



Southern California
MotoWerks

CAM CHAIN MECHANICAL TENSIONERS INSTALLATION GUIDE FOR BMW S-SERIES

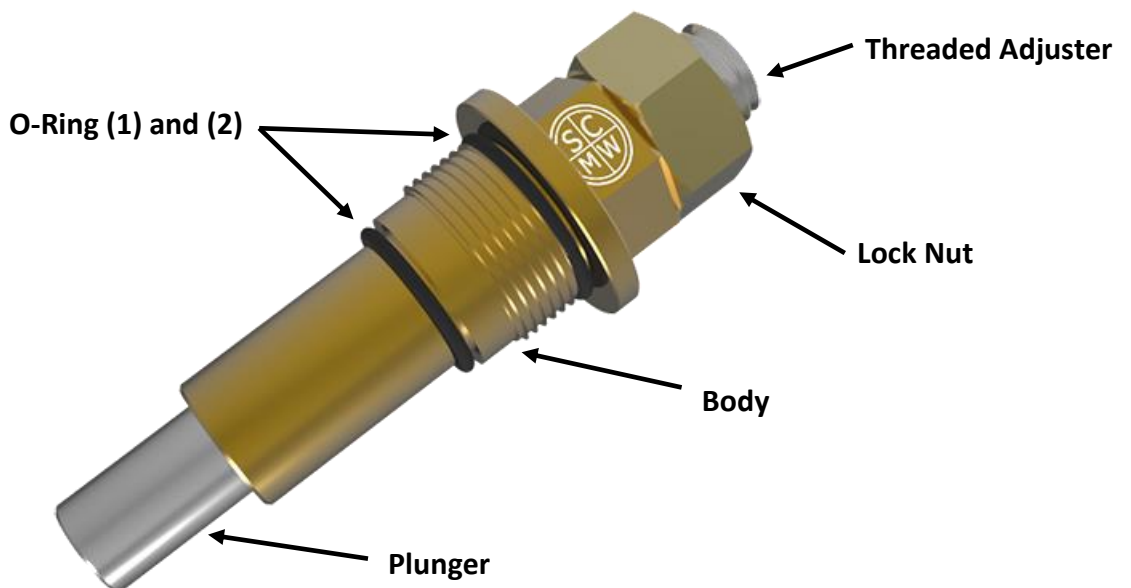


Models

S1000R (For years 2013 to Present)

S1000RR (For years 2010 to Present)

S1000XR (For years 2014 to Present)



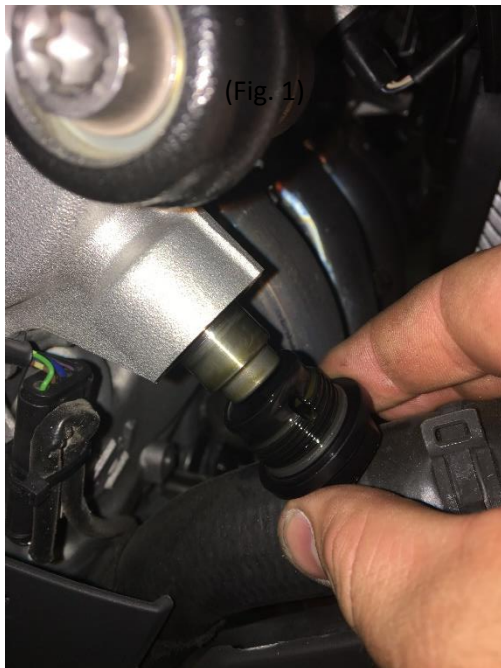
WARNING: *INCORRECT INSTALLATION OF A MANUAL CAM CHAIN TENSIONER MAY RESULT IN SEVERE ENGINE DAMAGE. IF YOU ARE NOT CERTAIN HOW TO INSTALL THE CAM CHAIN TENSIONER THEN IT IS ADVISED THAT IT BE INSTALLED BY A SHOP WHO IS FAMILIAR WITH THIS PROCESS.*

Step 1. Remove necessary panels from the motorcycle to access the cam chain tensioner.

Step 2. Remove the factory tensioner and both o-rings. (Fig. 1) and (Fig. 2) **MAKE SURE THE 2ND O-RING IS NOT IN THE CYLINDER HEAD.** (Fig. 3)



(Fig. 1)



(Fig. 2)



(Fig. 3)

Step 3. Once the factory tensioner is removed, set them aside and make sure you have all the parts shown in (Fig. 4).



