

IAA - Frankfurt 2007

PRESS DOSSIER



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★★★

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To
the Ladies and Gentlemen of
the international Press

September 2007/RV-Mü

AC Schnitzer Download Area for Journalists

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Should you have any questions or do you need further information, please do not hesitate to contact us anytime (phone: ++49/(0)241/56 88 301, e-mail susanne.muellejans@ac-schnitzer.de)

Best regards from Aachen

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Press Release 10/2007

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September 2007

Green Energy with 552 HP und 540 Newton metres

AC Schnitzer GP3.10 GAS POWERED with alternative LPG drive

Driving pleasure has been written large at **AC Schnitzer** for 20 years. And happily, nothing will change for the 62nd IAA. But this goal can be reached in a totally alternative way, as the launch of the superb **AC Schnitzer GP3.10 GAS POWERED** shows. This high-performance coupé has LPG (Liquified Petroleum Gas) drive, where power and efficiency, economy and ecology, meet in an exciting study.

As if the extravagant exterior of the project vehicle, based on the current 3-series coupé, were not enough, under the bonnet grows the V10 engine of the current M5/M6 which AC Schnitzer is presenting at the show for the first time in **bivalent design**: The vehicle has a fully sequential LPG system with two parallel 5-cylinder vaporizers. There's no loss of power or dynamics. The engine, tuned with a remapped control unit and modified exhaust tract with sports catalyst and exhaust manifold, develops **552 HP/406 kW** and produces up to 540 Nm at the crankshaft. In itself, that's 45 horses more than the M5/M6. But why power this with LPG?

Liquified Petroleum Gas is a sensible alternative to normal petrol fuel, both economically and ecologically, and after corresponding conversion can be burned in almost any petrol engine. Per litre, LPG is not only cheaper than petrol but produces around **15 percent less CO₂** from the exhaust. With over 2700 filling stations in Germany alone, fuel supplies are guaranteed everywhere, and the 80 litre gas tank fits on board with the original 60 litre petrol tank. So you can switch between fuels at any time. In any case, acceleration is more than just acceptable. The **sprint to 100 km/h takes 4.5 seconds**, and the 200 mark is passed after just 13.9 seconds. Only at **320 km/h** does the pressure on your back begin to ease. Nimble enough to show the rear lights to many powerful sports cars. Especially when a racing suspension from Aachen provides incredible handling qualities. And to match the power of the acceleration, there's the brakes on the **AC Schnitzer GP3.10 GAS POWERED**: At the front, 8-pot fixed calliper brakes with perforated and vented discs size 374 x 36 mm, at the rear a 4-pot brake system with 350 x 24 mm discs.

Talking of slowing down: the striking body design will soon bring passers-by to a stop. In conjunction with the **mineral green special paintwork**, the AC Schnitzer aerodynamic kit is a real eyecatcher. The air intakes on the front wings, with their characteristic chrome ribs, and the rear 60 mm wheelarch extensions, are particularly successful. With the **AC Schnitzer GP3.10 GAS POWERED**, AC Schnitzer has created a feast for all the senses, where the centrally positioned sports rear silencer with its sonorous crescendo takes centre stage acoustically.

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The rear styling with its special contours and the rear skirt with integral diffuser, the rear roof wing with carbon centre part, are as aesthetically pleasing as the powerful front skirt with its coarse-mesh sports grille. The latter makes an effective contribution to the breathing of the oxygen-hungry five-litre engine. Equally breathtaking for the spectator is the first sight of the **racing rims Type VI**.

The latest creation from the Aachen wheel manufacturer combines the classic Y-spoke appearance with five striking hollow spokes and bicolor finish. Naturally these decorative elements are not just available for the **AC Schnitzer GP3.10 GAS POWERED**. For the moment however the latter is a unique creation not for sale, with an estimated value of 198,000 Euro. But we can still get excited because for sure, numerous components will soon find their way into the regular AC Schnitzer range. Parts of the exciting sports interior can already be ordered for example by customers with a 3-series coupé.

