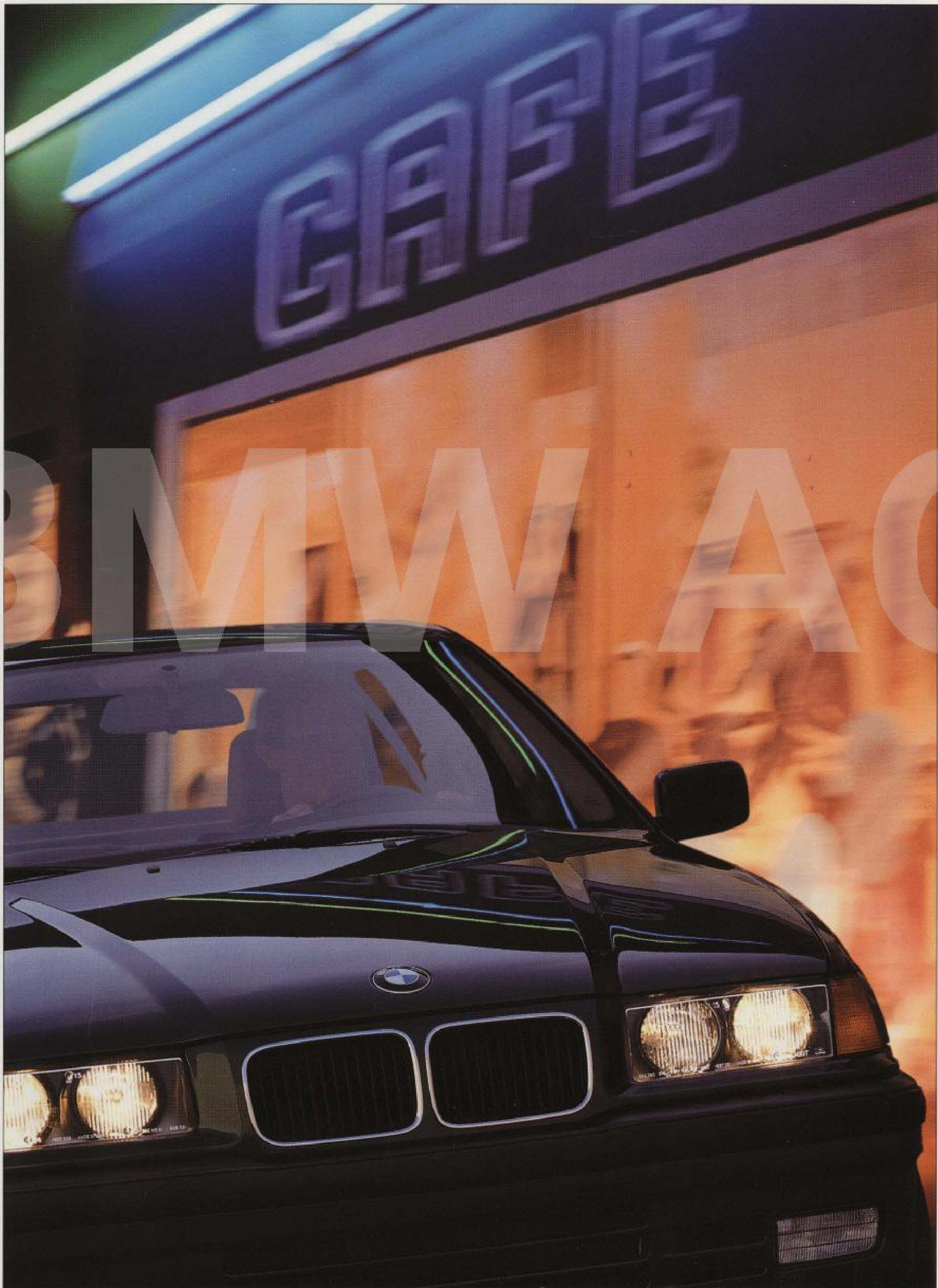


THE BMW 3-SERIES



**HOW CAREFULLY MUST A CAR BE
ATTUNED TO MODERN REQUIREMENTS?
HOW COMPATIBLE MUST IT BE WITH ITS
OWNER AND THE ENVIRONMENT? HOW
SAFE FOR ITS DRIVER, PASSENGERS AND
OTHER ROAD USERS? AND HOW MUCH
FUN SHOULD IT BE TO DRIVE?**

**WE HAVE INVESTED EIGHT YEARS OF
THOROUGH DEVELOPMENT IN ANSWER-
ING THESE QUESTIONS. FOR BMW WILL
ACCEPT ONLY ONE ANSWER: THE BEST
ONE. THE ANSWER THAT PROVIDES AN
OVERALL CONCEPT FOR THE FUTURE, RE-
DEFINING DRIVING TO A STANDARD NEVER
SEEN BEFORE.**

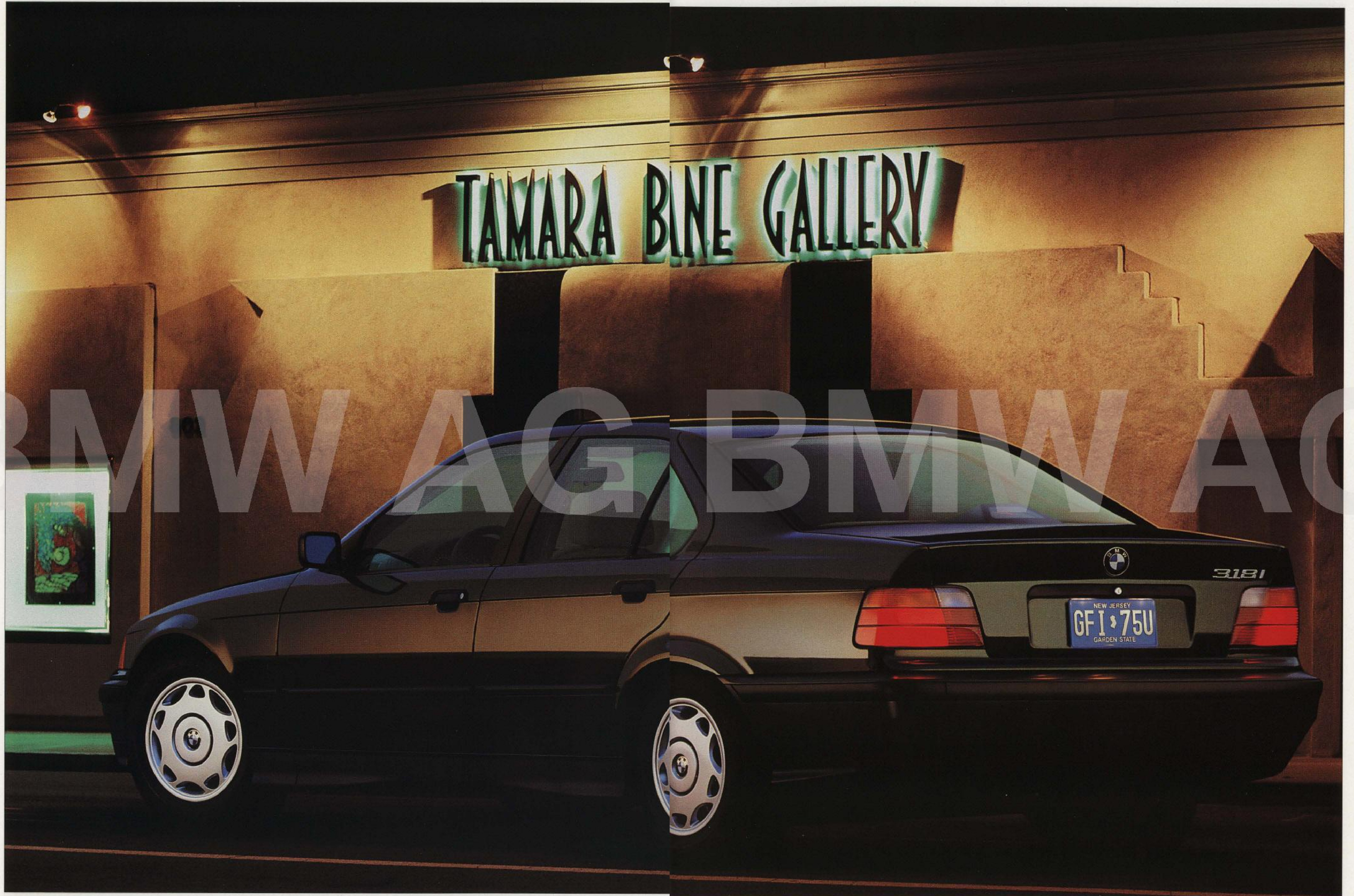
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Rear headrest not available in US.











THE 325i USES THE LATEST DEVELOPMENT IN THE BMW FAMILY OF ENGINES. THIS 2.5 LITER IN-LINE SIX-CYLINDER ENGINE, FIRST USED IN THE 525i, USES DUAL OVERHEAD CAMS TO OPERATE FOUR VALVES FOR EACH CYLINDER. WITH FUEL INJECTION AND A HIGH 10:1 COM-

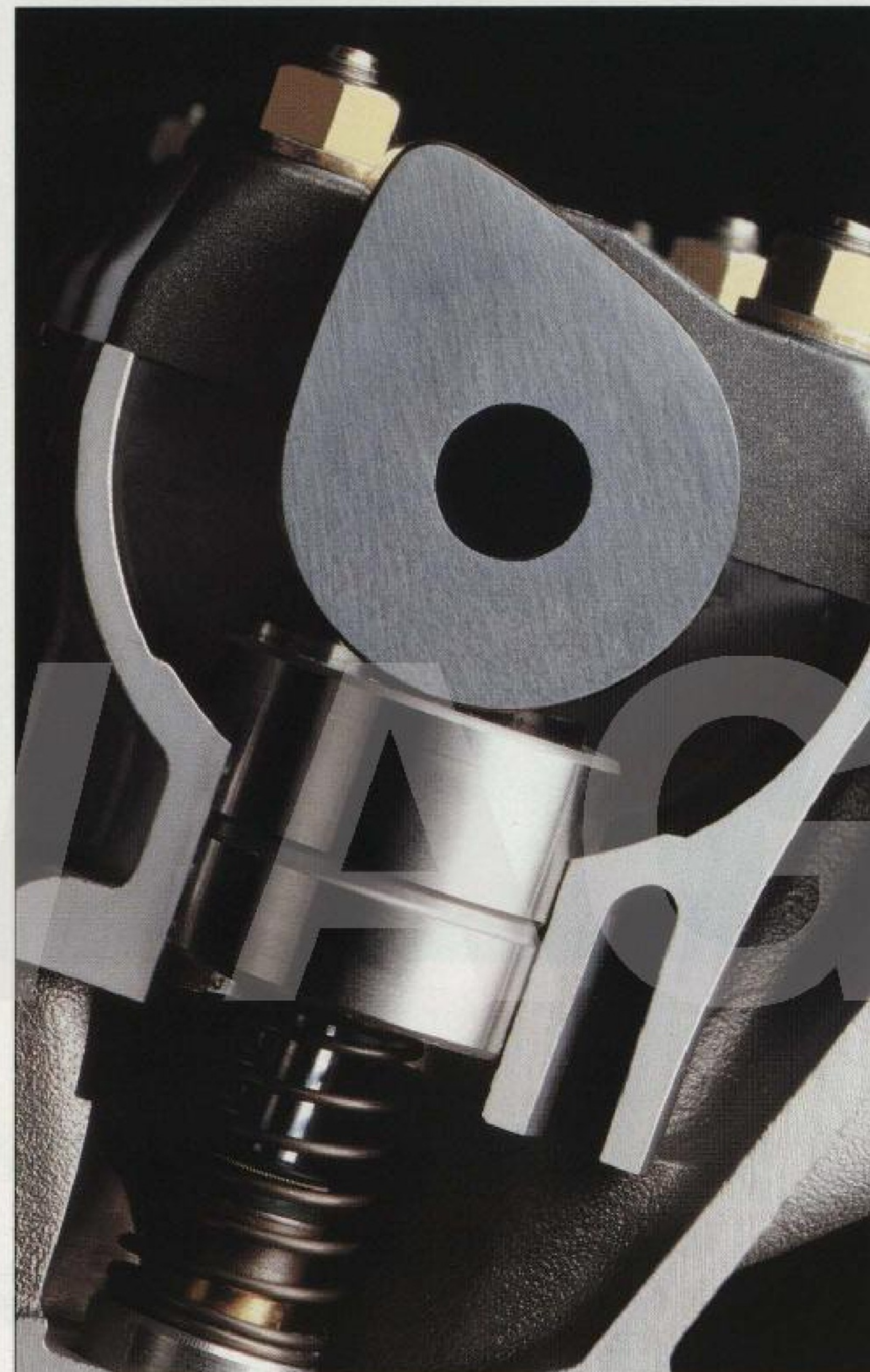
PRESSION RATIO, THE END RESULT IS 189 HORSEPOWER AND A 0-60 MPH TIME OF 7.8 SECONDS.

