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### Rebuilding HPPF

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#### 7 Series - E65 / E66 (2002 - 2008)

Discussion of BMW's 4th generation E65/E66 7 Series flagship. The E65 generated much controversy, due to its radical styling and iDrive user difficulties. Nonetheless, the E65 broke records to become the best-selling 7-series iteration ever, especially after its 2005 facelift.

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11-26-2014, 02:07 PM



**usdrake1fallen**

760 is BAE  
Location: Austin Texas

#276

Join Date: Oct 2013  
Posts: 235  
Mein Auto: 760Li  
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I got my diaphragm in the mail today just waiting to get off so I can compare it against the OEM part. I hope it fixes with minimal cutting !

current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPPF diaphragm replacement with 19,158 mls on replacement from magna fuel !!!

CODED



past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔



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11-26-2014, 02:26 PM

#277



**Rick in Yuma**  
Officially Welcomed to the 'Fest  
Location: Arizona

Join Date: Dec 2006  
Posts: 1,557  
Mein Auto: 05' 760li,94' H1,08'Smart  
[View My Garage](#)

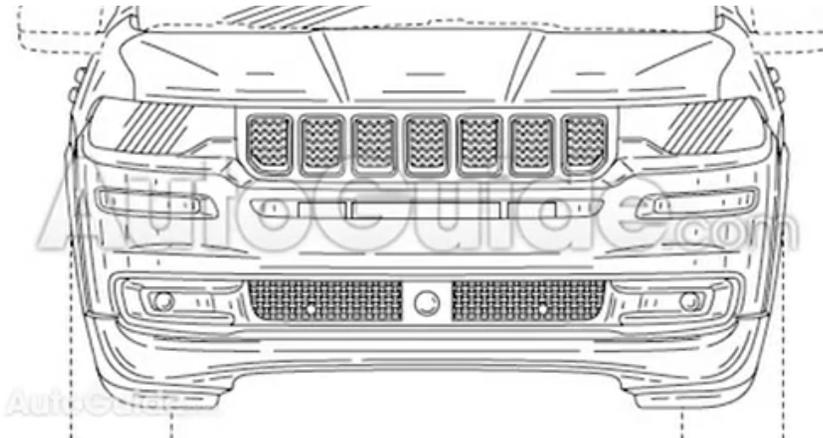
I'm keeping my fingers crossed. Just found out an hour ago I may have a HPFP going out on my car... Out of curiosity' how do you intend to cut it? For what the price of new pump is I wonder if having a circular die cutter made to the exact diameter would be the way to go. If the thickness is different then the OEM , also I think it would be advantageous to have the new retaining rings made too. Sounds like these are the only two issues to address if everything else adds up.

Last edited by Rick in Yuma; 11-26-2014 at 09:01 PM.



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11-26-2014, 08:15 PM



**usdrake1fallen**  
760 is BAE  
Location: Austin Texas

#278

Join Date: Oct 2013  
Posts: 235  
Main Auto: 760Li  
[View My Garage](#)

Just got home and opened the package. The raised ring is too big around. I haven't compared it to the one in my pump but it looks like the raised ring would be right under the metal retaining ring. It might still work if the ring can compress it without it leaking. I had a long day at work and I am going to continue with more tomorrow.

current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPFP diaphragm replacement with 19,158 mls on replacement from magna fuel !!!

CODED



past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔

Last edited by usdrake1fallen; 11-26-2014 at 08:16 PM.

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11-26-2014, 08:18 PM



**usdrake1fallen**

760 is BAE  
Location: Austin Texas

#279

Join Date: Oct 2013  
Posts: 235  
Mein Auto: 760Li  
[View My Garage](#)

Here is a pic

[Attached Thumbnails](#)



current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPFP diaphragm replacement with 19,158 mls on replacement from magna fuel !!!

CODED



past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔



#280

Join Date: Aug 2012  
Posts: 121  
Mein Auto: E66 760, E38 750, E34 540  
[View My Garage](#)

11-26-2014, 09:53 PM

**new760Liowner**

Officially Welcomed to the 'Fest  
Location: Nor Cal

**Some More Diaphragm Details**

Opened up my spare pump with my fabricated pentagon bolt. The diaphragms are 1 5/16" OD. Looked at the diaphragms under a 30x jeweler's loupe and the diaphragms definitely have a tight weave fabric base for strength; some of the gelled material had sloughed off revealing the fabric base. Given how tight the weave is, I think whatever green coating is gelled with the fabric is there for chemical compatibility versus providing any additional strength.

As for a replacement, I'm looking into the best Viton blended with a fabric base material when mine go out. Again, I think the key factor in the replacement is the tight-weaved fabric base.



11-27-2014, 05:31 AM

## Andra V12

Registered User  
Location: UK

Just a suggestion for trimming any diaphragm . Clamp the metal ring to diaphragm and trim with sharp utility blade .



11-27-2014, 06:48 AM



## usdrake1fallen

760 is BAE  
Location: Austin Texas

Quote:

Originally Posted by [new760Liowner](#)

*Opened up my spare pump with my fabricated pentagon bolt. The diaphragms are 1 5/16" OD.*

*Looked at the diaphragms under a 30x jeweler's loupe and the diaphragms definitely have a tight weave fabric base for strength; some of the gelled material had sloughed off revealing the fabric base. Given how tight the weave is, I think whatever green coating is gelled with the fabric is there for chemical compatibility versus providing any additional strength.*

*As for a replacement, I'm looking into the best Viton blended with a fabric base material when mine go out. Again, I think the key factor in the replacement is the tight-weaved fabric base.*

The diaphragm I ordered from summit racing has a very tight fabric weave in it its hard to see but on the edges of the diaphragm you can see a ton of small tight threads bunched together. I think we are getting closer. I wonder if this manufacturer makes smaller diaphragms.

current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPFP diaphragm replacement with 19,158 mls on replacement from magna fuel !!!

CODED

#281

Join Date: Jan 2014  
Posts: 77  
Mein Auto: 2005 760Li  
[View My Garage](#)



#282

Join Date: Oct 2013  
Posts: 235  
Mein Auto: 760Li  
[View My Garage](#)



past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔

11-27-2014, 09:10 AM



**A B Able Truck**  
Officially Welcomed to the 'Fest  
Location: San Diego



#283

Join Date: Jun 2013  
Posts: 1,609  
Mein Auto: 2006 550I (N62TU) V8  
[View My Garage](#)

Quote:

Originally Posted by **new760Liowner**  
*Opened up my spare pump with my fabricated pentagon bolt. The diaphragms are 1 5/16" OD.  
Looked at the diaphragms under a 30x jeweler's loupe and the diaphragms definitely have a tight weave fabric base for strength; some of the gelled material had sloughed off revealing the fabric base.  
Given how tight the weave is, I think whatever green coating is gelled with the fabric is there for chemical compatibility versus providing any additional strength.  
As for a replacement, I'm looking into the best Viton blended with a fabric base material when mine go out. Again, I think the key factor in the replacement is the tight-weaved fabric base.*

Reinforced Nitrile Sheet Fabric (.8 mm & 1.6 mm) Sold per square inch

<http://classicarbs.com.au/Classic-F...ump-Diaphragms>

Also available in the states;

<http://www.mcmaster.com/#standard-bu...sheets/=us1nuw>  
\*\*\*

The early bird may get the worm, but the second mouse gets the cheese.

