

M3 Evolution

///M *Flight*

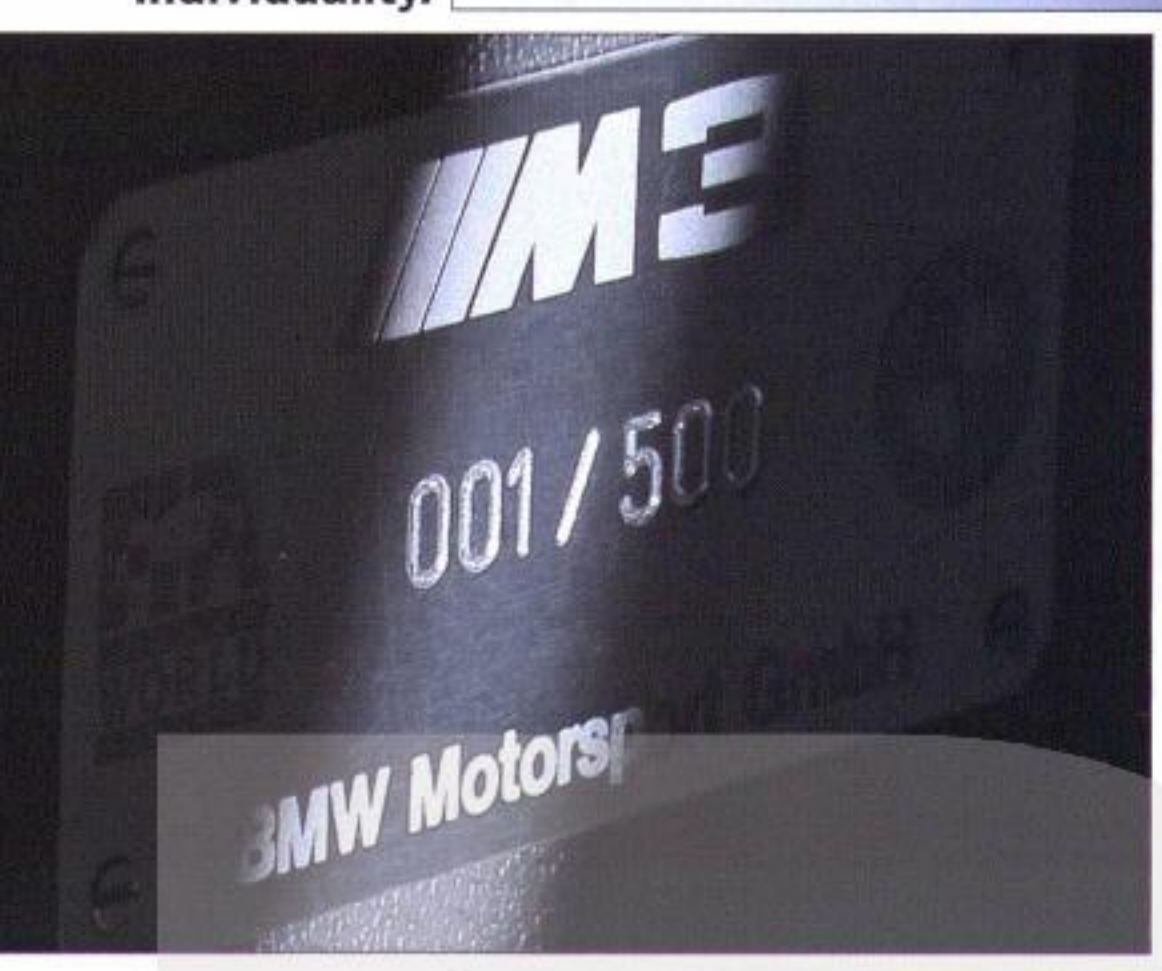


BMW AG



///M Flight

Exclusivity's own visiting card: the limited edition BMW M3 Evolution will never number more than 500 cars. A hand-engraved plaque, with your own personal number between 001 to 500, underlines your sense of individuality.