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- Performance Upgrade:** Replacement of the standard engine by an upgraded M5/M6 engine with 406 kW / 552 HP and 540 Nm; Control Unit programming including Vmax increase; bivalent combustion, full sequential LPG system with two parallel switched 5-cylinder vaporizers and 80 litres-LPG fuel tank
- Exhaust:** AC Schnitzer exhaust manifold system with special catalyst; sports rear silencer incl. tailtrim, centrally placed
- Brakes:** AC Schnitzer 8-pot fixed calliper brake system on the front axle with brake discs in 374 x 36 mm (perforated/ventilated)
AC Schnitzer 4-pot fixed calliper brake system on the rear axle with brake discs in 350 x 24 mm (perforated/ventilated)
- Chassis:** AC Schnitzer racing suspension, height adjustable
AC Schnitzer special sway bar, set
- Wheels/Tyers:** AC Schnitzer Racing Wheels Type VI
front: 9,0J x 20" with tyres 245/30 ZR 20
rear: 11,5J x 20" with tyres 315/25 ZR 20
- Bodywork:** AC Schnitzer special paintwork mineral green
AC Schnitzer bonnet with integrated air outlets
AC Schnitzer front skirt with integrated air intakes for brake cooling
AC Schnitzer fenders front with air outlets and chrome ribs, enlargement: 50 mm
AC Schnitzer fenders rear, enlargement 60 mm
AC Schnitzer indicators in diode technic
AC Schnitzer side skirts with integrated air intakes
AC Schnitzer rear skirt with integrated diffuser
AC Schnitzer rear roof wing with carbon centre part
AC Schnitzer boot lid with special separation edge
- Interior:** AC Schnitzer 3-spoke sports airbag steering wheel "Evo", Nappa leather
AC Schnitzer interior of bicolor leather, Nappa-Nubuk combination
AC Schnitzer interior panels painted in mineral green
AC Schnitzer instrument display with speedometer up to 330 km/h
AC Schnitzer racing seats
AC Schnitzer aluminium pedal set
AC Schnitzer aluminium foot rest
AC Schnitzer aluminium handbrake handle, black eloxed
AC Schnitzer aluminium cover for i-Drive-System, black eloxed
AC Schnitzer floor mats with GP 3.10 logo

