

fast times

the newsletter of **Bavarian Autosport**

Winter 2008

Eight new BMW and MINI products for '08.

As part of our ongoing efforts to find new, high-quality products for your BMWs and MINIs, we attend many automotive shows around the world. Last fall we found a slew of new products that will be introduced in the spring catalog. Here are eight of them that are ready for prime-time right now:

Four new wheels from Beyern. Our friends at Beyern have introduced the Baroque, a new 3-piece wheel available in silver, chrome and black. There's also a new black-spoked version of their popular Mesh wheel. Mesh, Five and Multi wheels are offered in 17", 18", 19" and 20" sizes. Baroque wheels are offered in 19", 20" and 22". Prices start at \$179.95 for the Mesh and \$649.95 for the Baroque.



Black Mesh



Silver Baroque



Chrome Baroque



Black Baroque

Hella TC-400 tire pressure monitoring system.

This fully-active, radio-controlled system lets you monitor tire pressure and temperature from the comfort of the driver's seat. It also emits an audible warning if the tire pressure drops rapidly. \$299.95. (If you order a Hella TC-400 with one of our wheel/tire packages, we'll install the sensors on your wheels for free.)



Pagid Red pads – manufactured exclusively for Bavarian Autosport.

Pagid brake pads are well known for providing performance that matches or exceeds original BMW pads. Our Pagid Red replacement pads are even better! We chose a new compound that has a higher coefficient of friction (better stopping power) and produces less dust (your wheels



stay cleaner longer). Pagid Red pads are available for most BMWs and MINIs. \$32.95–64.95.

Turbo Tuner for BMW's turbocharged engine.

The Turbo Tuner is a plug-and-play device that typically increases engine output by 40 horsepower and 50 ft-lbs of torque. It can be installed or uninstalled in minutes, does not re-map the ECU, does not generate any fault codes and does not leave any trace that it was there. It also improves MPG. Available for 135i, 335i, 535i. (MINI coming soon.) \$599.95.



P21S 100% carnauba wax. Leave it to P21S to figure out how to make a 100% carnauba wax that's easy to remove! You get a harder, shinier finish without a lot of work. \$54.95.

For more information on any of these new products, call 800-535-2002 or visit us online at www.BavAuto.com.



A bright idea: upgrade to LED interior lights!



Left and right lights have stock BMW bulbs; middle light has a brighter, whiter LED panel. What a difference! And the installation took just a few minutes.

Most interior bulbs give off a yellowish light that is dim and unattractive. Our LED upgrade kits are brighter and whiter, plus they retrofit easily into most BMW and MINI light housings. The installation is an easy DIY (do it yourself) procedure. How easy? See page 7...

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how easy is this?! do it yourself

Replacing external temperature sensor. //

Is the external air temperature reading on your BMW's On Board Computer (OBC) incorrect, or no longer present? The most common reason for this is a malfunctioning or missing external air temperature sensor. On most late model BMWs, the reading of the external air temperature affects the automatic climate control. In addition to being a nuisance, a bad external air temperature reading can cause problems with your climate control system. Fortunately, this problem can be easily corrected.

The first step in trying to fix an incorrect temperature reading is to find the external temp sensor and inspect it, (or not find it and confirm that it is missing). External air temperature sensors are mounted at the front of the vehicle so they won't be affected by heat from the engine and other systems. Figure 1 shows a sensor mounted in the right splash panel, just under the bumper. (Other common mounting locations are described below.) While a forward mounting position helps with accuracy, it also makes sensors vulnerable to damage. Road debris and parking curbs are common culprits. Follow along as we inspect the sensor on a 7 series 95 thru 01:

1. Locate the sensor or, in the case of a missing sensor, the sensor's mounting position. If you have one of the models with the sensor in the splash panel, under the corner of the bumper, you may find that the splash panel is either fully or partially torn away and must be replaced (fig. 1).



2. Determine if the sensor is intact, properly mounted and fully plugged into the wiring harness connector. If the sensor is unplugged or out of place, plug it in and mount it properly, then



check to see if it works. If all looks proper and you still do not have an accurate (or any) reading on the OBC, the sensor has likely failed and simply needs to be replaced (fig. 2). If the wiring harness plug is torn from the wires, we offer replacement plug kits for some vehicles.



