

1983 BMW 320i

2dr Sedan • 4-cyl. 1766cc/101hp FI

#1 Concours condition

\$35,400

▼ -15.9%

#2 Excellent condition

\$18,400

▼ -16%

#3 Good condition

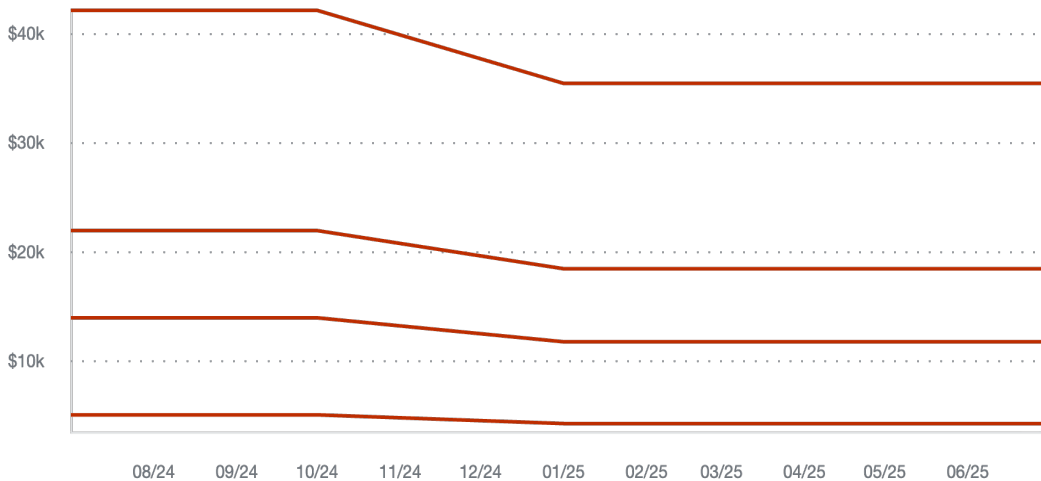
\$11,700*

▼ -15.8%

#4 Fair condition

\$4,200

▼ -16%



NOTE: The chart displays price changes for the last year.

Value adjustments

-10%
for automatic transmission

Model description

The first BMW 3 Series occupies an important place in the company's history. The E21, as the chassis is known, had the difficult task of following up the legendary 2002, while moving the entry level BMW towards the more serious 5 series – a mix of sport and style that would become BMW's bread and butter.

Released in 1975, the E21 had the look and class of the new BMW styling direction. The classic "shark nose" and boxy styling — both cues that were in tune with the new 5 series — provided a touch of class and a visual break from the 2002. The interior was a huge leap forward, featuring a molded dash and center console angled toward the driver, a feature that would be standard on the 3 Series until the 2012 models. The angled dash was one of many "drivers" features integrated into the 3 Series that made the cars popular with enthusiasts in particular, and helped establish BMW's reputation as "the ultimate driving machine."

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

In U.S. spec, the car used BMW's 2.0-liter, fuel injected, 110-hp four-cylinder engine to drive the rear wheels. Wrapping a four-door body around this 2,380-lb package struck a sensible balance between performance and refinement. The 3 Series was tamer and more sorted than the 2002, but could outpace nearly all of its peers. Contemporary reviews were mixed; all agreed that the car handled cleanly and precisely, yet disagreed on the effect on the driving experience. *CAR* thought the car was emotionless and "clinical", while *Car & Driver* praised the car for being "perfectly engineered and not boring."

The "perfectly engineered" performance described by *Car & Driver* became a hallmark of every 3 Series to follow. The E21 was the first BMWs to have the class and prestige to fit in at the corporate parking lot, yet offer the performance to please the company's loyal enthusiast buyers. The E21 also introduced "yuppies" to the brand, and helped build BMW into the brand that it is today.

The original BMW 3 Series was available with many engines, but contemporary U.S. emission laws meant that the only models available in the States were the injected 320i and, after 1980, the 320iS. The "S" denoted the sport version of the 320i, and that variant featured Recaro bucket seats, a limited slip differential, a beefier sport suspension, and a special front spoiler.

Today the car's age allows carbureted European models to be legally imported, which opens the choice up to six-cylinder models. The most desirable Euro cars are tuned variants from Hartge and Alpina, both of which offer monster performance upgrades and slight body modifications.

The 1975 to 1983 BMW E21 3 Series is an affordable project car, largely so because of its placement in BMW history. The E21 is bookended by the much-loved 2002 and the popular E30, which takes the spotlight off of the original 3 Series. Subsequently, cars are more affordable and rare parts are in low demand. BMW also supports the E21 through BMW Mobile Tradition, meaning that any part you need can be sourced from the dealer. With proper care and maintenance, the E21 will continue to offer the classic BMW driving feel and classic lines well into the future.

Body styles

2dr Sedan

Engine types

4-cyl. 1766cc/101hp FI

1975-1983 BMW 3-Series (E21) stats

Highest sale	Lowest sale	Most recent sale	Sales
\$44,100	\$2,200	\$44,100	55

Equipment

Additional Info

Drive Type: RWD

Front Tire Size Code: 9

Front Tire Size: 13R185

Manufacturer Code: C116

Manufacturer MSRP: 13290

Market Segmentation: Compact Luxury Car

Shipping Weight: 2500

Wheel Base Longest - Inches: 100.9

Wheel Base Shortest - Inches: 100.9

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.