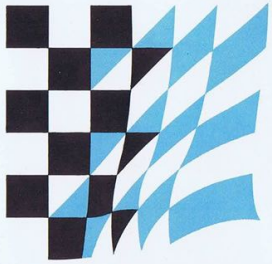
3.0 CS
3.0 CSi 3.0 CSL

A Coupé not only increases driving pleasure for those who do not need, or who no longer need, the space and 4 doors of a saloon. Family and professional reasons have persuaded many a sports car driver to change from a stream-lined 2-seater to a Coupé.



There is a simple reason why this choice is often a BMW: there is a perfect compromise between extreme sportiness with limited space and comfort, and extreme comfort with limited sportiness: the BMW Coupé represents a harmonious combination of the performance of a sports car and the comfort of a luxury saloon. A blend of sparkling driving characteristics and the spaciousness of a saloon.

For BMW, sportiness is no enemy of exclusivity; the two complement each other.

The BMW Coupé is a synthesis of maximum performance, maximum safety, maximum comfort and timeless elegant design. The appearance and behaviour of the BMW Coupé clearly demonstrate the aim of its designers: a dynamic and flexible car, at the same time elegant and comfortable in order to meet the high standards of the discerning driver. The BMW Coupé offers polished, sophisticated driving. Its performance and technical specifications ensure unique exclusivity.

Today's traffic dictates the same conditions for all classes of car.

In today's traffic conditions, a car of any class must be technically highly sophisticated, if a driver is to be able to master all driving situations with ease. It must transfer some of its flexibility and easy handling characteristics to the driver to assist him to judge traffic flow at a glance, to allow for errors and to make intelligent and responsible use of the technical superiority of his own vehicle. The BMW Coupé meets the standards expected in this respect of a top class international car.

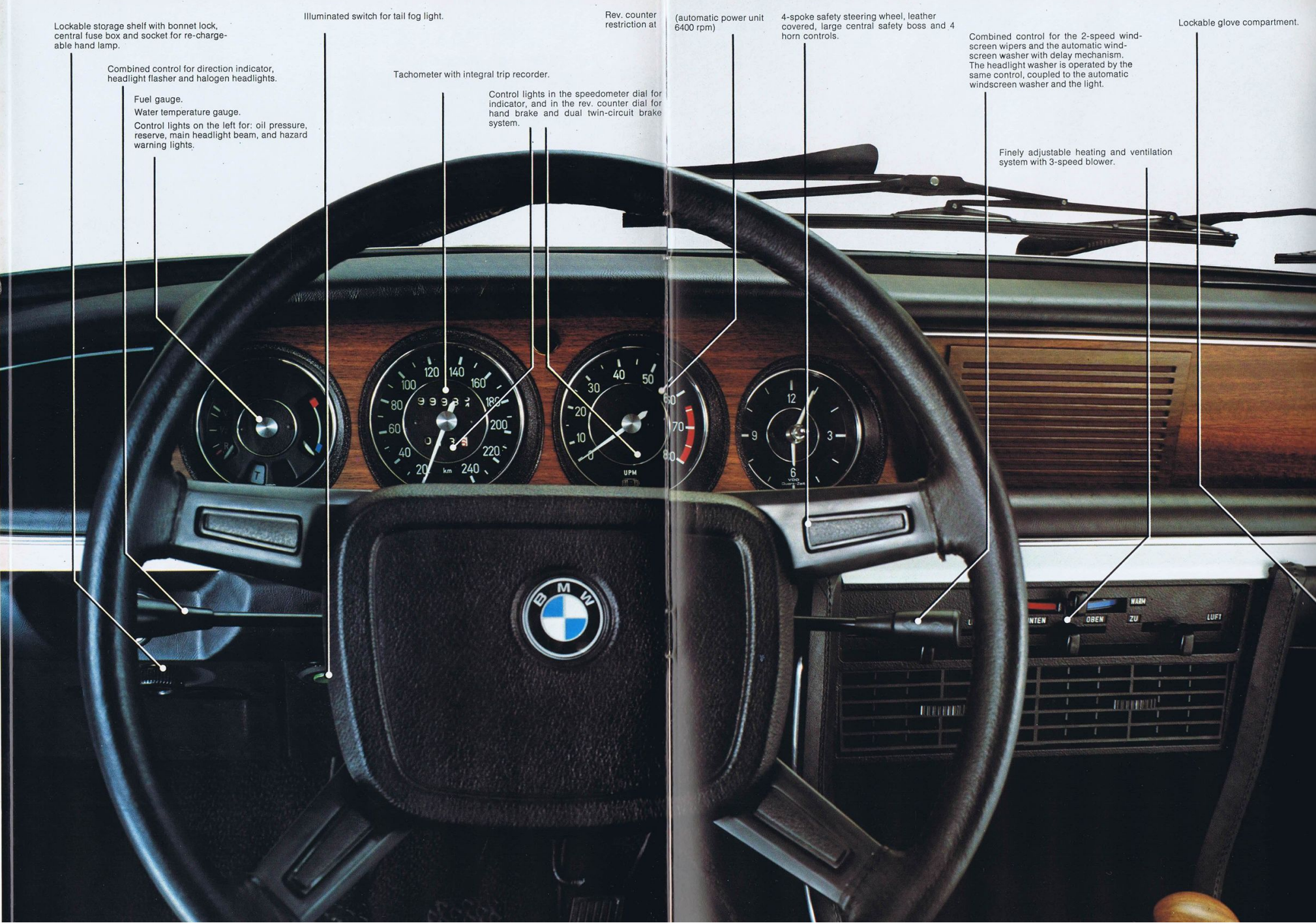
BMW ist not only the symbol of unique technology, but also of unique appearance.

