

*The new CX.
Greatly improved, but not
beyond recognition.*



CITROËN CX

Many people would say that we'd be hard put to improve on a car that's something of a classic.

However we've incorporated a series of improvements that have moved the CX significantly forwards.

So you'll notice that the front and

rear bumpers are now in light, yet immensely strong, polypropylene. They're wraparound, colour matched and can take the more minor knocks without sustaining damage.

The new door sills too are finished in high-strength plastic. While the

aerodynamically shaped side mirrors and front light cluster integrate with the overall streamlined look.

On the subject of lights we've given our faster models a special type of twin optic halogen headlamps.

Important changes – yet all

The long distance runner.



achieved without deviating one iota from the essential character of the CX.

Designed to go further

At Citroën we've always recognised the need for a very special kind of car for those who travel long distances.

Particularly business users who are often under even more pressure.

What's needed is a car that ensures that those travelling inside aren't subjected to unnecessary stresses or strain, however far they're driving. Or whatever the conditions.

Improving aerodynamics

The new CX has trimmed even more from its drag coefficient figure than its predecessor and now stands at 0.35. Hardly surprising when you consider that at Citroën we've had more practical experience of aerodynamics

Now in even better shape.

than any other manufacturer.

One benefit is the noticeable improvement in handling at high speeds. Usually in these circumstances a car's nose will lift, giving added wind resistance. Not in the case of the CX.

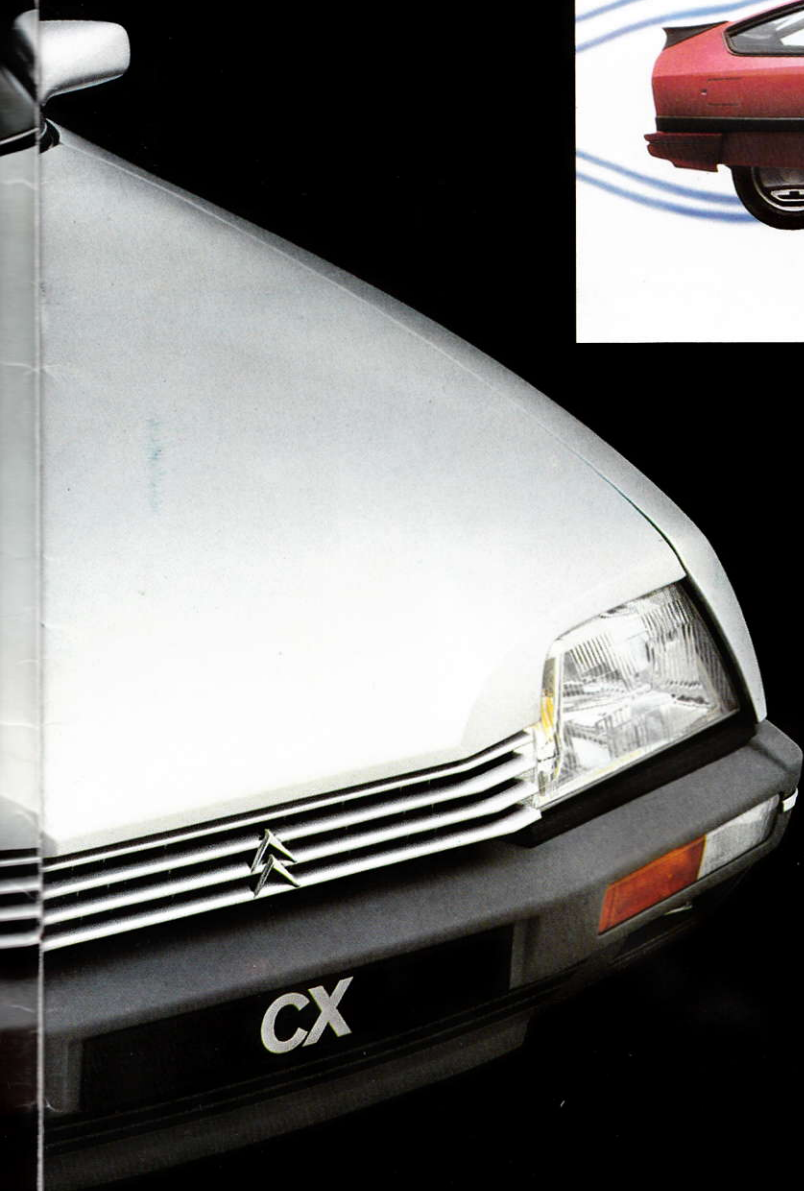


Aerodynamics that have been tailored to the weight distribution, together with front wheel drive, do an enormous amount to eliminate steering and roadholding problems. Additionally, front wheel drive with its centre of gravity well forward and its action of pulling (rather than pushing) the car, improves directional stability.

Studies have also charted the movement of air in and out of the car for cooling and ventilation. The cleverly designed radiator intake minimises any interruption to the air flow.

Air is guided from under the car to cool the brakes and the flat wheel trims do their part in further reducing drag.

One more factor that shows the new CX is now in even better shape.



A new look at wh



The smooth sweep of the dashboard and the central console puts controls and instruments right at your fingertips.

There are warning lights or systems that tell you when you're running low on fuel, if your brake pads need replacing, whether your lights aren't working properly or that you've left a door, the bonnet, or boot open.

We've combined the ease of operating the controls with the ease of

locating them, which is why the switches are illuminated. So much better than having to search around in the dark.

The switches for the electric windows have been moved to a more convenient position in the armrest of the door. On the GTi Turbo these have a dual-action control. Apart from working when you're actually pressing them, just a single touch of a second switch will

open or close them all the way.

The ventilation vents have been repositioned to improve the circulation of fresh air in the CX, something that becomes more important as the journey gets longer.

After closing the door the interior light is timed to stay on for up to 15 seconds. If you're settled before this, the light is automatically cut off by putting the key into the ignition.

where it all happens.



Dashboard shown of CX 25GTi Turbo.

This single key operates everything on the CX.

Top-of-the-range features

Here are some of the things that make an already luxurious car that bit more luxurious.

On the GTi Turbo there is an on-board computer that informs you of everything from your estimated time of arrival to how far the fuel in your tank

will take you, plus an easy-to-read red LCD digital clock.

An alarm lets you know you've left your lights on. A much better reminder than a flat battery.

There are dual-function oil gauges that show the pressure on starting up and the temperature when the car's running. Interested in the temperature outside the car? The CX25 GTi Turbo can tell you that too.

All models in the range have external door mirrors which are adjustable from the inside. If you want to go a stage further then how about those that are electrically controlled. Or another added benefit: electrically heated mirrors that ward off frost and ice. It's more evidence that the CX is certainly a car that thoughtfully pays attention to those details that make all the difference.

No-one goes further than Citroën to take away the stresses and make travelling a pleasure. No car does more than the new CX to show just how we go about this – with changes that improve the suspension, seating and the general feeling of spacious luxury.

Smoothing out the road ahead

Ride in a CX and one of the first things you'll notice is the smoothness of the ride. This is because our unique hydropneumatic self-levelling suspension system keeps the car at the correct level, irrespective of the road surface or the load carried.

High pressure fluid is used between the gas-spring and the wheel to move the car up and down hydraulically on its suspension. Although the CX is softly sprung, the suspension doesn't sag. Regardless of whether the car is fully loaded or not, roadholding and handling, as well as ride comfort remain excellent.

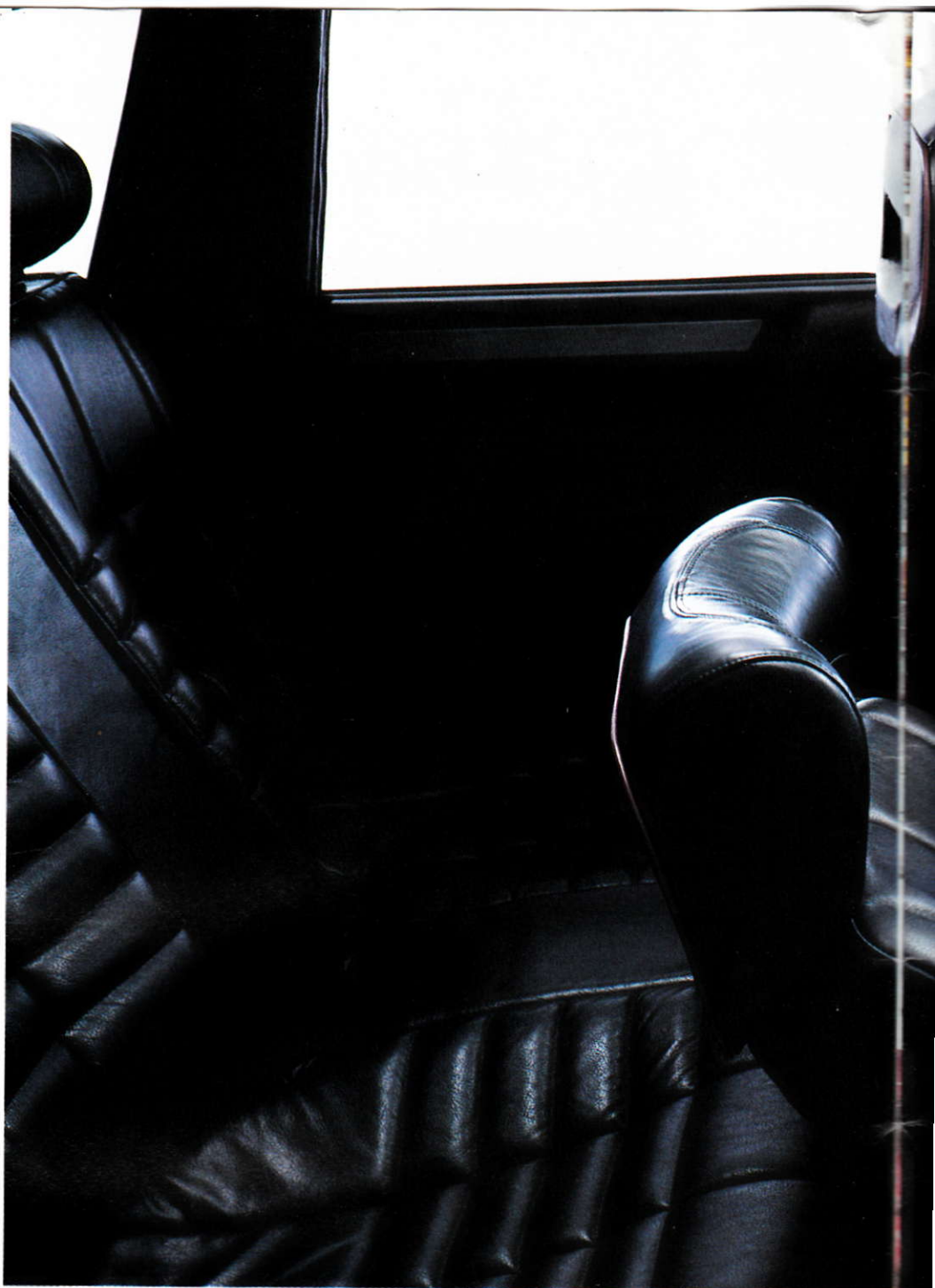
The hydropneumatic self-levelling system enables you to lift or lower the height of the car according to different circumstances. It's activated by a handy electric control on the driving console.

