

740il manual swap



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Book Descriptions:

740il manual swap



To start viewing messages, just have to work out the details. Titan Silver over black. What is required to make this car a proper BMW with a clutch and manual gearbox. I can't stand autos, even my Discovery is manual. What do I need to do about computer systems Clutch hydraulics, use E39 stuffs. Clutch pedal, E39 as well. And anything else you can tell me that will help in my hunt for parts as well would be excellent. Once I finish my M62 into an E34 swap the E38 will take priority but I'd like to know what I'm getting into first. Thanks! All the motorcycles are trash which you can read about at I'll update it eventually Thank Also on 99 and up will need computer otherwise you'll get transfail safe displayed everything should still work even with the trans message With an E34, it's as simple as grounding a plug to get rid of it. But I'm sure an E38 is far more complicated. All the motorcycles are trash which you can read about at I'll update it eventually Thank You also need to change the wire that tells the car you are in reverse so the reverse lights come on. Sorry for the rough response I just vaguely remember reading a write up on this a while ago. Will the stock drive shaft work for a 740i. Garrett I am thinking of selling my e34 and picking up an 01 740 i sport. My ride is terrible in the e34 540. We need to finalize this swap. If I don't get the e38 I am looking at the CTSV Anyways thanks in advance for the info Regards Robbery Maybe he can give you some more tips. Keep us posted, this is something to think about. Will the stock drive shaft work for a 740i. If I don't get the e38 I am looking at the CTSV Anyways thanks in advance for the info Regards Robbery Then again you may have more questions. Craig The parts are out there you just may need to look overseas to find them. According to e38.org 14,177 manual e38s were made and 313,383 autos. <http://clap-bas.com/userfiles/elliott-concord-460-lathe-manual.xml>

- **740il manual swap, 740i manual swap, e38 740il manual swap, bmw 740il manual swap, 740il manual transmission swap, 2001 bmw 740il manual swap, 740il manual swap, 740il manual swap kit, 740il manual swap parts, 740il manual swap shop, 740il manual swap meet, 740il manual swap, bmw 740il manual swap.**



All the motorcycles are trash which you can read about at Ill update it eventually Thank Also on 99 and up will need computer otherwise you ll get transfail safe displayed everything shoyld still work even with the trans message The main things are the master cylinder and all the piping and hoses, the shift arm, selector rod and the dampener are all 740 specific along with the driveshaft. Now the throw out bearing and clutch fork are what im not 100% sure on. Since those parts match up with early 540s. But I dont know why they would really be any different or not work on a 740 since it attaches to the trans at the same spot.I know the 740iL is a 2piece driveshaft.If so, you might be able to get a 740iL driveshaft and have it shortened.Lights bother me!Lights bother me! Digital Point modules Sphinxbased search. If concerned about the appearance of an item please request an image of the item to be shipped. On most items returns are possible, except electrically powered items due to possible shorts causing units to fail. A restocking fee may also apply so please ask if you are unsure or confirm fitment with your local shop, mechanic or dealer using your VIN number. Donner Vehicle VIN BV95243 THIS KIT INCLUDES ALL PARTS NECESSARY TO CONVERT AN AUTOMATIC TO A MANUAL SHIFTING CAR. Optional differential is also available inquire. NOTE All the information is in the ad. The Donner car, the parts and specs. Please show the ad to the mechanic who is going to do the job. They will look at the kit and know if your engine ecu would have to be changed, they will know if you need a custom drive shaft or if you can just swap the top of this one with what you have. I do not have your car in front of me and I am only supplying the kit. I cannot take responsibility for the installation. That is your mechanics job. The mechanic doing the job will take your car, this kit and your specifications and give you a labour price and bill of materials to deliver the car you

