

THE
CX



CX 25 GTI TURBO

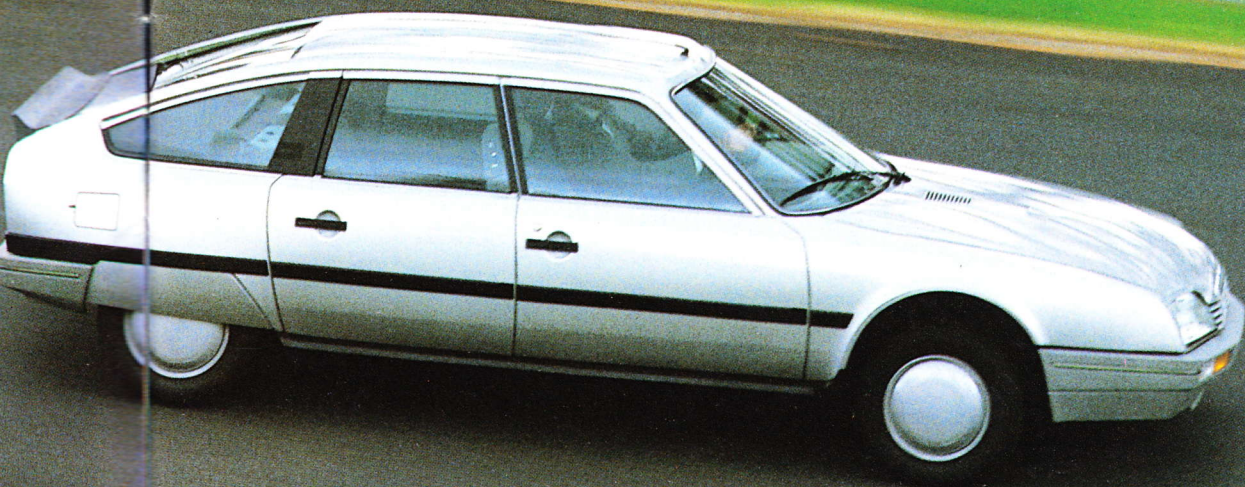
CONTENTS

	Page
Introduction: an integrated design	
Making the avant-garde practical	3
The product: "series 2", 24 models	
Making up the CX range	4
Technical characteristics	
The figures of progress	8
Biography: the main events	
How it grew!	12
Developments: exceptional CXs	
A less common market	15
Engineering: anatomy of a CX	
All secrets unveiled	16
Bodywork	18
Engines	21
Fuel injection	23
Solid-state electronic ignition (AEI)	24
Turbocharging	26
Axles	27
Transmission	27
Hydraulics	29
Hydropneumatic suspension	30
Brakes	32
Anti-lock brakes (ABS)	32
Power steering (Varipower)	33
Production: close to the million	
The aim is quality	34
Sales: French and export	
A great European	38
Publicity: the CX on display	
From diesel to demon	42
Rallies: the world, the world!	
The quintuplets of Senegal	44
A worldly life: the CX shows off	
From the Pope to the Bluebell Girls	48
Honours: the Car of the Year	
A car of distinction	51

It was not an easy task to decide what kind of car should follow the Traction Avant and the DS at the top of the Citroën range. Both of these models had been technically revolutionary, milestones in the development of the motor car. It was intended that the CX should be equally significant, even though two new factors made its design even more difficult. It had in the first place to exploit in the most harmonious and balanced way, all the advanced techniques developed by Citroën. In other words, it had to make the avant-garde practical. It also had to take into account everything which had been learned from painstaking research into customer attitudes and needs. In this way the CX was born, the inheritor of a considerable technical tradition and expertise. The experts were unanimous: the CX was voted "Car of the Year". The range grew as new models were added, but always with the same two aims of exploiting high technology and meeting customer needs. Thus the CX Diesel created a new yardstick for diesel-engined cars by offering near petrol-engine performance; then there appeared in succession the powered steering, the Estate and Prestige versions, electronic fuel injection and solid-state electronic ignition, the automatic gear-box, a turbocharger and anti-lock braking, all aimed at maintaining the CX in its dominant position. And it is thus that in 1985 the CX has changed in its interior and exterior styling to give it a look which reflects an improvement in its performance. The 1986 (model-year) CX range comprises 24 widely differing models with a choice of six power units, aimed at meeting the increasing market for big cars. This market represents about 15% of the European market as a whole, with an even larger percentage in Germany and Sweden. A smaller but worthwhile market of such cars exists outside Europe. The status of the CX is underlined by the updating of the range, as it is by the development of its power units, of its road holding behaviour, its suspension, its ease of driving, its appearance and its equipment.

PRODUCT

The already considerable CX range has been restructured for the 1986 model year on the basis of four trim and equipment levels and three types of body. Six different engines offer power outputs ranging from 75 to 168 bhp for a total of 24 models, saloons and estates; the culmination of a process of technical development which has always resulted in real progress.



