

BMW Oilhead Cam Chain Tensioner Replacement Parts

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[Blood, sweat, and gears](#)

- [Have you updated the cam chain tensioner on your GS](#)

Jhammer

06-03-2005 08:49 PM

Have you updated the cam chain tensioner on your GS

How many of you have updated to the new style of cam chain tensioner? It sounds like it could solve some engine noises mainly warm start ups. For those that have upgraded did it make a difference in how the engine runs? Such as idle pinging etc..... I was thinking cam to crank timing might be more advanced with the new tensioner since there is not as much chain slop. The tensioner seems expensive at \$271.39 from Bobs BMW PN/11 31 2 325 563 They were not aware of an upgraded tensioner at Bob's BMW BTW. But they are changed BMW probably dose not want to admit it for replacement cost. I have not bought a set yet wanted to here some feedback before I did so.

00 R1150GS

Possu

06-04-2005 12:46 PM

It's possible you're behind the times.

I fitted one last December, huge improvement noise wise.

The complete revised tensioner is no longer available it seems? I think you now keep the main threaded body & just swap the internals, works out considerably cheaper. Not sure how good it is compared to the complete tensioner kit. One of the differences was a smaller oil hole in the new one?

More info here, inc. part numbers:

<http://www.advriders.com/forums/showthread.php?t=80314>

Jhammer

06-04-2005 06:32 PM

You are right the complete tensioner is no longer available, I will be buying the piston, spring, & cylinder separately, thanks for the part numbers BTW. The price is much better this way I will post after I receive the parts and install them.

:wink:

configurationspace

06-04-2005 11:56 PM

I upgraded. Engine is a bit smoother, pinging has disappeared. The engine was smooth before the upgrade (minus the pinging issue), but it's a little more smooth now. I've put the idle RPM down to about 800 and the bike runs fine like that.

The new tensioner is still available through Chicago BMW, as is mentioned in the other thread. I don't know why there's all this talk about it not being available when you can still buy it. Sounds like there's some screwball dealers out there spreading misinformation. :scratch

Jhammer

06-05-2005 04:43 AM

I ordered all the parts online through Chicago BMW gave them the new number for the tensioner as posted in the other thread and it came back that they do not have them in stock part number 11312325563, so I bought the retrofit kit. I will take pics of the new and old parts, if the kit works it will be the cheap way out.

11311340741 Piston left s \$7.76

11311341015 spring \$.04

11317671723 cylinder \$21.40

13541341797 throttle body gasket \$2.48 (just in case I damage the old one)

jonasf

06-05-2005 09:48 AM

replaced mine on Friday, much better quite engine. I think it shifts better too :confused :dunno

Crush

06-05-2005 06:19 PM

Only the Left One?

Is the left tensioner the only one that causes the noise problem or does the right one need to be changed too?

Jhammer

06-05-2005 09:05 PM

In the other threads they say it is the left side that needs the better tensioner, it is from the timing chain being longer on that side.

