

316 318

320 320i



A new format for the medium-class car.

The medium-class car has been given a new forward-looking format: the compact BMWs. They are the logical conclusion of the concept introduced by BMW in 1966 – an efficient, high-performance car with compact dimensions.

The new, compact BMW: not a larger small car – but a smaller large car.

With their new power unit and drive mechanism . . . their safety features . . . their new driving philosophy . . . their interior luxury . . . and their new system of passive safety equipment, the new BMW 316, 318, 320 and 320 i models have the same robustness and technical advantages as the larger BMW models. Because of their extra-

ordinary sophistication and reliability, these high-quality details have been transferred to the medium-class models, developed a stage further, and completely re-adapted.

We have designed the new BMWs so that they are ahead of their time. Which ensures that they are not less advanced than their drivers.



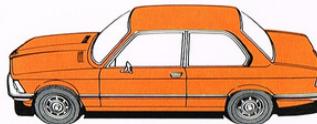


M-DM 2393

M-AN271



The balance between the extremes of the large car and the small car — BMW.



The new compact BMW is a compromise between two seemingly contradictory extremes in motor car design: the car that is too large for normal use in traffic, and the car that is too small for safety.

The compact BMW is the answer. It is ideally suited to traffic, yet at the same time incorporates a high degree of technical safety — it is an extremely safe, yet a distinct and vital car. It manages to combine ideally the characteristics of a fast, comfortable touring model with those of a smaller and livelier town model.

The compact BMW is available in four different models: the BMW 316, 318, 320 and 320i. These different models are tailored to meet different requirements, while retaining the overall identity of a range.

Although striving for perfection in a motor car is not cheap, it is worth while. For the discerning driver, therefore, it is not so much a question of whether he buys one of the new compact BMWs, but rather, which one.

The unmistakable visual appearance of independence of the compact BMW is created by the combination of dynamic contours and a shape that is both straightforward and discreet. The body is of a flat and elongated design, which combines with the large area of

window to produce a balance between overall dimensions and interior space — resulting in economy outside, and generosity inside.

A clear, external difference in the two categories, BMW 316 and 318, and BMW 320 and 320i, can be seen in the halogen twin-headlamp units of the two-litre models. With the



exception of the number plate, the tail is identical. It is so arranged that the tail corners of the vehicle all lie within the driver's range of vision. The reversing lights are built into the large indicator units.

The compact BMWs offer a high standard of design with an excellent finish — including the paintwork. Rugged durability is ensured by conscientious attention to detail in corrosion protection.

In a special process, the chassis is given a corrosion resistant primer in an immersion bath during the preliminary treatment and the electrophore-

tic priming. It is then given a number of coats of paint. A careful and practically proven underbody protection and the special BMW system of hollow cavity sealing, which reaches even the furthest corners, guarantee durability and a high resale value. One example of this high grade finish on the detail level: the critical parts of the exhaust system — both inside and outside — are aluminium coated. This prolongs the life of the system considerably.



The technology of relaxation.

The extraordinary degree of comfort of the new compact BMW has one clear function: extraordinary driving safety. To this end, these vehicles contain structurally elaborate and ultra-modern solutions to problems of operational and driving safety, all based on modern scientific knowledge of driver physiology. The aim: absolute all-round visibility, effortless mastery of advanced vehicle technology, safe, controlled reactions and relaxed driving.

BMW design their cars for drivers. Because of this, a BMW makes only the essential demands on its driver.

Operational safety is also assisted by the excellent all-round visibility in the car and by the new cockpit, which satisfies ergonomics requirements in an ultra-modern manner and thereby enables reactions to be extremely fast. All switches and levers are arranged and marked unmistakably and are illuminated in a permanent orange colour. The instrument panel is arranged in a concave manner in relation to the driver's seat, and regardless of the position of the driver or his arm length, enables any driver to reach all the controls quickly, comfortably and safely.

This operational safety is supplemented by other positive measures for the maintenance of luxury standards, particularly

in the exemplary heating and ventilating system that, in its effect and capacity, is equal to that of any larger saloon. The heating comes on quickly, and temperature can be infinitely selected. The warm air can be directed on to the windows through 5 jets for de-frosting.

The fresh air ventilation system ensures

brake fluid level, and petrol "on reserve".

3. Indicator panel with warning lights for oil pressure, battery charge and main beam.

4. Illuminated push-button for rear window heater, rear fog lamps (optional) and fog headlamps (optional), combined switch for sidelights and adjustment button for panel illumination, and illuminated inscription panel fitted as standard for the BMW 318, 320, 320 i.

5. Combined lever for direction indicators, headlight flasher, main beam and parking light.

6. Quartz clock or revolution counter fitted as standard for the BMW 320 (optional for the BMW 316, 318 series).

7. Illuminated push-button for flashing alarm system.

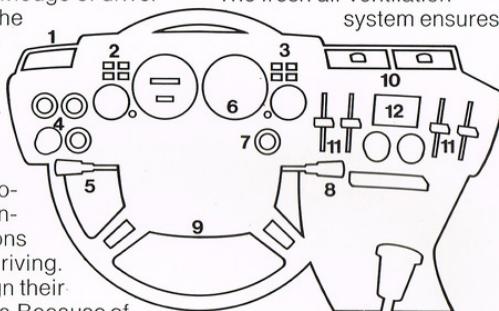
8. Combined switch for two-speed windscreen wiper, screenwasher system and windscreen-wiper speed control.

9. Four-spoke safety steering wheel with large padded central boss and four horn buttons. In the BMW 320 i, foam padded steering wheel rim (optional for the BMW 316, 318 and 320).

10. Fresh air outlet grille, with separate adjustment for driver and front seat passenger.

11. Finely adjustable heating and ventilating system, rotary button for three-speed blower.

12. Quartz clock as in the BMW 320 series.



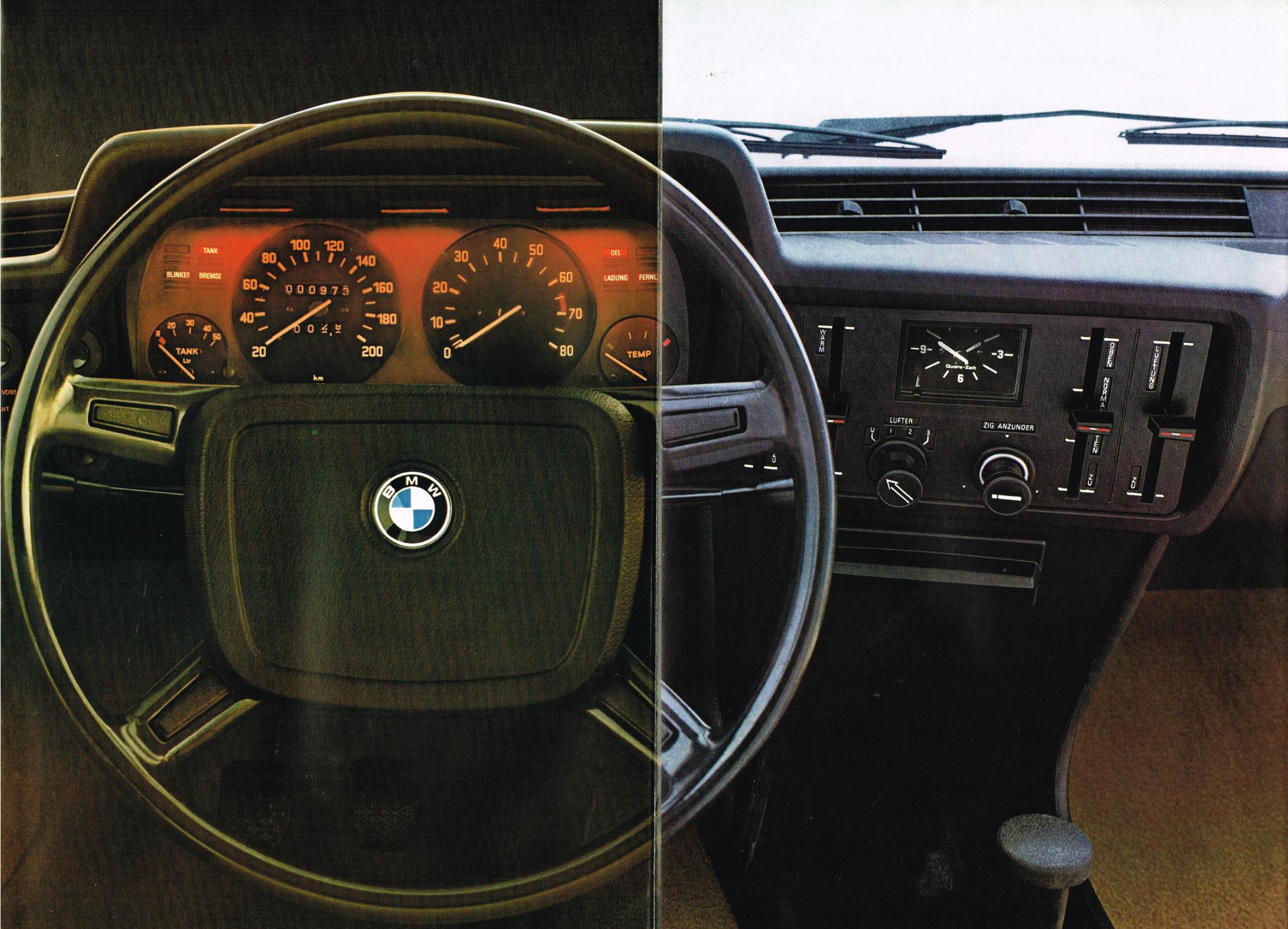
an individual and draught-free supply of fresh air through a separate supply system, which can be separately adjusted by the driver and the front seat passenger. Both systems can be supported by a three stage, high-power blower unit.

