



**BMW**  
**2002 *turbo***







## BMW 2002 *turbo*

It is not just a natural thing to build a motor car which has the opportunity of winning races and at the same time guarantees day after day problem free driving. BMW engineers have solved this unusual problem with the BMW 2002 turbo. A modern, thoroughly tested high performance engine without any problems with efficient styling and a competition proven chassis.

The moderate performance characteristics of the BMW 2002 turbo makes it at the same time a reliable basis for everyday traffic conditions. Comfortable, safe and suitable for the environment. The styling is functional: realistic yet sporty. Dominated by a downward sweeping front spoiler without bumper and by a rear spoiler attached to the boot lid. Empirical



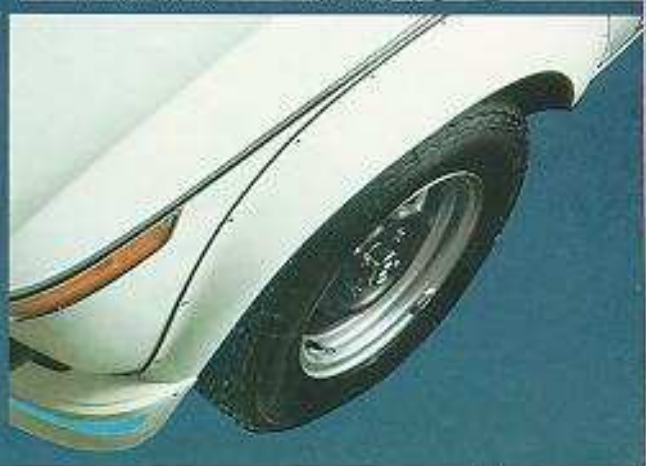




knowledge gained on race tracks and from scientific tests in a wind tunnel. Wide sport-rims, wider mudguards—detachable for wider tyres when used for racing. The BMW 2002 turbo is only available in white and silver and optionally with BMW Motorsports's stripes in blue, violet, red. The vital part of the BMW 2002 turbo is the engine. Based on the successful til

motor and supplemented by a unique engineering: oil cooler. High performance capacitor ignition system. With the additional power of the turbo charging system the engine reaches 170 DIN HP (bhp) (125.0 kW) at 5800 t/m (rpm) 24.5 mkp (245 Nm) at 4000 t/m (rpm). Result: from 0 to 100 km/h (62.5 mph) in 6.9 seconds. Maximum speed over 210 km/h (131.25 mph). Total

performance can be achieved at any moment. The turbo charger starts quietly at a low speed. The overwhelming power is dominated by the newly adjusted engineering of the tested BMW 2002 chassis: independent wheel suspension; torsion bar stabilizers at front and rear; spring struts and wishbones at front, semi-trailing arms at rear; interior ventilated front disc brakes;



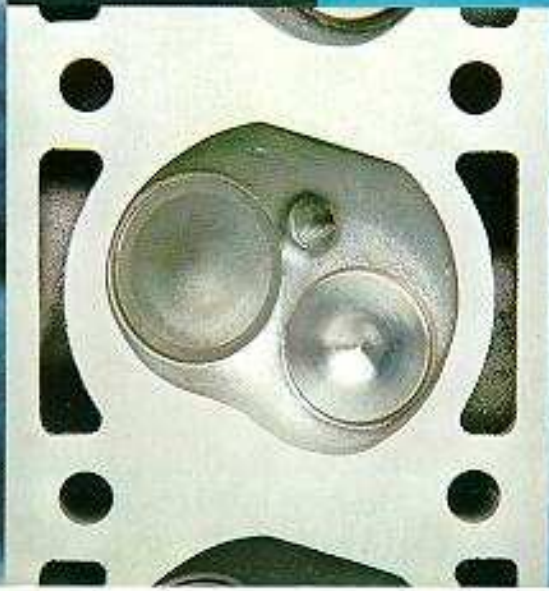
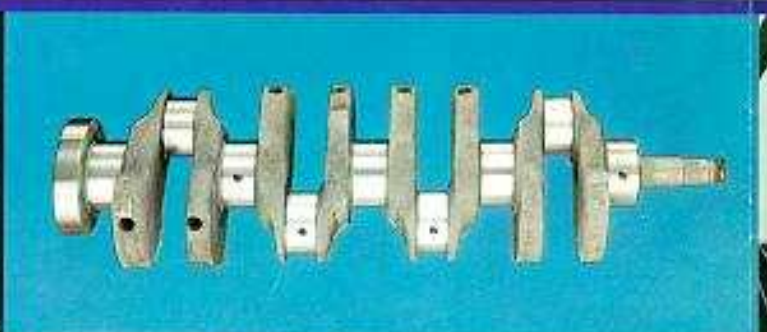




stronger rear drum brakes; braking power intensifier and braking pressure regulator; limited slip differential. The cockpit of the BMW 2002 turbo is adjusted for quick reactions. Controls are within easy reach. Gripfast and handy sports type steering wheel. The instrument panel is in red in contrast to the prevailing anti-dazzle black. Revolution counter. Speedometer

