



**BMW**

**1602**

**1802**

**2002**

**2002 tii**

**1802 touring**

**2002 touring**

**2002 tii touring**





For sheer driving pleasure.

BMW has raised this claim as its principle. And with the BMW model range 1602, 1802, 2002, 2002 tii and touring, the target of consistent driving performance was achieved. Economic dimensions, handling, manoeuvrability, acceleration, and youthful performance: these features characterise the continually improved development of the fascinating models of this successful series.

They have set standards.

Their fascination lies in the understatement of their quiet superiority. They are more powerful than larger, easier to handle than smaller, and more sophisticated than older ones. Clear cut, logical, without compromise. The above average performance and proverbial driving safety of BMWs, condensed into compact, traffic conscious dimensions, is the safe concept for the future. This enables superior participation in traffic at all times. The result. Sheer driving pleasure.

Plain, clear cut styling in compact dimensions. Produced today with tomorrow in mind. Designed as a solution to performance, manoeuvrability, and handling. Low waist-line, ideal centre of gravity, generous window areas, for good all round viewing.

Rectangular, well displayed, four chamber rear lights give the saloon prominent emphasis and optical safety.

Sporty, perforated wheels guide the air stream directly to the brakes. Wheel nuts and hub protectors are chrome plated.

Black, dazzle-free wiper arms, black resistant radiator grill.

The alternative for still more interior room at reduced total length: the BMW touring. Sporty fastback. Variable, ideal interior for touring, especially practical with the rear tail-gate.

Special leaflets are available for the models BMW 2002 turbo and BMW 2002 Cabrio.

It is the harmony of performance and smooth running that makes BMWs power unit superior. The stealthy power is unfolded in the combustion chambers, which are laid out as swirl action chambers: the fuel-air mixture is swirled evenly and is soft and clean-burning for the environment.

This technical know-how provides excellent acceleration and cruising speeds, with reserves of power instantly available for overtaking. And finally, provides for a vitality, a better condition for the driver: the high flexibility combines with the vibration-free rotation in the crank assembly, characteristics which protect driver and material from fatigue.

In addition to the provision of the combustion there is the mechanical precision of moving parts. Through careful electronically calculated balance-crank-shaft with 5 main bearings—through overhead cam-shaft and overhead valves in inverted V-arrangement, BMW realises the ideal principle of the reliable, economical piston engine with the smoothness of a turbine.

Engines gave BMW their name and recognition. Experts view BMW power units as the best in the world.

The 4 cylinder carburettor engine of the BMW 1602: 85 DIN HP (bhp) at 5700 rpm. Maximum torque at 13.2 mkg. Acceleration from 0–100 km/h in 12.8 seconds.

The 4 cylinder carburettor engine of the BMW 1802: 90 DIN HP (bhp) at 5250 rpm. Maximum torque at 14.6 mkg. Acceleration from 0–100 km/h in 11.8 seconds.

The 4 cylinder carburettor engine of the BMW 2002: 100 DIN HP (bhp) at 5500 rpm. Maximum torque at 16 mkg. Acceleration from 0–100 km/h in 10.9 seconds.

The 4 cylinder fuel injection engine of the BMW 2002 tii Kugelfischer system. Highly precise metering of air-fuel ratio, hence increased performance: 130 DIN HP (bhp) at 5800 rpm. Maximum torque at 18.1 mkg. Acceleration from 0–100 km/h in 9.4 seconds. Top speed 186 km/h (115 mph).