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Technical Details

**Performances kW / HP:
406 kW / 552 HP**

**at rpm:
8000 rpm**

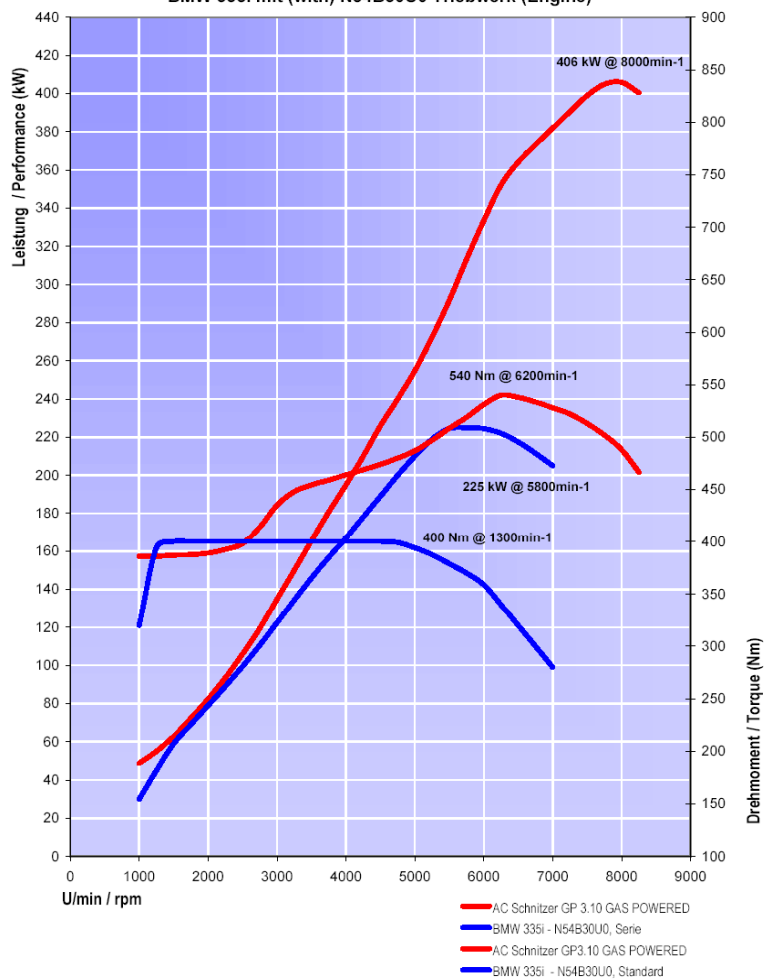
**maximum torque:
540 Nm**

**at rpm:
6200 rpm**

**Performances:
0 - 100 km/h = 4,5 sec.
0 - 200 km/h = 13,9 sec.**

**Maximum speed:
320 km/h**

AC Schnitzer GP3.10 GAS POWERED
mit (with) S85B50 leistungsgesteigertes Triebwerk (modified Engine)
vs.
BMW 335i mit (with) N54B30U0 Triebwerk (Engine)



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Concentrated Capacity: 552 HP from 500 litres

The ACS5 Sport Touring based on the new M5 Touring

1,1 HP per litre? This figure in relation to a high performance sports car such as the new ACS5 Sport Touring based on the BMW M5 certainly doesn't refer to the conventional ratio of capacity to power. Instead: 500 litres luggage space meet 552 red-hot HP (406 kW). Plenty of room in every respect for incomparable driving pleasure on one hand, and a hang-glider, surfboard or mountain bike on the other. Drivers of vehicles like this think in different terms from conventional sports car drivers. But no way do they lag behind when it comes to driving dynamics.

In comparison with the 507 HP base model, AC Schnitzer extracts a good ten percent more power from the free-revving ten-cylinder M-engine. While the luggage space can be expanded by simply folding down the seats, this is far more complicated for engine power. As well as a custom engine control module, AC Schnitzer fits a special exhaust manifold, sports catalysts and a twin rear silencer with increased gas flow to keep the exhaust back pressure as low as possible.

To avoid reining in this highly trained endurance athlete unnecessarily, AC Schnitzer has also removed the V-max limit so the ACS5 Sport Touring is only slowed by driving resistance at around 320 km/h. Or by the driver's right foot, which via the AC Schnitzer alloy pedals gains access not only to a powerful engine but also to the superb braking system. In contrast to the standard vehicle, which is slowed by a two-pot brake, the front wheels are fitted with an 8-pot high performance system.

The ACS5 Sport however is more than a "muscle car" with tremendous acceleration capacity. With the AC Schnitzer suspension components, it develops the dynamism and agility of an Olympic hurdler. The package was set up personally by racing driver and technical director Manfred Wollgarten on the Nürburgring. The kit includes sports performance springs, which lower the centre of gravity of the vehicle further and reduce body roll thanks to the harder set-up, and a special aluminium strut brace for the front axle.

Power is sexy, but since extra power can be felt but not seen, AC Schnitzer has designed a comprehensive aerodynamic package. But this is more than mere decoration. The AC Schnitzer carbon front spoiler elements with their optional chromed aluminium webs and chromed front grille, are not only reminiscent of classic super sports cars but provide any quantity of cooling air for the greedy power plant. All in all, the front of the ACS5 Sport looks far more dynamic.

Form follows function: This principle has been systematically applied by the engineers and designers at the rear too. Form-perfectly integrated into the rear skirt, a carbon diffuser together with a roof lip spoiler provides additional downforce. Integrated flush into the rear design, the AC Schnitzer exhaust tailpipes in "Sports Trim" design are particularly aesthetically pleasing.

