

525
528



In tune with the times.

To overcome the problems of driving in modern traffic conditions, BMW have always concentrated on the essentials. Compact dimensions combined with manoeuvrability and liveliness, and safety, comfort and sophistication: based on

the firm foundation of high-quality car technology.

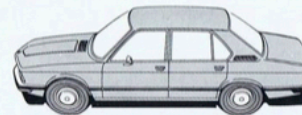
The most compact interpretations of this ideal are the BMW 525 and 528 models – cars in the international class. They are for drivers who add their skills to the designer's –

drivers who are not prepared to lower their standards of comfort and equipment, of performance and safety.

These are cars in tune with the times – with an emphasis on compactness rather than size.



BMW 525, BMW 528: The character of a car is not determined by its size.



With the BMW 525 and 528, a new dimension has been added to car size. Both cars offer an unusually harmonious combination of performance and safety, of comfort and sophistication — in a uniquely compact form. They are the embodiment of the car engineering of the future — quite outside the traditional classifications. They are for drivers who add their skill to the designer's — drivers who are not prepared to lower their standards.

BMW 525 and 528:
For drivers who know what they want, and are not distracted by gimmicks.

These BMW cars are living demonstrations of their designers' ideals: to build cars to meet all the requirements of the most discerning driver. The attention to design details . . . the carefully co-ordinated technology . . . and the care with these are executed, go far beyond the standards of more pretentious cars. The combination of all the elements of car

technology creates a completely new standard of driving sophistication, and gives these cars their unmistakable character.

Outstanding international cars are usually measured in just four dimensions: performance, sophistication, safety and price.

With the BMW 525 and 528, man and machine interact to produce a fifth dimension: character.

Cars in the international class can be no smaller.

Like all BMW cars, the BMW 525 and 528 have taut dynamic lines and a harmonious balance between bodywork and window area. Despite their generous proportions, they are as compact as possible — suited to today's driving conditions, manoeuvrable and manageable. Their elegant, unmistakable shape is not an end in itself but the logical conclusion of a functional design.

The visual elegance of these cars is not least the result of the excellent quality of their paintwork. An elegance that lasts, thanks to BMW's detailed attention to protection against corrosion. A new process of

electrophoretic impregnation of the bodywork has been developed whereby the car is immersed vertically in a tank and completely coated with an anti-corrosive base layer before the final coats of paint are applied. Careful undersealing and the BMW rust protection which reaches every last corner, together with high technical and manufacturing standards, ensure a long life and high resale value for BMW cars.

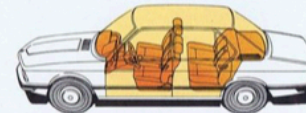


(Steel sun-roof and rear head restraints as optional extras)





BMW offers individual comfort
The aim: comfortable driving. The result: safer driving.



Its high performance and unique fittings put the BMW 528 in a class of its own.

Hardly any other car in this price range has such a range of performance and comfort details fitted as standard: e.g. the power assisted steering, wide 195/70 HR 14 tyres, lockable glove compartment and petrol filler cap (single-key), wood trim on the door surrounds, the central console, flap pockets in the front doors, high quality fabric seat covers, the foam-padded steering wheel and the head restraints with angle adjustment.

There is an extensive range of optional extras available for the BMW 525/528, which allows the driver to adapt his car to suit his individual requirements.

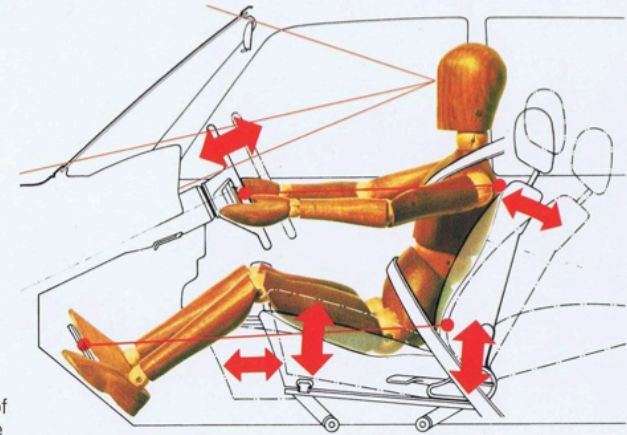
The automatic transmission—available as an optional extra—provides a further contribution to safety. On BMW cars the



automatic transmission is a perfectly integrated part of the whole drive system.

The foundation of the optimum integration of the automatic transmission is the extremely favourable torque ratios of the BMW 6-cylinder engine, which ensure a high torque over a wide speed range.

steering and pedal position can be tailored to arm and leg length, and the seat and visibility to body dimensions. For this purpose, these models have axially adjustable steering wheels and a driver's seat



The automatic transmission acts as a sort of technical co-pilot, relieving the driver, without affecting his freedom of decision.

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

No two drivers are alike. On the BMW 525 and BMW 528 the

which is individually adjustable in two dimensions. The seat can be easily and comfortably adjusted in floor position, angle and height, and the back rests are infinitely adjustable down to fully reclined.

