



SERVICE INFORMATION

Techn. Customer Service
VKT 10 (Dü/Wi/St)

BMW 2500 - 2800 CS
Group: Engine

München, June 1970
11 05 70 (612) en.

Re: Cooling system - fan drive clutch

Dear Sirs,

Via Service Information, group: engine, no. 25/69 (572), we notified you of the function of the automatic fan drive clutch.

By means of the small fan wheel - see sketch 1 on reverse side- preheated air is supplied to the heat-sensitive expanding element - cutting-in temperature: $55 \pm 2.5^{\circ}\text{C}$ ($131 \pm 4.5^{\circ}\text{F}$ *) at fan drive clutch, coolant temperature approx. 95°C - 105°C (203°F - 221°F).

In case of complaint - delayed engagement of fan make certain that the distance between mounting plate - 2 - and fan wheel blades is approx. 5 mm and preheated air is drawn in through appropriate position of the blades, see sketch.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

* please correct $\pm$ F
figure in S.I. 572
accordingly

i.V.

i.V.

Scholz

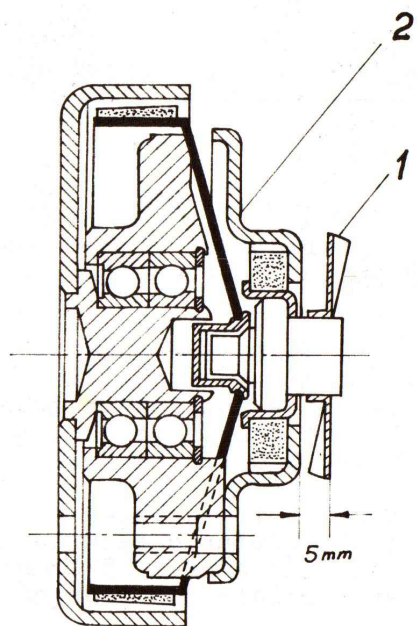
Bennewitz

Sketch on reverse
side

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

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11 05 70 (612)



SERVICE INFORMATION

Tech.Cust.Service
VKT 10 Dü/Zr

BMW 2500-2800 CS-A
group: Steering + Wheel Alignm.

Munich, July 70
320570(615)e.

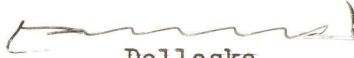
Ref.: Puller for Pitman Arm Kukko 204-2

Dear Sirs,

we want to point out once again expressly to the fact, that the Pitman Arm only is to be dismantled with the universal puller Kukko 204-2 at dismantled steering.

Sometimes it happened that by unproper dismantling of the Pitman Arm from the steering gear, the housing has been damaged, the results of which cannot be foreseen.

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


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

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SERVICE INFORMATION

Techn. Cust. Service VKT 10 Ko/Zr/Go	BMW 2500 - 2800 CS Autom. Group: Fuel prep. and Regulating	Munich, Dec. 70 13 01 70 (616) eng.
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Ref.: Two step carburetor type 35/40 INAT -
electromagnetic idling switch off valve

Dear Sirs,

as a further technical advance we install as from chassis
Nos.

2 143 400	-	BMW 2500 A	} ex carburetor No. 00 R 70 061
2 190 251	-	2500 A-RHD	
2 444 060	-	2800 A	
2 490 260	-	2800 A-RHD	
2 460 620	-	2800 US-A	
2 420 500	-	2800 US	
2 270 272	-	2800 CS-US	
2 221 169	-	2800 CS-A	
2 280 296	-	2800 CS-US-A	} ex carburetor No. 00 R 70 111
2 120 703	-	BMW 2500 US	
2 150 968	-	2500 US-A	

in the series the carburetors with an electromagnetic idle
switch-off valve- ordering No. 13 11 12 55 999. This valve
avoids a further fuel feed when the ignition current is
interrupted.

As from chassis Nos.

2 020 085	-	BMW 2500	} ex carburetor No. 00 R 70 038
2 180 430	-	2500-RHD	
2 311 273	-	2800	
2 480 660	-	2800-RHD	
2 203 609	-	2800 CS	

of the a.m. models we install the same carburetors, however
without the switch-off valve.

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S.I.No. 130170 (616) eng.

- 2 -

In case of complaint - the engine is dieseling - you can fit these carburetors.

The bare provided for this at the side of the carburetor foot is closed with a screw.

If you take off this screw, you can mount the valve without any difficulties.

A cable with a plug contact on each end - 330 mm long, $0,75\text{mm}^2$ - is the electrical connection between valve and plug contact of the bi-metal spring of the starter automatic. Further alterations are not necessary.

Attention! At the a.m. carburetor type the contacts for the vacuum adjustment and the secondary ventilation at the carburetor foot have been altered. The contact for the vacuum hose is at the left carburetor side next to the idle mixture regulating screw, the contact point for the secondary ventilation is altered by 180° , i.e. at the carburetor foot rear side. The vacuum hose is connected to the first carburetor, the contact tube at the second carburetor is closed with a blind screw.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i. V.


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Bennewitz

23 APR 1971



SERVICE INFORMATION

Tech.Cust.Service
VKT-10 Dü/Eb/ca

BMW 2002 A
Group: Trans.Autom.

München, 20/10/70
24 02 70 (617) e

1st Supplement

Subject: Automatic Transmission 3 HP 12/7 Oil Cooler

Dear Sirs,

for the BMW 2002 A as accessory ex-assembly belt, or e.g. for later installation, a radiator with oil cooler for the automatic transmission has been released. Due to installation of the transmission oil cooler, the permitted braked trailer load can be increased from 800 kg to 1200 kg. For the alteration the following parts are needed:

Amount	Name	Ordering No.
1	Tropic ventilator Ø 400 mm	11 52 0 786 120
1	Radiator with oil cooler	17 11 1 106 112
1	Elbow hose	11 53 1 250 702
1	Hose to the torque converter housing (ref.to chart 1, return, oil cooler)	17 22 1 101 258
1	Hose to the torque converter housing (ref. to chart 2, inlet oil cooler)	17 22 1 101 257
2	Hollow screw on the torque converter	07 11 9 917 416
1	Valve bushing	17 22 1 104 286
1	Ring (ref. to chart)	17 22 1 101 244
1	Pipe (ref. to chart)	17 22 1 104 053
4	Sealing 18 x 22	07 11 9 963 304
1	Hose clamp	17 22 1 105 859
1	Support for oil pipe	17 22 1 105 860

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Amount	Name	Ordering No.
1	Support for oil pipe	17 22 1 105 861
2	Hose clamps 2 x 15	07 11 9 977 516
4	Hex.nut M 5	07 11 9 922 036
4	Hex. bolt M 5 x 10	07 11 9 913 221
2	Tapping screw AM 5 x 12 DIN 7513	-
4	Lock washer B 5	07 11 9 932 046

Necessary modification (ref. to chart):

Remove radiator;

Install coolant-elbow hose and tropic ventilator $\varnothing$ 400 mm;

Connect oil hose (1 and 2) on the coolant-oil cooler (3) and guide it on the left motor beam to the transmission;

Tighten oil lines (1 and 2) with hose clamp (4) and tapping screw M 5 (5) on the motor beam (6) $X = 80$ mm, with support (7) and hose clamp (8) to the steering box and with support (10) and hose clamp (11) to the torque connecting;

Remove torque converter plug;

Connect oil hose (1) from coolant-oil cooler (3) with valve bushing on the torque converter housing (13).

Attention:

The valve bushing (12) must be installed, otherwise the function of the automatic transmission will be damaged.

Connect oil-hose (2) from coolant-oil cooler (3) on the torque converter housing.

Correct oil level on the automatic transmission at operating temperature and engine idle speed.

At automatic models, in order to obtain a higher boiling temperature, (ref. to Service Inf. Group Radiator, No. 17 01 70 (594) - as a rule, a released longtime-antifreeze- and anti corrosion all season coolant should be added.

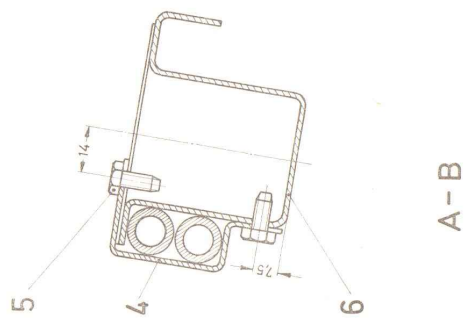
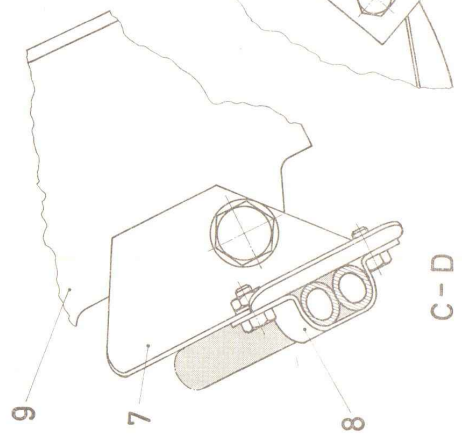
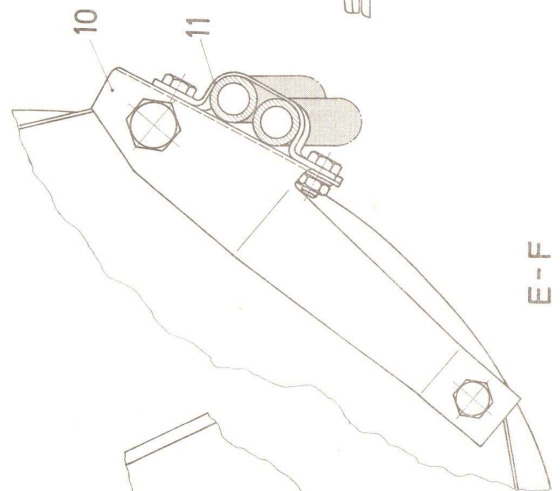
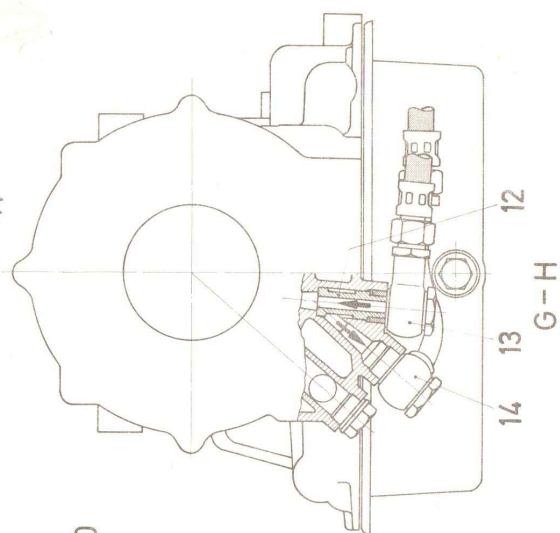
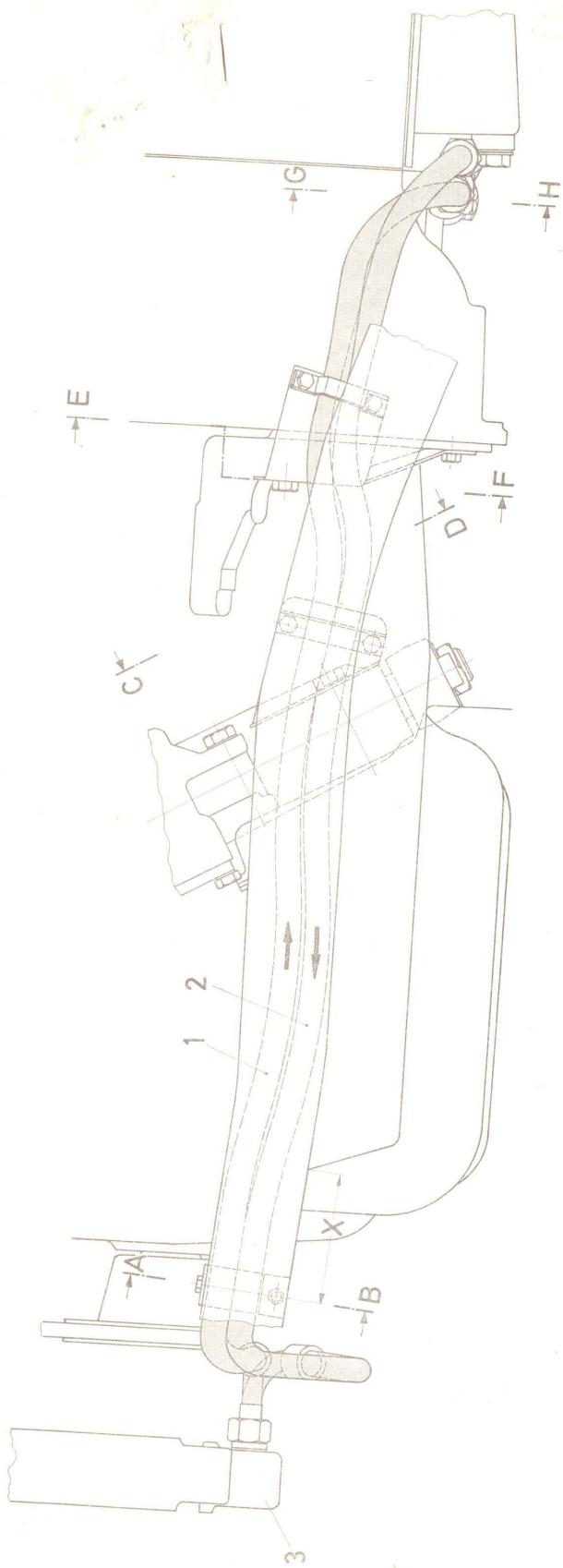
Very truly yours

