

2500
3.0S 3.0Si
2.8L 3.0L
3.3Li



Sovereignty.

A 'perfect' car must possess that finely-balanced combination of driving characteristics and driving comfort which transmits to the driver something of its vitality, its ease of handling and its reliability. This leads to that relaxed 'sovereign' feeling of being

able to master all driving and traffic situations and to use the intrinsically superior qualities of one's own car intelligently and responsibly.

The most advanced form of this 'sovereignty' is expressed by the BMW six cylinder range of saloons, cars in that small

group of the top international class — but cars with those specific BMW features.

A BMW six cylinder saloon is thus always the logical choice for any driver wanting a car with characteristics that reflect his own personal qualities of power, dynamism and vitality.



Obligation and Preference.

There are only a few cars which, because of their superiority and uniqueness, can be regarded as possessions worth striving for by those who are unusually successful. A classic example of this is the large BMW model. It is available in six alternative versions: as the BMW 2500, BMW 3.0 S, BMW 3.0 Si and in the long wheelbase versions as the BMW 2.8 L, BMW 3.0 L and BMW 3.3 Li. Different in performance and fittings, yet unified in the singular nature of their basic design.

These cars do not only offer qualities that are synonymous with top quality cars of international class, such as advanced technology, safety, comfort and equipment, they offer an additional advantage: a finely balanced sum of qualities that are suitable for everyday use, together with a special vitality; in effect, a harmonious combination of high performance, style and economy.

These cars are the result of BMW's view that an obligation to providing relevant qualities for everyday driving requirements should not exclude a preference for cars offering stimulating driving characteristics. The BMW 6-cylinder range does combine unusual comfort and distinctive appearance with remarkable driving characteristics, and that unmistakable BMW driving 'feel'. In this way, the driver can always take advantage of the former without relinquishing the latter.

There are cars which people drive because they can afford them. People who enjoy driving afford BMWs. With BMW design is an in-built element.

The incomparable aesthetic design of the BMW 6-cylinder models is not an end in itself, but the result of functional planning. They possess elegant and dynamic lines and a well

balanced relationship between the car body and window areas. Although generously designed, the BMW 6-cylinder saloons are made as compact as possible. They are just the right size for traffic, manageable, manoeuvrable and distinctive. The design and function of every detail of the car is evidence that everything was first planned and then incorporated: not the reverse.

The visual elegance of the BMW 6-cylinder saloons is enhanced by the superior quality of its paint: an elegance which is made to last by BMW's attention to detail in preventing rust. The body is given an anti-rust undercoat in an electro-phoretic immersion bath, and then finished with several layers of paint. Careful under-sealing and BMW's cavity rust proofing process (reaching into every corner) thoroughly ensure the long life and resale value of all BMW cars.





Vive la différence:

BMW distinguish the functionally necessary from the truly exclusive – in size, for example, and in design. For BMW, distinction is not a function of size or pretentious detail, and to be exclusive necessarily entails liveliness.

The most striking examples of functional exclusiveness are the larger versions of the large BMW cars. They combine the extra space and comfort of a body 10 cm (4 in) larger and a new standard of interior specification, with a higher degree of driving safety and the performance the world has come to expect from BMW.

Thus the BMW 3.3 Li is a car that meets the requirements of the most discriminating driver. A car which is as much a joy to drive as to be driven in.

A BMW is an unusual car. The BMW 3.3 Li is an unusual BMW! Standard equipment includes: power-assisted steering, automatic transmission, insulated windows, light alloy wheels, electric sun-roof, electric windows front and rear, leather-covered steering wheel, leather upholstery, individual rear seats, automatic

front and rear safety belts, stereo-radio equipment with automatic aerial. Two reading lamps at rear, cigar lighter at rear, windscreen washing/wiping system and Halogen fog light.

The protective rubber edged

ment to other models in the range. Visibility from behind is assured by the four-compartment rear lighting unit with large surface areas containing the rear lights and fog lights.

Light alloy wheels, available on request (standard with the



wrap-around strip emphasises the car's contours.

The BMW 3.3 Li's Halogen double headlights are fitted with washers and wipers. These ensure optimum visibility in bad weather conditions and can be fitted as special equip-

BMW 3.3 Li) reduce unsprung weight and thus further improve the already excellent road holding qualities of the superior suspension system. The turbo-effect of these wheels contributes to even better ventilation of the disc brakes.

(Light alloy sports rims as special equipment)

The exceptional ease of operating a BMW's controls has one obvious advantage: exceptional driving safety.

Effortless, safe control in modern car design is one of the essential prerequisites for driving safety. As a result,

BMW has systematically and deliberately studied, by means of bio-mechanically simulated tests, those safety measures that can be incorporated into control systems. An effective routine has thus been developed for the driver, enabling him to control his car with the minimum of effort, and in this way direct his undivided attention to traffic situations. The logical and functional display of all the car's control systems minimises any errors in the receipt and interpretation of information regarding the car's situation.

Indicator strip with warning lights for battery charge, oil pressure, headlights, indicators, fuel on reserve, hand brake on; also show the failure of one circuit of the dual circuit brake system, or brake fluid loss; automatic transmission selection range indicator (standard on 3.3 Li, otherwise optional extra).

Front speaker for the stereo radio system (BMW 3.3 Li standard, otherwise optional).

Foam-padded 4-spoke safety steering wheel with large boss, leather covered in the 3.3 Li.

Indicator for tail fog light.

Illuminated push button switch for warning indicators.

Combined stalk control for two-speed windscreen wiper, automatic screen washer and delay mechanism. The standard wiper/washer on the BMW 3.3 Li (otherwise optional) is switched on by the same stalk — as well as the automatic screen-washing apparatus and the lights.

Push-pull switch for heated rear window.

Heating and ventilating controls with three-stage blower.

Adjustable vent for the ventilation system.

