-piece door design reduce potential rust traps. The body is protected by an overall cataphoretic dip, complemented by thorough zinc protection at strategic points. Extensive wax treatment and use of



flexible sealants are standard, while moulded liners protect wheel arches from flying stones. New synthetics employed in the bonnet, hatchback and bumpers take knocks that would dent steel. They also weigh less than steel and can't rust. A major reduction in overall weight is effected by employing synthetics for the fuel flap, fuel tank, ventilation intakes, roof finishing panels and rear quarter panels.

Special high-strength steels are used in critical areas of the structure to improve strength-to-weight ratios or impact absorption. The lower carbon content reduces the likelihood of rust.





***RESISTS THE ELEMENTS***



## **BX**

The range begins with the big value 5-seat, 5-door hatchback BX. With a 1360cc engine delivering 62 HP via a four-speed gearbox this BX goes to a top speed of 96 mph.

Generous interior specification includes cloth-trimmed upholstery and two-way adjustable reclining front seats with head restraints.

Standard fittings on all BX models are laminated windscreen, halogen

headlamps, single wiper and integral wash with two speeds plus intermittent, heated rear windscreen and internally adjustable driver's door mirror. Roof aerial and three speakers (two high frequency units and one bass unit) are also included as standard. One key fits ignition, all doors, tailgate and fuel filler flap. Luggage space is 15.7 cu.ft; with rear seat back folded this becomes a remarkable 51.4 cu.ft.

Principal option: Superlustre metallic paintwork.

## **BX14E**

A higher performance 1360cc engine producing 72 HP. The five-speed gearbox takes the BX14E to a top speed of 101 mph with rapid acceleration from 0 to 60 mph in 13.4 seconds.

Fuel consumption as good as 51.4 mpg is achieved at a constant 56 mph.

Principal option: Superlustre metallic paintwork.



***PRACTICAL AND CLEVER***



## **BX14RE**

Has the same mechanical equipment as the BX14E but with more complete

specification. Standard fittings include central door locking, electric front windows, rear wash/wipe, protective side mouldings and quartz digital clock. Luxuriously upholstered throughout in checked cloth. The rear seat and back fold fully forwards

giving a flat load area.

Principal options: Superlustre metallic paintwork.

Tinted windows and rear sunblinds. Alloy wheels (4) and low profile tyres. Tilting/sliding/removable electric sunroof.

# APPLIED TECHNOLOGY

## **BX 16RS**

This high-powered BX model is a real driver's car with excellent interior finish and exciting performance.

The BX 16RS has the same generous specification as the BX 14RE plus the added benefit of a 1580cc 92 HP engine, with transistorised ignition and automatic choke. A 5-speed gearbox is standard. Its rapid acceleration (0-60 mph in 11.2 seconds) and high top speed (109 mph) demand low-profile, high-grip MXL tyres fitted as standard.

Other features include distinctive wheel trims.

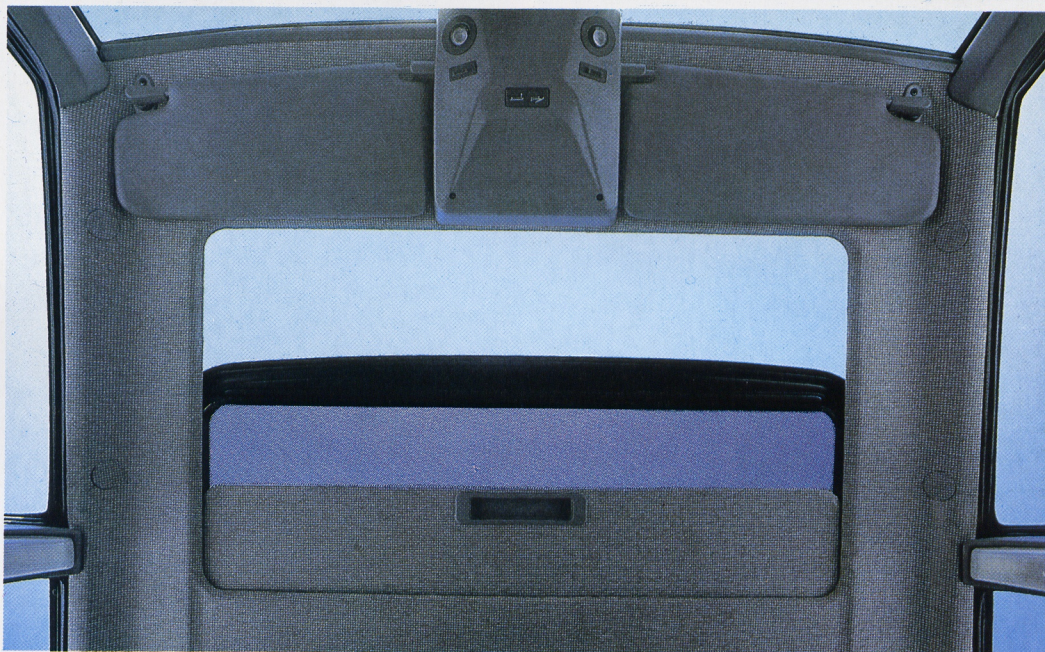
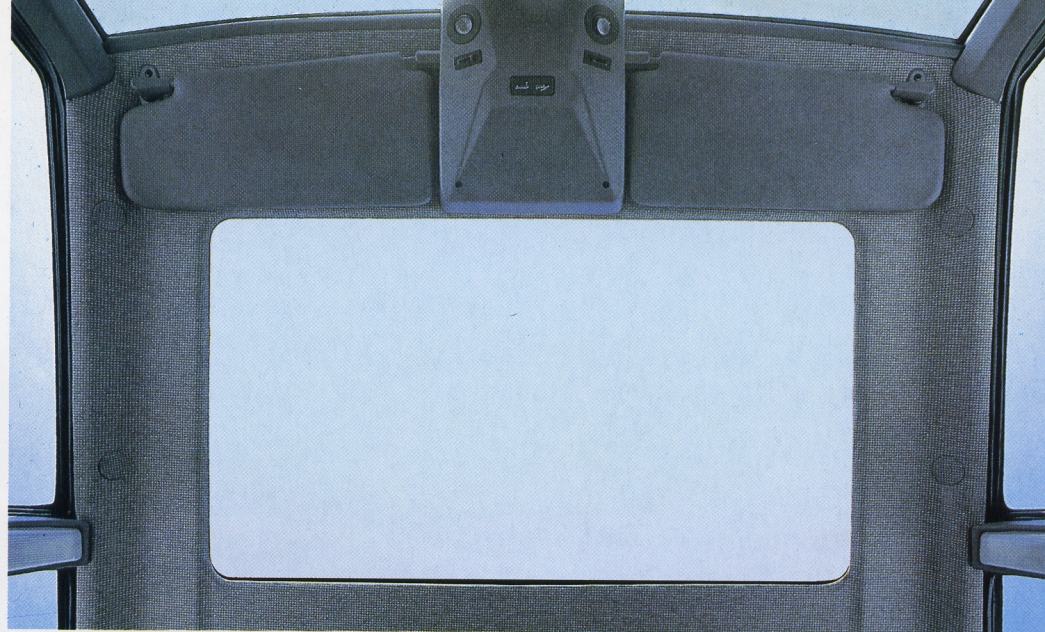
The BX 16RS is now available with the option of a new four-speed automatic gearbox. Partial lock-up on third gear and full lock-up on fourth give outstandingly good fuel economy with good acceleration.

