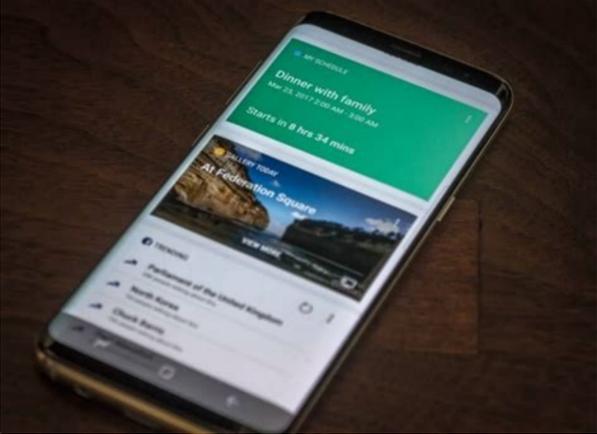


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11-28-2006, 11:29 PM #1 Hey guys, I am getting rid of my 01 GS430 Lexus and going back to BMW. Lexus is a good reliable car, that had few glitches that had to be fixed, what car doesn't. But it is boring to drive and no mods that I did, helped (see the sig). I had 00 323i and I loved it. But my tranny blew at 110k miles, and set me back \$2300 installed (friend mech did it), all 4 door seals had to be replaced, and rear window motor. That was my favorite car I ever had. So I am considering 2004 330ci Auto, Silver/Black, with about 35k miles, Sport/Premium and NAV. What do you guys think as far as reliability? 2004 would be 5th year of e46 production, did they fix all the glitches? I went on Edmunds and Consumer Reports gave 2004 a 2 out of 5 for overall! But 2002-2003 4-5 out of 5?! I read some horror stories on Edmunds about 2003-2004 X5's, 745i's and new 5 series. 2003 e39 M5 and e46 M3 got great reviews by Consumer Reports and people.. All the help is appreciated.. 11-28-2006, 11:06:40 PM #2 It will last a long time if you take care of it. Just get a manual and you won't have to worry about it the tranny going unless your an idiot with it. The window regulators is just a cheap part that they all have. I have a 323, and haven't had problems with door seals. I have no idea why 02-03 got better reviews. 11-29-2006, 11:04:12 AM #3 Definitely get a manual because modding an automatic will be hard to get the acceleration of the manual or the driving experience, and you don't want a boring drive like you mentioned with your GS. Glitches should be out by 2004 and you get the LED tails with the facelift. 11-29-2006, 11:02:30 PM #4 I have a 2004 330ci. no problems ever. zhp package. I beat on this car everyday, tracked it couple times. ive had it since 2003. 11-29-2006, 11:05:48 PM #5 They are much more fun to drive with a manual transmission. But you'll still enjoy it no matter which one you get. Good luck. 12-01-2006, 12:00:00 AM My father's sports package 04 330CI had factory crash problems. They can't figure that out. Sometimes it pulls to the left, sometimes to the right, sometimes not at all. He talked to BMW North America about this because the dealer was not being useful. They installed some parts from Germany, but it didn't work. I don't know if that has anything to do with car ratings. BMW said it has no recalls in the car for this. Actually, I'm looking around this forum to get information about this problem. 12-18-2006: 13:37 #7 Thank you all for feedback. I will be considering 2003-2004 M3 GSPD .. 12-18-2006, 12:02:25 #8 If a 03-04 M3 was in its price range Why would you ask about a 330? 12-18-2006: 12:04:04 #9 Price is not a problem here, it is the value and reliability of resale. If M3 were more problematic than 300CI, due to different engines and transvestites, I would go with 330ci .. 12-18-2006, 12:05:32 #10 Think about how you will be driving the car. The M3 is a fantastic car, but an exaggeration for the normal street direction, so you can save a lot of money in a 5 series with Sport or ZHP packages. On the other hand, if money is not object, get what makes your heart jump. The M3 can do that, so go ahead! I hope you're lucky with that. 12-19-2006, 12:10 #11 I would definitely drive the two cars first. The M3 is not for my personal taste by a daily driver. I think it's most likely that you have reliability issues with M3 based on rumors, but it doesn't have solid data. It is also likely to be more expensive to repair or replace the engine in the M3 if something goes terribly wrong. But the problems are probably with little things like window regulators. Anyway, these model years are fine, so many initial bugs will be solved so far. In my still have no data in 2004. I started collecting data in 2002. If I have enough answers, I will have results at the end of February and every other month months This one. I published results for 2006, but this is a different car. Upon now, low repair rates, despite being a design of the first year. Larger sample and more miles also at the end of February. A total of 163 are 3 are signed to participate, but they are scattered for many years. For 2000, 2001, 2003, 2004, I have about 2/3 of the path to the number of cars I need to start. So, I hope soon. Details: Vanculation Reliability Research www.turuedelta.com Comparison of prices, rapid and complete reliability information plus the 28-2006 Page 28-2006, e 06-29 #1 Ei Personal, I'm getting rid of my 01 GS430 Lexus and returning to BMW. Lexus is a good trusted car that had few flaws that needed to be fixed, which the car did not. But it is boring to drive and no mods I did, helped (see the signature). I had 00 323i and loved it. But my transvestite blown 110,000 miles and put \$ 2300 installed (friend Mech did it), all four -door seals had to be replaced and the rear window engine. 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I have no jAres jAres ocitjAmotua mu racifidom euqrop launam mu ahnetbo .etnemavitinifeD 3# 21:40 ,6002-92-11 .sacitArc serohlem evetbo 30-20 9Augrop od to get the acceleration of the manual or the driving experience, and you don't want a boring drive like you mentioned with your GS. Glitches should be out by 2004 and you get the LED tails with the facelift. 11-29-2006, 11:02:30 PM #4 I have a 2004 330ci. no problems ever. zhp package. I beat on this car everyday, tracked it couple times. Ive had it since 2003. 11-29-2006, 11:05:48 PM #5 They are much more fun to drive with a manual transmission. But you'll still enjoy it no matter which one you get. Good luck. 12-01-2006, 12:00:00 AM #6 My father's 04 330CI sport package has had break problems from the factory. They can't figure it out. It pulls sometimes left, sometimes right, sometimes not at all. He's talked to BMW North America about it cause the dealer wasn't being helpful. 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For 2000, 2001, 2003, 2004, I have about 2/3 of the way to the minimum number of cars I need to start. Then I'll wait soon. Details: Vehicle reliability research www.turuedelta. with price comparisons, quick and complete information of more useful reliability BMW Specialist based in Oxfordshire, all that the M3S launched a manual exchange box conversion kit to the E46 M3 CSL, replacing the very poorly merged SMG automatic system with a six-speed Shifter system. Reduced sound insulation and reduced interior equipment. It is commonly considered one of the most capable sports cars BMW has ever produced, but it has hardened the poor performance of its six-speed SMG automatic gearbox. All the M3S conversion kit - which we tested last year (assist to the video below) - replaces the electro-hydraulic system with the most conventional manual of six standard M3 speeds and box and clutch configuration. Parts BMW, the? 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