



SERVICE INFORMATION

Technical Customer Service
KT 10 dü/wi-ra

BMW 2800 CS, 2800 CS Autom.
Group: Engine

München, August '69
No. 11/69 (535)en.

RE: Exhaust muffler (silencer)

Dear Sirs,

In a near future the models BMW 2800 CS and 2800 CS Automatic will in series be equipped with a modified rear muffler. This muffler features a different gas routing and can be purchased immediately for replacement purposes.

The following parts and operations are required for subsequent installation:

Qty.	Denomination	Part Number
1	Exhaust muffler	18 12 1 104 641
1	Exhaust pipe, rear	18 11 1 104 642
1	Support bracket for exhaust muffler	18 21 1 104 652
1	Hex.-head bolt	07 11 9 913 621
1	Flat washer	22 61 6 106 704
1	Spring washer	07 11 9 932 093
1	Hexagonal nut	07 11 9 922 082

Required operations:

Remove second muffler and rear exhaust pipe.

Adjust support bracket 1 (see illustration on overleaf) for the rear muffler to conform to the clearance quoted in the sketch, and fasten it to the crossmember of the underbody by means of the hex.-head bolt.

Cut the support bracket 2 flush with the cross member.

Install rear muffler and rear exhaust tube of new version.

Required labour: 14 FR

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa.

Illustration on
overleaf

Dollieske

Bennett

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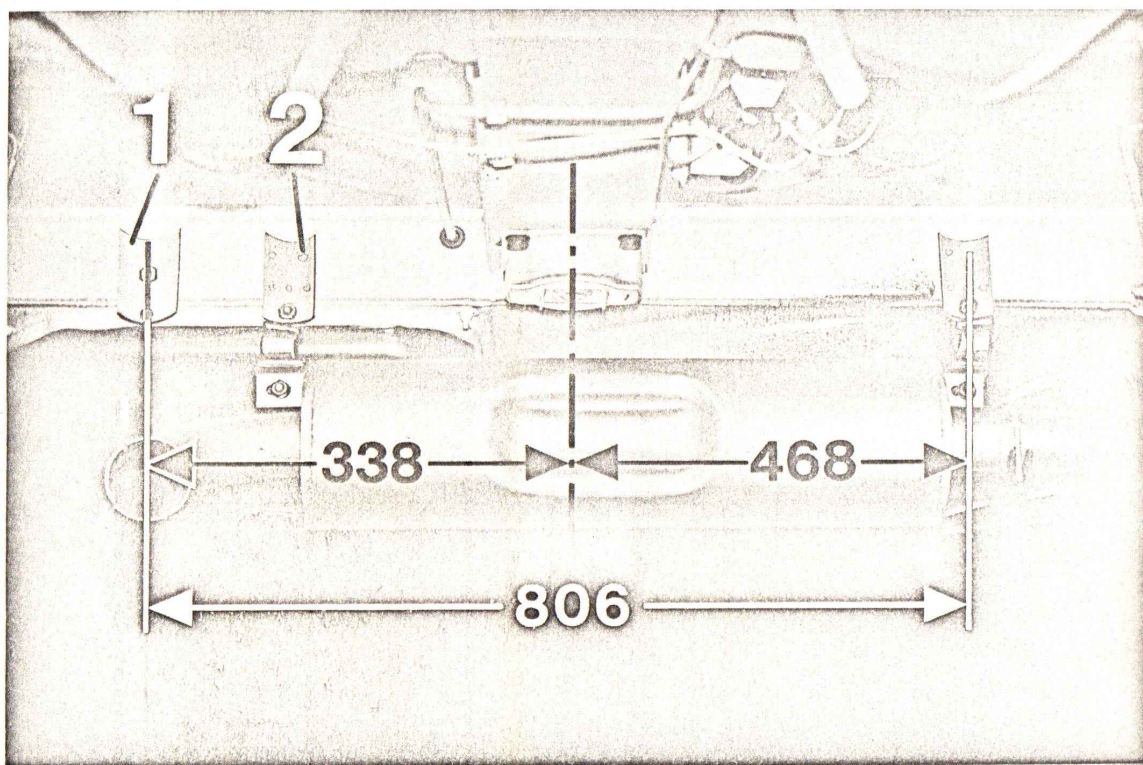
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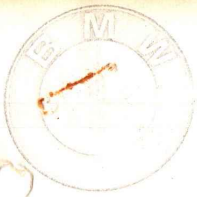
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DL 11/69 (15)



SERVICE INFORMATION

Technical Customer Service
VKT 10 tr/wi-ra/fm

BMW 1800-2000/66-68
2500-2800
Gr.: Brakes, Wheels, Tires

Munich, August 1969
No. 2/69 (536) en.

Re: Checking brake pressure limiters and brake pressure regulators

Dear Sirs,

Whenever troubles are encountered with the brake system, for example excessive braking action and/or rear axle blocking- it is absolutely necessary to check the installed brake pressure limiter (Models 1800/A, 2000/A/TILUX, 2000/CS/CA with single-circuit brake system) or the brake pressure regulator (Models 2500/A, 2800/A, 2800 CS/CS Autom.).

For this you will require

- 2 pcs. Ate Tester, Part Number 3.9305-0920.4,
price approx. DM 205.- each a n d
- 2 sets Ate Connecting Nipples, Part Number 3,9305-0140.2,
price per set approx. DM 15.-

These testing devices and the necessary accessories can be purchased from Alfred Teves GmbH, 6000 Frankfurt/Main 8, P.O. Box 9155, Western Germany.

The tests are to be carried out as follows:

1. Vehicles with brake pressure limiter:

- a. On either side connect testing device to the bleeder valve of the front and rear wheel brakes resp. (on principle the undiminished pressure of the front axleslines and the diminished pressure of the rear axle lines should be measured separately).
- b. Bleed the testing devices.
- c. Pump the brake pedal vigorously at least 5 times.

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- d) On the following measuring test adjust for a pressure of approx. 100 kp/cm² (1422 psi). The testing device on the rear axle must only indicate the cut-off pressure stamped on the brake pressure limiter 70 ± 3 kp/cm² (995 ± 42 psi). Eventually, take the mean value from three measurements.

2. Vehicles with brake pressure regulator:

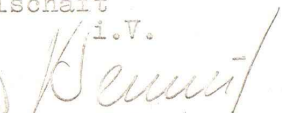
- a) Connect the testing devices as prescribed and bleed (point 1. a, b, c).
- b) Adjust the pressure rise following "test 1" on the testing equipment of the front axle of 0 - 100 kp/cm² (0-1422 psi). Do not allow the pressure to rise above the mentioned value and let hunt exactly as otherwise due to the hysteresis characteristic for the testing equipment an incorrect reading will occur on the testing equipment of the rear axle; the theoretical value on the rear axle is 57 ± 3 kp/cm² (810 ± 42 psi).
- c) Determine pressure rise following "test 2" on the testing equipment of the front axle of 35 kp/cm² (498 psi). The theoretical value on the testing device of the rear axle is 27 ± 2 kp/cm² (384 ± 28 psi).
- d) If the measured values deviate from the theoretical values the necessary pressure for the rear axle lines can be adjusted by means of the set screw of the brake pressure regulator, while the brake is released. After this adjustment secure the set screw and counternut with Kleiberit M 28 (Maker: Klebchemie GmbH, 7504 Weingarten/Baden) against possible rotation.

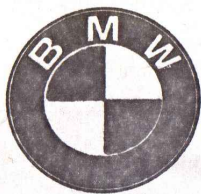
If the necessary values are not attained the brake pressure regulator should be replaced, too.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

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SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/wi

BMW 2500-2800CS Automatic
Group: Engine

München, August
12/69(538)en.

RE.: Carburetors

Dear Sirs,

In a few cases it occurred that the not sufficiently tightened counter nut of the resilient threaded pin (1, fig. 1) fitted in the throttle lever of the 2nd carburetor stage or the hexagon nut (2, fig. 1) for the throttle shaft of the second stage be undone. In both cases this leads to troubles in the function of the carburetors or a automatic return by spring load is longer possible and an overrevving of the engine is likely occur.

To avoid such troubles and consequent damages, effective of carburetor number R 9118 (fig. 2), the threaded pin as well the counter nut are secured with Loctite AA, and the hexagon nut of the throttle shaft by underlaying a washer (fan-disk).

We would ask to check the tightness of the a/m. nuts on the vehicles BMW 2500-2800 CS Automatic serviced by you and equipped with carburetors up to number R 9117, during a workshop visit, service, inspection, etc.

For checking the tightness of the nuts, it is necessary to remove the dashpot and to unhook the connecting link (3, fig. 1).

Labour required: 8 FR per vehicle.

If one of the 2 nuts results to be loose, the carburetor has to be removed as the threaded pin or the stop for the throttle valve of the 2nd stage may be misadjusted. Removing and fitting carburetors, see Workshop Manual BMW 2500, 2800, group: 13 11.

Securing the hexagonal nut for the throttle lever and adjusting the stop screw for the throttle valve of the 2nd carburetor stage: Figures 1, 2 and 4.

Loosen the hexagonal nut for the throttle lever, provide it with Loctite AA and retighten.

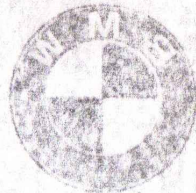
Adjust the throttle valve stop screw so that the valve does not jam in closed condition. If the throttle butterfly gap is too wide, the specified engine idle speed of 700 - 800 rpm cannot more be obtained on the final adjustment.

Securing and adjusting the resilient threaded pin: Figure 1

Provide adjusting screw and counter nut with Loctite AA.

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SiI.No.12/69(538)e

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Turn the adjusting screw inward until the resilient threaded pin just contacts the interlocking lever. Then, turn the adjusting screw $\frac{1}{3}$ turn further inward. Tighten counternut. The pre-load of the resilient threaded pin should be 0.3 mm. If the pre-load exceeds this value, the roller in the cam lever will jam.

Install and synchronize both carburetors.

