



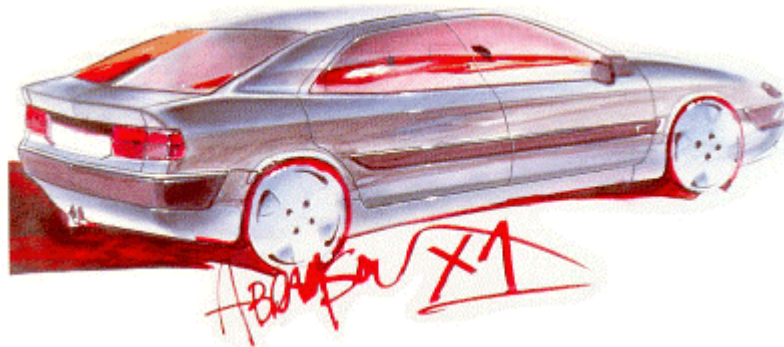
## THE *Xantia* STORY



*Information from the Internet pages "Xantia World" (www.xantiaworld.cjb.net) served as a basis for this document. These were used with friendly approval of Webmaster Antti Pitkänen.  
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### Design und Technique

The first plans for the Xantia were outlined already in 1987 under the name project X with the target to substitute the bigger models of the BX. After the design suggestion from the Italian design house Bertone was accepted, chief stylist Dan Abramson began to work on the future model which was simply named "X1". Finally it was a matter of building a car which should not only please optically, but also satisfy the customer needs.



The car got its name Xantia from the Greek word "Xanthos" which means "Light". In ancient Greece brightness was regarded as something very beautiful and rare. After millions of tests Citroen starts to produce the new car in the factory in Rennes-La-Janais in France.

The used floor pan is identical with the one of the Peugeot 406.

The Xantia is introduced in March 1993 on the 36th Genovese Motor Show. The market launch immediately starts with this event.

During the following 9 production years it becomes obvious that the Xantia can be rightly regarded as technology bearer of the house Citroen. It is the first model which is equipped with the Hydractive II which is significantly improved compared to the first system generation. It is also the first car where the anti-sink system SC.MAC and the active chassis stabilization SC.CAR (Activa model) is applied.

Another technical speciality is the cinematically self-steering rear axle which was built in the ZX for the first time in 1991. A special axle geometry causes that in sharp curves the back wheels slightly turn in and thereby centrifugal forces are minimized. Thus the curve stability is improved and the driving behavior is held stable far to the border limits.

Thanks to its wedge-shaped lines the Xantia reaches – depending on the width of tires – an air drag coefficient of 0.3.

### **Product Development**

In the first production year **1993** the Citroen logo (the double corners “doubles chevrons”) is to be found on the hood.

At the market launch 4 petrol engines are for the customers choice (1.6i, 1.8i, 2.0i-8V and 2.0i-16V) which are complemented by two diesel models (1.9D and 1.9TD) shortly after in June 1993.

In the versions from 2.0 l upwards (both petrol and diesel) the Hydractive II system is applied whose essential difference to the Hydractive system of the 1st generation is that the computing performance was considerably improved. This permits a computer based switching between hard and soft mode of the suspension also in the sports setting, whereas with Hydractive I (only in the XM) in this setting the suspension was permanently trimmed hard.

All other motorisations are equipped with the normal hydro-pneumatic suspension without electronically controlled mode switching.

The suspension of the cars of the first generation is in general a little softer than those of later models. The parked car sinks step by step down to the lowest position. The additional sphere for the anti-sink system SC.MAC (systems Citroen de Maintien de l'Assiette Constant) is installed from the middle of 1993.

Since **18 April 1994** the double corners are applied on the radiator cowling, but exempted from this the car remains unchanged in its exterior. Now a driver's air bag is offered as an option.



Basis model since 1994

In **1995** the new 16-valve engines as well as the 2.0i-TCT engine are introduced. The "soft" turbo-loading of the TCT provides a constant torque of 235 Nm in the area of 2500 – 4000 rotations per minute and thereby offers an especially pleasant engine characteristic.

A 2.1 l turbo-diesel engine rounds the engine palette.

The driver's air bag becomes standard equipment and the tire size grows to 15" as an option. The station-wagon version of the Xantia, the break, is introduced.

With a bodywork of 22 cm longer than the sedan this is a real station-wagon with a generous place offer.

In the same year the model "Activa" with the anti-roll system SC.CAR (Système Citroën a Contrôle Actif du Roulis) has its first market appearance.

This so far unique system permits to drive around curves without any chassis roll. This is achieved by active chassis intervention which leads to a considerable plus in security.

In **1996** the front seat passenger's air bag is offered as optional equipment.

