2500 3.05 3.05i 2.8L 3.0L 3.3Li



Sovereignty.

A 'perfect' car must possess that finely-balanced combination of driving characteristics and driving comfort which transmits to the driver something of its vitality, its ease of handling and its reliability. This leads to that relaxed 'sovereign' feeling of being

able to master all driving and traffic situations and to use the intrinsically superior qualities of one's own car intelligently and responsibly.

and responsibly.
The most advanced form of this 'sovereignty' is expressed by the BMW six cylinder range of saloons, cars in that small

group of the top international class – but cars with those specific BMW features.

A BMW six cylinder saloon is thus always the logical choice for any driver wanting a car with characteristics that reflect his own personal qualities of power, dynamism and vitality.



Obligation and Preference.

There are only a few cars which, because of their superiority and uniqueness, can be regarded as possessions worth for everyday driving requirestriving for by those who are unusually successful. A classic example of this is the large BMW stimulating driving characterismodel. It is available in six alter- tics. The BMW 6-cylinder native versions: as the BMW 2500, BMW 3.0 S, BMW 3.0 Si and in the long wheelbase versions as the BMW 2.8 L. BMW 3.0 L and BMW 3.3 Li. Different in performance and fittings, vet unified in the singular nature of their basic design.

These cars do not only offer qualities that are synonymous with top quality cars of international class, such as advanced technology, safety, comfort afford BMWs. and equipment, they offer an additional advantage: a finely balanced sum of qualities that are suitable for everyday use, together with a special vitality; in effect, a harmonious combination of high performance, style and economy.

These cars are the result of BMW's view that an obligation to providing relevant qualities ments should not exclude a preference for cars offering range does combine unusual comfort and distinctive appearance with remarkable driving characteristics, and that unmistakable BMW driving 'feel'. In this way, the driver can always take advantage of the former without relinquishing the latter.

There are cars which people drive because they can afford them. People who enjoy driving

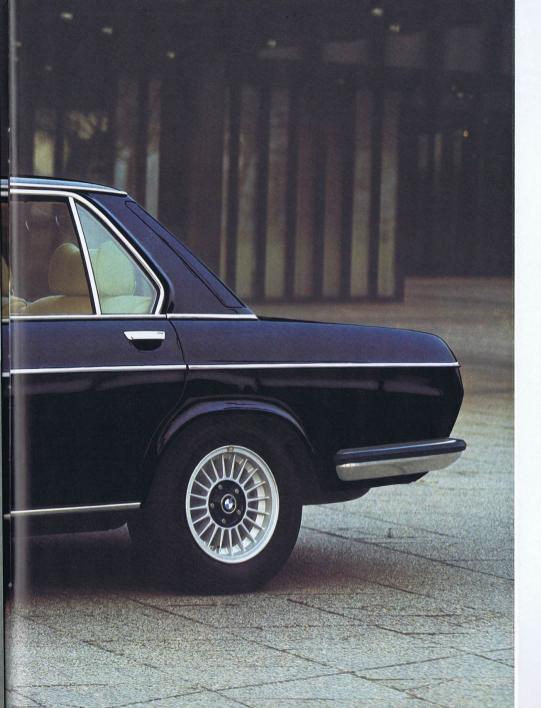
With BMW design is an in-built element.

The incomparable aesthetic design of the BMW 6-cylinder models is not an end in itself, but the result of functional planning. They possess elegant and dynamic lines and a well

balanced relationship between the car body and window areas. Although generously designed. the BMW 6-cylinder saloons are made as compact as possible. They are just the right size for traffic, manageable. manoeuverable and distinctive. The design and function of every detail of the car is evidence that everything was first planned and then incorporated: not the reverse.

The visual elegance of the BMW 6-cylinder saloons is enhanced by the superior quality of its paint: an elegance which is made to last by BMW's attention to detail in preventing rust. The body is given an antirust undercoat in an electrophoretic immersion bath, and then finished with several layers of paint. Careful under-sealing and BMW's cavity rust proofing process (reaching into every corner) thoroughly ensure the long life and resale value of all BMW cars.





Vive la différence:

BMW distinguish the function- front and rear safety belts, ally necessary from the truly exclusive - in size, for example, and in design. For BMW. distinction is not a function of size or pretentious detail, and to be exclusive necessarily entails liveliness.

The most striking examples of functional exclusiveness are the larger versions of the large BMW cars. They combine the extra space and comfort of a body 10 cm (4 in) larger and a new standard of interior specification, with a higher degree of driving safety and the performance the world has come to expect from BMW.

Thus the BMW 3.3 Li is a car that meets the requirements of the most discriminating driver. A car which is as much a joy to drive as to be driven in.

A BMW is an unusual car. The BMW 3.3 Li is an unusual BMW! Standard equipment includes: power-assisted steering, automatic transmission. insulated windows, light alloy wheels, electric sun-roof, electric windows front and rear, leather-covered steering wheel, leather upholstery, individual rear seats, automatic

stereo-radio equipment with automatic aerial. Two reading lamps at rear, cigar lighter at rear, windscreen washing/ wiping system and Halogen fog

The protective rubber edged on request (standard with the

ment to other models in the range. Visibility from behind is assured by the four-compartment rear lighting unit with large surface areas containing the rear lights and fog lights.

Light alloy wheels, available



wrap-around strip emphasises the car's contours.

The BMW 3.3 Li's Halogen double headlights are fitted with washers and wipers. These ensure optimum visibility in bad weather conditions and can be fitted as special equip-

BMW 3.3 Li) reduce unsprung weight and thus further improve the already excellent road holding qualities of the superior suspension system. The turboeffect of these wheels contributes to even better ventilation of the disc brakes.