Here's how it operates. Suppose you need to climb a ramp, clear obstacles on rough terrain, or even change a wheel, just move the control switch and you instantly raise the ground clearance.

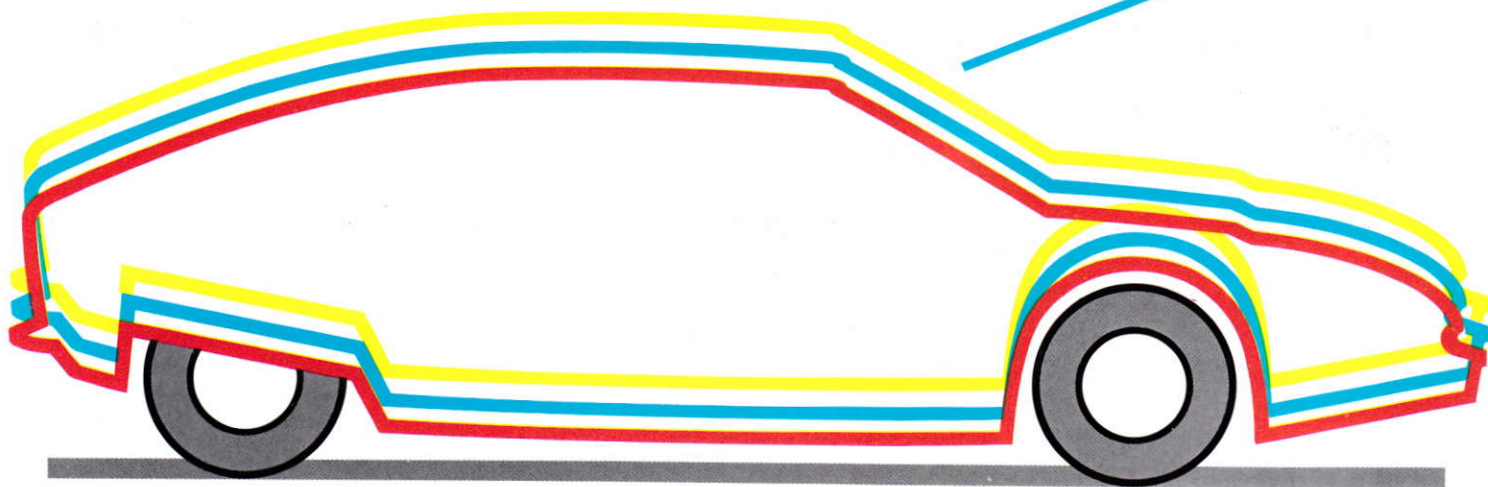
Need to load baggage or hitch up a caravan or trailer? Put the suspension at its lowest. The level marked by a square is the one normally used and ensures the smoothest possible ride.

Hydropneumatics and aerodynamics

The CX suspension has a favourable affect on aerodynamics too. Normally, cars with conventional



Comfortably short





Leather upholstery shown on CX 25GTi Turbo optional extra cost.

rtens the longest journeys.

suspension are subject to the nose rising and the tail dropping when rear passengers and luggage are aboard.

Not on the CX. Self-levelling suspension safeguards the benefits of good aerodynamics such as acceleration, handling, fuel economy and stability at speed or in crosswinds.

Hydropneumatics makes brakes and steering safer

The CX is fitted with centre-point steering geometry, which even if a front tyre bursts means the car can be steered and safely brought to a halt. In addition the suspension system helps provide

anti-dive straight line braking.

Also as standard there's the Citroën VariPower steering. At low speeds it gives finger light control.

At higher speeds VariPower compensates so that the 'feel' of the steering remains constant, however fast or slow you're going.

Hydropneumatics also means that should you have to brake sharply, the load won't affect normal braking. No matter how heavily laden the car.

Take a seat. In absolute comfort

One of the most important factors in seat design is the harmonic structure.

This has been changed in the latest CX so that a new degree of firm support has been added to comfort.

However, in a luxury car you ought to be able to luxuriate if you wish, which is why the CX seats are flexible enough to cope with your every whim. Another change that's resulted in more room is the shape of the door panels. Covered in attractive cloth, they give an increased feeling of space.

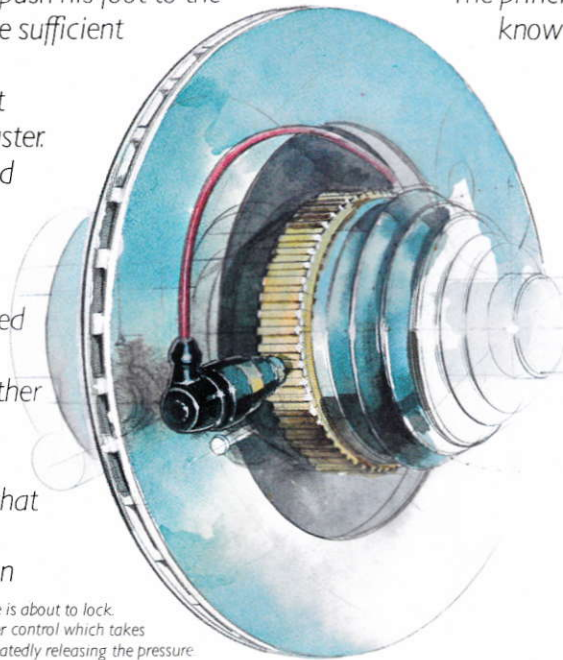
So if you're the kind of driver who tends to clock up the miles over the year be sure to check out the new CX. Because the longer you drive it, the better you'll like it.

CX ABS,

Every CX has all-round, powered disc braking as standard. So the driver doesn't have to push his foot to the floor to generate sufficient stopping power. Response is that important bit faster. A fact that could make all the difference in an emergency.

The fluid used in the system is different from other types, too. It's a mineral based hydraulic fluid that doesn't absorb water, a common

The sensor tells if the brake is about to lock. It then signals the computer control which takes preventative action by repeatedly releasing the pressure.



ABS, as the name implies, prevents the wheels from locking.

The principle is simple. You know how by 'pumping' your brake – that is, repeatedly pressing it you get a better grip and help to prevent locking? ABS simulates this action. Except that it does it at a speed of up to 10 times a second.

However fast on your feet you were, you couldn't hope to equal this performance. But ABS manages its remarkable feat



the safest, most advanced b

cause of deterioration in braking systems. This fluid doesn't need changing as frequently as the other kind either.

The CX brakes are far more efficient than the usual servo and are, quite simply, not bettered by any other conventional braking system.

ABS. The ultimate in stopping power

ABS stands for Anti-lock Braking System and it's now available as standard on the CX25 GTi Turbo and as an option on some of the other CX models. Let's explain how ABS works.

In particularly wet or icy conditions even the most efficient conventional brakes are faced with a problem. When you brake, a wheel may well lock and this could lead to the car spinning dangerously out of control.

with the help of a computer-controlled sensor for each disc. It can actually tell if the brake is about to lock and manages to prevent it happening by easing the pressure for a split second.

At times like this each wheel may

be faced with a different problem from the road surface, and so ABS works independently on each of the two front driving wheels (as well as independently on the rear wheels together).

Tests have shown that ABS allows a





braking system ever devised.

car to slow down and stop safely in stopping distances that conventional braking systems couldn't begin to compete with. Round corners as well as in a straight line. In fact, ABS allows emergency braking and steering

simultaneously. All in all, there has never been a system as safe and effective as ABS. Which is why it is now available on some models for those who are not prepared to settle for less than the ultimate in stopping power.

Safety first and last

Citroën's commitment to safety has never been more apparent than in the CX series. The self-levelling suspension by its very nature of maintaining the correct level, irrespective of the load carried, makes handling easier and more positive. After all, a stable ride is a safer ride.

Talking of handling, for a big car the CX is light and supremely controllable. Cornering is nothing short of amazing – something that's helped, too, by the front wheel drive and the VariPower steering.

All of which goes to show that on a luxury car like the CX, one thing we don't consider a luxury is the safety of those who ride in it.



The CX20RE. Designed for e



economy and performance.





A car of outstanding value.

CX 20RE

By offering supremely good value, for money the CX 20RE proves that a truly luxurious car isn't necessarily an expensive car.

The distinctive line of the CX is more than skin deep beauty, because the aerodynamic design makes a significant difference to performance.

Citroën's VariPower steering, ensures responsive handling while you'd

have to go a very long way to equal the CX 20RE's roadholding.

