

CAMS

5TH CATEGORY - HISTORIC RACING

GROUP Nc

APPROVED VEHICLE SPECIFICATION

This form details the approved specifications of individual vehicle models in the 5th Category Historic car group. To be issued with an Historic Log Book, cars need to comply with these specifications, the physical appearance shown in the illustrations and the general historic rules as detailed in the current CAMS Manual of Motor Sport.

Make of Car: B.M.W **Model:** 2002
2002 TI

Period of Original Manufacture: 1968 - 1973 (Circular Tail Lights)*

CAMS Historic Group: Nc

Date of Issue of this Document: August 1999

* Square T/Light model not eligible.



SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description:	Unit Body Shell	Period of Manufacture:
Manufacturer:	B.M.W	1/1968 to 1973
Chassis no. from:	1600.001. (1680.001 T.I.)	From: 4/1972 (T.I)
Chassis no. location:	Inner Guard RHS	
Material:	Steel	
Comments:		

1.2 FRONT SUSPENSION

Description:	Independent - Mc Pherson Strut		
Spring medium:	Coil		
Damper Type:	Oil or Gas - Insert	Adjustable:	Yes
Anti-sway bar:	Yes	Adjustable:	No
Suspension adjustable:	No	Method:	N/A
Comments:	Ride height, spring rate and bush material are free		

1.3 REAR SUSPENSION

Description:	Independent - Trailing Arm		
Spring medium:	Coil		
Damper type:	Oil or Gas - Telescopic	Adjustable:	Yes
Anti-sway bar:	Yes	Adjustable:	No
Suspension adjustable:	No	Method:	N/A
Comments:	Ride height, spring rate and bush material are free		

1.4 STEERING

Type:	Worm and Roller	Make:	B.M.W ZF
Comments:			

1.5 BRAKES

Type:	Front	Rear
Dimensions:	Disc	Drum
Material of drum/disc	240 mm	230 mm
No. cylinders/pots per wheel:	Cast Iron	Cast iron
Actuation:	2	2
Caliper: Make, Material, Type:	Hydraulic	Hydraulic
Master cylinder make:	B.M.W ATE	Cast Iron/Aluminium
Adjustable bias	No	Tandem
Servo Fitted	Yes	
Comments:	Twin master cylinders and period modifications allowed	

SECTION 2 - ENGINE

2.1 ENGINE

Make:	B.M.W		
Model:	2002		
No. cylinders:	4	Configuration:	In Line
Cylinder Block-material:	Cast Iron	Four Stroke	
Bore - Original:	69 mm	Max. allowed:	90.5mm
Stroke - original:	80 mm	Max. allowed:	80 mm
Capacity - original:	1990 cc	Max. allowed:	2057cc
Cooling method:	Water Cooled		
Identifying marks:	Engine No. location - Crankcase Above Starter Motor		
Comments:			

2.2 CYLINDER HEAD

Make:	B.M.W				
No. of valves/cylinder-	2	Inlet:	1	Exhaust:	1
No. of ports total:	8	Inlet:	4	Exhaust:	4
No. of camshafts:	1	Location:	Head	Drive:	Chain
Valve actuation:	S.O.H.C with Rockers				
Spark plugs/cylinder:	1				
Identifying marks:					
Comments:					

2.3 LUBRICATION

Method:	Wet Sump	Oil tank location:	N/A
Dry sump pump type:	N/A	Location:	N/A
Oil cooler standard:	No	Location:	N/A
Comments:	Oil cooler allowed		

2.4 IGNITION

Type:	Distributor and Coil
Make:	Bosch
Comments:	

2.5 FUEL FEED

Carburettor: Make:	Solex	Model:	40 PDSI	No:	1 (2 TI)	Size:	40
Fuel injection Make:	N/A	Type:	N/A				
Supercharged:	No	Type:	N/A				
Make:	N/A						

Comments: Carburettor/s may be replaced with other make/types available in period

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make: B.M.W **Type:** Diaphragm **Diameter:** 228.0 mm
No. of Plates: 1
Actuation: Hydraulic
Comments:

3.2 TRANSMISSION

Type: Manual
Make: B.M.W **Model:** 232 - 235
No. forward speeds: 4 and 5
Gearchange type and location: Floor Change Behind Engine
Case material: Aluminium Identifying marks:
Comments: Ratios Free

3.3 FINAL DRIVE

Make: B.M.W **Model:** Hypoid Bevel
Wheel drive method: Individual drive shafts from differential to rear wheels
Ratios: Various
Differential: Free **Type:**
Comments: Limited slip differential permitted

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number: 3 **Location:** Gearbox to Differential
Differential to Final Drive
Description: 2 Piece tailshaft with Universal Joints and Couplings
Individual drive shafts with universal joints
Comments:

3.5 WHEELS & TYRES

Wheel type: Original:	Pressed Steel	Material: Original:	Steel
Allowed:		Allowed:	Period Style Alloy
Fixture method:	Nuts	No. studs:	4
	FRONT		REAR
Wheel dia. & rim width			
Original:	13", 14" x 5.5		13", 14" x 5.5
Allowed:	13", 14" x 7"		13", 14" x 7"
Tyre section:			
Original:	165 x 13		165 x 13
Allowed:	215/225 x 13/14		215/225 x 13/14
Aspect ratio - minimum:	60		60
Comments:	Steel, aluminium and magnesium wheels of period style allowed		

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location: Rear - In boot **Capacity:** 46 Litres
Fuel pump, type and location: Mechanical **Make:** B.M.W
Comments:

4.2 ELECTRICAL SYSTEM

Voltage: 12V **Alternator fitted:** Yes
Battery Location: Engine Bay
Comments:

4.3 BODYWORK

Type: 2 Door Coupe **Material:** Steel
No. of seats: 4 **No. doors:** 2
Comments:

4.4 DIMENSIONS

Track - Front: 1330.0 mm **Rear:** 1330.0 mm
Wheelbase: 2500.0 mm **Overall length:** 4229.0 mm
Dry weight: 940 kg
Comments:

4.5 SAFETY EQUIPMENT

Fire extinguisher required
Seat belt required
Rollbar required
Electrical cut off switch required
Safety fuel tank optional

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The BMW 2002

cabriolet
saloon
1.6i
touring
1.8i

a comprehensive guide to the classic sporting saloon

James Taylor & Mika Macartney

Brooklands Books

There are two ways to check. One is to remove the rear cover from the differential and look inside. Limited-slip types contain an insert that looks like a large tin can, as well as the crown wheel and four smaller bevel gears. The second way to check is to jack one of the rear wheels off the ground with a trolley jack, ensuring that the trolley jack's wheels are facing in the same direction as the car's road wheels. Start the car and try (gently) to drive it forward. If it moves, you have a limited-slip differential. If not, either there is a limited-slip differential which is not working, or the differential is the standard type.

The last major elements in the drivetrain are the driveshafts, which run from the differential to the rear wheels. These are very reliable and rarely show problems. Rear hubs can suffer from wheel bearing problems, though, especially if the hub nuts have not been tightened to the correct torque.

On the steering, look out for play in the joints. If the adjusting nut for the ZF steering box has only a small amount of thread protruding from the lock nut, assume the steering box will require overhauling or replacement soon. The 2002 turbo models were fitted with a "quick" steering box with a ratio of 12.8:1 instead of the 15.5:1 ratio of other models. Stiff steering can be caused by one of four things. The first is a partially seized centre track rod, usually found on 2002s that have been laid up for some time. The second is rusty and seized suspension top mounting bearings. The third is a corroded steering idler from which the lubrication has been lost; and the fourth and last is wide tyres.

Suspension problems cause bad handling and often make braking and steering problems worse. Front struts can be fitted with new inserts, but the rear dampers come complete. Both front inserts and rear dampers are best replaced in pairs. The chromed centre rod of the strut insert and rear dampers tends to go rusty after lack of use, and this rust then cuts the rubber seals when the car is eventually used, causing the fluid to leak out.

The 2002ti, 2002tii and 2002 turbo models had box-section rear trailing arms, whereas the trailing arms on ordinary 2002s were simple channel-section pressings. When new, the box-section trailing arms were much stronger than the channel-section type, but with age they rust from the inside out, and are often found to be much weaker than the standard 2002 trailing arms.

The brakes, in general, are very good. Four-pot front calipers are used on all but the very early 2002 models, the 2002ti and 2002tii models having larger calipers and larger diameter discs. The Turbo models have the same type and size of caliper as the 2002ti and 2002tii

models, but these are wider to allow for the ventilated brake discs. All the calipers fitted to the 2002 models can cause problems, especially if the brakes are not used often. The caliper pistons seize in their cast iron housings, and this in turn gives uneven braking. Replacing these pistons can be a problem, especially on the standard 2002 models, as the casting between the piston bores is thin, and cracks easily if excessive force is used to remove the pistons.

Two remote vacuum servos are used on the right-hand drive cars, and left-hand drive examples are fitted with a single servo which is combined with the brake master cylinder. All but the very early 2002s had a twin braking system where the master cylinder was effectively two master cylinders in one. One half of the system operates a pair of opposing pistons in each of the front four-pot calipers, together with the rear brake wheel cylinders. The other half of the master cylinder controls the other pair of pistons on the front left and right calipers. The idea behind the system was to maintain some braking even if all the brake fluid was lost from one of the two parts of the system.

Normal brake bleeding is very difficult with a split system, and the job is much easier with a pressure brake bleeding system. A good check for servo operation is to empty the system of vacuum by pumping the brake pedal, and then to start the engine. The brake pedal should move down. If it moves upwards to press against your foot, there may be a problem associated with one or other of the servos. On right-hand drive cars, it can be difficult to tell which of the servos is at fault. The easiest method is to have an assistant operating the brake pedal while you place the palm of your hand over the air intake on the underside of the servos. The servo that does not suck your hand to it is the one that needs attention. ATE, the manufacturer of the servos, recommends that servos should be replaced or rebuilt every 60,000 miles.

If the brakes pull to one side or the other, the usual cause is seized caliper pistons, and overhaul or replacement of the calipers will be needed. If the car pulls to the left under braking, it is most likely that the brake caliper at the right-hand front is at fault; and vice versa.

