



SERVICE INFORMATION

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

BMW 1600-2 - 2000 tii
group: engine

Munich, Nov. 70
11 12 70 (644) eng.

Ref.: Fan Ø 360 mm

Dear Sirs,

for a better cooling effect at idling speed - bumper to bumper drive - and for an increase of the ventilation in the entire rev-range, we install in the series a larger fan - Ø 360 mm, 5 blades, formerly: Ø 300 mm, 4 blades, as from chassis Nos.

2 656 341	-	BMW 1600-2	1 923 519	-	BMW 1800
1 552 824	-	1600-RHD	1 130 768	-	1800-RHD
2 613 521	-	2002	1 121 397	-	1800 A
1 652 931	-	2002-RHD	1 982 612	-	2000
1 691 595	-	2002 tii	1 364 767	-	2000 A
2 504 022	-	2002 A	1 380 940	-	2000 RHD
2 520 311	-	2002 A-RHD	1 480 548	-	2000 tii
			1 390 339	-	2000 A-RHD

This fan can be changed, ordering No. 11 52 1 255 505.

Attention:

At installation into the models BMW 1600-2....., 2002..., due to safety reasons - damage by the fan - put the generator cables along the battery - plus - cable and fix them with two cable strips e.g. isolating tape.

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

[Signature]
Delleske Bennewitz

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

Ablage - Archives - File - Archivio

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24 MAR 1971



SERVICE INFORMATION

Tech. Customer Service
VKT 10 Gz/Zr/Go

BMW 1800 - 2800 CS
group: engine-electric

Munich, Dec. 70
12 03 70 (645) eng.

Ref.: Three-phase Generator

Dear Sirs,

caused by further technical development, we have altered the three-phase generator as from chassis Nos.

1 921 635	-	BMW 1800
1 121 309	-	1800-A
1 130 740	-	1800-RHD
1 140 137	-	1800 A-RHD
1 981 632	-	2000
1 364 547	-	2000 A
1 380 914	-	2000-RHD
1 390 339	-	2000 A-RHD

The ordering No. for the new generator:

12 31 1 353 450	
12 31 8 702 806 VL	(prov. no.)
12 31 1 353 564 AT	(exchange)

The new part is not changeable into older cars and is different to the actual type by the following points:

- a) altered housing ("pot-generator")
- b) plug connection for the two B+ lines
(formerly one B+ line with screw connection)
and for the additional D+ line
(diagnostic plug)
- c) lengthened mass-line (easy putting)
now 230 mm instead of 130 mm long.

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BMW 2500 - 2800 CS

By later installation of many additional consumers, e.g. air condition, car phone, radio and tape recorder, fog lights, etc. the current consumption is essentially increased.

For this reason we have released a three-phase generator with 55 A and 770 W.

This generator could be installed on request against invoicing. For this the regulator must not be transformed.

Ordering No. for the new part:

12 31 1 353 707
12 31 8 602 853 VL (prov. no.)
12 31 1 353 907 AT (exchange)

We point out that for all electrical works (for all models) the radio must be switched off. For electric welding works at the car the mass clamp of the welding system has to be connected directly to the part which is to be welded. By this you avoid damages to the three-phase generator.

Yours very truly,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa.

i.v.


Delleske


Bennewitz

23 APR 1971



SERVICE INFORMATION

Techn. Customer Service
VKT-10 Ko/eb/Go

BMW 1600-2 - 2000
Group: Engine

Munich, Nov. 1970
11 13 70 (646) eng.

Ref.: Secondary de aerator

Gentlemen,

in order to improve the cold start and cold driving habits will be, beginning with the chassis number

2 656 838	-	BMW 1600-2	2 532 126	-	BMW 2002 US-A
1 552 837	-	1600-2 RHD	1 923 694	-	1800
1 571 878	-	1600 US	1 130 777	-	1800-RHD
2 613 381	-	2002	1 121 466	-	1800 A
1 676 333	-	2002 US	1 982 813	-	2000
1 652 960	-	2002-RHD	1 364 801	-	2000 A
2 504 127	-	2002 A	1 380 936	-	2000-RHD
2 520 126	-	2002 A-RHD	1 390 339	-	2000 A-RHD

the connection drilling on the secondary de aerator on the manifold added.

The former design - connection drilling on the carburetor butterfly housing is omitted.

Very truly yours,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
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23 APR 1971



SERVICE INFORMATION

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

BMW 2500 A - 2800 CS-A
Group: Automatic trans.

Munich, Nov. 1970
24 04 70 (647) eng.

Ref.: Selector Lever Gate

Dear Sirs,

the technical advancement to ensure more security to avoid miss-shifting have been, from the chassis number

2 144 759	-	BMW 2500 A
2 151 000	-	2500 US-A
2 190 340	-	2500 A-RHD
2 445 427	-	2800 A-RHD
2 460 839	-	2800 US-A
2 490 494	-	2800 A-RHD
2 220 587	-	2800 CS-A
2 280 483	-	2800 CS-US-A

the length of the compression spring in the selector lever gate from 48 mm - 55 mm and the pressure plate profile altered.

Therefor the selector lever gate receives more tension.

The new selector lever gate is interchangeable and has former Part number 25 16 1 200 063.

Yours very truly,

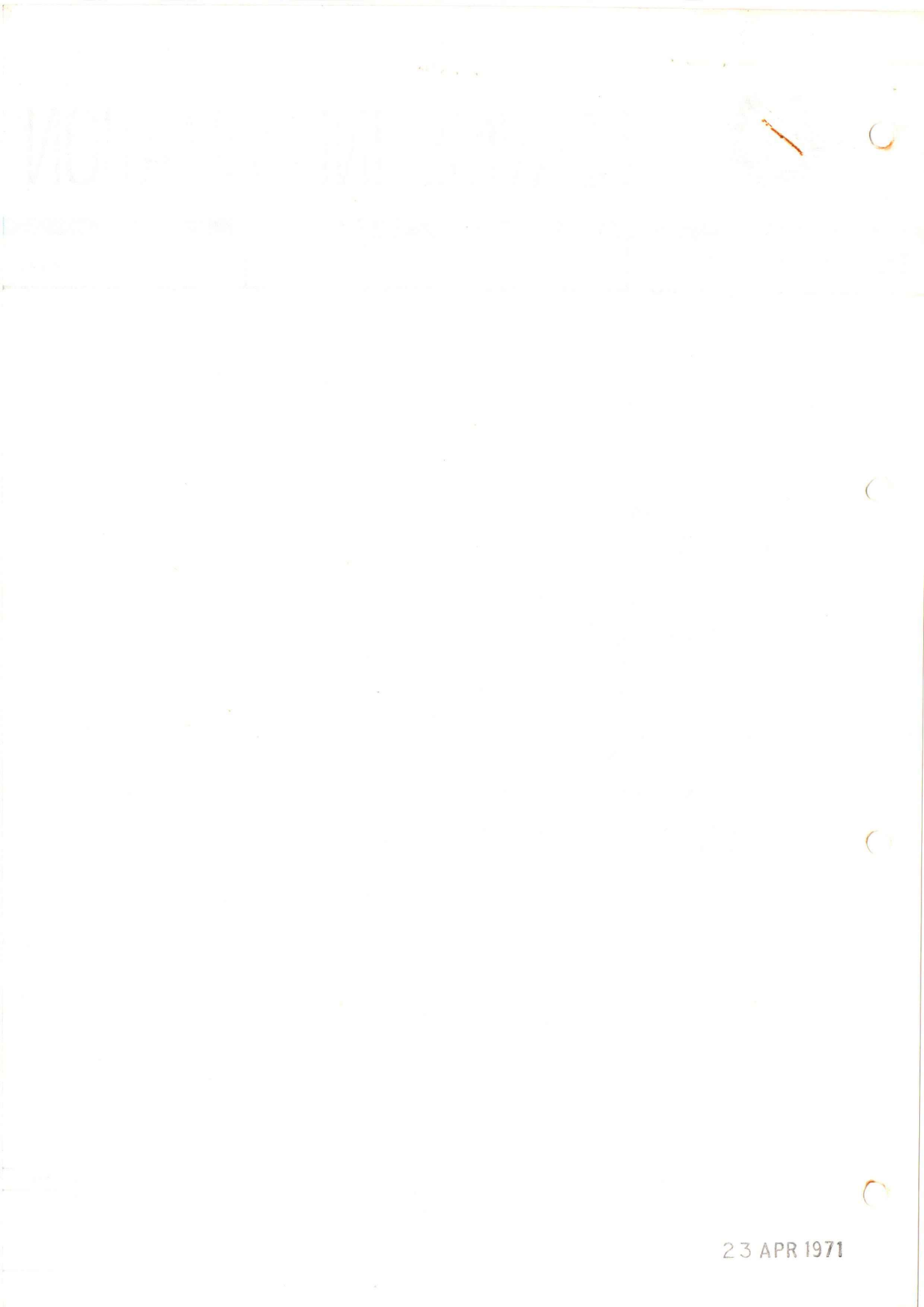
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ppa. i.V.