The exceptional ease DIVIVI Has systematically and deliberately studied, by means of bio-mechaniof operating a BMW's cally simulated tests, those safety measures that can be incorporated into controls has one control systems. An effective routine has thus been developed for the driver, obvious advantage: enabling him to control his car with the minimum of effort, and in this way Indicator strip with warning lights for exceptional driving battery charge, oil pressure, headlights, Foam-padded 4-spoke safety steering wheel Combined stalk control for two-speed safety. direct his undivided attention to traffic indicators, fuel on reserve, hand brake on: with large boss, leather covered in the 3.3.1 i windscreen wiper, automatic screen washer also show the failure of one circuit of the and delay mechanism. The standard wiper/washer on the BMW 3.3 Li (otherwise situations. The logical and functional dual circuit brake system, or brake fluid loss: display of all the car's control systems automatic transmission selection range optional) is switched on by the same stalk -Effortless, safe control in modern car minimises any errors in the receipt indicator (standard on 3.3 Li, otherwise opas well as the automatic screen-washing design is one of the essential preand interpretation of information regardtional extra). apparatus and the lights. Indicator for tail fog light. requisites for driving safety. As a result, ing the car's situation. Front speaker for the Push-pull switch for Heating and ventilating controls Combined switch for direction indicators, stereo radio system heated rear window. with three-stage blower. horn, Halogen headlight and parking light. (BMW 3.3 Li standard. Illuminated Main fuse for servo-electric system otherwise optional). push button switch for (BMW 3.3 Li). warning indicators. Illuminated push-button for fog-light (BMW 3.3 Li standard, other-Adjustable vent for the Shelf with bonnet lock, central unit for ventilation system. wise optional). fuses, trip recorder adjuster, socket for re-chargeable hand lamp. The BMW 3.3 Li is fitted as standard with a lock and hand lamp. Disconnectible adjustable nozzle for warm and fresh air distribution. 120 50 30 80 60-20 FERNL BLINKER TANK BREMSE UPM×100 0 A 2 550

For BMW, comfort is not an art but a science.

The comfort and sophistication of the large BMW models are the result of careful research engine, which ensure a high and design taking account of all factors: from the comfortable. The automatic transmission. seat and springs which are coordinated to the high-quality chassis, and the design of the seating position and visibility. down to the carefull co-ordination of pedals, steering wheel and operating controls.

The precise, light, steering keeps you in complete control even at high speeds and permits fatigue-free, fast driving.

From the BMW 2.81 (BMW 2500 optional) the fittedas-standard, rpm-responsive power steering ensures easy. smooth control under all traffic conditions, especially at low speed and when parking. This new rpm-responsive power steering provides much improved 'feel' at high speeds and greater precision of control under sudden traffic and roadsurface changes (e.g. crosswind), without reducing power assistance at low speeds and when parking.

A further contribution both to comfort and safety is the optional automatic transmission (standard on BMW 3.3 Li).

On BMW cars this is a perfectly integrated part of the whole drive system, founded in

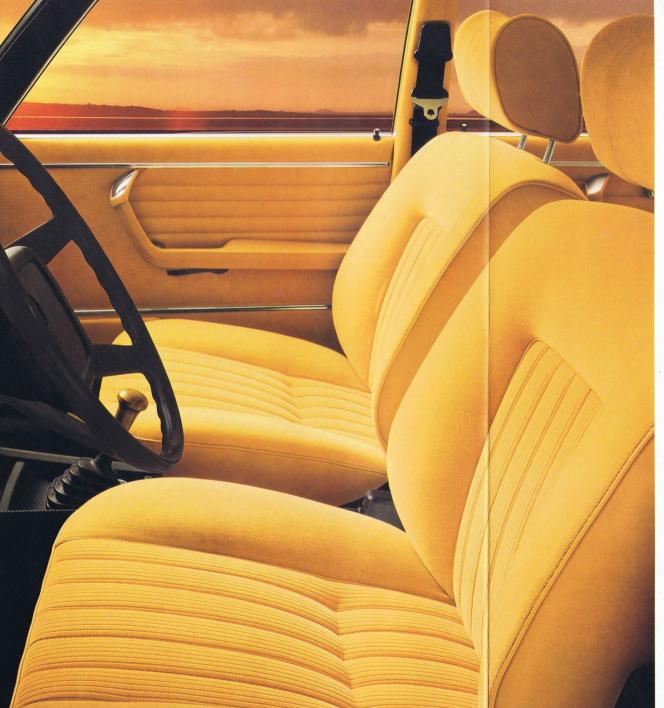
the extremely favourable torque affecting his freedom of ratios of the BMW 6-cylinder torque over a wide speed range. is the ventilation system which acts as a sort of technical copilot, relieving the driver without this is supplied for all models.

decision

A further special accessory provides a particularly pleasant temperature balance:







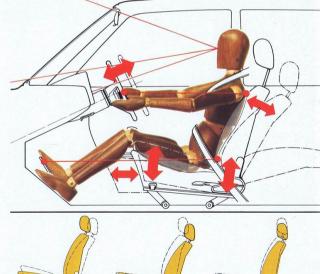
The new BMW system of seat, visibility, steering and operating control adjustment.

No two drivers are alike. On the large BMW models, therefore, the steering and pedal position can be tailored to arm and leg length, and the seat and visibility to body dimensions.

For this purpose, the large BMW models have axially adjustable steering wheels and a driver's seat which is individually adjustable in two dimensions: the seat can be easily and comfortably adjusted in floor position, angle and height. This new system of seat, steering and operating controls allows the car to be tailored exactly to fit its driver.

The large BMW models offer every driver the best possible arm position, in relation to the steering wheel, and the best visibility, thanks to an optimum seat height. They also offer the driver the best possible leg position in relation to the pedals to ensure fast actions and reactions. The thighs are properly supported thanks to the angle adjustment of the seat area, which ensures fatigue- and cramp-free driving. A BMW makes it easy for its driver to be a safe driver.

The seats of the large BMW models, designed and constructed with every attention to



detail, conform to strict ergonomic requirements. The seat has a type of upholstery which combines perfect sitting comfort thanks to its shaping and padding, with excellent lateral support. The seat springs and the vehicle's suspension system approximately as a support and padding, with excellent lateral support. The seat springs and the vehicle's suspension system approximately as a support and padding, with excellent lateral support. the vehicle's suspension system and shock absorbers have a functional unity and are therefore precisely co-ordinated. The head restraints have individual height and angle adjustment controls (knobs on the sides on the back rests).
The seat anchorage points

and the whole of the seat mechanism are carefully tested, and absolutely reliable. They

constitute a major internal safety factor in a collision. The BMW 3.3 Li has leather

upholstery as standard. The 2.8 L, 3.0 L, 3.0 S and 3.0 Si have a high quality combination of velours and corduroy up-





BMW comfort is more than just atmosphere.

