



2002



1976
BAVARIAN MOTOR WORKS, MUNICH, GERMANY

The BMW 2002. A unique combination of the car you really want and the car you really need.

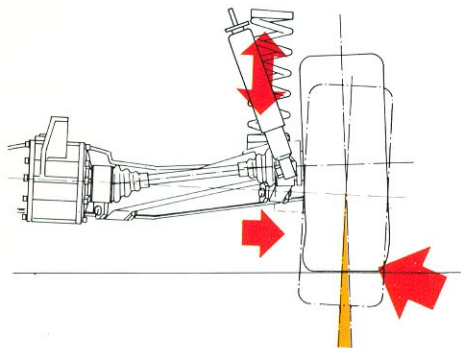
There is an obsolescence built into most cars — and most particularly small, practical family sedans — that has nothing to do with the way they're built. It's called boredom. And it has to do with the way they drive. Most cars simply are not built to perform in such a way that driving becomes an end — but merely a means of getting somewhere.

The BMW 2002, on the other hand, is.

"The reaction to a BMW is always the same," states Motor Trend magazine. "The first time driver takes the wheel and after a few miles no other automobile like this will ever be quite as good again."

Road holding, optimum.

If you've become accustomed to the leaning and swaying one experiences in the average car, you'll find the legendary road holding capabilities of the 2002 more than a bit reassuring. Front and rear torsion bar stabilizers are standard equipment.



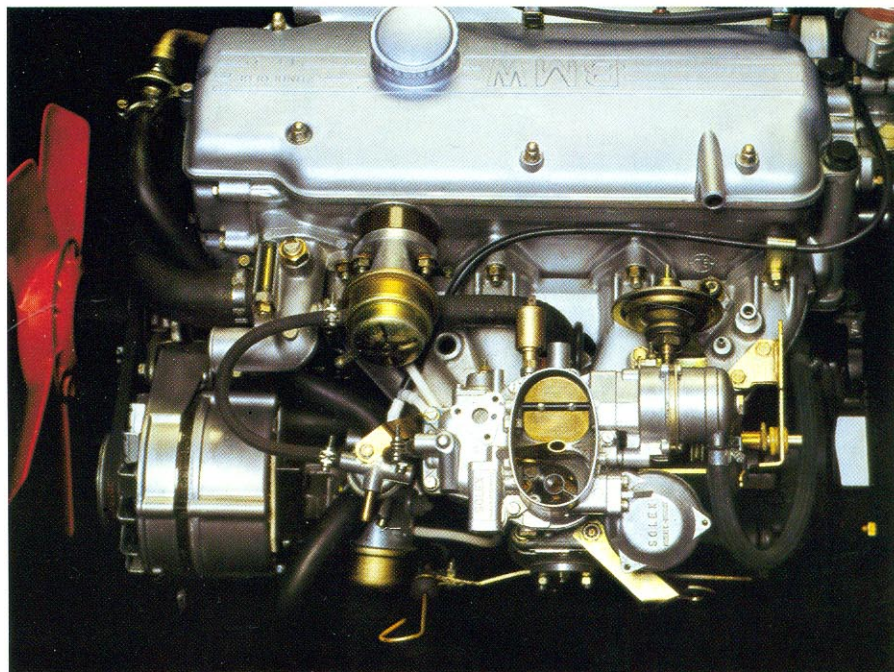
The suspension is fully independent of all four wheels. (McPherson struts and coil springs in front, semitrailing arms and coil springs in back.)

And this, combined with a multijointed rear axle, allows

each wheel to adapt itself instantly to every driving and road condition — makes driving errors safely and easily correctable.

circuits of the world.

And nowhere is this cache of engineering intelligence more in evidence than at the heart of the 2002.



Efficient power, unexcelled.

If BMW is known for anything, it is superb, innovative engineering. The end result of voluminous amounts of technical and physical research. Countless hours of successful experience on the great racing

Its utterly sophisticated 2-liter, triple-hemispheric combustion engine is renowned for its capacity to develop smooth, reliable, turbine-like power. With a maximum of fuel economy and a minimum of pollution.





Safety, more than just brute strength.

It's doubtful that there is a car made that's made stronger than the BMW.

