

**525i 535i**





**The spirit of a  
new age.**







Attractive at first sight. Beautiful to behold, fast and sleek — the typical

BMW look re-defined. Unmistakable: ellipsoid-tech-

nology dual headlights and kidney-shaped radiator

grille. The powerful, unique lines of an equally unique car.

**F**rom its earliest days, the automobile has provided one of the most visible displays of technological achievement. At no other time in its 100-plus years has that been more true than today. From dramatic new wind tunnel-devised shapes to electronically controlled anti-lock braking systems to on-board computers, the automobile is a hands-on technological showcase.

But because the automobile has reached such a level of technological sophistication, further advancements are more and more difficult to obtain. Today, even small steps demand a level of dedication and a commitment of resources only a handful of manufacturers are willing to make. A truly significant step, a genuine thrust into the future, requires even more.





Dedication and commitment to take not only small steps, but to expand the envelope of the possible has always been at the heart of the BMW philosophy. BMW is a company that knows where it's going. It has a clear picture of the automotive world and its place in it, on into the 21st Century. That picture shows a long-term commitment to building automobiles that set the standards for their class in style, in comfort, in performance, and in the purity of the driving experience they provide. And always, a commitment to technological leadership. Nothing could demonstrate that philosophy at work today more convincingly than the new 5-Series.

The new look is bold, but not pretentious. It is aerodynamically efficient, without the unsettling look coming out of some wind tunnels these



Equally attractive inside. With large and clear analog-face instruments in the

driver's primary line of vision. For man/machine communi-

cation according to the BMW principle. Priority-based in-

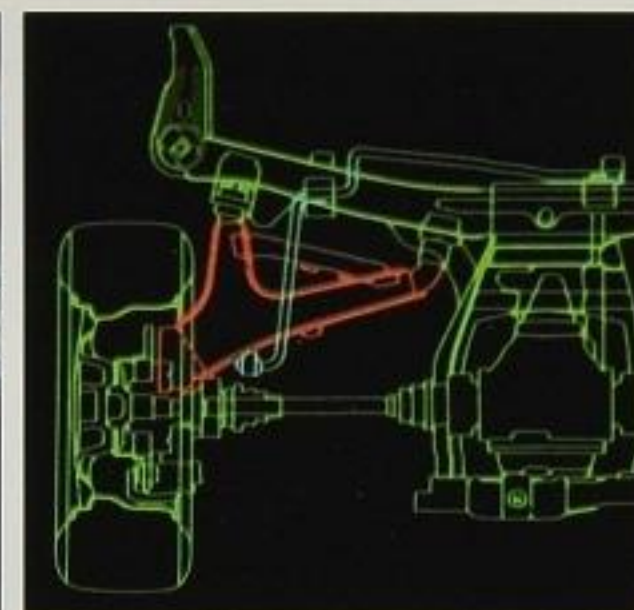
formation for concentrating on the essential.



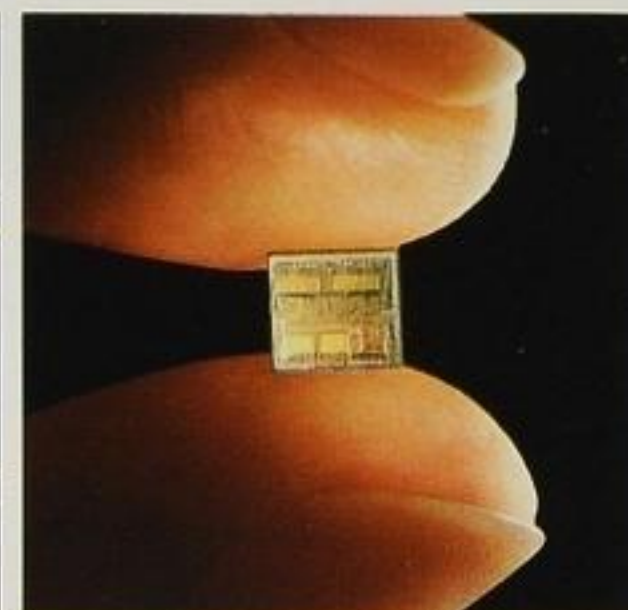




Where all the power comes from. All models in the new 5-Series are powered exclusively by straight-six engines. Dynamic, silky-smooth and superior in every respect.



Where all the power is controlled. Sophisticated engineering for utmost precision in wheel geometry and suspension control. Exemplary handling and road safety.

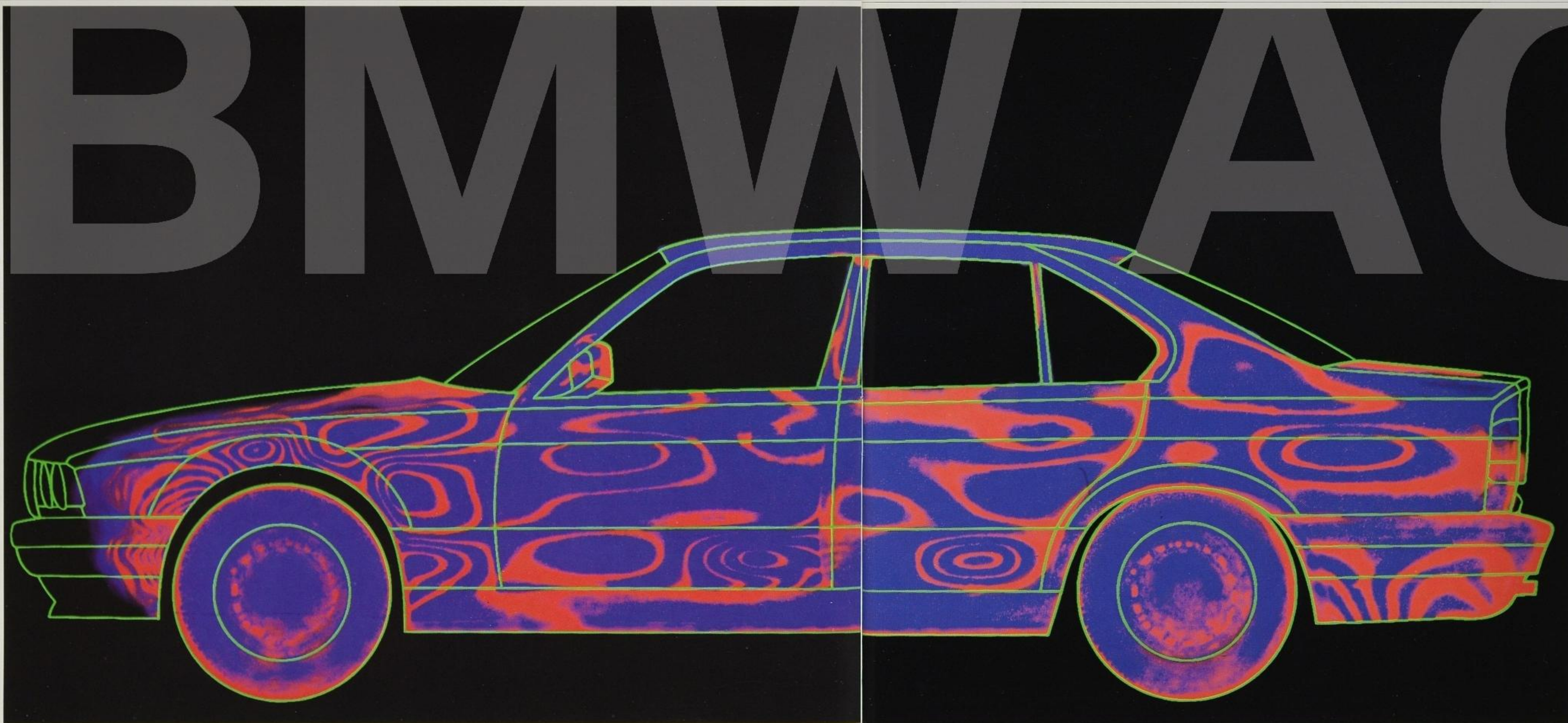


Precision in function and safety. Intelligent electronic systems with fascinating potentials. Accurate control, careful supervision and perfect coordination of all functions to provide an optimum balance of performance.

days. It exudes the traditional air of BMW precision and attention to detail, but when seen alongside its predecessor and its contemporaries, is obviously the leading proponent of this school of aerodynamic design. The shape of the new 5-Series is a significant step.

That continuing dedication and commitment to taking something good and making it better has given the new 5-Series cars unprecedented levels of handling and performance.

The new 5-Series has established the standards of the performance sedan. It has set new benchmarks for aerodynamic design, engine performance and handling. And it has opened up a new world of driving pleasure.



Precision in production and finish. Quality is an inherent element of the new 5-Series. In BMW's ultra-modern Noise Control Center, for example, laser scanners are used even in the development phase to determine all sources of noise throughout the car. Comprehensive testing without compromises for supreme overall quality.



# Sporting elegance.



**T**he spirit and character of a car company are displayed in many ways. The most immediately apparent is in the way its products look. Never before has the spirit and the character of BMW been more apparent than in the design of the new 5-Series.

Here is a car whose every line, every subtle nuance of shape, every bend and curve of sheet-metal dramatically says this is a BMW like no other.

This exciting new look didn't suddenly spring full-blown from the design studio. It is the result of BMW designers and engineers approaching the challenge with some specific points in mind. Their efforts would have to produce a dramatic new look that was aerodynamically efficient, but at the same time, it would also have to retain the familiar BMW look and have that special blend of elegance and sportiness long associated with the name.

Their efforts speak for themselves.

The new 5-Series is 18 percent more efficient in moving through the air than its predecessor. Its drag coefficient of 0.31 (or 0.32, depending on the model), was achieved without resorting to the super-aero type of design which would be totally inappropriate.

In addition, the new bodywork reduced lift at the front wheels by 30 percent and the effect of cross-

noise inside the car.

(Although the current trend in aerodynamics is to do away with conventional rain channels in the roof, without them, water has a disconcerting way of dropping on seats and people when the doors are opened. There was never any doubt they would be on the 5-Series.)

The doors, which open especially wide and stay open at any of three different positions, are triple sealed to keep out wind noise.

There are even aerodynamically designed features well out of sight. The underside of the floor pan is virtually flat — even the exhaust system is tucked out of the way — so nothing interrupts the smooth flow of air under the car.

All this was accomplished without compromising those familiar design features so important if the new 5-Series was to retain its family resemblance.

The familiar dual-oval grille is still there, but it has been slightly reshaped and given a body-color

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**Consistent improvement in the wind tunnel for enhanced stability in crosswinds.**

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winds by up to 30 percent, greatly increasing stability at highway speeds.

