

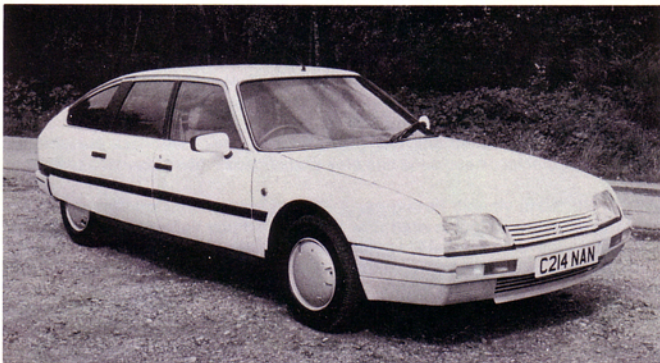


Citroën

PRESS RELEASE

EMBARGO TO: SUNDAY 29th SEPTEMBER 1985

THE NEW CITROËN CX



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THE NEW CITROËN CX

- Revised external appearance
- New interior
- New 2.2 litre engine

The new Citroën CX range of models benefits from important styling changes to the exterior and a completely re-designed interior. There is a new 2.2 litre 115 hp engine and revisions to equipment and suspension.

The restructured CX range offers a choice of 4 levels of trim and 5 power units for saloons, and 2 levels of trim and 3 power units with Estates. Eleven versions in total are offered for the UK market.

The interior is completely re-designed creating a new ambiance of comfort and quality.

Harmonious dashboard lines blend logically with the centre console to provide front seat occupants with exceptionally safe and spacious accommodation.

Switchgear controls, contoured for safety, are placed directly under the driver's hands. In this way they can be operated with natural logical movements of the fingers whilst the hands remain on the wheel. Eleven years ago, when this approach was first adopted by Citroën, it was regarded as radical - today many manufacturers' design studies for the future feature layouts which are strikingly similar.

A new CX version, the 22 TRS, placed between CX 20 and CX 25 models, is added to the range. It is powered by a new 2165 cc, light alloy, petrol engine developing 115hp DIN at 5600 rpm and 18.1 mkg torque at 3250 rpm.

Suspension damping and roll stiffness are modified to give a firmer ride.

Safety

Anti-lock braking is fitted to the CX 25 GTi Turbo and CX 25 Prestige as a standard equipment and is available on the CX 25 GTi Automatic, CX 25 DTR Turbo Saloon, CX 25 DTR Turbo Safari and CX 25 TRI Safari as an option.

Double reflector headlamps, providing four light beams on the main setting, equip all fuel injected and diesel turbo models.

All models, except the 20 RE have tinted, anti-glare exterior mirrors. Those fitted to the GTi Turbo, Prestige and top specification estates are electrically heated.

The driver's information display has been revised to improve clarity and legibility. Most controls have night-time illumination and there are dash warning lights to indicate open passenger doors, open bonnet and open luggage compartment. Additional lights warn of bulb failure and malfunction of the anti-lock braking system.

Comfort and Stability

All new CX models have a thermostatic heater control which automatically maintains the passenger compartment at the selected temperature. There is also a facility to prevent traffic fumes from entering the interior of the car.

The GTi Turbo model is equipped with an on-board computer.

An electric slide control replaces the mechanical lever adjusting the suspension height setting. It controls an electric servo motor which, in turn, operates the suspension levelling valves.

All saloons have central locking and all, with the exception of CX 20 RE models, have remote, infra-red, operation of the system. CX 25 TRI and DTR Turbo Estates are also equipped with the remote central locking facility. A warning lamp illuminates from a timed circuit to indicate that effective locking is achieved.

An audible warning sounds to alert the driver if the lights have been left on. This operates if a door is opened when the ignition is off.

The GTi Turbo has 'sequential' operation of the driver's door electric window lift, giving single touch control over the opening and closing operation. The window can be stopped at any point during its travel and can be raised and lowered progressively.

New Quality Standards

The new CX benefits from all the production quality experience which Citroën has acquired in past years and, in particular, from the establishment of new standards for the BX model.

In its quest to offer customers a product which would be tough, durable and long-lasting, the company has introduced Japanese-style 'quality circles.' This involves staff working as teams which continually monitor the quality of their own work.

Knowing their own job more intimately than anyone else, production staff can make suggestions which improve quality and job satisfaction.

Improvements implemented by quality circles can cut costs by reducing wastage of time and materials, and boost productivity.

Teams are also able to interact with other quality groups to suggest changes which can be made at earlier stages of production to improve quality still further.

This involvement of staff in being able to exercise control over production activities has created a universal awareness of, and positive approach to, product quality. It has improved staff morale and resulted in the building of cars which meet new and very high standards of finish.

Anti-Corrosion

Extensive anti-corrosion measures are applied in the new CX.

The wider use of tough, non-corrodable composite materials for vulnerable items such as bumpers, undertray and rear wheel arch covers complement extensive use of zinc protected steel.

Cataphoretic priming, strategic application of anti-chip paint layers, together with wax injection of hollow box sections support the six-year anti-corrosion warranty.

Owners of the new CX can therefore be confident in the knowledge that very elaborate measures have been taken to protect their car.

