

*Technology has never
looked better.*



CITROËN BX

Here's where advance



We've made technology work very hard indeed for the Citroën BX. That sleek aerodynamic line has more than a hint of what's inside.

Controls? They're at your fingertips.

Response, acceleration and handling are all you'd want them to be. Also it's stable and smooth at speed.

Material improvements

The BX is the first mass-production car to use the latest synthetic materials on large, non-structural areas like the hatchback door, and on most models, the bonnet also.

Apart from being much lighter than steel, plastic is actually tougher and it doesn't rust.

It's the same with the bumpers, fuel tank and flap, ventilation intakes, roof finishing and rear quarter panels.

Naturally in the critical structure we've used special high strength steels - either zinc coated or with a low carbon content that helps avoid corrosion.

Less weight, less problems

Plastic is 30% lighter than steel and more efficient in terms of performance and economy. Also, as the bodyshell has fewer parts, joins and welding seams, it's extra rust-resistant and stronger. The door pillars and floor pan are designed to spread the load and cut down the effects should the car be struck in the side in an accident.

The importance of low drag

Most manufacturers talk about the drag coefficient figure relating to a car's profile. On the BX it's 0.34 which is impressive in itself.

However, at Citroën we recognise that, as a car is a three dimensional object, a far more relevant figure is obtained by combining profile with



d technology can lead.



surface area. At 0.63 the BX is better than most other cars in its class. This significantly trims fuel consumption at cruising speeds.

Our approach to aerodynamics is carried right through. The single screen wiper, apart from being more effective at cleaning, uses the airflow to sweep away rain, produces less drag and won't lift at speed.

A comfortably better ride

The BX adjusts automatically to different loads. So you're sure it'll handle just as well whether you're driving alone or with a full complement of passengers and luggage.

We've combined the unique self-levelling Citroën suspension system with the simplicity of MacPherson struts and trailing arms.

Self-levelling suspension also keeps the BX at the correct and constant aerodynamic angle so that the wind tunnel test results are matched by real life performance.

Anti-roll bars front and rear cut body sway, while front wheel drive and precise rack and pinion steering let it corner as if it were on rails.



The all-round, power operated disc brakes mean that when you brake, you can with the utmost confidence.

The Citroën BX – technology has certainly never looked better.

Alloy wheels and rear seat head restraints available as Accessory.



Citroëns hate garages. Which is why the BX has been designed to spend as little time in them as possible. Major service intervals on the petrol driven models are 12,000 miles apart with only an oil change at 6,000 miles.

On the diesels, a major service is needed at 15,000 miles. And sump suction pump draining makes doing that particular job faster and simpler. Now look at all the other things that make it easier on the BX. And on the BX owner.

Transistorised ignition means easy starting in cold weather and longer lasting spark plugs are fitted. A diagnostic plug allows your electricians to be checked, in one easy step.

fuses and the major electrical junctions because they're all easily accessible in a hinged panel under the dashboard.

Prevention is best

The BX anti-rust campaign is incredibly thorough.

The bodyshell is made with fewer welds so it has fewer rust traps. The whole body is then immersed in a giant bath of protective paint. This uses the principle of electrical polarity to ensure that even the most inaccessible parts of the metal receive their anti-corrosion coating. This is known as the cathophoretic process.

Strategic points receive special zinc

All over service.

The clutch and all-round disc brakes adjust themselves. Which means that your garage doesn't have to.

Instead of shock absorbers that need regular checking and replacement, the BX features the unique Citroën self-levelling suspension which is far more comfortable, efficient and needs virtually no attention.

No more searching around for

protection along with the most extensive wax and flexible sealant treatment. Even the wheel arches have moulded liners to prevent damage from flying stones. The bumpers are totally moulded plastic and can take knocks of up to 6mph.

Front and rear lights are in clusters and far more sensible than on other cars where they're built into the bumpers and can be damaged when parking. BX lights are easy to replace without tools, too.

Protection for passengers

As well as looking after our cars we take care of those who ride in them. The computer designed passenger compartment consists of a safety cage surrounded by crumple zones that will absorb the main impact in the event of an accident.

Diagnostic plug for fast, accurate checking of electrics



Brake pads easily changed without special tools.
Alloy wheels shown available as Accessory

New generation engines

The BX has been designed to appeal right across the board. Which is why we've developed a whole range of engines that will be suitable for just about every kind of driving.

So you'll find there are some that are primarily concerned with performance and others that have outstanding economy as their main priority.

They do have one thing in common though. They're the result of the most advanced technology and extensive computerised production techniques.

fuel pump and no rotor arm. Fewer parts and components to go wrong or to need replacing.

There are two BX diesels; both have more than their share of technological brilliance. The 1769cc that turns in 61.4mpg at a constant 56mph and a very respectable top speed of 94mph. This is a new model and judging by the reception it's received it's all set for a great future.

The other engine is the 1905cc

All in 2½ hours.

First a look at the petrol versions. There are three: a 1360cc, a 1580cc and a 1905cc. Between them they'll turn in exceptional mph or mpg – or both. The figures demonstrate what we mean.

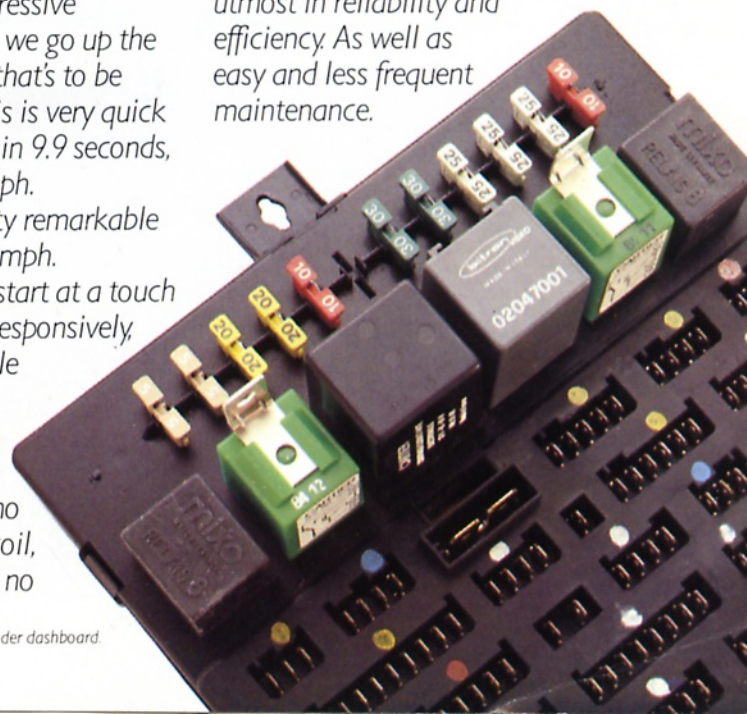
For example, the 1360cc engine will give you a top speed of 101mph and 51.4mpg at a constant 56mph. On to the 1580cc manual; maximum speed is 109mph and it goes from 0 to 60mph in 11.2 seconds. Economy is still good news as it will do an impressive 40.4mpg at 75mph. Now we go up the range to the 1905cc unit that's to be found in the BX 19GT. This is very quick indeed, from 0 to 60mph in 9.9 seconds, with a maximum of 115mph. Consumption is still pretty remarkable – 37.7mpg at a steady 75mph. Now to the diesels. They start at a touch and drive smoothly and responsively, as well as with predictable economy. But it's also the things they don't give you that make them so attractive. Like no plugs, no plug leads, no coil, no points, no carburettor, no

