

# AC Schnitzer ACS3 Sport



**AC<sup>®</sup>**  
**SCHNITZER**  
*beyond the standard.*

## AC Schnitzer – Technology transfer from the track to the road.

History always offers new aspects. Back in the 1960's, the Schnitzer brothers at BMW scooped almost every prize on the racetracks of the world. The „Green Hell“ - as motorsport fans call the Nürburgring - is inseparably linked with the success story of Schnitzer. Since the first product series, we at AC Schnitzer have systematically utilised the experience from motorsport

in our new developments, and have always redrawn the boundaries of race and sports cars. So the Nürburgring has regularly served as a welcome test track for AC Schnitzer vehicle engineers. By applying the standards of racing, here all components from the AC Schnitzer product range are thoroughly tested. No-one can take away this race experience.

*It must be special enthusiasm which combines the race successes of the Schnitzer brothers with the legendary innovation force of AC Schnitzer.*





*This is where we test: The Nürburgring - known to motorsport fans of many generations as the „Green Hell“ - is today the El Dorado of the AC Schnitzer development engineers*

## **Performance for perfectionists - the M3 by AC Schnitzer.**

Whether its the coupe, cabriolet or saloon - to extract even more dynamism and performance from a BMW M3 requires an uncompromising attitude and infinite drive for perfection. Properties which apparently are genetically innate in all AC Schnitzer engineers and designers. There's no other explanation for the results of their activity in the M3. The aerodynamics have

become more striking: Above all the front grille with chromed mesh insert now has really sharp lines. A carbon spoiler lip with optional aluminium struts, the power dome on the bonnet flanked by two AC Schnitzer bonnet vents to provide fresh air for the power plant, and the soft moulded side skirts, leave no room for doubt.



*M3 aerodynamics made by AC Schnitzer: The carbon spoiler lip with optional aluminium struts to the front spoiler, front grille with chrome mesh, soft moulded side skirts, rear roof spoiler, striking rear wing or more subtle carbon rear spoiler, and carbon rear diffuser with integral twin sports silencers and chromed tail pipes in Racing design.*





## The whole force of the M-Technik power plant perfectly transferred to the road.

You can't win races with engine power alone. What is the good of the best performance if it cannot be brought safely through corners. Engine, aerodynamics, suspension, and wheel tyre combination must be perfectly matched.

With 420 HP as standard from a free-revving 8-cylinder unit, the suspension specialists let by Manfred

Wollgarten took up this challenge with particular enthusiasm.

All the experience of the driver and the manufacturer was needed on the apparently endless test laps on country roads, motorways and the North loop of the Nürburgring. But the effort was worthwhile: The result will pleasantly surprise even critical observers.

*The suspension set up for the M3 cost us a few laps: The AC Schnitzer racing suspension with special springs and struts on the front and rear axle, and special dampers on the rear, was developed during extensive testing on the Nürburgring and is matched to the driving physics of the specific model. Fitting a rear strut brace further increases the torsional rigidity of the coupe or saloon.*





*Manfred Wollgarten - known as the suspension guru from all BMW insiders.*



*Tailor made - AC Schnitzer sports suspension is carefully matched to every model.*

## **Better fast than hard - more than just a phrase from the text book.**

Fiddly detail work in the workshop. However obvious it might appear, this is difficult to implement in practice. For every M-model - coupe, cabrio or saloon - the optimum combination of driving comfort, sporting driving dynamics and maximum safety has to be found.

With the AC Schnitzer racing suspension, lowering by 25 to 30 mm, special dampers and springs, not only does the vehicle look more dynamic but the driving physics of the standard model are improved to virtual perfection.

The AC Schnitzer 6-pot high performance brake system mercilessly reigns in the powerful acceleration forces when necessary, and provides essential safety reserves in every situation.



*Design and technology are perfectly matched: The AC Schnitzer forged alloy Type V wheels combine high tech with elegance (bottom picture), and the AC Schnitzer bonnet vents perfectly satisfy the increased cooling needs of the M3 power plant even at full load (right hand picture).*





## Wheel design: We keep reinventing the wheel.

The technological possibilities of production and the aesthetic demands of the customer have always been distinguished in the BMW model series. With three current AC Schnitzer design lines and numerous colour and surface finishes, we can offer every M3 driver countless options for an individual wheel and tyre combination.

### The Innovative:

With variable spoke elements, the AC Schnitzer Type III wheel is still an innovative solution. As a multi-piece racing wheel or one piece light alloy wheel, it is available in 19".

### The Avant-garde:

As a reinterpretation of the five-spoke design, the AC Schnitzer Type IV alloy and racing wheels with the striking silhouette can have totally a different appearance with the optional chrome elements, or in bicolor finish in 19" to 20".

### The Ultimate:

The lightweight forged alloy Type V from AC Schnitzer has taken the classic five-spoke wheel design to ultimate lightness, weighing 11 kg for a 20" size. For the M-models, this ultra-lightweight is also available in size 20" and bicolor finish.

Type IV in 8.5 x 19" or 9.5 x 19" as alloy wheels (large picture bottom right) or in bicolor finish in 9.0 and 10.0 x 20" (small picture left).

As silver racing rim (small picture centre) in 8.5 or 9.5 x 19" and in 9.0 or 10.0 x 20" or in Magic Black in 9.0 x 20" or 10.0 x 20" (page 3 bottom).

Type V forged lightweight alloy wheel in 9.0 x 20" or 10.0 x 20" (large picture bottom left).

Type III in 8.5 x 19" as alloy wheel (small picture right) and multi-piece racing rim in 8.5 x 19" or 9.5 x 19" (not shown).





## Every lap a pleasure: Motorsport feeling close to the skin.

The transfer of technology and design from the race track to the road is evident from the motorsport ambience, as authentic as possible. Nowhere is this feeling as perceptible as in the cockpit of an ACS3 Sport. The interior components from AC Schnitzer have almost personified the „pit ambience“ of the race track.

The AC Schnitzer three-spoke sports airbag steering wheels are optimally designed ergonomically and finished with refined leather and carbon

applications. Tailor made, the carbon interior trim in titanium finish combines sporting elegance with high tech product design.

The ultralight carbon sets comparable visual highlights together with the scarcely less lightweight aluminium in fine brushed finish. Foot rests and pedals, gear knob, handbrake handle and an aluminium cover with AC Schnitzer logo for the i-Drive system, complete the exciting overall picture with a sophisticated mix of materials.

*Straight from the racetrack: the AC Schnitzer carbon interior trim in titanium "Exclusive" finish, the EVO three-spoke sports airbag steering wheel in ergonomic design, the aluminium cover for the BMW i-Drive system, gear knob, aluminium pedals, handbrake handle and velours foot mats – everything gives that authentic motorsport feeling.*





**Our partners are the best:**



**Continental**



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