

318i 325e

Bavarian Motor Works, Munich, Germany





The new BMW 325e: a new technological standard for the sports sedan.

Continuing its tradition of engineering excellence, BMW operates on the threshold of tomorrow to offer features that employ the latest in meaningful technology.

These innovations, once singularly expressed in the most exclusive BMW models, now enhance the world's most exciting sports sedans. As always, BMW moves with purpose to avoid the frivolous while focusing on the hard technology that engenders true innovation.

The 325e evidences the true value of state-of-the-art technology as interpreted by the minds of BMW. Performance as the fundamental element of character remains unquestionably BMW.

Technology here serves solely to hone existing excellence to an even keener edge. As the product of innovative design and scrupulous attention to production details coupled with the most advanced engine, chassis, brake and electronics technology, the BMW 325e extends still further the definition of excellence in the sports sedan.

When considering what you're spending, think of what you're getting.

BMW believes prestige is more than skin deep. A prestigious name may sway the not-so-discerning buyer. So be it. BMW designs its cars for those possessing a clear appreciation for the relative merits of image and substance.

In today's marketplace, BMW believes exclusive pricing can only be justified by the presence of exclusive applications of innovative technology. Paying a staggering price for standard technology represents the hollow prestige of conspicuous consumption and poor value for the dollar.

The discerning consumer explores the merits that set apart one automobile from another. True prestige must be founded in substance.

BMW's 325e establishes its preeminence in the sports sedan class with the sophistication and refinement of an in-line six-cylinder engine.

With this engine, BMW offers the prestige of the smoothest running design available in any production sports sedan.

In evaluating other automobiles offering comparable performance, it is important to consider relative value when that performance comes at the cost of a small engine that must function at higher engine speeds with a commensurate higher noise level. To be considered a sports sedan, a car must perform. Being able to deliver that performance while maintaining a quiet composure establishes a criterion of greatness—this is the soul of BMW.

Among those who make their lives driving and writing about automobiles, there exists a general consensus

when conducting comparisons between a BMW 325e and another car: "The engine is a true pleasure to drive. You'll only be satisfied with the (other car) until you experience the BMW."

The new BMW 325e offers the extensive use of innovative automotive technology. The BMW driving experience benefits from features no other sports sedan can equal much less surpass.

The new 325e has fitted, as standard, a 5-speed manual overdrive transmission. Available, as an option, is a 4-speed automatic transmission with the fourth speed as overdrive and a lock-up torque converter. Most other manufacturers are hard pressed to offer transmissions with similar features much less BMW's level of technical sophistication and engineering excellence.

The 325e features a high-performance chassis that stands up to the closest scrutiny. The single-pivot McPherson strut front axle—offering the driving comfort and safety of BMW's double-pivot axle; brake-dive compensation; and the 15° semi-trailing arm rear axle with progressive rate coil springs are just some of the chassis features. The brake system, employing a 4-wheel disc design with the front discs ventilated, meets the highest standards.

On the cutting edge of serious automotive electronics, BMW, in the 325e, offers a standard of driving comfort, safety and economy, today, that most other automobiles will find difficult to match tomorrow.

The BMW 3 Series offers the discerning driver a vehicle for exploring new limits.

The exhilaration evident even in the first moments in a 2-door 3 Series results from the use of the highest level of engineering excellence money can buy.

The chassis and suspension provide the ideal characteristics for the performance-oriented driver. Combined with the superior performance of the BMW engines and their spontaneous response, the road-holding qualities of the BMW 3 Series give the car a standard of agility rarely achieved by far more expensive automobiles.

The 4-door BMW 3 Series is a completely new car that provides another option for the discerning motorist. For those whose need for space has previously precluded any consideration of their desire for fun—at least a solution. There is now an outstanding alternative—the new, 4-door BMW 3 Series Sports Sedan.

The 3 Series offers outstanding features and safety-conscious design combined with an exceptional level of quality in an efficiently packaged automobile. All of this in an advanced aerodynamic design that carries the unmistakable BMW flair.

The BMW 3 Series: automobiles for people on the move.

Today, more than ever before, an automobile offers the individual a means of personal expression. In this cookie cutter world, the individualist wants a car that sets itself apart from the others. The need for an individual statement evidences itself in the exploding demand for high quality automobiles. At the same time, there exists an expressed desire for socially conscious automobiles—lean and logical designs. BMW has been a leader in this overall trend with its concept of taut, lean design and high quality automobiles. Now this concept advances further with the refinement of the 3 Series to an unprecedented standard of all-around excellence.