This gives you all the convenience of automatic with the performance of a manual.

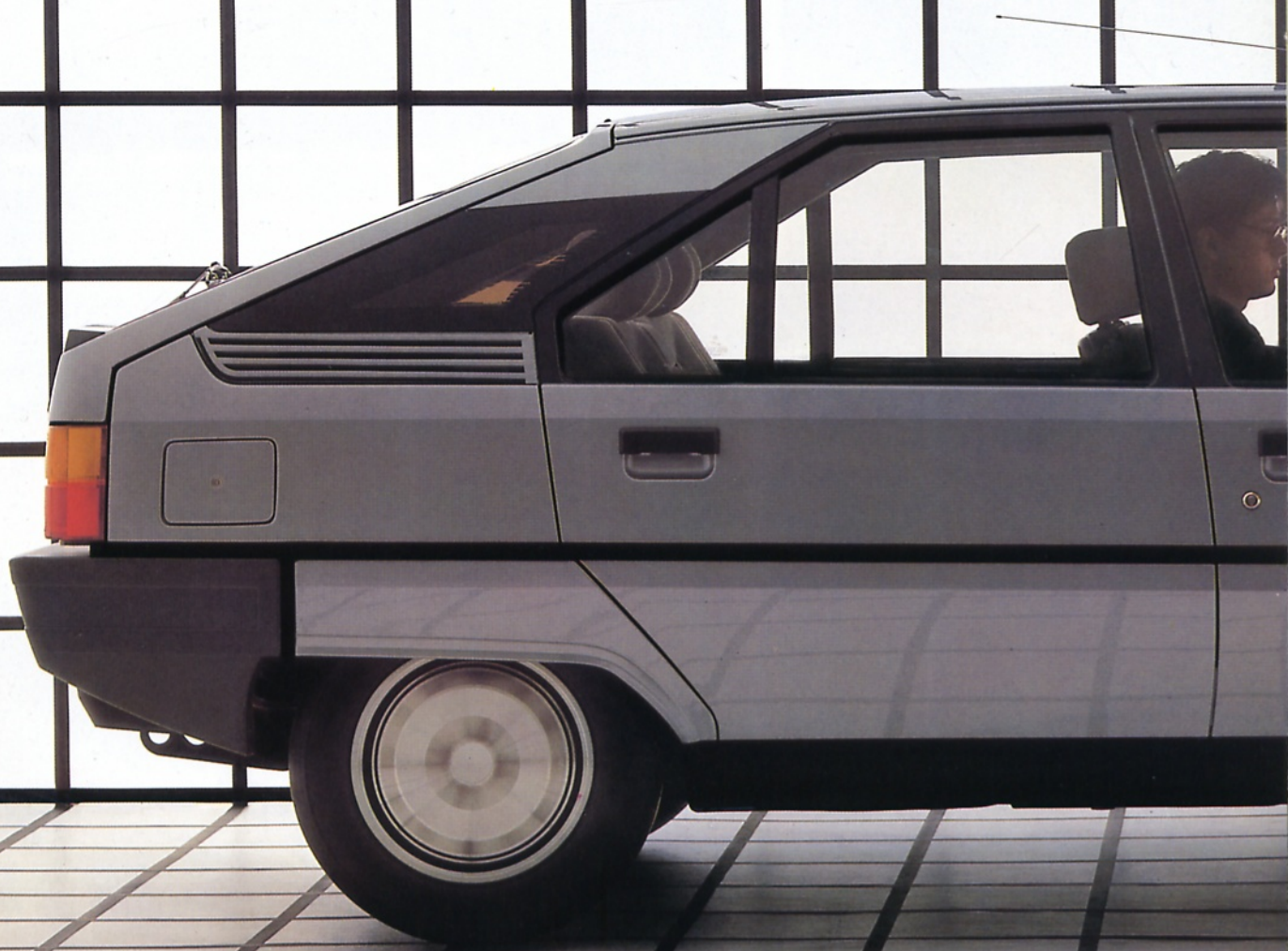
Principal options: Superlustre metallic paintwork.

