BMW CONCESSIONAIRES G.B. LIMITED

London - Head Office:
BMW House,
361/365 Chiswick High Road,
London, W.4
Tel. 01-995 4651

Services, Spares & Car Allocations:
Victoria Road, Portslade
Brighton BN4 1YG
Tel. Brighton 47814 Telex 87145

London — Tourist, Forces,
Diplomatic - Sales Office
and Showroom:
56/59 Park Lane,
London W.1
Tel. 01-499 6881

Please reply to BRIGHTON
LCS/LY/VKF

Ref. 71.1.1.

14th January, 1971.

To all Distributors, Main Dealers
& Service Agents.

For the attention of the Service Manager.

Dear Sir,

We would draw your attention to the rebuilding or overhauling of Gear Boxes. Although the Porshe Box is interchangeable with the Borg Warner Box complete, in no way are the internal parts interchangeable.

It is essential when ordering parts for either Box, the appropriate Part Nos. are given for the respective Box and no attempt must be made to fit the wrong gears etc.

Yours faithfully,
for & on behalf of
BMW Concessionaires G.B. Ltd.

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser.

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Please reply to LCS/LY/VKF

Ref. 71. 1. 1.

14th January, 1971.

To all Distributors, Main Dealers
& Service Agents.

For the attention of the Service Manager.

Dear Sir,

OVERHEATING BMW 2.5 & 2.8 Models

Referring to possible overheating and boiling on 6-cylinder models.

Bearing in mind information 19/69 (557) coolant losses and 11 05 70 (612) fan drive clutch adjustment.

We have found on several occasions boiling is due to an Air Lock in the Cross Flow Radiator. The air lock remains in a position level with the Fan Clutch. In this case only cold air and not preheated air reaches the Heat Sensitive Fan Clutch. Hence the clutch will not operate and the engine reaches an overheating stage.

Remedy: Bleed system from top of Thermostat Housing, see information 1/69 (498) but for a much longer period, replenishing water as it is bled away, removing the air lock.

Yours faithfully,
for & on behalf of BMW Concessionaires G.B. Ltd.

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser.

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Please reply to BRIGHTON
LCS/LY/VKF

71.1.4

22nd January, 1971

To all Distributors, Main Dealers
& Dealers.

Attention: Service Manager.

Dear Sir,

Ref. Service Information 71.1.1

Gear Boxes

Further to the above information, to identify Borg-Warner 4-Cylinder Gear Boxes, all gear boxes bearing No. 200101 onwards will contain Borg-Warner Synchromesh. This number will be found on the upper flange of the Bellhousing by the Ignition Timing Hole.

Yours faithfully,
for & on behalf of BMW Concessionaires G.B.Ltd.

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser.

Service - Information

BMW CONCESSIONAIRES ENGLAND LIMITED
Victoria Road - Portslade - Brighton - BN4 1YG

Issued by: LCS/LY/VKF **Model:** **Ref:** 71.2.2.

4th February, 1971.

To all Dealers, Main Dealers
& Distributors.

For the attention of the Service Manager.

We would stress the importance when fitting a Tow Bar to any BMW Vehicle, that the kit supplied designed to BMW specification, be fitted only.

We would not guarantee that other non BMW Towing Bars or fixtures would cater for the loadings recommended by BMW Munich.

Listed below are the Computor Nos. for the various models:-

90000000111	Tow Bar Kit	1600/2002
90000000112	" " "	1800/2000 2000/2800 Coupes
90000000113	" " "	2500/2800

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser.

Service - Information

BMW CONCESSIONAIRES ENGLAND LIMITED
Victoria Road - Portslade - Brighton - BN4 1YG

Issued by: SERVICE DEPT. Model: 2.8 C/S C/A Coupes. Ref: LCS/LY/VKF

71.2.3.

11th February, 1971.

To All Distributors,
Main Dealers & Dealers.

For the attention of the Service Manager.

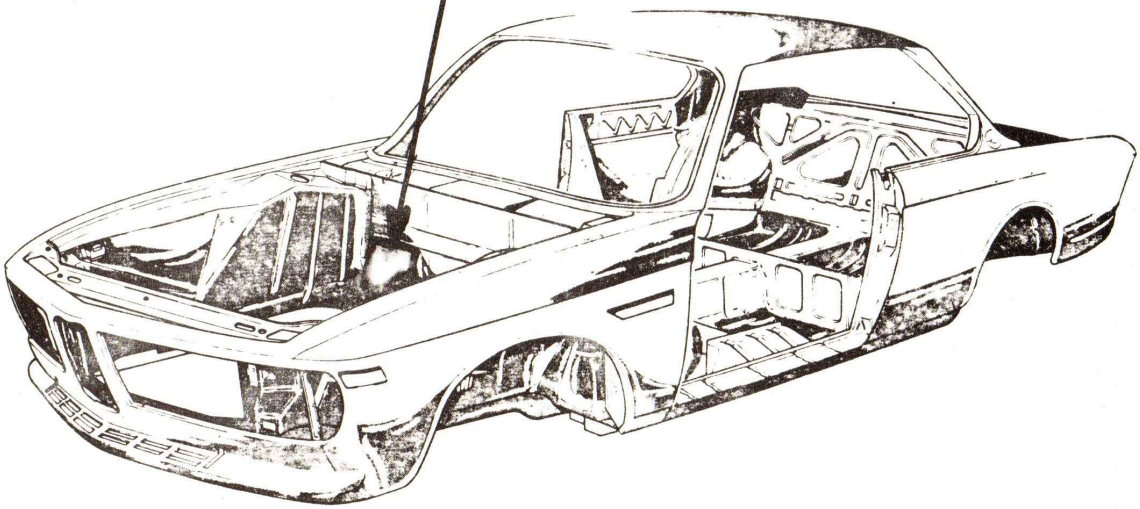
As the exhaust flange is very near to the Rubber insulations on the engine side of the Bulkhead, it is necessary to remove a section of this insulation:- we would suggest removing section illustrated, from Throttle Rod downwards on the offside as indicated on the attached drawing.