BMW's new 3 Series is not simply the next step in a progression of excellence. With the expanded model line comes the opportunity for a broader range of buyers to meet their needs with BMW flair. With the sporty two-door models, BMW presents the performance enthusiast with the opportunity to enjoy an exceptional level of driving pleasure.

Incredibly, the new 3 Series offers even greater potential for achievement than its highly acclaimed predecessor. A totally new 3 Series development, the four-door sedan, combines the technical excellence of the high-line models with leaner dimensions in a sports sedan offering the renowned handling and agility of the BMW.

The car maker that defined performance raises the standard.

As Car and Driver points out, "BMW's

have reigned as the definitive sports sedans for nearly 20 years now. The world's car makers perennially take them apart to see what makes them tick."

A matching of parts, not a miscellany.

BMW's contributions to international rallies and Grand Prix racing for more than half a century reflect, first, a fundamental insight into the nature of performance. This is not just road-holding prowess, or agility through corners, or acceleration—it is all of these in tandem.

The brains of a computer plus the soul of a BMW.

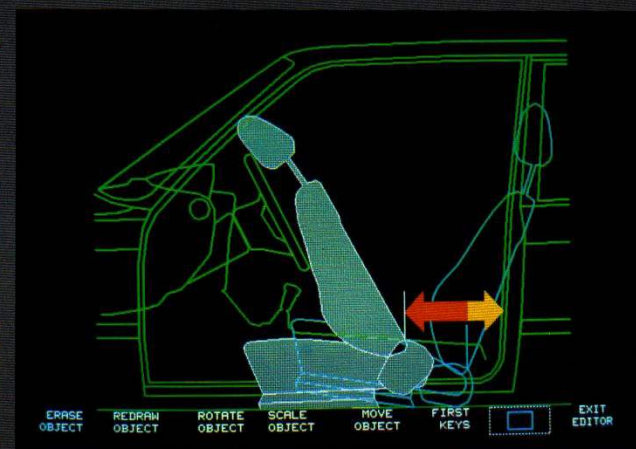
The exhilarating performance of BMWs has always been fueled by inventive technology. And no BMW exemplifies this better than the 325e. Its optimized gasoline engine is supported not only by significant mechanical refinements—a sportier version of the 318i's suspension with front and rear anti-roll bars or the first set of four-wheel disc brakes to be found on a 3 Series—but by advances such as Digital Motor Electronics. This ingenious computerized engine management system helps the Eta-six extract maximum performance from minimum fuel. In addition, a computer constantly monitors the effects of individual driving habits on the 325e, and alerts the driver when routine service is recommended. Another computer provides trip information such as distance that can be covered on remaining fuel. Still other systems calculate exact fuel consumption at a given instant and check vital signs ranging from lighting to oil level. Such technology informs rather than entertains. Encouraging the interaction between man and machine that is essential to superior performance.

Performance you needn't be a masochist to enjoy.

Curiously, many believe that a noisy, bone-rattling ride somehow certifies a vehicle as a true performance car. The 318i and 325e refute this piece of illogic. Abundantly and effectively equipped with noise- and vibration-dampening measures, from flush-fitting side windows to rubber-bonded metal engine mounts, BMW proves that a car capable of attacking a curve need not assault the senses. Both cars similarly counter the notion that compact sports sedans must compact their inhabitants' heads and knees. The new 3 Series paradoxically manages to provide even more passenger room though its overall length has been reduced. The 318i and 325e's high square decks offer plenty of room for a weekend's worth of luggage, golf clubs or ski gear.



Five-speed manual transmission is standard on the 318i as well as the 325e. A new automatic 4-speed high-performance ZF 4 HP 22 transmission is optional. The front sports seats of the 325e 2-door are a new BMW design. Computer graphic shows how the seats slide forward on a track to allow passengers easy access to the back seat. The 325e has a smooth-gliding two-way electric sunroof as standard equipment.