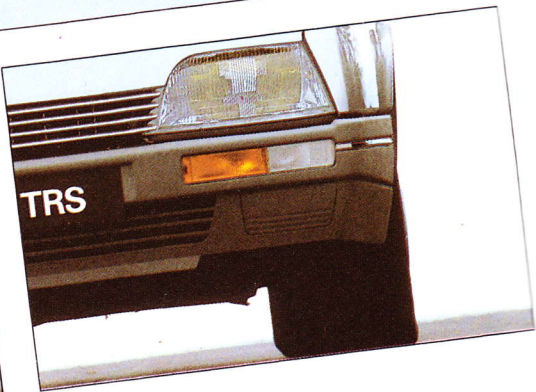
The restructured range of the CX includes a redesigned external aspect of the car (new front and rear plastic bumpers colour-keyed to the body, and side protection strips), a completely new interior arrangement (dashboard, door trim panels, seats, equipment), and a new engine of 2.2-litres (2165 cc) developing 115 HP (at 5600 rpm, and 131 lb-ft of torque at 3250 rpm). The CX range therefore offers a more even progression of engine size, power, torque and performance. At each level the CX range offers a mechanical layout of the

highest quality, making use of the most advanced techniques to ensure good roadholding, safety and exceptional comfort. The engines are powerful and flexible, developing high torque over a wide speed range extending down to very low speeds. All models are equipped with powered steering with speed-dependent "feel". Their equipment makes extensive use of electronics and increases safety by giving the driver additional information.



Photo B. Asset (Citroën C.86.071.4).

Photo S. Foulon (Citroën C.86.069.2).



SALOONS							
Fuel		Petrol				Diesel	
Capacity cc		1995	2165	2500 EI		2500	
				Naturally aspirated	Turbo	Naturally aspirated	Turbo
Four equipment and finish levels	I	CX 20 RE ①		CX 25 RI ②		CX 25 RD ①	CX 25 RD Turbo ②
	II		CX 22 TRS ②	CX 25 GTi ③		CX 25 DTR ②	CX 25 DTR Turbo ② CX 25 DTR Limousine Turbo ②
	III				CX 25 GTi Turbo ②		
	IV			CX 25 Prestige ④	CX 25 Prestige Turbo ②		

ESTATES						
Fuel		Petrol			Diesel	
Capacity cc		1995	2500 Naturally aspirated	2500		
				Naturally aspirated	Turbo	
Two equipment and finish levels	I	CX 20 RE ① Familiare ② Entreprise ① Ambulance ② Ambulance adaptable ①		CX 25 RD ① Familiare ② Entreprise ① Ambulance ② Ambulance adaptable ①		
	II		CX 25 TRI ②		CX 25 DTR Turbo ②	

① 4-speed gearbox standard, 5-speed optional. ② 5-speed gearbox.

③ 5-speed gearbox standard, 3-speed automatic optional.

④ 3-speed automatic gearbox.

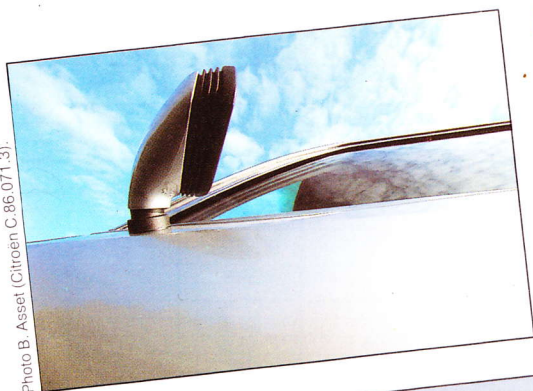


Photo B. Asset (Citroën C.86.071.3).



Photo B. Asset (Citroën C.86.071.2).



Photo S. Foulion (Citroën C.86.069.1).

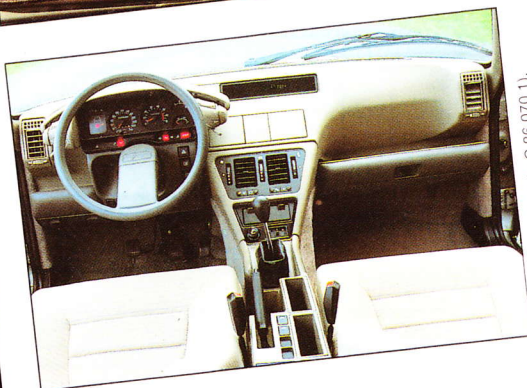


Photo S. Foulion (Citroën C.86.070.1).

technical specification	SALOONS						
	CX 20 RE	CX 22 TRS	CX 25 RI	CX 25 GTi	CX 25 Prestige	CX 25 GTi Turbo	CX 25 Prestige Turbo
GENERAL							
Vehicle code	MA - MP	MA - NR	MA - NG	MA - NG/A	MA - NH	MA - NK	MA - NF
Cubic capacity (cc)	1995	2165		2500	2500		
Horsepower HP DIN	106	115		138		168	
French fiscal rating (CV)	10	11	13			12	
Seating capacity				5			

ENGINES	829 A5	J6T A500	M25 659	M25 662
Engine type			Transverse - Forward inclined 15° (CX 20 and 22) 30° (CX 25) - Four cylinder in line	
Layout - Number of cylinders				
Cubic capacity (cc)	1995	2165	2500	2500
Bore - Stroke (mm)	88 - 82	88 - 89	93 - 92	93 - 92
Compression ratio	9.2:1	9.8:1	8.75:1	7.75:1
Maximum power ISO or EEC (kW - rpm)	76.5 - 5500	83 - 5600 EEC	EEC 100 - 5000	EEC 122 - 5000
Maximum power DIN (HP - rpm)	106 - 5500	115 - 5600	138 - 5000	168 - 5000
Maximum torque ISO or EEC (m. daN - rpm)	16.3 - 3250	17.7 - 3250 EEC	EEC 20.6 - 4000	EEC 29.0 - 3250
Maximum torque DIN (m. kg - rpm)	16.9 - 3250	18.1 - 3250	21.5 - 4000	30.0 - 3250
Specific power output EEC (kW per litre)	38.34	38.33	40.00	48.80
Specific power output DIN (HP DIN per litre)	53.13	53.11	55.20	67.20
Kerbweight to power ratio (kg per EEC kW)	16.14	15.36	13.70	14.50
Kerbweight to power ratio (kg per HP DIN)	11.65	11.08	9.92	10.50
				11.35
				8.24
				12.13
				8.80