The large BMW models offer a systematic arrangement of fittings which make driving not only pleasant but safe. This ensures that the driver is kept alert, enabling him to react in a controlled manner, and to master unaccustomed situations even better.

Heating and ventilation in the large BMW models cater for physical well-being unusually well. The heating is quickly effective, its temperature infinitely variable. Warm air can be directed to the footwell and/or to defrost the windscreen and side windows. The BMW 3.0 S, 3.0 Si, and the long wheelbase range have rear heating fitted as standard.

The ventilation system ensures that individually controllable, draught-free fresh air distribution is provided, with separate controls for driver and front passenger and separate disconnectible side nozzles.

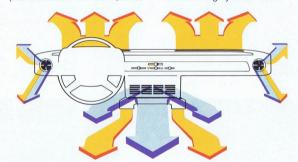
Both systems can be reinforced by a 3-speed high performance blower. Together with the heated rear window, this ensures fast defrosting and mist-free windows.

Electric windscreen wipers/ washers with delay mechanism guarantee a clear view under all weather conditions.

Visibility can be further improved by headlight wipers/washers and fog lights (standard on BMW3.3Li, other-

inside temperature in sunshine and protect the occupants from the direct rays of the sun, creating the basis for a pleasant interior atmosphere (standard on BMW 3.3 Li, otherwise as an optional extra).

As an optional extra, every large BMW model can be fitted with an extremely efficient airconditioning system. This



wise as an optional extra).

The standard tail fog light ensures that the car will be clearly seen even in foggy conditions. Tinted windows reduce makes driving pleasant even under conditions of extreme temperatures, excluding heat and dust.



Heating and ventilating system. A powerful 3-speed blower acts as an effective back-up to the modern dual circuit system.



Available as an optional extra: foam-padded sports steering wheel



Headlight wipers/washers. Standard on BMW 3.3 Li, otherwise as optional extra.



Wing mirror. Large-surface wing mirror, electrically adjustable from



Automatic transmission indicator strip showing position of selector lever (standard on BMW 3.3 Li. otherwise as optional extra)



Radio. Various models available (BMW 3.3 Li: standard stereo radio).



Tail fog light integrated into rear lights.



Wing mirror adjuster. Control lever in a protected position on the inside of the driver's door.



A balanced enlargement.

Three of the models in the range of large BMW cars are available as long wheelbase versions. These lengthened BMW models, characterised by the letter 'L' in their designation, combine a spaciousness and sophistication with BMW's typical dynamism and manoeuvrability.

The added dimensions these large BMW models have on the outside are reflected by their interiors. The extra space gained by lengthening the wheelbase and the bodywork is of principal benefit to the rear passengers. The back rests of the rear seat bench, moulded to form individual seats, are set at a comfortable angle.

Rear inertia reel seat belts are standard on the BMW3.3Li: rear heating and rear restraints are standard on all models, except the BMW 2500 (available as an optional extra).

Entertainment and information are provided in the BMW 3.3 Li by a stereo radio (LW, MW, SW, and VHF) with a fully electronic station finder, 3 loud-speakers and automatic aerial. For other models, there is a wide selection of works-tested models in mono, stereo and with cassette player, available as optional extras.



Individually moulded rear seats (except for the BMW 2500).

Particularly high comfort thanks to ergonomically correct design.



Door storage space. Convenient storage facilities in the door and back rest pockets.



Inertia reel seat belts. Covered reel for the front seat 3-point seat belts.



Light alloy wheels reduce the amount of unsprung mass and increase active safety (standard on BMW3.3 Li, otherwise as optional extra).



Tasteful wood trim on doors (except BMW 2500 and 2.8 L) and facia. (L-version has rear arm-rests with integral door-pulls.)



Rear reading lamp. The BMW 3.3 Li has two rear reading lamps (otherwise on request)



3-point inertia-reel safety belts for rear seats and central arm-rest in front. Inertia-reel belts standard on BMW 3.3 Li, optional on other models.



Luggage compartment. Fully carpeted and with floor mat.



Electrically operated steel sun-roof. Standard on BMW 3.3 Li, otherwise as optional extra (mechanical version also available).



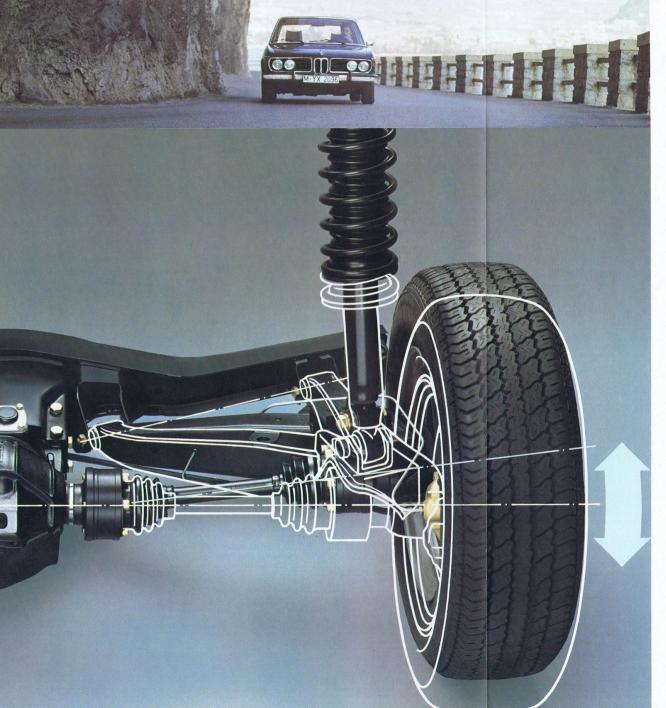
Electric windows. Central control panel for all 4 doors on the driver's door, (Standard on BMW 3,3 Li, otherwise on request.)



Standard heated rear window. Tinted windows as optional extras.



Tool kit. Large tool kit with small spare parts. (Optional extra for



Suspension of the BMW 6-cylinder range of saloons. The perfect synthesis of high performance and comfort.

