In the interests of continuing technical development, we reserve the right to modify designs, equipment and accessories.

Dimensions, weights and performance data quoted in this handbook are to the tolerances laid down by the German Institute for Industrial Standards (DIN). National-market versions may differ from those described here.

Fuel consumption data are according to the values available at the time of closing for press. Therefore, no claims based on data, illustrations or descriptions in this handbook will be entertained. Errors and omissions excepted.

Please note that this owner's handbook also describes all special equipment features as far as this are relevant to correct operation.

All equipment marked with an asterisk (*) is specification-related and only included as standard on certain models or national-market versions, or is available as a special equipment feature or special accessory.

Any discrepancies between your BMW and the details given here may be due to equipment specification offered on a particular model or the items ordered with the car.

For a description of special equipment items not included in this handbook, refer to the installation or operating instructions provided.

The BMW Service Organization will be pleased to help in cases of doubt.

In the interests of operational reliability, vehicle safety and a high resale value, refrain from modifying the vehicle's specification in such a way that individual items no longer comply with the general operating permit or the model specification no longer applies.

Important information for your safety!

For your own safety, use only parts and accessories approved by BMW.

When you use accessories tested and approved by BMW and Original BMW Parts, you have the assurance that their suitability for your vehicle has been thoroughly tested by BMW. BMW bears full product responsibility for these items.

BMW cannot entertain any liability for any spare parts and accessories not approved by BMW.

BMW cannot test whether every product from other manufacturers can be used on a BMW safely and without risk to either the vehicle or the people it is carrying. Moreover, this guarantee cannot normally be provided by the general operating permit for the part or accessory in question, as tests cannot cover all eventualities.

Original BMW Parts, BMW Accessories and other products approved by BMW, together with experienced advice on using these items, are available from all authorized BMW dealers.
Congratulations on your choice of a BMW.

The better you are acquainted with your car, the easier you will discover driving to be. We therefore request you to heed the following piece of advice:

This owner’s handbook contains important information on operating and looking after your BMW. Please read it carefully before setting out in your new car, so that you are fully familiar with the technical advantages of your BMW. It also contains useful information on care and maintenance, to maintain both the car’s operating safety and its full resale value.

Wishing you many an enjoyable and safe journey,

BAYERISCHE MOTOREN WERKE AKTIENGESELLSCHAFT

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Adding fuel

To open the fuel filler, turn the cap counterclockwise and take it off.

To close the fuel filler, place the cap on the filler and turn it clockwise until it engages (bayonet-type catch).

Warning: always observe the appropriate safety regulations when handling fuels.

Catalyst models

To avoid the risk of leaded fuel being added to the tank, the filler pipe has a smaller diameter than on cars without a catalyst, and also a check valve. A special funnel is available for adding fuel from a fuel can.

To open the fuel filler if the central locking system fails:

- remove the luggage compartment trim (quick-release fasteners).
- lift up the right floor mat.
- take off the right section of the luggage compartment trim.
- push back the lock bar (reach through from the top).

Further checks: see Page:

- Tyre pressures (including the spare), twice a month 107, 108
- Engine oil level 69
- Battery acid level (add distilled water if necessary) 65
- Coolant level 65
- Brake fluid level 64
- Vehicle lights (renewing bulbs) 76
- Cleaning fluid for the windscreen, headlight and fog light washers and intensive cleaning system 66

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Fuel grades

Catalyst-equipped cars

Unleaded regular fuel for spark-ignition engines to DIN 51607 standard or equivalent, minimum octane number 91 (RM).

Cars without catalytic converter*

All fuels for spark-ignition engines (leaded or unleaded), minimum octane number 91 (RM).

In each case, a methanol content of up to 3% is permissible.

* Catalytic converter can be retrofitted
Main controls

1. Headlight switch 18
2. Fog light switch 26
3. Switch for rear window heater 26
4. Switch for hazard warning flashers 26
5. Wiper/wash lever 20
6. Lever for turn indicators, parking lights, low/high
headlight beams and headlight flashing 19
7. Steering column adjusting lever 14

Keys

A. Master key
- Main key with battery and light in key head (press BMW emblem to operate). Renew the battery when the light becomes dim, or else acid may leak out.
- Spare key.
- Duplicate key for safe keeping, e.g. in wallet or purse.

B. Door and ignition key
Does not fit the luggage compartment or glove box locks.

Note: this key does not operate the theftproofing device.

In case you need further or replacement keys, a self-adhesive label bearing the key number is provided. Keep this label in a safe place to safeguard against theft of the car.

Central locking system - locking

Whenever a door lock or the luggage compartment lock is operated or the safety catch button on the driver's door is pressed down, the doors and the luggage compartment lid and fuel filler flap locks are all operated at the same time. The locks operated by the central locking system are released automatically in the event of a collision, and the hazard warning flashers and interior lights are switched on.

Central locking system - activating

Turn the key in a door lock; the doors are then locked and the central locking system is out of action.

Thiefproofing device - activating

Whenever a door lock or the luggage compartment lock is operated or the safety catch button on the driver's door is pressed down, the doors and the luggage compartment lid and fuel filler flap locks are all operated at the same time. The locks operated by the central locking system are released automatically in the event of a collision, and the hazard warning flashers and interior lights are switched on.

Thiefproofing device - deactivating

To close again: turn the key beyond the theftproofing device pressure point.

Emergency operation

Open: slide the door to the rear, turn the key in the direction of the arrow. To lock: slide the door to the rear, turn the key in the direction opposite to the arrow.

Opening from the outside:
Lift up the handle plate.

Driver's door lock heater:
The heater is switched on when the handle plate is lifted.

The heating time is automatically controlled to save energy.

Opening from the inside:
First lift up the safety catch button if necessary, then pull the handle above the arrest.
When the driver's door is open, its safety catch button cannot be pressed down; this is to avoid being locked out of the car accidentally.

**Important note:**
Children left in the car could lock the doors from the inside. To prevent this, make a point of removing the ignition key and taking it with you, so that the doors can be unlocked again from the outside.

**Power-driven closing system**
*(in preparation)*

To close doors and the luggage compartment lid, simply push them to. After a brief delay, the system then actuates the automatic closing process, which takes several seconds.

The opening process is also initially power-assisted. All other functions of the doors and luggage compartment lid remain unchanged.

This power-assisted function cuts out when the car is traveling faster than app. 3 km/h.

As always when closing doors and lids, when using the power-assisted closing system ensure that the door and luggage compartment edges are not obstructed by children's hands, etc.

---

**Luggage compartment**

*Central locking*  
(Not when thiefproofing device activated)

*Locking luggage compartment*  
(Remove master key in the horizontal position)

This prevents access to the luggage compartment if the spare door and ignition key is handed in at hotel garages, workshops etc.

If the thiefproofing device is actuated, the luggage compartment can be opened with a master key but the thiefproofing device must be activated again afterwards.

---

**Safety locking** for luggage compartment  
*(in preparation)*

Opening the luggage compartment: turn master key anti-clockwise and press. Once opened, the key can be withdrawn when in the vertical position.

Locking the luggage compartment: close the lid. No locking action is necessary.

Note: If the luggage compartment is fitted with safety locking, the lock cannot be operated by the central locking system. Similarly, the central locking system cannot be operated from the luggage compartment.

---

**Childproof rear door locks**

Safety lever pointing towards outside; door can only be opened from the outside.
Infrared remote control

Point the transmitter at the receiver behind the car's interior mirror (max. 6 metres away). The beam must reach the receiver directly.

If button 1 is pressed briefly – LED (4) will come on for a short time:
- The central locking system and thief-proothing device are then released
- The burglar alarm is deactivated
- The car's interior light is switched on
- The central locking system is operated (car locked)
Within 15 seconds of having pressed button (2):

If button 3 is pressed briefly – the LED will come on for a short time:
- The thiefproofing device is engaged
- The burglar alarm is activated

Closing windows and sunroof:
Press button 2 or 3 and hold it in – the LED will flash.
The closing movement is interrupted at once if the button is released.
Due to technical developments, the functions of buttons 1 and 2 may be reversed.

Master key
Press the button to fold the key out or retract it.
All functions at the door and luggage compartment locks can also be operated with the conventional keys (see Page 7).

Battery capacity
Renew the battery if the LED does not come on when a button is pressed, and closing movements cannot be performed.

Renewing battery
Remove screw (arrow "a"). Press the button and swing the cover to one side. Remove screw (arrow "b").
The correct battery type and installed position are printed on the battery holder.
Important: use only batteries of the specified type. Avoid environmental pollution when disposing of old batteries.

Transmitter initialising is necessary
- After renewing the transmitter battery, unless this takes less than one minute and none of the buttons are pressed
- If a new transmitter has been obtained.
The initialising procedure can be repeated as often as necessary.

Changing the key blade
If the infrared remote control unit should develop a fault, replacements without a key blade are available from your BMW dealer.
To transfer the key blade to the new transmitter, remove the screw and take out the blade. Insert it in the new transmitter and secure with the screw.
 Seats
Moving seat forward/back
Pull lever (1) and push the seat to the desired position.
After releasing the lever, make sure that the seat engages in its catches.
Angle of complete seat
Pull lever (2) and move the seat as required.

 Seat back adjustment
Pull lever (1) and apply weight against the seat back or allow it to come forward.

 Seat height adjustment
Press lever (2). Apply weight to seat or allow it to come up as required.

 Electrical seat adjustment: see Page 13.

 Front and rear head restraints
To alter the height, pull up or push down as required.
Pivot forward or back to adjust the angle.

 Selecting:
With the driver’s door open or with the door closed but the automatic interior light still on or the ignition key turned to position 1:
Press the desired button 1, 2 or 3 briefly.
The automatic movement process is interrupted as soon as a seat or mirror control switch or the memory keys are operated.

 With the driver’s door closed and the ignition key either removed or in position 0 or 2:
Press the desired button 1, 2 or 9 until the resetting procedure has been completed.

 Mirror changeover switch (see Page 17) in driver’s door mirror position: when reverse is selected, the passenger’s side mirror glass tilts down slightly to show the road alongside and behind the near side of the car (edge of kerb etc.), as an aid when parking.

 Electric front seat adjustment*
1. Seat angle adjustment
2. Forward/back seat movement
3. Seat height adjustment
4. Seat back angle adjustment
5. Head-restraint height adjustment

 BMW sports seat *
Additional adjustment of thigh support at rocker switch on outer edge of seat frame (switch A in illustration).

 Seat and mirror memory *
Three different seat and mirror positions (both door mirrors) can be programmed and selected when required.

 Programming (ignition key position 1 or beyond):
– Move seat and mirrors to the desired positions
– Press the MEMORY button; the telltale lamp shows readiness for programming.
– Press button 1, 2 or 3 to store these settings. The telltale lamp then goes out.
Electric rear seat and rear head restraint adjustment*
1 – Forward-back seat movement and seat back angle
2 – Head restraint height
When a rear-seat passenger fastens the seat belt, the corresponding head restraint is automatically extended. Its height can be adjusted at switch 2.

Electric rear head restraint adjustment*
The height of the rear head restraint can be adjusted at the rocker switch in the same place.

Lumbar support*
Press rocker switch on inner side of seat frame to adjust to the required position.
This facility enables you to extend or retract the convex support in the seat back for the lower spine.
This provides support for the upper pelvis and spine, for a relaxed sitting position.

Steering column adjustment
(not in conjunction with Airbag)
Fold out the clamp lever.
Pull out or push in the steering wheel to adjust its position in relation to the seat.
Fold the clamp lever back.

Warning: do not adjust position of the driver’s seat or steering column while driving.

It should just be possible to insert a hand between the belt and body. Therefore, avoid wearing thick and heavy clothing and do not tilt the seat too far back. Take up slack regularly by pulling up the belt at the shoulder.
The height of the upper belt anchorage point is automatically adjusted as the seat is moved forward and back, to suit occupants of various heights.

Note in particular:
The seat belt locking mechanism may operate when:
– the belt is pulled too fast
– the car is braked or accelerated abruptly
– taking corners
– the car is at a steep angle.

Only one person (over 6 years old or as permitted by law) must be secured by each seat belt. Make sure that the seat belt does not pass over the neck.
The seat belt must not become jammed or rub against sharp edges.
If the belts or the BMW child restraint system* are subjected to severe stresses in an accident, have them renewed and the anchoring points examined by a BMW service station.
Do not tamper with any occupant restraint system.

Care of the seat belts is described in the chapter headed “Care of the car”.

Notes on driver’s seat position
The spine obtains most relief when you sit right back in the seat and rest against the seat back.

Seat belts
Always wear the seat belts
The lock must be heard to engage when the belt is inserted.

To release the seat belt lock, press the red button on the catch.
Place the seat belt across the pelvis and shoulder, making sure that it is not twisted (do not pass the belt over hard or breakable objects in your pockets or clothing).
The belt adjusts itself according to body movements.

http://ow.no/ for BMW E32 Tech Tips
**Airbag restraint system**

This safety system comprises the airbag 
generated, control module, the seat belt 
restraint system, the driver and passenger 
detector systems, the front or side airbag 
modules and the electronic monitoring system with safety sensor in 
the passenger compartment.

**Airbag warning lamp** is combined 
with the tachometer.

The indicator lamp comes on to indicate that 
the system is operational when the igni-
tion key is in position 1 or beyond.

**System function:**
- The system comes on for about 3 seconds and then goes off.

**Safety system:**
- The system does not operate.
- The control module checks about 5 seconds after the ignition 
  key is in position 1 or beyond.
- The airbag warning lamp remains on.

In all these cases, there is a risk of the system not operating in the event of an 
accident.

For your own safety, have the system 
checked immediately by a BMW service 
station.

**Airbag deployment:**
- The system is designed to deploy the 
  airbag(s) in the case of an accident.
- The airbag system is designed to deploy when the 
  occupant is sitting on the right side of the car, in the event 
of a collision.
- The airbag system is designed to deploy when the 
  system is impacted with the airbag, and the warning lamp 
  remains on.

The airbag system is designed to deploy when the 
occupant is sitting on the right side of the car, in the event 
of a collision.

**Safety system:**
- The system does not operate.
- The control module checks about 5 seconds after the ignition 
  key is in position 1 or beyond.
- The airbag warning lamp remains on.

In all these cases, there is a risk of the system not operating in the event of an 
accident.

For your own safety, have the system 
checked immediately by a BMW service 
station.

**Exterior lights**

The exterior lights are controlled by 
the control module, which is 
located in the passenger compartment.

**Interior lights**

The interior lights are controlled by 
the control module, which is 
located in the passenger compartment.

**Automatic-dip inside mirror**

Adjust sensitivity at slide:
- Centre position (detent): normal sensitivity.
- Slide moved to left: decreased sensitivity.
- Slide moved to right: increased sensitivity.

When the mirror is dipped, the green LED lights up.

---

**Mirrors**

Electric remote-control door mirror
Operate the mirror switch to position 
the mirror as necessary.

Electric mirror heating
The heating element comes on and is 
controlled automatically.

Passenger’s door mirror
Operate the changeover switch and then 
the mirror switch to move this mirror to 
the desired position.

Manual mirror operation
Reposition the mirror by moving the 
glass at the edges.

Aspheric wide-angle mirror
The outer section of the mirror is convex 
and reflects an enlarged, but slightly 
distorted, area behind the car. The inner section 
of the mirror reflects the normal rear-
view mirror.

This improves the driver’s range of rear-
ward vision and eradicates the “blind 
spot” at the rear and side of the car.

Inside mirror
Move the small lever to reduce the effect 
of glare from following cars’ headlights 
when driving at night.

Sun visors
These can be pivoted in front of the side 
windows if necessary.

Make-up mirror with light
The light comes on when the sun visor 
is tilted down and the car’s lights are on. 
Slide the cover to one side as necessary.
### Ignition/starter switch and steering lock

1. **Steering locked.**
   - The key can be inserted and removed in this position only.
   - All items of electrical equipment are switched off except for the following:
     - Side parking lights, interior lighting, hazard warning flashers, electric seat adjustment, and cigarette lighter.
   - To lock the steering, pull out the key and turn the steering wheel until the lock engages.
   - To release the steering lock, it may be necessary to turn the steering wheel slightly as the key is turned.

2. **Steering unlocked.**
   - Further electrical equipment such as the radio and on-board computer can be operated.

### Instrument cluster

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<table>
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<th>Turn indicator and high/low beam lever</th>
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<td>1 - High beam indicator (blue telltale)</td>
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<td>2 - Headlight flasher</td>
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<td>3 - Turn indicators (green telltale lamp flashes and the flasher relay emits a ticking sound)</td>
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</table>

If the telltale lamp flashes faster and the ticking occurs more rapidly than normal, one of the turn indicator bulbs has blown. When the steering wheel is returned to the straight-ahead position after the turn indicator has been set, the lever will be returned to the off position automatically. However, if the steering wheel was turned only slightly, you may have to push the lever back by hand.
Brief operation of turn indicators
When pulling away from the roadside or changing lanes, you need only move the lever slightly away from its rest position. When released, it will return immediately.

