



530i



BAVARIAN MOTOR WORKS, MUNICH, GERMANY

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

In an age of mass produced status symbols, marketing geniuses and styling breakthroughs, the engineers at the Bavarian Motor Works concentrate on building the best driving machines it is physically and technically possible to build.

Irrespective of passing fashion or price.

And as a feat of pure engineering intelligence — as a luxury automobile perfect for its time — the BMW 530 i may well be unequalled in all the world.

It is not the biggest or the widest or the longest.

Nor is it the plushest or the chromiest.

But rather, in a time when the concept of the automobile has taken so many irrelevant side roads, the BMW 530 i is built to be a finely tuned machine. A unique harmony, if you will, of performance, safety and comfort.

A machine capable of satisfying not only the practical requirements of society, but the spiritual needs of the serious driver as well.

Performance, typically and unequivocally BMW.

Quite recently, Road & Track magazine, in a most unusual tribute, called the BMW powerplant the "most sophisticated in-line six in the world."

To BMW enthusiasts, praise such as this is taken more or less in stride.

If the Bavarian Motor Works is known for anything, it is superb, innovative engineering.

Engineering that somehow never fails to combine the seemingly incompatible: performance and economy.

And no better example of this priceless cache of engineering intelligence exists than at the heart of the 530 i: its six-cylinder, fuel-injected, triple-hemispherical combustion engine.

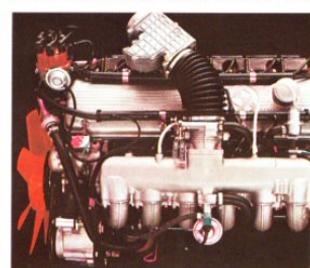
Yet, to the uninitiated, the turbine-like smoothness, the fuel economy and the totally reliable performance developed by its 3-liter engine can be nothing short of amazing.

An added advantage and convenience is the fact that this six-cylinder

engine meets 1975 emission requirements without a catalytic converter thereby enabling it to operate on leaded fuel.

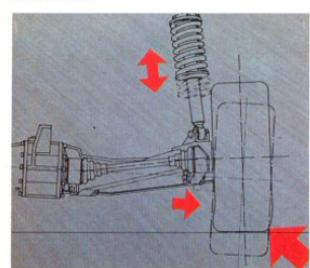
If you've become accustomed to the leaning and swaying one experiences in the average car, you'll find the legendary road holding capabilities of the BMW more than a bit reassuring.

The suspension is fully independent on all four wheels. And this, combined



with a multi-jointed rear axle, allows each wheel to adapt itself instantly to every driving and road condition. Makes driving errors safely and easily correctable.

Equally reassuring is the costly dual twin-circuit, disc-braking system that provides adequate braking power — actually above the legally prescribed limit — even if one of the two systems should fail.



### Safety, more than just brute strength

The BMW Life Saving System is a combination of carefully interrelated, innovative safety features — thoroughly researched and singularly effective, in the event of an accident.

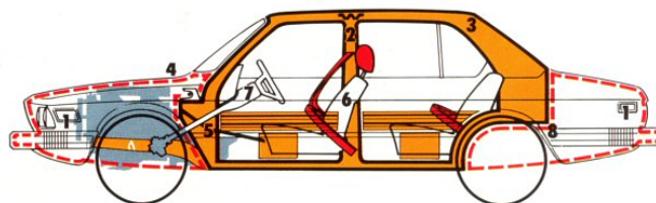
A collision, computer determined "crush zones" — both front and rear — are designed to buckle, leaving the passenger compartment safe and unbroken.

The two section, telescoping safety column of the steering wheel and the steering gear are positioned behind the front axle — outside the "crush zone." (7)

The fuel tank is located in a protected zone. (8)

An integrated rollover bar — as well as reinforced front and rear roof partitions — make it safe from rollovers. (1, 2, 3)

The hood is built to fold according



Strength? It is doubtful that there is a car made that's made stronger than the BMW 530 i.

