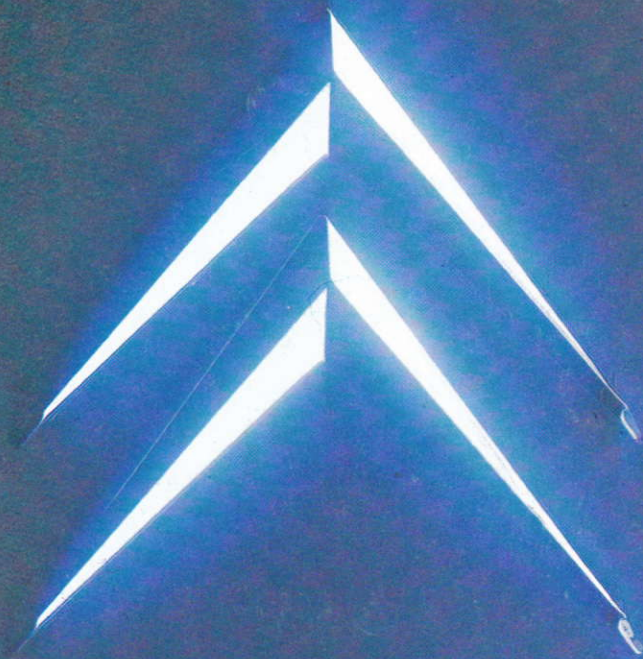


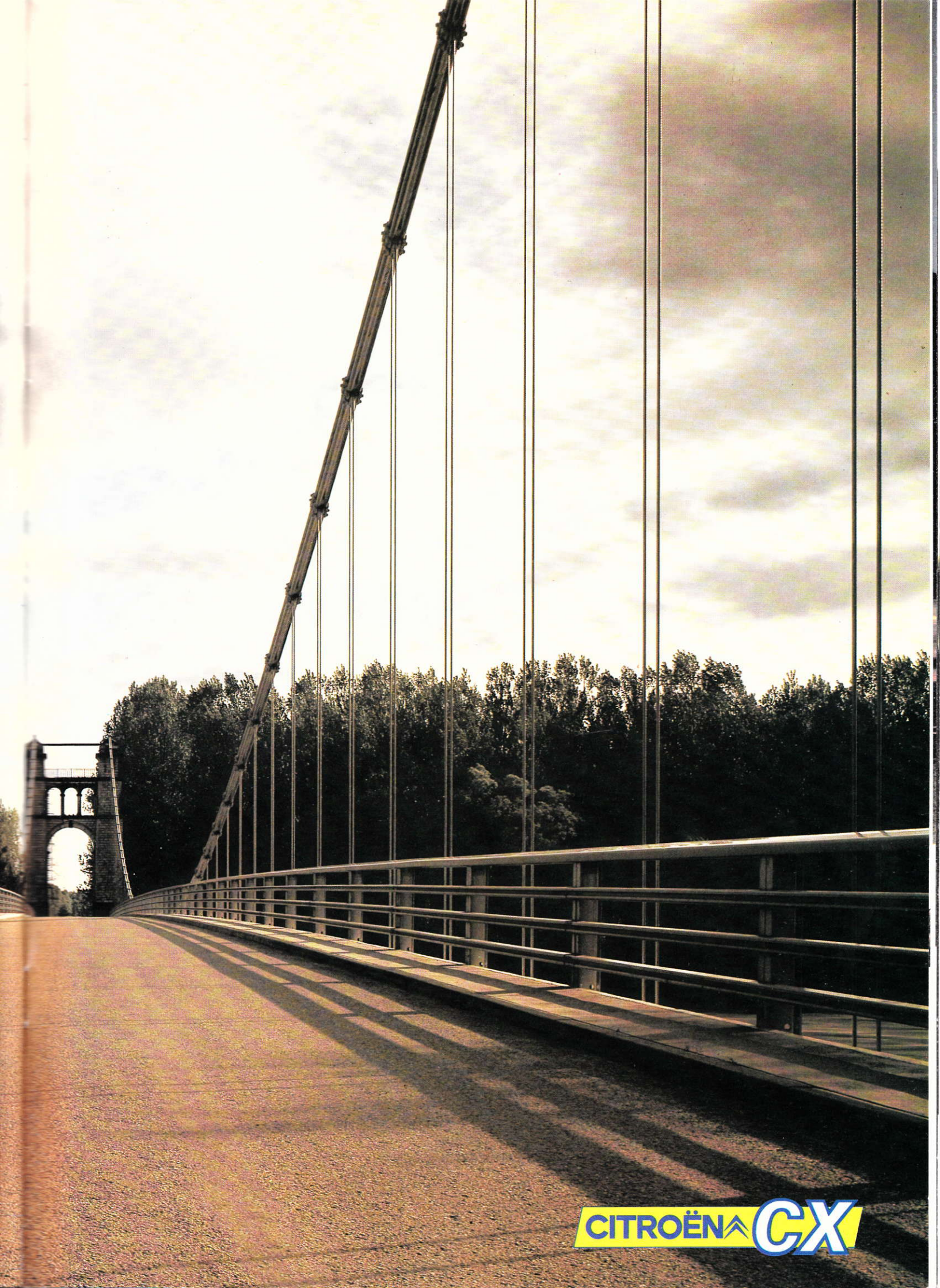
CITROËN



VISA GSA BX CX

THE OPEN ROAD





CITROËN  CX

THE INTER-CITY EXPRESS

If you regularly drive long distance, in all kinds of weather, if you have to arrive relaxed and fit for business – you'll already know what you need in a car.

You'll know too, how few cars actually meet those criteria, just how expensive most of them are and how much they cost to run.

In fact, look hard enough and

your shortlist is likely to come down to just one car, or rather, one range of cars – the Citroën CX series.

What distinguishes the CX, even from some more expensive executive saloons, is how well the different aspects of its design and engineering come together. Producing efficient and effortless long distance motoring.

STREAMLINED EFFICIENCY

Perhaps the most obviously striking feature of the CX is its body design. Citroën have always rejected mere styling conventions, concentrating instead on the less fickle dictates of science.

Thus, the shape of the CX is a classic example of form following function.

And although many people see the CX as one of the most beautiful looking cars ever built, the engineers who created it would point instead to how the aerodynamic shape affects performance.

At high speeds, the CX is calm and unflustered by crosswinds. It can cruise quickly at low revs, quietly and saving fuel. Even in foul weather the CX shines. The big windscreen stays clear thanks to its shape, which allows the use of a large single wiper with less tendency to lift at speed. The rear screen's shape uses air flow to keep it clear.

LEADING FROM THE FRONT

Front wheel drive, unusual in a car of this size and class, gives the CX better directional stability and safer cornering than comparable rear wheel drive designs.

And the CX is the ultimate exponent of Citroën hydropneumatic engineering.

Suspension, braking and steering are all powered by a high pressure hydraulic system.

Hydropneumatic suspension gives the CX a degree of ride comfort rivalled only by all-out luxury limousines.

As well as luxury, the CX's hydropneumatic suspension has a

number of directly practical effects on the performance of the car. Virtually regardless of load the suspension's firmness remains consistent. So it's as comfortable with just the driver onboard as it is full with passengers and luggage. On a long journey this can make a big difference. And because ride height is unaffected by load, the car's ground clearance and angle to the road (and thus aerodynamics and steering geometry) remain constant.

This contributes to the car's predictable handling, stress free driving style and long distance fuel economy.

As a side benefit, the hydropneumatic suspension allows the driver to increase the car's ground clearance to negotiate obstacles or to lower it for loading. This feature is particularly useful in CX estate models – or in any CX used for towing, as it makes hitching far simpler.

The CX's powered braking gives massive stopping power via four disc brakes – ventilated at the front on saloon models, ventilated all round on estate models.

Suspension and steering geometry ensure that the car can be stopped in a straight line, even with a burst front tyre.

The CX has a unique VariPower steering system.

Like other power steering systems, this makes parking or manoeuvring much easier.

But in conventional systems as speed increases and steering

requires less effort, it can become disconcertingly light.

VariPower steering overcomes the problem. A road speed device controls the "feel" of the steering to give almost finger tip control at low speeds, but requiring progressively more effort to turn the wheel as road speed increases.

In practice the feel of the steering remains constant.

And the steering cannot be affected by bad road surfaces or pools of water, making for stress-free driving under any conditions.

POWER AND RESPONSIBILITY

Overall, the CX is engineered to be the long distance cruiser par excellence.

But the CX series also offers you a choice of engine performance, equipment, interior trim – even a choice of wheelbase lengths.

So you can tailor a CX to give you precisely the right emphasis on purchase price, running costs, performance or luxury.

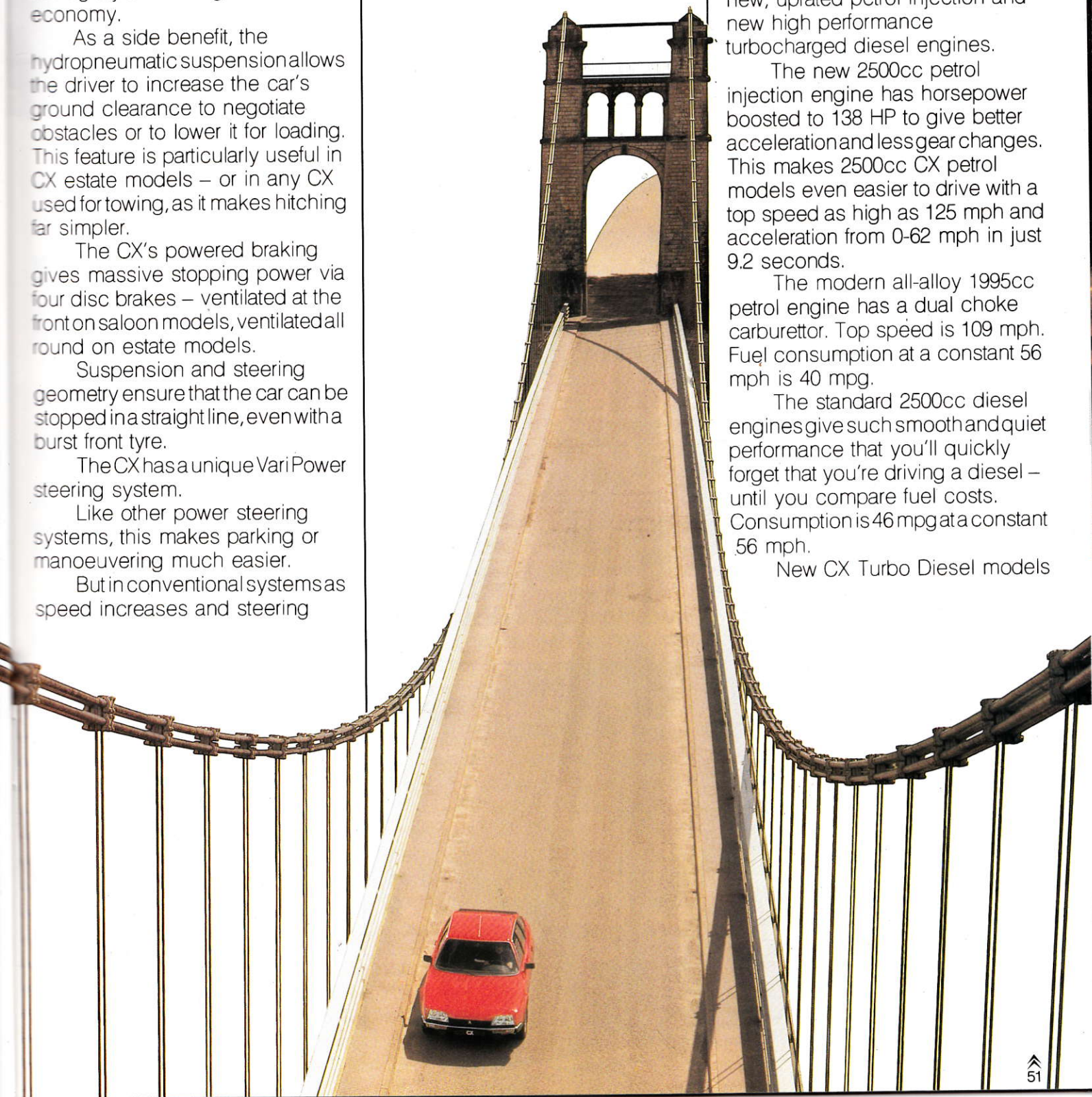
The latest CX series includes a range of four power units including new, updated petrol injection and new high performance turbocharged diesel engines.

