

530i

Bavarian Motor Works, Munich, Germany
2/1978



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Once in a great while the editors of Road & Track name what they consider to be the ten best cars in the world.

The award is based as much on the state of the world as on the state of the art.

The criteria for selection are inordinately thorough. The competition is stiff and the debate endless.

Recently, the editors of Road & Track again named the ten best cars. And, as you might expect, on that list is the legendary marque of the Bavarian Motor Works.

Moreover, the BMW 530i, was, in the opinion of the editors, so far superior to any other sports sedan that they flatly proclaimed it the best

sports sedan in the world.





530i. The luxury car all
automotive engineers
would design if the
automobile companies
would let them.



Optional: light alloy wheels, sunroof

One of the few luxury sedans in the world that wouldn't be laughed off the Nürburgring.

In the heart of Germany there is a race course called the Nürburgring.

An awesome giant of a track, generally acknowledged to be the most arduous test of both cars and men.

All of the world's great high-performance cars have raced there — most have had their day.

Yet, few cars — and certainly no luxury sedans — have achieved a more impressive record on the Nürburgring than those built by the Bavarian Motor Works of Munich, Germany.

Luxury sedans? Yes. But luxury sedans built by racing engineers. German engineers who believe that extraordinary performance is the only thing that makes an expensive car worth the money.

Performance perfected on the race track.

While it is, of course, feasible to develop an acceptable automobile in the relative vacuum of the test track and the laboratory, it is virtually impossible to simulate the perfection demanded by motor racing.

Motor racing enables BMW engineers to develop ideas and experiment without the inhibiting constraints of economics or the cost of production — a crucial role in the development of a true high-performance automobile.

And the BMW 530i is a direct

reflection of this cache of engineering intelligence.

The imagination of the stylist, tempered by the wisdom of the engineer.

From our very beginnings, we at the Bavarian Motor Works have remained faithful to the principle that form ought to follow function.

You will find nothing on the BMW 530i that does not in some way contribute to performance, safety or comfort.

You will find no inward-sloping doors and windows to diminish passenger space.

You will find no futuristic fender shapes to interfere with visibility. The 530i is engineered, not styled.

The shape of the 530i is classic, uncluttered and aerodynamically sound. Its belt line is low, to bring down the center of gravity and provide astonishing visibility in every direction.

Form follows function?

"The engineers at the Bavarian Motor Works did not invent the phrase," say the editors of Motor Trend Magazine. "But among all the world's automakers, BMW is perhaps the foremost practitioner of the philosophy."

Construction, flawless.

You'll notice an unusual quality of fit and finish, seldom equaled at any price.

The body panels fit neatly together. The moldings are aligned precisely. The finish is

immaculate.

Each 530i goes through what to most manufacturers would no doubt seem an excessively arduous process of preparation. First, priming, cavity sealing and under-coating.

Then, painting, hand examination, sanding and repaint-ing.

Again and again and again — until our inspectors are satisfied. And our inspectors are rather notorious for their obstinate standards of per-fecti-on.

Even the smallest detail receives the greatest scrutiny.

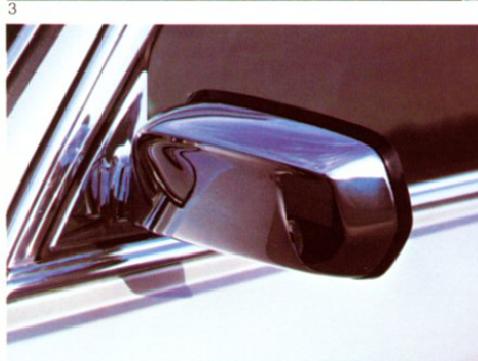
The front of the BMW 530i is characterized by quad headlights and directional signals (1).

