This is a copy of a post at: http://www.stephenbottcher.net/BMW/keys.htm

This PDF has been generated to keep the information available if the site ever disapear.
Thanks to Steven Botcher for the explaination.

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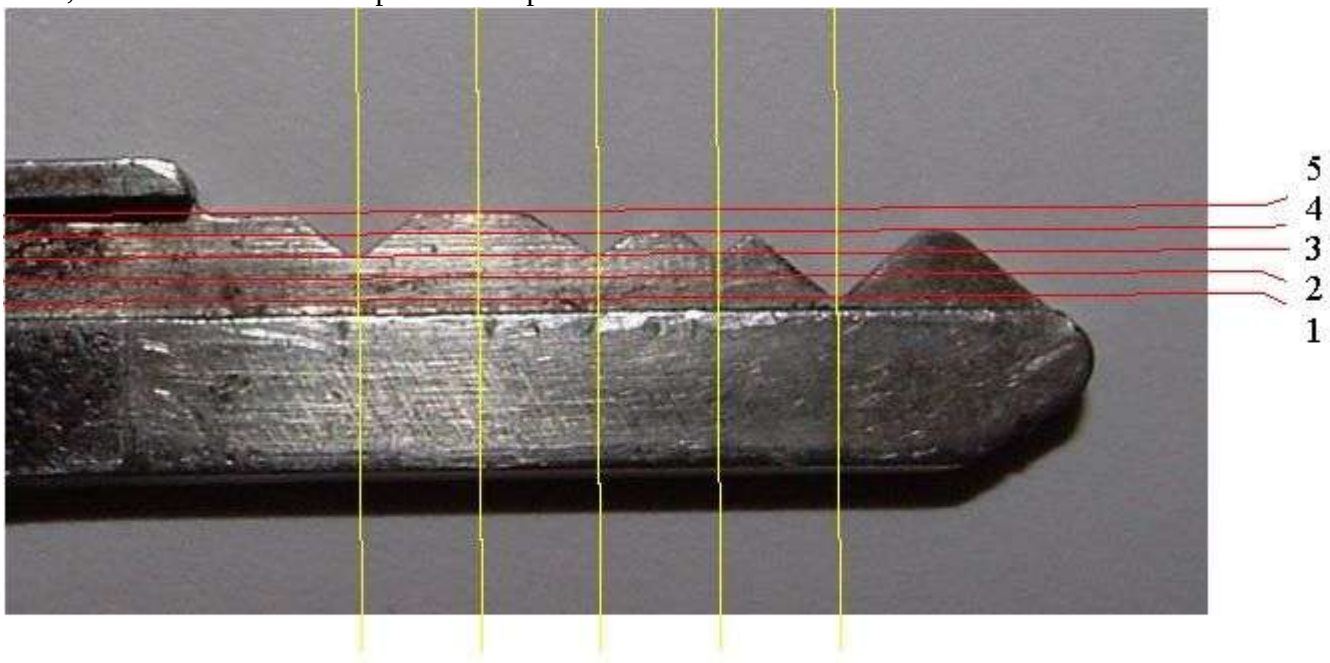
# Neimann keys decoded

So, I had this key and needed a new seatlock: no key code, just the key. Searched the internet and it came up with the information: There are 5 cuts in equal distance from the key stop, the deepest is a 1, no cut is a 5. See a couple of examples hereafter.