configurationspace

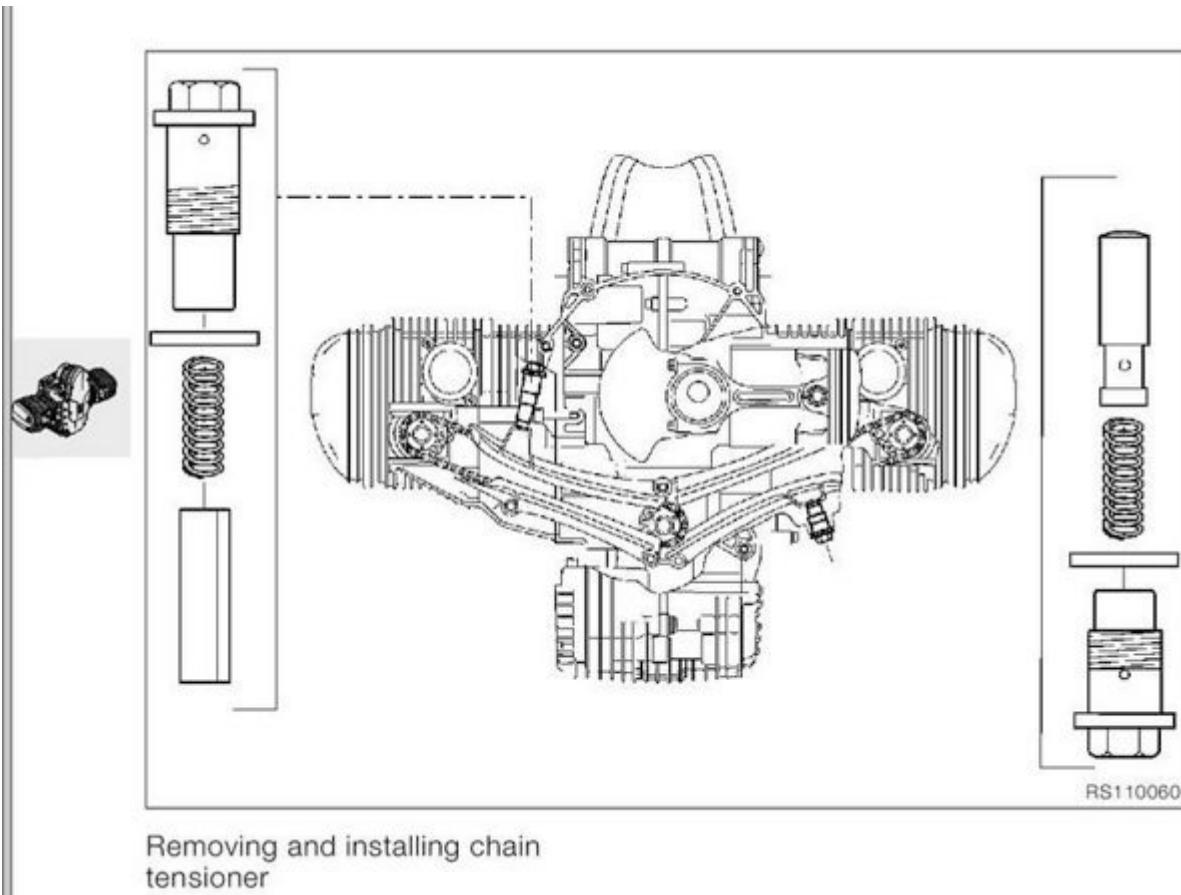
06-06-2005 01:19 AM

Quote:

Originally Posted by **Jhammer**

In the other threads they say it is the left side that needs the better tensioner, it is from the timing chain being longer on that side.

kinda doubt that's the issue.



I think a more likely issue is that the "plunger" probably moves up and down too slowly. I'm guessing that the unit gets full of oil, so when the cam chain puts a force on it, it has to either squeeze oil out or suck it in -- putting extra load on the spring, which it may not have been designed for, causing it to get out of sync with the cam chains, giving the slapping.

The replacement bit that I have in my GS both has a stiffer spring and the spring is sealed from oil.



My guess is the oil issue was one of the big problems. But the upgraded model's spring is a huge order of magnitude stiffer than the old unit. That really surprised me.

If there really is a 2nd generation of "upgraded model" as these recent threads suggest, I would guess that the plunger now can "breathe" better so that it doesn't get bogged down with oil. I'm guessing the reason for the switch is that the 1st generation "upgrade model" as in the pic is probably a bitch to get out of a motorcycle, if ever one would need to.

HarveyMushman

06-06-2005 05:15 PM

I installed the updated left-hand tensioner. Huge improvement. The start-up clatter is gone. Idle clatter when hot is gone. Engine runs smoother generally. Best \$200 I've spent on the pig so far. :thumb

Slimie

06-07-2005 03:38 AM

For everyone in the UK, I've just ordered the revised parts from Motorworks. Same part numbers, and I was given the same story on the "old" new tensioner unit being superceded by the three new parts.

Prices:

Cylinder £18.92

Spring £0.35

Piston £7.59

(All including VAT)

I'll let you know how I get on, but thanks in advance to Poolside for the description of the installation - you're a star!

Cheers

-Simon

bemiiten

06-07-2005 04:40 PM

One post the parts are \$30.00 the other claims \$200.00 . What is the difference? (besides the \$170.00)

Jhammer

06-07-2005 05:03 PM

The replacement bit that I have in my GS both has a stiffer spring and the spring is sealed from oil.



My guess is the oil issue was one of the big problems. But the upgraded model's spring is a huge order of magnitude stiffer than the old unit. That really suprised me.

If there really is a 2nd generation of "upgraded model" as these recent threads suggest, I would guess that the plunger now can "breathe" better so that it doesn't get bogged down with oil. I'm guessing the reason for the switch is that the 1st generation "upgrade model" as in the pic is probably a bitch to get out of a motorcycle, if ever one would need to.