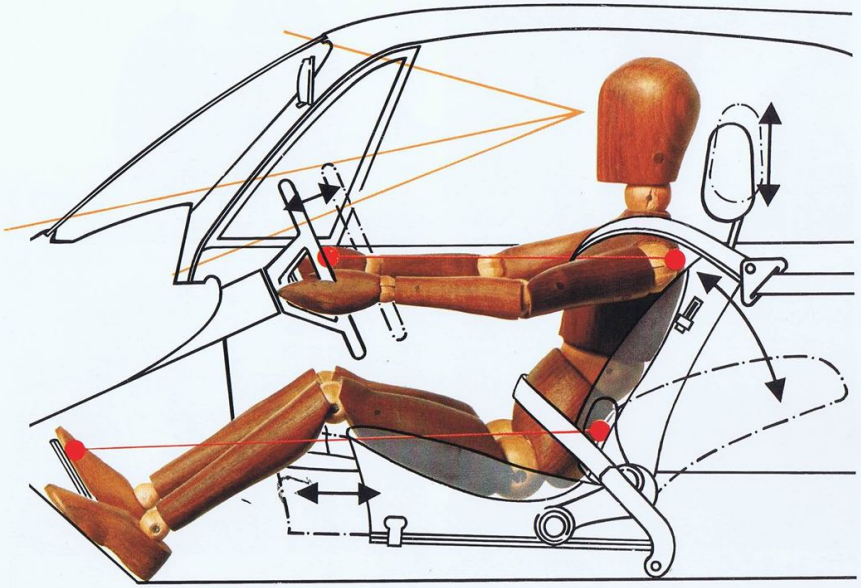
What is special about BMW cars is not only the way in which they differ from other cars, but also the features they have in common: the BMW Coupé also demonstrates that the unique BMW styling is never "haute couture", but always soberly utilitarian. Classic & sporty, never obtrusive or aggressive, but always vital and dynamic.

The BMW Coupé is characterised by a careful balance between bodywork and window area. In the interests of better visibility, the bodywork is restrained. The overall dimensions take account of today's traffic, the contours are long. The waist line is low and the whole impression is more compact than you would expect from the size of the interior. Optimum all-round visibility is achieved, both for the driver and other roadusers.


Lockable storage shelf with bonnet lock, central fuse box and socket for re-chargeable hand lamp.
Combined control for direction indicator, headlight flasher and halogen headlights.
Fuel gauge.
Water temperature gauge.
Control lights on the left for: oil pressure, reserve, main headlight beam, and hazard warning lights.
Illuminated switch for tail fog light.
Tachometer with integral trip recorder.
Control lights in the speedometer dial for indicator, and in the rev. counter dial for hand brake and dual twin-circuit brake system.
Rev. counter restriction at
km
UPM
BMW


U 541


Lockable storage shelf with bonnet lock, central fuse box and socket for re-chargeable hand lamp.
Combined control for direction indicator, headlight flasher and halogen headlights.
Fuel gauge.
Water temperature gauge.
Control lights on the left for: oil pressure, reserve, main headlight beam, and hazard warning lights.
Illuminated switch for tail fog light.
Tachometer with integral trip recorder.
Control lights in the speedometer dial for indicator, and in the rev. counter dial for hand brake and dual twin-circuit brake system.
Rev. counter restriction at (automatic power unit 6400 rpm)
4-spoke safety steering wheel, leather covered, large central safety boss and 4 horn controls.
Combined control for the 2-speed windscreen wipers and the automatic windscreen washer with delay mechanism. The headlight washer is operated by the same control, coupled to the automatic windscreen washer and the light.
Lockable glove compartment.
Finely adjustable heating and ventilation system with 3-speed blower.
km
UPM
WARM
ZU
LUFT
OBEN



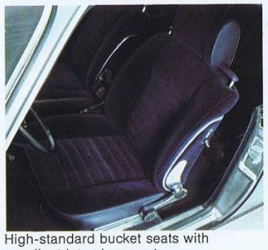
The formula for relief of physical and psychological strain on the driver is: BMW comfort.

