



BMW
ALPINA
B3
BITURBO

SALOON
TOURING
COUPÉ
CABRIO
incl. ALL-WHEEL



MANUFACTURER OF
EXCLUSIVE AUTOMOBILES

In ALPINA's more than 40-year history of manufacturing automobiles, turbo-charged engines have consistently set enduring accents. Launched in 1989, the BMW ALPINA B10 Bi-Turbo is just one example of the cult status some of these automobiles achieved. In fact, ALPINA's turbo-charging history began in 1978, based on the 5 Series and 6 Series of the day.

ALPINA - the innovative automobile manufacturer from Buchloe - takes its next progressive step forward with the advent of the new B3 Bi-Turbo: turbo-charged powerplants are used for the first time in the current 3 Series model.



„GOOD THINGS *come in* THREES“

For over thirty years now, ALPINA have been creating exclusive automobiles based on the BMW 3 Series, automobiles that aim to fulfill only the very highest demands.

In the beginning of this continuing success story spanning over 6,000 units was the legendary 1978 BMW ALPINA B6 2.8 - revolutionary in its day due to its six cylinder engine.

The B3 Bi-Turbo line up presents itself in an hitherto unparalleled diversity, comprising a Saloon, Touring, Coupé and Convertible. See for yourself!

1978



BMW ALPINA B6 2,8
BMW ALPINA B8 4,6

1986



BMW ALPINA C2

1987



BMW ALPINA B6 3,5 S

BMW ALPINA B3 3,3

BMW ALPINA B3 BITURBO

1995



1999



2007





The B3 BITURBO SALOON

Hervorstechendes optisches Erkennungsmerkmal aller neuen B3 Bi-Turbo Modelle ist die Auspuffanlage mit vier Endrohren, die mit ihren Katalysatoren maßgeblich zu den niedrigen Emissionswerten (Euro 4) beiträgt

Der Biss des Motors ist nicht alltäglich: Von 0 auf 100 km/h in 4,8 Sekunden und ein nicht endend wollender Schub bis zur Höchstgeschwindigkeit von 285 km/h. Genuss ohne Reue: Ungeachtet der hohen Leistung nimmt der neue BMW ALPINA B3 Bi-Turbo hinsichtlich seines Verbrauchs eine Spitzenstellung im Wettbewerbsvergleich ein





The B3 BITURBO TOURING

War ein familientauglicher Sportwagen bis dato für Sie ein Widerspruch?

Der B3 Bi-Turbo Touring realisiert diesen vermeintlichen Spagat. Er erfüllt mit fünf Türen die Ansprüche an Komfort, den Familien zu schätzen wissen und erweist sich zugleich als idealer Freizeitpartner

Die hohe Alltagstauglichkeit unterstreicht die Tatsache, dass auch auf der Rücksitzbank lange Reisen Vergnügen bereiten. Trotz dieser praktischen Nutzwerte ist er ein Garant für Fahrgenuss, Effizienz und außergewöhnliche Fahrleistungen





The B3 BITURBO COUPÉ

The new BMW ALPINA B3 Bi-Turbo Coupé achieves the ideal: the most attractive 3 Series Coupé yet, impresses with outer and inner values – especially those svelte, elegant lines.

A world-class athlete in multiple disciplines: in the sprint – at 0-100km/h in 4.8 sec – as well as in the marathon – with ranges of more than 300 miles, showcase the B3 Coupé's best side.

Audible enjoyment is provided by the quartett of endpipes and their fitting bass note.

With a CW of 0.30, the slender chassis' aerodynamic efficiency is better than that of many sports cars. It comes as no surprise then, that comparison drives between Buchloe's newest 360 hp / 500 Nm creation and a certain new 420 hp super-sports-car from Ingolstadt, ended in a dead heat





The B3 BITURBO CABRIO

360 hp, 500 Nm – absurd in an convertible? The opulent torque of the turbo-charged inline six-cylinder guarantees a myriad of driving experiences – only limited by the driver's imagination. Especially alluring is the ability to cruise in relaxed fashion – far afield of any rev-limit orgies – a most pleasurable automotive stroll. This leaves time for open-top motoring. A mélange of fresh air, sweet smells and the finely-composed

