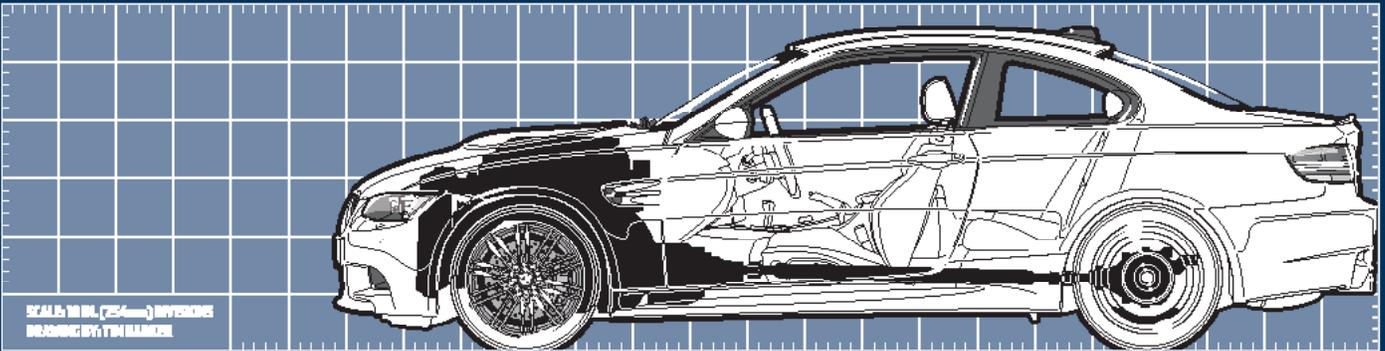


BMW M3 Coupe

BMW of North America, P.O. Box 1227, Westwood, N.J. 07657-1227; www.bmwusa.com



www.roadandtrack.com



SCALE: 1/16 IN. (254 mm) DIVISIONS INCLUDING 1/8 IN. (3.175 mm)

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SPECIFICATIONS

PRICING

List price est \$65,000
Price as tested est \$70,395
 Price as tested incl std equip. (ABS, dual front, side & curtain airbags, traction & yaw control, M limited-slip differential, AM/FM/CD changer w/aux input, leather interior, tilt and telescoping steering wheel, iDrive navigation system, Melbourne Red paint, carbon-fiber roof, auto. climate control, cruise control, keyless entry, anti-theft system; pwr windows, mirrors & door locks), Electric Damper Control (est \$2000), MDrive (est \$1000), gas-guzzler tax (est \$1700), dest charge (est \$695).

GENERAL DATA

Curb weight est 3650 lb
Test weight est 3850 lb
Weight dist (with driver), f/r %

Wheelbase 108.7 in.
Track, f/r 60.6 in./60.6 in.
Length 181.7 in.
Width 71.5 in.
Height 55.8 in.
Ground clearance 5.8 in.
Trunk space 14.1 cu ft

ACCOMMODATIONS

Seating capacity 4
Headroom Front: 38.5 in.
Rear: 35.3 in.
Seat width Front: 2 x 14.0 in.
Rear: 2 x 14.0 in.
Front-seat leg room 44.5 in.
Rear-seat knee room 24.0 in.
Seatback adjustment 50 deg
Seat travel 9.5 in.

INSTRUMENTATION

300-km/h speedometer, 9000-rpm tachometer, coolant temp, oil temp, fuel level

SAFETY

dual front, side and curtain airbags, traction & yaw control, front seatbelt pretensioners, front seatbelt force limiters (all standard equip.)

WARRANTY

Basic warranty 4 years/50,000 miles
Powertrain 4 years/50,000 miles
Rust-through 12 years/unlimited miles

ENGINE

Type/layout aluminum block & heads, V-8/longitudinal
Valvetrain dohc 4-valve/cyl, variable timing, chain drive
Displacement 244 cu in./3999 cc
Bore x stroke 3.62 x 2.96 in./92.0 x 75.2 mm
Compression ratio 12.0:1
Horsepower (SAE) 414 bhp @ 8300 rpm
Bhp/liter 103.5
Torque 295 lb-ft @ 3900 rpm
Redline/limiter 8300/8400 rpm
Fuel injection elect. sequential port
Recommended fuel premium unleaded

