Installation instructions data display BMW E60/61/63/64

Foreword

Thank you for choosing to buy the MFD28 for your BMW.

During the development of the product, attention was paid to the highest accuracy of fit and quality. The display has been test assembled by several test persons using these installation instructions and continuously improved so that you have no problems with the conversion.

General information

The display is a very sensitive device. One should act with extreme caution here. Any strong pressure on the case or the display itself must be avoided.
CANchecked assumes no liability for this conversion or for damage during the conversion or during operation. The instructions were created to the best of our knowledge and belief.

The conversion time is about 1.5 hours for an experienced mechanic.

Required tools

- Assembly tool (orange in the picture - sold separately)
- 12mm Drill Bit
- 10mm screwdriving tool or ratchet with 10mm socket
- Torx20 Nut
- Small flat screwdriver or needle to pin out
- Small file

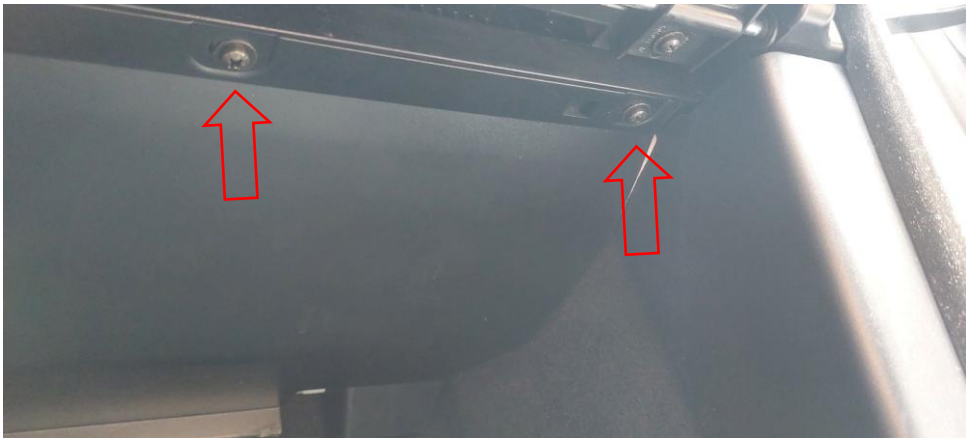
Beforehand

This manual was created on a BMW E60 M45B30 (MS45) from 2004. This installation instruction is made for cars with the left remote lock key.

The installation should only be carried out by trained specialists. All work is done at your own risk.
The ignition must be switched off during the work, and if you want to be on the safe side, you can also disconnect the battery completely.

Dismantling of the fairing

In the footwell on the passenger side, three screws have to be unscrewed (only 2 are visible in the picture, the third is even further to the left). This allows the plastic cover to be bent down to reveal the Safety Gateway Module, where the Can Bus and the power supply will later be connected.



Display mounting

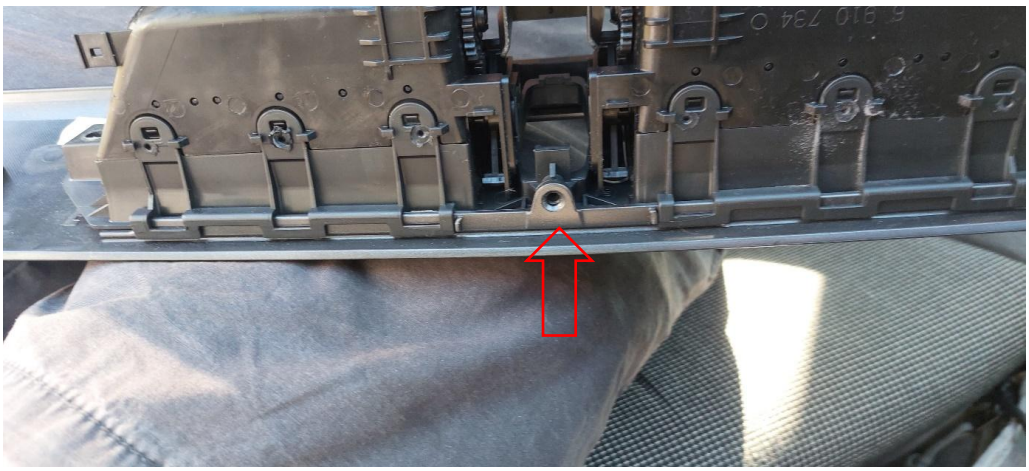
Next, the inner strip of the dashboard must be removed. To do this, it is best to drive from the passenger side behind the strip with plastic tools and then lever it forward.

Continue on the driver's side until the bar is completely free. Up to this point, there is no need to loosen any screws to disassemble the strip.

Once you're ready, you can next squeeze the hazard warning light clips together and then push them out to the front.