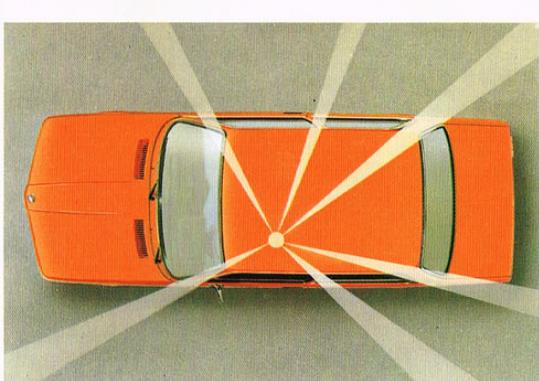
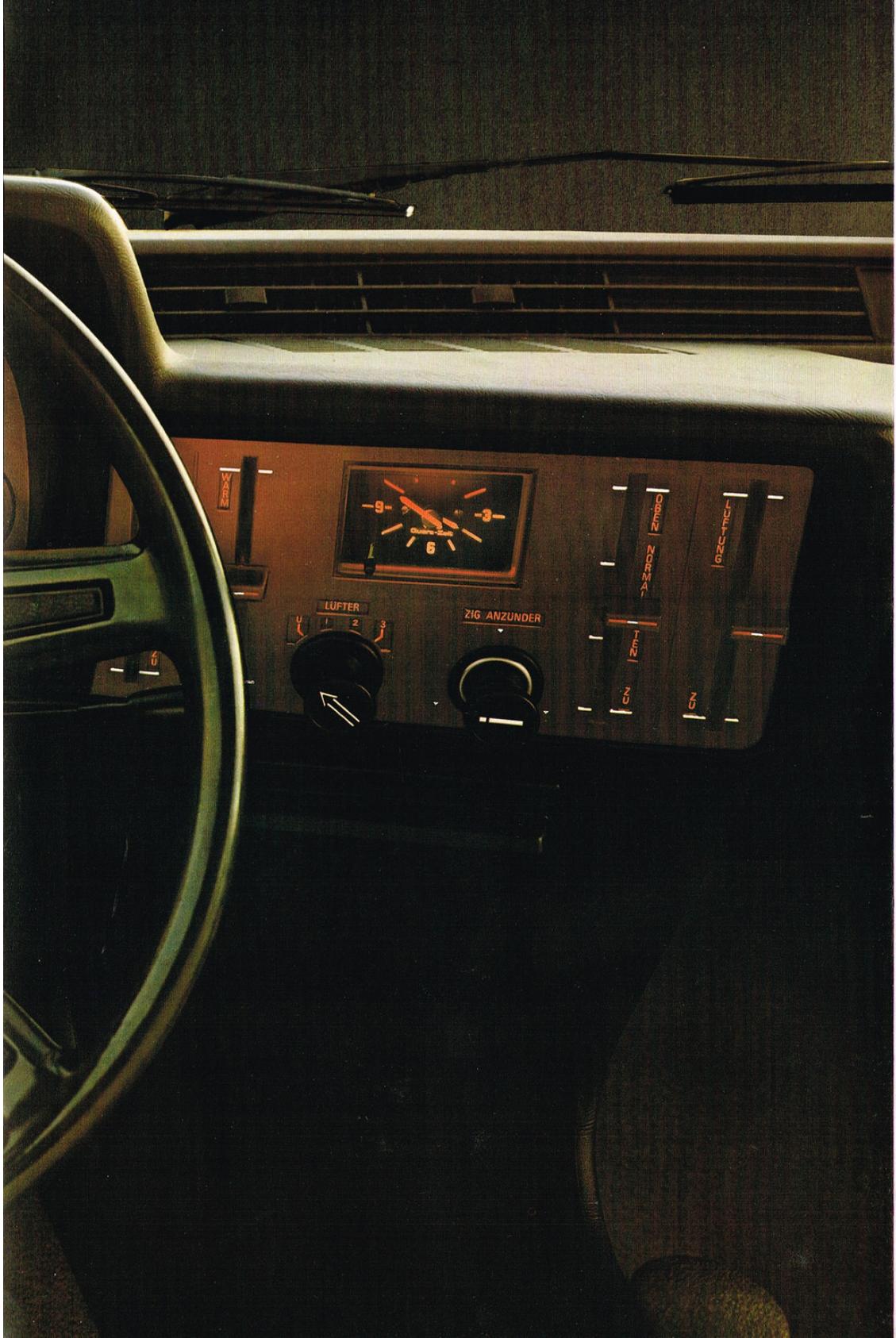
Through careful research into air currents in the vehicle interior, and a corresponding placing and arranging of the heating and ventilation outlets, well-balanced warm and cold air zones are produced. The area at face level is always pleasantly cool and free from draughts – even with the blower switched on full.

1. Air outlet grilles for side window de-frosting and ventilation.

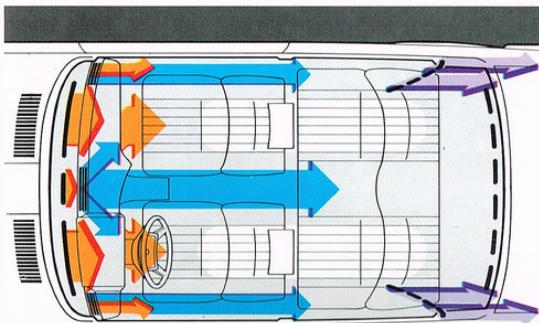
2. Indicator panel with warning lights for the indicator flash, the handbrake "on" with simultaneous control of the







Exceptional all-round visibility through large window areas with very small "blind spots".



Carefully carried out research into air currents provide pleasant cool air at face level without draughts, even when the blower is switched on full.



Finely adjustable heating and ventilating system, rotary button for three-speed blower.



Large, tinted outside wing mirror.



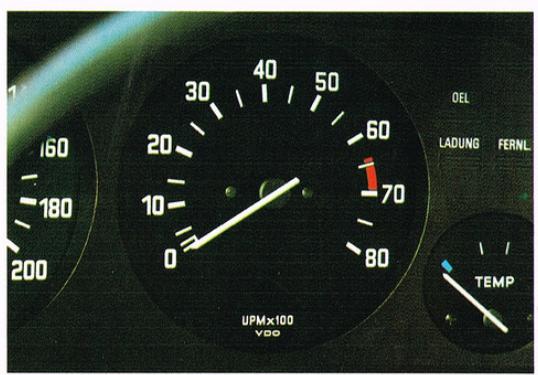
Effortless manoeuvring and parking as a result of a perfect interplay of seating and viewing positions in relation to the pedals and the steering wheel.



Air extraction through ventilation slots behind the rain guttering on the rear roof pillars.



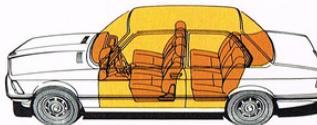
Seat belts can be fastened or unfastened with one hand.



Rev. counter from the BMW 320 upwards, otherwise available as an optional extra.



In a BMW comfort is more than just comfort — it is safety.



Because of its advanced design and high-quality engineering, the compact BMW is a decisive step forward in the development of the medium-class motor car: it creates a balance between sportiness and comfort. It offers more power and performance, but also refined, mature driving manners.

This new balance of forces gives the driver the ability to adapt himself quickly to any situation and also the comfort for relaxation and reserve. In this way, he has all the technical conditions to ensure that he is an outstanding, fair and responsible driver.

Superiority is also a matter of detail.

The seats of the compact BMW models have been designed with great structural and material care and satisfy strict ergonomic requirements. They combine an excellent sitting position through the shape and hardness of the padding, with a perfect lateral hold of the body. The seat springing and the vehicle springing and suspension are a single functional unit and are therefore exactly interrelated.

