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It is the BMW concept to build cars which are technically superior to the demands of traffic. This concept will be found at its most perfect in the BMW 3.0 CS.

The 6-cylinder coupe combines outstanding design ideas in a car of exemplary harmony. Because of this fine balance of techniques, its extra driving refinement and interior comfort, it belongs to a small group of exclusive cars which form an international elite.

BMW 3.0 CS.



**A high class car to fulfill
high expectations.**

To own a good car awakens a
desire to own an even better one:



it is a human trait to strive for the ultimate. By the superiority of its design and construction, the BMW 3.0 CS will meet the exacting requirements of the most ambitious driver.

A typical example is the design of the power unit. The careful balancing of masses produces comple-

tely vibration-free operation — like a turbine. The driving comfort of the BMW 3.0 CS starts under the hood.

The dynamics, the vitality, and the maneuverability of this coupe make possible a regal domination of all traffic. The amenities of an exceptional interior increase the

driving pleasure: expressed by a style of its own, superior comfort and refined, meticulously-executed appointment.



3-liter fuel injection power unit
not available in the USA

The fascination lies not in speed but in mastering it.



The 170 bhp of the BMW 3.0 CS makes a top speed of 124 mph possible. This is only a by-product; more important are the superior power reserves, which ensure the availability of surging performance throughout the speed range.

The driver is therefore free to adapt to any pace. He has the potential to accelerate from standstill to 60 mph in 9.3 seconds. He can overtake safely in the shortest distances. A high performance car gives its driver complete control.

Long and logical development has produced hemisphere swirl-action combustion chambers and has achieved "clean" and smooth combustion. Therefore BMW engines fulfil today the pollution requirements of tomorrow.







The complete rear axle assembly

Safety gives self-assurance.

Iron nerves are no compensation for chassis weaknesses; daring, no compensation for road holding. The driver of a BMW 3.0 CS stands above all this. The specification of the chassis reads like a technical formula with independent suspension all around, wishbones and spring struts in front and splayed longitudinal arms with spring at the back, combined with a stabilizer.

The extremely safety reserves of this design make it possible to make sudden driving maneuvers calmly, and to be master of them. The brakes of the BMW 3.0CS are operated by a dual circuit system. Even if one circuit fails, the braking potential of the other circuit is 100% above the standard prescribed by traffic authorities. The disc brakes on all four wheels are internally ventilated.

Over-braking of the rear wheels is avoided by a pressure limiter. A brake servo guarantees that the brakes operate perfectly at the lightest pedal pressure. Not without reason, the BMW chassis is hailed as a technical type of life assurance.



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Electric phosphor bath



Cavity sealing procedure



Functional beauty is beauty with function.

Fantasy has limits where car styling is concerned, because of the requirements of modern traffic conditions. The body of the BMW 3.0CS

was therefore not over-designed aesthetically, but designed for ever-increasing traffic density and shortage of parking space.

Form and line, free of extraneous "frills", and unobtrusive elegance are dominant. This gives the 6-cylinder coupe stylishness with individual appeal.

There is a subtle difference between up-to-date shape and today's requirements. Demonstrably, a BMW owner has the art to discern it.





Heating and ventilating unit

**Design technique
should serve a man.**

A new concept is associated with the name BMW: technical finesse — the balance of complementary details giving an harmonic whole. The interior was created according to this principle.

The seats are shaped to the anatomy. Instruments and controls are easily accessible and glare-free. The driver has a steering position which gives him greater freedom of vision and movement. He can therefore be relaxed and have his mind at ease. The best cars have only one design standard: the man.





Gear Selector indicator



Selector lever

The future belongs to the automatic.

Rush hour traffic, jammed roads, bumper-to-bumper driving and congestion on highways, require the utmost concentration on traffic situations, and much clutch work and gear changing. The motorist is often pushed to the edge of his physical and psychological limit.

Automatic transmission makes a very big contribution to safer traffic: it does away with operating the clutch and changing gears. The driver will be noticeably relieved. He can turn all his attention to the traffic.