This must be carried out on all 2.8 Coupes as soon as possible.

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser.

REMOVER THIS SECTION OF RUBBER INSULATION.



Service - Information

BMW CONCESSIONAIRES ENGLAND LIMITED
Victoria Road - Portslade - Brighton - BN4 1YG

Issued by: SERVICE DEPT. Model: 2002 Auto. Ref: LCS/LY/VKF

71.2.4.

11th February,1971.

To all Distributors, Main Dealers
& Dealers.

For the attention of the Service Manager.

It is essential when experiencing trouble with automatic chokes that in the first instance of trouble the carburettor adjustments are not altered in any way.

Procedure to Adopt.

Remove wire from auto choke or Carburettor Bendix Valve . Check for current by means of a test light. In a number of cases there will be no feed. It is then necessary to locate a double spare wire hanging from the loom on the Bulkhead, containing two female spades. Remove one spade and lengthen wire to reach the fuse box. Remove battery connection, two self tappers securing fuse box on nearside rear inner wing and lift box away. Couple extended choke feed wire to spare male connection under No. 6 fuse. Replace box etc. When switching on ignition choke should then operate in a correct manner.

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser.

BMW CONCESSIONAIRES G.B. LIMITED

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Please reply to BRIGHTON
LCS/LY/VKF

19th February, 1971.

71.2.5

To all Distributors, Main Dealers
& Dealers.

Attention: Service Manager.

Dear Sir,

Ref. 2.5 & 2.8 Carburettors

We have noted and would draw to your attention on checking the above carburettors returned to us on Guarantee etc., that there is little wrong with them and in most cases are not beyond the repair of BMW trained mechanics.

Points found to be incorrect on three carburettors that could have been serviced are listed as follows:-

1. Accelerator pump lever fouled and seized. Piston sticking in downwards position.
2. No washer behind screw attachment for Bendix Valve to Carburettor.
3. Cover of Bendix valve damaged and indentation fouling Bi-metal strip.
4. Two accelerator pump washers damaged.
5. Mixture screws damaged, screwed in too tightly prior to adjustment.

You will appreciate the necessity of checking for such faults prior to condemning the carburettor and would also point out that unlike the 40 PHH Carburettor, once can at least clean and check every drilling or channel. If a carburettor is found to be serviceable when returned, it is possible the guarantee claim could be refused.

Yours faithfully,
for & on behalf of BMW
Concessionaires G.B. Ltd.

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser.

BMW CONCESSIONAIRES G.B. LIMITED

Please reply to

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London — Tourist, Forces,
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12th May, 1971

71.5.3.

To: All Distributors,
Main Dealers and Dealers.

For the attention of the Service Managers.

Reference Service Information.

In the past we have kept you informed of progress and of modifications by way of Service Sheets. Many companies claim not having received this information, others do not bother to file these letters or to use them to their full advantage.

In the future we will continue to send our Service Information as it becomes available, but we are also issuing a Service Folder and every three months we will provide a complete duplicate of information for that three months.

We ask you to file this information in the folder provided and to fill in the acknowledgement form and return it to Brighton.

We cannot stress enough the importance of you reading this information and of you putting it to its full use.

Yours faithfully,
for and on behalf of
BMW Concessionaires GB Ltd.

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser

SERVICE INFORMATION

SERVICE DEPARTMENT	TOW BAR ELECTRICS (Hazard Warning System)	71.5.5.

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

After many enquiries, we take pleasure in enclosing an enlarged reprint of 'Hella' wiring circuit and instructions with diagram for fitting EP 96 relay, which is included in a Tow Bar Kit when purchased through BMW Concessionaires. This relay is used in conjunction with hazard warning lights fitted to recent production cars.

Yours faithfully,
for and on behalf of BMW Concessionaires G.B. Ltd.

C. Sweet
Chief Engineer

L. Youngs
Technical Adviser

HELLA CARAVAN KITS

8XY 002 123-01

(for vehicles without side repeater flasher lamps)

8XY 002 123-02

(for vehicles with one 6W side repeater flasher lamp on each side)

CONTENTS

1	12/7 A	7-Pin Trailer Socket
1	TB 2	Socket Mounting Plate
3 each		Bolts, Nuts and Washers for Socket Mounting
1	91 P2SV 2+1×21 W 12V	Heavy-Duty Flasher Unit (in Kit No. 8XY 002 123-01)
1	91 P2SV 2+1×21+6W 12V	Heavy-Duty Flasher Unit (in Kit No. 8XY 002 123-02)
1	50/45 RED	Dashboard Warning Lamp
1	24/99-10	Auxiliary Mounting Panel for 50/45
6 ft	CR 7	7-Core Cable
1	–	Flasher Unit Cable Harness fully terminated
5	8KV 705 123-80	Connectors
4	–	Self-Tapping Screws. 2 for mounting Flasher Unit and 2 for Warning Lamp Panel
1	–	7-Core Cable Grommet
1	–	Earth Cable for 50/45 Warning Lamp

FOR VOLKSWAGEN VEHICLES SEE PAGE 3.
FLASHER UNIT IN KIT MUST BE EXCHANGED FOR VW TYPE BY YOUR DEALER.

