



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 authorised BMW dealers.

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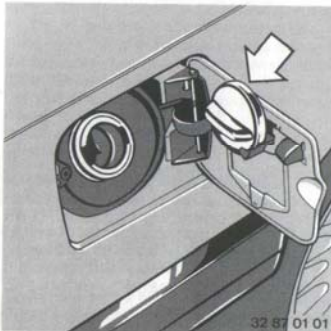
Congratulations on your choice of a BMW.

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

4



Fuel grades

Catalyst-equipped cars

Unleaded regular fuel for spark-ignition engines to DIN 51 607 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.

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:

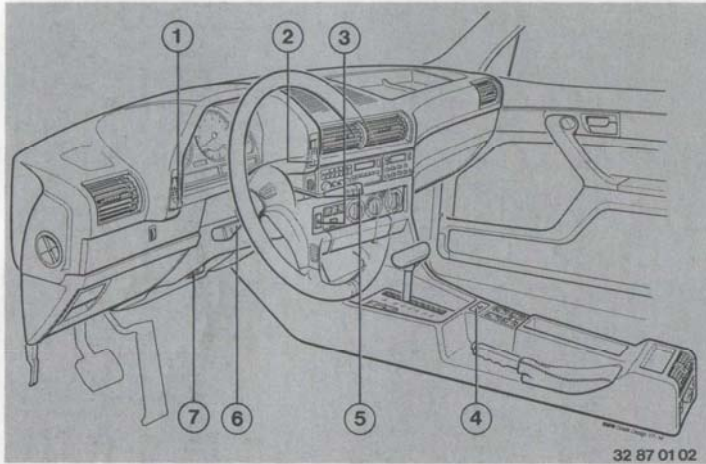
- remove the luggage compartment trim (quick-release fasteners).
- lift up the right floor mat.
- take off the right section of the luggage compartment trim.
- push back the lock bar (reach through from the top).

Further checks:

see Page:

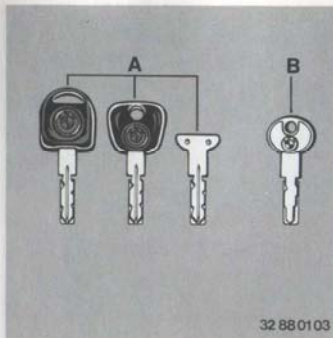
- Tyre pressures (including the spare), twice a month 107, 108
- Engine oil level 60
- Battery acid level (add distilled water if necessary) 68
- Coolant level 65
- Brake fluid level 64
- Vehicle lights (renewing bulbs) 76
- Cleaning fluid for the windscreen, headlight and fog light washers and intensive cleaning system 66

* Catalytic converter can be retrofitted



Main controls

| | |
|--|------|
| | Page |
| 1 – Headlight switch | 18 |
| 2 – Fog light switch | 26 |
| 3 – Switch for rear window heater | 26 |
| 4 – Switch for hazard warning flashers | 26 |
| 5 – Wipe/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

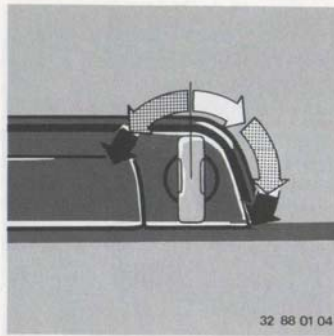
A. Master key

- 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 thiefproofing 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.

Thiefproofing device – activating

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

The key can only be removed when vertical. Note: since it cannot be released from inside the car, do not operate the thiefproofing device if there are still passengers in the car.

Deluxe closing function for windows and sliding/vent sunroof: hold the key in one of the two closing positions until all the windows and the roof are closed.

Central locking system – opening

Thiefproofing device – deactivating

Emergency operation in the event of failure of the electrical system

Opening: lift the handle plate, turn the key in the opening direction beyond the pressure point.

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

Note: if any door catch should not be retracted when locked according to the normal procedure, open the door according to the emergency procedure and lock it as described above.

Opening the doors 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 the doors from the inside:

First lift up the safety catch button if necessary, then pull the handle above the armrest.

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.

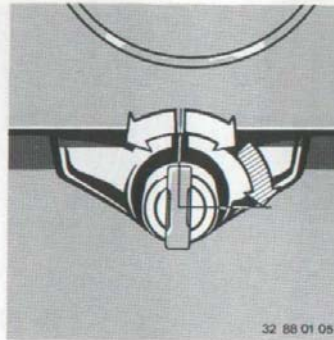
Power-driven closing system*
(in preparation)

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 travelling 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.



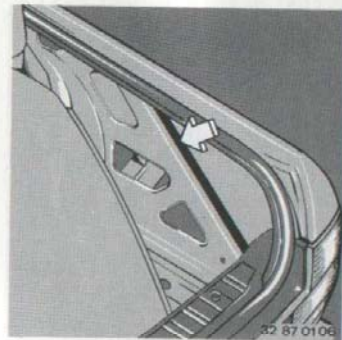
Luggage compartment

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.



Luggage compartment light

The light comes on when the lid is opened.

To open the fuel filler flap if the central locking system has failed:

- 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).

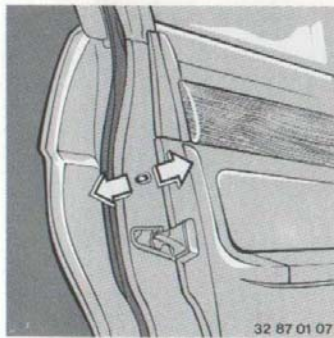


Safety locking* for luggage compartment
(in preparation)

Opening the luggage compartment: turn master key anticlockwise 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.

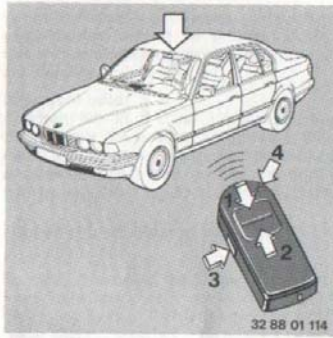
Note: if the luggage compartment is fitted with safety locking, the lock cannot be operated by the central locking system. Similarly, the central locking system cannot be operated from the luggage compartment.



Childproof rear door locks

Safety lever pointing towards outside: door can only be opened from the outside.





32 88 01 114

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-proofing device are then released
- The burglar alarm is de-activated
- The car's interior light is switched on

If button 2 is pressed briefly – the LED will come on for a short time:

- The central locking system is operated (car locked)

Within 15 seconds of having pressed button (2):



32 88 01 115

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).



32 88 01 116

Battery capacity

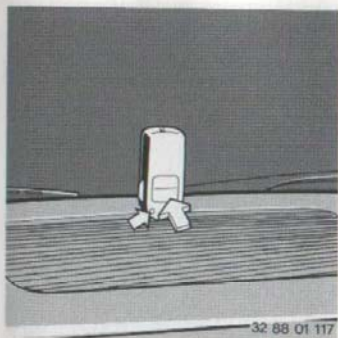
Renew the battery if the LED does not come on when a button is pressed, and closing movements cannot be performed.

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.



32 88 01 117

Initialising the transmitter

- Turn on the ignition with a second key (to position 2).
- Place the infrared transmitter on the initialising unit (see picture).
- Press button 1 until the transmitter LED begins to flash (after about 2 seconds). Initialising is then completed.

Within 15 minutes, any other transmitters used for the car (up to four are possible) must also be initialised.

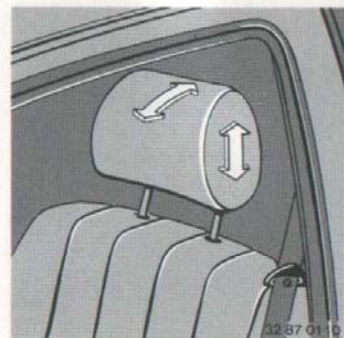
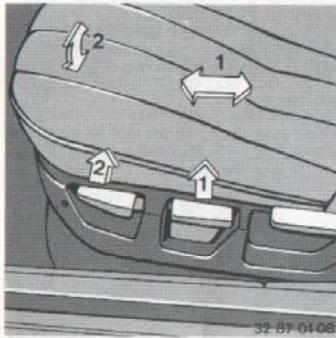
Transmitter initialising is necessary

- 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.

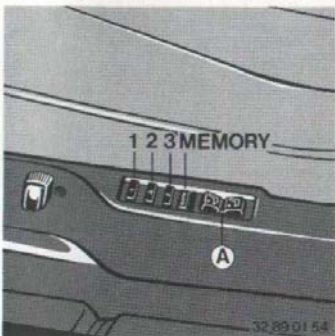


Electric front seat adjustment*

- 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.

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:

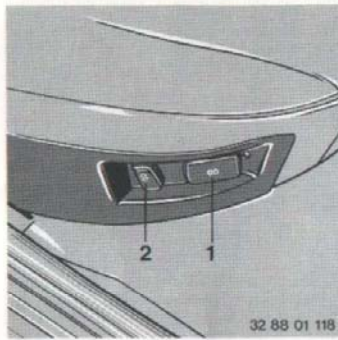
Press the desired button 1, 2 or 3 briefly.

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 3 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 door 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.



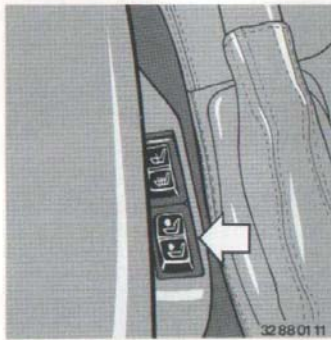
Electric rear seat and rear head restraint adjustment*

- 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*

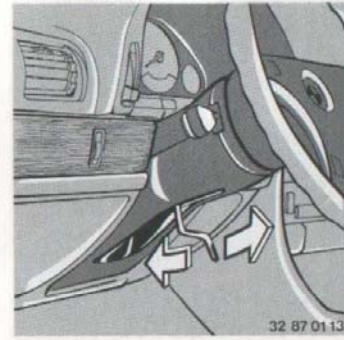
The height of the rear head restraint can be adjusted at the rocker switch in the same place.



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 in.

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



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.

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 six 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

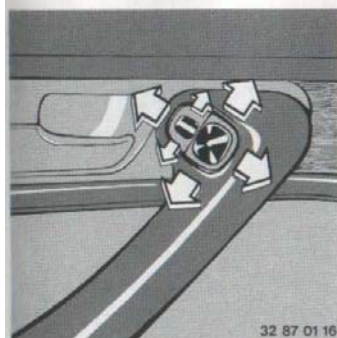
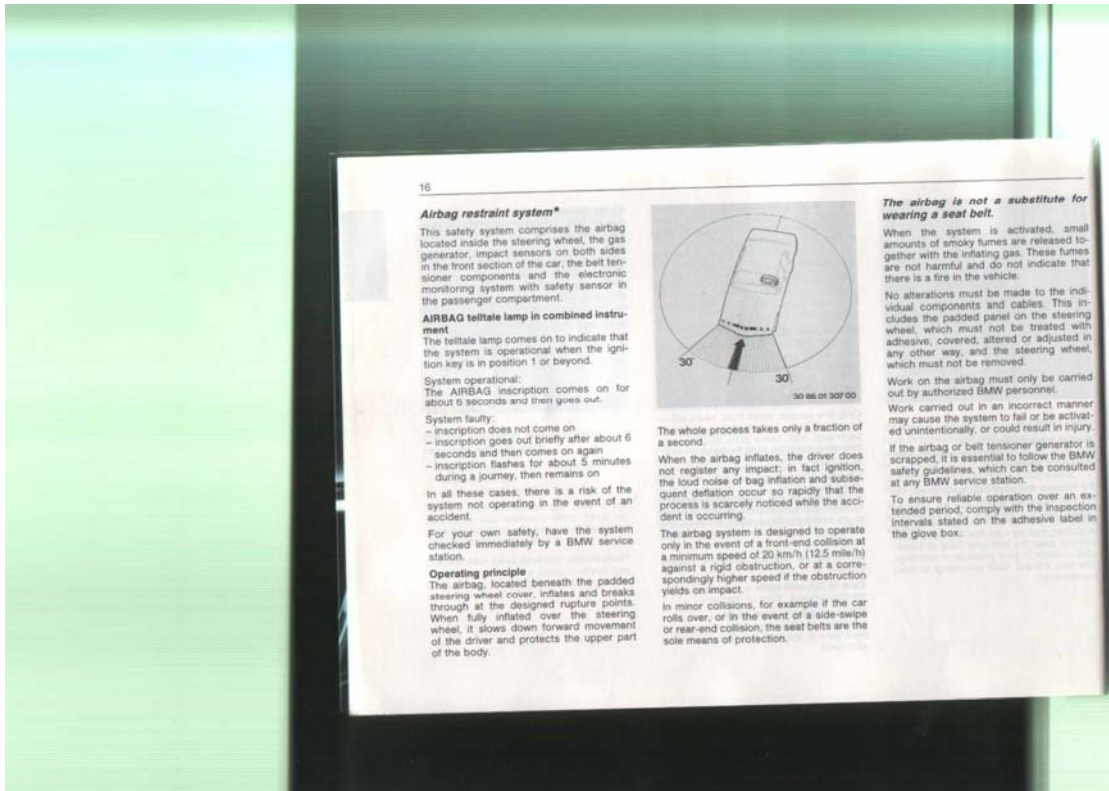
The spine obtains most relief when you sit right back in the seat and rest against the seat back.

Ideally, the driver's head should be on a straight line forming a direct extension of the spinal column.

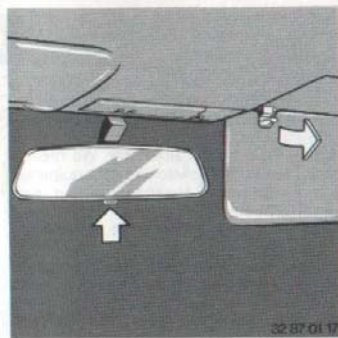
On long journeys the seat back angle can be increased slightly to reduce further the strain on the body muscles. However, the driver must still be able to reach the full circumference of the steering wheel with the arms slightly bent.

Head restraints

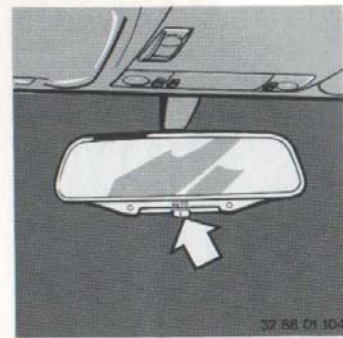
The head restraints must be positioned behind the head, not the neck.