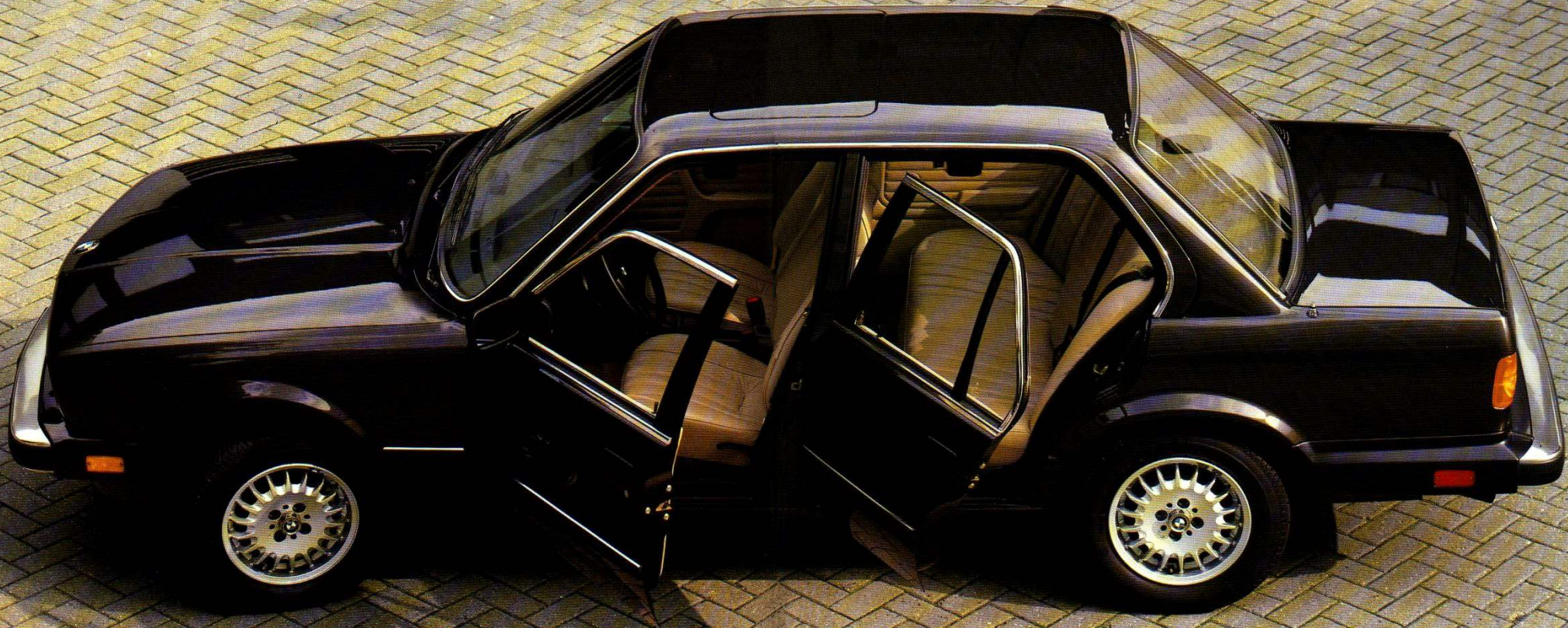


The four-door BMW 3 Series: an increased need for room no longer need subjugate the desire for personal expression.

Drivers who expect nothing but the best in terms of quality, 4-door convenience, driving pleasure and safe design now have a new car to consider: The new 4-door BMW 3 Series. BMW's dynamic 3 Series, technologically superior to medium-size cars and leaner in their dimensions than luxury cars, offers a challenge to the consumer with an open mind for new developments. The 4-door BMW 3 Series presents an outstanding combination of exclusivity and sporting elegance in a high

quality sports sedan that features the lean design and agile driving characteristics typical of BMW. These 4-door BMWs display their credentials immediately. Sharing a heritage with some of the world's finest automobiles, these 3 Series sedans reflect the BMW singularity of accepting only the finest in technology, quality and performance. With its numerous improvements and modifications, the 3 Series offers the same refinement and low decibel level as BMW's 6 and 7 Series. Both

the noise conveyed by the body and wind noise have been reduced to an absolute minimum. Improvements in noise reduction result from the special engine and gearbox mounts, the exhaust system, highly effective profile seals around the doors, specially reinforced load-bearing components and additional sound proofing at all crucial points to provide an optimum effect with minimum additional weight.



In the 3 Series, even the seats are high performance.

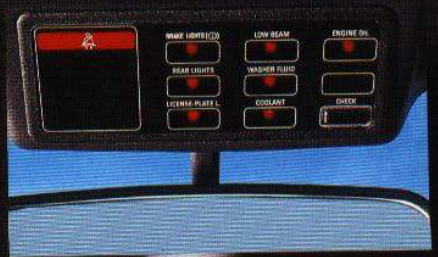
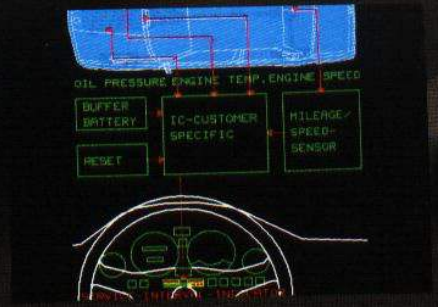
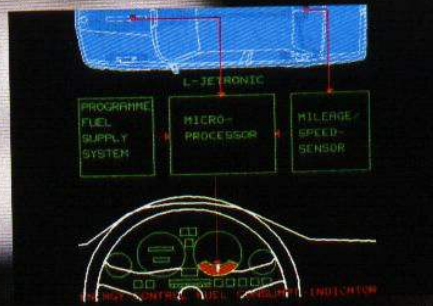
Up front, the 318i's bucket seats and the 325e's newly-designed sports seats are so thoroughly adjustable in height, headrest, and back angle that it is all but mathematically impossible not to find a comfortable position. A comfort that endures even over long distances and in strenuous driving. Instead of being carved from blocks of foam rubber, these are spring-cushioned seats that let air circulate and carry off heat and moisture. Their springing and padding are designed so that their natural vibration frequency is different from that of the car itself, to avoid disconcerting "sympathetic" vibration. And they offer orthopedically-sound lumbar and lateral support as well. Their design helps to counter the driver fatigue that can be a serious distraction in an ordinary automobile.

