

## 750il manual transmission swap

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### Book Descriptions:

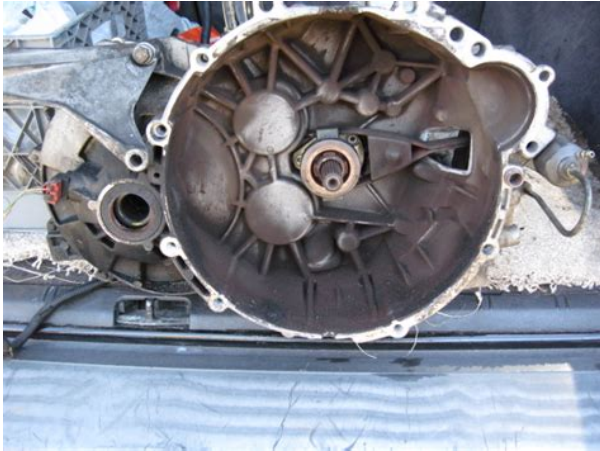
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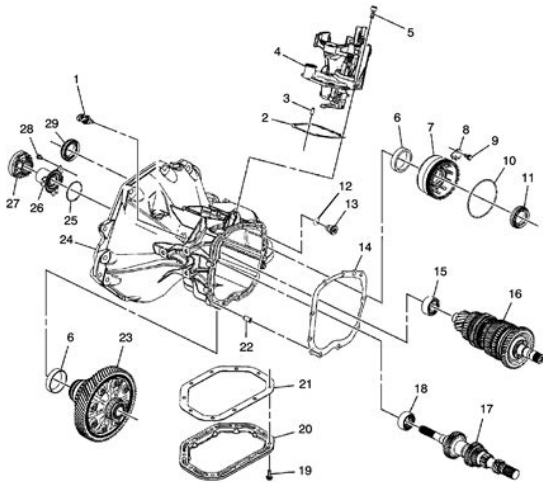
## Book Descriptions:

# 750il manual transmission swap



To start viewing messages, I see people doing it on 740s using a 6 speeds trans from a 540i, but haven't seen anyone done it on a 750. Is this doable? Anybody done it? Please shine some light. Thanks! I see people doing it on 740s using a 6 speeds trans from a 540i, but haven't seen anyone done it on a 750. Is this doable? Anybody done it? Please shine some light. Thanks! Which are not available new, and are rarely if ever available used. Even if you are able to find the transmission, you might have to make some modifications to the bell housing to adapt it to fit the m73 bell housing. Along with a custom driveshaft. Not to mention the coding cause there was never a manual v12 offered, so it's not as simple as just loading a tune. Which are not available new, and are rarely if ever available used. Not to mention the coding cause there was never a manual v12 offered, so it's not as simple as just loading a tune. Sent from my SMN950U using Tapatalk Documents it. Yes, you need an 850 manual, as the 420g can't handle the v12 load. Documents it. Yes, you need an 850 manual, as the 420g can't handle the v12 load. I will leave it alone. May get a 740 to play with and leave my 750 as is in excellent condition Sent from my SMN950U using Tapatalk Trying to scratch my manual itch by converting the 540i. I can't picture the instrument cluster on an 850, but I guess you'd run into some issues there. Any other sensors that wouldn't be swappable I can't picture the instrument cluster on an 850, but I guess you'd run into some issues there. Any other sensors that wouldn't be swappable I will leave it as is and mind other mods I can do You'd be like the first one for one thing. You'd be like the first one for one thing. We all agreed that it is doable but sourcing a 850 donor is difficult. I also mentioned that I will be leaving it alone as it is. So we all agreed that it's not happening. <http://www.wieswioska.pl/userfiles/elna-3210-manual.xml>

- **750il manual transmission swap, 750il manual transmission swap kit, 750il manual transmission swap meet, 750il manual transmission swap parts, 750il manual transmission swap shop.**

