

SERVICE INFORMATION

Technical Customer Service
VKt 10 dü/wi-ba

Automatic models
Group: Transmission

München, April 1969
No. 2/69 (517) en.

RE: Adjustment of the throttle linkage

Dear Sirs,

Because of the redesigning of the automatic transmission 3 HP 12 following continuing technical development, the throttle linkage to the transmission was exchanged against a throttle Bowden cable.

This transmission - 3 HP 12/7 - is installed commencing with the chassis number

1 120 103 - BMW 1800 A

1 360 520 - BMW 2000 A

and later on it will be fitted also into the BMW 2002.

Also the car models BMW 2500/A, 2800/A and 2800 CS Automatic use an automatic transmission - 3 HP 20 - with throttle Bowden cable.

Hereunder we communicate you the necessary adjusting operations on the throttle control mechanism:

BMW 2500 A, 2800 A, 2800 CS Automatic

Figures 1 and 2

1. Remove air filter.

Unhook the throttle linkage push rod (1) and the pull clevis of the throttle cable (2).

2. Place the carburetor into the full throttle position by means of the bellcrank lever.

Caution: When doing this, the pull element must not react, i.e. not be pulled beyond full throttle into the kick-down range. Simultaneously pull the throttle cable by hand to the full throttle pressure point. The pressure point can be found easily by pulling the throttle cable several times (on no account pull into the kick-down range).

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3. In this position the hole in the bellcrank lever must be in line with the hole in the pull clevis, if necessary turn the set screw of the pull clevis by means of a 10 mm open-end wrench until the two holes are exactly in line, figure 2.
4. Recheck the setting and refit the throttle cable pull clevis to the bellcrank lever.
5. Then check the adjustment of the throttle linkage (1):

Basic adjustment:

Push carburetor throttle lever and accelerator pedal to full throttle position - the accelerator pedal only to the kick-down stop. The throttle linkage push rod must be adjusted so that the ball end when being fitted does not change the throttle valve and accelerator pedal position, if necessary adjust the push rod.

Final correction:

Hook-in the throttle linkage and push the accelerator pedal to full throttle position. In this position the throttle valve must be fully opened and the pull element must not react (see point 2). In most cases it is necessary to re-adjust the throttle linkage.

6. Reinstall the air filter.

BMW 1800 A, 2000 A

Figures 3 and 4

1. Remove air cleaner.
Unhook throttle linkage pull rod (3) and the pull clevis of the throttle cable (4).
2. Push the carburetor throttle lever by means of the bellcrank lever into the full throttle position.
Caution: When doing this, the spring loaded push rod must not react, i.e. not be pushed beyond the full throttle position into the kick-down range. Because of the restricted space the throttle cable must be pulled to the full throttle pressure point with the aid of a wire hook to be installed into the middle hole of the pull clevis. This is obtained by pulling the cable several times (on no account pull into the kick-down range).

3. See point 3 BMW 2500 A - 2800 CS Automatic.

Figure 4

- 4.5.6. The further adjusting operations can be achieved analogically to the car models BMW 2500 - 2800 CS Automatic.

BMW 2002 A

Figures 5 and 6

1. Unhook the retractile spring for the throttle control mechanism, the pull rod and the pull clevis of the throttle cable on the swivel shaft.
2. Push throttle control lever with the swivel shaft to full throttle position.
Caution: When doing this use care to prevent the swivel shaft being pushed beyond the full throttle position into the kick-down range. Simultaneously pull the throttle cable by hand to the full throttle pressure point. This pressure point can be found easily by pulling the throttle cable several times (on no account pull into the kick-down range).
3. In this position the hole in the bellcrank lever of the swivel shaft must be in line with the hole in the pull clevis, if necessary turn the set screw of the pull clevis by means of a 10 mm open-end wrench until the two holes are exactly in line: figure 5.
4. Recheck the setting and refit the throttle cable pull clevis to the bellcrank lever (secure with cotter pin).
5. Thereupon check the adjustment of the throttle linkage: fig.6.

Basic adjustment:

Push the throttle control lever and accelerator pedal to full throttle position - the accelerator pedal only to the kick-down stop. The throttle linkage pull rod must be adjusted so that the joint bolt for the throttle control when being fitted into the hole of the swivel shaft lever does not change the throttle valve and the accelerator pedal position, if necessary adjust the pull rod. Reinstall the retractile spring for the throttle control mechanism.

Final correction:

Hook-in the throttle linkage and push the accelerator pedal to full throttle position. In this position the throttle valve must be fully opened and the swivel shaft must not be pushed beyond the full throttle position into the kick-down range. In most cases the throttle linkage must be readjusted.

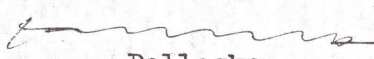
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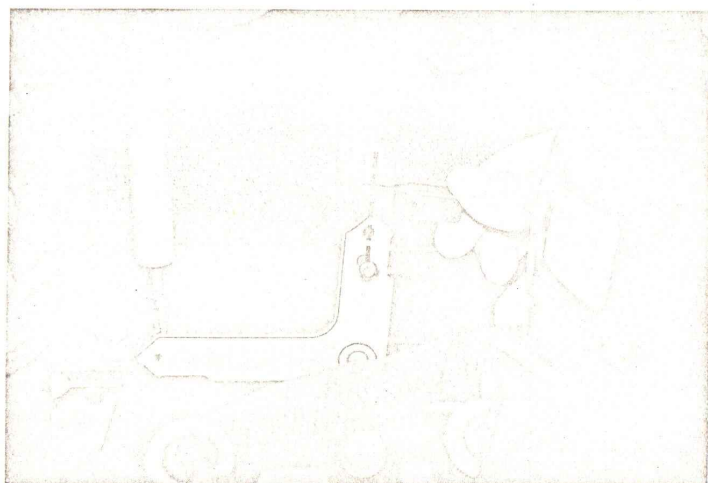
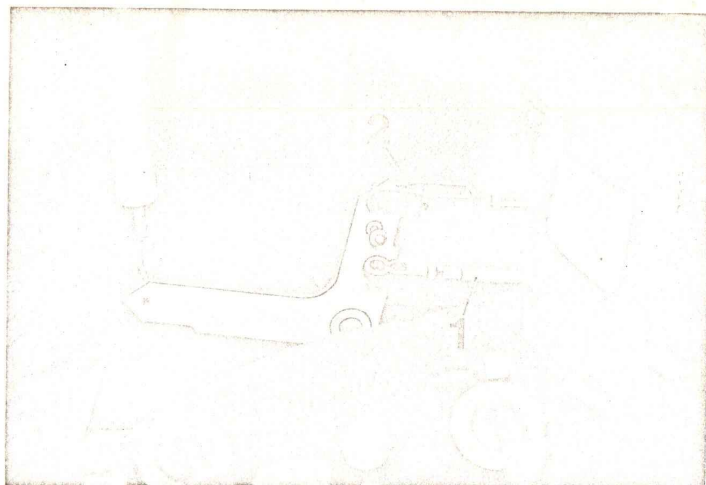
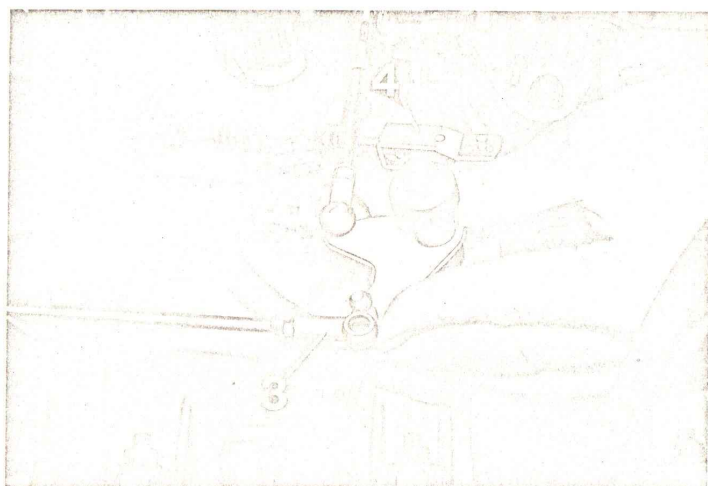
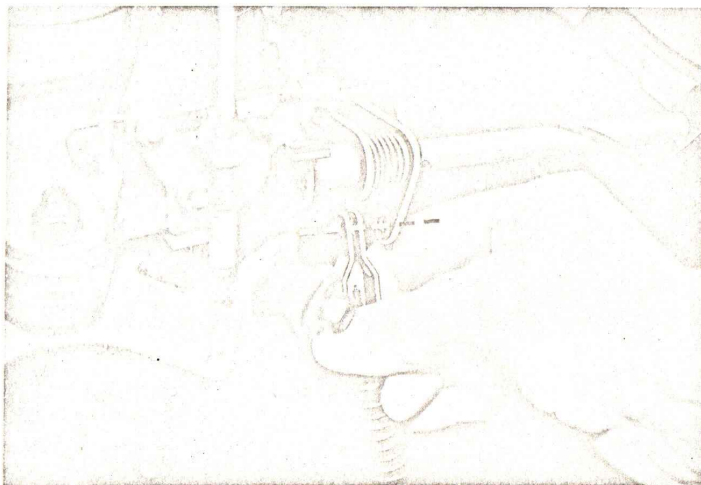


Fig. 2







SERVICE INFORMATION

Techn. Customer Service
VKT 10 ko/wi-ba

BMW 2800 CS
Group: Body and Fittings

München, April 1969
No. 6/69 (518) en.

