

kleiner Hinweis, mit Spiegel und viel Geschick kann man die komplette Demontage sich sparen und seitlich von der Beifahrerverkleidung das Teil tauschen! Radio raus natürlich.

- Remove the radio
- Working at IHKA panel, pull all three control knobs (green arrows) straight off to remove. (Knöpfe mit doppelseitigem Klebeband umkleben und vorsichtig abziehen, geht relativ schwer)



- Die beiden Schrauben oben rechts und links der Bedieneinheit lösen
- Then, reach into radio opening and detach control panel from center console.



- Zum Ausbaue der Hebel die Arretierung des roten Hebels mit der Achse von hinten lösen und die Hebel abziehen. Jetzt kann der defekte Hebel, z.B. der weiße, getauscht werden. Das aus- und einklinken der Seilzüge ist etwas schwierig, geht aber mit einer Zange.
- Now you have the ability to move the control panel around to disconnect the electrical connectors and cables. Start by disconnecting the light bulb electrical connector (green arrow) by pulling it straight off.



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- Now we have to remove the cable clips (green, black, red). Be careful, or you may end up with more broken ones. Use a 90 degree pick (green arrow), lever the clip out of the control panel. Then remove the cable end out of the lever.



- Use a 90 degree pick, lever the final cable clip out of the control panel.



- Then, remove the cable as you did the one before.



- The control panel microswitch is next. Remove it by opening the two retaining tabs (green arrows) while pulling the switch out of the mounting studs.

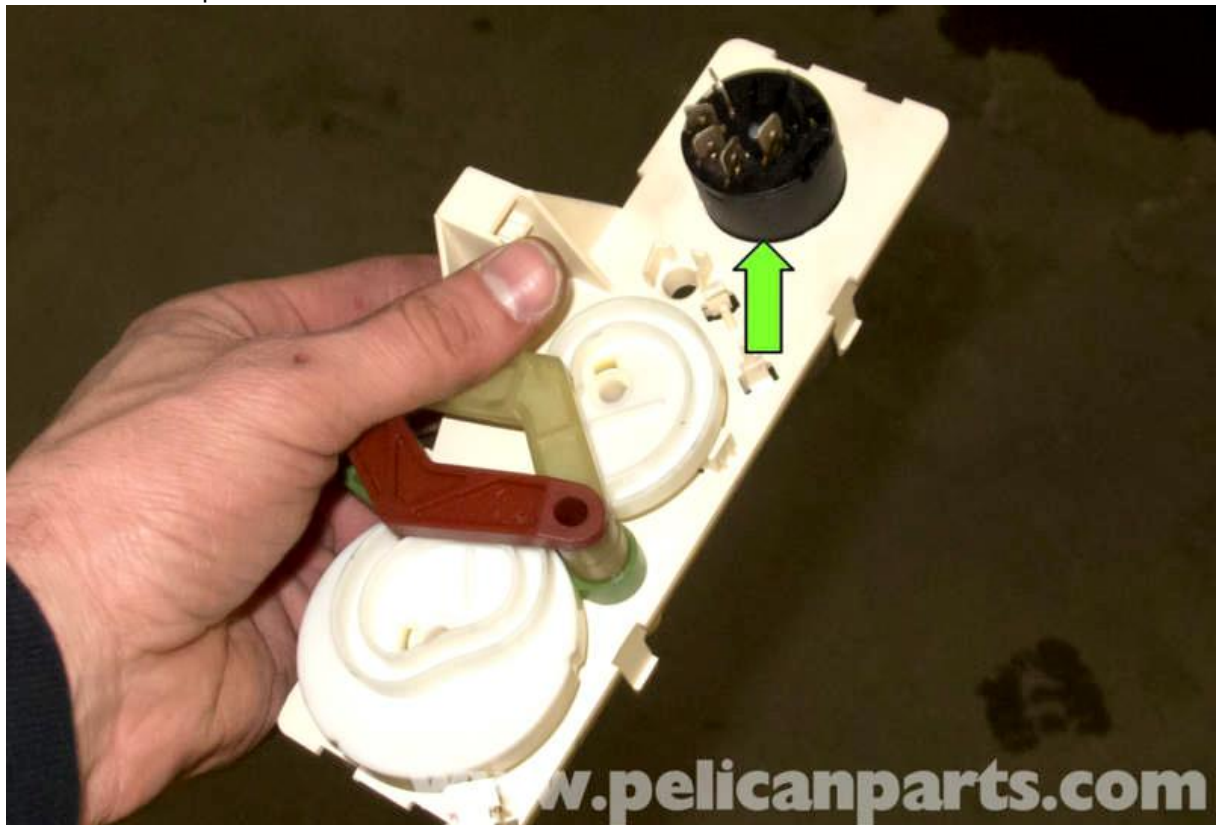


- Now you can remove the control panel. Feed it out toward the left side floor, at the center console

