

BMW 325i convertible E30



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HISTORY

Revealed in Frankfurt Motor Show in 1985, production started in march 1986 with 325i, followed in july 1986 with 320i. In september 1987, both versions were fitted with catalytic converter. That was only in july 1990 that a 318i fitted with 4 cylinders engine will appear.

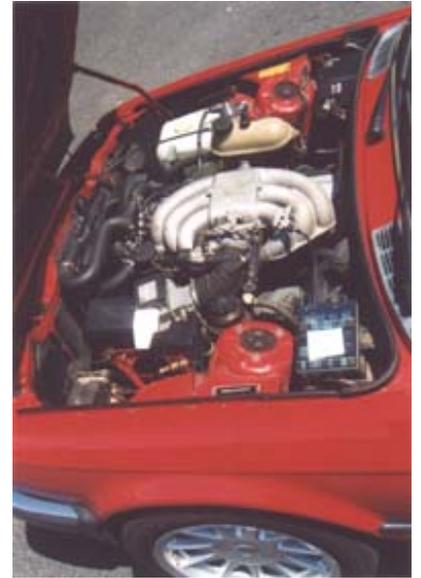
In the meantime, a handmade version, the M3 convertible will be produced from may 1988 to june 1991.



badge	year	capacity	max power	Production
325i convertible	03/86 - 08/87	2494 cm3	171 hp / 126 kW	85246
325i convertible	08/87 - 01/93	2494 cm3 CAT	170 hp / 125 kW	
320i convertible	07/86 - 08/87	1990 cm3	129 hp / 95 kW	32686
320i convertible	08/87 - 01/93	1990 cm3 CAT	129 hp / 95 kW	
318i convertible	07/90 - 04/93	1796 cm3 CAT	113 hp / 83 kW	24706
M3 convertible	05/88 - 06/89	2302 cm3	200 hp / 147 kW	786
M3 convertible	10/88 - 06/89	2302 cm3 CAT	195 ch / 143 kW	
M3 convertible	03/90 - 06/91	2302 cm3 CAT	215 hp / 158 kW	

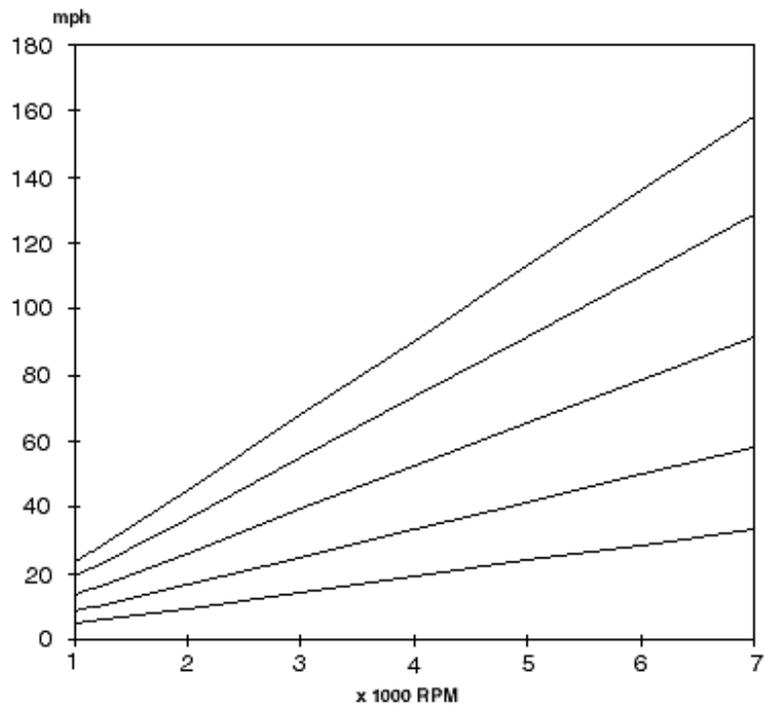
SPECIFICATIONS

badge	325i convertible
model code	BB11
engine	B25M20 2494 cc with CAT in line 6 cylinders, 12 valves
max. power	170 hp (125 kW) at 5,800 rpm
max. torque	163.73 lb ft at 4,300 rpm
gearbox	5 speed manual (Getrag 260/5)
brakes	front : ventilated discs rear : solid discs
tires	standard : 195/65 VR 14 optional on HARTGE wheels : 205/50 ZR 16 front 225/45 ZR 16 rear
overall fuel consumption	22.4 mpg
kerb weight	1,310 kg



