

MANHART

SINCE 1986



MANHART ALPINA 2002 tii

ALPINA CLASSIC WITH "PIG CHEEKS": 200 HP AND 215 NM IN THE 2002 tii

Our team continues to expand the activities of our Classic Cars department. After the Lancia Delta Integrale and the E30 M3, we have now taken on the oldest vehicle to date. Once again, the choice fell on a BMW: it is none other than the 3-series predecessor 02, which was also able to celebrate considerable motor sport successes at the time, not least thanks to the cooperation with ALPINA. Speaking of ALPINA: the 2002 tii presented here was also optimised by ALPINA, which we have now restored and further refined.

Visit our new shop:



www.manhart-performance.de/en/shop



MANHART ALPINA 2002 tii

SPECIFICATIONS

ENGINE

ALPINA A4 Engine 2.0-litre M20 4-Cylinder
ALPINA Airbox with K&N Air Filter
ALPINA Single Throttle System
ALPINA Engine Tuning with EMU Classic ECU
BMW E21 323i 5-speed Manual Transmission
Wiechers Strut Brace

POWER

Original: 130 HP & 178 Nm
Tuned: 200 HP & 215 Nm

EXHAUST

ALPINA Manifold
MANHART Exhaust System

SUSPENSION

ALPINA Coilover Suspension by Raab Classics

WHEELS

3-piece ALPINA Wheels
FA: 8 x 16" (215/40 R16)
RA: 8 x 16" (225/40 R16)
Rim Colour Upon Request Individually Configurable

BRAKES

BMW E21 323i Brake System
FA: Ventilated Disc Brakes
RA: Disc Brakes

INTERIOR

ALPINA Club Sport Roll Bar
ALPINA Sports Seats by Scheel
with Original Seat Covers
ALPINA Floor Mats

EXTERIOR

ALPINA Wheel Arch Extension Kit
Car Colour in BMW-Agave Green
ALPINA Decal Set



MANHART PERFORMANCE & EXHAUST SYSTEM

Accordingly, the two-litre M10 in-line four-cylinder engine in the ALPINA A4 variant is found in the front of the sporty two-door. It features a single throttle system and a manifold from ALPINA. Also thanks to the supplementary installation of a K&N airbox, the engine is significantly more powerful than in the "normal" BMW 2002 tii, stock (130 hp / 178 Nm). 200 hp and 215 Nm are listed in the data sheet of the power unit, which has been completely overhauled and refurbished by our Classic Cars team - plenty of power for an oldie from the 1960s weighing just about one ton. The fact that the BMW expresses this power even more acoustically is thanks to the newly installed MANHART exhaust system.





MANHART CHASSIS, BRAKES & WHEELS

Of course, the 2002 tii had to be able to counter the increased power with adequate deceleration force if required. Even before it came to us, it had received the brake system of a 323i model from the successor series E21 for this purpose. And the driving dynamics were not ignored either: We installed a Raab coilover suspension by KW. It gives the 2002 tii a much more modern and sporty handling. In addition, the Wiechers strut brace provides more body stiffness. Road contact is provided by 215/40R16 and 225/40R16 tyres. They are mounted on original ALPINA multi-spoke rims newly installed by us, measuring 8x16 inches all round. While in this case they wear classic silver, we also offer an individually configured finish on request. Thanks to 25-mm spacers front and rear, the wheels are perfectly aligned under the wings. These are noticeably more flared due to the ALPINA wheel arch extensions - called "pig cheeks" by insiders - which give the classic a much stockier appearance.



MANHART EXTERIOR & INTERIOR

Another visual highlight are the decorative stripes and lettering of the characteristic ALPINA decal set. It extends in light green and silver over the body, which is painted in the BMW colour Agave Green. The bright green of the accent lines on the body is also found in the interior: the seats have stripes in this colour as well as in blue. The driver and co-pilot sit in sports seats by Scheel, which have been restored by our Classic Cars department. The rear is rounded off by a Clubsport roll bar.



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All facts concerning driving performance are approximations. They depend on vehicle-specified details such as vehicle type, equipment, curb weight, rear axle ratio, wheel-tire combination, transmission design and aerodynamic equipment of the individual vehicle. Information about performance increases and/or performance kits are average values. A margin of +/- 5% in performance gains should be taken into consideration. Information about the overall performance of the stock engines changed due to an increase in performance and/or performance kits is based on the manufacturer's information in the vehicle registration document, which in turn can deviate +/- 5%. MANHART Performance assumes no liability for additional under-performance of factory engines. The technical data can be changed at any time without notice.