



SERVICE INFORMATION

Technical Customer Service
VKT-10 Gs/Wi/Go

BMW 1800 - 2800 CS/Autom.
Gr.: Rear Axle

München, Febr. 1970
Nr. 330170 (580) en

RE: Breathing - short-neck differential -

Dear Sirs,

In several cases it occurred that on vehicles equipped with short-neck differentials the white plastic sealing cap serving for factory internal transportation purposes only, was not replaced by the black breather cap (Part No. 33 11 3 404 140, see figure, 1). This omission resulted in leaks on the differential due to the lack of breathing - pressure compensation!

The two holes machined into the breather tube (see figure, 2) must be square to the ring gear (crown wheel) toothing. In case of incorrectly installed breather tube oil is discharged from these holes. In this case press the tube upwards out and reinstall it into the correct position.

In case of complaint - rear axle leaks - we would ask you to kindly inspect the two items also.

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

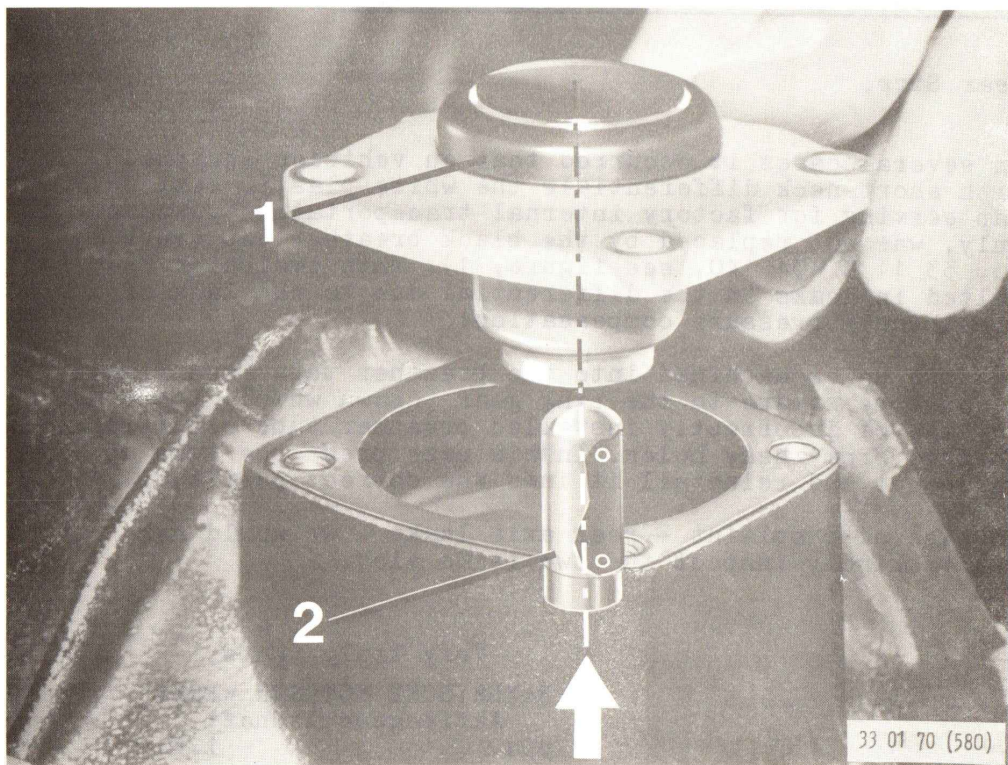
Illustration
on overleaf

Delleske

Bennwitz

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza				Ablage — Archives — File — Archivio		
Betriebsleitung Direction Management Dirección Direzione	Werkstatt Atelier Workshop Taller Officina	KD-Annahme Réception clientèle Cust. reception Recepción clientela Recezione clienti	Gewöhl.-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

STRAIGHT INFORMATION





SERVICE INFORMATION

Tech. Customer Service
VKT 10 Gz/Zr/Go

BMW 2800 - 2800 CS
group: rear axle

Munich, Dec. 70
33 01 70 (580) eng.

1st supplement

Ref.: Ventilation Cap - Short neck rear axle differential

Dear Sirs,

to avoid complaints about oil loss at the rear axle at cars with locking differential, the black ventilation cap, ordering No. 33 11 3 404 140, has been provided with a cylinder at the middle of the cap inside, which avoids the oil leak. The ordering No. for the new ventilation cap is 33 11 1 202 497.

In case of complaint change this part against the old-one and take care of the correct installation position of the ventilation tube, as described in S.I. of same no.

If you have a rear axle oil loss at the models BMW 1800 - 2500 with locking differential (special part), also use the new ventilation cap.

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


Delleske


Bennewitz

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UNCLASSIFIED EYES ONLY



24 MAR 1971



SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/wi-ra

BMW 1600-2 - 2800 CS-Aut.
Group: Steering and wheel
alignment

München, March '70
32 01 70 (581)en.

RE: Ignition/Starter Switch

Dear Sirs,

Within the trend for continuing technical development and by request of the US Authorities the ignition/starter switch has been modified in a way that the ignition key can only be removed in the "HALT" position, this effective of chassis numbers:

1 884 296	-	BMW 1600-2	1 140 136	-	1800 A-RHD
1 552 336		1600-2-RHD	1 970 371		2000
1 570 238		1600 US	1 380 591		2000 RHD
1 640 387		2002	1 362 750		2000 A
1 651 596		2002 RHD	1 390 190		2000 A-RHD
2 500 931		2002 A	1 473 990		2000 tilux
2 520 109		2002 A-RHD	1 445 348		2000 tilux-RHD
1 684 531		2002 TI	2 120 359		2500 US
1 669 063		2002 US	2 150 669		2500 US-A
2 531 236		2002 US-A	2 420 243		2800 US
1 913 474		1800	2 460 267		2800 US-A
1 130 447		1800-RHD	2 270 039		2800 CS-US
1 120 577		1800 A	2 280 026		2800 CS-US-A

The script "GARAGE" is superseded and replaced by a circular symbol "o", see sketch. In this position, the ignition key cannot more be withdrawn whereas the radio and/or the idling steel roof (optional extras) are still operable.

This modification will be taken into consideration when re-printing the Owner's handbooks.

On the non-mentioned 6-cylinder models, the introduction into the serial production of the modified ignition/starter switch and of the shielding cap takes place separately, i.e. the ignition key can still be withdrawn in the "o" position. Please inform first of all your vendors about this item.