The shape of the windshield pillar, the design and location of the roof rain channels, the bonded flush windshield and rear window and the near-flush side windows all contribute to aerodynamic efficiency and, very importantly, play a key role in the reduction of wind





surround. The 5-Series retains its trademark dual round headlights, although the low beam lamps are of the new ellipsoid design that project light further forward and to the side.

The traditional reverse-curve of the rear-window post is quite evident, but the post has been thinned and slanted more steeply to give the car a sporty coupe-like roofline uncommon on a sedan.

Other less obvious but also significant features of this new design include fully integrated body-colored bumpers that provide excellent impact protection. The rear bumpers prevent body damage in impacts up to 5 mph. At the front, BMW's exclusive impact boxes literally back up the bumpers to avoid extensive damage to the body and chassis at speeds up to 9 mph. In head-on collisions, the only parts to permanently deform are the easily replaced impact boxes. This system, exclusively BMW's, provides protection far beyond that required by regula-

tions, and is another indication of the innovation that has gone into the new 5-Series.

The new body design also has dramatic wheel-opening flares that emphasize the wide wheels and tires, which help give the car its solid, muscular stance.

**Compared with the previous model, drag coefficient has been reduced by as much as 18%. A Cd value of 0.31/0.32 is recorded for the 525i/535i. Despite the deliberate refusal on BMW's part to go in for extreme body aerodynamics, the new 5-Series has the lowest drag coefficient of any BMW model.**



Although there is a trend these days towards monochromatic trim, the 5-Series uses discreet chrome accents to set off black mouldings and trim.

A spacious trunk opens down to the rear bumper for ease of loading and unloading, and the

trunk lid, supported by two gas struts, has an integrated functional rear spoiler. The trunk is fully lined, there's a fold-down tool kit on the underside of the lid, and the floor is absolutely flat for maximum carrying capacity.

Safety, of course, was always a

priority in creating the new design. That's why there is a two-foot-long crush zone at the front to absorb impact forces and isolate the passenger compartment. The passenger compartment itself has been given phenomenal strength from the use of large-section structural

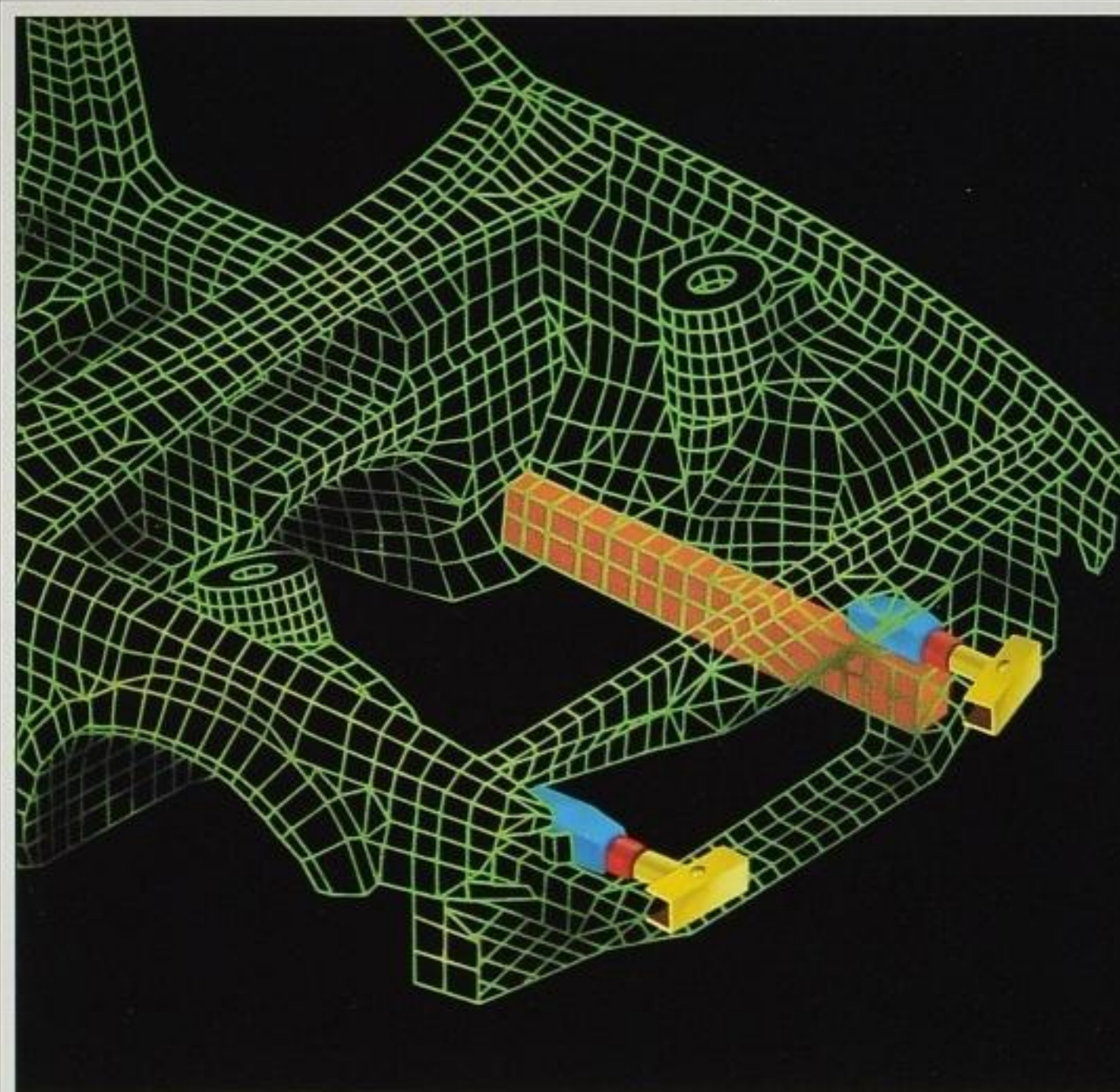
members in the doors and computer-designed reinforcements in the center tunnel. Overall, the body is significantly more rigid than previously possible, which not only increases the traditional BMW feeling of solidity, but also lets the suspension work more accurately from a more firm platform.

Body rigidity was also improved by using a few large compo-

**Impact boxes absorb impact energy and minimize the cost of repair.**

nents instead of many small ones, which keeps the number of welding points to a minimum. Using advanced computer simulation models in the design phase (computer-aided design or CAD), it was possible to achieve a high level of rigidity and strength without adding extra weight.

The entire body-chassis struc-



**The front end of the bodyshell. Acting as part of a carefully conceived safety system, the impact absorbers and impact boxes protect the body from major damage in collisions up to 9 mph. Optimum protection for all the main body components.**



ture was designed so anti-corrosion materials can reach every exposed area when the body and chassis are treated during manufacture. High-exposure areas are fabricated from galvanized steel, and of course, full undercoating is standard. The result is a body so effectively protected from the elements — natural and man-made — it is warranted against rust perforation for 3 years/36,000 miles.

The challenge was to design an automobile that was true to the BMW tradition while at the same time that next step beyond contemporary. To create an automobile that embodied all that had come to make BMW sedans the standard of the world, and at the same time set new standards. The challenge was met.



Stylish lines. The body of the new 5-Series shows how harmonious and beautiful even an extremely functional car can be. The new 5-Series provides a unique synthesis of modern styling features. It combines a drag coefficient down to 0.31 with unmistakable looks. Its streamlining accepts no compromises in overall visibility, pleasant temperatures inside the car and exemplary stability in crosswinds. Utmost precision in development and production guarantees the outstanding overall quality of the 5-Series. A car which at very first sight reveals its special character.





## The thrilling sound of power and refinement.

**T**here is something very special about BMW 6-cylinder engines. It has to do with a combination of sensations: the pressure of back against seat

when the throttle is opened; the uncanny smoothness that's only possible from an in-line configuration; the unmistakable sound that, once experienced, is instantly

recognizable. A BMW 6-cylinder engine is a serious sensory treat.

The engines in the new 525i and 535i are true to those traditions. But while they are classic

examples of traditional BMW engineering, they are also the result of state-of-the-art BMW technology that has optimized power and efficiency.

Some basics: BMW refuses to follow the crowd simply because the crowd is following a currently popular course. In a world of proliferating V6 engines, BMW is firm on a long-held position: an in-line 6-cylinder is one of the smoothest engine configurations of all, and considerably smoother than a V6.

Similarly, BMW has proven over the years the definite advantage of a single overhead camshaft with valves arranged in the

head in a V-formation for efficient, clean combustion.

A crossflow aluminum cylinder head with long intake runners means better overall engine breathing and an optimum charge at low speeds for better low-end

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### Perfect interplay of unique technology and electronic control

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torque. Aluminum saves weight and improves heat dissipation.

Starting with those basics, BMW engineers have taken these powerplants to remarkable levels

of sophistication.

The smoothness inherent in the in-line-six configuration has been enhanced with the use of 12 counterweights on the crankshaft running in seven bearings that virtually eliminate any remaining vibrations. Back in the late seventies, BMW realized that to maximize engine performance to meet the demands of low emissions and high fuel economy without sacrificing performance, engineers would have to rely on then-undeveloped electronic engine management systems. That led to the development of BMW's Digital Motor Electronics (DME) engine manage



## POWERTRAIN

ment system, which, with the new 5-Series, is now in its third generation.

DME, through 20 sensors and interfaces, determines the car's running condition by monitoring such conditions as fuel and air mixture, engine load, composition of exhaust gases, engine speed, coolant temperature and so forth. By analyzing the data and comparing it to various programs, the system "manages" the engine to insure optimum performance in all conditions.

As part of its development program, DME has learned to learn. It does not just run through fixed programs, making basic decisions. It compares actual measurements

with programmed target data and reaches its own conclusions.

For example, if operation at high altitudes has caused the system to repeatedly adjust the idle mixture to compensate, DME recognizes that a new basic idle mixture is needed. It adjusts the electronics in charge of fuel and air accordingly to make the non-standard condition standard, thereby eliminating the need for constant readjustment.

DME also has a self-diagnosis capability that recognizes a malfunction and stores the information in its memory for later diagnosis by a BMW service technician. And, unlike most other electronic engine systems, DME

provides a get-you-home capability that lets the car be driven in the event of certain malfunctions.

DME is a bit like having your own BMW engineer on board.

The 525i is powered by a 2.5 liter engine that delivers an impressive 168 horsepower at 5800 rpm and 164 pound-feet of torque at 4300 rpm. That's good for a top speed on the BMW test track of 135 mph\*. At low speed, this engine's quiet smoothness belies a potential quickly revealed when your right foot goes down.

