

THE RESTORER'S REFERENCE

BMW 2002

1968-1976



JAMES TAYLOR

PHOTOGRAPHY BY PETER ROBAIN

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Introduction and Acknowledgments

BMW's 02 range of cars probably did more than any other to establish the company's reputation outside its native Germany in the 1960s and 1970s. The cars embodied the combination of sportiness, practicality and durability which has since become the BMW hallmark.

Yet in preservation terms, the 02s' sportiness has probably been their downfall. As they became cheap, old cars in the 1980s, those examples which were not simply scrapped were bought by enthusiasts who turned them into personalised road vehicles or highly modified competition cars. One result of this is that only tiny numbers of the early cars survive in anything like original condition, and there exists a strong culture of modification and personalisation which has also affected the later examples.

Yet now there is also a strong preservationist trend within the 02 enthusiast movement, and many cars are being restored with careful attention to detail. So a primary aim of this book is to help and encourage enthusiasts who are trying to get a car into "original" condition. It should also help to dispel some of the myths that have grown up around the 02s over the years.

There are many different variants and subvariants of the 02 range, and I thought the most helpful way of organising the information about them was to begin with chapters on the three main stages of the range's evolution. So the basics are established in chapters 2 to 4, which cover the Pre-1971, Model 71 and Model 73 saloon ranges. The remaining four chapters look at variants: The Cabriolet and Targa models are the subject of Chapter 5, Chapter 6 deals with the Touring models, Chapter 7 examines the important and very large subject of U.S. variants, and Chapter 8 is devoted to the legendary but relatively rare 2002 turbo.

I was very lucky to be able to work on this book with photographer Peter Robain, who is an old friend and a talented and thoroughly reliable lensman. We shared the





frustration of being unable to find all the cars we wanted to illustrate in the text, and also shared the occasional exultation of discovering exactly the right car. Pete was generous enough not to complain when I drew on photography from elsewhere to fill in some gaps, too, and I'm happy to thank Nick Dimbleby, Dirk de Groen and Thomas M. Jones for their help in that department.

Writing a book like this is more of a compilation exercise than anything else: Information comes in from a variety of different sources, and the writer's job is to resolve the contradictions and produce something that's accurate and makes sense. Those many different sources in this case included a number of experts on the 02 marque, and I'm particularly grateful to John Hudson in the U.K. (and, over the winter, in New Zealand) and to Thomas M. Jones, Mike Self and Bill Riblett in the United States. It's not their fault if I've got it wrong: They tried! I also had a huge amount of help from Mike Pugh in the United States, who found a number of excellent cars for photography; meanwhile, in the U.K. similar thanks go to Richard Stern (www.bmw2002.co.uk) and in the Netherlands to Jeffrey Kok.

I also owe a big thank you to Mike Macartney, who generously agreed to write a book on the 2002 with me back in the mid-1990s and who steered me in the direction of understanding the complexities of the 02 range. Now retired, Mike felt unable to help directly with the present book on the grounds that he has probably now forgotten more about 02s than he knew in the first place; but there's no doubt that his knowledge, spirit and sense of humour are in here somewhere.

Inevitably, there will be some errors in this book, and there will be areas where new information becomes available. It's my plan to put any amendments that would help readers onto my website as they become available, so please do check out www.roverphile.co.uk to see what others have contributed.

Last, but by no means least, here's a special vote of thanks to all those proud owners whose cars appear in this book. There are some whose names I don't know because the cars were photographed anonymously at various BMW events during 2009. However, the people I can thank are:

Sam Adams (1975 Chamonix U.S. 2002)

Mark Ayton at Munich Legends (Chamonix 2002 turbo)

BMW GB (Chamonix 2002 turbo)

Matthew Bugden (1975 Schwarz U.K. 1602)

Les Bush (1973 Verona U.K. 2002tii)

Linda Cain (1974 Malaga U.S. 2002tii)

Steve Gaddy (1974 Inka U.S. 2002tii)

Dirk de Groen (1971 Maisgelb 2002 Cabriolet, 1971 Tundra 2002

Cabriolet)

Aubrey Hall (1973 Agave U.S. 2002tii)

Tim Hignett at L&C BMW (1971 Malaga 2002 Automatic, 1975 Fjord 2002

Targa)

Peter Kai (1974 Atlantik U.K. 2002 Touring)

Hilaire O'Shea (1970 Colorado RHD 1602)

Bob Verhelle (1968 Chamonix 1600 Cabriolet)

James Taylor
Oxfordshire, U.K., January 2010

Chapter 1

Basic Model Identification

One BMW 02 model looks much like another until you begin to examine the details—and it is the minutiae of the differences between one model and the next which make up the major part of this book.

