

Report and Health Check

BMW E24 635CSi

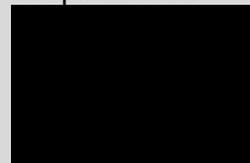
£120



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Prepared For:



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1: Introduction

Hello Mr [REDACTED]

Thank you for purchasing our paid report & health check.

It has been a real pleasure to have your E24 In our DLM workshop.

I have to say it is a very clean car compared to others we are currently maintaining and of other BMWs of the period we have seen.

You should be proud to have this car in your fleet.

So when you read this report know that your car is in great condition overall.

We carry out these reports not just to highlight not only the bare minimum needed for an MOT pass, but to a standard that would impress even the BMW Car Club Concours judges

We have taken a good and thorough inspection around your E24 and have put together a comprehensive report on its condition.

Should you decide to go forwards with any works on your E24 we can offer secure storage in our gated yard next to many other BMWs of the era free of charge while work is being conducted. There are also options to store your car here should you need more driveway space over winter.



2: MOT Failures

As mentioned earlier, it's important to understand that an MOT represents only the bare minimum standard required for a vehicle to be legally allowed on the road. Many issues that don't cause an MOT failure can still affect performance, reliability, and overall safety, which is why a deeper inspection often reveals areas in need of attention beyond what the MOT covers.

Rear Registration Plate Lights Painted Over



The car appears to have undergone a respray at some point in its life, and while the finish overall presents very nicely with a good shine and even colour. There are a few telltale signs that the job wasn't carried out to a fully professional standard. In particular, several areas have not been properly masked off, resulting in some noticeable overspray. One example of this is around the rear number plate lights although they are functioning correctly, the clear lenses have unfortunately been painted over during the respray, preventing the light from shining through as intended. A simple cleanup or replacement of these lenses would help tidy up the overall appearance and restore proper illumination.

2.1 MOT Failures continued

Nearside front lower arm and both drop links / dust boot:



The bushing and rubber boot that keeps grease has perished causing a lot of resistance and is a contributing factor to why the power steering is having to work overtime. It is possible to push out the bushing and replace but we would advise replacing the whole arm as they are still available from BMW and much less labour is involved, only 1 hour compared to 2 hours per arm to replace the ball joint and bushing.

The Offside arm is in much better condition, and doesn't require replacement. Both drop links as pictured in the middle photo are perished and require replacement

If we replace this suspension arm or any component within the suspension system. We would highly recommend that the vehicle undergoes a full wheel alignment afterwards. This is because removing or replacing suspension parts can alter the geometry of the wheels, affecting angles such as camber, caster, and toe, even slightly we know that in our line of work every degree of caster and tow even corner weighting is vital to lap times and overall road feel.

2.2 MOT Failures continued

Blow in exhaust:

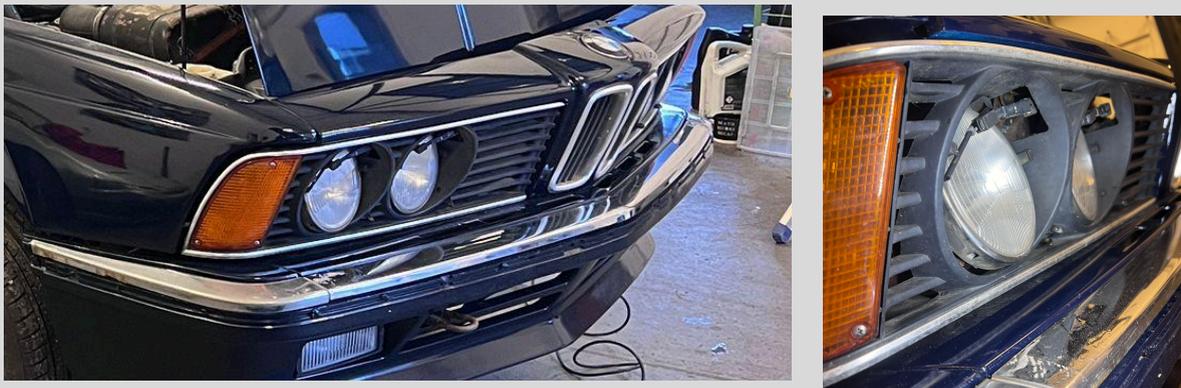


The exhaust is blowing in the midpipe, not excessively but definitely noticeable. With a small blow like this, it may be a simple fix with exhaust paste. If the issue persisted we would remove the rusty bolts which are corroded and bent and replace all these nuts, bolts and the inner exhaust gasket.