A steel safety cell that completely surrounds the passenger compartment, and computer-determined "crush zones," all contribute to reducing injury to a minimum,

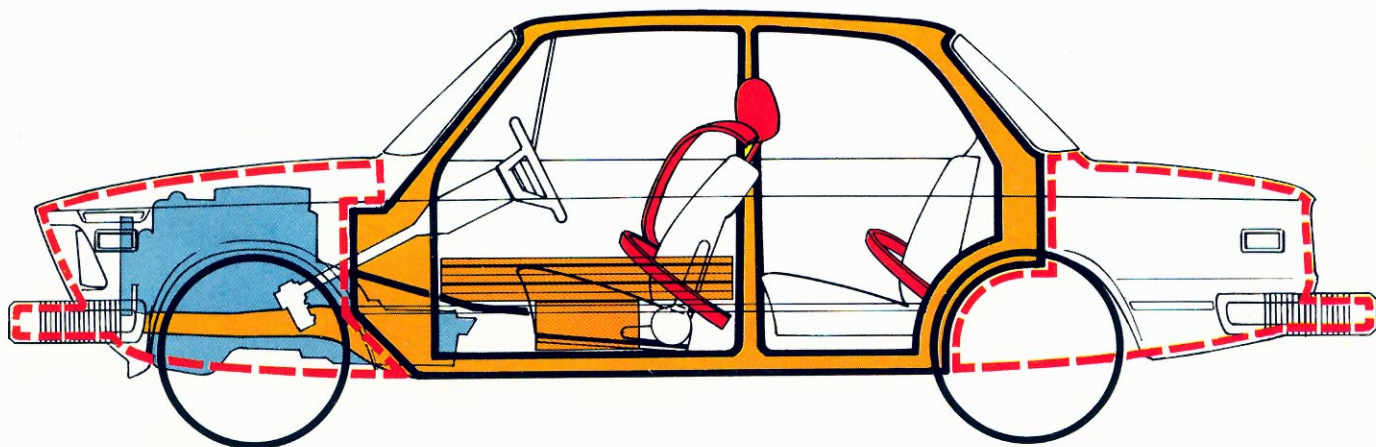
should an accident prove unavoidable.

Yet there is another kind of safety, equally important, called "active safety." Simply, this refers to a car's ability to avoid accidents, not merely survive them.

And this is where BMW's extraordinary performance and handling characteristics come into play.

As does its dual twin-circuit,

disc/drum braking system that provides adequate braking power — actually above the legally prescribed limit — even if one of the two systems should fail.



THE VICTORIAN

WA

BAR

RESTAURANT

CAFÉ



The cockpit, designed for total control.

Inside the BMW 2002, you will find no replicas of Edwardian crests.

The design of the cockpit of the 2002 is the end result of extensive biomechanical

simulation testing. All controls are within easy reach, precisely where you'd want them. All instruments are instantly readable and grouped in such a way as

to preclude the need for unnecessary movement or a lapse of concentration.

The controls, grouped in the manner of an airplane cockpit,



The interior, engineered not decorated.

Yet no reasonable creature comfort has been left unintended. Not merely for the sake of opulence, mind you, but totally engineered to prevent driver fatigue.

All seats have an orthopedically molded shape that provides support in tight curves. All individual seats are fully adjustable with reclining back supports.

An enormous amount of glass area provides one with a great greenhouse of visibility in all directions.

All controls are within reach, precisely where you'd want them.

All instruments are instantly readable and grouped in the manner of an airplane cockpit to preclude the need for unnecessary movement or a lapse of concentration.

What about room? For all its sports car characteristics, the 2002 does not make a mockery of the word "sedan."

While on the outside it's considerably smaller than conventional domestic sedans — actually the ideal city car — on the inside there's no sacrifice of room. No cramping of knees. No squashing of heads.

And in the trunk compartment there's sufficient space for more than a modest amount of luggage, golf clubs, and what have you.

Technical Data BMW 2002

Dimensions and Weights

All-steel shell welded with lower floor panel assembly, 2-door sedan.

Length: 176.0". Width: 62.6". Height: (unloaded) 55.5". Wheelbase: 98.4". Track front and rear: 52.8". Turning circle dia.: 34.9'. Door cutouts: 40.2" wide. Width at shoulder height: front 50.8", rear 49.6". Trunk capacity: approx. 15.9 cu. ft. Fuel tank capa-

city: approx. 13.0 US/gal., including 1.6 US/gal. reserve.

GVWR 3300 lbs.
GAWR front 1660 lbs.
rear 1780 lbs.
Service load 790 lbs.