The new 2500cc petrol injection engine has horsepower boosted to 138 HP to give better acceleration and less gear changes. This makes 2500cc CX petrol models even easier to drive with a top speed as high as 125 mph and acceleration from 0-62 mph in just 9.2 seconds.

The modern all-alloy 1995cc petrol engine has a dual choke carburettor. Top speed is 109 mph. Fuel consumption at a constant 56 mph is 40 mpg.

The standard 2500cc diesel engines give such smooth and quiet performance that you'll quickly forget that you're driving a diesel – until you compare fuel costs. Consumption is 46 mpg at a constant 56 mph.

New CX Turbo Diesel models





UNIQUE DASHBOARD BRINGS TOGETHER OVER 25 INDICATORS AND SWITCHES WITHIN FINGERTIP REACH OF THE WHEEL. CX'S UNIQUE VARIPOWER STEERING MAINTAINS PRECISE CONTROL AT SPEED.



CX'S AERODYNAMIC SHAPE INCLUDES A REAR SPOILER AND CO... HIGH PERFORMANCE CX25 GTI, CX25 RD TUR...

have a 2500cc engine specially modified for turbocharging. The engine's 95 HP gives it rapid acceleration and a top speed of 108 mph, making these among the fastest and most economical diesel cars in production.

With performance like this, the new CX Turbo Diesel further re-inforces the CX series' position as offering the finest, most efficient, range of executive class cars made.

All CX models have a 5-speed manual gearbox (except Prestige), with the option of 3 speed automatic transmission on some models.

EXECUTIVE DECISION

The CX series allows you to choose the performance you need and then specify the level of equipment you prefer.

Whichever model you do choose, you always get a lot of car for your money. A high level of equipment is standard.

In fact, climb behind the wheel of any CX and you'll see that this car is much more than an elegant shape with clever engineering and an unusually wide range of engines.

The designer's deft touch extends to details which, together, build a car uniquely suited to tireless long distance travel. A great deal of attention has been paid to giving you the correct driving position. The

cloth covered, scientifically shaped seats support the whole spine from pelvis to neck and include front head restraints. Seat position adjusts to bring you into exactly the right relationship with the controls. From there the unique CX dashboard binnacle brings all major switches within finger reach. In all, the binnacle contains 25 logically laid out controls and indicators clearly visible through the single spoke steering wheel. You'll quickly come to appreciate how such a comprehensive and unambiguous control layout can contribute to safe and trouble-free driving.

Other very sensible features standard on the CX saloon include a laminated windscreen and heated rear screen, two speed wiper with intermittent and an integral washer, internally adjustable driver's door mirror, day/night rear-view mirror, adjustable sun visors, childproof rear door locks and central locking including fuel filler flap. The roof mounted aerial and twin speakers are also standard and all CX models include a cigar lighter, illuminated locking glove box, and boot lamp.

EXECUTIVE PRIVILEGE

In each power range you can also specify Pallas level equipment (CX25 GTI and CX25 DTR Turbo offer equivalent luxury).

Features which contribute to Pallas style, comfort and convenience include front seats adjustable for both cushion height and angle, deep pile carpets, electric front windows, tinted glass, front and side sunvisors, map lamp, twin air horns, illuminated ignition switch, and roomy door pockets.

Most models incorporate a climate control package including tinted windows and rear sunblinds with a new auto-heater control to constantly monitor conditions inside the car, adjusting heater settings to maintain the level you have pre-set.

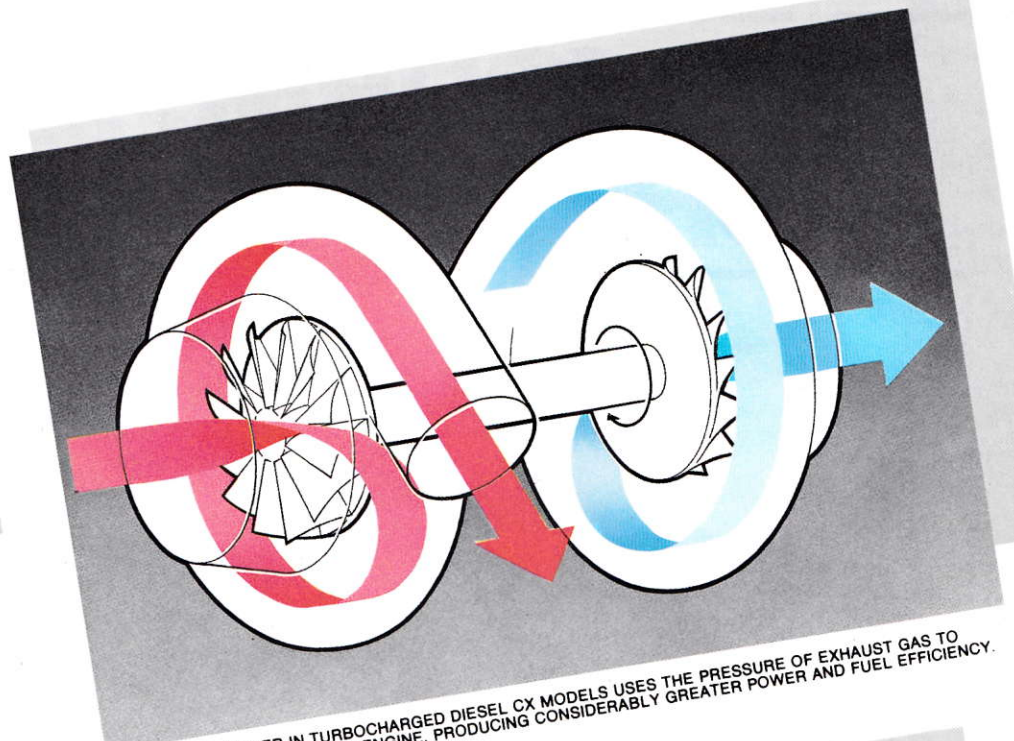
LONG ON COMFORT

CX is one of very few cars also available in long wheelbase form. The CX25 Prestige is a production model, not an expensive and non-standard conversion. Its extra length of 9 inches is achieved without significant weight penalties and, if anything, enhances the elegant lines of the CX body shape.

In addition to Pallas specification the Prestige offers extra wide rear doors, extra headroom and extra legroom with upholstered footrests for rear passengers. Plus Superlustre metallic paintwork, air conditioning, heated door mirrors, individual reading lamps, electric windows front and rear, and button



A REAR WINDOW SPECIALLY CURVED TO STAY CLEAR OF RAIN OR SPRAY. TURBO CX25 DTR TURBO MODELS INCLUDE A REAR SPOILER.



THE TURBOCHARGER IN TURBOCHARGED DIESEL CX MODELS USES THE PRESSURE OF EXHAUST GAS TO INCREASE AIR FLOW INTO THE ENGINE, PRODUCING CONSIDERABLY GREATER POWER AND FUEL EFFICIENCY.

backed cloth seats including head restraints all round.

The new 2500cc fuel injected engine is available with a three speed automatic gearbox.

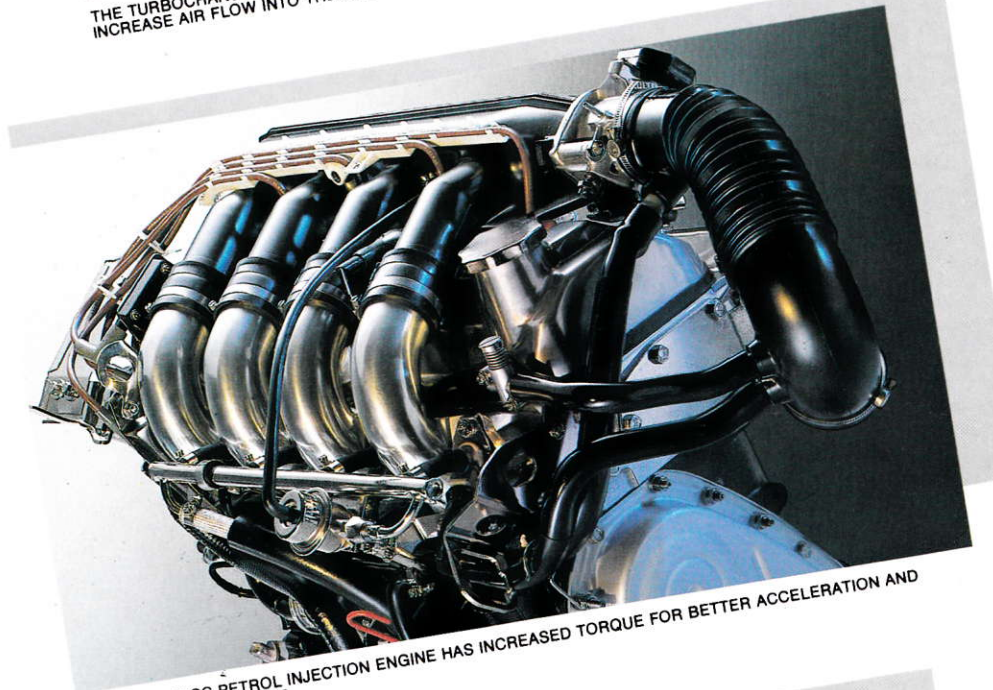
INCREASED CAPACITY

All CX saloons have a proper boot – and it's a big one. Front wheel drive, hydropneumatic suspension and a spare wheel stowed away under the bonnet gives a flat floor and no less than 17.9 cu.ft. of space. The large boot lid leaves an opening almost parallel to the floor, making loading far easier.

For the ultimate in passenger or load carrying capacity, the now legendary CX Safari and Familiale models complete the CX series. In fact, constituting a range of cars in their own right.

Although they share the elegant bodyshape, advanced power steering, suspension technology and engine options of the CX range, these are far more than simple adaptations of the saloon cars.

The latest Safari and Familiale range includes new luxurious and high performance petrol injection and turbocharged diesel models. Evidence of Citroën's commitment to building what is, surely, the best range of cars of this type available anywhere today.



THE NEW 2500CC PETROL INJECTION ENGINE HAS INCREASED TORQUE FOR BETTER ACCELERATION AND REDUCED GEARCHANGING.



CX MODELS INCLUDE ADJUSTMENT OF DRIVER'S SEAT CUSHION ANGLE AND HEIGHT BY MEANS OF THIS SIMPLE LEVER.

THE JOURNEY SHRINKER





CX20

Incomparable value. All the major CX features – aerodynamic body shape, hydropneumatic suspension, powered steering and powered brakes – in a car at a competitive price.

CX20 features a modern light alloy OHC engine of 1995 cc producing 106 HP to give a top speed of 109 mph via its five speed gearbox. Even at this price it offers a complete specification: laminated windscreen and heated rear screen, two-speed plus intermittent wash/wipe and internally adjustable driver's door mirror.

It also has: central door locking, electric front windows, driver's seat that adjusts for height, front seats that recline and have adjustable head rests, cloth upholstery, illuminated glove box and boot, roof aerial and twin speakers.

Principal Options: Metallic Superlustre paintwork. Electric Sunroof. Alloy wheels (four).



CX20 PALLAS

This two litre model has the same mechanical equipment as the CX20 and it offers the same all round fuel economy, giving 40 mpg at a steady 56 mph. Inside though, you'll find extra instrumentation, rear sun blinds, map lamp and luxury cloth upholstery. Tinted glass all round and twin air horns are standard. Principal Options: Metallic Superlustre paintwork. Sunroof. Alloy wheels (four).