This new system of seat, steering and operating controls allows the car to be tailored exactly to fit its driver.

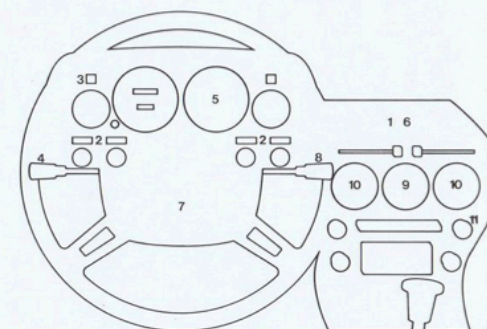


The bond between man and machine: the cockpit.

The high operating comfort of the BMW 525 and BMW 528 has a definite function: maximum safety.

Safe, effortless control of modern automatic technology is one of the major basic requirements of driving safety. BMW have systematically designed all operating controls on their cars to safety standards based on simulated bio-mechanical experiments. The extremely effective heating and ventilation system caters for physical comfort.

The arrangements of the various vents is designed so that the heads of the occupants are always in a cool, draught-free area, while at the side, above and below they are surrounded by warm air. It is therefore almost irrelevant (in terms of our climate) how hot or cold the outside temperature is — in a BMW the temperature is always right for the comfort of the passengers.



1. Heating and ventilation system: air outlet grille.
2. Indicator strip with warning lights for indicators, tail fog light, hand brake, battery charge, headlights, and automatic transmission selection range indicator (optional extra).
3. Fuel gauge with warning light for fuel on reserve.
4. Combined lever for direction indicators, headlight flasher, headlights and parking light.
5. Rev. counter.
6. Fresh air outlet grille, separate controls for driver and front passenger.
7. 4-spoke safety steering wheel with large padded central boss and foam padded steering wheel, optional extra on BMW 525.
8. Combined lever for 2-speed wiper, the automatic windscreen wipers/washer and the delay mechanism.
9. Quartz clock and switch for 3-speed blower.
10. Heating and ventilating system with rotary switch for heating and air distribution.
11. Pull switch for heated rear window.

The BMW 525 and BMW 528 are designed to supplement their driver's energy. Not to drain it.

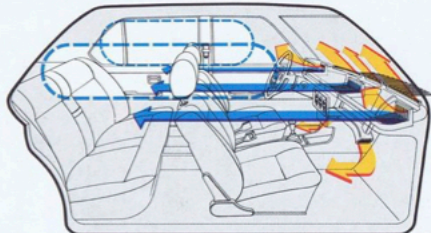
A BMW is always designed so that the amount of attention it requires from its driver is minimal; so that he has as much freedom of action as possible; and so that he can take his decisions in a relaxed and alert manner.

The seats of these BMW models, designed and constructed with the fullest attention to detail, correspond to strict ergonomic principles. The seat combines perfect sitting comfort, thanks to its shaping and a new type of upholstery, with excellent lateral support. On the BMW 528 this high-quality interior is further enhanced by exclusive covers. The seat springs and the vehicle's suspension system and shock absorbers are matched to give precise co-ordination.

The seat anchorage points and the whole of the seat mechanism are carefully tested for complete reliability and all constitute a major internal safety factor in a collision.



Heating and ventilation system, quartz clock integrated in the rotary switch for the 3-speed blower.



Carefully researched flow patterns ensure that all occupants are in draught-free zones even when the blower is at full speed.





**BMW combined pleasure for the driver
with pleasure for the passengers.**

Whether you drive or are driven, the BMW 525 and BMW 528 provide unusually sophisticated fittings for all their comfortable seats. Rear foot room is generous and the back rest of the moulded bench seat is set at a comfortable angle. The high-standard, finely-balanced chassis ensures a pleasant and comfortable journey for rear seat occupants, even on long trips.

Wide-opening doors make getting in and out easy and comfortable — even for rear seat passengers.



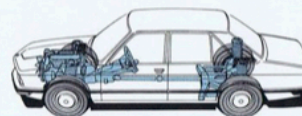
Electrically or mechanically operated steel sun-roof available as an optional extra.



Rear head restraints available as an optional extra.



The total is more than the sum of its parts.



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

The heart of the BMW 525 and BMW 528 is — in its two sizes — one of the most advanced engines in the world, with a unique combination of high performance and flexibility, smooth-running and economy. The extremely high efficiency of this engine is perfectly suited to its chassis.

The four independently suspended wheels adapt themselves individually to the road surface, and ensure excellent road behaviour — absorbing potholes, bumps and ruts in an inimitably smooth manner. It is irrelevant how bad the road is... whether the driver is alone, or whether the car is fully loaded... or whether the car is travelling fast or slowly.

For a good chassis to function perfectly the bodywork must have the right design. And BMW bodywork design totally meets the requirements. The car body is torsionally rigid, and the passenger compart-

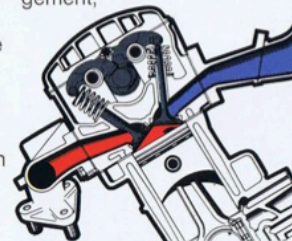
ment is welded to the floor assembly to form a torsion-resistant whole. Bodywork movements that affect the precise mechanics of the chassis and its geometry are totally impossible.