[Signature]
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23 APR 1971



SERVICE INFORMATION

Techn. Cust. Service
VKT 10 tr/eb/ca

BMW 1600-2 - 2800 CS
Group: Brakes

Munich, Dec. 3rd, 70
34 03 70 (648) e

Ref.: Brake disk - wheel hub

Dear Sirs,

lately an enormous amount of brake disks have been exchanged on warranty. We could convince ourselves that the accuracy to gauge and the perfect condition of the disk did not rectify the exchange.

All brake disks which are checked out as usable, will be returned to the dealer at their cost in the future.

On behalf of the mutual interest, the parts should be thoroughly measured as following:

1. Measuring of installed brake disk.

1.1. comparative measuring of thickness on 8 points of circumference - max. tolerance allowed 0.02 mm.

1.2. measuring of branch gallery; tighten dial gauge mount ATE 3.9314 - 1300.2 with normal dial gauge on the fixed caliper, (ref. to Service Manual BMW 1600 - 2000 - 2500 - 2800) maximum branch gallery 0.2 mm (with removed brake disk 0.05 mm).

2. If the maximum branch gallery of the brake disk (installed) is more than 0.2 mm, the wheel hub mounting flange for the brake disk being installed has to be measured.

2.1. Remove brake disk with wheel hub, separate disk from hub and install hub without disk (wheel bearing correctly adjusted) - ref. Service Manual.

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- 2.2. Branch gallery of hub on the disk flange must be measured and should not be more than 0.05 mm. The wheel hub has to be renewed. When removing the outer bearing ring, the hub should not be damaged, otherwise a factory check can not be made.
- 2.3. When assembling the disk with the hub, a possible tolerance of disk and - or hub should be mounted off centered to achieve a plane run.

We recommend that faulty brake disks should not be renewed instantly, but to be replaced (minimum thickness ref. to Service Manual). Our department VKI-30 can possibly advise you when selecting a machine suitable to your needs.

Very truly yours

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

 
Delleske Bennewitz

24 MAR 1971



SERVICE INFORMATION

Tech. Customer Service
VKT 10 Tr/Zr/Go

BMW 1600-2 - 2800 CS
Group: Body

München, Dec.70
41 03 70 (649)eng.

12 AUG 1971

Ref.: Body leaks

Dear Sirs,

in spite of careful work there may be still leaks at the body (penetration of water). In such cases it is not easy to find the reason. Therefore we want to show you possible leak situations and their repair.

1. BMW 1600-2/2002/2002 ti

1.1 Joint between front and side walls

Bad point welding, sheets are not close enough together.

Repair

Losen floor carpet and side cover left or right side and take it out. Seal leaking points well with 3 M joint sealing material (grey). Adhere carpets again.

1.2 Water draining hoses of the steel reclining roof front

When fixing the moldings for the door sealing, the hoses are also drilled through above inside.

Repair

Losen above door sealing, edge protection and sky, take off hose clamps and drain water hoses are to be renewed. Adhere and remount sky, edge protection and door sealing.

1.3 Connection between rear wheel houses, side walls and luggage compartment floor right or left side

Bad point welding and incorrect position of the expanding rubbers.

Repair

Seal well point edges and expanding rubber inserts with 3 M joint sealing mastic (grey). For this dismount and remount again spare wheel and tank covering.

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1.4 Reverse lights and rear bonnet

Bad fitting or lose sealing rubber.

Repair

Adhere sealing rubber once again with Terokal 2444 or renew rubber.

1.5 Door sealing

Bad position of the doors and door screens.

Repair

Adjust doors and door screens; eventually loosen edge protection and pointed edge is to be directed to the outer side. If door sealings are damaged renew rubber sealings.

1.6 Point welding between roof and roof purlins

Bad point welding.

Repair

Take off draining rain moldings and seal well point connections with 3 M joint sealing mastix (grey). Mount or renew draining rain moldings.

1.7 Lateral screens rear right and left side
(front hinged rear side window)

Bad position of the screens

Repair

Loosen screen sealing, edge protection and sky. Turn outside the pointed edge acc. to air. Adhere and mount again sky and sealing.

1.8 Ventilation stud rear right and left side

Distorted plastic studs (in their fixation over the luggage compartment lid).

Repair

Seal the stud with 3 M joint sealing mastix (grey) at the tin pass-through, eventually renew ventilation stud.

2. BMW 1800/20002.1 Connection between face wall and closing tin for the door purlin

Bad point welding, tins are not enough close together.

Repair

Losen and fix carpet at closing tin between face wall and door purlin and slos floor. Seal untight spots with 3 M joint sealing mastix (grey).

2.2 Connection between face wall and wheel house

Bad point welding, tins lie not close enough together.

Repair

Close from inside point weldings with 3 M Body Plast, for this dismount and mount cover of luggage compartment floor.

2.3 Door sealing

Bad position for doors and window frames

Repair

Adjust well doors and window frames. Grease door sealings with glyzerine oil or - grease, e.g. at damages renew sealings. Eventually loosen and fix again edge protection. Point welded edge has to be parallel to door and window frame.

2.4 Point weldings between roof and roof frame

Bad point welding

Repair

Take off rain water molding and seal point welding with 3 M concrete for rain water moldings. Mount or renew molding.

3. BMW 2500/28003.1 Connection between face wall and closing tin of door purlin

Bad point welding, tins lie not close enough together.

Repair

Take off and fix again carpet at closing tin between face wall and floor. Seal untight spots with 3 M joint sealing mastix (grey).

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3.2 Ventilation slots at rear window frame

Bad point welding and bad position of expanding rubber.

Repair

Seal from inside the vent slots at the openings for the lid hinges in the rear window frame.

3.3 Connection between side wall and wheel house

Bad point welding, tins lie not close enough together

Repair

Seal from inside point weldings with 3 M Body Plast, for this dismount and mount again cover of luggage compartment floor.

3.4 Door sealing

Bad position of the doors and window frames

Repair

Adjust doors and window frames for good fitting. Grease door sealing with glyzerine oil or - grease, e.g. renew when damaged. Eventually loosen and fix again edge protection and check that point welded edge is parallel to door and window frame.

4. BMW 2800 DS

4.1 Connection between face wall and closing tin for door purlin

Bad point welding, tins lie not close enough together bores for antenna cable and cable for antenna motor unsufficient sealed with rubber sleeves.

Repair

Loosen and fix again carpet at closing tin between face wall and door purlin. Seal with 3 M joint sealing mastix (grey) all untight spots.

4.2 Door sealing

Bad position of the doors, vent window frame and door window.

Repair

Adjust to good position doors, vent window frame and door screen. Grease door sealings with glyzerine oil or - grease, i.e. renew them if necessary.

- 5 -

12 AUG 1971

S.I. 41 03 70 (649) eng.

- 5 -

4.3 Water in front and rear foot space

Too small water drain holes, bad point welding of closing tin and door purlin. Water gets into longitudinal support, bad sealing of the rear side screens. Water runs in at side wall inside into longitudinal support. When drain holes in longitudinal support are dirty or contaminated, the water enters the body via the fixation holes for the safety belts.

Repair

Widen from below drain holes with spike.

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


Delleske


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SERVICE INFORMATION

Tech. Customer Service
VKT 10 Dü/Zr/Go

BMW 1600-2 - 2800 CS
group: fuel prep.

Munich, Dec. 70
13 03 70 (652)eng.

Ref.: 1. Zenith Type 35/40 ~~two~~ two stage carburettors
2. Exchange of carburettors

Dear Sirs,

1. We heared sometimes that the plastic ball pans of the connection rod 1 - see enclosed plan - ordering No. 13 11 1 1 253 047 between lever 2 and throttle lever 3 is broken.

In order to avoid an alteration during the run, one of the both pan heads must be screwed together firmly with the adjustment rod. By this the too long thread end presses onto the pan head and causes breaks.

Please check at all BMW 2500 - 2800 CS as a precaution at the next Programtest the connection rods - 2 pcs. per car - and shorten, if necessary, the fixed thread part by 2,5 mm.

Then adjust again the connection rod to the measure A of 40 mm - see repair manual BMW 2500 - 2800, group: 13 11 101.

Necessary work time: 3 FR per vehicle

The worktime for an eventual necessary synchronisation of the carburettors is already included in the BMW Programtest.

2. We want to stress that very often - without any reason - carburettors, specially of 6-cyl.-models are changed and

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sent to the factory with the following complaints

not idling
bad change
high fuel consumption, etc.

A check of the producer showed that 90 - 92 % were in order.

We have mounted these carburettors for another check into cars. After adjusting, synchronizing and mixture adjustment of them, we could not find any of the indicated faults, even after long test rides.

These had been faults which a shop could trace and correct.

See our S.I.'s and repair manuals!

Also take care of our training possibilities for your personal in our Service school.