FIRST CLASS LUXURY

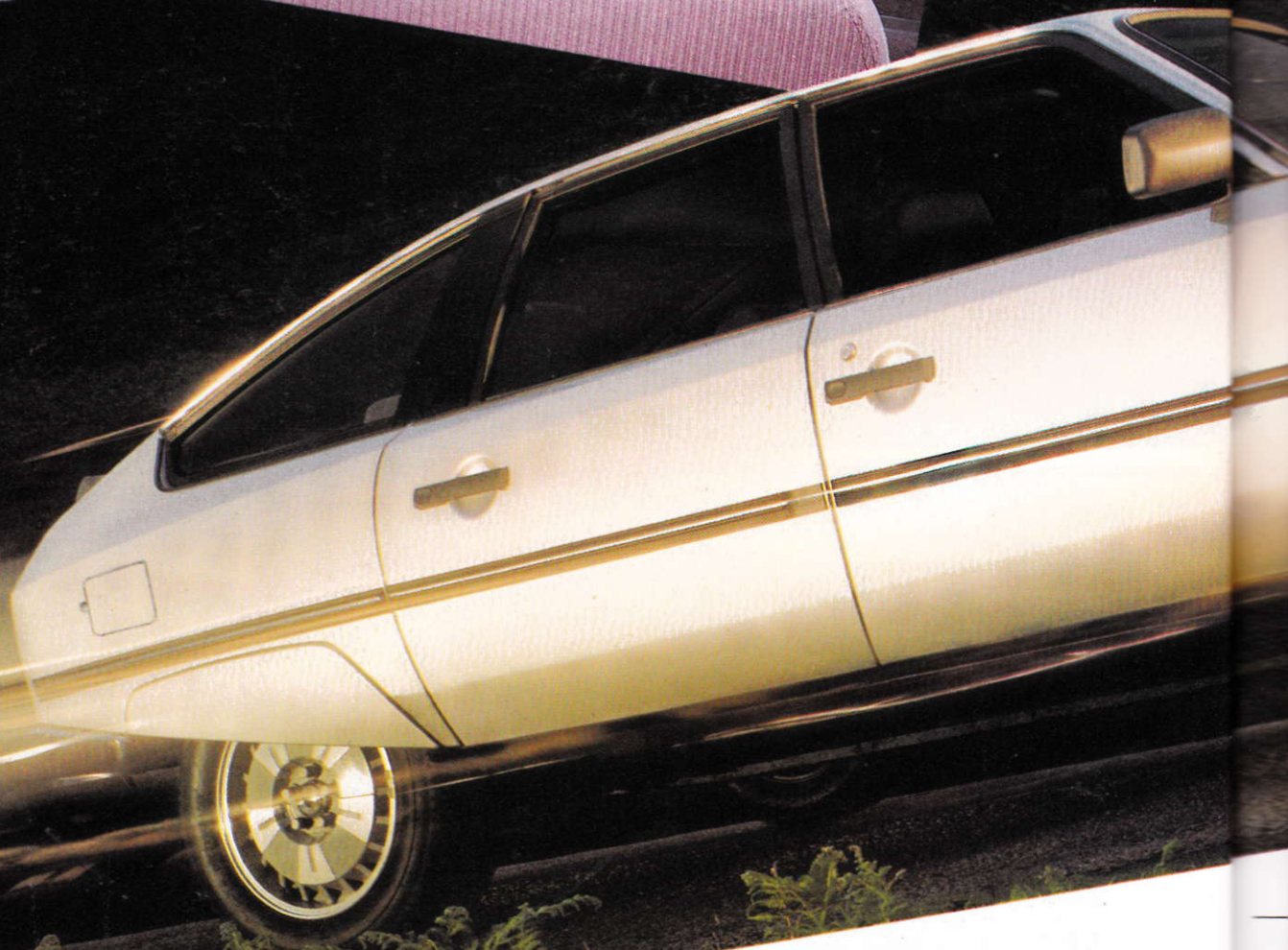
CX25 PALLAS IE

Extra power of a new larger 2500cc Bosch L-Jetronic fuel injection engine and a choice of 5-speed gearbox giving a top speed of 124 mph or 3 speed automatic.

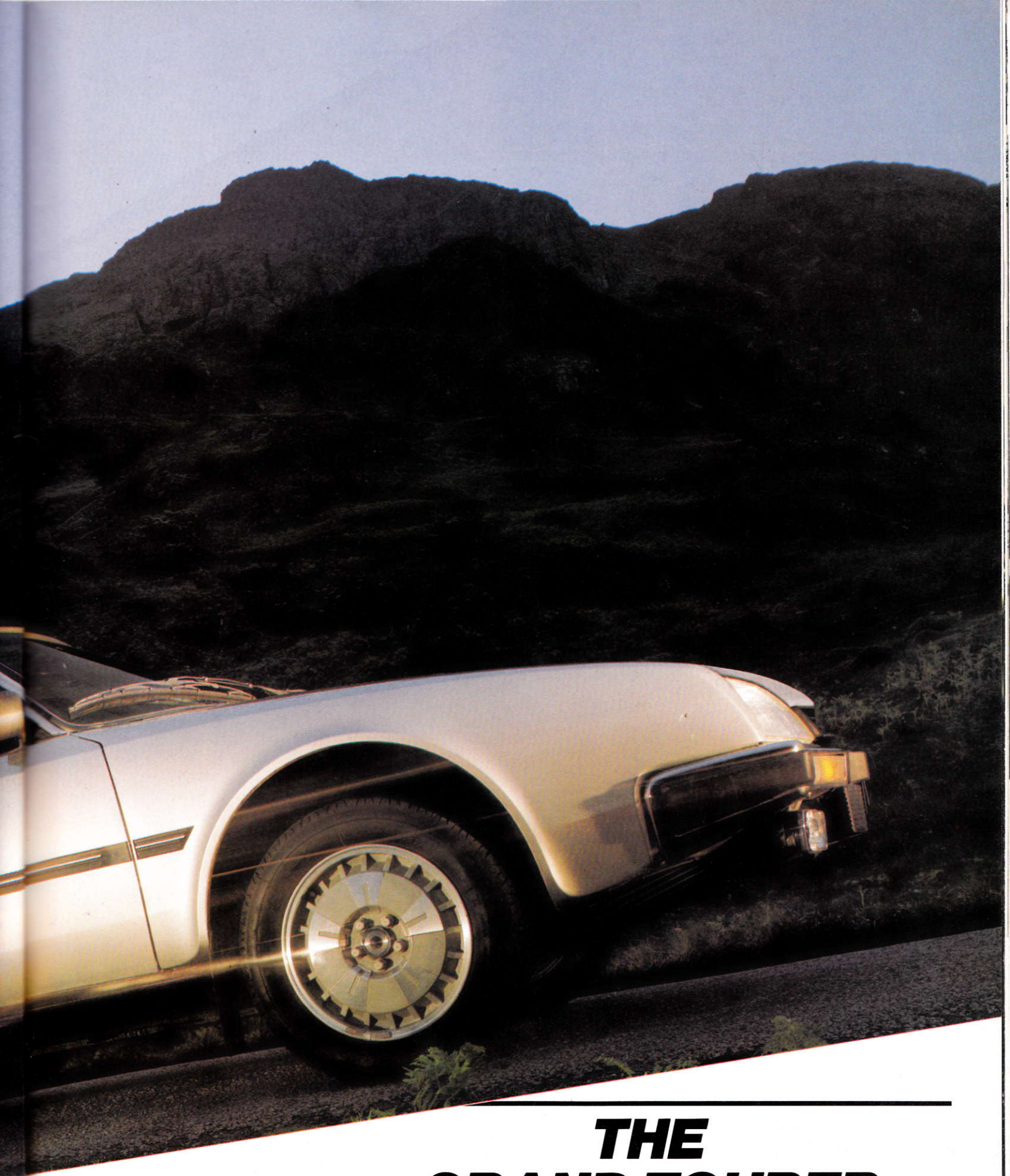
Instrumentation is even more comprehensive than CX20 Pallas and this model offers a wider range of luxury options.

Principal Options: Leather upholstery as shown. Alloy wheels (four). Air conditioning. Electric sunroof. Metallic Superlustre paintwork.





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CX25 GTi

The high performance CX with a top speed of 125 mph. It accelerates from 0-62 mph in just 9.2 seconds with its new, more powerful 138 HP 2500 cc petrol injection engine, and 5 speed manual transmission.

THE GRAND TOURER

Alloy wheels with low profile, high grip TRX tyres are standard.

Firmer suspension and stiffer roll bars further improve road holding. Rear spoiler standard.

Principal options: Metallic Superlustre paintwork. Leather upholstery. Air conditioning. Electric sunroof.



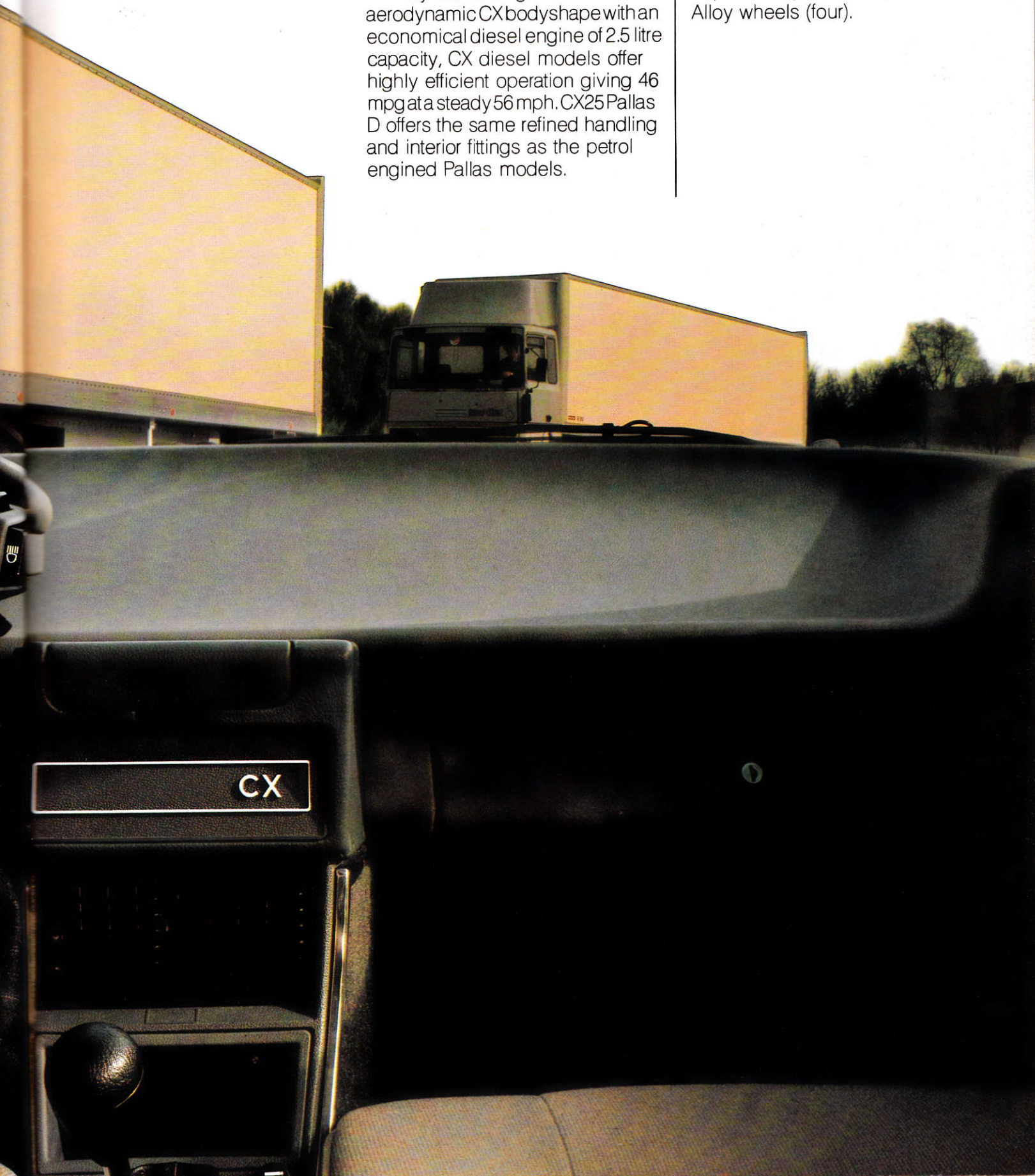
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CX LUXURY, DIESEL ECONOMY

CX25 PALLAS D

By combining the aerodynamic CX body shape with an economical diesel engine of 2.5 litre capacity, CX diesel models offer highly efficient operation giving 46 mpg at a steady 56 mph. CX25 Pallas D offers the same refined handling and interior fittings as the petrol engined Pallas models.

Principal Options: Metallic Superlustre paint. Electric sunroof. Alloy wheels (four).





