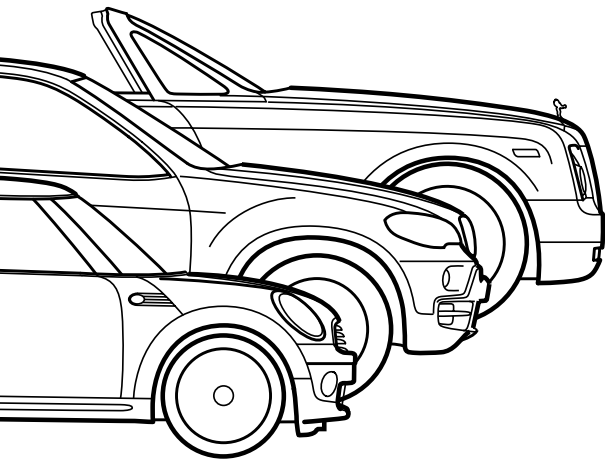


All Automobiles. **Production models** **since 1928.**

The BMW Group stands for premium automobiles. This is not a recent claim but one based on a long, successful tradition. “There is no future without a heritage” is the governing principle behind the design and development of the BMW Group’s automobiles.

BimmerFile.com



BMW Group

Contents.

Launching into the automotive business – cars from Eisenach	6
A new beginning – cars from Munich	24
Small cars in difficult times	28
The „New Class“: 1500 – 2000 tii, 2000 Coupé	32
The BMW 02 Series, 1600 GT	34
Return to the top class	38
The BMW 1 Series	40
The BMW 3 Series	44
The BMW 5 Series	66
The BMW 6 Series	82
The BMW 7 Series	86
The BMW 8 Series	94
The BMW M cars	96
The BMW Z Series	110
The BMW X Series	116
From the original to the original: the MINI is the forward-looking revival of a classic small cars.	124
Rolls-Royce Phantom	130
Production figures	136

BMW Automobiles 1928 – 2008.

BMW, a successful manufacturer of aircraft engines since 1916 and motorcycles since 1923, took over the Eisenach Vehicle Factory, one of Germany's most prestigious car companies at the time, in autumn 1928. In addition to the models designed and produced under the brand name "DIXI", the successful small English car, the Austin Seven, was also produced under licence and given the name DIXI 3/15 PS DA1.

BMW continued to develop this model and in 1929 it became the company's first automobile, named the BMW 3/15 PS DA2.

Then in 1933, the BMW 303 with its 1.2-litre 6-cylinder power unit and torsionally rigid tubular space-frame chassis introduced BMW's renowned range of sporting midsize cars for the genuine individualist. These cars very soon earned BMW an outstanding reputation in the world of motoring. Since then, high-performance technology and progressive styling have made BMW a global brand in the luxury performance market of exclusive and sporty automobiles. The combination of high-performance technology and advanced design in sporty and exclusive cars has since turned BMW into a global brand specialising in high-quality vehicles.

The turn of the millennium saw new Group brands MINI and Rolls-Royce likewise positioning themselves in the premium segment of their respective classes and contributing to the global success of the BMW Group.

Scale: 1:100

Production period: e.g. 1929 – 1932

Abbreviations

sv: side valves

ohv: overhead valves

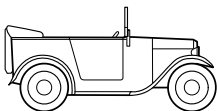
ohc: overhead camshaft

dohc: double overhead camshaft

1927 – 1929

Dixi 3/15 PS

DA 1

**Launching into the automotive business – cars from Eisenach.**

Built by the Eisenach Vehicle Factory under licence from Austin, England, the small Dixi became BMW's first car after taking over the Eisenach company. With its side-valve 748 cc (45.6 cu in) power unit, this car fell into the 3 hp road tax bracket.

Dixi 3/15 PS DA 1, 1927 – 29

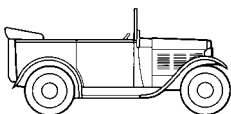
4-cyl. sv 748 cc

11 kW (15 hp)

1929 – 1932

3/15 PS

DA 2/4



Using the same simple-design U-profile chassis with live leaf-spring axles and a foot brake now acting on all four wheels, the 3/15 was then offered with a more spacious body and larger doors.

BMW 3/15 PS DA 2/4 Tourer

1929 – 32

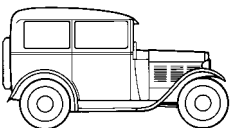
4-cyl. sv 748 cc

11 kW (15 hp)

1930 – 1932

3/15 PS

DA 4



The standard open tourer body with four seats, a simple soft top and plug-in windows was supplemented by a two-door saloon with full-steel body. Different bodies for DA 2 and DA 4.

BMW 3/15 PS DA 4

1930 – 32

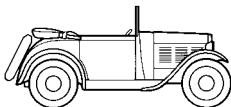
4-cyl. sv 748 cc

11 kW (15 hp)

1929 – 1932

3/15 PS

DA 2/4



The two-seater with its simple folding top and plastic plug-in windows came at the same price as the open tourer. The luggage compartment was in the back.

BMW 3/15 PS DA 2/4

1929 – 32

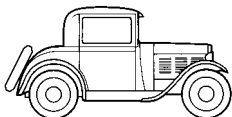
4-cyl. sv 748 cc

11 kW (15 hp)

1931 – 1932

3/15 PS

DA 4



The two-seater was also available with a hard top. This was the Coupé version.

BMW 3/15 PS DA 4

1931 – 32

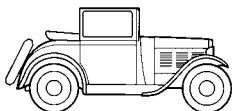
4-cyl. sv 748 cc

11 kW (15 hp)

1929 – 1931

3/15 PS

DA 2



The Cabriolet was the luxury version of the open two-seater. It featured the same doors as the Coupé or Saloon with winding windows and a rigid frame, as well as an elaborately lined and padded folding top.

BMW 3/15 PS DA 2

1929 – 31

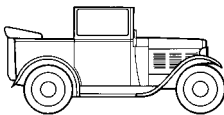
4-cyl. sv 748 cc

11 kW (15 hp)

1929 – 1930

3/15 PS

DA 2



The four-seater Cabriolet only had two side windows in the doors. With the top up, it was therefore not very light at the rear.

BMW 3/15 PS DA 2

1929 – 30

4-cyl. sv 748 cc

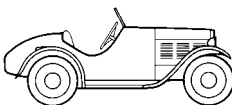
11 kW (15 hp)

1930 – 1931

3/15 PS

DA 3

Typ Wartburg



A genuine sports car, the BMW 3/15 Wartburg Roadster came with a more powerful high-compression engine. Not surprisingly, this car took part in many races.

BMW 3/15 PS DA 3 Typ Wartburg

1931 – 32

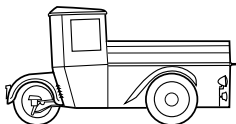
4-cyl. sv 748 cc

13 kW (18 hp)

1932 – 1934

F 76

F 79



The delivery tricycle F 76/F 79 was a curiosity in BMW's model history. Featuring motorcycle engines and a single rear wheel, it was the only BMW pre-war automobile not to be produced in Eisenach but in Munich.

F 76, 1932 – 33

198 cc

4 kW (6 hp)

F 79, 1933 – 34

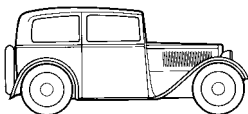
398 cc

10 kW (14 hp)

1932 – 1934

3/20 PS

AM 1, 3, 4



The first car developed by BMW itself after Austin's licence had expired had a completely new body and featured a central box frame with leaf-spring swing axles, an improved engine with overhead valves and, from 1933, a 4-speed gearbox.

BMW 3/20 PS AM 1, 3, 4

1932 – 34

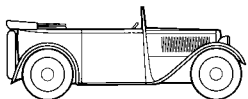
4-cyl. ohv 782 cc

15 kW (20 hp)

1932 – 1934

3/20 PS

AM 1, 3, 4



The coachwork of BMW's new models was largely contracted out to Daimler-Benz's Sindelfingen plant. For the first time, the Saloon and Tourer shared the same price.

BMW 3/20 PS AM 1, 3, 4

1932 – 34

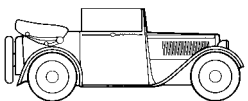
4-cyl. ohv 782 cc

15 kW (20 hp)

1932 – 1934

3/20 PS

AM 1, 3, 4



With the top up, the only side access to the four-seater Cabriolet was through wind-down windows in the doors. With strong and elaborate lining, the multi-layer canvas top was reinforced by external metal rods.

BMW 3/20 PS AM 1, 3, 4

1932 – 34

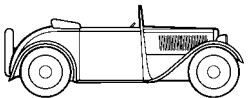
4-cyl. ohv 782 cc

15 kW (20 hp)

1932 – 1934

3/20 PS

AM 1, 3, 4



Only one open two-seater version of the BMW 3/20 PS was available. This was the "simpler" version with a folding top, plug-in windows for the doors and a luggage compartment accessible from inside the car.

BMW 3/20 PS AM 1, 3, 4

1932 – 34

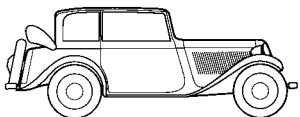
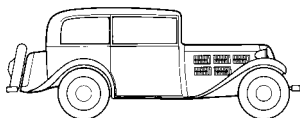
4-cyl. ohv 782 cc

15 kW (20 hp)

1933 – 1937

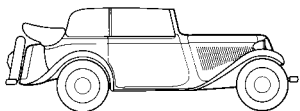
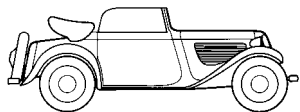
303, 309

315, 319

**1933 – 1937**

303, 309

315, 319



Launching the first 6-cylinder with a tubular space-frame chassis, BMW took the competition completely by surprise in 1933. The 303 was followed by two larger models and the lower priced 4-cylinder version, the BMW 309.

Together with the 6-cylinder models, BMW also launched a Cabriolet with a fully retracting soft top.

BMW 303, 1933 – 34

6-cyl. ohv 1173 cc

22 kW (30 hp)

BMW 309, 1934 – 36

4-cyl. ohv 845 cc

16 kW (22 hp)

BMW 315, 1934 – 37

6-cyl. ohv 1490 cc

25 kW (34 hp)

BMW 319, 1935 – 37

6-cyl. ohv 1911 cc

33 kW (45 hp)

The coachwork of BMW's new all-steel Saloons and Cabriolets now came from Ambi-Budd in Berlin. The superstructures of the various Cabriolet models were supplied by a number of manufacturers in Germany.

BMW 303, 1933 – 34

6-cyl. ohv 1173 cc

22 kW (30 hp)

BMW 309, 1934 – 36

4-cyl. ohv 845 cc

16 kW (22 hp)

BMW 315, 1934 – 37

6-cyl. ohv 1490 cc

25 kW (34 hp)

BMW 319, 1935 – 37

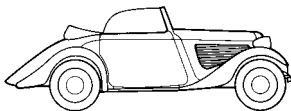
6-cyl. ohv 1911 cc

33 kW (45 hp)

1934 – 1937

315

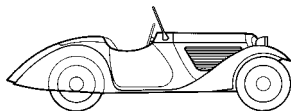
319



1934 – 1936

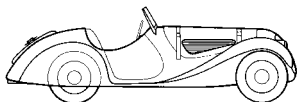
315/1

319/1



1936 – 1940

328



Apart from the well-known two-seater Cabriolet there was now also a sports body version with very elegant rear-end styling, but retaining the wind-down door windows and amply lined folding top.

BMW 315, 1934 – 37

6-cyl. ohv 1490 cc

25 kW (34 hp)

BMW 319, 1935 – 37

6-cyl. ohv 1911 cc

33 kW (45 hp)

These genuine sports Roadsters with a folding windscreen, low-slung doors and lightweight top came with high-performance engines featuring three flat-draught carburettors instead of the two up-draught carburettors.

BMW 315/1, 1934 – 35

6-cyl. ohv 1490 cc

29 kW (40 hp)

BMW 319/1, 1935 – 36

6-cyl. ohv 1911 cc

40 kW (55 hp)

Right from its debut at the Nürburgring on 14 June 1936, the BMW 328 proved unbeatable in all international sports car races in the two-litre class. This high-performance sports car was available not only to BMW's works drivers, since it was also perfectly suited for everyday motoring. Despite its outstanding performance, the engine was actually "only" a compromise: the special cylinder head design provided hemispherical combustion chambers even without overhead camshafts, allowing BMW's engineers to use the conventional engine block.

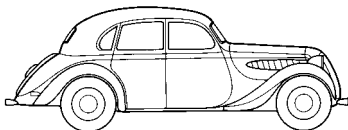
BMW 328, 1936 – 40

6-cyl. ohv 1971 cc

59 kW (80 hp)

1936 – 1941

326



Using a newly developed extra-low box frame with torsion bar spring rear axle and a lowered transverse leaf spring on the front axle, BMW's engineers then created a modern midsize model featuring oil-pressure brakes for the first time.

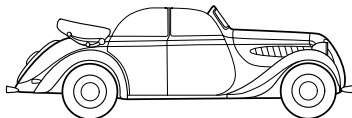
BMW 326, 1936 – 41

6-cyl. ohv 1971 cc

37 kW (50 hp)

1936 – 1941

326



While the coachwork for BMW's first four-door Saloon came from Ambi-Budd, the body for the four-door Cabriolet was made by Autenrieth in Darmstadt, the company that had already built BMW Cabriolets in the past.

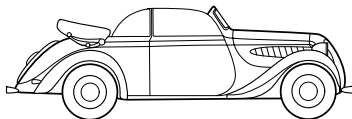
BMW 326, 1936 – 41

6-cyl. ohv 1971 cc

37 kW (50 hp)

1936 – 1941

326



The two-door Cabriolets remained in BMW's official model range. But catering for specific customer requests, many customised bodies were made by companies such as Autenrieth, Baur, Drauz, Reutter and Wendler.

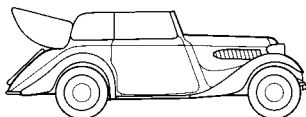
BMW 326, 1936 – 41

6-cyl. ohv 1971 cc

37 kW (50 hp)

1936 – 1937

329



The 329 “interim” model featured the tubular space-frame chassis and engine of the 319. The Cabriolet versions built to the same style as the new 326 came from Baur in Stuttgart and Drauz in Heilbronn.

BMW 329, 1936 – 37

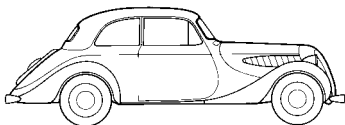
6-cyl. ohv 1911 cc

33 kW (45 hp)

1937 – 1941

320

321



The spacious two-door version of the 326 also had a lowered box frame, but featured a leaf-spring rear axle and 120 mm (4.7") shorter wheelbase compared to the BMW 326. Engine power remained 5 hp lower than in BMW's other models.

BMW 320, 1937 – 38

6-cyl. ohv 1971 cc

33 kW (45 hp)

BMW 321, 1938 – 41

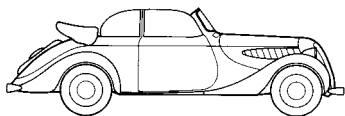
6-cyl. ohv 1971 cc

33 kW (45 hp)

1937 – 1941

320

321



The two-door Cabriolet body once again came from Autenrieth in Darmstadt. The main differences between the 320 and 321 were the rear closing doors of the 321, and the front axle, which was initially taken from the 319 but then came from the 326.

