

CITROËN XSARA COUPE: EUROPEAN STYLE AND PERFORMANCE FROM \$23,990 TO 220 KMH

The Citroën Xsara Coupe went on sale in Australia in late February offering a unique combination of real European style, a motorsport developed chassis standard in all versions and prices starting at \$23,990

“The Citroën Xsara Coupe sets nothing less than a new benchmark in Australia,” says Miles Williams, General Manager for Citroën in Australia. “Unlike its competitors in the staid hatchback market, it is a true coupe, not a five door with two less doors.

“This is clear not just from the superb European styling, but also evident with both versions, the \$23,990 Coupe VTR and the road burning 124 kW Coupe VTS, sharing the same sports tuned high performance suspension and steering. Inside it is the same, with both Xsara Coupes sharing white instrumentation, carbon fibre trimmed dashboard and a short throw gear stick topped with burnished aluminium and wrapped in carbon fibre.”

“While other car makers regard their entry level model as a basic stripped car, Citroën is offering real European style and performance at what would be an excellent price for a normal car. For the Citroën Xsara Coupe, it is nothing short of remarkable,” says Mr Williams.

As a basis for a performance car, the Xsara Coupe could not be a better choice. Unlike its competitors, where all that separates a three door from a five door is two less doors, Citroën has provided the Xsara Coupe with looks that truly justify its name. Added to this is the already benchmark chassis with its magic car ride allied to envied levels of steering response, road holding and handling. To this already potent mix Citroën has added a 124 kW 2.0 litre 16 valve engine matched to a close ratio gearbox to provide neck snapping performance.

Fitted with this engine the new Citroën Xsara slices to 100 kmh in just 8.7 seconds and goes on to score a top speed of 220 kmh where the law permits. With the ability to cover the acceleration sector from 80 to 120 kmh in fifth gear in just 9.1 seconds, the new high performance 2.0 litre engine is also extremely flexible.

Citroën is not, however, limiting the style of its new Coupe to the upper reaches of the market. The Citroën Xsara will also be available with Citroën's new 1.6 litre 16 valve engine which, with an above class average 83 kW, also offers strong performance and the ability to be matched to Citroën's new automatic gearbox as well as the standard five speed manual. With this engine, the Xsara Coupe has a top speed of 197 kmh and it sprints to 100 kmh in 10.9 seconds.

As with all Xsaras, the Coupes are well equipped.

Both versions are fitted with full sports suspension twin front air bags, climate control air conditioning, variable assistance power steering, central locking with remote control and remote boot opening, power front windows with one touch on the driver's side, a CD audio system with six speakers, carbon fibre trimmed dashboard, short throw gearstick trimmed in burnished aluminium, interior adjustable door mirrors, colour matched mirrors, bumpers and door handles and split fold rear seat.

The top of the line Xsara Coupe VTS adds ABS brakes with Electronic Brake Force Distribution, alloy wheels with low profile tyres, automatic windscreen wipers with a rain sensor, twin remote electrically controlled door mirrors with demist, rear armrest, exterior temperature gauge, velour and Alcantara upholstery, trip computer, full colour matched

exterior, front side airbags, leather steering wheel, heated exterior mirrors and a boot floor net.

With this small, but broad based Coupe range, Citroën is looking to target two groups of buyers in Australia.

Both versions of the Xsara Coupe prove that it is possible to have a three door car that is much more than a five door with two fewer doors. The Coupe is infused with a level of style that enables it to truly live up to the name Coupe.

The Coupe VTS is unashamedly aimed at the driving enthusiast, one for whom every drive is far more than just a journey. The Xsara Coupe VTS owner is also someone who wants to feel special in their car even when it is stationary or when they look at it parked outside their home. It is a car that does not hide its style or performance aspirations.

The Xsara Coupe VTR, with its 1.6 litre engine is for the owner who wants a more comfort and ease of use orientated car, but one that is no less stylish, well equipped, or, when called upon to do so, provides a high level of driving involvement that is responsive, quick-witted and comfortable.