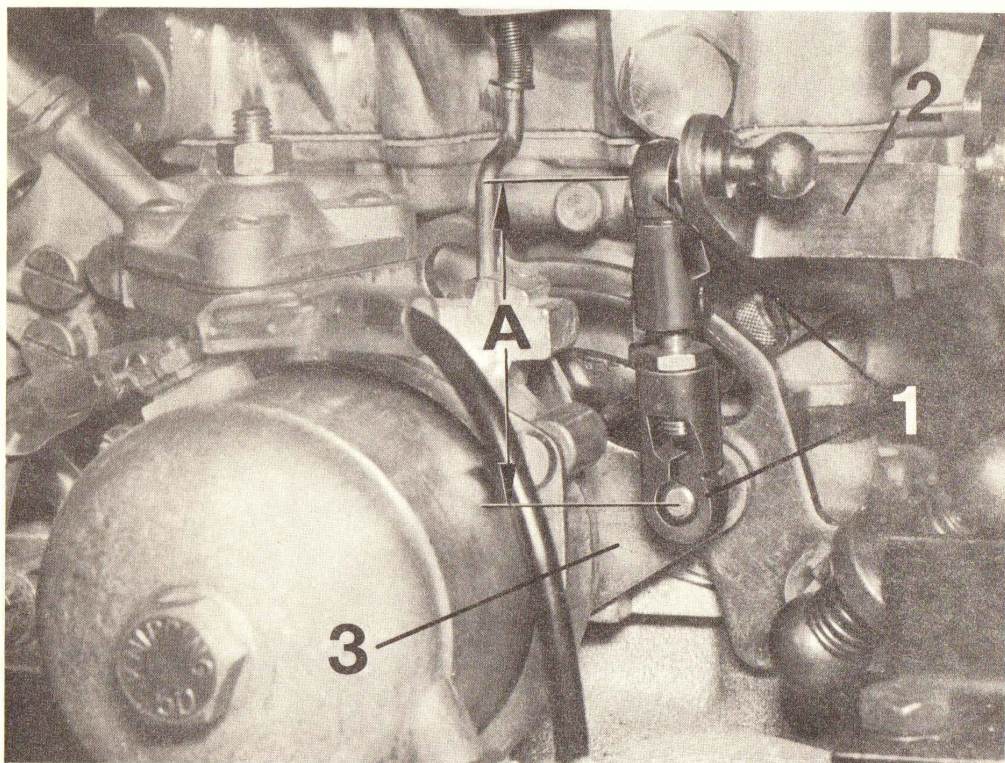
In the future we send back to you on your account all carburetors which have been found to be in order.

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

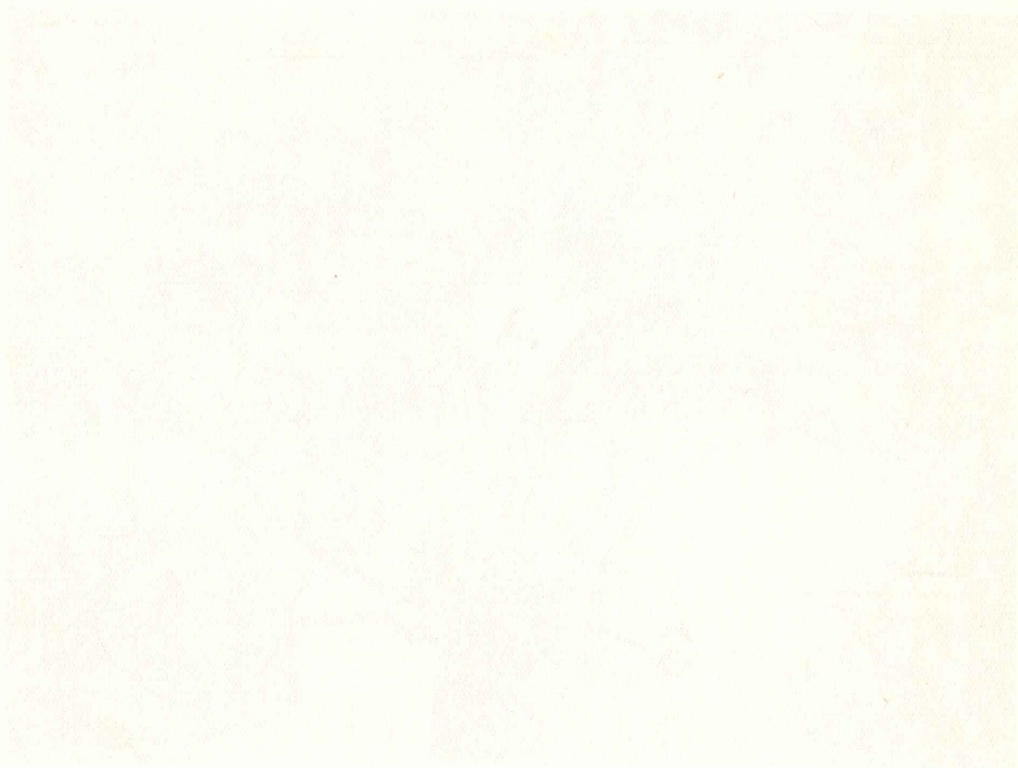
Encl.:


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S.I. 13 03 70 (652)



24 MAR 1971



SERVICE INFORMATION

Tech.Cust.Service
VKT-10 dü:zr

BMW 1600-2 - 2800 CS
Gr.: fuel prep

Munich, Dec.70
13 04 70 (653)

12 AUG 1971

Re.: Carburettor Marking

Dear Sirs,

the carburettor housings of the 4cylinder one carburettor models have been uniformed and are now marked 36-40 PDSI at the float housing.

Special characteristics: mounting and type plate

MODEL	NAME	COLOR + NO. OF TYPE PLATE
BMW 1600-2/US	38 PDSI	aluminum-1 250 380 violet -1 256 141
1600TI	40 PHH	red -1 250 486 (front) red -1 250 487 (rear)
2002TI	40 PHH	black -1 250 529 (front) black -1 250 530 (rear)
2002/US	40 PDSI	green -1 252 379 yellow -1 256 140
2002A/US	40 PDSI	red -1 253 592
	40 PDSIT	black -1 256 145
1800	38 PDSI	grey -1 252 381 copper -1 256 142
1800A	38 PDSI	grey -1 252 381
	38 PDSIT	copper -1 256 142 yellow -1 256 518
2000	40 PDSI	red -1 252 382 black -1 256 143
2000A	40 PDSI	red -1 253 592
	40 PDSIT	black -1 256 145
2000TI/tilux	40 PHH	black -1 250 529 (front) black -1 250 530 (rear)

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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

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Model	Name	Color + No. of type plate
BMW 2500	35/40 INAT	brown - 1 252 942
		aluminum - 1 255 598
		aluminum - 1 256 520
2800/CS	35/40 INAT	black - 1 252 943
		grey - 1 255 600
		grey - 1 256 523
2500 A	35/40 INAT	red - 1 250 751
		red - 1 255 541
		red - 1 256 521
2800 A/CS-A	35/40 INAT	blue - 1 250 752
		blue - 1 255 543
		blue - 1 256 524
2500 US/A	35/40 INAT	green - 1 252 374
		green - 1 255 545
		green - 1 256 522
2800 US/A/CS-US/A	35/40 INAT	yellow - 1 252 376
		yellow - 1 255 547
		yellow - 1 256 522

Yours very truly,

BAYERISCHE MOTOREN WERKE
 Aktiengesellschaft
 ppa. i.V.

 
 Delleske Bennewitz



SERVICE INFORMATION

Tech. Customer Service
VKT 10 Tr/Ze/Go

BMW 1600-2 - 2800 CS
group: engine

Munich, Dec. 70
11 14 70 (654) e.

Ref.: engine oil prescriptions

Dear Sirs,

at the oil producers there shows up a trend to replace the heavy duty oil for Otto engines of the viscosity SAE 10 W 30 by

SAE 10 W 40.

Some companies stopped already the production of SAE 10 W 30.

Not only because of its broader viscosity range we take up also this engine oil into our prescriptions - advantage at higher temperatures in winter - according S.I. No. 15/68 (454) group: engine, as a winter oil.

Because some oil firms and their organisations gave contrary recommendations, we point out once again to our engine oil prescriptions of the a.m. S.I. Attention! Multi-range oils SAE 20 W 40 and 20 W 50 can bring starting difficulties in winter.

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

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NOTICE

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SERVICE INFORMATION

Tech. Customer Service
VKT 10 Dü/Zr/Go

BMW 2500 to 2800 CS
group: transmission mech.

Munich, Dec. 70
23 03 70 (656) eng.

Ref.: 1. BMW 2500 - 2800 CS - oil change interval
2. BMW 2500 - 2800 CS - synchron springs

Dear Sirs,

after extensive tests and in co-operation with the transmission producers we have longered the interval for transmission oil change.

As at the automatic transmission the oil is to be changed every 36.000 km, however for the first time after 1000 km. Check oil lever, as before, every 12.000 km.

Sometimes there arose rattling noises by the axial play of the synchron rings between gear wheel and synchron body. The service life and function is not influenced by this.

Ex transmission No.

57 366

we install altered synchron springs in the series. Until now the spring produced only one load in radial direction. By longering and altering the shape there is produced now another load in axial direction.

