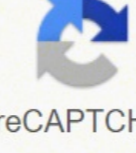


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## Bmw e46 330i ac schnitzer price guide 2020 uk

Rust has killed off most of these The big issue on any car from the 1980s is always going to be rot and these can be rotters just about everywhere In the practical Touring format, an E46 330i Sport from 2002 with 99,000 miles and every option box ticked is £4995 You can get an automatic 2010 325i convertible with 60,000 miles for £10,500 A 12,000-mile one from 2016 is around £18,995 The 1990s were all about the E36 Close Sporty, stylish and sophisticated: just three reasons why you always promised yourself a BMW 3 Series. The new 3 Series has been unveiled - get your first look here It did this by adding squishy 5 Series seats and developing a pocket-sized six-cylinder motor to purr away under the bonnet. We'd stick with the petrols, be it the 330i or even the everyday 320i. The M3 still makes sense and the CSL has since become something of a must-have. 18" M sport twin spok... ENGINE AND TRANSMISSION: Lifting the bonnet reveals an immaculate and extremely well-preserved engine bay. The welcoming leather upholstery retains a soft textured finish and is free from any marking or signs of heavy use. Interestingly, the original 17in and 19in alloy wheels have been prone to cracking on run-flats, although they should have been replaced by now. A 3.0 M Sport coupe in manual, non-sunroof specification with a number of rare AC Schnitzer performance upgrades from new - what's not to like? The last service was only recently been carried out in April 2022 at the current mileage of 72k. Page 2 Back to search results BMW 320Ci CONVERTIBLE (E46) 2001: Titanium Silver with Grey hide interior. None of the trims or badges show any signs of wear, and the lights front and rear are all crystal clear with no damage or unsightly water ingress to note. EXTERIOR: Some cars seem to tick all the boxes, and when it comes to E46s this particular example certainly does just that. Truly defying both its years and mileage this has to be one of the finest E46 coupes we've ever seen, and with such incredible specification it really is a very special car. It is a classic and the more cylinders the better. Born into the diesel era, the 320d in Efficient Dynamics spec could get close to 70mpg. The main reason to shop for an E36 is that the M3 versions are still real-world money. Without trying too hard, find yourself the relatively rare four-door with the exciting engine and feel like you are winning by paying just £9995. The 1990s were all about the E36, except that you could still get yourself in the stub-tail E30-based hatchback Compact. Indeed, for those who still wanted really big petrol sixes, the 335i arrived with twin turbos and 300bhp. The venerable 3-litre straight-six offers effortless silky-smooth driving and, readily equipped with the sought-after AC Schnitzer supercharger kit, it certainly packs a punch when you need to get a shift on. The body is pin-sharp along both sides with a deep glossy shine across every panel - our studio photos really don't do it justice. As each generation arrives, the older models become even more cherished. As a manual, non-sunroof 3.0 coupe this 2003 facelift E46 already ticks some pretty sought-after boxes and, having been converted from new to ACS3 C30 spec by Sytner BMW, it really is one for the collector. It could be the last truly great M3. Other special ACS additions include the carbon fibre rocker cover, carbon fibre and air box, and strut brace. It's not immune to rust and the front wings seem to rot first. The two-door saloon, a niche that no longer exists, has never been more prestigious, or more popular; a million buyers agreed after just six years. E21 (1975-1982): Rust has killed off most of these. A 12,000-mile one from 2016 is around £18,995. Oh, yes, and BMW still did the two-door saloon. E36 (1992-1999): These can seem to be rather shabby and a bit neglected and, of course, there may well be rust. Everyone wants a 323i - a tidy manual can still be had for £8495 - but really any E21 that isn't rusty is a bonus. The range was revamped in September 2001 with nips and tucks and boosted engine outputs. The 316iS remains a classy response to those pesky hot hatches. Later on, though, the E36 grew up and build quality improved: it came with a diesel engine, too, just not a very impressive one with the 318td, but the 325tds was a far better effort. Avoid the problems and get an automatic 2010 325i convertible with 60,000 miles for £10,500. Modern-era BMW model designation means a 328i is a turbo four, but still really quick and 40mpg-plus economical. And finally, the 3 Series has become the 5 Series, in size if not quite in nature, with the outgoing model. It was still quick, so a proper 3 Series. 