THE BMW M-SERIES

EVERY BMW CAN TRACE ITS HERITAGE TO THE RACE TRACKS OF THE WORLD. FROM THE BEGINNING, RACING HAS SHAPED THE CHARACTER AND IN-FUSED THE SPIRIT OF EVERY BMW PRODUCTION CAR. BUT IN ONLY A FEW IS THAT RACING HERITAGE ALLOWED TO BE SO STRONGLY STATED, TO BE SO DRAMATICALLY DISPLAYED. EACH YEAR, ONLY A FEW WEAR THE MOTORSPORT "M".

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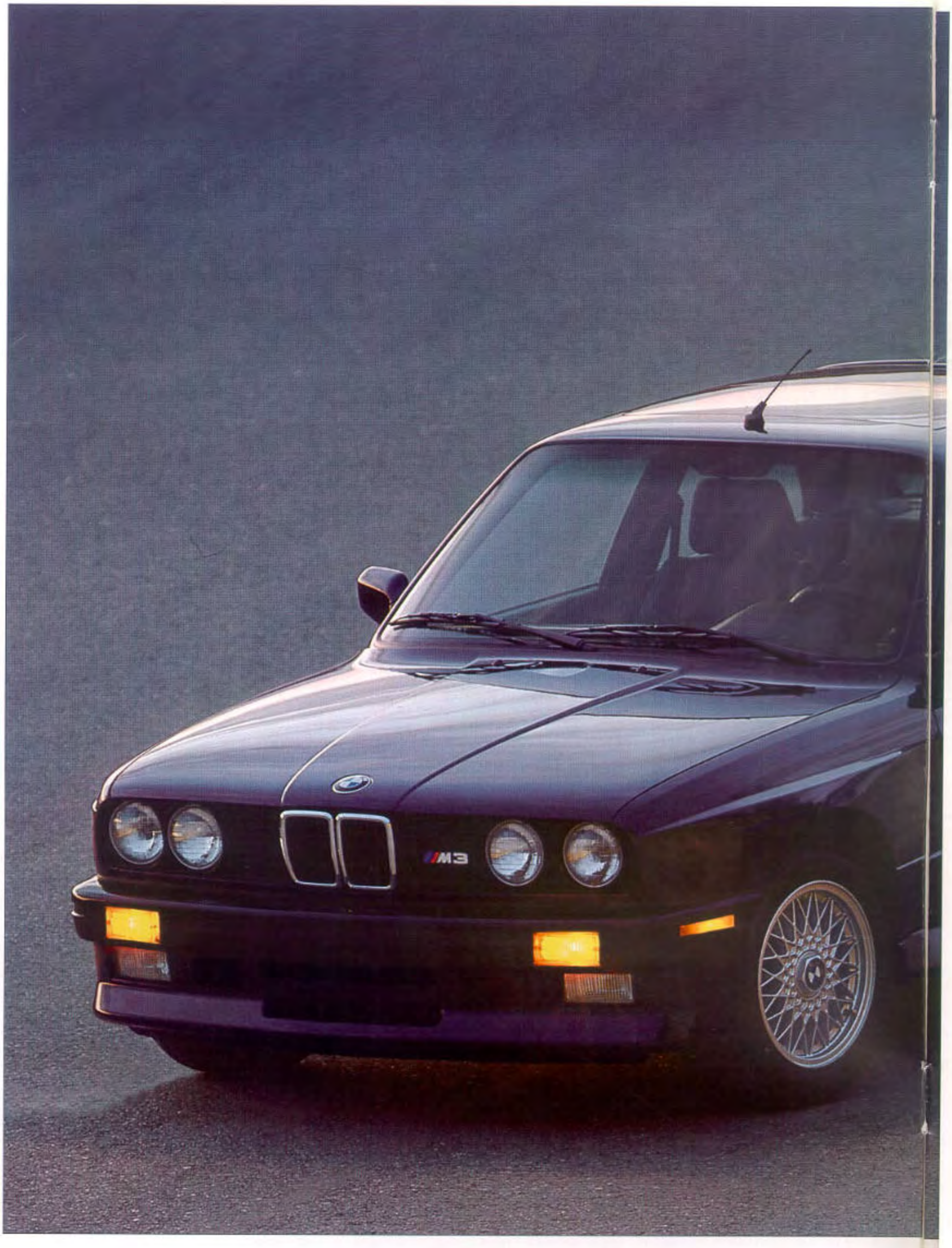
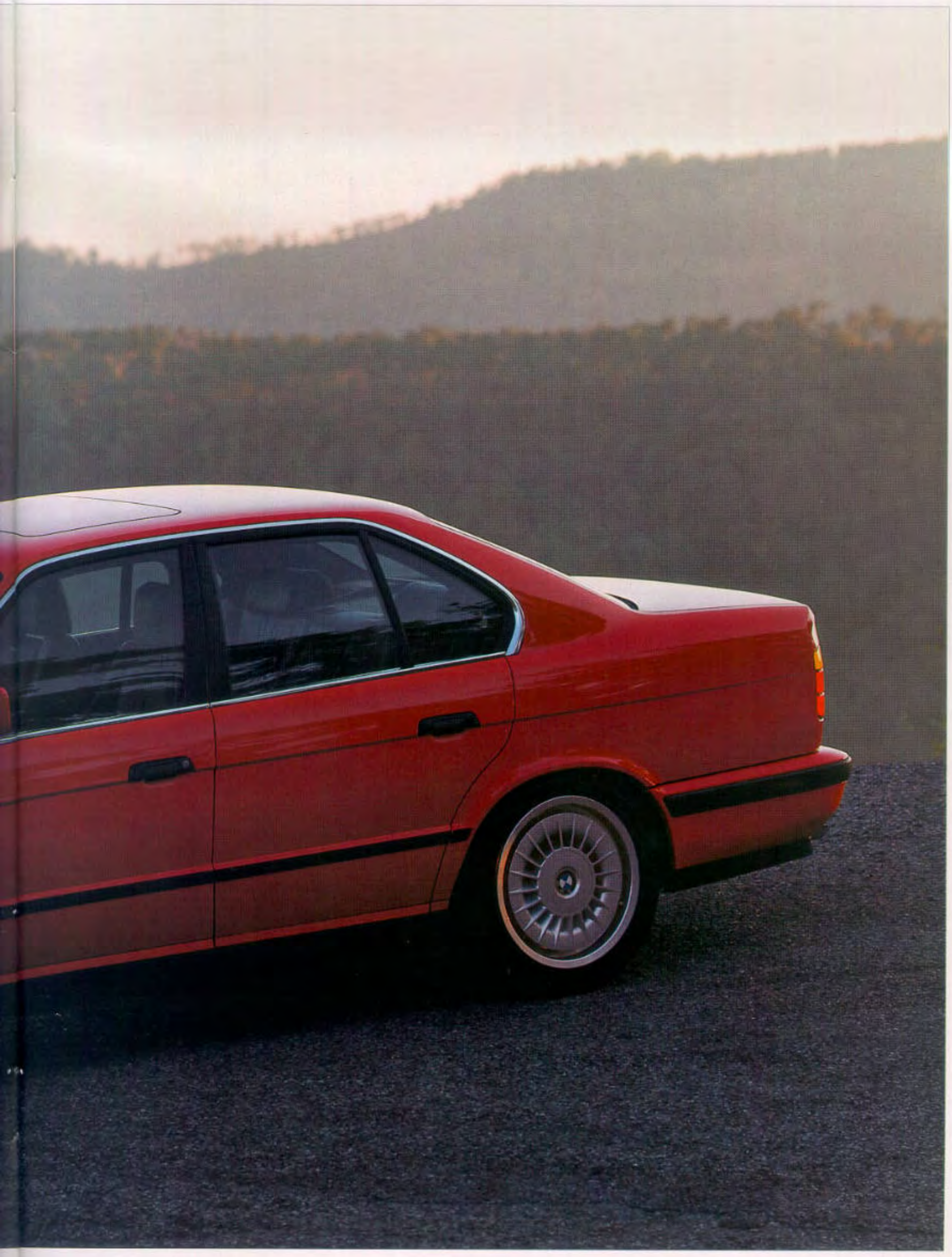