Required labour 26 FR per vehicle.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

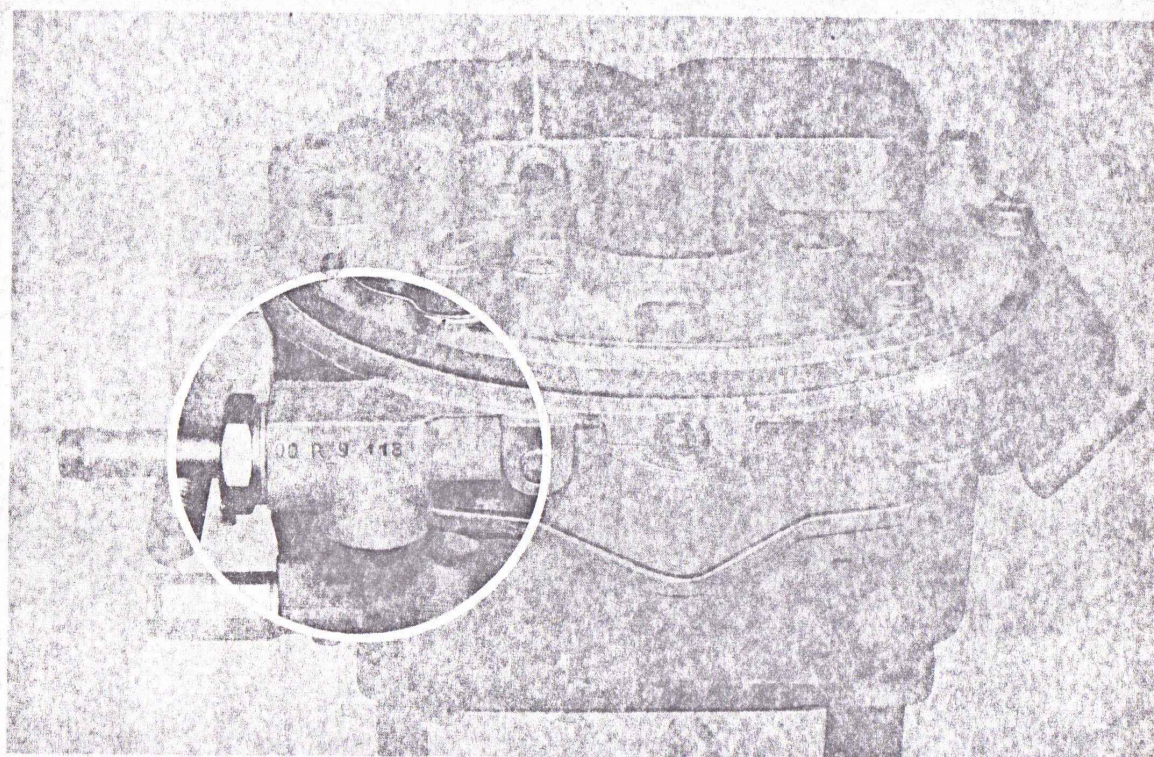
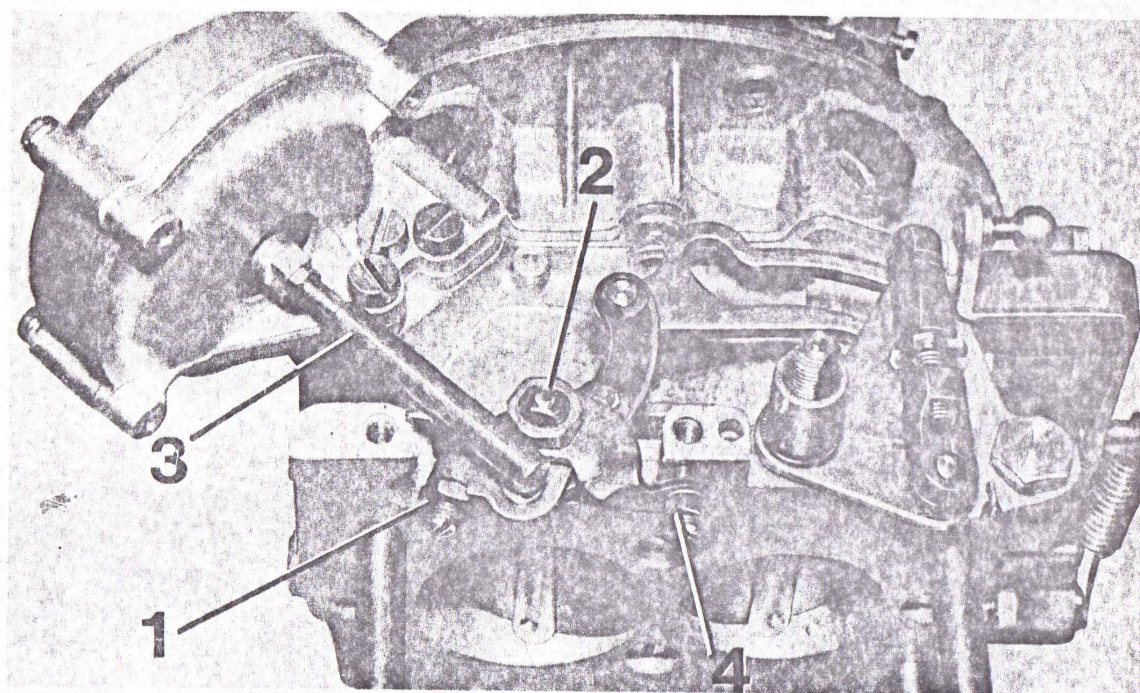
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- Encl. -





SERVICE INFORMATION

Technical Customer Service
VKI 10 DU/wi

BMW 2500-2800CS Automatic
Group: Steering

München, Sept. 1969
No.2/69(539)en.

Re.: Puller for Pitman arm - Kukko 204-2

Dear Sirs,

Sometimes it happened that owing to an incorrect removal of the Pitman arm from the steering mechanism the box was deteriorated and damages were resulting therefrom, likely to entail incalculable consequences.

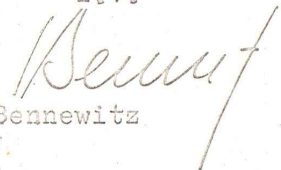
We wish to point out expressly that the Pitman arm must be removed exclusively with the universal puller Kukko 204-2 after the steering box has been removed from the car.

This puller can be purchased at the price of DM 32.25 + turnover tax from our Department VKI-30.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.


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SERVICE INFORMATION

Technical Customer Service
VKT IO Dü/wi

BMW I800
Group: Engine

München, Sept. 1969
No. I3/69(540)en

RE.: Self-adjusting clutch slave cylinder

Dear Sirs,

Following our policy of continuous improvement a self-adjusting clutch slave cylinder is installed as standard equipment, commencing with the chassis number

1 906 514 - BMW I800

This transformation concerns the following parts:

Superseded parts:

Slave cylinder (19,05 mm ϕ)	Part No. 21 52 4 648 052
Push rod	21 51 0 670 095
Ball nut	21 51 0 670 090
Hex nut	07 11 9 922 082
Return spring	21 51 4 040 513

New parts:

Slave cylinder (20,64 mm ϕ)	Part No. 21 52 1 104 269
Push rod	21 52 1 103 602
Mounting bracket	21 52 1 103 489

Every 8000 miles (12 000 km), during a routine inspection, clutch driven disc wear should be checked in situ, as follows. Consequently, the corresponding items - check clutch clearance - due at the 1000-mile inspection and every 8,000 miles, are no longer necessary.

Press the release lever by hand in the direction of travel until it touches the slave cylinder. When new, total travel A at the push rod is 0.67 - 0.75" (17-19 mm), see figure.

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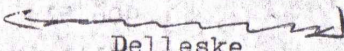
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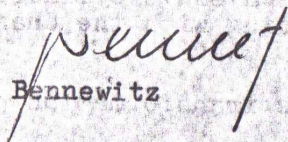
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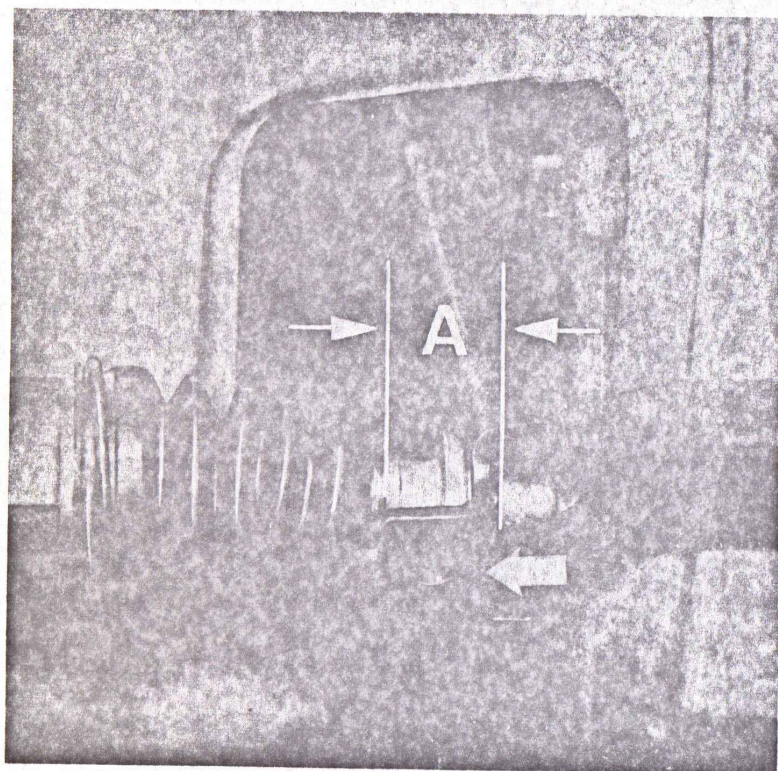
As the clutch plate wears, distance "A" will become smaller. When the wear limit ($A = 0.2"/5 \text{ mm}$) is reached, the clutch driven plate should be renewed.

Yours very truly,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.v.

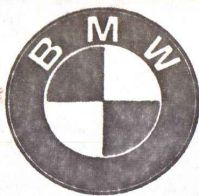
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Service Information Nr.13/69 (540)



SERVICE INFORMATION

Technical Customer Service
VKT 10 L/wi

BMW I600 - 2/TI, 2002/TI
Gr.: Electrical System

München, Sept.
No. 5/69 (541)

RE.: Windshield wiper motor

Dear Sirs,

On the windshield wiper motor of the 2-door models it may occur that this fails after a ride in rainy weather or with the car being wet from a washing.

The water then collects in the niche of the gear housing, above the cable clip, infiltrates into the gear housing as temperature rises and is thus likely to damage the gears and the contact mechanism as well. This **so-called** niche has been eliminated on the latest version of the wiper motor by modifying accordingly the casting process.

To prevent suchlike troubles a priori, we ask you to inspect the vehicles being equipped with the 12-volt system (BMW I600-2 from chassis No. 1 533 868 onwards; BMW I600 TI, 2002, and 2002 TI from the beginning of the serial standard Production) on occasion of a service or an inspection in order to check whether the modified wiper motor is already installed. If necessary, fill the "niche" existing on the gear housing with "Terostat" permanent plastic sealing type 9" of the Teroson firm. This rectification can be carried out with the wiper motor in situ.