Getrag 260/5 gearbox

	Ratio	Theoretical speed in mph (RPM)						
		1000	2000	3000	4000	5000	6000	7000
1	3.83	4.96	9.92	14.89	19.85	24.81	29.77	34.73
2	2.20	8.64	17.28	25.91	34.55	43.19	51.83	60.47
3	1.40	13.57	27.15	40.72	54.30	67.87	81.44	95.02
4	1.00	19.00	38.01	57.01	76.01	95.02	114.02	133.03
5	0.81	23.46	46.92	70.38	93.85	117.31	140.77	164.23
Reverse	3.46	5.49	10.98	16.48	21.97	27.46	32.95	38.45
Final drive	3.64							

**Original alloy wheel**

Size	6 x 14
PCD	4 x 100
offset	ET 35
Bore diameter	57.2 mm
Bolt	12 x 150

Performance figures

Maximum speed	134 mph
Standing-1000 m	29.5 s
0-50 km/h	3.0 s
0-80 km/h	5.7 s
0-100 km/h	8.7 s
0-120 km/h	11.8 s
80-120 km/h in 4th gear	9.8 s

Sources : Données constructeur

My car has the frame number 1920160.

This car was first registered march the 13rd 1987.

Retailed price for 1987 model year :

181,800 FF 33,000 USD

based on 1USD=5.50FF

Feel free to send me an email : fredbrossaud@wanadoo.fr

GUIDELINES

Sale value of these kind of cars is quite low now and it's getting more and more difficult to find a 325i convertible in good original condition with all papers. Many cars have often been modified or repaired with no genuines parts.

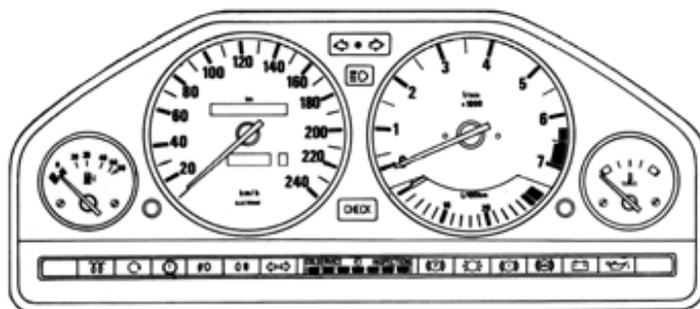
E30 convertible was slightly restyled in 1991 : only rear lights and bumpers were changed.

Rear lights	 large rear lights before 12/90	 small rear lights after 01/91
Front fog lights	 rectangular fog lights before 12/90	 rounded fog lights after 01/91
Side moldings	 with chrome insert before 12/90	black after 01/91
Bumpers	 chrome bumpers before 12/90	plastic bumpers after 01/91
Front lights	classic lights before 09/87	ellipsoid lights after 10/87
Gas hood opener	 only one on the left before 04/89	one on each side after 04/89

Be careful with some people trying to sell the car "loaded" with just original equipment. Cars were afctory fitted with many equipements :

- Fog lights
- Sport seats
- Mtechnic I steering wheel
- Leather seats

- ABS
- Power steering
- 4 power windows
- Power mirrors
- 14" alloy wheels



Instrument cluster is very clear to read. Unfortunately, the econometer is really useless ; it would have been better to have an oil pressure gauge.

325i convertible can be found from 35.000 to 55.000 FRF : first price is for cars with less than 200,000 km (on the meter...), with worn interior and unknown past whereas the other price is for a car with less than 100,000 km, in like new condition.



Manufacturer plate is located up to the right front light. You should carefully check numbers with the one stamped under the windshield. The other stamped figure is the bodyshell number.