“The arrival of the Citroën Xsara Coupe marks a significant move forward in the evolution of Citroën in Australia,” says Miles Williams. “Like the Berlingo before it, the Coupe takes Citroën’s Australian range into market sectors in which it has not previously competed and demonstrates clearly to the market place the breadth and depth of Citroën’s design and development skills. As such, the Coupe will not only directly increase Citroën sales in Australia, I am sure it will also have a halo affect on the Citroën range as a whole and boost our sales across the board.”

The 2001 Citroën Xsara: A new style and a new standard

Citroën’s acclaimed Xsara, has gained a new look for 2001, with an all new exterior ahead of the ‘a’ pillar, a new rear hatch and re-styled rubbing strips that combine to produce a look that is both dynamic and attractive for both the five door hatch and the newly launched Coupe.

But the changes to the Citroën Xsara are not all superficial, with the Xsara also boasting three new engines with above class average outputs of 83 and 124 kW, as well as an 102 kW engine for hatch only, and a new automatic gearbox that uses the latest fuzzy logic adaptive technology. Conventional electrics have been ousted by the computer based multiplex system that both simplifies and speeds servicing and maintenance and enables the Xsara to offer a wider range of standard and optional electrical equipment and features.

Already a by word for ride, handling and road holding, the 2001 Xsara's on road abilities have been further enhanced with a wider track front and rear, 15 inch wheels and tyres and the adoption of the latest ABS brake system with electronic brake force distribution as standard on the Coupe VTS.

Even the stylish new teardrop headlights boast a practical advance for the Xsara. On both low and high beam they offer 20 per cent more light than their predecessors.

A new exterior style for the Citroën Xsara

The Citroën Xsara is the latest model in the Citroën range to benefit from the new styling spirit at the French car maker that has already produced some of the most exciting cars to come out of Europe in the past few years. Like its stable mates, the Citroën Xsara Picasso and the newly launched Citroën C5, a new level of prominence is given to headlights and the famous Citroën Chevron badge.

The new teardrop headlights amply demonstrate the substantial advances that have been made in headlight design in recent years. Not only do the polycarbonate lens allow a much larger free form shape that blends into the overall shape of the Xsara and to contribute to its new look, they are also substantially better at doing their job. On both dip and full beam they offer 20 per cent more light and this light is also more tightly controlled.

Between the new headlights is the enlarged grille with its substantially more prominent Chevron badges. The new front treatment produced by the combination of the grille and headlight flow into new lines on the bonnet and the front guards. The front bumper has been

reprofiled to blend into the new styling and even the seals around the windscreen have been slimmed to blend with the new Xsara's restyle. However, they still do their job of catching water from the windscreen and guiding it away from the side windows. The front is completed by the removal of the aerial to the rear of the car.

From the rear, the Citroën Chevrons again play a substantial role in the revised appearance of the Xsara. Not only are they larger, they also blend into the rear panel that frames them for greater prominence. The push button opening for the boot has been replaced by handle that is styled into the rear hatch, while the lock itself has been replaced by an electronic unit that allows remote opening of the rear hatch, that locks automatically at 20 kmh.

Citroën Xsara: The new engines

The Citroën Xsara range is now powered by three state of the art 16 valve petrol engines that offer, with 83 kW from the 1.6 litre unit 124 kW from the range topping 2.0 litre 16 valve, as well as 102 kW from the 2.0 litre engine used in the five door hatch. All are above class average power outputs. This provides the Xsara with a level of performance that all but puts its in the hot hatch bracket.

The new 1.6 litre engine, which is both lighter and more powerful than the 1.6 litre engine it replaces, is anything but a poverty pack entry level unit. It thrusts the Xsara Coupe to 100 kmh in a very respectable 10.9 seconds and, where law permits, takes it on to a top speed of 197 kmh.

This has been achieved by a number of changes to the TU5J4 engine, including reprofiling the inlet and exhaust manifold and increasing the size of the inlet valves. The engine has been fitted with state of the art sequential fuel injection and it is controlled by a fly-by-wire electronic throttle. But it's not all about performance. The new engine is also cleaner than the unit it replaces and easier to service. For example the catalysts has been moved closer to the engine so that it warms up more quickly and, therefore become fully functional after shorter distances. It is also now possible to change the oil filter – which is also recyclable – without draining the oil.