As safe interior should not be a design option.

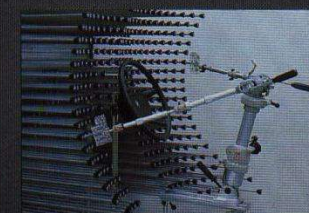
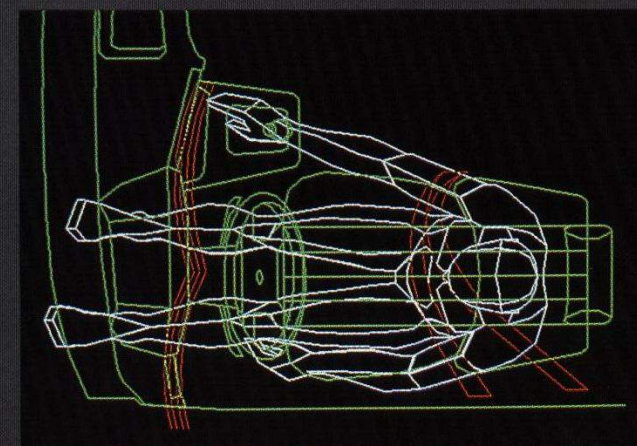
Few would argue with the benefit of avoiding accidents over surviving them. The 3 Series' extraordinary handling and performance help insure the split-second control needed for the former. Their interiors, however, contribute significantly to achieving the latter, in case of the unavoidable. The inertia-reel lap-and-shoulder harnesses have been painstakingly tested. Catches are anchored at the side of the seats, so the belts are always well-positioned across the hips regardless of driving position. Further, many of the touches that look like tasteful refinements of design are in essence refinements of safety. For example, potentially hazardous profiles and edges have been smoothed and rounded whenever possible and lined with impact-absorbing materials. So while the 318i and 325e provide virtually every standard and optional amenity one could sanely require of an automobile, their interiors have actually been shaped to assist the driving process—not hinder it.







OILSERVICE



The cockpits of the 318i and 325e have been ergonomically designed through intensive research and with the aid of computers, resulting in the superior interaction of man and machine that is a BMW hallmark.



Sophisticated computers are programmed to monitor vital systems of the 318i and 325e. The results are variously displayed on the Active Check Control warning panel, the Energy Control fuel consumption indicator and Service Indicator shared by both 3-Series models, thus satisfying the driver's need to receive and instantly comprehend information.

The ideal link between the driver and first-class automotive engineering: the cockpit of the BMW 3 Series.

The cockpits of the 318i and 325e have been ergonomically designed through intensive research and with the aid of computers. The result—a superior interface of man and machine that is a BMW hallmark. Clearly marked instruments are grouped in an airplane-style arrangement and easy-to-reach controls are placed in an arc around the driver. At night, instruments are bathed in an optically beneficial orange light.

With its progressive electronic system, the BMW 3 Series gives the driver a new standard of driving freedom.

With BMW, electronics means far more than just a number of technical systems to replace conventional mechanical units. It also means far more than individual gadgets operating independently of each other. Electronics with BMW means a sensible combination of interacting systems. The efficiency of this concept has already been successfully displayed in the highline BMWs. Now these outstanding technologies are also available in the 3 Series.

The automatic way to extra safety: the active Check/Control.

The 325e features the active Check/Control fitted in a padded safety strip above the windshield. Both when the car is standing and while driving, this control unit constantly checks the car's most important functions. By constantly checking the low-beam headlights, rear lights, license plate illumination, stop lights, coolant level, windshield washer reservoir level and engine oil level, the active Check/Control provides extra safety in road traffic. Through its efficiency and versatility, the active Check/Control contributes to the BMW driver's peace of mind. It achieves this by being designed to warn the driver of the potential safety risk resulting from a broken stop light or tail light. Behind the wheel of a BMW, a driver enjoys an enhanced level of safety and awareness thanks to the use of innovative technology.