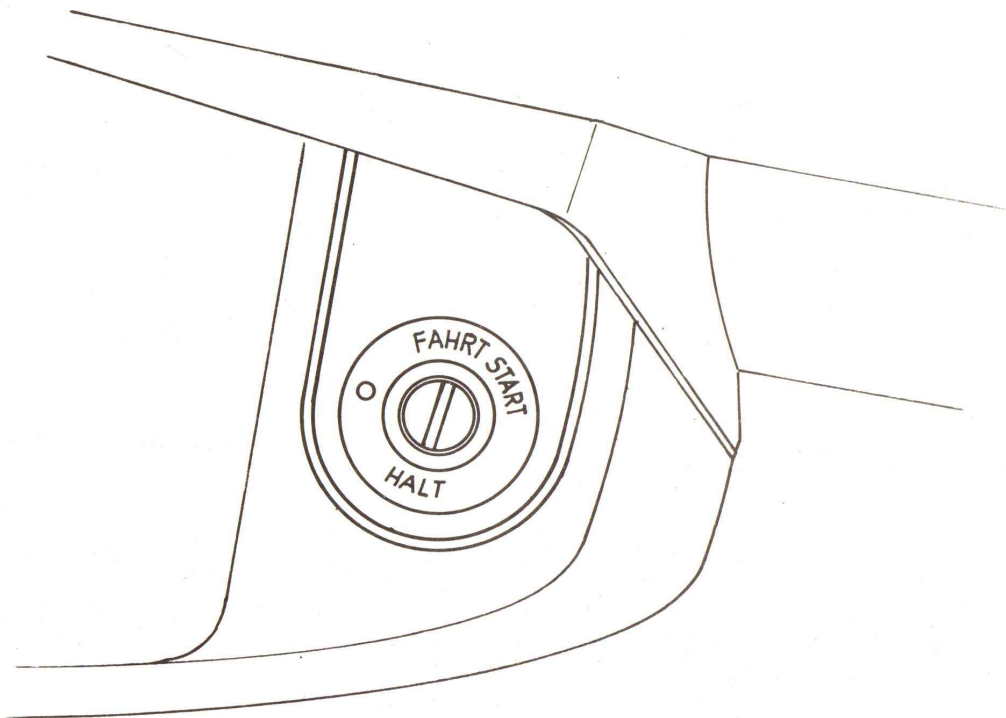
Very truly yours,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

Sketch overleaf

Delleske

Bennewitz

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32 01 70 (581)



SERVICE INFORMATION

Techn. Customer Service
VKT-10 Dü/St

BMW 2500 - 2800
Gr.: Steering and
Wheel Alignment

München, June 1970
32 01 70 (581) en.

1st. Supplement

Re: Ignition starter switch

Dear Sirs,

In the Service Information, same number, we notified you of the initiation in series of the modified ignition locks in the BMW models 1600-2 to 2000 tilux and BMW 2500 to 2800 (US-version).

They are also used in series for the BMW models 2500 - 2800 starting from the chassis number:

2 018 985	-	BMW	2500
2 180 364	-	BMW	2500 RHD
2 142 900	-	BMW	2500 A
2 190 229	-	BMW	2500 A-RHD
2 310 159	-	BMW	2800
2 480 599	-	BMW	2800-RHD
2 443 233	-	BMW	2800 A
2 490 197	-	BMW	2800 A-RHD

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

i.V.

i.V.

Scholz

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-ra

BMW 1500 - 2800 CS-Autom.
Group: Engine

München, Febr.70
11 01 70 (582)en

RE: Flywheel mounting with M 12x1.5 expansion bolts

Dear Sirs,

With the S.I. bulletin, group: Engine, No. 9/69 (521) we communicated you the tightening torque value of the expansion bolts for the 8-hole flywheel mounting on our 4-cylinder models.

In consequence of recent findings the tightening torque value has been increased to

10 - 11.5 mkg (72.3 - 81 lb/ft) for all M 12x1.5 expansion bolts

on BMW 1500 - 2800 CS Automatic.

All publications showing different values are superseded herewith.

In case of thorough holes the thread should be coated, before installing the bolts, with Loctite LT - red - following the maker's instruction in order to avoid engine oil leaks.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

Delleske

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SERVICE INFORMATION

Technical Customer Service | BMW 1500 - 2800 CS/A | München, March 1970
VKT-10 | Ko/Wi/Go | Gr.: General car electrical system | 61 01 70 (583) en.

RE: Adjustment of stop light switch

Dear Sirs,

Investigations have shown that with a too narrow adjustment the stop light switches fail owing to loose connection - burned contacts.

Effective immediately, both in the serial production and in a repair case, the adjusting distance of the contact pin changes

from 7 - 1 mm (0.28" - 0.04")
in 5 - 1 mm (0.2" - 0.04").

Whenever replacing a stop light switch, it is necessary to strictly adhere to this distance.

As regards the installation, please, follow the instructions in the Workshop Manual BMW 1500 - 2000 and 2500 - 2800, group: brakes, wheels and tyres.

Very truly yours

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa.

J.V.

Delleske

Benniswitz

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza					Ablage — Archives — File — Archivio		
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SERVICE INFORMATION

Techn. Customer Service
VKT 10 Ko/Wi/St

BMW 1500 - 2800 CS/A
Gr.: General vehicle
electric. system

München, May 1970
61 01 70 (583) en-

Supplement 1

Re: Adjustment of stoplight switch

Dear Sirs,

Contrary to the figure of

5-₁ mm

quoted as adjustment measure in the Service Information
No. 583 of March 1970, this measure has been reset to

5+₁ mm

This modification is necessary because with the firstly
quoted distance the stop-light flashes up only after the
brake has already entered in action.

Please be so kind as to correct your records accordingly.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

[Signature]
Delleske Bennewitz

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

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SERVICE INFORMATION



Model	Year	Engine	Transmission

[Faint, mostly illegible text body consisting of several paragraphs.]

Technician	Signature	Date

Part Number	Description	Quantity



SERVICE INFORMATION

Tech. Customer Service
VKT-10 Dü/Zr/St

BMW 2002 - 2800 CS
Group: Clutch

München, March 1970
21 01 70 (584) en.

Ref.: Cup Spring Clutch

Dear Sirs,

Due to a given reason we want to point out, that at improper treatment - dropping or throwing - of the pressure plates, the 3 tangential flat springs which hold the pressure ring in the direction of rotation could bend or snap off, see picture.

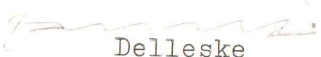
It has been stated that in fact the cup spring allows the take-off, however, the flat springs are lame. By this, the pressure ring does not take off enough and the driven disc becomes not free.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.


Delleske


Bennewitz

t.o.p.
for picture

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SECTIVE REFORMATION

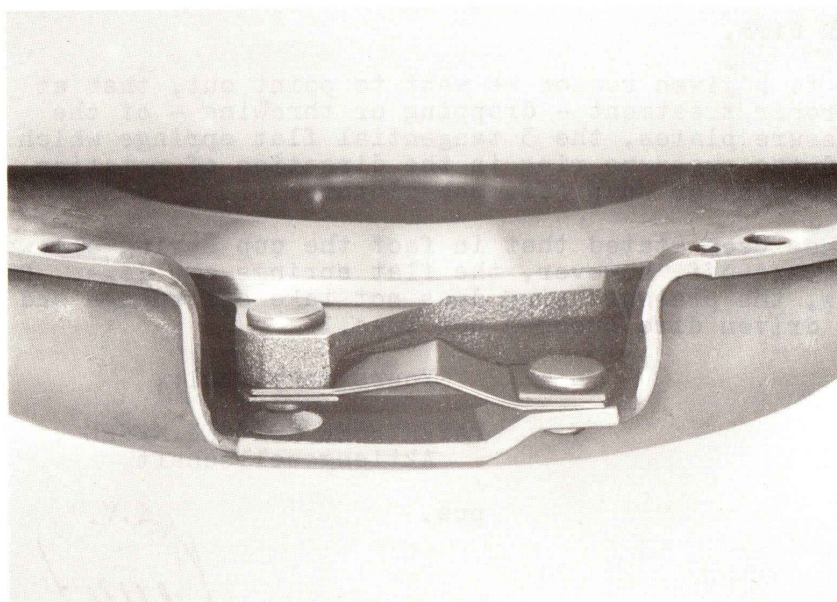


FIG. 1 (58)



SERVICE INFORMATION

Techn. Customer Service
VKT-10 Tü/Zr/Go

BMW 1500 - 2800 CS
Group: Wheels and Tires

München, March 70
36 01 70 (585) e.