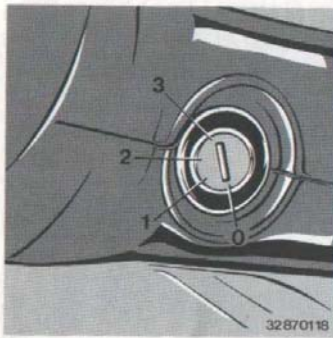
Mirrors
Electric remote-control door mirror
 Operate the mirror switch to reposition the mirror as necessary.
Electric mirror heating
 The heating element comes on and is controlled automatically.
Passenger's door mirror
 Operate the changeover switch and then the mirror switch to move this mirror to the desired position.
Manual mirror operation
 Reposition the mirror by moving the glass at the edges.
 For mirror memory, see Page 13.
Aspherical 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 area.



This improves the driver's range of rearward 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 folded down and the car's lights are on. Slide the cover to one side as necessary.



Automatic-dip inside mirror*
 Adjust sensitivity at slide:
 Centre position (detent): normal sensitivity.
 Slide moved to left: decreased sensitivity.
 Far left: mirror does not dip automatically.
 Slide moved to right: increased sensitivity.
 Far right: mirror permanently dipped.
 When the mirror is dipped, the green LED lights up.



Ignition/starter switch and steering lock

- 0 – 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, 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.
- 1 – Steering unlocked.
Further electrical equipment such as the radio and on-board computer can be operated.

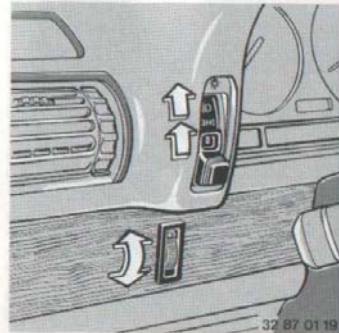
2 – Ignition switched on.
All other items of electrical equipment can be operated.

A well-charged battery is necessary in order to derive maximum benefit from the car's electrical equipment. When the car is idling, the battery is only charged to a minimal amount by the alternator. We recommend temporarily switching off equipment with a high power consumption (e.g. seat heating, heated rear window) when driving in towns or heavy traffic, if these functions are not absolutely necessary. The memory functions of various items of equipment are supplied by a very low current; this should be borne in mind if the car remains unused for any lengthy period. Before such periods, check battery charge and recharge if necessary.

3 – Starter motor operated.
DO NOT DEPRESS THE ACCELERATOR PEDAL WHILE STARTING THE ENGINE.

Important notes

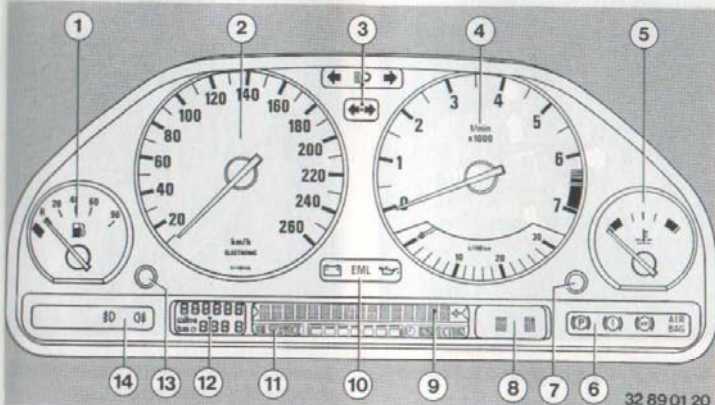
- Never run the car's engine in an enclosed space.**
The exhaust contains carbon monoxide which; although colourless and odourless, is extremely toxic.
- Never pull out the ignition key when the car is moving.**
Otherwise, the ignition lock will engage and make it impossible to steer the car.
- Always remove the ignition key and take it with you when leaving the car. Make sure that the steering lock has engaged.**



Main light switch

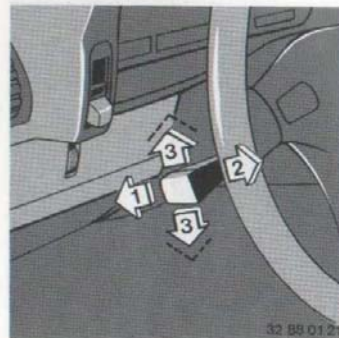
Stage 1: Side lights
Stage 2: Low headlight beams
If the ignition is switched off with the headlights on, they will go out, but the side lights will remain on.

Instrument lighting
Turn the knurled wheel to adjust the light intensity.



Instrument cluster

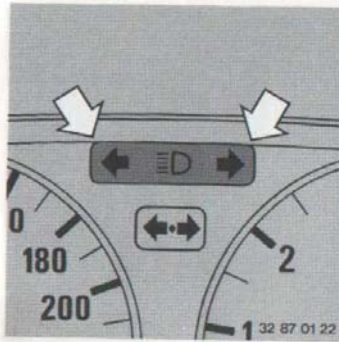
- | | |
|---|--------|
| 1 – Fuel gauge with telltale | Page |
| 2 – Speedometer | 22 |
| 3 – Turn indicator, high beam and trailer flasher telltales | 23 |
| 4 – Revolution counter with Energy Control | 21 |
| 5 – Coolant temperature gauge | 22 |
| 6 – Telltale and warning lamps for handbrake, brake and steering hydraulics, antilock brake system (ABS) and AIRBAG | 23, 16 |
| 7 – Check Control key | 24 |
| 8 – Automatic transmission selector lever position lamps and programme display | 28 |
| 9 – Check control display | 24 |
| 10 – Oil pressure, EML and battery charge telltales | 23 |
| 11 – Service Indicator | 22 |
| 12 – Total and trip distance recorders | 21 |
| 13 – Reset knob for trip distance recorder | 21 |
| 14 – Front and rear fog light telltales | 23 |



Turn indicator and high/low beam lever

- 1 – High headlight beam (blue telltale)
- 2 – Headlight flasher
- 3 – Turn indicators (green telltale lamp flashes and the flasher relay emits a ticking sound)

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

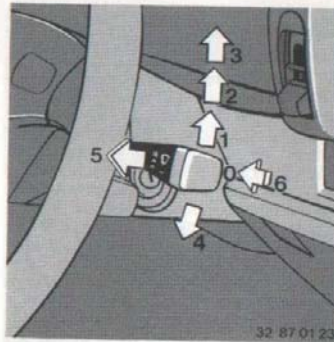
When pulling away from the roadside or changing lanes, you need only move the lever slightly away from its rest position. When released, it will cancel immediately.

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 side lights 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

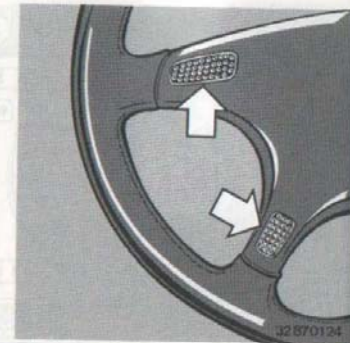
- 1 - Intermittent wipe
- 2 - Normal wiper speed
- 3 - Fast wiper speed
- 4 - Short wipe
- 5 - Automatic windscreen wash
- 6 - Automatic intensive cleaning*

Headlight and front fog light cleaning*

Operate the automatic windscreen wash 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 pro-



grammed 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 pushes.



Distance recorder

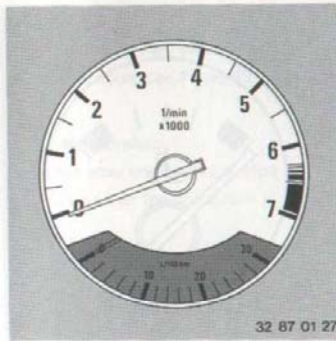
The separate distance recorder shows the total number of kilometers or miles covered by the car.

Trip recorder

Records journey distances up to 999.9 km or miles.

Press the button to reset to zero.

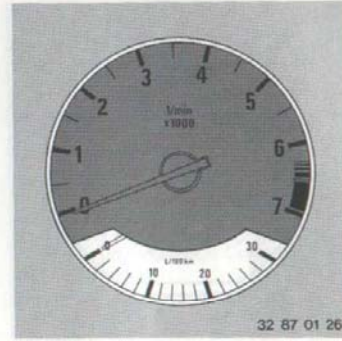
To display the distance recorder or trip distance recorder total with the ignition key removed or in position 0, press the reset button; the total will be displayed for a brief period.



Revolution counter

Avoid engine speeds in the red warning zone.

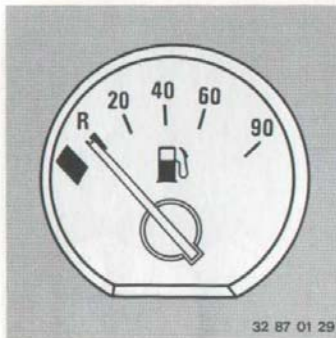
The fuel combustion process is interrupted in this zone to protect the engine, which runs unevenly as a result.



Energy Control

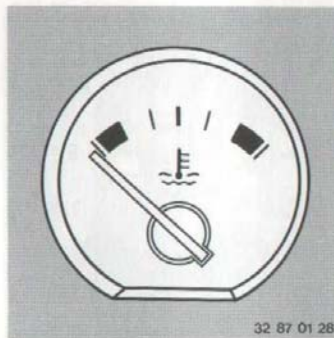
Shows fuel consumption above a speed of app. 20 km/h.

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 app. 8 litres (1.75 Imp. gal) of fuel remaining in the tank.



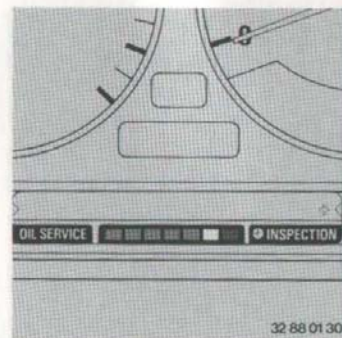
Coolant temperature gauge

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 coloured 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.

If the lamp flashes during a journey (only on BMW 750i/iL), pressure has been lost in the brake or power steering systems.

For further notes see Pages 63, 64 and 74.

Handbrake:

Goes out after engine has started. Comes on when the handbrake is applied.

Oil pressure:

Goes out after the engine has started. It may come on when the engine is idling if hot, but must then go out as engine speed increases.

If the lamp comes on during a journey and the ENGINE OIL PRESS display is shown by the Check Control, stop the car immediately and switch off the engine. Check the oil level and add more oil if necessary. If the oil level is correct, consult a BMW service station.

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/iL: 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.

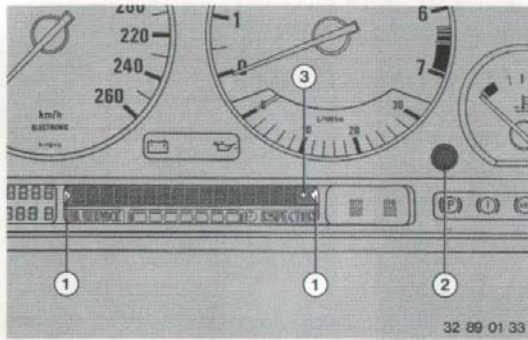
BMW 750i/iL: if the V-belt is defective, steering and braking effort will be greatly increased.

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.



Check Control

The following system faults are displayed in the form of inscriptions, and a gong warning is sounded.

A distinction is made between three levels of priority.

Priority 1

| Display | Instruction/remedy |
|------------------|--|
| ■■■ ASC ■■■* | ASC in operation (gong does not sound) – see Page 35 |
| BRAKE PRESSURE* | Too low/see Page 74 |
| LOW BRAKE FLUID | Level fallen to MIN/top up at next opportunity, see Pages 64, 74 |
| ENGINE OIL PRESS | Too low/stop car and switch off engine at once. See Pages 23 and 60 |
| SUSPN LEVELLING* | Car is overloaded (rear-axle load limit exceeded) or self-levelling suspension has a fault/reduce load on car or consult a BMW service station (do not drive at more than 170 km/h [106 mile/h]) – see Page 75 |
| COOLANT TEMP | Coolant temperature too high/stop car and switch off engine at once. See Page 22 |

| | |
|-----------------------|---|
| HAND-BRAKE ON | Displayed after a minimum road speed has been exceeded |
| BRAKE LIGHT (ELECTR.) | Brake light failure – fuse blown or circuit fault/renew fuse (see Page 69) or consult BMW service station |

The above faults are displayed immediately, accompanied by a warning gong and flashing reminder symbols ①. 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 ②.

Priority 2

| Display | Instruction/remedy |
|------------------|--|
| TRANS PROGRAM* | Automatic transmission: defect in shift electronics/see Page 29 |
| BRAKE LININGS | Worn/see page 74 |
| ASC DEFECTIVE* | System fault – see Page 35 |
| 1 BRAKE LIGHT | Bulb blown/see Page 77 |
| DIP BEAM |) Bulb blown, |
| SIDELIGHT* |) fuse blown or |
| TAIL LIGHT |) circuit defective/ |
| F/FOG LIGHT* |) see Pages 76 or 69, |
| R/FOG LIGHT* |) or consult BMW |
| LIC. PLATE LIGHT |) service station |
| DOOR OPEN | Displayed after a minimum road speed has been exceeded |
| BOOT LID OPEN | Displayed when car is first driven away |
| TRAILER LIGHT* | Trailer lighting fuse blown or circuit failure/renew fuse or consult BMW service station |

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 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.

Priority 3

| Display | Instruction/remedy |
|------------------|--|
| ENGINE OIL LOW | Engine oil level has dropped to MIN/check oil level and top up at next opportunity (when refuelling)/see Page 60 |
| P.A.S. FLUID* | Level too low/see Page 64 |
| COOLANT LEVEL | Coolant is too low/top up at next opportunity, see Page 65 |
| WASHER FLUID LOW | Windscreen washer fluid level has dropped/see Page 66 |
| CHECK CONTROL | Electronics defect, various announcements cannot be indicated and/or incorrect announcements may be made/consult BMW service station at the next opportunity |
| OIL PRESS SENSOR | Sensor for engine oil pressure faulty/consult BMW service station at the next opportunity. Important: low oil pressure is not indicated until this fault is rectified! |
| OIL LEVEL SENSOR | Sensor for engine oil pressure faulty/consult BMW service station at the next opportunity. Important: low oil pressure is not indicated until this fault is rectified! |
| LIGHT ON? | Displayed at end of journey (when driver's door has been opened) |

General information:

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

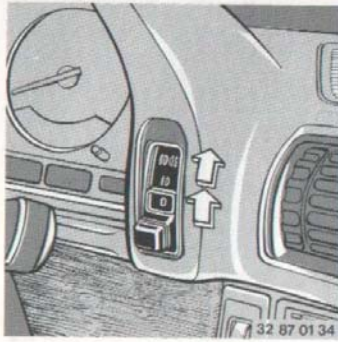
Checking operation of the Check Control display: Turn the ignition to position 2 – no fault should be displayed. Press the CC key: a dot frame should appear.