3. Install the new sensor and any shielding, ductwork and wiring (fig. 3). When replacing the sensor, shields/ducts and wiring plugs, if the proper assembly procedure is not obvious, consult the appropriate Bentley manual.

Typical external air temperature sensor mounting locations:



Driver's side, under bumper, in valance panel or brake duct: 3 series thru 91, 5 series thru 88, 6 series thru 89, 7 series thru 87.



Splash panel under bumper: driver's side (yellow arrow) on 3 series 99 thru 05; passenger's side (red arrow) on 5 series 89 thru 03, 7 series 88 thru 01.



Passenger's side brake duct: 3 series 92 thru 98.



Inside lower center grill opening: 3 series 06 on, 5 series 04 on, 6 series 03 on, 7 series 02 on.

Product Focus:

Our Protect-A-Mats are "clearly" superior.



A lot of BMW and MINI owners are faced with a dilemma: they want to protect their factory carpeting and custom floor mats against dirt, mud, moisture, etc., but they don't like the look of all-weather rubber mats. Our clear, vinyl Protect-A-Mats are an elegant alternative. Sure, similar products have been around for years, but ours are made of a heavier vinyl (they have a lifetime warranty), with longer nibs on the bottom to hold them in place better. Plus they're cut using the exact same patterns as our custom-fit floor mats, so there's no trimming, and every square inch of material is protected. To help convince you to try our Protect-A-Mats, we're putting them on sale for the entire month of February. Originally \$59.95 a set, they're now \$49.95. And if you buy a set of Protect-A-Mats with a set of our Ultimate mats, Plush mats, Rhino mats or Coco mats, the Protect-A-Mats are just \$39.95. You can order them through one of our friendly phone reps or shop online at www.BavAuto.com.

for other money-saving specials, see the back of this newsletter...



Winner! 3 series 92 thru 98: Jaime Parrilla of New York and his 1997 318i. Upgrades and modifications include Bayern Mesh wheels (8.5x18 front; 9.5x18 rear), Kumho tires, 5mm wheel spacers, Power Flow intake kit, stainless steel Billy Boat performance exhaust, pre-painted M-style rear wing, clear parking lights and sidemarkers, smoke-tint taillights, Stealth silver bulbs, urethane headlight shields, M license plate frames, black emblem decals (hood, trunk and wheels), custom-fit plush floor mats and more.

For this picture, Jaime won a \$100 savings certificate. You could win, too, but you can't win if you don't enter. For more details, ask your phone rep or visit www.BavAuto.com/photocontest...

from our tech team

ask "bavarian otto"

Over 200 years of BMW experience is just a phone call or e-mail away.



If you add up all the years the enthusiasts at Bavarian Autosport have been working on BMWs – and helping people like you work on theirs – it totals well over 200 years. That's a lot of BMW knowledge. And it's yours for the asking. Have a BMW question? Ask that savvy old BMW enthusiast, "Bavarian Otto" – just call 800.535.2002 or e-mail Otto@BavAuto.com.

Resetting the Service Interval lights on newer BMWs.

Dear Bavarian Otto,

I have a 2004 545i and I just changed the oil myself. How do I get rid of the oil change indicator light on my dash?

Dave W.

Otto replies:

Resetting the Service Interval (SI) lights (including oil change) on your BMW is easy. You can access the service interval resets as follows: [Ed. note: Otto tells us this procedure applies to all 3 series 06 on, 5 series 04 on, 6 series 03 on, 7 series 02 on and X5 07 on.]

1) Press and hold the odometer reset button (lower left area of the instrument cluster), turn the ignition key to the "RUN" (ignition) position, while continuing to press the odometer reset button.

3) The "Check Control" panel in the center of the cluster will show the seat belt warning, then the oil change symbol (oil can – fig. 1). Release the button and press it again and the brake fluid warning will be displayed (circle with wavy fluid in the middle and brake shoes around the outside – fig 2).

4) Once the first brake fluid warning is displayed, press the reset button repeatedly to scroll through the various systems. Oil change is indicated by an oil can; service is indicated by a car on a lift (fig 3), etc..

5) To reset any SI indicator: when the appropriate image appears, press and hold the reset button to display RESET?. To answer YES, press and hold the reset button until OK appears. Continue to cycle through the displays to reset any others (such as oil change).

6) Display disappears after about 5 seconds.

