



INSTALLATION INSTRUCTION

INSTRUCCIONES DE INSTALACIÓN

CSL DOOR PANELS

E46 M3

Body style:	Coupe	Length:	4,492 mm	Top speed:	155 mph
Seats:	5 seater	Width:	1,780 mm	0-60 mph:	5.0 sec
Layout:	FR	Height:	1,372 mm	Max power:	325 hp

*Performance exhaust with
BMW M quad tail pipe*

*Traditional rear-wheel drive layout
and a near 50:50 weight distribution*

*M3 was available with a 6-speed manual transmission
or 6-speed SMG (sequential manual transmission)*

*fenders, special side
modified front apron*

The E46 M3 Coupe was launched in October 2000 at the Geneva Motor Show. It showcased the high-revving S54B32, 3.2 litre straight six engine developed by BMW M GmbH and capable of revving to 8,000 rpm. Peak power is 325 kW (343 PS; 338 hp), with peak torque of 350 Nm (259 lb ft) at 4,900 rpm. A total of 85,766 cars were built from October 2000 to August 2006 at BMW's Regensburg plant in Germany, making the E46 M3 the most successful M-car to date.

PHASE 1

DISASSEMBLY

STEP 1

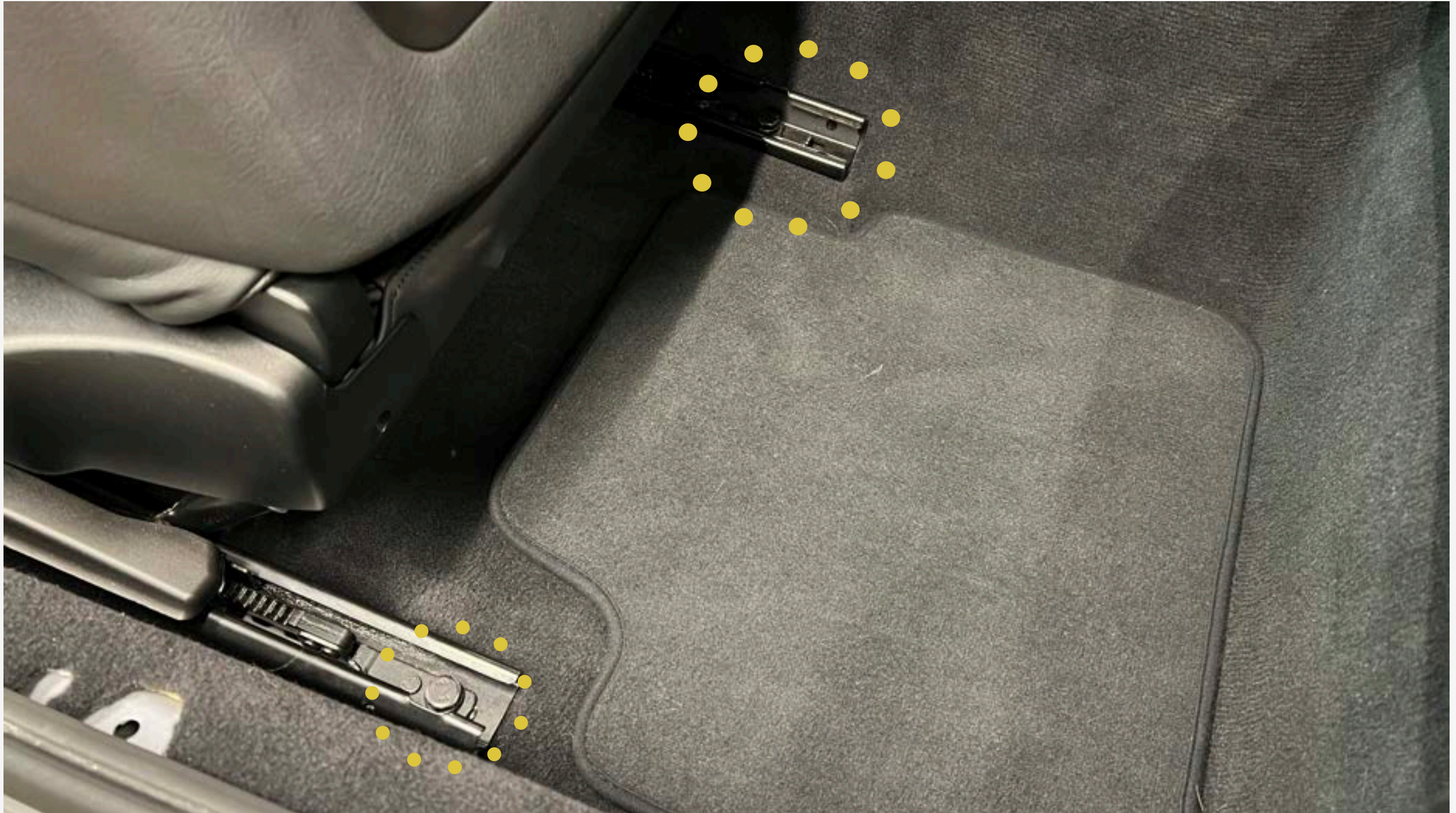
SLIDE THE FRONT SEAT REARWARD TO EXPOSE NUTS SECURING FRONT OF SEAT.
USE A 16MM SOCKET TO REMOVE THE TWO NUTS.



STEP 1 CONTINUED



SLIDE THE FRONT SEAT FORWARD TO EXPOSE THE TWO BOLTS SECURING REAR OF SEAT. USE A 16MM SOCKET TO REMOVE THE TWO BOLTS. RETURN SEAT TO CENTER POSITION, THEN DISCONNECT BATTERY.



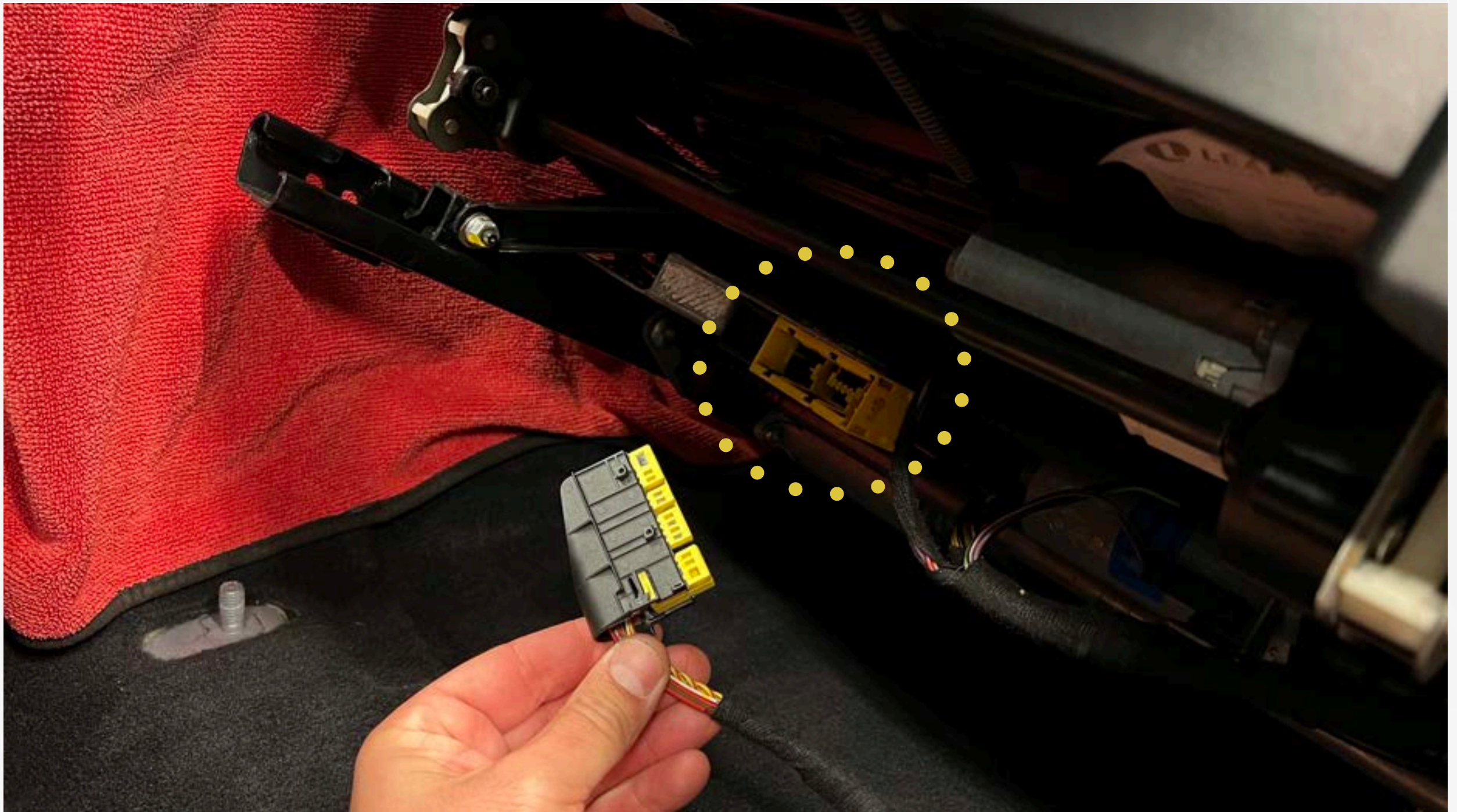


WARNING

**DISCONNECT BATTERY AND WAIT AT LEAST 15
MINUTES BEFORE CONTINUING THIS PROJECT**

STEP 2

AFTER DISCONNECTING BATTERY AND WAITING ~15 MINUTES, DISCONNECT HARNESS UNDER FRONT SEAT.



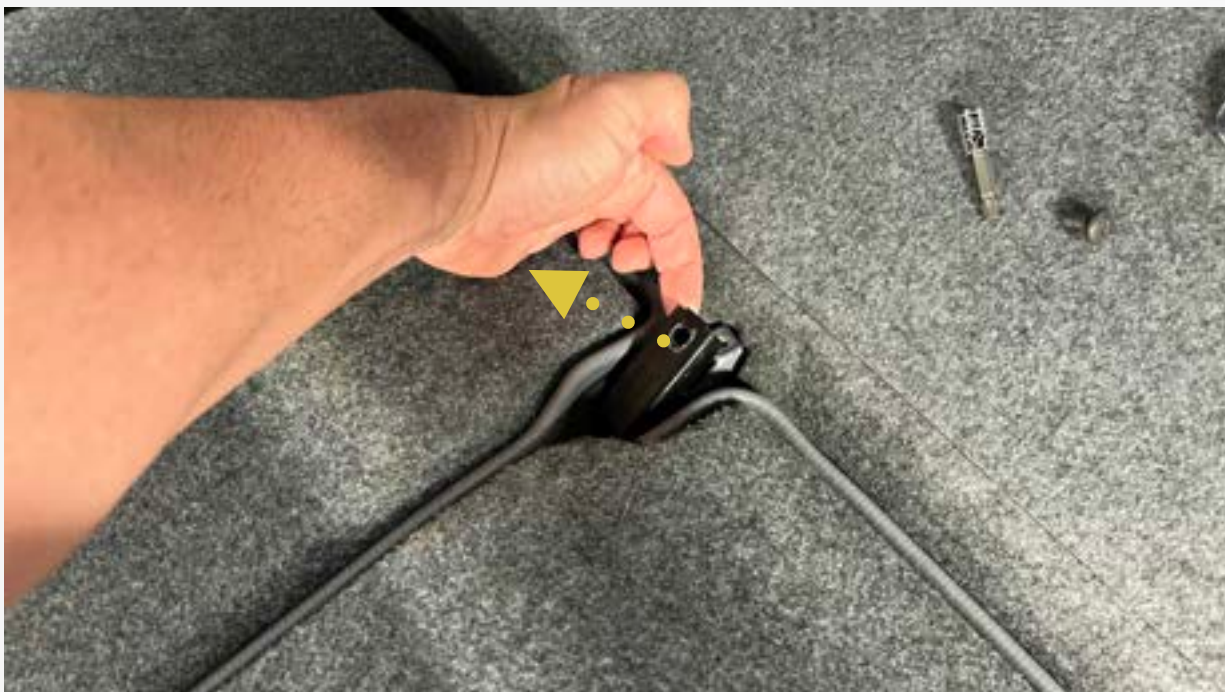
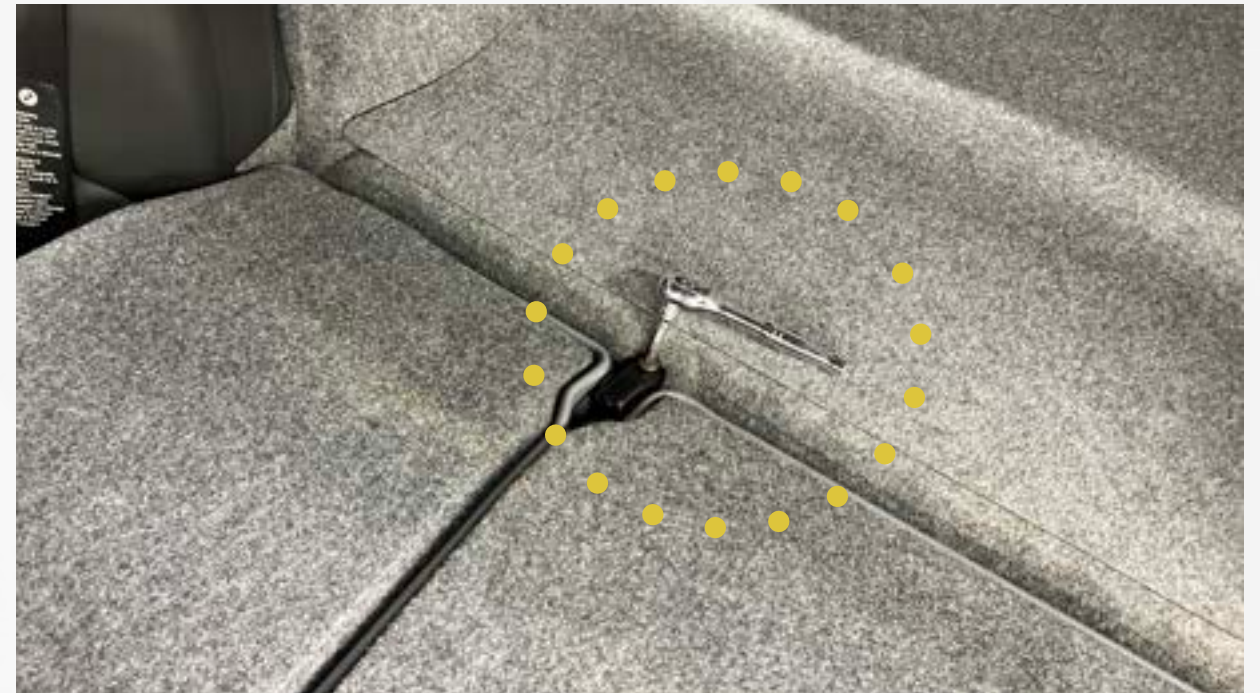
STEP 3

REMOVE THE REAR SEAT BENCH BY PULLING UPWARDS. ONCE LOOSE, PULL THE SEAT UPWARDS AND FORWARD TOWARDS THE FRONT OF THE CAR. FULLY REMOVE THE SEAT FROM THE CAR. ONCE REMOVED, PLACE A BLANKET ON THE REAR BENCH, THIS WILL PREVENT DAMAGE TO THE SEAT BACK IN THE NEXT STEP.



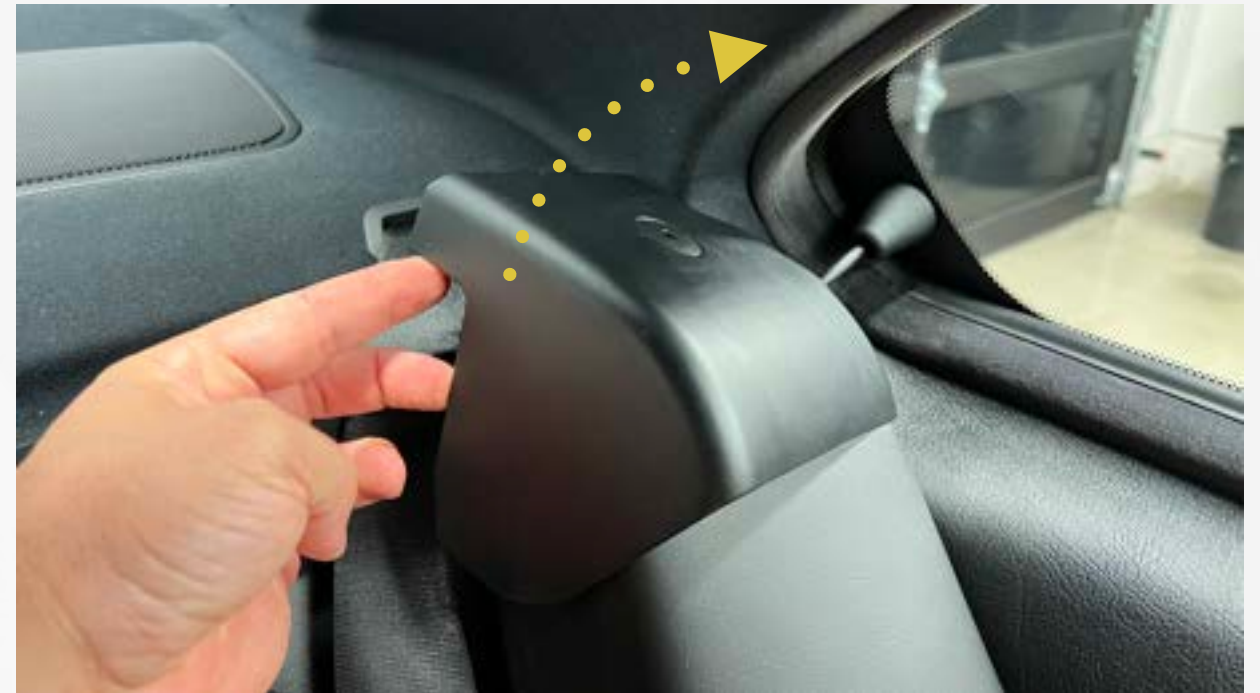
STEP 4

FOLD DOWN SEAT BACKS. USE A T-30 (TORX) TO LOOSEN THE SEAT FRAME LOCKING BOW. ROTATE THE LOCKING BOW FORWARD, EXPOSING THE LARGE HEADED SEAT BOLT (ROTATING POINT). REMOVE THE LOCKING BOW, THEN PULL THE REAR SEATS UPWARDS FROM THE MIDDLE. REMOVE REAR SEAT BACKS



STEP 5

USE A SMALL TOOL TO DEPRESS THE PIN IN THE REAR WINDOW VENT COVER TRIM. PULL FORWARDS TOWARDS THE FRONT OF THE CAR, THEN PULL THE TRIM INWARDS TOWARDS THE CENTER OF THE CAR. THIS WILL CAUSE THE COVER TRIM TO SEPARATE FROM THE SMALLER TRIM THAT SURROUNDS THE WINDOW MOTOR ARM.



STEP 6

PULL SHARPLY TOWARDS THE FRONT OF THE CAR. THIS REQUIRES A LARGE AMOUNT OF FORCE AND THE BOLSTER CLIP MAY BREAK. ONCE THE BOLSTER CLIP POPS, STOP PULLING FORWARDS TOWARDS THE FRONT OF THE CAR. IF YOU CONTINUE TO PULL FORWARDS, YOU WILL BREAK THE HOOK ON THE BOTTOM OF THE BOLSTER. THE HOOK IS ACTUALLY PART OF THE BOLSTER AND CANNOT BE REPLACED.



STEP 6 CONTINUED

NOW THAT THE TOP OF THE BOLSTER IS LOOSE, PULL STRAIGHT UP TOWARDS THE ROOF OF THE CAR. THIS WILL RELEASE THE HOOK FROM THE MOUNTING TAB IN THE CHASSIS. PICTURED BELOW IS THE BOLSTER HOOK AND MOUNT. REMOVE BOLSTER FROM THE CAR.



