

BMW 324d

**New refinement in diesel motoring
in the exclusive compact range.**

BMW AG



BMW 324 d:
The qualities of this new
BMW diesel will be
appreciated particularly
by those motorists
already acquainted with
the best diesels so far.

Consumers who opt for a diesel are in search of some very particular model features: excellent all-round economy, perfect reliability, long-term quality and lasting value. And a diesel also excels through its clean emissions in preserving the environment.

Many potential purchasers, however, still regard the diesel as an unpleasant compromise in motoring refinement and active safety.

Regrettably, conventional diesels prove that they are right. But there is an alternative: diesel technology by BMW.

In launching the 524td, BMW has already opened up a new dimension for the diesel.

Now, with the 324 d, discerning diesel purchasers can benefit from this calibre also in the compact range.

True, there are other manufacturers with a longer tradition in the diesel market.

But BMW has given this concept a brighter outlook for the future.

The BMW 524td has proved convincingly that the merits of a diesel can most certainly be combined with a higher standard of performance and motoring refinement.

Starting immediately, therefore, you can also enjoy BMW's progressive diesel technology in the exclusive range of sophisticated compacts.

The BMW 324 d: The first diesel in the compact range not only with all the merits of an encapsulated engine but also with the motoring refinement of a straight six.

Based on the turbocharged diesel of the 524td, BMW has developed a 6-cylinder normally-aspirated diesel for the 324 d that overcomes the drawbacks of similar cars.

As an example, the 324 d is the first car in this class not only to provide an extremely low noise level outside but also a much lower noise level inside. Which makes the 324 d far superior to other cars where the encapsulation of the engine has only helped to reduce the exterior noise level.

Diesel technology BMW-style also means a high standard of active safety through above-average power reserves.

With its superior performance and strong torque, the engine of the 324 d always gives the driver the safety and reliability of adequate power reserves. And what makes the power reserves of the 324 d even more attractive is that there is no increase in fuel consumption.

On the contrary: Comparing the fuel economy of even the most up-to-date diesels, you will find that the 324 d is one of the absolute leaders in its class also in this respect.



BMW 324 d: Convincing through and through, also in terms of value for money.

While many other diesels come with a hefty price-tag for the fuel you hope to save, the 324 d gives you outstanding economy right from the outset: No other comparable car offers so many benefits at such a reasonable price.

Some of the special equipment and metallic paintwork colours shown in this brochure are only available as optional extras and at extra charge.



Optional extras: metallic paintwork, BMW light-alloy wheels, steel sliding/vent roof, rear-view mirror on front passenger's door, foglamps, sunblind, centre armrest at the rear, rear-seat head restraints

**The engine technology of the 324 d:
An outstanding synthesis of motoring refinement, performance, economy and environmental care.**

The 324 d is the first and only diesel in the compact range with a 6-cylinder inline power unit.

The engine technology of the 324 d is based on the same 6-cylinder concept that has already set completely new motoring standards for cars of this category in the 524td. In accordance with the requirements of the compact range, the engine of the 324 d does not need a turbo-charger. For it still provides outstanding dynamism in its class through its supreme power and potential. And at the same time it achieves excellent fuel economy with the 5-speed gearbox naturally fitted as standard (5).

The straight-six power unit of the 324 d creates an entirely new standard of motoring refinement for a diesel.

No other comparable car has such a demanding engine concept: Even in the compact class, the 324 d offers qualities usually only available in larger – and far more expensive – cars (1).

The straight-six power unit means genuine superiority from the outset. Compared with a 4 or 5-cylinder engine, for example, it offers a far smoother torque curve as the basic ingredient for greater refinement (3). Vibrations are limited to an absolute minimum at all engine speeds. And at extremely low or high speeds the 324 d has none of the unsmoothness or humming noise you will otherwise find with a conventional diesel.

The real progress offered by a diesel is not expressed by the car's top speed, but rather by its dynamism in accelerating smoothly and quickly.

The 324 d offers excellent acceleration even when carrying half its maximum load. A practical comparison with other diesels will show you what a great advantage this is on the road – especially when considering that the seemingly good acceleration offered by such other models is usually determined with just the driver at the wheel and no extra weight. Even when carrying its maximum load, the BMW 324 d on the other hand offers ample acceleration (7). Which means a lot of extra safety on the road for you and others.

Large engine displacement – the fundamental reason for the extraordinary dynamism of the 324 d.

The larger an engine, the more torque and power it has to offer. And the engine of the 324 d sets a new standard in its class in terms of torque and engine displacement: 2443 cc and 152 Nm (112 ft/lb) at just 2500 rpm. In practice this means superior power and performance throughout the entire engine speed range. At just 1200 rpm, for example, the



power unit of the 324 d develops the same torque that conventional two-litre diesels only provide at 3000 rpm (4).

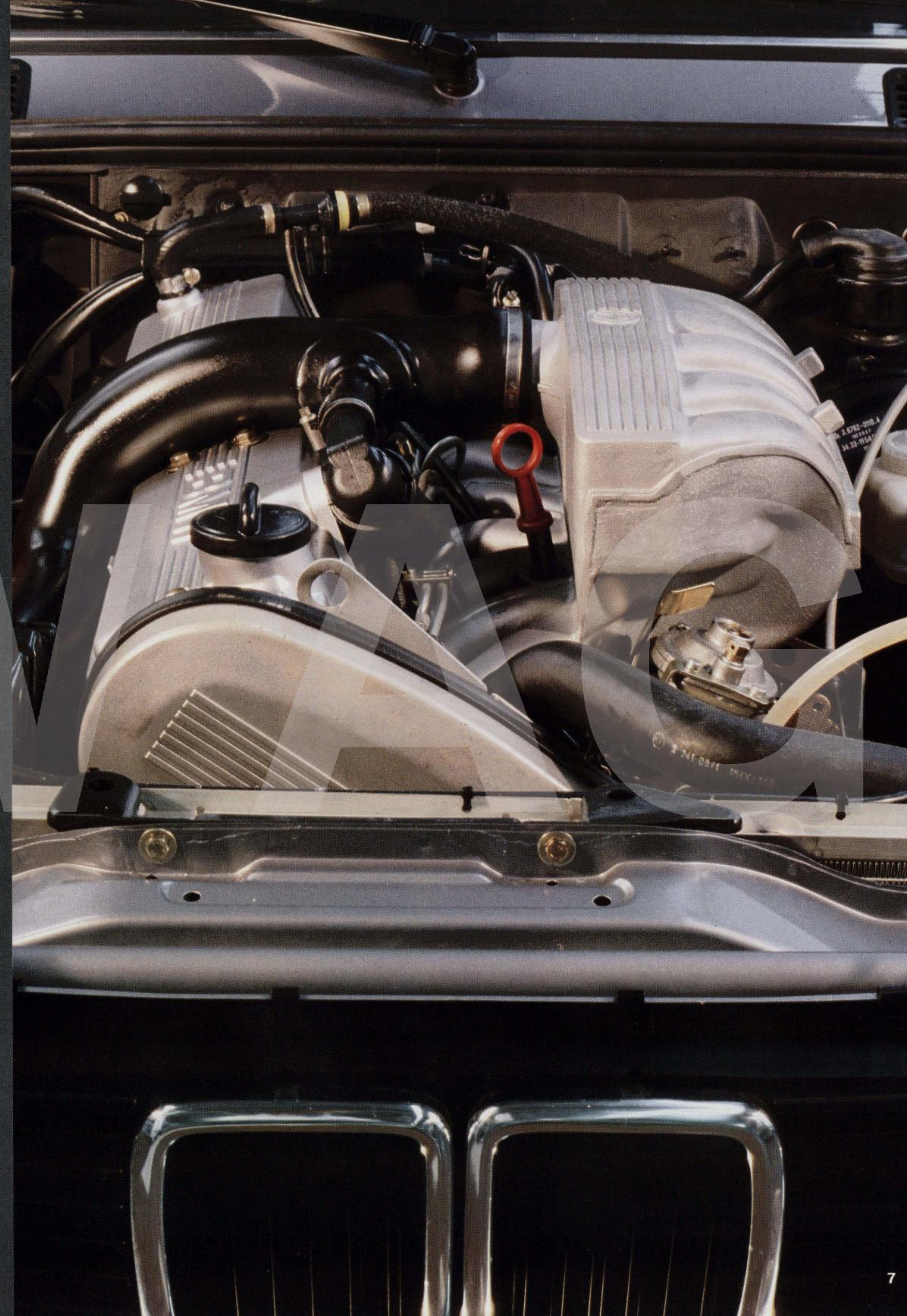
And this means exceptional flexibility in accelerating from virtually any speed in every gear.

This ensures a relaxed but nevertheless dynamic style of motoring, limits gear-shifts to a minimum and allows you to often use top gear and thus minimize fuel consumption even in town.

There are also other advantages offered by this concept.

Driving at low engine speeds, for example, is also the basic prerequisite for less wear and tear as well as long-term quality.

Last but not least, low engine speeds also mean a lower noise level and thus help to preserve the environment. In summary, therefore, the 324 d is a truly outstanding car within the small group of comparable diesels.