Like the clutch flexible hose, the rubber flexible brake pipes 'heal up' inside, leaving an extremely small hole for the fluid to pass through. This problem is difficult to discover unless you remove the brake hose and try to blow through it. If you cannot easily blow through it, the hose needs replacing anyway; so cut through it and you will be amazed at how small the centre of the pipe has become. As you exert a lot of pressure with your foot when you apply the brakes, the fluid has little problem in being forced down this small pipe, but when you lift your

BMW Owners Workshop Manual

by J H Haynes

Member of the Guild of Motoring Writers

and Peter Strasman MISTC

Models covered:

All versions (two & three door) of the following:

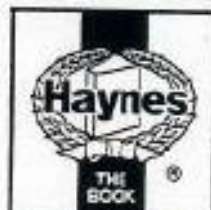
BMW 1500. 1499cc (91.4 cu in)
BMW 1502. 1573cc (95.9 cu in)
BMW 1600. 1573cc (95.9 cu in)
BMW 1602. 1573cc (95.9 cu in)
BMW 2000 Touring. 1990cc (121.4 cu in)
BMW 2002 (except 'Turbo'). 1990cc (121.4 cu in)

ISBN 0 85696 240 6

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Printed in England (240-4N3)



Haynes Publishing Group
Sparkford Nr Yeovil
Somerset BA22 7JJ England

Haynes Publications, Inc
861 Lawrence Drive
Newbury Park
California 91320 USA

Chapter 9 Braking system

Contents

Brake drum - inspection and renovation	...	...	...	...	12	refitting	...	...	...	...	...	...	14
Brake pedal - removal, refitting and adjustment	...	...	...	...	25	Master cylinder (with remote servo unit) - removal and refitting	...	...	...	...	...	...	13
Caliper (two piston type) - overhaul	...	...	...	...	7	Pressure differential switch and fluid level indicator	...	...	...	...	...	...	37
Caliper (four piston type) - overhaul	...	...	...	...	8	Rear brakes - adjustment	...	...	...	...	...	...	2
Caliper - removal and refitting	...	...	...	...	6	Rear brake shoes - inspection and renewal	...	...	...	...	...	...	5
Fault diagnosis - braking system	...	...	...	...	28	Rear wheel cylinder - overhaul	...	...	...	...	...	...	11
Flexible brake hoses - inspection, removal and installation	...	...	...	...	21	Rear wheel cylinder - removal and refitting	...	...	...	...	...	...	10
Front brake disc - examination, removal and refitting	...	...	...	...	9	Rigid brake lines - inspection, removal and installation	...	...	...	...	...	...	22
Front disc pads - inspection and renewal	...	...	...	...	4	Vacuum servo booster unit (remote type) - removal and refitting	...	...	...	...	...	...	20
General description	...	...	...	...	1	Vacuum servo booster unit (special connected type) - removal and refitting	...	...	...	...	...	...	19
Handbrake - supplementary adjustment	...	...	...	...	3	Vacuum servo filter - renewal	...	...	...	...	...	...	18
Handbrake cable - renewal	...	...	...	...	24	Vacuum servo non-return valve - renewal	...	...	...	...	...	...	26
Hydraulic system - bleeding	...	...	...	...	23	Vacuum servo unit - general description	...	...	...	...	...	...	17
Master cylinder (single type) - overhaul	...	...	...	...	15								
Master cylinder (tandem type) - overhaul	...	...	...	...	15								
Master cylinder (with attached servo unit) - removal and refitting	...	...	...	...	15								

Specifications

System type	...	...	...	...	...	Four wheel hydraulic with vacuum servo. Discs front, drums rear. Handbrake mechanical to rear wheels
Disc brakes		1500/1600	1502/1602	2000 Touring	2002	2002 T1 and T11
Diameter of disc	...	10.55 in (268.0 mm)	9.45 in (240.0 mm)	10.71 in (272.0 mm)	9.45 in (240.0 mm)	10.08 in (256.0 mm)
Minimum disc thickness	...	0.335 in (8.5 mm)	0.374 in (9.5 mm)	0.461 in (11.7 mm)	0.354 in (9.0 mm)	0.459 in (11.7 mm)
Maximum disc run-out	...	0.008 in (0.2 mm)	0.008 in (0.2 mm)	0.006 in (0.2 mm)	0.008 in (0.2 mm)	0.008 in (0.2 mm)
Minimum disc pad thickness (wear limit)	...	0.078 in (2.0 mm)	0.078 in (2.0 mm)	0.079 in (2.0 mm)	0.079 in (2.0 mm)	0.079 in (2.0 mm)
Drum brakes						
Diameter of drum	...	9.84 in (250.0 mm)	7.87 in (200.0 mm)	9.84 in (250.0 mm)	9.06 in (230.0 mm)	9.06 in (230.0 mm)
Maximum out of round	...	0.004 in (0.1 mm)	0.004 in (0.1 mm)	0.004 in (0.1 mm)	0.004 in (0.1 mm)	0.004 in (0.1 mm)
Maximum internal oversize diameter	...	+ 0.059 in (1.5 mm)	+ 0.059 in (1.5 mm)	+ 0.059 in (1.5 mm)	+ 0.059 in (1.5 mm)	+ 0.059 in (1.5 mm)
Shoe width	...	1.575 in (40.0 mm)	1.575 in (40.0 mm)	1.575 in (40.0 mm)	1.575 in (40.0 mm)	1.575 in (40.0 mm)
Minimum lining thickness (wear limit)	...	0.12 in (3.0 mm)	0.12 in (3.0 mm)	0.12 in (3.0 mm)	0.12 in (3.0 mm)	0.12 in (3.0 mm)

	1500/1600	1602	2000 Touring	2002
Single circuit				
Master cylinder, diameter of piston	1 1/16 in (17.46 mm)	3/4 in (19.05 mm)	1 1/16 in (23.81 mm)	0.8126 in (20.64 mm)
Caliper piston diameter	1.89 in (48.0 mm)	1.89 in (48.0 mm)	2.13 in (54.0 mm)	1.89 in (48.0 mm)
Rear wheel cylinder, diameter of pistons	5/8 in (15.87 mm)	1 1/16 in (17.46 mm)	1 1/16 in (17.46 mm)	1 1/16 in (17.46 mm)
Dual circuit				
Tandem master cylinder diameter of pistons	0.812 in (20.64 mm)	0.937 in (23.81 mm)	0.812 in (20.64 mm)	0.8374 in (21.27 mm)
Caliper piston diameter:				
Two pistons	1.89 in (48.0 mm)	Not applicable	1.89 in (48.0 mm)	Not applicable
Four pistons	1.339 in (34.0 mm)	1.575 in (40.0 mm)	1.339 in (34.0 mm)	1.575 in (40.0 mm)
Rear wheel cylinder, diameter of pistons	1 1/16 in (17.46 mm)	1 1/16 in (17.46 mm)	5/8 in (15.87 mm)	1 1/16 in (17.46 mm)
Torque wrench settings				
Caliper securing bolts		lb/ft 70	Nm 97	
Disc to hub bolts		48	66	

General description

The braking system is of four wheel hydraulic type. Disc brakes are fitted to the front wheels and drum brakes to the rear. The handbrake operates through cables to the rear wheels only.

A number of different layouts and components may be encountered dependent upon date of vehicle production, model and operating territory. The hydraulic circuit may be of single or dual type. All systems have servo assistance but the vacuum booster itself may be connected directly to the foot pedal or single or twin boosters may be remotely sited within the engine compartment dependent upon the circuit layout employed.

The front disc brakes require no adjustment and the calipers on all models are of fixed type but they may be of two or four cylinder construction dependent upon the type of hydraulic circuit.

The rear drum brakes require regular adjustment and this adjustment automatically takes up any slack in the handbrake.

Various additional features are incorporated in the braking system according to model and operating territory and these include a fluid pressure warning device and a special spring in the front calipers which causes a need for higher pedal pressure when the disc pad friction material has worn to its minimum specified thickness.

The operations described in this Chapter apply to all types of components which may be encountered but the construction may differ in detail from those illustrated. Always renew a component with one of precisely similar type.

2 Rear brakes - adjustment

- At the intervals specified in 'Routine Maintenance' jack-up each of the rear roadwheels.
- Chock the front wheels and release the handbrake.
- On each brake backplate two hexagon-headed adjusters are located. When viewed from the direction of the differential, turn the left-hand one anticlockwise until the wheel is locked and then back the adjuster off until the wheel can be turned without binding.
- Now turn the right-hand adjuster clockwise until the wheel is again locked and then back off the adjuster until the wheel can be turned without binding.
- Lower the car and apply the handbrake. The adjustment of the rear brake shoes will normally also adjust the handbrake but where the travel of the handbrake lever is still excessive due to cable stretch, further adjustment can be carried out, as described in the next Section.

3 Handbrake - supplementary adjustment

- Jack-up the rear roadwheels having first chocked the front roadwheels securely.

- Push back the rubber gaiter from around the handbrake lever and then pull the lever on four notches of its ratchet.
- Holding the threaded rod at the front end of one cable quite still with a pair of pliers, release the locknut on the rod and then turn the adjusting nut down the rod until the roadwheel is just locked.
- Repeat the operation on the second cable.
- Release the handbrake fully and check that both the rear roadwheels turn freely without binding.
- Carry out any slight readjustment of the nuts to equalise the action and then retighten the locknuts, refit the gaiter and lower the car to the ground.

4 Front disc pads - inspection and renewal

- Jack-up the front of the car and remove the roadwheels (photo).
- Extract the two retaining pins and the anti-rattle spring (photo).
- At this stage, inspect the thickness of the disc pad friction material. If it has worn to 0.08 in (2.0 mm) or less than the pads should be renewed on both front brakes as an axle set (photo).
- Withdraw the pads by gripping their ends with a pair of pliers.
- Brush any dust from the ends of the pistons and the pad recess (photo).
- Using a syphoning device such as a poultry baster, withdraw some of the fluid from the brake fluid reservoir. This is done to accommodate additional fluid which will be displaced when the caliper pistons are depressed, as described in the next paragraph.
- Using a flat piece of wood or metal, depress the caliper pistons into their cylinders in order to accept the new thicker disc pads. Keep the pistons square and depress them until they reach their stops. The reservoir fluid level will rise during this operation, make sure that it does not overflow.
- Install the new pads, the spring and the pins and then apply the foot brake hard several times and finally top-up the fluid reservoir.
- Refit the roadwheels and lower the car to the ground.

5 Rear brake shoes - inspection and renewal

- Jack-up the rear of the car and remove the roadwheels.
- Release the handbrake fully and slacken the shoe adjusters right off.
- Remove the drum, if it is tight, tap it off using a block of hardwood between the hammer and the drum.
- Brush away all dust from the shoes and the interior of the drum - do not inhale this dust.
- Inspect the linings, if the rivets have worn down to or nearly down to the rivets, the shoes must be renewed. If bonded type linings are fitted, then the shoes must be renewed if the thickness of the friction material has worn to 0.68 in (2.0 mm) or less.
- Prise the heavy shoe spring from the holes at the bottom end of the two brake shoes.