It looks like the chains are the same length, I have been looking at the diagram engine picture of the left and right tensioners the left has a oil slot it looks to me like the slot would bleed off a lot of the oil pressure. I'm not sure why BMW made it that way maybe there is an oil pressure difference from left to right and that slot was to balance it. The right tensioner in the engine diagram picture dose not look like it has a oil slot. Anyway the updated tensioner dose not look like it has the oil slot either. So I'm thinking it will have more pressure, no slot to bleed off the oil pressure. The heavy spring I think is to make up for the lack of oil pressure at idle and low rpm when hot. With everyone's help maybe we will figure it out. I have not received the updated 3 part tensioner yet I expect to have it this week I will post a follow up.

I can hear the chain on the left side of my GS since I have owned it, it's worse in hot weather that's why I'm thinking thin oil low oil pressure to the tensioner is the cause along with the way the org. tensioner is made.

Slimie

06-14-2005 02:28 AM

Quote:

Originally Posted by **bemiiten**

One post the parts are \$30.00 the other claims \$200.00 . What is the difference? (besides the \$170.00 :lol3)

I've just received my parts from Motorworks and...the \$30.00 parts are the old body, spring and the plunger with a slot! It's all going back today and I've ordered the \$200.00 parts which IS the updated kit. Bollox, another weekend clanking!

The new kit is still available, part number 11 31 2 325 563, don't be told it isn't.

Cheers
-Simon

Jhammer

06-14-2005 05:41 PM

Quote:

Originally Posted by **Slimie**

I've just received my parts from Motorworks and...the \$30.00 parts are the old body, spring and the plunger with a slot! It's all going back today and I've ordered the \$200.00 parts which IS the updated kit. Bollox, another weekend clanking!

The new kit is still available, part number 11 31 2 325 563, don't be told it isn't.

*Cheers
-Simon*

I still have not received mine, it is supposed to be a 3 part set the old one looks to be 2 parts spring and plunger, unless they are calling the body the cylinder. I will try the new parts if they are different I hope they are not the same. I called Chicago BMW today and they said my parts have just came in and I should be getting them soon.

Update I just went to the Chicago BMW website and put the part number in you have above and it shows they have them now :confused I do not know looks like you are going to be correct it dose seem like a high price for what it is but I will be buying the new unit also.

gaspape

06-14-2005 07:22 PM

Quote:

Originally Posted by **Lone Rider**

But want to.

Sounds like it would make for a fun parking lot thing.

The left one looks like a pain in the butt in the parking lot of a cheap motel sorta thing to me.

'Member the good old days of manually adjusted cam chain tensioners?

[sigh]

HarveyMushman

06-14-2005 08:01 PM

Quote:

Originally Posted by **gaspip**

The left one looks like a pain in the butt in the parking lot of a cheap motel sorta thing to me.

It's not, really. Takes an hour, tops.

Jhammer

06-15-2005 01:33 PM

The part numbers I had of the retro fit kit are the original parts they are not the updated tensioner, you have to pay the money to get the updated one. I'm getting the right one from Chicago BMW p/n 11312325563 it is available there is not a cheap way out. The updated one is costing me about \$220.00 plus shipping but I think it will be worth it this chain slap problem has annoyed me for a long time. I will post the what the updated tensioner dose for my bike.

mrkam

06-15-2005 04:03 PM

GS only, or 96 R850/100R as well??

Is this upgrade for GS only, or would the noted models benefit as well....

mcswainm

06-16-2005 05:42 AM

I am curious about the new part. Are the parts something that a good machinist might fabricate. I know someone who has access to CNC mills and lathes. This might be a good aftermarket part to make. The pictures that I have saw looked like the new part was polished or plated. Could someone tell me which. The only problem might be finding a spring of the proper size and tension.

Thanks

BubbaZanetti

06-16-2005 06:36 AM

Quote:

Originally Posted by **mrkam**

Is this upgrade for GS only, or would the noted models benefit as well....

my question as well. I know my S has some differences compared with most oilheads of that era and I wasn't

sure if this was one of them.....

temoore

06-16-2005 08:44 AM

Wow!

I just replaced the left tensioner using the new part number (\$270 plus shipping). I must say I did not expect such a great improvement. Maybe my old one was in bad shape. When the bike got warm, the idle sounded like a diesel tractor. When holding the throttle at 4k RPM for a TBS sync, and backing off, I used to get a horrible rattle / slap sound for a few seconds. Plus, the engine was generally noisy.