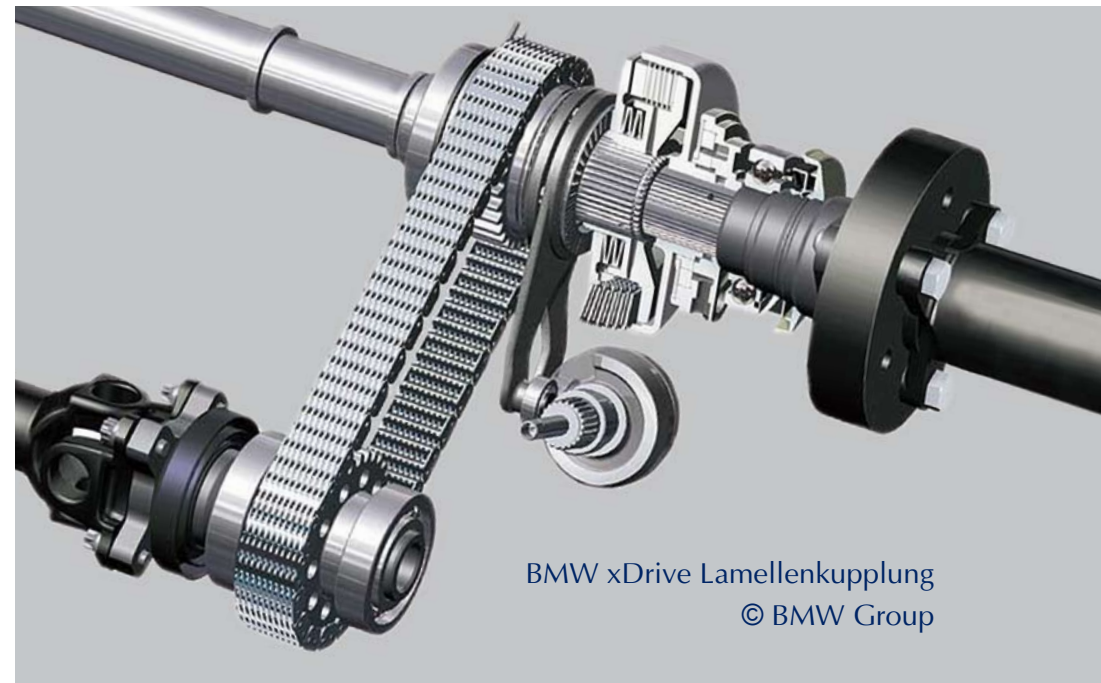
exhaust note – powerful, sonorous, but never intrusive.

The fully-retractable hardtop proffers two worlds – as Cabrio, or with the hardtop closed, as a fully-functional, four-season automobile. At the touch of a button, the Cabrio becomes a Coupé, built so that one may enjoy relaxed, comfortable long-distance tours.



The B3 Bi-Turbo's intelligent all-wheel-drive uses BMW's xDrive system as its technical basis. This dynamic control system distributes the engine's power steplessly and variably to the front and rear axles

The heart of this system is the electronically-controlled multi-plate clutch that reacts to changing driving and road conditions in milliseconds. The required information, such as wheel rpm, steering angle and throttle position, are supplied by the DSC sensors. The all-wheel-drive system's functions go almost unnoticed by the driver, the B3 Bi-Turbo's self-steering properties indeed positively influenced by the instantly-variable shift of power, right up to the limit.



If the system recognises under-steer or over-steer, even in their earliest stages, it will re-distribute the power to the axle that will help neutralise the condition. It is only at the limit that the ALPINA-specific DSC programme comes into play, with targeted intervention for maximum safety

The B3 Bi-Turbo's all-wheel-drive system feels far more agile and dynamic than those of its competitors. This drivetrain concept also supports a sporty driving manner. Experienced drivers will especially enjoy it

on snow-covered roads, as the dynamic control can be stepped down to "DTC" or "DSC Off", providing the good driver a certain level of "dynamic play". Through it all, the intelligent all-wheel-drive system remains ever active



harmonic SUSPENSION

Immediately noticeable is the B3 Bi-Turbo's light-footed, extremely agile handling.

The secret lies in an ideal 50/50 weight distribution between front and rear axles in combination with ALPINA's neutral and supple suspension.

Augmenting this agility are light-weight 18" ALPINA CLASSIC wheels shod with conventional MICHELIN

tyres, 225/40 ZR18 front and 265/40 ZR18 rear, with a conscious choice having been made not to use heavy Run-Flat tyres.

19" wheels offer an even higher level of potential lateral acceleration – in either DYNAMIC or CLASSIC design.



The HEART...



... of the B3 Bi-Turbo offers 265 kW (360 hp) at 5,500 - 6,000 revolutions per minute, as well as maximum torque of 500 Nm from 3,800 - 5,000 rpm.

The B3 Bi-Turbo's engine has a sporty engine's willingness to rev to 7,000 rpm. Equally as present but usually reserved for diesel engines, there is vigorous torque from 1,300 rpm onwards. The result: a powerband broader than ever before experienced, guaranteeing both sporty and bullish driving dynamics.

