

CITROËN

The Range



THE ROAD AHEAD





A range for the nineties.

Few motorists would deny that Citroën cars have a reputation for practical design, technical innovation and outstanding engineering.

But look at the 1990 model line-up and the first thing that will strike you is not necessarily that Citroën do things differently from other car manufacturers, but simply that they do them a little better.

Every manufacturer, for example, knows that one of the most important 'ground rules' for making a small car is that it should combine fuel economy with performance that is, at least, acceptable and at best, enjoyable. Thanks to its unequalled power-to-weight ratio, the Citroën AX fulfils that basic requirement much better than most small cars. (Compare the figures with those of its competitors if you don't believe us!) But the Citroën AX adds to that some special attributes of its own: sharp handling, superb roadholding, a comfortable well-planned interior . . . a lot of differences which, though small in

themselves, make a big difference to the character of the car and to the pleasure of owning it.

The BX range also offers numerous advanced features – the 160 hp engine of the BX 16 Valve, for instance, the superlative four-wheel drive system of the BX GTi 4x4 and, of course, Citroën's unique self-levelling suspension. But, again, the difference between the BX and its rivals is not simply a matter of engineering. Advanced technology, after all, is available to, and used by, other designers: it's just that Citroën designers use it with a little more flair.

There's no denying that the computer-controlled suspension system of the Citroën XM is a genuine technical breakthrough: one with the very practical advantage of eliminating, once and for all, the need for a compromise between comfort and roadholding. Even so, we would be surprised if some of its more 'conventional' features – the Bertone-styled bodywork, an astonishingly well-equipped interior, the smooth refined performance of the V6 engine – did not play a part in securing for the XM the prestigious 1990 European Car of the Year title.

One area in which Citroën has always been active is in environmental matters: nearly all models can run on unleaded fuel and each model has vehicles equipped with catalytic converters.

Equally significantly, in this context, is Citroën's commitment to the diesel – a design inherently even cleaner than a catalyst-equipped petrol engine. Citroën make the diesel officially recognised as the world's most economical production unit and, in the XM Turbo, they have produced the first-ever multi-valve diesel design.

Today's Citroëns are energy-efficient, comfortable, reliable, easily and inexpensively maintained, economical, safe, spacious. In short, they conform strictly to the demands of motoring in the 90s. What is remarkable is that they do so without being – as so many modern cars are – drearily conformist.

AX. The world's most economical car: official

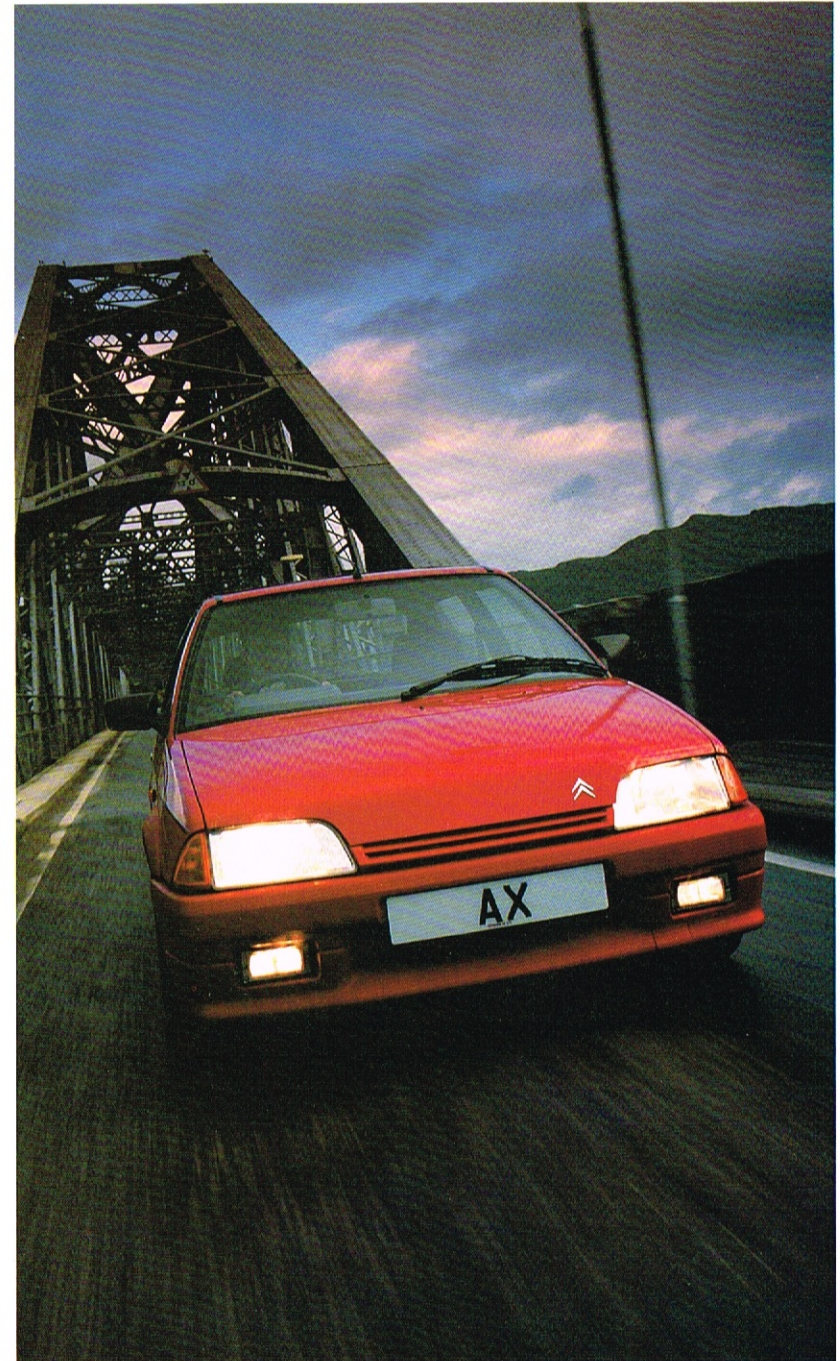
In these ecology-conscious times, the fuel efficiency is more than ever an important factor in the choice of a new car. When you want only the best, look no further than the Citroën AX. If you demand the ultimate in pure economy, may we suggest you consider the AX Diesel. It is listed in the Guinness Book of Records as achieving an astonishing 112.01mpg.