Changes Common to all Models

Exterior

- Unitary front bumper/aerodynamic undertray assembly formed in composite material colour-keyed to the bodywork.
- Rear bumper in composite material.
- New front side lamp and indicator assemblies housed in front bumper.
- New aerodynamic rear wheel covers in composite material.
- Side protection panels in black plastic.
- New aerodynamic door mirrors.

Equipment Revised and Carried Forward to the new CX

- central locking for doors, (plus luggage area, and fuel filler flap on saloons) with warning indicator in driver's door (most models).
- thermostatic control of heating system for passenger compartment.
- digital quartz clock.
- wash-wipe with blade mounted jets and intermittent facility.
- electric engine oil level gauge operated from time-delay circuitry.
- fuel gauge incorporating low fuel warning lamp.
- electronic tachometer.
- front ashtray/cigar lighter.
- dash rheostat.

New Equipment – (fitment dependent on model)

- Manual suspension height setting by electric control (a slider switch and servo motor now operates the levelling valves replacing the previous mechanical rod linkage).
- on board computer.
- Remote control (infra-red) central locking.
- One touch operation for driver's window lift.
- One key operation of all vehicle locks and 'garage' key operating only passenger doors and steering lock.
- Dash warning of open bonnet, luggage compartment and passenger doors.
- Grouped heating, ventilation, and air conditioning controls, regulating air volume, air temperature (scale calibrated in °C), fan speed (progressive), switches for defrosting and air recycling.
- bulb failure warning.
- 'lights on' warning when leaving car.
- low coolant level warning.
- digital temperature displays for engine oil, coolant and ambient air.

Summary Details of the new CX Range

The New Citroën CX offers:

- A well structured range of 11 models (6 saloons and 5 estates).
- Interior and exterior changes which accord with customer requirement.
- Powerful, flexible engines developing good mid-range torque. Well matched turbocharger installations and levels of performance to meet every requirement:
 - Petrol: 106 hp, 115 hp, 138 hp (injection).
168 hp (Injection Turbo).
 - Diesel: 95hp (Turbo).
- on all versions, mechanical systems of the highest quality, making use of the most advanced technology, ensure exceptional levels of roadholding, comfort and safety.
- power steering on all models (effort increasing in relation to road speed and lock angle).
- particularly effective power braking with anti-dive geometry at the front and anti-lift at the rear on all models, anti-lock braking system available on certain models.
- a further developed self-levelling suspension system which overcomes the usual payload/ride comfort/roadholding compromise.
- a comprehensive, well planned, instrument and control system to provide top levels of safety, comfort and driver enjoyment.
- new production methods involving 'quality circles' to ensure that finished cars meet the highest standards of build quality.
- extensive anti-corrosion measures for long product life.

Technical Standards set by previous CX Models

All the technical virtues of previous CX models are carried forward into the new range of models.

The 11 years during which the CX has been in production have done nothing to dull the validity of the original design. Moreover, many of its features, such as the aerodynamic body shape, single spoke steering wheel, finger tip controls and single wiper have been emulated by others, throwing more sharply into focus other CX features which combine to set the standards by which cars of the future will be judged.

Aerodynamic Shape

It is a logical requirement that a car should present as little aerodynamic resistance to forward movement as possible, but in the interests of safety and reducing fatigue, it should also be aerodynamically stable. The two qualities do not necessarily go together and since the 1950s, Citroën has given this subject close attention. Extensive studies were made with the Citroën DS on the effects of crosswinds and as a result the CX benefits from more than 30 years of experience in this discipline.

To begin with, the shape is designed to reduce undesirable aerodynamic lift. The body is constantly maintained at the optimum angle of attack to the airstream by a self-levelling system which operates on both the front and rear suspension. Furthermore, the centre of gravity of the CX is placed well forward, with as much as 71% of the unladen weight being carried by the front wheels. Anyone who has placed sandbags in the nose of an unstable car to effect an improvement in this respect will appreciate the significance of this one factor alone.

CX models also benefit from a long wheelbase (Saloons: 112 inches/Estates: 122 inches) and have their rear wheels placed close to the back of the car. As a general rule, the longer the wheelbase the more stable the vehicle. A uni-convex forms a good example of the inverse of this principle!

Roadwheel Location

It would seem an obvious requirement that roadwheels should be held accurately in line with the direction in which the car is travelling. Small errors here may go unnoticed when driving slowly but become increasingly significant as speed rises. They can manifest themselves by imposing the requirement for small corrective movements of the steering wheel to prevent wander, particularly if the road is undulating or bumpy.

Two widespread imperfections of design give rise to this effect. The first is that certain rear wheel location systems actually subject the rear wheels to a small and unwanted steering movement as they move up and down. Second, a wheel becomes a gyroscope when it rotates, the effect being particularly powerful at higher speeds. This gyroscopic action generates a tendency for the front wheels to steer as they are tipped by their front suspension linkages. Older cars with non-independent front suspension, which effectively meant two tipping gyroscopes joined together, were particularly prone to this deficiency and a violent wheel wobble could sometimes be generated.

CX models are alone amongst current production cars in having a transverse, equal length arm location for the front wheels together with pure trailing arms at the rear. In this way they are the only cars in production which offer a complete solution to the effects of bump steer and gyroscopic wheel action.