DRIVETRAIN

Transmission: 6-speed manual

Gear	Ratio	Overall ratio	(Rpm) Mph
1st	4.06:1	15.60:1	(8300) 41
2nd	2.37:1	9.11:1	(8300) 70
3rd	1.58:1	6.08:1	(8300) 105
4th	1.19:1	4.58:1	(8300) 139
5th	1.00:1	3.85:1	(8050) 161*
6th	0.87:1	3.35:1	(7000) 161*

Final drive ratio 3.85:1
Engine rpm @ 60 mph in top gear 2600
 *Electronically limited.

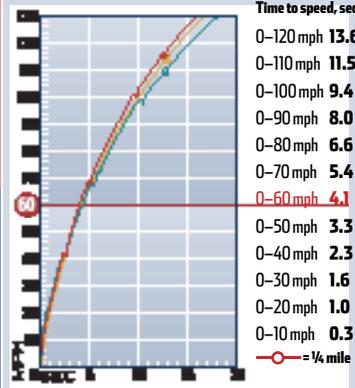
CHASSIS & BODY

Layout front engine/rear drive
Body/frame unit steel
Brakes Front: 14.2-in. floating, drilled & vented discs/ 2-piston sliding calipers
Rear: 13.8-in. drilled & vented discs/ 1-piston sliding calipers
Assist type vacuum, ABS
Wheels Front: forged alloy, 18 x 8 1/2 J
Rear: forged alloy, 18 x 9 1/2 J
Tires Michelin Pilot Sport PS2
Front: 245/40ZR-18 93Y
Rear: 265/40ZR-18 97Y
Spare tire puncture kit
Steering rack & pinion, speed-sensitive assist
Steering ratio elect. variable
Steering-wheel diameter 14.5 in.
Turns, lock to lock 2.5
Turning circle 38.4 ft
Suspension
Front: MacPherson struts, coil springs, elect. adj tube shocks, anti-roll bar
Rear: multilink, coil springs, elect. adj tube shocks, anti-roll bar

PERFORMANCE

ACCELERATION

Time to distance	seconds
0-100 ft	2.7
0-500 ft	6.9
0-900 ft	9.8
0-1320 ft (1/4 mile) n	12.5 @ 114.8 mph
'07 Audi RS 4 n	1/4 mi: 12.8 @ 109.7 mph
'08 Lexus IS F n	1/4 mi: 12.8 @ 113.3 mph



BRAKING

Minimum stopping distance
From 60 mph 112 ft
From 80 mph 197 ft
Total swept area 723 sq in.
Swept area/ton 396 sq in.

HANDLING

Lateral acceleration* 0.98g
Balance mild understeer
Slalom speed** 71.4 mph
Balance mild understeer
Lateral seat support very good
 *200-ft skidpad; **700-ft slalom, 100-ft spacing.

FUEL ECONOMY

Our driving est 15.0 mpg
EPA city/highway est 14/23 mpg
Cruise range est 235 miles
Fuel capacity 16.6 gal.

INTERIOR NOISE

Idle in neutral 53 dBA
Maximum in 1st gear 79 dBA
Constant 50 mph 69 dBA
Constant 70 mph 72 dBA

TEST CONDITIONS

Temperature 57° F
Humidity 59%
Elevation 650 ft
Wind calm
Location Lahr, Germany

0-60 mph
4.1 sec

0-1/4 mile
12.5 sec

Top speed
161 mph*

Skidpad
0.98g

Slalom
71.4 mph

*Electronically limited.

AT A GLANCE

Test Notes: ACCELERATION

With MDrive, we can disable stability and select ultimate sport mode with one button. Rev to 3900 rpm and quickly release the clutch while rolling into the throttle. Shifting at redline requires only light lever pressure.

Test Notes: BRAKING

The M3 exhibits little chassis dive under braking and its stopping potential is very reassuring—especially while verifying its top speed of 161 mph on the Autobahn.

Test Notes: HANDLING

A speed-sensitive steering ratio made slalom negotiation difficult and downright frustrating, though the M3 is very capable regardless. There's a modest amount of body roll in sweeping corners, and the rear will slide nicely with a little enticement.