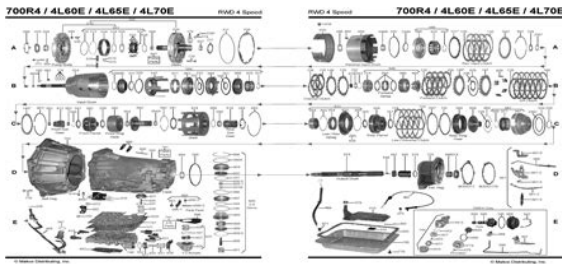


Sent from my SMN950U using TapataalkThe other problem with the facelift cars is there was never manual software written for the v12, so you would have to live with the SES light. Im not sure what UUC Rob did. It is possible and has been done before to cut the bell housing off the transmission and weld the v12 flange on a v8 trans. We pulled the dowel pins then surfaced the used BMW flywheel. Set it up in a rotary mill and proceeded to drill and tap for the pressure plate bolts six of them. We then bolted the pressureplate downand using a small dial indicator to fit inside the clutch fingers measured the run out on the machined disc surface. After we got it down to less then a thousandths we clamped it down. Then drilled new dowel pins through the pressure plate. The stock Chevy doesnt use dowel pins but I didnt fell good about just bolting it down and hoping it was close enough. The rubber hammer is needed as the pressureplate fits that tight!!! Updated Youd be like.the first one for one thing. We pulled the dowel pins then surfaced the used BMW flywheel. The rubber hammer is needed as the pressureplate fits that tight!!! Updated My paypal is richard454 at comcast dot net We pulled the dowel pins then surfaced the used BMW flywheel. The rubber hammer is needed as the pressureplate fits that tight!!! Updated My paypal is richard454 at comcast dot net I mean thats cool its been done before though, thought hed be a first. Now hes got a guide to follow so he should be all set!Digital Point modules Sphinxbased search. However, this AC Schnitzerequipped sedan packs a complete sixspeed manual swap. It's true what they say; "Classics never go out of style," and Jordan's 750iL is no exception. Jordan's brother, Kameron Baker, is the proud owner of an AC Schnitzerequipped E38 BMW 750iL and a turbocharged E30 BMW 325i as well.<http://farcornerssafaris.com/Uploads/elna-3210-instruction-manual.xml>



He instantly fell in love with the car after lightly modifying it, but unfortunately like most firstlove stories, all good things must come to an end. Jordan was rear ended in his 740i and the car was left totaled. That's when Jordan decided to build what he calls the perfect sevenseries sedan as a daily driver. What appealed to him most about the fullsize luxury sedan was its long wheelbase and throaty V12 engine; two attributes that only the 750iL could offer in the complete lineup of secondgeneration sevenseries sedans. It's even said that the E32 sevenseries set the standard for luxury cars as a whole in the 1990s. To put those advancements into perspective, some cars produced today in 2020 still come standard with manual climate control and archaic halogen headlights. However, when Jordan purchased his 750iL, it didn't even have a hood. Speaking of advancements in technology from the Reagan era, peep the ultracool washers for the headlights. Certainly a relic from the past by today's standards, but very cool nonetheless. First, check out the coveted Nardi wood grain steering wheel—a must for virtually any oldschool BMW build. Second, why does that transmission shifter look so funny. Wait, that's a manual transmission. In our opinion, one thing that should never be cluttered is the gauge cluster, and for good reason. After all, it's how you communicate with the ultimate driving machine, isn't it Funny you should ask. Jordan says the original plan was to keep the car stock, though after a few tasteful modifications, he realized he had grown extremely tired of the slushbox fourspeed automatic transmission. I got to the point where I realized that this car would be perfect for me if it had a manual transmission instead of the sluggish fourspeed automatic one. I looked online to see if others had done this and could not find any one. The new transmission relies on a Clutchmasters FX250 clutch and PMC lightweight flywheel to transfer power to the rear end.