The benefit in everyday motoring is that the driver will find the CX exceptionally composed, refined and stable on rough and undulating roads. He will indeed find that the superiority of the CX in this respect increases as speed rises.

The benefits:

- gyroscopic bump steer is completely eliminated.
- low susceptibility to problems of wheel wobble.
- camber change with vertical wheel movement is eliminated thereby maintaining a constant angle between wheels and the road — available limits of adhesion are therefore more predictable rendering sudden loss of grip less likely.
- large front suspension movement necessary for comfort is retained without any loss of steering precision.

CX Power Steering

The system is developed from one first introduced by Citroën in 1970 on the SM. It consists of:

- a mechanical rack and pinion system.
- a hydraulic servo.
- a system to apply a steering centralising force which increases with road-speed.

This steering system provides the driver with certain advantages, most of which can be experienced in normal driving, while others only apply in exceptional circumstances. It is an integral part of the whole design allowing the necessary large proportion of weight to be carried by the front driving wheels as is required for good traction and aerodynamic stability. Further, it provides quick, light operation in town, and firm, accurate response at high speed. Hydraulic power is taken from the same pump and reservoir which supply the braking and suspension systems.

Advantages in normal driving:

- At low speeds the steering is light and high geared enabling large amounts of lock to be applied quickly and with little effort. This means that the Citroën CX is easy to park and effortless to drive in congested areas.

Large cars can feel an encumbrance in town and when faced with a tight turn into a side street a driver may be discouraged from taking the safest line because of the time required to apply lock. The corner may be cut, compromising safety.

In a CX such situations can be dealt with quickly, safely and effortlessly. The driver can move right up to the point where the turn needs to be made, even stop to apply lock and then execute the manoeuvre easily in total safety.

- as road speed rises, so the steering automatically becomes heavier in a progressive manner to give a much firmer response. This is precisely what is required, providing safe control at speed and adds to the other aids to stability with which the CX is endowed.

Advantages in exceptional conditions

The system is designed automatically to resist any destabilising effect which may be generated by encountering such hazards as a tyre suddenly deflating at high speed, standing water, or an object in the road. A demonstration of this feature can be carried out, preferably off the public highway, by causing one wheel to run over a brick at low speed with 'hands off.' No change in direction or movement of the steering wheel rim will be noted.

Hydropneumatic Suspension

This system was announced by Citroën in 1953 and became available on the front wheel drive Citroën Big Six in 1954. It cleverly combined, in ultra-compact form, rising rate springs which gave soft springing for comfort when only the driver was aboard and heavy duty springing with a full payload. By interposing a column of liquid between the gas spring units and a piston linked to the wheel arm an integral damper valve and self-levelling were logically and easily combined.

Today, well over thirty years later, Citroën retains a lead in the machine tool technology necessary to produce the hydraulic components used in the hydro-pneumatic system at an economic price.

As payloads became larger in relation to the weight of the vehicles which must carry them, and aerodynamic trim more critical, the need for self-levelling suspension becomes greater. The day is now approaching when all manufacturers must realise that their products will be uncompetitive if they do not feature variable rate springs with a self-levelling facility.

Hydropneumatic suspension has the following advantages:

- rising rate gas springs overcome the compromise between ride quality and payload. Cars such as the CX Estate can carry more than two thirds of a ton yet retain the exceptional ride quality for which the CX is famous.
- hydropneumatic gas springs are simple, cannot be damaged by overloading and are very compact. They permit the incorporation of a very low, flat floor to the load space.
- self levelling suspension automatically maintains correct headlamp alignment and ensures constant availability of the wheel travel necessary to maintain proper standards of comfort and roadholding. It provides the correct aerodynamic attitude to ensure optimum levels of stability and low aerodynamic drag under all loading conditions.
- self-levelling of the front suspension ensures that all steering and suspension links are in their optimum positions. With conventional systems, a change in front suspension height, brought about by weight in the car, can cause handling and stability to deteriorate.
- standard ground clearance is retained, even with a full load thereby reducing the chance of damage occurring to the underside of the car.

- the provision of a manual override control to the automatic levelling places extra ground clearance, which can be as much as 10 inches, at the driver's disposal. This can be useful to negotiate obstacles or floodwater. Raising or lowering the vehicle beyond the standard setting can improve ease of loading heavy objects, either into the car or onto a roof rack. It can also be used to facilitate the hitching of a caravan or the tilting of a boat or car trailer in order to ease the launching or loading operation.
- hydropneumatic suspension components are extremely simple in their construction. Dampers do not suffer the problems of air entry and fluid loss which can affect those of conventional systems. As with all other hydraulic suspension components they carry a two year 65,000 mile guarantee.

If a system such as the one announced by Citroën in 1955, equipping the DS were announced for the first time today, it would undoubtedly be heralded as setting new technical standards. Those who purchase a CX today benefit from such a system. It has received 30 years' development and its reputation for strength, comfort, safety, and roadholding is as famous as the name of Citroën itself.

Planned Production of new CX

Anticipated production for the 1986 model year (1/7/85 to 30/6/86) is 42,000 units, 45% of which will be for the French market. This represents a projected expansion of CX sales of 30% in comparison with those for the 1985 model year.