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

Delleske

Bennewitz

24 MAR 1971



24 MAR 1971



SERVICE INFORMATION

Technical Customer Service
VKT-10 Dü/Wi/St

BMW 1500 - 2800 CS
Group: Engine

München, July 1970
11 06 70 (619) en.

-5 AUG 1971

Re: Tightening torque value for cylinder head studs
and valve clearance adjustment with cold and warm
engine

Dear Sirs,

In future it will no longer be necessary to retighten the
cylinder head studs and/or to adjust the valve clearance
only when the engine is cold.

Below we quote the specified values in dependency from the
operating temperature:

Cold engine:

(Maximum coolant temperature $35^{\circ}\text{C} = 95^{\circ}\text{F}$)

	<u>4-cyl.</u>	<u>6-cyl.</u>
Tightening torque value for cylinder head studs	$7 \pm 0.2 \text{ mkp}$ ($50.6 \pm 1.4 \text{ ft.lbs}$)	$7 \pm 0.2 \text{ mkp}$ ($50.6 \pm 1.4 \text{ ft.lbs}$)
Inlet and exhaust valve clearance	$0.15 - 0.20 \text{ mm}$ ($0.006 - 0.008''$)	$0.25 - 0.30 \text{ mm}$ ($0.010 - 0.012''$)

Warm engine:

(Coolant temperature $85^{\circ}\text{C} - 95^{\circ}\text{C} = 185^{\circ}\text{F} - 203^{\circ}\text{F}$, the needle
of the coolant thermometer stays in the second third of the
white zone - the opening temperature of the thermostat is
attained).

	<u>4-cyl.</u>	<u>6-cyl.</u>
Tightening torque value for cylinder head studs	$7.5 \pm 0.2 \text{ mkp}$ ($54.2 \pm 1.4 \text{ ft.lbs}$)	$7.5 \pm 0.2 \text{ mkp}$ ($54.2 \pm 1.4 \text{ ft.lbs}$)
Inlet and exhaust valve clearance	$0.20 - 0.25 \text{ mm}$ ($0.008 - 0.010''$)	$0.30 - 0.35 \text{ mm}$ ($0.012 - 0.014''$)

./.

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Please complete the Service Information, group: engine, n. 11 03 70 (607), accordingly.

Caution:

With warm engine, start operations 5 minutes at the earliest, and 30 minutes at the latest, after stopping.

In "half-warm" condition (coolant temperature 35°C - 60°C / 95°F - 140°F, needle in the blue zone), neither retighten the cylinder head studs nor adjust the valve clearances.

Generally, we wish to point out once again that the cylinder head studs are to be retightened absolutely prior to the valve clearance adjustment.

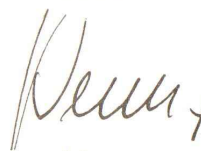
Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.


Delleske


Bennewitz



F. R. NORTHCOTT

MILL STREET GARAGE

SIDMOUTH.

Tel. 3432

SERVICE INFORMATION

Tech. Customer Service
VKT 10 Gz/Zr/GoBMW 1500 - 2800 CS
group: engineMunich, Dec. 70
11 06 70 (619) eng.1st SupplementImportant!Ref.: Re-screwing of the cylinder head screws

Dear Sirs,

in order to reach a good torque all over the cylinder head and by this an excellent fitting of the cylinder head sealing, you have to act as follows when re-screwing the cylinder head screws:

Cylinder head screws to be fixed in the right run to the necessary torque - cold engine $7 \pm 0,2$ mkp, warm engine $7,5 \pm 0,2$ mkp -.

If the screw can no more be moved to the prescribed torque, so loosen this one at first (turn it back by approx. 20°) and then re-screw it. If a screw ranges already below the a.m.value, it is unnecessary to loosen it.

By this S.I. group: engine No. 11 03 70 (607) is completed.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.
Delleske
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26 MAY 1971



SERVICE INFORMATION

Techn. Cust. Service
VKT-10 Gz/St

BMW 2500 - 2800 CS
Group: Engine

München, Sept. 1970
11 08 70 (622) en.

Subj.: Cooling system - fan drive clutch

Dear Sirs,

In Service-Information, group: engine, n. 25/69 (572), we explained the mode of operation of the automatic fan drive clutch. In our Service-Information, group: engine, n. 11 05 70 (612), we further informed you about the settling of claims - retarded engagement of the fan.

In the meantime, the fan drive clutch was redesigned in such a way that the expansion element as well as the diaphragm spring are secured against overstrain. The expansion elements will no more be supported on a plastic ring but with 6 cup springs. This way the support is no more rigid as before, but elastic.

The new parts are marked on the housing with the n. LK 804 A (before LK 804).

It strictly has to be observed that parts from different fan drive clutches can - in no case - be exchanged, since each coupling is adjusted individually on the correct cut-in point with plastic shims.

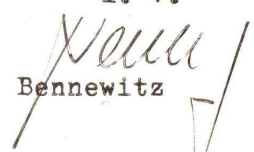
Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

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SERVICE INFORMATION

Technical Customer Service BMW 1600-2 - 2800 CS
VKT 10 Gz/Pa Group: Drive shaft

München, Sept.70
26 01 70(626) en

RE: Marking of the splines on the drive shafts

Dear Sirs,

During the standard serial production the drive shafts are balanced in assembled condition, i.e. the complete drive line with center bearing. A marking of the two drive shaft halves is therefore superfluous.

The as far used subjected-to-position splines - wider tooth in the hub and wider tooth space in the shaft - have already been superseded for this reason some time ago. For the time being only drive shafts with uniform splines are being produced.

In this connection we have to point out that drive shafts must be marked prior to removal. This is to assure that the two halves are re-installed in the same position when assembling and that any unbalance is avoided.

Otherwise the complete drive line with the center bearing has to be rebalanced.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

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SERVICE INFORMATION

Technical Customer Service BMW 2002 A, 2000 A München, Sept.70
VKT 10 Tü/Wi-Ra Gr.: Fuel system & carburat. 13 02 70 (627)en

RE: Carburetors with Bendix additional starter mechanism

Dear Sirs,

Effective of chassis No.

BMW 2002 A	- 2 502 894
2002 A-RHD	- 2 520 268
2002 A - US	- 2 532 105
2000 A	- 1 364 148
2000 A-RHD	- 1 390 326,

carburetors are equipped with Bendix additional starter mechanism (thermal choke valve) which provides the extremely rich fuel mixture necessary for cold engine operation.

The testing of the additional starter mechanism is carried out accurately as on the 6-cyl. models, for which you will please perceive the various details from the corresponding workshop manual. The starter valve cannot be installed subsequently.

Whenever installing a new replacement carburetor into a car bearing a lower chassis number than the a.m. ones, the electrical leads have to be completed with one connection. This is connected to terminal 15 protected with max. 8 amps (fuse No. 7).

When changing carburetor see to it that all existing electrical lines are connected.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

Delleske

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SERVICE INFORMATION

Techn. Cust. Service
VKT-10 Tü/Zr/Go

BMW 1500 - 2800 CS
Group: Brakes

Munich, Oct. 70
34 02 70 (628) eng.

RE: Table of Brake Linings

Dear Sirs,

from the following table you can see the actually released brake linings:

front wheel brake

model incl. variants	lining	spare parts No. for repair kit	
		1-circuit brake	2-circuit brake
1600-2 1600 Cab. 1600 ti 2002	Necto 248 GG or Energit 382 FG	34 11 1 102 966	34 11 1 100 736
2002 ti	Necto 248 GG or Textar V 1431 FF	---	34 11 1 103 207 34 11 1 103 744
1500 1600-4 1800 1800 ti	Necto 248 GG or Energit 382 FG	34 11 1 102 966	---
1800 ti SA	Ferodo DS 11	34 11 2 660 187	---
1800/69	Necto 248 GG or Textar V 1431 FF	---	34 11 1 103 207 34 11 1 103 744
2000 2000 tilux 2000 ti	Necto 248 GG or Textar V 1431 FF	34 11 1 103 103	---

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front wheel brake

model incl. variants	lining	spare parts No. for repair kit	
		1-circuit brake	2-circuit brake
2000 C 2000 CS	Necto 248 GG or Textar V 1431 FF	34 11 1 103 103	34 11 1 103 207 34 11 1 103 744
2000/69 2000 til./69 2000 til	Necto 248 GG or Textar V 1431 FF	---	34 11 1 103 207 34 11 1 103 744
2500 2800	Necto 248 GG or Textar V 1431 FF	---	34 11 1 103 207 34 11 1 103 744
2800 CS	Necto 248 GG or Textar V 1431 FF	---	34 11 1 103 207 34 11 1 103 744

Colour marking of the disc brake linings:

Necto	248 GG	white-green-white
Energit	382 FG	blue-blue-white
Textar	V 1431 FF	green-yellow-green
Ferodo	DS 11	blue-yellow-blue-yellow-blue

rear wheel brake

model incl. variants	lining for drum- resp. disc brake	spare parts No. for lining
1600-2 1600 Cab. 1600 ti until chassis No. 1 586 783 2002 until ch. no. 1 603 427	Ø 200 mm Energit or Bremsit 5620 GG	34 21 3 460 104 34 21 3 460 105
1600 ti 2002 from ch. No. 1 586 784 2002 ti from ch. no. 1 603 427	Ø 230 mm Energit 335 GH or Bremsit 5620 GG	34 21 1 101 788

- 3 -

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rear wheel brake

model incl. variants	lining for drum- resp. disc brake	spare parts No. for lining
1500 1600-4 1800 1800 ti 1800 ti SA 2000 2000 ti 2000 tilux 1800/69 2000/69 2000 tilux/69 2000 ti 2000 C 2000 CS	Energit 217 FD or Bremsit B 5710FF	34 21 3 660 170
2500 2800	Necto 248 66 or Textar V 1431 hand brake: Energit 338 FG	34 21 1 103 209 34 21 1 103 746 (with brake shoe)
2800 CS	Energit 217 FD	34 21 3 660 170

At vehicles with 4 disc brakes you shall only use brake shoes of the same make.