STEP 7

ONCE THE REAR SEATS ARE OUT, THE REAR DOOR PANELS CAN BE REMOVED.
USE A T-25 (TORX) TO REMOVE THE TWO SCREWS LOCATED UNDERNEATH THE ARMRESTS.



STEP 8

START IN THE TOP BACK CORNER AND POP THE DOOR PANEL CLIPS. WORK YOUR WAY ACROSS THE TOP THERE ARE 4 CLIPS ON THE TOP OF THE DOOR PANEL.



STEP 8 CONTINUED

ONCE THE TOP CLIPS ARE LOOSE, WORK YOUR WAY DOWN THE FRONT SIDE OF THE DOOR PANEL. THERE ARE 3 CLIPS ON THE FRONT EDGE OF THE DOOR PANEL.



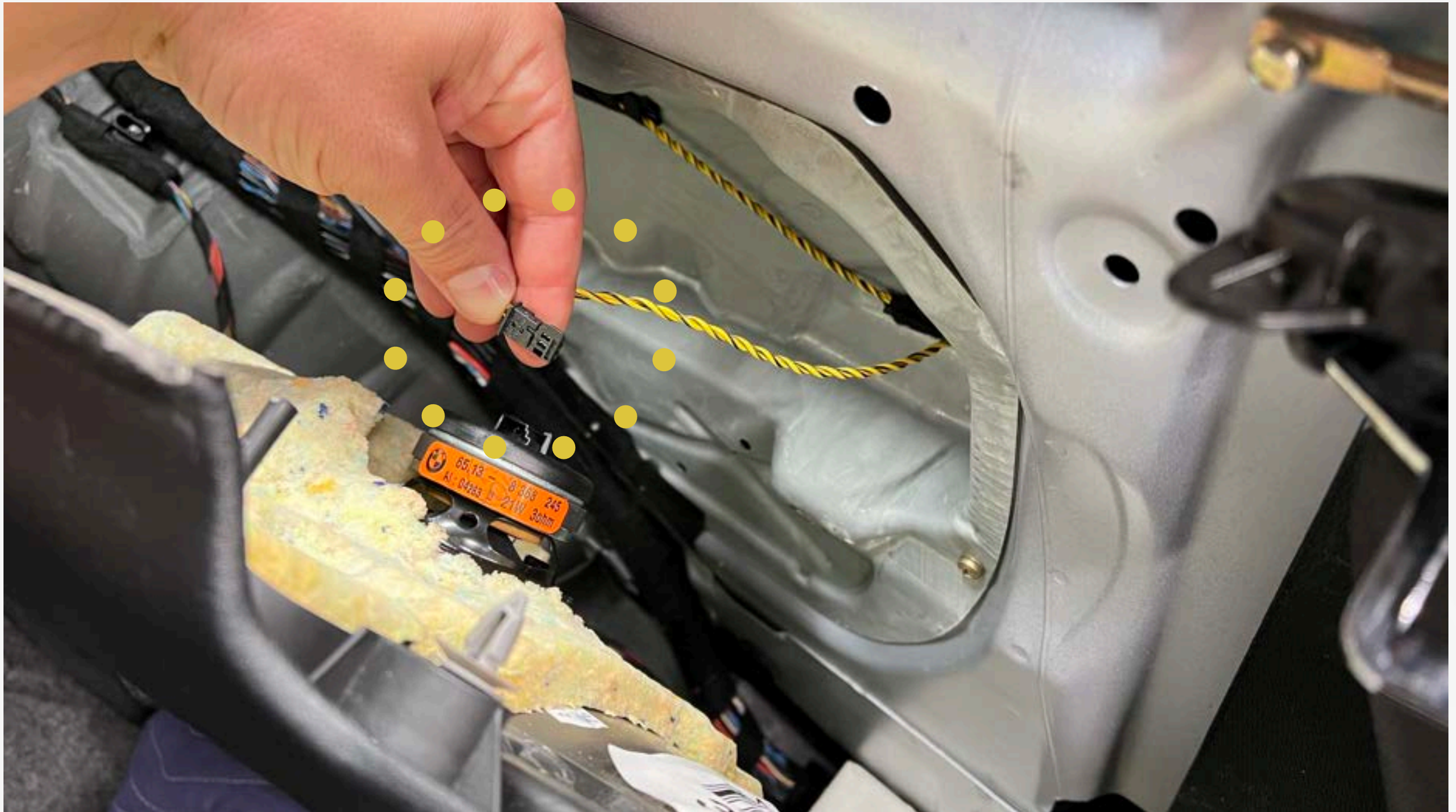
STEP 8 INFO

HERE IS THE BACKSIDE OF THE DOOR PANEL AND CLIP LOCATIONS.



STEP 9

DISCONNECT SPEAKER WIRE AND REMOVE THE DOOR PANEL FROM THE CAR.



STEP 10

NOW WE CAN MOVE ONTO THE FRONT OF THE CAR. YOU WILL NEED TO REMOVE SOME SMALL COVERS SO THAT YOU CAN REMOVE THE SCREWS SECURING THE DOOR PANEL TO THE DOOR.



STEP 10 CONTINUED



GENTLY PRY THE AIRBAG COVER TO EXPOSE SCREW.



STEP 10 CONTINUED



USE YOUR FINGERNAIL TO PUSH HARD ON ONE SIDE OF THE DOOR HANDLE SCREW PLUG. THIS WILL CAUSE ONE SIDE TO POP UP. REMOVE THE SCREW PLUG WITH A SMALL TOOL.



STEP 11

USE A T-25 (TORX) TO REMOVE THE DOOR PANEL SCREWS. THERE A TOTAL OF 5 SCREWS.



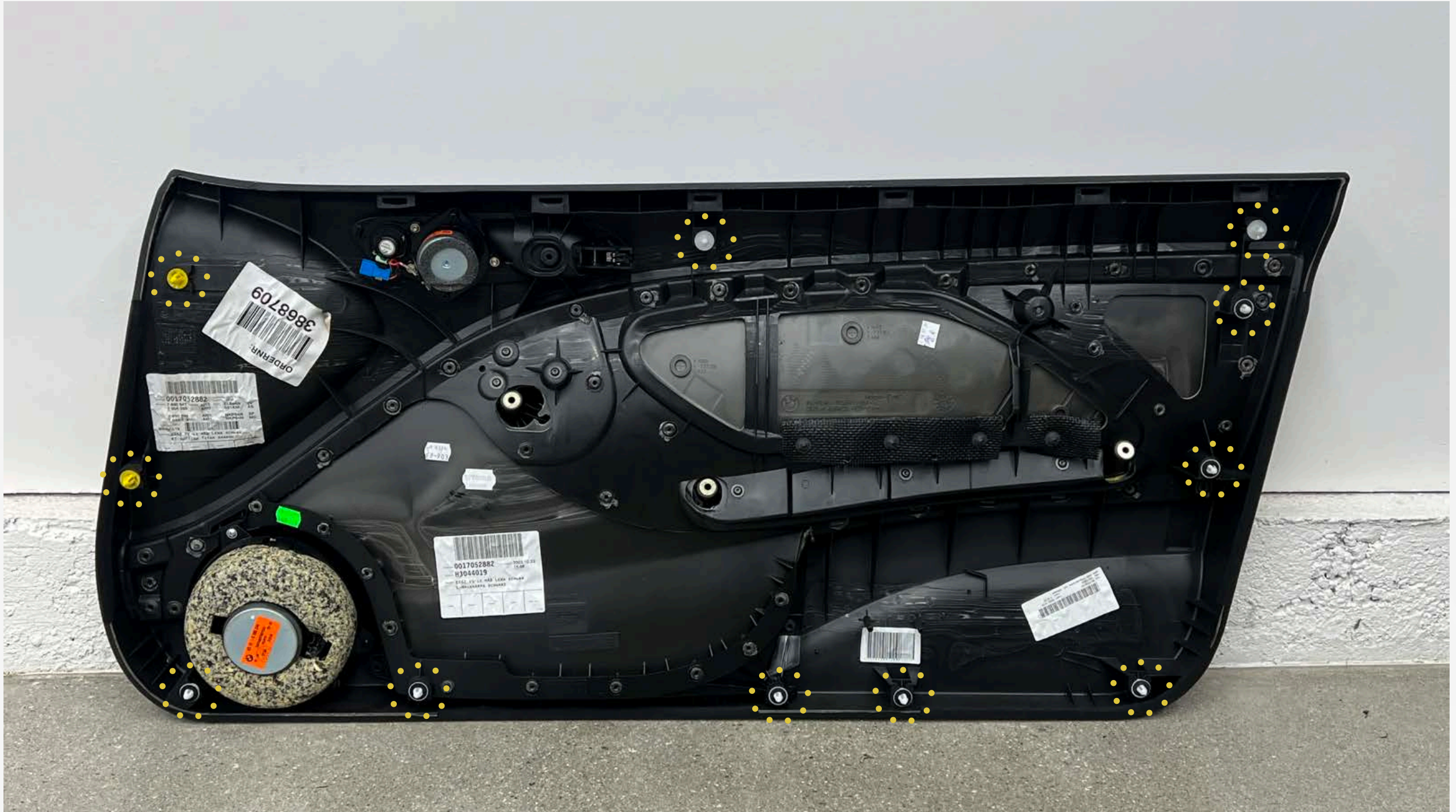
STEP 12

POP THE PLASTIC CLIPS THAT SECURE THE DOOR PANEL TO THE DOOR. THERE ARE A TOTAL OF 11 CLIPS. START IN THE TOP CORNER, THEN WORK YOUR WAY AROUND THE DOOR PANEL.



STEP 12 INFO

HERE IS THE BACKSIDE OF THE DOOR PANEL AND CLIP LOCATIONS.



STEP 13

ONCE THE DOOR PANEL IS LOOSE, HOLD IT UP AND DON'T LET IT FALL. WHILE HOLDING IT UP, DISCONNECT THE DOOR HANDLE CABLE BY PULLING OUTWARDS. DISCONNECT THE TWO DOOR SPEAKERS AS WELL.



STEP 13 CONTINUED

DISCONNECT THE INNER DOOR HANDLE CABLE BY PULLING OUTWARDS.



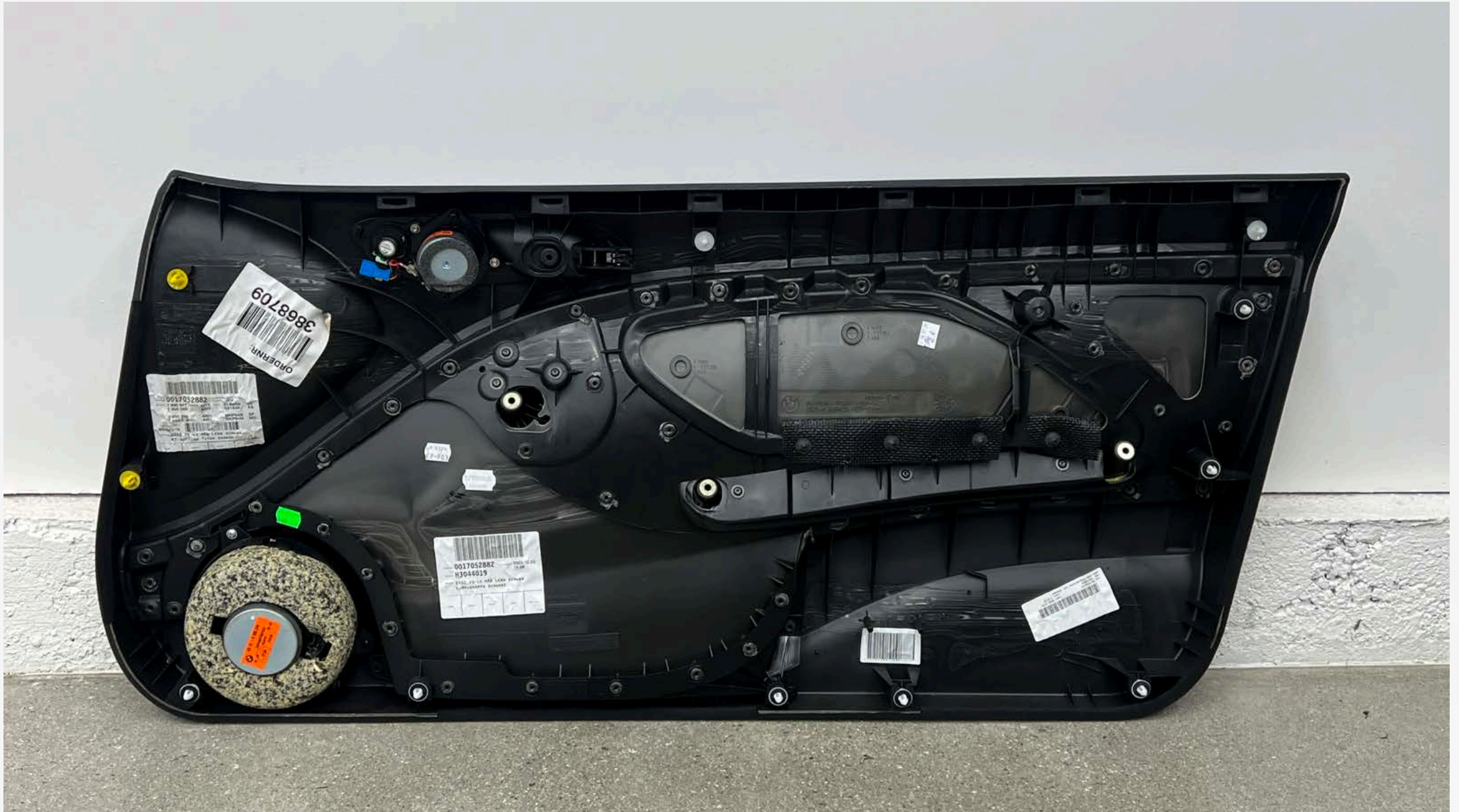
STEP 13 CONTINUED

DISCONNECT THE TWO DOOR SPEAKERS.



STEP 14

REMOVE THE DOOR PANEL FROM THE DOOR.



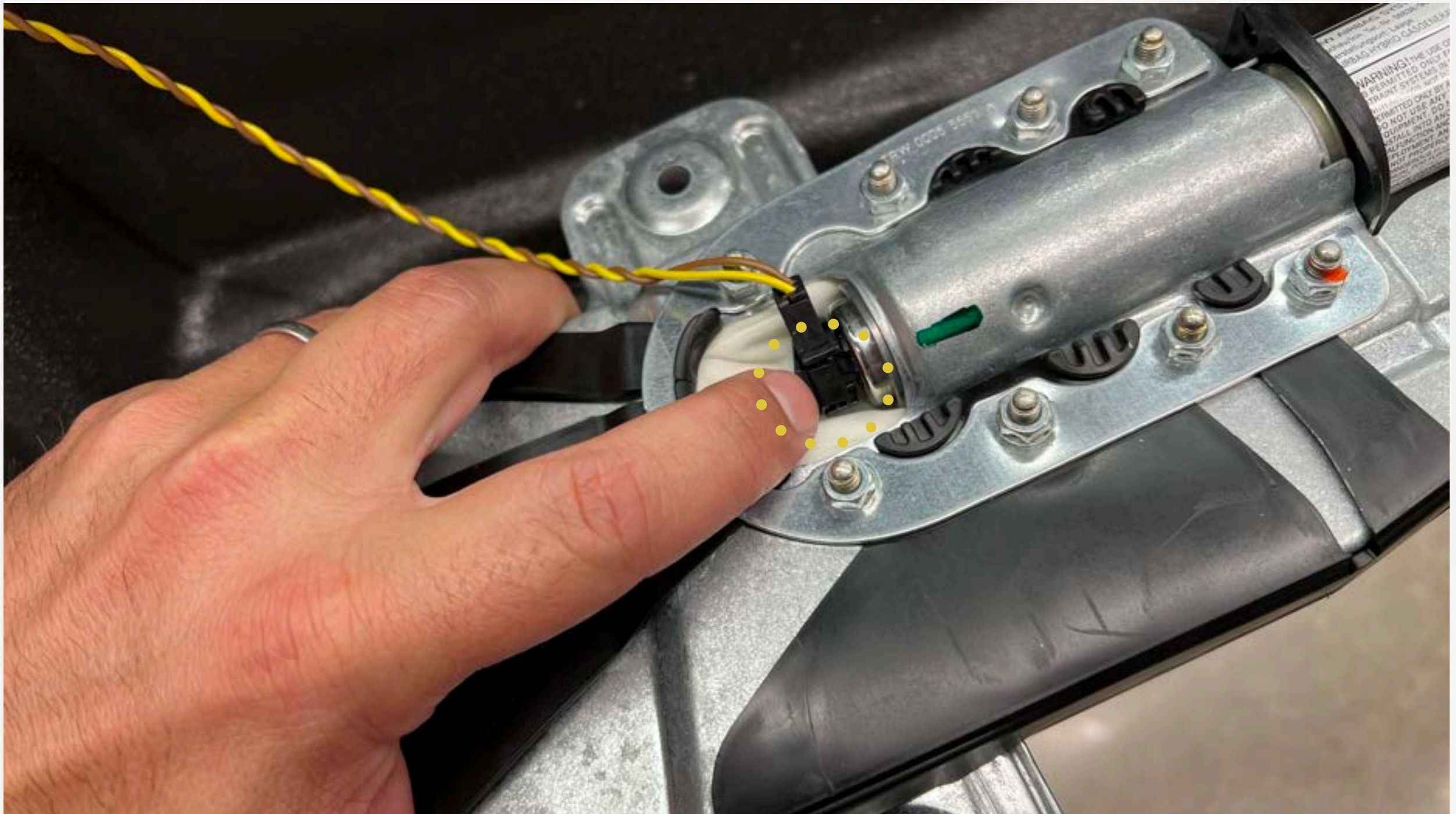
STEP 15

USE A 10MM SOCKET TO REMOVE THE 3 AIRBAG BOLTS.



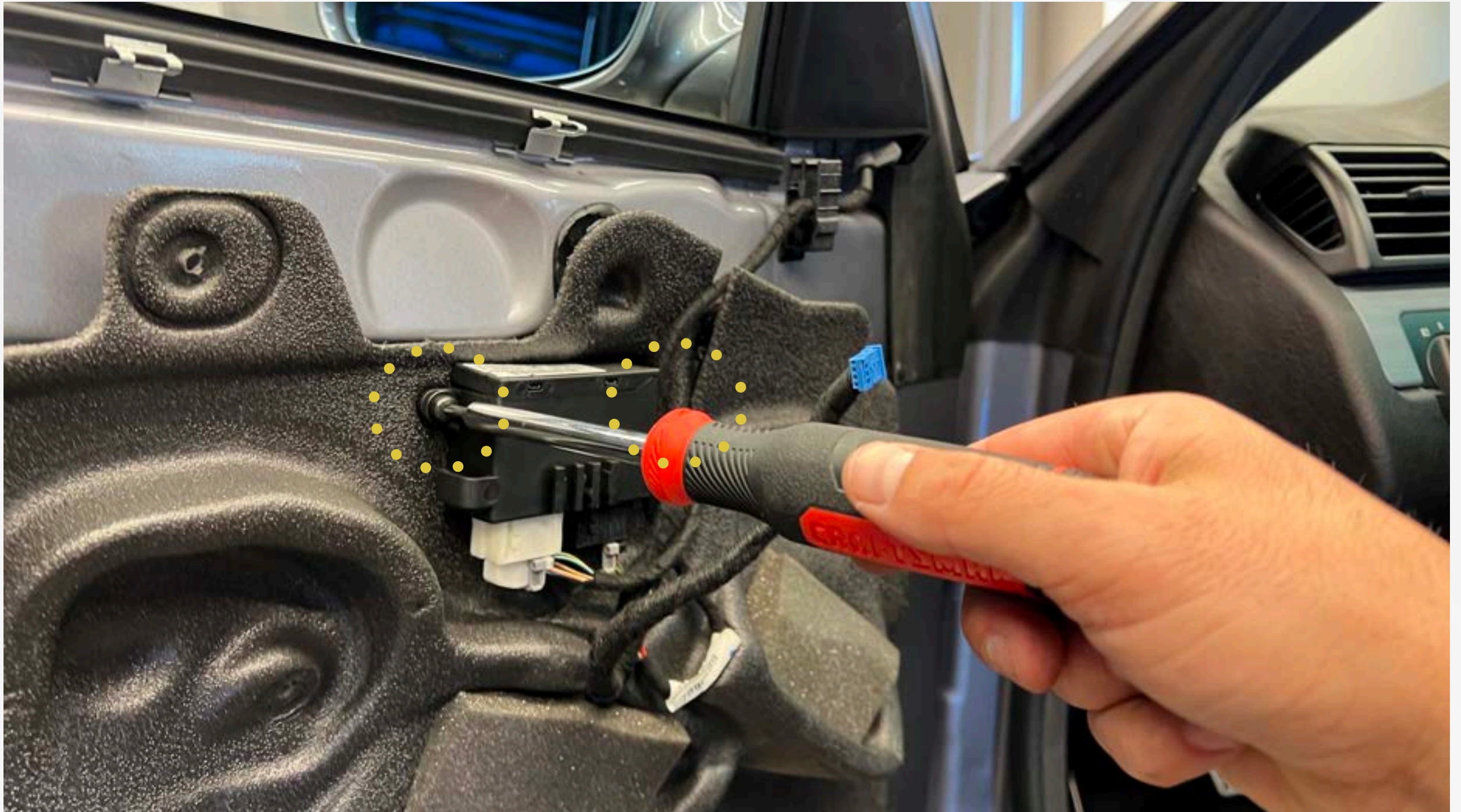
STEP 16

PRY THE EDGE OF THE AIRBAG CONNECTOR TO UNLOCK, THEN REMOVE THE CONNECTOR FROM AIRBAG. YOU WILL NEED TO CODE OUT THE AIRBAGS TO AVOID AIRBAG FAULT LIGHT (NOT IN THIS TUTORIAL).



