

CITROËN

B X 1 6 V A L V E



# THE IRON FIST



We see little point in denying that the Citroën BX 16 Valve is designed to provide performance of the most serious order. (That it does so in a manner that is fiscally and socially responsible – and in a shape in which aerodynamic principles assume an almost sculptural elegance – is a welcome bonus.)

Certainly, there is no hiding the significance of the bare figures: 4 valves per cylinder, 160 brake horsepower, 133 ft/lbs of torque at 5,000 rpm, 135 miles per hour, 0 to 60 in 7.4 seconds.

And the exhilarating way in which those numbers translate into on-road capability makes this a high-performance car which merits comparison, not with others in 'its own' class, but with vehicles which are (apparently) more exalted and (self-evidently) more costly.

We elected to achieve greater power output by improving the engine's air and fuel flow via a 16-valve cylinder head, rather than by turbocharging. We had two reasons. It allowed us to



avoid the discomforts (and hazards) of turbo lag. It gave increased performance without jeopardising reliability or unduly increasing fuel consumption.

If the BX 16 Valve boasts towering performance, it also offers correspondingly elevated standards of grip, ride and braking. Those standards rest on the surest of foundations – Citroën's unique self-levelling suspension, allied to MacPherson struts in front and trailing arms at the rear.

Rack and pinion steering and anti-roll bars make further important contributions to the BX's unshakable poise on sweeping A-road bends and twisty back-doubles alike.

Powerful disc brakes all round and a sophisticated automatic anti-lock braking system underline the point – whatever the road, whatever the conditions, you always have something in hand with the Citroën BX 16 Valve.



A genuine high-performance car has no need to flex its muscles in public. And while a certain section of the motoring fraternity may lament the BX 16 Valve's lack of spurious scoops, bulges and wings, those of more restrained tastes will note, with approval, the vehicle's sophisticated yet purposeful mien.

Inside the car, an air of quiet serenity reigns. The front seats – upholstered in a luxurious, patterned velour and with adjustable headrests, cushion and back-rest rake – have the deep lateral supports necessary if the high cornering forces generated

by the BX are to be comfortably and safely exploited.

All five passengers enjoy generous headroom – the result of a flat-floored passenger compartment set beneath door sill level. And, naturally, rear seat passengers enter the car in a civilised manner, through full-width rear doors. (The undignified scramble imposed by a 2-door design is not for us nor, we suspect, for you.)



# THE VELVET GLOVE



*Leather upholstery available as an option.*

All the occupants enjoy the benefits of an outstandingly efficient ventilation system, which provides a complete change of air every 15 seconds, as well as independent push-button control of the cool green tinted windows.

Comfort and control are, of course, parts of the same equation. Clear, businesslike analogue speedometer, rev. counter, temperature and oil pressure gauges ... a small-diameter sports

steering wheel ... superbly positioned minor controls ... a chunky gear-lever which positively invites

the use of the BX 16 Valve's slick, 5-speed, close-ratio gearbox ... all characterise an interior which clearly owes as much to the precise science of ergonomics as it does to the attentions of the stylist.

In a car destined to be driven hard and quickly over long distances, that is entirely as it should be.



# SENSE AND SENSATION HAND IN HAND



Judged purely on its merits as a thoroughbred performance car, the Citroën BX 16 Valve would be remarkable enough.

But consider the way in which those merits are wedded to a very different (albeit complementary) set of values and only one conclusion is possible – this car is, literally, one of a kind.

The BX's strong, light bodysheet helps to account for the car's wonderfully taut and responsive handling; at the same time, it makes an important contribution to the excellent fuel consumption figure of 42.8 mpg at 56 mph.

The silhouette is sleek and lithe; and it results in the passive advantage of very low wind noise and in the extremely active ability to keep up with the fastest of company on the autobahn.

While the BX 16 Valve is the most stimulating of companions on solo journeys, its practical hatchback design, its class-beating payload capacity (almost 420 kg.), its split/folding





rear seats and roomy cabin endow it with all the attributes of a good-natured family car.