version used in the BX 19DTR. A top speed of 98mph and a frugal attitude to fuel give it an edge. At 56mph it delivers a remarkable 60.1mpg.

It's quite true to say that BX diesels have been improved to such a degree that they have the kind of responsive performance you'd normally associate with petrol-driven cars.

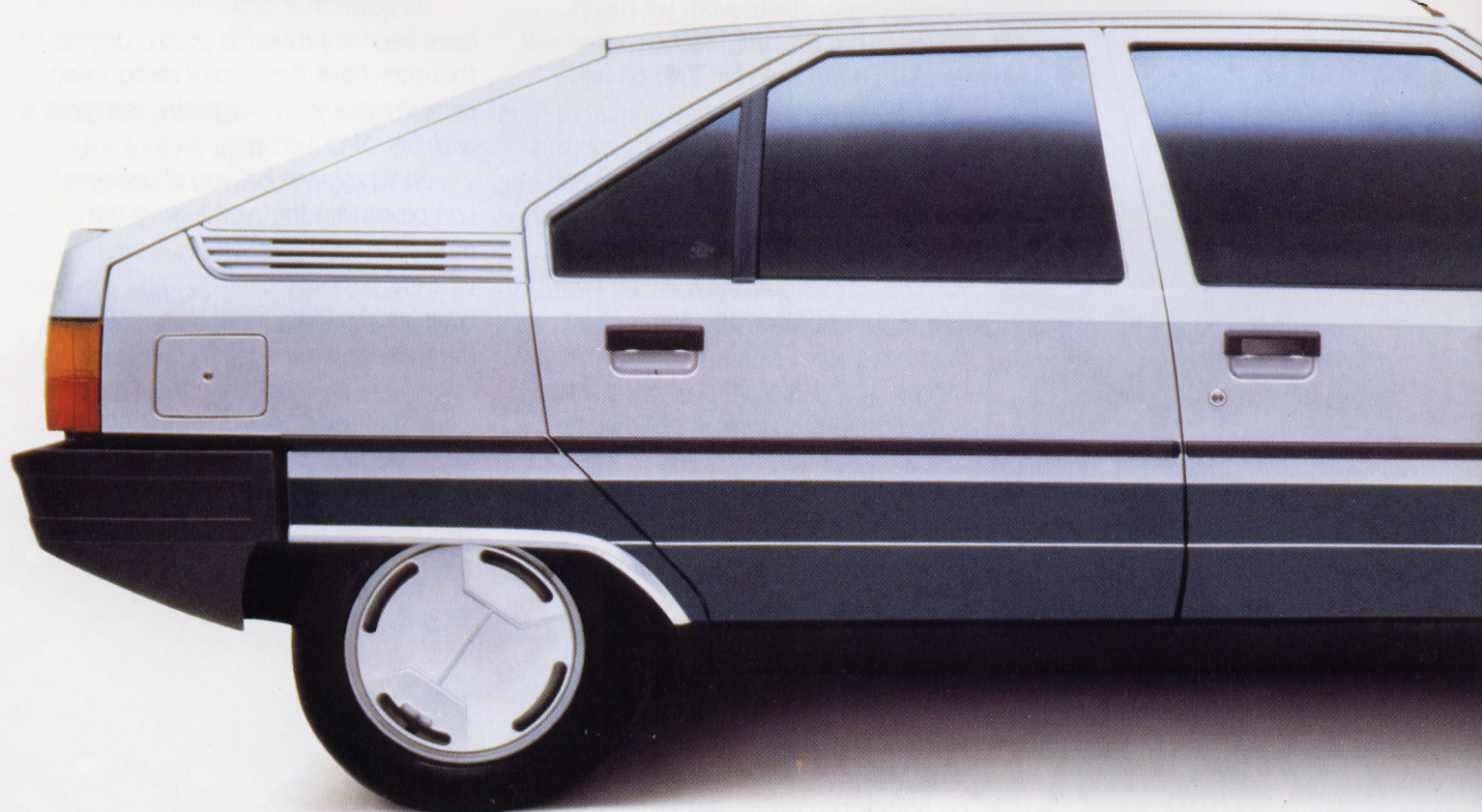
So whichever BX you choose you can be certain that you'll have the utmost in reliability and efficiency. As well as easy and less frequent maintenance.

Fuses located conveniently under dashboard.





Surprisingly, you're looking





BX Leader

The basic BX is, in truth, anything but basic. Just comparing it to other cars in its price range shows the true value of this 5-door, 5-seat hatchback.

Performance and economy are well catered for by the 1360cc engine that

delivers 72HP. Via its five-speed gearbox it turns in a top speed of 101mph, 0-60mph takes just 13.4 seconds and yet has very meagre fuel consumption – at a constant 56mph it achieves 51mpg.

Although inexpensive, the interior

of the BX Leader could never be described as austere. Special tartan striped cloth trimmed upholstery and adjustable reclining front seats with headrests all contribute to the feeling that you're in a generously appointed car.

Now look what you get as standard

at the most inexpensive BX.

