



ELWOODS RALLY

The first Citroën for the masses

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Leading up to the 1980's Citroën was working on their new middle class car, a car that was to become a "Citroën for the mass". The new car was called BX, and although it was suppose to attract more mainstream customers it still retained some very Citroënish touches both in technology and styling.

By the end of production Citroën had produced about 2,4 million BXs. There were many special editions launched during the model's over ten years of production. There were more or less only three engine size choices each for petrol respectively diesel through out the whole production run.



To get a new take on the Citroën styling and to adopt it to attract customer that hadn't considered a Citroën before, Citroën contracted Carrozzeria Bertone to do the design for the BX. The design was originally a 3-door design for Volvo's 340/360. Bertone redesigned it to be a more aerodynamic body with sharp lines. The platform, engines and gearboxes were shared with Peugeot.

Citroën BX was presented to the public at the Eiffel Tower in September 1982. It was a 5-door hatchback, with plastic bonnet and rear hatch. At the launch two engines, either 1,4 or 1,6 litres, and two gearboxes, four (only for the smaller engine) or five speeds, were available. The horsepower ranged from 65 hp to 90 hp.

The BX had the Citroën hydro-pneumatic suspension with self-levelling function and automatically maintained ride height over all road conditions. And of course there was a lever inside the car to change the ground clearance when travelling over rough ground or when loading. Connected to the same system was also a hydro-pneumatic high-pressure brake servo to assist the four disc brakes.

Except the engine and gearbox choices there were different equipment choices, in steps from bare to almost luxurious. One year after the introduction there was a diesel engine with 65 hp added to the range, and from 1984 a 4-speed automatic gearbox was also available.



BX Break

From the beginning Citroën also planned to build a 3-door hatchback and a 5-door station wagon. The station wagon, called Break, was put into production in July 1985, but the 3-door hatchback never reached production.

Performance models

In 1984 the BX 19 GT was introduced. It had a 1,9 litres engine with a two-barrel carburettor, which developed 105 hp. The car could top 185 kph and was a car for those who wanted a sporty but comfortable family car. It got circular dials from the CX GTi and slightly lowered suspension.



BX 19 GT

In 1985 another special model, based on BX 19 GT, was launched, the BX SPORT. The 1,9 litres engine received two two-barrel carburetors and new cylinder head with new valves and new cam shaft. With this changes the engine produced 126 hp. On the chassis side the BX SPORT got sportier suspension and stiffer anti-roll bars. Exterior changes included new front and rear spoilers and 14" aluminium wheels. Only 8200 BX SPORT were produced.



BX SPORT

In 1986 Citroën took part in the World Rally Championship Group B. The car was called BX 4TC-EVO and had a 2,1 litres turbo-charged 4 cylinder engine that produced about 380 hp. It was four wheel driven and based on Peugeot's Group B rally car.

In order to compete in the Group B the manufactures had to build 200 cars of a street legal version of the rally car. In Citroën's case it was the BX 4TC with a similar engine as 4TC-EVO de-tuned to 200 hp. Both the 4TC and the 4TC-EVO had the hydro-pneumatic suspension and they had the engine mounted longitudinally. The later gave the cars their long noses.

Transmission and brakes came from Citroën SM and Citroën CX, respectively. Unfortunately the 4TC-EVO was to late, competitors with space frame, mid-engine layouts and a several years development advantage outclassed Citroën. They only participated one year of the championship.



BX 4TC-EVO and BX 4TC

Facelift

In 1986 came the facelift. The changes included a more conventional dashboard, with circular instruments. The exterior changed to a softer look and the new front indicator lenses made the front more harmonic.



Directional indicators before and after the facelift

During 1986 and 1987 four new versions were introduced, the BX GTi and BX D in 1986, and the BX GTi 16V and BX 15 RE in 1987. The BX D and RE were diesel version. The previous got a new 1,7 litres engine and the later got a 1,5 litres version of the 1,7 litres engine.

The BX 19 GTi more or less retained the exterior styling from the old BX GT and SPORT and was equipped with a new fuel injected 1,9 litres engine with 125 hp.

BX 19 GTi 16V was based on the BX 19 GTi and got a new four-valve version of the GTi engine, which produced 160 hp, or 148 hp with catalytic converter. It also had stiffer suspension, different spoilers, ABS brakes as standard, sport seats with more adjustability and a "racing" steering wheel.