BMW 320, 1937 – 38

6-cyl. ohv 1971 cc

33 kW (45 hp)

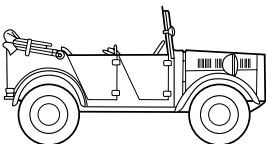
BMW 321, 1938 – 41

6-cyl. ohv 1971 cc

33 kW (45 hp)

1937 – 1940

325



Developed as an off-road vehicle for military use, the 325 had four-wheel drive, four-wheel steering, a box-profile frame, independent suspension with coil springs on all four wheels and a 5-speed transmission.

BMW 325, 1937 – 40

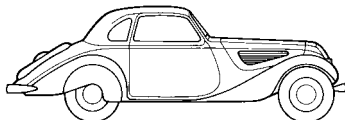
6-cyl. ohv 1971 cc

37 kW (50 hp)

1938 – 1941

327

327i/28



Using the shorter box frame chassis also featured on the 321, BMW then built an elegant sports Coupé with exemplary styling that continued the distinctive BMW look initiated by the 326.

BMW 327, 1938 – 41

6-cyl. ohv 1971 cc

40 kW (55 hp)

BMW 327i/28, 1938 – 40

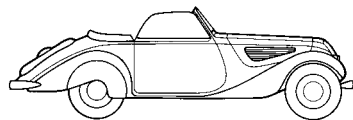
6-cyl. ohv 1971 cc

59 kW (80 hp)

1937 – 1941

327

327i/28



A new Cabriolet, once again with coachwork by Autenrieth, proved to be much more popular. At extra charge, the 327 was also available with the three-carburettor high-performance power unit of the 328.

BMW 327, 1937 – 41

6-cyl. ohv 1971 cc

40 kW (55 hp)

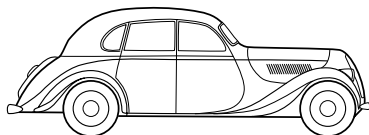
BMW 327i/28, 1938 – 40

6-cyl. ohv 1971 cc

59 kW (80 hp)

1939 – 1941

335



The larger version of the 326 with longer wheelbase and a new, more powerful 3.5-litre engine was built above all for fast motoring on the new autobahns with their high cruising speeds.

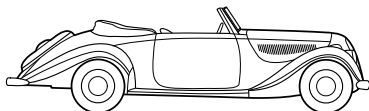
BMW 335, 1939 – 41

6-cyl. ohv 3485 cc

66 kW (90 hp)

1939 – 1941

335



The 335 also came with two- or four-door Cabriolet bodies by Autenrieth. The new engine with its spur gear-driven camshaft (as opposed to the chain drive used previously) provided superior torque.

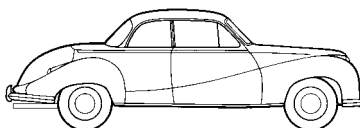
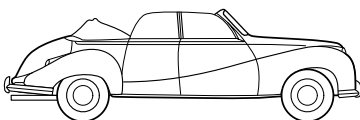
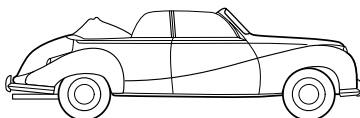
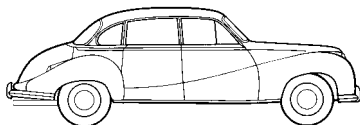
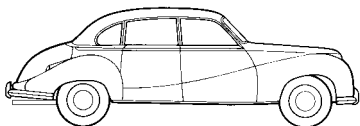
BMW 335, 1939 – 41

6-cyl. ohv 3485 cc

66 kW (90 hp)

1952 – 1963

501
502
2,6
2,6 Luxus
3,2
3,2 Super
2600
2600 L
3200 L
3200 S



A new beginning – cars from Munich.

Starting again after the war, BMW faced an additional hurdle as it no longer had the Eisenach factory. As a result, the first new model did not appear until the 1951 Frankfurt Motor Show, featuring modernised styling typical of BMW, torsion-bar suspension and the 6-cylinder power unit of the pre-war 326. The world's first standard production light-alloy V8 then followed in 1954. Further innovations were the panorama rear window in 1955, disc brakes on the front wheels in 1959 and, as an option, power steering. Apart from numerous different engines and versions with varying equipment levels, there were also special Coupés as well as a four- and two-door Cabriolet built by Baur.

BMW 501, 1952 – 54
6-cyl. ohv 1971 cc
48 kW (65 hp)

BMW 501A/B, 1954 – 55
6-cyl. ohv 1971 cc
53 kW (72 hp)

BMW 501 1955 – 58
6-cyl. ohv 2077 cc
53 kW (72 hp)

BMW 501
1955 – 58
V8-cyl. ohv 2580 cc
70 kW (95 hp)

BMW 502
1954 – 55
V8-cyl. ohv 2580 cc
74 kW (100 hp)

BMW 502
1955 – 58
V8-cyl. ohv 2580 cc
74 kW (100 hp)

BMW 502 3.2 Liter
1955 – 58
V8-cyl. ohv 3168 cc
88 kW (120 hp)

BMW 2.6
1958 – 61
V8-cyl. ohv 2580 cc
70 kW (95 hp)

BMW 2.6 Luxus
1958 – 61
V8-cyl. ohv 2580 cc
74 kW (100 hp)

BMW 3.2
1958 – 61
V8-cyl. ohv 3168 cc
88 kW (120 hp)

BMW 3.2 Super
1957 – 61
V8-cyl. ohv 3168 cc
103 kW (140 hp)

BMW 2600
1961 – 63
V8-cyl. ohv 2580 cc
81 kW (110 hp)

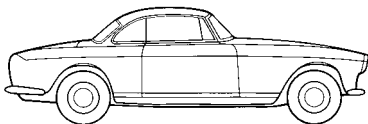
BMW 2600 L
1961 – 63
V8-cyl. ohv 2580 cc
81 kW (110 hp)

BMW 3200 L
1961 – 63
V8-cyl. ohv 3168 cc
103 kW (140 hp)

BMW 3200 S
1961 – 63
V8-cyl. ohv 3168 cc
118 kW (160 hp)

1956 – 1960

503 Coupé



An elegant Coupé designed by Albrecht Graf Goertz and built by BMW on the Saloon chassis. From 1957 the gear-box was fitted directly on the engine, and no longer placed beneath the front seats as in the past.

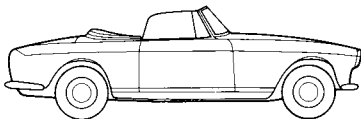
BMW 503 Coupé, 1956 – 60

V8-cyl. ohv 3168 cc

103 kW (140 hp)

1956 – 1960

503 Convertible



Together with the Coupé, there was also a 2+2 Cabriolet with fully retractable power top. The body panels, including the doors and lids, were made of aluminium on both models.

BMW 503 Convertible

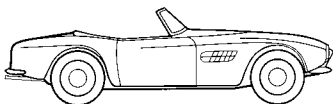
1956 – 60

V8-cyl. ohv 3168 cc

103 kW (140 hp)

1956 – 1959

507



Graf Goertz also designed a two-seater Roadster with shorter wheelbase and a high-performance sports engine. This car was available with a hardtop and, from 1958, with front wheel disc brakes.

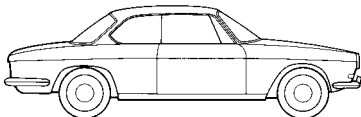
BMW 507, 1956 – 59

V8-cyl. ohv 3168 cc

110 kW (150 hp)

1962 – 1965

3200 CS



The successor to the 503 was designed by Bertone and the coachwork was built in Italy, while the engine came from the 3200 S. This Coupé was the final model in BMW's V8 series.

BMW 3200 CS, 1962 – 65

V8-cyl. ohv 3168 cc

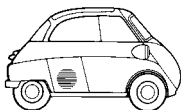
118 kW (160 hp)

1955 – 1957

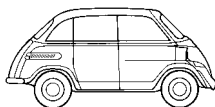
Isetta 250, 300
Standard

**1956 – 1962**

Isetta 250, 300
Export

**1957 – 1959**

600

**Small cars in difficult times.**

Referred to as a “Motorcoupé”, this four-wheel “bubble” car built by BMW had narrow-track rear wheels. The concept came from an Italian company, Iso, and featured one front-opening door.

Isetta 250, 1955 – 57
1-cyl. ohv 245 cc
9 kW (12 hp)

Isetta 300, 1955 – 57
1-cyl. ohv 298 cc
10 kW (13 hp)

The second version of the Isetta had large side windows and came with a folding top as an option. The blower-cooled four-stroke engines were derived from BMW's R 25 motorcycle power unit.

Isetta 250, 1956 – 62
1-cyl. ohv 245 cc
9 kW (12 hp)

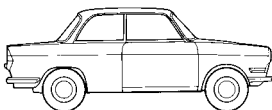
Isetta 300, 1956 – 62
1-cyl. ohv 298 cc
10 kW (13 hp)

The 600 was a larger version of the front-door “bubble” car with four seats, side door and blower-cooled flat-twin engine at the rear. With the 600, BMW introduced its semi-trailing arm independent suspension rear axle.

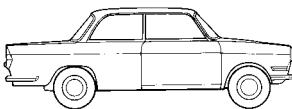
BMW 600, 1957 – 59
2-cyl. ohv 582 cc
14 kW (19,5 hp)

1959 – 1962

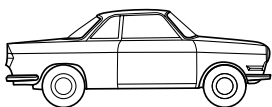
700

**1962 – 1965**

LS

**1959 – 1964**

700 Coupé

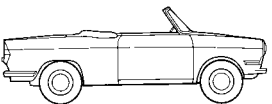
**1964 – 1965**

LS Coupé

**1961 – 1964**

700

Convertible



The 700 combined the flat-twin rear-mounted engine and wheel suspension of the 600 with a modern notchback all-steel body built for the first time in monocoque design. From 1962 it came with a longer wheelbase as the LS.

BMW 700, 1959 – 62
2-cyl. ohv 697 cc
22 kW (30 hp)

BMW LS, 1962 – 65
2-cyl. ohv 697 cc
24 kW (32 hp)

Launched prior to the Saloon, the Coupé really hit the headlines in motor racing. A more powerful twin-carburettor model was introduced in 1960, followed by the long-wheelbase LS Coupé in 1964.

BMW 700 Coupé, 1959 – 64
2-cyl. ohv 697 cc
22 / 24 kW (30 / 32 hp)

BMW 700 Sport, 1960 – 63
2-cyl. ohv 697 cc
29 kW (40 hp)

BMW 700 CS, 1963 – 64
2-cyl. ohv 697 cc
29 kW (40 hp)

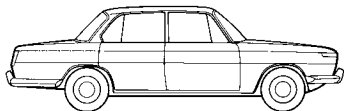
BMW LS Coupé, 1964 – 65
2-cyl. ohv 697 cc
29 kW (40 hp)

Based on the Coupé, Baur in Stuttgart built the 700 Cabriolet on behalf of BMW, thus maintaining the Company's open-car heritage.

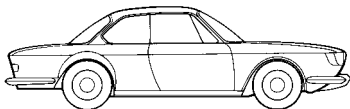
BMW 700 Convertible
1961 – 64
2-cyl. ohv 697 cc
29 kW (40 hp)

1962 – 1972

1500
1600
1800
1800 TI
1800 TI/SA
2000
2000 TI/tiLux
2000 tii

**1965 – 1970**

2000 C
2000 CS

**The “New Class”:****1500 – 2000, 2000 Coupé.**

These modern four-door midsize Saloons had 4-cylinder in-line engines featuring an overhead camshaft, McPherson spring strut front axle, semi-trailing arm rear axle and disc brakes at the front. The large model variety was due to different engines and power ratings.

BMW 1500, 1962 – 64
4-cyl. ohc 1499 cc
59 kW (80 hp)

BMW 1600, 1964 – 66
4-cyl. ohc 1573 cc
61 kW (83 hp)

BMW 1800, 1963 – 68
4-cyl. ohc 1773 cc
66 kW (90 hp)

BMW 1800 CS, 1968 – 71
4-cyl. ohc 1766 cc
66 kW (90 hp)

BMW 1800 TI, 1964 – 68
4-cyl. ohc 1773 cc
81 kW (110 hp)

BMW 1800 TI/SA, 1965
4-cyl. ohc 1773 cc
96 kW (130 hp)

BMW 2000, 1966 – 72
4-cyl. ohc 1990 cc
74 kW (100 hp)

BMW 2000 TI/tiLux, 1966 – 71
4-cyl. ohc 1990 cc
88 kW (120 hp)

BMW 2000 tii, 1970 – 71
4-cyl. ohc 1990 cc
96 kW (130 hp)

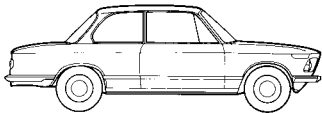
Designed by BMW's styling department and built by Karmann in Osnabrück, this new luxury Coupé was available for the first time with an automatic transmission as an option. From 1968 it also came with dual-circuit brakes later featured in the Saloons as well.

BMW 2000 C, 1965 – 70
4-cyl. ohc 1990 cc
74 kW (100 hp)

BMW 2000 CS, 1965 – 70
4-cyl. ohc 1990 cc
88 kW (120 hp)

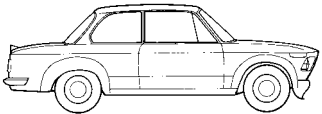
1966 – 1977

1502
1600
1602
1600 TI
1802
2002
2002 TI
2002 tii



1973 – 1975

2002 turbo



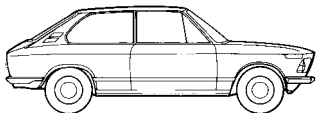
The BMW 02 Series, 1600 GT.

The success of the “New Class” was continued by another line of unique two-door sports saloons: the 02 Series, which set new standards on the international market. Combining a compact exterior with spacious interior dimensions, plus the most advanced chassis technology and a wide range of powerful engines, these cars were truly outstanding. In 1973 the first production model with a turbocharged engine was introduced to supplement the ti versions with two carburettors and the tii featuring fuel injection.

BMW 1502, 1975 – 77 4-cyl. ohc 1573 cc 55 kW (75 hp)	BMW 1600 / 1602, 1966 – 75 4-cyl. ohc 1573 cc 63 kW (85 hp)
BMW 1600 TI, 1967 – 68 4-cyl. ohc 1573 cc 77 kW (105 hp)	BMW 1802, 1971 – 75 4-cyl. ohc 1766 cc 66 kW (90 hp)
BMW 2002, 1968 – 76 4-cyl. ohc 1990 cc 74 kW (100 hp)	BMW 2002 TI, 1968 – 71 4-cyl. ohc 1990 cc 88 kW (120 hp)
BMW 2002 tii, 1971 – 75 4-cyl. ohc 1990 cc 96 kW (130 hp)	BMW 2002 turbo, 1973 – 75 4-cyl. ohc 1990 cc 125 kW (170 hp)

1971 – 1974

1600
1602 Touring
1800
1802 Touring
2000
2002 Touring
2000 tii
2002 tii Touring



Based on the 02 Series, the Touring was a combination of estate car and Coupé featuring a large-hatch fastback. While this concept is very popular nowadays, it proved difficult to sell at the time.

BMW 1600 / 1602 Touring
1971 – 73
4-cyl. ohc 1573 cc
63 kW (85 hp)

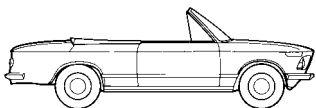
BMW 1800 / 1802 Touring
1971 – 74
4-cyl. ohc 1766 cc
66 kW (90 hp)

BMW 2000 / 2002 Touring
1971 – 73
4-cyl. ohc 1990 cc
74 kW (100 hp)

BMW 2000 tii / 2002 tii Touring
1971 – 74
4-cyl. ohc 1990 cc
96 kW (130 hp)

1967 – 1971

1600
2002



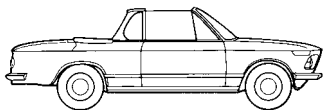
The 02 Series again came as a Cabriolet, initially only with the 1.6-litre engine. Due to safety considerations, the body was modified in 1971 to include a rollover bar.