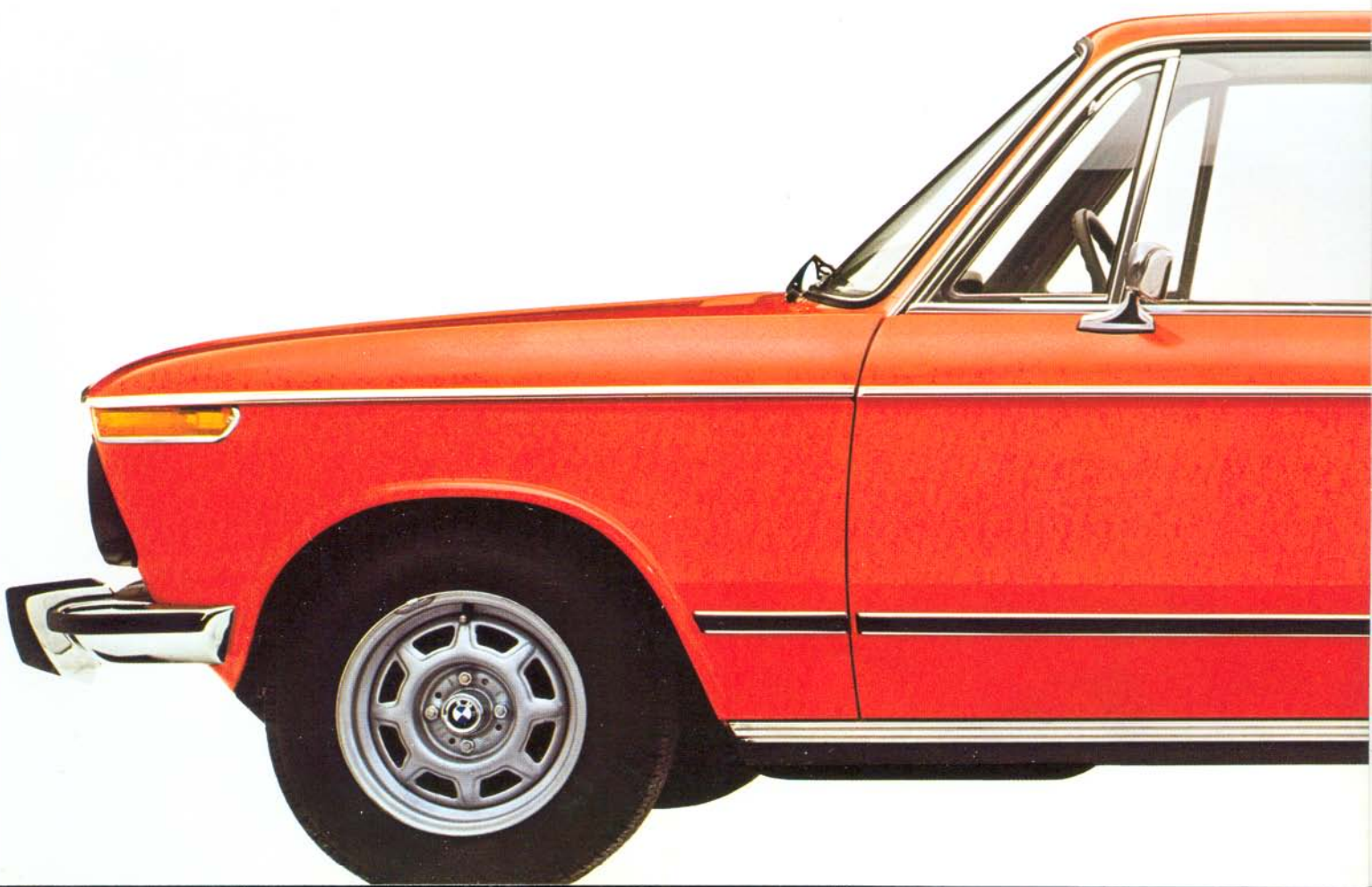








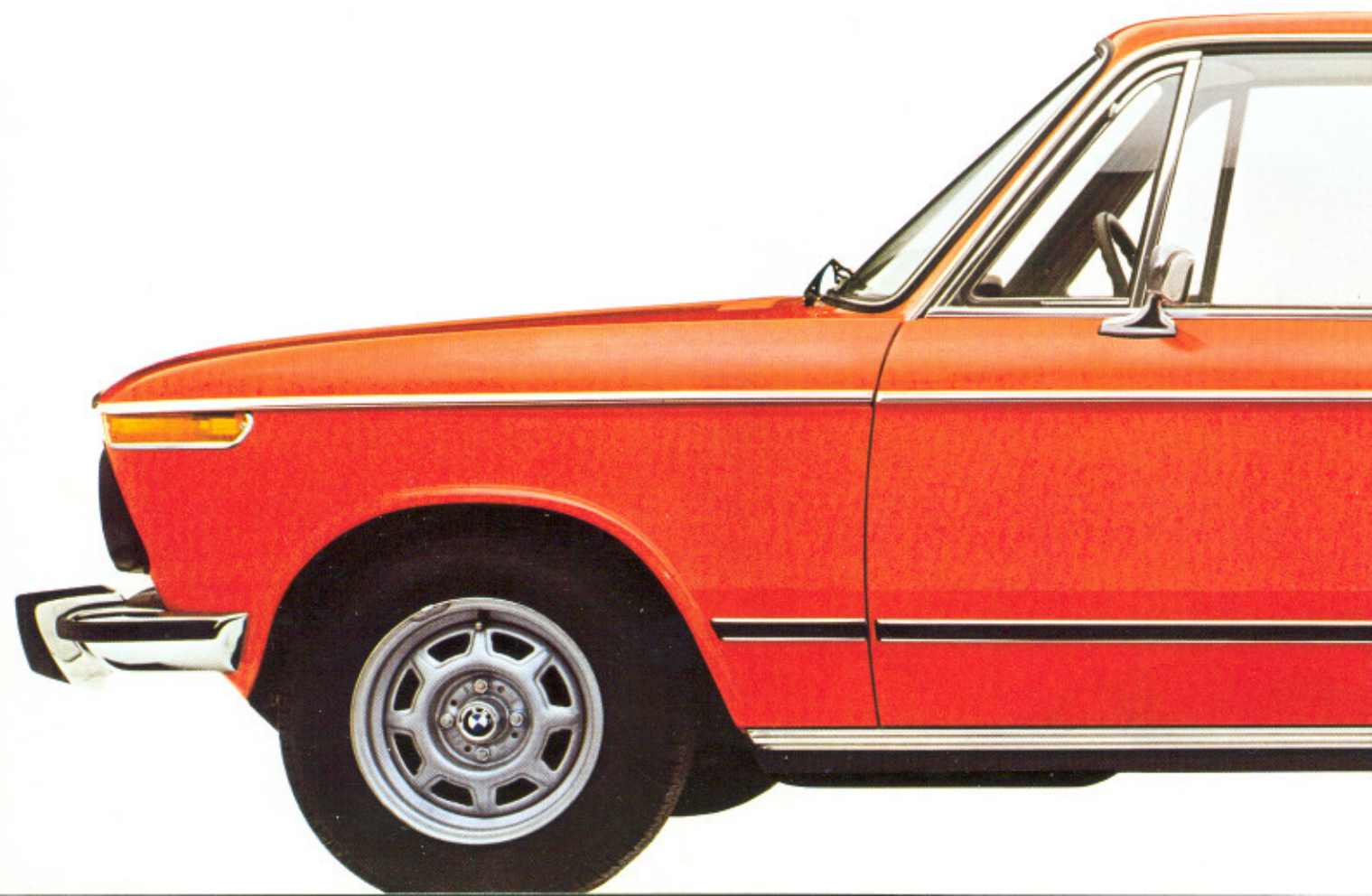




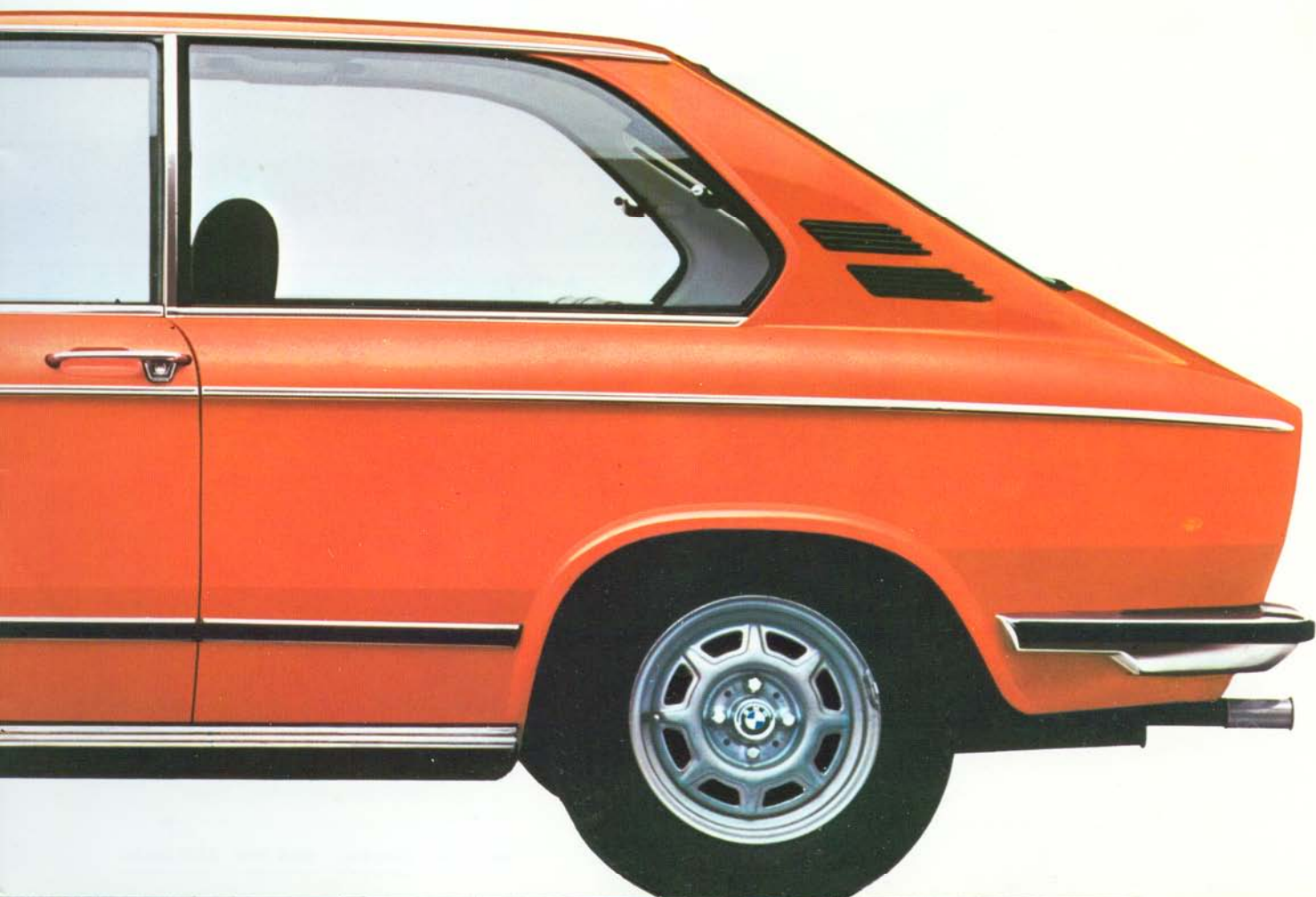