BMW 1500, 1502 1600, 2000 Touring 1602 & 2002

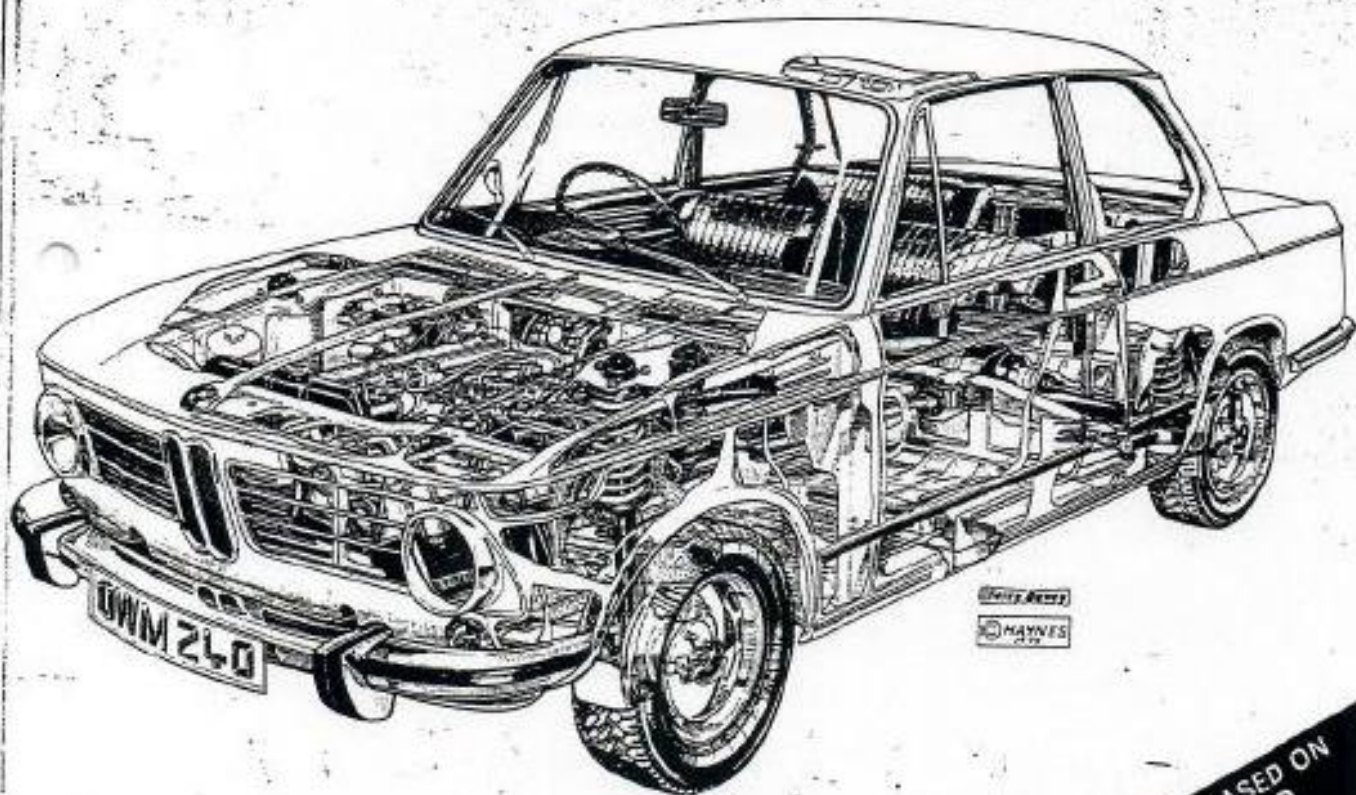
1959 to 1977

1499 cc □ 1573 cc □ 1990 cc



THE
BOOK

Owners Workshop Manual



EVERY MANUAL BASED ON
A STRIPDOWN AND
REBUILD

Testblatt



FIA/CSI Homologation Nr. 5331

Gruppe A: Serien-Tourenwagen

FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE

Testblatt gemäß den Bestimmungen des Internationalen Automobil-Sportgesetz
Anhang „J“

Hersteller BAYERISCHE MOTOREN WERKE A.G.

Basismuster/Typ 3002 TI Hubraum 1900 ccm

Baujahr/Modelljahr 1968 Beginn der Serien-Fertigung Oktober 68

Serien-Nummern Fahrgestell 1 680 001 Motor 1 680 001

Art des Karosserie-Aufbaues a) Limousine

Art des Karosserie-Aufbaues b) —

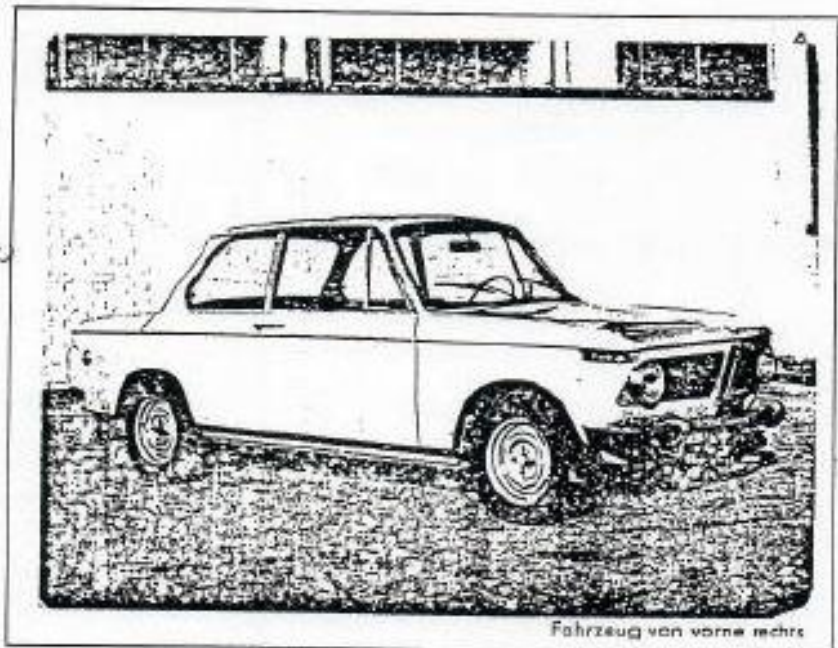
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Sportwagen	Herstellung des 25. Fahrzeuges erfolgte am	<u>—</u>	19 <u>—</u>
Grand-Tourisme	Herstellung des 500. Fahrzeuges erfolgte am	<u>—</u>	19 <u>—</u>
Serien-Grand Tourisme	Herstellung des 1000. Fahrzeuges erfolgte am	<u>—</u>	19 <u>—</u>
Tourenwagen	Herstellung des 1000. Fahrzeuges erfolgte am	<u>—</u>	19 <u>—</u>
Serien-Tourenwagen	Herstellung des 3000. Fahrzeuges erfolgte am	<u>28. Oktober</u>	19 <u>68</u>

ONS/FIA Eintragungen

Datum der Antragstellung
20. November 19 69

Antrag geprüft

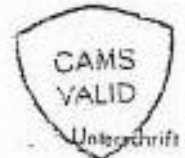


Fahrzeug von vorne rechts

Anzahl der Testblattsseiten (Gründhomologation) 18/9 FIA-Anerkennung

Anzahl der Nachtragsseiten 15

FIA-Stempel



Einstufung gültig ab 1/1/70

Liste Nr. 70/1

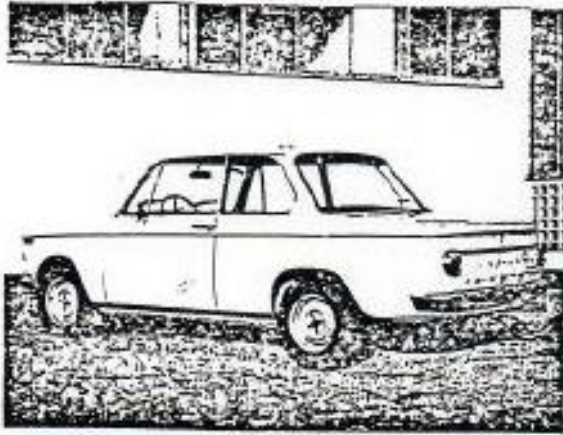
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Fabrikar

Typ

FIA / CSI Homologation Nr. 5331.

Foto B



Fotos 40 x 60 mm

Foto C

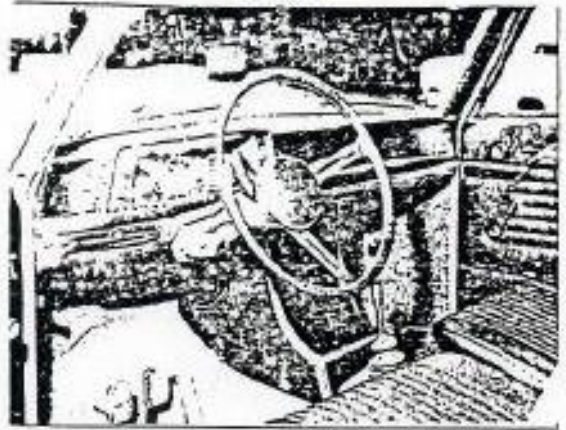


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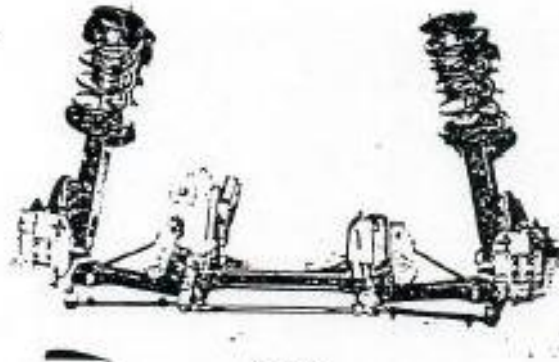


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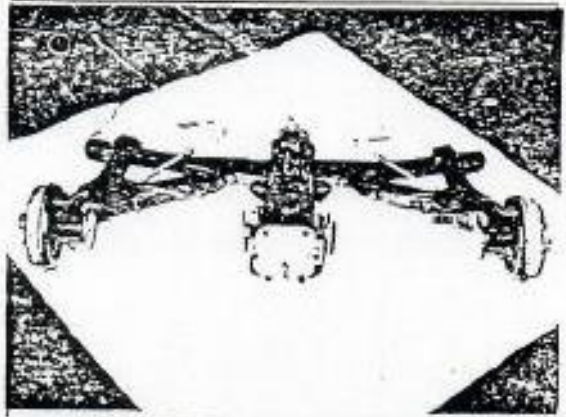


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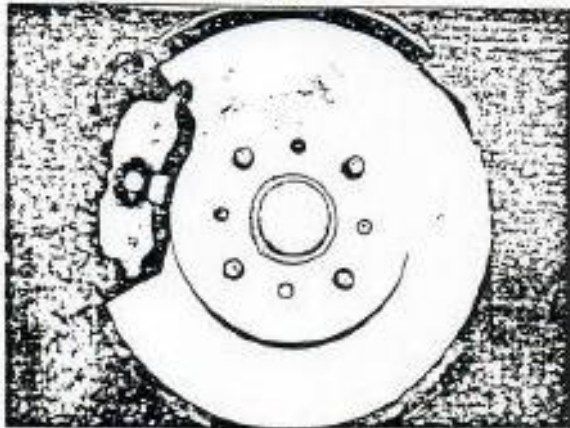


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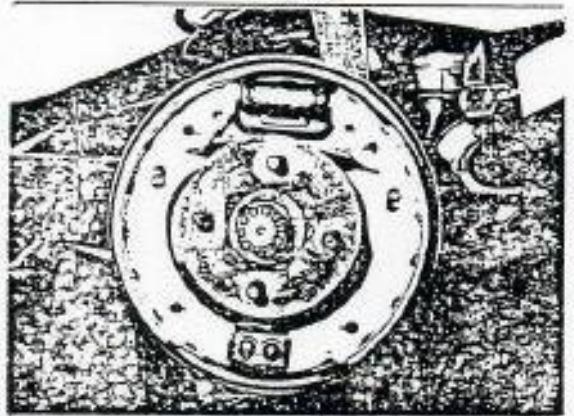