All former other informations are no more effective.

Attention:

We warn again to install linings which are not released by the factory and we point out, that a non-observation can bring heavy complications for the workshop, regarding accident damages.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.


Delleske


Bennewitz



SERVICE INFORMATION

Techn.Cust.Service
VKT 10 Dü/Zr

BMW 2500 - 2800
group: rear axle

Munich, Oct. 1970
33 04 70 (629)E.

Ref.: 1. Fitting of level-regulating spring legs
2. Altered spring leg mounting at rear wheel house

Dear Sirs,

1. Often there is a demand for the fitting of BOGE Nivomats (against invoicing) into the models BMW 2500/A. Under ordering No. 33 52 9 555 280 you can order the fitting kit, consisting from

- | | |
|--|----------------------|
| 2 pcs. level-regulating spring legs | |
| 2 pcs. coil springs rear | |
| 2 pcs. centering pots with 8 x 35 mm knurled bolts, etc. | } completely mounted |
| 1 pc. stabilizer with mounting parts. | |

Procedure:

- a) Jack-up vehicle and support trailing suspension arms, e.g. drive over mounting pit or onto lift.

Attention: As a rule only dismount the rear spring legs with supported suspension trailing arms or with loaded wheels, as they have the function of a catch band and by this the max. bending angle at the joints of the half shafts is not surpassed.

- b) Loosen centering pot at the wheel house and mounting screw at the trailing suspension arm. Take out complete spring leg.
- c) The installation takes place in reverse order. Tighten mounting screws at centering pot, torque 16 + 2 ft.lbs. Bring vehicle into normal position (2 x 65 kg on the rear seats, 1 x 65 kg on the front seats, 30 kg in the luggage compartment left side and tank filled up.) and fix spring leg at the suspension trailing arm, torque 83 + 10.8 ft.lbs. Necessary working time: 6 FR per vehicle.

.../2

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2. Altered spring leg mounting at rear wheel house

To avoid transmitting noises, we have altered the mounting of the centering pot at the rear wheel house as from chassis No.

2 014 364	-	BMW 2500
2 180 003	-	2500 RHD
2 141 684	-	2500 A
start of series	-	2500 A RHD
2 120 273	-	2500 US
2 150 607	-	2500 US Autom.
2 301 133	-	2800
start of series	-	2800 RHD
2 440 605	-	2800 A
start of series	-	2800 A RHD
2 420 077	-	2800 US
2 460 113	-	2800 US Autom.

Model until chassis No. (see spare parts list, group:rear axle)

pcs.	name	ordering No.
2	sleeves (without space for knurled bolts)	33 52 1 102 170
2	centering pot with knurled bolts 8 x 20	33 52 1 103 759
2	sealing disc	33 52 1 103 539

Model from chassis No. (see spare parts list, group:rear axle) on

pcs.	name	ordering No.
2	sleeves (with space for knurled bolts)	33 52 1 104 397
2	centering pot with knurled bolts 8 x 35	33 52 1 104 341
6	distance tube	33 52 1 103 813
2	damping ring below	33 52 1 103 811
2	" above	33 52 1 103 810
2	cover ring	33 52 1 104 295

In case of complaint resp. during mounting of the altered centering pot (see, e.g., later installation of BOGE Nivomats, until chassis No....) redrill from $\varnothing$ 9 mm to $\varnothing$ 16 mm the mounting holes for the longer knurled bolts, the lower damping ring and the distance tubes.

Procedure:

- a) dismount spring leg (see point 1 a and b)
- b) ~~re~~bore mounting holes in the wheel house by means of a "Turatol drill" to 16 mm ϕ . It is necessary to lengthen the shaft of the drill to 110 mm - hard soldering. Drill at 300 to 600 rpm.

For each spring leg you need 3 mounting holes in the wheel house, e.g. you have to rebore them. In the lower damper ring there are however 6 holes - for left and right side use - with overstanding rubber studs. Three of these rubber studs have to be cut flush.

The centering pot with the damper ring has to be turned in such a way, that it is in line, in fitted condition, with the lower mounting eye and so that it has not to be turned afterwards at the mounted spring leg, whereby the sleeve could be bent.

- c) Mounting procedure:

see spare parts list BMW 2500 - 2800
group: rear axle

Mount the upper cover-ring so that the flanging shows upside.

Installation hint - normal position - and torques see point 1 c.

If necessary, always change both spring legs.

Necessary work:

Install level-regulating spring legs (pre-assembled) and re-bore the drill holes = 11 FR per vehicle.

Renew centering pots and re-bore drill holes = 17 FR per vehicle.

Yours very truly,

BAYERISCHE MOTOREN WERKE

Aktiengesellschaft

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i.V.


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SERVICE INFORMATION

Techn. Cust. Service
VKT-10 Tü/Zr/Go

BMW 1600-2 - 2002
Group: tank and lines

Munich, Oct. 70
16 01 70 (630) eng.

RE: Fuel Lines

Dear Sirs,

to avoid vapor blisture formation, the fuel line from the fuel piunger tube to the fuel pump has been altered in the series from Ø 6 x 1 mm to Ø 8 x 1 mm, starting with chassis Nos.:

1 897 603	-	BMW 1600-2
1 552 693	-	1600-2-RHD
1 571 496	-	1600 US
1 604 236	-	2002
1 674 705	-	2002 US
1 652 417	-	2002-RHD
1 689 072	-	2002 TI
2 502 580	-	2002 A
2 520 244	-	2002 A-RHD
2 532 093	-	2002 US-A.

The following parts are necessary for a later equipment, until the following chassis Nos.:

1 858 022	-	BMW 1600-2
1 551 404	-	1600-2-RHD
1 565 965	-	1600 US
1 615 793	-	2002
1 662 068	-	2002 US
1 650 470	-	2002-RHD
1 680 000	-	2002 TI

pc.	name	ordering No.
1	fuel line	16 12 1 105 870
16	rubber sleeve	34 32 4 050 540
2	reducing sleeve at fuel piunger tube t and fuel pump	62 16 1 350 285
2	fuel hose	16 12 4 680 115
		per meter

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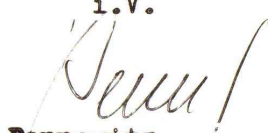
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For the vehicles from the later stated chassis Nos. you need for a transformation a new fuel line, 16 rubber sleeves, a fuel hose and only one reducing sleeve at the fuel giunger tubet. The already present reducing sleeve - ordering No. 16 12 0 480 125 - at the fuel pump is no more necessary.

The eventually necessary spare parts have to be ordered in the usual way,

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


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SERVICE INFORMATION

Customer Service
VKT-10

dü/Ze/Go

BMW 1600-2 - 2000 tii
Group: Gear box mech.

Munich, Sept. 1970
23 02 70 (631) eng.

RE: Universal gear box with Borg-Warner synchronisation

Dear Sirs,

following the technical development we equip now from gearbox No. 200 101 on our universal gear boxes with Borg-Warner synchronisation instead of Porsche synchronisation, starting from chassis Nos.:

2 654 613	-	BMW 1600-2
1 552 776	-	1600-2 RHD
1 571 878	-	1600 US
2 611 758	-	2002
1 676 333	-	2002 US
1 652 906	-	2002-RHD
1 691 167	-	2002 ti
1 922 878	-	1800
1 130 747	-	1800-RHD
1 981 901	-	2000
1 380 920	-	2000-RHD
1 480 548	-	2000 tii.

This kind of synchronisation has the following advantages
easier and more exact shifting,
shorter shifting ways,
longer lifetime of the synchron parts.

Gearboxes of this make fit to all our according former models.

Very truly yours,

BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Techn.Cust.Service
VKT 10 dü/zr/bn

BMW 2500-2800
group: rearaxle

Munich, Oct. 70
33 05 70 (632) E

Re.: 1. BOGE-Nivomat - higher filling pressure
2. Rear spring leg fixation below

Dear Sirs,

1. For the increase of the driving comfort at larger load and longer life-time we install as from chassis no.

2 309 089	-	BMW 2800
2 480 525	-	BMW 2800-RHD
2 442 901	-	BMW 2800 A
2 490 166	-	BMW 2800 A-RHD
2 420 282	-	BMW 2800 US
2 460 356	-	BMW 2800 US=A

level-regulating spring legs with 24 kp/cm² against 18 kp/cm² filling pressure.

BOGE-Nivomats of the former model - 18 kp/cm² filling pressure - can also be ordered in the future in the usual way, as you only can install the same parts on one and the same axle.

Marking of replace:

24 kp/cm² filling pressure yellow line e.g. printed no. 33 52 1 106 071 at the damper tube ordering no. 33 52 1 106 230

18 kp/cm² filling pressure blue line e.g. printed no. 33 52 1 106 072 at the damper tube ordering no. 33 52 1 106 318

All other colour marks are caused in production and must not be considered during repairs.

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2. Rear spring leg fixation below

From the above mentioned chassis number on we install in the series a rubber-metal bearing in the lower fixation eye of the level regualting spring legs, instead of the needle bearing.

Furthermore the bore of the fixation block at the longitudinal arm for the lower spring leg bearing is 3 mms over the old bore - this makes it easier going between spring leg eye below and fixation block.

Starting in the series as from

2 014 976	-	BMW 2500
2 180 145	-	BMW 2500-RHD
2 140 813	-	BMW 2500 A
2 190 047	-	BMW 2500 A-RHD
2 120 356	-	BMW 2500 US
2 150 659	-	BMW 2500 US-Autom.
2 302 800	-	BMW 2800
2 480 090	-	BMW 2800-RHD
2 441 044	-	BMW 2800 A-RHD
2 490 026	-	BMW 2800 US
2 460 252	-	BMW 2800 US-Autom.

In case of complaint - beaten out needle bearings e.g. noises by unsufficient easy going - act as follows:

a) BOGE-Nivomat (on needle bearing) until chassis no...

Dismount Novomat (see S.I. group: rear axle no. 33 04 70 (629))

Press through interior bushing by sleeve and pressure stamp $\emptyset$ 13,5 - see plan 1 and 3 - until bearing cover is free.

Take off cover and turn Nivomat by 180 °.

Press free 2nd bearing cover and take out rubber bushing.

Press out outer bearing ring - needle bearing - with pressure stamp $\emptyset$ 41,5 mm.

Mounting of the rubber-metal bearing:

Put spring leg eye onto bushing 1.

Press in rubber-metal bearing with excentric interior bushing - better easy going - ordering no. 33 52 1 106 495 and sleeve 2.

Attention:

Pay attention that the rubber metal bearing is pressed in in the correct position (bearing is marked with "unten".)

b) BOGE-Nivomat (on needle bearing) ex chassis no....

Instead of the rubber-metal bearing with excentric bushing, press in the symmetric version, ordering no. 33 52 1 106 229.

c) Spring leg shock absorbers until chassis no....

Dismount rear spring leg shock absorbers (see S.I. group: rear axle, no. 33 04 70 (629)).