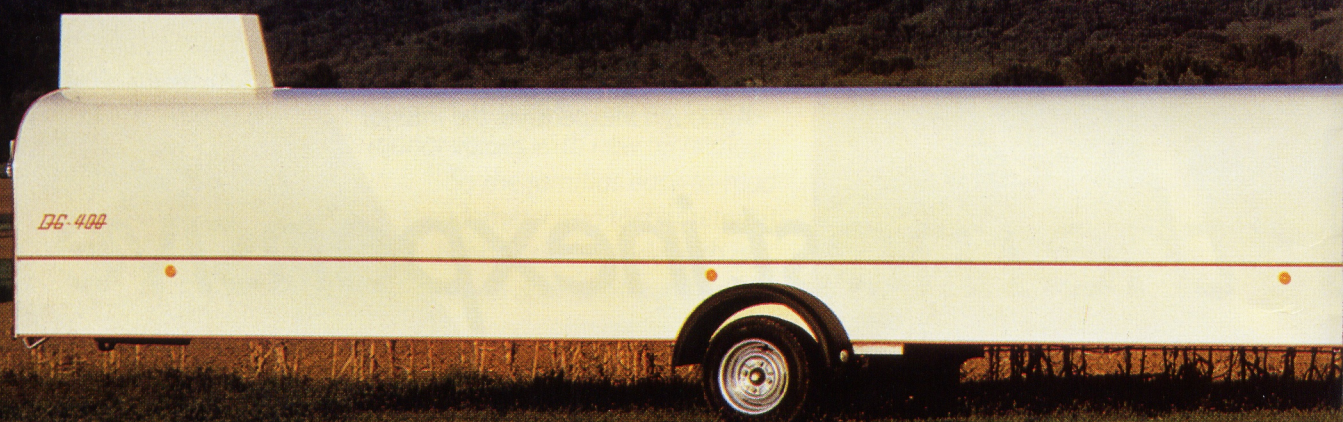
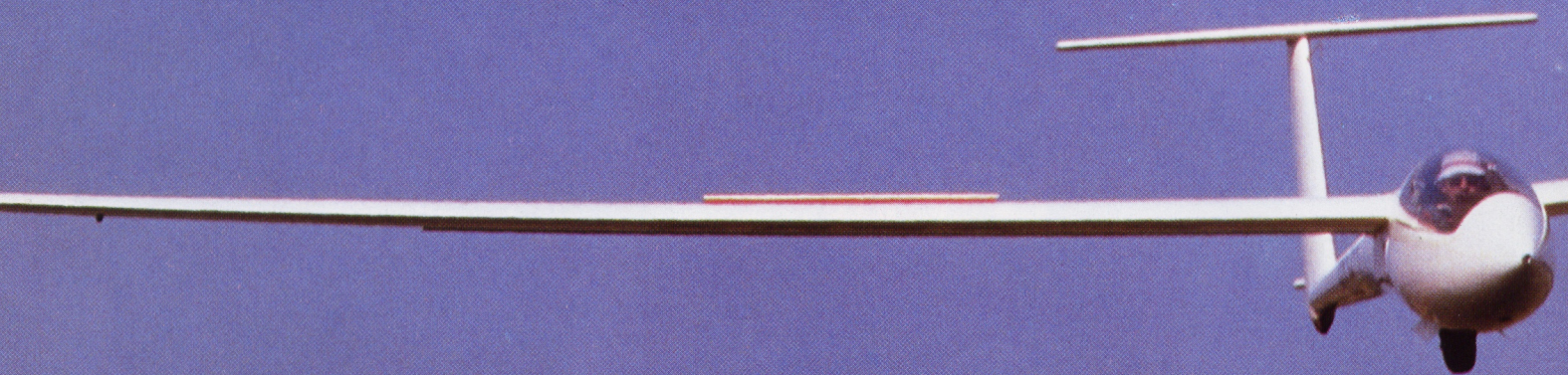


with the BX. The list includes laminated windscreen, halogen headlamps, single wiper and integral wash (2-speed and intermittent), passenger door mirror, rear seat belts, a roof aerial, three speakers and a heated rear screen.

The side mouldings add a decorative as well as a protective touch to the good looking aerodynamic line.

Concerned about space? There's plenty of room for luggage. A full 15.7cu.ft that extends to 51.4cu.ft once the rear seats are folded flat.

For the sake of convenience there's just one key that operates the ignition, the doors (including the tailgate) and the fuel flap.



BX 16RS

If you enjoy your driving you'll certainly enjoy the extra punch that the 1580cc 92HP engine delivers.

Also, there's transistorised ignition and automatic choke for first-time starting and minimum maintenance.

On the move and the BX 16RS soon proves itself with an acceleration that takes it from 0 to 60mph in 11.2 seconds and a top speed of 109mph. The 5 speed gearbox is standard, as are the low profile, high grip MXL tyres.

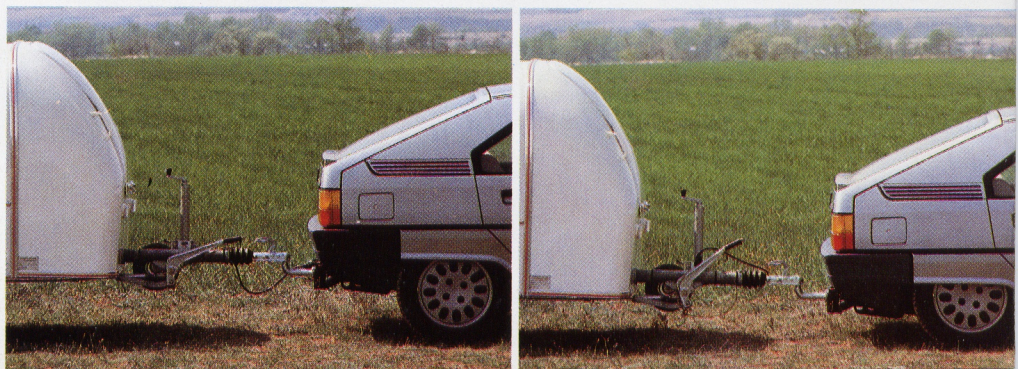
The protective moulding along the

cars length, the good looking wheel trims and the halogen headlamps all add an extra touch of style.

