

THE BMW 8 SERIES COUPÉS

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*The supreme synthesis
of technology and design.*



EXPERIENCE PERFECTION.

The very first time you encounter the BMW 8 Series, you will immediately sense the supreme thrill emanated by these cars. A unique feeling resulting from the 8 Series' overall impression and its individual details.

With its uncompromising focus on technical perfection, the 8 Series is an automotive spearhead of our times, a car — whether the 840Ci, 850Ci or 850CSi — which will probably always remain absolutely unique in its style and character. A car with a power unit combining supreme performance with superior innovation. And a car with a wide range of features almost beyond comparison in terms of both exclusivity and craftsmanship.

The BMW 8 Series — a unique rendition of a new standard in sophisticated motoring.

The new BMW 850CSi coupé:
Top technology in breathtaking design.



The BMW 850Ci:
12 cylinders in impressive style.



*Elegance and performance all in one:
The BMW 840Ci with its
sophisticated 8-cylinder power unit.*



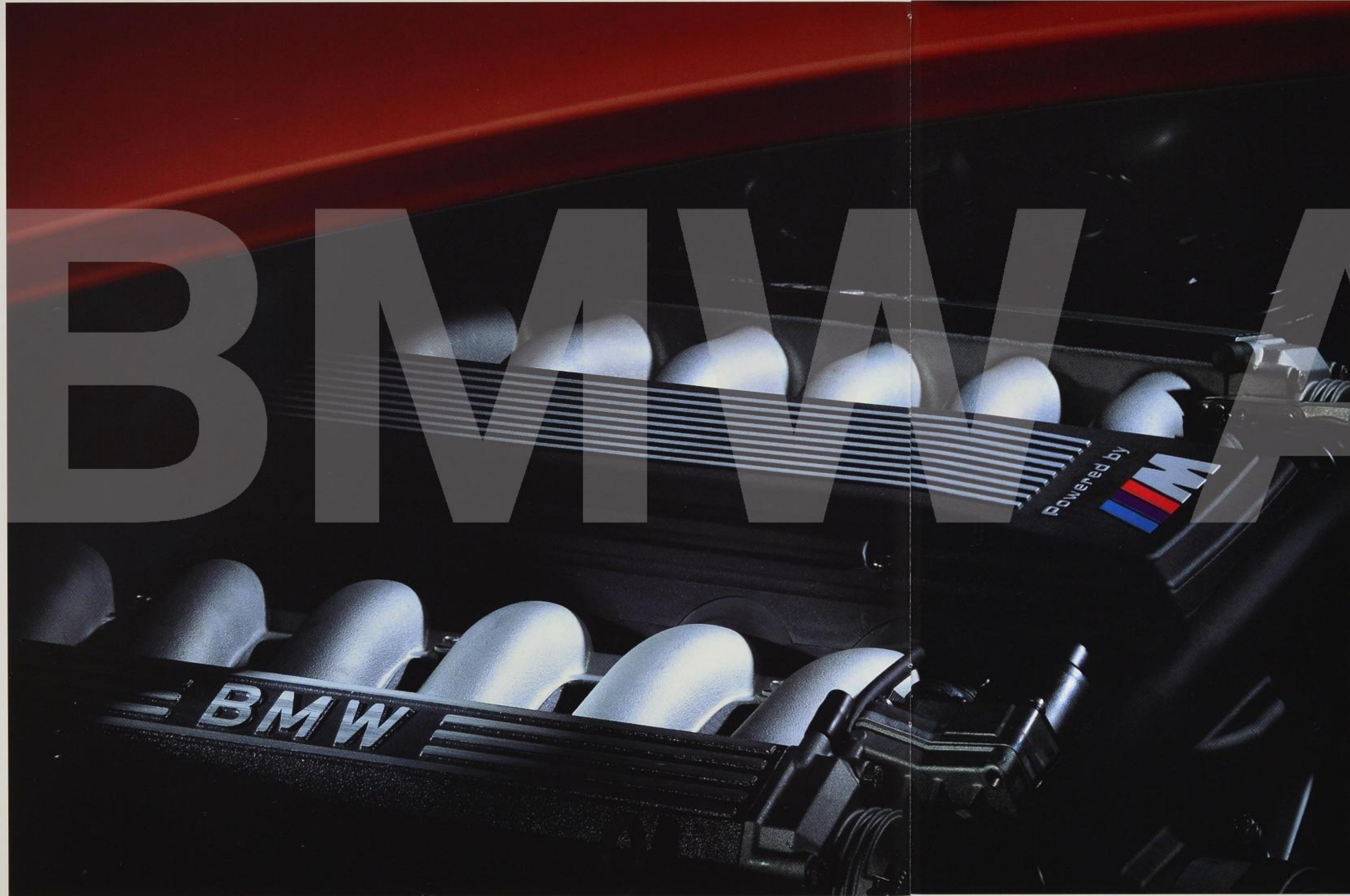
*The BMW 850Ci:
Individual character in the luxury
performance range.*



The cockpit of the 850CSi;
Perfect ergonomics and high-tech
BMW-style.



POWER AND REFINEMENT.

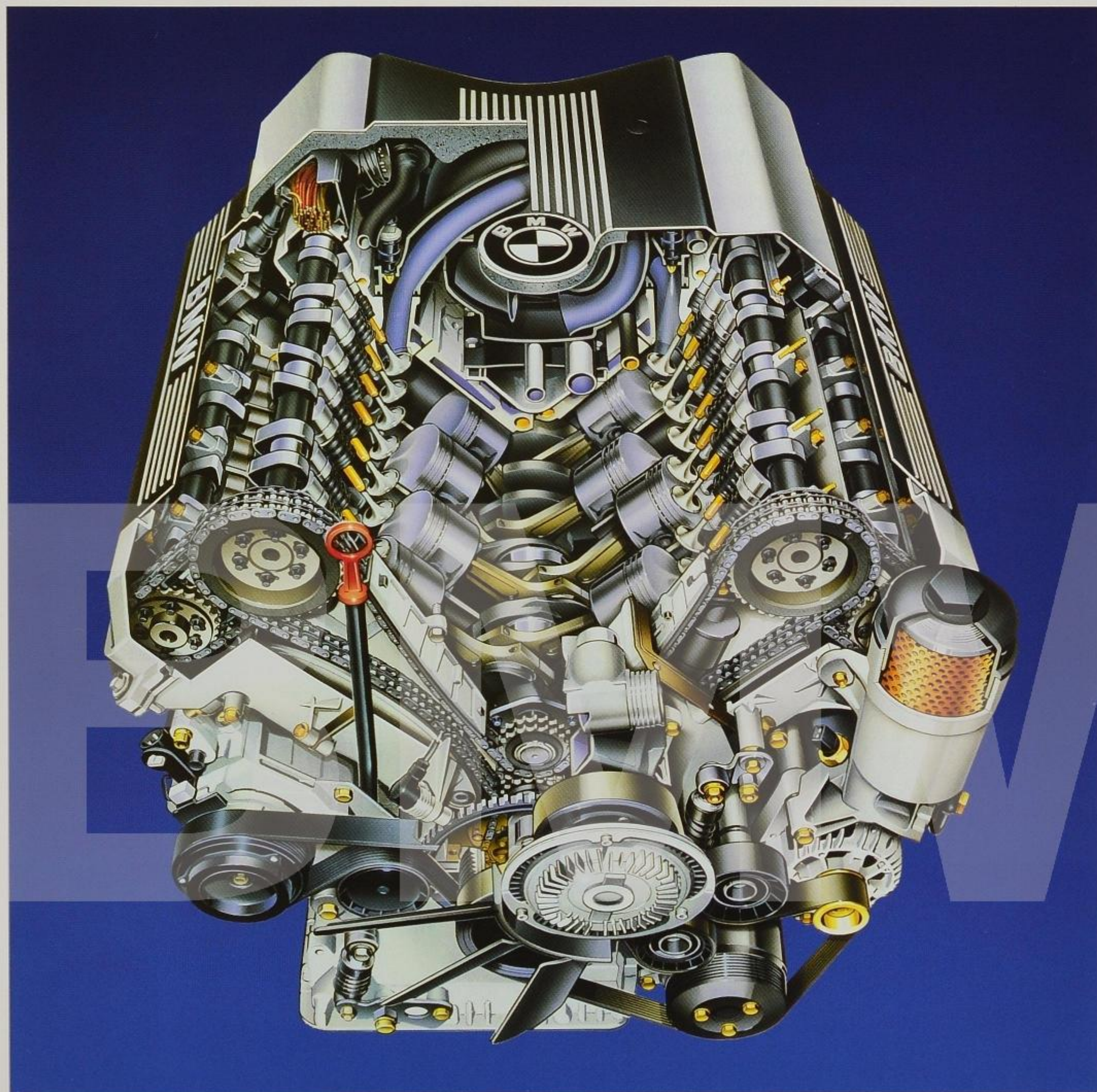


The V12 power unit of the BMW 850CSi. Completely updated by our motorsport specialists, this unique 12-cylinder now displaces 5.6 litres, offering power, refinement and smoothness at its very best. In conjunction with this superior style, the engine's enormous torque and more than ample performance available at all speeds, ensures a thrilling experience

which has already made the BMW V12 a legend in its own right: All the power and performance you would rightly expect of such a world-class coupé.

Brand-new from BMW: engine power control with adjustable control functions. Replacing the usual mechanical linkage between the gas pedal and throttle butterfly by means of much more sophisticated electronic control, Electronic Power Control (EPC) features two separate control maps in the BMW 850CSi. The driver, of course, has the choice to opt for the control program he prefers.

In conjunction with the 6-speed manual gearbox, the sports control map allows the engine to be fully revved up to top speed for maximum performance, for example when overtaking. In the second control mode, the comfort program, engine power can be dosed much more sensitively and economically at low and medium



