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BMW 3 Series

Service Manual

M3, 323i, 325i, 325xi, 328i, 330i, 330xi
 Sedan, Coupe, Convertible, Sport Wagon
 1999, 2000, 2001, 2002, 2003, 2004, 2005

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It was the closest thing to the E46 M3 without actually being an M3. BMW 325i This one might seem sort of obvious if you live in America, as it's the only other option. And instead of talk about all of the ones you shouldn't buy, we're going to tell you which ones to buy. BMW 330i In the US, the BMW E46 330i didn't go on sale until 2002. That's the simple answer on how much to spend for an BMW E46 3 Series. Otherwise, just buy a manual, it's easier to maintain, more reliable and better to drive anyway. How Much to Spend Not a lot. However, that doesn't mean it isn't without its faults. With a 189 hp (184 in US) 2.5 liter I6 engine, paired to either one of the same two transmissions, the 325i is a great way to have fun without getting into trouble. It wasn't ever particularly fast, but it's quick enough to put a smile on your face. For a 330i in the same condition, I wouldn't spend more than \$6,000, maybe \$7,000 if it was immaculate and had under 100,000 miles. However, the E46 330i ZHP is actually worth quite a bit, thanks to its rarity. Was it CARFAX? For instance, when BMW first brought the 330i to America, it had too much torque for its own rear subframe, so it had issues with them cracking and needing to be replaced. It's the perfect BMW for the enthusiast on a budget. If you can spare the extra scratch for the ZHP, do it because it's basically the triple-distilled essence of the E46

3 Series' excellence. So it's a big tricky, with automatics. At the time, BMW was calling its automatic transmission fluid a lifetime product and claimed it didn't require changing (a practice that is still done by car companies today). Take it from someone who owned an E36 328i for many years, the 330i's M54 3.0 liter engine is better than the 328i's M52 2.8 liter. That engine developed 230 hp and was mated to either a five-speed manual or five-speed Steptronic automatic transmission. I've even seen them sell for \$12,000, if they're in perfect condition with low mileage. Overall The BMW E46 3 Series is probably the best bet for anyone looking to get into a BMW for the first time. BMW fixed the issue after 2003, but earlier models require checking before purchasing. Also, like all BMWs of that time, the water pump was almost always a 100,000 mile failure. Say the name "BMW" to nearly anyone and the first car that comes to mind is likely the BMW E46 3 Series. The information helps you to check sales data, avoid expensive follow-up costs and negotiate a fair purchase price. However, in Europe, there are several other models, including the 318i, 320d, and various others. That might seem low, but they're out there and because of how flooded the market is with E46s, they aren't worth much. Obviously, the manual is the better choice, but the auto wasn't a bad unit at all. If you're going to buy an auto BMW E46, buy a lower mileage one and have the ATF changed. Because of their rarity and cult-icon status, these can fetch around \$10,000 for good examples. They are immensely popular and there's good reason for it. So if you're buying one with that sort of mileage or more (which you likely are considering the age of the car), replacing the water pump is almost a must as soon as the car is purchased. It's small, fast and fun. It has near-perfect steering, steering that's still revered today, superb handling dynamics and a perfect blend of comfort and performance. It was only available in North America and was only sold between 2004 and 2006. However, there are a lot of people who never changed it, because BMW told them they didn't have to. It's actually not that bad of a car, just hideous. Obviously the E46 M3 is the best of the bunch, but that's hilariously obvious and it's also expensive for a nice example, so we're going to talk more about the standard 3 Series models. While the E46 as a whole is extremely common, the ZHP is a rare flower. For instance, if you live in Europe, the E46 3 Series Compact should be avoided like the plague because, well, look at it. The BMW E46 3 Series is probably the best 3 Series the Bavarians ever made. Due to their incredible popularity, there are almost countless of them for sale on the second-hand market. We can then create a vehicle history for every car in our database and make it available to you. Die Informationen helfen dir Verkaufsaangaben zu kontrollieren, teure Folgekosten zu vermeiden und einen fairen Kaufpreis zu verhandeln. Für jedes Auto, das wir kennen, erstellen wir daraus eine Fahrzeughistorie und machen diese für dich zugänglich. Just don't get the 325xi with all-wheel drive, as the added weight and drivetrain loss really sap the fun out of it. It's easily one of the most popular BMWs of all time and is the best selling model generation in BMW's history. Reason being is that there are simply so many of them on the used market, that it's almost impossible to not find one in good shape with good mileage for cheap. The 330i was available in either sedan, coupe or wagon form and all are great looking. In America, there was even the option of the most excellent BMW 330i ZHP, which came with some extra power, a six-speed manual, lower and stiffer suspension, better wheels, better brakes and better looks. It's actually difficult to go one day without seeing one driving around. They're in various degrees of quality and condition, with many examples being horribly abused and many being nearly mint, but they're out there nonetheless. This causes a lot of automatics to fail at around 150,000 - 200,000 miles. Now, another problem lies in the fact that if the car already has 150,000-plus mileage, changing the fluid can actually do more harm than good, as that old fluid is the only thing hold some metal bits together. Find used cars for sale 0 results found Description Most Recent Year (Desc) Price (Lowest) Price (Highest) Make Model Mileage Filters At CARFAX, we collect events from the lives of millions of used cars from 20 European countries, as well as the USA and Canada. It's hogwash, ATF needs to be changed every 100,000 at the latest, probably more like 60,000 - 80,000. And as much as the diesel engines are excellent, as are the smaller displacement petrol engines, the E46 is meant to be driven hard and you need a decently powerful, high-revving BMW inline-six under its hood to do so properly. While the 330i is the better car, the 325i ain't too shabby, either. Wir bei CARFAX, vereinen Ereignisse aus dem Leben von Millionen Gebrauchtwagen aus 20 europäischen Ländern, sowie den USA und Kanada. So if you're in the market for a used BMW and don't want to spend a ton of money, the BMW E46 3 Series might just be the car for you. But before you go out and plop cash down on a used E46, we're going to give you some buyer's advice, so you can be happier with your purchase and have some peace of mind that you bought the right one. What to Buy There are several model variants of the E46 3 Series and not all of which should be purchased. And, while you're at it, replace the thermostat and fan clutch, as they aren't expensive and need to be removed to do the water pump anyway. Also, watch out for automatic transmissions over 100,000 miles. And while the 320i is decent, 184 hp is just on the threshold of being too low, so I wouldn't recommend anything less. What to Expect The BMW E46 3 Series was one of BMW's more reliable cars of this modern era, so you don't have to worry about too much. Not only is it incredibly affordable, it's reliable, great looking and represents exactly what a BMW should be. Before that, the top of the line model was the 328i and it wasn't as good. It just takes time and diligent searching. For a good shape E46 325i, with either transmission and just over 100,000 miles, you shouldn't spend more than \$5,000. Price includes VAT, but excludes CO2 Tax.

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