However, before you can decide how an individual car would have been when it was new and embark on the long road to preservation or restoration in original condition, you need to know precisely what the car is that you are working on. This chapter is designed as your guide around the important numbers you will find on the car and as a basic guide to some of the terms used later in this book.

In addition, this chapter gives you an idea of the wider subject of collectors' memorabilia associated with the BMW 02 range. Many owners, for example, like to display their cars with the original owner's handbook and perhaps the original sales brochure. Others (very wisely) want to find original parts books or workshop manuals to help get a car into correct original condition and then to keep it healthy and running when it gets there.

First, though, we need to look at some of the basics associated with the 02 model range.



| Model | Type code | Build code |
|---------------------------|-----------------|------------|
| 1502 | 114 | 381 |
| 1600-2 | 114 | 324 |
| 1600 Cabriolet | 114C | 355 |
| 1600ti | 114 | 338 |
| 1602 | 114 | 372 |
| 1602 Touring | E6 | 366 |
| 1802 | 114 | 365 |
| 1802 Touring | E6 | 367 |
| 1802 Touring, Model 73 | E6/73 | N/A |
| 2002 | 114, later E10 | 354 |
| 2002 Touring | E6 | 368 |
| 2002 Touring, Model 73 | E6/73 | N/A |
| 2002 Cabriolet | E10C | 362 |
| 2002ti | 114, later E10 | 332 |
| 2002tii | E10 | N/A |
| 2002tii Touring | E6 | 369 |
| 2002tii Touring, Model 73 | E6 | N/A |
| 2002 Targa Cabriolet | E10 Cab | N/A |
| 2002, Model 73 | E10/73 | N/A |
| 2002tii, Model 73 | E10/73 | N/A |
| 2002 turbo | E10T, later E20 | 377 |

The models

From 1961, BMW's primary range of four-door saloons had model names which indicated their approximate engine capacities in cubic centimetres: 1500, 1600, 1800 and 2000. When the two-door cars were developed from these, it became logical (after a false start with a model called the 1600-2) to distinguish them by adding the number 2 into their model designations.

As a result, the two-door cars became 1502, 1602, 1802 and 2002 models—and thus “02s”. There were, however, inconsistencies. As noted above, the first 02s were known to BMW as 1600-2 models and actually carried 1600 badges. Then the first of the hatchback Touring-bodied cars perversely carried numbers ending in “00” even though the 02 name was by that stage well established. So there were initially 1800 and 2000 variants which were later renamed 1802 and 2002 models in line with the two-door saloons.

To these names were added various suffixes. There were 1600ti and 2002ti models, short for “Touring International” and indicated a twin-carburettor variant. There was a 2002tii model, where the additional ‘i’ stood for “injection” and indicated that the engine was fuel-injected. There was also a 2002 turbo model which, as the name suggests, was turbocharged. Automatic models, which in practice were only variants of the 2002 and some special export variants of the 1802, had the name Automatic added to become 1802 or 2002 Automatic models.

Most of the 02 cars were two-door saloons, and there were also full Cabriolet and Targa Cabriolet conversions of these models by the German coachbuilder Baur. Although enthusiasts sometimes refer to the different variants as “saloon”, “full Cabriolet” or “Targa” types, none of these names ever appeared on the cars’ badges. However, cars with the alternative hatchback Touring body did carry that name in their badges. There were 1600 Touring, 1800 Touring, 1802 Touring, 2000 Touring, 2002 Touring, 2000tii Touring and 2002tii Touring models—plus, to add to the confusion, a 2000 Touring Automatic variant.

Consistent the system was not, although the logic behind it was usually dimly visible through the haze.

Basic nomenclature

BMW also had a confusing series of factory type codes for the 02 models. The original type code for the 02 range was 114, but later models carried the E-prefix codes that were introduced at the end of the 1960s—initially E6 for the Touring models and E10 for the saloons. In addition, individual models had a three-figure build code.

The list shown above has been compiled from a variety of sources and should be seen as a summary of known information rather than as definitive. In some cases, the build code is not known.

Model years

In the period up to 1971, BMW did not distinguish its 02 models as belonging to a particular model year. The system then changed in 1971, and a new model identification system indicated the year of first introduction. Model 71 cars were built between April 1971 and August 1973; Model 73 cars were built between August 1973 and October 1975.

Changing emissions and safety requirements in the United States led to a more complicated model-year identification system on 02 models for that market.

