

**628CSi 633CSi  
635CSi**



**Outstanding sports car performance – the dominating feature inherited by the BMW coupé.**

The history of BMW started with the world altitude record for aircraft engines – and not with a power unit from a motor-bus. Throughout the decades sport has remained an essential element of BMW's philosophy with a crucial influence on the company's development.

Which is why the letters BMW have always been synonymous with sportiness and outstanding performance.



**The BMW coupé:**  
**The expression of a dynamic tradition.**

By its very character, the BMW coupé is the type of car only BMW can build. It is the result of a long history of motor racing and the expression of an independent style with decades of tradition to call on. It is not – as with other manufacturers – merely the adaptation of a larger saloon version: It is an independent car unmistakably combining the merits of motor racing achievements with a perfect and technically outstanding engineering concept.

**The BMW coupé:**  
**An ideal come true.**

Sporty competition cars obviously come closest to the ideal man/machine symbiosis, ie the best blend between the driver and his personal skill.

One of the most uncompromising representatives of this automobile concept is the BMW M1, a genuine thoroughbred sports car. One of the very few sports cars which really lives up to its name – as it is designed and constructed specifically for the motor racing challenge.

The BMW coupé – although it is built with a different objective – is just as consistent in reaching the optimum standard. It represents the cultured but practical, elegant meeting point between the idea of extreme sportiness

with very limited space and comfort, and the concept of the dynamic, nimble BMW saloon offering a large amount of space and a high standard of comfort.

And this makes the BMW coupé absolutely ideal for the ambitious driver who does not always need the space and the four doors of one of these large saloons, but who, at the same time, does not want to go as far as the altogether uncompromising road version of the M1. The BMW coupé is thus a unique synthesis of performance, safety, and comfort.

**BMW sets a new standard in the special class of outstanding cars:**  
**The BMW Coupés.**

BMW's new coupe range starts with the exceptionally powerful BMW 628 CSI and goes up to the BMW 633 CSI and the BMW 635 CSI.

The BMW coupés are unusually advanced in their concept and design: fuel injection engines with transistorized ignition (BMW 628 CSI) and the Digital Electronic System (BMW 633 CSI/635 CSI, the latter with the improved Second-Generation Motronic) for even greater economy, simple and inexpensive maintenance, improved exhaust emissions and even better ride. At the same time the entire system of safety features and luxury fittings has been totally revised and improved where necessary. The interior of the new coupés has a number of new design features and there is a new range of colours.

This brochure partly shows details of items of equipment and metallic colours that are available as optional extras.



**BMW 633 CSI**  
Optional extras: steel strip roof, fog lamps, green heat-insulating glass.



Group 4 BMW M1

## Exclusiveness and sportiness — two compatible values.

The BMW coupé combines sporty exclusiveness with excellent driving characteristics and a standard of performance able to satisfy even the most demanding driver. At the same time it is the most perfect embodiment of the latest know-how in automotive engineering, thus guaranteeing a perfect match between the car's excellent driving characteristics and the driver's motoring skill and reaction ability.

### New power for our coupé concept: BMW 635 CSI.

Based on international motor racing regulations, the Group 4 version of the BMW M1 has a 3.5 ltr engine developing more than 353 kW (more than 480 bhp). The homologated version of this racing car, in turn, which fully complies with road traffic regulations, is available for a few hundred very

demanding drivers skilful enough to master 204 kW (277 bhp).

The development of the power unit for the BMW 635 CSI, generating 160 DIN kW (218 bhp) has been parallel to the M1 engines, based on the 3.5 ltr motor racing engine that has already powered the BMW racing coupé in the past.

Whilst the concept and the appearance of the BMW coupé places it in

the middle of a comfortable but sporty saloon and the extreme sportiness of the M1, the BMW 635 CSI is definitely more like a genuine sports car in terms of its driving characteristics, performance, and handling.

The new feeling and motoring thrill this coupé is able to convey is a typical example of the feedback from BMW motor racing to BMW standard production.

BMW 635 CSI  
Optional extras: steel sliding/vent roof,  
green heat-insulating glass



At BMW styling always means more than just the contours round a precious interior.

Maximum demands in terms of road performance and motoring comfort may sometimes make a car look pretentious. So it all depends on whether the car's styling reflects today's requirements.

Despite their different functions, all BMW cars excel by their straightforward, no-nonsense styling. Styling that concentrates on the essential elements without changing fashion trends. So the BMW coupé, with a view to its high standard of performance and comfort, comes in a compact, clear-cut body with modern, unpretentious contours. Its sober and elegant body is characterized by a well-matched blend of styling elements with large panel areas, and amply dimensioned windows. This modest elegance symbolizes BMW's typical philosophy of soberness and function – the BMW pledge to dynamic and sporty motoring instead of pretentious and cumbersome prestige. The inclination towards vitality and manoeuvrability instead of sheer size and weight. This is a rule BMW has maintained throughout the decades – a rule expressed clearly by the BMW coupé.

Motoring journalists with their

professional ability to determine the signs of the times provide an excellent yardstick in the search for genuine quality:

"There may be people who feel that a car of this kind should offer more prestige – but I feel that the styling of the BMW coupé, while it has certainly been designed with a fair amount of understatement, gives the car an overall classical but at the same time progressive appearance thanks to its reserved and modest elegance." Quote from a major German newspaper.

One factor that contributes to the optical elegance of the BMW coupé is quality. Excellent quality.

BMW elegance is long-lasting elegance thanks to the particular care put into effective rustproofing. Applying a principle unique to BMW, the bodywork is pre-treated in an electrophoretic vertical dip bath. The corrosion-proof primer thus applied is then covered by burnt-in multi-layer paintwork. Careful underfloor protection and BMW cavity preservation which reaches the very last nooks and crannies make a further crucial contribution to the long service life and the lasting value of BMW cars.

628CSi

633CSi

635CSi

**Engineering consistency:  
the BMW coupé in its individual  
features.**

The superior overall standard of the BMW coupé is the result of numerous carefully conceived and designed details.

Integral bumpers all round, with an integrated spoiler at the front.

Rubber impact strips set into the bumpers.

Twin halogen headlights with turn indicators positioned at the outside for optimum visibility from the front and side.

Perfect window alignment and low wind noise is achieved by using a

special window mechanism and sealing lip.

Special design and styling of the water deflectors, roof columns, and outside mirror to keep the side and rear windows splash-free.

Strong integral central roof column integrated in the car's overall styling together with the built-in roll-over bar.

Forced air extraction with outlets behind the rain sill on the rear roof columns.

Heated exterior mirror on the off side with electrical adjustment from inside the car.

Light-alloy rims with BMW wire-wheel styling fitted as standard. 6 x 14 and 195/70 VR 14 high-speed tyres. BMW 635 CSI with 6 1/2 x 14 light-alloy rims in cross-wire styling. Forged light-alloy rims (1) with low-profile TRX tyres are also available as an optional extra for the BMW 635 CSI.

Laminated windscreen, brown-tinted heat-insulating glass all round (green-tinted if car is equipped with air conditioning/optional extra).

The carefully calculated spoilers fitted at the front and the rear of the BMW 635 CSI have been designed for everyday motoring and integrated in the car's overall styling. On average, they reduce uplift at high speeds by 15%. The result is better directional stability and improved roadability at high speeds as well as faster and more

precise cornering.

In conjunction with the modified chassis and suspension, the aerodynamic improvements introduced for the BMW 635 CSI guarantee optimum engine power not only in theory, but also in practice – in the form of power conveyed on to the road. And this optimization of the car's driving characteristics also means enhanced active safety.

The spoilers are elastic in structure and do not require special attention. Minor deformations will not cause lasting bumps or dents.

**BMW 635 CSI:**  
**styling tailored to function.**

All design details influencing the driving characteristics of the BMW 635 CSI have been readjusted and re-coordinated to remain fully in line with the performance of the new power unit. The transmission, chassis, and the bodyshell in its aerodynamic styling have thus been matched to fit the engine perfectly.

Aerodynamic spoilers, for example, are absolutely essential in motor racing in order to get the full power of the engine on to the road and reach maximum speeds in bends. In fact, even the body of a car designed specifically for motor racing requires a certain number of additional aerodynamic improvements.



BMW 635 CSI







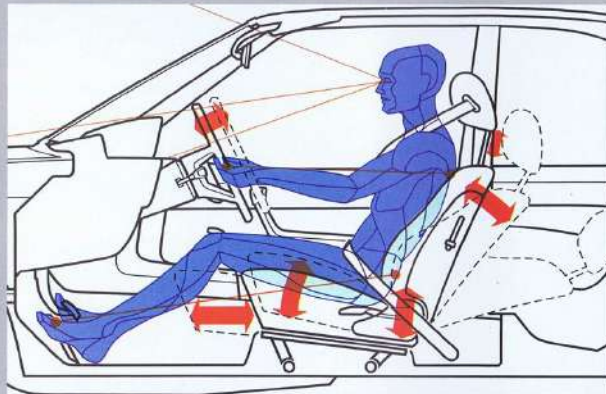
BMW 631 CSI  
Optional extras:  
air conditioning,  
automatic  
transmission

## The superior way of mastering a dynamic car.

Safe, self-confident, and responsible motoring means absolute superiority at the wheel. The driver must be able to master a sophisticated top-performance car with absolute ease. So the significance of this man/machine interaction is reflected by the research and technical refinement which has gone into the cockpit and the interior of the BMW coupé.

The BMW coupé has an ideally designed seating, visibility, steering, and control system – with the objective of providing optimum conditions to all kinds and sizes of drivers and passengers. Optimum motoring always requires optimum visibility and driving conditions. BMW has therefore done careful research in determining the perfect combination of visibility, seating position, pedals, steering wheel, instruments and controls. And this research has gone straight into the design of the BMW coupé.

The BMW coupé thus offers the very



latest findings in control and handling ease, benefiting from BMW's special experience in motor racing: All parts and components have been designed for optimum ease in handling the most modern technology, thus conserving – and not consuming – the driver's energy.

With BMW, however, this vital support given to the driver does not mean over-automation or exaggerated isolation from the environment.