RE: Prescribed Tire Pressures
for the models BMW 1500 - 2800 CS

Dear Sirs,

Recently we got more and more complaints on tires,
which are absolutely due to incorrect tire pressures.

We want to ask you to take care exactly of the follow-
ing values and to point out them to your customers.

The tire pressure (psi) is indicated for cold tires,
for warm tires this values are to be increased by
4 psi.

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

t.o.p.
for list

Delleske

Bennewitz

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza					Ablage — Archives — File — Archivo		
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model	load	normal tires	tire pressure psi		for highways	radial tires	tire pressure psi		winter tires	tire pressure psi		
		size	front	rear	front	rear	size	front	rear	size	front	rear
1500	1-4 persons	6.00 S 14	24	24	27	27	165 SR 14*	26	26	6.00-14	27	27
1600-4	5pers.+luggage		24	27	27	30		26	29		27	30
1600-2	1-4 persons	6.00 S 13	24	24	27	27	165 SR 13	26	26	6.00-13	27	27
	5pers.+luggage		24	27	27	30		26	29		27	30
1600 GT	1-3 persons	-	-	-	-	-	155 HR 14	29	24	-	-	-
	full load	-	-	-	-	-		29	27	-	-	-
1600 Conv.	1-2 persons	-	-	-	-	-	165 SR 13	26	26	-	-	-
	4 pers.+luggage	-	-	-	-	-		26	29	-	-	-
1600 ti	1-4 persons	-	-	-	-	-	165 SR 13	26	26	-	-	-
	5pers.+luggage	-	-	-	-	-		26	29	-	-	-
2002/A	1-4 persons	-	-	-	-	-	165 SR 13	26	26	-	-	-
	5pers.+luggage	-	-	-	-	-		26	29	-	-	-
2002 ti	1-4 persons	-	-	-	-	-	165 HR 13	26	26	-	-	-
	5pers.+luggage	-	-	-	-	-		26	29	-	-	-
1800/A	1-4 persons	6.00 S 14	24	24	27	27	165 SR 14	26	26	6.00-14	27	27
	5pers.+luggage		24	27	27	30		26	29		27	30
2000/A	1-4 persons	6.45/165 S 14	24	24	27	27	165 SR 14	26	26	6.45-14	27	27
	5pers.+luggage		24	27	27	30		26	29		27	30
1800 ti	1-4 persons	6.00 S 14	27	27	27	27	165 SR 14	26	26	6.00-14	27	27
	5pers.+luggage		27	30	27	30		26	29		27	30
1800/69/A	1-4 persons	6.45/165 S 14	24	24	27	27	165 SR 14	26	26	6.45-14	27	27
	5pers.+luggage		24	27	27	30		26	29		27	30
2000/69/A	1-4 persons	6.95/175 H 14	24	24	27	27	175 SR 14	26	26	6.95-14	27	27
	5pers.+luggage		24	27	27	30		26	29		27	30
2000 ti	1-4 persons	6.95/175 H 14	24	24	27	27	175 SR 14	26	26	6.95-14	27	27
	5pers.+luggage		24	27	27	30		26	29		27	30
2000 ti lux/69	1-4 persons	6.95/175 H 14	24	24	27	27	175 SR 14	26	26	6.95-14	27	27
	5pers.+luggage		24	27	27	30		26	29		27	30
2000 ti i	1-4 persons	-	-	-	-	-	175 HR 14	26	26	-	-	-
	5pers.+luggage		-	-	-	-		26	29		-	-
2000 C/A	1-2 persons	6.95/175 S 14	24	24	24	24	175 SR 14	26	26	6.95-14	27	27
	4pers.+luggage		24	27	24	27		26	29		27	30
2000 CS	1-2 persons	6.95/175 H 14	26	26	26	26	175 HR 14	26	26	6.95-14	29	29
	4pers.+luggage		26	29	26	29		26	29		32	32
2500/A	1-4 persons	-	-	-	-	-	175 HR 14	29	27	-	-	-
	5pers.+luggage		-	-	-	-		30	32		-	-
2800/A	1-4 persons	-	-	-	-	-	DR 70 HR 14**	27	26	-	-	-
	5pers.+luggage		-	-	-	-	195/70 VR 14	30	32		-	-
2800 CS/A	1-2 persons	-	-	-	-	-	DR 70 HR 14**	29	29		-	-
	4pers.+luggage		-	-	-	-	195/70 VR 14	32	32		-	-

*see S.I. group:brakes, wheels + tires 3/69(545) of 28-8-1969
(only available in German language)

**winter tires DR 70 SR 14 have the same tire pressure as summer tires



SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi.

BMW 2500-2800-CS-Automatic
Group: Front Axle

München, March 1970
31-01/70(586) en.

Rg: Wishbones, track rod levers and spring/shock absorber
struts - steering lock limit

Dear Sirs,

For additional limitation of the steering lock, stop blocks had been installed into the front wheel houses of the BMW models 2500, 2800, 2800 CS and their variants, upon which the front tyre could rest in extremely critical driving situations and with maximum steering lock.

For manufacturing and technical reasons each stopblock was superseded - by a pair of stop noses fitted to the wishbone and the track rod lever, respectively.

Introduction into the serial production, effective of chassis numbers:

2 015 141	-	BMW	2500
2 180 157	-		2500 (RL) RHD
2 141 815	-		2500 A
2 190 050	-		2500 A-(RL) RHD
2 120 358	-		2500 US
2 150 668	-		2500 US-A
2 302 921	-	BMW	2800
2 480 105	-		2800-(RL) RHD
2 441 122	-		2800 A
2 490 030	-		2800 A-(RL) RHD
2 420 242	-		2800 US
2 460 264	-		2800 US-A
2 220 454	-		2800 CS
2 202 257	-		2800 CS-A
2 270 032	-		2800 CS-US
2 280 010	-		2800 CS-US-A

- 2 -

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza				Ablage — Archives — File — Archivo			
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31-01/70(586) en.

Moreover, the bolts attaching the track rod levers to the spring/shock absorber struts, were increased from M8 to M10.

Caution:

In case of complaints, only wishbones and track rod levers of the same type, i.e. with or without stop noses, must be installed. On vehicles without stop blocks in the wheel-houses, however, only parts with stop noses are to be fitted.

We must insist that you strictly adhere to this fitting instruction in order to prevent the steering from clenching and overpressing.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

Delleske


Bennewitz



SERVICE INFORMATION

Technical Customer Service

VKT-10

Ko/Wi/St

BMW 1600-2800 CS/Autom.

Gr.: Maintenance and
general hints

München, March 1970

00 0170 (587)

Re: Underseal coating

Dear Sirs,

For subsequent coating of sheet metal parts - such as fenders (wings) - as well as for repairing the standard PVC underseal coating, the

anti-noise compound "Body-Plast"
product No. 8880

of the 3 M Company has been admitted.

The product is applied by means of a

spray gun
product No. 8996

which can also be obtained from the above mentioned firm.

After drying 2 hours in the open air or 30 minutes at approximately 140 - 176° F in a ~~burning~~-in oven, the sound deadening compound can be easily coated with lacquer or painted.

The "Body-Plast" compound and the spray gun to be used for this purpose, can be purchased from

local car body varnishes and accessories
jobbers

or directly from

Mrs. Artur Gevellhoff
8 M ü n c h e n 22
Mannhardstr. 8

Sincerely yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

Bennewitz

Delleske

Bennewitz

Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza				Ablage — Archives — File — Archive		
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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/St

BMW 1600/2-2800 CS
Group: Brakes

München, March 1970
34 01 70 (589) en.