The fastest diesel cars in their class and probably the most fuel-efficient luxury cars you can buy. CX Turbocharged Diesels offer exciting performance and real economy. Top speed 108 mph, 0-62 mph in just 13.3 seconds with fuel consumption of 50 mpg at a steady 56 mph.

All CX Turbo Diesel models have special instrumentation including digital clock, rev counter, turbo boost and water temperature gauges. Plus the firmer suspension of the CX GTI model and wide, low profile TRX tyres for extra grip.

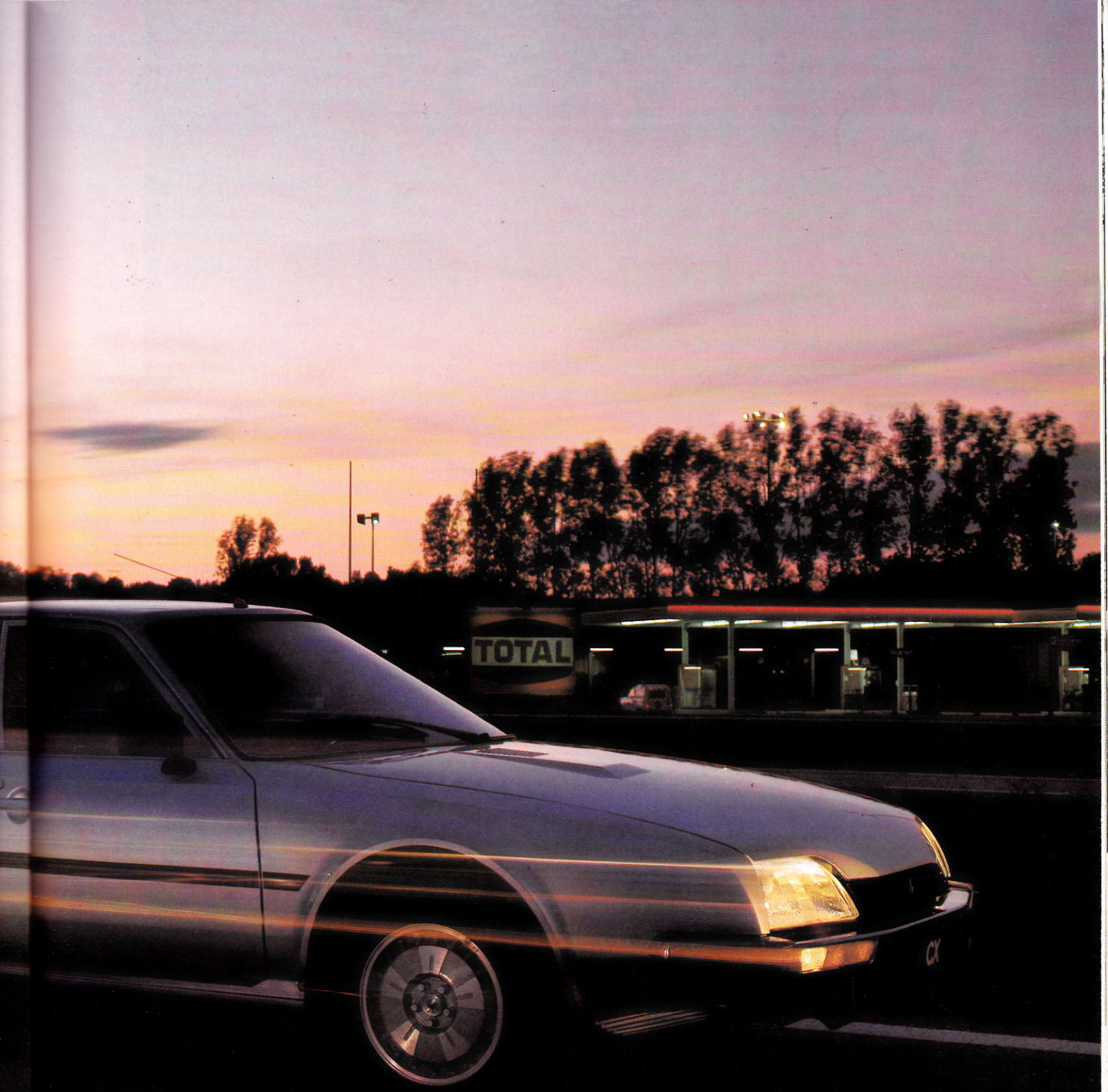
THE 108 MPH TURBO DIESELS

CX25 RD TURBO

CX25 RD has luxury Tweed cloth seats as shown. Principal options: Metallic Superlustre paintwork. Electric sunroof. Alloy wheels (four). Air-conditioning.

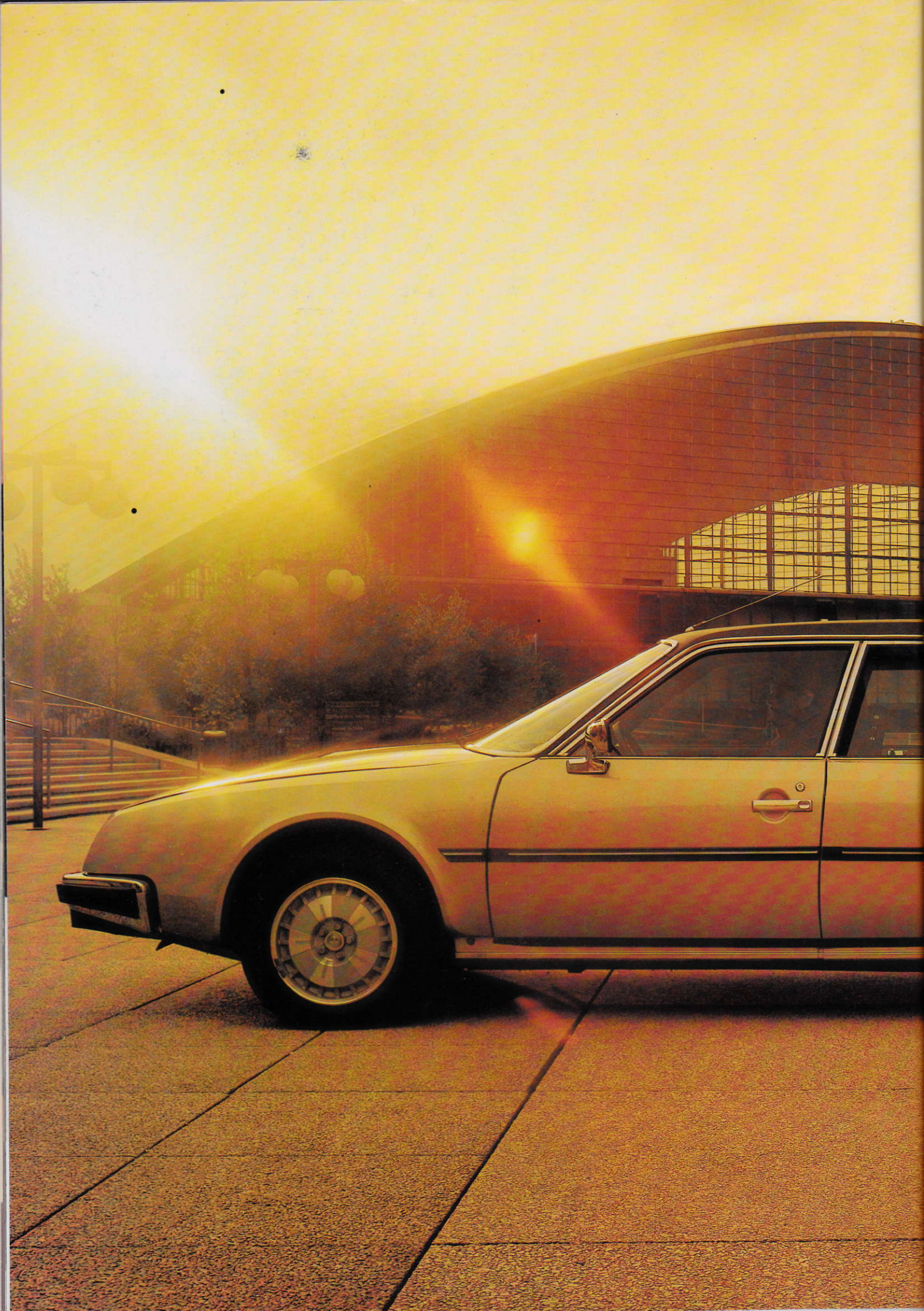
CX25 DTR TURBO

Greater luxury, equivalent to CX Pallas D models, but with alloy wheels as standard, make this probably the most highly specified diesel car on the road today with no-compromise fuel economy and



impressive turbocharged performance. If you've previously hesitated to buy a diesel car, you've just run out of excuses.

Principal Options: Metallic Superlustre paintwork. Electric sunroof. Leather upholstery. Air-Conditioning.





LONG LEGGED ELEGANCE

CX25 PRESTIGE

Long wheelbase adds even more luxury to the CX range. In fact these purpose-built models are a full 9 inches longer than CX saloons, with wider rear doors, extra legroom and greater headroom.

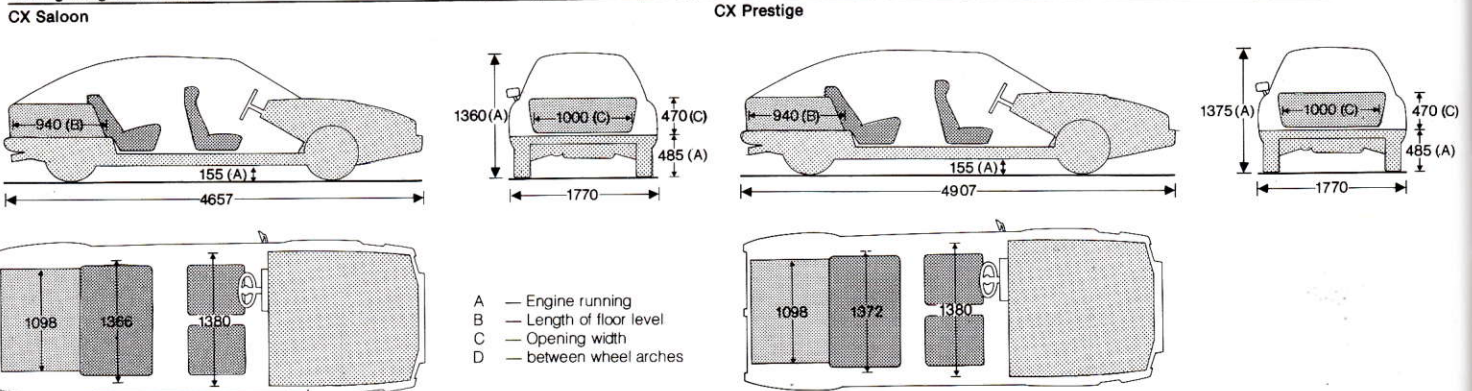
CX25 Prestige includes a host of luxury features as standard including: upholstered footrests matching the deep pile carpeting, tinted glass, air conditioning, Superlustre metallic paintwork, four speakers, luxurious button backed cloth upholstery, rear sunblinds and electric windows, door pockets, head restraints and individual reading lamps all round.

The new more powerful 2500 cc fuel injected engine gives a top speed of 121 mph and is equipped with automatic transmission.

Principal options: Leather Upholstery. Alloy Wheels (four).