Re: Stop for front lid support

Dear Sirs,

Up to the chassis No. 2 200 859

it may occur that the stop for the front lid support at left touches the battery as the front lid is closed.

In case of a complaint the following retouching work is to be carried out:

- 1) File down the stop (1) so as to prevent the battery from any touching or
- 2) Rework the holes (2) with a file so as to allow the stop to be shifted more outwards.

Required labour: 3 FL

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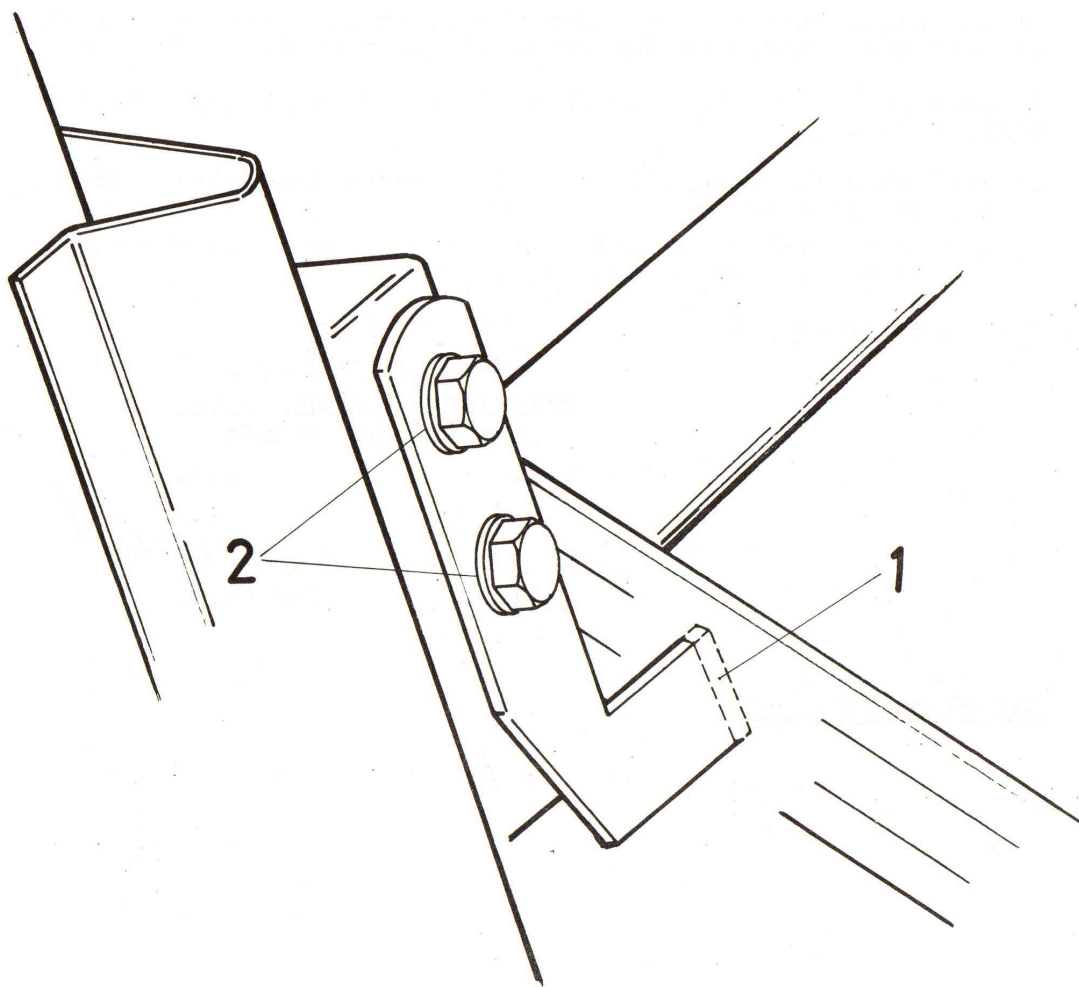
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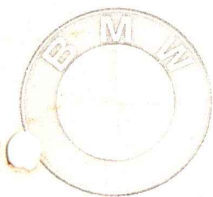
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Sketch on overleaf

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SERVICE INFORMATION

Techn. Customer Service
VKT 10 ko/wi-ba

BMW 2500 - 2800
Group: Springs & Shocks

München, April 1969
No. 1/69 (519) en.

RE: Rear spring/shock absorber struts

Dear Sirs,

Following our policy of continuing technical development the shim

Part No. 33 52 1 103 747

is superseded on the rear spring/shock absorber struts at left and at right.

Due to this, the sleeve

Part No. 33 52 1 102 170

changes into

Part No. 33 52 1 104 397.

Whenever a new sleeve - with a cutout for the knurled bolt - is fitted during a repair, the glued-in shim is to be removed in any case.

Caution! Till the employment of the new sleeve the centering pots with shims should be used up as far as possible. If after this still exist pots of the old type these should be reworked by removing the shim.

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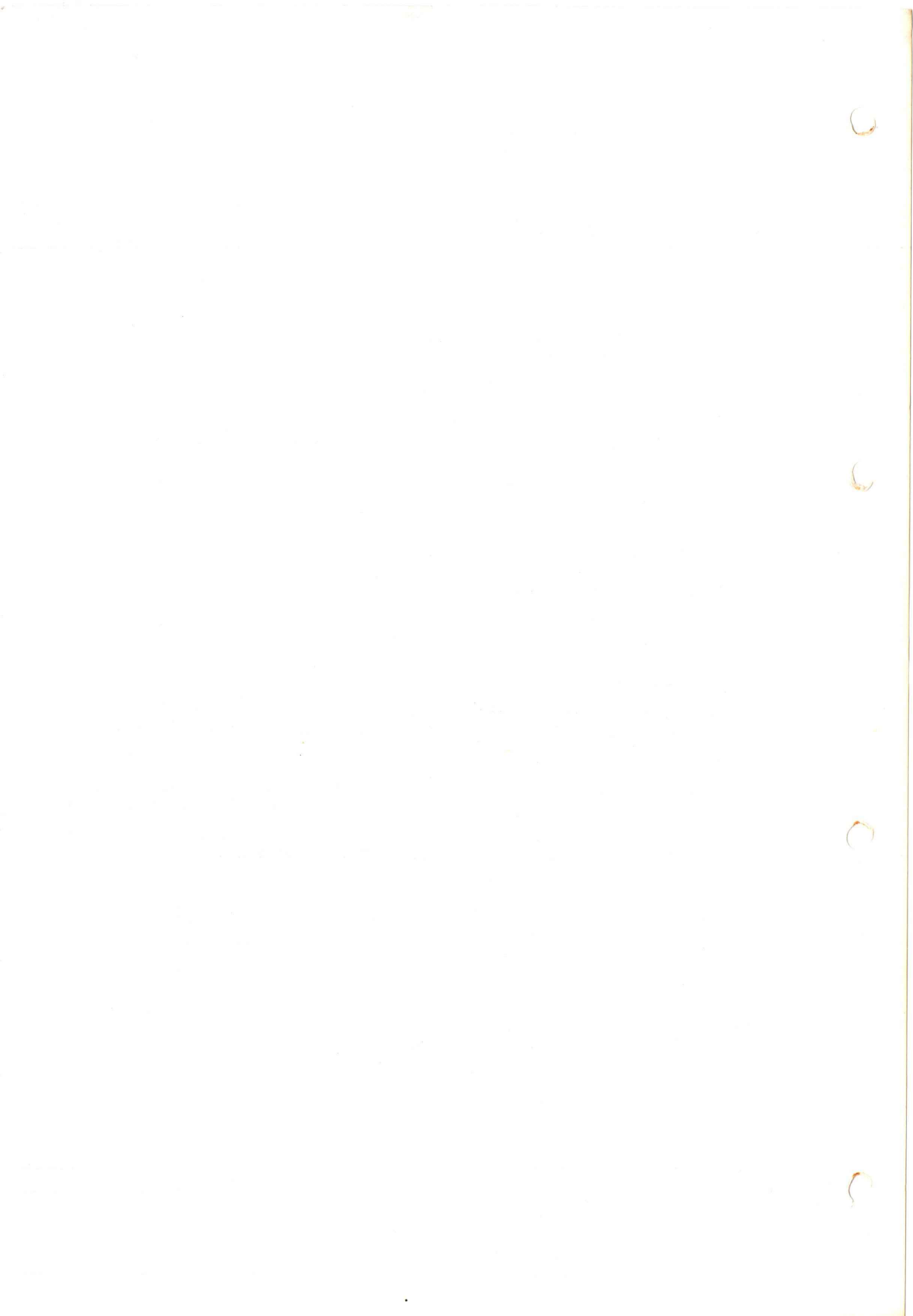
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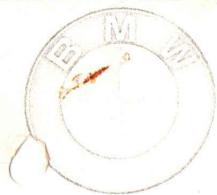
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SERVICE INFORMATION

Technical Customer Service
/KT 10 dü/wi-en

BMW 2500/A, 2800/A
Gr.: Brakes, Wheels, Tyres

München, May 1969
No. 1/69 (520) en.

Re.: Handbrake:

Dear Sirs,

The handbrake operating on the rear wheel is of the D u o - s e r v o d r u m - t y p e.

This design provides the advantage of assuring an equal, positive, braking as the wheels revolve to the right and to the left. The servo-mechanism of the brake, however, reaches its full efficiency only after a short rotation of the wheels so that the car in motion may roll approx. 5 cm (2") forwards or rearwards.