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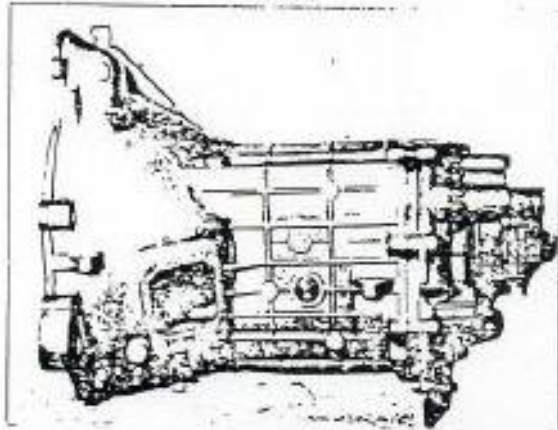
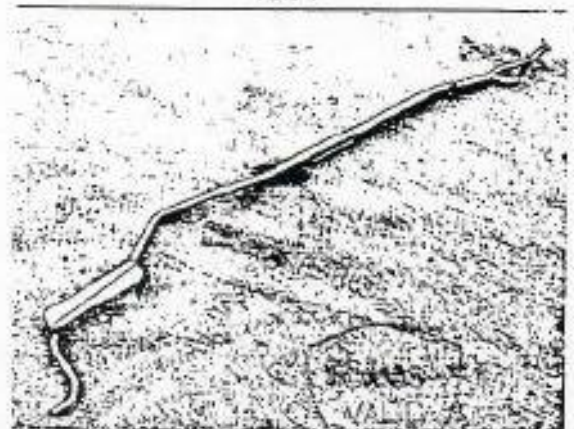


Foto I



Fabrikat

Typ

FIA/CSI Homologation Nr. 5331

Fotos 60 x 80 mm

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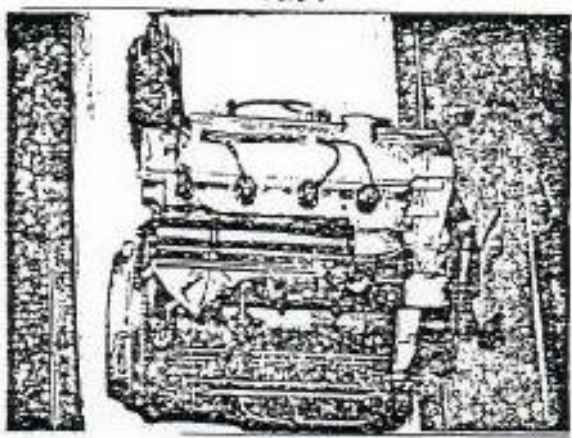


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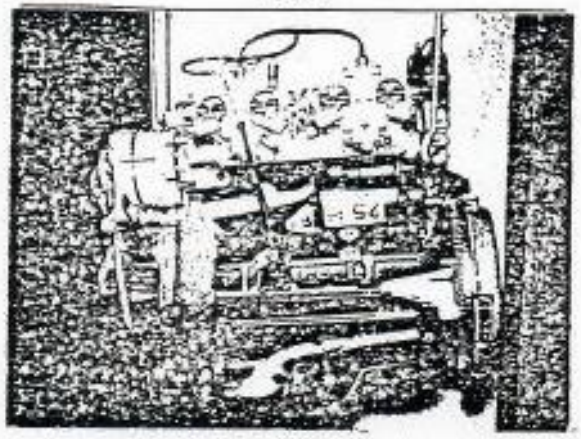


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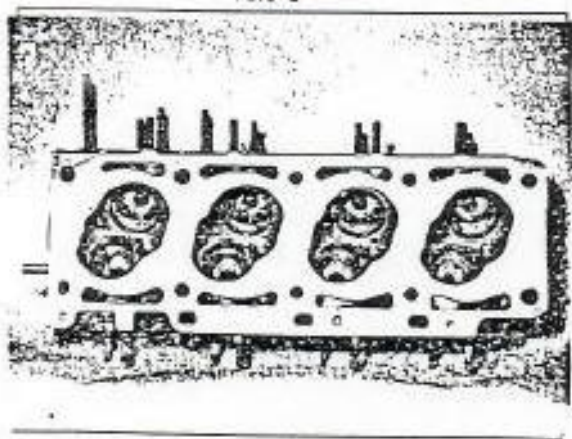


Foto M



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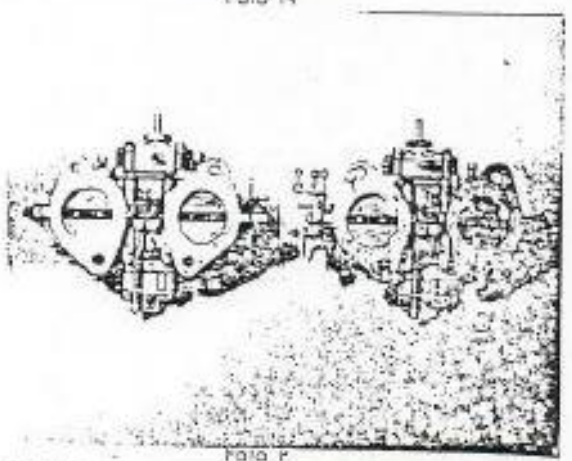


Foto O

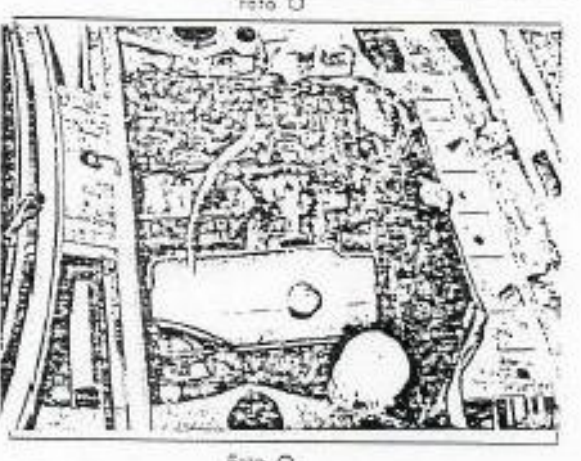


Foto P

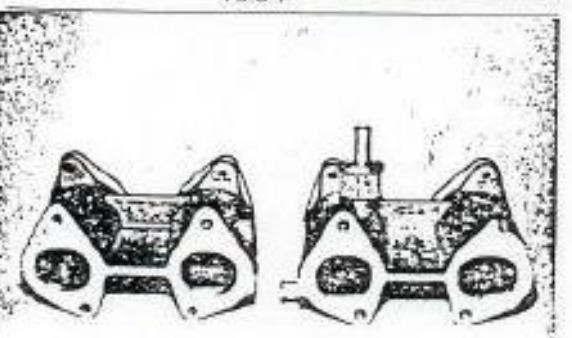
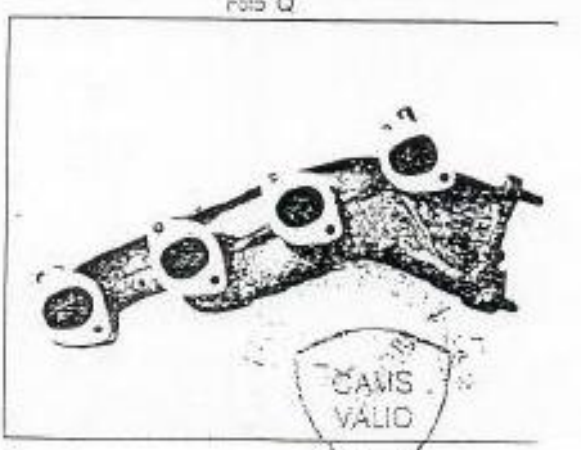


Foto Q



Vom Hersteller lieferbare Sonderausrüstungen gegenüber der im vorliegenden Testblatt festgelegten Ausführungen:
 Nur für Gruppe 2 Spezialtourwagen, seulement pour groupe 2
 voitures de tourisme speciaux, only for group 2 special touring
 cars:

- zu 2) Spurverbreiterung vorne, bei Felge 5,5x13 : + 30mm
 Elargissement de la voie av. 6x13 : + 40mm
 " 7x13 : + 70mm
 " 7,5x13 : + 82mm
 " 8x13 : + 95mm
 " 9x13 : + 120mm
- zu 3) Spurverbreiterung vorne, bei Felge 5,5x13 : + 30mm
 Elargissement de la voie ar. 6x13 : + 40mm
 " 7x13 : + 70mm
 " 7,5x13 : + 82mm
 " 8x13 : + 95mm
 " 9x13 : + 120mm
- zu 7) 100ltr.Kraftstoffbehälter(26,42 Gallons US)
 100ltr.réservoir à carburant (26,42 Gallons US)
 wahlweise als 2-teiliger Sicherheitstank mit Füll-
 stützen oben ohne Öffnen des Kofferraumdeckels zugänglich.
 Grand réservoir à deux parties avec des supports
 de remplissage en haut accessible sans ouvrir le
 coffre.
 Grand tubulure de remplissage conforme le contenu plus
 grand.
- zu 24) ~~Kunststoff (GFK) Gewicht 5 ± 0,5 (kg)~~
~~Plastic (GFR) weight 5 ± 0,5 (kg)~~
- zu 25) ~~Kunststoff (GFK) Gewicht 2 ± 0,5 (kg)~~
~~Plastic (GFR) weight 2 ± 0,5 (kg)~~
- zu 26) ~~Kunststoff (GFK) Gewicht 2 ± 0,5 (kg)~~
~~Plastic (GFR) weight 2 ± 0,5 (kg)~~
- zu 29) ~~Plastic~~
- zu 31) Schiebefenster
- zu 32) ~~Plastic~~
- zu 33) Entsprechend der erhöhten Motorleistung werden aus
 Sicherheitsgründen die Aufnahmen für den Motor und die
 Federbeine verstärkt, sowie eine Drehmomentstütze ein-
 gebaut. (siehe Fotos)
 Correspondant à l'amélioration de la puissance du moteur
 les supports du moteur et les supports des amortisseurs
 sont fortifiés, et un étrésillon de couple est monté.
- zu 34) ~~Kotflügelverbreiterung Kunststoff (GFK) Gewicht 2 ± 0,3 (kg)~~
~~Wings avant le plastic (GFR) weight 2 ± 0,3 (kg)~~
~~Kotflügelverbreiterung Kunststoff (GFK) mit Befestigung~~
 Anpassung des Originalkotflügel laut Werksvorschrift.
 Elargissement des ailes en plastic (GFK). L'adaptation
 conforme à l'aile originale correspondant au règlement
 de l'usine.
 Foto S mit oder ohne Stoßstange verwendbar
 Foto S avec ou sans pars chocs.
 Die Kotflügelverbreiterung ergibt eine Fahrzeugverbreiter-
 ung vorn u. hinten insgesamt um 10 cm, gemessen über die
 Kotflügel.
 L'élargissement des ailes fait un élargissement de la
 voiture AV et AR total de 10 cm (3,94 inches) mesuré

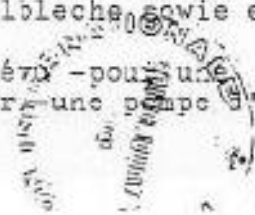


STAMPED MARKING: 01000005 41 m

Vom Hersteller lieferbare Sonderausrüstungen gegenüber der im vorliegenden Textblatt festgelegten Ausführungen:

- au niveau des ailes.