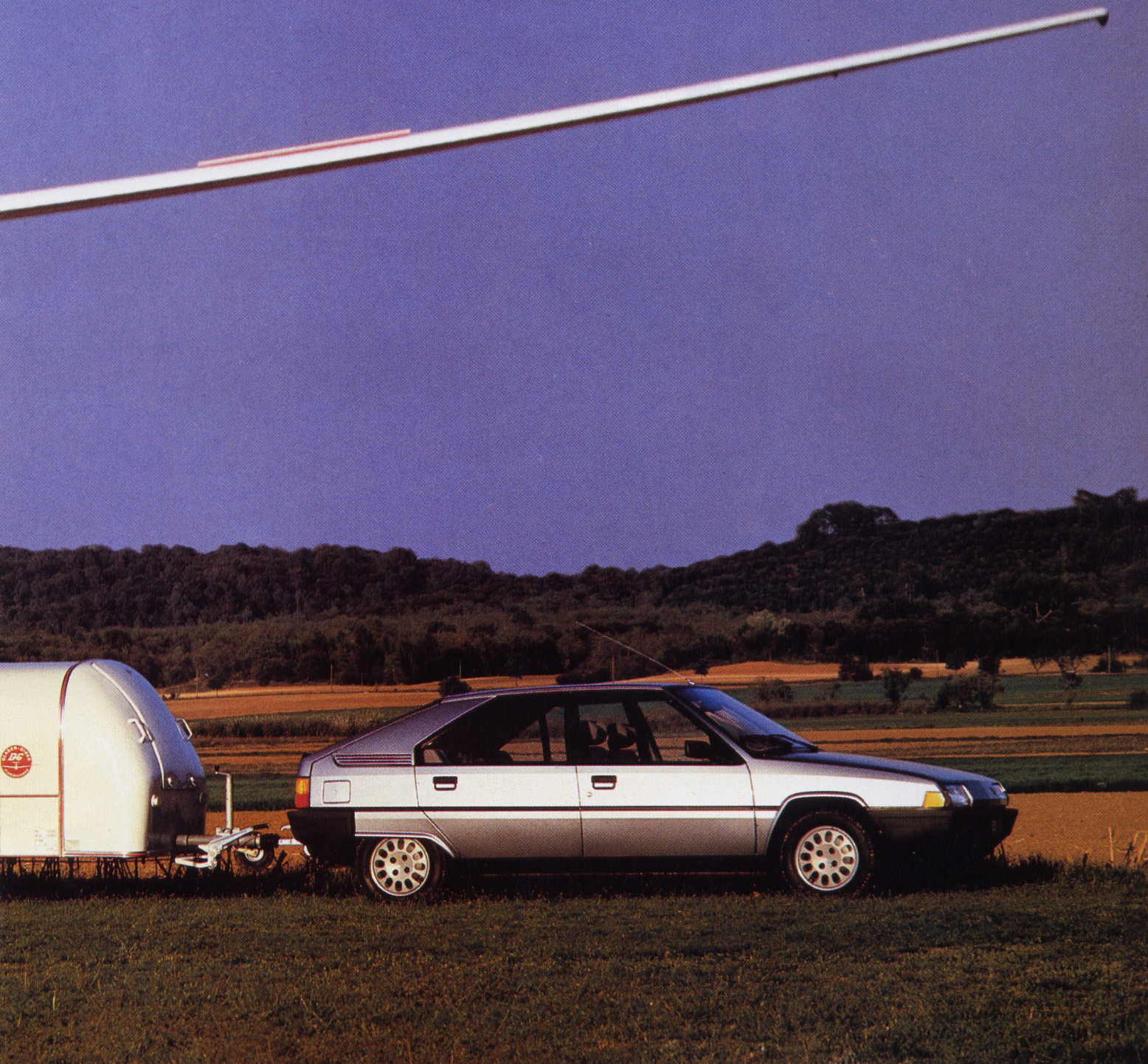
Inside, the seats are covered in an

attractive checked cloth, and standard fittings include central door locking, electric front windows and rear wash/wipe. Additional refinements are

For different roads



Citroën's unique self-levelling suspension. Lower the car's height to make disconnecting the trailer easier. Then simply raise it afterwards.



passenger door mirror, front seat head restraints, a quartz digital clock, rear seat belts, and three built-in speakers. Principal options: Superlustre

metallic paint, power assisted steering, electric sunroof, 4-speed automatic transmission, tinted windows with rear sunblinds.

BX 17RD (Diesel)

It'll outperform, outdrive and outlast the competition.

The specially developed 1769cc engine develops 60HP, accelerates from 0-60mph in 18.9 seconds and has a top speed of 94mph.

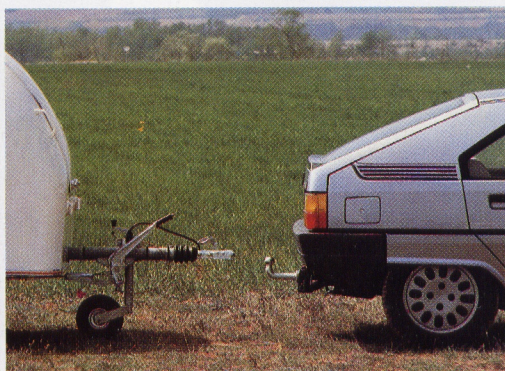
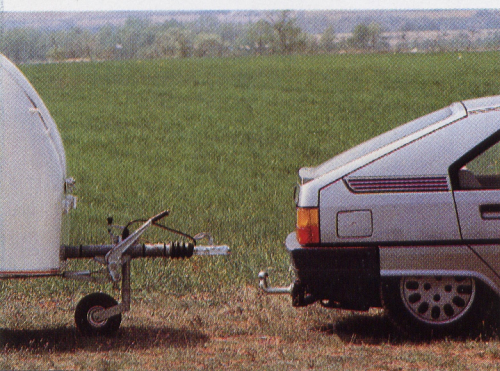
With the standard 5-speed gearbox it achieves 61mpg at a constant 56mph.

Equipped to the same high standard as the BX 16RS.

Principal options: Superlustre metallic paint, power assisted steering, electric sunroof, tinted windows with rear sunblinds.

See the pages at the back of this brochure for full specification and list of features.

and different loads.

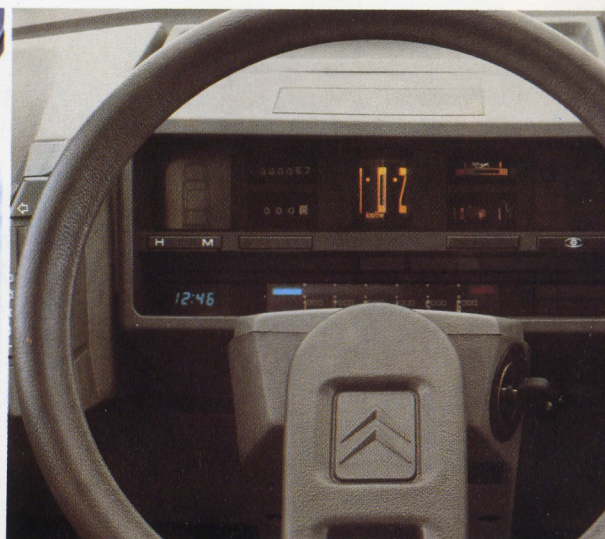





See what happens when you



Sunroof available
as extra cost option.





Seat material shown available only
on BX 19DTR. Rear seat head
rests available as Accessory

BX 19DTR (Diesel)

Developing 65HP, this advanced 1905cc diesel engined model accelerates from 0 to 60mph in 15.4 seconds and has a top speed of 98mph.