With the new part (only 50 miles so far), the few seconds of noise at startup is completely gone, it is quite at idle even when hot (the loudest thing is the light valve tappet noise, instead of the heavy noise I was used to). The engine is noticeably smoother both at idle and underway, and the pinging I was experiencing seems to be gone (I will have to see how it does in hot weather, but it would ping even in cold weather when climbing under load, which it does not do now). Even the mild surging seems to be almost cured.

The process only took 50 minutes. It would appear that the old tensioner was bad enough to effect valve timing or something, since it is smoother and no pinging. It now sounds like a normal exposed motorcycle engine!

Easily the best \$290 I have spent on the bike. 2001 GS, 34,500 miles.

I would like to thank those members that wrote the procedure. Great job!

GeeSer

06-16-2005 09:05 AM

Tensioner

Does anyone know if this is something that can be done with the 1100Gs's or is it a problem / solution that is limited to the 1150's?

Phloodpants

06-16-2005 11:09 AM

OK, I'm confused. Is the \$30 retrofit NOT the same as the \$200 updated tensioner in the end? If not, why?

configurationspace

06-16-2005 02:25 PM

Quote:

Originally Posted by **GeeSer**

Does anyone know if this is something that can be done with the 1100Gs's or is it a problem / solution that is limited to the 1150's?

The part numbers for the 1100 tensioners are the same as for the 1150's so yes, you can do the same mod to a 1100 engine.

temoore

06-16-2005 04:16 PM

Quote:

Originally Posted by **Phloodpants**

OK, I'm confused. Is the \$30 retrofit NOT the same as the \$200 updated tensioner in the end? If not, why?

Apparently the \$30 parts buy you replacements for the "old" style cam tensioners, not the newly redesigned one which comes as a unit (\$270, except from Chicago BMW, who told me it would be weeks before any more came in).

Jhammer

06-16-2005 04:49 PM

I was misinformed about a retro fit kit the part numbers were just the original parts replaced, wish it was true. I went ahead and ordered the replacement that everyone else is talking about kind of expensive. The parts looks to be heat treated and ground to size this adds expense to the cost of the part, but I would think at the volume they make these they could do a little better. It looks like there are several benefits from the update. But I do not know if it would do anything to help your engine last longer maybe that's why BMW dose not do this upgrade under any warranty.

westnash

06-16-2005 05:36 PM

What are the years of 1150 GS that need the upgrade kit and I assume at some point this became the standard issue part?

And are 1 of these kits needed on each side or just 1 for the bike?

configurationspace

06-16-2005 06:06 PM

Quote:

Originally Posted by **westnash**

What are the years of 1150 GS that need the upgrade kit and I assume at some point this became the standard issue part?

It's not an issue of year of manufacture, nor really of "need". If your cam chains are rattling around all the time and if that bothers you, do the upgrade. Your bike will run without the upgrade. My bike runs better with the upgrade and it cured my pinging problem, which I didn't expect. So I'm glad I did it. You have to use your own judgment.

Quote:

And are 1 of these kits needed on each side or just 1 for the bike?

The tensioner on the right side of the bike usually does not need replacement. It's also quite a different object -- much shorter. So the upgraded tensioner is for the left-side only. Check out the pictures I linked to above and you can see for yourself.

I'll second Westnash's question--What year (if at all) did BMW put upgraded version in production bikes? I understand "if you don't have a problem who cares", but if I do develop noise I'd love to know if I already have the upgraded tensioner in my '04 GS and should seek another cause.

westnash

06-17-2005 06:43 AM

Yep that was my question. Mine is an 02!

Appreciate everyone's work on this and if we could get a step by step for the replacement of this, with pictures, it would be awesome.

HarveyMushman

06-17-2005 08:29 AM

Quote:

Originally Posted by **westnash***Yep that was my question. Mine is an 02!**Appreciate everyone's work on this and if we could get a step by step for the replacement of this, with pictures, it would be awesome.*

Follow the Wisdom button at the bottom of the page: Poolside did a photographic lesson on how to do the swap.

My bike is an '02 and needed the updated tensioner from Day One.

westnash

06-17-2005 08:48 AM

Great info. Thanks to all who put that together. How long does it take? Mine always sounds like a rattler on startup!

HarveyMushman

06-17-2005 09:34 AM

Quote:

Originally Posted by **westnash***Great info. Thanks to all who put that together. How long does it take? Mine always sounds like a rattler on startup!*

'bout an hour, maybe a bit more if you work very slow . . . carefully.