Reserve for the Xsara Coupe, the 2.0 litre 124 kW XU10J4RS engine is one of the most powerful engines of its type in the world with an output that puts to shame some manufacturers turbo charged engines. With 193 Nm of torque and 89 per cent of the torque peak available from 2000 rpm to the red line, it is not a lightweight screamer. It delivers a powerful performance punch in all gears at and at all speeds.

This engine is fitted with a 'blast head' in which the section of the combustion chamber is smaller than that in which the pistons move. During the compression stroke the mixture is pushed to the edges of a metal crown several millimeters in width. Greatly compressed in this area, they are then 'blasted across the centre of the chamber, increasing turbulence to produce a more thoroughly mixed combination of air and fuel.

The cast iron crankcase has thin walls and integrated bores. It is braced by the light alloy sump, which is further internally reinforced. The crankshaft is a five bearing unit and a series of weight reductions in the internal moving parts have been provided to enable the engine to have a high 7300 rpm red line.

A Magneti Marelli 1 AP-10 engine management unit controls the sequential fuel injection system that is able, with three bar fuel pressure, to deliver fuel to two cylinders simultaneously. The mapped EMU also controls the ignition system that has a separate coil for each cylinder and spark plug.

The Citroën Xsara: The revised suspension

Citroën enjoys an unrivalled reputation for suspension design, both in high technology systems, such as the Citroën C5's third generation Hydractive suspension and, as in the case of the Xsara, taking a seemingly basic system and refining and honing to point where its performance defies its basic specification.

It is the combination of the magic carpet ride that is so ideally suited to Australian conditions with a level of steering and chassis responsiveness that puts the Xsara firmly in a sports hatch category.

With the 2001 Xsara, its position as the benchmark has been further enhanced by increasing the track by 10 mm at the front and 12 mm at the rear and fitting 15 inch wheels to all models. This has enabled the MacPherson Strut/Torsion beam with passive rear steer system employed by the Xsara to offer higher levels of stability and an even more fluid ride.

The 2001 Citroën Xsara: ABS Brakes with EBD

To the substantial benefits of fifth generation ABS brakes, Citroën have added electronic brake force distribution, as standard on the Coupe VTS and an option on other models. This feature makes the brakes fitted to the Xsara even more powerful as it enables them to adjust automatically and instantaneously to achieve the maximum braking for each wheel. For example if, under braking, one wheel hits gravel, braking is reducing on that wheel and increasing on the wheels with greater grip. This has the dual function of maintaining direction stability and reducing stopping distance over a non-EBD equipped car.

The new Citroën Xsara: Multiplex electrics.

The quantity and quality of electrical components in cars has hugely increased over the last 40 years, yet, since cars switched from six to 12 volts, the basic design of automotive electrical systems has not changed. Essentially all cars have a central power source from which power is sent to individual items around the car. This has lead to extremely complex wiring looms that are Byzantine and expensive to maintain and difficult to service and fault find.

The new Citroën Xsara does away completely with the conventional wiring system and replaces it with a computer based multiplex system. This means that instead of hundreds, if not thousands of wires running through a car, there are at its most basic form, two wires. One is a power supply, like a ring main in a house, the other is a cable carrying instructions from the central computer (the Built in Systems Interface or BSI) to switches around the car that turn electrical items around the car on and off.

The advantages of the system are manifold. Firstly the new Xsara has, despite having more electrical equipment in it, more than 30 per cent less wiring, cutting cost and weight. As a computer based system with all the components 'talking' to each other, rather than being a

passive system, servicing and faulting find times are slashed. It is possible for the Citroën service computer to check the health of every electrical component on the car in seconds and inform the technician of any work that is required.

The Citroën Xsara: Interior

The vehicle interior expresses reliability, solidity and refinement, with sensually curving lines, harmonious colours, noble materials and a high-quality finish. The aim is to make life on board a pleasurable, uncomplicated and reassuring experience.