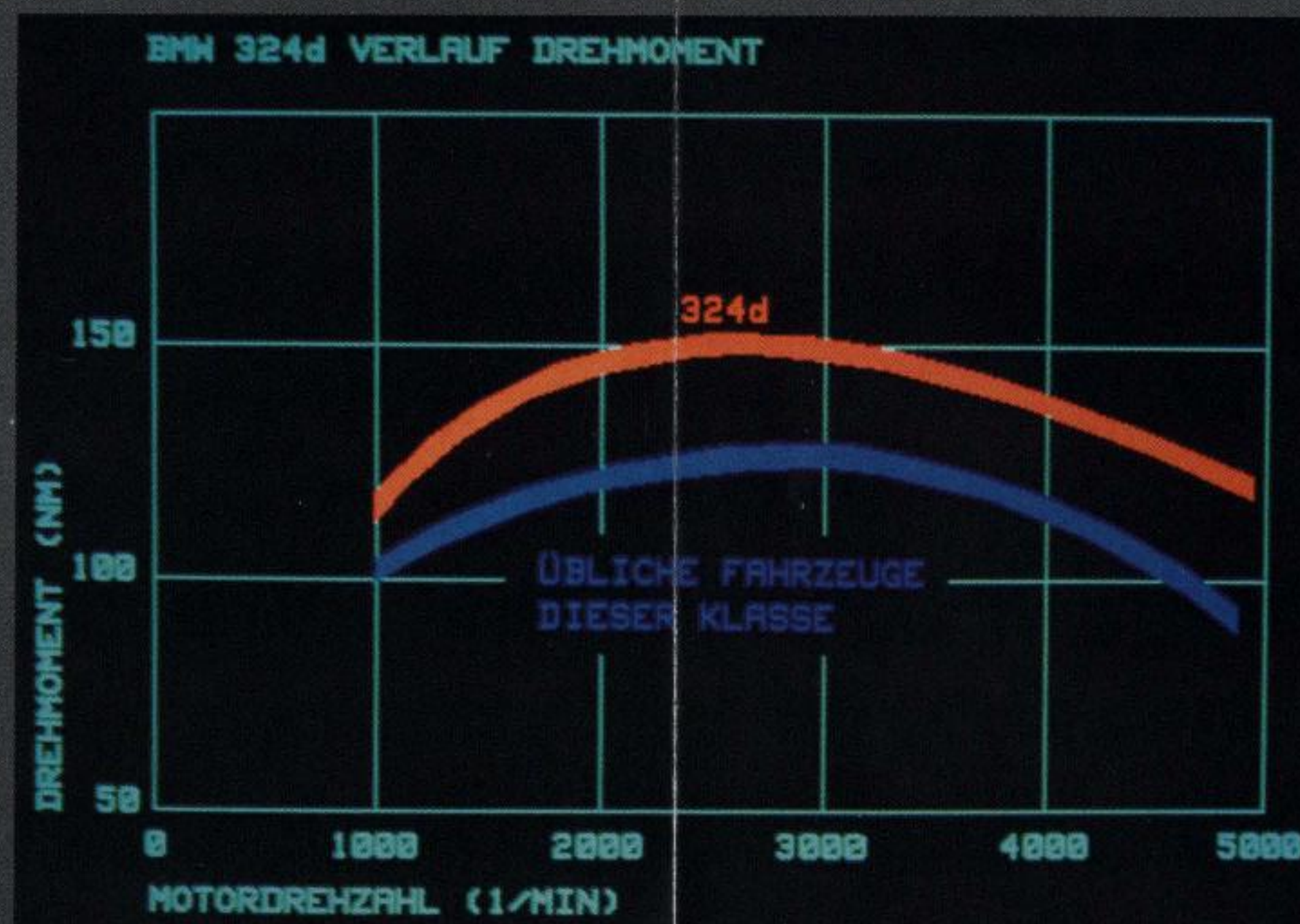
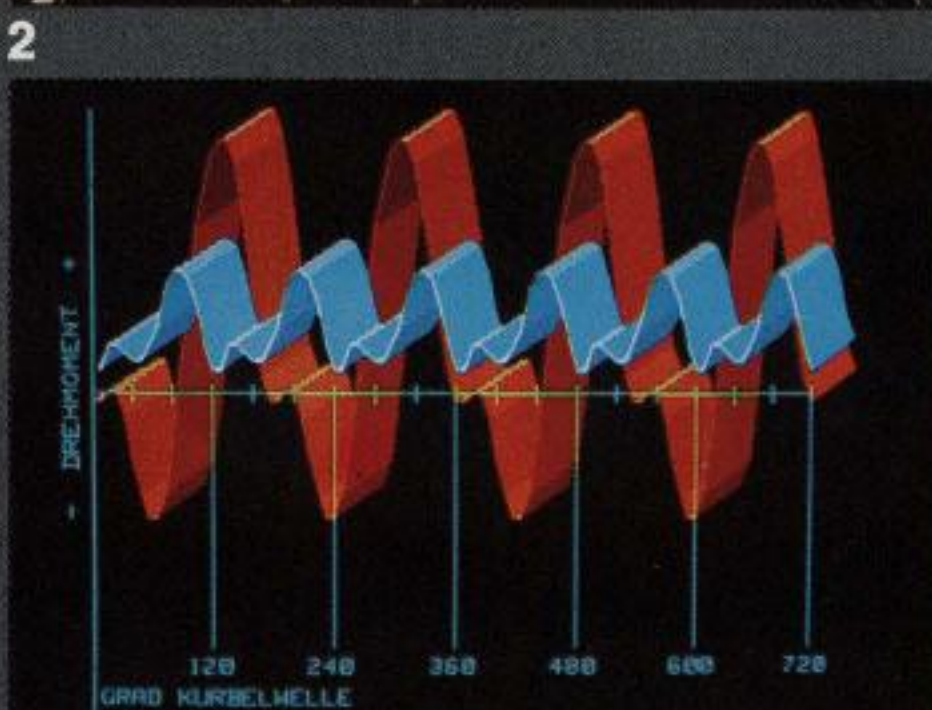
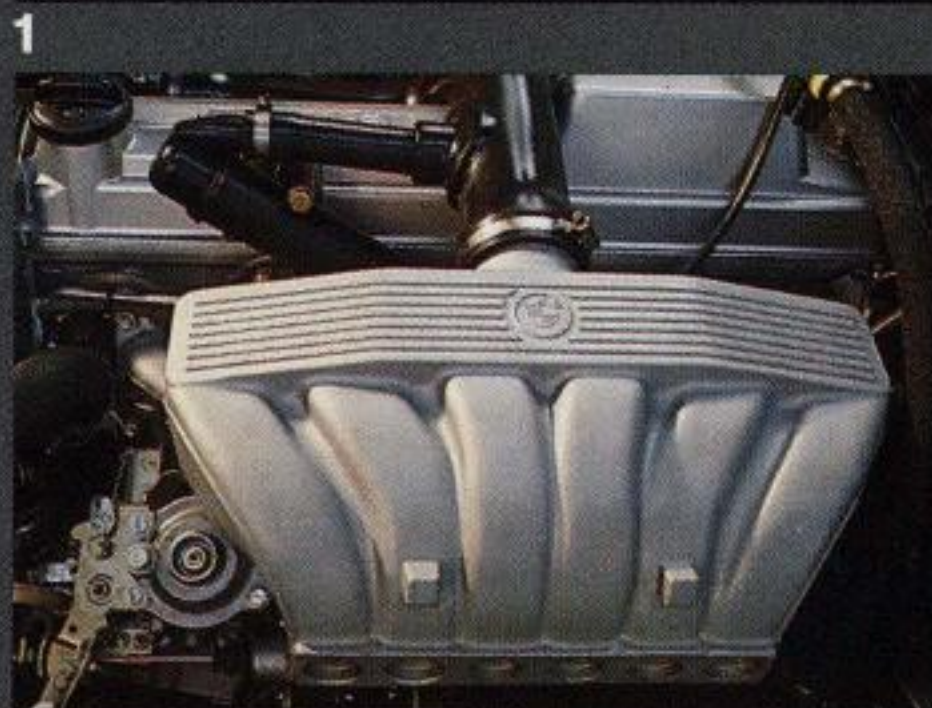
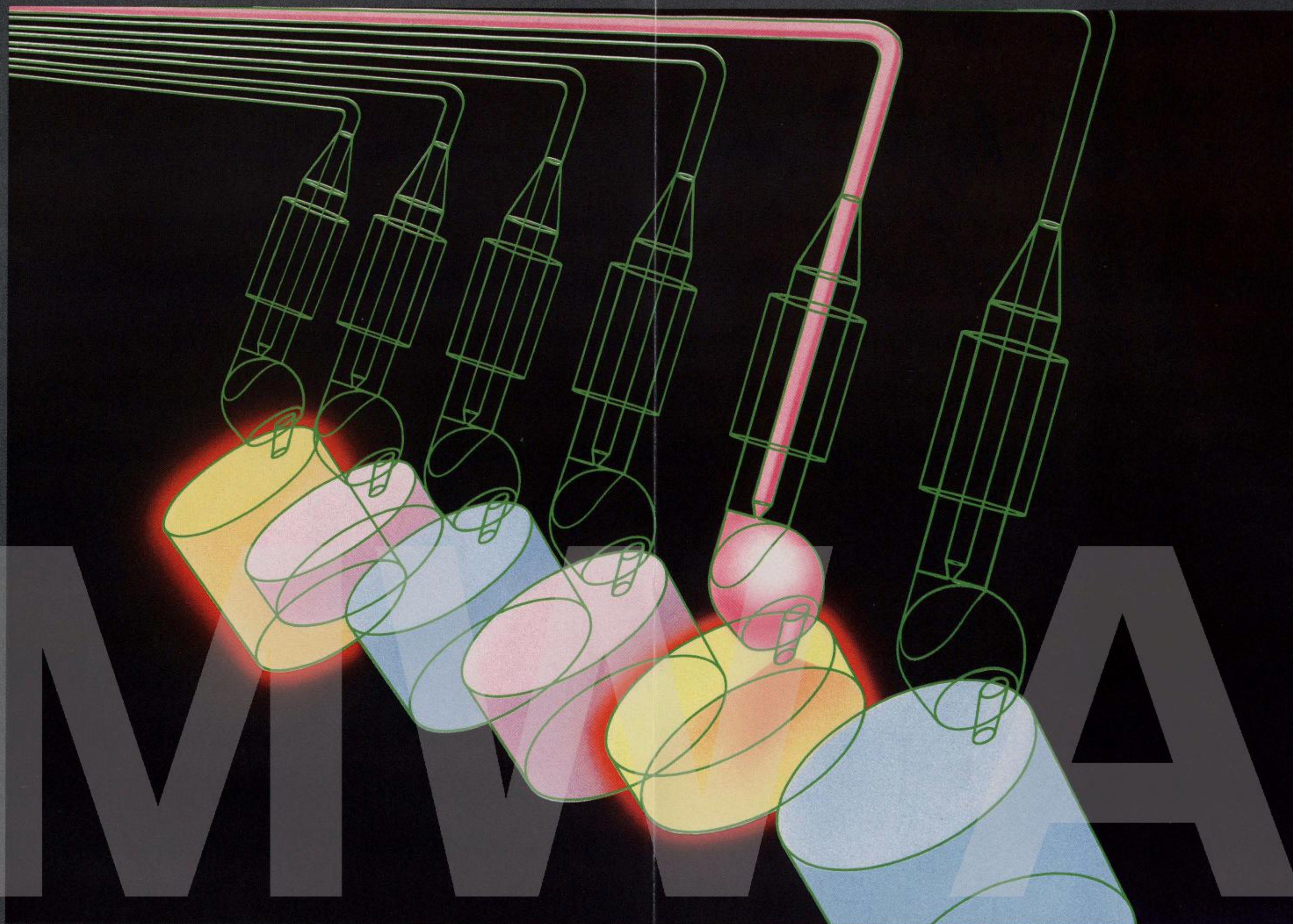
Harmony through and through:
The BMW 324d with 4-speed automatic transmission.