STEP 17

USE A T-25 (TORX) TO REMOVE THE TWO SCREWS THAT SECURE THE MIRROR / SEAT MEMORY MODULE.



STEP 18

CAREFULLY REMOVE THE DOOR INSULATION (VAPOR BARRIER) FROM THE DOOR.



STEP 19

WITH ALL FOUR DOOR PANELS REMOVED, MOVE ONTO THE CENTER CONSOLE. PULL UP ON THE SHIFT BOOT TO EXPOSE THE FRONT CENTER CONSOLE SCREWS.



STEP 19 CONTINUED

USE A PHILLIPS HEAD SCREWDRIVER TO REMOVE THE TWO SCREWS.



STEP 20

PULL THE E-BRAKE BOOT UP.



STEP 20 CONTINUED



EXPOSE AND CUT THE ZIP TIE SECURING THE BOOT TO THE E-BRAKE HANDLE. REMOVE THE BOOT.



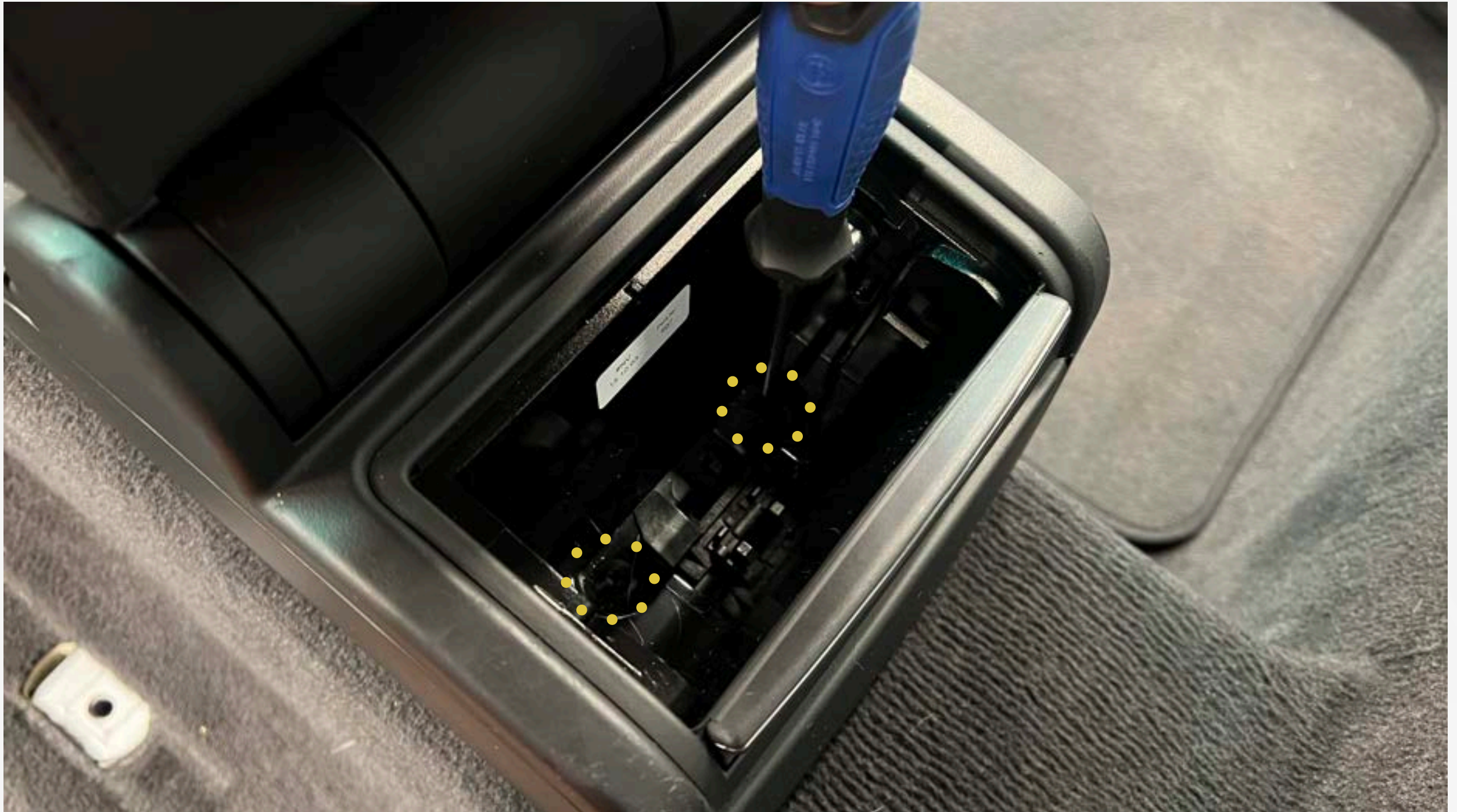
STEP 21

PULL THE ASHTRAY UP AND OUT.



STEP 22

REMOVE THE TWO PHILLIPS HEAD SCREWS THAT HOLD IN THE REAR STORAGE COMPARTMENT.



STEP 22 CONTINUED



PULL UPWARDS TO REMOVE THE REAR STORAGE COMPARTMENT.



STEP 23

USE A PHILLIPS HEAD SCREWDRIVER TO REMOVE THE TWO SCREWS HOLDING IN THE REAR OF THE CONSOLE.



STEP 24

PRY THE UPPER CENTER CONSOLE PIECE (ARMREST TRIM) OUTWARDS. DO THE SAME ON THE OPPOSITE SIDE.



STEP 24 CONTINUED

ROTATE TRIM OUTWARDS AND UPWARDS TO REMOVE IT.



STEP 25

PUT ARMREST IN UPRIGHT POSITION.



STEP 25 CONTINUED

ROTATE CENTER CONSOLE UPWARDS FROM THE REAR, THEN LIFT OVER ARMREST AND E-BRAKE.



STEP 26

DISCONNECT HAZARD / CENTRAL LOCKING SWITCH PLUG.



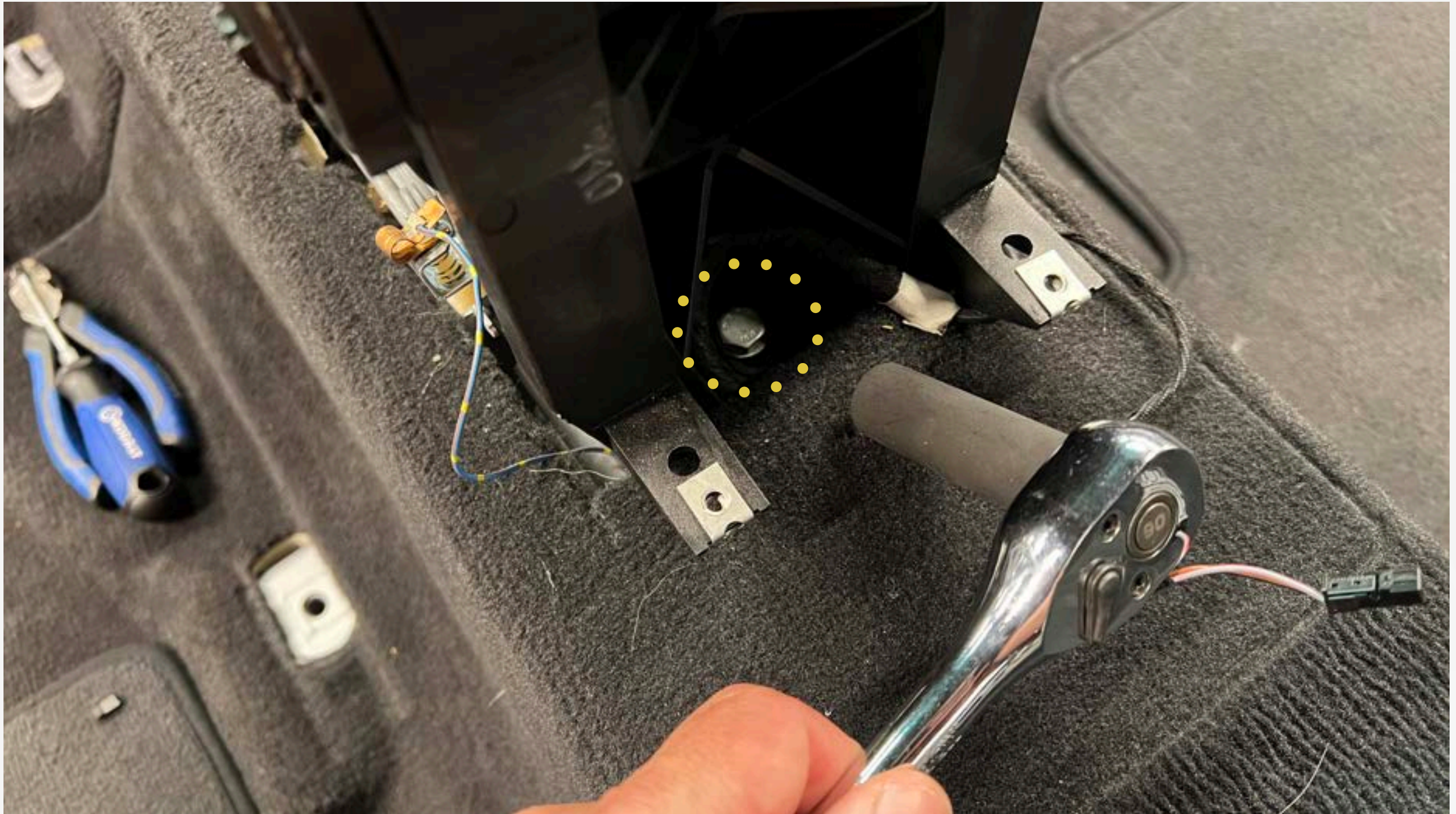
STEP 26 CONTINUED

PINCH METAL TABS, THEN PUSH HAZARD SWITCH UPWARDS AWAY FROM CONSOLE.



STEP 27

USE A 13MM SOCKET TO REMOVE THE 3 BOLTS THAT SECURE THE ARMREST. DO NOT LOSE METAL SLEEVES THAT ARE PAIRED WITH EACH BOLT. THE FIRST BOLT IS IN THE REAR OF THE ARMREST MOUNT.



STEP 27 CONTINUED

REMOVE THE TWO REMAINING BOLTS ON THE FRONT OF THE ARMREST MOUNT.



STEP 27 INFO

HERE ARE THE SLEEVES. DO NOT LOSE THEM AS YOU WILL NEED THEM LATER.



STEP 28

REMOVE SCREWS AND PLASTIC FASTENERS THAT SECURE THE FOOT WELL TRIM.
THERE ARE A TOTAL OF 5 FASTENERS.



STEP 28 CONTINUED

PULL FRONT OF TRIM DOWNWARDS, EXPOSING THE PLUGS.



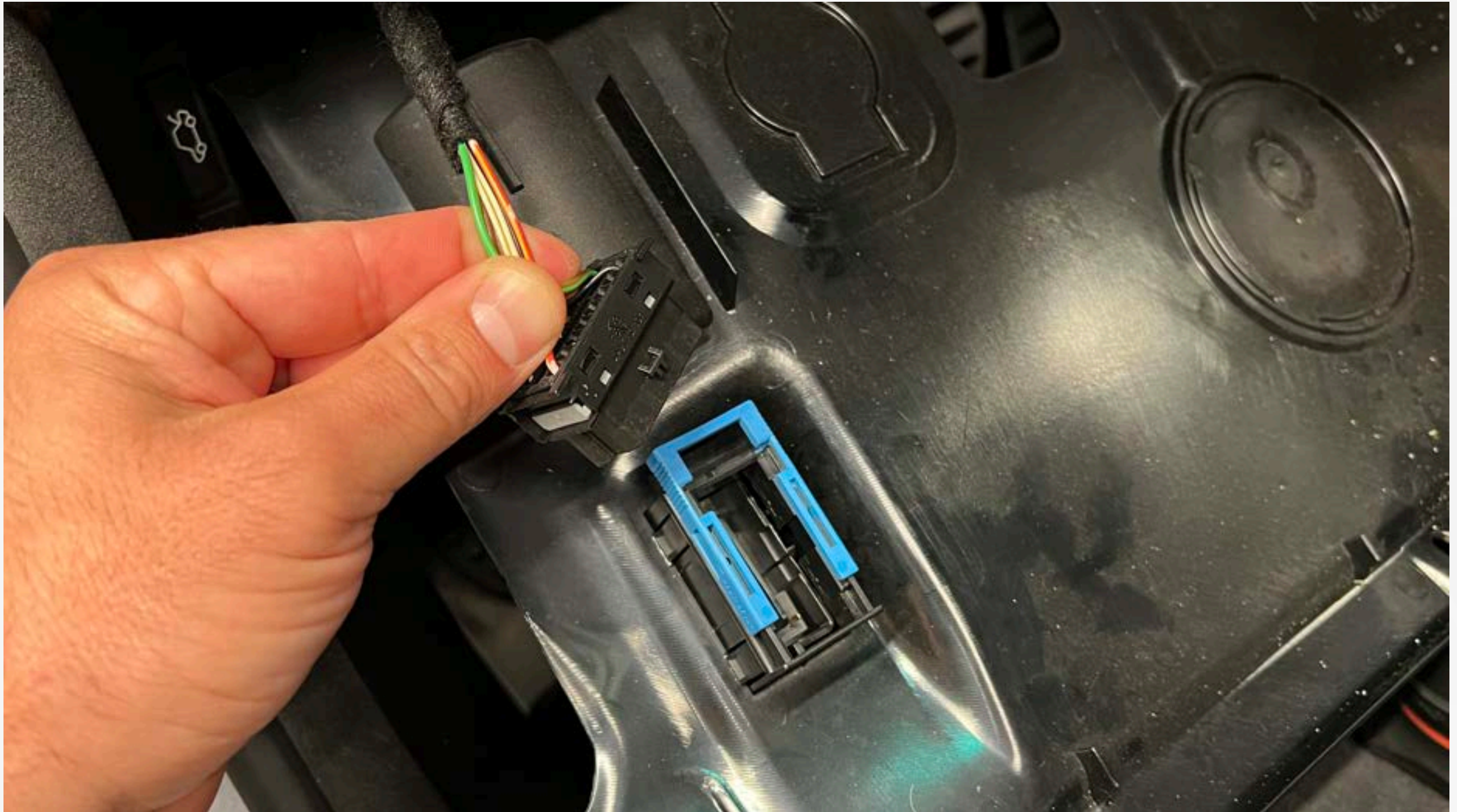
STEP 29

SLIDE THE OBD PORT'S BLUE LOCKING COLLAR UPWARDS.



STEP 29 CONTINUED

REMOVE OBD PORT.



STEP 30

UNPLUG FOOTWELL LIGHT.



STEP 31

USE A SMALL 8MM WRENCH TO REMOVE THE BOLT SECURING THE DOOR HARNESS / WIRING PASS THROUGH.



STEP 31 CONTINUED

PULL HARNESS AWAY FROM DOOR FRAME.



STEP 31 CONTINUED

ONCE CLEAR OF THE DOOR FRAME, PULL THE HARNESS TOWARDS THE REAR OF THE CAR.



STEP 32

UNLOCK THE HARNESSES BY PINCHING AND PULLING UPWARDS.



STEP 32 CONTINUED

DISCONNECT THE MALE AND FEMALE HALVES OF THE HARNESS.



STEP 32 CONTINUED

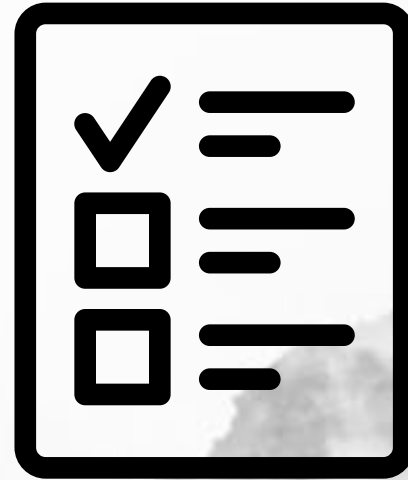
REMOVE RUBBER GROMMET FROM DOOR.



STEP 33

DISASSEMBLY IS COMPLETE. TAKE A BREAK AND ENJOY YOUR HARD WORK.





PHASE 1

COMPLETE

PHASE 2

MODIFICATION

STEP 1

WE WILL START IN THE REAR, JUST AS WE DID IN PHASE 1. PLACE THE DOOR PANEL FACE DOWN.



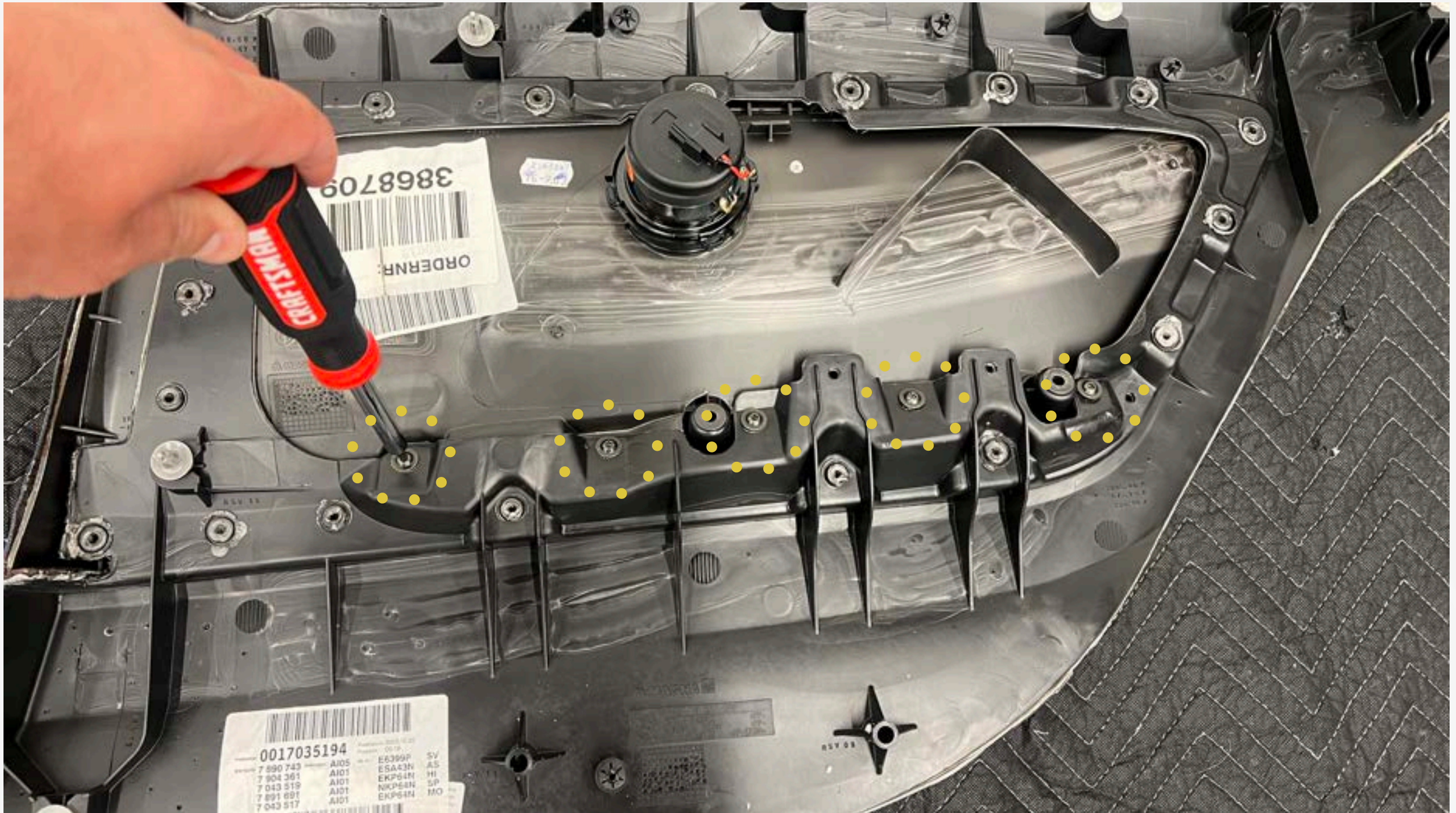
STEP 1 CONTINUED

CAREFULLY PRY THE SOUND INSULATION AROUND THE LOCKING TABS. THE INSULATION TEARS EASILY.