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The beauty of alloy wheels also lies in the eye of the beholder. Everyone is impressed with the totally new Racing Type VI forged wheel in 20". It combines the classic Y-spoke design with five striking frame spokes. With their bright-turned finish, the latter offer a striking contrast to the anthracite wheel bed. The Bicolor finish gives numerous interesting light effects, especially "on the move".

Further highlights certainly include the forged Type V wheel in 20". Its strikingly curved, interrupted spokes, not only look irresistible but thanks to the lightweight construction, the weight of the unsprung mass is kept low. No less attractive are the racing rims Type IV in silver – or with trendy black finish as "Magic Black". The range in this case is from 20" to 21".

Occupants of the ACS5 Sport Touring however also enjoy more attention in Aachen. On request a carbon interior is available in sports titanium finish "Exclusive", or a 3-spoke airbag sports steering wheel. The matching i-Drive controller in wheel design and AC Schnitzer foot mats complete the harmonious concept. So the only sports equipment the driver need be concerned with, goes in the boot.

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- Performance Upgrade:** ACS5 Sport performance upgrade for M5; from 373 kW / 507 HP to 406 kW / 552 HP; control unit programming incl. V-max increase, AC Schnitzer rear roof spoiler and exhaust system as following:
- Exhaust:** AC Schnitzer exhaust manifold right and left, AC Schnitzer sports catalyts right and left; AC Schnitzer dual sports rear silencer right/left incl. chromed tailtrims in "Sports Trim" design
- Brakes:** AC Schnitzer 8-piston High Performance Brake System for front axle
- Chassis:** AC Schnitzer spring kit
AC Schnitzer aluminium strut brace, front axle
- Wheels/Tyres:** AC Schnitzer racing wheels Type VI
front: 9,0J x 20" offset 2 with tyres 245/35 R 20
rear: 10,0J x 20" offset 15 with tyres 285/30 R 20 or 295/30 R 20
- AC Schnitzer lightweight forged wheels Type V
front: 9,0 x 20" offset 2 with tyres 245/35 R 20
rear: 10,0 x 20" offset 23 with tyres 285/30 R 20
- AC Schnitzer racing wheels Type IV (in Silver or Magic Black)
front: 9,0 x 20" offset 2 with tyres 245/35 R 20
rear: 10,0 x 20" offset 23 with tyres 285/30 R 20
- AC Schnitzer light alloy wheels Type IV and Type III for standard tyre dimensions
- Bodywork:** AC Schnitzer front spoiler elements carbon black
AC Schnitzer aluminium bracket set, chrome
AC Schnitzer front grille, chrome
AC Schnitzer rear diffuser
AC Schnitzer rear roof spoiler
AC Schnitzer vitro for trim grille-side panel
- Interior:** AC Schnitzer 3-spoke sports airbag M steering wheel
AC Schnitzer 3-spoke sports airbag M steering wheel "EVO"
AC Schnitzer steering wheel insert carbon titanium "Exclusiv"
AC Schnitzer carbon interior Titanium "Exclusiv"
AC Schnitzer aluminium pedal set
AC Schnitzer aluminium foot rest
AC Schnitzer aluminium handbrake handle
AC Schnitzer aluminium handbrake handle "Black Line"

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September 2007

X-treme Sports

The new ACS5 based on BMW X5 (E70) by AC Schnitzer

The BMW X5 is a 4x4 hero especially brilliant at urban terrain, and that calls for different accessories from a conventional off-road-vehicle. With its new range, **AC Schnitzer** has adapted the Sports Activity Vehicle (SAV) perfectly to its natural environment. Like its predecessor, the E70 is an extremely agile vehicle despite its size.

With a special undermount front skirt including spoiler corners, AC Schnitzer has achieved a far more dynamic front face. It still retains the large standard air intakes with the striking cross bars, but the lines are drawn visually further down than in the standard version. So the X5 seems to crouch straight onto the tarmac. The rear end too has been restyled correspondingly, and with the AC Schnitzer rear skirt appears **substantially more elegant and more sporting**. Behind the perfectly integrated, chromed tailpipe trims in "Racing" style – in the form of a horizontal figure of eight - lies the sonorous exhaust system with two sports rear silencers of V2A special steel. At the front and back, the eye of the beholder is drawn to the suggested protection plate, which lends an aura of off-road daring to everyday life. In the end, you could if you wanted: technically the X5 with its high-tech all-wheel drive is perfect for the small offroad trip.