Checking cylinder head bolts

M20 B25 engines produced before half-89 were equipped with hex-head cylinder bolts which are prone to break that lead to significant damage on the engine. They must be replaced by Torx-head bolts available at any BMW dealer.

To check the bolt, just remove the oil filler cap and have a look inside the hole.

I like - I dont' like



Beautiful design
Very comfortable seats
Very reliable car
Exceptionnal road handling



Wrong gearbox ratios
No alarm if you leave car with lights on

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BASIC MAINTENANCE

325i is easy to maintain. It is mandatory to have the revue technique ETAI (very complete) and manuel HAYNES (more didactic) before beginning. The best book is the service manual BENTLEY : it's the best book to help you maintaining your car. Indications below make only supplement of these handbooks.

Don't forget to buy BMW MOBILE TRADITION CD Part Catalogue too. You will get all parts numbers and drawings. You can also buy E30 workshop manual in 3 microfiches.

Always buy parts from well known brands (like PURFLUX, BOSCH, VALEO, CHAMPION...) or genuine BMW parts to avoid troubles.

Engine oil change + filter

Use semi-synthetic oil or 100% synthetic oil. Change oil every 3,100 mi or max 4,600 mi. 325i have a service indicator to reset like others BMW.

A 17 mm wrench will be necessary as well as an oil filter wrench. The oil filter is located under the exhaust manifold, on the right of the engine.

Spark plugs

Always use Bosch W8LCR. Change spark plugs one at a time to not mix up spark plugs wires.

Air filter

Change the air filter by removing the spring clips around the air filter box.

Clutch and brake fluid

Brake fluid absorbs moisture that makes him lose its efficiency and involves internal corrosion of the brake system. It must be replaced every 2 years or 25,000 mi. It is better to use a DOT 5 fluid having a higher boiling point.



325i uses an hydraulic clutch which uses the same brake fluid reservoir. Bleeder valve is located on the slave cylinder on the left side of the gearbox.

Due to internal shape of brake fluid reservoir, it's better to start bleeding clutch circuit. It will avoid trapping dirty fluid in some area of the brake fluid reservoir.

Manual bleeding is easy with 2 persons : one under the car and the other pumping on the pedal. The bleeding order is : right-rear, left-rear, right-front, left-front, clutch. Having an ABS system, one should pump on the pedal at least ten times before seeing clean brake fluid.

Wipe carefully brake fluid which is very corrosive on painted surface. Plan to use two cans of 0.5l brake fluid.

Engine coolant

Engine coolant must be replaced every 2 years or 25,000 mi to avoid a clogged radiator or an engine overheat.

Plastic panel trim

The best way to clean them is to use plain water, soap and a toothbrush. After, they look like new ; it's almost incredible. It's better than any other chemical product.

Soft top

Soft top is fragile and expensive to replace. Rear plastic window tends to become white and dull. A good maintenance will increase its lifetime. Here is the sum up of the 325i user's manual :

- Do not park car on direct sunlight,
- Do not clean car in automatic car wash,
- Do not fold up top when moist,
- Remove immediately birds drops with small brush,
- Clean rear plastic window with soft cloth only.

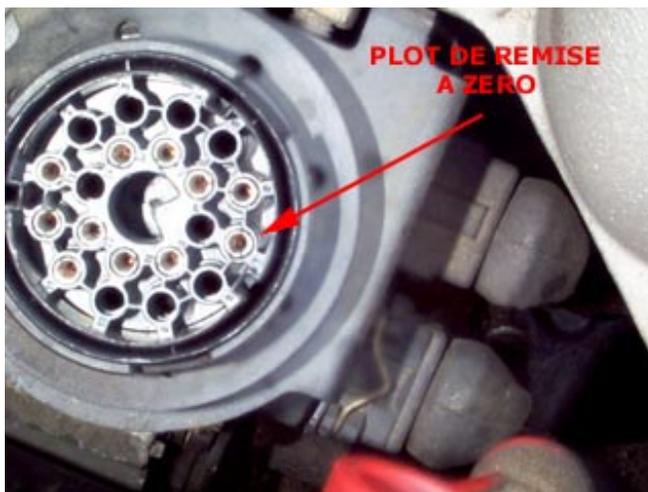
The most important is to fold the top carefully, especially the plastic window. Putting a towel on the window will prevent it to get scratches when both plastic parts will touch each other.

