



BMW E28 M5

£85,000

Specification

Year	1987	Mileage	97,000 Miles
Engine Capacity	3.5 litre	Transmission	Manual
Exterior Colour	Diamond Black	Interior Colour	Pearl Beige Leather

For a long time now we have been struggling to supply E28 M5s to an ever growing list of customers keen to get their hands on BMWs ultimate super saloon. With only 187 European right hand drive examples built, demand massively outstrips supply.

The remaining superb examples are now mainly locked away in long term ownership and we are unable to prise these special cars away from protective owners. Others are simply too rusty, badly maintained, poorly restored and like all classic cars, went through that period of time when value was almost nothing and the wrong owners got hold of them. Previous restoration work was usually carried out to a standard that represented the value of the car then. Most E28 M5s offered to us for sale would be rejected. They would not be good enough for our collection so certainly not good enough for our customers.

The E28 was the first generation of M5. The path had been laid to a more extreme and faster super-saloon by the exciting and highly accomplished E12 M535 of 1980 and 81. This car being the first Motorsport saloon car from BMW Motorsport, with sales being far more successful than BMW ever imagined.

Despite the eye watering price tag of the E28 M5 in 1984, customers were soon queueing up for this Ferrari in a Savile Row suit. That has to be thanks to the decision of BMW Motorsport to use the M88 engine from the BMW M1. 286 bhp produced from the tried and tested 3.5 litre, 24-valve, twin cam power plant but now fuelled by Bosch Motronic rather than the rather crude mechanical injection system of the M1.

BMW E28 M5

Diamond Black

97,000 Miles

Pearl Beige Leather

Rear headrests

Rear blind

Electric sunroof
Headlight wash-wipe
On-board computer
Air conditioning
Electric front seats
Rear spoiler
De-chrome
Green tinted glass

It is extremely rare to find an E28 M5 as superbly restored as this example. The previous owner had the car restored to add to his modern classic collection. It was a no expense spared exercise and the 3" deep folder of parts invoices from BMW show an eye watering number running in to tens of thousands of pounds. I will attempt to summarise the work below.

Complete body shell restoration including new factory panels where required. Bare metal respray. Reassembled with new trim, new bumper parts, new seals, new mouldings and fasteners. New wiper arms, new sound deadening, mud-flaps, badges, rear light units, headlights, new front spoiler and stripes.

Engine rebuilt with all new sprockets, tensioners, guide rails, hydraulic tensioner, oil pump, valve stem oil seals, all new gaskets, oil seals, O rings and head gasket.

Reassembled with new ancillaries as required, distributor cap, belts, HT leads, Motronic sensors,

Differential rebuilt.

New clutch, hydraulics, gearbox seals and gear-lever bushes.

Coolant system rebuilt with all new hoses, heater hoses thermostat and radiator.

All fuel hoses replace and fuel injectors refurbished.

New underside brake and fuel pipes. New fuel tank, fuel pump, fuel scavenge pump and sender unit.

Brake system completely overhauled. Rebuilt brake callipers, new master cylinder, hoses, back plates, discs, pads, sensors and handbrake shoes. New ABS sensors and rotors.

Suspension completely rebuilt with new shock absorbers, top mounts, all suspension bushes and mounts, springs, gaiters, spring pan rubbers, roll bar links, ball joints and suspension arms.

New steering tracks rods, engine mounts, wheel bearings and differential mounting.

Washer pipes and jets replaced.

New battery and horns along with some new electrical switches.

Wheels refurbished and new Michelin tyres

The car comes complete with original service wallet, handbooks, original and rare M5 owners supplement, massive document file and original tools.

Before handing this exquisite M5 over to the new owner, the car will pass through the workshop for the following pre-sales preparation.

PDI

Treat underside of car and cavities with clear cavity wax and mechanical components with Tectyl ML.

Installation of Blaupunkt Bremen SQR46 DAB

Fit new Cocomat set

Road test car & MOT

Please call Barney for full details of the stunning E28 M5