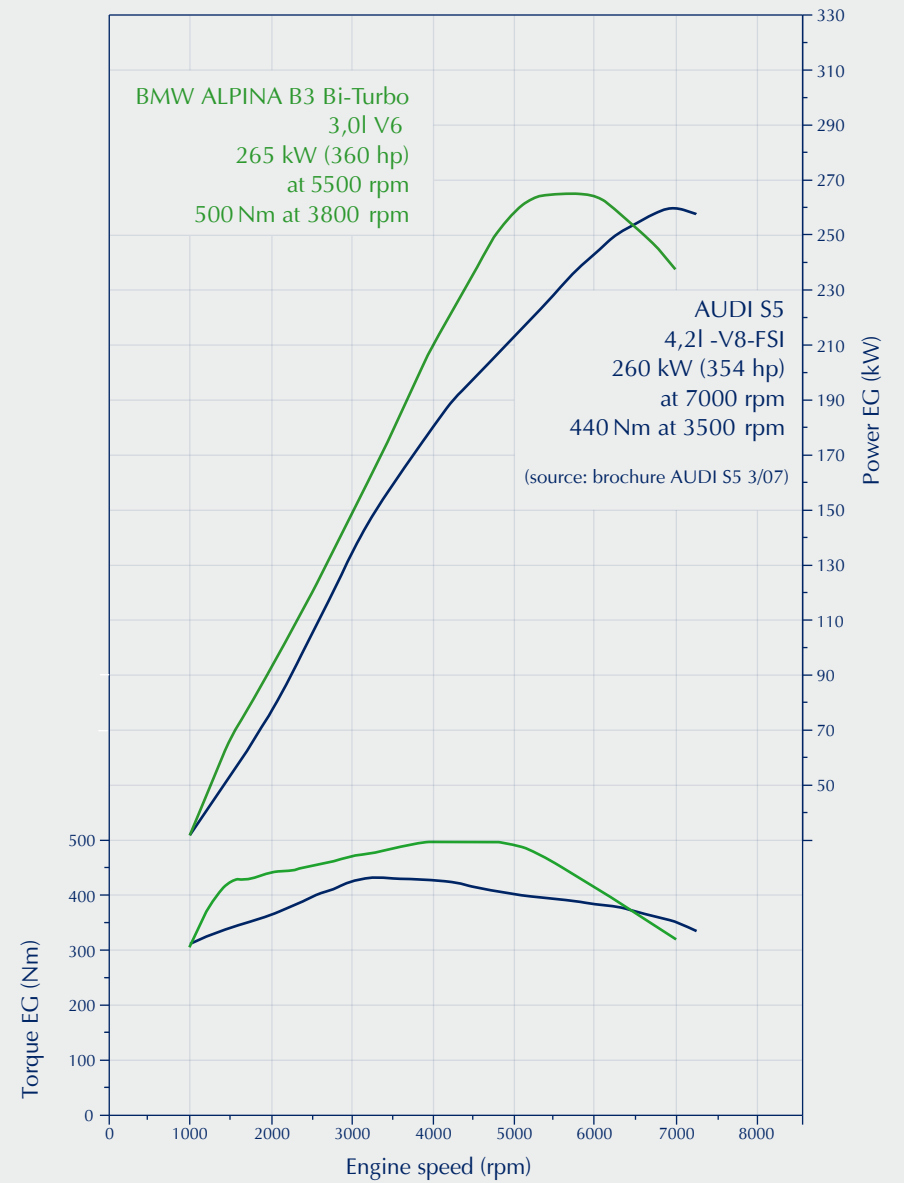
Technically, this is all made possible due to the exceptional BMW base engine with injectors

centrally located over the pistons – the state-of-the-art in direct injection technology. For more than a year, ALPINA engineers researched, developed and tested, both on the engine test bench and on the road.

Ever refining the ALPINA engine map to leverage all the advantages offered by modern direct injection, the potential inherent in the BMW basis was maximised. The use of extremely durable MAHLE pistons allows for a maximum boost of 1.1 bar with a 9.4:1 compression ratio. The result, peak specific values of 89 kW (121 hp) per litre and a maximum average pressure of 21 bar.



PERFORMANCE AND TORQUE DIAGRAM BMW ALPINA B3 BITURBO AND AUDI S5



The SWITCH-TRONIC *pure* PLEASURE...

The BMW ALPINA B3 Bi-Turbo embodies pure driving enjoyment – whether cruising along or enjoying all 7,000 revs in each gear.