Parking lights, left or right
The parking lights at the front and rear are switched on with the steering lock engaged by moving the turn indicator lever beyond the normal indicating position and allowing it to engage.

GB models only: With the sidelights switched on and the ignition key in position 2, the dim-dip headlights come on automatically with half of their intensity (town lights). For driving on unlit roads at night, badly lit streets at night or in dense fog always use headlights.

Wash/wipe system
1 - Intermittent wipe
2 - Normal wiper speed
3 - Fast wiper speed
4 - Short wipe
5 - Automatic windscreen wash
6 - Automatic intensive cleaning

Headlight and front fog light cleaning
Operate the automatic windscreen washer or intensive cleaning system with the headlights switched on. Reservoir: see Page 66.

Position 1 - Intermittent action
The interval depends on vehicle speed, but can also be programmed: move briefly to position 1 from position 0. The time before the wipers are again switched on (from position 0 to position 1) is the programmed interval (max. 20 s. twice as long when the car is standing still). To cancel the programmed interval, return the lever to 0.

Position 2 - Normal wiper speed
The wipers operate intermittently when the car is standing still.

Heated windscreen washer jets and windscreen around wiper blade rest position: switched on automatically when ignition key is in position 2.

Horn
Press one of the horn buttons.

Distance recorder
The separate distance recorder shows the total number of kilometers or miles covered by the car.

Trip recorder
Records journey distances up to 999.9 km or miles.
Press the button to reset to zero.
To display the distance recorder or trip distance recorder total with the ignition key removed or in position 0, press the reset button; the total will be displayed for a brief period.

Revolution counter
Avoid engine speeds in the red warning zone.
The fuel combustion process is interrupted in this zone to protect the engine, which runs unequally as a result.

Energy Control
Shows fuel consumption above a speed of app. 20 km/h.
The dial clearly indicates whether or not the car is being driven economically.
**Fuel gauge**
The telltale lamp comes on to indicate that there are approx. 8 litres (1.75 Imp. gal) of fuel remaining in the tank.

**Coolant temperature gauge**
Blue: Engine cold. Drive at moderate engine and road speeds.
Red: "COOLANT TEMP" warning in Check Control: Engine too hot. Stop the engine immediately and allow it to cool down.
Between the two colored zones: normal operating temperature. If outside temperatures are very high or the engine has been working very hard, the needle may approach the red zone.
Checking coolant level, see page 65.

**Service indicator**
Green light-emitting diodes (LED): the fewer are on, the sooner the next service will be due.
Yellow LED in conjunction with OIL SERVICE or INSPECTION: comes on when service routine is due.
Red LED: a service routine is overdue.
Clock symbol in conjunction with INSPECTION: shows that an annual inspection is due.
All displays go out when the engine is started.
The Service Indicator is reset by the BMW service station after the appropriate work has been performed.
For further notes, see the Service Booklet.

**Telltale and warning lamps**
**Left/right flashing turn indicators:**
Flashes in the same rhythm as the turn indicators when these are being operated.

**High headlight beam:**
Comes on when the high-beam headlights are on and when the headlight flasher is operated.

**Trailer turn indicators:**
Operates together with the vehicle turn indicator telltale when towing a trailer.
For further notes, see Page 89.

**Antilock brake system (ABS):**
Goes out after the engine has started. If the lamp comes on during a journey, the ABS is faulty and out of operation. The brakes can be operated conventionally, with no loss of effect.
For further notes, see Page 91.

**Brake and steering hydraulics:**
Goes out after the engine has started. If the lamp comes on during a journey, brake fluid level is too low.

**ESM**
Electronic engine output control
Comes on briefly when the ignition is switched on, then goes out if the system is operational.
If the lamp remains on or comes on again during a journey, there is a system malfunction.
Consult a BMW service station. It may be possible to continue the journey at a low engine speed.

**Battery charge:**
Goes out after the engine has started.
If the lamp comes on during a journey, there is a fault at the alternator V-belt or in the charging circuit so that the battery is not being charged.

**Important:**
BMW 730i, 735i/L: If the V-belt is defective, the coolant pump will not be driven, and there is a risk of the engine overheating and incurring damage. Consult a BMW service station.
BMW 750i/L: If the V-belt is defective, steering and braking effort will be greatly increased.

**Front fog lights**
Comes on when the front fog lights are switched on.

**Rear fog lights**
Comes on when the rear fog lights are switched on.
HAND-BRAKE ON

The above faults are displayed immediately, accompanied by a warning gong and flashing reminder symbol (\textbullet). If more than one fault occurs at once, the displays are shown in succession. These displays cannot be cancelled with the Check control (CC) key (\textcircled{1}).

Priority 2

Display

TRANSPORTER

Instruction/remedy

Automatic transmission: defect in shift electronics (see Page 29)

The displays appear when the ignition key is in position 2 (if priority 1 faults occur, these are automatically superimposed). After the display has gone out, the reminder symbols remain. If a plus sign (\textcircled{3}) appears, this means that there are further displays which should be called up by pressing the CC key.

Note: With the CC key, displays can be cancelled before automatic cancelling takes place, and other stored displays shown by symbols can be called up.

General information:

If the OWNER’S HANDBOOK display appears, refer to the car’s Owner’s Handbook for further information.

Checking operation of the Control Check display:

Turn the ignition to position 2 – no fault should be displayed. Press the CC key: a dot frame should appear.
Front fog lights
The green telltale lamp in the instrument cluster comes on when the front fog lights are switched on.

Rear fog lights
The yellow telltale lamp in the instrument cluster comes on when the rear fog lights are switched on.

Please note national regulations with regard to the use of fog lights. In the Federal Republic of Germany, a total of only 4 headlamps may be switched on together at any time. For this reason, the front fog lights can only be switched on in conjunction with the parking lights or dipped-beam headlights.

Heated rear window
Press the button: the heating circuit runs at its full output rating when the telltale lamp is on (for rapid defrosting). When the lamp goes out, the circuit has switched over to the economy rating.
If necessary, press the button again to obtain rapid defrosting for a further short period.

To switch off, press the button again when the lamp is on.

Note: if the rear-window heating function is not needed, switch it off to save current, particularly on short journeys when alternator output is low.

Every time the engine is restarted, the rear window heating has to be switched on again as required.

Handbrake
The handbrake lever engages automatically when pulled up, and the "P" telltale lamp in the instrument cluster comes on.

To release the handbrake, pull the lever up slightly, press in the knob and push the lever fully down.

The handbrake acts on the rear wheels.

Manual gearbox
The rest position for the gear lever is in the 3rd/4th gear plane. When the lever is moved out of gear, it springs automatically to the rest (neutral) position. All ratios are equipped with synchronesh.

Selecting reverse
With the car standing still, press the gear lever to the left until the slight resistance is overcome.

Reversing lights
These come on when reverse gear is selected and the ignition is switched on.
Automatic transmission*
Selector lever positions (1):
1. P (Parking)
2. R (Reverse)
3. N (Neutral)
4. D (Drive)
5. 3 (Third gear)
6. 2 (Second gear)
7. 1 (First gear)

Electronic-hydraulic transmission*
3 different shift programs (2) can be selected at the program switch:
E Economy – press switch
S Sports – push switch in
M Manual – desired direction

Please note:
The engine can be started in position P or N only.
Press the release catch under the selector lever handle as necessary.
After selecting a speed range, wait for the transmission to engage (you will notice a very slight jerk) before accelerating.

The car tends to creep forwards (or backwards) if the engine is running at idle speed and a drive ratio is engaged.
If you shift accidentally from a drive ratio to N, always take your foot off the accelerator pedal immediately and then select the desired ratio.
Before leaving the car with the engine running, first select P or N and engage the handbrake.
P – Park
Select only when the car is standing still.
The rear wheels are locked to prevent the car rolling away.
R – Reverse
Only engage when the car is stationary and the engine at idle speed.
N – Neutral (idling)
Select when the car is stopped with the engine running for any length of time.

Kickdown
The accelerator pedal can be depressed beyond the full-throttle position by overcoming a damper.
Up to a certain speed range, the next-lower ratio is selected to provide improved acceleration.
The next upward shift does not take place until a much higher engine speed has been reached.
For towing away, low-starting and starting with a flat battery see page 70.

Electronic-hydraulic transmission*
E = Economy program
After starting the car, select this program for low-consumption motoring.
S = Sports program
This is the program for an enthusiastic driving style. Upward gear shifts are delayed to make fuller use of the engine’s power output.
M = Manual-shift program
This program is for single-gear driving (3rd gear if D is selected). The selected gear is also used for pulling away. For example, if the selector lever is in position 1, for tackling steep gradients or when towing a trailer, you may then be able to upshift smoothly and no gear shifts will occur.
If the TRANS PROGRAM display appears in the Check Control, there is a fault in the electronic shift system.

All selector lever positions remain available for use, but in positions D, 3, 2 and 1 the transmission will select 3rd gear.
In order to continue driving in 3rd gear in this case, to derive maximum benefit from the engine’s power, the engine should be switched off when the car is stationary and started up again.
In this event, avoid extreme engine loads and consult the nearest BMW service station.
Heating and ventilation

1. Pushbutton for upper air distribution
2. Pushbutton for centre air distribution
3. Pushbutton for lower air distribution
4. Rotary temperature selector, left side
5. Rotary airflow volume control
6. Rotary temperature selector, right side
7. Pushbutton for maximum windshield and side window defrosting

Whenever a button is pressed, the corresponding LED lights up.

4, 5. Rotary temperature selectors for left/right sides

The calibrations are intended as an approximate guide to the temperature inside the car. The selected temperature is reached as soon as possible after the car has been started, and does not normally need to be altered.

After the setting only by a small amount at a time, to prevent excessive temperature fluctuations.

At the two extreme limit positions of the driver’s side control, the temperature is no longer regulated automatically on either side (also emergency heating position if a fault has developed in the electronic heating control system).

5. Rotary airflow volume control

Position 0: system switched off, air entry shut off.

Turned clockwise from dotted: minimum blower rating.

Turned further to right: airflow volume increases.

7. Pushbutton for maximum windshield and side window defrosting

When this button is pressed, maximum windshield and side window defrosting is selected automatically, with no additional control movements needed. Maximum de-frosting effect is not obtained until the engine reaches its normal operating temperature.

When this button is released, the previous control settings are automatically restored.

Note: when this button is pressed, rear window heating is also in operation.

Stratified temperatures for freedom from fatigue on long journeys: feet warm, head cool

Driver and front passenger: knurled wheel 1 varies the temperature of the air emerging from all facade grilles.

Up: warmer
Down: cooler

Rear-seat passengers: open and after the direction of the grilles at the rear end of the centre console as required. These grilles supply fresh air only.
Air conditioning
1. Temperature selector wheel, left side
2. Airflow volume control
3. Temperature selector wheel, right side
4. Passenger's side air distribution program keys
5. Pushbutton for automatic recirculated-air control or recirculated-air operation
6. Pushbutton for air conditioning
7. Pushbutton for maximum windowscreen and side window defrosting
8. Left side air distribution program keys

When a pushbutton is pressed, the corresponding LED lights up.

Air supply to all outlets and grilles, without automatic air distribution control.
This program is recommended for warmer weather in particular, when special ventilation or cooling of the lower part of the car’s interior is required.

Note: if the windowscreen and side windows must stay open during a journey and you do not wish to press button 7. Press this button, increase the airflow if necessary and close up the ventilation outlets.

Air distribution to front and rear footwell outlets only. The defroster outlets are only slightly open, and no air reaches the grilles at the rear end of the centre console.
This program is recommended in cooler weather, for example when no fresh air ventilation is required or to warm up the footwell area quickly.

Pushbutton for automatic recirculated-air control®
This system identifies extreme air pollution in the atmosphere and prevents the air outside from penetrating into the passenger compartment.

By pressing this button repeatedly, three functions are called up:
- LEDs off: normal fresh-air mode
- Led light on: the pollution level of the outside air is being monitored by a sensor.
- If excessive, the fresh-air outlets are automatically closed, and the system switches to recirculated-air control.

Right LED on: recirculated-air control.

Pushbutton for recirculated-air operation
Recommended when driving through badly contaminated outside air. The air inside the car is recirculated and no outside air permitted to enter.

Although the air conditioning is automatically switched on to improve the quality of the air by removing excess moisture, the recirculated-air setting should not be used for too long.

Note: if the windowscreen and side windows should stay open in the recirculated-air mode or with the automatic recirculated-air control on, select the normal fresh-air mode and switch on the air conditioning.

Pushbutton for air conditioning
The air conditioning is switched on in all programs at an outside temperature of approx. +1°C and above.

If maximum cooling performance is needed, the system switches automatically to recirculated-air operation (with a small proportion of fresh air), and the defroster outlets are closed.

Pushbutton for maximum windowscreen and side window defrosting
When this button is pressed, maximum windowscreen and side window defrosting is selected automatically, with no additional control movements needed.
Important notes on air conditioning operation
1. The moisture condensate which forms at the evaporator is discharged underneath the car. Depending on humidity, up to 2 litres of water may be discharged per hour.
2. The air conditioning must be run briefly at least once a month to prevent the compressor shaft seals from drying out and allowing refrigerant to escape. This is particularly important during the winter.
3. If any malfunction occurs in the air conditioning system, for instance no cold air output after switching on, it must be switched off immediately and taken to a BMW service station equipped for air conditioning repairs.

Addresses of BMW service stations able to repair air conditioning systems are given in the “BMW Service” list.

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EDC – Electronic Damping Control
- "Comfort" setting
- "Sport" setting

The settings can be changed at any time when the ignition key is in position 2 (even if the car is moving).
The chosen setting ("Comfort" or "Sport") can be retained regardless of speed or load.
The setting in use is illuminated. If a malfunction occurs, the telltaile lamp goes out. The car should then be taken to a BMW service station as soon as convenient.

ASC – Automatic Stability Control

This system prevents the driven wheels from spinning even if road conditions are poor (e.g. slippery surfaces), and ensures maximum traction and grip within the limits imposed by the physical laws acting on the car.

ASC is ready for operation automatically whenever the engine is started (telltaile lamp in switch illuminated).

If the telltaile lamp flashes and the display on ASC appears in the Check Control:
The ASC system is active, that is to say driving conditions have made it necessary to influence the amount of power transmitted to the rear wheels.
Interior light/footwell lights*
1 - Lights on when a door is open (door contact switches) and remain on for several seconds after the door has been closed, even with the ignition off, and after accident
2 - Lights permanently off
3 - Lights permanently on
The reading lights next to the front interior light are operated similarly.

Automatic interior light
The light comes on when the driver’s door handle is lifted (max. three times) and goes out again a few seconds after the door is closed or when the ignition is switched on.
If the car’s lights were switched on, the interior light goes on when the ignition switch is turned off and is switched off again a few seconds after the doors have been closed.

The rear seat reading lights* can be operated by switches next to them when ignition key is in position 1 or beyond.

Analog clock
- key: to move the hands clockwise
- key: to move the hands counterclockwise
If the key is touched briefly: the minute hand is reset by one minute.
If the key is pressed firmly, adjustment is continuous; the longer the key is pressed, the faster the hands move.

Cigarette lighter
Press the knob to operate. When the spiral element has heated up, the lighter jumps out to its original position and can be removed.

Cigarette lighter socket
This can also be used as a power socket for a hand lamp, car vacuum cleaner etc. rated up to app. 12 V, 200 Watt.
Be careful not to damage the socket by inserting a plug of the wrong pattern.

Emptying the front ashtray:
When the key in the centre is pressed briefly, the ashtray slides out. Press the spring under it and lift out the ashtray.

Warning: do not plug the lamp in while it is switched on.

Other storage compartments:
Hinged compartment with tray for parking-meter coins on left at side of steering column can be locked in the same way as the glove box.
There are further storage spaces in the door armrests* and behind the front seat backs.

Glove box
Open by pulling the handle; the light comes on when ignition key is in position 1 or beyond.
The glove box can be swung down and pulled out for better access from the driver’s seat.
Close by swinging back in and pushing the lid up.

Lock with a master key
To renew the light bulb (5 Watt), press the clip holding the light with a screwdriver blade and pull out the light.

Rechargeable hand lamp*
The lamp is located in the left of the glove box. It has a built-in overload cutout and can therefore remain plugged in all the time, so that it is fully charged whenever needed.
Convenience circuit for electric windows and electric sunroof:
After the ignition has been switched off and the key has been removed or is still in position 0, these items of equipment can still be operated (for instance, if you have forgotten to close them) until the front doors have been opened and closed once.