The light alloy OHC engine delivers 106HP giving a very respectable top speed of 110mph. 0-60 takes 11.6 seconds. At a constant 56mph the CX 20RE achieves 40mpg.

As stopping power is every bit as important there are power operated disc brakes all round.

Citroën's legendary approach to comfort is evident inside. Seating throughout is in tasteful pinstripe, which is also used on



the door panels. Front head restraints are fitted. Because we believe that a more comfortable driver is a safer driver Electric windows glide open and shut while the driver's door mirror is adjustable from inside.



For safety and clearest visibility, there's a laminated windscreen, heated rear screen and a single windscreen wiper (two speed and intermittent).

Other items that come as standard include central door locking and rear seat belts.

Principal option: Superlustre metallic paint.

Rear sunblinds not available on CX 20RE and rear seat head restraints available as Accessory

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



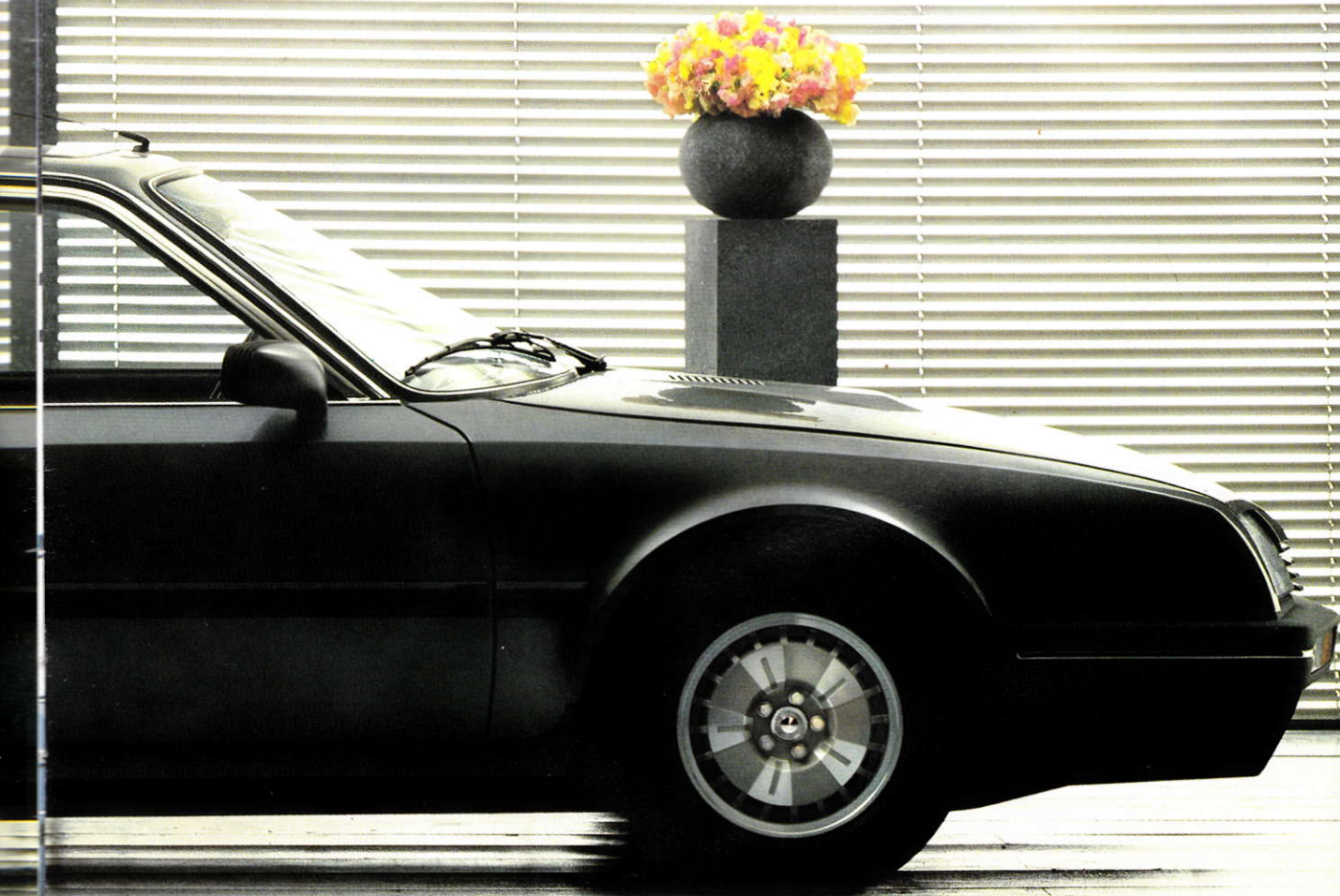
The CX
Style you'll happily be



Electric sunroof option at extra cost. Alloy wheels not available in U.K.

X22TRS.

become accustomed to.





aerodynamic line of the CX 22TRS. It's further enhanced by the addition of a body coloured grille and twin door mirrors, as well as the rear spoiler.

Other little touches you'd expect in a luxury car? There's the undoubted convenience and security of central locking, rear seat head restraints, rear seat belts, tinted windows and rear sunblinds plus jack sockets for headphones and anything that will work from a 12V power supply.

Interior lights are timed to stay on for 15 seconds after you've closed the door. Roomy pockets to take maps, books or whatever, are to be found on the backs of the front seats.

Principal options: Superlustre metallic paint, electric sunroof.

Making sure you get

CX22 TRS

In the gap between the CX 2 litre and 2.5 litre saloons, an outstanding newcomer makes its appearance in the range. It's for those who enjoy driving a luxury car but who still appreciate economy. As well as an impressive torque figure that helps turn in a very exciting performance.

The CX22 TRS is luxurious. You discover that the moment you relax in comfortable seats that only Citroën could have designed.

They're covered in an exclusive cloth with seat belts in colours that harmonise with the interior scheme.

The driver's seat is adjustable for height, something that's as relevant to safety as it is to comfort.

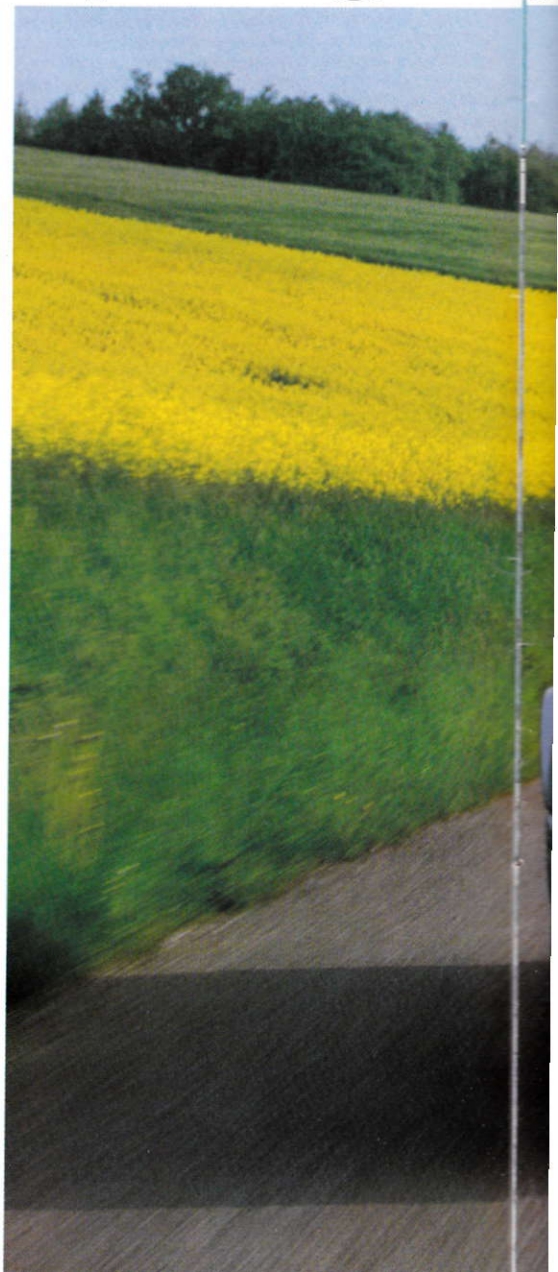
Doors are trimmed at the top with simulated wood veneer and at the bottom with the deep carpet that's fitted throughout.

Controls and instruments are conveniently laid out before you. Everything is there – right down to warning lights that show if you've left your lights on, the door open or whether your stop lamps aren't working.

When it comes to power, the 2165cc petrol engine delivers 115HP at 5600rpm. Via the 5-speed gearbox you can accelerate from 0 to 60mph in just 10.5 seconds. Top speed is 116mph.

Starting in cold or damp weather won't be a problem, thanks to the transistorised ignition.

Now to the streamlined,



CX 25GTi Automatic

If your priority in choosing a car is speed and relaxed motoring, then get behind the wheel and test drive the CX 25GTi Automatic.

Its 2.5 litre fuel injected power unit delivers 138HP that whisks it from 0 to 60mph in 11.6 seconds and on to a scintillating top speed of 121mph.