STEP 2

USE A T-25 (TORX) TO REMOVE THE ARMREST SCREWS. THERE ARE A TOTAL OF 5 SCREWS.
PUSH ARMREST OUT TOWARDS THE FRONT OF THE PANEL



STEP 3

WE WILL NEED TO REMOVE THE CENTER PANEL BY DRILLING OUT THE PLASTIC WELDS.
BELOW ARE THE LOCATIONS OF THE PLASTIC WELDS.



STEP 3 CONTINUED

USE A 3/8" (10MM) SIZE DRILL BIT TO DRILL ONLY THE HEADS OF THE PLASTIC WELDS.



STEP 3 CONTINUED

DO NOT DRILL MORE THAN 1/4" (7CM) OR YOU MAY DRILL TOO DEEP, DAMAGING THE FRONT OF THE PANEL.



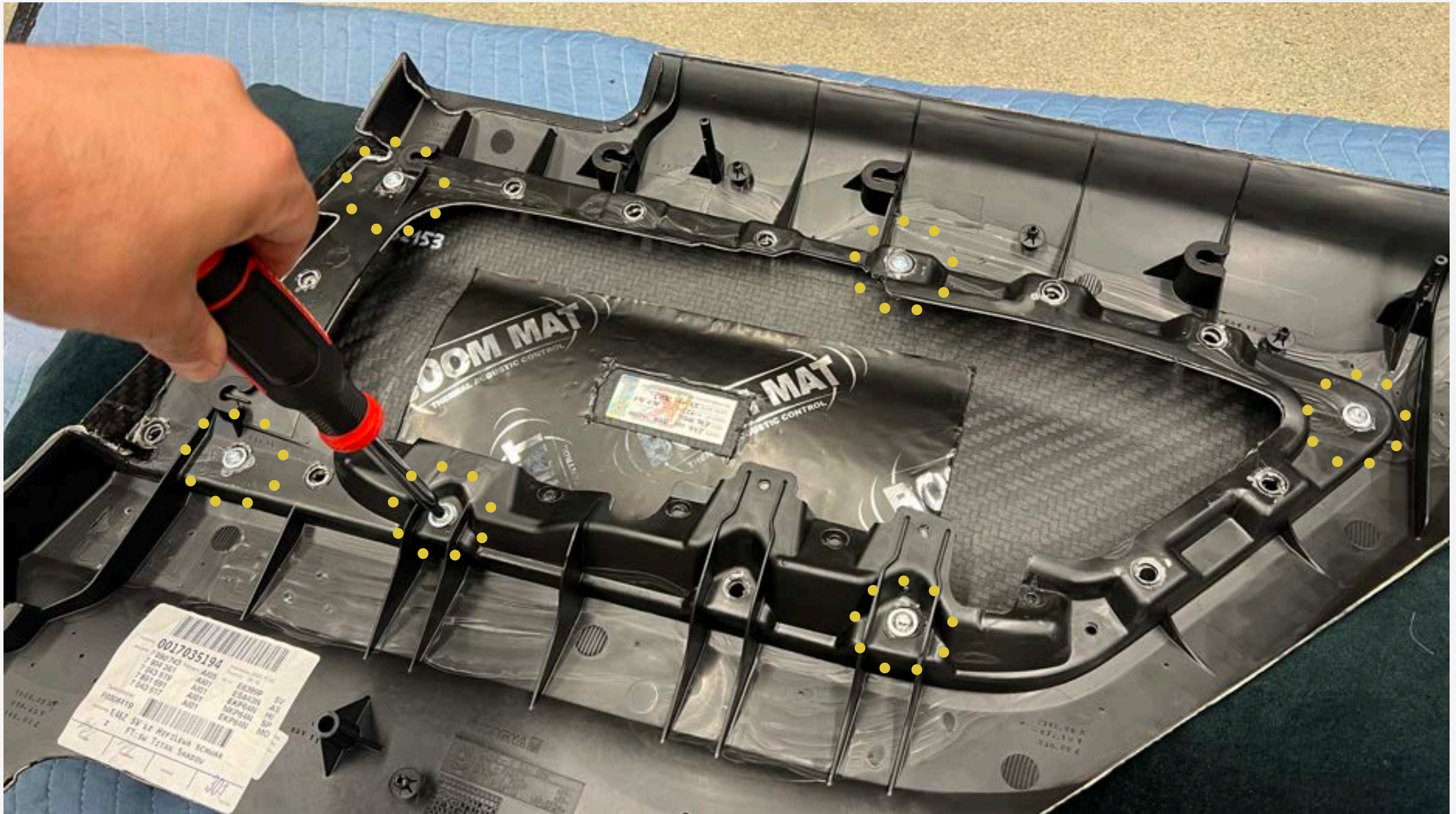
STEP 4

REMOVE THE LEATHER DOOR PANEL INSERT AND CUT EXCESS PLASTIC OFF WITH A RAZOR BLADE.



STEP 5

USE A T-50 (TORX) TO INSTALL NEW CARBON DOOR PANEL INSERT WITH THE SUPPLIED HARDWARE.
DO NOT OVER TIGHTEN.



STEP 5 INFO

A LOW STRENGTH THREAD LOCKER IS HIGHLY RECOMMENDED.



STEP 6

REINSTALL SOUND INSULATION.



STEP 7

NOW WE WILL MOVE ONTO THE FRONT DOOR PANEL.



STEP 7 CONTINUED

LAY THE PANEL DOWN AND USE A 9MM SOCKET TO REMOVE THE AIRBAG PANEL NUTS.
THERE ARE A TOTAL OF 4 NUTS.



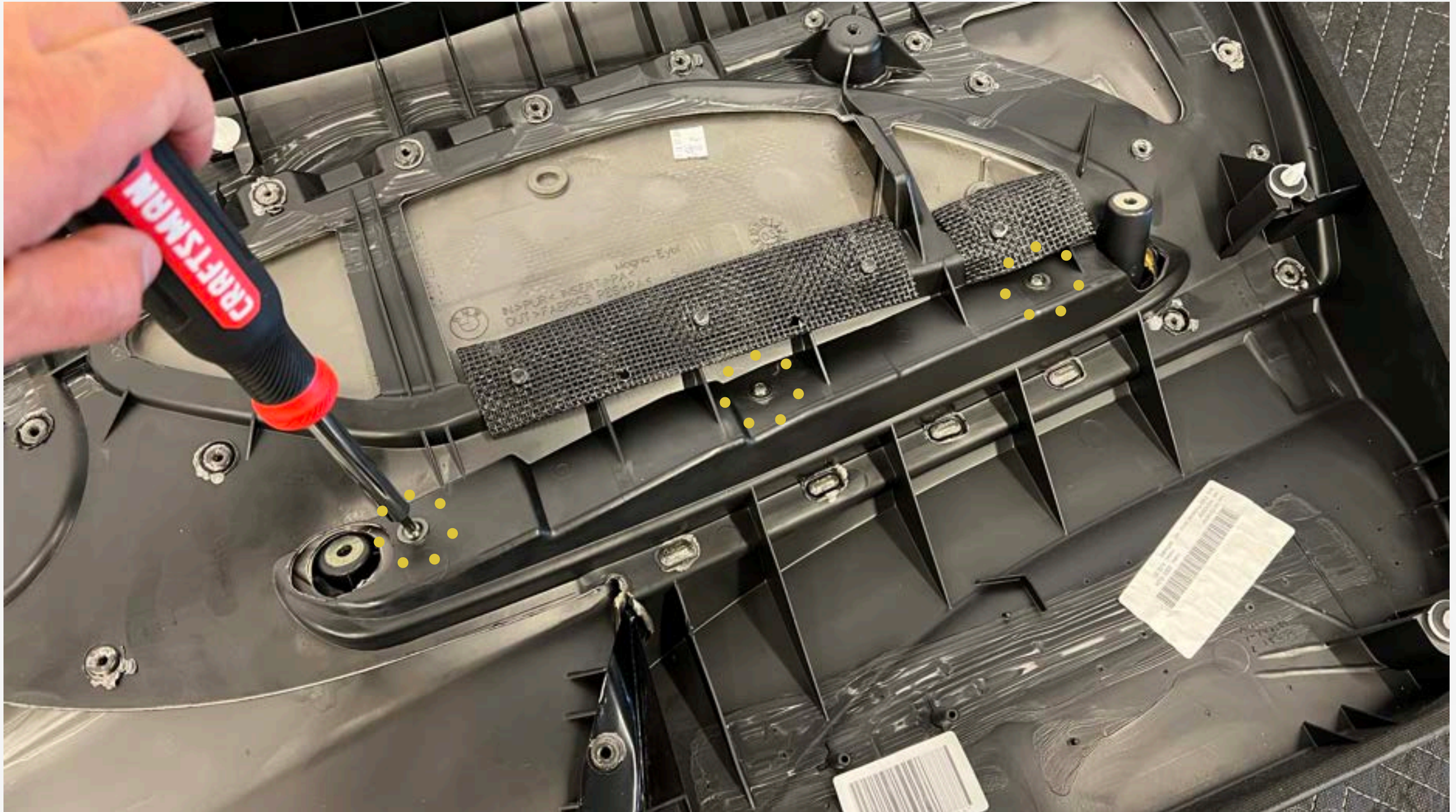
STEP 8

USE A T-25 (TORX) TO REMOVE THE ARMREST SCREWS. THERE ARE A TOTAL OF 6 SCREWS.



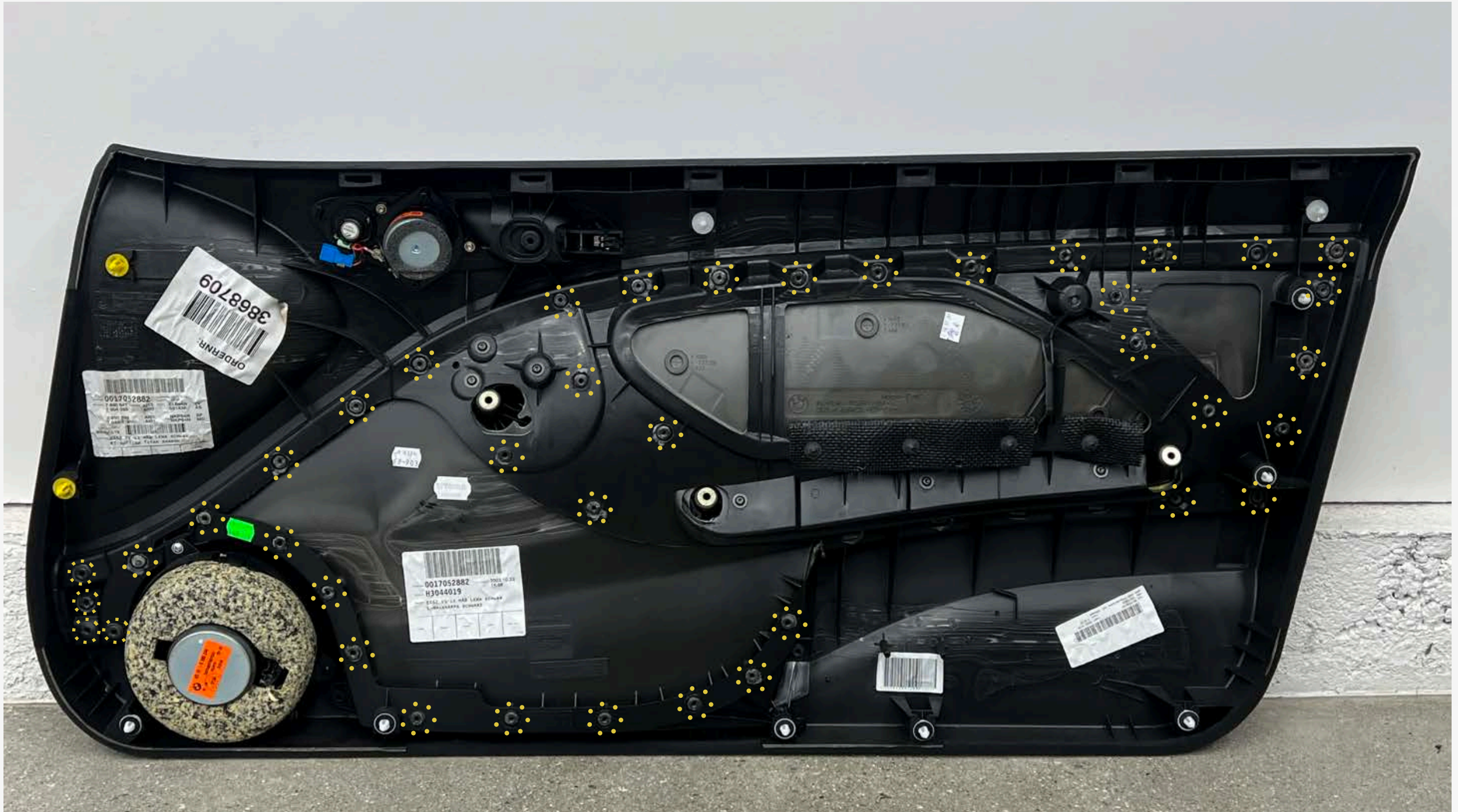
STEP 8 CONTINUED

USE A T-25 (TORX) TO REMOVE THE ARMREST SCREWS. THERE ARE A TOTAL OF 6 SCREWS.



STEP 9

USE A 3/8" (10MM) SIZE DRILL BIT TO DRILL ONLY THE HEADS OF THE PLASTIC WELDS.



STEP 9 CONTINUED

USE A 3/8" (10MM) SIZE DRILL BIT TO DRILL ONLY THE HEADS OF THE PLASTIC WELDS.



STEP 9 CONTINUED

DO NOT DRILL MORE THAN 1/4" (7CM) OR YOU MAY DRILL TOO DEEP, DAMAGING THE FRONT OF THE PANEL.



STEP 9 CONTINUED



REMOVE LEATHER DOOR PANEL INSERT AND CUT EXCESS PLASTIC OFF WITH A RAZOR BLADE.



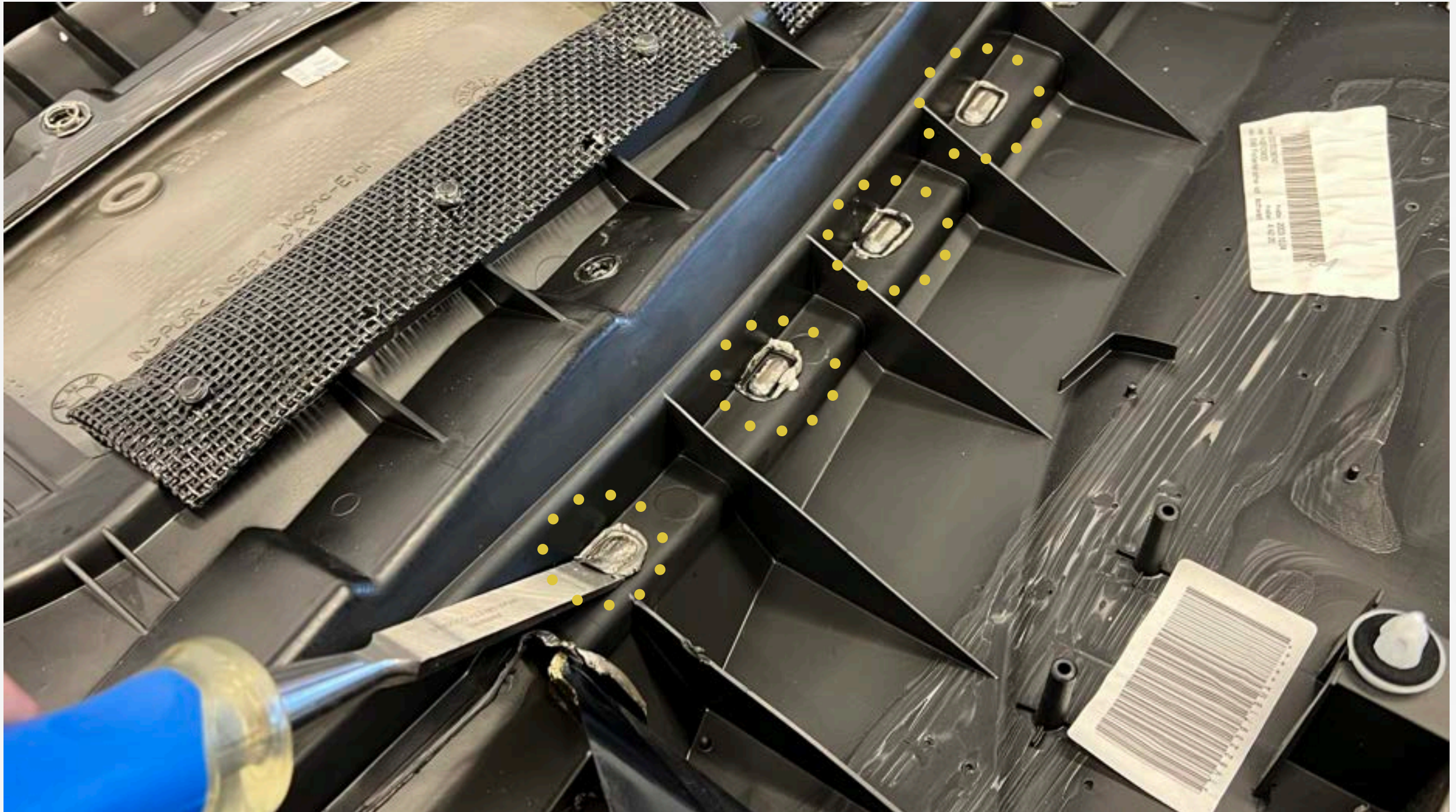
STEP 10

HEAT UP A CHISEL OR SIMILAR SHARP CUTTING TOOL.



STEP 10 CONTINUED

USE THE CHISEL TO CUT OFF THE DOMED SHAPED PLASTIC WELDS. THERE ARE A TOTAL OF 4 PLASTIC WELDS.



STEP 11

NOW THE LEATHER DOOR PANEL INSERT CAN BE REMOVED FROM THE DOOR PANEL.