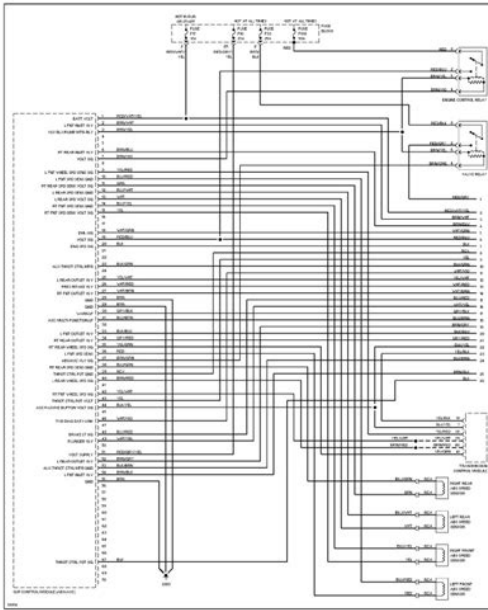
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I cannot do that.The mechanic is taking responsibility for the job. His license and reputation is on the line. I supply parts the installer makes it work. There are 1,000s of decisions to be made. No two installs are the same because no two cars are the same and the goals of projects are always different. The question is what car do you want to end up with and what are you going to do with it This has to be discussed with the installer. Decide how you want it done. Find more here. The good

news is that it remains running and drivable, and the seller adds that it's used several days a week. Within the description is a substantial list of maintenance that's been addressed, and the car is accompanied by a few spare parts as well. Paint looks to be Titanium Silver Metallica, and is said to need wet sanding or buffing, as well as a few touchups here and there. Wheels are perfectly suited Mparallels with a polished aluminum finish, while front tires are only 500 miles old and rears are said to retain 40% tread. Interior condition is said to be nice for its age and mileage, which currently reads 201,345. An old style 43 navigation screen is fitted, and functions on an intermittent basis. The seller claims very recent smog certification, as well as an oil service, front brake rotors, pads, OEM front control and thrust arms, spark plugs, water pump, and thermostat. Elsewhere, the trans benefits from fresh shifter bushings, and its linkage is from a more modern 545i, and the seller reports short throws with little play, and feel should be further helped by the weighted OEM 6speed pattern knob on top. The car needs some love, but the bestlooking ever 7series with a V8 and three pedals is a tempting proposition in any form. If so please use the bidding box above. 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.



<http://www.bosport.be/newsletter/bose-lifestyle-901-manual>

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. 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.

<http://demenagementlandry.com/images/canon-c2620-user-manual.pdf>



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.

<http://detsindustrial.com/images/canon-c2880-user-manual.pdf>



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.

<http://asesoriagarpe.com/wp-content/plugins/formcraft/file-upload/server/content/files/162748efb7816b--brother-dcp-8040-user-manual.pdf>

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.

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Anything is possible with disposable income but would it be relatively easy to swap a manual transmission from say a 335i or 135i into a 740i. Just curious and I dont think theres a logical explanation as to why one would do that, but it was just a thought I had kinda drawing inspiration from that guy who put an s62 and transmission from an M5 into an e38. You can either add the clutch pedal to your automatic pedal cluster. The problem with this is there is no clutch stop and youll have to fabricate one. I decided to just buy an entire manual pedal cluster and install it. Luckily, the pedal clusters used in E31 8ers and e34 5ers are identical, so it shouldnt be hard to find a pedal cluster to use. Installing it is straightforward, but it is a LOT of work as you have to pull a TON of things to get it in and out. There are spots in the firewall with rings around them which are where youll need to put the clutch master cylinder inlet and reservoir line. Just punch them out and your set. Reservoir tank This is obvious. It will bolt right up next to the water valve. The threaded holes are even there. I know stock 735i 5spds just cut a nipple off of the brake reservoir for the master cylinder line, but having a separate reservoir is the right way to do it, IMO. Clutch, flywheel, throwout bearing, etc Again obvious and straightforward. I replaced everything between engine and trans. I went with OEM Sachs clutch and Luk flywheel. Cost for all of this was about 1200 dollars. There are aftermarket stuff out there too, including high performance single mass flywheels. look in to that if you want. Driveshaft This will need to be a custom unit if you have a 740i or iL. Same with 750. If you have a 735 you are lucky and can just buy a used manual transmission driveshaft from a wrecked 735. Shouldnt be difficult to find a shop that can modify the driveshaft for you. I had a shop shorten it, machine in a new ujoint and install the new center bearing for something like 200 dollars.