Model split:

Saloons	:	80%	Estates	:	20%
Petrol	:	49%	Diesel	:	51%

CX 20 & CX 22	:	19%
Fuel injected petrol	:	20%
Turbocharged petrol	:	10%
Naturally aspirated diesel	:	17%
Turbocharged diesel	:	34%

European Market — Executive Car Sector

During 1984 the segment of the executive car sector into which the CX fits accounted for 1 500 000 units representing approximately 15% of the total market.

Executive car sector in 1984

	Volume	% of Total Passenger Car Market
Germany	613,326	25.6
France	216,527	12.3
Great Britain	180,289	10.3
Italy	117,877	7.2
Sweden	108,190	46.8
Netherlands	56,861	12.3
Switzerland	56,130	20.9
Belgium	49,203	14.0
Austria	28,732	13.3
Norway	24,620	23.0
Spain	18,986	3.8
Finland	18,214	14.4
Denmark	12,922	9.6
Luxembourg	3,747	13.3
Ireland	2,776	4.9
Portugal	1,415	1.9

The New CX 1986 Model Range UK

Saloons (6 versions)

Power Unit		Petrol				Diesel
Engine Capacity (cc)		1995 Naturally Aspirated	2165 Naturally Aspirated	2500 IE Naturally Aspirated	2500 IE Turbo-charged	2500 Turbo-charged
Trim and Equipment Level	I	CX 20 RE				
	II		CX 22 TRS	CX 25 GTi Automatic		CX 25 DTR Turbo
	III				CX 25 GTi Turbo	
	IV			CX 25 Prestige Automatic		

Estates (3 versions)

Power Unit		Petrol		Diesel
Engine Capacity (cc)		1995 Naturally Aspirated	2500 IE Naturally Aspirated	2500 Turbocharged
Trim and Equipment Level	I	CX 20 RE Safari CX 20 RE Familiare	CX 25 RI Familiare	
	II		CX 25 TRI Safari	CX 25 DTR Turbo Safari

Evolution of the CX

- 1974 CX 2000 and CX 2200 models were launched on 28th August, being built at the new Citroën factory at Aulnay-sous-Bois.
CX 2000: 1985 cc, 102 hp DIN at 5500 rpm, torque 15.5 mkg at 3000 rpm.
CX 2200: 2175 cc, 112 hp DIN at 5,500 rpm, torque 17.0 mkg at 3500 rpm.
- 1975 The CX was voted '*Car of the Year*' by 49 journalists from 14 European countries.
At the Geneva Motor Show it received the prestigious 'Style Auto' award.
The French press awarded the car the 'Prix de la Sécurité' or Safety award.
No other single vehicle in the world to date has ever obtained all three awards.
July: Launch of luxury version, the CX Prestige.
October: Launch of the CX Estate.
- 1976 *January*: Introduction of the CX 2200 diesel saloon and estate, a substantial commercial success. Within three years of launch CX diesels represented 48% of total CX production.
Semi-automatic 'C-matic' transmission introduced as an option.
July: Launch of CX 2400 carburettor model.
September: Launch of CX Ambulance.
October: Launch of CX Familiare Estate.
In Spain the CX 2400 received 3 *Car of the Year* awards.
December: Citroën delivered to the President of France a CX with electronic fuel injection, 5-speed gearbox and raised roof.
- 1977 *May*: Launch of CX 2400 GTi with electronic fuel injection.
July: CX Prestige received raised roofline and fuel injected engine together with a five-speed gearbox.
CX 2400 models equipped as an option with the 5-speed gearbox.
December: Introduction of CX 2400 Pallas injection with semi-automatic C-Matic transmission and 'speed adjusted' power steering as standard equipment.
- 1978 *January*: Introduction of CX 2500 diesel.
July: CX 2500 diesel saloon and estates can be equipped, as an option, with 5-speed gearbox.
- 1979 *July*: Introduction of CX Reflex and Athena which was equipped with a new light-alloy, OHC, 2-litre engine.
November: Launch of CX 2500 diesel 'limousine' which combined the body-work of the CX Prestige with the engine and transmission of the CX 2500 diesel.

