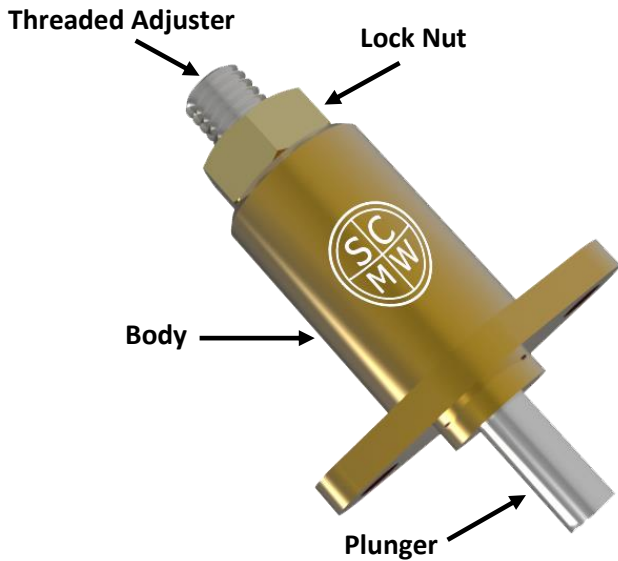




Southern California
MotoWerks

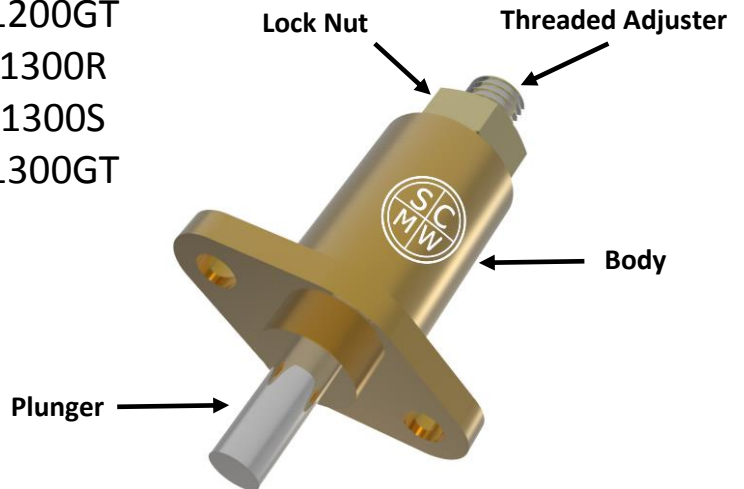
CAM CHAIN MECHANICAL TENSIONERS INSTALLATION GUIDE FOR BMW K-SERIES



1200 Series

Models

- K1200R
- K1200S
- K1200GT
- K1300R
- K1300S
- K1300GT



1300 Series

(1300 Series includes additional washer not shown here)

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Step 1. Remove the screws which attach and hold the factory or other tensioner as shown in



(Fig. 1) and set these aside.

(Fig. 1)

NOTE: WE WILL USE THESE SCREWS TO ATTACH YOUR NEW TENSIONER.

Step 2. Remove the Factory Tensioner and the o-ring on the engine block as shown in (Fig. 2)



TENSIONER
O-RING

(Fig. 2)

Step 3. Remove the spring/hydraulic plunger installed in the engine block and drain the oil from it as shown in (Fig. 3) and (Fig. 4).



(Fig. 3)



(Fig. 4)

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Step 4. Using a suitable tool, compress the plunger (Fig. 5) all the way until it bottoms out.

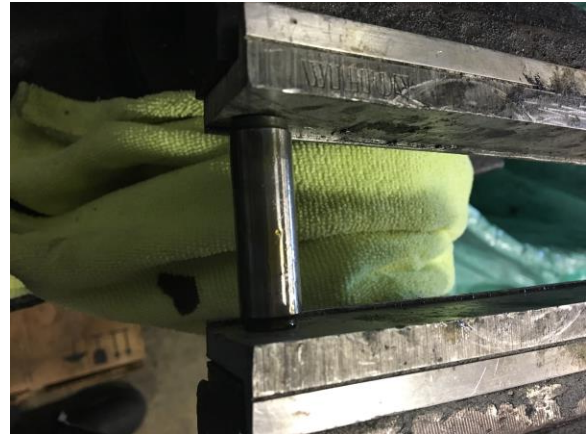


(Fig. 5)



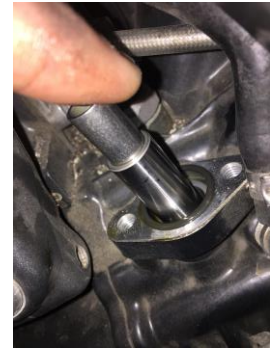
(Fig. 6)

NOTE: IT IS IMPORTANT THAT ALL THE OIL IS COMPRESSED OUT AS SHOWN IN (Fig. 7) TO USE THE SPRING FUNCTION.



(Fig. 7)

Step 5. Reinstall the plunger once all the oil has been drained. (Fig. 8)



(Fig. 8)

Step 6. Remove the nut and the Threaded Adjuster from the back side of the SCMW Tensioner and slide the rod into the body of the Tensioner until it is about flush with the body. (Fig. 9, Fig. 10 and Fig. 11)



(Fig. 9)

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Shown in (Fig. 9) is the SCMW K-SERIES Tensioner.