BMW 1600, 1967 – 71
4-cyl. ohc 1573 cc
63 kW (85 hp)

BMW 2002, 1971 – 75
4-cyl. ohc 1990 cc
74 kW (100 hp)

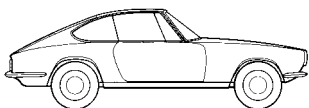
1971 – 1975

2002



1967 – 1968

1600 GT

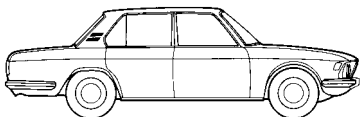


In 1966 BMW took over the Glas Car Company in Dingolfing and slowly phased out their models. However, this stylish sports Coupé was continued with a BMW engine, gearbox and rear axle as the BMW 1600 GT.

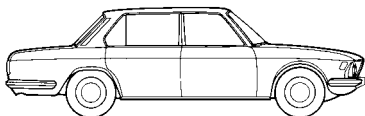
BMW 1600 GT, 1967 – 68
4-cyl. ohc 1573 cc
77 kW (105 hp)

1968 – 1977

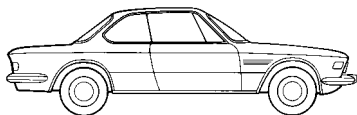
2500
2800
3.0 S
3.0 Si

**1974 – 1977**

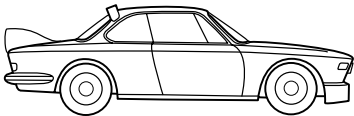
2.8 L
3.0 L
3.3 L
3.3 Li

**1968 – 1975**

2.5 CS
2800 CS
3.0 CS
3.0 CSi

**1971 – 1975**

3.0 CSL

**Return to the luxury class.**

With business-like styling and modern high-performance 6-cylinder power units – and fuel injection from 1971 on – BMW returned to the luxury performance segment. Disc brakes featured on all four wheels, and there was power steering always with a wide range of options such as a limited-slip differential and self-levelling rear axle. L-versions with a longer wheelbase were available from 1974.

BMW 2500, 1968 – 77
6-cyl. ohc 2494 cc
110 kW (150 hp)

BMW 2800 / 2.8 L, 1969 – 77
6-cyl. ohc 2788 cc
125 kW (170 hp)

BMW 3.0 S, 3.0 L, 1971 – 77
6-cyl. ohc 2985 cc
132 kW (180 hp)

BMW 3.0 Si, 1971 – 77
6-cyl. ohc 2985 cc
147 kW (200 hp)

BMW 3.3 L, 1974 – 75
6-cyl. ohc 3295 cc
140 kW (190 hp)

BMW 3.3 Li, 1975 – 77
6-cyl. ohc 3210 cc
147 kW (200 hp)

The 6-cylinder Coupés became the successors to the 2000 CS and also derived their styling from them. They too were built by Karmann. The CSL versions provided the basic configuration for motor racing involvement.

BMW 2.5 CS, 1974 – 75
6-cyl. ohc 2492 cc
110 kW (150 hp)

BMW 2800 CS, 1968 – 71
6-cyl. ohc 2788 cc
125 kW (170 hp)

BMW 3.0 CS, 1971 – 75
6-cyl. ohc 2985 cc
132 kW (180 hp)

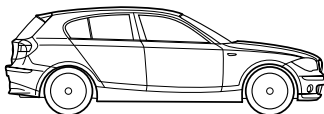
BMW 3.0 CSi, 1971 – 75
6-cyl. ohc 2985 cc
147 kW (200 hp)

BMW 3.0 CSL, 1971 – 72
6-cyl. ohc 2985 cc
132 kW (180 hp)

BMW 3.0 CSL, 1972 – 73
6-cyl. ohc 3003 cc
147 kW (200 hp)

BMW 3.0 CSL, 1973 – 75
6-cyl. ohc 3153 cc
151 kW (206 hp)

2004 –
1 Series



The BMW 1 Series range.

BMW launched its first compact class car in 2004. At 4.23 metres in length, the BMW 1 Series is 24 cm shorter than the 3 Series Saloon. With its engine fired up at the push of a button, the BMW 1 Series shows itself to be an impressive performer thanks to a level of agility and steering precision unmatched in the compact class. An extremely stiff body, sophisticated aluminium front axle and five-link rear axle, and excellent aerodynamics giving a Cd of just 0.29, all help to make the 1 Series a deeply convincing car.

BMW 116i, 2004 – 07
4-cyl. dohc 1596 cc
85 kW (115 hp)

BMW 116i, 2007 –
4-cyl. dohc 1597 cc
90 kW (122 hp)

BMW 118i, 2005 – 07
4-cyl. dohc 1995 cc
95 kW (129 hp)

BMW 118i, 2007 –
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 120i, 2004 – 07
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW 120i, 2007 –
4-cyl. dohc 1995 cc
125 kW (170 hp)

BMW 130i, 2005 –
6-cyl. dohc 2996 cc
195 kW (265 hp)

BMW 118d, 2004 – 07
4-cyl. dohc 1995 cc
90 kW (122 hp)

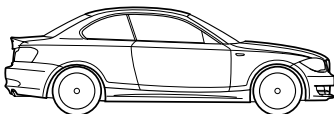
BMW 118d, 2007 –
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 120d, 2004 – 07
4-cyl. dohc 1995 cc
120 kW (163 hp)

BMW 120d, 2007 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

BMW 123d, 2007 –
4-cyl. dohc 1995 cc
150 kW (204 hp)

2007 –
1 Series Coupé



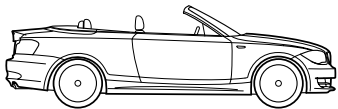
In November 2007 the BMW 1 Series Coupé was added to the 1 Series range. Flawless axle load distribution complemented by engines boasting unrivalled power and efficiency has enabled the four-seater to set the dynamic benchmark in the compact class.

BMW 135i Coupé, 2007 –
6-cyl. dohc 2979 cc
225 kW (306 hp)

BMW 120d Coupé, 2007 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

BMW 123d Coupé, 2007 –
4-cyl. ohc 1995 cc
150 kW (204 hp)

2008 –
1 Series Convertible



The BMW 1 Series Convertible introduced in spring 2008 displays the dynamic qualities typical of the 1 Series, combined with a soft-top roof concept without parallel in the compact class.

BMW 118i Convertible
2008 –
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 120i Convertible
2008 –
4-cyl. dohc 1995 cc
125 kW (170 hp)

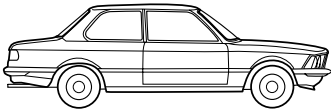
BMW 125i Convertible
2008 –
6-cyl. dohc 2996 cc
160 kW (218 hp)

BMW 135i Convertible
2008 –
6-cyl. dohc 2979 cc
225 kW (306 hp)

BMW 120d Convertible
2008 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

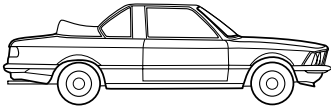
1975 – 1983

3 Series
Saloon



1977 – 1982

3 Series Baur
Top-Convertible



The BMW 3 Series.

After the launch of the 5 Series in 1972, the reorganisation of the model numbers continued with the first 3 Series models. From 1977, the redesigned two-door sports Saloon with its new body style was available for the first time with a newly-developed smaller six-cylinder engine.

BMW 315, 1981 – 83
4-cyl. ohc 1573 cc
55 kW (75 hp)

BMW 316, 1975 – 80
4-cyl. ohc 1573 cc
66 kW (90 hp)

BMW 316, 1980 – 83
4-cyl. ohc 1766 cc
66 kW (90 hp)

BMW 318, 1975 – 80
4-cyl. ohc 1766 cc
72 kW (98 hp)

BMW 318i, 1979 – 83
4-cyl. ohc 1766 cc
77 kW (105 hp)

BMW 320, 1975 – 77
4-cyl. ohc 1990 cc
80 kW (109 hp)

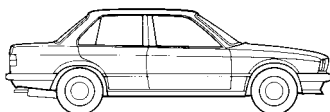
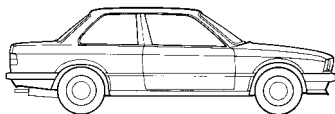
BMW 320, 1977 – 82
6-cyl. ohc 1990 cc
90 kW (122 hp)

BMW 320i, 1975 – 79
4-cyl. ohc 1990 cc
92 kW (125 hp)

BMW 323i, 1978 – 82
6-cyl. ohc 2315 cc
105 kW (143 hp)

1982 – 1991

3 Series Saloon



Like the 5 Series, the second-generation 3 Series concentrated on the consistent improvement of a successful concept. With improved styling, technology and equipment levels, the 3 Series offered a wide range of engines for all customer demands. From 1983 all models were also available with four doors. In 1988 the 324td introduced the first-ever electronic diesel injection system, and newly developed four-cylinder units replaced the engines that had proven their merits millions of times over 26 years.

BMW 316, 1982 – 88
4-cyl. ohc 1766 cc
66 kW (90 hp)

BMW 316i, 1988 – 91
4-cyl. ohc 1596 cc
Cat. 74 kW (100 hp)

BMW 318i, 1987 – 91
4-cyl. ohc 1796 cc
Cat. 83 kW (113 hp)

BMW 320i, 1982 – 91
6-cyl. ohc 1990 cc
92 kW (125 hp)
Cat. 95 kW (129 hp)

BMW 325e, 1983 – 88
6-cyl. ohc 2693 cc
Cat. 90 kW (122 hp)
Cat. 95 kW (129 hp)

BMW 324d, 1985 – 90
6-cyl. ohc 2443 cc
63 kW (86 hp)

BMW 316i, 1987 – 88
4-cyl. ohc 1766 cc
Cat. 75 kW (102 hp)

BMW 318i, 1982 – 87
4-cyl. ohc 1766 cc
77 kW (105 hp)
Cat. 75 kW (102 hp)

BMW 318is, 1989 – 91
4-cyl. ohc 1796 cc
Cat. 100 kW (136 hp)

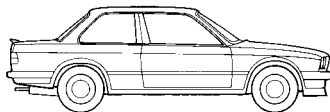
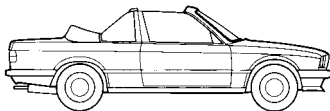
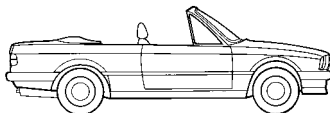
BMW 323i, 1982 – 86
6-cyl. ohc 2316 cc
102 kW (139 hp)
110 kW (150 hp)

BMW 325i, 1985 – 91
6-cyl. ohc 2494 cc
126 kW (171 hp)
Cat. 125 kW (170 hp)

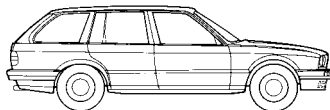
BMW 324td, 1987 – 90
6-cyl. ohc 2443 cc
85 kW (115 hp)

1985 – 1991

325iX

**1982 – 1990**3 Series Baur
Top-Convertible**1986 – 1993**3 Series
Convertible**1988 – 1994**

3 Series touring



Permanent four-wheel drive, central power divider, viscous locks.

BMW 325iX 1990 – 98

6-cyl. ohc 2494 cc

Cat. 125 kW (170 hp)

126 kW (171 hp)

With the introduction of the new 3 Series, Baur again offered a Convertible model with rollover bar. Then, in 1986, BMW themselves introduced a brand-new four-seater Convertible. The elaborately constructed roof was easy to operate and disappeared completely into a compartment behind the rear seats.

BMW 318i Convertible

1990 – 93

4-cyl. ohc 1796 cc

83 kW (113 hp)

BMW 320i Convertible

1986 – 93

6-cyl. ohc 1990 cc

95 kW (129 hp)

BMW 325i Convertible

1986 – 93

6-cyl. ohc 2494 cc

Cat. 125 kW (170 hp)

126 kW (171 hp)

Another variant in the 3 Series was the dynamic and luxurious Touring with the same wheelbase but a completely different rear end. This car came with petrol and diesel engines as well as four-wheel drive.

BMW 316i touring, 1991 – 94

4-cyl. ohc 1596 cc

74 kW (100 hp)

BMW 318i touring, 1989 – 94

4-cyl. ohc 1796 cc

83 kW (113 hp)

BMW 320i touring, 1988 – 91

6-cyl. ohc 1990 cc

95 kW (129 hp)

BMW 325i touring, 1988 – 93

6-cyl. ohc 2494 cc

125 kW (170 hp)

BMW 325iX touring, 1988 – 93

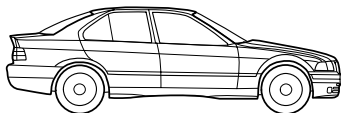
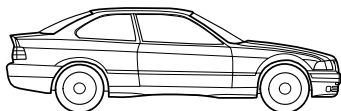
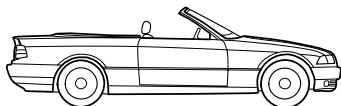
6-cyl. ohc 2494 cc

125 kW (170 hp)

BMW 324td touring, 1988 – 93

6-cyl. ohc 2443 cc

85 kW (115 hp)

1990 – 1998**3 Series Saloon****1991 – 1999****3 Series Coupé****1993 – 1999****3 Series Convertible**

The third generation of the 3 Series was much larger inside. For the first time in this class, a 5-speed automatic transmission and air-conditioning with a microfilter were offered as well as separate temperature controls for driver and front passenger. Another innovation was the centrally guided rear axle. The Coupé was launched in 1991. The new 4-valve engines offered plenty of power. The third body variant of the 3 Series was the Convertible which was technically based on the 3 Series Coupé.

BMW 316i, 1993 – 98 /

BMW 316i Coupé, 1993 – 99

4-cyl. ohc 1596 cc

75 kW (102 hp)

BMW 316i, 1991 – 94

4-cyl. ohc 1596 cc

74 kW (100 hp)

BMW 318i, 1990 – 94

4-cyl. ohc 1796 cc

83 kW (113 hp)

BMW 318i, 1993 – 98 /

BMW 318i Convertible, 94 – 99

4-cyl. ohc 1796 cc

85 kW (115 hp)

BMW 318is Coupé, 1991 – 96

4-cyl. dohc 1796 cc

103 kW (140 hp)

BMW 318is, 1996 – 98 /

BMW 318is Coupé, 1996 – 99

4-cyl. dohc 1895 cc

103 kW (140 hp)

BMW 320i, 1990 – 98 /

BMW 320i Coupé, 1991 – 98 /

BMW 320i Convertible, 93 – 95

6-cyl. dohc 1991 cc

110 kW (150 hp)

BMW 323i, 1995 – 98 /

BMW 323i Coupé, 1995 – 99

BMW 323i Convertible, 95 – 99

6-cyl. dohc 2494 cc

125 kW (170 hp)

BMW 325i, 1990 – 95 /

BMW 325i Coupé, 1991 – 95 /

BMW 325i Convertible, 93 – 95

6-cyl. dohc 2494 cc

141 kW (192 hp)

BMW 328i, 1994 – 98 /

BMW 328i Coupé, 1994 – 99

BMW 328i Convertible, 95 – 99

6-cyl. dohc 2793 cc

142 kW (193 hp)

BMW 318tds, 1994 – 98

4-cyl. dohc 1665 cc

66 kW (90 hp)

BMW 325tds, 1991 – 98

6-cyl. dohc 2498 cc

85 kW (115 hp)

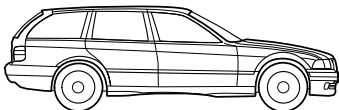
BMW 325tds, 1993 – 98

6-cyl. ohc 2498 cc

105 kW (143 hp)

1994 – 1999

3 Series touring



The fifth body variant, the 3 Series Touring, appeared in 1995. Compared with its predecessor, there was more luggage space (133 litres more), more performance, and more active and passive safety.