After the doors have been closed, hold the key in the door in either locking position. The windows and sliding/vent roof will close (deluxe closing function).

Electric window lifts:
To operate, the ignition key must be in position 2.
One-touch function: the driver's door window can be moved by touching the switch momentarily. A further touch halts window movement.
Individual switches are provided under the rear door windows.
Safety switch (arrow):
To prevent operation of the rear windows at the door switches, e.g., by children.

Sliding/vent roof:
Raising: press the switch.
Opening: slide the switch to the rear.
Closing: slide the switch forwards.
One-touch function: to open or close a partly-open sunroof, just operate the switch briefly in the desired direction. A further touch halts the movement.

An electric circuit breaker protects the system against overloading and similar faults.

Electric seat heating:
Press the rocker switch with heating symbols:
- 3 spiral heater elements – for heating up
- 1 spiral heater element – for keeping warm
The clearly illuminated symbol indicates that the system is on.
You are recommended to switch from heating up to keeping warm after app. 9 minutes.
Rear-seat heating:
The rocker switches are at the end of the centre console, under the ventilation grilles.
The seat heating system will only operate when the engine is on, and in addition for the front passenger and rear seats only when occupants are wearing their seat belt.
In view of its high power consumption, do not operate the seat heating for longer than necessary.

Electric roller sun blind for rear window:
Press the rocker switch briefly to operate the blind.
The roller sun blind does not operate at an interior temperature of below – 15°C.
Manually operated roller sun blind for rear window:
Roller sun blinds for rear side windows:
Pull the blind out at its loop and attach it to the retainer.

Rear centre armrest:
To release the catch, press the lower button. To open the storage compartment, press the upper button.
Front armrests:
To release the catch, press the button on the front.
Outside temperature display and digital clock

In addition to the actual time, the date and the outside temperature can be displayed and the MEMO key used to select an hourly reminder signal.
In ignition key position 0, time and date can be read off after pressing the appropriate function key. In ignition key position 1 and beyond, the time is displayed. Numerical values can be input or modified.

Time and date inputs
After the power supply has been interrupted (initial input, flashing dot), the time can be input without first pressing the function key (HOUR-DATE) by way of the two input keys h/DAT and min/DAT. To input the date, the DATE function key must first be pressed.

Time switch* for independent heater/ventilation system
This enables the independent heater/ventilation system to be switched on and off directly, and a switch-on time between 0.00 and 23.59 to be preselected.

Direct switch-on: press the ON key for 3 seconds, until the LED flashes.

Switching off: press the OFF key.

Switch-on time input:
The ignition key must be in position 1 or beyond, and the HOUR function must have been selected.

This enables the independent heater/ventilation system to be switched on and off directly, and a switch-on time between 0.00 and 23.59 to be preselected.

Once the desired figure has been selected, the appropriate switch-on time can be input.

Press the TIMER key until the dot between the hours and minutes display begins to flash.

Input the desired switch-on time with the h/DAT and min/DAT keys.

Press the TIMER key again: the dot will stop flashing. The switch-on time is then programmed.

Activating the programmed switch-on time (ignition key in position 1 or beyond): press the SET-RES key. The LED comes on until the time for the independent heater/ventilation system to start automatically is reached.

The LED above the ON key then confirms that the system is in operation.

De-activating the switch-on time: press the SET-RES key again. The LED will go out.

Note: after switching off (LED goes out), the independent heater continues to run for a short time.

Above an outside temperature of 16°C, the independent ventilation system can be run to ventilate the car's interior and lower its temperature.

Air automatically enters through the controlled-flow, directional grilles on the fascia. For efficient operation of the independent ventilation system, these grilles must therefore be kept open.

The independent ventilation system is out of action in ignition key position 2.

Important notes
If the independent fuel-burning heater does not start after not more than two attempts, or switches itself off automatically, consult a BMW service station.

Never run the independent heater in an enclosed space.

Always switch off the independent heater before adding fuel to the tank.

Recommendation: operate the independent heater briefly about once a month during the warm period of the year (approx. 5 mins).

At temperatures above 16°C, proceed as follows:

Time switch: press the TEMP key for 3 seconds; the letter E will appear.
On-board computer: press the TEMP and TIMER keys at the same time, the IN display will appear. After this, the independent heater can be operated once (switch on and off directly).

Automatic cruise control*
Any driving speed above app. 40 km/h (25 mph) can be held constant and memorised. Moving lever briefly towards:
1 – ACCEL. The car’s road speed is maintained and the value memorised. Holding the lever in this position: the car speeds up although the accelerator pedal is not pressed down. As soon as the lever is released, the road speed then reached is maintained and memorised. After the accelerator pedal has been pressed down, for instance when overtaking, the memorised value is restored. Note: on cars with ASC/ESP, when the set value is exceeded by 16 km/h or undercut by 8 km/h, the memorised value must be recalled.
2 – DECEL. The actual speed is maintained and memorised. If the lever is held in this position, the car will slow down (throttle closed automatically). The speed reached when the lever is released is then maintained and memorised. On-touch function To increase or reduce the car’s speed by approx. 1 km/h, move the lever briefly as often as required in the ACCEL or DECEL direction.
3 – RESUME. The previously memorised speed is restored and maintained.
4 – OFF. In this lever position, the cruise control system is switched off regardless of the momentary operating or traffic situation. Warning: only use the automatic cruise control in road and traffic conditions which permit safe travel at a constant speed. To switch off the cruise control: move the control lever briefly to OFF. The system is switched off automatically if the rate of decrease in speed exceeds 1.5 m (4.92 ft)/s, e.g. on uphill gradients, and also when the brake or clutch pedal is depressed or the automatic transmission selector lever is moved from D to N. The speed setting last memorised is erased when the ignition key is turned to position 1.

Park Distance Control*
(in preparation)
When active, four ultra-sonic sensors each at the front and rear bumpers measure the distance to the nearest object and indicate it acoustically. Distances are signalled by an intermittent tone between 1.5 m and 20 cm at the centre of the vehicle at the rear, and between 60 cm and 20 cm at other points. The interval between signals corresponds to the distance. If the distance is less than 20 cm, a continuous tone sounds. Separate acoustic distance signals are given for the front (high pitch) and rear (low pitch). The system is activated on a sonar basis, regardless of the switch position, when the ignition key is in position 2 and the reverse gear or speed stage R is engaged.

It can be switched on or off manually at the switch (pushbutton) on the centre console (operating mode indicated by tell-tale). Once the car has travelled app. 50 m or exceeded a speed of app. 30 km/h, the system cuts out and must be reactivated as necessary. If a system malfunction should occur, a short continuous signal is given and the tell-tale in the switch flashes. Switch off the system and have the fault rectified by a BMW service station.
The on-board computer can supply the following information outputs for safe and economical driving:

- **HR-DATE** – Time and date
- **CONSUM** – 2 average fuel consumption readings
- **RANGE** – Range on remaining fuel
- **SPEED** – Average speed
- **TEMP** – Outside temperature
- **TIMER** – Stopwatch and 2 switch-on times for independent fuel-burning heater/ventilation system
- **ARR** – Estimated time of arrival
- **DIST** – Distance from destination
- **CODE** – Immobilisation of car
- **LIMI** – Speed limit warning

The computer is ready for use at ignition key position 1 and beyond. For road-safety reasons, always input information before commencing a journey, or with the car at a standstill.

Press the appropriate information key to obtain the following displays (no other input is necessary):
- Average speed
- Average fuel consumption readings
- Range on remaining fuel
- Outside temperature
- Distance from destination (used to estimate the time of arrival)
- Immobilisation of car

After pressing one of the information buttons:
- Average speed
- Average fuel consumption readings
- Stopwatch
- Distance from destination
- Immobilisation of car

Press the reset button (3) to restart or stop the computer.

Numerical inputs for:
- Time/date
- Speed limit warning
- Switch-on times for independent fuel-burning heater/ventilation

Contact a BMW service station if the fault display PPPP should appear.

If the power supply to the on-board computer is interrupted, e.g. when changing the battery, all stored data are erased.

The three-measurement display remains unchanged when other items on the instrument panel are erased.

To erase the display on the instrument panel, press the Check Control button on the panel or, with the ignition switched on, the CODE key.

Press the reset button (3) to restart or stop the computer.

Note: the display of Check Control warnings takes priority over information from the on-board computer.

Remote control

If the turn indicator lever is pushed in briefly, information is displayed additionally on the instrument panel. Items can be called up in succession. The on-board computer display remains unchanged when other items on the instrument panel are erased.

Note: the display of Check Control warnings takes priority over information from the on-board computer.
### Computer data input and information displays

**Important: use decimal input sequence for numbers:**

- The memory will not accept logical inputs. When a number is input, the number stored in the memory is erased. Digits can be altered individually in any order.

- To input to memory: press the S/R key. The appropriate numerical display increases by one each time the key is pressed or every half a second if the key is held in.

#### Time (Date)

<table>
<thead>
<tr>
<th>Input: press keys in the sequence illustrated</th>
<th>Information display: if an unwanted output is displayed, press appropriate information key</th>
</tr>
</thead>
<tbody>
<tr>
<td>HR/DATE</td>
<td>HR/DATE</td>
</tr>
<tr>
<td>10:18 AM</td>
<td>If display is --:--:-- HOUR (after power failure), input time again. Clock can be started after input to the nearest second by pressing the S/R key (e.g. when a radio time signal is heard). Date input as for time. After pressing the S/R key the year is displayed. Input the correct year if necessary and press the S/R key again. To obtain date display from other information: press HR-DATE key briefly. Hourly signal in HOUR function, press S/R key; a sound symbol is displayed. Three pips are heard just before each full hour. The time is displayed briefly on the instrument panel strip. To switch off reminder signal in the HOUR function, press S/R again. To obtain time and date display in ignition key position 0, press the HR-DATE key.</td>
</tr>
</tbody>
</table>

#### Average consumptions 1 and 2

<table>
<thead>
<tr>
<th>CONSUM</th>
<th>CONSUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/R</td>
<td>Recalculated since start of journey when S/R key is pressed. Repeated use of the CONSUM key selects average consumption values 1 and 2 alternately; an indication of which value has been selected appears on the digital display for a short time.</td>
</tr>
</tbody>
</table>

#### Range

<table>
<thead>
<tr>
<th>SPEED</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>S/R</td>
<td>Plus sign (+) in front of display indicates “full tank”.</td>
</tr>
</tbody>
</table>

#### Average speed

<table>
<thead>
<tr>
<th>SPEED</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>S/R</td>
<td>Recalculated from start of journey when S/R key is pressed.</td>
</tr>
</tbody>
</table>

### Outside temperature

| TEMP                                         | Automatic temperature display below +3°C (37.5°F). Gain sounds and unit of measurement flashes for 8 seconds. The temperature value is displayed briefly on the instrument panel strip. |

#### Stopwatch

- **Start**

- **Intermediate time**

- **Stop**

<table>
<thead>
<tr>
<th>S/R</th>
<th>There is no stopwatch function in cars with an independent fuel-burning heater/ventilation system. When the stopwatch function is running, the LED lights up.</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIMER</td>
<td>LED flashes, stopwatch continues to run. Press the TIMER key again; the running stopwatch display will reappear.</td>
</tr>
<tr>
<td>S/R</td>
<td>To stop the stopwatch when another display is shown. Otherwise, simply press S/R. Press S/R again to restart the stopwatch.</td>
</tr>
</tbody>
</table>

#### Independent heater/ventilation system

- **Direct switch-on**

- **Direct switch-off**

| S/R                                          | When the TIMER key is pressed, the current inputs to the independent heater/ventilation system are displayed. Direct heater operation in ignition key position 1 and beyond. Switching off also possible in key position 0. In the TIMER function, press S/R key only. |

#### Pre-selecting switch-on times 1 and 2

| S/R                                          | Input is possible only when the clock is in operation. With the TIMER function selected, press the key once only; for switch-on time 2, press it again (confirmed on display). When the LED comes on, the heater/ventilation system will run for 30 minutes from the selected switch-on time. During the actual period of operation, the LED flashes. It goes out when the system is switched off. To correct the switch-on time, follow the same procedure as for initial inputs. After selecting the switch-on time 1 or 2 inputs, activate or de-activate the timer by pressing the S/R key. When activated, the appropriate LED comes on. |

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BMW E32 Owner’s Handbook

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Please visit http://ow.no/ for BMW E32 Tech Tips
Distance to destination

- Press keys in the sequence illustrated
- DIST

Information display: if an unwanted output is displayed, press appropriate information key

- If the preset distance is exceeded, the additional distance is still counted, but preceded by a minus sign.

Estimated time of arrival

- ARR

Notes on input and information display

- The probable arrival time on the basis of the distance input is continuously recalculated according to driving style at any given moment.

Speed limit warning

- LIMIT

Notes on input and information display

- If the input speed limit is exceeded, the LED flashes and a gong sounds. The limit value appears briefly on the instrument panel display. Press the information key again to switch off the speed limit warning; the LED will go out, but the speed value in the memory is retained. To store the speed at any given moment in the memory, the LIMIT function, press the SFP key.

Code to immobilise car

- To activate

Ignition key in position 1

- CODE

Code numbers from 0000 to 9999 can be input. Important: memorise the code number!

Ignition key turned to 0; LED comes on for up to 36 hours.

- To de-activate

Ignition key at 1 or 2

- CODE

Further information on the on-board computer

(Changes in information programs are only possible after pressing the relevant information key.)

HR/DATE

- Time and date are displayed alternately by pressing the key. The date display disregards leap years and must be corrected manually as appropriate.

CONSUM

- By giving the instruction to restart calculation at a carefully selected moment, average consumption for the entire journey and for part of the journey can for instance be calculated at the same time.

RANGE

- By pressing this key, the estimated distance which can still be covered with the fuel remaining in the tank is computed continuously according to driving style and displayed when selected. Below a range of 15 km (9.3 miles), a flashing four-segment display indicates that more fuel is urgently required.

The on-board computer only registers the addition of fuel in ignition key positions 1 and 0, and when at least 5 litres of fuel are added. A plus sign (+) before the display indicates that the car has a greater range than indicated, as a result of limits in recording fuel level in the tank.

- TEMP

The warning gong sounds again if the temperature has increased to +6°C (43°F) or above +3°C (37.4°F), for example on bridges or in shadow.

- TIMER

The maximum time which can be measured is 99 hours 59 minutes. The time display shows seconds and tenths of a second for the first minute, then minutes and seconds, and hours and minutes after the first hour. The stopwatch is halted when the ignition key is turned to position 0, and restarts when it is turned to position 1 or beyond.

- LIMIT

A new speed limit value can be input or displayed. The gong will sound again if the car has slowed down by 5 km/h or more at least once since the gong first sounded and then been accelerated up to the input speed limit again.

- CODE

When the system has been activated, the engine compartment id, radio and any attempts to start the engine are monitored.

If the engine compartment is not properly closed or the radio is removed, the LED flashes for 10 seconds when the ignition key is turned to 0.

If the ignition key is turned to 1 or 2 with the system activated, the gong will sound and a display will appear. This requires the code to be input. If the engine is started without a code input having been made, the warning gong sounds continuously.

Emergency starting procedure if the code has been forgotten:
- Disconnect and (after app. 5 minutes) reconnect the battery.
- Turn the ignition key to position 1; the alarm will sound.
- A time display will appear and run down to zero for 15 minutes.
- After 15 minutes, the engine can be started.

During the waiting period of 15 minutes, the code can be entered again:
- Press the CODE key
- Input the desired code
- Press the SFP key
- Start the engine.
Ski bag

The ski bag is a safe, clean method of carrying 3 to 4 (max.) pairs of skis.
The ski bag is 120 m long. Together with the space represented by the length of the luggage compartment, skis up to 2.10 m can be carried. Note that if several pairs of skis are carried in the bag, the available space inside is reduced where the bag becomes narrower, so that only 2 pairs with the maximum length of 2.10 m can be carried.

Loading the ski bag

After the centre armrest of the rear seat has been hinged out, the trim can be detached at the upper burr fastener.

By pressing the two locking levers together and lifting the centre armrest at the same time, this can be removed to give access to the full ski bag aperture.

Important: when installing the centre armrest, ensure that the mounting lugs engage in the guides in the aperture.

To release the loading flap in the luggage compartment, press the round knob, then disconnect the retaining loop at the upper hook and lower it.

Spread the ski bag out between the front seats.

A zip fastener is fitted for ease of access to the stored objects and to allow any moisture in the ski bag to dry out more effectively.

Secure the loading flap from the luggage compartment sides against the underside of the rear-window shelf, using the magnetic retainer. Make sure that the skis are clean before they are inserted into the bag, and that there are no sharp edges which could damage them.

If the ski bag is not used for a lengthy period, make sure that it is stored in a dry condition.