Key 1
3 5 3 3 1

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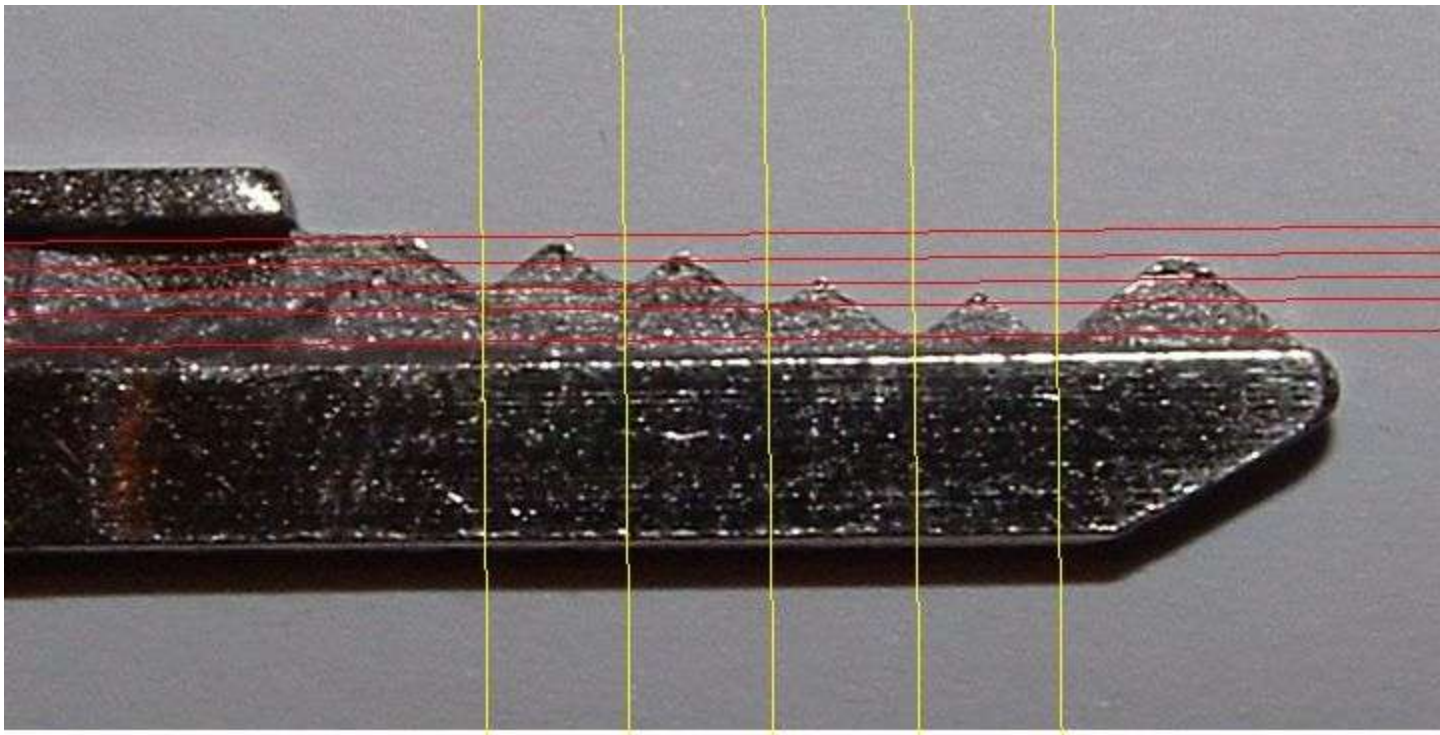
