

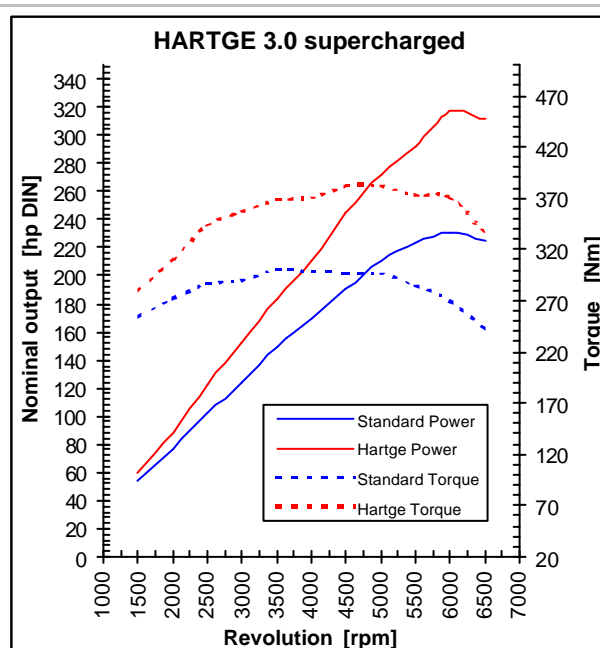


Hartge E46 330k specification and details

| Vehicle Details | | | |
|------------------|------------------|--------------------|-------------------------------------|
| Manufacturer | BMW | Model | E46 330i (left hand drive) |
| Registration | MZG CL 165 | Colour | Titan Silver |
| Chassis No | KM65336 | Year | 2001 |
| Engine No | | Mileage | 75,245 k |
| Transmission | Manual | Body Style | Saloon |
| First Registered | December 13 2001 | Wheels | 19" Hartge Classic Wheels and Tyres |
| Service History | Birds & Hartge | Exterior condition | Excellent con |
| Warranty | 12 months | Interior | Black leather, excellent con |
| Road Tax | 12 months | MOT | 12 months |
| Reported Items | None | Price | £18,795 |



| Model | Standard | Hartge H3-3.0k |
|----------------|-------------------|-------------------|
| Based on | 330i Manual Coupe | 330i Manual Coupe |
| Chassis | E46 | E46 |
| Engine Type | M54 B30 | M54 H30k |
| Capacity | 2,995 | 2,995 |
| Bore | 84.0 | 84.0 |
| Stroke | 90.0 | 90.0 |
| Output | 231 | 320 |
| @ rpm | 6,000 | 6,000 |
| Torque (NM) | 300 | 400 |
| Torque (lb ft) | 221 | 295 |
| @ rpm | 3,750 | 4,800 |
| Compression | 10.2 | 10.2 |
| 0-60 mph | 6.7 | 5.1 |
| 0-1000 m | | |
| Vmax mph | 150 | 167 |





Additional equipment installed

- 18 460 330 - Sport Rear Silencer, Dual Round Outlets
- 31 460 960 - Sport Suspension
- 51 461 000 - Hartge Front Spoiler
- 37 460 390 - 19" Hartge Classic wheels with Continental Contact 2 tyres.
(Front- 235/35 ZR19, Rear- 265/30 ZR19)
- 31 460 500 - Stabiliser Bar Kit
- 22 368 100 - Short Gearshift Lever
- 99 490 140 - Hartge Gearlever Knob
- 41 460 050 - Alloy Pedal Set
- 41 460 051 - Alloy Footrest
- 41 460 100 - Alloy Handbrake Lever
- 32 460 500 - Airbag Steering Wheel
- 62 310 850 - Speedometer (300kph)
- 99 490 100 - Hartge Emblem for Steering Wheel
- 51 460 200 - Aero Mirror Set
- 99 460 397 - Hartge Roundel (pair)
- 99 490 904 - Hartge Large Design Stripe Insignia

Quote from Total BMW...

"We spent a day with Alpina's B3S back in October 2003 at Bruntingthorpe proving ground. We got it to over 160mph, declared it a masterpiece and returned home elated. But we were none the wiser about the B3S as an everyday chariot. Our experience suggested it might make deeply civilized transport, with the performance to make long, open roads a sublime experience and when Premier BMW specialist BIRDS of Uxbridge suggested we take a B35 for a spin alongside a similar machine from one of tunings elite, we jumped at the chance.

Like the B3S, the Hartge H3 3.0K that Kevin Bird acquired is based on the E46 330i saloon, boasts over 300 bhp and on paper offers a great blend of practicality and insanity.

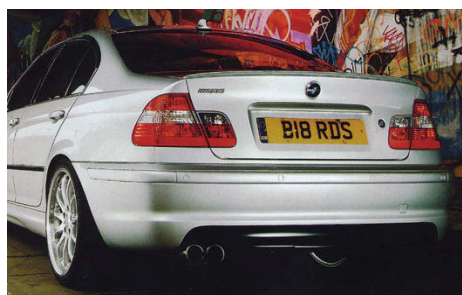


Hartge keeps the engine capacity at 2979cc, but force-feeds the cylinders with a supercharger conversion. This reaps 320bhp at 5900rpm and 295lbf.ft torque at 4800rpm. The conversion involves a clever Rotrex vaned supercharger - the cutting edge of blower technology – and uses a trick gearbox. The heat generated is distributed by a Mocal oil cooler in the nose of the car and an air-to-air intercooler is hidden elsewhere. Although the engine is otherwise standard, the ECU is remapped, with a subsidiary ECU added to regulate on-boost fuelling. The Hartge is rather quicker off the mark with a 0-60 time of 5.4 seconds, beating the B3S's 6.3seconds, partly due to greater torque but mainly because it has a manual gearbox.

Hartge has opted to fit large 19" Hartge Classic wheels with Continental tyres. The E46 is chunky enough to take these well, although by comparison the B3S 18" cotton reels look slender and lissom.

A Lovely noise emanates from these tasty twin pipes. Performance is certainly adequate.

Clever side skirts take a line and pull it gently out towards the rear wheel arches. Small adjustable wing mirrors can be used for seeing behind you, unlike many aftermarket efforts. It also wears a deep front bumper with twin, wide-meshed apertures that play with the trademark BMW kidneys. The impact must look pretty worrying as it looms in a rear-view mirror..."



For the full editorial, contact James Bird by email: James.Bird@Birdsauto.com