TECHNICAL SPECIFICATION

	CX20	CX 20 PALLAS	CX 25 PALLAS IE	CX25 GTI	CX25 PRESTIGE	CX 25 PALLAS D	CX25RD TURBO/ CX 25 DTR TURBO
Engine							
Number of cylinders	4	4	4	4	4	4	4
Cubic capacity	1995 cc	1995 cc	2500 cc	2500 cc	2500 cc	2500 cc	2500 cc
Bore and stroke	88 x 82 mm	88 x 82 mm	93 x 92 mm	93 x 92 mm	93 x 92 mm	93 x 92 mm	93 x 92mm
Compression ratio	9.2:1	9.2:1	8.75:1	8.75:1	8.75:1	22.25:1	21:1
Horsepower	106 hp (DIN) @ 5500 rpm	106 hp (DIN) @ 5500 rpm	138 hp (DIN) @ 5000 rpm	138 hp (DIN) @ 5000 rpm	138 hp (DIN) @ 5000 rpm	75 hp (DIN) @ 4250 rpm	95 hp (DIN) @ 3700 rpm
Torque	122 ft/lbs (DIN) @ 3250 rpm	122 ft/lbs (DIN) @ 3250 rpm	155 ft/lbs (DIN) @ 4000 rpm	155 ft/lbs (DIN) @ 4000 rpm	155 ft/lbs (DIN) @ 4000 rpm	111 ft/lbs (DIN) @ 2000 rpm	159 ft/lbs (DIN) @ 2000
Cooling system	Liquid cooled with thermostatic control	Liquid cooled with thermostatic control	Liquid cooled with thermostatic control (twin fan for automatic)	Liquid cooled with thermostatic control	Liquid cooled with thermostatic control with twin fan	Liquid cooled with thermostatic control with twin fan	Liquid cooled with thermostatic control with twin fan
Transmission				Front wheel drive			
Gearbox type	Manual	Manual	Manual or automatic	Manual	Automatic	Manual	Manual
Number of gears –manual	5-speed synchromesh	5-speed synchromesh	5-speed synchromesh	5-speed synchromesh	—	5-speed synchromesh	5-speed synchromesh
–automatic	—	—	3-speed	—	3-speed	—	—
mph per 1000 rpm in top gear	22.0	22.0	24.6 man 22.3 auto	23.0	22.3	22.0	27.7
Clutch type	Single plate diaphragm cable operated	Single plate diaphragm cable operated	Single plate diaphragm cable operated	Single plate diaphragm cable operated	—	Single plate diaphragm cable operated	Single plate diaphragm cable operated
Steering							
Type	Rack and pinion power steering. VariPower gives variable 'feel' as the speed of the car alters; ensures directional stability in adverse conditions. Gives powered return to straight ahead position when steering wheel released.						
Turns lock to lock	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Turning circle	38 ft 5 in	38 ft 5 in	38 ft 5 in	38 ft 5 in	41 ft	38 ft 5 in	38 ft 5 in
Brakes							
Suspension	Hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining constant ground clearance whatever the load in vehicle. A lever positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.						
Tyres							
Front	185 HR-14 XVS	185 HR-14 XVS	185 HR-14 XVS	190/65 HR 390 TRX	185 HR-14 XVS	185 SR-14 XZX	190/65 HR 390 TRX
Rear	175 HR-14 XVS	175 HR-14 XVS	185 HR-14 XVS	190/65 HR 390 TRX	185 HR-14 XVS	175 SR-14 XZX	190/65 HR 390 TRX
Electrical equipment							
Ignition type	Magnetic impulse	Magnetic impulse	Integrated electronic	Integrated electronic	Integrated electronic	Not applicable	Not applicable
Battery	12V225/45Ah	12V225/45Ah	12V300/60Ah	12V300/60Ah	12V350/70Ah	12V440/88Ah	12V440/88Ah
Alternator	972 Watts	972 Watts	1080 Watts	1080 Watts	1080 Watts	1080 Watts	1080 Watts
Interior capacities							
Seating capacity	5 Adults						
Boot capacity	17.9 cu ft						
Weights							
Kerb weight	2723 lbs (1235 kg)	2723 lbs (1235 kg)	3020 lbs (1370 kg)	3020 lbs (1370 kg)	3197 lbs (1450 kg)	3020 lbs (1370 kg)	3197 lbs (1450 kg)
Payload/max load	1201 lbs (545 kg)	1201 lbs (545 kg)	1136 lbs (515 kg)	1136 lbs (515 kg)	1014 lbs (460 kg)	1146 lbs (520 kg)	1036 lbs (470 kg)
Official Government test fuel consumption figures							
			5-Speed		Automatic		
Urban cycle	23.3 mpg (12.1 L/100 km)	23.3 mpg (12.1 L/100 km)	20.8 mpg (13.6 L/100 km)	21.7 mpg (13.0 L/100 km)	20.8 mpg (13.6 L/100 km)	21.7 mpg (13.0 L/100 km)	32.9 mpg (8.6 L/100 km)
Constant 56 mph (90 km/h)	39.8 mpg (7.1 L/100 km)	39.8 mpg (7.1 L/100 km)	38.2 mpg (7.4 L/100 km)	30.7 mpg (9.2 L/100 km)	38.2 mpg (7.4 L/100 km)	32.9 mpg (8.6 L/100 km)	49.6 mpg (5.7 L/100 km)
Constant 75 mph (120 km/h)	31.4 mpg (9.0 L/100 km)	31.4 mpg (9.0 L/100 km)	30.4 mpg (9.3 L/100 km)	24.8 mpg (11.4 L/100 km)	30.4 mpg (9.3 L/100 km)	26.9 mpg (10.5 L/100 km)	38.7 mpg (7.3 L/100 km)
Fuel tank capacity							
	15 gallons (68 litres)						
Performance							
Maximum speed	109 mph	109 mph	124 mph	121 mph	125 mph	121 mph	97 mph
Standing 400 m (seconds)	17.8	17.8	17.0	18.2	16.6	18.4	20.4
Standing 1000 m (seconds)	33.2	33.2	31.7	33.5	31.1	33.9	37.7
0–62 mph (100 km/h) (seconds)	11.7	11.7	9.7	11.7	9.2	12.3	17.1
Towing Weights with brakes							
	2866 lbs (1300 kg), or 3307 lbs (1500 kg) if gross train weight is not exceeded, i.e. by reducing load in the towing vehicle.						



All measurements in millimetres.

EQUIPMENT SPECIFICATION

	CX20	CX 20 PALLAS	CX25 PALLAS IE	CX25 GTI	CX 25 PRESTIGE	CX 25 PALLAS D	CX 25 RD TURBO/ CX 25 DTR TURBO
Dashboard							
Trip and Total mileage recorders	○	○	○	○	○	○	○
Low fuel warning light	○	○	○	○	○	○	○
Low battery charge warning light	○	○	○	○	○	○	○
Side, headlamp & main beam warning lights	○	○	○	○	○	○	○
Indicator warning light	○	○	○	○	○	○	○
Heated rear screen warning light	○	○	○	○	○	○	○
Low engine oil pressure warning light	○	○	○	○	○	○	○
Oil temperature warning light	○	○	○	○	○	—	—
Low hydraulic pressure warning light	○	○	○	○	○	○	○
Low hydraulic fluid warning light	○	○	○	○	○	○	○
Warning light test button	○	○	○	○	○	○	○
Hazard warning lights	○	○	○	○	○	○	○
Pre-heat warning light	—	—	—	—	—	○	○
Boost pressure gauge	—	—	—	—	—	—	○
Front brake pad wear warning light	○	○	○	○	○	○	○
Interior engine oil level gauge	—	○	○	○	○	○	○
Rev counter (tachometer)	○	○	○	○	○	—	○
Choke warning light	○	○	—	—	—	—	—
Analogue quartz clock	○	○	digital	digital	digital	○	digital
Temperature warning light	○	○	○	○	○	○	○
Front fog lamp warning light	—	—	—	○	—	—	—
Rear fog lamp warning light	○	○	○	○	○	○	○
Handbrake warning light	○	○	○	○	○	○	○
Water temperature gauge	—	—	○	○	○	○	○
Driving safety equipment							
Child safety seats	□	□	□	□	□	□	□
Front driving lamps	□	□	□	□	□	□	□
Nearside door mirror	□	□	□	□	□	□	□
Inertia reel front seat belts	○	○	○	○	○	○	○
2-Speed+Intermittent windscreen wiper	○	○	○	○	○	○	○
Rear fog lamps and reversing lamps	○	○	○	○	○	○	○
Electric windscreen washer	○	○	○	○	○	○	○
Heated rear window	○	○	○	○	○	○	○
Diagnostic socket	○	○	○	○	○	○	○
Day/night rear view mirror	○	○	○	○	○	○	○
Instrument rheostats	○	○	○	○	○	○	○
Childproof lock on rear doors	○	○	○	○	○	○	○
Rear seat belts (inertia)	□	□	□	□	□	□	□
Econoscope	○	○	—	—	—	—	—
Halogen headlamps	○	○	○	○	○	○	○
Tinted windows	—	○	○	○	○	○	○
Rear sun blinds	—	○	○	○	○	○	○
Front fog lamps	□	□	□	○	□	□	□
Internally adjustable exterior door mirror	○	○	○	○	○(electric +heated)	○	○
Laminated windscreen	○	○	○	○	○	○	○
Illuminated heater controls	○	○	○	○	○	○	○
Comfort and trim							
Rear mud flaps (standard on front)	□	□	□	□	□	□	□
Central and side adjustable air vents	○	○	○	○	○	○	○
Protective side mouldings	○	○	○	○	○	○	○
Ashtrays front & rear	○	○	○	○	○	○	○
Ignition keyhole light	○	○	○	○	○	○	○
Courtesy mirror beneath front passenger sun visor	○	○	○	○	○	○	○
Adjustable front sun visors	○	○	○	○	○	○	○
3-speed air fan	○	○	○	○	○	○	○
Adjustable reclining separate front seats	○	○	○	○	○	○	○
Height adjustable driver's seat	○	○	○	○	○	○	○
Front seat head restraints	○	○	○	○	○	○	○
Rear seat head restraints	—	—	—	○	○	—	—
Rear spoiler	—	—	—	○	—	—	○
Seat upholstery	cloth	cloth	cloth	cloth	cloth	cloth	cloth
Leather upholstery	—	—	△	△	△	—	△ (DTR TURBO only)
Alloy wheels (4) with XVS tyres	△	△	—	—	—	△	—
Alloy wheels (4) with TRX tyres	—	—	△	○	△	—	○ DTR TURBO △ RD TURBO
Metallic paint	△	△	△	△	○(or black)	△	△
Aerial+two speakers	○	○	○	○	○(4)	○	○
Electric Sunroof	△	△	△	△	—	△	△
Lockable glovebox (illuminated interior)	○	○	○	○	○	○	○
Boot lamp	○	○	○	○	○	○	○
Central door locking	○	○	○	○	○	○	○
Air conditioning	—	—	△	△	○	—	△
Electric windows front	○	○	○	○	○	○	○
Electric windows rear	—	—	—	○	○	—	—

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



CX20 SAFARI

Surely the most efficient multi-purpose vehicle built, CX20 Safari has massive capacity (up to 75 cu.ft. with rear seats folded) and load carrying ability (up to 1521 lbs.) thanks to their long wheelbase, extra rear body length and height, hydropneumatic suspension and

heavy duty ventilated rear disc brakes. With an aerodynamic bodyshape and 1995 cc petrol engine, CX20 Safari is capable of 103 mph or 36 mpg at a steady 56 mph.