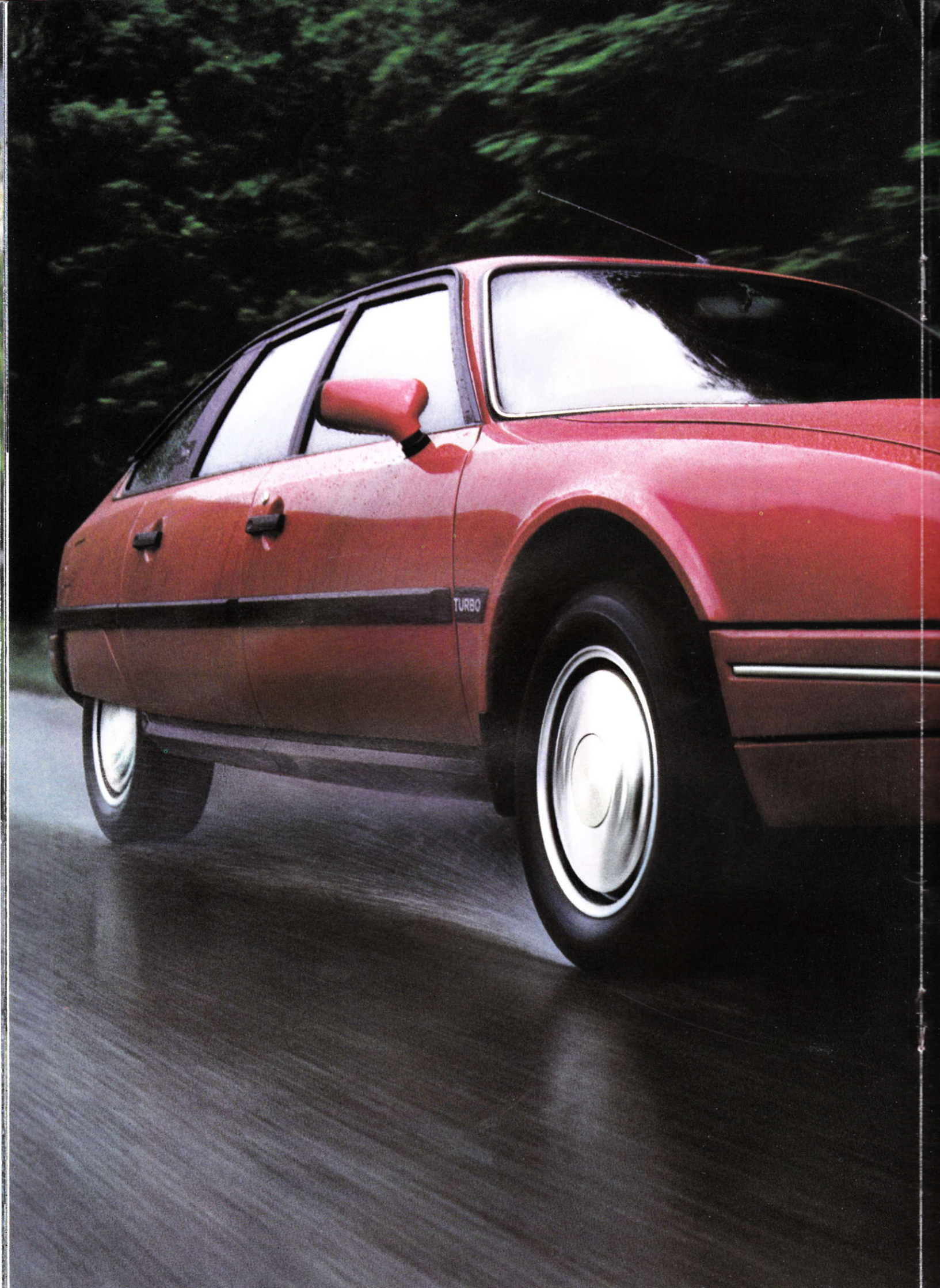
Sporty 6J14 alloy wheels and low profile MXV tyres handle this extra performance very well indeed and give the edge that every driver appreciates.

Once again, you're driving in luxury as the CX 25GTi shares a similar opulent specification to the CX 22TRS.

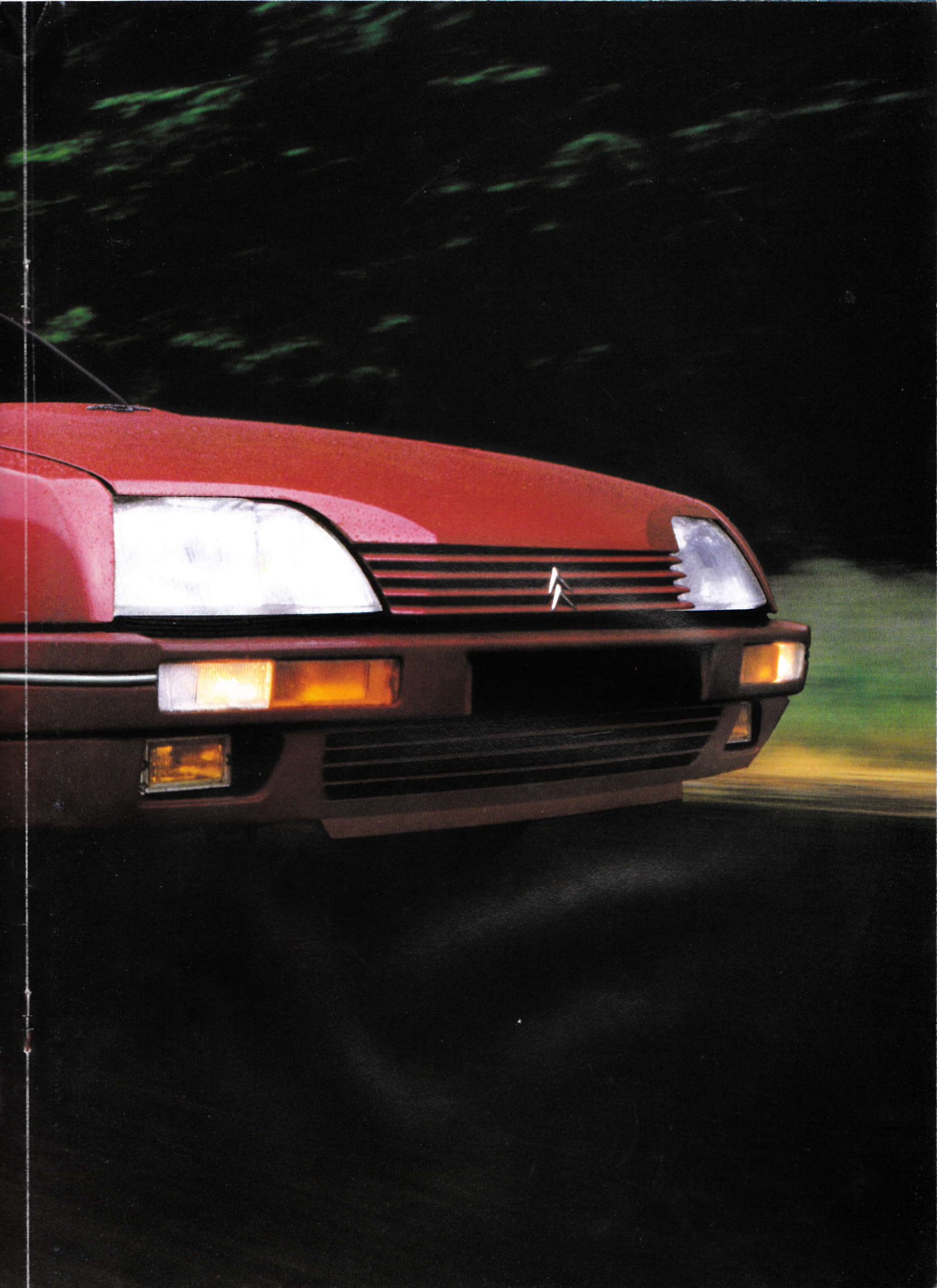
Principal options: Superlustre metallic paint, air conditioning, leather upholstery, electric sunroof and ABS.

your priorities right.





TURBO



CX 25GTi Turbo

The motoring press has been lavish in its praise of this particular turbo. Understandable when you consider that it boasts a 22% power boost and 40% more torque than the 138HP CX 25GTi.

The 2.5 litre turbocharged, fuel injected engine delivers 168HP at 5000rpm. Top speed is 137mph and it gets from 0 to 60mph in 7.9 seconds.

There have been dramatic improvements at the lower speeds too, where many other turbos are undeniably sluggish. As the GTi Turbo gives maximum torque at low revs, it's lively and packs plenty of punch.

The unique Citroën hydropneumatic suspension ensures the smoothest ride, while to match the extra power, stiffer damping and anti-roll bars have been used.

New wide alloy wheels with ultra low profile TRX tyres contribute to an entirely new level of grip. As a result handling is firm and responsive.

In fact, when it comes to roadholding and stability, independent tests show that the GTi Turbo not only compares favourably, but often exceeds the performance of many highly regarded sporting saloons.

The dashboard and control console

Enjoy the luxuries that come

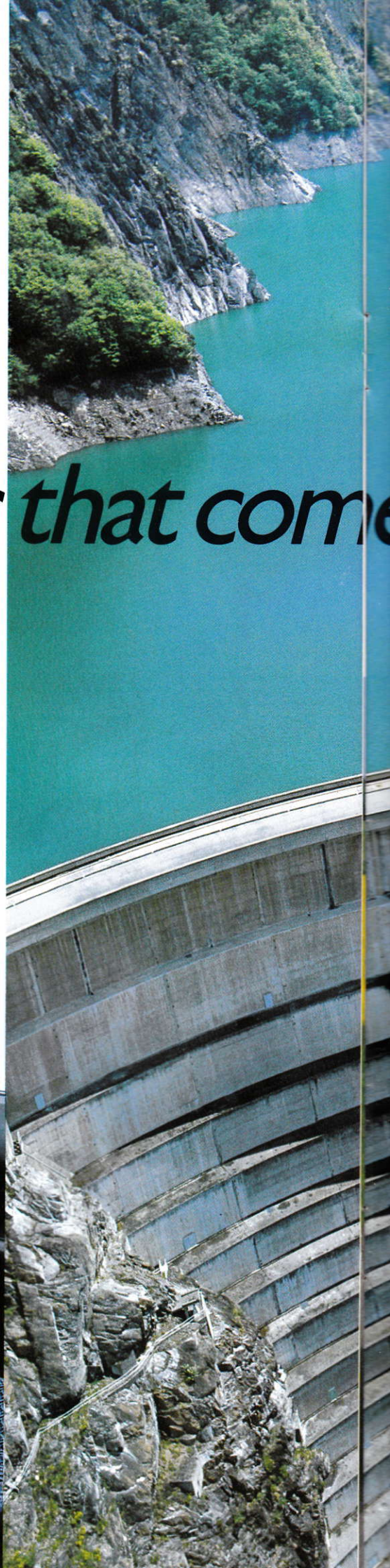
Which makes the slowest town driving just as easy as fast motorway cruising.