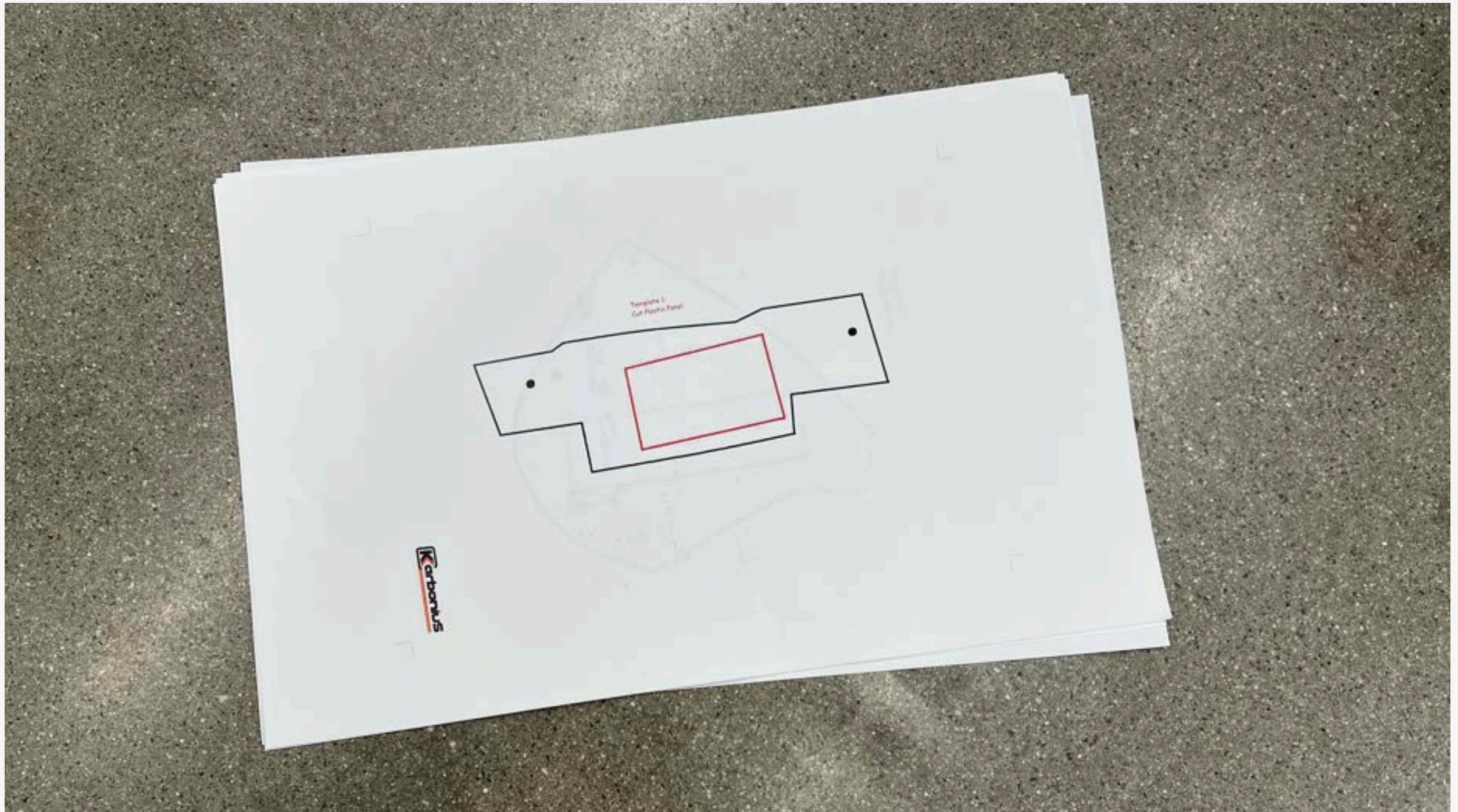
STEP 12

PRINT TEMPLATES AVAILABLE ONLINE AT KARBONIUS.NET

NORTH AMERICA - PRINT DOCUMENT ON AN 11X17 AT 100% SCALE

REST OF WORLD - PRINT DOCUMENT ON A4 LETTER SIZE AT 100% SCALE

******* FAILURE TO FOLLOW ABOVE DIRECTIONS WILL RESULT IN MISPLACED BRACKET HOLES *******



STEP 13

TAPE CORRESPONDING TEMPLATE TO DOOR PANEL.

TEMPLATE 1 AND 2 ARE FOR THE LEFT DOOR PANEL (WHEN SEATED IN THE CAR).

TEMPLATE 3 AND 4 ARE FOR THE RIGHT DOOR PANEL (WHEN SEATED IN THE CAR).



STEP 14

USE A RAZOR BLADE (X-ACTO KNIFE) TO SCORE THE AREA TO BE CUT.



STEP 14 CONTINUED

REMOVE TEMPLATE.



STEP 15

USE A DREMEL TOOL WITH CUT OFF WHEEL (38MM WIDE X 1MM THICK) TO CUT ALONG THE SCORED LINE.



STEP 15 CONTINUED

USE A DREMEL TOOL WITH CUT OFF WHEEL (38MM WIDE X 1MM THICK) TO CUT ALONG THE SCORED LINE.



STEP 16

REPEAT TEMPLATE / CUTTING PROCESS FOR THE REMAINING HOLES.



STEP 16 CONTINUED

REPEAT TEMPLATE / CUTTING PROCESS FOR THE REMAINING HOLES.



STEP 16 CONTINUED

REPEAT TEMPLATE / CUTTING PROCESS FOR THE REMAINING HOLES.



STEP 17

PLACE NEW CARBON INSERT INTO THE DOOR PANEL.



STEP 18

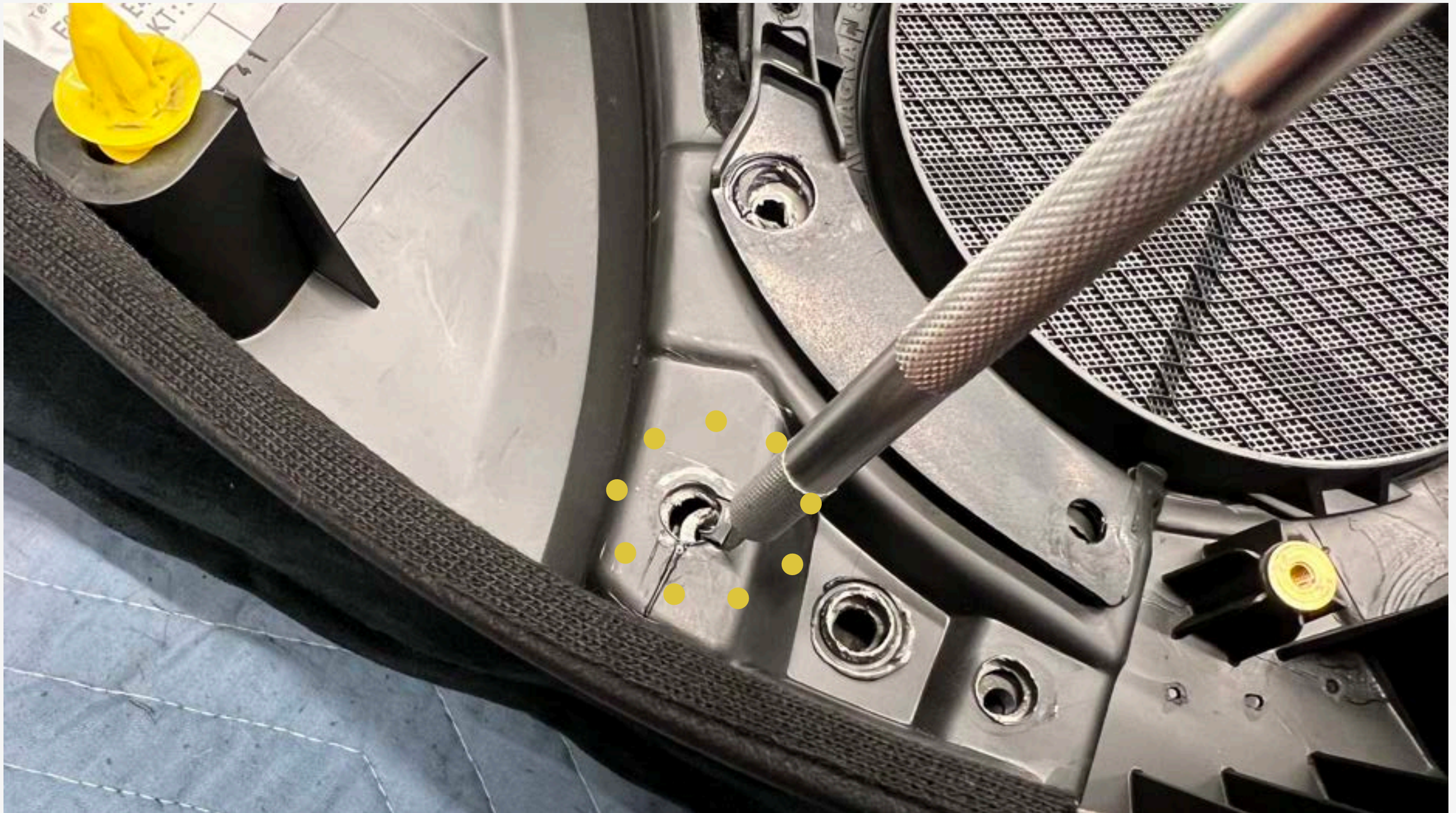
CAREFULLY TURN DOOR PANEL OVER AND CHECK FOR ALIGNMENT OF MOUNTING HOLES. IF MOUNTING HOLES ARE SLIGHTLY MISALIGNED, USE AN X-ACTO KNIFE TO CUT THROUGH PLASTIC.



STEP 18 CONTINUED



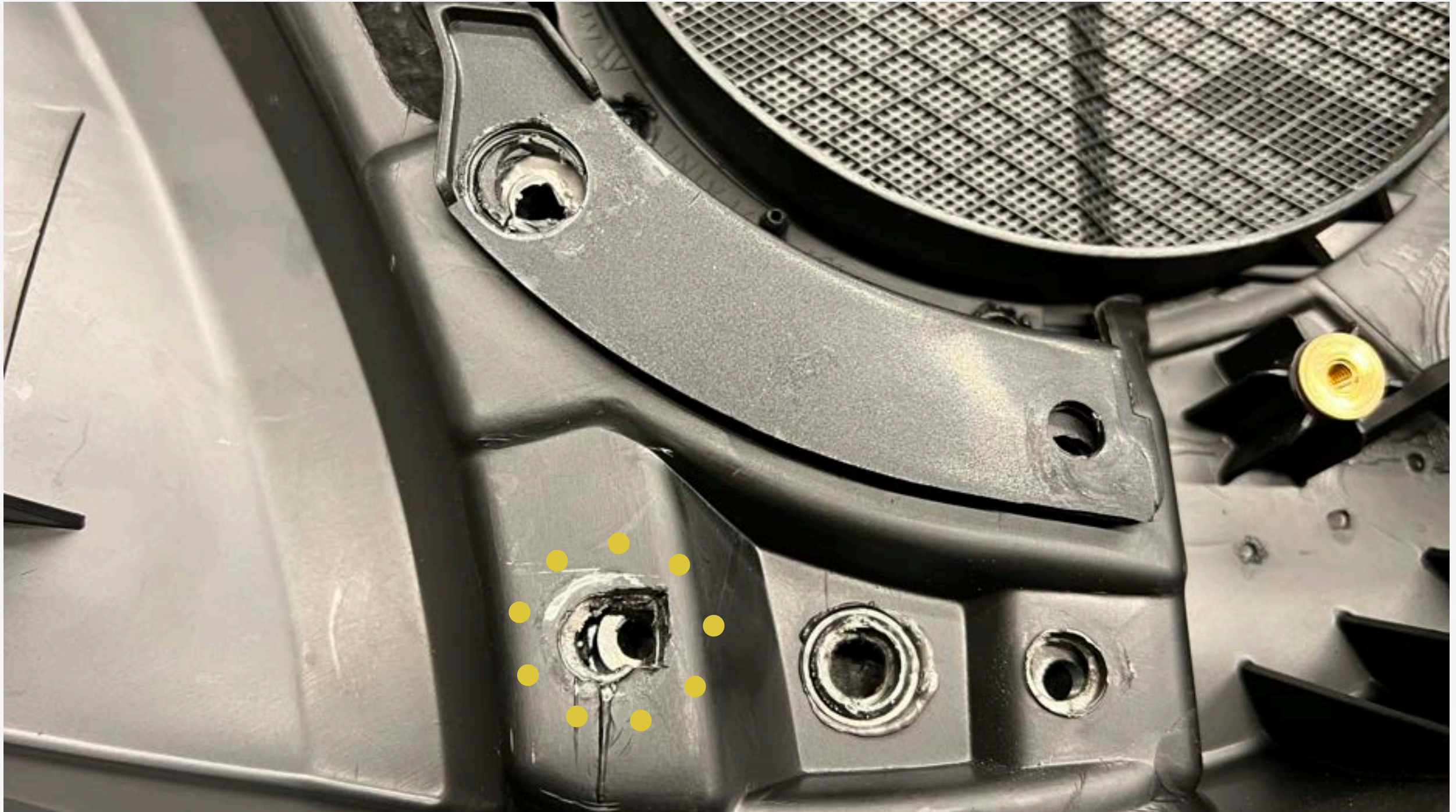
CAREFULLY PUSH X-ACTO KNIFE THROUGH THE PLASTIC TO EXPAND THE FACTORY DOOR PANEL HOLE.



STEP 18 CONTINUED

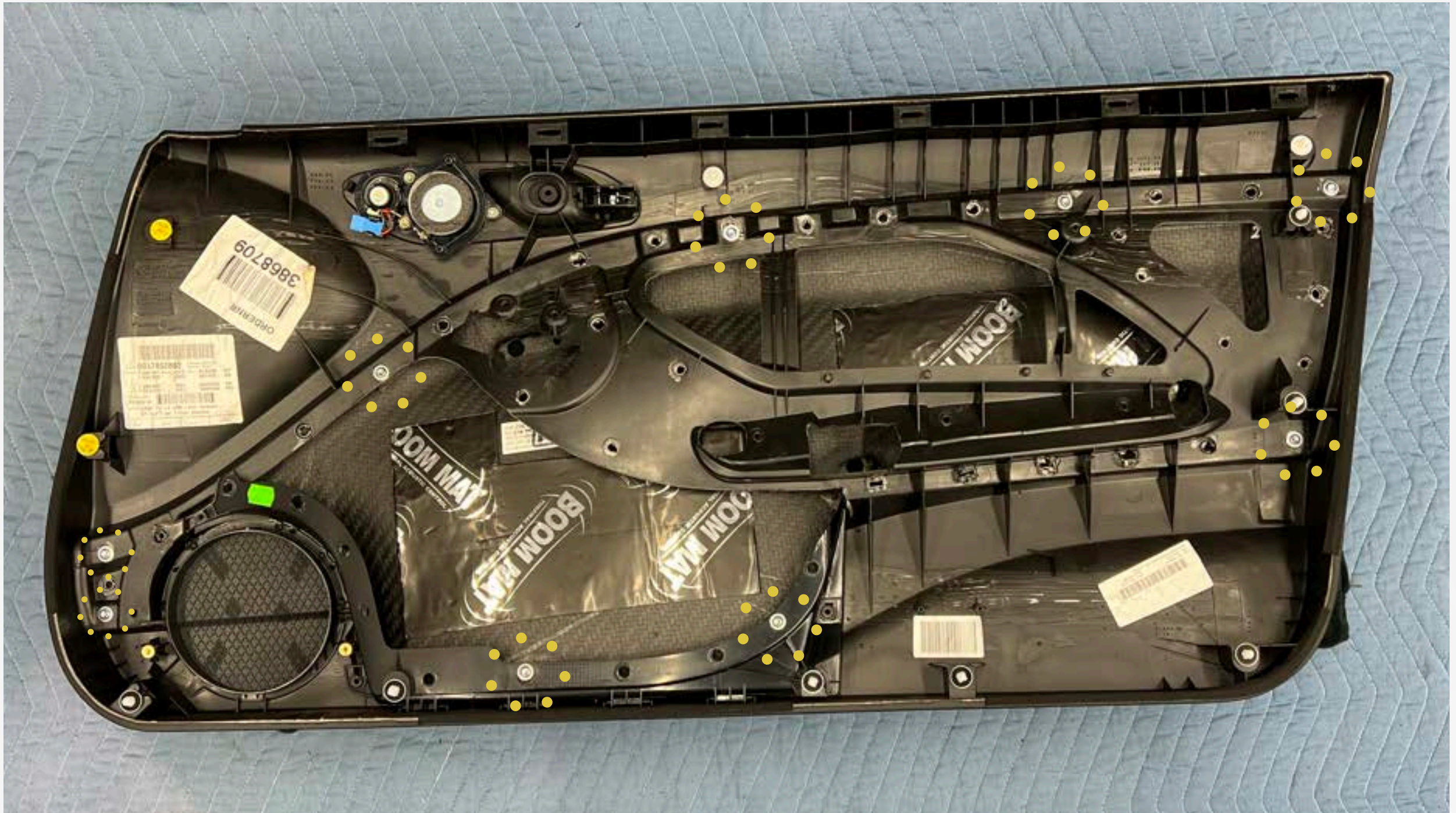


GO SLOW AND ONLY CUT A LITTLE MATERIAL AT A TIME. REPEAT AS NECESSARY.



STEP 19

USE A T-50 (TORX) TO INSTALL NEW CARBON DOOR PANEL INSERT WITH THE SUPPLIED HARDWARE.
DO NOT OVER TIGHTEN.



STEP 19 INFO

A LOW STRENGTH THREAD LOCKER IS HIGHLY RECOMMENDED.



STEP 20

TAPE CORRESPONDING TEMPLATE TO DOOR.

TEMPLATE 5 AND 6 ARE FOR THE LEFT DOOR (WHEN SEATED IN THE CAR).

TEMPLATE 7 AND 8 ARE FOR THE RIGHT DOOR (WHEN SEATED IN THE CAR).



STEP 21

USE A 1/16" (1.5MM) DRILL BIT TO CREATE A STARTER HOLE.



STEP 21 CONTINUED



REMOVE TEMPLATE THEN USE A 13/64" (5MM) DRILL BIT TO DRILL FINAL HOLE SIZE.



STEP 22

ATTACH BRACKET TO DOOR USING AN M5X10MM SOCKET CAP BOLT, M5 WASHER, AND M5 SERRATED NUT.



STEP 23

REPEAT TEMPLATE AND DRILLING PROCESS FOR REMAINING HOLES.



STEP 23 CONTINUED

REPEAT TEMPLATE AND DRILLING PROCESS FOR REMAINING HOLES.



STEP 23 CONTINUED

REPEAT TEMPLATE AND DRILLING PROCESS FOR REMAINING HOLES.



STEP 23 CONTINUED

REPEAT TEMPLATE AND DRILLING PROCESS FOR REMAINING HOLES.



