



GERMANY 1988-1997

# BMW M5



NUMBER 137

When BMW set out to build the world's fastest production four-door sedan, it was extremely thorough—a 310-bhp twin-cam straight-six engine, uprated suspension, tires and brakes were mated to the 5-Series bodyshell.

Produced by BMW, Munich, Germany.



## VITAL STATISTICS

|               |                        |
|---------------|------------------------|
| Top speed:    | 155 mph                |
| 0-60 mph:     | 6.5 sec.               |
| Engine type:  | Inline six             |
| Displacement: | 3,535 cc               |
| Max power:    | 310 bhp at 6,900 rpm   |
| Max torque:   | 266 lb-ft at 4,750 rpm |
| Weight:       | 3,804 lbs.             |
| Gas mileage:  | 16 mpg                 |
| Price:        | \$56,650               |



*"...immense roadholding."*

*"Despite its sporty pretensions, the M5 retains a decent ride and a high level of comfort with stiffened suspension that gives perfect control*

*over every surface and allows incredibly high cornering speeds. The handling is superb, and the car's balance is easily adjustable on the throttle. Add perfectly modulated and powerful brakes, steering with just the right weight and feel, and there was no other four-door to match it in its day."*

*The interior of the M5 has excellent sport seats and is very luxurious.*





# Milestones

**1978 BMW introduces** the stunning M1 mid-engined race car. It is followed by other great cars bearing the M badge, such as the M635CSi, and then the M535i in the mid-1980s.



The first-generation 5-Series carried the original M5 badge.

**1985 The first M5 is launched.** It is powered by the M1-derived inline six, which produces 286 bhp at 6,500 rpm.

**1988 The second-generation 5-Series** is released. As well as better styling, the new M5 has more power, better suspension and bigger wheels, tires and brakes.



The latest M5 is one of the most sophisticated cars on the road.

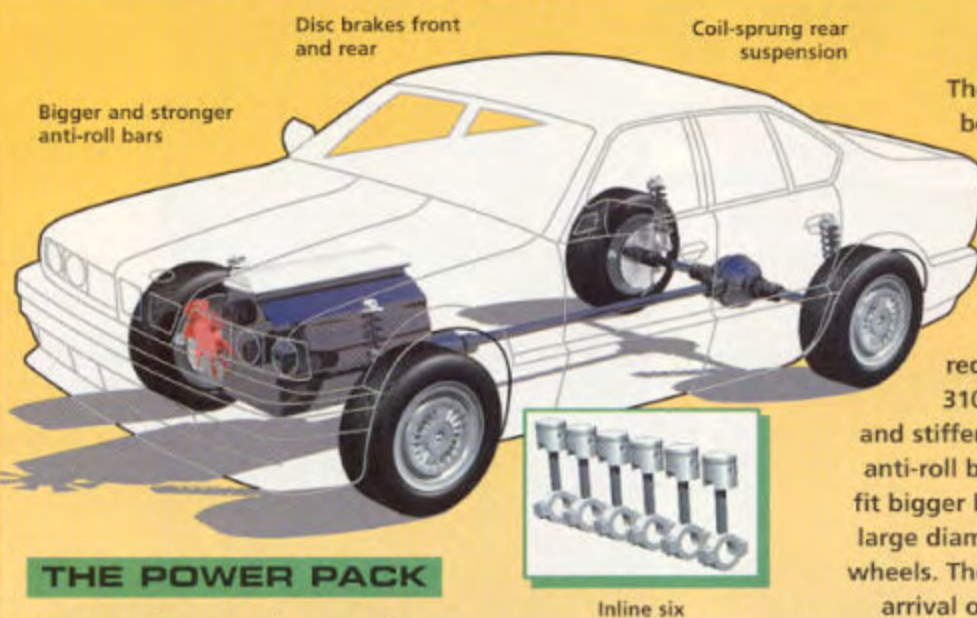
**1992 The M5's engine is** increased to 3.8 liters and output to 340 bhp. M5 running gear becomes available in the Touring, estate-bodied BMWs.