WIRING DETAILS

SEVEN-PIN PLUG AND SOCKET CONNECTIONS

Trailer Plug Terminal	Vehicle Socket Terminal	International Colour Code for 7-Core Cable	Function	British Vehicle Colour Code
54	54	Red	Stop Lights	Green Purple
58R	58R	Brown	R.H. Tail Light	Red
58L	58L	Black	L.H. Tail Light and number plate	Red
54G	54G	Blue	Interior Light or other service	Purple
L	L	Yellow	L.H. Flasher	Green Red
R	R	Green	R.H. Flasher	Green White
31	31	White	Earth	Black

FLASHER UNIT CONNECTIONS

Flasher Terminal	Flasher Harness to be connected to wire originally connected to	Connecting Flasher to	Flasher Harness Colour Code
49+ or 49	B	Battery via Ignition Switch	Green
49A	L	Flasher Switch	Light Green /Brown
C	P	Dashboard Warning Light for Vehicle	Light Green /Purple
C2	–	Dashboard Warning Light for Trailer centre connection	Blue/White

SOCKET INSTALLATION

1. Check that lighting and flasher circuits are in working order. If there are any faults, correct them before proceeding – see Fault Finding. Disconnect battery before commencing wiring operations.
2. Strip 2 in. of the black outer sheath from one end of the seven-core cable, taking care not to damage the insulation on any of the wires.
3. Strip 5/8 in. of insulation from the ends of the exposed wires. Twist the strands of each wire together.
4. Connect the wires to the socket terminals in accordance with the colour code.
   The terminal numbers are marked on the socket. Check that each wire is firmly connected and that frayed wires do not bridge two terminals.
5. Strip a short length of sheath from the free end of the cable. Grip the bunch of wires with a pair of pliers and hold the black sheath with the other hand. Pull with the pliers and, at the same time, allow the hand to slide slowly down the sheath towards the socket. Repeat a few times until the sheath slides along the wires and against the socket as far as it will go.
6. Thread the end of the seven-core cable into the centre hole in the socket mounting plate for the wire, and pull the cable through. When the socket is in position against the plate, the end of the sheath should remain through the hole to protect the wires.
   Attach the socket to the mounting plate with the three bolts, nuts and washers provided. The socket should be mounted with the hinge uppermost.
7. Fit the mounting plate to the vehicle between the towing coupling and the tow bar.
8. Lead the end of the multi-core cable into the vehicle boot through any convenient existing hole, or directly into the body through a 1/2" hole drilled through the bodywork behind the bumper.
9. Fit the rubber grommet into the hole and thread the cable through. Smear oil on the cable if it is tight in the grommet.
10. From inside the boot pull the cable gently to take out the slack. Wrap insulation tape round the cable adjacent to the grommets to prevent the loop of cable from hanging loose.
11. Carefully strip all the black outer sheath from the end of the cable inside the vehicle, leaving only 1 1/2 in. of sheath projecting through the grommet.

CONNECTION TO VEHICLE CIRCUIT

1. Locate vehicle harness connections in the boot. On most vehicles these are to be found behind fibre-board panels.
2. Operate the left-hand flasher and disconnect the wires from their connectors until the live lead to the flasher is found (see British vehicle colour code). Bullets can be pulled out of connectors by pulling on the cable. Take care not to disconnect earth wires by mistake. Having located the appropriate cable, feed this through the top channel of the blue connector. Insert the new cable from the 7-pin socket into the lower channel, ensuring that this cable is fully inserted up to the stop past the metal tongue. Make the bridge connection by depressing the metal tongue fully home through both cables by means of a pair of pliers. The connector cover can then be brought up and locked round the connector body. Repeat this operation for the right-hand flasher, stop lights and right-hand and left-hand rear lamp circuits, ensuring that the correct cable from the 7-pin socket is joined to the vehicle circuit, as shown below.

Red	to Stop Light Wire
Brown	to R.H. Tail Light Wire
Green	to R.H. Flasher Wire
Black	to L.H. Tail Light Wire

Note that B.M.C. 1800 Mark II cars and a few other modern cars are fitted with dimmer relays in the off side of the boot to reduce the wattage from flashers at night.
Connections to the flasher wires on these cars must be made on battery side of the relays.

Refer to paragraphs 3 and 4 for remaining white and blue cables.

EARTH CABLE (WHITE)

3. Locate a convenient earthing nut or screw connected to one of the rear lamp assemblies, or bodywork fitting, to which this cable can be fitted. The nut or screw must be on an integral part of the vehicle bodywork, or an earthed lamp housing, to form a good earth.