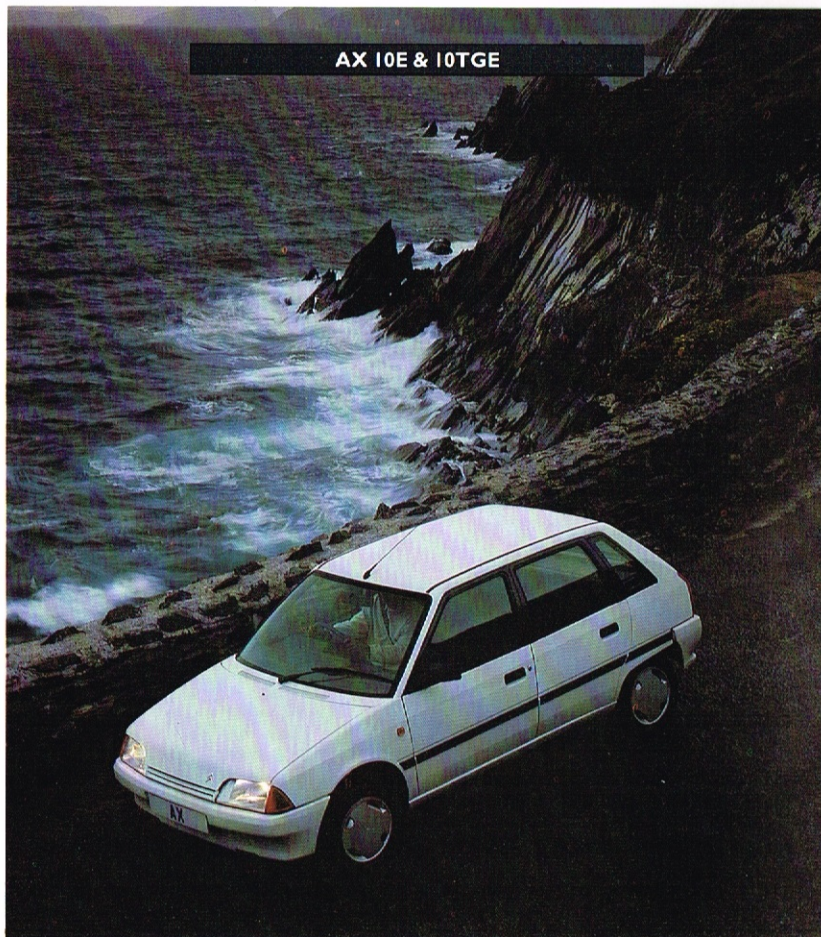
AX Petrol models also offer outstanding economy. The AX 10's and 11's, for instance, return an unprecedented 72.4mpg at a steady 56mph (official government fuel figures).

As well as being economical, the AX is also an outstanding performer...and both these virtues owe a great deal to a design philosophy which says that high performance is better achieved by reducing weight than by increasing power.

The trim physique of the AX pays off in other ways too. It makes for beautifully light, positive steering, effortless parking, secure roadholding, and nimble controlled cornering.

The Citroën AX is unmistakably a car of the 90's. Sleekly aerodynamic, totally functional and stylish, in a way that is both cosmopolitan and classless. All this adds up to a car that is rewarding to own and drive, as well as being the most rational choice of small car on the road.

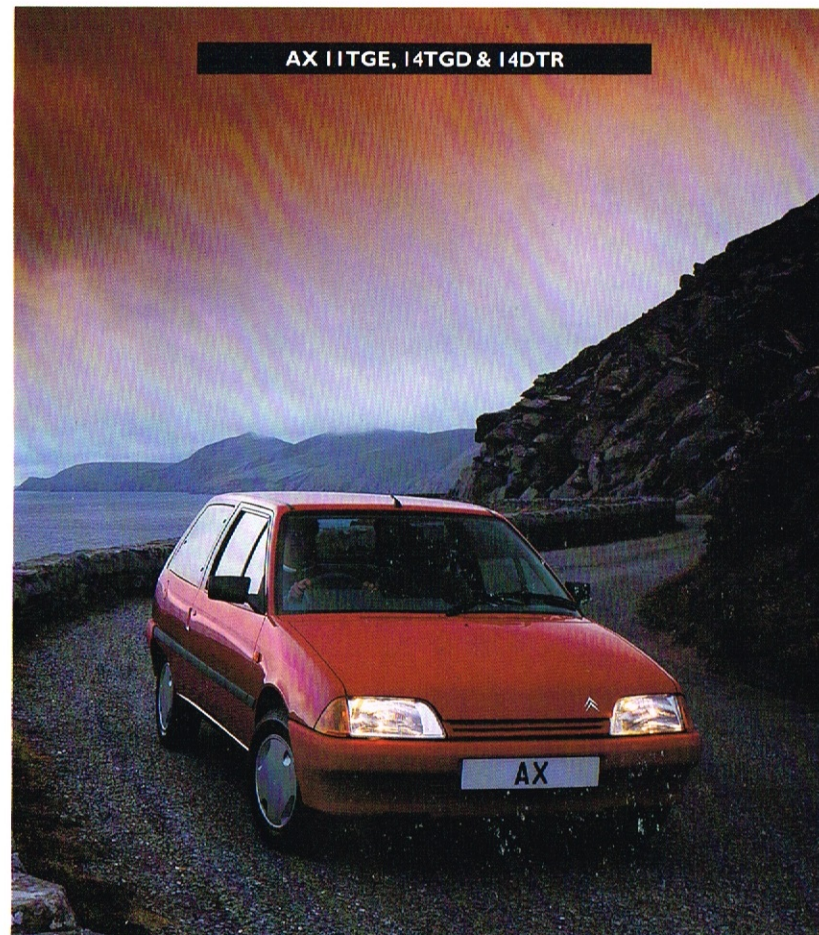




AX 10E & 10TGE

With a line-up of twelve different models, the AX range almost spoils you for choice. Whether you're tempted by the 3 Door 10E or the even more comprehensively equipped 5 Door 10TGE, you will discover standards which redefine the word 'value'. You will also discover that a small car needn't feel like a small car. Its sophisticated all-alloy 954cc engine pulls the AX along effortlessly at motorway cruising speeds – and the ride, the handling, the sheer enjoyment are typically Citroën. Which is to say they're in a class of their own.

