



BAVARIAN AUTOSPORT

BMW Engine Control Unit (ECU) Locations

3 SERIES 84 THRU 91

1. Open glove box; remove pins securing limiting straps to the sides of the glove box. Let it hang open fully.
2. Remove fasteners securing the plastic glove box roof panel. Pull panel down and let it rest in glove box.
3. Remove the 10mm bolts or phillips screws securing the ECU; let the ECU drop downward. Remove the wiring harness connector from the ECU and pull ECU from car.

3 SERIES 92 THRU 98

1. Open hood; note the black soundproofing material located on the passenger side of the firewall behind the positive (marked "+") junction terminal. The soundproofing is fastened to the firewall with reusable plastic rivets. With a small screwdriver, remove the rivets by prying the center section out from the outer body. (Once the rivet's center section protrudes halfway from the rivet body, the whole rivet will fall out of its hole.)
2. Fold down the soundproofing material to gain access to the black plastic cover behind it. Remove the four phillips screws and tilt the cover forward; this unhooks it from the channel at the bottom of the cover. Disengage the wiring harness from the rubber boot in the driver's side end of the cover and set the cover aside.
3. The ECU is located on the bottom of the compartment and will be labeled as either "Bosch Motronic DME" or "Seimens DME." Remove the wiring harness connector(s) by lifting the clasp(s) on the connector(s) and pulling it (them) free of the ECU. Remove the two phillips screws and the clamps that retain the ECU. Note: There are both left and right side clamps; note their positions for reassembly.
4. Slide the ECU straight out of the compartment

3 SERIES 99 ON

1. Open engine hood; locate the large plastic cover (more or less triangular) against the firewall on the driver's side of the engine compartment.
2. Loosen the four screws and remove the cover.
3. The ECU is the unit closest to the passenger side and will be labeled "Seimens DME." Remove the harness connectors from the ECU and set them aside. Remove the ECU from the box.

Z3 (ROADSTER & COUPE)

1. Open hood; notice the L-shaped plastic cover on the passenger side, in front of the firewall (near the passenger side hood hinge). Remove the four screws and remove the plastic lid.
2. The ECU will be labeled either "Bosch Motronic DME" or "Seimens DME." Remove harness connector(s) and pull the unit up and out of the compartment.



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5 SERIES 82 THRU 88

1. Open glove box, remove pins securing limiting straps to the sides of the glove box. Let it hang open fully.
2. Remove vinyl glove box roof from the rear of the glove box by pushing up on the vinyl where it connects to the rear wall of the glove box. Swing roof out of glove box. DO NOT remove the front end of the vinyl roof piece as this damages the snaps that hold it in place. Secure the roof to the dashboard with tape so it's not in the way.
3. Remove the 10mm bolts or phillips screws securing the ECU; let the ECU drop downward. Remove the wiring harness connector from the ECU and pull ECU from car.

5 SERIES 89 THRU 96

1. Open hood, note the black plastic cover located within a separate compartment at the firewall on the passenger side of the engine bay (between the strut tower and the firewall). Loosen the four phillips screws that secure the plastic cover and set the cover aside.
2. The engine ECU is the one closest to the firewall. Lift the metal clasp on the wiring harness connector and disconnect the harness connector from the ECU.
3. **On early cars:** Remove the black plastic wire protector from the ECU mounting tab by pulling upward. Remove the 10mm nuts securing ECU to the chassis. **On later cars:** The ECU is secured to the chassis by two metal clips, one on each side of the ECU. Using a cotter-pin removal tool (or any similar hook-type tool, even a small screwdriver works okay), remove each clip by inserting the tool under it and prying the clip off.
4. Pull ECU directly upward and remove from car.

