

DER BLAUE BLITZ



There are actually people who see a 7-Series BMW as too ordinary and too slow. Help is now at hand for such people. WITH 500 bhp OF POWER AND A TOP SPEED OF 300 KM/H, the Alpina B7 leaves all the luxury liners from House of BMW in its wake.

To the layperson, it is just a strikingly good-looking 7-Series, to the BMW fan it is simply the ultimate in the luxury class. The car in question is the Alpina B7, recognisable not only by its logo. The radiant Alpina blue (extra charge: € 3 grated spoilers at the front and rear hint t car with an exclusive engine but is produced in close cooperation with BMW and meets all the quality requirements laid down by the brand from Munich.

THE MORE EXCLUSIVE 7-SERIES

The care is clearly visible, right down to the last detail. The B7 essentially offers all the same equipment available in any other BMW 7-Series car. The B7 also gleams with a high-quality wooden panels and an individual exactly-finished leather interior. Other characteristic features include the blue-trimmed instruments and the leather-coated steering wheel with a somewhat too thin rim and shift-Button on the back. It becomes much more interesting under the bonnet, however. The engine is the 4.4 litre

0 - 100 KM/H: 4,6 s
BASIC PRICE: 111 000 EURO
TOP-SPEED: 300 km/h
POWER: 500 bhp, 5,500 rpm
FUEL CONSUMPTION: 17.0 l SP/100 km



FORM AND FUNCTION The air duct at the rear suits the 7-series particularly well and reduces lift

Valvetronic V8 from the 745i, which, after comprehensive modification at Alpina, is no longer the same. A mechanically driven radial compressor (see Technical details) pushes the refined V8 to 500 bhp and generates an impressive torque yield of 700 Nm. Account was taken of the resulting higher loads with numerous changes, which extend right into the heart of the car (including a new crankshaft aggregate) and far beyond standard tuning measures. The driver should gently prepare any passengers before the journey about the effect of this power enhancement, because when the B7 takes off it will simply flabbergast the occupants pressed into the comfortable seats. Stepping on the gas works on the two-tonner with amazing ease and it shoots off like a streak of lightning, reaching the 100 km/h mark after 4.6 seconds and going up to 200 km/h after 14.9 seconds. But it is

only then that the blue luxury liner really gets going until engine power and driving resistance balance out at 300 km/h. The B7 always maintains its composure thereby, emitting a pleasant, dark bass sound from its two tailpipes and retains its composure even at maximum speeds. The latter says something for the high level of functionality of the aerodynamic components, which manage to look elegant at the same time.

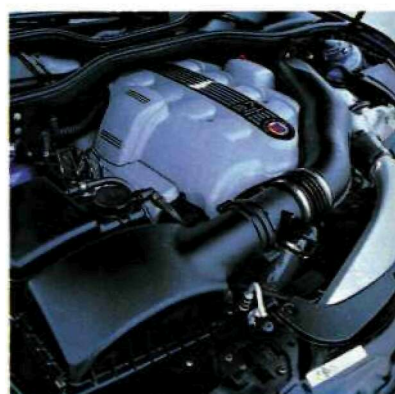
MODIFIED AUTOMATIC
The driver can roughly preset the gearshift strategy in the modified, six-speed automatic transmission. Under normal driving conditions, the transmission starts from a standing position in second gear, which is sufficient for rapid starts also when accompanied by converter action and in view of the outstanding power supply. The first gear is also used in sports

mode and with the gears held to higher revs. The driver can also select the gears at the push of a button on the steering wheel. Under test conditions, in normal automatic mode, the B7 indulged in 17.0 l Super Plus per 100 km, which is quite acceptable in relation to the outstanding performance. Fast motorway corners are the preferred territory of the Alpina, where it holds the road reliably and unwaveringly rolling asphalt swells. Narrow hairpin bends and rapid alternating bends, on the other hand, are not its speciality. With a more aggressive style of driving, the stubbornly understeering luxury liner soon reaches its limits, which is also seen in the strong tendency of the body to tilt. Nevertheless, the Alpina B7 is currently one of the best in its class, and despite its sport orientation is especially convincing in terms of suspension comfort.

TECHNICAL DETAILS



RADIAL COMPRESSOR The radial compressor is similar to a turbo-charger, but in the B7 it is driven by a ribbed V-belt via a clutch and planetary gear. The latter is responsible for the high engine speeds required. The compressor is disengaged in the low load range, so that the engine can breathe freely and fuel economy benefits of the throttle valve-free Valvetronic control are yielded in their entirety.



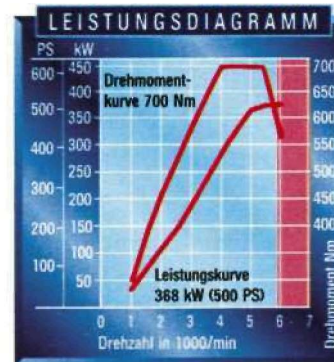
ENGINE The charged Valvetronic V8 deploys its huge power very evenly and in a refined manner.

