



BMW 3.0 CSL



Superiority through Racing Success

The moving spirit behind BMW's automotive engineering is the desire to create a symbiosis of man and machine. It is this spirit that lends BMW cars their unique character and their edge over competitors. The BMW 3.0 CSL is the ultimate expression of BMW's superiority in design: the car reflects the enthusiasm of BMW engineers for high-performance driving, and for engineering know-how not limited by the economic restrictions of volume production. It is for the uncompromising sport drivers that a limited quantity of CSLs are being built. The CSL, BMW's fastest car, is a race-proven special version in which the entire

design concept is aimed at maximum performance and roadability for everyday motoring as well as for racing. Accent stripes and wing extensions signal the 3.0 CSL. Black polyester rear bumper, 7" light-alloy rims and the absence of the front bumper high-light is high performance nature. The bonnet is clamped securely by racing latches. The "L" in CSL stands for light-weight. The BMW 3.0 CSL has been freed from everything that adversely affects reaction time and high performance driving. Thanks to light-weight construction all round, BMW engineers have achieved a power-weight ratio of 32.79 lbs./bhp. This was only possible by using special materials. Doors, bonnet and boot lid are made of aluminum. The reinforced polyester rear bumper weighs a mere 5.5 lbs! Special light-weight glass has been used for the rear

and side windows. The windscreen is made of two-layer safety glass and to save weight, the rear side windows are fixed. The malleability of the unexcelled BMW chassis with fully independent rear suspension has been improved even further through use of gas-pressurized Bilstein spring struts up front. Bilstein telescopic shock absorbers at the back and progressive rate springs. The result is a chassis that can cope with higher speeds than the car will ever go. The limited-slip differential with 25 per cent locking action enables the BMW 3.0 CSL to corner faster and accelerate out of the turns with even greater speed and precision than other BMW cars. The high-performance fuel-injected power unit accelerates the CSL from 0-60 mph in 6.7 sec and gives it a top speed of 137 mph. A business-like atmosphere prevails in the cockpit of the 3.0 CSL.

The functional interior encourages a superior style of driving. Roof, interior trim panels, carpets and seats are black to avoid dazzle. The leather-covered sports steering wheel combined with the positive steering mechanism give the driver complete control at all times. Deep bucket seats provide perfect support even in extreme situations. The short gear lever facilitates rapid gear changing. A map-reading light is fitted for rallying. The BMW 3.0 CSL is one of the ultimate expressions of the BMW concept that only the better car brings out the best in the experienced driver.

BMW sheer driving pleasure. In G.B. the BMW 3.0 CSL is available with various special equipment. Details may be seen in the supplementary leaflet.