Fuel	Carburettor		Petrol	
Fuel supply			Bosch electronic injection	
Idling speed (rpm)	750	750	850	
Maximum governed engine speed (rpm)				
Injectors			Bosch	

Cylinder head	Light alloy		Light alloy	
Valve diameter: inlet - exhaust (mm)	43.8 - 38.5		49 - 39	44 - 39
Camshaft	Overhead		Side-mounted	
Valve timing (°): BTDC	20°		3°30	
BBDC	60°		38°30	
ABDC	60°		45°	
ATDC	20°		1°	
Valve clearance: inlet (mm)	0.10		0.15	
exhaust (mm)	0.25		0.20	
Cylinder block	Light alloy		Cast iron with removeable wet liners	
Main bearings			5	

Battery (Volts - Ampers/hour)	12 - 200 33		12 - 300 50	
Starter (Watts)	975		1600	
Alternator (Watts - Ampers)	972 - 72		1080 - 50	
Ignition	Transistorised		AEI	
Spark plugs: AC	42 LTS			
Champion	BN 9 Y - S 281 YC	S 279 YC	L 82 Y	L 82
Eyquem	755 LJS	C 72 LJS	755 SX	755 X
Marchal	SCGT 34.5 H			
Heater plugs				

TRANSMISSION	Diaphragm type - Single dry disc - Cable operated			
Clutch				
∅ inner-outer (mm)	215 - 145		228.60 - 155	
Diaphragm spring load (kg)	450	510	525	575

Gearbox	Transversely mounted - Left hand end of engine					
Front gears	4 (1)		5		3 auto	
Ratios	1st	0.3157		0.3157		0.4035
	2nd	0.5454		0.5454		0.6765
	3rd	0.8823		0.8000		1.000
	4th	1.2500		1.0646		1.1334
	5th			1.3636		1.4838
REV	0.3170		0.3170		0.4796	0.3170
Final drive	14 × 61		14 × 61	14 × 59	15 × 61	13 × 62
Wheel speed in mph per 1000 rpm	1st	5.20	5.20	5.38	5.58	8.80
	2nd	8.99	8.99	9.30	9.64	14.76
	3rd	14.55	13.21	13.65	14.14	21.84
	4th	20.63	17.57	18.16	18.82	-
	5th	-	22.55	23.27	24.12	-
REV	5.22	5.22	5.40	5.60	10.46	5.38

WHEELS AND TYRES	5 1/2 J 14			150 TR 390 FH	
Type of wheels				210 55 VR 390 TAX	
Tyres Front-Rear	195/70 R-14 MXL - 185/70 R-14 MXL		195/70 R - 14 MXV		
Tyre pressures Front-Rear (bars)	2.2 - 2.1		2.4 - 2.0		2.3 - 1.5
Rolling circumference (m)	1.93			1.92	

AXLES	Independent - Transverse arm forming a parallelogram - Arm pivots inclined 12° towards the front for anti-lift and anti-dive	
Front		
• Wheel offset (mm)	15	
• Castor angle (°)	- 0°25' to - 1°15'	
• Camber angle (°)	0° + 13'; - 29'	
• Wheel alignment	1 to 4 mm (toe-in)	
• Inclination of wheel arms (°)	12° (inclines towards the front)	
Rear	Independent - Trailing radius arms in light alloy	
• Camber angle (°)	0° 0'; - 24'	
• Wheel alignment	1 to 4 mm (toe-in)	

① Option CX 22 TRS 5-sp. ② Option: 3-sp. auto.

