The BMW 8 Series Coupés

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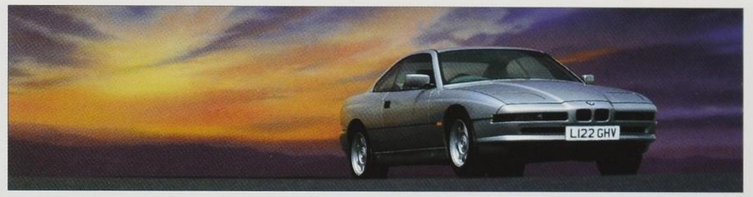


Experience perfection.

The moment you encounter the BMW 8 Series, you will immediately sense the thrill emanating from these cars. Both from the overall impression they convey and from the individual details. Designed and built with uncompromising focus on the highest levels of technology, the BMW 8 Series is the epitome of modern automotive engineering – a car which will probably remain unique in its style and character. Whether you opt for the 850CSi, 850Ci or the new 840Ci, you can be sure that, the power unit is both dynamic and innovative, the sophisticated suspension is virtually unparalleled and the range of features offer the very best in exclusivity and craftsmanship. The BMW 8 Series – a unique dimension in automotive excellence.

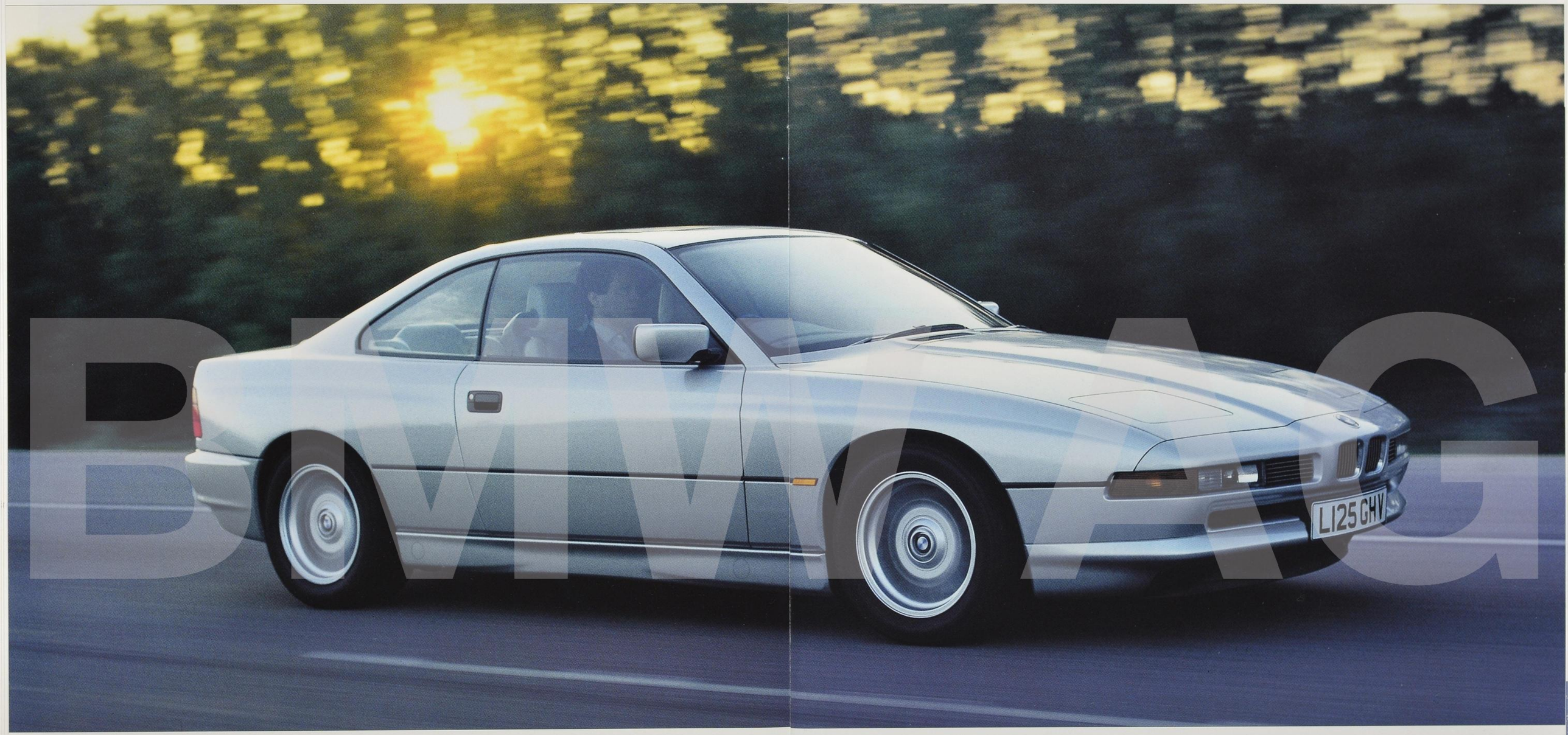
The new BMW 850CSi:
Advanced technology in breathtaking design.

The BMW 850Ci:
12 cylinders in impressive style.

Elegance and performance exemplified:
The BMW 840Ci with its sophisticated 8-cylinder power unit.

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

The BMW 840Ci:
Individual character in the luxury performance range.



Power and refinement.