The one with the shorter transmission end is the 540 one. Differential In the manual 540 and 840 cars there was no difference in final drive ratio between auto and manual transmissions. Many people advocate swapping to from the 2.93 to something higher, such as a 3.15 or a 3.64. After driving my car for quite sometime, I must agree. The 2.93 and 6spd gearing would be great if you were in Germany and had access to the Autobahn, but in America if you shift at redline you will have JUST shifted in to 3rd gear at around 67mph over the speed limit on the freeway. Its ridiculous. Great fuel economy, though. Shifter assembly Youll need the whole shifter assembly. Youll likely get an entire one when you buy a transmission. I would advise going aftermarket here. I have the UUC Evo III short shift kit, the UUC Double Shear Selector Rod with all new bushings. shifter is very tight, very short. If you are on a tight budget, I guess keeping stock would be ok. I wouldnt though! On the end of the shift assembly past the trans there is a little thing that pokes that you put in to a little bearing piece that attaches to the chassis. Lucky on my 740 there were provisions for this piece so it just slots in! Transmission suspension There are provisions along the trans tunnel for many different types of transmissions, so you again get lucky here. When you pick the trans grab the trans member off of the car you got it from and it will bolt right up. Youll want new transmission mounts when youre here. I went with UUC Performance mounts urethane. I think they might be a little too harsh for a 7 series, Ive been meaning to swap to the softer stock ones for a comparison. Shown is the transmission crossmember, the UUC polyurethane mounts, a new guibo, the custom driveshaft. Also,

you can see what I did for the reverse light. Butchered a standard Bosch 2 wire plug and wired it up. M60 only coolant exchanger On the M60 there is a coolant exchanger on the back of the engine.

On automatic cars it has nipples for the transmission cooler. I supposed you could cut the hose and shove something in it and tighten it, but I would recommend just getting an exchanger off of a 540i and putting it on along with new gaskets and sealant covered bolts! Transmission For the 740s, the transmission you want in BMW parlance is the S6S 420G. It is known in Getrag as the typ 226. This is the same box used in the late euro e34 m5 3.8s, e34 540, e39 m5, e39 540, z8s, etc. All of the V8s have the same gearing, but the 6 cylinder ones E46M3, E36M3, E34M5 have a different bellhousing and different gearing The transmission for the 735s is pretty common, getrag 260 or 265. Can probably easily find one at your local junkyard. For the 750, you need the one used in the e31 850CSi. All of these gearboxes can be found on ebay from anywhere from 200 to 2500. They unfortunately cannot be rebuilt, so make sure you either find a low mileage unit or one with a return policy. Heres a picture of the gearbox I had just pulled from the 540i with the UUC Evo3 shifter and the stock selector rod before I cleaned it. I later replaced the selector rod with UUCs Double Shear unit. Electronics Ive heard that 735i suffer from a poor idle if they have the stock auto DME with a manual. I cant comment. Im not sure if 740 or 750 also suffer from this because I had a Dinan DME before I did the swap. You will also need to jump two leads at the automatic trans gear lever harness so it will start and run two leads down from the connector from the reverse light. Also, you need to jump the CC to ground on the trans connector. Doing the swap itself is almost all straightforward.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. The site may not work properly if you dont update your browser.