Last edited by A B Able Truck; 11-27-2014 at 09:29 AM.



#284

11-29-2014, 10:42 AM

**FlylowTX**  
Fixed his own HPFP  
Location: Dallas

Join Date: Apr 2013  
Posts: 122  
Mein Auto: '04 760li '01 750il Sport  
[View My Garage](#)

Quote:

Originally Posted by **Andra V12**

Just a suggestion for trimming any diaphragm . Clamp the metal ring to diaphragm and trim with sharp utility blade .

Buy this man a beer 🍺🍺🍺



11-29-2014, 01:20 PM



**usdrake1fallen**  
760 is BAE  
Location: Austin Texas

#285

Join Date: Oct 2013  
Posts: 235  
Mein Auto: 760Li  
[View My Garage](#)

Its gunna fit !!!

I am working on this project right now. The inside circle is the exact size of our diaphragm. Here are some pics will post more soon.

Attached Thumbnails



current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPFP diaphragm replacement with 19,158 mls on replacement from magna fuel !!!

CODED



past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔



11-29-2014, 01:24 PM

**FlylowTX**  
Fixed his own HPFP  
Location: Dallas

#286

Join Date: Apr 2013  
Posts: 122  
Mein Auto: '04 760li '01 750il Sport  
[View My Garage](#)

Quote:

Originally Posted by **usdrake1fallen**  
*I am working on this project right now. The inside circle is the exact size of our diaphragm. Here are some pics will post more soon.*



Awesome! You are the pioneer - Git er done!



#287

Join Date: Jun 2012  
Posts: 2,454  
Mein Auto: 2007 Audi A8  
[View My Garage](#)

11-29-2014, 01:50 PM



**First\_745Li**

Officially Welcomed to the 'Fest  
Location: South FL

I like where this is going.. Nothing better than members getting together and saving a bunch of \$\$.

Good luck gents.



- '11 328i (sold)
- '07 Audi A8
- '03 745Li (sold)
- '03 Acura TL-S (sold)
- '15 Toyota Sienna Limited Premium w/Dynamic Cruise
- '15 Infiniti Q50 Premium w/NAV & 19" Wheels

[www.balanceyourbodyph.com](http://www.balanceyourbodyph.com)



#288

Join Date: Oct 2013  
Posts: 235  
Mein Auto: 760Li  
[View My Garage](#)

11-29-2014, 02:21 PM



**usdrake1fallen**

760 is BAE  
Location: Austin Texas

It lives !!!!!!!

My passenger side is done. Put her back together and let her idle for about 10 minutes then reved her beautiful v12 to the limit a few times then took her for a very spired test drive. I will be posting more in a bit. I also will be ordering another diaphragm for the other side. The diaphragm does have super tiny threads in it. For the first 5 minutes the fuel pump is kinda loud. I guess it had air in it. The car also stalled once. Also because of the air. I reset all adaptations for the engine prior to starting so she would be nice and purky. Hopefully this is a fix for the 2500\$ hpfp. More pics for your enjoyment :

Attached Thumbnails



current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPFP diaphragm replacement with 19,158 mls on replacement from magna fuel !!!

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past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔

11-29-2014, 02:53 PM



**PAPER**  
CRISP & CLEAN  
Location: on the moon

Quote:

Originally Posted by [usdrake1fallen](#)  
*My passenger side is done. Put her back together and let her idle for about 10 minutes then reved her beautiful v12 to the limit a few times then took her for a very spired test drive. I will be posting more in a bit. I also will be ordering another diaphragm for the other side. The diaphragm does have super tiny threads in it. For the first 5 minutes the fuel pump is kinda loud. I guess it had air in it. The car also stalled once. Also because of the air. I reset all adaptations for the engine prior to starting so she would be nice and purky. Hopefully this is a fix for the 2500\$ hpfp. More pics for your enjoyment :*

**GOOD LUCK ...**

**I hope this solves the issue you & many others are having finding the right Diaphragm ...**

11-29-2014, 03:48 PM



**First 745Li**  
Officially Welcomed to the 'Fest  
Location: South FL

Very promising!



#289

Join Date: Jul 2009  
Posts: 4,113  
Mein Auto: Ford Pinto  
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#290

Join Date: Jun 2012  
Posts: 2,454  
Mein Auto: 2007 Audi A8  
[View My Garage](#)



'11 328i (sold)  
'07 Audi A8  
'03 745Li (sold)  
'03 Acura TL-S (sold)  
'15 Toyota Sienna Limited Premium w/Dynamic Cruise  
'15 Infiniti Q50 Premium w/NAV & 19" Wheels

[www.balanceyourbodyph.com](http://www.balanceyourbodyph.com)



11-29-2014, 04:24 PM

**FlylowTX**

Fixed his own HPPF  
Location: Dallas



#291

Join Date: Apr 2013  
Posts: 122  
Main Auto: '04 760li '01 750li Sport  
[View My Garage](#)

I decided to do mine today using the same Magnafuel diaphragm as shown above. On the 4th try I finally made a tool correctly to unscrew the pentahead bolts. 🤖

Upon using it to remove the first screw, I promptly dropped it and it fell down on top of the big metal plate that's mounted under the engine. Grrrr... 🤖

So I jacked up the car, removed the motor plate and retrieved my tool. Not wanting to be lazy, I re-installed the motor plate. Bad idea. Because....

As I was taking the last pentahead bolt out of the diaphragm cover, the spring popped out and fell GUESS WHERE??? 🤖 Now I've got to jack the car up and remove that damn motor plate again. Should have just left it off till I was done!

Word to the wise - Push down on the diaphragm cover when you remove the last bolt so it doesn't pop off and send parts flying!

I thought I would never get the annulus ring out, but I finally did using a very tiny flat head screwdriver. Pry it up a bit from the front, then put the screwdriver behind the pump and pry up at it from the other side. It will eventually loosen and come out.

Here's a pic of the annulus ring with the new diaphragm, plus the old torn diaphragm. You can see where I cut the new one to fit.



Its now dark and the wife is calling me to dinner. Not sure if I'll work on this more tonight or just wait until morning.

I will keep you updated!

*Last edited by FlylowTX; 11-29-2014 at 04:33 PM.*

11-29-2014, 08:31 PM

**new760Liowner**



#292

Join Date: Aug 2012  
Posts: 121

Great Job usdrake

Please keep us posted on how it runs over the next few weeks!