The fluid, enveloping lines of the Xsara's passenger compartment give the vehicle a luxuriant air, reminiscent of both modern and classic styling. The dashboard with its protective, reassuring curves, and the hood that turns into a long console sweeping down between the front seats, gives the driver's station a look of security. The timed ceiling lights add a touch of refinement with their smooth, phased on/off control.

The seat upholstery, door panels and grained composite material parts are made of high quality materials that feel pleasant and luxuriant to the touch. The colours are easy on the eye. Throughout the development process, the styling specialists were guided by the criteria of elegance and refinement. This focus on tasteful design has made the interior of the Xsara a reference in its field.

The Citroën Xsara's spacious interior defies its exterior dimensions. Measuring 1.70 m from the accelerator to the rear seats, it boasts the longest cabin length in the segment. Passengers in the back (generally less pampered in this type of vehicle) travel in comfort, thanks to the extra legroom provided by hollowing out the back of the front seats. The generous elbow room (1.44 m) places the Xsara among the best in its segment.

The Xsara also boasts considerable stowage space. The 408 litre boot (1,190 litres with the rear seat folded down) is the biggest in its category. With its 2/3-1/3 split rear seat, the Xsara is able to offer the configuration best suited to the transport of bulky objects.

Passenger welfare does not stop here. Traveling comfort is further enhanced by the many convenient and roomy stowage bins and cubbies, with new door pockets added in the rear doors of the five door.

The spacious glove box is lighted and lockable. The lid can be used to hold cups, pens and cards (credit cards, carwash cards or others).

The front doors are equipped with bins that can be used to store A4 format documents. The top part of the armrests tip up giving access to another deep, roomy storage space.

The back of the front seats have map pockets.

The boot is designed for maximum convenience. The rear parcel shelf can be stored vertically against the back of the rear bench. Elastic straps are provided to hold objects - such as an oil can - in an upright position.

When the rear seat is folded down, two recesses are provided to place the rear headrests against the back of the front seats.

The Citroën Xsara: The driving environment

With its height and reach adjustable steering wheel and height adjustable driver's seat, the Citroën Xsara easily adapts to different driver requirements. The central rearview mirror is fitted with two ball joints so that it can be adjusted for tilt and, above all, for height. Designed to adapt to all heights, this feature brings a real improvement in safety.

To make sure that the driver does not have to fumble for the controls, the dashboard layout is rational and logical. Designers sought to make the positioning of controls and functions intuitive.

The controls around the steering wheel group homogeneous functions. Lighting and horn on the left, windscreen wiping and washing on the right.

The colour red, the universal symbol for danger or emergency, is used for safety functions such as the hazard warning lights button, the tell-tale indicator on the child locks fitted on the rear doors (visible from the front), the lever opening the bonnet, the door locks and the locking of the rear bench.

Controls and information are accessible not only to the driver but also to passengers. The new central LCD display, which provides a range of information depending on the version, is visible to all the occupants of the vehicle.

The electric function controlling the external rearview mirrors is a model of simplicity, since it uses a joystick-type button.

The door check straps have three positions to make it easy to get in and out of the Xsara. The first notch opens the door slightly without knocking it against neighboring vehicles in car parks. The Xsara thereby shows its ability to adapt to the constraints of city life.

The question of easy maintenance was also a primary concern during the development of the Citroën Xsara. When the ignition is switched on, an indicator on the instrument cluster shows the distance to be covered before the next service operation. If the figure is less than 500 km, the display will start to flash.

The bonnet opens easily, with the assistance of gas struts. This equipment is usually only found further up the market.

Under the bonnet, the main points of inspection are clearly identified through the use of explicit colours and symbols. This makes routine maintenance operations simple to carry out.

The Citroen Xsara: Safety Features

Citroën's approach to global safety seeks to avoid accidents and to protect the occupants of the vehicle by means of a reinforced passenger compartment combined with a host of complementary systems and equipment.

Global safety means being able to leave a car on the street or in a car park, knowing that it is well protected against theft.