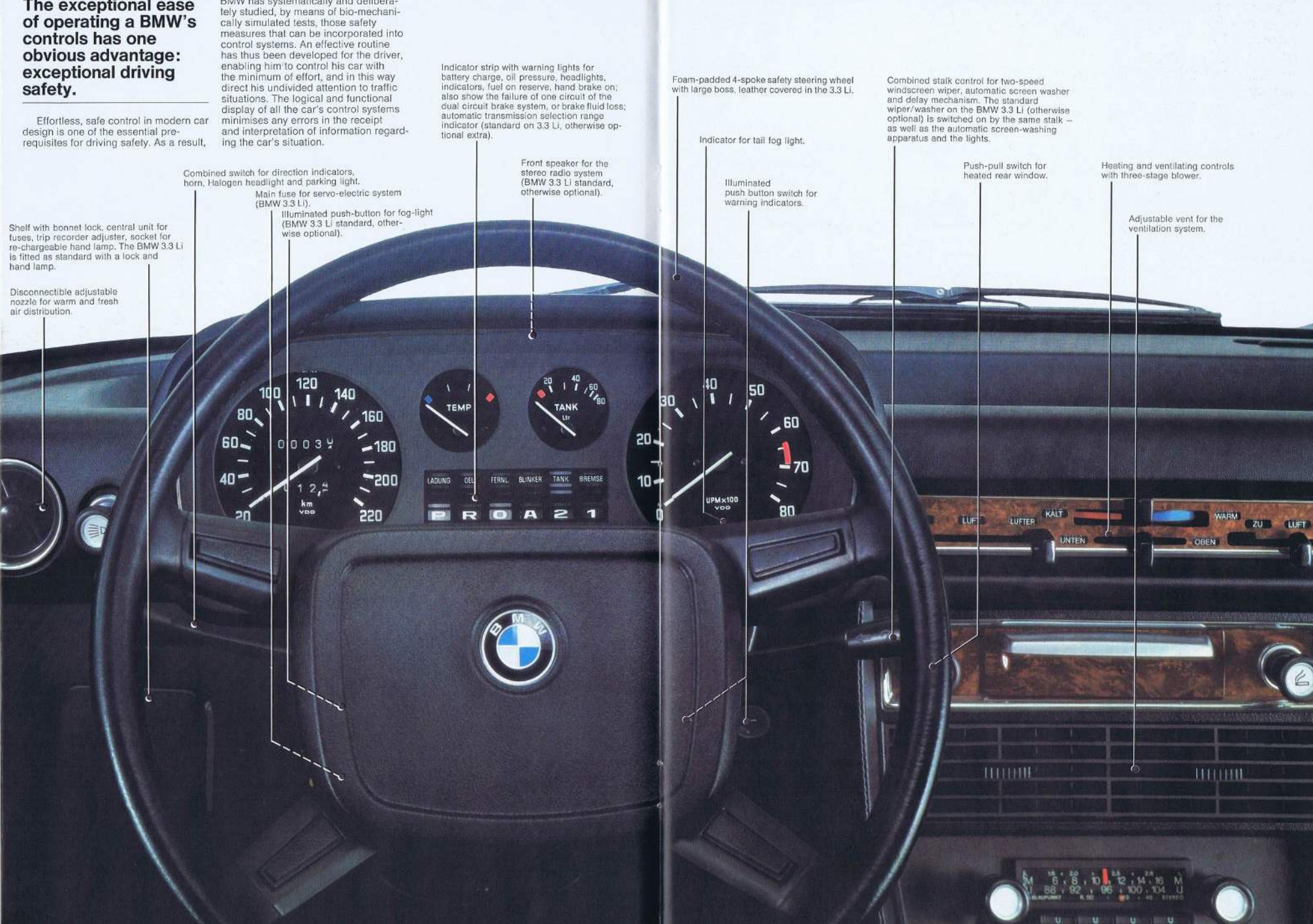
Combined switch for direction indicators, horn, Halogen headlight and parking light.

Main fuse for servo-electric system (BMW 3.3 Li).

Illuminated push-button for fog-light (BMW 3.3 Li standard, otherwise optional).

Shelf with bonnet lock, central unit for fuses, trip recorder adjuster, socket for re-chargeable hand lamp. The BMW 3.3 Li is fitted as standard with a lock and hand lamp.

Disconnectible adjustable nozzle for warm and fresh air distribution.



For BMW, comfort is not an art but a science.

The comfort and sophistication of the large BMW models are the result of careful research and design taking account of all factors: from the comfortable seat and springs which are co-ordinated to the high-quality chassis, and the design of the seating position and visibility, down to the careful co-ordination of pedals, steering wheel and operating controls.

The precise, light, steering keeps you in complete control even at high speeds and permits fatigue-free, fast driving.

From the BMW 2.8i (BMW 2500 optional) the fitted-as-standard, rpm-responsive power steering ensures easy, smooth control under all traffic conditions, especially at low speed and when parking. This new rpm-responsive power steering provides much improved 'feel' at high speeds and greater precision of control under sudden traffic and road-surface changes (e.g. cross-wind), without reducing power assistance at low speeds and when parking.

A further contribution both to comfort and safety is the optional automatic transmission (standard on BMW 3.3 Li).

On BMW cars this is a perfectly integrated part of the whole drive system, founded in

the extremely favourable torque ratios of the BMW 6-cylinder engine, which ensure a high torque over a wide speed range. The automatic transmission acts as a sort of technical co-pilot, relieving the driver without

affecting his freedom of decision.

A further special accessory is the ventilation system which provides a particularly pleasant temperature balance: this is supplied for all models.



Automatic transmission selection range lever.

Bavaria S radio with car telephone system. Available on request.





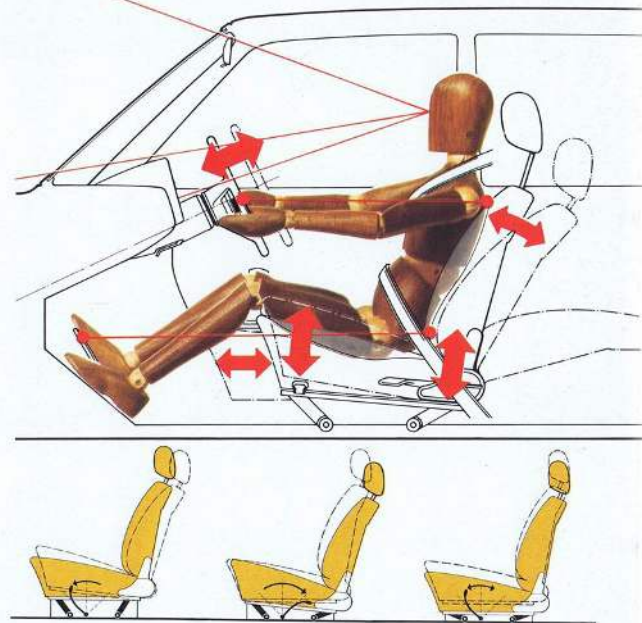
The new BMW system of seat, visibility, steering and operating control adjustment.

No two drivers are alike. On the large BMW models, therefore, the steering and pedal position can be tailored to arm and leg length, and the seat and visibility to body dimensions.

For this purpose, the large BMW models have axially adjustable steering wheels and a driver's seat which is individually adjustable in two dimensions: the seat can be easily and comfortably adjusted in floor position, angle and height. This new system of seat, steering and operating controls allows the car to be tailored exactly to fit its driver.

The large BMW models offer every driver the best possible arm position, in relation to the steering wheel, and the best visibility, thanks to an optimum seat height. They also offer the driver the best possible leg position in relation to the pedals to ensure fast actions and reactions. The thighs are properly supported thanks to the angle adjustment of the seat area, which ensures fatigue- and cramp-free driving. A BMW makes it easy for its driver to be a safe driver.

The seats of the large BMW models, designed and constructed with every attention to



detail, conform to strict ergonomic requirements. The seat has a type of upholstery which combines perfect sitting comfort thanks to its shaping and padding, with excellent lateral support. The seat springs and the vehicle's suspension system and shock absorbers have a functional unity and are therefore precisely co-ordinated. The head restraints have individual height and angle adjustment controls (knobs on the sides on the back rests).

The seat anchorage points and the whole of the seat mechanism are carefully tested, and absolutely reliable. They

constitute a major internal safety factor in a collision.

The BMW 3.3 Li has leather upholstery as standard. The 2.8 L, 3.0 L, 3.0 S and 3.0 Si have a high quality combination of velours and corduroy upholstery fabrics.



