



BMW 1600 GT



The BMW 1600 GT has a 105 bhp engine. It can reach 60 mph in less than 11 seconds from a standing start. This high performance is the result of advanced engineering. And this advanced engineering is founded on a single principle: the best available technical solution for every single feature of the design. This exceptional principle helps to produce exceptional cars: cars which demonstrate their superiority on long journeys, in dense city traffic and in the toughest competition.

High performance power unit: The GT driver's success in competition and day to day driving always depends on the technical superiority of his vehicle: power unit with hemispherical swirl action combustion chambers for optimum gas



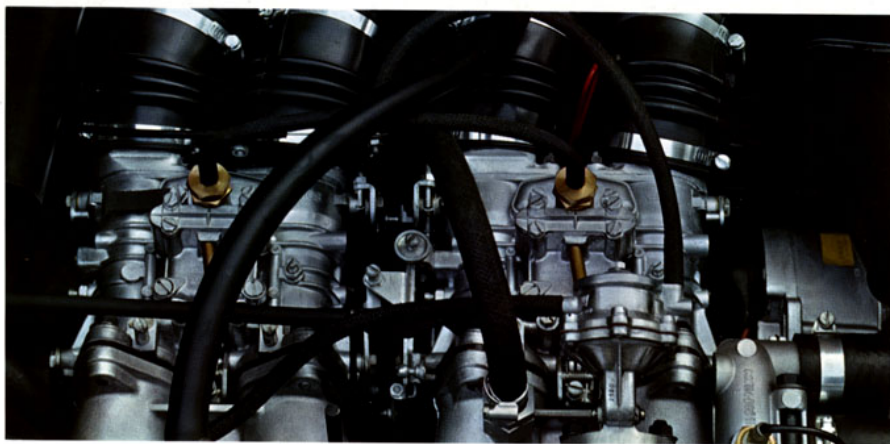
filling and mixture quality. Large-diameter valves in "V" arrangement for maximum gas flow. Overhead camshaft for direct valve operation. Crankshaft with five main bearings. Output: 105 bhp at 5800 rpm. Torque: 98 ft./lb. at 4200 rpm.

High performance chassis: Only the most expensive chassis designs are capable of solving roadholding problems in this engine output range. The BMW 1600 GT has independent suspension at front and rear. The wheel location function is entirely separate from that of wheel suspension. The result: cornering power that can only be described as outstanding. Acceleration: 0-60 mph in under 11 seconds. Maximum speed: 119 mph.

Carefully matched brake system: In the BMW 1600 GT the running gear and brake system are carefully matched together. The running gear ensures maximum road adhesion in any situation. The brakes allow you to make full use of this.

GT Equipment: Functional equipment is not an art but a science. BMW engineers have mastered it. The result: BMW 1600 GT cockpit. Circular instruments, warning and telltale lights in the driver's field of vision. Precise central gear shift, handbrake lever between front seats. All controls fall easily to hand. 105 bhp are at your command. BMW 1600 GT knows how to use them.





Engine: 4-cylinder, 4-stroke in-line engine. Hemispherical combustion chamber, overhead camshaft, inclined valves in V-arrangement, crankshaft mounted in five bearings, water cooled, force-feed oil lubrication by geared pump and micronic main flow filter

Displacement/Bore/Stroke:

1573 cc/m/2.8" (71 mm) / 3.3" (84 mm)

Rated Output: 105 DIN HP at 6000 rpm. 118 SAE HP at 6200 rpm.

Torque rating: 97 ft. lbs (13.4 mkg) at 4500 rpm

Compression ratio: 9.5:1

Carburettor: 2 Solex 40 PHH twin horizontal carburetors with accelerator pump and automatic choke

Timing: By centrifugal force

Gearbox:

4-speed synchromesh; Gear ratios:

1st 3.834, 2nd 2.053, 3rd 1.345, 4th 1.000, Reverse 4.18

Differential ratio: 3.64:1

Suspension: Front: independent with upper and lower wishbones on rubber bushes, coil springs with total travel 5.9" (150 mm), double-acting telescopic shock absorbers and transverse stabilizer; rear: independent suspension, wheels mounted on inclined trailing arms, coil springs with rubber cushions, spring action 7.1" (180 mm), double-acting telescopic shock absorbers

Steering system: ZF-Gemmer worm and sector steering, 3-piece track rod, overall transmission ratio 16.45:1

Tyres: 155 HR 14 radial tyres

Rims: 4 1/2" x 14

Brakes: With brake servo unit. Front: caliper type, self-adjusting disc brakes, disc dia. 10.6" (268 mm). Rear: Simplex sliding shoe drum brakes, dia 9.1" (230 mm). Hand-



brake operates mechanically on rear wheels

Electrical system: 12 Volt, three-phase generator, 500 Watts, battery 44 Ah

Body: All-steel body welded integrally with floor assembly, Lightweight construction, 2 doors;

Windows: 2 winding windows, 2 nodraught ventilators front and rear.

Seats: Front - individual reclining seats. Rear - bench-type seat

Shoulder width: Front 4'1" (1230 mm); rear 3'7" (1120 mm)

Boot capacity: 10.5 cu. ft. (300 l); level floor

Heating system: Rapid action, high capac-

ity fresh-air heater with infinitely adjustable instant response temperature control by cold and warm air mixture, blower

Fuel tank capacity: 12.1 Imp. gallons (14.5 US galls, 55 litres)

Dimensions: Overall length 13'3" (4050 mm); width 5'1" (1550 mm); overall height (unladen) 4'2" (1280 mm); wheelbase 7'7" (2320 mm); track—front 4'1" (1250 mm), rear 4'1.5" (1260 mm); unladen weight 2085 lbs (950 kg); payload 880 lbs (400 kg)

Maximum speed: 118 mph (190 km/h)

Acceleration: 0 - 62 mph in 11.2 sec.

Rated fuel consumption: 24.8 mpg (10.3 litre/100 km) to DIN 70 030 standard

Permissible trailer load: With brake 2646 lbs (1200 kg). Without brakes 1103 lbs (500 kg)

We reserve the right to modify designs or equipment in the interests of technical progress

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For pure driving pleasure — BMW 1600 GT