It's better to protect the soft top with a waterproof product at least once a year, but be careful to not drop it on the rear plastic window. For it, it's better to use BMW cleaner (BMW part #81 22 9 407 665) to clean and polish rear window.

RESET SERVICE LEDs

Like many other BMW, 325i is fitted with service indicator LED. It tells the driver whether an *oil-service* or *inspection* is to be done.

It is not mandatory to have the BMW reset tool to clear the LED.



Unscrew engine harness close to the oil stick

Plug a fuse protected wire between ground and this plug.

Switch ignition key to "ON" for 5 seconds to reset an *oil-service* and about 10 seconds to reset an *inspection*.

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KNOWN PROBLEMS

325i convertible is very reliable and you will not have much problems even with an old car. You can easily reach high mileage (300,000 km) without major troubles. Anyway, be prepared to have some little annoying problems...

Front exhaust pipe is prone to breake : Exhaust system is very eavy and there is only the geabox bracket assembly to hold it. Front pipe is not available as spare part, you will have to replace the complete CAT converter or find someone to repair the pipe.



Chrome part around windshield get rust : You will have to replace it, you can even replace it by a black one.

Water leaks between top and windows: Replace rubber seal around soft top, check windows alignment.



Service LEDs non working : Service LEDs are using NiCd batteries inside the instrument cluster. These batteries last maximum 10 years. Replace them.

Tacho sometimes not working : Remove the instrument cluster, get the SI board and make a new welding for each component.



Shif boot is prone get a hole on the left side : Reverse is really on the left of the gearbox and the boot get punched between the shift lever and the shift console.

Water leaks inside hood: Check rubber around antenna, check gasket around rear lights.



Cylinder head are prone to break : It's better to replace hex head bolt (which are prone to break) by torx head bolt. From mid-89, all M20 engines were fitted with torx bolt.

Many short circuits or non working accessories : a convertible car is prone to get water leaks and moisture in it. Do not hesitate to clean harness connector , switches and knob. Use a special product or a glass cleaning product with a toothbrush.



Soft top handle is prone to break : It's mandatory to pull hard to open both latches and the handle break. In fact, it's not really the handle but the plastic part around it.

COST



If you wish to buy this kind of vehicle, here are some figures :

Purchase	from 35 to 55,000 F	from 6.3k to 10k USD
Registration fee (average price in France)	1,066 FF	193 USD
Insurance (1/3rd)	1,800 FF	327 USD

based on 1USD=5.50FF

All prices are Sale tax included (VAT - 19,6% in France). These are average prices in several shops.

Oil filter	Purflux LS171	69 FF	12 USD
Front brake pads	Valéo L81	520 FF	94 USD
Timing belt + tensionner (parts and labour)	by BMW dealer	1,100 FF	200 USD
Catalytic converter	BOSAL 099 111	5,475 FF	995 USD
Rear exhaust	BOSAL 285 053	1,514 FF	275 USD

based on 1USD=5.50FF

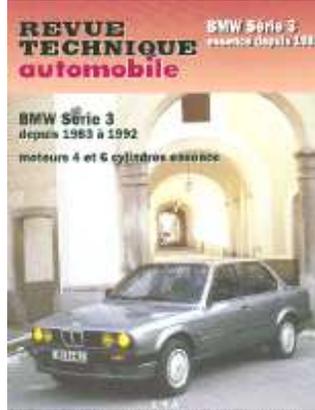
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BOOKS