Economy doesn't just stop at fuel consumption, although 60mpg at a constant 56mph will raise a few eyebrows. The fact is that as it needs a major service every 15000 miles maintenance costs are drastically reduced too.

BX 16TRS/BX 19DTR

You can be sure of a firm, comfortable ride thanks to the self-levelling suspension that makes light work of even the roughest road surfaces. Positive handling is helped by the power assisted steering and the low-profile, high-grip MXL tyres, while powered braking gives you all the stopping power you need. Instantly.

The easy-to-read instrument panel has everything from a distinctively designed speedometer and electric oil level gauge to the linear tachometer and an 'open door' warning diagram. Electric windows front and rear glide up and down at the touch of a switch, and are fitted as standard. Rear seat belts, rear wash/wipe and central door locking are all standard. Front seats recline, are adjustable for cushion angle and have head restraints fitted.

As a rear seat passenger you'll enjoy the armchair comfort of wide contoured seats with a folding central arm rest. The smart patterned cloth upholstery (tweed on the BX 16TRS) is taken through to the seat backs

u add luxury to technology.



BX 16TRS

The high performance 1580cc engine delivers 92HP. Via its 5-speed gearbox it zooms from 0 to 60mph in a short 11.2 seconds and on to a top speed of 109mph. But performance isn't at the cost of fuel economy: 40mpg at a constant 75mph soon proves that.

4-speed automatic gearbox uses the latest technology (only available on BX 16RS/16TRS as an extra cost option).

and door inserts while the seat belts are colour co-ordinated too.

As we consider ventilation important it's maintained throughout by a powerful boosted system.

Principal options: Superlustre metallic paint, electric sunroof, tinted windows with rear sunblinds (4-speed automatic transmission – BX 16TRS only).

See the pages at the back of this brochure for full specification and list of features.

Quick. It's the ll



5mph BX 19GT.



BX 19GT

There's no doubt that the BX 19GT is quick by any standards but there's more to it than that. Handling, for instance, is tight and responsive. This is due to the Citroën self-levelling suspension, the advanced aerodynamic

design and the road-gripping, low profile MXV tyres. These, incidentally, come as standard.

Then there's the power steering that adds its own special touch to ensure superlative control.

Now to the performance and figures that speak for themselves.

The 1905cc engine develops 105HP and through the 5-speed gearbox turns in a top speed of 115mph. Acceleration is really sharp, taking you from 0-60mph in just 9.9 seconds. The flat torque curve gives a smooth surge of power with less gearchanging.

The performance certainly isn't at the cost of economy. At a steady 75mph it delivers a worthwhile 38mpg. But drop to a constant 56mph and this increases to a positively miserly 49mpg.

Looking at the dashboard you'll see that we've combined the best of traditional values with new technology.

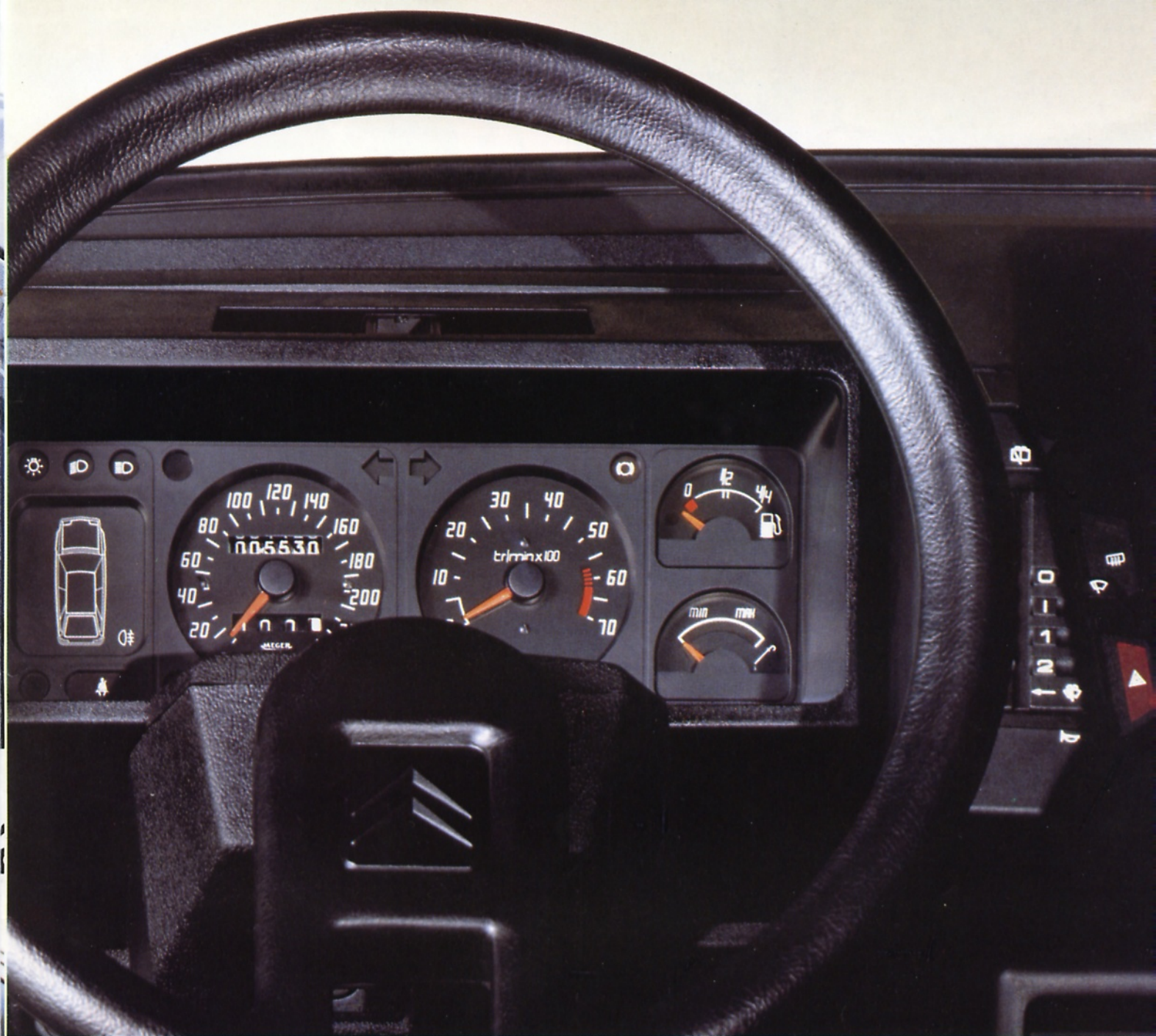
So the familiar, easy-to-read speedometer and tachometer sit happily side by side with an 'open door' warning diagram and comprehensive fingertip controls.