But perhaps even more important, its extraordinary performance, handling and braking characteristics give it the ability to avoid accidents as well as survive them.

The interior, engineered not decorated

While the interior of the average car is decorated by stylists, the interior of the BMW is designed by engineers.

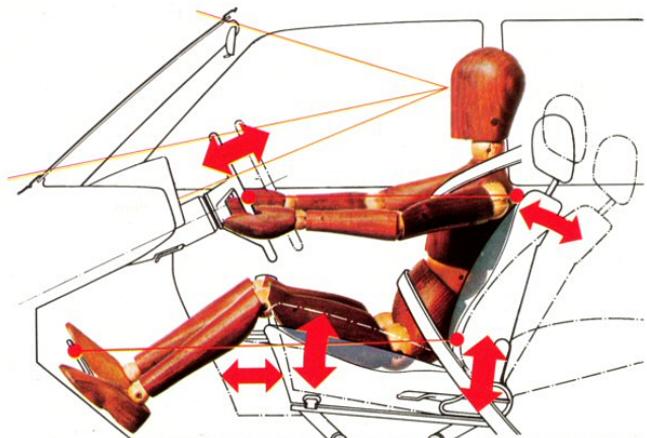
Careful study has been made of the interrelation between seat location, visual position, steering wheel, pedals and controls.

Consequently, you will find nothing in — or on — the BMW 530 i that has been placed there merely for the sake of opulence. But totally engineered to prevent driver fatigue.

All seats have an orthopedically molded shape that provides firm lateral support in tight, high-speed curves.

Both individual seats are adjustable, forward and back with fully variable back supports.

Even the steering wheel is axially adjustable, to compensate for variations in arm length.





Combination lever for directional lights, headlight flashers, high beam and parking lights.

Fuel gauge with fuel reserve warning light.

Speedometer

Combined indicator-light panel: battery level, "Hand Brake Applied," and brake system warning lights — high beam, hazard and directional signals.

Four-spoke safety-type steering wheel with large impact pad and foam encased steering wheel rim.

Oil pressure,

Grill for hot and/or fresh air.

Three chamber light unit: "Fasten Seat Belts" signal, reactor service and EGR service.

Heating and ventilation control unit.

Quartz clock and reset knob for three-stage heater/blower.

## The cockpit, closer to 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 scant resemblance to that of the average luxury sedan.

Missing are the plastic replicas of Edwardian crests and other such superfluous ornamentation.

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

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

All controls are easy to reach and precisely where you'd want them.

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.

Typically, its quartz clock is accurate to plus or minus one second every twenty-four hours.



# Technical Data BMW 530 i

## Dimensions and Weights

Torsionally stiff and rigid safety passenger compartment with crush zones front and rear, 4-door sedan welded to floor panel assembly reinforced by longitudinal and cross-section profile bars.	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.: 18.5 U.S. gals. including 1.9 U.S. gals. reserve.
Length: 189.9". Width: 67.2". Height (unloaded): 55.9" Wheelbase: 103.8". Track front: 55.9", Rear: 57.5", Turning Circle Dia.: 34.0", Front Door Cutouts: 39.4", Wide Rear Door Cutouts: 34.3", Wide Front Separate Seats: 22.4", Wide Rear	GVWR 4340 lbs. GAWR Front 2180 lbs. Rear 2270 lbs. Service Load 900 lbs.

## Engine, Power Transmission, Performance

Six-cylinder four-stroke in-line engine, triple-hemispherical swirl action combustion chambers with volume concentration effect around the spark plug, transverse flow principle, overhead camshaft with four main bearings, parallel-displaced inclined overhead valves in V-arrangement, duplex roller chain drive, vibration damped, crankshaft with seven main bearings and 12 balance weights, torsion vibration damping. Watercooled with automatic breathing, pressure oil circulation, full-flow oil filter with regulation valve.