M3

M5



BMW M Power

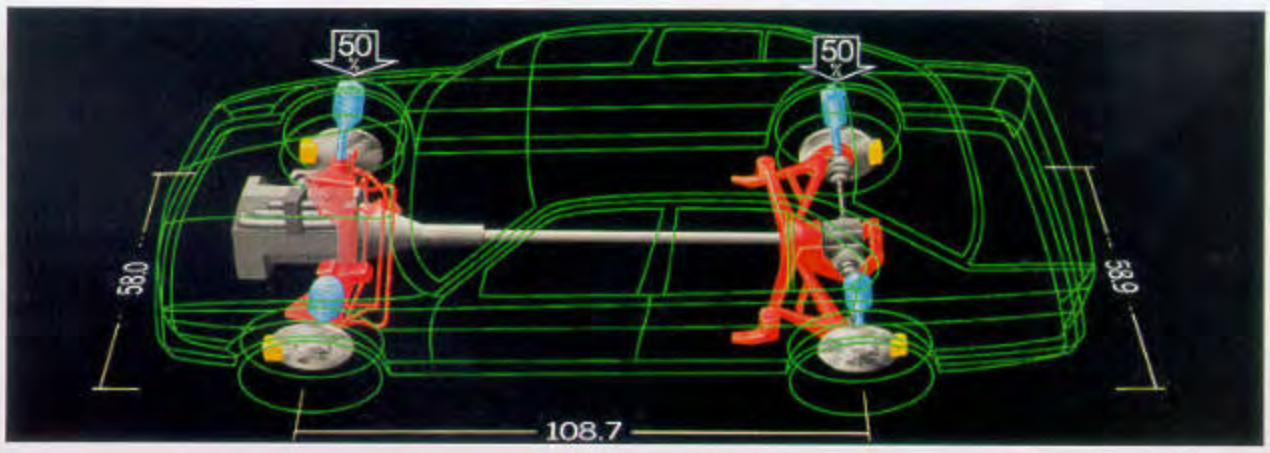
THE IRRESISTIBLE FORCE FROM BMW MOTORSPORT.

When a 5-Series sedan emerges from the workshops at BMW Motorsport, it has undergone a dramatic change. But no component has been so dramatically affected as the engine. What previously produced power and performance in keeping with the 5-Series' position as the world's leading luxury sports sedan, now produces power and performance seldom found away from the race track. It is a cultivated version of the engine from the legendary M1. Four valves per cylinder are operated by two overhead cam shafts; fuel is provided by six individual

The 3.6-liter in-line six in the M5 breathes through six individual throttle units designed to reduce the resonance high-speed operation can cause.