But the 4x4 technology finally also has a positive effect on driving stability on the road. And really the brand-new AC Schnitzer **racing wheels Type VI with bicolor finish** and the racing rim Type IV, both available in sizes from 10J x 20" and 10J x 22", are much too good for the rough. In sophisticated silver or audacious "Magic Black", the attractive five-spoke design with the perforated crown is more at home on the boulevards where it perfectly emphasises the nature of the vehicle.

Naturally the AC Schnitzer X5 cuts a striking figure not just at a trot but also at a gallop: where the 3.0 litre diesel with its 235 HP performs well as standard, the AC Schnitzer performance upgrade turns it into a definitive high-power sprinter and high-speed athlete. The imposing output figures are **265 HP/195 kW and 550 Nm**.

But it's particularly difficult to catch the modified X5 through the corners. With its new sports suspension from AC Schnitzer, here the large SAV will show many "wannabe" chasers what's what. As in all AC Schnitzer suspension components, the set-up shows the skilled hand of Manfred Wollgarten who carried out the **extensive tests on the Nürburgring**. So when it comes to handling, the new X5 cleverly conceals the fact that with 19 centimetres more length, it's a whole lot bigger than its predecessor.

The occupants of the X5 however notice the performance from a different aspect. The interior range from AC Schnitzer includes not only a **3-spoke sports airbag steering wheel** and aluminium pedal set, but also numerous decor elements in carbon or aluminium. The Aachen-based tuner has even designed a new i-Drive controller. In the end, AC Schnitzer always has an eye for attractive details.

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September 2007

- Performance Upgrade:** Performance Upgrade for X5 3.0d; from 173 kW/235 HP and 520 Nm to 195 kW/265 HP and 550 Nm
- Exhaust:** AC Schnitzer sports exhaust system, consisting of 2 sports rear silencers, special steel chromed tailtrims in "Racing" design
- Chassis:** AC Schnitzer sports suspension
AC Schnitzer spring kit
- Wheels/Tyers** AC Schnitzer Racing Wheels Type VI and
AC Schnitzer Racing Wheels Type IV (in silver or Magic Black) in
- front: 10,0J x 20" offset 33 with tyres 275/40 R 20
rear: 10,0J x 20" offset 23 with tyres 275/40 R 20
- front: 10,0J x 20" offset 33 with tyres 275/40 R 20
rear: 10,0J x 20" offset 23 with tyres 315/35 R 20
- front: 10,0J x 22" offset 31 with tyres 285/35 R 22
rear: 10,0J x 22" offset 22 with tyres 285/35 R 22
- front: 10,0J x 22" offset 31 with tyres 295/30 R 22
rear: 10,0J x 22" offset 22 with tyres 295/30 R 22
- Bodywork:** AC Schnitzer front spoiler
AC Schnitzer rear skirt
- Interior:** AC Schnitzer 3-spoke sports airbag steering wheel
AC Schnitzer 3-spoke sports airbag steering wheel "EVO"
AC Schnitzer steering wheel insert carbon silver "Exclusiv"
AC Schnitzer carbon interior, silver "Exclusiv"
AC Schnitzer door panels, carbon, silver "Exclusiv"
AC Schnitzer aluminium pedals
AC Schnitzer aluminium foot rest
AC Schnitzer aluminium cover for i-Drive-System
AC Schnitzer aluminium cover for i-Drive-System "Black Line"
AC Schnitzer velours floor mats

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September 2007

The new racing rim Type VI from AC Schnitzer

With the **Forged Racing Rim Type VI**, AC Schnitzer has created a totally new interpretation of the classic Y-spoke design. The result is breathtaking. It looks almost as if two different wheels had been forged together into an **exciting new whole**. The basic layout of the cast star consists of a Y-shaped spoke frame in anthracite which takes its styling cues from motorsport. As a counterpoint, the designers have added five bright-turned frame spokes, slightly offset to the outside from the wheel centre. They are particularly expressive, **flowing like liquid metal** into the hub area. A further contrast is provided by the forged outer bed which terminates in a polished stainless steel ring.