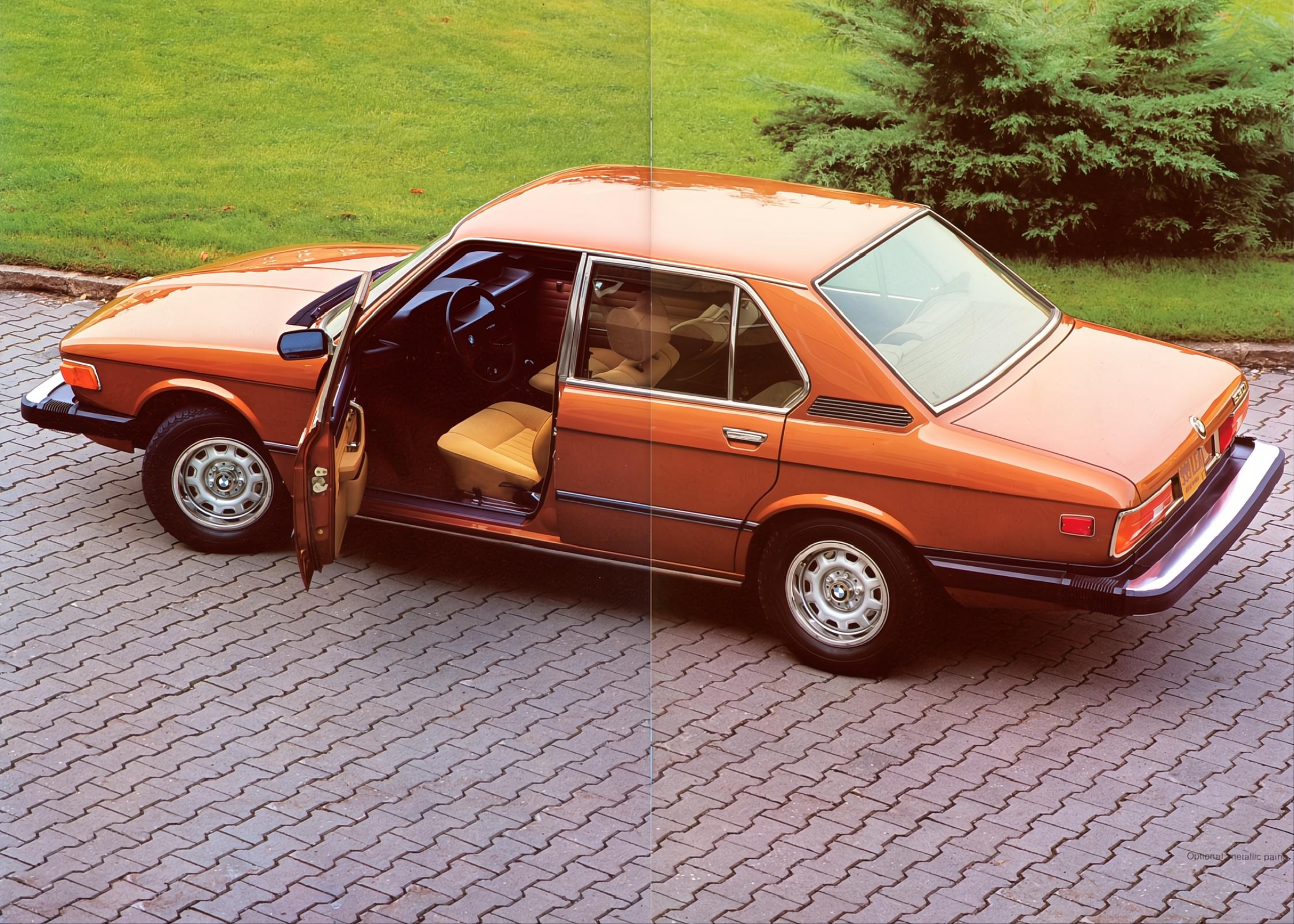
The rear part of the vehicle is cleanly defined, with large lamps to insure that the vehicle is perfectly visible at night (2).

The upper and lower parts of the front and rear bumpers (3/4) are chromium plated, while the outer parts are cov-ered with a wide rubber strip.

Outside rear view mirror, aerodynamically integrated into window triangle (5).

Specially constructed front and rear columns, and roll bar, provide extremely rigid roof construction (6).





Optional metallic paint



The cockpit, more reminiscent of an airplane than an automobile

When you slip behind the wheel of the BMW 530i for the first time, you will no doubt notice that its cockpit bears mercifully little resemblance to that of the conventional luxury sedan.

The cockpit of the 530i is the end result of extensive biomechanical testing, research and experimentation.

Everything has been carefully arranged to facilitate effortless, total control at all times – even under the most difficult driving conditions.

All controls are within easy reach.

All instruments are grouped – airplane style – in a semi-circular arrangement within the driver's field of vision. And illuminated from above by an orange light.

The steering wheel (2/3) is telescopically adjustable to compensate for variations in arm lengths.

The totally adaptable car.

Recognizing the anatomical reality that no two people are made with precisely the same measurements, the BMW 530i is made to adjust to the driver – instead of the other way around.

Careful study has been made of the critical interrelation between seat location, visual position, steering wheel, pedals and controls (1/4).

Driver's seat and cushion are infinitely adjustable – forward and back – up and down (5/6).

Front seats are adjustable and orthopedically shaped and padded to provide firm lateral support in tight, high-speed turns (9).

The visibility of a greenhouse.

On the BMW 530i you will

find no vision-obscuring rooflines. On the contrary, using innovative laser beam technology, BMW engineers have maximized visibility in all directions (7) within the driver's field of vision and optimized the placement of the rear view mirrors (8).

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 be ranked as one of a car's most

distracting shortcomings.