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| Power unit | 6-cylinder, 4-stroke inline, triple hemispherical swirl action combustion chamber with concentration of volume around spark plugs; overhead camshaft with 4 bearings, overhead valves in inclined V-arrangement, duplex roller chain drive with vibration damper. Crankshaft with 7 main bearings, 12 balance weights and torsional vibration damper. Engine water-cooled. Pressure oil circulation with full-flow filter and pressure regulating valve. | |
| Capacity | Carburettor engine 183.183 cu. in. 3003 cc. | Injection engine 183.183 cu. in. 3003 cc. |
| Stroke | 3.150" | |
| Bore | 80 mm | |
| Output | 180 DIN-hp at 6000 rpm 200 SAE-hp at 6000 rpm | 200 DIN-hp at 5500 rpm 222 SAE-hp at 5500 rpm |
| Compression ratio | 9.0 : 1 | |
| Carburettors/injection system | 2 Zenith 35/40 INAT twostage carburettors, second stage vacuum-controlled, automatic choke carburettor, accelerator pump | |
| Final drive ratio | 3.45 | |
| Transmission | Gearbox with 4 forward gears, all synchromesh: 1st 3.85 : 1; 2nd 2.2 : 1; 3rd 1.4 : 1; 4th 1 : 1; Rev. 4.3 : 1; final drive halfshafts with 2 no-maintenance homokinetic joints on each side; limited-slip differential with 25% locking action. | |
| Chassis | Independent suspension with spring struts inclined rearwards at top, trailing links and wishbones pivoting in large-diameter rubber bushes; progressive-action coil springs in eccentric arrangement; rubber auxiliary springs; double-action BILSTEIN gas pressure shock absorbers. | |
| Front axle | Independent suspension with inclined semi-trailing arms pivoting in rubber bushes; progressive-action coil springs with rubber auxiliary springs; double-action BILSTEIN telescopic shock absorbers. | |
| Rear axle | ZF-Gemmer steering, overall ratio 18.9 : 1, safety steering column with two universal joints. | |
| Steering | Light-alloy wheels, well base, 7 J x 14 H 2 | |
| Wheels | 195/70 VR 14 | |
| Tyres | Disc brakes; twin dual-circuit system with 2 times 4 brake cylinders on the front wheels; vented brake discs front and rear, fixed caliper, brake servo. | |
| Brakes | Handbrake operates mechanically on inside brake drums of rear wheels. | |
| Electrical system | 12 Volts, alternator 630 Watts, three-phase current, battery 36 Amp/hr (injection engine 55 Amp/hr), 4 quartz-iodine headlights | |
| Equipment and fittings | With speedometer and trip mileage recorder, revolution counter, fuel gauge with telltale, oil pressure gauge, coolant thermometer. | |
| Instrument panel | Telltale for battery charge, turn indicators, high-beam headlights, handbrake and twin dual-circuit brakes, hazard warning flashers, rear fog warning light, 2 reversing lights, reading lamp in glove box. | |
| Ventilation | Twin-circuit fresh air system; air throughput up to 3.5 cu. ft./sec, volume independent of road speed. Fresh air supply through outlet grille with adjustable guide vanes, stale air extraction by slots above and below rear window. | |
| Body | Storage space within easy reach: In lighted glove box, on instrument panel, stowage box on centre console. | |
| Windows | Two-speed screenwipers with intermittent wipe. Anchorage plates for 2 and 3 point safety belts on all 4 seats, anti-dazzle rear-view safety mirror, 2 safety ashtrays in doors and for rear seat passengers. | |
| Seats | Special light-weight body designed as rigid safety shell with crush zones front and rear; welded to floor section reinforced by high longitudinal and cross members. | |
| front | Engine compartment lid, luggage compartment lid and doors made of light alloy. | |
| rear | Wind-down windows on doors, special fixed glass windows side and rear; windscreen made of twin-layer safety glass. | |
| Dimensions | Individual bucket seats with sprung seat bottom. | |
| Track | Bench-type seat with individual body contour; centre armrest. | |
| Ground clearance | Length 182.3" (4630 mm), Width 67.3" (1710 mm), Height (unladen) 53.9" (1370 mm), Wheelbase 103.3" (2625 mm). | |
| Min. turning circle | Front 57.7" (1466 mm), Rear 56.0" (1422 mm). | |
| Min. track circle | 5.5" (140 mm), 34.5' (10.5 m), 32.2' (9.8 m). | |
| Weights | (to DIN specification) 2569 lb (1165 kg). | |
| Unladen weight | 3638 lb (1650 kg). | |
| Max. permitted gross weight | 15.9 cu. ft (450 litres). | |
| Luggage compartment capacity | 15.4 Imp. gal. (70 litres) thereof 1.75 Imp. gal. (8 litres) reserve. | |
| Fuel tank capacity | braked 2205 lb (1000 kg), unbraked 1367 lb (620 kg) | |
| Trailer load | 132 mph | |
| Top speed | 0-62.5 mph | |
| Acceleration | in 7.3 sec. | |
| Fuel consumption | 25.4 mpg (Imp.) at a steady speed of 68 mph (11.2 litres per 100 km) | |
| (DIN 70030) | 137 mph 0-62.5 mph in 6.9 sec. 26 mpg (Imp.) at a steady speed of 68 mph (10.9 litres per 100 km) | |

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