MODEL	10E	10TGE
Engine capacity (cc)	954	954
Max. power (hp/rpm)	45/5200	45/5200
Max. speed (mph)	90	90
0-60 mph (secs)	16.5	16.5
mpg at a constant 56 mph	72.4	72.4



AX 11TGE, 14TGD & 14DTR

The stylish AX 11TGE builds on the qualities of the AX 10's. Available in 3 and 5 Door form, it delivers energetic performance on remarkably little fuel. With a top speed approaching 100mph and a 0-60mph time of 12.2 seconds, the AX 11TGE has real spirit.

The AX Diesels prove you don't have to sacrifice performance for world-beating economy and that luxury doesn't take a back seat when costs per mile are minimised. The 3 and 5 Door AX 14TGD and the top of the range 5 Door AX 14DTR achieve 78.5mpg at a steady 56mph and a top speed of over 96mph. Cloth upholstery, clock, rear wash-wipe and tinted glass are just a few of the features in the record-breaking AX Diesel.

MODEL	11TGE	14TGD	14DTR
Engine capacity (cc)	1124	1360	1360
Max. power (hp/rpm)	55/5800	53/5000	53/5000
Max. speed (mph)	98	96	96
0-60 mph (secs)	12.2	13.2	13.2
mpg at a constant 56 mph	72.4	78.5	78.5

AX 11TZX & 14TZX

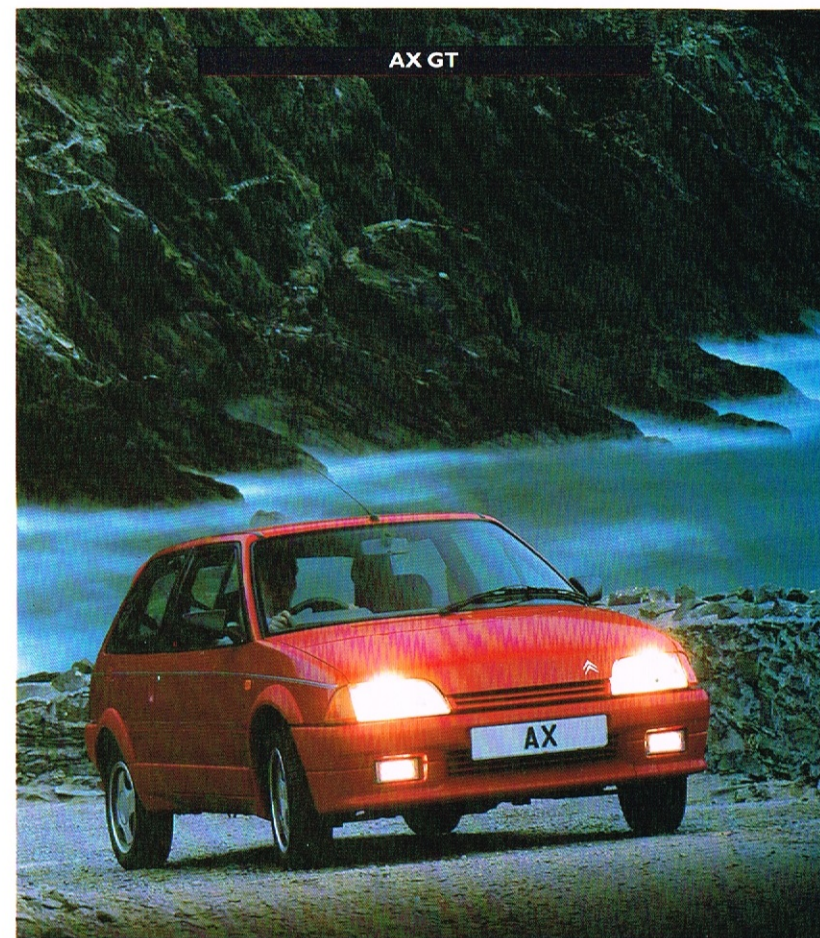


You know that a small car is a sensible choice – and that no small car makes more sense than the Citroën AX. At the same time, you don't see why a car that combines modest fuel consumption and dimensions should be modest in its equipment levels or comfort. This is the essential philosophy behind the AX 11TZX and 14TZX – that there should be no compromise.

Electric windows, halogen headlamps, glass sunroof, central locking, velour upholstery, stereo radio/cassette all feature as standard. The 1.4 litre 14TZX achieves a top speed of 106mph, and a 0-60 time of under 10 seconds. The TZX line-up is completed by a special catalyst model. Its 1.1 engine is equipped with electronic fuel-injection, so it's not only kind to the environment, it also packs enough punch to take it from 0-60 in 10.6 seconds, with a potential maximum of 104mph.

MODEL	11TZX	11TZX CATALYST	14TZX
Engine capacity (cc)	1124	1124	1360
Max. power (hp/rpm)	55/5800	60/6200	70/5600
Max. speed (mph)	100	104	106
0-60 mph (secs)	11.9	10.6	9.9
mpg at a constant 56 mph	72.4	60.1	67.3

AX GT



In Citroën's view, a "performance" car – whatever its size – needs more than strong acceleration and a high top speed, important as they are.

The AX GT states these priorities perfectly. It is, of course, very quick – 0-60 in 8.8 seconds and a top speed (where permitted) of 112mph.

But it's also extremely civilised – with a specification which includes plush velour upholstery, handsome sports steering wheel, sunroof, stereo radio/cassette, electric windows and central locking.

Above all, the 3 and 5 Door AX GT feels and handles like a sports car – taut, responsive, sure-footed. A real driver's car? Drive it and see!

MODEL	GT
Engine capacity (cc)	1360
Max. power (hp/rpm)	85/6400
Max. speed (mph)	112
0-60 mph (secs)	8.8
mpg at a constant 56 mph	57.6

Citroën BX.

From outstanding economy to supreme performance – and everything in between.

The 1990 Citroën BX range comprises no fewer than twenty different models, with a choice of saloon or estate derivatives.

Naturally, they all share certain common characteristics.

Chic, distinctive styling, for instance. And isn't it good to see, as other cars become ever more anonymous and ever more alike, that the BX is still recognisably and satisfyingly a Citroën?

The Citroën heritage of practical, commonsense design is very much in evidence too.