The sitting and operating position of the driver determines the extent to which the design features of the car can be exploited. Great care has been taken, both in the design and the materials used, to ensure that the seats of the BMW Coupé comply with the strictest ergonomical requirements. They offer excellent support and a high degree of comfort, thanks to their optimum shape and the upholstery, which is carefully coordinated with the vehicle springs and shock absorbers. The moulded back rests give firm lateral support to the body.

Normally, you have to tailor yourself to fit a car. The BMW Coupé is tailored to fit you.

The adjustable steering wheel of the BMW Coupé, together with the horizontally adjustable driver's seat, allows the relationship to steering wheel and pedals to be altered to suit every arm and leg length: in order to help quick reactions, every driver can find the best steering position combined with the best leg position in relation to the pedals. In addition, the BMW Coupé is fitted with powerassisted steering in series production.

The sum total of these factors, which all contribute to relieve stress, gives the driver of the BMW Coupé – male or female – that feeling that transforms personal safety into safe driving.

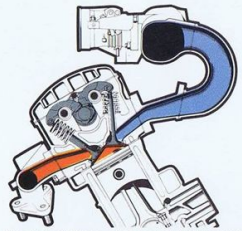


High-standard bucket seats with excellent lateral support.

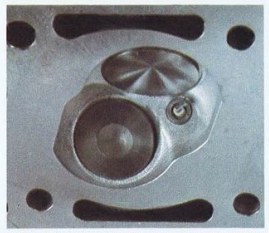
As much technical care has been given to the comfort of the passenger in the BMW Coupé as to that of the driver.

Safe driving is a question of reserves of power.

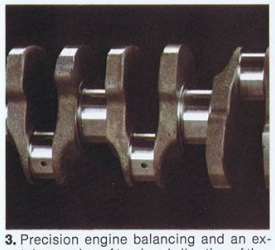
For BMW, performance is not an end in itself, but an essential factor of flexibility. The need to match traffic conditions is essential. Present traffic conditions demand both fast and slow movement. And alertness and adaptability from the road-user. This is easier and safer with a powerful vehicle than with an underpowered one. To overtake a 20 m lorry travelling at 80 km/h, from the same speed a powerful vehicle takes perhaps 300 m – where a less powerful vehicle takes 500 m or more. These are the metres that demonstrate the importance of high reserves of engine power.



1. Fuel feed lines and combustion in the BMW power unit: the arrangement of the fuel lines ensures flow. The overhead valves in V-arrangement, which are controlled by the overhead camshaft, are mounted at the best angle to the flow of fuel.



2. The triple hemissphere swirl action combustion chambers achieve optimum mixture distribution and smooth combustion. The result: unique development of power, favourable exhaust ratios and economic consumption.



3. Precision engine balancing and an exact dampening of torsional vibration of the crankshaft and crank mechanism ensure extremely quiet and turbine-like running.

One result of their technical concept is that BMW power units develop more output from less fuel.
Driven intelligently, BMW cars are therefore extremely economical at all speeds*, without losing any of their performance. This is different from those cars which can only be economical at the cost of performance.

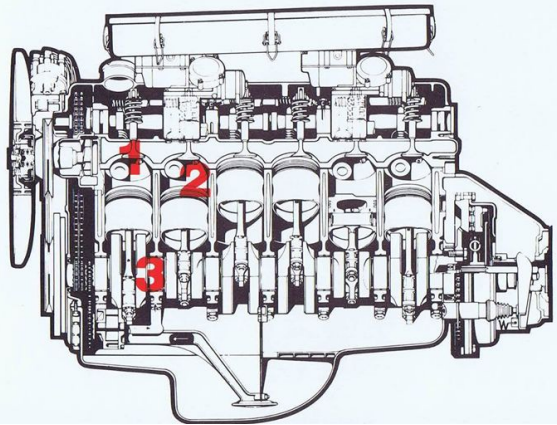
*Consumption at constant speed

	80 km/h	100 km/h
BMW 3.0 CS	8.5 l/100 km	9.6 l/100 km
BMW 3.0 CSi	8.7 l/100 km	9.8 l/100 km
BMW 3.0 CSL	8.7 l/100 km	9.8 l/100 km

BMW Six Cylinder – a unique combination of high performance, flexibility, smooth running and economy.

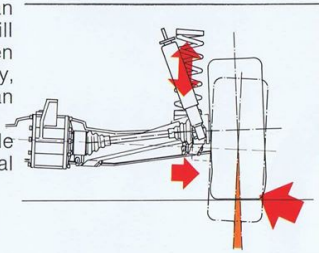
The unique output of every BMW power unit represents the culmination of far-reaching technical and physical research and an immense amount of experience in competition driving.
Apart from the high standard of the basic design, a wealth of refinements in the design of fuel feed lines, combustion system, valve and crank mechanism, lubricating and cooling systems, electrics and ignition, are necessary to ensure that racing engines with more than double the output of standard engines can stand up to maximum strains.