SALOONS					ESTATES			
CX 25 RD	CX 25 DTR	CX 25 RD Turbo	CX 25 DTR Turbo	CX 25 DTR Limousine Turbo	CX 20 RE	CX 25 TRI	CX 25 RD	CX 25 DTR Turbo
MA-MM A		MA-NB		MA-ND	MA-MR	MA-NJ	MA-MN A	MA-NC
2500		2500			1995	2500	2500	2500
75		95			106	138	75	95
9		7			10	12	9	7
		5						
M25 660		M25 648		829 A5	M25 659	M25 660	M25 648	
		Transverse - Forward inclined 15° (CX 20 and 22) 30° (CX 25) - Four cylinder in line						
2500		2500		1995	2500	2500	2500	
93 - 92		93 - 92		88 - 82	93 - 92	93 - 92	93 - 92	
22 25-1		21.1		9.2.1	8.75.1	22.25.1	21.1	
EEC 54 - 4250		70 - 3700		76.5 - 5500	EEC 100 - 5000	EEC 54 - 4250	70 - 3700	
75 - 4250		95 - 3700		106 - 5500	138 - 5000	75 - 4250	95 - 3700	
EEC 14.9 - 2000		21.6 - 2000		16.3 - 3250	EEC 20.6 - 4000	EEC 14.9 - 2000	21.6 - 2000	
15.6 - 2000		22.0 - 2000		16.9 - 3250	21.5 - 4000	15.6 - 2000	22.0 - 2000	
21.60		28.00		38.34	40.00	21.60	28.00	
30.00		38.00		53.13	55.20	30.00	38.00	
25.37		20.07		20.70	18.16	14.65	27.31	21.71
18.26		14.78		15.26	13.10	10.61	19.66	16.00
		Diesel		Petrol		Diesel		
RotoDiesel DPA pump		RotoDiesel DPC pump		EI		DPA	DPC	
		800		750	850	800	800	
4300		3900 (under load)				4300	3900	
RotoD RD NOS DC 6577		RotoDiesel RD NOS DC 6751		Bosch		RotoDiesel 6577	RD NOS DC 6751	
		Light alloy						
		42-35		43.8 - 38.5	49 - 39	42 - 35		
		Side-mounted		Overhead		Side-mounted		
		- 2°52		20°	3°30	- 2°52		
		37°48		60°	38°30	37°48		
		33°08		60°	45°	33°08		
		- 4°12		20°	1°	- 4°12		
		0.30		0.10	0.15	0.30		
		0.20		0.25	0.20	0.20		
		Cast iron		Light alloy	Cast iron	Cast iron		
		5				5		
		12 - 500/83		12 - 200/33	12 - 300/50	12 - 500/83		
2300		2200		975	1600	2300		
		1080 - 80		972 - 72	1080 - 50	1080 - 80		
				Transistorised	AEI			
				42 LTS				
				BN 9 YS 281 YC	L 82 Y			
				755 LJS	755 S X			
				SCGT 34.5 H				
		Bosch - Beru				Bosch - Beru		
		Diaphragm type - Single dry disc - Cable operated						
		228.60 - 155		215 - 145		228.60 - 155		
		525		450		525		
		Transversely mounted - Left hand end of engine						
4 ①	5	5	4 ①	5	4 ①	5		
0.3157	0.3157	0.3157	0.3157	0.3157	0.3157	0.3157	0.3157	
0.5454	0.5454	0.5454	0.5454	0.5454	0.5454	0.5454	0.5454	
0.8823	0.8000	0.8286	0.8286	0.8823	0.8000	0.8823	0.8286	
1.2500	1.0646	1.1334	1.1334	1.2500	1.0646	1.2500	1.1334	
	1.3636	1.4838	1.4838		1.3636	1.4838	1.4838	
0.3170	0.3170	0.3170	0.3170	0.3170	0.3170	0.3170	0.3170	
14 × 61	14 × 61	16 × 61	14 × 61	15 × 61	14 × 61	14 × 61	16 × 61	
5.20	5.20	5.95	5.20	5.58	5.20	5.20	5.95	
8.99	8.99	10.28	8.99	9.64	8.99	8.99	10.28	
14.55	13.21	15.63	14.55	14.14	14.55	14.55	15.63	
20.63	17.57	21.38	20.63	18.82	20.63	20.63	21.38	
-	22.55	27.99	-	24.12	-	-	27.99	
5.22	5.22	5.97	5.22	5.60	5.22	5.22	5.97	
		5 1/2 J 14						
195/70 R - 14 MXL - 185/70 R 14 MXL		195/70 R14 MXV		195/70 R - 14 MXL	195/70 R - 14 MXV	195/70 R - 14 MXL	195/70 R - 14 MXV	
2.4 - 1.8		2.4 - 2.0			2.5 - 2.3			
		1.93						
		Independent - Transverse arm forming a parallelogram - Arm pivots inclined 12° towards the front for anti-lift and anti-dive						
		15						
		- 0°25' to - 1°15'						
		0° + 13' - 29'						
		1 to 4 mm (toe-in)						
		12° (inclines towards the front)						
		Independent - Trailing radius arms in light alloy						
		0° 0' - 24'						
		1 to 4 mm (toe-in)						

① Option: CX 22 TRS 5-sp. ② Option: 3-sp. auto.

technical specifications

SALOONS

CX 20 RE

CX 22 TRS

CX 25 RI

CX 25 GTi

CX 25
Prestige

CX 25 GTi
Turbo

CX 25
Prestige
Turbo

SUSPENSION

		Hydropneumatic - Low rate - Constant height						
Front		75						
• sphere pressure (bars)		23						
• anti-roll bar Ø (mm)		24						
• spring rates measured at wheels (mm/100 kg)		empty	185.5	167.5	138	121	132	25
		laden	107.4	107.4	93	91	92	
• Natural frequency (Hz)		empty	0.607	0.622	0.652	0.673	0.659	
		laden	0.692	0.692	0.718	0.721	0.719	
Rear		Hydropneumatic - Low rate - Constant height						
		40						
• spheres pressures (bars)		17.5						
• anti-roll bar Ø (mm)		19.5						
• spring rates measured at wheels (mm/100 kg)		empty	288	288	272	250	279	
		laden	96.4	96.4	94.5	91	94.5	
• natural frequency (Hz)		empty	0.680	0.685	0.692	0.704	0.689	
		laden	0.864	0.864	0.867	0.875	0.867	

BRAKING

		Hydraulic power braking - Dual circuit - Ventilated discs at the front - Solid on saloons, ventilated on estates at the rear				
Type		no				
ABS (Option possible)		yes				
Disc diameter Front-Rear (mm)		260 - 224				
Disc thickness Front-Rear (mm)		20 - 7				
Lining surface area (cm ²)		220 - 68				
Wheel cylinder diameter Front-Rear (mm)		42 - 30				