The reason for the spontaneous responsiveness of the B3 Bi-Turbo is the ZF 6-speed sport automatic transmission with its very short shift sequences, which smoothly processes the power through the drivetrain without any uncomfortable interruption of forward momentum.

The driver may also choose to shift manually at the wheel using bSWITCH-TRONIC, which contributes in no small part to both the awe-inspiring performance numbers and the ability to save fuel in top gear. Frugality and driving excitement are therefore not contradictory in the B3 Bi-Turbo.

Driven by high torque means using sixth gear on the Autobahn is more than sufficient in almost all situations.





finest MATERIALS...

The intense driving experience and the immediate bonding with the B3 Bi-Turbo are markedly influenced by fine materials and superior ergonomics.

The standard leather interior features comfortably-padded sport seats with excellent lateral support, making long journeys a joy.

The ALPINA SWITCH-TRONIC steering wheel falls perfectly to hand and affords a clear view of the typical ALPINA blue instruments with their red pointers.

Next to the analogue speedometer, the B3 Bi-Turbo also provides a digital speed read-out as well as average fuel economy and instantaneous fuel economy figures – thrifty driving also creates driving pleasure.



STANDARD / OPTIONAL EQUIPMENT

	SALOON	TOURING	COUPÉ	CONVERTIBLE
Active headrests, front	O	O	O	O
Airbags: driver and front passenger, front and side and ITS head airbags	O	O	O	O
Air conditioning, automatic	O	O	O	O
All wheel drive (xDrive) with Hill Descent Control (HDC)	X	X	X	
AUX-IN connection (auxiliary input connection for external audio players)	O	O	O	O
Brake Energy Regeneration	O	O	O	O
Centre armrest / console with storage compartments and cup holder, rear	O	O	O	O
Child seat ISOFIX attachments, rear	O	O	O	O
Cruise control with braking function	O	O	O	O
Digital speedometer readout via Info Display in instrument cluster	O	O	O	O
Door sills ALPINA	O	O	O	O
Dynamic brake lights	O	O	O	O
Dynamic Stability Control (DSC) incl. Dynamic Brake Control (DBC) and Dynamic Traction Control (DTC)	O	O	O	O
Electric Power Steering (All wheel drive with Servotronic)	O	O	O	O
Exhaust system ALPINA, stainless steel with four polished tailpipes	O	O	O	O
Exterior mirrors, heated, electric adjustment	O	O	O	O
Floor mats ALPINA	O	O	O	O
Fog lights incl. heated windscreen washer jets	O	O	O	O
Frontspoiler ALPINA	O	O	O	O
Hard-top, fully retractable, three-part, electrically operated steel roof, with radio-remote opening				O
Heat absorbing thermal glass and windscreen with grey shade band	O	O	O	O
Instrument cluster ALPINA	O	O	O	O
Mobility System	O	O	O	O
On-board computer with extended functions, incl. Check Control and outside temperature	O	O	O	O
Production plaque, silver plated	O	O	O	O
Radio BMW Business incl. CD player with MP3 decoder	O	O	O	O
Rain sensor with automatic headlight activation	O	O	O	O
Rear seat backrest, foldable with storage compartment	X	O	O	O
Rear spoiler ALPINA	O		O	O
Seat heating, front	O	O	O	O
Sports Automatic Transmission (6-speed) with ALPINA SWITCH-TRONIC	O	O	O	O
Sports seats, driver and front passenger, incl. electric seat adjustment with driver memory	O	O	O	O
Steering wheel: SWITCH-TRONIC sports leather steering wheel with Multifunction	O	O	O	O
Suspension ALPINA	O	O	O	O
Tyre Puncture Warning System (TPWS)	O	O	O	O
Wind deflector with ALPINA imprint				X
Xenon headlights for low and high beam	O	O	O	O
Paintwork: non-metallic paintwork in standard BMW colours	Uni	Uni	Uni	Uni
Upholstery: Dakota leather with ALPINA roundels in seatbacks	Leather Dakota	Leather Dakota	Leather Dakota	Leather Dakota
Interior trim: ALPINA luxury wood Burled Elm	Rüster Maser	Rüster Maser	Rüster Maser	Rüster Maser
Light alloy ALPINA wheels	18" CLASSIC	18" CLASSIC	18" CLASSIC	18" CLASSIC