Avoiding accidents

In compliance with Citroen's traditions, the running gear is designed to provide the Xsara with high performance control, grip and power as well as ensuring the comfort of the vehicle's occupants through the design of the suspension and the attention given to the damping of axle assemblies.

The result is a coherent, homogenous assembly, tailored to the different powerplants and performing well in all circumstances. The Xsara is immediately identifiable as a car that is easy to drive, efficient and safe.

The new Xsara adds to an already very capable chassis, variable assistance power steering, 15 inch wheels and tyres, a new wider track front and rear and four wheel disk brakes, further honing the Xsara's ability to avoid accidents.

The running gear is a design that is unanimously acknowledged as a reference in roadholding behaviour and comfort. The Xsara is equipped with the marque's self steering rear axle, the elastic shims being adapted to provide improved roadholding/comfort.

The running gear offers a high performance damping system, with a decoupled anti-roll bar at the front for increased efficiency and steering precision as well as variable assistance power steering. All models are fitted with disk brakes, with ABS brakes with electronic brake force distribution standard on the Coupe VTS and an option on other models.

The rear doors of the Xsara are equipped with tell-tale child locks, which are visible from the front seats. These locks are red if the safety system is not activated.

Particular attention was given to night visibility. All Xsara models are equipped with an electric function to adjust headlamp elevation.

A protective strip running the length of each front pillar prevents water from running down the side windows and also reduces wind noise. Side vision is thereby optimised, even in rainy weather.

The button controlling the hazard warning lights is red so that it can be found rapidly in the event of an emergency.

All Citroën Xsara models are equipped with timed indicator to warn that doors are open. This function is active even with the ignition off.

To enhance safety still further, the interior rearview mirror is fitted with a double ball joint for perfect adjustment.

Protection in the event of an accident

An already robust and safe design, the passive safety features of the Citroën Xsara have been further enhanced by the adoption of the latest state of the art airbags for both front seat occupants. Both bags have been increased in size, from 45 to 60 litres in the case of the driver's side bag, and they are now 'smart airbags' with their level of inflation defined by the force of the accident, which means that they can offer a greater level of protection in a wider range of accidents.

The vehicle structure was the focus of particular attention throughout the development process. The use of high-yield steel, notably in the doors and substructure, brings a considerable increase in stiffness without making the vehicle heavier.

A cross-member running across the roof and resting on the middle pillars reinforce the structure. This encloses the passenger compartment in a protective hoop.

The hoop protects the vehicle in the event of side impact or rollover. The Xsara is fitted with an energy-absorbing side-impact protection system in the front door panels, a feature that completes vehicle protection. In the event of side impact, the middle pillar and roof cross-member (protective hoop) absorbs much of the energy. The remaining energy is transmitted gently by the absorbers to the pelvis, this being the most resistant part of the human body.

For the new Xsara, Citroën has used the information gathered in its on going crash test programme to add further strength strategically placed to achieve the maximum benefit, including:

- Side longitudinals are made from high gauge steel for greater impact resistance
- The doors have been made more rigid throughout their full height and width so as to respond accidents from all angles and heights.
- The A pillars have been strengthened with a new high strength steel tube akin to the roll cage used in racing cars
- Attachments for the engine, subframes and bumpers have all been strengthened.
- The design of the drive train mounts has been changed so that in the event of a front accident they do not move towards the passenger compartment, but away from it, reducing the risk of intrusion into the passenger compartment.

The side impact protection system can be enhanced by optional side airbags. These airbags operate independently. Sensors placed in the side members control activation. The front and rear seatbelts are height adjustable on both the five door Xsara and the Coupé. The front seatbelts are equipped with pyrotechnic pretensioners and grabbers.

All Xsara models are equipped with height and tilt adjustable front head rests.

The Citroën Xsara is also a pacesetter in terms of protection against luggage thrown forwards when the vehicle is hit from the back. The bolts and structure of the rear seat comply with the most stringent standards in the field.

The Xsara is also equipped with an inertia-controlled fuel cut off system and a fire safety function controlled by the engine computer. This limits the risks of fuel leakage in the event of an accident.