Comfort means more than convenience.



Arm rest at rear

Weariness at the wheel begins where one least expects it: in the degree of interior comfort of a car.



If the interior layout is decorative more than functional, then the driver will discover this to his cost.

With BMW, comfort means conditioned safety. This requires that all interior elements of the BMW 3.0 CS be adjusted to the human anatomy. The principle is applied throughout; from the body-contour-

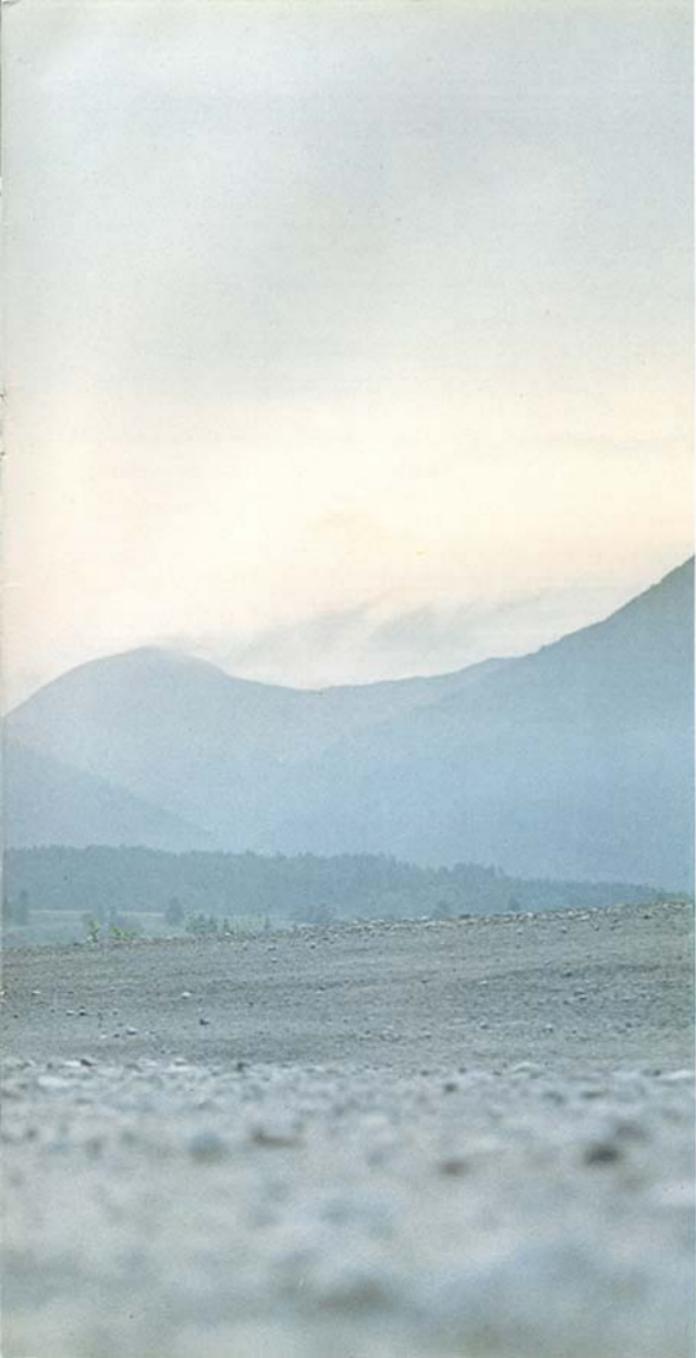
ed seats to the heating and ventilating unit, which always ensures a refreshing atmosphere.

On all four seats there are standard fixtures for seat belts. The methods of seat construction are more advanced than the usual standard. The comfortably firm upholstery supports the body, and high quality

materials further enhance the atmosphere of relaxed luxury. This comfort enables the passengers to share the pleasures of driving.



M-KH 1053



**Driving pleasure : the reward
of constructive development.**

Drivers and designers of the BMW 3.0 CS have one motive in common: the pleasure of driving. To designers, it embodies the results of successful development work, advanced construction principles and high quality production methods and materials.

