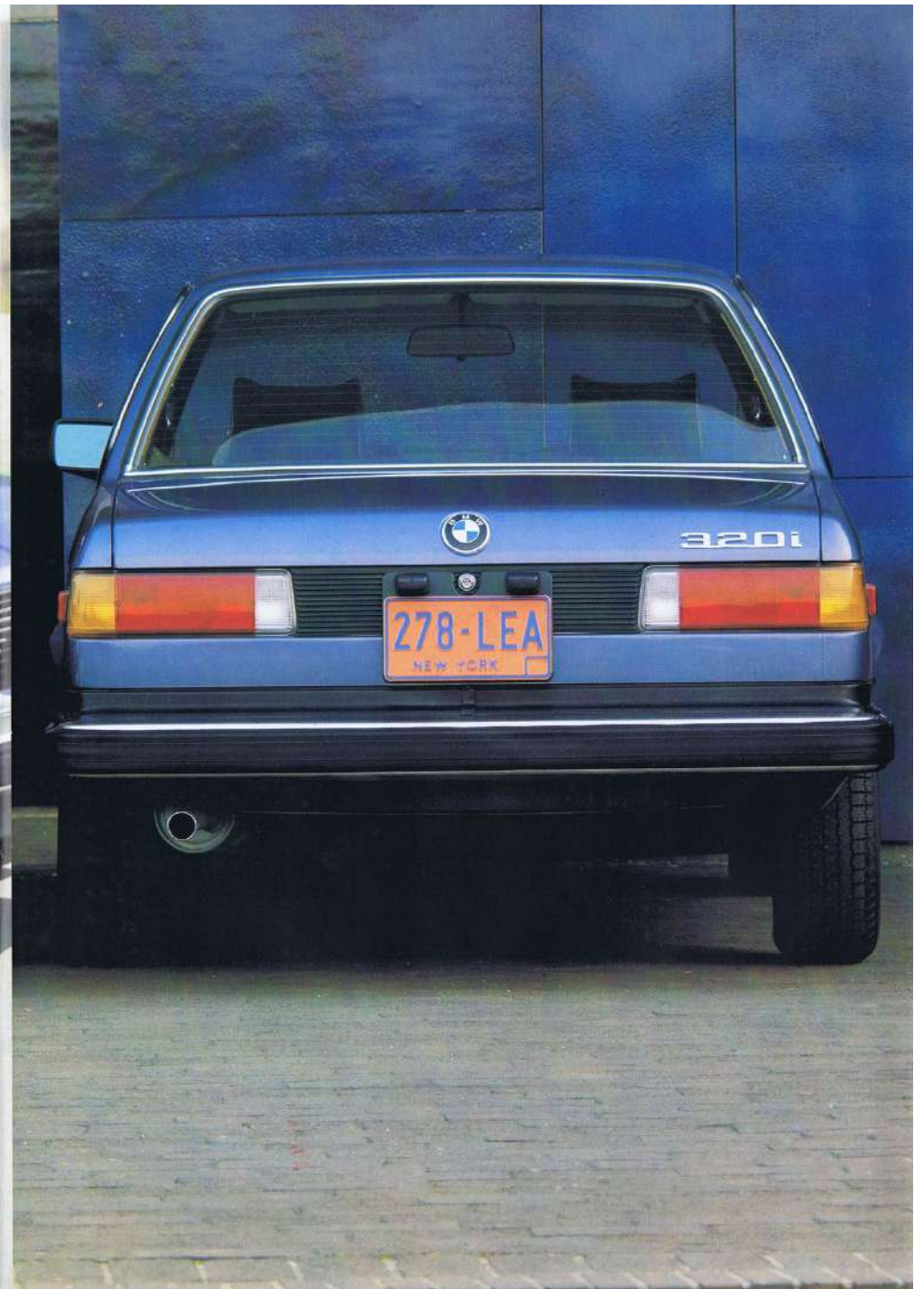


320i

Bavarian Motor Works, Munich, Germany







Optional: light alloy wheels

Why cars with similar mechanical parts still don't perform like a BMW.

All expensive, imported automobiles feature an impressive list of sophisticated mechanical refinements.

Most have some sort of independent suspension system.

Most have fuel-injected engines.

All are designed with more than a perfunctory nod to aerodynamics and functionality.

Yet, write the editors of *italics Magazine*, "... once a knowledgeable and experienced driver has driven a BMW, any BMW, nothing else feels quite as good as it did before."

The explanation? Quite simple.

The BMW 320i is far more than a collection of gears and axles and random parts.

It is a finely tuned, evolutionary machine. A practical sedan built by racing engineers and perfected in places like Le Mans, Monte Carlo and the Nürburgring, where precision is crucial and agility and durability are more than just matters of theoretical speculation.

"All told," say the editors of *italics Magazine*, "the BMW 320i stands as eloquent rebuttal to all those who'd have us believe that small economical cars must be dull — and that automotive performance for the late 1970's is best achieved with decals..."

Have you noticed that people who own a BMW enjoy driving more than you do?

The BMW owner comes in a far wider variety than the BMW.

Presidents, diplomats, princes, dukes, senators, astronauts, doctors, lawyers, judges, captains of industry, motion picture stars, directors, merchants, accountants and business executives of all types and varieties.

Diverse as BMW owners may be, however, virtually all have one thing in common: a glassy-eyed, unabashed affection for their car. An affection that paradoxically seems to increase as the years and miles go by.

What makes the BMW 320i so different from other cars?

There is an obsolescence built into most cars — and most particularly small, practical family sedans — that has nothing to do with the way they're built.

It's called boredom and it has to do with the way they drive.

Most cars simply are not built to perform in such a way that driving becomes an end — not merely an uninspired means of transportation.

The BMW 320i, on the other hand, is. In a time when the concept of the automobile has taken many irrelevant side roads, the engineers at the Bavarian Motor Works concentrate on building the best driving machine it is physically and technically possible to build.

Unwavering in their adherence to the basic BMW philosophy that extraordinary performance is the only thing that makes an expensive car worth the money.

And the result? "The reaction to a



BMW is always the same," say the editors of *italics Magazine*. "The first time driver takes the wheel and after a few miles no other automobile like this will ever be quite as good again."

A car that is engineered not styled.

At the Bavarian Motor Works, the hand of the stylist is guided by the dictates of the engineer.