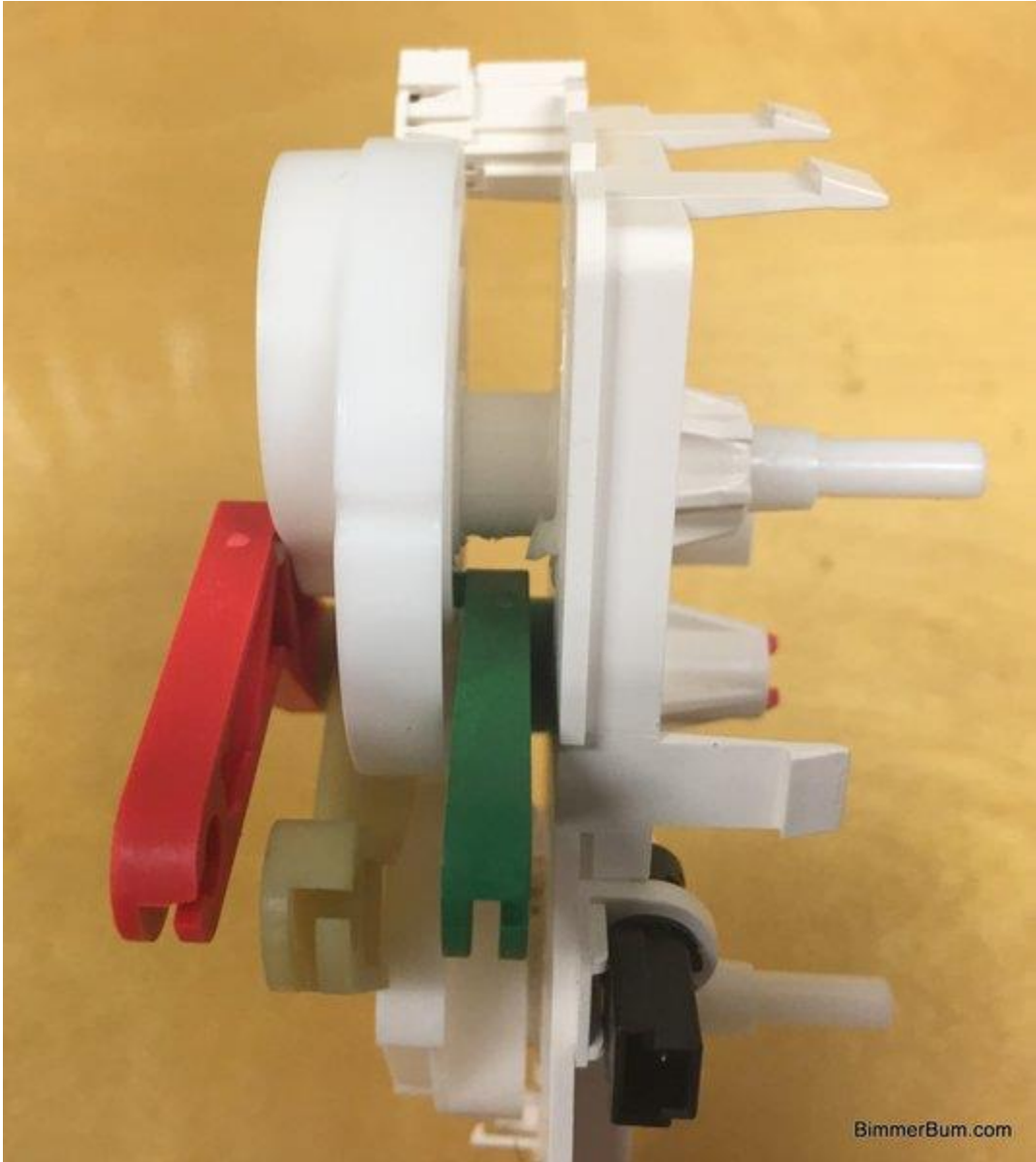


- Once you have it removed, you can replace the blower switch. Pull the blower switch (green arrow) straight out of the control panel to remove. If it sticks, push on the control shaft to free it. Once out, install new switch and reinstall control panel into center console. Now be sure to get the routing of the cables and wiring correct before buttoning things up. Before you install the radio,

