

Door panel removal F07 5 GT

Things needed

- Decent plastic trim removal tools
- Torx 30
- Spare door clips – 07147145753 – I got away with a set of 5 but if I did it again I'd be cautious and get 10. From prior experience if they are damaged just buy new ones - you don't want a door panel that is loose.
- A box 30 cm / 1ft tall
- 10mm spanner to disconnect battery
- Clean hands especially if you have white leather
- A dry day (few and far between in England!)
- A few hours...

Disclaimer: This guide is intended to document my experience for the help of others. Please undertake this at your own risk and I accept no liability for any damage you do to your car. If you aren't a fairly competent DIYer engage a professional. Also note this is for a 2011 UK spec 530d with base stereo different specs, years and countries may have different set ups.

Some other resources also helped me guess where things were but this door is different to other F series cars thanks to:

F01-F04 Door Removal DIY

<http://www.bimmerfest.com/forums/attachment.php?attachmentid=405187&d=1383276022>

Bavsound F10 Stage 1 HiFi <http://www.youtube.com/watch?v=jRy5-f9OJss>

I'd suggest reading the pdf and especially the Bavsound video, there are some similarities and the video is useful background (better than my pictures). But neither of the above resources are for the F07 doors.

Hopefully the below is of help to the small but growing community of F07 drivers.

Please feel free to give me feedback – copy any of this in part or full, take and enhance.

Apologies in advance for typos, grammar and mistakes....

Here we go....

Step 1

Get all your tools together including the box or temporary stand that you will place the door card on. Put it all in an accessible location near the door you are going to work on.

Press start button once without starting and lower the window on the door you will be working on. Turn off.

Step 2

Disconnect the battery – this should always be done to prevent error codes occurring or any other issues. Removing the door panels will involve disconnecting electrical components and also potentially air bags (no air bags were present in my model).

As with most BMWs you need to play hunt the battery. As usual it is in the back and for once in a fairly accessible place for a change.

Open up the storage area and then remove three push rivets to reveal the battery. I then just disconnected the earth terminal and placed this out of the way.

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I'm always concerned when doing this someone may shut the tailgate so I suggest wedging something over the shut plate like a towel to prevent anyone closing the tailgate. To be honest it is much less of an issue on this beast than other cars, good luck to someone accidentally closing that tailgate!

Fig 1 -4



Step 3 – Remove Rear door

Fig 5



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The first thing to do is to remove the plastic horizontal trim – start from the hinge end and carefully get your tools underneath the trim. Hopefully you watched the video link above and this is fairly easy. There are parts to watch out for....

- 1) In Fig 5 you need to get your trim tool underneath the clip and push upwards. This is essentially a spring that expands and pushing upwards compresses it and frees it up.
- 2) To actually remove the trim there are two L shape clips either end – a small bit of pressure in the middle will free these up. The video link above covers this but it's pretty intuitive and the same as F10 so easy to get some help at this part.
- 3) There is a bit of metal at the end that slides under the leather– so don't pull out when all the clips are free just slide towards the hinge. Being careful with the metal against the leather. The metal slides under the leather in Fig 5a below.

Fig 5a



Fig 6



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This will then reveal two Torx 30 screws. Remove both of these and then move to releasing the clips.

Get your trim tools out. After experimenting I chose the biggest one I could find. The doors are a bit flimsy at the edges and the clips are strong, it is a pretty well put together car and the bigger trim tool gives you a decent amount of leverage and spreads the load on the door panel. I started in the bottom corner and then worked along the bottom edge of the door and then up the sides. See fig 7 and 8

Fig 7



Fig 8



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When all of the door clips around the edge are free you are ready for the most complicated bit. It's actually quite simple when you get the knack of it. Assuming this is your first time though I'll try and explain what needs to done.

Before doing this let's double check all the clips are free. Here is a photo of the door card showing the location of the clips. Fig 9

Fig 9



If Fig 9 you will notice two big red circles with two metal clips. These metal clips attach to the door and the only way, or the way I released these was to pull the door gently out and with all clips free firmly push upwards.