The ski bag does not need to be impregnated with commercial products.

However, the material from which it is made is waterproof, and melted ice or moisture condensate should therefore be wiped off after use.

Acoustic-signal burglar alarm

If an unauthorised person attempts to open a door or lid, an alarm sounds for 30 seconds and the ignition is put out of action.

In addition, the low-beam headlights flash with the hazard warning flashes for 5 minutes (if permitted by law).

If he is not deterred and tries, for example, to start the engine or interfere with the radio, glove box or battery, the alarm sounds for a further 30 seconds each time such an attempt is made.

If the car is pushed away, the alarm sounds after a short distance.

The system is activated and deactivated with the central inbuilt lock for the central locking system.

When it is activated, the LED on top of the facia remains on for up to 30 hours.

If the LED flashes, the car has not been locked properly (either door, lid, glove box must be closed properly). After a further 10 seconds the system is automatically reactivated and the LED remains on without flashing.

When the system is de-activated, the LED goes out. If it is not de-activated until the LED has already gone out (after 36 hours), the LED will come on briefly and then go out again.

To indicate that the alarm signal has been given, the LED flashes for up to 36 hours. It goes out when the system is de-activated.

The luggage compartment is still accessible with the system activated. The LED flashes for 10 seconds as a reminder if the luggage compartment lid has been closed but not locked (to lock, turn key to right and pull out).

Alarm system with additional interior protective circuit and tilt alarm sensor (in preparation)

If a window is smashed (all side windows should be kept closed, but a gap of up to 10 mm may be left in order to ventilate the interior during hot weather), again the alarm will sound. The same applies if the vehicle’s position or angle is altered (e.g. if an attempt is made to remove the wheels or tow the car away, the tilt sensor is activated).

When activating, the LED will flash if any side window is open or by more than the permissible amount. Even if the window concerned is not lifted, the system activates the remaining closed windows after 10 seconds and the LED comes on constantly.

To prevent the activated system from being triggered off unintentionally, e.g. when the car is being carried by motorcyclists or ferries etc., the tilt sensor can be overridden as follows:

Repeat the activating procedure (turn the key to the theftprooﬁng locking position or press key 3 on remote control) brieﬂy immediately afteractivating the alarm system; the LED will go out briefly, then come on again. The tilt sensor is now switched off until the system is de-activated.

Note: if door louvres are ﬁtted improperly, the functioning of the window protective system may be impaired.

If the system cannot be de-activated by the normal routine, follow this emergency procedure:

- open the door with the key; the alarm will sound for 30 s.
- enter the car, close the door and turn the ignition key to position 1. The alarm will sound again for 30 s.
- wait for the LED to go out (approx. 15 minutes). Do not open the door during this period, nor turn the ignition key away from position 1. The system will then be de-activated.
Car radio operation

The strength of the signal received by your car radio aerial, and thus the quality of sound emerging from the loudspeakers, depend on the position of the receiver and the height and directional location of the aerial.

These factors are relatively easy to take into account on a domestic radio set, but for a mobile radio such as that in a car, certain concessions have to be made. The position of the radio is constantly changing and it is impossible to keep the aerial aligned with the direction of signal transmission. Other disturbance factors are high-tension overhead wires, poor or missing interference suppression on utility vehicles, buildings and natural obstacles. Even if your car radio is perfectly tuned and your car is equipped with proper interference suppression, unavoidable noises and loss of high-quality sound can be quite severe.

Climatic effects such as fog, rain and snow can interfere with good radio reception.

As the strength of sunlight increases, long, medium and short wave reception is adversely affected. These wavebands can be heard best after dark, when the ionosphere reflects more of the transmitted signals back to earth.

The medium (MW), long (LW) and short (SW) wavebands provide a more extensive or, in some cases, exceptionally wide reception range, since the signals are dispersed not only as ground waves, but also as space waves, which are reflected back to earth by the ionosphere.

There are physical reasons why the quality of medium wave reception is not as good as on FM. Long-distance reception, however, is quite acceptable, particularly at night, so that a large number of stations can be picked up. However, station density is such that mutual interference often occurs.

Sound reproduction on the medium waveband seems rather dull in quality by comparison with FM.

On the long waveband, transmitters still farther away than on medium wave can be picked up.

Short wave offers the longest theoretical reception distance. Maximum station density and, subject to basic physical limitations, best sound quality, are obtained in the 40-metre band.

The very-high-frequency transmission system uses the frequency modulation (FM) principle and offers far better sound quality than the other wavebands. However, reception is limited to only a few stations within any area, since the radio waves are emitted in a straight line from the transmitter tower, and therefore cover an area about 30 km in radius. As the distance between the transmitter and receiver increases, background noise becomes more of a problem, and finally the station can no longer be heard or is disguised by a more powerful one which the car is approaching. This situation can only be avoided by returning to a stronger signal, something that has to be done relatively frequently when listening to FM transmissions.

Stereo transmissions, if available in your area, can normally be received on FM only. As you move away from the transmitter, interference becomes noticeable more rapidly than on mono transmissions. In this case, switch to mono reception or return to a station providing a more reliable stereo signal.

Hissing, sizzling and splashing noises occur when reflected signals are picked up by the aerial a fraction of a second after the main signals, from large buildings nearby for example. The sound level also fluctuates repeatedly as a result.

Continuous background noise normally indicates that the edge of the transmission zone has been reached, or that the car has been driven into a 'shadow' where no direct signals can be received.

The only remedy is to tune to a nearer or more powerful transmitter.

Severe fade is a phenomenon more often encountered on medium wave and usually accompanied by distortion. It is caused by the superposition of ground and space waves at the reception point.

Fluttering noise is caused by signal fade, when the line of site between the transmitter and receiver is blocked by large buildings or topographical features. A similar effect is sometimes heard when driving along tree-lined roads.

Front-rear balance control

The relative volume of sound from the front and rear loudspeakers can be varied. In the central (detent) position, the volume is the same at front and rear.

Car telephone

If a car telephone system is installed subsequently, a second battery of appropriate capacity should be fitted in accordance with BMW guidelines, with an isolating relay to separate it from the vehicle's power supply.
Starting the engine

- Apply the handbrake.
- Move the gear lever to neutral (the automatic transmission selector lever to P or N).
- In particular at low outside temperatures, switch off all electric power consumers and fully depress the clutch pedal.
- DO NOT DEPRESS THE ACCELERATOR PEDAL WHEN STARTING THE ENGINE.

However, if the engine does not start at the first attempt, e.g. in very cold or hot conditions, press the accelerator pedal half-down when trying again.

Additional notes
Run the starter long enough for the engine to start, but no longer than 20 seconds without a break. Release the ignition key as soon as the engine starts.

Start motor repeat lock
Before repeating an attempt to start the engine, turn the ignition key back from 1 to 0. This is to prevent re-engagement of the starter pinion while the engine is still turning.

Avoid repeated starting attempts at short intervals, or else the spark plugs will become wet.
In severe frost,
Observe a 20- to 30-second pause between attempts to start the engine in order to protect the battery.

Catalyst models

The catalytic converter fitted in the exhaust system reduces the exhaust emissions in the exhaust gas. These cars may only run on unleaded fuel.

Even minute amounts of lead in the fuel will cause irreparable damage to the lambda probe and catalytic converter.

The prescribed maintenance work should be carried out in order to keep the engine functionally.

If unburned fuel reaches the catalytic converter as a result of mistriggering or fuel-air mixture preparation malfunctions, overheating and damage may result. You should therefore avoid all operating conditions likely to cause unburnt or insufficiently burned fuel reaching the catalytic converter, e.g.:
- frequent, prolonged operation of the starter motor within a short period, or repeated unsuccessful starting attempts. (Stopping and restarting the engine when functioning properly will prevent no problems. Only turn away when the engine is cold, otherwise unburnt fuel will reach the catalytic converter; use jump leads.)
- allowing the engine to run with the spark plug capa disconnected.
- running the fuel tank empty. Switch off the engine immediately if mistriggering occurs.

Energy-conscious driving:

Fuel consumption is influenced above all by driving style.
- Do not warm the engine up to operating temperature at idle speed and never allow the engine to idle for long periods.
- Do not run the engine up to maximum speed in 1st gear; use it for pulling away only.
- Shift up to a higher gear in good time and make full use of the higher and more economical 3rd, 4th or 5th gears.
- Avoid driving for long periods at full throttle.
- Do not carry any unnecessary weight.
- Comply with the recommended tyre pressures.

Furthermore:
Energy-conscious driving reduces exhaust and noise levels.

If mistriggering and/or impure fuel occurs during a journey, drive to the nearest BMW service station, using low engine speeds only.

In unfavourable conditions, the exhaust catalytic converter may be subject to very high temperatures.

The car should therefore be parked in such a way that no inflammable parts can combust. The heat shields located around the exhaust system must not be removed or coated with underscarf.

Engine refinement is influenced by the exhaust emissions purification technology, fuel consumption and the quality of the fuel used.

The modified operating conditions are largely taken into account by the electronic metering and control functions and the high-quality design and workmanship of individual components, e.g. in individual features such as the electronic ignition and fuel injection system.

The car’s altered engine and road behaviour, for instance when accelerating from a low speed, when the combustion process resums after the cruise control has been in operation and when the engine is running at a low idle speed, reflect the compromise between the need for low fuel consumption, improved environmental acceptability and luxury driving; these differences constitute no cause for concern.

The Digital Motor Electronics system fitted for optimum engine operation causes a certain period of uneven running when this system has been disconnected from the power supply and reconnected again. The engine will regain its customary refined running once it has passed through all adaptation phases at operating temperature.
Running In

Maximum efficiency and a long operating life can be achieved by observing the following notes.

The first 2000 km (1200 miles)
Drive at varying engine and road speeds. Do not exceed an engine speed of 4000/min.

Important: do not exceed 4/5 of the maximum road speed in 5th gear. Do not depress the accelerator pedal to the full-throttle position or allow the kickdown to operate.

After the first 2000 km (1200 miles):
Road and engine speeds can be increased gradually. The running-in rules apply not only to the engine, but also to the final drive. If either of these assemblies has to be renewed later in the car's life, the running-in procedure must be repeated.

During the running-in period, a degree of stiffness may be noticed at the gear lever, in the steering and other assemblies. This will disappear after a short while and should be regarded as part of the normal running-in process.

Tyres
The production methods used in the tyre industry result in brand-new tyres having less than their designed road-surface adhesion. For this reason, you are urged to drive with restraint for the first 300 km (approx. 200 miles).

Brakes
As a means of achieving uniform wear patterns and a good friction coefficient on new brake linings, avoid repeated brake applications, especially from high speeds, during the first 500 km (approx. 300 miles), and also prolonged severe loads, such as when descending lengthy mountain passes.

Brake linings and discs need the distance and treatment stated above to bed down properly and avoid premature wear.

Handbrake
The handbrake operates in an entirely separate system from the normal service brake and has its own drums, which must also be bedded down correctly. If road surface, weather and traffic conditions permit, the desired effect can be achieved by applying the handbrake lightly at about 40 km/h (25 mile/h) until definite resistance is felt. Then pull up the lever to the next notch and drive the car about another 400 metres before releasing the handbrake completely. This procedure will enable the handbrake to operate at maximum efficiency.

During the pre-delivery check, Inspection or Safety Test, your BMW service station will bed in the handbrake linings correctly.

You can repeat the process yourself, provided that due care is exercised, at three-monthly intervals, or whenever the handbrake becomes less effective.

Fuel quality
For details, see Page 4.
When abroad, make sure that only fuel of the correct minimum quality is obtained.
If you have no choice but to refuel with fuel having a lower octane number than recommended and thus less knock resistance, observe the following rules to avoid "pinking" or pre-ignition:
Drive at engine speeds between 2500 and a maximum of 4000/min, change gear in good time and accelerate gently and smoothly.

Fuel consumption
The standard test method used to determine fuel consumption (DIN 70 030, Part 1) obtains values which are by no means identical with the car's average fuel consumption in everyday driving. After all, this depends on a variety of factors such as driving style, load, road conditions, traffic density and flow, weather, tyre pressures etc.
For fuel consumption according to DIN standard see page 94.

Additional practical tips
Do not normally allow the engine to warm up to operating temperature at idle speed. At exceptionally low temperatures however, allow the engine to run for about half a minute at a fast idle to ensure that oil reaches all parts of the engine.

Never run a cold engine at high speed; as this will cause rapid wear and shorten its operating life.

When driving under load, accelerating or climbing hills, try to prevent engine speed falling below 1500/min. Shift to a lower gear in good time, particularly on uphill gradients.

When declutching, press the clutch pedal down fully. During normal driving, do not rest the foot on the clutch pedal.

Recommendations
After a lengthy period in heavy city traffic, or in a slow-moving queue of vehicles, let the engine "breathe deeply" by driving for a few kilometres at engine speeds above 3000/min. This will disperse any soot deposits in the combustion chambers.
Always keep the luggage compartment lid closed when driving along to prevent dangerous exhaust fumes entering the car. If you have to drive with the luggage compartment lid open, when transporting a bulky load for example, you are advised to close all the windows and the sliding/vent roof (if fitted) and to run the heating/ventilation blower at a medium to high setting.
Engine compartment lid
To open: pull the lever on the left under the instrument panel.

A built-in spring mechanism slides the lid forwards automatically to make it easy to open.

Engine compartment light
Comes on when the lid is opened, if the car's lights have been switched on.

To close the lid, push the front evenly on both sides until it is heard to engage. Raise slightly to ensure that the catches are holding the lid securely.

Maker's plate
In the engine compartment, ahead of the right wheel arch.

Vehicle identification number
In the engine compartment, next to the right windscreen wiper pivot.

The information on the maker's plate and the vehicle identification number must comply with the data stated in the car's documents.

These data are used as a basis for all queries, checks and warranty and spare parts requirements.

Principal items in the engine compartment – BMW 730i, 735i/IL

1. Intensive cleaning fluid reservoir
2. Windscreen washer fluid tank
3. Engine oil filler
4. Coolant equalizing tank
5. Automatic transmission oil dipstick
6. Brake fluid reservoir
7. Fuse box
8. Engine oil dipstick
9. Oil reservoir for steering and brake hydraulics
10. Headlight and fog light cleaning system fluid reservoir
Engine oil consumption
Max. 0.15 litre per 100 km (app. 250 miles per pint). Like fuel consumption, engine oil consumption depends on the way in which the car is driven and operating conditions.

Checking engine oil level
Check the level regularly, for example, always when adding fuel. When checking, the car should be standing on a level surface.

Adding engine oil
If necessary, add fresh engine oil at the filler on the cylinder head cover. Do not fill above the maximum mark on the dipstick. The quantity of oil represented by the space between the two marks on the dipstick is app. 1 litre (1.8 pints). Adding too much oil serves no useful purpose and harms the engine. Since excess oil is burned off rapidly, the engine would appear to be consuming excessive oil.

Do not add fresh oil until the level has dropped almost to the lower mark on the dipstick. However, never allow the oil level to fall below this mark.
Engine oil specifications
Spark-ignition engines:
Brand-name HD engine oils to
CMC-G2 (API-SF)
specification. Combination with diesel en-
geine oil specifications are also permitted,
for example: CCMC-G2/D1, CCMC-G2/D2
or CCMC-G2/P01 (API-SF/CC, API-SF/
CD or API-SF/CD, API-SG/CD).

Before using special low-friction oils,
which should be of quality grade
CMC-G3
check with a BMW service station that the
oil is on the factory's approved list.

Caution: For disposal of used engine oil
obey local regulations or environmental
rules. We suggest you have the oil changed at your BMW dealer. Continu-
ous contact with used engine oil has caused
injuries in laboratory tests. Wash skin thor-
oughly with soap and water after handling.
Always keep oils, greases etc. out of reach
of children! Please note precautions
on containers.

The correct SAE viscosity grade to be
used depends on outside temperatures,
and therefore on the time of year.
The chart on the following page indicates
the correct SAE grade of engine oil for
various prevailing air temperatures.

Note that the temperature limits quoted
can be departed from, but only for brief
periods.

Automatic transmission: checking
oil level
The car must be standing on a level sur-
face with the transmission at operating
temperature (80°C). Allow the engine to
idle with the selector lever at P or N.
Pull out the dipstick, wipe it with a non-
fluffy cloth and push it back in to measure
the oil level. It must be between the two
notch marks.

Power steering and self-leveling
suspension*: checking oil level
With the engine at a standstill, unscrew
the knurled nut and take off the reservoir
cover.
The oil level must lie between the marks
on the dipstick.
Add fresh oil if necessary. Always use
Pentosin CHF 7.1 or, if not available, LHM.
If the vehicle is carrying a load, do not fill
quite up to the top mark.

Fit the reservoir cap and tighten the
knurled nut. Ensure that the cap is
properly fitted.