- 1980 *July*: Power and torque increase for CX 2347 cc petrol engine (power raised from 115 hp DIN at 5500 rpm to 120 hp DIN at 5500 rpm, torque from 18.3 mkg at 2750 rpm to 20.0 mkg at 2750 rpm).
5-speed gearbox fitted as standard equipment to Athena and to CX Diesel, Super and Pallas.
New gearbox ratios for CX Estate, GTi and Prestige.
Rear aerodynamic spoiler fitted to CX GTi.
September: CX Pallas models (carburettor and injection) can be fitted with ZF automatic transmission as an option.
- 1981 *July*: Cruise control offered as option on a CX Pallas (5-speed and automatic), CX Prestige automatic and CX GTi.
New enlarged front wheel arches permit the fitment of Michelin TRX tyres.
Michelin TRX tyres fitted as standard to CX GTi and as an option to fuel injected Pallas and Prestige models.
- 1982 *July*: Restructuring of the CX range involves re-naming of certain models. CX Reflex D becomes the CX 25 D, the CX Reflex becomes the CX 20, the CX Athena is named the CX 20 TRE, CX 20 and CX 20 TRE models are distinguished and offer high levels of trim and equipment at exceptionally competitive prices. CX 25 D, CX 20 and CX IE Estates receive an increased level of interior appointments. The name Pallas was retained in place of 'TRE' for UK models.
- 1983 *April*: Introduction of CX 25 RD Turbo and CX 25 DTR Turbo equipped with a turbocharged Citroën Diesel engine. Capacity 2500 cc, power output 95 hp DIN at 3700 rpm, torque 22 mkg DIN at 2000 rpm.
July: All petrol saloons with fuel injection receive a new 2500 cc engine developing 138 hp DIN at 5000 rpm and 21.5 mkg at torque at 4000 rpm.
Launch of a top specification estate with a choice of two power units, the CX 25 TRI Estate having the 138 hp injected petrol engine, and the CX 25 DTR Turbo with the 95 hp Turbo Diesel unit.
The Turbo Diesel engine is fitted to the limousine.
Automatic thermostatic heater control fitted as an option across entire range (standard on Prestige).
- 1984 *March*: Two estate, 'Entreprise' versions, a CX 20 Entreprise and a CX 25D Entreprise augment the range.
April: Introduction of CX 20 Leader. 700 examples built having the same technical characteristics as the 5-speed CX 20.
October: Introduction of the CX 25 GTi Turbo. Capacity 2500 cc, power output 168 hp DIN at 5000 rpm, torque 30 mkg at 3250 rpm.
- 1985 *March*: Announcement of ABS braking for optional fitment to CX 25 GTi Turbo.
July: Launch of the New Citroën CX.

CX Production Figures

Built at: Aulnay-sous-Bois

Total CX production up to
30th June 1985: 912,500

Proportion of CX models exported: 42.3%

For 1984

Quantity produced: 41,949 (54% exported)

Model Split (Total production)

Saloons: 81% Estates: 19%

Petrol: 53% Diesel: 47%

2 litre: 22% Naturally Aspirated Diesel: 13%

Injection Petrol: 23% Turbo Diesel: 34%

Turbo: Petrol: 8%

CHARACTERISTICS OF THE CITROEN CX 22 TRS

Engine

Type	: J 6T A 500
Transversely installed and inclined 15° Forwards	
Number of cylinders	: 4 (in line)
Capacity (cc)	: 2165
Bore — Stroke (mm)	: 88 — 89
Compression ratio	: 9.8 : 1
Maximum Power CEE kw. rpm	: 83 — 5600
Maximum Power DIN HP — rpm	: 115 — 5600
Maximum Torque CEE Nm — rpm	: 117 — 3250
Maximum Torque DIN m.kg — rpm	: 18.1 — 3250
Specific power output CEE (kw/L)	: 38.30
Specific power output DIN (HP/L)	: 53.10
Idling speed (rpm)	: 750

Construction

Light-alloy block with removable wet cast-iron liners.

5 bearing crankshaft in cast iron.

Forged steel connecting rods.

Light alloy pistons carrying three piston rings.

Cylinder head in light alloy.

Belt driven overhead camshaft, made from cast-iron, identical to that of CX 20 engine.

Inclined valves operated by rockers.

Sump casing in light alloy with integral bearing housing for right hand drive-shaft.

Valve Gear and Valve Timing

Diagram:

Inlet opens 20° B.T.D.C.

Exhaust opens 60° B.B.D.C.

Inlet closes 60° A.B.D.C.

Exhaust closes 20° A.B.D.C.

with theoretical inlet and exhaust valve clearances of 0.35mm

Actual valve clearances (engine cold)

— inlet (mm) : 0.10

— exhaust (mm) : 1.25

Diameters of valves

— inlet (mm) : 43.80

— exhaust (mm) : 38.50

Valve lift

— inlet (mm) : 5.45

— exhaust (mm) : 5.45

Air Intake and Fuel Supply

- Dry air filter with intake resonance damping chamber.
- Electric heater in inlet manifold which operates when coolant temperature is below 50°C. Operates with engine running until coolant reaches 60°C.
- Mechanical fuel pump.
- Carburettor – Weber 34 DM TR 110/100.
- Manually operated choke.
- Fuel tank of 68 litres (15.0 gal.) capacity.

Ignition

Distributor driven from camshaft ('end-on' mounting)

Sparking plugs: Champion S 279 YC
 Eyquem C 72 LJS
 Marchal S CGT 34 5-H

Cooling System

By water/anti-freeze solution, with automatic de-aeration and expansion tank
Radiator has increased surface area compared with that equipping CX 20: 23 dm²
v 16 dm².

6 blade, thermostatically controlled cooling fan.

- cut-in point when coolant is between 91°C and 96°C.
- cut-out point when coolant is between 86°C and 91°C.
- instrument warning lamp illuminates between 110° to 113°C.
- thermostat opens between 83°C and 86°C.
- capacity of coolant circuit: 12 litres (21 pints).

Lubrication

Pressure lubrication by pump driven from an intermediate shaft.

Capacities:—

- dry engine : 5.5 litres (9.7 pints)
 - after oil drained : 5.0 litres (8.8 pints)
- recommended lubricant : Total Gold

Electrical Equipment

Battery : 12v — 200/33 Ah
Starter Motor : 975w
Alternator : 972w — 72A

Clutch

Constant contact (zero clearance) type, with single plate and diaphragm spring.