The short, precise shift on the fully synchromesh four-speed gearbox with its sensible ratios, makes gear-changing fast and easy. The precise yet light steering — power-assisted on the BMW 528 — makes accurate steering possible even at high speeds, eliminating the need for constant corrections and permits fatigue-free, fast driving.

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

for the severest conditions.

The layout of the fuel feed lines and fuel combustion on the BMW engine: the fuel feed lines are located to ensure excellent flushing and filling. The inverted valves in V-arrangement,



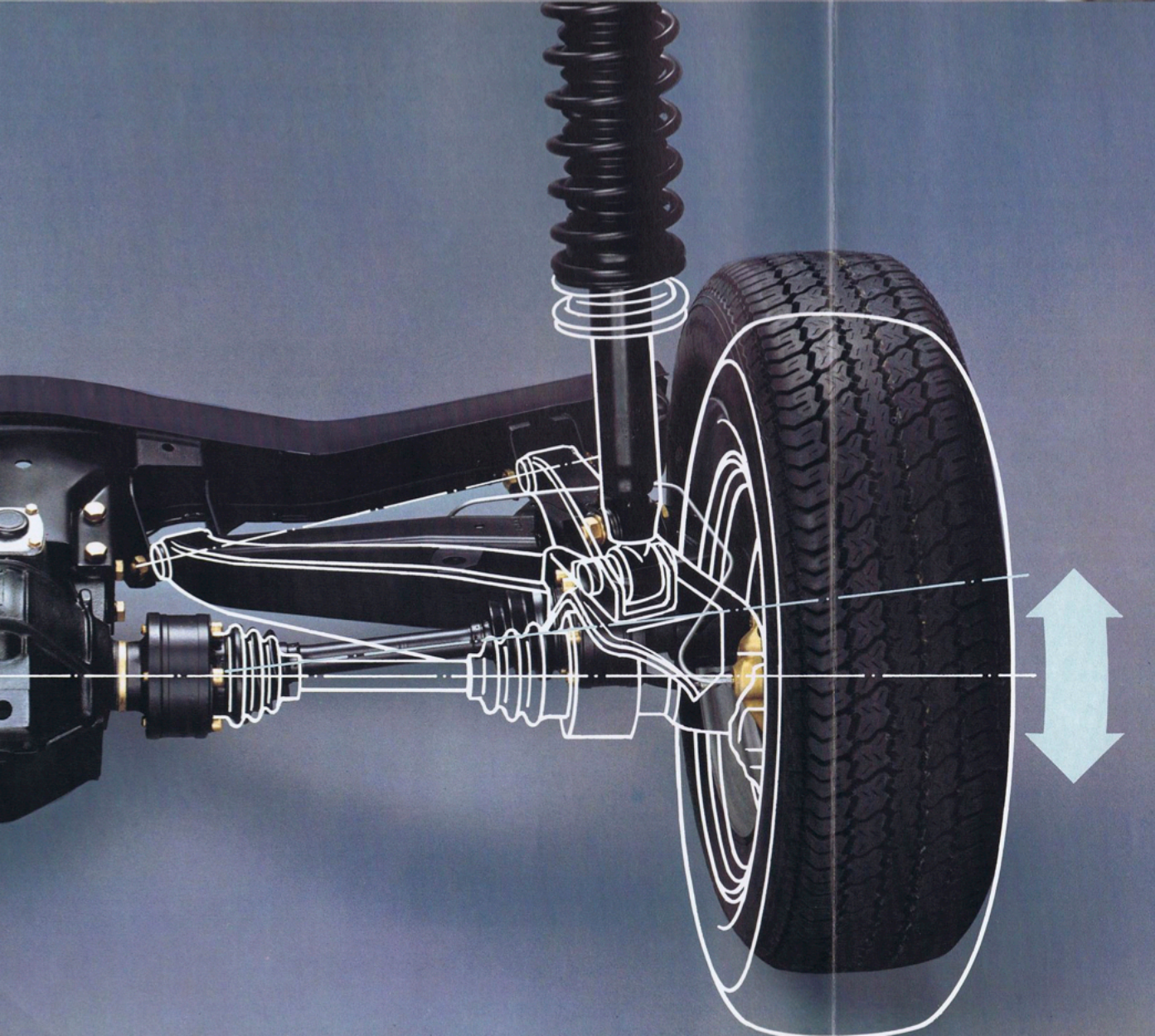
controlled by the overhead camshaft, are placed at the most favourable angle to the flow of fuel.

This detailed knowledge of engine function is not only the



great deal of experience in motor racing. Apart from the necessary high standard of basic design, many design refinements are obligatory to adapt racing engines (with more than double the output of series production models)

reason for the smooth build-up of power from BMW engines, but is also the basis for their unbeatable economy, reliability and extremely long life — characteristics which match the cubic capacity and the performance.