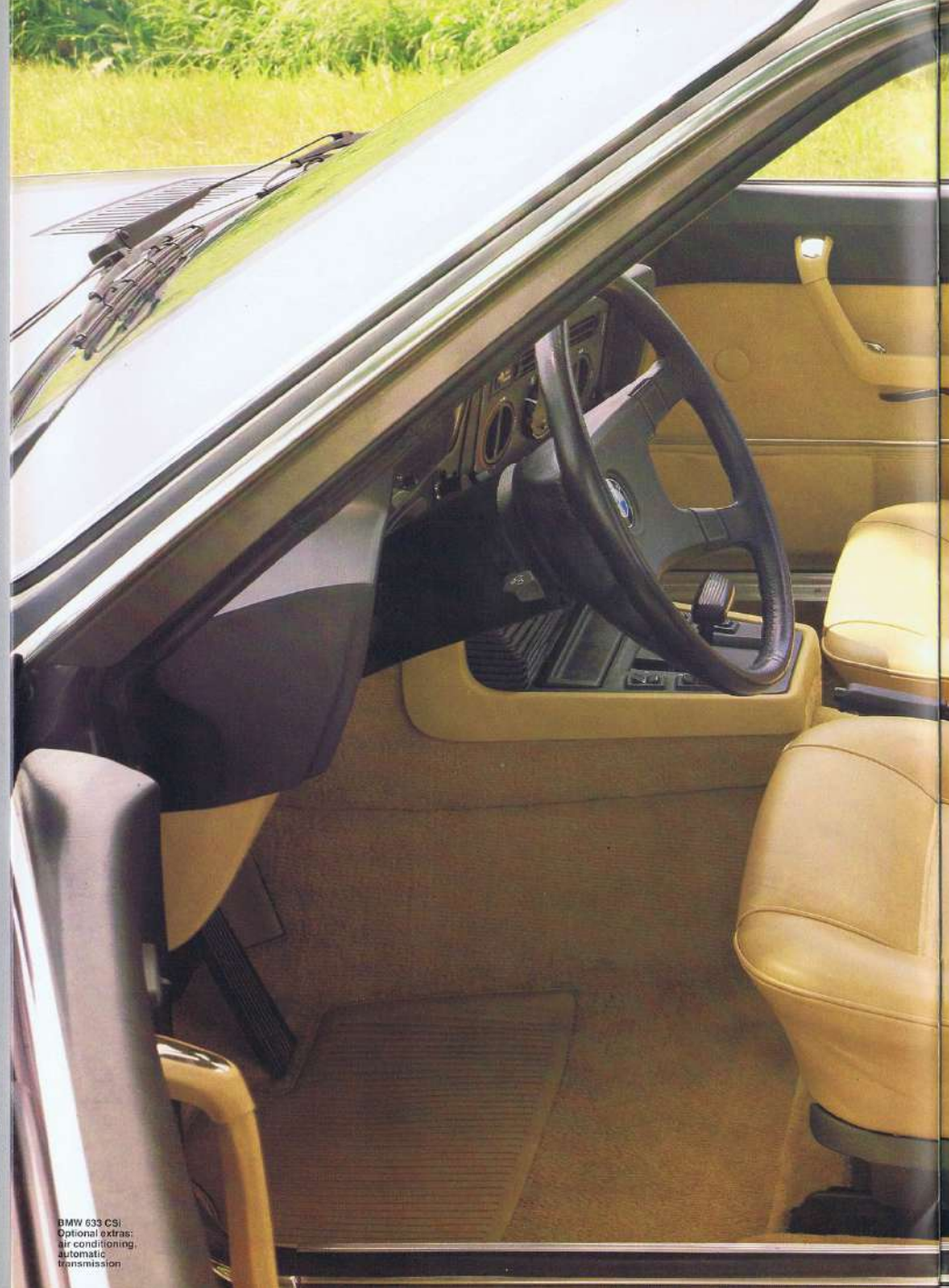
Because too great a decrease in the signals that attract the driver's attention will also reduce his general level of awareness, increase his reaction time, and impair his driving skill.

### Seat and steering wheel adjustment

The steering wheel of the BMW coupé is adjustable for reach (1) and the driver's seat can be adjusted individually to suit the specific needs of the man at the wheel: The seat can be moved smoothly and precisely fore and aft, up and down, and in its inclination (2). This interacting seating, steering, and control system guarantees that the car and its driver will always be like hand in glove. Each individual driver has the best steering position, optimum visibility thanks to perfect seat height, and the necessary legroom and pedal position tailored to his size – all the prerequisites for fast responses and perfect handling. And thanks to the adjustable seat base

inclination, each driver also has optimum upper leg support to guarantee fatigue-free and relaxed driving. This technology of absolute relaxation makes it easy for the BMW driver to be a safe driver – and enables him to enjoy exclusive sportiness the relaxed way.

As an optional extra, the front passenger's seat is also available with seat inclination and height adjustment. (UK standard feature.)



BMW 633 CSI  
Optional extras:  
air conditioning,  
automatic  
transmission



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# Seat quality

The seat supports and all seat components offer an unparalleled standard of absolute and carefully tested reliability—a factor crucial to interior safety in the event of collisions (3).

The perfectly designed and luxuriously upholstered front seats are carefully body-contoured for maximum comfort. Thanks to their bucket-type design and sturdy upholstery, they combine a perfect seating position with excellent body support at the sides (4).

The seat springs, car suspension and shock absorbers are carefully matched to provide one functional entity.

The seats are finished in real leather but velour upholstery is available as an option. The front headrests can be adjusted for height and angle by pressing the button on the side (5).

The backrest on the front passenger's seat can be moved up and down and locked in position from the driver's seat (6).

The seat belt lock can be opened and closed with one hand (7).

The outside rear-view mirror adjustable electrically from the inside (8) can also be fitted on the offside front door as an optional extra.

Pockets for loose articles are provided in the upholstered door linings (9).

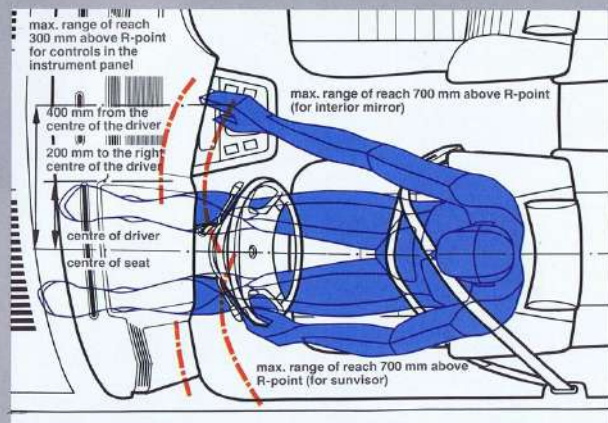
The large glove-box contains a chargeable torch within easy reach of the driver (10).

## Optimum technology in support of the driver.

Automotive progress in providing an optimum symbiosis of man and machine is the result of numerous simultaneous achievements in very many different areas. One of these is the constantly refined and perfected standard of interior fittings and technology, designed to offer the driver comfortable and safe motoring conditions with a minimum of mental and physical effort.

**BMW comfort means more than just a pleasant ambience.**

Driving comfort and driving safety both start with the driver's seating position. And the feeling of immediate control each BMW gives its driver – a feeling that makes the driver fully acquainted with his car the minute he takes the wheel – is largely due to the carefully matched seating position, overall visibility, and steering system.



range of reach for controls

The drawing shows the results obtained in studies conducted to determine the driver's area of operation in reaching for the controls and instruments. The underlying assumption is that these control elements should be operable through the so-called "three finger method". Certain predetermined positions and standardized control arrangements have also been applied as a basis. The hatched range contours

thus indicate the area within which 95% of all drivers can reach the control elements on the instrument panel.

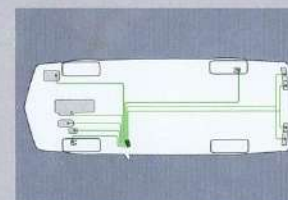
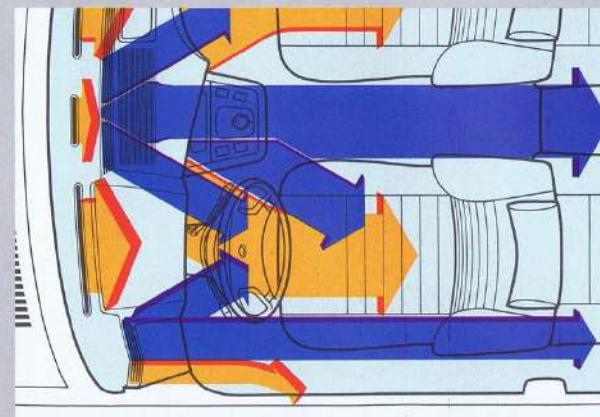
**BMW Check Control:**  
an all-round inspection by pushing just one button.

The progressively designed driver's area in the BMW coupé is split up carefully into three separate functional zones: The checking zone to one side of the driver with the BMW Check Control, the primary zone right in front of the driver with the most important controls, instruments, and warning lights, and the secondary zone facing the driver on the wrap-around instrument panel with the heater, ventilation, and comfort controls.

Thanks to the Check Control all the driver has to do to determine the running condition of his car is press a button – no more walking round the car

or opening up the engine compartment. This absolute ease in checking the car also helps the driver in deciding when an inspection is due and thus contributes to maintaining the vehicle's lasting value.

The Check Control houses information lights for the following 7 functions, which can be tested before starting by pressing the check button with the ignition switched on. The lamps that



then come on indicate that the respective system is functioning properly:

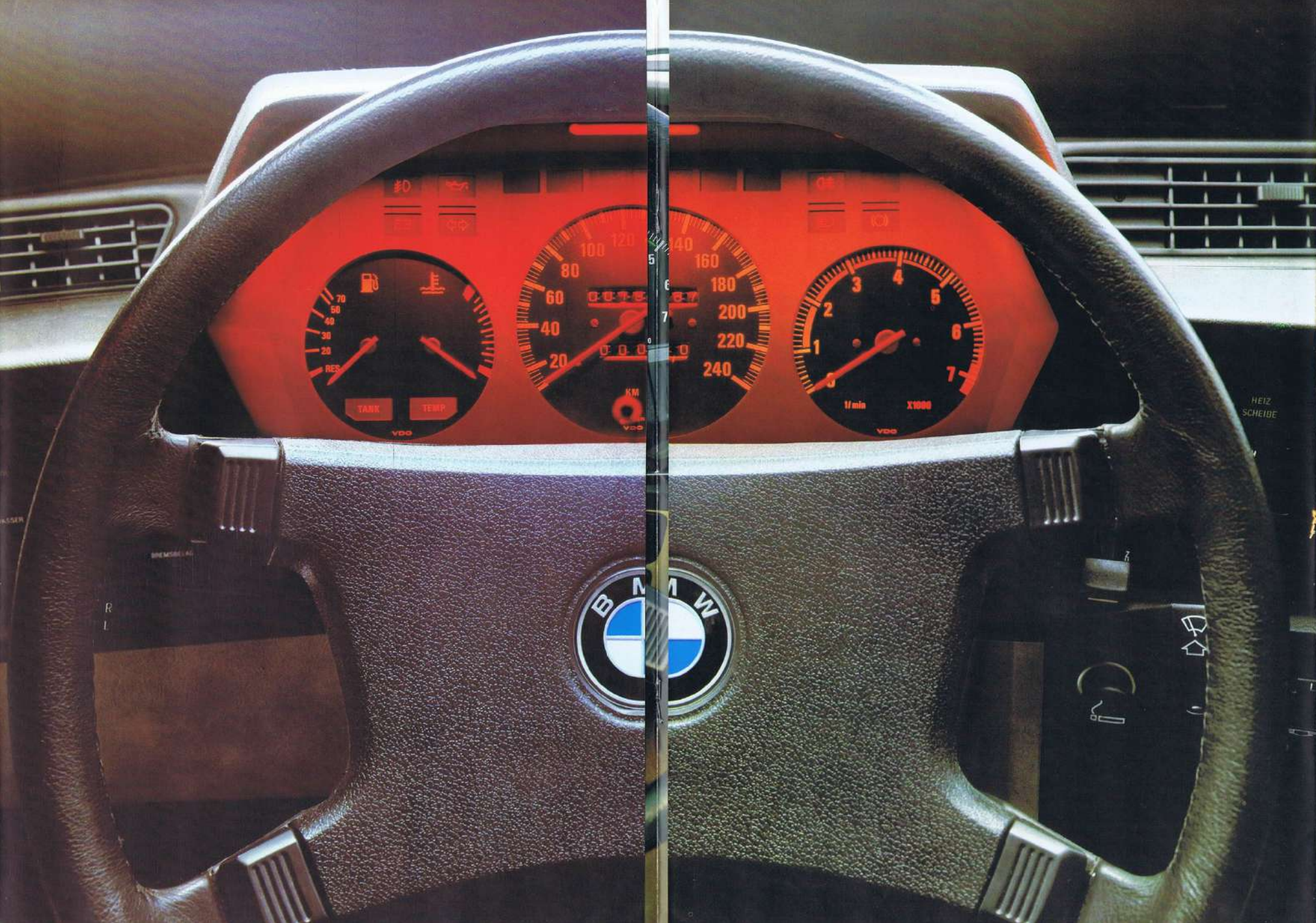
Brake fluid level indicator in addition to the automatic warning lamp for brake fluid leakage. Screenwasher level indicator connected to the screenwasher reservoir and headlight washer indicator (optional extra). Coolant level indicator. Engine oil level indicator (check only when engine is not running). Stop light indicator (check when pressing down brake pedal). Rear light indicator (check with main light switched on). Front left and rear right brake lining wear indicator.

**The heating and ventilation system:**  
an environment for relaxation.

The sophisticated BMW control and instrument system is complemented by an elaborate range of appointments for fatigue-free motoring, in particular a highly efficient heating and ventilation system. The added relaxation this gives the driver enables him to respond even more calmly and to master even the most unusual situation.

The controlled atmosphere in the BMW coupé guarantees draught-free fresh-air zones in the head area and warm-air zones around the passengers. The fast-response heating system offers ultra-fine adjustment with the direction of warm-air flow being selected either upwards or downwards. The carefully arranged fresh-air grilles positioned at the sides and in the middle can be adjusted vertically and horizontally to provide an independent air flow for the driver and the front passenger. The highly effective forced air extraction system, and the fresh-air grilles with their ample air flow, will always keep the driver's and the passengers' heads clear. The heating and ventilation system is further supported by an infinitely variable high-output blower.

The air conditioning system, available as an optional extra with green-tinted heat insulated glass, improves the perfect atmosphere within the car to an even higher level. Integrated in the heating and fresh-air control and cooling system, the air conditioner guarantees temperatures in all weather conditions.



HEIZSCHEIBE

**From recognition to action:  
just a split-second in the  
BMW coupé.**

In automotive engineering superior action and fast reaction require a system of perfectly matched instruments and control elements—a system which will minimize the time lapse from recognition to action.

The cockpit and control elements of the BMW coupé have thus been designed and optimized on the basis of biomechanical simulation tests. The result: perfect ergonomic driving conditions. And as a consequence the BMW coupé very quickly gives its driver that typical BMW routine which makes the driver the true master of his car and allows him to keep his full attention on the surrounding traffic.

The functional, logical design and arrangement of all the information units and control elements avoids errors and false responses from the very beginning. The instrument panel is arched around the driver's seat and the pleasant orange-coloured illumination soothes the eyes and improves night driving conditions. All control elements are within safe and easy reach.

The power-assisted steering fitted as standard constitutes an important contribution to the motoring comfort of the BMW coupé both at low and high speeds. While generating its full effect when parking, the power steering assistance is automatically reduced as engine speed increases, thus giving the driver the more direct steering and full road contact when moving fast.

The number of steering wheel turns from lock to lock is also reduced quite considerably, thus the car is far more agile and easier to handle, particularly in city traffic and when parking.

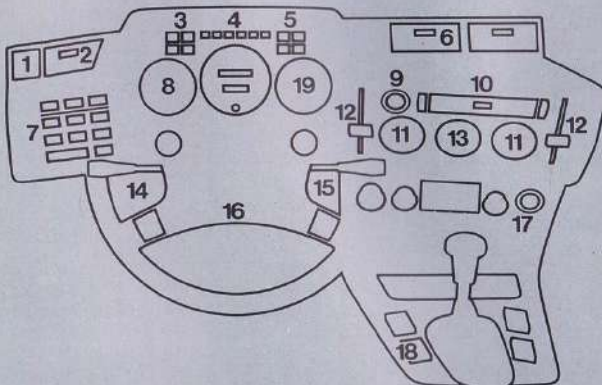
Steering wheel forces when parking slowly are thus reduced by up to 77% — yet another contribution to active safety through fatigue-free driving.

The comfort and effective safety offered by a central locking mechanism comes as standard with the BMW coupé. The doors, luggage compartment, and fuel tank filler cap are locked and unlocked electrically. This allows almost unlimited use of the central locking mechanism (from the driver's

door, the front passenger's door, and the luggage compartment lock) also when the engine has been switched off. The safety emergency switch combined with the central lock will auto-

atically unlock the doors in the event of an impact or collision, thus allowing the doors to be opened from the outside.

The leather-coated four-spoke steering wheel features a large, tulip-



1. Warm-air outlet grille for side window defrosting.
2. Fresh-air outlet grille for ventilation; separate horizontal and vertical adjustment for the driver and the front seat passenger.
3. Instrument cluster with turn indicator, battery charge, and oil pressure warning lights.
4. Selector lever position indicator for automatic transmission.
5. Instrument cluster with warning lights for high beam, rear fog warning light, foglamps (optional extra), handbrake "on" and, integrated in the same light, brake fluid level.
6. Fresh-air outlet grille with separate horizontal and vertical adjustment for the driver and front seat passenger.
7. Check Control: Function control unit for testing various functions just by pushing a check button with the ignition switched on. Functions operating correctly when light is illuminated.
8. Fuel tank and coolant temperature indicator with integrated warning lights for fuel on reserve and temperature too high.
9. Push button for heated rear window with warning light for heating "on".
10. Additional fresh-air grille above the centre console for the driver, with horizontal and vertical adjustment and separate on/off position.
11. Finely adjustable heating and ventilation system with controls for heat and air distribution.
12. Slide regulator for fresh-air supply with separate control on the left and right.
13. Rotary control for operating the quiet, infinitely variable electrical blower with an integrated quartz clock.
14. Combination stalk for turn indicator, flasher, high beam, and parking light.
15. Combination stalk for two-speed windscreen wiper, intermittent wipe, and automatic screen-washer/wiper.
16. Leather-coated four-spoke steering wheel (adjustable for reach) with large impact plate and four wide horn buttons.
17. Push button for hazard warning system.
18. Switches for operating front and rear electric window lifts.
19. Rev counter.





shaped impact plate and four wide horn buttons placed conveniently next to the driver's hands (1).

The elaborate safety padding, shown here between the door and the instrument panel, has been integrated into the overall styling of the interior (2).

The switches for the electric window lifts fitted at the front and rear as standard are housed in the centre console (3/4).

With the constant increase in driving stress, drivers must use their resources carefully and economically. And this is where they can get important and valuable help from advanced technology.

The automatic transmission (4), for example, removes much stress from the driver: It means an end to manual shifting and operation of the clutch pedal. And as a result, it can reduce the psychological and physiological stress of motoring in city traffic by about 25%.

The automatic transmission, is perfectly integrated into the entire drive system and therefore fits together perfectly with the torque curve of the BMW coupé engines. The automatic selection of the best gear ratio reduces engine speed and, consequently, the noise level for the driver and the environment. At the same time it minimizes mechanical wear throughout the entire power train, so ensuring an even longer engine life and less tyre wear.

Due to the wide choice of gearboxes within the range of BMW coupés, the driver can always choose a gearbox to match his personal style of motoring. The BMW coupé purchaser therefore has the choice between the automatic transmission and two 5-speed gearboxes with synchromesh on the reverse gear: one designed as an over-drive-type gearbox, the other as a sports gearbox (standard for the BMW 635 CSi). To allow the sports

gearbox to develop its full potential, we recommend its use together with the BMW limited-slip differential.

The 4-speed manual gearboxes of the BMW 628 CSi and 633 CSi are fitted with a reverse gear brake. This brake slows down the rotating parts and thus allows rapid parking thanks to the quick, smooth, and noiseless shift to reverse gear. The BMW 635 CSi has synchromesh on the reverse gear as standard.

In addition to the screenwiper/screenwasher system, the BMW coupés are fitted as standard with a separate intensive cleaning system filled with a special cleaning agent. This cleaner reliably removes all stains which are not removed by normal water and would otherwise greatly impair visibility through the windscreen. The cleaning agent is added to the normal screenwasher water via a separate pump in front of the outlet nozzles. To operate the pump, all the driver has to do is move the standard wiper stalk to a different position.

Various mono, stereo, and cassette radio sets (6) are available as optional extras. Other extras are a manual or electrically operated steel sliding roof, Recaro seats with cloth or leather finish (driver and front seat passenger), an automatic leveller, automatic speed control (only in combination with automatic transmission), limited-slip differential, and a headlight wipe/wash system (for further optional extras see specifications).



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**Motoring culture throughout the interior.**

The quality and perfect finish of the luxurious leather upholstery also contributes to the special ambience inside the BMW coupé. Especially as the leather upholstery is available in 7 different colours to suit the driver's individual taste.

Velour upholstery is available as an optional extra at no extra cost. Passengers travelling in the rear seats of the BMW coupé will experience the great difference between this high-performance car and its competitors. Because each seat in the BMW offers the same high standard of space and culture, of material quality and finish.