Press out rubber-metal bearing - symmetric - by sleeve and pressure stamp $\emptyset$ 13,5 mm - see plan 1 and 3.

Moisten well with soap-water rubber-metal bearing before you press it in.

Set up cone bushing out of special tool 6011 to renew the rubber bearing in the front axle shock absorber eye.

Press in rubber-metal bearing with excentric interior bushing, ordering no. 33 52 1 106 228 (take care of installation position, see a) and pressure stamp $\emptyset$ 13,5 mm.

Mount BOGE-Nivomat, e.g. spring leg shock absorber - normal position, torque - see S.I. group rear axle no. 33 04 70 (629).

Necessary work time:

Dismount and install BOGE-Nivomat (on needle bearings), press in rubber metal bearing = FR per vehicle.

Dismount and install spring legs, press in rubber metal = 9 FR per vehicle.

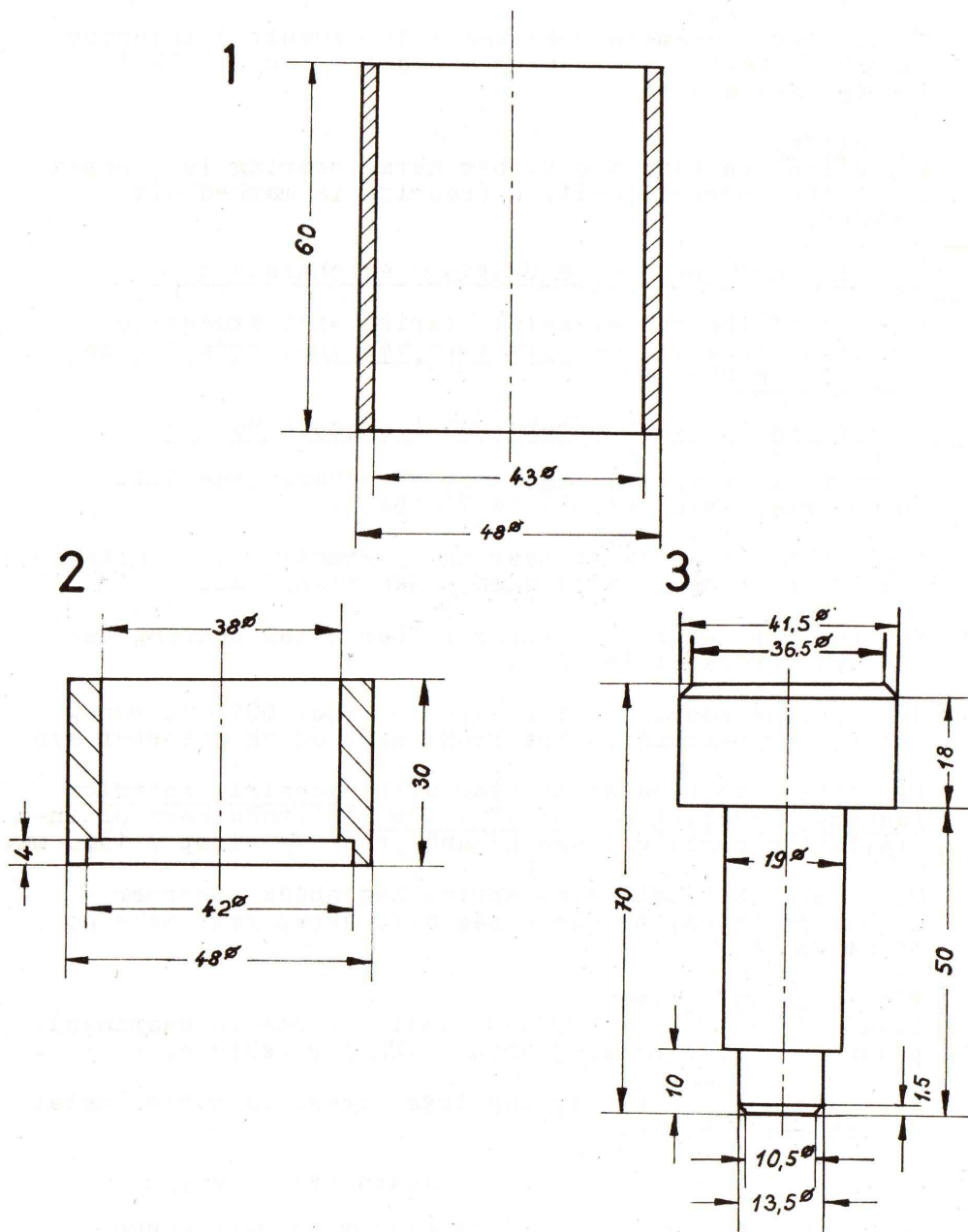
Yours very truly,

Encl.

BAYERISCHE MOTOREN WERKE
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ppa. i.V.


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Nr. 33 05 70 (532)



SERVICE INFORMATION

Techn.Cust.Service
VKT 10 Dü/Zr/Hn

BMW 2500-2800 CS
group: engine

Munich, Oct.70
11 09 70 (633) B

Re.: Coolant Loss - Sealing of the Adjustment Bore in the
Cylinder Head

Dear Sirs,

By Service Information group: engine No. 19/69 (557) we in-
formed you about the necessary works for the sealing of the
adjustment bore.

From chassis No.

2 015 773	-	2 017 038	-	BMW 2500
2 180 241	-	2 180 309	-	BMW 2500-RHD
2 141 987	-	2 142 254	-	BMW 2500 A
2 190 113	-	2 190 155	-	BMW 2500 A-RHD
2 120 359	-	2 120 359	-	BMW 2500 US
2 150 669	-	2 150 669	-	BMW 2500 US-A
2 304 277	-	2 305 982	-	BMW 2800
2 480 271	-	2 480 396	-	BMW 2800-RHD
2 441 551	-	2 442 206	-	BMW 2800 A
2 490 115	-	2 490 141	-	BMW 2800 A-RHD
2 420 243	-	2 420 248	-	BMW 2800 US
2 460 266	-	2 460 267	-	BMW 2800 US-A

on, the hole has been closed in the factory with cold metal.

Following, we have altered the core of the cylinder head so
that a break-through of the adjustment bore to the coolant is
no more possible.

In the meantime we have found out that the cold metal used in
the factory in some cases is not resistant to aging and dis-
solves itself.

The complaint - small coolant loss over a longer period with-
out visible untightness, e.g. small quantities of coolant in
the engine oil, which can be traced by a yellow-brown deposit

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11 09 70 (633)
E

at the oil filler cap or at the cylinder head bonnet - still
can arise until the starting in the series of the altered core.

For eventual necessary repairs tighten the adjustment bore with
an alloy plug with Loctite or only with a special repair mastic,
according to our Service Information group: engine No. 19/69
(557).

Yours very truly,

BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Techn. Cust. Service
VKT 10 Dü/Zr

BMW 1600 -2 - 2800 CS
Group: drive shaft

München, Oct. 70
26 02 70 (634)en

Ref.: Drive shaft fixation at the gearbox drive flange

Dear Sirs,

Specially at 6-cylinder-models it happened, that load reversal noises, arose, caused by loose fixation screws between drive shaft (front), Giubo - coupling and gearbox drive flange.

In the factory we have increased the torque at 6 + 0,7 mkp to 6.4 + 0.7 mkp.

Please, correct your files (repair manual etc) accordingly.

During the 1st BMW Programtest at 1000 km (600 miles) and in case of complaint, check the fixation screws of the models BMW 1600-2 - 2800 CS with this torque for tightness.

Only use screws as follows: BMW 2500 - 2800 CS, 1800 A, 2000 A, 2002 A, ordering No. 26 11 1 100 836, BMW 1600-2 - 2000 tii, ordering No. 26 11 1 102 144 - quality class 10 k e.g. 10.9 and self-securing nuts - ordering No. 07 11 9 922 431, quality class 10 DIN 985 characteristic: white plastic ring.

For the models BMW 2500 - 2800 CS, mechanic gearbox, fit a washer, ordering Nol.11 11 0 502 140 (3 pcs. per vehicle) between screw and gearbox behind the screw head - fixation Giubo coupling - due to reasons of easy going.

Yours very truly,
BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Techn. Customer Service
VKT 10 Tü/Zr/Go

BMW 1600 US, 2002/A US
Group: Engine

Munich, Dec. 70
11 10 70 (635) eng.

Ref.: Exhaust Gas Control

Dear Sirs,

following the US-safety acts, our models BMW 1600 US and 2002/A US are fitted now with an exhaust gas control device with additional nitrogen oxide control.

Hereunder we state details about this device:

Function of the Exhaust Gas Control (see chart):

An engine driven airpump brings exactly the required quantity of fresh air via the various lines into the exhaust pipes of the cylinder. The air is blown-in next to the outlet valves, since there the exhaust gas is most hot. By this the dangerous hydrocarbon is burnt furtheron and the largest part of the carbonmonoxides is transformed into undangerous carbondioxides. The formation of nitrogen oxides is reduced by exhaust gas re-circulation into the fresh-load.

The nitrogen oxide control system consists of a tube, which re-circulates exhaust gas from the exhaust manifold to the suction line into the engine. The re-circulation line is so constructed that the exhaust gas is optimal distributed in the cylinders.

The exhaust gas control device consists from the following parts (see enclosed chart).

- | | |
|-----------------------------------|------------------------------------|
| 1. air pump | 6. pressure regulation insert |
| 2. steering valve | 7. air blow-in - distribution line |
| 3. vacuum steering line | 8. blow-in tube |
| 4. back kick valve | 9. exhaust gas re-circulation line |
| 5. re-circulation for exhaust air | |

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Description of the service work:

The following examination and adjustment works, caused by the installation of the exhaust gas control device, have to be done for the first time at 600 miles on the speedometer (free of charge), at 4000 miles and then every further 4000 miles (against invoicing each time). Necessary work time is 12 FR.

1. Check and adjustment of ignition timing:

The ignition timing is checked or adjusted at running, warm engine with Stroboscope and tachometer.

- a) Take off vacuum hose of the ignition distributor. Adjust rpm exactly to 2000. The ignition mark (stell ball) at the flywheel has to be exactly visible at the reading out of the marking opening at the clutch housing flange - next to the starter fixation in direction of view vertical from above (see picture).
- b) At deviations correct the ignition timing and check afterwards rpm, if necessary regulate again to 2000 rpm. These regulating work has to be repeated so long until rpm and ignition timing correspond to the prescribed values.
- c) Connect vacuum hose.

2. Adjust idling speed

- a) Take off air hose between air pump and exhaust manifold.
- b) Adjust idling speed at warm engine to 1000rpm.
- c) By turning the idle mixture regulating screw adjust exhaust gas composition to 7 ± 1 % CO-content by means of exhaust gas tester. At testing devices without CO-scala regulate the exhaust gas composition to 75,5 % combustion efficiency. Then bring rpm again to 1000 and check CO-contents. Repeat this procedure until prescribed values are obtained.
- d) Connect air hose
- e) Control check with connected air hose:
CO = 0,8 - 1 %

3. Further Service work:

- a) Check tension of the air pump V-belt (5 - 10 mm play at finger pressure), if necessary adjust. For re-tensioning never use lever tools, so that damages at the pump housing are avoided.
- b) Check all hoses and connections of the exhaust gas control device for tightness and excellent status.
- c) Check all screws and nuts of the plant for tightness.

Air-pump, steering valve, back-kick valve and pressure regulation insert are service free.