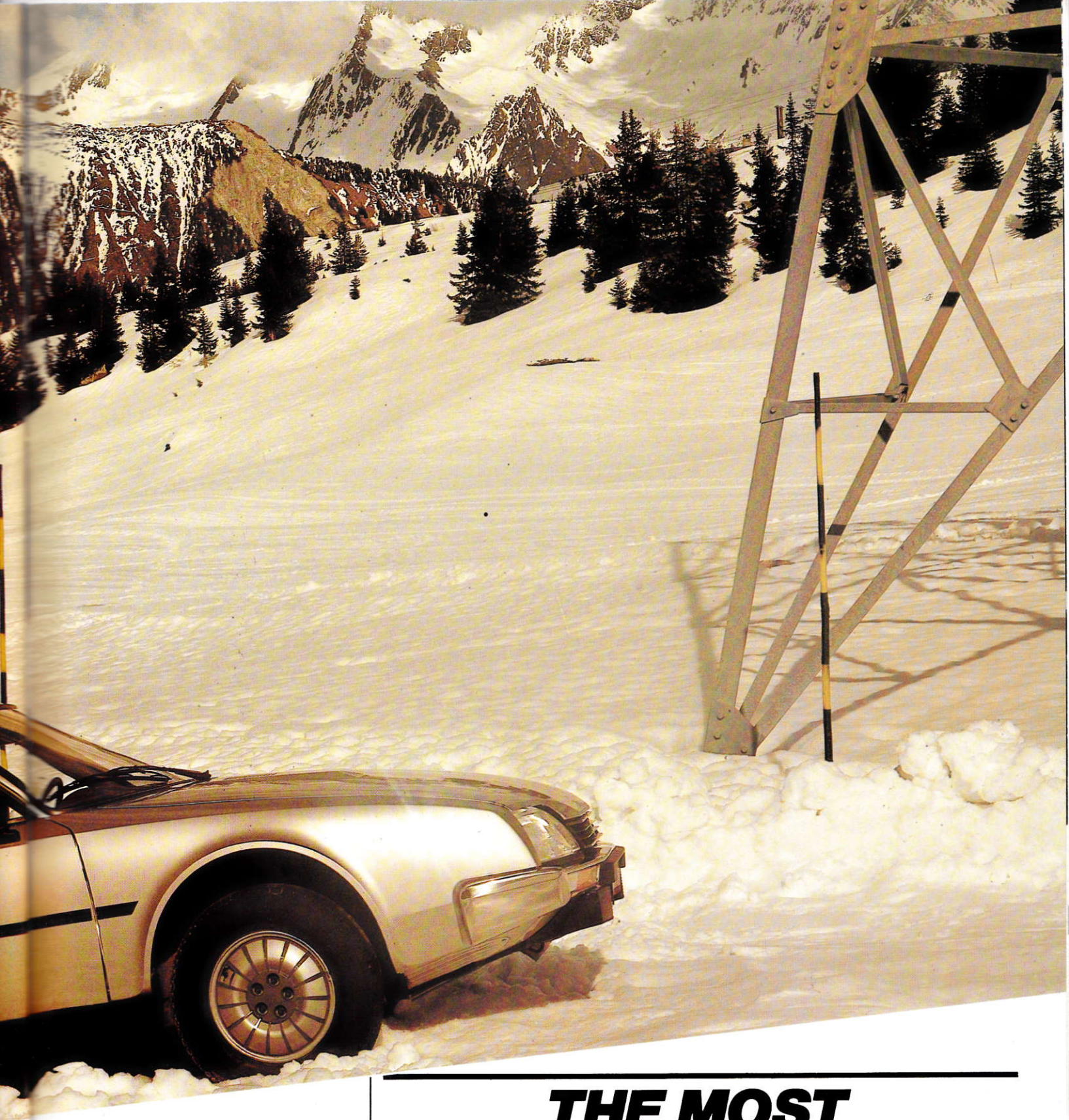
And this is a comfortable car too, equipped to a similar level to CX20 saloon models.

Principal Option: Metallic Superlustre paintwork.

CX25 D SAFARI

Equipment similar to CX20 Safari but with a highly fuel efficient diesel engine of 2500 cc capable of smooth performance while using 46 mpg of diesel at a steady 56 mph.





No other car of this type offers the combination of style and luxury, speed and handling that is a CX Safari or Familiale.

Because – while they maintain the style, comfort and performance of CX saloons – this is a true range of cars in its own right, purpose-built for massive capacity, with suspension, and braking to match.

Citroën's self levelling hydropneumatic suspension means a CX Safari or Familiale can

THE MOST INTELLIGENT ESTATES

carry payloads of 1521 lbs. in safety. More than virtually any other car on the market.

The system allows the driver to raise or lower the car for loading, tow hitching, or to increase ground clearance. The rear suspension

does not intrude into load space.

These are the only really large multi-purpose cars with the traction, weight distribution and cornering advantages of front wheel drive, with no prop shaft or rear drive assembly to reduce floor space.

(contd. on page 72)



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CX25 TRI SAFARI

Exciting performance and a remarkable level of luxury in a highly practical, versatile car. Powered by a new, more powerful 2500 cc fuel

injection engine capable of taking the CX25 TRI Safari to a top speed of 121 mph, with acceleration 0-62 mph in just 10.2 seconds (5 speed manual). And equipped to similar high standards of comfort as Pallas saloon models. Available with either 5 speed manual or automatic transmission. CX25 TRI Safari features a split rear seat for improved load carrying versatility.

CX25 DTR TURBO SAFARI

And now the ultimate diesel estate. Turbocharged for a top speed of 106 mph yet with fuel economy as good as 46 mpg at a steady 56 mph. And with all the comfort of Pallas specification saloons. If you're looking for a load carrying luxury car, CX25 DTR Turbo Safari gives you this, with economy and performance too.

Principal Options on CX25 TRI Safari and CX25 DTR Turbo Safari: Metallic Superlustre paintwork. Air conditioning.

ADVANCED PASSENGER TRANSPORT

In a CX Estate extra rear space doesn't mean extra overhang. A wheelbase 9 inches longer than standard CX saloons maintains wheel-on-each-corner stability, putting the bulk of the payload well within the wheelbase.

And these are surprisingly fast, economical cars.

CX Estates have an aerodynamic efficiency very similar to that of a CX Saloon. The stepped roofline gives improved space with minimum drag.

Estate models give you a wide choice of power units, offering real economy or powerful performance. In the case of the new CX25 DTR Turbo Safari with a 2500 cc diesel engine, you get both—a 106 mph top speed and 35 mpg at a steady 75mph.

Newly updated capacity gives the 2500cc petrol injection engine of the CX25 TRI Safari acceleration of 10.2 seconds from 0-62 mph and a top speed of 121 mph (manual gearbox).

The CX25 TRI Safari is available with either five-speed manual or automatic transmission, the CX25 DTR Turbo Safari is available only with a 5 speed gearbox. The Safari model includes a new interior specification equivalent to Pallas saloons. These are among the fastest, most luxurious cars of their type. Safari and Familiare models are also available with economical 1995cc petrol engines. Safari can be specified with a 2500cc diesel unit.

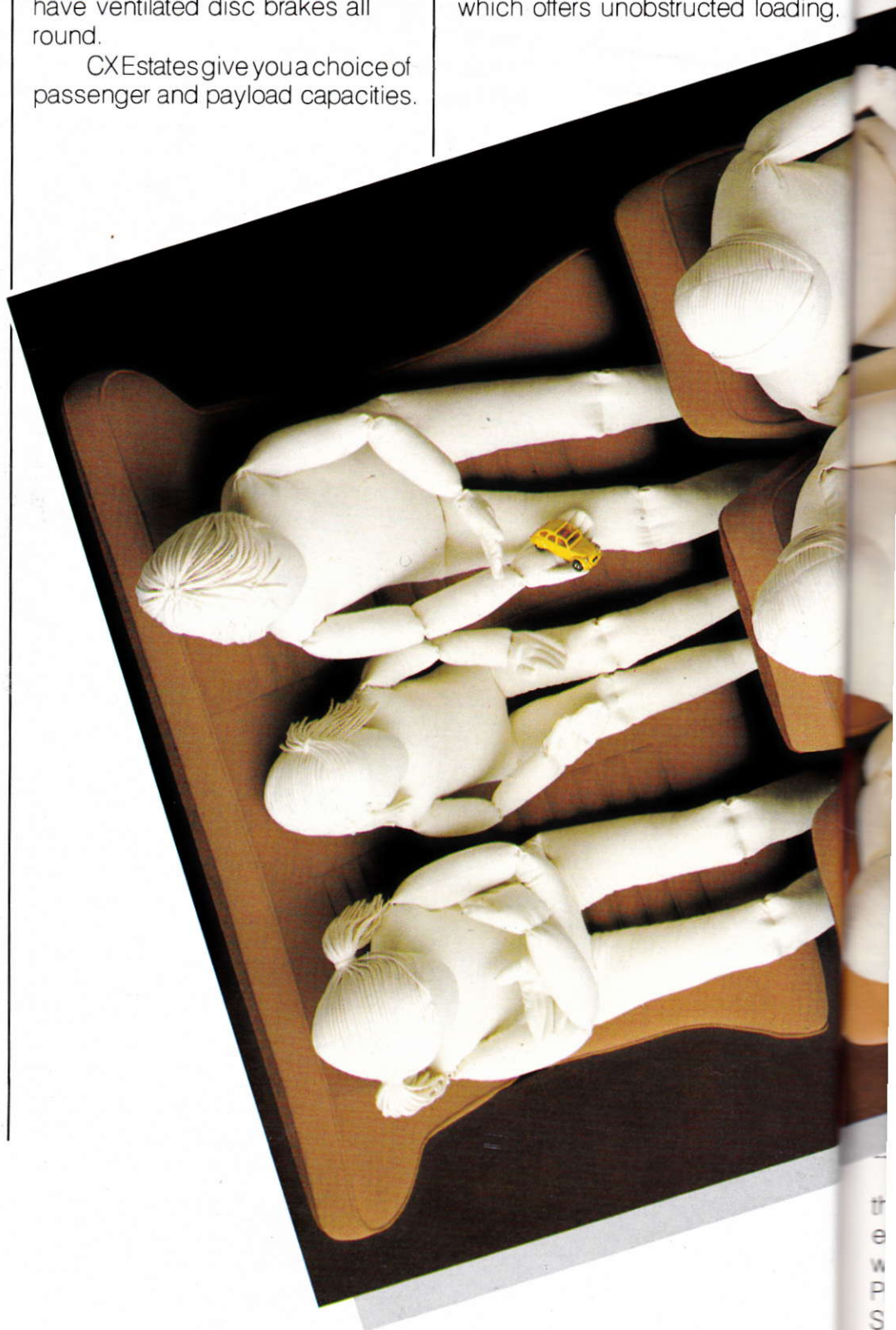
All Safari and Familiare models have ventilated disc brakes all round.

CX Estates give you a choice of passenger and payload capacities.

Safari models can carry five adults with a flat space behind of 41 cu. ft. Fold the rear seats flat and this becomes 75 cu. ft. CX25 TRI Safari features a new split rear seat for even more versatility.

Familiare models have an additional row of seats and can carry eight adults in comfort with over 16 cu. ft. of luggage. Or five adults and nearly 37.5 cu. ft. of load.

Both types of car have wide rear passenger doors and a deep tailgate which offers unobstructed loading.



CX20 FAMILIALE

Familiale models carry eight adults in comfort with generous luggage space. Or five adults with almost as much load-space as Safari models. CX20 Familiale has a 1995 cc petrol engine and is equipped to a level similar to CX20 saloon, but with tinted glass and rear side sunvisors.

Despite their extra passenger space, Familiale models offer massive load capacity; 16.2 cu. ft. with 8 occupants, 37.5 cu. ft. with rear seats folded.

Principal Option: Metallic Superlustre paintwork.



CX25 IE FAMILIALE

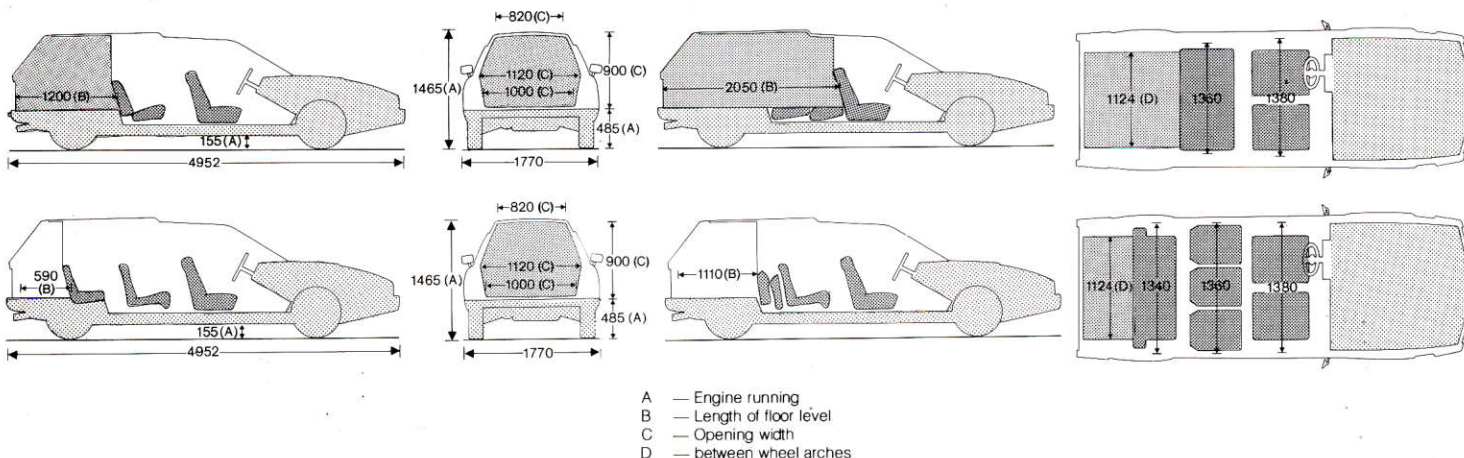
Same exciting performance as the CX25 TRI Safari with interior equipment as CX20 Familiale but with alloy wheels as standard. Principal Options: Metallic Superlustre Paintwork. Air conditioning.