## VALUE GUIDE

|                |          |
|----------------|----------|
| ORIGINAL PRICE | \$56,650 |
| CURRENT VALUE  | \$21,000 |

A classic, and one you'll always be able to drive hard.

## UNDER THE SKIN



### Sports chassis

The basic 5-Series design and bodysell were a good start for the M5—a stiff monocoque with a well-proven MacPherson-strut front and semi-trailing arms at the rear. Changes required to better handle the 310 bhp consisted of lowered and stiffened suspension and bigger anti-roll bars. It was also possible to fit bigger brakes because the M5 has large diameter alloy and magnesium wheels. The Evolution model saw the arrival of a six-speed transmission.

### THE POWER PACK

### Race-based engine

Developed from the straight six found in the racing M1, the M5's engine has the same cast-iron block, with a new forged crankshaft running on seven main bearings and the same twin-cam alloy cylinder head, rather than BMW's usual single overhead camshaft design. Another departure are the four valves per cylinder instead of two. In racing tune, the M1 twin-cam six can produce as much as 470 bhp in normally aspirated form and more than 800 bhp when turbocharged. Early 1991 cars have 310 bhp, but in 1992 the alloy six was bored out to 3.8 liters, and power went up to 340 bhp.



The M5 set new standards for European sporty sedans.

### Six speeds

One of the last models from the mid-1990s is the best M5. Not only does it have more performance from the 3.8-liter engine, but it has much larger brakes, taller 18-inch wheels, and a six-speed transmission with five close gear ratios and a nice overdrive unit.

## NOSE TO NOSE

Audi V8 Quattro • Lexus LS400 • BMW M5

| TOP SPEED | 0-60 mph | POWER   | WEIGHT     | RIVAL CARS      |
|-----------|----------|---------|------------|-----------------|
| 144 mph   | 6.8 sec. | 240 bhp | 3,946 lbs. | AUDI V8 QUATTRO |
| 150 mph   | 7.2 sec. | 295 bhp | 3,886 lbs. | LEXUS LS400     |
| 155 mph   | 6.5 sec. | 310 bhp | 3,804 lbs. | BMW M5          |

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# BMW M5



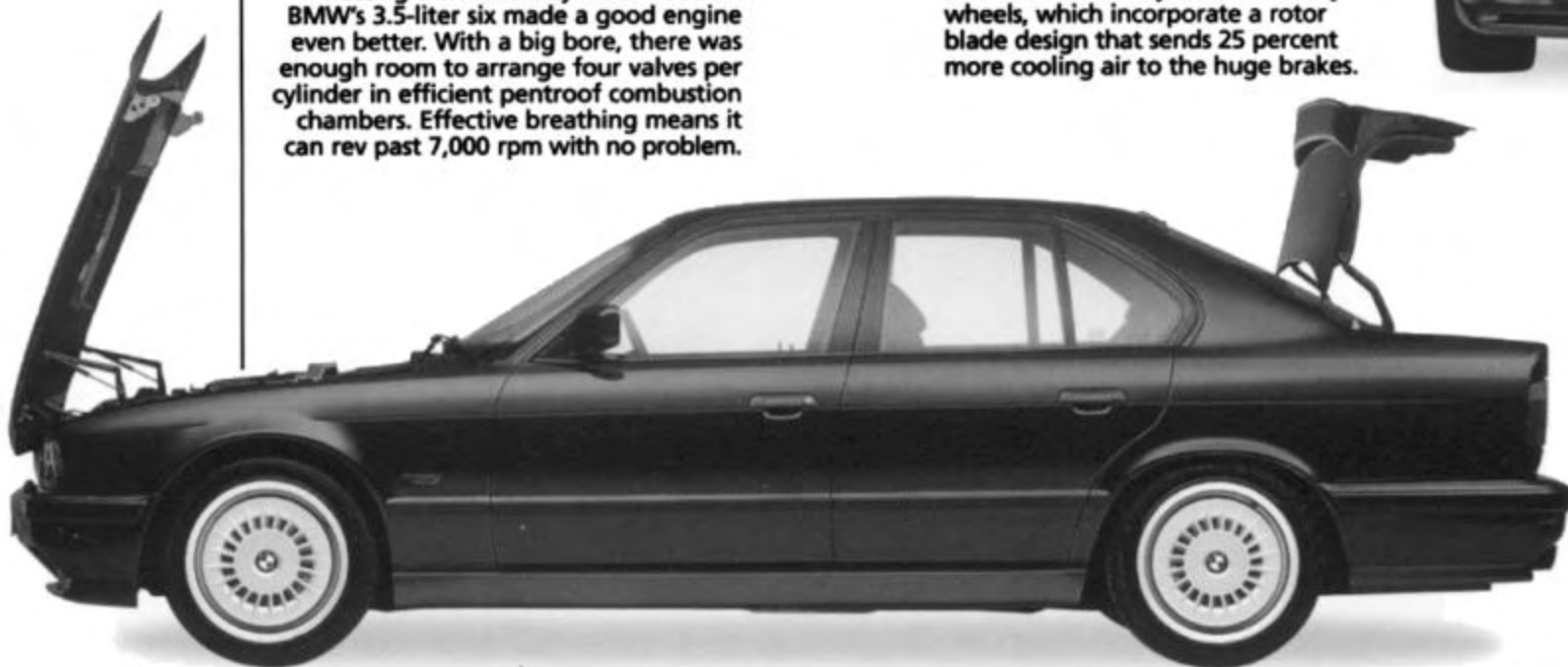
Bigger and heavier than its predecessor, the second-generation M5 is also more powerful and boasts a greater level of sophistication. It's discreet, too—only the subtlest of styling tweaks single it out.