BMW 316i touring

1997 – 99

4-cyl. ohc 1596 cc

75 kW (102 hp)

BMW 318i touring

1995 – 99

4-cyl. ohc 1796 cc

85 kW (115 hp)

BMW 320i touring

1994 – 99

6-cyl. dohc 1991 cc

110 kW (150 hp)

BMW 323i touring

1995 – 99

6-cyl. dohc 2494 cc

125 kW (170 hp)

BMW 328i touring

1994 – 99

6-cyl. dohc 2793 cc

142 kW (193 hp)

BMW 318tds touring

1995 – 99

4-cyl. ohc 1665 cc

66 kW (90 hp)

BMW 325tds touring

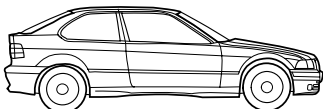
1995 – 99

6-cyl. ohc 2498 cc

105 kW (143 hp)

1994 – 2000

3 Series compact



As a new 3 Series variant, the “Compact”, was launched in 1994. It was 23 cm shorter than the Saloon, Coupé and Convertible and designed for use in towns and cities. BMW was the first carmaker to produce the 316g as standard with an 80-litre compressed natural gas (CNG) tank for optional petrol or CNG propulsion.

BMW 316i compact

1994 – 00

4-cyl. ohc 1596 cc

75 kW (102 hp)

BMW 318ti compact

1994 – 96

4-cyl. dohc 1796 cc

103 kW (140 hp)

BMW 318ti compact

1996 – 00

4-cyl. dohc 1895 cc

103 kW (140 hp)

BMW 323ti compact

1997 – 00

6-cyl. dohc 2494 cc

125 kW (170 hp)

BMW 318tds compact

1995 – 00

4-cyl. ohc 1665 cc

66 kW (90 hp)

BMW 316g compact

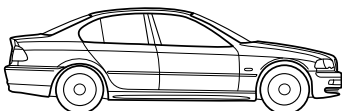
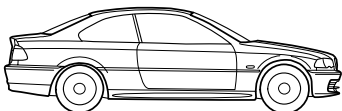
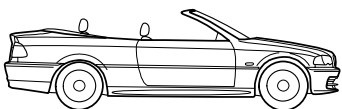
1995 – 00

4-cyl. ohc 1596 cc

75 kW (102 hp)

bei CNG-Betrieb:

64 kW (87 hp)

1997 – 2005**3 Series Saloon****1998 – 2006****3 Series Coupé****1999 – 2006****3 Series Convertible**

The fourth generation of the 3 Series entered the market in May 1998, maintaining its commitment to the core values of dynamic performance, innovative technology and aesthetic looks. Somewhat larger than its predecessor, the new 3 Series offered a unique safety concept and a highly modern range of extra-powerful and efficient engines with both four and six cylinders. The 3 Series Coupé was launched one year after the Saloon. Even more unique and different compared with its predecessor, the new Coupé boasted a sporty- elegant style that was also displayed by the Convertible launched in 2000.

BMW 316i, 1998 – 01
4-cyl. ohc 1895 cc
77 kW (105 hp)

BMW 316i, 2001 – 05
4-cyl. ohc 1796 cc
85 kW (115 hp)

BMW 318i, 1997 – 00
BMW 318Ci, 1999 – 01
4-cyl. ohc 1895 cc
87 kW (118 hp)

BMW 318i/Ci, 2001 – 05
BMW 318Ci Convertible, 02 – 05
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 318Ci/Ci Convertible
2005 – 06
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW 320i, 1998 – 00
BMW 320Ci, 1999 – 01
6-cyl. dohc 1991 cc
110 kW (150 hp)

BMW 320i/Ci/Ci Convertible
2000 – 06
6-cyl. dohc 2171 cc
125 kW (170 hp)

BMW 323i, 1998 – 00
BMW 323Ci, 1998 – 00
BMW 323Ci Convertible, 99 – 00
6-cyl. dohc 2494 cc
125 kW (170 hp)

BMW 325i/xi/Ci/Ci Convertible
2000 – 06
6-cyl. dohc 2494 cc
141 kW (192 hp)

BMW 328i, 1997 – 00
BMW 328Ci, 1998 – 00
6-cyl. dohc 2793 cc
142 kW (193 hp)

BMW 330i/xi/Ci/Ci Convertible
2000 – 06
6-cyl. dohc 2979 cc
170 kW (231 hp)

BMW 318d, 2001 – 05
4-cyl. ohc 1951 cc
85 kW (115 hp)

BMW 320d, 1998 – 01
4-cyl. dohc 1951 cc
100 kW (136 hp)

BMW 320d, 2001 – 05
4-cyl. dohc 1995 cc
110 kW (150 hp)

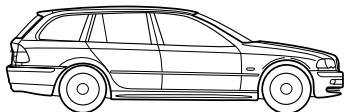
BMW 320Cd, 2003 – 06
BMW 320Cd Convertible, 04 – 06
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW 330d, 1999 – 02
BMW 330xd, 2000 – 02
6-cyl. dohc 2926 cc
135 kW (184 hp)

BMW 330d/xd, 2003 – 05
BMW 330Cd, 2002 – 06
BMW 330Cd Convertible, 05 –
6-cyl. dohc 2993 cc
150 kW (204 hp)

1999 – 2005

3 Series touring



The 3 Series touring came in three editions with special levels of equipment: the Comfort Edition full of amenities, the even more sophisticated Exclusive Edition, and the Sports Edition catering for the particularly active driver.

BMW 316i touring

2001 – 05

4-cyl. dohc 1796 cc

85 kW (115 hp)

BMW 318i touring

2001 – 05

4-cyl. dohc 1995 cc

103 kW (140 hp)

BMW 320i touring

2000 – 05

6-cyl. dohc 2171 cc

125 kW (170 hp)

BMW 328i touring

1999 – 00

6-cyl. dohc 2793 cc

142 kW (193 hp)

BMW 318d touring

2003 – 05

4-cyl. dohc 1995 cc

85 kW (115 hp)

BMW 320d touring

2001 – 05

4-cyl. dohc 1995 cc

85 kW (115 hp)

BMW 330d/xd touring

2003 – 05

6-cyl. dohc 2993 cc

150 kW (204 hp)

BMW 318i touring

1999 – 01

4-cyl. ohc 1895 cc

87 kW (118 hp)

BMW 320i touring

1999 – 00

6-cyl. dohc 1991 cc

110 kW (150 hp)

BMW 325i/xi touring

2000 – 05

6-cyl. dohc 2494 cc

141 kW (192 hp)

BMW 330i/xi touring

2000 – 05

6-cyl. dohc 2979 cc

170 kW (231 hp)

BMW 320d touring

1999 – 00

4-cyl. dohc 1951 cc

100 kW (136 hp)

BMW 330d/xd touring

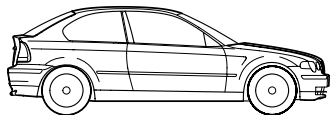
2002 – 02

6-cyl. dohc 2926 cc

135 kW (184 hp)

2000 – 2004

3 Series compact



The second generation of the 3 Series Compact stood out with its independent design and was become a significantly more grown-up car.

2003 was marked by an extensive revision of the 3 Series Coupé and Convertible models, and also of the 3 Series Compact. The product substance and the appeal of the 3 Series were enhanced by a 6 speed manual-shift or SMG gearbox and the new Adaptive Headlight system.

BMW 316ti compact
2000 – 04
4-cyl. dohc 1796 cc
85 kW (115 hp)

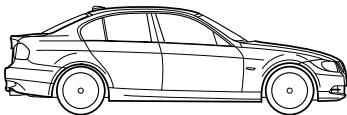
BMW 325ti compact
2000 – 04
6-cyl. dohc 2494 cc
141 kW (192 hp)

BMW 320td compact
2001 – 04
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW 318ti compact
2001 – 04
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 318td compact
2003 – 04
4-cyl. dohc 1995 cc
85 kW (115 hp)

2005 –
3 Series Saloon



The presentation of the 3 Series Saloon in spring 2005 marked the launch of the fifth generation of the successful 3 Series. The new model stands out with its cutting-edge body shape and once again blends together the traditional attributes of the BMW 3 Series: an engine and chassis with impressive dynamic properties, sporty yet practical body dimensions and a selection of different model variants. The 3 Series Touring duly arrived in 2005, followed by the 3 Series Coupé in 2006 and the 3 Series Convertible – the first model in BMW's history to feature a folding metal roof – in 2007.

BMW 318i Saloon
2005 – 07
4-cyl. dohc 1995 cc
95 kW (129 hp)

BMW 320i Saloon
2005 – 07
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW 320si Saloon
2006
4-cyl. dohc 1997 cc
127 kW (173 hp)

BMW 330i/xi Saloon
2005 – 07
6-cyl. dohc 2996 cc
190 kW (258 hp)

BMW 335i/xi Saloon
2007 –
6-cyl. dohc 2979 cc
225 kW (306 hp)

BMW 318d Saloon
2007 –
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 320d Saloon
2007 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

BMW 330d/xd Saloon
2005 –
6-cyl. dohc 2993 cc
170 kW (231 hp)

BMW 318i Saloon
2007 –
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 320i Saloon
2007 –
4-cyl. dohc 1995 cc
125 kW (170 hp)

BMW 325i/xi Saloon
2005 –
6-cyl. dohc 2497 cc
160 kW (218 hp)

BMW 330i/xi Saloon
2007 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

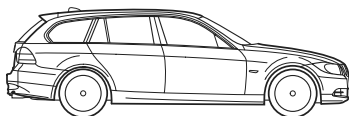
BMW 318d Saloon
2005 – 07
4-cyl. dohc 1995 cc
90 kW (122 hp)

BMW 320d Saloon
2005 – 07
4-cyl. dohc 1995 cc
120 kW (163 hp)

BMW 325d Saloon
2007 –
6-cyl. dohc 2993 cc
145 kW (197 hp)

BMW 335d Saloon
2007 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

2005 –
3 Series Touring



BMW 318i Touring
2006 – 07
4-cyl. dohc 1995 cc
95 kW (129 hp)

BMW 320i Touring
2005 – 07
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW 325i/xi Touring
2005 –
6-cyl. dohc 2497 cc
160 kW (218 hp)

BMW 330i/xi Touring,
2007 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

BMW 318d Touring
2006 – 07
4-Zyl-dohc 1995 cc
90 kW (122 hp)

BMW 320d Touring
2005 – 07
6-Zyl-dohc 1995 cc
120 kW (163 hp)

BMW 325d Touring
2007 –
6-cyl. dohc 2993 cc
145 kW (197 hp)

BMW 335d Touring
2007 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

BMW 318i Touring
2007 –
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 320i Touring
2007 –
4-cyl. dohc 1995 cc
125 kW (170 hp)

BMW 330i/xi Touring
2005 – 07
6-cyl. dohc 2996 cc
190 kW (258 hp)

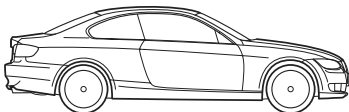
BMW 335i/xi Touring,
2007 –
6-cyl. dohc 2979 cc
225 kW (306 hp)

BMW 318d Touring
2007 –
4-cyl. dohc 1995 cc
105 kW (143 hp)

BMW 320d Touring
2007 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

BMW 330d/xd Touring
2005 –
6-cyl. dohc 2993 cc
170 kW (231 hp)

2006 –
3 Series Coupé



BMW 320i Coupé
2007 –
4-cyl. dohc 1995 cc
125 kW (170 hp)

BMW 330i/xi Coupé
2006 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

BMW 320d Coupé
2007 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

BMW 330d/xd Coupé
2006 –
6-cyl. dohc 2993 cc
170 kW (231 hp)

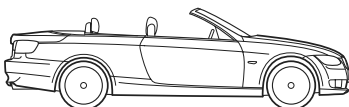
BMW 325i/xi Coupé
2006 –
6-cyl. dohc 2497 cc
160 kW (218 hp)

BMW 335i/xi Coupé
2006 –
6-cyl. dohc 2979 cc
225 kW (306 hp)

BMW 325d Coupé
2007 –
6-cyl. dohc 2993 cc
145 kW (197 hp)

BMW 335d Coupé
2006 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

2007 –
3 Series Convertible



BMW 320i Convertible
2007 –
4-cyl. dohc 1995 cc
125 kW (170 hp)

BMW 330i Convertible
2007 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

BMW 325d Convertible
2007 –
6-cyl. dohc 2993 cc
145 kW (197 hp)

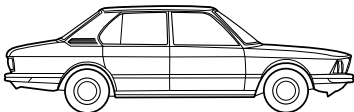
BMW 325i Convertible
2007 –
6-cyl. dohc 2996 cc
160 kW (218 hp)

BMW 335i Convertible
2007 –
6-cyl. dohc 2979 cc
225 kW (306 hp)

BMW 330d Coupé
2007 –
6-cyl. dohc 2993 cc
170 kW (231 hp)

1972 – 1981

5 Series



The BMW 5 Series.

As a direct successor of the “New Class” BMW 1500 – 2000, the new 5 Series four-door middle-class Saloon made its debut in 1972. Since the capacity of the Munich plant was not sufficient to cope with the planned production, a completely new specially designed plant was set up in Dingolfing in Lower Bavaria.

BMW 518, 1974 – 81

4-cyl. ohc 1766 cc

66 kW (90 hp)

BMW 520, 1972 – 81

4-cyl. ohc 1990 cc

85 kW (115 hp)

BMW 520, 1977 – 81

6-cyl. ohc 1990 cc

90 kW (122 hp)

BMW 520i, 1972 – 79

4-cyl. ohc 1990 cc

92 kW (125 hp)

BMW 525, 1973 – 76

6-cyl. ohc 2494 cc

107 kW (145 hp)

BMW 525, 1976 – 81

6-cyl. ohc 2494 cc

110 kW (150 hp)

BMW 528, 1974 – 81

6-cyl. ohc 2788 cc

121 kW (165 hp)

BMW 528i, 1977 – 78

6-cyl. ohc 2788 cc

130 kW (177 hp)

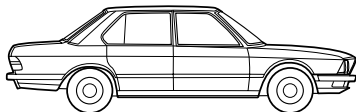
BMW 528i, 1978 – 81

6-cyl. ohc 2788 cc

135 kW (184 hp)

1981 – 1988

5 Series



The second 5 Series generation featured highly refined body design, better streamlining, greater safety and enhanced motoring comfort. The range of engines was unprecedented: 4- and six-cylinder petrol engines, the 525e designed for maximum fuel economy, the 24-valve dohc power unit of the M5 and 6-cylinder diesels with and without turbocharger. 5-speed transmission became standard from 1983 (previously optional) and there now also a 4-speed automatic transmission.

