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The new 2026 BMW M2 CS.

- Output boosted to 523 hp, weight reduced by nearly 100 pounds.
- CS-specific chassis enhancements sharpen dynamic responses.
- 0-60 mph in 3.7 seconds, on the way to a top speed of 188 mph.
- Base MSRP \$98,600 plus \$1,175 destination and handling.
- Production at BMW Group Plant San Luis Potosí starts in August 2025, with deliveries expected to commence in Q3.

Woodcliff Lake, NJ – May 27, 2025... The new BMW M2 CS further raises the bar for sheer driving pleasure at the premium end of the compact high-performance sports car segment. Outstanding agility, a significant increase in power, supreme dynamics, and design details inspired by Motorsport make driving the latest special edition model from BMW M an exhilarating and intensely rewarding experience. The new BMW M2 CS is the next chapter in an unqualified success story, which began with the iconic BMW 2002 Turbo and continued with the BMW 1 Series M Coupe and the first BMW M2 – including the first CS variant, unveiled in 2019. BMW M offered a first glimpse of the exterior design of the BMW M2 CS on May 23rd at the Concorso d'Eleganza Villa d'Este on the shores of Lake Como.

The latest CS model offers the ultimate in driving pleasure – both as a track tool and in day-to-day use. The BMW M2 CS will be assembled at BMW Group Plant San Luis Potosí in Mexico starting in August 2025. And like other special models from BMW M, the M2 CS will be

produced in limited numbers. The market launch will begin in late summer 2025.

The new BMW M2 CS is based on the second generation of the BMW M2 and builds on what is already an extraordinary level of performance. For example, the high-revving inline 6-cylinder engine with M TwinPower Turbo technology develops an impressive 523 hp in the M2 CS – 50 more than in the standard BMW M2. The M2 CS sends its power to the rear wheels via a standard 8-speed M Steptronic transmission with Drivelogic.

Intelligent lightweight design saves nearly 100 pounds.

With the M2 CS, BMW M has reduced the weight of the standard 8-speed Steptronic-equipped M2 by 97 pounds. This was achieved through judicious use of lightweight materials, such as exterior and interior components made from carbon fiber reinforced plastic (CFRP) and fitting the M2 CS with forged M alloy wheels as standard.

Upgraded inline 6-cylinder engine brings significant increases in power and torque.

For duty in the BMW M2 CS, BMW M has upgraded the 3.0-liter S58 inline 6-cylinder engine found in the standard M2, intensifying an already exceptional performance experience, particularly in highly dynamic driving situations. Their work further sharpens the engine's remarkable power characteristics and perfectly accentuates the linear power delivery – sustained into the higher reaches of the rev range – familiar in BMW M models. Compared to the standard BMW M2 with the 8-speed M Steptronic transmission, maximum torque has been raised by 36 lb-ft to 479 and is available across a broad rev range – between 2,700 and 5,620 rpm. The engine produces its maximum power of 523 hp at 6,250 rpm and redlines at 7,200 rpm. And the accelerator mapping and response have been optimized in all drive modes to deliver seemingly instantaneous responses to the driver's inputs.

Inspiring performance born from Motorsport.

This enhanced performance is achieved by modifying the engine management and provides further proof of the outstanding potential of the S58 6-cylinder engine developed by BMW M, which also serves as the basis for the power unit used in the BMW M4 GT3 EVO racing car. The engine's M TwinPower Turbo technology comprises a pair of mono-scroll turbochargers, each feeding three cylinders, an indirect intercooler supplied by a low-temperature circuit, and an electronically controlled wastegate. The technology package also includes High Precision

Injection, VALVETRONIC variable valve timing, and Double-VANOS fully variable camshaft timing. The engine also has an array of details borrowed directly from racing design that contribute to its lightning-fast response, appetite for revs, and high-performance capability in track use. These details include an extremely rigid crankcase with a sleeve-free, closed-deck construction, a forged crankshaft with lightweight design, cylinder bores with a wire-arc sprayed iron coating, and a 3D-printed core for the cylinder head.

The M-specific cooling system ensures the powertrain components maintain an optimal operating temperature even under heavy loads, and the oil circuit is designed to handle extreme dynamic driving situations. A map-controlled oil pump ensures reliable oil supply even under extreme acceleration.

The engine sends its drive power to the rear wheels through an 8-speed M Steptronic transmission with Drivelogic. The Drivelogic button integrated into the selector lever makes it possible to alter the transmission's shift characteristics, with a choice of three clearly distinguishable settings. Both the selector lever in the latest M design and the gearshift paddles on the steering wheel enable the driver to change gears manually if desired.

Ferocious acceleration from a standstill and on the move.