Drivers see in it the fulfillment of their wishes: command of dynamic power.

In the BMW 3.0 CS, brilliantly conceived car design becomes sheer personal pleasure.

POWER UNIT:	6-cylinder, 4-stroke inline, with triple-hemisphere swirl-action combustion chambers to concentrate incoming charge around the spark plug; single overhead camshaft with 4 bearings; parallel displaced, overhead valves in inverted V layout; valve gear drive by double roller chain with vibration damper; crankshaft with 7 main bearings and 12 balance weights, fitted with torsional vibration damper; water cooling; pressure oil circulation with full-flow oil filter and pressure relief valve		
Capacity:	1994 cc (2395 cc)	1994 cc (2395 cc)	1994 cc (2395 cc)
Stroke:	3.159" (80 mm)	3.159" (80 mm)	3.159" (80 mm)
Bore:	3.404" (89 mm)	3.404" (89 mm)	3.404" (89 mm)
Max. output:	180 bhp (DIN) (132.5 kW) at 6000 rpm	200 bhp (DIN) (147 kW) at 5500 rpm	222 bhp (SAE) at 5500 rpm
Torque:	200 bft (SAE) at 6000 rpm	222 bhp (SAE) at 5500 rpm	199.2 lb/ft (27.7 mkg) (277 Nm) at 4300 rpm
Compression ratio:	9.0:1	9.5:1	
Carburetors:	2, length 35/40 (intake two-stage second stage vacuum controlled; automatic choke and accelerator pump)	Fuel injection system: BOSCH uni with electronic regulator	
Ignition:	Distributor with engine speed governor centrifugal and vacuum adjustment; air surface gap spark plugs.	Centrifugal adjustment	
GEARBOX:	4-speed with synchromesh: 1st 3.85:1, 2nd 2.2:1, 3rd 1.4:1, 4th 1.0:1, reserve 4.3:1. At extra charge: Automatic transmission with torque converter and oil cooler.		
Final drive:	3.45:1	3.25:1	
	At extra charge: Limited slip differential with 25% locking effect.		
SUSPENSION:	Front axle: Independent, with swing struts inclined rearwards at top, wishbones and trailing links pivoting in large-diameter rubber bushes; coil spring with rubber bushings; height controlled and offset in relation to strut axis, total wheel travel 7.9" (200 mm); double-acting hydraulic shock absorbers and stabilizer.		
	Rear axle: Independent, with boxed semi-trailing arms pivoting on rubber bushes; spring struts with high mounted coil springs and rubber auxiliary spring, total wheel travel 7.9" (200 mm); double-acting hydraulic shock absorbers.		
Radial-ply tyres (with tubes):	195/70 VR 14	195/70 VR 14	
Wheel rims:	light metal rims 6 J x 14 H2 with double bump.	195/70 VR 14	
STEERING:	Leather covered steering wheel, ZF-hydraulic power-assisted; 3-piece track rod; overall steering ratio 18.05:1. Safety steering column with 2 universal joints.		
BRAKES:	Foot brake: 4 disc brakes with brake servo. Dual twin-circuit system with 2 times 4 brake cylinders in the front; 4 ventilated discs with dia. 10.7" (272 mm) and fixed caliper, additional pressure limiter for the rear-wheel brakes. Handbrake: Additional duo servo-drums, dia 6.3" (160 mm) mechanically operated on rear wheels.		
ELECTRICAL SYSTEM:	12 Volt three-phase alternator 630 W 55 Amp/h battery 4 quartz-iodine headlights switched off automatically with ignition.	770 W	