M3

Evolution

The M3 Evolution — the synthesis of a World Championship and BMW know-how, harnessed to create a truly formidable road car.

In 1987, Robert Ravaglia wrote a brilliant new chapter in the BMW M3 success story: he won the Touring Car Driver's World Championship aboard a Group A race-trimmed M3. BMW Motorsport GmbH then put this experience to work with the kind of singlemindedness that comes from the dedicated pursuit of perfection: the technical outcome is the BMW M3 Evolution, a car with an even better performance and with further refined aerodynamics — the tribute to a successful season and the bedrock for future triumphs.

Its technology alone makes the M3 unique. No more than 500 models will be built for the road: 500 highly individual ways for responsible drivers to experience first-hand the dynamic capabilities of a World Champion every day of their lives. Provided, of course, you don't put the M3 Evolution straight into your showcase — right next to all those trophies.

The bodyshell of the BMW M3 Evolution, with its minutely analysed and refined aerodynamics, offers all the advantages of a purpose-designed, streamlined body.

The functional, finely honed lines of the BMW M3 Evolution stem from meticulous wind tunnel research. As a result, the bodywork reflects every facet of optimal aerodynamism. For instance, despite the wide tyres, the flared side members, sills and perfected spoiler system lead to the remarkably low wind resistance figure of 0.33.

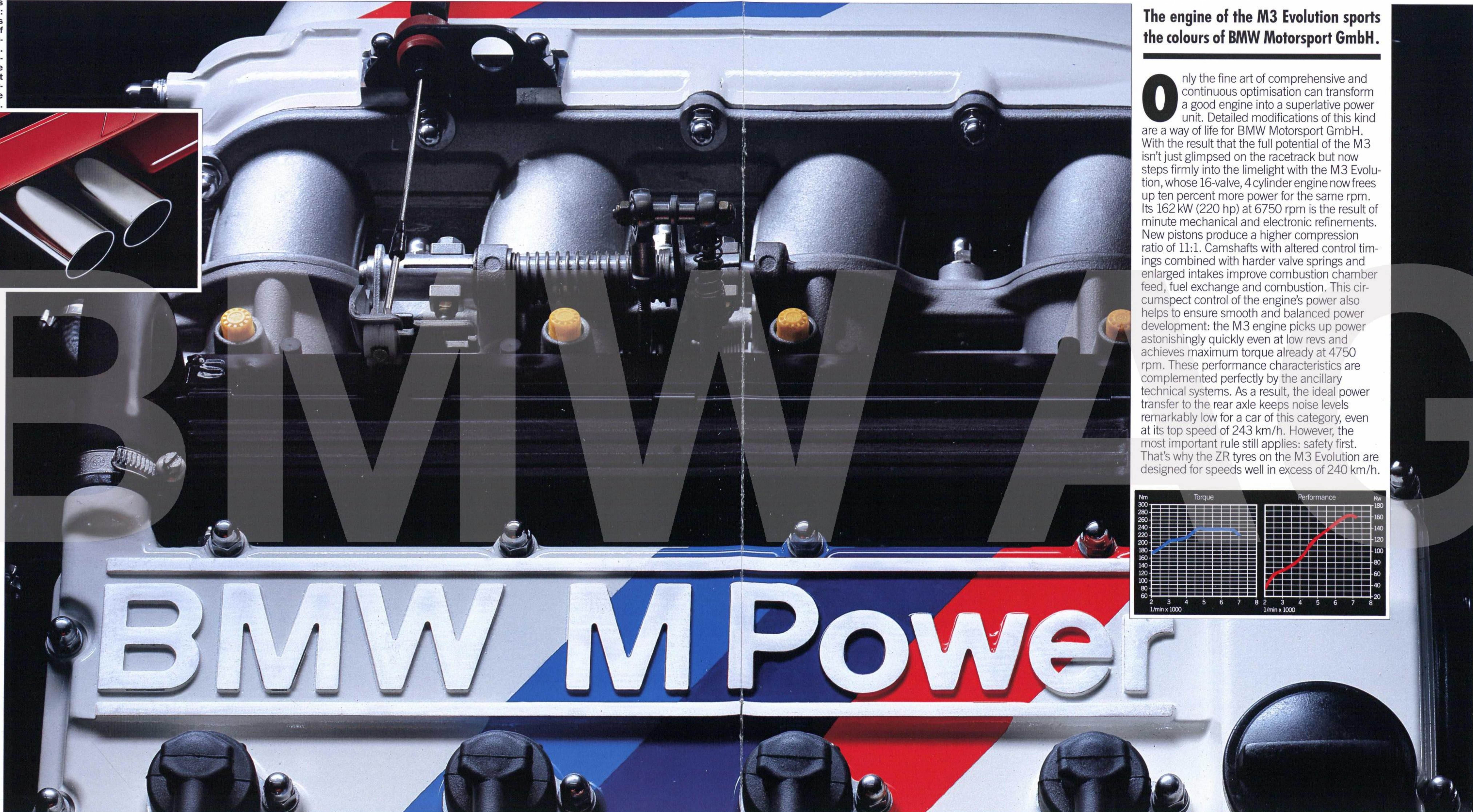
Sophisticated air cooling vents in the new-style front skirt reduce front wheel brake temperatures, while the special design of the rear wings ensures even more efficient airflow. This perfected aerodynamism gives the M3 Evolution an exceptional level of reassuring stability: the lift force on both front and rear axles is reduced to practically zero. And that's just one reason why the M3 stays unerringly 'on course' even at top speed.