A model-specific engine mounting with a higher spring rate makes for a more rigid connection of the drive unit to the structure of the BMW M2 CS. The extremely direct transmission of power to the drivetrain optimizes response. Thanks to the lightning-fast power delivery, in combination with the increased engine power and the reduction in weight, the BMW M2 CS is able to sprint from 0 to 60 mph in just 3.7 seconds – 0.2 seconds quicker than the standard Steptronic-equipped M2. The mid-range sprint from 50-75 mph takes 3.4 seconds. Top speed with the standard M Driver's Package is electronically limited to 188 mph. The dynamic power delivery is backed by an emotionally rich engine note from the M-specific exhaust system with electrically controlled flaps and four exhaust tips characteristic of M, which are finished in matte black on the BMW M2 CS.

Chassis and brakes optimized for the increased performance.

The chassis technology and braking system in the BMW M2 CS are precisely tailored to the improved performance characteristics of the engine and the specific weight balance of the M2 CS. The chassis has been lowered by 0.2 in and adapted specially for the CS with unique

tuning of the springs, dampers, and chassis control systems. These modifications improve driving dynamics significantly in all scenarios – including under extremely hard driving. Indeed, the settings for the Dynamic Stability Control (DSC) and M Dynamic Mode have been optimized precisely to meet the demands of driving on a track. The standard Adaptive M Suspension has been given a revised, model-specific setup, as have the M Servotronic steering, M Sport differential, and the integrated braking system. Standard M Compound brakes with red calipers provide authoritative stopping power. M Carbon ceramic brakes with red brake calipers are available as an option (\$8,500). Standard equipment also includes CS-exclusive Style 827M forged alloy wheels with a double-spoke design and matte Gold Bronze finish. Measuring 19-inches at the front and 20-inches at the rear, the wheels are fitted as standard with high performance tires sized 275/35 ZR19 front and 285/30 ZR20 rear. Track tires and ultra-track tires are available optionally at no cost.

Lightweight carbon fiber components and CS-exclusive details.

The exterior of the BMW M2 CS underscores its high performance mission with CFRP components and exclusive details that set it apart. It boasts the signature M exterior mirror caps, a standard M Carbon roof, and a CS-specific rear diffuser, all crafted from exposed carbon fiber. Adding to the sporty and dynamic appearance are a matte black front splitter and a unique black BMW M kidney grille with optimized air inlets. The lightweight CFRP trunk lid with integrated ducktail spoiler is emblazoned with a striking “M2 CS” logo featuring a bold red border.

Four colors are available for the exterior finish of the new BMW M2 CS: Black Sapphire metallic, Brooklyn Grey metallic, and Portimao Blue metallic are available at no extra cost, and BMW Individual Velvet Blue metallic is optionally available at a price of \$3,000. Adaptive LED Headlights with Shadowline dark inlays are also standard.

Carbon fiber accents and a clear Motorsport influence continue inside.

The interior of the new BMW M2 CS surrounds the occupants in a performance-focused environment combining the sporty feel of exquisite Alcantara with innovative lightweight design. The driver and passenger are supported by weight-optimized, heated M Carbon bucket seats with illuminated “CS” logos. The integrated head restraints are removable for helmet clearance and, thanks to the option of integrating multi-point harnesses, improve the M2 CS’s track readiness. The surfaces of the seats are finished exclusively in Black Merino

leather with M Color highlights.

With a flat-bottomed rim, gearshift paddles, a red center marker at 12 o'clock, and two M buttons for selecting individually configured vehicle setups, the standard heated M Alcantara steering wheel features a traditional three-spoke design and brings Motorsport flair to the cockpit. The trim elements in the instrument panel and center console are finished in carbon fiber. Additional details include a red "CS" logo on the carbon fiber center console, M seatbelts, black threshold plates with an "M2 CS" logo and red outline. Now illuminated with the "CS" logo, the door trim panels certainly grab the attention. The color of the lighting used here can be set individually with the standard ambient lighting. When switched off, a carbon structure is visible. Rounding off the sporty interior is the M Anthracite headlining.

BMW Operating System 8.5, digital control for the climate functions.

Standard equipment in the new BMW M2 CS also includes automatic climate control, comfort access, a Harman Kardon Surround Sound System, and BMW Live Cockpit Professional, including the BMW Maps navigation system. As well as the BMW Head-Up Display, it also includes Augmented View on the control display. The standard smartphone integration allows wireless use of Apple CarPlay® and Android Auto™. The M-specific displays on the BMW Curved Display and BMW Head-Up Display add to the progressive sports car flair in the cockpit. The fully-digital display grouping consists of a 12.3-inch information display and a 14.9-inch control display. These serve as a platform for the BMW iDrive control and operation system, based on BMW Operating System 8.5, which can also be used to digitally operate the climate control functions. In the BMW M2 CS, temperature and ventilation settings, heated seats, and the heated steering wheel can be controlled either by touch using a special menu option in the lower area of the control display or by voice command with the help of the BMW Intelligent Personal Assistant.

M-specific controls enable direct access for an extensive range of functions.

The CS carries over the cutting-edge operating concept for setup customization from the standard BMW M2. At the heart is the Setup button on the center console. This provides direct access to the settings options for the engine, Adaptive M Suspension, M Servotronic steering, integrated braking system working in conjunction with the M Compound brakes, and the M Traction Control function, which allows drivers to choose from ten individual intervention thresholds for wheel slip limitation. The M Drift Analyzer shows the angle and duration of drifts

executed by the driver, while the M Laptimer is ideal for those striving for the perfect lap.