The displays primarily appear at the end of the journey, when the ignition key has been turned back to position 0; several displays may appear in succession. Even after removing the ignition key, when the display has gone out, the information can be called up again with the CC key for about another 2 minutes.

Displays also appear before the journey starts, when the ignition key is turned to position 2; the written information disappears after a short time or when the journey is started, and no reminder symbols remain. A repeat display appears only when the ignition is returned to position 0.

If a plus sign appears: call up further displays by pressing the CC key.





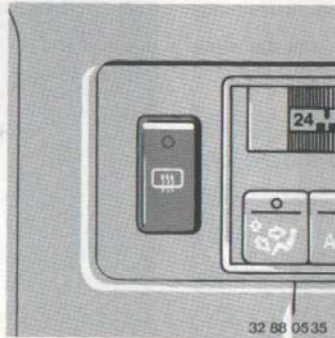
Front fog lights

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 headlights 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

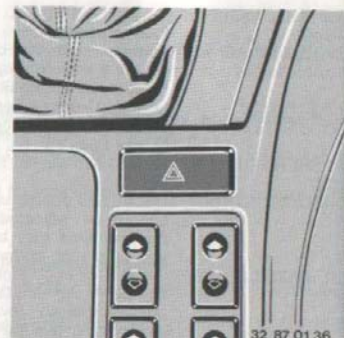
Press the button: the heating circuit runs at its full output rating when the telltale lamp is on (for rapid defrosting). When the lamp goes out, the circuit has switched over to the economy rating.

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.

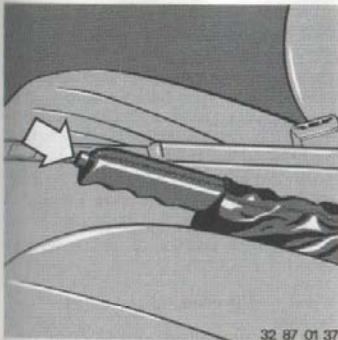
Every time the engine is restarted, the rear window heating has to be switched on again as required.



Hazard warning flashers:

The red telltale lamp in the pushbutton with the triangle symbol flashes rhythmically when the hazard warning flashers are switched on.

When the car's lights are switched on, a locating bulb comes on in the pushbutton for the hazard warning flashers.

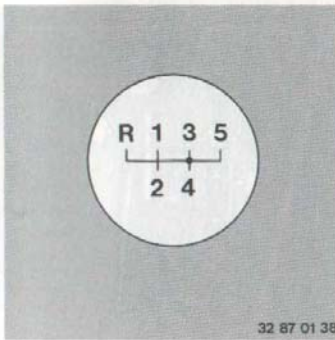


Handbrake

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

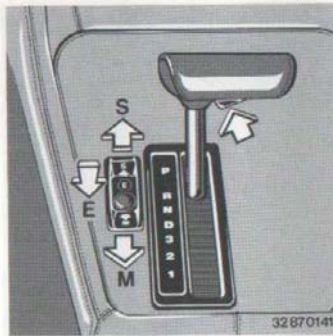
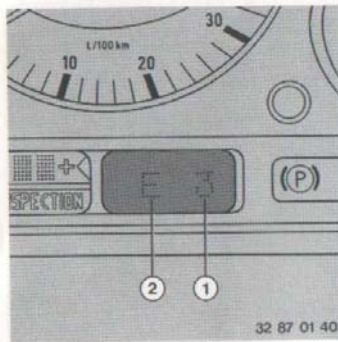
The rest position for the gear lever is in the 3rd/4th gear plane. When the lever is moved out of gear, it springs automatically to the rest (neutral) position. All ratios are equipped with synchromesh.

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):

P R N D 3 2 1

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.

When the car is moving, select N only to counteract skidding.

D – Drive (automatic)

The normal driving position with automatic transmission.

3 – Direct drive

Select this position if road or traffic conditions cause the transmission to hunt between 3rd and 4th. Only gears 1 to 3 are used.

BMW 730i without program switch:
Never select position 3 above a road speed of 200 km/h.

2 and 1 – Hill climbing and engine braking

Select these positions on mountain roads and very long uphill and downhill gradients. They make better use of the engine's performance and braking action, and prevent unnecessary up-shifts.

Positions 2 and 1 can be selected at any speed. However, the transmission will not shift down until a suitably low speed is reached.

Once 2 or 1 has been selected, the transmission will not shift up to a higher gear even if the engine overspeeds as a result.

Note:

To avoid causing excessive wear to the clutch plates or damaging the transmission at high speeds, only select this position if needed when driving.

Kickdown

The accelerator pedal can be depressed beyond the full-throttle position by overcoming a detent.

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, tow-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

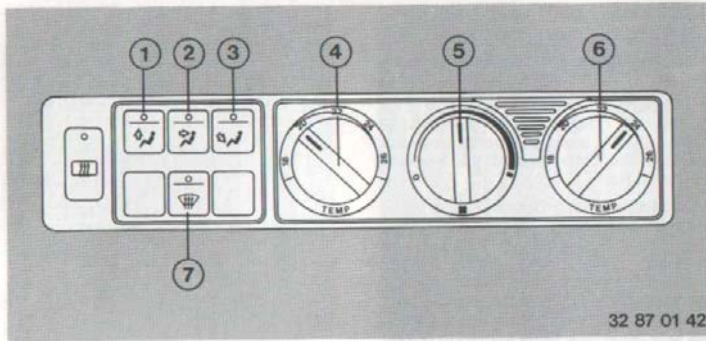
This program is for single-gear driving (3rd gear if D is selected). The selected gear is also used for pulling away. For example, if the selector lever is in position 1, for tackling steep gradients or when towing a trailer, no undesirable upward shifts will take place. The same applies to driving on icy roads in winter; with the selector lever in position 3, you can pull away 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 windscreen and side window defrosting

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

-  **1 – Pushbutton for upper air distribution**
Air emerges through the defroster outlets for the windscreen and the front side windows.
-  **2 – Pushbutton for centre air distribution**
Air emerges through the directionally adjustable, controlled-flow grilles in the front of the fascia and the controlled-flow grille on top of the fascia.
-  **3 – Pushbutton for lower air distribution**
Air emerges through the front footwell outlets and the outlets supplying the rear passenger area.

To prevent the windows from misting over, a small amount of air emerges through the defroster outlets.

4, 6 – 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.

Alter 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 detent: minimum blower rating.
Turned further to right: airflow volume increases.

 **7 – Pushbutton for maximum windscreen and side window defrosting**

When this button is pressed, maximum windscreen and side window defrosting is selected automatically, with no additional control movements needed. Maximum defrosting 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.

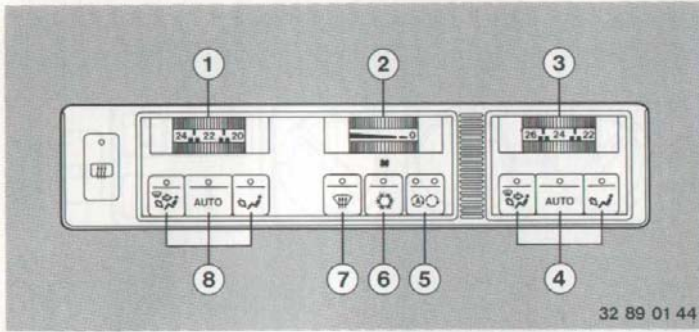


Stratified temperatures for freedom from fatigue on long journeys: feet warm, head cool

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

- Up: warmer
- Down: cooler

Rear-seat passengers: open and alter the direction of the grilles at the rear end of the centre console as required. These grilles supply fresh air only.



32 89 01 44

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 windscreen and side window defrosting
- 8 – Left side air distribution program keys

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

1, 3 – Left/right side temperature selector wheel

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.

Alter 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).

2 – Airflow volume control
Position 0: system switched off, air entry shut off.

Turned clockwise to detent: system on, minimum blower rating.
Turned further to right: airflow volume increases.

4, 8 – Left/right side air distribution program keys

Air distribution takes place automatically in accordance with the temperature situation.

Air outlets: through the defroster outlets to the windscreen and front side windows; through the directionally controllable, variable-flow grilles on the facia and the variable-flow grille on the top of the facia, to the front footwell outlets and the outlets for the rear passenger area and through the directionally controllable, variable-flow rear-seat ventilation grilles at the rear end of the centre console.

After a cold start in cold weather and until the heater matrix has reached 30°C, air emerges from the defroster outlets only.

This program is suitable for all normal conditions with very few exceptions, and supplies air to the interior at a pleasant and acceptable temperature.

For optimum operation of the automatic air distribution system, the facia grilles must not all be closed at the same time.



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 windscreen and side windows mist over 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
- Left LED on: the pollution level of the outside air is being monitored by a sensor.
- If excessive, the fresh-air outlets are au-

tomatically 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 at a time.

Note: if the windscreen and side windows should mist over 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 additional fresh air), and the defroster outlets are closed.



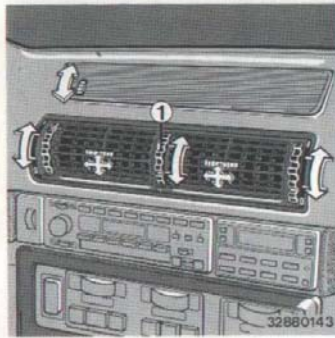
Pushbutton for maximum windscreen and side window defrosting

When this button is pressed, maximum windscreen and side window defrosting is selected automatically, with no additional control movements needed.

Maximum defrosting 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 fascia grilles (except when maximum cooling performance has been selected).

Up: warmer
Down: cooler

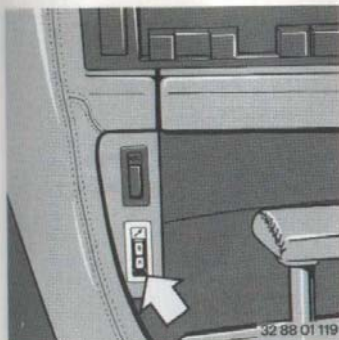
Rear-seat passengers: open and alter the direction of the grilles at the rear end of the centre console as required. These grilles supply fresh air only (cooled air if the air conditioning is in operation).

Rear-seat area ventilation is shut off automatically in the driver's-side programs
- AUTO (cold weather only) and
- air distribution to footwell outlets only.

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.



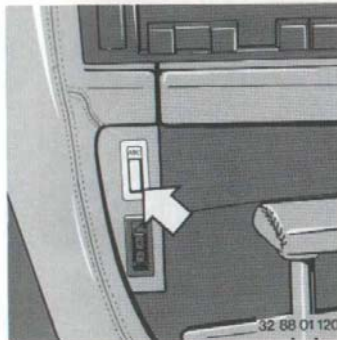
EDC – Electronic Damping Control*

K – "Comfort" setting
S – "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 telltale 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 (telltale lamp in switch illuminated).

If the telltale lamp flashes and the display ■■■ 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.

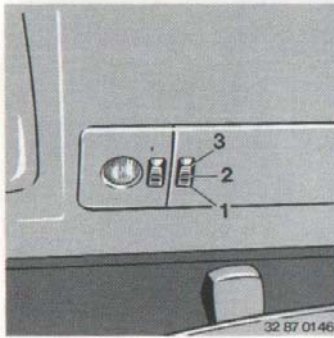
If the telltale light goes out and the Check Control displays "ASC DEFECTIVE":

There is a system malfunction. The car can still be driven normally, but without the protection afforded by ASC. Have the car examined by a BMW service station.

To switch off the ASC: press the button; the telltale lamp will go out.

To re-activate the ASC: press the button again; when the telltale lamp comes on, ASC is ready for operation.

For further information, see Page 92.



Interior light/footwell lights*

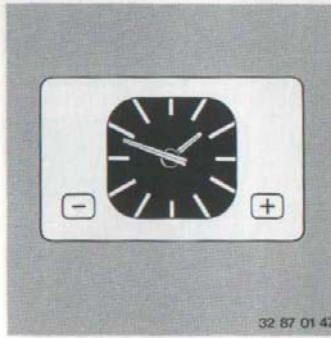
- 1 – Lights on when a door is open (door contact switches) and remain on for several seconds after the door has been closed, even with the ignition off, and after accident
- 2 – Lights permanently off
- 3 – Lights permanently on

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.



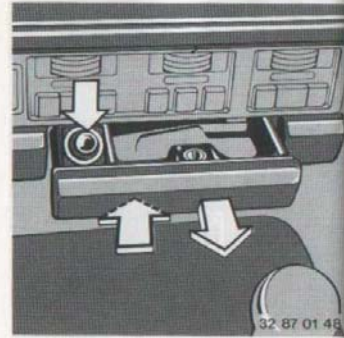
The rear seat reading lights* can be operated by switches next to them when ignition key is in position 1 or beyond.

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:

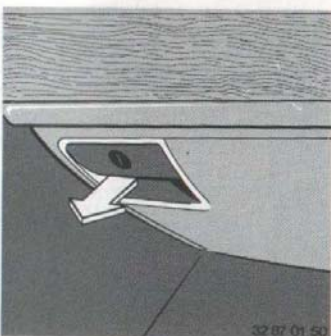
When the key in the centre is pressed briefly, the ashtray slides out. Press the spring under it and lift out the ashtray.



Emptying the rear ashtrays:

Open the ashtray and lift it out.

Cigarette lighter for rear-seat passengers: at rear end of centre console.



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*

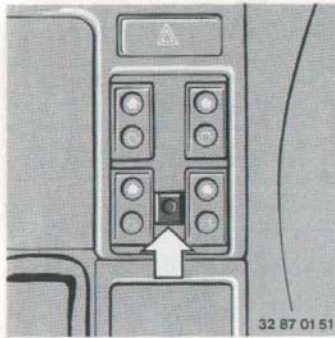
The lamp is located in the left of the glove box. It has a built-in overload cutout and can therefore remain plugged in all the time, so that it is fully charged whenever needed.

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.



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*

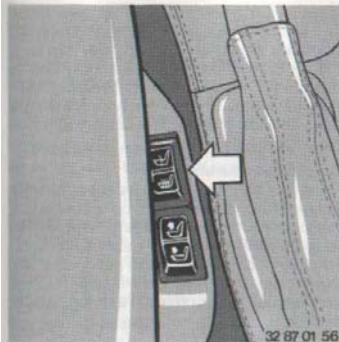
Raising: press the switch.