Those metal clips / clamps are attached to these plastic lugs on the door (Fig 10). They are very secure. This is similar to the one big clamp on the E39 that was difficult to get past. S

Fig10



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These are very secure and you need to know they are there. As I said I held the bottom of the door the handle and pulled out at the same time pushed upwards. It requires some effort but you don't need to be too strong to do this it is more technique and for the second door it will be much easier. You should notice the top of the door panel becoming free from the edge at well the door will kind of pop when you get those clamps free and there will be a series of clips at the top of the door the only thing left to do.

Fig 11



Fig 12



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Fig 13



Hopefully you have that box or something to place the door card on whilst taking strain off of all the connectors?

From here it is simply a matter of disconnecting things and doing whatever it is you wanted to do whilst in there. I was changing the speakers as the base stereo ones are pretty rubbish.

To do this I just disconnect a few wires and the door lock cable.

Step 4 – Reassembly of Rear door panel

Once you have done your stuff – ensure that all cables are reconnected. **Especially the door cable that controls the door lock.**

If you forget the door lock cable you may not be able to open the door! Do all the connectors, when inside the door card obviously be careful of wires and connectors there are fragile components such as ambient lighting and I am sure in some models air bags. Check the door release mechanism

I would say to reassemble it is just reversal of the method above but it is far easier.

A few pointers....

Establish if in removing the door you have damaged any of the clips. If you have now is the time to replace them with those shiny new ones. Transferring over the foam gasket / O ring from the old one. I'd strongly recommend replacing broken or distorted ones but if you haven't bought these you may be able to bend the old ones back into shape. (Well worth planning and buying these they are just a few pence each so for a few pounds worth getting). Taking all 4 doors off I broke and replaced 5 clips.

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Locate the door lock pin (or whatever it is called) in the hole see Fig 14. Line up the clips on the door frame with the top of the door card. Push the door card and the door together along the top edge. It should go back very easily if things are lined up.

Fig 14



From here on it is easy, just double check everything is connected back up. Check the door cable again!!!

Now just give the door some localised pressure over each clip – a short slap should be sufficient. Do them in the centre of the door as well (over those metal clips). Probably goes without saying use your hand and slap it – don't use anything else or it will damage the door. Your fleshy palm is unlikely to do any damage to the door no matter how hard you slap it! Just be careful those plastic clips are lined up.

I'd also say your hands should still be clean but if you are working with white leather I would clean your hands in between each door or during if they become dirty.

After doing this on all 4 doors – it should take 10 minutes to remove the door panel and 2 minutes to replace it. Very easy when you get the hang of it.

I'd recommend starting with rear passenger door to get used to this the front door panels are virtually identical. I'd allow 1 hour for the first door panel but hopefully this guide will help you and it won't take so long to try and figure things out the hard way. The doors completely stumped me initially and it was all down to those two central metal clamps – no amount of pulling outwards was going to budge those and also not obvious what was holding the door.

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Step 5 - Front door panels

This section assumes the above have been read and understood. The fronts are pretty much the same as the rears to some extent they are easier as are totally frameless so don't have the small window. The plastic trim that is removed is also easier as runs the length of the door card.

As this is mostly the same as before this section will be heavy on photos and light on words.

Fig 15

Remove the plastic trim – pretty easy. Remove two Torx 30 screws



Go around the door with trim removal tool to release all of the clips – ensure that the bottom of the door comes out about 2-3 inches. There's a few clips deeper in the door panel.

Fig 16



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There is a clip quite deep in this corner – when you've got those clips off you should be able to pull out the panel 3 inches pretty easily

Fig 17



When you have pulled the door out and pushed up the door panel will be free except the top edge.

Fig 18



The door panel then just pulls out. The tweeter cover doesn't need to be removed to remove the door card.

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Fig 19



Fig 19 show those clips / clamps in the centre of the door. These are the trickiest bit but requires the bottom of the door to be pulled out and the whole door card pushed up.

Fig 20



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Door card resting on a box...

Fig 21 - Trim tools



Fig 22 – Those central vice like clips! Remember don't pull outwards!



Good luck...