Power, response, efficiency, smoothness. The attributes for which BMW engines have always been known. And the attributes that have been taken to a new level in the engines that power the 3-Series.

Multi-valve technology is not new. It has been used in racing engines for decades. However, what is new is the technology that has enabled BMW engineers to develop engines that combine the high specific power output previously found only on the race track with everyday driveability.

The 2.5-liter in-line six cylinder engine in the 325i was a remarkable powerplant by anyone's standards, but with the addition of four valves per cylinder — two for intake and two for exhaust — and the application of recently developed refinements in engine management, it now produces 13 percent more horsepower and 10 percent more torque. That means 189 horsepower at 5900 rpm and 181 lb-ft of torque at 4700 rpm for true sport-sedan performance in the BMW tradition.

The most obvious features of the in-line engine — the configuration BMW has long preferred for its inherent smoothness — are the unusual intake manifold and the black and silver valve cover. The intake manifold is a single piece of injection-cast plastic which is 50 percent lighter and flows much more smoothly than a metal manifold. Under the valve cover are dual overhead camshafts operating 24 self-adjusting valves. The result is a much more efficient flow of the intake charge and exhaust gases which means more power, lower emissions and better fuel economy*.

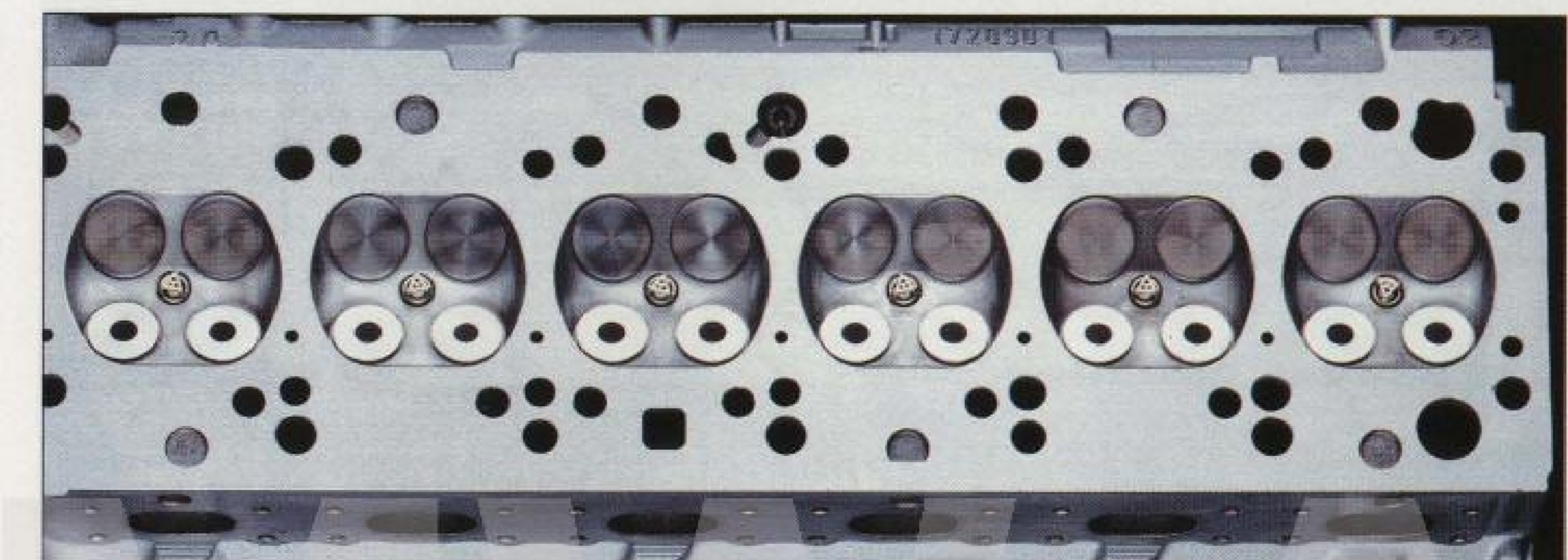


The 6-cylinder engine of the 325i was designed with easy maintenance in mind. The valves, for example, no longer have to be manually adjusted because

proper settings are maintained hydraulically. And the belts driving ancillary equipment also never need adjusting.

For smoother running and more comfortable high-speed cruising, the spheroidal-cast crankshaft has seven main bearings and 12 counterweights and is attached to a dual-mass flywheel. The result is almost total elimination of torsional vibrations.

But the engine was not designed for performance and efficiency only. It was also designed to save an owner money by simplifying routine maintenance. In addition to the self-adjusting valves, the belts driving ancillary equipment never need adjusting and the spark plugs, oil and air filters are



The in-line six-cylinder engine combines power with economy, thanks, in part to the four-valve configuration and the computer aided design of the combustion chambers which optimizes the combustion process.

easily accessible.

Race-bred engine technology is also at work in the 1.8-liter, 16-valve, four-cylinder engine in the 318i.** This high-performance engine produces 138 horsepower at 6000 rpm and develops 129 lb-ft of torque at 4500 rpm. The 318i has been clocked at 128 mph on BMW's test track. While its racing heritage is obvious when all-out performance is called for, this engine is as smooth and user-friendly as any BMW production engine when all it's asked to do is motor gently around town.

To create that kind of dual personality, BMW engineers turned to state-of-the-art technology. The design of the alloy cylinder head and the optimum shape of the combustion chambers was determined by sophisticated, computer-developed models. The result is the lowest possible ratio between combustion chamber surface area and volume, with maximum intake and exhaust efficiency. The four valves for each cylinder are operated by two

* EPA estimated 18 mpg, 26 mpg highway estimate. Use estimated mpg for comparison to other cars. Your mileage may vary with speed, trip length and weather; actual highway mileage will probably be less.

** Available Spring 1992.

chain-driven overhead camshafts. Individual two-stage throttle assemblies feed each cylinder: a smaller stage for economical part throttle operation, a larger one for maximum performance. As on the 325i engine, routine maintenance has been greatly simplified by self-adjusting valves, belts that never need adjusting and easily accessible plugs and filters.

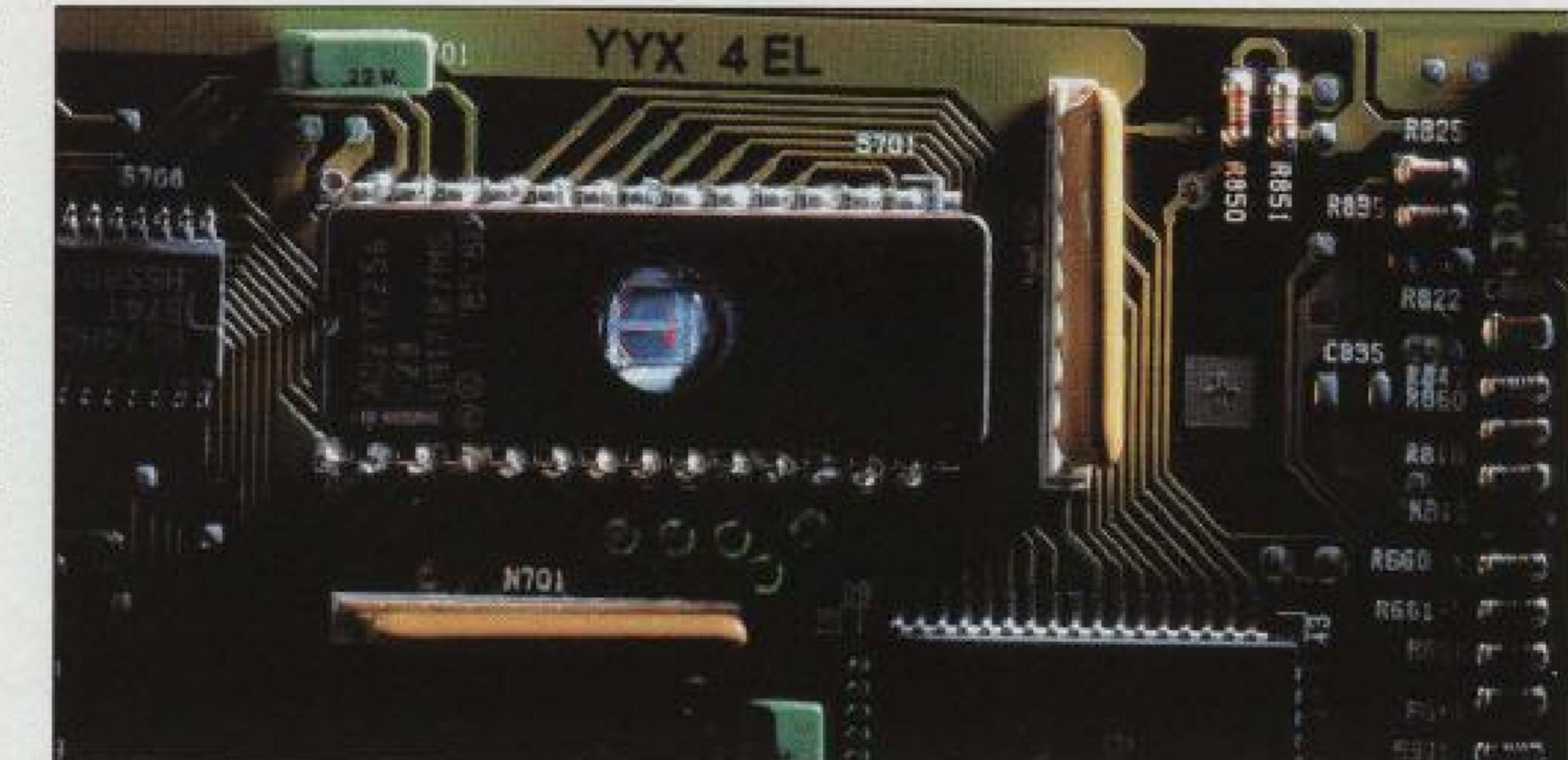


One look — and it is clearly evident that this engine comes straight from the race track: 4-cylinders, 16 valves, producing 138 hp at 6000 rpm. High performance technology designed consistently for road requirements with the dynamic performance and efficiency typical of BMW.

Both engines in the 3-Series use a distributorless ignition system that has maintenance-free individual coils on each spark plug for a hotter and more precisely timed spark. The ignition and the sequential fuel injection systems are controlled by Digital Motor Electronics (DME) which uses a

variety of sensors and an on-board computer to monitor and analyze everything from the temperature of the fresh air entering the engine to the composition of the exhaust gases leaving it. The result is a system that is con-

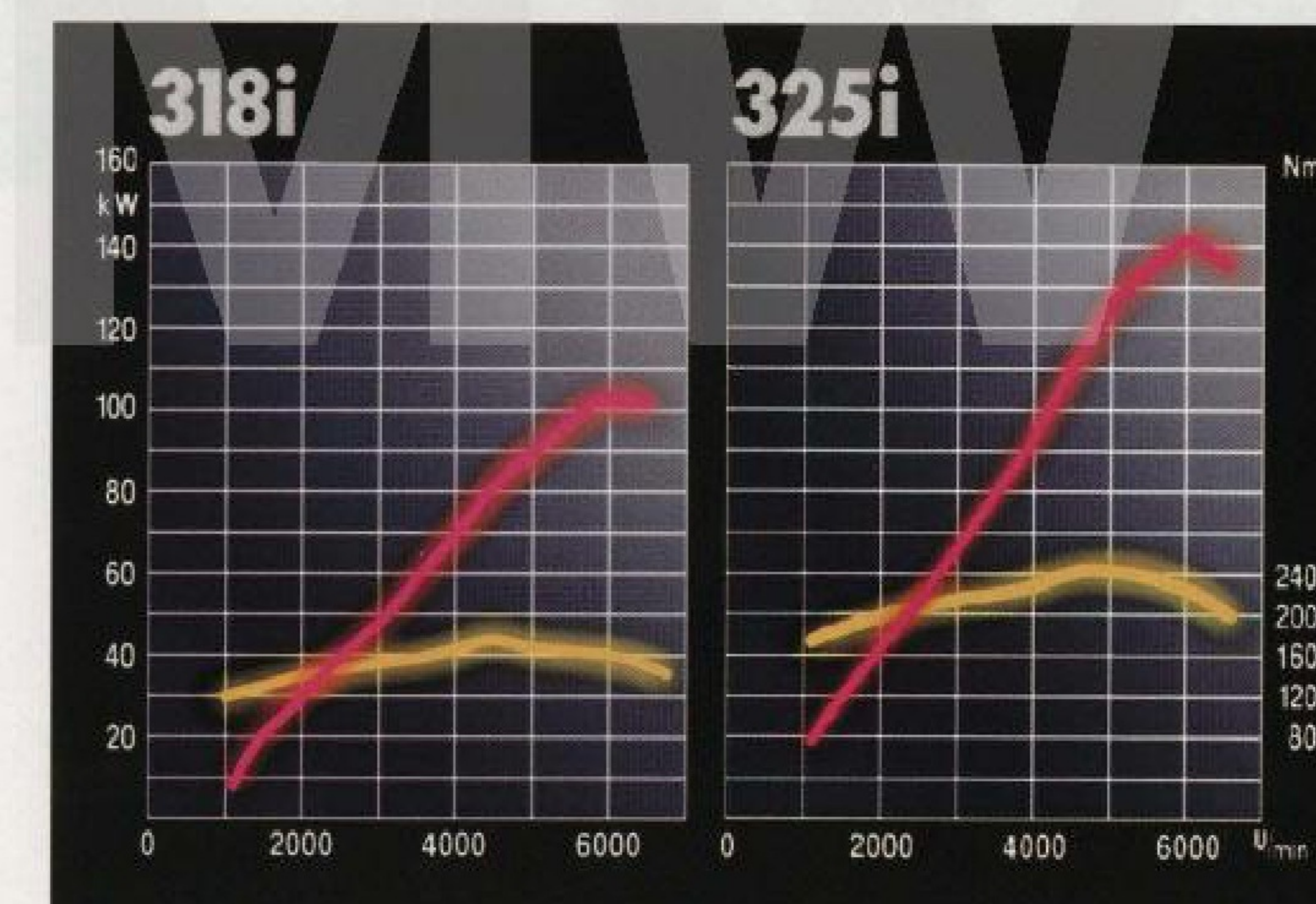
Digital Motor Electronics (DME) with fully electronic control of all important engine functions and the three-way catalytic converter. DME ensures an optimum fuel/air mixture and



the right ignition timing. The result is maximum fuel efficiency for the power required — and an important contribution to keeping the environment clean.

stantly adjusting and changing to operate at optimum power and efficiency.