Steering hydraulics: checking oil
level
With the engine at a standstill, unscrew
the knurled nut and take off the reservoir
cover.
The oil level must lie between the two
marks on the dipstick.
Top up oil if necessary. BMW service sta-
tions know the approved grades.
Allow the engine to run for a while. Top
up the oil if necessary until the level is be-
tween the two marks.
Switch off the engine. The oil level may
rise app. 5 mm (0.2 in) above the upper
mark.

Screw the reservoir cap on tight.
Oil tank for brake hydraulics, power steering* and self-levelling suspension*

If the announcement "P.A.S. FLUID" appears on the Check Control display, consult a BMW service station.

In an emergency, unscrew the knurled nut and take off the reservoir cover with the engine at a standstill and add 0.25 l Pentosin CHF 7.1 or, if not available, LHM. If the Check Control announcement remains on the display, add a further 0.25 l.

Fit the reservoir cap and tighten the knurled nut. Ensure that the cap is properly fitted.

Brake fluid reservoir

The oil level must be up to the top (MAX) mark. The cap need not be removed to check the level.

BMW service stations know the approved grades of brake fluid.

Warning: brake fluid is hygroscopic. That is to say, it gradually absorbs moisture from the atmosphere. To ensure that the brakes on your car remain fully operational, have the brake fluid changed once a year by a BMW service station.

Checking coolant level

The level must be up to the MAX mark on the transparent equalizing tank.

Take off the cap only when the engine is cold (with the needle on the coolant gauge in the bottom one-third of the scale), otherwise there is a risk of scalding.

Turn the cap counter-clockwise slightly to allow excess pressure to escape before opening.

Overfilling causes coolant to escape via the overflow pipe.

Warning: never add water to the radiator while the engine is still hot.

The cooling system is designed for filling with a long-life antifreeze and corrosion inhibitor. No other additives should be used.

To avoid possible subsequent damage, use only factory-approved, nitrile-free long-life antifreeze and corrosion inhibitor.

BMW service stations are familiar with the approved grades.

Coolant concentration: see winter operation, Page 80.

Renew the coolant every 2 years.
Windscreen and intensive cleaning system reservoirs* - BMW 730i, 735i/L

Windscreen washer system: capacity approx. 4.0 litres (7.0 pints).
Top up with water and, when necessary and in particular at low outside temperatures, antifreeze in accordance with the manufacturer's instructions.

Intensive cleaning system: capacity approx. 1 litre (1.8 pints).
Top up with intensive cleaning fluid (frost protection down to –27°C; available from BMW service stations).

Reservoir for headlight and fog light cleaning system* - BMW 730i, 735i/L

Capacity: approx. 8.0 l (14.1 pints).
Fill in the same way as the windscreen washer fluid reservoir.
Warning: do not operate the automatic cleaning systems when the reservoirs are empty.

Reservoir for windscreen washer, headlight and fog light cleaning systems* - BMW 750i/L

Capacity approx. 9.0 l (15.8 pints); without headlight and fog light cleaning system approx. 6.5 l (11.4 pints).
Filling: as described above.

Windscreen washer jets

The jets of fluid should strike the windscreen at a suitable point to ensure effective cleaning even at high road speeds.
If necessary, adjust by inserting a needle and moving the jets.

Headlight and fog light cleaning system jets

Your BMW service station will reposition these jets on request.

Reservoir for intensive windscreen cleaner - BMW 750i/L

Capacity approx. 1.0 l (1.7 pints).
Filling: as described above.
Battery

The battery needs no maintenance and complies with DIN 43 509 standard, Part 2. The electrolyte added initially should normally last for the life of the battery.

If the acid level falls too low, for instance after a long stay in a hot climate, top up with distilled water (not acid).

The acid level should be app. 5 mm (0.2 in) above the tops of the plates, level with the marks visible in the cell openings.

Keep the upper part of the battery dry and clean.

Starting with a flat battery: see Page 70.

Important notes:

1. Particles containing acid or lead oxide must never be allowed to contact the eyes, skin or clothing. If this does occur, rinse off immediately with clean water and consult a physician in the event of injury.

2. Never short-circuit the battery poles; the resulting arc could cause severe injury.

3. Never bring a naked flame near the battery or cause any sparks in its vicinity. This could lead to an explosion.

4. Never detach the battery leads when the engine is running, or else an over-voltage will occur and damage the car's electronic equipment beyond repair.

5. To recharge the battery without removing it from the car, the engine must be stopped and battery leads disconnected.

On cars with a terminal in the engine compartment, the battery can be recharged without access to the battery itself via this terminal and earth (see section 4, "Starting with a flat battery").

6. Before attempting any work on the car's electrical system, always disconnect the negative lead from the battery to avoid the risk of short-circuits.

7. If the car is laid up out of use for more than six weeks, remove the battery, have it charged and store it in a cool place where there is no risk of frost damage. The battery must be recharged after no longer than 3 months, or else it will be damaged and rendered useless.

Removing the battery (under rear seat)

Lift up the rear seat. Disconnect the negative lead first, then the positive lead. Pull off the gas trap tank at the side. Unscrew the battery retaining bar.

When installing, connect the positive lead first, then the negative lead. Ensure that the battery is properly secured.

Cars with electrically-adjusted rear seats: all work on the battery should be carried out by a BMW service station.

Fuses

If an item of electrical equipment should fail, switch it off and check the fuse.

The fuse box (power distribution box), with spare fuses, relays and plastic tweezers is located in the engine compartment on the left.

Take off the fuse box cover by pressing the hoop on one side.

Pull the blown fuse out of its socket with the plastic tweezers. If the metal strip inside the fuse has melted, the fuse must be renewed, using a fuse of the same rating.

Never attempt to repair blown fuses.

To close the fuse box, push the cover down and press the hoop on all the side.

If a fuse blows repeatedly, have the fault repaired by a BMW service station.

Further fuses are located under the rear seat on the left.

A list of fuses together with their rating and equipment supplied is on the fuse box cover.
Starting with a flat battery

If the battery is run down, the engine can still be started by connecting two jump leads\(^*\) from a second vehicle.

1. Check that the second car has a 12 V electrical system and a battery of approximately the same capacity as this vehicle (this will be marked on the battery).
2. Leave the flat battery connected to the car's electrical system.
3. Do not allow the bodywork of the two cars to touch, or a short-circuit may be caused.

Toolkit

The toolkit is located on the underside of the luggage compartment lid. Access is by unscrewing the wing nut.

Warning triangle\(^a\)

This item is stored ready to hand in the toolkit.

Comply with legal requirements with regard to carrying a warning triangle.

Tow-starting

Switch on the hazard warning flashers if required by law (note national regulations).

Switch on the ignition, engage 3rd gear and keep the clutch depressed.

De-clutch again when the engine starts.

Switch off the hazard warning flashers.

The cause of poor starting should be investigated and put right by a BMW service station.

Cars with automatic transmission

Cars with automatic transmission must not be tow-started.

To start the car if the battery is flat, use jump leads as described on the previous page.

Towing away

If the vehicle has to be towed away, turn the ignition key to position 1 so that the brake lights, turn indicators, horn and wipers are operational.

Switch on the hazard warning flashers if required by law (comply with national regulations).

If the electrical system is out of action, the towed car must be identified as such (for instance by placing a notice or the warning triangle in the rear window).

Cars with automatic transmission

Selector lever at N.

Max. towing speed 50 km/h (31 mile/h).

Max. towing distance 50 km (31 miles).

To tow the car for greater distances, add 1 litre (1.8 pints) of ATF to the transmission or remove the propeller shaft.
After repairing the car, remember to reduce the fluid level in the transmission.

**Warning:** When the engine is not running, the power assistance for the brakes and steering does not operate. Increased effort is then required to operate these systems.

**First aid box**

This item is stored in a holder under the front passenger’s seat. Pull it out forwards when needed.

When replacing, ensure that it engages into position properly.

Note legal requirements with regard to carrying a first aid kit.

**Fire extinguisher**

Holder on the driver’s seat.

To ensure full operational reliability, have the fire extinguisher examined by an authorized service station every 2 years.

If required, BMW service stations will carry out this check together with routine annual servicing work.

**Wheel changing**

Apply the handbrake and select 1st or reverse gear. On automatic transmission cars, select P.

If a tyre punctures, protect the car by switching on the hazard warning flashers and positioning a warning triangle or flashing lamp at an appropriate distance behind the car. Note legal requirements in this respect.

**Spare wheel**

Located under the luggage compartment floor mat. Unscrew the retaining nut by hand.

**Car jack and wheel stud wrench**

Located on the rear wall of the luggage compartment. Take off the trim (by opening the quick-release fasteners). To prevent noise after putting the jack back in the luggage compartment, retract it fully and secure it in its original position with the wing nut.

**Wheel chock**

The wheel chock is located in the luggage compartment next to the jack and held firmly to prevent noise. Depending on the slope, place the chock in front of or behind the opposite rear wheel to prevent the car from rolling away when it is lifted by the jack (the design of the handbrake renders this precaution essential).

Pressed-steel wheels: remove the full-width wheel cover by hand.

Light-alloy wheels: press off the wheel stud cover with a screwdriver.

Wheel stud covers in the form of a large hexagon nut: turn this counter-clockwise with the hexagon wrench (kept in the luggage compartment next to the jack base) to release the bayonet catch.

Loosen the wheel studs.

Attach the jack to one of the four pick-up points (the one nearest the punctured tyre) so that the foot of the jack is squarely on the ground. Turn the jack handle until the wheel is clear of the ground.

**Warning:** Never lie underneath a jacked-up car, or else you risk a fatal accident.

Unscrew and remove the wheel studs and change the wheel.

To fit the new wheel, insert the centring pin from the kit into one of the tapped holes. Place the wheel on the pin, screw in one wheel stud, then remove the pin. Screw in the remaining wheel stud and tighten them uniformly.

Lower the car with the jack. Tighten the wheel studs firmly in a crosswise pattern (first one stud, then another on the opposite side of the wheel). For safety reasons, have the tightening torque (110 Nm) checked with a calibrated torque wrench at the earliest opportunity.

When a wheel is installed for the first time (e.g. the spare wheel), check the tightening torque after the first 1000 km (600 miles).

When fitting other than Genuine BMW alloy wheels, it may be necessary to use the corresponding wheel studs in place of the standard BMW studs.

To attach the full-width wheel cover, the tyre valve must be at the bottom. First place the cover against the rim at the valve side, then hold it in this position with the foot and press it up with both hands.

Have the flat tyre repaired and the wheel balanced as soon as possible.

**Tyre repairs** should always be entrusted to a BMW service station or specialist tyre dealer capable of examining the tyre to determine the full extent of possibly concealed damage.
Important: when removing or renewing tubeless tyres, the rubber valve must always be renewed as a safety precaution.

Lockable wheel studs
Take off the end cap, using the edge of the key if necessary.
Insert the key in the lock, turn it app. 90° in either direction and lift off the lock.
0 = Locked
1 = Unlocked
Fit the lock by following the same procedure, but in the reverse sequence. Hold the lock tight when pulling out the key.

Recommendation: to ensure that the lockable wheel studs can always be removed when necessary (in the workshop, for example), keep a key in the car's toolkit.

Power steering
If the steering becomes stiff, check the oil level (see Page 83). If the steering is stiff only when the wheel is turned quickly, the V-belt is slack. Have it retensioned or renewed.

If these measures prove ineffective, consult a BMW service station.

Cats with Servotronic:
If steering becomes increasingly light in action at high road speeds, there is a malfunction in the electronic control system.

Warning: if the power assistance fails, a greater force than usual must be applied at the steering wheel to steer the car.

Self-levelling suspension
If the SUSPEN LEVEILLING display appears in Check Control:
If the car is overloaded (rear end of car has dropped noticeably), reduce the load on the car to comply with the permitted rear axle load limit. When normal working conditions have been restored, the display will disappear.

If there is a defect in the self-levelling system, consult a BMW service station. Do not exceed a road speed of 170 km/h (106 mile/h), since the increased rear-axle camber angle imposes more severe loads on the tyres.

Windscreen wipers
Renewing a wiper blade:
Pull the retaining spring (arrow) and pull the blade off towards the wiper arm.

Sliding/vent roof
Mechanical operation in the event of electrical failure:
Remove the cover, insert and turn the Allen key (from the toolkit) to move the sunroof panel in the desired direction.
Have the fault repaired without delay by a BMW service station.
Low beam headlights (1)
55 Watt H1 halogen bulb
Remove the headlight cover, turn the plastic cap to the left and pull it off the rear of the headlight unit.
Release the wire spring clip, pull the plug off the bulb and renew the bulb.
BMW 750i/L: take off the air cleaner if necessary before changing bulbs.

High beam headlights (2)
55 Watt H1 halogen bulb
Same bulb-changing procedure as low beam headlights.

To prevent water entering through loose outer covers, make sure that all the pins of the bayonet catch engage when attaching the covers.

Parking and side lights (3)
5 Watt bulb
Press the bulb holder in slightly and turn it to the left (to remove. Pull out the bulb.

Automatic headlight beam throw adjustment*
If the low beams terminate exceptionally close to the car, this indicates a defect.

Front fog lights
55 Watt H1 halogen bulb
Pull off the cover next to the fog light. Remove the lower Phillips-head screw (arrow) and swing the light assembly out. Turn the cover to the left and remove it from the back of the light. Release the wire spring clip and renew the bulb after detaching the plug from it.

Front turn indicators
21 Watt bulb
Press the bulb holder in gently and turn it to the left to take it out. Repeat this procedure to remove the bulb from the holder.

Side turn indicators*
5 Watt bulb
Remove the Phillips-head screw and push the housing forwards out of the side panel. Turn the bulb gently to the left to remove.

Rear light cluster
Rear lights: 5 Watt bulb
Other lights: 21 Watt bulb
Open the luggage compartment lid and take off the rear-panel trim after opening the quick-release fasteners.

Turn the holder of the affected bulb to the left, pressing in slightly, and remove it. Remove the bulb from the holder in the same way.
Licence plate light
5 Watt bulb
Remove the Phillips-head screws and take off the lens frame with rubber seal. Pull the bulb out of the contact blades.

Footwell lights
5 Watt bulbs
Take off the glass (if necessary lever off carefully by inserting a screwdriver at the bottom) and press the bulb in slightly while turning it to the left to remove.

Laying up out of use
If the car is to be laid up out of use for more than three months, we recommend that the following maintenance work be carried out by a BMW service station to prevent deterioration during the storage period.

1. Clean and apply protective or preservative treatment to the engine, engine compartment, underbody, axles and other mechanical assemblies in accordance with BMW factory instructions. Wash the body, clean the interior and clean or protect the paintwork and chromium-plated parts as necessary. Clean rubber seals on doors and lids and rub them with talc or glycerin.
2. Change the engine oil and renew the filter element while the engine is at normal operating temperature. As an additional anti-corrosion measure, a corrosion inhibitor can be added to the engine oil in accordance with the supplier's instructions.
3. Check coolant level and concentration, and correct if necessary.
4. Check acid level in the battery cells and top up with distilled water if necessary.
5. Drain the windscreen washer fluid tank and lines.
6. The fuel tank should be filled to prevent corrosion caused by moisture condensation.
7. Increase tyre pressures to 4 bar (approx. 57 lb/in²).

Drive the car immediately before it is to be taken out of use and apply the foot brake and the handbrake until sufficient heat is generated to dry out the brake pads and linings and ensure that the brake discs and drums cannot corrode.

Store the car in a dry, well-ventilated place. Select reverse gear (P on cars with automatic transmission). Do not apply the handbrake if necessary, check a wheel to prevent the car rolling away.

Remove the battery, recharge it and store in a cool place where it will be protected against frost. The battery must be recharged at least every 3 months, or it will become unsuitable for further use.

The air conditioning, if fitted, must be run briefly at least once a month, this is particularly important in the cold season of the year, to prevent the compressor-shaft seals from drying out and allowing refrigerant to leak. The engine should be run for this purpose until it reaches normal operating temperature (coolant temperature gauge needle approximately midway between the two coloured zones). This will prevent condensate forming, and avoid the risk of internal engine corrosion.

If the car is not equipped with air conditioning, do not run the engine during the storage period.

Note that if the car's registration was allowed to lapse or the car was officially taken out of use, the proper legal procedure and the time limits for re-registration must be carefully observed, or else the general operating permit may be invalidated. Comply with your national regulations.

Restoring car to use
First recharge the battery or renew it if necessary. An authorized BMW service station should then perform inspection I, including the Annual Check if necessary.
Winter operation

The winter months often bring with them severe changes of weather, and you must not only adopt a correspondingly cautious attitude to driving but also take certain precautions to ensure that your car comes through the winter months reliably and without breakdowns.

On winter roads, tyre grip is often very poor, and the driver must remember that braking distances are much greater than usual in many situations.