The extra streamlining of the bodyshell; the larger rear spoiler; the newly sculptured shape of the electrically controlled door mirrors – they all go to making the GTi Turbo more aerodynamic. As well as looking faster, even before it's moved an inch.

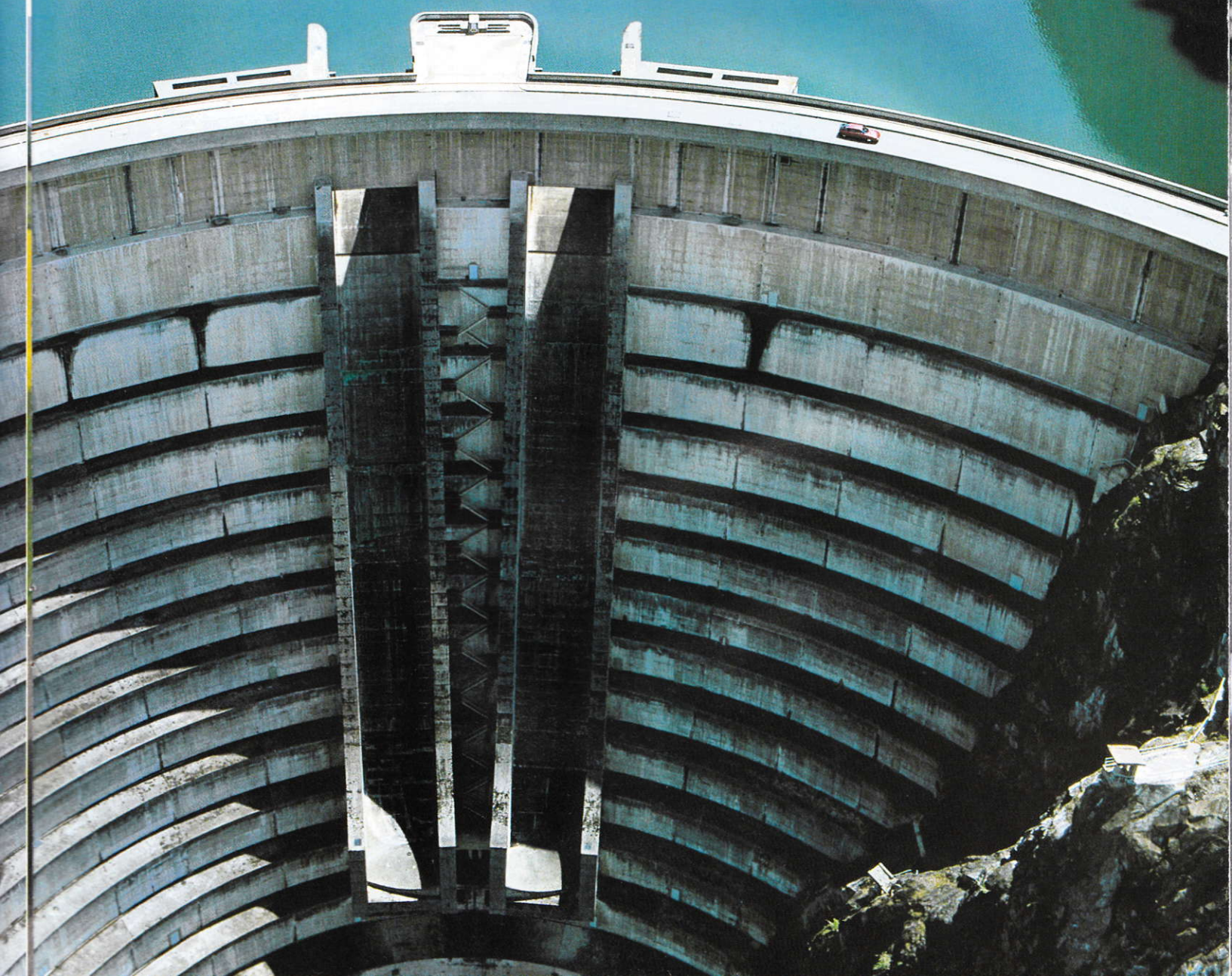
The bumpers are more wraparound in design and feature integral front fog lamps. There are twin optic halogen headlamps that give the clearest visibility at night.

put everything you need, right where it's needed. Instrumentation is highly sophisticated and features refinements such as an on-board computer, audible warning for left-on lights, and other warning systems to tell you if brake pads should be replaced, or if the doors aren't shut properly. Standard equipment includes ABS braking, tinted glass and rear sunblinds, rear head restraints and rear seatbelts.

Principal options: Superlustre metallic paint, leather upholstery, air conditioning, electric sunroof.



me with power.





We go to greater lengths to

CX25 Prestige

On most limousines the emphasis is purely on the comfort of the passengers. The CX25 Prestige, however, goes a welcome stage further. Because it actually sets out to make travelling as enjoyable for the driver as it does for those who are being driven. One look at the CX25 Prestige tells you that it's a car with a sense of occasion. The sleek, long shape is the result of its wheelbase being lengthened by almost 10 inches. Superlustre metallic paint adds to an appearance that suggests that here is everything you'd expect

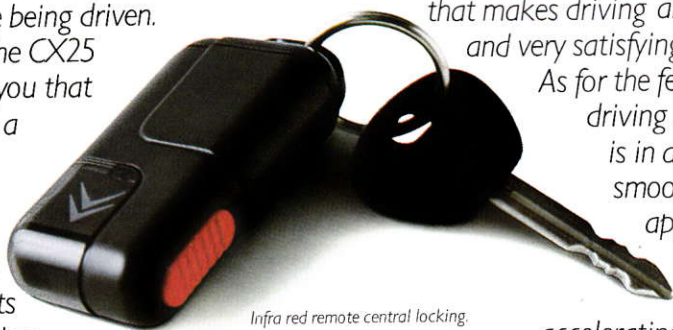
from a limousine. Except perhaps the price, as the CX25 Prestige is exceptional value for money.

Sit behind the wheel and you'll discover at your fingertips the controls and instrumentation that makes driving an effortless and very satisfying experience.

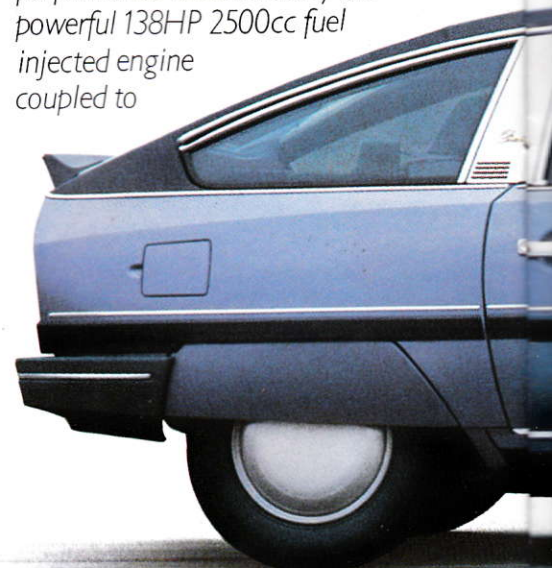
As for the feel of the driving itself, it is in a word, smooth. That applies whether you're

accelerating from 0 to 60mph in 12.2 seconds, driving at the top speed of 121mph, or just cruising. And ABS braking, the most advanced system available today is standard

equipment. Citroën's self-levelling suspension has never been bettered for providing the silkiest of rides, while the performance is achieved by the powerful 138HP 2500cc fuel injected engine coupled to



Infra red remote central locking.





we've added a great deal to the Prestige.

Wider doors give easier access to the rear and the additional legroom in the back is nothing short of incredible. The carpeted footrests are ready and waiting whenever you decide to take it easy.

Nothing has been spared to make this very special car supremely luxurious and comfortable. All seats are in soft black or brown leather with head restraints, and deep pile carpeting adds

Whatever the weather the CX Prestige can cope admirably. You can dial in precisely the amount of warmth you need with the new rotary controlled heating system. On a hot day there's nothing worse than a stuffy car – which is why there's no substitute for air conditioning that's standard on the CX Prestige.

Windows of tinted glass and rear sunblinds keep out unwanted glare.

Want to check up your route on a map or catch up on your reading

to bring you more opulence.

a 3-speed automatic gearbox.

By making the wheelbase that extra 10 inches longer than CX saloon cars

its own touch of richness throughout.

There are roomy pockets in the doors and the backs of the front seats.

Conveniently at hand are the press buttons for the electric windows.

without disturbing anyone else? Then you'll appreciate the thoughtful inclusion of individual reading lights.

The CX25 Prestige certainly lives up to its name – an elegant limousine that's stylish on the outside, spacious and opulent inside.

The CX25 Prestige is available to Special Order only.



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



estate that in a saloon car.

Just think. Normally, loading up a big estate can be heavy going. Not with the CX. The self-levelling suspension means that you can load on the 1500lb payload far more easily. Because you just lower the car instead of lifting the load up to meet it.

Good news unless you happen to like weight lifting.

The same applies if you want to hitch on a trailer or caravan. Nothing could be simpler.

At the other extreme, the suspension can be lifted to gain more ground clearance. Very useful if you have to climb ramps, avoid obstacles or ruts on rough roads or need to change a wheel.