SPARE CABLE (BLUE)

4. The blue cable need be connected only when power from the vehicle battery is required inside the caravan or trailer for lighting etc. The blue cable should be connected to a vehicle terminal which is live from the battery when the ignition and lights are switched off. Suitable points for connection are Fusebox, Voltage Regulator Terminal A1 or A2, or live side of Headlight, or Ignition Switch.
   Alternatively, the blue cable can be used for an electrically operated reversing lock, or trailer brake control, etc., as described in the manufacturer's instructions.
   If neither power nor services are required in the trailer, dispense with the blue cable.

FLASHER UNIT INSTALLATION

For vehicles with side repeater flasher lamps the 91 P2SV 2+1×21+6W 12V unit should be used, for vehicles without side repeater the standard 91 P2SV 2+1×21 W 12V unit.

HELLA Flasher Units are precision-manufactured from the finest materials only. Each unit is individually adjusted for the purpose required before leaving the factory. Careless treatment (shock, impact, etc.) will impair their adjustment, therefore it is essential that special care be taken when transporting, mounting and dismounting the units.

1. Locate existing flasher unit. This is usually mounted behind the dashboard.
2. Remove the screw holding the flasher unit and draw down the unit and its wires to an accessible position. On some vehicles the flasher unit is held in position by a spring clip and need only be withdrawn from the clip for access.
3. Remove the cables from the flasher unit, noting which were connected to terminals B. L. and P. The heavy-duty unit should be mounted by means of the 2 self-tapping screws in a vertical position as near as possible to the position occupied by the old unit, allowing for the length of the cable harness. Connect cable harness to heavy-duty unit and join to old leads as per instructions. As the flat terminal connectors are not insulated, all terminal joints should be securely covered with insulating tape.
4. As there are two types of flasher unit now in use it is necessary to wire in accordance with details for either 2 or 3 terminal types, as follows.

91 PMK 2+1×21 W.12 V

When replacing 3-terminal conventional flasher units
Connect existing cable B to Green cable from Terminal 49 +
Connect existing cable L to Light Green/Brown cable from Terminal 49 A
Connect existing cable P to Light Green/Purple cable from Terminal C
Bridge Terminal C0 to Terminal 49 +
Connect Blue/White cable from Terminal C2 to additional warning lamp, earthing the other connection of the lamp with the earth lead.

When replacing 2-terminal conventional flasher units
Connect existing cable B to Green cable from Terminal 49 +
Connect existing cable L to Light Green/Brown cable from Terminal 49 A
Bridge Terminal C0 to 49 +
Do not use Terminal C. Remove Light Green/Purple cable from harness.
Connect Blue/White cable from Terminal C2 to additional warning lamp, earthing the other connection of the lamp with the earth lead.

FOR VOLKSWAGEN CARS UP TILL AUGUST 1968 91 PMK 2+1×18 W 6 V or 91 PMK 2+1×21 W 12 V units **MUST BE USED**, wiring in accordance with 3-terminal conventional flasher unit instructions **EXCEPT THAT TERMINAL C.O. – IS NOT BRIDGED BUT GOES TO EARTH.**

LATER VOLKSWAGEN see under "OPERATION".

91 P2SV 2+1×21 W 12 V
and
91 P2SV 2+1×21+6 W 12 V

When replacing 3-terminal conventional flasher units
Connect existing cable B to Green cable from Terminal 49 +
Connect existing cable L to Light Green/Brown cable from Terminal 49 A
Connect existing cable P to Light Green/Purple cable from Terminal C
Connect Blue/White cable from Terminal C2 to additional warning lamp, earthing the other connection of the lamp with the earth lead.

When replacing 2-terminal conventional flasher units
Connect existing cable B to Green cable from Terminal 49 +
Connect existing cable L to Light Green/Brown cable from Terminal 49 A
Do not use Terminal C. Remove Light Green/Purple cable from harness
Connect Blue/White cable from Terminal C2 to additional warning lamp, earthing the other connection of the lamp with the earth lead.

OPERATION

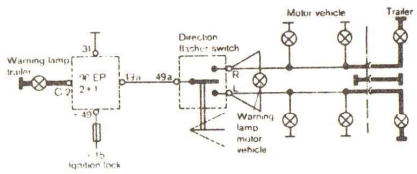
When no caravan is connected and the car flasher system is operated, both warning lights will operate on the first impulse. This is normal and does not indicate a fault in the unit. After this first impulse, the car warning light only will continue to work. When the caravan is connected both warning lights will function. If a bulb fails on either car or caravan, the second warning light installed in the car will cease to operate (legal requirements).

N.B.: Volkswagen 1969 on and other vehicles, which employ a transistorized directional and hazard warning combination flasher unit, must be fitted with a 96 EP 2+1×21 W 12 V combination unit which maintains both the hazard and flasher system and allows for trailer use for both these functions. Wiring details as follows:

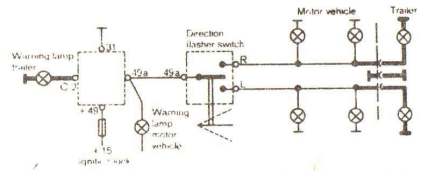
Connecting the Warning Lamps

One of the methods of wiring described below should be used according to the type of vehicle:

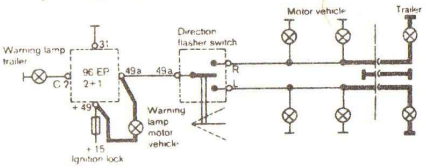
For OPEL (except OPEL-GT), FORD, DB, DKW, AUDI, GLAS
(Increase of the flashing frequency if one lamp fails)
The warning lamp for motor vehicle is already installed in these vehicles. It does not require connecting in addition. For the trailer an extra warning lamp should be installed and wired to terminal C2 according to wiring diagram.