Model 71 cars were built for the 1971, 1972 and 1973 model years, and Model 73 cars were built for the 1974 model year. The United States then had three distinct types of its own: Model 74 cars were built between September 1973 and December 1974; Model 75 cars were built between July 1974 and July 1975; and Model 76 cars were built between September 1975 and July 1976.

(Production of individual models began and ended inside these end dates in some cases; precise details can be found in the chassis codes list. Build dates of the Model 73 Targa models run as late as December 1975 because of the time taken for Baur to effect the conversion after the cars had left the BMW assembly lines.)

Chassis numbers

BMW 02 models are of monocoque construction and do not have a separate chassis, but the car identifying number is commonly called the chassis number. This number is sometimes known as the commission number or by its more modern equivalent name as a vehicle identification number (VIN).

On 02 models, the chassis number is stamped into a plate near the rear of the right-hand front inner wing. The plate is specific to each model, as explained in later chapters of this book. It also carries details of the permitted overall maximum weight in kilograms ("Zul. Ges. Gew. kg") and the permitted maximum front and rear axle weights in kilograms (respectively, "Zul. Achslast vorn kg" and "hint. kg").

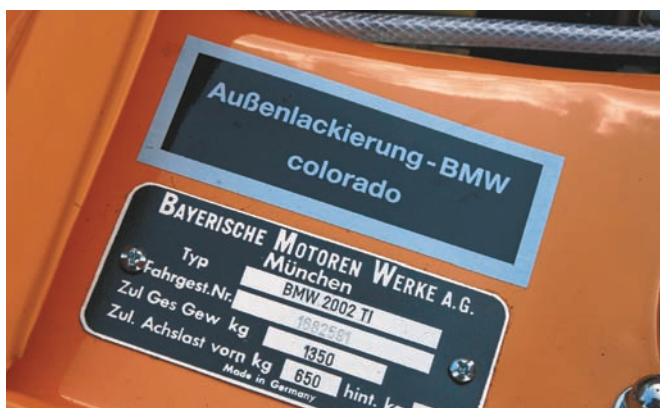
The chassis number is also stamped into the right-hand inner wing panel at the rear edge; it was normally covered by tape during the body painting process and is therefore in



The chassis number or VIN plate was always attached to the inner front wing by rivets. This example is on a late 1602. The chassis number itself is stamped into the unprinted section in the middle: BMW expressed the numbers as a single block (in this case, 3562264), but in this book we have divided the numbers into three blocks for clarity (e.g., 3 562 264). Above the plate is the European conformity sticker.



The chassis number plate on this earlier 2002, numbered 4 270 155, has the same format as the later type. However, the European conformity sticker is very different. The number 114 at the top was BMW's type code for the 2002.



Reproduction chassis plates and paint colour stickers have been available for some time through specialist dealers. On this chassis plate, note the incorrect size and spacing of the figures in the chassis number and the cross-head fixing screws instead of rivets. The configuration of the paint sticker is worth comparing with the original example shown on page 14.



Yet another type of European conformity sticker is seen here, this time showing different code numbers for cars with manual transmission (Schaltgetriebe) and automatic transmission. The red paint which has found its way into the stamped chassis number (2795096) is incorrect and was probably deposited there during some repainting work.

an area of unpainted metal. Paint over the chassis number is an indication that a car has been repainted. On cars built for the U.S. market, the chassis number is also repeated on a plate attached by tamper-proof rivets to the top front edge of the instrument panel, where it is visible through the windscreen.

An 02 chassis number has seven digits, which are usually shown in three blocks: a prefix number and then two blocks of three numbers each. The first number is 1, 2, 3 or 4. These numbers were used sequentially, but do not give an accurate indication of build date or car model. The second two blocks give a serial number. The table below is a guide to the interpretation of these chassis numbers. For more detailed chassis number lists, please see the relevant model chapters.

Body numbers

The 02 models did not have a separate body number, but the chassis number was always stamped into the right-hand inner front wing panel. The area was covered with tape when the body shell was sprayed and will therefore stand out from