The standard transmission for the 525i is a Getrag 5-speed manual overdrive with gear ratios specially selected to make optimum use of the engine's performance charac-

teristics. A ZF 4-speed automatic is also available.

The manual transmission now has an acoustically decoupled shift lever for quieter shifting, and a vibration damper at the output end to eliminate "gear rattle" at low speeds. A pummel-shaped shift knob gives a more comfortable grip.

Power for the 535i comes from the same 3.5 liter engine found in the 735i and the 635CSi. Although unchanged in displacement, this version of the 3.5 engine produces considerably more power than earlier versions. Specifically, 208 horsepower at 5700 rpm versus the 182 horsepower at 5400 rpm it produced in the previous 535i.

## POWERTRAIN

Peak torque of 225 pound-feet is reached at 4000 rpm.

This dramatic increase in horsepower from essentially the same engine comes from a higher compression ratio — 9.0 to 1, up from 8.0 to 1 — refined combustion chambers, larger intake valves and a low-back-pressure catalytic converter. On the test track, the 535i has demonstrated a top speed of 143 mph\*, with 0—60 mph clockings of 7.6 seconds.

The standard transmission is the same Getrag 5-speed manual used in the 735i. It has wide, precision-machined gears for quiet operation, improved synchronizers for no-grind shifting and the acoustically decoupled shift lever and

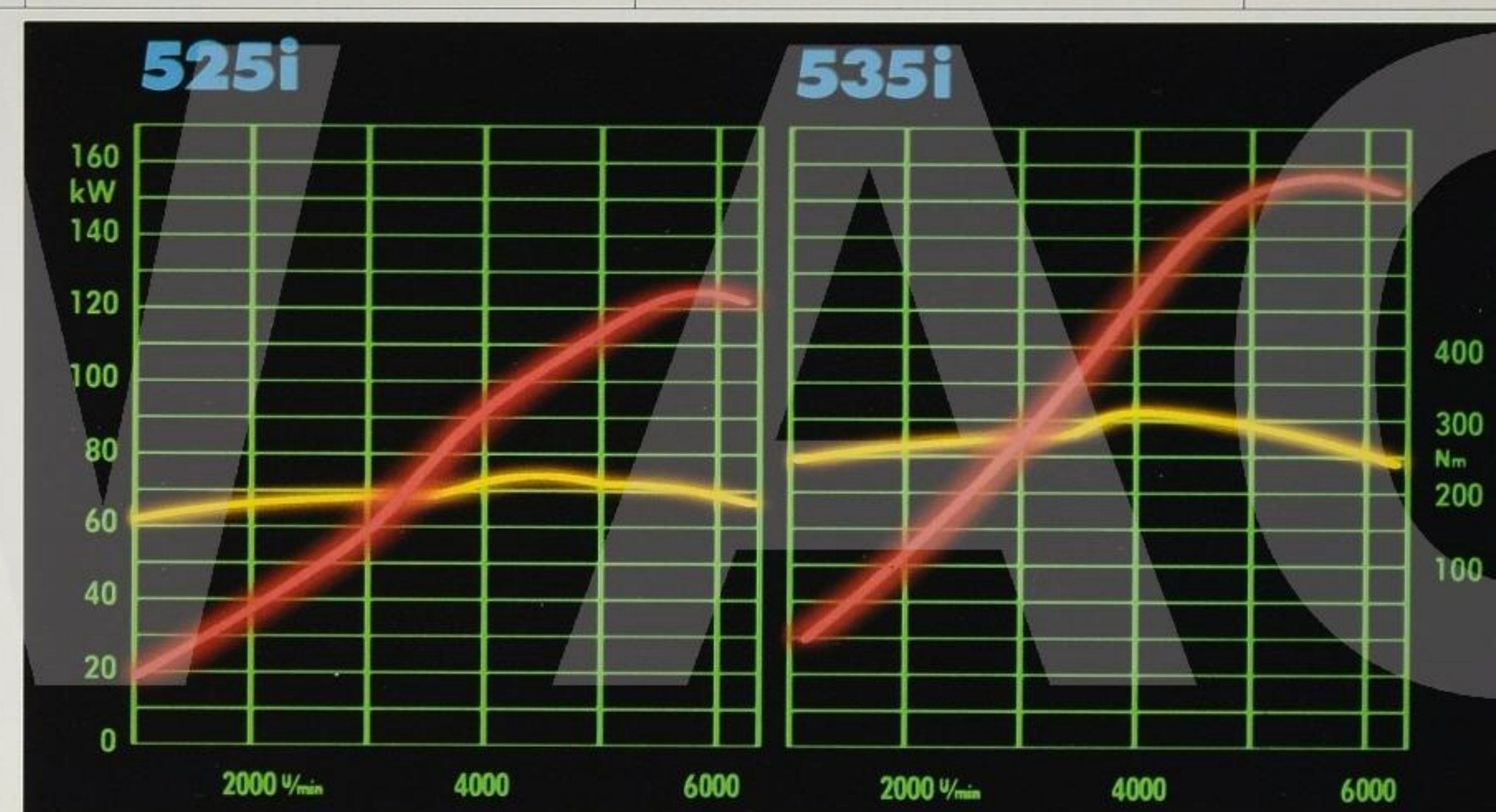
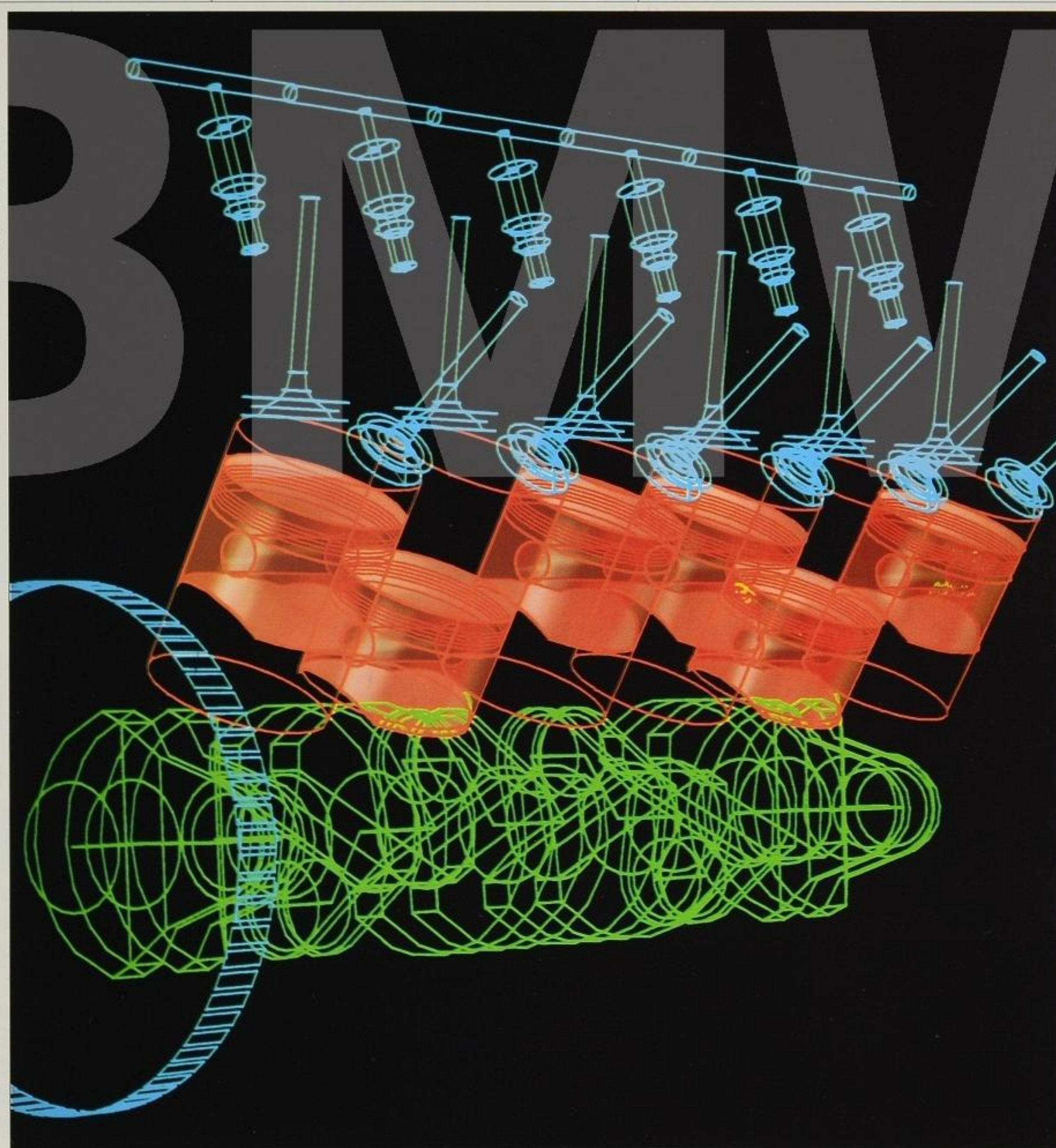
pummel-shaped shift knob.

The electronically controlled 4-speed automatic transmission for the 535i has three different shift modes: Economy, with lower rpm shift points for the most fuel-efficient cruising; Sport, with higher shift points for better acceleration; and Manual, which holds the transmission in a selected gear.