The radial load causes the overslipping pressure in the bushing.

The axial load is necessary to press the synchron ring on to the cone of the gear wheel, whereby still there is no wear.

By this the synchron ring is no more axially moveable and can no more cause noises.

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S.I. 23 03 70 (656) eng.

- 2 -

In case of complaint install these springs - ordering No. 23 23 1 202 841 -, 4 pcs. per transmission (see repair manual BMW 2500, 2800 and enclosed graph!)

Necessary work: incl. mounting and dismounting of transmission: 54 FR.

At exchange-transmissions, the producer has to do the installation.

Characteristic: "F" at the type plate of the transmission.

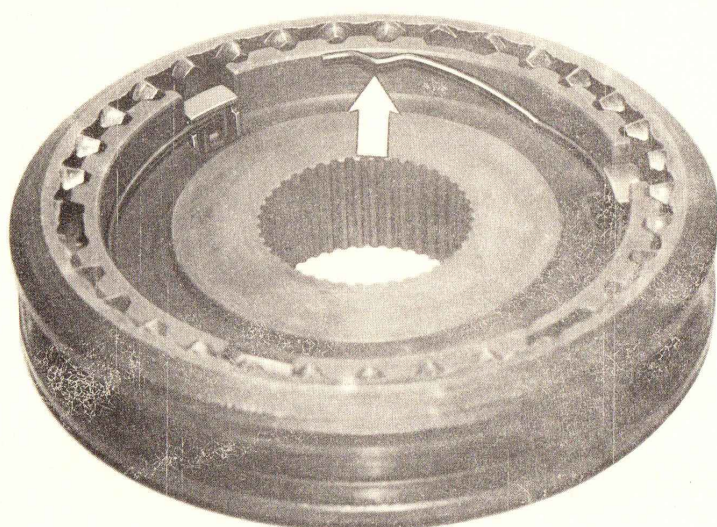
Yours very truly,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
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Enclosure

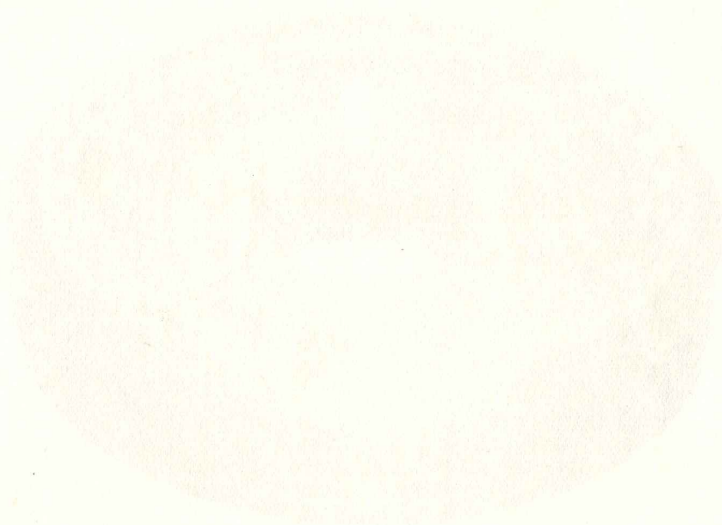

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- 3 MAY 1971



S.I. 23 03 70 (656)



- 3 MAY 1971



SERVICE INFORMATION

Tech. Cust. Service
VKT 10 Dü/Zr/Go

BMW 2500 - 2800 CS
gr.: fuel prep. + regul.

Munich, March 71
13 02 71 (657) eng.

Ref.: BMW 2500 - 2800 CS - Carburettor freezing

12 AUG 1971

Dear Sirs,

we got some complaints regarding sudden efficiency loss and high fuel consumption at longer highway rides at temperatures of about 0° C and high air moisture.

In all cases fuel system and ignition were o.k., so that the reason for the complaint was a freezing of the air ducts.

As stated in our repair manual BMW 2500, 2800, group: fuel prep. and regulation 13 73004 page 13 - 73/1, we recommend to check the throttle for the warm air regulation in the air suction tube.

For adjustment of the throttle, put cold air ducts with working element in warm water bath of 15° C for approx. 5 min. Throttle should just touch upper fix point.

Correction is made by adjusting the working element 1 after having opened nut 2, see chart.

Turn out working element, longer warm air opening-
lower danger of freezing.

Turn in working element: shorter warm air opening.

A = cold air opening

B = warm air opening

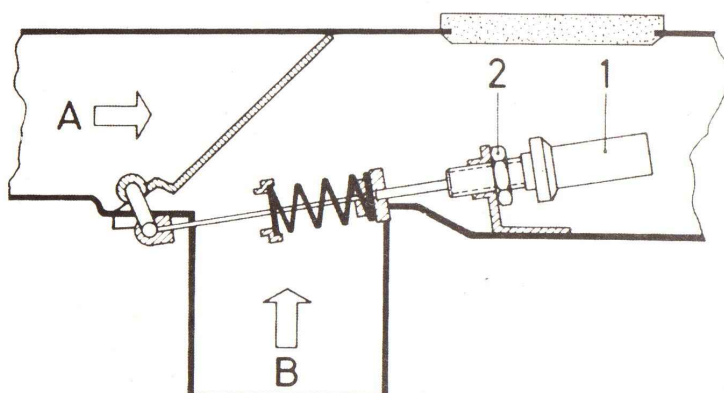
Yours very truly,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
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Chart t.o.p.

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S.I. Nr. 13 02 71 (057)



SERVICE INFORMATION

Tech. Customer Service
VKT 10 Gz/Zr/Go

BMW 2500 - 2800 CS
group: wheels and tires

Munich, Dec. 70
36 05 70 (656) e.

- 5 AUG 1971

Ref.: Use of snow chains, BMW 2500 - 2800 CS

Dear Sirs,

as you know and as you can see from our owners manual BMW 2500/2800 and BMW 2800 CS, we have released for these models the tires 175 SR 14 M+S e.g. M+S E and DR 70 SR 14 M+S e.g. M+S E for winter use.

At the models 2500 and 2800 you can use snow chains without any reserve, however at the 2800 CS this is otherwise. In order to maintain the easy going in the wheel houses, it is only allowed to use snow chains with tires 175 SR 14 M+S e.g. M+S E. However, if you do not want to use snow chains - flat land, region with less snow - so we have no objections against the use of winter tires DR 70 SR 14 M+S e.g. M+S E.

Please, inform your clients and sales men accordingly.

Very truly yours,
BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Techn. Customer Service
VKT 10 Gz/Zr/Go

BMW 2500/2800
group: engine

Munich, Dec.70
11 15 70 (659) eng.

Ref.: Rocker arm with bushings

Dear Sirs,

due to further technical development - in order to reach a longer service life of the rocker arms and rocker shafts - we start in the series ex chassis No.

2 028 838	-	BMW 2500	2 480 928	-	BMW 2800-RHD
2 120 751	-	2500 US	2 445 610	-	2800 A
2 180 640	-	2500-RHD	2 460 839	-	2800 US-A
2 144 859	-	2500 A	2 490 544	-	2800 A-RHD
2 151 000	-	2500 US-A	2 205 561	-	2800 CS
2 190 362	-	2500 A-RHD	2 221 685	-	2800 CS-A
2 316 051	-	2800	2 270 504	-	2800 CS-US
2 420 683	-	2800 US	2 280 497	-	2800 CS-A-US

with a new rocker arm - ordering No. 11 33 1 256 299 - with rolled, slotted bushings from bearing metal - Glyco 44, tinned - with supporting steel bowley. For the 4-cyl. models the start in the series will be within short. You will get an extra S.I. for this.

The bushings for the altered rockerarms are worked nominal diameter after being pressed-in and are not available as single parts.

If necessary you can afterwards change the new rocker arms at the 4- and 6-cylinder models.

Yours very truly,
BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Tech.Cust. Service
VKT 10 GZ/Ze

BMW 1500 - 2800 CS
Group: Body

München, Feb. 71
40 01 71 (660)en

12 AUG 1971

Ref.: Water drain hoses in the heating wall

Dear Sirs,

it happened sometimes that the water drain hoses have been contaminated by sleeves or similar things.

At heavy rain or in car-wash boxes the stowed water in the air collector comes then via the heating ventilation into the car.

In case of complaint clean the water drain hoses with a rounded tool.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

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i.V.

[Signature]
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SERVICE INFORMATION

Tech. Cust. Service
VKT 10 Gz/Zr/Go

BMW automatic models
group: fuel prep. and regulation

Munich, Jan. 71
13 01 71 (662) eng.

12 AUG 1971

Ref.: Automatic starter carburettor with thermo starter valve

Dear Sirs,

with S.I., group: fuel prep. and regulation, No. 13 02 70 (627) we informed you about the carburettors with thermo-starter-valve at our models BMW 2002 A and 2000 A.

As you know, the carburettors of our 6-cyl.-models are equipped since some time already with this device the function of which we explain now.

The thermo-starter-valve consists from a housing, in which a heating resistor, a bi-metal spring and a valve are located.