BMW 518, 1981 – 84
4-cyl. ohc 1766 cc
66 kW (90 hp)

BMW 518i, 1981 – 87
4-cyl. ohc 1766 cc
77 kW (105 hp)

BMW 520i, 1981 – 88
6-cyl. ohc 1990 cc
92 kW (125 hp)
Cat. 95 kW (129 hp)

BMW 525i, 1981 – 87
6-cyl. ohc 2494 cc
110 kW (150 hp)

BMW 525e, 1981 – 88
6-cyl. ohc 2693 cc
92 kW (125 hp)
Cat. 90 kW (122 hp)
Cat. 95 kW (129 hp)

BMW 528i, 1981 – 88
6-cyl. ohc 2788 cc
135 kW (184 hp)

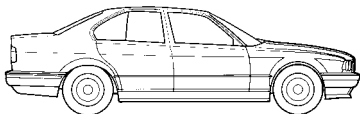
BMW 535i, 1984 – 88
6-cyl. ohc 3430 cc
160 kW (218 hp)
Cat. 136 kW (185 hp)

BMW 535i, 1985 – 87
6-cyl. ohc 3430 cc
160 kW (218 hp)
Cat. 136 kW (185 hp)

BMW 524d, 1986 – 87
6-cyl. ohc 2443 cc
63 kW (86 hp)

BMW 524td, 1982 – 87
6-cyl. ohc 2443 cc
85 kW (115 hp)

1987 – 1995
5 Series Saloon



The third generation of BMW's 5 Series was a completely new car. The range of engines comprised 4-, 6- and 8-cylinder engines. In autumn 1991 a new 2.5-litre turbo-diesel engine with digital diesel injection, charge-air cooling and catalytic converter was also added to the range of options.

BMW 518i
1989 – 94
4-cyl. ohc 1796 cc
83 kW (113 hp)

BMW 518i
1994 – 95
4-cyl. ohc 1796 cc
85 kW (115 hp)

BMW 520i,
1987 – 90
6-cyl. dohc 1990 cc
95 kW (129 hp)

BMW 520i
1989 – 95
6-cyl. dohc 1991 cc
110 kW (150 hp)

BMW 525i
1987 – 90
6-cyl. dohc 2494 cc
125 kW (170 hp)

BMW 525i, 1989 – 95
BMW 525 iX, 1991 – 95
6-cyl. dohc 2494 cc
141 kW (192 hp)

BMW 530i
1987 – 90
6-cyl. dohc 2986 cc
138 kW (188 hp)

BMW 530i
1992 – 95
V8-cyl. dohc 2997 cc
160 kW (218 hp)

BMW 535i
1987 – 93
6-cyl. dohc 3430 cc
155 kW (211 hp)

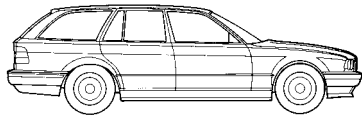
BMW 540i
1992 – 95
V8-cyl. dohc 3982 cc
210 kW (286 hp)

BMW 524td
1987 – 91
6-cyl. ohc 2443 cc
85 kW (115 hp)

BMW 525td
1993 – 95
6-cyl. ohc 2498 cc
85 kW (115 hp)

BMW 525tds
1991 – 95
6-cyl. ohc 2498 cc
105 kW (143 hp)

1991 – 1996
5 Series touring



Following the 3 Series in 1988, the 5 Series in 1991 was also supplemented by a touring variant. A large tailgate with a separately opening window ensured easy and flexible access to the luggage compartment. As part of its environmental protection initiatives, BMW was the first car-maker to launch the 518g touring with a compressed natural gas (CNG) tank for optional petrol or CNG propulsion in 1995.

BMW 518i touring
1993 – 94
4-cyl. ohc 1796 cc
83 kW (113 hp)

BMW 520i touring
1991 – 96
6-cyl. dohc 1991 cc
110 kW (150 hp)

BMW 530i touring
1992 – 96
V8-cyl. dohc 2997 cc
160 kW (218 hp)

BMW 525td touring
1993 – 96
6-cyl. ohc 2498 cc
85 kW (115 hp)

BMW 518g touring
1995 – 96
4-cyl. ohc 1796 cc
85 kW (115 hp)
bei CNG-Betrieb
75 kW (102 hp)

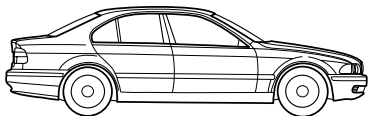
BMW 518i touring
1994 – 96
4-cyl. ohc 1796 cc
85 kW (115 hp)

BMW 525i touring, 1991 – 96
BMW 525iX touring, 1991 – 96
6-cyl. dohc 2494 cc
141 kW (192 hp)

BMW 540i touring
1993 – 96
V8-cyl. dohc 3982 cc
210 kW (286 hp)

BMW 525tds touring
1991 – 96
6-cyl. ohc 2498 cc
105 kW (143 hp)

1995 – 2003
5 Series Saloon



The body of the fourth-generation 5 Series continued the traditional stylistic elements typical of BMW. It offered more space inside thanks to an increase in its outer dimensions. The lightweight construction, which remained at the same weight as the body-in-white, increased rigidity by 50 per cent. Consistent use of light alloy also on the engine and suspension set new standards. The 5 Series started with four engine variants, joined in 1996 by 8-cylinder power units. Introducing the 540i Protection, BMW took the need for greater security into account. This security Saloon available straight from the factory protects its occupants with aramide-fibre mats integrated in the body of the car plus security glass able to withstand handheld weapons as well as heavy objects hit against or thrown at the car.

BMW 520i, 1995 – 00
6-cyl. dohc 1991 cc
110 kW (150 hp)

BMW 523i, 1995 – 00
6-cyl. dohc 2494 cc
125 kW (170 hp)

BMW 528i, 1995 – 00
6-cyl. dohc 2793 cc
142 kW (193 hp)

BMW 535i, 1996 – 98
V8-cyl. dohc 3498 cc
173 kW (235 hp)

BMW 540i, 1995 – 03
V8-cyl. dohc 4398 cc
210 kW (286 hp)

BMW 520d, 1999 – 03
4-cyl. dohc 1951 cc
100 kW (136 hp)

BMW 525tds, 1995 – 00
6-cyl. ohc 2498 cc
105 kW (143 hp)

BMW 530d, 1998 – 00
6-cyl. dohc 2926 cc
135 kW (184 hp)

BMW 520i, 2000 – 03
6-cyl. dohc 2171 cc
125 kW (170 hp)

BMW 525i, 2000 – 03
6-cyl. dohc 2494 cc
141 kW (192 hp)

BMW 530i, 2000 – 03
6-cyl. dohc 2979 cc
170 kW (231 hp)

BMW 535i, 1998 – 03
V8-cyl. dohc 3498 cc
180 kW (245 hp)

BMW 540i Protection
1998 – 03
V8-cyl. dohc 4398 cc
210 kW (286 hp)

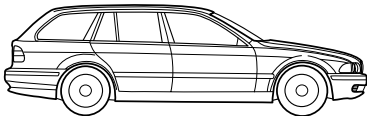
BMW 525td, 1996 – 00
6-cyl. ohc 2498 cc
85 kW (115 hp)

BMW 525d, 1999 – 03
6-cyl. dohc 2497 cc
120 kW (163 hp)

BMW 530d, 2000 – 03
6-cyl. dohc 2926 cc
142 kW (193 hp)

1996 – 2004

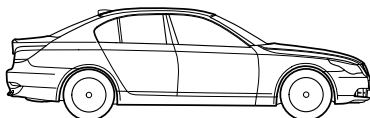
5 Series touring



The 5 Series touring made its debut two years after the Saloon. A lightweight and highly compact rear axle with the shock absorbers in almost flat arrangement provided a wide and rectangular loading space.

BMW 520i touring 1996 – 01 6-cyl. dohc 1991 cc 110 kW (150 hp)	BMW 520i touring 2000 – 03 6-cyl. dohc 2171 cc 125 kW (170 hp)
BMW 523i touring 1996 – 00 6-cyl. dohc 2494 cc 125 kW (170 hp)	BMW 525i touring 2000 – 04 6-cyl. dohc 2494 cc 141 kW (192 hp)
BMW 528i touring 1996 – 00 6-cyl. dohc 2793 cc 142 kW (193 hp)	BMW 530i touring 2000 – 03 6-cyl. dohc 2979 cc 170 kW (231 hp)
BMW 540i touring 1997 – 03 V8-cyl. dohc 4398 cc 210 kW (286 hp)	BMW 520d touring 2000 – 03 4-cyl. dohc 1951 cc 100 kW (136 hp)
BMW 525tds touring 1996 – 00 6-cyl. ohc 2497 cc 105 kW (143 hp)	BMW 525d touring 1999 – 04 6-cyl. dohc 2497 cc 120 kW (163 hp)
BMW 530d touring 1998 – 00 6-cyl. dohc 2926 cc 135 kW (184 hp)	BMW 530d touring 2000 – 03 6-cyl. dohc 2926 cc 142 kW (193 hp)

2003 –
5 Series Saloon



The fifth generation of the BMW 5 Series launched in May 2003 set a new benchmark in its class as the synthesis of driving dynamics, performance, efficiency, comfort and spaciousness. Featuring Active Steering as a world-first achievement, Dynamic Drive, a bodyshell combining aluminium and steel, an all-aluminium chassis, as well as high-performance yet fuel-efficient petrol and diesel engines combined with 6-speed transmissions, the iDrive control concept, Head-up Display and other remarkable innovations, the new 5 Series offered outstanding product substance in every respect.

BMW 520i, 2003 – 05
6-cyl. dohc 2171 cc
125 kW (170 hp)

BMW 523i, 2005 – 07
6-cyl. dohc 2497 cc
130 kW (177 hp)

BMW 525i, 2003 – 05
6-cyl. dohc 2494 cc
141 kW (192 hp)

BMW 530i, 2003 – 05
6-cyl. dohc 2979 cc
170 kW (231 hp)

BMW 530i/xi, 2007 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

BMW 545i, 2003 – 05
V8-cyl. dohc 4398 cc
245 kW (333 hp)

BMW 520d, 2005 – 07
4-cyl. dohc 1995 cc
120 kW (163 hp)

BMW 525d, 2004 – 07
6-cyl. dohc 2497 cc
130 kW (177 hp)

BMW 530d, 2003 – 05
6-cyl. dohc 2993 cc
160 kW (218 hp)

BMW 530d/xd, 2007 –
6-cyl. dohc 2993 cc
173 kW (235 hp)

BMW 535d, 2007 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

BMW 520i, 2007 –
4-cyl. dohc 1995 cc
125 kW (170 hp)

BMW 523i, 2007 –
6-cyl. dohc 2497 cc
140 kW (190 hp)

BMW 525i/xi, 2005 –
6-cyl. dohc 2993 cc
160 kW (218 hp)

BMW 530i/xi, 2005 – 07
6-cyl. dohc 2996 cc
190 kW (258 hp)

BMW 540i, 2005 –
V8-cyl. dohc 4000 cc
225 kW (306 hp)

BMW 550i, 2005 –
V8-cyl. dohc 4799 cc
270 kW (367 hp)

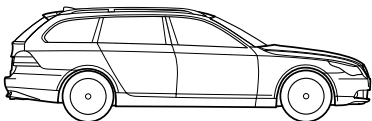
BMW 520d, 2007 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

BMW 525d/xd, 2007 –
6-cyl. dohc 2993 cc
145 kW (197 hp)

BMW 530d/xd, 2005 – 07
6-cyl. dohc 2993 cc
170 kW (231 hp)

BMW 535d, 2004 – 07
6-cyl. dohc 2993 cc
200 kW (272 hp)

2004 –
5 Series Touring



In 2004, the third-generation BMW 5 Series Touring joined the new 5 Series range.

BMW 520i Touring
2007 –
4-cyl. dohc 1995 cc
125 kW (170 hp)

BMW 523i Touring
2005 – 07
6-cyl. dohc 2497 cc
130 kW (177 hp)

BMW 523i Touring
2007 –
6-cyl. dohc 2497 cc
140 kW (190 hp)

BMW 525i Touring
2004 – 05
6-cyl. dohc 2494 cc
141 kW (192 hp)

BMW 525i/xi Touring
2005 –
6-cyl. dohc 2996 cc
160 kW (218 hp)

BMW 530i/xi Touring
2005 – 07
6-cyl. dohc 2996 cc
190 kW (258 hp)

BMW 530i/xi Touring
2007 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

BMW 545i Touring
2004 – 05
8-cyl. dohc 4398 cc
245 kW (333 hp)

BMW 550i Touring
2005 –
V8-cyl. dohc 4799 cc
270 kW (367 hp)

BMW 520d Touring
2005 – 07
4-cyl. dohc 1995 cc
120 kW (163 hp)

BMW 520d Touring
2007 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

BMW 525d Touring
2004 – 07
6-cyl. dohc 2497 cc
130 kW (177 hp)

BMW 525d/xd Touring
2007 –
6-cyl. dohc 2993 cc
145 kW (197 hp)

BMW 530d Touring
2004 – 05
6-cyl. dohc 2993 cc
160 kW (218 hp)

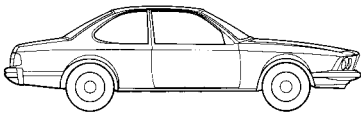
BMW 530d/xd Touring
2005 – 07
6-cyl. dohc 2993 cc
170 kW (231 hp)

BMW 530d/xd Touring
2007 –
6-cyl. dohc 2993 cc
173 kW (235 hp)

BMW 535d Touring
2004 – 07
6-cyl. dohc 2993 cc
200 kW (272 hp)

BMW 535d Touring
2007 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

1976 – 1989
6 Series



The BMW 6 Series.

The new body styling once again retained that unmistakable and elegant BMW Coupé look. Powerful engines, from 1984 also with four-valve technology for the M635 CSi as well as a comprehensive range of equipment features, made the 6 Series an attractive competitor in the luxury sports sector

BMW 628CSi, 1979 – 88
6-cyl. ohc 2788 cc
135 kW (184 hp)

BMW 633CSi, 1976 – 79
6-cyl. ohc 3210 cc
147 kW (200 hp)

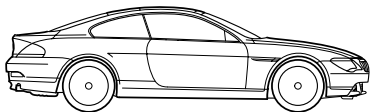
BMW 635CSi, 1978 – 87
6-cyl. ohc 3453 cc
160 kW (218 hp)
Cat. 136 kW (185 hp)

BMW 630CS, 1976 – 79
6-cyl. ohc 2986 cc
136 kW (185 hp)

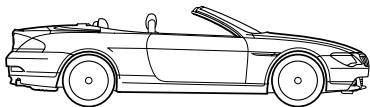
BMW 633CSi, 1979 – 84
6-cyl. ohc 3210 cc
145 kW (197 hp)

BMW 635CSi, 1987 – 89
6-cyl. ohc 3453 cc
Cat. 155 kW (211 hp)

2003 –
6 Series Coupé



2004 –
6 Series Convertible



Through a long period of 14 years, the 6 Series model designation was no longer used by BMW until the new large Coupé made its appearance at the 2003 Frankfurt Motor Show. Rendering a classic concept in modern design language, this 2+2-seater Gran Turismo comes with all the high-tech features one would expect of such a car, e.g. the lightweight aluminium front section, the BMW iDrive control concept, and the Dynamic Drive stability system available as an option. These sporting and elegant features boasted by this luxury coupé with its exquisite range of equipment are matched by equally outstanding performance otherwise only offered by a thoroughbred sports car. And at the 2004 Detroit Auto Show, the Coupé was joined by an open-air counterpart, the exclusive 645Ci Convertible.