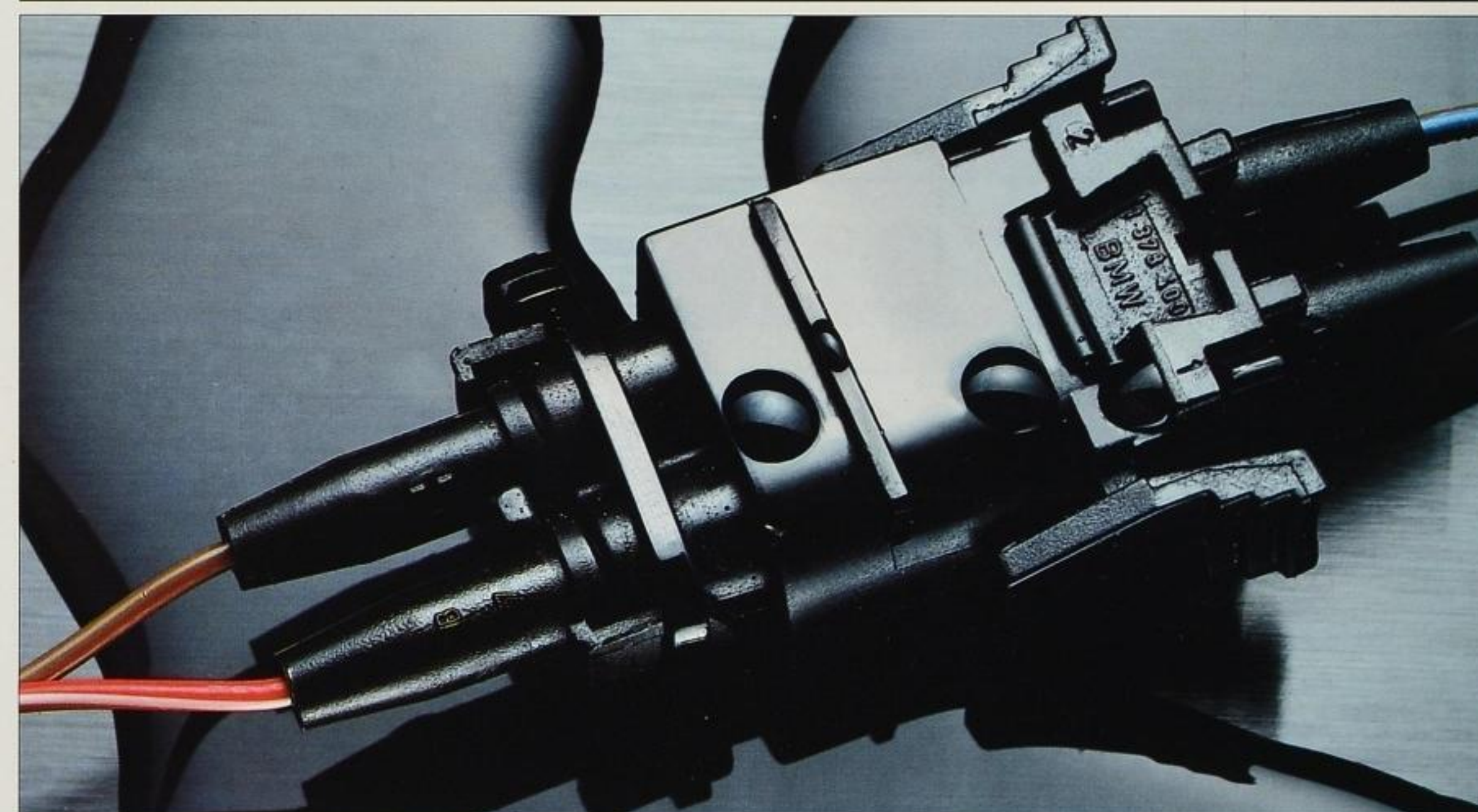
These two engines, with their carefully matched transmissions, dramatically demonstrate what BMW engineering combined with the latest in engine-management technology can mean in the smooth, quiet and efficient development of horsepower. After all, BMW's middle name is Motor.

\* BMW does not condone exceeding posted speed limits.

**Six cylinders inline.** BMW has a very good reason for using this engine concept for 2.5 and 3.5 liters. For it provides a particularly good balance of all mass forces — the engine remains virtually free of vibrations throughout its entire speed range.



The torque and power curves clearly reveal the characteristics of the engines. The torque curves are flat and smooth, proving the cars' superior acceleration even from very low speeds. The power curves underline the dynamic performance the engines have to offer. Power comes easily and quickly, with each engine revving up almost immediately to its power peak.



The new connectors for electronic components. A good example of that typical BMW perfection. Maximum resistance to moisture and other adverse effects. For optimum functionality and reliability.





## At one with the road.

**D**riving a new 5-Series is to experience the relationship between driver, car and road as it is meant to be. Only in this new series of automobiles have all the component parts, all the various systems been engineered, developed and refined to make the whole so much more than the sum of its parts.

The suspension of the new 5-Series, certainly one of the key parts of that whole, is a remarkable example of how BMW technology has been able to reach two solutions in one. It provides a safe, secure and comfortable ride during gentle motoring, and is ready with tenacious road-holding and outstanding cornering ability when driving becomes more spirited.

It all begins with that more rigid body structure mentioned earlier. The increased rigidity resists the flexing and twisting of the body and chassis — the tor-

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**Longer, wider, stronger —  
a suspension that sets new  
standards**

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sional forces — that suspension engineers have always fought. That gives the suspension a more stable platform from which to work, and that in turn allows it to be more effective in dealing with whatever the road throws at it.

The ride and handling of the new 5-Series was also improved

by some changes in basic dimensions. The wheelbase was lengthened 5.4 inches and the track — the distance between the centers of wheels on opposite sides of the car — widened by 1.4 inches in front, 0.6 inches at the rear. These changes not only increased interior room, but the wheelbase increase provided a more comfortable ride and the increase in track improved cornering stability.

Weight distribution is a critical factor in the way a car rides and handles. A front-engine car typically has more weight on the front tires than the rear, which adversely affects cornering on any surface and traction in slippery conditions. The new 525i and 535i have a



50/50 weight distribution, and that means neutral, responsive handling and improved traction.

BMW's unique, patented dual-pivot front suspension has been refined for the new 5-Series to provide even better performance. A small positive steering offset means good steering feel and control under all road conditions, and minimal front-end dive under braking.

Large steering caster gives outstanding straight-line tracking and excellent return action of the wheels coming out of curves. A more rigid front subframe has increased the rigidity of the entire front suspension system to make it react with even greater precision. Mounting the coil springs and shock absorbers separately has improved ride comfort on small road irregularities.

The Track Link rear suspension — independent semi-trailing arms with helical-action outer links — has some inherent advantages not found in other designs. Its basic geometry has been set to provide precise and predictable handling in cornering and emergency maneuvers without compromising ride comfort on all road surfaces. It minimizes rear squat under hard acceleration. Despite its capabilities, it's quite simple, which makes it easy to repair and maintain.

To reduce the transmission of noise into the interior, the rear axles have been carefully isolated from the floorpan; the final drive (differential) rests in dual elastic mounts; and the driveshaft is isolated within the rigid floor pan. You will feel the operation of the suspension and drivetrain, and you will be impressed by it, but you won't hear it.

Both front and rear suspensions use twin-sleeve, gas-filled shock absorbers previously available only on the high-performance M5. Pressurized gas inside the shocks prevents the working fluid from foaming so they maintain control even in fast driving over very rough roads. The twin-tube design allows different degrees of control for comfort over gentle

bumps and more firm control over sharper ones.

Although the springs and shock absorbers have been calibrated to provide a firm and sporting ride that is at the same time comfortable, the 535i's suspension has been calibrated to be slightly more sporting overall than the 525i's.

Steering is an integral part of a suspension system. It's the direct link between the driver and the road. The precision with which it relays commands to the front wheels and, in turn, tells the driver what the wheels are doing, is critical.

The steering system in the new 5-Series is a further refinement of the variable-assist, recirculating-ball power steering. It increases assist at low engine speeds for ease in parking and around-town maneuvering, and reduces assist at higher engine speeds for more

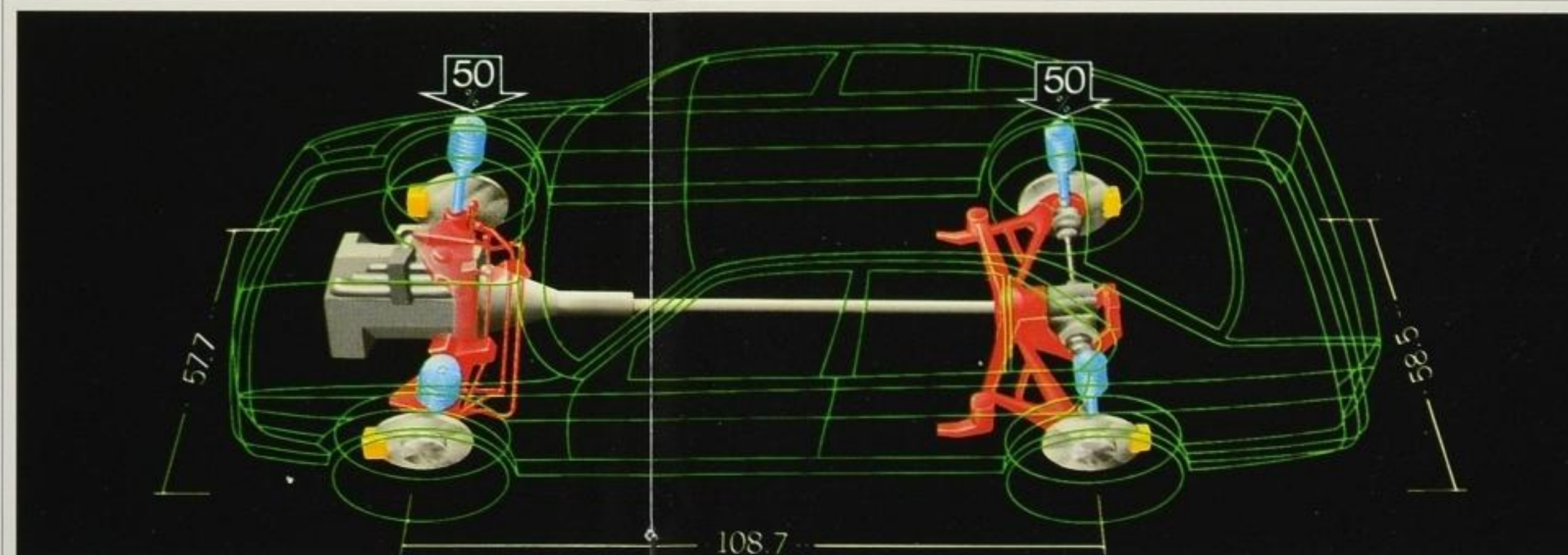
#### Excellent traction even under adverse conditions.

precise control in cornering and highway driving when a better feel of the road is required.