The seat anchoring and the entire seating mechanics are of absolutely solid, carefully-test-

ed reliability — an important factor in interior safety in a collision.

Whether you are yourself a driver or a passenger — the extraordinary philosophy behind the finish of the compact BMWs is obligatory for all comfortable seats. The high performance, high-power engine is a reliable basis for a comfortable ride, even on long journeys. Wide opening, generously dimensioned doors make getting in and out easy, while a high quality interior with tasteful attention-to-detail makes your journey a pleasant one.

Parcels and the like can be placed in the illuminated glove compartment, on the instrument ledge, and on the central console.

A further major contribution to driving comfort is the wide range of measures included for noise level reduction. All noise sources have been examined in thorough tests, and the vibration behaviour of all details of construction has been studied. The result: a new and costly mounting for the transmission, drive mechanism and gearbox systems, together with a re-designed system of suspension for the radiator and exhaust system. The advanced, stable design of the window frames and high-quality sealing materials are further noise-reducing factors.

For the compact BMW, a well-balanced range of special extras are available, with which the driver can make his vehicle respond to his every

wish. One particular luxury element, for example, is the newly developed ZF automatic transmission system (available for the BMW 318 and 320 models) perfectly geared to the current range of power units. It has the effect of a co-pilot — doing all the hard work for the pilot, without taking away any of his freedom of decision.

This is the foundation for the optimum matching of the new automatic transmission system to the entire drive and power transmission systems, which guarantee a high torque throughout a wide speed range.



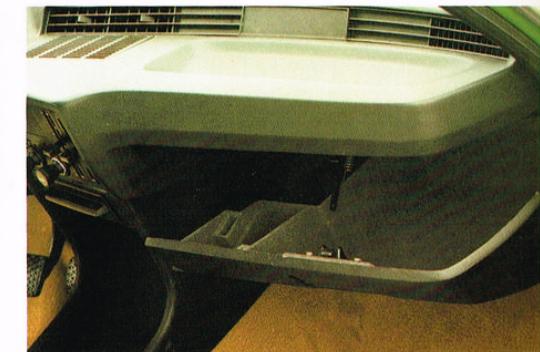
Additional items of equipment (available as optional extras): laminated windscreen (standard in BMW 320i), heat resistant glass all round, air conditioning system from the BMW 320 upwards, rev. counter (standard on the BMW 320), radios of different types, 3-point automatic seat belts at the rear, metallic paint, light alloy sports wheels, H-4 headlamps on the BMW 316, halogen fog headlamps, fog tail lamp, headlamp washer system. See technical data for further changes in the equipment.



The ergonomically designed bucket-type seats satisfy all conditions for comfortable seating.



The head-rests are height adjustable in each case. The adjustment is effected by turning the button situated on the left hand side of each seat.



Generous illuminated glove compartment (lock optional extra) with snap closing.

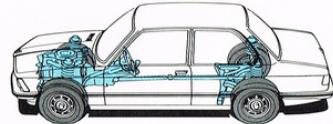


Infinitely adjustable reclining seats, easy seat adjustment on roller bearings.



The optionally extra three point automatic seat belts at the rear increase the safety of rear seat passengers.

The chassis of the compact BMW: the art of making futuristic designs safe — always.



Every BMW has one of the most efficient — and thereby one of the safest — chassis designs in the world. The technical formula for this is front spring struts and rear semi-trailing arms.

For the compact BMW, this chassis design was completely overhauled. As a result of this, the already outstanding driving characteristics are not only tailored to suit the new design of the vehicle, they are also clearly improved and brought up to a level approaching that of motoring perfection.

As a result of this process of optimisation, the compact BMW has extraordinarily precise running characteristics at both fast and slow speeds, and under all types of road surface conditions. In this respect, it offers a new dimension in driving philosophy and comfort, even greater driving safety at critical speeds, and an unusually sporting ability.

The front axle geometry was again revised and improved for the compact BMW models. New spring struts with track alignment ensure increased lateral guide forces and significantly lower steering effort, particularly during parking. A widening of the track guarantees even higher reserves of safety in critical ranges.

In the rear semi-trailing arms, springing and suspension have been combined in spring struts. An additional link support in the differential

gear optimises the rear axle steering behaviour on corners. As a result of the very careful tuning of the springing in relation to the suspension, a new balance between sporting "hard" and comfortable "soft" was created.

The new precise, but flexible, steering system ensures precise steering — even at high speeds — without any nerve-wracking corrections having to be made, thereby ensuring a relaxing but fast drive.

The braking system is always a match for the high powered performance of the compact BMW. It has, at the front, disc brakes with an enlarged disc thickness providing better heat absorption and therefore higher resistance. The rear brakes are enlarged drum brakes. An efficient servo-assisted braking system reduces the pedal pressure required to operate the brakes and also permits a much finer selection of braking pressure. The dual circuit brake system has a pressure regulator for the rear circuit, plastic coated brake lines and a level control for the brake fluid with a level indicator in the cockpit.

Testing the chassis on the hydro-pulse test stand with test programmes simulating different road sur-

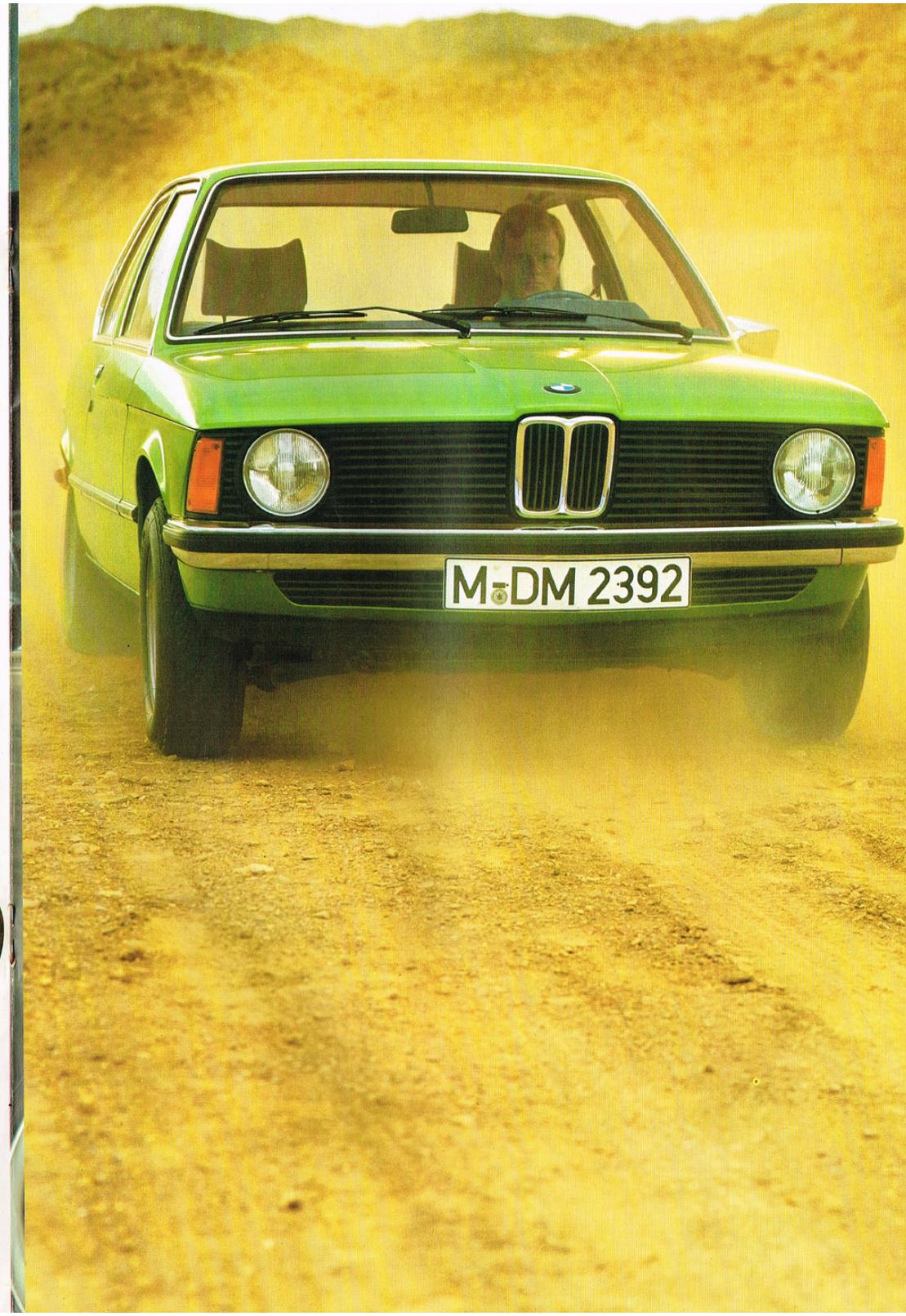
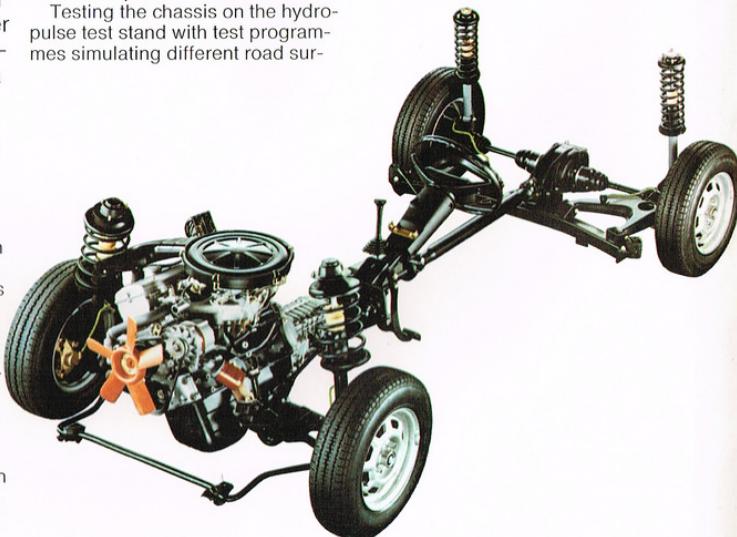
faces and on the "torture section" of the BMW test circuit (2, 5).