Re: Handbrake operation - ratchet

Dear Sirs,

In order to facilitate the adjustment and the operation - locking - of the handbrake, the ratchet does now feature a toothing with a closer pitch.

Introduction in the standard serial production, effective of

1 889 937	-	BMW 1600-2	1 390 222	-	BMW 2000 A-RHD
1 552 484	-	1600-2-RHD	1 474 596	-	2000 tilux
1 570 713	-	1600 US	1 445 364	-	2000 tilux-RHD
1 647 072	-	BMW 2002	1 480 017	-	2000 ti
1 651 978	-	2002-RHD	2 018 563	-	BMW 2500
2 501 498	-	2002 A	2 180 329	-	2500-RHD
2 520 172	-	2002 A-RHD	2 142 746	-	2500 A
1 686 033	-	2002 ti	2 190 216	-	2500 A-RHD
1 670 920	-	2002 US	2 120 393	-	2500 US
2 532 049	-	2002 US-A	2 150 714	-	2500 US-A
1 916 082	-	BMW 1800	2 309 467	-	BMW 2800
1 130 478	-	1800-RHD	2 480 550	-	2800-RHD
1 120 783	-	1800 A	2 443 027	-	2800 A
1 140 137	-	1800 A-RHD	2 490 177	-	2800 A-RHD
1 974 842	-	BMW 2000	2 420 297	-	2800 US
1 380 660	-	2000-RHD	2 460 370	-	2800 US-A
1 363 264	-	2000 A			

If necessary, the ratchet and the pawl have to be replaced simultaneously; for the ordering numbers see the parts catalog.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

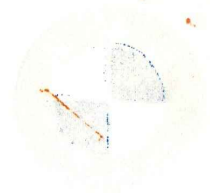
i.V.

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
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SERVICE INFORMATION

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

BMW 2500 - 2800
Gr.: Body Fittings

München, March 1970
51 01 70 (590) en.

Re: Lock operation - base plate for flap-type door handle

Dear Sirs,

In accordance to our policy of continuing technical improvement, the base plate for the flap-type door handle has been provided with a compensating weight and the mounting on the outer door panel modified.

Effective of chassis numbers:

2 017 373	-	BMW	2500
2 180 310	-		2500-RHD
2 142 359	-		2500 A
2 190 187	-		2500 A-RHD
2 120 359	-		2500 US
2 150 669	-		2500 US-A
2 307 007	-	BMW	2800
2 480 441	-		2800-RHD
2 442 427	-		2800 A
2 490 156	-		2800 A-RHD
2 420 243	-		2800 US
2 460 267	-		2800 US-A

only doors of the newest type - without welded-in thread bolts - will be installed which require an additional thread plate for the mounting of the base plate.

Versions up to the above mentioned chassis numbers:

Qty.	Denomination	Part-Number
1	Base-plate, front left	51 21 1 800 423
1	Base-plate, front right	51 21 1 800 424
1	Base-plate, rear left	51 22 1 800 433
1	Base-plate, rear right	51 22 1 800 434

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Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza					Ablage — Archives — File — Archivo		
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51 01 70 (590) en.

Versions from the above mentioned chassis numbers on:

<u>Qty.</u>	<u>Denomination</u>	<u>Part-Number</u>
1	Base-plate, front left	51 21 1 808 403
1	Base-plate, front right	51 21 1 808 404
1	Base-plate, rear left	51 22 1 808 405
1	Base-plate, rear right	51 22 1 808 406

Additionally, one thread plate per base plate:

<u>Qty.</u>	<u>Denomination</u>	<u>Part-Number</u>
4	Thread plate	51 21 1 808 165

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.


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Bennewitz



SERVICE INFORMATION

Technical Customer Service
VKT 10

Gz/Ra
BMW 2800 CS
Group: Body

München, March 70
41 01 70 (592) en

RE: Door locks

Dear Sirs,

The firm Karmann in Osnabrück has mounted at the left and the right door locks on the following vehicles which do not correspond with the sketches:

on the left side till body No. 1298,
on the right side till chassis No. 2 202 537 (2800 CS) resp.
2 220 555 (2800 CS-Automatic).

The reason of the divergence was the compensation of tolerances between inner and outside door sheet, resp. lock and closing cylinder. Moreover the actioning lever of the lock has been modified by a refinishing operation of the slash (where the closing cylinder engages), resp. by unsoldering.

As a modified door lock must not be changed against a serial part, to avoid difficulties when unlocking and locking, we would ask you, in case of repair that the new lock is modified in the same method than the old.

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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STANDARD INFORMATION



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München, April 1970
17 01 70 (594) en.

Bennewitz

BMW 7227

Belgien	Bureau Technique
Belgium	J. Schiltz
Belgique	35, Avenue des Traquets
Belgica	Brüssel 16
Belgio	
Dänemark	Joh.-G. Olsson
Denmark	Dronning Olgas
Danemark	Vey 24
Dinamarca	Kopenhagen F
Danimarca	
England	H. Kreuzer
Angleterre	Stoke Allbrooke
Inghlaterra	Shemley Greene
Inghilterra	Surrey
Finnland	Oy Norimex Ab.
Finland	Glogatan 3, A. 46
Finlande	Helsinki
Finlandia	
Frankreich	Société Pétrolière
France	FUCHS S.A.R.L.
Francia	84, Rue des Couronnes
	F 75 Paris 20 ^e
Griechenland	Vigorol Oil
Greece	E. Stefas - A. Bekiotis
Grèce	10, Philolaou - St.
Grecia	Athen
Italien	Produktions- und
Italy	Vertriebsgemeinschaft
Italie	R. FUCHS MINERALOEL-
Italia	WERK KG / ICEP
	Anschrift:
	Industrie Chimica
	e Petrolifera
	Via Durini, 14
	I 20122 Mailand
Niederlande	A.J.F. Schaap N.V.
Netherlands	Goudsesingel 60-62
Pays-Bas	Postbus 1328
Holanda	Rotterdam 1 etc
Olanda	

Norwegen
Norway
Norvège
Noruega
Norvegia

Bayer Kjemie A/S
Haakon VII's gt. 2
Oslo 1

Österreich
Austria
Autriche
Austria

Dr. Friedrich Sorgo
Theobaldgasse 17
Wien VI

Portugal
Portugallo

Walter Löbe
Rua Fernandes
Tomás 841-2
Porto

Schweden
Svéden
Suède
Suecia
Sveziara

Pena Pura Oil Ab.
Box 38
Malmö 1

Schweiz
Switzerland
Suisse
Suiza
Svizzera

Auslieferungslager bei
der BLG / Basler Lagerhaus
u. Speditions-Ges. AG
CH 4000 Basel
Erlenstr. 1

Spanien
Spain
Espagne
España

Sociedad
Petrolifera
FUCHS S.A.
Apartado 477
Bilbao

Türkei
Turkey
Turquie
Turquia
Turchia

Dr. Eng. Adil Belgin
Tünel Meydani 10/1
Istanbul - Beyoglu



SERVICE INFORMATION

Service for abroad
VKE Be/Wi/St

BMW 1500 - 2800 CS
Group: Radiator

München, IV-1970
17 01 70 (594) en.