This causes an additional mixture ratio increase at low temperature. The mixture ratio is regulated via a bi-metal directed valve, and the bi-metal spring is warmed up by heat transformer as soon as the ignition current is switched on.

The period of the mixture ratio increases effectiveness is depending from the outside temperature and is at - 20°C approx. 1 minute. At increasing temperature this period is shorter, so that from approx. + 20°C the thermo starter valve allows no more mixture ratio increase.

After the warming up of the bi-metal spring starts with switching on the ignition current, you should point out to the customer, that anyway he should start the engine when the ignition is switched on. Otherwise the bi-metal spring could already be warmed up so much that the function of the thermo-starter-valve is no more given.

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S.I. 13 01 71 (662) eng.

- 2 -

The thermo-starter-valve can not be installed later on.

Parts of carburettors with or without starter-thermo valve
cannot be exchanged among each other.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

 
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SERVICE INFORMATION

Tech. Cust. Service
VKT 10 Gz/Ze

BMW 1600-2 - 2000 tii
Group: Engine

München, Feb. 71
11 01 71 (664)en

Ref.: Rocker arm with bushings

Dear Sirs,

with Service Information, group: engine No. 11 15 70 (659) we informed you about the start in the series of the new rocker arms with rolled, slotted bushing from bearing metal - Glyco 44, tinned - witesteel support bowles in our 6 cyl. models.

We inform you now ybout the start in the series of these improved rocker arms, ordering No. 11 33 1 256 229, at the 4-cyl. models:

2 667 610	-	BMW 1600-2	1 928 851	-	BMW 1800
1 553 060		1600 RHD	1 130 889		1800-RHD
1 572 406		1600 US	1 121 583		1800 A
2 625 511		2002	1 987 823		2000
1 653 660		2002 RHD	1 365 703		2000 A
1 679 302		2002 US	1 381 123		2000 RHD
1 694 494		2002 ti	1 390 340		2000 A-RHD
2 506 077		2002 A	1 480 548		2000 tii
2 520 411		2002 A-RHD	3 450 051		1800/71
2 532 127		2002 US-A			

The rocker arm bushings are worked to their nominal diameter after being pressed-in and are not available as single part. If necessary change the new rocker arms.

Yours very truly,

BAYERISCHE MOTOREN WERKE
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-3 MAY 1971



SERVICE INFORMATION

Tech. Cust. Service
VKT 10 Gz/Zr

BMW 1600-2 - 2800
Group: Service & General Hints

Munich, June 71
00 03 71 (665)en

Ref.: Body hollow space conservation

Dear Sirs,

We are glad to inform you that we started now an essential quality improvement in the series.

It is an intense hollow space conservation of the bodies, ex chassis Nos.:

2 669 284 - 1600	1 381 159 - 2000 RHD
1 553 108 - 1600 RHD	1 390 359 - 2000 A-RHD
1 572 543 - 1600 US	1 480 548 - 2000 ti
2 627 390 - 2002	2 032 208 - 2500
1 679 893 - 2002 US	2 180 773 - 2500 RHD
1 653 740 - 2002 RHD	2 145 142 - 2500 A
1 694 846 - 2002 ti	2 190 400 - 2500 A-RHD
2 506 318 - 2002 A	2 317 444 - 2800
2 532 126 - 2002 A-US	2 481 079 - 2800 RHD
2 520 433 - 2002 A-RHD	2 445 981 - 2800 A
3 450 877 - 1800/71	2 490 616 - 2800 A-RHD
1 988 597 - 2000	2 130 175 - 2800 Bavaria
1 365 822 - 2000 A	2 160 164 - 2800 Bav.-A

Concerned are the following hollow spaces:

1. Environment turn indicator, front (all models)

Rear side of housing and environment and connection side wall - rear side of front sheeting.

2. Wheel house front, rear part (all models)

Connection side wall at door post entire length and environment final sheet. (At model 2500/2800 conservation before mounting the cover sheet).

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3. Wheel house support front

A) BMW 1600-2 - 2002 ti and 2500-2800

Hollow space between the three parts face wall engine dept., wheel house inside and re-inforcement spring leg bearing.

B) BMW 1800 - 2000 ti

Rectangular case carrier between wheel house inside and side wall front, from wind channel to front final sheet.

4. Door foot step (all models)

Entire length.

5. Sidewall, rear (all models)

Connection between sidewall and outer wheel house half (from door foot step to connection trunk floor).

6. Wheel house, rear (all models)

Hollow space between wheel house half inside and re-inforcement spring support.

Please inform your salesmen about this improvement because this will be a good point for sales promotion.

Later on hollow space conservation

As the factory conservation work is done in a large extent directly after the painting and afterwards come insulation, carpets etc., the factory conservation procedure is not suited for a later on equipment in the service workshops.

For a later on hollow space conservation we refer to our S.I., group: service promotion, general hints, No. 6/70 (261). Therein we recommend Veedol-Norustol HK III. We are sure that we will release later on also other brands. We will inform you about this in time.

Yours very truly,

BAYERISCHE MOTOREN WERKE
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Service Division

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12 AUG 1971



SERVICE INFORMATION

Tech. Cust. Service
VKT 10 Dü/Zr/Go

BMW 1600-2 - 2800 CS
group: rear axle

Munich, March 71
33 01 71 (666) eng.

Ref.: Short necked rear axle drive -
radial shaft sealing at drive side

Dear Sirs,

in the last time we get sent more and more short necked rear axle drives because of untightnesses. A number of these shows damages at the seats of the radial shaft sealing for the drive flange, caused by unproper dismounting with sharp edged tools - screw drivers, etc. As at damages this kind we can no more use the drive housing, we are forced to invoice you in the future the additional arising costs.

The former untightnesses at the drive flange are now avoided by using other material and alterations in the construction of the radial shaft sealing. Furthermore each rear axle drive is checked for tightness after mounting with 2 atü pressure.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa. i.V.

[Signature]
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SERVICE INFORMATION

Techn. Cust. Service
VKT 10 Dü/Zr/Go

BMW 1500 - 2800 CS
gr.: Service and Gen. Hints

Munich, March 71
00 04 71 (667) eng.

12 AUG 1971

Ref.: Greasing of the Wheel Bearings

Dear Sirs,

with S.I. group: service and general hints No. 00 06 70 (623)
we informed you about the start in the series of the wheel
bearing grease Shell Darina 2, dropping point 260°C.

Also at the 4-cyl. models we also start with that grease in
the series now ex chassis Nos.

2 664 057	-	BMW 1600-2	2 532 126	-	BMW 2002 US-A
1 553 003	-	1600-2 RHD	1 926 945	-	1800
1 572 204	-	1600 US	1 130 860	-	1800-RHD
2 621 664	-	2002	1 121 551	-	1800 A
1 678 182	-	2002 US	1 985 977	-	2000
1 653 500	-	2002-RHD	1 365 409	-	2000 A
1 693 625	-	2002 ti	1 381 039	-	2000-RHD
2 505 464	-	2002 A	1 480 547	-	2000 ti
2 520 410	-	2002 A-RHD			

In order to avoid a contamination by oil of the brake discs
at heavy duty - thermic stress of the brake system - in the
future in case of repair of at checks every 6.000 km - only
refill this grease at all models BMW 1500 - 2800 CS.

Yours very truly,
BAYERISCHE MOTOREN WERKE
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SERVICE INFORMATION

Tech. Customer Service
VKT 10 Dü/Zr/Go

BMW 1500 - 2800 CS
group: engine-electric

Munich, May 1971
12 01 71 (668) eng.

- Ref.: 1. BMW 2002 US, centrifugal advance diagram
2. BMW 2500 - 2800 CS, centrifugal force rev. limiter in the rotor
3. ignition timing values

Dear Sirs,

1. In order to improve the exhaust gas values over the entire rpm-range, we raised the centrifugal advance diagram of the distributor at the 2-liter-US-mo

Starting with chassis No.

1 676 333 - BMW 2002 US
2 532 126 - 2002 US-A

this altered rotor, Bosch No. 0 231 115 081, ordering No. 12 11 1 353 044 is installed in the series.

The adjustment values are to be found in enclosed plan.

2. **BMW 2500 - 2800 CS**, centrifugal force rev. limiter in the rotor

To avoid super speed damages we install ex chassis No.

2 028 141	-	BMW 2500	2 480 912	-	BMW 2800 RHD
2 180 632	-	2500-RHD	2 445 576	-	2800 A
2 144 845	-	2500 A	2 490 521	-	2800 A-RHD
2 190 353	-	2500 A-RHD	2 205 169	-	2800 CS
2 315 852	-	2800	2 221 607	-	2800 CS-A

rotors with centrifugal force limiter.

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However, in the meantime, due to supply difficulties, we installed a limited number of rotors without switch-off rotor. We did not consider a re-equipment.

3. Ignition timing values

With S.I., group: engine No. 7/69 (515) we informed you about the ignition timing.

We worked out a new plan and the enclosed charts are the latest ones. All given centrifugal advance values refer to the TDC point and have to be adjusted at running, warm engine, at disconnected vacuum hose by means of stroboscopic light pistol and rev. counter.