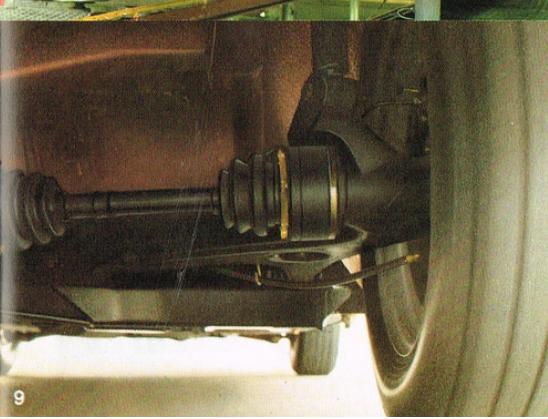
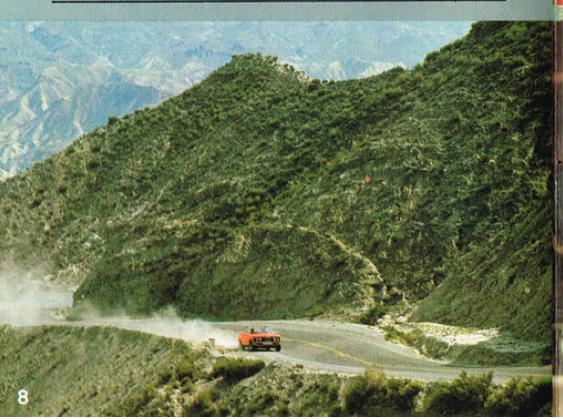
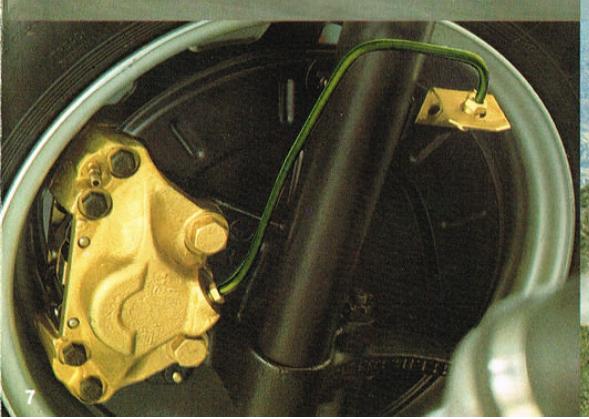
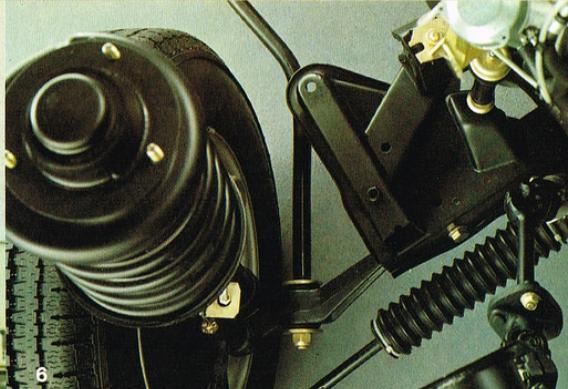
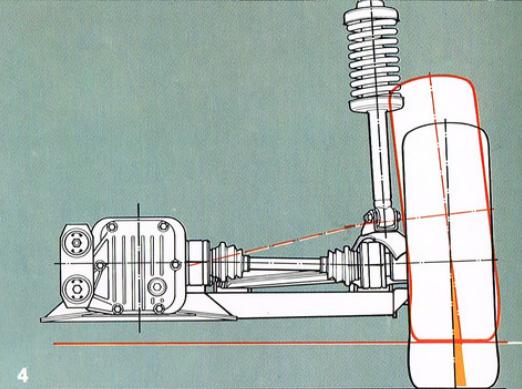
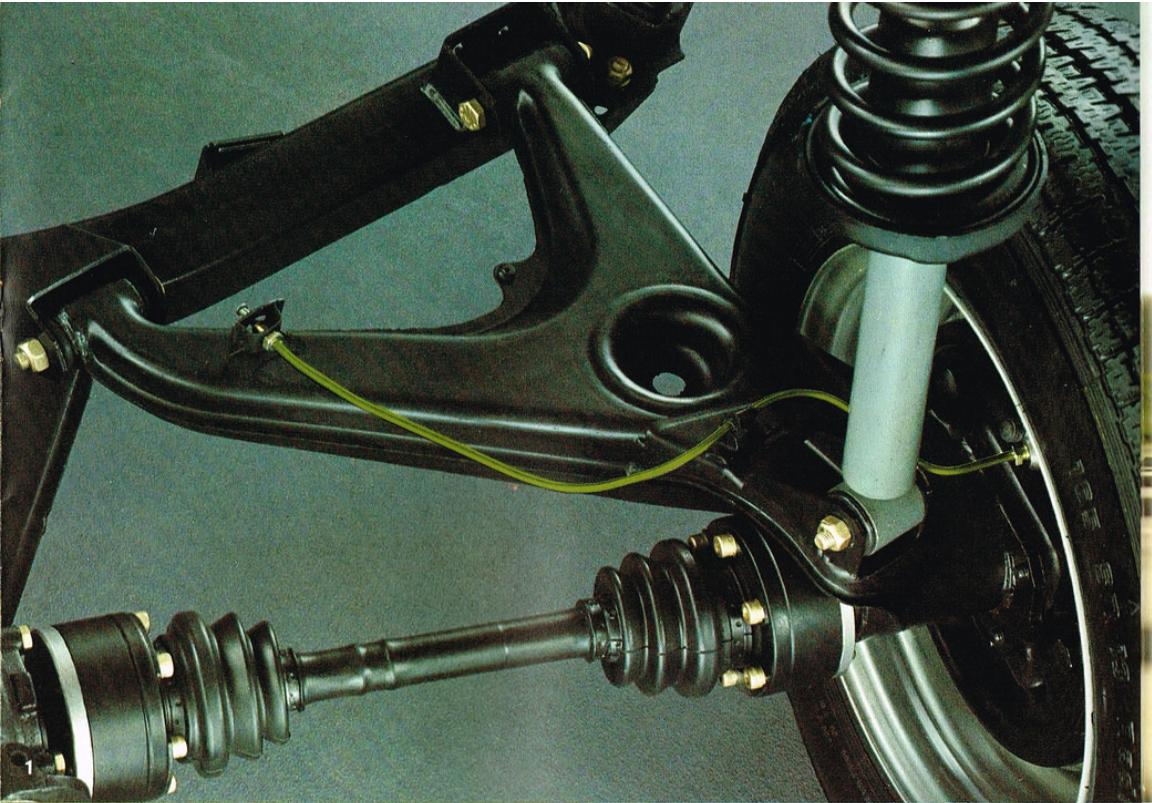
Front wheel suspension: individual suspension on offset (track adjustment) spring struts with helical springs and additional rubber shock absorbers, torsion bar stabilisers. Hinged steering wheel with 2 universal joints, rack and pinion steering, and steering wheel damper on 318, 320 and 320 i (6).

Differential drive with universal joint shafts with maintenance-free, homo-kinetic joints. Rear wheel suspension: individual suspension with rubber mounted trailing arms, spring struts with helical springs and additional rubber shock absorbers, link supports (1, 4, 9).

