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Cruise Control retrofit on 2005 E87 118d

rob-the-viking

Before attempting this retrofit, please ensure that you have the correct replacement slip ring for your car. They are different parts depending on the spec. eg auto-wipers, MFSW, etc.

My spec was no cruise, no MFSW, no auto wipers, but the slip ring I bought was from a MFSW car so I have retrofitted that too!

Neither I, nor the forum accepts any responsibility for you damaging your car during this retrofit!

Right, here we go! This retrofit will be split into two halves, the physical fit and then the coding part.

This is part 1!

Parts Required

Slip ring with cruise control stalk. The part numbers are different depending on the spec of your car. Check part numbers on realoem.com!!

Lower steering column cover part number 6131 6950263 About £22 from the dealers.

Tools required

T10 and T20 Torx bits

Socket set with 10mm and 16mm sockets

2 x thin flat-bladed screw drivers

Torque wrench

1. Ensure the car is parked on a flat, level surface with the front wheels pointing straight ahead and the steering wheel dead centred.
2. Disconnect the battery negative terminal using 10mm socket, and ensure it can't touch the battery once it has been disconnected. If you need a photo to show you how to do this, you are probably out of your depth and shouldn't be touching this retrofit!
3. Using a T10 Torx tool, remove the 3 bolts that secure the plastic trim to the steering wheel, they are located at the 3, 6 and 9 o'clock positions as you look at the steering wheel. Once the bolts are undone, if like me you have no MFSW you can remove the blank panel you can see the bolts in the picture below. If you have MFSW,

you need to do the next part with the panel bolts undone, but the panel still connected and loosely in place.