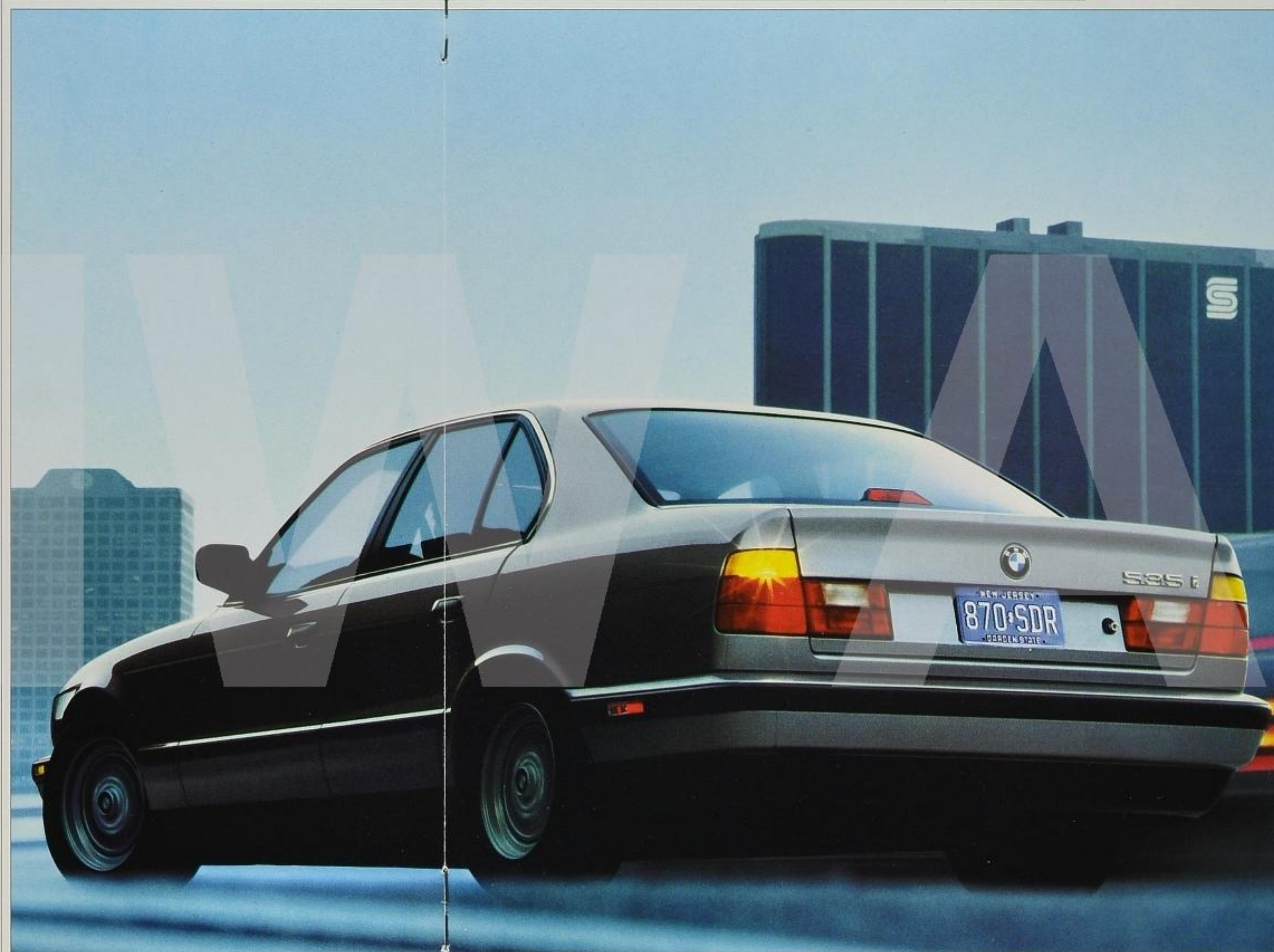
To give the new 5-Series a braking capability to go with its improved levels of performance and handling, larger ventilated disc brakes have been fitted on all four wheels. At 11.9 inches in diameter in front, 11.8 inches in the rear, these brakes are by far the largest in the 5-Series class. The result is greater stopping power and resistance to fade. The disc brake pads, by the way, are asbestos-free.

An anti-lock braking system (ABS) is standard on the 525i and 535i. The system, pioneered by BMW, has been improved for better braking under low-speed, low-grip conditions.

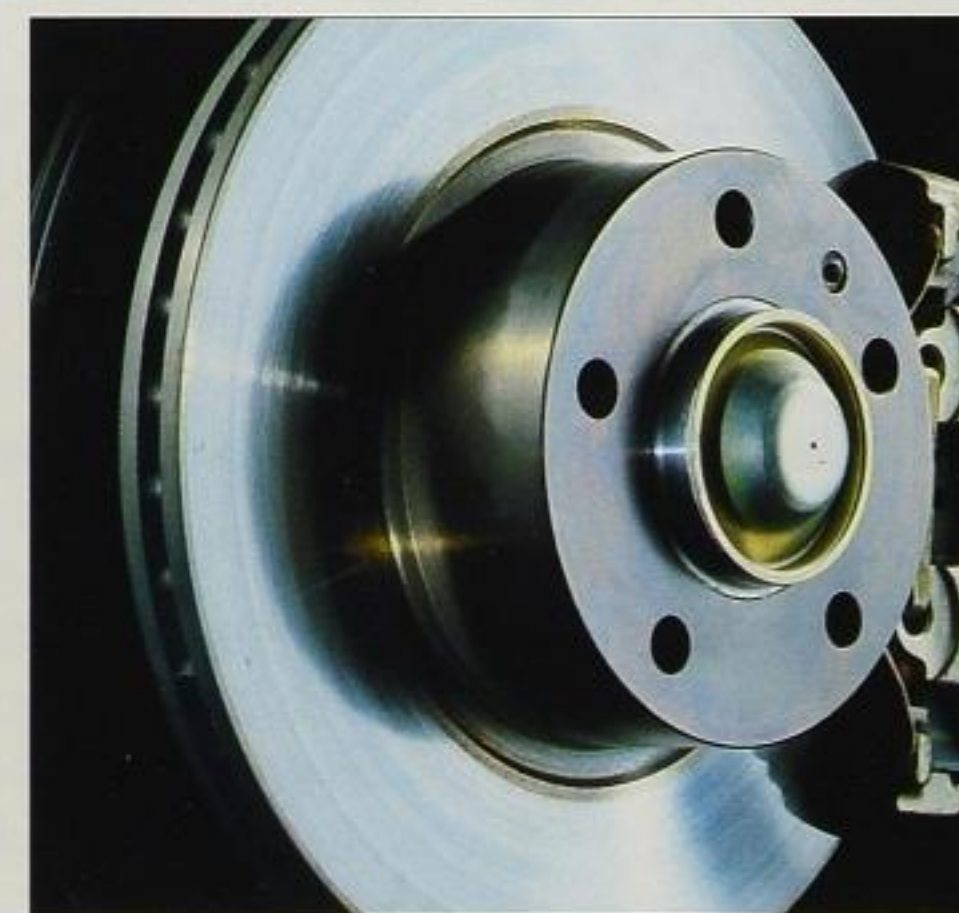
ABS, which prevents the wheels from locking under hard braking, eliminates the out-of-control skidding frequently associated with wheel lockup, allows the driver to steer in emergency braking situations and reduces braking distance.



**Ideal axle load distribution. Exactly 50% of the car's weight on each of the two axles is absolutely ideal with a front-mounted engine and rear-wheel drive. The benefits are safe handling, optimum stability at all times and good traction.**



**Four-speed automatic transmission with electronic/hydraulic (EH) control available on the 535i. With top speed in 4th gear. Three individual driving programs to meet all the driver's requirements.**



**Disc brakes on each wheel for optimum brake efficiency without fading at any speed. Featuring 15-inch wheels, the new 5-Series has the largest brake discs of all cars in its class. An anti-lock brake system (ABS) is standard equipment on both 525i and 535i.**

If the new 5-Series cars have a more muscular look, a more sure-footed stance, give much of the credit to larger wheels and tires inside those dramatically flared wheel wells. The 525i rides on 205/65 VR 15 radials mounted on 15 x 7-inch alloy wheels. The 535i has 225/60 VR 15 radials on cross-spoke 15 x 7-inch alloy wheels. The wider, lower-profile tires improve steering precision and cornering power without detracting from ride comfort.

All these technological refinements have created an automobile that is unsurpassed in handling, steering, braking and ride comfort. In the new 5-Series, all the carefully designed and developed bits and pieces have been brought together to create an uncommonly harmonious whole, and to give you an extraordinary driving experience.





# Effortless rapport.

**E**rgonomics could be called the art of putting it in the right place. "It" in this case is the collection of dials, gauges, switches, levers and buttons a dri-

ver needs to operate a new 5-Series car easily, efficiently and safely.

BMW's ergonomic philosophy is simple. It holds that controls

should be located "naturally" where one expects to find them, or close to the function they control. They should be easily accessible, and they should be arranged

according to their importance and frequency of use. Those needed often should be close by; those needed less often can be farther away. With the 5-Series, that philosophy, with thousands of engineering and design hours behind it, has created a cockpit as close to perfect as any manufacturer has yet to come.

And with the aesthetics to match. Gauges are easy-to-read white letters on plain black dials. Surfaces are covered in handsome, non-reflective leather and leather-look materials. Edges are softly rounded, buttons plainly marked and pleasant to touch, and logically arranged. Colors are coordinated. Intersecting lines and shapes flow into one another. There is a sense of harmony, of unity that creates a pleasant as

well as efficient environment.

The large, round speedometer and tachometer are directly in front of the driver under a gracefully arched binnacle, flanked by a smaller fuel gauge on the left and

**The controls and instruments:  
clear-cut, straight-forward  
and logical.**

a coolant temperature gauge on the right. These analog instruments are now backlit and have floodlit pointers that make them easily readable regardless of the driver's height.

The Energy Control gauge is integrated into the lower edge of the tachometer and provides an instantaneous indication of fuel con-

sumption.

Directly beneath the speedometer and tachometer is the Check Control III digital display, which includes an odometer, trip odometer, automatic transmission range indicator and a read-out for 18 monitored functions (19 in the 535i with automatic transmission). Some of the warnings the Check Control III display include:

- Low brake fluid
- Handbrake on
- Low oil pressure
- Overheated engine coolant
- Low-beam headlights out
- Brake pads worn
- Low engine oil
- Low coolant
- Low windshield washer fluid
- Fasten seatbelt
- Remove ignition key.



## COCKPIT

Malfunctions are grouped into priorities. If more than one malfunction occurs at the same time, the system will display the more serious one first: engine overheating would take precedence over low washer fluid, for example.

Check Control III also tells the driver what action to take — stop at once, check owner's manual and proceed — and to make certain a warning is noticed, the brightness of the display is adjusted automatically to compensate for the brightness inside the car.