Tinted windows and rear sunblinds. Alloy wheels (4). Tilting/sliding/removable electric sunroof. Power steering. 4 speed automatic gearbox. Rear seat belts.





# STREAMLINED STYLE



## ***BX 16TRS***

This fast, luxury equipped BX model has a high-performance 1580cc engine delivering 92 HP via a five-speed gearbox. It takes the BX 16TRS to a top speed of 109 mph with acceleration from 0-60 mph in just 11.2 seconds.

Bodyshape is designed for maximum aerodynamic efficiency to give smooth, easy cruising at high

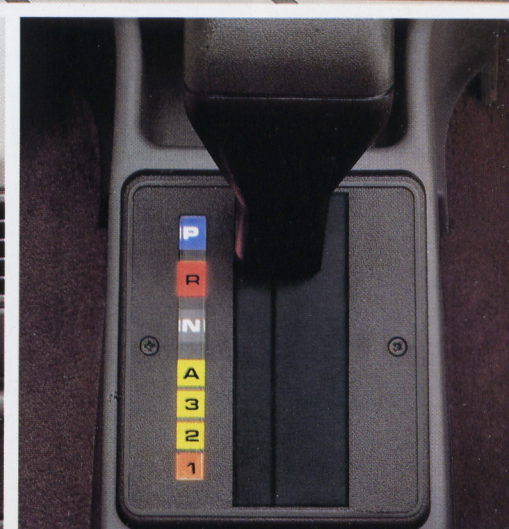
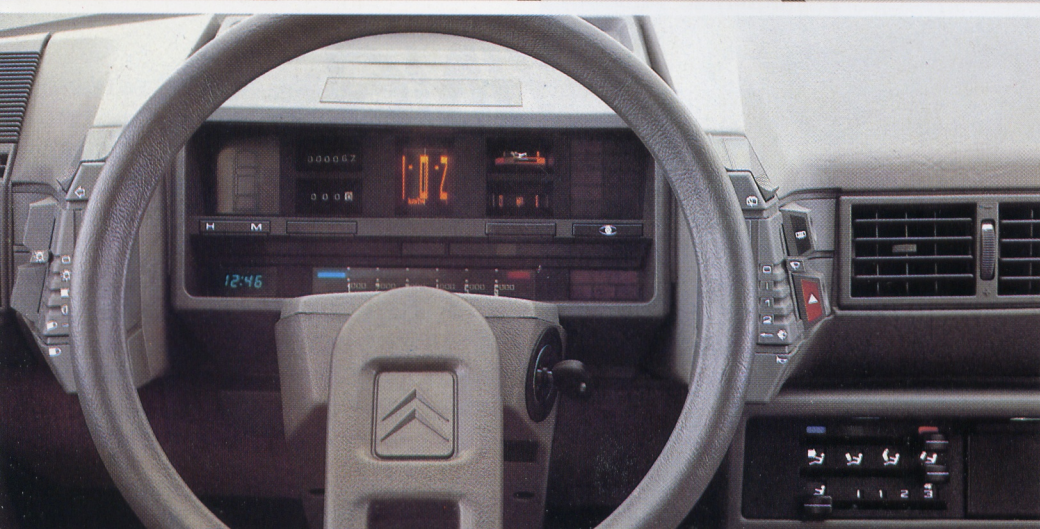
speeds and increased resistance to the effect of side winds. The rear tinted quarter-lights add to the cars feeling of interior space.

Fuel economy as good as 40 mpg is achieved at a constant 75 mph.

The BX 16TRS has the advantage of the BX range's firm self-levelling suspension and powered braking and has low-profile, high-grip MXL tyres as standard.

Comprehensive instrumentation includes a 'door-open' warning system, a linear tachometer and electric oil level gauge. Electric windows front and rear are fitted as standard.

Options include power steering and light alloy wheels, as well as the new four-speed automatic gearbox available on the BX 16RS.





# DESIGNED FOR LIVING

## **BX 16TRS**

Inside, the BX 16TRS is finished to a high standard of luxury. Driver's and front passenger's seats are adjustable for cushion angle while rear passengers enjoy wide contoured seats with a folding centre arm rest. Both front and rear seats are complete with head

restraints; seat belts are colour co-ordinated. The BX 16TRS is upholstered throughout in checked cloth, including seat backs and door inserts, with carpeting on the lower quarter panels of the door to protect from scuffs.

Constant ventilation throughout the car is maintained by a more

powerfully boosted system directed through six dashboard vents as well as a centre console duct for rear passengers.

All five doors have central locking and there's a dashboard door-open warning system. Courtesy lights are activated by both front and rear doors; there is a two-way adjustable



map reading light and both driver and passenger door mirrors are internally adjustable.