Sports cars that make economics a fascinating subject.

Set into the tachometer of both 3 Series models is another BMW innovation, the Energy Control fuel consumption indicator, that may justly be said to teach practical economics. Unlike indicators that give mpg averages, the Energy Control gathers data from the fuel-injection and other systems to show mileage at a given instant. By providing feedback, it allows drivers to refine their style and effect their fuel economy. Is a judicious burst of three-quarters throttle necessarily wasteful?

The answer displayed on the Energy Control's dial varies depending on conditions of wind, road and load; surprisingly, sometimes answers can contradict popular belief. The realization will also arise that shifting earlier into higher gear is quite economical. This encourages exploration of the exceptionally broad power range of the 325e's third gear. Thus, the Energy Control can be an effective driving instructor as well.

Technology for performance instead of gimmickry.

Consider the BMW On-Board Computer, designed to relieve the driver of routine tasks and calculations that might otherwise distract from the joy of driving the 325e. It lets the driver punch in a maximum speed which, when exceeded, sounds an audible signal. The On-Board Computer can also tell the cruising range available on the remaining fuel. It warns when outside temperatures near freezing, and even serves as an anti-theft device—shutting off the fuel supply and beeping the horn if an incorrect start-up code is punched in after three attempts.





Rear seat headrests are not available.



On the 325e you'll find something increasingly rare: a rear vent window that actually opens. In the rear, both 3-Series models feature extremely comfortable orthopedically-designed spring-cushioned seats with considerably recessed safety-belt buckles. Both the 318i and 325e feature a roomy trunk with 15 cubic feet of usable storage space — an asset whose merits will be obvious to vacationers and sports enthusiasts.

The BMW 3 Series: featuring the interior luxury and refinement of the BMW luxury sedans.

The elements of passive safety incorporated into the new 3 Series display BMW's unrelenting effort to improve and perfect. All hard edges are carefully padded with energy-absorbing surface layers and foam linings.

The window frames are partly covered inside and the area above the windshield has thick padding for extra safety. The lining inside the doors is also extra thick for increased occupant protection.

The 3 Series interior welcomes both driver and passenger into an environment that is both richly appointed yet sensible.

Air conditioning is standard in the 3 Series models and AM/FM stereo cassette is standard in the 325e, optional in the 318i.

The seat springs are carefully matched with the suspension and shock absorbers to form a functional unit designed to maximize comfort.

In the 2-door models, extra large doors with wide opening angles provide easy access to the rear.

Two-door models also feature special front seats that automatically move to the front out of the way when the backrests are tilted forward.

This improves access to the rear for entry, exit and loading parcels. Ergonomically designed rear seats are individually body contoured and offer excellent comfort for rear-seat passengers. Redesigned front-seat backrests offer increased rear-seat passenger comfort by providing greater knee room. Rear seatbelt locks, recessed in supports beneath the rear-seat backrest, keep the seat belts handy and neatly arranged at all times. The 325e and 318i 2-door models offer a true rarity with a rear vent window that actually opens.

All models feature electrically operated windows as standard. For the 325e only, leather upholstery is available as an option.

The BMW concept of safety:
a combination of brute strength and
cat-like agility.

There are those who say tank-like strength is the answer. Others who say cat-like agility.

At the Bavarian Motor Works, it is the contention that the most intelligent answer is a combination of both. So, while the 3 Series has been designed by BMW to be as strong as possible, its extraordinary handling and performance characteristics help provide the driver with the means and the split-second control necessary to avoid an accident.

However, should an accident prove unavoidable, the engineers at BMW have developed yet another — and perhaps even more innovative — solution: A programmed deformation system to absorb the brunt of the impact and help minimize injury.

In brief, the system is based on a

steel passenger safety cell with specially constructed roof pillars and a controlled and programmed energy-absorbing "crush zone" both in the front and rear that is designed to collapse with the time lapse of the front seat belt action.

Additionally, the hood is constructed to fold on impact, leaving the windshield intact. Front and rear bumpers, mounted on sturdy hydraulic shock absorbers, exceed the U.S. standard providing full protection against direct impacts up to 5 mph. The fuel tank is placed in a well-protected position. Extensive use of padding is evident in the interior to provide additional occupant protection.

BMW has seized this opportunity and through its model line-up introduced applications of innovative technology with a frequency and consistency that pales the efforts of any other manufacturer.