- zu 35) Überrollbügel Gewicht 5 Kg
 Etrier de la sécurité poids 5 Kg
- zu 37) Haubenverschlüsse aussen/attache cabot extérieur.
- zu 41) Schalensitze mit tiefergelegten Sitzkästen Gewicht 7 Kg
 Chaises sportives pointes fixes approfondu. Poids 7 Kg
- zu 46) Steinschlagunterschütz Gewicht 18 Kg (Foto W)
 Protection au dessous poids 18 Kg
- zu 50) Stahl oder Leichtmetall
 Acier ou aluminium
- zu 51) Jante d'acier 5,5x13 6,5 Kg/jante d'aluminium 5 x13 4,8K
 Stahlfelge Leichtmetallfelg 5,5x13 4,9K
 " 6 x13 4,0K
 " 7 x13 4,4K
 " 7,5x13 4,4K
 " 8 x13 4,5K
 " 9 x13 5,0K
- zu 55) 175 SR/HR 13
 185 CR 70 13
 195 DR 70 13
- zu 62) 2,9
- zu 83) Die Aufnahmen der hinteren Stoßdämpfer sind für Exportausführung verstärkt.
 les extensions des amortisseurs AR sont fortifiés pour l'exportation.
- zu 84) Hinterachsträger verstärkt. Foto Y
 Support du pont AR renforcés. Foto Y
- zu 94) Vorne: 54 mm 2,13 inches/Hinten : 19 mm 0,70 inches.
 AV : 54 mm 2,13 inches/ AR : 19 mm 0,70 inches.
 Bei Verwendung des Bremskraftreglers und des Blockierverhinderers für die Hinterachse: 22,2 mm
 Teile Nr. 3421/1103392.3
 En employant un regulateur d'energie des freins et l'empêchement de bloquer pour pont AR, l'alésage des cylindres de roue est: 22,2 mm
- zu 100) 260 mm: 1,03 inches.
- zu 101) mit Innenbelüftung 20,0 mm 0,79 inches.
 avec ventilation intérieur 20,0 mm 0,79 inches.
- zu 102) vorne 77 mm 3,03 inches
 AV 77 mm 3,03 inches
- zu 103) vorne 51 mm 2,00 inches
 AV 51 mm 2,00 inches
- zu 105) vorne 7850 mm 30,96 inches
 AV 7850 mm 30,96 inches
- zu 106) Scheibenbremse hinten
 Freins de disques
- zu 107) Bremsattel aus Aluminium vorne, aus Gußeisen hinten.
 Carter des cylindres de frein AV d'aluminium, AR d'acier.
- zu 152) Schmiermittelumlaufmenge: 5,5 ltr. (1,32 gallons US)
 Quantité d'huile : 5,5 ltr. (1,32 gallons US)
 Bei einer Schmiermittelumlaufmenge von mehr als 4,5 ltr., sind in der veränderten Ölwanne Prallbleche sowie eine veränderte Ölpumpe vorgesehen.
 Dans le reservoir de l'huile sont prévus -pour une circulation de l'huile plus que 4 ltr- une pompe à huile différent et des lamés de métal.



Vom Hersteller lieferbare Sonderausrüstungen gegenüber der im vorliegenden Tezblatt festgelegten Ausführungen:

- zu 161) 2,0 Kg
- zu 212) Weber
- zu 213) DCCF 40/DCCF 45
- zu 226) Saugrohreinjektion/Injection indirecte
- zu 230) elektrisch/electrique
- zu 231) 2
- zu 232) Kontaktlose und Transistorezündung
Allumage sans contacts et transistor
- zu 240) ~~Wahlweise Leichtbatterie Gewicht 9 Kg~~
Accumulateur léger au choix poids 9 Kg
- zu 260) Membranfederkupplung MF 215
Embrayage de ressort membrane KL 215
- zu 262) 215 mm 0,84 inches
- zu 263) innen 144 mm 0,56 inches/interieur 144 mm 0,56 inches
ausser 215 mm 0,84 inches/exterieur 215 mm 0,84 inches
- zu 270) Fabrikat: ZF Model: S 5 18/3
- zu 277) Getrag:

	ZF:	ZF:	ZF:	ZF:
1. 2,300 $\frac{32}{15}$	2,970 $\frac{38}{16}$	2,3 $\frac{38}{15}$	2,84	
2. 1,560 $\frac{26}{15}$	1,85 $\frac{35}{25}$	1,8 $\frac{39}{21}$	1,0	
3. 1,280 $\frac{27}{23}$	1,375 $\frac{31}{30}$	1,36 $\frac{35}{25}$	1,36	
4. 1,088 $\frac{25}{25}$	1,0 $\frac{27}{34}$	1,14 $\frac{33}{29}$	1,14	
5. 1,000	0,855 $\frac{25}{30}$	1,0 $\frac{30}{30}$	1,0	
R. 4,000	3,64	2,91		
- Konstante:

1,08 $\frac{26}{24}$	1,26 $\frac{34}{27}$	0,07 $\frac{30}{31}$	
		1,0 $\frac{30}{30}$	
- zu 292) Lamellen. Differential.
- zu 294) Hinterachse Typ 114:
3,45-3,54-3,64-3,9-3,91-3,98-4,10-4,11-4,44-4,78-5,01-5,32-5,86.
Hinterachse Typ 115:
3,45-3,69-3,9-4,11-4,29-4,51-4,75-5,01-5,32-5,86.



Gr2

Vom Hersteller lieferbare Sonderausrüstungen gegenüber der im vorliegenden Testblatt festgelegten Ausstattungen:

Ersatzteilnummern für die auf den Seiten 12, 12a, aufgeführten Teile:

GRK Karostoff	Für links	41 51 9 898 650
" "	Für rechts	41 51 9 898 651
" "	Verbreiterter Kotflügel links	41 35 9 898 652
" "	Verbreiterter Kotflügel rechts	41 35 9 898 653
" "	Motorhaube	41 61 9 898 654
" "	Kofferdeckel	41 62 9 898 655

Rahmen für Schiebefenster		51 32 9 898 656
Schiebefenster links Plexiglas		51 32 9 898 657
Schiebefenster rechts Plexiglas		51 32 9 898 658
Fenster links Plexiglas		51 32 9 898 659
Fenster rechts Plexiglas		51 32 9 898 660
Seitenfenster links Plexiglas		51 35 9 898 661
Seitenfenster rechts Plexiglas		51 36 9 898 662
Bremsattel vorn links Aluminium		34 11 9 898 600
Bremsattel vorn rechts Aluminium		34 11 9 898 601
Bremsattel hinten links Gußeisen		34 21 9 898 603
Bremsattel hinten rechts Gußeisen		34 21 9 898 604
Bremsscheibe hinten		34 21 9 898 602
Aluminium-Räder 6" - 13		36 11 9 898 605
Aluminium-Räder 7 1/2" - 13		36 11 9 898 606
Aluminium-Räder 8" - 13		36 11 9 898 607
Aluminium-Räder 9" - 13		36 11 9 898 608



Fotos 60 X 80 mm
der umstehend beschriebenen Testblatt-Ergänzungen (Weiterentwicklung)
Foto S Foto T



Foto V

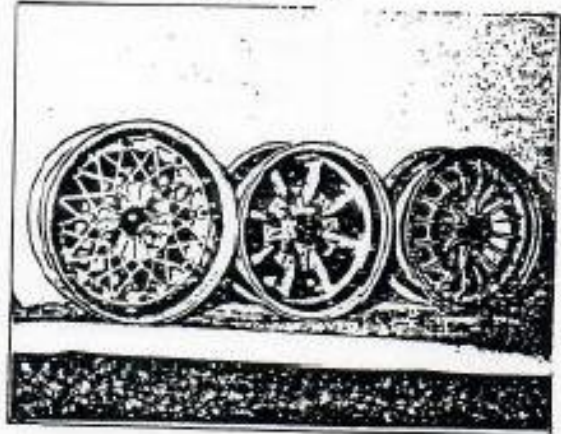


Foto R

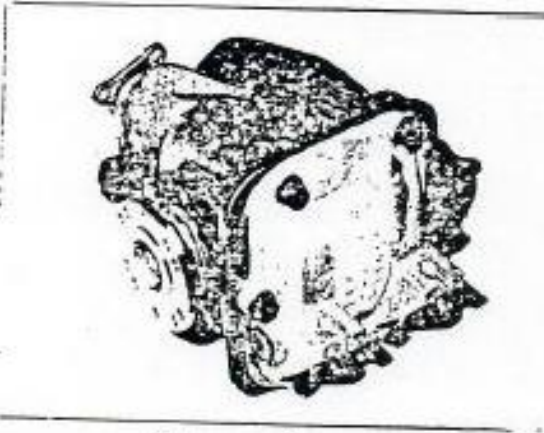


Foto U

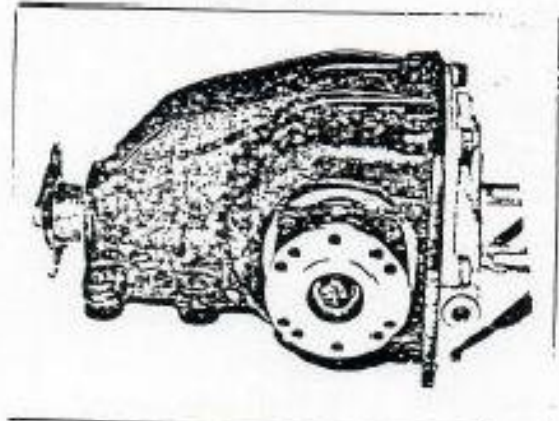
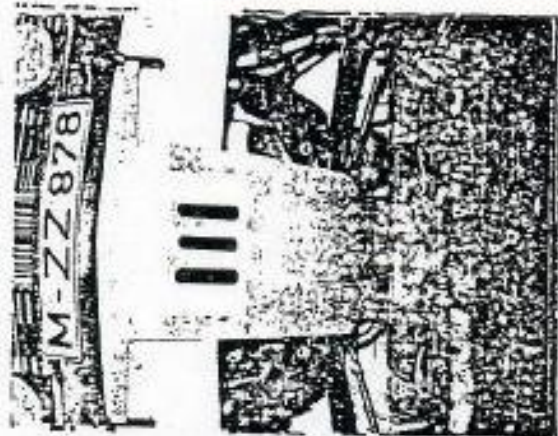
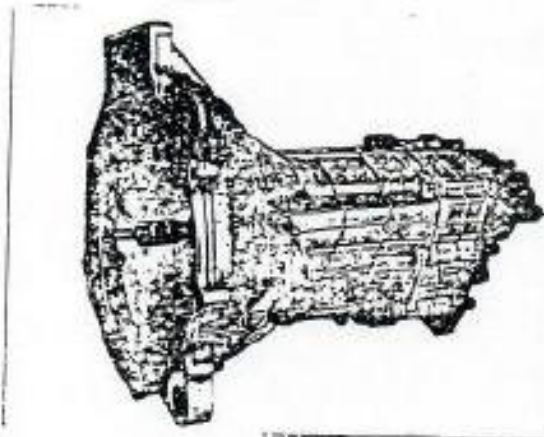


Foto W



Fotos 40 X 80 mm

Foto _A der umstehend beschriebenen Testblatt-Ergänzungen (Weiterentwicklung) Foto