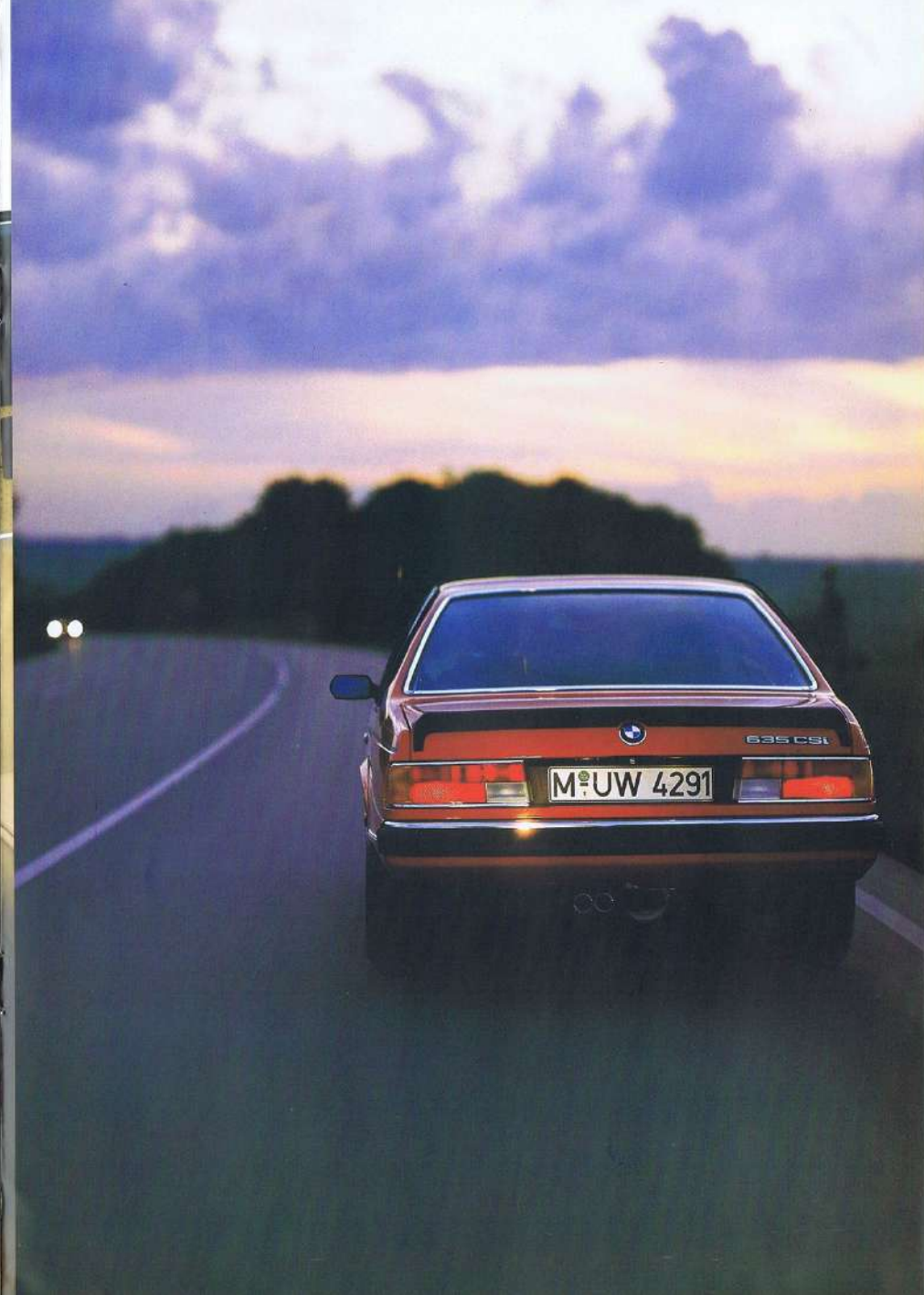
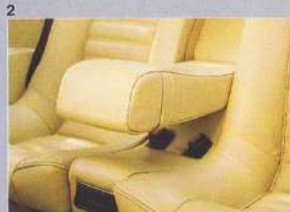
The perfectly body contoured, individual rear seats offer excellent side support. The centre armrest (3) as well as the electric window lifts for partially lowering the rear side windows are natural features in the BMW coupé. To accommodate the three-anchor inertia reel belts available for

the rear seats as an optional extra, the belt locks are integrated in the middle of the centre armrest.

Two recessed compartments for the installation of stereo radio loudspeakers (optional extras) are provided in the parcel shelf. The first-aid kit is kept handy and ready for use in the rear stowage compartment on the driver's side (1). As an option, the rear-seat headrests may be adjusted for height and angle (2).

Thanks to the pivot on the bottom belt anchor, access to the rear-seat area is particularly generous.

With the BMW coupé you can choose from 7 leather upholstery colours: parchment, mocca, fern green, gobi beige, black, antique red, pacific.





**The BMW chassis concept: perfect safety and easy handling in one.**

The BMW chassis – spring struts on the front wheels (1) and semi-trailing arms with spring struts at the rear (2) – is one of the most outstanding and safest car chassis in the world.

This design concept, which has also been highly successful in motor racing, excels particularly in the careful coordination of all parts and components, and the ultra-fine suspension and shock absorbing qualities. The BMW coupé thus combines precise and smooth running characteristics with a high standard of motoring culture.

Based on a pre-defined chassis response programme, each individual wheel will adjust independently to all driving and road conditions. The result of this perfect synthesis of performance and comfort is optimum road-holding even in extreme situations (3).

The braking system of the BMW coupé is geared to the car's outstanding performance and makes full use of the outstanding chassis qualities. Designed and constructed as a dual twin-circuit system, the brakes guarantee their full braking effect precisely where it should be, on the front wheels, even if one circuit fails to operate (4). The coupé also features inner-vented disc brakes on the front and rear wheels (5), a brake servo, and a pipe pressure governor to avoid excessive braking force on the rear wheels.

**BMW 635 CSI: extra performance on a sporty basis.**

All the features of the BMW 635 CSI which have an influence on the car's driving behaviour have been geared to the higher standard of performance and the new characteristics of the engine and transmission.

- Front and rear axle with reinforced stabilizer bars.
- Additional tilt angle stops on the front spring struts to guarantee

controlled spring action and increase the effect of the stabilizer bar.

- Tougher, sporty suspension and shock absorption to provide improved road contact under all conditions. These reinforced stabilizer bars, tilt angle stops, and tougher suspension/shock absorption are also available as optional extras for the BMW 633 CSI.
- Wider 6 1/2" J light-alloy rims available for the BMW 635 CSI increase the tyre/road contact area. Forged light-alloy rims with 220/55 VR 390 low-profile TRX tyres are available as an optional extra for the 635 CSI.

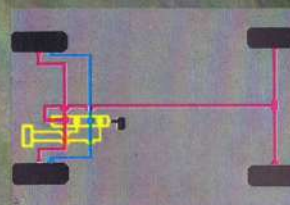
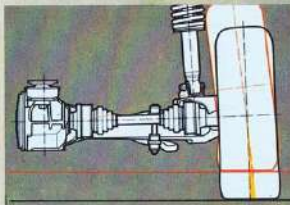
The result is optimum power not only in the engine but also on the road. Better road-holding, better directional stability, and reduced body tilt in fast bends – all the ingredients that go into sporty motoring and performance improved to the utmost limits.

This outstanding performance of the chassis is then optimized by the carefully designed aerodynamic improvements.

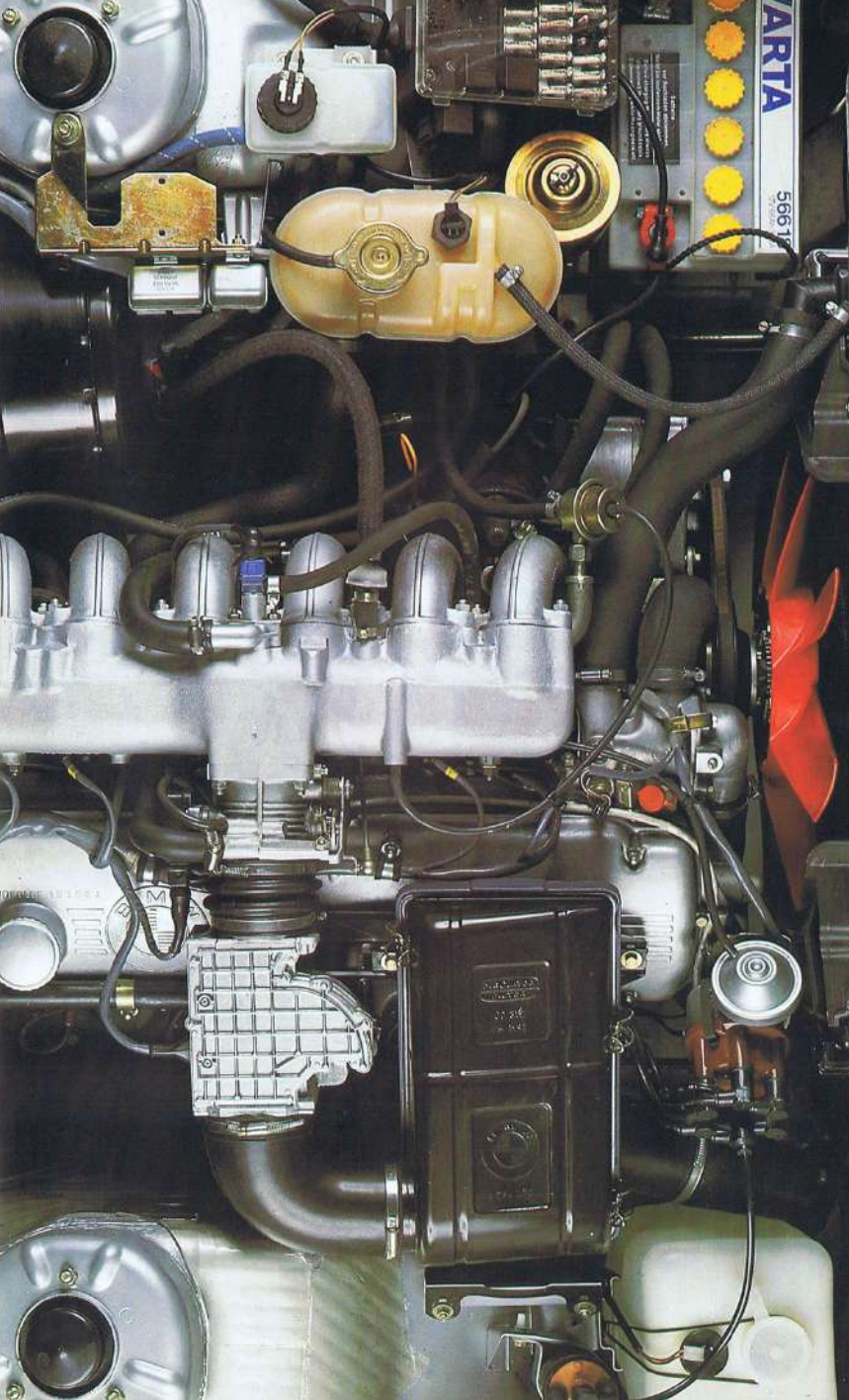
In its entirety, this combination of increased engine power, improved torque, a sporty 5-speed gearbox, chassis modifications, and aerodynamic improvements, gives the BMW 635 CSI driving characteristics more reminiscent of competition cars than of standard production models.