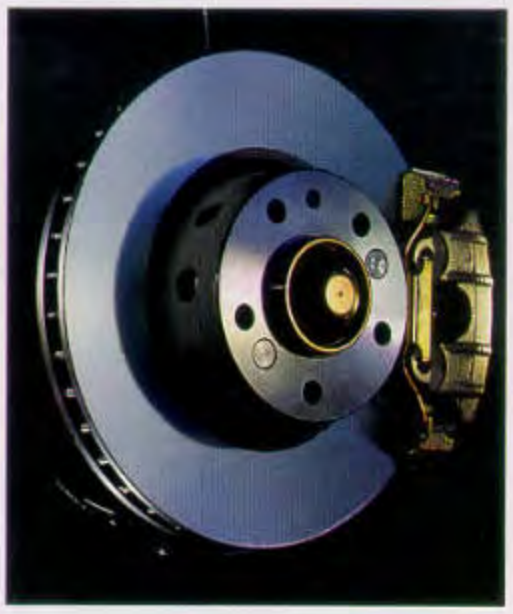
throttle units with intake resonance control; there is an unrestricted exhaust system with a fantail exhaust manifold; it uses Digital Motor Electronics with its more than 15 sensors, self-learning ability and its efficiency. The result, 310 horsepower at 6900 rpm and 265 ft.lb of torque at 4,750 rpm. Feed those numbers through a reinforced clutch with a torsional vibration damper, and into a modified Getrag five-speed manual transmission, and you have a package unmatched for responsive power. The flat torque curve translates into an abundance of torque throughout the rpm range always with power in reserve, always delivered with surprising smoothness and excellent drivability.

HIGH PERFORMANCE WITH MAXIMUM CONTROL. THE M5 PROVIDES IT.



A fully independent suspension, optimum 50/50 weight distribution, four-wheel disc brakes with ABS and speed-sensitive rack-and-pinion steering were designed for the M5's performance capabilities.

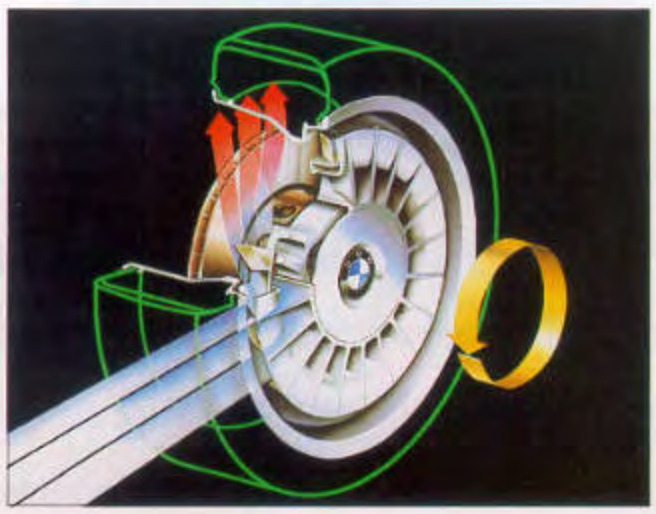
BMW's most important test facilities are only open on weekends. From its earliest days, BMW has been involved in racing, using the knowledge gained from head-to-head competition on race tracks around the world to develop and refine the parts and the processes that have gone into its production cars. In the M5, that development and refinement have been given free rein. Every BMW has a suspension designed for crisp, precise response. In the M5, those characteristics have been honed to a fine edge. The long wheelbase and wide track make the 5-Series exceptionally stable, the M5's body has been lowered on the suspension 0.8 inches for even greater stability and improved aerodynamics. The independent front suspension is built around double-pivot MacPherson struts with sports-tuned, twin-sleeve, gas-pressure shock absorbers. The rear suspension is a unique BMW design incorporating track links, semi-trailing arms and an anti-sway bar. The entire rear suspension is inclined 13 degrees to the rear to prevent rear-end squat under heavy acceleration. In addition, the rear



The extra-large front discs are ventilated for improved cooling under hard use. ABS is standard equipment on the M5.

suspension is self-leveling to keep the body properly aligned under all load conditions. A limited-slip differential is standard. Weight distribution is an ideal 50/50 front to rear.

An automobile with incredible performance potential must have equally incredible stopping power. The M5 does. Disc brakes — larger than on the 5-Series version — are fitted all around, with the front discs specially designed to provide increased ventilation for better cooling under hard use. Anti-lock brakes (ABS) are standard.



The light-alloy wheels are a perfect example of "hidden assets". The two-piece wheels are made up of an outer rim bolted to an inner wheel containing two cast-in turbine fans that direct cooling air to the disc brakes.

A high-performance automobile must be able to respond instantly and precisely to steering inputs. The steering system must be designed to "talk back" to the driver, to relay a true picture of what the suspension, chassis, and tires are doing. In the M5, all those requirements are met with a power-assisted, variable-ratio, recirculating ball steering system. The ratio, quicker overall by seven percent, is engine speed sensitive. More steering assist is provided at low engine speeds to aid in parking and maneuvering, but as engine speed increases, the assist is reduced for quicker response and better road feel.

What does it all mean? Simply that on the M5, ultimate control and the feeling of confidence that comes with it are standard equipment.

WHAT YOU SEE ISN'T WHAT YOU GET. THERE'S MORE.

You can't judge a book by its cover. Looks can be deceiving. Old adages, but true. A case in point? The M5. BMW chose a subdued, subtle styling treatment that uses discreet body refinements to maximize efficiency. The body-colored front spoiler, which blends smoothly with the car's basic lines, plays a multiple role. It cleans up the flow of air under the car for improved aerodynamics, provides downforce for better

front-tire traction and directional stability, and directs air to the oil cooler, which is added as part of the M5 package. The special rocker panels are designed to smooth the flow of air along the sides of the car. The result of these subtle aerodynamic aids? Stability, low wind noise, and an impressive 0.32 Cd.