Be careful not to reset any functions other than the one(s) you want to reset: there is no way to restore an item that has been reset.

I'm about to blow a (door) gasket!

Dear Bavarian Otto,

What is it with these BMWs?! Over the years, I've owned several and they have all shared a common bond. I'm not talking about Autobahn genes – I'm talking about these #\$\$@%*& door gaskets! The gasket on my 87 528e had a felt trim that was visible from inside the vehicle. As it wore, it began to look really ratty. The gasket on my 90 735i pulled away from the door opening.

Besides looking ugly, it created a lot of wind noise and let water in when it rained. And now, on my 01 330ci, the felt lining on the gasket has come loose and is hanging down in the door opening! I tried to glue it back up but nothing seems to hold for very long. Is there any cure?

Peter R.

Otto replies:

The problems that you've had – and are having – with your door gaskets are quite common. We've been experiencing this for years across all BMW chassis, from the actual gasket deteriorating or shrinking, to the inner felt lining deteriorating, right up to the problems that you are having with your 330ci. We've tried all kinds of fixes and have found that the only reliable cure is to replace the gaskets. Fortunately, this is quite easy: they just press over the sheet-metal lip around the door opening. You will have to remove the inner sill protection strip at the door sill (typically black plastic), which is secured with small clips. We recommend that you purchase new sill clips, as it is not uncommon for them to break when removing the sill trim plate. Once the sill trim is removed, pull the old gasket off, press the new one on and re-install the sill trim plate. We keep the gaskets for many models in stock. Some models have too many color options to stock, but we can order the gaskets for all BMW models. Just give us a call with your gasket color and exact model specifications and we can order the gasket for you.

Oh, and about my bill from 2005...

Dear Bavarian Otto,

A few years ago, the light for my OBC (on-board computer) went out. I took my beloved 1984 318i to the local dealer to get some minor work done and asked them to look into the OBC issue. When I picked up my Bimmer I was presented with a bill for the repairs. I was charged \$40 labor for trying to fix the light, but the light was not repaired and I was a little upset I was charged labor, but I paid it. Lo and behold, in a recent issue of your catalog I noticed in the do-it-yourself section an article about fixing this very problem. Prior to this my thinking had been, "If the technician at a BMW dealership couldn't replace the bulb, how could I?" But armed with your article, I took a chance and ordered the part. Your instructions were perfect and I had the self-satisfaction of fixing it in under an hour. I will be returning to the dealer with your article and my old bill to ask for a refund. You guys are the best!

Rocky D.



figure 1

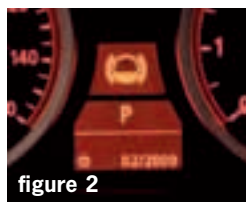


figure 2

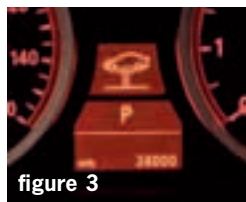


figure 3

Bavarian Profile



Drew Livengood

Drew joined Bavarian Autosport in late November of 2006. Prior to that, he had worked for six years in car audio sales and installation. His current ride is a nicely customized 02 Mitsubishi Lancer... which Drew is selling so he can move into a 3 series 99 thru 05. (Hopefully an M3, which is his favorite.) During his audio days, Drew worked on just about every model BMW. He has also turned a wrench or

two on the steering, suspension, water pump, belts, fuel injector seals and other areas of an E30 (3 series 84 thru 91). In addition to working at BavAuto, Drew is completing his Associates Degree in Business at night and plans to go for his Bachelors after that. As a kid, Drew was a "rink rat", hanging around the ice hockey rink whenever he could. He still plays recreational hockey during the winter months, golf when it's warm, and billiards year-round. Drew is also a huge fan of both the Boston Red Sox and the New England Patriots. (He recently moved into the cubicle next to Ian, who is a die-hard Colts fan... We may have to get a taller divider.)

How easy is this?! do-it-yourself

Bavarian Otto's Ultimate BMW maintenance schedule.