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

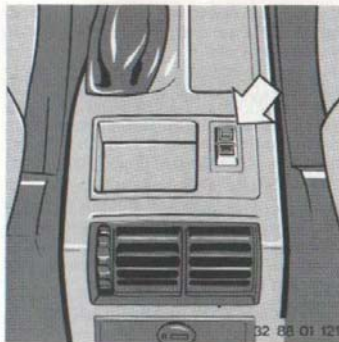
The clearly illuminated symbol indicates that the system is on.

You are recommended to switch from heating up to keeping warm after app. 5 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.

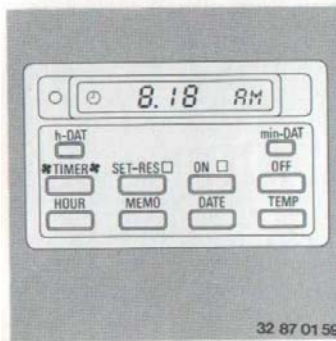


Rear centre armrest

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.

Each time an input key is pressed or held in for half a second, the numerical value increases by one.

The clock function is shown by a symbol, the date function by the DATE display.

To start the clock to the nearest second, press the HOUR key. To start the calendar program, press the DATE key. The dot will then cease to flash.

Before any other input alterations, keep the appropriate function key (HOUR or DATE) pressed until a flashing dot appears between the hours and minutes or between the day and month.

If another function is selected after making an input, the previous input will remain valid.

The program does not accept unrealistic inputs. The date display disregards leap-years and must therefore be corrected manually.

Notes for 12-hour clock

The change from AM to PM takes place every 12 hours and is shown in front of the numerical value. To allow for various national versions of the digital clock and outside temperature display, the time and temperature functions can be reset as follows:

- 24 h and °C
- 12 h and °F or
- 12 h and °C

on the rear cover of the unit. When changing from 24 h to 12 h, the input keys automatically change their functions from day and month to month and day (US method of writing date).

Memo

The MEMO key is used to switch an hourly reminder signal on and off. The signal is heard 15 s before each full hour, and is useful (for instance when listening to a tape cassette) when news broadcasts are due. The letters ME are displayed when the reminder is activated.

Outside temperature

By pressing the TEMP key, an outside temperature display can be obtained. If the outside temperature is below +3°C, an ice warning signal is heard if the ignition key is in position 1 and beyond. At the same time the temperature unit (°C/°F) and the dot in the display flash for 10 seconds.

If another function is selected during this period, and the temperature display selected again afterwards, only the visual warning signal is active for the remaining period.

The temperature warning is repeated if the temperature has risen to +6°C at least once before falling again below +3°C.

Do not rely exclusively on the low-temperature warning: ice can still form on bridges and patches of road in shadow even at indicated temperatures above +3°C.

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.

Every time the TIMER key is pressed, a fan symbol appears on the digital display and alternately 1 and 2 to indicate the selected and input switch-on time.

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.

Once programmed, a switch-on time can be activated and de-activated with the SET-RES key as often as required. It remains programmed until a new time input is made.

If the car is equipped with an **on-board computer**, the system is operated with the **TIMER** and **S/R** keys.

Independent heater* /ventilation system*

Below an outside temperature of 16°C, the independent heater is ready to operate at any time, including during a journey.

The switch-on time can be preselected so that the car is warm before the journey starts. This also makes it easier to remove ice and snow from the car in cold weather.

Both the independent heater and the independent ventilation system are programmed to run for 30 minutes. In view of its high current consumption, do not run the independent heater for a second period with the car's engine stopped.

The independent heater is connected to the car's regular heating system, so that the interior temperature can be preselected at the rotary temperature switches or selector wheels.

Heated air automatically emerges through the defroster outlets and the front and rear footwell outlets. Individual air distribution by means of the pushbuttons is possible only with the ignition key in position 1 or beyond.

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 emerges through the controlled-flow, directional grilles on the facia. For efficient operation of the independent ventilation system, these grilles must therefore be fully 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.

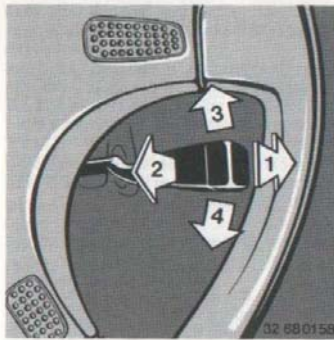
Always switch off the independent heater before adding fuel to the tank.

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 mile/h) 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/EML, when the set value is exceeded by 16 km/h or un-

dercut 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)/s², 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 memorized 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.

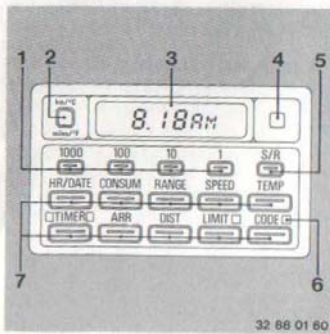
Distances are signalled by an intermittent tone between 1.5 m and 20 cm at the centre of the vehicle at the rear, and between 60 cm and 20 cm at other points. The interval between signals corresponds to the distance. If the distance is less than 20 cm, a continuous tone sounds. Separate acoustic distance 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 telltale).

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 telltale in the switch flashes. Switch off the system and have the fault rectified by a BMW service station.





On-board computer*

- 1 - Input keys for numerical data
- 2 - Unit of measurement changeover
- 3 - Digital display
- 4 - Photo-transistor for automatic control of display brightness
- 5 - Start-stop (SET/RESET) key
- 6 - Light-emitting diodes (LEDs)
- 7 - Information keys

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
- LIMIT - Speed limit warning
- CODE - Immobilisation of car

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 consumptions 1 and 2
- Range on remaining fuel
- Outside temperature

After pressing one of the information buttons:

- Average speed
- Average fuel consumptions 1 and 2
- Stopwatch (with independent heater/ventilation if installed)

press the S/R button (5) to restart or stop the computer.

Numerical inputs for:

- Time/date
- Speed limit warning
- Switch-on times 1 and 2 for independent fuel-burning heater/ventilation
- Distance from destination (used to estimate the time of arrival)
- Immobilisation of car

are described on the following pages.

After selecting the appropriate information key, the unit of measurement changeover key (2) can be used to display any individual item of information (not applicable to CODE) in either metric or Imperial units.



Remote control

If the turn indicator lever is pushed in briefly:

Information is displayed additionally on the instrument panel strip: items can be called up in succession. The on-board computer display remains unchanged when other items are shown on the instrument panel.

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.

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

If only a limited amount of information is required on the instrument panel display, proceed as follows:

- Press the turn indicator lever in for 3 seconds, until the PROG 1 display appears (on the on-board computer: P 1).
- Press the desired information keys (if only average fuel consumption 2 but not average fuel consumption 1 is required, press the units of measurement key after the CONSUM key. Each time the changeover key is pressed again, fuel consumption readings 1 and 2 will alternate. The same procedure applies to the date and switch-on time 2 inputs.)
- Press the S/R key.

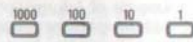
If the power supply to the on-board computer is interrupted, e.g. when changing the battery, all stored data are erased.

Once the power supply is reconnected, the required information data (time, date, speed limit warning, distance and switch-on times if required) must be input again.

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

Computer data input and information displays

Important: use decimal input sequence for numbers:
















The memory will not accept illogical 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.

| | Input: press keys in the sequence illustrated | Information display: if an unwanted output is displayed, press approp. information key | Notes on input and information display |
|------------------------------|---|--|---|
| Time (Date) | | | <p>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.</p> <p>To obtain date display from other information: press HR-DATE key twice.</p> <p>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.</p> <p>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.</p> |
| Average consumptions 1 and 2 | | | <p>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.</p> |
| Range | - | | <p>Plus sign (+) in front of display indicates "full tank".</p> |
| Average speed | | | <p>Recalculated from start of journey when S/R key is pressed.</p> |

| | Input: press keys in the sequence illustrated | Information display: if an unwanted output is displayed, press approp. information key | Notes on input and information display |
|--|---|--|---|
| Outside temperature | - | | <p>Automatic temperature display below +3°C (37.5°F). Gong sounds and unit of measurement flashes for 8 seconds. The temperature value is displayed briefly on the instrument panel strip.</p> |
| Stopwatch - Start | | | <p>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.</p> |
| - Intermediate time | - | | <p>LED flashes, stopwatch continues to run. Press the TIMER key again: the running stopwatch display will reappear.</p> |
| - Stop | | - | <p>To stop the stopwatch when another display is shown. Otherwise, simply press S/R. Press S/R again to restart the stopwatch.</p> |
| Independent heater/ventilation system - Direct switch-on | | - | <p>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.</p> |
| - Direct switch-off | | - | |
| - Preselecting switch-on times 1 and 2 | | | |

| | Input: press keys in the sequence illustrated | Information display: if an unwanted output is displayed, press approp. information key | Notes on input and information display |
|---|---|--|---|
| Distance to destination |    |  | If the preset distance is exceeded, the additional distance is still counted, but preceded by a minus sign. |
| Estimated time of arrival | — |  | The probable arrival time on the basis of the distance input is continuously recalculated according to driving style at any given moment. This information is only available after a distance has previously been input. If the distance has already been completed, the DIST function appears instead of the ARR function. If selected from another function, --- ARR is displayed. |
| Speed limit warning |    |  | 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: in the LIMIT function, press the S/R key. |
| Code to immobilise car - to activate | Ignition key in position 1    | — | 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  (Input code) Start engine | — | Warning: If 3 incorrect inputs are made consecutively, or 3 attempts are made to start the engine, an alarm sounds for 30 seconds. |

Further information on the on-board computer

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

HR/DATE

The 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) at least once since the last warning signal, then dropped below +3°C (37.5°F) again.

Note that the absence of a low-temperature warning does not mean that ice may not have formed at a temperature above +3°C (37.5°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.

Independent heater/ventilation system: If the key is pressed again when other information is being displayed, the following information can be obtained in succession: current situation, switch-on time 1, switch-on time 2, current situation again etc.

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 lid, 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.

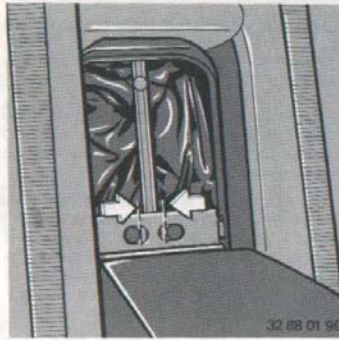
If the ignition key is turned to 1 or 2 with the system activated, the gong will sound and a ---display will appear. This requires the code to be input. If the engine is started without a code input having been made, the warning gong sounds continuously.

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 S/R 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 1.20 m long. Together with the space represented by the length of the luggage compartment, skis up to 2.10 m long 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.

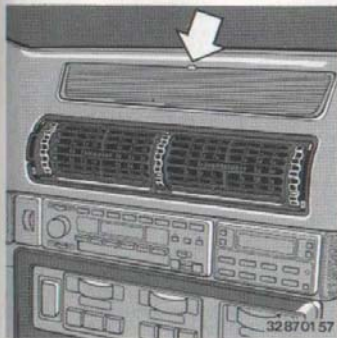
Secure the loading flap from the luggage compartment side against the underside of the rear-window shelf, using the magnetic retainer.

Make sure that the skis are clean before they are inserted into the bag, and that there are no sharp edges which could damage it.

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 flashers 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 inhibit lock for the central locking system.

When it is activated, the LED on top of the fascia remains on for up to 36 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 re-activated 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 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 motorail or on ferries etc.), the tilt sensor can be overridden as follows:

Repeat the activating procedure (turn the key to the thiefproofing locking position or press key 3 on remote control briefly) immediately after activating 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 loudspeakers 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 other 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.

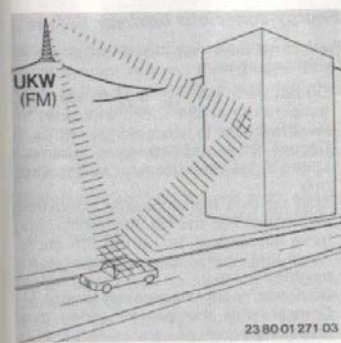
Sound reproduction on the medium waveband seems rather dull in quality by comparison with FM.

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 49-metre band.

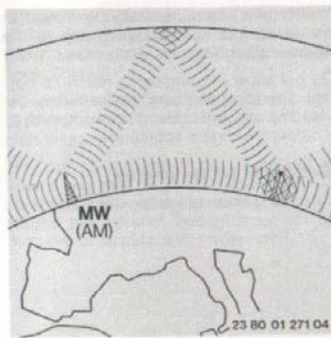
The **very-high frequency** transmission system uses the frequency modulation (FM) principle and offers far better sound quality than the other wavebands. However, reception is limited to only a few stations within any area, since the radio waves are emitted in a **straight line** from the transmitter tower, and therefore cover an area not more than app. 80 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 displaced by a more powerful one which the car is approaching. This situation can only be avoided by retuning 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 retune to a station providing a more reliable stereo signal.



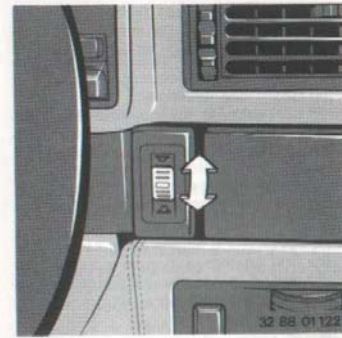
Hissing, sizzling and splashing noises occur when reflected signals are picked up by the aerial a fraction of a second after the main signals, from large buildings nearby for example. The sound level also fluctuates repeatedly as a result.

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 superimposition 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

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.

Starter 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.

The engine is automatically controlled to run at an idle speed appropriate to the operating conditions in each case.

Do not allow the engine to reach its normal operating temperature with the car standing still, but drive off straight away at a moderate engine speed.

Switching off the engine

Turn the ignition key to position 1 or 0.

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.

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 fully functional.

If unburned fuel reaches the catalytic converter as a result of misfiring or fuel-air mixture preparation malfunctions, overheating and damage may result. You should therefore avoid all operating conditions likely to cause unburned 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 present no problems. Only tow away when the engine is cold, otherwise unburned fuel will reach the catalytic converter; use jump leads.)
- allowing the engine to run with the spark plug caps disconnected.
- running the fuel tank empty. Switch off the engine immediately if misfiring occurs.

If misfiring or acute power loss 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 underseal.

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 measuring 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 resumes 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 2/3 of the maximum road speed in 5th gear.

Do not depress the accelerator pedal to the full-throttle position or allow the kick-down 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 (app. 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 (app. 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.