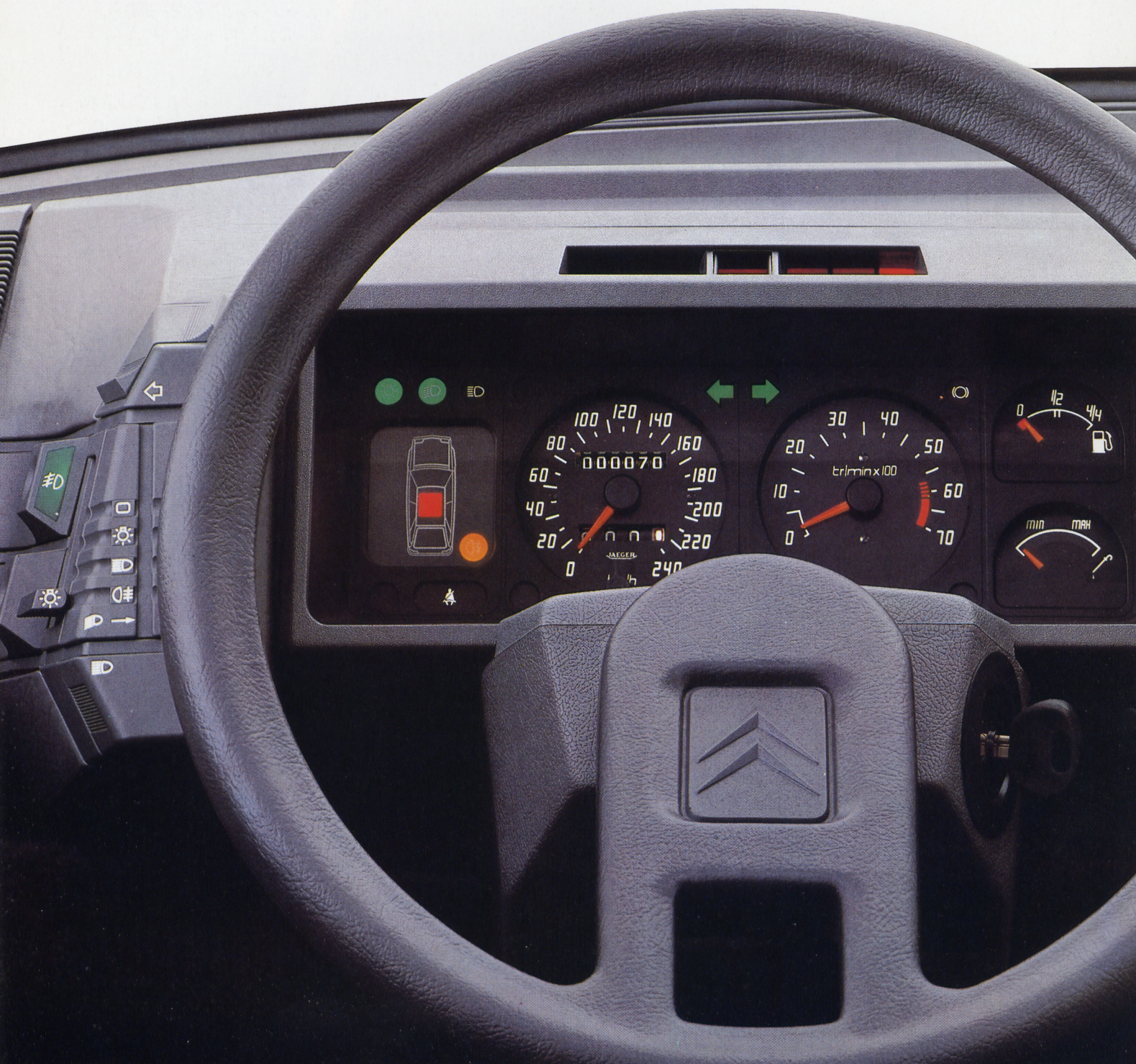
Principal options: Superlustre metallic paintwork. Tinted windows and rear sunblinds. Alloy wheels (4). Tilting/sliding/removable electric sunroof. Power steering. 4-speed automatic gearbox. Rear seat belts. Tweed upholstery. Audio package. Note: Air conditioning shown will be available during 1985.







***EXPERIENCE THE NEW BX***



# 19GT

## BX 19GT

The top of the range model; 1905cc petrol engine developing 105 HP through a 5-speed gearbox for a top speed of 115 mph and 0 to 60 mph in 9.9 secs. The new BX 19GT incorporates the full range of engineering advances that have made the BX one of the most innovative new cars ever introduced.

Aerodynamic but with a strong light bodyshell. Taut positive handling with legendary Citroën comfort. Tough and reliable.

Luxurious throughout; the BX 19GT has the same equipment specification as the BX 16TRS plus the addition of responsive power steering as standard and exclusive diagonal tweed cloth upholstery. The BX 19GT has a new sporty dashboard with traditional round dial instruments, tachometer and dual function oil indicator. A new on-board computer logs petrol consumption, average speed, time elapsed, ETA and fuel tank range amongst its 15 functions.

Externally the BX19GT is recognised by its integral front fog



lamps and larger rear spoiler; wheels are shod with wide low profile MXV tyres and have distinctive new wheel covers.

Principal options : Superlustre metallic paintwork. Tinted windows and rear sunblinds. Alloy wheels (4). Tilting/sliding/removable electric sunroof. Rear seat belts. Audio package.

## A TEST DRIVE - A REVELATION

The new BX 19GT offers the sort of performance you'd expect from a low weight car with a powerful engine. But it also offers something more subtle - sporty handling *and* comfort to Citroën's legendary standards. Whether you are presently driving a saloon or a more sporty car, a test drive will be a revelation of how successfully the BX19GT can combine both qualities without compromising either.



# *QUICK AND FUEL CONSERVING*



Take the advanced BX bodyshape. Add one of the best diesel engines built today.

And you've got the BX Diesel; a diesel which can outperform,

outdrive and outlast the rest of the competition put together.

## **AN EASIER WAY TO DRIVE**

At the turn of the key whatever the weather conditions the BX Diesel starts at a touch and pulls away strongly and smoothly without

hesitation, even when cold.

The 1905cc engine develops 65 HP. Lively and exciting to drive thanks to an unmatched power to weight ratio for a diesel car, the BX diesel accelerates from 0 to 60 mph in 15.4 secs and has a top speed of 98 mph. Ideal for effortless smooth stable motorway cruising. The torque characteristics mean a much better response in low gears and at low



speeds with less tiresome gearchanges and less wasteful fuel consumption – so it's ideal for town driving too.