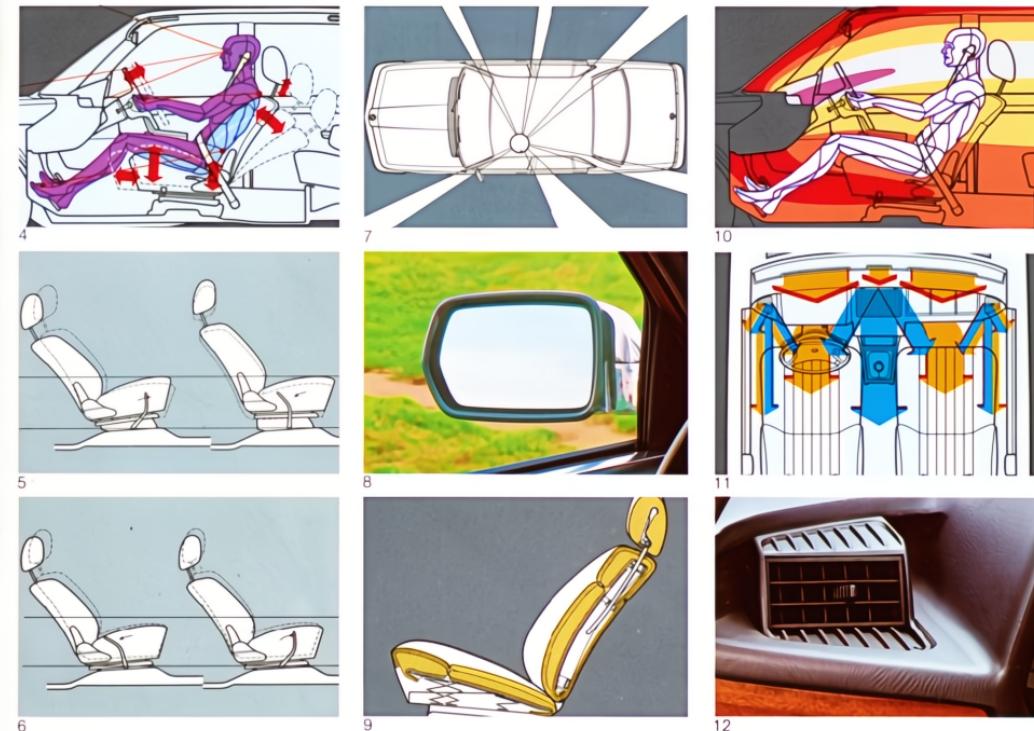
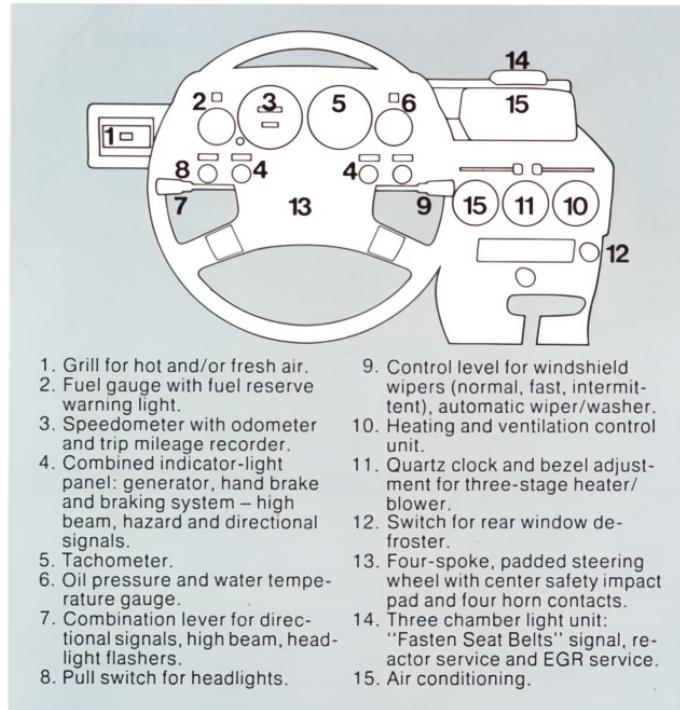
In the BMW 530i, thorough consideration has been given to interior air currents and the strategic placement of heating and ventilation outlets (10).

Fresh-air ventilation is achieved without drafts; heat is produced quickly and temperature is infinitely variable.

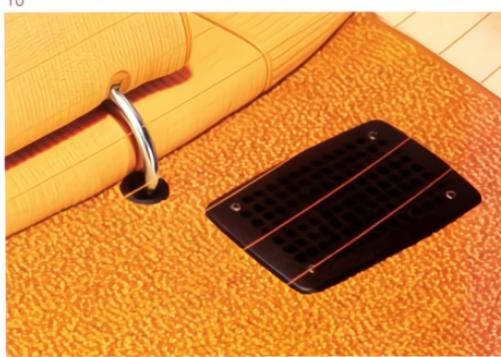
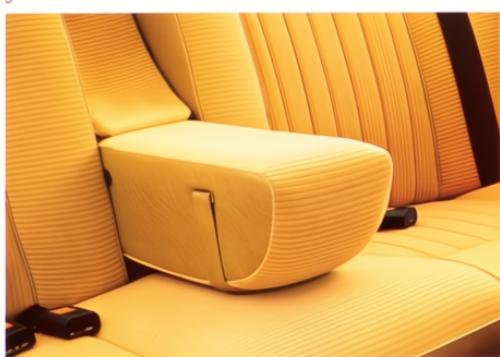
Warm air can be directed up or down, merely by adjusting the air outlets, (horizontally or vertically) which are located at the sides of the car as well as the middle and are separately adjustable (11).

Side window defrosting is achieved through outlets

located in the front door (12).







At BMW, the driver is considered an integral part of the car, not merely an optional accessory.

There are two diametrically opposed schools of thought in the automotive community concerning the driver and his relationship to his car.

One school seeks to totally insolate the driver from the world outside, the road beneath, and, most particularly, from the mechanical functioning of the car itself.

A passive, non-participatory approach many automotive experts consider most unwise.

Perhaps because of our long involvement in motor racing – where the idea that man and machine ought to function as one, is not an alien concept – we at the Bavarian Motor Works take a completely different approach to automotive design.

One that literally includes the driver as one of the functioning parts of the car itself – the human part that completes the mechanical circuit.

BMW engineers have conducted extensive physiological research to determine the optimum interaction of man and machine – under every conceivable driving situation from the stress caused by high-speed driving over prolonged periods of time to the physical effects caused by navigating through dense city traffic.

So successfully is this integration of man and machine accomplished, that when you drive the BMW 530i for the first time, you will experience an almost total oneness with the car. A unique feeling of effortless control, which, if you're accustomed to conventional

luxury sedans, will be completely and pleasantly new to you.

"Compact" needn't be another word for cramped.

In these days of ever shrinking passenger compartments, the interior of the BMW 530i gives testament to a rather remarkable feat of engineering.

While on the outside it is dramatically smaller than domestic luxury sedans, on the inside it can only be described as cavernous.

Even in the rear one suffers no loss of comfort. No cramping of knees, no squashing of head.

1. Seats – in your choice of cloth or vinyl upholstery – have an orthopedically molded shape and provide firm lateral support.