| Chassis number range | Model | Date of build | More details |
|------------------------|----------------|---------------|--------------|
| 1 500 001 to 1 550 000 | 1602 LHD | 1966–1968 | Chapter 2 |
| 1 550 001 to 1 553 252 | 1602 RHD | 1966–1971 | Chapter 2 |
| 1 553 253 to 1 554 575 | 1602 RHD | 1971–1972 | Chapter 3 |
| 1 557 001 to 1 558 682 | 1600 Cabrio | 1967–1971 | Chapter 5 |
| 1 560 001 to 1 573 162 | 1600 U.S. | 1967–1971 | Chapter 7 |
| 1 580 001 to 1 588 670 | 1600ti | 1967–1968 | Chapter 2 |
| 1 600 001 to 1 650 000 | 2002 LHD | 1968–1970 | Chapter 2 |
| 1 650 001 to 1 653 979 | 2002 RHD | 1968–1971 | Chapter 2 |
| 1 653 980 to 1 655 000 | 2002 RHD | 1971–1973 | Chapter 3 |
| 1 660 001 to 1 680 000 | 2002 U.S. | 1967–1971 | Chapter 7 |
| 1 680 001 to 1 696 448 | 2002ti | 1968–1971 | Chapter 2 |
| 1 850 001 to 1 900 000 | 1602 LHD | 1968–1970 | Chapter 2 |
| | | | |
| 2 360 001 to 2 367 750 | 2002 U.S. | 1974–1975 | Chapter 7 |
| 2 370 001 to 2 380 000 | 2002 U.S. | 1975–1976 | Chapter 7 |
| 2 380 001 to 2 382 692 | 2002 Auto U.S. | 1974–1975 | Chapter 7 |
| 2 390 001 to 2 393 292 | 2002 Auto U.S. | 1975–1976 | Chapter 7 |
| 2 500 001 to 2 507 130 | 2002 Auto LHD | 1969–1971 | Chapter 2 |
| 2 507 131 to 2 513 880 | 2002 Auto LHD | 1971–1973 | Chapter 3 |
| 2 520 001 to 2 520 993 | 2002 Auto RHD | 1969–1972 | Chapter 2 |
| 2 520 994 to 2 522 160 | 2002 Auto RHD | 1972–1973 | Chapter 3 |
| 2 530 001 to 2 532 126 | 2002 Auto U.S. | 1969–1971 | Chapter 7 |
| 2 532 127 to 2 534 861 | 2002 Auto U.S. | 1972–1973 | Chapter 7 |
| 2 550 001 to 2 551 473 | 2002 RHD | 1973 | Chapter 4 |
| 2 570 001 to 2 572 069 | 2002 U.S. | 1971 | Chapter 7 |
| 2 572 070 to 2 593 704 | 2002 U.S. | 1971–1973 | Chapter 7 |
| 2 600 001 to 2 634 875 | 2002 LHD | 1970–1971 | Chapter 2 |
| 2 634 876 to 2 650 000 | 2002 LHD | 1971 | Chapter 3 |
| 2 650 001 to 2 676 591 | 1602 LHD | 1970–1971 | Chapter 2 |
| 2 676 592 to 2 700 000 | 1602 LHD | 1971–1972 | Chapter 3 |
| 2 700 001 to 2 720 114 | 2002tii LHD | 1971–1973 | Chapter 3 |
| 2 730 001 to 2 737 460 | 2002tii LHD | 1973–1975 | Chapter 4 |
| 2 740 001 to 2 745 584 | 2002 U.S. | 1976 | Chapter 7 |
| 2 750 001 to 2 752 447 | 2002tii RHD | 1971–1973 | Chapter 3 |
| 2 760 001 to 2 764 521 | 2002tii U.S. | 1971–1973 | Chapter 7 |
| 2 770 001 to 2 771 233 | 2002tii RHD | 1973–1975 | Chapter 4 |
| 2 780 001 to 2 782 928 | 2002tii U.S. | 1973–1974 | Chapter 7 |
| 2 790 001 to 2 790 200 | 2002 Cabrio | 1971 | Chapter 5 |
| 2 791 001 to 2 791 260 | 2002 Targa RHD | 1973 | Chapter 5 |
| 2 795 001 to 2 796 200 | 2002 Targa LHD | 1971–1973 | Chapter 5 |