BMW comfort is more than just atmosphere.

The large BMW models offer a systematic arrangement of fittings which make driving not only pleasant but safe. This ensures that the driver is kept alert, enabling him to react in a controlled manner, and to master unaccustomed situations even better.

Heating and ventilation in the large BMW models cater for physical well-being unusually well. The heating is quickly effective, its temperature infinitely variable. Warm air can be directed to the footwell and/or to defrost the windscreen and side windows. The BMW 3.0 S, 3.0 Si, and the long wheelbase range have rear heating fitted as standard.

The ventilation system ensures that individually controllable, draught-free fresh air distribution is provided, with separate controls for driver and front passenger and separate disconnectible side nozzles.

Both systems can be reinforced by a 3-speed high performance blower. Together

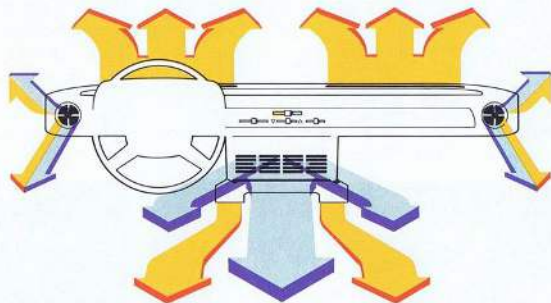
with the heated rear window, this ensures fast defrosting and mist-free windows.

Electric windscreen wipers/washers with delay mechanism guarantee a clear view under all weather conditions.

Visibility can be further improved by headlight wipers/washers and fog lights (standard on BMW 3.3 Li, otherwise

inside temperature in sunshine and protect the occupants from the direct rays of the sun, creating the basis for a pleasant interior atmosphere (standard on BMW 3.3 Li, otherwise as an optional extra).

As an optional extra, every large BMW model can be fitted with an extremely efficient air-conditioning system. This



wise as an optional extra).

The standard tail fog light ensures that the car will be clearly seen even in foggy conditions. Tinted windows reduce

makes driving pleasant even under conditions of extreme temperatures, excluding heat and dust.



Heating and ventilating system. A powerful 3-speed blower acts as an effective back-up to the modern dual circuit system.



Automatic transmission indicator strip showing position of selector lever (standard on BMW 3.3 Li, otherwise as optional extra).



Available as an optional extra: foam-padded sports steering wheel 380 mm diameter.



Radio. Various models available (BMW 3.3 Li: standard stereo radio).



Headlight wipers/washers. Standard on BMW 3.3 Li, otherwise as optional extra.



Tail fog light integrated into rear lights.



Wing mirror. Large-surface wing mirror, electrically adjustable from inside.



Wing mirror adjuster. Control lever in a protected position on the inside of the driver's door.

A photograph of the interior of a BMW car, showing the front and rear seats upholstered in yellow leather with vertical ribbing. The car's door is open, revealing a matching yellow interior panel with a silver handle and a chrome trim strip. Through the open door, a lush green golf course with a line of trees is visible under a bright sky. The text is positioned on the lower left side of the image, overlaid on the seat.

**The large BMW models
combine pleasure for
the driver with pleasure
for the passengers.**

Whether you drive or are driven — the unusually sophisticated fittings on the large BMW models are provided for each of the comfortable seats. In particular, the long wheel-base versions offer a new standard in spacious comfort. Foot room and ease of access meet the stiffest requirements — these BMW models are also cars for the most discerning of passengers.

A balanced enlargement.

Three of the models in the range of large BMW cars are available as long wheelbase versions. These lengthened BMW models, characterised by the letter 'L' in their designation, combine a spaciousness and sophistication with BMW's typical dynamism and manoeuvrability.

The added dimensions these large BMW models have on the outside are reflected by their interiors. The extra space gained by lengthening the wheelbase and the bodywork is of principal benefit to the rear passengers. The back rests of the rear seat bench, moulded to form individual seats, are set at a comfortable angle.

Rear inertia reel seat belts are standard on the BMW 3.3 Li; rear heating and rear restraints are standard on all models, except the BMW 2500 (available as an optional extra).

Entertainment and information are provided in the BMW 3.3 Li by a stereo radio (LW, MW, SW, and VHF) with a fully electronic station finder, 3 loudspeakers and automatic aerial. For other models, there is a wide selection of works-tested models in mono, stereo and with cassette player, available as optional extras.



Individually moulded rear seats (except for the BMW 2500). Particularly high comfort thanks to ergonomically correct design.



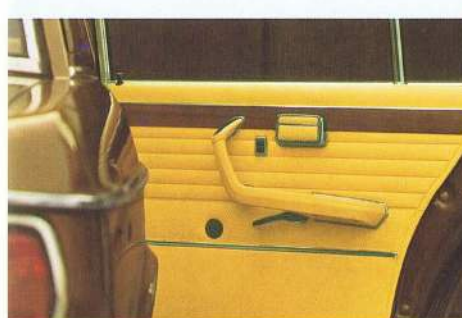
Door storage space. Convenient storage facilities in the door and back rest pockets.



Inertia reel seat belts. Covered reel for the front seat 3-point seat belts.



Light alloy wheels reduce the amount of unsprung mass and increase active safety (standard on BMW 3.3 Li, otherwise as optional extra).



Tasteful wood trim on doors (except BMW 2500 and 2.8 L) and fascia. (L-version has rear arm-rests with integral door-pulls.)



Rear reading lamp. The BMW 3.3 Li has two rear reading lamps (otherwise on request).



3-point inertia-reel safety belts for rear seats and central arm-rest in front. Inertia-reel belts standard on BMW 3.3 Li, optional on other models.



Luggage compartment. Fully carpeted and with floor mat.



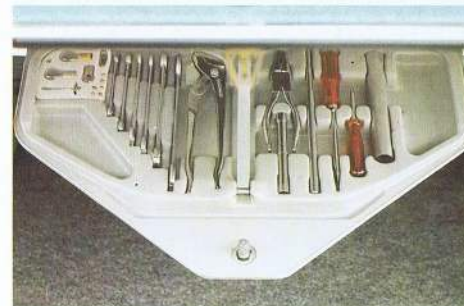
Electrically operated steel sun-roof. Standard on BMW 3.3 Li, otherwise as optional extra (mechanical version also available).