Disc brakes tested and improved in a wide range of tests for improved heat absorption and higher resistance.

The brake lines are additionally protected against corrosion by a plastic coating (7, 8, 10).





The power unit of the compact BMW: an improvement on established superiority.

Nowadays it is not so much the designers that set the pattern for the character and the capacity of a power unit, but more the conditions and requirements of traffic. Adaptation and adaptability are expected from drivers. And because this flexibility is much easier to achieve with a strong power unit than with a smaller one, the superior capacity of the BMW range of power units is not just an end in itself, but an essential pre-requisite for mobility and, therefore, for safety.

For the compact BMW models, the famous BMW power

For the power units for the compact BMW models, the famous triple hemisphere swirl action combustion chamber was uprated, in order to provide a softer, even more advantageous combustion process using the same grade of petrol, a greater degree of economy with the same high output, less noise emission and particularly favourable exhaust values.

In this, new cylinder heads, new pistons, DIDTA register carburettors with automatic starting systems and a new fuel injection system were all introduced. All of the power units

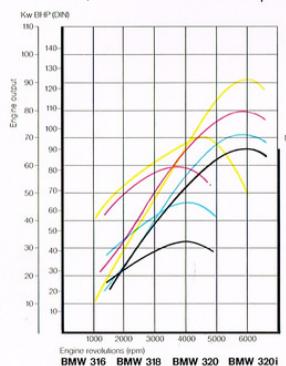
consumption — increases the response and the temperament of the power unit and leads to combustion with less exhaust gas emission and greater respect for the environment.

BMW 316

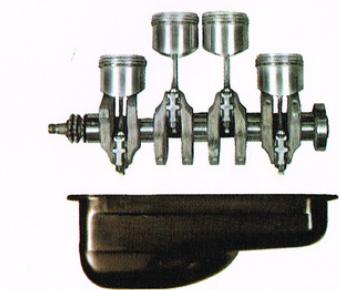
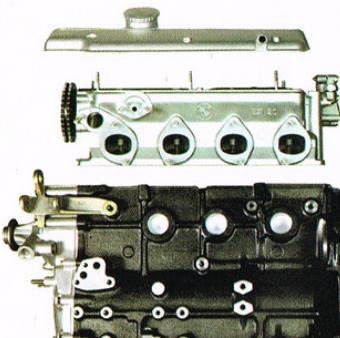
BMW 318

BMW 320

BMW 320i



The high performance power unit technology of BMW engines is not least a result of unusually wide experience in successful sporting enterprises.



BMW DIN (DIN kW BHP) km/h
km/h (mph)
max. (90) (100) (100)
0-100 km s
km s (0-60)
Fuel consumption
acc. to DIN 70 030

316 66 (90) 160 (100) 13.8 (13.3) 9.9 l/100 km

318 72 (98) 165 (103) 11.9 (11.5) 9.9 l/100 km

320 80 (109) 170 (106) 11.2 (10.8) 10.0 l/100 km

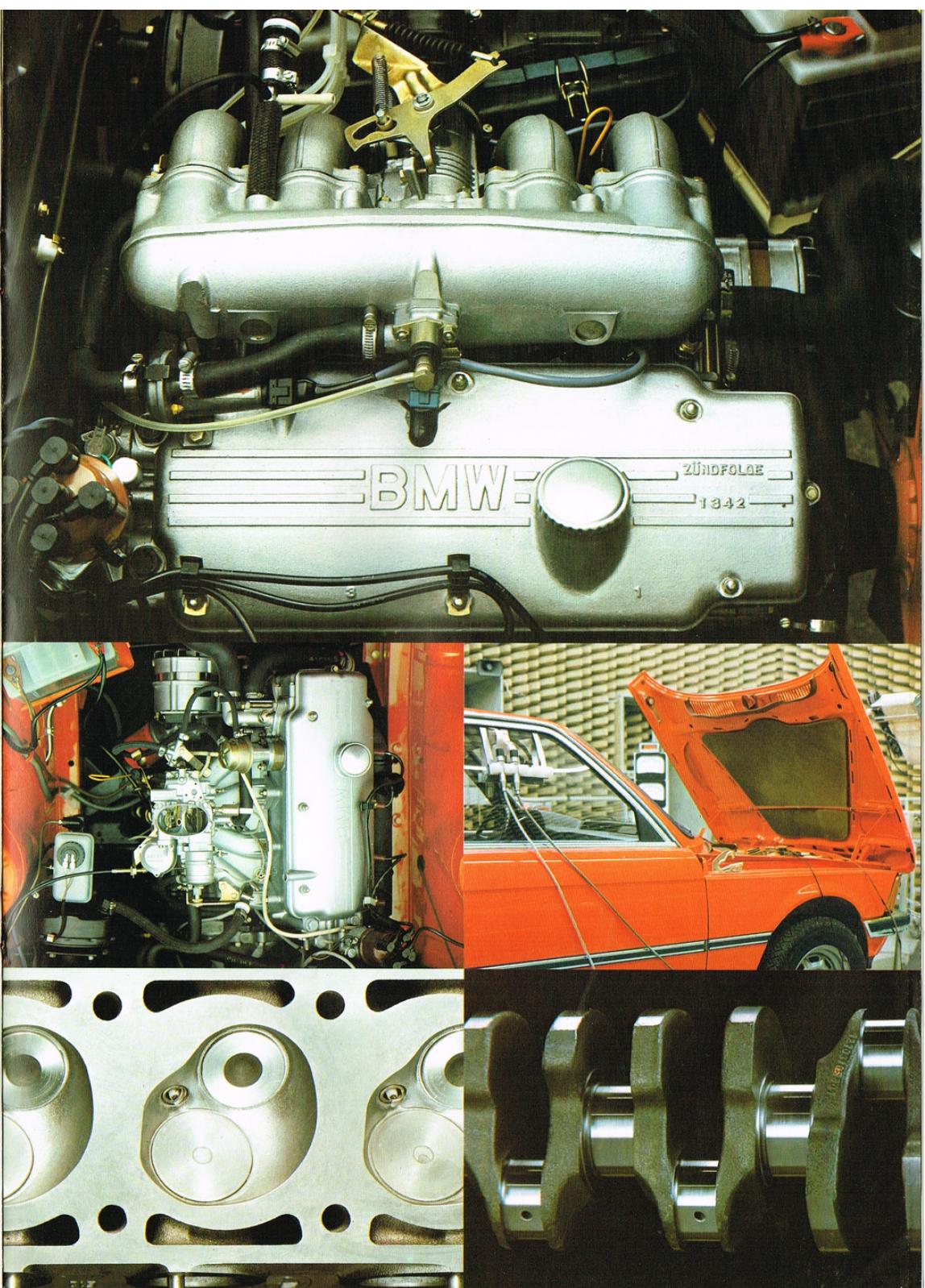
320i 92 (125) 180 (111) 9.9 (9.6) 8.8 l/100 km

units of 1.6 to 2.0 litres capacity have been enlarged accordingly.

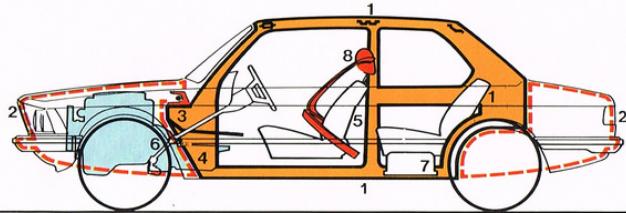
The unusually demanding objective: normal petrol consumption with an increased capacity, higher stability than ever before, durability, economy and driving philosophy.

comply with the new legislation concerning lead emission. The efficient electrically and thermostatically controlled automatic starting system ensures perfect cold running characteristics and also increases economy.

In the BMW 320i, the K-Jetronic fuel injection system ensures the right balance of fuel and air at all times for the respective driving conditions, which — with the favourable fuel



**The safety features included in the compact BMW are not cheap.
But the benefits obtained are invaluable.**



Safety in the motor car must obey the necessities of practice as well as the possibilities of theory. The safest vehicle in theory would be too large, too heavy – and impractical. As far as traffic is concerned, the most practical vehicle would be too small, too short and – unsafe. BMW offers a forward looking, technologically high-powered and traffic-orientated solution to this problem: the compact BMW range. Exceptionally safe yet vital, mobile cars without any light construction compromises.

For the compact BMW models, BMW developed a systematic safety procedure in one of the most modern plants in Europe for the testing and research of vehicle safety equipment, which combines the most advanced knowledge into new and compact dimensions.

The name for this technical safety procedure, which is exceptional for both its cost and its extent is: the BMW Life Conservation System.

The BMW Life Conservation System.

