

Phase 2: Recommissioning and MOT Preparation

With your E36 now fitted with a smooth-running replacement engine, we move into Phase 2 of the build. Recommissioning the car for road use, starting with the key requirements to pass the MOT.

There are five main areas of focus: **rust repairs**, **lighting**, **gearbox leak**, **starter** and **cosmetic damage**.

1. Rust Repairs Overall, the car is structurally sound, with minimal rust, but several areas require attention:

Jacking Points



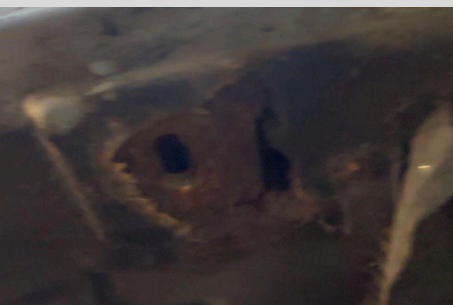
- **Nearside Front:**

Appears similar in condition to offside front but performed well under load. The metal is solid and has been previously repaired to a good standard. (See attached photo.)



- **Offside Front:**

At first glance, this looked fine with the original rubber still in place. However with a poke with a screwdriver, we heard the telltale crunch of soft rusted metal. A quick inspection confirmed soft metal beneath a patch is required here to pass MOT. (See attached photo.)



- **Nearside Rear:**

This point is failing. There's a 5cm hole/crack next to where the rubber should be and it's missing. (See photo.) We did not attempt to lift from here. The rust has formed due to a previous patch being placed over existing corrosion, leading to rust from the inside out. Full removal and replacement of internal structure is required.



- **Offside Rear:**

Similar to the nearside rear. The rubber is missing, this has led to internal corrosion, I will supply new rubbers as I have a few spare. Internal structure is solid, and requires cleaning up.

Side Sills



- **Nearside Sill:**
In good condition, small pin holes of rust which we will spot weld and reseal
- **Offside Sill:**
Two holes present. One is just below the driver's door, where we previously noted bubbling. On inspection, the area is heavily rusted inside and soft. It will need cutting out and replacing with a 5x10cm patch, shaped around the door crease. (See 2 photos.)

Please note that following the sill repairs, the areas will be treated with red oxide rust-proofing paint and finished with a black underseal. As a result, the lower section of the sills beneath the silver M Sport side skirts will be black rather than silver. However, this will not be visible once the side skirts are refitted, and the treatment will provide long-term protection against corrosion

Wheel Arches:

Both arches show signs of surface rust but are solid. They require grinding down, spot welding and treatment



All rust repair labour 14 hours

2. Lighting

- **Nearside Front Indicator:**
The indicator light is missing its wiring. Additionally, both front indicators have been previously glued together and are in poor condition. We recommend replacing both units they are inexpensive and readily available.
- Headlights require adjustment

1-2 hours labour

Indicators Pair on Ebay £23.25 non OEM

For BMW 3 Series E36 2Dr Coupe Cabrio 90-00 Front Indicators Clear Pair



car-mod-shop-ltd (232764) · Business
99.2% positive · [Seller's other items](#) · [Contact seller](#)

£23.25

(£23.25 / Unit)

£22.09 with coupon code [Price details](#)

Condition: **New** ⓘ

Compatibility: [See compatible vehicles](#)

Quantity: More than 10 available · 167 sold

3. Gearbox leak.

One of the seals has perished and causing a very slow drip, It requires a new seal, a £15 part but not an easy one to fit with the gearbox having to come down once again, I suggest replacing the ATF fluid in the transmission with fresh fluid while we're at it.

ATF Fluid and Labour £235

4. Starter Motor.

As we experienced on the test drive the starter motor is starting to show its age and sometimes sticks preventing the engine from turning over, so it will need replacing
£120 For a new starter motor

1-2 Hours Labour

5. Cosmetic Repairs (Not Key To Mot)

- **Slam Panel:** £50 Fitted
Needs replacement. (Photo above of 2 options, one is white and corroded and one is red with no rust, let me know which one you prefer)
- **Nose Cone:** £120 Fitted
Also needs replacing – the current unit is damaged. I have the correct one without headlight washers on my car. photo of it on my own E36 here (Photo attached.)



Total Cost: £1510 - £1630 price dependent on rust findings and wiring time, and will not exceed this quote

Nick, we just want to say a big thank you for bringing your E36 to DLM. It means a lot when someone like you puts their trust in us to help bring a car like this back to life. These E36s are getting rarer by the day, and it's clear you've got a good one worth saving. It's a pleasure to be part of the journey.

We treat every car that comes through our doors like it's our own, and with yours, we're doing everything properly. No shortcuts, no bodes, just solid, honest work done to a high standard. Whether it's welding up the rust, sorting the mechanicals, or getting the finishing touches right, we're making sure this car is built to last.

We know how much time, money, and energy it takes to keep a car like this on the road, especially one with the character your E36 has. That's exactly why we do what we do. Seeing it come together properly and head back out onto the road is the best bit of all this.

Once the work is complete, we can get the car MOTed for you, or you're welcome to take it to a test station near you. We're confident it will pass. The MOT is priced at £50.

So again, thanks for choosing us. We're buzzing to see your car finished and back out where it belongs. You're always welcome at DLM and we're proud to have been part of this build with you.

Let me know if you have any questions before we start, feel free to make contact via email, in person or phone.



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