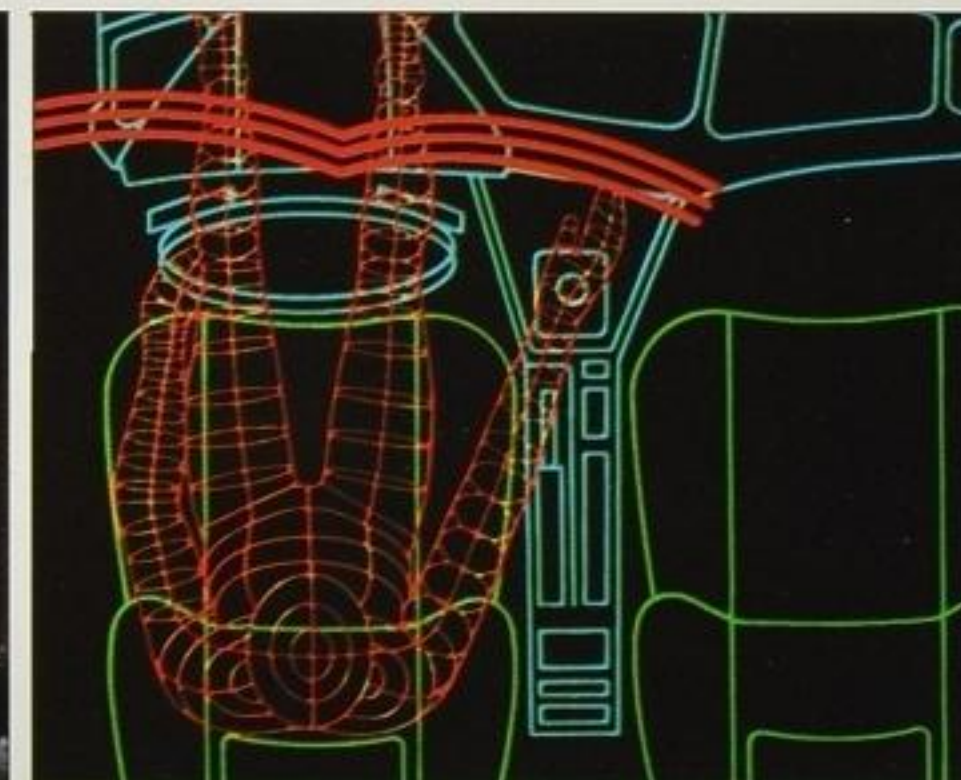
In fact, Check Control III is so thorough, it even checks itself.

The instrument cluster also contains a feature unique to BMW: the Service Indicator. Rather than have every owner stick to a strict published interval for checking or changing the oil and filter, BMW feels it is more efficient and better for the car to have the service interval be based on use. A



**The on-board computer.** A unique instrument to inform you of your short and long-term fuel consumption, the range you can presumably cover on one tank, your aver-

age speed, etc. It also warns you of the risk of black ice and safeguards your 5-Series with a special security code.



**The BMW ergonomics concept.** Where the driver always comes first. All controls are within easy reach, without moving forward in the seat. The seat is

adjustable in numerous ways to afford all drivers their own optimum position.

computer in the Service Indicator keeps track of such things as number of cold starts, steady-state highway miles and stop-and-go driving. It then alerts the driver to the need for servicing based on vehicle use.

Both 5-Series cars have a fourth generation On-board Computer to provide the driver with a wide array of information:

Time of day and date  
Average mileage for two

periods of time  
Distance to fill up  
Average speed  
Outside temperature  
Timer/stopwatch  
Arrival time  
Distance to destination  
Speed alert  
Disabling code.

The On-board Computer is in the center of the dash just above the shift lever where both driver and passenger can see it.

However, the driver doesn't have to shift his eyes that far to get information from the computer. A touch of the turn indicator stalk transfers information from the On-board Computer to the Check Control III readout.

Controls for the power windows, warning flasher and two-way sunroof are where you would expect to find them. The window controls and flasher button are on the console just behind the shift

lever. The control for the sunroof is overhead. There's a new one-touch opening feature for the driver's window and sunroof, with the sunroof control designed to eliminate confusion: slide the switch back to open the roof, forward to close it. Pushing the switch lifts the rear edge for ventilation.

All the windows and the sunroof can be closed when lock-

**All controls are within easy reach and where you would expect to find them.**

ing the driver's door from the outside by holding the key in the locked position. Who hasn't switched off the ignition only to find a window open or the sunroof not open enough?

No problem with the 5-Series. After the ignition has been switched off, the windows and sunroof

can be operated with "retained power", which is available until either front door has been opened and then closed.

The 535i has a speed-sensitive wiper pressure feature that automatically presses the wiper more firmly against the windshield, starting at 10 mph and increasing in five stages up to the car's maximum speed.

Good visibility is part of a comfortable and convenient environment, and thanks to a large glass area and slim roof pillars, the 5-Series driver's peripheral field of view is 79 percent unobstructed. The wiped area of the windshield has been increased from 68 percent to 84 percent, and on the interval wipe setting, the interval is automatically varied according to car speed, from 14 seconds below 10 mph to 4 seconds above 87 mph. Heated windshield-washer nozzles are standard.

The only way to appreciate how attention to the most minor details has created an ergonomically perfect cockpit, is to slide behind the steering wheel (5.5 degrees more vertical for a better driver-to-wheel relationship. How's that for a minor detail?) and experience it yourself.



**The cockpit of the 5-Series.** Harmony all the way. All the colors in the interior are carefully matched. The dark instrument panel avoids reflections in the windshield. The BMW cockpit is just as efficient as it looks, providing an atmosphere that will always make you feel at home.





# A sanctuary of design intelligence.

**F**eel the supple leather covering the seats. Take in the sweep of the exquisitely designed instrument panel, see how the elegant carpeting has been fitted with precision. Then notice how this hand-crafted luxury is a vital, functioning part of the automobile surrounding it. This is luxury designed to contribute to the driving experience, not detract from it. This is an interior in the BMW tradition, a tradition that has no room for trends or designer looks. No signatures on the windows, no initials on the leather. Tasteful. Subtle. And superbly functional.



The top seat belt anchorage point of the front belts moves up and down automatically depending on seat position. Optimum seat belt geometry at all times without undue pressure on the body.

The absence of noise is as much a part of a 5-Series interior as any of the things you can see and feel, so underfoot are thick velour carpets on contoured sound-proofing mats. The carpet-

ing is fitted as carefully as a custom installation in the most luxurious living room. No rough edges here.

Overhead is a handsome new moulded headliner, finished with the same textured covering used on the roof pillars. This new headliner actually increases headroom because it is thinner than previously and so follows the contours of the roof closely. Sound and heat insulation are as good as before.

Leather is the standard upholstery for both the 525i and 535i. The seats are extremely comfortable and at the same time supportive because of an all-new multi-zone construction technique





## INTERIOR

that lets the cushions conform to the occupant's body rather than vice-versa. Multi-zone means some areas of the seat are firm while other areas are much softer. This intricate combination results in comfortable support for all driving situations.

Fumbling for power seat controls and then fumbling to make

### **A car that adjusts to the driver — and not vice versa.**

the proper adjustment has been eliminated in the new 5-Series. The controls for the 10-way power seats — where your hand naturally falls — and shaped like a cushion and backrest for easy “no-look” operation. To move the seat forward; to adjust the angle of the backrest, move the backrest-shaped switch.

As the seat position changes, the shoulder-belt height automatically adjusts up or down on the window post to compensate. In the 5-Series, the seat belts are comfortable, despite the wearer's height and the seat position.

The rear belts are anchored on the inside and buckle on the outside next to the door. This unique arrangement is not only more comfortable, it keeps rear-seat passengers separated in the event of a collision.

The middle lap belt latches into the rear-window parcel shelf to keep it neatly out of the way when not being used.

In the 535i, this ergonomic seat belt system is supplemented by a driver's-side airbag in the steering wheel and an anti-submarining knee bolster.

There's more room in the back

seats as well. Leg room is up 1.6 inches from the previous 5-Series, and shoulder and hip room have increased more than 2.5 inches.

Convenience is an integral part of a good ergonomic package, and it's part of the 525i and 535i. Take interior lights, for example. For ease and safety in entering the car at night, the interior lights are switched on by pulling the driver's door handle, which also activates a heating element to de-ice the lock. When the engine is switched off, the interior lights turn on automatically if the parking or headlights were — not are, but were — on. They will stay on for 20 seconds after the doors have been closed, but, to prevent a dead battery, they will stay on no more than 15 minutes if a door isn't quite closed.

Looking after the climate inside the 5-Series is an entirely new system that thinks for itself. Once

### **Temperature controls with an almost human touch.**

a temperature is selected, a computer using five sensors keeps track of inside and outside temperatures and adjusts accordingly.

There's more. Separate controls for the left and right side enable the driver and passenger to select their own climate individually.

A four-speed blower provides 20 percent greater airflow than previously, and does it more quietly. In comparison tests, the 5-Series beat out all competitors in both cool-down time and final interior temperature.

Little things mean a lot, and in the interior of the 5-Series, atten-

tion was given to the little things.

There are eight storage spaces available. A grab handle folds into the headliner over each door. In the event of a collision, a sensor unlocks all doors, switches on the interior lights and activates the emergency flashers. There are illuminated makeup mirrors in both sun visors and a parking-receipt ticket pocket in the left sun visor.

Attention to details, big and small, is the BMW way. The more time you spend inside a new 5-Series, the more you realize just how close that attention to details has come to creating the perfect driving and riding environment.



Electronically controlled heating/ventilation. Separate controls for the driver and front passenger. Perfect distribution of air. Extra-large, quiet, infinitely adjustable radial blower.





Elaborate testing. The quality of the materials and the overall finish of the car are verified by highly accurate tests. Sensitive measuring systems detect even the smallest source of noise, which is then eliminated before the car goes into production.