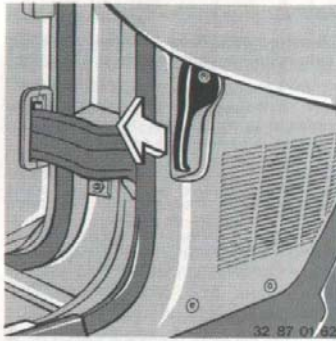
When driving under load, accelerating or climbing hills, try to prevent engine speed falling below 1500/min. Shift to a lower gear in good time, particularly on uphill gradients.

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

Recommendations

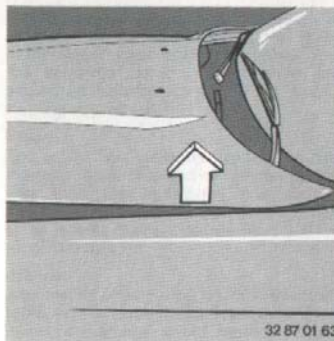
After a lengthy period in heavy city traffic or in a slow-moving queue of vehicles, let the engine "breathe deeply" by driving for a few kilometres at engine speeds above 3000/min. This will disperse any soot deposits in the combustion chambers.

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

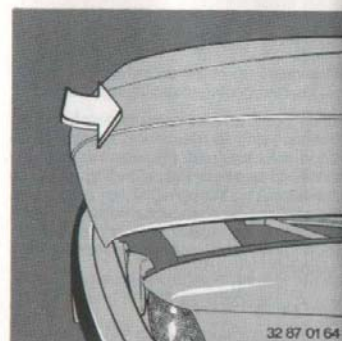
To open: pull the lever on the left under the instrument panel.



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

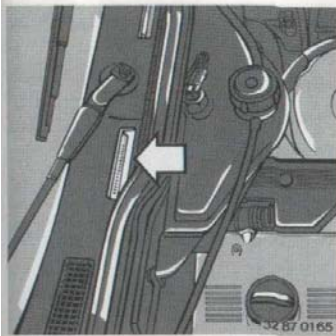
Engine compartment light

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

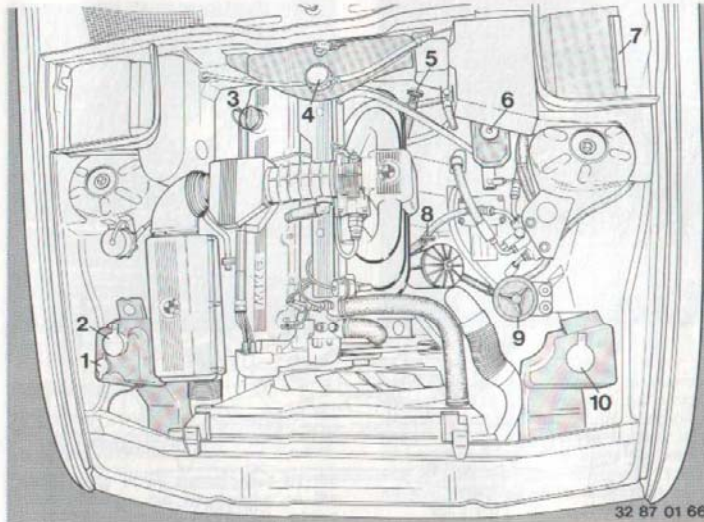
In the engine compartment, ahead of the right wheel arch.

Vehicle identification number

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

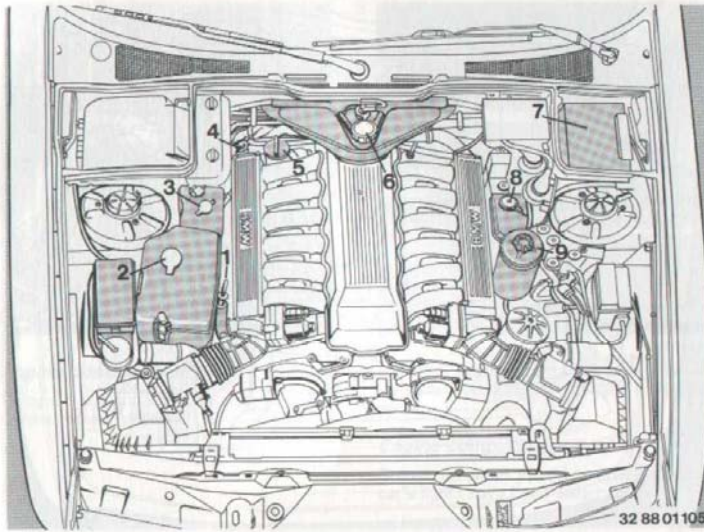
The information on the maker's plate and the vehicle identification number must comply with the data stated in the car's documents.

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



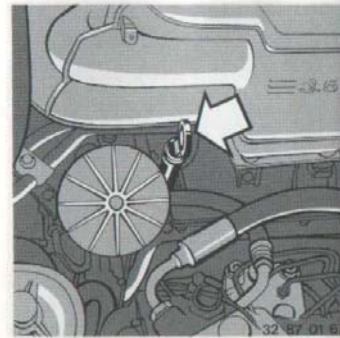
Principal items in the engine compartment – BMW 730i, 735i/iL

- | | |
|---|--|
| 1 – Intensive cleaning fluid reservoir | 7 – Fuse box |
| 2 – Windscreen washer fluid tank | 8 – Engine oil dipstick |
| 3 – Engine oil filler | 9 – Oil reservoir for steering and brake hydraulics |
| 4 – Coolant equalizing tank | 10 – Headlight and fog light cleaning system fluid reservoir |
| 5 – Automatic transmission oil dipstick | |
| 6 – Brake fluid reservoir | |



Principal items in the engine compartment – BMW 750i/L

- | | |
|---|---|
| 1 – Engine oil dipstick | 5 – Engine oil filler |
| 2 – Reservoirs for windscreen washer and headlight and fog light cleaning systems | 6 – Coolant equalizing tank |
| 3 – Reservoir for intensive windscreen cleaner | 7 – Fuse box |
| 4 – Automatic transmission fluid dipstick | 8 – Brake fluid reservoir |
| | 9 – Hydraulic fluid tank for brakes, power steering and self-levelling suspension |



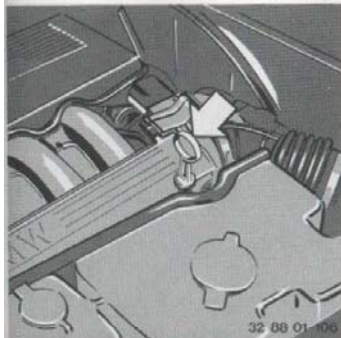
BMW 730i-735i/L

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

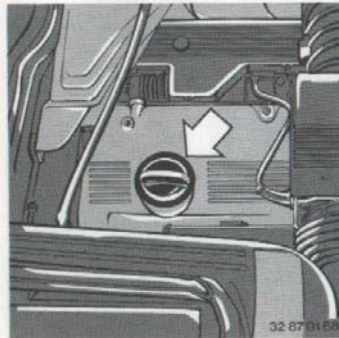
Check the level regularly, for example always when adding fuel. When checking, the car should be standing on a level surface.



BMW 750i/L

For maximum accuracy: Check the oil level before starting the engine, while it is cold. If the engine is warm, allow time for the oil to drain back into the sump (for instance, as long as it takes you to fill the fuel tank).

Insert the dipstick fully into its tube.



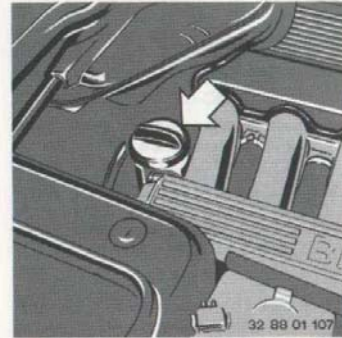
BMW 730i, 735i/L

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.



BMW 750i/L

BMW engines are designed to operate without oil additives, provided that a highly-developed brand-name lubricating oil is used. Indeed, additives may actually lead to engine damage. The same applies to the manual gearbox, automatic transmission, final drive and power steering.

Engine oil specifications

Spark-ignition engines:

Brand-name HD engine oils to CCMC-G2 (API-SF)

specification. Combination with diesel engine oil specifications are also permitted, for example CCMC-G2/D1, CCMC-G2/D2 or CCMC-G2/PD1 (API-SF/CC, API-SF/CD or API-SG/CC, API-SG/CD).

Before using special low-friction oils, which should be of quality grade CCMC-G3

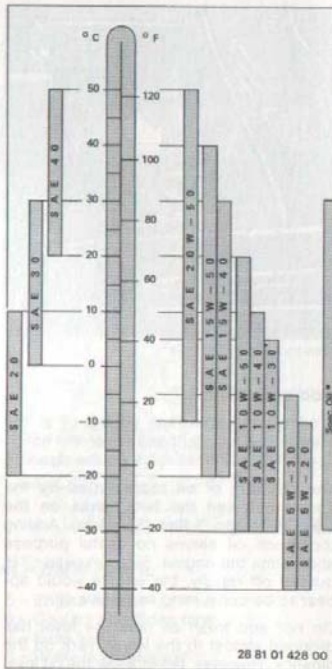
check with a BMW service station that the oil is on the factory's approved list.

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

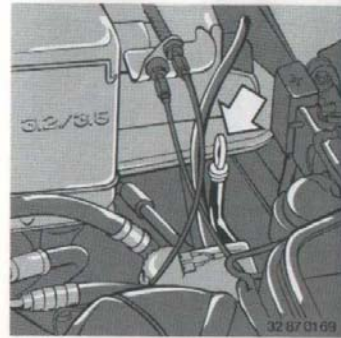
The correct SAE viscosity grade to be used depends on outside temperatures, and therefore on the time of year.

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 may be departed from, but **only for brief periods**.



* Special (low-friction) oils individually approved by BMW

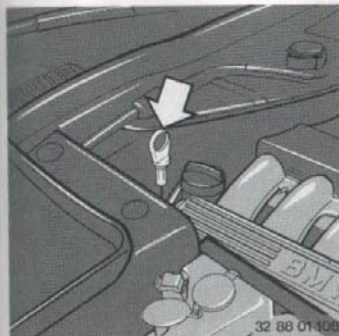


BMW 730i, 735i/L

Automatic transmission: checking oil level

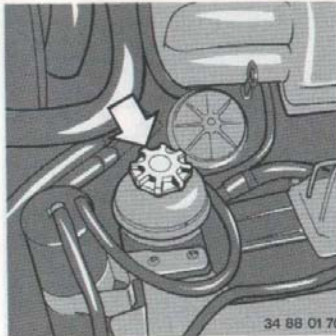
The car must be standing on a level surface with the transmission at operating temperature (80°C). Allow the engine to idle with the selector lever at P or N.

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.



BMW 750i/L

The quantity of oil represented by the space between the two marks on dipstick is app. 0.3 litre (0.53 imp. pint) when the transmission is at operating temperature. If necessary, add fresh automatic transmission fluid at the oil level check pipe. BMW service stations know the approved grades.



BMW 730i, 735i/L

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 be between the two marks on the dipstick.

Top up oil if necessary. BMW service stations know the approved grades.

Allow the engine to run for a while. Top up the oil if necessary until the level is between 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.

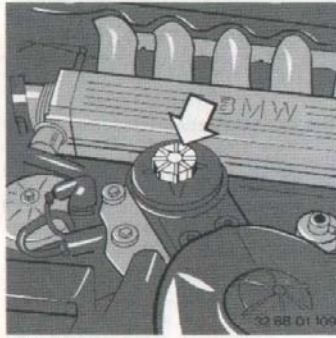
Power steering and self-levelling suspension*: checking oil level

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.



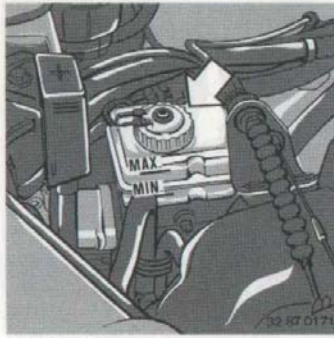
BMW 750i/L

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.



BMW 730i, 735i/L

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.



BMW 750i/L

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.



BMW 730i, 735i/L

Checking coolant level

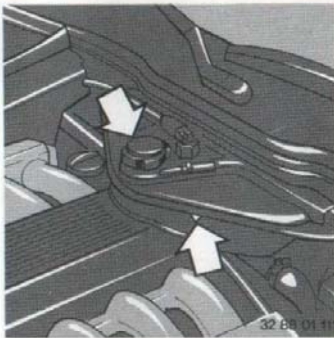
The level must be up to the MAX mark on the transparent equalizing tank.

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.



BMW 750i/L

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, nitrite-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.



BMW 750i/L



Windscreen and intensive cleaning system reservoirs* – BMW 730i, 735i/iL

Windscreen washer system: capacity app. 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 app. 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/iL

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/iL

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.



Reservoir for intensive windscreen cleaner – BMW 750i/iL

Capacity approx. 1.0 l (1.7 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.

Battery

The battery needs no maintenance and complies with DIN 43 539 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.

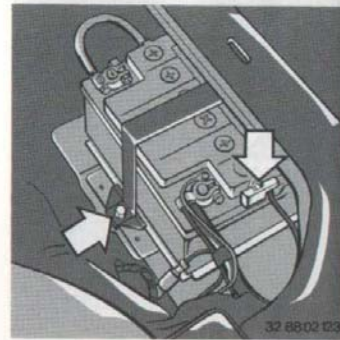
Keep the upper part of the battery dry and clean.

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.

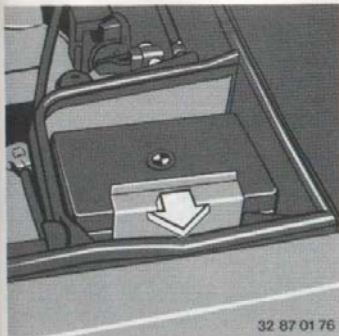


Removing the battery (under rear seat)

Lift up the rear set. 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 to 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 at 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 in Amp/h (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.

4. First connect the positive terminals of the two batteries together. A special connection is provided in the engine compartment for this purpose (cap marked "+"; pull tab to remove, see illustration). Then connect the second lead to the negative post of the second car's battery and to some part of your car's bodywork or engine block.
5. If the battery of the second car is also weak, run its engine to boost the charge. Start your own car's engine in the usual way and keep it running. After the engine has started and **before disconnecting the jump leads**, switch on the lights, rear window heater and maximum heater blower speed to avoid an overvoltage between the governor and consumer equipment. Disconnect the jump leads in the opposite order to that described above. Depending on the cause of the fault, have the battery recharged.

Warning:

The car is equipped with a high-performance ignition system and any contact with live components while the engine is running could cause a **fatal electric shock**.

BMW 750i/L

Because of the special air mass measuring system used in the Digital Motor Electronics, **do not spray any starting aids** into the air intake.