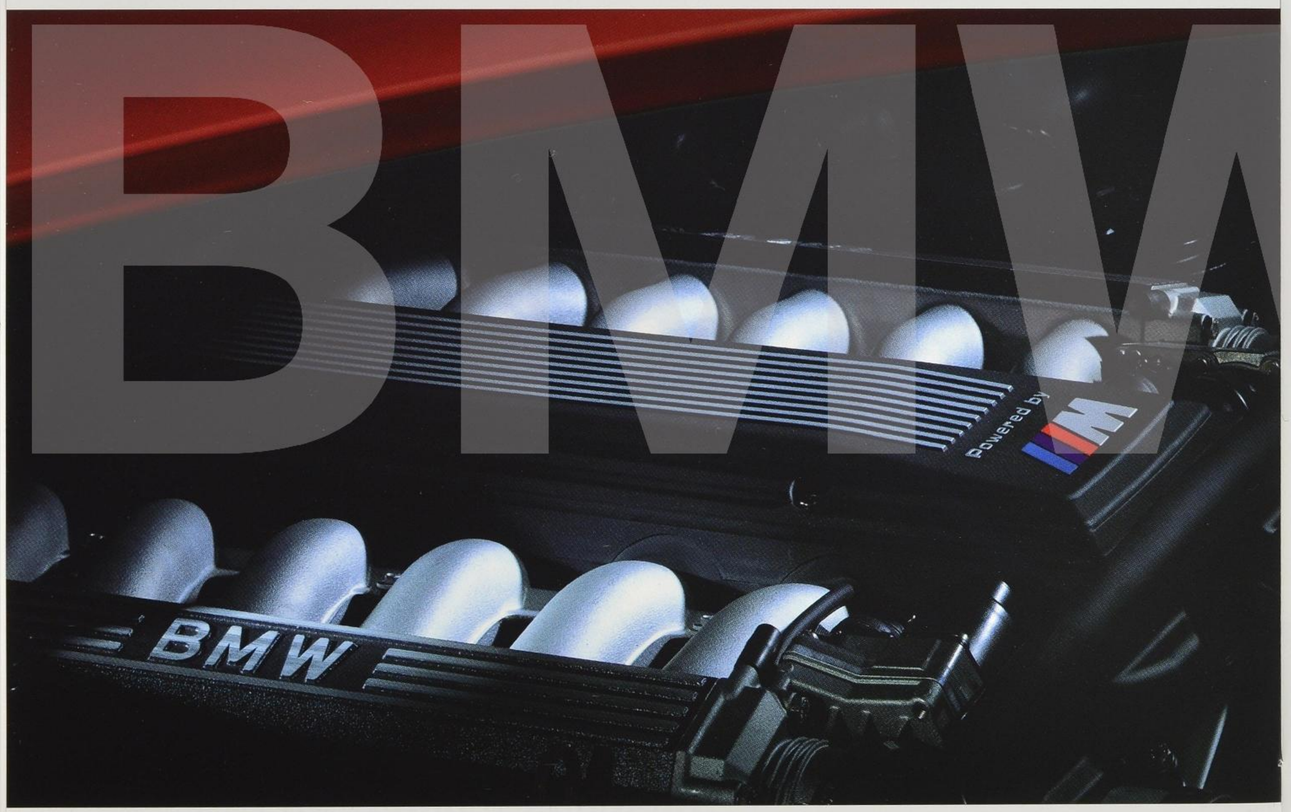
The V12 power unit of the BMW 850CSi. Completely redesigned by our motorsport specialists, this 12-cylinder displaces 5.6 litres and develops an impressive torque of 406 lb/ft at 4000 rpm. In conjunction with the power unit's exceptional refinement, this kind of supreme performance adds a further dimension to the legendary qualities which have made BMW engines famous. From the turn of the ignition, you feel the immense power only an automobile of this calibre is able to offer.

New from BMW: EPC with adjustable control functions. Electronic Engine Power Control replaces the conventional me-

chanical linkage between the accelerator pedal and throttle butterfly by means of an electronic circuit, operating two separate control maps in the new BMW 850CSi. In conjunction with the 6-speed manual gearbox, the sports program allows the engine to be fully revved up to top speed for maximum performance, for example when overtaking. The second program, the comfort mode, allows you to release the engine's enormous potential at low and medium speeds even more sensitively and economically, for example in city traffic and when parking.

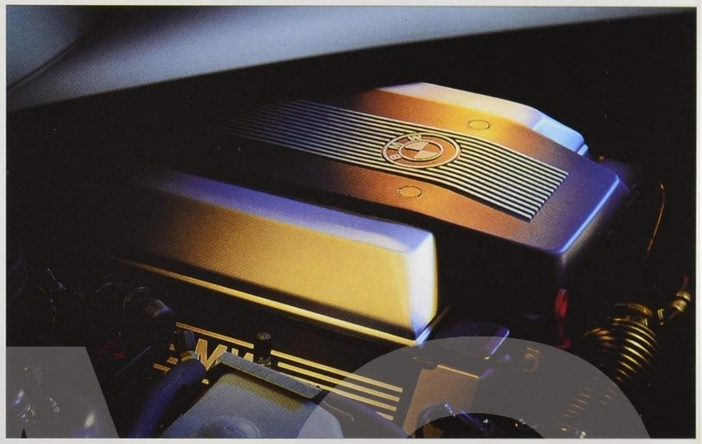
A modern classic: the five-litre V12 power unit of the BMW 850Ci. Offering supreme smoothness with absolute reliability, this high-performance power unit gives you the exceptional style and superiority that has already made this 12-cylinder a legend in its own right. The spontaneous way in which it delivers its outstanding performance and the perfect balance of all

The legendary 12-cylinder. One of the lightest 12-cylinders ever built, this 5.6-litre power unit develops 380 bhp at 5300 rpm and runs with all the refinement and silky smoothness you would expect of a world-class performance car.



moving forces, clearly underlines the exclusive comfort only such a luxury coupé is able to offer.

A newcomer to the 8 Series: the 8-cylinder 840Ci. A brand-new BMW power unit in its concept and production, this unusually light four-litre, 8 cylinder redefines the concept of power, refinement, fuel efficiency and smoothness in its class. Eccentrically displaced sections between the individual cams, for example, dampen vibrations on the camshaft with maximum efficiency. Engine functions are controlled and supervised by the latest Digital Motor Electronics. In all, the new 8 cylinder 840Ci is a perfect example of how BMW systematically combines the most sophisticated mechanical systems with the most advanced electronics in all areas of automotive technology.