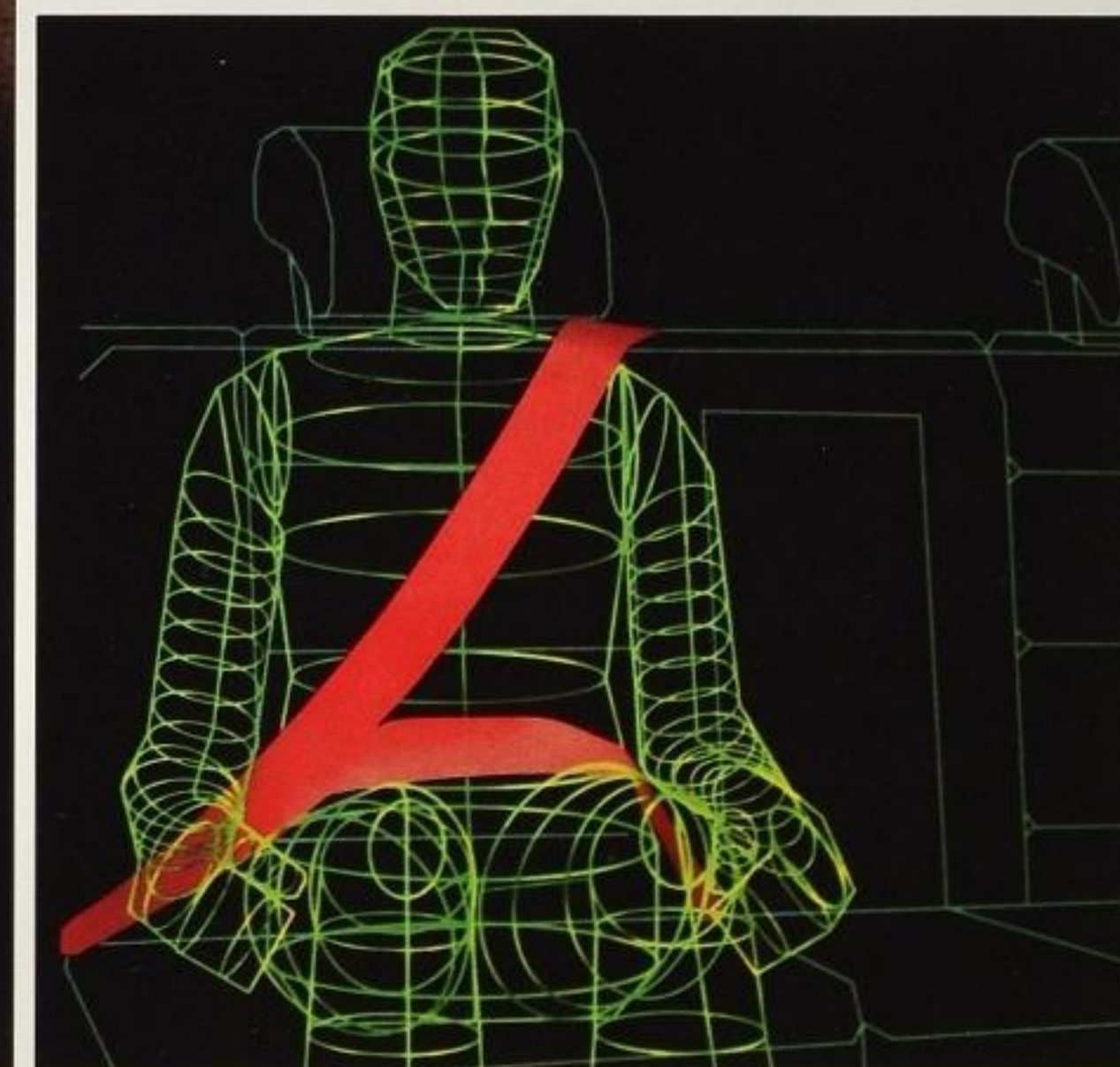


The luggage compartment. Extending right down to the bumper, the trunk

lid provides very good loading access. The spacious luggage compart-

ment is carpeted throughout with felt padding. The trunk lid is also lined and

houses a neatly integrated toolkit.



The ergonomic belt system. With their locks at the outside, the seat belts make sure that the passengers remain separated in the event of a collision. A further benefit is that the belts can be locked and unlocked with only one hand.





# A commitment to performance.

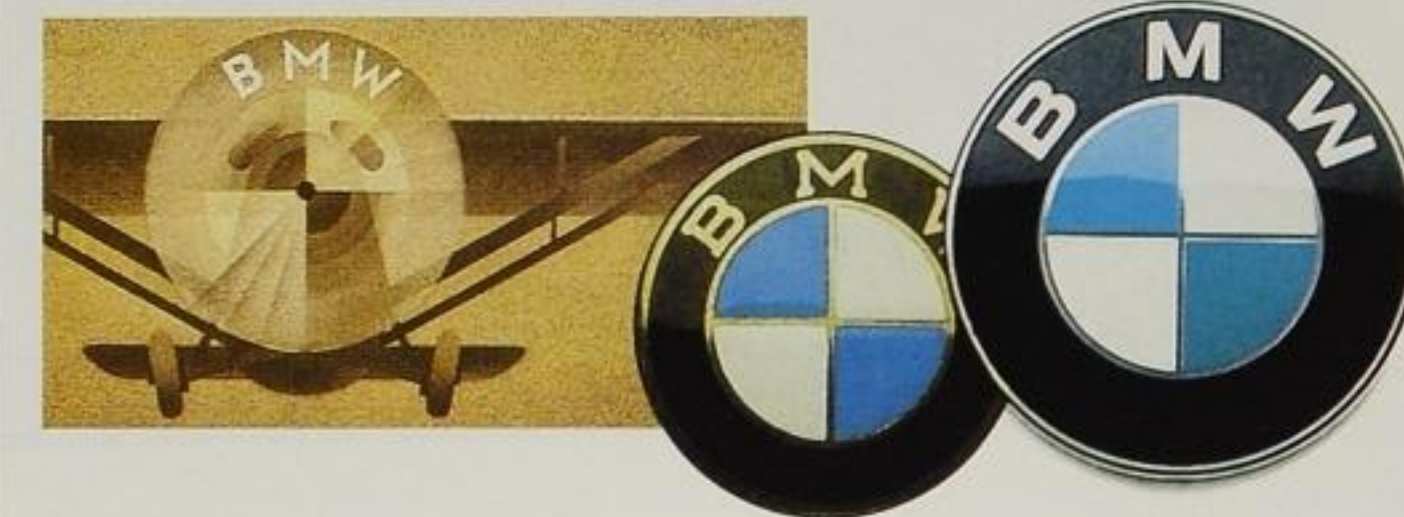
**A**n automobile is more than just the sum of its parts. It is a technical composition that evolves slowly but surely in countless hours of painstaking development. In the designer's initial studies on the drawing board, in the engineer's research and development center and in the factory itself, where new, more efficient production concepts are checked and considered. For the new 525i and 535i, long-life reliability began with precision design proven in facilities like the BMW Aerothermal Test Center. Design, styling, quality,

engine performance and suspension technologies thus become the unmistakable features that shape an automobile.

We readily admit that we're a bit proud looking back at some fastmoving years at BMW. Just consider the automobiles built in this era. Sports cars able to shatter their rival's dreams. And, of course, sedans with that genuine touch of class. Featuring that unique blend of performance and luxury that has been typical of BMW. And still is today. Which, among other things, means uncompromising quality all the way.

The 525i and the 535i are entirely new automobiles. Timelessly beautiful, bearing innovations that set the standards of the future. For as long as there is BMW, every car will be conceived, designed and built for active motoring pleasure. Offering pure joy of motoring at all

times. The ultimate driving experience.

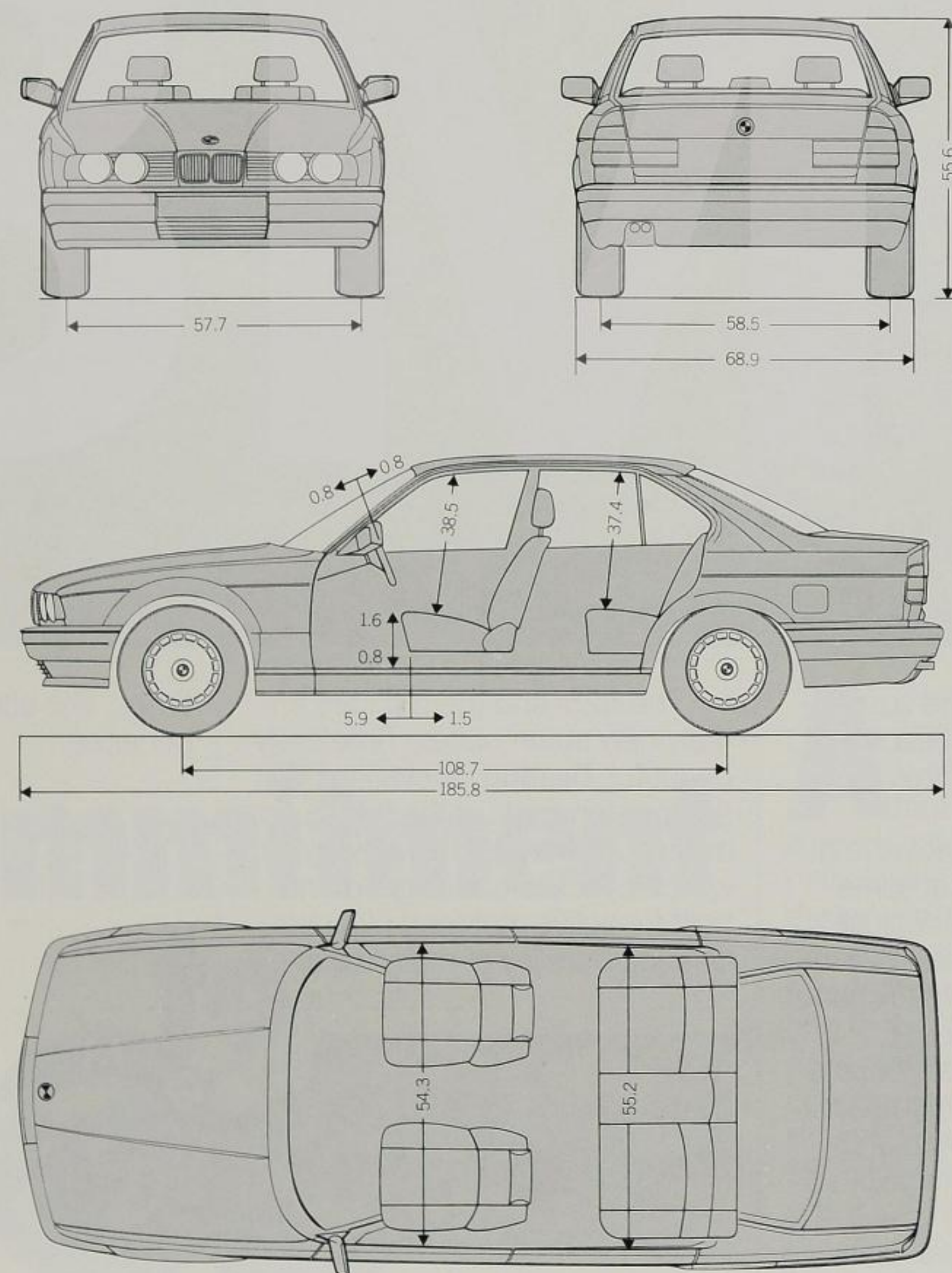


The BMW symbol of a rotating propeller reflected in history. A synonym for constant performance, innovation and quality.