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

See sketch overleaf

Delleske

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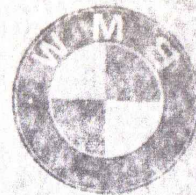
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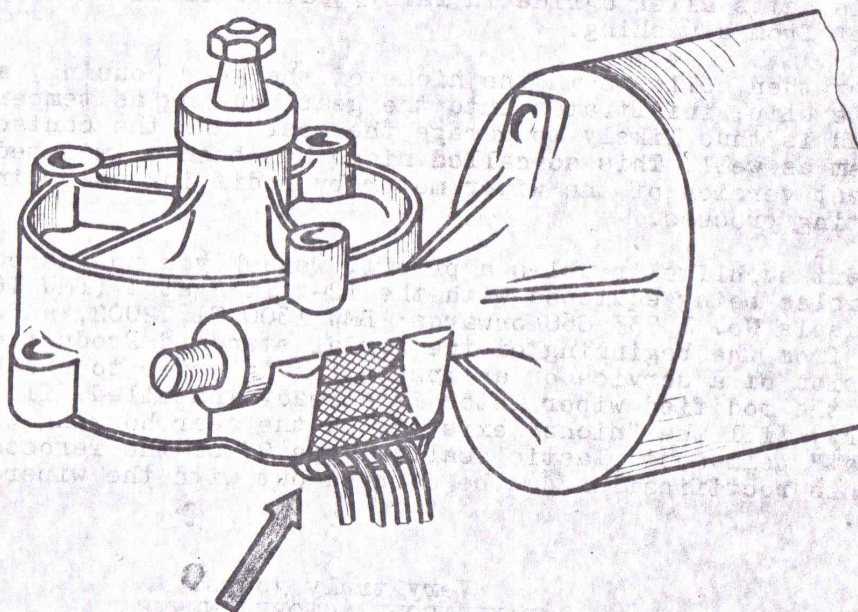
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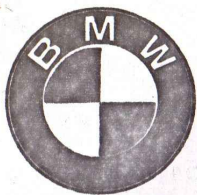


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SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/wi/Go

BMW 2500-2800 CS-Automatic
Gr.: Electrical System

München, Sept. 69
No. 6/69(542) en.

Very important!

RE: Covering for battery

Dear Sirs,

It occurred in some cases that owing to overfilling the battery, electrolyte leaked out during a ride.

Commencing with the chassis number

2 014 385	-	BMW 2500
2 141 685	-	2500 A
2 120 274	-	2500 US
2 150 609	-	2500 US-Autom.
2 180 004	-	2500-RHD
2 190 002	-	2500-RHD-A
2 301 109	-	2800
2 440 609	-	2800 A
2 420 083	-	2800 US
2 460 116	-	2800 US-Autom.
2 480 002	-	2800-RHD
2 490 003	-	2800-RHD-A
2 201 994	-	2800 CS
2 220 061	-	2800 CS-Autom.

a supplementary battery covering is installed as standard equipment, see figure 1. We would ask you to install this battery covering, part no. 61 21 1 352 933, subsequently on occasion of a workshop visit - service, inspection and so on.

Moreover, check the following parts for exterior mechanical deteriorations due to the leakage of battery electrolyte and renew those parts if necessary:

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S.I. No. 6/69(542) en.

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The check valve and its hose connections, part number: 34 33 1 102 537, see figure 2, 1

The ball ends of the throttle linkage, part number: 07 11 9 987 502, see figure 2, 2

The angle tube for the hoses on the brake mastercylinder, part number: 34 32 1 102 282, see figure 2, 3

The steel ball ends available under the above mentioned part number are installed as standard equipment, commencing with chassis number

2 014 083	-	BMW 2500
2 141 659	-	2500 A
2 120 265	-	2500 US
2 150 591	-	2500 US-Autom.
2 300 976	-	2800
2 440 524	-	2800 A
2 420 061	-	2800 US
2 460 093	-	2800 US-Autom.
2 201 937	-	2800 CS
2 220 000	-	2800 CS-Autom.

When exchanging the ball ends be absolutely sure that the original length of the throttle linkage is retained as otherwise the carburetor full throttle setting must be readjusted.

Very truly yours
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa

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SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/Wi/Go

BMW 2500A, 2800A, 2800 CS-A
Group: Electrical System

München, Sept. '69
No. 7/69 (543) en.

RE: Starter ring gear, 6-cylinder models

Dear Sirs,

Sometimes it occurred that the starter pinion failed to engage properly into the starter ring gear of the flywheel.

Commencing with chassis number

2 141 685	BMW 2500 A
2 190 001	2500 A-RHD
2 150 609	2500 US-Autom.
2 440 613	2800 A
2 490 001	2800 A-RHD
2 460 118	2800 US-Autom.
2 200 084	2800 CS-Autom.

the teeth on the flywheel are chamfered in direction of engagement.

In case of complaint, exchange the complete flywheel assembly,

Part Number 11 22 1 253 633, and if necessary, the starter pinion.

Part Number 12 41 8 620 122.

Very truly yours,
BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/Wi/Go

BMW 2500 - 2800 CS
Group: Electrical System

München, Sept. '69
No. 8/69(544) en.

RE: Hazard warning flasher switch

Dear Sirs,

With the beginning of the warm season some complaints are entering that the hazard warning flasher switch turns on automatically.

Owing to the intensive irradiation by solar rays the plastic-made Pawls are deformed and release the switch.

Meanwhile, modified hazard warning flasher switches are installed by the factory, effective of chassis number

2 010 979	-	BMW 2500
2 141 250	-	2500 A
2 120 243	-	2500 US
2 150 246	-	2500 US-Autom.
2 300 096	-	2800
2 440 008	-	2800 A
2 201 426	-	2800 CS.

In case of complaint, switches of this type should be installed exclusively - distinguishing mark: green colour dot beside the thread.

Required labour: 3 FR.

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

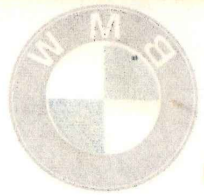
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SERVICE INFORMATION

Technical Customer Service

BMW 2500 - 2500 CS

Minimum 2-yr. 1-yr.

BMW 2500 - 2500 CS

BMW 2500

With the beginning of the new service year, customers are notified that the factory warranty is being voided.

Due to the immediate inspection by BMW, the factory warranty is being voided and replaced by a new one.

Complete, detailed service manual is being voided and replaced by the factory, effective of January 1, 1970.

2 010 979	2500
2 011 970	2500
2 012 971	2500
2 013 972	2500
2 014 973	2500
2 015 974	2500
2 016 975	2500
2 017 976	2500
2 018 977	2500
2 019 978	2500

In case of complete, detailed service manual is being voided and replaced by the factory, effective of January 1, 1970.

Replaced January 1, 1970.

BMW 2500 - 2500 CS

BMW 2500 - 2500 CS

Kenntnis genommen -- Pts connaissance -- Notes -- Forme nota -- Pieno conoscenza		Abgabe -- Ardiviz -- File -- Archivo	
Werkstat	Werkstat	Werkstat	Werkstat
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Werkshop	Werkshop	Werkshop	Werkshop
Teller	Teller	Teller	Teller
Officina	Officina	Officina	Officina



SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/ Wi/Go

BMW 2500 - 2800
Group: Engine

München, Oct. '69
No. 14/69(546) en.

RE: Clutch line between master cylinder and slave cylinder

Dear Sirs,

Following our policy of continuous technical development a through hose line is installed between clutch master cylinder and slave cylinder, commencing with chassis number

2 013 655	-	BMW 2500
2 120 264	-	2500 US
2 300 806	-	2800
2 420 023	-	2800 US.

After consumption of the hitherto used parts -

pipe line	part no.	21 52 1 102 725
hose line	part no.	34 32 4 051 524 -

only the new hose line - part no. 21 521 103 964 - should be fitted. The mounting bracket on the bodywork should be flanged carefully, or cut flush.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

Delleske

Bennewitz

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza — Ablage — Archives — File — Archivo

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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/ei

BMW 1600-2 - 2002 TI
Group: Springs & Shocks

München, October 1969
No. 2/69 (547) en.

RE: Shock absorbers, rear

Dear Sirs,

In order to meet the increased demand of parts for the production and spare parts supply as well, a second supplier has been charged with the production of the rear shock absorbers BMW 1600-2 to 2002 TI.

Generally, parts of the same supplier will be installed on one vehicle, commencing with chassis number

1 875 668	-	BMW 1600-2
1 551 970	-	1600-2 RHD
1 568 808	-	1600 US
1 630 022	-	2002
1 651 224	-	2002 US
from the beginning		
of serial production -		2002 TI.

In case of repair on principle only shock absorbers of the same make should be installed on the axle in question.

- Part number 33 52 1 103 628 Messrs. Boge
- Part number 33 52 1 103 170 Messrs. Fichtel & Sachs.

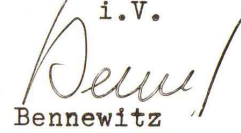
Only in urgent exceptional cases you may depart from this prescription.

Very truly yours,

BAYERISCHE MOTOREN WERKE
AKTIENGESELLSCHAFT

ppa. i.V.


Delleske


Bennewitz

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza				Ablage — Archives — File — Archivo			
Betriebsleitung Direction Management Dirección Direzione	Werkstatt Atelier Workshop Taller Officina	KD-Annahme Réception clientèle Cust. reception Recepción clientela Recezione clienti	Gewährl.-Sachb. Inspecteur garantie Warranty inspector Inspector garantía Ispettore garanzia	E-Teildienst Service pièces détachées Spare parts service Servicio de recambios Servizio ricambi	Betriebsleitung Direction Management Dirección Direzione	Werkstatt Atelier Workshop Taller Officina	



SERVICE INFORMATION

Technical Customer Services
BMW/Wiet
BMW 1600-2 - 2002 TI
Group: Springs & Shocks
Munich, October 199
No. 2/69 (247) en.

RE: Shock absorbers, rear

Dear Sirs,

In order to meet the increased demand of parts for the production and spare parts supply as well, a second supplier has been charged with the production of the rear shock absorbers BMW 1600-2 to 2002 TI.

Generally, parts of the same supplier will be installed on one vehicle, commencing with chassis number

BMW 1600-2	-	1 875 688
1600-2 RHD	-	1 875 970
1600 US	-	1 875 808
2002	-	1 875 022
2002 US	-	1 875 224

from the beginning
of serial production -

In case of repair on principle only shock absorbers of the same make should be installed on the axle in question.

- Part number 33 52 1 103 688 Messrs. Hoge
- Part number 33 52 1 103 170 Messrs. Hinkel & Seeha.

Only in urgent exceptional cases you may depart from this prescription.

Very truly yours,

BAYERISCHE MOTOREN WERKE
AKTIENGESELLSCHAFT

1.V. gpa.

Defaske
Bennett

Kennzeichen genommen - This correspondence - Noted - Tomado nota - Press correspondence

Vertrieb Abteilung Werkzeug Faktor Gitarre	40-Abteilung Kaufmann Kaufmann Kaufmann Kaufmann	Gewerbe-Abteilung Kaufmann Kaufmann Kaufmann Kaufmann	Leibniz-Abteilung Kaufmann Kaufmann Kaufmann Kaufmann	Abteilung Kaufmann Kaufmann Kaufmann Kaufmann	Abteilung Kaufmann Kaufmann Kaufmann Kaufmann
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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/Go

BMW 2500 - 2800 CS/Autom.
Gr.: Electrical System

München, Oct. 1969
N. 9/69(548) en.