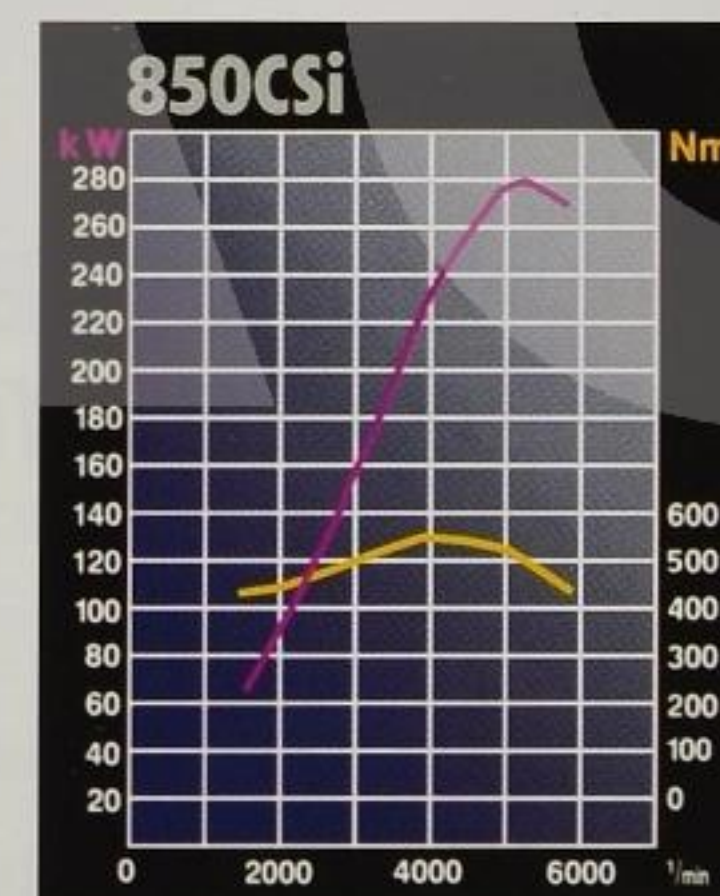
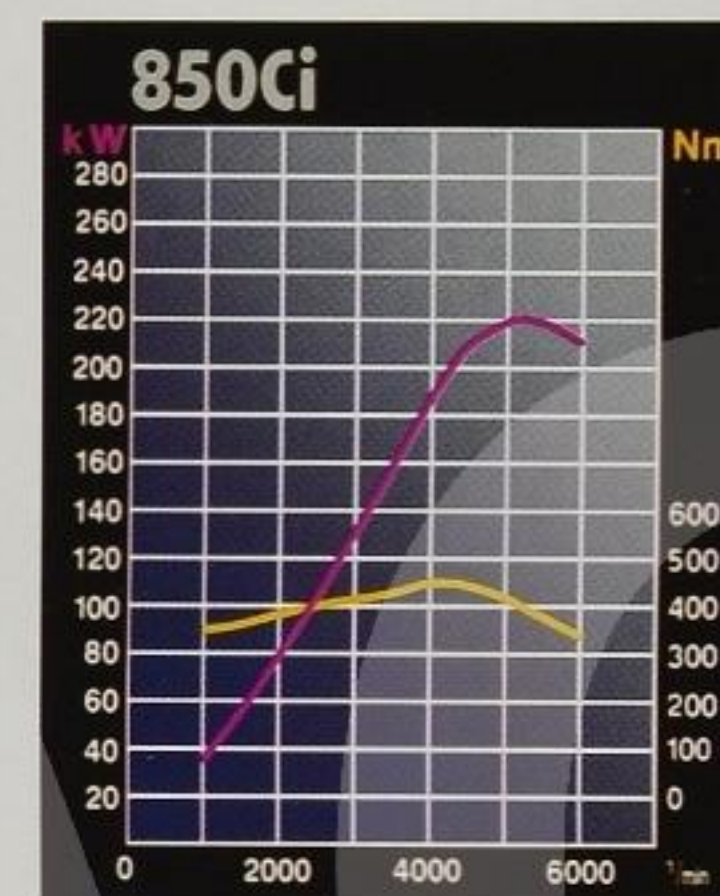
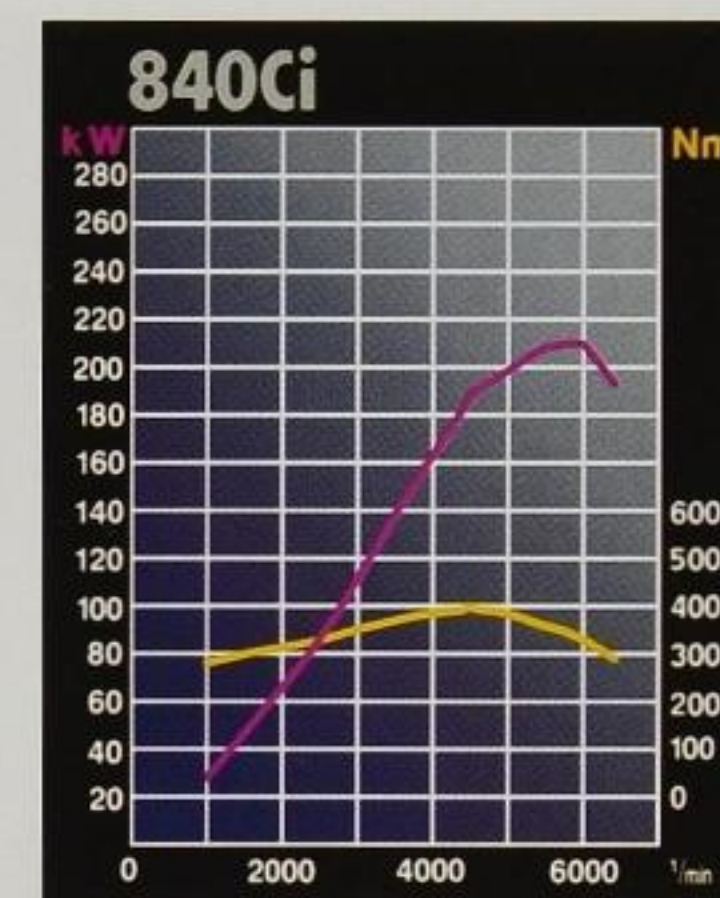
The 8-cylinder: Extremely low weight, four overhead camshafts, four valves per cylinder, optimised intake system and Digital Motor Electronics ensure dynamic performance and superior running smoothness.

speeds — an advantage in city traffic, on slippery surfaces and when parking.

A modern classic: the 5-litre V12 of the BMW 850Ci. Combining supreme smoothness with absolute reliability even in the toughest situations, this high-performance power unit provides all the exceptional superiority that has given BMW's 12-cylinder a great name right from the start. The spontaneous way in which it churns out its outstanding

performance and the perfect balance of all moving forces, clearly underline the exclusive comfort only such a luxury coupé is able to offer.

Brand-new: the 8 Series with 8 cylinders. The BMW 8-cylinder in the four-litre range opens up a new dimension of superior performance, once again underlining the remarkable, innovative results a really dedicated engineer is able to achieve. Brand-new in its concept and production technology, this unusually light and turbine-like power unit provides superior performance in every respect. Eccentrically arranged sections between the individual cams, for example, ensure a perfect balance of the camshaft without the slightest vibration. All engine functions are controlled and monitored by the latest Digital Motor Electronics. In all, therefore, this ingenious combination of perfect mechanical engineering and advanced electronics once again puts BMW in the lead in every respect.



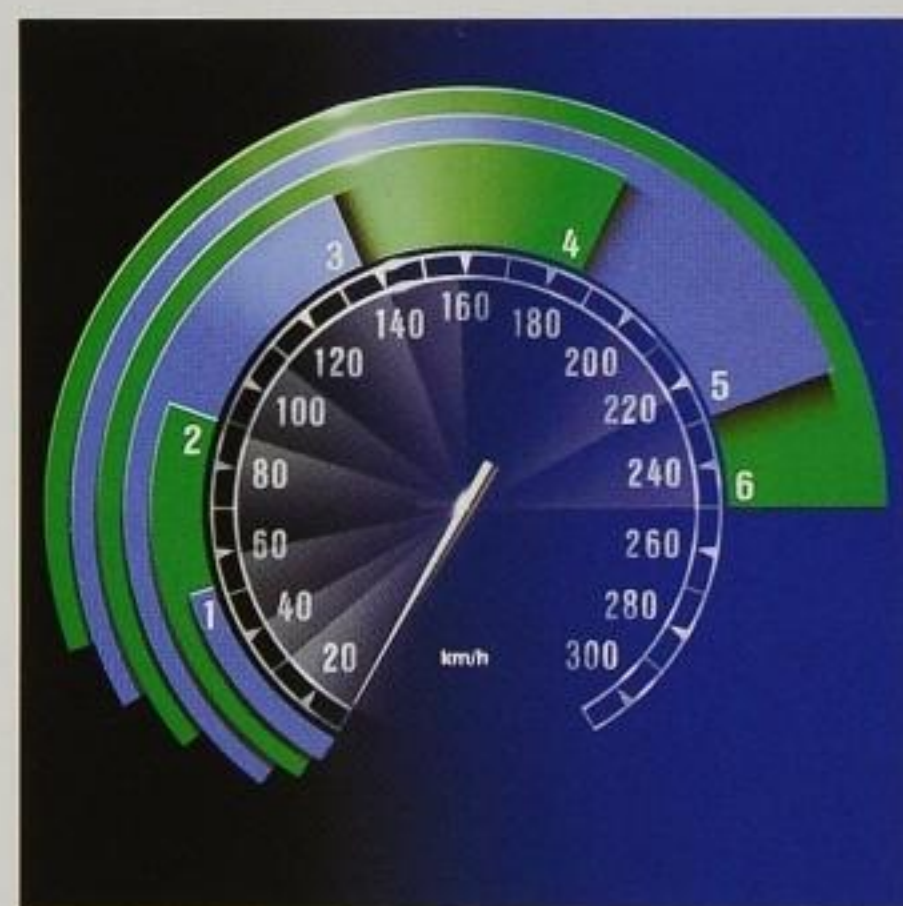
Outstanding power and performance for the discerning motorist. Both the 8-cylinder 840Ci and the 12-cylinder 850Ci and 850CSi offer impressive torque and supreme refinement at all engine speeds.



A NEW EXPERIENCE IN SMOOTH, DYNAMIC MOTORING.

The harmony of engine, suspension and body design reaches a new level of perfection in the 8 Series.

The 6-speed manual gearbox. The active motorist will be thrilled by the virtually ideal gear increments of the manual gearbox



A car with the technological standard and calibre of the 850Ci/CSi must live up to this unique level of excellence in all its features. The transmission must provide the right gear ratios for all speeds plus the right increments for supreme performance. Which is what you get from BMW's 6-speed manual gearbox.

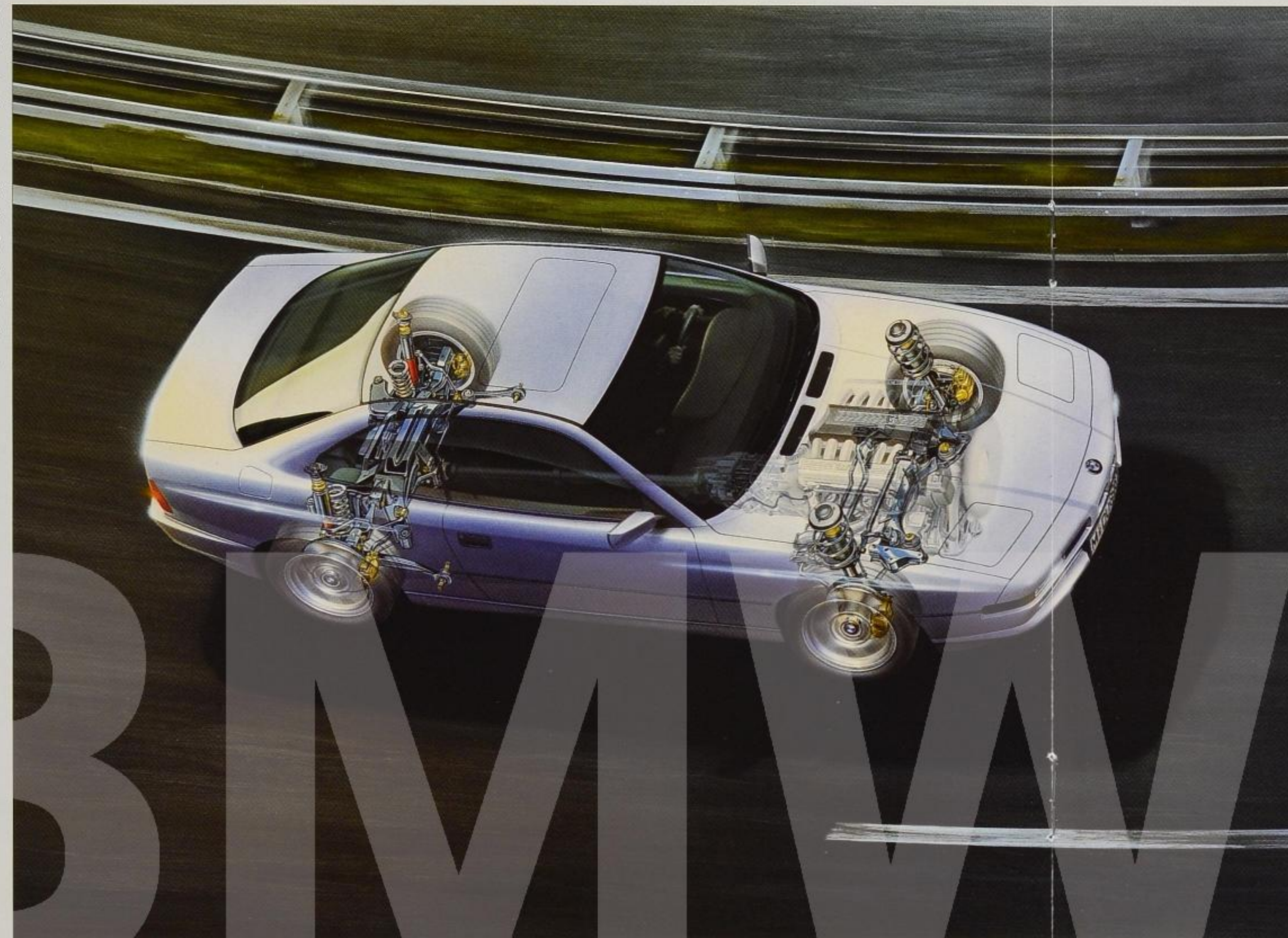
in the 840Ci and 850Ci/CSi. The six gears make maximum use of the engine's superior torque and output, adding to your driving pleasure and, of course, providing extra power and performance from these free-revving 8- and 12-cylinders.