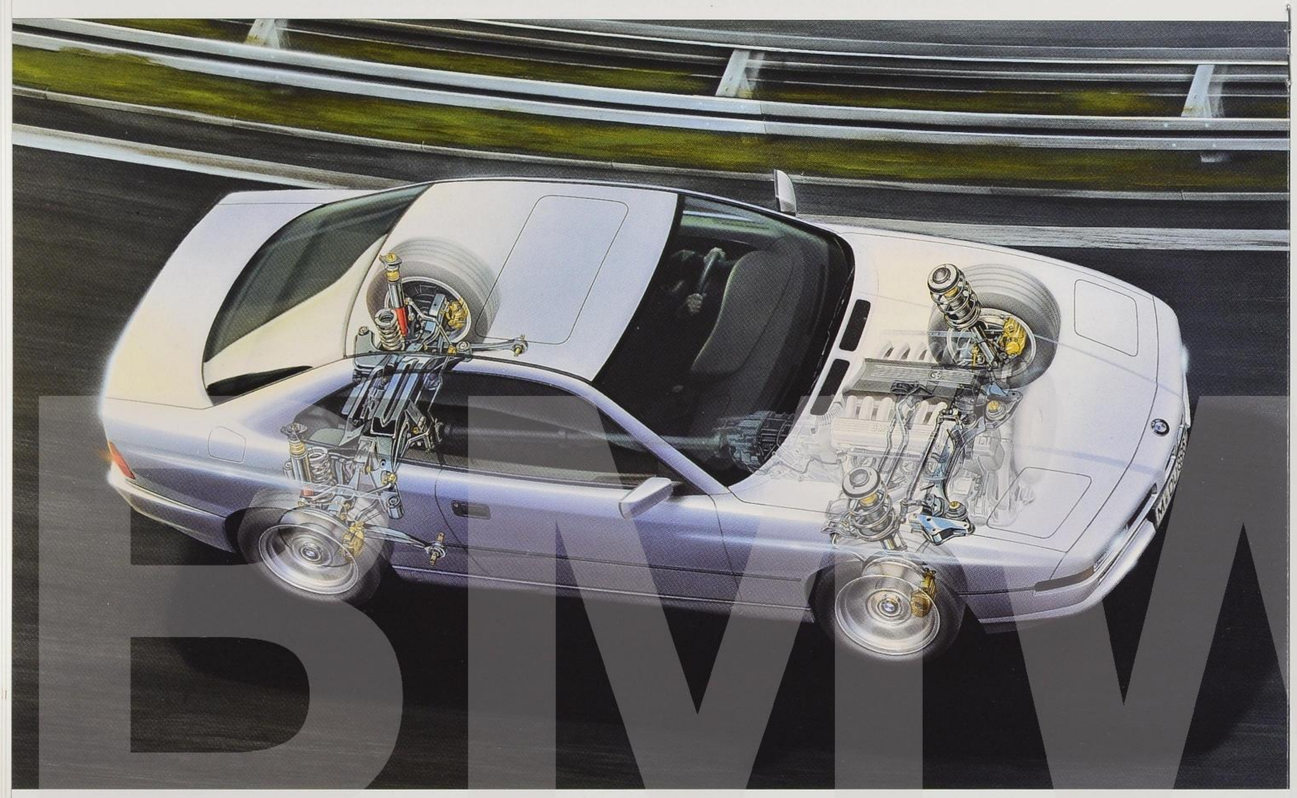
The high technology 8-cylinder of the new BMW 840Ci. An ultra-modern power unit with four overhead camshafts, four valves per cylinder, a refined intake system and Digital Motor Electronics (DME) for excellent performance and supreme power.

The 6-speed manual gearbox. The performance-minded motorist will be particularly thrilled by the ideal gear increments and superior running smoothness of this dynamic transmission, available in the 850Ci and standard in the 850CSi. Keeping differences in engine speed from one gear to the next relatively small, the six gears make the maximum use of the engine's superior torque and output, adding to your driving pleasure.

New Adaptive Transmission Control: ATC. As an alternative to the manual gearbox, the 850Ci is available with automatic transmission featuring adaptive, self-learning control. To ensure the optimum transmission ratio at all times, this electronic system by BMW considers not only the respective driving situation and road conditions, but also your personal style of motoring, and thus adjusts accordingly. So you might call it an automatic transmission which shifts gears the way you drive. ATC enhances not only motoring comfort but also driving safety by avoiding gearshifts when braking and in bends. It enables the car to start off smoothly and softly, particularly useful in wintry conditions when roads might be slippery, and shifts gears almost imperceptibly. Last but certainly not least, ATC adds to your BMW's fuel efficiency by shifting to low-consumption driving programs whenever possible.

The automatic transmission of the new 840Ci with three different driving programs. The 840Ci comes with an automatic transmission able to "recognise" different levels of driving resistance; for example, the load the car is carrying and variations in road gradients; then changes the gear accordingly for optimum performance and comfort. And with electronic/hydraulic (EH) control you can choose among three different transmission programs: The comfort program (E) activates automatically every time you start the car, offering smooth perfor-

mance with minimal fuel consumption; the sports program (S) uses the engine's power reserves in full; and the winter program (❄) for pulling away smoothly in wet and slippery conditions, changing gears almost imperceptibly.



Perfect harmony of man and machine is ensured, inter alia, by BMWs innovative integral rear axle with its unique geometry.

Spherical suspension. One of the main contributing factors to ensure the supreme handling of the BMW 8 Series is its most sophisticated spherical suspension. Combining a double-joint spring strut front axle with BMWs unique integral rear axle, this suspension impressively represents the absolute state of the art in a car of this class. With no less than five track control arms on each wheel, the integral rear axle, for example, keeps the tyres in perfect position on the road no matter how rough the road surface. In bends, the control arms follow an exactly defined elastokinematic path to give the wheels an active steering effect with additional stability on the road. The result is absolutely incomparable, smooth, accurate and neutral handling at all times.

Suspension management BMW-style: the Active Driving Package. Several interacting control systems assist the driver of the new BMW 850CSi and 850Ci. Two examples are Automatic Stability Control + Traction (ASC + T) and Active Rear Axle Kinematics (ARAK). Particularly, the latter guarantees a standard of driving stability previously unheard of. Evaluating road speed and all movements of the steering wheel, the ARAK control unit gives the rear axle exactly the right steering effect for precise vehicle response without the slightest delay or instability.

Other features of the Active Driving Package are the Servotronic power steering and the electrical adjustment of the steering column. These systems and their functions are described in detail in the Technology Guide.