Have you driven an estate when it's full and when it's empty? If you have we don't have to tell you the marked difference in handling and control. This just doesn't happen on the CX thanks

Only the best estates have th

By its very definition, an estate should be spacious. The CX Estate most certainly is. But this is only part of the appeal. It also has additional advantages that no other marque of estate –

regardless of price – can compete with.

Like every CX car, our estates are fitted with Citroën's hydropneumatic self-levelling suspension. However, as they're designed to carry heavy loads as well as passengers, the sphere pressures have been modified accordingly. This unique kind of suspension system is undeniably more of a valuable asset in an

again to the self-levelling hydropneumatics. It ensures that whether the CX is loaded wall-to-wall or you're driving alone it feels almost the same.

On other estates, the nose may lift when the car's laden up. Not on the CX. Again, the self-levelling suspension is



true to its name and keeps the car level, whatever you may have in the back. The result? Better traction, stability and road holding.

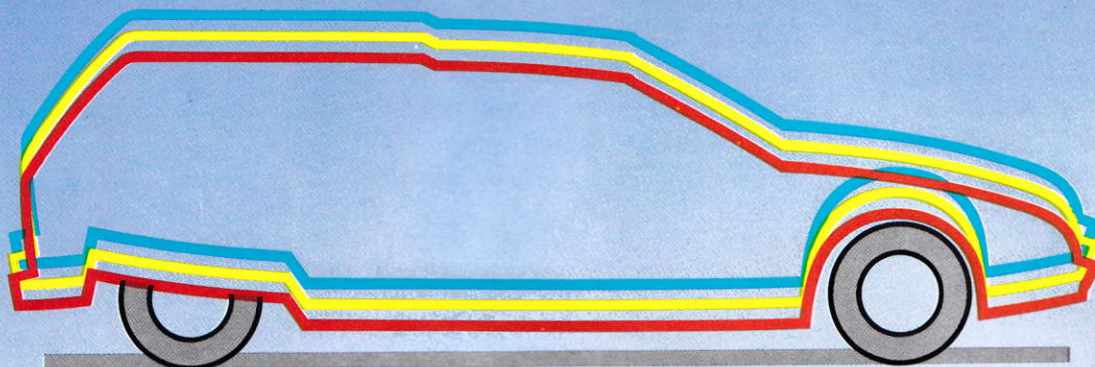
Every inch an estate

Whereas other manufacturers have

space you can use. Because front wheel drive means there's no prop shaft or rear drive assembly to cut down on the available room.

You'll notice too, that the roof is stepped which gives an added amount of headroom or load space.

would be complete without power steering which is why we have incorporated our own VariPower system. Just a fingerlight touch gives you total control when parking, as well as when travelling at low speeds. Then as the road speeds get higher, the system



seemed to think estates are just a saloon car with a box on the back, Citroën CX Estates have been designed as load-carrying vehicles. Albeit, as luxurious and extremely comfortable

Drives like a saloon car

Despite its capacity and size, the CX Estate is as effortless to drive and as comfortable to ride in as a luxury saloon car. There's a range of engines to

compensates by offering progressively greater resistance. This means that the 'feel' of the steering stays uniform.

Although from a passenger and driver's point of view, the CX Estate is similar to a luxurious saloon, there is one aspect we felt should be different. So we've uprated the power disc brakes to give the extra stopping power you'd expect in a larger, and usually heavier load carrying car.

For an estate that will take you and all you need in luxury, the CX Estate is unbeatable.

their ups and downs.

load-carrying vehicles.

This is abundantly clear in the CX. Though it's longer than its saloon counterpart, there's no overhang at the back as the wheelbase is also longer to accommodate the extra body length.

Inside, the space you see is the

cover just your kind of driving too.

As the aerodynamics are better than on a good many saloon cars, you'll find the CX surprisingly fast. And surprisingly economical.

We believe that no large estate



Fast luxury estates. No-one

CX 25TRI Safari

If you've previously thought that an estate car can't compete with a saloon car when it comes to performance, this is the estate to make you think again.

The 138HP 2500cc engine takes the 3-speed Automatic CX 25TRI Safari to a top speed of 118mph. From 0 to 60mph takes just 12.3 seconds. The optional 5-speed manual has a top speed of 121mph and 0-60mph acceleration in

10.1 seconds. Handling, roadholding and cornering are what you'd expect from a sporty saloon, thanks to self-levelling suspension, VariPower steering and 6J14 alloy wheels with high-grip MXV tyres.

Look round at the front and rear electric windows, colour coded seat belts, heated and electrically controlled door mirrors, digital quartz clock, digital water temperature gauge and tinted windows. As well as the temperature regulator, there's central locking and twin optic headlamps.

Principal options: Superlustre metallic paint, air conditioning, 5-speed gearbox, ABS.



10.1 seconds. Handling, roadholding and cornering are what you'd expect from a sporty saloon, thanks to self-levelling suspension, VariPower steering and 6J14 alloy wheels with high-grip MXV tyres.

Carrying performance is just as impressive. A 1/3, 2/3 split rear seat increases versatility.

Once again you could think you were in a luxury saloon car. Relax in the sumptuous, chevron-patterned seats with head restraints front and rear (the driver's seat is height-adjustable).

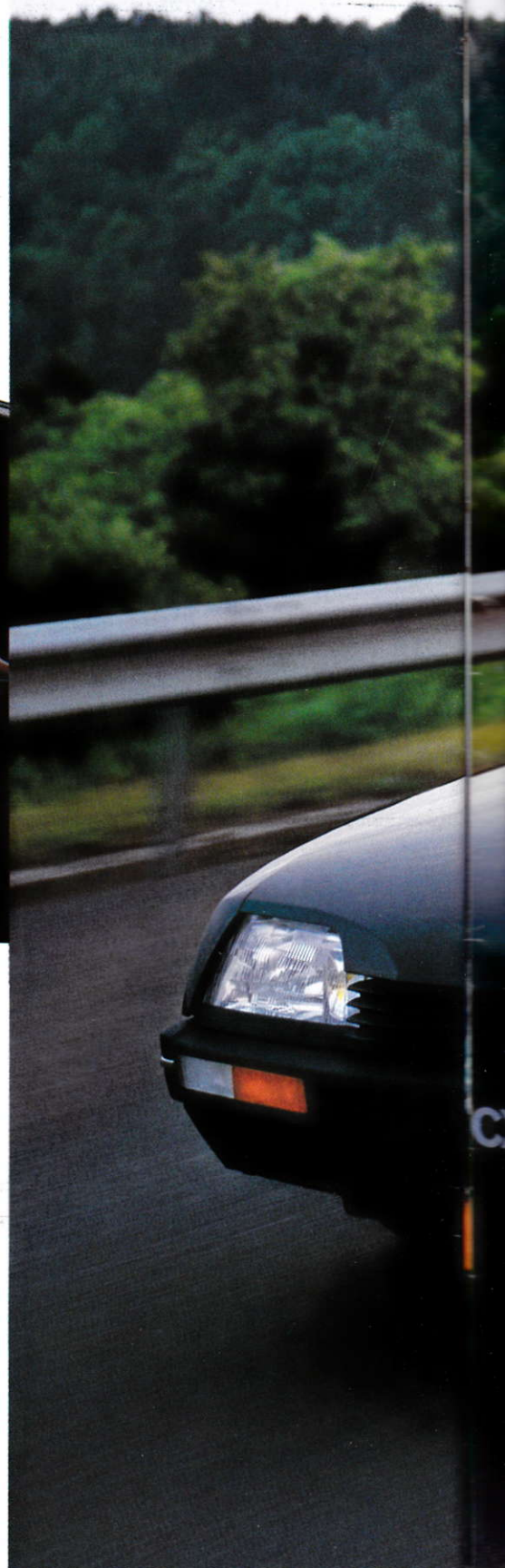
CX 25DTR Turbo Safari

As it features the same luxurious equipment as the CX 25TRI Safari, this has to be the ultimate diesel estate.

While giving the kind of 5-speed economy diesels are famous for – 46mpg at a constant 56mph – the 106mph top speed shows it's no slouch.

Luxury, speed and economy. Plus the capacity to carry all you need.

Principal options: Superlustre metallic paint, air conditioning, ABS.



ne else comes near.





All aboard!

CX 20RE Familiale

If you need to transport eight adults with a hefty amount of luggage you couldn't make a wiser choice than the Familiale. A massive 16.2cu.ft should accommodate just about everything you care to load in.

The same applies if you want to take five adults, and still have as much

space as a normal CX Safari. A roomy 37.5cu.ft is available by just folding the rear seats down.

But apart from space, which abounds in the Familiale, there's more that makes this such an exceptional estate car.

First it's incredibly comfortable to ride in. The luxurious seating and many

refinements such as tinted windows with rear sunvisors, electric front windows and deep pile carpeting all make sure you travel in style.

But how is it when it comes to handling you may wonder. The fact is that although the Familiale is a large vehicle, it's surprisingly easy to handle, thanks to VariPower steering and Citroën's self-levelling hydropneumatic suspension. Which accounts for the roadholding and cornering being so firm and positive.

The efficient aerodynamic shape adds its own special contribution to performance as well as to the streamlined appearance.

Talking of performance, power is supplied by a light alloy OHC engine delivering 106HP giving a top speed of 103mph, making sure that power matches up to the size of this spacious estate.

Principal option: Superlustre metallic paint.







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

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

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

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

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

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

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

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

Aerodynamically speaking... we have been for years

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

handling, improved fuel economy and cutting wind noise.

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

Built for a long, active life

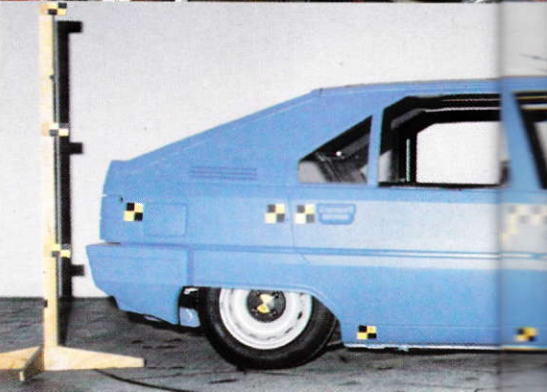
The latest automation techniques and the cleverest robots put the car body together. Quickly and reliably.