#293

11-29-2014, 08:50 PM



**usdrake1fallen**

760 is BAE  
Location: Austin Texas

Join Date: Oct 2013  
Posts: 235  
Mein Auto: 760Li  
[View My Garage](#)

diy with pics attached

**MAKE SURE YOU DO THIS WHEN YOUR ENGINE IS COLD !!!**

**THERE ARE NO SPARE PARTS FOR THIS PUMP IF YOUR NOT SURE ABOUT SOMETHING COME BACK HERE AND REFERENCE THE PICS BELOW OR TAKE A RISK AT BUYING A 2,000 +\$ FUEL PUMP. THE DIAPHRAM THAT I AM. USING HAS NOT BEEN TESTED IN OUR CARS IT COULD FAIL EARLIER THAT THE OEM DIAPHRAMS BUT ITS 15\$ AND TAKE ABOUT 45 MINUTES TO COMPLETE.**

**I AM NOT RESPONSABLE TO ANYTHING THAT MAY HAPPEN TO YOUR CAR**

Tools / parts:

1. A "penta head" security bit (custom made mine you can buy them online) / a screwdriver slightly bigger than the 5 point hole and a hammer to wedge it in.
2. A flathead screwdriver
3. A **sharp** knife or box cutter
4. Magnafuel Fuel Pressure Regulator Rebuild Components [#MP-9400-03](#) ( I got mine from summit racing 14.95 + shipping each ).
5. Towels / paper towels

Let's get to it..

1. Remove black vent hose by loosening silver clamp with a flat head screw driver.
2. Place lots of towels or paper towels under the pump for the fuel that will come out of the pump.
3. Loosen the three center bolts with your tool of choice. ( pics below show me using a screw driver set-up )
4. Now loosen the front two screws and clean up any fuel that comes out. **a lot of fuel came out of mine and it shot out of the vent nipple be ready if it does it may not.**
5. Now take out the front two screws completely leaving the rear one in.
6. Slowly remove the back bolt while holding the top cap to keep the internal pices in place.
7. once the bolt is removed lift the cap up and remove the spring under it and thin metal ring **DONT LET THEM FALL**
8. Remove blue o-ring and the black plastic cap that sits in the center of the pump.
9. Gently pull out the silver metal retaining ring being careful to remove it straight up and not at an angle.
10. Remove diaphragm. It might come out in two pieces.
11. Get your new diaphragm and place the thick metal retaining ring in the center of the diaphragm. Use a sharp knife or box cutter to cut the excess material away. ( it is OK if the diaphragm doesn't come out in a perfect circle. Mine has some interesting edges 🤖 )
12. Put new diaphragm in your pump and make sure there isn't any excess material and its laying flat.
13. Once you confirm the diaphragm is flat place the large metal retaining ring back in the pump making sure you diaphragm in still flat.
14. Now replace the black plastic cap with the bulge facing down twords the diaphragm.

15. Get the thin metal ring and place it with the bulge facing down also.
16. Now get your blue o-ring and put it in place. Make sure it is in its place and perfectly flat.

**Things are going to get a little tricky now.**

17. Place the spring in the center of the pump and place the top cap over it. This may take a couple of tries and it might mess up your o-ring so **MAKE SURE IT STAYS IN PLACE**
18. After you have the top cap with the spring in place put all the bolts back in finger tight.
19. Then get your tool and rotate between the three bolts until they are all tightened.
20. Now we need to prime the fuel lines. Get in the car stick in the remote and press the start button with your foot **off the brake**. You should hear the fuel pump running. I let mine run for 2 minutes. You might need to repeat this process a couple of times if your fuel pump turns off after a couple of seconds.
21. While cycling the fuel pump on and off look and see if any gas is coming out of the nipple on the top of the pump. If there is something didn't go right during assembly.
22. If there isn't any gas leaking from the fuel pump go ahead and turn the car on. It might start a little rough but it will smooth out. Its just air in the system. It might even stall after a couple of seconds. If it does turn it back on.
23. Let the engine idle and once again check for leaks at the fuel pump nipple. If its leaking disassemble and try again.
24. After checking again for leaks rev the engine a couple of times and keep it at 2,000 rpms for a couple of seconds. Check again for leaks !
25. Now again if she's not leaking turn her off and re-attach the vent line to the top of the fuel pump.
26. Clean everything up and take her for a **spirited** test drive 🏎️
27. When you get back for the ump teenth time quadroople check that she isn't leaking.
28. 🏎️ **YOUR DONE** 🏎️

Diaphragm miles: 1340 on 12-19-14

Attached Thumbnails



current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPPF diaphragm replacement with 19,158 mls on replacement from magna fuel !!!  
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*Last edited by usdrake1fallen; 12-19-2014 at 08:22 AM. Reason: adding miles*



11-30-2014, 04:02 PM

**FlylowTX**  
Fixed his own HPPF  
Location: Dallas

🎉 SUCCESS! VICTORY!! THANK YOU SWEET JESUS!!!

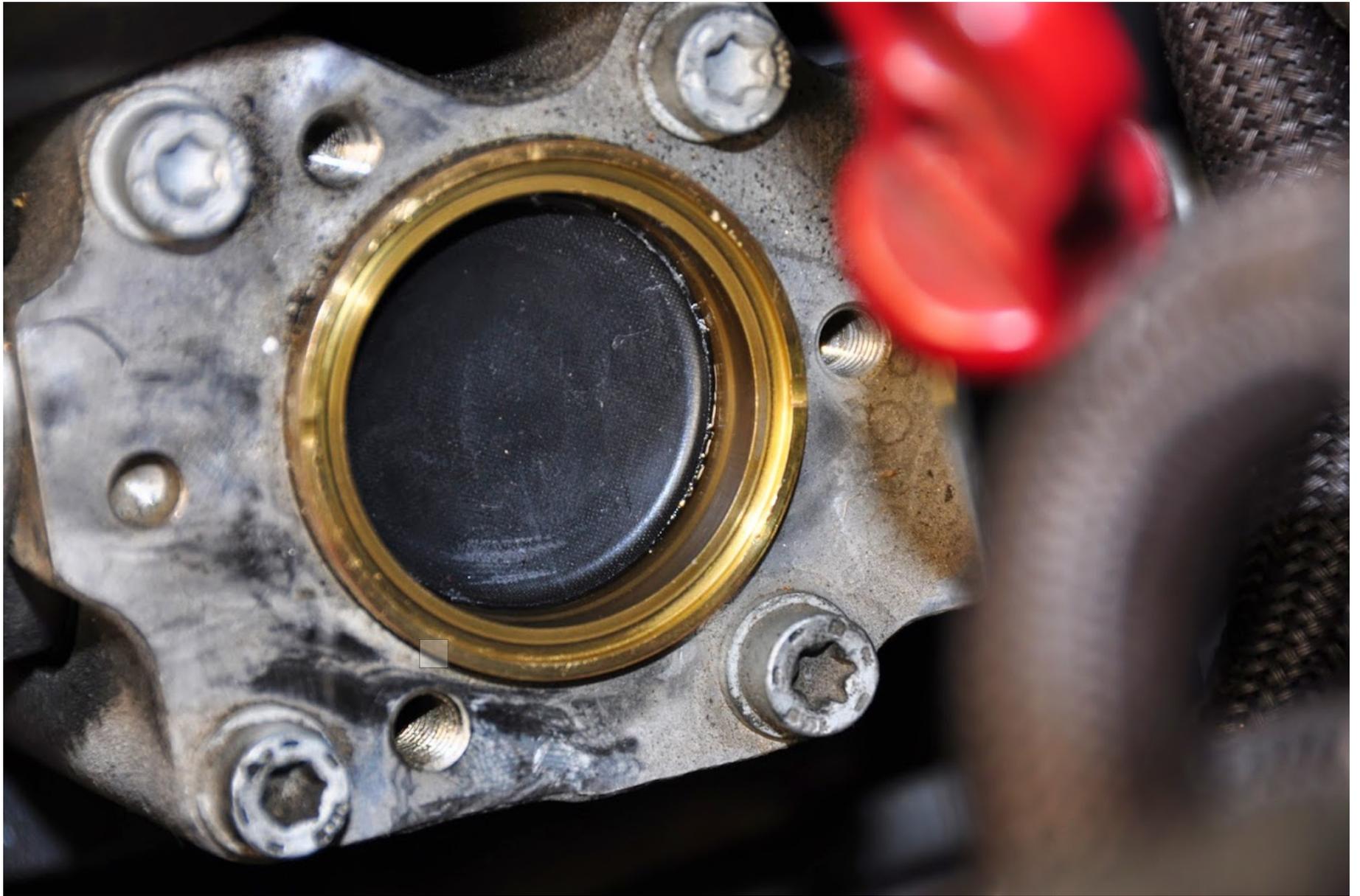
I will post photos shortly. This is cool!!! Car is running better than ever, since it had this issue when I bought it. I've never seen how amazingly smooth this engine really is! I cannot tell its running, at all. Smooth as the smoothest motor you ever saw. YES!