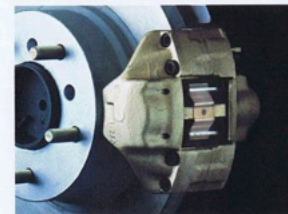
The BMW chassis: a perfect synthesis of high performance and comfort.

The chassis of the BMW 525 and BMW 528 — which has front spring struts and rear semi-trailing arms — is one of the most efficient — and consequently one of the safest — designs in the world.

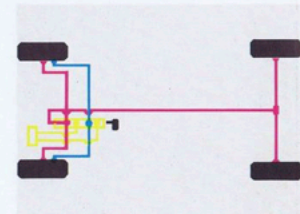
The extremely high efficiency of this chassis is the result of many years of extensive car research and unique racing experience. Its superiority is based upon the co-ordination of design detail with the most careful balance of suspension and shock absorbers. Through this, these models combine precision at high speeds and excellent road-holding with a new level of vehicle comfort and sophistication. For BMW, safety is independent of road surface. The front and rear axles are harmoniously co-ordinated. The position of each wheel adjusts itself individually in accordance with a pre-determined pattern to every road and traffic situation. When

steering into a bend, or changing track when travelling fast on a straight road, the outer wheel on the curve takes the camber suitable for the curve speed. This enables the chassis to develop greater powers of lateral guidance, to be better braced against the curve, and permits a higher transverse acceleration. The result: supreme road holding under all conditions.

The front spring struts are mounted in such a manner as to keep steering play to a minimum.



The BMW 525 and BMW 528 have disc brakes on all four wheels, a brake servo, and a pressure limiter which meters the braking action on the rear wheels. Over-braking is avoided. The hand brake acts on additional drum brakes, combined with the rear wheel disc brakes.



The sophisticated dual twin-circuit brake system is quite as efficient as the chassis. In every situation, it fully exploits the excellent road-holding characteristics of the chassis. Apart from the normal brake circuit, which acts on all four wheels, there is a second — acting on the front axle. If one brake circuit should fail, the total braking effect is still fully maintained where it is most important for braking stability: on the front wheels.

The BMW engine. **High power reserves: the basis for excellent** **safety standards.**

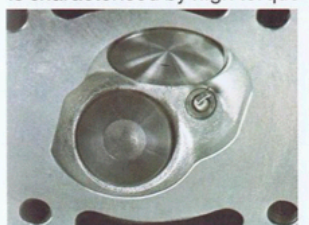
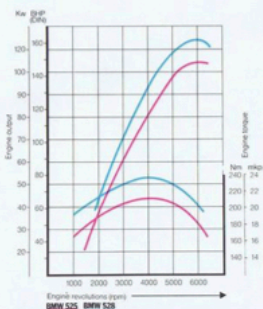
The pressure to keep up with the speed of traffic is inseparable from driving today. Present traffic conditions demand both fast and slow driving, and the road user must be able to adapt to this. This is easier and safer with a powerful vehicle than with one that is under-powered. So the extremely high output of these BMW models is not an end in itself, but a pre-requisite for flexibility — and consequently safety.

The 2.8 litre power unit accelerates the BMW 528 from 0—100 km/h in 9.5 sec (0—60 mph in 9.2 sec). Top speed is 198 km/h (123 mph). The engine develops its maximum torque — 238 Nm — at 4000 rpm. The 2.5 litre engine of the BMW 525 reaches 100 km/h in 10.1 sec (60 mph in 9.7 sec). Its top speed is 193 km/h (120 mph). It develops its maximum torque of 212 Nm at 4000 rpm.

Over a wide speed range, the performance of these cars is characterised by high torque

and an impressive flexibility. These positive characteristics make it easy for the driver to drive safely and to adapt himself to changing conditions, to react better and more quickly, and therefore to be considerate and co-operative towards other road users.