Roughly 2 hours labour.

This is the cheapest and least labour intensive option with your current exhaust without replacing exhaust sections, despite now enticing the Supersprint exhaust catalog can be.

Indicators:



The Indicators have little gaskets to prevent the ingress of water, however over time as you can imagine these gaskets fail and a small amount of water can cause the bulbs and connectors to corrode.

Bulbs are cheap to replace and much cheaper than replacing the indicator gasket. We have replaced these bulbs and cleaned out the connectors on each side for you but be advised that the damp within the light will only cause the same issue for you in time.

The indicators are now working as intended.

Our advice, unlike most BMW drivers. Indicate often, using them dries out the light.

2.3 MOT Failures continued

Washer fluid / washer fluid not delivering water:



The washer jets have been replaced in the past. Its been replaced with cheap hose not cut to length and a spiderweb of wires and hoses.

Ideally it needs to be reverted back to original, and tidied up back to the factory locations for the washer jets on the bonnet and jets on the headlights.

It's worth noting that only the bonnet washer jets need to work for the MOT
1-2 hours labour estimated

Offside Headlight Aim:



As you can see from this picture the outer headlight is facing the sky.

The adjuster unfortunately is broken, most replacement parts have the same issue they have corroded adjusters and are a costly replacement.

We've developed a method to properly aim these quad headlights. We first trialled it on an E30, where the adjuster was corroded and unusable. The process involves setting the light in the correct position and then setting them to secure the aim in place. Once it's set, it remains fixed, ensuring consistent and accurate headlight alignment, this can take a fair bit of time.
1-2 hours estimated

These issues are relatively minor and could all be sorted within a single day, as long as we pre order the parts. So it's not too bad overall.

3: Bodywork / Shell Condition

Overall the shell has been looked after, there are signs of a commercial repair and patch work over parts off the sill.

The bumpers are missing many clips and have been held on with zip ties replacing them. They are prone to breaking and this is clear on the front bumper mounts which require new BMW clips or more neater repair.

The underbody of the car has been protected with a tar based underseal, which has its pros and cons. We know it can trap water and rust if not properly diagnosed when applying the underseal. Also there are signs of underseal where it shouldn't be for example on the coil springs.

The areas which have been patched up are by definition been patched and the rust was not fully treated and will require welding again in the near future.

But nothing is an issue as of yet and it's not an MOT advisory yet or fail.

The doors not wanting to close is a common issue on the E24.

There are a few ways to help bring back that classic car clunk as it was intended.

First we should replace the striker catch, then realign the hinge.

Then if required remove the door and reset the hinge position and refit the doors.

3 hours labour as this can be a very time consuming job taking the door on and off.

The wheel arch covers and front wings are starting to develop rust but nothing of concern currently and just need a light sand and treatment before it worsens.



Above this is the offside outer sill, its flaky with rust, but its only surface rust.

There are signs it has been painted over in the past which will only accelerate this issue. It should be wire brushed, painted with anti rust oxide paint and finished with underseal.

3.1 Body/Shell Condition continued

Three of of four jacking points are in good condition its only the nearside rear where the Corrosion has started to take hold.

In this photo the jacking point should be straight but you can see its bent and brown with rust. It's not an MOT fail but something To keep your eye on.

We would advice to not use this jacking point to lift the car until it has been cut out and a new jacking structure be added.



Below are photos that show signs of a good repair and underseal despite the overspray on the coil spring. The welding quality lacks neatness but is holding strong. The thick layer of underseal makes it hard to spot corrosion.



