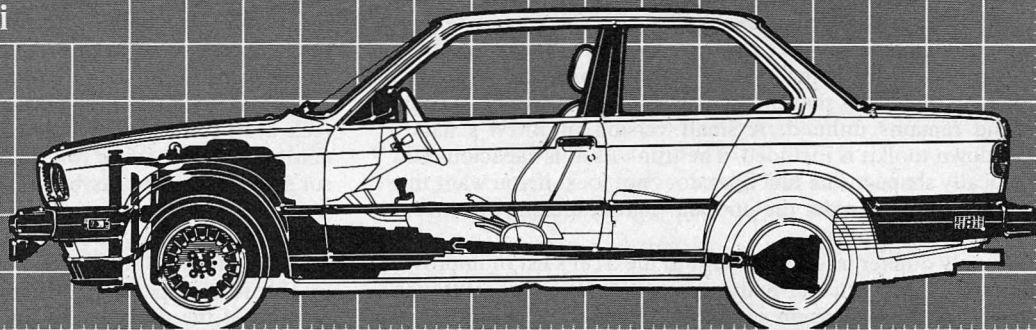




ROAD TEST

BMW 318i



SCALE: 10 in. (254 mm) DIVISIONS

PRICE

Ust price, all POE\$16,430
 Price as tested\$18,210
 Price as tested includes std equip. (air cond, elect. adj mirrors, service interval indicator, alloy wheels), AM/FM stereo/cassette (\$505), elect. front window lifts (\$335), sunroof (\$520), metallic paint (\$420)

IMPORTER

BMW of North America, Inc, Montvale, N.J. 07645

GENERAL

Curb weight, lbr/kg2460 1117
 Test weight2605 1183
 Weight dist (with driver), fir, % 55/45
 Wheelbase, in./mm 101.2 2570
 Track, front/rear 55.4/55.7 1407/1415
 Length 176.8 4490
 Width 64.8 1645
 Height 54.3 1380
 Ground clearance 4.8 123
 Overhang, fir 33.1/42.5 840/1080
 Trunk space, cu ft./liters 13.6 385
 Fuel capacity, U.S. gal./liters 14.5 55

INSTRUMENTATION

Instruments: 140-mph speedo, 7000-rpm tach, 999,999 odo, 999.9 trip odo, coolant temp, fuel level, clock
 Warning lights: oil press., brake fluid, brake pad wear, handbrake, alternator, foglights, service interval, rear-window heat, oxygen sensor, seatbelts, hazard, high beam, directionals

ENGINE

Typesohc inline-4
 Bore x stroke, in./mm 3.50 x 2.80 89.0 x 71.0
 Displacement, cu in./cc 108 1766
 Compression ratio 9.3:1
 Bhp@rpm, SAE/El/kW 101/75@5800
 Equivalent mph / km/h 128/206
 Torque @ rpm, lb-ft/Nm 103/140@ 4500
 Equivalent mph / km/h 100/161
 Fuel injection Bosch L-Jetronic
 Fuel requirement unleaded, 91-oct
 Exhaust-emission control equipment: 3-way catalystr, oxygen sensor

DRIVETRAIN

Transmission 5-sp manual
 Gear ratios: 5th (0.81) 2.95:1
 4th (1.00) 3.64:1
 3rd (1.32) 4.80:1
 2nd (2.02) 7.35:1
 1st (3.72) 13.54:1
 Final drive ratio 3.64:1

ACCOMMODATION

Seating capacity, persons 5
 Head room, fir, in./mm 36.5/34.0 927/1864
 Seat width 2 x 20.0/51.0 2 x 508/1295
 Seat back adjustment, deg 60

MAINTENANCE

Service intervals, mi:
 Oilfilter change variable; see text
 Chassis lube variable
 Tuneup variable
 Warranty, mo/mi car 36/36,000; body rust 6 years

CHASSIS & BODY

Layout front engine/rear drive
 Body/frame unit steel
 Brake system 10.2-in. (260-mm) discs front, 9.0 x 1.6-in. (228 x 41mm) drums rear; vacuum asst
 Swept area, sq in./sq cm 276 1780
 Wheels cast alloy, 14 x 6J
 Tires Goodyear NCT, 195/60HR-14
 Steering type rack & pinion, power assisted
 Overall ratio 20.5:1
 Turns, lock-to-lock 3.9
 Turning circle, ft/m 32.2 9.8
 Front suspension: MacPherson struts, lower lateral arms, coil springs, tube shocks, anti-roll bar
 Rear suspension: semi-trailing arms, coil springs, tube shocks

CALCULATED DATA

Lb/bhp (test weight) 25.8
 Mph/1000 rpm (5th gear) 22.2
 Engine revs/mi (60 mph) 2700
 Piston travel, ft/mi 1260
 R&T steering index 1.26
 Brake swept area, sq in./ton 212

RELIABILITY

Owners of earlier-model BMWs reported 7 problem areas and 4 disabling reliability areas compared to overall Owner Survey averages of 12/6. So we expect the overall reliability of the BMW 318i to be better than average.

ROAD TEST RESULTS

ACCELERATION

Time to distance, sec:
 0-100 ft 3.5
 0-500 ft 9.7
 0-1320 ft (1/4 mi) 18.3
 Speed at end of 1/4 mi, mph 74.0
 Time to speed, sec:
 0-30 mph 3.4
 0-60 mph 11.6
 0-90 mph 32.0

SPEEDS IN GEARS

5th gear (5000 rpm) 111
 4th (6250) 111
 3rd (6500) 89
 2nd (6500) 58
 1st (6500) 32

FUEL ECONOMY

Normal driving, mpg 26.0

HANDLING

Lateral accel, 100-ft radii, g 0.761
 Speed thru 700-ft slalom, mph 60.0

BRAKES

Minimum stopping distances, ft:
 From 60 mph 158
 From 80 mph 279
 Control in panic stop very good
 Pedal effort for 0.5g stop, lb 25
 Fade: percent increase in pedal effort to maintain 0.5g deceleration in 6 stops from 60 mph 28
 Parking: hold 30% grade? yes
 Overall brake rating very good

INTERIOR NOISE

Idle in neutral, dBA 50
 Maximum, 1st gear 80
 Constant 30 mph 65
 50 mph 67
 70 mph 73

SPEEDOMETER ERROR

30 mph indicated is actually 27.0
 60 mph 55.0
 80 mph 73.0

ACCELERATION