BMW 635 CSI



BMW 635 CSI



## The BMW engine philosophy: A pledge to power.

BMW engines are designed and built to provide performance and genuine temperament. Our concept of true performance is based on the realization that the driver of tomorrow requires a car which is more agile and dynamic than most cars today.

The performance offered by the BMW coupés is, therefore, far more than just a purpose in itself. It is the very precondition a driver needs to adjust quickly and smoothly to changing traffic requirements.

The exceptional reliability, durability, and longevity of BMW's standard-produced engines is the result not only of a sophisticated design, but also of comprehensive experience in motor sport. Because to be successful under extremely tough racing conditions, high-performance racing engines require numerous refinements in addition to a carefully conceived basic design.

Over and above our dedication and enthusiasm, we at BMW regard motor sport as an activity that requires a company's full involvement and genuine professionalism. Because motor racing success proves the competence and skill of a manufacturer in a highly technical area.

In addition to its inherent purpose, motor sport also stimulates progress in automotive engineering: Due to motor sport, we now have cars with outstanding performance and driving safety – the cars you need to cope with the traffic conditions of today.

Our standard-production cars therefore feature a large number of design details that have come directly as a result of motor racing – obviously after a continual process of testing

and improvement. And there are many other design details currently in use in racing cars which may become standard-production features in the near future.

This possibility of applying motor racing developments within standard-production cars is one of the reasons BMW have concentrated primarily on production-car racing.

A typical example of this direct relationship between motor racing and standard production at BMW is the 160 DIN kW (218 BHP) engine that powers the BMW 635CSi. This engine has been developed in conjunction with the M1 power units and is based on the 3.5 litre racing block of the BMW racing coupé.



## The BMW engine philosophy: Power provided by progress.

**The BMW 635 CSI: Superior performance – the result of refinements in motor racing.**

Due to its optimum physical qualities, the BMW high-performance 6-cylinder inline concept has become the basis for numerous engines that serve completely different purposes. The 3.5 litre engine that powers the BMW 635 CSI, for example, develops 160 DIN kW (218 BHP). The engine of the Group 4 BMW M1 racing car develops more than 353 DIN kW (more than 480 BHP). And back in 1976, the legendary 3-ltr racing coupe entered by BMW for the Manufacturer's World Championship developed more than 588 DIN kW (more than 800 BHP) out of its turbocharged engine. This incredible performance and power range shows the potential inherent in BMW's inline 6-cylinder concept – and the quality that is automatically built into all BMW engines.

By its heritage alone, the power unit of the BMW 635 CSI stands out from the other BMW coupé engines in terms of dynamism and performance: The 3.5-litre engine offers even more power at low engine speeds. And at the same time it excels by its smoothness and turbine-like running characteristics.

The superior power and performance of the BMW 635 CSI becomes quite evident the minute you take the wheel. The maximum output of 160 DIN kW (218 BHP) is available at just 5200 rpm. The maximum torque of 310 Nm/228 ft lb is reached at only 4000 rpm. These performance figures put this 6-cylinder BMW inline engine above many comparable 8-cylinder engines.

At the same time the maximum engine speed of the BMW 635 CSI has been reduced to 6200 rpm. In conjunction with the higher final drive ratio, the top gear provides the same road speeds as previously at lower engine speeds. And this, obviously, has a positive influence on fuel consumption, noise levels, and driving comfort. The further optimization of BMW's famous hemispherical swirl-action combustion chamber provides more power, more economic use of the fuel/air mixture and, as a result, a further reduction in fuel consumption. Yet another refinement is the fuel supply manifolds which have been carefully revised to

minimise fuel efficiency losses and optimize the combustion process.

**The BMW 6-cylinder inline power units – a synthesis of outstanding performance, perfect engine flexibility, running smoothness, and economy.**

The optimization of the fuel/air supply manifolds on BMW power units guarantees maximum fuel efficiency. At the same time, the relatively long stretch between the intake valves and the fuel supply manifolds, which is attributable to the angle at which BMW engines are mounted, increases engine torque considerably. And since BMW's 6-cylinder engine has been designed according to the cross-flow principle, the combustion process is not only smooth but also extremely clean (3). The careful balance of all masses and the perfect crankshaft and crank drive system designed to prevent vibrations guarantees extremely smooth, turbine-like running characteristics.

The overhead camshaft is driven by a roller chain with a special vibration-damping effect. And through its inherent rigidity, this perfectly engineered camshaft makes an important contribution to accurate valve timing and the smoothness of the engine at high speeds.

The spherical combustion chamber provides an optimum fuel/air mixture, guarantees a soft combustion process, and ensures a high standard of thermal efficiency. The result is unique smoothness in the development of engine power, a completely silent combustion process, low exhaust emissions, and extremely good fuel economy (1).

The torque provided by BMW power units can only be matched by other engines that are much larger and usually have more cylinders – engines which are therefore less economic.

And this superior torque that the BMW power units develop is a crucial prerequisite for increased reliability, durability, and a longer engine life. For engines that can cope with all traffic situations at medium engine speeds need not be run at very high revs which shorten the engine's life.

**The BMW 633 CSI and 628 CSI: Progress all the way.**

In addition to the BMW 635 CSI, you can choose between two other engines in the BMW coupé range. The

engine of the BMW 628 CSI develops 135 DIN kW (184 BHP) at 5800 rpm, a maximum torque of 240 Nm (177 ft lb) at 4200 rpm, and accelerates the BMW coupé to 100 km/h in 9.3 seconds. The engine that powers the BMW 633 CSI, in turn, develops 145 DIN kW (197 BHP) at 5500 rpm and a maximum torque of 285 Nm (210 ft lb) at 4300 rpm. It accelerates the BMW coupé to 100 km/h in 7.9 seconds.

All the BMW coupés feature a Bosch L-Jetronic fuel injection system with an electronic control unit that determines the amount of fuel required as a function of the air intake volume. This guarantees a combination of low fuel consumption on the one hand and outstanding engine performance with quick throttle response on the other.

Further advantages are the simple and inexpensive maintenance, the clean exhaust emissions throughout the engine's entire running life, better starting and warming-up characteristics, and incredible smoothness at all speeds. BMW's fuel injection engines not only offer a progressive concept tailored to the requirements of the future, but are also superior to other fuel injection engines due to the use of the electronic L-Jetronic fuel injection system. This system, which injects fuel as a function of air intake, allows the use of even more sophisti-

cated electronics, such as the unique Digital Electronic System.

**The BMW Digital Electronic System: An enormous step forward in automotive engineering.**

In introducing the Digital Electronic System of the BMW 633 CSI and 732i we once again became the first manufacturer to enter new and progressive terrain in the field of automotive engineering. Now the Digital Electronic System has been developed to an even higher standard in the Second-Generation Motronic of the BMW 635 CSI. This completely new technology, which we have developed together with Bosch, optimizes exhaust emission, fuel economy, engine performance, and running characteristics under all driving conditions to achieve a standard of motoring perfection previously unknown (2). The Digital Electronic System hails a new advent in the perfection and sophistication of combustion engines: With this system, electronics are making an essential contribution towards the protection of the environment and energy conservation on our roads.

**An optimization of performance according to the laws of the future.**

The dwell angle, i.e. ignition timing, is crucial to the performance of an

engine and its running characteristics. The dwell angle is also crucial, therefore, to fuel consumption, the degree of engine efficiency, and the exhaust emissions. Since the optimum dwell angle always differs according to current driving conditions, the more freedom you have in selecting the best dwell angle and the more parameters you take into account, the more you can improve engine performance, economy, running smoothness, and exhaust emissions. And due to a high-speed computer that operates with extreme accuracy, the Digital Electronic System always provides the best dwell angle from an incredible range of possibilities.

**From data acquisition to data processing.**

In simple terms, the System consists of a micro-computer that recalculates the optimum ignition timing after each ignition/combustion phase. The computer performs this calculation on the basis of various data – such as engine speed, the position of the pistons relative to firing order, the position of the throttle butterfly and the air intake volume and temperature.

Two sensors serve to generate the necessary impulses: via a reference point on the flywheel, the first sensor determines the position of the pistons, i.e. the current firing order. The second sensor, in turn, determines engine speed by counting the rotation of teeth segments on the starter gear. A prerequisite for the introduction of this extremely progressive System developed jointly by BMW and Bosch, was the electronically controlled L-Jetronic fuel injection system already incorporated in the BMW coupés. Now, the Digital Electronic System also controls the fuel injection process.

The principle feature of the Digital Electronic System is that it replaces linear dwell angle control, which is the only control function that conventional transistorized ignition can provide, by an extremely accurate three-dimensional dwell angle control grid (4) subdivided into 16 throttle positions and 16 engine speed positions, thus providing a total of 256 memory elements. And each of these elements can be determined individually to provide an optimum combustion process.

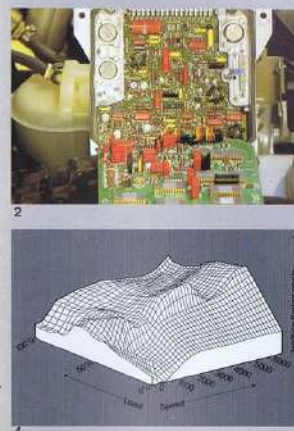
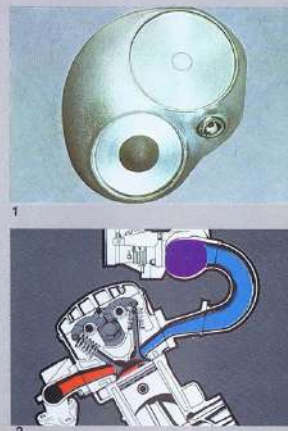
**The Digital Electronic System therefore offers the following principal benefits:**

An ideal compromise between low exhaust emission and outstanding fuel economy, fuel reduction due to the combination of numerous refinements, such as an automatic shut-off of the fuel supply down to very low engine speeds, full throttle enrichment as a function of engine speed, perfect response to the accelerator pedal even at very low revs, considerably improved engine flexibility, better and more economic starting and warming up characteristics, optimization of the dwell angle under extreme driving conditions to provide perfect cooling, a smooth and stable idling speed (which is particularly important for automatic transmission vehicles), minimized wear, and complete freedom of maintenance.