O = standard X = additional charge

ENGINE			PERFORMANCE								
			SALOON		TOURING		COUPÉ		CONVERTIBLE		
Cylinder		6 in-line	Acceleration 0-100 km/h/0-62 mph s		4.8	(4.9)	4.9	(5.0)	4.8	(4.9)	5.0
Capacity	cm ³	2979	Top speed		285	(280)	282	(278)	285	(280)	280
Bore	mm	84.0			177	(174)	175	(173)	177	(174)	174
Stroke	mm	89.6									
Compression ratio	: 1	9.4	FUEL CONSUMPTION								
Max. power	kW/hp	265/360	Urban	l/100 km	14.1	(14.7)	14.2	(14.7)	14.0	(14.6)	14.2
at	rpm	5500 - 6000		mpg	20.0	(19.2)	19.9	(19.2)	20.2	(19.3)	19.9
Max. torque	Nm/lbs-ft	500/369	Extra-urban	l/100 km	7.3	(7.6)	7.4	(7.6)	7.2	(7.5)	7.4
at	rpm	3800 - 5000		mpg	38.6	(37.2)	38.1	(37.2)	39.2	(37.7)	38.1
Engine management		Siemens	Mixed	l/100 km	9.8	(10.2)	9.9	(10.2)	9.7	(10.1)	9.9
		MSD 80		mpg	28.8	(27.6)	28.5	(27.6)	29.1	(28.0)	28.5
Fuel		Super Plus	CO ₂ Emissions	g /km	234	(244)	237	(244)	232	(241)	237
Emission classification		Euro 4									

TECHNICAL DATA

TRANSMISSION			DIMENSIONS								
Gearbox	Sport automatic ZF 6HP19 TÜ with SWITCH-TRONIC		Length	mm	4545	(4545)	4541	(4541)	4580	(4580)	4580
Gearbox ratios	1st gear	4.17	Width	mm	1817	(1817)	1817	(1817)	1782	(1782)	1782
	2nd gear	2.34	Height, unladen	mm	1422	(1422)	1450	(1450)	1395	(1395)	1385
	3rd gear	1.52	Wheelbase	mm	2760	(2760)	2760	(2760)	2760	(2760)	2760
	4th gear	1.14	Front track	mm	1503	(1503)	1503	(1503)	1503	(1503)	1503
	5th gear	0.87	Rear track	mm	1512	(1512)	1512	(1512)	1512	(1512)	1512
	6th gear	0.69	Luggage capacity	l	450	(450)	450 - 1375		430	(430)	210 - 350
	rev.	3.40	Fuel tank	l	ca. 63	(ca. 63)	ca. 63	(ca. 63)	ca. 63	(ca. 63)	ca. 63
Axle drive ratio	:1	3.46									
WHEELS & TYRES			WEIGHTS								
ALPINA CLASSIC 18" weight-optimised light alloy wheels, 20-spoke design with concealed tyre valves behind lockable light alloy hub caps, optional at additional charge, 19" ALPINA CLASSIC and DYNAMIC wheels / Allrad only with CLASSIC-wheels)			Weight, unladen (DIN)	kg	1570	(1680)	1650	(1750)	1560	(1670)	1770
	front	8 x 18"	Max. weight permitted	kg	2090	(2200)	2190	(2200)	2040	(2150)	2200
	rear	9 x 18"	Payload	kg	520	(520)	540	(540)	480	(480)	430
Tyres MICHELIN Pilot Sport 2	front	245/40 ZR18	Max. axle load front	kg	1005	(1100)	1015	(1100)	970	(1045)	1000
	rear	265/40 ZR18	Max. axle load rear	kg	1120	(1145)	1200	(1210)	1090	(1120)	1210
	Allrad front / rear	245/40 ZR18	Max. trailer load permitted, braked	kg	1700	(1800)	1700	(1800)	1700	(1800)	1700
			Max. trailer load permitted, unbraked	kg	750	(750)	750	(750)	750	(750)	750

differing Data for All-Wheel-Drive in ()

The models in this brochure show the specification for the German market (LHD version). In part, they include optional equipment and accessories not fitted as standard. For precise information on model features and equipment, please contact your ALPINA dealer or importer. Subject to change in design and equipment. Dezember 2008

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ALPINA

ALPINA RECYCLING

Your BMW ALPINA is part of an all-embracing recycling concept. Recycling demands are already considered early in the development process of a BMW ALPINA. An example of this is in the selection of materials – they are chosen, such that they are environmentally friendly and easily recyclable, using a minimum of resources to do so. Every BMW ALPINA is built so that it is easily and cost-effectively recyclable at the end of its useable life span. All this occurs in close co-operation between BMW and ALPINA. BMW Group have built a European-wide redemption and recycling infrastructure, and require high quality and environmental standards. For return of your automobile for the purposes of recycling, please contact your BMW ALPINA partner. They are ready to help. For further information about recycling firms and redemption locations, please see www.bmw.de



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