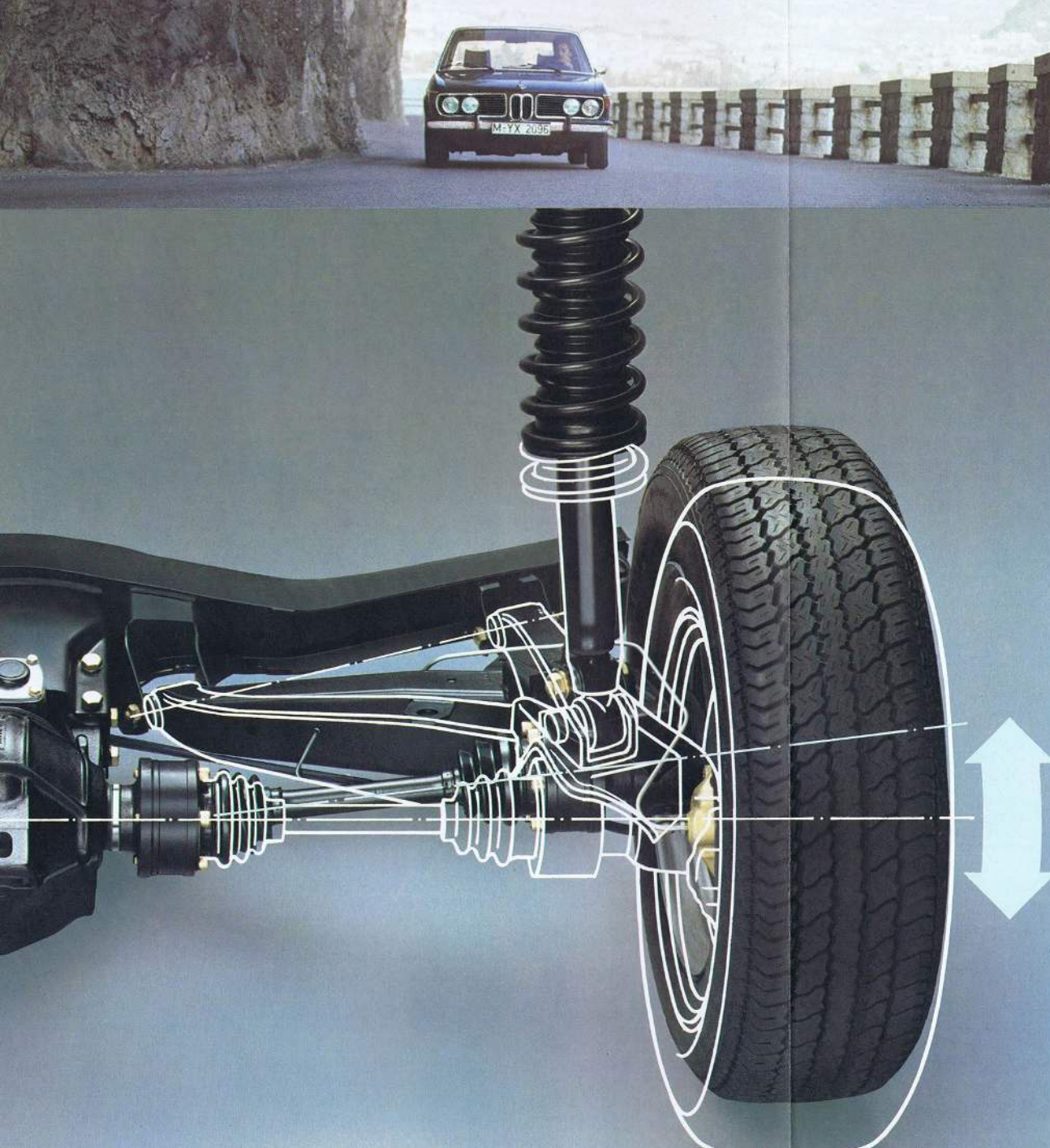
Electric windows. Central control panel for all 4 doors on the driver's door. (Standard on BMW 3.3 Li, otherwise on request.)



Standard heated rear window. Tinted windows as optional extras.



Tool kit. Large tool kit with small spare parts. (Optional extra for BMW 2500 and BMW 2.8 L.)



Suspension of the BMW 6-cylinder range of saloons. The perfect synthesis of high performance and comfort.

The suspension of the BMW 6-cylinder saloons is an indication of the fact that exceptional driving qualities do not exclude comfort.

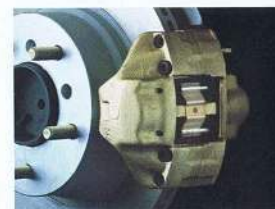
It is a perfect combination of spring struts at the front and semi-trailing arms at the rear — one of the most efficient systems in the world — and thus the safest.

Due to this ideal balance of springing and damping, the BMW 6-cylinder saloons combine superb handling characteristics with a new level of driving comfort and refinement.

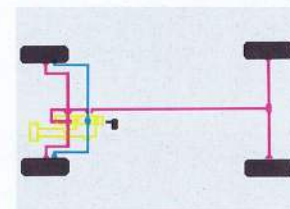
The situation and position of each separate wheel react independently to each other in accordance with a predetermined programme, in any driving situation. During cornering, and changing lanes at high

speed on straight roads, the inclining outer wheel keeps to the most suitable angle for the speed. The suspension thereby ensures strong lateral adhesion against the bend and permits high curve acceleration. The result: best possible road adhesion under all forms of direction change.

With a BMW 6-cylinder saloon, the quality of the road surface does not affect driving safety. The individual wheels adapt independently of each other to the road surface and absorb shocks from potholes, ruts and cross grooves with unparalleled smoothness. It does not matter therefore whether a BMW travels over small or large uneven surfaces, whether the driver is on his own or the vehicle is completely occupied, or whether he is driving slowly or quickly.



The large BMW models have a dual twin-circuit brake system which is the complete equal of their extremely high output, and which fully exploits the excellent road adhesion of the chassis in every situation. They have internally ventilated disc brakes on all four wheels (apart from the BMW 2500), a brake servo, and a pressure limiter that meters braking action on the rear wheels.



Overbraking is avoided. The hand brake acts on additional drum brakes, as well as the rear wheel disc brakes.

The sophisticated dual twin-circuit brake system ensures that even if one circuit should fail, the full braking effect is still completely maintained where it is most important — on the front wheels.

The whole is more than the sum of its parts.

It is not only the sheer number of technically brilliant solutions to individual problems which differentiates a BMW from all other cars. The unique quality of a BMW is far more a product of its underlying design concept: the harmonious combination and careful co-ordination of a large number of technical refinements to create a superior whole. A lively, balanced relationship of performance, size, comfort and safety.

The short, precise shift movements on the well-graded, fully synchromesh four-speed gearbox make gear changing fast and easy.

For a good chassis to function perfectly the bodywork must have the right design. And BMW bodywork design totally meets the requirements. The car body is torsionally rigid, and the passenger compartment is welded to the floor assembly, forming a torsion-resistant whole. Bodywork movements that affect the precise mechanics of the chassis and its geometry are totally impossible.

BMW engines — the perfect combination of high performance and flexibility, smooth running and economy.

The impressive development of power produced by every BMW engine is the result of many years of technical and practical work, and also of a great deal of experience in

motor racing. Apart from the high standards of basic design, which is absolutely essential



for these racing engines, many design refinements are obligatory to adapt racing engines — with more than double the output of series production models — for the severest conditions.

This detailed knowledge of engine function is not only the key to the smooth development of power from BMW engines, but is also the basis for their unbeatable economy, a characteristic which matches the cubic capacity and the performance.

The BMW chassis is considered to be one of the most efficient designs in the world. Its superiority is based upon the co-ordination of design detail and the most precise balance. In this way, a BMW perfectly combines precision at high speeds and excellent road behaviour with comfort and sophistication. It is the result of

many years of extensive automotive research, combined with an unusually large amount

of racing experience.