31000 Miles MANUAL RHD RefCode: AETV21426565 The latest classic Bmw 3 Series cars for sale Sponsored Ad 1996 £2,400 BMW 3 SERIES STRAIGHT SIX 5400 MANUAL RHD Refcode: 322088 Performs well e.g MPG, reliability, MPH, owned 16 years, MoT 3/23, low miles - 5,400 per year, £7... Reserved. E90 (2005-2011): Modern BMW, modern problems, such as blocked DPF filters, which are increasingly common, so always be on guard for a blowing diesel turbo. HISTORY FILE: One of less than 20 ever produced, this is no ordinary 330Ci Sport. Autos are better than you would expect. E46 (1999-2006): Most buyers were plumping for diesel at this stage and actually the 320d in particular had a lot of problems. The timing chain can fail if the servicing has been even slightly overlooked. Prices are very much on the up but a 1991 325i Sport is still a bright red reality at £11,750, which seems a bargain. Sponsored Ad 2004 £7,500 73266 AUTOMATIC RHD Refcode: 322096 Silver Grey Metallic with Black 'Montana' leather interior, Black soft-top. INTERIOR: In keeping with the exterior the cabin also presents in immaculate condition. The top-of-the-line 323i offered tail-happy tomfoolery. We fan boys can only refer to 3s by their model codes. They loved the extra two doors, the full convertible (although the Baur was still available initially), the Touring and the truly outstanding M3. In the beginning, 1975, there was the E21. Gone was the solidity, and build quality issues affected early models. The 316 isn't special but it is sweet and simple enough. Even the original BMW Business CD player is still fitted having never been replaced with an aftermarket head unit; the complementing CD changer also remains in place in the boot. This beautiful facelift E46 is finished in Mystic Blue Metallic, which makes for a lovely combination with the pale grey upholstery. Navy Blue soft-top. In the practical Touring format, a 330i Sport from 2002 with 99,000 miles and every option box ticked is £4995. Well, maybe because it now had a thumping V8 under the bonnet. The 3 Series has done the seemingly impossible and remained relevant and desirable - and not just as a brand-new buy. motors.co.ukdesperateseller.co.uk ebay.co.uk ebay.co.uk 17gumtree.com 12ebay.co.uk 12ebay.co.uk 9gumtree.com 9gumtree.com ebay.co.uk ebay.co.uk 9gumtree.com ebay.co.uk 10freeds.co.uk ukavillage.co.uk ebay.co.uk 13gumtree.com ebay.co.uk 12gumtree.com ext-cars24.com ebay.co.uk FOR SALE: A rare supercharged 3.0 M Sport in sought-after manual, non-sunroof spec, just serviced and only 72k miles. Sponsored Ad 1990 £8,995 BMW 3 SERIES E30 316i AUTO 146000 AUTOMATIC RHD Refcode: 321111 2 door Lux OBC, manual sunroof, electric windows, new shocks, timing belt, radiator, full service... Timing chains were standard from 1994 but that doesn't mean you are safe from disaster because the tensioner can fail. A 330d delivered serious performance and more than 40mpg - a great combination - but the 320d is probably the most common unit in circulation. The car is fully equipped with a number of desirable factory options including electric front seats with driver's seat memory, the Harman/Kardon HiFi sound system, auto lights, and rain-sensitive wipers. One owner, 31,000 miles only from new. The soft dolphin frontage was not to everyone's taste, either. VIEWINGS WELCOME BY APPOINTMENT ONLY // ADDITIONAL PHOTOS AVAILABLE UPON REQUEST EQUIPMENT: Mystic Blue Metallic paintwork, Light Grey Montana leather upholstery, 6-speed manual transmission, AC Schnitzer supercharger kit, AC Schnitzer Type III split-rim alloy wheels, ACS exhaust, ACS carbon-fibre rocker cover, Carbon-fibre air box, Front strut brace, ACS door mirrors, ACS badges front and rear, ACS pedals and driver foot rest, ACS handbrake lever, M Sports Package II, Sports suspension, Aerodynamics Package, Multifunction M leather steering wheel, M leather gear knob, Harman/Kardon loudspeaker system, Electrically adjustable front Sports seats with driver's seat memory, Rear parking sensors (PDC), Cruise control, Front central armrest, Automatic air conditioning, Rain sensitive wipers, Self-dimming rear view mirror, Automatic lights, On-board computer, Dynamic Stability Control (DSC), Front fog lights, Clear indicators, High gloss Shadowline exterior trim, LED rear lights, Black cube interior trim, BMW Business CD player, CD changer, Velour BMW carpet mats, BMW toolkit, Warning triangle, Protective boot liner, Spare key. All the dash and driver controls are immaculate, and everything works just as it should including the AC. A family owned Classic Car specialist operating constantly since 1938. Please click on 'Live adverts' for our full listings and a link to our web-site. Reading through the history file it's clear this E46 has always been maintained to a high standard. Celebrating 40 years of the 3 Series From 2005, we have the E90, where the 3 Series got bigger but not