Hence, on the BMW 320i, you will find no artfully sculptured sheet metal, no opera windows — a car that is engineered not styled.

There is nothing on or in the BMW 320i that does not contribute meaningfully to performance, safety or comfort.

Its shape is classic, uncomplicated and aerodynamically sound. Its belt line low, to bring down the center of gravity and provide an astonishing amount of visibility in all directions.

Perhaps the engineers of the Bavarian Motor Works did not invent the phrase, "form follows function."

But, say the editors of *italics Magazine*, "Among all the world's automakers, BMW is perhaps the foremost practitioner of the philosophy."

Wraparound bumpers at front and rear protect corner bodywork from superficial damage while parking (1/2).

An integral spoiler at the front lowers wind resistance and diminishes lift on the front axle (3).

Protruding flashers at front and rear give improved visibility from the side (4).

The size and power of all signal lights are designed to provide maximum visibility (4, 5).

Specially constructed roof struts and body reinforcements; strong central pillars joined to a roll bar (6).

Construction: Germanic thoroughness to the nth degree.

The BMW 320i was not produced on a typical assembly line.

In fact, construction of a single car can take as long as 5 days.

Each car goes through an exacting process of cavity sealing, electrophoretic priming, painting, hand examination, sanding and repainting. Not just once, but as many times as our rather obstinate quality control inspectors deem necessary to achieve a perfect quality of fit and finish.

Compact needn't mean cramped.

Engineering that fails to take into consideration that a car — compact or not — must provide ample space for people fails utterly.

While on the outside the BMW 320i has the sensible dimensions of

the ideal city car, on the inside it can only be described as generous.

Even in the rear, where most compact cars are at their most compact, there's no cramping of knees, no squashing of heads.

And in the trunk?

Sufficient space for more than a modest amount of luggage, golf clubs, ski equipment and what-have-you.





Optional: light alloy wheels



Superb engineering shouldn't be confined to a car's mechanical parts.

The interior of the conventional sedan is designed to serve as a sort of isolation chamber.

A way of separating the driver from all awareness of the world outside, all feel of the road beneath and, most particularly, from the mechanical workings of the car itself.

A state of being many automotive experts consider unwise if not downright unsafe.

Perhaps because of our long involvement in international road racing — where the integration of man and machine is not an alien concept — we at the Bavarian Motor Works have a wholly different approach to interior design.

An approach that includes the driver as an integral part of the car itself — the human part that completes and complements the mechanical circuit.

So, while the interior of the conventional sedan remains the domain of the stylist, every aspect of the BMW 320i has been purposefully engineered to facilitate, precise control and help prevent driver fatigue. Tastefully appointed, yet eminently functional.

All seats have a molded shape to provide firm lateral support in high-speed turns, and provide a correct anatomical sitting position for freeway driving (1).

Individual seats are mounted on roller bearings for ease of adjustment, forward and back, with variable-angle seat-back supports (2).

Single-handed fastening of safety belts and comfortably molded hand-brake lever (3).

Front head restraints raised or lowered at the press of a button (4).

Front passenger seat back can be released and tilted forward from the driving position (5).

Optional: outside passenger mirror





You just don't sit in a BMW,
you're connected to it.

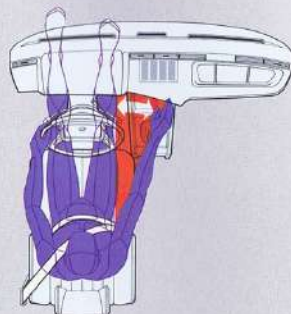
The cockpit of the BMW 320i is carefully engineered for effortless control. The end result of extensive biomechanical testing and research.

Thorough study has been made of driver physiology, of the critical interrelation between seat location, visual position, steering wheel angle, controls and instruments.

All switches and instruments are arranged conveniently within the driver's field of vision.

All are marked clearly and, at night, illuminated by an optically beneficial orange light.

The instrument panel is construct-



ed in a concave manner, curving towards the driver. So, regardless of the position of the driver or the driver's arm length, all controls are reached comfortably, quickly and safely.

Consequently, when you drive the BMW 320i for the first time you will experience a unique sensation of being part of the car itself.

A unique feeling of control, which, if you're accustomed to domestic luxury sedans, will be completely and pleasantly new to you.

Heating and ventilation. A plan not an afterthought.

Perhaps a car's heating and ventilation system cannot be ranked as one of its vital systems of control.

But an insufficient heating and ventilation system can most certainly be ranked as one of a car's most distracting shortcomings.

In the 320i, thorough consideration has been given to interior air currents

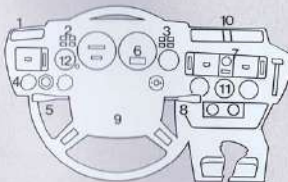
and the strategic placement of heating and ventilation outlets.

Heat is produced quickly and temperature is infinitely variable.

Warm air can be directed into the foot-wells and through five vents on to the windshield and side windows for defrosting.

Fresh air ventilation is achieved without drafts, and supplies fresh air through separate and individually controllable systems for driver and passenger.

Both systems can be supplemented by a high-powered, three-speed blower unit.



1. Individually adjustable air outlets for side window defrosting and fresh air ventilation.
2. Directional indicator, handbrake, brake fluid level and brake lining wear indicator, front left.
3. High beam light, oil pressure and battery charge warning lights.
4. Illuminated push button for rear window defroster, pull switch for parking and low beam headlight, adjustment for panel illumination.
5. Combined switch for directional signals, high-beam flasher and high beam.
6. Tachometer and digital clock.
7. Illuminated push button for hazard lights.
8. Combined switch for two-speed windshield wipers and washers, intermittent mechanism.
9. Four-spoke, padded safety steering wheel with four horn buttons.
10. Fresh-air outlets individually adjustable in the center with separate adjustments for driver and passenger side.
11. Adjustable heating and ventilation system and three-speed blower.
12. Fuel gauge and fuel reserve warning light.





A car designed to make you a better driver.

On the BMW 320i you will find no vision obscuring rooflines. On the contrary, using innovative laser beam technology, BMW engineers have maximized visibility in all directions (1) within the driver's field of vision. The electrically controlled outside rearview mirror is aerodynamically integrated into the window

triangle, (2, 3) leaving your peripheral vision unobstructed.