BMW	DIN kw	BHP	km/h (mph)	0-100 s max (0-60 mph s)	Consumption
BMW 2500	110.3 (150)	150	198 (118 mph)	10.4 (10.0)	10.9 l/100 km (26 mpg)
BMW 3.0 S	132.4 (180)	180	255 (127 mph)	8.4 (8.1)	11.4 l/100 km (25 mpg)
BMW 3.0 Si	143 (195)	195	208 (129 mph)	8.0 (7.6)	10.5 l/100 km (27 mpg)
BMW 2.8 L	125 (170)	170	195 (121 mph)	9.7 (9.4)	10.9 l/100 km (26 mpg)
BMW 3.0 L	132.4 (180)	180	200 (124 mph)	9.1 (8.8)	11.4 l/100 km (25 mpg)
BMW 3.3 Li Automatic	147 (200)	200	230* (124 mph)	10.3 (10.0)	12.1 l/100 km (24 mpg)
Manual	147 (200)	200	236 (128 mph)	9.5 (8.3)	11.5 l/100 km (25 mpg)

*more than



The BMW 6-cylinder power unit. Power means safety.

The degree of safety and the comfort built into the 6-cylinder BMW's clearly result in weight. High power output is therefore necessary to render this weight easy to manoeuvre and to handle.

A BMW 3.0S accelerates from 0 to 100 km/h in 8.4 secs. It can also achieve this speed with a family, fully loaded boot and full tank in a comfortable 10.1 secs. Thus both for itself and other road users it eases 'high stress' situations such as overtaking, in congested traffic, on inclines, and when carefully manoeuvring.

For this reason the performance capacity of a BMW is not an end in itself, but the prerequisite for mobility — and that means safety.

The BMW 6-cylinder power units are probably the most highly developed and well-proven in the world. They are characterised by progressive transmission of power, turbine-like

smoothness, and total flexibility — mechanical features which make it easy for the driver to adapt to road conditions, to react more logically and quickly, and to remain reasonable and cooperative in traffic situations.

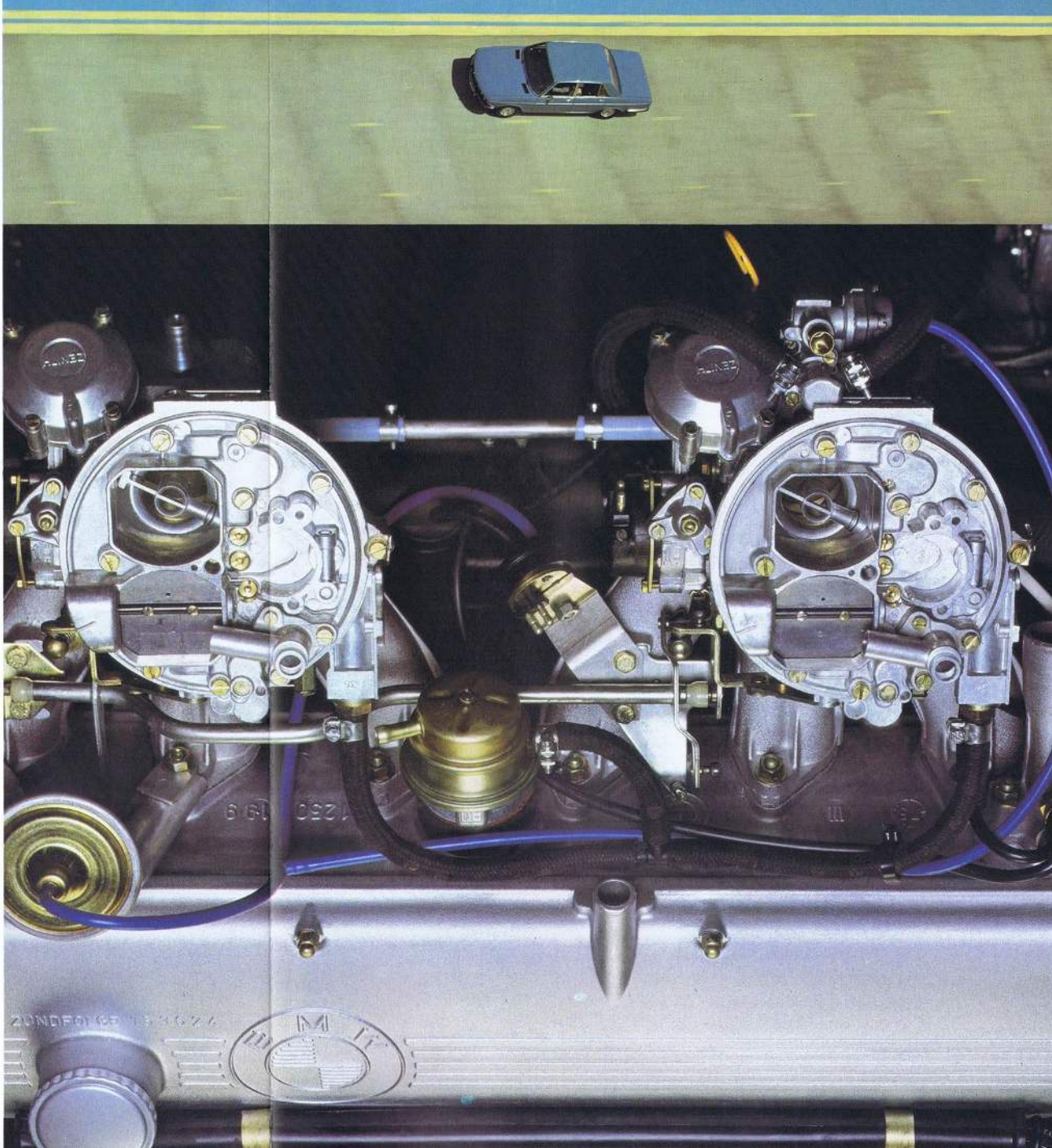
This ideal harmony of power output and smooth running, synonymous with BMW, is offered in various versions in accordance with individual requirements: from the 2.5 litre unit of the BMW 2500 up to the 3.3 litre unit of the BMW 3.3 Li.



The triple hemispherical swirl-action combustion chamber is an example of BMW's superior engine design. Through the best possible induction and swirling of the petrol-air mixture, an intensive and consistently even combustion is attained. The result: excellent exchange of gases, quick ignition, better power output at low as well as high speeds, lower fuel consumption and less waste matter in the exhaust.

The responsiveness and fuel consumption of the 3 litre power units has been still further improved by means of the Bosch-L-Jetronic fuel injection unit with an electronic metering device which determines the correct fuel mixture for all operating conditions.

The seven bearing crankshaft with twelve counterweights ensures extremely smooth running, like that of a turbine, by means of accurate balancing and a vibration damper.



Reaction instead of resignation: In critical circumstances a BMW does not 'give up' but 'gives in': and even then systematically.

The body of a car should be a 'passenger compartment' and a 'safety-cell'. It must be constructed so that impact energy is absorbed by the deformable zones in the front and rear and so that the 'safety-cell' passenger compartment remains unaffected.

To this end research, testing and improvement towards perfection has been carried out in BMW body experiments. By means of extensive collision tests, the exact relationship between all types of impact and their effect on the car's safety systems has been assessed.

