



BMW 1600TI



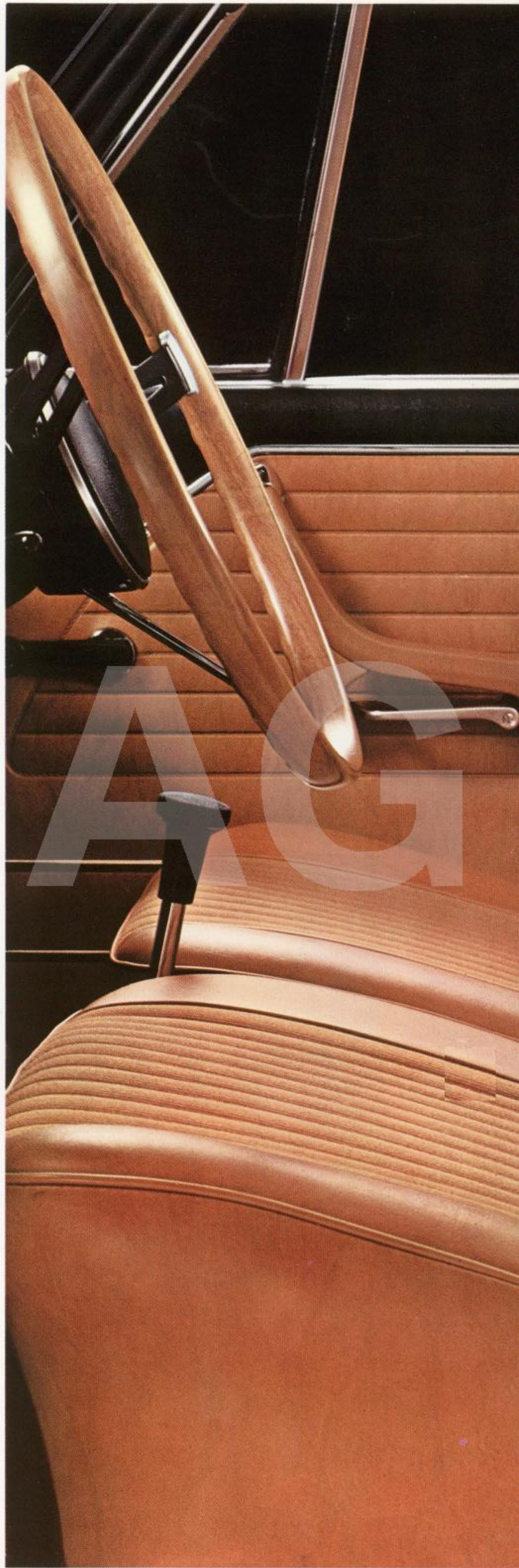


Safety is a word meaning safe road behaviour. And good road behaviour is the product of efficient design and construction. An extra pair of doors, unnecessary luggage space and useless chrome are easy things to do without. But not a vigorous power unit, wellplanned chassis and suspension, and a rigid body. These make up the basic design concept of every BMW. In design and engineering the BMW 1600 is a smaller brother to the BMW 2000, a smaller BMW Coupé. And it possesses all the advanced constructional features found in every model in the range.