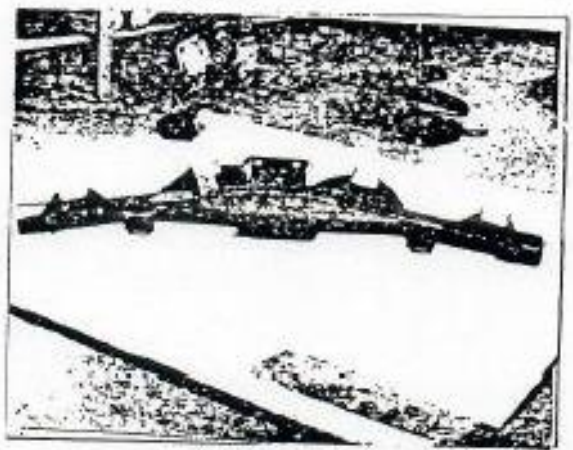
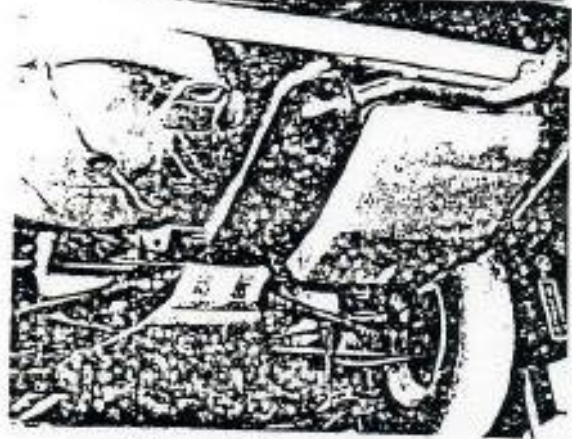
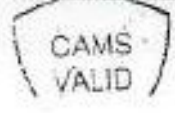
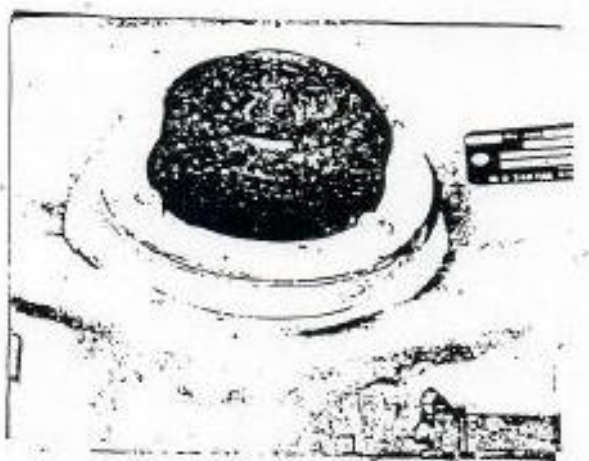
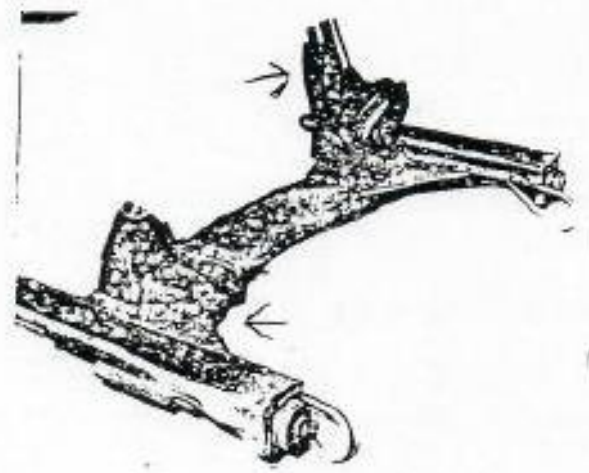
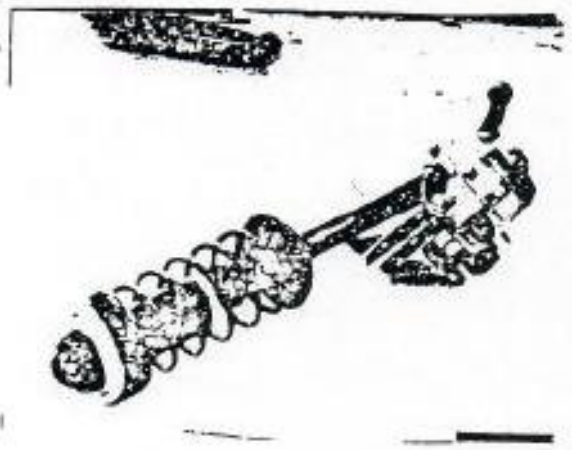
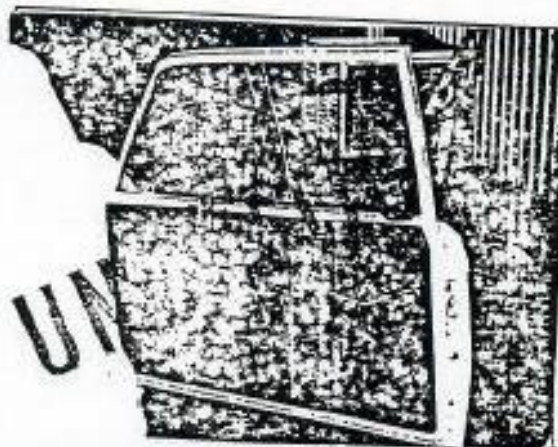
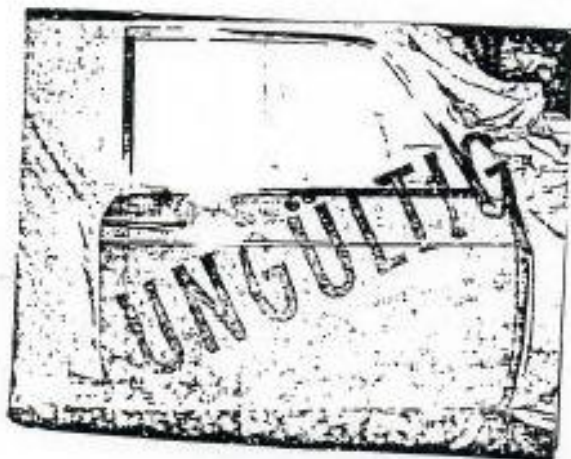
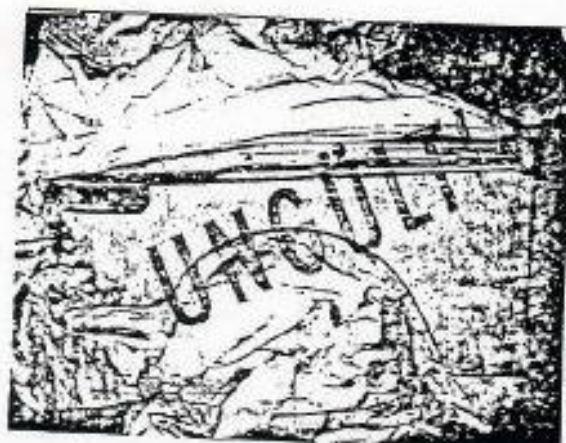
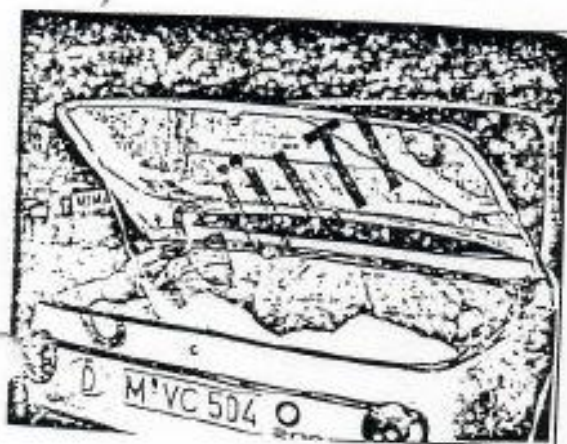


Foto Z



Fotos 60 X 80 mm
der umstehend beschriebenen Testblatt-Ergänzungen (Weiterentwicklung)



Fédération Internationale de l'Automobile

Nachtrag zum Testblatt-Ergänzung der Serienfertigung (Variante)
gemäß den Bestimmungen des Anhang „J“ zum Internationalen Automobil-Sportgesetz

Hersteller Bayerische Motoren Werke A.G. - München
Für Baumuster/Typ BMW 2002 TI
Nachstehende Erweiterungen gelten ab Fahrgestell-Nr. 1 680 001
Motor-Nr. 1 680 001
Beginn der Serienfertigung
Handelsbezeichnung des Baumusters/Typ
Datum der Antragstellung 12 Mai 1970

Geringe Angaben/Beschreibung für die Ergänzung der Serienfertigung

- zu 142) Verdichtungsverhältnis/ taux de compression : $9,3 \pm 0,3 : 1$
zu 143) Inhalt des Verdichtungsraumes/ volume de la chambre de combustion: $58 \pm 1 \text{ cm}^3$
zu Foto D) Vorderachsträger/ support de l'essieu AV (voir photo)
zu Foto E) Hinterachsträger/ support de l'essieu AR (voir photo)
zu Foto G) Bremse hinten/ frein AR (voir photo)
zu Foto I) Im Zuge der Weiterentwicklung, kommt nachstehend abgebildeter Schalldämpfer serienmässig zum Einbau/
silencieux d'échappement désormais monté en série
zu Seite 4) Bei der Zeichnung der Einlass - und Auslassöffnungen gilt für alle Masse die Toleranz von $\pm 1 \text{ mm}$ /
tolérance de fabrication pour les conduits d'admission et d'échappement $\pm 1 \text{ mm}$.

Nur vom ACN auszufüllen

Gepflicht gemäß den Unterlagen des Herstellerwerkes BMW - BE/S-TW 14.5.1970

ONS/FIA-Eintragungen

Ergänzungs-Nachtrag von FIA anerkannt in Kategorie

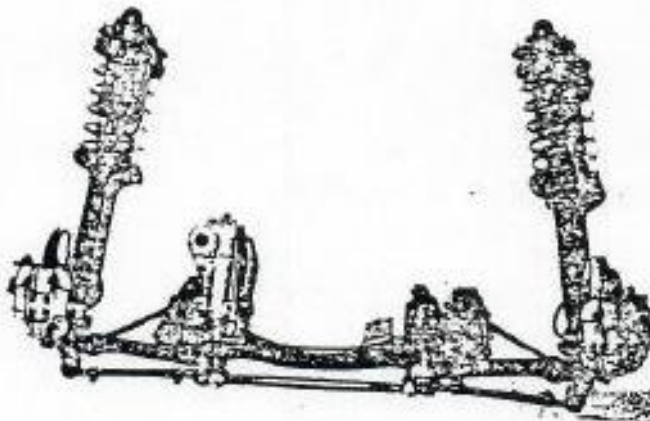
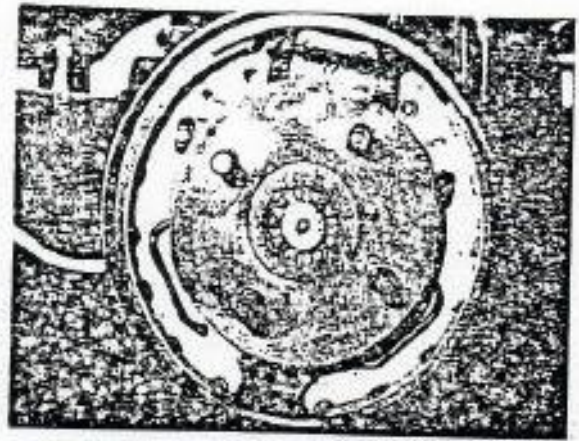
gültig ab 17/70 liste 90/7

NACHTRAGSSITEN: 4 FIA-Stempel

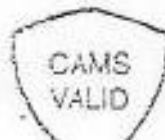


Unterschrift

CAMS
VALID



NACHTRAGSSEITEN: 5



Fédération Internationale de l'Automobile

Nachtrag zum Testblatt (Berichtigung-Ergänzung)

Hersteller Bayerische Motoren Werke AG, München
Für Baumuster/Typ BMW 2002 TI
Fahrstell-Nr. 1 680 001
Motor-Nr. 1 680 001
Datum der Antragstellung 7. Juli 1970