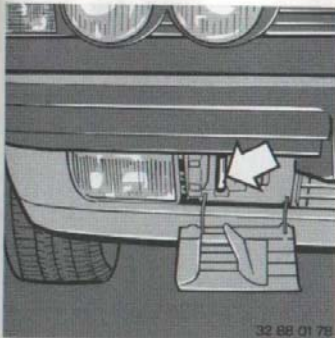
Toolkit

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

Warning triangle*

This item is stored ready to hand in the toolkit.

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



Towing facilities

Front towing eye on right: remove the cover.

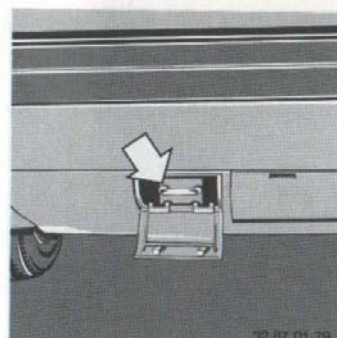
Rear towing eye: press the cover panel out, using a screwdriver inserted at the arrows.

Use nylon towropes or straps which are resilient enough to protect both vehicles against sudden jerking. Alternatively, a towbar may be used.

When using a towbar, both cars' towing eyes should be on the same side.

If the towbar runs at an angle, note the following:

- the amount of free movement between the cars is limited on bends



- the angle of the towbar gives rise to lateral forces (particularly dangerous on slippery road surfaces)

- do not attempt to steer the car being towed along the same line as the towing vehicle

- there is a danger of the towed car jack-knifing when the towing vehicle is braked.

Important: the vehicle being towed should not be heavier than the towing vehicle.

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.

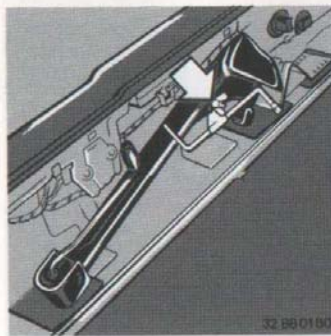
Note legal requirements with regard to carrying a first aid kit.

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

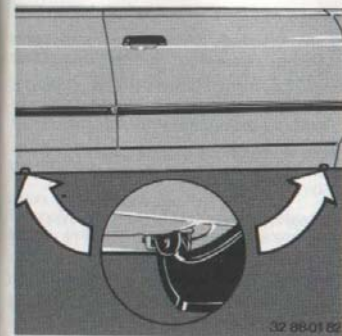
Located under the luggage compartment floor mat. Unscrew the retaining nut by hand.

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

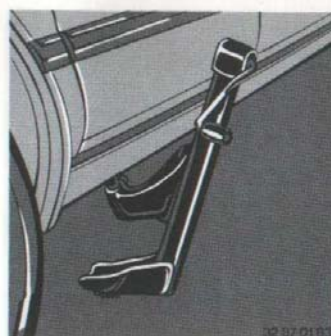
The wheel chock is located in the luggage compartment next to the jack and held firmly to prevent noise. Depending on the slope, place the chock in front of or behind the opposite rear wheel to prevent the car from rolling away when it is lifted by the jack (the design of the handbrake renders this precaution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



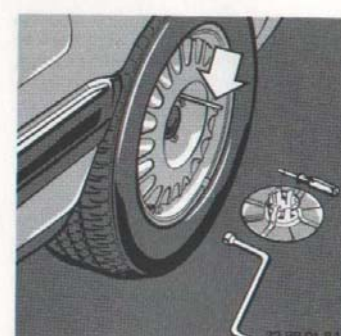
Warning: never lie underneath a jacked-up car, or else you risk a fatal accident.

Unscrew and remove the wheel studs and change the wheel.

To fit the new wheel, insert the centring pin from the toolkit 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 studs 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 tighten-



ing torque after the first 1000 km (600 miles).

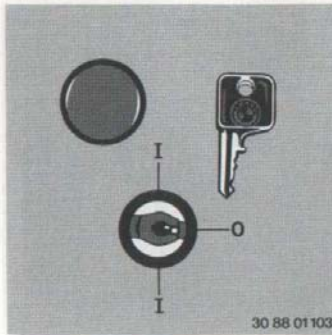
When fitting other than Genuine BMW alloy wheels, it may be necessary to use the corresponding wheel studs in place of the standard BMW studs.

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 well 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.

O = Locked
I = 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.

Brake system

If the warning light for the brake and steering hydraulics comes on (LOW BRAKE FLUID Check Control display):

- loss of brake fluid is indicated by increased brake pedal travel.

If the warning light flashes (BRAKE PRESSURE in Check Control display, only BMW 750i/L):

- greater pedal effort is required if loss of reservoir pressure has put the brake booster servo out of action.
- the power steering becomes stiff to turn if system pressure loss has deprived the steering of its power assistance.
- increased pedal effort and stiff power steering indicate that the hydraulic pump is out of action, possibly as a result of a broken V-belt.

Failure of one brake circuit

Pedal travel will increase and greater pedal effort will be needed.

The car can still be braked satisfactorily with only one circuit in operation.

As for all brake system faults, the car should be taken to a BMW service station for immediate repair.

BRAKE LININGS warning in Check Control:

- brake pads worn/renew without delay.

Important: use only brake linings approved by BMW, or else the car's general operating permit will be rendered invalid.

Power steering

If the steering becomes stiff, check the oil level (see Page 63).

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.

Cars with Servotronic*:

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

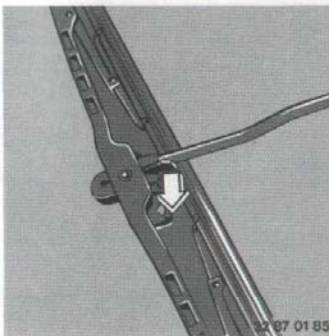
Warning: if the power assistance fails, a greater force than usual must be applied at the steering wheel to steer the car.

Self-levelling suspension*

If the SUSPN LEVELLING 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.

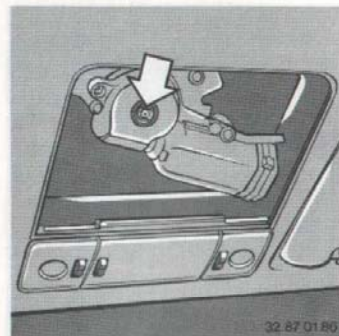
If there is a **defect in the self-levelling system**, consult a BMW service station. Do not exceed a road speed of 170 km/h (106 mile/h), since the increased rear-wheel camber angle imposes more severe loads on the tyres.



Windscreen wipers

Renewing a wiper blade:

Pull the retaining spring (arrow) and pull the blade off towards the wiper arm.

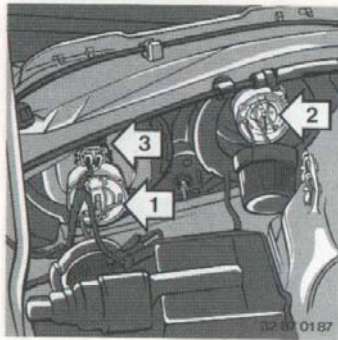


Sliding/vent roof

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.



Changing bulbs

When performing any work on the car's electrical system, always switch off the item concerned or disconnect the battery negative lead to avoid the risk of short-circuits.

Do not hold new bulbs with bare fingers. Use a clean cloth, paper towel or similar, and only hold the base of the bulb.

A box of spare bulbs for emergency use is available from BMW service stations.

Low beam headlights (1)

55 Watt H 1 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/iL: take off the air cleaner if necessary before changing bulbs.

High beam headlights (2)

55 Watt H 1 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.

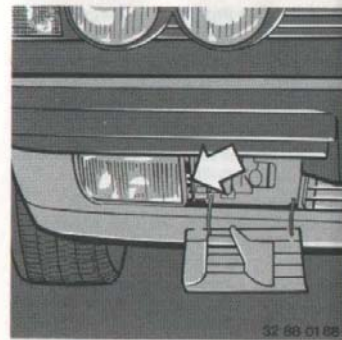
Parking and side lights (3)

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*

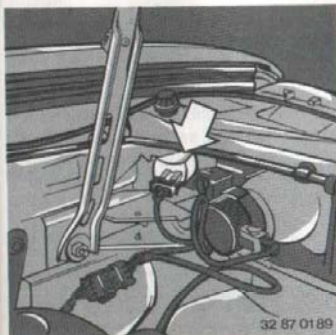
If the low beams terminate exceptionally close to the car, this indicates a defect.



Front fog lights

55 Watt H 1 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

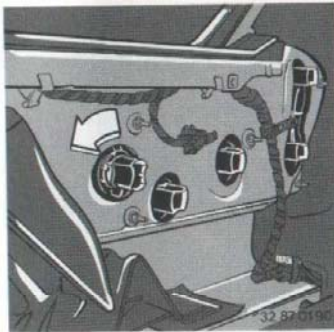
21 Watt bulb

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.

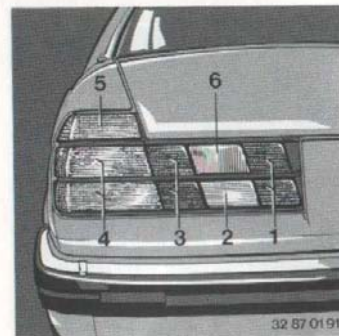


Rear light cluster

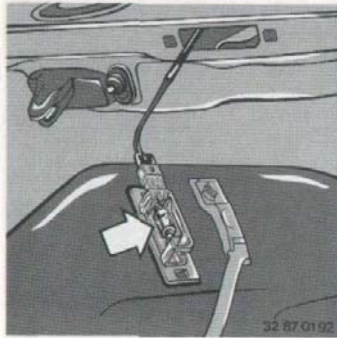
Rear lights: 5 Watt bulb
Other lights: 21 Watt bulb

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.



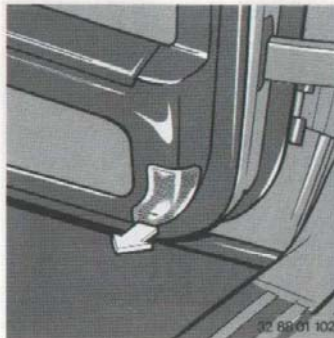
- 1 - Rear fog light (red)
- 2 - Reversing light (white)
- 3 - Brake light (red)
- 4 - Rear light (red)
- 5 - Turn indicator (yellow)
- 6 - Reflector (red)



License 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.

Interior lights

Front: 10 Watt bulbs

In conjunction with reading lights:
Interior light: 15 Watt bulb
Reading lights: 10 Watt bulbs.

Pull out the light, swing back the reflector and renew the bulb.

Reading lights: press the bulb in slightly and turn to the left to remove.

Rear: 10 Watt bulbs

Pull out the light, take off the reflector and renew the bulb.

Reading lights: press the bulb in slightly and turn to the left to remove.

Luggage compartment lights

10 Watt bulbs

Take out the light, using a screwdriver if necessary, and renew the bulb.

Engine compartment light

10 Watt bulb

Press the clip away from the glass with a screwdriver, take off the glass and renew the bulb.

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 condensate.
7. Increase tyre pressures to 4 bar (app. 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, chock 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 from 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 cold suddenly.

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-levelling suspension.

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

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

Renew the coolant **every 2 years**. Check antifreeze 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.

Use only factory-approved care products* on the **door locks**, to prevent unreliable operation.

These products also help to prevent the locks from freezing; but if a lock should freeze despite these precautions, the key can be heated before inserting to thaw out the lock.

To prevent **rubber seals** on doors and lids from freezing, treat them with a rubber-care product* or silicone spray*.

The car's **paintwork**, as well as **chromium-plated or polished metal parts**, should be protected before and during the winter months by applying suitable bodywork care products*.

Have your car's brakes checked as a precaution before and after each winter driving period by a BMW service station. This work can usually be combined with whatever maintenance routine happens to fall due.

* Available from BMW dealers

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:

Q M + S – up to 160 km/h (100 mile/h)
T M + S – up to 190 km/h (118 mile/h)
H M + S – up to 210 km/h (130 mile/h)

Always comply strictly 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 ($+5^{\circ}\text{F}$), 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, 30–50 kg (66–110 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 driving round an obstruction with 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 firmer 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.

Snow chains are permitted only in pairs on the driven (rear) wheels. If available, fit them in good time. They increase driving safety on snow and ice, enable the car to climb hills without slipping and reduce braking distances.

However, the driver must become accustomed to the car's changed handling characteristics. Remove the snow chains as soon as possible, as they wear out very rapidly on clear roads.

During a break in the journey or when filling the tank, remove **built-up snow and ice from inside the wheel arches**, to ensure that steering and suspension movements are not impeded.

When **parking** your car, prevent it from rolling away by selecting 1st gear or reverse as appropriate, or P on the automatic transmission. Apply the handbrake if parked on a slope. To prevent the handbrake linings from freezing to the drums in cold weather and to avoid corrosion, apply the handbrake to bring the car to a standstill from slow speed, so that the linings and drums are dried by the heat thus generated.

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 brake disc. Severe loads on the brakes affect the temperature of the brake fluid and the pads; overheating may reduce braking efficiency or cause "fading", increased pedal travel and possibly the need for greater effort to be applied at the pedal. However, the boiling point of modern brake fluids is so high that only exceptionally severe use of the brakes or treatment amounting to carelessness on the driver's part should cause such situations to arise.

Wet conditions, dirt, salt spread on the roads in winter and brake disc corrosion can impair braking performance by increasing braking distances, altering the car's normal brake force distribution or causing variations in the coefficient of friction at the various wheels, so that the car pulls to one side.

Brake disc corrosion is accelerated if the car is used very little or is garaged for long periods.

Gentle or moderate use of the brakes, although in itself not undesirable, can encourage brake disc corrosion and allow the pads to become dirty, since the minimum pressure needed for the disc brake's self-cleaning action is not attained between pad and disc.

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

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

Dirt burnt into the brake pads (glazing 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 brakes' 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 unevenly or pull to one side.

Recommended 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, it is advisable to apply the brakes firmly from time to time when it is safe to do so. This not only tests their efficiency in the prevailing conditions (but take care at temperatures around freezing point!), but also results in a self-cleaning action to ensure that they are ready to operate efficiently even in the worst possible weather conditions.

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, lightly 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 antilock braking system.

If the antilock braking system should fail, apply cadence braking (see Page 80).

Locking the wheels can be dangerous, as locked front wheels can no longer be steered, 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 rubbed 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 speed range 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.

Never drive with the clutch pedal depressed, the gear lever or automatic transmission selector in neutral or – still more dangerous – with the engine switched off at the ignition. In neutral, engine braking is entirely lost, and if the engine is switched off the brake booster servo is no longer able to reduce pedal pressure in the normal way.