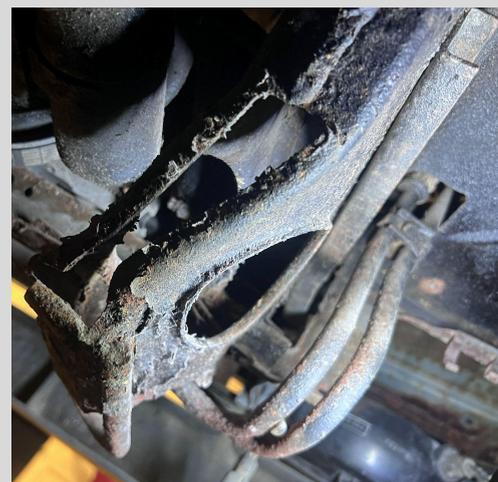
This is a photo on the right taken from the front wheel arch.

It shows rust building up on the inner sill out of sight, only small now but should be addressed before it goes into areas that require cutting the outer sill to access.



It's also worth mentioning the offside front towing point is bent and rusting where someone bent it a long time ago.

Still strong but best to use the nearside towing eye should the car need to be pulled.



3.2 Body/Shell Condition continued

Overall, the body and E24 shell are in good condition, showing only minor areas that require attention. There are a few missing trims here and there.

The majority of the work will involve cleaning back certain sections to bare metal to properly assess the underlying condition, treating any surface corrosion, and carrying out small localised repairs where necessary.

A few areas may need light welding to ensure long-term structural integrity and to prevent any future deterioration. Once these areas have been addressed, the shell will be ready for refinishing and protection. Based on the current assessment, we estimate approximately 8 hours of labour to complete this stage of the work, allowing enough time for careful preparation and a thorough, lasting result.

4: Suspension

Both drop links for front anti roll bar require replacement
As mentioned before in MOT Failures above.

These are easy to replace and still readily available online or from BMW main dealer.

We may need to replace the nut and bolt for it.

But they currently look like they will come off nicely and won't need replacement. 1 Hour labour for both sides.

Both front shock absorbers are missing their dust boots which would be an MOT advisory

currently there is no leaks but the dust boot should be replaced to prevent the ingress of dirt.

Also there's lots of blue overspray on the suspension.

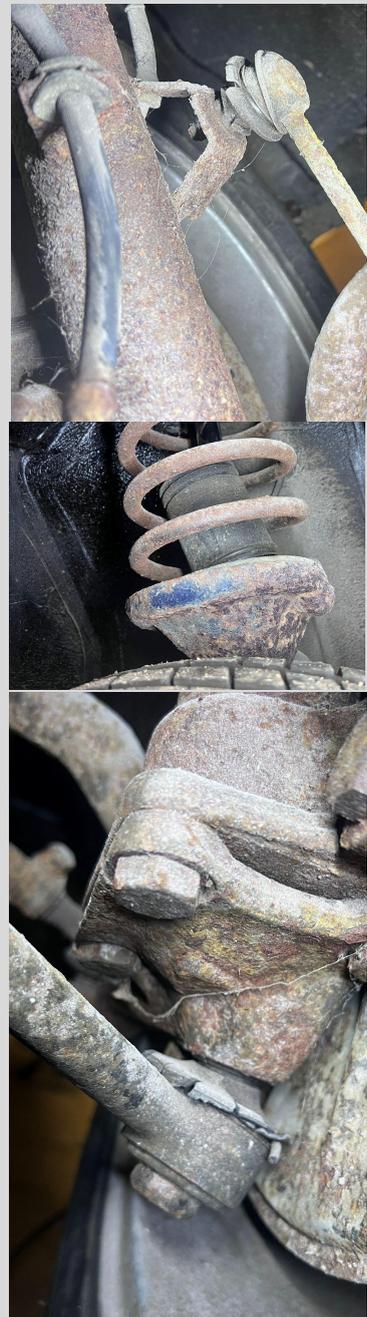
Nothing to be concerned about, just worth noting.

Along with the nearside front lower arm which would be an MOT fail. As mentioned above in detail under MOT failure points

Offside front wheel bearing is making a slight noise
There is minimal play, nothing to worry about for now.

Overall the suspension is in good condition with no noises or knocks, the main area of concern is the nearside front lower arm and both front Anti roll bar droplinks.

They are not only an MOT failure point but are putting a lot of stress on the power steering.