In the 850Ci, Electronic Damper Control (EDC), another feature of the Active Driving Package, interacts with the excellent suspension to provide motoring comfort at its very best. EDC and the Active Driving Package are optional on the new 840Ci. The 850CSi sports coupé comes as standard with the Active Driving Package, the entire car being lowered and featuring extra-firm shock absorbers replacing Electronic Damper Control. In conjunction with the specially modified anti-roll bars, this further accentuates the dynamic performance of the BMW 850CSi. The limited-slip differential provides the final touch in performance motoring.

The safety concept. Over the decades BMW has systematically developed an all-round safety concept to satisfy even the most discerning motorist: F.I.R.S.T. (Fully Integrated Road Safety Technology). For "safety first" is one of BMWs top priorities in every phase of vehicle development. This applies to both active and passive safety, and the protection offered to other road users, for example by partly recessed screenwipers and the smooth rounded-off contours of the body.

The safety of driver and passengers is optimised by the efficient absorption of impact energy, an extremely stable passenger cell, the seat-integrated belt system and the airbag fitted as standard in the leather-rimmed sports style steering wheel. The car itself is protected by regenerating impact absorbers taking up impact energy in collisions up to 3.7 mph (6 km/h) and easily exchangeable crumple units absorbing all the damage in head-on collisions up to 9.3 mph (15 km/h). Finally, the highly stable load-bearing structures, front and rear, ensure additional protection of the passenger cell should the worst come to the worst.

Superior technology of this kind maintains the cars magnificent road-holding in all driving situations, Automatic Stability Control + Traction (ASC + T) then adding the final edge in performance.

A unique driving experience.

Class, style and luxury throughout. From the roof lining to the floor carpeting, from the cockpit to the luggage compartment, all the materials used are of the highest quality. Superior harmony of colours, designs and materials underlines the refined ambience and the unique experience of driving the BMW 8 Series. A combination of elegance and safety unparalleled in the world of motoring.

Optimum safety. Just as our engineers have refined the technology of the BMW 8 Series without compromises, they have been equally consistent in optimising occupant protection. Examples are the driver's and front passenger's seats featuring an integral belt system for ideal belt geometry at all times. Compared with conventional systems, this reduces the strain on your body in, say, a head-on collision, by up to 50 per cent. To provide this safety, both the seats and the floor assembly are designed to be exceptionally rigid and stable to absorb even the most extreme forces.

The driver-oriented cockpit. The cockpit of the BMW 8 Series combines the driver's door, instrument console and centre console to form one all-inclusive unit. Arranged sensibly and logically, all the instruments are exactly where they should be for maximum clarity and ease of use. From the rev counter, speedometer, coolant temperature gauge, fuel level indicator

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

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.

and warning lamps in the instrument console, through the exterior rear-view mirror adjustment, ventilation controls and electric window lifts in the door, all the way to the centre console with its separate control panel for the automatic air conditioning, audio system, gear lever and the on-board computer with Multi-Information Display. In short, functionality, elegance and safety are blended with one another in perfection.

Check/Control. Sophisticated throughout, the technical systems in the BMW 8 Series constantly supervise and control themselves. In the unlikely event of a malfunction the driver is informed automatically by a warning light and the Multi-Information Display (MID). This substantially enhances driving safety, defects being detected and remedied in good time. If required, the Multi-Information Display can present up to 79 different messages in priority levels 1 (warning) to 3 (information).

From in-car communication to special leather upholstery.

BMW's two-piece light-alloy wheels in cross-spoke styling (235/45 R 17 tyres at the front, 265/40 R 17 tyres at the rear) highlight the sporting design of your coupé. (Standard on 850Ci).

In-car telephone with handset on the tunnel console is ready for operation immediately after the vehicle is taken over. See your dealer for details.

To make sure that the 8 Series coupé fulfills all your special wishes there is a wide range of optional equipment from which to choose. You may select the automatic dimming interior mirror, which adjusts automatically whenever the light level increases beyond a pre-determinded setting. Automatic air re-circulation, as the name suggests, detects pollution in the atmosphere and, when necessary, cuts off the air intake into the car; re-circulating the air inside. A further choice is Buffalo leather upholstery, a leather of the finest quality with its own, unique characteristics. And, for those cold winter mornings, heated front seats ensure that the 8 Series coupé is always a pleasure to drive.

Specifically for the new 840Ci, there is a wide range of optional equipment to increase your driving pleasure of this exciting new model. Automatic speed hold ensures greater comfort on long distances. Sport-tuned M-Technic suspension and sports seats enable you to enhance the dynamic qualities of your 840Ci. The varied light-alloy wheel options offer performance and style.

Contact your BMW dealer for details on the full range of options available for the 8 Series.

Service as impressive as your BMW.

Every BMW is designed and built to give you not only performance and comfort, but also quality and reliability. The Service Interval Indicator, fitted to every BMW, calculates when a service is needed – based on driving conditions and the way the car is driven, rather than arbitrary times or mileages. Major services may be indicated as far apart as 15,000 miles. At the service bay, the car is linked to an electronic diagnostic system, which interrogates the car's computerised Electronic Management System, to give instant display of any recorded faults, allowing rapid diagnosis and correction. BMW technology, as applied by the Service Interval Indicator and electronic management and diagnostic system, ensures reliability and engine efficiency and can help reduce routine servicing costs significantly.

The BMW Service Card presents your entitlement to BMW Emergency Service throughout Europe for the first three years.

BMW dealers are, however, committed to providing customer care and services beyond the routine. They offer a variety of service-related benefits which will help keep you on the road even if your car isn't. These services can include collection and delivery of your car to and from your home or work place, 24 hour reception, to allow you to leave the car and keys safely at the dealership the night before service, a loan car service, and Quick Service for on the spot routine repairs.

Finally, your new car is covered by BMW Emergency Service, for the first three years. Administered by Mondial Assistance, the leaders in Europe, BMW Emergency Service provides practical help in the event of an accident or breakdown, anywhere in Europe. One call guarantees rapid roadside assistance. Whenever possible, your car will be repaired on the spot by a BMW trained technician, to get you back on your way. If needed, Emergency Service will provide a replacement car, hotel accommodation, onward passage and repatriation of you, your companions and your car, by road, rail, air or sea. We will even provide an air ambulance if illness or injury dictate.