2. Headrest angle and height is fully adjustable.

3. Side armrests with integrated door handle in front.

4. Convenient storage pockets are provided on the front doors.

5. Safety belt closure can be operated with one hand.

6. Recessed automatic 3-point seat belt reel.

7. Efficient heating and ventilation system with three speed blower and individual control ducts. Fully integrated air conditioning provides comfortable temperature control for all passengers under all climate conditions.

8. Quartz clock is accurate to plus or minus one second every twenty-four hours.

9/10. Optional: electric steel sunroof. In raised position, sunroof is designed

to eliminate wind noise – even at high speeds.

11. Individually molded rear seats with center armrest.

12. Heated rear window. Optional: rear loudspeakers for the stereo radio system.

13. Special tool kit with spare parts is tucked neatly under trunk lid.

14. Optional: light alloy sports rims.

15. Optional: a choice of radios.

16. Optional: automatic transmission.







Optional: light alloy wheels, sunroof



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 Motor Trend 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 530i 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.

Its suspension – independent on all four wheels – is quick and clean through the

corners; its steering sharp and accurate.

Its four-speed manual transmission (automatic is available) slips precisely into each gear. And its acceleration comes up smoothly, with the turbine-like whine so characteristic of the justifiably renowned 3-liter BMW engine.

Its rigid body construction – welded to the chassis to form one distortion-proof unit – allows the suspension system to function optimally; makes inherent body movements that adversely influence precision, all but impossible.

In a BMW, you'll never go hungry for power.

When one is faced with the inevitable necessity of having to pass an eighteen wheel truck, or accelerate out onto a high-speed expressway in a conventional luxury sedan, one begins to appreciate a basic BMW philosophy: "When all is said and done, extraordinary performance is the only thing that makes an expensive car worth the money".

To the owner of a BMW 530i, a sluggish response need never be a concern.

Under the hood of the BMW is the same basic engine that powers the BMW race cars that have dominated international racing for over a decade.

A 3-liter, fuel-injected masterpiece of engineering that the editors of Road & Track flatly call "...the most refined in-line six in the world".

The technical explanation? Bosch L-Jetronic fuel-

injection determines the precise amount of fuel-air mixture to be injected.

Patented, multi-hemispheric, swirl-action combustion chambers (2) fan the fuel-air mixture, concentrating it around the spark in a remarkably complete, efficient manner. Developing extraordinary power from relatively small displacement.

And seven main bearings and twelve crankshaft counterbalance weights (1) – unusual refinements in a luxury sedan – give the whole operation a turbine-like smoothness that never ceases to astound even the experts.

The careful proportioning of bore versus stroke allows for general overlap of the main journals which contributes to the stiffness of the crank shaft (3).

The gas ports of the BMW 530i (4) have been arranged in such a way as to

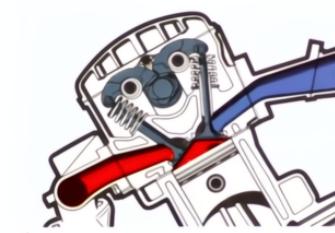
achieve complete scavenging and charging. According to the transverse-flow principle, intake and exhaust are arranged opposite each other.

The valves in a V-arrangement, operated by means of overhead camshaft with four main bearings, have been positioned in the ideal angle in relation to gas flow.

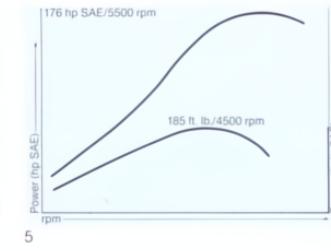
The power unit of the BMW 530i develops an output of 176 HP SAE net at 5,500 RPM and a maximum torque of 185 ft. lbs. at 4,500 RPM (5).



2



3



The man who controls corporations ought to be able to control his own car.

world's luxury sedans.

Even as you read this, somewhere in America – perhaps rounding a tight curve or passing a long truck on a high-speed expressway – there is a man who controls thousands of people and millions of dollars struggling to maintain control of his luxury sedan.

At the Bavarian Motor Works we have a wholly different approach to building luxury sedans.

The BMW 530i is designed for long trips on high-speed expressways and twisting mountain roads – perfected on the world's most demanding race courses (5).

A car you control is a safer car.

An automotive writer once described driving a well-known domestic luxury sedan as "...the ultimate act of motoring passivity."

And this point is central to the difference between a BMW and the majority of the

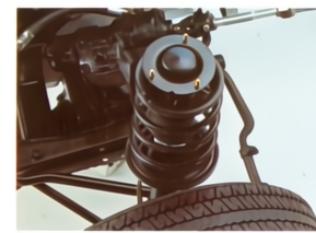
road condition. Not one braking system, but two.

Each BMW 530i comes equipped with a dual-twin-circuit, disc-braking system (2/3). One system operates in the usual manner, on all four wheels. Another system operates independently, on the front wheels alone.

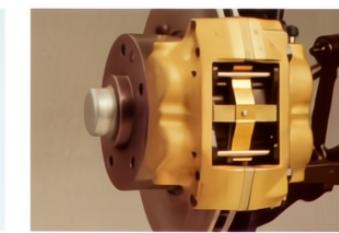
Front and rear torsion bar stabilizers are standard equipment.

Instead of a "solid-rear-axle" system, BMW suspension is fully independent on all four wheels – McPherson struts and coil springs in front (1), semi-trailing arms and coil springs in back.