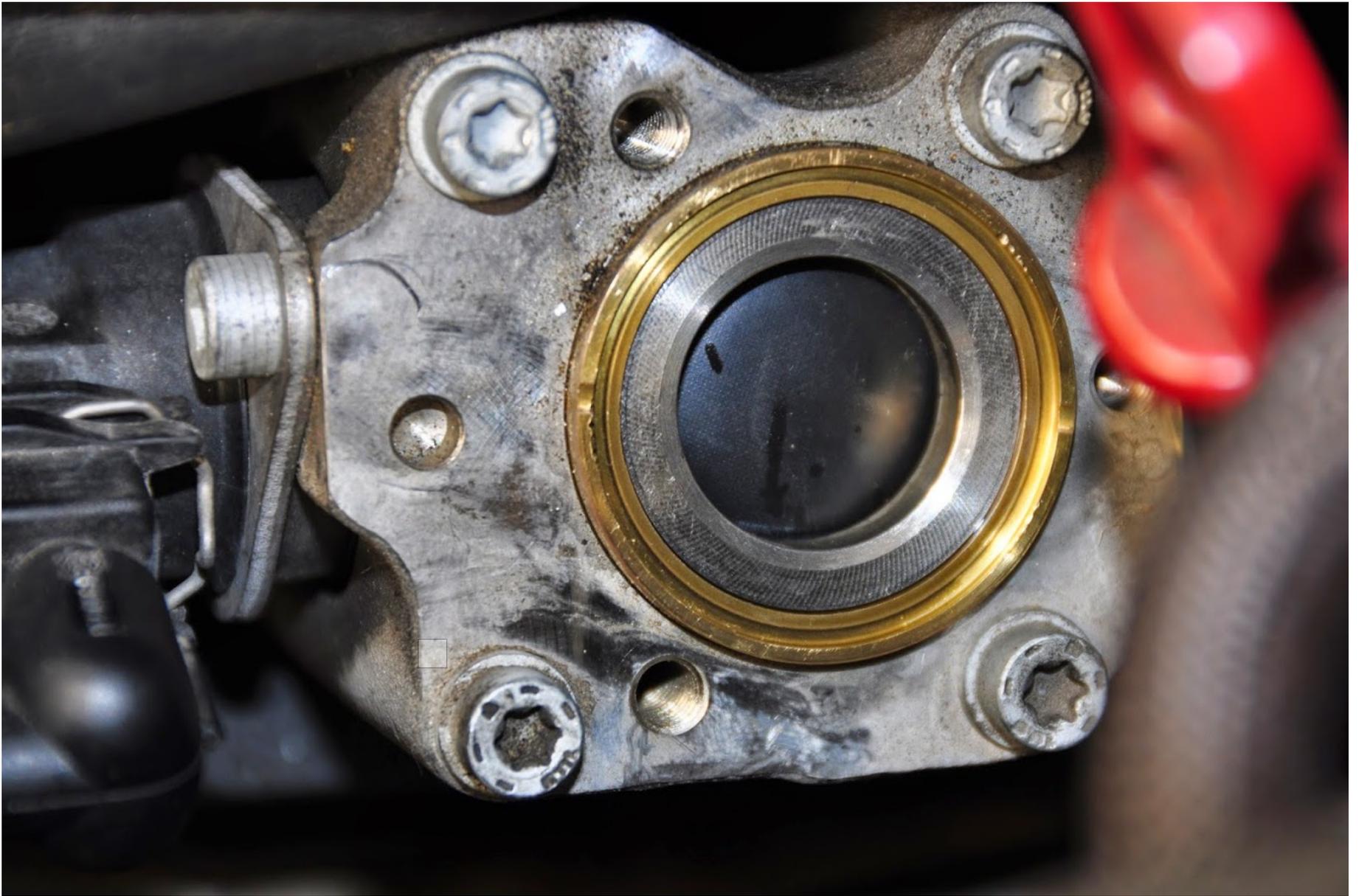


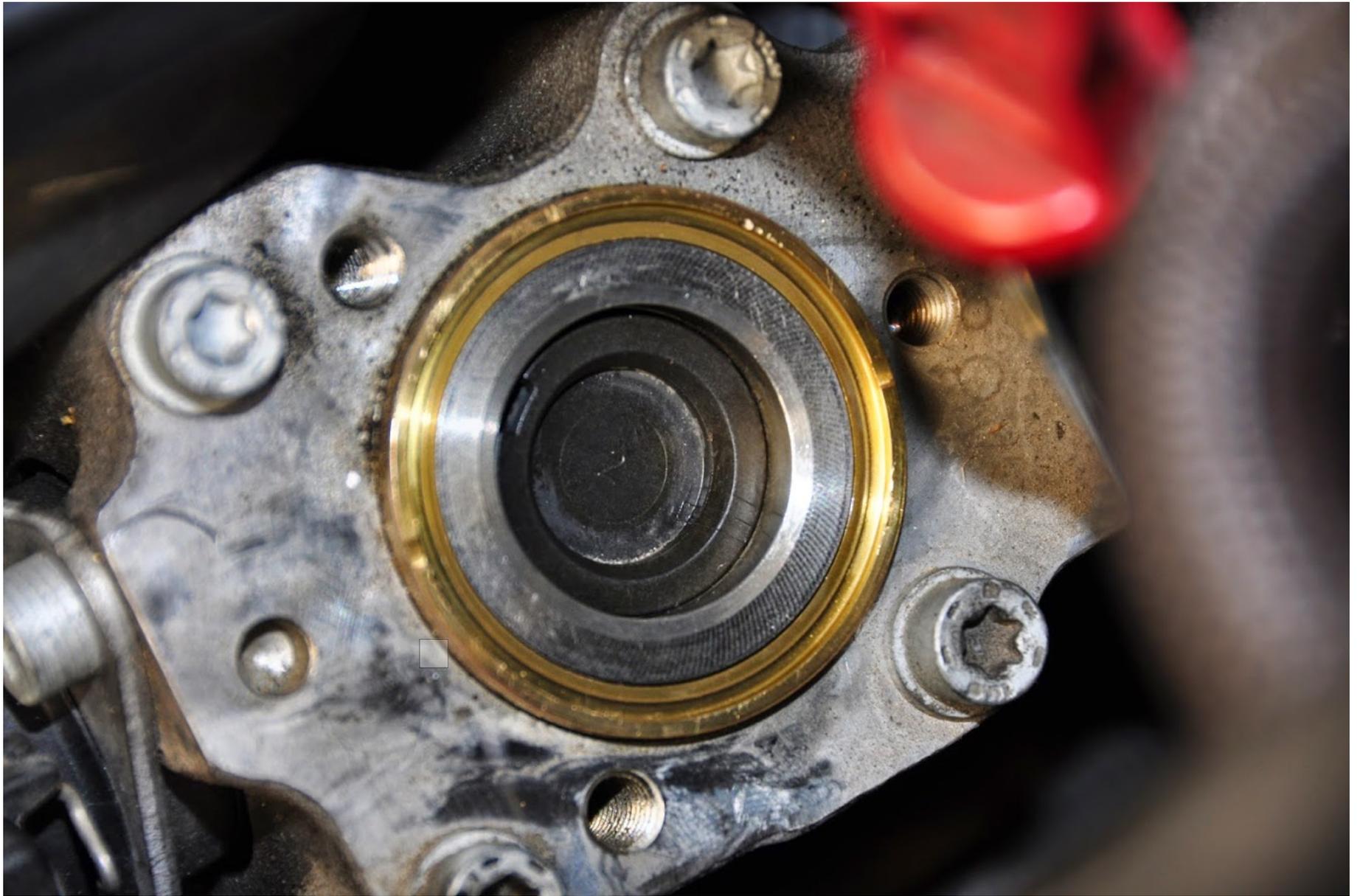
#294

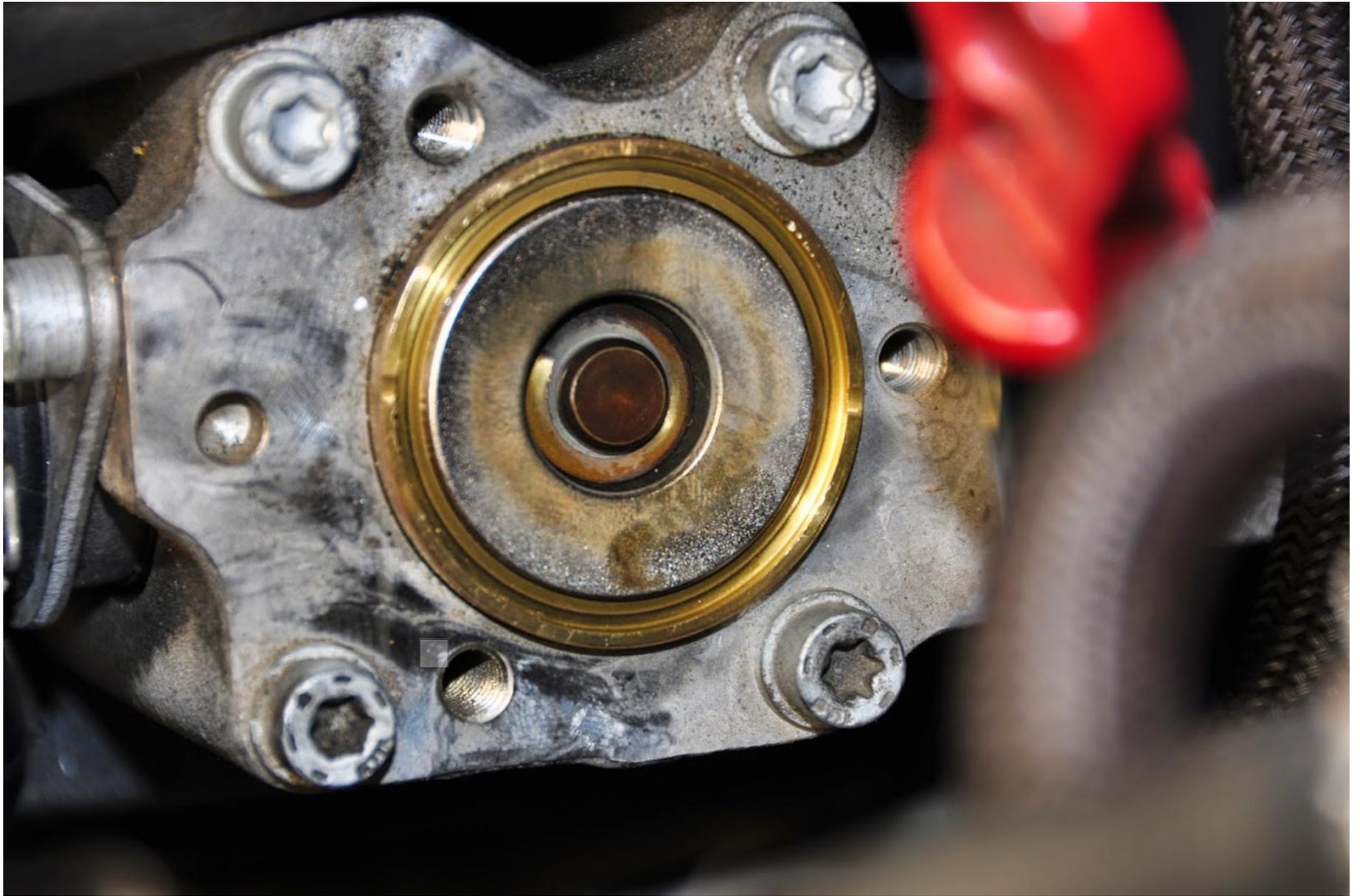
Join Date: Apr 2013  