The suspension of the BMW 6-cylinder saloons is an indication of the fact that exceptional driving qualities do not exclude comfort.

It is a perfect combination of spring struts at the front and semi-trailing arms at the rear—one of the most efficient systems in the world—and thus the safest.

Due to this ideal balance of springing and damping, the BMW 6-cylinder saloons combine superb handling characteristics with a new level of driving comfort and refinement.

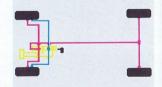
The situation and position of each separate wheel react independently to each other in accordance with a predetermined programme, in any driving situation. During cornering, and changing lanes at high

speed on straight roads, the inclining outer wheel keeps to the most suitable angle for the speed. The suspension thereby ensures strong lateral adhesion against the bend and permits high curve acceleration. The result: best possible road adhesion under all forms of direction change.

With a BMW 6-cylinder saloon, the quality of the road surface does not affect driving safety. The individual wheels adapt independently of each other to the road surface and absorb shocks from potholes, ruts and cross grooves with unparallelled smoothness. It does not matter therefore whether a BMW travels over small or large uneven surfaces, whether the driver is on his own or the vehicle is completely occupied, or whether he is driving slowly or quickly.



The large BMW models have a dual twincircuit brake system which is the complete equal of their extremely high output, and which fully exploits the excellent road adhesion of the chassis in every situation. They have internally ventilated disc brakes on all four wheels (apart from the BMW 2500), a brake servo, and a pressure limiter that meters braking action on the rear wheels.



Overbraking is avoided. The hand brake acts on additional drum brakes, as well as the rear wheel disc brakes.

The sophisticated dual twin-circuit brake system ensures that even if one circuit should fail, the full braking effect is still completely maintained where it is most important — on the front wheels.

The whole is more than the sum of its parts.

It is not only the sheer number of technically brilliant solutions to individual problems which differentiates a BMW from all other cars. The unique quality of a BMW is far more a product of its underlying design concept: the harmonious combination and careful co-ordination of a large number of technical refinements to create a superior whole. A lively, balanced relationship of performance, size, comfort and safety.

The short, precise shift movements on the well-graded. fully synchromesh four-speed gearbox make gear changing fast and easy.

For a good chassis to function perfectly the bodywork must have the right design. And BMW bodywork design totally meets the requirements. The car body is torsionally rigid, and the passenger compartment is welded to the floor assembly, forming a torsion-resistant whole. Bodywork movements that affect the precise mechanics of the chassis and its geometry are totally impossible.

BMW engines - the perfect combination of high performance and flexibility, smooth running and economy.

The impressive development of power produced by every BMW engine is the result of many years of technical and practical work, and also of a great deal of experience in

motor racing. Apart from the high standards of basic design. which is absolutely essential

many years of extensive automotive research, combined with an unusually large amount



for these racing engines, many design refinements are obligatory to adapt racing engines - BMW with more than double the output of series production models - for the severest conditions.

This detailed knowledge of engine function is not only the key to the smooth development of power from BMW engines, but is also the basis for their unbeatable economy, a charac- *more than teristic which matches the cubic capacity and the performance.

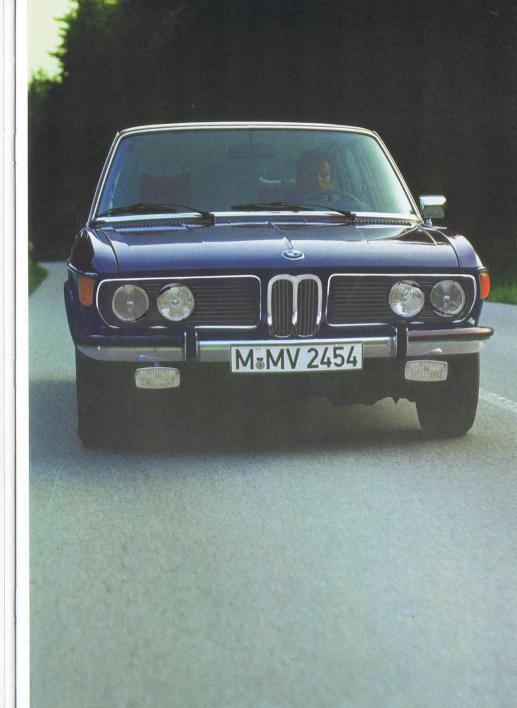
The BMW chassis is considered to be one of the most efficient designs in the world. Its superiority is based upon the co-ordination of design -detail and the most precise balance. In this way, a BMW perfectly combines precision at high speeds and excellent road behaviour with comfort and sophistication. It is the result of

of racing experience.

DIN BHP km/h 0-100 Con-kw (mph) km/h s sumption

BMW 2500 110.3 (150) 190 10.4 (10.0) 10.9 I/100 km (118 mph) (26 mpg) BMW 3.0 S 132.4 (180) 205 8.4 (8.1) 11.4 1/100 km BMW 3.0 Si 143 (195) 208 8.0 (7.6) 10.5 I/100 km (129 mph) (27 mpg) BMW 2.8 L 125 (170) 195 9.7 (9.4) 10.9 l/100 km (121 mph) (26 mpg) BMW 3.0 L 132.4 (180) 200 9.1 (8.8) 11.4 I/100 km (124 mph) (25 mpg) BMW 3.3 Li 147 (200) 200*10.3 (10.0) 12.1 I/100 km

(124 mph) (24 mpg) 147 (200) 208 8.5 (8.3) 11.5 l/100 km (129 mph) (25 mpg)



The BMW 6-cylinder power unit. Power means safety.

The degree of safety and the comfort built into the 6-cylinder BMW's clearly result in weight. High power output is therefore necessary to render this weight easy to manoeuvre and to handle.

A BMW 3.0 S accelerates from 0 to 100 km/h in 8.4 secs. It can also achieve this speed with a family, fully loaded boot and full tank in a comfortable 10.1 secs. Thus booth for itself and other road users it eases 'high stress' situations such as overtaking, in congested traffic, on inclines, and when carefully manoeuvering.

For this reason the performance capacity of a BMW is not an end in itself, but the prerequisite for mobility — and that means safety.