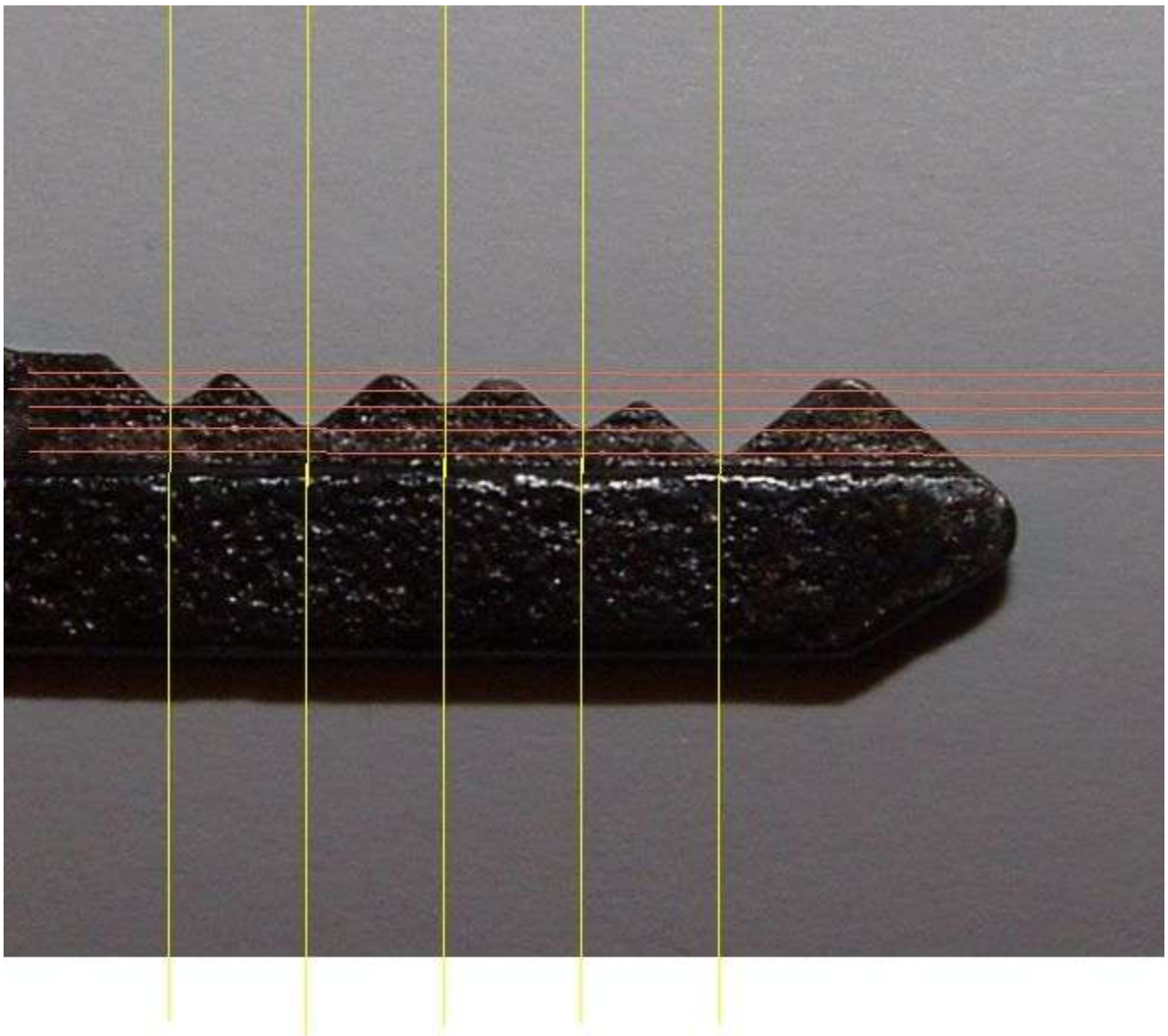
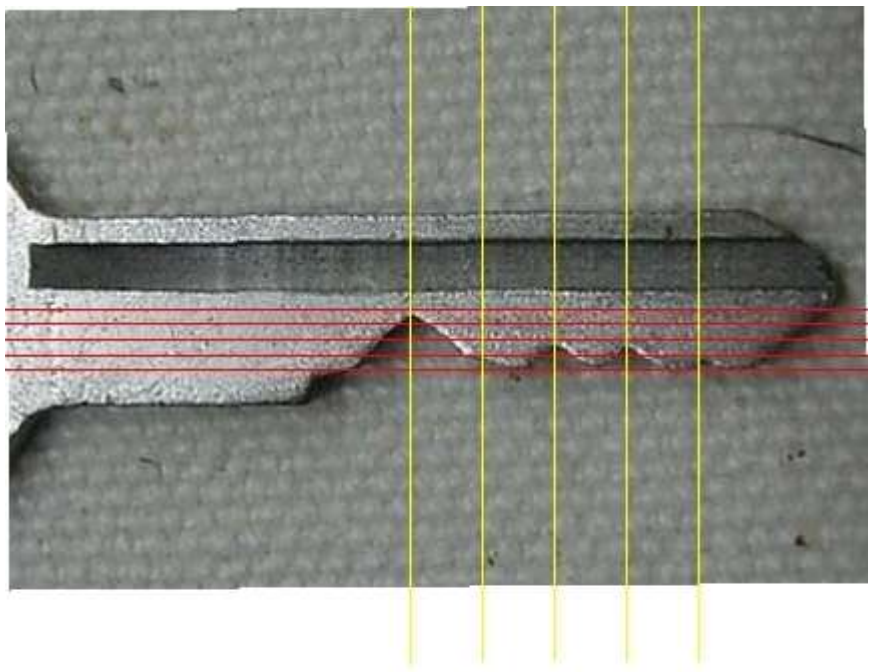