Adjusting handbrake:

1. Remove both rear wheels.
2. Turn the left-hand brake disc until the large inspection hole is about 10° past the vertical at the top rear. On the right-hand side of the car, the large inspection hole should be positioned about 10° forwards from the vertical at the top. In this position, the adjusting nuts will be visible through the inspection hole.
3. Insert a screwdriver and locate it in the serrations on the adjusting nut, see figure. Turn the adjusting nut with the screwdriver until the brake shoes contact the surface of the handbrake drum and the brake disc can no longer be turned. Then turn back the adjusting nut by 4 - 6 serrations.

Tilt down the screwdriver =
the handbrake will be applied

Tilt up the screwdriver =
the handbrake will be released.

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4. Following this, the handbrake cables must be adjusted. Loosen the locknut on each adjusting screw, apply the handbrake with 4 notches of the ratchet, turn the adjusting nut until the rear wheel is locked. Retighten the locknut.
5. Next check that the rear wheel can turn freely when the handbrake is released. Check also that the handbrake operates with equal force on both rear wheels by turning the wheels by hand with the handbrake applied lightly.
6. Replace the rear wheels.

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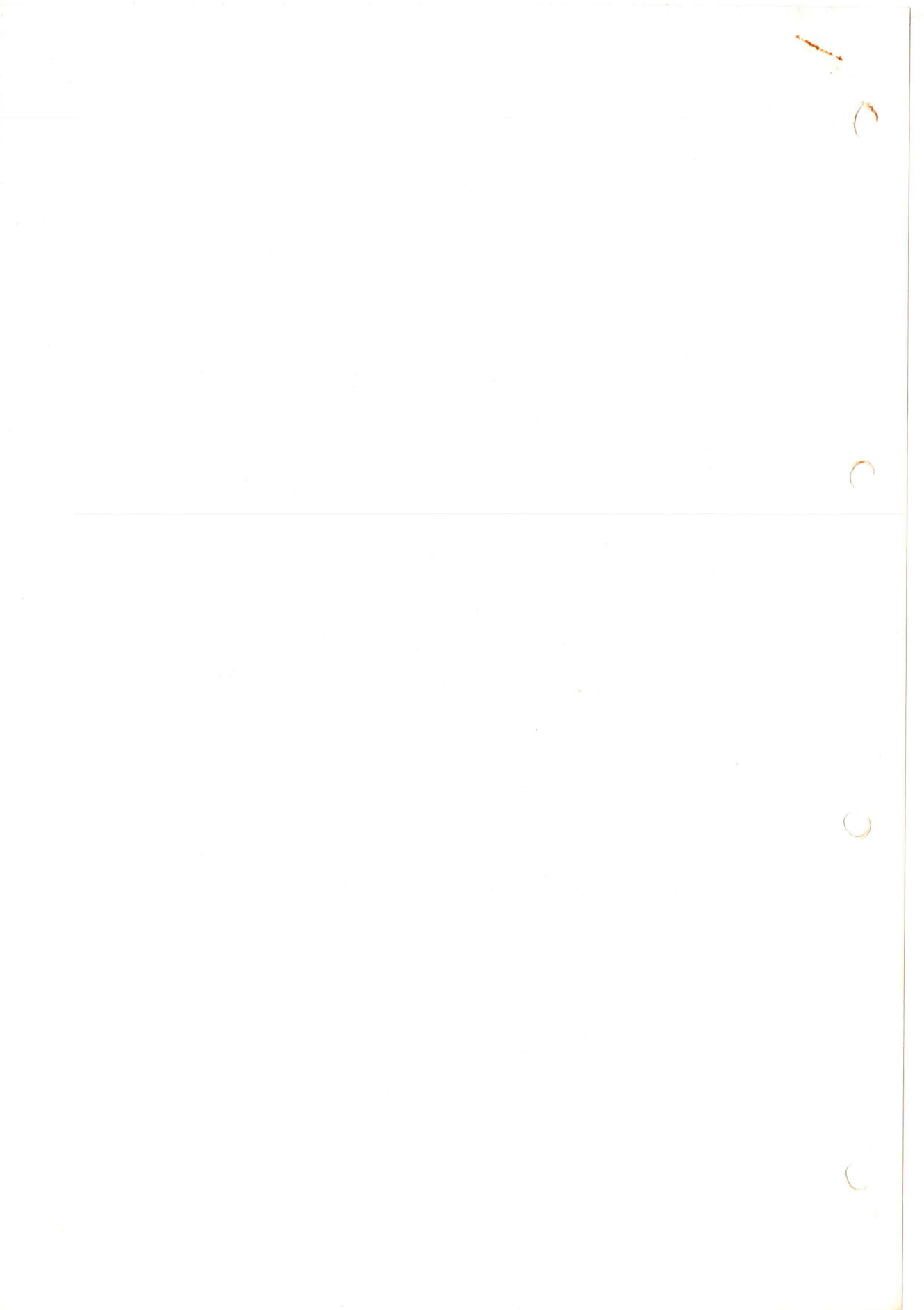
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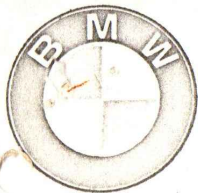

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Nr. 1/69 (520)





SERVICE INFORMATION

Technical Customer Service
VKT 10 di/wi-en

BMW 1600-2 - 2000
Group: Engine

München, May 1969
No. 9/69 (521) en.

- Re.: 1. Diaphragm-spring clutch
2. Flywheel - 8-hole mounting
3. Crankshaft seal ring

Dear Sirs,

1. Commencing with chassis no.

1 626 694 - BMW 2002
1 651 035 - BMW 2002 RL
1 665 201 - BMW 2002 US
1 681 796 - BMW 2002 TI
1 962 745 - BMW 2000
1 380 294 - BMW 2000 RL
1 472 294 - BMW 2000 tilux
1 200 444 - BMW 2000 C
1 109 294 - BMW 2000 CS

our 2-litre models feature a single dry plate clutch with diaphragm spring and hydraulic withdrawal mechanism and torsional vibration damper.

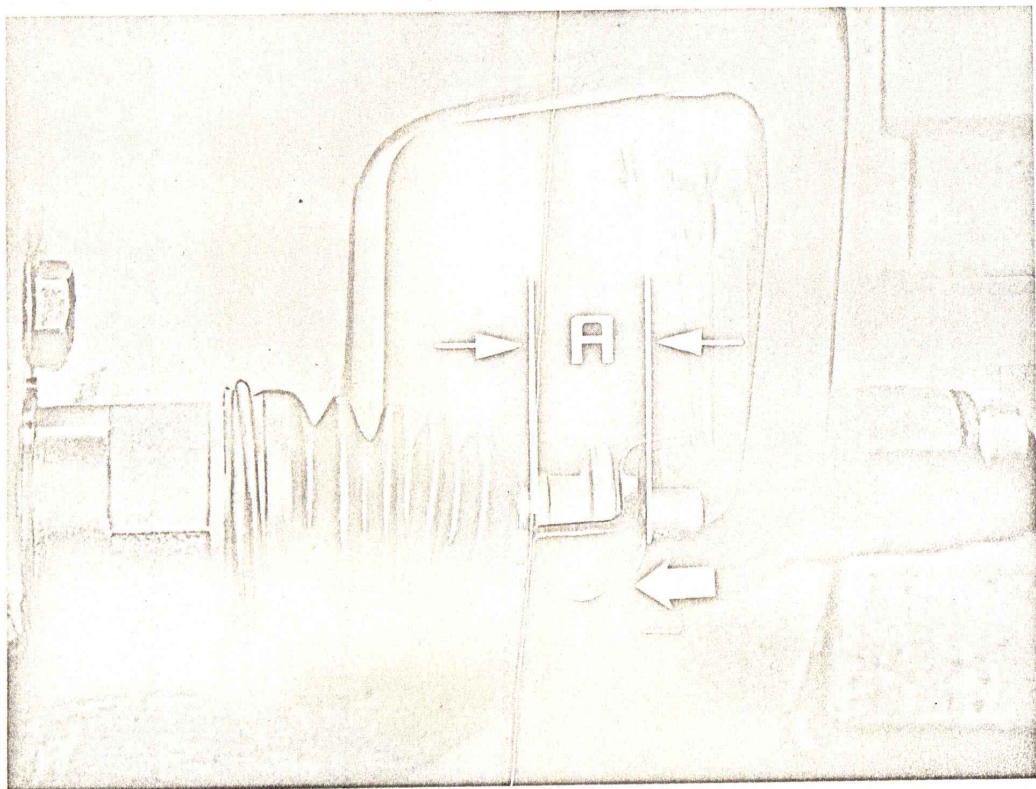
The diaphragm-spring clutch is maintenance free and is automatically compensated through the clutch slave cylinder. Therefore the corresponding items, i.e. adjustment of clutch play, due at the inspections after the first 1000 miles and every 8000 miles are no more required. It is, however, necessary to check the wear of the clutch disc, installed, every 8000 miles as follows:

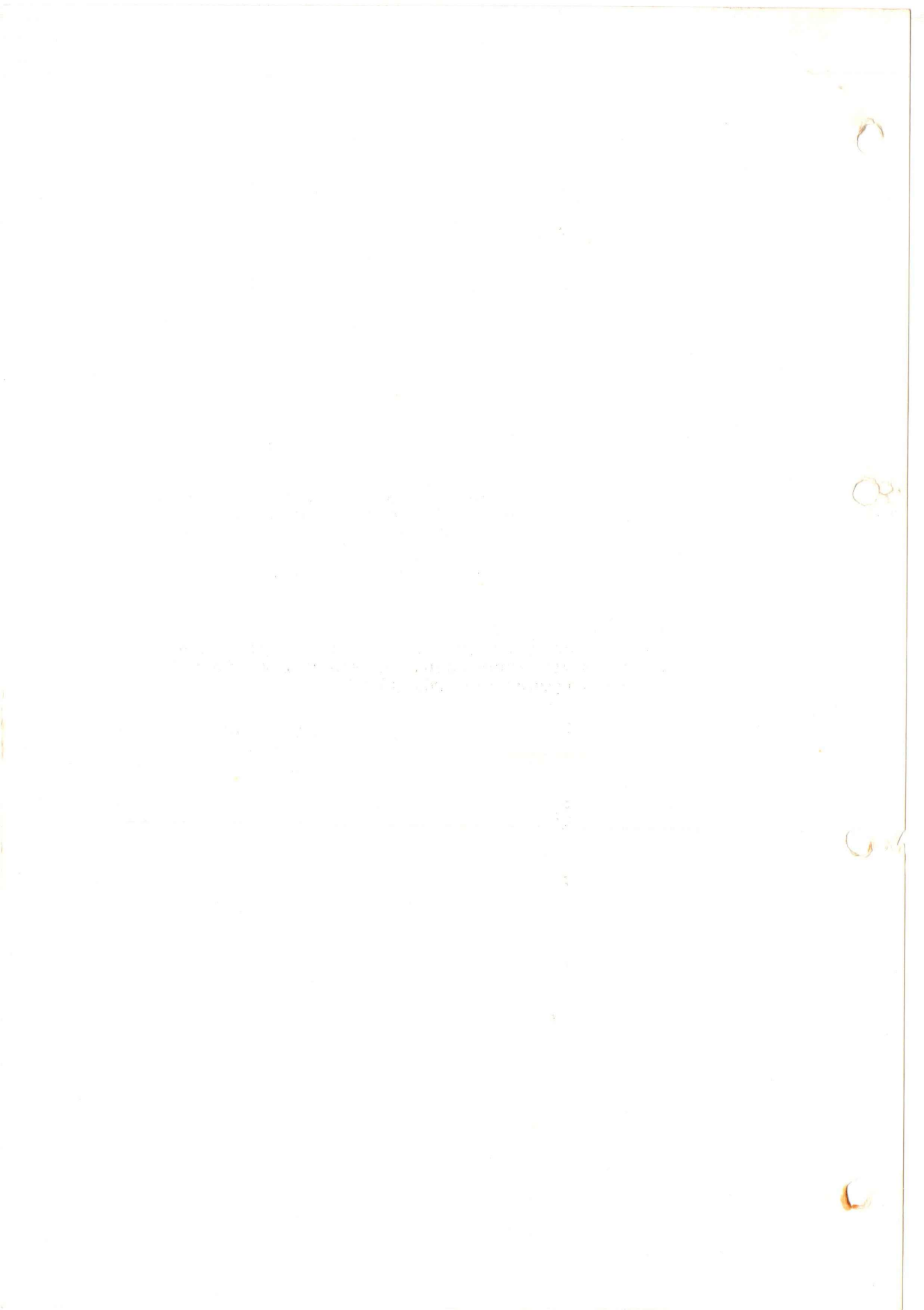
Push the release lever by hand into driving direction till the stop of the clutch slave cylinder. In new condition the measured travel on the push rod A amounts to 17 to 19 mm, see figure.
As the wear of the clutch disc increases, the distance A decreases and when it reaches a minimum of A = 5mm the clutch disc is to be replaced.

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SERVICE INFORMATION

Technical Customer Service
VKT 10 ko/wi-en

1. BMW 1800 - 2000
2. BMW 2500 - 2800

München, May 1969
N. 7/69 (522) en.

Gr.: Body and Fittings

Re.: 1. Installation of the loud-speaker
2. Rattling of the parcel panel

Dear Sirs,

1. For manufacturing reasons the foil (ABS - Polymerisat black mat) of the padding on top of instrument panel contains no aperture for the loud-speaker.

It is therefore to be cut out accordingly, before installing the speaker.

2. To avoid parcel panel rattling the metal tabs are provided with adhesive tape, effective of February 1st, 1969.

We would ask you to accomplish these operations subsequently in case of complaints.

Very truly yours,

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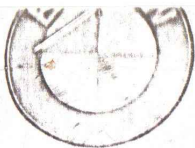
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SERVICE INFORMATION

Technical Customer Service
KT 10 Dü/wi-ba

BMW 2002 A, 1800 A, 2000 A
Group: Transmission

München, May 1969
No. 3/69 (523) en.

RE: Automatic transmission 3 HP 12/7

Dear Sirs,

Hereunder we quote you the essential modifications having been achieved on the automatic transmission 3 HP 12/7 in the interests of continuing technical development:

Commencement in the standard serial production:

Effective of chassis number:

1 120 103	-	BMW 1800 A
1 360 520	-	BMW 2000 A
1 002 980	-	BMW 2000 CA

1. A modified vent pipe - featuring a wire ganze within the shaft - has been adopted to prevent oil leakages.
2. The oil pan gasket is now of an improved material to provide better sealing.
Caution: Whenever removing the oil pan, install it with a new gasket.
3. Instead of the screen which sometimes develops noises, a ball valve is fitted into the input shaft as pressure resistance valve for the converter.
This ball valve is insensitive to dirt - due to friction - and thus insures satisfactory lubrication of transmission inner components.
4. The hitherto used throttle linkage was superseded by a throttle bowden cable. Adjustment see Service Information, group Transmission No. 2/69 (517).

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5. Additional stud for better mounting of converter bell housing to transmission case. Paper gasket adapted.
6. The hydraulic control system was completely redesigned - a subsequent installation or transformation in automatic transmissions of earlier conception is not possible. Instead of two valves only one throttle pressure valve is used.
To further assist the shock absorber spring, the throttle pressure the rate of which is adapted to the respective accelerator pedal position, is led behind the damper pistons. Another improvement of the corrugated plates of the clutch "A" - see Service Information, group: Transmission No. 9/68 (473) - constitutes a hydraulic damper of this clutch.
7. On the new design the suction screen filter is directly screwed to the control unit and the suction takes places through a channel routed to the oil pump.
This arrangement provides the advantage that the suction performs from below upwards in contrast with the earlier type on which the cloth filter pointed upwards.

For this transmission only the DEXRON-ATE oils listed in our Service Information, Group: Transmission No. 3/68 (438), supplement I, should be used.

Change the oil in the automatic transmission 3 HP-12/7 for the first time at 22,000 miles (36000 km), then every 22,000 miles (36000 km). The oil changes at 1000, 12000, 36000, 60000 miles and so on, are superseded herewith.

Without doubt the most evident characteristic for your customers is a certain "constrained control" of the transmission, i.e. the engine can no longer be overrevved (overspeeded) by premature engagement of the selector lever positions 1 and 2, when shifting down from a higher speed.

Therefrom result the following operational particularities in the various selector lever positions.

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A = Automatic (normal driving position)

This position should be selected for all normal road conditions. The car moves off in 1st gear and changes up into 2nd and 3rd gears as soon as the most favourable and economical point is reached. The kick-down allows to select the most suitable position in special circumstances.

2 = Hill-climbing and engine braking

Select this position on mountain roads, or other lengthy rising or falling gradients. Better use is made of available engine power and engine braking effect. Position 2 can be selected at any road speed. If the road speed is initially too high for 2nd gear to engage, it will be selected only after speed has fallen to about 62 mph (100 kph). If road speed then rises the transmission will not re-engage 3rd gear, and so excessive engine speeds could result.

1 = Hill-climbing and engine braking

This position is reserved for road and traffic conditions in which is desirable to select 1st gear, for instance very steep uphill or downhill gradients.

Position 1 can also be selected at any road speed. At about 62 mph (100 kph), 2nd gear will then engage, and as speed falls to about 37 mph (60 kph), 1st gear will be engaged in turn. However, even if road speed then rises the transmission will not change up again to 2nd or 3rd gear, and so excessive engine speeds could result.

The engine, however, can still be overspeeded in the selector lever positions 1 and 2, when the transmission does no longer shift up, for example on lengthy high-way falling gradients or at excessive road speeds, particularly in positions 1 and 2.


We suggest to inform all sales-men and your customers on delivery of an automatic vehicle about the above-mentioned characteristics of the new automatic transmission 3 HP 12/7 as these could not yet be included into the respective Owner's handbooks.

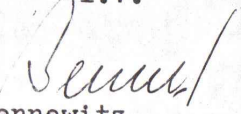
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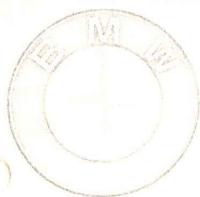
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SERVICE INFORMATION

Technical Customer Service
VKT 10

dü/wi-en

BMW 2500/A, 2800/A
Gr.: Body and Fittings

München, May 1969
No. 8/69 (524) en.

Re.: Fuel tank filler cap

Dear Sirs,

Because of some complaints regarding insufficient fuel supply during operation we wish to point out that differing from the models BMW 1600-2 - 2000 CS and 2800 CS/Automatic the fuel tank ventilation on the 6 cylinder sedans takes place through the filler cap.

It is therefore absolutely necessary to insure that on these models - BMW 2500/A - 2800/A - only the following fuel tank filler caps with ventilation system are installed.

