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MHD Flasher is the first Android handheld application to bring ECU tuning and monitoring to the BMW N54, N55, S55, B58 and N13 engine. The MHD Flasher reveals the immense margin of power BMW left on the table with the N54, N55, S55, B58 and N13 motor, while still retaining the sophistication of the original engine management program.

BMW’s N52 engine is one of its most successful, and most produced inline-6 engines. The N52 was predominately found in the E90 325i, 328i and 330i, and the E60 525i and 528i models, as well as various others such as the 128i, X1, and Z4 to name a few.

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BMW N52B30 engine reliability, problems and repair. It is the first engine in the new N52 series which also includes N52B25.The N52B30 engine has 6 cylinders and is totally different from previous versions of M54B30.It is equipped by popular Double-VANOS camshaft and light-weight aluminum-magnesium block of cylinders, another crankshaft and lighter connecting rods and pistons.

BMW N52 - x25i/x28i/x30i: Evolver ECU Tune - evolve tuning

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BMW N52 3.0i Remap + Evolver remote tuning tool. The engines found in the 125i/128i/130i/325i/328i/330i/X3 3.0i/X5 3.0i/Z4 3.0i/528i respond well to the right type of ECU software. The software upgrade was designed and tested at our dyno facility and on road to give optimal performance with maximum safety.

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BMW E9X 328i / 330i BMW E82 128i N51, N52 Performance Tune ...

The BMW N52 is a naturally aspirated straight-six petrol engine which was produced from 2004-2015. The N52 replaced the BMW M54 and debuted on the E90 3 Series and E63 6 Series.. The N52 was the first water-cooled engine to use magnesium/aluminium composite construction in the engine block. It was also listed as one of Ward’s 10 Best Engines in 2006 and 2007.

Whether you’re maintaining or repairing your stock engine or looking for added horsepower, we

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Having the SULEV spec is not a bad thing but certain components are different than standard N52 engines and you should be aware if you have an N51 engine. Visually the N51 and N52 are identical. On the previous M56 SULEV and M54 engines in the E46 you could see a visual difference in the valve covers of each engine.

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want to experiment with tuning, implementation of chip tuning will be a good idea to increase the level of N52 power.

BMW N52B25 Engine | Tuning, supercharger, problems, oil

Tuning. If you have an N52-powered BMW, the simple fact is that you’re not going to get much of an increase in power so there’s no point in spending a fortune chasing it. A remap is the only real option that’s worth pursuing and even then that’s debatable; plenty of companies will provide you with a remap and you can expect an additional 10-15hp, which isn’t much to write home about, but it should also improve throttle response and make the car feel perkier.

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