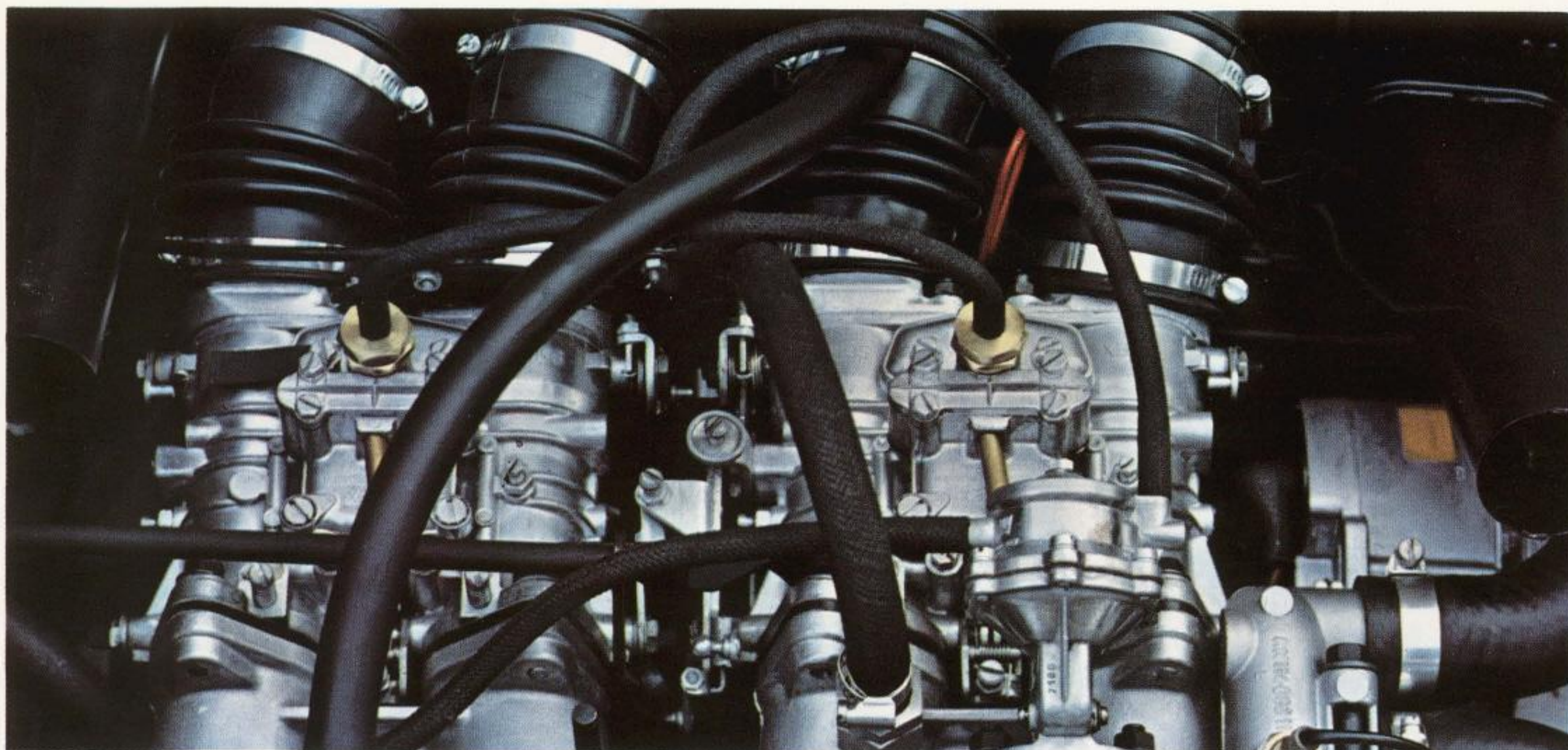
All BMW cars are built to the same design concept. Yet individual models have many distinguishing features. For example, the BMW 1600 TI, like the 2000 TI, is an enthusiast's car, the sum of the factory's experience in an enormous number of competitive events. The outstanding performance of the BMW 1600 and its superb roadholding have been extended in the BMW 1600 TI right up into the class normally occupied by out-and-out competition cars. As a result of alterations to the valve timing, higher compression and the installation of 2 twin-carburettors, the BMW 1600 TI power unit develops 105 bhp at 6000 rpm. This means that it can reach 60 mph from a standing start in approx. 11 seconds, with a top speed of 109 mph. Torsion bar stabilizers front and rear, and springs and shock absorbers specially matched to this increased performance give the 1600 TI cornering power equalled only by racing vehicles in the corresponding touring-car championship class.

The standard equipment of the BMW 1600 is enhanced on the 1600 TI by a brake servo unit, revolution counter and radial-ply tyres. Travel comfort to suit individual requirements is assured by separate front seats with adjustable angle backs and reclining mechanisms.

