

On track with the new BMW Z4 M40i

LET'S GO PLAY!

The driving pleasure and performance of the factory Z4 M40i had already convinced us. So it was hard to imagine that it could get even better. But tuners AC Schnitzer dared to try

AC Schnitzer ACS4 4.0i

Captions

If it's to be a real M-version of the Z4, it has to sound right: from throaty to roaring, everything's there. The standard car stands on 19-inch rims with Michelin Pilot Super Sport tyres; Schnitzer's version with 20-inch wheels and Michelin Pilot Sport 4S offers even more grip and better looks

The extra power can be felt above all in the higher speed range. At 200 km/h and above, the six-cylinder is better than standard

The standard shift paddles are OK, but the Schnitzer versions sit better in the hand. Especially recommended for frequent shifts.

The rear spoiler at 928 Euro makes the Z4 rear look even more aggressive. The lip calms the rear at top speed

With the four tail pipes, lowered suspension and spoilers, the Schnitzer Z4 looks almost like a genuine M version

What an incredible surprise last May. BMW's new Z4 M40i got its act together and gained a victory over the Porsche Boxster GTS. The Munich car was a clear winner especially on the price front, but the Z4 was also inspiring with its unexpected driving dynamics. None of its predecessors have been as agile, responsive and light-footed. Add the tried and tested, smooth, three-litre, six-cylinder turbo with fast-shifting converter automatic - and we were in love. Then when the Z4 lapped the Sachsenring in an incredible 1:37 min, we were totally ecstatic. Just to make a point: the predecessor Z4 sDrive 35is in 2016 was seven seconds slower! As we said, there was really nothing to moan about in the standard car. OK, the sound could perhaps be improved, and a bit more thrust and power above 200 km/h would be nice.

And that's precisely what tuners AC Schnitzer thought. Development Manager Roman Fenners had already fallen for the new Z4 at first sight, and shipped it into the workshop as soon as it appeared. There he provided the M40i with an all-round complete tuning package. A bodykit consisting of front splitter, side skirts and rear lip spoiler visually enhances the muscular design. Lightweight forged alloys in 20 inch, in combination with an adjustable coilover kit, ensure higher transverse

acceleration, while an additional ECU extracts 400 hp and 600 Nm from the mechanical depths of the in-line six-cylinder engine. The quad-pipe sports exhaust sings tunefully, and the package comes with a five-year warranty from first registration on the engine, gearbox and drivetrain.

The extra power can be felt and heard straight from the off. The six-cylinder then revs up more powerfully with explosive speed. Up to 200 km/h, it's gained almost two seconds over the factory Z4 M40i. Up to 100 km/h however the tuned roadster is only neck-and-neck with the standard machine. The reason: firstly, the works car is already well set-up. Secondly, the Schnitzer car lacks a little get-away grunt straight out of the blocks. The Michelin Pilot Sport S4 tyres fitted by the tuner simply generate more grip than the works tyres. The flexibility acceleration figures are also better in every gear. The higher torque is spread broadly over the rev range, and the engine reacts to the gas with unchanged responsiveness. The sports exhaust roars powerfully and sonorously, with a deep-throated growl in thrust mode, and stays below the irritation level on long trips. The coilovers never cause jumpiness; on the contrary, motorway driving is as relaxed as in the standard car. On fast corners above the 200 km/h mark however, the suspension and the French tyres make a positive contribution. If we're nit-picking here, then it has to be the top speed - 250 comes round quickly, and then the electronics step in abruptly. Subjectively, the engine would have enough for 270 km/h and more, so it's a pity that the tuners aren't offering a Vmax elimination here. But the positive side effect of the performance upgrade is the minimally lower fuel consumption over 100 km.

As fast as an M2 Competition on the Sachsenring

Naturally, the Schnitzer Z4 has to prove itself on the Sachsenring. Given the brilliant driving qualities of the standard Z4 M40i and the moderate extra power of the Schnitzer car, we didn't expect a huge time difference. And Fenners had emphasised that it was a first small step.

But we were in for a surprise as early as the first two corners. The Roadster skilfully holds the perfect line, always with a slight tendency to oversteer - as we should have expected, when the first generation BMW M2 did the same. And just as before, again the lively driving behaviour leads to good lap times. The Michelin Power Sport 4S together with the suspension brings perceptibly higher transverse acceleration. On alternating corners, the Z4 spreads itself even more neatly over the asphalt, and with slight understeer remains firmly on the ideal line to accelerate efficiently out of the corners with superior traction. In the two uphill sections, the engine pulls far more freely and willingly than the standard car. It's hard to believe but in the end, the Aachen Roadster laps the Sachsenring track 1.4 seconds faster than the factory car, and is only three-tenths slower than a 410 hp M2 Competition on Michelin Pilot Sport Cup 2 tyres!