Over the years, we have seen some horrific problems – blown engines, seized transmissions, broken axles... Sadly, most of these nightmares could have been easily avoided with proper preventive maintenance. We created this schedule to help you avoid the same fate. Why don't we use BMW's maintenance schedule? Two reasons:

- BMW's schedules are designed to reduce costs: both BMW's costs (they now pay for initial maintenance) and the all-important "cost of ownership" that JD Power, etc., use to help shoppers decide which car to buy. This makes sense for BMW: their goal is to sell cars. Our goal is to keep the Bimmers we already own in top condition, mile after mile, year after year.
- After more than 30 years of helping hundreds of thousands of people replace parts that have failed on their BMWs, we know very well which parts on which chassis are prone to failure, and at what intervals. We're not talking door gaskets here – we're talking timing belts, water pumps... things that, when they do fail, can cause real damage to your BMW, not to mention your wallet. We've included those items in this schedule.

For more details on preventive maintenance, see the Spring 2006 issue of *Fast Times* in our newsletter archives at www.BavAuto.com/newsletter. Other past issues contain articles that show you how easy it is to perform many of the maintenance procedures listed in this chart. (Otto says: "Do it yourself und zave a bundle!")

Notes

Using this chart:

50k / 2yr = 50,000 miles or 2 years, whichever comes first.
30-60k = 30,000 miles or 60,000 miles, depending on engine.

1. U.S. spec models only; Euro spec models may differ.
2. S = top-shelf, synthetic oil such as Lubro Moly;
P = high-quality petroleum oil, such as BMW.
3. Change intervals assume good engine condition with minimal piston ring blow-by; more blow-by will shorten intervals – change when oil on dipstick becomes opaque.
4. Assumes the use of BMW coolant and a full system flush when changing.
5. Reflects the current use of ethanol fuels.
6. Reflects typical mileages for failure of BMW water pumps.
7. All-wheel drive models should inspect every 15,000 miles.

BMW models See note 1	Manual Transmission Engine Oil & Filter See notes 2 & 3	Automatic Transmission Front & Rear Differential Fluid & Filter	Transfer Case Fluid	Power Steering Fluid	Flush Brake Fluid	Accessories Flush Coolant See note 4	
1600/2002	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
3 series thru 83	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
3 series 84 thru 91 & 92 ic	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr ix only	50k / 2yr	1yr
3 series 92 thru 98 & 99 ic	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
3 series 99 thru 05	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr xi only	50k / 2yr	1yr
3 series 06 on	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr xi only	50k / 2yr	1yr
Bavaria/CS	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
5 series thru 81	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
5 series 82 thru 88	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
5 series 89 thru 96	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
5 series 97 thru 03	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
5 series 04 on	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr xi only	50k / 2yr	1yr
6 series thru 89	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
6 series 03 on	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
7 series thru 87	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
7 series 88 thru 94	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
7 series 95 thru 01	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
7 series 02 on	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
8 series	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
X3	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr	1yr
X5 thru 06	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr	1yr
X5 07 on	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr	50k / 2yr	1yr
Z3 coupe & roadster	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
Z4 coupe & roadster	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
Z8	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
MINI 02 thru 06	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr
MINI 07 on	7k-S / 3k-P	50k / 2yr	50k / 2yr	50k / 2yr	NA	50k / 2yr	1yr



Report from Essen Motor Show: AC Schnitzer Debuts ACS1

In early December of 2007, we attended the Essen Motor Show in Essen, Germany. The Essen show, which bills itself as a “world fair for automobiles, tuning, motor sport and classics,” has been an important venue for European tuners since 1967. So (obviously), 2007 was the show’s 40th anniversary.

The day we arrived in Germany, we drove to the historic city of Aachen, home to AC Schnitzer. There we were given a behind-the-scenes, insiders’ tour of the AC Schnitzer/Kohl Automotive facility by General Manager and owner Rainer Vogel, who took us into areas that very few people outside the company have seen. (As the saying goes, we’d tell you what we saw but then we’d have to kill you.) That evening we were hosted by Enrico Fois, AC Schnitzer’s Export Manager, in Kohlibri, the company’s gourmet restaurant that sits high atop the dealership and is accessed by a circular glass elevator. (This place sure put the Mr. Coffee and day-old Danish at some dealerships’ waiting rooms into perspective.)