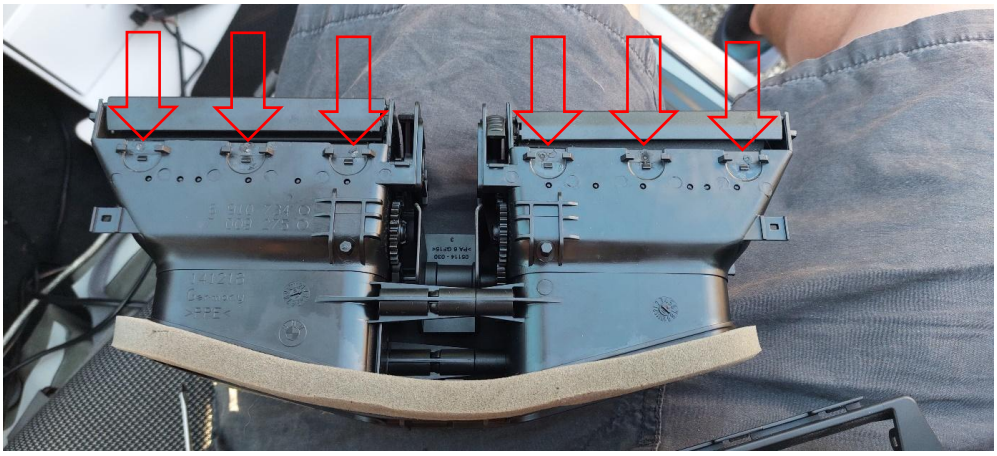
Then you have to disconnect the cables of the hazard warning light switch. To do this, the tab must be pushed down, and the plug can be loosened.

If the hazard warning light switch is off, the bar should be free and you can unscrew the air conditioning nozzles. To do this, please first loosen the small Torx screw on the underside.



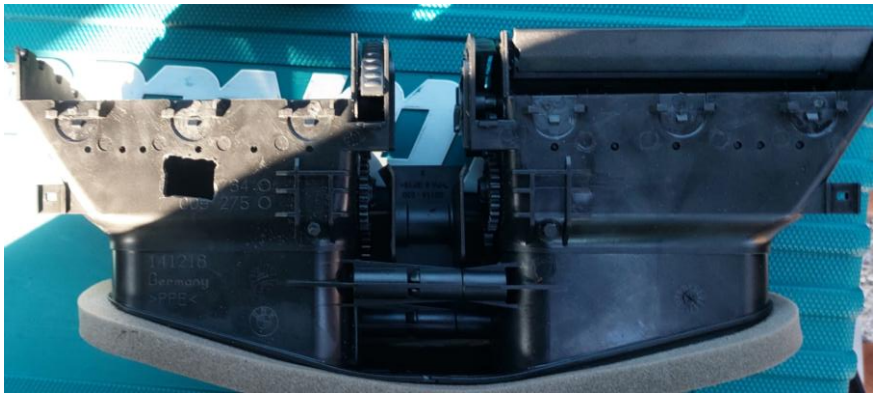
Then unscrew the two 10mm nuts, loosen them on the side of the air conditioning cover and then the air conditioning nozzle can be separated from the cover.

Now you have to separate the front frame of the air conditioning panel from the rear air duct. To do this, all clips at the top and bottom as well as 2 on each side must be lifted with a flat-head screwdriver before the front frame can be separated to expose the slats.



The removed front frame should then look something like this:

Now you have to drill holes on the side where the MFD28 will be installed later to then pass the cables through. It is best to drill 2 10mm holes on the underside relatively close to each other and then remove the bridge between the holes with pliers and work it out into a slotted hole with a file so that the two Molex connectors fit through the hole. The whole thing can then look something like this:



Now you can remove the fins of the air duct and slide the Molex connection cable and the USB cable through the hole in the air duct and connect both to the display.

> Please plug the USB cable very carefully into the display. The connection is very fine and can break off at increased pressure.

After successful installation of the ventilation insert in the air conditioning nozzle, the front panel can be clipped back on and clipped back into the air conditioning nozzle in the interior strip and then screwed on.

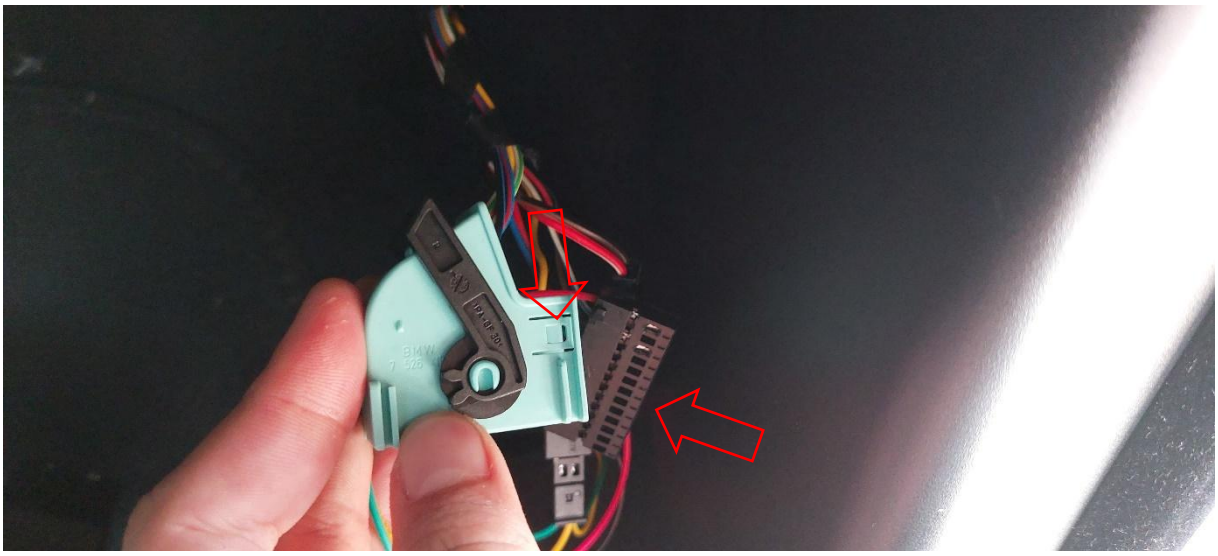
The cables running from the MFD are now passed through to the right, towards the passenger side, until they come out behind the glove compartment. We hide the USB cable in the glove compartment.