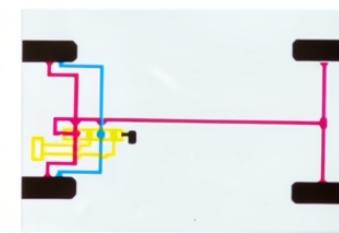
And this, combined with a multi-jointed rear axle (4), puts a minimum amount of "un-sprung" weight on the wheels, and allows each wheel to adapt itself independently to every driving and



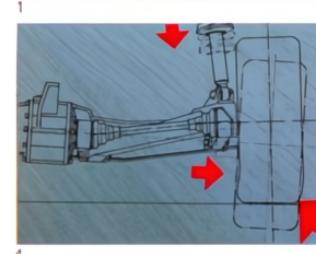
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2



3



4



5

An engine perfected and refined on the great race circuits of the world.

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

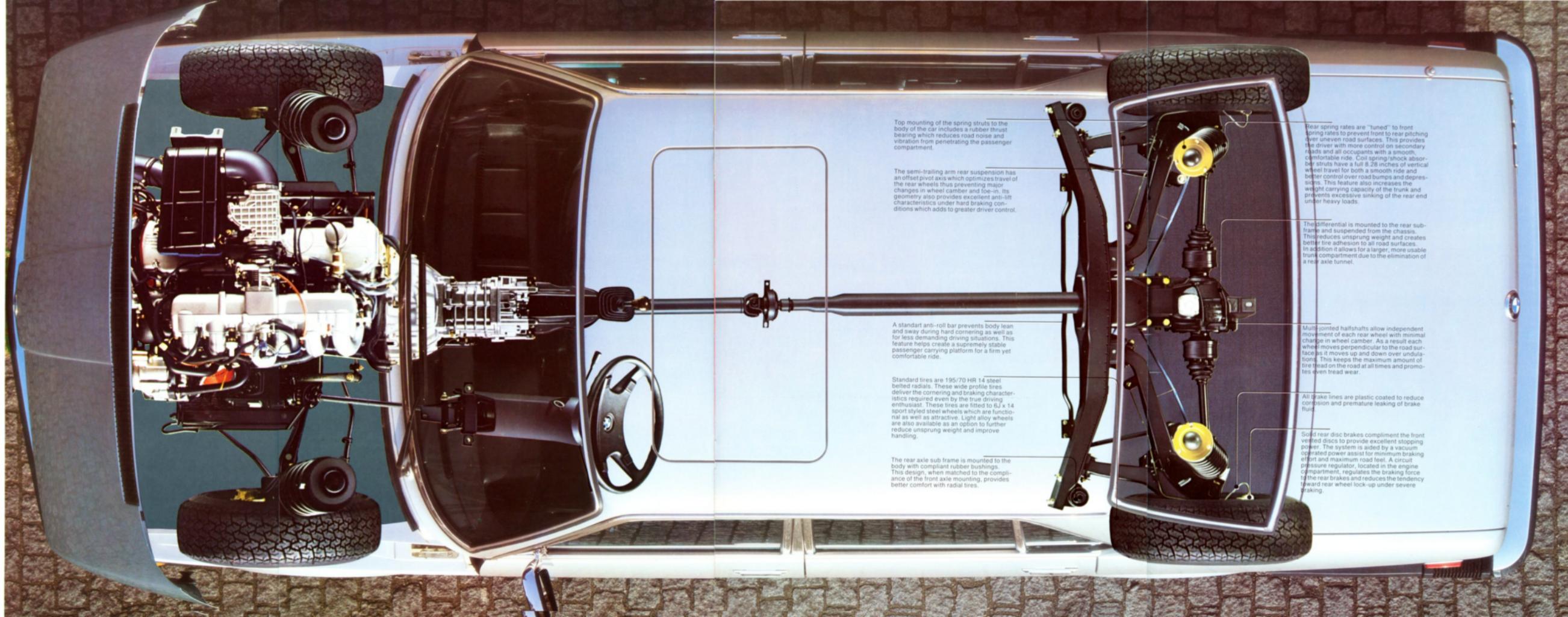
Can this not be achieved equally as well on the test track or in a controlled laboratory experiment?

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—come answers to engineering questions that could not be solved in a normal working life.

At BMW, it is our contention that the result of non-participation in automobile racing is automotive mediocrity.



Top mounting of the spring struts to the body of the car includes a rubber thrust bearing which reduces road noise and vibration from penetrating the passenger compartment.

The semi-trailing arm rear suspension has an offset pivot axis which optimizes travel of the rear wheel during major changes in wheel camber and toe-in. Its geometry also provides excellent anti-lift characteristics under hard braking conditions which adds to greater driver control.

Rear spring rates are "tuned" to front spring rates to prevent front-to-rear pitching over uneven road surfaces. This provides the driver with more control on secondary roads and all occasions with a smooth, comfortable ride. Coil spring rear shock absorbers have a full 8.28 inches of vertical wheel travel for both a smooth ride and better control over road ripples and depressions. The structure incorporates a low weight carrying capacity of the trunk and prevents excessive sinking of the rear end under heavy loads.

The differential is mounted to the rear sub-frame and suspended from the chassis. This reduces unsprung weight and creates better traction on all road surfaces. In addition it allows for a larger, more usable trunk compartment due to the elimination of a rear axle tunnel.

Multi-jointed halfshafts allow independent front wheel steering and rear wheel camber change in wheel camber. As a result each wheel moves perpendicular to the road surface as it moves up and down over undulations. This keeps the maximum amount of tire tread on the road at all times and promotes even tread wear.

All brake lines are plastic coated to reduce corrosion and premature leaking of brake fluid.

Solid rear disc brakes compliment the front vented discs to provide excellent stopping power. The system is aided by a vacuum operated power assist for minimum braking effort and maximum road feel. A circuit pressure regulator, located in the engine compartment, regulates the braking force to the rear brakes and reduces the tendency toward rear wheel lock-up under severe braking.