STEP 24

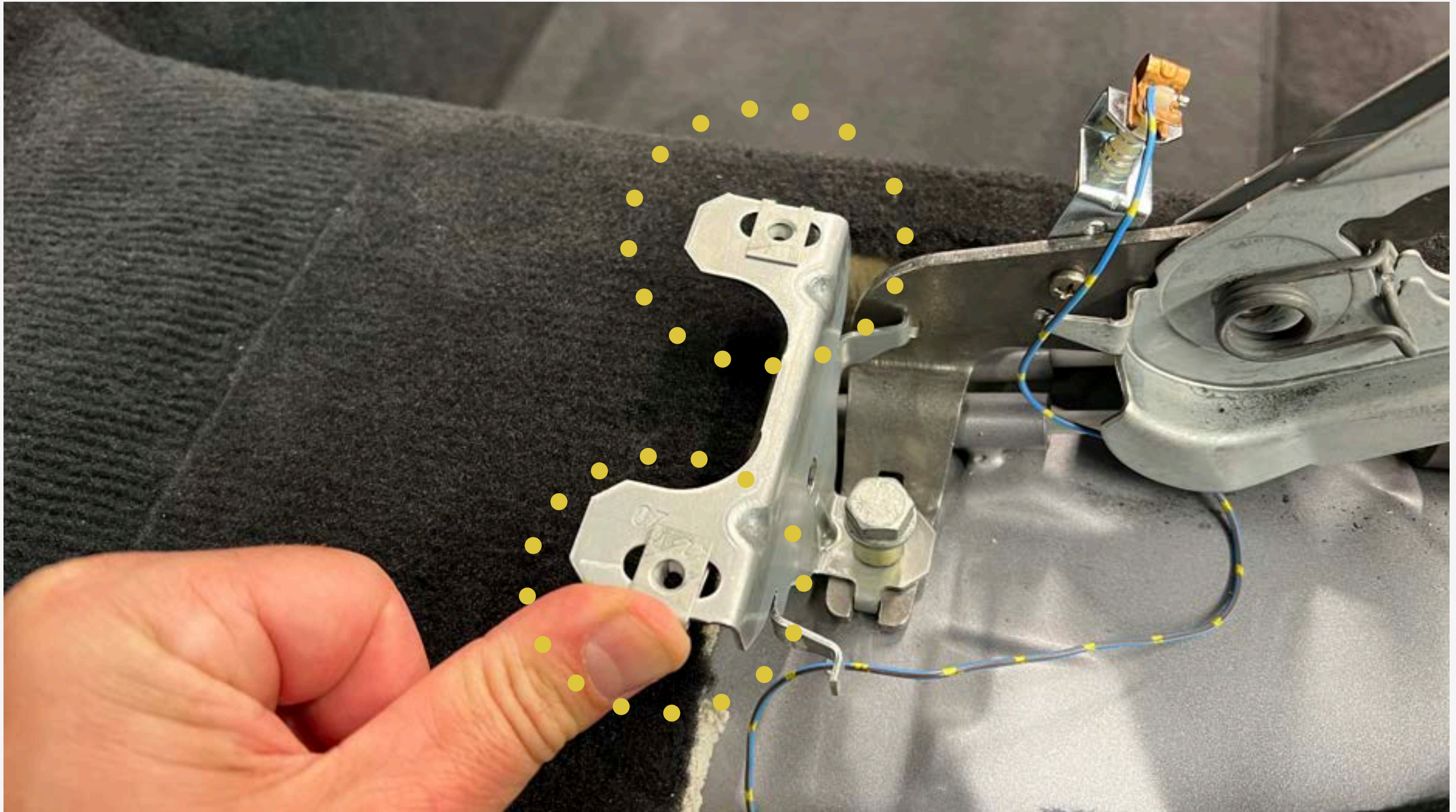
PLACE EURO/CSL CENTER CONSOLE BRACKET ON TOP OF E-BRAKE.



STEP 24 CONTINUED



INSTALL BODY NUTS ONTO NEW BRACKET. BODY NUTS CAN BE REUSED FROM FACTORY ARMREST.



STEP 24 CONTINUED

SECURE BRACKET WITH 13MM BOLT. REMEMBER TO REINSTALL THE SLEEVE.



STEP 25

PUT E-BRAKE INTO OFF (DOWN) POSITION, THEN REINSTALL THE 13MM BOLT WITH SLEEVE.



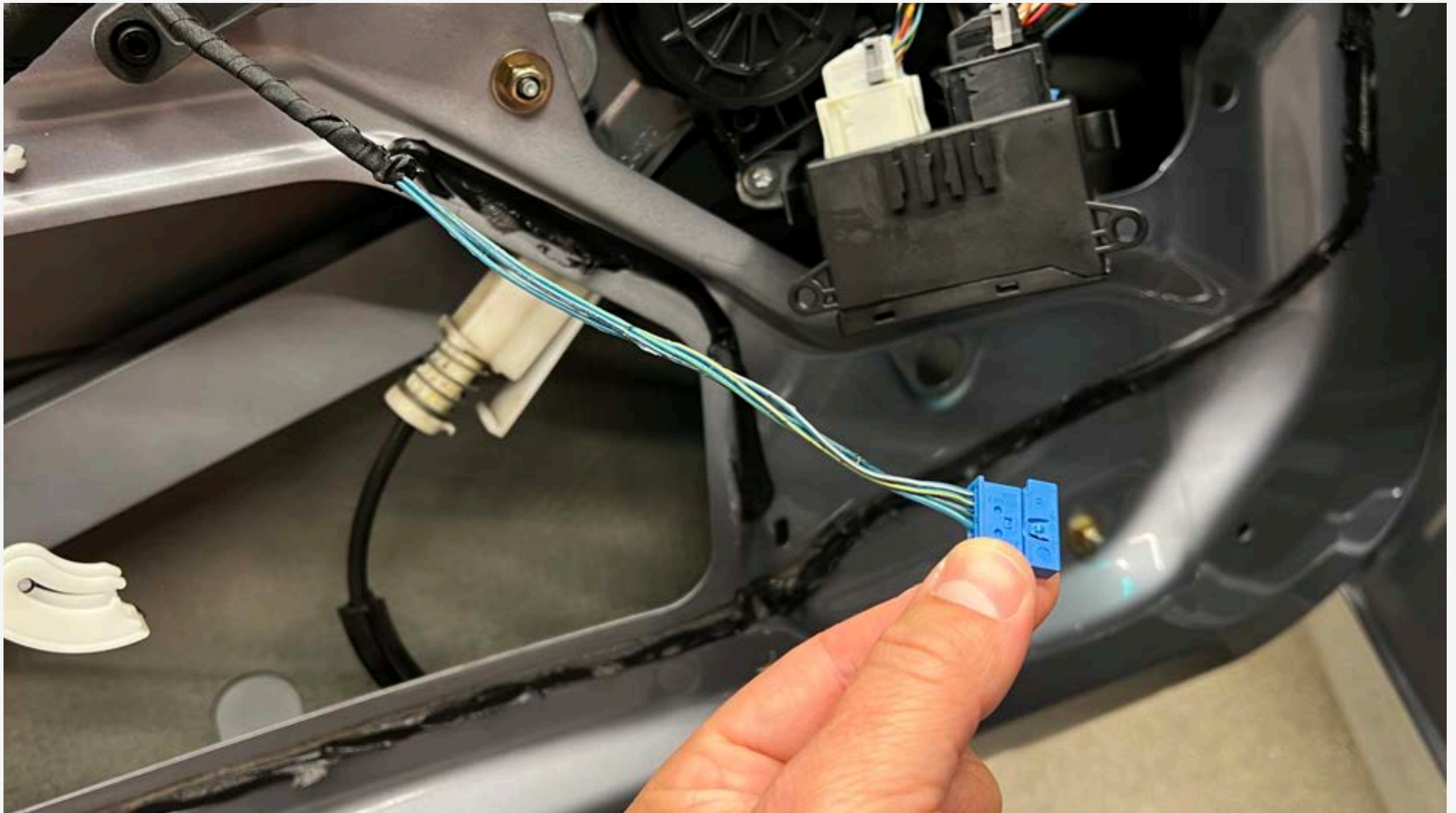
STEP 25 CONTINUED

REINSTALL THE FINAL 13MM BOLT SO THAT THERE IS NOT A HOLE IN YOUR TRANSMISSION TUNNEL.



STEP 26

THERE ARE MANY DIFFERENT METHODS TO EXTENDING THE MIRROR SWITCH WIRING/ PLUG. IN THIS DIY I WILL BE SHOWING YOU THE MOST COMMON CUT/EXTEND METHOD. FIRST REMOVE ANY TAPE ON FACTORY WIRES.



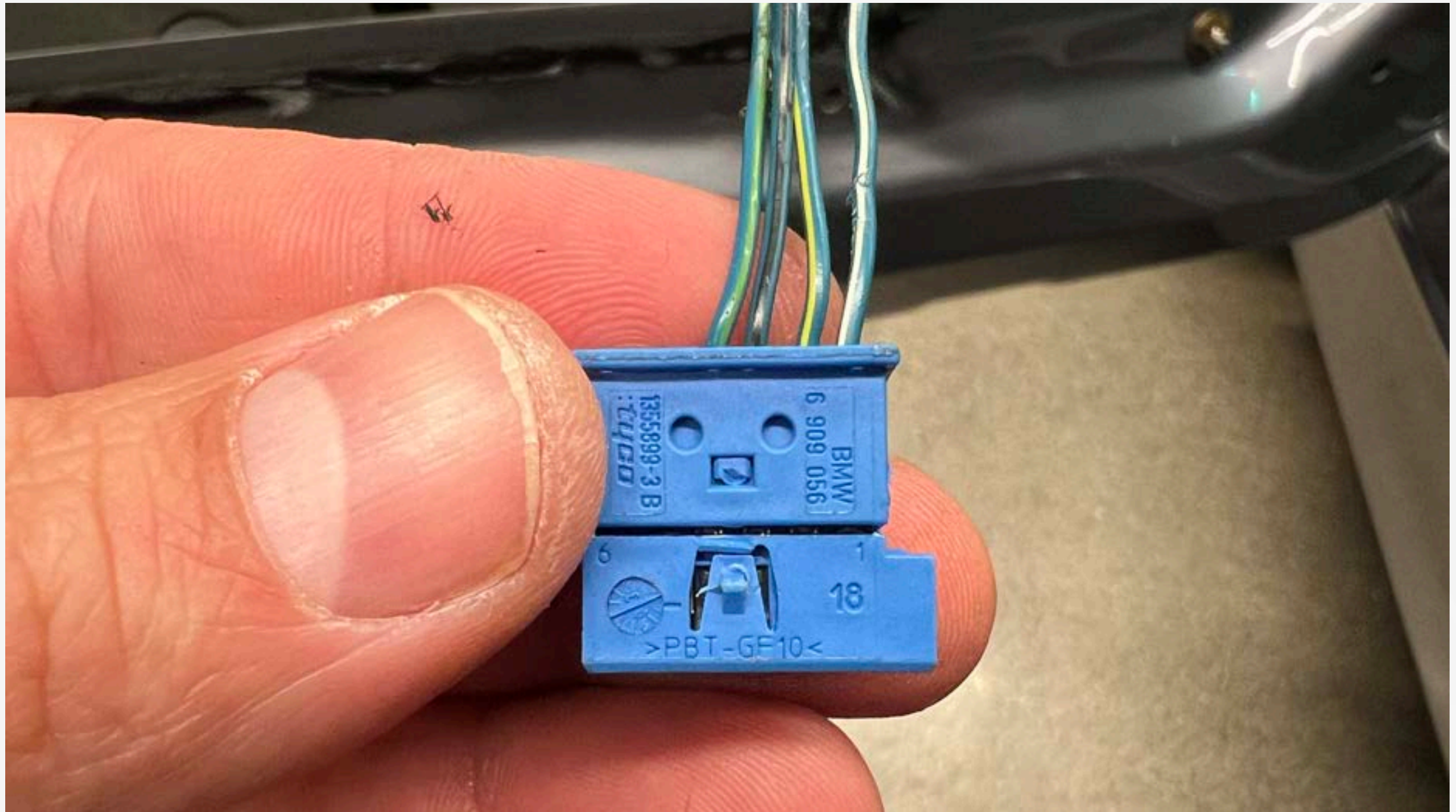
STEP 26 CONTINUED

CUT WIRES. LEAVE A FEW INCHES OF WIRES ATTACHED TO THE PLUG.



STEP 26 INFO

HERE IS THE WIRING ORDER SHOULD YOU NEED TO REFERENCE IT LATER.



STEP 27

STRIP BACK SOME OF THE INSULATION ON EACH WIRE.



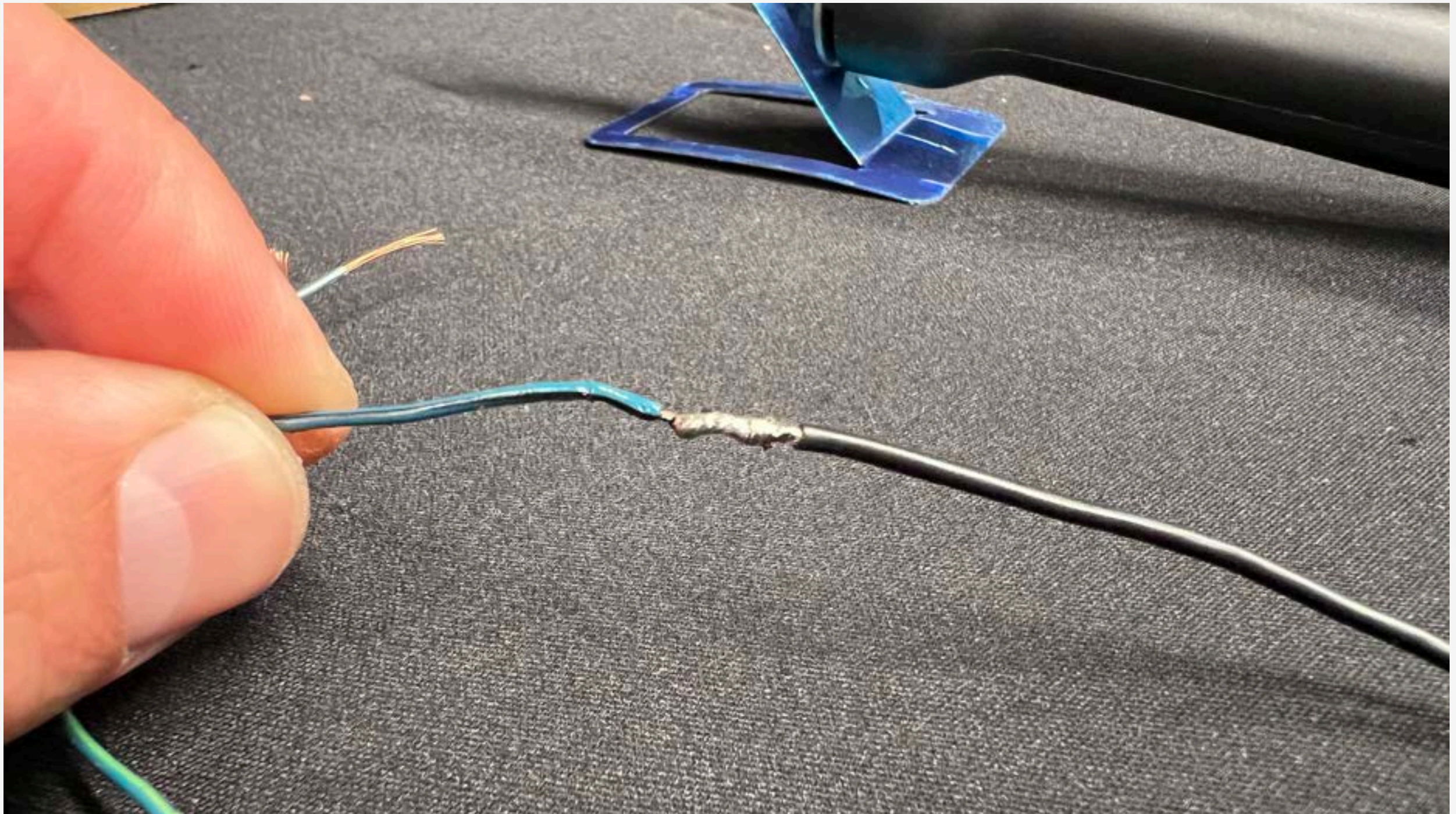
STEP 27 CONTINUED



EXTEND EACH WIRE USING 20 OR 22 GAUGE (0.5MM² OR 0.34MM²) WIRING.

I RECOMMEND THE SOLDER / HEAT SHRINK METHOD.

THE OVERALL LENGTH OF YOUR EXTENDED HARNESS WILL NEED TO BE A MINIMUM OF 100" (254CM).



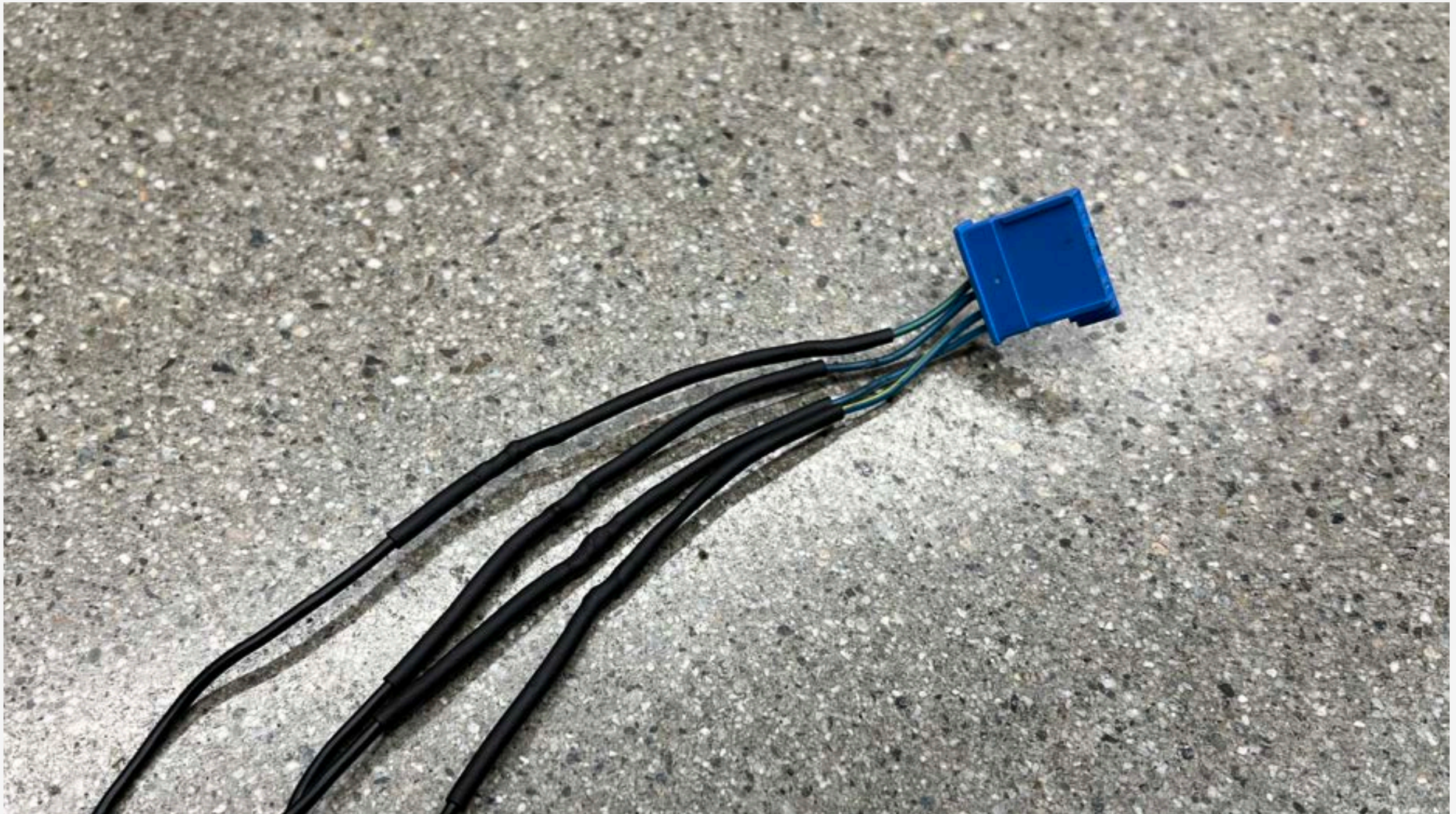
STEP 27 CONTINUED



EXTEND EACH WIRE USING 20 OR 22 GAUGE (0.5MM² OR 0.34MM²) WIRING.

I RECOMMEND THE SOLDER / HEAT SHRINK METHOD.