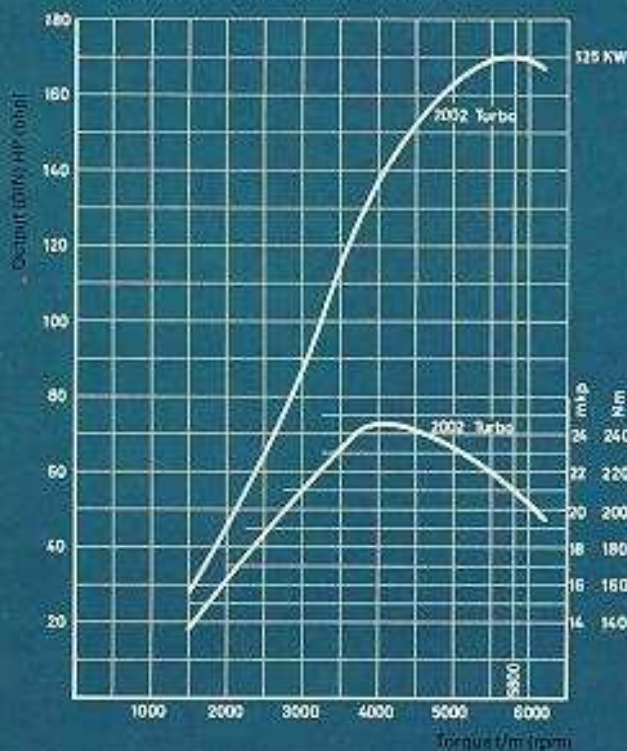
up to 240 km/h (150 mph). Loading pressure gauge. Rentrop bucket seats with headrests give safe support on dangerous bends and can be adjusted individually. The rear seats are also adjustable to give passengers a comfortable leg space. The performance of the BMW 2002 turbo is combined with practical comfort with all its many details co-ordinated to the driver's

and passengers' needs in a standard motor car. Safety is a construction principle at BMW. The BMW safety programme is adjusted to the superior performance of the car. Specially strengthened passenger compartment. Crush zones at front and rear. Front headrests. Static safety belts. In addition a maximum amount of active safety: an engine with very





Engine performance-BMW 2002 turbo

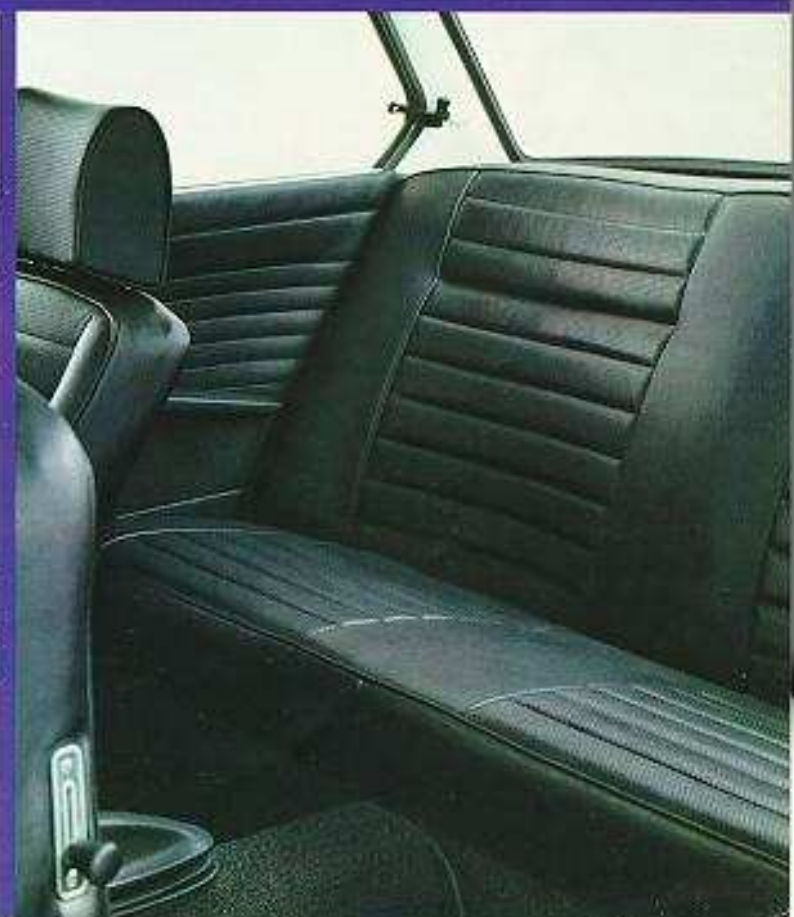


high acceleration power; safety chassis dual-circuit brake system which will still function far above the legally required standards even after the failure of one brake circuit. All this is supplemented by the actual visual safety features: halogenlights and rectangular, four-chamber rear lights. The BMW 2002 turbo is equipped with two electronic contact points for a

quick and very precise test at BMW electronic centres. The inspection is time saving and without problems, as is also the supply of original BMW parts. The turbo charger is uncomplicated and needs no additional servicing.