Any explanation of the BX's unique versatility inevitably refers, in the end, to its renowned self-levelling suspension.

The system improves high-speed handling by preventing the car from diving under braking or lifting its nose under acceleration. Yet, more prosaically, it also helps the



BX to maintain a perfect aerodynamic posture, whatever the load.

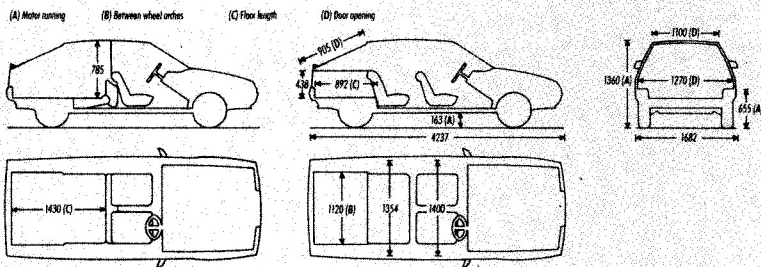
And while (on a purely practical note) the suspension can be lowered to facilitate loading, or raised to increase ground clearance on bumpy roads, it also ensures precise and dynamic handling on smooth, fast ones.

The new Citroën BX 16 Valve: never has such sensational performance been delivered in such a unique form.



# Citroën BX 16 Valve Technical and Equipment Specifications

<b>Engine</b>	
Number of cylinders	4 in line
Cubic capacity	1905cc
Bore and stroke	83x88mm
Compression ratio	10.4:1
Horsepower (DIN)	160hp @ 6500rpm
Torque (DIN)	133ft/lbs @ 5000rpm
Cooling system	Liquid cooled, electric fan with thermostatic control
<b>Transmission</b>	
Front wheel drive	
<b>Gearbox type</b>	
Manual	
Number of gears	5
mph/1000rpm in top gear	20.0
<b>Clutch type</b>	
Cable operated diaphragm type, mechanical control	
<b>Steering</b>	
Type	Rack and pinion power assisted
Turns lock to lock	2.8
Turning circle between kerbs	34ft 1ins
<b>Brakes</b>	
ABS independent slip circuit, power operated, outboard discs front (ventilated) and rear. Maximum brake pressure on rear wheels regulated according to load on rear suspension.	
<b>Suspension</b>	
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.	
<b>Tyres</b>	
195/60VR MXV	
<b>Electric equipment</b>	
Ignition type	Integrated electronic
Battery	12v 200A
Alternator	750 watts
<b>Interior capacities</b>	
Seating capacity	5
Boot capacity	15.6 cu. ft. (44dm <sup>3</sup> )
Boot capacity with rear seat folded	51.4 cu. ft. (1455dm <sup>3</sup> )
<b>Weights</b>	
Unladen weight	2359lbs (1070kg)
Payload (including driver)	924lbs (419kg)
Maximum laden weight	3283lbs (1489kg)
Maximum towing weight (with brakes)	2425lbs (1100kg)
Gross train weight	5780lbs (2589kg)
Maximum roof rack load	165lbs (75kg)
<b>Official Government Test Fuel Consumption Figures</b>	
Urban Cycle	25.0mpg (11.3L/100km)
Constant 56mpg (90m/h)	42.8mpg (6.6L/100km)
Constant 75mpg (120km/h)	34.9mpg (8.1L/100km)
<b>Performance</b>	
Maximum speed	135mph
0-60mph (sec)	7.4
Standing 400m (sec)	15.6
Standing 100m (sec)	28.8
<b>Fuel Tank Capacity</b>	
14.5 gallons (6 litres)	



NOTE: Every endeavour was made to ensure that the information contained in this brochure was accurate at the date of going to press 14.7.89. The company however reserves the right, while preserving the essential characteristics of the model described and illustrated, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the model described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time but in order to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of the brochure.