Integrated into the new 3 Series are the innovations that, until now, set the larger BMW models apart from all other quality automobiles.

BMW's 3 Series advances on even as the competition strives to meet the standards established by its predecessor.

Innovation, efficiency and performance — a BMW trinity.

Inside the 318i — under two liter efficiency and pure BMW.

The 1.8-liter fuel-injected engine of the 318i has a significantly different heritage from those found in many of today's fledgling performance cars. Indeed, its heart — the engine block itself — is virtually identical to those of the BMW powered cars that dominated Formula 2 racing for over a decade and now share in Formula 1 victories as well.

This thoroughbred heritage clearly surfaces in the 318i's amazing unity of such disparate qualities as efficiency, economy, reliability and extraordinary performance over a wide range of driving conditions.

High technology justified is high performance.

An engine fundamentally stands as a mechanical entity. To that end, the 318i's power plant offers exceptional craftsmanship and the legendary BMW engineering excellence. As well, the 318i offers many purely mechanical improvements.

The sum of this mechanical excellence is enhanced by significant improvements employing electronics. In particular, the Bosch L-Jetronic electronic fuel injection stands out. With frugal exactitude, the L-Jetronic meters fuel to the cylinders through tiny nozzles in accordance with the quantity of air being "breathed" by the engine. It determines the engine's instantaneous fuel requirements on the basis of information from its airflow meter and the Lambda sensor's measurement of oxygen content in the exhaust stream.

The hemispheric, swirl-action combustion chambers concentrate the resulting mixture of fuel and air around the spark in a remarkably efficient manner. Such efficiency results in an exceptional amount of power generated from a relatively small displacement. A transistorized, breakerless ignition system maximizes ignition performance and minimizes maintenance while improved cylinder heads and pistons further improve combustion and thermal efficiency. All in all, the final result is the extraction of even more willing performance from an already willing engine.

For ultimate performance there can be no compromise. BMW's in-line six — the only alternative is also-ran.

Up to two liters, the in-line four-cylinder represents the optimum solution. In fact, BMW proves the point convincingly with the 318i and the Formula 1 power plant that has captured the 1983 Formula 1 World Championship. However, when displacements increase above two liters, the equation changes.

The BMW 325e. Advanced technology without efficiency is senseless. The degree of efficiency offers a true measure of quality.

The Eta is a vital part of BMW's answer to the problem that confronts all car makers today:

How can an engine achieve both efficiency and performance without compromising either? With the Eta engine, such compromises are no longer necessary. Now, the high performance associated with highly refined gasoline engines can be reconciled with the logical demand for the greatest possible efficiency.

The optimized gasoline engine:

The primary efficiency disadvantages of the conventional gasoline engine are most pronounced in so-called "low-load" operation, as in city traffic and during cruising at moderate speeds — namely, the conditions under which most everyday driving is normally done.

In these situations, the engine's throttle is only slightly open, offering considerable resistance as the engine "inhales" air. The effect can be compared to breathing through a stuffy nose.

In order to reduce these throttling losses, BMW engineers increase breathing efficiency in the load and rpm ranges most used by BMW drivers. At the same time, they decrease the final drive ratio, thereby lowering the Eta's engine's rotational speeds (rpm). An idle control is added to reduce idling speeds.

Then, to retain the Eta's acceleration ability despite the lower rpm level, engine torque (or power) at low and medium engine speeds is increased. This is achieved mainly through advanced acoustical tuning of the engine's intake system and special attention to valve timing.

Also, combustion efficiency is greatly improved by optimizing the combustion chamber design and increasing the compression ratio.

Finally, all these modifications and refinements are enhanced by the addition of Digital Motor Electronics (DME) — the most advanced system of electronic ignition controls available. The economy-minded DME system serves to complement the Eta principle, thanks to its precise and versatile control of ignition timing.

The net effect of all these changes is a significant improvement in the operating efficiency of the gasoline engine, without compromising the performance, quiet operation and easy starting that are the clear advantages of gasoline engines.





A car so meticulously crafted deserves to be meticulously maintained. BMW takes its responsibility for providing quality service as seriously as it takes its commitment to building quality automobiles.