The Citroen Xsara: Security

The Xsara is well protected against theft and break-ins. All the models in the range are equipped with remote central locking of the doors and hatch. A high frequency remote control unit is fitted on all models. With this feature, the driver no longer has to aim at the receiver in order to lock or unlock the vehicle.

The new key features three buttons, one for locking, one for unlocking and one to open the boot. The system uses the newest high frequency radio transmitter and is, therefore, safe against the use of infrared remote control capture devices that have enabled thieves to record signal when a car is opened and return to the car later to steal it.

Moreover, the boot has a speed sensitive lock. When the Xsara is driven above 20 kmh, the boot automatically locks itself, keep the car secure in stop start traffic.

To prevent picking, the locks have two rows of cylinders. The number of possible combinations thereby increases from 2,000 to 100,000. To reduce the risk of a thief copying the key by stealing the fuel cap, the fuel cap lock has only one row of barrels. Moreover, the locks are freewheeling and the rods secure against picking. Removing the lights and number plate cannot access the boot lock.

The fuel cap opens with the ignition key. This makes it necessary to remove the ignition key and so prevents the vehicle from being stolen in petrol forecourt when the driver accidentally leaves the key in the ignition – a form of theft many insurance companies now will not cover.

All Xsara models are equipped with a transponder as standard. A microchip in the key initiates a dialogue with the engine computer, which checks the code. If the code is wrong then the engine will not start, even if they key is the correct shape.

It is impossible for the driver to forget the key in the ignition, since a timed alarm is activated as soon as the door is opened.

A third “garage” key makes it possible to loan the vehicle while preventing access to the boot and glove box. This key, which is of a different colour, can be given to the person servicing the vehicle.

The Citroen Xsara: Comfort

In terms of dynamic comfort, the Citroën Xsara reflects the values that the marque has always considered to be essential. The running gear is designed to combine comfort and performance, with high quality suspension and efficient damping.

The self steering rear axle is fitted with upgraded elastic shims to filter out minor irregularities on the road surface for a smoother ride.

All the Xsara models are equipped with 'green' tyres that generate less road noise than conventional tyres and offer a better grip. Their main advantage, however, is to cut rolling resistance by some 15%, resulting in a drop in fuel consumption of around 5% on average.

A luxurious, comfortable & quiet passenger compartment

The high quality fabrics and materials are a delight to touch, while the flawless fit of each part was the focus of specific attention. The design of the seats and the choice of foam provides just the right degree of support, either too firm or too soft. The driver's footrest - standard throughout the range - brings an additional touch of comfort to the vehicle.

Easy seat adjustment simplifies life on board and increases the well being of the occupants.

Acoustics were a major priority in specifications. All possible steps have been taken to maximise comfort. Specific studies were conducted on vehicle vibration, suspension damping and vibration at idle speed.

The computer designed acoustically engineered floor pan optimises the damping of the low frequency noise.

The mats are foam backed in order to limit the transmission of outside noises to the vehicle interior.

Making Life Easier

The Xsara is not content to simply meet the main requirements of customers in the small segment. It aims to satisfy the user's every desire. The Xsara sets new standards in sophistication with a focus on practicality and an attention to detail rarely seen on this type of vehicle.

SAFETY

- The Xsara has gained additional reinforcements to side members, the windscreen pillars, roof, B pillars, doors, engine sub-frame and lower front
- Twin front 'smart' air bags with variable deployment.
- Three lap and sash seat belts in the rear
- Energy absorbing side impact protection system in the doors.
- Height adjustable seatbelts at front and rear.
- Four wheels disk brakes
- ABS brakes with EBD
- 20 per cent more light from the headlights
- Pyrotechnic pretensioners with grabbers on the front seat belts.
- Force limiters on front seatbelts.
- Electric adjustment of headlamp elevation.
- Side and curtain airbags are optional on the VTR and standard on the VTS.
- Height and tilt adjustable front headrests.
- Rear headrests and split/fold rear seat.
- Central rearview mirror fitted with two ball joints for height and tilt adjustment.

