



1983

BMW 733i

Electrical

Troubleshooting

Manual

BMW of North America, Inc.
Montvale, New Jersey

FOREWORD

In the interests of continuing technical development work we reserve the right to modify designs and equipment.

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CONTENTS

Index	2
How To Use This Manual	3
Symbols	4
Wire Size Conversion Chart ...	5
Systematic Troubleshooting ...	6
Diagnostic Connector	101
Power Distribution Box	102
Fuse Data	103
Schematic Diagrams	104
Component Charts and Figures	201

Index—Alphabetical Listing of Electrical Circuits

	SCHEMATIC PAGE		SCHEMATIC PAGE
Accessory Connector	155	Lights (continued)	
Active Check Control	123	—Glove Box	140
Air Conditioning	149	—Hazard Warning	130
Auto-Charging Flashlight	140	—Headlights	128
Automatic Heater-Air Conditioner	149	—Interior	127
Auxiliary Fan	148	—License	133
Brake Lining Warning	126	—Rear Marker	133
Central Locking	144	—Stoplights	134
Charging System	109	—Tail	133
Cigar Lighter	140	—Turn	130
Cruise Control	134	—Transmission Range	136
Diagnostic Connector	101	—Trunk	133
Evaporative Control	111	—Visor	136
Fuel Control	114	—Underhood	132
Fuel Delivery	111	On-Board Computer	116
Fuel Gauge	119	Power Antenna	147
Fuse Data	103	Power Distribution	104
Gauges	118	Power Distribution Box	102
Ground Distribution	156	Power Mirrors	146
Heater	149	Power Windows	142
Heated Door Lock	154	Radio	147
Horn	154	Rear Defogger	141
Idle Speed Control	112	Seatbelt Warning	115
Ignition	113	Service Interval Indicator	121
Ignition Key Warning	115	Speedometer	118
Lights		Start	110
—Backup	139	Sunroof	141
—Center Console	138	Vacuum Pump	148
—Dash	136	Warning Indicators	118
—Fog	128	Windshield Washer Jet Heaters	161
—Front Park	132	Wiper/Washer	122

The purpose of this manual is to show electrical schematics in a manner that makes electrical troubleshooting easier. Electrical components which work together are shown together on one schematic. The Wiper-Washer schematic, for example, shows all of the electrical components in one diagram. At the top of the page is the fuse (positive) that powers the circuit. The flow of current is shown through all wires, connectors, switches, and motors to ground (negative) at the bottom of the page.

Within the schematic, all switches and sensors are shown "at rest," as though the Ignition Switch were off. For identification, component names are underlined and placed next to or above each component. Notes are included, describing how switches and other components work.

The power distribution schematic shows the current feed through all the connections from the Battery and Alternator to each fuse and the Ignition and Light Switches. If the Power Distribution schematic is combined with any other circuit schematic, a complete picture is made of how that circuit works. The Ground Distribution schematics show how several circuits are connected to common grounds.

All wiring between components is shown exactly as it exists in the vehicle; however, the wiring is not drawn to scale. To aid in understanding electrical operation, wiring inside complicated components has been simplified. The "Solid State" label designates electronic components.

WIRE SIZE CONVERSION CHART	
METRIC (CROSSSECTIONAL AREA IN MM ²)	AWG (AMERICAN WIRE GAUGE)
.5	20
.75	18
1	16
1.5	14
2	14
2.5	12
4	10
6	8
8	8
16	4
20	4
25	2
32	2

WIRE INSULATION	
ABBREVIATIONS	COLOR
BK	BLACK
BR	BROWN
RD	RED
YL	YELLOW
GN	GREEN
BU	BLUE
VI	VIOLET
GY	GRAY
WT	WHITE
PK	PINK

