



For Release: October 2006

2006 BMW M5

Technical Specifications

General

Curb weight, lb.	4012
Weight distribution, front/rear, %	52.2/47.8
Wheelbase, in.	113.7
Track, front/rear, in.	62.2/61.7
Length, in.	191.5
Width, in.	72.7
Height, in.	57.8

Body

Type	4-door sedan
Aerodynamic drag coefficient	0.31
EPA size classification	Midsize

Accommodations

Seating capacity, persons	5
Shoulder room, front/rear, in.	57.3/57.2
Head room, front/rear, in.	37.7/37.8
Leg room, front/rear, in.	41.5/36.0
EPA passenger-compartment volume, cu ft.	99.1
EPA cargo volume, cu ft.	14.0 ¹

Engine & electrical

Engine type	DOHC (4-cam) 40-valve V-10, high-Pressure Double VANOS ² steplessly variable valve timing, 10 individual
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¹ – Can be expanded via available folding rear seats.

² – VANOS = **V**ARIABLE **N**Ockenwellen **S**teuerung = variable camshaft control, or variable valve timing.



	electronically controlled throttles with P400, P500 & P500 S settings
Bore x stroke, mm/in.	92.0 x 75.2/3.62 x 2.96
Displacement, cc/cu in.	4999/305
Compression ratio	12.0:1
Power @ rpm, hp	500 @ 7750
Torque @ rpm, lb-ft.	383 @ 6100
Engine-management system	MS S65 with ionic-current knock control, variable valve timing, electronic throttles, variable maximum power level, g-sensitive lubrication system, oil-level/temperature sender, variable tachometer warning segment, catalyst protection & other functions included in control strategy
Fuel requirement	Premium unleaded
Fuel capacity, U.S. gal.	18.5
Battery capacity, amp-hr.	90
Alternator output rating, amp./W	170/2380

Drivetrain

Drive system	Front engine/rear-wheel drive
Sequential Manual Gearbox (SMG)	Electrohydraulically actuated, electronically controlled 7-speed, with 6 Sequential & 5 Automated shift programs; twin-disc clutch
Ratios: 1st	3.99:1
2nd	2.65:1
3rd	1.81:1
4th	1.39:1
5th	1.16:1
6th	1.00:1
7th	0.83:1
Reverse	3.99:1
Final drive ratio	3.62:1

Chassis

Body/frame construction	Unitized; aluminum front end, otherwise steel
Front suspension	BMW M sport suspension in aluminum; struts, double-pivot lower

	arms, coil springs, electronically controlled twin-tube gas-pressure shock absorbers with Normal, Comfort & Sport modes, anti-roll bar, subframe, thrust plate
Rear suspension	BMW M sport suspension in aluminum; 4-link Integral system, coil springs, electronically controlled twin-tube gas-pressure shock absorbers with Normal, Comfort & Sport modes, anti-roll bar
Steering type	Rack & pinion, Servotronic vehicle-speed- sensitive power assist with Comfort & Sport assist levels
Overall ratio	Variable; mean ratio is 12.4:1
Turning circle, ft.	40.7
4-wheel compound, ventilated & cross-ventilated disc brakes:	
Front, diameter x thickness, mm/in.	374 x 36/14.7 x 1.42
Front calipers	Aluminum
Rear, diameter x thickness, mm/in.	370 x 24/14.6 x 0.94
Rear calipers	Cast iron
Wheels	Cast alloy, 19 x 8.5 front/ 19 x 9.5 rear
Tires	255/40ZR-19 front / 285/35ZR-19 rear special performance ³

Chassis (cont.)

Stability-enhancement system	Dynamic Stability Control (DSC), including all-speed traction control, electronic brake proportioning, antilock braking (ABS), cornering/braking stability enhancement,
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³ – Due to low-profile tires, please note: Wheels, tires and suspension parts are more susceptible to road hazard and consequential damages. The M5 is not equipped with a spare tire and wheel. Performance tires are not recommended for driving in snow and ice conditions.

Standby,

Dynamic Brake Control, Brake
Brake Drying, Start-off Assistant
& M Dynamic mode;
M Variable Differential Lock

Performance data

Acceleration, 0-60 mph, sec. ⁴	4.5
Top speed, mph	155 ⁵
Fuel economy, EPA est.. MPG, city/highway	12/18

⁴ – BMW AG test results. Actual acceleration results may vary depending on specification of vehicle; road and environmental conditions; testing procedures and driving style. These results should be used for comparison only, and verification should not be attempted on public roads. BMW urges you to obey all posted speed limits and to please wear your safety belt at all times.

⁵ – Electronically limited.