At eventual misfunctions of the exhaust gas control device handle as follows:

1. Air-pump

Change the air-pump, at:

- a) abnormal noise or when the pump can no more be turned free,
- b) leaks or defects at the pressure regulating insert which is pressed into the pump housing.

The engine rpm, at which the pressure regulating insert must blow-off, is 1.700 - 2.000 rpm. To check the function draw off the blow-off line and connect a tachometer. With easy pressure with the hand on to the outlet opening of the insert you obtain the blow-off rpm at slowly increasing engine rpm.

If the pressure regulating insert opens at a too low rpm, it is defect or the spring insert got lost. Install a new insert. If the pressure regulator doesn't open, e.g. opens at a higher rpm, it is defect and the pump has to be changed.

2. Steering valve:

You have to change the steering valve

- a) when you step off the gas (pushing) and the exhaust system back-fires,
- b) when you can no more adjust the idling speed as prescribed and if the fault lies not in the idling system of the carburetter.

Yours very truly,

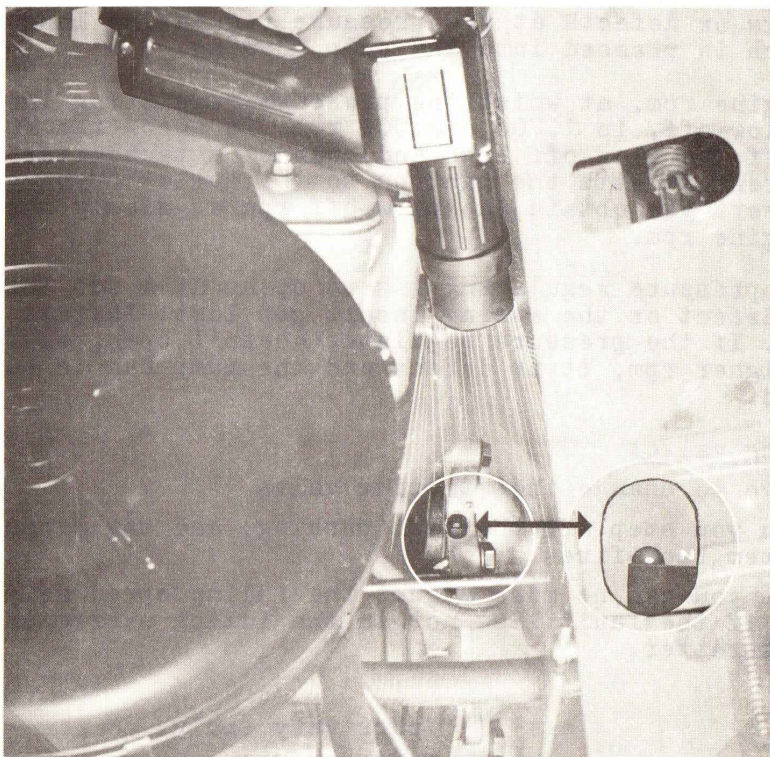
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i.V.

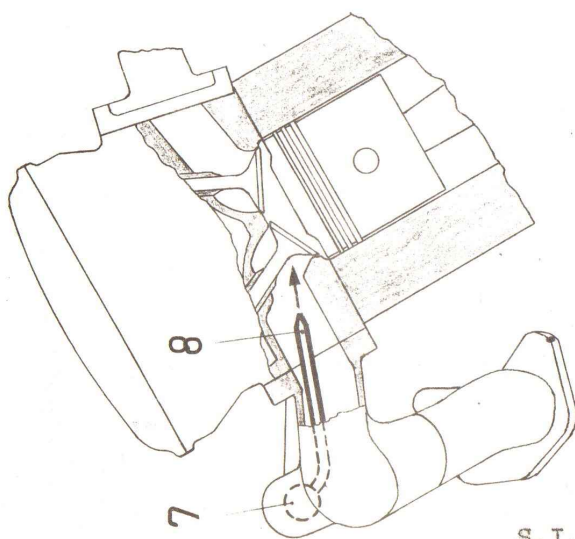
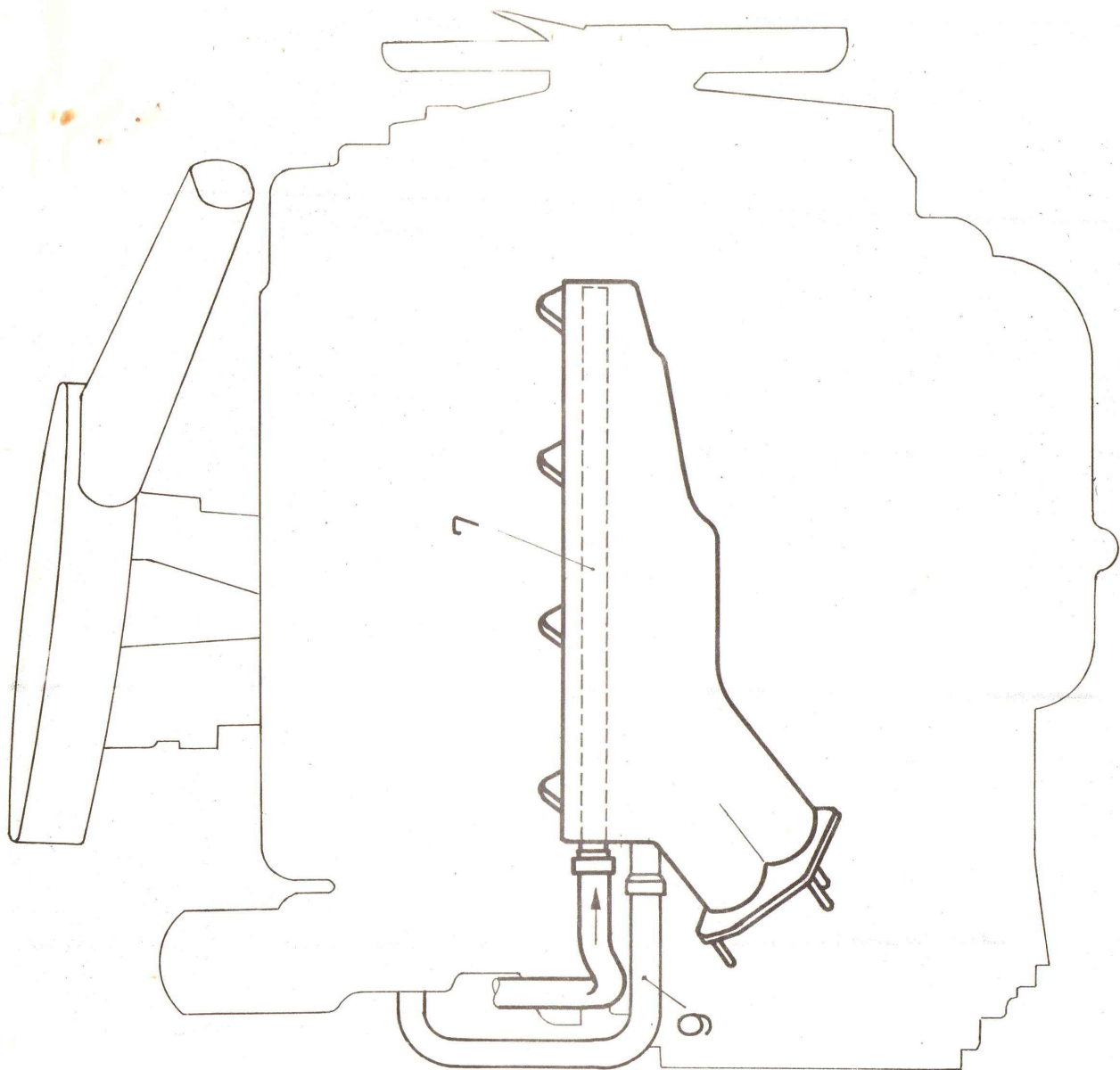

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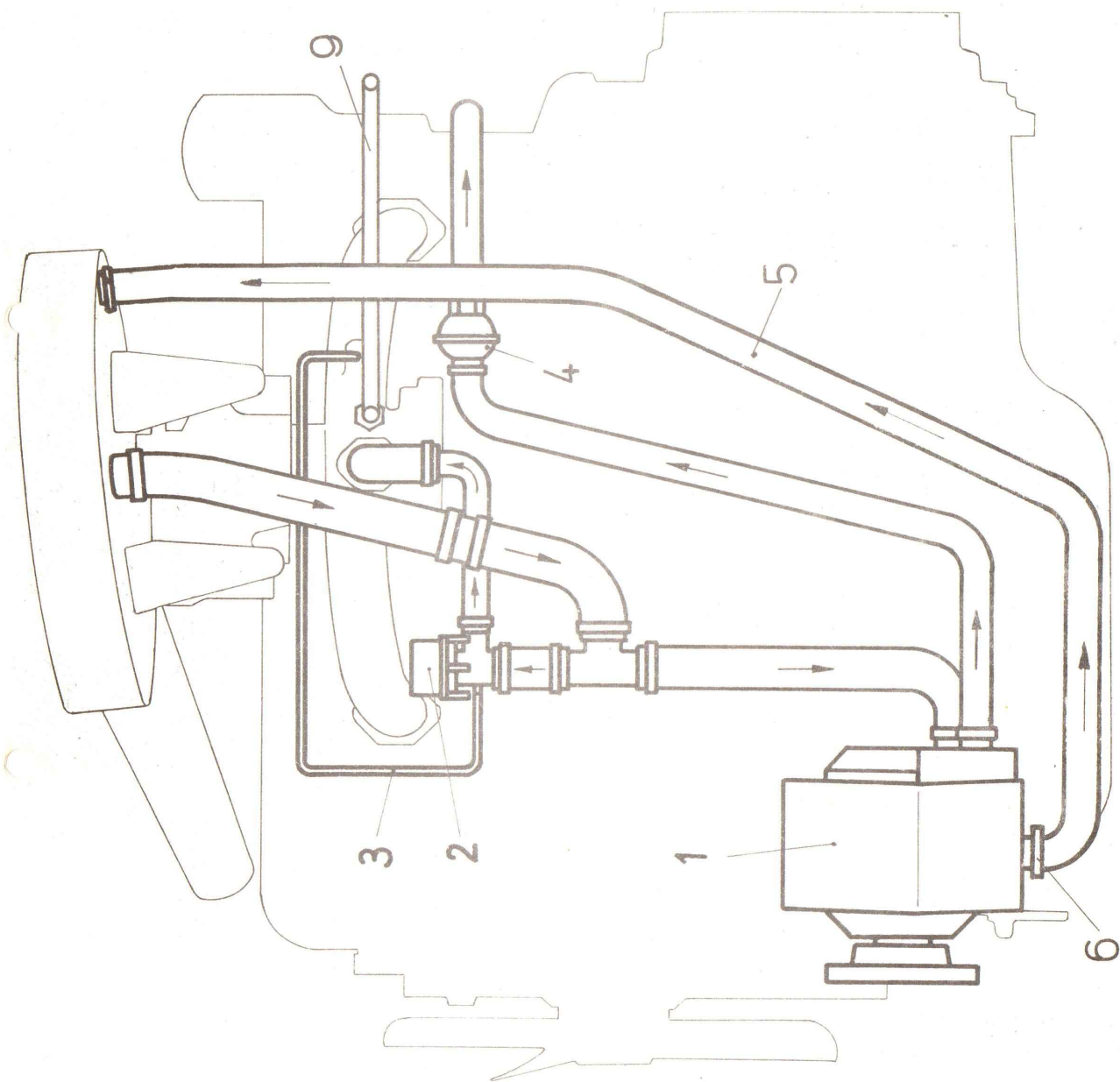

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S.I. 11 10 70 (635)

24 MAR 1971







SERVICE INFORMATION

Techn. Cust. Service
VKT 10 Dü/Zr/Go

BMW 1800 - 2800 CS
Group: engine electric

Munich, Dec. 70
12 03 70 (636) e.