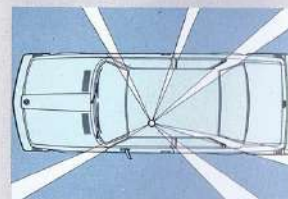
Carefully planned airflow patterns; forced air extraction through outlets behind the guttering on rear roof pillars (4). Ventilation controls allow you to set the temperature precisely for optimum comfort (5).

Air outlets, individually adjustable both horizontally and vertically (6).

The standard five-speed gear box improves fuel economy and reduces

interior noise levels; the four spoke safety steering wheel features a large, carefully cushioned, deformable impact plate with large horn buttons (7). The BMW digital clock is accurate to plus or minus one second every twenty-four hours. It is incorporated into the tachometer for easier, more efficient viewing (8).

The generous glove compartment is illuminated. There is a socket for an optional rechargeable flashlight (9).



1



2



3



4



5



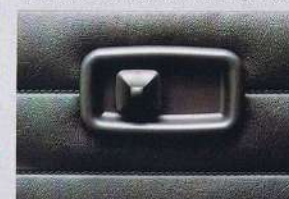
6



7



8



9



Even the smallest detail receives the greatest scrutiny.

In a BMW, no detail is too small to be overlooked. The seats are infinitely adjustable and have an orthopedically

molded shape. The owner is offered a wide range of cloth or vinyl upholstery (1). The back seat is anatomically designed and offers passengers ample head and knee room (2). The rear windows open for extra venti-

lation (3). Both front doors have convenient map holders (4). The 16.1-cubic-foot trunk is fully carpeted and designed to accommodate a large amount of luggage (5). A tool kit has been conveniently placed under the trunk lid (6).



It is difficult to improve on the standard BMW 320i. But not impossible.

Among the few options that can be

ordered for your 320i are:

1) A choice of several radio combinations including an AM/FM stereo cassette player; 2) air conditioning; 3) a three-speed automatic transmission; 4) a mechanically operated

steel sunroof that affords the driver a choice of maximum sun; 5) or noiseless ventilation at speed; 6) light alloy wheels that reduce unsprung weight, thus contributing to better handling.



1 A limited number of 320i models will be available with the sporty "S" package. This version will come standard with everything that the enthusiastic driver would demand.

With the "S" package, the impressive handling of the 320i is enhanced by the addition of a rear



2 torsion bar stabilizer and a larger diameter front torsion bar stabilizer than the standard version.

A limited slip differential provides increased power transmission to the road in low traction situations. Attractive light alloy wheels of the same design as the 633 CSi are fitted to the "S" package in 5 1/2 x 13



3 inch size. An integrated front spoiler not only provides a sporty appearance, but increased road-holding as well (3).

Inside, the driver and front passenger are held firmly in place by Recaro sport seats (2) which feature increased lateral support in the seat back and seat cushion and an



4 adjustment for increased upper leg support. These seats are available in a choice of black cloth or leatherette upholstery. A handsome leather covered sports steering wheel (1) and gear shift knob (5) give the driver a secure grip in tight cornering situations as well as a sporty feel in everyday driving.



5 A manually operated dual position sunroof adds additional comfort. The electrically operated rearview mirror on the passenger door (4) aids in all around visibility and fog lights illuminate the road in poor weather conditions. At night, Halogen high beam headlamps assure the drive of excellent long range visibility.



6 And finally, the "S" package is made complete by the addition of an AM/FM stereo cassette radio (5) with four speakers and the deluxe tool kit (6).

A racing engine in a sensible sedan.

The performance capabilities of the BMW engine are legendary.

Under the hood of the BMW 320i is an engine so well designed that it forms the basis for the BMW Formula Two racing engine. Even more noteworthy, this engine which has dominated Formula Two racing for more than a decade is the only such engine derived from a production engine.

A 1.8-liter, overhead camshaft, fuel-injected masterpiece of engineering that somehow manages to combine the seemingly incompatible: efficiency, economy, unfailing reliability and extraordinary performance over a wide range of speeds and driving conditions.

The technical explanation?

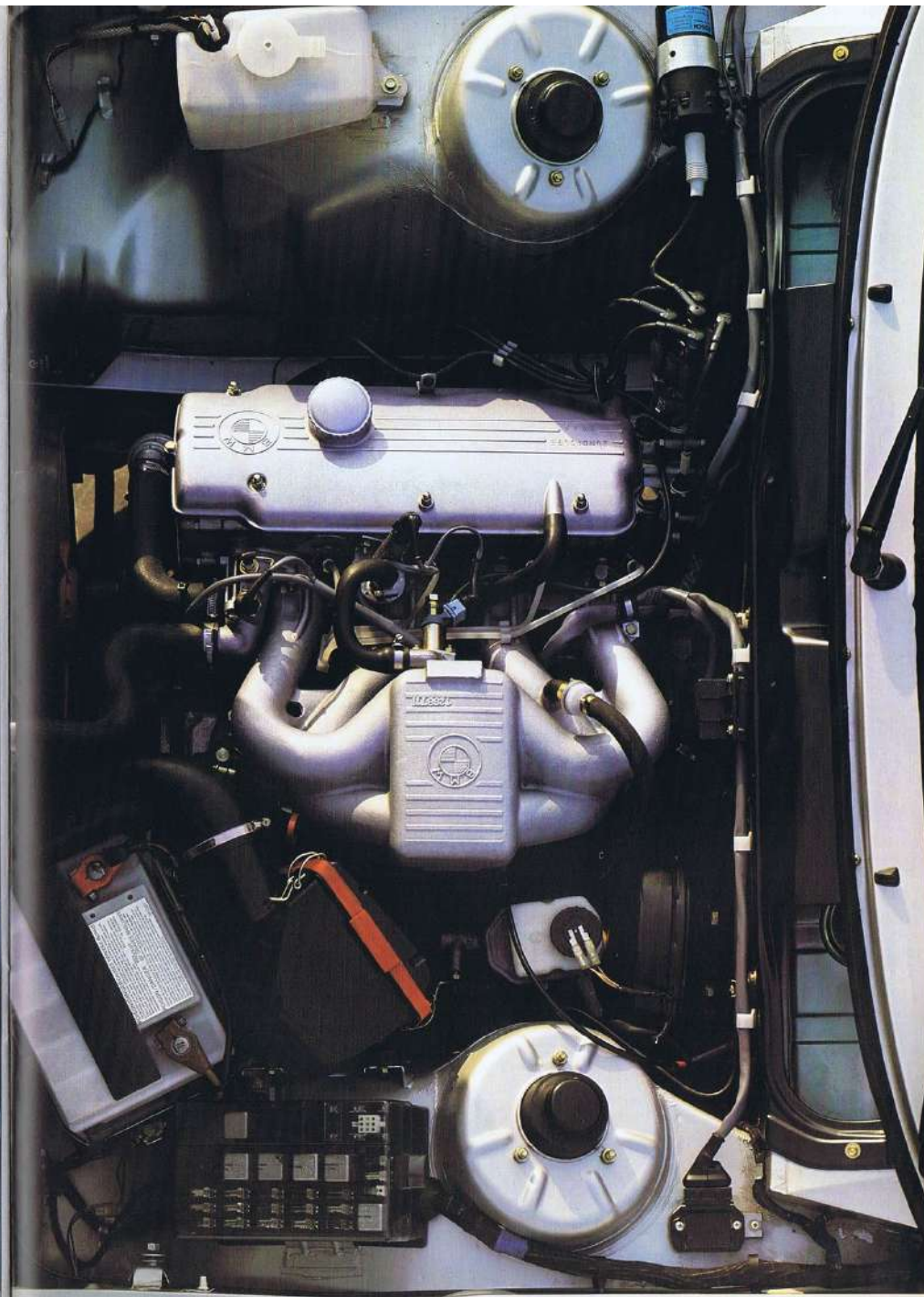
Bosch K-Jetronic fuel-injection determines the precise amount of fuel to be injected.

