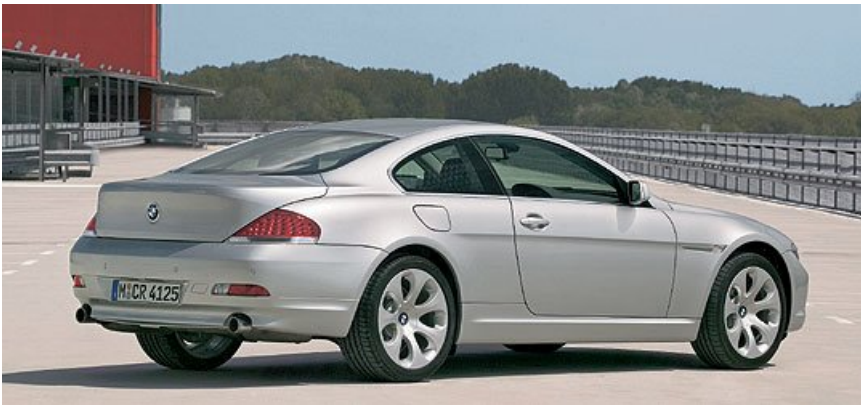


# CLASSIC DRIVER

## BMW announces six-cylinder power for 6-Series



**BMW Great Britain has announced the introduction of the new 630i with the world's lightest six-cylinder engine under the bonnet. Powered by an all-new 3.0-litre straight-six engine featuring VALVETRONIC technology and made from magnesium and aluminium composite, the 630i goes on sale in September 2004.**



Available in both Coupé and Convertible guises from launch, the 630i develops 258bhp at 6,600rpm, increased by 12 per cent compared to the current 3.0-litre petrol unit. Maximum torque is 300Nm and this is available from just 2,500rpm up to 4,000rpm with the redline starting at a heady 7,000rpm.



On the road this power translates into a zero to 62mph time of 6.5 seconds (6.7 seconds for an automatic) in the Coupé and 6.9 seconds (7.2 seconds) in the Convertible. Top speed on all versions is limited to 155mph. Even with this performance, the 630i posts frugal consumption figures of 31.4mpg (29.7mpg) for the Coupé and 29.4mpg (28.5mpg) for the Convertible. This represents a 12 per cent increase in BMW 3.0-litre petrol engine efficiency.

The EU4 compliant 3.0-litre engine, which features the world's first electric water pump to keep the block cool for increased efficiency, will appear in future BMW models. However details regarding this will be

released at a later date.

Full specification details are yet to be finalised, but customers will be able to specify their 630i with either six-speed manual, automatic or BMW's Sequential Manual Gearbox and the car will sit on 17-inch light alloy wheels fitted with 245/50 R17 tyres. Thanks to the lightweight materials it shares with its cousin and the lightest six-cylinder engine in the world, the 630i tips the scales up to 130kgs less than a 645Ci.

The BMW 630i will also feature Dynamic Stability Control + Dynamic Traction Control, Dynamic Brake Control and ABS as standard among a host of other safety features. Meanwhile, the list of optional equipment will include innovative Active Steering and Dynamic Drive for a more bespoke driving experience.

Visually little distinguishes the 630i from the 645Ci. However, badging aside, the 630i's chrome-plated exhaust pipes are round rather than oval, while the radiator grille slats have been de-chromed. Inside a full leather interior cossets the driver and passengers.

Prices for the 630i Coupé and Convertible will be announced at a later date.

*Text/Photos: BMW Group*

## Gallery

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