Before the cold season of the year commences, you are recommended to take your car to a BMW service station for the necessary winter preparations to be carried out.

Comply with the appropriate engine oil requirements, and do not wait until the next scheduled oil change to fill the engine with winter-grade oil if the weather turns severely.

Apart from checking oil levels, no special winter operating precautions are needed on the manual gearbox/automatic transmission, final drive, power steering, hydraulic brake system or self-leveling suspension.

The coolant already contains a long-life anti-freeze and corrosion inhibitor. To ensure full corrosion protection, its concentration must be kept at 40% for all the year round (BMW 750/IL: 50%). This provides anti-freeze protection down to approx. -27°C (-16.6°F) (BMW 750/IL: -37°C (-35°F)).

Use only factory-approved, nitrite-free long-life anti-freeze and corrosion-inhibiting additives. BMW service stations know the approved grades.

Renew the coolant every 2 years. Check anti-freeze concentration before and during the cold season of the year. At the same time inspect the cooling system for leaks and renew any coolant hoses which have become porous or brittle.

Engine temperature is regulated by the coolant thermostat according to engine load and outside temperature. For this reason, no radiator blind or grille blanking-off material should be used.

The engine will not start reliably unless the battery is fully charged. Remember that a cold battery is less efficient, yet the demands made on it are more severe than in warm weather.

Winter tyres

If winter tyres (radial-ply tyres with a special winter tread pattern) are fitted, they must, in the interests of good directional stability and steering control, be of the same make and tread pattern on all four wheels (and preferably on the spare wheel as well).

You are recommended to fit only BMW-approved winter tyres. Any BMW service station will be glad to advise you on selecting the right winter tyres for the anticipated operating conditions.

The speed rating code letters indicate the maximum permissible road speeds for winter tyres:

- U: up to 160 km/h (100 mile/h)
- T: up to 190 km/h (118 mile/h)
- H: up to 210 km/h (130 mile/h)

Always comply with the maximum road speeds specified for your winter tyres.

Depending on national regulations, you may be required to display a notice within the driver’s field of view stating the maximum speed limit for these tyres, if the car is capable of a higher speed. Tyre dealers can supply suitable adhesive labels if they are needed.

When the tyre tread has worn to a depth of less than 4 mm (0.16 in), tyres become much less effective in winter; and should then be renewed as a safety precaution.

Always keep to the specified tyre pressures and have the wheels rebalanced whenever you change a tyre or a wheel.

In cold weather, we recommend carrying the following items in case of emergency:

A quantity of sand to aid starting on ice-covered slopes.
A shovel to dig the car out of snowdrifts.
A plank to act as a support for the car’s jack.
A brush and ice scraper to clear the windows and body panels if covered with snow or ice.

BMW snow chains® for all severe winter driving conditions can be used on winter and summer tyres, but only in pairs and on the driven (rear) wheels.

The maximum permitted speed should not be exceeded (for example 50 km/h (31 mile/h) in the Federal Republic of Germany). Always comply with the local speed regulations of the country in which you are driving.

Any BMW service station will be pleased to provide further details.

Winter driving hints

When planning a fairly long journey in winter, allow plenty of time in case severe weather conditions and bad roads are encountered. Local newspapers, radio and TV, the telephone service and the automobile clubs provide information on local road conditions, and also whether certain mountain passes are open to traffic.

Before starting the journey, remove ice and snow from the windows, outside mirrors and lights. After a heavy fall of snow, clear the roof and the engine and luggage compartment lids as well. Clear snow away from the entry grilles for the heating/ventilation system at the rear of the engine compartment lid, so that the airflow is not impeded.

Before getting into the car, try to remove slush, snow and ice from your shoes to avoid the risk of slipping off the pedals. Driving in ski boots is definitely not recommended, as it is difficult to operate the pedals with the sufficient degree of sensitivity.

After starting a cold engine, particularly at temperatures below -15°C (-5°F), the gear lever may be stiff and the car’s suspension may not respond smoothly for the first few minutes of the journey, and other items of equipment may be noisier than usual. This is unavoidable while the oil is still cold and viscous.
When driving on a slippery surface, operate the accelerator pedal slowly and smoothly, and avoid high engine speeds by selecting a higher gear quite early. Keep a particularly generous safety margin between your car and the vehicle in front. Select the next lower gear in good time before reaching an uphill or downhill gradient.

To improve starting on icy or snow-covered roads and in hilly country when the car is only lightly laden, 35–50 kg (75–110 lb) of ballast can be carried in the luggage compartment. Make sure that the ballast is firmly secured and cannot slip.

If the car slides, ease back the accelerator and disengage the clutch by pressing the clutch pedal down, on automatic transmission cars, push the selector lever to N. Try to steer into the skid and get the car back under control in this way.

When braking, wheel locking is prevented by the ABS, so that the car remains stable and can be steered.

Should the ABS fail, the wheels may lock when conditions are unfavourable. Reduce pressure on the brake pedal until the wheels are just rotating but are still braked. Then increase pedal pressure again until the wheels lock, release it again etc. Repeat this “cadence braking” sequence as often as possible; it shortens total braking distance and the car remains steerable, so that you have a chance of correcting round an obstruction or on which you might otherwise collide.

Note: when braking heavily on a slippery surface or one providing markedly varying amounts of grip, always declutch.

If the car is immobilised in deep snow, sand or soft ground, pack some firm material under the rear wheels to provide extra grip before the car digs itself in too far. If nothing else is available, use the car’s floor mats. With a degree of skill, the car can be “rocked” out of the holes: use a light throttle opening and select a forward gear and reverse in quick succession, and accelerate only when the car is moving in the desired direction. Avoid wheelspin, however, or the car will sink in deeper still. The handbrake can be applied lightly to prevent one rear wheel from spinning.

Useful information on disc brakes

A disc brake system offers optimum braking efficiency, smooth response and high load capacity. The high temperatures which occur during brake applications, for instance when driving hard in hilly areas, necessitate maximum cooling; this is provided by ram air and by the speed of rotation of the disc. Severe loads on the brakes affect the temperature of the brake fluid in the master cylinder. Make sure the fluid is circulating properly to ensure braking efficiency.

On the other hand, slight corrosion and surface roughness can be removed by fitting brake pads with an abrasive from time to time. Any BMW dealer can provide information on breaking during the running-in period, use of these brake pads etc.

Burnt into the brake pads (glares of rubbed area) and clogged drain grooves lead to scoring of the brake discs and also a change, reduction or delay in braking effect.

Another problem in this connection is brake squeal, which tends to increase in intensity as the discs become dirtier or more glazed.

All these climatic and environmental effects cause a change in the brake’s coefficient of friction, that is to say less braking efficiency is available for a given pedal effort. If the coefficient of friction changes differently at the various brakes, the car may respond unwieldy or pull to one side.

Corroded brake discs may result in a knocking effect when the brakes are applied: this cannot always be eliminated by prolonging braking.

Dirt burnt into the brake pads (glares of rubbed area) and clogged drain grooves lead to scoring of the brake discs and also a change, reduction or delay in braking effect.

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All these climatic and environmental effects cause a change in the brake’s coefficient of friction, that is to say less braking efficiency is available for a given pedal effort. If the coefficient of friction changes differently at the various brakes, the car may respond unwieldy or pull to one side.

Revised driving procedure for disc brakes

At intervals when traffic conditions allow, disc brakes should be applied quite hard once or twice from high speed. The resulting high braking pressure ensures that the brake pads and discs are kept clean.

Similarly, on long journeys in poor weather conditions, particularly in winter if salt has been spread on the roads, or overheating may cause the brakes to become dirty or glazed.

In wet weather and when rain is actually falling, it is advisable to apply the brakes briefly at light pedal pressure at relatively frequent intervals during the journey. The heat generated in this way keeps the discs and pads dry for a certain period.

Before parking the car after driving through rain, and particularly if salt has been spread on the roads, tightly brake the car to a standstill so that the brake discs are dried and cannot corrode so easily.

If brake disc corrosion has already occurred, it can be eliminated in its early stages by braking the car heavily several times. Make sure that other road users are not endangered.
The most effective braking action is always achieved not with locked wheels, but when the wheels are still just turning, the result obtained by the anti-lock braking system.

If the anti-lock braking system should fail, apply cadence braking (see Page 90). Locking the wheels can be dangerous, as locked front wheels can no longer be altered, and locked rear wheels cause the car to skid sideways or spin.

If the brake pads are severely corroded or the pads are very dirty (glazing of rubber surfaces, clogged drain grooves), they must be examined, cleaned, reconditioned or renewed by a BMW service station.

Even long, steep downhill gradients in the mountains need not adversely affect the action of the brakes if you select the correct gear ratio or automatic transmission sports mode to ensure the required degree of engine braking as well. The engine braking effect is higher in the lower gears; in extreme cases, shift right down to 1st gear or selector lever position 1.

If the engine braking effect is still not sufficient to prevent the car from descending a hill faster than intended, it is wrong to apply the brakes continuously at light or medium pedal load. Instead, brake the car to a safe speed using quite high pedal pressure (but with due consideration for following traffic), then apply the brakes again at intervals to keep the speed down. The cooling phases between brake applications help to avoid overheating and the risk of brake fade.

What you should know about tyres

The factory-approved radial-ply tyres have been chosen to suit your car and provide both optimum road safety and the desired level of ride comfort.

The condition of the tyres and maintenance of the specified tyre pressure are vital factors affecting tyre life and also road safety to a very considerable degree.

Incorrect tyre pressures are frequently the cause of tyre defects. The tyre pressure also decisively influences the road behaviour of your BMW. In the interests of your own safety, we recommend checking the tyre pressures regularly and before the start of a long journey, but in any event at least twice a month.

It is particularly important to maintain the specified tyre pressures when a higher load is carried. Low tyre pressures impair driving safety and stability as a result of reduced lateral support and limited high-speed performance from more acute flexing and higher temperatures, lead to higher fuel consumption due to greater rolling resistance, cause greater tyre wear and damage the tyres prematurely, so increasing the risk of accidents. It should be noted that a certain time may lapse between a tyre incurring damage and actually bursting, or that a damaged tyre may burst even at low load.

If considerable loss of pressure is detected, always identify and rectify the cause.

Do not forget to check the tyre pressure of the spare wheel; always keep its pressure approx. 0.3 (4.3 lb/in²) bar above the figure specified for driving with a full load.

Higher tyre pressures lead to poorer ride comfort and fuel economy, and accelerate tread wear.

The tyres are subject to very high loads at high speeds, in particular in hot weather, and at the maximum payload. The tyre pressure for high loads and the axle load limits should therefore be observed.

Tyre treads and tyre damage

Check the tyres frequently for damage, trapped stones and nails, excessive wear and tread depth.

The tread depth is regarded as acceptable in many countries when worn down to at least 1 mm (0.04 in), but it is advisable to renew tyres when the tread depth is 3 mm (0.12 in). Below this depth there is a serious risk of aquaplaning at even moderately high speeds.

As the risk of aquaplaning always increases at higher speeds, drive with particular caution on wet roads and in accordance with tread depth.

We recommend renewing tyres when the tread has worn to a depth of 2–3 mm (0.08–0.12 in). If the tyre wears down to 1.6 mm (0.063 in) tread depth, wear indicators become visible at the base of the tread pattern as a reminder that the legal wear limit is approaching. Tyres must never have their treads re-cut, in view of the risk of damaging the tyre carcass.

Any foreign body (nail or similar sharp object) penetrating the tyre may cause a slow puncture, which will only be detected if tyre pressures are checked regularly. In this event the tyre should be checked and either repaired or renewed as soon as possible by a BMW service station or a speciality tyre fitting dealer.

Drive at moderate speeds over poor road surfaces and approach unavoidable obstructions such as a kerb or a severe bump in the road with care, so that the inner carcass of the tyre does not suffer damage which is invisible externally.
Take care not to bump the tyre sidewalls when parking or driving on to loading ramps, car hoists etc.

Avoid overloading your car, particularly on holiday trips. Overloading can exceed the tyres permitted load capacities and cause premature or subsequent damage.

Tyre damage can be extremely dangerous, both for the car’s occupants and for other road users, particularly if a sudden loss of pressure occurs.

Fitting new tyres
To maintain good road behaviour, only tyres of the same make and tread pattern should be fitted to all the car’s wheels. Retreaded tyres are not approved and since their carcasses may differ in construction or degree of ageing, with a possibly detrimental effect on subsequent operating life and, in certain cases, on the car’s handling and safety.

Changing wheels round
The front and rear wheels incur tread wear at different rates.
In the interests of safety and optimum working conditions in conjunction with the chassis and suspension, we recommend that the wheels should not be interchanged.

Road wheels and tyres
You are recommended to use only tyres approved by BMW.
On models with a top speed in excess of 220 km/h (137 mph/h), certain makes and sizes of tyre are compulsory. Details are available from any BMW service station.

The speed rating codes indicate the maximum permissible road speeds for summer tyres (subject to legal limits):

- S = up to 180 km/h (112 mph/h)
- T = up to 190 km/h (118 mph/h)
- H = up to 210 km/h (131 mph/h)
- V = up to 240 km/h (150 mph/h)
- ZR = over 240 km/h (150 mph/h)

The tyres are provided with screw dust caps to keep out dirt. If dirt enters a valve, a slow leak may result.
Tyres may be damaged and encourage accidents if they are treated improperly or incorrectly.

All work on tyres should be entrusted only to experts. Any BMW service station will gladly advise you.

Approved BMW road-wheel and tyre sizes:

<table>
<thead>
<tr>
<th>Radial ply</th>
<th>Pressed-steel</th>
<th>Light-alloy</th>
<th>Offset</th>
</tr>
</thead>
<tbody>
<tr>
<td>tyre (tubeless)</td>
<td>wheel</td>
<td>wheel</td>
<td>mm (in)</td>
</tr>
<tr>
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<td>6.10 J × 15 (H2)</td>
<td>7 J × 15 H2</td>
</tr>
<tr>
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<td>225/60 R 15 94 V</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>225/50 VR 15</td>
<td>6.10 J × 15 (H2I)</td>
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<td></td>
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<tr>
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</tr>
<tr>
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</tr>
<tr>
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<td>165 TR 390</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BMW 730i/L</td>
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</tr>
<tr>
<td></td>
<td>225/60 VR/215</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>225/60 R 15 90 O/T M + S</td>
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<td>7 J × 15 H2</td>
</tr>
<tr>
<td></td>
<td>225/60 VR/215</td>
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<td></td>
</tr>
<tr>
<td></td>
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</tr>
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<td>195 TR 415</td>
<td>19 (0.75)</td>
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</tr>
</tbody>
</table>

Winter tyres
The same road wheel/tyre combinations are permitted as for summer tyres, except where shown.

The use of fine-link BMW snow chains with summer and winter tyres is permitted only in pairs, that is to say on both driven (rear) wheels.

Snow chains cannot be fitted on 240/45 R VR/215 415 tyres mounted on 155 TR 415 wheels.

Technical modifications to the car
Any BMW service station will advise you on the practical value, legal position and factory attitude before modifications are undertaken, please quote the vehicle identification number and, where appropriate, the engine number.

Note: Certain items on this car may contain asbestos. Spare parts are marked accordingly.
Re-registration abroad

Each car is supplied in accordance with the road vehicle use regulations of the country for which it is intended.

If the owner moves abroad and wishes to re-register the car locally, information should be obtained well in advance as to possible import and licensing restrictions or differences in the legal position.

The Service Division of BMW AG, German telephone number (089)-32380, will endeavour to supply this information if you quote the model, vehicle identification number and date first registered.

Roof rack

A loaded roof rack can seriously affect the handling and steering characteristics of the car by displacing its centre of gravity. Luggage racks may also damage the car's bodywork. When loading items on to a roof rack, make sure that the permitted roof load, gross weight and axle loads are not exceeded.

To ensure the lowest possible roof load and optimum drag coefficient, use only a BMW-approved luggage or ski rack. When installing a roof rack, make sure that the mountings are attached securely to the roof and are located as far apart as possible.

The roof load must be evenly distributed and not too large in surface area. Always stow the heaviest items at the bottom.

Make sure that luggage on the roof is secured tightly and in the correct manner, so that there is no danger of it shifting or even falling off and endangering other road users during the journey.

Drive smoothly, avoiding jeryk starts and sharp braking, and do not corner too fast. Luggage on the roof increases the car's frontal area, so that fuel consumption suffers and the load on the car's roof panel is increased.

You are recommended to remove the roof rack whenever it is not needed.

Note and comply with national regulations when loading your car.

Towing a trailer

Driving with a trailer always imposes more severe demands on both car and driver.

The trailer not only makes the car less maneuvrable, but also affects its ability to climb hills and its acceleration, braking, ride and cornering behaviour.