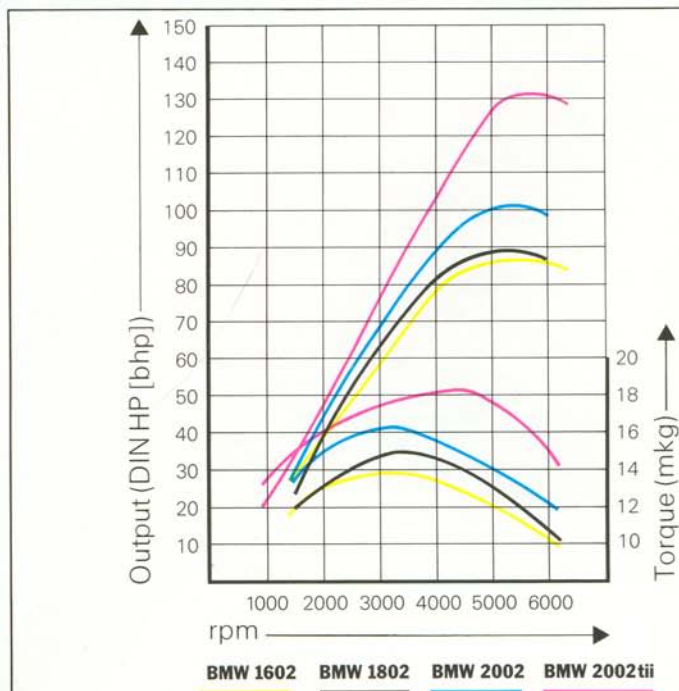
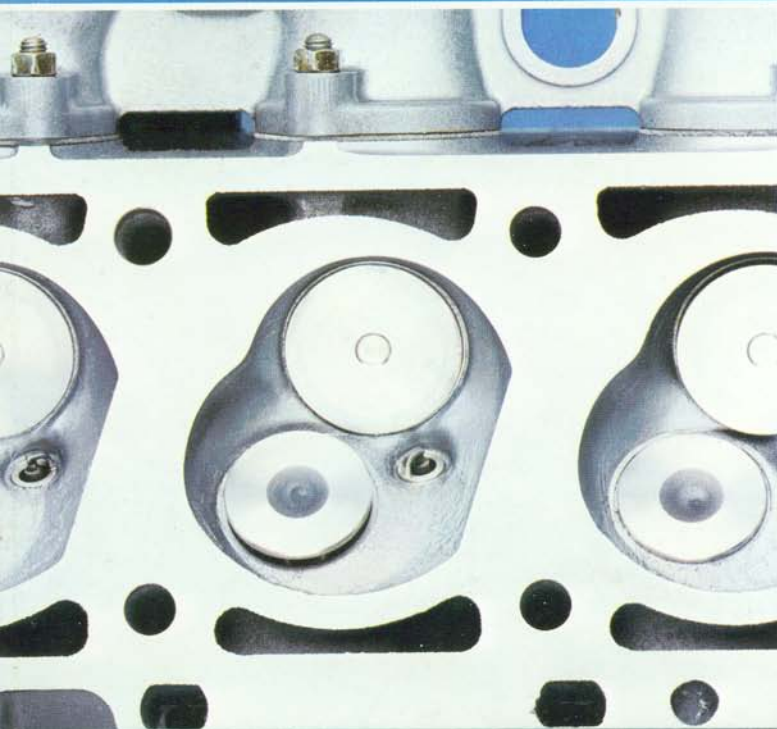
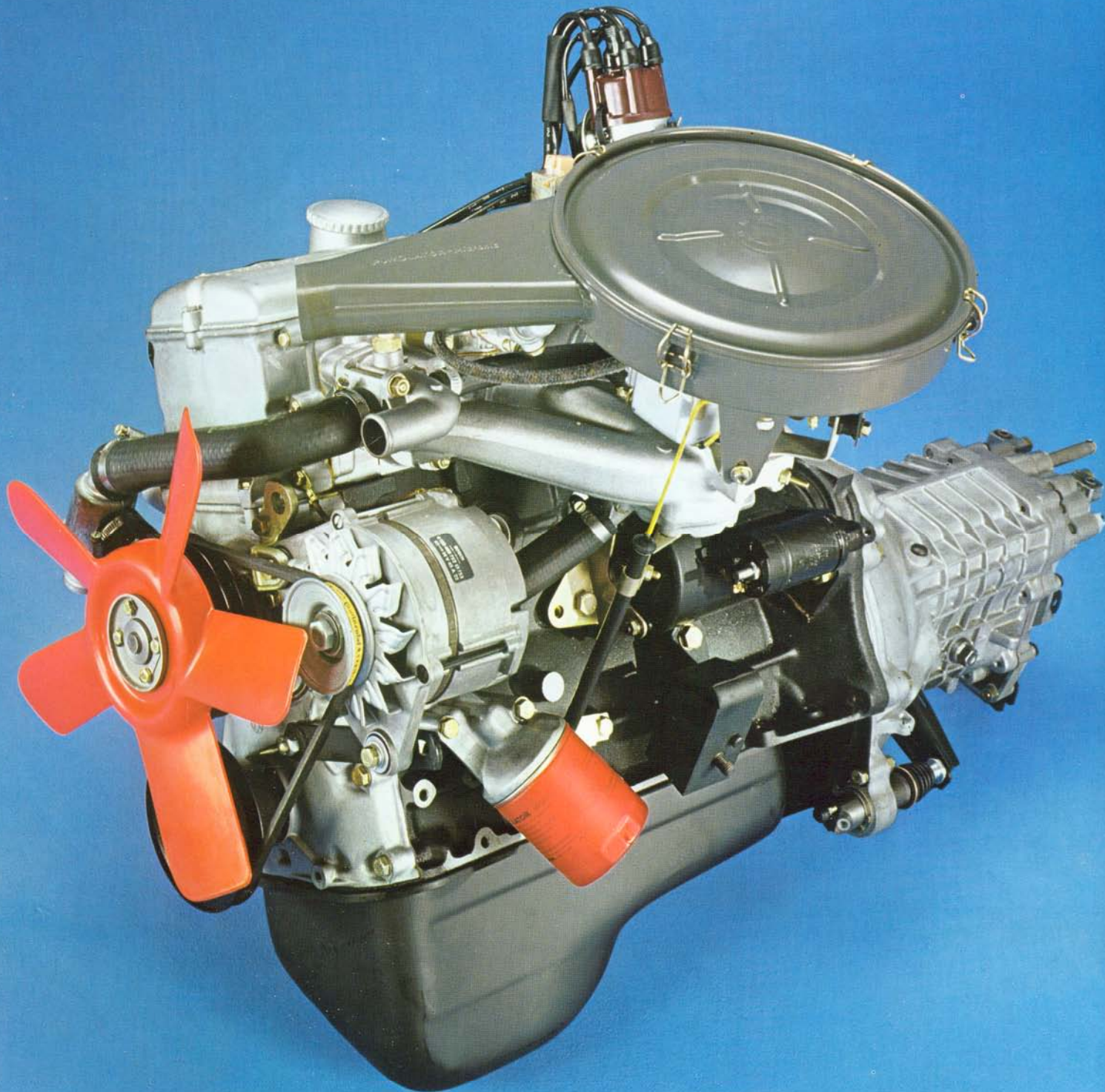




