



BMW 1600/ BMW 2002





in a typically Bavarian landscape: serene, fertile pastures and in the background the silhouette of the Lower Alps.

pace has become scarce. Demanded on the driver's ability to proceed correctly are approaching ultimate limits. Driving plea-

sure has given way to a state of continual irritation. This is where technology can play its part. Automobiles must be equipped

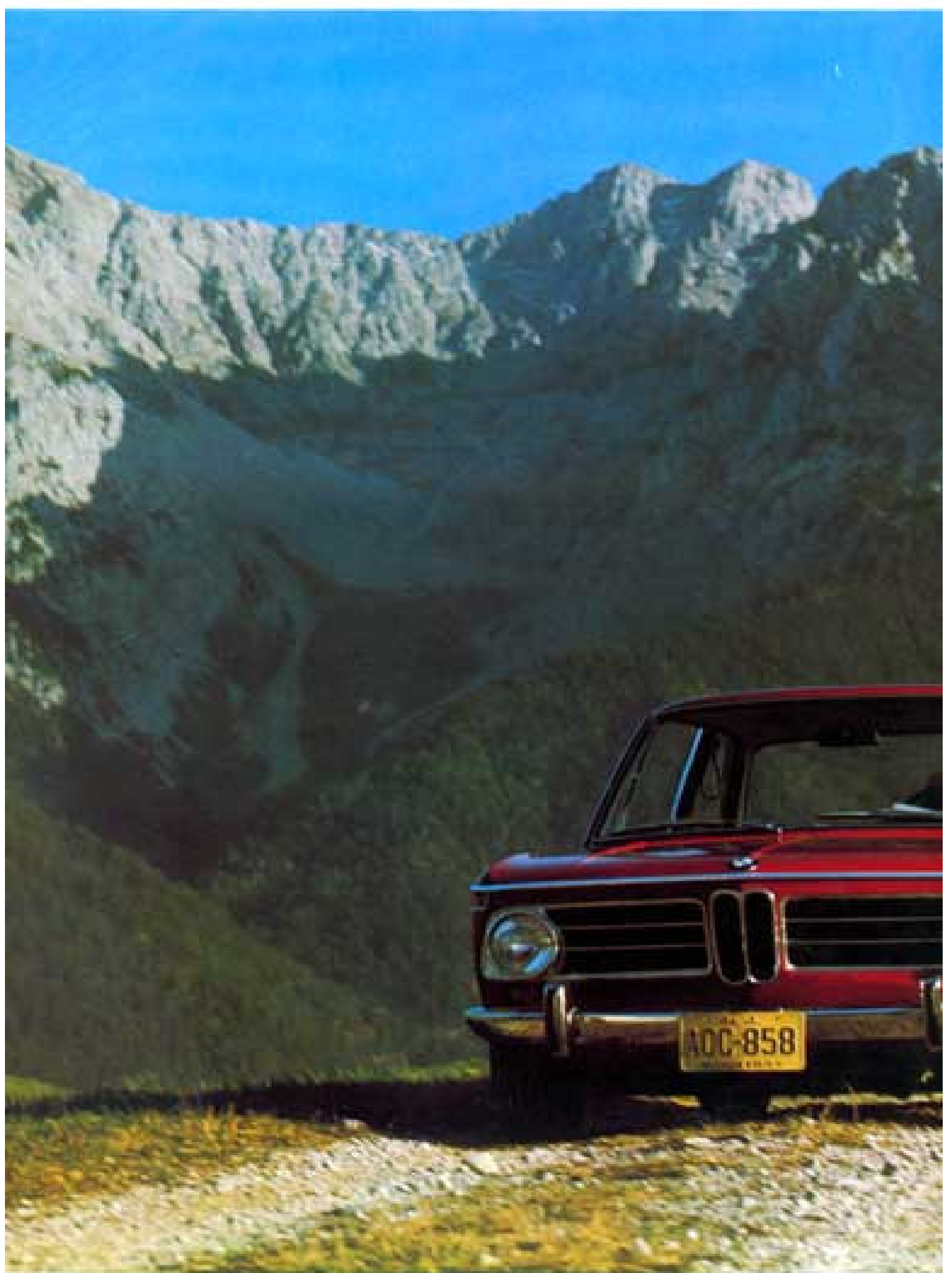
with greater engine power and advanced chassis construction in sensible dimensions.