Posts: 122  
Main Auto: '04 760li '01 750il Sport  
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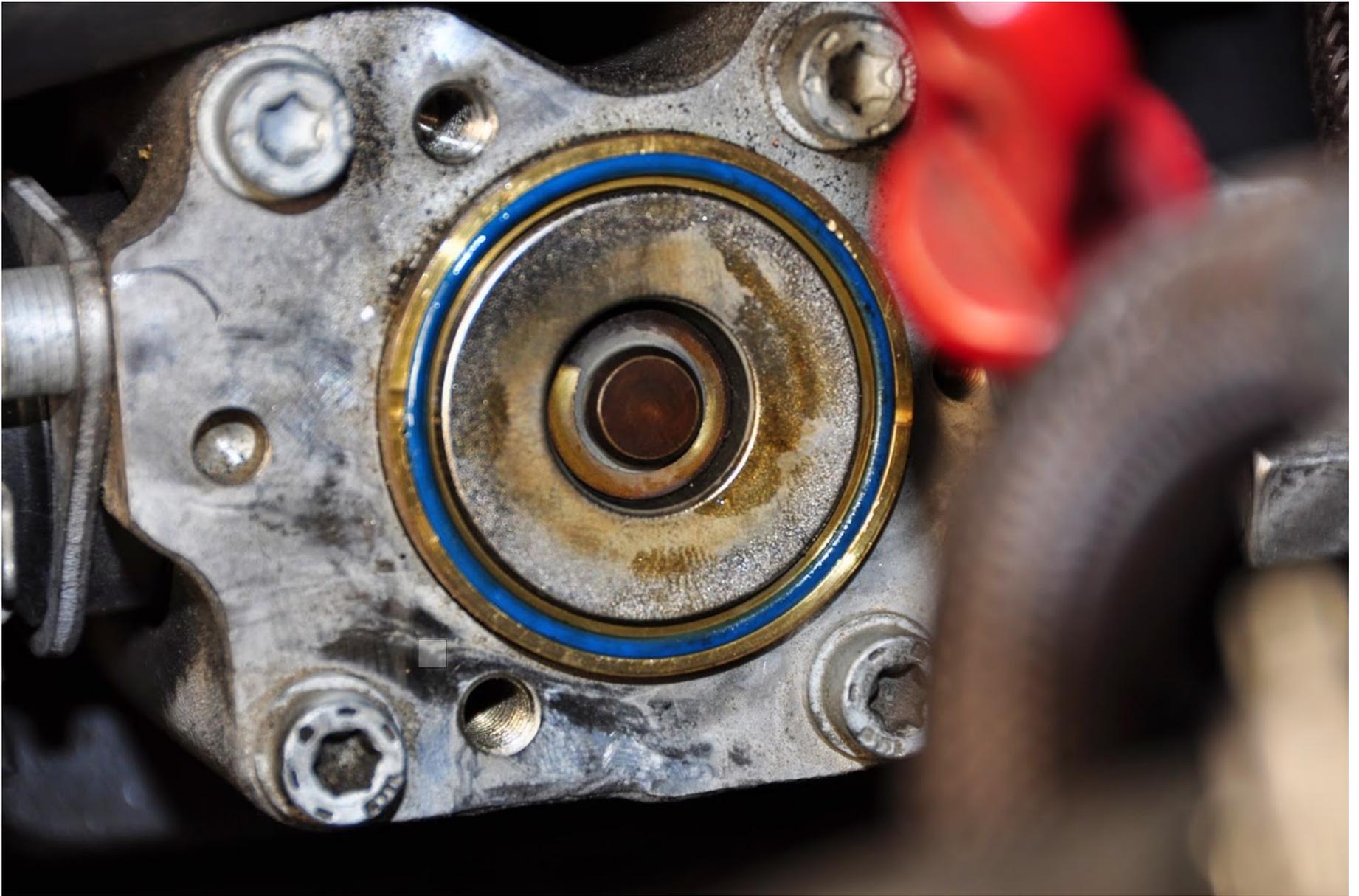