STEERING

		Hydraulic steering varying with speed and powered return to straight ahead (Varipower)				
Type		380				
Diameter of steering wheel (mm)		1/13.5				
Steering ratio		2.4				
Turns lock to lock		11.70 - 12.50				
Turning circle = kerb to wall (m)		12.50 - 13.40				
		11.70 - 12.50				
		12.50 - 13.40				

AERODYNAMICS

Cd	0.37	0.35	0.34	0.36	0.34
A (m ²)	1.97	1.97	2.01	2.00	2.01
CdA (m ²)	0.74	0.70	0.69	0.72	0.69

DIMENSIONS

Overall length (m)	4.65		4.90	4.65	4.90
Overall width (m)	1.77		1.375	1.360	1.375
Height (m)	1.360		3.095	2.845	3.095
Wheelbase (m)	2.845		1.522 - 1.368		
Track Front-Rear (m)	0.157		0.160		
Ground clearance (m)	1.43 - 1.42		1.38 - 1.37		
Width at elbow height Front-Rear (m)	0.940		1.098		
Width at head height Front-Rear (m)	0.485		0.507		
Loadspace length (m)	0.485		0.507		
Loadspace width (m)	0.485		0.507		
Loadspace height (m)	0.485		0.507		
Loading height (m)	0.485		0.507		
Loadspace volume (m ³)	0.485		0.507		
Loadspace volume with rear seat folded (m ³)	0.485		0.507		
Rear door aperture max. height-width (m)	0.42-1.04		0.42-1.04		
Maximum loading volume (m ³)	0.42-1.04		0.42-1.04		
Total glass area (m ²)	2.93		3.08	2.93	3.08

CAPACITIES

Fuel tank (litres)	68				
Engine oil	sump dry	5.5	5.3		
	after draining	5.0	4.6		
Gearbox oil	1.6	1.75	6.5	1.75	
Hydraulic system	4.25				
Cooling system	9.60	12.0	12.30	13.00	

WEIGHTS

Kerb weight (kg)	1235	1275	1370	1450	1385	1480
Total weight fully laden	1780	1780	1885	1910	1885	1920
Distribution Front-Rear	810 - 425	850 - 425	930 - 440	990 - 460	950 - 435	1015 - 465
Towing limits unbraked-braked	615 - 1300 ③	635 - 1300 ③	685 - 1300 ③	725 - 1300 ③	690 - 1300 ③	740 - 1300 ③
Nose weight	100					
Roofrack load	80					
Payload	545	505	515	460	500	440

PERFORMANCE

	4-sp	5-sp	5-sp		Auto			
0 - 400 m (sec)	17.9	17.8	17.2	16.6	17.0	18.2	18.4	15.9
0 - 1000 m (sec)	33.5	33.2	32.5	31.1	31.7	33.5	33.9	29.4
0 - 62 mph (sec)	12.1	11.7	10.6	9.2	9.7	11.7	12.3	8.0
Maximum speed (mph)	109.9	109.9	115.5	125.5	125.5	121.17	121.17	136.7

FUEL ECONOMY (official figures in litres per 100 km)

At 56 mph	7.4	7.1	6.6	7.3	7.3	9.1	8.0	8.0	8.0
At 75 mph	9.4	8.9	8.5	9.0	9.0	11.1	9.3	9.9	9.9
Urban	11.9	12.2	12.0	13.6	13.6	13.0	13.6	14.1	14.1

③ or 1500 kg within the gross train weight

SALOONS					ESTATES			
CX 25 RD	CX 25 DTR	CX 25 RD Turbo	CX 25 DTR Turbo	CX 25 DTR Limousine Turbo	CX 20 RE	CX 25 TRI	CX 25 RD	CX 25 DTR Turbo

Hydropneumatic - Low rate - Constant height								
24				25				
132		127		121	163	134	128	121
91		89		89	105	90	86	84
0.659		0.666		0.673	0.626	0.658	0.664	0.673
0.721		0.726		0.726	0.696	0.724	0.768	0.735

Hydropneumatic - Low rate - Constant height								
40				35				
19.5				19.5				
298		279		250	217	227	235	219
96		96		0.704	63	63	63	63
0.680		0.689		92	0.696	0.690	0.685	0.695
0.865		0.865		0.872	0.908	0.927	0.907	0.907

Hydraulic power braking - Dual circuit - Ventilated discs at the front - Solid on saloons, ventilated on estates at the rear							
no				yes			
260 - 224				260 - 235			
20 - 7				20 - 18			
220 - 68				220 - 145			
42 - 30				42 - 40			

Hydraulic steering varying with speed and powered return to straight ahead (Varipower)	
380	
1/13.5	
2.4	
11.70 - 12.50	12.50 - 13.40

0.37	0.35	0.34	0.37
1.98	1.97	2.01	2.10
0.74	0.70	0.69	0.78

4.65	4.90	4.92/9
	1.77	
1.360	1.375	1.475
2.845		3.095
1.522 - 1.368		1.522 - 1.398
0.157		0.160
	1.43 - 1.42	0.157
		0.160
1.38 - 1.37		1.43 - 1.42
		1.38 - 1.36
0.940		2.030
1.098		1.124
		1.100
		1.124
		1.100
	0.485	0.958
		0.485
0.507		1.163
		1.024
0.42 - 1.04		0.895 - 0.118
		2.172
2.93	3.08	3.24

68			
5.3	5.5	5.3	
4.6	5.0	4.6	
1.75	1.6	1.75	1.75
4.25			
12.30	13.00	9.60	12.30
13.00			