#### **A MORE ECONOMIC WAY TO DRIVE**

No carburettor, no distributor, no ignition, no choke, no coil, no plugs. Replace all these with one highly reliable diesel pump and four simple injectors and the sheer reliability of diesel is inescapable.

Maintenance costs are less. Diesel fuel costs less. And what

economy; through the standard 5-speed gearbox you get 43.5 mpg in town; 60.1 mpg at a constant 56 mph. With the BX Diesel the average motorist can cut his costs by about 2p per mile.

#### **A LONGER LASTING WAY TO DRIVE**

The BX Diesel engine is not simply a converted petrol engine but one specifically designed for maximum economy, working life and smooth performance. With inherently less to go wrong, major service intervals are every 15000 miles. Servicing times in total average out at just 2.7 hours per year.

#### **A MORE LUXURIOUS WAY TO DRIVE**

The BX Diesel is not a basic car; equipment is to the same high specification as on the BX 16RS. Central door locking, electric front windows, rear wash/wipe and low profile tyres are all standard.

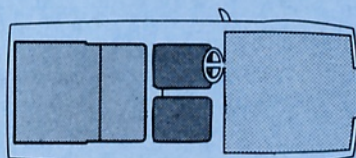
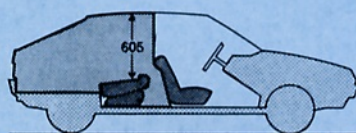
Principal options : Superlustre metallic paintwork. Tinted windows and rear sunblinds. Alloy wheels (4). Tilting/sliding/removable electric sunroof. Power steering. Rear seat belts.

# TECHNICAL SPECIFICATION

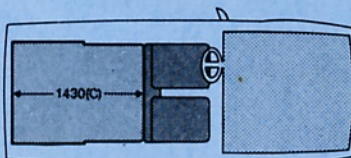
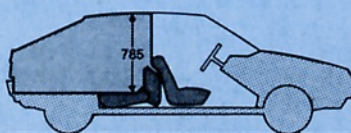
	BX	BX14 E/14 RE	BX16 RS/16 TRS		BX19 GT	BX19 RD
Engine						
Number of cylinders	4	4	4		4	4
Cubic capacity	1360 cc	1360 cc	1580 cc		1905 cc	1905 cc
Bore and stroke	75 × 77 mm	75 × 77 mm	83 × 73 mm		83 × 88 mm	83 × 88 mm
Compression ratio	9.3:1	9.3:1	9.5:1		9.3:1	23.5:1
Horsepower	62 hp (DIN) @5500 rpm	72 hp (DIN) @5750 rpm	Manual: 92 hp (DIN) @6000 rpm	Automatic: 92 hp (DIN) @6000 rpm	105 hp (DIN) @5600 rpm	65 hp (DIN) @4600 rpm
Torque	79.4 ft/lbs (DIN) @2500 rpm	79.4 ft/lbs (DIN) @3000 rpm	Manual: 101 ft/lbs (DIN) @3500 rpm	Automatic: 101 ft/lbs (DIN) @3250 rpm	119.1 ft/lbs (DIN) @3000 rpm	88.1 ft/lbs (DIN) @2000 rpm
Cooling system	Liquid cooled, electric fan with thermostatic control.					
Transmission			Front wheel drive			
Gearbox	Manual	Manual	Manual	Automatic	Manual	Manual
Number of gears	4	5	5	4	5	5
mph/1000 rpm in top gear	18.4	19.2	21.1	21.2	21.0	22.5
Clutch type	Cable operated diaphragm type mechanical control			N/A	Cable operated diaphragm type mechanical control	
Steering						
Type	Rack and pinion	Rack and pinion	Rack and pinion (Power assistance optional)		Rack and pinion (Power assisted)	Rack and pinion (Power assistance optional)
Turns lock to lock	3.7	3.7	3.7 2.8 (Power assisted)		2.8	4.4 2.8 (Power assisted)
Turning circle between kerbs	33 ft 4 in	33 ft 4 in	33 ft 4 in 33 ft 11 in (Power assisted)		33 ft 11 in	33 ft 5 in 33 ft 11 in (Power assisted)
Brakes	Independent split circuit, power operated outboard disc brakes front and rear. Maximum brake pressure on rear wheels regulated depending on load on rear suspension.					
Suspension						
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.						
Tyres (Michelin)	145 SR-14 MX	145 SR-14 MX	165/70 R14 MXL		165/70 R14 MXV	165/70 R14 MXL
Ignition type			Transistorised with magnetic impulse			N/A
Battery	12V 175/35Ah	12V 175/35Ah	12V 225/45Ah		12V 225/45Ah	12V 300/50Ah
Alternator			675 Watts			
Interior capacities						
Seating capacity			5			
Boot capacity			15.7 cu ft (444 dm³)			
Boot capacity with rear seat folded			51.4 cu ft (1455 dm³)			
Weights						
Kerb weight	1984 lbs (900 kg)	1984 lbs (900 kg)	2094 lbs (950 kg)		2205 lbs (1000 kg)	2183 lbs (990 kg)
Payload/max load	1058 lbs (480 kg)	1058 lbs (480 kg)	1058 lbs (480 kg)		1014 lbs (460 kg)	1080 lbs (490 kg)
Official Government test fuel consumption figures						
			Manual	Automatic		
Urban cycle	36.7 mpg (7.7 L/100 km)	33.2 mpg (8.5 L/100 km)	31.0 mpg (9.1 L/100 km)	32.5 mpg (8.7 L/100 km)	30.7 mpg (9.2 L/100 km)	43.5 mpg (6.5 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)	48.7 mpg (5.8 L/100 km)	48.7 mpg (5.8 L/100 km)	60.1 mpg (4.7 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)	40.4 mpg (7.0 L/100 km)	37.2 mpg (7.6 L/100 km)	37.7 mpg (7.5 L/100 km)	45.6 mpg (6.2 L/100 km)
Fuel tank capacity	9.7 gallons (44 litres)	9.7 gallons (44 litres)	11.4 gallons (52 litres)		11.4 gallons (52 litres)	11.4 gallons (52 litres)
Performance						
			Manual	Automatic		
Maximum speed	96 mph	101 mph	109 mph	106 mph	115 mph	98 mph
Standing 400 m (secs)	19.5	18.7	17.7	19.3	17.1	19.6
Standing 1000 m (secs)	37.2	35.2	32.9	35.6	32.0	36.9
0-62 mph (100 km/h) (secs)	15.6	13.5	11.3	13.8	10.0	15.5
Towing Weights (with brakes)						
	2204 lbs (1000 kg)	2204 lbs (1000 kg)	2425 lbs (1100 kg)		2425 lbs (1100 kg)	2425 lbs (1100 kg)