Despite this multiplicity of styling elements, the straight lines of the design give a clean and exceptionally masculine effect. The solid webs give the Type VI wheel an aura of robustness. Numerous flashes of light ensure a dynamic appearance from every angle. In motion especially, the **Bicolor finish** creates an effective interplay which turns almost every current BMW model, from the 1-series to the X5, into a very special car – whether in 18", 20" or 22".

| | |
|----------------------|---|
| Vehicles: | BMW E81/87, E90/91/92/93, E46, E60/61, E63/64, E65/66, E83, E70, E53, E85/86 |
| Wheel type: | Type VI Racing Rims |
| Wheel design: | two-piece (18" size one-piece only) |
| Manufacture: | forged bed and welded inner star (18" size flow-formed casting, one-piece) |
| Sizes: | 8.5J x 18" offset 43 9.0J x 20" offset 42 9.0J x 20" offset 22 10.0J x 20" offset 43 11.5J x 20" offset 38 10.0J x 22" offset 38 11.5J x 22" offset 42 |

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Press Release No. 14/2007

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September 2007

MINI goes V/Max

AC Schnitzer gives the new generation more power and stunning looks

Retro but not old-fashioned – sassy and practical – authentic but no copy: Few cars have mastered the balancing act as well as the new MINI, the latest generation of which is now in the showrooms. In design terms it remains true to its predecessor, but doesn't stop there technically. In detail no MINI looks like the next, **because individuality takes priority** amongst its owners.

Anyone wanting to stand out from the crowd of MINI owners, not just in appearance but also in performance, should turn to **AC Schnitzer**. The present focus of the tuner's development activities is the new 170 HP turbo engine in the Cooper S, for which **AC Schnitzer** develops a performance upgrade. And when the driver puts the power down, the sound track plays loud and clear, thanks to the sonorous twin sports silencer with chromed Racing tailpipe.

Full gas to the next corner – and **through it at full speed!** Touring Car legend Manfred Wollgarten set up the **AC Schnitzer racing suspension** on the North Loop of the Nürburgring - and it runs rings round the already very good standard suspension. You can feel the difference just with the **AC Schnitzer** suspension spring kit. But back from the track to the city: Out of the reflective glass facades flashes the **face of a model athlete**. **AC Schnitzer** achieves this masterpiece with a few tricks. The front bumper has a new front spoiler. Painted in body colour, and with its striking prominent corners, it sets a clear visual highlight. The sassy rear has also been subtly lifted. The rear skirt from **AC Schnitzer**, painted in contrast to standard, has a **diffuser** which effectively pulls the MINI down to the tarmac.

Two sporting wheel designs, the brand-new **Bicolor wheel Mi2** in 7.5 x18" and the **Mi1 in the classic AC Schnitzer look** in 7.5 x 17", complete the sporting range. And naturally the enthusiastic MINI fan has a wealth of matching accessories for the interior. Such as the attractive controls and sports pedals of aluminium – naturally from **AC Schnitzer**.