prettier. Costing around £8,500 back in 2003 (in addition to the OTR price of a well-specified 330Ci M Sport), the conversion included not only a supercharger but also ACS Type III split-rim alloys, an ACS exhaust, ACS carbon rocker cover, carbon air box, and a front strut brace along with a few other AC Schnitzer goodies as detailed above. It still is. In practical terms, you could actually get adults comfortably in the back and a tonne of luggage in the bigger, better boot. Even ones that don't look rusty will still have it. Exclusivity used to be another, but after 1993, that ceased to be an issue, reflecting the fact that this was the greatest model range of the 20th century. Buy any six-pot: they are all great, from the 320i to the short-lived 323i and onto the 325i. With the seventh iteration of the 3 Series and the third of the 21st century, it is time to take a deep breath and assess BMW's greatest hits. All our cars are original UK supplied unless otherwise stated. Variety came in the shape of a scaffold-roll-bar Baur convertible. Buy now if you want a performance bargain because no one has said out loud that they're 24-carat classics. Those after a pretty 3 Series should look at the E46 from 1999, which also came with some excellent engines. Golly, Unless restored, the suspension will be shot, and a blowing engine and shonky gearbox are the least of your worries. So let's look to the future and get ourselves a hybrid in the shape of a 330e. Saloons, coupés, cabriolets, Tourings and the mad-as-hell M3s. The factory 6-speed manual gearbox completes the package. 5-speed gearbox. In the E30 era, a 325iX had four-wheel drive, which officially returned with the xDrive. BMW CARS BMW MOTORCYCLES MINI LAND ROVER Open gallery With the seventh iteration of the 3 Series and the third of the 21st century, we assess BMW's greatest hits The general consensus among long-term owners is that the F30 is the most reliable 3 Series since the E46 The E21. What BMW did here was shark-nose up a 2002 and turn a compact car into a much bigger one. Hurst Park Automobiles Ltd. The turbos could fail and the bearings could wear prematurely. There were more engines. E30 (1983-1992): The big issue on any car from the 1980s is always going to be rot and these can be rotters just about everywhere. The paintwork is absolutely first-rate throughout and, after careful inspection, appears highly original all round with only a light dusting of frontal stone chips commensurate with the mileage to report. Its 19,000-mile service intervals mean that there can be some neglect, but the timing chain is no longer an issue. Slicker and less sharky but roomier, it had the models to keep buyers happy. What you don't want are oil leaks or signs of overheating, which could warp the head and blow gasket. There are even hybrids. Why would you want an M3, then? F30 (2012-2018): The general consensus among long-term owners is that this is the most reliable 3 Series since the E46, even though it may not necessarily feel as solidly constructed as some of the old ones. E30s have gone through the usual used car cycle and become sub-£1000 bangers, but now all models are on the up. If any model defined the 1980s, it was the E30. The UK may not have got any turbocharged diesels, but a four-wheel-drive X was around for a while. Elsewhere, the other six, the 320, and the four-cylinder 316 feel surprisingly modern today. In the footwells the original grey overmats are retained and, like the rest of the carpets, remain in perfect condition. It is not the best buy, though. The trouble with the new 3 Series was overconfidence. The latest classic Bmw 3 Series cars for sale See all bmw 3 series for sale This Sytner BMW-fitted kit mount 295hp with a maximum torque of 280lbft, which was a substantial increase of about 65hp and 59lbft respectively over a standard 330 at the time. This is also a significant car for BMW fan boys as the model code went up the alphabet to become the F30 in 2012. Worldwide shipping is available on request. At least the M3 came in a larger number of flavours and as a proper coupé. The car has always been garaged and so the leather has never been allowed to dry out or crack in the sun. Please visit our website for a full write up and additional photographs. The 3 Series could now get you a lot further - 60mpg-plus - for less, with a £20 road fund at the time in 320d Efficient Dynamics spec. We'd go for the 330i as the alt-M3 rocket. That makes some of the 316s and 318s rather more affordable, especially in four-door format. Air conditioning, electric seats & door mirrors, Myrtle wood trim, tinted glass, parking distance control and other usual refinements. The boot area is also immaculate and is well protected by a tailored boot liner; every tool is present in the BMW kit.

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