Ref.: Later installation of the diagnostic plug

Dear Sirs,

with S.I. group: service and general hints, No. 00 07 70 (624) we informed you about the start in the series of the mounting of the diagnostic plug for the connection to the BMW Programtester. For the later installation - on request, against facturation - into the models BMW 1800*..., 2000*..., 2500..., 2800..., 2800 CS..., the following parts can be ordered in the usual way:

For the models BMW 1600=2..., 2002... the later installation is not foreseen.

* from model 1969 on

BMW 1800 - 2000 tii

number	name	ordering No.
1	<u>installation kit compl.</u> consisting from:	61 00 1 354 076
	<u>low tension part</u>	
1	set of lines for diagnostic device connection	61 12 1 354 051
1	holding angle	41 14 1 809 421
1	flinse screws 4,2 x 9,5 DIN 7981 CD 8	07 11 9 907 741
1	close cover for stick-sleeve housing	61 13 1 353 187
	<u>high tension part</u>	
1	set of lines for diagnostic device connection	12 12 1 353 335
1	holding angle	12 12 1 353 287

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number	name	ordering No.
1	clamp for ignition line	11 61 0 643 019
1	close cover for stick-sleeve housing	12 12 1 353 222

Installation hints:

1. Disconnect battery (engine not running).
At twin carburettor and injection models disconnect air-filter.
2. Fix holding angle, ordering No. 41 14 1 809 421 at left wheel house with flange screws, fig. 1.
3. Install set of lines for diagnostic device, ordering No. 61 12 1 354 051 parallel to the front wiring loom. Plus-line B+(red) is to be screwed on to the battery clamp + - A - and Minus-line (brown) to be screwed with horn relais - B - fig. 1.
4. Take-off triple plug - C - from tension regulator. Flat plug sleeve with cable D+/61 (blue) to be taken out of plug and to be inserted in the plug connection - D - of the line set. The free cable at the line set (blue, E) is to be connected with the triple plug again to the regulator, fig. 1.
5. Put set of lines parallel to the front cable loom over the servo brake.
6. Starter line, clamp 50 (black) to be pulled off and to be coupled with the set of lines plug connection.
Connect remaining cable of the set of lines to the starter clamp 50, fig. 2.
7. Put set of lines with the front cable loom along the heater separation wall.
8. Pull off ignition coil line, clamp 15 and couple with the set of lines plug connection. Connect set of lines cable, green at clamp 15 - F - fig. 3. Connect remaining cable of the set of lines, black to the ignition coil clamp 1.
9. Install set of lines for diagnostic device connection (high tension part) ordering No. 12 12 1 35 3 335 instead of line, clamp 4, between ignition coil and distributor - capacitive impulser - G - into the ignition coil, clamp 4, fig. 3.
10. Insert set of lines with plug into holding angle, ordering No. 12 12 1 353 287 and screw on to valve cover. Pull out of the distributor the ignition line of the 1st cylinder, screw off angle plug, inductive impulser - J - draw on to the ignition line of the 1st cylinder, installation direction, fig. 3 is to be observed, fix angle plug and put it into the distributor.

Attention!

The inductive impulser is to be fixed as close as possible to the distributor.

11. Install battery and air filter, check function, cover diagnostic plug with close cover and fix it onto holding angle.

BMW 2500 - 2800 CS

number	name	ordering No.
1	<u>installation kit compl.</u> consisting from:	61 00 1 354 075
1	<u>low tension part</u> set of lines for diagnostic device connection	61 12 1 354 052
1	holding angle	41 14 1 809 421
1	double flat plug	61 13 8 061 771
2	flinse screws 4 2 x 9.5 DIN 7981 CD 8	07 11 9 907 741
1	close cover for stick-sleeve housing	61 13 1 353 187
1	<u>high tension part</u> set of lines for diagnostic device connection	12 12 1 353 298
1	holding angle	12 12 1 353 285
1	cable holder	12 12 1 353 322
1	close cover for stick-sleeve housing	12 12 1 353 222

Installation hints:

1. Disconnect battery (engine not running), disconnect grille and horns (2800 CS), if necessary loosen tank of servo steering.
2. Fix holding angle (K) ordering No. 41 14 1 809 421 at left wheel house with flinse screws, fig. 4.
3. Install set of lines for diagnostic device ordering No. 61 12 1 354 052 parallel to the front wiring loom. Fix minus-line (brown) with battery mass cable to front cover - M - fig. 4.
4. Take off triple plug - N - from tension regulator. Take out of plug flat plug sleeve with cable D+ / 61 (blue) and put it into plug connection - O - of set of lines.
The free cable at the set of lines (blue) - E - is to be connected again to the regulator with the triple plug - N -, fig. 4.
5. Take off starter line, clamp 50 (black) and couple with set of lines plug connection. Connect remaining cable of the set of lines to the starter clamp 50.
6. Change upper simple flat plug of the pre-resistor of the ignition coil against double flat plug, ordering No. 61 13 8 061 771, connect cable (green) of the set of lines and wiring loom - Q - fig. 5.
Disconnect line between clamp 4 and 1 of the ignition coil and of the distributor. Connect remaining cable (low

- 4 -

tension part) black to clamp 1 of the ignition coil and the distributor.

7. Install set of lines for diagnostic device connection (high tension part) ordering No. 12 12 1 353 298 instead of line clamp 4 between ignition coil and distributor, stick capacitive impulsor - R - into ignition coil clamp 4, fig. 5.
8. Insert set of lines with plug into holding angle - S - ordering No. 12 12 1 353 285 and fix it onto thermostat housing, fig. 5. Put set of lines along steering wheel cover and fix it with cable holder at the front valve cover screw.
9. Pull off ignition line of the 1st cylinder out of distributor, screw off angle plug, inductive impulsor - T - to be put onto ignition line of 1st cylinder, direction of installation, see fig. 5. Screw on angle plug and stick it into distributor.

Attention:

The inductive impulsor is to be fixed as close as possible to the distributor.

10. Re-install battery, grille, horns and tanks, check function, close diagnostic plug with cover and fix it at holding angle.

Necessary work time:

BMW 1800/A*, 2000/A*	9 FR
BMW 200 tilux/tii, 2500/A, 2800/A	12 FR
BMW 2800 CS/A	15 FR

*(as from model '69)

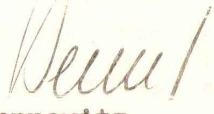
The altered wiring diagrams you can find in the later editions of the owner's manuals.

Yours very truly,

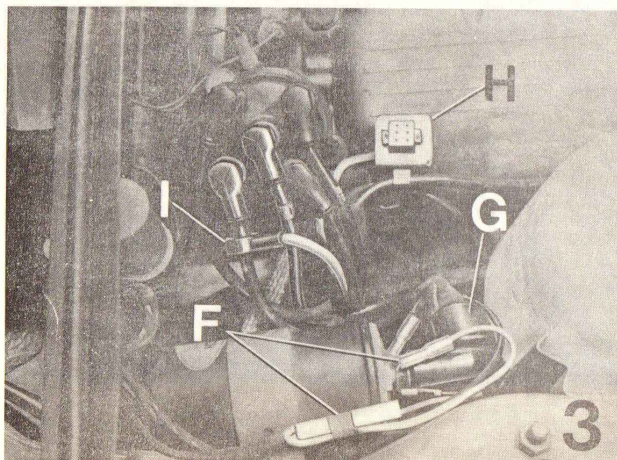
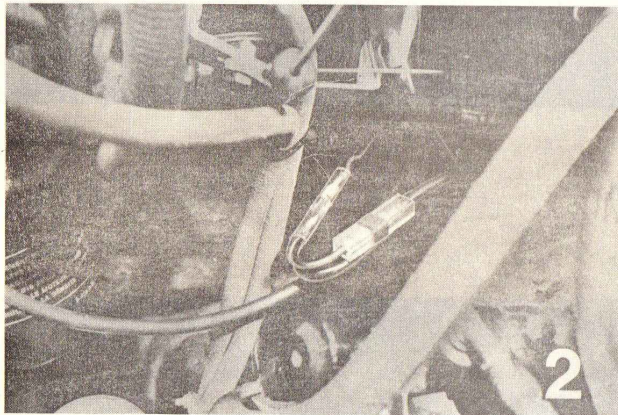
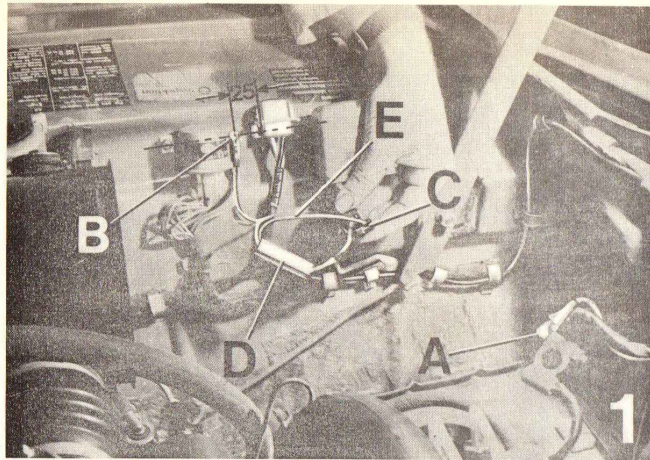
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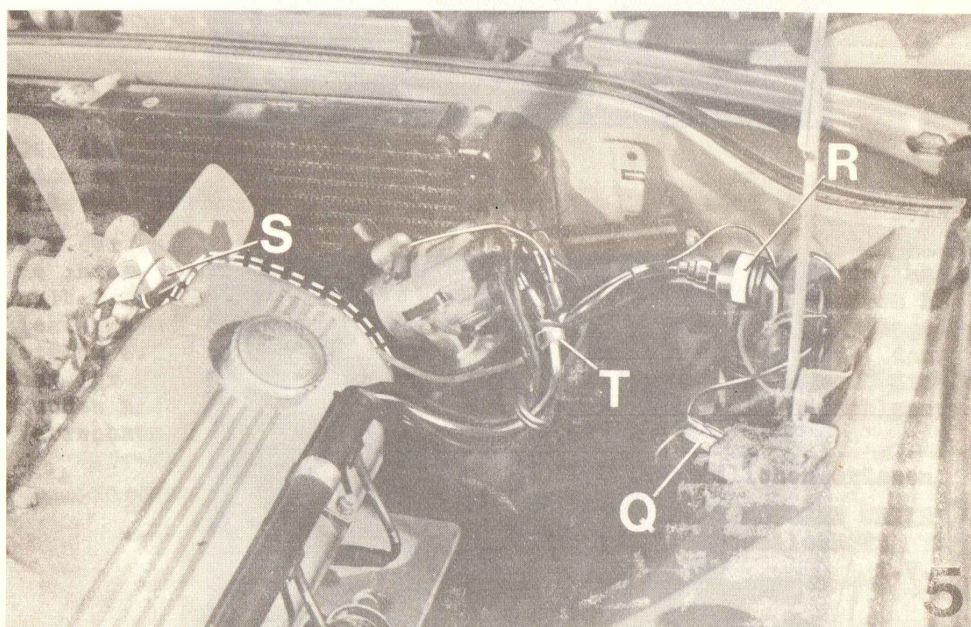
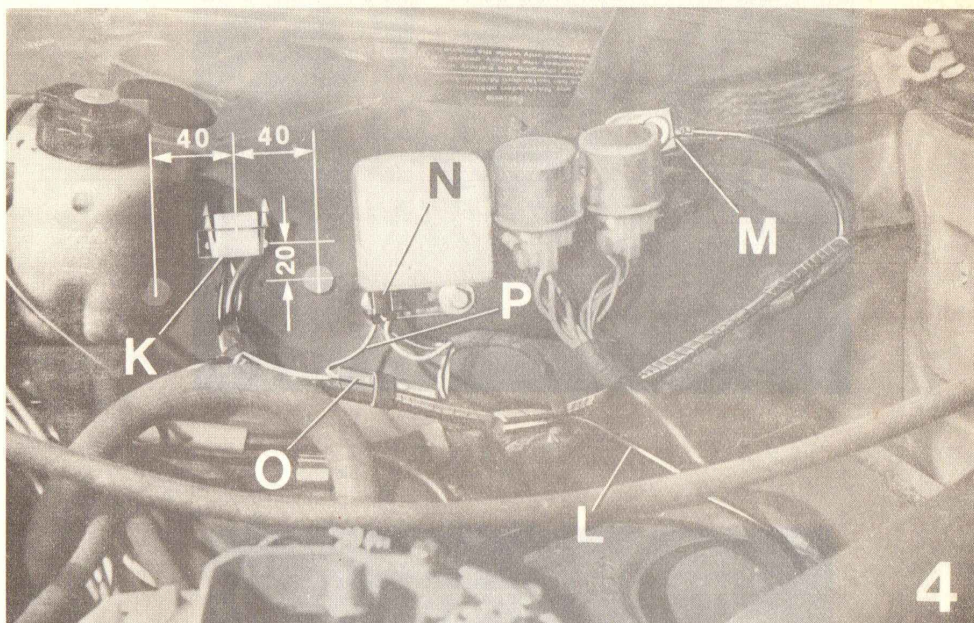
Encl.