| Chassis number range | Model | Date of build | More details |
|------------------------|-------------------------|---------------|--------------|
| 3 300 001 to 3 304 379 | 1600 Touring | 1971–1973 | Chapter 6 |
| 3 430 001 to 3 430 724 | 2002tii Touring | 1973–1974 | Chapter 6 |
| 3 350 001 to 3 357 719 | 2000 Touring LHD | 1971–1972 | Chapter 6 |
| 3 357 720 to 3 360 264 | 2002 Touring LHD | 1972–1973 | Chapter 6 |
| 3 440 001 to 3 441 034 | 2000 Touring RHD | 1971–1972 | Chapter 6 |
| 3 441 035 to 3 441 537 | 2002 Touring RHD | 1972–1973 | Chapter 6 |
| 3 460 001 to 3 462 840 | 2002 Touring LHD | 1973–1974 | Chapter 6 |
| 3 480 001 to 3 480 339 | 2002 Touring RHD | 1973–1974 | Chapter 6 |
| 3 560 001 to 3 561 938 | 1602 RHD | 1973–1975 | Chapter 6 |
| 3 590 001 to 3 590 763 | 2002 Targa LHD | 1973–1975 | Chapter 5 |
| 3 595 001 to 3 595 094 | 2002 Targa RHD | 1973–1974 | Chapter 5 |
| 3 930 001 to 3 981 500 | 1602 LHD | 1973–1975 | Chapter 4 |
| 3 400 001 to 3 400 989 | 2000 Touring LHD Auto | 1971–1972 | Chapter 6 |
| 3 410 001 to 3 410 976 | 1802 Touring | 1973–1974 | Chapter 6 |
| 3 420 001 to 3 425 059 | 2000tii/2002tii Touring | 1971–1973 | Chapter 6 |
| 3 440 001 to 3 441 033 | 2000 Touring RHD | 1971–1972 | Chapter 6 |
| 3 441 034 to 3 441 537 | 2002 Touring RHD | 1972–1973 | Chapter 6 |
| 3 500 001 to 3 550 000 | 1802 LHD | 1971–1973 | Chapter 3 |
| 3 550 001 to 3 553 099 | 1800 Touring | 1971–1973 | Chapter 6 |
| 3 560 001 to 3 561 938 | 1602 RHD | 1974–1975 | Chapter 4 |
| 3 570 001 to 3 570 100 | 1802 Auto | 1974 | Chapter 4 |
| 3 600 001 to 3 652 610 | 2002 LHD | 1971–1973 | Chapter 3 |
| 3 660 001 to 3 700 000 | 2002 LHD | 1973–1975 | Chapter 4 |
| 3 750 001 to 3 754 244 | 2002 LHD | 1973–1975 | Chapter 4 |
| 3 810 001 to 3 810 822 | 1502 RHD | 1975–1976 | Chapter 4 |
| 3 900 001 to 3 922 941 | 1602 LHD | 1971–1972 | Chapter 3 |
| 3 930 001 to 3 981 500 | 1602 LHD | 1973–1975 | Chapter 4 |
| | | | |
| 4 100 001 to 4 130 814 | 1802 | 1973–1975 | Chapter 4 |
| 4 150 001 to 4 200 000 | 1502 LHD | 1974–1977 | Chapter 4 |
| 4 200 001 to 4 203 228 | 2002 RHD | 1973–1975 | Chapter 4 |
| 4 220 001 to 4 230 601 | 2002 U.S. | 1973–1974 | Chapter 7 |
| 4 250 001 to 4 255 109 | 2002 Auto LHD | 1973–1975 | Chapter 4 |
| 4 270 001 to 4 271 240 | 2002 Auto RHD | 1973–1975 | Chapter 4 |
| 4 280 001 to 4 283 429 | 2002 Auto U.S. | 1973–1974 | Chapter 7 |
| 4 290 001 to 4 291 672 | 2002 turbo | 1974–1975 | Chapter 8 |
| | | | |
| 5 300 001 to 5 320 742 | 1502 LHD | 1976–1977 | Chapter 4 |

its surroundings as a rectangular patch of bare metal. The number has a plus sign (+) at each end.

Engine numbers

The engine number is the same as the chassis number (unless the engine has been changed) and is stamped on the cylinder block just above the starter motor.

Labels

There are several plates and labels attached to the inner wings and other surfaces within the engine compartment of an 02. Most important, and already mentioned, is the chassis number plate. However, there are many labels which deserve explanation, not least because many of them are in German and therefore incomprehensible to anyone who does not speak that language. As indicated in the chapters that follow, there are different versions of these plates and labels for the different 02 models.

Unless otherwise indicated, all of these labels are printed with white lettering on a black background. A car in good original condition should have all these labels intact. The labels are often oversprayed during second-rate repair work or may be removed altogether if they deteriorate through age. Following are descriptions of these labels.

Fuse label

The fuse label is located next to the fusebox and indicates the function of each fuse. The label is of course larger on the later cars with more fuses. On export models, the fuse descriptions are printed in both German and one other language—typically one understood in the market where the car was sold, although not necessarily the first language of that country. Other languages used included English and French.

Battery warning label

The battery warning label is located on the inner wing next to the battery and explains the correct procedure for disconnecting the battery. It is always in German and, on export cars, sometimes in one other language as well.

Oil change label

The oil change label indicates the recommended frequency of oil changes and the type(s) of oil to be used. It is always in German and, on export cars, in one other language as well.