Automobiles are built by BMW — automobiles in which driving is, once pleasure — in which modern automobile engineering is combined

with European exterior and interior dimensions; automobiles which unite the virtues of a fast, lively touring car with the convenience of an easily con-

trolled and maneuverable family, BMW 1600. BMW 2002.





German engineers have invented the gasoline engine, the diesel engine, the turbo-jet and the rocket engine. In this atmosphere BMW engines are developed according to the most modern findings in physics and automobile technology.

The BMW 1600 and BMW 2002 engines have an overhead camshaft, inclined overhead valves in inverted V arrangement, crankshaft with 5 main bearings and hemispherical swirl-action combustion chambers. This yields exceptionally good mixture control and combustion, remarkably little vibration and outstanding flexibility. The result



After working hours a visit to one of the romantic Alpine valleys near Munich.

is surprisingly quiet running, superior engine power — and sheer driving pleasure.

A safe car is built on a safe chassis. BMW's chassis specialists have long made this their rule. For this reason they build chassis which are faster than the engine itself. Chassis which unite the most modern knowledge of the laws of motion with experience gained in thousands of successful racing events.

Dangerous situations are least dangerous when you have left them behind. Thus safety means mobility — in city traffic, from lane to lane, and on the open road when passing, driving uphill or overtaking slower vehicles.

The outstanding ideas realized in the BMW 1600 and the BMW 2002 chassis represent nothing less than life insurance. Roadholding ability is unequalled in dangerous curves, sudden lane changes, emergency braking maneuvers, strong side winds and wet road surfaces. The BMW 1600 and BMW 2002 have independent suspension with front spring struts, semi-trailing arm suspension at the rear and anti-roll stabilizers.



Such a life insurance gives you a reassuring feeling, safety and control; so it is not surprising that a BMW is the only sedan in the world to have completed the Nürburgring, with its 176 corners, in under 10 minutes. 9 minutes 58.5 seconds to be precise. Exactly the same lap time was set only a few years before by Juan Manuel Fangio with his legendary Formula 1 racing car on his way to win the German Grand Prix.







ceptional performance of BMW is based on superior automobile engineering and not on an overbred engine. For example, the 96 bhp standard engine of the BMW 1600 turned into a 220 bhp racing engine with only slight modifications. The BMW engine has a single overhead camshaft and inclined overhead valves in inverted V arrangement. The

result is exceptional stability at high speeds. BMW engines derive outstanding performance from modern findings of physics and technology. An example of this is the hemispherical swirl-action combustion chamber.

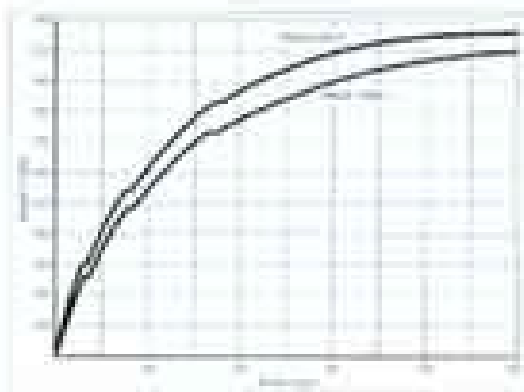


The brakes are finely engineered to conform with the performance of the car. Both the BMW 1600 and the BMW 2002 have a duplex twin circuit brake system with reinforced braking power.



1600: 96 hp (SAE), 0 - 60 mph sec. Top speed: 102 mph
2002: 114 hp (SAE), 0 - 60 mph sec. Top speed: 108 mph

800
 4-cylinder, 4-stroke, in-line, hemispherical swirl-action combustion chamber, overhead, inclined inverted V valve position off with 5 main bearings, pressure oil filter with gear-type pump and Micronic oil filter. Above all, the engine is equipped with an anti air pollution device.