The aim of this is not just top quality and efficient safety-conscious construction, but to produce an ideal combination of separate installations which progressively complement one another in operation.

The result of this painstaking research is a car with safety systems that are relevant in all types of accident: the BMW life-conservation system.

With BMW safety means a systematic approach.

The BMW 6-cylinder saloons have deformable and energy-absorbing front and rear sections. The passenger compartment is somersault-protected due to roll-over bars and specially constructed front and rear roof supports.

The bonnet is so constructed that if struck it deflects, absorbing impact energy yet not damaging the windscreen. A specially-constructed transmission tunnel and rigid bulkhead ensure that in case of frontal impact, the engine and transmission are deflected away from the passenger compartment.

In collisions the doors remain closed due to safety locks and can be re-opened.

The telescopic, collapsible safety steering-column and the steering linkage lie under the front axle, thus outside the collapsible area. The steering wheel with a large padded central boss, together with the deformable instrument panel, absorbs impact energy.

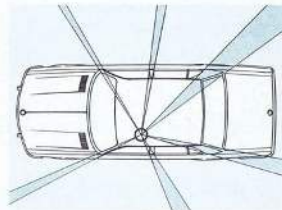
All interior equipment is designed to absorb energy. Even the grab handles and mirrors are flexibly mounted and deformable.

The fuel tank is placed in a protective zone. The front windscreen is in laminated glass.

See and be seen.

Large window areas with minimal blind spots and safely designed, narrow front and rear roof pillars ensure excellent all-round visibility. In addition, the wing mirror is electrically adjustable from inside, and the rear window is heated. Power-

ful double Halogen headlights ensure a good view at night. Headlight wipers/washer are standard on the BMW 3.3 Li (available as an optional extra on other models). The Halogen fog lights — standard on the BMW 3.3 Li, otherwise as optional extras — and the tail fog light ensure that you will see and be seen, even in fog.



BMW's body research centre is one of the most modern testing installations in Europe for experiments and trials on automobile safety devices. In highly specialised and well-equipped testing units, car construction as a whole and individual component construction are analysed for the effect of somersaults. Rear, lateral and head-on collisions are examined to establish the results and the nature of damage sustained. All these experiments are carried out with the help of both simulated and real life tests. The findings obtained form part of the tangible progress which can be acquired with each and every BMW.



The BMW bodywork safety test centre has one of the most modern layouts in Europe.



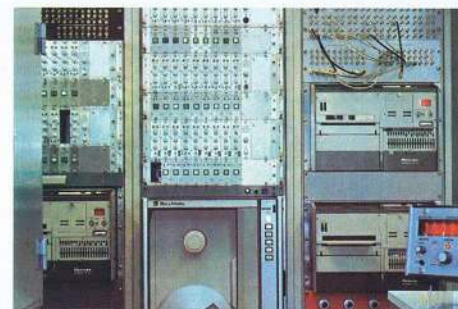
Simulating collisions at slow speeds with a pendulum.



Checking door stability.



Checking the integral seat/head restraint unit.



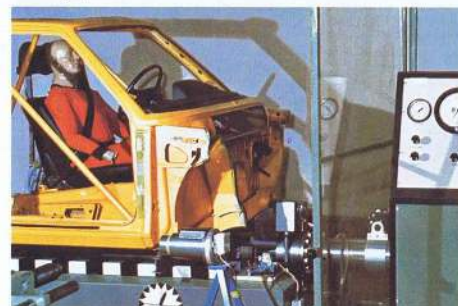
Efficient computers collate and classify the extensive measurement data.



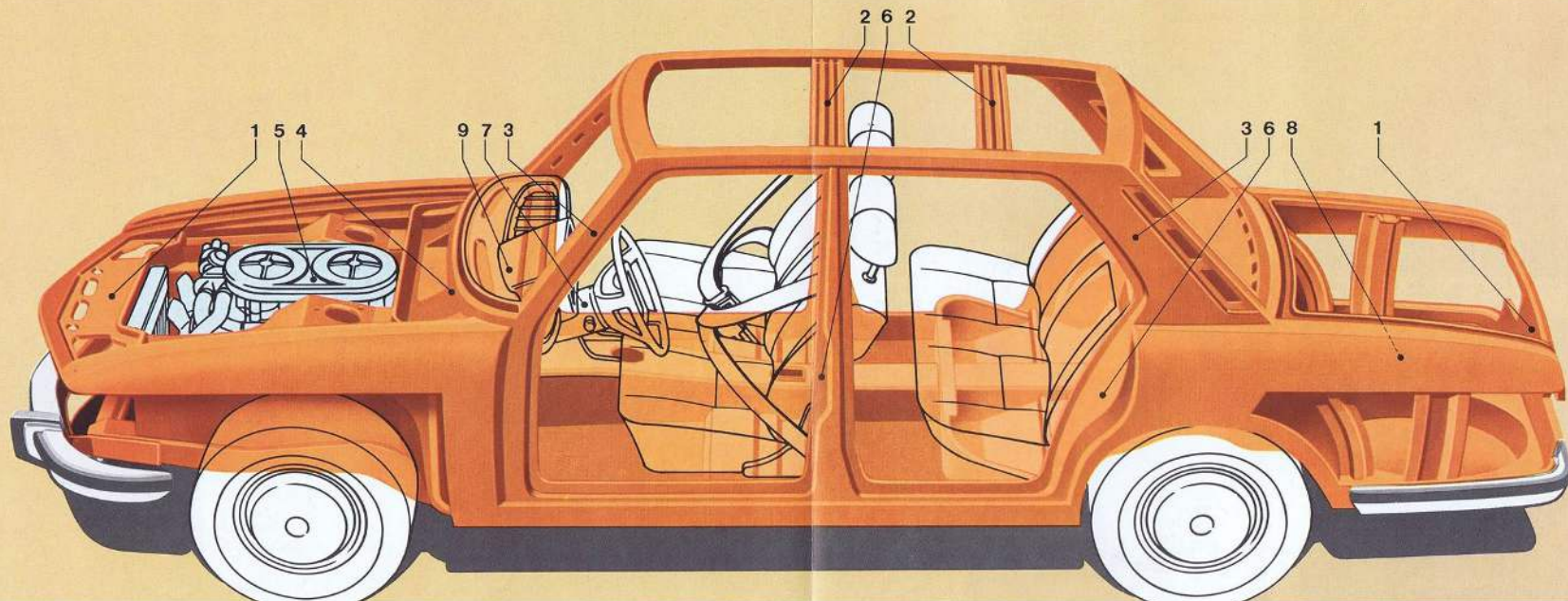
Checking the strength of the roof pillars and roll-over bar if the car overturns.



Checking the strength of the bulkhead and the seat and seat belt anchorage points.



Optimisation of the cockpit safety fittings by means of simulated collisions on test runners.