Extremely strong safety cell with specially constructed roof pillars, reinforcements above

Rigid cardan shaft tunnel and instrument panel zone (4) both prevent the engine and gearbox from penetrating into the interior of the car in the event of a frontal collision.

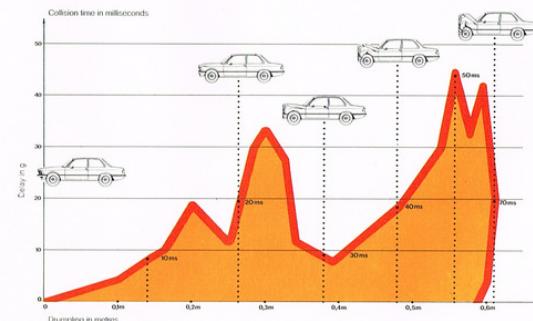
The outer door handles are recessed and child-proof locks are fitted (5).

Buckling safety steering column, safety steering wheel, steering mechanism situated well away from the crumple zone (6).

Fuel tank in a protected position in front of the rear axle (7).

The vehicle interior is designed to absorb energy and is fitted with non-inflammable upholstery, 3-point automatic seat belts and height-adjustable head rests as standard for front seats (8).

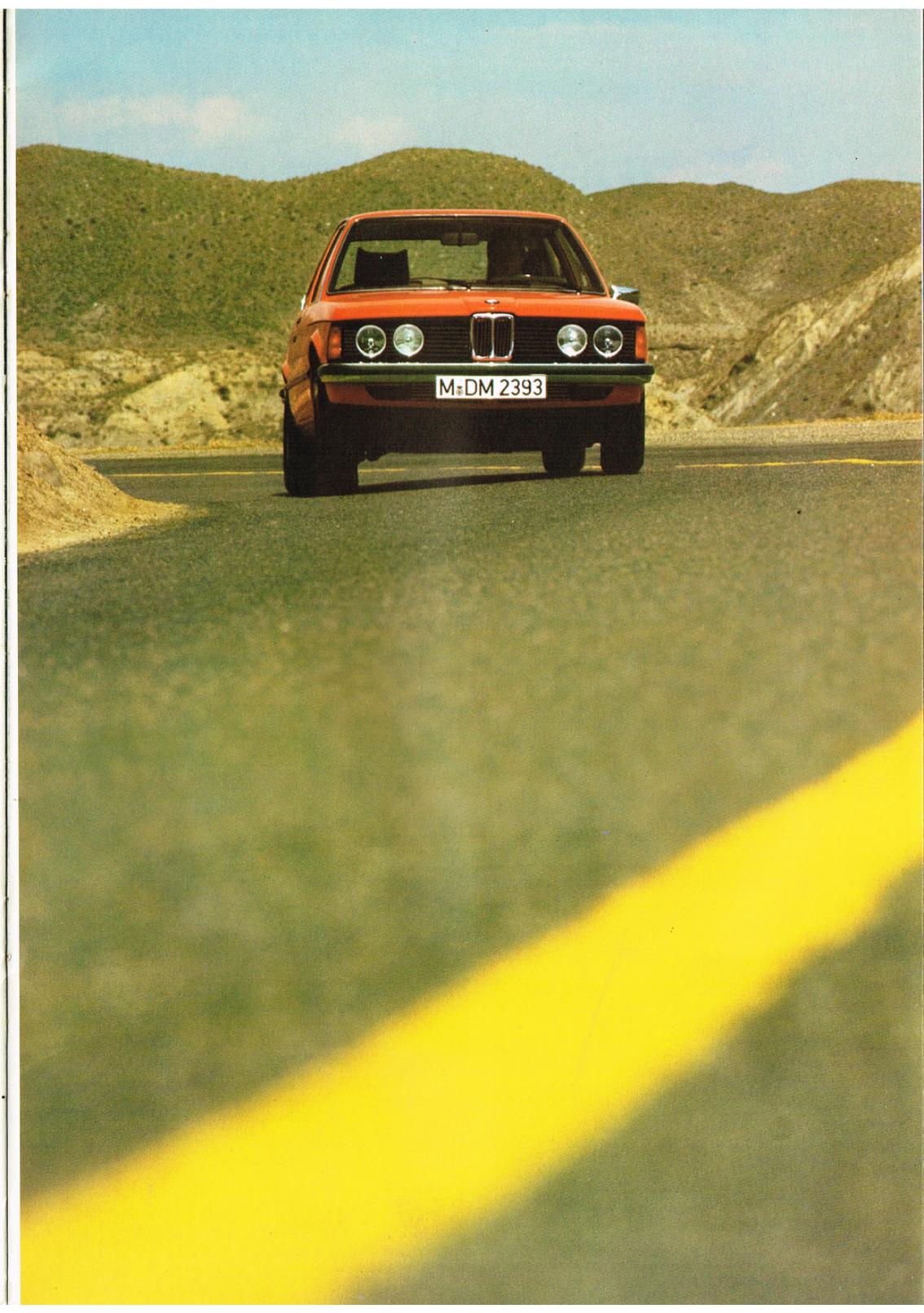
The safety concept of BMW: even the most expensive safety features are worthwhile. They are only paid for with money.

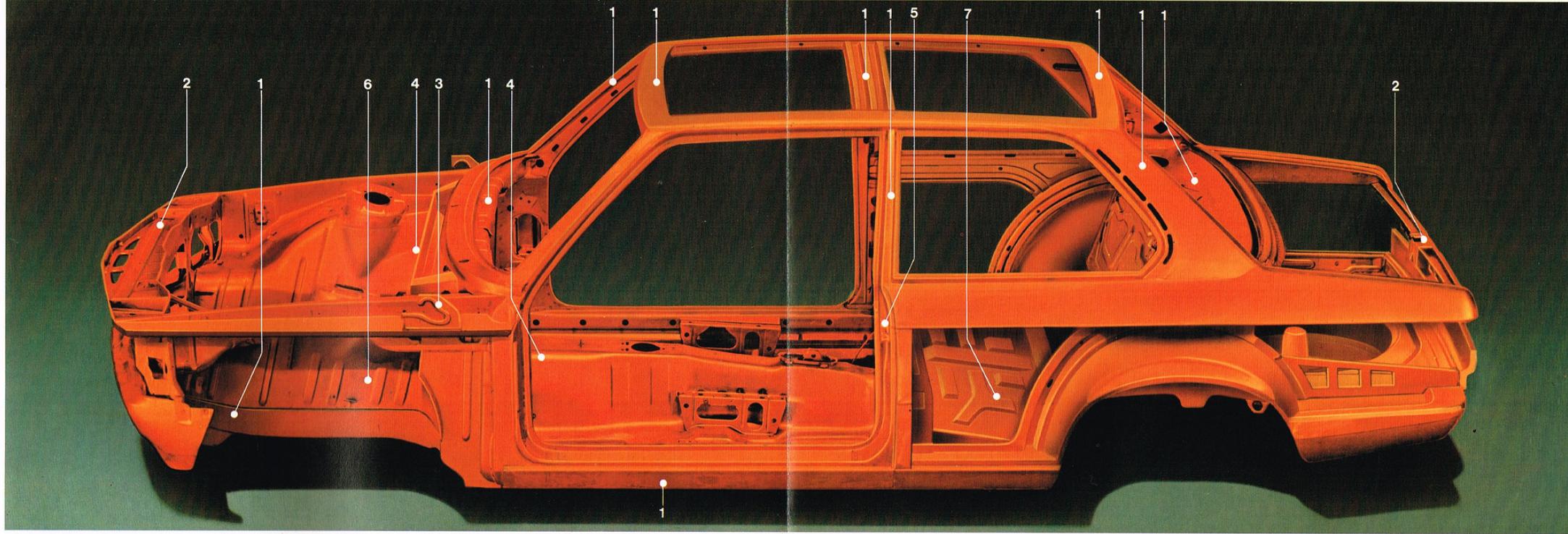


Curve of the pre-programmed front deformation of the BMW 316, 318, 320 and 320i. Collision speed 50 kph (31 mph). Deformation approx. 0.6 m (2 ft). Delay up to 45 g. The system-controlled, deformable, energy-consuming front part of the BMW does not just "brake" continuously. It interrupts, through pre-determined detail zones, the braking process with the aim of providing a

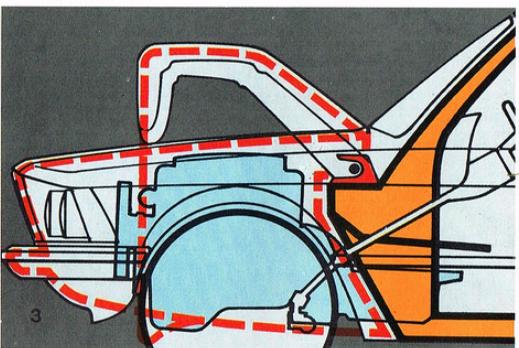
perfect balance with the hold-back system.