With its above-average torque and superior power, the engine of the 324d is ideally suited for motoring with an automatic transmission.

As an option, therefore, the 324d is available with the BMW 4-speed overdrive-type automatic transmission with converter lock-up clutch.

A perfect combination for outstanding motoring comfort and even greater relaxation at the wheel (6).

The converter lock-up clutch provides a direct connection of the engine and transmission and thus avoids the loss of power in the torque converter otherwise inevitable in conventional automatic transmissions from a speed of about 85 km/h in 4th gear.



Photos page 4 and page 6, photo 8
Optional extras: metallic paintwork, BMW light-alloy wheels, steel sliding/vent roof, foglamps, rear-seat head restraints, radio

Superior details in engineering and technology mean a higher standard overall. Advanced diesel technology in the BMW 324 d.

The encapsulated engine of the 324 d:
Fulfilling the strictest standards of environmental care without generating a higher noise level inside.

The 324 d is the first diesel in the compact range with a 6-cylinder inline power unit plus complete encapsulation of the engine (not with air conditioning available as an optional extra). This encapsulation (1) intentionally arranged at a certain distance from the engine comprises the following features:

- Complete lining of the engine compartment lid inside with sound-deadening, specially contoured foam plastic (4).
- An underfloor panel beneath the engine compartment which also provides better streamlining and helps to keep the engine clean.
- Full lining of the engine compartment bulkhead.
- Engine compartment side panels around the wheel arches.

Contrary to similar – but conventional – concepts, the encapsulation of the engine on the 324 d is designed not only to minimize the noise level outside but also inside the car. Indeed, the noise level inside the passenger compartment of the 324 d sets an exemplary standard for cars of this class with a diesel engine.

Which justifies the statement that the 324 d does not feel or sound like a diesel in any way – neither outside nor inside.

Even the »knocking« typical of diesel engines when started cold is reduced to an imperceptible minimum.

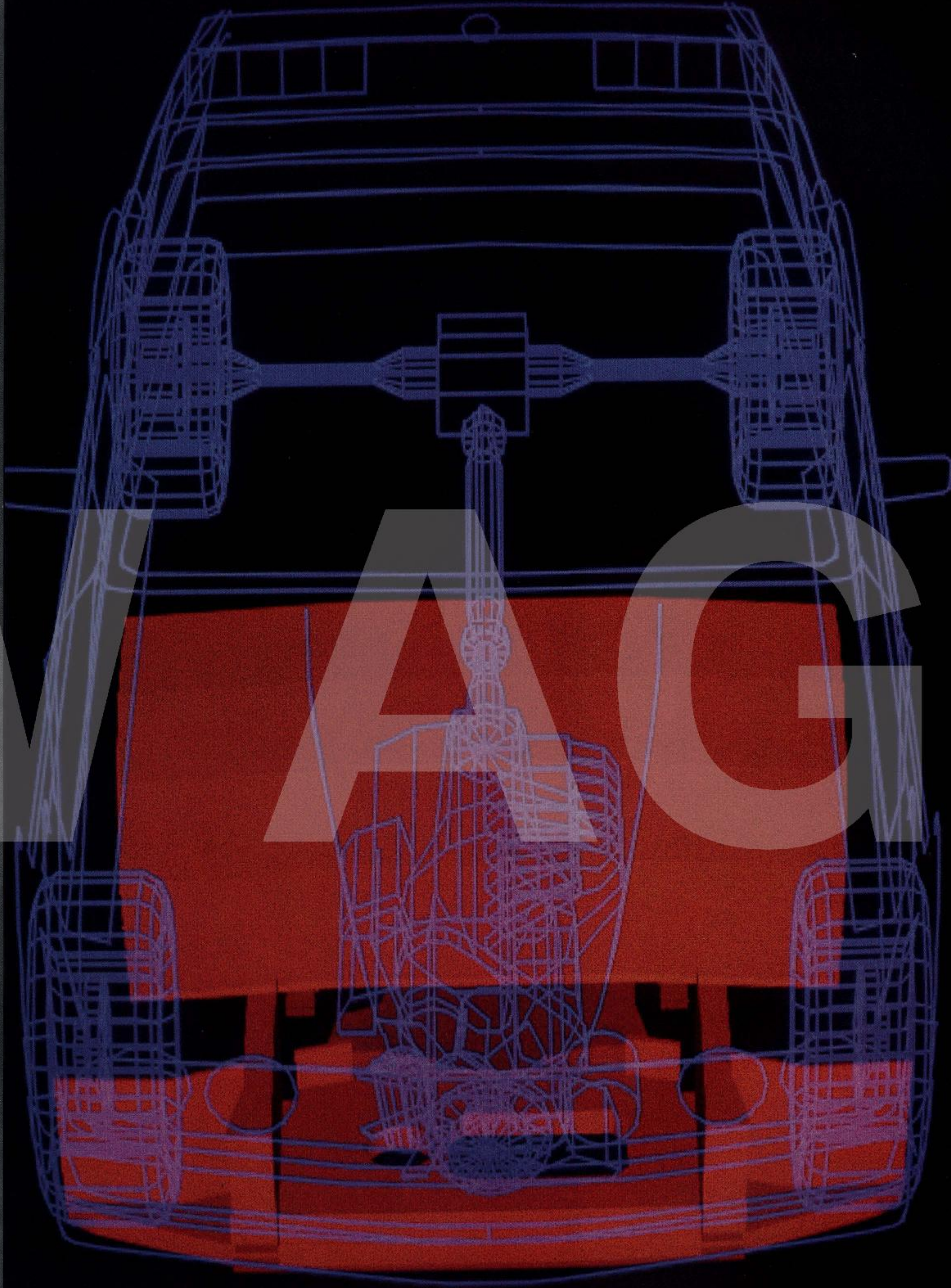
The 324 d also sets a new standard in emission control.

Like the BMW 524td, the 324 d complies with the German low-emission standard based on the emission limits applicable in the Common Market. This exemplary environmental care results, not least, from the turbulence-chamber principle (3) applied by BMW.

A principle which is clearly superior to other concepts particularly when it comes to preserving the environment. Without requiring any modifications or adjustments for this purpose. The BMW 324 d is therefore a genuine alternative for motorists who wish to combine advanced automotive engineering in the compact range with good value for money and environmental qualities designed to meet the requirements of the future.

With its heated fuel filter fitted as standard, the 324 d is always ready to go even in extremely cold temperatures.

The BMW 324 d is the only diesel in the compact class fitted with a heated fuel filter featuring electrical heating coils. Even in extremely low temperatures the diesel fuel will therefore flow smoothly immediately after starting, reliably avoiding the usual flocculation of paraffin in the fuel filter and the consequential clogging of the fuel supply.



With its exemplary technological features the power unit of the 324 d sets a new standard in its class.

The supreme efficiency of the diesel engine of the 324 d is further enhanced by a whole range of unique features:

Distributor-type injection pump for an optimum supply of fuel.

Instead of using a conventional pump like other manufacturers, BMW has opted for the more modern distributor-type pump which offers the following advantages:

- less weight and smaller dimensions
- integration of various additional features, as desired (eg electronic control units)
- direct control of injection volume and period integrated in the pump itself
- no need for a separate lubrication circuit

The quick-starter unit.

Even at temperatures of -20°C the quick-starter unit enables the driver to start the engine after just 10 seconds of pre-heating.

Which is about the time you need to fasten your seat belt.

At 0°C the engine will be ready for starting after 6-7 seconds, and it can be started immediately from a coolant temperature of 60°C .

Higher idle speed in accordance with engine temperature.
For optimum running smoothness right from the outset.

With the increase in idle speed as a function of temperature the 324 d will run as smoothly as a petrol-engined car right from the beginning. Manual control of the idle speed is therefore not necessary.