RE: Alternator

Dear Sirs,

Owing to subsequent installation of numerous additional current consumers, such as fog lamps, auto-telephone, radio- and magnetophone appliances etc. it is necessary to increase the output of the alternator.

Commencing with chassis number:

2 001 367	-	BMW 2500
2 141 318	-	2500 A
2 120 243	-	2500 US
2 150 306	-	2500 US-Autom.
2 300 174	-	2800
2 440 073	-	2800 A
2 201 514	-	2800 CS

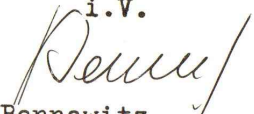
a 45 A - alternator with a power output of 630 W is installed in the standard serial production.

This alternator - part number 12 31 1 352 279, preliminary number 12 31 8 602 851, replacement number 12 31 1 352 308 - is exchangeable without transformation of the voltage-regulator.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.


Delleske


Bennewitz

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SERVICE INFORMATION

München, Oct. 1989
N. 9/89(248) ea.

BMW 2500 - 2800 GS/Autom.
Gr.: Electrical System

Technical Customer Service
Dn/W/Go
VKT-10

RE: Aftermarket

Dear Sirs,

Owing to subsequent installation of numerous additional current consumers, such as for lamps, auto-telephone, radio- and mag-telephone appliances etc. it is necessary to increase the output of the alternator.

Connecting with chassis number:

2 001 367	-	BMW 2500
2 141 316	-	2500 A
2 150 243	-	2500 US
2 150 306	-	2500 US-Autom.
2 300 174	-	2800
2 440 073	-	2800 A
2 501 514	-	2800 GS

a 45 A - alternator with a power output of 630 W is installed in the standard serial production.

This alternator - part number 12 31 1 355 879, preliminary number 12 31 8 502 851, replacement number 12 31 1 355 308 - is exchangeable without transmission of the voltage-regulator.

Very truly yours,

BAYERISCHER MOTOREN WERKE
Aktiengesellschaft

pps. i.V.

Deljanke Bennewitz

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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/ei

BMW 1600-2 - 2800 CS/Autom.
Group: Engine

München, October '69
No. 15/69 (549) en.

RE: Tightening torques, valve springs

Dear Sirs,

Commencing with chassis number

2 010 979	-	BMW 2500
2 141 250	-	2500 A
2 120 243	-	2500 US
2 150 246	-	2500 US-Autom.
2 300 096	-	2800
2 440 008	-	2800 A
2 201 426	-	2800 CS

the vibration damper on the crankshaft will be secured with a collar nut. Consequently, the tightening torque of hitherto 25 mkp (1805 ft. lbs.) for the flat nut has changed to 35 mkp (253 ft.lbs.) for the collar nut.

Additionally, we would like to inform you that the tightening torque of the flange of the timing sprocket on the camshaft is 14 mkp (101 ft. lbs.).

On this occasion we remind you of the prescription,

" Tighten nuts and bolts"

due at each inspection, every 8000 miles, initially after the first 1000 miles.

Following our policy of continuous technical development progressive valve springs - part number 11 34 1 252 495, distinguishing mark: green colour dot - are installed generally into our models BMW 1600-2 - 2800 CS-Autom.

After consumption of the preceding types on stock those springs should be installed so that the colour code mark is located as nearly as possible at the cylinder head.

Very truly yours,
BAYERISCHE MOTOREN WERKE
AKTIENGESELLSCHAFT
ppa.

Delleske

i.v.
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SERVICE INFORMATION



Technical Customer Service BMW 1600-2 - 2800 CS/Autom. München, October '69
BU/Wiel Group: Engine No. 15/69 (549) en. VYT-10

RE: Tightening torques, valve springs

Dear Sirs,

Concerning with chassis number

2 010 979	-	BMW 2500
2 141 250	-	2500 A
2 120 243	-	2500 US
2 150 246	-	2500 US-Autom.
2 300 096	-	2800
2 440 008	-	2800 A
2 201 456	-	2800 CS

the vibration damper on the crankshaft will be secured with a collar nut. Consequently, the tightening torque of hitherto 25 mkgp (1805 ft.lbs.) for the first nut has changed to 35 mkgp (257 ft.lbs.) for the collar nut.

Additionally, we would like to inform you that the tightening torque of the flange of the timing sprocket on the crankshaft is 14 mkgp (101 ft.lbs.).

On this occasion we remind you of the prescription,

"Tighten nuts and bolts"

due at each inspection, every 8000 miles, initially after the first 1000 miles.

Following our policy of continuous technical development progressive valve springs - part number 11 34 1 325 495, distinguishing mark: green colour dot - are installed generally into our models BMW 1600-2 - 2800 CS-Autom.

After consumption of the preceding types on stock those springs should be installed so that the colour code mark is located as nearly as possible at the cylinder head.

Very truly yours,
BAYERISCHE MOTOREN WERKE
ARTLENGESCHAFT

J.V.
Delleske
Bennewitz

Kunden-Informationen - Pts connaissance - Noted - Tomado nota - Pts conoscenza		Adressen - Adresses - file - Archive	
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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/Go

BMW 1600-2-2002 TI
2000 tilux, 2000 CS

München, Oct. '69
N. 16/69(550) en.

Group: Engine

RE: Carburetor Control

Dear Sirs,

1.) BMW 1600-2-2002 TI

In addition to the modifications on the carburetor return spring and its support already announced with our S.I. bulletins, group engine, number 3/68(419), number 20/68(469) and number 3/69(501) a torsion spring - see sketch, 1 - is installed for the accelerator pedal shaft, commencing with chassis number

1 878 951	-	BMW 1600-2
1 552 189	-	1600-2 RHD
1 569 745	-	1600 US
1 634 672	-	2002
1 651 427	-	2002-RHD
1 666 765	-	2002 US
1 683 197	-	2002 TI.

Besides, the bushing, part number 35 41 1 103 893 - see sketch, 2 - is provided with a double-sided collar.

On the models 1600-2, 2002 the new torsion spring, part number 35 41 1 102 782 (RHD vehicles, part number 35 41 1 104 115) should only be installed together with the modified return spring, part number 35 41 1 104 043.

In this connection also the elastic force of the carburetor return spring on the BMW 2002 TI had to be diminished. Whenever the torsion spring is installed subsequently on the models 1600 TI and 2002 TI, the return spring on the carburetor linkage - see sketch, 3 - and the carburetor return spring, part number 13 11 1 253 625, have to be exchanged, as already mentioned. The torsion spring can be mounted subsequently on the pedal shaft without any transformation work.

- 2 -

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza				Ablage — Archives — File — Archivo			
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2.) BMW 2000 tilux, 2000 CS

Commencing with chassis number:

1 473 076	-	BMW 2000 tilux
1 445 197	-	2000 tilux-RHD
1 109 520	-	2000 CS

an additional return spring, part number 35 41 1 104 285, is fitted on the BMW 2000. Consequently also the elastic force of the carburetor return spring had to be modified accordingly.

Owing to this modification on the vehicles commencing with the quoted chassis numbers it is no longer necessary to check the wear of the throttle lever on every maintenance work as exposed in our Service Information, group engine, number 20/68(469), as the modified carburetor return spring, part number 13 11 1 253 625, has a lower elastic force.

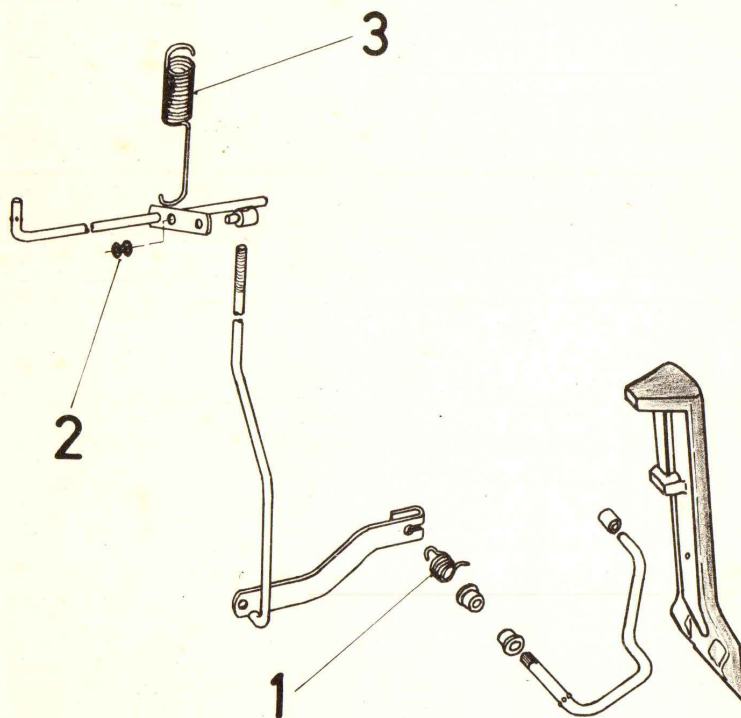
Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa. 1. V.

Enclosure

Delleske Bennewitz



Nr. 16/69 (550)



SERVICE INFORMATION

Techn. Customer Service
KT 10 dü/wi-ra

BMW 2500 - 2800 CS/Aut.
Group: Steering

München, Nov. '69
No. 4/69 (551)en.

RE: Checking the functioning of the power steering

Dear Sirs,

A power steering is in series installed into the BMW types 2800 CS/A, and as an optional extra into the models BMW 2500-2800 A.

In view of recent knowledges the item 6 power steering of the inspection due every 8,000 miles, beginning at 8,000 miles has been changed as follows:

6. Check power steering for leaks, check oil level in reservoir and top up if required. Check hoses for chafe marks, replace defective hoses. Every 40,000 miles, check operation of power steering and change the filter.

The checking and adjusting operations due every 40,000 miles should be performed in compliance with the following instructions.

I.

Checking the hydraulic function of the high-pressure pump and of the steering gear, see Workshop Manual BMW 2500-2800, chapter 32 41 009.

1. High-pressure pump

- a) Operate engine until it reaches its normal operating temperature.
- b) Install pressure manometer, see figure, into the pressure line between pump and steering gear. Do not re-use the ATF-fluid dropping out on this occasion.
- c) Bleed the system. Fill the reservoir up to the border with ATF-fluid, operate engine by means of the stater motor, still refilling ATF-fluid during bleeding. As the fluid level stops dropping, let the engine idle while turning the steering from lock to lock until bubbles stop in the reservoir. The fluid level must be at the upper mark.

./.

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza

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Warranty inspector
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- d) At idling speed close the shutoff valve -a- see figure, for a maximum of 10 seconds - lever (a) vertical - and read the pressure attained by manometer 1. The shutoff valve -b- must be absolutely closed during this testing as otherwise the manometer 2 would be destroyed.

The pressure quoted on the maker's plate of the high-pressure pump should never be allowed to drop more than a maximum of 10%.