TECHNICAL DATA

ENGINE

V8, front longitudinal, two overhead camshafts per cylinder bank, four valves per cylinder, load control without a throttle valve (Valvetronic), compressor, intercooler, electronic injection and ignition, three-way catalytic converter

Bore x stroke (mm)	92.DVBZ7
Displacement (cm ³)	4,398
Compression ratio	9.0:1
Rated output (kW/bhp)	368/500
at (rpm)	5,500
Maximum torque (Nm)	700
at (rpm)	4,250
Engine oil quantity (l)	8,0



TRANSMISSION

Type	Six-speed automatic
Drive	rear wheels drives
Forward gears	4.17; 2.34; 1.52
	114; 0.87; 0.69:1
Reverse gear	3.40:1
Final drive ratio	3.64:1

GETRIEBEDIAGRAMM



SUMMARY



JURGEN VOIGT
The Alpina B7 combines luxury and comfort with sports car performance in an exclusive manner. In

other words, the Alpina B7 is the best 7-Series BMW of all time and therefore worth its price, it goes without saying, however, that the comfortable two-tonner does not match a Porsche in terms of agility.

CHASSIS

Front: Independent wheel suspension, McPherson suspension struts, wishbone, lateral stabiliser
Rear: multi-pivot pin Air suspension, DSC (ESP) shock absorbers
Steering: Steering rack, power-assisted, hydraulic

BRAKES/WHEELS

Front: vented discs Rear vented discs; ABS, brake-assist

Fronttyres	245/35 ZR 21
Rear tyres	285/30ZR 21
Brand	Michelin Riot Sport
Front wheel rims	9.0x21
Rear wheel rims	10.5x21

BODY

Integral sheet-steel body with four doors

Drag coefficient (Cd)	0.31
Frontal area A (m ²)	2.38
Drag index	
Cd x A (m ²)	0.74
Turning circle l/r (m)	12.5/12.5

WEIGHTS [KG]

Empty weight (factory data)	2,045
Empty weight (test value)	2,056
Maximum gross weight	2,510
Effective payload	454
Weight distribution (f./r.in%)	51.4/48.6
Trailer load braked/unbraked	2,100/750
Roof load / vertical coupling load	100/100

MAINTENANCE/GUARANTEE

Oil change	as per display
Inspection	as per display
Car warranty	2 years
Warranty: Paintwork/rust	3 / 12 years
Mobility	from service to service

ENVIRONMENT/EMISSIONS [g/km]

Exhaust emission standard	Euro 4
Carbon dioxide (CO ₂)	306
Carbon monoxide (CO)	0.274
Hydrocarbon (HC)	0.042
Nitrogen oxide (NOx)	0.038
Carbon particles	

MEASURED DATA

ACCELERATION

0-40 km/h	1.4s
0-60 km/h	2.4s
0-80 km/h	3.3s
0-100 km/h	4.6s
0-120 km/h	5.9s
0-140 km/h	7.5 s
0-160 km/h	9.5 s
0-180 km/h	11.8s



INTERMEDIATE SPURT [S]

60-100 km/h	2.2s
80-120 km/h	2.6s
100-140 km/h	2.9s



NOISE dB [A]

Noise at standstill	41
Drive-by noise	74
Interior noise at 50 km/h / 3rd gear	60
Interior noise at 100 km/h / highest gear	65
Interior noise at 130 km/h / highest gear	68
Interior noise at 180 km/h / highest gear	76

FUEL CONSUMPTION

EU mix (l/100 km)	12.8
Fuel type	Super Plus
Tank capacity (l)	88
Range (km)	518

PRICES

COST [IN EURO]

Base price	111,000
Test car price	115,000
Car tax	220
INSURANCE	
Third-party (class 23)	1,102
Comprehensive (class 31)	3,129
Third-party, fire and theft (class 34)	1,294

EQUIPMENT [IN EURO]

ABS with brake assist	Standard
Airbag (driver/passenger side)	Standard
Airbag (side), front	Standard
Airbag (side), rear	Standard
Anti-slip regulation (ASR)	Standard
Door mirror, heated	Standard
Door mirror, adjustable	Standard
Outside temperature indicator	Standard
Automatic transmission (6-speed)	Standard
Bi-Xenon headlights	Standard
On-board computer	Standard
CD changer (six-disc)	Standard
Anti-theft warning system	Standard
High-quality wood design (maple)	Standard
DSC driving dynamics control	Standard
Power windows, front and rear	Standard
Automatic air-conditioning system	Standard
Cornering light	*600
Alpina leather interior	Standard
Light-alloy wheels (21-inch)	Standard
Metallic paint	Standard
Alpina-blue metallic paint	* 3,400
Navigation system	Standard
Automatic level control	Standard
Park Distance Control	Standard
HiFi system/radio/CD	Standard
Rain sensor	Standard
Tyre pressure monitoring system	Standard
Electric sliding roof	Standard
Electrically adjustable seats	Standard
Heated seats, front/rear	Standard
Sports seats, front	Standard
Telephone	Standard
Cruise control	Standard
Central locking with remote control	Standard

* Included in test car; 1) average tax p.a. in the case of 4-year use and including possible tax exemption in accordance with EU-4 emission standard



REFINED blue instruments, high-quality wood, sports steering wheel

EXCLUSIVE leather interior in the Alpina design



20 SPOKES in a generous 21-inch wheel