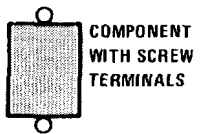
4 SYMBOLS



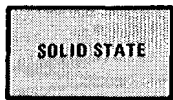
ENTIRE COMPONENT SHOWN



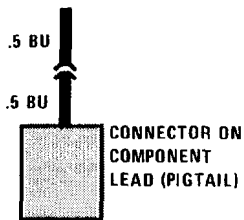
PART OF A COMPONENT SHOWN



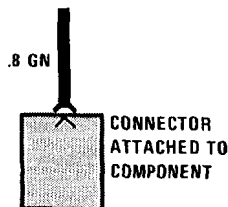
COMPONENT WITH SCREW TERMINALS



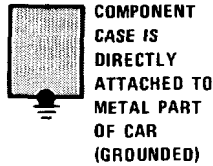
SOLID STATE (INCLUDES ONLY ELECTRONIC PARTS)



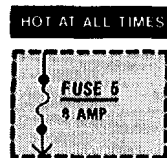
CONNECTOR ON COMPONENT LEAD (PIGTAIL)



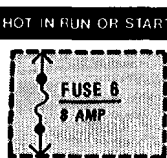
CONNECTOR ATTACHED TO COMPONENT



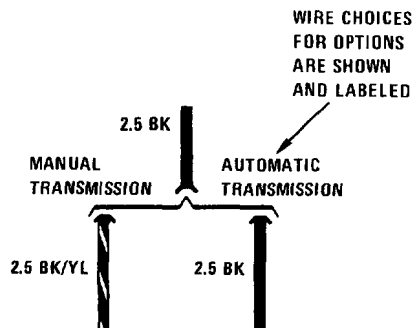
COMPONENT CASE IS DIRECTLY ATTACHED TO METAL PART OF CAR (GROUNDED)



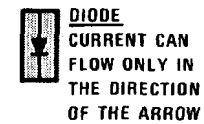
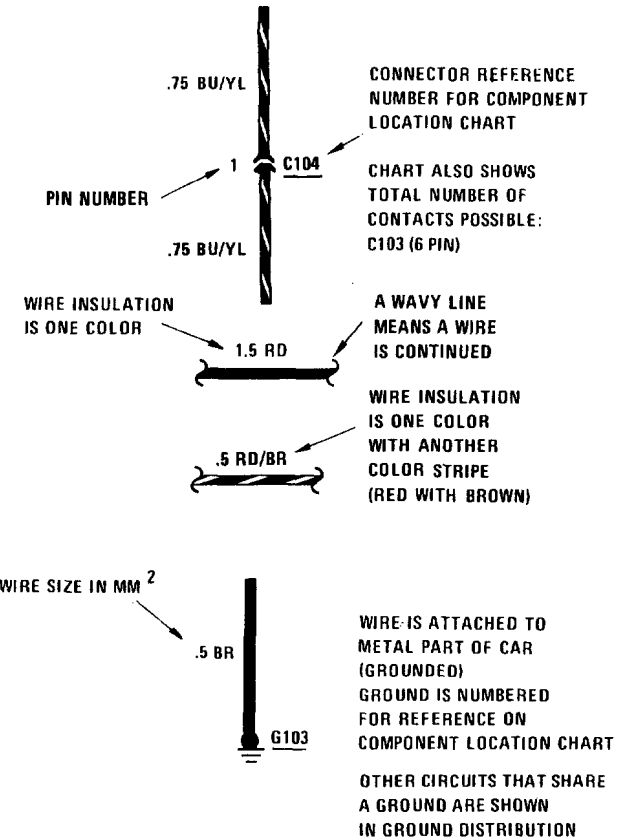
INDICATES THAT FUSE 5 IS ALWAYS SUPPLIED WITH POWER



INDICATES THAT FUSE 6 IS SUPPLIED WITH POWER WITH THE IGNITION SWITCH IN THE RUN OR START POSITIONS



WIRE CHOICES FOR OPTIONS ARE SHOWN AND LABELED

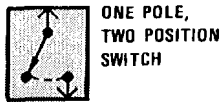


DIODE CURRENT CAN FLOW ONLY IN THE DIRECTION OF THE ARROW

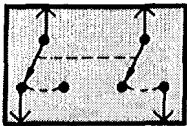
CIRCUIT REFERENCE - A WIRE WHICH CONNECTS TO ANOTHER CIRCUIT