5 SERIES 97 ON

1. Open engine hood. Note the black plastic box at the firewall on the passenger's side of the engine bay, between the strut tower and the firewall. There is a similar box on the driver's side; these boxes house the HVAC microfilters.
2. Release the long black securing clip from the forward edge of the box cover and remove the cover.
3. There is a wire securing-clip at the forward-lower edge of the box, securing the box to a stud on the strut tower. Squeeze the clip between your thumb and forefinger and remove it by pulling it toward the front of the car.
4. Use a screwdriver to release the three clips securing the box to the HVAC air duct on the inboard side of the box. Push the duct aside, off the box's flange. The microfilter box can now be removed from the vehicle. Gently lift the box, being careful of the rubber gasket.
5. Remove the four Allen-head screws securing the black plastic ECU cover. Remove the cover. The ECU will be labeled "Seimens DME." Remove the harness connector from the ECU and remove the ECU from the car.

6 SERIES

1. Open glove box; remove pins securing limiting straps to the sides of the glove box. Let it hang open fully.
2. Remove vinyl glove box roof from the rear of the glove box by pushing up on the vinyl where it connects to the rear wall of the glove box. Swing roof out of glove box, DO NOT remove the front end of the vinyl roof piece as this damages the snaps that hold it in place. Secure the roof to the dashboard with tape so it's not in the way.
3. Remove the 10mm bolts or phillips screws securing the ECU, let the ECU drop downward. Remove the wiring harness connector from the ECU and pull ECU from car.



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7 SERIES THRU 87

1. Remove phillips screws securing the passenger side front speaker panel, swing panel out of the way.
2. Remove the 10mm bolts or phillips screws securing the ECU and let the ECU drop downward. Remove the wiring harness connector from the ECU and pull ECU from the car.

7 SERIES 88 THRU 94

1. Open hood; note the black plastic cover located within a separate compartment at the firewall on the passenger side of the engine bay (between the strut tower and firewall). Loosen the four phillips screws that secure the plastic cover and set the cover aside.
2. There are ECUs in the compartment for the engine and the transmission. On 6- and 8-cylinder cars, the engine ECU is the one closest to the firewall. On 12-cylinder cars (750i models) there are two engine ECUs: one is closest to the firewall while the other is third closest to the firewall. The engine ECUs will be labeled as Bosch Motronic DME. Lift the metal clasp on the wiring harness connector and disconnect the harness connector from the ECU(s).
3. **On early cars:** Remove the black plastic wire protector from the ECU mounting tab by pulling upward. Remove the 10mm nuts securing ECU to the chassis. **On later cars:** The ECU is secured to the chassis by two metal clips, one on each side of the ECU. Using a cotter-pin removal tool (or any similar hook-type tool, even a small screwdriver works OK), remove each clip by inserting the tool under it and prying the clip off.
4. Pull ECU directly upward and remove from car.

7 SERIES 95 THRU 01

1. Open hood, note the black plastic cover located on the passenger side of the engine bay, against the firewall (between the strut tower and the firewall).
2. Remove the four screws securing the black plastic ECU cover. Remove the cover. The ECU will be identified as "Bosch Motronic DME" or "Seimens DME." Remove the harness connectors from the ECU and remove the ECU from the car.

8 SERIES

1. Open hood; note the black plastic cover located within a separate compartment at the firewall on the passenger side of the engine bay (between the strut tower and the firewall). Loosen the four phillips screws that secure the plastic cover and set the cover aside.
2. There are ECUs in the compartment for the engine and the transmission. On 8-cylinder cars, the engine ECU is the one closest to the firewall. On 12-cylinder cars (850i models) there are two engine ECUs: one is closest to the firewall while the other is third closest to the firewall. The engine ECUs will be labeled as Bosch Motronic DME. Lift the metal clasp on the wiring harness connector and disconnect the harness connector from the ECU(s).
3. **On early cars:** Remove the black plastic wire protector from the ECU mounting tab by pulling upward. Remove the 10mm nuts securing ECU to the chassis. **On later cars:** The ECU is secured to the chassis by two metal clips, one on each side of the ECU. Using a cotter-pin removal tool (or any similar hook-type tool, even a small screwdriver works okay), remove each clip by inserting the tool under it and prying the clip off.
4. Pull ECU directly upward and remove from car.



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