New Adaptive Transmission Control: As an alternative to the manual gearbox, the BMW 850Ci is also available with automatic transmission featuring an adaptive, self-learning transmission control system. This electronic Adaptive Transmission Control by BMW not only takes driving and road conditions into account, but also "senses" your particular style of motoring and adjusts accordingly. Indeed,



The four-speed automatic transmission of the 850Ci comes with Adaptive Transmission Control (ATC). This sophisticated system reduces the number of gearshifts, enhances the car's fuel economy, ensures even greater control ease, and thus increases driving safety to an unprecedented standard.

Harmony of man and machine is provided by BMW's innovative integral rear axle with its unique geometrical arrangement. As a result, the BMW 8 Series retains its excellent roadholding in all situations. The final touch is then added by Automatic Stability Control + Traction Control (ASC + T).



you might call it an automatic transmission which adjusts to you and your specific requirements — and not the other way round. ATC ensures even more refinement at the wheel of the BMW 8 Series, enhancing both the ease of motoring and driving safety by avoiding gearshifts when braking and in bends. In winter it allows you to start off smoothly on the most slippery roads, gearshifts being almost imperceptible. And it adds to the fuel efficiency of the BMW coupé, switching to a low-consumption driving program whenever possible.

Automatic transmission in the 840Ci with three driving programs.

The 840Ci comes with automatic transmission able to detect all kinds of load factors such as the weight of the car and the gradient of a hill, and

then adjust accordingly. Electronic/hydraulic control offers you the choice of three different programs: Economy program (E) to minimise fuel consumption, sports program (S) to activate the engine's power and performance reserves, and winter program (*) for starting off smoothly on ice and snow and shifting gears without the slightest jolt.

The unprecedented spherical suspension. The outstanding driving characteristics of the BMW 8 Series result, not least, from its most sophisticated suspension. An elaborate configuration with double-joint spring strut front axle and integral rear axle, this suspension shows impressively what can be achieved these days in a car of this calibre. Featuring no less than five control arms per wheel, the integral rear axle, for example, keeps the tyres perfectly on the road at all times, regardless of spring travel and other dynamic movements. In bends the control arms in elastokinematic arrangement move the rear wheels to give them an active steering effect, thus providing an even better grip on the road and improved driving stability. The result is incomparably precise and neutral driving behaviour in a car which itself is beyond comparison.

Dynamic Stability Control (DSC) in the BMW 850Ci. Available as an option, DSC further improves the outstanding driving characteristics of the 8 Series' advanced suspension. From the start, this sophisticated electronic system prevents the drive wheels from spinning and monitors the car's stability in bends. While even DSC cannot override the laws of

physics, it ensures optimum transmission of power from the tyres to the road — and therefore optimum wheel grip — at all times. To reach this objective, the car's traction and stability in bends is

The total power the tyres of a car can transfer to the road is made up of individual forces serving to brake the car, to accelerate, and to maintain the desired position in bends. Should any of these forces become as great as the total force the wheels are able to convey, for example when accelerating too fast in bends, the other forces will no longer be able to hold the car in position. DSC ensures smooth harmony of these forces at all times, providing better traction when driving straight ahead and superior stability in bends.



constantly monitored as a function of the speed at which the wheels are turning, the movement of the steering wheel, and the speed at which the car is travelling. Before the tyres can even begin to lose their grip, DSC reduces drive power to prevent the car from swerving and tells the driver that the system has been activated. Precisely this makes DSC a unique achievement in the interest of even greater driving stability.

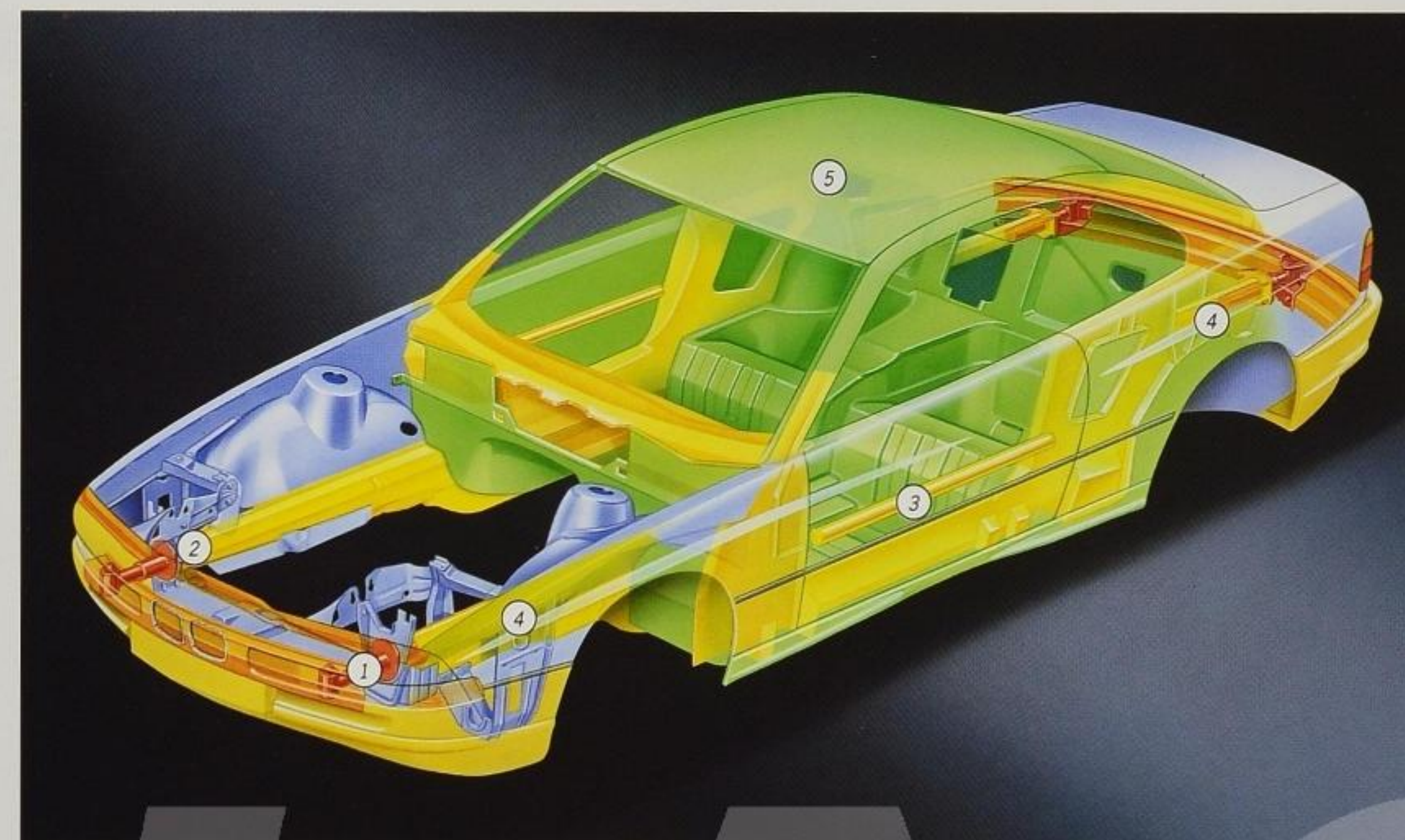
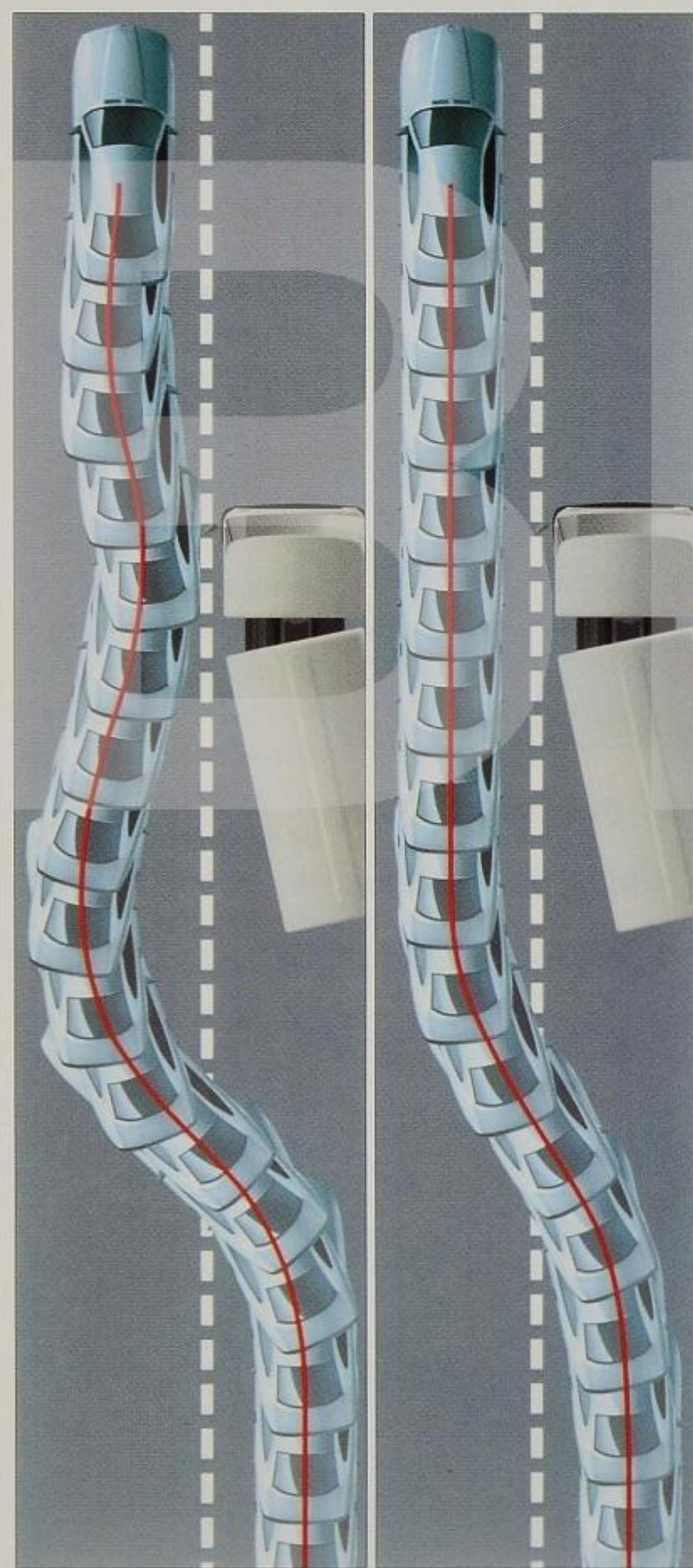
A standard feature of the 850CSi, the dynamic driving system with active rear axle kinematics provides a quantum leap in driving stability and maximum safety even in extreme situations.