Aachen is less than an hour from Essen, so naturally the folks at Schnitzer often choose the Essen Motor Show to debut their latest creations. This year was no different: we saw the ACS1 3.5i (their version of the new 135i coupe), ACS3 Sport (the Schnitzerized M3) and world-record setting, gas-powered Concept Car. (When Germans say “gas” they mean liquid propane gas, not gasoline, which they refer to as benzene.) And even though the 1 series and M3 won’t be available here in North America for a few more months, we thought you’d like to see what the folks at Schnitzer have waiting for the lucky ones among you who will be the first to own these new Bimmer models. So in between prolonged moments of staring off into space from jet-lag, elbowing through the crowds and snarfing down “würsten und pils,” our intrepid reporters found enough time to snap a few pictures, which we share with you here. (For availability dates and pricing information on the products shown here, please give us a call.) Enjoy!



AC Schnitzer's ACS1 3.5i, based on the stock 135i with M-Technic styling, features a front grill, front lip spoilers with stabilizers and 18" Type VI wheels.



The interior of the 135i has been fully "Schnitzerized" with aluminum pedals, floor mats, silver carbon-fiber trim, Blackline e-brake handle and iDrive cover, and a new shift knob/boot combination in leather with chrome trim and an illuminated AC Schnitzer logo on the top.



Horsepower has been increased from 306 to 360; 0-60 time is less than 5 seconds. (See Turbo Tuner on page 1.)



The back of the ACS1 3.5i features a rear skirt insert, rear wing and sport exhaust with the new "Racing" chrome tip.

February special: Take 10% off all AC Schnitzer aerodynamic components!



We couldn't get a decent shot of the front of the M3 at the show because there was almost always a crowd in front of it, as well as a stanchion and rope, so we've included an official press shot from AC Schnitzer. Believe us, none of these pictures convey just how impressive this car is in person.



For the rear of the M3, the designers at AC Schnitzer have created a beautiful rear apron and diffuser that include references to the "flame surfacing" used on BMW's newer models. The rear wing is strong but not excessive, while the twin, "Racing" chrome tips leave no doubt as to the power that lies within this beast.



In October of last year at Nardo race track in southern Italy, the AC Schnitzer Concept Car GP3.10 became the fastest liquid propane gas powered vehicle on earth, travelling at 318.1km/h (roughly 197mph). The GP3.10 is based on the current 3 series coupe with a modified, 10-cylinder M5 engine delivering 552hp. The car was developed to prove that high speeds can be achieved using alternative fuels. This world record comes one year after AC Schnitzer achieved another record for the fastest street vehicle in the world – its M6 Tension.

how easy is this?! do it yourself

Installing LED interior light upgrades

LED upgrade kits consist of a multi-LED panel (either 6, 12 or 24 LEDs) and an assortment of adapters that fit in the original bulb's contacts. Larger kits are for dome lights; smaller kits fit vanity and courtesy lights (or license plate lights or sidemarkers). Here we install a 24-LED upgrade kit in the dome light of an O2 MINI.

1. Remove the lens and bulb (fig. 1).
2. Choose the adapter that matches the original bulb (fig. 2).
3. Test-assemble the adapter, wiring and LED panels so you know how they go together and where the harness plug connections are (fig. 3).
4. Let LED panels dangle and test-fit the adapter to the contacts in the light assembly. (fig. 4). Turn light on to test. LEDs are polarity sensitive; if the LEDs do not illuminate, reverse the polarity by rotating the adapter 180°.
5. Disconnect the adapter. Determine the best position for the LED panels inside the housing. Mount them using the included, self-stick foam, then install the adapter (fig. 5). Note: If the space within the housing is tight, the adapter may need to be installed prior to mounting the panels.
6. Replace the lens and enjoy your light (fig. 6)!



figure 1

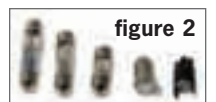


figure 2

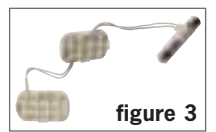


figure 3

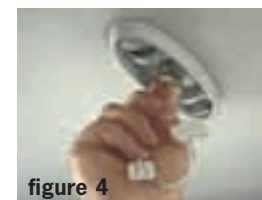


figure 4



figure 5

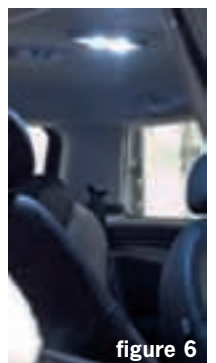


figure 6

Here's another bright idea – for the entire month of February, we'll take 10% off all LED interior light upgrade kits. Orig. \$14.95–19.95 each — now \$13.45–17.95.