The ignition point is also checked and adjusted at running, warm engine by means of a ignition light pistol and rev. counter by flashing the ignition timing mark at the flywheel - BMW 1600-2...., 2002...., 1800...., 2000...., 2500...., 2800...., 2800 CS.... (pressed in steel ball), BMW 2500 A...., 2800 A...., 2800 CSA (long notch bolt, lateral at the dented crown of the starter).

Attention:

At ignition light pistols with centrif.adv.meter - BMW Programtester - the dwell angle indication has to be switched off, adjustment screw in rest position, pointer on 0 - see installation hints in repair manual and handbook for BMW Programtester.

If, for example, the dwell angle pointer is on 10 ° crankshaft and the distributor is turned in such a way that at flashing the marks are identic, so the ignition timing is 10 ° crankshaft to early.

Due to a given reason, we point out, that before starting, via hand tele contact of the BMW Program tester the shifting -, e.g. selector lever of the car to be checked has to stand in idle speed position, e.g. "P or O", because otherwise it might move.

Danger!

Yours very truly,
BAYERISCHE MOTOREN WERKE
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Service-division
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Flohr

Encl.

21 JUN 1971

Model	1500	1600 1600-2	1600 US	1600 ti 1600 GT	1800 1800 A	1800 ti
Distributor Bosch type BMW Part No.	0231115071* 12111351808	0231115072* 12111351809	0231129026 12118730010	0231129033 12111350665	0231115072* 12111351809	0231115071* 12111351808
Ignition point, static (degree at crankshaft with cold engine)		3° before TDC		IDC	3° b. TDC	3° b. TDC
Ignition point, dyn. (° at cr.) with engine running, at normal operating temp., mark on fly- wheel (without vacuum advance, timing angle tester disconnected)	25° b. TDC 1400 rpm	25° b. TDC 2000 rpm	25° b. TDC 1400 rpm	25° b. TDC 2200 rpm	25° b. TDC 1400 rpm	25° b. TDC 2200 rpm
Firing order	1 - 3 - 4 - 2					
Dwell angle	59° - 65° 66% - 72%	61° - 66° 68% - 74%	59° - 61° 65% - 69%	59° - 65° 66% - 72%	61° - 66° 68% - 74%	59° - 65° 66% - 72%
Centrifugal advance (degree at crankshaft)	Data for timing angle tester with engine at normal operating temp. and without vacuum advance. Illuminate IDC mark.					
1000 rpm	21° - 25°	23° - 27°	12° - 16°	10° - 13°	23° - 27°	21° - 25°
1500 rpm	26° - 30°	25° - 29°	18° - 22°	17° - 21°	25° - 29°	26° - 30°
2000 rpm	31° - 35°	30° - 34°	23° - 27°	22° - 26°	30° - 34°	31° - 35°
2500 rpm	36° - 40°	34° - 38°	28° - 32°	26° - 30°	34° - 38°	36° - 40°
2700 rpm	38° - 42° end	---	35° - 39° end	---	---	38° - 42° end
3000 rpm		38° - 42°	32° - 36°	29° - 33°	38° - 42°	29° - 33°
3500 rpm		40° - 44°	33° - 37° end	33° - 37° end	40° - 44°	33° - 37° end
3800 rpm		42° - 46° end		42° - 46° end		
4000 rpm						
4200 rpm						
Max. pre-ignition (degree at crankshaft) without vacuum advance	40° ± 2°	44° ± 2°	35° ± 2°	35° ± 2°	44° ± 2°	40° ± 2°
Vacuum advance (mm HG)						
Begins:		120 - 150			120 - 150	
Ends:		145 - 210			195 - 210	
Adjustment range (degree at crankshaft)		8° - 12°			8° - 12°	

Model

1800 ti

2002
2000
2000 A

2002 US

2002 ti
2000 CS

2000 ti
2000 tiLux

12 01 71 (668)
2000 ti

2000 CA

Distributor Bosch type
BMW Part No.

0231129037**
12111353624

0231115071*
12111351808

0231115071*
12111351808

0231115081
12111351044

0231129026
12118730010

0231129033
12111350665

0231129037
12111353624

0231129037**
12111353624

0231115071*
12111351808

Ignition points static (degree
at crankshaft) with engine cold

TDC

3° b. TDC

TDC

3° b. TDC

Ignition points dynamic (° at cr.)
with engine running at normal
operating temperature, mark on
flywheel (without vacuum advance,
timing angle tester des-
connected).

25° b. TDC

25° b. TDC

25° b. TDC

25° b. TDC

25° b. TDC

25° b. TDC

25° b. TDC

25° b. TDC

2200 rpm

1400 rpm

2000 rpm

2000 rpm

1400 rpm

2200 rpm

2400 rpm

1400 rpm

Firing order

1 - 3 - 4 - 2

Dwell angle

59° - 65°
66% - 72%

59° - 61°
65% - 69%

59° - 65°
66% - 72%

Centrifugal advance (° at cr.)

Data for timing angle tester with engine at normal operating temperature, without vacuum advance; illuminate TDC mark!

1000 rpm

4° - 7°

21° - 25°

8° - 12°

11° - 15°

18° - 22°

10° - 13°

3° - 8°

2° - 7°

21° - 25°

1500 rpm

15° - 19°

26° - 30°

16° - 20°

17° - 21°

23° - 27°

17° - 21°

14° - 19°

12° - 17°

26° - 30°

2000 rpm

21° - 25°

31° - 35°

23° - 27°

23° - 27°

28° - 32°

22° - 26°

20° - 24°

18° - 22°

31° - 35°

2500 rpm

26° - 29°

36° - 40°

27° - 31°

30° - 33°

33° - 37°

26° - 30°

25° - 29°

24° - 28°

36° - 40°

2700 rpm

--

38° - 42°
end

27° - 31°

--

35° - 39°
end

--

--

--

38° - 42°
end

3000 rpm

29° - 32°

37° - 41°

37° - 41°

37° - 41°

29° - 33°

30° - 34°

28° - 32°

28° - 32°

30° - 34°

3500 rpm

29° - 33°
end

41° - 45°

41° - 45°

41° - 45°

33° - 37°
end

32° - 36°

30° - 34°

30° - 34°

30° - 34°

3800 rpm

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

4000 rpm

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

4200 rpm

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

42° - 46°
end

Max. pre-ignition (° at cr.)
without vacuum advance

31° ± 2°

40° ± 2°

29° ± 2°

44° ± 2°

37° ± 2°

35° ± 2°

34° ± 2°

32° ± 2°

40° ± 2°

Vacuum advance (° at crankshaft)

Begins:

--

120 - 150

120 - 150

120 - 150

120 - 150

120 - 150

120 - 150

120 - 150

120 - 150

Ends:

--

195 - 210

195 - 210

195 - 210

195 - 210

195 - 210

195 - 210

195 - 210

195 - 210

Adjustment range

--

8° - 12°

8° - 12°

8° - 12°

8° - 12°

8° - 12°

8° - 12°

8° - 12°

8° - 12°

Model	2500/A 2800/A 2800 CS/A	2500 US/A 2800 US/A 2800 CS-US/A
Distributor Bosch Type BMW Part No.	*** 0231169002 12111353643	*** 0231162001 12111353646
Ignition points, static (° at cr.) with engine cold	TDC	
Ignition points, dyno (° at cr.) with engine running, at normal operating temperature, mark on flywheel (without vacuum advance, timing angle tester disconnected)	22° b. IDC 1700 rpm	
Firing order	1 - 5 - 3 - 6 - 2 - 4	
Dwell angle	35° - 41° 58% - 68%	
Centrifugal advance (° at cr.)		
1000 rpm	8° - 12°	
1500 rpm	18° - 22°	
2000 rpm	22° - 26°	
2500 rpm	26° - 30°	
2700 rpm	---	
3000 rpm	30° - 34°	
3500 rpm	31° - 35° end	
3800 rpm		
4000 rpm		
4200 rpm		
Max. preignition (° at crank.) without vacuum advance	33° ± 2°	
Vacuum advance (° at crank.)		
Begins:	70 - 130	110 - 160 155 - 230****
Ends:	240 - 235	260 - 285 315 - 345****
Adjustment range	12° - 16°	12° - 16° 10° - 14°**** Early Late

* The distributors 0 231 115 071 and 000 072 require no maintenance.
Up to now they have been supplied under the designation 0231
115 045 and 000 048. Advance data and dwell angle remain unchanged.

** The distributor 0 231 129 037 replaces the distributor 0 231 151 003
with centrifugal force rev. limiter. Max preignition and dwell angle
remain unchanged.

*** The distributors 0 231 169 002 and 0 231 162 001 differ from the
executions 0 231 116 053 and 0 231 142 002, only with the mounted
centrifugal force rev. limiter. Advance data and dwell angle remain
unchanged.