TECHNICAL SPECIFICATION

	CX 20 SAFARI/FAMILIALE	CX25 TRI SAFARI/CX25IE FAMILIALE	CX25D SAFARI	CX25DTR TURBO SAFARI
Engine				
Number of cylinders	4	4	4	4
Cubic capacity	1995 cc	2500 cc	2500 cc	2500 cc
Bore and stroke	88 x 82 mm	93 x 92 mm	93 x 92 mm	93 x 92 mm
Compression ratio	9.2:1	8.75:1	22.25:1	21:1
Horsepower	106 hp (DIN) @ 5500 rpm	138 hp (DIN) @ 5000 rpm	75 hp (DIN) @ 4250 rpm	95 hp (DIN) @ 3700 rpm
Torque	122 ft/lbs (DIN) @ 3250 rpm	155 ft/lbs (DIN) @ 4000 rpm	111 ft/lbs (DIN) @ 2000 rpm	159 ft/lbs (DIN) @ 2000 rpm
Cooling system	Liquid cooled, electric fan with thermostatic control. (Twin fan for automatic and diesel)			
Transmission	Front wheel drive			
Gearbox type	Manual	Manual/Automatic	Manual	Manual
Number of gears	5 speed synchromesh	5 speed synchromesh 3 speed automatic transmission	5 speed synchromesh	5 speed synchromesh
Mph per 1000 rpm in top gear	22.0	23.9 manual 21.6 auto	22.0	27.7
Clutch type	Cable operated diaphragm type mechanical control (manual transmission vehicles)			
Steering				
Type	Rack and pinion power steering. VariPower gives variable 'feel' as the speed of the car alters; ensures directional stability in adverse conditions. Gives powered return to straight ahead position when steering wheel is released			
Turns lock to lock	2.5	2.5	2.5	2.4
Turning circle between kerbs	41 ft	41 ft	41 ft	41 ft
Brakes				
Ventilated discs on all four wheels.				
Suspension				
Hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining a constant ground clearance whatever the load in vehicle. A lever positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.				
Tyres				
	Michelin 185 HR-14 XVS	Michelin 190/65 HR390TRX	Michelin 185 SR-14 XZX	Michelin 190/65 HR 390TRX
Electrical equipment				
Ignition type	Magnetic impulse	Integrated electronic	Not applicable	Not applicable
Battery	12V225/45Ah	12V300/60Ah	12V350/70Ah	12V440/88Ah
Alternator	972 Watts	1080 Watts	1080 Watts	1080 Watts
Interior capacities				
	Safari	Familiale	Safari	Familiale
Seating capacity	5 Adults	8 Adults	5 Adults	8 Adults
Boot capacity (rear seat up)	41 cu ft (1163 dm ³)	16.2 cu ft (458 dm ³)	41.1 cu ft (1163 dm ³)	16.2 cu ft (458 dm ³)
Boot capacity with rear seat folded	75 cu ft (2128 dm ³)	37.5 cu ft (1062 dm ³)	76.7 cu ft (2172 dm ³)	37.5 cu ft (1062 dm ³)
Weights				
Kerb weight	3064 lbs (1390 kg)	3086 lbs (1400 kg)	3230 lbs (1465 kg)	3241 lbs (1470 kg)
Payload/max load	1521 lbs (690 kg)	1499 lbs (680 kg)	1543 lbs (700 kg)	1532 lbs (695 kg)
Official Government test fuel consumption figures				
		5 Speed		Automatic
Urban cycle	23.3 mpg (12.1 L/100 km)	20.8 mpg (13.6 L/100 km)	21.7 mpg (13.0 L/100 km)	31.7 mpg (8.9 L/100 km)
Constant 56 mph (90 km/h)	36.2 mpg (7.8 L/100 km)	35.3 mpg (8.0 L/100 km)	29.1 mpg (9.7 L/100 km)	45.6 mpg (6.2 L/100 km)
Constant 75 mph (120 km/h)	28.8 mpg (9.8 L/100 km)	28.5 mpg (9.9 L/100 km)	23.7 mpg (11.9 L/100 km)	34.5 mpg (8.2 L/100 km)
Fuel tank capacity				
	15 gallons (68 L)	15 gallons (68 L)	15 gallons (68 L)	15 gallons (68 L)
Performance				
Maximum speed	103 mph	121 mph	118 mph	90 mph
Standing 400 m (secs)	18.9	17.2	18.4	21.6
Standing 1000 m (secs)	35.3	32.4	34.1	40.0
0-62 mph (100 km/h) (secs)	14.2	10.2	12.4	19.8
Towing Weights (with brakes) 2866 lbs (1300 kg) or 3307 lbs (1500 kg) if gross train weight is not exceeded i.e. by reducing load in towing vehicle.				

All measurements in millimetres



EQUIPMENT SPECIFICATION

	CX-20 SAFARI/FAMILIALE	CX-23IE FAMILIALE	CX-23D SAFARI	CX-23 TRI SAFARI CX-23 DTR TURBO SAFARI
Dashboard				
Trip and Total mileage recorders	○	○	○	○
Low fuel warning light	○	○	○	○
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	○	—	—	—
Pre-heat warning light	—	—	○	DTR only
Boost pressure gauge	—	—	—	DTR only
Analogue Quartz clock	○	digital	○	digital
Water Temperature warning light	○	○	○	○
Interior engine oil level gauge	—	○	○	○
Handbrake warning light	○	○	○	○
Water temperature gauge	—	○	—	○
Driving safety equipment				
Child safety seats	□	□	□	□
Front driving lamps	□	□	□	□
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 rheostats	○	○	○	○
Childproof lock on rear doors	○	○	○	○
Rear seat belts (inertia)	□	□	□	□
Econoscope	○	—	—	—
	(Familiale only)			
Rear wash/wipe	○	○	○	○
Halogen headlamps	○	○	○	○
Laminated windscreen	○	○	○	○
Tinted windows	○	○	○	○
Front fog lamps	□	□	□	□
Internally adjustable exterior door mirrors (both sides)	○	○	○	○
Comfort and trim				
Side adjustable air vents	○	○	○	○
Protective side mouldings	○	○	○	○
Ashtrays front and rear	○	○	○	○
Ignition keyhole light	○	○	○	○
Courtesy mirror beneath front passenger sun visor	○	○	○	○
Adjustable front sun visors	○	○	○	○
Interior courtesy light	○	○	○	○
3-speed air fan	○	○	○	○
Adjustable separate front seats	○	○	○	○
Split folding rear seat (1/2-2/2)	—	—	—	○
Cigar lighter (illuminated)	○	○	○	○
Front seat head restraints/rear seats (3)	○	○	○	○/○
Boot area light	—	—	—	○
Seat upholstery	cloth	cloth	cloth	cloth
Alloy wheels (4) with TRX tyres	—	○	—	○
Metallic paint	△	△	△	△
Aerial+two speakers	○	○	○	○(4)
Floor carpets	○	○	○	○
Air conditioning	—	△	—	△
Electric front windows/rear windows	○	○	○	○/○
Central door locking	—	—	—	○
Removable rear load area carpet	—	—	—	○

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

BETTER IDEAS BUILD BETTER CARS

Citroën cars have helped shape modern motoring with such revolutionary ideas as monocoque and safety body construction, independent and gas suspension, front-wheel drive and cars that are aerodynamic.

Some of the features which Citroën pioneered remain almost unique to Citroën cars – others, of course, have become virtually standard throughout the industry. Often though, their adoption has only been possible through using Citroën designs under licence or components supplied by Citroën.

The same leadership continues with the latest Citroëns. The new CX Turbocharged Diesels offer an unmatched combination of speed, luxury and economy. The all new BX includes a further evolution of hydropneumatic suspension, new bodyshell design techniques and new materials.

And, just as Citroën cars have changed the industry, the way they're made is constantly improving too.

Automated assembly has been widely introduced, including robot welders that improve quality as well as productivity.

The bulk of this equipment has been designed and built within the Citroën group. Such is Citroën's expertise in constructing car plants that complete assembly lines are also sold to other manufacturers.

More basic but perhaps more important, are steps that have been taken by Citroën people to improve the quality of their work. Quality Circles meet regularly to monitor results and respond quickly if improvements are needed.

All Citroëns are subject to rigorous anti-corrosion protection. Many parts are made from zinc plated or galvanised steels. The whole body receives seven separate stages of treatment including up to five coats of resin, paints and anti-chip compounds.

Every car now carries a six-year anti-corrosion warranty, subject only to two maintenance checks, and transferable, helping to maintain resale value.

Citroën have always built cars that are reliable and long-lasting.

Citroën would maintain that this does not have to be at the cost of individualism and excitement.

Better cars built on better ideas.

THE CITROËN HYDROPNEUMATIC SYSTEM

No other car manufacturer has developed such a sophisticated or effective "power" system.

The Citroën hydropneumatic system delivers hydraulic power

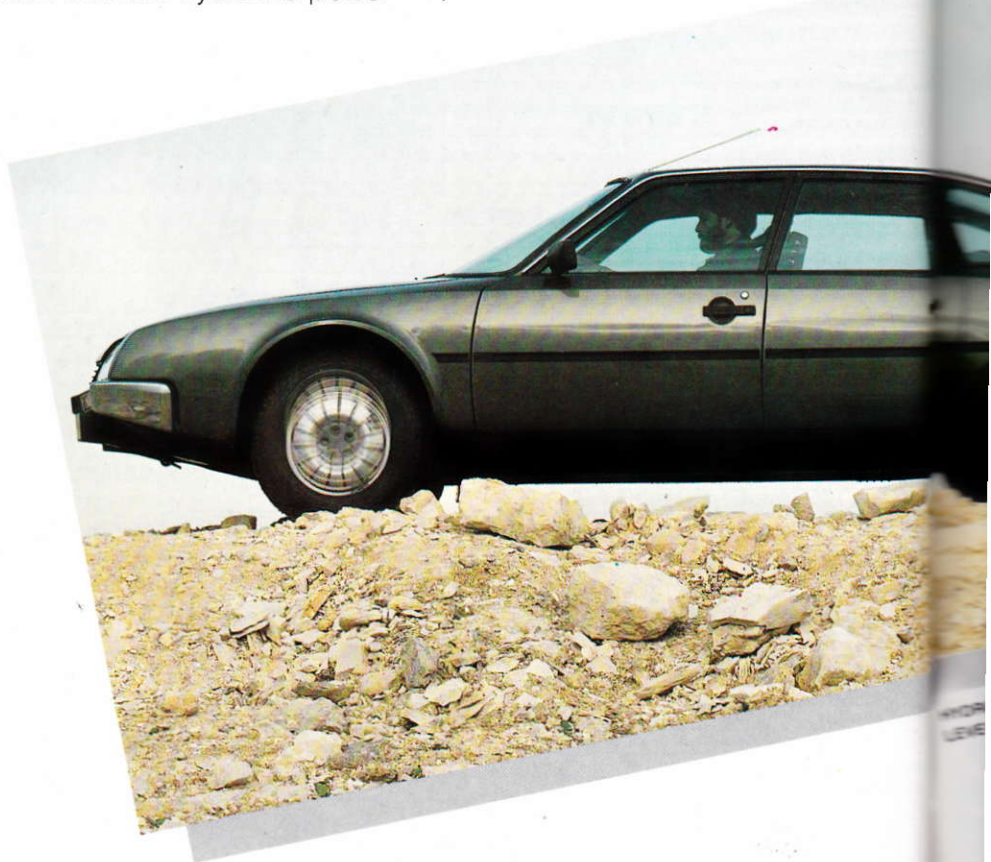
THE BEST SUSPENSION SYSTEM EVER DEvised

Conventional mechanical spring suspension has a problem – load up the car and the suspension sags under the weight. This affects comfort, handling, ground clearance and, even, aerodynamics and steering (because body attitude and steering geometry can alter). Yet if you start off with stiffer suspension, the car will be uncomfortable with a normal load.

A gas spring is different – its performance remains almost constant with load. So a gas suspension can be comfortably soft to start with and will not noticeably change when the car is laden.

Handling and ride quality remain as designed.