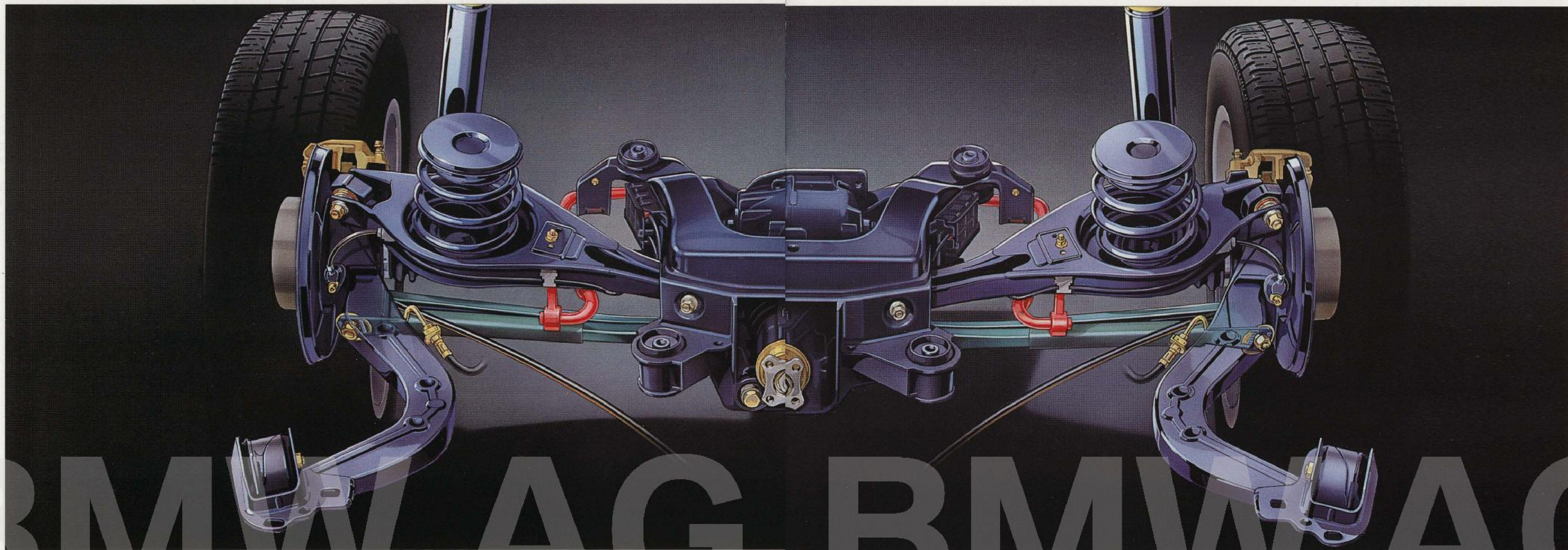
In addition to gathering and analyzing data, DME also has a memory function that can greatly simplify a technician's job by reporting a problem that has previously occurred but can't be duplicated. BMW doesn't believe regular servicing should be performed at a specific length of time or dis-



The torque curve of the engine (yellow) is nearly flat, indicating its ability to accelerate quickly even from low speeds. The steeply rising power curve is a graphic indication of the horsepower available.

tance. So DME has the ability to keep track of such things as the number of starts and the duration of trips to determine when the car needs servicing, and to let the driver know by the Service Interval Indicator.

The obvious return on the engineering investment that went into the engines of the 318i and the 325i is true sport-sedan performance. But it also means the near-absence of noise and vibration. It means legendary BMW dependability and reliability. It means lower maintenance costs. It means BMW has once again advanced the art of the engine to new levels.

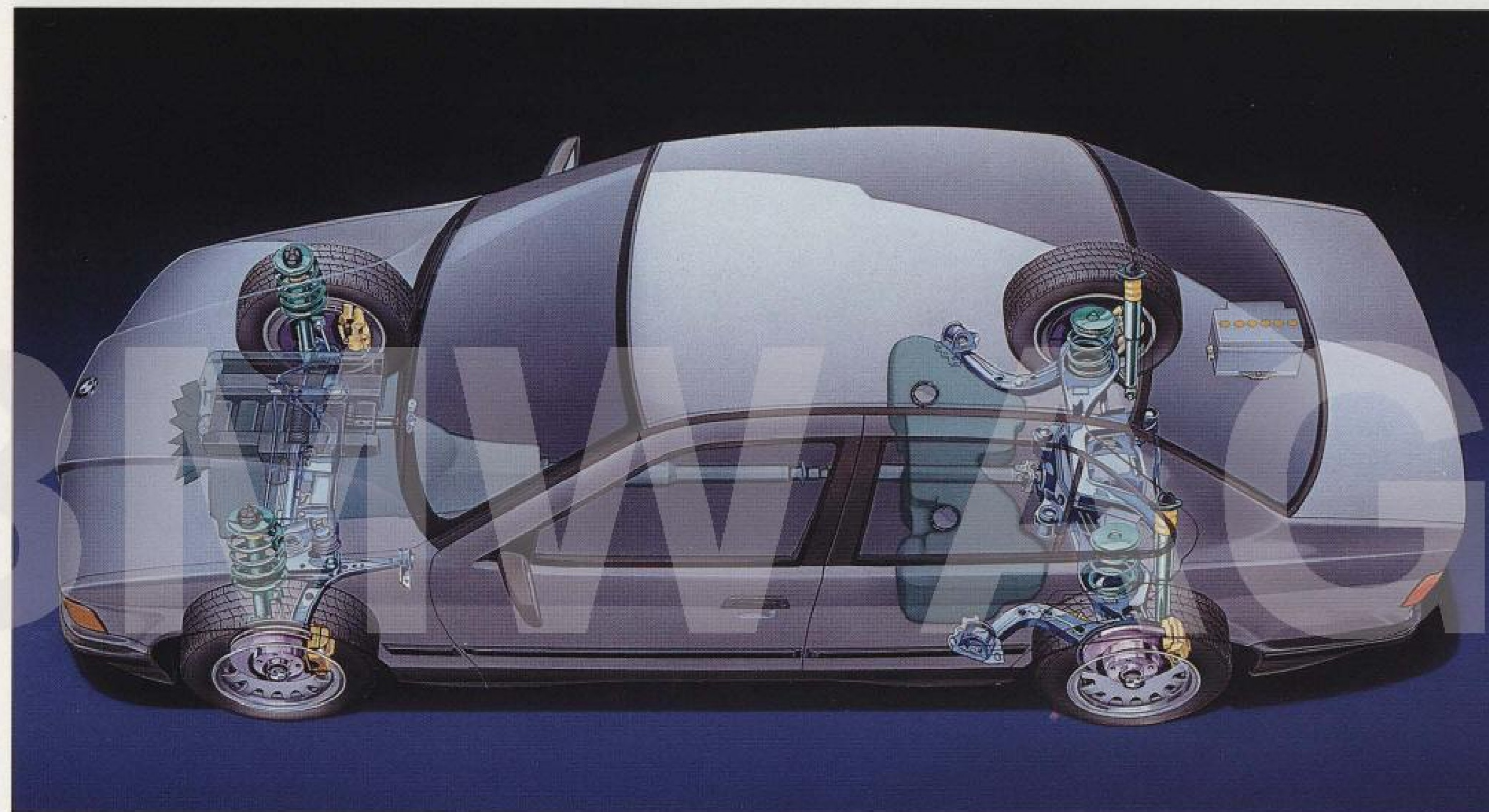


WE COULD IMPRESS YOU WITH A LENGTHY ACCOUNTING OF THE REMARKABLE TECHNOLOGY THAT HAS GONE INTO THE SUSPENSION UNDER THIS CAR, BUT THE ONLY IMPRESSION THAT REALLY COUNTS IS THE ONE YOU WILL GET WHEN A TEST DRIVE REVEALS THE REMARKABLE

HANDLING, STABILITY AND PRECISE RESPONSE OF THE 3-SERIES.

The 3-Series exhibits the on-the-road stability that is so much a part of the long BMW tradition. Although the 3-Series is not a large car, it has a solid, planted-on-the-road feel typically found only in much bigger vehicles. Yet, it is a nimble sports sedan through and through with a cornering ability that will astound veterans of enthusiastic driving. And that poise when driven hard translates into a safe, secure, in-control feel in everyday driving.

However, designing-in extraordinary handling does not mean designing-out driving comfort. The 3-Series absorbs the bumps and jolts of the real



world just as the luxury sedan side of its personality demands.

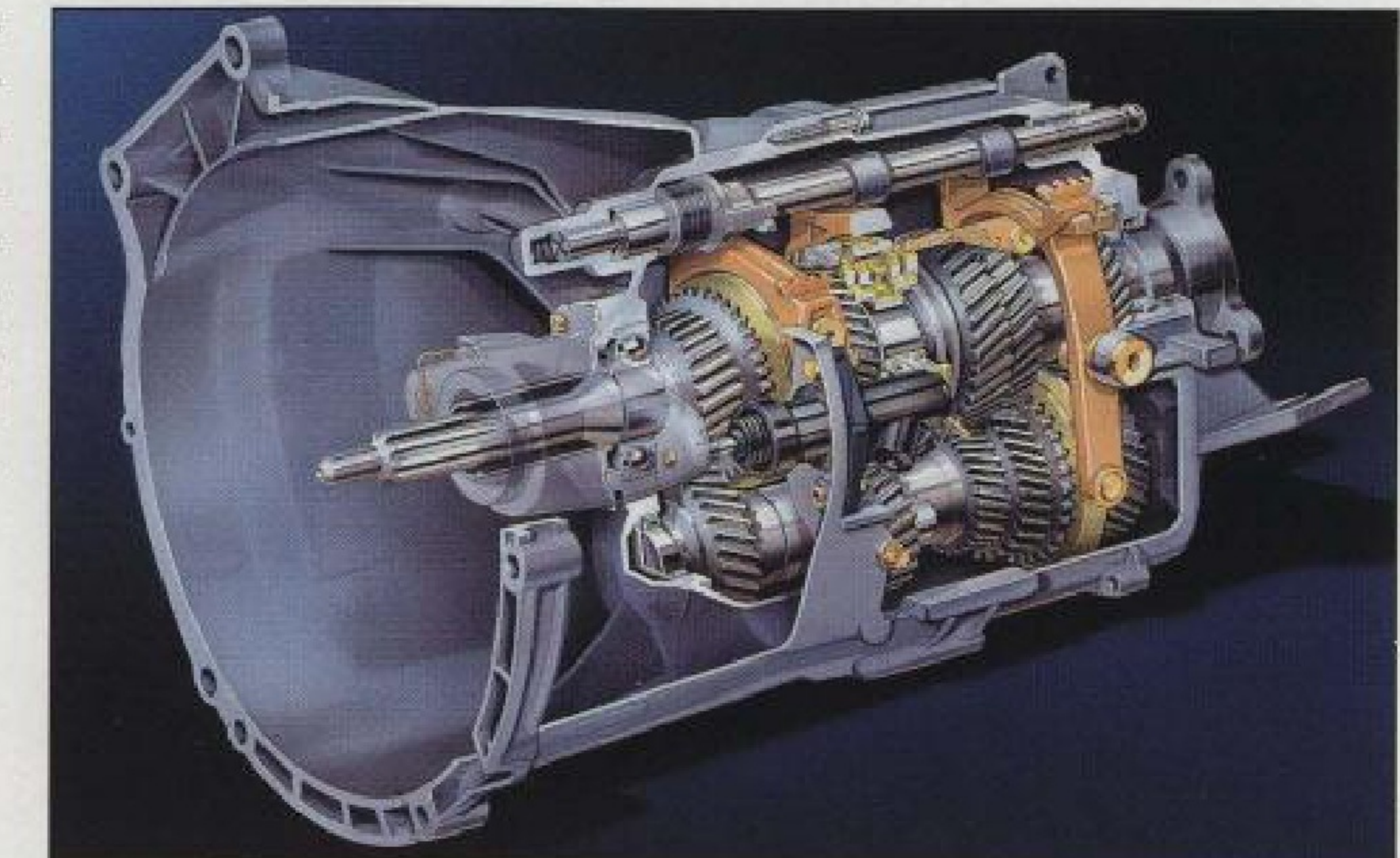
The starting point is the body shell which has been designed not only for optimum occupant protection, but also as a solid, stable "platform" for the suspension components. This platform, by the way, has a wider front and rear track than the previous 3-Series, the wheelbase is more than five inches longer and weight distribution is near perfect.