For VW
Connect cable of existing warning lamp to terminal 49 a of flasher unit.
Install another warning lamp for trailer and connect to terminal C2 according to wiring diagram.



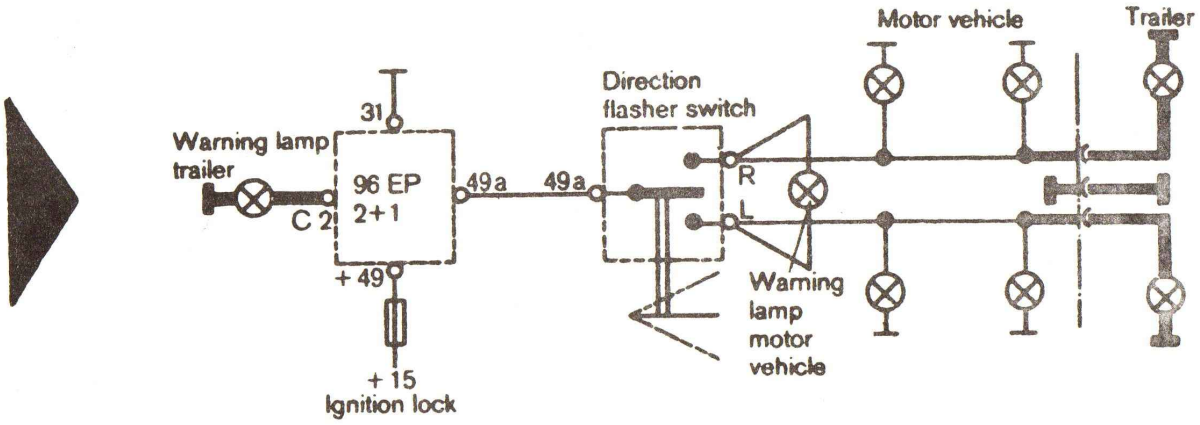
For British and all other vehicles, e. g. PORSCHE, NSU, BMW, OPEL-GT
Connect existing warning lamp to terminal C2. This will be used in future for the trailer flasher lamps.
For the flasher lamps on motor vehicle, install a new warning lamp and connect between terminal 49 a and + 15 or + 49 of flasher unit. The warning lamp should be insulated to prevent its coming into contact with the vehicle.

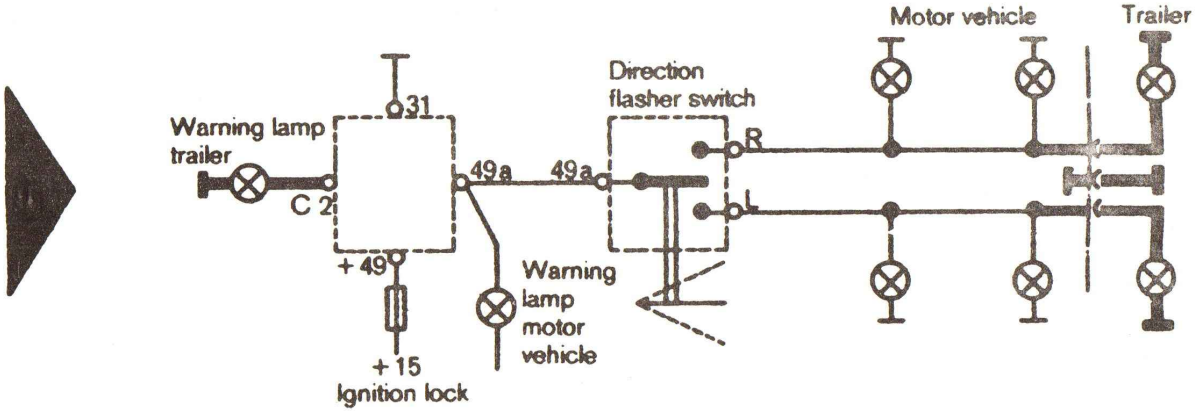


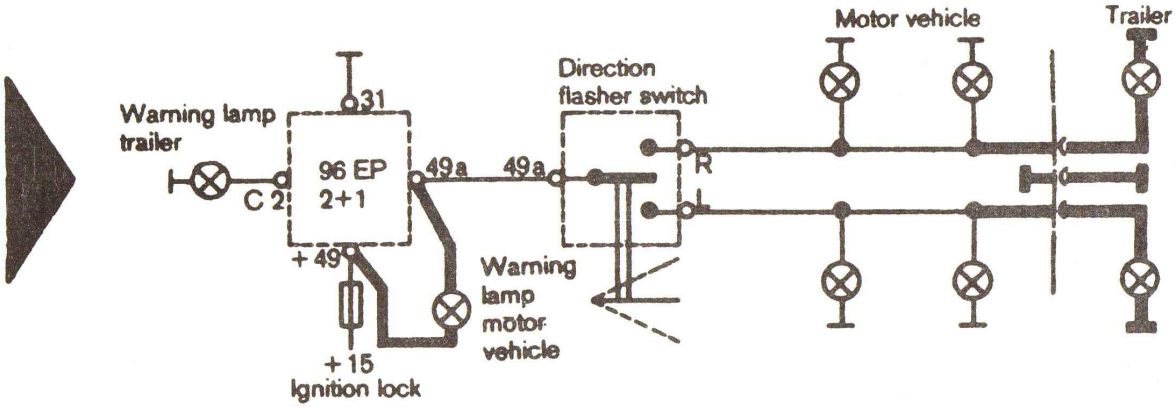
TRAILER WARNING LIGHT

The warning light on the dashboard is required by law to indicate that the complete vehicle flasher system is working and that any bulb failure is indicated.