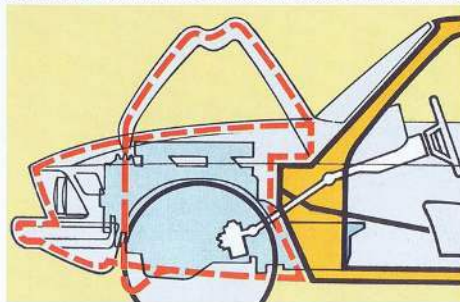


The bodywork of a BMW is both passenger compartment and safety cell. **1** Controlled, collapsing, impact-absorbing front and rear zones. **2/3** Integral roll-over bar and specially designed roof and roof pillars prevent the roof from collapsing if the passenger compartment is overturned. **4** The bonnet buckles in a pre-determined manner, absorbs impact forces and does not damage the windscreen thanks to special securing devices. **5** A joint tunnel

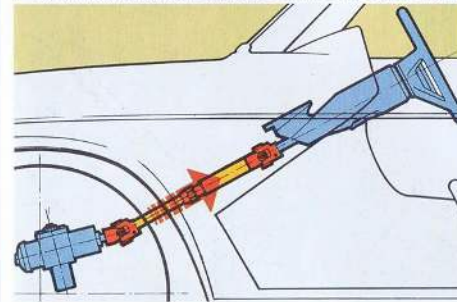
and rigid bulkhead area prevent the engine and transmission from penetrating the passenger compartment in a head-on collision. **6** Safety locks on the doors, at the rear with child-proof locks. **7** Impact forces are absorbed by progressive deformation in the area of the instruments. **8** Protected fuel tank. **9** The laminated windscreen cannot be shattered by a stone and thus prevents any danger of cuts.



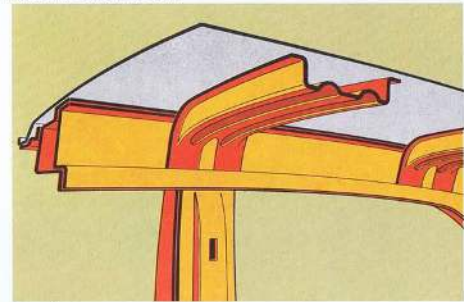
Crash tests to give optimum front and rear collapsing zones.



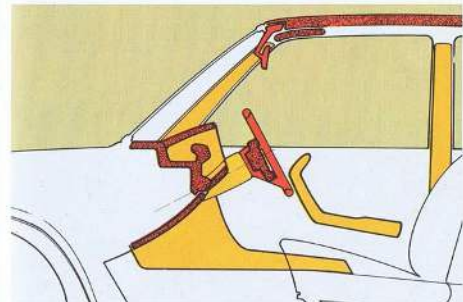
The engine and transmission are held systematically and do not penetrate the passenger compartment.



The safety steering column and the steering gear linkage are in a protected area outside the collapsible zones.



Integral roll-over bar ensures safety should the car overturn.



The whole of the interior is padded to absorb impact forces, the instruments are flexible and collapsible.



Foam-padded 4-spoke safety steering wheel with large central boss.



Systematic safety thanks to the standard combination of head restraints (angle adjustable) and inertia reel seat belts.



BMW door lock with ball catch and safety anti-burst strikers — do not open on impact.



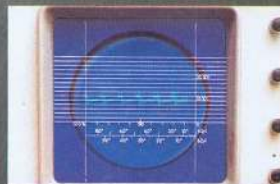


Sheer driving pleasure.

The driver of a large BMW will derive pleasure from its perfect combination of engineering, performance range and most modern construction design. Additionally, he will still experience sheer driving pleasure in this car by being able to exercise 'sovereign' control over vital manoeuvres while driving under

any road conditions.

This driving pleasure should never be marred. As a result, this is the concern of trained technicians in BMW service stations all over the world. In these stations, BMW cars are treated with the same expertise and the same care as they received during their design and manufacture.



BMW electronics centre:
Here the performance and condition of the car are diagnosed with absolute precision.