The spring strut front suspension is the system used on larger BMW cars but modified specifically for the 3-Series. It has meant improvements in directional stability, straight-line tracking, steering feel and parking maneuverability.

The weight of the 3-Series is almost equally distributed to the front and the rear. The result is neutral handling and a solid, secure feel. The C-link rear suspension, a patented BMW design, enhances handling without sacrificing ride quality.

The C-link rear suspension is so unlike anything in this class it has been patented. Previously used only in the BMW Z1 sports car, it gives the 3-Series remarkable handling characteristics with an equally remarkable

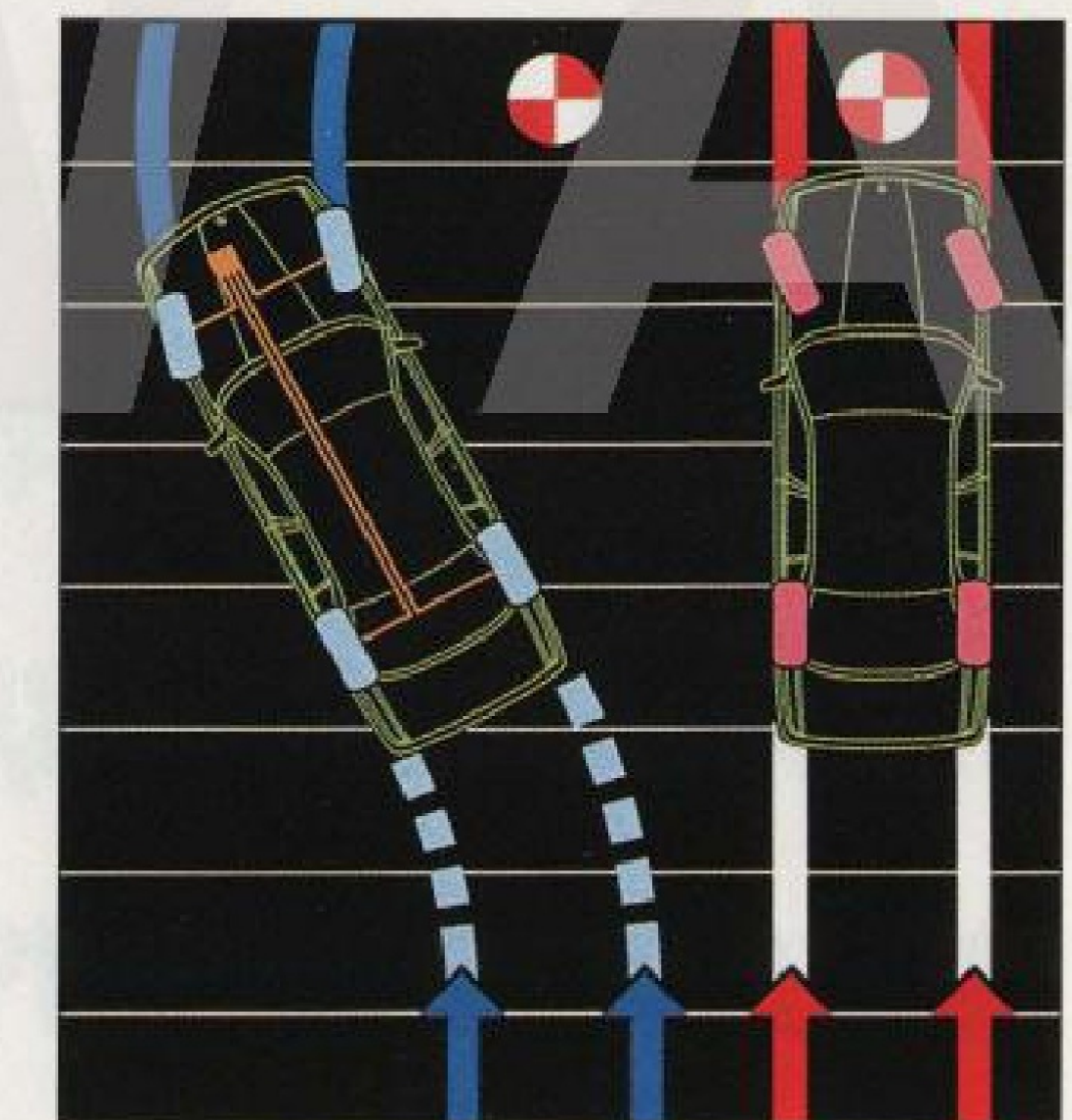
The direct-drive five-speed manual transmission means more efficient highway cruising, smaller speed increments between shifts to better use the engine's torque, and reduced vibration and noise.



ride quality. The standard transmission is a Getrag direct-gear five-speed manual. That means fifth gear is a direct 1:1 ratio which avoids friction losses and improves highway-cruising efficiency. An optional four-speed automatic is also available (325i).

Other standard features on the 3-Series are power-assisted rack-and-pinion steering, fade-resistant disc brakes on each wheel, and anti-lock braking (ABS).

The 3-Series is a nimble and quick sports sedan easily up to the demands of the most enthusiastic driver. But it is also a comfortable and comforting luxury car. That's a combination only unique BMW engineering can create.



The standard ABS means optimum braking capability without locking the wheels and losing the ability to steer.

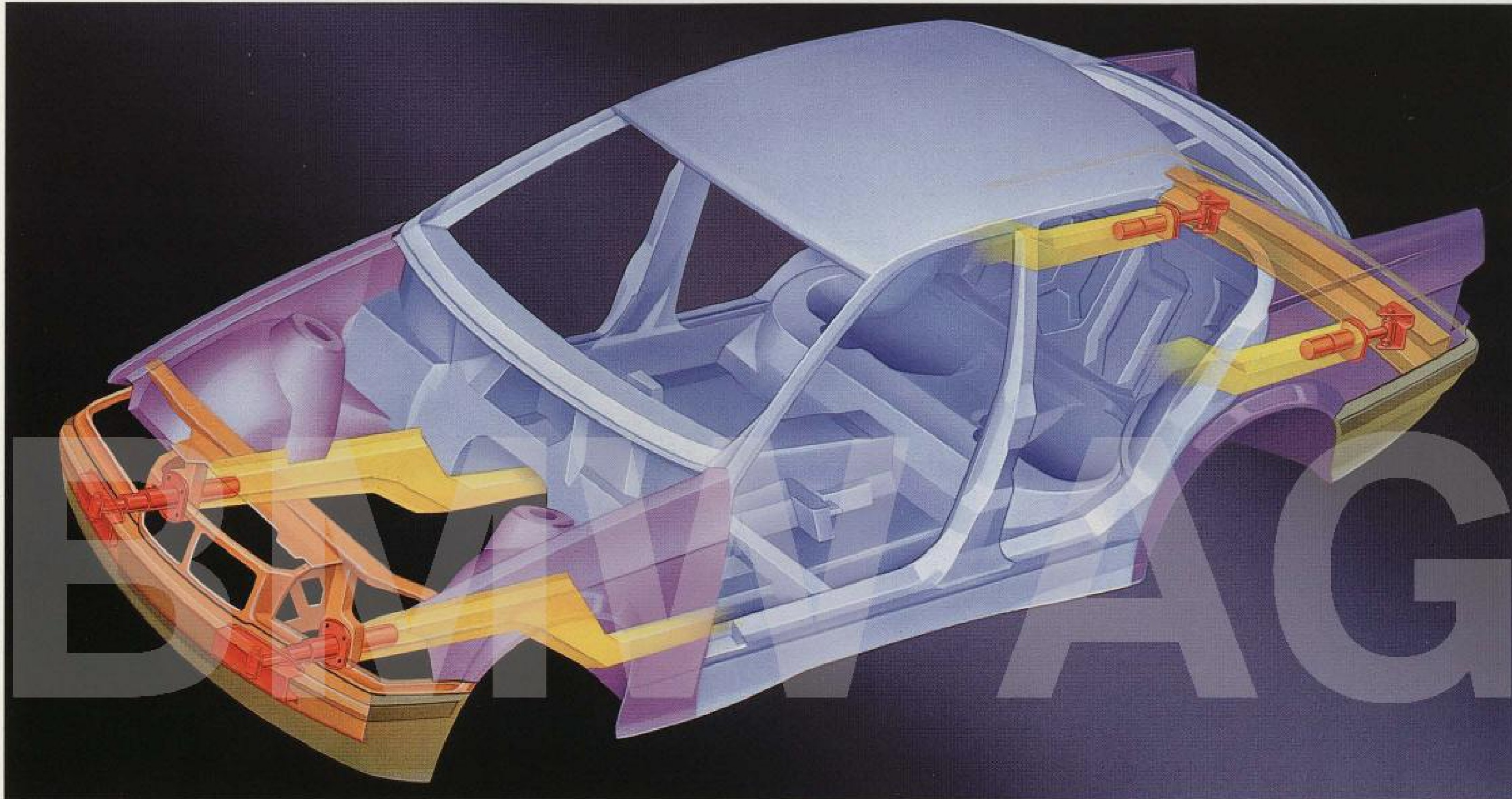


**THE DESIGN OF THE 3-SERIES IS STUN-
NINGLY DIFFERENT, YET PLEASINGLY FA-
MILIAR. FOR JUST AS THERE IS A BMW
HERITAGE IN SUCH THINGS AS RIDE, HAND-
LING AND PERFORMANCE, BMW'S HAVE
ALWAYS HAD A UNIQUE APPEARANCE,
THEIR OWN VISUAL STATEMENT TO SET
THEM APART FROM THE CROWD. AND**

**BENEATH THE BEAUTIFUL SHEETMETAL
IS A SOLID STRUCTURE DESIGNED FOR
OPTIMUM SAFETY, PROVING YOU CAN
HAVE IT BOTH WAYS.**

There is a look — a turn of metal, an angle of glass — that unmistakably says BMW. The BMW look of today was first stated in the 7-Series, then translated for the 5-Series and now is evident in the 3-Series. Certainly a more aerodynamically efficient shape, but also esthetically very pleasing, and designed to stay that way for years.

There are obvious design features, such as the treatment of the



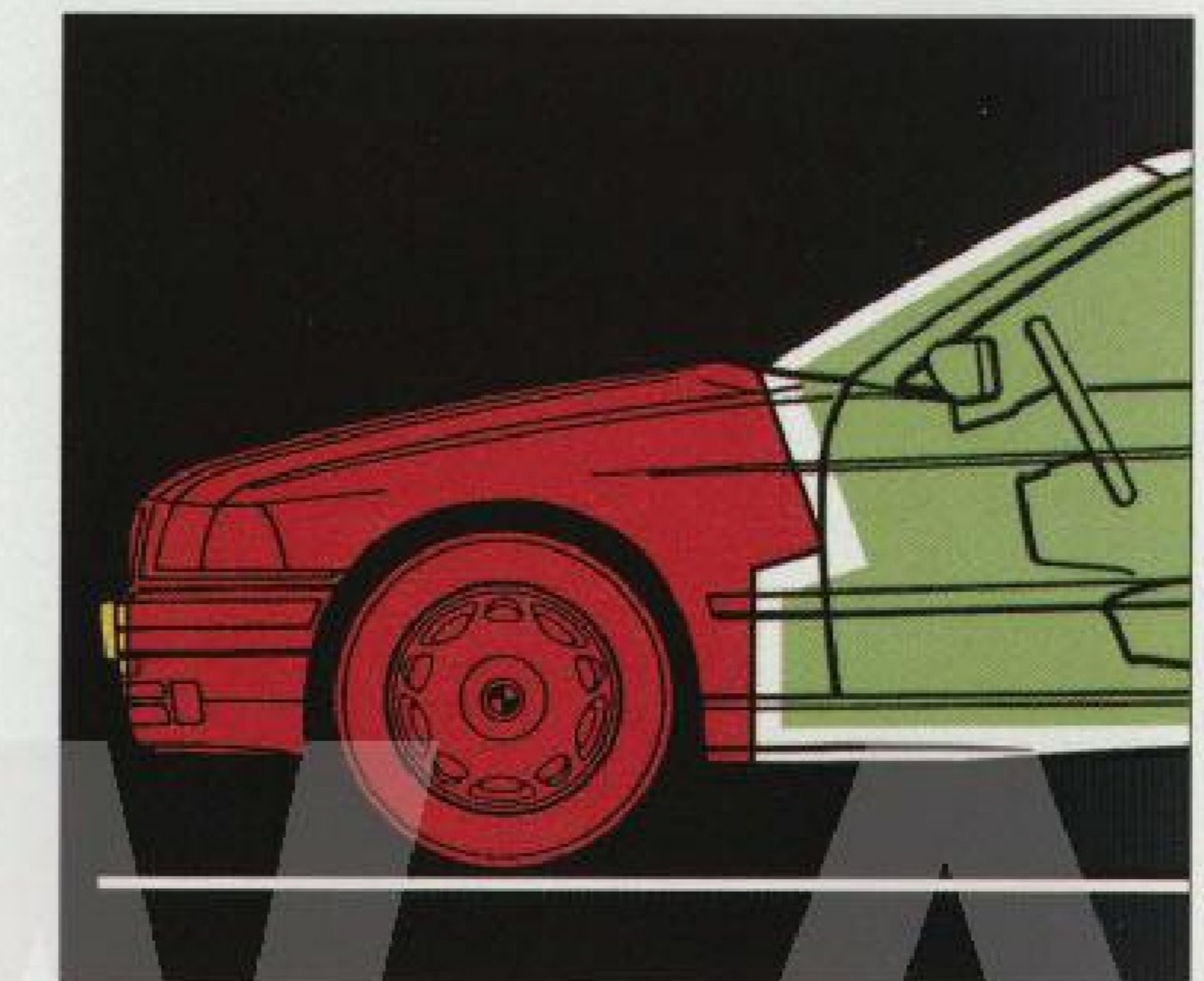
familiar BMW grille and the aerodynamically covered headlights. And then there are the more subtle features. For improved fuel economy and low wind noise, the body has a coefficient of drag of just 0.33 (325i).