An on-board computer has 15 functions.

These include logging petrol



Sit here and go for



From 0 to 60 mph in 9.9 seconds.

consumption, average speed, time elapsed, estimated time of arrival and range possible on the fuel remaining.

Everything is there at a glance – and a touch – with electric windows front and rear and central door locking. The BX 19GT also explodes the myth that says that cars with sporting performance aren't too comfortable. You'll know that as soon as you take your place behind the steering wheel. The four seats are covered in an exclusive black/grey chevron patterned velour and with fitted headrests at the front give a wel-

come blend of comfort and support – all to make the miles go by smoothly and effortlessly. The electric sunroof adds a distinct feeling of luxury and space.

Yet despite its undoubtedly sporty nature, the BX 19GT has the kind of space not normally associated with this kind of car. Fold the rear seats and the large tailgate gives instant access to a useful 51.4cu.ft loadspace.

The rear spoiler, integral front fog lamps, sporty wheel trims and smart red/black stripes all help to give it that racy appearance. But it's the moment

that you test drive the BX 19GT that you realise you're in something special. Like all BXs the low weight and excellent aerodynamic line give a particularly slippery shape that knows just how to deal with things like the effects of side winds. But it's the added response and power of the engine that will convince you you're into sports car driving.

Principal options: Superlustre metallic paint, air conditioning, tinted windows with rear sunblinds.

See the pages at the back of this brochure for full specification and list of features.



Better ideas have always been a way of life at Citroën. Even so, you may be surprised to learn of some of the 'firsts' we've come up with.

For instance did you know that Citroën introduced the first mass-produced front wheel drive car? Or that we were designing aerodynamically advanced vehicles long before many in the automotive industry fully understood the true significance of aerodynamics? Or that our unique hydropneumatic self-levelling suspension system was a breakthrough that many believe has never been equalled?

But it's not just our ideas alone. It's the way we implement them that makes for a better car.

"If you'd put your name to it, wouldn't you make sure it's right?"

Naturally every modern car manufacturer has a quality control system. However at Citroën we directly involve those best qualified to maintain standards. The people who do the job.

Throughout the plant we set aside special inspection areas. Here, at each stage of the car building process the different parts of the car are examined and given a very hard time by those who work on them.

Involving people personally, getting them to write their comments and then – most importantly – acting upon what they say has paid off handsomely.

Because at Citroën it's resulted in a pride in workmanship that gives greater effectiveness and an extra value to the whole concept of quality control.

Aerodynamically speaking...we have been for years

Citroën have always been leaders in solving the problems of wind resistance. Which is why the shape of our cars has pushed them smoothly forward in terms of appearance as well as performance. Not to mention contributing to relaxed

handling, improved fuel economy and cutting wind noise.

No wonder our extensive wind tunnel tests play such a vital part in getting our cars absolutely right.

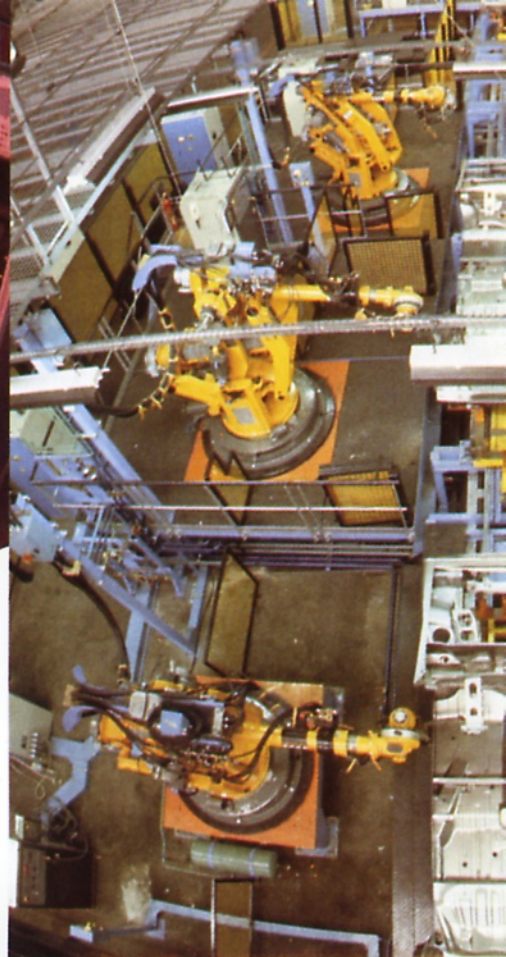
Built for a long, active life

The latest automation techniques and the cleverest robots put the car body together. Quickly and reliably.

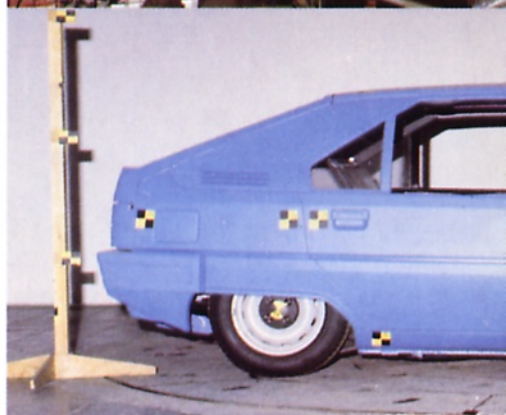
It's the same with engines. Advanced technology and computer aided design give a degree of precision that's reflected in the performance of the power unit, all its life.

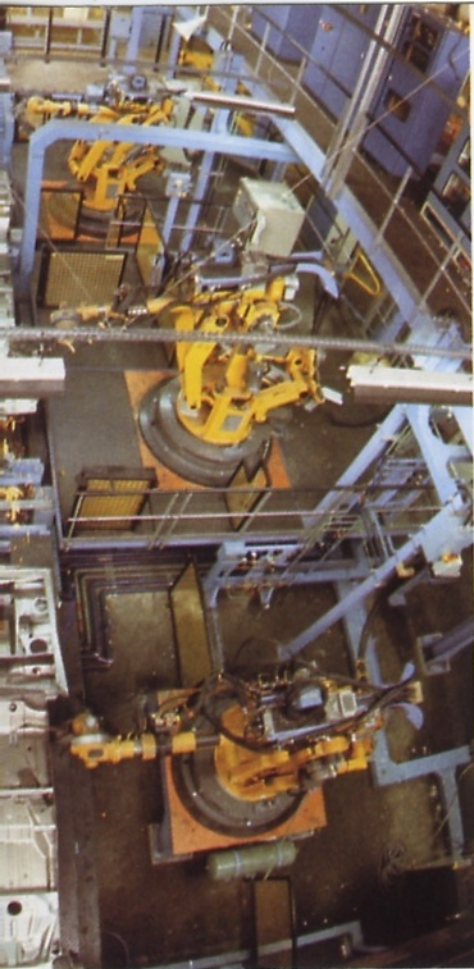
The biggest single enemy of any car is rust, and no manufacturer does more than us to avoid it. Metals are painstakingly selected and receive a special anti-corrosion treatment. Next, the body is washed, de-greased and bonderised with a zinc phosphate inhibitor that's baked on at 180°C.