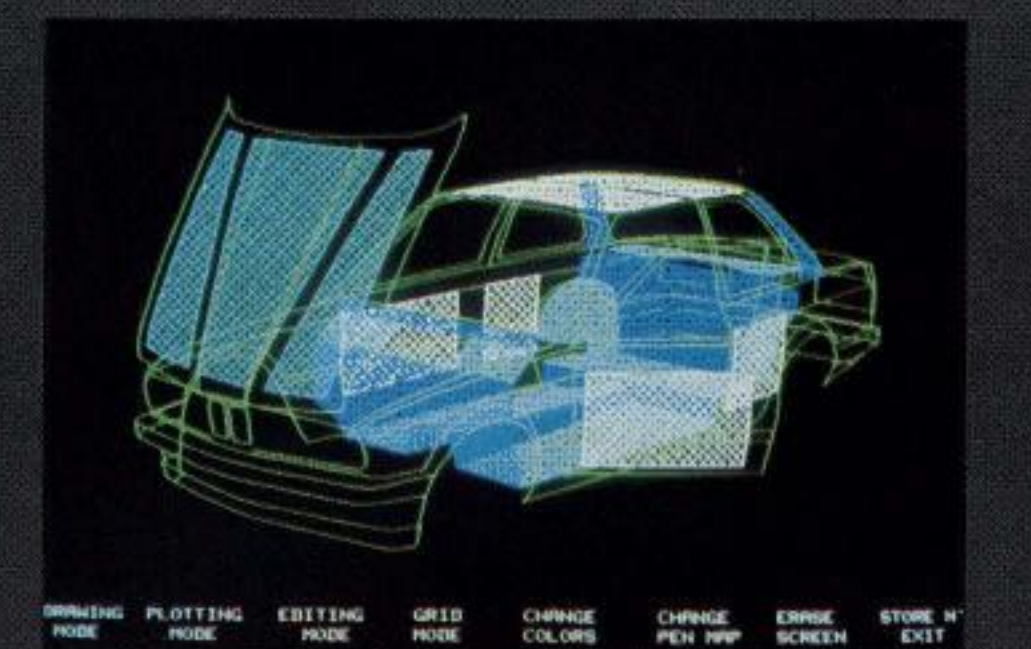
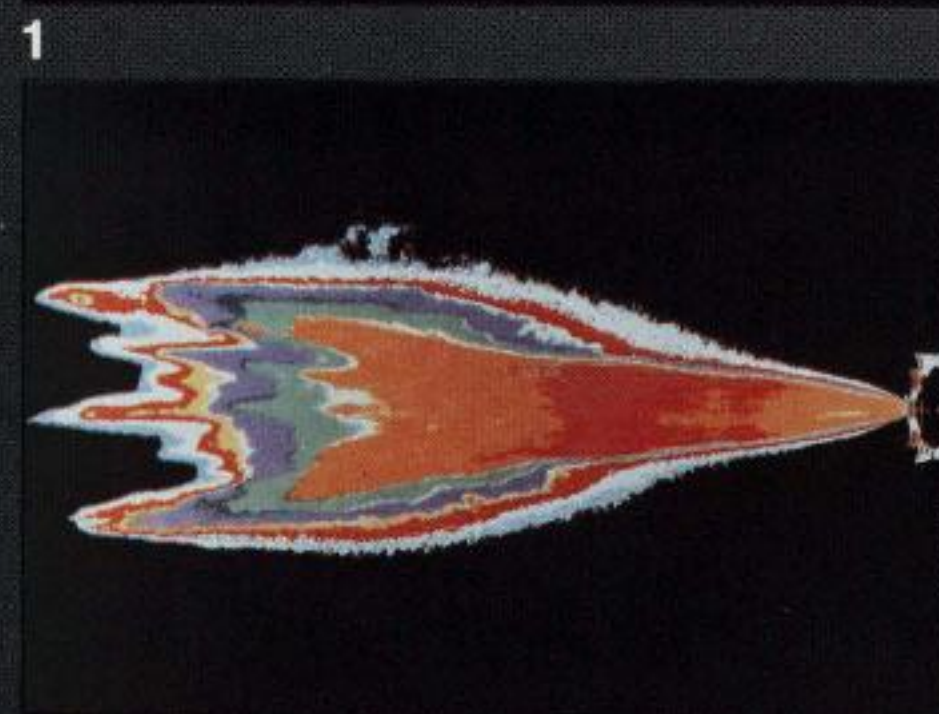
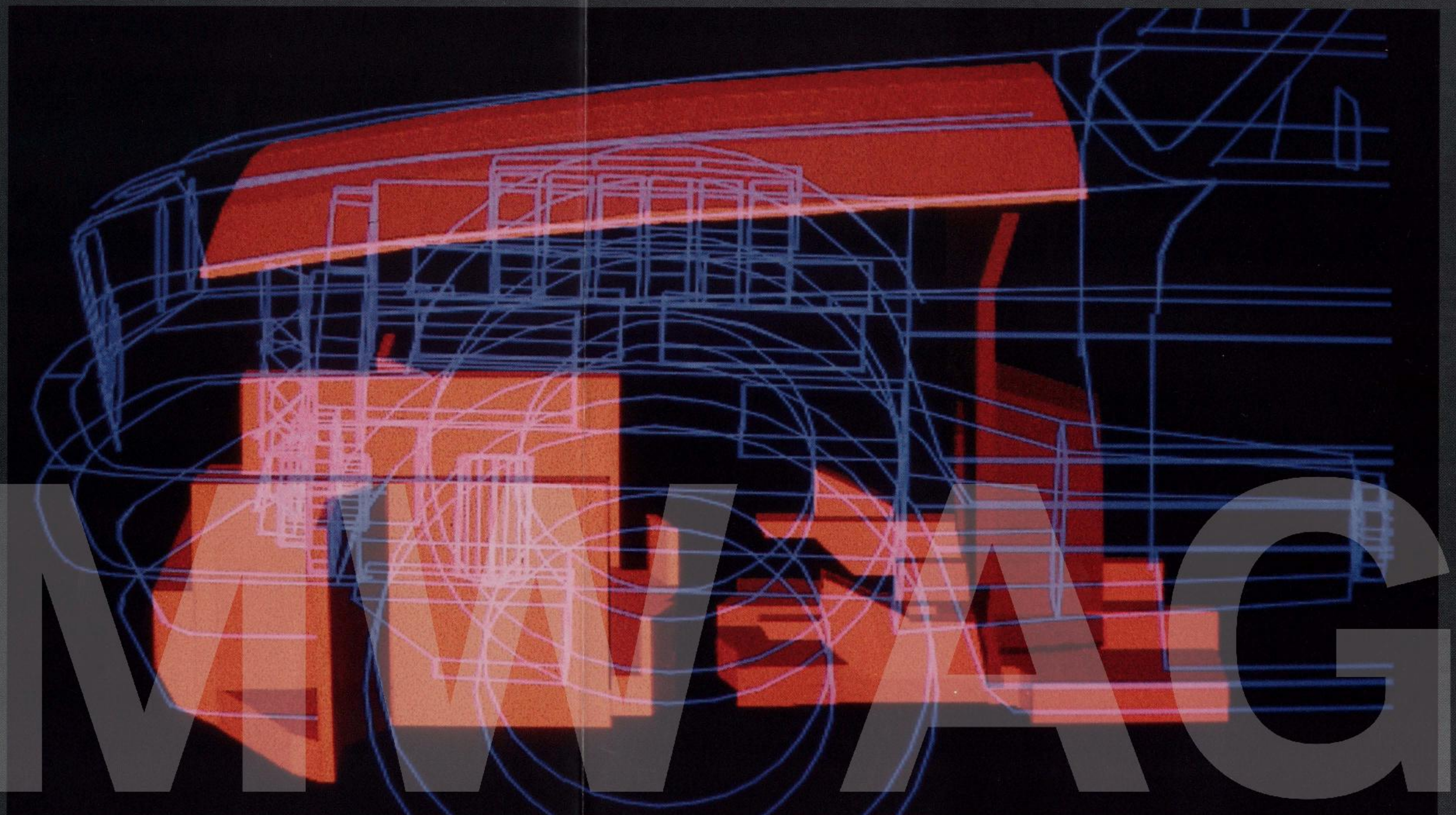
Hydraulic choke.

The longer ignition delay when the engine is cold (coolant temperature below 17°C) is compensated automatically by a modification of the injection and ignition point. Only a few diesels feature this kind of choke control.

Electrical switch-off magnet.

This magnetic valve serves to interrupt the fuel supply so that the BMW diesel is switched off the same way as a petrol-engined car: electrically from the ignition lock.

These features all prove that this new BMW diesel has been developed thoroughly and consistently for the specific requirements of demanding diesel drivers.



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Photo 2: Equidensity photo of the fuel jet injected into a diesel engine. Elaborate sound-deadening measures throughout the entire car help to ensure the extremely low noise level inside the passenger compartment (5).

The chassis of the 324d: An excellent starting point for optimum safety, motoring comfort and handling.

The quality and safety reserves of the 324d chassis are determined by the same standards applied to the most powerful model in the 3 Series.

The performance of a chassis, its abilities and safety reserves depend above all on the conditions the chassis was designed for at the beginning. Which is why cars with mediocre performance usually have a mediocre chassis. The BMW chassis, on the other hand, is designed for optimum quality. For we accept nothing but the best. An example in the 3 Series is the 325i: Developing no less than 126 kW (171 bhp), the 325i nevertheless has virtually the same chassis as the 324d. As a result, the driver of a 324d can always rely on the unique performance and safety reserves of his car's chassis.

Driving safety BMW-style comes from the optimum handling built into our cars from the outset.

In computerized simulation tests and thorough practical trials, the BMW chassis is designed to provide a specific response also in extreme situations. The objective being to allow the driver to take the necessary action at the wheel safely and reliably. Through its specific handling and behaviour, a BMW therefore gives the driver all the information he needs to remain in control in all situations. And this is an advantage that should by no means be taken for granted with other »modern« chassis. The overwhelming qualities of the 324d chassis result from the optimum combination of the single-joint spring strut front axle with a small positive steering roll radius (4), and the semi-trailing arm rear suspension. This provides ideal conditions not only for a dynamic style of motoring but also for easy and above all safe handling in all situations. Together with the optimum streamlining of the 324d, the chassis also provides excellent directional stability even in strong cross-winds.