Mechanical operation by cable

Centre plate incorporates hub-damper

- external diameter 215 mm
- internal diameter 145 mm
- thickness under load:
- clamping force – 510 kg (1124 lb)

Transmission

Five-speed all synchromesh gearbox mounted 'end-on' to engine.

Gearchange lever mounted on centre console.

Gearbox casing and bell-housing in light alloy.

Lubricant capacity 1.75 litres (3.0 pints).

Recommended lubricant: Total transmission SAE 75W/80W.

Gear	Internal Ratio	MPH 1/1000 rpm
1st	3.168	5.21
2nd	1.834	9.00
3rd	1.250	13.21
4th	0.939	17.57
5th	0.733	22.51
Reverse	3.155	5.23
Final Drive	61 : 14	= 4.357

Rolling circumference of Michelin 195/70 R14 MXL type under load = 1.93 m
(6' 4")

Drive Shafts

Constant velocity joints, tri-axe type at inner end and Rzeppa type at wheel.

Hydraulic Equipment

Source and reserve of pressure circuit consisting of: reservoir, 5 piston high-pressure pump, pressure regulator and hydraulic accumulator. The LHM mineral oil is supplied at a pressure between 140 and 175 bars (2050 psi and 2550 psi) to operate steering, suspension and braking systems.

Steering

Rack and pinion, powered from the central hydraulic system.

Steering ratio	: 13.5 : 1
Turns from lock to lock	: 2.4 : 1
Steering wheel diameter	: 380 mm
Lock between walls	: 12.50 m (41ft 0")
Lock between kerbs	: 11.70 m (38ft 4½")

Suspension

CX 20 RE and CX 22 TRS models share the same suspension characteristics: gas spring inflation pressure, anti-roll bar diameters, damping rates.

Front

- Initial inflation pressure of suspension spheres – 75 bars

Spring rate measured at wheel

- 167.5 mm/100kg (33.4 lb/in) unladen
- 107.4 mm/100kg (52.1 lb/in) laden

Suspension frequency

- unladen 0.622 Hertz
- laden 0.692 Hertz

Anti-roll bar diameter : 23 mm

Rear

Initial inflation pressure of suspension spheres: 40 bars

Spring rate measured at wheel:

- 288 mm/100kg (19.4 lb/in)
- 96.4 mm/100kg (58.1 lb/in)

Suspension frequency:

- unladen : 0.685 Hertz
- laden : 0.864 Hertz

Anti-roll bar diameter: 17.5 mm

Braking System

Power operated, dual circuit split front/rear.

The front brakes are supplied from the main hydraulic circuit via their own hydraulic accumulator. Rear brakes are pressurised from the rear suspension system.

The brake valve, which is operated by the foot pedal, supplies pressure to the front circuit which is directly proportional to the load applied by the driver's foot.

Pressure rise to the rear brakes is moderated according to rear suspension pressure (and hence the load carried by the rear wheels) via a compensator valve. This gives optimum braking performance, however the vehicle is loaded.

The rear compensator valve comes into operation when rear circuit pressure rises above 28 bars (407 psi).

The handbrake operates on the front discs through independent pads.

Outboard discs front and rear.

Front Brakes

Ventilated discs. Thickness 20 mm, diameter 260 mm. Surface area of brake pads: 220 cm² (34.1 in²)

Fixed caliper, with 4 opposed pistons. Piston diameter 42 mm.

Rear Brakes

Discs. Thickness 7 mm, diameter 225 mm. Surface area of brake pads: 68 cm² (10.5 in²).

Fixed caliper with 2 opposed pistons. Piston diameter 30 mm.

Handbrake

Central lever, console mounted. Surface area of brake pads 49 cm² (7.6 in²)

Running Gear

Front

Independent location by transverse, equal length, parallel, forged steel arms. Assembly is inclined forwards by 12° to give anti-dive, anti-lift effect.

- castor angle 0°25' to 1°15'
- camber angle 0°+13'
0°–29'

- alignment : 1 to 2 mm toe in
- ground clearance 15 mm

Rear

Independent location by pure trailing arms in aluminium alloy.

- Camber angle –9' ±20'
- alignment 1 to 4 mm toe in

Wheels and Tyres

The CX 22 TRS is equipped with Michelin 195/70 R14 MXL tyres at the front and 185/70 R14 MXL at the rear. They are fitted to 5½J 14 rims.

Pressures:

- front: 2.2 bars (32 psi)
- rear : 2.1 bars (31 psi)

Rolling circumference under load 1.93 m (6' 4")

Capacities

Fuel Tank	68 litres	15 gal
Engine lubricant (engine dry)	5.5 litres	9.7 pints
Engine lubricant (after draining)	5.0 litres	8.8 pints
Transmission lubricant	1.75 litres	3.1 pints
Coolant circuit	12.0 litres	21.1 pints
Hydraulic circuit	4.25 litres	7.5 pints