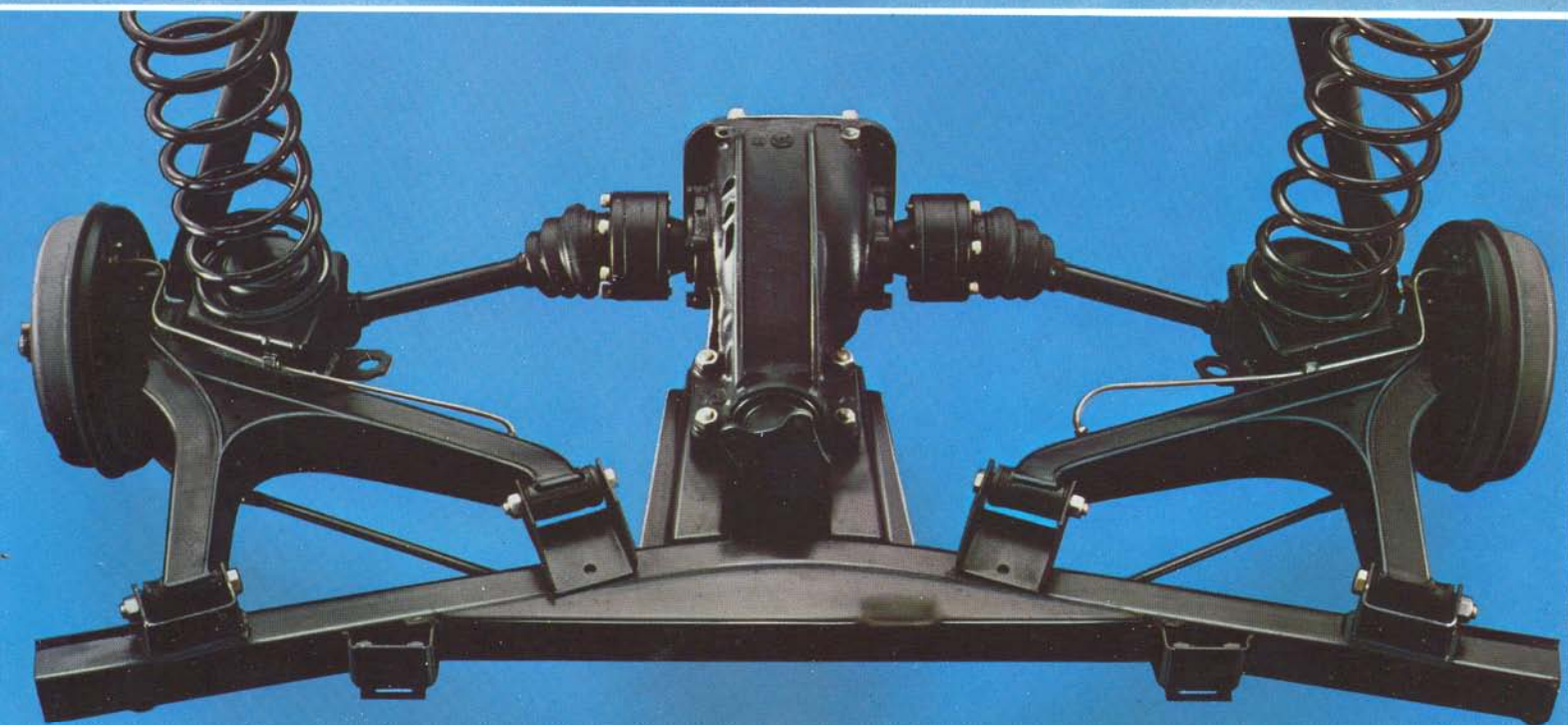
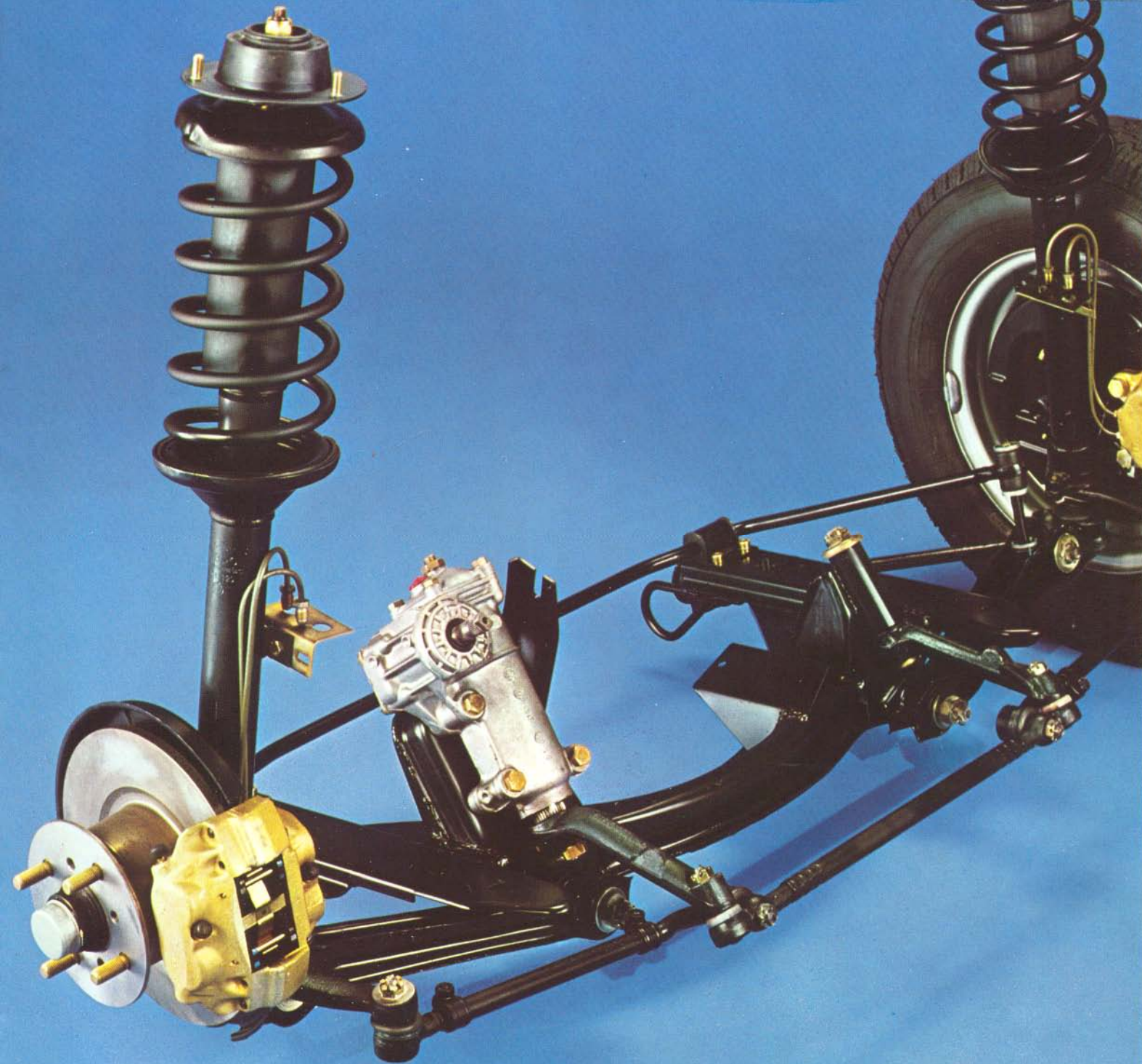