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

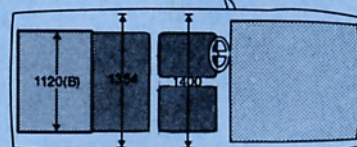
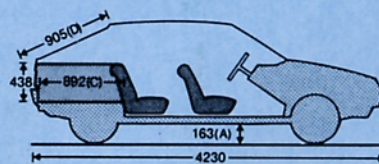
BX/BX14E



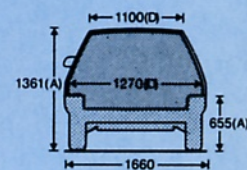
BX14RE/BX16/BX19



Rear seat - back and squab folded



Rear seat position normal



- A Motor running
- B Between wheelarches
- C Floor length
- D Opening width

EQUIPMENT SPECIFICATION

	BX/BX 14E	BX 14 RE/BX 16 RS/BX 19 RD	BX 16 TRS	BX 19 GT
Dashboard				
Trip and Total mileage recorders	○	○	○	○
Low fuel warning light	○	○	○	○
'Open-door' warning light display	—	—	○	○
Low battery charge warning light	○	○	○	○
Rear fog lamp warning light	○	○	○	○
Side, headlamp & main beam warning lights	○	○	○	○
Indicator warning light	○	○	○	○
Heated rear screen warning light	○	○	○	○
Low engine oil pressure warning light	○	○	○	○
Low hydraulic pressure warning light	○	○	○	○
Low hydraulic fluid warning light	○	○	○	○
Emergency/stop warning light	○	○	○	○
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	—	○	○	○
On board computer (inc. clock)	—	—	—	○
Water temperature warning light	○	○	○	○
Interior engine oil level gauge	—	—	○	○
Interior engine oil level warning light	○	○	—	—
Handbrake warning light	○	○	○	○
Radiator water level warning light	○	○	○	○
Driving safety equipment				
Illuminated heater controls	○	○	○	○
Inertia reel front seat belts	○	○	○	○
Rear seat belts	□	△/□ 14RE	△	△
2-Speed+intermittent windscreen wiper	○	○	○	○
Front fog lamps	□	□	□	○
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 opening warning reflectors	○	○	○	○
Econoscope	14E only	14RE only	—	—
Rear wash/wipe	□	○	○	○
Halogen headlamps	○	○	○	○
Laminated windscreen	○	○	○	○
Tinted windows with rear sun blinds	—	△	△	△
Twin air horns	—	—	—	○
Low profile tyres	—	○	○	○
		(Not 14RE)		
Internally adjustable exterior door mirror	○	○	○(and passenger)	○(and passenger)

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.

EQUIPMENT SPECIFICATION

	BX/BX 14E	BX 14 RE/BX 16 RS/BX 19 RD	BX 16 TRS	BX 19 GT
Comfort and trim				
Adjustable air vents (side and centre)	○	○	○	○
Ashtrays front (illuminated) 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	—	—	○	○
Map pockets on rear of front seats	—	—	○	○
Front door map pockets	—	—	○	○
Air conditioning (optional)		Available in 1985		
3-speed air fan	○	○	○	○
Adjustable reclining separate front seats	○	○	○	○
Tilt adjustable front seats	—	—	○	○
Folding rear seat (see diagram)	○	○	○	○
Rear seat centre armrest	—	—	○	○
Front seat head restraints	○	○	○(and rear)	○(and rear)
Cigar lighter (illuminated)	○	○	○	○
Rear passenger grab handles	—	—	○	○
Boot area light	○	○	○	○
Cloth seat upholstery	○	○	○	○
Tweed cloth	—	—	△	○
Alloy wheels (4) with low profile tyres	—	△	△	△
Metallic paint	△	△	△	△
Power assisted steering	—	△(16RS, 19RD)	△	○
Aerial+ three speakers	○	○	○	○
Audio package	—	—	△	△
Floor carpet	○	○	○	○
Central door locking (including hatch)	—	○	○	○
Electric front windows	—	○	○(and rear)	○(and rear)
Removable rear parcel shelf	○	○	○	○
Illuminated glove box	○	○	○	○
Front door pockets	○	○	○	○
Electric sunroof	—	△	△	△
Locking fuel filler flap	○	○	○	○
Automatic gearbox	—	△(16RS only)	△	—

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

# BETTER IDEAS BUILD BETTER CARS

In the past five years good aerodynamics have become a major selling point. Yet one major manufacturer, Citroën, has made aerodynamics a basic design starting point for not just five or ten years, but nearly fifty. This pre-dates the recent concern for good fuel economy and, as other manufacturers are beginning to discover, many other performance parameters are also affected – leading in turn to new disciplines for the designer.