The side mirrors are designed to manage the flow of air onto the leading edge of the side windows to help keep them clear, and the mirrors visible, even in the worst weather. The trunk sill is extremely low for easy loading and the multi-point trunk-lid hinge lets the lid open past vertical for unhindered access. And certainly hidden from view, but quite important, is an increase in the body's structural rigidity. It effectively surrounds the occupants with a steel cage. This protective cage is designed to remain intact during impacts. The front and rear crumple zones of the body are designed

Beneath the aerodynamic skin is an extremely strong and rigid body shell which effectively surrounds the occupants with a protective steel cage.

to crush at a pre-determined rate, absorbing impact energy before it can reach the passenger compartment. To lower the cost of repairing minor impacts, the integrated bumpers are designed to absorb impacts of up to 2.5 mph with no body damage. At speeds up to 9 mph, easily replaceable "crumple tubes" absorb impact energy.

The body is thoroughly protected from rust and corrosion. First, robots, working with more precision than humans could possibly duplicate, weld body panels with 1/10,000-inch accuracy. Then, the body shell is zinc plated where extra protection is needed — 66 percent of the body — and then submerged in a bath in which a protective coating is applied by a sophisticated cathodic process. The result is a limited warranty* against rust and corrosion perforation for 6 years or unlimited mileage.



Front and rear body components are designed to progressively crush, absorbing impact energy before it reaches the passenger compartment. Likewise, the hood and driveshaft were designed to help prevent them from intruding on impact.

The 3-Series was designed to be esthetically pleasing, but at the same time quiet, aerodynamically efficient, strong and durable. In short, to provide all that is expected in a BMW.

* For details consult your authorized BMW dealer.



ERGONOMICS IS THE SCIENCE OF MAKING MACHINES EASY, EFFICIENT AND SAFE TO OPERATE. THE COCKPIT OF THE 3-SERIES IS A STUDY IN THE PROPER APPLICATION OF ERGONOMIC PRINCIPLES. YOU CAN INSTANTLY SEE, REACH AND READ CONTROLS AND GAUGES WITH MINIMAL

DISTRACTION FROM THE DRIVING PROCESS. BUT THERE'S MORE AT WORK HERE. WE HAVE ACCOMPLISHED THIS HIGH LEVEL OF ERGONOMIC DESIGN WITH NO COMPROMISE ON THE SUBTLE, UNDERSTATED LUXURY THAT IS ALSO AN IMPORTANT PART OF EVERY BMW.

From a cockpit arrangement that is the most ergonomically efficient BMW engineers and designers have been able to create, to the typically understated luxury so much a traditional part of a BMW sports sedan; the interior of the 3-Series is the result of many years of careful thought, plan-



Simple, easy-to-read instruments are at the heart of the carefully designed ergonomic cockpit of the 3-Series. In addition to the four gauges, information is passed on via warning lights and a digital data read-out panel.

ning and refinement. BMW firmly believes the interior, especially the instruments, are just as much a "system" as any other aspect of the vehicle and critical to its proper operation.

With that in mind, and drawing from the "systems" designed for the 5-, 7-, and 8-Series, the instrumentation and controls of the 3-Series have set ergonomic standards. The broad sweep of the instrument panel comes in toward the driver on both sides to create a true "cockpit" effect. It is arranged in two zones: the primary, for the most often-used items, and the secondary, for those less often used. The primary zone is dominated by a large, easy-to-read speedometer and tachometer which are flanked by gauges for fuel and water temperature and are all easy to see through the airbag equipped steering wheel. (The airbag and knee bolster, or Supplemental Restraint System, provide additional protection in frontal impacts, but for optimum protection, the three-point seat belt should always be worn.) Steering-column stalks for directional signals, cruise control, and

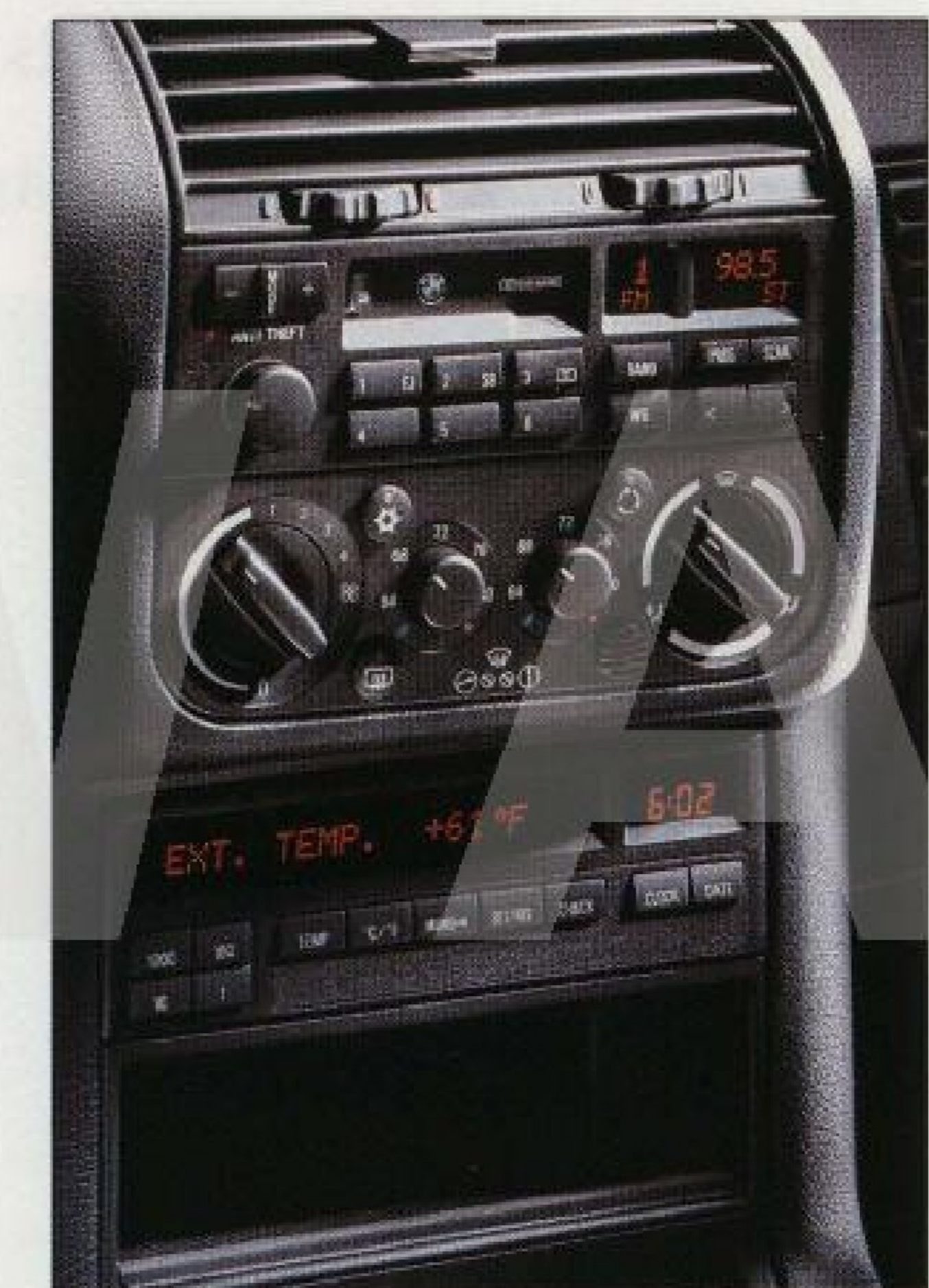
wiper/washers are within easy reach. The secondary zone is to the driver's right and contains controls for heating and cooling, the sound system, and the LCD read-out panel for the Multi-Information Display. The power window controls and the mode selector for the automatic transmission are on the center console.

The driver of a 3-Series is kept informed of the status of a wide variety of systems and functions by three sophisticated electronic devices. Although a BMW is built to be durable and reliable, it does require periodic maintenance to keep it in top shape. However, simply giving an owner fixed time or mileage intervals is not in the vehicle's best interest. Instead, the Service Interval Indicator keeps track of such important factors as engine speed, number of starts, engine temperature and overall mileage. Based on those inputs, it then computes the optimum service interval based on how the individual car was actually used and lets the owner know when service is due.

The indicator and warning lights in a horizontal band below the instruments keep tabs on items such as oil pressure, coolant temperature, brake pad condition, seat belts and check control system.

One feature is the alphanumeric Multi-Information Display (MID) fitted as standard in the center console of the 3-Series. A technology transferred to this car from the BMW 850i, MID is a central information unit using one single display to present information on the car's running safety (Check/Control) as well as data such as the outside temperature, time and date.

Comfort, of course, is as important as convenience, and with the 3-Series, comfort begins with the seats. They have been designed following the latest orthopedic principles and are firm where they should be firm, soft where



The Multi-Information Display (MID) relays data from the Check/Control system and also incorporates a digital clock. Information such as a defective light bulb is displayed automatically.

they should be soft.

The result is seats that are very supportive, especially in the lower back and thigh area, but also instantly comfortable. The front seats also have designed-in anti-submarining contour and the belt buckles are seat mounted to help keep occupants firmly in place in a frontal impact. The front safety belts are adjustable for height and, for added safety, have mechanical tensioners that instantly take up slack in an impact. (In the event of a collision, a sensor unlocks all doors, switches on the interior lights and activates the emergency flashers.) The rear belts are anchored on the inside and buckle on the outside. This not only makes them easier to use, it helps keep passengers separated in side impacts. And speaking of the rear seats, rear leg room has been significantly increased in the 3-Series.

Quick and precise heating and cooling are key to maintaining a comfortable driving environment. In the 3-Series, those functions are looked after electronically. Once a temperature is selected, a computer using special sensors keeps track of the temperature and adjusts itself accordingly. To maintain optimum air delivery, fresh-air flow is varied in relation to road speed. To insure driver



and passenger are comfortable, even if they have different temperature preferences, there are separate controls for the left and right side.