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

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

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

Better ideas bu





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

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

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

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

Ready to face the world

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

Once we've made them, we destroy them

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

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

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

Comfort and safety go together

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

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

Building for the future

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

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

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

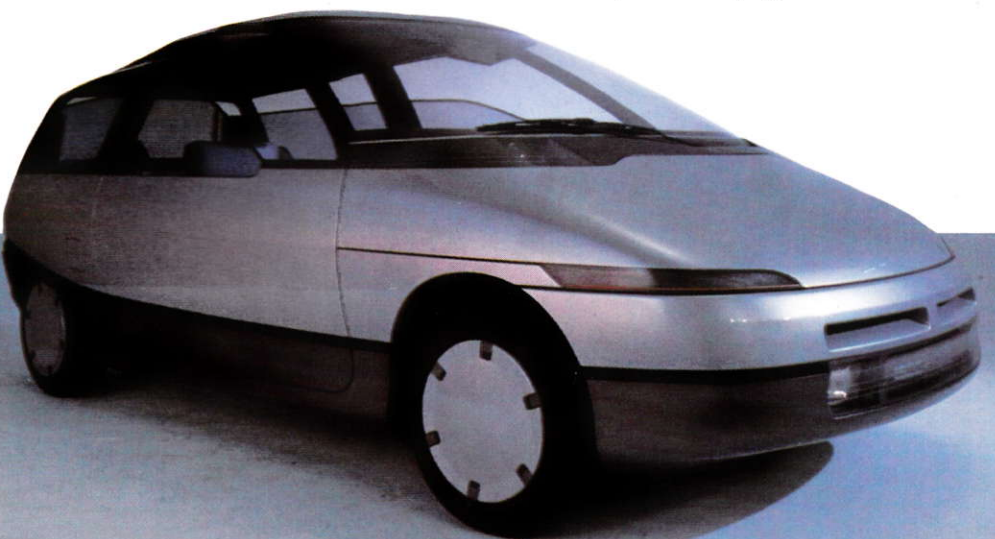
Build better cars.



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

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

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



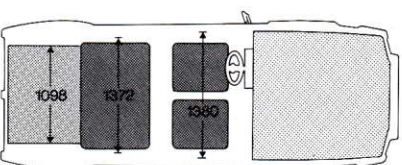
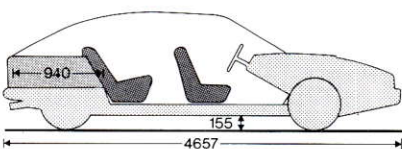
CX SALOONS

TECHNICAL SPECIFICATION

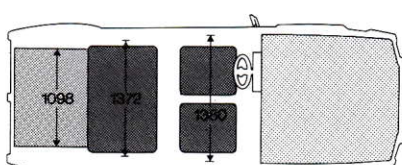
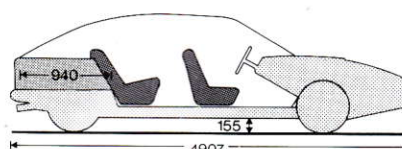
	CX 20RE	CX 22TRS	CX 25GTi	CX 25GTi TURBO	CX 25 PRESTIGE
Engine					
Number of cylinders	4 In line				
Cubic capacity	1995cc	2165cc	2500cc	2500cc	2500cc
Bore and stroke	88 x 82mm	88 x 89mm	93 x 92mm	93 x 92mm	93 x 92mm
Compression ratio	9.2:1	9.8:1	8.75:1	7.75:1	8.75:1
Horsepower	106hp (DIN) @ 5500rpm	115hp (DIN) @ 5600rpm	138hp (DIN) @ 5000rpm	168hp (DIN) @ 5000rpm	138hp (DIN) @ 5000rpm
Torque	122ft/lbs (DIN) @ 3250rpm	137ft/lbs (DIN) @ 3250rpm	156ft/lbs (DIN) @ 4000rpm	217ft/lbs (DIN) @ 3250rpm	156ft/lbs (DIN) @ 4000rpm
Cooling system	Liquid cooled with thermostatic control (single fan)				
Transmission					
Front wheel drive					
Gearbox type	Manual	Manual	Automatic	Manual	Automatic
Number of gears	5	5	3	5	3
mph/1000 rpm in top gear	22.5	22.5	21.8	25.2	21.8
Clutch type	Single plate diaphragm, cable operated (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 released.				
Turns lock to lock	2.4				
Turning circle between kerbs	38ft 5ins	38ft 5ins	38ft 5ins	38ft 5ins	41ft
Brakes					
Ventilated discs at front, discs at rear. Antilock braking system standard on the GTi Turbo and Prestige, optional extra on GTi.					
Suspension					
Hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining constant ground clearance whatever the load in vehicle. A switch positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.					
Tyres	Front 195/70R14 MXL Rear 185/70R14 MXL	195/70R14 MXL 185/70R14 MXL	195/70R14 MXV	210/55R390 TRX	190/65R390 TRX
Electrical equipment					
Ignition type	Magnetic impulse	Magnetic impulse	Integrated electronic	Integrated electronic	Integrated electronic
Battery	12v 225/45 Ah	12v 200/33 Ah	12v 300/60 Ah	12v 300/60 Ah	12v 350/70 Ah
Alternator	972 watts	972 watts	1080 watts	1080 watts	1080 watts
Interior capacities					
Seating capacity	5 Adults				
Boot capacity	179 cu.ft (507dm ³)				
Weights					
Unladen weight	2723lbs (1235kg)	2811lbs (1275kg)	3020lbs (1370kg)	3053lbs (1385kg)	3197lbs (1450kg)
Payload (including driver)	1201lbs (545kg)	1113lbs (505kg)	1136lbs (515kg)	1103lbs (500kg)	1014lbs (460kg)
Maximum laden weight	3924lbs (1780kg)	3924lbs (1780kg)	4156lbs (1885kg)	4156lbs (1885kg)	4211lbs (1910kg)
Maximum towing weight (with brakes)	2866lbs (1300kg)	2866lbs (1300kg)	2866lbs (1300kg)	2866lbs (1300kg)	2866lbs (1300kg)
Gross train weight	6790lbs (3080kg)	6790lbs (3080kg)	7022lbs (3185kg)	7022lbs (3185kg)	7077lbs (3210kg)
Maximum roof rack load	176lbs (80kg)				
Official Government Test Fuel Consumption Figures					
Urban Cycle	23.2mpg (12.2L/100km)	23.5mpg (12.0L/100km)	21.7mpg (13.0L/100km)	20.2mpg (14.1L/100km)	21.7mpg (13.6L/100km)
Constant 56mph (90 km/h)	39.8mpg (7.1L/100km)	42.8mpg (6.6L/100km)	31.0mpg (9.1L/100km)	35.3mpg (8.0L/100km)	33.2mpg (9.6L/100km)
Constant 75mph (120km/h)	31.7mpg (8.9L/100km)	33.2mpg (8.5L/100km)	25.5mpg (11.1L/100km)	28.5mpg (9.9L/100km)	27.7mpg (11.6L/100km)
Performance					
Maximum speed	110mph	116mph	121mph	137mph	121mph
0-62mph (100km/h) (secs)	11.7	10.6	11.7	8.0	12.3
Standing 400m (secs)	178	172	18.2	15.9	18.4
Standing 1000m (secs)	33.2	32.5	33.5	29.4	33.9
Fuel tank capacity					
15 gallons (68 litres)					

All measurements in millimetres with motor running.

CX Saloon



CX Prestige



CX SALOONS

EQUIPMENT SPECIFICATION

	CX 20RE	CX 22TRS	CX 25GTI Auto	CX 25GTI TURBO	CX 25 PRESTIGE
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	○	○	○	○	○
				(numeric display)	
Low hydraulic pressure warning light	○	○	○	○	○
Low hydraulic fluid warning light	○	○	○	○	○
Warning light test button	○	○	○	○	○
Hazard warning lights	○	○	○	○	○
Front brake pad wear warning light	○	○	○	○	○
Interior engine oil level gauge	○	○	○	○	○
Rev counter (tachometer)	○	○	○	○	○
Choke warning light	○	○	—	—	—
Digital quartz clock	○	○	○	○	○
Water temperature warning light	○	○	○	○	○
Front fog lamp warning light	—	—	—	○	—
Rear fog lamp warning light	○	○	○	○	○
Handbrake warning light	○	○	○	○	○
Water temperature gauge	—	—	○	○	○
On-board computer	—	—	—	○	—
Exterior temperature display	—	—	—	○	—
Driving safety equipment					
Door open warning	—	○	○	○	○
Warning light for rear brake light/side light failure	—	○	○	○	○
Air Horns	—	—	○	○	○
Audible warning if lights left on	—	○	○	○	○
Anti-lock braking system	—	—	△	○	○
Child safety seats	□	□	□	□	□
Front driving lamps	□	□	□	□	□
Door mirrors (internally adjustable)	○	○	○	○	○
				(electric + defrost)	(electric + defrost)
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	○	○	○	○	○
Inertia reel rear seat belts	○	○	○	○	○
Halogen headlamps	○	○	○	○	○
Tinted windows	—	○	○	○	○
Rear sun blinds	—	○	○	○	○
Front fog lamps	□	□	□	○	□
Laminated windscreen	○	○	○	○	○