Principal Characteristics of the New CX Model Range

ENGINE	CX 20 NE Saloon	CX 20 FE Saloon and Famille	CX 22 TRS Saloon	CX 25 GTI Automatic	CX 25 Prestige Automatic	CX 25 TRH CX 26 RI Famille	CX 28 GTI Turbo Saloon	CX 25 DTR Saloon (Diesel)	CX 25 DTR Saloon (Diesel)
TYPE Type Body Capacity (litres) Fuel consumption (litres/100 km) Power output (CV (kW/gpm)) Torque (kgm (kgm/gpm)) Top speed (km/h (gpm))	829.45	1095	1195	1215	1215	1215	1215	1215	1215
TRANSMISSION Type Gearbox Top speed (km/h (gpm))	145 5.0 200	5.2 10.2 200	5.2 10.2 200	5.2 10.2 200	5.2 10.2 200	5.2 10.2 200	5.2 10.2 200	5.2 10.2 200	5.2 10.2 200
STEERING Steering wheel Steering lock Tires from back to lock Tires from lock to lock Steering wheel (mm)	1170 12.50 13.40	1240 12.40 13.40	1240 12.40 13.40	1240 12.40 13.40	1240 12.40 13.40	1240 12.40 13.40	1240 12.40 13.40	1240 12.40 13.40	1240 12.40 13.40
BRAKING Brake Service brake (front/rear (mm)) ABS (optional available)	290.234 220.66	290.234 220.145	290.234 220.145	290.234 220.66	290.234 220.66	290.234 220.145	290.234 220.145	290.234 220.66	290.234 220.145
DIMENSIONS (mm) Overall length Overall width Overall height Wheelbase Track front/rear	4550 1770 1470 2445 1522-1388	4550 1770 1470 2445 1522-1388	4550 1770 1470 2445 1522-1388	4550 1770 1470 2445 1522-1388	4550 1770 1470 2445 1522-1388	4550 1770 1470 2445 1522-1388	4550 1770 1470 2445 1522-1388	4550 1770 1470 2445 1522-1388	4550 1770 1470 2445 1522-1388
WEIGHTS (kg) Kerb Load Gross Gross Tires Weight	1225 1725 810.05 610-1300 2090	1225 1725 810.05 610-1300 2090	1225 1725 810.05 610-1300 2090	1225 1725 810.05 610-1300 2090	1225 1725 810.05 610-1300 2090	1225 1725 810.05 610-1300 2090	1225 1725 810.05 610-1300 2090	1225 1725 810.05 610-1300 2090	1225 1725 810.05 610-1300 2090
PERFORMANCE 0-62 mph Maximum speed (mph)	11.7 110	14.2 103	10.6 115	11.7 121	12.3 121	10.2 124	8.0 137	13.3 109	13.8 109
FUEL CONSUMPTION City (litres/100 km) Highway (litres/100 km) Urban cycle at constant 90 mph	8.9 (7.1) 5.2 (4.3) 23.2 (17.2)	8.2 (6.4) 5.2 (4.3) 23.2 (17.2)	8.2 (6.4) 5.2 (4.3) 23.2 (17.2)	8.2 (6.4) 5.2 (4.3) 23.2 (17.2)	8.2 (6.4) 5.2 (4.3) 23.2 (17.2)	8.2 (6.4) 5.2 (4.3) 23.2 (17.2)	8.2 (6.4) 5.2 (4.3) 23.2 (17.2)	8.2 (6.4) 5.2 (4.3) 23.2 (17.2)	8.2 (6.4) 5.2 (4.3) 23.2 (17.2)
AERODYNAMIC DATA Cd Frontal area (m ²)	0.37 1.97	0.37 2.10	0.35 1.97	0.35 1.97	0.34 2.10	0.37 2.10	0.36 2.00	0.35 1.97	0.37 2.10
CAPACITIES (litres) Engine oil - dry Engine oil - at change Coolant/Transmission Fuel tank Hydraulic system	5.5 5.0 4.1 8.6	5.5 5.0 4.1 8.6	5.5 5.0 4.1 12.0	5.5 5.0 4.1 12.0	5.3 4.6 4.1 13.0	5.3 4.6 4.1 13.0	5.3 4.6 4.1 12.3	5.3 4.6 4.1 13.0	5.3 4.6 4.1 13.0

* Provides that gross train weight is not exceeded.
** Excludes that area train weight is not exceeded.