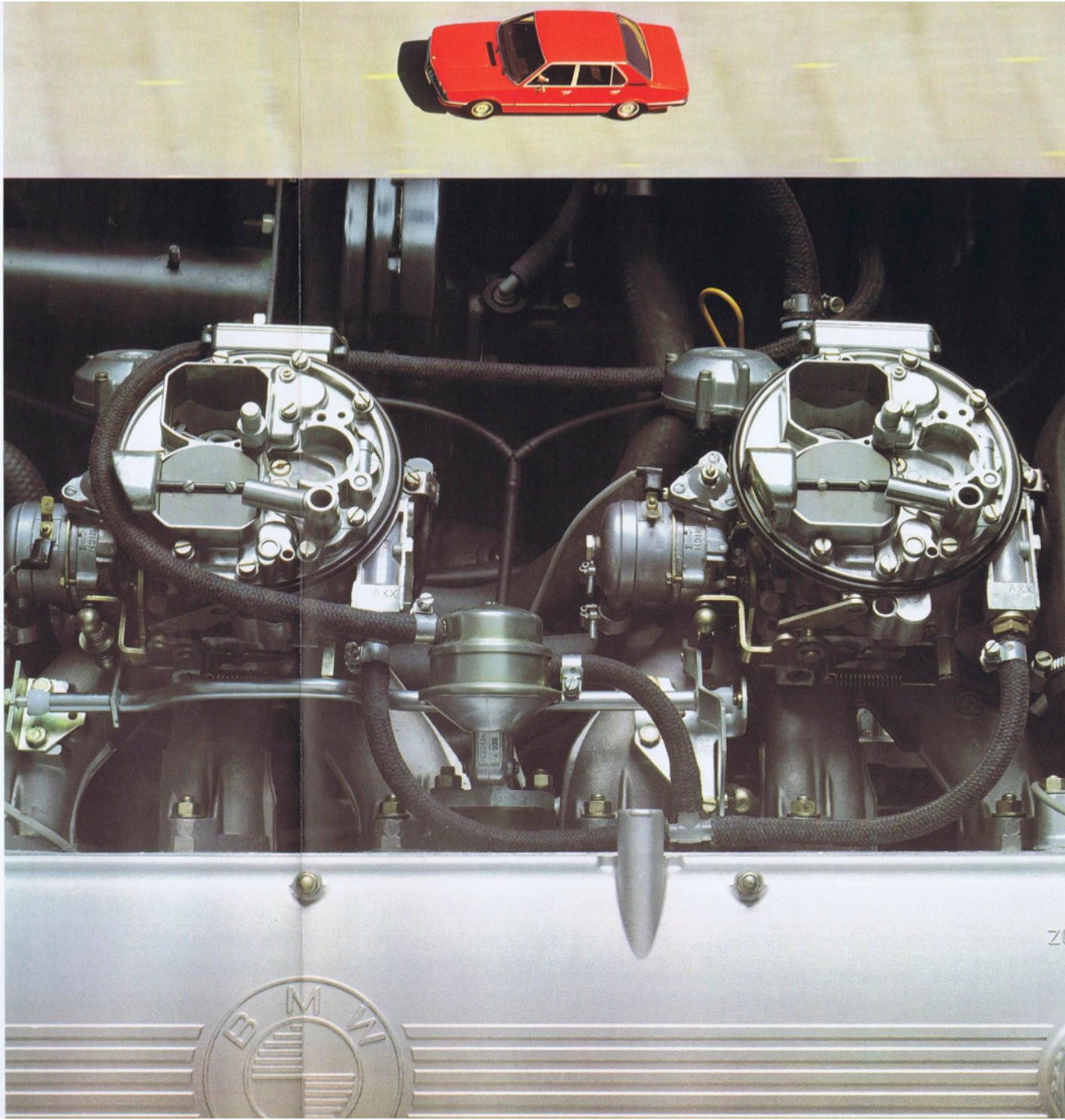
And this extremely high performance is achieved very economically.



The triple hemisphere swirl action combustion chamber achieves optimum mixture distribution and smooth combustion. Result: a unique development of power, favourable exhaust levels and economical consumption.



Extremely smooth, turbine-like running is achieved through precise engine balancing, and careful vibration damping of the crank shaft and mechanism.



**Reaction instead of resignation:
in extreme situations a BMW does not give up, but gives in. Systematically.**



A BMW offers a wealth of high quality, efficient safety design details, as well as a systematic combination of precisely co-ordinated safety fittings which complement each other: the BMW Life Conservation System.

Progress through research:
BMW safety.

The BMW bodywork test centre contains one of the most modern European test centres for research and experiment on car safety fittings. The overall design and its components are tested for their capacity to absorb shocks, and their reactions when the car is overturned, in front/rear, front/side and head-on collisions. This happens in highly specialised test centres equipped with all the necessary technical equipment, and on progressive test sites where a logical series of simulated crashes and an extensive range of real crashes occur. When you buy a BMW, you are buying the knowledge gained in these tests.

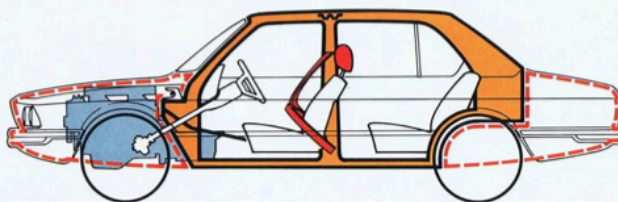
There are many reasons why you might drive a BMW. And some why you should.

BMW safety is systematic.

A BMW has controlled, collapsible impact-absorbing front and rear zones. On BMW cars, the rate at which the front collapses is optimally coordinated to the response time of the inertia reel seat belt so that

overlapping acceleration peaks by driver and vehicle are avoided. The time scale of this process is clearly shown on the diagram.

The passenger compartment acts as a safety cell with all-round reinforcements (1). An



integral roll-over bar (2) and specially designed front and rear roof reinforcement (3) make it safe if overturned.

The bonnet has a special safety lock, so that it buckles in a pre-determined pattern, absorbing impact forces and avoiding any damage to the windscreen (4). A specially designed joint tunnel and a rigid bulkhead ensure that in a head-on collision engine and transmission cannot penetrate the passenger compartment (5). Safety locks keep the doors closed in front or rear end collisions and allow them to be opened afterwards (6).

