

Service-Information Motorcycle



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Service Department

Group: 11
Engine

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11 053 93
(2573)

For USA Only

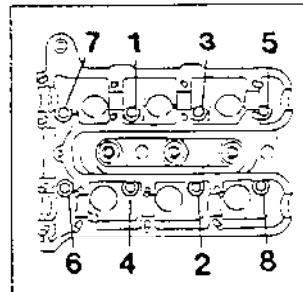
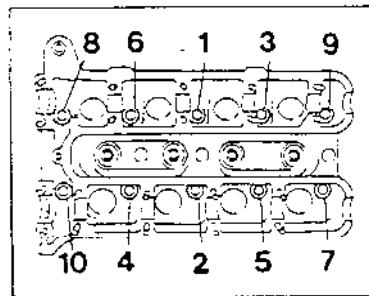
Cylinder Head Bolt Tightening - All K Models

Information: The method of tightening the cylinder head bolts on 16-valve engines has been optimized due to the higher engine power output. The tightening torque for the 1100 cc engines has been raised. The new procedure was adopted for all production K-models, both 8-valve and 16-valve.

Assembly

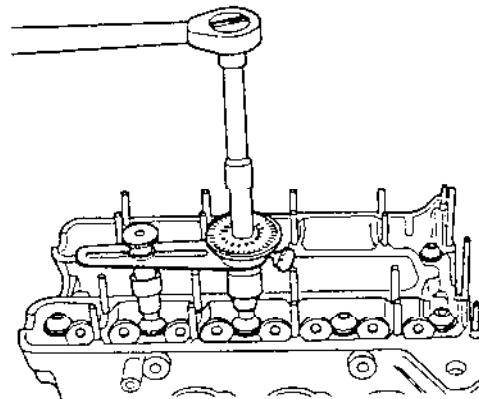
Procedure: When renewing the cylinder head gasket, observe the following:

- Contact surfaces on the crank case and cylinder head must be clean, level and free from damage.
- Carefully clean the cylinder head bolts and threads in the crankcase. The bolts should screw into the threaded holes easily without using tools. Re-tap the thread if necessary.
- Lubricate the threads, bolt head contact surfaces and washers on both sides.
- Note:** Use only hardened washers on 16-valve engines.
- Install the cylinder head and gasket on the crank case.
- Screw the cylinder head bolts and washers and finger tighten.
- Tighten the bolts in the following order and three stages using a torque wrench and angle torqueing fixture PN 88 88 6 11 2 500 with two torx drive sockets PN 88 88 6 002 610.



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1. Initial tightening torque - 22 NM = 16 ft/lb
2. Angle torque as described in the drawings to: 64 degrees
3. Then angle torque once again to: 42 degrees



Note: Cylinder head bolts with:

-Hex head socket with unhardened washers

- or -

-Torx head with hardened washers.

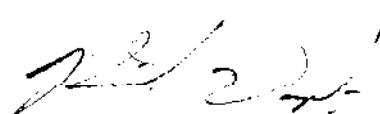
Can be used on all 2-valve engines.

Very truly yours,

BMW of North America, Inc.

A handwritten signature in black ink that reads "Frank Stevens". The signature is fluid and cursive, with "Frank" on the top line and "Stevens" on the bottom line.

Frank Stevens
National Service Manager
Motorcycle Group

A handwritten signature in black ink that reads "Richard Dampf". The signature is cursive and appears to be "Richard Dampf" on the top line and "BMW" on the bottom line.

Richard Dampf
National Technical Manager