(Fig. 4)

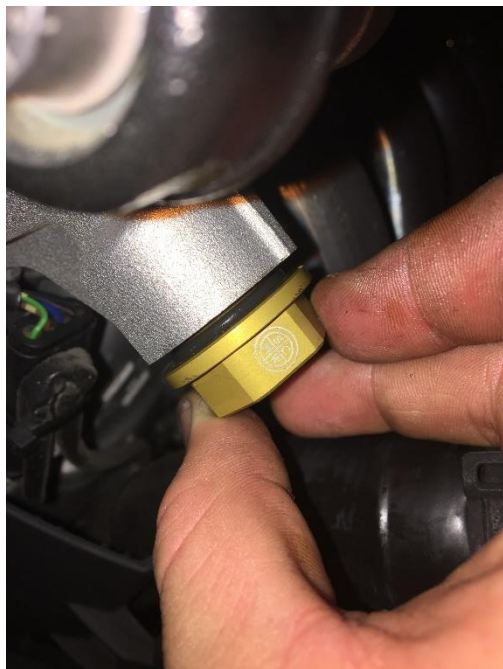
WARNING: INCORRECT INSTALLATION OF A MANUAL CAM CHAIN TENSIONER MAY RESULT IN SEVERE ENGINE DAMAGE. IF YOU ARE NOT CERTAIN HOW TO INSTALL THE CAM CHAIN TENSIONER THEN IT IS ADVISED THAT IT BE INSTALLED BY A SHOP WHO IS FAMILIAR WITH THIS PROCESS.

Step 4. Make sure both o-rings are installed onto the SCMW tensioner as shown in (Fig. 5).



(Fig. 5)

Remove the Threaded Adjuster and Locking Nut from the back of the SCMW Tensioner and install the Tensioner Body into the cylinder head. **(Torque to 15 NM)**. (Fig. 6) and (Fig. 7).

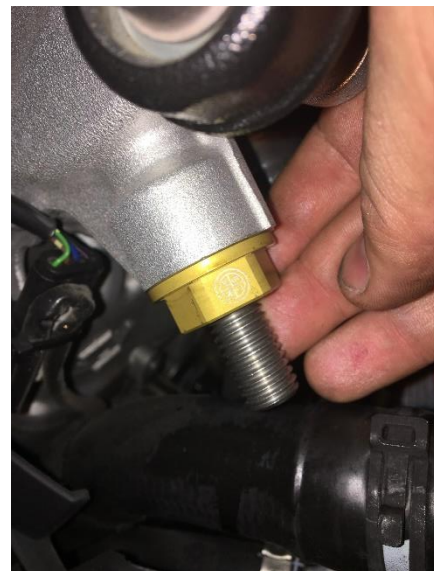


(Fig. 6)



(Fig. 7)

Step 5. Install the Threaded Adjuster into the Tensioner Body and thread it down until it gets tight. **(DO NOT OVER TORQUE)** as shown in (Fig. 8) and (Fig. 9).



(Fig. 8)

WARNING: INCORRECT INSTALLATION OF A MANUAL CAM CHAIN TENSIONER MAY RESULT IN SEVERE ENGINE DAMAGE. IF YOU ARE NOT CERTAIN HOW TO INSTALL THE CAM CHAIN TENSIONER THEN IT IS ADVISED THAT IT BE INSTALLED BY A SHOP WHO IS FAMILIAR WITH THIS PROCESS.

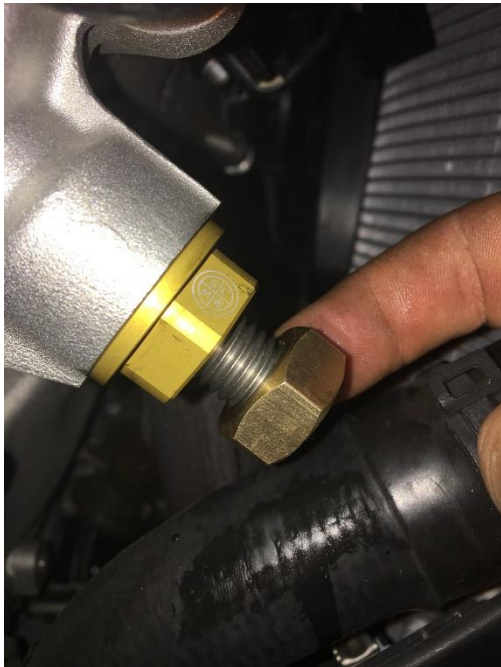


(Fig. 9)



(Fig. 11)

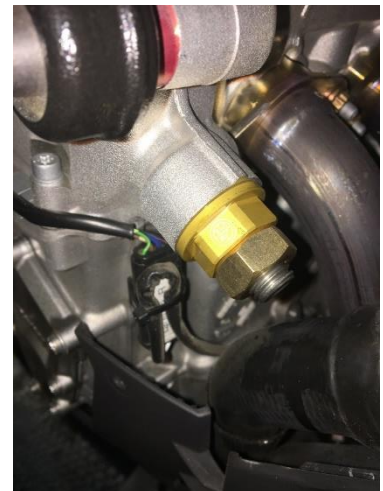
Step 6. Install the Lock Nut onto the Threaded Adjuster and secure it. (Fig. 10) and (Fig. 11)



(Fig. 10)

Step 7. With the Lock Nut tight, start the engine and listen for a rattle from the cam chain. Loosen the lock nut and back out the Threaded Adjuster until you just start to hear a ticking noise from the cam chain.

Once you start to hear a ticking noise, turn it in just until the ticking noise goes away and lock the Adjuster with the Lock Nut. (Fig. 12)



(Fig. 12)