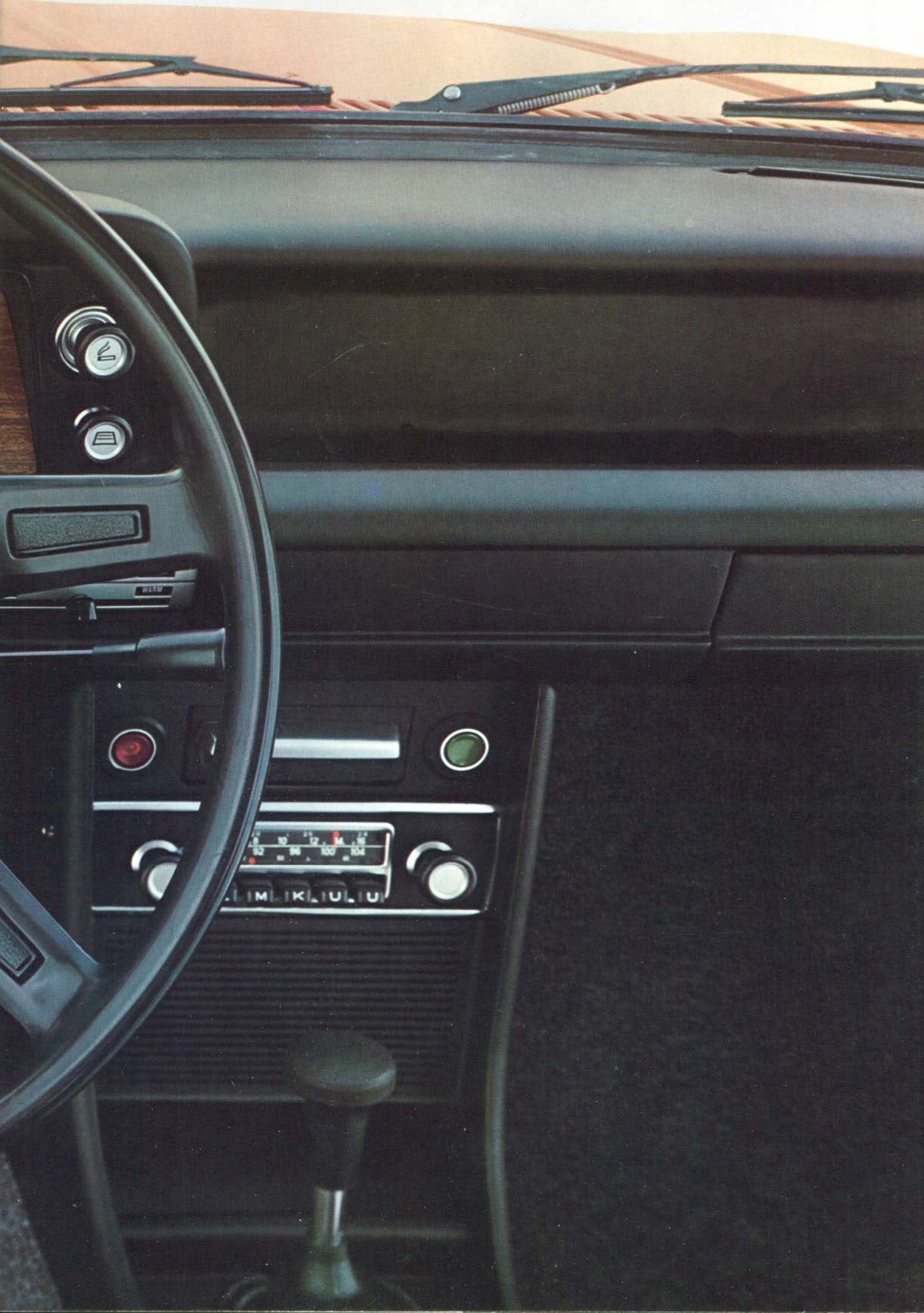




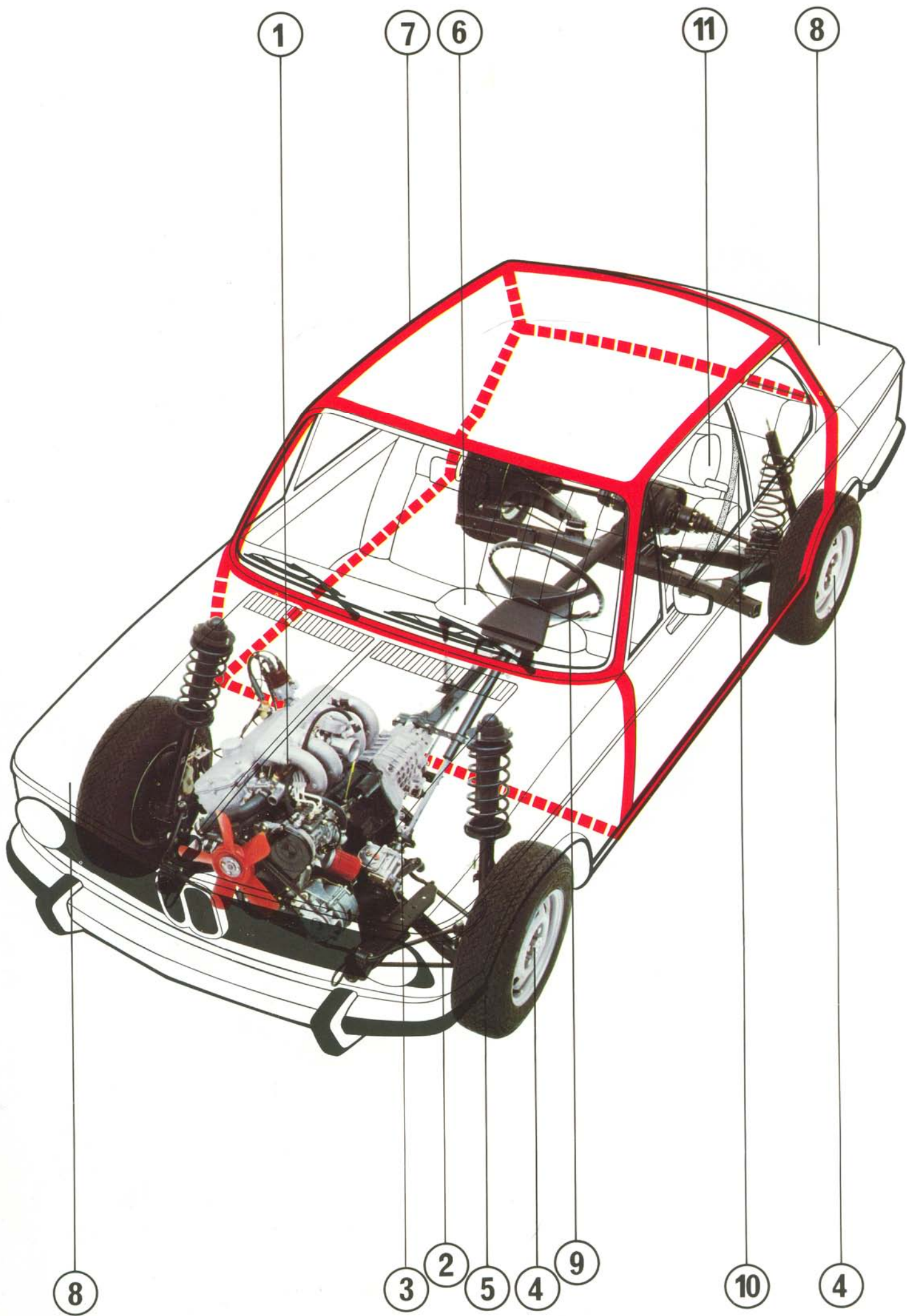














The chassis matched to the high performance of the power unit, offers more safety than BMW drivers require for everyday motoring. Its design reflects a section of automobile history. When this started to become generally accepted, BMW already had ten years head start in producing from their excellent chassis. This brilliant chassis which still sets an example today: independent suspension, spring struts at the front, inclined semi-trailing arms at the rear.

The pivots of the semi-trailing arms in the rear are positioned inclined towards the body: ensuring accurate lateral adhesion.

The entirety reflects the care given to the details. BMW chassis offer the driver the safety to react calmly even on difficult cornering. They guarantee maximum road-holding and sensitive contact with the road. The steering geometry of the spring strut axle reduces the sensitivity of the chassis to damage from bad road surfaces, and neutralises developing centrifugal forces, on even the sharpest corners.

The safety of the brakes conforms to driving safety standards. A duplex twin-circuit brake system with disc brakes in the front and drum brakes in the rear ensure that the braking effect is still above the legal requirement, even if one circuit fails. The brake servo makes braking noticeably easier.

This elaborately detailed input, and the fine tuning of one group of elements to another, explains the exemplary steering, braking, and driving characteristics, in every situation, on every road, at any speed.

## **Active safety**

### **1 Power Unit**

The powerful power unit with its inherently smooth running conserves the fitness of the driver and reduces overtaking manoeuvres and accident risk.

### **2 Suspension**

The BMW safety chassis has become an example. Even in critical situations it allows for the correction of driving errors.

### **3 Steering**

The exact steering can cope with any driving situation. Safe, un-erring, straight running, even when obstructed.

### **4 Brakes**

The duplex twin-circuit brake system with brake servo gives sufficient braking effect, even on the failure of one circuit, to exceed the legal requirement.

### **5 Tyres**

Tyres, chassis, and power unit are balanced with the utmost care for optimum road-holding and highest comfort.

### **6 Layout of the Cockpit**

BMW lays out the interior according to the strictest lines of functional design. Operating safety, spontaneously legible instruments, safe piloting thanks to the body-contoured seating.

All these details are the result of year long research and together add up to maximum driving safety.

## **Passive safety**

### **7 Safety Cell**

The passenger cell is specially rigid and remains almost undamaged in any kind of accident. The doors remain closed on impact. However, they can be opened after an accident.

### **8 Crumple Zones**

Front and rear form the crumple zone which absorb the force of the impact. Steering column and steering gear lie outside the deformation zones. Through this, the forward thrust of the steering column is reduced to a minimum.

### **9 Steering System**

The boss of the 4 spoke safety steering wheel deforms at minor impact.

### **10 Safety Belts**

As standard, BMW fits 3point anchorage safety belts in the front.

### **11 Headrests**

Height adjustable headrests in the front, fitted as standard protect the neck.