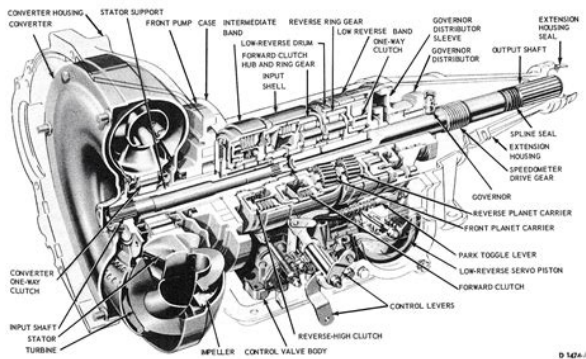
Jordan's interior features woodfinished trim paired with a quite rare brown leather interior. The color reminds us of those butterscotch candies your grandmother gave you as a kid, and we're not mad about it. See those buttons located on the bottom of the rear seats. They allow for electronic rear seat adjustment and heating, standard on all 750iL models from the factory. Another fun fact about the car — the radio controls for rear passengers were exclusive to the 750iL only. Sometimes, form and function can coexist. Who knew There were many firsts for BMW when it came to the 750iL. For starters, not only was it the company's first ever longwheelbase platform; it was also the first car BMW ever sold with a V12 engine under its hood. For that reason, the 750iL was also the first ever you're probably noticing a pattern here BMW to offer an early form of traction control dubbed Automatic Stability Control ASC. The M70 SOHC 24valve V12 engine produced a respectable for the time 300 horsepower and 332 lbft of torque, and Jordan says, it's plenty of power to move his 4,000lb luxury sedan around town and on the occasional spirited driving session, thanks to the newfound sixspeed manual transmission, a Wokke chipset, and a tune. That part would be the now necessary clutch master cylinder fluid reservoir which uses brake fluid pressurized through a feed line to hydraulically actuate the clutch assembly. The fact that I was able to finish this car in a timely manner and daily drive it like I intended to do so is incredible. Jordan's, however, is rocking a super rare heckblende by Airpress. And yes, it's the period correct one made in Germany. The tail lights were designed with safety in mind for following traffic. But to have a long wheelbase V12powered luxury sedan that rips through gears and is a blast to drive has been a dream come true.



<http://afreecountry.com/?q=node/3220>

As Jordan continued to drive the car, he quickly realized the potential the platform had, and was determined to have a manualswapped 750iL, no matter the cost. Jordan is eager to continue perfecting the car even further with plans of a heavy restoration in order to make the car as clean as possible. Keep on rockin in the free world, Jordan. He bought his first E39 Touring after seeing M5 Estates on photo trips to Europe, and now has sights set on restoring a classic Mercedes. Antonio was a principal photographer on the limited edition hardcover book on Singer Vehicle Designs Porsche 911 builds, entitled One More Than Ten. What happened Are they still relevant and worth the price premium But is this the best example in the entire country But how do these systems differ from each other These wear out and need repairing over time. But which cars have appreciated more than others, and more than they probably should have Replace it yourself if your car is out of warranty. However, there are upgrades that add to the experience. These are our top five. Built for Rob Levinson of UUC Motorwerks, this car is unique in many ways, not the least of which was the addition of the 6 spd manual transmission. No 750 was ever produced with a manual transmission, and the M73 engine found in the E38 was never backed up by a manual transmission in any BMW model. This led to some interesting challenges that were met, not without some difficulty, and the final product is featured below. Yes, my password is With how little this car will be driven the gas mileage is not even of concer too me, nor is it that worse vs. Is this car going to bankrupt me driving it a few thousand miles per year. With that kind of mileage how much could I expect to have to put into it to keep it running well. I know the V12 is silly and not much faster then the V8, I mainly want it for the smoothness and sound, the extra horses dont hurt tho. This craigslist example looks okish.