And each model offers the uniquely supple ride and wonderfully balanced handling which have always been a Citroën hallmark.

The differences between the various models are just as striking as the similarities. The choice starts with the value-for-money BX 14TE, with the stunning BX 16 Valve at the top of the range. And between them are models which cover the whole motoring spectrum.

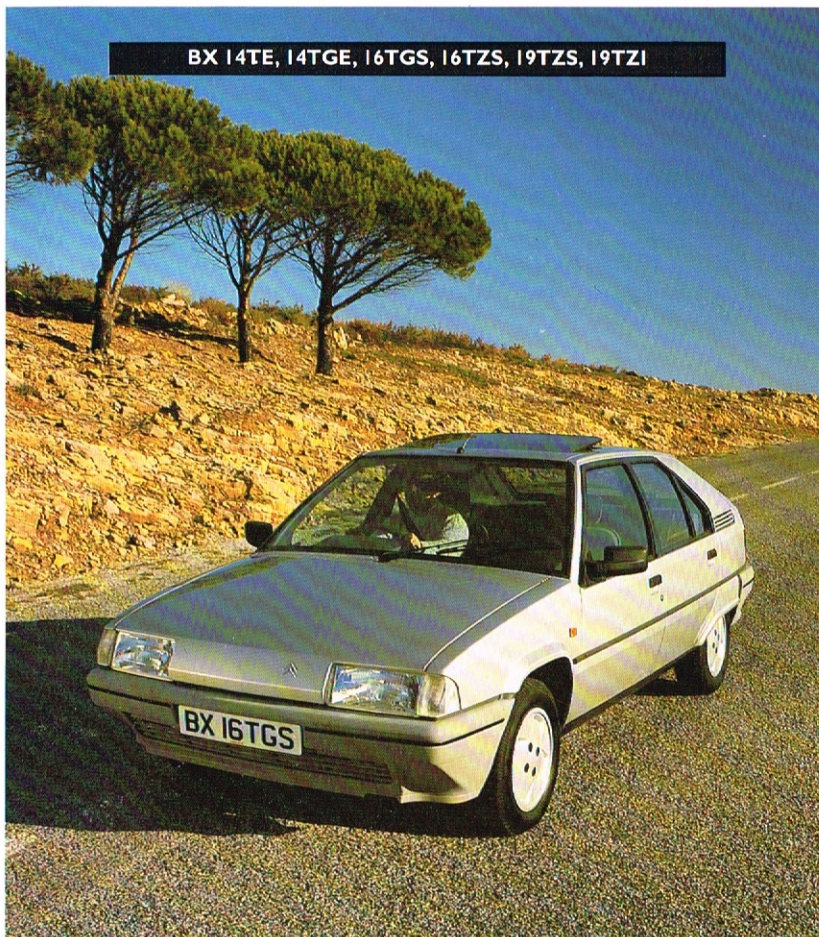
There are seven diesel models – including three turbo diesels which really blow the dust off all those old misconceptions about diesels being slow. And the striking BX TZD Turbo has dashing GTi looks to match its performance.

Two models offer the tremendous grip and security of an advanced 4-wheel drive system. And there are sporting saloons – the BX GTi and BX 16 Valve – which provide performance of a serious order.

Whatever you're looking for in your next car, you will find it in the next few pages.



BX 14TE, 14TGE, 16TGS, 16TZS, 19TZS, 19TZI



A wide range of petrol engines ... high levels of specification ... a wealth of choice.

The BX 14TE represents exceptional value for money, with its lively 1.4 litre engine, a top speed of well over 100 mph and a list of interior refinements (including a stereo radio) which belies its modest price.

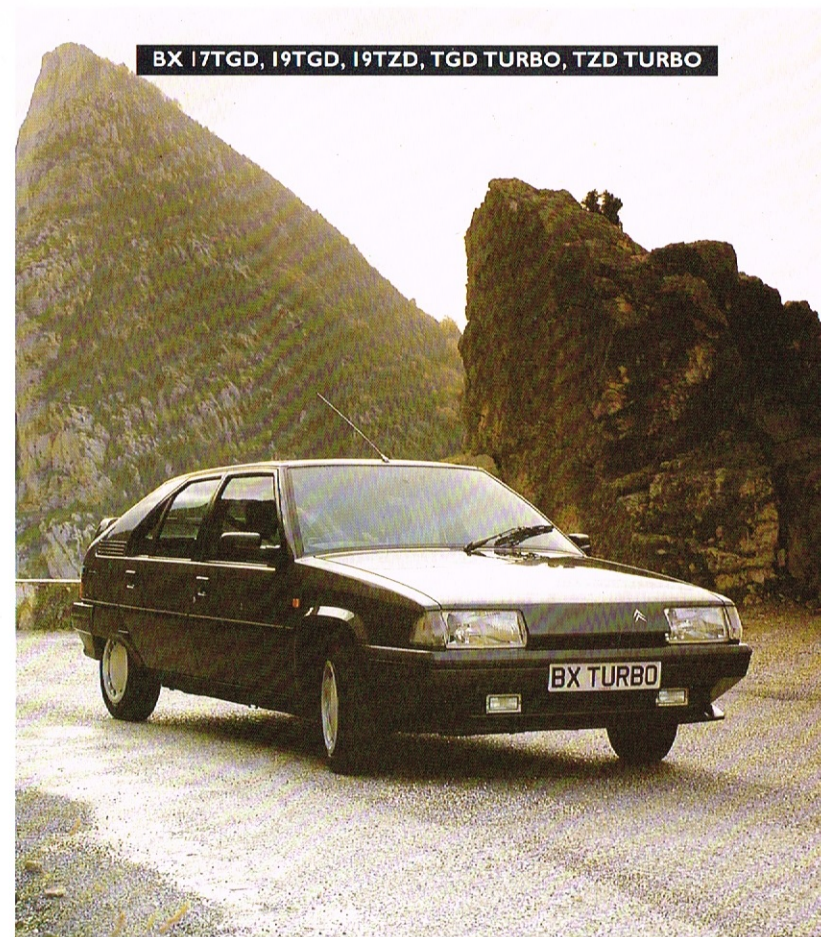
The TG models – the 1.4 litre BX 14TGE and the nippy 1.6 litre BX 16TGS, for example – are even more lavishly equipped, with central locking, electric windows and a stereo radio cassette ... among many other things.