Convincing solutions through and through:

- Twin-circuit brake system with load-related brake governor for the rear axle, disc brakes at the front and self-adjusting drum brakes at the rear.
- ABS anti-lock braking system available as an option.

- Anti-dive and anti-squat effect on the front and rear axle.
 - Steering system with variable steering transmission ratio. This combines utmost steering accuracy and a direct feel of the road in straight-ahead position (which is particularly important at high speeds) with a smooth steering for easy manoeuvrability even at maximum wheel lock (for example when parking).
 - Brake power assistance provided as standard by the vacuum pump driven by the camshaft.
 - Brake wear indicator for the disc brakes with warning light.
 - All brake lines in a plastic sheath for optimum rustproofing.
 - All brake linings are asbestos-free.
- The BMW 3 Series are the only compact cars available as an option with the new TD safety wheel system (in conjunction with light-alloy rims and 200/60 H 365 R tyres). Further proof, therefore, of the outstanding safety offered by the 3 Series: These safety tyres keep the car stable and the driver in control in the event of a sudden tyre defect. And there is no need in such a case to change the tyre in dense traffic or at a critical location. Because following a puncture the driver can go on at a maximum speed of 60 km/h (38 mph) for up to 10 km or 6 miles. Even in bends, the - punctured or otherwise defective - tyre will not slip off the rim.



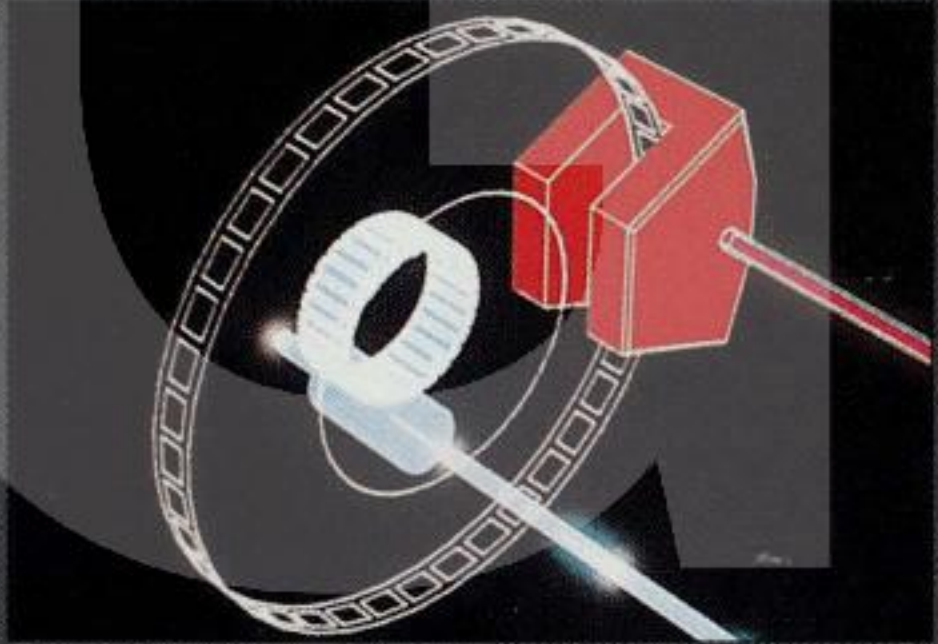
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The 324d is available with light-alloy wheels as an option (3). ABS consists of a speed sensor for each wheel and an electronic control unit for processing the speed data. This is supplemented by a hydraulic unit which, via the electronic system, controls brake pressure individually for each wheel (5). As soon as a wheel threatens to lock, the control unit reduces the hydraulic pressure and the wheel can once again rotate more quickly to avoid locking. This control system works independently of the pressure on the brake pedal. In emergencies, therefore, the driver may and should apply the brakes at full pressure.

Photo 1, optional extras: metallic paintwork, foglamps, rear-view mirror on front passenger's door, rear-seat head restraints

BMW 324d:
With all the benefits of
outstanding reliability
and lasting value.
For a first-class
investment that will
always pay off.

Advanced production methods to provide excellent long-term quality.

In addition to the optimised production process, the careful finish and thorough quality control, the BMW quality system starts in the early design and development phase to rule out deficiencies from the very beginning (3). The quality thus designed into BMW cars is then enhanced in practice by a correspondingly high standard of production quality. The body production is a good example of the very substantial investments BMW has made in ultra-modern production facilities. Even today, BMW uses no less than 300 industrial robots, many of them as automatic welding machines on the bodywork construction line. These highly automated production lines ensure utmost accuracy down to the smallest tolerance limits and constantly provide the same high standard of lasting quality. With all BMW factories featuring the most advanced production facilities, this excellent standard of quality is built into all BMW cars. To provide the same exceptional quality and reliability through and through.

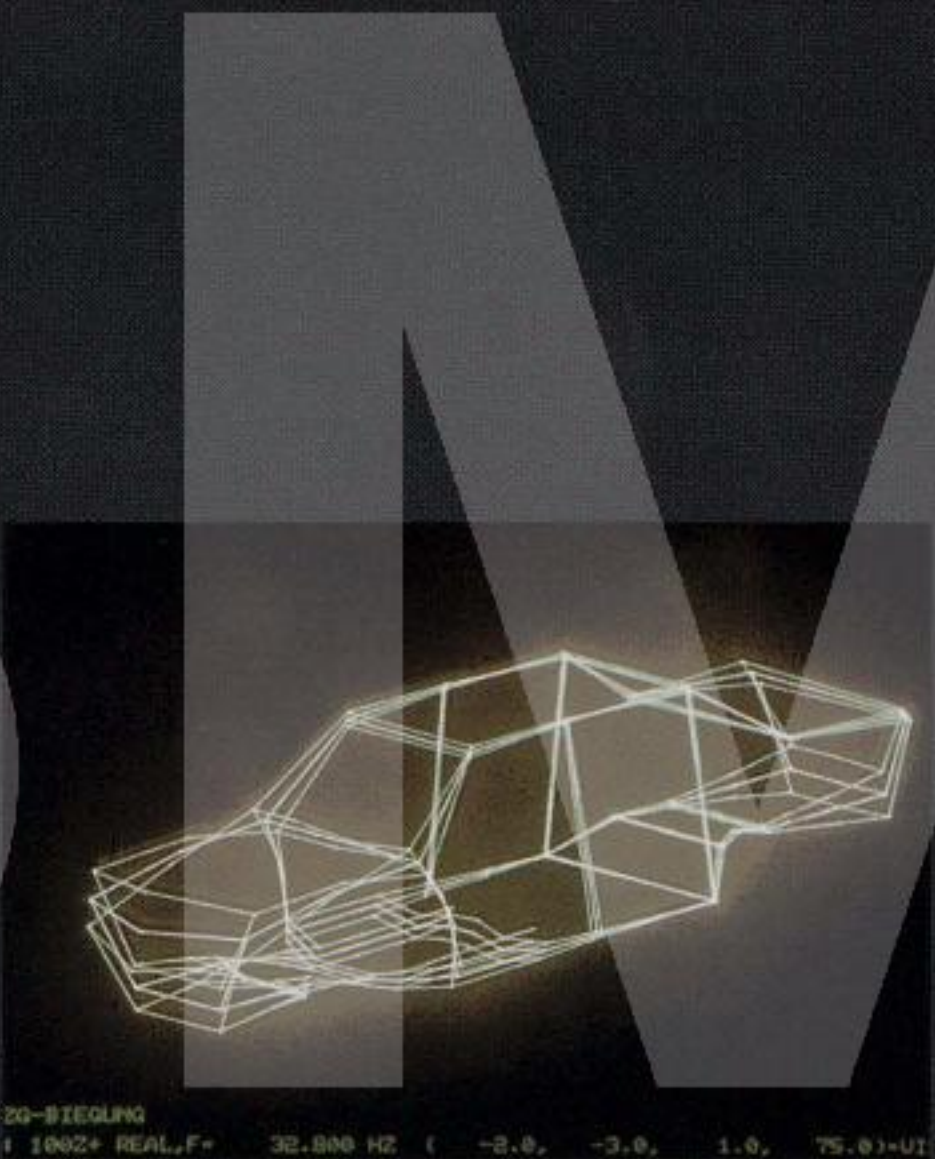
Very few car manufacturers make the same effort to ensure optimum quality and economy.

Benefitting from numerous extremely thorough anti-corrosion measures, the BMW 324d provides lasting quality even after years of tough motoring. Yet another reason why the 324d is the ideal car for purchasers with a broader perception of economy – a perception including factors such as reliability, troublefree motoring, a long running life and lasting value. BMW protects the body, for example, by dipping it into a special phosphate bath. A cathodic dip bath then serves to apply the primer on this initial layer of rustproofing (5). This provides even better long-term protection particularly in cavities and at inaccessible points that otherwise present problems. The entire hollow cavity sealing process is controlled electronically to avoid manual influences and possible human error. Where necessary, the wheel arches are also protected by plastic inserts.

Numerous details such as the fully-enclosed hollow profiles on the chassis prove that rustproofing is taken into consideration even in the early design phase. And like every BMW, the 324d features not only special underfloor protection but also a 6-year warranty against rust breaking through the body.

An outstanding car deserves outstanding service.