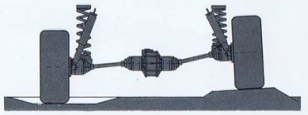
The technical knowledge gained in this way is the key to the excellent output and torque capacity of the standard BMW engine, from the smooth turbine-like development of power in all speed ranges, to the outstanding torsional capacity, and above all to their economy, which goes beyond the cubic capacity and performance of these engines.



The engine is the heart of a car, the chassis its conscience.

The basis of a safe car is its chassis. It must be able to withstand higher speeds than the car can travel. It must still have reserves of safety when the car has to swerve sharply, when only evasive action can save the day, or if the driver has to brake sharply. A flexible chassis is a form of technical life insurance.





The technical formula for this flexibility is: the BMW chassis.

The concept of the BMW chassis is one of the most efficient designs in the world. It is a decisive factor for proper control in traffic: in fast lanes, when changing lanes, during bumper to bumper driving, on bends, when braking and when driving under strain and fatiguefree conditions.

The BMW chassis: a unique synthesis of safety and comfort into the most comfortable form of high performance.

The performance of the BMW chassis rests on the combination of attention to design detail and extremely precise coordination.
In this way, a BMW combines smooth running characteristics and outstanding driving behaviour with a new level of comfort and sophistication.
A BMW proves that unusual driving characteristics can be achieved without sacrificing comfort.

With the BMW chassis, road holding is not a question of chance but of design.

The position of each individual wheel adapts itself to every driving and road situation in accordance with a predesigned support pattern. The result: the best possible lateral guidance when changing track and optimum road holding under all conditions.

An example: when steering into a bend or changing direction when travelling fast on a straight road, the outer wheel on the curve takes the camber suitable for the curve speed. This enables the chassis to develop greater powers of lateral guidance, in effect – it is better braced against the curve and permits a higher transverse acceleration.

The BMW Coupé has a braking system adapted to its extremely high performance that fully exploits the outstanding chassis & road-holding capacity in every situation. The BMW Coupé has a dual twin-circuit brake system, with internally ventilated disc brakes on all four wheels, a brake servo and a pressure regulator which meters brake pressure on the rear wheels. Over-braking is thus avoided. The hand brake acts on an additional drum brake combined with the rear wheel disc brakes.

For BMW, safety is systematic:
In extreme situations, a BMW does not collapse but yields.
Systematically.

BMW employ 12,000 people to put cars together systematically. But they don't start until a range of experts have first destroyed BMW cars systematically.
During BMW bodywork tests, the exact time lapse between vehicle deformation and the point at which safety measures become effective is researched, tested and improved to a state of perfection.

The interior of a BMW is not just a passenger compartment. But also a safety cell.

The result of BMW's extremely systematic research work is a safety combination for cars: the BMW "life support system". A wealth of separate, coordinated measures which complement each other in effectiveness.

1. The BMW Coupé has collapsible, impact-absorbing front and rear sections.

2. The passenger compartment will not collapse should the car overturn, thanks to specially designed front and back roof reinforcements.

3. The bonnet is designed so that it will deform at predetermined points, absorb impact forces and will not shatter the windscreen.

4. A specially designed tunnel and rigid bulkhead ensure that, in a head-on collision, engine and gearbox will be pushed downwards.

5. The safety locks ensure that the doors remain closed, but are still openable even after a head-on collision.

6. The safety steering column and the steering gear linkage are behind the front axle, i.e. outside the collapsible zones.

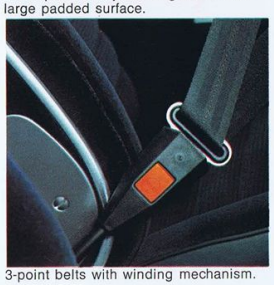
7. The fuel tank is in a protected zone.

8. The whole of the interior is padded to absorb shock waves. Instruments, as well as grab handles and mirror, are flexible and collapsible.

The bodywork is both passenger compartment and safety cell. It must be designed so that in any possible accident the impact forces are absorbed by the front and rear collapsible zones and the safety cell cabin remains untouched. In an extensive range of tests, BMW checked the resistance of the bodywork if the car overturned, in front/back, front/side and head-on collisions. As calculated, luggage and engine compartments crumpled.

The survival cell was always unharmed, the doors and windows could be opened.

Four-spoke safety steering wheel with large padded surface.



3-point belts with winding mechanism.

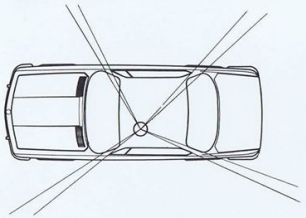
The instrument panel facing is resilient to impact.

With BMW you are buying safety. Do not give it away.

The safety system of a BMW can only have a passive effect on accident statistics. Only you the driver can actively change them. A collapsible zone can only help the driver who wears his seat belt. Wearing a seat belt is not a sign of fear. But of intelligence.