The three TZ models – the 94hp BX 16TZS, the recently uprated, 116 mph BX 19TZS and the catalyst-equipped BX 19TZI offer even higher levels of specification.

The choice is yours ... so choose!

MODEL	14TE/14TGE	16TGS/16TZS	19TZS	19TZI
Engine capacity (cc)	1360	1580	1905	1905
Max. power (hp/rpm)	72/5600	94/6000	107/6000	122/6000
Max. speed (mph)	104	109/105(A)	116/113(A)	122/120(A)
0-60 mph (secs)	12.1	10.5/12.7(A)	9.1/10.8(A)	9.1/9.3(A)
mpg at a constant 56 mph	51.4	51.4/48.7(A)	47.1/46.3(A)	43.5/42.2(A)

BX 17TGD, 19TGD, 19TZD, TGD TURBO, TZD TURBO

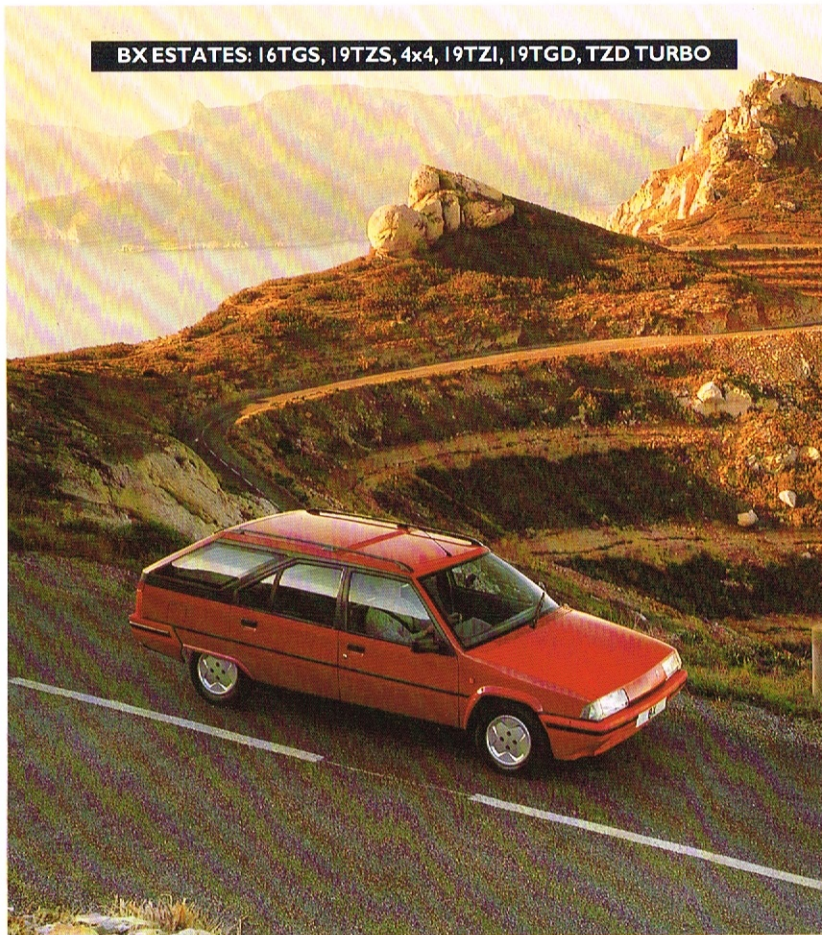


Experts believe that the diesel engine is environmentally sounder even than a catalyst-equipped petrol engine, as well as being more economical.

Our 'Coming Clean' brochure gives you all the facts.

Meanwhile, a quick look at the 5-strong Citroën BX Diesel Saloon range: the BX 17TGD and BX 19TGD models (whose amazing value for money is confirmed by the specification list on page 22), the luxurious BX 19TZD; and the BX TGD Turbo and TZD Turbo models with a 112 mph maximum and a 0-60 time of 10 secs, which lay to rest for ever the myth that diesel cars cannot perform.

MODEL	17TGD	19TGD	19TZD	TGD TURBO	TZD TURBO
Engine capacity (cc)	1769	1905	1905	1769	1769
Max. power (hp/rpm)	60/4600	71/4600	71/4600	90/4300	90/4300
Max. speed (mph)	96	102/101(A)	102/101(A)	112	112
0-60 mph (secs)	15.8	12.7/14.4(A)	12.7/14.4(A)	10.0	10.0
mpg at a constant 56 mph	61.4	61.4/56.5(A)	61.4/56.5(A)	62.8	62.8



BX ESTATES: 16TGS, 19TZS, 4x4, 19TZI, 19TGD, TZD TURBO

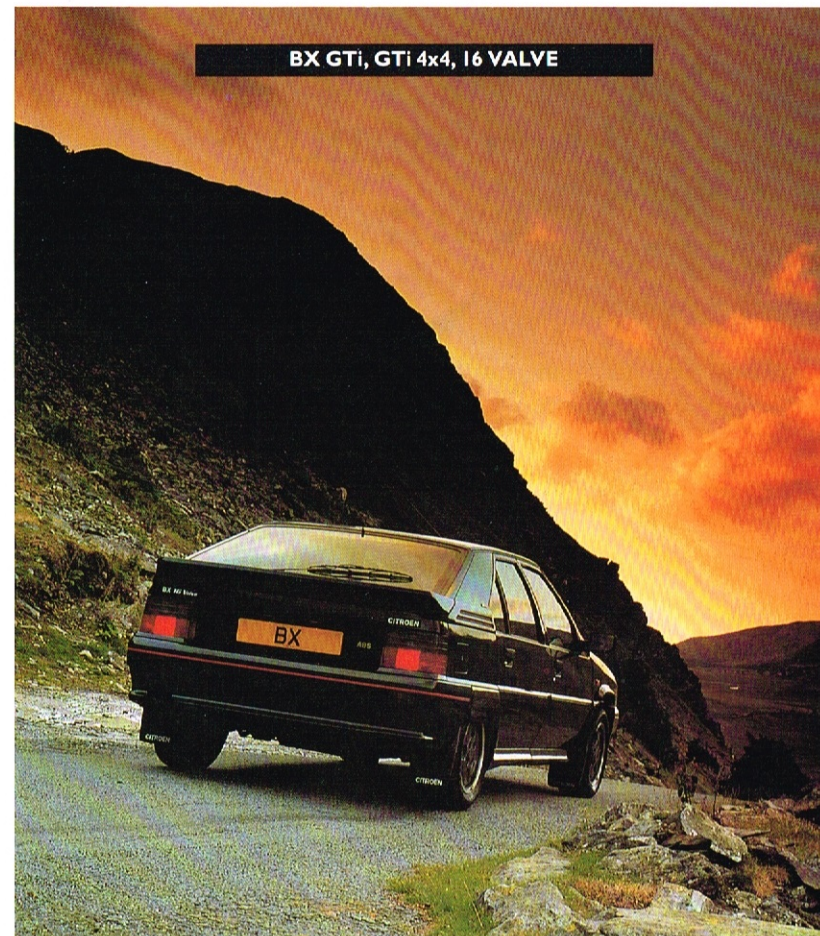
Every argument in favour of the Citroën BX saloons holds good for the Citroën BX Estates. The only difference is that the Estates hold even more.