<b>SPECIAL EQUIPMENT</b>	
Tinted windows with rear sunblinds	<input type="radio"/>
ABS anti-lock brakes	<input type="radio"/>
Electric sunroof	<input type="radio"/>
Alloy wheels (4) with low profile tyres	<input type="radio"/>
Power assisted steering	<input type="radio"/>
Central door locking (including hatch) + remote control	<input type="radio"/>
Electric front/rear windows	<input type="radio"/>
6 speaker stereo radio/cassette system	<input type="radio"/>
<b>DASHBOARD</b>	
Trip and Total mileage recorders	<input type="radio"/>
Low fuel warning light	<input type="radio"/>
'Open-door' warning light display	<input type="radio"/>
Low battery charge warning light	<input type="radio"/>
Rear fog lamp warning light	<input type="radio"/>
Side, head & main beam warning lights	<input type="radio"/>
Indicator warning light	<input type="radio"/>
Heated rear screen warning light	<input type="radio"/>
Low engine oil pressure warning light	<input type="radio"/>
Low hydraulic pressure warning light	<input type="radio"/>
Low hydraulic fluid warning light	<input type="radio"/>
Emergency/stop warning light	<input type="radio"/>
Hazard warning lights	<input type="radio"/>
Front brake pad wear warning light	<input type="radio"/>
Rev counter (tachometer)	<input type="radio"/>
Quartz digital clock	<input type="radio"/>
Water temperature warning light	<input type="radio"/>
Oil temperature gauge	<input type="radio"/>
Interior engine oil level and pressure gauge	<input type="radio"/>
Handbrake warning light	<input type="radio"/>
<b>DRIVING SAFETY EQUIPMENT</b>	
Illuminated heater controls	<input type="radio"/>
Inertia reel front/rear seat belts	<input type="radio"/>
2-speed + intermittent windscreen wiper	<input type="radio"/>
Front fog lamps	<input type="radio"/>
Rear fog lamps	<input type="radio"/>
Reversing lamps	<input type="radio"/>
Electric windscreen washer	<input type="radio"/>
Heated rear window	<input type="radio"/>
Day/night rear view mirror	<input type="radio"/>
Instrument rheostat	<input type="radio"/>
Childproof lock on rear doors	<input type="radio"/>
Protective side mouldings	<input type="radio"/>
Door opening warning reflectors	<input type="radio"/>
Rear wash/wipe	<input type="radio"/>
Halogen handlamps	<input type="radio"/>
Audible warning, if lights left on	<input type="radio"/>
Laminated windscreen	<input type="radio"/>
Internally adjustable exterior door mirrors (passenger electric)	<input type="radio"/>
<b>COMFORT AND TRIM</b>	
Adjustable air vents (side and centre)	<input type="radio"/>
Ashtrays front (illuminated) and rear	<input type="radio"/>
Courtesy mirror beneath front passenger sun visor	<input type="radio"/>
Adjustable front sun visors	<input type="radio"/>
Interior courtesy light (with delay)	<input type="radio"/>
Adjustable front interior roof mounted map reading lights	<input type="radio"/>
Map pockets on rear of front seats	<input type="radio"/>
Front door map pockets	<input type="radio"/>
Variable speed air fan	<input type="radio"/>
Adjustable reclining front seats	<input type="radio"/>
Tilt adjustable front seats	<input type="radio"/>
Split folding rear seat, (not with leather option)	<input type="radio"/>
Rear seat centre armrest	<input type="radio"/>
Front seat head restraints	<input type="radio"/>
Rear seat head restraints	<input type="checkbox"/>
Cigar lighter illuminated	<input type="radio"/>
Boot area light	<input type="radio"/>
Velour seat upholstery	<input type="radio"/>
Leather seat upholstery	<input type="triangle"/>
Air conditioning	<input type="triangle"/>
Metallic paint	<input type="triangle"/>
Floor carpet	<input type="radio"/>
Removable rear parcel shelf	<input type="radio"/>
Illuminated glove box	<input type="radio"/>
Locking fuel filler flap	<input type="radio"/>
<input type="radio"/> - Standard <input type="triangle"/> - Option available on special order <input type="checkbox"/> - Accessory	

Designed and produced by Vernon Oakley Design Ltd., London.