BMW 630i/i Convertible
2003 – 07
6-cyl. dohc 2996 cc
190 kW (258 hp)

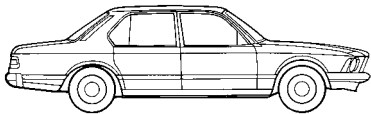
BMW 630i/i Convertible
2007 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

BMW 645Ci/Ci Convertible
2003 – 05
V8-cyl. dohc 4398 cc
245 kW (333 hp)

BMW 650i/i Convertible
2005 –
8-cyl. dohc 4799 cc
270 kW (367 hp)

BMW 635d/d Convertible
2007 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

1977 – 1986
7 Series



The BMW 7 Series.

With a design based on the 6 Series Coupé, the first BMW 7 Series represented another milestone in the luxury automobile class. Fuel injection originally came only in the top model, but was then featured by all versions from 1979. The 732i was the world's first production car with Digital Motor Electronics, the 745i had a 3.2-litre turbo-charged power unit. Another world-first on production cars was ABS brakes.

BMW 728, 1977 – 79
6-cyl. ohc 2788 cc
125 kW (170 hp)

BMW 730, 1977 – 79
6-cyl. ohc 2986 cc
135 kW (184 hp)

BMW 733i, 1977 – 82
6-cyl. ohc 3210 cc
145 kW (197 hp)

BMW 745i, 1980 – 82
6-cyl. ohc 3210 cc
185 kW (252 hp)

BMW 745i, 1982 – 86
6-cyl. ohc 3430 cc
185 kW (252 hp)

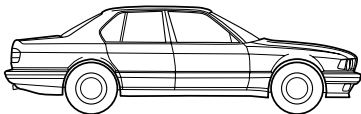
BMW 728i, 1977 – 86
6-cyl. ohc 2788 cc
135 kW (184 hp)

BMW 732i, 1979 – 86
6-cyl. ohc 3210 cc
145 kW (197 hp)

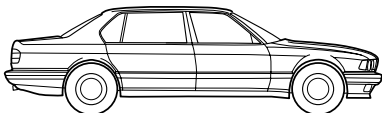
BMW 735i, 1979 – 82
6-cyl. ohc 3453 cc
160 kW (218 hp)
Cat. 136 kW (185 hp)

BMW 735i, 1982 – 86
6-cyl. ohc 3430 cc
155 kW (211 hp)

1986 – 1994
7 Series



1987 – 1994
7 Series L



The successor of the first BMW 7 Series incorporated the traditional BMW features such as technology, performance and dynamics. The engine, transmission, rear axle and chassis were further improved. Electronic systems supervised the engine and safety components. The long-wheelbase version offered 114 mm (4.5") more space in the rear. The flagship of the range was the first German 12-cylinder since the 1930s: the 750i with its 5.0-litre light-alloy V12 power unit developing 300 hp and featuring separate fuel injection, ignition and catalytic control systems for the two rows of cylinders. It generated 450 Nm (332 ft/lb) of torque.

From 1992 onwards, the redesigned 7 Series offered two new 8-cylinder engines developing 160 kW (218 hp) in the 730i and 210 kW (286 hp) in the 740i. These highly smooth-running engines brought together economical consumption, excellent performance figures and low weight. From autumn 1992 the 4-speed automatic transmission in the 750i (and also in the 850Ci) was fitted with the new Adaptive Transmission Control (AGS). AGS adapts gear shifting to individual driving style, taking road conditions and driving situation into account.

BMW 730, 1986 – 94
BMW 730iL, 1987 – 94
6-cyl. dohc 2986 cc
138 kW (188 hp)

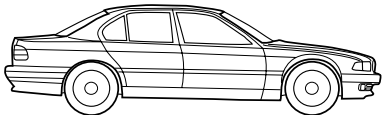
BMW 735i, 1986 – 92
BMW 735iL, 1987 – 92
6-cyl. dohc 3430 cc
155 kW (211 hp)

BMW 750i/750iL
1987 – 94
V12-cyl. ohc 4988 cc
220 kW (300 hp)

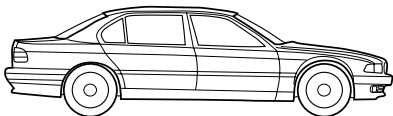
BMW 730i/730iL
1991 – 94
V8-cyl. dohc 2997 cc
160 kW (218 hp)

BMW 740i/740iL,
1991 – 94
V8-cyl. dohc 3982 cc
210 kW (286 hp)

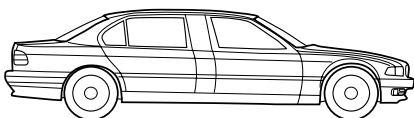
1994 – 2001
7 Series



1994 – 2001
7 Series L



1997 – 2001
L7



The third generation of the BMW 7 Series was presented in early 1994. It featured almost unchanged external dimensions and even greater active and passive safety. It set new standards of comfort while retaining its well-known agility. Highlights included its regal presence, technical refinements and innovations. 1995 saw the fourth engine variant with the newly designed 6-cylinder engine displacing 2.8 litres. In 1996 the 7 Series appeared for the first time with a turbo-diesel. The V8 engines were given a larger volume. The 730d launched in 1998 featured a newly developed, more powerful 6-cylinder diesel offering superior smoothness and refinement. The L7 launched in 1997 was a 5.4-metre prestige Saloon featuring BMW's 12-cylinder power and targeted particularly at the Asian markets.

BMW 728i, 1995 – 01
BMW 728iL, 1998 – 01
6-cyl. dohc 2793 cc
142 kW (193 hp)

BMW 735i/735iL
1996 – 01
V8-cyl. dohc 3498 cc
173/175 kW (235/238 hp)

BMW 740i/740iL
1995 – 01
V8-cyl. dohc 4398 cc
210 kW (286 hp)

BMW L7
1997 – 01
V12-cyl. dohc 5379 cc
240 kW (326 hp)

BMW 730d
1998 – 01
6-cyl. dohc 2926 cc
135/142 kW (184/193 hp)

BMW 730i/730iL
1994 – 96
V8-cyl. dohc 2997 cc
160 kW (218 hp)

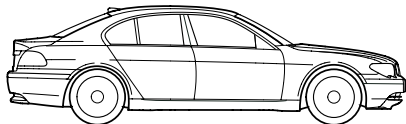
BMW 740i/740iL
1994 – 96
V8-cyl. dohc 3982 cc
210 kW (286 hp)

BMW 750i/750iL
1994 – 01
V12-cyl. dohc 5379 cc
240 kW (326 hp)

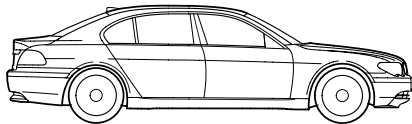
BMW 725tds
1996 – 00
6-cyl. ohc 2498 cc
105 kW (143 hp)

BMW 740d
1999 – 01
V8-cyl. dohc 3901 cc
175/180 kW (238/245 hp)

2001 –
7 Series



2002 –
7 Series L

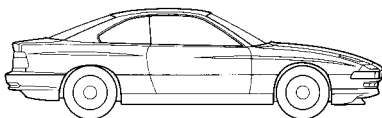


The fourth-generation 7 Series model, presented at the 2001 Frankfurt Motor Show, is a milestone of the new BMW premium brand strategy. It sets new trends in the luxury segment in terms of engineering, dynamics, design and driving comfort. The iDrive concept, the DynamicDrive stability system, the new V8 engines with Valvetronic and a variable intake system, as well as the first electrically shifting 6-speed automatic transmission, are just some of the wide-ranging new features. Despite devoting extra attention to the rear seating area, the new 7 Series model remains one thing above all – a typical BMW driver’s car.

BMW 730i/730Li 2003 – 05 6-cyl. dohc 2979 cc 170 kW (231 hp)	BMW 730i/730Li 2005 – 6-cyl. dohc 2996 cc 190 kW (258 hp)
BMW 735i, 2001 – 05 BMW 735Li, 2002 – 05 V8-cyl. dohc 3600 cc 200 kW (272 hp)	BMW 740i/740Li 2005 – V8-cyl. dohc 4000 cc 225 kW (306 hp)
BMW 745i/745Li 2001 – 05 V8-cyl. dohc 4398 cc 245 kW (333 hp)	BMW 750i/750Li 2004 – V8-cyl. dohc 4798 cc 270 kW (367 hp)
BMW 760i/760Li 2002 – V12-cyl. dohc 5972 cc 327 kW (445 hp)	BMW 730d 2002 – 05 6-cyl. dohc 2993 cc 160 kW (218 hp)
BMW 730d/730Ld 2005 – 6-cyl. dohc 2993 cc 170 kW (231 hp)	BMW 740d 2002 – 05 8-cyl. dohc 3901 cc 190 kW (258 hp)
BMW 745d 2005 – V8-cyl. dohc 4423 cc 220 kW (300 hp)	BMW 745d 2005 – V8-cyl. dohc 4423 cc 242 kW (330 hp)

1989 – 1999

8 Series



The BMW 8 Series.

The BMW 8 Series Coupé was the second modern-day German 12-cylinder. The The V12 power unit of the 750i accelerated this 2+2-seater Coupé to 100 km/h in just 6.8 seconds. A number of innovations were developed specially for the 8 Series, such as the 6-speed manual gearbox or the driving dynamics system with active rear-axle kinematics (AHK), electronic damper control (EDC) and electronically controlled power steering. The Automatic Stability plus Traction Control (ASC+T) in the 8 Series market its debut in a production BMW and was further developed into the Dynamic StabilityControl (DSC) system in the 850Ci. The 850CSi continued the great tradition of BMW Gran Turismo. The 12-cylinder engine, enlarged to 5.6 litres, guaranteed sports car performance.

BMW 840Ci, 1993 – 96
V8-cyl. dohc 3982 cc
210 kW (286 hp)

BMW 850i, 1989 – 92
BMW 850Ci, 1992 – 94
V12-cyl. ohc 4988 cc
220 kW (300 hp)

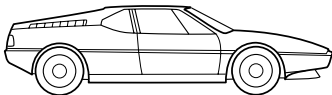
BMW 850CSi, 1992 – 96
V12-cyl. ohc 5576 cc
280 kW (380 hp)

BMW 840Ci, 1995 – 99
V8-cyl. dohc 4398 cc
210 kW (286 hp)

BMW 850Ci, 1994 – 99
V12-cyl. ohc 5379 cc
240 kW (326 hp)

1978 – 1981

M1



The BMW M cars.

This high-performance sports car was the first model developed and built by BMW Motorsport GmbH. In 1979 the M1 was presented across Europe in the unique Procar Series held on the undercard of Formula 1 races. For reasons of homologation, a few hundred models were also produced in road trim. The M1 featured a 6-cylinder power unit with two overhead camshafts and four valves per cylinder mounted in line ahead of the rear axle.

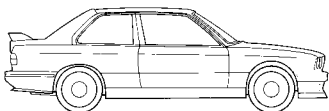
BMW M1, 1978 – 81

6-cyl. dohc 3453 cc

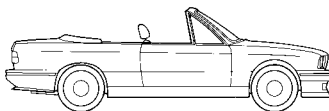
204 kW (277 hp)

1986 – 1990

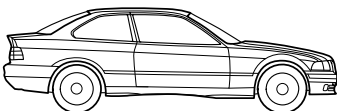
M3

**1988 – 1991**

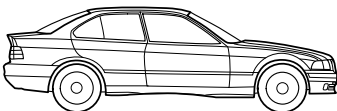
M3 Convertible

**1992 – 1999**

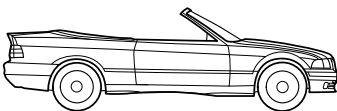
M3 Coupé

**1994 – 1998**

M3 Saloon

**1994 – 1999**

M3 Convertible



1986 saw the launch of the first M3, aimed at providing an outstanding performance model for motor racing while at the same time offering sporty but reliable driving characteristics for everyday motoring. This M3 was the most successful touring car in the world of motorsport. One of BMW's particular rarities was the M3 Convertible, only 786 of which were ever produced.

In its second generation, the M3 was given a 6-cylinder engine. The model year 1995 saw an increase in performance and further model variations; for the first time an M3 four-door Saloon was also available.

BMW M3, 1986 – 89
BMW M3 Convertible, 88 – 89
 4-cyl. dohc 2302 cc
 147 kW (200 hp)
 Cat. 143 kW (195 hp)

BMW M3, 1989 – 90
BMW M3 Convertible, 89 – 91
 4-cyl. dohc 2302 cc
 158 kW (215 hp)

BMW M3 Evolution
 1988
 4-cyl. dohc 2302 cc
 162 kW (220 hp)

BMW M3 Cecotto, 1989
 4-cyl. dohc 2302 cc
 158 kW (215 hp)

BMW M3 Sport Evolution
 1989 – 90
 4-cyl. dohc 2467 cc
 175 kW (238 hp)

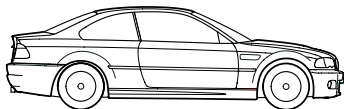
BMW M3 Saloon
 1994 – 95
BMW M3 Coupé, 1992 – 95
BMW M3 Convertible, 94 – 95
 6-cyl. dohc 2990 cc
 210 kW (286 hp)

BMW M3 Saloon
 1995 – 98
BMW M3 Coupé, 1995 – 99
BMW M3 Convertible, 96 – 99
 6-cyl. dohc 3201 cc
 236 kW (321 hp)

BMW M3 GT Coupé
 1994 – 95
 6-cyl. dohc 2990 cc
 217 kW (295 hp)

2000 – 2006

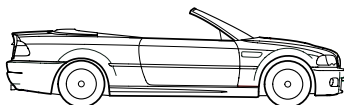
M3 Coupé



The third generation of the M3, introduced in 2000, continued the tradition of combining racing technology with the multifaceted 3 Series models. Under the lightweight aluminium bonnet nestled a high-performance engine of superlative quality. Red-line speed was higher than in any other series-produced 6-cylinder, and in terms of its power to displacement ratio too (106 hp per litre), the naturally aspirated engine designed by M GmbH was hard to beat.

2001 – 2006

M3 Convertible



The M3 was available both as a Coupé and as a Convertible. Both types were regarded as exceptional vehicles on grounds of their high quality safety features and exclusive interior fittings.

BMW M3 Coupé, 2000 – 06

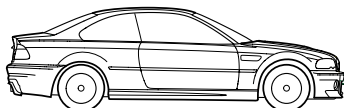
BMW M3 Convertible, 01 – 06

6-cyl. dohc 3246 cc

252 kW (343 hp)

2002 – 2003

M3 CSL



In addition to the M3, BMW M built a short run of the CSL model as a Coupé. Thanks to intelligent weight-saving construction, it was 110 kilograms lighter than the standard model and delivered outstanding performance. Special tyres and revised suspension lent this car exceptionally sporty handling and made it suitable for circuit racing.

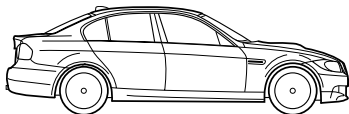
BMW M3 CSL

2002 – 03

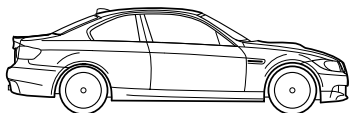
6-cyl. dohc 3246 cc

265 kW (360 hp)

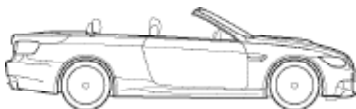
2007 –
M3 Coupé



2008 –
M3 Saloon



2008 –
M3 Convertible



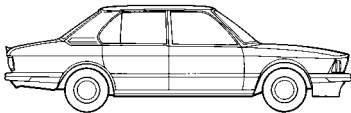
The fourth generation of the successful BMW M3 sports car now boasts an all-new V8 engine developing 309 kW (420 hp). This breathtaking new powerplant follows in the high-revving bloodline of the BMW M3. Indeed, it can be pushed to a maximum 8,400 rpm, higher than any series-produced BMW engine before it. The new BMW M3 can also point to a number of other highlights, including a completely new body (save for a small number of panels), a specially tuned high-performance chassis and a roof made from CFRP to lower the car's centre of gravity. The presentation of the M3 Coupé was followed shortly afterwards by the arrival of the M3 Saloon and M3 Convertible on the market. As an alternative to the standard 6-speed manual transmission, all three versions are available with the totally new 7-speed M Double Clutch Transmission with Drivelogic.