Again, you have a wide choice of specification and power units.

A crisp 1.6 litre, 105 mph unit in the BX 16TGS Estate; a powerful 1.9 litre engine, combined with refinements such as power steering and remote-control central locking in the BX 19TZS Estate; a 0-60 time of under 10 seconds and a top speed of almost 120 mph in the BX 19TZI Estate – now available with the option of a catalytic converter; a remarkable value-for-money package, which includes power steering, rev. counter, central locking and electric windows in the BX 19TGD Estate, with all the benefits of Diesel economy; and just about everything you could ask for in an estate car, as well as truly dashing performance, in the BX TZD Turbo Estate.

The BX Estates: the arguments in their favour carry a lot of weight.

MODEL	16TGS	19TZS	4X4	19TZI	19TGD	TZD TURBO
Engine capacity (cc)	1580	1905	1905	1905	1905	1769
Max. power (hp/rpm)	94/6000	107/6000	107/6000	124/5500	71/4600	90/4300
Max. speed (mph)	105	114/111(A)	112	119/118(A)	100	108
0-60 mph (secs)	10.9	9.6/10.9(A)	10.4	9.7/10.4(A)	13.4	10.4
mpg at a constant 56 mph	48.7	47.9/46.3(A)	42.2	44.8/43.5(A)	58.9	58.9



BX GTi, GTi 4x4, 16 VALVE

Performance cars show their nature in more ways than one – as the BX range demonstrates.

The first true performance car to bear the BX badge was the superbly finished and equipped 123 mph BX GTi; and it is still a major contender.

The BX 16 Valve has delighted enthusiastic and knowledgeable motorists. Top speed, when the law and good judgement allow, is a towering 136 mph; while 60 mph comes up from standstill in 7.4 electrifying seconds.


Handling, of course, is as important as outright power in any performance car – and there are many who contend that, in this department, the two BX four-wheel drive models – the BX 4x4 Estate and BX GTi 4x4 – are unassailable.

MODEL	GTi	GTi 4x4	16 VALVE
Engine capacity (cc)	1905	1905	1905
Max. power (hp/rpm)	124/5500	124/5500	160/6500
Max. speed (mph)	123	119	136
0-60 mph (secs)	8.3/9.6(A)	9.7	7.4
mpg at a constant 56 mph	46.3/44.1(A)	39.8	42.8

The Citroën XM. The definitive executive car.

It takes a very good car to win the fiercely contested European Car of the Year Award. It takes an exceptional one to win it by as large a margin as the Citroën XM did in 1990.

The XM's authoritative 'presence', its individuality, its assured style are self-evident. But it is one of those rare motor cars which improves, apparently endlessly, with acquaintance.

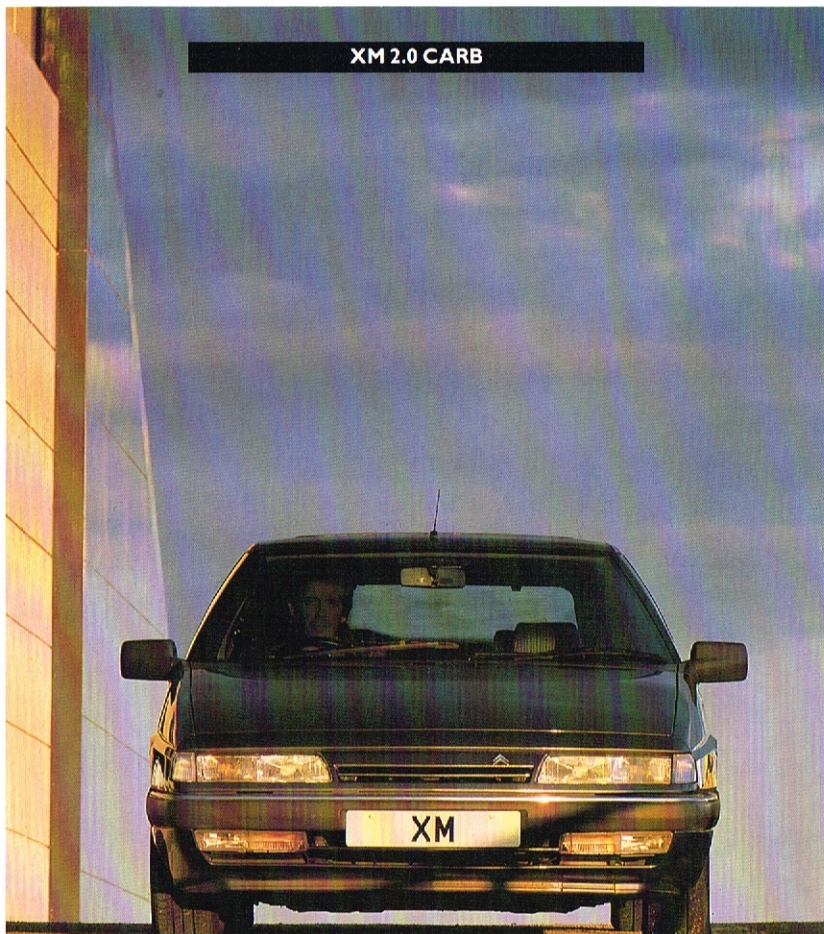


The effortless way in which it eats up the miles of motorway, autobahn or autoroute is aided by an 'intelligent' computer-controlled suspension which 'reads' the road, evaluates the driver's inputs and instantaneously adjusts the spring and damper rates accordingly. The system's ability to provide the ideal setting – 'firm' or 'soft' for every kind of road and driving condition eliminates, for the first time, the need for compromise between comfort and roadholding.