The race-experienced engineers at BMW Motorsport GmbH then went on to fine-tune the bodywork of the M3 Evolution: for instance, they measurably lightened the rear and side panels, they lightened the boot lid and bumpers, so that overall weight is reduced without any reduction in strength. Even the colours of the M3 reflect the whole aura of sporting success: metallic Macao Blue, metallic Nogaro Silver and Misano Red.



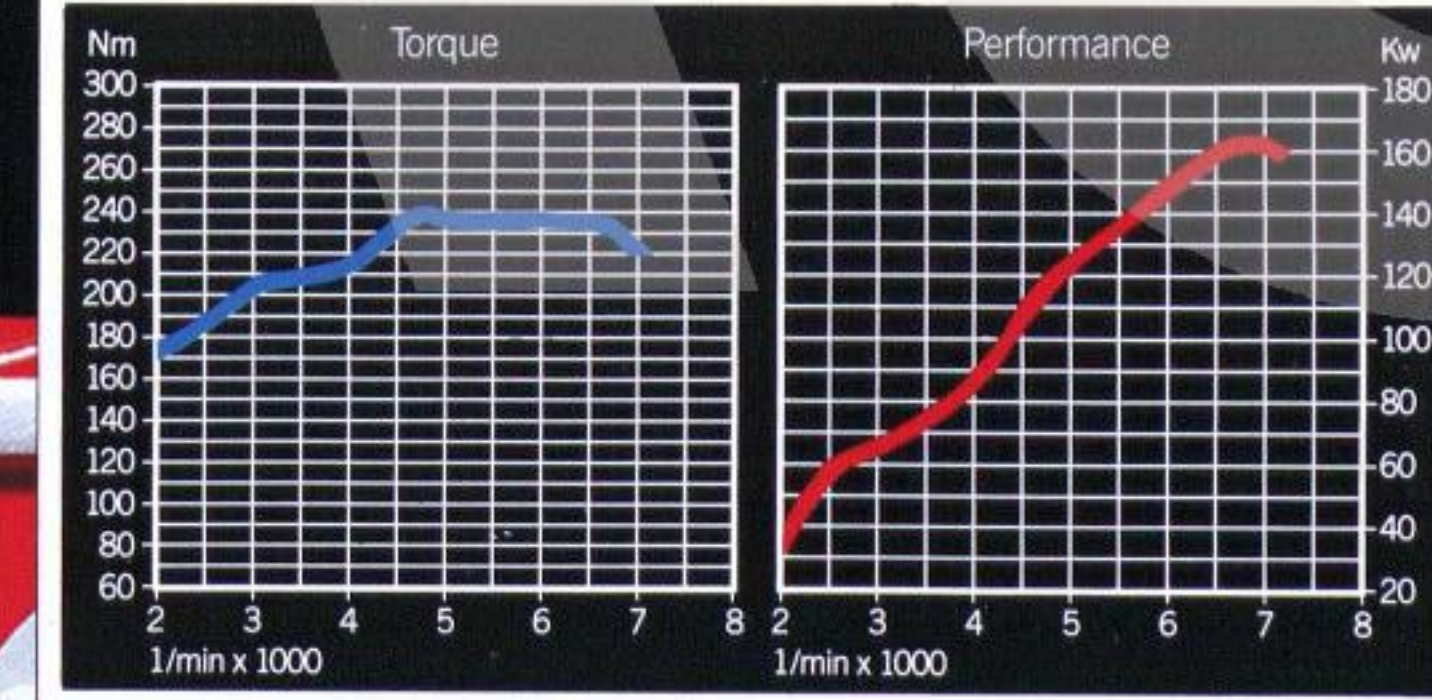
Wind-strength as a sign of safety: the new front and rear spoilers on the M3 Evolution reduce wind lift to practically zero.