Suspension control BMW-style: the dynamic driving system.

Four carefully harmonised control systems come together in the 8 Series to assist the driver: Electronic Damper Control (EDC) in the 840Ci/850Ci,

Automatic Stability Control + Traction (ASC + T), active rear axle kinematics (ARAK) in the 850CSi (optional for the 840Ci and 850Ci), and Servotronic power steering. Adding to all this, the dynamic driving system even comes with electrical adjustment of the steering column. The control systems and their functions are explained in detail in the Technology Guide.

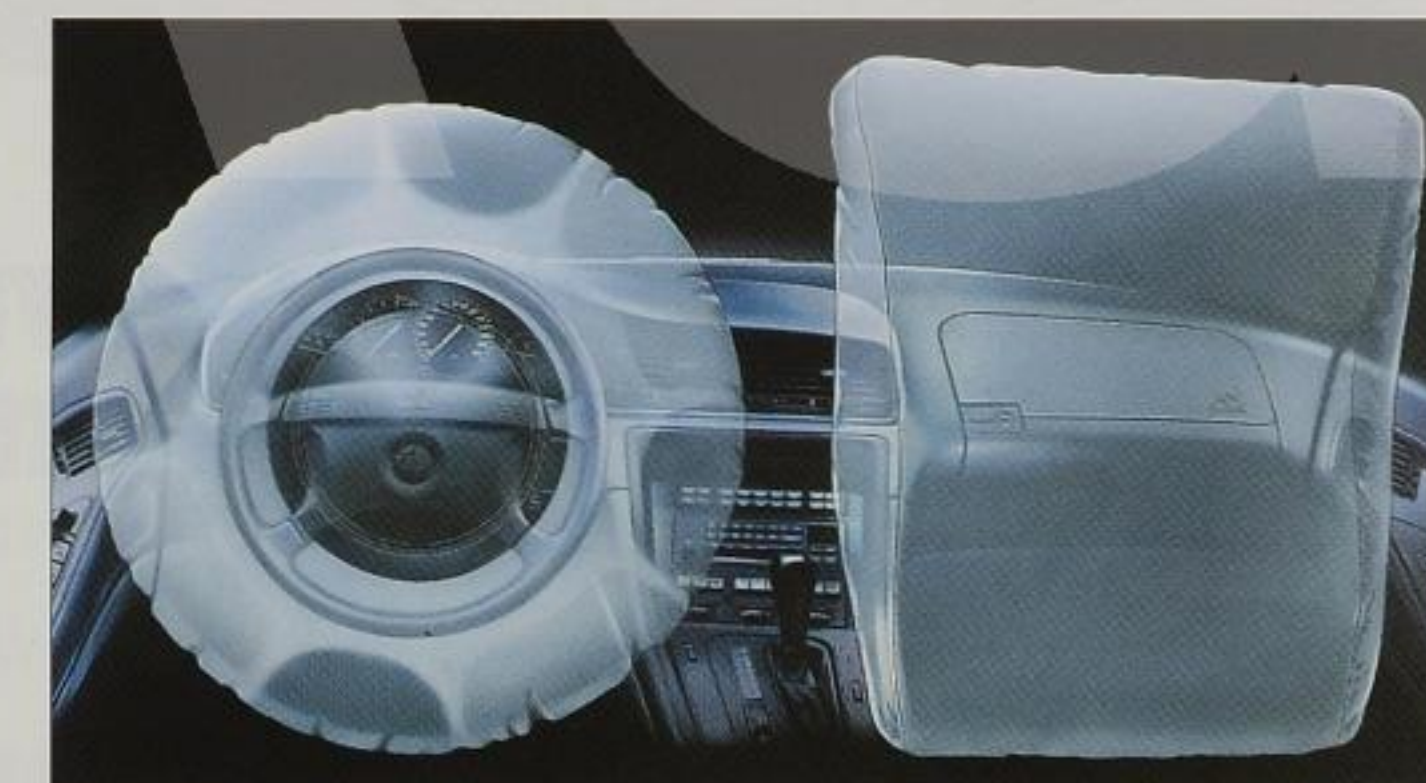
In the 840Ci and 850Ci, EDC interacts with the suspension to provide supreme motor-ing comfort. ARAK ensures driving stability of a standard never seen before, its control unit constantly assessing drive speed and steering wheel movements to give the rear axle an optimum ac-tive steering effect at all times. In the 850CSi sports coupé the dynamic driving system comes as standard. The entire car is lowered, EDC being replaced by firm shock absorbers with special-ly tuned anti-roll bars for the dynamic perform-ance of this sports model. The final touch is then added by the limited-slip differential.



The all-round safety concept: 1. Regenerating hydraulic impact absorbers. 2. Easily exchangeable crumple tubes. 3. Side-impact protection. 4. Ultra-stable load-bearing components. 5. Extremely rigid passenger cell.

The BMW F.I.R.S.T. safety concept. Over the decades BMW has systematically developed an all-new and all-inclusive safety concept: F.I.R.S.T., which stands for Fully Integrated Road Safety Technology. "Safety first" is indeed a BMW standard applied equally to active safety as well as passive safety and the protection offered to other road users, for example by the fully covered screenwiper shafts and the smooth, rounded contours of the body. Occupant safety is optimised by the efficient absorption of impact energy, the seat-integrated belt system, and airbags for both the driver and front passenger. The car itself is protected by fully regenerating im-pact absorbers taking up impact energy in collisions up to 6 km/h. Easily exchangeable crumple tubes come in next, keeping damage to a mini-mum in head-on collisions up to 15 km/h. Finally, ultra-stable load-bearing structures front and rear ensure additional protection of the extremely rigid passenger compartment.

A standard fitment for both the driver and front passenger, the airbag enhances the effect of the safety belt with its belt latch tensioner and sub-



marining protection. In a head-on collision, the airbag inflates within split-seconds, reliably cushioning your head and upper body.



EXCLUSIVE STYLE THROUGH AND THROUGH.

The thrilling experience of driving the 8 Series results not only from the car's advanced technologies and its striking, unmistakable styling, but also from the unique synthesis of functional design and sheer luxury in the interior.

The supreme BMW ambience. All the materials used in a car of this calibre offer topmost quality in every respect: from the roof lining to

the carpeting, from the cockpit to the luggage compartment completely lined, believe it or not, in high-quality velour. Equally superior harmony of colours, shapes and materials underlines this refined ambience and the particular flair unique to the BMW 8 Series. Here again, elegance and

Folding down one or both backrests at the rear provides additional storage space for your luggage. Further space with maximum privacy is then available in the compartment between the backrest and seat bottom.



BMW's complete set of golf bags tailor-made for the 8 Series consists of two triangular cases and a separate golf bag with caddy for up to 14 irons. Two complete sets fit perfectly into the spacious luggage compartment of your 8 Series coupé.

The uncompromising, driver-oriented cockpit in BMW's typical arched design. Our objectives in designing all the information units and controls in the BMW 8 Series were absolute functionality and maximum comfort. This driver-oriented perfection in ergonomics and design clearly underlines the unique status of the car.



safety are blended with one another in perfection, the body-contoured seats, for example, ensuring the very best in motoring comfort free of fatigue even on long distances.

Safety BMW-style. Fully dedicated to the cause of occupant safety, our engineers have been just as uncompromising here as with the technical features of the 8 Series already mentioned. The specially developed, highly stable front seats feature an integral belt system ensuring optimum belt geometry regardless of your seating position. The new technology for this innovative safety concept is the extremely strong and rigid floor assembly designed exclusively for the 8 Series, efficiently taking up all the forces acting on the seats. The amazing result is that compared with a

conventional design, the load now actually conveyed to the occupants in the event of a collision is down by more than 50 per cent.

Surrounded by BMW's driver-oriented cockpit. The cockpit of the BMW 8 Series forms a complete, all-inclusive unit. Arranged both sensibly and logically, all the instruments are exactly where they should be for optimum clarity: From the rear-view mirror adjustment button, the ventilation controls and electric window lifts in the door through the rev counter, speedometer, coolant temperature gauge, fuel gauge and telltales in the instrument cluster, all the way to the centre console with the controls for the automatic air conditioning, audio system, shift lever and the on-board computer with Multi-Information Display. The — exceptional — standard features of the BMW 8 Series include an anti-theft warning system with infra-red remote control, interior protection and a vehicle sway angle alarm.

Check/Control. Virtually every system in the BMW 8 Series constantly checks and monitors itself. In the event of even the slightest malfunction, the driver is warned



The exclusive ambience of BMW's luxury range offers top quality to the last detail. Perfectly finished materials enhance the functional but aesthetic design of the interior.

both by a telltale light and the Multi-Information Display. The result is a far higher standard of driving safety and reliability, defects being detected and remedied in good time. If necessary, the MID can provide up to 79 different items of information in three priority levels from 1 (warning) to 3 (for information only).

CUSTOMISED ELEGANCE, UNIQUE FLAIR.