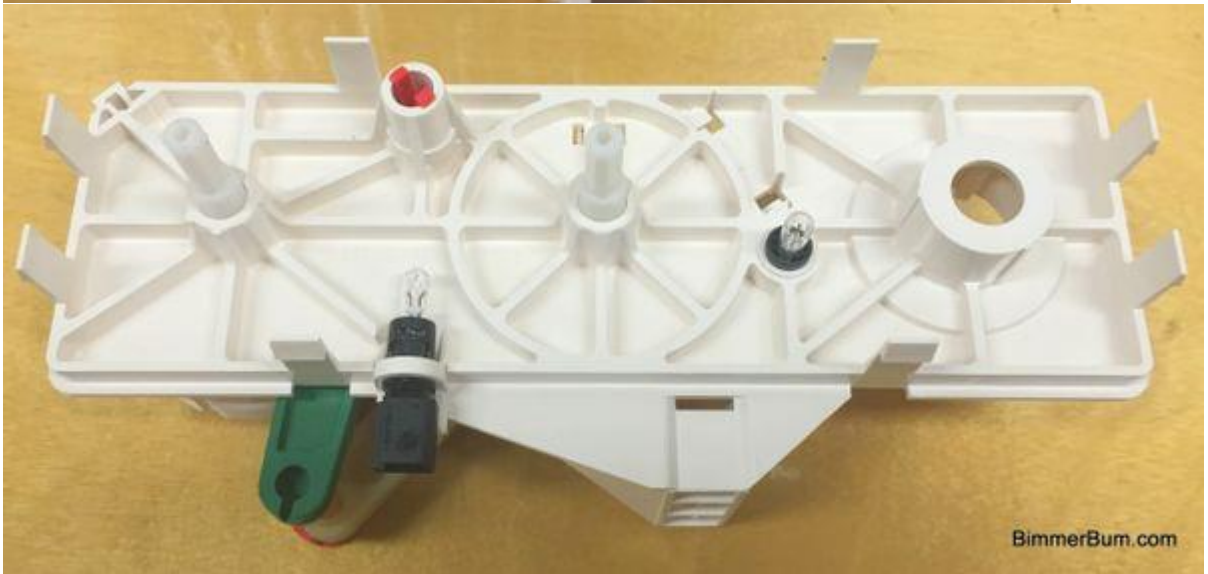
check that the control panel functions normally. Assemble remaining items and enjoy your renewed control panel.



- Für den Ausbau des weißen Hebels einfach im oberen Bereich der Hebel feste ziehen. Am roten Hebel befindet sich ein "Stift", der durch die Löcher der anderen Hebel gesteckt und eingeklipst ist (wie Fischertechnik). Lässt sich dann einfach lösen und auch später wieder zusammenstecken. Schienen der Drehknöpfe mit Silikonspray schmieren.