The nuances of precision: the engine bears the colours of BMW Motorsport GmbH. The highly polished chrome tailpipes reflect the love of perfection in the smallest detail.



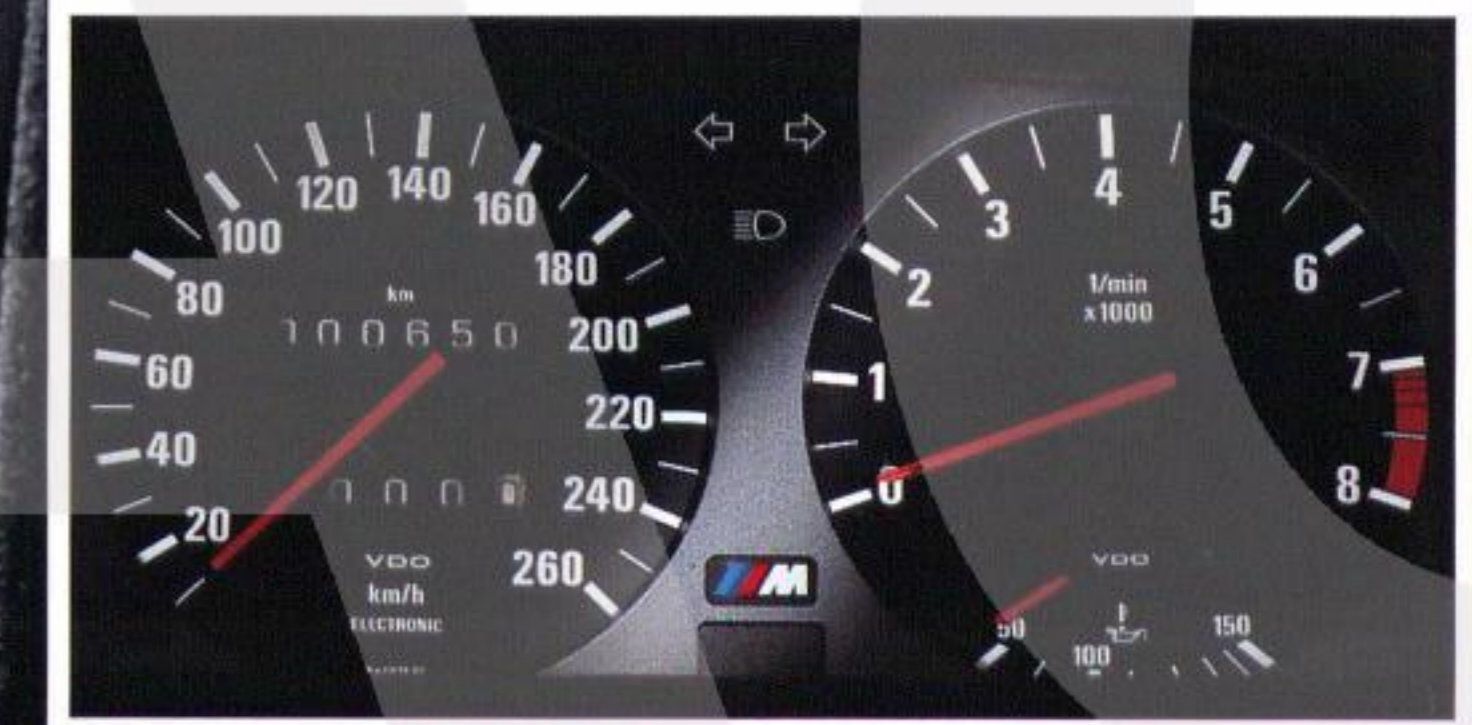
The engine of the M3 Evolution sports the colours of BMW Motorsport GmbH.