BMW Individual is the answer to the most exclusive wishes and personal requirements going beyond the coupé's wide range of standard features. An independent subsidiary of BMW AG, the specialist company providing these customised fitments allows you to put together your 8 Series according to your specific ideas and wishes, with the harmony of

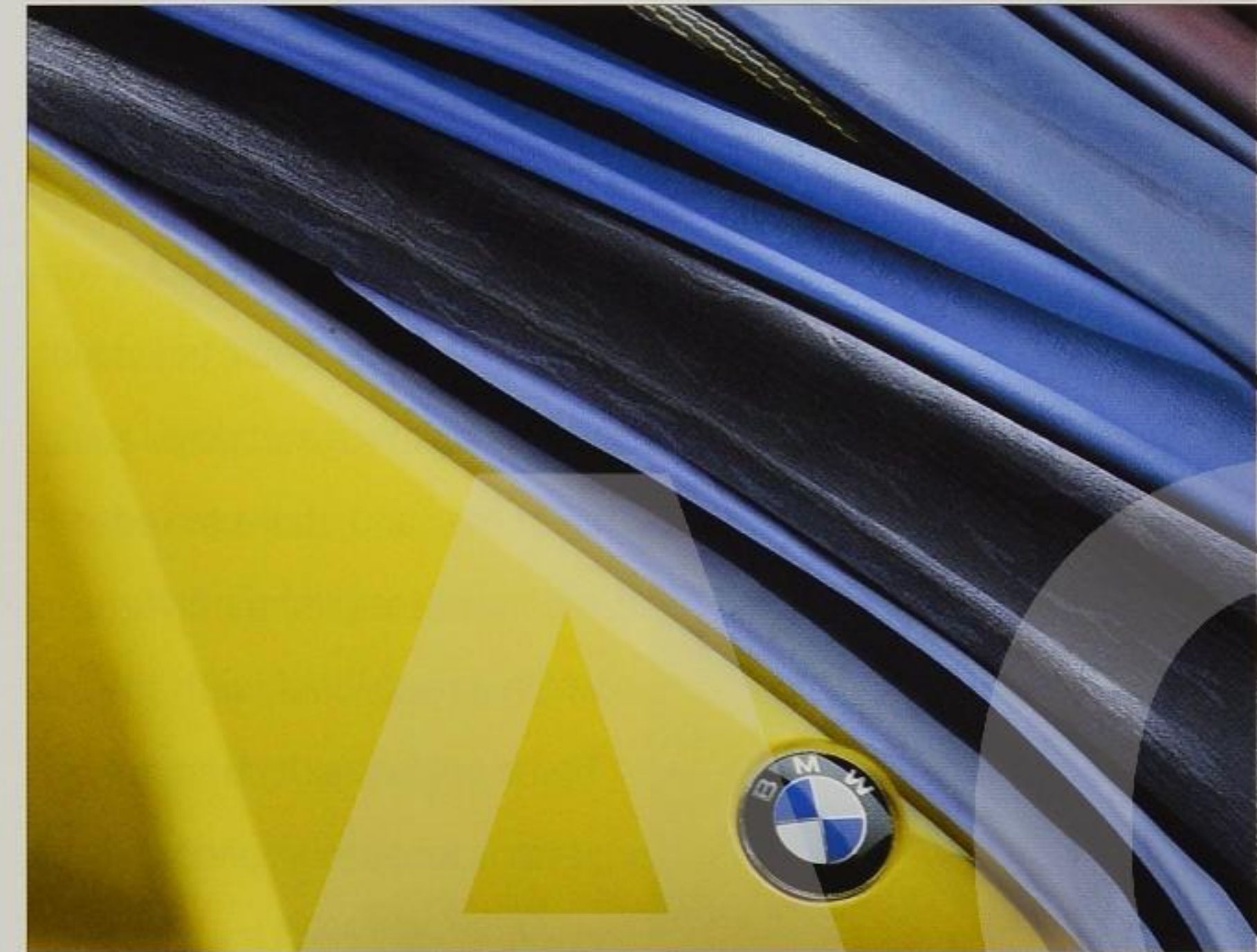
Individual leather upholstery is available from BMW M GmbH for the motorist who wishes to have leather all round

the interior of his 850Ci. And you even choose the colour and quality of your leather upholstery.



colours and materials you prefer, plus the special luxury and technical items you would not like to miss. So added to the freedom of travelling, you now have the option to travel in your own personal style.

With BMW Individual you can give your 8 Series coupé your own personal flair and uphold BMW's high standard of quality at the same



Which paintwork? Which wood? Which leather, which cloth? Whatever you prefer, BMW Individual can give you what you want. So that you don't have to take "no" for an answer.

time. Because your coupé is made to your individual order and comes with an all-inclusive warranty covering the quality of the unique paintwork you have chosen (where we keep the exact formula in order to reproduce exactly the same colour at any time whenever required), the technical reliability of all the special features you opt for, and the finish and craftsmanship provided by our specialists. All the paintwork, all components are subject to the same strict quality standards and assurance as our "regular" products. We are also in a position to advise you on your various wishes and ideas, thus ensuring that you get exactly what you want. For the objective of BMW Individual is to combine total harmony of each model feature, material and colour with excellent quality all round.

FROM A CAR TELEPHONE ALL THE WAY TO SPORTS SEATS.

Refined, high-gloss bird's eye maple beautifully accentuates the exclusive ambience of your 8 Series coupé.



BMW's two-piece light-alloy wheels in cross-spoke styling (235/45 ZR 17 tyres at the front, 265/40 ZR 17 tyres at the rear) highlight the sporting design of your coupé.



To make sure that the 8 Series coupé fulfills all your special wishes, you also have another option apart from the exclusive concept offered by BMW Individual: BMW's wide range of special equipment over and above the equally wide range of standard features which already come with the car. These options extend from high-performance car telephones all the way to BMW Color Line, a particularly sophisticated interior finish based on the very best black cowhide, where most of the interior panels are specially colour-matched to the paintwork of the body. Other features are Electronic Damper Control, two-piece light-alloy wheels in cross-spoke styling (with 235/45 ZR 17 tyres at the front, 265/40 ZR 17 at the rear), special wooden trimming, customised radios, and electrically adjustable sports seats with memory function on the driver's seat.

BMW SERVICE — AS GOOD AS THE CAR ITSELF.

Every BMW is designed and built to give you not only performance and comfort, but also quality and reliability. Plus, of course, sheer driving pleasure for a long, long time.

A major factor contributing to this goal is reliable and economic service, which at BMW starts right from the beginning in the development of a new car.

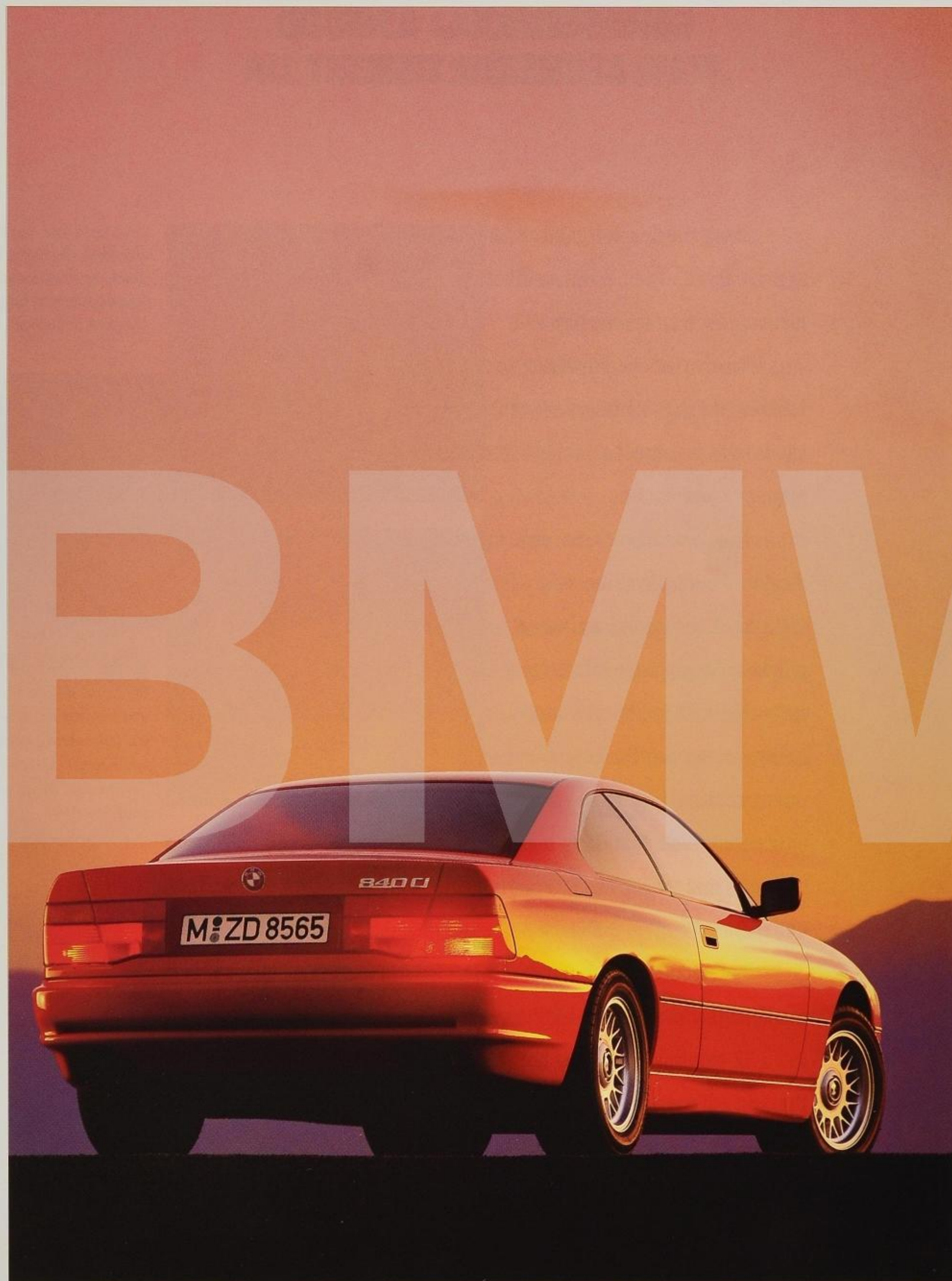
The "intelligent" Service Interval Indicator. Your BMW comes with a Service Interval Indicator showing you when your car requires servicing or an oil change next. Now, therefore, you are no longer restricted by fixed service intervals, but can rather determine the frequency of service through your own personal style of motoring — frequent cold-starting of the engine, for example, requiring different oil change intervals than long trips on the motorway. The bottom line, of course, is that the Service Interval Indicator enables you to save both time and money.

Since your BMW dealer can vouch for the work done by his highly qualified technicians and for the value of Original BMW Parts, he offers you a 12-month warranty on both parts and service. This alone ensures that you will enjoy sheer driving pleasure BMW-style for a long, long time.

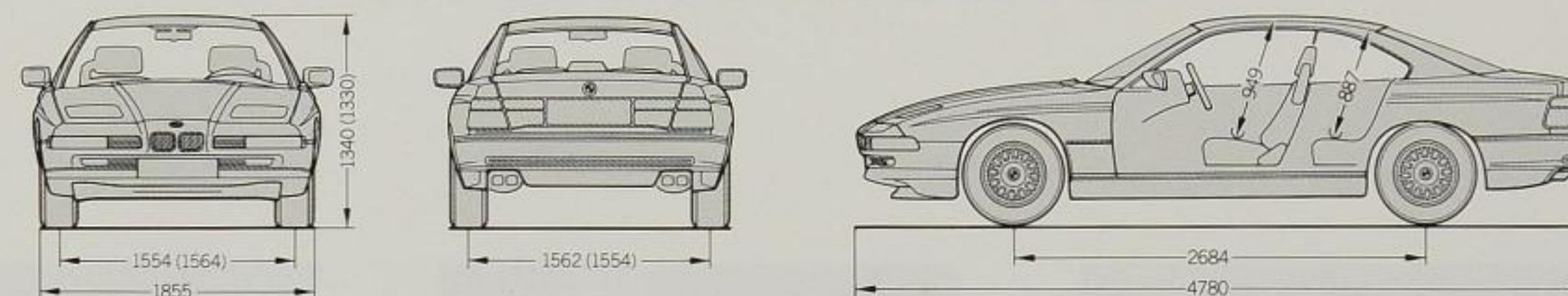
The BMW Service Card offers you reliable and efficient assistance round the clock throughout



Europe. Among other things, we will recover and tow your car, offer you hotel accommodation and a rental car. The Service Card comes with each new BMW.



SPECIFICATIONS.



Figures in () apply to the 850CSi.
All dimensions are in millimetres.