In-coming air passes through an electrostatically charged micro-filtration system. This completely filters out particles such as pollen, coal and asphalt dust. About 60 percent of particles down to 0.5 micrometer are filtered out. Bacteria, oil smoke, diesel smoke and atmospheric dust are

The rear safety belts anchor in the middle and buckle on the outside. This makes them more comfortable and easier to use, and helps keep passengers in place during a side impact. (Rear headrest not available in US.)

some of the pollutants that are eliminated or reduced. The luggage compartment is fully carpeted in high-quality, recyclable flat-needle fleece. Four tie-down points on the wheel arch and the rear panel provide the possibility of

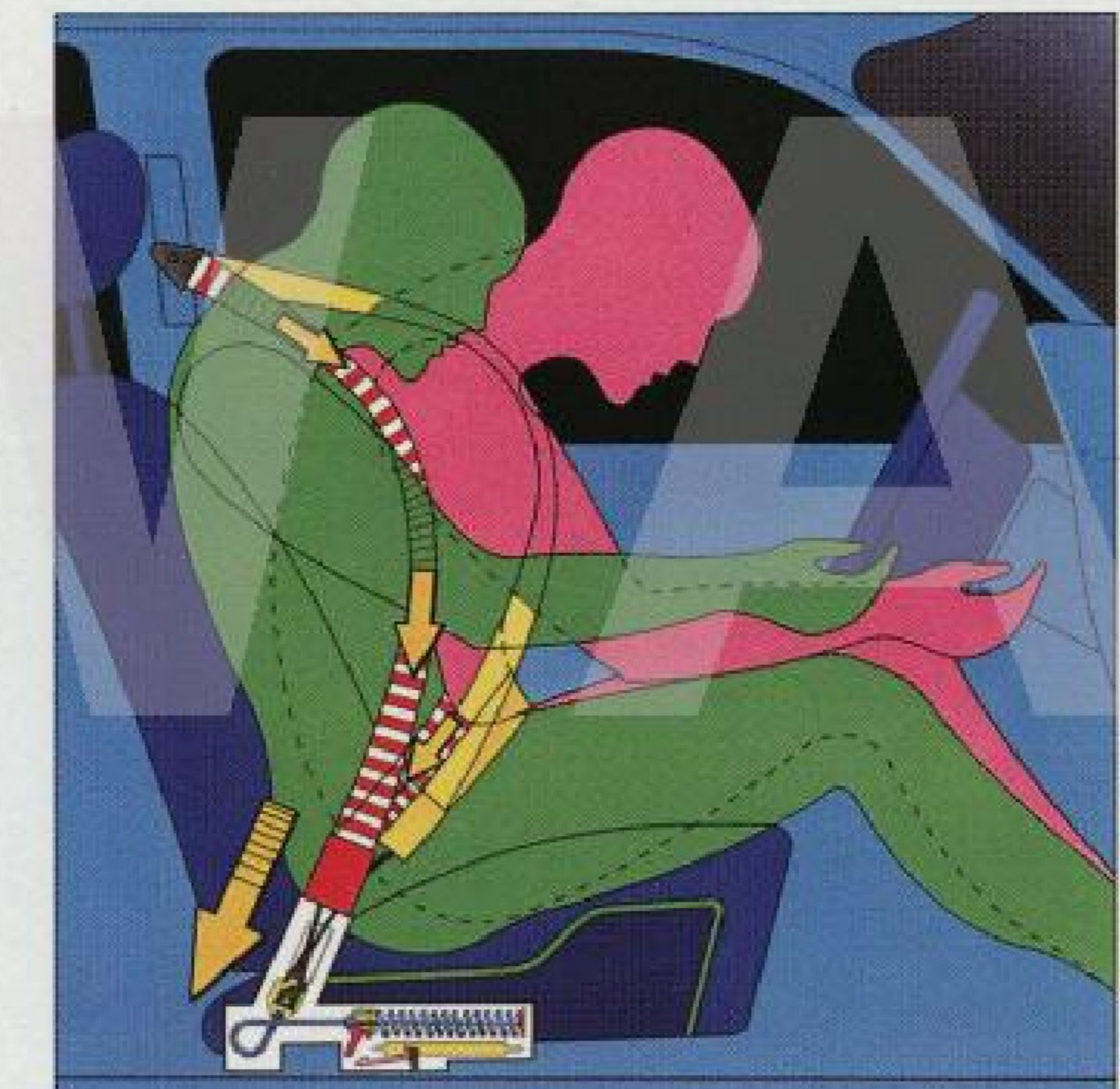


The low sill and a lid that opens past vertical make loading and unloading the trunk unusually easy. And, there are four tie-down points for securing heavy loads.

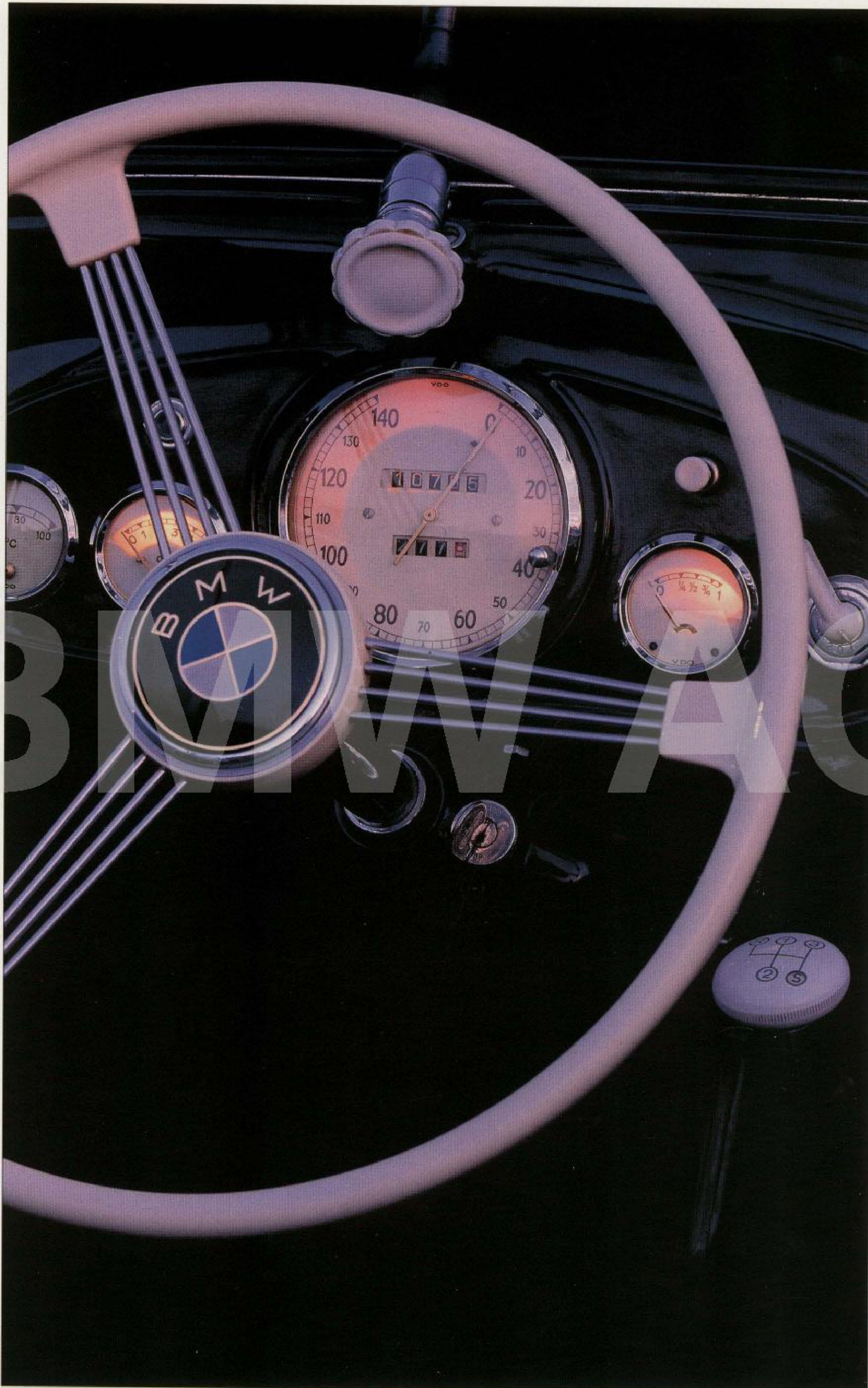
tying down objects on to the floor. The opening extends all the way down to the bumper line for ease of loading, and the lid raises high enough to accommodate bulky objects. For greater comfort, when closing the luggage compartment lid, a separate handle is integrated in the interior lining.

For many, good music is a key ingredient in a comfortable drive and for them, there is a uniquely designed programmable electronically tuned cassette radio with DOT Matrix display, multi-play compact disc player capability, anti-theft microprocessor system, photocell illumination control and weatherband. The antenna is integrated in the rear window. The sound system has a separate power amplifier, 10 speakers and computer-equalized frequency response.

Ergonomic excellence, safety, comfort. The 3-Series was designed to provide the perfect environment in which to enjoy the ultimate driving experience.



In a collision, automatic mechanical tensioners on the front safety belts instantly take up slack for a tighter, safer fit.



The stylized propeller symbolizes BMW's quest to constantly improve the mobility of mankind. And as mobility requirements have changed over the decades, the white-and-blue emblem has changed accordingly. The spirit behind this symbol, however, remains the same to this day: dedication to the quest for innovation.



1919, with the aircraft industry barely 15 years old, a BMW aeronautical engine pushed a DFW biplane to the unheard altitude of 32,013 feet. That's the kind

of accomplishment that can only be achieved when a company is infused from top to bottom with the desire and the freedom to innovate, to push back the boundaries. Technical innovations that have set standards worldwide are commonplace in BMW history.



Innovation has always been the key word in the design and production of motorcycles, the second major aspect of BMW's history. Max Friz is a legend in the motorcycle industry. A BMW engineer of stunning ability, he conceived the counter-rotating, flat-twin motorcycle engine connected to the rear wheel with a drive shaft instead of a chain. That concept is as valid now as when it was new a half century ago. Using that Friz-conceived engine, BMW motorcycles have set more than 200 world records of all types.

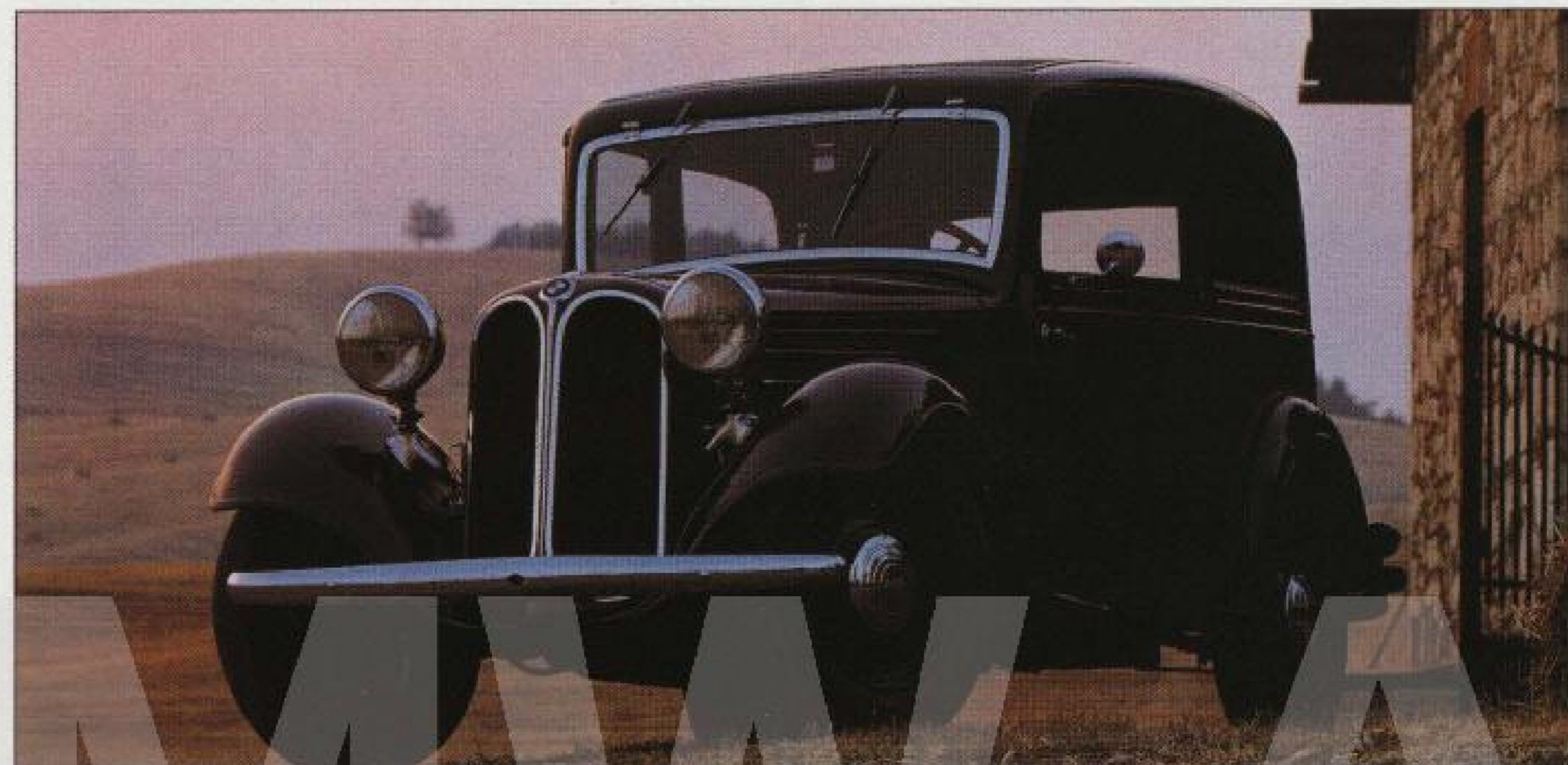
Today, BMW motorcycles continue to enjoy a reputation for engineering excellence and leading-edge technology, most recently evidenced by the introduction of the world's first electronic ABS for a motorcycle.