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THE NEW CITROËN CX SALOONS EQUIPMENT SPECIFICATION

	CX 2000E	CX 2200RS	CX 2500T/A-400	CX 2500T/1100R80	CX 2500 PRESTIGE
Dashboard					
Trip and road mileage recorders	S	S	S	S	S
Low fuel warning light	S	S	S	S	S
Low battery charge warning light	S	S	S	S	S
Side, headlamp & main beam warning lights	S	S	S	S	S
Indicator warning light	S	S	S	S	S
Heated rear screen warning light	S	S	S	S	S
Low engine pressure warning light	S	S	S	S	S
Oil temperature warning light	S	S	S	S	S
Oil temperature display (digital)	—	—	—	S	—
Low hydraulic pressure warning light	S	S	S	S	S
Low hydraulic fluid warning light	S	S	S	S	S
Warning light test button	S	S	S	S	S
Hazard warning lights	S	S	S	S	S
Front brake pad wear warning light	S	S	S	S	S
Interior engine oil level gauge (Tachometer)	S	S	S	S	S
Choke warning light	S	S	—	—	—
Digital quartz clock	S	S	S	S	S
Water temperature warning light	S	S	S	S	S
Front fog lamp warning light	—	—	—	S	—
Rear fog lamp warning light	S	S	S	S	S
Handbrake warning light	S	S	S	S	S
Water temperature Display (digital)	—	—	S	S	—
On board computer	—	—	—	S	—
Exterior temperature display (digital)	—	—	—	S	—
Driving safety equipment					
Door open warning	—	S	S	S	S
Warning lamp for rear brake light/side light failure	—	S	S	S	S
Air Horns	—	—	S	S	S
Audible warning if lights left on	—	S	S	S	S
Anti-lock braking system	—	—	O	S	S
Child safety seats	A	A	A	A	A
Front driving lamps	A	A	A	A	A
Doors mirrors (internally adjustable)	S	S	S	S	S
			(electric + defrost)	(electric + defrost)	
Inertia reel front seat belts	S	S	S	S	S
2-speed and intermittent windscreen wiper	S	S	S	S	S
Rear fog lamps and reversing lamps	S	S	S	S	S
Electric windscreen washer	S	S	S	S	S
Heated rear window	S	S	S	S	S
Day/night rear view mirror	S	S	S	S	S
Instrument rheostats	S	S	S	S	S
Childproof locks on rear doors	S	S	S	S	S
Inertia reel rear seat belts	S	S	S	S	S
Halogen headlamps	S	S	S	S	S
Tinted windows	—	S	S	S	S
Rear sun blinds	—	S	S	S	S
Front fog lamps	A	A	A	S	A
Laminated windscreen	S	S	S	S	S

	CX 2000E	CX 2200RS	CX 2500T/A-400	CX 2500T/1100R80	CX 2500 PRESTIGE
Comfort and trim					
Rear mud flaps (standard for front)	A	A	A	A	A
Central and side adjustable air vents	S	S	S	S	S
Protective side mouldings	S	S	S	S	S
Cigar lighter — illuminated front (and rear)	S	S	S	S/S	S/S
Ashtrays front & rear	S	S	S	S	S
Ignition keyhole light	S	S	S	S	S
Interior courtesy light delay	—	S	S	S	S
Courtesy mirror beneath front passenger sun visor	S	S	S	S	S
Variable speed air fan	S	S	S	S	S
Automatic temperature regulator	S	S	S	S	S
Adjustable reclining separate front seats	S	S	S	S	S
Height adjustable driver's seat	—	S	S	S	S
Front seat head restraints	S	S	S	S	S
Rear seat head restraints	A	S	S	S	S
Rear seat centre armrest	S	S	S	S	S
Rear spoiler	A	S	S	S	A
Seat upholstery	cloth	cloth	cloth	cloth	leather
Leather upholstery	—	—	O	O	S
Alloy wheels (4) with TRX tyres	—	—	S	S	S
Metallic paint	O	O	O	O	S (or black)
Aerial	S	S	S	S	S
Headphone 12V socket	—	S	S	S	S
Electric sunroof	—	O	O	O	—
Lockable glovebox (illuminated interior)	S	S	S	S	S
Boot lamp	S	S	S	S	S
Central door locking (with driver master switch)	S	S	S	S	S
Intra red remote central locking facility	S	S	S	S	S
Air conditioning	—	—	O	O	S
Electric windows front	S	S	S	S	S
Electric windows rear	—	—	—	S	S

S Standard O Option available on special order A Accessory † MXV tyres

(Please turn over for specifications of the new CX Estates)



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THE NEW CITROËN CX ESTATES EQUIPMENT SPECIFICATION

CX 2000E FAMILIALE

CX 25 TRB/2420
CX 25 DTR TURBO SX4/FAR

CX 2000E FAMILIALE

CX 25 TRB/2420
CX 25 DTR TURBO SX4/FAR

Dashboard		
Trip and road mileage recorders	S	S
Low fuel warning light	S	S
Low battery charge warning light	S	S
Rear fog lamp warning light	S	S
Side, headlamp & main beam warning lights	S	S
Indicator warning light	S	S
Heated rear screen warning light	S	S
Low engine oil pressure warning light	S	S
Low hydraulic pressure warning light	S	S
Low hydraulic fluid warning light	S	S
Warning light test button	S	S
Hazard warning lights	S	S
Front brake pad wear warning light	S	S
Rev counter (tachometer)	S	S
Choke warning light	S	—
Pre-heat warning light	—	DTR only
Boost pressure light	—	DTR only
Digital quartz clock	S	S
Water temperature warning light	S	S
Water temperature warning (digital display)	—	S
Interior engine oil level gauge	S	S
Handbrake warning light	S	S
Water temperature gauge	—	S
Driving safety equipment		
Anti-lock braking system	—	O
Air Horns	—	S
Child safety seats	A	A
Front driving lamps	A	A
Inertia reel front seat belts	S	S
2-speed and intermittent windscreen wiper	S	S
Rear fog lamps	S	S
Reversing lamps	S	S
Electric windscreen washer	S	S
Heated rear window	S	S
Day/night rear view mirror	S	S
Instrument rheostats	S	S
Childproof locks on rear doors	S	S
Rear seat belts	S	S
Rear wash/wipe	S	S
Halogen headlamps	S	S
Laminated windscreen	S	S
Tinted windows	S	S
Front fog lamps	A	A
Internally adjustable exterior door mirrors	S	S (electric and heated)

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

S Standard O Option available on special order A Accessory

(Please turn over for specifications of the new CX Saloons)