Only the fine art of comprehensive and continuous optimisation can transform a good engine into a superlative power unit. Detailed modifications of this kind are a way of life for BMW Motorsport GmbH. With the result that the full potential of the M3 isn't just glimpsed on the racetrack but now steps firmly into the limelight with the M3 Evolution, whose 16-valve, 4 cylinder engine now frees up ten percent more power for the same rpm. Its 162 kW (220 hp) at 6750 rpm is the result of minute mechanical and electronic refinements. New pistons produce a higher compression ratio of 11:1. Camshafts with altered control timings combined with harder valve springs and enlarged intakes improve combustion chamber feed, fuel exchange and combustion. This circumspect control of the engine's power also helps to ensure smooth and balanced power development: the M3 engine picks up power astonishingly quickly even at low revs and achieves maximum torque already at 4750 rpm. These performance characteristics are complemented perfectly by the ancillary technical systems. As a result, the ideal power transfer to the rear axle keeps noise levels remarkably low for a car of this category, even at its top speed of 243 km/h. However, the most important rule still applies: safety first. That's why the ZR tyres on the M3 Evolution are designed for speeds well in excess of 240 km/h.



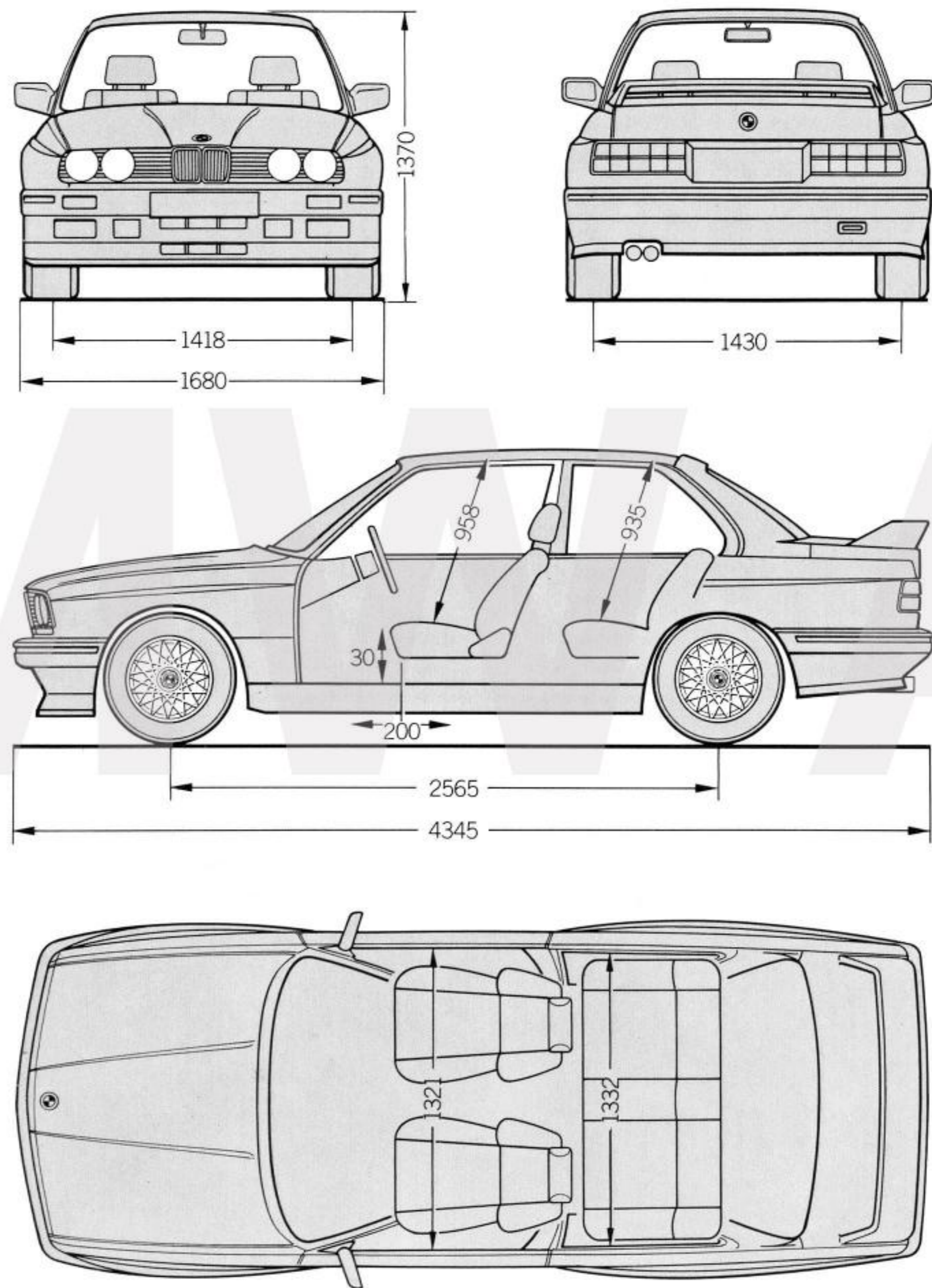
M exclusivity means a real feeling for ergonomics, combined with masterful craftsmanship.