If the pressure is not attained:

Check the tension of the V-belt.

Check the valve piston for fouling, and if necessary exchange the high-pressure pump.

2. Power steering

- a) Operate engine until it reaches its normal operating temperature and raise the car.
- b) Limit the steering lock $1/2$ to $3/4$ steering wheel turns before reaching the final stop, see Workshop Manual BMW 2500-2800, pages 32-41/1, respectively install pre-fabricated steering limiters (2 pieces, see enclosed sketch) into the stop brackets at left and at right of the front axle carrier.

Turn the steering to the right until stop.

- c) Pull the steering wheel with 10 kp (142 psi) about 5 seconds at idling speed against the stop and close the shutoff valve -a- for a maximum of 10 seconds, take a reading from the manometer.

Perform the same measuring with steering turned to left-hand stop.

If the fluid pressure at the right-hand or left-hand measuring is below the rate attained previously with the pump, the pressure drop may be attributable to one of the following causes:

High-pressure pump delivers an insufficient quantity of fluid.

Excessive loss of power steering fluid.

Damaged seals and gaskets in the steering gear housing.
Valve piston fouled. Valve piston does not close properly.
The steering reaction limiting valve does not close.

In these cases replace the steering gear, the pump or both units, or recondition in accordance with the workshop manual BMW 2500 - 2800.

Mechanical operational test of the steering gear

1. With the vehicle at standstill and the engine running, turn the steering wheel to the left and to the right and check whether the screws on the steering and the steering mounting got loose.
2. Check the play of the steering shaft bearings by laterally moving to and fro (shaking) the steering wheel. If play results to be excessive, replace the steering shaft bearings.

3. Check the torsional play of the universal joints and of the flexible connector disc coupling the steering shaft end to the steering gear. If a noticeable play is then stated, renew the parts concerned.
4. Pressure point between piston sector shaft and mid-position of the steering.
 - a) Place the front wheels in straight-ahead position. Press the central track rod off the steering pitman arm, special tool 7009.
 - b) Determine the straight-ahead position by halving the total steering wheel turns and remove the covering cushion.
 - c) Turn the steering wheel for approx. one turn to the left. With the friction torque meter installed turn to the right beyond the pressure point. The friction loading attained this way should be 10 - 12 cmkp.
 - d) To re-adjust, turn the steering wheel from the straight-ahead position approx. one turn to the left and loosen the counter-nut on the steering gear. Rotate the setscrew until the prescribed friction loading of 10-12 cmkp is attained when overtravelling the pressure point.
 - e) Retighten the counter-nut, firmly holding the setscrew while doing this. For safety reasons, turn the steering wheel once again to both sides and make sure that the friction loading ranges within the prescribed tolerances.
 - f) Reinstall the central track rod (relay rod).
5. Checking the mechanical play within the steering.
 - a) Lock the steering pitman arm in straight-ahead position, locking fixture 7016.
 - b) The friction torque meter is connected. Open the shutoff valve -a- lever horizontal and the shutoff valve -b-, see figure. Let engine idle at normal operating temperature.
 - c) Glue a paper slip onto the steering wheel hub and the steering column housing - see Workshop Manual, BMW 2500-2800, pages 32-41/2. Turn the steering wheel carefully to the left until the pressure manometer shows a pressure rise of 2 - 1 kg/cm² (18.4 - 14.2 psi) related to the passage pressure.

Caution! Be extremely careful in order to avoid the destruction of the manometer with the small indication range of 0 - 10 kg/cm² (0 - 142 psi) through excessive pressure rise.

Mark the position on steering wheel hub and housing upon the paper slip by means of a lead-pencil line.

Turn the steering wheel carefully to the right until the pressure manometer shows 1 kg/cm² (14.2 psi) pressure rise related to the passage pressure.

Mark the position on the housing upper part.

The total travel covered this way should not exceed 7 mm (0.27"). If this limit of 7 mm is exceeded check the flexible connector disc, the universal joints and the tightness of the steering.

If this test reveals no cause of complaint, the steering gear must be replaced or reconditioned following the Workshop Manual.

- d) Remove the pressure manometer, refill and bleed the hydraulic system.

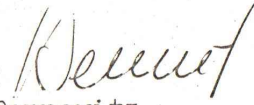
Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

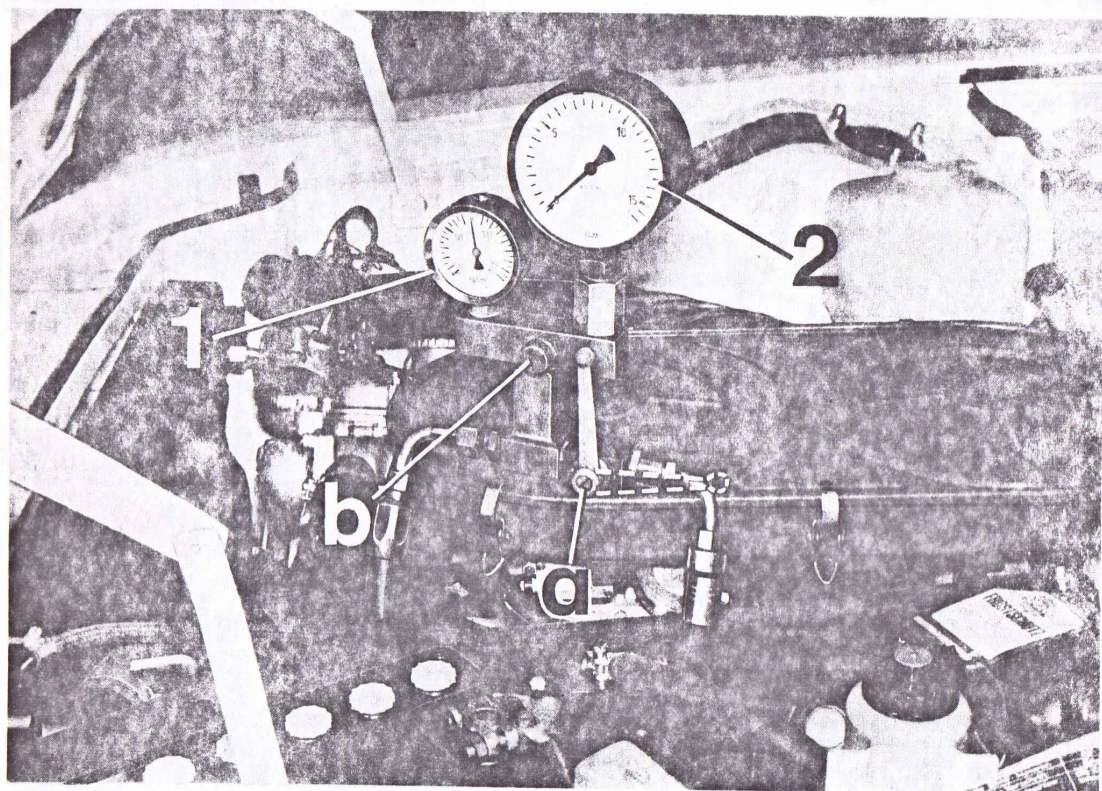
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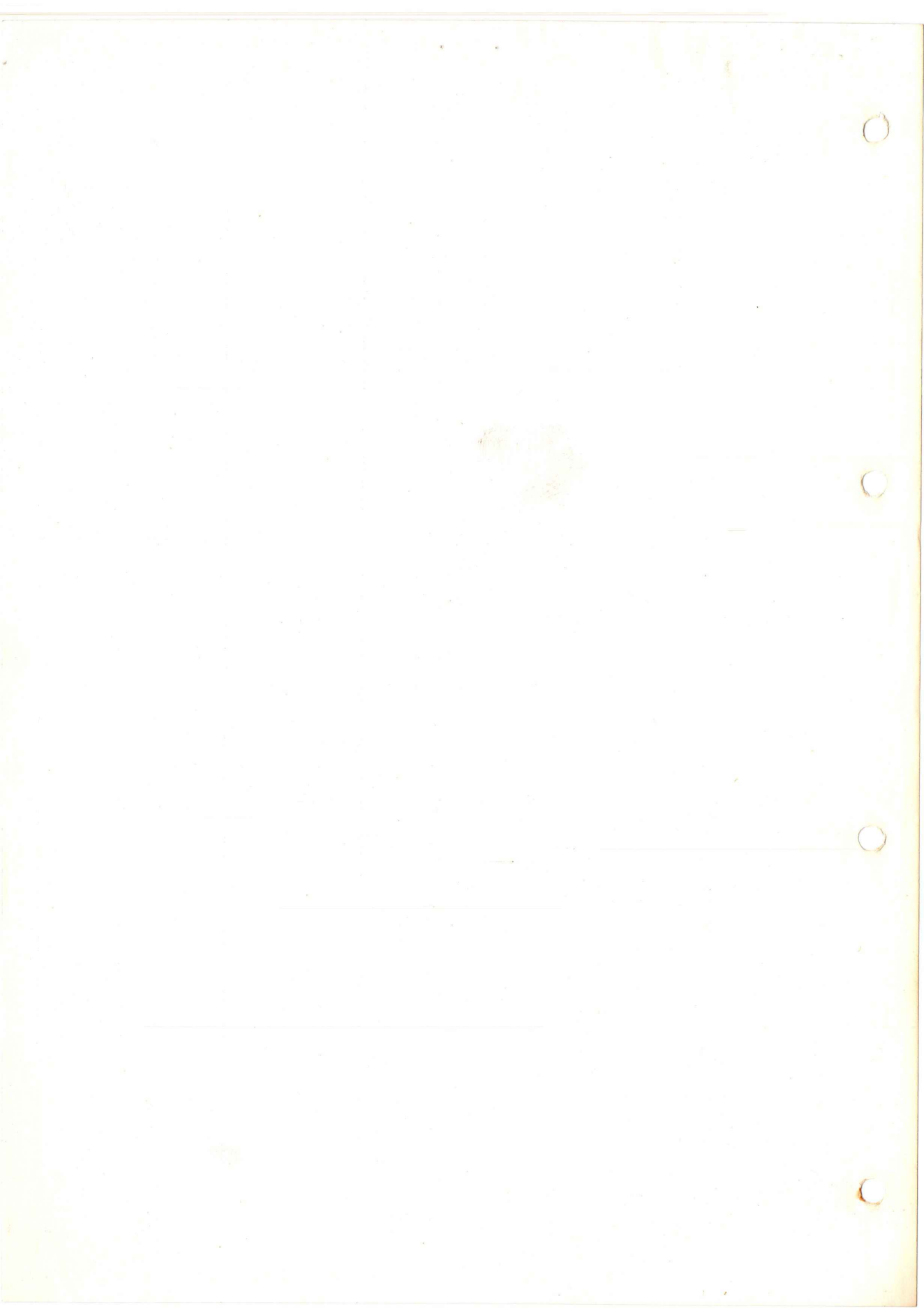

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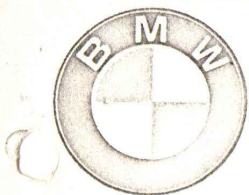
Enclosure

Note: Please change the number 2/69 (539) of the Service Information, group steering into 3/69.



