



600

Innen größer als außen





It is a tradition of BMW to overcome technical problems by revolutionary solutions. This tradition is responsible for BMW's reputation — a reputation which has won respect and admiration throughout the world for the cars with the white and blue emblem. Far from submitting to the dictates of transient fashions, the dignified BMW design, for all its elegance, is not allowed to be an end in itself, but contributes to the functional requirements of the car.

BMW's successes in international Sport and the prizes they have received for elegance of design are due to a happy synthesis of form, performance and comfort. The new

BMW 600 illustrates the same basic principle as the larger cars of this make, which have won such a high reputation. This "uncompromising car", which is the result of long experience in automobile construction, gives further proof of the thoroughness and precision of BMW's workmanship, qualities which can in no small part be ascribed to BMW's experience in the construction of aircraft engines. The BMW 600 displays numerous technical features which can usually only be found in such perfection in cars in a much higher price category and which confirm once again that many people drive cars but fastidious people prefer a BMW.



600

A Real BMW

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As in the large four-door models, access to the seats of the BMW 600 is simple. Passengers travelling on the rear seat are spared the necessity of clambering laboriously over the front seat in order to get out.



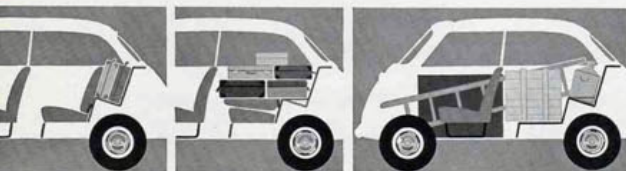
Shaped to the human body



The seating comfort of the passengers was one of the main considerations of the designers of the BMW 600. The wide comfortable seats have been accurately shaped to the human form and eliminate the uncomfortably low posture common to so many small cars. Nor are the knees of driver and passengers pressed against their chests. The generous footroom makes the seats as comfortable as armchairs. It should be noted that the back seat has been given equal consideration. Its distance from the front seat is not smaller than in many larger cars.

Larger inside than outside

Luggage accommodation is a difficult problem in many small cars, but not so in the BMW 600. The space reserved for luggage can be increased at will. Two suit-cases and a variety of smaller luggage can be packed with ease behind the back seat. The luggage is easily accessible by means of the side doors and the foldable back of the seat. If you want to pack your camping equipment, the back of the seat is simply folded forward and there is enough space to pack the contents of a wardrobe. The back seat can also be removed completely — thereby revealing unsuspected possibilities to the business man in particular. The BMW 600 becomes a delivery-van and cases and merchandise can be loaded and unloaded rapidly and easily through the side door. If the front seat is replaced by a single bucket seat, which can be delivered as an accessory, even bulky goods can be loaded through the front door, which is ideal in every respect for this operation.



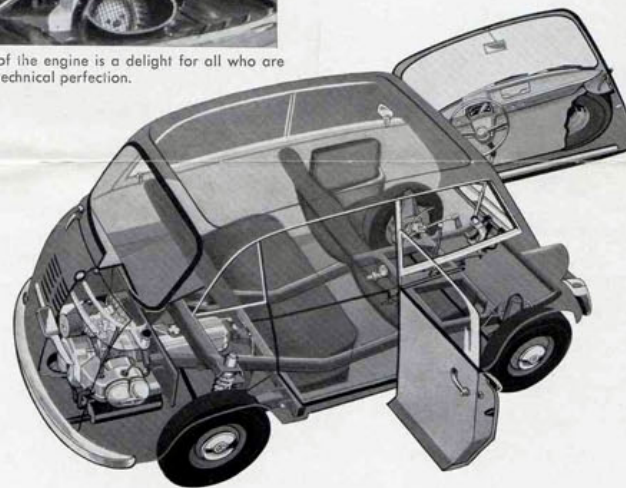
There is absolutely no reason why a small car should be small at the present day. This is, at least, BMW's opinion, and is more than confirmed by the new BMW 600. The only things about this car which are small are consumption and taxes — in all other respects, comfort, performance and equipment, it loses nothing from comparison with medium-sized cars. Of course, the smaller cubic capacity limits the size of the car, but the important thing, and this is the crucial point in the construction of small cars, is to make the best use of the available space. Either the car can be given the shape of a large sedan reduced to much smaller proportions, regardless of the valuable space which is lost in the process, or the available space can be used intelligently and consistently to add to the comfort of the passengers. BMW chose the latter alternative. Everything which was unnecessary and cumbersome, everything which served no practical purpose, was thrown overboard in the construction of the BMW 600 — with the result that the car has qualities which are revolutionary in a small car and can only be found in larger and much more expensive models. The BMW 600 is completely adapted to the well-being of the driver and the passengers. No space is sacrificed to useless chrome fittings nor limited by impractical design. The last square inch has been used to increase passenger room which means added comfort and greater safety.

The elegant dashboard is another example of the outstanding achievements of the BMW stylists. All the parts are harmoniously arranged together — the modern speedometer, complete with shield, the indicator for headlights, blinker lights and battery charger, the knobs for lights and windscreen-wiper as well as the ignition, the starter and the ashtray. The ignition key also fits the door of the car. The lever controlling the blinker lights is ready to hand on the steering-column, with automatic recoil, dimmers and horn mechanism. All these features put the BMW 600 among those cars which are marked by their dignified appearance.



The housing of the engine is a delight for all who are interested in technical perfection.

The front-axle suspension is one of the best available. The coil springs are supported by the bracket, thus directing the whole system of suspension. This gives the car perfect directional stability.