The BMW 6-cylinder power units are probably the most highly developed and well-proven in the world. They are characterised by progressive transmission of power, turbine-like



The triple hemispherical swirl-action combustion chamber is an example of BMW's superior engine design. Through the best possible induction and swirling of the petrol-air mixture, an intensive and consistently even combustion is attained. The result: excellent exchange of gases, quick ignition, better power output at low as well as high speeds, lower fuel consumption and less waste matter in the exhaust.

smoothness, and total flexibility — mechanical features which make it easy for the driver to adapt to road conditions, to react more logically and quickly, and to remain reasonable and cooperative in traffic situations.

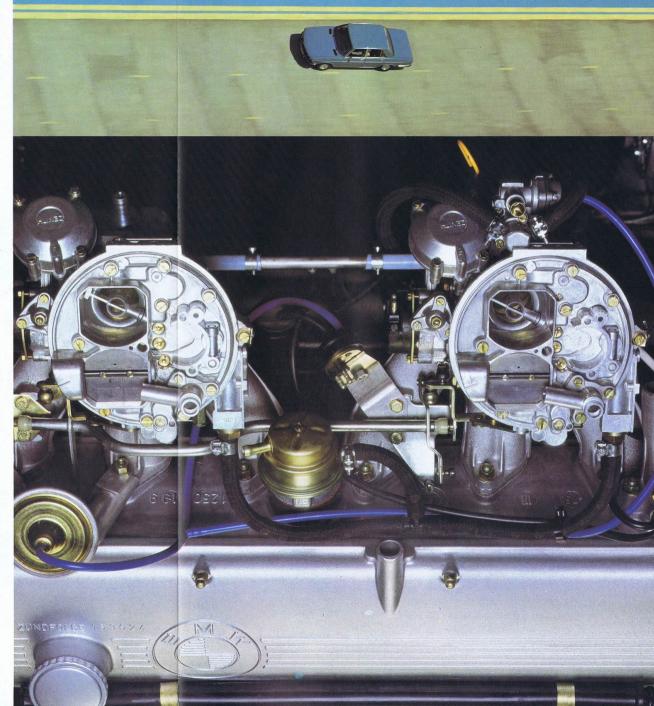
This ideal harmony of power output and smooth running, synonymous with BMW, is offered in various versions in accordance with individual requirements: from the 2.5 litre unit of the BMW 2500 up to the 3.3 litre unit of the BMW 3.3 Li.





The responsiveness and fuel consumption of the 3 litre power units has been still further improved by means of the Bosch-L-Jetronic fuel injection unit with an electronic metering device which determines the correct fuel mixture for all operating conditions.

operating conditions.
The seven bearing crankshaft with twelve counterweights ensures extremely smooth running, like that of a turbine, by means of accurate balancing and a vibration damper.



Reaction instead of resignation: In critical circumstances a BMW does not 'give up' but 'gives in': and even then systematically.

The body of a car should be a 'passenger compartment' and a 'safety-cell'. It must be constructed so that impact energy in the case of accidents is absorbed by the deformable zones in the front and rear and so that the 'safety-cell' passenger compartment remains unaffected.

To this end research, testing and improvement towards perfection has been carried out in BMW body experiments. By means of extensive collision tests, the exact relationship between all types of impact and steering linkage lie under the their effect on the car's safety systems has been assessed.

The aim of this is not just top quality and efficient safetyconscious construction, but to produce an ideal combination of separate installations which progressively complement one another in operation.

The result of this painstaking research is a car with safety systems that are relevant in all types of accident: the BMW life-conservation system.

With BMW safety means a systematic approach.

The BMW 6-cylinder saloons have deformable and energyabsorbing front and rear sections. The passenger compartment is somersault-protected due to roll-over bars and specially constructed front and rear roof supports.

The bonnet is so constructed that if struck it deflects, absorbing impact energy yet not damaging the windscreen. A specially-constructed transmission tunnel and rigid bulkhead ensure that in case of frontal impact, the engine and transmission are deflected away from the passenger compartment.

In collisions the doors remain closed due to safety locks and can be re-opened.

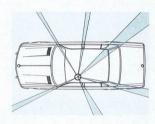
The telescopic, collapsible safety steering-column and the front axle, thus outside the collapsible area. The steering wheel with a large padded central boss, together with the deformable instrument panel. absorbs impact energy.

All interior equipment is designed to absorb energy. Even the grab handles and mirrors are flexibly mounted and deformable.

The fuel tank is placed in a protective zone. The front windscreen is in laminated glass.

See and be seen.

Large window areas with minimal blind spots and safely designed, narrow front and rear roof pillars ensure excellent all-round visibility. In addition, the wing mirror is electrically adjustable from inside, and the rear window is heated. Powerful double Halogen headlights ensure a good view at night. Headlight wipers/washer are standard on the BMW 3.3 Li (available as an optional extra on other models). The Halogen fog lights - standard on the BMW3.3Li, otherwise as optional extras - and the tail fog light ensure that you will see and be seen, even in fog.



BMW's body research centre is one of the most modern testing installations in Europe for experiments and trials on automobile safety devices. In highly specialised and well-equipped testing units, car construction as a whole and individual component construction are analysed for the effect of somersaults. Rear, lateral and head-on collisions are examined to establish the results and the nature of damage sustained. All these experiments are carried out with the help of both simulated and real life tests. The findings obtained form part of the tangible progress which can be acquired with each and every BMW.



The BMW bodywork safety test centre has one of the most modern



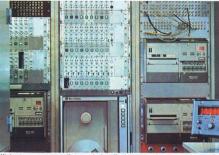
Simulating collisions at slow speeds with a pendulum.



Checking door stability



Checking the integral seat/head restraint unit.