1. Locate a position for the trailer warning light on the dashboard, in good view from the drivers seat, and to balance with the other instruments, or fit to auxiliary bracket and mount beneath the dashboard. The light should preferably be located where access can be obtained to the rear, although this is not essential. Access to the rear can sometimes be found through glove compartments or ash tray openings.


Motor vehicle
Trailer
Direction
flasher switch
31
Warning lamp
trailer
96 EP
2+1
C 2
49a
49a
R
L
+ 49
Warning
lamp
motor
vehicle
+ 15
Ignition lock


Motor vehicle
Trailer
Direction
flasher switch
31
Warning lamp
trailer
C 2
49a
49a
R
L
+ 49
Warning
lamp
motor
vehicle
+ 15
Ignition lock


Motor vehicle
Trailer
Direction
flasher switch
31
Warning lamp
trailer
96 EP
2+1
C 2
49a
49a
R
L
+ 49
Warning
lamp
motor
vehicle
+ 15
Ignition lock

SERVICE INFORMATION

Service Department	Ref: Service Voucher Books	71.5.6.

5 AUG 1971

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

In the case of lost Service Voucher Books: It is necessary for the new car to be signed for in the first instance to ensure that all the books are in the car. If a car is dispatched and accepted without a Service Voucher Book, application should be made to Mr. Kent at Dover.

Where a Service Voucher Book is lost by a customer etc.: Application will be made to the Concessionaires stating the last service - Chassis No., date of purchase and mileage. The necessary vouchers will be removed by the Concessionaires and the Book sent to you at your cost. Under no circumstances will a new complete Book be issued for a car with road mileage.

Yours faithfully,
for and on behald of BMW Concessionaires G.B. Ltd.

L. C. Sweet
Chief Engineer

L. Youngs
Technical Adviser

SERVICE INFORMATION

SERVICE DEPARTMENT	Ref: Brake Bleeding	71.5.7.

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

DUAL BRAKING SYSTEM

Owing to trouble experienced in brake bleeding by various Distributors and Agents, we are again laying out a procedure for bleeding these systems, and suggest it is carried out prior to changing Servos, etc.

Either by pressurising with equipment or bleeding via brake pedal.

For your convenience we are enclosing a copy photo from workshop manual.

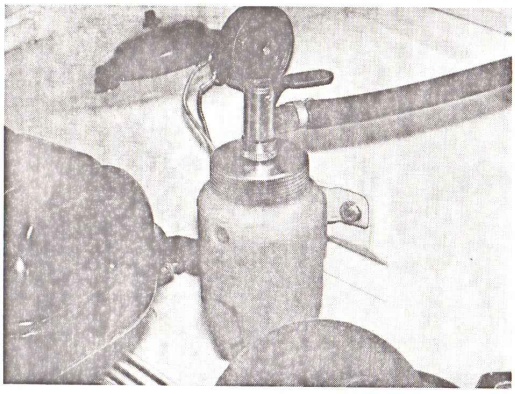
Commencing - bleed both Servo Nipples.
Bleed 'A' Nipples N/S/F and O/S/F.
Bleed rear brakes - furthest point first.
Return to front - bleed Nipples (photo B) both sides, then bleed both Nipples 'C'.
When all air is extracted - without running engine - press brake pedal several times; click in Servos should be heard.
It is advisable to release vacuum pipe from engine when operation is complete. Check for brake fluid leakage.

Yours faithfully,
for and on behalf of BMW Concessionaires G.B. Ltd.

L. C. Sweet
Chief Engineer

L. Youngs
Technical Adviser

34 00 046 Brake system—bleeding



The brake fluid must be renewed every year.

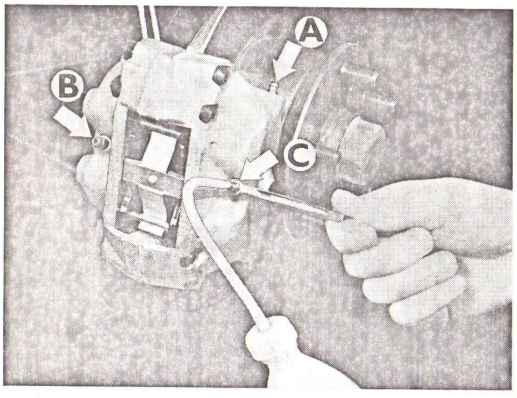
The reason for this is that the brake fluid absorbs moisture through the vent hole in the reservoir. This moisture gradually reduces the boiling point of the brake fluid from 240° C to 160 ÷ 180° C.

If this precaution is not taken, heavy use of the brakes can lead to steam formation and failure of the brake system.

Warning: Never allow brake fluid to contact the car's paintwork. The brake fluid will damage the paintwork immediately.

Connect the bleed device to the brake system reservoir.

■



Remove front wheel (36 10 300).

Push bleed hose with collection vessel on to bleed screw. Open bleed screw.

