

Petrol BMW e34 cruise control retrofit on a 1993 e34 BMW 525iX

Finally got round to retro-fitting cruise to my 1993 BMW e34 525iX Touring so here are some pictures and a bit of commentary to go with the total BMW guide (<http://forum.bmw5.co.uk/index.php/topic/43565-total-bmw-guide-to-retrofitting-cruise-control-e34-aug-05/>), <http://www.bimmernut.com/forum/5-series-bmw/36384-cruise-control-retrofit.html> and the tempomat instructions from ow.no website (http://www.ow.no/index.php?option=com_wrapper&Itemid=34) linked to in the FAQ section on forum.bmw5

* The cruise ECUs are different (connector & housing) for the early ones mounted in the e-box cars and the later ones mounted in the left front speaker well. M50 cars are mounted in the left speaker well, behind the speaker.

* Diesel e34 are a different kettle of fish - fly by wire throttle etc

* The cruise actuator works on the same principle for all petrol cars but the bowden cables are different. The M50 one has a right angled end to it - see pictures. I had a kit from an earlier car (that was sold to TomGC for his M30 535) and that one had a straight cable.

* There are three steering column surrounds its seems – airbag, non airbag and electronic adjustment

* The cruise switches are a different arrangement for airbag and non air bag steering wheels (the non air bags are bent and the airbag straight)



* The earlier cruise switches have less wires in a different arrangement to the later cars (5 wires in a T formation)

* The 525iX does not need an extra brake or clutch switch retro fitted!

Part One – Actuator in the engine bay

- So for my retrofit of the actuator to my 525iX ...my car has 4wd, SLS, a non airbag steering wheel and some parts have been moved for clarity (I was changing the air filter at the same time)

I cleaned up the connector for the actuator in the car with electrical contact cleaner & cotton wool bud / stalk / pipe cleaner



- Fitted the actuator onto the SLS / power steering reservoir mounting point. The bracket and little fuse box I put back on top of one of the cruise actuator mounting points (edit the bracket had to be bent slightly so the bonnet hinges and damper would not foul it)



- Pushed on connector (there is only one way) and spun clamp round



- At the end of the bowden cable I popped the white end piece and rubber bung off

- Rubber bung went in the hole next to the throttle cable



- Put end of cable through rubber bung fitting the black plastic screw piece back into the bung
- Put the white plastic end piece back on the cable (the right way round!)



Part 2 Cruise control ECU installation in left speaker well

- Speaker and cover removed by turning plastic lock through 90 degrees. I found it easier to pull off the door seal and some people would also remove the glove box but that is a pain to get back right so it doesn't rattle / squeak / go back right etc Pull out speaker cover / fabric guard
- Unclip, unscrew plastic nut & pull out loom and a connector appears! (some people report theirs is wrapped up)



- With cruise ECU in holder connect to loom with the appropriate numbers meeting (1 to 13 one side 14 to 26 the other IIRC)



- Pop the ECU into the inner body, screw plastic nut back on to secure the holder . Yellow wire coming towards the camera is for the speaker



- Put the cover back in, making sure to have the holes in the right places for the speaker grille and cable



- Fit speaker grille, re-fit door seal and it should look like :



Part 3 stalk / cruise switch

- Remove air bag (torx screws at the back of the steering wheel)
- Steering wheel off (22mm nut non airbag, 15mm bolt for airbag)
- Remove lower shroud and the upper one
- Remove under dash trim (the one that has the sunglasses holder in) 3x Phillips screws
- Airbag switch on the left



- Airbag one on the bottom



- Switch goes here



- Tabs click here



- This is where I threaded the wires



- Plug goes in here



- Zoomed out view



- Refit shroud, lower dash
- Refit steering wheel (BMW recommend a new nut or bolt)
- Test off the road

Health and safety point – you perform this retrofit at your own risk – please no law suits the steps above are the ones I took in retrofitting to my car

Good luck

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<http://forum.bmw5.co.uk>

<http://www.bimmerforums.co.uk>

www.ebay.co.uk