The typically ingenious and practical detail design – complex surface headlights which retain their intensity on dipped beam, a key which folds into its fob to prevent damage to your pockets, independent rear-compartment ventilation on some models – is a constant source of pleasure.

The reliability of the Citroën XM – endorsed by a 2 million mile, three-month pre-production test programme – is an asset which, while it may be taken for granted, is nevertheless a lasting part of XM ownership satisfaction.



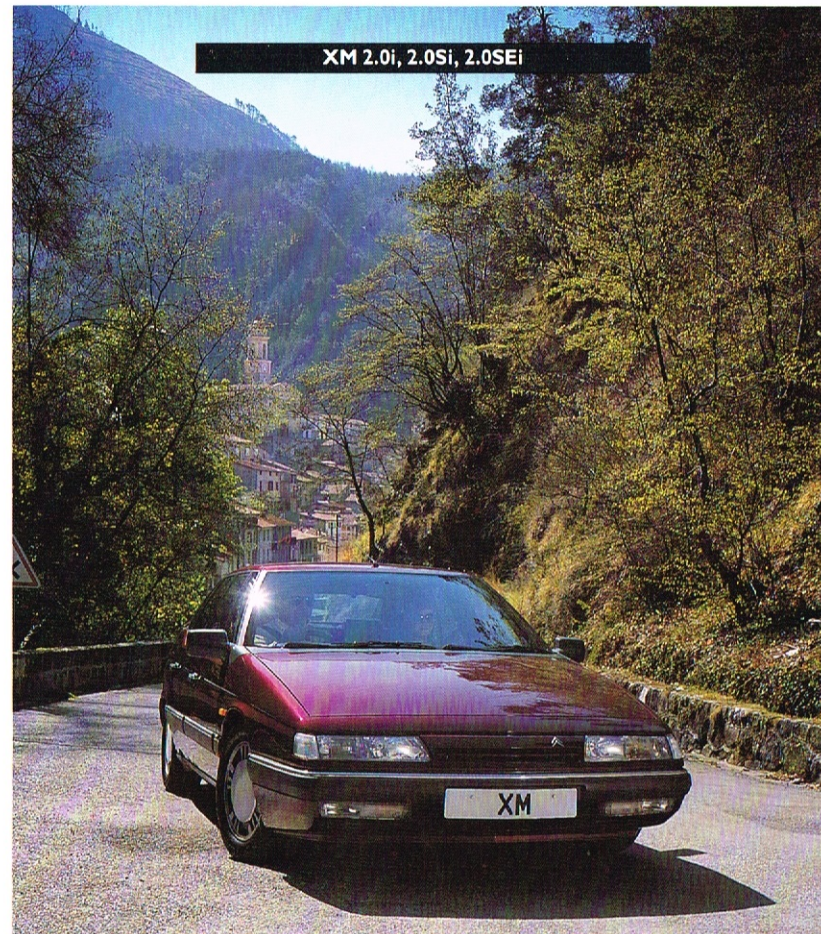


XM 2.0 CARB

Since the 2.0 carb is the least expensive model in the XM range, you might assume that its reasonable price would be reflected in a modest specification. Not a bit of it. The 115hp 2.0 litre offers all the fundamental virtues which distinguish the XM concept – a superbly styled, low-drag body shape, superlative build quality and a unique intelligent suspension system which anticipates, and reacts to, changes in road conditions and driver input.

There's a full complement of detail refinements too, including electric sunroof, remote control central locking, electric front windows, fully adjustable steering wheel, a six-speaker in-car entertainment system and metallic paint at no extra cost.

MODEL	2.0 CARB
Engine capacity (cc)	1998
Max. power (hp/rpm)	115/5800
Max. speed (mph)	120
0-60 mph (secs)	10.2
mpg at a constant 56 mph	44.8



XM 2.0i, 2.0Si, 2.0SEi

Many motorists will feel that the Citroën 2.0 litre, 130 hp fuel-injected engine strikes precisely the right balance between performance and economy. It takes the Citroën XM up to 60 mph in 9.6 seconds and provides for a potential top speed of 127 mph.

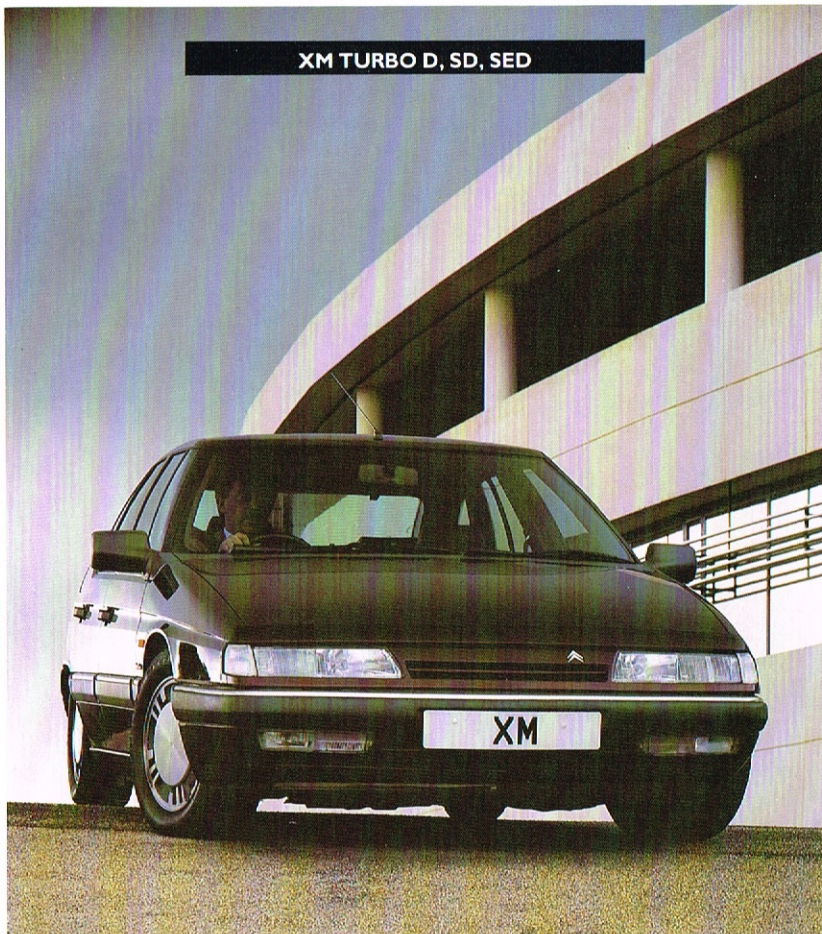
Thanks to its advanced engine management system – and to the XM's remarkable CD of 0.28 – the 2.0 litre injection returns a highly creditable 44.8 miles per *unleaded* gallon at a steady 56 mph.

