

1987 BMW 325i

2dr Convertible · 6-cyl. 2495cc/168hp FI

#1 Concours condition

\$47,100

↗ +85.4%

#2 Excellent condition

\$30,600

↗ +84.3%

#3 Good condition

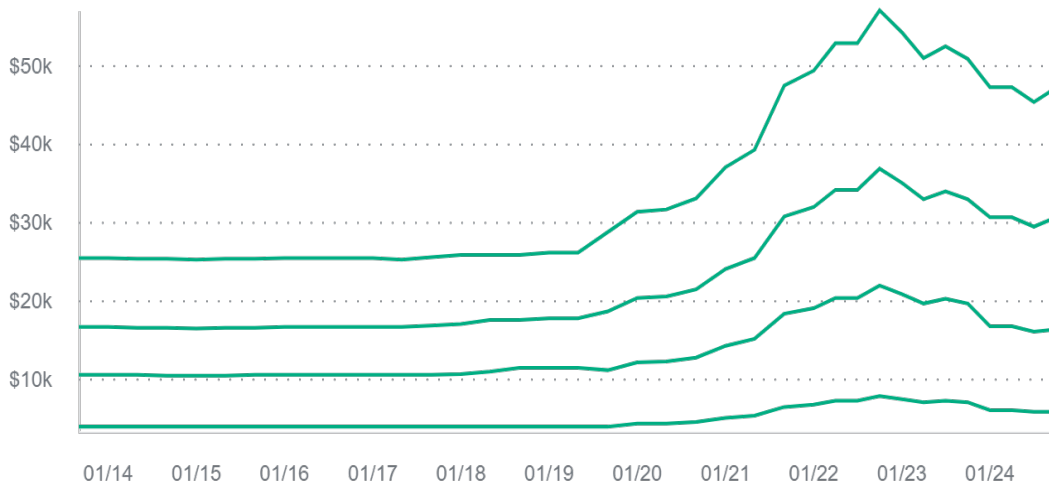
\$16,300*

↗ +55.2%

#4 Fair condition

\$5,800

↗ +48.7%



Value adjustments

-10%
for auto.

+50%
for M Technic kit.

Model description

BMW's E30 3-Series spanned a decade of production and came in two-door, four-door, convertible and estate body styles. It had over a half dozen different four or six-cylinder engines, including a diesel, and models ranged from the humble 90-hp 316 to the mighty 150-mph M3 Sport Evo. It's the car that introduced many BMW fanatics to the marque and in terms of fun, practical, reliable, comfortable, well balanced and affordable sports sedans, there are few cars quite like the E30. Because over 2 million E30s of all types were sold worldwide, there's also lots of choice when it comes to buying and the support from the aftermarket and enthusiast community is tremendous.

The number of E30 models can be daunting, but one universal characteristic is a balanced chassis and sharp, predictable handling thanks to MacPherson struts up front and the semi-trailing arm rear suspension. One 1983 Car and Driver test declared that "its handling and roadholding are magnificent. The tradition of bad behavior at the back end of a BMW has been allowed to lapse." And while even the newest E30s are old enough to get antique plates, today's enthusiasts can still count on a high degree of build quality. Daily driving a sorted one is perfectly feasible. E30s are also unusual in today's world of high-tech BMWs in that owners can do most of the maintenance themselves rather than take yet another trip to the dealer as many of today's Bimmer owners have to.

The E30 underwent dozens of changes throughout its production run and the car varied from market to market, but one major change came in 1987 with new bumpers and other styling tweaks as well as a change from the M10 four-cylinder engine to the improved M40 and the introduction of the wagon body style. Back when German car naming schemes made sense, BMW's model names were fairly easy to understand. For example, a 318i was a BMW 3-Series with a 1.8-liter engine and fuel injection. Six-cylinder models with BMW's fantastic M20 engine included the 320, 323 and 325 models. Transmissions for E30 models, meanwhile, included Getrag 4- or 5-speed boxes as well as ZF automatics.

*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.

<i>Car and Driver</i> called the E30 a "blunt car for sharp driving", and while it may be a bit unfair to call the well thought out and thoroughly engineered car "blunt", it's still an apt description for a car that's as good at the daily commute as it is on a twisty country road.

Body styles

2dr Convertible 4dr Sedan

Engine types

6-cyl. 2495cc/168hp FI

1984-1993 BMW 3-Series (E30) stats

Highest sale	Lowest sale	Most recent sale	Sales
\$82,425	\$275	\$9,450	1159

Equipment

Standard Equipment

- 5 Speed Manual
- AM/FM CASS
- Active (Manual) Belts
- Air Conditioning
- All Wheel
- None
- Power Brakes
- Power Steering
- Power Sun/Moon Roof
- Power Windows

Additional Info

- Drive Type: RWD
- Front Tire Size Code: U
- Front Tire Size: Unknown
- Manufacturer Code: C116
- Manufacturer MSRP: 28875
- Market Segmentation: Compact Luxury Car
- Shipping Weight: 3015
- Wheel Base Longest - Inches: 101.2
- Wheel Base Shortest - Inches: 101.2

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.