BMW first turned its attention to automobiles in 1929. The same engi-

neering expertise that was creating legends in the aircraft business was brought to bear in designing and building cars, which were soon recognized for their reliability, dependability, quality and all-around performance. Then, as now, BMW was unique in its ability to bring all those qualities together in a single, harmonious blend. Another success story began in the thirties when BMW entered racing for the first time.

The company believed there was no more effective testing facility than

Sports model for the true individualist. Maybe the most thrilling thing about the BMW 319 sportscar was that it came in five different versions ranging from the sedan to the convertible. Production was from 1935 to 1937.



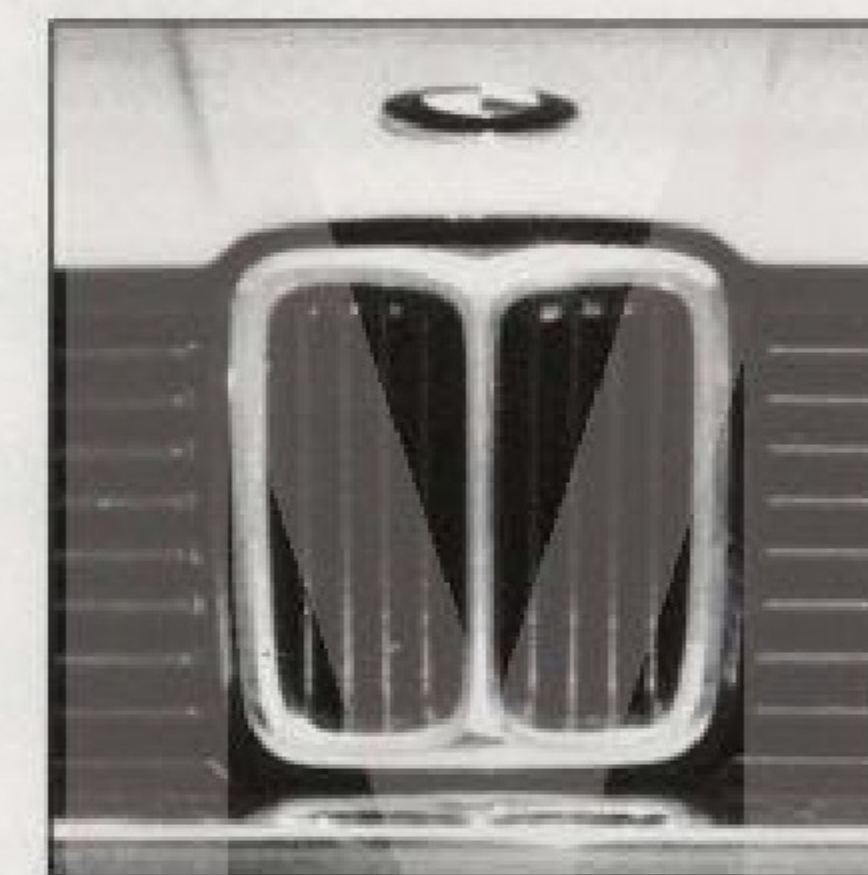
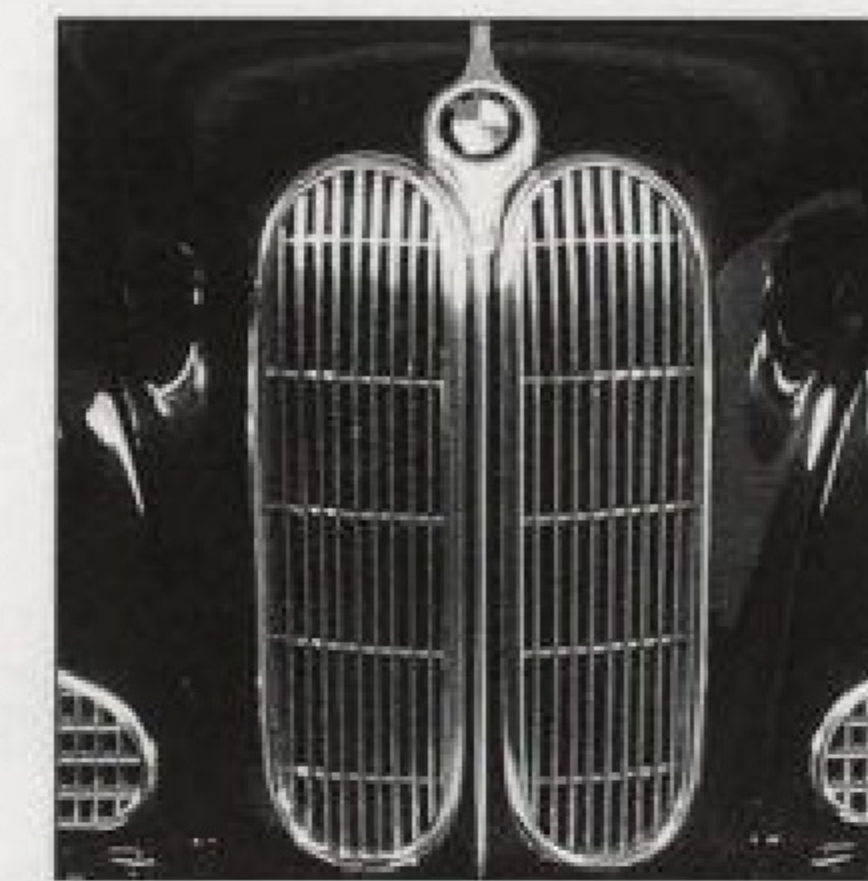
the race track, where in a single weekend, lessons could be learned that would take weeks, months elsewhere.

BMW cars quickly established themselves on tracks throughout Europe, with the six-cylinder 327 and 328 in particular adding to the BMW aura. The 328 dominated the European racing scene from 1936 to 1940. In the sixties, the 1800 TI and the 2002 TI enjoyed a string of race-track success that solidified BMW's reputation as the ultimate in endurance, handling and performance.

More recently, BMW turned its engineering skills to Formula One, the most sophisticated and demanding of motor sports. In only 630 days — less than two years — after its maiden appearance, Nelson Piquet won the World Championship in his BMW-powered Brabham, the first world title for a turbocharged engine. Today, the BMW M3, with its 16-valve four-cylinder engine is scoring win after win in production car racing.

An automobile is more than the sum of its many parts. It is a technical

First seen in 1933 on the 303 and on every BMW automobile since, the distinctive kidney grille, now redesigned for the nineties, has always symbolized the latest in innovative design.



composition that evolves slowly but surely in countless hours of painstaking development, just as it evolves from the years of experience, dedication and commitment behind it.

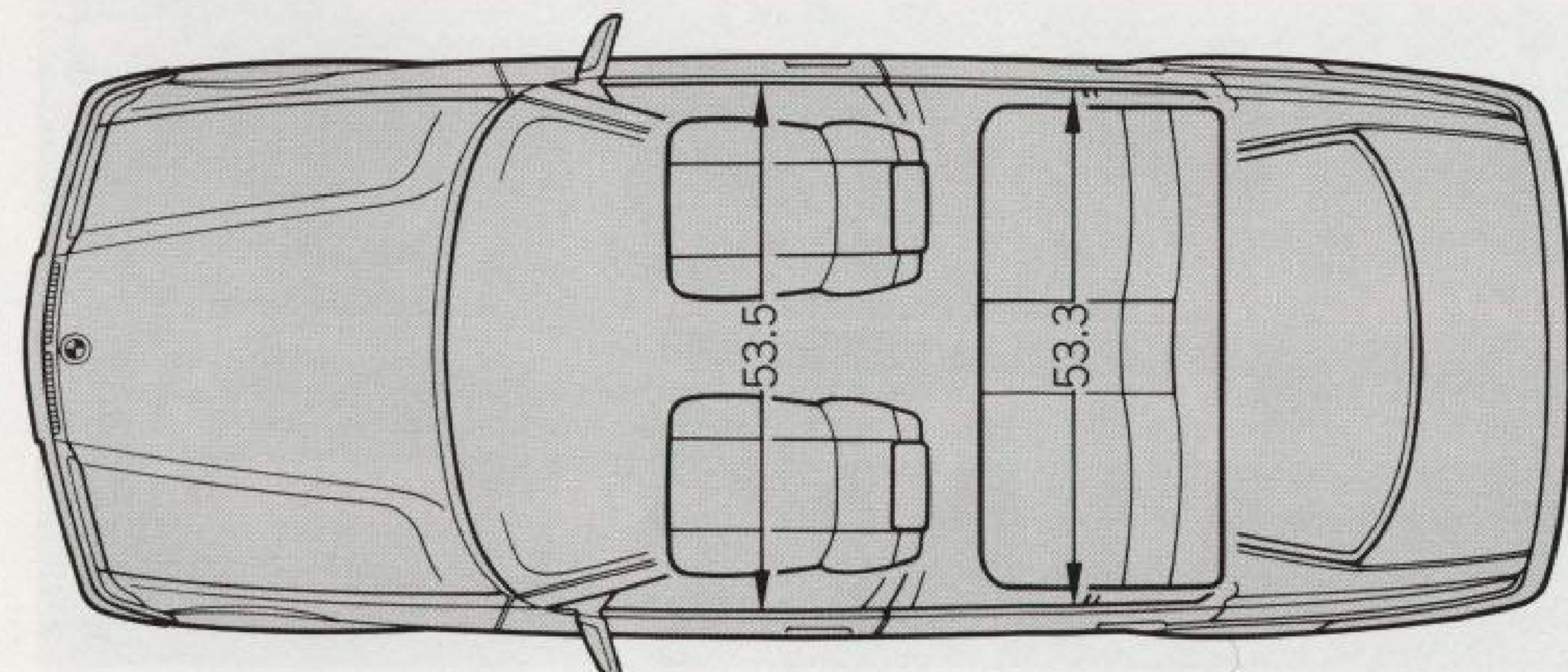
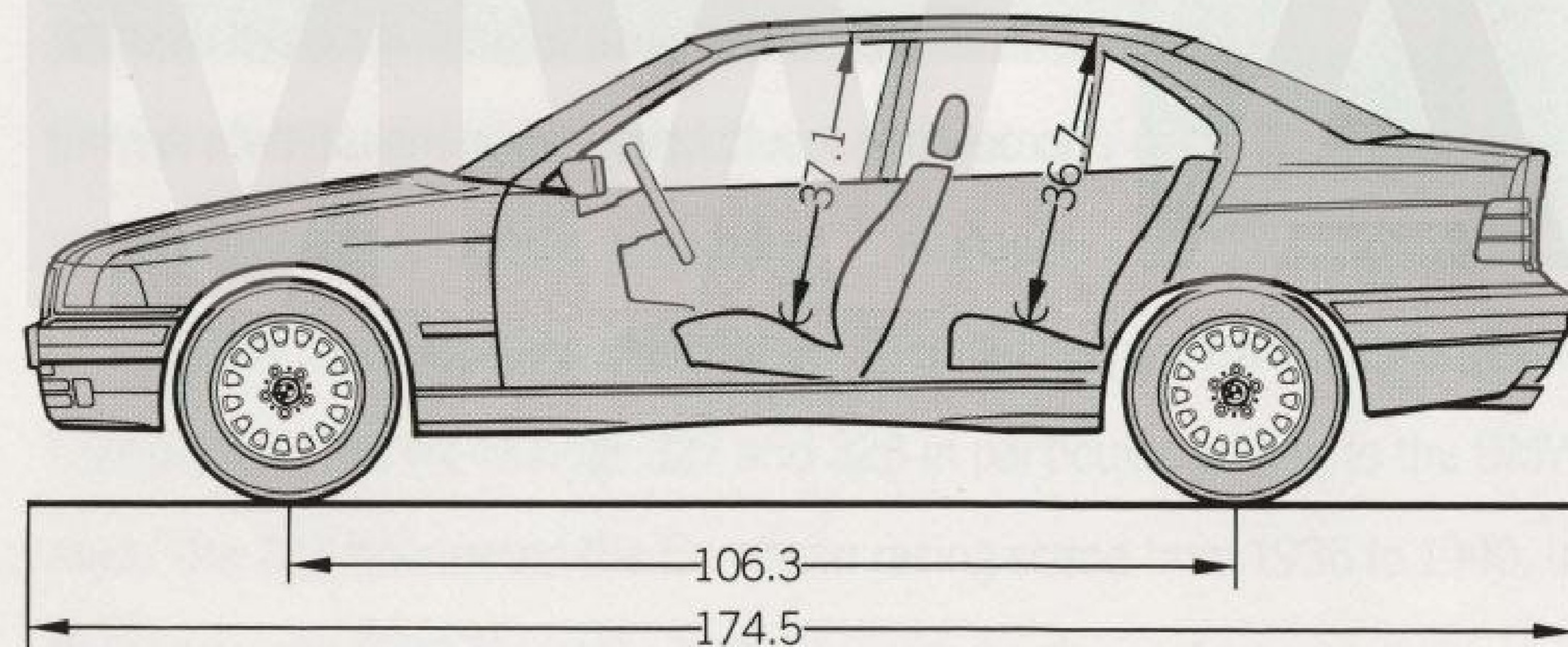
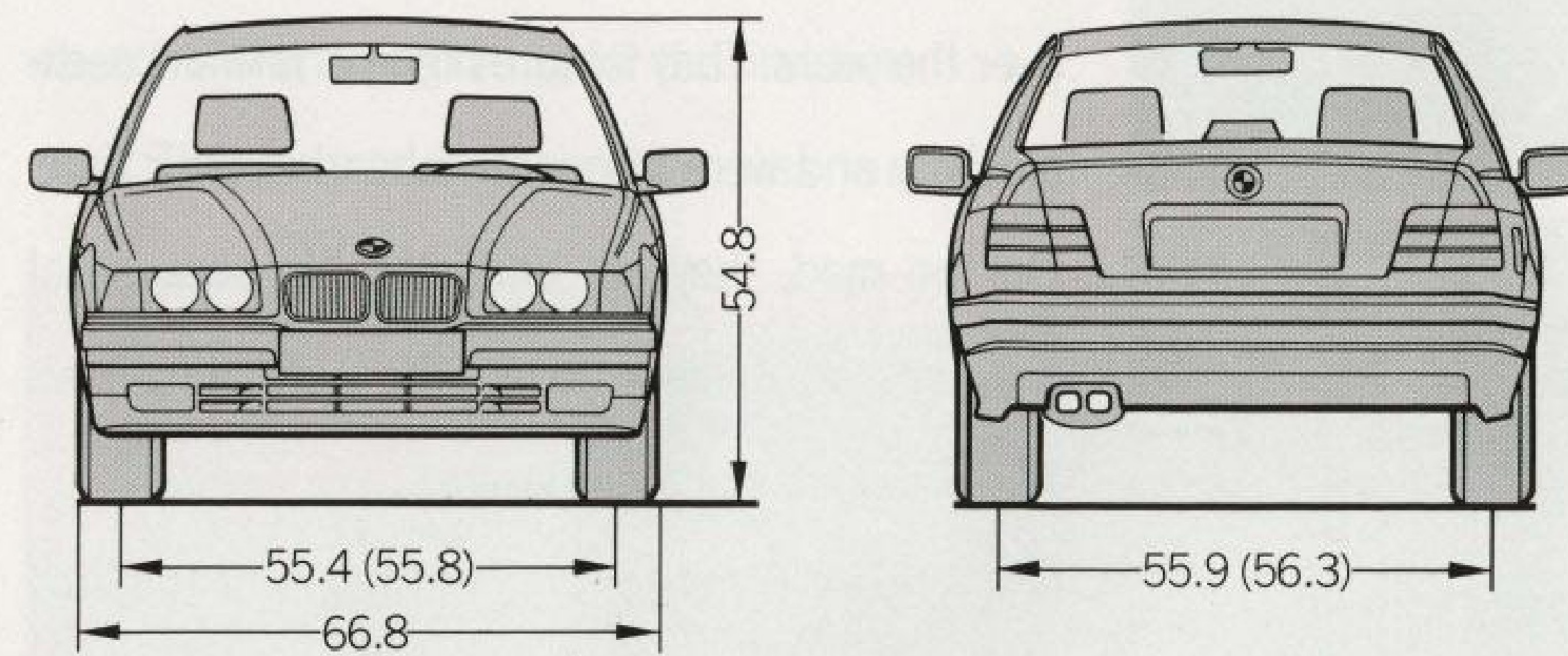
Certain common features can be recognized, despite all the differences in the BMW vehicles over the years. They feature high-performance, exclusivity and were frequently ahead of their time. On the road, they are unmistakable because of their unique appearance and the fascinating functional elegance of their design.