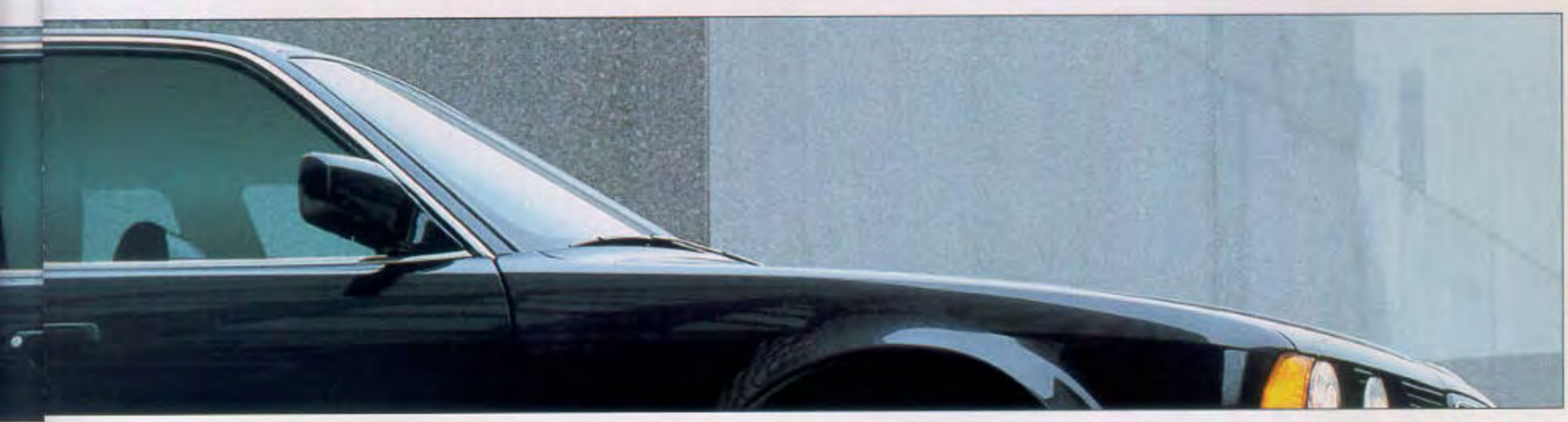
The M5 doesn't shout its high-performance potential. It uses subtle refinements to maximize efficiency while establishing its own unique look.

The M Technic alloy wheels, which nestle under the slightly flared fenders, are another subtle feature that combine good looks and functionality. The rim is bolted to a pressure-cast magnesium center that includes two concentric blade-type rotors developed in a wind tunnel. The rotors direct cooling air to the brake discs, effectively eliminating fade. In addition to the front spoiler and the rocker panels, there is another subtle change that sets the M5 apart from the standard 5-Series.

There is perfection in every aspect of the M5, including the paint. A team of experts carefully checks each car as it leaves the assembly line to insure the

finish is entirely up to traditional BMW standards, and a final check is made when the work at BMW Motorsport has been completed.

The body sits nearly an inch lower on the chassis, which gives an overall impression of the car sitting more firmly on the road. It simply looks ready to run. The M5 also benefits from one of the most advanced manufacturing processes employed today. The body and



the vulnerable components under it are protected by a painstakingly thorough anti-corrosion process. Where they will be exposed to heavy attack by rust and corrosive elements, body panels are zinc plated. The total body shell is submerged in an anti-corrosion bath applied by a cataphoeretic process. Thousands of precision welds are made by robots that work to a tolerance of 1/10,000th of an inch, far smaller than a human welder could ever achieve. The body was designed to provide a strong, safe steel cage for its occupants. In most collisions, the front and rear sections will crumple at a controlled rate, absorbing energy before it can reach the passenger compartment. Subtle, discreet, understated. Strong, durable, safe. The M5 epitomizes BMWs definition of how a high-performance sport sedan should look, and how it should be built.

INSIDE THE M5. WHERE FORM MEETS FUNCTION, AND THE DRIVER BENEFITS.

The cockpit of a race car is the ultimate in stark functionalism. The driver is provided only the most necessary of controls, switches, and gauges. The seat is simplicity itself, but highly specialized for the job. But while there may not be much there, it is all exactly where it

should be. The gauges are easy to see and easy to read. Every control is placed so reaching it requires minimum movement and takes the driver's attention off the road for the least time possible. That's exactly the philosophy which went into designing the cockpit of the M5, except that in this case, it was possible to concentrate on comfort as well. Slip behind the special leather-wrapped mechanically adjustable steering wheel, equipped with an airbag, and notice how the instrument panel gently sweeps in from the right to put those controls easily within reach, and to impart a genuine cockpit feeling. The panel is divided into two zones. The primary

zone includes the speedometer and tachometer, flanked by smaller gauges for engine temperature and fuel, and the steering column controls. The secondary zone, on the right and on the center console, includes less-used controls such as those for the climate control and sound system.

Important information is supplied from three sources. The Service Interval Indicator keeps track of engine speed, engine temperature, mileage and elapsed time, and computes the optimum service interval. The Check/Control system keeps tracks of such things as oil level and

The cockpit of the M5 shows the successful blending of form and function, with all controls both handsomely designed and placed for the most efficient operation. The rear seat bench makes the M5 a true five-seater.