Efficient computers collate and classify the extensive measuremen



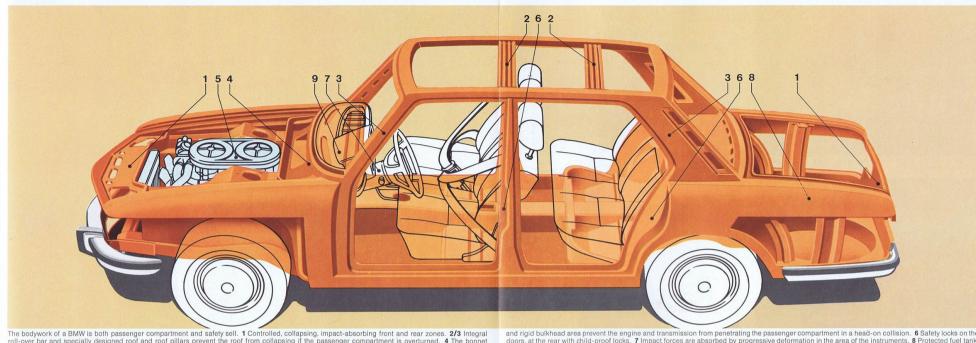
Checking the strength of the roof pillars and roll-over bar if the car overturns.



Checking the strength of the bulkhead and the seat and seat belt anchorage points.



Optimisation of the cockpit safety fittings by means of simulated collisions on test runners.

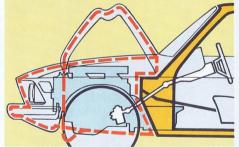


The bodywork of a BMW is both passenger compartment and safety sell. 1 Controlled, collapsing, impact-absorbing front and rear zones. 2/3 Integral roll-over bar and specially designed roof and roof pillars prevent the roof from collapsing if the passenger compartment is overturned. 4 The bonnet buckles in a pre-determined manner, absorbs impact forces and does not damage the windscreen thanks to special securing decives. 5 A joint tunnel

and rigid bulkhead area prevent the engine and transmission from penetrating the passenger compartment in a head-on collision. 6 Safety locks on the doors, at the rear with child-proof locks. 7 Impact forces are absorbed by progressive deformation in the area of the instruments. 8 Protected fuel tank 9 The laminated windscreen cannot be shattered by a stone and thus prevents any danger of cuts.

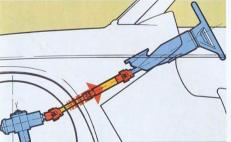


Crash tests to give optimum front and rear collapsing zones.





Foam-padded 4-spoke safety steering wheel with large central boss.





Systematic safety thanks to the standard combination of head restraints (angle adjustable) and inertia reel seat belts.



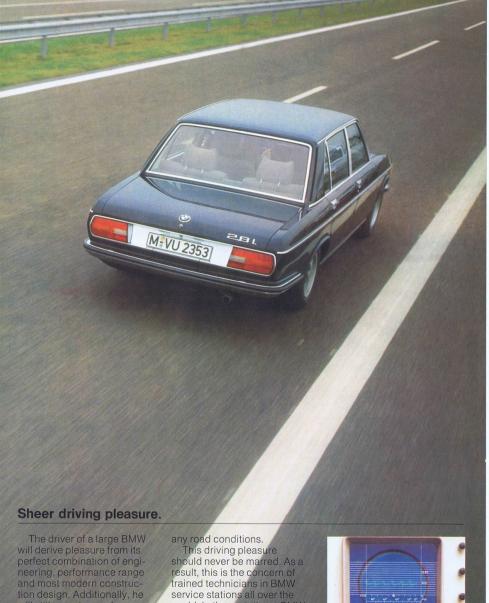
Integral roll-over bar ensures safety should the car overturn.



.BMW door lock with ball catch and safety anti-burst strikers - do not open on impact.



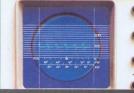




will still experience sheer driving pleasure in this car by being able to exercise 'sovereign' control over vital ma-

noeuvres while driving under

result, this is the concern of trained technicians in BMW service stations all over the world. In these stations, BMW cars are treated with the same expertise and the same care as they received during their design and manufacture.