Capacity	2.985 cc.
Stroke	3.150 in.
Bore	3.504 in.
Power	176 hp (SAE net) at 5500 rpm
Torque	185 ft. lb. (SAE) at 4500 rpm
Compression Ratio	8.1:1

L-Jetronic fuel injection and thermo reactor with air injection. Ignition distributor with engine speed governor vacuum retard. 12 Volt, 770 Watt three phase current alternator, battery 12 Volt, 55 Amp hrs.

### Gearbox

a. Manual transmission 4-speed with synchromesh
I. 3.855 II. 2.202 III. 1.401 IV. 1.0 R. 4.3
b. Automatic transmission 3-speed with torque converter is optional equipment
I. 2.390 II. 1.450 III. 1.000 R. 2.090
Final drive ratio: 3.64:1 (hypoid gears)

Maximum speed: 124 mph.  
Acceleration from 0 to 60 mph.: 9.0 sec.  
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.

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

ZF-hydraulic power-assisted steering system, three-part track rod, overall ratio 16.9:1.

Steel rims: 6 J x 14 H2-B

Steel Belted Tires: 195/70 HR 14

Dual twin-circuit 4-disc braking system with servo unit. Front: 4-piston fixed-caliper disc brakes with automatic adjustment.

Rear: fixed-caliper disc brakes with automatic adjustment and additional pressure regulating device, diameter 10.7".

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

## Equipment

Heating and Ventilating: water-controlled fresh air heater, low-noise three-speed blower, air-flow independent of speed, instant warm air response, precision-controlled temperature for passenger compartment, knob-operated. Defroster jets for windshield and side windows. Fresh air intake through swivel nozzles mounted on dashboard, individually adjustable for right and left flow. Air exhaust through vents on rear roof supports. Illuminated heating diagram.

Energy-absorbing bumpers with rubber moldings, braced against hydraulic shock absorbers, rear window defroster.

Cavity seal, undercoating.

Instrument panel featuring speedometer, odometer and trip odometer, fuel gauge, temperature gauge, cigarette lighter, tachometer, quartz clock. Twin-headlights (automatically switched off with ignition), two back-up lights, interior lighting controlled by four doormounted contacts, trunk compartment lights, windshield wiper/washer system with intermittent operation and two-speed wiper, actuated from steering wheel. Infinitely variable orange-tinted instrument panel lighting. Additional warning lamps for fuel

reserve, hand brake applied and brake fluid level. Warning lights for "Fasten Seat Belts," reactor and EGR service. Easily accessible storage space: in lighted glove compartment, on top of instrument panel and in tunnel console. Folding pouches in front doors. Door locks with safety wedges, childproof safety locks on rear doors. Anti-glare rear-view safety mirror. Safety ashtray mounted on dashboard. Two ashtrays in rear compartment. Floor carpeting.

Tool box in trunk compartment lid, non-slip floor mat in trunk compartment, storage space right and left. Spare wheel under trunk compartment floor.

Infinitely variable reclining seats, armrests on doors with integrated hand grips in front. Hand grips suspended from roof with clothes hooks in rear. Center armrest in rear.

Automatic safety seat belts retract into front door post, 3-point suspension. Two-point automatic safety seat belt in rear.

Height adjustable, detachable headrests in front, height and angle-adjustable driver's seat, steering wheel column infinitely variable in axial plane, four-spoke steering wheel with large padded cushion and four horn contacts.

## Optional Equipment

Automatic transmission, air conditioning\*, steel sliding roof (manual or electric), electric windows fully retracting front and rear, tinted glass all around, leather upholstery, rear compartment heating at foot level, foam rubber encased steering wheel,

radios, special tool kit in flap of luggage compartment lid, rear headrests, lockable glove compartment, metallic paints, light alloy rims 6", limited slip/differential, second exterior mirror, lockable tank cap.

\*in preparation

GVWR=gross vehicle weight rate

GAWR=gross axle weight rate



The ultimate driving machine