For a fuller description of the comprehensive range of services attached to every BMW, contact your local dealer or the BMW Information Service on 0800 325600.

Technology guide.

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 misunderstanding, we would like to take this opportunity to explain a number of essential features, some of which are standard, others available as an option.

ABS

1 Anti-lock brakes (ABS) prevent the wheels from locking when the brakes are applied. As a result, the vehicle not only comes to a standstill as quickly as possible, but also remains stable and keeps the driver in control while applying the brakes. Each wheel is fitted with a speed sensor directly connected to the central ABS electronic control unit. The wheels are constantly monitored for their speed of rotation, the signal obtained in this way being compared with the speed at which the car is actually travelling. As soon as a wheel's speed of rotation decreases excessively, the electronic control unit determines the risk of of the wheel locking and immediately reduces hydraulic pressure in the respective brake line.

Active Rear Axle Kinematics (ARAK)

2 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.

Airbag

4 The airbag is a passive safety system able to minimise head and upper body injuries in a head-on collision. In the event of a front-end collision exceeding a certain limit, crash sensors actuate and the airbag is inflated within fractions of a second to softly cushion the driver. Again within micro-seconds after the collision, the airbag deflates, giving the driver full freedom of action.

Anti-submarining support

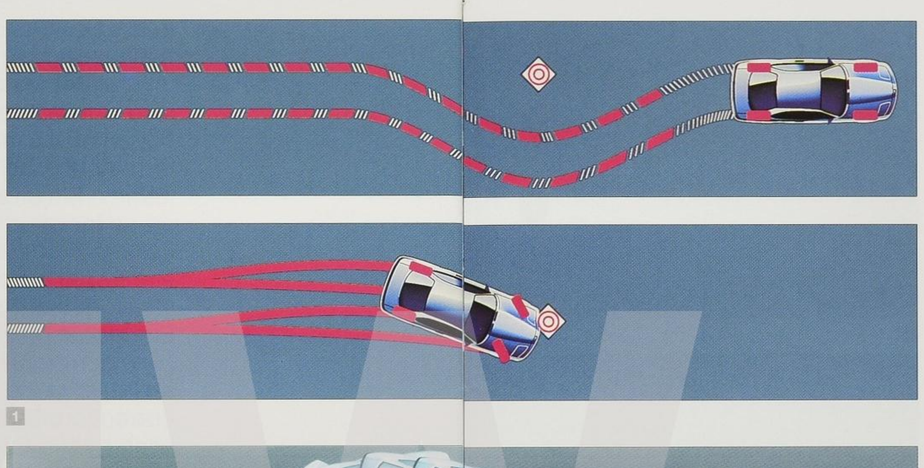
A ramp in the front part of the seat prevents "submarining" (i.e. sliding forward under the belt) in the event of an accident. In this way the seats offer a maximum of so-called passive safety with a stability factor several times higher than required by law.

Automatic Stability Control + Traction (ASC + T)

3 ASC + T serves to prevent the drive wheels from spinning in a critical situation and thus ensures optimum driving stability on all surfaces. As soon as a drive wheel is about to spin, Automatic Stability Control (ASC) intervenes in the engine management, drive power being reduced by immediate adjustment of the throttle butterfly or, respectively, ignition timing. Traction Control (T) acts additionally on the brakes, a drive wheel on the point of spinning being slowed down by the brakes in order to eliminate any wheel slip without the driver himself pressing down the brake pedal. Since brake force is applied separately on the left and right wheel, ASC + T also acts as a fully controlled limited-slip differential with locking action from 0 to almost 100 per cent.

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,



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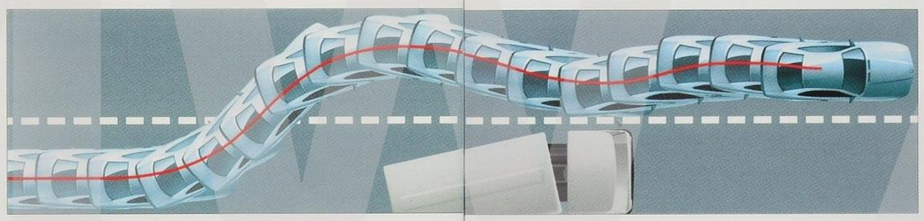

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and also makes allowance for both ambient conditions and driving situations. To identify the driver's style of motoring, ATC analyses the position and movements of the accelerator as well as the speed at which the car is travelling. As soon as the 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.

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.

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.

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 the doors to be opened easily from outside.

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 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, which is clearly an advantage on cars regularly driven by different people (eg members of a family).

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 selects a lower gear at high speeds when accelerating hard. There is also a special winter driving program which selects a higher gear at an earlier point than usual for pulling away smoothly on a slippery surface and help prevent the wheels from spinning. The four-speed automatic transmission of the 850Ci offers a choice of two programs: Sports and Adaptive. The Sports program provides shift points for a very dynamic style of driving, fully revving up the gears in order to use all the engine's power reserves. The Adaptive program, in turn, adjusts the transmission gearshift strategy to the driver's particular behaviour, eg a sportier or more economical style of motoring, at the same time making allowance for ambient conditions (eg icy roads) and specific driving situations.

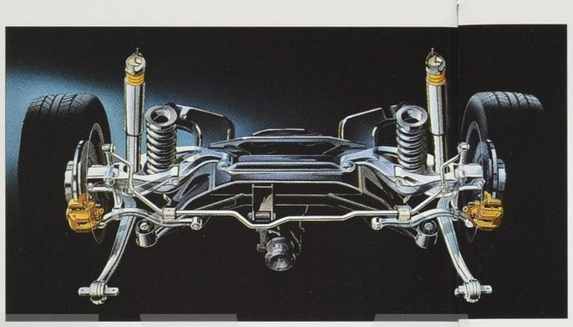
Ellipsoid headlight system
The ellipsoid headlight system for the low beams and foglamps operates in principle in the same way as a slide projector. The only difference is that in this case the slide is replaced by a diaphragm giving the light beam exactly the right contours required for optimum illumination 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.