BMW Motorsport GmbH quality comes from the carefully integrated composition of finely crafted individual elements. This ideal in ergonomics is reflected, for instance, in the sports seats designed exclusively for the M3 Evolution: the central areas of the seats are covered by a tartan-patterned silver fabric characterised by its exceptional breathing properties, while the anatomically contoured side support areas are covered in particularly hard-wearing silver-coloured leather. And the material cladding of the door panels echoes the same harmonious design colours. The logical extension of the optimised lateral support of the sports seats is mirrored in the footwell: foot supports, developed on the racetrack and clad in the immaculate finish of the M Technic line, provide that extra support demanded by the potential acceleration speeds of the M3 Evolution. The clearly marked instruments are all positioned in the driver's primary field of vision, exactly where they're most easily read during a journey.



Quality in harmony: the interior door support grips on the Evolution range carry the famous M3 hallmark — the symbol for masterfully integrated elements.

External and internal dimensions



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M3 Evolution standard equipment



BODYWORK

2-door saloon with monocoque all-steel body welded to the floor assembly, torsionally rigid passenger safety cell on all planes, front and rear crumple zones with predetermined deformation characteristics, integrated roof cross member, all-round body reinforcement. Fuel tank capacity: main tank: 12.1 Gal; additional tank: 3.3 Gal.