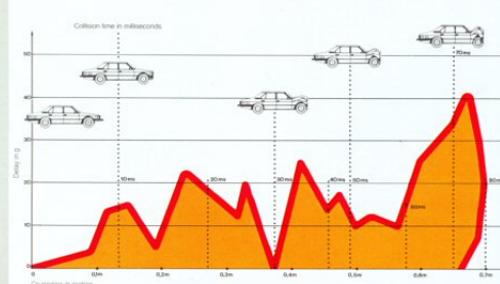
A standard anti-roll bar prevents body lean and sway during hard cornering as well as for less demanding driving situations. This feature helps create a supremely stable passenger carrying platform for a firm yet comfortable ride.

Standard tires are 195/70 HR 14 steel belted radials. These wide profile tires deliver the cornering characteristics required even by the true racing enthusiast. These tires are fitted to 6.5 x 14 sport styled steel wheels which are functional as well as attractive. Light alloy wheels are also available as an option to further reduce unsprung weight and improve handling.

The rear axle sub frame is mounted to the body with compliant rubber bushes. This design, when matched to the compliance of the front axle mounting, provides better comfort with radial tires.



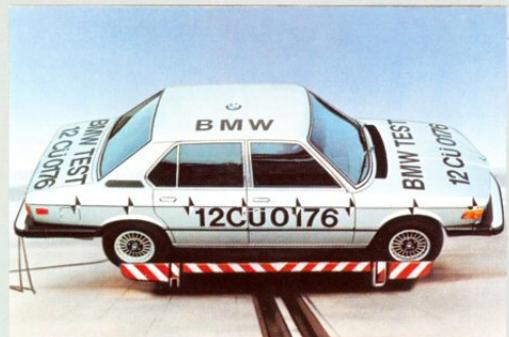
Crash tests to optimize the deformation of the front/rear "crush zones"



Pre-programmed deformation of the front section.



In a simulated turn over roof strut and roll bar strength is tested.



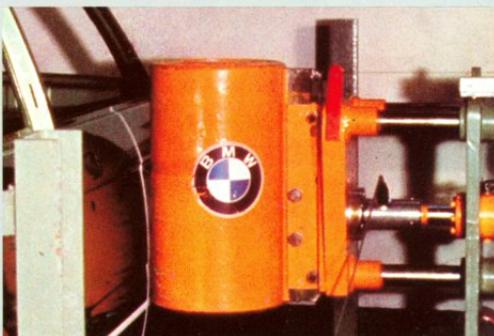
Testing the stability of the passenger safety cell during a lateral roll-over.



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

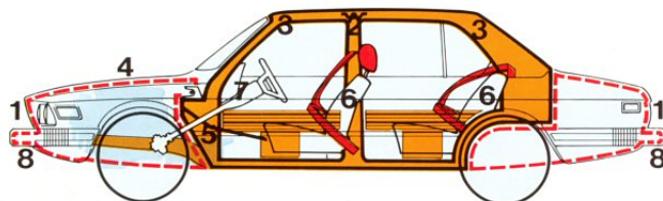


"Sled" used to test cockpit safety equipment.



Testing the strength of side of door.

The BMW life saving system.



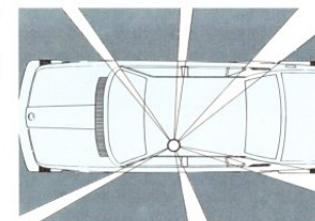
The BMW Life Saving System is a combination of carefully interrelated, innovative safety features – thoroughly researched and singularly effective.

1. In a collision programmed "crush zones" – both front and rear – are designed to buckle, leaving the passenger compartment untouched.
2. An integral roll-over bar and 3. specially designed front and rear roof reinforcement make it safe if overturned.
4. The hood is built to fold according to a predetermined pattern, leaving the windshield intact.
5. A specially designed drive shaft tunnel and a rigid front partition prevent the engine from being driven back into the passenger compartment.
6. Safety locks hold the doors closed, even on frontal impact, yet permit subsequent opening.
7. The two-section, telescoping safety column of the steering wheel and the steering gear are positioned behind the front axle – outside the "buckle zone".

The steering wheel, with its large impact plate, as well as the gradual deformation system of the instrument panel (which, you'll notice, has no sharp edges), are de-

signed to absorb and render harmless any impact energy.

8. The bumpers are mounted on sturdy hydraulic shock absorbers, eliminating the possibility of damage to the car in frontal collisions of up to five miles per hour.



There's safety in visibility.
The BMW 530i provides an astonishing amount of visibility through a generous greenhouse of glass. Totally unhampered by the large blind spots and unnecessarily large roof panels found in all too many automobiles.

For superior vision at night, the 530i has quad headlights.

And, in addition, the rear window has a built-in heating element.

Safety, more than just brute strength.

The BMW 530i 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 the exact chronological connection between all possible types of automobile deformation and their relationship to various safety devices.