Semi-automated driving and parking systems fitted as standard include Forward Collision Mitigation, Active Cruise Control with Distance Control, Speed Limit Info, Lane Keeping Assistant, and the Parking Assistant.

Specifications.

BMW M2 CS	
Body	
No. of doors/seats	2 / 4
Length / Width / Height (in)	180.6 / 74.3 / 54.9
Wheelbase (in)	108.1
Ground clearance (in)	4.7
Turning circle (ft)	39.0
Fuel tank capacity (gal)	13.7
Curb weight (lbs)	3,770
GVWR (lbs)	4,685
Luggage capacity (cu ft)	13.8
Engine	
Config. / no. cylinders / valves	Inline / 6 / 24
Engine technology	M TwinPower Turbo technology with two mono-scroll turbochargers, indirect charge air cooling, high precision injection, VALVETRONIC fully variable valve control and Double-VANOS variable camshaft timing
Capacity (cc)	2,993
Stroke / bore (mm)	90.0 / 84.0
Compression ratio (:1)	9.3
Max output (hp @ rpm)	523 @ 6,250
Max torque (lb-ft @ rpm)	479 @ 2,750-5,730
Driving Dynamics and Safety	
Suspension, front	Adaptive M suspension with double-joint spring strut axle in lightweight aluminum construction, M-specific kinematics and elastokinematics
Suspension, rear	Adaptive M suspension with five-link axle in lightweight

	aluminum / steel construction, rear-axle subframe with rigid bolted connection to the body, M-specific elastokinematics		
Brakes, front (std.)	M Compound brakes, vented, with six-piston fixed calipers		
Brakes, rear (std.)	M Compound brakes, vented, with single-piston floating calipers		
Driving stability systems	DSC including ABS, ASC, and M Dynamic Mode (MDM), can be switched off, integrated wheel slip limitation, CBC (Cornering Brake Control), DBC (Dynamic Brake Control), Dry Braking function, Start-Off Assistant, Active M Differential		
Safety equipment	Airbags for driver and passenger, side airbags for driver and passenger, head airbags, three-point inertia reel seatbelts, belt tensioner and belt force limiter, crash sensors, tire pressure indicator		
Steering	Electric Power Steering (EPS) with M-specific Servotronic function and variable sport ratio		
Tires front / rear	275/35ZR19 / 285/30ZR20		
Rims, front / rear (in)	9.5J x 19 forged light alloy / 10.5J x 20 forged light alloy		
Transmission			
Type	8-speed M STEPTRONIC transmission with Drivelogic		
Gear ratios	I	:1	5.000
	II	:1	3.200
	III	:1	2.143
	IV	:1	1.720
	V	:1	1.313
	VI	:1	1.000
	VII	:1	0.823
	VIII	:1	0.640
	R	:1	3.478
Final Drive		:1	3.154
Performance			
Power to weight (lbs./hp)	7.2		
Output per liter (hp)	174.3		

Acceleration 0-60 mph (sec)	3.7
Top Speed (mph – gov. ltd.)	188

BMW Group in the United States.

BMW of North America, LLC was established 50 years ago to support the sales, marketing and distribution of BMW automobiles and motorcycles in the U.S. In 1993 BMW Group Financial Services NA, LLC was founded, and one year later BMW Manufacturing Co., LLC began assembling vehicles in South Carolina. In 2002 and 2003, BMW Group established MINI USA, and Rolls-Royce Motor Cars NA, LLC relaunching two iconic brands and rounding out its product portfolio.

Today, the BMW Group has a nationwide corporate footprint in the U.S. which consists of nearly 30 locations in 12 different states. Beyond the National Sales Company and Financial Services headquarters in Woodcliff Lake, NJ, its manufacturing plant in Spartanburg, South Carolina, and numerous other operational facilities, BMW Group in the U.S. also includes Designworks, a strategic design consultancy in Santa Monica, CA, BMW Group Technology Office USA, a technology research and development center in Silicon Valley, and BMW i Ventures, a venture capital fund, also in Silicon Valley.

BMW Group Plant Spartanburg is the largest single BMW production facility in the world, and the global center of competence for BMW Sports Activity Vehicles including the X3, X4, X5, X6, X7, and XM. The plant assembles more than 1,500 vehicles each day, and up to 450,000 annually. Since 1994, Plant Spartanburg has assembled nearly 7 million BMW vehicles in the U.S.

The BMW Group sales organization in the U.S. is represented through a network of 350 BMW retailers, 147 BMW motorcycle retailers, 104 MINI passenger car dealers, and 38 Rolls-Royce Motor Car dealers. The company's activities provide and support over 120,000 jobs across the U.S. and contribute more than 43.3 billion to the U.S. economy annually.

Journalist note: Information about BMW Group and its products in the USA is available to journalists online at www.bmwusanews.com , www.miniusanews.com, and at www.press.bmwna.com

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