• S.I. Nr. 4/68 (551)





SERVICE INFORMATION

Technical Customer Service
VKT-10 Ko/Wi/Go

BMW 2500 - 2800
Group: Transmission

München, November '69
No. 5/69 (552) en.

RE: Improvement of speedometer cable sealing

Dear Sirs,

Oil leakages occurring on the speedometer cable connection induced us to install

seal rings, part no. 23 12 1 201 408, and
O - rings, part no. 23 21 1 201 404

of an improved quality, effective of
transmission no. 4174.

The new oil seal differs by colour - blue - green -
from the earlier - black-coloured - type.

These parts are exchangeable without constructional modifications and should be ordered via the usual parts purchasing channel, i. e. via the monthly spare parts ordering, and not by express order.

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

Delleske

Bennewitz

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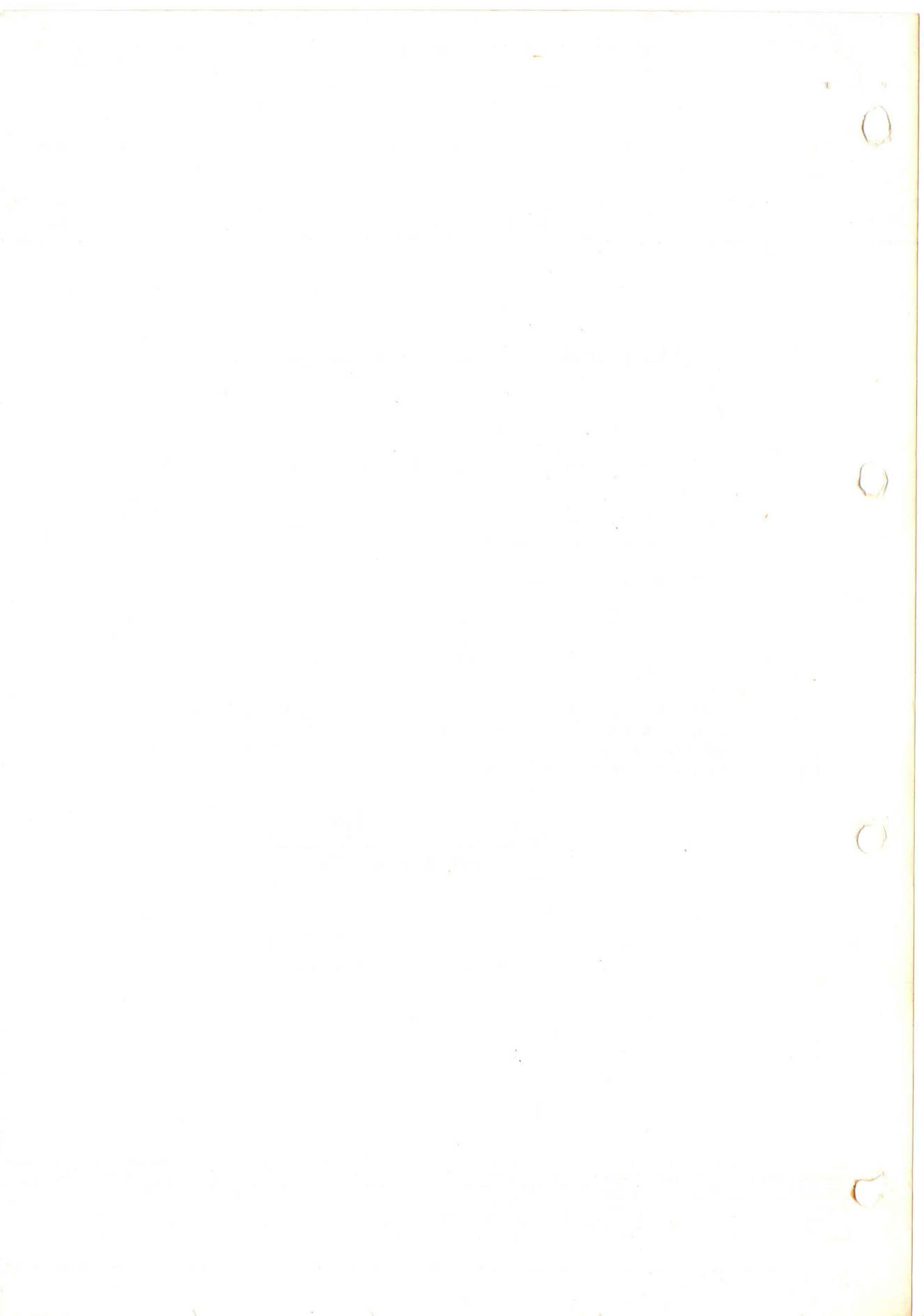
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Cust. reception
Recepción clientela
Recezione clienti

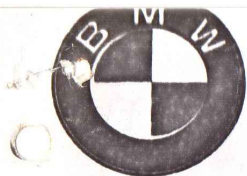
Gewährl.-Sachb.
Inspecteur garantie
Warranty inspector
Inspector garantía
Ispettore garanzia

E-Teildienst
Service pièces détachées
Spare parts service
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SERVICE INFORMATION

Techn. Customer Service
VKT 10 L/ze-ra

BMW 1600 - 2000 CS
Group: Engine

München, Nov. 1969
No. 17/69 (553)en.

RE: Cooling System

Dear Sirs,

We always get complaints about too hot engines, i.e., the indicator for the coolant temperature remains for a longer period in the red zone of the indicator instrument.

To our experience the reason for too high coolant temperatures is mostly air in the cooling system. Therefore the change of the thermostat, the radiator or water pump brings not the wanted success.

Thermostats which you sent us as defective parts, have been checked and our dept. concerned found them in order. We give you now a testing method practiced by us, in a sketch and we ask you to do the following:

1. Heat over a gas flame a pot with water.
2. Fix at the lower socket (installation position) of the thermostat (A) by aid of a short rubber tube (B) and a rubber plug (C) a testing clock (D) with a long finger.
3. Hang thermostat in a wire fixture and bring it into the water.
4. Fix at the wire fixture (E) a thermometer (F), so that the Mercury (G) reaches the level of the expansion element (H) and adjust testing clock to "0".
5. With increasing temperature of the water you can now see from the testing clock (D) the opening start and the temperature at the thermometer (F) and note them down.

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No. 17/69 (553) en.

./2

In order to properly bleed a cooling system, please, take care of the following:

- 1) Before you fill the coolant into such a vehicle lift the car or jack it up at the front.
- 2) When $\frac{3}{4}$ of the cooling system is filled, press the upper and lower tube elbow several times with your hand. By this pump effect air can get out via the radiator.

In extremely hard cases, where the abovementioned operation brings no success, e.g. for vehicles in countries with high outside temperatures, we recommend to install a tropical radiator and -fan.

Very truly yours,

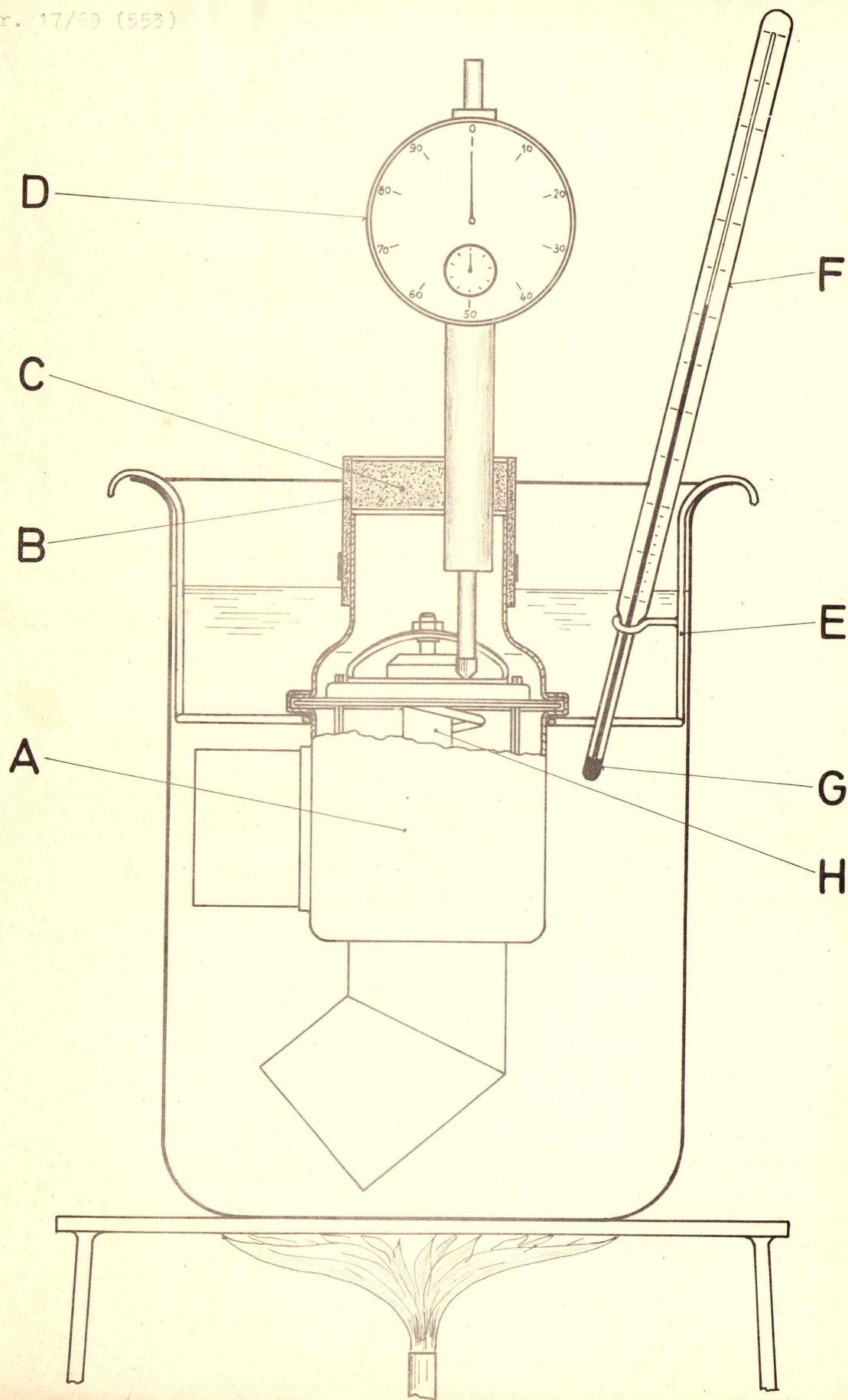
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

Delleske

Bennewitz





SERVICE INFORMATION

Technical Customer Service
VKT 10 Ko/ra

BMW 2500-2800 CS/A
Group: Electrical Equip.