Supplement 1

Re: Long-life antifreeze and corrosion inhibitor

Dear Sirs,

In addition to our Service Information bulletin of April 1970, group: radiator 17 01 70 (594), we communicate you the addresses of the branch offices of the Fuchs firm in the European countries.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

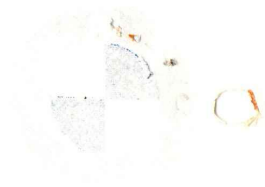
Delleske

Bennwitz
Bennwitz

over

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

WINTER 1942



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11

12

13



SERVICE INFORMATION

Technical Customer Service
VKT 10 L/Ra

BMW 2002/2002 TI
Gr: Body - equipment

München, March 70
51 02 70 (595)en

RE: Door sealing, inside

Dear Sirs,

In order to reduce the door locking forces and wind noises, a door sealing with modified profile (characteristic: full profile instead of hollow profile) has been introduced in the serial production, commencing with chassis No.

1 640 806	BMW 2002
1 669 204	2002 US
1 651 759	2002 RHD
2 500 978	2002 A
2 520 112	2002 A-RHD
2 531 286	2002 A-US
1 683 128	2002 TI

The Part Numbers 51 71 1 807 393 for lefthand door sealing and 51 71 1 807 394 for righthand door sealing remain unchanged.

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

Techn. Customer Service
VKT 10 Gz/Wi/St

BMW 1600-2 - 2000 tii
Gr.: Steering and wheel
alignment

München, IV-1970
32 02 70 (596) en.

Re: Steering guide arm mounting

Dear Sirs,

In compliance with our policy of continuing technical development, front axle brackets (carriers) - part number 31 11 1 102 603 - featuring a serrated tube as mounting unit for the steering guide arm will be installed, effective of chassis numbers:

1600-2	1 891 387
1600-2 US	1 570 824
2002	1 648 357
2002 A	2 501 669
2002 US	1 671 836
2002 A-US	2 532 051
2002 ti	1 686 567
1800	1 917 049
1800 A	1 120 848
2000	1 975 697
2000 A	1 363 398
2000 tilux	1 474 633
2000 tii	1 480 029.

In conjunction with this front axle carrier only fluid blocks of the new version should be used - part number 33 21 1 103 932, identifiable by the plastic outer bushing.

In case of repair, when maintaining the so far used front axle carrier, only fluid blocks with metallic outer bushing are to be fitted - part number 32 21 2 475 055.

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Kenntnis genommen — Pris connaissance — Noted — Tomado nota — Preso conoscenza				Ablage — Archives — File — Archivo		
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When exchanging the front axle carrier, only parts of the latest version have to be used.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.


Delleske


Behnewitz



SERVICE INFORMATION

Tech.Cust.Service
VKT-10 Dü/Zr

BMW 1500-2800 CS
group: rear axle

Munich, 3-3-70
33 03 70(597)e.

Ref.: BMW 2500, stronger additional springs
BMW 1500-2800 CS, homokinetic halfshafts

Dear Sirs,

Sometimes it happens at max. service load, or unfavourable load distribution - luggage compartment over load - and at bad road conditions, that the rear-wheel spring suspension comes through.

After extensive tests we have released stronger additional springs for the rear spring legs for these more difficult applications.

In case of complaint please change the additional springs, parts No. 33 53 1 100 233 - see spare parts list BMW 2500-2800, group: rear axle, sheet 33.5 1/2 - against the stronger type, parts No. 33 58 1 106 289, characteristic: red painted ring in the upper notch. However, you should only use rear coil springs with white or green coloured marking.

In this connection we refer once again to our Service Information BMW 1500-2000, group: springs and shock absorbers, No. 3/68(464).

Via the warranty procedure we still get back quite a number of homokinetic halfshafts which show bucklings on the cover plates of the homokinetic joints.

Such damages at the models BMW 1500-2800 CS only can be caused by surpassing the max. bending angle of the joints of 18°. The max. bending angle with removed shock absorbers and jacked-up vehicle is surpassed by the suddenly released spring force.

As a rule, the shock absorbers shall only be removed with supported semi-trailing arms, e.g. jacked-up vehicle. We refer also to our Workshop Manuals BMW 1500-2000 and BMW 2500-2800, group: rear axle.

Yours faithfully,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft.
ppa. i. V.

Delleske

Bennewitz

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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

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SERVICE INFORMATION

Techn. Customer Service
VKT-10

BMW 2500 - 2800 CS/Autom.
Ko/ST/Go Group: Body

München, May 1970
41 02 70 (599) en.

RE: Torsion bar springs for rear lids

Dear Sirs,

To avoid rattling noises, caused by the torsion bar springs, two additional plastic clamps - E.T.-Nr. 51 24 1 804 080 will be installed with the production line, starting from chassis numbers:

2 020 185	-	2500
2 180 425	-	2500 RHD
2 143 310	-	2500 A
2 190 244	-	2500 A-RHD
2 120 520	-	2500 US
2 150 813	-	2500 US-A
2 311 320	-	2800
2 480 655	-	2800 RHD
2 443 760	-	2800 A
2 490 242	-	2800 A-RHD
2 420 212	-	2800 US
2 460 533	-	2800 US-A

In case of complaint, these parts can afterwards be installed on the torsion bar springs, with a distance of 250 mm from the centre of the luggage compartment lid towards the right and left.

It happened that the opened lids closed with a clap when the luggage compartment was loaded, because of the additional weight of the tool box.

- 2 -

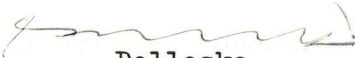
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Betriebsleitung Direction Management Dirección Direzione	Werkstatt Atelier Workshop Taller Officina	KD-Annahme Réception clientèle Cust. reception Recepción clientela Recezione clienti	Gewährl.-Sachb. Inspecteur garantie Warranty inspector Inspector 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	

S.I.Nr. 41 02 70 (599) en.

- 2 -

Since the torsion bars were modified in Sept. 69, the lid, when open, is now more secure.

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


Delleske


Bennewitz



SERVICE INFORMATION

Techn. Customer Service
VKT-10 Ko/St

BMW 2500
Group: Bodywork

München, June 1970
41 02 70 (599) en.

Supplement 1

Re: Torsion bars for rear lids
- Subsequent installation of a toolbox -

Dear Sirs,

When afterwards fitting a toolbox on the luggage-boot lid of the above mentioned model, the torsion bars have to be replaced with a stronger version

ordering number 41 62 1 804 077 - left

ordering number 41 62 1 804 078 - right

of the BMW model 2800.

If the torsion bars are not exchanged for the reinforced version, the risk is run that the open lid could clap close because of the extra weight of the toolbox and this way cause injuries.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

i.V.

Scholz

i.V.

Bennewitz

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Betriebsleitung Direction Management Dirección Direzioe	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 Direzioe
					Werkstatt Atelier Workshop Taller Officina



SERVICE INFORMATION

Techn. Customer Service
VKT 10 Ko/St

BMW 2500-2800 CS-Autom.
Group: Engine

München, 4/1970
11 02 70 (600) en.

Re: 1. Tightening torques - vibration damper to crankshaft
2. Oil capacity of the 6-cylinder engines

Dear Sirs,

1. Via Service Information group: engine, No. 24/69 (570), of December 1969, we informed you about the tightening torque values for both

flat and collar-type hexagonal nuts
for the retainment of the vibration damper.

Repeated researches resulted in increasing to

45 mkp (325.5 ft. lbs.)

of the tightening torque for the collar-type hexagonal nuts.