If you do not update your browser, we suggest you visit old reddit. Press J to jump to the feed. Press question mark to learn the rest of the keyboard shortcuts Log in sign up User account menu 6 Super clean looking E38 740iL with a 6speed manual swap. Someone here please buy it so I can live vicariously through you. Someone here please buy it so I can live vicariously through you. Love it and I hope it goes to a good home. All rights reserved Back to top. And what's better than a 740i Sport. A 740i Sport with a manual 6speed gearbox. Wait, what Yes, you read that right. While these cars were only available from the factory with an automatic, a brave soul with a healthy supply of time, money and genius has converted this 740 to a stick shift by swapping in a transmission from an E39 540i. That should turn this luxobarge into a bit of a canyon carver. Car runs and shifts great, steering is tight and responsive. The car feels like a larger E39 M5. It may not be a very exciting color combination but it does suit the restrained and classy lines of the E38, a quintessentially stealthy executive sedan. The six speed manual gearbox is here allied to the torquey 4.4 liter, M62 V8 also found in the 540i which puts out 282 hp. I imagine the ability to shift your own gears makes this a lot of fun to drive. The seller says the car "feels like a larger E39 M5." There's probably a bit of hyperbole there, but I can see what he's getting at. The muffler delete and black kidneys will not be to everyone's taste, but I could live with them I'm curious to hear what the exhaust sounds like. Some service history is mentioned in the ad, with recent work completed on the front suspension, brakes and cooling system. That might explain why the car didn't sell back in January when it first appeared on eBay. Potential buyers would want to inspect it closely and, if possible, have a professional check to make sure that the swap has been completed diligently.

The color, miles and location would seem to match and I can't imagine there are many other manual swap E38s out there. Back then it was up for sale with a similar asking price, but with 50k less miles. Bookmark the permalink. Had one a few years back with a muffler delete. The sound had a nice aggressive rumble and not obnoxious. Exchanged emails with the owner and got better pics of interior. Seats need some work. The swap seems nicely done. Mileage is a bit too much for me. Was tempted, but think I'll hold out for an e34 540 sport touring. Your email will not be sold or spammed,

we promise! As a practice we rehost images and ad copy to preserve the listing for future reference. If you would like additional attribution for your work, or wish to remove your listing from our site, we are happy to accommodate. We are not responsible for these items in any way. Estimates on price and values expressed in our posts are solely the opinion of the writers. Thank you for your understanding. If you owned this domain, contact your domain registration. If you need help identifying your provider, visit Disclaimer. Sedo maintains no relationship with third party advertisers. Reference to any specific service or trade mark is not controlled by Sedo nor does it constitute or imply its association, endorsement or recommendation. The car now runs a Hybrid of ESS and original VAC components. This was the original system fitted to the car. The power and weight of this car requires nothing less! A comfortable and street friendly combination. Style with the strength to weight ratio of a professional race wheel. What's shown here has evolved into this lightweight flywheel and other modern VAC flywheels for all BMWs. This car was built for the track too, after all. Ready to bolt on the custom VAC Motorsports aluminum M5 flywheel. View of the new flywheel bolted onto the crank.

The install required the fabrication of a strengthened custom drive shaft since the original was mounted to an automatic transmission. Here's the finished work to the custom drive shaft mated to the 6 speed. Final install of the custom built BMW210 3.15 LSD, in M5 housing with modified mounting bracket. The mounting took some machining and tricks to fit just right to the drive shaft. You need these on the track. With Simieon, you're glad to have the option on the street! As you can tell, this E38 needs it. This picture is on the Autobahn after he shipped the car to Germany! Within the last few years this car also received an unbelievable street performance built VAC motorsports M62 engine with our stage 3 heads, Arrow Connecting rods, CP Pistons, and a host of other excellent modifications, plus the addition of a new Vortec VQS2 Supercharger and air to water intercooler. All Rights Reserved Copyrighted text and media property of VAC Motorsports and their respective Owners. Shop Subscribe Latest News Jalopnik Reviews The Morning Shift Nice Price Car Buying Video The Inventory Drive Free or Die. Drop your email here and get our stories in your inbox. You decide! Prev Next View All Remember back when the big BMWs didn't look like something Chris Bangle shat out. Well, not only is today's Nice Price or Crack Pipe 740i not a bowl circler, it's also not an automatic. But does its price mean you don't give a crap. Advertisement Despite a proclivity for spontaneous combustion that implied a sense of rebellious danger, only 20% of you warmed to yesterday's 1987 Nissan Van, the rest condemning it to the Crack Pipe scrap heap. Perhaps it was the thought of having to dress in Nomex undies every time you took it out that was the deciding factor. In contrast, today's 2001 BMW 740i requires only that its new owner be its righthand man as it's ready to rock, but is also, uniquely, a stick shift. Booyah!

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