Then a process called cataphoresis ensures that every part of the bodyshell is coated with a protective resin. When we say every part, we mean just that.



Better ideas bu





Because the car is immersed totally in a giant bath that uses electric polarity to reach places that just aren't accessible by spraying or other means.

As a further preventative, wax is injected into the box sections of the car's framework and a flexible PVC filler seals the seams. Protection is the name of the game – right down to the entire underbody and the vulnerable wing sections which are bitumen painted to prevent damage from stone chipping.

Now for the paint. First an electrostatic primer is applied by robot sprayers and baked on at 140°C. Two coats of paint follow, applied in a cross hatch pattern to give even covering. This too we bake on, at 130°C to give a tough high gloss finish.

Metallic colours and black need an extra touch so we add a clear lacquer coat just to get that deep shine.

Ready to face the world

Citroën cars are sold in 107 countries with very different climatic conditions.

Once we've made them, we destroy them

To ensure your safety we do terrible things to some of our cars. Fortunately they're designed to stand up to it all. This is because the passenger section is a safety cell surrounded by zones that will crumple and absorb the major effects of a collision.

The design of the steering column helps prevent it from being forced towards the driver. However should the driver be thrown towards the steering wheel, the special construction makes it collapse, reducing the effects of the impact.

Our engines are transversely mounted so that in the case of head-on accidents it's less likely to penetrate the passenger space.

Comfort and safety go together

Although our seating feels luxurious, we don't consider this a luxury. Because by lessening driver fatigue we lessen the chance of accidents.

The ergonomic design of the controls helps in this direction too. You're more in control because you're more relaxed when everything you need is right at hand.

Building for the future

Our prototype ECO 2000 has caused a sensation wherever we've shown it. Not merely because it's so sleek and futuristic looking.

But rather because it's a totally driveable car that can seat four people, boasts 118mpg at a constant 56mph and has a 0.21 drag coefficient.

Just one more sign that the future looks very encouraging indeed.

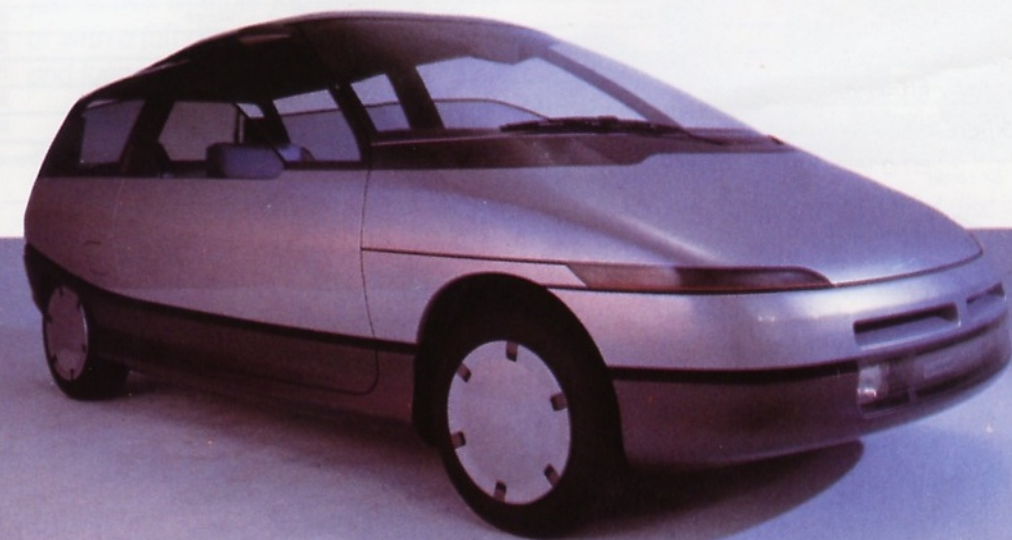
Build better cars.



So we assume the worst. That our cars will have to face up to the ravages of anything from freezing cold and ice to tropical temperatures and humidity.

So when our cars are completed, we take a number at random, put them through their paces by driving them 6000 miles.

Once they've passed our test you know that they'll deal with any kind of driving you're likely to come across. Anywhere in the world.



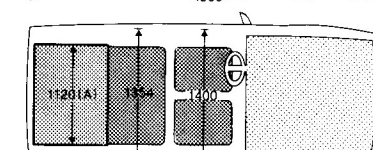
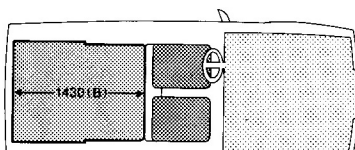
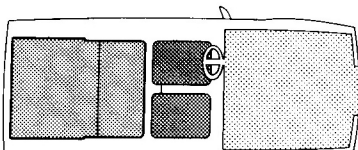
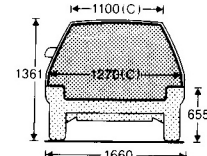
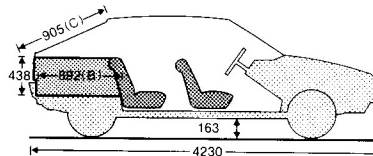
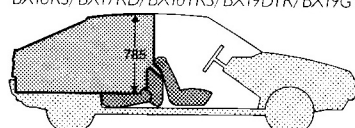
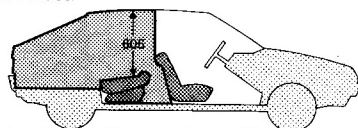
TECHNICAL SPECIFICATION