ACTIVE CHECK CONTROL

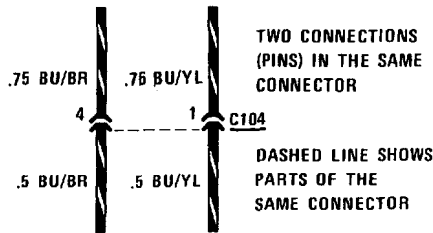


ONE POLE,
TWO POSITION
SWITCH



SWITCHES THAT
MOVE TOGETHER

DASHED LINE SHOWS
A MECHANICAL
CONNECTION
BETWEEN SWITCHES



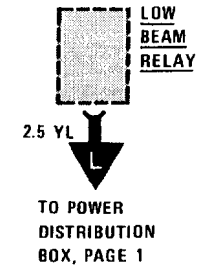
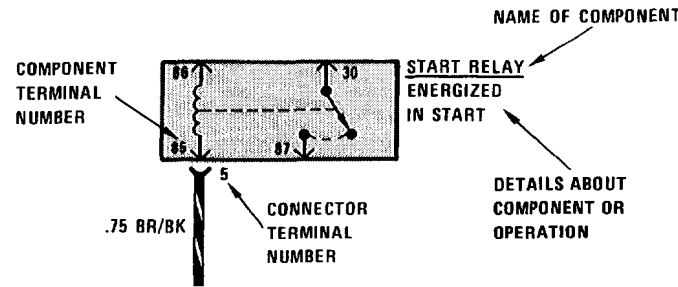
TWO CONNECTIONS
(PINS) IN THE SAME
CONNECTOR

DASHED LINE SHOWS
PARTS OF THE
SAME CONNECTOR



WHEN COIL IS
ENERGIZED, SWITCH
IS PULLED CLOSED

RELAY SHOWN
WITH NO
CURRENT
FLOWING
THROUGH
COIL

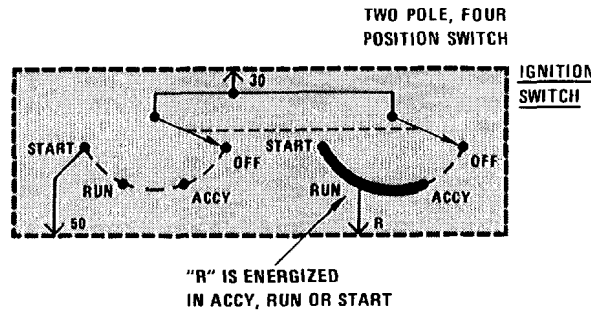


LOW
BEAM
RELAY

2.5 YL

TO POWER
DISTRIBUTION
BOX, PAGE 1

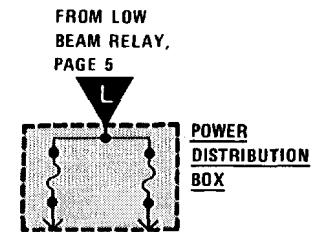
CURRENT PATH
IS CONTINUED
AS LABELED.
THE ARROW SHOWS
DIRECTION OF CURRENT
FLOW AND IS REPEATED
WHERE CURRENT
PATH CONTINUES.