		840Ci	850Ci	850CSi
WEIGHT				
Unladen	kg	1780 [1830]	1830 (1830)	1900
Max permissible	kg	2180 [2230]	2230 (2230)	2340
Permitted load	kg	400 [400]	400 (400)	440
Permitted axle load front/rear	kg	1115/1150	1115/1150	1150/1230
Permitted roof load	kg	75	75	75
Permitted trailer load, unbraked	kg	750	750	—
Permitted trailer load, braked, with a max gradient of 12 %	kg	1600	1600	—
Permitted trailer load, braked, with a max gradient of 8 % ¹⁾	kg	2000	2000	—
ENGINE²⁾				
Cylinders/valves per cylinder		8/4	12/2	12/2
Capacity	cc	3982	4988	5576
Stroke/bore	mm	80/89	75/84	80/86
Max output	kW/bhp/rpm	210/286/5800	220/300/5200	280/380/5300
Max torque	Nm/lb-ft/rpm	400/295/4500	450/332/4100	550/405/4000
Output per litre	kW/bhp/ltr	52.7/71.7	44.1/60.0	50.2/68.3
Torque per litre	Nm/lb-ft/ltr	100.5/74.1	90.2/66.5	98.6/72.7
Compression ratio/fuel grade	:1/ROM	10.0/91-98	8.8/91	9.8/98
TRANSMISSION				
Standard gearbox ratios I/II/III/IV	:1	4.23/2.51/1.67/1.23	4.25/2.53/1.68/1.24	4.25/2.53/1.68/1.24
V/VI/R	:1	1.00/0.83/3.75	1.00/0.83/3.89	1.00/0.83/3.89
Final drive ratio	:1	3.08 [2.93]	2.93 (3.15)	2.93
PERFORMANCE				
Drag coefficient	C _d	0.29	0.29	0.31
Top speed	km/h	250 ³⁾	250 ³⁾	250 ³⁾
Acceleration 0-100 km/h	sec	6.9 [7.4]	6.8 (7.4)	6.0
standing-start km	sec	26.9 [27.4]	26.3 (27.0)	25.5
FUEL CONSUMPTION^{2,4)}				
Standard gearbox				
90 km/h	ltr/100 km	7.9 [7.7]	8.8 (8.6)	8.5
120 km/h	ltr/100 km	9.6 [9.3]	10.4 (10.3)	10.2
City traffic	ltr/100 km	17.7 [17.2]	19.8 (19.8)	19.8
WHEELS				
Tyre dimensions		235/50 ZR 16	235/50 ZR 16	front: 235/45 ZR 17 rear: 265/40 ZR 17
Wheel dimensions		7 1/2 J x 16	7 1/2 J x 16	8 J x 17 9 J x 17
Material		Light alloy	Light alloy	Light alloy Light alloy (forged) (forged)
ELECTRICAL SYSTEM				
Battery capacity	Ah	2 x 65	2 x 65	2 x 65
Alternator output	A/W	140/1960	140/1960	140/1960

¹⁾ The permitted load can be increased up to this level. Please consult your BMW dealer.

²⁾ Engines with knock control are conceived for ROM 95 fuel. Use of ROM 98 fuel reduces consumption under normal conditions by approximately 1 per cent and power increases accordingly. On ROM 91 fuel engine power decreases and fuel consumption is about 3 per cent higher.

³⁾ Electronically cut off.

⁴⁾ Fuel consumption to DIN 70030, Part 1.

Figures in () apply to vehicles with 4-speed automatic transmission. Figures in [] apply to vehicles with 5-speed automatic transmission. Unladen weight applies to vehicles with standard equipment. Special equipment and optional extras may increase this figure.

STANDARD EQUIPMENT OF THE BMW 8 SERIES COUPÉS.



Power units

840Ci: Light-alloy 8-cylinder, cylinder heads with roof-shaped combustion chambers and four-valve technology, four overhead camshafts running in five bearings, hydraulic valve play compensation, crankshaft running in five bearings with six counterweights.

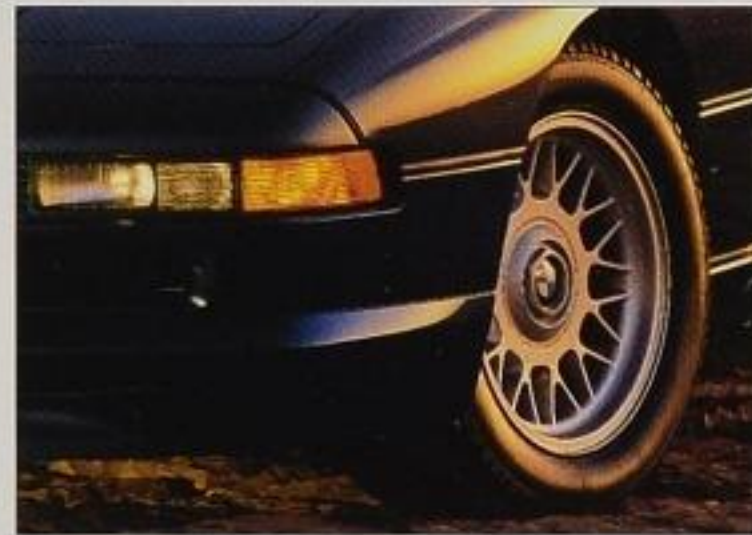
Digital Motor Electronics with electronic, air mass-related, map-controlled ignition and fuel injection (fully sequential), solid-state ignition. Cylinder-specific, adaptive anti-knock control.

Exhaust manifolds and advance pipes with double walls and insulating air gap up to the catalytic converter. Dual control by separate oxygen sensors. Long-life exhaust system (made largely of stainless steel) with two silencers, each featuring twin tailpipes.

850Ci (deviating from above): Light-alloy 12-cylinder, two overhead camshafts running in 7 bearings, crankshaft in 7 bearings with 12 counterweights.

Digital Motor Electronics, one separate control unit for each cylinder head, Electronic Engine Power Control (EPC), silencers with four rectangular tailpipes.

850CSi (deviating from above): EPC control maps with two freely selectable driving programs for sports and economy/comfort motoring, switch in the centre console, gear-specific restriction of engine speed. Exhaust system with metal-based catalytic converters, four round tailpipes made of polished stainless steel.



Transmission/Suspension

Standard drive: engine at the front, power transmission to rear wheels. Six-speed manual gearbox.

Suspension: double-joint spring strut front axle, multi-arm integral rear axle and dual-elastic final drive mounts, anti-roll bars and twin-sleeve gas pressure shock absorbers front/rear, Automatic Stability Control + Traction (ASC + T), engine speed-related power steering, safety steering column, steering wheel adjustable for reach. High-performance twin-circuit brake system with hydraulic brake servo, asbestos-free clutch and brake linings, swing-calliper disc brakes front/rear, inner-vented at the front, anti-lock brake system (ABS). Light-alloy wheels in cross-spoke styling.

850Ci (deviating from above): Four-speed automatic transmission with electrohydraulic, adaptive control at no extra cost.

850CSi (deviating from above): Six-speed manual gearbox, dynamic driving system with active rear axle kinematics (ARAK), Automatic Stability Control + Traction (ASC+T), Servotronic and electrical adjustment of steering column. Extra-large and efficient brake system front and rear, entire vehicle lowered by approx 15 mm. Limited-slip differential with 25% locking action. Forged light-alloy wheels in M styling.



Bodywork

Two-door coupé, 2+2-seater, extremely rigid all-steel unitary bodywork welded to the floor assembly, torsionally rigid safety cell on all planes, integral roof crossbar, side-impact protectors, reinforced doors, crumple zones with predetermined deformation. Bumper system with folding-tube deformation units. Fuel tank nested in front of the rear axle, tank capacity approx 90 ltr.

Hollow cavity preservation, underfloor protection, front wheel arches with plastic inserts, six-year warranty against rust perforation provided inspection is carried out annually.



Exterior features

Front/rear bumpers finished in body colour and fully integrated into the bodyshell of the car, impact absorbers regenerating to their original shape in impacts up to 6 km/h. Pop-up headlight units containing the low beam, high beam and foglamps. Light unit at the side of the radiator grille comprising parking lights, light flash and direction indicator lights.

Engine compartment lid rising up towards windscreen with part-covered windscreen wiper shafts. Large rear light clusters subdivided into separate units, extra-low loading sill at the rear.

Covered front/rear towing hooks not visible from outside. Car prepared for fitting roof rack.

Engine compartment and luggage compartment lids supported by gas pressure springs. Windscreen and rear window bonded on to the body. Frameless, fully retracting side windows flush with the body of the car, no B-pillar, green heat-insulating glass all round. Laminated rear window.

Aerodynamically styled, aspheric rear-view mirrors finished in body colour. Central locking with anti-theft security lock, crash sensor and central switch. Electrical luggage compartment lock, luggage compartment locked automatically when locking the glove compartment.

From 850Ci (deviating from above): Metallic paintwork available as a no-cost option.

850CSi (deviating from above): Restricted range of special paintwork colours, BMW M rear-view mirrors, BMW M spheric front spoiler and rear end diffuser.



Interior features

Door lining with full integration of arm-rest, seat upholstery in carré flock velour. Door and side panel linings in leatherette, leather lining on steering wheel rim, upholstered cowhide inserts in door and side panels (top and bottom), all-round cowhide inserts on centre console and lower half of instrument panel.

Front seats with multi-zone foam padding and steel base springs, rear seats with individual body contour and integrated headrests. Rear backrests tilting forwards separately to provide additional storage space, ski-bag.

Airbags for driver and front passenger. Seat-integrated belt system at the front, with automatic adjustment of belt height and headrest level as a function of seat height. Ergonomic belt system at the rear with belt latches at the outside.

First-aid kit in folding storage compartment between the rear seats. BMW toolkit in special box with warning triangle in luggage compartment lining, lashing points in the luggage compartment, luggage compartment capacity 320 ltr/ 11.2 cu ft (to VDA standard).

850CSi (deviating from above): M leather steering wheel with airbag, seats, door and side panels finished in cowhide upholstery available in four different colours, three in bi-colour finish.



Electrical system

Low-beam headlights and foglamps in ellipsoid technology, electrically operated headlight range control. Constant-pressure wiper system, programmable intermittent wipe as a function of road speed. Intensive windscreen cleaning system. Heated screen-washer nozzles, driver's door lock and rear-view mirrors.

Multi-Information Display (MID) with on-board computer, Check/Control, clock and Service Interval Indicator. Analogue-face speedometer, rev counter, fuel gauge and coolant thermometer, map reading and entry lights at the front, courtesy lights at the rear, interior lights with automatic delay function. Electric seat adjustment for driver and front passenger.

Infra-red remote control of the anti-theft warning system with interior protection and sway angle alarm. Electrically adjustable rear-view mirrors. Electric window lifts front/rear, at the front with fingertip control and safety function. Windows with comfort opening and closing function from driver's door lock, comfort closing function initiated automatically from a road speed of approx 150 km/h. Aerial integrated in rear window. Multiplex technology for the instruments, body electrics and door functions. Automatic air conditioning with separate left/right control and electronic temperature control. Interior ventilation with microfilter.

From 850Ci: Cruise control.

850CSi (deviating from above): Speedometer and rev counter with red indicator needles.