The BMW 2002 turbo lives with the BMW service.

Worldwide. In over 100 countries.











# BMW 2002 turbo

## Dimensions:

complete steel body welded to chassis. 2-doors. Front spoiler, rear spoiler, widened mudguards

Length: 4220 mm (166.14")  
Width: 1620 mm (63.78")  
Height: (unladen) 1410 mm (55.51")  
Wheelbase: 2500 mm (98.43")  
Track front: 1375 mm (54.13")  
          rear: 1362 mm (53.62")  
Turning circle: 10.40 m (34.13 ft)  
Door width: 1023 mm (40.30")  
Shoulder width front: 1290 mm (50.78")  
                          rear: 1260 mm (49.60")  
Luggage compartment: ca. 450 l (15.75 cu. ft.)  
Tank: ca. 70 l (18.4 imp. gal.) ca. 6 l (1.32 imp. gal.) reserve

Unladen weight: 1080 kg (2381 lb)  
Load: 300 kg (794 lb)  
Total weight: 1440 kg (3175 lb)  
Total roof load: 75 kg (165 lb)

## Engine capacity:

4-cylinder, 4-stroke in-line with exhaust gas turbo charger. Triple hemispherical swirl-action combustion chambers, overhead cam-shaft, overhead valves in V-arrangement, pressure oil circulation with Eaton pump and full flow oil filter, water cooler, oil cooler

crank-shaft with 5 main bearings and 8 counterweights  
Cylinder capacity 1990 cc (121.4 cu. in.)  
Stroke: 80 mm (3.149")  
Bore: 69 mm (3.504")  
Output: 170 DIN HP (bhp) (125.0 kW) at 5800 t/m (rpm)  
Torque: 24.5 mkg (245 Nm) at 4000 t/m (rpm)  
Compression ratio: 6.9:1

Injection pump Kugelfischer PL 04

Ignition vacuum and centrifugal advance

3-phase current alternator 12 V 630 W

Battery 12 V 44 Ah

Gearbox: 4 speed blocking synchromesh gears I 3.764, II 2.09, III 1.32, IV 1.0, R 4.096

Rear axle ratio 3.36:1

Limited slip differential 40% locking

Maximum speed 211 km/h (131 mph)

Acceleration from 0 to 100 km/h (62.5 mph) in 6.9 sec.

Fuel consumption norm DIN 70030 ca. 10.5 l (2.3 imp. gal.)/100 km at 110 km/h (69 mph)

## Chassis and brakes:

Front: spring struts and wishbones, rubber mounted, 180 mm (7.09") travel

Rear: independent springs, semi-trailing arms, rubber mounted.

Coil springs and rubber auxiliary springs. Travel 180 mm (7.09"). Bilstein shock absorbers.

Torsion bar stabilizer front and rear

Steering system ZF Gommier worm and roller, three piece track overall ratio 17.57:1

Rim 5 1/2 x 13H2

Tyres: radial ply 185/70 VR 13

Dual two-circuit system with braking power intensifier and pressure regulator

Front: 4-piston fixed caliper disc brakes with automatic pad wear compensation, ventilated. Disc diameter 256 mm (10.08")

Rear: Simplex leading and trailing shoes. Handbrake mechanically operated and rear wheels. Ratio 250 mm (9.8")

## Special fittings:

Heating and ventilation: fresh air high performance heater with cold and warm air mixing and fine temperature control, three stage blower, ventilation through slots at rear window, at quarter pillars and at waste line. Defroster for front and side windows.

Front fully winding down windows and swing windows. Rear hinged windows

Instrument panel with speedometer, mileage and trip recorder, revolution counter, supercharger pressure gauge, clock, fuel gauge, cooling water thermometer, cigar lighter

Halogen H4 head lights (automatically switched off with ignition) 2 reversing lights, warning flashers, interior light, high volume horn, automatic windscreen washer, 2 speed wipers, control panel lighting on dimmers, control lights for battery, direction indicator, warn tug flasher, oil pressure, fuel, handbrake and headlamps.

Convenient stowage space: glove compartment beneath instrument panel, stowage box on middle console, pockets on both sides of rear seats.

Safety athray in instrument panel, 2 ashtrays in rear, fitted carpet, armrests on doors, sport bucket seats in front, headrests in front,

three point automatic safety belts.

## Interior:

5-gears, sport rims 5 1/2 x 13H2, safety front windows, heated rear window, metallic paint, colour foot mats, lockable glove compartment, lockable fuel tank, steel sunroof, radios of different makes, 2 point safety belts in the rear, second exterior mirror.

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