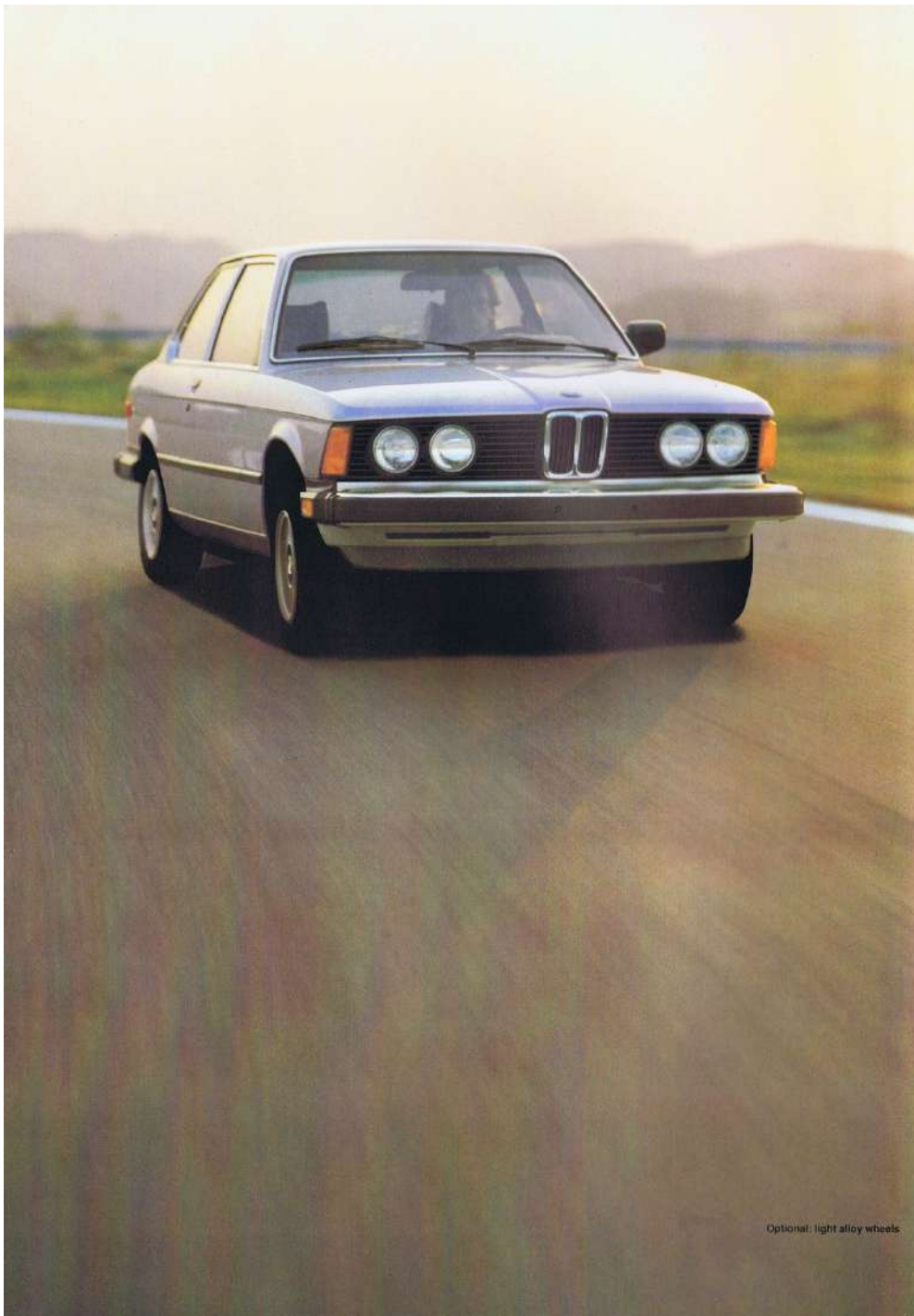
Then, hemispheric, swirl-action combustion chambers — enlarged for more efficient combustion — fan the fuel-air mixture, concentrating it around the spark in a remarkably complete, efficient manner. Developing extraordinary power from small displacement. Improved cylinder head and pistons further improve combustion and thermal efficiency.

A transistorized, breakerless ignition system, improves ignition performance and reduces frequent maintenance.

And five main bearings and four crankshaft counterbalances — unusual refinements — give the engine a turbine-like smoothness, a characteristic whine that never ceases to impress experts and innocents alike.

Exhaust emissions are controlled by a 3-way catalyst with Lambda-sensor. The Bosch-developed Lambda-sensor measures oxygen content in the exhaust stream and adjusts the incoming fuel so that the precise air-fuel mixture is maintained for optimum combustion efficiency. This in turn, allows the 3-way catalyst to control all three of the harmful exhaust pollutants without the need for an air pump, thermal reactor, or EGR system.





Optional: light alloy wheels

BMW Motorsports: The urge to excel supersedes everything.