When no further air bubbles emerge, close the bleed screw.

Warning: On the 4-piston fixed caliper front brake all 3 bleed screws A, B and C must be bled, or else air bubbles may be trapped in the brake caliper.

Note: Always bleed lower piston B **before** lower piston C.

■

SERVICE INFORMATION

Service Department	Ref: Service Voucher Books	71.5.6.

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

In the case of lost Service Voucher Books: It is necessary for the new car to be signed for in the first instance to ensure that all the books are in the car. If a car is dispatched and accepted without a Service Voucher Book, application should be made to Mr. Kent at Dover.

Where a Service Voucher Book is lost by a customer etc.: Application will be made to the Concessionaires stating the last service - Chassis No., date of purchase and mileage. The necessary vouchers will be removed by the Concessionaires and the Book sent to you at your cost. Under no circumstances will a new complete Book be issued for a car with road mileage.

Yours faithfully,
for and on behald of BMW Concessionaires G.B. Ltd.

L. C. Sweet
Chief Engineer

L. Youngs
Technical Adviser

BMW CONCESSIONAIRES G.B. LIMITED

London - Head Office:
BMW House.
361/365 Chiswick High Road,
London, W.4
Tel. 01-995 4651

Services, Parts & Car Allocations:
Victoria Road, Portslade
Brighton BN4 1YG
Tel. Brighton 47814 Telex 87145

London — Tourist, Forces,
Diplomatic - Sales Office
and Showroom:
56/59 Park Lane,
London W.1
Tel. 01-499 6881

Please reply to

29th July, 1971.

-5 AUG 1971

71.7.1.

To: All Distributors,
Main Dealers and Dealers

For the attention of the Service Managers.

Reference Service Information

Dear Sirs,

We take pleasure in forwarding duplicate Service Information for the second quarter of 1971 and we trust that these will be inserted in your binder without delay, to be used as a quick reference for your convenience.

Yours faithfully,
for and on behalf of
BMW Concessionaires GB Ltd.

L.C. SWEET
Chief Engineer.

L. YOUNGS
Technical Adviser

SERVICE INFORMATION

SERVICE DEPARTMENT	Kugel Fischer Tools	71.8.1.

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

Listed below are numbers for Kugel Fischer Tools. This set costs £8.05 and can be ordered on part number 86.07.0.006.0.78. With the tools will be a sticky backing and the necessary clips. The backing is positioned on the 6 cylinder Tool Board marked Future Development.

For your information Tool No. 6014 has been modified. If you wish to purchase this Tool, the appropriate silhouette will be sent. Also Tool No. 6206/E has been issued. This Tool goes with existing Tool 6206 and extracts Bearing Race with 9 Ball Bearings. The stroke E caters for new Bearings with 8 Ball Bearings.

Tools for 4 cyl. Kugel Fischer

6070	Pressure Gauge Filter to Hose	£3.27
6071	Connecting Rod Gauge	£ .62
6072	Lock for Regulating Lever	£1.07
6073	Regulating Cone Strip	£ .35
6075	Tension Hook	£ .57
6076	Scravenger Value Lifter	£ .27
6077	Stud for Cam Drive	£ .28
6078	Remove Pump Drive Gear Tool	£1.62

Yours faithfully,
for and on behalf of BMW Concessionaires G.B. Ltd.

C. Sweet
Chief Engineer

L. Youngs
Technical Adviser

23 AUG 1971

SERVICE INFORMATION

SERVICE DEPARTMENT	Kugel Fischer	71.8.2.

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

When experiencing cold starting troubles: we have found for many cars an easy remedy.

Although current is reaching the relay it is not reaching the heat sensitive sender or the cold starting valve located in the manifold.

Remedy: remove self taper securing two earth wires to bulkhead. Clean off paint from around screw hole and replace self taper and earth wires. Current should then reach the sender and cold start valve. In most cases it is not necessary to change relay, sender, etc., but to carry out the above operation. Time approx. 4 AW.

When adjusting pump to air flap: release 2 lock screws on spindle clamp. Insert stud 6077 for cam. Insert 6072 lock for regulating lever. When adjustment is complete and lock nuts are retightened it is advisable to recheck cam clearance.

We have found that on many cars after the lock nuts have been tightened the rods will still be out of alignment owing to damage on the shafts underneath the clamp. Extra care is needed when making this adjustment, otherwise hunting will persist.

Yours faithfully,
for and on behalf of BMW Concessionaires G.B. Ltd.

C. Sweet
Chief Engineer

L. Youngs
Technical Adviser

SERVICE INFORMATION

SERVICE DEPARTMENT	NEW SERVICE SCHEDULES	71.9.1.

-7 OCT 1971

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

Following our recent Service Information (71.8.3.) regarding the changes in servicing times and schedules, we are now introducing the new Service Book into new vehicles being dispatched from Dover. The commencement of these new servicing schedules will be officially as from the 1st October, 1971. Obviously there will be some vehicles in circulation with the old type book for some weeks to come.

Two minor errors have been highlighted in the previous Service Information (71.8.3.):

(1) on the bottom of the first page the 4,000 mile service on the 6 cylinder, taking 19 AW's, should read £3.60, and not as printed £2.80;

(2) all requests and orders for this literature should be directed through your distributor in the normal way, and not as previously requested direct to Brighton.