<https://academyocgc.com/images/canon-fc220-user-manual.pdf>



So what say TCL tell me how stupid and crazy I am As cool as they are Knowing how expensive the E38 is to work on. Its like a jet taking off. It just keeps pulling. Nonstop seamless thrust. I dont know what the BMW makes, but if it is anything like that feeling, I approve. Go for it! The motor itself is fantastic, and simple to work on but very cramped. The knowledge base is deep, and the car is DIY



friendly. If you're willing to spin your own wrenches, you'll be fine. The biggest issue I had was leaking intake manifold gaskets. I believe everyone should own a 12 cylinder before we're all forced into Prii. BMWs are MONSTERS of a Car. That car has power torque and class which you don't find for a year 2000, specifically at that price. BMWs and most German cars are well engineered. I would just see for any maintenance records to influence my final decision if I was going to buy it. Good Luck. It's unfortunate because they used to be my dream car in high school. Like stated before as long as you're willing to turn some wrenches you should be fine. There is a great online community with a lot of DIY at e38.org. I changed my diff out with a 740i 3.15 diff made the car a lot more fun to drive. Go for it I wonder how many other 2 seat cars weigh that much. Just try to find a decently maintained one. Anyone knows if this one came with a manual vs auto? I'm off to find a bees nest. BRB. Just try to find a decently maintained one. Anyone knows if this one came with a manual vs auto? It drives like new. Just be aware that the brake, suspension and fuel lines are all steel and tend to go away in northern climates. Since I put a battery tender on it I've had no electrical issues that seem to crop up with weak or low batteries. One big word of caution. There are 29 MILES of wire in the car, so they are prone to electrical problems. I wonder how many other 2 seat cars weigh that much. He put 200k on it and it was just a wonderful all around car with tons of power everywhere.

<https://www.accessoriperdisabili.com/images/canon-fd-lens-repair-manual-pdf.pdf>



Digital Point modules Sphinxbased search Content on vvwortex.com is generated by its users. vvwortex.com is not in any way affiliated with Volkswagen AG. Author ohioBMW member since March, 2010 76 posts Posted on 20101127 231734 I have the transmission still need the other parts and still semiconsidering this. 1988 Porsche 944 Turbo S Silver Rose 1983 Porsche 944 V8 with SBC 350 400hp dyno 1991 white BMW e32 750i V12 automatic No content from this web site may be reproduced or copied in any form without the express written consent of BimmerBoard, LLC. The BMW name and logos are registered trademarks of BMW AG and BMW of North America, LLC. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with E38 Manual Swap. To get started finding E38 Manual Swap, you are right to find our website which has a comprehensive collection of manuals listed. Our library is the biggest of these that have literally hundreds of thousands of different products represented. I get my most wanted eBook Many thanks If there is a survey it only takes 5 minutes, try any survey which works for you. Don't be left out—join the ranks of those who Drive Tastefully. It's the 7Series I grew up seeing executive elites drive, it made the perfect getaway car in The Transporter, and it was even good enough for 007. While my opinion is the product of my generation, the E38 is the product of BMW in their prime. The era in which they perfected restrained styling in a modern package. A time when they blended grownup looks with unassuming whoopass performance. I'm talking about the 1990s and there hasn't been a 7Series successor or predecessor that stands out like the E38 in my mind. But BMW never built a hardcore Mbadged 7—the closest we ever got was the oneyearonly 2001 740i

M Sport, and while undeniably a great package, it certainly wasn't an M7. Which is a shame, because if any 7Series chassis ever deserved this performance treatment, it was the E38.

Clean, comfortable, and quick, this is an undertheradar saloon that'd make any business or hitman jealous. Here's how it came to be. In 2003, I took on my first major build, which was a 1995 Nissan 240SX that I turned into a Silvia using a JDM front clip from Japan. Over about a sevenyear period, I built the car and ended up swapping in a turbo M52 engine along with countless other mods. I only sold it after meeting a now good friend of mine named Clay Sanderson, who had an LSswapped E36. From there, I bought an E39 5Series Touring, which I ended up putting an LSX 427 in along with a T56 sixspeed. After building that and enjoying it for a bit, I sold it to build this 7Series, which is the best car I've ever owned and kind of a culmination of all my favorite cars I've had until this point. I like big cars and the proportions of the E38 just really do it for me. It's comfortable, it's big, and it's quiet—it's just the ideal BMW. In fact, I think it's the best car BMW has ever built. It looks a bit like an E34 5series, but I loved the interior on the E39, and the E38 kind of gives you the best of all those worlds. It just lacked the proper S62 V8 and a third pedal! Both of those guys helped me with my own. I had a big gettogether at my house years ago—probably had 30 people there—and both of these guys showed up in their custom E38s. They both let me drive their cars too. I actually ended up buying an Estoril Blue 740i with around 140,000 miles clocked first. It was a really nice car but I realized it wasn't the best car to start with because of the higher mileage. So, I sold that and finally found my white one, which was through a crazy unfolding of events. It turns out this guy was posting about his car in other people's build threads. He kept saying, "I've got this great 38,000mile 2001 740i M Sport, why don't you come buy it" Everybody was responding, "Stop posting in my build thread. It turned out the phone number he provided was one digit off.

