

Topsy-Turvy World

Can BMW tuner AC Schnitzer succeed with the Range Rover Sport SD V6?

The agility and sporting handling of this 2.4 tonne Brit are incredible.

The skirts really sharpen up the aesthetics.

The four-pipe exhaust system sounds like a petrol engine. The cockpit is a tour de force as standard. 23 inches sounds a lot, but the wheels aren't oversized, and certainly don't ruin driving comfort

Strange things are happening: BMW is building vans with front-wheel drive, and the most important tuners for the Munich marque are suddenly tuning British vehicles. But the latter only seems far-fetched at first glance: dealers Kohl Automobile, associated with AC Schnitzer, have been selling Range Rovers for 10 years in Aachen. Internationally too, the number of dealers with two strings to their bow is rising rapidly, and of course it's this clientele that AC Schnitzer wants to serve to the full.

Longitudinal dynamics:

The 3.0 litre biturbo diesel delivers 292 hp as standard; Schnitzer adds 48 hp and 100 Nm with an add-on ECU. Enough power to take over three-tenths from the standard car tested, at 7.1 seconds for the sprint to 100 km/h, while the Range Rover does 60 to 100 in fourth in a sporty 4.1 seconds. A 360 hp AC Schnitzer 435i Cabrio weighing 600 kg less doesn't do it any faster. The braking distances too are remarkable: with 23 inch wheels on Conti tyres, the Schnitzer vehicle stops five metres earlier than the standard vehicle on all-season Pirellis.

Transverse dynamics:

The interplay of lowering and grippy 305 tyres means great fun. An SUV of this weight class has never felt so agile.

Emotion:

AC Schnitzer provides everything your heart could desire: racy looks, classy suspension, performance and the right sound.

Everyday use:

Alright, the 23 inch rims aren't compatible with kerbing edges. But that's this 4x4 is no obstacle to everyday use. The lowering and large wheels have no perceptible effect on travelling comfort.

Price/performance:

The performance gain is fairly priced, but the wheels are rather expensive.

Technical Data	
Engine type	V6 biturbo diesel
Installation position	Front longitudinal
Capacity	2993 cm ³
kW (hp) at rpm	250 (340) / 4000
Power per litre capacity	114 hp/l
Nm at rpm	700 / 2000
Drive	all-wheel drive
Transmission	8-speed automatic
Brakes front	350 mm / internally vented
Brakes rear	350 mm / internally vented
Tyre size front	305 / 30 R23
Tyre size rear	305 / 30 R23
Dimensions L/W/H in mm	4850 / 1983 / 1750
Measured values	
0 - 100 km/h	7.1 s
0 - 200 km/h	33.0 s
60 - 100 km/h in 4th	4.1 s
80 - 120 km/h in 5th/6th	5.4 / 6.9 s
Braking distance from 100 km/h	cold 35.5 m, hot 35.9 m
Top speed	222 km/h
Test fuel consumption 100 km	11.2 l diesel
Unladen weight / payload	2438 / 562 kg
Weight / power ratio	7.2 kg / hp
Prices	
Base price	71,210 Euro
Performance upgrade	2855
Wheelset	12,260
Suspension	1770
Exterior	6422
Exhaust	2999
Engine styling	442
Total price	97,958 Euro

Engine tuning with add-on control unit and cover

SUMMARY:

AC Schnitzer can smarten up Range Rovers - and how! The Aachen-based company refines perfectly, both aesthetically and technically. The suspension and 23 inch wheels make the SUV diesel very agile, you scarcely feel the weight any more. But the power gain you can feel - and see the 12 km/h higher Vmax.

**** = pretty good