# Technical data.

**525i****535i****WEIGHT**

Unladen	lbs	3395 (3440)	3530 (3570)
Max permissible	lbs	4410 (4455)	4540 (4585)
Permitted load	lbs	1015	1015
Permitted axle load front/rear	lbs	2085/2525	2130/2610
Permitted roof load	lbs	220	220

**ENGINE**

Cylinders		6	6
Capacity	cu. in.	152.2	209.3
Stroke/bore	in.	2.95/3.31	3.39/3.62
Maximum power	hp (SAE)/min	168/5800	208/5700
Max. torque	ft. lb./rpm	164/4300	225/4000
Compression ratio	:1	8.8	9.0
Fuel Grade		regular unleaded	regular unleaded

**TRANSMISSION**

Manual transmission ratios I/II/III	: 1	3.83/2.20/1.40	3.83/2.20/1.40
IV/V/REV	: 1	1.00/0.81/3.46	1.00/0.81/3.46
Final drive ratio	: 1	3.73 (4.10)	3.46 (3.91)

**PERFORMANCE\***

Drag coefficient	Cd	0.31	0.32
Top speed	mph	135 (134)	143 (142)
Acceleration 0-60 mph	sec	9.4 (11.2)	7.6 (8.9)
1/4 mile	sec	17.1 (18.5)	16.0 (16.9)

**FUEL CONSUMPTION\***

5-Speed manual transmission			
City	mpg	17	15
Highway	mpg	24	23
4-Speed automatic transmission			
City	mpg	18	15
Highway	mpg	23	19

**WHEELS**

Tire dimensions		205/65 VR 15	225/60 VR 15
Wheel dimensions		7 J x 15	7 J x 15
Material		Light alloy	Light alloy cross-spoke style

**ELECTRICAL SYSTEM**

Battery capacity	Ah	65	85
Alternator output	A/W	115/1610	115/1610

Numbers with ( ) apply to vehicles with automatic transmission.

\* EPA estimated figures for comparison purposes only. Your actual highway mileage will likely be lower.



# 525i 535i

## BODY

Four-door sedan. Extremely rigid monocoque. All-steel bodywork welded to the floor assembly with torsionally rigid safety cell on all planes, front and rear crumple zones with predetermined deformation, integrated roof crossbar, all-around body reinforcement, and fuel tank embedded in rigid support frame. Fuel tank capacity 21.1 gallons. 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.

## POWER PLANT

Water-cooled 6-cylinder 4-stroke in-line engine, longitudinally mounted and inclined, light-alloy cylinder head, crossflow principle, spherical combustion chambers, overhead camshaft with 7 bearings, crankshaft running in 7 bearings with 12 counterweights. Engine suspended on vibration dampers, viscous-coupled temperature-related fan with bi-metallic spring.

Digital Motor Electronics III with electronic grid-controlled ignition and grid-controlled air volume-metered semi-sequential fuel injection, adaptive idle control, warmup control grid and automatic choke, fuel supply with overrun control, self-learning idle speed control, on-board diagnosis with emergency run function, long-life exhaust system.

## TRANSMISSION/SUSPENSION

Front engine rear wheel drive. Hydraulically actuated single-plate clutch with diaphragm spring and torsional vibration damper, automatic adjustment for wear. 5-speed gearbox with synchromesh on reverse gear. Double-pivot MacPherson strut front axle, "precision control" track link semi-trailing arm rear axle, anti-roll bars and twin-tube gas pressure shock absorbers front and rear. Hydraulically assisted power steering.

Twin-circuit brake system, asbestos-free clutch and brake pads, swing-caliper disc brakes front/rear. ABS (Anti-

lock braking system), light alloy wheels 7 J x 15 with 205/65 VR 15 tires.

## 535i

7 J x 15 light alloy wheels in cross-spoke style with 225/60 VR 15 tires.

## EXTERIOR FEATURES

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.

Engine compartment lid rising up toward windshield with partly covered windshield wiper shafts, extra-low trunk lid cutout at the rear. Large, split rear light clusters with separate direction indicators.

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 drivers's door lock. Convenient closure circuit to close windows and sunroof via key in driver's door.

## INTERIOR FEATURES

Lockable, illuminated glove compartment. Upper half of instrument panel in soft-skin finish. Door lining with integrated armrest and map pocket. Folding roof grab handles integrated in roof lining. Dual lighted visor vanity mirrors. Center console with two storage bins and rear seat air outlets and cigar lighter.

Front seats electrically adjustable with ergonomic controls for reach, height, backrest angle and headrest height. Pockets in front seat backs. Seats made of multi-zone foam padding with steel base springs. Rear seats with individual body contour. Leather upholstery. Automatic adjustment of front seat belt height as a function of seat fore-and-aft position. Ergonomic belt system with rear belt locks at the outside. Front and rear seat center armrests.

Interior lights activated by lifting driver's outside door handle or when ignition is switched off with exterior lights on.

## 535i

Leather sports steering wheel, leather gearshift knob and handbrake lever. SRS (supplemental restraint system) with driver side airbag combined with belt tensioner for front passenger.

## ELECTRICAL SYSTEM

Four halogen headlights, low-beam headlights and foglights in ellipsoid technology. Instruments with backlighting and floodlit indicator needles. Controls grouped in semi-circular layout around the driver. Service Indicator, analog display speedometer, tachometer, fuel gauge, coolant temperature gauge and Energy Control. Courtesy lights with automatic delay function. Electrically adjustable and heatable rear-view mirrors in body color. Aerial integrated in rear window. Rear-window heating with automatic degressive control.

Air conditioning-heating-ventilation system with separate left-right electronic temperature control. Four speed blower. Separate recirculation control. Rear seat heater duct.

Multi-function Check Control with verbal presentation of functions in instrument cluster by way of LCD alpha-numeric dot matrix. Audible signal whenever text is displayed. LCD mileage counter display with integral trip odometer. Two speed windshield wipers with speed sensitive intermittent mode. Windshield wipers with pressure control as a function of road speed. Map reading lights at the front and rear. Electrically heated windshield washer nozzles.

Electric window lifts front and rear with one touch function of driver's window. Two-way electric sunroof with one touch function. Engine compartment illumination. 4th generation on-board computer with remote control operation from steering column lever. Outside temperature warning chime. Automatic light sensing display brightness dimmer. Display of on-board computer information in check control display.

## LIFE-LONG RELIABILITY

To ensure that your BMW always remains in perfect condition, reliable BMW service starts right from the beginning. In the design and development of BMW cars:

Through the use of components and parts that are easy to repair.

Through progressive systems such as the BMW Service Indicator.

Through excellent production quality thanks to the most advanced and sophisticated methods of production.

After-sales service is assured by a most competent partner: the BMW dealer. He is seriously committed to customer satisfaction and offers you everything you need, whenever you need it.

Specialists with excellent training and technical know-how.

Modern BMW-approved workshop equipment.

A reliable, long-term supply of parts.

Genuine BMW Parts to keep your BMW in its original, as-new condition.

Seasonal offers — special service, parts and accessories.

Efficient and conscientious repairs that give you excellent value for money.

This ensures that your BMW will remain what it is throughout a long running life: the ultimate driving machine.

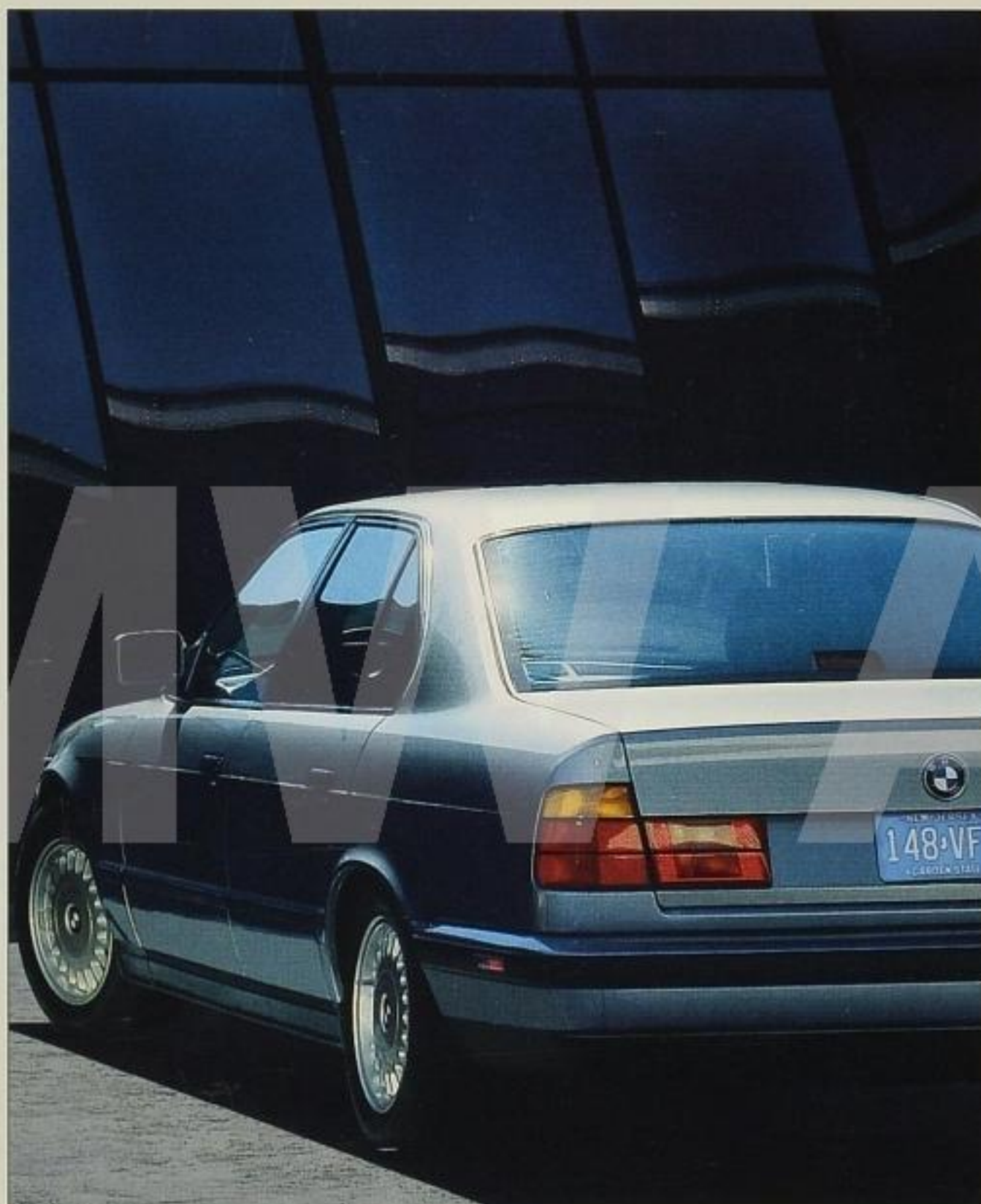
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