The tightening torque for flat hexagonal nuts remains unchanged: 25 mkp.

2. The oil capacity of the engine, also for the initial filling amounts, including the oil filter, to

5 l + 0,75 l (8.8 pints (Imp.)/10.6 pints (US)

plus 1.3 pints (Imp.)/1.6 pints (US)

instead of 5 l + 1,5 l (8.8 pints (Imp.)/10.6 pints (US)
plus 2.6 pints (Imp.)/3.2 pints (US).

We ask you to kindly pay attention to this modification and to correct accordingly your records, including the workshop manual 2500 - 2800.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa. i.V.

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

Abgefragt - Archives - File - Archivo

Betriebsleitung
Direction
Management
Dirección
Direzione

Werkstatt
Atelier
Workshop
Taller
Officina

KD-Annahme
Réception clientèle
Cust. reception
Recepción clientela
Recezione clienti

Gewähr-Sachb.
Inspector
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

Techn. Customer Service
VKT-10 Gz/St

BMW 1600 - 2800 CS
Gr.: Maintenance and
general information

München, 4/1970
00 03 70 (601) en.

Re: Removal of protective coatings

Dear Sirs,

Since, from time to time, there still appear damages because of insufficient removal of protective coatings, we recommend the product

P₃ Raffinit D

released by our company, for the removal of protective coatings.

This product of the Cy. Henkel & Co., GmbH, 4000 Düsseldorf 1, P.O. Box 1100, has to be applied on the waxed vehicle, for example with a spray gun and has to be removed with a strong and possibly hot water jet, after a reaction of 10 - 15 minutes.

Remains of wax can easily be removed with a rag, soaked in Raffinit D.

When applying a removal agent of protective coating by steam jet, we recommend to use additionally approx. 5% petroleum.

Caution! To avoid complaints resulting from rubber swelling, remove the windshield wiper blades before applying the removal agent of protective coatings.

The Service Information No. 2/66 (254), group: general information, is replaced and the Service Information No. 5/68 (445), group: general information, is supplemented by this Service Information.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

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SERVICE INFORMATION

Techn. Customer Service
VKT-10 gz/Zr/Go

BMW 1600 - 2800 CS
Group: engine electric

München, Nov. 70
12 01 70 (602) eng.

Supplement I

RE: Released spark plugs for BMW cars

Dear Sirs,

by S.I. of same number we informed you about spark plugs which are released for a total car production program.

Following further releases we have made up a new list which we send you now. Please ~~change~~ the older list against this new one.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.


Delleske


Bennewitz

Enclosure

Kenntnis genommen - Pris connaissance - Noted - Tomado nota - Preso conoscenza					Ablage - Archives - File - Archivio		
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	

type	spark plug	spare parts No.
1600-2, 2002, 1800 2000, 2000 C	Beru 200/14/3 A Bosch W 200 T 30 Champion N 8 Y	12 12 8 636 168 12 12 8 636 166 12 12 1 353 286
1600-2 US, 2002 A/US 1800 A, 2000 A, 2000 CA	Bosch WG 190 T 30 (air surface gap) or: Beru 200/14/3 A (*) Bosch W 200 T 30 (*) Champion N 8 Y (*)	12 12 1 352 647 12 12 8 636 168 12 12 8 636 166 12 12 1 353 286
1600 GT, 1600 ti, 2002 ti, 2000 ti, 2000 tilux, 2000 CS	Beru 200/14/3 A Bosch W 200 T 30 Champion N 8 Y or: Beru 230/14/3 A (**) Bosch W 230 T 30 (**)	12 12 8 636 168 12 12 8 636 166 12 12 1 353 286 12 12 8 636 169 12 12 8 636 167
2000 tii	Bosch WG 190 T 30 (air surface gap)	12 12 1 352 647
2500/A/US, 2800/A/US, 2800 CS/Autom./US	Bosch WG 175 T 30 (air surface gap) or: Beru 175/14/3 (*) Bosch W 175 T 2 (*) Champion N 11 Y (*)	12 12 1 353 673 12 12 1 351 717 12 12 1 351 716 12 12 1 353 261

*) not in the serial equipment

**) not in the serial equipment; use at fast highway drive in summer.

electrode distance: all spark plugs 0,6 + 0,1 mm.

VKT-10 2/10/70
Enclosure to S.I. 12 01 70 (602) Supplement I



SERVICE INFORMATION

Techn. Customer Service
VKT-10 Ko/St

BMW 2500 - 2800 CS
Gr.: Maintenance and
general information

München, May 1970
00 04 70 (603) en.

Re: Locks and products to maintain them

Dear Sirs,

In order to avoid continuous difficult operation or the total failure of the lock cylinders and as a result, the costly replacement of the entire locks, the lock cylinders will soon be provided with additional lubrication grooves and pockets, by the manufacturer

Pebra GmbH, Paul Braun
7300 Esslingen A.N.
Werk Altbach

This way, the removal of the grease in the locks with anti-ice is avoided, or when washing the vehicles in the car-wash installations and with water jet apparatuses.

At the same time, the above mentioned company will produce a spray to better maintain the locks.

This product has to be obtained directly from the manufacturer and shall also be used for the lock cylinders of all the versions presently in the production line.

Before applying the spray, possible water remains have to be removed by blowing out the lock cylinders with compressed air.

In especially difficult cases, the spray has to remain in the lock cylinders for aprox. 30 minutes, in order to obtain an easy operation of the lock cylinders.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

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SERVICE INFORMATION

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

Body Fittings
BMW 2000 - 2800 CS

München, May 1970
51 03 70 (604) en.

Re: Armrests, BMW 2000 - 2800 CS

Dear Sirs,

The central and the upper armrest mountings have been redesigned in compliance with our policy of continuous improvement.

1. Central mounting

Serial introduction of the chromium-plated metal version starting with manufacturing month February 1970.

Ordering no. 51 41 1 815 251 front, left

Ordering no. 51 41 1 815 252 front, right

2. Upper mounting and capping

Since it happened sporadically that the capping - 2 - detached from the upper mounting - 1 -, both parts are now fastened by means of screws, see attached sketch.

A = mounting capping

B = mounting armrest

Serial introduction effective of chassis number:

2000	1 976 154
2000 A	1 363 460
2000 RHD	1 380 716
2000 Til	1 474 634
2000 Til-RHD	1 445 393
2000 A-RHD	1 390 244
2000 Tii	1 480 037

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51 03 70 (604) en.

2500	2 019 555
2500 US	2 120 476
2500 RHD	2 180 395
2500 A	2 143 097
2500 A-US	2 150 780
2500 A-RHD	2 190 238
2800	2 310 691
2800 US	2 420 370
2800 RHD	2 480 628
2800 A	2 443 480
2800 A-US	2 460 474
2800 A-RHD	2 490 216

In the future, it is therefore no longer possible to lift-off the capping with the aid of a screwdriver.