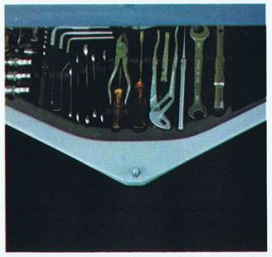
Safety door locks which do not burst open in a collision.

Safety is not only a question of technology. But also of reason.



See and be seen.

Excellent all-round visibility, thanks to large window areas with minimal blind spots and purposely narrow and safely designed front and rear roof pillars. In addition, the rear window can be heated. 4 powerful halogen headlights ensure a good view at night. The standard tail fog light also ensures that you will be seen in fog.



There are spare bulbs and fuses in the tool kit.

Continuity as a principle of success.

The history of the Bayerische Motoren Werke AG began with a world record height for aeroplane engines: i.e. a sporting event.

Following this beginning, the annals of sport are filled with BMW successes – irrefutable testimony to a constantly improving partnership between men and machines. This ideal of constructive unity led to even more efficient, sophisticated and safer series production cars. And in sporting events, more and more world records, titles and trophies.

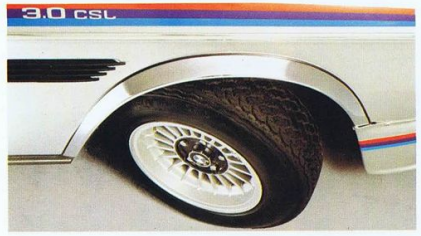
There is hardly a better example of this fruitful interchange on the basis of a unique design common to all BMW cars than the comparison of the victorious car in the 1941 Mille Miglia – the basis was the legendary BMW 328 – and the motor sports version of the BMW 3.0 CSL: the winner of the 1973 European racing car championship. A design that equally fascinates drivers and racing drivers and makes them successful.

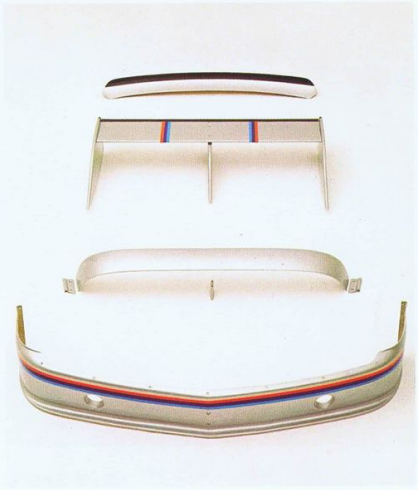
Racing and family cars: cause and effect.

The experience of a design team in preparing racing cars for competition – sometimes in unfavourable conditions, affects the attitude and behaviour of the team in a unique manner. The enthusiasm this team can produce when developing solutions and ideas under the pressure of sports competitions, is the basis for a unique attitude to the car.

Summary: If we are asked what we think of sport, we would reply: Thinking is a sport for us. BMW cars prove this.

BMW 3.0 CSL with special light-weight bodywork. Front and rear spoiler as well as air guides at the front are fitted in series production.The racing kit with the air guide, the rearfin and the rear wing is supplied as a separate kit.

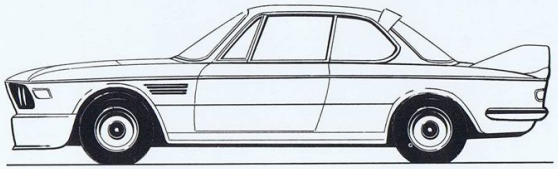




BMW 3.0 CSL:

Light alloy bonnet and outer door sections.
Bonnet secured by external retaining pins.
Sheet steel boot lid with fittings for mounting tail fins and wing.
Special "Verbel" glass laminated windscreen.
Heated rear window. Sekurit single plate-glass rigid door and back windows. Chrome wheel surrounds.
No front bumpers or rear bumper overriders. Rear bumper of weight-saving black plastic, no rubber padding.
Rear spoiler of fibre-glass reinforced plastic with a soft rubber edging strip.
Air guides on the front wing of black rubber.

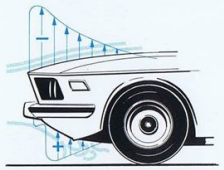
BMW 3.0 CSL – anatomy of a European champion.

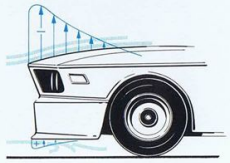


The BMW 3.0 CSL is a light-weight coupé, produced in small numbers and suitable for competition use. Its weight savings and special technical characteristics make it suitable for high-level tuning. It was produced for the motor sport enthusiast who also wishes to use his car for sporting events. For various reasons, the aerodynamic sections are not permitted for use on normal roads. However, they are easy to fit and remove for every competition. Naturally, the special coupé is perfectly suitable for normal use. It does not need to be transported to events by trailer.

The ultimate success story.

The BMW 3.0 CSL aerodynamic system is not a fashionable accessory but functional aids to improve the competitive chances of our motor sport coupé. These aerodynamic system was not developed for normal use, although the notable improvement in active safety would also be of significance under normal conditions: through the reduction in drag and sensitivity to side winds, through the improvement in air resistance values and consequently the saving of fuel.