EQUIPMENT:	Instrument panel with speedometer, mileage recorder and trip recorder, revolution counter, fuel gauge, clock, cooling water thermometer, rear fog light, reversing lights, interior light with 2 switches on door pillars, luggage compartment light, ignition lock, continuous control of instrument lighting intensity, automatic screenwiper with time switch operating at intervals and twin wiper speeds, cigar lighter combined with socket, telltale warning lights for battery charge, oil pressure, direction indicators, fuel tank, handbrake and dual twin-circuit brake; heating multi zone; heated warning flaps; heated rear window. At extra charge: waste bin, ashtray for front seats, front and rear storage boxes; in luggage space compartment with writing, stowage box on middle console. Anchorage for 3 and 2 point safety belts on all 4 seats, safety grille, safety interior mirror, 2 safety ashtrays on doors, 1 ashtray for rear seats, full carpentry in passenger compartment, tool kit in flap on luggage compartment lid.		
BODY:	Torsionally rigid passenger safety cell with crush zones front and rear, 2-door bodywork welded with lower floor panel assembly; floor pan assembly reinforced by longitudinal and cross-section profile bars. At extra charge: steel sliding roof.		
Windows:	Front: Single glazing; safety glass and screen, 2 fully retracting crank windows, 2 swiveling quarterlights. Rear: windows electrically operated.		
	At extra charge: front window electrically operated.		
	Rear: windows electrically operated.		
Doors:	At extra charge: Tinted anti-glare glass.		
Seats:	Door cutouts 41.3" (1045 mm) with safety locking wedges. Front: Individual front seats 17.5" wide, with continuous adjustment of seat back angle, lockable seat backs. Rear: bench contoured as individual seats 20" (514 mm) wide, armrests at the side and in the centre. Flat floor, capacity approx. 15.9 cu. ft. (450 litres) fully carpeted and fitted with storage pocket. Twin-circuit fresh-air heater; airflow up to 3.5 cu. ft. per sec. (100 litres/sec.). Instant temperature selection, three-speed radial blower, air throughput independent of road speed, footwell heating with directional nozzles, heater capacity 8000 W. Fresh air supply to car's interior through swiveling nozzles on central grille. Air extraction via outlet slots above and below the rear window.		
Luggage compartment:	15.4 Imp. gal (70 litres) including approx. 1.7 Imp. gal (6 litres) reserve.		
Heating and ventilation:			
Tank capacity:	15.4 Imp. gal (70 litres) including approx. 1.7 Imp. gal (6 litres) reserve.		
DIMENSIONS:			
Length:	183.5" (4660 mm)	163.5" (4660 mm)	
Width:	65.9" (1670 mm)	65.9" (1670 mm)	
Height (unladen):	54" (1370 mm)	54" (1370 mm)	
Wheelbase:	103.3" (2625 mm)	103.3" (2625 mm)	
Track:			
front and rear:	56.9" / 55.2" (1446/1402 mm)	56.9" / 55.2" (1446/1402 mm)	
Min. track circle:	31.6" (9.6 m)	31.6" (9.6 m)	
Min. turning circle:	35.2" (10.5 m)	35.2" (10.5 m)	
Unladen weight:	3300 lb (1500 kg)	3000 lb (1360 kg)	
Permitted load:	815 lb (370 kg)	815 lb (370 kg)	
Max. permitted gross weight:	3861 lb (1750 kg)	3661 lb (1750 kg)	
Permitted trailer load:	braked 2866 lb (1300 kg)	2666 lb (1300 kg)	
	unbraked 1432 lb (650 kg)	1432 lb (650 kg)	
Permitted roof load:	165 lb (75 kg)	165 lb (75 kg)	
TOP SPEED:	132 mph (213 kph)	136 mph (220 kph)	
ACCELERATION:	0-62.5 mph (0-100 kph) in 8.2 sec.	7.7 sec.	
FUEL CONSUMPTION: (DIN 70300 standard test method) (speed 68 mph = 110 kph)	11.2 litres per 100 km (25.4 Imp mpg) at 110 kph (68 mph)	10.9 litres per 100 km (26 Imp mpg)	

All cars delivered in UK in 3.0 CSi form are fitted with seat belts at extra cost.

All cars delivered in UK in R.H.D.
form are fitted with seat belts
at extra cost.