Displacement: 96 cu. in.
Stroke: 2.78 in., **Bore:** 3.31 in.
Rated Output:
 96 hp (SAE) at 5500 rpm
 85 hp (DIN) at 5700 rpm.
Max. Torque: 91 ft. lbs. at 3000 rpm
Compression ratio: 8.6:1
Carburetor: SOLEX 38 PDSI down draft manual choke and acceleration pump.
Ignition: Centrifugal and vacuum advance.
Gearbox: 4-speed synchromesh; 1st 2,053, 2nd 2,053, 3rd 1,345, 4th 1,000 R 4.
Differential ratio: 4.11:1 (Hypoid)
Wheel suspension: Front: McPherson with wishbones, rubber mounted, T

Speed: 102 mph
Acceleration: 0-60 mph in 11.4 sec.
Consumption: 23.7 mpg at 60 mph (standard conditions)

2002
 4-cylinder, 4-stroke, in-line, hemispherical swirl-action combustion chamber, overhead, inclined inverted V valve position off with 5 main bearings, pressure oil filter with gear-type pump and Micronic oil filter. Above all, the engine is equipped with an anti air pollution device.

Displacement: 121.3 cu. in.
Stroke: 3.15 in., **Bore:** 3.50 in.
Rated Output:
 112 hp (SAE) at 5500 rpm
 100 hp (DIN) at 5500 rpm.
Max. Torque: 115.7 ft. lbs. at 3000 rpm.
Compression ratio: 8.5:1
Carburetor: SOLEX 40 PDSI down draft with manual choke and acceleration pump.
Ignition: Centrifugal and vacuum advance.
Gearbox: 4-speed synchromesh; 1st 3,805, 2nd 2,053, 3rd 1,345, 4th 1,000 R 4.180.
Differential ratio: 3.64:1 (Hypoid gears). Optional extra limited slip differential.
Wheel suspension: Front: McPherson struts

with wishbones, rubber mounted, T travel, anti-roll bar. Rear: Independent sprung wheels on inclined, rubber trailing arms, coil springs with rubber spring arrestor, 7.5" spring travel, air double-action, large capacity torsion absorbers.
Steering: ZF Cammer mechanism and roller; three-piece track rod, total ratio: 17.55:1
Rims: 4 1/2 x 13
Wheels: 165 SR-13 radial ply tires.
Brakes: Service brakes: dual circuit system. Front: Fixed caliper type disc with adjusting, disc diameter 9.45", 8



Roadholding qualities are the most important requirement of a modern car. Here the construction of the back axle is of decisive influence. Every single BMW has semi-trailing arm suspension at the rear, a construction which is beginning to find adherents. Both models have additional anti-roll stabilizers at both ends.



In association with the Technical University in Berlin, BMW bodysells were subjected to an exhaustive series of tests involving specially staged collisions. The result: the BMW passenger compartment functions as a safety capsule. The front and rear sections of the body absorb impact shock in accordance with the latest findings in this field of research.



er: Independently suspended wheels
al rubber mounted trailing arms, coil
Joh rubber buffer and spring absorber,
g travel, double-action, large capacity
2 shock absorbers.

er:ZF Gemmer mechanism with worm
; three-piece track rod; total reduction
58:1

5.2 x 13

Wide-base rims with large tire con-
. Tire size 6.00 5 - 13 (tubeless), 165
adial ply tires (tubed) on special order.

Service brake; dual circuit servo
vent; Fixed caliper type disc brake,
ring, disc diameter 9.45".

Rear: Simplex-drum brakes with self-centering
shoes, drum diameter 7.9". Parking brake opera-
tes mechanically on rear wheels.

Electrical equipment:

12 Volt; 500 Watt alternator, 55 Ah battery.

Windows: Front: 2 fully recessed crank opera-
ted side windows and 2 pivoted quarter lights;
Rear: 2 pivot windows

Seats: Front: Reclining single seats adjustable
to 4 rake angles. Rear: Bench type seat. All seats
equipped with safety belts.

Shoulder width: Front: 43.2", Rear: 42"

Luggage compartment:

approx. 15.5 cu ft; flat floor.

Fuel tank capacity:

approx. 12.2 gal. incl. reserve of 1.5 gal.

Heating and ventilation: Fresh air
formance heating by mixture of cold air
indefinitely variable adjustment of fan
2-speed blower. Ventilation by air
above rear window, extraction at side;
low chrome molding. Defroster at in-
screen and side windows.