**Efficiency perfected: The Second-Generation Digital Electronic System.**

The BMW 635 CSI features the Second-Generation Digital Electronic System: The ignition advance angle control grid of this System is geared to a second, so-called lambda factor control grid based on the same 256 memory points. The duration of injection is therefore further adjusted by the lambda factors: In addition to the ideal ignition timing, this Second-Generation Digital Electronic System is therefore also able to control the injection time and, accordingly, the fuel: air ratio. By making this ratio leaner or richer, the System guarantees an optimum mixture at all engine speeds and under all loads. As a result, the Second-Generation Digital Electronic System reduces fuel consumption on average by another 5% over the first generation, provides a further reduction of exhaust emissions, and ensures a perfect response of the 3.5 litre engine combined with outstanding running culture even at low engine speeds.

A special lambda factor control grid which provides an even leaner fuel/air mixture has been developed for the automatic-transmission version of the BMW 635 CSI. This control grid uses the merits of the automatic transmission – the hydraulic torque converter keeps the engine running smoothly in bumper-to-bumper and slow city traffic – to compensate any additional fuel consumption and even provides greater economy in city traffic than a manual-gearbox version.





**When the worst comes to the worst, a BMW coupé does not give up. It gives in. And it does so systematically.**

To reach an optimum standard of safety, a car must be amply powered, manoeuvrable, easy to handle, and — even in the top international category — compact in its dimensions. At the same time it must represent the latest stage in terms of safety developments.

This is why safety with BMW means the perfect combination of active and passive safety. And it explains how BMW safety has developed out of a long motor racing tradition and intensive research with the objective of integrating the most progressive safety technologies into compact car dimensions.

The BMW Body Testing Division has one of the most up-to-date research facilities for testing car safety. Highly specialized and perfectly equipped

test stations, as well as the BMW proving grounds, conduct comprehensive simulation and crash tests to determine the limits and reaction of the overall body and individual components in roll-overs and collisions from all sides.

Particular attention is given to the interaction between all kinds of vehicle deformation and the effect of individual safety measures. The result is utmost safety down to the very last design feature.

The safety system thus developed and introduced for the BMW coupé is more complex than in any other comparable car. The superiority of this prophylactic safety system in the event of an emergency is not only a result of its progressive design details, such as the specific crush behaviour of the front section, the fully-integrated roll-over bar, or the extremely safe and rigid passenger shell. Rather, it also results from the careful combination of all safety components to form a compre-

hensive safety system hitherto unparalleled in coupé motoring.

A few examples of BMW crash tests and facilities:

Head-on collision test. Impact against a solid wall at 30 mph (1). Pendulum test for bumper efficiency (2).

Roof column and roll-over bar stability test (3).

Door stability test (4).

Safety belt and fastening point stability test (5).

Optimization of seat protection system by simulated test sled impacts (6).



There are many reasons for driving a BMW coupé. And quite a few of them are a must.

The BMW coupé offers a systematic combination of precisely matched, interacting safety features: the BMW life preservation system.

The body of the BMW coupé is based on the latest results in safety research. So safety is an essential element of the car's styling: the sturdy, almost vertical central pillar combined with the stable roll-over bar protects the passenger safety cell even under extreme conditions. The strong but nevertheless elegant rear roof pillar – which merges smoothly into the sides of the coupé – serves the same purpose.

**The BMW safety system:**  
More than the aggregate effect of the individual parts.

The passenger shell is protected at three different levels (1): The lower vehicle level which consists of bulkhead reinforcement members, special longitudinal supports at the side, and support elements behind the rear seat and in the luggage compartment. The central level with support elements along the instrument panel, safety plates in the doors with special reinforcement around the hinges and locks, as well as reinforcement members in the parcel shelf. And, finally, the upper level with all-round stabilization profiles in the roof and a roll-over bar extending from the central roof columns.

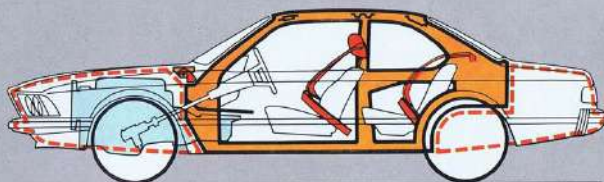
Thanks to its predetermined deformation points, the front section (2) will ideally interrupt the impact caused by a head-on collision, thus perfectly interacting with the safety belts in their specific function.

In the event of an accident, the passengers will therefore never be subject to excessive g-forces and the strain will remain bearable (3).

The engine compartment lid is also designed for predetermined crush behaviour. It will bend at definite points and not go through the laminated glass windscreen (2). It is also fitted with special safety locks to keep it in position.

The special design of the propeller shaft tunnel and the extra-rigid bulkhead prevent the engine and gearbox from penetrating the passenger shell (4).

Special-profile reinforcement members, such as the reinforced front and rear roof columns, which are designed into the body and carefully tested prior to production, constitute



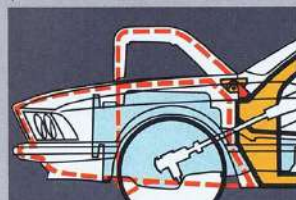
The steering transmission is in a protected point outside of the crush zone and the collapsible safety steering column prevents impact forces from being conveyed directly on to the steering wheel (5).

part of the safety shell.

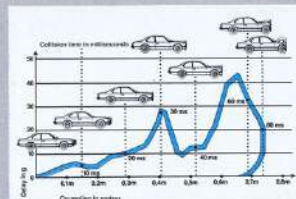
In designing the safety shell, BMW has given particular significance to the roof area. Because in the event of a roll-over the roof must never be pressed in too far. So every BMW has



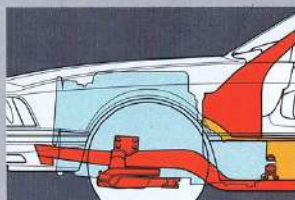
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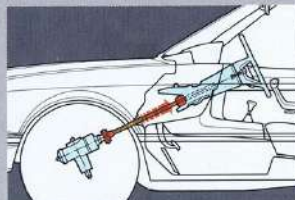
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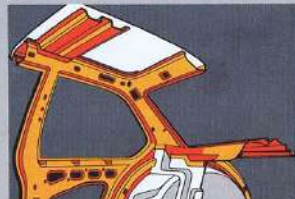
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reinforced central roof columns combined with a roll-over bar (6) and specially profiled front and rear roof columns. This guarantees an extremely rigid and sturdy roof structure.

The interior is fully padded to absorb impact energy, and the instrument panel, handles, and mirror are all flexibly mounted and deformable.

The wide padded strips along the doors merge neatly into the instrument panel and the padding next to the rear seats also provides added protection. The roof columns are covered by large leatherette cushions and extra padding is provided around the sun visors (8).

This systematic safety padding extends from the instrument panel right down to the knee area (9). The metal reinforcement plates around the instrument panel are not only carefully padded, but also designed to ensure that all edges face away from the

passenger compartment. The instrument panel itself has rounded-off and deformable edges to avoid head injuries (10) and the centre console is specially padded for extra softness.

The headrests have naturally also been designed and tested for maximum interior safety (11).

The starter/ignition lock has been carefully integrated into the steering column to ensure that the key is not directly in front of the driver's knee while access to the lock is still free and unobstructed (12).

Thanks to their special safety locks, the doors will always remain closed in the event of a collision – while they can then be opened from the inside and the outside as the rigid safety shell avoids any deformation (13).

All-round visibility is excellent thanks to the large windows. The roof columns have been kept narrow but safe and sturdy to keep blind spots to

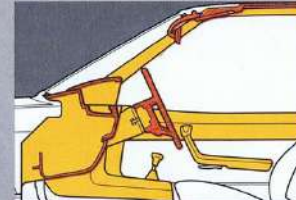
a minimum (14).

**Safety: for the sensible driver.**

The outstanding reliability of the BMW safety system will only pay off if the driver and passengers have fastened their safety belts. This means that fastening the safety belts is not in some countries just the law, but also a crucial prerequisite for maximum safety: professionals buckle up. The automatic inertia reel belts (with a recessed roll-up mechanism) can easily be fastened with one hand only. And they feature double locking action by responding not only to vehicle deceleration but also to belt tension (15).



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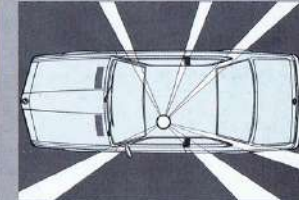
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14



15



BMW 628i CSi  
Optional extras: steel sliding/vent roof, Recaro driver's and front passenger's seats, outside rear-view mirror, front passenger's door adjustable electrically from the inside.  
BMW 628i CSi  
Optional extras: steel sliding/vent roof, TRX 220/55 VR 350 extra-low profile tyres on forged BMW

## Specifications

### Bodywork

### Dimensions and weights

### Engine

## Sheer driving pleasure.

The first experience conveyed by the BMW coupé is the thrill only ultra-modern design standards, precise engineering, and a perfect finish can offer.

The second experience is that the after-sales service provided for the BMW coupé benefits from the same know-how, the same care, and the same detailed precision that has gone into the car's development and production.

Taking all its features, the BMW coupé is a car that generates superiority. Superiority in commanding true dynamism and superiority in refraining from obtrusive one-upmanship.

There are those cars that people drive because they have the money. And there are BMWs people drive because they can drive.