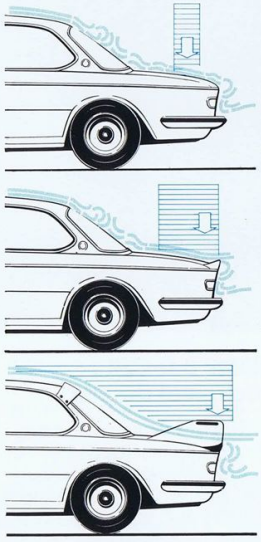




The effect of the CSL aerodynamic system are improved roadholding and thus improved vehicle stability, together with a reduction in drag of 16%.
On the CSL this corresponds to an engine output of 50 BHP.

The front air dam reduce front-end lift. The greater down pressure ensures even better adhesion on curves, and an even lower degree of sensitivity to side winds, especially gusts, on bridges, in cuttings and when passing lorries. The air flow system on the tail ensures the most efficient flow of air. The deflector on the rear roof edge guides the air flow on to the rear wing. Down pressure on the rear wheels is thus created and further increased by the edging on the tail wing.

This aerodynamic system was designed and tested during the course of the most careful research and development to modify the racing coupé during the European racing car championships.

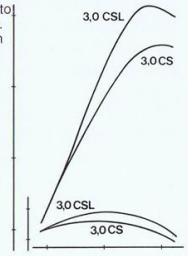


BMW 3.0 CSL: technical details.

The CSL power unit is a modification of the 3 l CSi unit. This modification was necessary to enable the car to compete with group 2 racing cars between 3 and 5 l. The capacity of 3153 cc is the result of the optimum combination of output and torque.

The chassis of the BMW 3.0 CSL, the springs and shock absorbers, are carefully coordinated to the high performance of the car and its low weight. The bodywork was lowered by 20 mm. This achieved a lower centre of gravity and reduced rolling tendencies. The camber was increased by 1°, which correspondingly increased the stability and further improved handling on bends.

The CSL power unit develops an output of 206 BHP (152 kW) at 5600 rpm, a maximum torque of 29.2 mkp (292 Nm) at 4000 rpm and accelerates from 0 to 100 in 7.1 sec. The maximum speed is 220 km/h.



The BMW 3.0 CSL is fitted in series production with Bilstein gas pressure shock absorbers, specially developed for motor sport use. Even under the greatest stress these shock absorbers have an unaltered effect, where hydraulic shock absorbers can be affected by foam caused from a mixture of air and oil. For rigorous sports driving, progressive and stronger coil springs were chosen to match the shock absorbers. This new spring/shock absorber coordination and the reduction in pitching means that the front and rear stabilisers can be dispensed with.

To complement this careful coordination, the BMW 3.0 CSL is fitted with a limited slip differential with 25% locking action, 7 J x 14 H2 light alloy sports wheels and Michelin 195/70 VR 14 XWX sports tyres.

BMW 3.0 CSL: equipment.

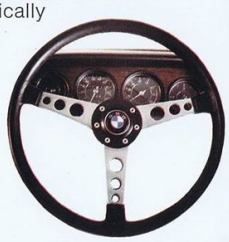
The interior of the BMW 3.0 CSL matches the sports character of this car. The CSL has special bucket seats with thick upholstery which is unusually comfortable for this type of seat.

The bucket-shaped, individual rear seats are finished in the same quality of material, but correspond to the design of the BMW 3.0 CS/CSi seats. The black leatherette of the door, side and roof trim and the colour of the floor mats are colour-matched to the plain, sports character of the interior.

The hard-wearing porous black cloth on the seats is combined with leatherette of the same colour. The driver's seat back rest is adjustable.

A further external feature of the BMW 3.0 CSL is a narrow stripe at the level of the waistline, colour-matched to the basic paintwork in black, dark blue or dark green. With the colours polaris (silver metallic) and chamonix (white) the BMW 3.0 CSL can be supplied as a special version, at no extra charge, with a three-coloured stripe. Naturally the equipment of the BMW 3.0 CSL can be supplemented on request.

The BMW 3.0 CSL can be fitted with a "town kit" – steel doors and bonnet, internal bonnet lock, rear chrome bumper with rubber edging, normal windscreen and CSi chassis. Equally, with the aid of various other extras an individual CSL is possible: with air conditioning and tinted windows, power assisted steering, front and back electrically operated windows, etc.



The standard, leather-covered padded sports steering wheel emphasises the special style of this sports car.

Experience shows that men measure their environment by the same standards that they themselves have. It is therefore understandable that a driver identifies with the features of his vehicle and that in a certain way cars represent their owners.

The BMW Coupé shows that characteristics such as "dynamic", "flexible" and "manoeuvrable" can also apply to a car. And its drivers prove that vitality and a sporty temperament have nothing to do with age.