Delleske


Bennewitz

24 MAR 1971





24 MAR 1971



SERVICE INFORMATION

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

BMW 1600-2 - 2000
Group: wheels and tires

Munich, Nov. 70
36 03 70 (638) e

RE: Tubeless radial tires

Dear Sirs,

following positive test results with tubeless radial tires we released the tire makes shown on the enclosed list for a tubeless mounting, with rubber valve 43 GS DIN 7780.

Prerequisite, however, is a rim with a doubleside Hump-safety shape of the rim bed following DIN 7817 page 2.

Features of the doubleside "Hump-rim":

H 2 after the rim designation stamped in, e.g.

4 1/2 J x 13 H 2

or

elevations in the rim bed on both sides at mounted tire behind the tire bead, see chart.

Tubeless radial tires show always the designation TUBELESS e.g. SCHLAUCHLOS at the side wall.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

Enclosure


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Kenntnis genommen - Pris connaissance - Noted - Tomado nota - Preso conoscenza					Ablage - Archives - File - Archivo		
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Released tubeless radial tires

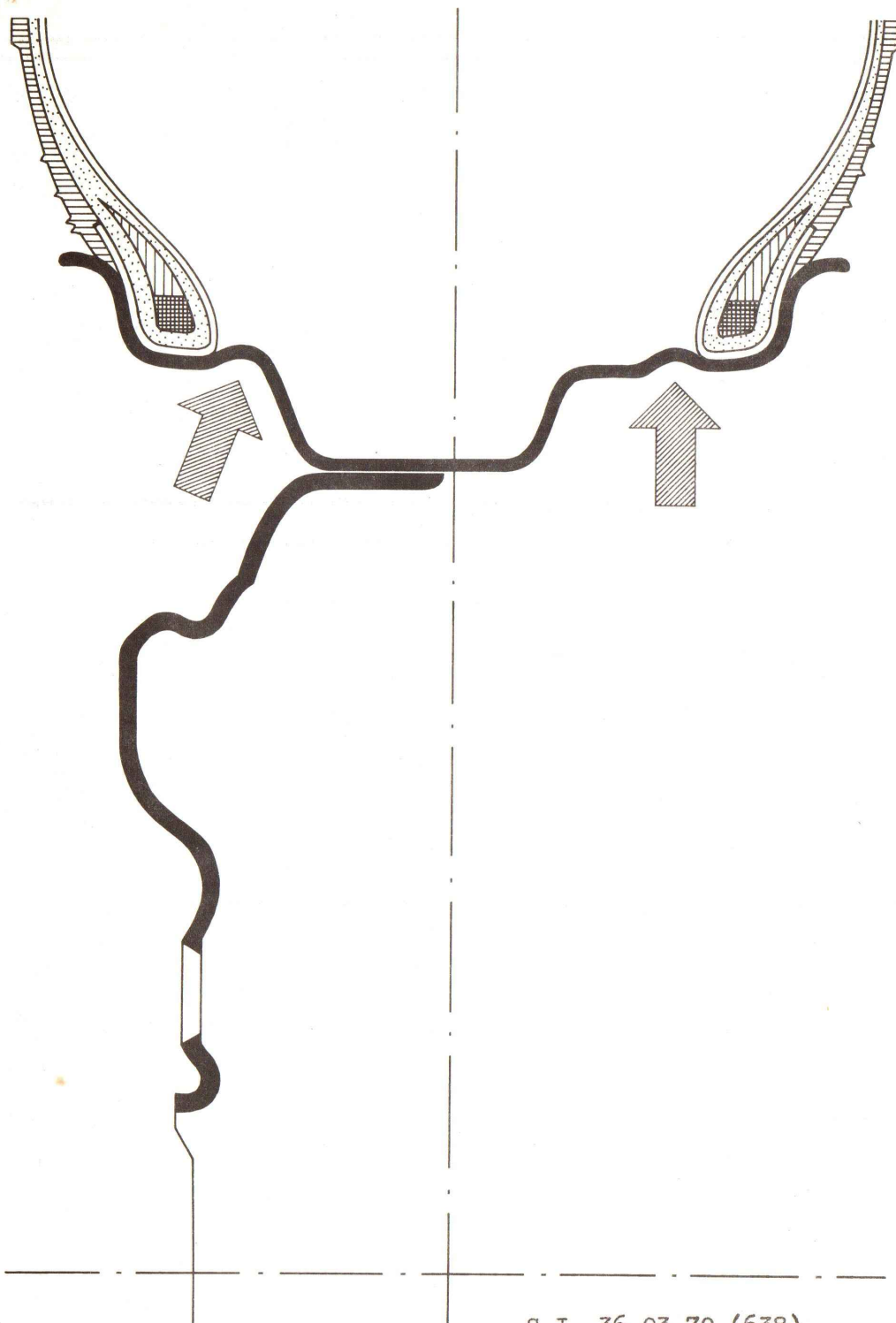
radial tires tubeless 1) 2)

model	size	make	necessary rim wheel
BMW 1600-2 1600 US 1600 Cab. 1600 ti 2002/A 2002 US	165 SR 13	Continental TT 714 Dunlop CB 57 F/CB 57 Firestone-Phoenix "P 110*" Metzeler Monza Uniroyal Rallye 180 Veith-Pirelli CF 67	4 1/2 J x 13 H 2 (with double Hump acc. to DIN 7817 page 2)
BMW 1800/69 1800 A/69 2000 2000 A 2000/69 2000 A/69	165 SR 14	Continental TT 714 Dunlop CB 57 F/CB 57 Firestone-Phoenix "P 110*" Metzeler Monza Uniroyal Rallye 180	5 J x 14 H 2 (with double Hump acc. to DIN 7817 page 2)

- 1) feature: TUBELESS, e.g., SCHLAUCHLOS at the side wall of the tire
- 2) tubeless radial tires only with double Hump rim.

VKT-10, Nov. 1970
Dü/Zr/Go (2332)

Enclosure, S.I. 36 03 70 (638) eng



S.I. 36 03 70 (638)



SERVICE INFORMATION

Tech. Customer Service
VKT 10 Dü/3r/Go

BMW 1600-2 - 2800 CS
group: body equipment

Munich, Dec. 70
51 04 70 (639) eng.

- Ref.: 1. BMW 2500 - 2800 CS - locking cylinder
2. BMW 2500 - 2800 - door hinge sealing
3. BMW 2800 - fixation screws for moldings
4. BMW 1600-2 - 2800 CS - heated rear window

Dear Sirs,

1. Caused by further technical development and in order to improve the corrosion resistance we have altered the locking cylinders as follows, starting with chassis Nos:

BMW 2500	-	2 026 636	BMW 2800-RHD	-	2 480 884
2500 US	-	2 120 751	2800 A	-	2 445 348
2500-RHD	-	2 180 606	2800 US-A	-	2 460 839
2500 A	-	2 144 697	2800 A-RHD	-	2 490 472
2500 US-A	-	2 151 000	2800 CS	-	2 204 638
2500 A-RHD	-	2 190 332	2800 CS-A	-	2 221 476
2800	-	2 315 098	2800 CS-US	-	2 270 404
2800 US	-	2 420 680	2800 CS-US-A	-	2 280 402

housing slotted, with drain bore and additional grease chambers; holding bolt out of brass and nicked;
nicked key and central key with black-matt plastic cap; housing and rotor olive-chromed and plastic coated.

Characteristic: code of key nos. altered from CA into CB.

2. BMW 2500 - 2800 door hinge sealing

There have been some complaints that air comes through the window pits of the doors and a noise is caused by this.

We have altered in the series ex chassis Nos.

BMW 2500	-	2 023 156
2500 US	-	2 120 636
2500-RHD	-	2 180 512
2500 A	-	2 144 010
2500 US-A	-	2 150 912
2500-A-RHD	-	2 190 286

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

Ablage - Archives - File - Archivo

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BMW 2800	-	2 313 155
2800 US	-	2 420 566
2800-RHD	-	2 480 790
2800 A	-	2 444 550
2800 US-A	-	2 460 691
2800 A-RHD	-	2 490 333

the outlet of the door hinges and closed them with a cover rubber.

In case of complaint adhere this rubber - ordering No. 51 21 1 807 212 - from outside.

3. BMW 2800 - fixation screws of the moldings

As from chassis Nos.

BMW 2800	-	2 313 538
2800 US	-	2 420 592
2800-RHD	-	2 480 808
2800 A	-	2 444 715
2800 US-A	-	2 460 724
2800 A-RHD	-	2 490 354

the moldings of the side wall - wheel house - and of the entrance are fixed with screws of stainless steel (X5 Cr Ni 18 9).

ordering No.: flinse screw B 2,9 x 9,5 DIN 7981 07 11 9 907 793.

4. BMW 1600-2 to 2800 CS - heated rear window

To improve the sight through the heated rear window we have increased the capacity and the number of heating wires by one, the el. field is positioned in the middle of the screen.

BMW 1600-2 to 2000 tii	capacity: 90 $\pm$ 5 W
	wires: 8

BMW 2500 to 2800 CS	capacity: 95 $\pm$ 5 W
	wires: 9

start in the series ex chassis No.

BMW 2000 tii	-	1 480 042
2800	-	2 312 510
2800 US	-	2 420 518
2800-RHD	-	2 480 750
2800 A	-	2 444 259
2800 US-A	-	2 460 634
2800-RHD-A	-	2 490 299
2800 CS	-	2 203 414
2800 CS-A	-	2 221 406
2800 CS-US	-	2 227 159
2800 CS-US-A	-	2 228 180

S.I.51 04 70 (639) eng.