In regards to the news ordering numbers, we refer to the "Information of BMW Parts Technical Service" of March 2, 1970.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

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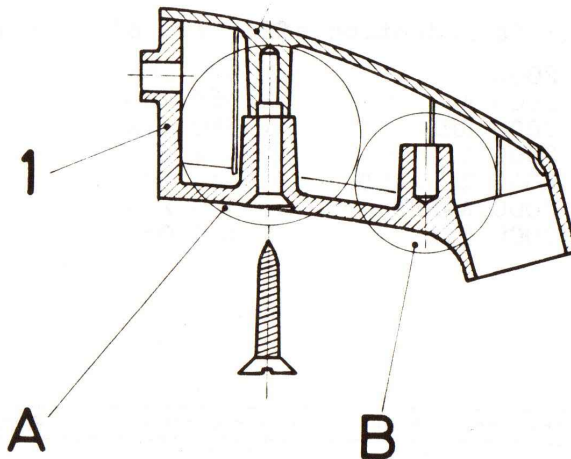
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Enclosure

2





SERVICE INFORMATION

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

BMW 2500 - 2800
Gr.: Steering and
Wheel alignment

München, May 1970
32 03 70 (605) en

Re: Lower steering shaft - BMW 2500 - 2800

Dear Sirs,

In order to facilitate the identification of the lower steering shaft - with collapsible mesh insert - of the models BMW 2500 - 2800 on vehicles with or without power steering, this has been marked by cut-in grooves, see overleaf sketch (X).

No cut-in groove = Gemmer steering (LHD-vehicle)
One cut-in groove = Power steering (LHD-vehicle)
Two cut-in grooves = Gemmer steering (RHD-vehicle)
Three cut-in grooves = Power steering (RHD-vehicles)

Please, also inform your colleagues of the Spares Department.

Yours very truly

BAYERISCHE MOTOREN WERKE
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Sketch overleaf

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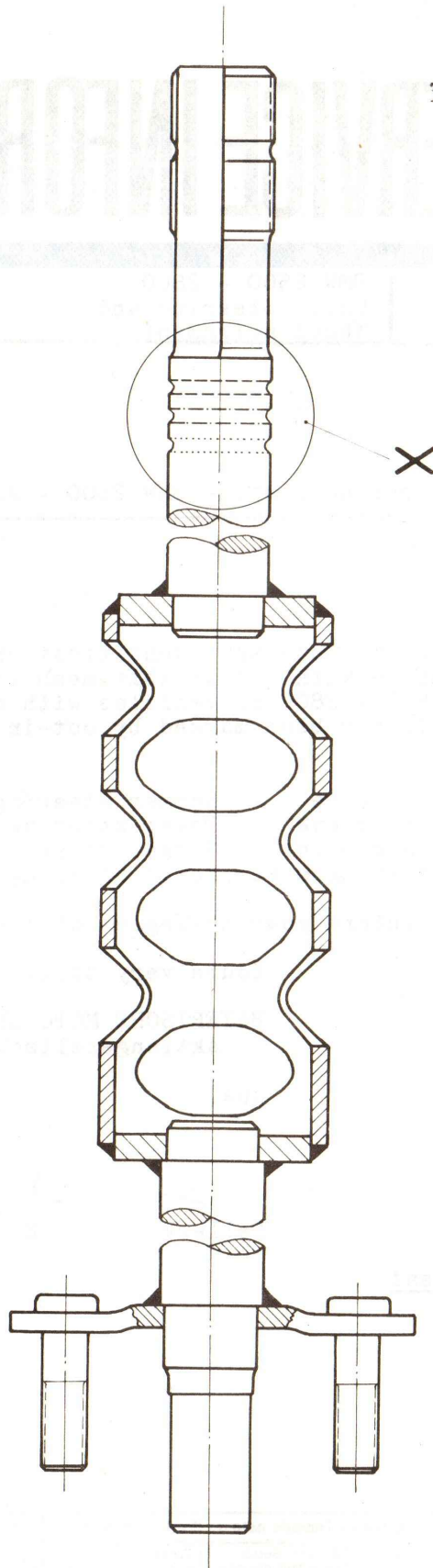
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32 03 70 (605)





SERVICE INFORMATION

Techn. Customer Service
VKT-10 Ko/St

BMW 2500 - 2800
Group: Seats

München, May 1970
52 01 70 (606) en.

Re: Adjustment of the front seats

Dear Sirs,

Discussions with our customers induced us to again refer to the possibilities to additionally adjust the front seats.

The models BMW 2500/A and 2800/A will be equipped in the production line with a plastic intermediate rail for the left and right side of the front seat. The height of the seat can be changed with this plastic rail - between the seat frame and the seat rail, wedge shaped rearwards from 6 to 12 mm - as follows:

Seat height - normal (standard)

An intermediate rail for the right and left side of the front seat.

Seat height - lower

The two intermediate rails are superseded, and the seat rails can be screwed directly on the seat frames (4 hexagonal screws M 6 x 25, part nr.: 07 11 9 912 255).

Seat height - higher

To the two already existing standard rails, one additional intermediate rail each for the left and right side of the front seat.

Part nr. 52 10 1 801 667 left
52 10 1 801 668 right
(2 hexagonal screws M 6 x 40 in the front part,
part nr. 07 11 9 912 310 and
2 hexagonal screws M 6 x 40 in the rear,
part nr. 07 11 9 912 310).

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Necessary labor for each front seat - to be charged: 5 FR.

If the customer wishes to adjust the seat more towards the rear, if necessary, the stops of the seat rails can be removed. This way, the space of the front seats to be adjusted towards the rear, amounts as follows:

driver seat aprox. 25 mm
passenger seat " 60 mm

In the U.S. models, the stops shall not be removed, according to the safety regulations.

Very truly yours,

BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/St

BMW 1500 - 2800 CS
Group: Engine

München, June 1970
11 03 70 (607 en.)

Re: Tightening the cylinder head bolts after test
run when removing and fitting the cylinder head

Dear Sirs,

As already notified in our Service Information, group: engine, no. 11/66 (288), the engine should be warmed up to normal operating temperature - test run, trial trip - after tightening the cylinder head bolts. Then wait until engine has cooled down, torque the bolts once again to 7 ± 0.2 mkp (50 ± 1.5 ft. lbs.) and check valve clearances.

Additionally use the working item

11 12 009 tightening cylinder head bolts
taking into account the respective time allowances.

A further retightening should - as till now - be carried out after 600 miles.

The preceding Service Information of the same number is canceled herewith.

Very truly yours,

BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Technical Customer Service
VKT-10 L/Wi/Go

BMW 1600-2-2000
Gr.: Gen. car electrical
equipment

München, May 1970
61 03 70 (608) en.

RE: Windshield wiper motor

Dear Sirs,

After longer operation periods noises are likely to develop from the wiper motors of the a.m. models, which are attributable to an excessive end play of the armature shaft.

In case of complaints, the end play may be reduced by screwing in the adjusting screw (1) (see sketch overleaf). See to it that the screw be screwed in just so far that it barely contacts the armature shaft without pre-load. In this position, secure the adjusting screw (1) by means of lacquer.