TWO POLE, FOUR
POSITION SWITCH

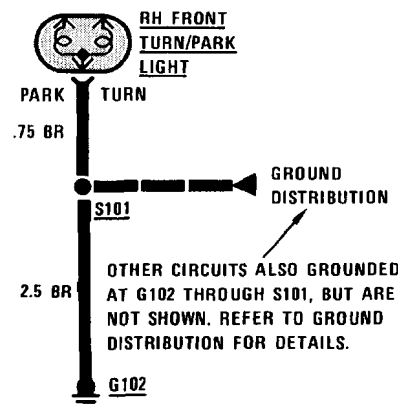
IGNITION
SWITCH

"R" IS ENERGIZED
IN ACCY, RUN OR START



FROM LOW
BEAM RELAY,
PAGE 5

POWER
DISTRIBUTION
BOX



RH FRONT
TURN/PARK
LIGHT

PARK
TURN
.75 BR

GROUND
DISTRIBUTION

2.5 BR

OTHER CIRCUITS ALSO GROUNDED
AT G102 THROUGH S101, BUT ARE
NOT SHOWN. REFER TO GROUND
DISTRIBUTION FOR DETAILS.

G102



LIGHT
EMITTING
DIODE

6 SYSTEMATIC TROUBLESHOOTING

TROUBLESHOOTING PROCEDURE

1. Verify the Problem

Operate the problem circuit to check the accuracy of the complaint. Note the symptoms of the inoperative circuit.

2. Analyze the Problem

Refer to the schematic of the problem circuit in the ETM. Determine how the circuit is supposed to work by tracing the current path(s) from the power feed through the circuit components to ground. Then based on the symptoms you noted in step 1 and your understanding of circuit operation, identify one or more possible causes of the problem.

3. Isolate the Problem

Make circuit tests to prove or disprove the preliminary diagnosis made in step 2. Keep in mind that a logical simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points which are easily accessible.

4. Repair the Problem

Once the specific problem is identified, make the repair using the proper tools and safe procedures.

5. Check the Problem

Operate the circuit to check for satisfactory circuit operation. Good repair practice calls for rechecking all circuits you have worked on.

TROUBLESHOOTING TOOLS

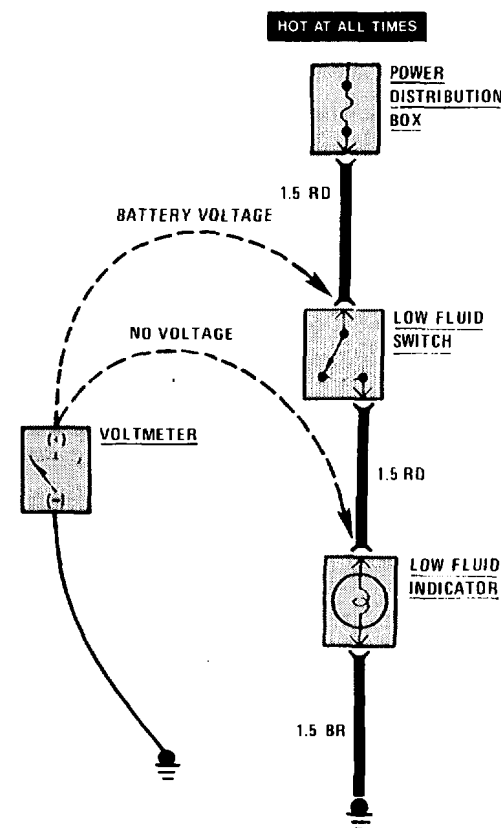
Isolating the problem (Step 3 of TROUBLESHOOTING PROCEDURES) requires the use of a **voltmeter** and/or **ohmmeter**. A voltmeter measures voltage at selected points in a circuit. An ohmmeter measures a circuit's resistance to current flow. It has an internal battery that provides current to the circuit under test. Disconnect the car battery when using an ohmmeter because the battery voltage will cause the ohmmeter to give false readings. Also, do not use an ohmmeter on solid-state components. The voltage that the ohmmeter applies to the circuit could damage these components.

TROUBLESHOOTING TESTS

Voltage Test

This test measures voltage in a circuit. By taking measurements at several points (terminals or connectors) along the circuit, you can isolate the problem.

To take a voltage measurement, connect the negative lead of the voltmeter to the battery's negative terminal or other known good ground. Then connect the positive lead of the voltmeter to the point you want to test. The voltmeter will measure the voltage present at that point in the circuit.



Voltage Test