Engine, Power Transmission, Performance

Four-cylinder, four-stroke in-line engine, triple-hemispherical combustion chambers (transverse flow principle), overhead camshaft, parallel-displaced inclined overhead valves in V-arrangement, forced oil lubrication with Eaton-type pump and full-flow oil filter, water cooled. Crankshaft has 5 main bearings plus 8 balance weight.

Capacity 1990 c.c./121.3 cu. in.

Stroke 3.15"

Bore 3.50"

Power 96 h.p. — SAE net at 5,500 rpm

Torque 106 ft./lbs at 3,500 rpm

Compression ratio 8.1:1

Carburetor: SOLEX 32/32 DIDTA, 2-stage downdraft carburetor with booster pump and automatic choke with manairox system air injection. (Thermal-Reactor on California version only.)

Ignition distributor with centrifugal advance and vacuum retard system.

12 volts, 630 watts, three-phase current alternator; battery 12 volts, 55 amp hrs.

Gearbox

a. Manual transmission 4-speed synchromesh
I. 3.764 II. 2.022 III. 1.320 IV. 1.000 R. 4.096

b. Automatic transmission 3-speed with torque converter (optional)

I. 2.56 II. 1.52 III. 1.00 R. 2.00

Final drive ratio: 3.90:1 (hypoid gears).

3.64:1 (California)

Maximum speed 102 m.p.h. (Automatic 98 m.p.h.)

Acceleration from 0 to 60 m.p.h.: 12.8 seconds (4 speed manual transmission).

Regular gasoline: 91 RON.

Chassis and Brakes

Front Suspension: McPherson struts and wishbones, coil springs and stabilizers.

Rear Suspension: Individual wheel suspension with rubber mounted steering axles (transverse), helical springs plus additional rubber springing and stabilizers.

ZF-Gemmer steering system with worm and roller, three-part track rod, overall ratio 17.57:1

Rims: 5 J x 13 H 2

Steel belted tires: 165 SR 13

Dual twin-circuit braking system with servo unit.

Front: 4-piston fixed-caliper disc brakes with automatic adjustment.

Disc diameter: 9.43"

Rear: Simplex leading and trailing shoe drums, hand-brake acting on rear wheels mechanically.

Drum diameter: 9.06"

Equipment

Heating and ventilation: water-controlled fresh air heating system with easily adjustable temperature setting, three-speed blower, forced air exhaust at the rear windowpane via trunk lid louvers (except with steel sun roof). Defroster nozzles for windshield and front windows.

Impact-absorbing bumpers with rubber welts, braced by means of hydraulic shocks, lateral rubber welts protect against impact, spring-loaded hood and safety lock, crank-operated windows in front completely disappear inside door, vent windows in front and rear, laminated-glass windshield, heated rear windowpane, tinted glass all around.

Rust protection, undercoating.

Instrument panel unit with speedometer, odometer and trip recorder, tachometer standard with 4-speed-transmission, clock with automatic transmission, fuel gauge, coolant temperature gauge, cigarette lighter, ignition key simultaneously turns out headlights together with the ignition, 2 backup

lights, interior lighting, automatic wiper/washer unit for windshield with control lever arranged at steering wheel column, 2 wiper speeds plus interval setting, infinitely variable instrument panel lighting.

Additional warning lights; fuel reserve, hand brake and braking system, warning lights for "Fasten Seat Belts," (Reactor Service and EGR Service on California version only). Easily accessible storage space: in the glove compartment, above the instrument panel, in middle console; safety ashtray integrated in instrument panel, 2 ashtrays in passenger compartment, carpeting. Reclining seats in front have infinite adjustment and setting; armrests on doors, on right side with integrated handhold; straps

suspended from roof with garment hooks in rear; headrests in front; adjustable and detachable; 3-point safety belts in front; 4-spoke padded steering wheel with impact safety pad plus 4 horn contacts; outside rearview mirror, tinted; inside mirror, anti-glare; cloth or leatherette upholstery.

Optional Equipment

Automatic transmission, limited slip differential, light-alloy rims, metallic paint, leather upholstery, lockable

glove compartment, lockable tank cap, steel sunroof (manually or electrically operated), a choice of radios.

GVWR = gross vehicle weight rating
GAWR = gross axle weight rating

Sole U. S. Importer:
BMW of North America, Inc.
Montvale, N.J. 07645
12541 Beatrice Street
Los Angeles, California 90066



Alterations in models, standard and optional equipment, as described in the text and illustrations, may occur. Precise information should be obtained from your BMW distributor or importer.

THE ULTIMATE DRIVING MACHINE

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