ENGINE

Water-cooled 4-cylinder 4-stroke inline engine, longitudinally mounted in the front, 16-valve light alloy cylinder head, crossflow principle, twin overhead camshaft with 5 bearings, crankshaft running in 5 bearings with 8 counterweights, engine suspended on hydraulic vibration dampers, oil cooler, electro-ventilators. Digital Motor Electronics. Exhaust system with separate manifold twin silencer system with straight-through tailpipes. Control unit and air intake painted white with diagonal Motorsport stripes.



TRANSMISSION/
SUSPENSION

Standard drive: engine at the front, power transmission to the rear axle, 5-speed gearbox (top speed in 5th gear) with synchromesh on reverse. Limited-slip differential (25% locking action). Single-joint spring strut front axle, trailing arm rear axle (swept back 15°), anti-dive compensator and brake equalizer. Lowered sports suspension with twin-sleeve gas pressure shock absorbers and strengthened stabilisers. Safety steering column, rev-related servo-assisted steering. ABS anti-lock braking, asbestos-free clutch and brake pads. Inner-vented, fist-calliper disc brakes front and rear, handbrake operates additional rear drum brakes.



EXTERIOR FEATURES

Modified front spoiler and rear spoiler as integrated element of rear wings. Brake-cooling channels in place of front fog-lamps. Windscreen with green anti-glare strip at top. Weight-reduced body parts: front and rear bumpers, boot lid, rear spoiler, rear window and rear side windows.



INTERIOR FEATURES

M Technic leather-clad sports steering wheel, 380mm diam., leather gearshift knob and gaiter, leather handbrake sleeve, interior door grips with M3 emblem. M Technic foot supports, BMW sports seats in diamond-patterned silver fabric, Bison silver leather side supports. Aluminium disc with individualised production number on central console storage compartment. Height and angle-adjustable front head restraints, individually contoured rear seat design. Automatic safety belts front and rear, front belt stops, rear belt locks sunk into backrest.



ELECTRICAL SYSTEM

Twin halogen headlamps, two rear foglamps, two reversing lights. Electrically adjustable door mirrors. Electronic speedometer and rev counter with integrated oil temperature gauge. SI Service-Interval Indicator, fuel gauge, coolant temperature gauge, indicator warning lights for: fuel, ABS, handbrake on, brake wear and coolant, oil pressure. Digital clock with outside temperature indicator. Check Control with active signals for dipped beam, brake lights, rear lights, plate lights, coolant level, washer level, central indicator lights in the main instrument cluster.

Heating/ventilation: air-flow-controlled, rev-independent fresh air heating, quiet 4-stage blower, defroster jets for front and side windows, fresh air supply via 4 intakes.

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The sporting colours of Motorsport GmbH