	CX 20RE	CX 22TRS	CX 25GTI Auto	CX 25GTI TURBO	CX 25 PRESTIGE
Comfort and trim					
Rear mud flaps (standard on front)	□	□	□	□	□
Central and side adjustable air vents	○	○	○	○	○
Protective side mouldings	○	○	○	○	○
Cigar lighter - illuminated front (and rear)	○	○	○	○(○)	○(○)
Ashtrays front & rear	○	○	○	○	○
Ignition keyhole light	○	○	○	○	○
Interior courtesy light delay	—	○	○	○	○
Courtesy mirror beneath front passenger sun visor	○	○	○	○	○
Adjustable front sun visors	○	○	○	○	○
Variable speed air fan	○	○	○	○	○
Automatic temperature regulator	○	○	○	○	○
Adjustable reclining separate front seats	○	○	○	○	○
Height adjustable driver's seat	—	○	○	○	○
Front seat head restraints	○	○	○	○	○
Rear seat head restraints	□	○	○	○	○
Rear seat centre armrest	○	○	○	○	○
Rear spoiler	□	○	○	○	□
Seat upholstery	cloth	cloth	cloth	cloth	leather
Leather upholstery	—	—	△	△	○
Leather bound steering wheel	—	—	—	○	—
Alloy wheels (4) with TRX tyres	—	—	○†	○	○
Metallic paint	△	△	△	△	○
					(or black)
Aerial	○	○	○	○	○
Headphone/12V socket	—	○	○	○	○
Electric sunroof	—	△	△	△	—
Lockable glovebox (illuminated interior)	○	○	○	○	○
Boot lamp	○	○	○	○	○
Central door locking (with driver master switch)	○	○	○	○	○
Infra-red remote central locking facility	—	○	○	○	○
Air conditioning	—	—	△	△	○
Electric windows front	○	○	○	○	○
Electric windows rear	—	—	—	○	○

○=Standard △=Option available on special order □=Accessory †MXV tyres

Please note: The photographs used in this brochure depict left hand drive models whose specification may not conform to models sold in the U.K. The specification of U.K. models is shown above.

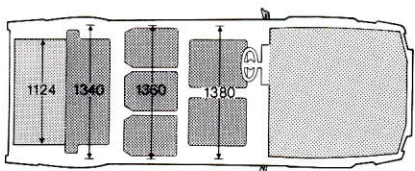
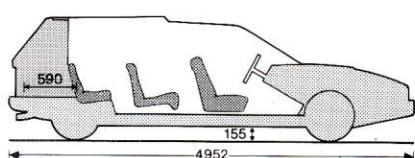
TECHNICAL SPECIFICATION

	CX 20RE FAMILIALE	CX 25TRI SAFARI	CX 25DTR TURBO SAFARI
Engine			
Number of cylinders		4 In line	
Cubic capacity	1995cc	2500cc	2500cc
Bore and stroke	88 x 82mm	93 x 92mm	93 x 92mm
Compression ratio	9.2:1	8.75:1	21:1
Horsepower	106hp (DIN) @ 5500rpm	138hp (DIN) @ 5000rpm	95hp (DIN) @ 3700rpm
Torque	122ft/lbs (DIN) @ 3250rpm	155ft/lbs (DIN) @ 4000rpm	159ft/lbs (DIN) @ 2000rpm
Cooling system	Liquid cooled, electric fan with thermostatic control. Twin fan for automatic and diesel.		
Transmission			
Front wheel drive			
Gearbox type	Manual	Manual(M)/Automatic(A)	Manual
Number of gears	5-speed synchromesh	(M)5-speed synchromesh (A)3-speed	5-speed synchromesh
mph/1000 rpm in top gear	22.5	(M)24.2 (A)21.8	28.0
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	2.4
Turning circle between kerbs	41ft		
Brakes			
Ventilated discs on all four wheels. Anti lock braking system optional extra on TRI and DTR Turbo models.			
Suspension			
Hydropneumatic independent on all 4 wheels. Height correctors front and rear, suspension maintaining a constant ground clearance whatever the load in vehicle. A switch positioned on centre console enables a variation of ground clearance and facilitates changing a wheel.			
Tyres	195/70R14 MXL	195/70R14 MXV	195/70R14 MXV
Electrical equipment			
Ignition type	Magnetic impulse	Integrated electronic	Compression ignition
Battery	12v 225/45 Ah	12v 300/60 Ah	12v 440/88 Ah
Alternator	972 watts	1080 watts	1080 watts
Interior capacities			
Seating capacity	8 Adults	5 Adults	5 Adults
Boot capacity (with rear seat up)	16.2cu.ft (458dm ³)	41.1cu.ft (1163dm ³)	41.1cu.ft (1163dm ³)
Boot capacity (with rear seat folded)	37.5cu.ft (1062dm ³)	76.7cu.ft (2172dm ³)	76.7cu.ft (2172cm ³)
Weights			
Unladen weight	3064lbs (1390kg)	3230lbs (1465kg)	3351lbs (1520kg)
Payload (including driver)	1521lbs (690kg)	1543lbs (700kg)	1499lbs (680kg)
Maximum laden weight	4585lbs (2080kg)	4773lbs (2165kg)	4850lbs (2200kg)
Maximum towing weight (with brakes)		2866lbs (1300kg)*	
Gross train weight	7451lbs (3380kg)	7639lbs (3465kg)	7716lbs (3500kg)
Maximum roof rack load		176lbs (80kg)	
Official Government Test Fuel Consumption Figures			
Urban Cycle	23.2mpg (12.2L/100km)	(M)20.8mpg (13.6L/100km) (A)21.7mpg (13.0L/100km)	32.9mpg (8.6L/100km)
Constant 56mph (90km/h)	38.2mpg (7.4L/100km)	(M)35.8mpg (7.9L/100km) (A)29.4mpg (9.6L/100km)	46.3mpg (6.1L/100km)
Constant 75mph (120km/h)	29.7mpg (9.5L/100km)	(M)29.4mpg (9.6L/100km) (A)24.4mpg (11.6L/100km)	35.8mpg (7.9L/100km)
Performance			
Maximum speed	103mph	(M)121mph (A)118mph	106
0-62mph (100km/h) (secs)	14.2	(M)10.2 (A)12.4	13.9
Standing 400m (secs)	18.9	(M)17.2 (A)18.4	18.9
Standing 1000m (secs)	35.3	(M)32.4 (A)34.1	35.8
Fuel tank capacity		15 gallons (68 litres)	

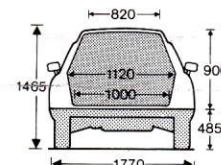
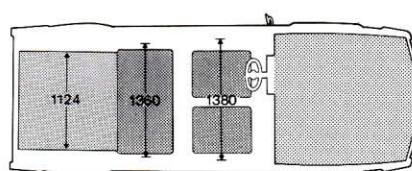
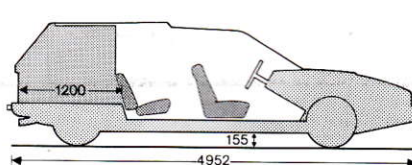
*Maximum towing weight may be increased to 3307lbs (1500kg) as long as the Gross train weight is not exceeded.

All measurements in millimetres with motor running.

CX Familiale



CX Safari



CX ESTATES

EQUIPMENT SPECIFICATION

	CX 200RE FAMILIALE	CX 23 TRI SAFARI CX 25 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 light	—	DTR only
Digital quartz clock	○	○
Water temperature warning light	○	○
Water temperature warning (numeric display)	—	○
Interior engine oil level gauge	○	○
Handbrake warning light	○	○
Water temperature gauge	—	○
Driving safety equipment		
Anti-lock braking system	—	△
Air Horns	—	○
Child safety seats	□	□
Front driving lamps	□	□
Inertia reel front seat belts	○	○
2-speed + intermittent windscreen wiper	○	○
Rear fog lamps	○	○
Reversing lamps	○	○
Electric windscreen washer	○	○
Heated rear window	○	○
Diagnostic socket	○	DTR only
Day/night rear view mirror	○	○
Instrument rheostats	○	○
Childproof lock on rear doors	○	○
Rear seat belts	○	○
Rear wash/wipe	○	○
Halogen headlamps	○	○
Laminated windscreen	○	○
Tinted windows	○	○
Front fog lamps	□	□
Internally adjustable exterior door mirrors	○	○(electric and heated)

	CX 200RE FAMILIALE	CX 23 TRI SAFARI CX 25 DTR TURBO SAFARI
Comfort and trim		
Side adjustable air vents	○	○
Protective side mouldings	○	○
Ashtrays front & rear	○	○
Ignition keyhole light	○	○
Courtesy mirror beneath front passenger sun visor	○	○
Adjustable front sun visors	○	○
Interior courtesy light	○	○
Variable speed air fan	○	○
Automatic temperature regulator	○	○
Adjustable separate front seats	○	○
Height adjustable driver's seat	—	○
Split folding rear seat (one third-two thirds)	—	○
Cigar lighter (illuminated)	○	○
Front seat head restraints/ rear seat head restraints	○/—	○/○
Lockable glovebox (illuminated interior)	○	○
Boot area light	○	○
Seat upholstery	cloth	cloth
Alloy wheels (4)	—	○
Metallic paint	△	△
Aerial	○	○
Floor carpets	○	○
Air conditioning	—	△
Electric front windows/rear windows	○/—	○/○
Central door locking	○	○
Infra-red remote central locking facility	—	○
Removable rear load area carpet	○	○

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

Please note: The photographs used in this brochure depict left hand drive models whose specification may not conform to models sold in the U.K.
The specification of U.K. models is shown above.

***The information given
in this brochure
concerns only Citroën models
sold in United Kingdom***

NOTE: This brochure is intended to show the general appearance of the Citroën CX. It depicts left hand drive vehicles whose specification may not necessarily conform to vehicles imported into the United Kingdom. However, every endeavour has been made to ensure that the information and details contained in the text of this brochure were accurate as of 1st August 1985. The company however reserves the right, while preserving the essential characteristics of the models described, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time but in order to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of this brochure.