EPC
Electronic Engine Power Control (EPC) in the 850Ci and 850CSi replaces the conventional mechnical transmission of engine power from the accelerator to the throttle butterfly by an electronic control system. This allows the driver to dose engine power even more accurately, EPC also providing an electronic cruise control function where required.

Ergonomic belt system
With the ergonomic seat belt system at the rear, the seat belt latches are at the outside of the seats, and not in the middle, as is usually the case. The first advantage is that this allows convenient single-handed use of the seat belts without having to grope around. Two further benefits are that it is easier to fasten the belts for children in their special seats and that none of the passengers can sit in front of the belt latch. The most important advantage, however, is the extra safety offered by this concept: coming out of the rear parcel shelf at right angles, the seat belt offers (adult) passengers of virtually all size ideal belt geometry. Body restraint is improved by the better geometry of the hip belt and the risk of injury is reduced. The same kind of optimum protection is also offered in side-on collisions, where the belts hold back passengers moving towards the middle of the car and prevent their heads from hitting each other.

F.I.R.S.T.
7 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, accordingly, precise handling on the road is guaranteed by a number of sophisticated safety features such as anti-lock brakes (ABS) fitted as standard and substantial power reserves to provide superior acceleration for overtaking other vehicles as quickly as possible. The passive safety features comprise, inter alia, an extra-rigid passenger compartment, crumple zones in computer-aided design, and the airbag steering wheel fitted as standard. Rounded-off body contours around the entire front end of the car help to protect other road users.

Integral rear axle
5 Featuring no less than five control arms per wheel, the integral rear axle 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



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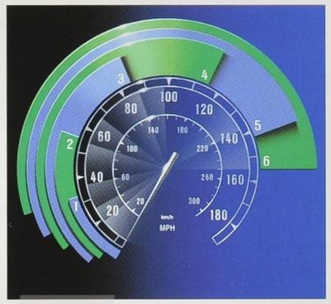

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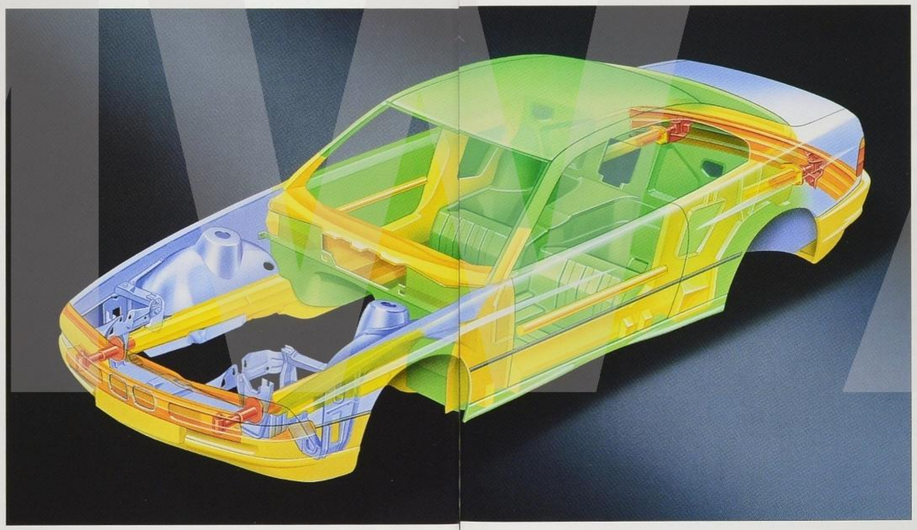

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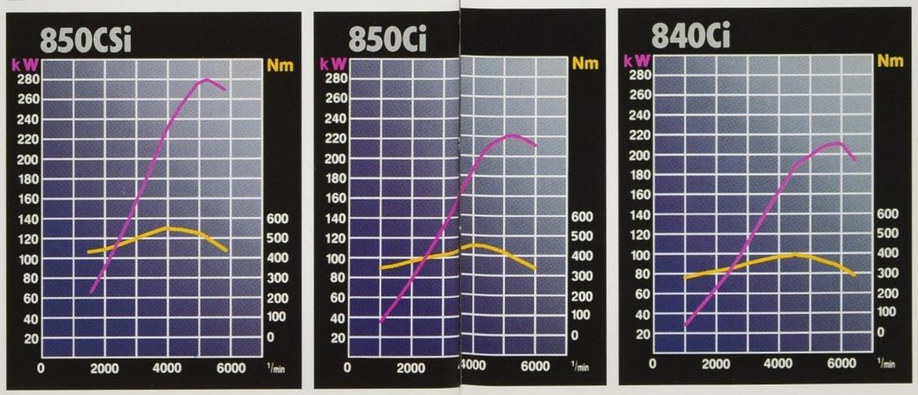

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an active steering effect, thus providing an even better grip on the road and improved driving stability. The result is incomparably precise and neutral driving behaviour in a car which itself is beyond comparison.

kW
The statutory engine-output unit is the kilowatt (kW). It replaces the previously used unit of measurement, horsepower (bhp). 1 kW equals 1.36 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 establishes a rigid connection of the left and right-hand drive wheels as of a certain 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.

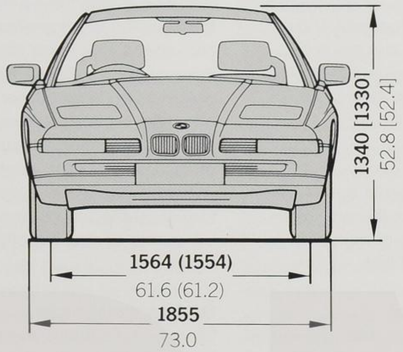
On-board diagnosis
On-board diagnosis is a function of Digital Motor Electronics. Its task is to recognise deficiencies at an early point in time before they can do any damage. Signals indicating impending or sudden defects are memorised electronically and can then be displayed visibly by the Service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

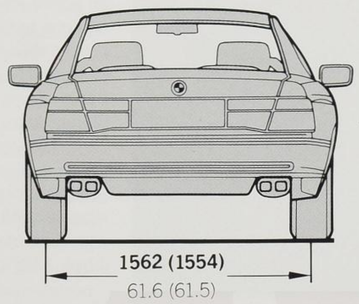
Servotronic
Unlike conventional power steering, Servotronic provides power assistance as a function of the speed at which the car is actually travelling, and not as a function of engine speed. This means substantial power assistance where it is really required, for example in city traffic and when parking. 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.