1370	1405	1450	1390	1465	1475	1520
1890	1905	1920	2080	2165	2190	2200
950 - 420	970 - 435	990 - 460	860 - 530	945 - 520	965 - 510	990 - 530
685 - 1300 ③	700 - 1300 ③	725 1300 ③	695 - 1300 ③	730 - 1300 ③	755 - 1300 ③	750 - 1300 ③
100						
80						
520	500	470	690	700	715	680

4-sp	5-sp	5-sp	Auto	4-sp	5-sp
20.1	20.1	20.1	18.7	18.9	18.6
38.1	37.7	37.7	35.1	35.6	35.0
16.8	16.8	16.8	13.3	13.7	14.1
92.58	98.17	98.17	109.36	108.12	105
					121.17
					118.66
					91.96
					95
					106.2

6.0	5.5	5.5	5.6	5.4	8.0	7.9	9.6	6.3	5.8	6.1
8.1	7.5	7.5	7.1	7.3	10.3	9.6	11.6	8.4	7.8	7.9
8.5	8.4	8.4	8.6	8.6	12.0	13.6	13.0	8.5	8.4	8.6

③ or 1500 kg within the gross train weight

At exactly 4:30 p.m. on Sunday 1st September 1974 in Paris, 22 CX 2000 and 2200s drove down the Champs-Élysées and drew up outside the Citroën showroom. They had been driven over 2,000 miles by former members of the 2 CV Raid Afrique team, who had been to collect them from the far North of Lapland where they had been test-driven a total of 100,000 miles by 400 members of the European motoring press. This was the first official outing for the CX. Since then it has never ceased to travel the road, or to evolve. These are the milestones of its technical history from 1974 to 1985.

1974

August: on the 28th the CX 2000, built in the new factory of Aulnay-sous-Bois, was first put on sale. CX 2000: 1985 cc engine, max power 102 HP, max torque 112 lb-ft.

1975

January: the CX 2200 goes on sale. Engine 2175 cc, max power 112 HP, max torque 123 lb-ft.

July: the centre console is fitted with two extra fresh air vents.

September: the range (CX Confort and Super) is extended with the addition of the CX Pallas model.

"Varipower" power steering is offered as an option on the CX Super and Pallas.

October: air-conditioning offered as an option.

December: the CX 2200 Diesel goes on sale. Engine 2175 cc, max power 66 HP, max torque 92.5 lb-ft.

Rear door opening angle increased from 50° to 65°.

1976

January: 3-speed semi-automatic "C-Matic" transmission offered as an option on the petrol-engined CX 2200.

CX 2000 and 2200 Estate cars go on sale.

February: CX Prestige, with lengthened body, goes on sale. Engine 2347 cc, max power 115 HP, max torque 132 lb-ft.

July: CX 2400 Super and Pallas saloons go on sale, powered by 2.4-litre carburettor engine from the Prestige, with optional "C-Matic" transmission.

Production of the petrol-engined CX 2200 ceases.

H4 halogen headlamps adopted for all CX models.

September: introduction of the CX Ambulance.

October: introduction of the CX Familiale estate.

December: air conditioning available as an option on the CX 2400 C-Matic; C-Matic available as an option on the CX Prestige.

1977

May: the CX 2400 GTi goes on sale. Engine 2347 cc, max power 128 HP, max torque 145 lb-ft. Fuel system: injection.

CX 25 GTi
(Photo P. Vann
Citroën
C.83.142.20).



CX Pallas
(Photo A. Martin
Citroën
C.75.27.4).



September: CX Prestige now powered by fuel-injection engine from CX GTi, with 5-speed gearbox. Its roofline is raised.

New options: 5-speed gearbox on CX 2400 saloon, electric sunroof on all CX models except estate cars and the Prestige.

December: the CX 2400 IE Pallas goes on sale, with C-Matic and power steering as standard.

1978

February: the 2200 Diesel engine is replaced by the 2500 cc unit. Max power 75 HP, max torque 111 lb-ft.

May: revised centre console equipped with new heater control layout.

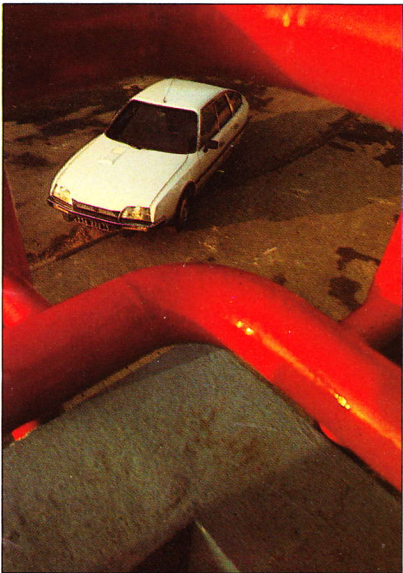
July: 5-speed gearbox available as an option on CX 2500 Diesel saloons.

Rear safety belts fitted to all CXs in France. Central door locking on the CX Prestige.

December: 5-speed gearbox available as an option on CX 2400 Estate cars.



CX Familiale
(Photo P. Vann
Citroën
C. 83.121.2).



CX 24000 Pallas
(Photo J. Rolandey
Citroën
C. 82.79.10).

1979

January: 5-speed gearbox available as an option on the CX 2500 Diesel Estate car.

July: "Varipower" power steering standard on most models.

New option: electric central door locking on most models.

High intensity rear foglamps fitted to all CX versions; electric engine oil level gauge fitted to most versions.