<http://www.telsercom.com/wp-content/plugins/formcraft/file-upload/server/content/files/16275097cd21a---brother-mfc-410cn-manual.pdf>

Once I figured out his real number, through process of elimination, I did some investigative work. I Google'd the guy and found a Toyota purchase order, which matched up with the one he had mentioned in the same post about the E38. Through Google Maps I was able to find this guy's house, which was the same house in the background of the BMW photos he was sending me. At first, I really thought it was a scam but it turned out to be legit. I said no tan interior, under any circumstances, and of course this one had tan interior, but the car was so nice I had to look past that. The car was just so clean; it was unbelievable. The crazy thing is, I think the reason it sat parked for so long was because the sunroof drain floats had been blocked off, so if it rained it'd leak into the interior. It looks like the guy never drove it because he didn't want to spend the money to get it fixed. He probably bought it new and didn't want to pay for maintenance anymore. That's the problem with buying these cars new. Depreciation is serious. I was so worried someone was going to buy it out from under me; I was a wreck throughout the buying process and refused to make the car public to the great amusement of the members on Bimmerforums. Thankfully, I was able to secure it in October 2016, and honestly I got a complete steal. After some negotiation, a month later I flew down to Florida, looked the car over, bought it, and had it shipped to a buddy who started the build. He retrofitted a 2016 BMW iDrive system, which is completely integrated into the car. All the onboard diagnostics work, the open door and seatbelt chimes all work, you could even install a backup camera if you wanted to wire it up. It's fully integrated and it's a really cool feature to have. He also stripped the interior and built me a custom M5 gauge cluster. Brian Marks is the owner of Fibrenew, a leather restoration company in Raleigh, NC.

Like I said, I really didn't want tan interior, but I love the BMW caramel leather. He took apart the entire interior. He dismantled the door panels into like 20 pieces and dyed each piece individually so it'd look factory. When the car came back from the mechanical swap, Paul refitted the newly dyed interior along with black carpet, a black upper dash, black suede headliner, and an M sport steering

wheel. He also added the supercharger and upgraded the brakes, and customized a 750 subframe to fit the 750 subframe allows for a rear sway bar where the 740 unit does not. Then he narrowed the rear diff mounts to accept an M5 differential, which I had rebuilt with an upgraded fourpuck clutch kit. It was rebuilt top to bottom by S62 Shop LLC, and everything was replaced with new OEM internals for a fresh factoryspec rebuild with the exception of the intake valve guides and the valves themselves if I recall. It was balanced and blue printed and everything checked out perfect. They thought the build concept was cool so they helped me out a bit. I had an E63 AMG, so I sort of wanted to combine an M5 and an AMG E63 into one build, all packaged in the styling of the E38. I wanted comfort, style, and performance, and I really think I hit the nail on the head with this car. I call it my "Goldilocks car" because it really does everything just right. It is sooo smooth and so powerful, but I kept the stock exhaust setup so it's nearly silent. You don't see any exhaust tips either, so nobody has a clue what it's packing. It made 438 horsepower and 376 footpounds of torque to the wheels, so it's clearly quick, and it's a blast to drive a sedan like this with the sixspeed manual and all that power to play with. It's not as fast as the LSswapped E39 wagon or E63 AMG, but with this you get that BMW feel and timeless looks. It's hard to describe just how amazing the experience is from the front seat. It's just so capable, and on the highway it's a total monster.