Fuel filler cap, not lockable

Ordering No. 16 11 1 103 704
Mark: eloxadized gold-colored

Fuel filler cap, lockable

Ordering No. 16 11 1 102 977
Mark: plastic cap perforated inside

Very truly yours,

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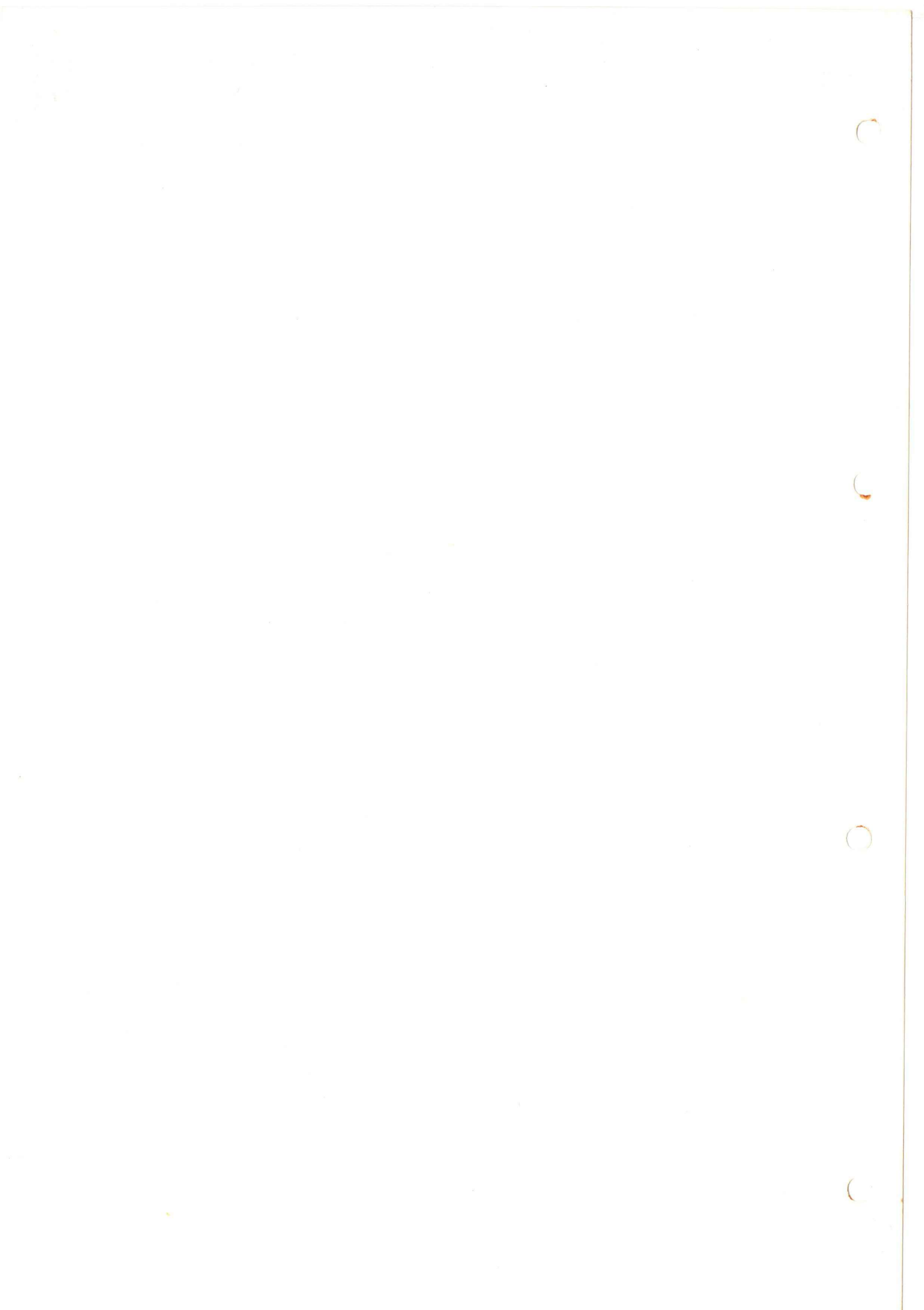
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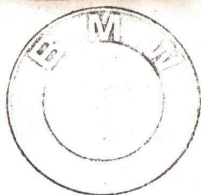
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SERVICE INFORMATION

Technical Customer Service
KT 10 ko/wi-en

Automatic models
Group: Transmission

München, May 1969
No. 4/69 (525) en

Re.: Pull cable of throttle cable assemblies on transmissions to be repaired 3 HP - 12 and 3 HP - 20

Dear Sirs,

Please be sure that the minus cable is disconnected from the battery when removing or installing the transmission.

There is the danger that the pull cable touches the electric wire of the starter motor, on the upper clevis, and scorches this way.

Very truly yours,
BAYERISCHE MOTOREN WERKE
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BMW 1600-2 - 2800/A
Group: Body & Fittings

München, June 1969
No. 9/69 (5267 en.

RE: Mounting points for headrest

Dear Sirs,

Commencing with the below mentioned chassis numbers the front seat backrests feature headrest mounting points as standard equipment:

1 876 017	-	BMW 1600-2
1 551 999	-	1600-2 RHD
1 630 674	-	2002
1 651 251	-	2002 RHD
1 682 375	-	2002 TI
1 908 460	-	1800
1 130 191	-	1800 RHD
1 120 319	-	1800 A
1 140 947	-	1800 A-RHD
1 963 985	-	2000
1 380 267	-	2000 RHD
1 361 873	-	2000 A
1 390 067	-	2000 A-RHD
1 472 694	-	2000 tilux
1 445 125	-	2000 tilux-RHD
2 010 350	-	2500
2 141 100	-	2500 A

Two chromium-plated plastic escutcheons, provided at left and at right, serve as external sign. To install the headrest, remove the masking caps from the escutcheon plates by means of a screw-driver. The headrest may then be fitted without any difficulty.

All US-models and the models 2800/A are equipped with this item from the beginning of the serial standard production.

Headrests - plastic and fabric types - can be purchased immediately from the spare parts department by quoting the car model, upholstery color and pattern.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

i.v.

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SERVICE INFORMATION

Technical Service No. 100-1	BMW 1500-2 - 2800A Group: Body & Fittings	Washington, D.C. 20540 No. 100-1 (1969)
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RE: Novation's 1500-2

Dear Sir:

Comments with the below mentioned chassis number the front seat backrest feature bearing mounting points as standard equipment

1 814 017	1500-2
1 821 033	1500-2 RHD
1 830 074	2000
1 841 081	2000 RHD
1 842 075	2000 TI
1 808 030	1800
1 780 131	1800 RHD
1 770 119	1800 A
1 740 047	1800 A-RHD
1 943 005	2000
1 980 007	2000 RHD
1 981 075	2000 A
1 980 087	2000 A-RHD
1 470 094	2000 411x
1 448 125	2000 411x-RHD
2 010 350	2500
2 441 100	2500 A

Two additional front seat backrests, provided at left and at right, serve as optional items. To install the backrest, remove the mounting ears from the backrest plates by means of a screwdriver. The backrest may then be fitted without any difficulty.

All 25-models and the 2500A are equipped with this item from the beginning of the serial production.

Handwritten - please and label type - can be purchased immediately from the spare parts department by quoting the car model, appropriate color and pattern.

Very truly yours,

ALFRED WOLFRUM, GENERAL MANAGER
ALFRED WOLFRUM, GENERAL MANAGER

Schäfers

Kunden genehmigt - This customer - Noted		Lernende Note - Free connection		Adress - Address - File - Archive	
Eintragung Name Vorname Geburtsdatum Geburtsort	Eintragung Name Vorname Geburtsdatum Geburtsort	Eintragung Name Vorname Geburtsdatum Geburtsort	Eintragung Name Vorname Geburtsdatum Geburtsort	Eintragung Name Vorname Geburtsdatum Geburtsort	Eintragung Name Vorname Geburtsdatum Geburtsort



SERVICE INFORMATION

Technical Customer Service
VKT-10 Ko/Wi/Go

BMW 1600-2-2800 CS/Autom.
Gr.: Body and Fittings

München, Oct. '69
No. 6/69 (526) ren.

Supplement 1

RE: Headrests

Dear Sirs,

Each of the two headrests is adjustable in the vertical direction by pulling or pushing. When doing this, ~~use~~care to avoid any distortion of them and be sure that they engage into the arresting point in question (displacement from catch to catch = 10 mm).

For safety reasons the adjustment should be made at the head level (on no account at the level of the neck) as too low an adjustment (neck roll) is likely to entail a deterioration of the inner safety.

By the properly adjusted headrest the head swinging back after a collision (the so-called whip effect) is sustained and the highly sensible cervical vertebra is relieved this way.

Very truly yours,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

Delleske

Bennewitz

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SERVICE INFORMATION



Technical Customer Service BMW 1600-2-2800 CS/Ansom. Gr.: Body and Fittings No. 6/69 (226) en. München, Oct. '69

Supplement 1

RE: Headrests

Dear Sirs,

Each of the two headrests is adjustable in the vertical direction by pulling or pushing. When doing this, be sure to avoid any distortion of them and be sure that they engage into the existing point in question (displacement from center to outer = 10 mm).

For safety reasons the adjustment should be made at the head level (on no account at the level of the neck) as too low an adjustment (neck roll) is likely to entail a deterioration of the inner safety.

By the properly adjusted headrest the head swiveling back after a collision (the so-called whip effect) is restrained and the highly sensitive cervical vertebrae are relieved this way.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktien Gesellschaft
L.V.

ppa.