	BMW 2500	BMW 3.0 S	BMW 3.0 Si	BMW 2.8 L	BMW 3.0 L	BMW 3.3 Li
Bodywork	4-door saloon, torsionally rigid safety cell with sho	ock-absorbing zones in the front and rear, integral re	oll-over reinforcements		Ligardor políticos de provincia.	
Measurements, Weights		(106 in), Turning circle 10.5 m (413 in), Door opening	ng front 835 mm (33 in), rear 820 mm (32 in)	Length 4800 mm (189 in), Wheelbase 2792 mm	(110 in), Turning circle 10.7 m (421 in), Door openi	ng front 835 mm (33 in), rear 920 mm (36 in)
	Width 1750 mm (69 in), Height (unladen) 1450 mm (57 in), Front track 1480 mm (58 in) Rear track 1464 mm (58 in) Rear track 1464 mm (58 in) Rear track 1468 mm (58 in)					
	Rear track 1464 mm (58 in) Rear track 1466 mm (59 in) Rear track 1466 mm (59 in) Rear track 1406 mm (79 in), rear 1410 mm (56 in), Seat width front 1425 mm (56 in), rear 1410 mm (56 in), Seat width front 1425 mm (18 in),					
	Longitudinal seat adjustment 210 mm (8 in), Seat height adjustment 40 mm (1.6 in), Headroom unseated front 900 mm (35 in), rear 870 mm (34 in)					
			3 I (16.7 cu in), fuel tank 78 I (17 gals), 8 I reserve (1.	B gals)		
	Weight unladen 1360 kg (2998 lb) (Automatic 1380 kg, 3042 lb)	Weight unladen 1420 kg (3131 lb) (Automatic 1440 kg, 3175 lb)	Weight unladen 1440 kg (3175 lb) (Automatic 1460 kg, 3291 lb)			Weight unladen 1515 kg (3339 lb)
	Permitted gross weight 1830 kg (4034 lb)	Permitted gross weight 1900 kg (4189 lb)	Permitted gross weight 1900 kg (4189 lb)		The latest terms of the second second	Permitted gross weight 1980 kg (4365 lb)
	Permitted load 470 kg (1036 lb); (Automatic 450 kg, 992 lb)	Permitted load 480 kg (1058 lb); (Automatic 460 kg, 1014 lb)	Permitted load 460 kg (1014 lb); (Automatic 440	kg, 970 lb)		Permitted load 465 kg (1025 lb)
	Permitted trailer load, braked 1300 kg (2866 lb) fat a max gradient of 16% Lubbraked 650 kg (1433 lb) Permitted trailer load, braked 1300 kg (2866 lb) for manuals, 1000 kg (2205 lb).					
Engine	roof load 75 kg (165 ib) for automatics, unhaved 650 kg (143 ib) (at a max, gradient of 16 %), roof load 75 kg (165 ib)					
Engine	Water-cooled, 6 cylinder, 4 stroke in-line engine, longitudinally mounted, light alloy cylinder head, cross-flow principle, overhead carnshalt, spherical swif-action combustion chamber with volume concentration around the spark plug, overhead 4 bearing carnshaft, inclined overhead valves in V-arrangements, double roller chain drive, torsional-livbation dismonshaft bearings with 12 counter weights, its rosonal vibration dismost expense oil circulation with Eaton pump and full-flow oil filter.					
	2 governor carburettors, automatic choke with co Zenith 32/40 INAT	ontinuous cold running enrichment	Bosch-L-Jetronic electric fuel injection with air flow metering control, automatic choke	2 governor carburettors, automatic choke with co Zenith 35/40 INAT	intinuous cold running enrichment	Bosch-L-Jetronic electric fuel injection with air
	Zenith 32/40 INAT Capacity 2494 cc	Zenith 35/40 INAT Capacity 2986 cc	flow metering control, automatic choke Capacity 2986 cc	Zenith 35/40 INAT	Capacity 2986 cc	flow metering control, automatic choke
	Stroke 71.6 mm, Bore 86 mm Output 110.3 DIN kW (150 BHP) at 6000 rpm Torque 215 Nm (21.5 kpm) at 3700 rpm Compression 9.0:1	Stroke 80 mm, Bore 89 mm Output 132.4 DlN kW (180 BHP) at 6000 rpm Torque 260 Nm (26.0 kpm) at 3700 rpm Compression 9.0.1	Capacity 2990 CC Stroke 80 mm, Bore 89 mm Output 143 DIN kW (195 BHP) at 5500 rpm Torque 272 Nm (27.2 kpm) at 4300 rpm Compression 9.0:1	Capacity 2788 cc Stroke 80 mm, Bore 86 mm Output 125 DIN kW (170 BHP) at 6000 rpm Torque 240 Nm (24.0 kpm) at 3700 rpm Compression 9.0:1	Stroke 80 mm, Bore 89 mm Output 132.4 Dlin kW (180 BHP) at 6000 rpm Torque 260 Nm (26.0 kpm) at 3700 rpm Compression 9.0:1	Capacity 3210 cc Stroke 86 mm, Bore 89 mm Output 147 DIN kW (200 BHP) at 5500 rpm Torque 290 Nm (29.0 kpm) at 4250 rpm Compression 9.0:1
	Allernator 12 Voll, 55 A/770 Watts					
	Battery 12 Volt, 55 Ah, Distributor with limiter, centrifugal advance and vacuum timing unit Hydraulically operated single plate dry clutch with plate spring, torsional damper and automatic adjustment; optional automatic version: fluid clutch with torque converter					contact-free transistorized ignition
Transmission	Hydraulically operated single plate dry clutch with 4-speed synchronmesh gearbox, I 3.855; II 2.203		ustment; optional automatic version: fluid clutch with	torque converter		Automatic with 3 selection ranges
	Final drive 3.64 : 1	Final drive 3.45 : 1		Final drive 3.64 : 1	Final drive 3.45 : 1	
		MANAGED AND AND AND AND AND AND AND AND AND AN	ole universal joint shaft with maintenance-free home		Final dive 3.43 . I	
Performance	Max. speed 190 km/h (118 mph)	Max. speed 205 km/h (127 mph)	Max. speed 208 km/h (131 mph)	Max. speed 195 km/h (121 mph)	Max. speed 200 km/h (124 mph)	Max. speed more than 200 km/h (124 mph)
	(Automatic 184 km/h, 114 mph) From 0 to 100 km/h in 10.4 s (0–60 mph in 10 s)	(Automatic 198 km/h, 123 mph)	(Automatic 201 km/h, 125 mph) From 0 to 100 km/h in 8.0 s (0–60 mph in 7.6 s)	(Automatic 188 km/h, 117 mph) From 0 to 100 km/h in 9.7 s (0–60 mph in 9.4 s)	(Automatic 193 km/h, 120 mph) From 0 to 100 km/h in 9.1 s (0–60 mph in 8.8 s)	From 0 to 100 km/h in 10.3 s (0–60 mph in 10.4 mph 10.4 m
	Fuel consumption 10.9 l/100 km (26 mpg) to DIN 70030 Super 98 ROZ	Fuel consomption 11.4 I/100 km (25 mpg) to DIN 70030 Super 98 ROZ	Fuel consumption 10.5 I/100 km (27 mpg) to DIN 70030 Super 98 ROZ	Fuel consumption 10.9 I/100 km (26 mpg) to DIN 70030 Super 98 ROZ	Fuel consumption 11.4 l/100 km (25 mpg) to DIN 70030 Super 98 ROZ	Fuel consumption 12.1 I/100 km (24 mpg) (manual SA gearchange: 11.5 I/100 km, 25 m to DIN 70030 Super 98 ROZ
	Fuel consumption at a constant 100 km/h: 9.6 l/100 km (at 62 mph; 29 mpg) Super 98 BOZ	Fuel consumption at a constant 100 km/h:	Fuel consumption at a constant 100 km/h:	Fuel consumption at a constant 100 km/h:	Fuel consumption at a constant 100 km/h:	Fuel consumption at a constant 100 km/h: 10.8 l/100 km (at 62 mph: 26 mpg) Super 98
Suspension and Brakes	Front suspension: independent wheel suspension on inclined spring struts (anti-roll bar) with coil springs and additional rubber springing. Torsion stabiliser					
Suspension and Di aves	Rear suspension: independent wheel suspension on semi-trailing arms in rubber bushes, spring struts with coil springs and additional rubber springing					
	Collapsible safety steering column, 3-piece track					
	ZF-Gemmer steering system with worm and rolle Steel wheels with hub caps and rings 6 J x 14 H2	rr, overall steering ratio 22.4 : 1		Power-assisted steering, overall steering ratio 18,	37:1	Light eller control to 10 0 11 110