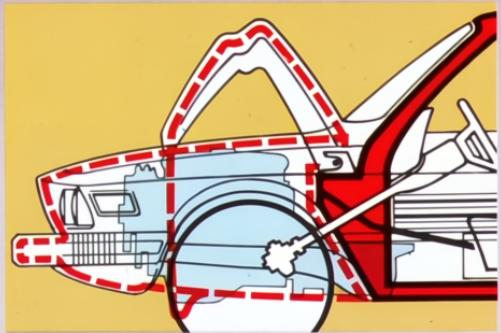
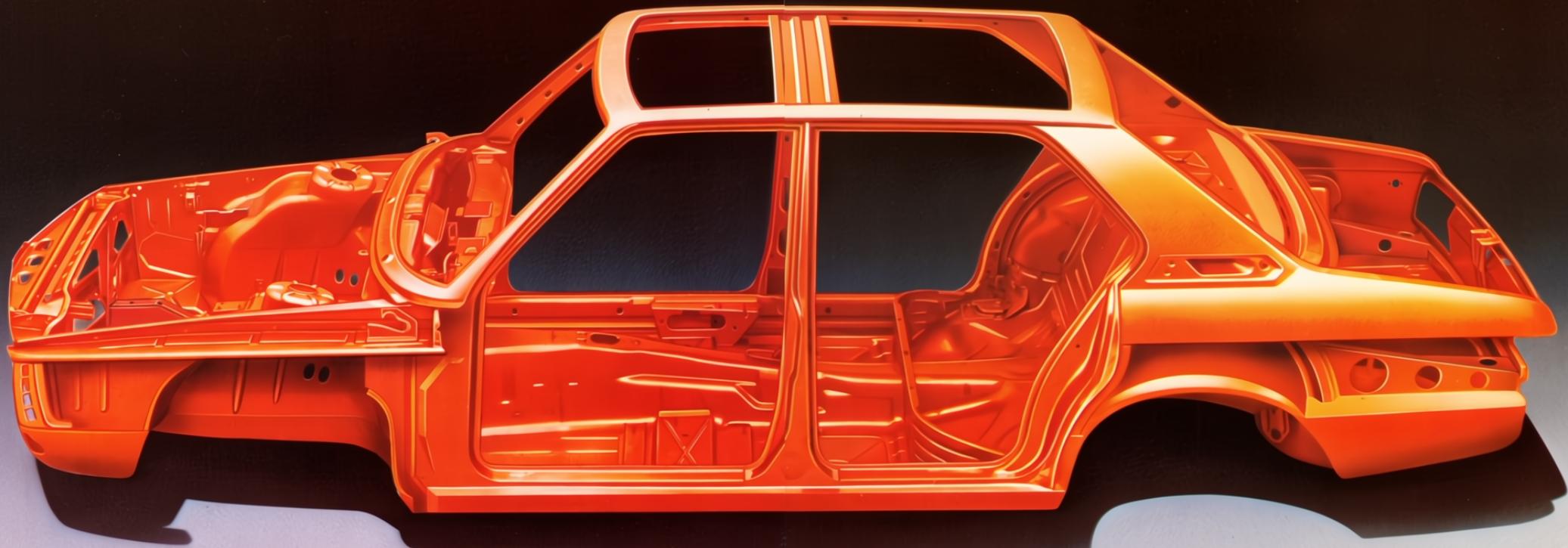
In this way, to cite one technical example, the crush behavior of the BMW 530i was optimally synchronized with the response time lag of the front automatic seat belts. By means of the structurally programmed valley in the retardation curve for the front part, the motion sequence of the passengers during an accident has been exactly adapted to the retardation action and the effectiveness of the belts.

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

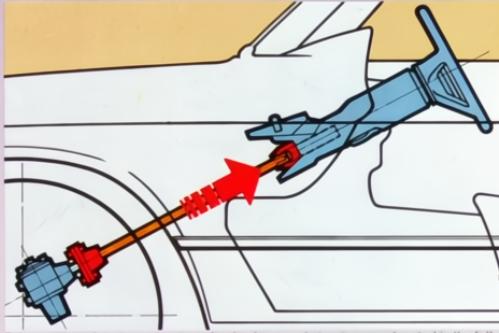
In highly specialized test stations – with the help of extremely sophisticated testing equipment – the entire structure – as well as all structural details – are examined during rollovers, front/rear, front/side, front/front and transverse collisions for their stress resistance and reactions.

Strength? It is doubtful that there is a car made that's made stronger than a BMW.

However, even more important than sheer strength, its extraordinary performance, handling and braking characteristics give the BMW 530i the ability to avoid accidents as well as to survive them.



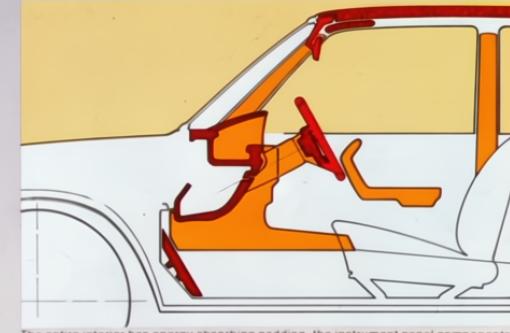
Programmed crush sequence of engine hood with special interception device



Telescoping safety-type steering wheel column and steering gear located in "safe" zones, outside the crush zone



Integrated rollover bar



The entire interior has energy absorbing padding, the instrument panel components are elastic and deformable.



Special hood lock with "catch hook"



Four spoke, padded steering wheel with center safety impact pad and four horn contacts.



BMW door lock with spherical tumbler and safety wedges – eliminates accidental opening during collisions.



Headrest and automatic seat belts are part of the BMW safety system.



Have you ever owned a car you actually enjoyed driving?

There is an obsolescence built into most cars – even the most expensive – 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 a means of getting somewhere.

The BMW 530i, on the other hand, is.

With all its ultimate good sense – with all its efficiency and practicality – the 530i not only exemplifies the sports car performance and feel so characteristic of all BMWs, it exceeds it.

Service, as efficient and reliable as the car itself.

BMW owners can get rapid routine servicing, perfect engine tuning, and pinpoint accuracy in the diagnosis of possible problems.