The collapsible safety steering column and the steering gear linkage are behind the front axle, i.e. outside the collapsible zones (7). The fuel tank is in a protected area (8).

The whole of the interior is padded to absorb impact forces. Instruments, together with grab handles and mirror, are flexible and collapsible (9).

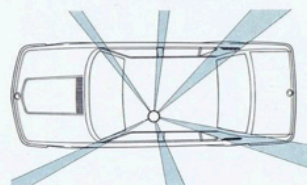
The safety you buy with a BMW is expensive. But what you gain is priceless.

The BMW 525, like the BMW 528, is so safe that the extreme situation hardly ever arises. But when it does, the consequences are controllable.

A BMW is not cheap: its driver is priceless.

See and be seen.

The BMW 525 and BMW 528 have excellent all-round visibility with large window areas.



Blind spots are kept to a minimum by narrow, safely designed front roof pillars.

The powerful double Halogen headlights ensure good visibility at night. The tail fog light (fitted as standard) ensures that you are noticeable.

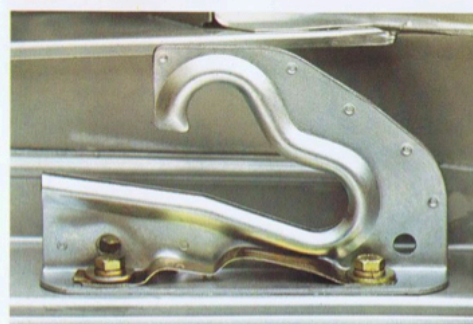




Crash tests to give optimum front and rear collapsing zones.



Pre-programmed buckling of bonnet.



Special bonnet lock with catch hooks.



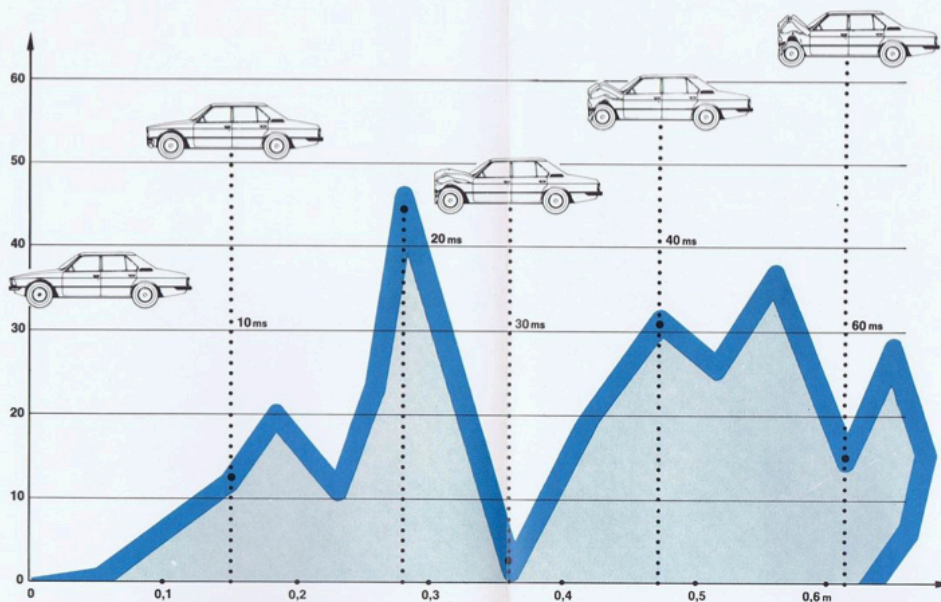
Checking the strength of the roof pillars and roll-over bar if the car overturns.



Checking door stability.



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



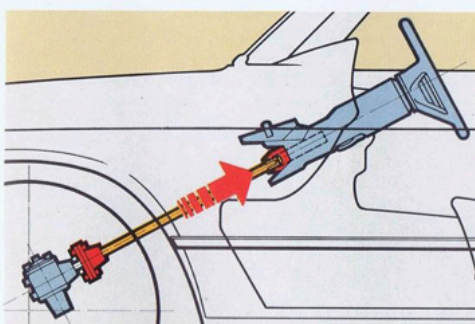
Time scale diagram of pre-programmed vehicle front deformation on a BMW 525. Impact at 50 km/h (31 mph) against a rigid object. Vehicle front deformation: approx. 65 cm (25 in). The dip in the delay curve of the front section is pre-calculated to correspond exactly to the movements of the passenger compartment occupants and the reaction of the belts in a collision, so that the effects of peaks of acceleration are avoided.



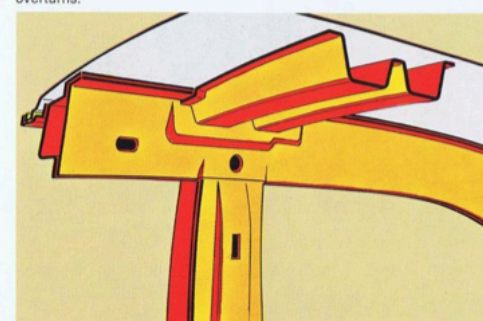
Systematic safety with the standard combination of head restraints and front 3-points inertia reel seat belts.