Key 2
3 3 2 1 1

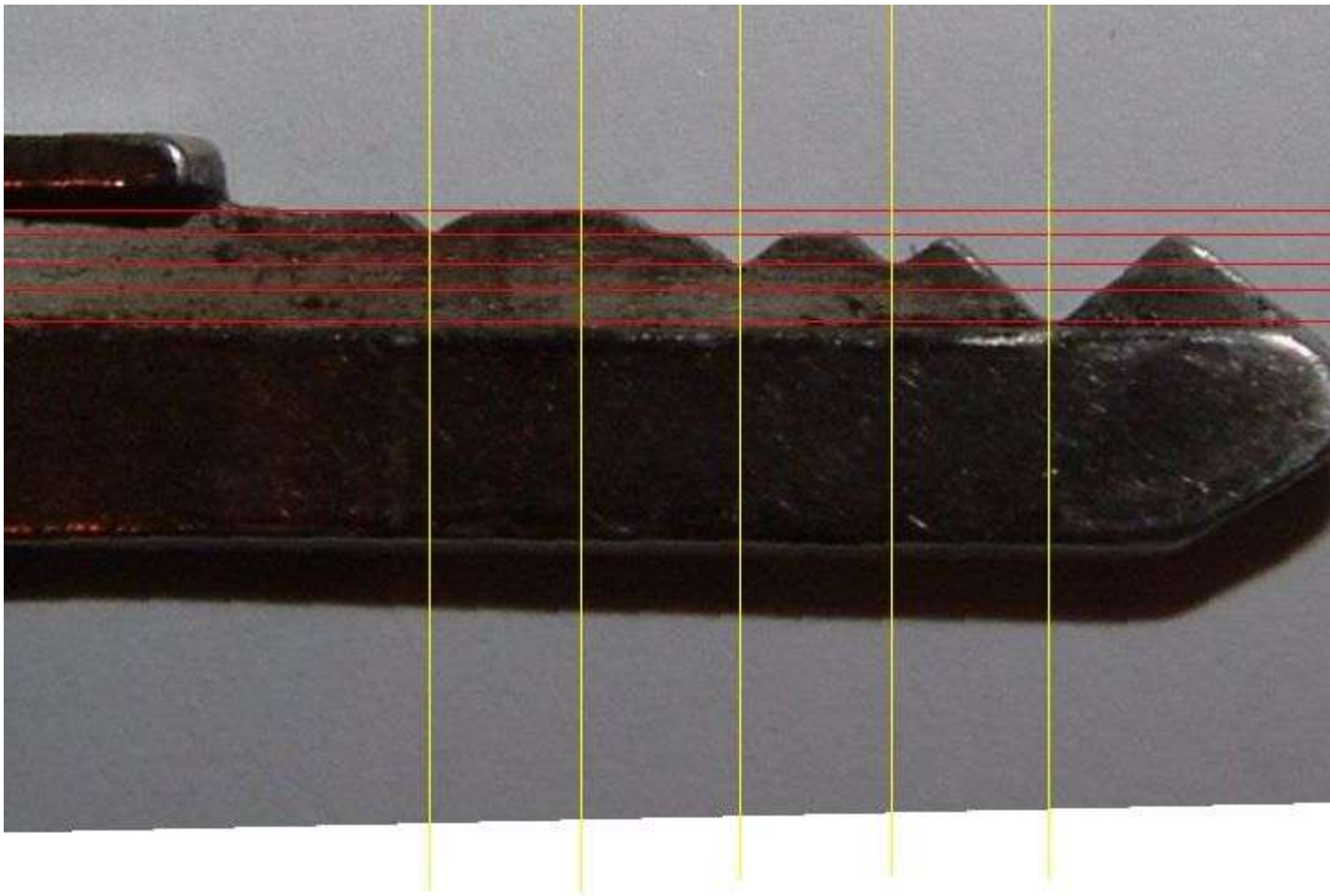


Key 3
3 2 3 2 1



Key 5

1 4 3 3 4



Key 6
4 5 3 3 1

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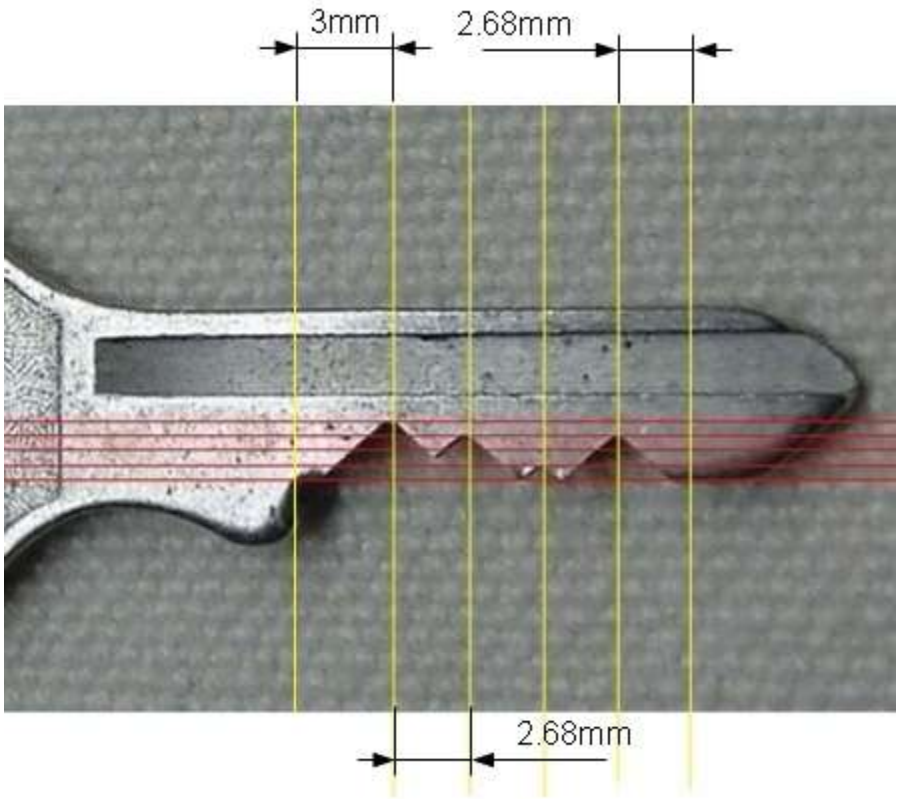
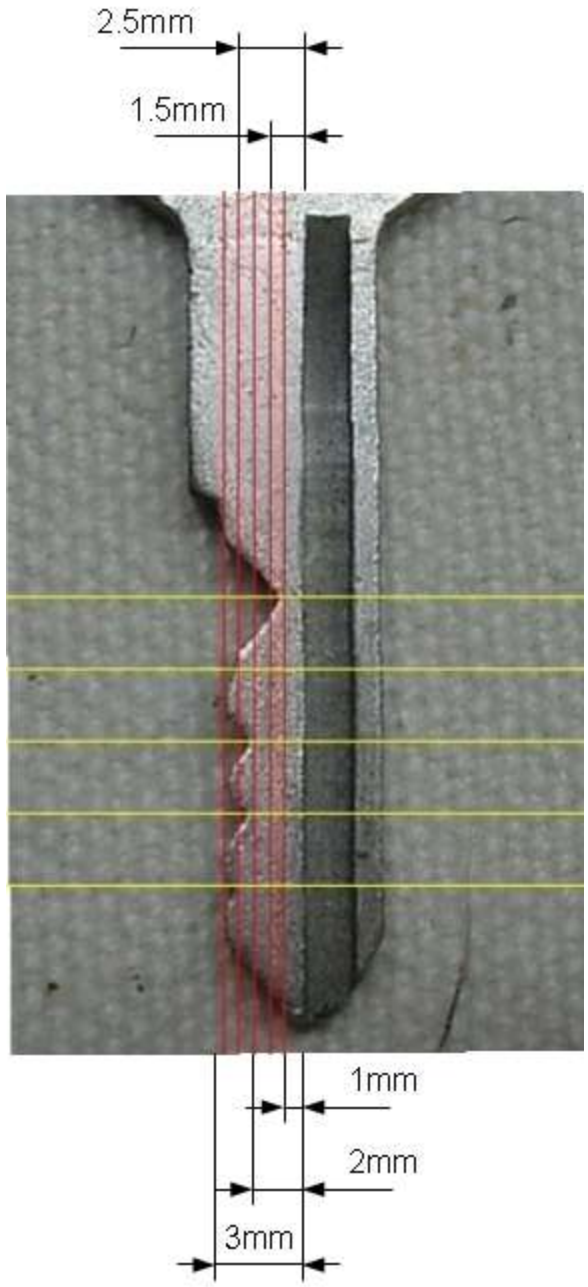
*... I took my cylinders out and measured the actual spacing between "tumblers" at 2.68 mm and the distance to the first cut is 3 mm.*




*The "tumblers" are only 0.67mm thick and the slots that they ride in are 0.90 mm so there is quite a bit of flexibility and slop if you use a round file. Now i was able to fine tune the key by fitting it to the cylinder and making adjustments--it's perfect.*

*I used SR61N blanks but had to file off the hump of the big key stop to make them work.*

*Also you may be interested to know that if you measure the distance from the rail slot on the reverse side (seen in your pictures key 4 and 5) to the bottom of the "cut", the distance is an even value: Codes 1,3, and 5 are 1.0, 2.0 and 3.0 mm, and Codes 2 and 4 are 1.5 and 2.5 mm from the rail edge to the correct "cut depth" for that particular Code number. ... The measurement is easy using an outside-measuring caliper.*


2.5mm
1.5mm
1mm
2mm
3mm