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.

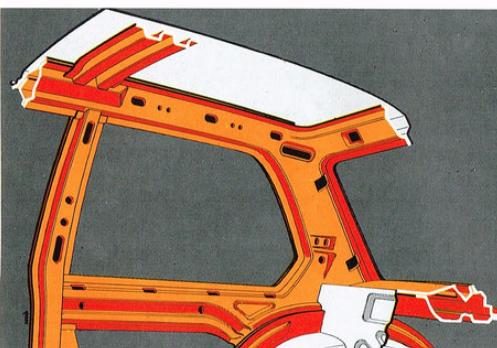




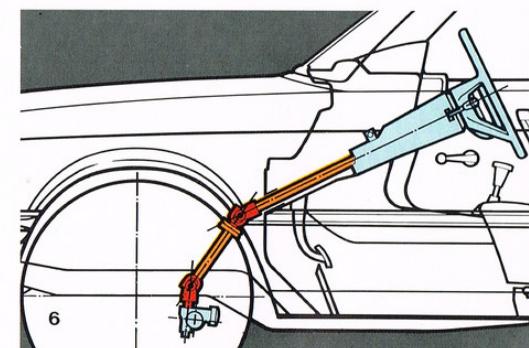
Crash tests to optimise the deformation behaviour of the front and rear vehicle ends.



Controlled crumpling behaviour of the bonnet, which buckles outwards and not back into the interior of the vehicle.



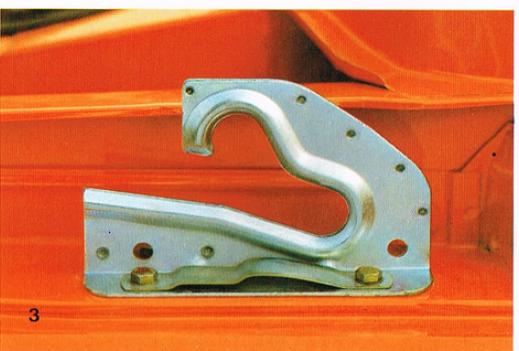
Safety in overturning by means of integrated roll-over bars and reinforced cross struts in the instrument panel, hat shelf and behind the rear seat.



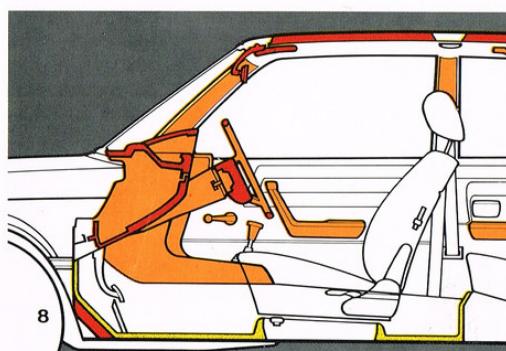
Collapsible steering column and steering system protected outside of the crumpling zone.



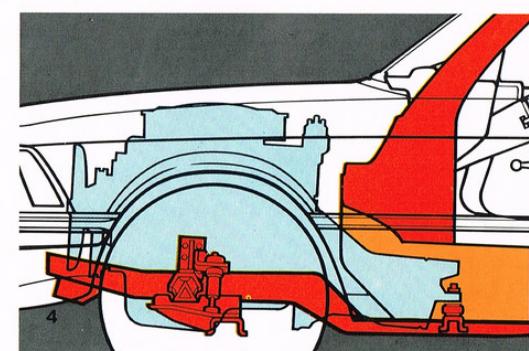
Systematic safety by a standard combination of height-adjustable head rests, adjusted by the touch of a button, and three-point automatic safety belts.



Special bonnet locking system with safety hooks.



The interior design is based around technical safety features - the instrument panel controls being elastic and deformable.



Specially constructed cardan tunnel and rigid front face prevent the engine and gearbox from being pushed into the passenger compartment in the event of a frontal collision. The illustration shows the BMW 320 and its system of engine suspension.



Lateral overturn – testing the stability of the safety cell.



Testing the strength of roof struts and roll-over bars – simulating overturning.



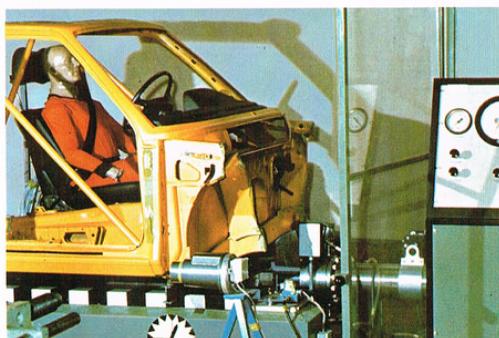
Strength tests on the front panel, the seat, and seat belt anchoring points.



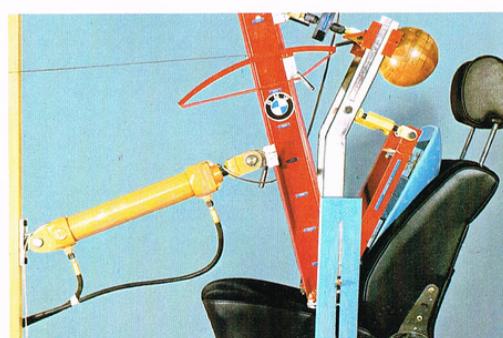
Testing the strength of a side door.



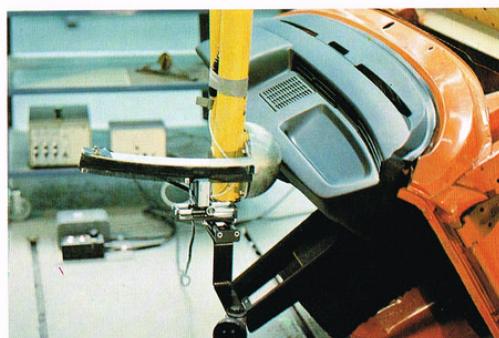
Collision simulation at slow speeds on the pendulum.



Testing the safety equipment in the cockpit through simulated collisions using test sleds.



Load-testing the integrated unit seal/headrest.



Repetition impact test on the upholstered, energy-absorbing instrument panel section.

In extreme situations, a BMW does not give up, but gives in. Systematically.

In the compact BMW range, the exact relationships between all possible vehicle deformations and the effectiveness of safety measures are tested and improved to the point of perfection in unusual and systematic collision tests. The objective was not just to produce high performance and effective safety and detail constructions, but also to develop a system comprising a combination of precise, interacting individual elements, which effectively complement each other in sequence.

The deformable front part, for example, interrupts (through pre-determined detail zones) the delaying process in a frontal collision in such a manner that an ideal balance of function and hold-back system is obtained. The front part was designed for this purpose and provided with specific buckling points and special crumpling zones in the front wings and wheel housings.

To deal with side-on collisions or overturning, the compact BMW has a specially-designed, exceptionally stable cell with systematically calculated and carefully tested reinforcing.

The roof pillars of the strengthened chassis cell have been completely revised and considerably strengthened. The roof is fitted with an integrated roll-over bar, and special bearing elements are incorporated above the windscreens and the rear window.

The doors have window frames, which provide a further roll-over safety feature for the safety cell.

All of these technical achievements have their price. But the price is not the price of the car – it is the price of your safety.

The joy of motoring.

The driver of the compact BMW two-door model will not only take his pleasure in the precise mechanics of the design, the careful finish and the efficiency of the most up-to-date interrelated individual components. He will also appreciate the independent superiority that stems from the best possible combination of man and machine, which results in the total mastery of the car's lively mobility on the road.

The high-quality standard of finish . . . unique attention to detail . . . and a first-class service network are your



guarantee of the compact BMW's worth. Superiority always matures – but never ages.

This, too, is one of the pleasures of driving.

Expertly trained specialists in BMW servicing departments



around the entire world are a guarantee that BMW cars are treated and serviced with the same expertise and professional care with which they were designed and built.