BMW série 3 notice d'utilisation
BMW part # 01 42 9 782 622 fr

Out of print



BMW Série 3 essence depuis 1983
Revue Technique Automobile n°448

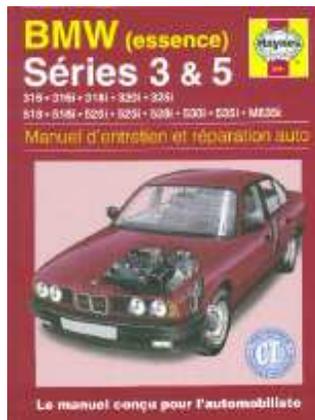
E.T.A.I.
ISBN 2-7268-4486-3



Very complete, very technical

Difficult for a beginner

Essential for any heavy technical intervention

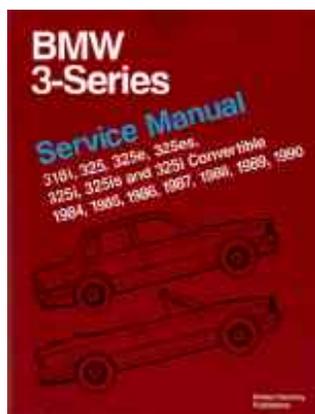


BMW essence Série 3 & 5
Manuel d'entretien et réparation auto n°3291

HAYNES
ISBN 1-85960-291-6



A little confused because covers too many different cars



BMW 3-series 1984-1990
Service manual

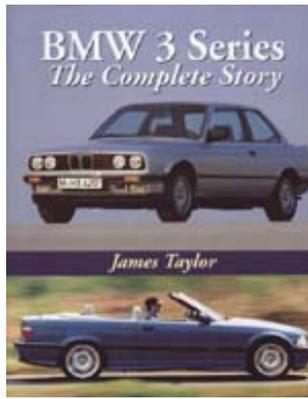
ROBERT BENTLEY
ISBN 0-8376-0325-0



Very complete, very didactic

Many pictures

Absolutely essential



BMW 3 Serie
The Complete Story
James Taylor

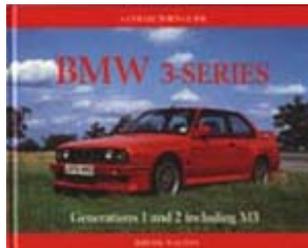
CROWOODS
ISBN 1-86126-317-1



Many details

Specifications, production figures

Covers E21, E30 and E36



BMW 3 Serie
A collector's guide
Jeremy Walton

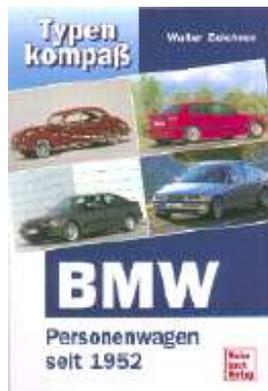
MRP
ISBN 0-947981-68-3



Many details

Specification

Covers E21 and E30



BMW Personenwagen seit 1952
Typenkompaß
Walter Zeichner

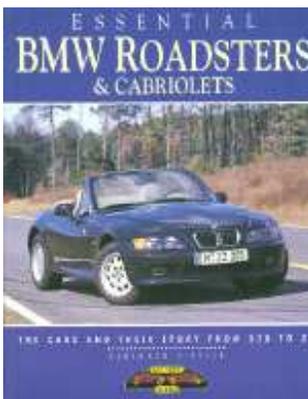
MOTOR BUCH VERLAG
ISBN 3-613-01873-X



All BMW since 1952

Specification, production figures

Absolutely essential



Essential BMW Roadsters & cabriolets
The cars and their story from 328 to Z3
Eberhard Kittler

BAY VIEW BOOKS
ISBN 1-870979-77-X



History of BMW convertible

Specification, production, frame numbers

Many pictures



BMW
Schlegelmich / Lehbrink / von Osterroth

KONEMANN
ISBN 3-8290-0657-8



Studies about each important car of the company.

Lot of pictures.



BMW MOBILE TRADITION CD

BMW part # 72 00 0 035 315



Parts catalogue

Absolutely essential



Microfiches

MANUEL DE REPARATION E30

BMW part # 01 52 9 770 562 fr



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MODELS

Gama



Scale 1:43 - ref 1166