Still confused

I'm still trying to get an updated timing chain tensioner and I getting the run around This is my email that I got back from Chicago BMW today and includes prior emails . Maybe I will get one or maybe it will be the same as original I guess I will know when I get it.

The tensioner set is no longer available.

It included the housing. You can get just the pieces you had originally ordered and the housing separately. We have ordered the housing for you. We will send out all pieces as soon as we receive the housing.

Thanks,

Chi BMW

----- Original Message ----- From: ""

To: "Chicago BMW"

Sent: Thursday, June 23, 2005 5:31 PM

Subject: Re: Order Number: 4459 order status

> Hello,

> I was wondering about the status of this order?

> Thanks

> Jason

>

>> Well order the updated tensioner for you, and cancel the other order. (Except throttle body gasket)

>>

>> Thanks,

>>

>> Chi BMW

>> ----- Original Message ----- From: ""

>> To:

>> Sent: Tuesday, June 14, 2005 8:59 PM

>> Subject: Re: Order Number: 4459 Updated tensioner parts?

>>

>>

>>> Hi I recently made this order I was first told these parts will upgrade the timing chain tensioner on my 2000 R1150GS now I have been told I need part no# 11312325563 can you tell me what is correct ?If my first order is not an updated tensioner then I would like to buy the other one and cancel this order.

>>> Thanks

>>> Jason

>>>

>>>> Thank you for ordering from Chicago BMW Motorcycles. We appreciate your business and hope you had a good experience online and that you'll visit us again - both in our store and online.

>>>>

>>>> Your Bike Info is: Bike Model: R1150GS

>>>> Bike Year: 2000

>>>> Your Order Info is: PN Description Qty UnitCost Extended Cost

>>>> 11311340741 PISTON LEFT S 1 \$7.76 \$7.76

>>>> 11311341015 SPRING S 1 \$0.40 \$0.40
>>>> 11317671723 CYLINDER S 1 \$21.40 \$21.40
>>>> 13541341797 THROTTLE BODY GASKET S 1 \$2.48 \$2.48
>>>> SubTotal \$32.04
>>>> Tax \$0.00
>>>> Total before Handling \$32.04
>>>> Handling \$handling
>>>> Total with Handling \$38.04
>>>>
>>>> If you have any questions about your order, please call, e-mail, or stop by and see us
>>>>
>>>> Chicago BMW Motorcycles Inc
>>>> Internet Sales Department
>>>> 6820 N Western Avenue
>>>> Chicago, IL 60645
>>>> Phone (773)274-6820 1-800-262-9150

westnash

06-25-2005 06:45 AM

Sounds like it is better to call Chicago BMW than order online. Do they have these in stock now or has this thread caused a run on all available parts?

Jhammer

06-25-2005 01:36 PM

Quote:

Originally Posted by **westnash**

Sounds like it is better to call Chicago BMW than order online. Do they have these in stock now or has this thread caused a run on all available parts?

It does not look like they stock them I have been trying for over two weeks now. I will post what I get when I get them.

Poolside

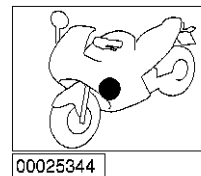
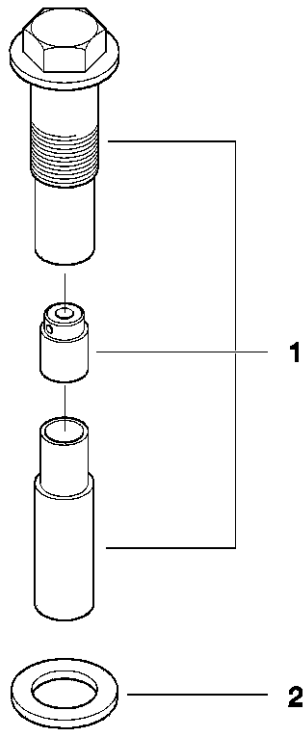
06-26-2005 02:55 AM

This is the new-style tensioner 3-piece kit, right from MAX BMW fiche. As of today.

- Jim

Code:

No	Part Number	Description	Each
01	11 31 2 325 563	left chain tensioner set	\$ 204.97
02	07 11 9 963 308	gasket ring (A18X22-CU)	\$ 0.50



Jhammer

06-26-2005 05:58 AM

Quote:

Originally Posted by **Poolside**

This is the new-style tensioner 3-piece kit, right from MAX BMW fiche. As of today.