Dejaneke Bennenitz

Kenntnis genommen — This knowledge — Notes		Lernende note — This knowledge		Abgabe — Archive — This — Archive	
Verantwortung	Verantwortung	Verantwortung	Verantwortung	Verantwortung	Verantwortung
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SERVICE INFORMATION

Techn. Customer Service
VKT-10 ko/wi/ - ak

BMW 1800/69-2000 tilux/69
BMW 2500 - 2800 CS
Gr. : Electrical system

München, June 1969
4/69 (527) - en

RE : Re-adjustment of heater flaps

Dear Sirs,

It may happen in a few cases that despite temperature selector lever fig. 1 (1) placed into closed position, a small amount of warm air infiltrates because of insufficient flap adjustment - upper and lower mixture flaps - into the passenger compartment.

In case of complaints this problem can be solved by an exact adjustment as follows :

1. Open the glove box (at right).
2. Remove the lining between glove box and stowage space.
3. Having loosened the hose clip withdraw the right-hand defroster hose from the defroster nozzle.
4. With the aid of an SW 10 spanner slacken the screw fig. 2 (1) on the connecting linkage.
5. Loosen screw fig. 2 (2), adjust temperature selector lever so that the lever in both final positions (warm-cold) has the same distance from the slot end of the ornamental screening.
6. By means of lever fig. 2 (3) move the upper mixture flap in clockwise direction to stop position and tighten screw (2).
7. Likewise move the lever fig. 2 (4) for the lower mixture flap in clockwise direction to stop position and tighten screw. (1)
8. Check for proper function and re-install the lining between glove box and stowage space.

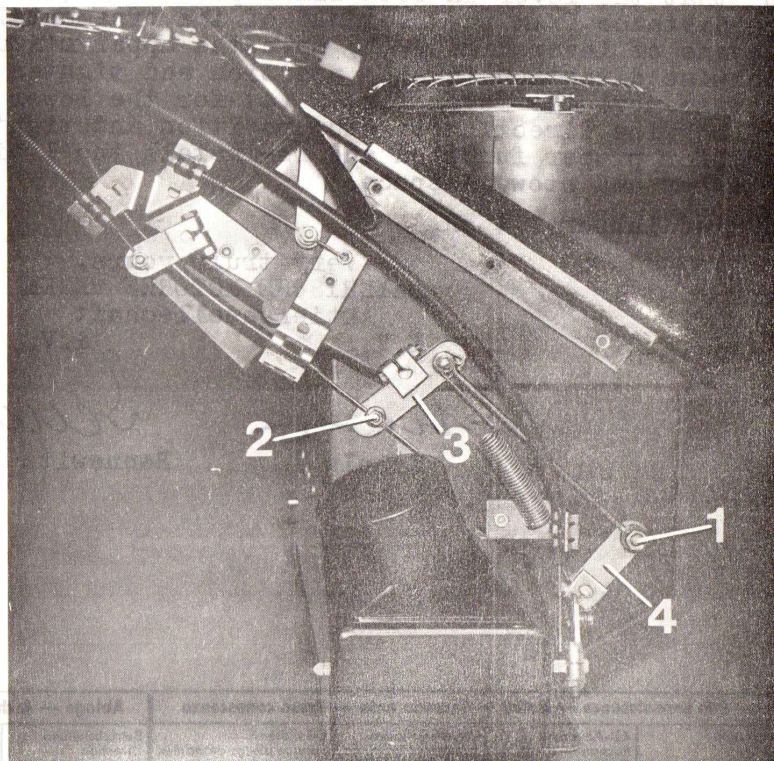
Required labour : 4 FR.

Very truly yours,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
i.V. i.V.

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SERVICE INFORMATION

Technical Customer Service
VKT 10 du/wi-en

BMW 2500/A, 2800/A
Group: Body & Fittings

München, June 1969
No. 10/69 (529) en.

Re.: Door sealings

Dear Sirs,

Following our policy of continuing technical development improved sealings are installed as standard equipment on the 4 doors commencing with the chassis number

2 012 609 - BMW 2500
2 141 500 - BMW 2500 A
2 120 259 - BMW 2500 US
2 150 426 - BMW 2500 US Autom.
2 300 383 - BMW 2800
2 440 203 - BMW 2800 A

In case of complaints - wind noises on front doors - only these door sealings

Part No. 51 21 1 800 075, front left
Part No. 51 21 1 800 076, front right

should be fitted.

Moreover it should be borne in mind that on these vehicles exclusively window glass channels of the latest type should be used, distinguishing mark: roughened inside and outside, and that the doors, resp. the side window frames be adjusted exactly into the door openings.

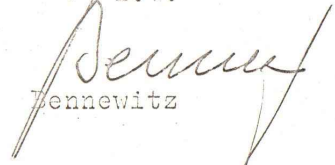
Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

i.V.


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i.V.


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SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/wi-ra

BMW 2500/A, 2800/A
Group: Body & Fittings

München, Febr.1970
No. 10/69 (529)en.

Supplement 1

RE: Door sealings

Dear Sirs,

To eliminate sporadically occurring wind noises on the front doors, the door weatherstrips on the side of the front pillar have been given an additional sealing lip.

Introduction of this item in the standard serial production effective of chassis numbers:

2 016 874	-	BMW 2500
2 180 302	-	2500 RHD
2 142 209	-	2500 A
2 190 146	-	2500 A-RHD
2 120 359	-	2500 US
2 150 669	-	2500 US-A
2 305 639	-	2800
2 480 369	-	2800 RHD
2 442 081	-	2800 A
2 490 136	-	2800 A-RHD
2 420 243	-	2800 US
2 460 267	-	2800 US-A

The necessary weatherstrips - unchanged part number - are to be ordered via the usual parts procedure, i.e. within the monthly spares order and not by express order.

In this connection we wish to remind you that on this occasion utmost care should be used in order to assure the proper setting and adjustment of the doors into the openings.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

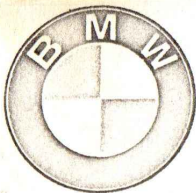
Delleske

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SERVICE INFORMATION

Technical Customer Service
VKT-10 ko/wi/-ak

All car models
Group : Engine

München, June 69
No. 10/69 (531) en

Re : Fuel additives

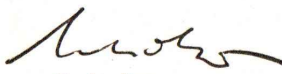
Dear Sirs,

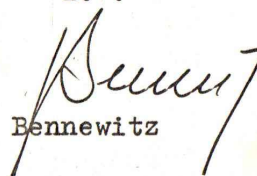
Because of several complaints, we have to advise you that fuels should on principle be used without additives for example upper cylinder lubricant.

Fuel additives are likely to build up a glutinous substance inside the intake valve head and on the piston rings as well.

Subsequently this will result in gluing and sticking of the parts concerned. We would like to ask you to inform your customers accordingly.

Very truly yours
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
i.V. i.V.

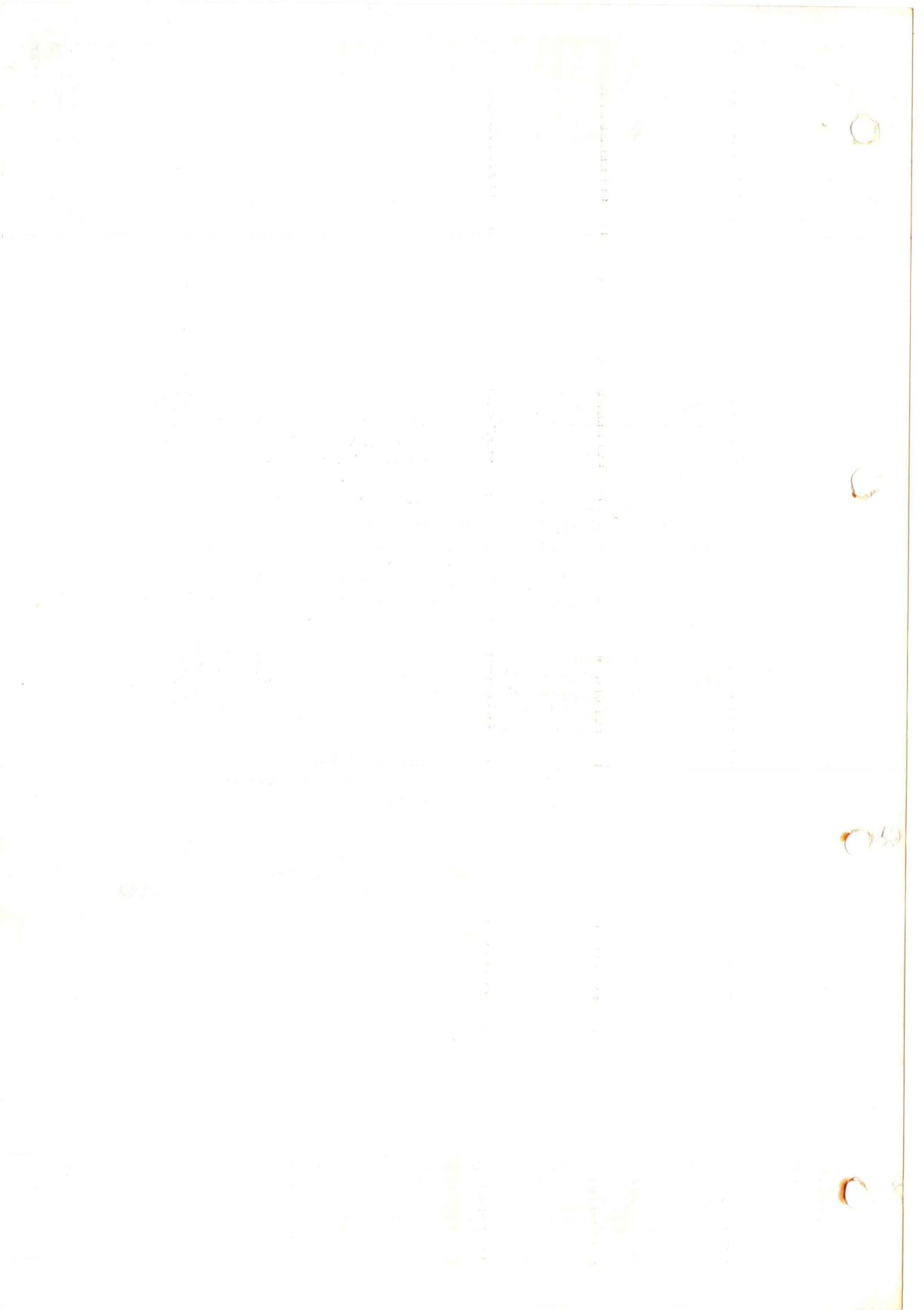

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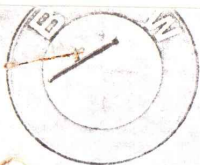