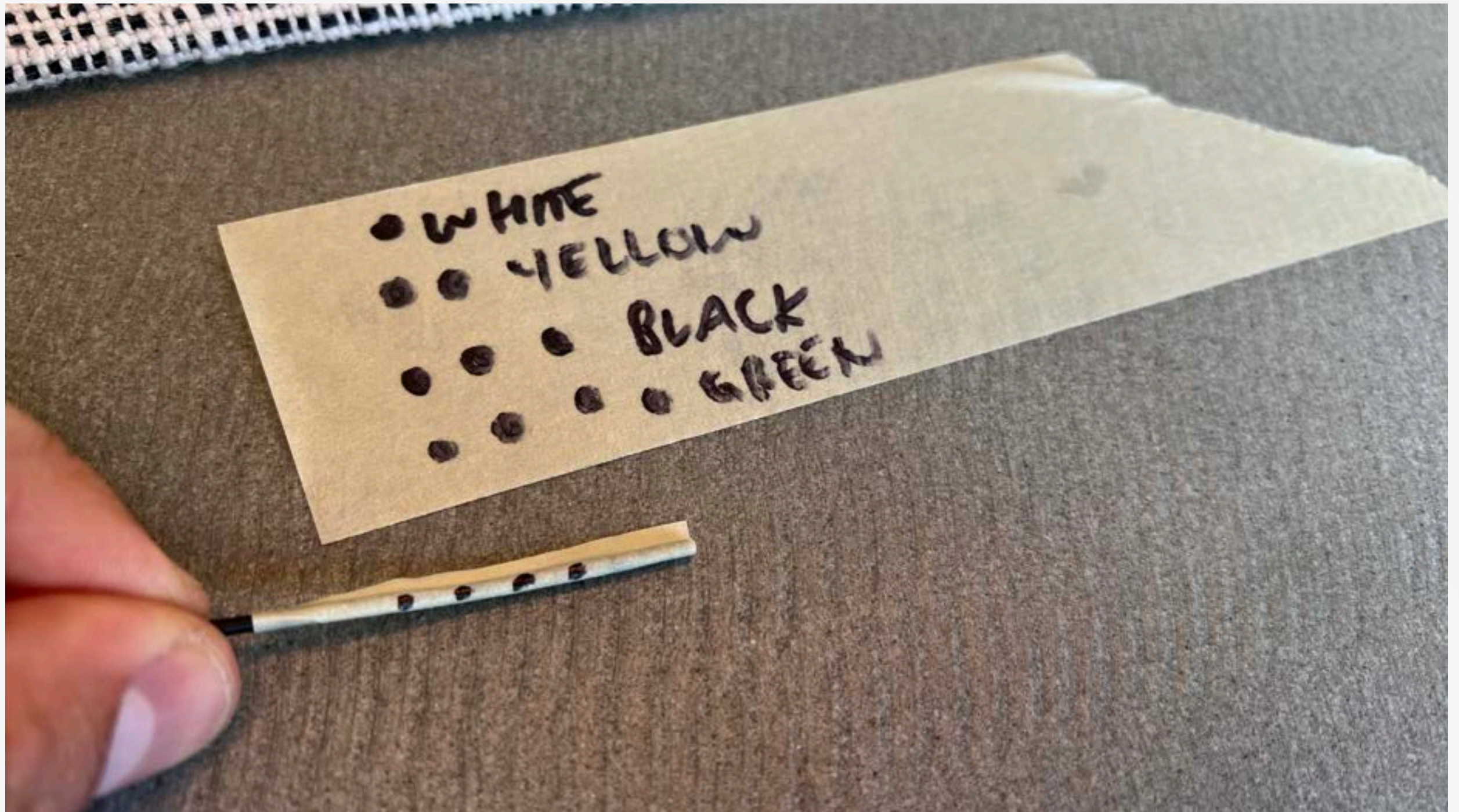
THE OVERALL LENGTH OF YOUR EXTENDED HARNESS WILL NEED TO BE A MINIMUM OF 100" (254CM).



STEP 27 CONTINUED

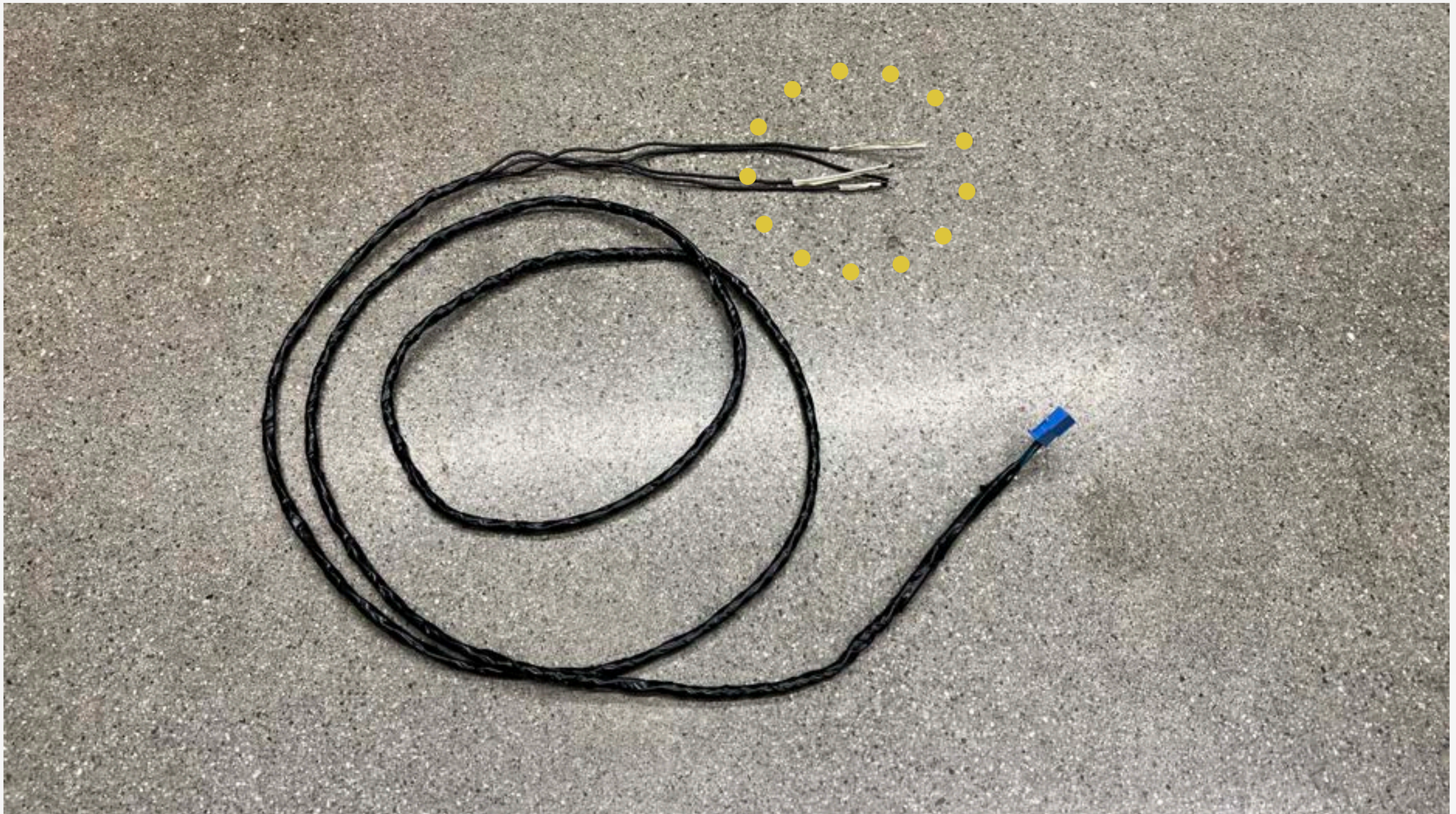


PRIOR TO WRAPPING THE NEW EXTENDED WIRING HARNESS IN ELECTRICAL TAPE OR HEAT SHRINK TUBING, MARK THE END OF EACH WIRE TO ENSURE YOU RECONNECT IT TO THE CORRECT WIRE FROM YOUR DOOR.



STEP 27 CONTINUED

THIS IS THE FINISHED / EXTENDED WIRING HARNESS. THE END OF EACH WIRE IS LABELED.
THE OVERALL LENGTH OF YOUR EXTENDED HARNESS WILL NEED TO BE A MINIMUM OF 100" (254CM).



STEP 28

ROUTE THE WIRING HARNESS FROM THE INSIDE OF THE CAR OUT. START AT THE CENTER CONSOLE. LEAVE APPROXIMATELY 8" (20CM) OF EXTRA WIRE AT THE CENTER CONSOLE AREA.



STEP 28 CONTINUED



PUSH THE WIRING HARNESS BETWEEN THE CENTER CONSOLE AND CARPET. THEN RUN THE WIRING HARNESS INSIDE THE LOWER DASH (ABOVE PEDAL BOX)



STEP 29

ROUTE THE WIRES THROUGH THE FIREWALL HOLE WHICH IS ABOVE THE HOOD/BONNET RELEASE LEVER.



STEP 30

THERE IS A GAP UNDERNEATH THE FACTORY WIRING HARNESS THAT WILL ALLOW YOUR NEW WIRING HARNESS TO PASS THROUGH.



STEP 30 CONTINUED



TAPE THE END OF YOUR NEW HARNESS TO A WIRE HANGER. USE THE WIRE HANGER TO PULL THE WIRING HARNESS THROUGH THE RUBBER PASS THROUGH. IT IS TIGHT AND MAY REQUIRE A LARGE AMOUNT OF FORCE. YOU MAY NEED TO BACK OUT AND RESTART A FEW TIMES. BE PATIENT AND PERSISTENT.



STEP 30 CONTINUED



ROUTE THE WIRES DOWN, THEN INTO THE DOOR.



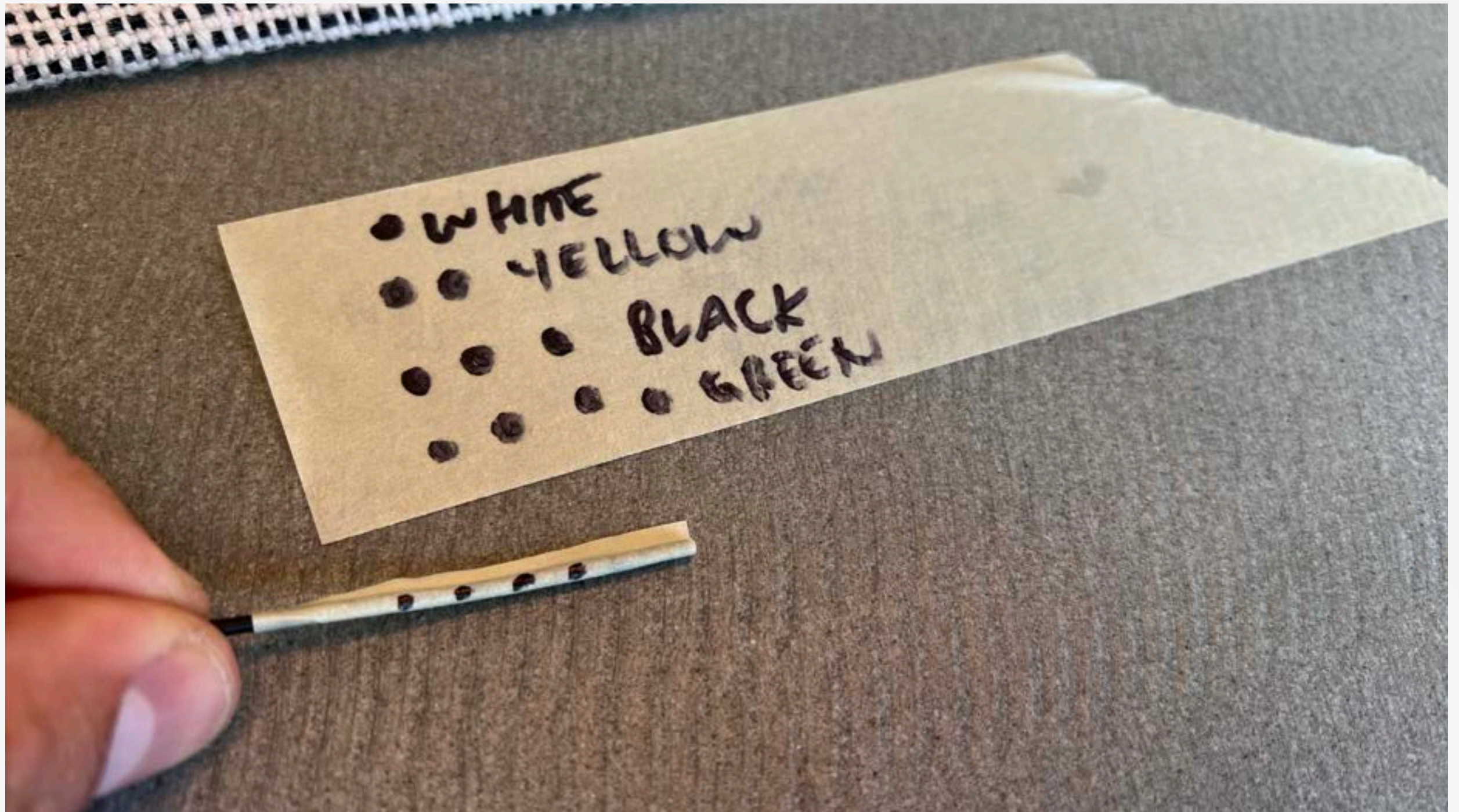
STEP 31

USE THE LABELS YOU MADE EARLIER TO ENSURE THAT YOU CONNECT YOUR NEW WIRES TO THE CORRECT FACTORY WIRES. SOLDER, HEAT SHRINK, THEN TAPE THE WIRES WITH ELECTRICAL TAPE.



STEP 31 INFO

AS A REMINDER, HERE IS THE SYSTEM I USED. THE COLORS WRITTEN CORRESPOND TO THE COLOR OF THE STRIPE ON THE FACTORY WIRE. IF YOU NEED TO RECONFIRM, YOU CAN TEST WITH AN OHM METER.



STEP 32

REATTACH THE RUBBER GROMMET INTO THE DOOR.



STEP 33

RECONNECT THE MALE AND FEMALE HALVES OF THE HARNESS AND LOCK THEM TOGETHER.



STEP 34

PUSH HARNESS BACK INTO DOOR FRAME.



STEP 35

USE A SMALL 8MM WRENCH TO TIGHTEN THE BOLT SECURING THE DOOR HARNESS / WIRING PASS THROUGH.



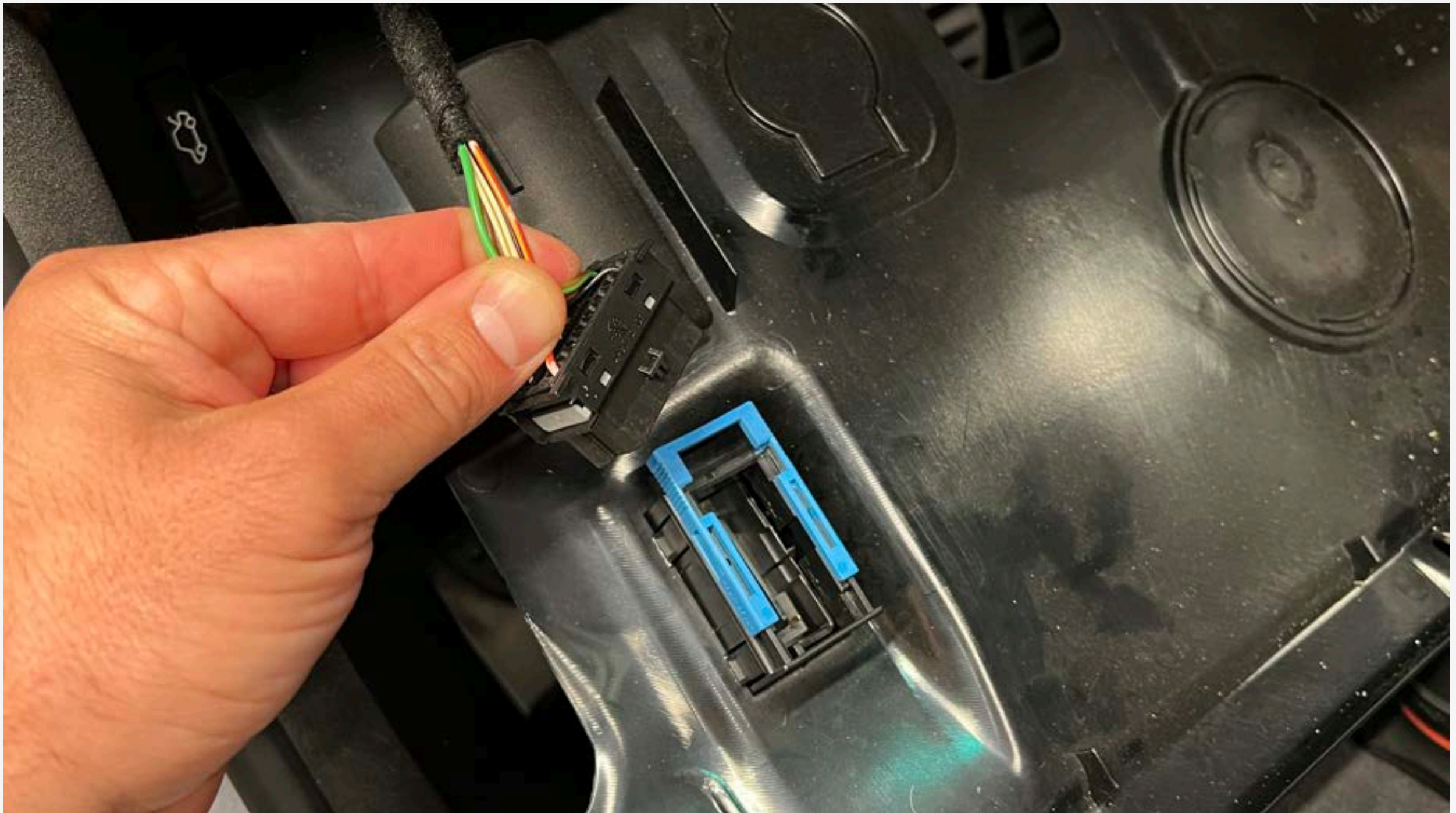
STEP 36

PLUG IN FOOTWELL LIGHT.



STEP 37

PLUG IN OBD PORT



STEP 37 CONTINUED

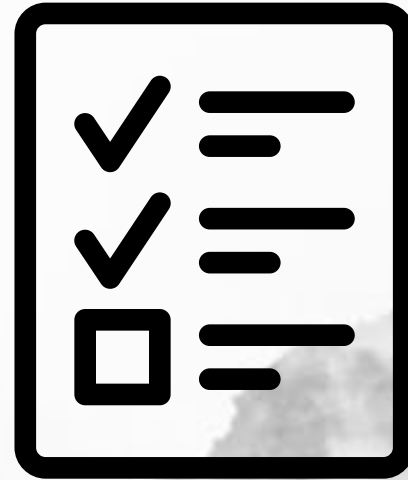
SLIDE THE OBD PORT'S BLUE LOCKING COLLAR DOWNWARDS.



STEP 38

REINSTALL THE SCREWS PLASTIC FASTENERS THAT SECURE THE FOOT WELL TRIM.
THERE ARE A TOTAL OF 5 FASTENERS.





PHASE 2

COMPLETE

PHASE 3

INSTALLATION

STEP 1

IN ORDER TO REDUCE THE RISK OF DAMAGE TO YOUR NEW PANELS, INSTALL IN THE ORDER SHOWN. INSTALL REAR DOOR PANEL. IF THE CLIPS DO NOT POP IN, THE DOOR PANEL IS LIKELY BEING BLOCKED BY THE WEATHER STRIPPING. USE A TOOL TO PRY WEATHER STRIPPING UP, THEN PUSH THE PANEL IN.



STEP 2

INSTALL BOLSTER. ENSURE SEATBELT IS PROPERLY ROUTED OUT BOTTOM OF BOLSTER.