- Protective strips on sides of windscreen to prevent water running down the side windows, thereby optimising visibility.
- Tell tale child locks with red indicator visible from driver's station.
- Audio controls on the steering wheel.

PROTECTION AGAINST THEFT

- Freewheeling locks secure against picking.
- Remote central locking of doors and rear hatch.
- High frequency remote control makes it unnecessary to "aim" in order to lock or unlock doors and protects against unauthorized use.
- Transponder fitted as standard across the range.
- Timed alarm warning that the key is in the ignition.
- Automatic boot locking at 20 kmh
- "Garage key" of a different colour, making it possible to loan the vehicle, while preventing access to the boot and glove box.

COMFORT

The Xsara boasts a host of features and functions to make life on board simpler and easier.

- Height and reach adjustable steering wheel.
- Height adjustable driver's seat.
- Driver's footrest across range to optimize comfort.
- Automatic climate control air conditioning with pollen and particle filter.
- The digital clock is fitted with a data display. With the ignition off, the time cannot be changed accidentally while the car is being cleaned.
- The fuel filler door is fitted with a holder for the fuel cap.
- Door check straps have three intermediate positions compared with the usual two. This prevents the car doors from hitting neighboring vehicles when the vehicle is parked in a narrow space.
- The boot and bonnet is fitted with gas struts to make it easier to open.

STOWAGE SPACE

- The glove box is lighted and lockable. The lid has two recesses for cups, a pen holder and a card clip.
- A storage compartment on the control console.
- The armrests on the front doors are fitted with two storage bins of a sufficient size to hold street directory.
- Each front door has a covered stowage bin big enough to hold A4 format documents.
- At the rear of the console, a storage bin is provided for CDs and cassettes.
- Map pockets are fitted to the backs of the front seats.
- The rear parcel shelf may be stored vertically, along the back of the rear seat in the boot.
- Elastic straps are provided to keep objects, such as oil cans, in an upright position in the boot.

MAINTENANCE

- As soon as the ignition is turned on, a maintenance indicator on the instrument cluster shows the distance to be covered to the next servicing operation. If the distance is less than 500 km, the display will flash.
- Under the bonnet, the different tanks to be monitored regularly are clearly identified by the use of colour coded caps and explicit symbols.
- With the Xsara, servicing operations are required only every 20,000 km.

Technical Specification

		Citroën Xsara Coupe VTR 1.6	Citroën Xsara Coupe VTS 2.0
Engine		TU5JP4	XU10J4RS
		Water-cooled four cylinder engine installed transversely driving the front wheels	
Bore/stroke		78.5/82	86/86
Capacity (cc)		1587	1997
Compression ratio		9.6:1	10.8:1
Fuel injection		Sequential	
Power (kW/rpm)		83/5750	124/6500
Torque (Nm/rpm)		150/4000	196/5500
Gearbox			
Speed in kmh per 1000 rpm	1 st	7.84	8.41
	2 nd	14.81	13.15
	3 rd	21.00	19.21
	4 th	27.48	25.85
	5 th	34.92	33.02
	reverse	8.30	7.38
Brakes			
Front, type		Ventilated disk	Ventilated disk
Diameter/thickness (mm)		266/22	283/22
Rear, type		Disk	Disk
Diameter/thickness (mm)		247/8	247/8
Chassis			
Front suspension		MacPherson struts with coil springs and dampers, anti roll bar.	
Rear suspension		Torsion beam rear axle with two trailing arms and anti roll bar, passive rear steering suspension, dampers.	
Steering		Variable assistance power steering, rack and pinion.	
Wheels		6 x 15	6 x 15
Tyres		195/55 R15	195/55 R15
Weights (kg)			
Kerb weight		1134	1219
Front-rear distribution		689-445	775-444
Gross vehicle weight		1656	1699
Payload		522-526	480
Tow weight – braked		570	630
Tow weight – unbraked		1000	1100
Performance (man/auto)			
Top speed (kmh)		195	220
0 – 400 m (sec)		17.8	16.3
0 – 1000 m (sec)		32.9	29.8
0 – 100 kmh (sec)		10.9	8.7
80 – 120 kmh in 4 th gear (sec)		18.9	14.1