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SERVICE INFORMATION

Technical Customer Service
VKT 10 tr/wi-ra

BMW 1500 - 2500
Group: Rear Axle

München, July 1969
No. 2/69 (532) en.

RE: Oil types for final drive without self-locking (limited-slip) differential

Dear Sirs,

In consequence of further tests the recommended oil types for our short-neck final drive units could be completed.

On the overleaf there are listed all of the hitherto admitted

Brand-name break-in and run-on
hypoid gear lubricants SAE 90

as well as further oils as per specification MIL-L-2105 B, with a percentage of Anglaml 99 of 6.5 %.

These oils may also be used for the long-neck final drive units and for rear axle lubrication of GLAS vehicles.

This Service Information supersedes the oil types lists in the preceding Service Information bulletins No. 4/68 (459), 7/67 (409) and 2/67 (353) with supplement 1, group rear axle.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

Delleske

Bennwitz

List on overleaf

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Agip	F 1 Retra hypoid SAE 90
Amoco	EP Gear Lubricant SAE 90
Antar	Gmo SAE 90
Aral	HEW 90
Avia	Hyp. 90
BP	PTG 90
Castrol	Hypoy E 1 H
Castrol	Hypoy B SAE 90
Chevron	Universal Gear Lubricant SAE 90
DEA	Deapoid 90 EP (Texaco Multigear LP90 EP)
Divinol	Running-in Hypoid Transmission oil SAE 90
Esso	Running-in SAE 90
Esso	GX 90
Fuchs	Transmission oil Hypoid EW SAE 90
Fuchs	3200/58
Fina	Pontonic MP 90
Frisia	Hypoid Transmission oil MIL-L-2105B
Gasolin	Running-in Hyp. EW 90
Gulf	Multi-Purpose Gear Lubricant SAE 90
Mobil-Oil	Transmission oil D 90
Mobil-Oil	Mobilube HD 90
A.B.Nynäs	Hypoidölja 90 MP
Oest	Running-in Hypoid Transmission oil SAE 90
Oest	Multi-Purpose Transmission oil Special SAE 80 and SAE 90
Petrolexport	EB SAE 90
Shell	Running-in Hypoid Oil
Total	Hypoid Transmission oil EP-B SAE 90
Valvoline	High Performance Gear Lube SAE 90
Veedol	Multigear HD SAE 90
Westfalen	Running-in Transm.Oil Hypoid MIL-L 2105 B
Zeller-Gmelin	Divinol Running-in Hypoid Transm.Oil SAE 90



SERVICE INFORMATION

Technical Customer Service
VKT 10 Du/Wi/Go

BMW 2000C/CA/CS, 2800CS/A
Group: Body & Fittings

München, Sept. '69
No. 11/69 (534) en.

RE: Installation of a 70-liter fuel tank

Dear Sirs,

In the course of the continuous technical development, a larger fuel tank - capacity 70 liters/18.5 gal. (US)/15.4 gal. (Imp.) - is installed in the serial standard production commencing with body number

1 467 - BMW 2800 CS/Autom.

On request, this fuel tank may be installed subsequently on vehicles bearing body numbers lower than the above mentioned one, against separate invoicing.

The following parts and operations are needed for this transformation:

Quantity	Denomination	Part number
1	Fuel tank-70 liters	16 11 1 102 554
1	Fuel gauge contact	62 16 1 352 617
1	Filler neck	16 11 1 102 551

1. Exchanging the fuel tank

The support points and the connecting parts of the 70-liter tank correspond to those of the preceding one. However, it will be necessary to renew or to shorten the tank filler neck accordingly and to exchange the fuel gauge contact unit.

2. Luggage compartment floor - raising the covering panel

Owing to the modified tank height, the entire level of the luggage compartment floor has to be raised by approx. 19 mm (3/4").

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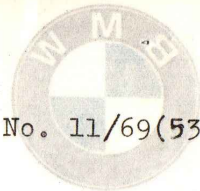
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- 2 -

Support points (figures 1 and 2)

- a) Crossmember between the wheelhouses, on the entire length.
- b) Brace plate - middle of luggage compartment floor -, on the entire length.
- c) Support plates on the wheel houses, right and left.
- d) Reinforcement plates, right and left, for the mounting of bumper brackets.

Material required

19 mm x 25 mm, length 2000 mm
19 mm x 45 mm, length 1000 mm

Spacer strip on covering panel, luggage compartment floor, at the right (figure 3)

In conformity with the above mentioned support scheme the spacer strips are simply placed beneath and secured by means of the floor covering mounting screws.

Wooden strips: 19 mm x 25 mm, length according to the support sides b, c and d.

Screws: 6 fillister head counter-sunk metal screws
B 4.8 x 32 DIN 7983 with hollow washer
(cloth protecting washer) support a - 2 screws,
b - 2 screws and c, d each 1 screw.

Spacer strips on covering panel, luggage compartment floor, at the left (figure 4)

Contrary to the right side covering the spacer strips should be screwed firmly to the covering panel, after having removed the clamping springs and their retaining screws.

Wooden strips: 19 mm x 45 mm, length according to the support sides b, c and d.
19 mm x 25 mm, length corresponding to the support side a.

Screws: 13 fillister head countersunk wood screws
5 x 20 DIN 7995 with hollow washer (cloth protecting washer)

Support a	=	4 screws
Support b	=	5 screws
Support c	=	2 screws
Support d	=	2 screws

The clamping springs are now reinstalled on to the spacer strips in accordance with their original position, by means of round head wood screws 5 x 20 DIN 7996.

- 3 -

Floor panel covering between the wheel houses (figure 5)


Withdraw the covering foil and install a 16 mm thick chip wood panel prefabricated on template. Secure the chip wood panel by means of 4 fillister head metal screws B 4.8 x 25 DIN 7983 with hollow washers (cloth protecting washers).

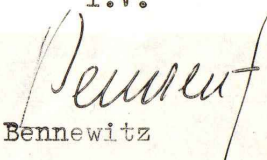
This larger fuel tank may also be installed into the models BMW 2000 C/CA/CS, by using the same parts.

Required labour 39 FR without the costs for making the wooden parts.