Technical Data	AC Schnitzer	Standard
Engine	straight 6	straight 6
Charge	turbo	turbo
Installation position	front longitudinal	front longitudinal
Valves / camshafts	4 per cylinder / 2	4 per cylinder / 2
Capacity	2998 cm ³	2998 cm ³
Bore x stroke	82.0 x 94.6 mm	82.0 x 94.6 mm
Compression	11.0 : 1	11.0 : 1
Power kW (hp) at rpm	294 (400) / 6000	250 (340) / 5000-6500
Power per litre	133 hp/l	113 hp/l
Nm at rpm	600 / 3000	500 / 1600-4500
Transmission	8-speed automatic	8-speed automatic
Drive	rear wheel	rear wheel
Front brakes	348 mm / int.vent.	348 mm / int.vent.
Rear brakes	345 mm / int.vent.	345 mm / int.vent.
Brake disc material	steel	steel
Wheel size front - rear	9 x 20 - 10 x 20	9 x 19 - 10 x 19
Tyre size front - rear	255/30 ZR 20 - 275/30 R 20	255/35 ZR 19 - 275/35 R 19
Tyre type	Michelin Pilot Sport 4 S	Michelin Pilot Super Sport (*)
Dimensions l / w / h	4324 / 1864 / 1284 mm	4324 / 1864 / 1304 mm
Wheelbase	2470 mm	2470 mm
Tank / boot volume	52 L / 281 L	52 L / 281 L
Standard fuel cons. / CO ₂ emiss.	7.4 L SP/ 100 km - 168 g/km	7.4 L SP / 100 km - 168 g/km
Exhaust emissions standard	Euro 6d temp.	Euro 6d temp.

Measurement Values		
Acceleration		
0 - 50 km/h	1.9 s	1.8 s
0 - 80 km/h	3.3 s	3.3 s
0 - 100 km/h	4.3 s	4.3 s
0 - 130 km/h	6.6 s	6.8 s
0 - 160 km/h	9.6 s	10.0 s
0 - 180 km/h	12.0 s	12.8 s
0 - 200 km/h	14.9 s	16.3 s
0 - 402.34 m (1/4 mile)	12.68 s	12.67 s
Flexibility		
60 - 100 km/h in 4th/5th	3.1 / 4.0 s	2.8 / 3.6 s
80 - 120 km/h in 5th/6th	3.2 / 4.3 s	3.7 / 4.8 s
80 - 120 km/h in 7th/8th	6.0 / 9.2 s	6.1 / 9.0 s
Braking distance		
100 - 0 km/h cold (m/s ²)	32.3 m (11.9 m/s ²)	34.9 m (11.1 m/s ²)
100 - 0 km/h warm (m/s²)	31.0 m (12.4 m/s²)	32.8 m (11.8 m/s²)
200 - 0 km/h warm (m/s ²)	131.8 m (11.7 m/s ²)	126.3 m (12.2 m/s ²)
Test consumption		
Ave per 100 km	9.8 L Super Plus	10.0 L Super Plus
Range	530 km	520 km

Weight		
Unladen weight / payload	1574 / 285 kg	1572 / 288 kg
Balance front/rear	51 / 49 %	51 / 49 %
Weight to power ratio	3.9 kg / hp	4.6 kg / hp

Top Speed		
Manufacturer's data	250 km/h (limited)	250 km/h (limited)

Price (inc. VAT)		
Base price	€ 61,900	€ 61,900
Performance upgrade	€ 3784	-
Exhaust system	€ 3061	standard
Wheelset	€ 7836	€ 700 (19 inch)
Suspension	€ 3313	standard (adaptive)
Exterior	€ 2904	standard
Shift paddles	€ 370	standard
Total price	€ 83,168	€ 62,600

Summary

The new Z4 M40i was already convincing in standard form, but the Schnitzer car adds something extra. The additional power is perceptible, especially in the upper speed range. The exhaust system offers the finest audio pleasure, while the suspension, wheels and tyres bring sensational lap times. Comfort? Of course! It's only the price where the Z4 could do better.

Power	4.5
Driving performance	4.5
Brakes	4
Handling/driving fun	4.5
Transverse dynamics	4.5
Comfort	3.5
Everyday use	3
Price/performance	3
Total	3.9

SACHSENRING LAP TIMES:

It's incredible how this Z4 is as fast as a Cup-shod BMW M2 Competition. The Schnitzer car is exhilarating with its perfect mixture of fun and line-holding. The coilover suspension allows a high cornering speed, and you can feel the extra power in the uphill sections where the Michelin tyres offer plenty of grip.

Test conditions:

Track length: 3671 metres

Weather: 9°C, cloudy

Asphalt: dry

Time Sector 1: Time sector 2: Time sector 3: Time sector 4: Time sector 5:

	Lap Time	Top Speed
AC Schnitzer	1:35.95 min	223.8 km/h
BMW Z4 M40i	1:37.35 min	220.7 km/h

Hit List Extract:

Place

1	Manthey 911 GT2 RS*	1:25.30 min (2019)
95	BMW M4 CS*	1:34.01min (2018)
124	BMW M2 Competition*	1:35.67 min (2019)
153	AC Schnitzer ACS4 4.0i	1:35.95 min (2020)
182	Porsche 718 Boxster FTS	1:36.62 min (2019)
224	BMW Z40 M4.0i	1:37.35 min (2019)
366	Lotus Exige S Roadster	1:39.34 min (2015)
618	BMW Z4 sDrive 35is	1:44.45 min (2016)

* Test vehicle on sports tyres; road-legal semi-slicks improve the lap time significantly, but are not suitable for every day use