**** Data for the retarded adjustment in sliding operation, due to the
exhaust emission control system.

21 JUN 1971



SERVICE INFORMATION

Tech. Cust. Service
VKT 10 Du/Zr/Go

BMW 1600-2 - 2800 CS
group: radiator

Munich, March 71
17 01 71 (671) eng.

- Ref.: 1. Contamination of radiator system - BMW 1600-2 - 2800 CS
2. Opening temperature of thermostat - BMW 2500 - 2800 CS
3. Coolant hose between radiator and distributor flange
BMW 1600-2 - 2002 ti
4. Oil cooler connection - BMW 2500 A - 2800 CS-A

Dear Sirs,

1. Because of over heating at the engine we always get thermostats, radiators and coolant pumps. Quite a number of these we find o.k. after a check.

Following our experience usually the reason is enclosed air or contamination or chalk rests in the cooling system. With S.I., group: engine No. 17/69(553) we gave you hints for the check of the thermostats and ventilation of the cooling system.

In spite of extensive cleaning and checks it may happen that form sand rests from the production remain in the cooling system and thus cause the stated reasons.

In the future we will charge you for all parts which we find o.k., as such complaints can be traced in a workshop and repaired.

2. Due to further technical development and in order to increase the heating capacity, the opening temperature of the thermostat - BMW 2500 - 2800 CS - of actually 80°C to 84°. The mixture temperature is therefore 89°C to 99°C at the engine outlet.
3. The coolant hose between distributor flange and upper radiator connection stud is provided now with a damper ring against oscillations of the engine in direction of the connection stud.

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Ordering No.: 11 53 1 250 807

Start in the series ex chassis Nos.

BMW 1600	-	2 654 078
1600 RHD	-	1 552 751
1600 US	-	1 571 878
2002	-	2 611 203
2002 US	-	1 676 333
2002 RHD	-	1 652 820
2002 Ti	-	1 690 959
2002 A	-	2 503 650
2002 A-RHD	-	2 520 302
2002 A-US	-	2 532 126
1800	-	1 922 624
1800 RHD	-	1 130 739
1800 A	-	1 121 304
2000	-	1 981 626
2000 A	-	1 364 544
2000 RHD	-	1 380 913
2000 A-RHD	-	1 390 339
2000 Tii	-	1 480 548

4. It happened sometimes that when loosening the oil cooler hoses, the threads in the oil cooler of the 6-cyl.-automatic models broke off.

Tests showed that this is caused by a too heavy torque of the screws.

For fixation of the hose lines between oil cooler and automatic gear use a torque of 1,2 + 0,3 mkp.

This refers also to our 4-cyl.-models.

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

 
Delleske Scholz



SERVICE INFORMATION

Tech. Customer Service

BMW 1602 - 2002 tii

Munich, May 71

VKT 10

Dü/Zr/Go gr.: service and

00 06 71 (678) eng.

general hints

Ref.: BMW 1602, 1802, 2002/A, 2002 tii - models 1971

Dear Sirs,

due to further technical development and on many requests of our clients, we made various alterations at our two door models and we created two new models - BMW 1802, 2002 tii.

Hereunder we give you the deviating technical data and alterations at the 1971 models.

1600-2 ¹⁶⁰²
1802 2002/A -- 2002/A/71 2002 ti -- 2002 tii

BMW 1802, 2002 tii

E N G I N E

- The engines of the models 1800 and 2000 tii/71 are also installed in the BMW 1802 and 2002 tii.

	<u>BMW 1802</u>	<u>BMW 2002 tii</u>
<u>Capacity</u>		
<u>fiscal</u>	1754 cc	1977 cc
<u>effective</u>	1766 cc	1990 cc
<u>Max. output</u>		
<u>at engine speed</u>	90 bhp (DIN) 5250 rpm 102 bhp SAE 5800 rpm	130 bhp (DIN) 5800 rpm 147 bhp SAE 5800 rpm

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	<u>BMW 1802</u>	<u>BMW 2002 tii</u>
<u>Output per inch</u>	0, 836 HP p.Cu.In.	1,070 HP p.Cu.In.
<u>Max. permitted engine speed</u>	6200 rpm	6400 rpm
<u>Max. continuous engine speed</u>	6000 rpm	6000 rpm
<u>Max. torque</u>	105 lb/ft	130 lb/ft
at engine speed	3000 rpm	4500 rpm
<u>Compression ratio</u>	8,6 : 1	10 : 1
<u>Stroke/bore</u>	2,795"/3,504"	3,115"/3,504"
<u>Average piston speed</u>	41,6 ft/sec	50,8 ft/sec
at engine speed	5250 rpm	5800 rpm
<u>Torque weight ratio (unladen)</u>	50 lb/ft p. 1000 lbs	60 lb/ft per 1000 lbs
<u>Power/weight ratio</u>		
in road trim, with full tank	23 lbs/HP	16,7 lbs/HP
all seats occupied and luggage	33 lbs/HP	23,6 lbs/HP
<u>Fuel consumption (DIN)</u>	28,25 mpg	26,7 mpg

CLUTCHBMW 1602

hydraulic single dry plate, clutch with diaphragm spring,
 Ø 7,87" torsional vibration damper and automatic withdrawal.

BMW 1802

hydraulic single dry plate, clutch with diaphragm spring, Ø
 8,97" torsional vibration damper and automatic withdrawal.

REAR AXLE DRIVERatioBMW 2002 tii

<u>crown wheel/pinion</u>	<u>No. of teeth</u>	<u>contact pattern</u>
3,45 : 1	38 : 11	Klingelnberg

- 3 -

B R A K E S

Rear

BMW 1802

wheel cylinder $\emptyset$ 0,62"

brake drum $\emptyset$ 9,06"

E L E C T R I C A L S Y S T E M

Battery

BMW 1802

12 V 44 Ah

Generator

BMW 2002 tii

Bosch K 1/14 V 45 A 20 (630 W)

Fuse box

BMW 1602 - 2002 tii

in the engine compartment left side, 12 poles, fuse for dipped beam, fuse for heated rear window is provided.

Operation levers and switches

Blinker switch with windshield wiper switch - contact same as at 6-cyl.-models - and speed preselector switch right side next to instruments.

Red control light at facia for:

fuel reserve

hand brake (drawn)

choke (drawn)

Pusher switch for hazard warning flashers, fog lamps and fog tail lamp right and left side next to front ashtray.

Heating ventilation:

three step axial ventilator (120 Watt). Capacity 1st step 4,26 cu.yd per min., 2nd step 4,83 cu.yd./min, 3rd step 6,67 cu.yd./min. Turn switch left side next to the instruments.

By pulling the ventilation turn switch, at engaged ignition the rear window is electrically heated.

Horns:

BMW 1602

2 electric twin-tone well positioned and dirt protected behind grille.

I N T E R I O R E Q U I P M E N T

BMW 1602 - 2002, tii

Facia:

Altered, improved upholstery because of safety reasons.

Rallyebox:

Improved fixation, additional safety fixation for the radio.

Instruments:

New scales, clear lines.

Front seats:

Supported springs, stronger rubber felt, shell-form backrest, reclining seats.

Rear seats:

Supported springs, better modulated backrests

B O D Y

Additional bettered isolation by sound proofing material.

Bumper with continuous rubber moulding.

Additional rubber moulding on both sides in height of bumpers.

P E R F O R M A N C E

	<u>BMW 1802</u>	<u>BMW 2002 tii</u>
<u>Max. gradients</u>		
1st gear	66 %	60 %
2nd gear	33 %	32 %
3rd gear	19 %	18 %
4th gear	13 %	12 %

Accelleration

gear	mph	sec	sec
-2	0 - 31,1	3,8	2,8
-2*	0 - 50	7,7	6,2
-3	0 - 62,5	11,8	9,4
-3	0 - 75	17,2	13,8
-4	0 - 87,5	26,2	17,8
-4	0 - 100	46,3	26,4

<u>Standing start miles</u>	34,5	30,7
-----------------------------	------	------

	<u>BMW 1802</u>	<u>BMW 2002 tii</u>
average speed	66,8 mph	73,2 mph
terminal speed	94 mph	105 mph
* BMW 1802 - 3rd gear		

Max. permitted speeds during the first 600 miles:

1st gear	18,6 mph	18,6 mph
2nd gear	34,1 mph	34,1 mph
3rd gear	52,8 mph	52,8 mph
4th gear	71,5 mph	80,7 mph

Max. permitted speeds from 600 to 1200 miles:

1st gear	18,6 mph	21,7 mph
2nd gear	37,2 mph	43,5 mph
3rd gear	59,- mph	68,3 mph
4th gear	77,6 mph	90,- mph

<u>Permitted rpm:</u>	6000 rpm	6000 rpm
-----------------------	----------	----------

According speeds:

1st gear	26,0 mph	32,3 mph
2nd gear	49,0 mph	58,4 mph
3rd gear	74,5 mph	90,0 mph
4th gear	98,1 mph	116,0 mph

<u>Permitted rpm:</u>	6200 rpm	6400 rpm
-----------------------	----------	----------

Max. permitted speeds:

1st gear	26,7 mph	33,5 mph
2nd gear	50,3 mph	62,1 mph
3rd gear	75,7 mph	95,- mph
4th gear	102,4 mph	118,- mph

D I M E N S I O N S A N D W E I G H T SUnladen weight

(in road trim with full tank)

BMW 1602/1802/2002	2.072 lbs
BMW 2002 tii	2.182 lbs

Permitted total weight:

BMW 1602/1802/2002	2.954 lbs
BMW 2002 tii	3.063 lbs

Permitted front axle load

BMW 1602/1802/2002	1.432 lbs
BMW 2002 tii	1.477 lbs

S.I.No. 00 06 71 (678) eng.