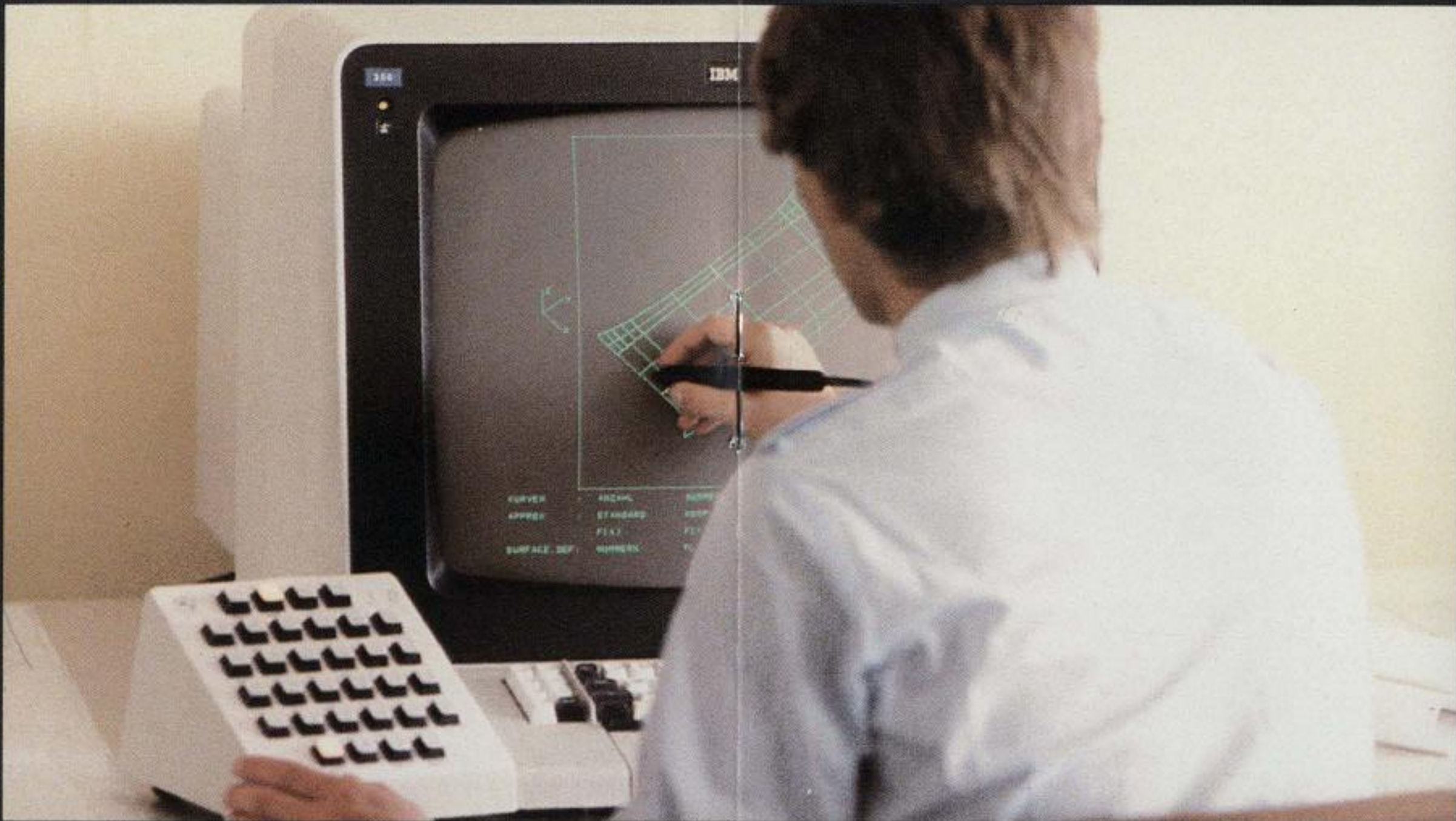
The all-round economy of the 324d is supplemented by the high quality of BMW service. Using the most advanced workshop equipment and Genuine BMW Parts, highly qualified BMW service specialists trained by the most advanced methods in the car industry provide optimum service for an optimum product – to the benefit of the purchaser. So that the BMW driver can enjoy sheer motoring pleasure for many years to come.



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Photo 2, optional extras: metallic paintwork, BMW light-alloy wheels, steel sliding/vent roof, anti-theft warning system, radio, rear-seat head restraints, centre armrest at the rear

Optional extras: electric window lifts, radio



The cockpit technology of the 324d: Everything exactly where it should be.

BMW cockpits have set the standard for a long time.

Which explains why the cockpit of the 324d also offers an absolute optimum in ergonomics, function and design. The instruments, warning lights and controls are arranged clearly and without the risk of confusion.

Naturally, all important levers and switches are marked by illuminated, clearly distinguishable symbols. So that the driver can relax at the wheel but respond quickly and safely whenever required.

Two further factors that enhance the driver's response are the concave shape of the cockpit and the good visibility of the car body in all directions.

BMW cockpit electronics:
Progressive technology for even greater economy and driving safety.

Having realised the great potential of electronics at a very early point, BMW uses this modern technology wherever conventional systems would either not provide the same function or would not even work at all. BMW drivers therefore benefit from electronic technologies and control systems absolutely unparalleled in the world of motoring.

A number of examples are also to be found in the cockpit.

The Service Interval Indicator, for example, points in an entirely new direction (4).

Applying engine speed, engine temperature, mileage covered, time and the number of starts, this system individually determines the wear and tear acting on the car, showing the driver when his car requires service or an oil change.

With a moderate style of driving without unnecessary extremes, this will usually be a lot later than with rigid mileage intervals based on average driving conditions.

Another example is the outside temperature display combined with a digital clock available as an option. Incorporating a warning buzzer, this display informs the driver of the risk of icy roads.

Like every BMW, the 324d is also available with the second-generation electronically controlled BMW driver airbag system as a perfect match for the seat belt.

Greater motoring comfort through the BMW power-assisted steering and automatic transmission.

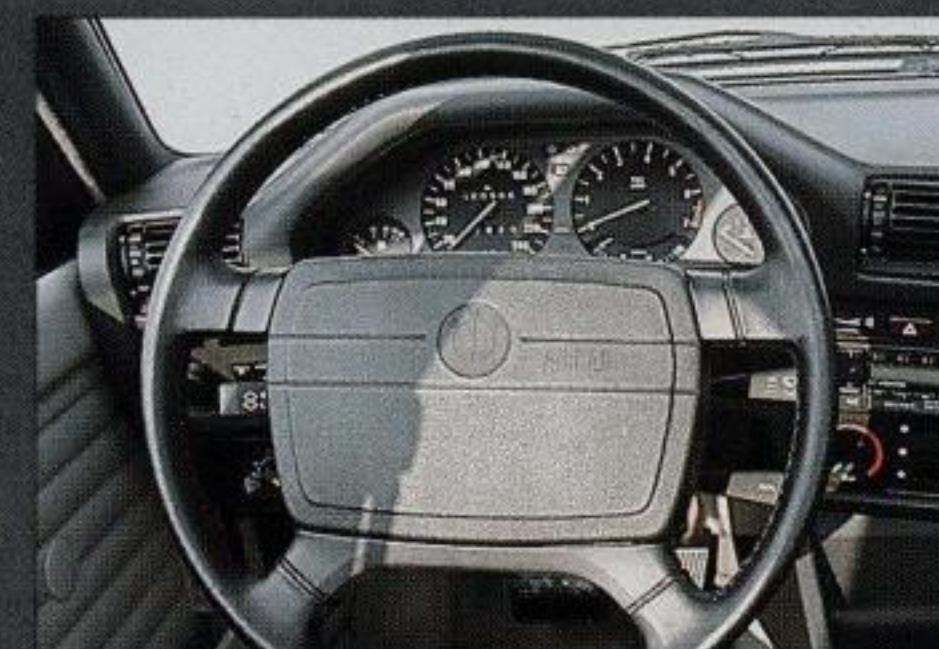
Power steering is also available as an option for the 324d.

The assistance is automatically varied as a function of engine speed.

Maximum assistance is provided when parking to guarantee absolute steering ease, while the servo effect is then considerably reduced at higher speeds to ensure good directional stability, a perfect feel of the road and accurate steering with only slight movements of the steering wheel.

The BMW 4-speed overdrive-type automatic transmission with converter lock-up clutch is available as an option at extra charge.

Particularly in city traffic, the driver is fully relieved of the need to shift gears and can therefore concentrate even better on the traffic around him.



9 The switch for the electrically adjustable rear-view mirror is integrated in the side strip on the driver's door for maximum convenience.

Photo 1, optional extras: headlight range control, BMW BAVARIA CASSETTE DIGITAL radio



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The BMW pre-heating system.

Pre-heating and ready-to-start are shown clearly by two separate signs (2, 3), which also have two additional functions. Should one or several of the heater plugs be defective, the »ready-to-start« light will not come on, thus telling the driver to have his car checked by a dealer. And a deficiency in the pre-heater control unit will be shown by the pre-heater light flashing on and off. A special time relay will switch off the heater plugs if the engine is not started within about 10 seconds following the »ready-to-start« signal. This helps to preserve the battery as well as the heater plugs themselves.



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**BMW 324 d:
Optimum interior com-
fort for first-class
refinement and fatigue-
free motoring.**

Inside the 324 d you will see even more clearly from the wide range of stand-ard features, the superior quality and finish that this car belongs to the small group of really exclusive automobiles. This resemblance is borne out, for example, by the high standard of passive safety provided by the BMW safety system. The entire interior is systematically padded, metal surfaces and edges are covered by soft materials and impact-absorbing components.

With the highest standard of motoring comfort and practical functions.

The front seats of the 324 d are made of several upholstery layers for highly efficient ventilation in the seat and backrest area and good dissipation of heat. The seats combine an ideal seating position through their design and upholstery with excellent side support. With its extra padding, the higher thigh support also helps to optimise the ergonomics of the seats. The seat springs and vehicle suspension represent one functional unit and are therefore carefully matched to fit together. The front seat belts can be adjusted to two levels, the hip belts are fastened to the seats at both sides to ensure optimum belt geometry. The new attachment of the belt latch on the front seat belts keeps the opening mechanism within easy reach and prevents it from slipping to the side. The high quality of the seats is reflected by the headrests adjustable for angle and with an extra-soft foam centre-piece. Both the backrest and seat height are adjusted individually by one and the same lever. The seat height and angle may also be set to an optimum ergonomic position, thus enabling the driver and front passenger to choose the individual position that suits them best.