	BX LEADER	BX 16RS and BX 16TRS	BX 17RD	BX 19DTR	BX 19GT
Engine					
Number of cylinders			4 In line		
Cubic capacity	1360cc	1580cc	1769cc	1905cc	1905cc
Bore and stroke	75 x 77mm	83 x 73mm	80 x 88mm	83 x 88mm	83 x 88mm
Compression ratio	9.3:1	9.5:1	23:1	23.5:1	9.3:1
Horsepower	72hp (DIN) @ 5750rpm	92hp (DIN) @ 6000rpm	60hp (DIN) @ 4600rpm	65hp (DIN) @ 4600rpm	105hp (DIN) @ 5600rpm
Torque	79.4ft/lbs (DIN) @ 3000rpm	101ft/lbs (DIN) @ 3500rpm	82ft/lbs (DIN) @ 2000rpm	88.1ft/lbs (DIN) @ 2000rpm	119.1ft/lbs (DIN) @ 3000rpm
Cooling system	Liquid cooled, electric fan with thermostatic control				
Transmission					
	Front wheel drive				
Gearbox type	Manual	Manual(M)/Automatic(A)	Manual	Manual	Manual
Number of gears	5	(M)5 (A)4	5	5	5
mph/1000 rpm in top gear	19.2	(M)21.1 (A)21.2	*	22.5	21.0
Clutch type	Cable operated diaphragm type, mechanical control (except 16RS/16TRS Automatic)				
Steering					
Type	Rack and pinion	Rack and pinion (Power assistance optional on 16RS, standard on 16TRS)	Rack and pinion	Rack & pinion power assisted	Rack & pinion power assisted
Turns lock to lock	3.7	3.7 (2.8 power assisted)	4.3	2.8	2.8
Turning circle between kerbs	33ft 4ins	33ft 4ins (33ft 11ins power assisted)	33ft 4ins	33ft 11ins	33ft 11ins
Brakes					
	Independent split circuit, power operated, outboard discs front 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	145SR14 MX	165/70R14 MXL	165/70R14 MXL	165/70R14 MXL	165/70R14 MXV
Electrical equipment					
Ignition type	Transistorised with magnetic impulse			Compression ignition	Transistorised with magnetic impulse
Battery	12v 175/35 Ah	12v 225/45 Ah	12v 300/50 Ah	12v 300/50 Ah	12v 225/45 Ah
Alternator			675 watts		
Interior capacities					
Seating capacity			5		
Boot capacity			15.7cu.ft (444dm ³)		
Boot capacity with rear seat folded			51.4cu.ft (1455dm ³)		
Weights					
Unladen weight	1984lbs (900kg)	(M)2094lbs (950kg) (A)2138lbs (970kg)	2183lbs (990kg)	2183lbs (990kg)	2205lbs (1000kg)
Payload (including driver)	1058lbs (480kg)	(M)1058lbs (480kg) (A)1058lbs (480kg)	904lbs (410kg)	1080lbs (490kg)	1014lbs (460kg)
Maximum laden weight	3042lbs (1380kg)	(M)3152lbs (1430kg) (A)3196lbs (1450kg)	3087lbs (1400kg)	3263lbs (1480kg)	3219lbs (1460kg)
Maximum towing weight (with brakes)	2205lbs (1000kg)	(M)2425lbs (1100kg) (A)2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)	2425lbs (1100kg)
Gross train weight	5247lbs (2380kg)	(M)5577lbs (2530kg) (A)5621lbs (2550kg)	5511lbs (2500kg)	5688lbs (2580kg)	5644lbs (2560kg)
Maximum roof rack load			165lbs (75kg)		
Official Government Test Fuel Consumption Figures					
Urban Cycle	33.2mpg (8.5L/100km)	(M)31.7mpg (8.9L/100km) (A)32.5mpg (8.7L/100km)	41.5mpg (6.8L/100km)	43.5mpg (6.5L/100km)	30.7mpg (9.2L/100km)
Constant 56mph (90 km/h)	51.4mpg (5.5L/100km)	(M)51.4mpg (5.5L/100km) (A)48.7mpg (5.8L/100km)	61.4mpg (4.6L/100km)	60.1mpg (4.7L/100km)	48.7mpg (5.8L/100km)
Constant 75mph (120km/h)	39.8mpg (7.1L/100km)	(M)40.4mpg (7.0L/100km) (A)37.2mpg (7.6L/100km)	42.8mpg (6.6L/100km)	45.6mpg (6.2L/100km)	37.7mpg (7.5L/100km)
Performance					
Maximum speed	101mph	(M)109mph (A)106mph	94mph	98mph	115mph
0-62mph (100km/h) (secs)	13.5	(M)11.3 (A)13.8	19.0	15.5	10.0
Standing 400m (secs)	18.7	(M)17.7 (A)19.3	21.1	19.6	17.1
Standing 1000m (secs)	35.2	(M)32.9 (A)35.6	39.1	36.9	32.0
Fuel tank capacity	9.7 gallons (44 litres)	11.4 gallons (52 litres)	11.4 gallons (52 litres)	11.4 gallons (52 litres)	11.4 gallons (52 litres)

N.B. A second cooling fan (available at extra cost) is required when towing a trailer exceeding 1433lbs (650kg) in weight. All measurements in millimetres with motor running.

BX Leader

BX16RS/BX17RD; BX16TRS; BX19DTR/BX19GT



A Between wheel arches

B Floor length

C Opening width

EQUIPMENT SPECIFICATION

	BX LEADER	BX 16RS/BX 17RD	BX 16TRS/BX 19DTR	BX 19GT
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	○	—	—	—
Automatic choke	—	16RS only	16TRS only	○
Quartz digital clock	—	○	○	○
On board computer (inc. clock)	—	—	—	○
Water temperature warning light	○	○	○	○
Interior engine oil level gauge	—	—	○	○
Handbrake warning light	○	○	○	○
Driving safety equipment				
Illuminated heater controls	○	○	○	○
Inertia reel front seat belts	○	○	○	○
Inertia reel rear seat belts	○	○	○	○
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	○	○	○	○
Rear wash/wipe	□	○	○	○
Halogen headlamps	○	○	○	○
Laminated windscreen	○	○	○	○
Tinted windows with rear sun blinds	—	△	△	△
Low profile tyres	—	○	○	○
Internally adjustable exterior door mirrors	○	○	○	○

	BX LEADER	BX 16RS/BX 17RD	BX 16TRS/BX 19DTR	BX 19GT
Comfort and trim				
Adjustable air vents (side and centre)	○	○	○	○
Ashtrays front (illuminated) and rear	○	○	○	○
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	—	—	—	△
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	○	○	○	○
Rear seat head restraints	□	□	□	□
Cigar lighter (illuminated)	○	○	○	○
Rear passenger grab handles	—	—	○	○
Boot area light	○	○	○	○
Cloth seat upholstery	○	○	○	○
Alloy wheels (4) with low profile tyres	□	□	□	□
Metallic paint	○	△	△	△
Power assisted steering	—	△	○	○
Aerial + three speakers	○	○	○	○
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)	△ (16TRS only)	—

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



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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 1985. 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.