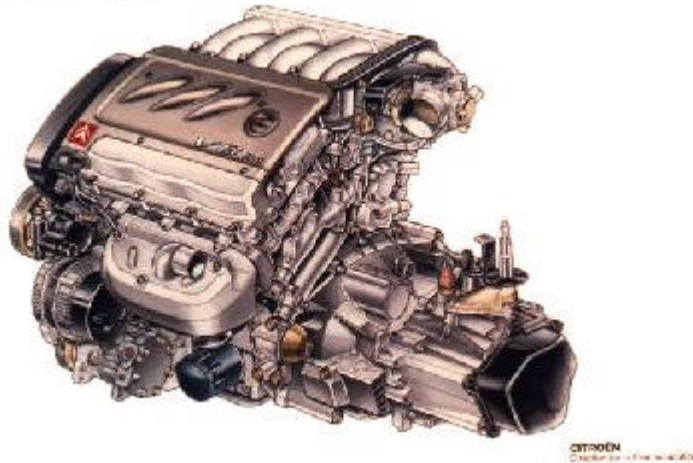
Now the 1.9 l diesel engine (SD) performs 75 instead of before 71 HP.

The third brake light in the rear is a standard feature since September '96.

In the same year the new, by PSA and Renault commonly developed 3.0i 24V engine

(engine code ES9J4) is introduced in the *Xantia V6*.

## CITROËN V6



This engine develops a power of 194 HP and delivers a maximum torque of 267 Nm; In fact this is not achieved before 4000 rpm, but 88% (235 Nm) of the maximum torque is already available at 2000 rpm thanks to an ingenious variable geometry of the intake manifold according to the resonance principle without mechanical change-over; even at 1000 rpm there are more than 75%.

In the "Exclusive" version the V6 is equipped with the electronically controlled 4-speed automatic gearbox 4HP20 from ZF. This gearbox contains of three programs (normal, sport and winter) which can be selected by means of two push buttons arranged near the gearshift lever.

In the "Normal" program, which is selected by default, the gearbox automatically chooses between 5 gearshift patterns depending on the driving style of the respective driver. In the "Sport" program the gearbox operates merely in the upper two gearshift patterns and in the special "Winter" program the automatic delivers optimum traction on slippery subsoil by starting with the 3rd gear and executing very early gear shifts. The torque converter lock-up, which is possible in every gear, essentially contributes to the good economic efficiency of this Xantia top model.

In **1997** the special models "Audace", "Tentation" and "Athena" are introduced. This are the last Xantia models before the face-lift.

Now an antilock braking system (ABS) belongs to the standard equipment of all models. Before, ABS was only a standard equipment in the VSX and Activa models. The production of the 1.9 l naturally aspirated diesel is stopped.

A new hood, new floodlights, red-white rear lights, new bumpers as well as a new designed dashboard belong to the **face-lift in December 1997** (Xantia X2). In addition a commonly between PSA and Renault developed computer controlled adaptive automatic gearbox (AL4) comes along which is able to adapt itself to the driving style of the respective driver by the application of fuzzy logic. The revised Xantia is equipped with automatic windshield wipers and an anti-theft device integrated into the key. Many other details are likewise changed. As a result of the modified bumpers the vehicle becomes about 8 cm longer.



**Xantia Activa**

Since the model year **1998** side air bags are standard equipment. The special model "Edition" is launched (without side air bags).

In **1999** the 1.9 TD and 2.1 TD engines are replaced by the new generation of the HDi engines with 90 and 110 HP. The abbreviation HDi stands for "High Pressure Direct Injection"; these diesel engines according to the recent state of technology dispose of the so-called "Common Rail" technology. This system permits to inject the fuel under extremely high pressure through very fine nozzles directly into the combustion chamber.

On **27 September 2000** the successor of the Xantia, the C5, is introduced on the Paris Motor Show and in the **beginning of 2001** the production of the Xantia is stopped. New orders (in Germany since 19 January 2001) are supplied only from stocks.

The introduction of the C5 break happens in March 2001 on the Genovese Motor Show and immediately afterwards the serial production starts.



**Xantia Break**

In the end of 2000 Citroën and the Iranian car manufacturer Saipa signed a contract for the production of the Xantia till the end of 2004 for the Iranian market.

## **Engine types (petrol)**

*(all measured values [M] and supplier's declarations [SD] are valid for models with manual gearbox)*

Engine	1.6i 8V	1.8i 8V	1.8i 8V	1.8i 16V	2.0i 8V	2.0i 16V	2.0i 16V	2.0 TCT	3.0i V6 24V
Production years	1993 - 1995	1993 - 1995	1995 - 2001	1995 - 2001	1993 - 1995	1993 - 1995	1995 - 2001	1995 - 1997	1997 - 2001
Engine code	XU5JP	XU7JP	XU7JB	XU7JP4	XU10J2-J2C	XU10J4D	XU10J4R	XU10J2TE-CTE	ES9J4
Displacement	1580	1761 ccm	1761 ccm	1761 ccm	1998 ccm	1998 ccm	1998 ccm	1998 ccm	2946
Performance (kW / PS)	66 / 90	74 / 101	66 / 90	81 / 110	89 / 121	112 / 152	97 / 132	108 / 147	140 / 190
at rpm	6000	6000	5000	5500	5750	6500	5500	5300	5500
Torque	130 Nm	154 Nm	147 Nm	155 Nm	176 Nm	183 Nm	180 Nm	235 Nm	267 Nm
at rpm	2600	3000	2600	4250	2750	3500	4200	2500	4000
0 – 100 km/h (SD)	15,2 sec	12,5 sec	12,6 sec (DIN 14,6)	10,8 sec (DIN 11,9)		10,6 sec	10,0 sec (DIN 11)	9,6 sec	7,6 sec (DIN 8,2)
0 – 100 km/h (M)		13,1 sec			11,5 sec	10,6 sec	10,2 sec		7,4 sec
V max. (SD)	175 km/h	187 km/h	180 km/h	194 km/h	198 km/h	213 km/h	203 km/h	213 km/h	230 km/h
V max. (M)		187 km/h			198 km/h	213 km/h	200 km/h		232 km/h
Fuel consumption (SD)	7,9 l/100km	8,2 l/100km	8,4 l/100km	8,7 l/100km	8,6 l/100km	8,9 l/100km	9,1 l/100km	9,9 l/100km	10,9 l/100km
Fuel consumption (M)					8,2 l/100km				10,2 l/100km