Technical Data

	BMW 3.0 CS	BMW 3.0 CSi	BMW 3.0 CSL
Measurements and Weights	Torsionally rigid passenger safety cell with shock-absorbing zones in the front and rear, 2-door Coupé body welded to reinforced lower floor panel assembly. Reinforced roof		
	Length 4660 mm (183.46"), Width 1670 mm (65.75")		Length 4630 mm (182.28"), Width 1730 mm (68.11")
	Height (unladen) 1370 mm (54.8"), Wheelbase 2625 mm (103.35")		
	Front track 1446 mm (56.93"), rear 1402 mm (55.2")		Front track 1470 mm (57.87"), rear 1426 mm (56.14")
	Turning circle 10.50 m (34.5 ft.), Front door opening 1050 mm (41.34"), Individual front seats, 580 mm (22.83") wide, Rear bench seat with individually moulded back rests, 1205 mm (47.44") wide. Width at shoulder height, front 1375 mm (54.13"), Width at shoulder height, rear 1350 mm (53.15"), Luggage compartment approx. 450 l (15.75 cu.ft.). Fuel tank 72 l (15.84 Imp.gal.), with approx. 8 l (1.76 Imp.gal.) reserve		
	Weight unladen 1400 kg (3085.60 lb.) (Automatic 1420 kg, 3129.68 lb.)	Weight unladen 1420 kg (3129.68 lb.)	Weight unladen 1165 kg (2567.6 lb.), with town kit 1300 kg (2865.2 lb.)
	Permitted load 370 kg (815.4 lb.)	Permitted load 350 kg (771.4 lb.)	Permitted load 485 kg (1068.9 lb.), with town kit 350 kg (771.4 lb.)
	Permitted gross weight 1790 kg (3945.1 lb.)		Permitted gross weight 1650 kg (3636.6 lb.)
	Permitted trailer load, braked 1300 kg (2865.2 lb.), unbraked 650 kg (1432.6 lb.). Permitted roof load 75 kg (165.3 lb.)		Permitted trailer load, braked 1000 kg (2204 lb.) unbraked 620 kg (1366.4 lb.)
Engine, Transmission, Performance	6-cylinder, 4-stroke, in-line engine, longitudinally mounted, light alloy cylinder head, triple hemisphere swirl action combustion chamber with concentration of volume round the spark plugs, overhead 4-bearing camshaft, inclined overhead valves in V arrangement, double roller chain drive, vibration dampened, 7 main crankshaft bearings with 12 counter weights, torsional vibration dampened. Water cooled with automatic fan, pressure oil circulation, full flow oil filter with pressure relief valve.		
	Capacity 2985 cc (182.1 cu.in.) Stroke 80 mm (3.149") Bore 89 mm (2.504") Output 180 BHP (132.4 kW) at 6000 rpm Torque 26 mkp (260 Nm) at 3700 rpm Compression ratio 9.0 : 1	Capacity 2985 cc (182.1 cu.in.) Stroke 80 mm (3.149") Bore 89 mm (3.504") Output 200 BHP (147.1 kW) at 5500 rpm Torque 27.7 mkp (277 Nm) at 4300 rpm Compression ratio 9.5 : 1	Capacity 3153 cc (192.3 cu.in.) Stroke 84 mm (3.307") Bore 89.25 mm (3.514") Output 206 BHP (152 kW) at 5600 rpm Torque 29.2 mkp (292 Nm) at 4200 rpm Compression ratio 9.5 : 1
	2 Zenith carburettors 32/40 INAT with second stage vacuum control, automatic choke, accelerator pump	Bosch fuel injection system, electronically controlled, automatic choke	
	Distributor with speed governor, centrifugal and vacuum advance	Distributor with speed governor and centrifugal advance	
	3-phase alternator 12 V/630 Watt	12 V/770 Watt	
	Battery 12 V, 55 Ah		12 V, 36 Ah
	Gearbox, 4-speed synchronmesh, I 3.855; II 2.202; III 1.401; IV 1.0; R 4.3		
	Final drive 3.45 : 1	Final drive 3.25 : 1	
			Limited slip differential, 25% effect
	Max. speed 213 km/h (132 mph) (3.0 CS Automatic: 207 km/h, 127 mph) Acceleration 0 to 100 km/h (62 mph) in 8.2 sec. Fuel consumption in accordance with standard test method DIN 70030: 11.2 l (2.46 Imp.gal.)/100 km	Max. speed 220 km/h (137 mph) Acceleration 0 to 100 km/h (62 mph) in 7.7 sec. Fuel consumption in accordance with standard test method DIN 70030: 10.9 l (2.39 Imp.gal.)/100 km	Max. speed 220 km/h (137 mph) Acceleration 0 to 100 km/h (62 mph) in 7.1 sec. Fuel consumption in accordance with standard test method DIN 70030: 10.9 l (2.39 Imp.gal.)/100 km
	Average fuel consumption: 9.6 l (2.11 Imp.gal.)/100 km at 100 km/h (62 mph) 8.5 l (1.87 Imp.gal.)/100 km at 80 km/h (49.7 mph)	Average fuel consumption: 9.8 l (2.16 Imp.gal.)/100 km at 100 km/h (62 mph) 8.7 l (1.91 Imp.gal.)/100 km at 80 km/h (49.7 mph)	Average fuel consumption: 9.8 l (2.16 Imp.gal.)/100 km at 100 km/h (62 mph) 8.7 l (1.91 Imp.gal.)/100 km at 80 km/h (49.7 mph)
Suspension and Brakes	Front suspension: independent: rubber mounted wishbones with inclined spring struts and coil springs and additional progressive rubber springing		
	Torsion stabiliser		Gas pressure shock absorbers
	Rear suspension: independent: rubber mounted inclined semi-trailing arms with coil springs.		
			Gas pressure shock absorbers