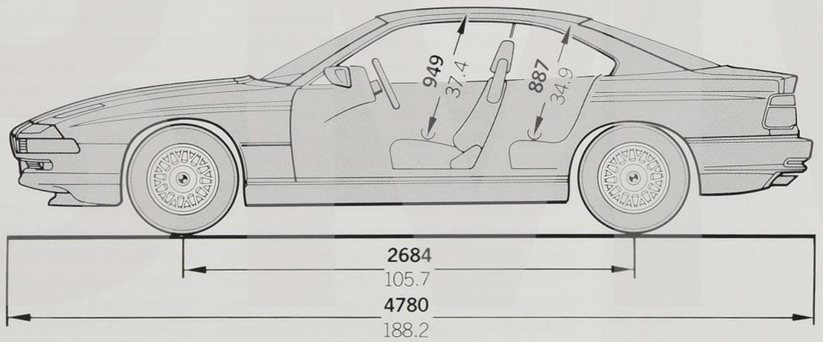
Six-speed manual gearbox
6 The performance-minded motorist will be excited by the virtually ideal gear increments of the 850Ci/CSi manual gearbox. The six gears make maximum use of the engine's superior torque and output, adding to your driving pleasure and of course, providing extra power and performance from this free-revving 12-cylinder.

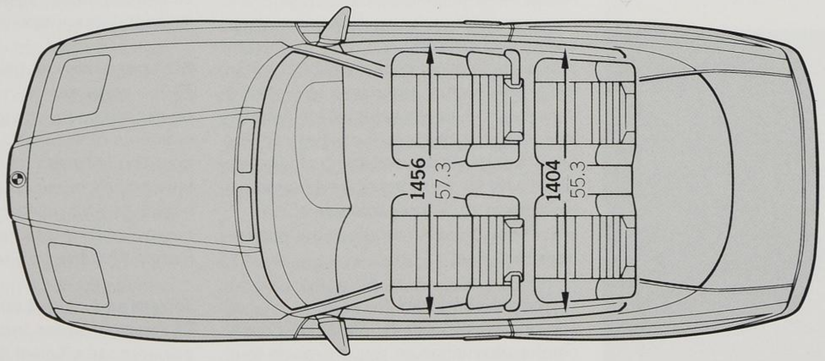
Torque and output curves
8 Superior power and performance: the powerful but efficient engines ensure free-revving smoothness and supreme motoring refinement at all speeds.

Specifications.









Figures in bold type apply to millimetres.
Figures in light type apply to inches.

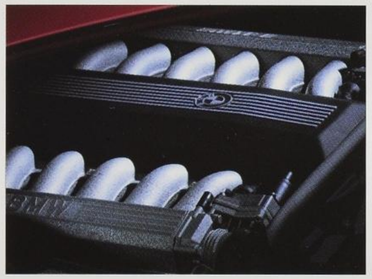
Figures in ( ) apply to 840Ci.
Figures in [ ] apply to 850CSi.

		840Ci	850Ci	850CSi
Weight				
Unladen	kg/lb	[1830]/[4034]	1830 (1830)/4034 (4034)	1900/4188
Max permissible	kg/lb	[2230]/[4916]	2230 (2230)/4916 (4916)	2340/5158
Permitted load	kg/lb	[400]/[882]	400 (400)/882 (882)	440/970
Permitted axle load front/rear	kg/lb	1115/2458/1150/2535	1115/2458 / 1150/2535	1150/2535 / 1230/2711
Permitted roof load	kg/lb	75/165	75/165	75/165
Permitted trailer load unbraked/braked*	kg/lb	750/1653/1600/3527	750/1653 / 1600/3527	-/-
Engine				
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/ft-lb/rpm	400/295/4500	450/332/4100	550/406/4000
Output per litre	kW/bhp/ltr	52.7/71.7	44.1/60.1	50.2/68.1
Torque per litre	Nm/ft-lb/ltr	100.5/74.1	90.2/66.6	98.6/72.8
Compression ratio/fuel grade	:1	10.0/unleaded	8.8/unleaded	9.8/unleaded
Transmission				
Standard gearbox ratios I/II/III/IV	:1	[3.55/2.24/1.54/1.00]	4.25/2.53/1.68/1.24	4.25/2.53/1.68/1.24
V/VI/R	:1	[0.79/-/3.68]	1.00/0.83/3.89	1.00/0.83/3.89
Final drive ratio	:1	[2.93]	2.93 (3.15)	2.93
Performance				
Drag coefficient	cd	0.29	0.29	0.31
Top speed	km/h / mph	[250]/[155]**	250/155** (250/155)**	250/155**
Acceleration 0-62 mph	sec	[7.4]	6.8 (7.4)	6.0
standing-start km	sec	[27.4]	26.3 (27.0)	25.5
Flexibility 80-120 km/h in 4th gear				
(manual gearbox)	sec	N/A	6.0	5.9
Fuel Consumption				
Standard gearbox				
90 km/h (56 mph)	ltr/100 km / mpg	[7.7]/[36.7]	8.8 (8.6) / 32.1 (32.8)	8.5 / 33.2
120 km/h (75 mph)	ltr/100 km / mpg	[9.3]/[30.4]	10.4 (10.3) / 27.2 (27.4)	10.2 / 27.7
Urban	ltr/100 km / mpg	[17.2]/[16.4]	19.8 (19.8) / 14.3 (14.3)	19.8 / 14.3
Average	ltr/100 km / mpg	[11.4]/[24.8]	13.0 (12.9) / 21.7 (21.9)	12.8 / 22.1
Wheels				
Tyre dimension		235/50 R 16	235/45 R 17 / 265/40 R 17	235/45 R 17 / 265/40 R 17
Wheel dimensions		7 1/2 J x 16	8 J x 17 / 9 J x 17	8 J x 17 / 9 J x 17
Material		Light alloy	Light alloy / Light alloy	Light alloy / Light alloy
		cross spoke	(front) / (rear)	forged (front) / forged (rear)
			Split-rim styling	
Electrical System				
Battery capacity	Ah	2 x 65	2 x 65	2 x 65
Alternator output	A/W	[140/1960]	140/1960 (140/1960)	140/1960

* With a max gradient of 12 %. Trailer load may be increased. Contact your BMW dealer for detailed information.
** Electronically cut off.