4-spoke safety steering wheel with large padded central boss. (Foam-padded steering wheel as optional extra.)



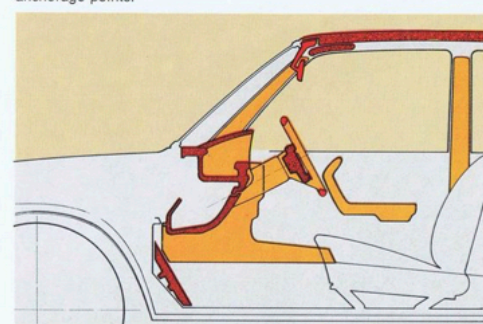
The safety steering column and the steering gear linkage are protected outside the collapsible zones.



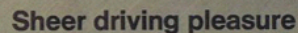
Integral roll-over bar ensures safety should the car overturn.



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

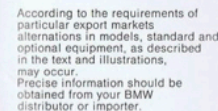


The interior is padded to absorb impact forces, the instruments are flexible and collapsible.



The high manufacturing standards, as well as the expertly trained specialists in BMW service workshops all over the world, guarantee that this cannot happen. BMW cars

Both the BMW 525 and BMW 528 are investments in long-term driving pleasure.



Bodywork	4-door saloon, torsionally rigid safety cell with shockabsorbing zones in the front and rear, integral roll-over bar, projecting bonnet with safety lock	
Measurements, Weights	<p>Length 4620 mm (181 ft 9 in), width 1690 mm (66 ft 5 in), height (unladen) 1425 mm (56 ft 1 in), wheelbase 2636 mm (103 ft 7 in), turning circle 10.5 m (41 ft 3 in), door opening, front 1000 mm (39 ft 4 in), rear 870 mm (34 ft 2 in)</p> <p>Front track 1406 mm (55 ft 3 in), rear 1446 mm (56 ft 9 in)</p> <p>Width at shoulder height, front 1380 mm (54 ft 3 in), rear 1375 mm (54 ft 1 in), seat width over 570 mm (22 ft 4 in), front 1380 mm (54 ft 3 in), seat depth, front 500 mm (19 ft 7 in), rear 480 mm (18 ft 9 in), longitudinal seat adjustment 225 mm (8 ft 8 in), seat height adjustment 40 mm (1 ft 6 in), headroom unseated, front 890 mm (35 in), rear 870 mm (34 ft 2 in)</p> <p>Absolute luggage compartment capacity approx. 620 l (21.9 cu ft), 440 l (15.5 cu ft) to standard V40, fuel tank 70 l (15.4 gals), of which 7 l (1.54 gals) reserve</p> <p>Weight unladen 1350 kg (2976 lb) (Automatic 1370 kg (3020 lb)) Permitted load 460 kg (1015 lb) (Automatic 440 kg (970 lb)) Permitted gross weight 1810 kg (3990 lb) Trailer load braked 1200 kg (2645 lb), unbraked 500 kg (1102 lb) Permitted roof load 75 kg (165 lb)</p>	
Engine	<p>Water-cooled, 6-cylinder, 4-stroke in-line engine, longitudinally mounted, light alloy cylinder head, cross-flow principle, overhead camshaft, triple hemisphere swirl action combustion chamber with concentration of volume round the spark plugs, overhead 4-bearing camshaft, parallel inclined overhead valves in V-arrangement, double roller chain drive, vibration dampened, 7 main crankshaft bearings with 12 counter weights, torsional vibration dampened, pressure of circulation with Eaton pump and full-flow oil filter</p> <p>2 governor carburettors Zenith 32/40 IAT, automatic choke, acceleration pump</p> <p>Capacity 2494 cc, Stroke 71.6 mm, Bore 86 mm Output 106 kW (145 DIN BHP) at 6000 rpm Torque 212 Nm (21.2 kpm) at 4000 rpm Compression 9.0:1</p> <p>Three-phase alternator 12 Volt, 770 Watt, Battery 12 Volt, 55 Ah Distributor with limiter and centrifugal advance</p>	
Transmission	<p>Hydraulically actuated single plate dry clutch with plate spring, torsional damper and automatic adjustment; optional automatic version: fluid clutch with torque converter</p> <p>4-speed synchronised gearbox, 1.3855; 1.2202; III 1.401; IV 1.0; R 4.3; Final drive 3.64:1; Split universal joint shaft with flexibly mounted central bearing and 2 universal joints, rear wheel drive via double universal joint with maintenance free homokinetic joints</p>	
Performance	<p>Max. speed 193 km/h (120 mph) (Automatic 185 km/h (114 mph)) From 0 to 100 km/h in 10.1 s (0-60 mph in 9.7 s) Fuel consumption: 10.5 l/100 km (26.9 mpg) Average fuel consumption at 100 km/h: 9.2 l/100 km (at 62 mph: 30.7 mpg)</p> <p>Max. speed 198 km/h (123 mph) (Automatic 190 km/h (118 mph)) From 0 to 100 km/h in 9.5 s (0-60 mph in 9.2 s) Fuel consumption: 10.8 l/100 km (26.1 mpg) Average fuel consumption at 100 km/h: 9.8 l/100 km (at 62 mph: 28.8 mpg)</p>	
Suspension and Brakes	<p>Front suspension: independent wheel suspension on oblique spring struts (anti-roll bar) with coil springs and additional rubber springing. Torsion stabiliser. Rear suspension: independent wheel suspension on semi-trailing arms in rubber bushes, spring struts with coil springs, and additional rubber springing. Torsion stabiliser</p> <p>Collapsible safety steering column, ZF Gemmer steering system with worm and roller. 3-piece track rod. Overall steering ratio 22.3:1</p> <p>Steel rims with hub caps and rings 6 x 14 H2 Steel braced radials 175 HR 14</p> <p>Dual twin-circuit brake system with brake servo and rear axle brake pressure limiter; front: 4-piston fixed caliper disc brakes with automatic pad wear compensation, disc diameter 272 mm (10.7 in), rear: fixed caliper disc brake with automatic pad wear compensation, disc diameter 272 mm (10.7 in), hand brake acting mechanically on additional duo servo drum brake, 160 mm (6.3 in) diameter</p> <p>Collapsible safety steering column, power-assisted steering. Overall steering ratio 16.9:1</p> <p>Steel rims with hub caps and rings 6 x 14 H2 Steel braced radials 195/70 HR 14</p>	