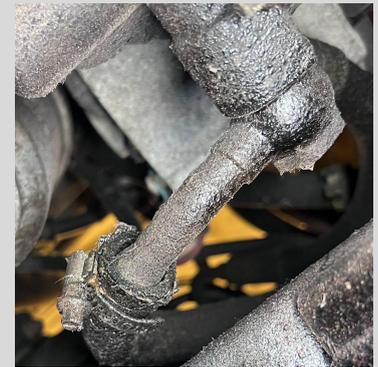


5: Power Steering

The lines are weeping so you should keep an eye on the fluid level. This small weep is coming from the lower hose. Unfortunately this is common, but the hoses are no longer available online or BMW main dealer. We have had them custom made by a company in Italy for an E36, they can be expensive around £90 for the lower hose.

This is an option on your car but for now we would advise just keeping an eye on the power steering fluid level and keeping it topped up with PSF or ATF.

Photo of leaking line to the right.



6: Engine Health

Basic check included with overall health check.

This is where we give the engine bay a good look over.

There is an option for an engine specific comprehensive report like the one you're reading now but focusing on the engine. Where we would test compression, bearings, vacuum lines, oil quality and sensor testing.

Firstly the engine is running slightly rough. Not how the M30 B35 should sound. These engines should sound like a sewing machine when everything is happy in the engine bay. There are many factors to making These M30's run right. We tested the MAF First, it's working very well. Which is great news when these cost over £450 now from BMW so that's a win! There are numerous vacuum leaks on your M30 Engine due to the vacuum lines cracking and being perished due to their age. As you can see from this photo to the right.



6.1 Engine Health continued

Then I would like to draw your attention to the slack in the throttle cable, this is due to it being stretched which happens over time, they can be adjusted however its ceased and the cable should be replaced.

Is readily available from BMW or Ebay. This slack means that when you initially touch the throttle pedal nothing will happen as it first pulls the slack in the cable tight then engages the throttle body. You may have noticed this when driving. The car takes a moment to rev up with having this play in the throttle cable.

There is a weep of oil coming from the rocker cover gasket. You can still get these gaskets from BMW and are easy to replace. Worth doing this to avoid covering the side of the block in oil. It's hard to capture this on a photo as it's happening around the front of the engine. But the photo on the right does show it slightly. There is also a leak from the timing chain tensioner, seems to just be a washer so we would advise removing and replacing the copper washer. 3 Hours labour to sort this oil leak and clean the front of the engine where it has leaked onto.

HT leads are old but are working without fail. Signs of a coolant leak from the top radiator hose but has not leaked for a while as the dried coolant has hardened up around the top of the pipe. Some wires are out of factory positioning but that's nothing to worry about.



6.2 Engine Health continued

Overall we would recommend a smoke test be carried out to diagnose and locate the damaged vacuum lines. Its hard to quote labour as it is dependent on how many vacuum leaks we find.

This would be a relatively easy fix to get the M30B35 running like a sewing machine. Roughly 3 hours to find and fix these leaks

There are areas which require hose clips But there missing and have been replaced With a plastic zip tie, cut at a sharp angle Which is waiting nicely to cut you! This needs to be replaced.



7: Electrical

Battery Health:

The battery has been replaced recently. It came to us on low charge around 16% We charged it and conducted a load test. It passed and holds charge without issue.

While we have had the car it has been kept On a trickle charger to maintain its good health It now holds charge with any issues.

Wiring:

There are lots of wires which are out of factory location and rubbing against things they shouldn't, eventually they may wear through and cause electrical issues Some time needs to be spent going through and putting them in the plastic factory Wire holders. In some areas these plastic clip holders are missing. We can easily run a zip tie around the original mounting location to keep the wires in their factory locations.

7.1 Electrical continued

Indicators:

As mentioned before the indicators were not working when you brought the car to us, we found the issue related to water getting into the lights and corroding the connections. I go into more detail above on why this is happening. But it has been wire brushed and they're all working flawlessly again.

Front Fog Lights:

This again needed cleaning up as the connections were corroded. Slightly worse than the indicators, they now work but are temperamental. No charge for cleaning them up as we think they will again fail in the near future.

Ideally needs to be resealed and a new bulb fitted.

On the subject of lights,

Both rear tail lights are cracked
With the offside rear tail light being
Completely cracked so it may fall off.
Both tail lights should be replaced.
Or at least glued on the offside rear
to avoid the tail light falling out.