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.
N/A: Not available.

Standard equipment of the BMW 8 Series coupés.



Engine
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 6 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. On-board diagnosis and failsafe running functions. 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 V12, two overhead camshafts running in 7 bearings, crankshaft in 7 bearings with 12 counterweights. Digital Motor Electronics with hot-film air mass metering, solid-state distributors, fully sequential fuel injection and cylinder-selective knock control. One separate control unit for each cylinder head, electronic engine power control (EPC), silencers with two rectangular tailpipes.

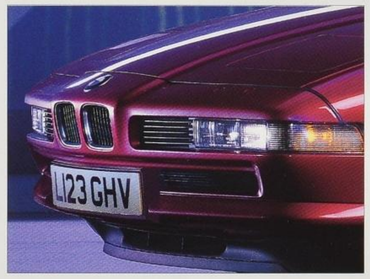
850CSi (deviating from above): EPC control maps with two freely selectable driving progams for sports and economy motoring, switch in the centre console. Individual restriction of engine speed in each gear. Exhaust system with metal-based catalytic converters, four polished tailpipes.

Transmission/Suspension
Standard drive: engine at the front, power transmission to rear wheels. Five-speed automatic transmission with EH control. 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): Six-speed manual gearbox or four-speed automatic transmission with electrohydraulic, adaptive control at no extra cost. Electrically adjustable steering column. Light alloy, split rim wheels. Active Driving Package (inc. EDC, ARAK, Servotronic Power Steering, ASC + T).

850CSi (deviating from above): Six-speed manual gearbox. 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. Active Driving Package does not include EDC.

Body
Two-door coupe, 2+2-seater, extremely rigid all-steel unitary bodywork welded to the floor assembly, torsionally rigid safety cell on all planes, integral roof crossbar, 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.



External equipment
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 3.7 mph. 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. Headlamp levelling. 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 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 is locked automatically when locking the glove compartment. Metallic paintwork available as a no cost option.

From 850Ci (deviating from above): Headlamp cleaning system.

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

Internal equipment
Door lining with full integration of armrest. Leather upholstery, leather lining on steering wheel rim, upholstered cowhide inserts in door and side panels (top and bottom), all-round leather 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. Airbag for driver. 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. Toolkit 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).

850Ci (deviating from above): Sports Seats available at no extra cost.

850CSi (deviating from above): Electric rear blind. Sports seats.

Electrical equipment
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 screenwasher 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 (memory for driver). Electrically adjustable rear-view mirrors. Electric window lifts front/rear, at the front with fingertip control and safety function. Automatic closing and opening function for the electric window lifts. 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. In-car entertainment. Electric sliding/tilting sunroof. Remote control anti-theft system.

850Ci (deviating from above): Compact disc player located in luggage compartment. Automatic speed hold.

850CSi (deviating from above): Automatic air recirculation. Speedometer and rev counter, fuel and temperature gauges with red indicator needles.

8-Series coupé: Paintwork and upholstery

● recommended
○ available

Exterior Colours			Interior Colours	840Ci, 850Ci Leather							850CSi Leather				
				Black	Silver-Grey	Light Silver-Grey	Ultramarine	Parchment	Light Parchment	Anthracite	Black	Dark Silver-Grey with Black	Light Silver-Grey with Dark Silver-Grey	Lotus White with Black	Anthracite
Non-Metallic		300 Alpine White		○	○	○	●	○	○	●	●	●	○	○	●
		314 Bright Red		●	○	○		○	○	●	●	●	○	○	●
		668 Jet Black		○	●	●		○	○	●	●	●	●	●	●
Metallic		244 Sterling Silver		●	●	●	●			●	●	●	●	○	●
		301 Kashmir Beige		●				○	○	●					
		237 Granite Silver		●	●	●	○			●					
		317 Orient Blue		●	●	●	○			●	○	○	●	●	○
		310 Fjord Grey		●			○	○	○	●	●	○	○	●	●
		324 Oxford Green		●	○	○		○	○	●	●	●	●	○	●
		252 Calypso Red		●	●	●		○	○	●	●	●	●	●	●
		290 Maldives Blue		●	○	●				●					
		259 Brocade Red		○	○	○		●	●	●					
		181 Diamond Black		●	●	●		○	○	●	●	●	●	●	●

These are the various upholstery and paintwork options available for the BMW 8 Series. The interior colours are harmoniously matched for leather upholstery. Since colours printed on paper cannot properly render the true colour of paintwork and upholstery, we advise you to check the original colours at your BMW dealership. Please see the table for possible combinations of paintwork and upholstery on all models. Subject to change.

8-Series coupé: Interior Colour/Upholstery

	Standard	Option
Model	840Ci, 850Ci, 850CSi	840Ci, 850Ci, 850CSi
Material	Leather	Natural Buffalo Leather
Interior Colours		
Anthracite		0180/0499 [1]
Light Silver-Grey	0353	
Silver-Grey	0351	
Dark Silver-Grey with Black [2]	0496 [1]	
Light Silver-Grey with Silver-Grey [2]	0497 [1]	
Parchment	0356	
Light Parchment	0358	
Lotus White with Black	0498 [1]	
Ultramarine	0355	
Black	0525/0495 [1]	

The darker shades show the colour of dashboard.
[1] These order numbers apply to the 850CSi. Sports seats are available for the 850Ci/CSi as a no cost option.
[2] Seat side panels and dashboard in Black or Silver-Grey

The ultimate driving machine

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