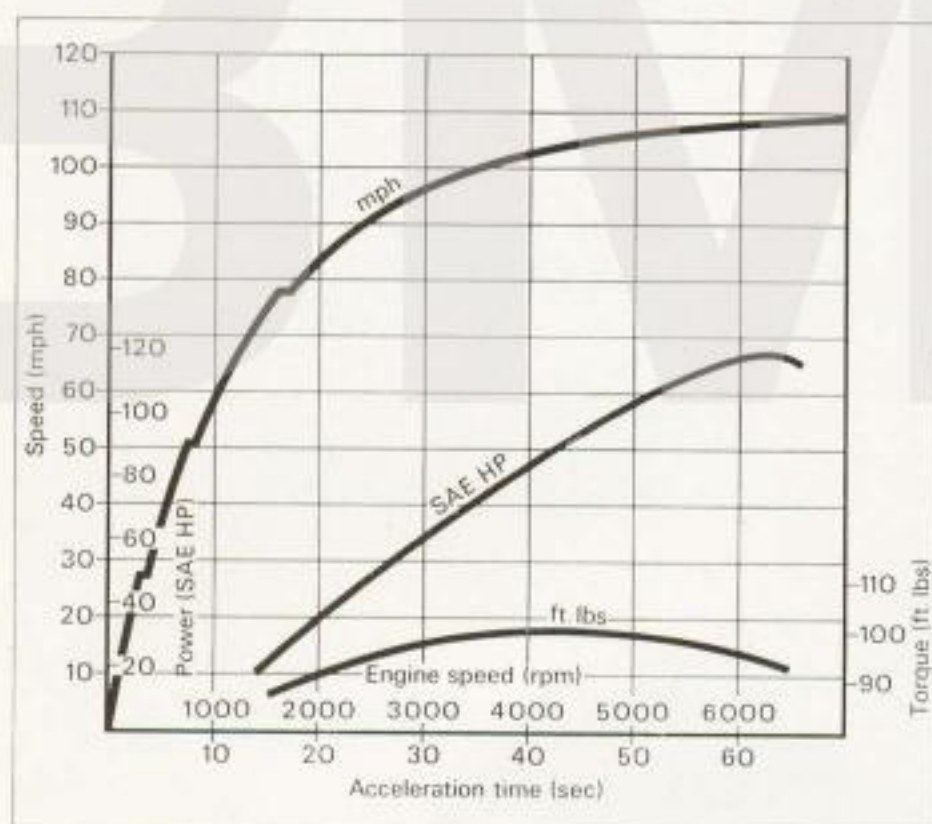
In day-to-day motoring you will hardly ever use the full performance of the BMW 1600 TI. Yet there is no disputing its value as a safety reserve in dense city traffic or on busy trunk roads. Racing enthusiasts too are constantly providing proof that this performance is something quite exceptional. In the fiercest competition.







Engine: 4-cylinder, 4-stroke in-line engine, hemispherical combustion chamber, overhead camshaft, inclined valves in V-arrangement, crankshaft mounted in five bearings, water cooled, force-feed oil lubrication by geared pump and micronic main flow filter
Displacement: 1573 ccm
Stroke: 2.8" (71 mm)
Bore: 3.3" (84 mm)
Rated Output: 105 DIN HP at 6000 rev/min, 118 SAE HP at 6200 rev/min.



Torque rating:
 97 ft. lbs (13.4 mkg) at 4500 rev/min.
Compression ratio: 9.5:1
Carburation system: Two Solex 40 PHH twin horizontal carburetors with accelerator pump and automatic choke
Timing adjustment: Centrifugal

Gearbox: 4-speed synchromesh, Gear ratios: 1st 3.835, 2nd 2.053, 3rd 1.345, 4th 1.000, Reverse 4.180
Differential ratio: 3.9:1

Wheel suspension: Front: spring leg axle with wishbone, rubber mounted, spring action 6.7" (180 mm); torsion bar stabilizer; rear: independent suspension, wheels mounted on inclined



trailing arms, coil springs with rubber cushions, spring action 7.5" (190 mm), double-acting telescopic shock absorbers; torsion bar stabilizer
Steering system: ZF-Gemmer worm and sector steering, 3-piece track rod, overall transmission ratio 17.58:1

Tyres: radial tyres 165 SR 13

Rims: 4 1/2 J x 13

Electrical system: 12 Volt, three-phase generator, 500 Watts, battery 44 AH

Brakes: With brake servo unit, front: caliper type, self-adjusting disc brakes, disc dia. 9.5" (240 mm), rear: Simplex sliding shoe drum brakes, dia. 7.9"

(200 mm); handbrake operates mechanically on rear wheels.

Body: All-steel body welded integrally with floor assembly, 2-doors; door width 40.3" (1023 mm)

Seats: Front: individual reclining seats; rear: bench-type seat

Shoulder width: Front 4'2.7" (1300 mm); rear 4'1.7" (1270 mm)

Boot capacity: 15.7 cu. ft. (450 L), level floor

Heating system: Rapid action, high capacity fresh-air heater with infinitely adjustable instant response temperature control by cold and warm air mixture, 2-speed blower

Ventilation system: Ventilation through slit apertures above rear window, extraction ducts in side posts, evacuation below the chrome beading; side-window defrosting

Fuel tank capacity: 10.2 Imp. gallons (46 litres)

Dimensions: Overall length 13'10 1/2" (4230 mm); width 5'2 5/8" (1590 mm); overall height (unladen) 4'7 1/2" (1410 mm); trackfront 4'4" (1330 mm); track-rear 4'4" (1330 mm); unladen weight 1930 lbs (935 kg); payload 882 lbs (400 kg)

Maximum speed: 109 mph (175 km/h)

Acceleration: From 0 to 60.5 mph in 11.5 sec.

Rated fuel consumption: 24.8 mpg (10.3 litre/100 km) to DIN 70030 standard

Permissible trailer load: With brakes 2646 lbs (1200 kg), without brakes 1102 lbs (500 kg)

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For pure driving pleasure — BMW 1600 TI