Very truly yours,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

Enclosures


Delleske


Bennewitz

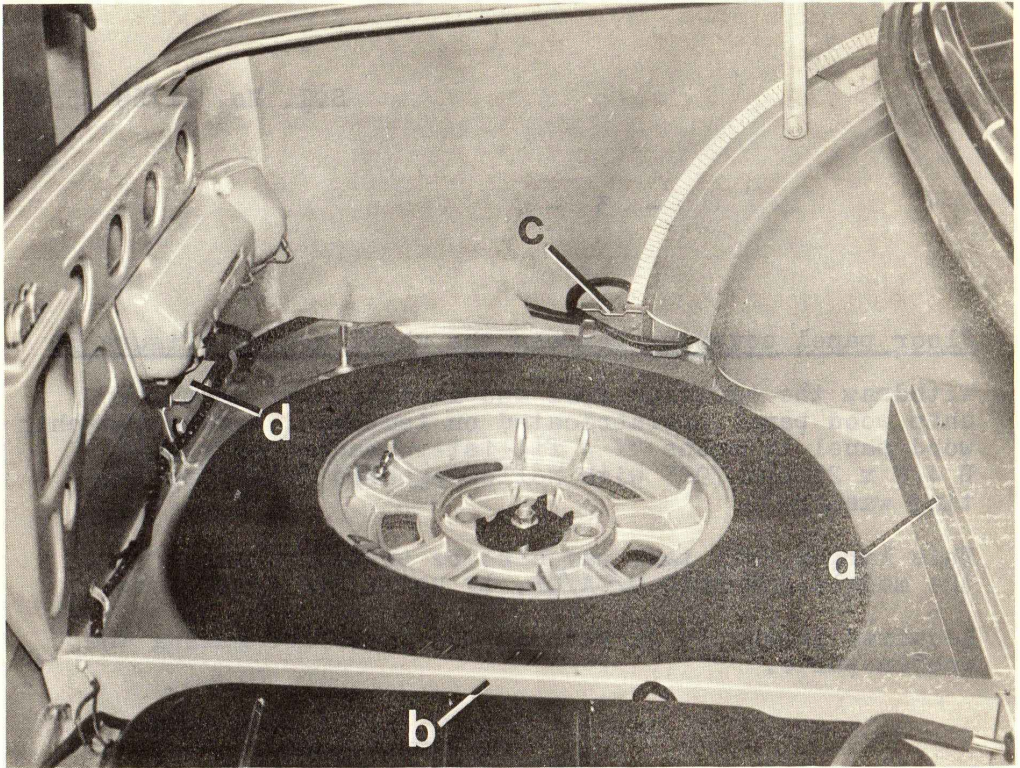


Bild 1

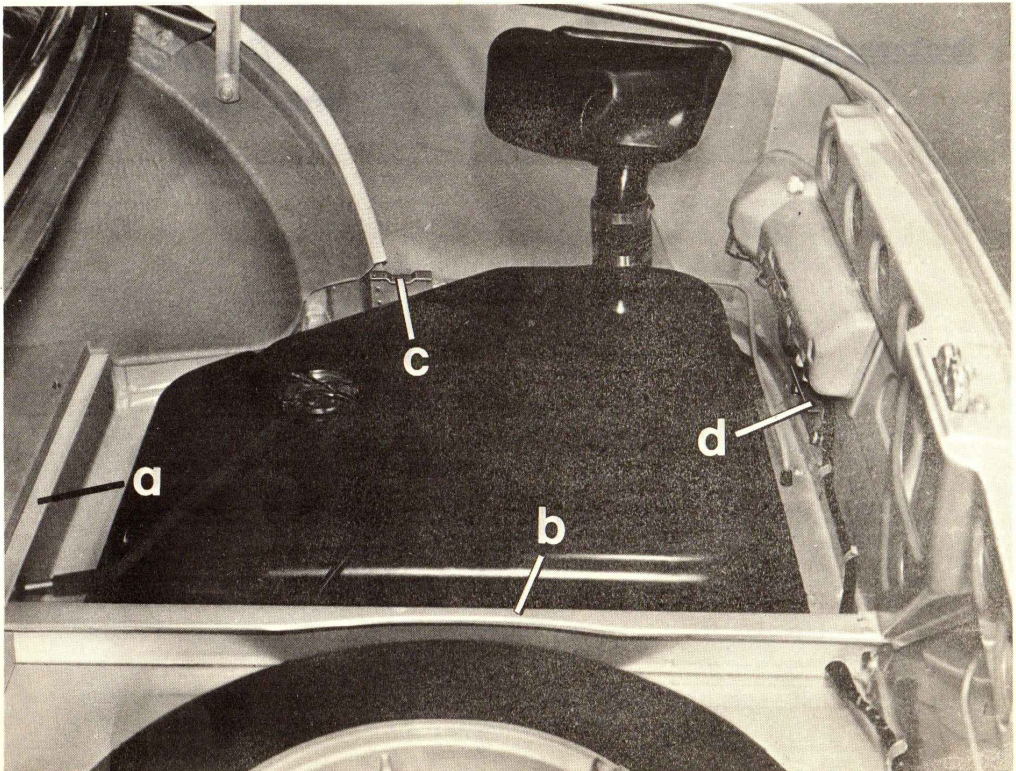


Bild 2

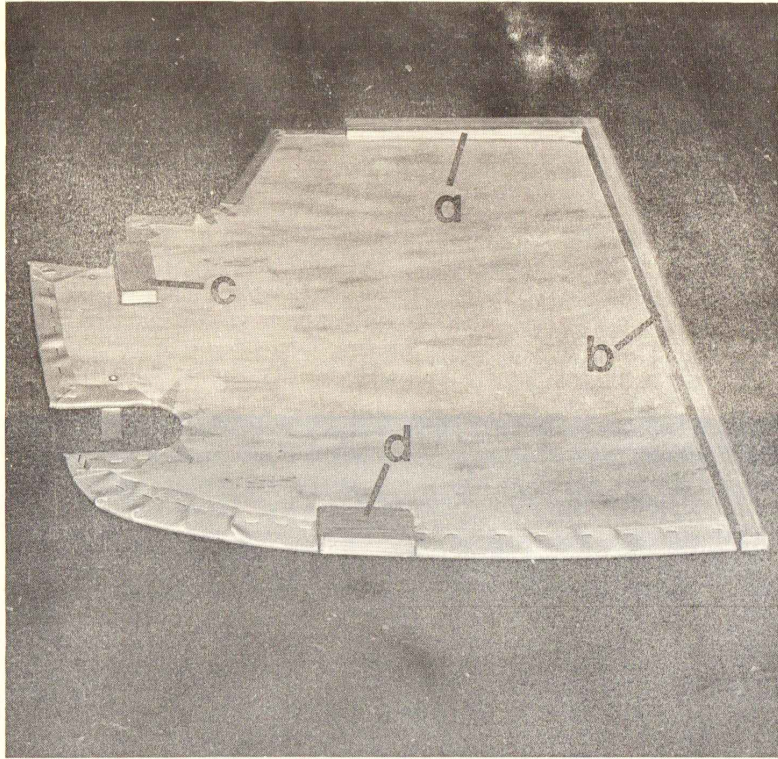


Bild 3

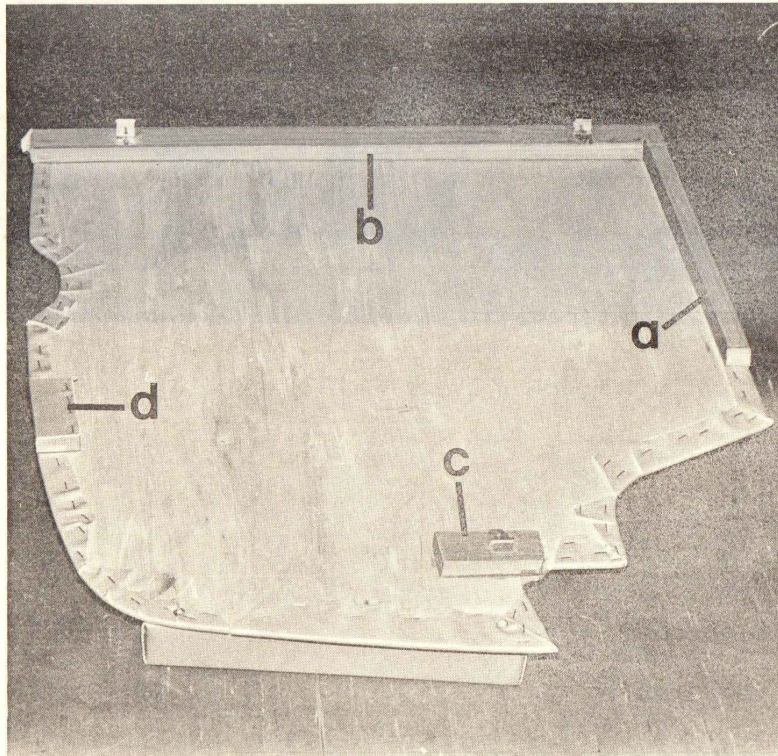


Bild 4

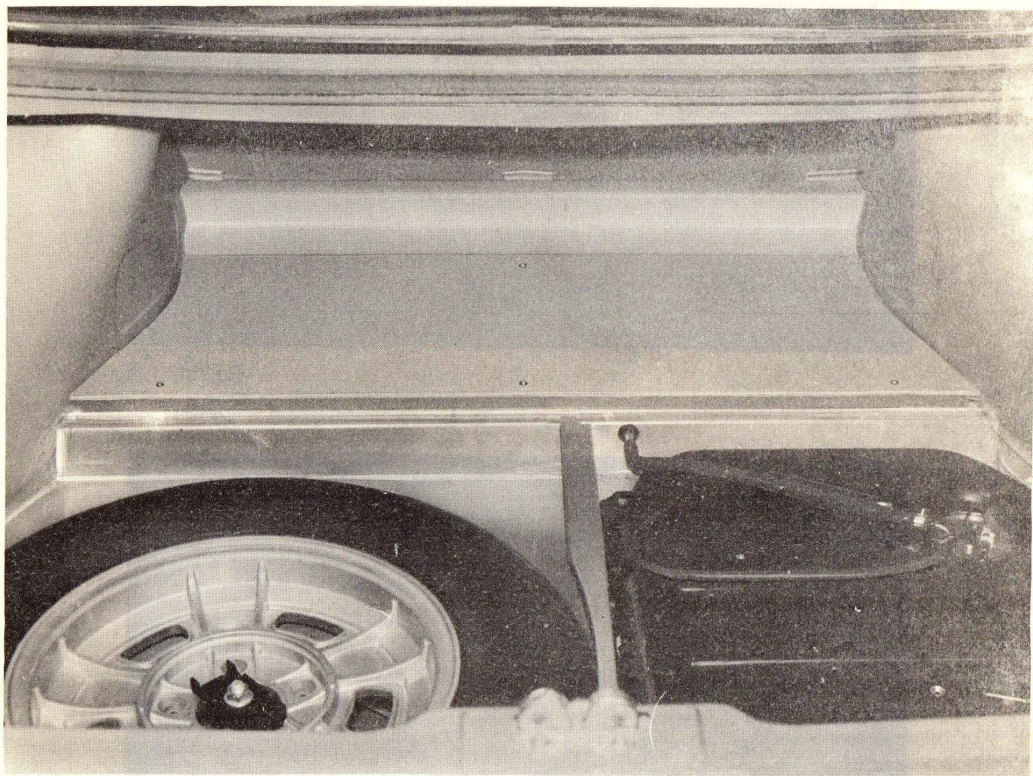


Bild 5