BMW M3 Coupé
2007 –
V8-cyl. dohc 3999 cc
309 kW (420 hp)

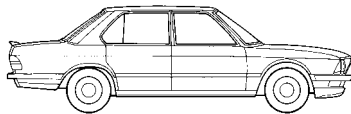
BMW M3 Saloon
2008 –
V8-cyl. dohc 3999 cc
309 kW (420 hp)

BMW M3 Convertible
2008 –
V8-cyl. dohc 3999 cc
309 kW (420 hp)

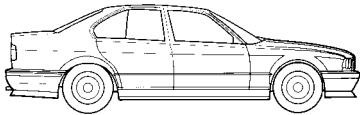
1980 – 1981
M535i



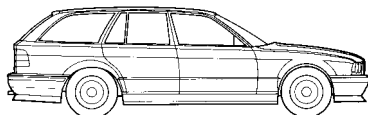
1984 – 1988
M5



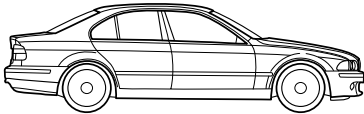
1988 – 1995
M5



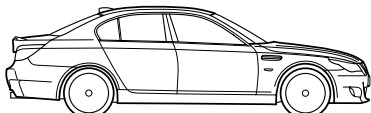
1992 – 1995
M5 touring



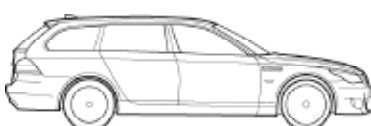
1998 – 2003
M5



2004 –
M5



2007 –
M5 Touring



Founded in 1972, the BMW M GmbH sports subsidiary, previously BMW Motorsport GmbH, was gradually emerging as a prime address for cars of the finest quality. After the M1, the M535i was the second model produced by BMW M GmbH, establishing the M tradition of high-performance Saloons. In 1984, the M5 was launched. The body of a production 5 Series concealed traditional motor racing technology designed for everyday use. The second-generation M5 was available from 1988 and also included a Touring model. The third M5, introduced, in 1998, featured a powerful V8 engine and numerous technical innovations such as an electronic accelerator pedal and a tachometer with a variable red zone. The arrival of the fourth M5, launched in 2004, blurred the boundaries between everyday automobile and race car. The new V10 engine reached a speed of 8250 rpm.

BMW M535i, 1980 – 81
6-cyl. ohc 3453 cc
160 kW (218 hp)

BMW M5, 1984 – 88
6-cyl. dohc 3453 cc
210 kW (286 hp)

BMW M5, 1988 – 93
6-cyl. dohc 3535 cc
232 kW (315 hp)

BMW M5, 1991 – 95
BMW M5 touring, 1992 – 95
6-cyl. dohc 3795 cc
250 kW (340 hp)

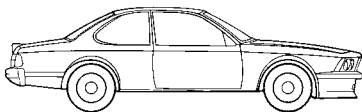
BMW M5, 1998 – 03
V8-cyl. dohc 4941 cc
294 kW (400 hp)

BMW M5, 2004 –
V10-cyl. dohc 4999 cc
373 kW (507 hp)

BMW M5 Touring, 2007 –
V10-cyl. dohc 4999 cc
373 kW (507 hp)

1984 – 1989

M635CSi



After the M1 and M535i, another compelling M model was presented to the public at the 1983 Frankfurt Motor Show: the M635CSi, combining the elegant design of the BMW Coupés with outstanding performance.

BMW M635CSi, 1984 – 89

6-cyl. dohc 3453 cc

210 kW (286 hp)

Cat. 191 kW (260 hp)

2005 –

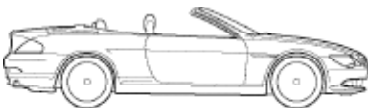
M6 Coupé



In 2005, a year after the arrival of the V10 BMW M5, the BMW M6 Coupé was introduced onto the market. The new addition to the BMW range was powered by the same impressive engine as the M5, developing 507 hp from its 5-litre displacement and with an 8,250 rpm cut-off. BMW M GmbH had again conjured up a thoroughbred sports coupé imbued with the ability of a high-performance sports car and extremely agile handling. And all while offering ample space for four people, coupled with a generously sized boot able to accommodate two golf bags.

2006 –

M6 Convertible



Barely had the M6 Coupé joined the range than the development engineers were already working on the idea of a four-seat Convertible based on the 250 km/h Coupé. The new variant would even be capable of 305 km/h when fitted with the M Driver's Package. Unveiled in 2006, the Convertible has captured the imagination of customers with both a thirst for power and a taste for boulevard cruising.

BMW M6 Coupé

2005 –

V10-cyl. dohc 4999 cc

373 kW (507 hp)

BMW M6 Convertible

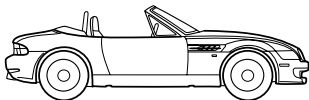
2006 –

V10-cyl. dohc 4999 cc

373 kW (507 hp)

1997 – 2002

M roadster



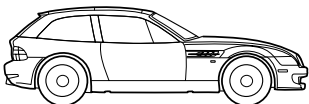
With the M Roadster based on the Z3, an exceptionally powerful open sports car comes into being in 1997.

BMW M roadster
 1997 – 00
 6-cyl. dohc 3201 cc
 236 kW (321 hp)

BMW M roadster
 2001 – 02
 6-cyl. dohc 3246 cc
 239 kW (325 hp)

1998 – 2002

M coupé



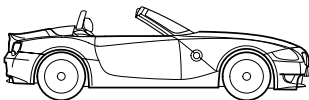
The engine carried over from the M3 and M Roadster turns the M Coupé into a thoroughbred sports car.

BMW M coupé, 1998 – 00
 6-cyl. dohc 3201 cc
 236 kW (321 hp)

BMW M coupé, 2001 – 02
 6-cyl. dohc 3246 cc
 239 kW (325 hp)

2006 –

Z4 M Roadster



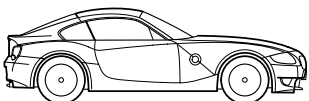
The Z4 M Coupé followed on from two successful M variants of the predecessor model, cars that set new standards in performance and driving pleasure for customers seeking a pure-bred driving machine. This desire for increased output and agility also made its voice heard among Z4 fans, prompting BMW M GmbH to bring a Z4 M Roadster and Z4 M Coupé into the range. The high-revving engine with 3.2-litre displacement and 343 hp from the M3 was recruited to provide the necessary power. This impressive powerplant teamed up with a revised chassis, standard limited-slip differential, modified braking system and sporty interior to form a brace of captivating M cars for aficionados of fast-paced motoring. Among the exterior features which set these two M creations apart most prominently from the “more orderly” Z4 variants are a contoured bonnet, distinctive wheel design, discreet M badge and four exhaust tailpipes.

BMW Z4 M Roadster
 2006 –
 6-cyl. dohc 3246 cc
 252 kW (343 hp)

BMW Z4 M Coupé
 2006 –
 6-cyl. dohc 3246 cc
 252 kW (343 hp)

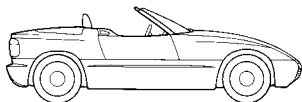
1997 –

Z4 M Coupé



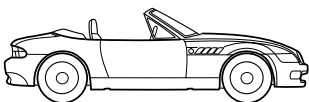
1988 – 1991

Z1



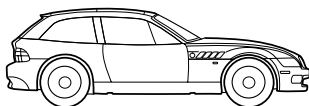
1995 – 2002

Z3 roadster



1998 – 2002

Z3 coupé



The BMW Z Series.

This Roadster with its steel monocoque chassis, plastic bodysell, vertically retracting doors, engine (same as the 325i) in front mid-arrangement and Z-arm rear axle was a unique carrier of innovative technology.

BMW Z1, 1988 – 91

6-cyl. ohc 2494 cc

125 kW (170 hp)

The Z3 was the first BMW to be completely built at BMW's new car factory in Spartanburg, South Carolina (USA). The car's concept included such attributes as safety, performance, comfort, tradition and sportiness. These factors as well as the pricing were geared to attract younger buyers. In 1998 the Roadster was joined by the Z3 Coupé – the ultimate sports Coupé combining its sleek roofline with outstanding power and go-kart-like behaviour especially in bends.

BMW Z3 1.8, 1995 – 98

4-cyl. ohc 1796 cc

85 kW (115 hp)

BMW Z3 1.8, 1998 – 00

BMW Z3 1.9i, 2000 – 02

4-cyl. ohc 1895 cc

87 kW (118 hp)

BMW Z3 1.9, 1995 – 99

4-cyl. dohc 1895 cc

103 kW (140 hp)

BMW Z3 2.0, 1999 – 00

6-cyl. dohc 1991 cc

110 kW (150 hp)

BMW Z3 2.2i, 2000 – 02

6-cyl. dohc 2171 cc

125 kW (170 hp)

BMW Z3 2.8, 1996 – 00

BMW Z3 2.8 coupé, 1998 – 00

6-cyl. dohc 2793 cc

142 kW (193 hp)

BMW Z3 3.0i

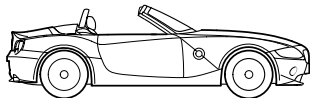
BMW Z3 3.0i coupé

2000 – 02

6-cyl. dohc 2979 cc

170 kW (231 hp)

**2002 –
Z4**



Positioned distinctly higher than the previous Z3, the Z4 was initially launched on the US market in 2002 before its global launch in 2003. This Roadster, introduced with two engine options, offers distinctly more space than the Z3 and features a new-design soft top without a tonneau cover. Thanks to the body's exceptional rigidity, this two-seater is an excellent performer on the road. As an optional extra, it is available with a sequential-shift manual gearbox (SMG).

BMW Z4 2.0i, 2006 –
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW Z4 2.2i, 2003 – 06
6-cyl. dohc 2171 cc
125 kW (170 hp)

BMW Z4 2.5i, 2002 – 06
6-cyl. dohc 2494 cc
141 kW (192 hp)

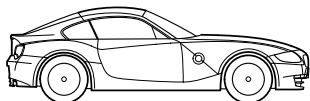
BMW Z4 2.5i, 2006 –
6-cyl. dohc 2497 cc
130 kW (177 hp)

BMW Z4 2.5si, 2006 –
6-cyl. dohc 2497 cc
160 kW (218 hp)

BMW Z4 3.0i, 2002 – 06
6-cyl. dohc 2979 cc
170 kW (231 hp)

BMW Z4 3.0si, 2006 –
6-cyl. dohc 2996 cc
195 kW (265 hp)

**2006 –
Z4 Coupé**

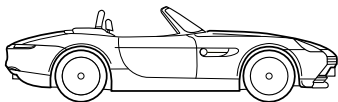


In 2006, four years after the introduction of the Z4 Roadster, came the presentation of the sportily styled Z4 Coupé. A large tailgate opens to reveal a very reasonable boot area, but otherwise the attractive two-seater has an identical construction to its open-top sibling. This model is available exclusively with the revised 3.0-litre six-cylinder engine.

BMW Z4 Coupé 3.0si
2006 –
6-cyl. dohc 2996 cc
195 kW (265 hp)

2000 – 2003

Z8



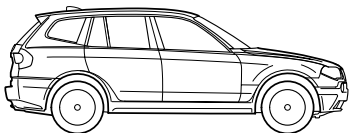
The Z8 Roadster represented a clear homage to the BMW 507 from the 1950s and signalled the arrival of a new challenger in the elite echelons of the super sports car world. Its ultra-lightweight aluminium body was underpinned by a spaceframe structure. The 400 hp V8 engine familiar from the M5 catapulted the Z8 from 0 to 100 km/h in under five seconds. The new Roadster experienced a spectacular debut as the Bond car in the film “The World Is Not Enough”.

BMW Z8, 2000 – 03

V8-cyl. dohc 4941 cc

294 kW (400 hp)

2003 –
X3



The BMW X Series.

With the launch of the X3, BMW introduced its first premium vehicle into the Sports Activity Vehicle (SAV) segment, positioned beneath the X5. The X3 combines the characteristic proportions of an SAV with both classic and new BMW design features. Modern design language with an interplay of concave and convex surfaces gives the X3 a particularly youthful and fresh appearance. The generous interior of the X3, in turn, offers a wide range of practical features and versatility in use.

The newly developed, “intelligent” xDrive all-wheel-drive system gives the X3 a level of dynamic and agile performance borne out by its design. An electronically controlled multi-plate clutch varies the distribution of drive forces between the front and rear axle within fractions of a second, actively intervening to provide not only extra traction, but also agile and safe handling especially in bends.

BMW X3 2.0i, 2005 –
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW X3 2.5i, 2003 – 06
6-cyl. dohc 2494 cc
141 kW (192 hp)

BMW X3 2.5si, 2006 –
6-cyl. dohc 2497 cc
160 kW (218 hp)

BMW X3 3.0i, 2003 – 06
6-cyl. dohc 2979 cc
170 kW (231 hp)

BMW X3 3.0si, 2006 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

BMW X3 2.0d, 2004 – 07
4-cyl. dohc 1995 cc
110 kW (150 hp)

BMW X3 2.0d, 2007 –
4-cyl. dohc 1995 cc
130 kW (177 hp)

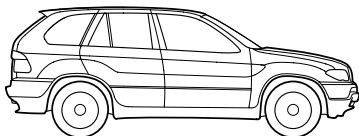
BMW X3 3.0d, 2003 – 06
6-cyl. dohc 2993 cc
150 kW (204 hp)

BMW X3 3.0d, 2006 –
6-cyl. dohc 2993 cc
160 kW (218 hp)

BMW X3 3.0sd, 2006 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

1999 – 2006

X5



The X5, built in BMW's Spartanburg plant like the Z4, inaugurated the new segment of Sports Activity Vehicles by BMW. Like the other cars in the BMW range, the X5 offers a blend of dynamic performance, innovative technology and aesthetic looks. It also provides an all-new driving experience, in particular thanks to the elevated seating position and its excellent driving behaviour on all roads and tracks the world over. The unitary body, independent suspension and four-wheel-drive technology of the X5 set the standard in terms of dynamic behaviour and safety for vehicles also suitable for rough terrain.

Entering the 2004 model year in autumn 2003, the BMW X5 came with a wide range of new features and innovations. New, even more powerful engines, a discreet update of the X5's striking design features, as well as the "intelligent" xDrive all-wheel-drive system are the highlights of this upgraded model. Featuring BMW's all-new xDrive all-wheel-drive system, the X5 sets the standard in agility and driving dynamics, opening up a new dimension in all-wheel motoring. xDrive actively intervenes, through the electronically controlled multi-plate clutch, to ensure quick, seamless and fully variable distribution of drive forces between the front and rear axle.