Every BMW today is the result of this rich heritage of engineering excellence. Every BMW, from the 3-Series to the 750iL and the 850i, is a synonym for performance, perfection, reliability and an innovative spirit, virtues which are directed to only one result: bringing you the ultimate driving machine.



The track performance and reliability of production BMWs has become legendary. The record books are filled with the exploits of the BMW 2002 TI, and today, the M3 is adding to the legend, and the heritage.

TECHNICAL DATA.



Figures in () apply to the 318i.

325i

318i

WEIGHT			
Unladen	lbs	3021 (3098)	2867
Max. permissible	lbs	3991 (4068)	3837
Permitted load	lbs	970 (970)	970
Permitted axle load front/rear	lbs	1918/2293	1764/2271
Permitted roof load	lbs	165 (165)	165
POWER PLANT			
Cylinders		6	4
Capacity	cu.in.	152.2	109.6
Bore/stroke	inch	3.31/2.95	3.31/3.19
Nominal output/rpm	hp (SAE)/min.	189/5900	138/6000
Max. torque/rpm	lb-ft/min.	181/4700	129/4500
Compression ratio/fuel grade	: 1	10.0/unleaded premium	10.0/unleaded premium
TRANSMISSION			
Standard gear ratios I/II/III	: 1	4.23/2.52/1.67	4.23/2.52/1.67
IV/V/R	: 1	1.22/1.00/4.04	1.22/1.00/4.04
Final drive ratio	: 1	3.15 (3.91)	3.45
PERFORMANCE			
Drag coefficient	cd	0.33	0.32
Top speed*	mph	128 (128)	128
Acceleration 0-50 mph	sec	5.6 (6.9)	7.1
0-60 mph	sec	7.8 (9.3)	9.9
1/4 mile	sec	15.8 (17.0)	17.4
FUEL CONSUMPTION**			
5-speed standard transmission			
City	mpg	18	N/A
Highway	mpg	26	N/A
Automatic			
City	mpg	18	N/A
Highway	mpg	25	N/A
WHEELS			
Tire dimensions		205/60 R 15 91 H	185/65 R 15 87 H
Wheel dimensions		7 J x 15	6 J x 15
		light alloy	steel
ELECTRICAL SYSTEM			
Battery capacity	Ah	75	65
Alternator output	A/W	90/1260 (105/1470)	105/1470

* Top speed limited electronically.

** EPA-estimated figures are for comparison purposes only.

Your actual mileage may vary, depending on speed, weather and trip length: actual highway mileage will most likely be lower.

Figures in () apply to vehicles with automatic transmission.

THE STANDARD EQUIPMENT OF YOUR BMW 3-SERIES.



POWER PLANT

Water-cooled 6-cylinder 4 stroke in-line engine, longitudinally mounted and inclined. Light alloy cylinder head with hemispheric-shaped combustion chambers and 4-valve technology, overhead camshafts running in 7 bearings, hydraulic valve adjustment. Engine mounted on vibration dampers.

Digital Motor Electronics with electronic grid-controlled ignition and grid-controlled air-mass metered fully-sequential fuel injection, distributorless electronic high-voltage ignition, adaptive idle control, cold start and warm-up control program, fuel supply with overrun control self-learning idle speed control, on-board diagnosis with failsafe function, long-life exhaust system.

318i: Water-cooled 4-cylinder 4 stroke in-line engine, longitudinally mounted and inclined, 16-valve light-alloy cylinder head with bi-concave combustion chambers, two overhead camshafts with 5 bearings, crankshaft running in 5 bearings with 8 counterweights.



SUSPENSION/TRANSMISSION

Front engine, rear wheel drive. Hydraulically actuated single-plate clutch with diaphragm spring and torsional vibration damper, automatic adjustment for wear, 5-speed manual gearbox, synchromesh also on reverse gear.

Double-pivot MacPherson strut front axle, C-link rear axle with two transverse links and longitudinal links and subframe noise insulation. Twin-tube gas pressure shock absorbers front and rear. Hydraulically assisted power steering.

Twin-circuit brake system, asbestos-free clutch and brake pads, floating-caliper disc brakes front/rear. ABS (Antilock braking system).



BODY

Four-door sedan. Extremely rigid monocoque. All-steel bodywork welded to the floor assembly with torsionally rigid safety cell on all planes, front and rear crumple zones with predetermined deformation, integrated roof crossbar, all-around body reinforcement, and fuel tank embedded in rigid support frame. Fuel tank capacity: 17.2 gallons. Extensive use of galvanized sheet metal for corrosion resistance. Three-stage door sealing system for reduced wind noise. Flush mounted windshield, rear and side windows.

Tool kit in luggage compartment lid. Fully lined luggage compartment.



EXTERIOR FEATURES

Free-form halogen headlights integrated behind cover. Integral fog-lights (325i only). Front/rear integrated bumpers equipped with impact absorbers for body protection in impacts up to 2.5 mph.

Engine compartment lid rising up toward windshield with partly covered windshield wiper shafts, extra-low trunk lid cutout at the rear. Large, split rear light clusters with separate direction indicators.

Engine compartment and luggage compartment lids supported when open by gas-pressure springs. Windshield and rear window bonded flush with car body. Green tint heat-insulating glass all round.

Central locking system with double security locks.



INTERIOR FEATURES

Lockable, illuminated glove compartment. Upper half of instrument panel in soft-skin finish. Door lining with integrated armrest and map pocket. Dual lighted visor vanity mirrors and two map reading lights. Center console with storage bins and rear seat air outlets.

Front seats adjustable with ergonomic controls for reach and backrest angle. Seats made of multi-zone foam padding with steel base springs. Ergonomic belt system with rear belt buckles at the outside.

Interior lights activated by lifting driver's outside door handle or when ignition is switched off with exterior lights on.

SRS (supplemental restraint system) with driver side airbag and knee bolster.



ELECTRICAL SYSTEM

Free-form halogen technology lighting system, low-beam headlights and foglights (325i only). Instruments with backlighting and floodlit indicator needles. Controls grouped in semi-circular layout around the driver. Service Interval Indicator, analog display speedometer, tachometer, fuel gauge, coolant temperature gauge and Energy Control. Courtesy lights with automatic delay function. Electrically adjustable rear-view mirrors. Antenna system integrated in rear window. Rear-window heating with automatic degressive control.

Air conditioning-heating-ventilation system with separate left-right electronic temperature control. Four speed blower. Separate recirculation control. Rear seat heater duct.

Multi-function Check Control by way of LCD alphanumeric dot matrix. Audible signal whenever text is displayed. LCD mileage counter display with integral trip odometer. Two speed windshield wipers with speed sensitive intermittent mode. Map reading lights at the front and rear.

Electric window lifts front and rear. Two-way electric sunroof with one touch function. Outside temperature warning chime. Automatic light sensing display brightness dimmer. Display of on-board information in check control display.

ON THE ROAD, OR AT THE DEALERSHIP. THERE WHEN YOU NEED IT.

A BMW is a product of the most advanced manufacturing techniques available. It is built to be dependable and reliable, providing years of safe, enjoyable driving. BMW's commitment to quality and customer satisfaction is clearly demonstrated by the introduction of its most extensive warranty coverage ever: A 4 year, 50,000 miles bumper-to-bumper warranty*. Part of

BMW ownership is having access to highly trained and highly motivated technicians at any BMW dealership. While a BMW is a remarkable automobile, there are some things it can't do. Such as scheduling a regular maintenance appointment. So to help an

owner remember this all-important requirement, every BMW is equipped with the Service Interval Indicator.

Typically, a car's service interval is listed in the owner's manual to be performed every so many miles, regardless of the way the car is driven. BMW thinks regular servicing is so important in keeping a car at its peak operating condition, the proper interval should be much more precisely determined. That led to the development of the Service Interval Indicator that uses a microprocessor to keep track of critical factors affecting the service interval. The microprocessor records and continually analyzes data on accumulated mileage, engine coolant temperatures, high and low engine speeds, short and long trips and the number of starts. When it determines conditions warranting service have been met, it signals the driver via the Service Interval Indicator panel.



Providing quality after-the-sale service is a prime concern for BMW dealers. Technicians, thoroughly trained and frequently updated on the new techniques and systems, work with the latest diagnostic equipment.

BMW uses the same kind of high technology to train service technicians. To help technicians keep pace with ever-changing engineering and technology, BMW developed the Video Information System for dealerships. With it, technicians see the subject, in motion, as they are told about it. A computer lets them interact with the video, asking questions, guiding their progress, even rewarding and reinforcing. No matter how complex the subject, the Video Information System makes it easily understandable. BMW technicians must also fulfill



certain training requirements and be updated periodically at training centers around the country. In addition, service managers, service advisors and shop foremen must also have a fundamental knowledge of all BMW systems. This kind of after-the-sale service is yet another reason, for choosing to own a BMW. But as well as a BMW is constructed and maintained, emergencies can arise, and for that reason, your new BMW comes with a Roadside Assistance Program. When trouble strikes, help is just a 24-hour-a-day hotline call away**. The program provides emergency road service, towing, trip interruption benefits, sign and drive service and priority dealership service. Unequaled after-the-sale service, on the road and at the dealership, is another of the many benefits of BMW ownership.

* See your dealer for details on this limited warranty.

** Services provided by Cross Country Motor Club, Inc., Boston, Mass. 02155 except in California, where services are provided by Cross Country Motor Club of California, Inc., Boston, Mass.



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**The ultimate
driving
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