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Introduction to the Citroën AX

The Citroën AX was introduced in the UK in July 1987 (having been launched in France the previous September), the initial versions being three-door Hatchbacks. The five-door version was introduced in April 1988.

All engines are derived from the well-proven TU series engines which have appeared in many Peugeot and Citroën vehicles. The engine is of four-cylinder overhead camshaft design, mounted transversely, with the transmission mounted on the left-hand side. All models have a four- or five-speed manual transmission.

In early 1989, a 1.4 litre (1360 cc) Diesel engine was added to the range. In September 1991, the "second-generation" AX was introduced, with revised interior and exterior styling. A 1527 cc Diesel engine was introduced in July 1994 - however, at the time of writing, only limited technical information was available for this engine.

All models have fully-independent front and rear suspension. The rear suspension incorporates torsion bars and trailing arms.

A wide range of standard and optional equipment is available within the AX range to suit most tastes, including central locking and electric windows. An anti-lock braking system and air conditioning system are available as options on certain models.

Provided that regular servicing is carried out in accordance with the manufacturer's recommendations, the Citroën AX should prove reliable and very economical. The engine compartment is well-designed, and most of the items requiring frequent attention are easily accessible.

About this manual

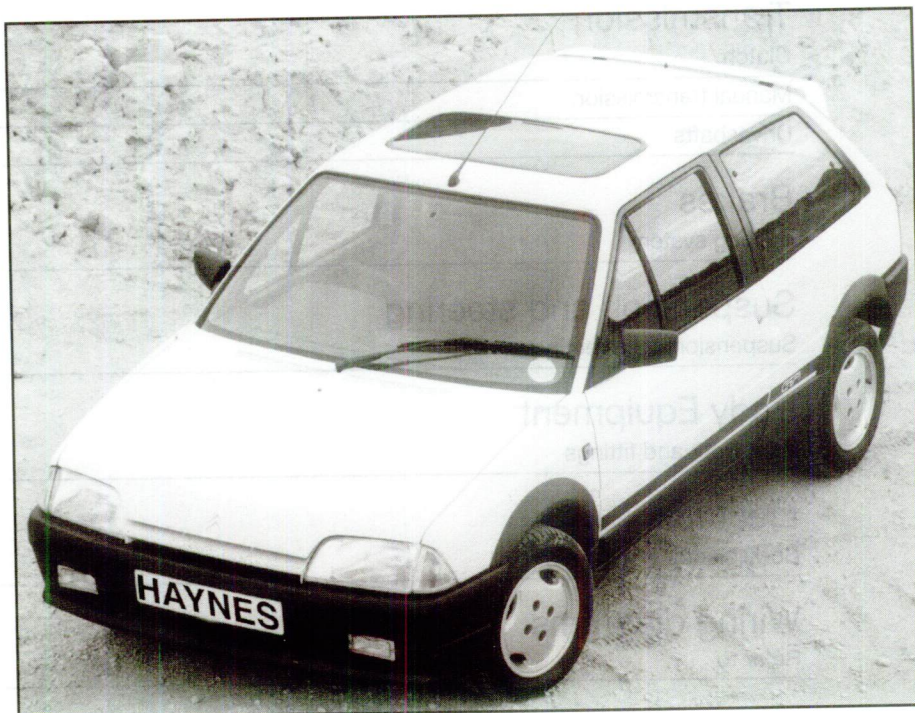
The aim of this manual is to help you get the best value from your vehicle. It can do so in several ways. It can help you decide what work must be done (even should you choose to get it done by a garage). It will also provide information on routine maintenance and servicing, and give a logical course of action and diagnosis when random faults occur. However, it is hoped that you will use the manual by tackling the work yourself. On simpler jobs it may even be quicker than booking the car into a garage and going there twice, to leave and collect it. Perhaps most important, a lot of money can be saved by avoiding the costs a garage must charge to cover its labour and overheads.

The manual has drawings and descriptions to show the function of the various components so that their layout can be understood. Tasks are described and photographed in a clear step-by-step sequence.

References to the "left" or "right" of the vehicle are in the sense of a person in the driving seat, facing forwards.



Citroën AX 11 TZX 5-door



Citroën AX GTi

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