Optional extras: electric window lifts, rear-view mirror on front passenger's door, radio



The fittings and appointments of the 324d: Everything you would expect of a really demanding car.

The 324d comes exclusively as a four-door saloon. Large doors with wide opening angles provide easy access also to the rear. The ergonomically designed rear seats with individual body contour provide a secure seating position. The seat belt locks are recessed in plastic shells at the bottom of the rear-seat backrest where they are always available and within easy reach. Upholstery with an active breathing effect helps to keep the driver and his passengers comfortable and relaxed. Kneeroom for the rear-seat passengers is increased by the concave contour of the front-seat backrests at the rear.

The heating and ventilation system: Providing a pleasant atmosphere inside for comfortable and relaxed motoring in all kinds of weather.

The heating and ventilation system of the BMW 324d is designed to provide perfect all-round visibility and a maximum exchange of air even under extreme conditions.

This is made possible both by the high-performance four-stage blower and the heating with its quick response. The rear window is naturally heated. The body design of the 3 Series provides a good basis for efficient temperature control and a pleasant atmosphere inside the car. With good streamlining but without the windscreen, side windows and rear window being raked to an extreme angle.

This largely avoids overheating of the interior in bright sunshine.

To satisfy even the most demanding consumer, the 324d is also available with air conditioning (7).

The 324d also comes with a wide range of special equipment.

Just a few examples of the special equipment available:

Airbag, 4-speed automatic transmission, cruise control, central locking with safety lock, heated rear-view mirror on driver's and front passenger's door, heated door lock and screen-washer nozzles, steel sliding/vent roof (5) operated either manually or electrically, electric window lifts (8) for convenient use with or without the ignition switched on (either front only or front and rear).

Front-seat heating, centre armrest at the rear to improve motoring comfort, rear-seat headrests.

Headlight range control of low beam, special windscreen cleaner in conjunction with the headlight wash/wipe, rear-window sunblind, anti-theft warning system, ski-sack (for up to four pairs of skis) including centre armrest at the rear.

BMW 324d:
With all the advantages of a diesel.
Plus the merits of a BMW.

The new 324d is a unique synthesis of motoring refinement, dynamism, economy and environmental care – a car that is both sensible and fascinating in one.

And it will make the diesel concept appeal to purchasers not interested in this kind of drive system so far – either due to their own experience in the past or as a certain prejudice.

So no matter whether you are already a dedicated diesel driver or regard the diesel above all as the right alternative in our day and age, the 324d offers you an entirely new thrill of diesel motoring.

And the best way to get to know the BMW 324d is a test drive.

Your BMW dealer will be happy to advise you on all purchasing, financing and leasing arrangements.

Optional extras: metallic paintwork, steel sliding/vent roof, foglamps, radio



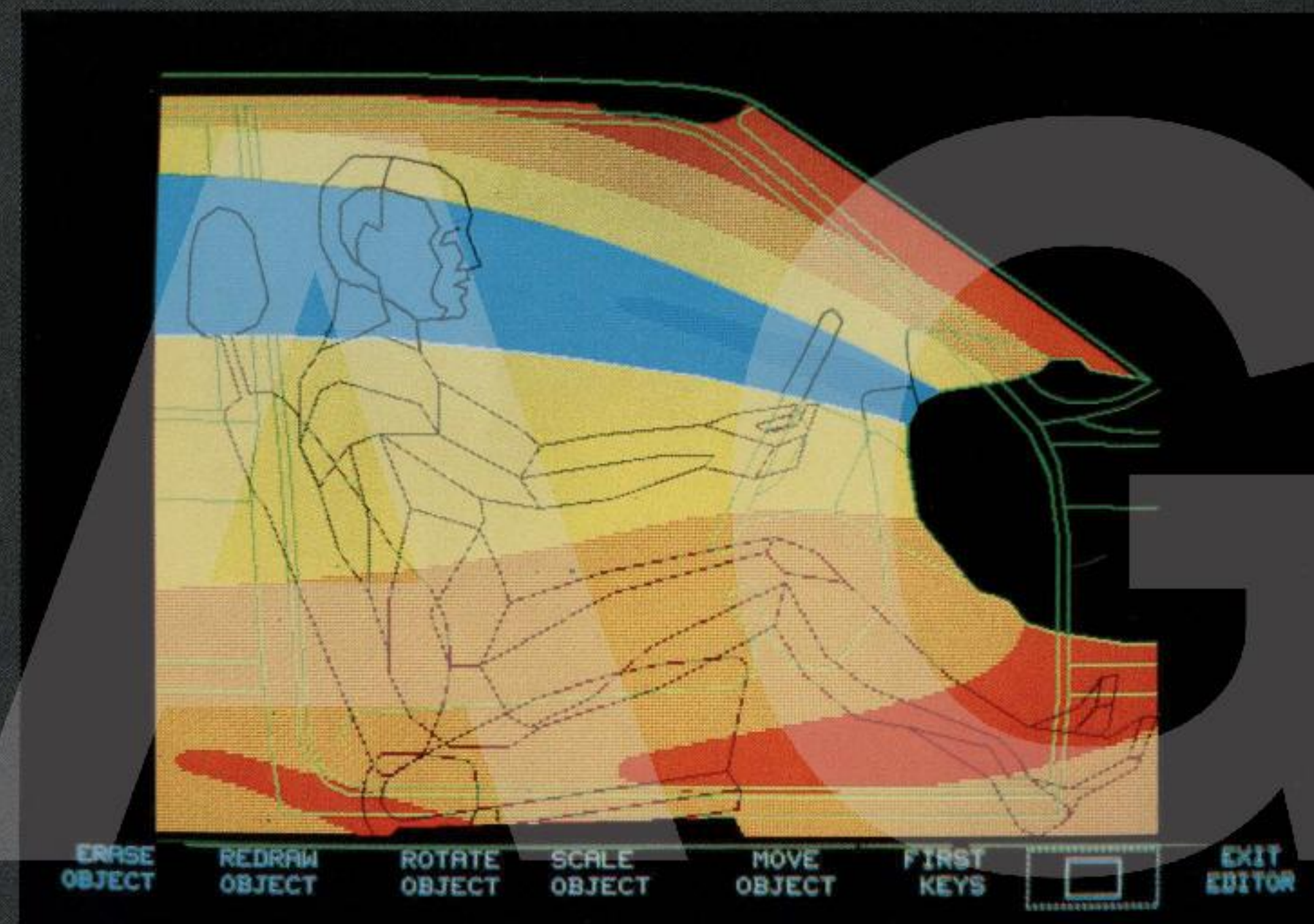
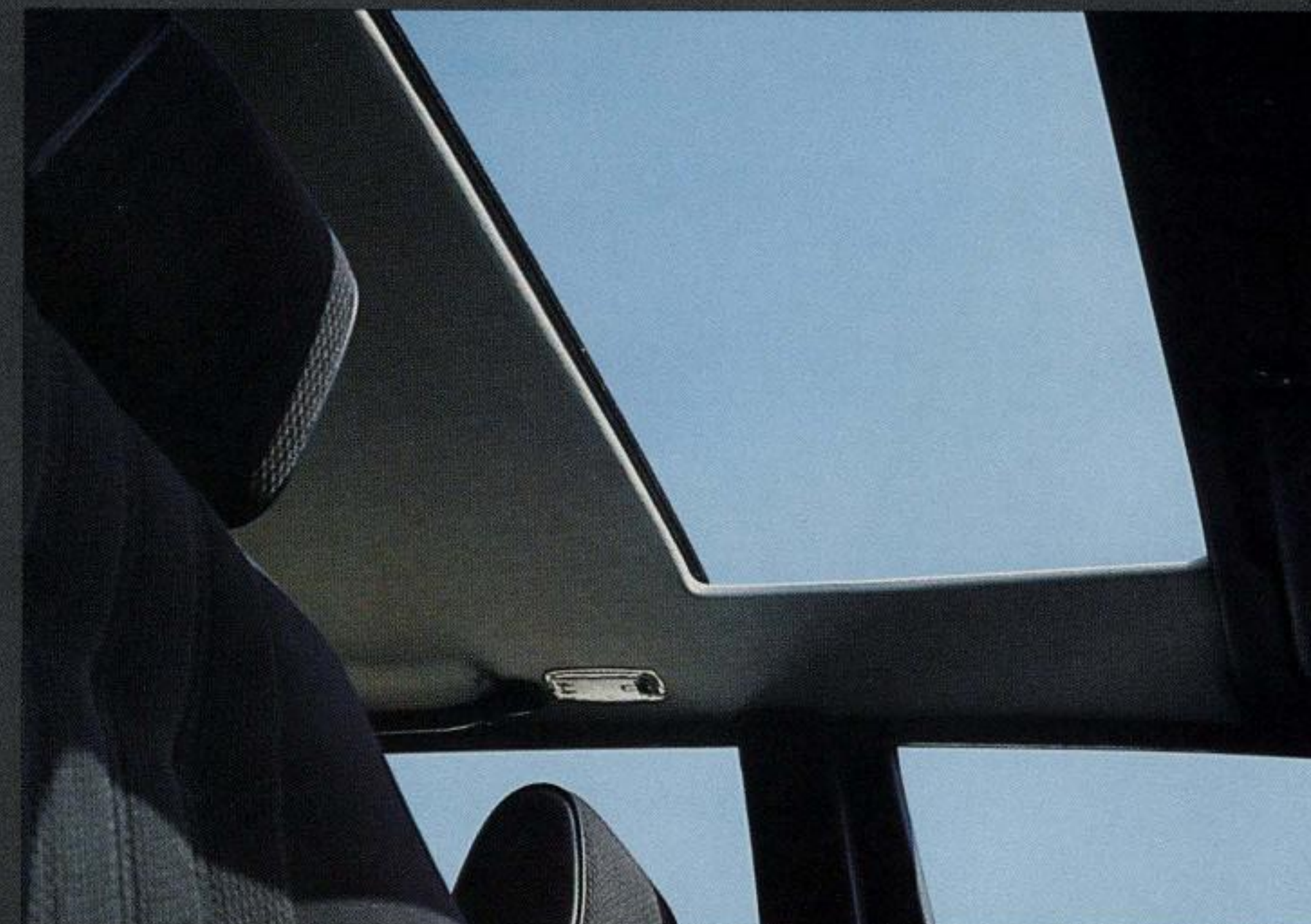


Fig 6 presents the stratified temperatures in the passenger compartment. The carefully conceived ventilation and heating system provides draught-free fresh air zones at head level and a warm flow of air to the windows, footwells and rear-seat area whenever required.