Yours very truly,

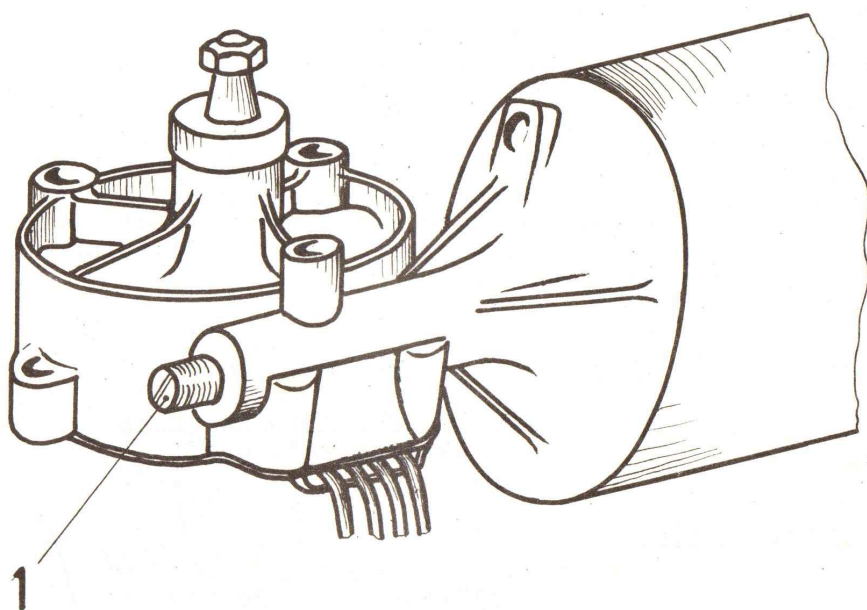
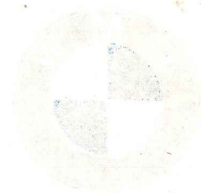
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Sketch overleaf

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Service-Information Nr. 61 03 70(608)



SERVICE INFORMATION

Technical Customer Service
VKT 10 Dü/Wi/Go

BMW 1500 - 2800 CS
Group: Engine

München, May 1970
11 04 70 (609) en.

RE: Tightening torque for cylinder head bolts -
4-cylinder and 6-cylinder models

Dear Sirs,

As confirmed by comprehensive research work the life of the cylinder head gasket depends on the even distribution of forces over the entire cylinder head. This distribution of forces can only be obtained by evenness of the tightening torque, i. e. by tightening - moving - the bolts once again during the third stage.

Tighten cylinder head bolts - 4-cylinder and 6-cylinder models - starting from the center crosswise in three stages as follows:

1st stage	$4 \pm 0,5 \text{ mkp}$ ($29 \pm 3.6 \text{ ft.lbs.}$)
2nd stage	$6 \pm 0,5 \text{ mkp}$ ($43.4 \pm 3.6 \text{ ft.lbs.}$)
3rd stage	$7 \pm 0,2 \text{ mkp}$ ($50.6 \pm 1.4 \text{ ft.lbs.}$)

Yours very truly,

BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Technical Customer Service
VKT-10 Tü/Wi/Go

BMW 1600-2/2002/2002 TI
Gr.: Heating and aircond.

Munich, May 1970
No. 64 02 70 (610)en.

TE: Bowden cables and heat exchanger in heater unit

Dear Sirs,

Recently complete heating units are exchanged in increasing quantities because of torn bowden cables and untight heat exchangers. Since these parts are stored in the spares department, the reconditioning by the BMW Service workshops suggests itself.

The following hints will certainly facilitate your job:

1. Remove heater unit with controls (see workshop manual 4.095)
2. Detach the sealing frame on the heater flange.
3. Drill-out or grind-off the 3 rivets (1).
4. Pull-off the 3 clamps (2).
5. Loosen the bowden cable attachment (3).
6. Exchange the bowden cables and/or the heat exchanger.
7. Assemble the heater unit by means of 3 tubular rivets or 3 hex.head bolts M 4 x 10 and hex. nuts M 4. Re-position the clamps. Renew the sealing frame.
8. Check the functions. Adjust the control cables.
9. Install unit and controls, using new knobs.

The necessary parts may be perceived from the spares catalogue and ordered via the usual parts procedure.

Yours very truly,

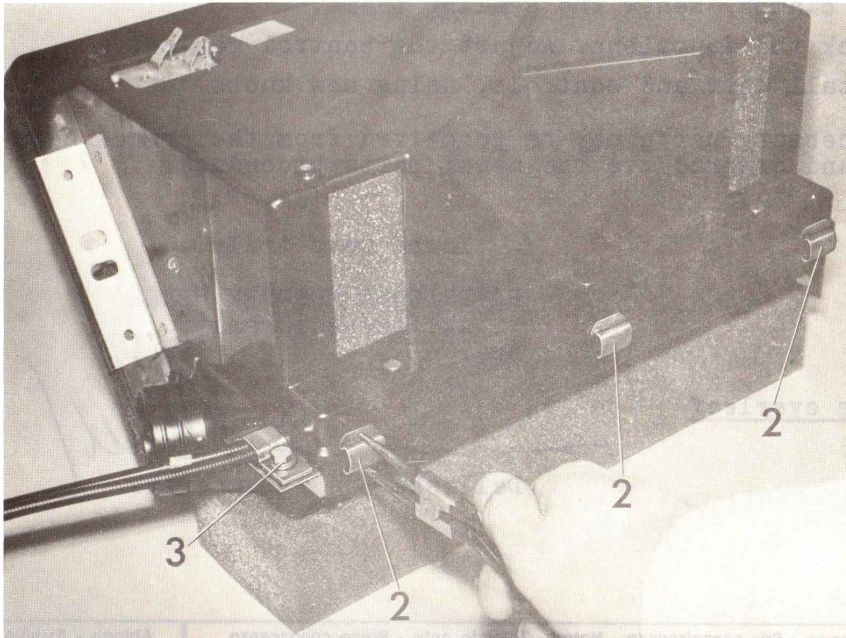
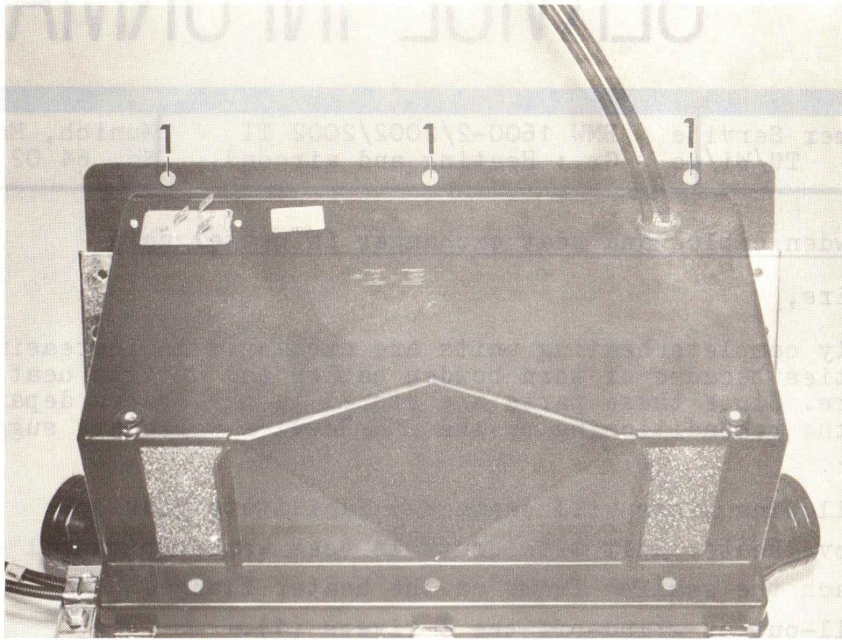
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SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/St

BMW 1600-2 - 2800 CS
Gr: Engine - electr. system

München, June 70
12 02 70 (611)en.

Re: Ignition distributor - condenser repair kit

Dear Sirs,

Sometimes, there was placed in the condenser repair kit, ordering number 12 11 1 351 448 or 12 11 8 730 020 a too long cheese-head slot bolt in order to fasten the condenser on the distributor housing.

When using this bolt, the centrifugal advance mechanism - the weight springs - will be damaged because of the protruding threaded end.

Caution:

The bolt has to flush with the inner side of the housing; for this reason, if necessary, it has to be shortened.

Very truly yours,

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