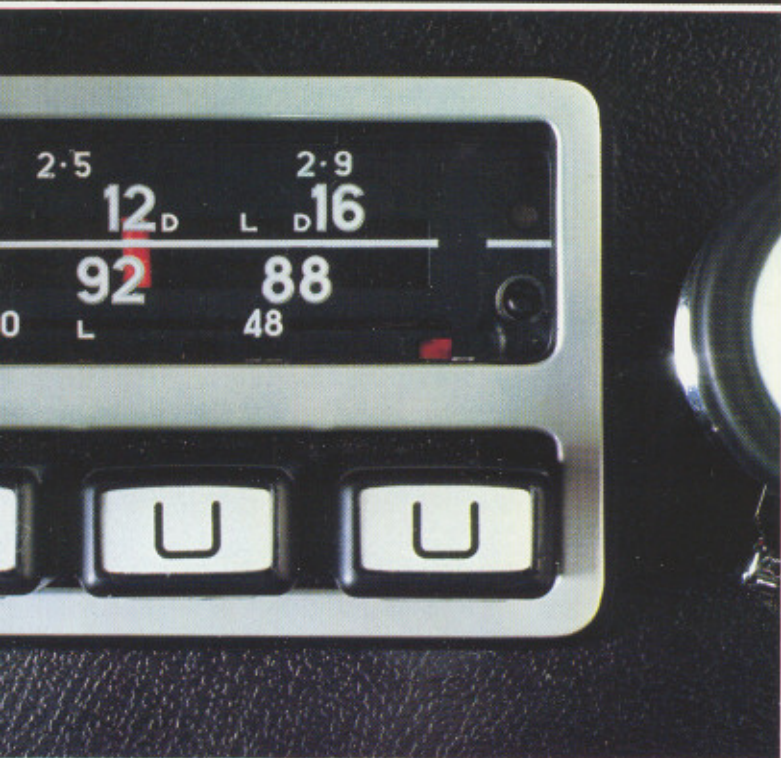














The functional comfort of the small BMW is shown in the cockpit. The comfortable seats are body-contoured. They give rigid lateral support when cornering, immediate driving awareness, consciousness of the contact between chassis and road, and conserve the energy of the driver on long journeys.

The front seats are reclining. Their headrests and 3point anchorage safety belts (with automatic winder if required) are part of the standard comfort-safety equipment.

The bench seat in the rear, with bucket-shaped backrests, offers the comfort of individual seating. The touring models have single seats which can be folded down.

All controls are easy to reach. The round instruments (in the 2002 tii, enhanced by a rev. counter) are large, clear and anti-dazzle, whilst the telltale lights for oil pressure, hand brake, fuel reserve, choke, hazard warning lights, battery charge, direction indicator and high beam, can be seen in a single glance. The accurately adjustable warm and fresh air ventilation is supported by a three speed high performance fan.

The BMW touring has the largest interior of this model range. The backrests of the rear seats can be folded down individually and fastened in this position with a single operation. Thus producing a horizontal, carpeted, loading area.

The extra room can be used in many different ways, for sport and leisure. For hunting, fishing, sailing, skiing, camping, cycling, for holidays, for business, and for a large family.

The weight of the third door in the rear is balanced by means of a gas pressure spring, enabling the door to be moved easily. As standard all touring models are equipped with heated rear window.

The fastback reduces air resistance: the touring is not an estate car, but a sporty though family-minded alternative to the conventional saloon. It is available in three versions.

BMW builds cars for the individualist. Therefore, BMW offers a range of special optional equipment with which the driver can equip, accentuate or complete his car in accordance with his individual taste.

Available for the various models in this range are:

Sport Parts:

5speed gear box, limited slip differential, oil cooler for automatic models, torsion bar stabiliser front and rear, steel thread radial tyres, sport rims, rev. counter light alloy sports wheels, sports bucket seats with headrests.

Optional Safety Features:

Laminated windscreen, halogen fog and additional spot light, tail fog lights, headlight wiper/washer, safety belts in the rear.

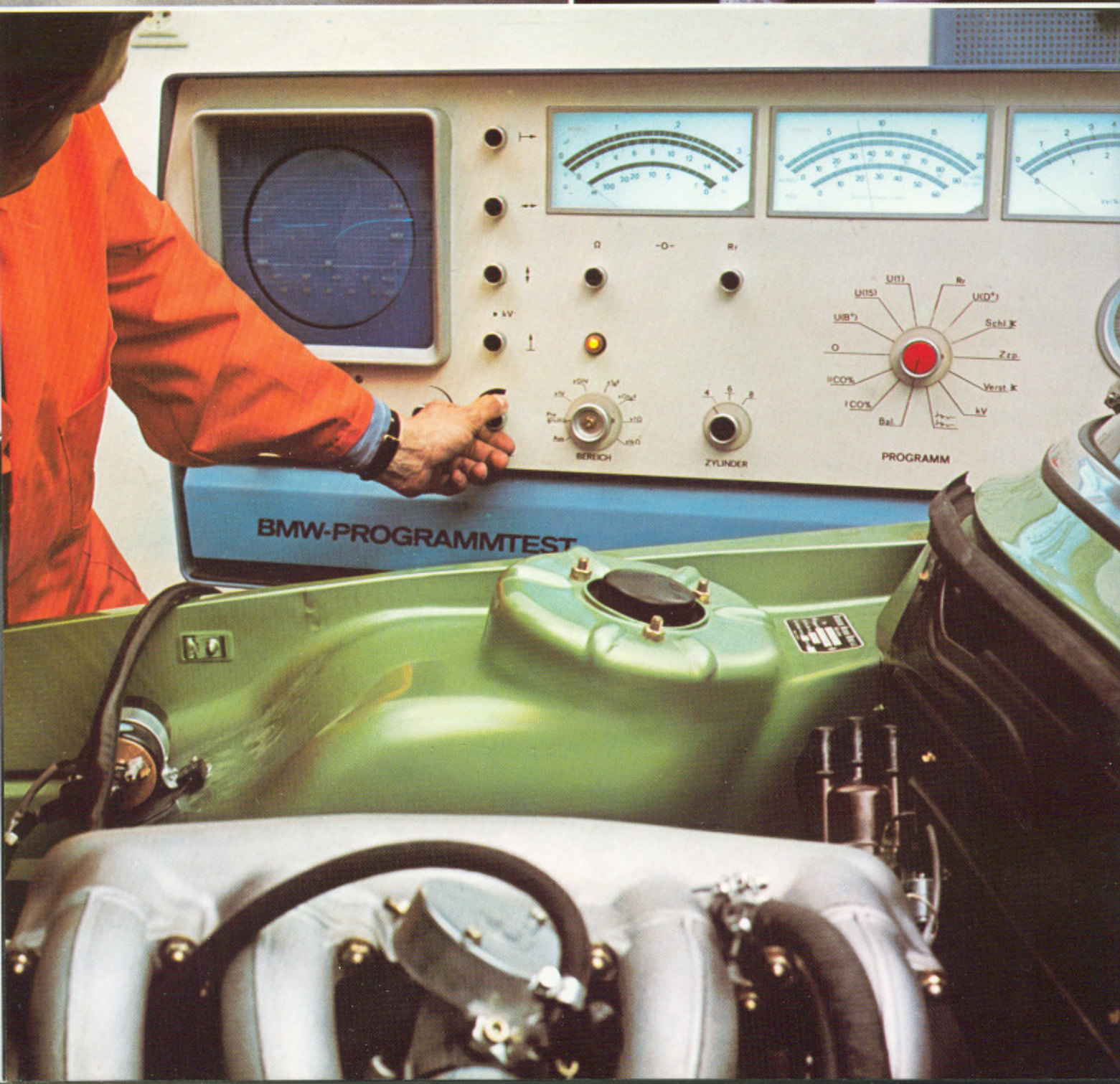
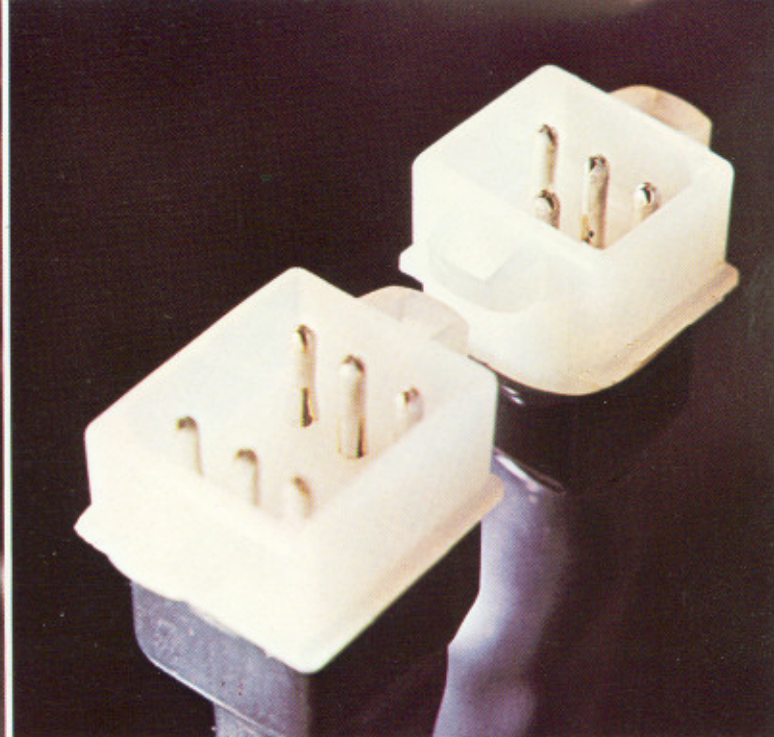
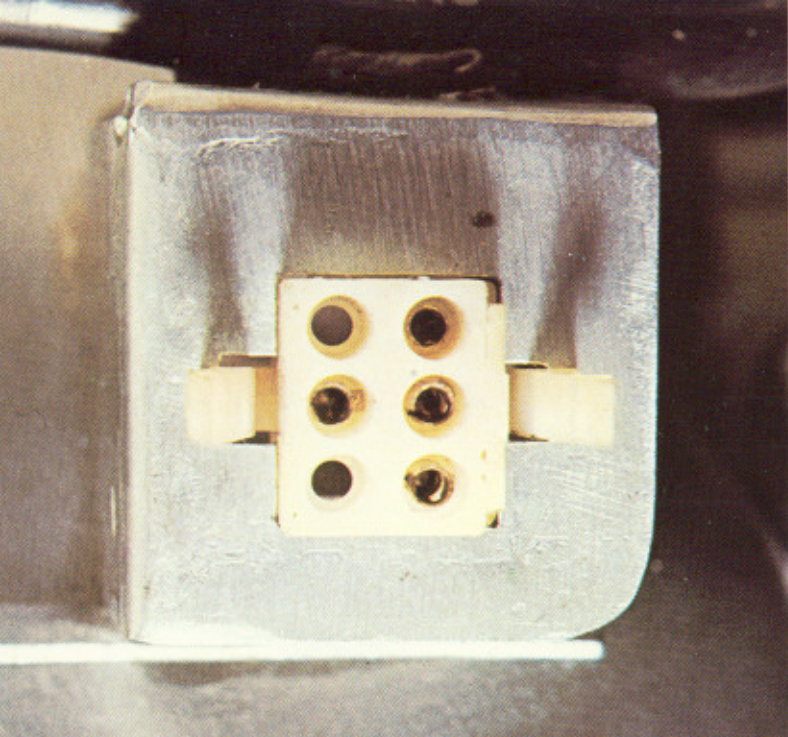
Optional Extras:

Leather upholstery, metallic paint and colour combinations

Automatic gearbox for BMW 2002, steel sun roof - mechanically or electrically operated, tinted windows, lockable petrol filler cap, choice of radio, and many other extras.

A detailed leaflet illustrates and describes the complete range of special equipment.







The advanced BMW service stations will give adequate attention to the technical refinements, precision, and perfection of these cars.

All standard BMWs are equipped with two contact points, to the body and to the engine block. Hence in the BMW electronic centre, performance and working order can be

diagnosed quickly and precisely—beginning and final control of the inspection are incorruptible—which is straight-forward and time saving, as is the supply of original BMW parts which are available at any time.

Service without reservation in more than 100 countries of the world.

## Technical Data

### BMW 1602

### BMW 1802

### BMW 1802 touring

### BMW 2002

### BMW 2002 touring

### BMW 2002 tii

### BMW 2002 tii touring

#### Measurements and Weights

Torsionally rigid all-steel bodywork welded to floor assembly, 2-door saloon (Touring models: 2-door with opening rear tailgate)

Length 4230 mm (166.5") Touring models 4110 mm (161.8") Width 1590 mm (62.6") Height (unladen) 1410 mm (55.5") Touring models 1380 mm (54.3") Wheelbase 2500 mm (98.4") Front and rear track 1342 mm (52.8") Turning circle 10.40 m (34.1 ft.) Door opening 1023 mm (40.30") Width at shoulder height, front 1290 mm (51.2") Width at shoulder height, rear 1260 mm (50.4") Luggage compartment approx. 450 l (15.75 cu.ft.) (Touring models: variable size) Fuel tank 50 l (11 imp.gal.), 6 l (1.32 imp.gal.) reserve (Touring models: 52 l, 11.4 imp.gal.)

Weight unladen 970 kg (2139 lb.)

(Touring models 1030 kg, 2271 lb.)

Permitted load 400 kg (880 lb.)

(Touring models 420 kg, 924 lb.)

Permitted gross weight 1370 kg (3019 lb.)

(Touring models 1450 kg, 3197 lb.)

Permitted trailer load, braked 1200 kg (2645 lb.)

1200 kg (2645 lb.)

Permitted trailer load, unbraked 500 kg (1103 lb.)

Permitted roof load 75 kg (165 lb.)

Weight unladen 990 kg (2183 lb.)

(Touring models 1030 kg, 2271 lb.)

Permitted load 400 kg (880 lb.)

(Touring models 420 kg, 924 lb.)

Permitted gross weight 1390 kg (3063 lb.)

(Touring models 1450 kg, 3197 lb.)

Weight unladen 1010 kg (2227 lb.)

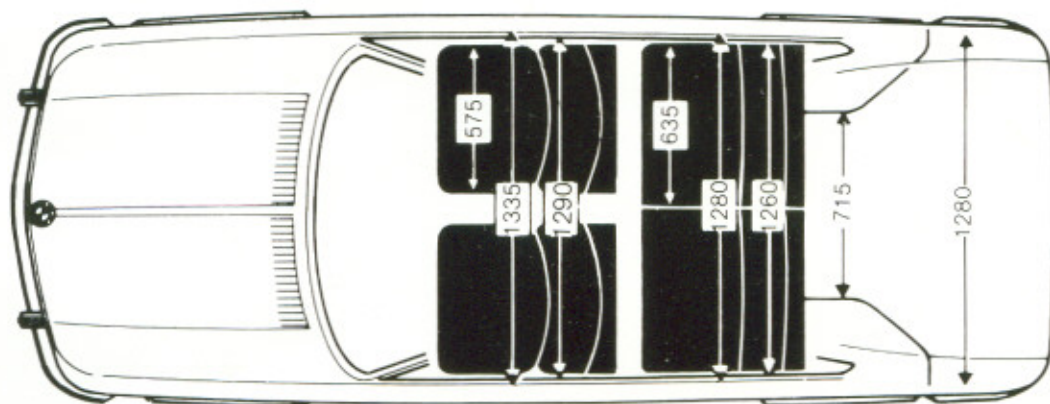
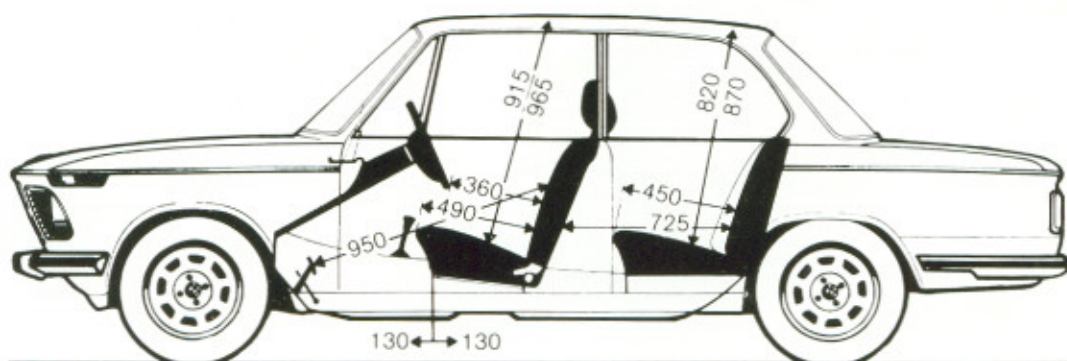
(Touring models 1030 kg, 2271 lb.)