BX 19 GTi and BX 19 GTi 16V

In 1988 the first BXs with turbo-charged diesel engines were introduced. They had a 1,7 litres diesel engine produced 90 hp.

In combination with the 1,9 litres engine with 107 hp there was from 1989 a four wheel drive version available called BX 4WD, with either 5-door or Break body. There was three differentials; one in the front, one electronically lockable centre differential and one rear limited slip differential. BX GTi was also available in a 4WD-version and the driver could choose between 50/50 or 53/47

(front/rear) drive ratio. From 1990 the 4WD system could also be combined with a 1,9 litres diesel engine (71 hp).

In the beginning of the 1990's the interest in the BX was lacking and the last model year was 1994, and at that time only the Break was produced.

Racing and rallycross

For the 1989 season of the Super Touring Car Championship in France Citroën Sport developed the BX 4x4 TURBO 16 ST. The power source was a 1,7 litres turbo-charged 4 cylinder engine with 4-valve technology. It developed 380 hp and the car weighed 1275 kg. The car was typical race car low and had aerodynamic spoilers and skirts and an adjustable rear wing. Not much more is known about this racing car and it only competed in 1989.

Around 1990 there was a rally cross version of the racing car developed, called BX 4x4 TURBO 16 RC. Some sources say that the rally cross version had a 2,0 litres engine with about 500 hp, other say that the rally cross BX had the same engine and same horsepower as the super touring BX.

However, Jean-Luc Paillier was the driver that made the BX famous in the rally cross sphere. He won the championship in 1991, 1992 and 1993 and Citroën has since then been associated with high performance rally cross cars.



Photo courtesy Cit Sport Site

BX 4x4 Turbo 16 ST



Photo courtesy Cit Sport Site

BX 4x4 Turbo 16 ST and RC

Data

BX

(BX 14)

[BX 16]

1982

Engine

4 cylinder, inline, transverse. Compression: (9,3) [9,2]. Volume: 1360cc [1580cc]. Max effect: 65hp (72hp) [90hp]. Max torque: (109Nm) [128Nm @ 2700rpm].

Chassis

Hydroneumatic suspension with self-levelling function and automatically maintained ride height. McPherson struts.

Brakes

Disc brakes (front and rear). Servo via hydroneumatic.

Steering

Turning circle: 10,9m.

Dimensions

Length 4230 mm (Break: 4399 mm), width 1660 mm, height 1361 mm (Break: 1431 mm). Weight 1360 kg [1405 kg]. Fuel tank 44 litres [52 litres].

Performance

Top speed: 170 kph [175 kph]. Acceleration 0-100 kph 13,8 sec [11,3 sec].

Performance and racing BXs

Model	Displacement	Effect	Torque	0-100 kph	Max speed
BX 19 GT	1905cc	105hp/ 5600rpm	158Nm/ 3000rpm	10,0 s	185 kph
BX SPORT	1905cc	126hp/ 5800rpm	172Nm/ 4200rpm	8,9 s	195 kph
BX 19 GTi	1905cc	125hp/ 5500rpm	170Nm/ 4500rpm	8,9 s	198 kph
BX 19 GTi (catalytic converter)	1905cc	122hp/ 6000rpm	150Nm/ 3000rpm	10,9 s	196 kph
BX 19 GTi 16V	1905cc	160hp/ 6500rpm	177Nm/ 5000rpm	7,9 s	218 kph

BX 19 GTi 16V (catalytic converter)	1905cc	148hp/ 6400rpm	166Nm/ 3000rpm	8,9 s	213 kph
BX 4TC	2142cc	200hp/ 5250rpm	300Nm/ 2750rpm	7,5 s	over 220 kph
BX 4TC-EVO	2142cc	380hp/ 7000rpm	460Nm/ 5500rpm	5,5 s	280 kph
BX 4x4 Turbo 16 ST	1721cc	380hp	-	-	-
BX 4x4 Turbo 16 RC	1721cc? 2020cc?	380hp? 500hp?	-	-	-



Sources

Internet

Allt om Citroën

CitSportSite

citroenz.com

The Group B rally cars - <http://www.stormloader.com/groupb/>

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