Now, you have only to decide which model best suits your needs – the outstandingly good value 2.0i, the 2.0Si with its automatic temperature control and electric seat adjustment – or the 2.0 SEi whose lavish specification includes leather upholstery, air conditioning, ABS and alloy wheels.

Finally, on the all-important matter of environmental protection, all XM 2.0 litre injection models can be supplied with a catalytic converter.

MODEL	2.0i, Si, SEi	WITH CATALYST
	1998	1998
Engine capacity (cc)	1998	1998
Max. power (hp/rpm)	130/5600	122/5600
Max. speed (mph)	127/125(A)	125/122(A)
0-60 mph (secs)	9.6/12.0(A)	9.9/12.6(A)
mpg at a constant 56 mph	44.8/41.5(A)	41.5/39.8(A)

XM TURBO D, SD, SED



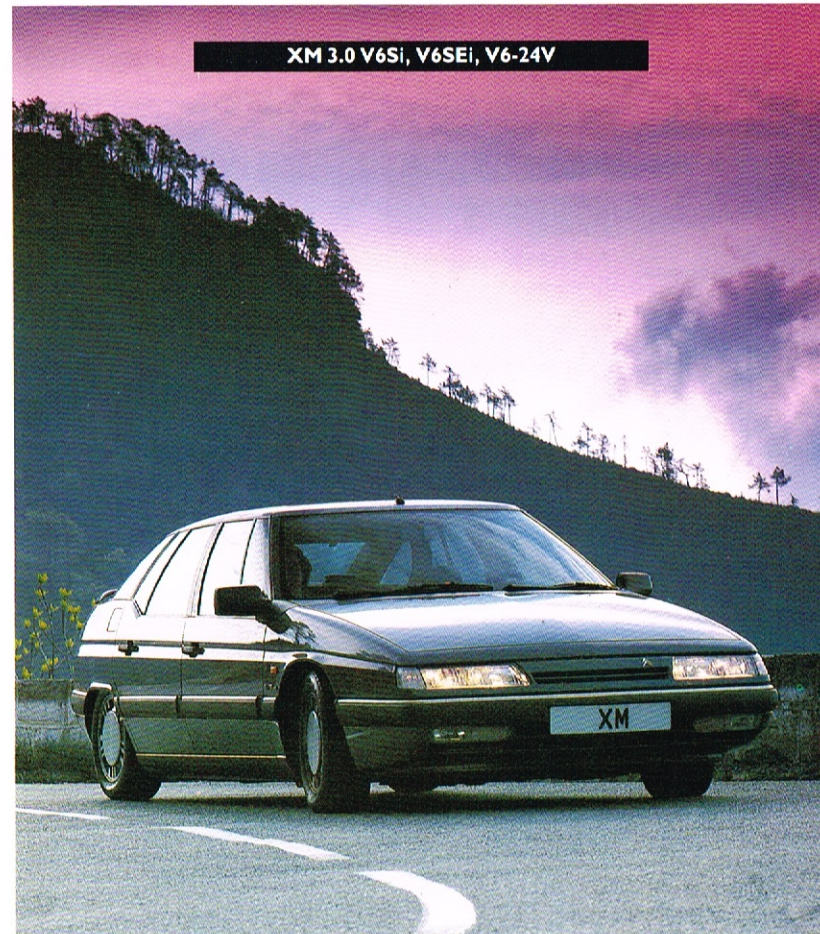
The Citroën XM has been called 'The definitive executive car for the 1990s'. High performance is central to that concept. What makes the models described here so remarkable is that they marry genuine performance to the outstanding fuel economy of the diesel engine.

Not that this is an ordinary diesel, of course: it's the first to employ multi-valve technology for more efficient engine 'breathing'. It is also equipped with a new generation turbocharger, which means that it's powerful enough – with 110 hp on tap – to whisk you up to 60 mph in 10.5 seconds and on to almost 120 mph. But its fuel economy – 57.6 mpg at a steady 56 mph – is very much within the diesel tradition.

Again, it's now just a matter of choosing the model which suits you – the Turbo D, the Turbo SD or the Turbo SED. The tables overleaf will help you decide.

MODEL	TURBO D, SD, SED
Engine capacity (cc)	2088
Max. power (hp/rpm)	110/4300
Max. speed (mph)	119
0-60 mph (secs)	10.5
mpg at a constant 56 mph	57.6

XM 3.0 V6Si, V6SEi, V6-24V



The ultimate executive express? Their specification alone gives the V6SEi and V6 24-Valve better claim than most to such a title. The interior, rich in leather, is trimmed with selected wood veneers. It even has its own micro-climate, thanks to a sophisticated automatic climate control system. This specification is further enhanced by heated front and rear seats, and alloy wheels. All V6 models offer ABS, an electronic anti-theft system and, naturally, a three-way catalytic converter.

But for some, the chief talking point will be the superb 24-Valve 3.0 litre engine – a completely new V6 of tremendous refinement and sublime smoothness. Its 200 hp thrusts the car from standstill to 60 mph in 7.5 seconds and gives it a potential top speed of 146 mph.

It is this combination of stunning performance and sybaritic comfort which give the Citroën XM V6 models their unique appeal.

MODEL	3.0 V6Si, SEi	3.0 V6-24V
Engine capacity (cc)	2975	2975
Max. power (hp/rpm)	170/5600	200/6000
Max. speed (mph)	138/136(A)	146
0-60 mph (secs)	8.3/9.2(A)	7.5
mpg at a constant 56 mph	36.2/35.3(A)	34.5

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