Hydraulically-assisted clutch operation on CX Prestige.

Reflex and Athena models go on sale with new, lighter 1995 cc engine. Max power 106 HP, max torque 122 lb-ft.

November: the CX 2500 Diesel Limousine on sale with optional air-conditioning.

1980

July: improved performance for 2400 carburettor engine: max power 120 HP, max torque 139 lb-ft.

5-speed gearbox becomes standard on Athena, and CX Diesel Super and Pallas; new internal gear ratios for CX Estates, GTi and Prestige.

Front track widened by 40 mm (1.57 in). Handbrake lever lengthened for reduced effort.

Washer spray incorporated into wiper arm.

Aerodynamic rear spoiler on CX GTi. "Econoscope" guide lights fitted as standard on petrol-engined CX models with manual gearbox.

September: ZF automatic transmission optionally available for CX Pallas (carburettor and injection) and CX Prestige.

October: the CX Evasion Estate car, with 2400 Injection or 2500 Diesel engine, goes on sale.

1981

July: production of 2400 carburettor engines ceases.

Front wheel arches widened on all CX versions to permit the fitting of TRX tyres which become standard on the CX GTi, and optional on the CX Injection, Pallas and Prestige.

New option: cruise control for all CX 2400 Injection models except Prestige.

New rear pillar trim and front mud flaps on all CX models.

December: clear laminated windscreen of reduced thickness, 5.5 mm instead of 6.7 mm on all CX models.

1982

January: CX 2400 Reflex Injection Estate goes on sale.

July: partial restructuring of the range results in the following new designations: CX 25 D, CX 20, CX 20 TRE replace the Reflex D, Reflex and Athena.

Central locking of doors, boot lid and fuel filler becomes standard on all models.

Transistorised ignition on the CX 20 and 20 TRE.

Brake control valve incorporating rear brake compensator on the CX 2400 GTi.

1983

April: CX 25 RD Turbo and CX 25 DTR Turbo, go on sale with turbocharged diesel engines: capacity 2500 cc, max power 95 HP, max torque 159 lb-ft.

July: the 2500 cc petrol engine replaces the 2347 cc unit. Max power 138 HP, max torque 155 lb-ft.

High trim level estate model goes on sale with two engine choices: CX 25 GTi with 138 HP petrol injection, CX 25 DTR Turbo with 95 HP turbodiesel.

Brake control valve incorporating rear brake compensator on all CX saloons.

The Limousine receives the turbodiesel engine.

Automatic heater control optional on all models except the Prestige on which it is standard.

1984

March: CX 20 Entreprise and CX 25 D Entreprise Estate models go on sale.

CX 20 Leader "special edition" (7,000 built) goes on sale.

July: CX 25 RI with CX 25 GTi engine and lower trim level goes on sale.

October: CX 25 GTi Turbo goes on sale with turbocharged petrol engine. Capacity 2500 cc, max power 168 HP, max torque 217 lb-ft.

1985

March: ABS anti-lock brake system optionally available on CX 25 GTi Turbo. Brake control valve incorporating rear brake compensator on all CX estate models.

July: restructuring of the CX range with: CX 20 RE, 22 TRS, 25 RI, 25 GTi, 25 GTi Turbo, 25 Prestige, 25 Prestige Turbo, 25 RD, 25 RD Turbo, 25 DTR, 25 DTR Turbo, 25 DTR Limousine Turbo.

External styling changes: new front and rear plastic bumpers colour-keyed to the body, side protection strips. Except for the 20 RE and 25 RD, all CX saloons have an aerodynamic rear spoiler (of special design on the CX GTi Turbo).

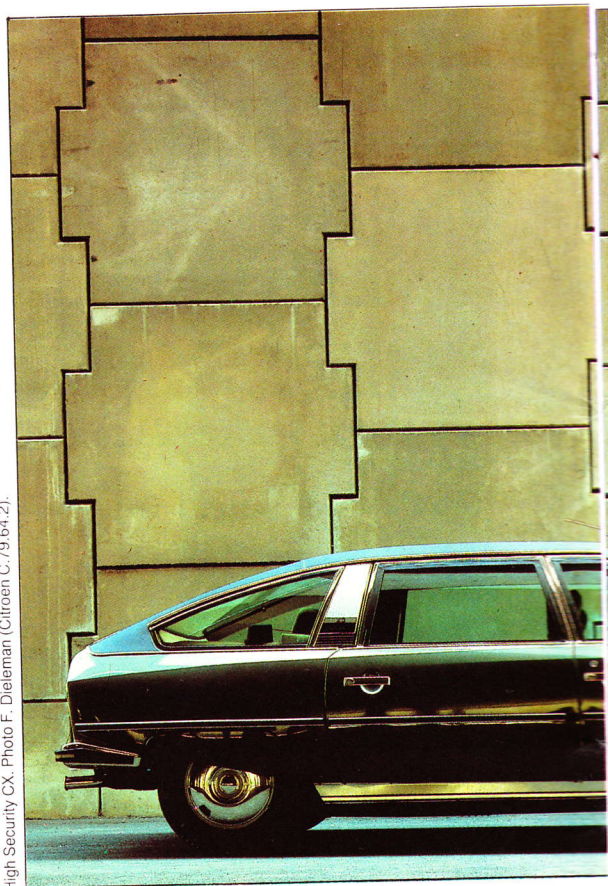
New interior equipment: dashboard, seats, door trim panels, controls and instruments.