Tyre pressure recommendations label

The tyre pressure recommendations label on the left-hand inner wing was printed in German, plus one other language on export cars to suit the intended market. English-language



The chassis number was repeated on the metalwork of the inner wing and was covered over with tape when the car was painted at the factory. On early cars, the letters were raised; on later cars, they were stamped into the metal. Paint covering the number is a good indication that the car has been repainted.

| Sicherungen | | |
|-------------|--|---|
| 1 | Anzünder (Autom. Ant.) | 16A Cigarette lighter (power antenna) |
| 2 | Warnblinkanlage, Innenlicht Handschuhfachleuchte (Gepäckraumlicht) Uhr | Hazard warning system, glove compartment light, luggage compartment light, Clock |
| 3 | Heckscheibe heizbar | Rear window heating |
| 4 | Heizgebläse (Elektr. Stahlschiebedach) | Heater blower (power sliding roof) |
| 5 | Wisch-Waschanlage Bremslicht | Windshield wiper-and washer stop light |
| 6 | Rückfahrscheinwerfer (Radio) Blinkanlage, Fanfaren | Back-up light, radio flasher system, horn |
| 7 | Stand-Schluß-Parklicht links (Motorraumlicht) | Parking light and tail light left (engine compartment light) |
| 8 | Stand-Schluß-Parklicht rechts Kennzeichenlicht Instrumentenlicht Nebelschlußlicht (Nebelscheinwerfer-Relais) | Parking light and tail light right licence plate light instruments illumination rear fog light (fog head light relay) |
| 9 | Abblendlicht links | Low beam left |
| 10 | Abblendlicht rechts | Low beam right |
| 11 | Fernlicht (Elektr. Kraftstoffpumpe) Autom. Störhilfe Ölkontrolle Kraftstoffanz., Drehzahl-, Temperaturanzeige, Tank-Handbrems-u. Bremsflüssigkeits-Kontrolle | High beam (Electrical fuel pump) automatic choke, oil pressure warning, fuel and temperature indicator, revolution counter fuel-handbrake-and brake fluid level control |
| 12 | | |

There was a sticker detailing the functions of each fuse, too. This one was on a late U.K.-market car with the larger 12-fuse system and is in both German and English.



Yet another warning sticker! Once again in both German and English—although on a car actually delivered new in Italy—this one offers advice about disconnecting the battery.



Partly concealed by the bonnet catch operating rod, this sticker combines the list of fuses and their functions on an early six-fuse car with recommendations for engine oil types and oil change intervals.



The paint colour sticker on the inner wing always had the name of the paint without a capital letter. "Außenlackierung" means "exterior paint". Note the bubbles and imperfections in the way this original sticker was applied.



This information sticker was on an early German-market car and was all in German. It gives details of tyre sizes and recommended tyre pressures.



On this very late car, the recommendations for tyre types and tyre pressures had their own separate label on the inner front wing. All the text was in German on this German-market car.

versions probably always used American English spellings (e.g., "tires" rather than "tyres").

Paint colour label

The car's original paint colour was displayed on a label on the front inner wing. Printed in white on black, this had the words "Außenlackierung-BMW" (BMW exterior paint) followed by the name of the colour. The paint name was always in lowercase letters without an initial capital.

European conformity label

Later cars had a European conformity label on the inner wing next to the chassis number plate. Like other labels, this was in white on a black background. Several different types were used over the years.

Original parts label

The odd man out among all these labels printed in white on black was the orange BMW Original Teile (original parts) label, with its black printing on an orange

background. Most likely, the label was always intended for use on all cars and always printed in four languages: German, English, French and Italian.

Many U.S.-market cars had additional labels to conform to local regulations. These are covered in Chapter 7.

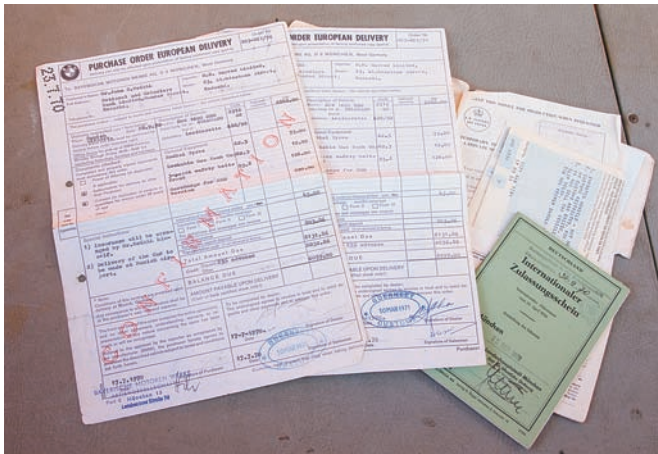
Documentation

In addition to the chassis number and the identification numbers stamped into some of the car's major components, there are documentary sources which can help to identify, date and otherwise authenticate the vehicle.