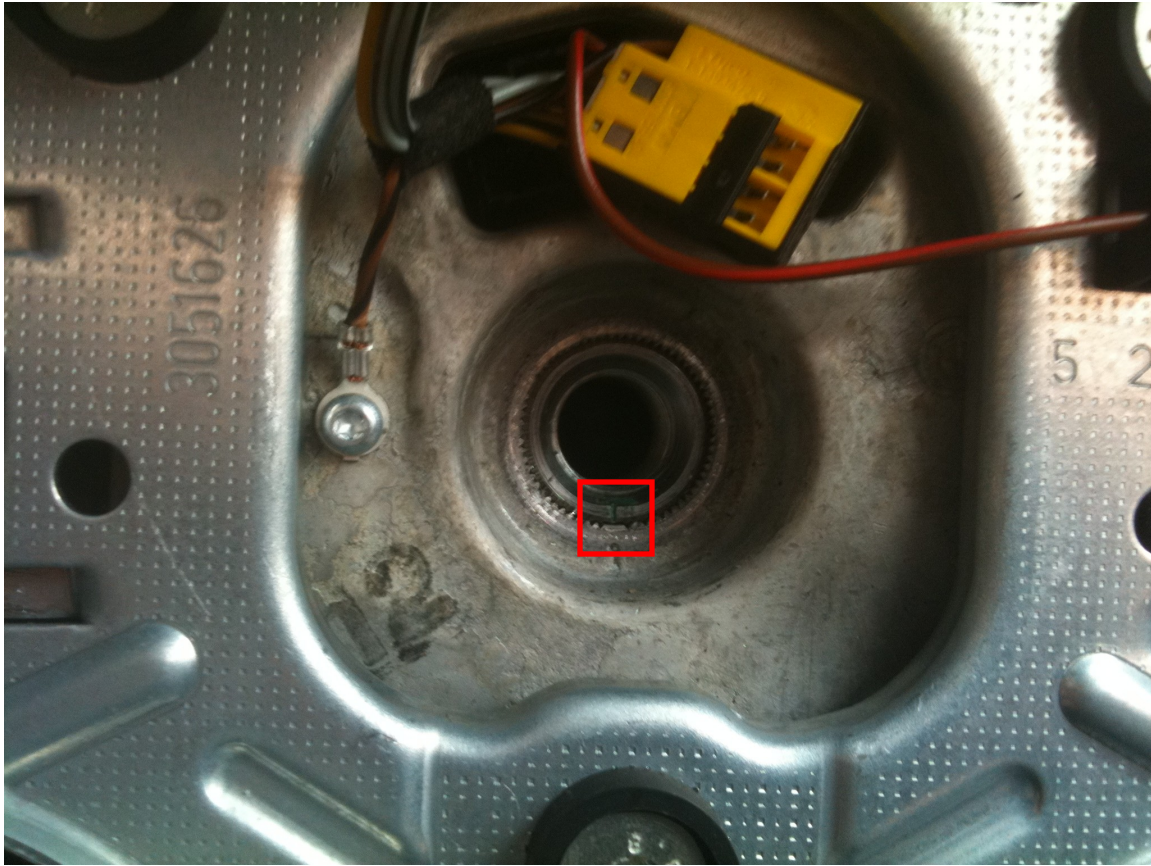


4. Next you must remove the airbag. To do this use the two small flat bladed screw drivers to simultaneously release the spring clips in both sides. In the picture below you can see the spring clips and the direction they must be moved to release the airbag.



You can see the scraping from my tools! You might find that you pop one side off but can get the other to release, that is why you need to try and do both at once.

5. Once the airbag is released, carefully disconnect the two connectors from the slip ring, as you can see I balanced the airbag on top of the steering wheel to complete this job.
6. Using a 16mm socket, remove the steering wheel securing nut. Once removed, pay attention to the alignment marks as seen below.



7. Remove the steering wheel and airbag and put them out of the way. Passengers seat footwell worked for me. Adjust the steering column to its lowest position and pull it towards you as far as it can go. The two red rectangles in the picture below show where the forward clips are, the clip is part of the upper shroud and it clips into the lower part. Using a small flat-blade, gently unclip the bottom part on both sides, You'll be looking at this now.



8. You should now be able to raise the top part of the shroud out of the way to expose the rear clips for the lower part. They release by pulling them outboard with gentle pressure in the direction of the arrows. This should allow you to remove the lower shroud.

n.b. You might have to move the steering column adjust lever out of the way to facilitate removal of the lower shroud!



9. Once the lower shroud is removed, using a T20 Torx tool, remove the 4 bolts that secure the slipring to the steering column.



10. Disconnect the two looms that attach to the rear of the slip ring. One plug (the all black one) is a press to release clip, the other one shown below is removed as shown.

Press down and hold release catch as shown by direction of the red arrow.
Then slide grey lever in direction of green arrow.



You will now have a bare column!



11. Fit new slip ring and reconnect both looms. If you are installing a new slip ring, remove the red coloured transit locking tab first!!!! Re-fit 4 T20 securing bolts

N.B. If you use a socket with a T20 head, you can easily apply too much pressure and shear the heads off the torx bolts! Ask me how I know! Fortunately my local dealer had one in stock!



11. Re-fit lower steering column shroud, ensure that the stalks on the L/H side sit flush in the cut out, also make sure the retaining clips shown in step 8 above are seated correctly and lined up before you push the shroud into place.

12. Attach the upper shroud to its lower counterpart and ensure securing clips all 'click' into place.

Almost done!



13. Refit steering wheel, making sure that it is correctly aligned as shown in step 6 above. The green marker must be in the centre of the solid bit as shown below.



14. Re-fit the 16mm steering wheel bolt and torque to 63nM.
15. Reconnect the airbag (and MFSW if fitted) electrical connectors, then refit the MFSW trim and re-fit the 3 x T10 bolts.

16. Gently push airbag back into its housing, ensuring it engages the retaining spring clips on both sides.
17. Reconnect battery negative terminal. On switching on ignition your dash board will look like this.



This is because cruise control needs to be coded to the car. At this point you can either take it to the dealers or an autologic specialist for them to do it, or if you are feeling brave, code the retrofit yourself like I did! Your car is ok to drive at this point, but you will have no ABS or DTC functions as indicated by the dashboard.

That concludes the first part; the second part for the coding is a work in progress and will be finished soon!