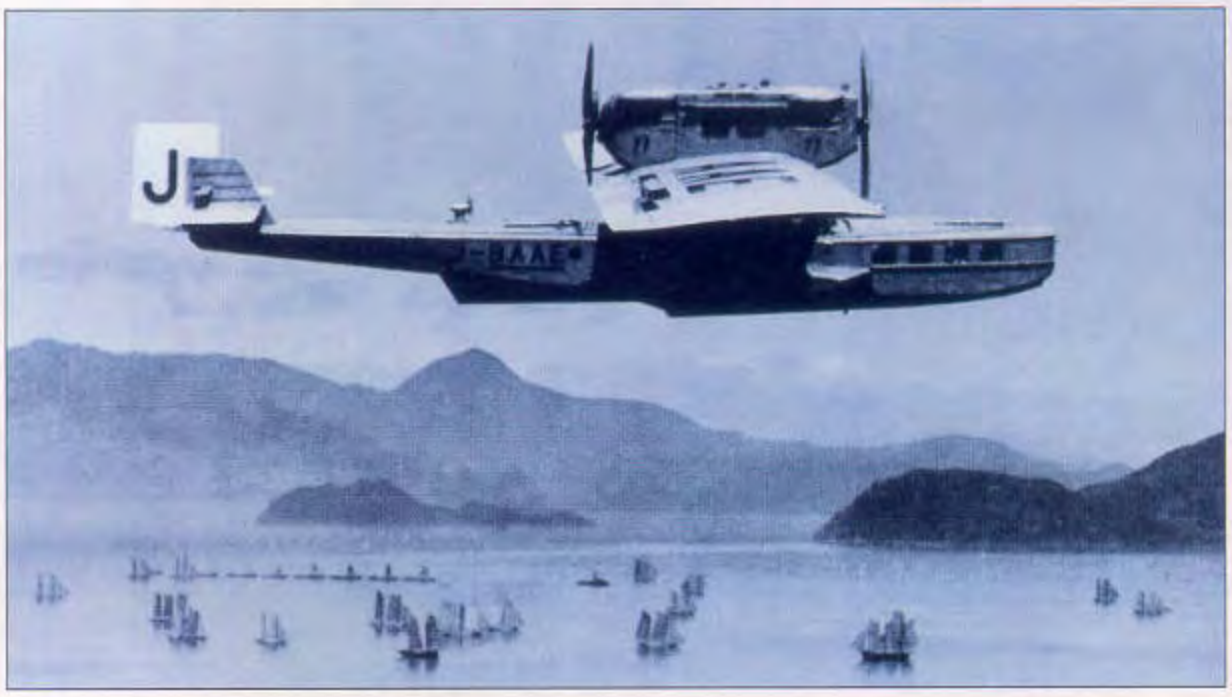
lights. The on-board trip computer has nine functions, including average speed, average mpg, range, and keeps track of the outside temperature, sounding a warning about potential icing at 37 degrees.

The leather-covered seats have a more aggressive design than in the standard 5-Series car to provide added support during spirited driving. The interior of the M5 is a thoroughly successful combination of form and function, with a generous dose of luxury and comfort, as well.

BMW

SYMBOL OF A RESPECTED PAST, PROMISE FOR TOMORROW.

The BMW badge, a stylized white-and-blue spinning propeller, is not only a visual reminder of a significant era in BMW history. It is a symbol of BMW's dedication over the years to innovation, reliability, quality and enjoyment. BMW's engineering accom-



A great heritage on land and in the air. For more than 70 years, BMW has been the epitome of performance, reliability and quality. The Dornier Wal sea plane, for example, was powered by two BMW 12-cylinders on its legendary flight around the world in 1932.

plishments go back a long way. In 1919, with the aircraft industry barely 15 years old, a BMW aeronautical engine pushed a DFW biplane to the unheard altitude of 32,013 feet. That's the kind of accomplishment that can only be achieved when a company is infused from top to bottom with the desire and the freedom to innovate, to push back the boundaries. Technical innovations that have set standards worldwide are commonplace in BMW history.

Innovation has always been the key word in the design and production of motorcycles, the second major aspect of BMW's history. Max Friz is a legend in the motorcycle industry. A BMW engineer of stunning ability, he conceived the counter-rotating, flat-twin motorcycle engine connected to the rear wheel with a drive shaft instead of

a chain. That concept is as valid now as when it was new a half century ago. Using that Friz-conceived engine, BMW motorcycles have set more than 200 world records of all types.

Today, BMW motorcycles continue to enjoy a reputation for engineering excellence and leading-edge technology, most recently evidenced by the introduction of the world's first electronic ABS for a motorcycle.

BMW first turned its attention to automobiles in 1929. The same engineering expertise that was creating legends in the aircraft business was brought to bear in designing and building cars, which were soon recognized for their reliability, dependability, quality and all-around performance. Then, as now, BMW was unique in its ability to bring all those qualities together in a single, harmonious blend. Another success story began in the thirties when BMW entered racing for the first time.

The BMW 328, shown here at the Mille Miglia, dominated racing throughout Europe from 1936 to 1940.

The company believed there was no more effective testing facility than the race track, where in a single weekend, lessons could be learned that would take weeks, months elsewhere.

BMW cars quickly established themselves on tracks throughout Europe, with the six-cylinder 327 and 328 in particular adding to the BMW aura. The 328 dominated the European racing scene from 1936 to 1940. In the sixties, the 1800 TI and the 2002 TI enjoyed a string of race-track success that solidified BMW's reputation as the ultimate in endurance, han-

dling and performance. More recently, BMW turned its engineering skills to Formula One, the most sophisticated and demanding of motor sports. In only 630 days — less than two years — after its maiden appearance, Nelson Piquet won the World Championship in his BMW-powered Brabham, the first world title for a turbocharged engine. Today, the BMW M3, with its 16-valve four-cylinder engine is scoring win after win in production car racing.

First seen in 1933 on the 303 and on every BMW automobile since, the distinctive kidney grille, now redesigned for the nineties, has always symbolized the latest in innovative design.