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 roll 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 app. 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 noted.

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 as little as 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 tyres wear 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 recut, 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 specialised 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, 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 mile/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 mile/h)
- T = up to 190 km/h (118 mile/h)
- H = up to 210 km/h (130 mile/h)
- V = up to 240 km/h (150 mile/h)
- VR = over 210 km/h (130 mile/h)
- ZR = over 240 km/h (150 mile/h)

The tyre valves 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.

TD 230/55 R 390 low-section tyres with emergency-running characteristics (TD concept) (in preparation)

In the event of a puncture, the emergency-running characteristics of this type of tyre enables you to drive out of hazard zones such as bottlenecks, heavy urban traffic, tunnels or building sites without any difficulty, even if the tyre is flat, so that the tyre can be changed in safety on a car park or at a filling station.

This type of tyre, if flat, can be driven app. 5 km (3 miles), or 10 km (6 miles) if a particularly cautious approach is adopted, depending on the vehicle's load and the condition of the road; maximum speed 60 km (37 mile/h) when driving in a straight line.

TD tyres may only be fitted on TD pressed-steel wheels.

Approved BMW road-wheel and tyre sizes:

| Radial-ply tyre (tubeless) | Pressed-steel wheel | Light-alloy wheel | Offset mm (in) |
|---|---------------------|---------------------------|----------------|
| BMW 730i | | | |
| 205/65 VR 15 205/65 R 15 94 V | 6½ J × 15 H24) | 7 J × 15 H2 | 20 (0.79) |
| 225/60 VR 15 225/60 R 15 95 V | 6½ J × 15 H24) | 7 J × 15 H2 | 20 (0.79) |
| 240/45 VR 415 240/45 R 415 94 V | | 195 TR 415 | 19 (0.75) |
| TD 230/55 VR 390 TD 230/55 R 390 94 V | | 390 × 180 TD | 19 (0.75) |
| 220/55 R 390 93 H M + S | 165 TR 390 | 165 TR 390 ²⁾ | 22 (0.87) |
| BMW 735i/iL | | | |
| 205/65 R 15 93 Q/T M + S ¹⁾ | 6½ J × 15 H24) | 7 J × 15 H2 | 20 (0.79) |
| 225/60 VR/ZR 15 | | 7 J × 15 H2 | 20 (0.79) |
| 225/60 R 15 95 Q/T M + S | 6½ J × 15 H24) | 7 J × 15 H2 | 20 (0.79) |
| 225/60 R 15 95 H M + S | | 7 J × 15 H2 | 20 (0.79) |
| TD 230/55 VR/ZR 390 | | 390 × 180 TD | 19 (0.75) |
| 240/45 VR/ZR 415 | | 195 TR 415 | 19 (0.75) |
| 220/55 R 390 93 H M + S | | 165 TR 390 ²⁾ | 22 (0.87) |
| BMW 750i/iL | | | |
| 225/60 VR/ZR 15 | | 7 J × 15 H2 ³⁾ | 20 (0.79) |
| TD 230/55 VR/ZR 390 | | 390 × 180 TD | 19 (0.75) |
| 240/45 VR/ZR 415 240/45 R 415 94 H M + S | | 195 TR 415 | 19 (0.75) |

1) Tyre dimension not for BMW 735iL
 2) Forged wheels only - BMW service stations possess the correct information
 3) Only certain light-alloy wheels approved - consult a BMW service station
 4) Only certain pressed-steel wheels approved - consult a BMW service station

Please note the wheel/tyre specifications in the car's registration documents. Use of other wheel/tyre dimensions approved by BMW may necessitate an official entry in the car's registration documents.

Winter tyres

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

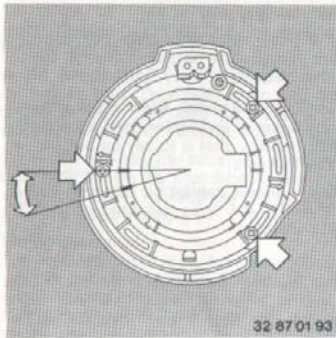
The use of **fine-link BMW snow chains*** with summer and winter tyres is permitted only in pairs, that is to say on both driven (rear) wheels.

Snow chains cannot be fitted on 240/45 R/VR/ZR 415 tyres mounted on 195 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.



Adjusting headlight beam setting for countries where traffic drives on the opposite side of the road

When crossing a border into a country with a different "rule of the road", that is to say where the traffic drives on the opposite side of the road:

- slacken off the 3 Phillips-head screws on the rear of the dipped (low) beam headlights
- turn the headlights round until the screws are at the other end of the slots
- re-tighten the screws.

If required, a BMW service station will carry out this work for you.

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 (0)89-32380, 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 jerky 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 manoeuvrable, 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 flashing 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-ended 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 hitch is fitted 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 outfit'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).

If the car is fitted with trailer suspension, self-levelling suspension and the accompanying tyres, its gross weight limit and maximum rear-axle load for trailer operation may be increased in order to compensate for the reduction in payload due to the trailer's nose weight (only applies to vehicles registered in the Federal Republic of Germany, consult vehicle documents for details).

The **maximum speed limit when towing a trailer** is 80 km/h.

Correct **tyre pressures** are of particular importance.

For the trailer, comply with the manufacturer's recommended tyre pressures.

Always check operation of the **trailer's rear lights** before starting the journey.

Antilock brake system (ABS)

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

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

- To maintain the car's stability on varying surfaces (asphalt, concrete, mud, wet roads, snow and ice)
- 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 antilock braking system.

Proper functioning may be impaired if different sizes of tyre 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 and cornering, 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, or 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 if these speeds differ.

This continuous wheelslip 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 instant 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 driveline 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.

Multi-disc limited-slip differential*

In very unfavourable driving conditions, the conventional form of differential may be unable to transmit torque to the road without wheelslip occurring. The limited-slip differential (25% locking action) greatly reduces the tendency for one driven wheel to spin.

In practice, this means improved traction when pulling away, accelerating (when road conditions are unfavourable as already described) and cornering at speed in poor driving conditions.

A car also tends to spin round its vertical axis (centre of gravity) when the power output is high or when load reversals occur on surfaces with a varying degree of grip. A good deal of skill is required to control such skidding or spinning, particularly when driving in a highly enthusiastic manner.

The limited-slip differential has the advantage of operating automatically when needed; it does not have to be engaged and disengaged by the driver.

Care of the car

The car's 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 only 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 sprayed-on, resilient PVC coating followed by complete waxbased 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 plant 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, blisters, 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 soot or substances containing sulphur dioxide ("acid rain"), as well as other less easily identified 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 120°C (248°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 for the car to be 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 is **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 inlets or outlets of the heating/ventilation system.

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

Wash the lower part of the body and the wheels last of all, if possible keeping a separate sponge just for these areas.

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 stated on the pack. After this, rinse down with plenty of water.

Note: after washing, the car's brakes may be 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 after 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.

It is quite easy to decide when the car's paintwork needs polishing or preservative treatment: water no longer forms large round droplets on the painted surfaces. Depending on use of the car, this may arise after some 3 to 4 months. Do not fail to carry out the necessary protective treatment as soon as it becomes necessary.

If the paintwork tends to lose its high gloss as a result of insufficient care, a suitable **polish*** must be applied. **Paint cleaner*** is needed if the finish is already matt or weathered. An abrasive **cutting agent** or **paint restorer*** should only be used in severe or obstinate cases. Remember that all polishes, cleaners and paint restorers act by removing a layer of paint to expose paint which is still in good condition. Only if the resulting new paint surface is most carefully protected will the overall brilliance of your car's paintwork be regained.

After care of the car's paintwork, remove traces of the products used from the windows with a suitable glass cleaner*.

* Obtainable from BMW dealers

Minor paint damage can be touched in with either a BMW paint spray aerosol* 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 rainfall etc. by giving it the full body care treatment described here. Ideally, in countries where the sun is extremely hot and powerful, a canvas sun-sheet should be stretched 50 to 80 cm (1–2 ft) above the car.

Annual cleaning and protection or treatment of the engine, engine compartment, underbody, axles 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 trims 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 roads.

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) cleansers.

Plastic components, leatherette upholstery, roof linings, light glasses and items sprayed matt black should be cleaned with water to which a car shampoo* may be added. Do not allow the roof lining to become wet right through. If necessary, treat plastic components with a suitable cleanser for synthetic materials*. Never use solvents such as nitro thinners, cold cleaning agents, fuel etc.

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

Clean the **windscreen 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 removing 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.

* Obtainable from BMW dealers

Floor mats and carpets* can be cleaned with an interior cleanser* 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 particles on the upholstery are best removed with a suitable fluff brush* or burr-pile 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**: this will disperse 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. If 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 woollen cloth slightly with water and clean the leather surface without allowing the seams 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 woollens) 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.

* Obtainable from BMW dealers

To maintain the condition of the (treated) leather after cleaning, and avoid the build-up of a static electrical charge, apply cornean 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

Engine data, fuel consumption

| | | BMW 730i | BMW 735i/iL | BMW 750i/iL | | | |
|---|----------------------------|---------------------------|----------------|--------------------------|--------------------------|------------|------------|
| Displacement – effective | cm ³ | 2986 | 3430 | 4988 | | | |
| | Number of cylinders | 6 | 6 | 12 | | | |
| Max. output (DIN 70 020 standard) – at engine speed | kW | 138 | 155 | 220 | | | |
| | bhp | 188 | 211 | 300 | | | |
| | l/min | 5800 | 5700 | 5200 | | | |
| Max. torque – at engine speed | Nm | 260 | 305 | 450 | | | |
| | lb.ft | 192 | 225 | 332 | | | |
| | l/min | 4000 | 4000 | 4100 | | | |
| Compression ratio | :1 | 9.0 | 9.0 | 8.8 | | | |
| Stroke/bore | mm | 80/89 | 86/92 | 75/84 | | | |
| Mixture preparation | | Digital Motor Electronics | | | | | |
| Fuel consumption (DIN 70 030/1 ECE standard test method) | | 5-speed gearbox | Auto- matic | 5-speed gearbox | Auto- matic | BMW 750i | BMW 750iL |
| | At 90 km/h (56 mile/h) | l/100 km | 7.6/7.6* | 7.9/7.9* | 7.7/7.7* | 8.1/8.1* | 8.8/8.9* |
| | | (Imp. mile/gal) | 37.2/37.2* | 35.8/35.8* | 36.7/36.7* | 34.9/34.9* | 32.1/31.7* |
| | At 120 km/h (90 mile/h) | l/100 km | 9.4/9.3* | 9.8/9.7* | 9.7/9.6* | 10.2/10.1* | 10.9/11.1* |
| | | (Imp. mile/gal) | 30.1/30.4* | 28.8/29.1* | 28.8/29.4* | 27.7/28.0* | 25.9/25.4* |
| | Urban driving cycle | l/100 km | 16.3/15.6* | 17.3/17.1* | 16.8/16.0* ¹⁾ | 17.9/17.4* | 19.8/19.8* |
| | (Imp. mile/gal) | 17.3/18.1* | 16.3/16.5* | 16.8/17.7* ¹⁾ | 15.8/16.2* | 14.3/14.3* | |

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

*without catalytic converter

¹⁾ BMW 735iL: 16.8* (16.8*)

| Dimensions and weights | | BMW 730i | BMW 735i | BMW 750i | BMW 735iL | BMW 750iL |
|--|---------|---|-------------------|------------------|-------------|-------------------|
| Length | mm (in) | | 4910 (193.3) | | | 5024 (197.8) |
| Width | mm (in) | | | 1845 (72.6) | | |
| Height (unladen) | mm (in) | 1411 (55.6) | | | 1400 (55.1) | |
| Wheelbase | mm (in) | 2832 (111.50) | | 2833 (111.54) | | 2947 (116.02) |
| Front overhang | mm (in) | | | 888 (35.0) | | |
| Rear overhang | mm (in) | 1190 (46.9) | | | 1189 (46.8) | |
| Front track (unladen, EC) | mm (in) | 1527 (60.1) | | | 1528 (60.2) | |
| Rear track (unladen, EC) | mm (in) | 1550 (61.0) | | | 1556 (61.3) | |
| Min. turning circle (wheels) | m | | 10.8 (35 ft 5 in) | | | 11.2 (36 ft 9 in) |
| Min. turning circle (overall) | m | | 11.6 (38 ft 1 in) | | | 12.0 (39 ft 4 in) |
| Unladen weight (ready to drive, full tank, without special equipment) | kg | 1600 | 1600 | – | 1660 | – |
| | (lb) | (3527) | (3527) | – | (3660) | – |
| – with automatic transmission | kg | 1600 | 1630 | 1800 | 1680 | 1860 |
| | (lb) | (3527) | (3593) | (3968) | (3704) | (4101) |
| Gross weight limit | kg | 2130 | 2150 | – | 2180 | – |
| | (lb) | (4696) | (4740) | – | (4806) | – |
| – with automatic transmission | kg | 2150 | 2170 | 2320 | 2200 | 2380 |
| | (lb) | (4740) | (4784) | (5115) | (4850) | (5247) |
| Front axle load limit | kg | 1025 | 1035 | 1110 | 1035 | 1130 |
| | (lb) | (2260) | (2282) | (2447) | (2282) | (2491) |
| Rear axle load limit | kg | 1190 | 1200 | 1250 | 1235 | 1250 |
| | (lb) | (2623) | (2646) | (2756) | (2723) | (2756) |
| Trailer load limits (specified by manufacturer or as laid down by law in the Federal Republic of Germany) | | | | | | |
| – unbraked | | | | | | |
| – braked, max. gradient 12% | | | | | | |
| Please consult a BMW service station regarding higher trailer load limits | | | | | | |
| Max. towbar downthrust (nose weight) | | 50 kg (110 lb); with BMW self-levelling suspension or BMW trailer towing suspension rates, 75 kg (165 lb) | | | | |
| Max. roof load | | 100 kg (220 lb) (do not exceed max. axle loads or gross weight limit when carrying loads on roof) | | | | |
| Luggage capacity acc. to VDA method | | 500 litres (17.7 cu. ft.) | | | | |

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

| | | | | BMW 730i | BMW 735i/iL | BMW 735i/iL |
|---|-------|----------|-----------|------------|-------------|-------------|
| Top speed with automatic transmission | km/h | (mile/h) | | 222 (138) | 230 (143) | – |
| | | | | 222 (138) | 230 (143) | 250 (155) |
| Acceleration | km/h | (mile/h) | s | | | |
| | 0– 50 | 0–31 | 2.9 | | 2.5 | 3.2 |
| | 0– 80 | 0–50 | 6.3 | | 5.6 | 5.3 |
| | 0–100 | 0–62 | 9.3/10.6* | | 8.3/9.1* | 7.4 |
| | 0–120 | 0–75 | 12.8 | | 11.5 | 9.8 |
| 80–120 km/h (50–70 mile/h) in direct gearbox ratio | | | | 10.9 | 10.2 | – |
| Standing-start kilometre | | | | 30.1/31.9* | 28.9/29.8* | 27.3 |

* With automatic transmission

Note: engine and road performance are measured according to the appropriate DIN standard (with the vehicle to standard equipment specification). Permissible deviations are also taken into account. Additional equipment or optional extras can have a significant effect on consumption and performance figures, since the car's weight and drag coefficient are usually altered (roof rack, wider tyres, additional mirrors etc.).