	Safety steering column, ZF ball nut servo assisted steering Overall steering ratio: 18.1 : 1		ZF-Gemmer steering with Globoid worm and roller, overall steering ratio: 18.9 : 1
	Light alloy sports wheels 6 J x 14 H2		Light alloy sports wheels 7 J x 14 H2
	Tyres: steel re-inforced radial tyres 195/70 VR 14 with tube		Steel re-inforced radial tyres 195/70 VR 14 XWX with tube
	Dual twin circuit brake system with brake servo, rear axle brake pressure limiter Front: 4-piston, fixed caliper disc brakes with automatic pad wear compension and internal ventilation Rear: fixed caliper disc brakes with automatic pad wear compensation and internal ventilation. Disc diameter 272 mm (10.7"), hand brake acting mechanically on additional Duo servo drum brake, 160 mm (6.3") dia.		
Equipment	Heating and ventilation: fresh air heating, quiet 3-speed blower, air input independent of road speed, instant control of warm air input, front foot well heating with directional nozzle, demister vents for front windows, fresh air input through grille with adjustable directional guide vanes, air extraction through slots over the rear window		
	Rubber trimmed bumpers extended round to the side of the car, front and rear bumper overriders, decorative side rubbing strips, bonnet with spring release and safety lock, fully retractable crank windows at the front, electrically operated rear windows		Front and rear spoiler, air guides on front wings (further air guide kit available for sports use only), no front bumpers, rear bumpers black plastic, light alloy bonnet and outer door panels, special bonnet lock, decorative chrome strips on wheel surrounds, colour stripes along the sides
	Rust protection, undersealing, heated rear window, tinted wing mirror		
	Instrument panel with speedometer, mileage and trip recorder, fuel gauge, cooling water thermometer, rev. counter, quartz clock, 4 halogen headlights (automatic cancellation when ignition is switched off), integral tail fog light, 2 reversing lights, interior light, automatic windscreen wiper/washer, 2 wiper speeds and delay switch, operated from the steering wheel. Engine and luggage compartment illumination, infinitely variable instrument illumination, additional tell tale warning lights for fuel, tail fog light, hand and twin brake circuits. Easily accessible storage facilities: in the illuminated, lockable glove compartment, on the dashboard, in the central console, pockets in the doors, additional storage compartment on the left of the steering column with space for fuse box and socket for re-chargeable hand lamp. Door lock with safety anti-burst strikers, chrome strips on door surround, anti-dazzle, safety interior mirror, ashtrays in the doors and between the rear seats		
	4-spoke steering wheel with large padded central boss. Horn button in each of the 4 spokes. Leather covered steering wheel, 400 mm (15.75") dia., axially adjustable steering column		3-spoke sports steering wheel with polished spokes and central horn button. Leather covered steering wheel, 380 mm (14.96") dia.
	Ergonomically designed reclining front seats with adjustable and removable head rests. Rear roof grab handles with clothes hooks		Sports bucket seats
	Rear individually moulded back rests with fold-down central arm rest, front door arm rests with integral door handles. Front 3-point inertia reel safety belts		
	Large tool kit in boot lid, carpeted luggage compartment, stowage space at the side of the luggage compartment		Special laminated windscreen
Optional Extras	Limited slip differential, sports steering wheel, halogen fog lights, optional leatherette upholstery at no extra cost, leather upholstery, steel sun roof, electrically or mechanically operated, laminated windscreen		Town kit: standard 3.0 CSi chassis, rear rubber padded chrome bumper with overriders, toughened safety windscreen, large tool kit in boot lid, rear electrically operated windows, CS/CSi bonnet lock, power assisted steering, CS/CSi velours carpet
	Automatic transmission with gear indicator on instrument panel		
	Electrically operated front windows, tinted windows with laminated windscreen, front and rear velours carpet, lockable petrol filler cap, air conditioning with tinted windows and laminated windscreen, radios of various makes, headlight wiper/washer, second wing mirror		

We reserve the right to modify design and equipment if technical development warrants it. RHD equipment may vary from LHD specifications.

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