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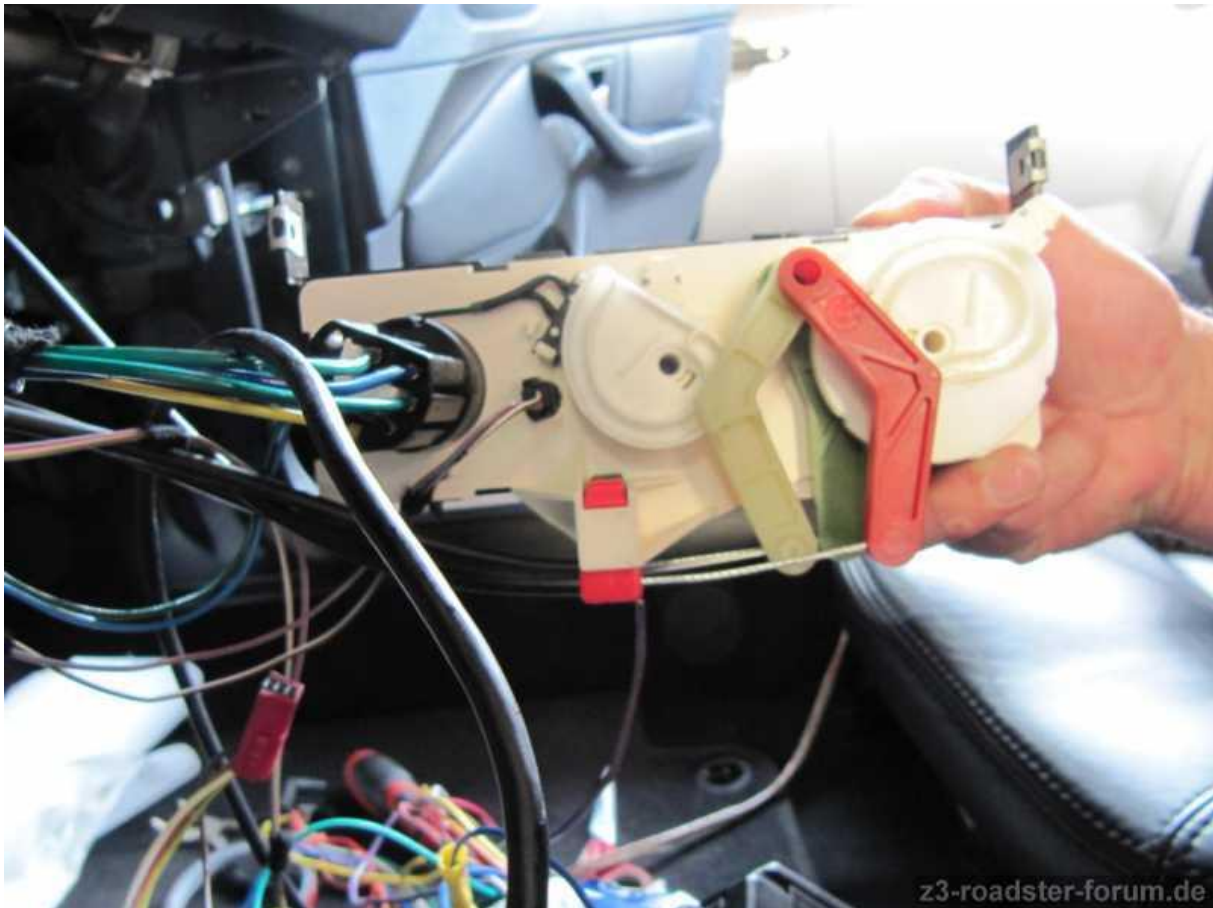
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I had a broken hot/cold control arm on my 2000 Z3 where it engages the serpentine groove which is just a plastic tit at the fulcrum of the arm. Well the tit broke off when the blend door was binding up a bit. I removed the arm and drilled a hole in it where the tit was and threaded in a **ball link from a remote control airplane servo**. You can get them at most hobby stores. It worked perfect and is much stronger than factory. One thing I can't emphasize enough is that when you drill the hole, go small and be perfectly vertical. Any angle at all can mess you up and you certainly don't want the hole to be too big.



I'm sorry I can't do a better job of describing this to you, but trust me when I say that if I can do it, it must not be very difficult. Just make sure you remember how everything fits back together before you take it apart. **In the picture above, they didn't even have to remove the dial like I did. Those arms will just slip off of their connecting pins (at the "shoulder") but I wasn't smart enough to figure that out!**

**Tom, I'll try to describe it to you, but if you feel around back there with your fingers you might be able to visualize how it all kind of "snaps together." I spent about 15 minutes just turning the dials and feeling back there letting my fingertips be my eyes until I had a mental picture.**



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After you've done that, take the knob off of the center control dial by pulling it toward you. You might want to carefully wedge a tiny flat-head screwdriver in there to pry it off a little bit, but it's not hard to just pull the knob off. DON'T FORCE IT, and DON'T SCRATCH ANYTHING. You don't have to man-handle anything here. It very gently comes apart. Then you can push the little pin that the knob attaches to forward through the hole and it will dangle loose behind the dash.

There are two wire cables connecting to the backside of that assembly (to the "arms" that attach to the dials). You kind of have to turn the dials manually from behind the dash to get them to an angle where the cables kind of slip out of a groove. You don't have to remove the entire assembly (big white plastic thing) just that one dial and what attaches to it. The only little piece that you need to perform surgery on is the "elbow" of the greenish plastic arm. The arm attaches to the assembly at the "shoulder" and the cable attaches at the "wrist".