Words like sporting, dynamic, progressive, successful, high performance, engineering and integrity come immediately to mind when one hears the name BMW. But why?

Certainly the answer lies in the remarkable character of BMW cars themselves and their extraordinary record on the race tracks of the world.

Yet even that does not completely give the full answer.

At another level, and a less superficial one at that, is an attitude. A spirit. The belief that nothing of superior caliber is possible without a deep commitment to excellence.

The motivation, urge, dream if you will, to meet competition and rise to new heights.

We at the Bavarian Motor Works

believe it is this spirit that separates us from many other automobile manufacturers.

As one senior BMW engineer recently said, "For me, when I was a little boy, BMW was some sort of goal."

Upholding those standards of engineering excellence that made him set this boyhood ideal is good, not only for BMW but for BMW customers as well, be they race drivers or not.

The challenge of the race track.

To the engineers at the Bavarian Motor Works, racing is not merely sport. Not simply a way to accumulate trophies, prizes and glory, though all of these have been earned by BMW in prodigious quantities.

It is seen instead as a test.

A yardstick by which the ability of the engineers to solve the most demanding technological and organiza-

tional problems can be measured. A proof of competence, to ourselves and to others.

Can this not be achieved equally as well on the test track or in a controlled laboratory experiment?

To be blunt, no.

From the non-competitive vacuum of the test track and the laboratory come cars that are predictably non-competitive.

In racing, cars are prepared before a race and kept going during a race in unusual and often unfavorable conditions.

And from this energy-charged situation, one that demands the greatest individual and team skills and enthusiasm, stem answers to engineering questions that could not be solved in a normal testing environment.

At BMW, we truly believe the result of non-participation in automobile racing is automotive mediocrity.



You drive a BMW, it does not drive you.

If you've ever had the suspicion, say, while rounding a particularly tight curve, that you were not the master of your machine, you will thoroughly appreciate the uncanny roadholding capabilities of the BMW 320i.

Since roadholding — driver control — is largely a function of a car's suspension system, it only follows that a superior suspension system will give you better control.

And, to be a bit blunt, the BMW 320i gives you a superior suspension system. Superior because it is more finely tuned than ever. An evolutionary improvement over a suspension system which literally served as a model for all modern design.

Instead of the solid-rear-axle systems found in most domestic — and foreign — sedans, the BMW suspension is fully independent on all four wheels.

MacPherson struts and eccentrically mounted coil springs in front, semi-trailing arms and coil springs in back.

And this, combined with a multi-

jointed rear axle, puts a minimum amount of "unsprung" weight on the wheels, and allows each wheel to adapt itself independently to every driving and road condition. With a smoothness and a precision that will spoil you for any other car.

For the enthusiast, a technical summary of significant refinements.

While the basic principles of the BMW suspension system remain the same, significant evolutionary improvements have been incorporated into the design of the BMW 320i.

Considerable riding comfort is achieved due to coil action both front and rear.

A refined front-axle geometry, spring struts, a wide track and front stabilizer bar facilitate fast cornering and reduced steering effort.

Link support in the differential gear optimizes rear axle guidance in corners.

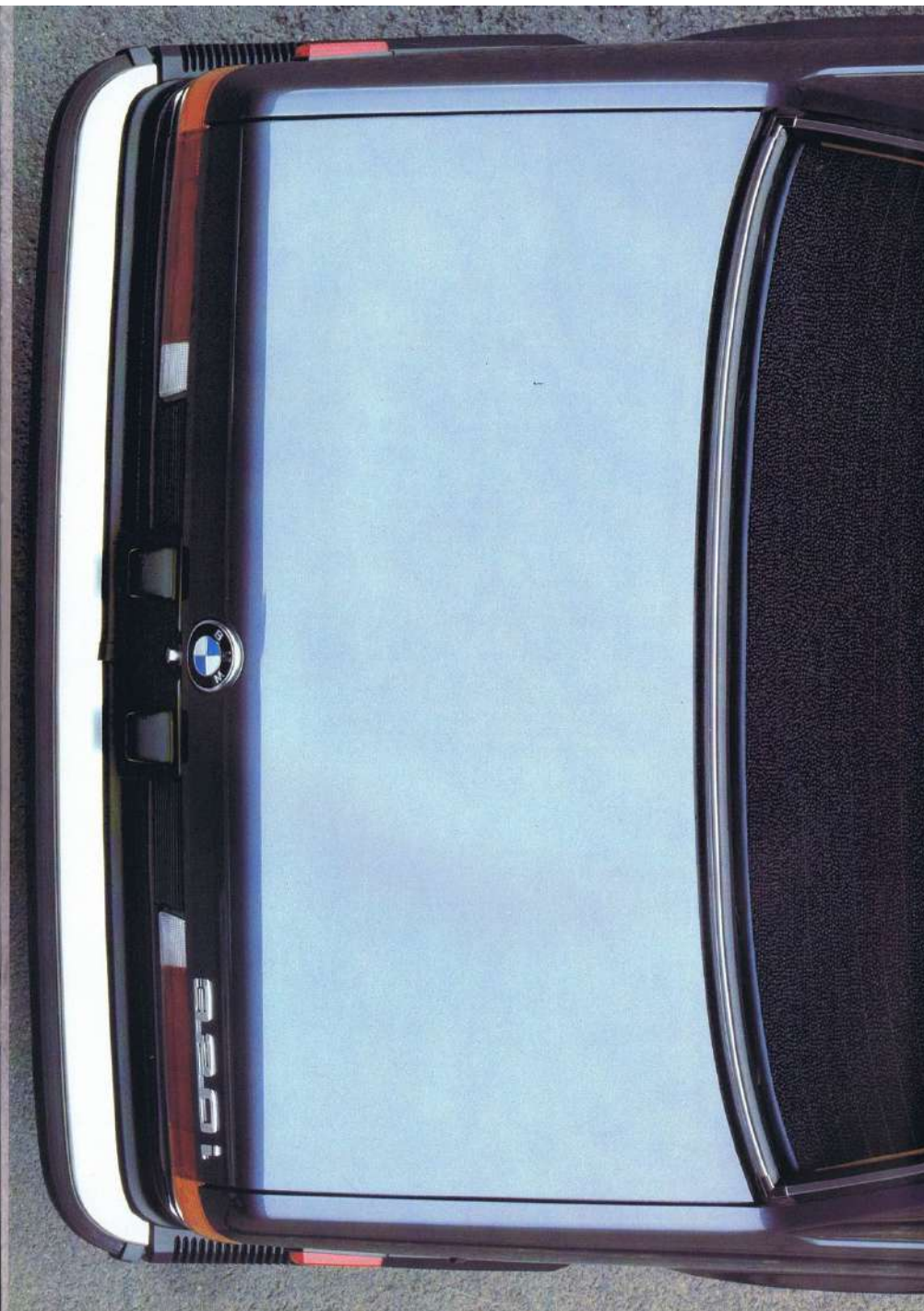
Rack-and-pinion steering insures precise steering — even at critical speeds.