The authorized BMW dealer is the heart of an extensive and concerted effort by the BMW organization. The thrust of that effort is to provide BMW owners with the peace of mind that comes with knowing that there is a place to get the professional treatment they want, wherever they go. An authorized BMW dealership reflects an intense level of pride in the BMW product and a total commitment to serving the needs of the BMW owner. With modern, well-equipped facilities, skilled personnel and an extensive parts inventory the authorized BMW dealer is prepared to provide the full service and support a BMW owner deserves. BMW service technicians undergo rigorous training. New technicians will have worked on many BMWs before they are entrusted with the responsibility of a customer repair. BMW's determination to employ innovative technology is supported by an equal determination to maintain

the highest level of technician competence in servicing those innovative systems. Thus technicians maintain their level of proficiency by attending annual updates and taking advantage of a broad offering of technical courses available at BMW training courses. Quality of repair is a function not only of technician skill but quality of replacement parts as well. Genuine BMW replacement parts guarantee that a BMW once repaired remains faithful to the BMW commitment to driving excellence. It is true that to do a job well requires having the right tools. BMW technicians, in addition to having the skills and the genuine BMW replacement parts, have tools specifically designed for BMWs and available only through authorized dealers. BMW service and BMW parts are available at more than 400 authorized dealers coast to coast in the United States—and in more than 100 countries around the world.

Technical Data BMW 318i and 325e – 1985

Dimensions and Weights

Two-door with rigid safety cell passenger compartment and crush zones front and rear, integrated center roof reinforcements. Length: 176.8". Width: 64.8". Height (unloaded): 54.3". Wheelbase: 101.2". Track front: 55.4", rear: 55.7". Turning circle diameter (curb-to-curb) 34.4 ft. Door cutouts: 47.5". Two front bucket seats: 20.1" wide each. Rear bench seat: 52.4".

Width at shoulder height: front 52.0", rear 52.4". Trunk capacity: approx. 13.4 cu. ft. Fuel tank capacity: approx. 15.3 US gal. including 2.0 US gal. reserve.

	318i	325e
GVWR	3365 lbs.	3420 lbs.
GAWR front	1632 lbs.	1764 lbs.
rear	1875 lbs.	2006 lbs.
Service load	970 lbs.	970 lbs.

Engine, Power, Transmission, Performance

318i: Four-cylinder four-stroke in-line, water-cooled engine, longitudinally mounted and inclined, light alloy cylinder head, crossflow principle, hemispherical swirl-action combustion chambers, overhead camshaft with three bearings, inclined overhead valves in V-arrangement, roller chain drive, crankshaft with five main bearings and four counterbalances, pressure oil circulation, full flow oil filter with regulation valve. Bosch L-Jetronic microprocessor-controlled fuel injection, 3-way catalyst with Lambda sensor.

325e: Six-cylinder four-stroke in-line, water-cooled engine, longitudinally mounted and inclined, light alloy cylinder head, crossflow principle, hemispherical swirl-action combustion chambers, overhead camshaft with four bearings, inclined overhead valves in V-arrangement, toothed belt drive, vibration dampened crankshaft with seven main bearings and twelve counterbalance weights, pressure oil circulation, full-flow oil filter with regulation valve; viscous speed-related fan drive with thermostat control circuit. Bosch L-Jetronic fuel injection, 3-way catalyst with Lambda sensor controlled by Digital Motor Electronics (Motronic).

	318i	325e
Capacity	107.8 cu. in.	164.3 cu. in.
Stroke	2.79"	3.19"
Bore	3.50"	3.31"
Power	101 hp (SAE net) at 5800 rpm	121 hp (SAE net) at 4250 rpm
Torque	103 ft. lb (SAE) at 4500 rpm	170 ft. lb (SAE) at 3250 rpm
Compression ratio	9.3:1	9.0:1

318i: Breakerless ignition system controlled by microprocessor. Three-phase current alternator – 80 Amp, 1120 Watt. Battery – 12 Volt, 50 Amp hrs.

Hydraulically actuated single-plate dry clutch, torsional dampers and automatic adjustment.

Optional 4-speed automatic transmission: with torque converter.

Gearbox:

- a. Manual transmission 5-speed overdrive
13.72 II 2.02 III 1.32 IV 1.0 V 0.798 R 3.45
- b. Automatic transmission 3-speed (optional equipment)
12.73 II 1.56 III 1.0 R 2.09

Final drive ratio 3.91:1 (manual transmission) and 4.11:1 (automatic transmission)

325e: Breakerless ignition system controlled by DME. Three-phase current alternator – 80 Amp, 910 Watt. Battery – 12 Volt, 66 Amp hrs. Hydraulically actuated single-plate dry clutch, torsional dampers and automatic adjustment. Optional 4-speed automatic transmission with torque converter and lock-up clutch.

Gearbox:

- a. Manual transmission 5-speed overdrive
13.83 II 2.20 III 1.40 IV 1.0 V 0.8 R 3.46
- b. Automatic transmission (optional equipment)
12.48 II 1.48 III 1.0 IV 0.73 R 2.09

Final drive ratio 2.79:1 (manual transmission) and 2.79:1 (automatic transmission)

Two-piece drive shaft with flexibly mounted central bearing and two universal joints; rear-wheel drive through double universal joint shafts with maintenance-free constant velocity joints.