Citroën's hydropneumatic suspension takes further advantage of the gas spring by incorporating the spring sphere in a hydraulic system.



under constantly primed pressure – with a powerful reserve when the engine is off – to brakes and suspension (CX, BX, GSA models) and steering (CX models).

In normal use, the hydraulic fluid acts as a 'solid' coupling medium between the spring and the wheel. Any movement of the fluid is damped by a simple inbuilt valve device which replaces the separate hydraulic shock absorber used in a conventional suspension.

Further, 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. Thus the car's ground clearance, attitude and steering geometry remain correct regardless of load in the car.

Another completely unique benefit of hydropneumatics is that using a manual control, at the driver's side, the car can be raised to increase ground clearance to traverse obstacles. CX and BX models can also be lowered to facilitate loading.

While hydropneumatic may seem rather more complicated than mechanical suspension, in reality it is an elegantly simple solution which has proved its reliability over many years.

As well as being more compact and allowing more space inside the car, the system can be serviced quickly and simply, the spheres, for instance, can be removed without tools. With fewer components that can wear – routine replacement of shock absorbers is avoided – Citroën can confidently guarantee the whole system for two years or 65,000 miles.

QUICKER, SAFER STOPPING POWER

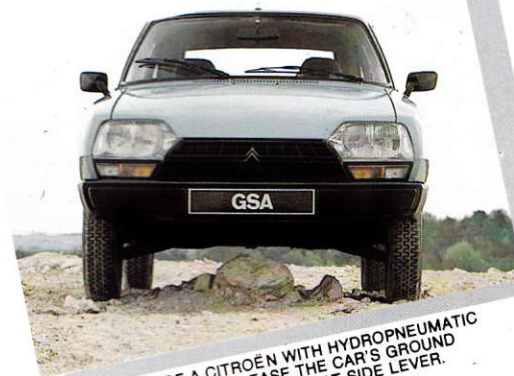
Very few cars have the stopping power of a Citroën with powered braking.

In Citroën's powered braking system, power comes from a massive reservoir of hydraulic pressure constantly primed by an engine driven pump. The normal master cylinder is replaced by a simple valve which opens progressively as the driver presses the foot pedal. Far greater braking power is available and the brakes respond more quickly, but feel is maintained, nevertheless.

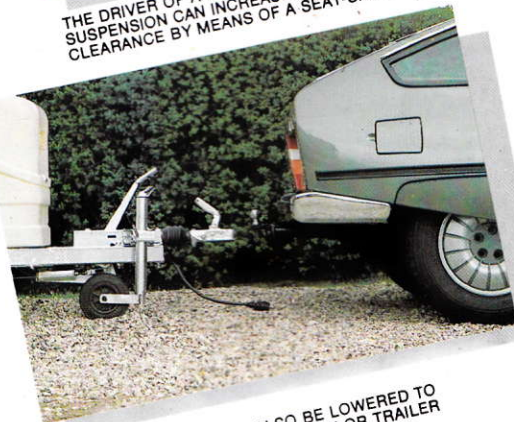
Citroën powered braking is less likely to fail and is easier to maintain. Hydraulic pressure is constantly primed, so in the unlikely event of air getting into the system it will have relatively little effect. And the fluid will not absorb moisture.



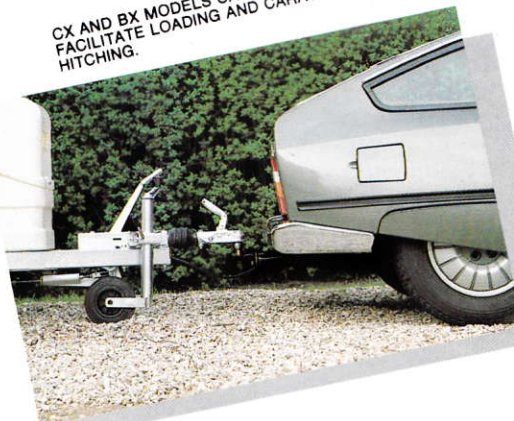
ANY OTHER CAR ENCOUNTERING AN OBSTACLE LIKE THIS WOULD HAVE TO FIND ANOTHER ROUTE OR RISK DAMAGE.



THE DRIVER OF A CITROËN WITH HYDROPNEUMATIC SUSPENSION CAN INCREASE THE CAR'S GROUND CLEARANCE BY MEANS OF A SEAT-SIDE LEVER.



CX AND BX MODELS CAN ALSO BE LOWERED TO FACILITATE LOADING AND CARAVAN OR TRAILER HITCHING.



HYDROPNEUMATIC SUSPENSION MAINTAINS A SMOOTH, LEVEL RIDE REGARDLESS OF ROAD IRREGULARITIES.

A CITROËN WITH HYDROPNEUMATIC SUSPENSION MAINTAINS A CONSTANT BODY HEIGHT AND ATTITUDE WHATEVER THE LOAD IN THE CAR, SO HANDLING AND AERODYNAMICS REMAIN AT THE OPTIMUM.



AERODYNAMICS

Good aerodynamic design is essential. And not just to conserve fuel or improve performance.

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.

Citroën body designs are developed in wind tunnel facilities also used to design aircraft. Studies help dictate overall shape and refine details. For instance, the small radiator grille on most Citroëns helps achieve a noseline with lower wind resistance. But only studies could demonstrate air flow into the car and the optimum intake shape required.

The most recent Citroëns—Visa and BX—further advance Citroën's total approach to aerodynamics.

Visa has a coefficient of just 0.38 in a class of car where 0.40 is good—and yet still offers better headroom.

BX follows a new approach to body design with exceptional interior

space and a still better 0.33 drag coefficient. Its integral tail spoiler indicates the extent to which aerodynamics have been taken into account from the inception of the car. The spoiler is a part of the body panel, rather than an 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.

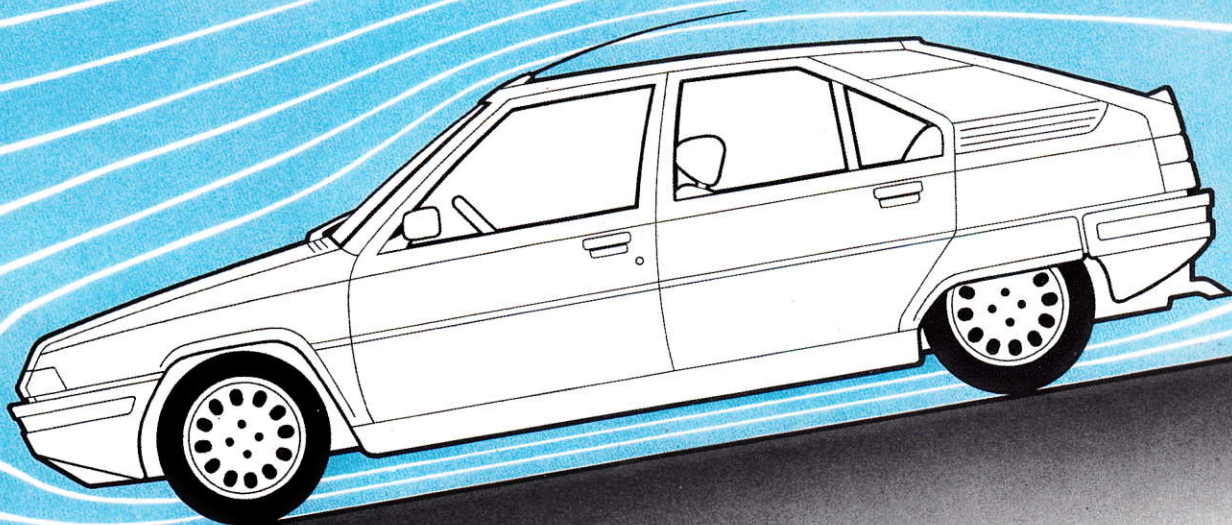
Yet the GS body of 1970, which had the most aerodynamic body in production at the time (0.361 drag coefficient) remains the most efficient well into the eighties with only minor development. The small front and rear spoilers on current GSX1 models contribute to a profile drag coefficient of just 0.318.

The GSA's 0.318 may seem marginally less good than figures claimed by other manufacturers. But when profile and surface measurements are combined to take into account the fact that any car is actually a three dimensional object, a different picture emerges. The car with 0.30 profile figure produces a profile and surface figure

IN AERODYNAMICS, LITTLE DETAILS CAN CONTRIBUTE SIGNIFICANTLY TO PERFORMANCE.



A CITROËN GSA OR CX CAN BE SAFELY CONTROLLED AFTER A TYRE BURST.



of 0.61. This is less good than the same measurement for the GSAX1 which is just 0.57. Thus, arguably the GSA is the most aerodynamically efficient car in production. This becomes all the more evident when one compares performance on the road.

SAFETY

Safety has been a continuous theme in the development of every Citroën car.

From the crude techniques of the 1930's – like pushing cars off cliffs to demonstrate the strength of monocoque bodies – safety has evolved along two discernible routes.

ACTIVE SAFETY – The pursuit of cars that are easy to drive safely.

PASSIVE SAFETY – Concerned with protecting passengers if a collision does occur.

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.

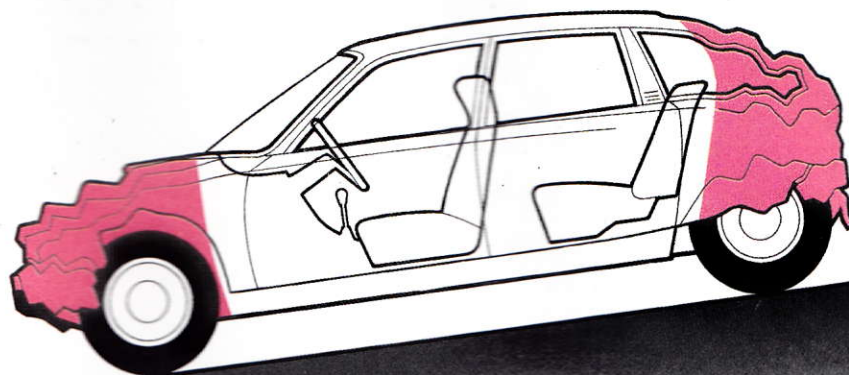
All Citroëns have front wheel drive: it improves directional stability, due to weight distribution, and it tends to understeer predictably rather than oversteer without warning.

Over years of developing front-wheel drive cars, suspension and steering geometry have been refined to provide even safer roadholding and stopping.

All hydropneumatic models have suspension geometry that ensures straight-line, anti-dive braking. The effects of road surface irregularities on steering are also reduced.

Even with a burst front tyre, CX and GSA models can stop in a straight line and be steered to safety.

Hydropneumatic suspension maintains consistent handling regardless of load in the car.



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

All GSA, BX and CX models have powered disc brakes all round with, effectively, three independent braking circuits. For all that, powered brakes are easier to service.

All Visa models have front disc brakes and most models have servo assistance.

A Citroën's aerodynamic lines contribute to safety with less wind noise stress on the driver, greater stability at speed and even by such simple benefits as assuring good visibility over the noseline of the car.

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

SAFETY IN SPITE OF AN ACCIDENT

Citroën's concern with protecting passengers has come a long way since early strength tests on monocoque bodies. However, it's interesting to note that even the first monocoque designs incorporated modern "crumple zone" techniques.

One of the discoveries of that era was that lighter cars can actually be safer than heavy ones – quite

apart from being easier to stop. In the quest for low weight to save fuel, the new Citroën BX uses new body construction techniques to provide improved passenger space and protection while still saving weight.

Citroën bodysells are designed as a safety cell surrounded by planned crumple zones. In a collision, areas of the body are used to decelerate the car, reducing forces upon the occupants, while the passenger compartment retains its integrity. Inside, materials which passengers are likely to come into contact with are well padded or deform safely.

All Citroëns use rack and pinion steering with the rack mounted behind the engine, and well back from the front of the car. Offset joints further prevent the steering column being forced towards the driver. But should the driver collide with the steering wheel, Citroën's single spoke design means that the wheel will collapse, reducing impact.

Many Citroën models include head restraints as standard to reduce the possibility of "whiplash" neck injuries. And where they're not standard they can usually be specified as accessories.

The new BX models feature seat belt spools concealed in the door pillars to prevent tangling and have seat mounts that move with the seat to improve comfort and the belt's effectiveness.

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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.