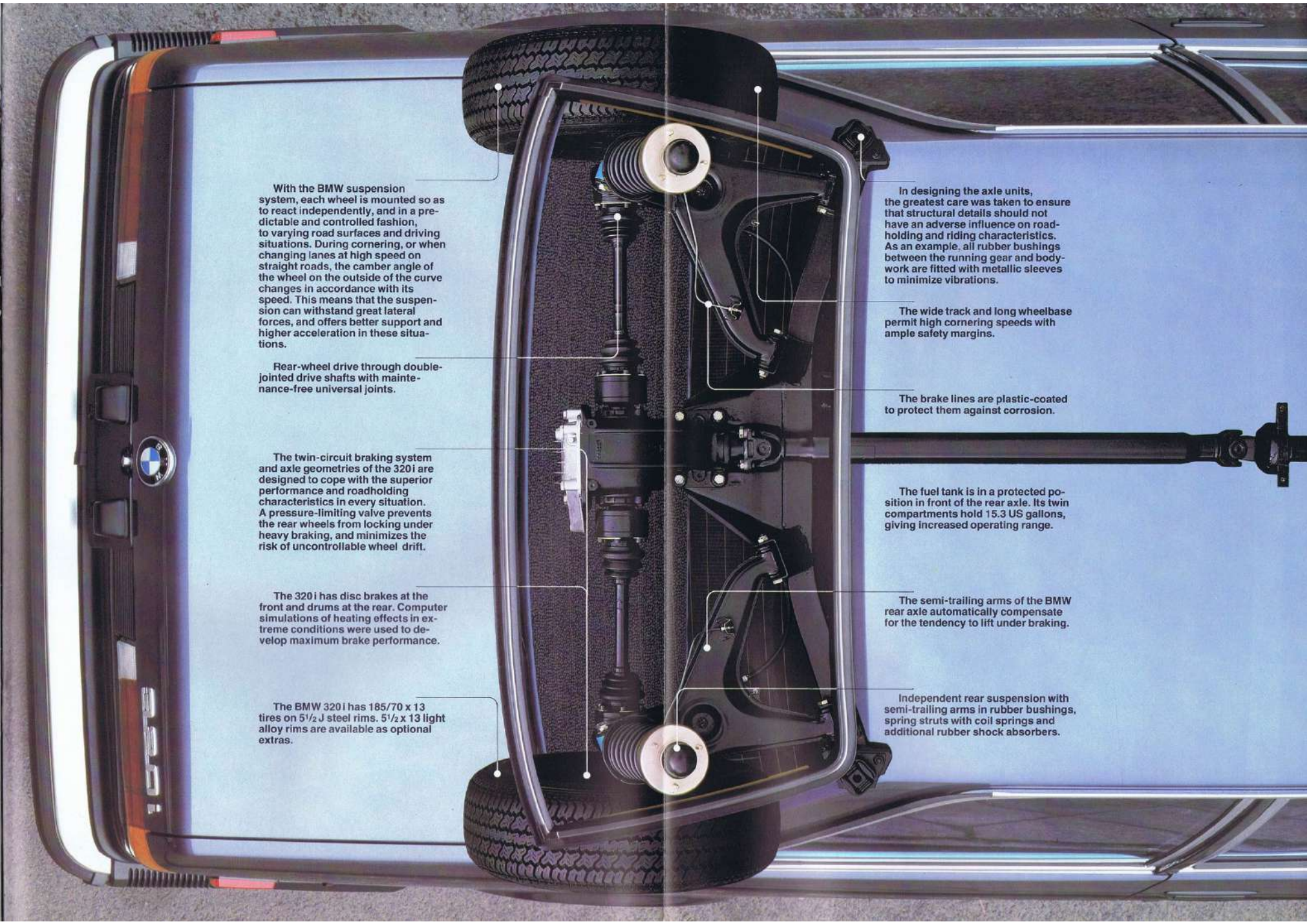
The 320i has a servo-assisted, twin-circuit braking system with disc-brakes in front, drum brakes in the rear, and a pressure regulated rear circuit and plastic-coated brake lines to minimize corrosion. The twin system is designed to provide adequate braking power — actually above the legally prescribed limit — even if one of its two circuits should fail.

Front wheel suspension: individual suspension on offset (staggered trailing effect) spring struts with helical springs and additional rubber springing, torsion bar stabilizer. Articulated steering column with 2 universal joints, rack-and-pinion steering-wheel damper.

Differential drive with universal joint shafts with maintenance-free, constant velocity joints. Rear-wheel suspension: individual suspension with rubber-mounted trailing arms, spring struts with helical springs and additional rubber springing link supports.

The passenger compartment and floor pan are welded into a single distortion-free unit. There is no independent movement of the bodywork to interfere with the precise geometry and functioning of the suspension system.





With the BMW suspension system, each wheel is mounted so as to react independently, and in a predictable and controlled fashion, to varying road surfaces and driving situations. During cornering, or when changing lanes at high speed on straight roads, the camber angle of the wheel on the outside of the curve changes in accordance with its speed. This means that the suspension can withstand great lateral forces, and offers better support and higher acceleration in these situations.

Rear-wheel drive through double-jointed drive shafts with maintenance-free universal joints.

The twin-circuit braking system and axle geometries of the 320i are designed to cope with the superior performance and roadholding characteristics in every situation. A pressure-limiting valve prevents the rear wheels from locking under heavy braking, and minimizes the risk of uncontrollable wheel drift.

The 320i has disc brakes at the front and drums at the rear. Computer simulations of heating effects in extreme conditions were used to develop maximum brake performance.

The BMW 320i has 185/70 x 13 tires on 5 1/2 J steel rims. 5 1/2 x 13 light alloy rims are available as optional extras.

