

1973 BMW 2002tii

2dr Sedan . 4-cyl. 1990cc/130hp MFI

#1 Concours condition

\$124,000

▾ -3.9%

#2 Excellent condition

\$80,500

▾ -3.8%

#3 Good condition

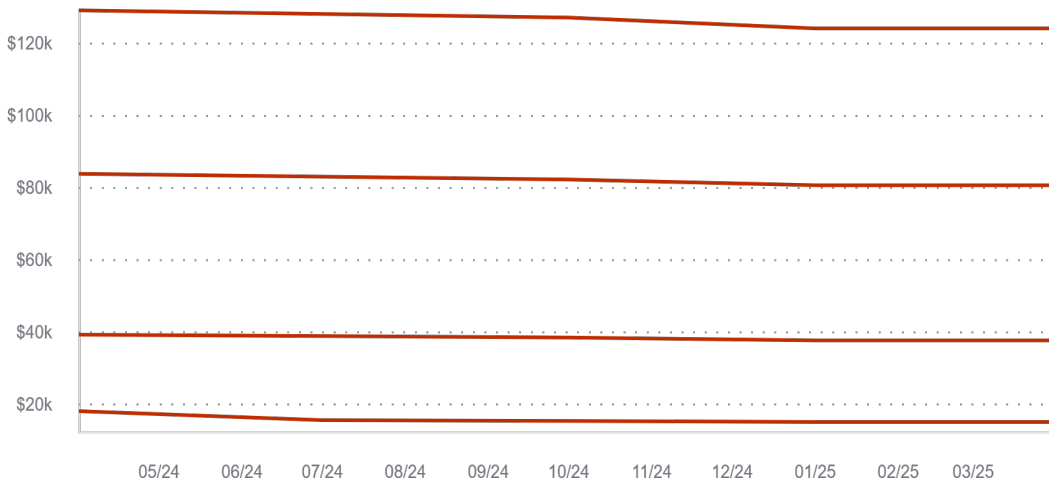
\$37,500*

▾ -4.1%

#4 Fair condition

\$14,900

▾ -16.8%



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

Value adjustments

+15%
for sunroof.

-15%
for auto.

Model description

The 2002 is perhaps the most famous of BMW's "New Class" line, and it revitalized the Bavarian automaker's historically underwhelming international reputation. The world was captivated by the 2002's attractive blend of power, agility and style in addition to its reasonable price tag. 2002's were offered in two varieties in the U.S.: the single carb'ed, 100hp base 2002, and the über-sporty 2002tii. Both were powered by a 2.0 liter SOHC I4, but the tii added mechanical fuel injection to wring out 130hp. Other variations included the cabriolet, targa, a three-door touring model, a twin-carbureted ti and a rare turbo, all intended for European consumption only.

1973 yielded a major aesthetic redesign, with rectangular taillights replacing the handsome round ones, and elongated bumpers added to meet U.S. safety regulations. The availability of parts for these cars is nearly limitless. In 2005, BMW even constructed a "new" 1972 tii almost entirely from its vast supply of replacement parts.

*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.

Body styles

2dr Sedan

Engine types

4-cyl. 1990cc/130hp MFI

1968-1976 BMW 2002 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$225,002	\$234	\$26,435	1092

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.

#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.

#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.

#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.