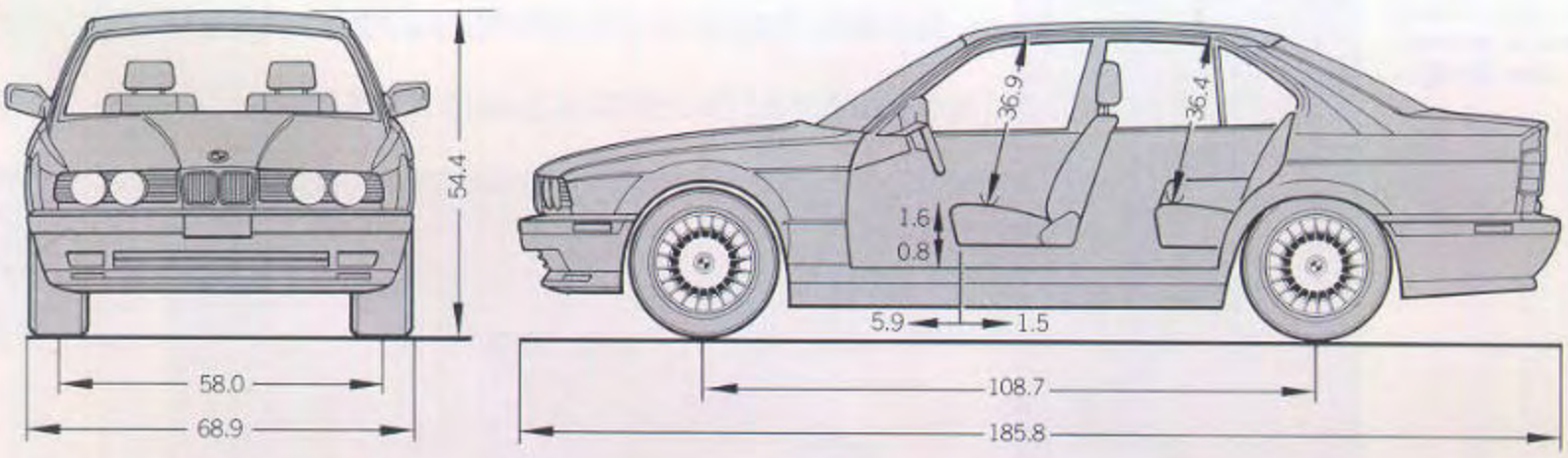
An automobile is more than the sum of its many parts. It is a technical composition that evolves slowly but surely in countless hours of painstaking development, just as it evolves from the years of experience, dedication and commitment behind it.

Every BMW today is the result of this rich heritage of engineering excellence. Every BMW, from the 3-Series to the 750iL and the 850i, is a synonym for performance, perfection, reliability and an innovative spirit, virtues which are directed to only one result: bringing you the ultimate driving machine.

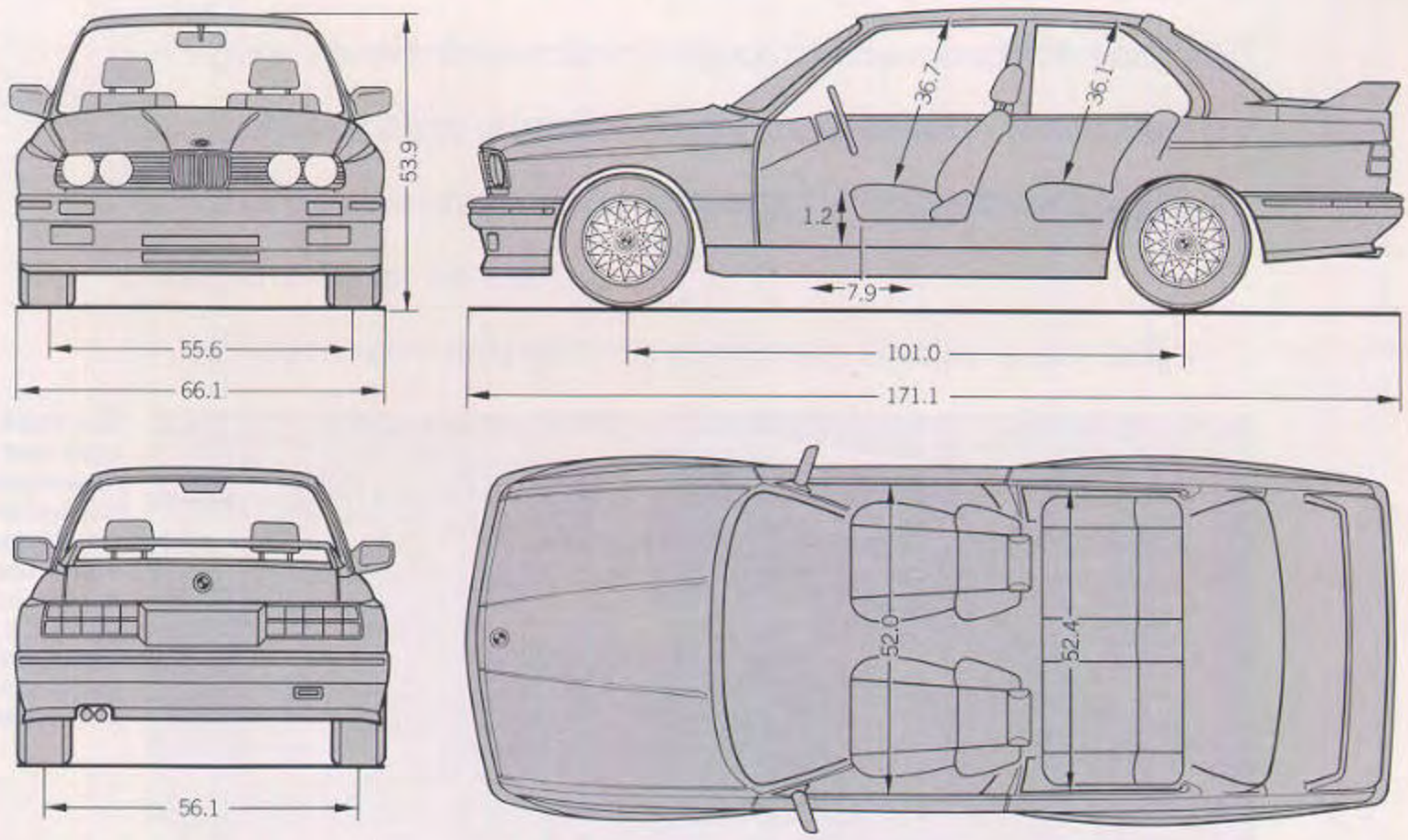
The track performance and reliability of production BMWs has become legendary. The record books are filled with the exploits of the BMW 3.0 I CSi, and today, the M5 is adding to the legend, and the heritage.