	Tyres: Steel radials 175 HR 14	Steel radials 195/70 HR 14	Steel radials 195/70 VR 14 with tube Steel radials	195/70 HR 14		Light alloy sports wheels 6 x 14 H2 Steel radials 195/70 VR 14 with tube
	Dual twin circuit brake system with brake servo a	and rear axle brake pressure limiter; front: 4 piston f	ixed caliper disc brakes with automatic pad wear c		fixed caliper disc brakes with automatic pad wea	compensation disc diameter 272 mm (10.7 in
	hand brake acting mechanically on additional due	o servo drum brake, 160 mm diameter (6.3 in)				
		Front and rear ventilated disc brakes			APP Stock	
Exterior fittings	Rubbet trimmed bumpers extended round to the side of the car, front bumper overriders, decorative rubber side rubbing strips, borniet with spring release and safety lock, chrome sill strip below doors, double Halogen headlights (automatic extinguish when switching off significant properties) and support of the strip					
	Front and rear fully retractable crank windows				A company of the second second	Electrically operated front and rear windows
						Electrically operated steel sunroof, tinted
		I a series of the series of the			Lei	windows, Halogen fog lights, headlight washe
		Chrome wheel arch and boot lid trims, locking pe	etrol cap		Chrome wheel arch and boot lid trims, locking pe	trol cap
	Rust protection, undersealing Easily readable, clearly mounted instruments with rev. counter, quartz clock, fuel and cooling water temperature gauge, trip recorder, 2 wiper speeds, delay mechanism and automatic windscreen wipers operated from the steering wheel; infinitely adjustable instrument illumination, additional warning					
Interior fittings	Easily readable, clearly mounted instruments with lights for fuel, hand brake and brake fluid, tail for	h rev. counter, quartz clock, fuel and cooling water t light, selection range indicator for optional automat	temperature gauge, trip recorder, 2 wiper speeds, d tic transmission on the dashboard, axially adjustable	elay mechanism and automatic windscreen wipers a, 4-spoke steering wheel with large padded centra	operated from the steering wheel; infinitely adjusts Il boss and horn button in each of the four spokes	able instrument illumination, additional warning
	Foam padded steering wheel					Leather covered steering wheel
		Lockable glove compartment			Lockable glove compartment	
	illustration and air extraction	eating, quiet 3-speed blower, demister vents for wir	ndscreen and side windows, fresh and warm air inp	ut through adjustable nozzles at the sides, fresh air	grille in the centre of the dashboard with adjustable	directional vanes, heating diagram
				Rear door am rests with integral grab handles		
	Infinitely adjustable reclining front seats, driver's a door arm rests, at the front with integral grab hand		nal seat adjustment by means of roller bearing, front and 2.8 L), passenger roof grab handles, at the rear			ont 3-point inertia reel seat belt with covered re
	Rear healing, rear individually moulded back rests and head restraints with angle adjustment, luxurious fabric seat covers, ashtray and wood floor to central console					
	Fully carpeted interior, carpeted rear shelf, easily accessible storage spaces; in the illuminated glove compartment, on the dashboard and in the central console, additional storage compartment on the left next to the steering column with space for use pockets in the first ords ords and in the frost access and in the fort access the fort access the fort access and in the fort access the					ox and socket for re-chargeable hand lamp,
	Luggage compartment carpet and storage spaces, parking light switch, intending					
	Tool kit in boot lid	Large tool kit in boot lid		Tool kit in boot lid	Large tool kit in boot lid	
						Stereo radio with automatic aerial, movable fr central arm rest, rechargeable hand lamp, rea 3-point inertia reel seat belts, rear cigar lighte 2 reading lamps at the back, leather upholste
						2 reading lamps at the back, leather uphoiste
Optional Extras	Light alloy sports wheels, limited slip differential, a	automatic transmission with selection range indicate	or on instrument panel, power-assisted steering (25)	00 only), wide 195/70 HR 14 tyres (2500 only)	A STATE OF THE STA	4-speed manual gearbox
Optional Extras	Light alloy sports wheels, limited slip differential, a Leatherette upholstery (at no extra charge), leathe	automatic transmission with selection range indicate er uphotosery, rear 3-point inertia reel seat belts, 380	or on instrument panel, power-assisted steering (25) 0 mm did sports steering wheel, lowered front seat:	00 only), wide 195/70 HR 14 tyres (2500 only) s, rear head restraints and rear heating (2500 only),	lockable glove compartment	
Optional Extras	Leatherette upholstery (at no extra charge), leather (using same key) (2500, 2.8 L only), large tool kit	er upholstery, rear 3-point inertia reel seat belts, 380 (2500, 2.8 L only), movable front central arm rest (0 mm dia, sports steering wheel, lowered front seats 2.8 L and 3.0 L only)	s, rear head restraints and rear heating (2500 only).	lockable glove compartment	4-speed manual gearbox
Optional Extras	Leatherette upholstery (at no extra charge), leather (using same key) (2500, 2.8 L only), large tool kit Tinted windows, mechanically or electrically operations.	er upholstery, rear 3-point inertia reel seat belts, 38((2500, 2.8 L only), movable front central arm rest (: ated steel sun-roof, lockable petrol filler cap (using :	0 mm dia. sports steering wheel, lowered front seats 2.8 L and 3.0 L only) same key) (2500, 2.8 L only), optional toughened g	s, rear head restraints and rear heating (2500 only), lass front windscreen	lockable glove compartment	4-speed manual gearbox
Optional Extras	Leatherette upholstery (at no extra charge), leathe (using same key) (2500, 2.8 L. only), large tool kit Tinted windows, mechanically or electrically oper Halogen fog lights, headlight washer, front and rea Air conditioning with tinted windows, metallic pain	er upholstery, rear 3-point inertia reel seat belts, 380 (2500, 2.8 L. only), movable front central arm rest (2 ated steel sun-roof, lockable petrol filler cap (using a ar electric windows, different makes of radios (mon	0 mm dia. sports steering wheel, lowered front seats 2.8 L and 3.0 L only) same key) (2500, 2.8 L only), optional toughened g io, stereo and cassette players), anti-interference, ar djustable from inside on the passenger side, mud fla	s, rear head restraints and rear heating (2500 only), ass front windscreen Itomatic aerial, 2 reading lamps at the back	lockable glove compartment	4-speed manual gearbox