(Fig. 10)

Remove the nut and the Threaded Adjuster.



(Fig. 11)

Step 7. THIS STEP IS FOR K1300 ENGINES ONLY!
Install supplied washer into the cylinder head,

as shown in (Fig. 13)



Washer (K1300)

(Fig. 13)

IMPORTANT! Washer needs to be installed first. O-ring shown in Step 8, goes on top of washer.

Step 8. Install the original o-ring. This step is required for both K1200 and K1300 engines.

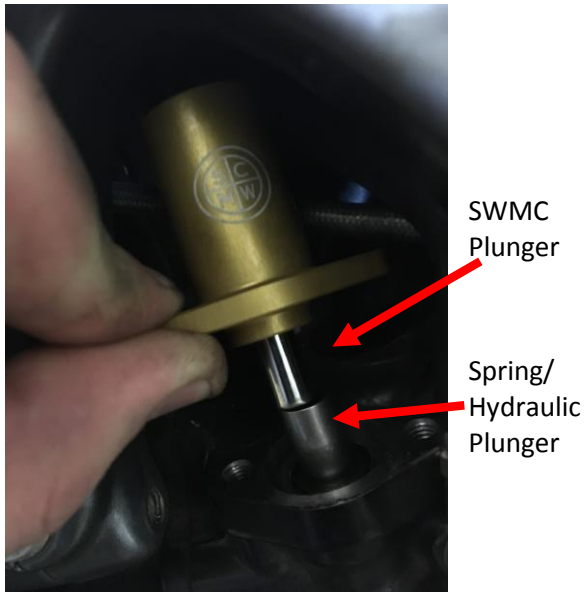


Original O-ring

(Fig. 14)

Step 9. Mount the SCMW Tensioner to the engine.

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(Fig. 15)

As shown in (Fig. 15) insert the SWMC Plunger into the Spring/Hydraulic Plunger.

Step 10. Install the Threaded Adjuster into the body and tighten until you feel the plunger's spring compress completely. **IMPORTANT: DO NOT GO PAST THIS POINT!** (Fig. 20) (Fig. 21) and (Fig. 22)



(Fig. 20)

Compress the Tensioner to the head and install the factory screws. (Fig. 19)



(Fig. 19)

IMPORTANT!
Torque factory
screws to 10
NM.



(Fig. 21)

Remove the brass nut from the threaded adjuster. Insure the hex drive is outward facing. (Fig. 21)

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(Fig. 22)

Insert the threaded adjuster and tighten only until the plunger has bottomed out. (Fig. 22)

Step 11. Once the plunger has bottomed out, install the locking nut and snug to the tensioner body. (Fig. 23) and (Fig. 24)



(Fig. 23)



(Fig. 24)

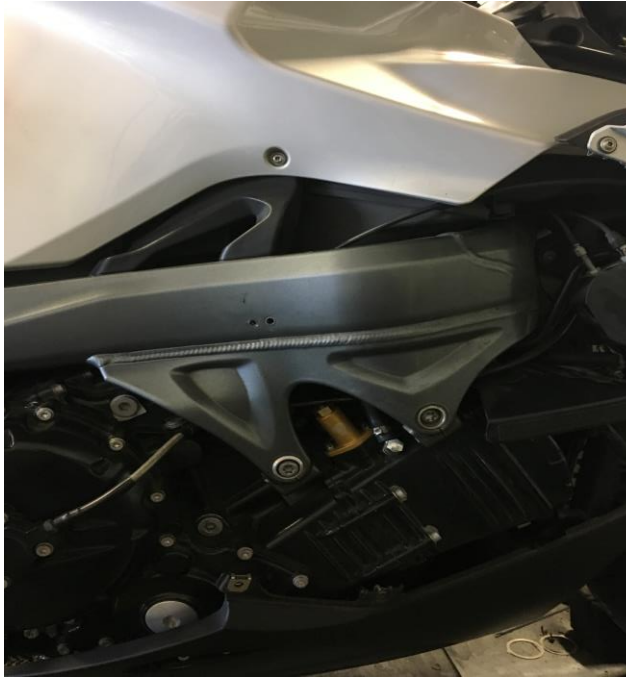
The locking nut is gently tightened up to the tensioner Body. (Fig. 24)

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ADJUSTMENTS

ADJUSTING THE TENSIONER IS DONE WITH THE ENGINE RUNNING. ONCE THE ENGINE HAS BEEN STARTED LOOSEN THE LOCK NUT AND TURN THE THREADED ADJUSTER **IN OR OUT** BASED ON THE SOUND THE CHAIN IS MAKING DURING INITIAL START-UP. IF IT IS INSTALLED CORRECTLY YOU SHOULD HAVE TO TURN THE THREADED ADJUSTER OUT JUST A LITTLE BIT UNTIL YOU START TO HEAR THE CHAIN "TICK" THEN TURN IT BACK IN A HALF A TURN.

ADJUSTMENTS MAY BE NEEDED OVER TIME, REPEAT PROCESS FOR ADJUSTMENT. IF THE NOISE DOES NOT GO AWAY CHECK CAM CHAIN GUIDE RAILS FOR EXCESSIVE WEAR.



You have now completed the installation of the K-Series SCMW Mechanical Cam Tensioner.