- Jim

Code:

No	Part Number	Description	Each
01	11 31 2 325 563	left chain tensioner set	\$ 204.97
02	07 11 9 963 308	gasket ring (A18X22-CU)	\$ 0.50

The tensioner you show here is the same part number I just tried to order that Chicago BMW said is no longer available. What it looks like I'm getting now is a 4 piece set parts sold separately, we will see that was on Friday the 24th.

Availability issues

Quote:

Originally Posted by **Jhammer**

The tensioner you show here is the same part number I just tried to order that Chicago BMW said is no longer available. What it looks like I'm getting now is a 4 piece set parts sold separately, we will see that was on Friday the 24th.

What the heck is going on here with this?

I tried to get the part from my local dealer whom gets his parts from LA and he tells me it is no longer available either. Maybe I'm missing something here but I thought this was supposed to be an upgrade from the noisy tensioner that exists in my ride.

Maybe I have not read enough here in previous threads but I dont understand why some dealers claim to have it and others claim it is not available.

From whets been said, I gotta git me one though!

Cheers to you all,

Jhammer06-27-2005 10:23 AM

I think I have found out what is going on with the tensioner. The set with the single part number is no longer being sold some might be able to find at a dealer with NOS. Ok I was told BMW always sends the latest version of there parts, the original part numbers are what you need now. I think what happened to some people is that they got parts that were NOS under the (original part number) at a dealer and that's why they did not receive the updated parts. I'm supposed to be getting the updated tensioner parts I will post when I get them.

Suppermotodd07-01-2005 06:16 AM

Availability

I ordered the retrofit kit because the updated tensioner was no longer available.

The kit I received was composed of the old style parts. I have called my dealer and he is going to research it for me. Once I find out what is going on I will post said findings.

Crush07-01-2005 10:51 AM

Seems like there are no more of these available. Can anyone provide accurate dimension and measurements to have one made?

Suppermotodd07-01-2005 01:08 PM

Trying the Retrofit kit

I have been informed by the Elders that BMW no longer stocks the updated tensioner! However, Before I start ranting I will try the retrofit kit and see if that helps. I will post the results when I get er done.

Jhammer

07-11-2005 06:03 PM

Tensioner parts

Well I finally got my tensioner parts from Chicago BMW, I'm disappointed it looks to be just as the original. Except for the body is little shorter and the hex nut on top the new body is smaller. I do not see the change in the body making a difference but I'm installing it anyway . The spring and piston are the same I did measure them. I will post after I ride a few days if there are any differences.

Bario

07-12-2005 02:52 PM

The final word on the Cam Chain Tensioner

OK, I have the parts right here in my hands. Sorry, no pictures but here's the deal.

The "new" kit, part number 11 31 2 325 563 is no longer being offered. This is straight from BMW. However, not to worry. There is a "new" new product that replaces the previous "modified Cam Chain Tensioner".

It is not in a kit but rather in two separate parts. The body, or cylinder as BMW calls it, is part number 11 31 7 688 629 and the piston is part number 11 31 7 656 922

The body/cylinder is shorter than the original design and has a smaller hex head. It is also different from the old version in that it has been machined to have a much shorter recess before the new piston contacts the inside. This means that you now only need two parts instead of three. Earlier on this thread the photos show a small black spacer that fits between the piston and the inside of the cylinder. This is no longer required due to the "new, new" modified cylinder.

It took my dealer a few days to get this all sorted out but, as I say, I actually have the bagged parts right here in my hands. Ordered last week and arrived yesterday. So if your dealer states that the new design is no longer available, tell him/her to order you the new, new design.

Bario

HarveyMushman

07-12-2005 03:14 PM

Quote:

Originally Posted by **Bario**

The body/cylinder is shorter than the original design and has a smaller hex head . . .

That should make the install a bit less tedious.