Permitted load 400 kg (880 lb.)

(Touring models 420 kg, 924 lb.)

Permitted gross weight 1410 kg (3109 lb.)

(Touring models 1450 kg, 3197 lb.)





**BMW 1602****BMW 1802**  
**BMW 1802 touring****BMW 2002**  
**BMW 2002 touring****BMW 2002 tii**  
**BMW 2002 tii touring****Engine,  
Transmission,  
Performance**

4-cylinder, 4-stroke, in-line engine, longitudinally mounted, light alloy cylinder head, overhead camshaft, inclined overhead valves in V arrangement, pressure oil circulation with Eaton pump and full-flow oil filter, water cooling

5 bearing crankshaft with 4 counter weights		Triple hemisphere swirl action combustion chambers	
Capacity 1573 cc (95.9 cuin)	Capacity 1766 cc (107.8 cuin)	Capacity 1990 cc (121.4 cuin)	Capacity 1990 cc (121.4 cuin)
Stroke 71 mm (2.795")	Stroke 71 mm (2.795")	Stroke 80 mm (3.149")	Stroke 80 mm (3.149")
Bore 84 mm (3.307")	Bore 89 mm (3.504")	Bore 89 mm (3.504")	Bore 89 mm (3.504")
Output 85 BHP (62.6 kW) at 5700 rpm	Output 90 BHP (66.2 kW) at 5250 rpm	Output 100 BHP (73.6 kW) at 5500 rpm	Output 130 BHP (95.6 kW) at 5800 rpm
Torque 13.2 mkg (132 Nm) at 3500 rpm	Torque 14.6 mkg (146 Nm) at 3000 rpm	Torque 16.0 mkg (160 Nm) at 3500 rpm	Torque 18.1 mkg (181 Nm) at 4500 rpm
Compression ratio 8.6 : 1	Compression ratio 8.6 : 1	Compression ratio 8.5 : 1	Compression ratio 9.5 : 1
Down-draft carburettor with accelerator pump and choke		Kugelfischer injection pump	
Solex 38 PDSi		Solex 40 PDSi (2002 Automatic: Solex 32/32 DIDTA with automatic choke)	
Distributor with speed governor centrifugal and vacuum advance		Distributor with speed governor and centrifugal advance	

3-phase alternator 12 Volt, 630 Watt

Battery 12 Volt, 36 Ah

Battery 12 Volt, 44 Ah

Gearbox: 4-speed synchromesh I 3.764; II 2.02; III 1.32; IV 1.0; R 4.096

Final drive 4.11 : 1

Final drive 3.64 : 1

Max. speed 160 km/h (100 mph)  
Acceleration  
0 to 100 km/h (62 mph) in 12.8 sec.  
Fuel consumption in accordance with standard test method  
DIN 70030 9.6 l (2.1 Imp.gal)/100 km

Max. speed 165 km/h (103 mph)  
Acceleration  
0 to 100 km/h (62 mph) in 11.8 sec.  
Fuel consumption in accordance with standard test method  
DIN 70030 9.9 l (2.2 Imp.gal)/100 km

Max. speed 170 km/h (106 mph)  
Acceleration  
0 to 100 km/h (62 mph) in 10.9 sec.  
Fuel consumption in accordance with standard test method  
DIN 70030 10.0 l (2.2 Imp.gal)/100 km

Max. speed 186 km/h (115 mph)  
Acceleration  
0 to 100 km/h (62 mph) in 9.4 sec.  
Fuel consumption in accordance with standard test method  
DIN 70030 8.8 l (1.9 Imp.gal)/100 km

Average fuel consumption:  
8.6 l (1.89 Imp.gal)/100 km  
at 100 km/h (62 mph)  
7.6 l (1.67 Imp.gal)/100 km  
at 80 km/h (49.7 mph)

Average fuel consumption:  
8.3 l (1.83 Imp.gal)/100 km  
at 100 km/h (62 mph)  
7.2 l (1.58 Imp.gal)/100 km  
at 80 km/h (49.7 mph)

Average fuel consumption:  
8.1 l (1.78 Imp.gal)/100 km  
at 100 km/h (62 mph)  
6.9 l (1.52 Imp.gal)/100 km  
at 80 km/h (49.7 mph)

Average fuel consumption:  
7.6 l (1.67 Imp.gal)/100 km  
at 100 km/h (62 mph)  
6.6 l (1.32 Imp.gal)/100 km  
at 80 km/h (49.7 mph)

**Suspension  
and Brakes**

Front suspension: spring struts with wishbone, rubber bushes, coil springs  
Rear suspension: independent suspension, with inclined semi-trailing arms in rubber bushes.  
Coil springs with additional rubber springing

Front and rear torsion stabiliser

Safety steering column, ZF-Gemmer steering system with worm and roller, 3-piece track rod, overall steering ratio 17.57 : 1

Styled steel rims: 5 J x 13 H2

Tyres: Radial tyres 165 SR 13

Radial tyres 165 HR 13

Dual twin-circuit brake system with brake servo; front: 4-piston fixed caliper disc brakes with automatic pad wear compensation

Disc diameter 240 mm (9.55")

Disc diameter 256 mm (10.08")

Rear: Simplex drum brakes, self-centring shoes, hand brake acting mechanically on rear wheels

Drum diameter 200 mm (7.87")

Drum diameter 230 mm (9.06")

**Equipment**

Heating and ventilation: high performance fresh air heating with finely adjustable temperature control, 3-speed blower, air extraction at the rear window through boot lid vents - Touring models: extraction through rear roof pillars - (except for models with steel sun roof), demister vents for windscreen and front side windows

Rubber trimmed bumpers extended round to the side of the car, rubber trimmed rubbing strips mouldings at the sides, front rubber trimmed bumper overriders bonnet with spring release and safety lock, fully retractable crank windows at the front with quarter lights, rear side opening windows (Touring models: heated rear window)

Rust protection, undersealing

Instrument panel with speedometer, mileage and trip recorder, clock, fuel gauge, cooling water thermometer, cigar lighter, automatic cancellation of headlights when ignition is switched off, 2 reversing lights, interior light, high-powered horn, automatic windscreen washer, operated from the steering wheel, with 2 wiper speeds, infinitely variable instrument illumination. Additional tell tale warning lights: choke, fuel, hand brake.  
Easily accessible storage facilities: in the glove compartment, on the dashboard, in the central console, pockets on the front seat back rests and each side of the rear bench, safety ashtray in the instrument panel, 2 rear ashtrays, carpeted passenger compartment, (Touring models: carpeted luggage compartment), front reclining seats with infinitely adjustable and lockable back rests, door arm rests (with integral door handles), rear roof grab handles with clothes hooks, front head rests (adjustable and removable), front 3-point safety belts, 4-spoke steering wheel with large padded central and horn controls in each spoke (tii models also have foam padded steering wheels), tinted interior and wing mirrors (2002 upwards with anti-dazzle interior mirror)

(Touring models: individual rear seats with lockable back rests. Back rests fold down individually.  
Luggage compartment illumination)

Halogene H4 headlights

Rev. counter

**Optional  
Extras**

Front and rear torsion stabiliser, Halogene H4 headlights

5-speed gearbox, limited slip differential

Oil cooler for automatic models, steel reinforced radial tyres 165 HR 13, light alloy sports wheels with steel reinforced radial tyres 165 HR 13, rev. counter instead of clock, sports steering wheel (optionally 350 (13.78") or 380 mm (14.96") dia.), foam padded steering wheel in preparation, Recaro sports seats with head rests, laminated windscreen, halogene fog lights, tail fog light, additional halogen headlights, headlight wipers/washer, heated rear window (standard on Touring models), HD suspension (not Touring), front 3-point inertia reel safety belts, rear 2-point safety belts, second wing mirror, metallic paintwork, leatherette upholstery (on tii models at no extra charge), leather upholstery, front and rear bumper overriders, velours carpets, luggage compartment mat (not Touring), lockable glove compartment, lockable petrol filler cap, steel sun roof, electrically or mechanically operated, tinted windows, radios of various makes.