UNI-
PAINTWORK



236 Misano Red

METALLIC-
PAINTWORK



243 Nogaro Silver



250 Macao Blue

CLOTH
UPHOLSTERY



0305 Silver

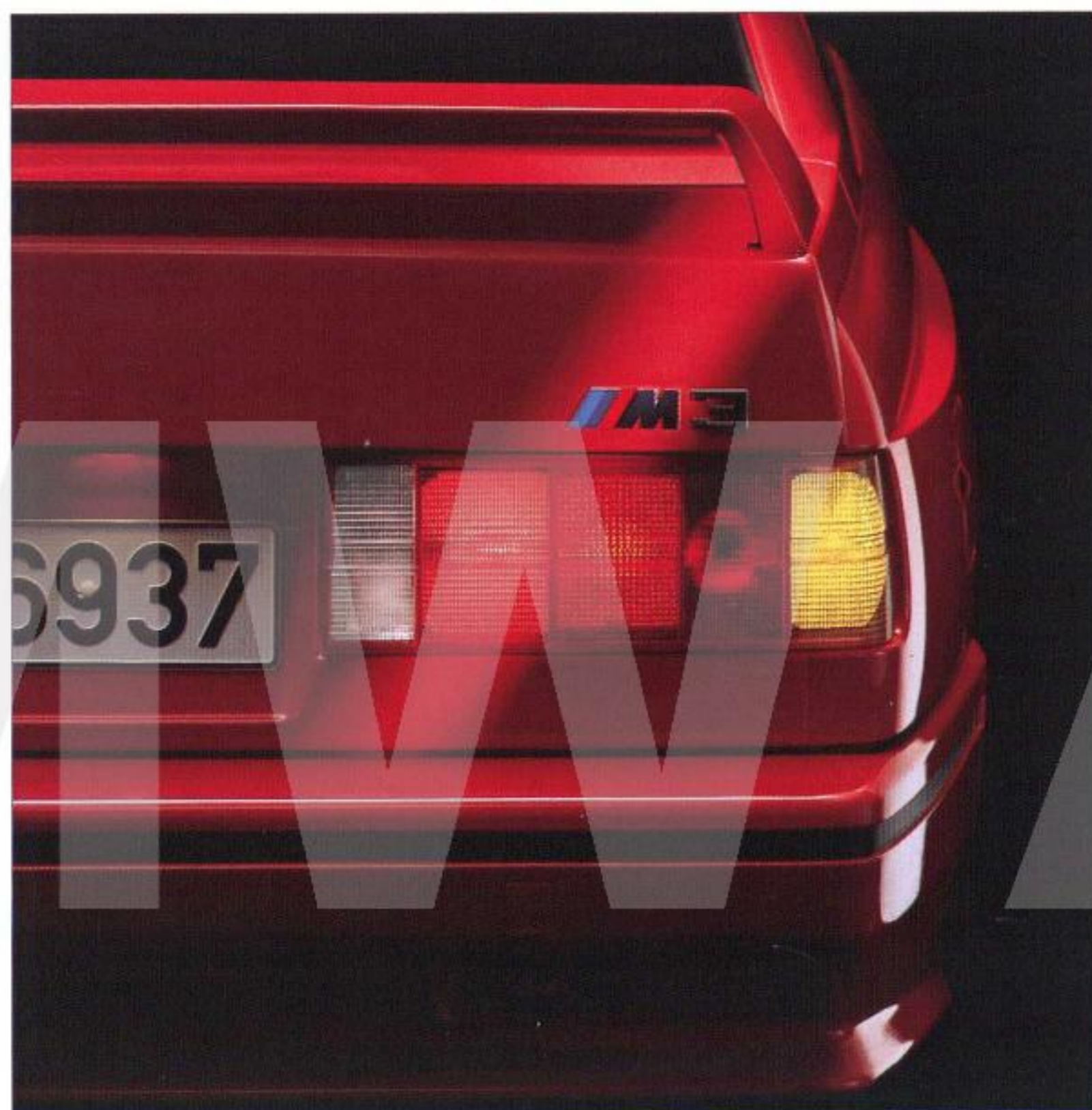
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Munich.

Specifications M3 Evolution

SPECIFICATION	M3 Evolution	
WEIGHT		
Unladen	kg	1200
Max. permissible	kg	1600
Permitted load	kg	400
Permitted roof load	kg	75
ENGINE		
Cylinders		4
Capacity	cc	2302
Stroke/bore	mm	84/93,4
Nominal output	kW/PS/1/min	162/220/6750
Max. torque/rpm	Nm/1/min	245/4750
Compression ratio/fuel grade	:1	11,0/premium leaded
TRANSMISSION		
Standard gearbox ratios I/II/III/	:1	3,72/2,40/1,77
IV/V/R	:1	1,26/1,00/4,23
Final drive ratio	:1	3,15
PERFORMANCE		
Drag coefficient	C _w	0,33
Top speed	km/h / mph	243 / 151
Acceleration 0-100 km/h (62 mph)	s	6,7
0-1000 m	s	27,1
Flexibility 80-120 km/h (50-75 mph) with sports transmission	s	8,8
WHEELS		
Tyre dimensions		225/45 ZR 16
Wheel dimensions		7 1/2 J x 16
Material		Metal alloy

Unladen weights apply to vehicles with standard equipment. Special equipment increases these figures.



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**The ultimate
driving
machine**