Exterior fittings	<p>All-round parking protection through rubber trimmed bumpers extending round the sides of the car and rubber side rubbing strips, bonnet with spring release and special safety lock (tail lock), front and back fully retracting crank windows, tinted wing mirror. Halogen headlights (automatic extinction when switching off ignition), 2 reversing lights, integral tail fog light, heated rear window</p>	<p>Chrome sill strip below doors, lockable petrol cap</p>
Interior fittings	<p>Rust protection, undersealing</p> <p>Easily readable, clearly mounted instruments with quartz clock and rev. counter, fuel and cooling water temperature gauge, trip recorder; 2 wiper speeds, delay mechanism and automatic windshield wipers/washer operated from the steering wheel, infinitely adjustable, orange instrument illumination, additional warning lights for tank, tail fog light, hand brake, selection range indicator for optional automatic models in instrument panel, axially adjustable 4-spoke steering wheel with large padded central boss and 4 horn buttons, foam padded steering wheel on 528.</p> <p>Heating and ventilation: water temperature controlled fresh air heating with finely adjustable temperature control by means of knobs, quiet 3-speed blower, windshield and side window demisters, fresh air input through grilles at the side and in the centre with separate regulation for driver and front passenger. Heating diagram illumination, air extraction</p> <p>Front reclining seats with infinitely adjustable back rests, angle and height adjustment on driver's seat, easy longitudinal seat adjustment by means of roller bearing, front removable rear restraints with height adjustment by means of press button, 3-point front inertia reel seat belts with covered reel, door arm rests at the front with integral grab handle, rear roof grab handles with clothes hooks, wooden gear lever knob and rear central arm rest</p> <p>Head restraints with angle adjustment</p> <p>Fully carpeted interior, carpeted rear shelf, easily accessible storage facilities: in the illuminated glove compartment, on the dashboard and in the central console, safety ashtray and cigar lighter in the instrument panel, 2 rear ashtrays, antislidze safety rear view mirror, door locks with safety antiburst strikers, child-proof locks on rear doors, storage spaces on the right and left in luggage compartment, spare wheel below luggage compartment floor, tool box in boot lid</p> <p>Carpeted luggage compartment, pockets in front doors, pockets in front seat back rests, lockable glove compartment, wood trim on door surround, wood floor to central console</p> <p>Non-slip mat for luggage compartment</p> <p>Parking light switch, interior light for four contact switches on door pillars, luggage compartment illumination, socket for rechargeable hand lamp (optional extra) in glove compartment</p> <p>Light alloy sports wheels with 175 HR 14 or 195/70 HR 14 steel braced radials, HD suspension (at no extra charge), limited slip differential, power-assisted steering (standard on 528), automatic transmission</p> <p>Leatherette upholstery (at no extra charge), leather upholstery, sports steering wheel 400 mm dia., foam padded steering wheel (standard on 528), rear 2-point inertia reel seat belts, head restraints for rear seats, rear heating, air conditioning with tinted windows and laminated windscreens, velours floor mats, lockable glove compartment using ignition key (standard on 528) large tool kit</p> <p>Laminated windscreens, tinted windows with laminated windscreens, mechanically or electrically operated steel sun-roof, metallic paintwork, second wing mirror, lockable petrol filler cap (using ignition key) (standard on 528)</p> <p>Halogen fog lights, headlight wipers/washer, front and rear electric windows, wing mirror on drivers and front passenger side electrically adjustable from inside, radios of various makes (optional extra)</p>	
Optional Extras		



BMW — sheer driving pleasure