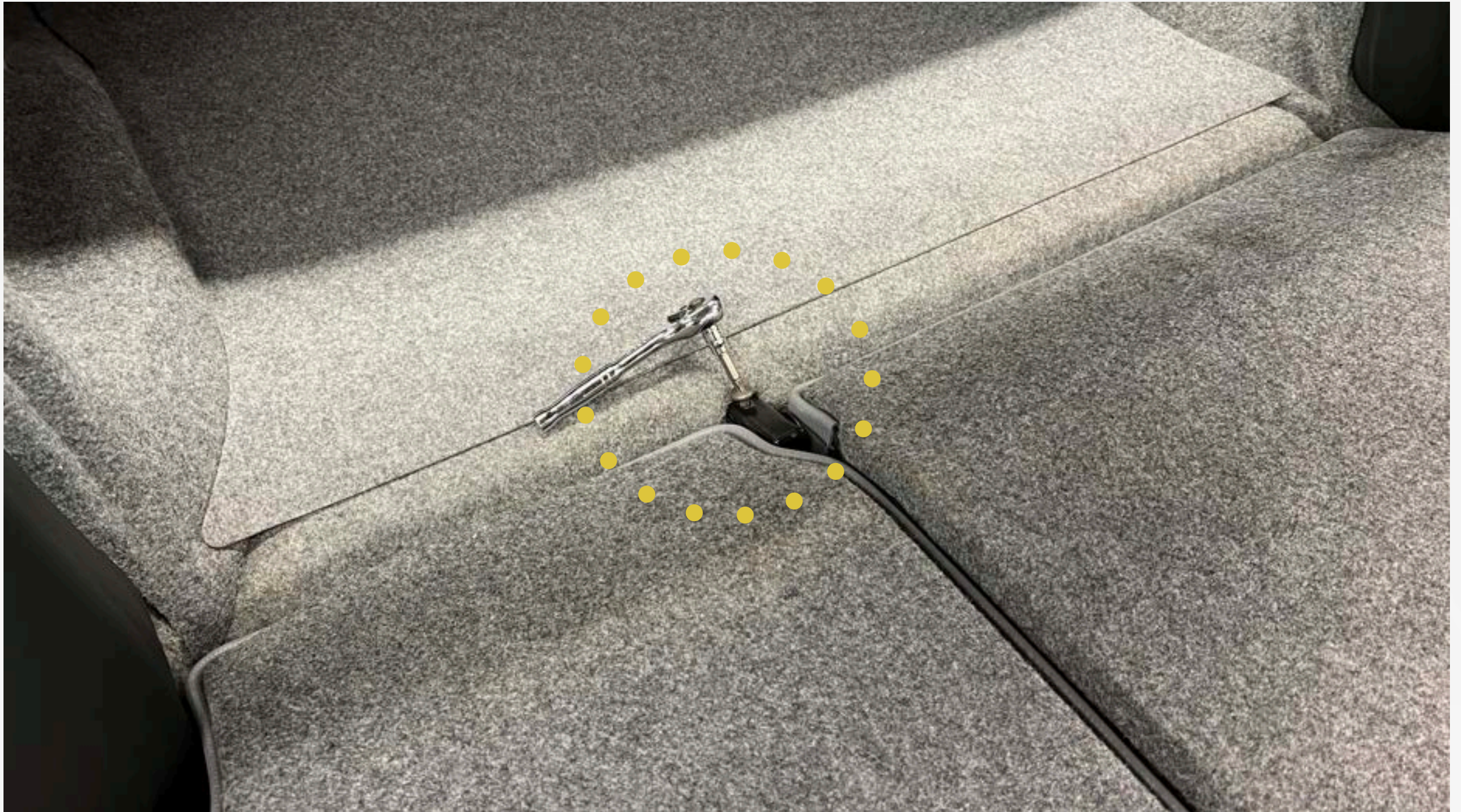
STEP 3

INSTALL REAR WINDOW VENT TRIM.



STEP 4

INSTALL SEAT BACKS, THEN USE A T-30 (TORX) TO SECURE THE SEAT FRAME LOCKING BOW.



STEP 5

INSTALL REAR BENCH



STEP 6

PLACE CENTER CONSOLE OVER E-BRAKE AND POSITION IN PLACE.



STEP 7

USE A PHILLIPS HEAD SCREWDRIVER TO REINSTALL THE TWO FACTORY SCREWS AT THE REAR OF THE CENTER CONSOLE. ONCE SCREWS ARE INSTALLED, PLUG HOLES IN CENTER CONSOLE WITH BMW BLIND PLUG.



STEP 8

USE A PHILLIPS HEAD SCREWDRIVER TO INSTALL THE TWO SCREWS AT THE FRONT OF THE CENTER CONSOLE.



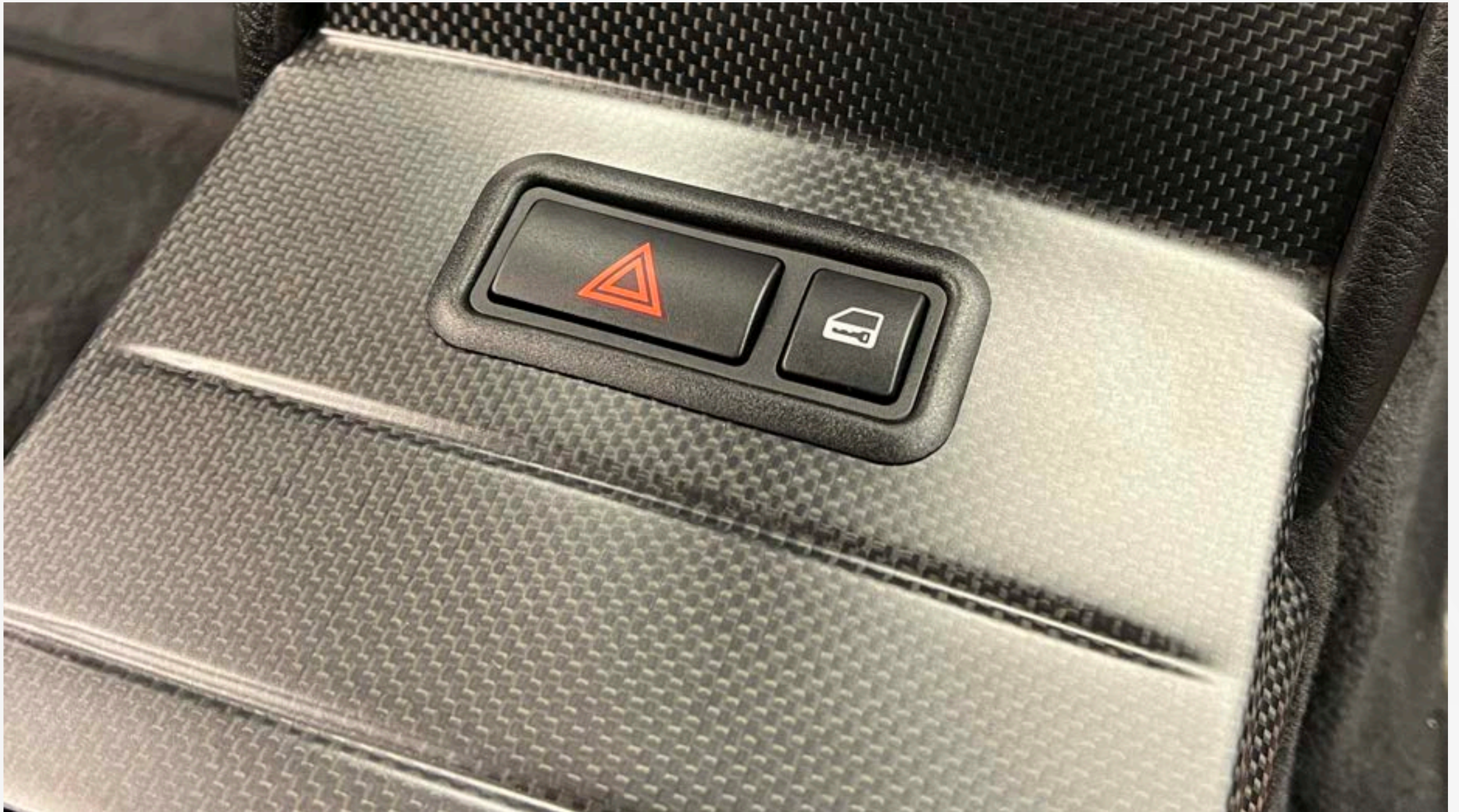
STEP 9

ROUTE THE HAZARD SWITCH PLUG THROUGH THE CENTER CONSOLE, THEN INSTALL THE NEW HAZARD SWITCH TRIM.



STEP 9 CONTINUED

PLUG IN HAZARD / CENTRAL LOCKING SWITCH THEN PUSH DOWNWARDS INTO CENTER CONSOLE.



STEP 10

INSTALL MIRROR SWITCH TRIM, THEN PLUG IN THE MIRROR SWITCH AND PUSH INTO CENTER CONSOLE.



STEP 11

TURN E-BRAKE BOOT INSIDE OUT THEN PULL OVER E-BRAKE.



STEP 12

USE A ZIP TIE TO SECURE E-BRAKE BOOT TO E-BRAKE. MAKE SURE THE HEAD OF THE ZIP TIE IS POINTED DOWN.



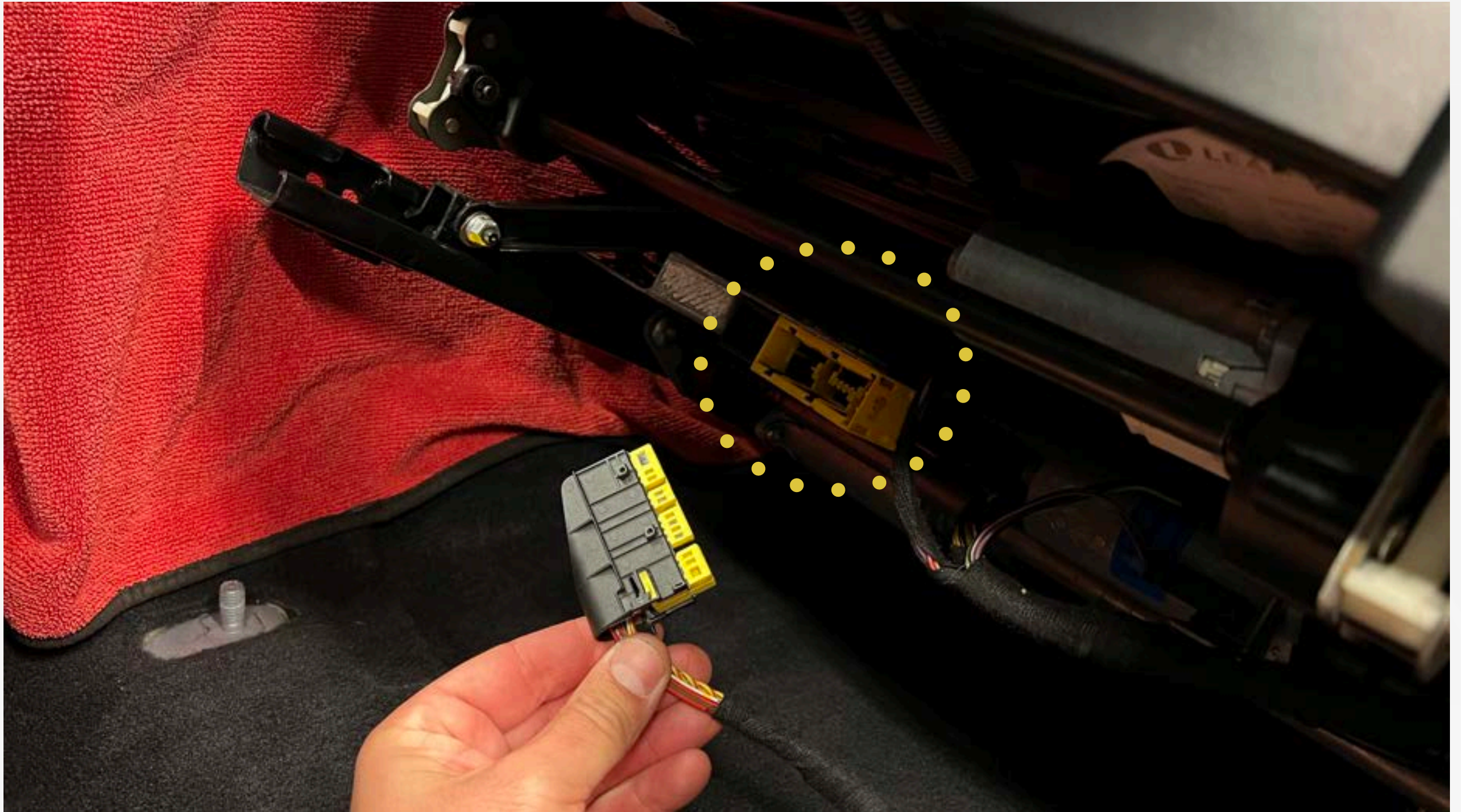
STEP 13

COVER CENTER CONSOLE, THEN PLACE FRONT SEATS BACK IN THE CAR.



STEP 13 CONTINUED

PLUG IN HARNESS UNDERNEATH SEAT.



STEP 14

INSTALL TOP PORTION OF DOOR INSULATION (VAPOR BARRIER).



STEP 15

USE AN X-ACTO KNIFE TO CAREFULLY CUT AROUND THE NEW DOOR BRACKETS.



STEP 16

USE A T-25 (TORX) TO REINSTALL THE TWO SCREWS THAT SECURE THE MIRROR / SEAT MEMORY MODULE.



STEP 17

PUSH AROUND THE EDGES OF THE VAPOR BARRIER TO ENSURE IT IS PROPERLY ADHERED TO THE DOOR.



STEP 18

USE A 6MM HEX TO INSTALL THE PROVIDED BOLTS INTO THE DOOR HANDLE.



STEP 19

USE A T-25 (TORX) TO INSTALL THE FACTORY SCREW INTO THE INNER DOOR HANDLE.



STEP 20

INSTALL SCREW COVER PLUG BY PUSHING IT STRAIGHT IN.



STEP 21

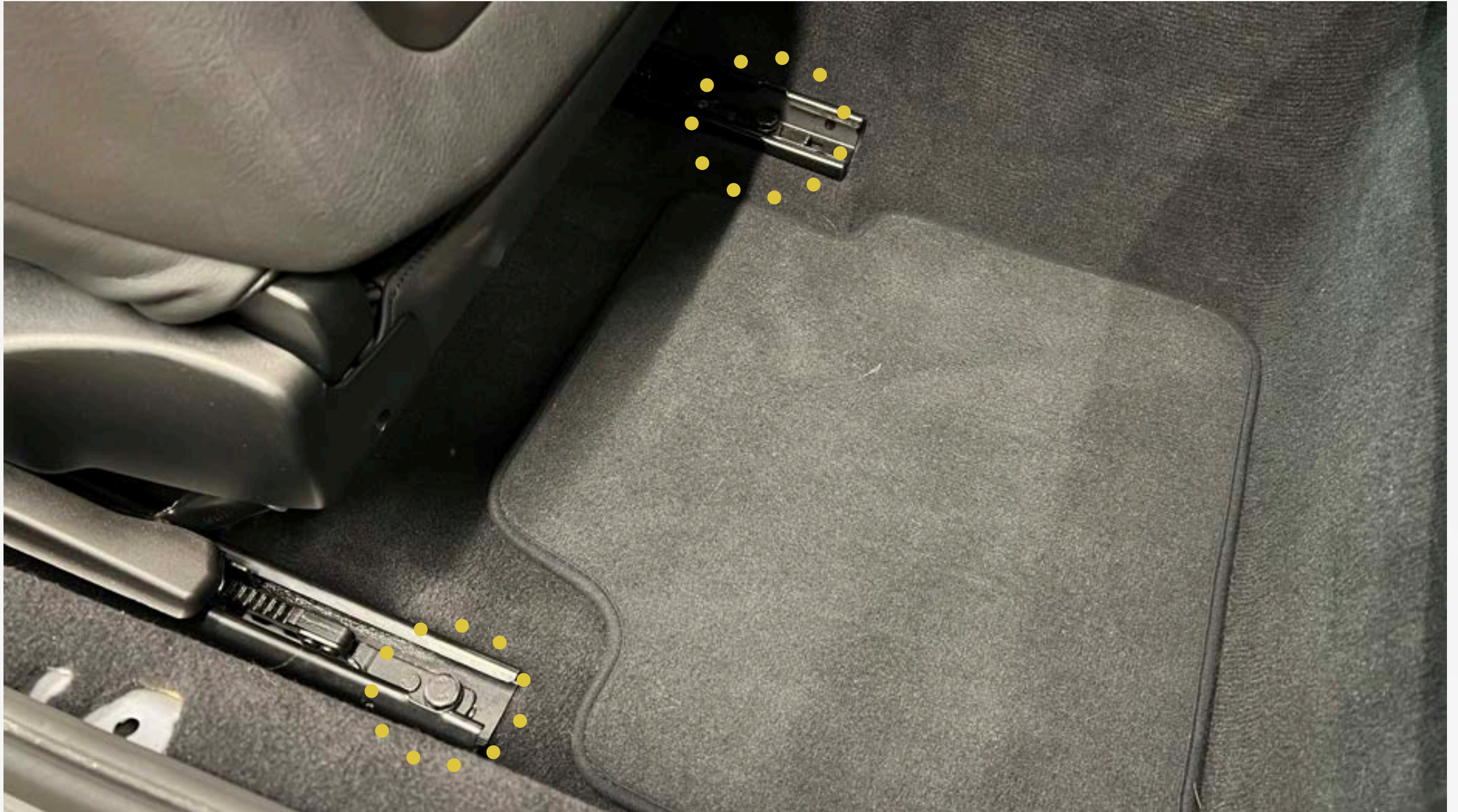
RECONNECT BATTERY. SLIDE THE FRONT SEAT REARWARD TO EXPOSE NUTS SECURING FRONT OF SEAT. USE A 16MM SOCKET TO TIGHTEN THE TWO NUTS. TORQUE TO SPEC.



STEP 21 CONTINUED



SLIDE THE FRONT SEAT FORWARD TO EXPOSE THE TWO BOLTS SECURING REAR OF SEAT.
USE A 16MM SOCKET TO TIGHTEN THE TWO BOLTS. TORQUE TO SPEC.



STEP 22

ENJOY YOUR HARD WORK.





PHASE 3

COMPLETE

REQUIRED TOOLS

FASTENING

RATCHET

9MM SOCKET

10MM SOCKET

13MM SOCKET

16MM SOCKET

1/4 BIT DRIVER

T-25 TORX

T-30 TORX

T-50 TORX

8MM WRENCH (SMALL)

6MM HEX KEY

PHILLIPS HEAD SCREWDRIVER

LOW STRENGTH THREAD-LOCKER

WIRING

1/8"(3MM) HEAT SHRINK TUBING

SOLDERING IRON

SOLDER

ELECTRICAL TAPE

400" OF 20-22 GA WIRE (1016CM OF 0.5MM² OR 0.34MM² WIRE)

CUTTING

X-ACTO KNIFE

DREMEL TOOL

1.5" (38MM) CUTTING WHEEL

RAZORBLADE

HEATGUN

CHISEL

DRILLING

CORDLESS DRILL

1/16" (1.5MM) DRILL BIT

11/64" (5MM) DRILL BIT

3/8" (10MM) DRILL BIT

MISC

WIRE HANGER

PLASTIC PRY TOOL

REQUIRED PARTS

FRONT

2X CARBON FIBER FRONT DOOR PANEL INSERTS
8X M5X10MM SOCKET CAP BOLTS
8X M5 WASHERS
8X M5 SERRATED NUTS
4X DOOR BRACKETS (PROVIDED BY KARBONIUS)
18X T-50 BOLTS (PROVIDED BY KARBONIUS)

REAR

2X CARBON FIBER REAR DOOR PANEL INSERTS
12X T-50 BOLTS (PROVIDED BY KARBONIUS)

CENTER CONSOLE

1X CARBON FIBER CENTER CONSOLE
1X CSL CENTER CONSOLE BRACKET 51-16-8-235-570
2X SHEET METAL SCREWS 07-14-9-156-627*
2X BODY NUTS 07-12-9-904-220*
2X BMW BLIND PLUGS 51-71-1-904-843
1X CSL E-BRAKE BOOT 34-41-7-896-360
1X MIRROR SWITCH FRAME 51-16-7-896-361
1X HAZARD SWITCH FRAME 51-16-7-896-362
1X MEDIUM ZIPTIE

* ALREADY ON CAR AND CAN BE REUSED

EXTRAS

36X DOOR CLIP WITH FOAM 51-41-8-224-768
2X BOLSTER CLIP 52-20-7-157-536