München, Nnv. 1969
No. 10/69 (555)en.

RE: Subsequent installation of an air conditioning system

Dear Sirs,

When installing an air conditioning system subsequently, take absolutely care that the rotating ring of the vibration damper is provided with a recess of 2 mm in depth (see sketch X).

In case of need, the

vibration damper, Part No. 11 23 1 250 123
- recess 0.5 mm -

must be replaced with the

vibration damper, Part No. 11 23 1 255 308
- recess 2.0 mm -

respectively reworked according to the sketch.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

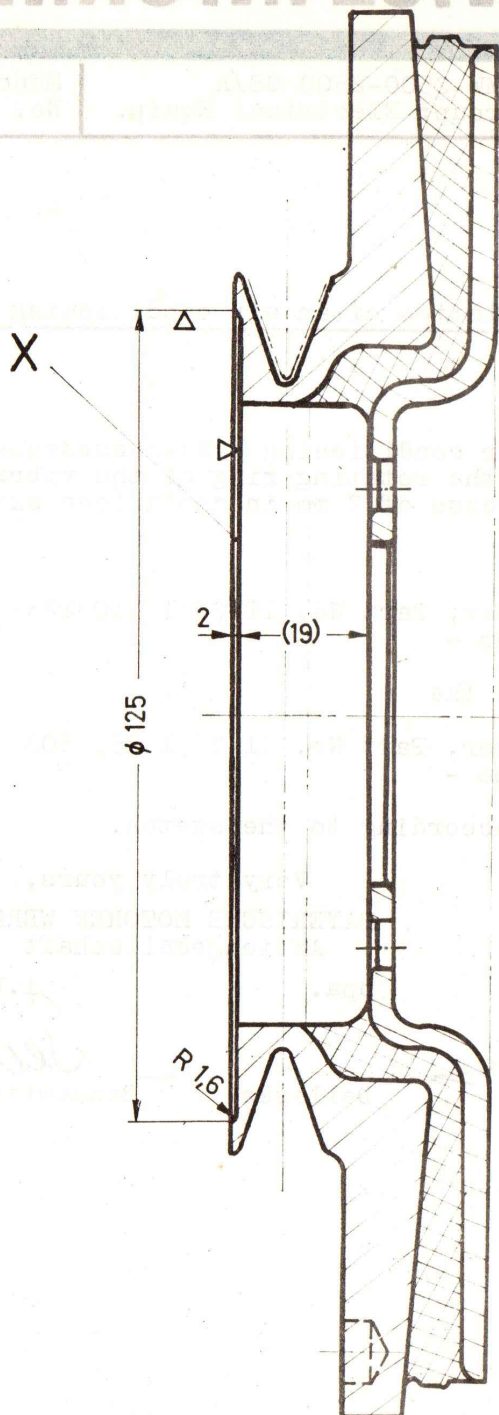
i.V.

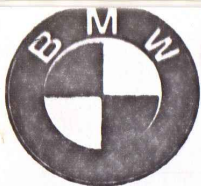
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Sketch on overleaf

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SERVICE INFORMATION

Technical Customer Service
VKT 10 Ko/wi-ra

BMW 1500 - 2000 CA
Group: Engine

München, Nov. 1969
No. 18/69 (556)en.

RE: Flywheel - 6-hole mounting

Dear Sirs,

With the Service Information No. 9/69 (521), group engine of May 1969 we have informed you that the 6-hole flywheel mounting system has been replaced by an 8-hole mounting arrangement.

In order to obtain a maximum of safety in the mounting of the 6-hole flywheel, we would ask you to treat the flange surface of the crankshaft and/or of the flywheel, prior to the installation, on repairs, with

Loctite No. 41

according to the prescriptions of the manufacturing firm.

Very truly yours,

BAYERISCHE MOTOREN WERKE
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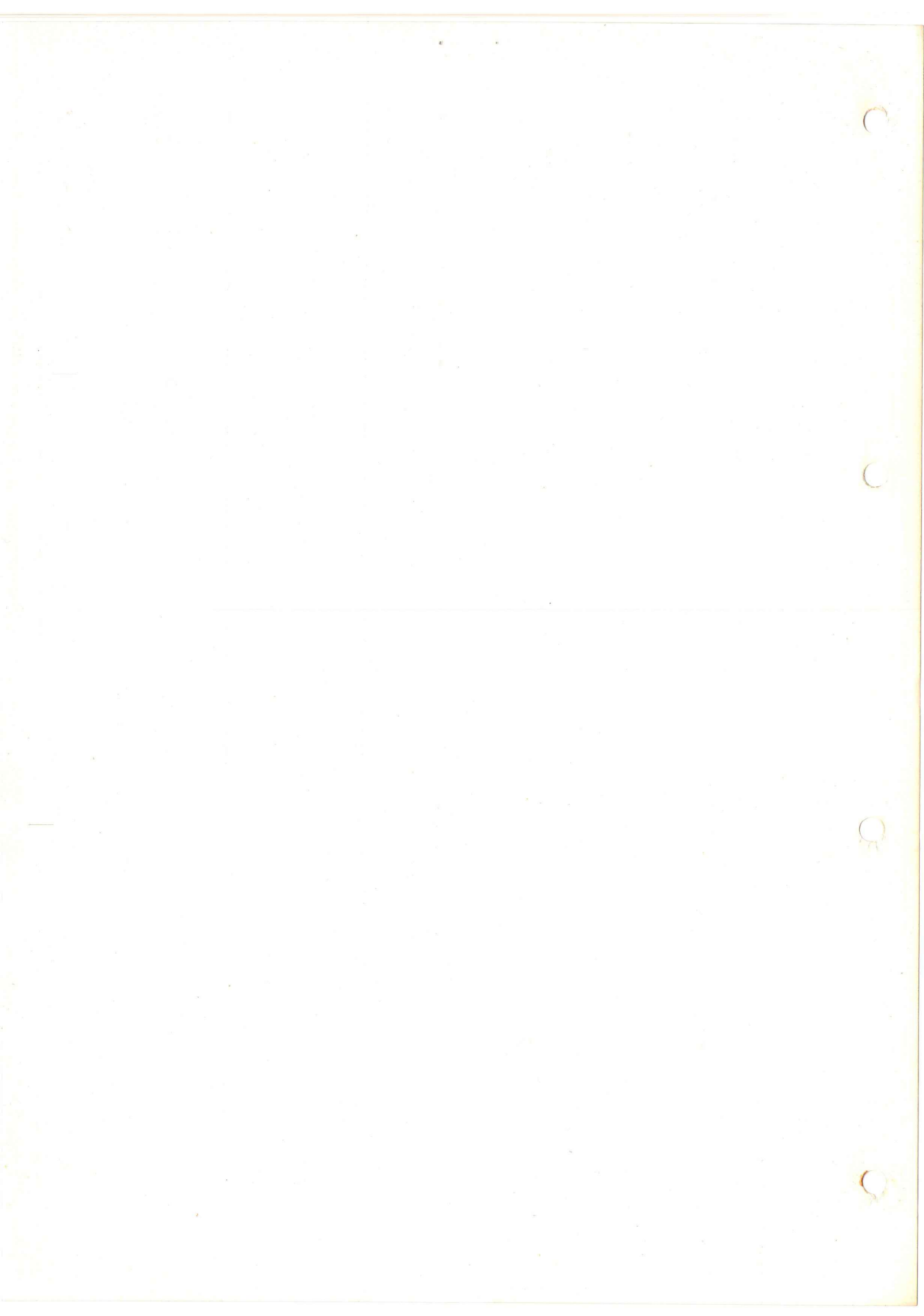
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SERVICE INFORMATION

Technical Customer Service
VKT-10 L/Wi-ca

BMW 2002/2002 TI/2000
Group: Engine

München Febr. 1970
No. 22/69 (568) en.

Re: Solex 40 PDSI and 40 PDSIT downdraft carburetors (1)
Exhaust system (2)

Dear Sirs,

1.) Commencing with the chassis numbers

1 642 437 -	BMW 2002
1 669 674 -	2002 US
1 651 819 -	2002 RHD
2 501 115 -	2002 A
2 520 127 -	2002 A-RHD
2 531 472 -	2002 A-US
1 971 559 -	2000
1 362 851 -	2000 A
1 390 190 -	2000 A-RHD
1 380 605 -	2000 RHD

the above mentioned carburetors have a modified change-over point for the full-load enrichment in order to obtain a smoother engine operation and a better transition in the upper part-load range.

Besides, hereunder we communicate you the numbers of the carburetors (on floatbowl) which feature the aforesaid modification:

Carburetor	no. 9290 -	BMW 2002/2000
"	no. 9295 -	BMW 2002 A
"	no. 9296 -	BMW 2000 A

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2.) To prevent future complaints regarding bursts on front exhaust pipes (twin pipe) which occur in isolated cases and also took place under extreme stresses during experimental road testing, a reinforced exhaust pipe (42 x 2 mm instead of 38 x 1,5 mm) is installed in the standard serial production, effective of chassis number

1 643 035 -	BMW 2002
1 669 876 -	2002 US
1 685 123 -	2002 TI

In case of complaint the twin pipe can be exchanged against the modified type. When doing this, be sure that the gasket, part no. 18 11 4 790 110, is fitted between exhaust manifold and twin pipe. The part number of the front exhaust pipe remains unchanged.

Very truly yours,

BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Techn. Customer Service
VKT-10 Dü/Wi/St

BMW 2500 - 2800 CS
Group: Engine

München, May 1970
Nr. 23/69 (569) en.

Supplement 1

Re: Camshaft oil supply line

Dear Sirs,

Effective of chassis number

2500	2 020 419
2500 US	2 120 528
2500 RHD	2 180 433
2500 A	2 143 364
2500 A-US	2 150 814
2500 A-RHD	2 190 245
2800	2 311 481
2800 US	2 420 425
2800 RHD	2 480 664
2800 A	2 443 829
2800 A-US	2 460 553
2800 A-RHD	2 490 245
2800 CS	2 203 653
2800 CS-A	2 221 117
2800 CS-US	2 270 201
2800 CS-A-US	2 280 220

the splash oil supply line for the camshaft is identified by the stamped-in wording "Front" on the timing gear side.

Herewith we repeat our request expressed via Service Information of the same number, dated December 1969, i.e. to check the prescribed fitting position on all vehicles BMW 2500 - 2800 CS with lower chassis numbers than the a.m. ones.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa.

i.v.

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Die 11 — Preso conoscenza — Beabtegt — Archives — File — Archivio

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SERVICE INFORMATION

Technical Customer Service
VKT Dü/Wi/Go

BMW 1600/2 - 2800 CS Autom.
Group: Engine

München, Febr. '70
N. 25/69(572) en.

RE: Coolant thermostat and fan drive clutch

Dear Sirs,

Certainly you do already know that the opening temperature of the coolant thermostat has been increased from 75°C (122°F) to 80°C (176°F).