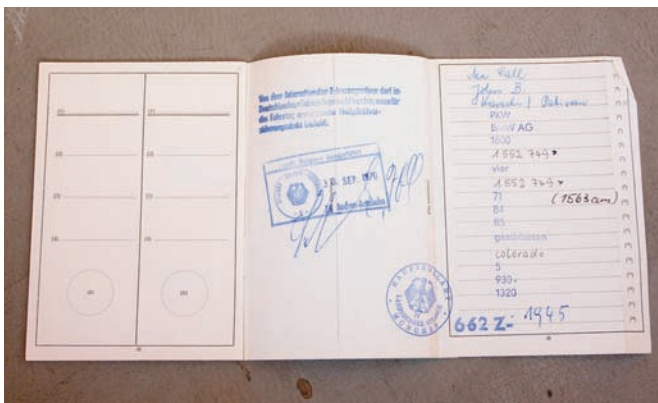
These documents include the factory build sheet and the dealer order form or receipt. Both these items are rare finds. The build sheet gave instructions to the assembly line staff building the car. The dealer order form will identify the selling agent and the first owner as well.



This orange sticker on the inner wing is in four languages (German, English, French and Italian) and encourages owners to use only genuine BMW parts. When new, it made a complete rectangle, but it was often not applied with precision. In this case, two corners have lifted and have at some stage been cut away for neatness.



Every 02 model came with a wallet full of owner's literature. This is the set that came with a late-model U.K.-market car. The service handbook and underbody sealing guarantee (top) are in English, as is the owner's handbook (lower left), but the BMW emergency service and European dealer list (centre and lower right, respectively) are in multiple languages. The blue plastic wallet was also supplied with the car.



This wonderful collection of documents belongs to a 1970 1602 and tells the story of its early days. It was delivered new to a buyer in Karachi, Pakistan, who took delivery of the car at Munich Airport. It subsequently accompanied him when he moved to Guernsey and has since been purchased by a resident on the U.K. mainland. The papers include customs documents which trace the car's movements over the years.



More fascinating evidence of a car's past is revealed by paperwork such as this. Again, this collection belongs to the 1970 1602 that was delivered to the buyer in Karachi. These are annual roadworthiness (MoT) test certificates and road fund licence discs issued in Guernsey and in the U.K. They help to date precisely the car's movements from one country to another.



More owner's literature, this time dating from around 1970. The price list for radios and aerials was not part of the owner's literature pack but is an interesting period piece that this car's original owner retained. As the car had neither radio nor aerial when it came from the factory, this leaflet would probably have been handed over at the point of sale to help the owner decide what to buy. Note that Blaupunkt radios were marketed in the U.K. for a time as Bluespot types; the name was a direct translation of the German original.



Original keys are an attractive period item for 02 owners. As is clear here, the ignition key of this set had the BMW logo cast into its grip. Over time, keys wear, get lost and may be replaced by pattern types, so a set like this is quite a rarity.

Sales brochures

Many enthusiasts like to obtain an example of the original sales brochure which probably inspired a car's first owner to part with his cash. Most of the 02 brochures were printed by the tens of thousands, and many of them were available in several different languages. There were special brochures for the U.S. market. They are considerably rarer now than when they were new, but examples are not too difficult to find from specialist dealers and at autojumbles.

Brochures in really good condition may be hard to find and expensive, and the popularity of the 02 models is such that no sales brochure for the models will be cheap. The 02s had their own sales brochures and also were featured in multi-model brochures for the BMW range.

Much rarer than the sales brochures are the price lists, which were obviously country-specific. These tended to be thrown away because they were not particularly attractive, unlike the more colourful sales brochures. They are still not much favoured by collectors and, although rare, are unlikely to be very expensive today. There were also accessories brochures, and colour and interior trim selection charts. Again, these are quite rare but relatively inexpensive to buy.

Sales brochures give a good indication of the way a car looked when it was new, but it is worth bearing in mind that BMW sometimes had to use preproduction cars for photography in order to have the brochures ready when the cars went on sale. For this reason, it is unwise to expect a sales brochure to be a wholly accurate guide to specifications, colours and the like. As explained in Chapter 8, the sales brochure for the 2002 turbo was particularly misleading.