## In-line six

Putting a twin-cam cylinder head on BMW's 3.5-liter six made a good engine even better. With a big bore, there was enough room to arrange four valves per cylinder in efficient pentroof combustion chambers. Effective breathing means it can rev past 7,000 rpm with no problem.

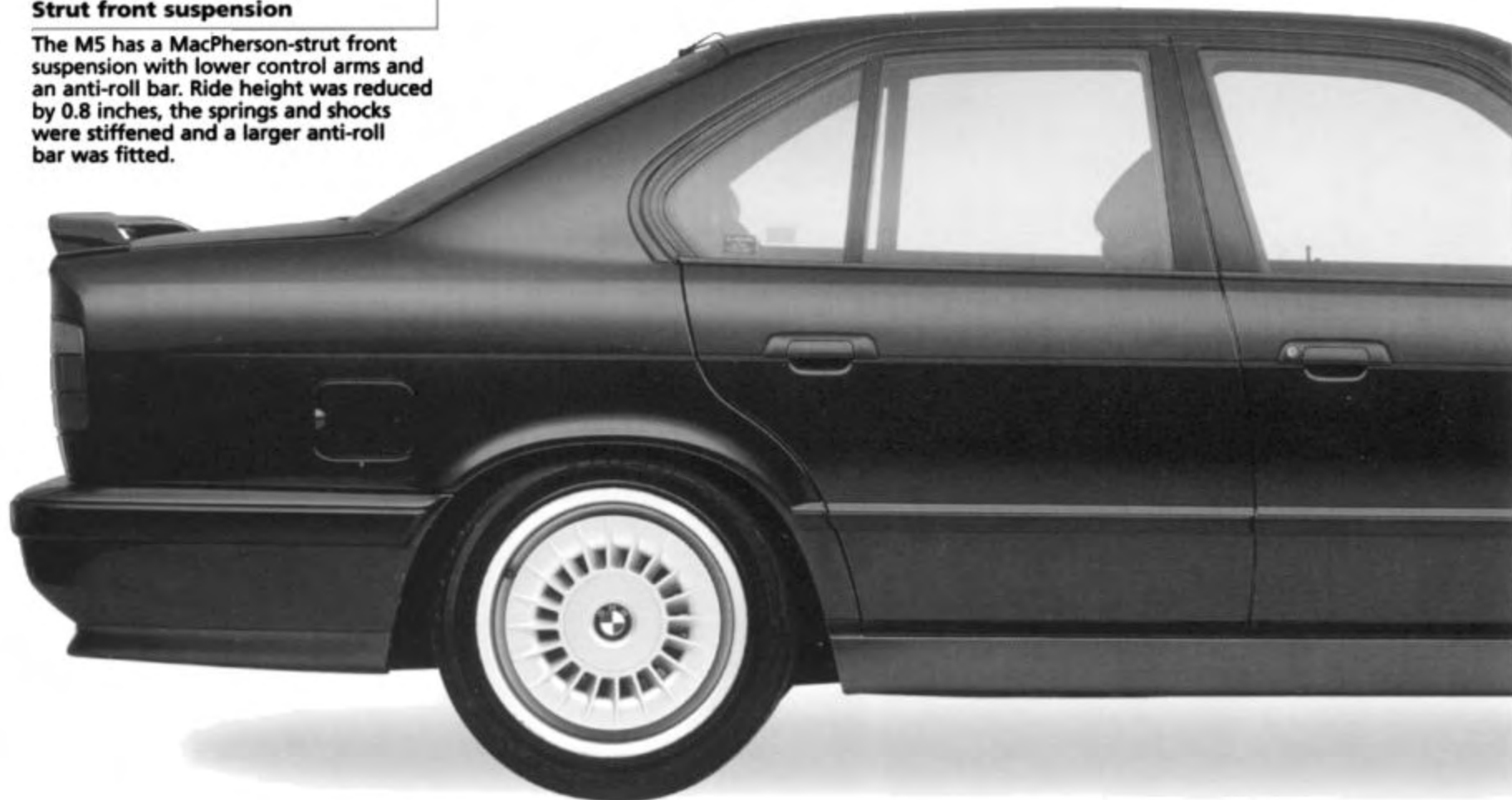
## Alloy wheels

M5s have incredibly advanced alloy wheels, which incorporate a rotor blade design that sends 25 percent more cooling air to the huge brakes.



## Strut front suspension

The M5 has a MacPherson-strut front suspension with lower control arms and an anti-roll bar. Ride height was reduced by 0.8 inches, the springs and shocks were stiffened and a larger anti-roll bar was fitted.







### Recirculating-ball steering

BMW was always relaxed about using recirculating-ball steering, even though some rivals had the theoretically better rack-and-pinion system. Its confidence was well placed, as the assisted system with its 3.25 turns lock to lock works extremely well.



### Low-profile tires

M5s came with 235/45 ZR17 tires by either Michelin or Pirelli. Final models are fitted with 245/40 tires.