Last edited by FlylowTX; 11-30-2014 at 04:38 PM.

11-30-2014, 04:38 PM



**First 745Li**  
Officially Welcomed to the 'Fest  
Location: South FL

Yes

[Quote](#)

#295

Join Date: Jun 2012  
Posts: 2,454  
Main Auto: 2007 Audi A8  
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Attached Thumbnails



- '11 328i (sold)
- '07 Audi A8
- '03 745Li (sold)
- '03 Acura TL-S (sold)
- '15 Toyota Sienna Limited Premium w/Dynamic Cruise
- '15 Infiniti Q50 Premium w/NAV & 19" Wheels

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11-30-2014, 05:07 PM



**usdrake1fallen**

760 is BAE  
Location: Austin Texas



#296

Join Date: Oct 2013  
Posts: 235  
Mein Auto: 760Li  
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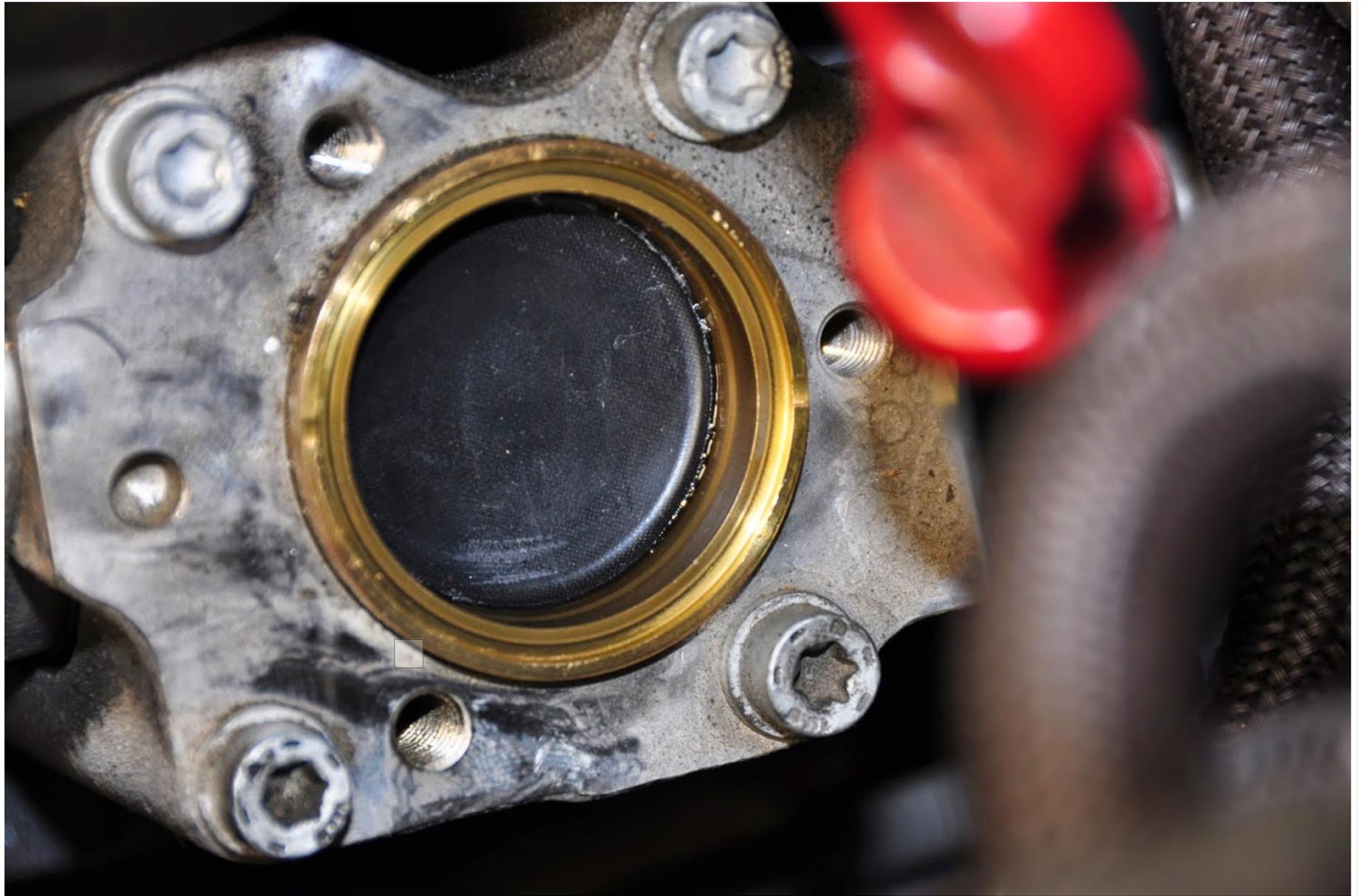
Quote:

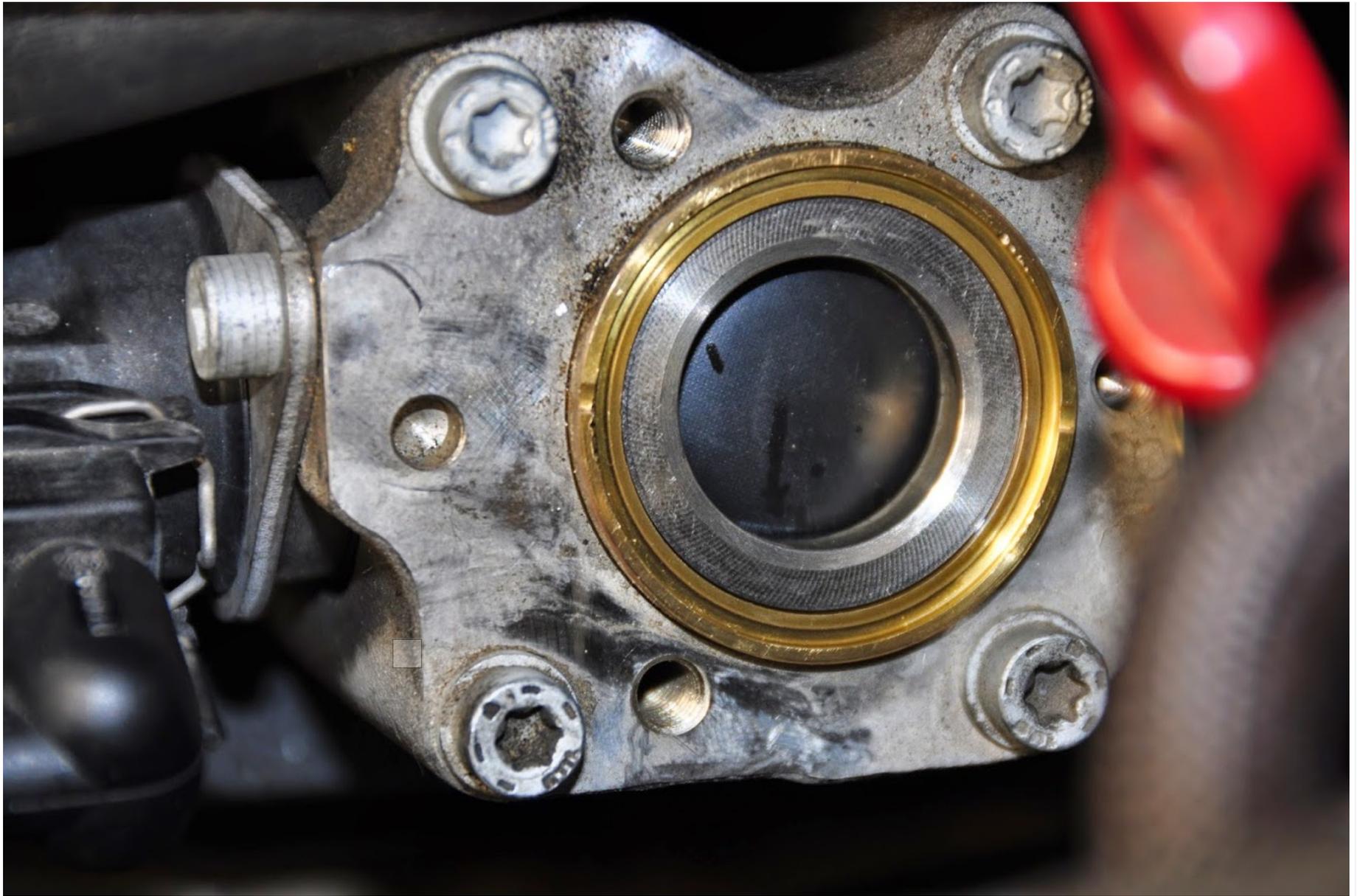
Originally Posted by **FlylowTX**

**SUCCESS! VICTORY!! THANK YOU SWEET JESUS!!!**

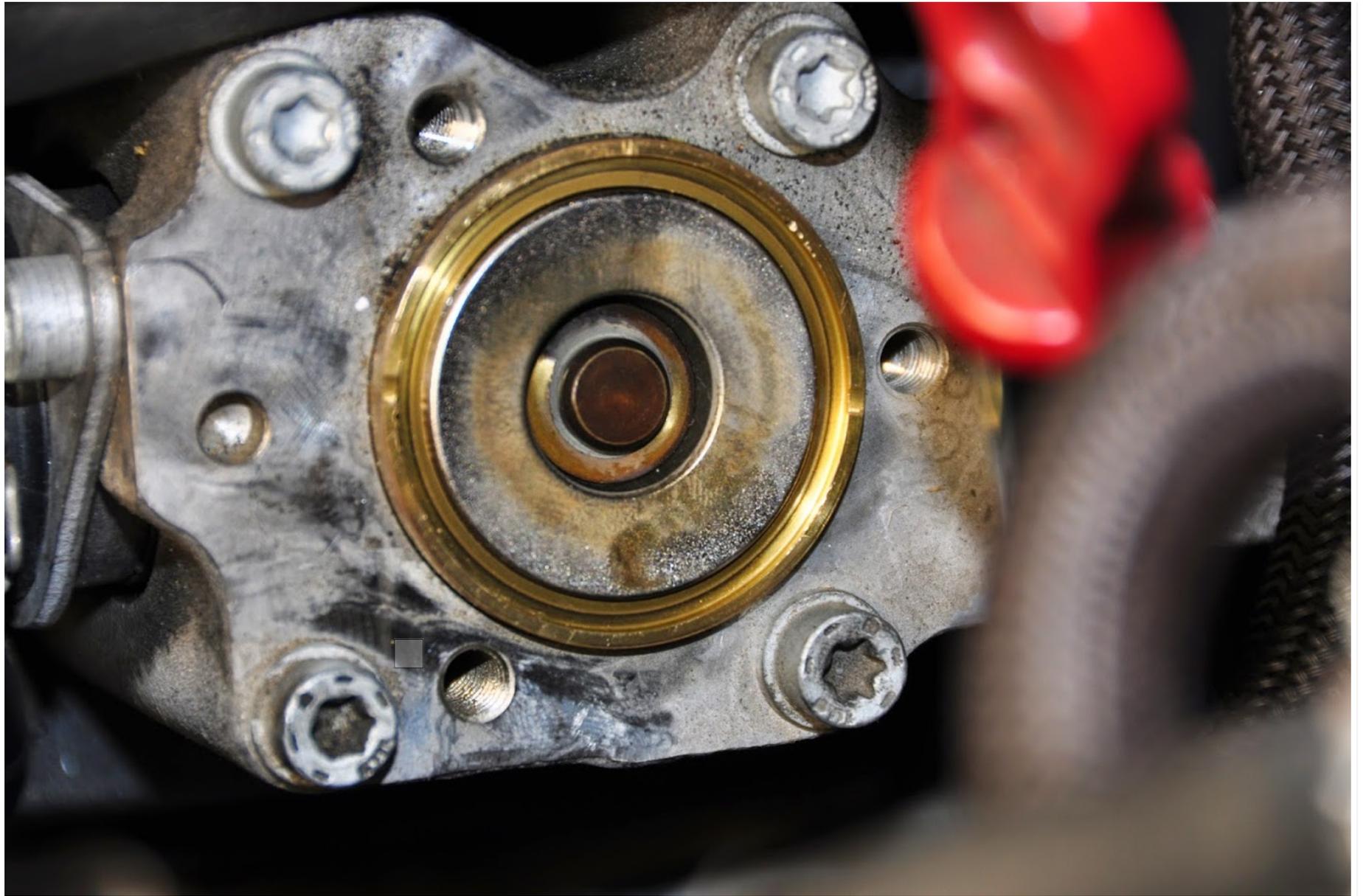
*I will post photos shortly. This is cool!!! Car is running better than ever, since it had this issue when I bought it. I've never seen how amazingly smooth this engine really is! I cannot tell its running, at all. Smooth as the smoothest motor you ever saw. YES!*