## **Engine types (diesel)**

*(all measured values [M] and supplier's declarations [SD] are valid for models with manual gearbox)*

Engine	1.9 D	1.9 SD	1.9 TD	2.1 TD	2.0 HDi	2.0 HDi
Production years	1993 - 1995	1993 - 1995	1995 - 2001	1995 - 2001	1993 - 1995	1993 - 1995
Engine code	XUD9	XUD9SD	XUD9TF	XUD11BTE	DW10TD	DW10ATED
Displacement	1905 ccm	1905 ccm	1905 ccm	2088 ccm	1997 ccm	1997 ccm
Performance (kW / PS)	51 / 71	55 / 75	66 / 90	80 / 110	66 / 90	80 / 110
at rpm	4600	4680	4000	4300	4000	4000
Torque	121 Nm	121 Nm	196 Nm	250 Nm	205 Nm	250 Nm
at rpm	2000	2000	2250	2000	1900	1750
0 – 100 km/h (SD)	17,6 sec	16 sec	14,5 sec	11,2 sec	14,1 sec	12,5 sec
0 – 100 km/h (M)						
V max. (SD)	160 km/h	162 km/h	175 km/h	190 km/h	178 km/h	191 km/h
V max. (M)						
Fuel consumption (SD)	7,9 l/100km	8,2 l/100km	8,4 l/100km	8,7 l/100km	8,6 l/100km	8,9 l/100km
Fuel consumption (M)						

## **The Xantia in the motorsport**

Especially for the deployment in rally cross competitions a Xantia Turbo 4x4 Rallycross was developed by rally pilot Jean Luc Pailler in collaboration with Citroen. In the beginning the vehicle disposed of a displacement of 1.9 l and from 1995 on of 2.0 l. The hydro-pneumatic suspension was significantly changed compared to the serial vehicle and is a specially designed device.

Before the start the system was charged with a separate pressure each for the front axle and the rear axle which remained unchanged during the race. Due to this the normally built-in high pressure pump could be omitted.

With this car Jean Luc won the European competition in 1993 and 1999 and he became French Champion in 1993, 1994 and 1995.

## **Figures and sentiments**

In total 1,216,734 Xantia were produced from 1993 until 2001 in the different model variants.

In April 1994 the 250,000<sup>th</sup> Xantia, in July 1995 the 500,000<sup>th</sup> and in 1999 the 1,000,000<sup>th</sup> Xantia was produced.

Until the year 2002 70,575 Xantia were declared in Germany.

26.144 of those were Break models and 44.431 5-door sedans.

Regarding the motorisation the figures look as follows:

- 1.8i                    30,145 vehicles (42.7%)
- 1.9 D/TD            11,640 vehicles (16.5%)
- 2.0i                    9,221 vehicles (13.1%)
- 1.6i                    7,738 vehicles (11%)
- 2.0 HDi                6,053 vehicles (8.6%)
- 2.1 TD                3,935 vehicles (5.6%)
- 3.0 V6                 1,228 vehicles (1.7%)
- 2.0 TCT                615 vehicles (0.9%)

In Germany only 1185 cars (1.7%) were equipped with the technology feature "Activa"; 436 of those with V6 engine, 318 2.1TD, 280 2.0 HDi, 130 with 2.0i engine and 21 2.0 TCT.

The fact that both design as well as quality of the Xantia convinced the professional world is proven by the awarded prizes:

In February 1994 the Xantia wins the international prize „most beautiful car of the year“. In 1995 it is nominated by the English professional magazine "Fleet News" as the best car of the year and in Brazil it is elected the car of the year.

In terms of reliability the Xantia is a real prig contrary to many earlier models. In the defects statistics of French "Controles techniques" (comparable to the German TÜV) it ranges at the 2nd place of a total of 81 analysed vehicles in the year 2000.

An evaluation of used cars performed by German ADAC road services comes to the following judgment:

„ An attractive, well equipped middle class vehicle with atmosphere, a lot of space, functional details and good quality. It convinces with a favourable shape and the most comfortable chassis of its class. “

Shortly before his production end the FAZ refers to the Xantia even as "confidential tip".