

## 2002 WHEEL & TIRE FIT DETAILS

13-inch*(1)	14-inch*(1)	15-inch*(1)	Diameter-inches *(2)	Difference from stock diameter-% *(2)	Comments*(0)
175/50-13			19.9	-15.0	
	195/45-15		21.6	-6.4	
195/60-13			22.2	-5.1	
	195/55-14	185/50-15	22.3	-4.8	
			22.4	-4.1	3; 4; 5
175/70-13			22.6	-3.5	
205/60-13			22.7	-3.0	7; 11
	185/60-14		22.7	-3.0	
		195/50-15	22.7	-3.0	3; 4; 5; 11
	205/55-14		22.9	-2.2	7
	175/65-14		23.0	-1.9	
195/65-13			22.9	-1.8	0
		185/55-15	23.0	-1.7	
	165/70-14		23.1	-1.3	
		205/50-15	23.1	-1.3	7
	195/60-14		23.2	-0.9	3; 8; 11 Stock for some E30
185/70-13			23.2	-0.9	Stock for 2002 turbo
165R-13			23.4	0.0	11; 2 Stock for 2002 (except
		195/55-15	23.4	0.0	
205/65-13			23.5	0.4	7
	185/65-14		23.5	0.4	
	205/60-14		23.7	1.3	7
		185/60-15	23.7	1.3	
		205/55-15	23.9	2.0	7
175/80-13			23.9	2.0	7
	195/65-14		24	2.5	3; 4; 5; 6; 8 Stock for most E30

### \*Notes:

- (0) Some sizes may not be available. Check tire weight rating before use. The absence of comments does NOT imply a good fit.
- (1) Diameter is approximate. It varies with tire manufacturer and model. It also decreases about 1.1 % from new tread (10/32") to no tread (2/32").
- (2) Assumes stock tire size of 165R13, aspect ratio of 0.80, and diameter of 23.4 inch. Differential ratio is effectively reduced by this amount, e.g. with 195/65-14 tires the stock 3.64:1 ratio becomes 3.55:1. Speedometer reading is reduced by this amount, e.g. with 195/65-14 tires the speedo reads 63.4 at 65 MPH. Speedo reading increases as tires wear (1). Speedo reading varies with normal manufacturing tolerances, typically -2/+5 % IMO.
- (3) Slight, occasional rubbing on front inner fender walls at full lock is common with these sizes.
- (4) Slight, occasional rubbing on tie rod boots possible on ti.
- (5) Slight, occasional rubbing on front fender lips is common.
- (6) Slight, occasional rubbing on front apron is possible.
- (7) Rolling, trimming, or stretching of fender lips is required; rubbing is likely.
- (8) E30 ('84-'91 3-series) 14-inch alloy wheels fit '02s well and are a common upgrade. If tires are included, try for 195/60 rather than 195/65. Replace steel wheel nuts with alloy wheel nuts.
- (9) E21 (320i 1977-1983) wheels fit '02s poorly because of their 18-mm vs.27-mm 2002 stock offset. Any 4-bolt BMW wheel with an 18- or 20-mm offset is an E21 wheel. They work fine on some 02s but have rear fender clearance problems on others. These are often incorrectly claimed to be 02 wheels. Avoid spending money on such wheels unless you can test fit the wheels and tires on your car.
- (10) Width: At
- (11) Most popular sizes for 02s.

### Wheel sizes for some BMW models are listed below (diameter & width in inches; offset in mm):

Early '02: 13x4.5 offset ?  
 Late '02: 13x5 offset 29  
 2002 alloys: 13x5 offset 25  
 E21: 13x5.5 offset 18  
 E30 steel: 14x5.5 offset 35  
 E30 alloys: 14x6 offset 35  
 E30 BBS: 14x6.5 offset 30  
 E30 325ix: 14x6 offset 47  
 E30 325ix: 14x6.5 offset 45  
 E30 6-spoke: 15x7 offset 24 82-11-9-409-556 Style 10  
 E30 M Technic 15x7 offset 24  
 E30 325ix 15x7 offset 41

Some of these work on '02s. With E21 wheels you are limited to narrow tires. E30 alloys let you use bigger, wider, better tires (usually 195/60-14). E30 BBS (basketweave) alloys can be a tight fit on an '02 and an even tighter fit on a ti. Due to their extreme offset, E30 325ix wheels don't fit anything except an ix. E30 M3 wheels have five bolt holes.

There are two main advantages of going to larger diameter wheel with a lower profile tire: 1) better steering feel, especially on turn-in, and 2) better availability of tires. Wider tires give better traction.

Performance tires are made in mainly the larger wheel diameters (16-20 inches). Very few high performance or better tires are made in the 14-inch size, and fewer still in the 13-inch sizes. For a convincing demonstration of this, go to the Tire Rack website and do a 'Search for Tires by Size' <<http://www.tirerack.com/tires/SearchTires.jsp>>.

The disadvantages of wider, lower-profile tires are higher steering effort (especially noticeable when parking), harsher ride, and more susceptibility to damage from potholes.

Thanks to Curt Ingraham for compiling this data