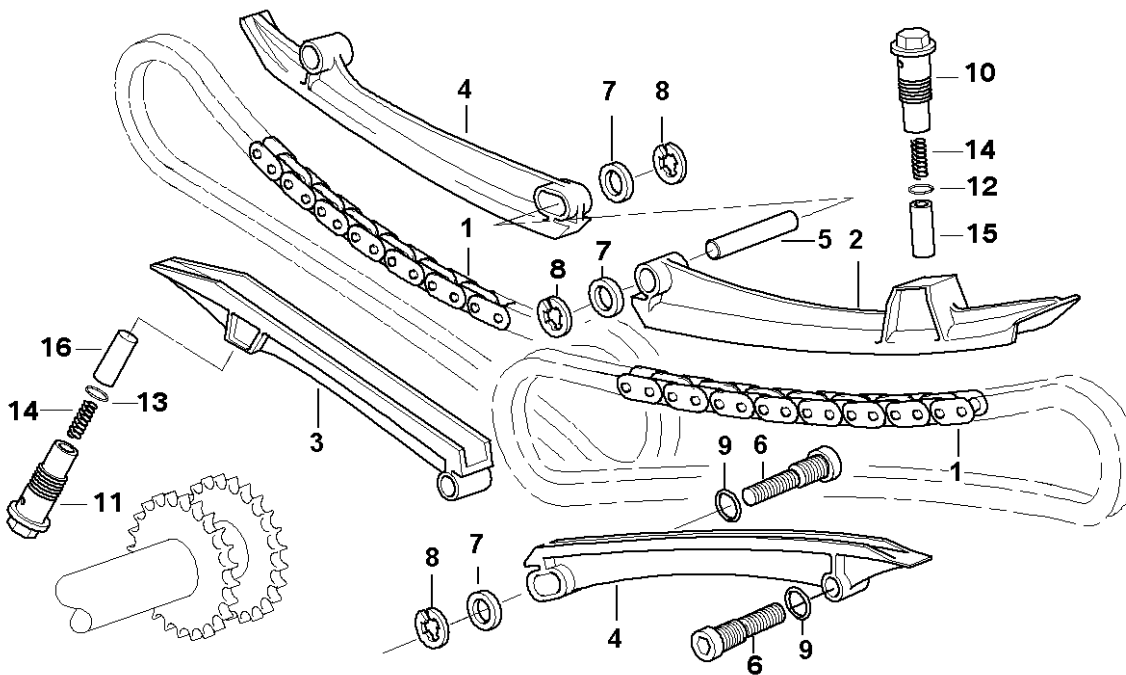
Maybe BMW are back to essentially the original equipment version, with some design changes to make it easier to install.

Hey Bario, what does the '922' piston look like? Does it have a slot in the OD along its length?

And what are the new prices?

- Jim

No . .	Part Number	Description
10 . .	11 31 7 688 629 . .	cylinder left
12 . .	07 11 9 963 308 . .	gasket ring (A18X22-CU)
14 . .	11 31 1 341 015 . .	spring
15 . .	11 31 7 656 922 . .	piston left



My dealer just replaced my tensioner with these three parts under warranty:

11317671723 (Cylinder)

11311341015 (Spring)

11311340741 (Piston)

So if I'm reading this right these are the wrong parts except for the spring??? Could this explain why after I got

my bike back it sounds like a marble rattling in a tin can on hard acceleration???

Bario

07-12-2005 08:05 PM

Poolside,

The new "922" piston does **not** have the slot in the side as the old part did.

The newest 2-piece set has the same piston as in the "563" kit which was discontinued. The spring is internal, inside the piston mechanism and cannot be seen. The only difference between the discontinued "563" kit and the newest 2 part system is in the cylinder. The cylinder in the "563" kit was essentially the same as in the original units supplied with the bikes. There may have been some minor differences such as length or oil hole size but they were very, very similar. The "563" kit had the cylinder, the new revised piston, and the black thingy shown in the pictures on page 1 of this thread. The diagram on page 4 of this thread also shows this "thingy". In that diagram the number 1 has a line drawn straight to this "thingy".

I can't be 100% certain but I am led to believe that this "thingy" was simply a type of spacer allowing the new piston to fit in the older design cylinder.

With the very latest 629/922 kit that I have here the cylinder insides are different. When looking inside one can see the landing for the piston. It is much closer to the end of the cylinder in the newest version. On the old one that landing is way up close to the hex head end of the inside. On my unit the landing is around where the threaded area is on the outside. What it looks like is the cylinder has the little black thingy already machined into the unit negating the need for the separate part that came with the previous "updated" kit. Now all you need is the newest cylinder part 11 31 7 688 629, and the new piston, number 11 31 7 656 922, and of course, a new gasket ring, if you aren't going to re-use the old one.

My dealer said that this new tensioner is not available as a kit. One must order the two parts separately. I did so and I received the 2 parts within a week. I have not yet installed them simply because it is going to be covered under warranty and so I have no need to soil my hands on this one. It goes in next Wednesday. They gave me the parts simply to prove that the items do indeed exist and so that I could examine them at home and post this info on this site, along with the part numbers that are needed to order these parts.