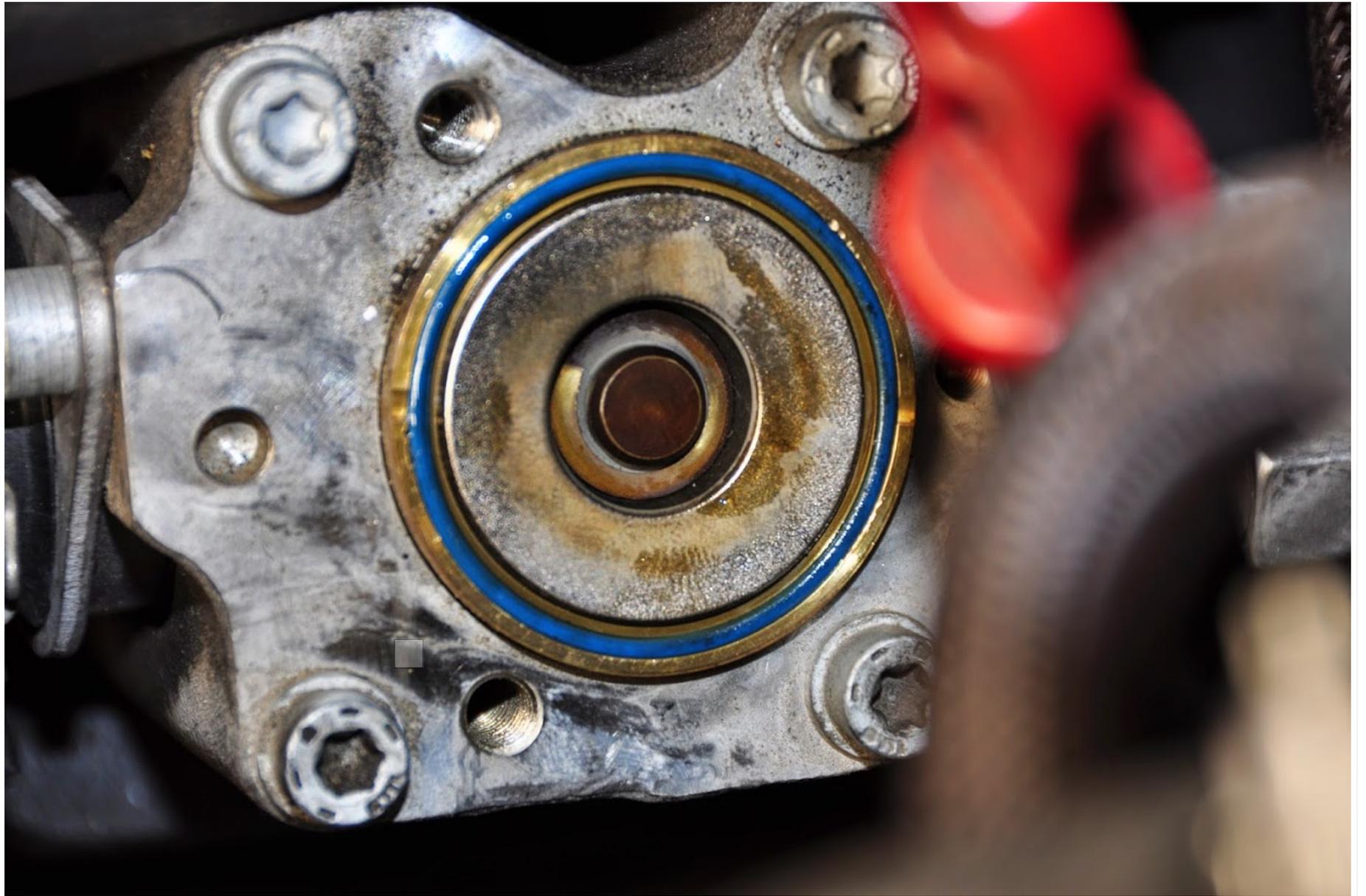














I just hope it holds up ! Did you notice the noise of your pumo is a little louder or is it just me ?

I will be doing my drivers side next week. I also noticed the jimo in power since I've owned the car.

current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPFP diaphragm replacement with 19,158 mls on replacement from magna fuel !!!

**CODED**



past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔

11-30-2014, 05:10 PM



**usdrake1fallen**   
760 is BAE  
Location: Austin Texas

Also what is that in the center metal looking piece in the center of your pump second pic from the bottom ?

current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPFP diaphragm replacement with 19,158 mls on replacement from magna fuel !!!  
**CODED**



past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔



#297

Join Date: Oct 2013  
Posts: 235  
Main Auto: 760Li  
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11-30-2014, 05:42 PM

**FlylowTX**  
Fixed his own HPFP  
Location: Dallas

Just finished a 179 mph run. Yes. I'm coded. This fix works.

#298

Join Date: Apr 2013  
Posts: 122  
Mein Auto: '04 760li '01 750il Sport  
[View My Garage](#)



11-30-2014, 05:57 PM

**FlylowTX**  
Fixed his own HPFP  
Location: Dallas

reserved

*Last edited by FlylowTX; 12-01-2014 at 12:39 AM.*

#299

Join Date: Apr 2013  
Posts: 122  
Mein Auto: '04 760li '01 750il Sport  
[View My Garage](#)



11-30-2014, 06:06 PM



**usdrake1fallen**  
760 is BAE  
Location: Austin Texas

Is this your spring ?

[Attached Thumbnails](#)



#300

Join Date: Oct 2013  
Posts: 235  
Mein Auto: 760Li  
[View My Garage](#)

current: 2013 jeep wrangler jk / bmw 760Li - new passenger HPFP diaphragm replacement with 19,158 mls on replacement from magna fuel !!!

**CODED**



past: 2002 ford tarus / 2005 suburban z71 / 2005 Tahoe z71 / 2004 760li / 2008 silverado.  
ford sucks chevy's rule and Mercedes drools 🤔



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