New saloon model (CX 22 TRS) equipped

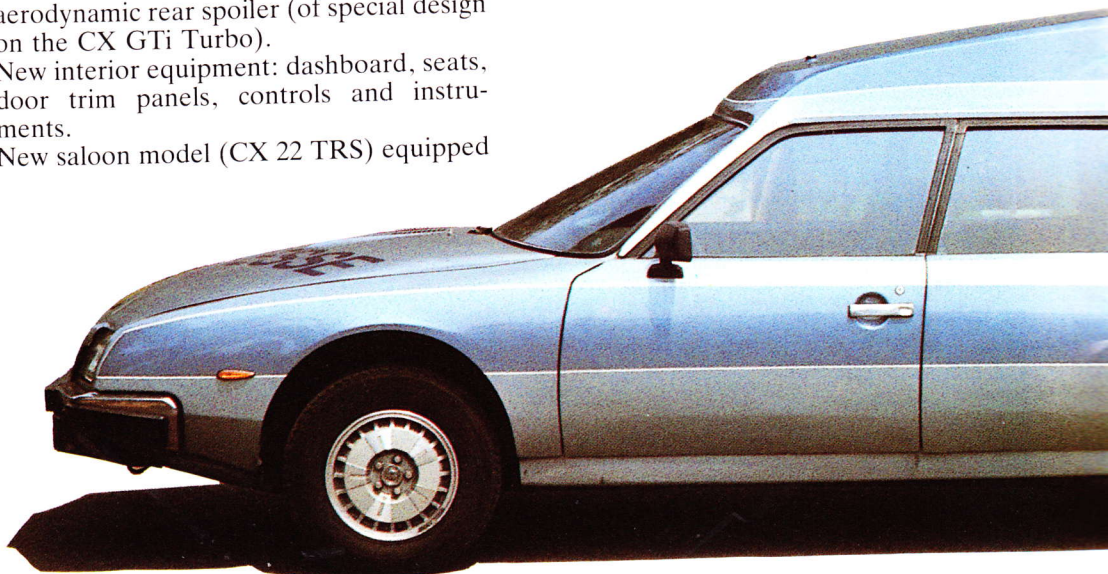
with new 2165 cc engine. Max power 115 HP, max torque 131 lb-ft.

New option: ABS braking system on all saloon models except CX 20 RE, 22 RS, 25 RD and DTR.

October: ABS braking system optional on all estate models except the 20 RE and 25 RD.



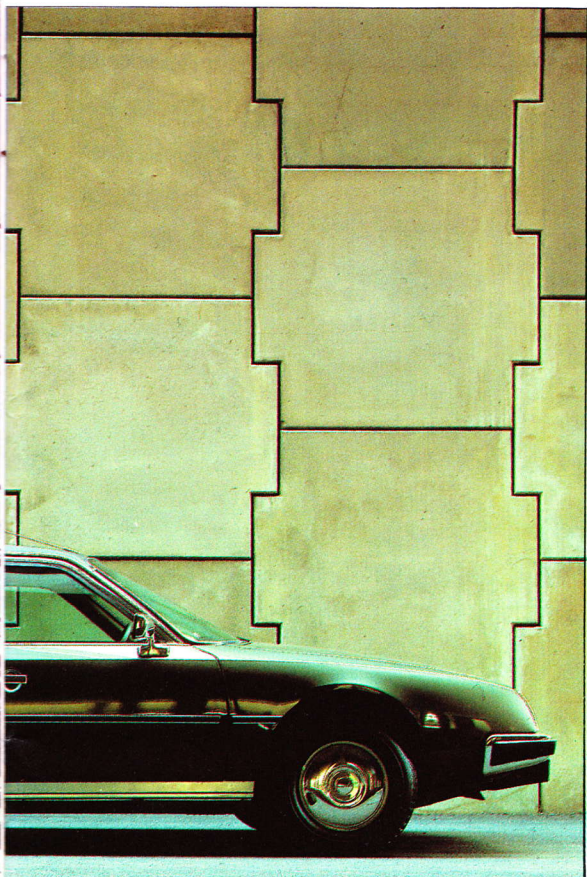
High Security CX. Photo F. Dieleman (Citroën C.79.64.2).



Exceptional CXs

CX "Orphée" Cabriolet. Presented for the first time at the 1984 Geneva Car Show, the CX "Orphée" Cabriolet is constructed by the Deslandes Design Company, and is based on the CX petrol-engine saloon.

It is modified in the same way as was the DS Cabriolet: two doors, four leather covered seats, and the top (with optional electric control) which is completely removable from main part of the bodywork.



CX Prestige "high security". Produced and sold by Citroën with the help of armour-plating specialists (Labbé), the CX "high security" presents a shell which is completely reinforced from the inside, both with special steel and several layers of Amaride film (a substance used for bullet-proof vests), and with thick laminated glass. The petrol tank and the main mechanical elements are also protected. Ground contact, brakes, suspension and various other parts have been specially reinforced to take account of the increase in weight (680 kg) which, thanks to the hydropneumatic suspension, does not effect road holding.

"Six-wheel" CX. Constructed and sold by the "Société des Applications des Procédés Tissier", the six-wheel CX is a special version of the CX (petrol or diesel-engine), the rear section of which has been completely remodelled by lengthening the platform and adding a fibreglass compartment mounted on a double axle, equipped with hydropneumatic suspension.

It is available in several versions: ambulance, luggage-carrier, 14-seater, eight-wheel car-transporter.