The models illustrated in this brochure show the specifications for the German market. In part, they include optional equipment and accessories not fitted as standard. According to the specific requirements of other markets, alterations in models, standard and optional equipment, as described in the text and illustrations, may occur. For precise information on model/features and the exact level of equipment, please contact your BMW importer or dealer. Subject to change in design and equipment. © BMW AG, Munich/Germany. Not to be reproduced wholly or in part without written permission of BMW AG, Munich.

PAINTWORK AND UPHOLSTERY.

TECHNOLOGY GUIDE.

Model	Interior		Code No	Standard paintwork													Metallic paintwork			Color Line		
				Alpinweiss 300	Hellrot 314	Schwarz 668	Kaschmirbeige 301	Maledivenblau 290	Brokatrot 259	Calypsorot 252	Arktissilber 309	Fjordgrau 310	Arktisgrau 269	Orientblau 317	Oxfordgrün 324	Cosmoschwarz 303	Barbadosgrün-Metallic 247	Tobagoblau-Metallic 256	Calypsorot-Metallic 252			
840Ci 850Ci	Cloth	Anthrazit	0346	▽	●	●	●	●	▽	●	●	●	●	●	●	●						
		Silbergrau	0347	▽	▽	●		▽	▽	●	●		●	●	▽	●						
	Natural-grain nappa leather	Schwarz	0525	▽	●	▽	●	●	▽	●	●	●	●	●	●	●						
		Silbergrau	0351	▽	▽	●		▽	▽	●	●	●	●	▽	●							
		Silbergrau hell	0353	▽	▽	●		▽	▽	●	●	●	●	▽	●							
		Ultramarin	0355	●							●	▽	▽									
		Pergament	0356	▽	▽	▽	▽		●	▽		▽		▽	▽							
Pergament hell	0358	▽	▽	▽	▽		●	▽		▽		▽	▽									
Natural buffalo leather	Anthrazit	0180	●	●	●	●	●	●	●	●	●	●	●	●	●							
850CSi	Natural-grain nappa leather	Schwarz	0495	●	●	●				●	●	●		▽	●	●						
		Silbergrau dunkel with Schwarz	0496	●	●	●				●	●	▽		▽	●	●						
		Silbergrau hell with																				
		Silbergrau dunkel	0497	▽	▽	●				●	●	▽		●	●	●						
	Lotosweiss with Schwarz	0498	▽	▽	●				●	▽	●		●	▽	●							
Natural buffalo leather	Anthrazit	0499	●	●	●				●	●	●		▽	●	●							
840Ci 850Ci 850CSi	Color Line	Barbadosgrün	0488												●							
		Tobagoblau	0489														●					
		Calypsorot	0490															●				

These are the various paintwork and upholstery options for the BMW 8 Series. (Leather at extra cost, natural-grain nappa leather standard on the BMW 850CSi.) Since it is not always possible to properly reproduce colours on paper, we advise you to check out the colours at your BMW dealership. Subject to change.

Every BMW consists of a great many parts and components — and each individual item is the result of years of research and development before it is ready for production. The often quite astounding technology that has gone into such parts and components is then reduced to just one simple technical term or abbreviation. Since it would be a pity if this simplified terminology created any unclarity or misunderstandings, we would like to take this opportunity to explain a number of essential items, some of which are standard, others optional.

AAR

Automatic Air Recirculation (AAR) makes sure that harmful substances in the environment cannot get into the passenger compartment. This sophisticated system "recognises" gaseous air pollutants such as carbon monoxide, nitric oxide, ethanol and partly unburnt hydrocarbons, switching the automatic air conditioning to air recirculation as soon as pollution increases to an overproportional extent. Accordingly, no air is drawn into the passenger compartment from outside (for a limited period) and pollutants are reduced by up to 90 per cent.

Active rear axle kinematics (ARAK)

Helping to control the suspension, active rear axle kinematics (ARAK) serves to additionally enhance the active driving safety offered by the car. Exact steering of the rear wheels may prevent the car from swerving, for example in a sudden manoeuvre or when suddenly correcting the position of the steering in a bend. To achieve this effect, the optimum steering angle is calculated as a function of steering wheel movement and road speed, and is then converted electrohydraulically into a specific steering movement of the rear axle. In abrupt steering manoeuvres, ARAK therefore provides a similar improvement in driving stability as ABS when applying the brakes. In normal driving situations, in turn, a car equipped with ARAK follows the driver's input much more precisely and smoothly.

ASC + T

Automatic Stability Control + Traction (ASC+T) is the exact opposite of ABS: ASC+T prevents the drive wheels from spinning and thus ensures optimum driving stability on all surfaces and in all situations, depending of course on physical limits. Another outstanding technological feature integrated in ASC+T is engine drag torque control (EDTC). ASC+T is also supplemented by BMW's Electronic Engine Power Control (EPC) serving to reduce engine torque in dangerous situations regardless of the accelerator position, in this way avoiding any wheel slip. In addition to cutting back engine torque, ASC+T carefully brakes any wheels that might be spinning on the road.

ATC

The four-speed automatic transmission of the BMW 850Ci comes with Adaptive Transmission Control (ATC). In addition to the advantages of EH automatic transmission already mentioned in this brochure, this system adjusts the selection of gears to the driver's particular style of motoring, and also makes allowance for both ambient conditions and driving situations. To identify the driver's style of motoring, ATC analyses the position and movements of the gas pedal as well as the speed at which the car is travelling. As soon as the control system determines a very

dynamic style of driving, it automatically activates the sports gearshift program, while a particularly calm style of motoring will activate the economy program for maximum fuel efficiency. On snowbound or icy roads, ATC automatically initiates a special winter program enhancing both traction and driving stability. In particular situations, such as fast motoring on winding roads, downhill gradients or stop-and-go traffic, ATC adjusts its gearshift strategy accordingly. Adaptive Transmission Control helps to reduce the number of gearshifts, cuts back fuel consumption, and enhances both driving safety and control ease.

Auxiliary ventilation/auxiliary heating

Auxiliary ventilation serves to supply fresh air into the passenger compartment on hot days, therefore avoiding excessive temperatures. Auxiliary heating, in turn, maintains pleasant temperatures inside the passenger compartment even in very cold weather without having to run the engine. Both of these systems may be programmed in advance by way of the on-board computer and a separate timer.

Check/Control

Check/Control supervises the proper function of all major features and bulbs on the car and shows the driver their condition or, respectively, any deviation from their proper operation. An important innovation is that Check/Control also monitors and displays major lamp functions when not in use (off). Defect information is displayed in alphanumeric characters by means of a dot matrix, and is accompanied by a sound signal. The information provided in this way is subdivided into three priority levels depending on its significance.

Crash sensor

In the event of an accident the crash sensor switches on the courtesy lights and hazard warning flashers. It also unlocks the central locking, allowing rescuers to easily open the doors from outside and access the passenger compartment.

Constant-pressure wiper system

The constant-pressure wiper system controls the surface pressure of the windscreen wiper on the driver's side as a function of road speed, thus ensuring optimum wiper efficiency at all times.

Digital Motor Electronics

Digital Motor Electronics (DME) used by BMW on petrol-engined models represents the latest state of the art in advanced engine management. Maintaining absolute precision, DME controls and supervises all engine functions such as the ignition, fuel injection, oxygen sensor and numerous other operations. Accordingly, it ensures optimum power and performance combined with superior fuel economy and low emissions under all running conditions.

Driver's seat with memory function

The memory function for electrically adjusting the driver's seat is able to "remember" three different seat positions and

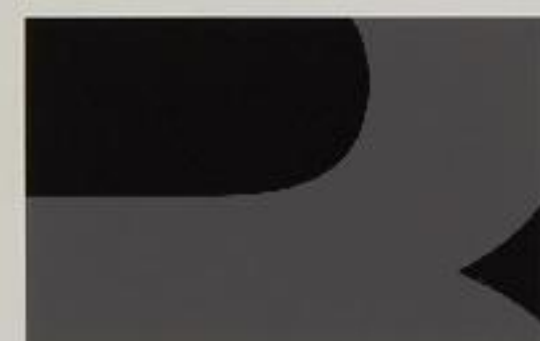
Standard paintwork



300 Alpinweiss



314 Hellrot



668 Schwarz

Metallic paintwork



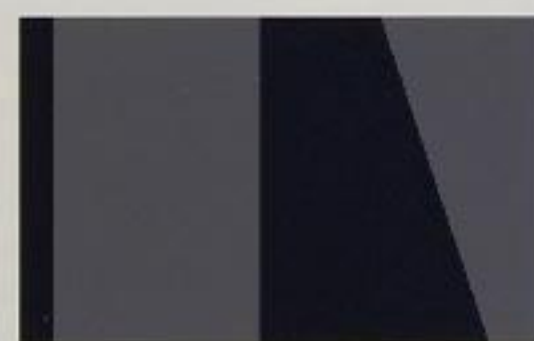
301 Kaschmirbeige



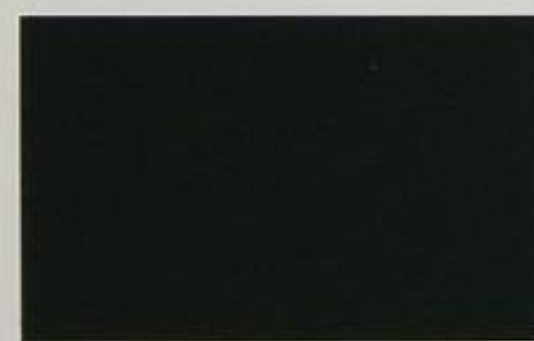
252 Calypsorot



259 Brokatrot



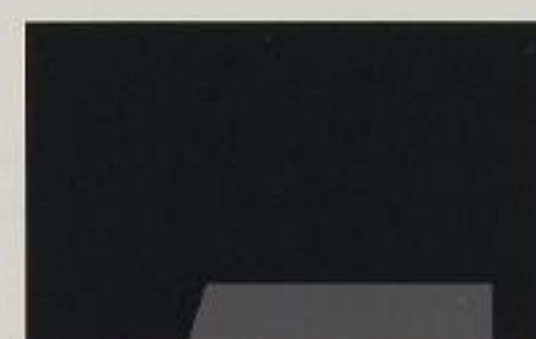
317 Orientblau



324 Oxfordgrün



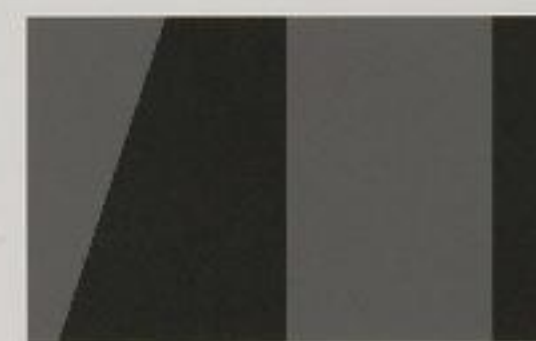
290 Maledivenblau



310 Fjordgrau



309 Arktissilber*



269 Arktisgrau*

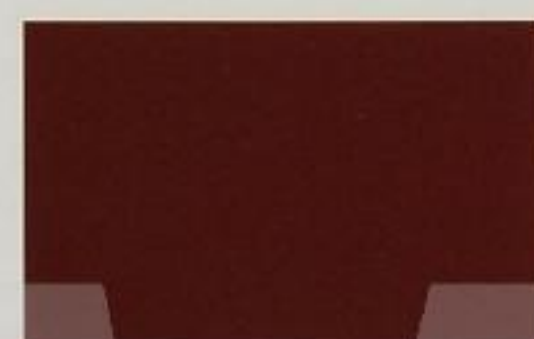


303 Cosmosschwarz*

Color Line (paintwork)