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Overview for Press Release No. 14/2007 AC Schnitzer New MINI – Generation 2

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September 2007

- Basic Car:** BMW MINI R56, Cooper S
- Exhaust:** AC Schnitzer double sports rear silencer, tailpipes, chromed (MINI One and Cooper)
- AC Schnitzer double sports rear silencer, Racing tailpipe, chromed (MINI Cooper S)
- AC Schnitzer sports rear silencer with chromed tailpipe (MINI One and Cooper)
- Suspension:** AC Schnitzer spring kit
AC Schnitzer racing suspension
- Aerodynamic:** AC Schnitzer front spoiler (MINI Cooper S)
AC Schnitzer rear skirt (MINI Cooper S)
AC Schnitzer sticker set white or black
AC Schnitzer rear sticker "Technology & Design"
- Interior:** AC Schnitzer aluminium handbrake handle
AC Schnitzer aluminium gear knob (aluminium/chrome)
AC Schnitzer aluminium foot rest
AC Schnitzer aluminium pedal set
AC Schnitzer velours foot mats
- Wheels:** AC Schnitzer Mi1 Light Alloy Wheels in 7,5J x 17" with tyres 215/40 R17
- AC Schnitzer Mi2 Light Alloy Wheels with Bicolor finish in 7,5J x 18" with tyres 225/35 R 18

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September 2007

Two Decades of Automobile Fascination

AC Schnitzer celebrates its anniversary with attractive special editions

We're in the year 1987 – Radio Moscow broadcasts the New Year Address of US President Ronald Reagan to the Soviet people, the US American extreme sportswoman Lynne Cox swims the cold water of the Bering Straits between the Diomedes Islands, the Russian cosmonaut Yuri Viktorovich Romanenko returns to earth after 326 days on board the Mir space station, and **in Aachen the performance tuner AC Schnitzer is founded**. The year was marked by people who successfully broke barriers, dared to be innovative, or claimed a top position.

As a vehicle tuner, AC Schnitzer rapidly acquired a **legendary reputation and competence**. With fresh ideas and fascinating projects, the craftsmen convinced the trade press and customers alike. But the engineers and designers never lost sight of feasibility. Today AC Schnitzer is a company with 55 staff and partners in Germany and abroad. We have always only created products which promise **technical efficiency and durability**. So the excellent performance of every product is all the more convincing. Every suspension kit is tested and set up on the North Loop of the Nürburgring.

For the 20 year anniversary, the essence of this technical know-how is incorporated in numerous special **"20-year editions"** from AC Schnitzer. These are complete kits for almost every BMW model series, each of which contains particularly characteristic elements from AC Schnitzer, such as wheel and tyre combinations, aerodynamic or interior components or..... Because of the multiplicity of different models, please contact AC Schnitzer directly for details.

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September 2007

AC Schnitzer K 1200 R Sport - Passion, parts & performance

The new **BMW K 1200 R Sport** forms the bridge between the "stripped down" K 1200 R and the fully-clothed K 1200 S. Barely launched, a complete accessory range is now available from AC Schnitzer that further reinforces the sporting nature of the "Sport". Particularly striking are the superlight **AC S 1 forged rims**, which with their low weight of **under 8 kg** ensure even better performance and handling.

The uncompromising dynamics are further enhanced by the EC-approved AC Schnitzer **silencer**. Available in polished aluminium, titanium and now in black stainless steel, this gives the K 1200 R Sport a deep throaty note and exclusive sporting finish. The range also includes **complete high performance systems** for use on the track.

The AC Schnitzer team has added powerful refinements to the existing design in the form of the **engine spoiler** that improves aerodynamics and completes the sporting look. A **rear conversion** is available to match, which also contains a pillion cover.

Comfort and sports performance - two incompatible opposites. With increasing power, ergonomics become ever more important. Control and mastery are decisive factors for safety and riding pleasure without stress. So for the latest BMW too, AC Schnitzer has developed a **Superbike handlebar conversion**. Black, with tapered handlebar, it suits the machine perfectly and helps the driver enjoy even more riding pleasure.

Good visibility is vital for protection. With its **mirror extensions**, AC Schnitzer ensures good rearward visibility. In particular large riders, or wearers of padded textile jackets and rain suits, will appreciate the benefit of the TÜV-tested adapter which is now available not only for the K 1200 R Sport but also for all other BMW motorcycles.

Protection in the event of a fall is provided by the **crash pads** available in two designs. While the basic crash pads are made of anodized aluminium, the alternative made from nylon and aluminium is fitted with an interchangeable protector.

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