	BMW 2500	BMW 3.0 S	BMW 3.0 Si	BMW 2.8 L	BMW 3.0 L	BMW 3.0 Li
Bodywork	4-door saloon, torsionally rigid safety cell with shock-absorbing zones in the front and rear, integral roll-over reinforcements					
Measurements, Weights	Length 4700 mm (185 in), Wheelbase 2692 mm (106 in), Turning circle 10.5 m (413 in), Door opening front 835 mm (33 in), rear 820 mm (32 in) Width 1750 mm (69 in), Height (unladen) 1450 mm (57 in), Front track 1480 mm (58 in) Rear track 1464 mm (58 in) Rear track 1489 mm (59 in) Width at shoulder height front 1425 mm (56 in), rear 1410 mm (56 in), Seat width front 565 mm (23 in), rear 1390 mm (55 in), Seat depth front 490 mm (19 in), rear 455 mm (18 in), Longitudinal seat adjustment 210 mm (8 in), Seat height adjustment 40 mm (1.6 in), Headroom unseated front 900 mm (35 in), rear 870 mm (34 in) Overall luggage compartment capacity approx. 650 l (23 cu in), in accordance with VDA approx. 473 l (16.7 cu in), fuel tank 78 l (17 gals), 8 l reserve (1.8 gals)					
	Weight unladen 1360 kg (2998 lb) (Automatic 1380 kg, 3042 lb) Permitted gross weight 1830 kg (4034 lb) Permitted load 470 kg (1036 lb) (Automatic 450 kg, 992 lb) Permitted trailer load, braked 1300 kg (2866 lb) [at a max. gradient of 16%], unbraked 650 kg (1433 lb), roof load 75 kg (165 lb)	Weight unladen 1420 kg (3131 lb) (Automatic 1440 kg, 3175 lb) Permitted gross weight 1900 kg (4189 lb) Permitted load 480 kg (1058 lb) (Automatic 460 kg, 1014 lb) Permitted trailer load, braked 1300 kg (2866 lb) for manuals, 1000 kg (2205 lb), for automatics, unbraked 650 kg (1433 lb) [at a max. gradient of 16%], roof load 75 kg (165 lb)	Weight unladen 1440 kg (3175 lb) (Automatic 1460 kg, 3291 lb) Permitted gross weight 1900 kg (4189 lb) Permitted load 460 kg (1014 lb), (Automatic 440 kg, 970 lb)			Weight unladen 1515 kg (3339 lb) Permitted gross weight 1980 kg (4365 lb) Permitted load 465 kg (1025 lb)
Engine	Water-cooled, 6 cylinder, 4 stroke in-line engine, longitudinally mounted, light alloy cylinder head, cross-flow principle, overhead camshaft, spherical swirl-action combustion chamber with volume concentration around the spark plug, overhead 4 bearing camshaft, inclined overhead valves in V-arrangements, double roller chain drive, torsional vibration dampened, 7 main crankshaft bearings with 12 counter weights, torsional vibration dampened, pressure oil circulation with Eaton pump and full-flow oil filter 2 governor carburettors, automatic choke with continuous cold running enrichment Zenith 32/40 INAT Bosch L-Jetronic electric fuel injection with air flow metering control, automatic choke Capacity 2494 cc Stroke 71.6 mm, Bore 86 mm Output 110.3 DIN kW (150 BHP) at 6000 rpm Torque 215 Nm (21.5 kpm) at 3700 rpm Compression 9.0:1 Alternator 12 Volt, 55 A/770 Watts Battery 12 Volt, 55 Ah, Distributor with limiter, centrifugal advance and vacuum timing unit					
Transmission	Hydraulically operated single plate dry clutch with plate spring, torsional damper and automatic adjustment; optional automatic version: fluid clutch with torque converter 4-speed synchronmesh gearbox, 1.3.855, II 2.203, III 1.402, IV 1.0, R 4.3 Final drive 3.64 : 1 Final drive 3.45 : 1 Final drive 3.64 : 1 Final drive 3.45 : 1					
Performance	Split universal joint shaft with flexible central bearing and 2 universal joints, rear wheel drive via double universal joint shaft with maintenance-free homokinetic joints Max. speed 190 km/h (118 mph) (Automatic 184 km/h, 114 mph) From 0 to 100 km/h in 10.4 s (0-60 mph in 10 s) Fuel consumption 10.9 l/100 km (26 mpg) to DIN 70030 Super 98 ROZ Fuel consumption at a constant 100 km/h: 9.6 l/100 km (at 62 mph: 29 mpg) Super 98 ROZ					
Suspension and Brakes	Front suspension: independent wheel suspension on inclined spring struts (anti-roll bar) with coil springs and additional rubber springing. Torsion stabiliser Rear suspension: independent wheel suspension on semi-trailing arms in rubber bushes, spring struts with coil springs and additional rubber springing Collapsible safety steering column, 3-piece track rod ZF-Gemmer steering system with worm and roller, overall steering ratio 22.4 : 1 Steel wheels with hub caps and rings 6 x 14 H2 Tyres: Steel radials 175 HR 14 Steel radials 195/70 HR 14 Steel radials 195/70 VR 14 with tube Steel radials 195/70 HR 14 Light alloy sports wheels 6 x 14 H2 Dual twin circuit brake system with brake servo and rear axle brake pressure limiter, front: 4 piston fixed caliper disc brakes with automatic pad wear compensation, disc diameter 272 mm (10.7 in), rear: fixed caliper disc brakes with automatic pad wear compensation, disc diameter 272 mm (10.7 in), hand brake acting mechanically on additional duo servo drum brake, 160 mm diameter (6.3 in) Front and rear ventilated disc brakes Power-assisted steering, overall steering ratio 18.37 : 1					
Exterior fittings	Rubber trimmed bumpers extended round to the side of the cap, front bumper overriders, decorative rubber side rubbing strips, bonnet with spring release and safety lock, chrome sill strip below doors, double Halogen headlights (automatic extinguish when switching off ignition), 2 reversing lights, integral tail fog light, heated rear window, wing mirror electrically adjustable from the passenger compartment Front and rear fully retractable crank windows Electrically operated front and rear windows Electrically operated steel sunroof, tinted windows, Halogen fog lights, headlight washer Chrome wheel arch and boot lid trims, locking petrol cap					
Interior fittings	Rust protection, undersealing Easily readable, clearly mounted instruments with rev. counter, quartz clock, fuel and cooling water temperature gauge, trip recorder, 2 wiper speeds, delay mechanism and automatic windscreen wipers operated from the steering wheel, infinitely adjustable instrument illumination, additional warning lights for fuel, hand brake and brake fluid, tail fog light, selection range indicator for optional automatic transmission on the dashboard, axially adjustable, 4-spoke steering wheel with large padded central boss and horn button in each of the four spokes Leather covered steering wheel Lockable glove compartment Lockable glove compartment Heating and ventilation with adjustable fresh air heating, quiet 3-speed blower, demister vents for windscreen and side windows, fresh and warm air input through adjustable nozzles at the sides, fresh air grille in the centre of the dashboard with adjustable directional vanes, heating diagram illustration and air extraction Rear door arm rests with integral grab handles Infinitely adjustable reclining front seats, driver's seat adjustable in height and angle, easy longitudinal seat adjustment by means of roller bearing, front head restraints with angle adjustment and height adjustment by means of press button, removable, front 3-point inertia reel seat belt with covered reel, door arm rests, at the front with integral grab handles, wood door trim cappings (except BMW 2500 and 2.8 L), passenger's roof grab handles, at the rear with clothes hooks, rear central arm rest, wooden gear lever knob Rear heating, rear individually moulded back rests and head restraints with angle adjustment, luxurious fabric seat covers, ashtray and wood foil to central console Fully carpeted interior, carpeted rear shelf, easily accessible storage spaces in the illuminated glove compartment, on the dashboard and in the central console, additional storage compartment on the left next to the steering column with space for use box and socket for re-chargable hand lamp, pockets in the front doors and in the front seat back rests, Door locks with tail catch and safety anti-burst strikers, anti-dazzle safety rear view mirror, child-proof locks on the rear doors, safety ashtray in instrument panel, 2 rear ashtrays Luggage compartment carpet and storage spaces, parking light switch, interior light with four contact switches on door pillars, engine and luggage compartment illumination Tool kit in boot lid Large tool kit in boot lid Large tool kit in boot lid Large tool kit in boot lid Stereo radio with automatic aerial, movable front central arm rest, re-chargable hand lamp, rear 3-point inertia reel seat belts, rear cigar lighter, 2 reading lamps at the back, leather upholstery 4-speed manual gearbox High quality fabric seat covers Tinted windows, mechanically or electrically operated steel sun-roof, lockable petrol filler cap (using same key) (2500, 2.8 L only), optional toughened glass front windscreen Halogen fog lights, headlight washer, front and rear electric windows, different makes of radios (mono, stereo and cassette players), anti-interference, automatic aerial, 2 reading lamps at the back Air conditioning with tinted windows, metallic paintwork, velours floor mats, wing mirror electrically adjustable from inside on the passenger side, mud flaps at the rear Driver's wing mirror electrically adjustable from inside, power-assisted steering (should be ordered for 3.0 S and 3.0 Si) Front central arm rest equipped for car telephone					
Optional Extras	Light alloy sports wheels, limited slip differential, automatic transmission with selection range indicator on instrument panel, power-assisted steering (2500 only), wide 195/70 HR 14 tyres (2500 only) Leatherette upholstery (at no extra charge), leather upholstery, rear 3-point inertia reel seat belts, 360 mm dia. sports steering wheel, lowered front seats, rear head restraints and rear heating (2500 only), lockable glove compartment (using same key) (2500, 2.8 L only), movable front central arm rest (2.8 L and 3.0 L only) Tinted windows, mechanically or electrically operated steel sun-roof, lockable petrol filler cap (using same key) (2500, 2.8 L only), optional toughened glass front windscreen Halogen fog lights, headlight washer, front and rear electric windows, different makes of radios (mono, stereo and cassette players), anti-interference, automatic aerial, 2 reading lamps at the back Air conditioning with tinted windows, metallic paintwork, velours floor mats, wing mirror electrically adjustable from inside on the passenger side, mud flaps at the rear Driver's wing mirror electrically adjustable from inside, power-assisted steering (should be ordered for 3.0 S and 3.0 Si) Front central arm rest equipped for car telephone					

According to the requirements of particular export markets alterations in models, standard and optional equipment, as described in the text and illustrations, may occur.
Precise information should be obtained from your BMW distributor or importer.



BMW – sheer driving pleasure

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