The trailer load limit and the towbar downthrust or nose weight are shown in the section headed "Technical data"; the trailer load limit may also be stated in the car's licensing documents.

All BMW service depots will be able to inform you on the scope for boosting trailer load limits.

Towbar downthrust or nose weight is the vertical force exerted by the trailer on the ball hitch attached to the towing vehicle, and can be measured with the aid of bathroom scales.

In the Federal Republic of Germany, for instance, a minimum nose weight of 25 kg (55 lb) is laid down by law.

Trailer loads in excess of 1600 kg (3527 lb) must have a nose weight of at least 50 kg (110 lb).

Without exceeding the limit, try to make full use of the maximum permissible nose weight if possible.

When loading the trailer, remember that keeping the trailer's centre of gravity low greatly increases the safety of the complete outfit when on the move.

The gross trailer weight limit and the car's trailer load limit must both be complied with; note that the limit is represented by whichever of these values is reached first.

Since the nose weight is considered part of the car's payload, it must not cause the car's gross weight limit and rear axle load limit to be exceeded. The payload is reduced by the weight of the trailer coupling, and during trailer towing also by the nose weight of the trailer.

The trailer coupling with detachable ball head should be of a pattern tested and approved by BMW; like the trailer flushing turn indicator telltale (required by law in certain countries including the Federal Republic of Germany), it should be correctly installed by a BMW service station.

After removing the detachable ball-and-towbar, it should be kept greased so that it can be installed again without difficulty.

Note:
The rear lights, brake lights and rear fog lights on the trailer are protected by plug-type fuses in the trailer module, which is located behind the left-hand side trim in the luggage compartment.

Before acquiring a trailer it is advisable to obtain confirmation from the manufacturer or supplier of the effective trailer weight and the permitted payload.

The suspension rates of your BMW (both standard and sports suspension) ensure an optimum combination of road safety, ride comfort and good roadholding for the enthusiastic driver. They are equally suitable for towing a trailer at the standard trailer load limit, provided that this takes place only occasionally, culminating perhaps in one major holiday trip per year, and on the assumption that the driver is prepared to modify his approach to allow for the more arduous task of trailer towing.

Sports suspension is stiffer all round, and is intended for the enthusiastic BMW driver who tows a trailer occasionally, at the standard trailer load limit.

If the trailer-towing hitch is factory-fitted, the car will have trailer-towing suspension fitted as standard. These ratings compensate for the trailer weight and optimise road behaviour when driving without a trailer.

If the trailer-towing nacelle is retrofitted subsequently, we also recommend the installation of trailer-towing suspension.

Self-levelling rear suspension is the ideal solution for frequent trailer towing. Unless the rear axle load is exceeded, the car always returns to its designed static ride height regardless of the load carried and whether the trailer is attached or not.

BMW has not tested or approved any other suspension devices sold by the automotive accessory trade.

The installation of a stabilizing device is recommended, particularly with heavy trailers. BMW service stations can provide details.
If the standard door mirror is inadequate with the trailer attached, the law requires two outside mirrors to be fitted which enable the driver to see both rear corners of the trailer. Your BMW dealer can supply suitable mirrors, including types with adjustable arms or detachable versions for driving without the trailer.

The maximum gradient laid down for your car is restricted, in the interests of unobstructed traffic flow and maximum road safety, to 12% (1 in 8.3) or, with trailers of greater weight, to 8% (1 in 12.5).

Remember that the effect of the trailer brakes may be relatively limited, particularly when descending steep gradients. Select the next-lower gear in good time, and shift down as far as first gear (or automatic transmission speed range) if necessary to keep the outlet’s speed low. Operate the foot brake only for limited periods at a time, to prevent fade.

Before starting a journey on which steep gradients are likely to be encountered, the serviceability of the trailer brakes should always be checked by an authorized service station.

The ABS system will prevent the wheels from locking. Smooth, steady brake applications will yield the shortest stopping distances, particularly on low-friction surfaces (icy roads).

**Anti-lock brake system (ABS)**

BMW’s unceasing efforts to improve its cars’ active safety still further have led to the development of an anti-lock brake system (ABS).

Whenever a brake application is made, the ABS is required to satisfy two fundamental requirements:

a) To maintain the car’s stability on varying surfaces (asphalt, concrete, mud, wet roads, snow and ice).

b) To ensure that the car can be steered and manoeuvred under these adverse conditions.

These requirements must, however, be seen in the light of certain unavoidable accompanying factors.

Even ABS is unable to prevent the natural laws of physics and motion from acting on the car. For instance, it cannot avoid the consequence of braking when there is insufficient distance remaining from the car in front, when cornering limit speeds are exceeded or if there is a risk of aquaplaning (tyres riding up on a cushion of surface water). It remains the driver’s task to judge speeds and brake applications correctly in such conditions.

The fact that a car is equipped with ABS must never tempt the driver into taking risks which could affect occupant safety and that of other road users, despite the increased safety margins this system frequently provides.

Driving a car equipped with ABS

After the engine has been started, the yellow ABS warning light on the instrument panel will go out.

The system itself is then in working order but does not come into action until road speed exceeds approx. 8 km/h (5 mile/h). After this minimum control speed limit has been reached, the ABS prevents the wheels from locking when the driver applies the brakes. If the speed drops again below approx. 3 km/h (2 mile/h), the ABS ceases to operate, so that in theory the wheels could lock at the very end of a brake application, though in practice this is not critical at such a slow speed. The ABS regulating cycle is performed repeatedly within fractions of a second.

To inform the driver that his brake application has caused the ABS to come into action, a pulsating effect is noticed at the brake pedal, together with a characteristic chattering noise. This acts as a warning that grip between the tyre and the road is being lost (slippery surfaces), so that the driver can reduce speed accordingly.

ABS is capable of achieving the shortest possible braking distances in any given conditions (straight-line running or cornering, on smooth asphalt, ice, wet surfaces etc.).

The braking distance may be slightly longer on loose surfaces covering a firm base, such as snow or gravel, or if snow chains are fitted, since the locked wheels of a conventionally-braked car tend to build up a wedge of the loose material as they are forced through it.

However, the benefits of greater stability and the fact that the car can be steered more than outweigh this occasional slight drawback.

The yellow ABS warning light on the instrument panel comes on to indicate any malfunction. The brake system then operates conventionally and with precisely the same standards of performance as on cars not equipped with ABS.

In order to keep it fully functional, no modifications may be made to the anti-lock braking system.

Proper functioning may be impaired if different sizes of tyres are fitted (e.g. winter tyres and the spare wheel. Change back as soon as possible.)

Any work on the ABS must only be carried out by authorised, skilled personnel.
Automatic Stability Control (ASC) *

As a means of ensuring improved dynamic stability, particularly when accelerating andcornering, BMW has extended its ABS system to include ASC, which prevents the driven wheels from spinning even if driving and road conditions are unfavourable.

The traction and vehicle locating force which the tyres can transmit to the road surface depend to a marked degree on driving style (use of the engine's power potential) and road surface condition (wet, slippery etc.). The limits imposed by these factors should not be exceeded, else the car may become difficult to keep under control.

ASC is a highly responsive system which uses the ABS wheel sensors to detect wheel rotating speeds, and reduces engine power output if the difference between the driving wheel and the driven wheel is too great.

This continuous wheel speed monitoring system identifies the risk of a wheel spinning if it is called upon to transmit too much power, and reduces engine power output until reliable tyre grip is assured.

Although the driver may find this automatic reduction of engine power difficult to accept, there is no denying that when a difficult situation arises (poor road surface, sharp corner etc.), the instantaneous response of the ASC system is the only way of ensuring optimum traction and acceleration.

However, even a car fitted with ASC is subject to the normal physical laws, so that the driver must still avoid speeds at which tyre grip cannot be maintained or lateral forces become too high. It would be irresponsible to misuse the additional safety margin which ASC can provide in certain circumstances. To drive at the very limit of the car's performance when this would constitute a self-evident safety risk.

The ASC system can be switched off and the car's maximum speed allowed to operate conventionally. It is also advisable to switch it off when trying to rock the car out of deep snow or a soft surface (see "Winter operation") and when snow chains are fitted.

If not all the tyres are of the same pattern, ASC may react over-sensitively. Only fit tyres of the same make and tread pattern.

Care of the car

The high-quality paint finish is chosen not only to appeal to the owner's personal colour preferences, but also to provide maximum body protection. It consists of several layers for reliable corrosion-proofing, the body cavities are not primer-coated by cathaphoretic dipping, but also treated with materials specially developed for this purpose in lengthy tests. The entire floor pan is given a spray-on, resilient PVC coating following by complete wax-based undersealing.

Every 12 months, during the Annual Check, have the body including the floor pan examined by a BMW service station. Full details are given in the Service booklet.

Regular care and maintenance make a big contribution to safety and to your car's resale value.

A large number of environmental influences can affect the car's paintwork, some of them purely local in origin. They govern the amount of care the paintwork needs and how often it should be attended to.

Road dust and dirt, tar stains, dead insects, animal excretions (high level of alkali formation) as well as tree and paint materials (resin, pollen) all contain chemicals which, if allowed to remain on the car for any length of time, can damage the paintwork by causing patches, blistering, corrosion, flaking of the top coat etc.

In industrial areas, the horizontal panels of the body in particular may suffer from deposits of fly ash, lime, oily soil or substances containing sulphur dioxide ("acid rain"), as well as other less easily identifiable deposits. Only regular care of the paintwork can avoid damage in such circumstances.

In coastal regions the high salt content and humidity of the atmosphere greatly increase the risk of body panel corrosion.

In tropical climates, ultra-violet radiation from the sun is very strong, the air is often very humid and temperatures can exceed 40°C (104°F) in the shade. Light paint finishes may heat up to 80°C (176°F) and darker colours as high as 100°C (212°F). Prolonged exposure could cause the paint finish to develop cracks, particularly on horizontal surfaces.

In the event of mechanical damage caused by sand, road salt, grit etc., the paint surface may be damaged or penetrated, and corrosion may then spread across the panel under the paint.

Since the car's paintwork is exposed to so many potential environmental hazards, automobile manufacturers and paint suppliers are constantly working on further improvements to the strength and durability of modern paints.

The composition of the paints used by BMW and the manner in which they are applied are in accordance with the very latest standards in this specialised area.

BMW car care can be entrusted to the experts who know what's best for your car: the BMW Service Organisation. But even if you choose to look after the car yourself, BMW service stations can supply you with conveniently-sized packs of all the correct car care products.

Care of paintwork

To protect the car from the start against gradual deterioration of the paintwork in areas of high atmospheric pollution or where natural substances could damage the paint finish (industrial zones, railways, sap and resin from trees, pollen, bird droppings), it is advisable to wash the car once a week. In severe cases, wash the car whenever the paint finish is seen to be dirty or contaminated.

Remove spilled fuel, oil, grease or brake fluid at once, as they can attack the paint and change its colour.

Bird droppings should also be removed without delay, or they will damage the paintwork.

A new BMW can be put through an automatic car wash, or washed by hand, as soon as it is used on the road.

In automatic car washes, make sure that any projecting body elements (e.g. spoilers) cannot become damaged. If necessary, point them out to the person in charge of the car wash before using it.

Dead insects should be soaked and wiped off before the main car wash.
Washing the car.

Do not wash the car if the engine compartment lid is still hot, or if the car has been standing in strong sunlight, or else patches may form on the paint surface.

When using an automatic car wash, try to choose one without excessive brush pressure and with an ample supply of rinsing water. Most modern car washes satisfy these requirements. However, the areas not fully reached by the automatic car wash – door sills, panel folds and seams on doors and lids etc. – should be cleaned by hand.

During the cold season of the year in particular, it is advisable to use a car wash that has not been washed more frequently, since heavy dirt deposits and salt from wet roads are more difficult to remove and will damage the entire car if left on too long.

If the car can be washed by hand, first soften the dirt deposits on the paint with a fine water spray, and rinse them off. Do not spray water directly into the air intakes or outlets of the heating/ventilation system.

After this, wash the upper part of the body with a sponge, washcloth, glove or similar, using plenty of no more than lukewarm water, and starting with the roof. Rinse out the sponge frequently.

After washing, rinse the car down again thoroughly with the hose and dry it with a clean chamois leather to prevent discoloured patches where the water was not removed.

To protect the paintwork, a paint-care product can be added to the water used for washing the car.

If washing with water alone is insufficient, a car shampoo or similar cleanser which restores the fats content of the paintwork can be used, in the concentration specified on the pack. After this, rinse down with plenty of water.

Note: after washing, the car’s brakes may be very wet and therefore less effective in action. Apply them briefly if the car is driven immediately afterwards, to dry the discs.

Any local dirt patches or other contamination of the paint surface can best be seen if the car has been washed. Remove them as soon as possible with a clean cloth or wadding soaked in alcohol spirit or cleaning-grade petrol (gasoline). Eliminate tar stains with a special tar remover.

Polish the paintwork at these points to restore its appearance and protect it.

Please use only paint care products containing carnauba or synthetic waxes.

Minor paint damage can be touched in with BMW paint spares or a BMW paint stick. The correct colour designation is stated on a label close to the maker’s plate, and also on the first page of the Service Booklet. Damage caused by flying stones, scratches etc. must be touched in without delay, to prevent rust from forming.

If damaged areas of paintwork have already started to rust, use a wire brush to clean them up, and apply a rust converter (protect the eyes and skin). Allow a few minutes for it to take effect, then rinse off with water and dry thoroughly. Apply the primer and allow to dry, then apply the top coat. After a few days, polish the repaired area and apply a paint preservative.

More extensive paint damage should be professionally repaired by the BMW service station, which uses only genuine BMW-approved materials in accordance with the manufacturer’s instructions.

Important note:
If a tarpaulin or similar cover is used to protect the car against the weather, moisture condensate may collect, particularly in the case of plastic sheet, and cause the plasticisers to diffuse out of the paint. There is also a risk of scratching the paint surface. It is far better to protect your BMW against ultra-violet rays from bright sunlight and against rain/fall etc. by giving it the full bodycare treatment described here. Ideally, in countries where the sun is extremely hot and powerful, a canvas sunsheet should be stretched 50 to 80 cm (1–2 ft) above the car.

Annually cleaning and protection or treatment of the engine, engine compartment, underbody, axle and other mechanical assemblies can be carried out with special equipment by a BMW service station. This not only reduces the risk of serious corrosion to a minimum, but avoids short-circuits or current leakages and reveals other leaks before they become too severe. This treatment is particularly important at the end of the winter season.

Chromium-plated and polished metal parts – bumpers, trim strips, wheel rims etc. – should be cleaned regularly with water to which a car shampoo can be added if required. Do not neglect this treatment in winter if salt is spread on the road.

Alloy wheels should be treated with a special wheel rim cleanser, particularly during the cold season. Do not use aggressive-action products containing acids, strong alkalis or abrasives. Alloy wheels should not be cleaned with a steam jet at a temperature higher than 60°C (140°F).

The inside surfaces of windows (and mirror glasses) can be cleaned and smearing avoided with a special glass cleaner. Never clean mirror glasses with polishing pastes or abrasive (quartz) cleaners.

Plastic components, leatherette upholstery, roof linings, light glasses and items sprayed matt black should be cleaned with water to which an emulsion soap such as “Pasta Pomi” may be added. Do not allow the roof lining to become wet right through. If necessary, treat plastic components with a suitable cleanser for synthetics.

Never use solvents such as nitrogen thinners, cold cleaning agents, fuel etc.

Rubber components should only be cleaned with water or treated with a rubber tire cleanser or silicone spray.

Clean the windscreens and wiper blades with soapy water. The wiper blades should be renewed twice a year, before and after the winter season.

Seat belts should only be cleaned with a weak soap and water solution, without moving them from the car. Never attempt chemical or dry cleaning, or the belt fabric may be damaged.

Automatic-reel seat belts should never be allowed to retract while still wet. Dirt on the belts could prevent them from retracting correctly, thus constituting a safety risk.
Floor mats and carpets* can be cleaned with an interior cleaner* if very dirty. Floor mats can be removed for more thorough cleaning of the car's interior.

Care of upholstery fabrics

If certain areas of the seats acquire an unwanted gloss after heavy use as a result of heat, friction and moisture, they should be brushed "against the pile" with a slightly moistened brush.

The pile of velour material tends to lie flat in use, as with many furnishing fabrics and clothing materials, this is unavoidable and does not detract from its quality.

Fluff and loose threads or abraded leather pieces on the upholstery are best removed with a suitable brush or a burlap or bristle brush. Clean off stains or large-area marks at once with lukewarm water, car-interior cleaner, stain remover* or cleaning-grade fuel. Afterwards, brush the fabric to restore its pile.