TECHNICAL DATA.

M5



M3



		M5	M3***
WEIGHT			
Unladen	lbs	3804	2865
Max. permissible	lbs	4741	3660
Permitted load	lbs	937	795
Permitted axle load front/rear	lbs	2271/2646	1765/1985
Permitted roof load	lbs	220	165
POWER PLANT			
Cylinders/valves		6/24	4/16
Capacity	cu. in.	215.7	140.5
Bore/stroke	inch	3.68/3.39	3.68/3.31
Nominal output/rpm	hp (SAE)/min.	310/6900	192/6750
Max. torque/rpm	lb-ft/min.	265/4750	170/4750
Compression ratio/fuel grade	:1	10.0/unleaded	10.5/unleaded
		95 RON (90 AKI)	95 RON (90 AKI)
TRANSMISSION			
Standard gear ratios I/II/III	:1	3.51/2.08/1.35	3.83/2.20/1.40
IV/V/R	:1	1.00/0.81/3.71	1.00/0.81/3.46
Final drive ratio	:1	3.91	4.10
PERFORMANCE			
Drag coefficient	C_d	0.32	0.33
Top speed	mph	155*	143
Acceleration 0-50 mph	sec	4.8	5.5
0-60 mph	sec	6.1	7.6
1/4 mile	sec	14.6	15.7
FUEL CONSUMPTION**			
City	mpg	11.0	17.0
Highway	mpg	20.0	29.0
WHEELS			
Tire dimensions		235/45 ZR 17	205/55 VR 15
Wheel dimensions		8 J x 17	7 J x 15
		forged light alloy	light alloy cross-spoke style
ELECTRICAL SYSTEM			
Battery capacity	Ah	85	65
Alternator output	A/W	140/1960	90/1260

* Top speed limited electronically.
** EPA-estimated figures are for comparison only. Your actual mileage may vary, depending on speed, weather and trip length; actual highway mileage will most likely be lower.
*** Not available in California.

THE STANDARD EQUIPMENT OF YOUR BMW M-SERIES.

POWER PLANT

M5: Water-cooled 3.6 ltr., 6-cylinder 4-stroke inline engine with 24-valve light-alloy cylinder head, crossflow principle. Two overhead camshafts with 7 bearings with 12 counterweights, two-stage electric fan with high-efficiency radiator, engine oil cooler. Digital Motor Electronics. Twin-pipe double-chamber long-life exhaust system with dual tailpipes. Catalytic converter with heated lambda probe for unleaded 95 RON fuel. Activated carbon filter with controlled tank ventilation.

M3: Water-cooled 2.3 liter, 4-cylinder 4-stroke inline engine, longitudinally mounted and inclined, 16-valve light-alloy cylinder head, 2 overhead camshafts with 5 bearings and 8 counterweights, hydraulically dampened engine mounts, high-efficiency crossflow radiator, engine oil cooler, electric fan. Digital Motor Electronics with electronical grid-controlled air volume and engine-speed-metered fuel injection, warm-up control grid and cold start control, engine overrun control. Twin-tube exhaust with twin tailpipes. Catalytic converter with heated lambda probe for unleaded 95 RON fuel. Activated carbon filter with controlled tank ventilation.

SUSPENSION/TRANSMISSION

M5: Standard drive: engine at the front, power transmission to rear wheels. Hydraulically actuated single-plate dry clutch with offset spring, torsional vibration damper and automatic adjustment for wear. 5-speed sports gearbox with synchromesh also on reverse gear. Limited slip differential (25% locking action).

Double-pivot MacPherson strut front axle, independent rear suspension with semi-trailing arms swept back by 13°, sports tuned suspension with anti-sway bars and twin-tube gas pressure shock absorbers at the front, hydraulic self-leveling at the rear, variable assist power steering. Diagonal twin-circuit brake system, hydraulic brake assist, vented fixed-caliper disc brakes at the front, fist-caliper disc brakes at the rear. Anti-lock brake system (ABS).

M3: Standard drive: engine at the front, power transmission to rear wheels, Hydraulically actuated reinforced single-plate clutch with diaphragm spring, torsional vibration damper and automatic adjustment for wear. 5-speed manual gearbox (overdrive in 5th gear) with synchromesh on reverse gear. Limited-slip differential (25% locking action). Single-pivot MacPherson strut front axle with anti-dive and reinforced anti-roll bar. Semi-trailing arm rear axle (swept back by 15°), anti-squat and anti-dive, separate springs/shock absorbers. Sports-tuned suspension (lowered) with twin-tube gas pressure shock absorbers and reinforced anti-roll bar at the rear. Safety steering column, variable assist power steering. Twin-circuit brake system, anti-lock brakes (ABS), asbestos-free brake pads. Swing-caliper disc brakes front/rear, ventilated at the front, handbrake acting mechanically on additional drum brakes at the rear.

BODY

M5: Four-door sedan, extremely rigid monocoque all-steel bodywork welded to the floor pan, torsionally rigid safety cell on all planes, front and rear crumple zones with predetermined deformation, integrated roof crossbar, all-around body reinforcements.

Extensive use of galvanized sheet metal for corrosion resistance. Three-stage door sealing system for reduced wind noise. Flush mounted windshield, rear and side windows. Deluxe tool kit in luggage compartment lid. Fully lined luggage compartment and lid. Fuel tank capacity: 21.1 gal.

M3: Two-door sedan, monocoque all-steel bodywork welded to the floor pan, torsionally rigid safety cell on all planes, front and rear crumple zones with predetermined deformation, integrated roof crossbar, all-around body reinforcements, hollow cavity preservation undersealing. Fully lined luggage compartment; tool box integrated in trunk lid. Fuel tank capacity: 14.5 gal.