4 Gears-Synchronized Mechanism

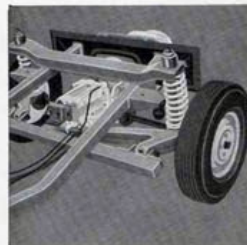
The BMW 600 is not content with half measures. Although the extremely supple flat-twin engine reduces gear changes to a minimum, this advantage is increased further by the fully synchronized 4 speed gearbox. A technical luxury for a small car but one which every fastidious driver insists on today.

A BMW can only be beaten by another BMW

The countless successes which BMW has achieved on all the racetracks of the world prove that, in fact: "A BMW can only be beaten by another BMW." The two-cylinder four-stroke engine which gives the BMW 600 such a remarkable performance has already made a name for itself in numerous world records and championships. Of course, the BMW 600 has no racing ambitions. The power of the flat-twin engine has been to 19.5 HP at 4500 r. p. m., although the same engine develops 28 HP in motor-cycles or even 35 HP in the racing model. But this untapped reserve of power adds to the life of the engine, and increases its pulling power and its climbing ability. Not least, it makes the engine far more economical. This engine, with the same basic principle, has been built since 1923, and has never ceased to impress connoisseurs of technical perfection.

The two-cylinder flat-twin engine has a torque of 28.9 lbs. ft. (4.0 mkg) at 2000 r.p.m. allowing excellent acceleration from low speeds. The advantages are particularly noticeable in the city, as it is possible to accelerate from a speed of less than 15 mph in top gear, without changing gears. Similarly, 8 per cent gradients offer no difficulties in fourth gear.

Supple as the engine is, it lacks nothing in dynamic power, and can attain speeds of 62 mph. The engine, which vibrates remarkably little, is kept cool by a continuous stream of air from the cooler fan, which turns with the crankshaft. The air-cooling is controlled by a thermostat and operates in conjunction with the pre-warming system and the heating of the car. There is no danger of petrol or oil odours being introduced into the car during heating, as the hot air is taken direct from the fan. Engine noise is reduced to the absolute minimum and the balanced construction — the pistons move horizontally — enables this type of two-cylinder engine to function almost free of vibration. The BMW 600 runs with the power of a much heavier car, and yet the low-lying flat-twin engine at the rear is assuredly the engine of the future for small cars.



The rear axle is suspended on two oscillating shafts, placed wide apart, and supported on the chassis by means of coil springs. This solution results in perfect steering.

Specifications of the BMW 600

Engine

Type	BMW opposed type engine, overhead valves actuated by rockers and push-rods
Number of cylinders	2
Capacity	585 c. c.
Maximum torque	28.9 lbs. ft. at 3000 r.p.m. (4 mkg at 3000 r.p.m.)
Performance	19.5 HP (23 HP SAE) at 4500 r.p.m.
Bore	74 mm (2.9 in)
Stroke	68 mm (2.67 in)
Compression ratio	6.8 : 1
Location of engine	in the rear of vehicle
Lubricating system	gear type pump
Cooling	air cooling system by means of blower; blower wheel mounted to crankshaft
Ignition	light-battery ignition
Starter dynamo	12 Volt / 130 Watt generator
Fuel tank	4.33 Imp. Gal. 0.65 Imp. Gal. reserve
Carburetor	tank located in the rear throttle valve type carburetor with accelerating pump

Power transmission

Gear box	attached to engine, four forward speeds and reverse
Gear ratios	top 0.846 3rd 1.27 : 4 2nd 1.94 : 3 1st 3.45 reverse 3.45
Synchronization	all forward speeds fully synchronized
Shifting lever	in the middle of the vehicle, in front of seats
Clutch	single disc dry clutch
Final drive	bevel gears and differential, ratio: 5.43 : 1; double resilient mounted drive shafts

Chassis

Frame	tubular chassis frame, made of longitudinal and cross members
Wheel suspension	front: pushed longitudinal swinging arms in parallelogram arrangement, holding track and comb rear: broadly arranged rubber-mounted longitudinal swinging arms
Suspension	front: coil springs supported by axle carrier, spring movement: 4.7" (120 mm) rear: coil springs supported by frame, progressive effect by big rubber buffers, spring movement: 6.3" (160 mm) 4 telescope shock absorbers

Steering

spindle type steering; unseparated track rod; front suspension directed simultaneously; steering geometry absolutely correct and uninfluenced by suspension

Tyres

5.20-10; spare wheel: behind front door panelling

Track

front: 42.5" (1070 mm)

rear: 45.7" (1160 mm)

Wheelbase

67" (1700 mm)

Brakes

four wheel hydraulic brakes
mechanical hand brake for rear wheels

Body

Type

steel sheet metal, bolted to frame
front access door to front seats, steering column moving on opening the door; lateral door on right side for access to rear seats

Seats

upholstered in a way to suit exactly the shape of the body; curved backrest to increase comfort; backrest in rear can be tilted over; rear seats can be removed quite easily to offer loading space; front and rear seats easily removable
behind backrest of rear seats
combined heating and ventilation system

Luggage compartment

Heating system

Electrical equipment

Battery	12 V, 31 Ah
Headlamps	high level headlamps 5.1" (130 mm) ϕ , 45/40 W, shaped into body, new asymmetric low beam
Rear light	combined tail-brake light
Directional indicator	front flashing light incorporated in bumper, rear flashing light incorporated in rear light, automatic cut-off
Controls	finger tip controls for directional flasher and dipper switch below steering wheel
Light signalling horn	knob
below steering wheel	

Dimensions

Overall length	114" (2900 mm)
Overall width	55" (1400 mm)
Height	54" (1375 mm)
Weight	kerb weight 1335 lbs (515 kg)
Turning circle diameter	appr. 26.2 ft (8 m)
Max. speed	62 m.p.h. (100 km/h)
Climbing ability in top speed	over 7%
Normal consumption	on the road 47-61 miles p. Imp. Gal. or 39-55 miles p. U.S. Gal. (depending on driving manner)

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