Obviously, aerodynamics affect power and acceleration. Top speed for a given engine size can be increased. And, while acceleration from a standstill may be slightly better, overtaking (and thus safety) can be improved because the engine has more power in reserve.

But aerodynamics also have a marked effect on handling, reducing the tendency of the car's nose to lift, which can affect steering and degrade roadholding. The danger of wandering in crosswinds or when overtaking can be minimized.

This last factor can be particularly crucial in the overall design of a car – because aerodynamics must be tailored to weight distribution. Front wheel drive ensures the weight is well forward. And as front wheel drive pulls the car, rather than pushes from behind, directional stability is further improved.

Aside from helping dictate the original body shape, aerodynamic studies enable the designer to tidy up minor exterior details which together could increase drag and introduce such innovations as a smoothly bonded-in windscreen.

Features such as front air dam or rear spoiler can be tailored to further reduce drag or to prevent lift.

Studies also help chart the necessary movement of air in and out of the car for ventilation and

cooling. This enables the BX radiator intake to be optimised for maximum efficiency with minimum drag. The underside of the car is designed to the same critical standards as the visible parts of the car – front wheel drive again helps here by minimising under-body components.

The recent use of aerodynamic figures to promote sales has tended to increase confusion on the subject. Long, low cars can offer a less resistant profile to the air, producing some spectacularly good figures. Measured purely as profile – this is known as CX.

Unfortunately, a car is a three dimensional object with width and surface resistance (measured together with profile this is known as CXs). Thus, in theory, a large car with



a good profile figure could be less efficient aerodynamically in practice. Most people drive smaller cars these days and, due to the demands of interior space, these cars almost inevitably offer a less good figure. But in practical terms they can offer considerable savings due to their efficient surface aerodynamics. The BX combines medium size, good interior space and very efficient overall aerodynamics, rivalling – and in some circumstances comfortably beating – the figures for larger cars which are generally held to have very good aerodynamics.

### SELF-LEVELLING

Surprisingly perhaps, one of the BX's most effective aerodynamic measures starts not with body shape but with the suspension system. Citroën's unique self levelling hydropneumatic suspension contributes further to aerodynamics by maintaining body height and angle regardless of the weight inside the car.

In a car with a conventional suspension, these can vary considerably between a load of just the driver and a load of four passengers and luggage as well.

Any change can significantly affect airflow over and under the car. Thus the aerodynamic performance of a car with conventional suspension cannot really be compared with that of a Citroën BX whose aerodynamics remain optimal under all conditions.

Hydropneumatic suspension allows the BX to be sprung for comfort and traction because it will not 'sag' under heavy loads. This is particularly important with a

hatchback where a conventionally suspended car would have spring rates chosen as a compromise between heavy and normal loads, unlikely to be ideal for either.

Hydropneumatic suspension also works in conjunction with steering geometry to provide straight-line, anti-dive braking and to reduce the effects of surface irregularities on steering.



The Citroën hydropneumatic system has at its heart a constantly primed hydraulic pressure reserve providing power for the self levelling suspension and powered brakes. In the case of the brakes – this makes

available massive stopping power – far in excess of that possible with a conventional servo system – and available instantly.

Hydropneumatics also produce some useful side benefits. Maximum rear brake pressure is controlled by the load on the rear suspension system to maintain normal braking when the car is heavily laden. The automatic self-levelling suspension system can be overridden by the driver using a seat side lever. The car can then be raised to clear ramps, obstacles or rough terrain.

### 50 YEARS OF FRONT WHEEL DRIVE

Citroën were the first to adopt front wheel drive in mass manufacture.

The benefits were soon discovered: They include lower weight because there was no lengthy prop shaft; improved traction because the engine's weight is over the driving wheels, but with better weight distribution than had been possible with rear engined cars; safer handling because, under high cornering forces, the car tends to understeer predictably rather than oversteer dramatically.

This is in part because the car is being pulled rather than pushed which also helps improve straight line stability at speed. Front wheel drive also means more interior room because there are no prop shaft and differential housings to intrude into the usable space. And because the BX's engine is transversely mounted it gives greater protection – this type of engine and transmission have proved less likely to be forced into passenger space in a head-on collision.

# BETTER IDEAS BUILD BETTER CARS

## SAFETY INSTEAD OF AN ACCIDENT

However perfect a car, safety starts with the driver. Good ventilation helps keep the driver alert. Ergonomic controls, and a comfortable driving position become a requirement rather than a luxury. The BX was among the first cars to have seats designed specifically to meet the findings of a recent study to establish the ideal

crumple zones, using computers to calculate the necessary strength and elasticity of materials used and crash tests to confirm results to international standards. Wide centre pillars afford effective protection from lateral impact. The steering rack is located behind the engine and offset joints also help prevent the steering column being forced towards the driver. But should the driver be thrown towards the wheel, Citroën's

to reduce these forces.

Safety crash tests are a matter of continuous study. As every new model variation is developed it must be tested before it can be launched.

## BETTER BUILDING TECHNIQUES

Just as Citroën cars have introduced fundamental advances in automotive technology, the company has devoted increasing resources to improving quality of manufacture too. A new engine plant makes extensive use of computerised milling and finishing equipment. Computer aided design has helped rationalise the number of separate bodyshell components (and thus reduce the number of welds and the risks of corrosion). The use of robot welders has improved quality too.

BX bodyshell components are manufactured from different materials chosen specially for their structural function and the corrosion risks in that section of the body – special low carbon high strength steels, galvanised zinc or coated steels and synthetic materials. Every Citroën BX also receives cathaphoretic and zinc coatings with, in all, up to five layers of finish before the final colour coat (and for metallic

limb angles when seated and which offer an unusually wide range of adjustment. Good aerodynamic design cuts wind noise stress and gives relaxed handling at speed.