Seat upholstery fabrics can acquire a static electrical charge, particularly when atmospheric humidity is low. Persons touching metal parts of the body after leaving the car may then receive an unpleasant but harmless electric shock. Remember to touch an exposed metal part of the car while getting out, as this will discharge the electric charge without its being noticed.

Antistatic products which largely prevent the build-up of static electricity can be applied if desired.

If the car is parked for a long time in bright sunlight, it is advisable to cover the seats to prevent the colours from fading.

Care of leather

The upholstery leather* used in BMW cars is a high-grade natural product treated by the latest processes. It carefully looked after, it will retain its high quality for many years.

Like all natural products, however, due consideration must be given to its properties, to certain limitations in use and to the special care which leather needs.

Regular cleaning and care are essential, since dust and road dirt penetrate the pores and creases, and cause the surface to wear away and become brittle.

If the car is parked for a long time in bright sunlight, it is advisable to cover leather surfaces to prevent the colours from fading, or cover the windows.

Moisten a cotton or woolen cloth slightly with water and clean the leather surface without allowing the soaks to become wet through. After drying, the leather should be rubbed down with a soft, clean cloth.

Very dirty areas on leather upholstery can be cleaned with a mild detergent (as sold for woolens) containing no brightening agents. Use 2 tablespoons to one litre (1¼ Imp. pints) of water. Dab oil or grease spots carefully with cleaning-grade fuel but do not rub.

To maintain the condition of the (treated) leather after cleaning, and avoid the build-up of a static electrical charge, apply cornelian oil. Shake well and apply a thin coating with a soft cloth. Allow to penetrate and dry, then rub with a clean, soft cloth.

It is advisable to repeat this treatment every 6 months if the leather is exposed to normal use.

Water buffalo leather*

Use only a special leather spray* for regular care, according to the manufacturer's instructions.

Wipe off drops of water immediately, and try to avoid wetting the surface severely (soaking wet clothing, when cleaning etc.). To remove severe dirt marks, use a mild detergent without brightening agent (2 tablespoons to 1 litre of water).

Water buffalo leather is left in its natural state and may therefore exhibit areas of slightly varying colour. Natural features such as scars caused by scratches and insect bites, folds in the animal's skin etc., are typical of this material, which acquires a certain patina in use. When new water buffalo leather may mark light-coloured clothing slightly if moisture is present.

* Obtainable from BMW dealers

Compiled to Acrobat Format by Odd-Jarle Kristoffersen
Based on scanned materials from Paul Dean @ The UK Register

Please visit http://ow.no/ for BMW E32 Tech Tips
### Engine data, fuel consumption

<table>
<thead>
<tr>
<th></th>
<th>BMW 730i</th>
<th>BMW 735i/L</th>
<th>BMW 750i/L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displacement – effective</td>
<td>2686</td>
<td>3430</td>
<td>4985</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Max. output (DIN 70 020 standard)</td>
<td>128</td>
<td>155</td>
<td>220</td>
</tr>
<tr>
<td>at engine speed (bhp)</td>
<td>188</td>
<td>211</td>
<td>300</td>
</tr>
<tr>
<td>Max. torque (Nm)</td>
<td>250</td>
<td>205</td>
<td>450</td>
</tr>
<tr>
<td>at engine speed (lb ft)</td>
<td>192</td>
<td>225</td>
<td>332</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>1.0</td>
<td>9.0</td>
<td>8.8</td>
</tr>
<tr>
<td>Stroke/bore (mm)</td>
<td>80/89</td>
<td>96/92</td>
<td>75/84</td>
</tr>
<tr>
<td>Mixture preparation</td>
<td>Digital Motor Electronics</td>
<td>Digital Motor Electronics</td>
<td>Digital Motor Electronics</td>
</tr>
<tr>
<td>Fuel consumption (DIN 70 030/1 ECE standard test method)</td>
<td>7.7/7.9</td>
<td>7.7/7.9</td>
<td>7.7/7.9</td>
</tr>
<tr>
<td>At 90 km/h (56 mile/h)</td>
<td>7.0/7.5</td>
<td>8.1/8.4</td>
<td>8.8/8.9</td>
</tr>
<tr>
<td>At 120 km/h (75 mile/h)</td>
<td>9.3/9.3</td>
<td>9.7/9.7</td>
<td>9.7/9.7</td>
</tr>
<tr>
<td>Urban driving cycle (100 km/h)</td>
<td>16.3/16.5</td>
<td>16.3/16.5</td>
<td>16.3/16.5</td>
</tr>
</tbody>
</table>

Due to the issue data fuel consumption figures may differ from the official ones.

1) BMW 750i/L: 16.8 (16.8)

### Dimensions and weights

<table>
<thead>
<tr>
<th></th>
<th>BMW 730i</th>
<th>BMW 735i</th>
<th>BMW 750i</th>
<th>BMW 735i/L</th>
<th>BMW 750i/L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (mm)</td>
<td>4910</td>
<td>4930</td>
<td>5024</td>
<td>5178</td>
<td>5204</td>
</tr>
<tr>
<td>Width (mm)</td>
<td>1845</td>
<td>1845</td>
<td>1845</td>
<td>1845</td>
<td>1845</td>
</tr>
<tr>
<td>Height (unladen) (mm)</td>
<td>1411</td>
<td>1420</td>
<td>1400</td>
<td>1400</td>
<td>1400</td>
</tr>
<tr>
<td>Wheelbase (mm)</td>
<td>2832</td>
<td>2833</td>
<td>2947</td>
<td>2947</td>
<td>2947</td>
</tr>
<tr>
<td>Front overhang (mm)</td>
<td>868</td>
<td>868</td>
<td>868</td>
<td>868</td>
<td>868</td>
</tr>
<tr>
<td>Rear overhang (mm)</td>
<td>1190</td>
<td>1190</td>
<td>1190</td>
<td>1190</td>
<td>1190</td>
</tr>
<tr>
<td>Front track (unladen, EC) (mm)</td>
<td>1557</td>
<td>1557</td>
<td>1557</td>
<td>1557</td>
<td>1557</td>
</tr>
<tr>
<td>Min. turning circle (m)</td>
<td>10.8</td>
<td>11.2</td>
<td>11.2</td>
<td>11.2</td>
<td>11.2</td>
</tr>
<tr>
<td>Min. turning circle (overall) (m)</td>
<td>11.6</td>
<td>12.0</td>
<td>12.0</td>
<td>12.0</td>
<td>12.0</td>
</tr>
<tr>
<td>Unladen weight (ready to drive, full tank, without special equipment) (kg)</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
</tr>
<tr>
<td>– with automatic transmission (kg)</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
<td>1600</td>
</tr>
<tr>
<td>Gross weight limit (kg)</td>
<td>2130</td>
<td>2150</td>
<td>2180</td>
<td>2180</td>
<td>2180</td>
</tr>
<tr>
<td>– with automatic transmission (kg)</td>
<td>2130</td>
<td>2150</td>
<td>2180</td>
<td>2180</td>
<td>2180</td>
</tr>
<tr>
<td>Front axle load limit (kg)</td>
<td>1025</td>
<td>1035</td>
<td>1110</td>
<td>1130</td>
<td>1130</td>
</tr>
<tr>
<td>Rear axle load limit (kg)</td>
<td>1190</td>
<td>1200</td>
<td>1250</td>
<td>1250</td>
<td>1250</td>
</tr>
<tr>
<td>Trailer load limits (specified by manufacturer or as laid down by law in the Federal Republic of Germany)</td>
<td>– unbraked</td>
<td>– braked, max. gradient 12%</td>
<td>Please consult a BMW service station regarding higher trailer load limits</td>
<td>1600 (3527)</td>
<td></td>
</tr>
<tr>
<td>Max. towbar downthrust (nose weight) (50 kg (110 lb); with BMW self-levelling suspension or BMW trailer towing suspension rates. 75 kg (165 lb))</td>
<td>50 kg</td>
<td>50 kg</td>
<td>50 kg</td>
<td>50 kg</td>
<td>50 kg</td>
</tr>
<tr>
<td>Max. roof load (do not exceed max. axle loads or gross weight limit when carrying loads on roof)</td>
<td>100 kg</td>
<td>100 kg</td>
<td>100 kg</td>
<td>100 kg</td>
<td>100 kg</td>
</tr>
<tr>
<td>Luggage capacity acc. to VDA method (500 litres (17.7 cu. ft.))</td>
<td>500 litres</td>
<td>500 litres</td>
<td>500 litres</td>
<td>500 litres</td>
<td>500 litres</td>
</tr>
</tbody>
</table>

Different values may apply to national-market specifications and special models. Please always follow the data in the vehicle papers or on the manufacturer's type plate.
**Performance**

<table>
<thead>
<tr>
<th>Top speed with automatic transmission</th>
<th>BMW 730i</th>
<th>BMW 735i/IL</th>
<th>BMW 735i/IL</th>
</tr>
</thead>
<tbody>
<tr>
<td>km/h</td>
<td>(mile/h)</td>
<td>222 (138)</td>
<td>230 (143)</td>
</tr>
<tr>
<td>km/h</td>
<td>(mile/h)</td>
<td>222 (138)</td>
<td>230 (143)</td>
</tr>
</tbody>
</table>

**Acceleration**

<table>
<thead>
<tr>
<th>0–50</th>
<th>0–100</th>
<th>0–120</th>
</tr>
</thead>
<tbody>
<tr>
<td>s</td>
<td>s</td>
<td>s</td>
</tr>
<tr>
<td>s</td>
<td>5.3</td>
<td>9.3/10.6*</td>
</tr>
<tr>
<td>2.9</td>
<td>6.3</td>
<td>12.8</td>
</tr>
<tr>
<td>2.5</td>
<td>5.6</td>
<td>11.5</td>
</tr>
<tr>
<td>3.2</td>
<td>9.3</td>
<td>9.8</td>
</tr>
</tbody>
</table>

**Standing-start kilometre**

30.1/31.9 * 28.9/31.9 |

* With automatic transmission

**Technical data**

<table>
<thead>
<tr>
<th>Gear ratios</th>
<th>5-speed gearbox</th>
<th>Automatic transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3.83</td>
<td>2.48</td>
</tr>
<tr>
<td>2nd</td>
<td>2.20</td>
<td>1.48</td>
</tr>
<tr>
<td>3rd</td>
<td>1.40</td>
<td>1.00</td>
</tr>
<tr>
<td>4th</td>
<td>1.00</td>
<td>0.73</td>
</tr>
<tr>
<td>5th</td>
<td>0.81</td>
<td>1.00</td>
</tr>
<tr>
<td>Reverse</td>
<td>3.46</td>
<td>2.09</td>
</tr>
</tbody>
</table>

**Electrical system**

- **Battery**: 12 V, 75 Amp/h
- **Firing order**: BMW 750i/L: 1-7-5-11-3-9-6-12-2-8-4-10
- **Ignition timing**: On cars equipped with Digital Motor Electronics, ignition timing is pre-programmed and cannot be adjusted.
- **Alternator**: 90 A, 1260 W for BMW 750i/L, 140 A, 1900 W with built-in voltage regulator.
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For details, see Page 65
For details, see Page 66
For details, see Page 62 for grades

Filling capacities

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<th>Description</th>
<th>Litres (imp. units)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank</td>
<td>90 or 102 (19.8 or 22.4 gal)</td>
<td>Fuel grades: see Page 4</td>
</tr>
<tr>
<td>Windscreen washer</td>
<td>app. 4.0 - BMW 730, 735i/L</td>
<td>For details, see Page 66</td>
</tr>
<tr>
<td>When combined with headlight and</td>
<td>app. 6.5 - BMW 760i/L</td>
<td></td>
</tr>
<tr>
<td>fog light cleaning system</td>
<td>app. 9.0 - BMW 750i/L</td>
<td></td>
</tr>
<tr>
<td>Headlight and fog light cleaning</td>
<td>app. 8.0 - BMW 730i, 735i/L</td>
<td></td>
</tr>
<tr>
<td>system Intensive windsreen</td>
<td>12.0 - BMW 730i, 735/L</td>
<td></td>
</tr>
<tr>
<td>cleaning</td>
<td>15.0 - BMW 750i/L</td>
<td></td>
</tr>
<tr>
<td>Cooling system including heater</td>
<td>5.75/5.0 - BMW 730i, 735i/L</td>
<td>Brand-name HD oil for spark-ignition engines; see Page 62 for grades</td>
</tr>
<tr>
<td>circuit</td>
<td>7.5/6.5 - BMW 750i/L</td>
<td></td>
</tr>
<tr>
<td>Manual gearbox</td>
<td>1.25</td>
<td>ATF*</td>
</tr>
<tr>
<td>Automatic transmission</td>
<td>3.0 - BMW 730i, 735i/L</td>
<td></td>
</tr>
<tr>
<td>final drive (rear axle)</td>
<td>1.7 - BMW 730i</td>
<td>Brand-name SAE 90 hypoid gear oil*</td>
</tr>
<tr>
<td></td>
<td>1.9 - BMW 735i/L, 750i/L</td>
<td></td>
</tr>
</tbody>
</table>

* BMW service stations know the correct grades

Compiled to Acrobat Format by Odd-Jarle Kristoffersen
Based on scanned materials from Paul Dean @ The UK Register

Please visit http://ow.no/ for BMW E32 Tech Tips
Tyre pressures – check regularly for your own safety

Incorrect tyre pressures can impair the car’s stability or lead to tyre damage which could in turn result in an accident.

Tyre pressures in bar (gauge pressure) when cold (ambient temperature); values in brackets = lb/in² (psi).

**Note:** as the tyres become hot (e.g. fast mainroad driving), pressure rises by approx. 0.3 bar (approx. 4.0 lb/in²). For every change in temperature of 10°C, tyre pressure varies by 0.1 bar (1.4 lb/in²).

<table>
<thead>
<tr>
<th>BMW model</th>
<th>Radial-ply tyres (tubeless)</th>
</tr>
</thead>
<tbody>
<tr>
<td>730i</td>
<td></td>
</tr>
<tr>
<td>205/65 VR 15</td>
<td>2.2 (31)</td>
</tr>
<tr>
<td>205/65 R 15 94 V</td>
<td>2.6 (37)</td>
</tr>
<tr>
<td>225/60 VR 10</td>
<td>2.6 (37)</td>
</tr>
<tr>
<td>225/60 R 15 95 V</td>
<td>3.1 (44)</td>
</tr>
<tr>
<td>TD 235/55 R 900 94 V</td>
<td>3.1 (44)</td>
</tr>
<tr>
<td>TD 230/55 V/H 300</td>
<td>3.1 (44)</td>
</tr>
<tr>
<td>240/45 VR 415</td>
<td>3.1 (44)</td>
</tr>
<tr>
<td>240/45 R 415 94 V</td>
<td>3.1 (44)</td>
</tr>
<tr>
<td>205/65 R 15 92 Q/T/H M+S</td>
<td>2.3 (33)</td>
</tr>
<tr>
<td>225/55 R 200 93 H M+S</td>
<td>2.7 (38)</td>
</tr>
<tr>
<td>225/55 R 15 95 Q/T/H M+S</td>
<td>2.7 (38)</td>
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<td>TD 235/55 R 900 94 H M+S</td>
<td>2.7 (38)</td>
</tr>
<tr>
<td>240/45 R 415 94 H M+S</td>
<td>3.2 (46)</td>
</tr>
</tbody>
</table>

Tyre pressure can be reduced by max. 0.3 bar (approx. 4 lb/in²) on summer tyres in order to improve ride comfort if a speed of 200 km/h (approx. 120 mile/h) is not exceeded. However, only the higher pressure stated applies if a trailer is being towed.

A label which will also show tyre pressures for special model versions is attached to the driver’s door post.

Spark plugs
Bosch W 8 LCR: 145
Bosch F 8 LCR: 145
Electrode gap: 0.7 ± 0.1 mm (0.028 + 0.004 in).

V-belts
Alternator and coolant pump: 12.5 x 1055
Hydraulic power steering pump: 9.5 x 965
Air conditioning compressor: 12.5 x 860
BMW 750i/L: 6K x 1080 ribbed V-belt
Coolant pump and air conditioning: 5K x 1165 ribbed V-belt

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<tr>
<td>750i/L:</td>
<td></td>
</tr>
<tr>
<td>225/60 VR/2R 15</td>
<td>2.7 (38)</td>
</tr>
<tr>
<td>TD 235/60 VR/2R 390</td>
<td>2.7 (38)</td>
</tr>
<tr>
<td>240/45 VR/2R 415</td>
<td>2.9 (41)</td>
</tr>
<tr>
<td>225/55 R 15 95 Q/T/H M+S</td>
<td>3.0 (43)</td>
</tr>
<tr>
<td>TD 230/55 R 900 94 H M+S</td>
<td>3.0 (43)</td>
</tr>
<tr>
<td>240/45 R 415 94 H M+S</td>
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