### Suspension and brakes

### Exterior fittings

### Interior fittings

### Optional extras

## BMW 628CSi

Two-door coupé with rigid safety cell, predetermined front and rear crumple zones, integral roll-over bar, all-round reinforcements, engine compartment lid hinged at the front with safety lock  
Length 4755 mm (15'7"), width 1725 mm (5'6"), height 1365 mm (4'5"), wheelbase 2626 mm (10'3"), track, front 1422 mm (56"), rear 1487 mm (59"), turning circle 11.2 m (37 ft), door width 1040 mm (41")  
Shoulder width, front 1475 mm (58"), rear 1455 mm (57"), elbow width, front 1435 mm (56"), rear 1410 mm (55"), seating width front 550 mm (22"), rear 1245 mm (49"), seat depth, front 485 mm (19"), rear 450 mm (17.7"), fore-and-aft seat adjustment 450 mm (17.7"), height adjustment of driver's seat 45 mm (2"), height above seat without passenger, front 885 mm (35"), rear 865 mm (34")  
Capacity of luggage compartment, absolute: approx 538 lb (19 cu ft), acc to VDA approx 413 lb (14 cu ft), fuel tank 70 ltr (15.5 imp gal) including 7 ltr (1.5 imp gal) reserve  
Weight unladen 1475 kg (3252 lb) (Automatic 1475 kg/3252 lb)  
Permitted load 390 kg (860 lb) (Automatic 375 kg/827 lb)  
Permitted gross weight 1850 kg (4079 lb)  
Permitted trailer load braked 1600 kg at a max gradient of 12% (1800 kg/3969 lb for manual gearbox version in conjunction with trailer suspension and self-leveling system—optional extra), unbraked 650 kg (1433 lb), roof load 75 kg (165 lb)  
Water-cooled 6-cylinder, 4-stroke inline, arranged longitudinally at rear front and inclined, light-alloy cylinder head, cross-flow principle, overhead camshaft with 3 main bearings, spherical self-aligning roller combustion chamber adapted to fuel injection system, parallel-displaced overhead valves in V-arrangement, roller chain drive, vibration-damped, crankshaft with 7 main bearings and 12 counterweights, torsional vibration damping, forced-feed lubrication with Eaton pump and main flow oil filter, viscous speed-related fan drive with additional thermostat control circuit, from BMW 633 CSi engine oil cooler

Electronic fuel injection, Bosch L-Jetronic system, control through airflow metering, automatic cold starting, contact-free transistorized ignition

Capacity 2788 cc (170 cu in), stroke 80 mm (3.15"), bore 86 mm (3.4")  
Max output 135 DIN kW (184 bhp) at 5800 rpm  
Max torque 240 Nm at 4200 rpm, Compression ratio 9.3:1  
3-phase alternator 12 Volts, 65 Amps/910 Watts, battery 12 Volts, 66 Amps/hr

Hydraulically operated single-disc dry-plate spring clutch with torsional vibration damper and automatic adjustment

Synchromesh 4-speed gearbox with reverse gear brake: I 3.855; II 2.202; III 1.401; IV 1.0; Rev 4.3. Option of 5-speed 'economy' gearbox with synchromesh on reverse gear: I 3.822; II 2.002; III 1.398; IV 1.0; V 0.813; R 3.705. Optional extra: Automatic transmission with torque converter and transmission oil cooler  
Final drive 3.45:1

Divided propeller shaft with elastically suspended central bearing and 2 universal joints, rear axle drive through double universal joint shafts with maintenance-free homokinetic joints

Max speed 208 km/h (129 mph) (Automatic 200 km/h/125 mph)  
Acceleration from 0-100 km/h in 9.3 secs (0-60 mph in 9.0 secs)  
(Automatic 11.1 secs, 0-60 mph in 10.7 secs). Acceleration from 0-120 km/h in 13.0 secs (0-75 mph in 15.0 secs). (Automatic 14.7 secs, 0-75 mph in 14.6 secs)

Standing start kilometre in 30.4 secs (Automatic 32.4 secs)

Fuel consumption at a constant 90 km/h (56 mph): 34.4 mpg (imp), Automatic 32.1 mpg (imp); with 5-speed gearbox (economy version): 41.5 mpg (imp).

Fuel consumption at a constant 120 km/h (75 mph): 28.0 mpg (imp), Automatic 25.4 mpg (imp); with 5-speed gearbox (economy version): 30.7 mpg (imp).

Fuel consumption in city traffic: 16.0 mpg (imp), Automatic 16.8 mpg (imp); with 5-speed gearbox (economy version): 16.0 mpg (imp).

Premium-grade fuel, 98 octane (RM)

Front suspension: independent wheel suspension on oblique spring struts (caster displacement), coil springs with cross-force neutralisation through eccentric arrangement and additional rubber springing, stabilizer (anti-roll bar)

Rear suspension: independent wheel suspension on semi-trailing arms in rubber bushes, spring struts with coil springs and additional rubber springs, stabilizer (anti-roll bar)

Collapsible safety steering column, steering wheel adjustable for reach by 30 mm (1.2"), three-piece track rod, engine speed-related power steering, overall steering transmission ratio 16.9:1

Light-alloy 6 x 14H2 sports rims, 195/70 VR 14 steel radial tyres

Dual twin-circuit braking system with brake servo and rear axle brake pressure governor, vented disc brakes front and rear, front: 4-piston fixed-caliper disc brakes with automatic pad wear compensation, disc diameter 272 mm (10.7"), brake lining wear warning light on front left and rear right wheel with function lamps, brake lining wear warning light on the additional dual servo-drum brake at the rear, dia 160 mm (6.3")

Bumpers visually part of the overall body outlines both front and rear with integrated front air dam

All-round parking protection through rubber-trimmed bumpers extended around the side of the car and rubber side rubbing strips, engine compartment lid supported by 2 gas-filled struts with special safety lock (hook catch), chrome-plated door sills, black paintwork between rear lights  
Electric window lifts front and rear (rear windows open partially), tinted door mirror operated electrically from the inside and with electrical heating, heated lock on driver's door, water-repellent profiles to reduce spray on side and rear windows, brown-tinted glass allround with heat insulation, laminated windscreen, heated rear window  
Double halogen headlights (automatic disconnection with ignition), 2 reversing lights, integral rear fog warning light, electric central locking system with fuel tank filler cap and luggage compartment lock as well as emergency safety switch, recessed tank filler with holder for filler cap  
Hollow-cavity protection, undersealing

Check Control: functional lighting system that indicates when check button is pushed and ignition switched on, brake lining wear, brake fluid level, coolant level, screenwasher water level, engine oil level, brake lights and tail lights  
Illumination of all function lights indicates that all systems are working

Instruments and controls arched in a semi-circle around the driver, clearly legible and visible instruments with rev counter, digital quartz clock in blower switch, fuel and coolant temperature gauges, quartz clock, mileage trip recorder, illuminated switch panels for lights and fog lights; infinitely adjustable orange instrument panel illumination, additional warning lights for: coolant temperature, handbrake on and brake fluid level, rear fog warning light, selector panel for Automatic transmission, 2-speed screenwashers, intermittent wipe, electric screenwasher with automatic wash/wipe and special reservoir for intensive windscreen cleaning, operated from steering column.

Leather-covered 4-spoke steering wheel (dia 380 mm/15") adjustable for reach, large padded central boss and 4 large horn buttons, leather gear lever knob

5-speed shift diagram on centre console

Heating and ventilation: coolant temperature-controlled fresh air heating with finely-adjustable temperature control, quiet, infinitely variable electronically-controlled blower, defroster outlets for the windscreen and side windows, fresh air inlets through grilles at the sides and in the centre, adjustable both vertically and horizontally, separate controls for the driver and front seat passenger, additional fresh air grille separately adjustable and controllable for the driver above the centre console, forced air extraction with outlets behind the rain gutter at the rear roof columns, illuminated heating diagram

Leather upholstery, precise adjustment of front seat backrests for desired angle, front passenger seat can be released and tipped forward from driver's seat, driver's seat adjustable individually for height and angle, smooth fore-and-aft adjustment thanks to seat rollers, front headrests adjustable for angle and for height, removable by means of push button, individually contoured seats at the rear with centre armrest, 3-anchor inertia reel safety belts on front and rear seats

adjustment thanks to seat rollers, front headrests adjustable for angle and for height, removable by means of push button, individually contoured seats at the rear with centre armrest, 3-anchor inertia reel safety belts on front and rear seats sliding roof as an optional extra, knee guard under instrument panel, padded centre console

Full deep pile carpeted interior with carpeted parcel shelf, 2 covered storage boxes in the parcel shelf with an integrated first-aid kit and prepared for loudspeaker installation; other storage compartments within easy reach: large, illuminated and lockable glove box (socket with chargeable torch in glove box), in the pockets on the doors, on the instrument panel (front seat passenger) and in the centre console; illuminated ashtrays at the front of the centre console and between the rear seats, anti-dazzle interior rear-view mirror, master door and ignition key with built-in battery torch, door locks with safety catches and counterweights, spare wheel under luggage compartment floor

Parking light switch, interior light with contacts on door pillars incorporating delay switch, engine compartment light, luggage compartment fully carpeted (tuffed fleece) and illuminated, large toolkit with cover inside luggage compartment lid

Automatic transmission with selection indicator on instrument panel (standard in UK), automatic cruise control (with automatic transmission only)

5-speed sports gearbox, sports-tuned chassis (tilt angle stops on the front spring struts, modified front stabilizer bar, reinforced rear stabilizer bar, sports-tuned springs/shock absorbers)

5-speed 'economy' gearbox, limited-slip differential, automatic rear axle leveller, trailer suspension, trailer towing bar with removable ball and recommended in conjunction with trailer suspension or levelling system if car is used frequently to tow trailer

Leather-covered sports steering wheel (dia 380 mm/15"), lowered front seats (standard equipment in conjunction with steel sliding roof), 2 headrests on rear seats, Recaro driver's and front passenger's seats only with anthracite grey/black and parchment interior, passenger's seat with height and angle adjustment, air conditioning with all-round green-tinted glass, velours foot-mats, all-cloth seat covering in velours (optional), heated seat (driver's side only or driver's and front passenger's seats) — not in conjunction with Recaro seats, warning triangle with holder, 2-kg fire extinguisher with holder

Steel sliding sun roof operated manually or electrically (and in conjunction with lowered front seats), metallic paintwork, green-tinted heat insulation glass all-round, clear glass all-round (optional)

Headlight washer/wiper unit, outside rear-view mirror on front passenger's door adjustable electrically from the inside and heated, halogen fog lights and second rear fog light, different types of radios (mono with 2 loudspeakers, stereo and cassette player each with 4 loudspeakers and balance control), radio suppression, no model designation, extra-powerful electrical system

\*In preparation

\*The BMW 633 CSi is not available in the United Kingdom

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 633CSi\*\*

Digital Electronic System (Bosch Motronic) with electronic, grid-controlled ignition and electronic fuel injection through airflow metering, automatic choke  
Capacity 3453 cc (211 cu in), stroke 86 mm (3.4"), bore 89 mm (3.5")  
Max output 145 DIN kW (197 bhp) at 5500 rpm  
Max torque 285 Nm at 4300 rpm, Compression ratio 9.3:1

Digital Electronic System (Bosch Motronic) with electronic, grid-controlled ignition and grid-controlled fuel injection through airflow metering, automatic choke

Capacity 3453 cc (211 cu in), stroke 86 mm (3.4"), bore 89 mm (3.5")  
Max output 145 DIN kW (197 bhp) at 5500 rpm  
Max torque 285 Nm at 4300 rpm, Compression ratio 9.3:1

Synchromesh 5-speed sports gearbox including reverse gear: I 3.717; II 2.403; III 1.766; IV 1.263; V 1.0; Rev 4.23

Final drive 3.07:1, final drive transmission with special oil reservoir

Max speed 215 km/h (134 mph) (Automatic 207 km/h/128 mph)  
Acceleration from 0-100 km/h in 7.9 secs (0-60 mph in 7.3 secs)  
(Automatic 10.4 secs, 0-60 mph in 10.2 secs). Acceleration from 0-120 km/h in 11.4 secs (0-75 mph in 11.4 secs). (Automatic 13.8 secs, 0-75 mph in 13.7 secs)

Standing start kilometre in 28.0 secs (Automatic 31.3 secs)

Fuel consumption at a constant 90 km/h (56 mph): 32.8 mpg (imp), Automatic 30.7 mpg (imp); with 5-speed gearbox (economy version): 36.7 mpg (imp).