In designing the axle units, the greatest care was taken to ensure that structural details should not have an adverse influence on roadholding and riding characteristics. As an example, all rubber bushings between the running gear and bodywork are fitted with metallic sleeves to minimize vibrations.

The wide track and long wheelbase permit high cornering speeds with ample safety margins.

The brake lines are plastic-coated to protect them against corrosion.

The fuel tank is in a protected position in front of the rear axle. Its twin compartments hold 15.3 US gallons, giving increased operating range.

The semi-trailing arms of the BMW rear axle automatically compensate for the tendency to lift under braking.

Independent rear suspension with semi-trailing arms in rubber bushings, spring struts with coil springs and additional rubber shock absorbers.



Optional: light alloy wheels

Safety.

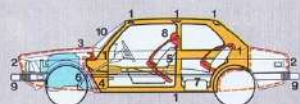
A judicious combination of brute strength and agility.

The automotive community seems to be divided into two separate camps concerning automotive safety.

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

At the Bavarian Motor Works, it is our contention that the most intelligent answer is a combination of both.

So, while no car is made stronger than the BMW 320i, its extraordinary handling and performance character-



istics help provide the driver with the means and the split-second control necessary to avoid an accident as well as survive one.

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

This remarkable system is aptly called the BMW Life Saving System.

The BMW Life Saving System.

The BMW 320i was not designed merely to meet the legal requirements, but to exceed them.

Surely few automobile manufacturers have spent more time, or exerted more effort in the field of automotive safety, than the Bavarian Motor Works of Munich, Germany.

At BMW, the subject of automotive safety was a matter of serious concern many years before it became fashionable.

Systematic collision research enables our engineers to determine

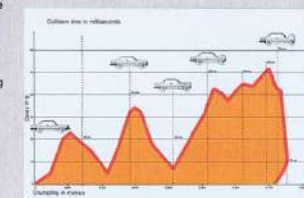
1. A steel passenger safety cell with specially constructed roof pillars, reinforced front and rear windows with integrated roll-over, cross-struts in the instrument panel area and behind the rear seat, as well as rigid longitudinal struts.
2. The fuel tank is in a protected position in front of the rear axle.
3. Outer door handles are recessed — and all doors are equipped with safety locks.
4. Tinted windshield for antiglare.
5. The interior is equipped with nonflammable upholstery, automatic seat belts and height-adjustable headrests on front seats.
6. The telescoping steering wheel column is situated well outside the "crush zone," behind the front axle.
7. Rigid drive shaft tunnel and instrument panel prevent the engine and the gearbox from penetrating the interior in the event of a frontal collision.
8. The hood is constructed to fold on impact, leaving the windshield intact, and incorporates a special safety locking system.
9. Controlled, computer-determined, energy-absorbing "crush-zone" interrelated with the time lapse of the front automatic seat belt action.
10. Energy absorbing bumpers.

the exact chronological connection between all possible types of automobile deformation and their relationship to various safety devices.

(In this way, to cite one technical example, the crush behavior of the BMW 320i was optimally synchronized with the response time lag of the front automatic seat belts. By means of the structurally programmed valley in the retardation curve for the front part, the motion sequence of the passengers during an accident has been exactly adapted to the retardation action and the effectiveness of the seat belts.)

The BMW body testing facility is one of the most modern and innovative in Europe.

In highly specialized test stations — with the help of extremely sophisticated testing equipment — the entire structure, as well as all structural details are examined during roll-overs, front/rear, front/side and front/front and transverse collision for their stress resistance and reactions.

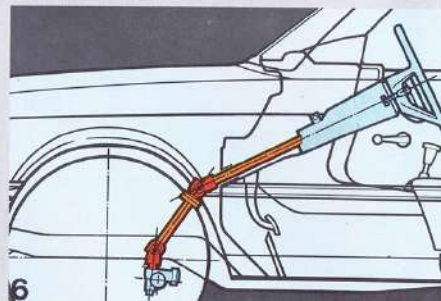


Curve of the preprogrammed front deformation of the 320i. Collision speed 50 kph (31 mph). Deformation approx. 0.7 m (2 ft.). Delay up to 50 g. The system-controlled, deformable, energy-consuming front part of the BMW does not just "brake" continuously. It interrupts, through predetermined detail zones, the braking process with the aim of providing a perfect balance with the hold-back system.

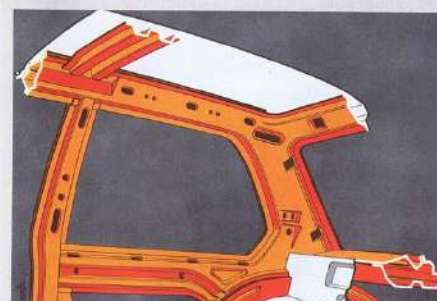
At the point when the bodywork deformation of the front part is at its greatest, and therefore when the delaying forces are at their lowest (bottom of the curve), the occupants of the car are held by their seat belts, producing a delay that is acceptable for both the vehicle and its occupants.



Crash tests to optimize the deformation of the front/rear "crush zones."



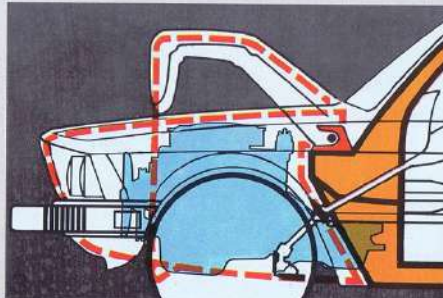
Collapsible steering column and steering system placed outside the "crush zone."



Integral roll-bar with longitudinal and transverse reinforcement.



Height-adjustable headrests.



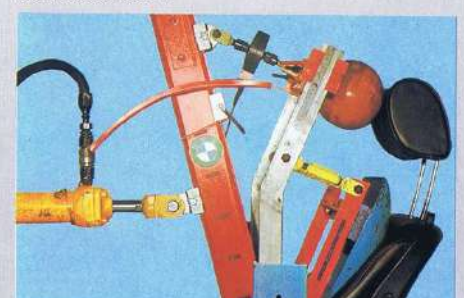
The hood is designed to buckle out and not back into the windshield.



Collision simulation: at slow speeds on the "Pendulum."



Testing the strength of a side door.



"Load-testing" the seat and headrest.



Special hood safety lock.