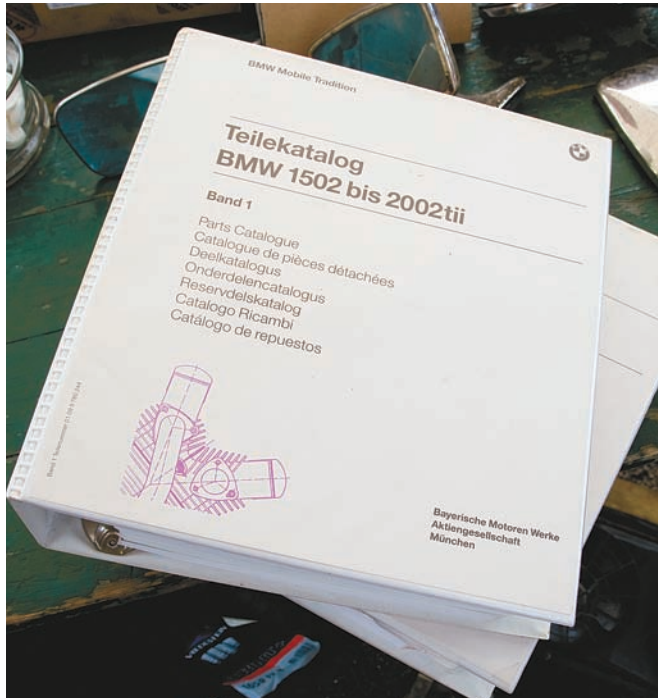
Parts Catalogues and Workshop Manuals

Over the years of the 02 range's production, BMW issued a number of parts catalogues, which can be very useful in identifying the original specification of a given car. There were several different issues because the catalogue was updated as new models were introduced. Original parts catalogues are now quite rare, but BMW Mobile Tradition (the company's historical archive division) has produced a useful two-volume ring-bound composite set covering all models.

BMW also produced a comprehensive workshop manual for the 02 models in several languages, updating it in line with model changes. This can be very helpful in conjunction with the parts catalogue in establishing original specifications and, in some cases, also in establishing the way some items fit together. Original manuals are rare and expensive today, but again BMW has produced a CD-ROM version of the full manual. This is not cheap to buy but is at least readily available from specialist suppliers.



Original BMW accessories of the type not actually attached to the car are another desirable rarity. Not specific to the 02 range but suitable for all BMWs from the mid-1970s, this is a set of genuine original snow chains in its original plastic box. Such items are not commonly found in warmer climates and are likely to be quite expensive to buy today.



BMW produced full parts catalogues for the 02 range, and original items are rare finds today. There are several different parts catalogues, as they were updated periodically. Shown here is the two-volume set which covers the complete range. It is a reprint which is available from BMW Mobile Tradition, the factory's historical division.



BMW provides a good parts service through its Mobile Tradition division, but for the intrepid automotive enthusiast there is nothing quite like the thrill of finding the right part—or just a good used one that will do as a spare—on a specialist stall at a classic car event as seen here.



Even though there is a strong preservation movement for the BMW 02 range, the car also attracts owners who enjoy using examples in club motorsport events and modifying them accordingly. Not one of the cars here is standard, but every one of them is cherished by its owner. The picture was taken in September 2009 at the annual European 02 meeting, that year held at Lelystad in the Netherlands.

Chapter 2

Early Cars: The Pre-71 Saloons

After a financially disastrous decade in the 1950s, BMW was rescued by a massive injection of capital from the Quandt family. The future of the company would depend on how wisely that money was spent, and so when the first new models—the 1500 Neue Klasse saloons of 1961—were drawn up, they were not seen as standalone products but as the foundation of a whole range of future cars.

Their new four-cylinder M10 engine was designed to be “stretchable”, and the original 1500 version would later deliver 1600, 1800 and 2000 capacities. There would also be additional types with twin carburettors, fuel injection and even a turbocharger. The Neue Klasse “platform”, meanwhile, was intended to be used for other derivatives, too. From 1965, it became the basis of a more up-market model, the 2000C Coupé, and then in 1966 its wheelbase was shortened to deliver a cheaper, entry-level, two-door saloon. This was the first in the much-loved range of cars which subsequently became known as the 02 series.

The 02 design was produced by chopping 2 inches (50mm) out of the middle of the Neue Klasse platform to give a wheelbase of 98.4 inches (2,500mm). BMW’s styling chief at the time was Wilhelm Hofmeister, but it was two of

Right and overleaf: This car is a 1970 1600, despite the much later registration plate which was acquired when it was imported to the U.K. from Guernsey. Note the all-silver grille, the body-coloured sills, the small front over-riders and the short rear bumper wraparound. The bright metal windscreen wiper arms are correct, but later black blade holders have been fitted. The rear number plate would normally be mounted on a plinth.