Fuel consumption at a constant 120 km/h (75 mph): 27.4 mpg (imp), Automatic 25.2 mpg (imp); with 5-speed gearbox (economy version): 28.8 mpg (imp).

Fuel consumption in city traffic: 16.7 mpg (imp), Automatic 17.3 mpg (imp); with 5-speed gearbox (economy version): 16.7 mpg (imp).

Premium-grade fuel, 98 octane (RM)

Front suspension: independent wheel suspension on oblique spring struts (caster displacement), coil springs with cross-force neutralisation through eccentric arrangement and additional rubber springing, stabilizer (anti-roll bar)

Rear suspension: independent wheel suspension on semi-trailing arms in rubber bushes, spring struts with coil springs and additional rubber springs, stabilizer (anti-roll bar)

Collapsible safety steering column, steering wheel adjustable for reach by 30 mm (1.2"), three-piece track rod, engine speed-related power steering, overall steering transmission ratio 16.9:1

Light-alloy 6 x 14H2 sports rims with cross-spoke styling, 195/70 VR 14 steel radial tyres

Dual twin-circuit braking system with brake servo and rear axle brake pressure governor, vented disc brakes front and rear, front: 4-piston fixed-caliper disc brakes with automatic pad wear compensation, disc diameter 280 mm (11")

Light-alloy 6 x 14H2 sports rims with cross-spoke styling, 195/70 VR 14 steel radial tyres

Bumpers visually part of the overall body outlines both front and rear with large, regenerating spoiler at the front, rear spoiler made of black synthetic material on luggage compartment lid, slender ornamental strips at the side and on the front spoiler

All-round parking protection through rubber-trimmed bumpers extended around the side of the car and rubber side rubbing strips, engine compartment lid supported by 2 gas-filled struts with special safety lock (hook catch), chrome-plated door sills, black paintwork between rear lights  
Electric window lifts front and rear (rear windows open partially), tinted door mirror operated electrically from the inside and with electrical heating, heated lock on driver's door, water-repellent profiles to reduce spray on side and rear windows, brown-tinted glass allround with heat insulation, laminated windscreen, heated rear window  
Double halogen headlights (automatic disconnection with ignition), 2 reversing lights, integral rear fog warning light, electric central locking system with fuel tank filler cap and luggage compartment lock as well as emergency safety switch, recessed tank filler with holder for filler cap  
Hollow-cavity protection, undersealing

Check Control: functional lighting system that indicates when check button is pushed and ignition switched on, brake lining wear, brake fluid level, coolant level, screenwasher water level, engine oil level, brake lights and tail lights  
Illumination of all function lights indicates that all systems are working

Instruments and controls arched in a semi-circle around the driver, clearly legible and visible instruments with rev counter, digital quartz clock in blower switch, fuel and coolant temperature gauges, quartz clock, mileage trip recorder, illuminated switch panels for lights and fog lights; infinitely adjustable orange instrument panel illumination, additional warning lights for: coolant temperature, handbrake on and brake fluid level, rear fog warning light, selector panel for Automatic transmission, 2-speed screenwashers, intermittent wipe, electric screenwasher with automatic wash/wipe and special reservoir for intensive windscreen cleaning, operated from steering column.

Leather-covered 4-spoke steering wheel (dia 380 mm/15") adjustable for reach, large padded central boss and 4 large horn buttons, leather gear lever knob

5-speed shift diagram on centre console

Heating and ventilation: coolant temperature-controlled fresh air heating with finely-adjustable temperature control, quiet, infinitely variable electronically-controlled blower, defroster outlets for the windscreen and side windows, fresh air inlets through grilles at the sides and in the centre, adjustable both vertically and horizontally, separate controls for the driver and front seat passenger, additional fresh air grille separately adjustable and controllable for the driver above the centre console, forced air extraction with outlets behind the rain gutter at the rear roof columns, illuminated heating diagram

Leather upholstery, precise adjustment of front seat backrests for desired angle, front passenger seat can be released and tipped forward from driver's seat, driver's seat adjustable individually for height and angle, smooth fore-and-aft adjustment thanks to seat rollers, front headrests adjustable for angle and for height, removable by means of push button, individually contoured seats at the rear with centre armrest, 3-anchor inertia reel safety belts on front and rear seats

adjustment thanks to seat rollers, front headrests adjustable for angle and for height, removable by means of push button, individually contoured seats at the rear with centre armrest, 3-anchor inertia reel safety belts on front and rear seats sliding roof as an optional extra, knee guard under instrument panel, padded centre console

Full deep pile carpeted interior with carpeted parcel shelf, 2 covered storage boxes in the parcel shelf with an integrated first-aid kit and prepared for loudspeaker installation; other storage compartments within easy reach: large, illuminated and lockable glove box (socket with chargeable torch in glove box), in the pockets on the doors, on the instrument panel (front seat passenger) and in the centre console; illuminated ashtrays at the front of the centre console and between the rear seats, anti-dazzle interior rear-view mirror, master door and ignition key with built-in battery torch, door locks with safety catches and counterweights, spare wheel under luggage compartment floor

Parking light switch, interior light with contacts on door pillars incorporating delay switch, engine compartment light, luggage compartment fully carpeted (tuffed fleece) and illuminated, large toolkit with cover inside luggage compartment lid

Automatic transmission with selection indicator on instrument panel (standard in UK), automatic cruise control (with automatic transmission only)

5-speed sports gearbox, sports-tuned chassis (tilt angle stops on the front spring struts, modified front stabilizer bar, reinforced rear stabilizer bar, sports-tuned springs/shock absorbers)

5-speed 'economy' gearbox, limited-slip differential, automatic rear axle leveller, trailer suspension, trailer towing bar with removable ball and recommended in conjunction with trailer suspension or levelling system if car is used frequently to tow trailer

Leather-covered sports steering wheel (dia 380 mm/15"), lowered front seats (standard equipment in conjunction with steel sliding roof), 2 headrests on rear seats, Recaro driver's and front passenger's seats only with anthracite grey/black and parchment interior, passenger's seat with height and angle adjustment, air conditioning with all-round green-tinted glass, velours foot-mats, all-cloth seat covering in velours (optional), heated seat (driver's side only or driver's and front passenger's seats) — not in conjunction with Recaro seats, warning triangle with holder, 2-kg fire extinguisher with holder

Steel sliding sun roof operated manually or electrically (and in conjunction with lowered front seats), metallic paintwork, green-tinted heat insulation glass all-round, clear glass all-round (optional)

Headlight washer/wiper unit, outside rear-view mirror on front passenger's door adjustable electrically from the inside and heated, halogen fog lights and second rear fog light, different types of radios (mono with 2 loudspeakers, stereo and cassette player each with 4 loudspeakers and balance control), radio suppression, no model designation, extra-powerful electrical system

\*In preparation

\*The BMW 633 CSi is not available in the United Kingdom

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## BMW 635CSi

Weight unladen 1480 kg (3263 lb) (Automatic 1490 kg/3285 lb)  
Permitted load 370 kg (816 lb) (Automatic 360 kg/794 lb)  
Permitted gross weight 1850 kg (4079 lb)  
Permitted trailer load braked 1600 kg at a max gradient of 12% (1800 kg/3969 lb for manual gearbox version in conjunction with trailer suspension and self-leveling system—optional extra), unbraked 650 kg (1433 lb), roof load 75 kg (165 lb)  
Water-cooled 6-cylinder, 4-stroke inline, arranged longitudinally at rear front and inclined, light-alloy cylinder head, cross-flow principle, overhead camshaft with 3 main bearings, spherical self-aligning roller combustion chamber adapted to fuel injection system, parallel-displaced overhead valves in V-arrangement, roller chain drive, vibration-damped, crankshaft with 7 main bearings and 12 counterweights, torsional vibration damping, forced-feed lubrication with Eaton pump and main flow oil filter, viscous speed-related fan drive with additional thermostat control circuit, from BMW 633 CSi engine oil cooler

Crankcase developed from racing engine, extremely short stroke, combustion chamber specially designed around spark plugs, fuel mixture ducts revised to minimize power loss and optimize chamber filling, stainless steel exhaust system sections

Stage II Digital Electronic System (Bosch Motronic) with electronic, grid-controlled ignition and grid-controlled fuel injection through airflow metering, automatic choke  
Capacity 3453 cc (211 cu in), stroke 84 mm (3.3"), bore 93.4 mm (3.7")  
Max output 160 DIN kW (218 bhp) at 5200 rpm  
Max torque 310 Nm at 4000 rpm, Compression ratio 9.3:1

Synchromesh 5-speed sports gearbox including reverse gear: I 3.717; II 2.403; III 1.766; IV 1.263; V 1.0; Rev 4.23

Final drive 3.07:1, final drive transmission with special oil reservoir

Max speed 222 km/h (138 mph) (Automatic 214 km/h/133 mph)  
Acceleration from 0-100 km/h in 7.6 secs (0-60 mph in 7.3 secs)  
(Automatic 9.1 secs, 0-60 mph in 8.9 secs). Acceleration from 0-120 km/h in 10.1 secs (0-75 mph in 11.1 secs). (Automatic in 12.4 secs, 0-75 mph in 12.3 secs)

Standing start kilometre in 28.1 secs (Automatic 29.8 secs)

Fuel consumption at a constant 90 km/h (56 mph): 32.8 mpg (imp), Automatic 30.7 mpg (imp); with 5-speed gearbox (economy version): 37.7 mpg (imp).

Fuel consumption at a constant 120 km/h (75 mph): 28.5 mpg (imp), Automatic 26.5 mpg (imp); with 5-speed gearbox (economy version): 29.7 mpg (imp).

Fuel consumption in city traffic: 14.4 mpg (imp), Automatic 15.3 mpg (imp); with 5-speed gearbox (economy version): 15.7 mpg (imp).

Premium-grade fuel, 98 octane (RM)

Front suspension: independent wheel suspension on oblique spring struts (caster displacement), coil springs with cross-force neutralisation through eccentric arrangement and additional rubber springing, stabilizer (anti-roll bar)

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Collapsible safety steering column, steering wheel adjustable for reach by 30 mm (1.2"), three-piece track rod, engine speed-related power steering, overall steering transmission ratio 16.9:1

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MODEL	LITRE		IMPERIAL		METRIC	
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