Lite svar på frågan om Vad göra när mätarpaketet spelar en spratt i E34

BMWs of the period have rechargeable batteries on the instrument cluster that have to be replaced after a few years. The fastest way is to replace the whole circuit board - expensive. If you are handy, you can do it yourself. Get a Bently manual for instructions. You can get the batteries at Radio Shack.

The problem with your dashboard is a very typical electric probelm on most bmw of your age. It happens just from time to time and if you gain some speed it works ok... Exchange is quite expensive, so get used to it!.

This problem really is a standard problem til end of '89 where they put the new "redesign" instrument in there. But the card isn't the problem in most cases. Usually its the plug on the left side of the unit where the mileage and the engine-type is stored. To have the plug changed is much cheaper and usually everything should be correct then. The only bad thing on this is that the mileage starts at zero from this day on and the red point right of the mileage is lighted so everyone can see that the original mileage is not indicated. So your dealer should confirm the mileage when the plug is changed.

The Service Indicator Lights
The BMW service indicator lights are considered by many to be totally useless for indicating when you should service the car. The cheapest, ugliest solution for turning off the service light is to cover them up with black tape. If you want to be more adventurous, you can remove the instrument cluster and cut the wire going to the lights. True motorheads will read on though.
The service indicator lights are reset through a pin in the diagnostic connector located in the engine compartment. There are 2 types of diagnostic connectors used on BMWs. One is a 15 pin connector used on 1987 and earlier cars, the other is a 20 pin connector used on 1987-on cars. In what follows the 15 pin connector is referred to as the early type and the 20 pin as the late type. Resetting the service

indicator lights is described below. The most common problem with resetting the service
lights is bad NiCad batteries in the instrument cluster. The batteries seem to fail pretty
consistently after 4 years. The symptoms of this are:

1. The inspection light comes on.

2. Resetting the light according to the instructions below either doesn't work or works
for a short period of time and then the inspection light comes back on.

The fix for this is to replace the batteries as described below.

In a related note. The cluster WILL come out without removing the wheel.
-Disconnect neg. battery cable
-Jack up the front wheels so they are off the ground (use jackstands).
-Adjust wheel all the way out (towards the driver).
-Remove two phillips screws from top of cluster.
-Carefully slide cluster out and disconnect the four wiring harnesses from the back.
-Put cluster in large hole in wheel.
-Push turn signal stalk down (left turn).
-CAREFULLY turn wheel to the left and work the cluster out.

Allright, first try to clean the inition as per Dave Leonard. This is pretty simple and
only takes a few minutes to check once you get the electronic parts cleaner from the autoparts store.

"Try cleaning the ign switch. Not the key hole, but the switch, on the other side of the steering
column, have to take lower shroud off, spray in CRC QD electronic cleaner into the body of the
switch, and work the switch a bunch of times...i disconnected the battery. Power to the gage cluster
runs thru here. It worked for me, with the exception of the trip ODO,which displays, but resets itself
at each stop, everything works now, and has for the last 18 months.

It won't hurt to use Wurth Contact oil on every connector you can find as well, the ones on the back
of the gage cluster, I do the ecm and all other module connectors, also all fuel injection and engine
control connectors as well. also everything under the dash that you can get to come apart. You never
really know what fixed the problem, but it usually goes away!"

Next thing is to clean the contacts on the back of the cluster itself.
This next part is from a message I sent to someone on the topic

To remove the instrument cluster:
This requires taking off the airbag and steering wheel. Once that is removed, the cluster will come out after you remove the two small phillips screws at the top front of the cluster.
A word of warning: If the power is restored with the airbag disconnected, the SRS light will come on until you take the car to the dealer to have it reset. As I understand it, the way that you trip the SRS light is to connect the battery and turn on the ignition key with the bag disconnected.

This is the method to use and avoid tripping the SRS sensor -I think!

Make sure that you disconnect the battery first off. I was told that you need to disconnect it and wait wait 20min to let the system power discharge (not sure about
this one, but better safe than sorry). Referring to my 88 735i. On the back of the wheel are 2 torx bit screws. Take these out one at a time. (Be carefull with these on re-installation. These thread into aluminum and due to the awkward nature of the
way the bag fits in place it could be easy to strip them.) Once you have the bag free,
you will see an orange plug which connects it. I left this connected, as you can remove
the steering wheel mounting nut. Turn the wheel to 12 o'clock, flip that little black lever
next to where the nut was and wheel will come off with gentle pulling. I then set the wheel
in my lap and removed the instrument cluster. Now you can clean and check these connections.

Next you can try replacing the capacitors on the motherboard. I'm not sure that this fixed mine,

but I know it didn't hurt because mine still works after I did it. Jean Claude posted
on this ~1 month ago. There are five of them located at the top right side of motherboard
which is located on the inside back cover of the instrument cluster. Here is the message
from Jean Claude on the repair, edited a bit.

Have any of these problems?
"-trip odo resets when you stop the engine
-language always change to german
-odometer and gauge switch off when you drive.
-when you turn the ign switch to 1 or 2,sometimes you just can see the backlight of the LCD display
-a "ding" when you open the door
-no message "LIGHT?" when the front projector is on and you open the door : just backlight of LCD

Solution !!!
When you switch on the engine or the projector, you create a glitch on the 12V line
of the car. It is normal and BMW had put in the cluster filters to eliminate glitch.
The filter consists of some electrolytic capacitors. In my case a few of them were bad.
You have five capacitor to change : 1x220mF 16V, 2x220mF 10V and 2x22mF 40V (mF=microfarad).
You can use higher voltage if you want for the capacitors (63V vs 40V for example).
If you have the choice, it is better to replace with 105°C type capacitor.
You'll find easily this capacitor on the mother board of the cluster. They are together
and on the right top of the board.

It worked fine on my E32, i'm sure that it is the same on E34 and why not some other model.
Cost : 10 FF (french franc)less than $3 and 1 hour

Don't forget. You do it at your own risk, BMW is not implicated in this solution.

If that doesn't do it, trying a replacement cluster might be a good idea, but expensive.

Make sure it works, my spare cluster was also busted and sent me on a goose chase!
The next thing to check is the CCM (check control module) in the fuse box (swap it with a spare).
If that doesn't work you try a new coding plug from the dealer. And finally if none of these
does the trick, then take it to the dealer and have them fix it. Its in the wiring at this point
and needs attention from someone that is trained to fix it.

I hope this helps. My problem was with only the matrix display being blank. I could make out the
character on the display
if I tilted it just right in the light with my spare but with my original I got nothing. At this
point I realized both
my clusters were had problems. I replaced the capacitors on the motherboard and swapped
the matrix display inside the
cluster with one out of my spare. I'm not sure which fixed it, but apparently my matrix display
went bad in the cluster.