Technical Data

BMW 316

Two-door saloon, torsionally rigid safety cell, pre-determined shock-absorbing zones in the front and rear, integral roll-over bar, projecting bonnet with safety lock

Bodywork

Measurements, Weights

BMW 318

Length 4355 mm (171 in), width 1610 mm (63 in), height (unladen) 1380 mm (54 in), wheelbase 2563 mm (100 in), turning circle 10.3 m (406 in), door opening width 1015 mm (40 in), shoulder width (front) 1315 mm (52 in), ditto (rear) 1300 mm (51 in), headroom front 900 mm (35 in), rear 870 mm (34 in), seat width front 550 mm (22 in), rear 1320 mm (52 in), seat depth front 480 mm (19 in), rear 480 mm (19 in)

Track width, front 1364 mm (54 in), rear 1377 mm (54 in)

Track width, front 1386 mm (55 in), rear 1399 mm (55 in)

Luggage compartment absolute approx. 460 l (16 cu ft), acc. to VDA approx. 404 l (14 cu ft). Fuel tank capacity 52 l (11.44 gals) including 7 l reserve (1.54 gals)

Weight unladen 1010 kg (2227 lb) (Automatic: 1030 kg, 2271 lb)

Permitted load: 410 kg (904 lb) (Automatic: 410 kg (904 lb))

Permitted gross weight: 1420 kg (3131 lb) (Automatic: 390 kg, 860 lb)

Permitted gross weight: 1420 kg (3131 lb) (Automatic: 390 kg, 860 lb)

Permitted trailer load braked 1200 kg (2646 lb), automatic transmission models 1000 kg (2205 lb) to a gradient of 12%; unbraked 500 kg (1102 lb), permitted

load 75 kg (165 lb)

Engine

Water-cooled, four cylinder, four stroke in line engine, longitudinally mounted, light alloy cylinder head, cross-flow principle, new combustion chamber, overhead camshaft, parallel inclined overhead valves in V-arrangement, pressure oil circulation with Eaton pump and full-flow oil filter (Automatic gearbox with oil cooler)

Five main crankshaft bearings with four counter weights

Five main crankshaft bearings with eight counter weights, and additional

engine damper

DIDIA 32/32 down draught carburetor with automatic starting

Bosch K-Jetronic, mechanical fuel injection

Capacity 1573 cc, stroke 71 mm, bore 84 mm

Capacity 1766 cc, stroke 71 mm, bore 89 mm

Capacity 1990 cc, stroke 80 mm, bore 89 mm

Output 66 kW (90 DIN BHP) at 6000 rpm

Output 72 kW (98 DIN BHP) at 5800 rpm

Output 80 kW (109 DIN BHP) at 5800 rpm

Output 92 kW (125 DIN BHP) at 5700 rpm

Torque 125 Nm (12.5 kpm) at 4000 rpm

Torque 145 Nm (14.5 kpm) at 4000 rpm

Torque 160 Nm (16 kpm) at 3700 rpm

Compression 8.3:1

Compression 8.3:1

Compression 8.3:1

Alternator 12 Volts, 630 Watts

Alternator 12 Volts, 770 Watts

Battery 12 Volts, 36 Ah

Battery 12 Volts, 44 Ah

Distributor with rev-limiter and centrifugal advance

Hydraulically actuated single-plate dry clutch with plate spring, torsional damper and automatic adjustment. Optional automatic transmission (only 318 and 320); fluid clutch with torque converter

Final drive 4.1:1

Final drive 3.9:1

Final drive 3.6:1

4-speed synchronesh gearbox I 3.764, II 2.022, III 1.320, IV 1.0, R 4.096, 5-speed gearbox available as optional extra, split universal joint shaft with flexibly

mounted central bearing and 2 universal joints, rear wheel drive through double universal joint shaft with maintenance-free homo-knick joints

Transmission

Hydraulically actuated single-plate dry clutch with plate spring, torsional damper and automatic adjustment. Optional automatic transmission (only 318 and 320); fluid clutch with torque converter

Final drive 4.1:1

Final drive 3.9:1

Final drive 3.6:1

4-speed synchronesh gearbox I 3.764, II 2.022, III 1.320, IV 1.0, R 4.096, 5-speed gearbox available as optional extra, split universal joint shaft with flexibly

mounted central bearing and 2 universal joints, rear wheel drive through double universal joint shaft with maintenance-free homo-knick joints

Performance

Max speed 160 km/h (100 mph)

Max speed 165 km/h (103 mph)

Max speed 170 km/h (106 mph)

Max speed 180 km/h (109 mph)

Acceleration from 0 to 100 km/h in 13.8 s (0-60 mph in 13.3 s)

Acceleration from 0 to 100 km/h in 11.9 s (0-60 mph in 11.5 s)

Acceleration from 0 to 100 km/h in 11.2 s (0-60 mph in 10.8 s)

Fuel consumption to DIN 70/030 9.9 l/100 km (28.7 mpg)

Fuel consumption to DIN 70/030 9.9 l/100 km (28.7 mpg)

Fuel consumption to DIN 70/030 10.0 l/100 km (28.5 mpg)

Fuel consumption to DIN 70/030 10.0 l/100 km (28.5 mpg)

Fuel consumption to DIN 70/030 9.8 l/100 km (32 mpg)

Fuel consumption to DIN 70/030 9.8 l/100 km (32 mpg)

Regular 91 ROZ

Regular 91 ROZ

Suspension and brakes

Front suspension: independent wheel suspension on inclined spring struts (front roll bar) with coil springs and additional rubber springing, torsion bar stabiliser

Rear suspension: independent wheel suspension with semi-trailing arms in rubber bushes, spring struts with coil springs and additional rubber springing, link support

Collapsible safety steering column with 2 universal joints, rack and pinion steering, overall steering ratio 19.0:1, steering damper (on 318 upwards)

Styled steel rims 5 Jx13H2

Tires: 165 SR13 steel radials

Dual twin-circuit braking system with brake servo and rear axle brake pressure limiter, front: double disc brakes (ventilated on 320) with automatic pad wear

compensation, disc diameter 255 mm (10 in), rear: Simplex drum brakes with self-centering shoes, drum diameter 250 mm (10 in), handbrake acting mechanically

on rear wheels

Exterior fittings

All round parking through rubber trimmed bumpers extending round the side of the car and rubber side rubbing strips, bonnet with spring release and

special safety lock with catch hooks, fully retracting crank windows at the front, tinted wing mirror, chrome-plated exhaust pipe, petrol tank lock (as from 318)

2 reversing lights, automatic headlight extinction when switching off ignition, heated rear window

Halogen H-4 headlights

Double Halogen headlights

Laminated glass windscreens

Interior fittings

Hollow cavity conservation, underbody protection

Instruments and operating elements arranged in a semi-circle around the driver, easily readable and clearly mounted instruments with a quartz clock (and a rev.

counter on the 320 and 320i), fuel and cooling water temperature gauges, trip recorder, two wiper speeds, periodic wiping and screen washer system operated from

the steering wheel, infinitely adjustable orange instrument panel illumination, additional warning lights for fuel, handbrake "on" and brake fluid level, 4 spoke steering

wheel (380 mm (15 in) diameter) with padded boss and 4 horn buttons, on the 320i foam-padded wheel rim

Heating and ventilation: water temperature controlled fresh air heating with finely adjustable heater system, quiet three-speed blower, defroster outlets for windscreens and side windows, fresh air input through grilles at the side and in the centre, with separate adjustment for driver and front seat passenger, heating diagram illumination, air extraction through slots in rear pillar

Front reclining seats with infinite adjustment, easy length adjustment on roller bearings, height-adjustable head rests, controlled by a push-button and detachable,

3-point automatic seat belts with coiled belt, door arm rests with integral grab handle on the passenger side, rear door grab handles with clothes hooks

Fully carpeted interior, carpet on the rear shelf, easily accessible storage facilities: in the illuminated glove compartment, on the dashboard and in the central console,

cigar lighter, safety ashtray in the instrument panel (illuminated from the model 318), 2 ashtrays in the rear, anti-dazzle safety rear view mirror, door locks with

safety anti-burst strikers, storage spaces on the right and left in the luggage compartment, tool box in boot lid, non-slip mat for luggage compartment

Parking light switch, interior light with door contact switches, indirect luggage compartment illumination, socket for rechargeable head lamp (optional extra)

Optional extras

Light alloy wheels, 185/70 HR 13 steel radials (standard on BMW 320i). Front stabiliser reinforced and rear stabiliser*, HD suspension*, trailer suspension*,

limited slip differential, Automatic gearbox (318 and 320)

Leatherette upholstery, sporting steering wheel 360/380 mm Ø (14/15 in), foam padded steering wheel (320i series)*, 3-point automatic safety belts at the rear,

Recaro seats, air conditioning with heat protecting glass all round and laminated windscreens (320 and 320i), velour floor mats, lockable glove compartment

(with same key), low front seats

Laminated windscreens (standard on 320i), heat resistant glass all round with laminated windscreens, steel cranked sun roof, electrically or mechanically operated*,

metallic paint, second wing mirror, locking petrol cap with same key (only 316), rear ventilation window

Halogen foglamps, fog tail lamp, H-4 headlights (316 only), headlight wipers/washer*, rev. counter (as from 320), radios of different types (mono and stereo),

more powerful battery, more powerful alternator (standard on 320 and 320i)

* in preparation

*) Since the official test report is currently being printed the technical data quoted cannot be officially confirmed.



BMW – sheer driving pleasure