8: Tyres and Serviceable Items

The tyres have all been replaced at the same time which is good to see. They are budget tyres and have good life allround, the alinement must be okay as the wear of them is even across the surface with 7mm remaining across all 4 tyres.

Engine oil

The level of the oil was spot on, just would be good to know when it was last changed so we can book you in in future.

Gearbox Oil

We checked the fluid and it was thinning and looked gray. We would suggest flushing it. Do you know when it was last changed? These ZF have a sticker on the side describing that the gearbox oil is lifetime. But this is for the lifetime of the ownership Now, 30+ years later, these gearboxes are long overdue for an oil change.

Filters

Cabin Filter looks to have never been changed and is full of dust and dirt
Fuel filter unable to tell when it was last changed, advise changing.

9: Brake Life

The brake pads themselves have good life left over 50% front and rear. However the discs are very pitted from small amounts of rust that have built up on the disc when its been sitting. Then as the car is used the rust is removed leaving dimples on the disc. Which can be clearly spotted in the photo

This is only an MOT advisory, Ideally discs and pads Should be replaced. 2 hours labour required.

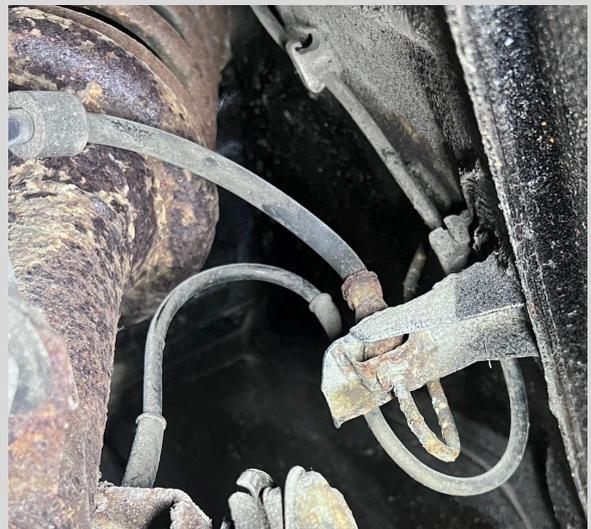
There is no way of telling if the calipers are okay but currently they dont bind which means they should free up nicely when changing the discs and pads

The brake lines overall are in good condition It looks like they have also had a coating of underseal in areas to keep them holding strong.

The nearside front brake pipe has Very slight corrosion and maybe advised on the MOT but it depends how the the tester is feeling that day.

The offside front is in better condition. The hoses on both sides have been replaced and are still holding strong, its only the metal and copper pipe starting to show signs of age.

Both are photographed to the right.
NSF Top
OSF Bottom



10: Finishing Note



Mr [REDACTED]

Thank you again for trusting Declan Lee Motorsport with your beautiful E24 635CSi. It's clear that this car has been well looked after throughout its life, and it remains a fine example of a true BMW classic.

While a handful of issues have been noted throughout this report, the majority are relatively minor age-related items that can be addressed with some careful maintenance and attention to detail.

There is nothing here that should cause major concern, and with a bit of work, your E24 can be brought to an exceptional standard both mechanically and cosmetically.

Our overall impression is that this car has strong foundations, the engine, shell, and structure are solid, and the areas requiring attention are largely centred around small leaks, perished rubber components, and tidying up past repairs.

Once these points are addressed, your 635CSi will not only drive more smoothly and reliably but will also continue to hold and even grow in value as a cherished classic.

We would be delighted to help you carry out the next stages of work, whether that be mechanical repairs, preventative restoration, or cosmetic refinement.

As mentioned, we can provide free secure storage during any period of repair, and we also offer long-term storage options should you wish to keep the car safely tucked away over winter. Starting at £175 PCM

It's been a real pleasure to have this iconic BMW in our workshop.

Cars like yours are what keep the passion for classic motoring alive. We look forward to seeing the E24 back on the road, driving as it should, turning heads, and continuing to make its mark as one of BMW's finest grand tourers.

Warm regards,

Declan Lee - Director

Preserving the classics, one drive at a time.

Any Questions please do reach out via phone call, text or in person.

Thank you again for choosing DLM.

Declan Lee