The interior strip can now be clipped back into position and we devote ourselves to connecting the remaining cables.

Can Bus and Power Supply Connection

The Can bus and the power supply are connected to the Safety Gateway Module. This sits below the glove compartment. The light blue plug positioned on the right is now unplugged from the module.

This connector is now pulled apart by operating the lugs, so that the black pin carrier can be pushed out.



We now pin the following wires to the black pin carrier and insert the wires of the CANchecked wiring harness:

Pin 32 (Can High) Colour: Red
Pin in: CANchecked Cable: Green

Pin 34 (Can Low) Color: Red/Green)
Pin in: CANchecked Cable: Yellow

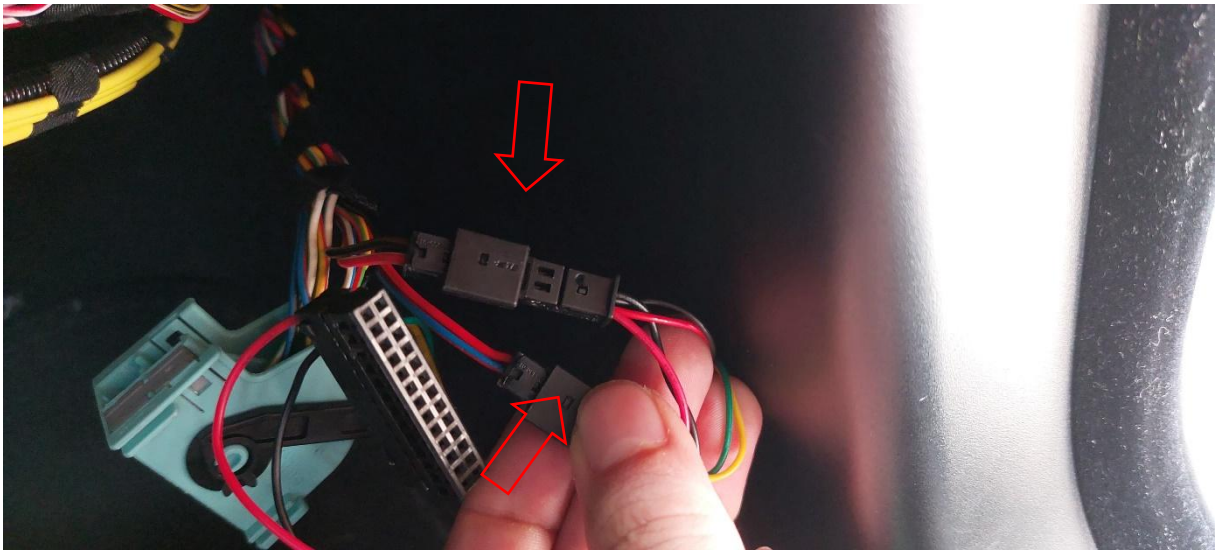
Pin out: Pin 40 (ignition plus) Colour: Red/White
Pin in: CANchecked Cable: Red

Pin Blank: Pin 42 (Ground) Colour: Brown/Black
Pin in: CANchecked Cable: Black

The unplugged pins are now pinned into the enclosed connector sleeves in such a way that the colors match later when plugged together with the CANchecked wiring harness:

CANchecked: Green - BMW: Red
CANchecked: Yellow - BMW: Red/Green
CANchecked: Red - BMW: Red/White
CANchecked: Black - BMW: Brown/Black

It should look like this:



If this is the case, the plug can now be reassembled and plugged into the control unit.

The assembly is carried out in reverse order: the footwell trim is screwed back on and the inner strip is clipped back in. If an airbag fault is stored in the fault memory after installation, it must be deleted once.

Concluding

We hope you have as much fun with your CANchecked display as we do. If you have any questions, you are welcome to contact us via the ticket system (https://www.canchecked.de/ticket) and discuss your concerns with us.

We have also created a group for the community on Facebook, where you can exchange ideas with other users and find the solution to one or the other question:

https://www.facebook.com/groups/CANchecked/