Refined suspension and steering geometry provide safer roadholding and braking.

The deep windscreen design maximises visibility and helps keep it clear of rainwater to allow the use of a single wiper with a larger cleaning arc. The wiper includes an integral washer to direct water exactly where it is needed.

## SAFETY IN SPITE OF AN ACCIDENT

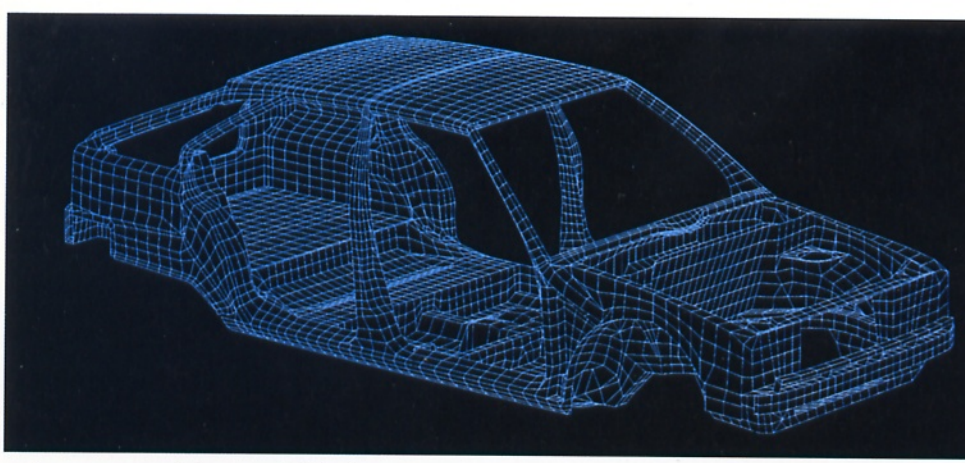
The BX bodyshell is designed as a safety cell surrounded by planned

single spoke design will collapse in a controlled manner, thereby reducing the impact.

Front seat belts on BX move with the seat to optimise protection. All models include front seat head restraints as standard to reduce the possibility of neck injuries. The moulded thermoplastic fuel tank is protected from impact under a rear body cross member and deforms progressively in a crash avoiding the risk of explosion.

While it is, theoretically, possible to build a car that would remain relatively undamaged in a crash, this would involve unacceptable forces on occupants. The design must be a balance of protective strength and absorption to decelerate the car and





colours, navy blue and black a lacquer finish as well). Plus wax injection of box sections, flexible caulking of seams and a full antichip resin underbody treatment. This allows the company to offer a six year anti-corrosion warranty subject to two maintenance checks – and transferrable on resale.

Computer aided design can indicate the necessary strength requirements but only observation, by such techniques as high speed filming, and post-test analysis can reveal the absorption or elasticity on impact

## CUTTING THE COST OF OWNERSHIP

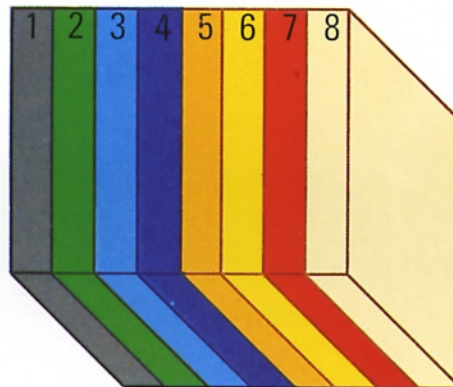
Recently introduced new servicing schedules mean a petrol engined BX needs routine maintenance only once every 12,000 miles with one oil change in between. The diesel engined BX is outstanding too with 15,000 mile service intervals and just two oil changes in between. The BX's moulded bumpers can help save minor but expensive repairs after parking incidents. Many

body panels unbolt for replacement and such items as light clusters can be replaced without tools.

Disc brakes and pads dismount simply and quickly.

The hydropneumatic suspension has no conventional shock absorbers.

And there is no brake master cylinder to wear out and replace.



Citroën cars are sold in 107 countries worldwide with widely varying weather and road conditions. Therefore the car you buy is built to withstand the worst conditions it is likely to meet anywhere.

1) By selecting the correct steels and applying rigorous materials control, rust can be prevented before the paint ever goes on. As the steel is formed, press tools use soluble lubricants that can be washed away after pressing, without the need for potentially corrosive acid cleaners.

2) Some body parts are already formed from pre-plated steels, but the entire shell is immersed in a liquid zinc phosphate solution which

is then baked on at 180°C to fuse it to the steel, providing an anti corrosive 'key' to which later layers will bond.

3) A cataphoretic dip uses electrical polarity to coat the entire bodysell with a protective resin. The car represents the negative 'cathode' so no oxygen is released from the bodywork during treatment – this leaves it far less prone to oxidation (rust) than the conventional positive 'anode' system. The whole body is immersed and agitated to ensure box sections are completely treated.

4) Extruded PVC filler seals all body joins.

5) The entire underbody and vulnerable wing sections are bitumen painted to provide anti-chip protection.

6) Electrostatic primer is applied by robot sprayers and then baked on at 140°C.

7) Two coats of paint are applied in a cross hatch pattern to ensure even coverage. This is then baked at 130°C to provide a tough high gloss finish.

On some colours an additional clear lacquer (Superlustre) coat follows.

8) Wax injected into box sections and under wings remains flexible for life long protection of these parts of the bodywork.

Every car is closely inspected between each stage and returned to be rectified if even the slightest flaw is found.

random from the assembly line and driven 6,000 miles, including through salt water to check that protection is consistent.

Replacement panels for all Citroën cars follow an identical series of treatments to precisely match original body components.



NOTE: This brochure is intended to show the general appearance of the Citroën BX. 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 August 1984. 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.