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Photo 1, optional extras: electric window lifts, rear-seat head restraints, centre armrest at the rear

Photo 4, optional extras: metallic paintwork, BMW light-alloy wheels, electric steel sliding/vent roof, foglamps, rear-view mirror on front passenger's door, rear-seat head restraints, sunblind

Photo 2, optional extra: leather upholstery

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Optional extras: metallic paintwork, BMW light-alloy wheels, rear-view mirror on front passenger's door, anti-theft warning system, rear-seat head restraints, sunblind



Specifications (provisional) BMW 324d

Bodywork

Four-door saloon, monocoque all-steel bodywork welded to the floor assembly, torsionally rigid safety cell on all planes, front and rear crumple zones with predetermined deformation, integrated roof crossbar, all-round reinforcement

Dimensions, Weights

Length 4325 mm, width 1645 mm, height (unladen) 1380 mm, wheelbase 2570 mm, track, front 1407 mm, rear 1415 mm, turning circle 10.5 m; elbow width, front 1348 mm, rear 1404 mm
Luggage compartment capacity to VDA standard 404 ltr; fuel tank 55 ltr
Weight, unladen 1155 kg (automatic transmission model 1175 kg), max permissible weight 1615 kg (automatic transmission model 1635 kg); permitted load 460 kg (automatic transmission model 460 kg); permitted roof load 75 kg
Max permissible trailer load, braked 1200 kg (up to max 12% incline), unbraked 500 kg
(The unladen weight, as quoted, applies to cars with standard fittings plus 75 kg driver's weight in accordance with EEC directive 70/156. Optional extras and special equipment increase this figure and reduce the permitted load accordingly.)

Engine

Water-cooled, 6-cylinder, 4-stroke inline diesel engine with turbulence chamber concept, longitudinally mounted and inclined at the front, light-alloy cylinder head, crossflow principle, camshaft running in 7 bearings, crankshaft running in 7 bearings with 12 counterweights, torsional vibration damper, two-mass flywheel, distributor-type diesel injection pump; temperature-related idle speed increase, hydraulic choke/accelerator, coasting cut-off, viscous-coupled fan controlled by temperature and engine speed; remote engine encapsulation and sound-deadening with lining of engine compartment lid, side panels and bulkhead, engine compartment underfloor cover front and rear
Capacity, effective 2443 cc, output 63 kW (86 bhp) at 4600 rpm
Torque 152 Nm at 2500 rpm; compression ratio 22:1

Transmission, Suspension

Hydraulically actuated single-plate dry clutch with plate spring, offset spring and automatic adjustment for wear
5-speed gearbox with synchromesh also on reserve gear: I 3.72; II 2.02; III 1.32; IV 1.00; V 0.80; R 3.45;
final drive ratio 3.45:1
Standard drive: Engine at the front, power transmission to rear wheels
Front suspension: Single-joint spring strut front axle with small positive steering roll radius and brake dive compensation, stabilizer bar
Rear suspension: Independent suspension on semi-trailing arms swept back by 15°, squat compensation when accelerating and braking, separate spring/shock absorbers; safety steering column, rack-and-pinion steering with variable steering transmission ratio
BMW 5 1/2 J x 14 steel wheels, 175/70 R 1484 S steel radials
Twin-circuit braking system with brake servo, rear axle brake pressure governor, asbestos-free brake linings; front: fist calliper disc brakes, sensor for brake lining wear indicator on front left wheel
rear: drum brakes with automatic compensation for brake wear, handbrake acting mechanically on the rear wheels, handbrake lever located at the side at an angle from the driver

Performance, Fuel Consumption

Top speed 165 km/h (automatic transmission model 156 km/h)
Acceleration from 0 to 100 km/h in 16.1 sec (automatic transmission model 18.5 sec)
Standing-start kilometre in 37.0 sec (automatic transmission model 38.8 sec)

Fuel consumption in ltr/100 km to DIN 70 030 Part 1, diesel fuel	5-speed gearbox	4-speed automatic transmission with overdrive-type 4th gear
at a constant 90 km/h	5.0	5.0
at a constant 120 km/h	6.9	6.8
in city traffic	8.7	9.2

Exterior Fittings

All-round parking protection through wrap-around, rubber-trimmed bumpers and rubber side rubbing strips; integral, extra-deep front air dam with opening behind the number plate, engine compartment lid supported by torsional spring and gas pressure spring, engine compartment lid extending upwards at the rear
Laminated windscreen, heated rear window; rear-view mirror on driver's door adjustable electrically from inside (with switches integrated in armrest); chrome strips in door frame; fuel tank filler cover with holder for tank cap and "Diesel" label, lockable fuel tank filler cap (with universal key for all locks)
Hollow-cavity preservation, undersealing: 6-year warranty against rust breaking through from the inside provided rustproofing is checked annually

Interior Fittings

Full velour carpeting of the interior, velour fleece on the rear shelf, flair velour roof lining with sun visors to match, storage facilities: in the large, illuminated glove compartment, on the instrument panel, in the centre console at the front, in the propeller shaft cover at the rear and in storage boxes in the front doors; armrests on the front doors with integral grab handles, roof grab handles with clothes hooks at the rear, safety ashtray and cigar lighter, illuminated ashtray for rear seat passengers on the propeller shaft cover, foam-padded 4-spoke steering wheel, dia 380 mm, with large padded central boss and 4 wide horn buttons, gear stick knob secured in position with gear shift diagram, foot support at the left
Safety padding on the front roof columns and special lining on the centre columns, amply padded instrument panel with rounded-off corners and edges, knee protection below the instrument panel; anti-dazzle safety rear-view mirror, door locks with safety anti-burst strikers, childproof safety locks at the rear
Seats: Reclining front seats with fine adjustment of backrests, driver's and front passenger's seats adjustable individually for height, easy longitudinal seat adjustment by means of roller bearings, front head restraints adjustable for angle and height and detachable by means of push-button catch
3-point inertia-reel seat belts on the front seats with covered reel and pivoting system for the bottom anchorage points (both anchorage points on the front seats), seat belt lock with covered button at the side and spring-loaded latch
3-point inertia-reel seat belts on the outside rear seats and hip belt in the middle, seat belt locks recessed in backrest
Luggage compartment: Fleece carpeting on the floor and side panels, sound-proofing mat, stowage boxes, toolbox in the luggage compartment lid, spare wheel beneath luggage compartment floor with roll-up cover, luggage compartment illumination with contact switch, protection strip on the top

Electrical System

Dual halogen headlights with two-stage reflector for the low beam, lights switch off automatically with the ignition;integrated rear fog warning light, two reversing lights
Instrument panel: Instruments and controls grouped in a semi-circular layout around the driver; instrument cluster with electronic speedometer, trip counter, rev counter, analogue clock in centre console with electronic adjustment, service interval indicator (SI), fuel gauge and coolant temperature gauge; "Diesel" label in fuel gauge; additional warning lights for fuel level, preheating, ready-to-go, handbrake pulled, brake lining wear and brake fluid level; infinitely adjustable, orange anti-dazzle illumination for instruments and controls, illuminated symbols and markings for switches, illuminated switch for hazard warning flashers, separate parking light switch, electrical screenwasher system with automatic wash/wipe and fingertip control, two wiper speeds, intermittent wipe, operated from the steering column; socket for rechargeable hand lamp (optional extra) in glove compartment, two interior lights with contact switches on all doors
Heating/ventilation: Fresh-air heater, independent of engine speed, with easily adjustable temperature control and output by push buttons and rotary knobs, quiet 4-stage blower, fixed-position defroster nozzles for the windscreen and side windows, fresh-air supply through 4 outlet grilles at the side and in the middle, cylindrical heater/fresh-air outlet with a wide range of vertical adjustment, horizontal adjustment and separate on/off control, illuminated heater diagram, forced extraction of stale air, rear passenger compartment heating
90 Ah battery in the luggage compartment (with connection socket in engine compartment for exterior starter); 80 A/1120 W alternator; countershaft starter with planetary gearing, fuel filter heating

Optional Extras

Contact your BMW dealer for information on sensible and individual optional extras for your BMW. Your dealer can provide you with special brochures and advertising material that offer detailed information on BMW's optional extras. Through careful design and production, BMW cars are already prepared for the installation of optional extras and special equipment. This guarantees perfect integration of such additional features.
All optional extras have been developed either by BMW or in close cooperation with BMW and thus fulfill maximum demands in terms of quality and functionality.

The models shown are fitted according to the specifications applicable in West Germany.
According to the requirements of particular export markets, alterations in models, standard and optional equipment, as described in the text and illustrations, may occur.
For precise information, please contact your BMW importer or dealer.
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