Genoue Angaben für die Berichtigung-Ergänzung des Testblattes:

In Erfüllung der von der FIA/CSI geforderten Berichtigung geben wir nachstehend die Zähne-Zahl der bereits homologierten Hinterachsübersetzungen bekannt:

En conséquence des corrections demandées par la FIA/CSI, nous vous donnons ci-après le nombre de dents des transmissions arrière déjà immatriculées:

Zu 294	3,45 (38/10)	3,54 (39/11)	3,64 (40/11)	3,9 (39/10)
	3,91 (43/11)	3,98 (43/10)	4,10 (41/10)	4,11 (37/9)
	4,44 (40/9)	4,78 (43/9)	5,32 (37/7)	5,85 (41/7)
	5,01 (35/7)	2,93 (41/14)	3,07 (40/11)	3,27 (36/11)
	3,36 (37/11)			

Fotos des in dem 2002 TI verbauten ZF Fünfganggetriebes:

Photographie de la boîte à 5 vitesses ZF montée dans le modèle 2002 TI

à coller sur fiche de base page 12b

Nur vom ACN auszufüllen

Geprüft gemäß den Unterlagen des Herstellerwerkes

ONS FIA-Eintragungen

Berichtigung-Ergänzung von FIA anerkannt

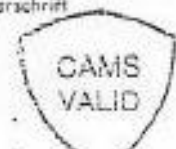
gültig ab

Liste

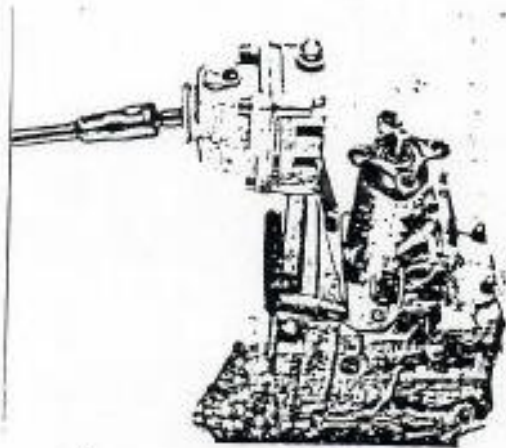
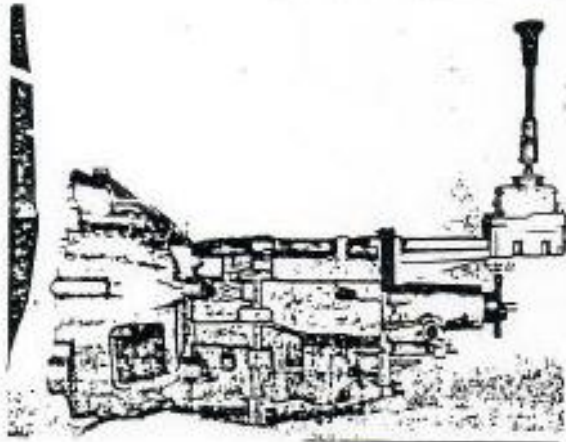
NACHTRAGSEITEN: 6

FIA-Stempel

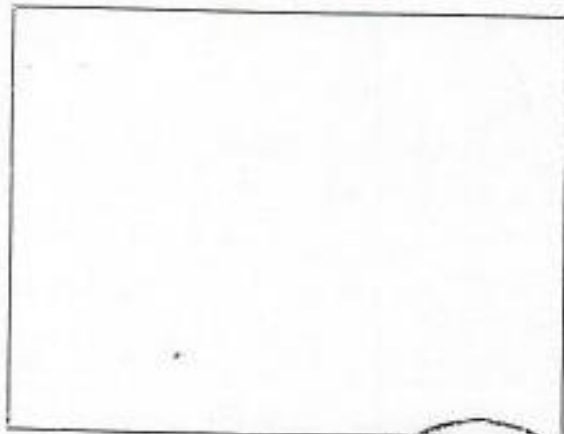
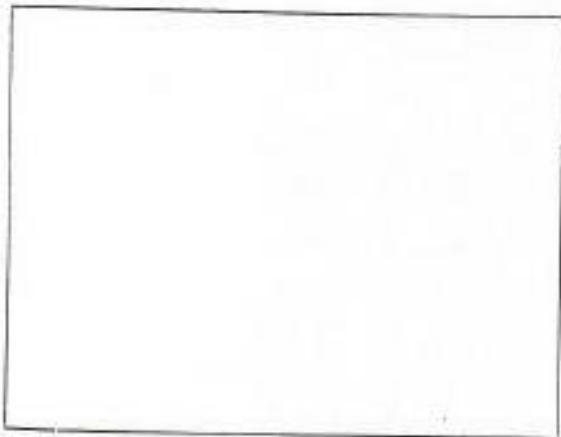
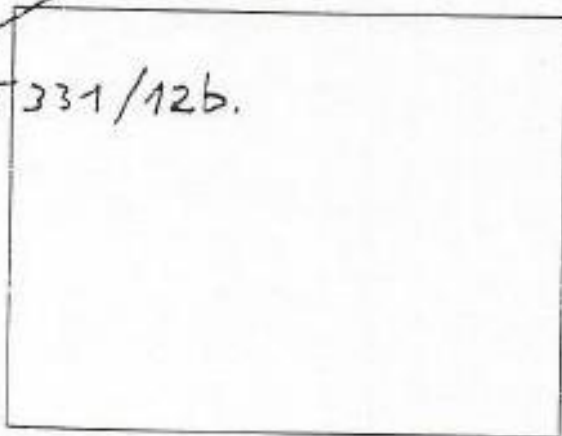
Unterschrift



Fotos 80 x 100 mm
der umstehend beschriebenen Testblätt-Ergänzungen (Weiterentwicklung)



Page 5331/126.



FIA/CSI-Homologation Nr.

2771

Nachtrag Nr.

3/2V - Gr II

Fédération Internationale de l'Automobile

Nachtrag zum Testblatt - Ergänzung zur Gruppe 2

gemäß den Bestimmungen des Anhang „J“ zum internationalen Automobil-Sportgesetz

Hersteller Bayerische Motoren Werke AG - München

Baumuster/Typ BMW 2002 TI

Nur für Tourenwagen (1000) Gruppe 2 gültig

Only valid for touring cars group 2

Seulement valable pour voitures de tourisme groupe 2

Von Hersteller ab sofort lieferbare Sonder-Ausrüstungen

zu 46) Unterschutz / tôle de protection (voir la description)

zu 240) Anordnung der Batterie : in Kofferraum - zwei Leichtbatterien
Gewicht/ disposition d'accumulateur : en coffre - deux
accumulateurs léger poids : 16 kg



Nur vom ACN auszufüllen

Geprüft aufgrund der Unterlagen des Herstellerwerkes

BMW - VA/S-TW 14.5.1970

ONS/FIA-Eintragungen

Ergänzungs-Nachtrag von FIA anerkannt

gültig ab

1/7/70

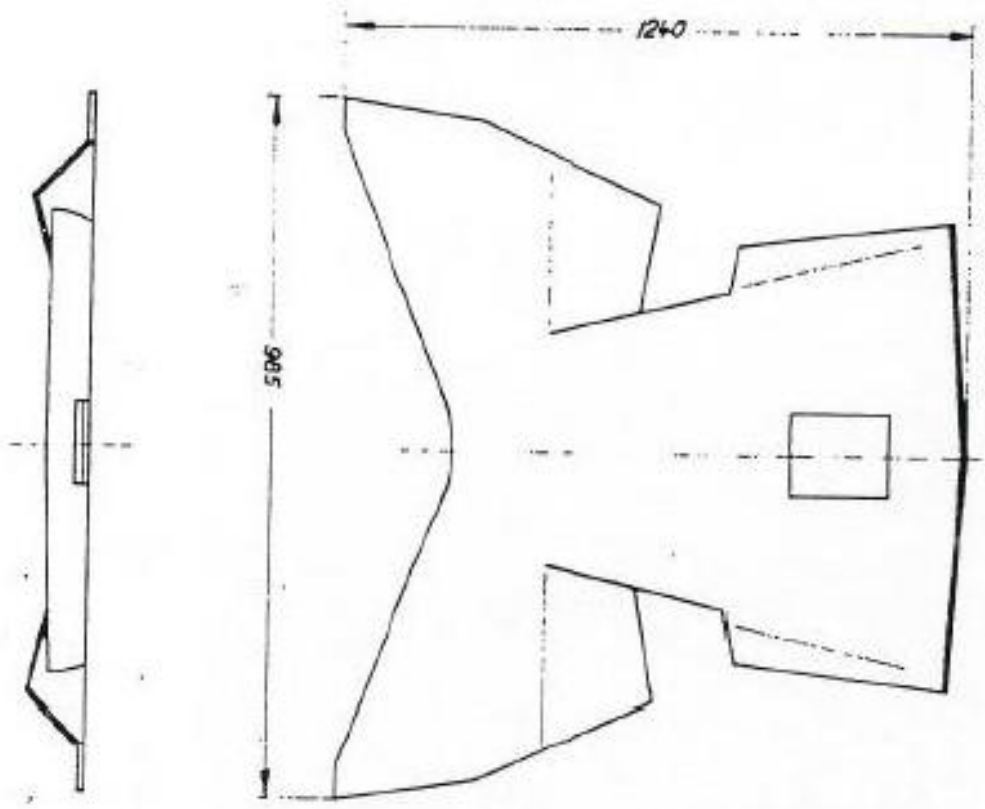
Liste

70/7

NACHTRAGSSEITEN: 8 FIA-Stempel

Unterschrift

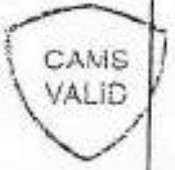




Unterbodenschutz

Typ: 2002 T1 - 3/2V

Gew.: 2 kg



SCHUTZSSRITZEN: 97

FIA/CSI-Homologation Nr. 5331
Nachtrag Nr. 4/3V

Fédération Internationale de l'Automobile

Nachtrag zum Testblatt (Berichtigung-Ergänzung)

Hersteller Bayerische Motoren Werke A.G. - München
Für Baumuster/Typ BMW 2002 TI
Fahrgestell-Nr. 1 680 001
Motor-Nr. 1 680 001
Datum der Antragstellung 12 Mai 1970

Genaue Angaben für die Berichtigung-Ergänzung des Testblattes:

zu 292) Lamellen differential / Pont à action limitée
Nr. 31 14 1 201 532

Nur vom ACN auszufüllen

Geprüft gemäß den Unterlagen des Herstellerwerkes

ONS/FA-Eintragungen

Berichtigung-Ergänzung von FIA anerkannt

gültig ab 1/1/70 Liste 70/7



NACHTRAGSSEITEN: 10 FIA-Stempel

Unterschrift

FIA/CSI-Homologation Nr.

5331

Nachtrag Nr.