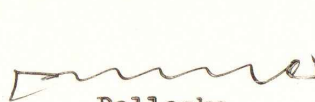
- 3 -

BMW 1600-2..., 2002..., 1800..., 2000..., 2500....
- special equipment - in due time.

Please also inform your selling personal.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
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SERVICE INFORMATION

Tech. Customer Service
VKT 10 Ko/Eb/Go

BMW 2500 - 2800 CS
Group: Engine

Munich, 17/10/70
11 11 70 (640) e.

- Ref.: 1.) Intake air cleaner
2.) Camshaft

Dear Sirs,

- 1.) In order to decrease the main flow in the intake air cleaner has been, starting with the chassis number

2 017 971	-	BMW 2500	2 308 282	-	BMW 2800
2 180 511	-	2500-RHD	2 480 488	-	2800-RHD
2 142 526	-	2500 A	2 442 686	-	2800 A
2 190 198	-	2500A-RHD	2 490 166	-	2800 A-RHD
2 120 359	-	2500 US	2 420 243	-	2800 US
2 150 669	-	2500 US-A	2 460 267	-	2800 US-A

the diameter of the outlet port on the front cowl panel, the connection hose to the connection from the cowl panel to the intake air cleaner and the intake diameter on intake air cleaner pipe from 60 mm Ø to 70 mm Ø enlarged.

- 2.) As you know, there are certain variations at series produced engines in the power output noted.

In order to ensure a maximum of the upper tolerance in power output there will be in the engine of the models 2800 - 2800 CS, starting with the chassis number

2 315 965	-	BMW 2800	2 490 524	-	BMW 2800 A-RHD
2 420 681	-	2800 US	2 205 417	-	2800 CS
2 480 916	-	2800-RHD	2 221 635	-	2800 CS-A
2 445 601	-	2800 A	2 270 504	-	2800 CS-US
2 460 839	-	2800 A-US	2 280 497	-	2800 CS-A-US

the camshaft with 272° out- and inlet periode - former type 264° - installed.

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

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Therefore is an alteration on the check timing by 0.5 mm tolerance between the camshaft bottom circle and the rocker arm pressure surface, as following:

inlet opening	14°	prior to upper dead center
inlet closing	54°	after lower dead center
exhaust opening	54°	prior to lower dead center
exhaust closing	14°	after upper dead center
opening periode: 248°		

The datas are indicated on the crankshaft.

Identify:

- 2.5 ltr. Engine - 260° opening periode (marked with a 1 on front of the camshaft and with a white paint mark between the 5th and 6th cylinder).
- 2.8 ltr. Engine - 264° opening periode (marked with a 2 on front of the camshaft and with a white paint circle after the first bearing place).
- 2.8 ltr. Engine - 272° opening periode (marked with a 3 on front of the camshaft and with a blue paint circle after the first bearing place).

Illustration is in the shop manual BMW 2500 - 2800, group 11 31 001.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.


Delleske


Bennewitz

24 MAR 1971



SERVICE INFORMATION

Techn.Cust.Service
VKT 10 gz/na/hn

BMW 2500-2800
group: body equipment

Munich, Dec.70
51 05 70 (641)

Ref.: New Safety Lock

Dear Sirs,

caused by further technical development we have equipped our cars at the co-pilot's side with a new safety lock, as from

BMW 2500	chassis no.	2 024 854
2500 A	"	2 144 356
2500 US	"	2 120 707
2500 A-US	"	2 150 971
2500 RL	"	2 180 559
2500 A-RL	"	2 190 309
BMW 2800	chassis no.	2 314 128
2800 A	"	2 444 973
2800 US	"	2 420 632
2800 A-US	"	2 460 732
2800 RL	"	2 480 839
2800 A-RL	"	2 490 400

By this the door can be closed at pressed down safety pin, without this pin coming out again when closing the door and this becoming the safety mechanism ineffective.

The new lock, ordering no.

LHD, left front door	51 21 1 813 057*
" right "	" 51 21 1 813 058
RHD, left front door	51 21 1 813 059
" right "	" 51 21 1 813 060*

* provided type not lockable, but new ordering no.

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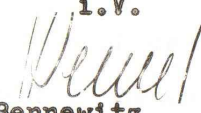
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can be traced at a missing nose in the lower third of the lever for the locking cylinder and can be changed afterwards on request of clients against invoice.

This alteration will be considered at the next owner's manual.

Yours very truly,

BAYERISCHE MOTOREN WERKE
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ppa. i.V.

 
Delleske Bennewitz

23 APR 1971



SERVICE INFORMATION

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

BMW 2500 - 2800 CS
Group: Wheels and tires

Munich, Nov. 70
36 04 70(642) eng.

Ref.: Balancing of Alloy Wheels

Dear Sirs,

we want to point out that the balancing of the serial alloy wheels of our models BMW 2800 CS, BMW 2500 and BMW 2800 only should be made with safety weights (parts No., depending on weight, 10 to 1000 g, 36 11 1 103 954 incl. 36 11 1 103 963) with clip spring (parts No. 36 11 1 103 844).

Caused by the shape of the rim, never use for balancing these wheels adhesive weights, which could come off in traffic and cause heavy damages.

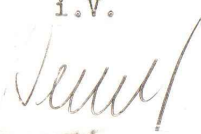
Yours very truly,

MAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

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23 APR 1971



SERVICE INFORMATION

Techn. Cust. Service
VKT-10 Dü/Zr/Go

BMW Automatic Models
Group: Gearbox autom.

Munich, Dec. 70
24 03 70 (643) eng.

- Ref.: 1. Oil filling quantities and brands
2. Oil cooler connection at the transformer bell,
BMW 2500 A, 2800 A, 2800 CS-A (3 HP 20)

Dear Sirs,

1. Late checks of the oil filling quantities at automatic gear boxes showed, that some published values have to be corrected:

Automatic Gearboxes	3 HP 12/7		3 HP 20	
	2002 A, 1800 A, 2000 A		2500 A	2800 A, 2800 CS-A
total filling quantity (for first filling of new and exchanged gear- boxes)	4,5l	5,2l*	5,6 l	6,2 l
filling quantity for change of oil	1,6l	1,7l*	1,8 l	1,8 l
filling quantity bet- ween "Min" and "Max" at oil dipstick	0,4l	0,4l	0,25l	0,25l

* cars with gearbox oil cooler

If you fill in a too large oil quantity the excess oil quantity leaks out via the ventilator. If the oil level is too low, there is the danger that the clutches get not enough pressure and wear out before the time.

As a rule, always check the oil level in selector lever position »P« at warm engine with running motor.

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Enclosed we send you a list of all released DEXRON -ATF-oils for our automatic gearboxes.

2. Oil cooler connection at the transformer bell, BMW 2500 A, 2800 A, 2800 CS-A (3 HP 20)

As from gearbox No. 16 676 the connection bores for the oil cooler lines in the transformer bell have been altered.

These bores are now, otherwise as the actual conic version, cylindric bored and with a conic sealing insert, ordering No. 17 22 1 107 591, so that you have to change in case of damage not the entire transformer bell, but only the sealing inserts (see plan X enclosed).

Attention:

These sealing inserts are absolutely necessary, otherwise the gearbox leaks out oil - later damages.

These sealing inserts are already installed in the transformer bells of exchange gearboxes and they are secured against falling out during transportation by plastic plugs.

Yours very truly,

BAYERISCHE MOTOREN WERKE
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Encl.

23 APR 1971

Released Oil Brands for Automatic GearboxesFor 1st and Re-filling

Avia	Fluid ATF 68 DEXRON	B-10915
BP	AUTRAN DX	B-10511
Chevron	Automatic Transmission Fluid DEXRON	B-10122
Esso	Automatic Transmission Fluid DEXRON	B-10103
Quaker State	DEXRON, Quadromatic ATF	B-10128
Shell	Automatic Transmission Fluid DEXRON	B-10709
Valvoline	Valvomatic ATF, Type B	B-10312

For Re-filling only

Amoco Deutschland	ATF DEXRON	B-10595
Antar	DEXRON	B-10968
Aral	Gearbox-oil ATF DEXRON	B-10543
Aral	Gearbox-oil ATF 546 DEXRON	B-10546
Aseol	DEXRON 16-712	B-10669
Castrol	TQ DEXRON	B-10658
Castrol	TQ DEXRON	B-10476
Castrol	TQ DEXRON	B-10578
Dt. Renault oils	DEXRON Fluid Elfmatic G	B-10746
Exactol	HFL B 492	B-10492
Fina	DEXRON-ATF	B-10572
Frisia	DEXRON-ATF	B-10492
Fuchs	Automatic TF 25 DEXRON	B-10653
Gasolin	Gearbox-oil DEXRON	B-10290
Gasolin	Gearbox-oil DEXRON	B-10547
Gulf	Automatic Transmission Fluid DEXRON	B-10486
Labomatic	DEXRON	B-10647
Mobil	ATF 220 DEXRON	B-10104
Mobil	ATF 220 DEXRON	B-10467
Oest	ATF DEXRON	B-10752
O.I.S.	Automatic-Gearbox-oil DXS DEXRON	B-11051
Olvmatic	ATF-DEXRON Fluid	B-10588
Shell	Automatic Transmission Fluid DEXRON	B-10492
Stinnes-Fanal	ATF DEXRON	B-10755

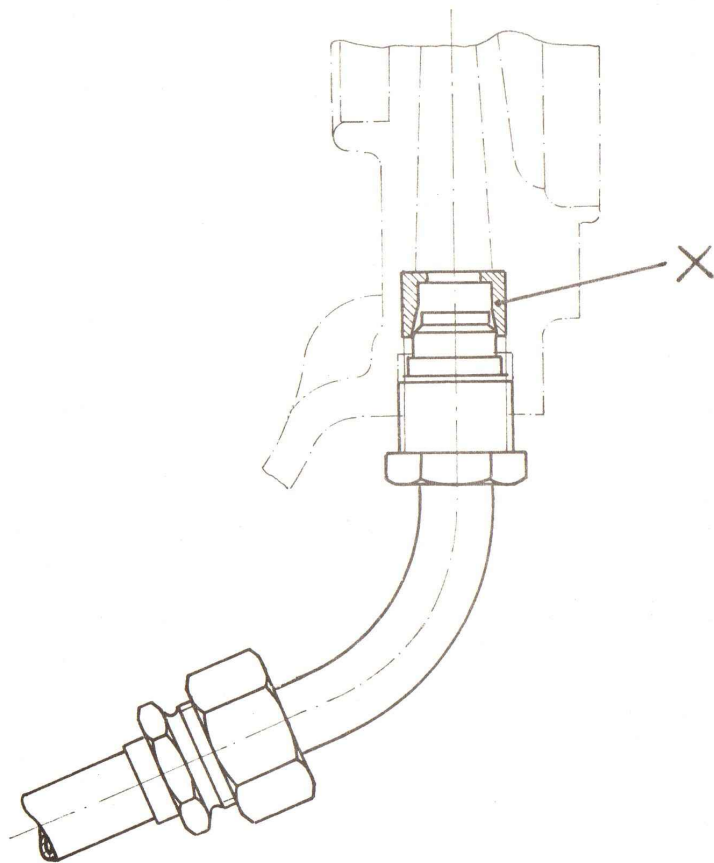
S.I. Nr. (643) eng.

- 2 -

Sunamatic	128 DEXRON Automatic Trans- mission Fluid	B-10107
Texaco	Texamatic Fluid 6673	B-10334
Total	DEXRON	B-10631
Veedol	ATF Spezial B 101 DEXRON	B-10579

Enclosure to S.I. 24 03 70 (643)

23 APR 1971



S.I. 24 03 70 (643)

23 APR 1971