247 Barbadosgrün-Metallic

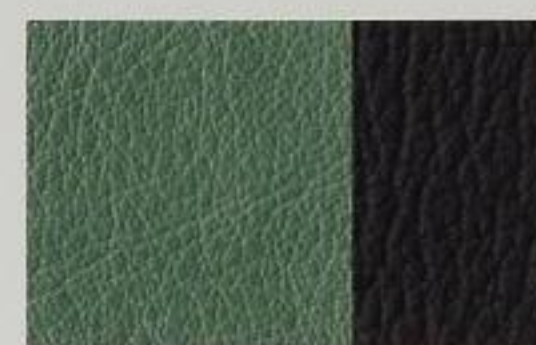


252 Calypsorot-Metallic

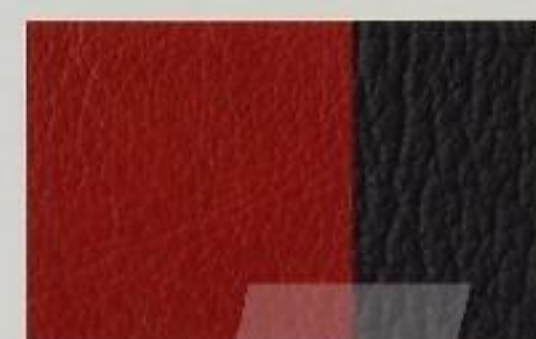


256 Tobagoblau-Metallic

Color Line (nappa leather)



0488 Barbadosgrün 1)



0490 Calypsorot 1)



0489 Tobagoblau 1)

Carré flock velour cloth upholstery



0347 Silbergrau



0346 Anthrazit

Natural-grain nappa leather



0498 Lotosweiss with Schwarz



0358 Pergament hell



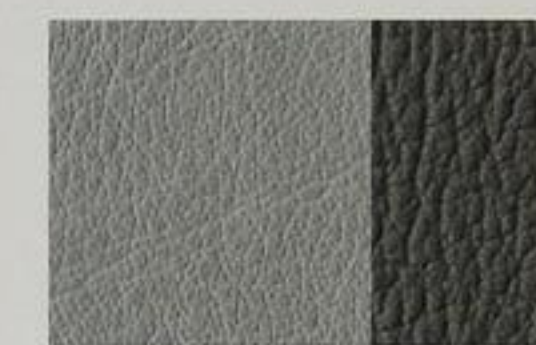
0356 Pergament



0353 Silbergrau hell



0497 Silbergrau hell with Silbergrau dunkel 1)



0351 Silbergrau



0496 Silbergrau dunkel with Schwarz 1)



0355 Ultramarin



0525/0495 Schwarz

Natural buffalo leather



0180/0499 Anthrazit

The darker colour boxes present the colours of the instrument panel.
1) Seat side panels in Schwarz or Silbergrau dunkel.

*) Available from May 1994

the related position of the headrest and rear-view mirrors, each of these positions then being retrieved by the touch of a button. Accordingly, there is no need when taking turns at the wheel to spend a long time searching for one's desired position — all you have to do is press the button once, which is clearly an advantage on cars regularly driven by different people (eg members of a family). Tilting down automatically when the driver moves to reverse gear, the offside mirror facilitates parking and offers the driver a clear view of the kerb.

DSC

Naturally subject to certain physical limits, Dynamic Stability Control (DSC) increases driving stability when setting off, when accelerating and in bends. To achieve this effect, DSC continuously monitors and assesses wheel rotation speed, steering wheel movements and the road speed of the car. Depending on the surface of the road and driving conditions, DSC reduces engine power as soon as there is a decrease in tyre grip, and informs the driver accordingly by means of a special telltale. This avoids the risk of the wheels spinning and ensures that the force the wheels are able to convey to the road is spread out as required, eg for optimum forward drive and stability in bends.

EDC

Electronic Damper Control (EDC) is a suspension control system adjusting damper forces instantaneously and fully automatically to changing road, load and driving conditions. The big advantage provided by this adjustment of damper forces is that ride comfort and wheel grip are significantly improved. Higher damper forces are required, for example, to keep the car running smoothly also on bumpy roads, when starting off, braking, and quickly turning the steering wheel. Damper forces should preferably be reduced, however, on roads with only minor unsmoothness, in order to provide a higher standard of ride comfort. Measuring the movements of the car, the EDC electronic control unit determines the optimum shock absorber setting, while the driver can choose between the Sports and Comfort programs in order to have a more dynamic or comfort-oriented adjustment of damper forces.

EDTC

Engine drag torque control (EDTC) supplements the function of Automatic Stability Control + Traction (ASC + T). While ASC + T prevents the drive wheels from spinning, EDTC prevents the wheels from locking by reducing the brake effect of the engine.

EH automatic transmission

EH automatic transmission conveys the power of the engine to the transmission hydraulically (and not by means of a mechanical clutch, as in the case of a manual gearbox). Gears are shifted automatically by the electronic/hydraulic (EH) control, depending on the current driving situation. A further benefit of this technology is that it allows the driver to choose either a very sporting and active or a highly economical style of motoring. Featuring active gear increments, the five-speed automatic transmission of the 840Ci shifts back also at high speeds in the interest of fast acceleration. There is also a special winter driving program shifting up at an earlier point than usual for starting off

smoothly on slippery ground without the wheels spinning. The four-speed automatic transmission of the 850Ci offers a choice of two programs: Sports and Adaptive, the Sports program providing modified shift points for a very dynamic style of driving. For a detailed description of how adaptive transmission control operates, please see the comments on the ATC system.

Ellipsoid headlight system

The ellipsoid headlight system for the low beams and fog-lamps operates in principle in the same way as a slide projector. The only difference is that in this case the slide is replaced by a diaphragm giving the light beam exactly the right contours required for optimum illumination of the road ahead. The headlight beam is therefore "projected" on to the road, as it were, while the high beam remains unchanged. The advantages of this system are obvious: Better illumination of the road ahead, better illumination to the side, less dazzling of the driver himself particularly in fog, better detection of pedestrians, cyclists, signposts and road markings.

Energy Control

At speeds over 20 km/h, Energy Control keeps the driver exactly informed of his car's current fuel consumption, in this way urging him to save fuel and resources. The analogue-face display is integrated in the rev counter.

EPC

Representing an integral part of the engine management, Electronic Engine Power Control (EPC) replaces the conventional mechanical link from the accelerator pedal to the throttle butterfly by an electronic control system. This allows exact control of engine power regardless of the current position of the accelerator. If the wheels are about to slip in a fast bend, for example, EPC automatically reduces engine power. The functions applied and controlled by EPC are: 1. programmable throttle butterfly control maps, 2. idle speed control, 3. maximum engine speed control, 4. road speed control, 5. maximum road speed, 6. cold start and warm-up control, 7. synchronisation of the two rows of cylinders, 8. comfort functions on the air conditioning and automatic transmission, 10. ASC functions, 11. self-diagnosis and failsafe functions, 12. safety and feasibility control.

Ergonomic belt system

Safety and comfort all in one: With the ergonomic belt system on the rear seats, the belt latches are located at the outer edge of the seats, allowing convenient use of the seat belts with just one hand. Since the belts come out of the parcel shelf at right angles, belt geometry is ideal with passengers of virtually any size. Another advantage is that in side-on collisions the passengers cannot move to the side, meaning that the risk of impact and mutual injury is reduced to a minimum.

F.I.R.S.T.

F.I.R.S.T. stands for "Fully Integrated Road Safety Technology", a safety system offering comprehensive protection on the road for the car's occupants, other road users and the car itself. Active safety and precise handling are ensured by a number of

sophisticated safety features such as ABS anti-lock brakes fitted as standard as well as superior power reserves for fast acceleration and quick overtaking. The car's passive safety features, in turn, consist of the extra-rigid passenger cell, crumple zones in computer-aided design, and the airbag steering wheel fitted as standard and supplemented in the BMW 7 and 8 Series by a front passenger airbag. Rounded-off body contours around the entire front area of the car are a perfect example of how other road users can be efficiently protected.

Four-valve technology

Incorporating two inlet and two outlet valves, four-valve technology provides a better cylinder charge and therefore substantially improves engine output and torque throughout the entire speed range.

Knock control

The combustion process in the 8-cylinder power unit of the 840Ci is carefully monitored by knock control. Operating conditions potentially harmful to the engine are recognised in good time, any knocking of the engine is prevented by varying the ignition timing. Accordingly, the engine can be run under optimum thermodynamic conditions almost up to the knock limit without the risk of any damage. As a result, the engine is able to make optimum use of the fuel burnt and thus reduces fuel consumption to a minimum. Another advantage of knock control is that you can run the engine on both premium or regular fuel, engine power increasing and consumption decreasing when running on higher quality fuel, and vice versa.

kW

In many countries engine output is now measured in kW (kilowatt), replacing the former horsepower (bhp) standard. 1 kW is 1.36 bhp, the four-litre engine of the 840Ci developing 210 kW = 286 bhp.

Limited-slip differential

The drive wheels of a car obviously run at different speeds while moving round a bend, the inner wheel covering a shorter distance than the outer wheel. While a normal differential serves to compensate for this difference in speed and wheel travel, this compensation effect may be negative in some cases, for example if one drive wheel is running on a slippery surface, since in that case the differential will transmit the entire power of the engine to that wheel alone. As a result of this excess power the wheel will spin while the other wheel which as such still has a good grip on the road remains immobile. This can be avoided by a limited-slip differential where the automatic lock builds up a certain degree of locking action between the left and right-hand drive wheels as of a specific difference in torque and speed of rotation. Under normal circumstances, however, the compensating effect of the differential remains unchanged.

Long-term quality

Wherever it makes sense, the body of every BMW is hot-galvanised to protect it from salt and splashwater (which naturally also means in the hollow cavities). On the one hand this maintains the quality of your BMW for many years, while on the other

hand such moderate use of zinc preserves valuable resources and facilitates recycling.

On-board computer

The on-board computer offers the driver helpful information on request, such as his average road speed, the outside temperature, average fuel consumption or range on the fuel remaining in the tank, the distance to his destination and a specific speed limit to be observed. It also ensures greater safety, for example by warning the driver of black ice or safeguarding the vehicle from theft by a special personal code. Other functions of the on-board computer are the timer, clock and date display. Whenever necessary, information may be retrieved while driving by remote control directly from the steering wheel.

On-board diagnosis

On-board diagnosis is a function of Digital Motor Electronics. Its task is to recognise deficiencies at an early point in time before they can do any damage. Signals indicating impending or sudden defects are memorised electronically and can then be displayed visibly by the Service Tester at the workshop for exact evaluation. This substantially facilitates trouble-shooting and reduces costs to a minimum.

Servotronic

Unlike conventional power steering, Servotronic provides power assistance as a function of the speed at which the car is actually travelling, and not as a function of engine speed. This means substantial power assistance where it is really required, for example in city traffic and when parking. With speed increasing, power assistance decreases to provide a direct, precise and crisp feeling for the steering on country roads and in particular on the motorway.

Submarining protection

The submarining protection at the front of the seat prevents the submarining effect (the occupant sliding forwards beneath his belt) in the event of an accident. The seats therefore offer maximum safety, exceeding statutory stability requirements many times.



THE ULTIMATE DRIVING MACHINE