I've known Jeremy for a long time through BMW forums and he was nice enough to sell me the brake kit when he was selling his E38. The rears are 750 brakes, which mean slightly thicker rotors and calipers over 740 units. Coilovers. It's a good ride height for the looks and the presence, but rides well too, not too harsh. I used to slam cars, but that just throws off the geometry so much that it doesn't make it as enjoyable to drive. I really wanted this car to be a good driver. My E39 wagon was fantastic, it was the best handling car I've ever had, but it was not that fun to drive to work. It was just too rough. I added a set of black kidney grilles to accent the factory Shadowline trim and I went with some smoked front corner lamps while I removed the tint from the windows. But other than that, the exterior is totally stock besides the wheels. To me, there's nothing you can really do to improve the looks of an E38. They were kind enough to go in on a partial sponsorship, so they gave me a nice package deal on the wheels. These are the first set I've ever had spec'd to my exact requests, and I absolutely love them on the car. I was trying to keep it factory but add enough extra where it needed it, especially in power to make up for the excess weight over an M5. It's OEMplus, you know. Like something that could have been a limited edition from the factory kind of vibe. I just won't drive it in the rain or if it's below 50 degrees, so it sits on the lift over the winter. The paint is all original and I replaced a few pieces of Florida sundamaged trim, but there isn't a chip or dent on this thing. I had almost the entire car wrapped in clear protective film to try to preserve it. This is the first car I've taken to full completion. Usually, there's always something I planned on doing to a car before I end up selling it, but this car is genuinely done. It's the first car I've finished and haven't wanted to sell within the first year.

Usually, I build'em, flip'em, and move onto the next project, but I just cannot picture anything that could replace this. I'm satisfied with it. It does everything really well and I'm just not sure if many other cars could do what this one does. I just can't see parting ways with it. I'd like an E63 wagon, but I've "beenthere, donethat" and I missed the third pedal. It's not too flashy, but it's a really nice car and a timeless design. Plus, mine is a lot faster than anyone would assume! Both my brother and I have e38s and mine I have had since 2003 and is still the best car BMW ever designed. But I would like to upgrade the electronics as you have done, could get me Paul's Information so I can contact him. Thank you. Excellent job. I have 740IL I wanted to covert swap S62 with AUTOMATIC. Interested in knowing your wheel and suspension spec. Everything is still wonderful. The car drives like new and I still love driving it any chance I can get. It just ticked over 50k miles and the swap was completed at 38k. The interior is still looking just like it was dyed yesterday. I have been getting the urge for more power and louder exhaust but just when I feel like I am ready to make the change, I find myself greatly enjoying the silence and smooth power delivery. Perhaps



when the ol' reliable M60b40 finally bites the dust. All due respect to the E38 but I actually feel the E32 was no slouch, and like it better, at this point, just because it is more rare, has the ultimate looks, and was such a leap ahead for BMW as far as large sedans went. And I say this as one who's had one and also had an '01 Sport. Yours is soooo clean, very nice! You would have to refer to him in private to get a cost breakdown. I've always had a soft spot for the E38, its just the right size, and its design has aged so well, very unlike the current generation that BMW is building. I would love to do this to an e39 Touring.

My previous car was an LSx 427 swapped E39 touring but this car is so much better overall to me. Kudos! This is just gorgeous and the dedication and taste that went into it speaks very highly of you as a true Petrol Head. The best 7 made better. BMW should take notice. Well done! I wish I had that photos in 1920 x 1080 resolution or every other resolution with 169 proportion. Well done Brandon! Clean, stylish, and on par with what could've been ordered through the M division. I tip my hat. Guess I better shape up. OEM plus here we come. I knew of a few 740 with manual trans swap, but all of them have had small but critical niggles. This total integration is incredible. It's too bad in a way that US never got the 6speed version of these 740. It's the best big cat, and this one is the bestest!! Very well done All I see are 3 exterior pics here and part of a motor pic. Did you replace the quarter panel on this one too after you smashed it all up. What are you talking about It's near the coast and has a very famous casino called you guessed it, Casino do Estoril. Absolutely agree with everything said about the E38. A real modern classic. For the record, here is Brandon's first E38, the Estoril Blue one, along with my own Anthracite one. These cars are fabulous, but Brandon's white one is the epitome of what they can be. Perfection personified. The iL has longer rear doors. This is still a work in progress but should be done over the coming months. On a previous thread about some of my cars I wrote the following about its back story. 2016 I bought it previously lowered off a friend, unfortunately he had an electrical issue with the autobox that caused the box to stick and lock in gears incorrectly. Sometimes it would be fine, other days it was unuseable. He tried everything including a new autobox but couldnt get it to resolve. He offered it to me cheap but I didnt need another project on my hands for obvious reasons!

