

no plate G635-#ck
17" Alpine style alloys



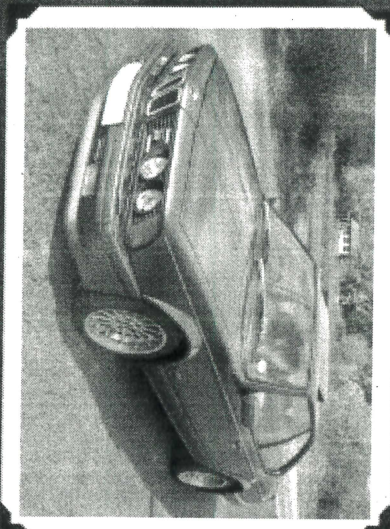
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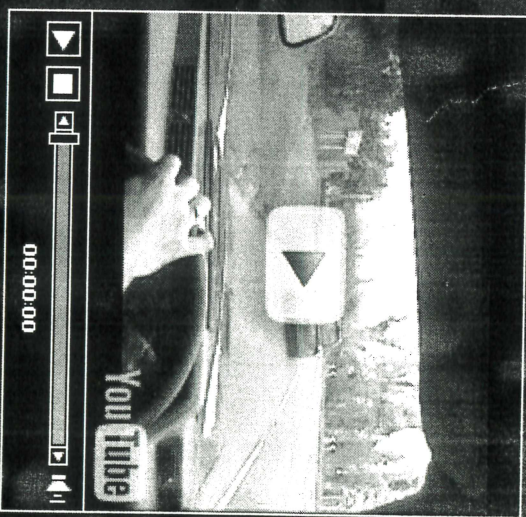
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1989 BMW 635 CSI HIGHLINE



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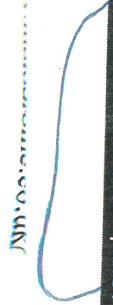
Motodrome are pleased to offer this example of one of our favourite 1980's sports coupes - a BMW 635 CSI Automatic. This one a genuine Highline, finished in Dolphin Grey Metallic with full grey leather trim, including a Highline, nappa leather to the dash, door cards, headlining, centre console etc.

Specification:

This one is from the last few months of production, and is on a G-plate, so one of the last. The plate is also nice in that the numbers are '635'. It's had one driver (a mechanic) since 2004, and the service history comprises 21 service stamps, 14 of them BMW main dealer, and every MOT back to 1996. It is fitted with full 'shadowline' exterior trim, full highline interior trim, plus the usual switchable automatic transmission, air conditioning, sports seats, electric sunroof/windows/mirrors, central locking, trip computer, rear spoiler, M-tech seat trims and badging, rear headrests. Also fitted with a super set of 17in Alpina-style alloys, M-tech seat trims and badging, and radio/cassette/CD with aerial.

MOT:

Comes with MOT to Feb 2011, and road tax to end September 2010 too, so it's ready to go!



Miles:

Odometer reading 172000 miles.

Overall:

Started on the button and performed nicely while on test - didn't display any signs of overheating, misfiring, or hesitancy etc, or emit any expensive-sounding groans, knocks or clunks etc on test - just performed very well all round. All I can criticise is: the temperature gauge isn't working (there's no sign of coolant loss or overheating though), the steering wheel is 20 degrees off and would benefit from realigning. And the heater blower motor only works on full (unless the A/C is switched on) - a common issue with these. Slight shimmering through the steering wheel at 50-60 - which disappears at motorway cruising speed, probably front wheels would benefit from balancing.

**Exterior:**

The body on this one is pretty good really for it's age, especially around the front wing area - I suspect it's had replacement front wings fitted at some point. The paintwork is generally good from the B-posts forward, however the paint to the rear wings, bootlid and rear bumper isn't great.

The bootlid and rear bumper must have been repainted (colour match is OK, it's just a poor job and is somewhat flat) and so apart from that and the usual minor stonechipping, age-related blemishes and marks, all I can really criticise is some microblistering on the bonnet, both ends of the front bumper top trim have lifted slightly (a common issue on late ones), 2 areas of discoloured aquer on the NSR wing, and some rust bubbling on the rear number plate panel.

Interior:

Very nice overall, might benefit from a valet. Being a Highline everything's there, and it's all in pretty good shape. Drivers seat bolsters scuffed as you'd expect, but not holed.