5/4U

Fédération Internationale de l'Automobile

Nachtrag zum Testblatt-Ergänzung der Serienanfertigung - (Variante)
gemäß den Bestimmungen des Anhang „J“ zum Internationalen Automobil-Sportgesetz

Hersteller Bayerische Motoren Werke A.-G.
Für Baumuster/Typ BMW 2002 TI
Nachstehende Erweiterungen gelten ab Fahrgesidl.-Nr. 1 680 001
Motor-Nr. 1 680 001
Beginn der Serienfertigung Oktober 1968
Handelsbezeichnung des Baumusters/Typ BMW 2002 TI
Datum der Antragstellung 15. November 1970

Genauere Angaben/Beschreibung für die Ergänzung der Serienfertigung

- zu 156) Ventilator/ventilateur : 36 cm
zu 157) Anzahl der Lüfterflügel/nombre des ailettes du ventilateur : 5

Nur vom ACN auszufüllen

Gepflegt gemäß den Unterlagen des Herstellerwerkes

BMW - VA/SER.-TW 15.11.1970

ONS/FIA-Eintragungen

Ergänzungs-Nachtrag von FIA anerkannt in Kategorie

gültig ab

1/1/71

Liste

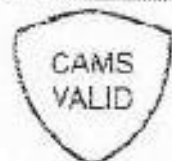
71/1

NACHTRAGSSEITE NIM



FIA-Stempel

Unterschrift



Fédération Internationale de l'Automobile

Nachtrag zum Testblatt-Ergänzung der Serienanfertigung - (Variante)
gemäß den Bestimmungen des Anhang „J“ zum Internationalen Automobil-Sportgesetz

Hersteller Bayerische Motoren Werke A.-G. München
Für Baumuster/Typ BMW 2002 TI
Nachstehende Erweiterungen gelten ab fahrgestell-Nr. 1 680 001
Motor-Nr. 1 680 001
Beginn der Serienfertigung Oktober 1968
Handelsbezeichnung des Baumuster/Typ BMW 2002 TI
Datum der Antragstellung 10.8.70

Genauere Angaben/Beschreibung für die Ergänzung der Serienfertigung

zu 41) Serienmäßige Ausstattung wahlweise mit zwei Sortsitzen
mit Rückenlehnen - Verriegelung / équipement en serie
facultativement avec deux sièges avec dossiers -
verrouillage



N° Cat. 52101 8079 83 (L.H.)
52101 8079 84 (R.H.)

Poids : 13.5 kg.

Nur vom ACN auszufüllen

Geprüft gemäß den Unterlagen des Herstellerwerkes

ONS/FIA-Eintragen

Ergänzungs-Nachtrag von FIA anerkannt in Kategorie

gültig ab 1/12/70

Use 70/12



FIA-Stampel

FIA-Stampel

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Fédération Internationale de l'Automobile

Nachtrag zum Testblatt - Ergänzung der Serien-Ausführung - (Variante)
gemäß den Bestimmungen des Anhang „J“ zum Internationalen Automobil-Sportgesetz

Hersteller Bayerische Motoren Werke AG, München
 Baumuster/Typ BMW 2002 TI
 Nachstehende Erweiterungen gelten ab Fahrgestell-Nr. 1 680 001
 Motor-Nr. 1 680 001
 Nachstehende Ergänzungen werden in der Serien-Herstellung ausgeführt seit: Oktober 1968
 Datum der Antragstellung 10. 8. 1970

Genaue Angaben/Beschreibung für die Ergänzung der Serienfertigung

Zu Foto A) Exportausführung
Version exportation

Zu Foto B) Exportausführung
Version exportation

Zu Foto C) Exportausführung
Version exportation

Zu Seite 4) Durch Gußversatz bedingt, erhöhen sich die Toleranzen von Zylinderkopf-Ein- und Auslaßöffnung sowie von Ansaug- und Auslaßkrümmer bis auf 3 mm. Der Zylinderkopf ist serienmäßig nachgearbeitet.

* A cause d'un déport de fonte la tolérance des ouvertures d'admission et d'échappement de la culasse ainsi que des collecteurs d'admission et d'échappement augmente à 3 mm. La culasse est retouchée en série.

Zu 294) Hinterachse Typ 114 Kurzhals-Ausgleichsgetriebe mit geänderten Gehäuse (siehe Foto).
Pont arrière type 114 différentiel à col court avec carter altéré (voir fotogr.)

* Rattrapage des cotes d'origine sans polissage -

Nur vom ACN auszufüllen

Gepüft aufgrund der Unterlagen des Herstellerwerkes BMW - YA/STR. - 09 10.8.1970

ONS/FIA-Eintragungen

Ergänzungs-Nachtrag von FIA anerkannt in Kategorie

gültig ab Liste

FIA-Stempel

NACHTRAGSGEHEIT NR. 13

Unterschrift

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Fabrikat

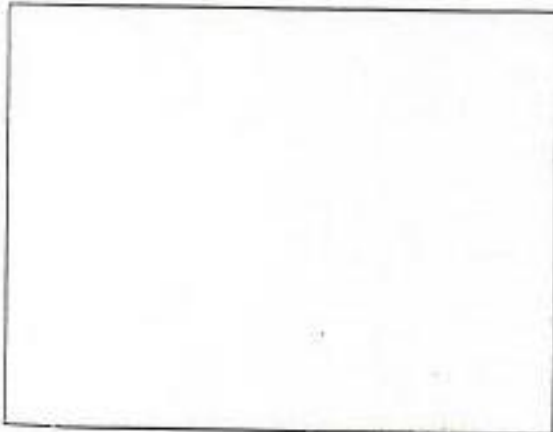
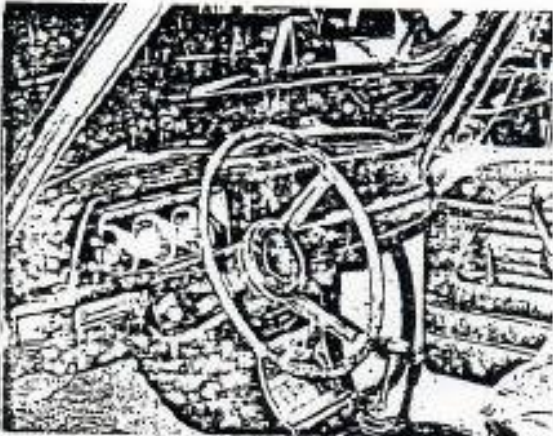
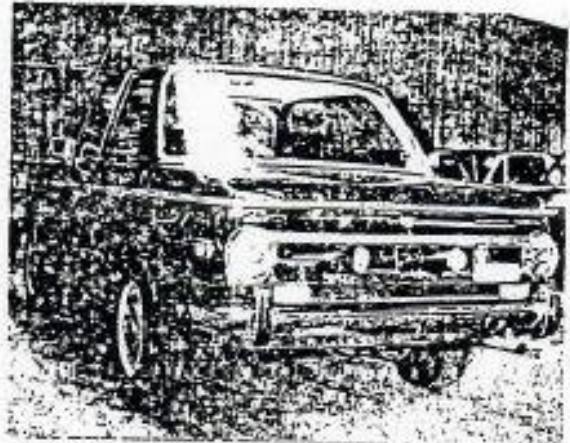
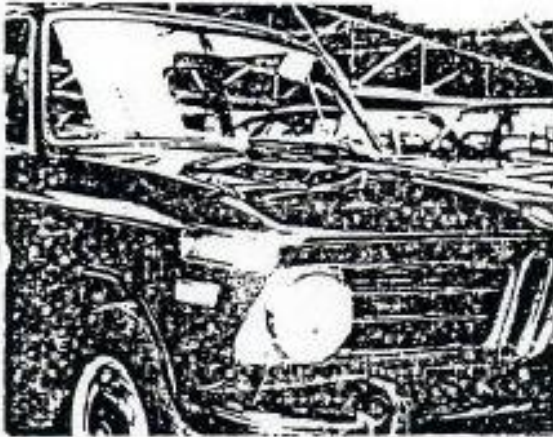
Typ

FA 551 Homologation No

3331

6/5 v

Fotos 60 X 80 mm
der umstehend beschriebenen Teublatt-Ergänzungen (Weiterentwicklung)



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Fédération Internationale de l'Automobile

Nachtrag zum Testblatt - Ergänzung zur Gruppe 2
gemäß den Bestimmungen des Anhang „J“ zum Internationalen Automobil-Sportgesetz

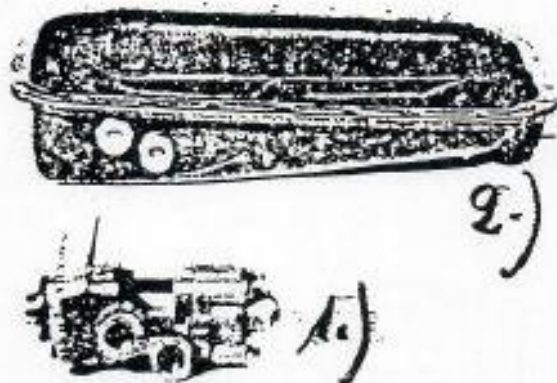
Hersteller Bayerische Motoren Werke A.-G.

Baumuster/Typ BMW 2002 TI

Nur für Tourenwagen (1000) Gruppe 2 gültig

Only valid for touring cars group 2
Seulement valable pour voitures de tourisme groupe 2
Vom Hersteller ab sofort lieferbare Sonder-Ausrüstungen

zu 151) Motorschmierung: Trockensumpf/lubrification du moteur :
carter sec.
Trockensumpf Pumpe einfach/ pompe de carter sec simple
Foto 1 Kat. Nr. 11419898680
Ölwanne/ carter d'huile
Foto 2 Kat. Nr. 11139898681



Nur vom ACN auszufüllen

Geprüft aufgrund der Unterlagen des Herstellerwerkes

BMW - VA/SER.-TW 17.2.1971

ONS/FIA-Eintragungen

Ergänzungs-Nachtrag von FIA anerkannt

gültig ab 1/4/71

Liste 71/4



NACHTRAGSSEITE Nr. 44

FIA-Stempel

Handwritten signature and the word 'Unterschrift' (Signature).

FIA/CSI-Homologation Nr. 5331

Nachtrag Nr. 9/2E

Fédération Internationale de l'Automobile

Nachtrag zum Testblatt (Berichtigung-Ergänzung)

Hersteller Bayerische Motoren Werke A.-G.
 für Baumuster/Typ BMW 2002 TI
 Fahrgestell-Nr. 1 680 001
 Motor-Nr. 1 680 001
 Datum der Antragstellung 14. Februar 1971

Genauere Angaben für die Berichtigung-Ergänzung des Testblattes:

alt/ à vieux

zu Seite 4)

S = 20,4 mm 0,80 inch.
 T = 13,4 mm 0,52 "
 U = 26,9 mm 1,06 "

zu 162)

Gewicht/ poids 16 kg

neu / nouveau

zu Seite 4)

Für nachstehende Maße gelten folgende Toleranzen/ les tolérances suivantes sont valable pour les mesures mentionées ci - après :

S = 20,4 mm \pm 0,04 0,80 inch
 T = 13,4 mm \pm 0,04 0,52 "
 U = 26,9 mm \pm 0,065 1,06 "

zu 162)

Beider bearbeiteten Kurbelwelle kann sich das Gewicht durch Auswuchten um 0,165 kg vermindern/ lorsque le vilebrequin travaille, le poids peut être diminué de 0,165 kg par les travaux d'équilibrage.

Retourne en série à l'usine sans polissage

Nur vom ACN auszufüllen

Geprüft gemäß den Unterlagen des Herstellerwerkes

BMW - BE/SER. - TW 17.2.1971

ONS/FIA-Eintragungen

Berichtigung-Ergänzung von FIA anerkannt

gültig ab 1/4/71Liste 7/14

FIA-Stempel

Unterschrift

NACHTRAGSSEITE Nr. 15

A-D Sport 500/12/64

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