80 – 120 kmh in 5 th gear (sec)	11.5	9.1
Fuel consumption (l/100km)		
Urban	9.3	13.6
Extra-Urban	5.5	6.8
Combined	6.9	9.3
Carbon Dioxide emissions (g/km)		
Urban	216	314
Extra-Urban	128	157
Combined	160	215
Dimensions (mm)		
Length		4188
Width		1705
Height		1405
Overhang, front/rear		880/768
Wheelbase		2540
Track, front/rear		1433/1442
Turning circle (m)		10.7
Front elbow room		1436
Rear elbow room		1431
Boot length, seats up/down		851/1400
Min boot height		473
Min boot width		1148
Boot volume (litres)		
Seats up, under parcel shelf		408
Seats down, loaded to roof		1190

Equipment and Trim

S = Standard; O = Optional; D = Dealer fit option; NA = Not available

Safety and security	Citroën Xsara Coupe VTR	Citroën Xsara Coupe VTS
ABS brakes and electronic brake force distribution	O	S
Airbag, Driver	S	S
Airbag, Passenger	S	S
Audible warnings for lights on and key in the ignition	S	S
Automatic fuel cut-off	S	S
Boot lock, remote electric	S	S
Boot, automatic activation over 20 kmh	S	S
Coded engine immobiliser with transponder	S	S
Fog lights, front	S	S
Fog lights, rear	S	S
Height adjustable headlights	S	S
Height adjustable seatbelts, front & rear	S	S

Pyrotechnic pretensioners and seat belt grabbers	S	S
Rear child locks	NA	NA
Rear window wash/wipe	S	S
Side impact protection panels	S	S
Valet key with no access to boot and glove box	S	S
External/Mechanical	Citroën Xsara Coupe VTR	Citroën Xsara Coupe VTS
Alloy wheels	O	S
Central locking, remote	S	S
Door mirror, twin electric, demisting	S	S
Heated rear window	S	S
Power steering, speed variable	S	S
Windscreen wipers, rain sensor	O	S
Windscreen wipers, two speed with delay	S	NA
Windscreen, heat reflecting	S	S
Internal	Citroën Xsara Coupe VTR	Citroën Xsara Coupe VTS
AirCon, Climate Control	S	S
Ashtray, front and rear	S	S
Audio system, CD with six speakers	S	S
Boot floor net	O	S
Cigarette lighter	S	S
Dashboard trim type	Carbon fibre	Carbon fibre
Dipping rear view mirror	S	S
Driver's foot rest	S	S
Driver's seat, adjustable lumbar support	NA	S
Driver's seat, height adjustable	S	S
Electric windows, front with anti-pinch and driver's side one touch	S	S
Electric windows, rear	NA	NA
Exterior temperature gauge	NA	S
Headrests, front, height and tilt adjustable	S	S
Interior lights, self dimming	S	S
Maintenance indicator	S	S
Oil level indicator	S	S
Pollen filter	S	S
Rear seat, Split fold with 3 headrests and 3 lap and sash seat belts	S	S
Steering wheel, height and reach adjustable	S	S
Tail gate handle	S	S
Trip computer	NA	S
Upholstery type	Cloth	Velour and Alcantara
Vanity mirror	S	S

Instruments	Citroën Xsara Coupe VTR	Citroën Xsara Coupe VTS
Adjustable illumination for instruments	S	S
Adjustable night illumination for switches	S	S
Analogue water temp.	S	S
Battery charge light	S	S
Centralised warning system and audible alarm	S	S
Doors open warning light	S	S
Engine self test warning light	S	S
Fuel gauge with minimum warning light	S	S
Headlight indicator	S	S
LCD clock and date display	S	S
Maintenance indicator	S	S
Oil warning light, level	S	S
Oil warning light, pressure	S	S
Rear fog light indicator	S	S
Rev counter	S	S
Twin readout trip meter	S	S
Water temperature light	S	S