# Specifications

## 1990 BMW M5

### ENGINE

**Type:** Inline six-cylinder

**Construction:** Cast-iron block and alloy head

**Valve gear:** Four valves per cylinder operated by twin chain-driven, overhead camshafts

**Bore and stroke:** 3.74 in. x 3.44 in.

**Displacement:** 3,535 cc

**Compression ratio:** 10.0:1

**Induction system:** Bosch Motronic fuel injection

**Maximum power:** 310 bhp at 6,900 rpm

**Maximum torque:** 266 lb-ft at 4,750 rpm

### TRANSMISSION

Five-speed manual

### BODY/CHASSIS

Unitary monocoque construction with steel four-door sedan body

### SPECIAL FEATURES



The purple, blue and red stripes on the cam cover indicate that this is a BMW Motorsport machine.



The subtle rear spoiler provides stability at high speeds.

### RUNNING GEAR

**Steering:** Recirculating-ball

**Front suspension:** MacPherson struts with lower control arms and anti-roll bar

**Rear suspension:** Semi-trailing arms with coil springs, telescopic shock absorbers and anti-roll bar

**Brakes:** Vented discs, 12.8 in. dia. (front), solid discs, 11.8 in. dia. (rear)

**Wheels:** Alloy, 8 x 17 in.

**Tires:** 235/45 ZR17

### DIMENSIONS

**Length:** 185.8 in.      **Width:** 68.9 in.

**Height:** 54.8 in.      **Wheelbase:** 108.7 in.

**Track:** 58.0 in. (front), 58.9 in. (rear)

**Weight:** 3,804 lbs.