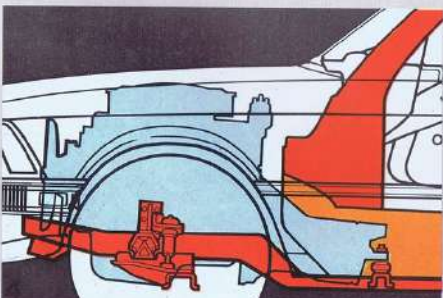
Testing the stability of the passenger safety cell during a lateral roll-over.



Strength tests of the front panel, seat belt and seat belt anchoring points.



Repetition impact test of the energy-absorbing instrument panel.



Occupant protection by stiff front bulkhead and propeller-shaft tunnel.



In a simulated overturn, roof strut and roll-bar strength are tested.



"Sled" used to test cockpit safety equipment.



Instrument panel and controls are elastic and deformable.



Technical Data BMW 320i

Dimensions and Weights

Two-door sedan, with rigid safety cell passenger compartment with crush zones in the front and rear, integrated center roll bar. Length: 177.5". Width: 63.4". Height (unloaded): 54.3". Wheelbase: 100.9". Track front: 54.6", rear: 55.0". Turning circle dia.: (Curb to curb) 31.8 ft. Door cutouts: 40.0" wide. Two front bucket seats: 21.6" wide each. Rear bench seat: 52.0". Width at shoulder height: front 51.8", rear 51.2". Trunk capacity: approx.

16.2 cu. ft. Fuel tank capacity: approx. 15.3 U.S. gal., including 1.6 U.S. gal. reserve.
GVWR 3440 lbs.
GAWR front 1640 lbs.
rear 1860 lbs.
Service load 940 lbs.

Engine, Power, Transmission, Performance

Four cylinder four-stroke in-line watercooled engine, longitudinally mounted and inclined, light alloy cylinder head, transverse flow 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. Additional engine damper.
Bosch K-Jetronic fuel injection, 3 way catalyst with Lambda sensor.
Capacity 1766 c.c./107.7 cu.in.
Stroke 2.795"
Bore 3.504"
Power 101 hp (SAE net) at 5800 rpm
Torque 100 ft. lb. (SAE) at 4500 rpm
Compression ratio 8.8:1
Breakerless ignition system controlled by engine speed and vacuum.
Three-phase current alternator 65 amp, 910 Watt, battery 12 volts 55 amp hrs.

Hydraulically actuated single-plate dry clutch with plate spring, torsional damper and automatic adjustment. Optional automatic transmission: fluid clutch with torque converter and transmission oil cooler.
Gearbox:
a. Manual transmission 5-speed overdrive:
I 3.68 II 2.002 III 1.330 IV 1.0 V 0.806 R 3.682
b. Automatic transmission 3-speed is optional equipment:
I 2.73 II 1.56 III 1.0 R 2.09
Final drive ratio 3.91:1 (manual transmission) and 3.64:1 (automatic transmission)
Split universal joint shaft with flexibly mounted central bearing and two universal joints; rear wheel drive through double universal joint shafts with maintenance-free homokinetic joints.
Acceleration: 0-50 mph in 8.1 s. manual transmission
Unleaded gasoline: 91 RON (87 AKI)

Chassis and Brakes

Front wheel suspension: independent on angled struts with helical springs and torsion bar stabilizer.
Rear wheel suspension: independent on rubber mounted semi-trailing arms with helical springs and torsion bar stabilizer with teflon coated shock absorber pistons in spring strut support tubes.
Collapsible safety steering column with 2 universal joints, rack-and-pinion steering, overall steering ratio 21.1:1.

Styled steel rims: 5 1/2" J x 13 H 2
Steel belted radial tires: 185/70 x 13
Sensor for brake lining wear indicator, front left
Twin-circuit power assisted braking system with servo unit and rear axle brake pressure regulating device.
Front: fixed-caliper disc brakes with automatic adjustment, diameter 10.04".
Rear: simplex leading and trailing shoe drums, drum diameter 9.84", mechanically operated handbrake.

Equipment

Exterior: Energy-absorbing bumpers with rubber moldings, braced against hydraulic shock absorbers. Extra deep air dam. Quad headlights (automatically switched off with ignition), two back-up lights, rear window defroster, pop-out rear windows, tinted glass all around with dark green border on top of windshield, chrome-plated exhaust pipe tip. Electrically controlled tinted outside rearview mirror. Cavity seal, undercoating.
Heating and ventilation: Fresh air heating with easily adjustable heater system and three-speed blower, defroster outlets for windshield and side windows, fresh air intake through grills individually adjustable at the side and in the center, both vertically and horizontally 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 tachometer, digital clock in tachometer, fuel and temperature gauges, odometer with trip recorder, adjustable orange lighted instrument panel, automatic windshield wiper/washer system with stalk controls, intermittent operation and two-speed wiper, additional 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" four-spoke padded steering wheel with safety impact pad and four horn contacts.
Front reclining bucket seats. With easy length adjustment on roller bearings. Height-adjustable head rests in front, controlled by a push button and detachable. Three-point automatic seat belts with covered reel in front and rear. Front belt lock fastened to seat. Two-point automatic seat belt rear middle. Armrests on doors with integrated handgrip on the front passenger side, rear hand grips suspended from roof with clothes hooks.
Full carpeting, carpet on the rear shelf, cloth or leatherette upholstery, storage in lockable (and lighted) glove compartment, on the dashboard in the center console and in the pockets on the doors, cigarette lighter safety ashtray in the instrument panel, two ashtrays in the rear, anti-glare rearview mirror, door locks with safety wedges.
Luggage compartment: storage space with tool kit in trunk lid and carpeting.
Interior light with door contact switches, indirect luggage compartment illumination, socket for rechargeable flashlight (optional) in the glove compartment.

Optional Equipment

AM/FM stereo Cassette Radio w/4 speakers, air-conditioning, fog lights, automatic transmission, dual operation mechanical sunroof, metallic paints, light alloy rims, "S" package - front air dam, 5 1/2" special light alloy wheels, sports suspension with increased diameter front stabilizer bar and the addition

of a rear stabilizer bar, limited slip differential, passenger outside electric rearview mirror, Halogen high beam lights, dual operation mechanical sunroof, Recaro sport seats, sport steering wheel, leather gear shift knob, deluxe tool kit, fog lights and AM/FM stereo cassette radio.

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

Sole U.S. Importer:
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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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