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Permitted rear axle load

BMW 1602/1802/2002

1.587 lbs.

BMW 2002 tii

1.653 lbs.

Please inform your salesmen accordingly.

We want to point out that all given figures are to be understood with the usual tolerances.

Yours very truly,

BAYERISCHE MOTOREN WERKE

Aktiengesellschaft

Service Division

ppa.

i.V.



Delleske



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SERVICE INFORMATION

Tech. Customer Service
VKT 10 Gz/Zr/Go

BMW 2500 - 2800 CSA
group: fuel prep. and
regulation

Munich, May 71
13 04 71 (679)G.

Ref.: Electromagnetic idle switch-off valves at
the carburetors Zenith 35/40 INAT

Dear Sirs,

because of complaints we repeatedly get sent to the
factory electromagnetic idle switch-off valves. How-
ever, a check shows that these parts are mostly in order.
The reason for the complaints is in nearly all cases
a too strong torque of the idle switch-off valve,
whereby the jet at the sea is strongly deformed. Due
to this reason use from now on a torque wrench for the
prescribed torque of

0,25 + 0,05 cmkp.

In case of complaint - engine dieseling in spite of
installed idle switch-off valve-check at first torque.

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


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14 AUG 1971

SERVICE INFORMATION

Technical Customer Service
VKT 10 Gz/Zr/GoBMW 1600-2 - 2000 tii
group: engineMunich, May 71
11 04 71 (680) eng.

14 AUG 1971

Ref.: Plug at the rocker shaft

Dear Sirs,

in some cases the complaint "to less oil pressure" at the 4-cyl.-model is caused by dropped out plugs at the rocker shaft.

In case the plugs at the timing chain side get loose, there could develop serious engine damages.

In order to eliminate such case, act as follows when you ~~press~~-in again the plugs:

Clean and de-grease rocker shaft, cover new plugs with Loctite AVX and press them in slowly.

Yours very truly,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
Service Division

ppa.

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SERVICE INFORMATION

Technical Customer Service
VKT 10 Gz/Zr/Go

BMW 3.0 CS - 3.0 CSA
group: service and
general hints

Munich, May 71
00 07 71 (681) eng.

Ref.: BMW 3.0 CS/CSA

Dear Sirs,

during the "Salon de l'Automobile" in Geneva 1971 we presented our new model BMW 3.0 CS.

For your information we point out to the deviating technical data and alterations for the new models compared to the BMW 2800 CS/CSA. (Due to reasons of completeness we also indicate some unaltered data.)

E N G I N E

Capacity

fiscal
effective

181 cu.in.
182 cu.in.

Max. output
at rpm

(180 DIN-hp) 200 SAE-hp
6000 rpm
200 SAE-hp
6000 rpm

Output per litre

11 HP per cu.in.

Max. permitted rpm

6400 rpm

Max. continuous rpm

6000 rpm

Max. torque

187 lb.ft.

at rpm

3700 rpm

Stroke/bore

3,15"/3,5"

Torqueweight (unladen)

134 lb/ft/ton

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P E R F O R M A N C E

<u>Top speed</u>	132,3 mph	128 mph
	(BMW 3.0 CS)	(BMW 3.0 CSA)

Max. gradients
(BMW 3.0 CS)

1st gear	58 %
2nd gear	37 %
3rd gear	21 %
4th gear	13 %

Admitted road speed
(BMW 3.0 CS)

1st gear	32,3 mph
2nd gear	57,1 mph
3rd gear	89,5 mph
4th gear	125,5 mph

Admitted top speed
(BMW 3.0 CS)

1st gear	34,7 mph
2nd gear	60,9 mph
3rd gear	95,6 mph
4th gear	132,3 mph

Acceleration
(BMW 3.0 CS)

gear	mph	sec.
1. -	0 - 31,-	2,7
- 2.	0 - 50,-	5,8
- 3.	0 - 62,-	8,2
- 3.	0 - 75,-	11,9
- 3.	0 - 87,-	15,7
- 4.	0 - 100,-	22,3
standing-start		
kilometer (3280 ft)		29,5
Average speed		75,7 mph
Terminal speed		110,5 mph

E L E C T R I C A L S Y S T E M

To the standard equipment belongs now a windshield wiper inter-
val switch. This can be switched in, e.g. - off, by pressing the
blinker lever in direction of steering column at inserted win-
shield wiper pre-selector switch. To the BMW 3.0 CSA standard
equipment belongs an electric additional fan.

- 5 -

- 5 -

The remaining windshieldwiper preselector stages are:

switch drawn 1st step = speed stage 1 (normal)

switch entirely drawn = speed stage 2 (fast)

F I L L I N G Q U A N T I T I E S A N D O I L B R A N D S

manual gearbox: 2,11 US pt. (oil change every 24.000 miles)
brand gearbox oil SAE 80 (replace HD-engine oil SAE 30).

autom. gearbox: 1,65 Us.gal (first filling). No oil change.
Oil brands: will be indicated in special S.I.

Please, also inform your salesmen about this S.I.

All indications about dimensions, weights and performance
are to be understood with usual tolerances.

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


Delleske


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SERVICE INFORMATION

Techn. Customer Service
VKT 10 Dü/Zr/Go

BMW 2500 - 2800
group: rear axle

Munich, May 1971
33 03 71 (682) eng

Ref.: Rear axle carrier with lowered trailing arm axle

Dear Sirs,

caused by further technical development we install in the series ex chassis No.

2 032 187	-	BMW 2500
2 180 775	-	BMW 2500-RHD
2 145 143	-	BMW 2500 A
2 190 104	-	BMW 2500 A-RHD
2 317 446	-	BMW 2800
2 481 081	-	BMW 2800-RHD
2 445 977	-	BMW 2800 A
2 490 615	-	BMW 2800 A-RHD
2 130 177	-	BMW 2800 Bav.
2 160 168	-	BMW 2800 Bav.-A

rear axle carriers with a by 20 mm lowered trailing arm axle -
part No. 33 31 1 107 116 - outer bearing block altered.

At a later installation of this rear axle carrier, until chassis
Nos.

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

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the upper spring leg fixation in the rear wheel house has to be altered as follows, as otherwise the kinematic axle values do no more correspond with the prescriptions and thus would influence negatively the driving characteristics:

necessary parts (see spare parts list BMW 2500/2800, group: rear axle)

Nos.	part	part Nos.
2	sleeves (with knurl bolt notch)	33 52 1 104 397
2	centering pots for knurl bolt 8 x 35	33 52 1 104 341
6	distance pieces	33 52 1 103 813
2	damper rings below	33 52 1 103 811
2	damper rings top	33 52 1 103 810
2	cover rings	33 52 1 104 295

The fixation drills for the longer knurl bolts in the centering pot - formerly 8 x 20, now 8 x 35 -, of the lower damper ring and the distance pieces are to be drilled from $\emptyset$ 9 mm to $\emptyset$ 16 mm.

Cycle of work:

1. Rebore fixation drills in the wheel house with "Turatol" drill - to $\emptyset$ 16 mm. It is necessary to longer the drill shaft to 110 mm - hard soldering.
Drill rpm: 300 - 600.

For each spring leg you need 3 fixation drills in the wheel house, resp. re-bore. The lower damper ring has, however, 6 bores - to be used left and right side - with overstanding rubber studs. Cut off plane 3 of them.

The centering pot with the damper ring has to be turned in such a way, that in installed condition it aligns with the lower fixation eye and that it must not be turned afterwards when the spring legs is mounted, where the sleeve could distort.

2. Order of mounting: see spare parts list BMW 2500/2800, group: rear axle.

The top cover ring has to be mounted in such a way that the flanging shows upside.

Fix screws at the centering pot, torque 2,2 + 0,3 mkp.

Install rear axle carrier.

Bring car to normal position (2 times 65 kg on the front seats, 1 time 65 kg on the rear seats, 30 kg in the luggage compartment left side, filled tank) and fix spring leg at the trailing arm, torque 11,5 + 1,5 mkp.

Always transform both spring leg fixations.

Necessary work:

Renew centering pots and re-bore drills: 17 FR per car.

The part numbers for the level-regulating spring legs have been altered.

level-regulating spring leg 24 kp/cm² filling pressure,
part No. 33 52 1 106 071,

level-regulating spring leg 18 kp/cm² filling pressure,
part No. 33 52 1 106 072.

Please, correct our S.I., group: rear axle, No. 33 05 70 (632) accordingly.

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



Delleske


Flohr

Encl.