318i: Acceleration 0–50 mph in 7.9 sec., manual transmission Unleaded gasoline: 91 RON (87 AKI)

325e: Acceleration: 0–50 mph in 6.9 sec., manual transmission Unleaded gasoline: 91 RON (87 AKI)

Chassis and Brakes

Front wheel suspension: **318i:** Independent on MacPherson struts with helical springs and torsion bar stabilizer.

325e: Independent on MacPherson struts with helical springs and sickle-shaped lower arms, coil springs, anti-roll bar.

Rear wheel suspension: **318i:** Independent semi-trailing arms with progressive springs and non-concentric shock absorbers with teflon coated pistons.

325e: Independent 15° semi-trailing arms with progressive rate coil springs, telescopic shock absorbers and anti-roll bar.

Collapsible safety steering column with power assisted rack-and-pinion steering, overall steering ratio 21.4:1

Wheels: 6 J x 14 light-alloy

Steel-belted radial tires: 195/60 HR 14

Sensor for brake lining wear indicator, front left

Two-circuit power-assisted braking system with servo unit and rear axle brake pressure regulating device.

318i: Front: floating-caliper disc brakes with automatic adjustment, diameter 10.04"
Rear: simplex leading and trailing shoe drums, drum diameter 9.0", mechanically operated handbrake.

325e: Front: ventilated floating-caliper disc brakes with automatic adjustment, diameter 10.20"
Rear: disc brakes with vacuum booster, diameter 10.20", mechanically operated handbrake.

Equipment

Exterior: Energy-absorbing bumpers with rubber moldings, mounted on hydraulic shock absorbers. Integrated air dam. Quad headlights with halogen high beams and ignition override, two back-up lights, rear window defroster, tinted glass all around with dark green border on top of windshield. Electrically operated tinted outside rearview mirror, left and right. Cavity seal, undercoating. Heating and Ventilation: Fresh air heating with easily adjustable heating and air conditioning system and four-speed blower, defroster outlets for windshield and side windows, fresh air intake through grills directionally adjustable at the side and in the center, with separate controls for both driver and front seat passenger. Illuminated heating controls, flow-through ventilation. Interior: Instruments and operating elements arranged in a semi-circle around the driver, easily readable and clearly mounted instruments with a speedometer, including odometer with trip recorder; fuel and temperature gauges, Service Indicator; tachometer with Energy Control; adjustably orange lighted instrument panel. Warning lights for fuel reserve, brake lining wear, handbrake and braking system, heated rear window, alternator, oil pressure, "Fasten Seat Belts" and "Oxygen Sensor Service". Automatic windshield wiper/washer system with stalk control, intermittent operation and two-speed wiper. Time Delay Courtesy Light. Four-spoke padded steering wheel with safety impact pad and four horn contacts. Digital clock.

Front reclining bucket seats with easy length adjustment on roller bearings. Height-adjustable headrests in front controlled by a push button. Three-point automatic seat belts with hidden reels in front and rear. Front belt lock fastened to seat. Two-point automatic seat belt rear middle. Armrests on door with integrated handgrip on the front passenger side, rear hand grips above side windows. Full carpeting, carpeted rear shelf, cloth or leatherette upholstery, storage in lockable (and lighted) glove compartment, additional storage in pockets on the doors. Cigarette lighter, safety ashtray in the instrument panel, center ashtray in the rear, anti-glare rearview mirror, safety door locks. Central locking system, electric window and electric antenna with 4 loudspeakers.

Luggage compartment: carpeted storage space with tool kit in trunk lid. Interior light with door contact switches, direct luggage compartment illumination.

325e: 7-function Active Check Control. 9-function On-Board Computer II. Fresh air heating with easily adjustable heating and air conditioning system with electronic temperature control. Electric dual-position sunroof. Leather sports steering wheel. Front reclining sports seats with easy length and height adjustment. AM/FM stereo cassette radio.

Optional Equipment

318i: AM/FM stereo cassette radio, 4-speed automatic transmission, metallic paint, limited slip differential, dual position manual sunroof, cruise control.

325e: 4-speed automatic transmission, metallic paint, limited slip differential, leather upholstery.

GVWR = gross vehicle weight rating
GAWR = gross axle weight rating

Sole U.S. Importer:
BMW of North America, Inc. Montvale, N.J. 07645

Alterations in models, standard and optional equipment, as described in the text and illustrations, may occur. Precise information should be obtained from your BMW dealer.



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