, and I wasnt going to get any further with the autobox issue than he had. I said to him if I ever found a manual box then Id have it off him, otherwise I couldnt take it on. If you know anything about BMW V12 manual boxes then youll know how rare they are. With a complete manual box on the back of it. I couldnt believe it, and you probably wouldnt believe what I paid for it either. So now I had a partial V12 M70 5.0 engine, V12 manual box, V12 specific flywheel and clutch, gear linkage and the rear part of the prop which was just hacksawed off on removal!. The 750i was delivered the next week. This is how it arrived, I got it even cheaper as I didnt fancy the black Style 32s that it came on In the end I fitted my Hamann HM1s I havent started the conversion yet, I might have a look at it towards the end of this year. I have it all sussed out, including the electrics, but need to set aside some time to focus and do it. One of the biggest issues is the fact its going to be very hard to fit and route a clutch line and bolt up to a master cylinder due to the colossally wide inlet manifolds. The V12 itself is very compact, but the inlets are massively wide. The V12 clutch is rare and expensive, there wasnt much wear on the pressure plate but the friction plate had seen better days. So I had it refurbished with new friction material and springs by Precision Clutches, they did an awesome job Hopefully Ill have some actual progress by the end of the year. Previous thread here Not very was the answer, I unburied it and the box and then got the car into the workshop. Guargantua box. The box is double the size of any other BMW boxes from the same era. Late 2018 and early 2019 I actually start working on it properly. Three pedal V12! Just before the clutch master cylinder was fitted. Autobox off! BCs arrived for it last week Current state of play. Hopefully the manual box will be fitted in the coming week or two!

I'm really envious, what a cool project to have Or just a bad pic Is the rear plate white. Not really

sure why myself, its just on magnets. Ill just be using the standard yellow rear plate. Congrats and keep us posted That said Im pretty sure no manual 750i were offered. I have actually already owned two manual E32 735i, though both were auto swapped by previous owners. Luckily the 750i and 850i are very similar and most of it will be bolt in. Other manual parts have been donated by a manual E34, which are almost identical to E32s, including all the pedal hardware. The prop will need to be modified since the autobox has a completely different connection, and Im not sure on the length difference yet. Ill get a prop company to modify the auto prop once I get the manual box on and I can get accurate measurements. From what I can tell I will need to shorten the gear linkage by an inch or two, which will be interesting as the body is cast aluminium. Ill probably find someone to weld it, or I had thought about drilling and plating the two shortened halves. Ill need to fab up a manual box crossmember as I dont have the one from the 850i. They arent available from BMW anymore, though they are listed for a reasonable price. I have a hunch that it probably wouldnt be a bolt in swap anyway. Over the last year progress has been very slow with work and personal life blocking me from actually getting on with it. Long story short, its now on the road. Anyway, back to last year. The manual drivetrain got fitted up, here the huge 850i manual flywheel is fitted up. It takes a whopping 280mm clutch. The colossal 850i manual box got heaved on and I made a custom box cross member and reused the standard 850i box support bush. The 850i manual gear shifter linkages had to be drastically shortened to fit the E32. I had to get the ali frame welded up elsewhere but the steel linkage rod was easily cut and shut to reduce the length.

<https://events.citeve.pt/chat-conversation/bose-quietcomfort-3-headphones-manual>