Dimension: Length 13'10 1/2"; Wide
Height (unloaded) 4'7 3/4"; Wheelbase
Track, front and rear 4'4 1/2"; Turning cir-
Track circle 31'6"; Curb weight 2028
vehicle weight 2650 lb.

Trailer load:

w/brakes 2645 lb, w/o brakes 1100 lb

er brakes with self-centering shoes,
mater 5.06". Parking brake opera-
tally on rear wheels.

Electrical equipment:

60 Watt alternator, 55 Ah battery.

er: Front: 2 fully recessed crank opera-
tively windows and 2 pivoted quarter lights;
pivot windows.

ent: Reclining single seats adjustable
angles. Rear: Bench type seat. All seats
with safety belts.

er width: Front: 43.2", Rear: 42"

er compartment:

5.5 cu ft; flat floor.

er capacity:

approx. 12.2 gal. incl. reserve of 1.5 gal.

Heating and ventilation: Fresh air high-per-
formance heating by mixture of cold and hot air,
indefinitely variable adjustment of temperature,
2-speed blower. Ventilation by airvacuation
above rear window, extraction at side/pillars be-
low chrome molding. Defroster at front wind-
screen and side windows.

Dimension: Length 13'10 1/2"; Width 5'2 1/4";
Height (unloaded) 4'7 3/4"; Wheelbase 8'2 1/2";
Track, front and rear 4'4 1/2"; Turning circle 34'2";
Track circle 31'6"; Curb weight 2060 lb; Gross
vehicle weight 2562 lb.

Trailer load:

w/brakes 2645 lb, w/o brakes 1100 lb.

Max. speed: 108 mph

Acceleration: 0-60 mph in 8.8 sec.

Fuel consumption: 23.5 mpg at 60
(under standard conditions)

Alterations of construction and not
accepted.

Beverian Motor Works

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rior design also ensures makes driving less nerve-tiring, helps make full use of all facilities offered by the car. In every detail, design serves the cause of safety. The seat position and a large window ensure exceptionally good vision and so make it possible to determine the exact position

of the car. Individually adjustable front seats are body contoured. The instrument panel, with its clearly marked dials shielded against glare or reflection, is raised into the driver's field of vision. All controls are conveniently at hand and, as a safety measure, are all set deep into the padded instrument panel. Two examples show how well the control switches are arranged: The





tches for headlight dimming and
 hing and for the indicator lights
 d only fingertip contact; when
 ng the wipers and automatic screen
 ders the driver's hand never lea-
 the steering wheel.

BMW 2002 can also be equipped with automatic
 system. The driver of an automatic-transmission
 at least with even greater ease and comfort,
 tract and always operates in the speed range
 the most suitable torque currently available.



For long trips both models offer
 storage space; an open 1
 right of the instrument pa-
 glove compartment with
 opening lid facing the pass-
 a further large compartment
 transmission tunnel.



enty of room at the back of the BMW 1600 2+2 (2002); shoulder width is 4' 2"

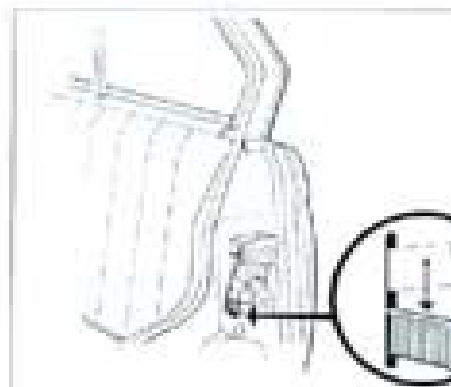
our first mile onward in the 1600 or the BMW 2002 you are far with this car as if you had given anything else.

ne care and attention which to the manufacture of BMW tires is at your disposal when on our Customer Service or op staff; for the white and blue

The back rests of the front seats can be adjusted to any angle. The seat adjustment lever has been placed more advantageously: it is farther forward and easier to reach.

New lock design prevents the doors from springing open even if the body is warped in an accident.

BMW emblem symbolizes our sense of responsibility.



For sheer driving pleasure — BMW.