

LENGTH	193.1 IN.	WIDTH	73.2 IN.	HEIGHT	57.6 IN.	CURB WEIGHT	4410 LB	SCALE: 10 IN. (254MM) DIVISIONS
WHEELBASE	116.9 IN.	TRACK, F/R	63.0 IN./64.1 IN.	GROUND CLEARANCE	6.2 IN.	TRUNK SPACE	18.4 CU FT	DRAWING BY TIM BARKER
								© ROAD & TRACK/HACHETTE FILIPACCHI MEDIA U.S. INC.

List Price: \$59,700 Standard equipment: AM/FM/HD/CD/MP3, automatic climate control, cruise control, xenon headlamps, rain-sensing wipers, 10-way adjustable seats, navigation, power tilt steering wheel, mirrors and door locks. Options: Dynamic Handling Package (\$2700), Sport Package with 19-in. wheels (\$2200), head-up display (\$1300), keyless entry (\$1000), iPod/USB adapter (\$400), satellite radio (\$350), dest charge (\$875).

As Tested: \$68,525



SPECIFICATIONS

ENGINE

Type/layout	alum. block & heads, twin-turbo V-8/longitudinal
Valvetrain	dohc 4-valve/cyl, variable timing, chain drive
Displacement	4395 cc
Bore x stroke	88.3 x 89.0 mm
Compression ratio	10.0:1
Horsepower (SAE)	400bhp@5500-6400rpm
Torque	450-lb-ft@1750-4500 rpm
Redline/limiter	6800/6900 rpm
Fuel injection	direct

ACCOMMODATIONS

Seating capacity	5
Head room, f/r	39.0 in./36.0 in.
Seat width, f/r	2 x 19.0 in./54.5 in.
Front leg room	45.5 in.
Rear knee room	24.0 in.
Seatback adj.	60 deg
Seat travel	9.5 in.
Lat. seat support	average

WARRANTY

Basic warranty	4 years/50,000 miles
Powertrain	4 years/50,000 miles
Rust-through	12 years/unlimited miles

INSTRUMENTATION

160-mph speedometer, 7500-rpm tach, oil temp, fuel level

ADVANCED SAFETY

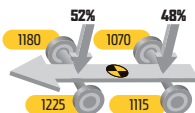
ABS; front, side and curtain airbags; trac & yaw control; TPMS; active front headrests; EBD; front seatbelt pretensioners and force limiters

FUEL ECONOMY

Our driving	17.8 mpg
EPA city/highway	15/22 mpg
Capacity/range	18.5 gal./312 miles
Recommended fuel	premium

CHASSIS

Layout	front engine/rear drive
Body/frame	unit steel
Brakes	Front: 13.7-in. vented discs/ 1-piston sliding calipers Rear: 13.6-in. vented discs/ 1-piston sliding calipers
Assist type	vacuum, ABS
Wheels	cast alloy 19 x 8 1/2 f, 19 x 9 r
Tires	Goodyear Excellence ROF Front: 245/40R-19 94Y Rear: 275/35R-19 96Y
Spare tire	none
Steering	vari-ratio rack & pinion, electronic power assist
Steering ratio	16.7:1
Steering wheel	15.0 in. diameter
Turns, lock to lock	3.0
Turning circle	39.2 ft
Suspension, f/r	upper & lower A-arms, elec adj tube shocks, coil springs, active anti-roll bar/multilink, elec adj tube shocks, coil springs active anti-roll bar



Test weight with driver: 4590 lb
Weight-to-power ratio: 10.8 lb/bhp

DRIVETRAIN

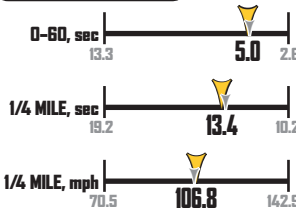
Transmission:	6-speed manual		
Gear Ratio Overall ratio (Rpm) Mph			
1st	4.06:1	12.48:1	(6900) 41
2nd	2.40:1	7.37:1	(6900) 69
3rd	1.58:1	4.87:1	(6900) 105
4th	1.19:1	3.67:1	(6900) 140
5th	1.00:1	3.08:1	est (6200) 150*
6th	0.87:1	2.68:1	est (5400) 150*
Final drive ratio	3.08:1		
RPM @ 60 mph in top gear:	2200		

*Electrically limited.

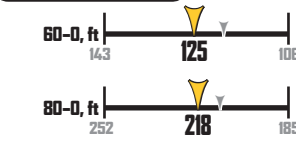
PERFORMANCE

These scales show how the BMW 550i performs relative to other cars currently in our Road Test Summary. Identified in each category are the extreme values (better →) as well as the median values (Y) of our current test data.

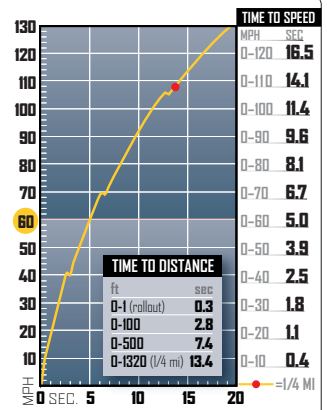
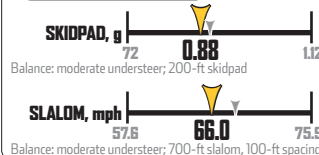
ACCELERATION



BRAKING



HANDLING



INTERIOR NOISE

LIBRARY	30
AT IDLE	63
CONSTANT 50 MPH	67
CONSTANT 70 MPH	69
MAX IN 1ST GEAR	79
JACKHAMMER	100

Sound readings in dBA.

TESTNOTES

TEST CONDITIONS: TEMPERATURE: 84° F • HUMIDITY: 37% • ELEVATION: 350 FT • WIND: CALM • LOCATION: IRVINE, CA

For best launches, deactivate DSC, rev the V-8 to 2000 rpm and release the clutch smoothly and quickly. As it catches, push the accelerator to the floor and get just the right amount of wheelspin.

The weight of the 550i shows on the skidpad and in braking. Smooth inputs are important to keep the mass settled. The brake pedal is soft, but effective, and there's surprisingly little ABS feedback.

Although tidy in size, the 550i feels heavy, with tires that aren't especially sporty. Moreover, the steering feels a bit unnatural, like that in the BMW Z4.



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