BMW X5 3.0i, 2000 – 06
6-cyl. dohc 2979 cc
170 kW (231 hp)

BMW X5 4.4i, 1999 – 03
V8-cyl. dohc 4398 cc
210 kW (286 hp)

BMW X5 4.4i, 2003 – 06
V8-cyl. dohc 4398 cc
235 kW (320 hp)

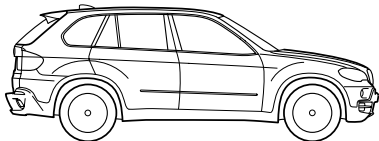
BMW X5 4.6is, 2001 – 03
V8-cyl. dohc 4619 cc
255 kW (347 hp)

BMW X5 4.8is, 2004 – 06
V8 Zyl. dohc 4799 cc
265 kW (360 hp)

BMW X5 3.0d, 2001 – 03
6-cyl. dohc, 2926 cc
135 kW (184 hp)

BMW X5 3.0d, 2003 – 06
6-cyl. dohc 2993 cc
160 kW (218 hp)

2006 –
X5



The commanding overall impression created by the new BMW X5 is the product of a number of different qualities never before brought together on four wheels. The second generation of the Sports Activity Vehicle (SAV) impresses with its all-road ability, giving it on-road dynamics unmatched in its segment while enabling unbridled passage across rough terrain. Generous space levels and functionality equal to any situation are complemented by a muscular yet elegant body design, top build quality and a stylish and classily designed interior. Also helping to give the new BMW X5 its exclusive character are numerous innovative equipment details which enhance the vehicle's dynamics, functionality and comfort.

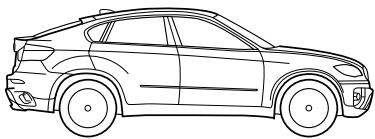
BMW X5 3.0si, 2006 –
6-cyl. dohc 2996 cc
200 kW (272 hp)

BMW X5 4.8i, 2006 –
8-cyl. dohc 4799 cc
261 kW (355 hp)

BMW X5 3.0d, 2006 –
6-cyl. dohc 2993 cc
173 kW (235 hp)

BMW X5 3.0sd, 2007 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

2008 –
X6



A new vehicle category, a unique design concept and unprecedented driving dynamics – the new BMW X6 makes it all a reality. The world's first Sports Activity Coupé seizes the imagination with attributes and abilities not offered by any other vehicle in a comparable combination. Its design blends the sporting elegance of a large BMW Coupé with the powerful presence of a BMW X model. The BMW X6 achieves its exceptional driving characteristics through the innovative fusion of on-road dynamics typical of the brand and unbeatable authority over any terrain.

BMW X6 xDrive35i
2008 –
6-cyl. dohc 2979 cc
225 kW (306 hp)

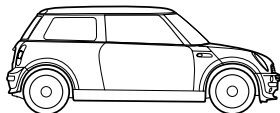
BMW X6 xDrive50i
2008 –
8-cyl. dohc 4395 cc
300 kW (407 hp)

BMW X6 xDrive30d
2008 –
6-cyl. dohc 2993 cc
173 kW (235 hp)

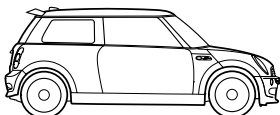
BMW X6 xDrive35d
2008 –
6-cyl. dohc 2993 cc
210 kW (286 hp)

2001 – 2006

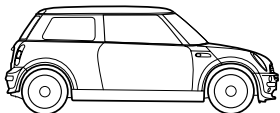
MINI One
MINI Cooper

**2001 – 2006**

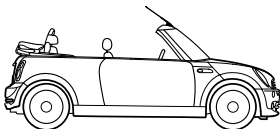
MINI Cooper S

**2003 – 2006**

MINI One D

**2004 –**

MINI One Convertible
MINI Cooper Convertible
MINI Cooper S Convertible



From the original to the original: the MINI is the forward-looking revival of a classic small car.

The MINI offers, in many respects, the best technology currently available in this segment. Yet, at the same time, it also has emotional elements which reflect the genes and characteristics of the original Mini. Achieving this synthesis was the challenge handed to the MINI design team. Their task was to integrate the charm and compact design of the original into a vehicle concept for the 21st century and to create a connection with the emotionality of the 1959 model. The new MINI raced to immediate success – at a level which surpassed all expectations. Agile handling, low fuel consumption, an unmistakable design and state-of-the-art technology provided the key to unbeatable driving pleasure. In the summer of 2004 the MINI product range welcomed the arrival of the MINI Convertible.

MINI One
2001 – 06
4-cyl. ohc 1598 cc
66 kW (90 hp)

MINI Cooper S
2001 – 04
4-cyl. ohc 1598 cc
120 kW (163 hp)

MINI Cooper S
John Cooper Works GP Kit
2006
4-cyl. ohc 1598 cc
160 kW (218 hp)

MINI One D
2005 – 07
4-cyl. ohc 1364 cc
65 kW (88 hp)

MINI One Convertible
2004 –
4-cyl. ohc 1598 cc
66 kW (90 hp)

MINI Cooper S Convertible
2004 –
4-cyl. ohc 1598 cc
125 kW (170 hp)

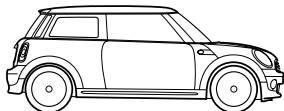
MINI Cooper
2001 – 06
4-cyl. ohc 1598 cc
85 kW (115 hp)

MINI Cooper S
2004 – 06
4-cyl. ohc 1598 cc
125 kW (170 hp)

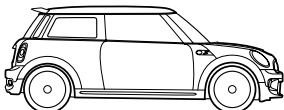
MINI One D
2003 – 05
4-cyl. ohc 1364 cc
55 kW (75 hp)

MINI Cooper Convertible
2004 –
4-cyl. ohc 1598 cc
85 kW (115 hp)

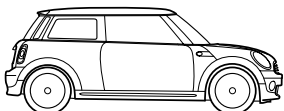
2006 –
MINI One
MINI Cooper



2006 –
MINI Cooper S



2007 –
MINI Cooper D



The second generation of the new MINI hit the streets in November 2006. All-new four-cylinder engines and extensive optimisation of the transmission, chassis, steering and braking system have added further zest to the hall-mark go-kart feeling of the MINI. A low centre of gravity, wide track and wheel-at-each-corner stance ensure extremely agile handling. At the same time, the revised body structure and extensive safety features help the MINI to significantly outperform the internationally binding stipulations regarding accident protection. And the MINI also impresses with its sweeping interior revisions and new equipment details.

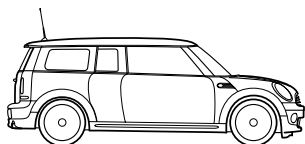
MINI One
2007 –
4 Zyl. dohc 1397 cc
70 kW (95 hp)

MINI Cooper S
2006 –
4 Zyl. dohc 1598 cc
128 kW (175 hp)

MINI Cooper
2006 –
4 Zyl. dohc 1598 cc
88 kW (120 hp)

MINI Cooper D
2007 –
4 Zyl. dohc 1560 cc
80 kW (110 hp)

2007 –
MINI Clubman



The MINI brand family has gained another new member with the arrival of an innovative and unique “shooting brake” concept, whose stretched roofline emphasises both its sportiness and functionality. The MINI Clubman combines a driving experience typical of the brand with extrovert design elements, a high degree of individualisation and increased functionality. Its defining features include five seats, a hatchback rear with two outward-opening split doors, an additional suicide-hinged Clubdoor on the right-hand side of the car, 24 cm of extra body length compared to the standard MINI – including 8 cm added to the wheelbase and rear legroom – and a boot capacity expanding from 260 to 930 litres with the rear seats folded down.

MINI Cooper Clubman

2007 –
4-cyl. dohc 1598 cc
88 kW (120 hp)

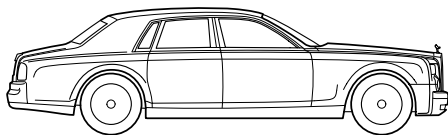
MINI Cooper S Clubman

2007 –
4-cyl. dohc 1560 cc
128 kW (175 hp)

MINI Cooper D Clubman

2007 –
4-cyl. dohc 1560 cc
80 kW (110 hp)

2003 –
Rolls-Royce
Phantom



Rolls-Royce Phantom

When Rolls-Royce Motor Cars unveiled the Phantom in 2003, it heralded a new age for the marque, reclaiming its position at the forefront of automotive design and engineering.

Working to the maxim of company founder Sir Henry Royce – “Strive for perfection in everything you do” – the design and engineering teams spent four years developing this breakthrough model. Drawing inspiration from the company’s incomparable heritage, their goal was clear cut: to develop a 21st-century Rolls-Royce that would wear the famous Spirit of Ecstasy proudly on its grille.

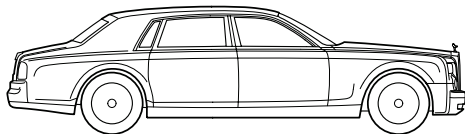
Creating a strong identity for the Phantom was essential, says chief designer Ian Cameron: “Our priority was to create a car that was obviously a Rolls-Royce from any angle, even if the Spirit of Ecstasy or the famous grille could not be seen.”

At the core of the Phantom is a sophisticated, lightweight, aluminium spaceframe – a unique and advanced platform conceived specifically by Rolls-Royce’s engineering team to provide a refined and accomplished driving experience.

The result was the Phantom. Built at a new, state-of-the-art manufacturing plant in Goodwood, this flagship Rolls-Royce ensured the company’s renaissance with a unique combination of its extensive heritage, state-of-the-art technology, the finest materials, handcraftsmanship and visionary production techniques.

Rolls-Royce Phantom
2003 –
V12-cyl. dohc 6749 cc
338 kW (460 hp)

**2005 –
Rolls-Royce
Phantom
Extended
Wheelbase**



Rolls-Royce Phantom Extended Wheelbase

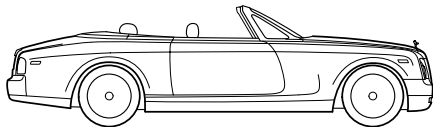
In 2005 the Phantom was joined by a longer sibling, the Phantom Extended Wheelbase. The new model offers additional space for rear passengers, while maintaining the unique body lines of the standard Phantom, its first-class driving performance and the high comfort levels for all four occupants.

To create the Phantom Extended Wheelbase, an additional 250 mm was added to the rear passenger compartment behind the B-pillars. The extra length is achieved by using longer extrusions in the construction of the spaceframe, which was engineered specifically to allow for longer-wheelbase models. The Phantom Extended Wheelbase retains not only the powerful looks of the standard car, but also its dynamic performance and outstanding driving refinement. Major modifications included a new aluminium roof and longer door panels – and thanks to Goodwood's flexible production processes, the Phantom Extended Wheelbase can be built alongside the Phantom without any difficulty.

The interior of the Phantom Extended Wheelbase offers significant additional space and lends itself particularly well to the inclusion of Bespoke features. The Phantom is already available with a wide selection of options, but the Bespoke range allows both variants to take on an even more individual identity with fixtures and fittings not included on the standard list. A clear majority of customers select Bespoke options, such as a unique colour scheme for the interior or an unusual wood veneer.

Rolls-Royce Phantom Extended Wheelbase
2005 –
V12-cyl. dohc 6749 cc
338 kW (460 hp)

2007 –
Rolls-Royce
Phantom
Drophead
Coupé



Rolls-Royce Phantom Drophead Coupé

In 2004, Rolls Royce unveiled the 100EX, an experimental “drophead” coupé built to celebrate 100 years of arguably the most famous automotive brand in the world. The 100EX encapsulated a century of engineering excellence and elegance, and at the same time showcased a potential addition to the Phantom family.

A world tour with the 100EX convinced Rolls-Royce to launch a series-produced version of the car in 2007. The Phantom Drophead Coupé – a two-door, four-seat convertible – is a less formal interpretation of classic Rolls-Royce design. The lightweight yet exceptionally rigid aluminium space-frame is married to a sleek, streamlined convertible body.

Its exterior lines echo the quintessential features and timeless styling of the great Rolls-Royce cars: a long bonnet, large wheels, short front overhang, long rear overhang and a dynamic line descending along its flanks. Inside, the design emphasises the airy openness of top-down motoring, embracing the elements and creating a wonderfully conceived environment.

Every exterior panel on the Phantom Drophead Coupé is new, preserving the Phantom's underlying style but with carefully considered proportions more suited to the shorter body. From the striking front end to the sweeping rear, every aspect was studied at length to ensure that the finished car looked purposeful and elegant both with the hood up and with it stowed away. For the interior, the concept was simple: bring the outside in. The result is a sumptuous interior adorned with luxurious materials, allowing occupants to embrace the pleasure of open-top motoring.

Rolls-Royce Phantom Drophead Coupé
2007 –
V12-cyl. dohc 6749 cc
338 kW (460 hp)

type	units produced	production period
Dixi 3/15 PS DA 1	9,308	1927 – 1929
3/15 PS DA 2	12,318	1929 – 1931
3/15 PS DA 3 Typ Wartburg	150	1930 – 1931
3/15 PS DA 4	3,480	1931 – 1932
F 76/F 79	600	1932 – 1934
3/20 PS	7,215	1932 – 1934
303	2,300	1933 – 1934
309	6,000	1934 – 1936
315	9,535	1934 – 1937
315/1	230	1934 – 1936
319	6,468	1935 – 1937
319/1	178	1935 – 1936
320	4,185	1937 – 1938
321	3,692	1938 – 1941
325	3,225	1937 – 1940
326	15,937	1936 – 1941
327	1,301	1937 – 1941
327/28	571	1938 – 1940
328	464	1936 – 1940
329	1,179	1936 – 1937
335	410	1939 – 1941
501	8,941	1952 – 1958
502	12,851	1954 – 1963
503	412	1956 – 1960
507	251	1956 – 1959
3200 CS	603	1962 – 1965
Isetta 250/300 Standard	41,984	1955 – 1957
Isetta 250/300 Export	119,591	1956 – 1962
600	34,813	1957 – 1959
700	62,141	1959 – 1962
700 Coupé	29,242	1959 – 1964
LS	92,416	1962 – 1965
LS Coupé	1,730	1964 – 1965
700 Convertible	2,592	1961 – 1964
1500-2000tij „New Class“	350,729	1962 – 1972

type	units produced	production period
2000 C/2000 CS	13,691	1965 – 1970
1600 GT	1,259	1967 – 1968
02er Series	861,940	1966 – 1977
2500-3.3 Li (E3)	222,001	1968 – 1977
2800 CS-3.0 CSL (E9)	30,546	1968 – 1975
3 Series (1st generation)	1,364,039	1975 – 1983
3 Series (2nd generation)	2,321,281	1982 – 1994
3 Series (3rd generation)	2,674,531	1990 – 2000
3 Series (4th generation)	3,181,119	1997 – 2006
5 Series (1st generation)	99,094	1972 – 1981
5 Series (2nd generation)	720,087	1981 – 1988
5 Series (3rd generation)	1,321,184	1987 – 1996
5 Series (4th generation)	1,467,555	1995 – 2004
7 Series (1st generation)	285,029	1977 – 1986
7 Series (2nd generation)	311,015	1986 – 1994
7 Series (3rd generation)	327,599	1994 – 2001
6 Series	80,361	1976 – 1989
8 Series	30,621	1989 – 1999
M1	456	1978 – 1981
M3 (2nd generation)	17,970	1986 – 1991
M3 (3rd generation)	71,242	1992 – 1999
M3 (4th generation)	85,766	2000 – 2006
M5 (2nd generation)	2,241	1984 – 1988
M5 (3rd generation)	12,254	1988 – 1995
M5 (4th generation)	20,482	1998 – 2003
M635CSi	5,855	1984 – 1989
M roadster	15,322	1997 – 2002
M coupé	6,291	1998 – 2002
Z1	8,000	1988 – 1991
Z3 roadster	263,951	1995 – 2002
Z3 coupé	11,524	1998 – 2002
Z8	5,703	2000 – 2003
X5	756,553	1999 – 2006

BMW Group Information in brief

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