EXTERIOR FEATURES

M5: Four round headlights integrated in radiator grille. Integral ellipsoid foglights. Front/rear bumpers equipped with impact absorbers for regeneration to their original shape in impacts up to 5 mph. Front and rear bumpers finished in body color, with air dam at the front. Both rearview mirrors electrically adjustable, heated and finished in body color.

Engine compartment lid rising up toward windshield with partly covered windshield wiper shafts, extra-low trunk lid cutout at the rear.

Engine compartment and luggage compartment lids supported when open by gas-pressure springs. Windshield and rear window bonded flush with car body. Green tint heat-insulating glass all round.

Central locking system with anti-theft security locks and electrically heated driver's door lock. M5 insignia in front left Ornamental Grille and rear right panel with BMW Motorsport Stripes.

M3: Dual circular headlamps integrated into radiator grille. Reinforced front section with integrated bumper and air dam, reinforced plastic rear section with integrated bumper and rear air dam. Plastic trunk lid with rear wing, flared wheel arches front and rear, wider door-sills. Both rearview mirrors heated and finished in body color. Windshield and rear window bonded to body, tinted heat-insulating glass, laminated windshield, heated rear window, driver's door lock and screenwasher nozzles. Roof antenna. Fuel tank filler cap controlled by central locking, holder for tank cap on filler flap. Central locking. "M3" insignia in front left ornamental grille and rear right panel with BMW Motorsport stripes.

INTERIOR FEATURES

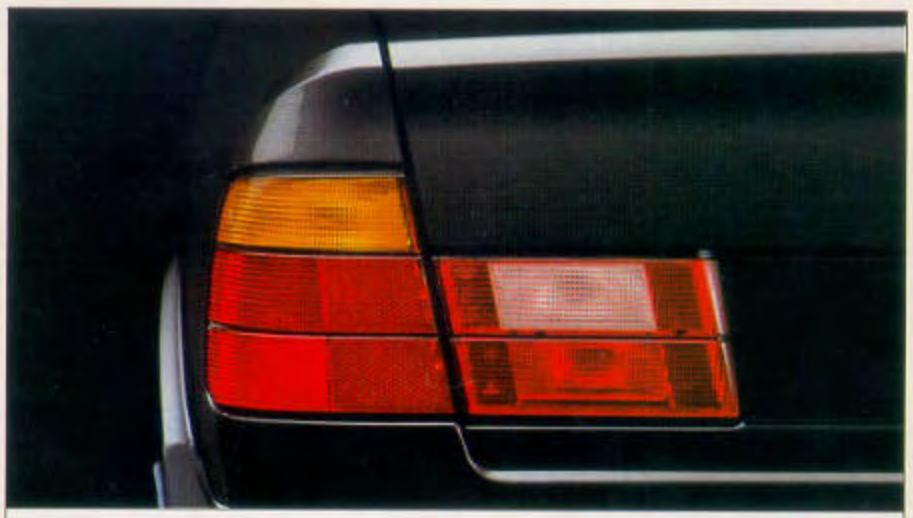
M5: Interior finished in top quality leather upholstery. Storage spaces on instrument panel and in front-door compartments. Roof grab handles for front and rear passengers, with clothes hooks at the rear. Rear doors with childproof locks. Leather steering wheel mechanically adjustable, leather gearshift knob and handbrake lever. SRS (supplemental restraint system) with driver side airbag and knee bolster. Electrically adjustable BMW sports seats, driver and front passenger seats individually adjustable for height and angle, front headrests adjustable for angle and height. Rear seats with individual body contour, center armrest. Ski-bag integrated in rear-seat bench. Ergonomic belt system with rear belt locks at the outside.

M3: Full carpeting of entire floor and parcel shelf. Storage spaces on instrument panel, center console, storage bins in doors, door armrests with integral grab handles, illuminated ashtray and cigar lighter. Leather steering wheel, leather gearshift knob and boot, handbrake lever cover finished in leather. SRS (Supplemental Restraint System) with driver side airbag and knee bolster. Safety padding on front roof pillars, safety padding above windshield with recessed sun visors, padded kneeroom, anti-glare safety mirror. BMW sports seats for driver and front passenger, leather upholstery, seat height and angle adjustment, longitudinal seat adjustment, adjustable thigh support, front passenger's backrest can be released and tipped forward from driver's seat.

ELECTRICAL SYSTEM

M5: Free-form technology lighting system, four halogen headlights, low-beam headlights and foglights. Controls grouped in semi-circular layout around the driver. Air conditioning-heating-ventilation system with separate left-right electronic temperature control. Multi-function Check Control with verbal presentation of functions in instrument cluster by way of LCD alphanumeric dot matrix. Audible signal whenever text is displayed. LCD mileage counter display with integral trip odometer. Electric window lifts front and rear with one touch function of driver's window. Two-way electric sunroof with one touch function. 4th generation on-board-computer with remote control operation from steering column lever. Outside temperature warning chime. Display of on-board-computer information in check control display. Pre-wired for CD and BMW cellular telephone installation.

M3: Dual halogen headlamps, foglamps integrated in front spoiler, side markers front/rear, two back-up lights. Instruments and control grouped in semi-circular layout around driver, electronic speedometer and tachometer, oil temperature gauge, on-board computer. Electric windshield washer with automatic wash/wipe and fingertip control, two wiper speeds, intermittent wipe, operated from steering column, interior lights with delay function. Check/Control with active display for low-beam headlamps, brake lights, tail lights, license plate illumination, coolant level, windshield washer reservoir level; central indicator light in instrument cluster. Air conditioner, AM/FM stereo cassette radio, BMW Sound System, cruise control.



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The ultimate driving machine