Technical data

Gear ratios

| | 5-speed gearbox | Automatic transmission |
|---------|-----------------|------------------------|
| 1st | 3.83 | 2.48 |
| 2nd | 2.20 | 1.48 |
| 3rd | 1.40 | 1.00 |
| 4th | 1.00 | 0.73 |
| 5th | 0.81 | – |
| Reverse | 3.46 | 2.09 |

Electrical system

Battery
 BMW 750i/iL 12 V, 75 Amp/h
 BMW 750i/iL 12 V, 85 Amp/h

Firing order
 BMW 750i/iL 1–5–3–6–2–4
 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
 BMW 750i/iL 90 A, 1260 W
 BMW 750i/iL 140 A, 1960 W
 with built-in voltage regulator

Index

- ABS, see Antilock brake system
 Acceleration values 100
 Acid level 68
 Adjustable shock absorbers 35
 Aerial 52
 Airbag 16
 Air conditioning 32
 Alarm system 51
 Alternator 101
 Antifreeze 80
 Antilock brake system 91
 – warning light 23
 Armrest 39
 ASC 35, 92
ASC defective 35
 Ashtrays 36
 ARC (Automatic Recirculated-Air Control) 32
 Automatic air conditioning 32
 Automatic seat belts 15, 95
 Automatic Stability Control 35, 92
 Automatic transmission 28
 – oil content 106
 – oil level check 62
 – ratios 101
 – selector lever position indicator 28
 Axle load limits 99
 Battery 68, 70, 101
 Battery acid level 68
 Battery charge telltale 23
 Body cavity sealing 93
 Body dimensions 99
 Body overhang 99
 Body protection treatment 95
 Brake and steering hydraulics warning lamp 23, 74
 Brake fluid 64
Brake fluid 64, 74
 Brake light 24
 Brake lights 77
Brake linings 74
Brake pressure 74
 Brakes 56, 74, 83
 Bulb changing 76
 Caravan towing 89
 Car radio 52
 Car telephone 53
 Care of car 93
 Catalytic converter 55
 Central locking system 7
 Check Control 24
Check Control 25
 Childproof door locks 9
 Child restraint systems 15
 Chromium, care of 95
 Cigarette lighter 36
 Clock 36
 Cold starting 54, 57
 Cold weather operation 80
 Compression ratio 98
 Computer, on-board 44
 Convenience circuit for electric window and electric sunroof 7, 38
 Coolant 80
 Coolant level, checking 65
Coolant level, checking 65
 Coolant tank 65
 Coolant temperature 22
Coolant temperature 22
 Coolant temperature gauge 22
 Cooling system 65, 80
 Cooling system capacity 106
 Corrosion protection 94
 Cruise control 42
 Defrosting windows 30
 Dimensions 99
 Dipped beams 18, 76
 Dipstick 60
 Disc brakes 83
 Displacement (engine) 98
 Door lock heating 7
 Door locks 7
 Door mirrors 17
 Door safety catches 8
 Driver's door locking heating 7
 Driving hints 57, 81, 83
 Dust caps (tyre valves) 86
 Economy 54
 Electrical system 101
 Electronic Damping Control (EDC) 35
 Electronic engine output control 23
 Energy Control 21
 Engine capacity 98
 Engine compartment lid 58
 Engine compartment light 58, 78
 Engine compartment, principal components 59
 Engine data 98
 Engine oil consumption 60
 Engine oil content 106
 Engine oil grades 62
Engine oil level, checking 25
Engine oil pressure 23, 60
 Engine performance 98
 Engine power output 98
 Engine specifications 98
 Engine torque 98
 Filling capacities 80
 Final drive oil content 106
 Fire extinguisher 72
 Firing order 101
 First aid box 72
 Flat battery 70
 Fog light, rear 26, 76
 Fog lights, front 26, 76
 – cleaning system 20, 66
 Footwell lights 36, 78
 Front/rear balance control 53
 Front seat adjustment 12
 Front seat adjustment, electrical 13
 Fuel 4, 57
 Fuel consumption 54, 57, 98
 Fuel consumption indicator 21
 Fuel economy 54
 Fuel filler flap 4, 8
 Fuel gauge 22
 Fuel tank capacity 106
 Fuel telltale lamp 22
 Fuses 69
 Gearbox (manual) 27
 Gearbox gate pattern 27
 Gearbox oil capacity 106
 Gearbox ratios 101
 Glove box 37
 Gross weight limit 99
 Hand lamp, rechargeable 37
 Handbrake 27, 56
 Hazard warning flashers 26
 Head restraints 12, 14
 Headlight and side light switch 18
 Headlight beam throw adjustment 76
 Headlight cleaning system 20
 Headlight cleaning system tank 66
 Headlight flasher 19
 Headlights 76, 88
 Heated rear window 26
 Heater/ventilation, independent 41
 Heating 30
 Heating/ventilation 30
 Height 99
 High beam headlights 19, 76
 Horn 20
 Ignition/starter switch 18
 Ignition timing 101
 Infra-red remote control 10
 Instrument cluster 19
 Instrument lighting 18
 Instruments 19
 Intensive cleaning system 20
 Intensive cleaning system tank 66
 Interior lights 36, 78
 Interior mirror 17
 Jack 72
 Keys 7
 Kickdown 29
 Laying up out of use 79
 Leather care 96
 Length 99
 Licence plate lights 78
 Light switch 18
 Limited-slip differential 92
 Low beam headlights 18, 76
 Luggage compartment 8
 Luggage compartment capacity 99
 Luggage compartment light 8, 78
 Lumbar support 14
 Main beam 19, 76
 Maker's plate 59
 Make-up mirror 17
 Memory for seat/mirror adjustment 13
 Minor repairs 70
 Mirrors, outside 17
 Modifications 87
 Number plate lights 78
 Octane number 4
 Oil additives 61
 Oil consumption 60
 Oil content 106
 Oil grades 62, 106
 Oil level, checking 60
Oil level sensor 60
Oil pressure sensor 25
 Oil pressure telltale 23
 On-board computer 44
 Outside temperature display and digital clock 40
 Overhang 99
 Paintwork, care of 80, 93
 Paintwork damage 93
 Park Distance Control 43
 Parking lights 20, 76
P.A.S. fluid 25, 64
 Performance, road 100
 Performance, engine 98
 Power output 98
 Power steering 63, 72, 75
 – oil level check 69
 Power-driven closing system 8
 Punctures 72
 Radial ply tyres 81, 84
 Radiator cap 65
 Radiator header tank 65
 Radio 52
 Radio aerial 52
 Reading lights 36, 78
 Rear fog light 26, 76
 Rear lights 77
 Refuelling 4
 Remote control 10
 Re-registration abroad 88
 Reversing lights 27, 77
 Revolution counter 21
 Rims 87
 Roof load limit 99
 Roof rack 88
 Rubber components 80, 95
 Running in 56

Safety locking 9
 Seat adjustment 12
 Seat adjustment, electric 13
 Seat belts 15, 95
 Seat heating 39
 Seat/mirror memory 13
 Selector lever position indicator 28
Self-levelling suspension 24, 64, 75
 Service Indicator 22
 Servotronic 75
 Side lights 18, 76
 Ski bag 50
 Sliding/vent roof 38, 75
 Snow chains 81, 82, 87
 Spark plugs 108
 Spare wheel 72
 Specifications 98
 Speedometer 21
 Speed control 42
 Sports seat 13
 Sports suspension 89
 Starting aids 70
 Starting the engine 54
 Starting with flat battery 70
 Steering lock 18
 Steering wheel reach adjustment 14
 Stop lights 77
 Storage compartments 37
 Sun blind 39
 Sun visors 18

Technical data 98
 Technical modifications 87
 Telephone system 53
 Telltale lamps 23
 Thermometer, coolant 22
 Theftproofing device 7
 Through-loading facility 50
 Time switch 41
 Toolkit 70

Top speed 100
 Torch, rechargeable 37
 Torque 98
 Tow starting 71
 Towbar downthrust 99
 Towing a trailer 89
 Towing away 71
 Towing eyes 71
 Track 99
 Trailer load 99
 Trailer nose weight 99
 Trailer towing 89
Trans. program 29
 Triangle, warning 70
 Trip distance recorder 21
 Turn indicator repeater 19, 77
 Turn indicators 19
 Turning circle 99
 Type plate 59
 Tyre pressures 107
 Tyre repairs 73
 Tyre tread 85
 Tyre valve caps 86
 Tyres 81, 85
 Tyres, fitting new 86

Underseal 95

V-belts 108
 Vehicle identification number 59
 Ventilation 30

Warning lamps 23
 Warning lamp for brake and steering hydraulics 23, 74
 Warning triangle 70
 Weights 99
 Wheel-changing 72
 Wheel chock 72
 Wheel stud wrench 72

Wheel studs, lockable 74
 Wheelbase 99
 Wheels 87
 Wheels, interchanging 86
 Width 99
 Window lifts, electric 38
 Windscreen wash/wipe 20
 Windscreen washer fluid tank 66
 Windscreen washer jets 67
 Windscreen wipers 20
 Windscreen wiper blades 75, 95
 Winter operation 80
 Winter tyres 81, 86

Note: for **Items in bold type**, the Check Control displays "OWNER'S HANDBOOK".

| Filling capacities | Litres (Imp. units) | Notes |
|--|--|--|
| Fuel tank | 90 or 102 (19.8 or 22.4 gal) | Fuel grades: see Page 4 |
| Windscreen washer | app. 4.0 – BMW 730i, 735i/iL app. 6.5 – BMW 750i/iL | For details, see Page 66 |
| When combined with headlight and fog light cleaning system | app. 9.0 – BMW 750i/iL | |
| Headlight and fog light cleaning system | app. 8.0 – BMW 730i, 735i/iL | |
| Intensive windscreen cleaner | app. 1.0 | |
| Cooling system including heater circuit | 12.0 – BMW 730i, 735i/iL 15.0 – BMW 750i/iL | For details, see Page 65 |
| Engine oil with/without filter renewal | 5.75/5.0 – BMW 730i, 735i/iL 7.5/6.5 – BMW 750i/iL | Brand-name HD oil for spark-ignition engines; see Page 62 for grades |
| Manual gearbox | 1.25 | ATF* |
| Automatic transmission | 3.0 – BMW 730i, 735i/iL 3.5 – BMW 750i/iL | ATF* |
| Final drive (rear axle) | 1.7 – BMW 730i 1.9 – BMW 735i/iL, 750i/iL | Brand-name SAE 90 hypoid gear oil* |

* BMW service stations know the correct grades

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 main-road driving), pressure rises by approx. 0.3 bar (app. 4.0 lb/in²). For every change in temperature of 10°C, tyre pressure varies by 0.1 bar (1.4 lb/in²).

| BMW model | Radial-ply tyres (tubeless) | max | | max | |
|----------------------------|-----------------------------|------|------|------|------|
| | | | | | |
| 730i | 205/65 VR 15 | | | | |
| | 205/65 R 15 94 V | | | | |
| | 225/60 VR 15 | | | | |
| | 225/60 R 15 95 V | | | | |
| | TD 230/55 R 390 94 V | | | | |
| | TD 230/55 VR 390 | | | | |
| | 240/45 VR 415 | 2.2 | 2.6 | 2.6 | 3.1 |
| | 240/45 R 415 94 V | (31) | (37) | (37) | (44) |
| | 205/85 R 15 93 Q/T/H M + S | | | | |
| | 220/55 R 390 93 H M + S | | | | |
| 225/60 R 15 95 Q/T/H M + S | | | | | |
| TD 230/55 R 390 94 H M + S | | | | | |
| 240/45 R 415 94 H M + S | | | | | |
| 735i | 205/65 R 15 93 Q M + S | | | | |
| 735i/L | 225/60 VR/ZR 15 | | | | |
| | TD 230/55 VR/ZR 390 | | | | |
| | 240/45 VR/ZR 415 | 2.3 | 2.7 | 2.7 | 3.2 |
| | 220/55 R 390 93 H M + S | (33) | (38) | (38) | (46) |
| | 225/60 R 15 95 Q/T/H M + S | | | | |
| | TD 230/55 R 390 94 H M + S | | | | |
| 240/45 R 415 94 H M + S | | | | | |

Tyre pressure can be reduced by max. 0.3 bar (app. 4 lb/in²) on summer tyres in order to improve ride comfort if a speed of 200 km/h (app. 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 | Heat value | 145 |
| BMW 750i/iL: | | |
| Bosch F 8 LCR | | 145 |
| Electrode gap | 0.7 + 0.1 mm | |
| | (0.028 + | |
| | 0.004 in) | |

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 main-road driving), pressure rises by approx. 0.3 bar (app. 4.0 lb/in²). For every change in temperature of 10°C, tyre pressure varies by 0.1 bar (1.4 lb/in²).

| BMW model | Radial-ply tyres (tubeless) | max | | max | |
|-----------|-----------------------------|------|------|------|------|
| | | | | | |
| 750i/iL | 225/60 VR/ZR 15 | | | | |
| | TD 230/55 VR/ZR 390 | | | | |
| | 240/45 VR/ZR 415 | 2.7 | 3.0 | 2.9 | 3.3 |
| | 225/60 R 15 95 Q/T/H M + S | (38) | (43) | (41) | (47) |
| | TD 230/55 R 390 94 H M + S | | | | |
| | 240/45 R 415 94 H M + S | | | | |

Tyre pressure can be reduced by max. 0.5 bar (app. 7 lb/in²) on summer tyres in order to improve ride comfort if a speed of 200 km/h (app. 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.

V-belts

| | |
|--|--------------------------|
| Alternator and coolant pump | |
| | 12.5 × 1055 |
| Hydraulic power steering pump | |
| | 9.5 × 865 |
| Air conditioning compressor | |
| | 12.5 × 860 |
| BMW 750i/iL | |
| Alternator and power steering | |
| | 6 K × 1080 ribbed V-belt |
| Coolant pump and air conditioning | |
| | 5 K × 1165 ribbed V-belt |