

Service-Information Motorcycle



Sealing the Combination Coolant/Oil Pump Assembly - K Models

This bulletin replaces S.I. #11 036 87 (2269), which should be discarded.

Complaint: Oil leaking from two possible areas:

1. Oil leaking between the sealing surface of the oil pump assembly and the sealing surfaces of the crankcase.
2. Oil leak at the oil seal, draining into the overflow chamber out the drain hole onto the ground.

Cause: 1. - The over-pressure relief hole may be blocked by sealant. (See Fig. 1).

- The sealing surface on the engine block may be unevenly machined.
- The sealant may have failed along the sealing surface.

2. The oil seal at the pump gear shaft is damaged or defective.

1. - Remove the coolant/oil pump and clean the sealing surfaces. Use a suitable tool (wire probe) to ensure the U-shaped relief hole is not plugged with sealant.
- Use a flat sharpening stone on the pump and crank-case surface to highlight/remove any raised points on the sealing surfaces that may cause poor sealing.
- When re-fitting the coolant/oil pump make sure the sealing surfaces are clean and dry. Use BMW sealant 1209 - part no. 07 58 9 062 376 - making sure the sealant is applied to the outside perimeter in relation to the relief hole. Do not apply excessive sealant. (See Fig. 2)

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1209 Sealant
07 58 9 062 376

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Service	Parts	Sales	Warranty	Technicians	

Important

Note:

Since the hardening time of 1209 is directly related to temperature and relative humidity, it is important that the oil pump is secured in place within five minutes of applying the sealant.

The 1209 sealant will then harden rubber-like in 8 to 10 hours. Therefore, the engine must not be started until the full hardening time of 8 to 10 hours has passed.

Fig. 1

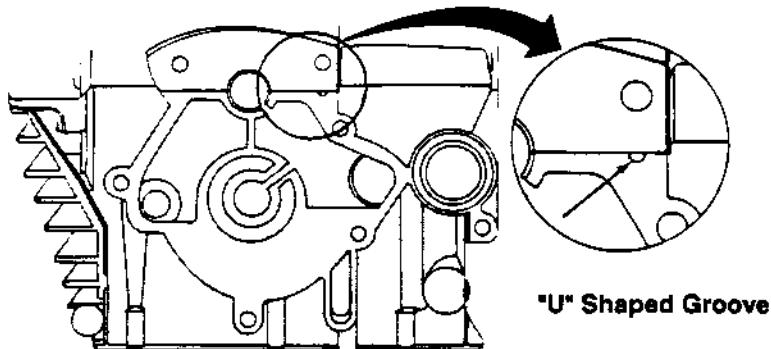
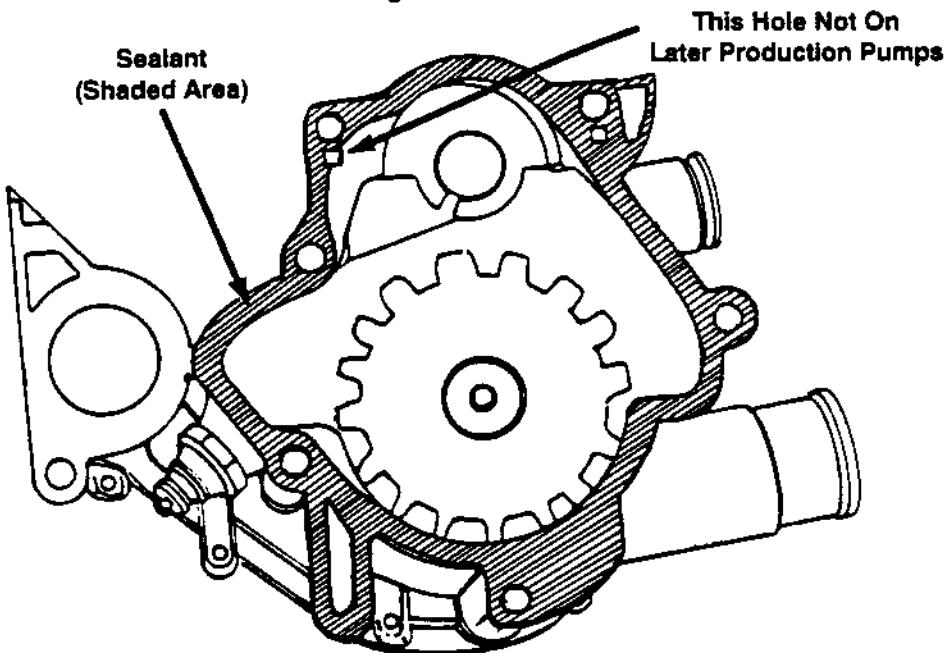


Fig. 2



Very truly yours,

BMW of North America, Inc.



Frank Stevens
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