Technical Data BMW 530i

Dimensions and Weights

Four door sedan with rigid steel safety cell passenger compartment and crush zones front and rear, integrated center roll bar. Length: 190.0". Width: 67.2". Height (unloaded): 55.9". Wheelbase: 105.8". Track (front/rear): 57.1". Turning circle dia.: (Outer to Outer) 36 ft. Front door cutouts: 39.4". Wide rear door cutouts: 54.3". Two front bucket seats: 22.4" wide each. Rear bench seat: 54.3". Width at shoulder height: front 54.3" rear: 54.1".

Trunk capacity approx.: 21.9 cu. ft. Fuel tank capacity approx.: 16.4 U.S. gal. including 1.6 U.S. gal. reserve. GVWR: 4340 lbs. GAWR front: 2180 lbs. rear: 2270 lbs. Service load: 900 lbs.

Engine, Power, Trans-mission, Performance

Six-cylinder four-stroke inline, watercooled engine, longitudinally mounted, light alloy cylinder head, transverse flow principle, hemispherical swirl action combustion chamber, overhead camshaft with four main bearings, inclined overhead valves in V-arrangement, duplex roller chain drive, vibration damped, crankshaft with seven main bearings and twelve counterbalance weights, torsion vibration damping, pressure oil circulation, full-flow oil filter with regulation valve, Bosch L-Jetronic fuel injection and thermal reactor with air injection.

Capacity: 2,986 cc./182 cu. in. Stroke: 3.150" Bore: 3.504" Power: 176 hp (SAE net) at 5500 rpm. Torque: 165 ft. lb. (SAE) at 4500 rpm. Compression ratio: 8.1:1

Ignition distributor with vacuum retard and centrifugal advance, 55 Amp, 770 Watt three phase current alternator, battery 12 Volt, 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.

Gearbox:

a. Manual transmission 4-speed with synchronesh I: 3.855 II: 2.203 III: 1.402 IV: 1.000 R: 4.300
b. Automatic transmission 3-speed is optional equipment I: 2.478 II: 1.478 III: 1.000 R: 2.090

Final drive ratio: 3.45:1 (hypoid gears)

Split universal joint shaft with flexibly mounted central bearing and two universal joints, rear wheel drive through double universal joint shaft with maintenance-free homokinetic joints.

Maximum speed: 124 mph (Automatic 120 mph)

Regular gasoline: 91 RON

Chassis and Brakes

Front wheel suspension: individual wheel suspension on telescoping staggered legs (staggered trailing effect) with helical springs and torsion bar stabilizer.

Rear wheel suspension: individual wheel suspension with rubber-mounted wishbones, telescoping pre-loaded legs with helical springs, torsion bar stabilizer.

Collapsible safety steering column 15.7" axial adjustment of steering wheel, hydraulic speed related power-assisted steering system, three-part track rod, overall ratio 16.9:1.

Steel rims: 6J x 14 H 2
Steel belted radial tires: 195/70 X 14

Dual twin-circuit 4-wheel power braking system with servo unit and rear axle brake pressure regulating device.

Front: ventilated 4-piston fixed-caliper disc brakes with automatic adjustment, diameter 11.0".

Rear: fixed-caliper disc brakes with automatic adjustment, diameter 10.7".

Mechanically operated handbrake, additional duo-servo drum brake, diameter 6.3" with self-servo shoes, acting on rear wheels.

Equipment

Exterior: Energy-absorbing bumpers with rubber moldings, braced against hydraulic shock absorbers. Twin headlights (automatically switched off with ignition), two back-up lights, rear window defroster, electrically controlled outside rear-view mirror for the driver side, electric window lifters for front and rear. Trim: glass all around with dark green border on top of windshield, two chromed exhaust pipe tips. Central electric locking system for all four doors, gas filter flap and trunk lid.

Cavity seal, undercoating. Heating and Ventilating: Air conditioning, fresh air heater features: two temperature-speed pointers, instant warm air response, easily adjustable temperature setting for passenger compartment, defroster jets for windshield and side windows, fresh air intake through individual adjustable grilles at the side and in the center, with separate adjustment for driver and front seat passenger side, illuminated heating controls, flow through ventilation. Interior: Instruments, controls, lighting: Instrument panel features speedometer, odometer and trip meter, tachometer, fuel and temperature gauges, warning lights for fuel reserve, oil pressure, hand brake, heated rear window, generator and braking system, infinitely adjustable orange light instrument panel. Stalk controls for high-beams and headlight flashers, automatic windshield wiper/washer system with intermittent operation and two-speed wiper. Cigarette lighter and cigarette holder on dashboard. Interior lighting: illuminated belt and door-mounted contacts. Warning light for "Fasten Seat Belts" Reactor and EGR service. Reclining molded front seats, driver's seat with adjustable height and inclination, armrests on doors with integrated hand grips in front. Hand grips suspended from roof with clothes hooks for front and rear seat passengers. Rear parcel pockets and center fold-down table. Center console with glove compartment, ashtray, cigarette holder, three cupholders, two ashtrays, two door pockets. Three-point automatic seatbelts in rear, two-point automatic seatbelt rear in the middle. Headrests with adjustable height and inclination in front. Telescopic steering column. Four-spoke padded steering wheel with safety impact pad and four horn contacts. Door locks with safety wedges, childproof safety locks on rear doors. Storage in lockers (anti-lighted) glove compartment in front, the center console, the dashboard, the front and rear door, anti-glare rear view mirror, large ashtray in front, two ashtrays in rear. Full carpeting, cloth or leatherette upholstery. Luggage compartment carpeted. Deluxe tool kit in trunk lid.

Optional Equipment

Automatic transmission with dashboard shift indicator panel, dual position seat surround (electrically operated), leather upholstery, stereo, radios, metallic paints, 6 x 14 light alloy wheels, limited slip differential.

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 distributor or importer.



The ultimate driving machine