Yours faithfully,
for and on behalf of BMW Concessionaires G.B. Ltd.

C. Sweet
Chief Engineer

L. Youngs
Technical Adviser

SERVICE INFORMATION

SERVICE DEPARTMENT	GEAR BOXES	71.10.1.

23 OCT 1971

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

In view of the large number of transmission units, manual and automatic, being exchanged under the guarantee BMW Munich have instructed that they will no longer accept exchange units under the guarantee, and that they must be diagnosed, dismantled and rectified. This new policy will take effect from the 1st January, 1972.

With this in mind I would ask you to prepare your staff with suitable training at our Training School at Chiswick, and to ensure that the necessary facilities and parts are available for these repairs. We have compiled an initial stock of parts and tools which we consider necessary to carry out this work satisfactorily. These will be dispatched to you in due course.

We would like to point out that it is the responsibility of the distributor to ensure that all his dealers are informed that this new policy will be taking effect as from the above date.

Yours faithfully,
for and on behalf of BMW Concessionaires G.B. Ltd.

C. Sweet
Chief Engineer

L. Youngs
Technical Adviser

SERVICE INFORMATION

CS/RR	1/1/72	29thDecember, 1971

TOE-IN ON BMW CARS

Dear Sirs,

Many complaints reach Brighton regarding cars pulling to one side or the other and that the "toe-in" has been checked.

We have found out that although the "toe-in" is adjusted to the required amount, the incorrect procedure has been adopted.

1) It is necessary to align the steering shaft with a corresponding line on steering box, ensuring steering is in a central position. Hold rigid when adopting following procedure.
2) Slacking two adjustment track rods and align wheels to dead ahead.
3) Adjust each track rod to half of the required "toe-in". Lock up.
4) Re-check tyre pressure and shocks for oil leaks.

Yours faithfully,
for and on behalf of BMW
Concessionaires GB Ltd.

C. Sweet
Chief Engineer

19 JAN 1972

SERVICE INFORMATION

SERVICE DEPARTMENT	PROGRAMME TESTER	71.12.2.

To all Distributors, Main Dealers
and Dealers

Dear Sirs,

Phase I - Programme Tester

Supplied complete, which includes infra red ray gas analyser plus two leads, one for plug in a BMW and one for any make of any other car.

Type of Purchase

a) Cash - £1,260

b) Lease 5 years - £27.72 per month, after 5 years £10 per year per thousand, i.e. £12.60 per year indefinitely.

Alternatively, the unit can be purchased at an agreed price with Lombank which will be a nominal figure of approximately £20.

c) Hire Purchase - 3 years. Deposit £260, £35.28 per month. After 3 years the unit becomes the property of the purchaser.

Orders

To be made out to Bosch Ltd., and sent direct only to Mr. G. C. Gibson, BMW House, 361/365 Chiswick High Road, Chiswick, London W.4.

Yours faithfully,
for and on behalf of BMW Concessionaires GB Ltd.

C. Sweet
Chief Engineer

19 JAN 1972

SERVICE INFORMATION

SERVICE DEPARTMENT	SERVICING SCHEDULES	25.2.72.

To all Distributors and Dealers

SERVICING SCHEDULES

Please note the following changes and additional items when servicing BMW 6-cylinder injection engines:-

Initial BMW service at 600 miles (1000 km):

Grease bearing points and coulisse of throttle valve lever.
Retighten injection valve mounting clamps and bolts.
Check pipes for correct fit and for leaks.

BMW service at every 8000 miles (12000 km), beginning at a speedometer reading of 8000 :

Grease bearing points and coulisse of throttle valve lever.
Every 40,000 miles (60000 km) clean prestrainer in pick-up unit and fine filter in feed line to fuel pump.
Renew fuel main filter and air filter on auxiliary air valve.
Renew contact insert in distributor.

Yours faithfully,

for and on behalf of
BMW Concessionaires GB Ltd.

L.C. Sweet

Chief Engineer

SERVICE INFORMATION

SERVICE DEPARTMENT	PROGRAMME TESTER	28·3·72

To all Distributors and Dealers

We are experiencing a number of problems in connection with the Programme Tester and C.O. Tester and as a result, would draw your attention to the following:-

1. The Programme Tester must never be connected to any car that has a Positive Earth Electrical system.
2. When the Programme Tester is connected to a car, under no circumstances must the ignition be switched on by use of the ignition key. To switch on the ignition and to start the engine, use the remote control unit only.
3. When carrying out vacuum and pressure tests, always do the vacuum test first.
4. The probe of the C.O. Tester must never be put into the exhaust pipe until the eninge is at operational temperature.
5. The filters must be changed on the C.O. Tester after every car, and at the same time, the water trap must be drained.
6. The C.O. Tester must never be placed close to a source of heat, ie: radiators, and should ideally be situated at a height above the car's exhaust pipe.

We would remind you that failure to observe any of these points, can result in extensive damage to the equipment. Should damage occur from any of these reasons, then the warranty becomes invalidated.

You will have recently received information regarding types of purchasing the BMW Programme Tester. We have stated that this unit can be purchased from Lombank at the end of the 5 year leasing period, at an agreed price. We have been informed by legal advisors that this is not the case and due to tax reasons, cannot be done. We would ask you to rectify your bulletin accordingly.

Yours faithfully,

for and on behalf of
BMW Concessionaires GB Ltd.

L.C. Sweet

Chief Engineer