Introduction into the standard serial production effective of chassis number:

1 869 636	-	BMW 1600-2
1 551 694	-	1600-2 RHD
1 567 683	-	1600 US
1 558 671	-	1600 TI
1 624 024	-	BMW 2002
1 650 973	-	2002-RHD
1 664 635	-	2002 US
1 681 273	-	2002 TI
1 906 336	-	BMW 1800
1 120 184	-	1800 A
1 961 635	-	BMW 2000
1 360 816	-	2000 A
1 471 797	-	2000 TILUX

Also on the 6-cylinder models the opening temperature has been set at 80°C (176°F).

For founded reasons we would recall to your attention that at an opening temperature of 80°C (176°F) the coolant mixture temperature amounts to approx. 85°C - 95°C (185°F - 203°F) and the needle stays then in the second third of the white zone.

Automatic on/off switching of the fan controlled by heat-sensitive expanding element (F & S system) - BMW 2500-2800 CS.

Cutting-in temperature: $55 \pm 2.5^\circ\text{C}$ ($131 \pm 36.5^\circ\text{F}$) at fan drive clutch.

This corresponds to a coolant temperature of approx. 95°C -

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105°C (203°F - 221°F) with the needle of the coolant thermometer staying in the second third of the white zone.

We would ask you to kindly observe this information as properly functioning parts have been replaced repeatedly during the last period.

Very truly yours,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
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/Seu/
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SERVICE INFORMATION

Technical Customer Service
VKT 10

BMW 1600-2 - 2800 CS/Aut.
Tü/wi-ra Group: Body & Fittings

München, Febr. 70
No. 15/69(574)en.

RE: Lashing lugs

Dear Sirs,

Effective of July 1969, lashing lugs for the transportation by ships, railways or trucks, are welded on all models to the floor panel at the rear wheel housings.

The prescribed vertical fitting position of the lashing lugs must be assured as otherwise improperly installed snow chains are likely to touch the lugs during operation.

A resetting of the lugs in the "off the wheel" direction is recommended.

During inspection and maintenance operations all models should be checked regarding this point and if necessary corrected by redressing.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

Delleske

Bennwitz
Bennwitz

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SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/wi-ra

BMW 2500 A, 2800, CS-A
Group: Engine

München, Febr. 70
No. 27/69(575)en.

RE: Ignition timing and OT (TDC) mark locations -
6-cylinder Automatic models

Dear Sirs,

As on the Automatic models of the US version, also on the other 6-cylinder models the OT (TDC) mark on the flywheel is not only designated by the stamped-in letters "OT", but additionally by means of a short notched pin.

Introduction of this feature in the standard serial production, effective of chassis number:

2 142 643	-	BMW 2500 A
2 190 204	-	2500 A-RHD
2 442 850	-	2800 A
2 490 166	-	2800 A-RHD
2 220 851	-	2800 CS-Aut.

Identification:

Long lateral notched pin = ignition timing

Short lateral notched pin = OT (TDC)

Very truly yours,

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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/Go

BMW 2500 - 2800 A
Gr.: Body & Fittings

München, Febr. 1970
No. 16/69 (576) en.

RE: Side window belt rail cover strips

Dear Sirs,

It occurred in isolated cases that the glasses were scratched during operation by the upper plastic moulding of the outer side window belt rail cover strips.

Effective of chassis number

2 015 140	-	BMW 2500
2 180 156	-	2500-RHD
2 141 821	-	2500 A
2 190 049	-	2500 A-RHD
2 120 359	-	2500 US
2 150 668	-	2500 US-Autom.
2 302 916	-	BMW 2800
2 480 100	-	2800-RHD
2 441 120	-	2800 A
2 490 028	-	2800 A-RHD
2 420 243	-	2800 US
2 460 265	-	2800 US-Autom.

only plastic mouldings with an additional stripper brush will be installed.

In case of complaint exchange the complete belt rail cover strip against the new type and if necessary renew the corresponding side window glass.

Qty.	Denomination	Ordering number
1	Belt rail cover strip, front, LH	51 21 1 800 269
1	Belt rail cover strip, front, RH	51 21 1 800 270
1	Belt rail cover strip, rear, LH	51 22 1 800 271
1	Belt rail cover strip, rear, RH	51 22 1 800 272

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S.I. No. 16/69 (576) en.

- 2 -

Required labour:

Belt rail cover strip, front (with side glass, front) 3FR (12FR)
Belt rail cover strip, rear (with side glass, rear) 3FR (18FR)

Very truly yours

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/Go

BMW 2500 - 2800 CS-Autom.
Group: Steering

München, Febr. 1970
No. 5/69 (577) en.

RE: Toothed V-belt on the 6-cylinder models with power steering

Dear Sirs,

Effective of chassis numbers

2 017 925	-	BMW 2500
2 180 311	-	2500-RHD
2 142 518	-	2500 A
2 190 196	-	2500 A-RHD
2 120 364	-	2500 US
2 150 676	-	2500 US-A
2 308 279	-	BMW 2800
2 480 485	-	2800-RHD
2 442 659	-	2800 A
2 490 166	-	2800 A-RHD
2 420 250	-	2800 US
2 460 277	-	2800 US-A
2 202 747	-	BMW 2800 CS
2 220 823	-	2800 CS-A
2 270 083	-	2800 CS-US
2 280 098	-	2800 CS-US-A

an improved, toothed, V-belt will be installed between the pulleys of vibration damper, coolant pump and generator on vehicles equipped with power steering - optional equipment on BMW 2500 - 2800 A, standard item on BMW 2800 CS/Autom.

In case of complaint - whistling or slipping of V-belt with the power steering in the final stop position - we recommend to install this improved belt.

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S.I. No. 5/69 (577) en.

- 2 -

The necessary V-belts, Part No. 12 31 1 254 886, are to be ordered via the usual parts procedure,

Very truly yours,
BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Technical Customer Service
VKT 10

Ko/Ra

BMW 1800 - 2800 GS/A
Group: Heater and air
condit. system

München, Febr. 70
64 01 70 (579)en.

RE: Air conditioning system

Dear Sirs,

On request, the above mentioned models can be equipped with an air conditioning system.

Hereunder we explain its function, the operating controls, the maintenance and the safety precautions as well:

Function:

The combination of the standard heater with the air conditioner offers you an ideal all-weather comfort control in the car.

The air conditioner functions on the principle of a domestic refrigerator. The refrigerant (Frigen 12) is drawn into the compressor which compresses and discharges it in a gaseous state to the condenser located in the front of the radiator. The refrigerant being cooled down by the air drawn on through the blower and the air resistance encountered when driving, returns to liquid. On the way to the evaporator the refrigerant passes the deshydrator which serves the purpose of removing any traces of moisture that may have accumulated in the system. The refrigerant dilates in the evaporator through the expansion valve and evaporates. The heat required for the evaporation is withdrawn from the passing air stream supplied by the blower assembly. The evaporated refrigerant is drawn on by the compressor and compressed again. The cycle thus is completed.

The compressor is equipped with an electro-magnetic clutch by which the compressor is cut in and out of operation. The magnetic clutch has its temperature sensing tube inserted in the fins of the evaporator core.

The evaporator is integrated within the fresh air ventilating system. The passenger compartment air to be cooled is drawn on by the auxiliary fan and blown through the evaporator fins and cooled this way. The supply of cooled air into the passenger compartment resp. the air distribution takes place as on the standard production vehicle via the central fresh air grille and the lateral fresh air inlets (the latter items only on

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models 2500 - 2800).

Operating instructions:

The operation of the unit requires but a few manipulations as follows:

1. Adjustment on the heater controls.

Main on/off lever 1st speed; temperature selector lever to cold, cold air supply closed.

In order to avoid erroneous operation the heater blower is switched off automatically whenever the air conditioner is in use.

2. Blower switch.

For cooling turn on the fan by means of the blower switch; the various switch positions are:

lever to left = blower and air conditioner cut out.

Moving the lever further to right provides infinitely variable increase of fan speed.

Moving lever to right to the 1st notch = cuts in fan and air conditioning.

Second notch = medium fan speed

Third notch = (stop) max. blower speed.

When the vehicle was for long time exposed to direct sunlight first shift the fan control to high speed position for maximum cooling. Then switch down to a convenient lower blower speed.

3. Temperature selector lever.

Lever to left = minimum cooling.

Moving to right = infinitely variable decrease of the air temperature.

Lever to righthand stop position = maximum cooling.

The preselected temperature is kept constant by means of a thermostatically controlled expansion valve.

Important hints:

1. The air conditioning operates only when engine runs.
2. If despite cut in air conditioning the air enters uncooled from the fresh air outlets, the unit must be switched off as otherwise the compressor would be damaged (have the unit checked).
3. Operate the unit for short time at least once a month (particularly important during the cold season) as otherwise there is the risk that the seal of the compressor shaft dries out and leaks.

Maintenance:

The tension of the compressor belt should be checked every 4,000 miles. Adjust the belt tension until a 1/2 inch deflection is obtained midway between the compressor and crankshaft pulley.

To adjust the belt tension:

Loosen two securing nuts (wrench size 17 mm) on the compressor support plate and move the compressor away from the support plate.

Retighten the compressor retaining screws every 8,000 miles. The oil level in the compressor should be checked at least once a year by a specialized workshop.

Caution!

Before performing the oil level check, be sure to read the safety precautions given. Since the compressor maintains pressure even when stopped, refrigerant will escape when checking the oil level incorrectly.

If a component of the air conditioner is leaky or damaged (for instance by an accident) which is soon realized by an insufficient cooling performance, the system must be cut out of operation. Otherwise there is the risk that the compressor will be damaged in consequence of insufficient cooling.

We especially draw your attention to the fact that all maintenance and repair operations should exclusively be performed in specialized workshops.

Please only use the following refrigerator oils:

Suniso 5
BP Energol LPT 100
Shell Clavus 33

Safety precautions:

The air conditioning system must be charged with a safety refrigerant (Frigen 12). Though this refrigerant at normal temperatures is non-toxic, non-inflammable and non-explosive in whatever mixtures with the air, the respective safety instructions have to be observed. Particularly keep in mind the following points:

As the refrigerant in its liquid state tends to freeze anything that it contacts, extreme care must be used to prevent any liquid refrigerant from coming in contact with the skin and especially the eyes. Always wear safety goggles when servicing any part of the refrigerating system. In case of accidents seek a doctor's aid immediately.

Frigen is heavier than air, therefore don't discharge the refrigerant in enclosed areas. The danger of suffocation exists above all in pits.

Never weld on or in the immediate area of the air cooling system. Due to an eventually arising overpressure (as in any other receiver) exists the danger of explosion. Besides the Frigen decomposes at high temperatures and under the influence of flames. The decomposition products are injurious to health.

A documentation about the mounting resp. maintenance and repair of the air conditioning system as well as the technical data is now in preparation and you will get it in the next weeks in form of the supplement No. 3 of our Workshop Manual BMW 2500 - 2800.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa. i.V.

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