Due to it being a warranty item I do not know the cost but I will make it a point to get that info over the next couple of days and I will post it here at that time.

Bario

Suppermotodd

07-12-2005 08:24 PM

Here Is an example of the Wrong Parts

I will exchange these for the new parts.



Poolside

07-13-2005 01:09 AM

That is perfect Supermoto.

So Bario, the deal is that the '629' cylinder is not bored to the same depth as the previous cylinders. And the reasonable guess is that the difference in bore depth is equal to the length of the short spacer in the last version.

And the '922' piston is the same one-way fluid valve and internal spring as the last version.

Cool, it will all work the same.

I am glad you got this figured out. It was starting to sound like Cointelpro from BMW.

You may have already said, but what is the pricing for the three pieces?

- NEW - NEW - NEW -
Cam Chain Flail Damper
Part Number Description
11 31 7 688 629 . . cylinder left
11 31 7 656 922 . . piston left
07 11 9 963 308 . . gasket ring (A18X22-CU)

- Jim

Bario

07-13-2005 09:47 AM

Poolside,

>>So Bario, the deal is that the '629' cylinder is not bored to the same depth as the previous cylinders. And the reasonable guess is that the difference in bore depth is equal to the length of the short spacer in the last version.

And the '922' piston is the same one-way fluid valve and internal spring as the last version.<<

This is what it appears to me. There may have been some small internal mods but only the gods from the fatherland know for sure. To my eyes the piston is the same as the previous "improved" version but the cylinder has been modded to accept it without the black device. (spacer??)

I don't have a price yet, it is warranty work. I will ask today when I give back the parts. They are not installing them for me until next Wednesday.

Bario

Jhammer

07-13-2005 10:40 AM

I went to Chicago BMW web site and put in the part numbers that you have posted the piston was \$28.40 and the cylinder was \$19.20. I have talked to them about the tensioner before and they are clueless about it. All they have told me is BMW always updates there parts with the latest version but that is not true as we can see. I installed the one I received with the slightly changed cylinder and no change, I new better. Looks like you have right part now I will try to order one. Thanks

Jhammer

07-13-2005 11:18 AM

I just called about the tensioner parts and they told me they were for a 1200RT, maybe they fit both. I may hold off on these parts for a little while I do not want to get the wrong ones again. WTF

Bario

07-13-2005 11:31 AM

>>I just called about the tensioner parts and they told me they were for a 1200RT<<

I am going to the dealer in a couple of hours and I will ask about this discrepancy. That said, the parts guy was on the phone 3 different times with BMW sorting this out and he has been told 3 times that the parts I have are the latest left side cam chain tensioner parts for the R1150GS.

When these two parts are assembled they are identical in length and diameter to the "old" new tensioner kit # 11 31 2 325 563. The tech has installed several of these discontinued "563" kits into R1150's and he says the new one I have looks right to him. Unless there are different spring tensions available for different models (extremely doubtful) there is no reason to suspect it is not the right part.

I would assume that they will be the same for several oilhead models, most likely all R1100 and R1150 models. Maybe even for the R1200C. As the R1200RT is a newer model one would think they are different but it is certainly possible that the same part is used to make life easier.

Bario

roadrage

07-13-2005 03:08 PM

The thing I'm wondering about wrt to the current "fix of the week" is the price. Approx \$50 for the parts that replace the \$250 kit... If I paid \$250 for a kit that is obsoleted by a few updated parts I'd be rather pissed.

Don't get me wrong, if I can quiet my cam chains for \$50, I'm all over it!

later
bobc

Bario

07-13-2005 07:15 PM

OK,

So I went into my dealer today and asked him to pull up the part numbers for the cam chain tensioner on the new R1200RT and Jhammer is correct. They are the parts listed for the R1200RT. I even have a printout here in front of me straight off the shop computer showing a full diagram of the valve train on the new RT, along with the part numbers. Funny thing is that although the part numbers for the new R1200RT coincide with the numbers on my bagged parts, the diagram for this brand new 2005 R1200RT actually shows the old, original version of the tensioner with the external spring clearly visible. WTF??

There is a part number for the spring 11 31 1 341 015, and the spring shows on the diagram as #14 for both the left side and the right side. However, on the bottom of the page just before the listing for the spring it states "Fitted only on the right".

It sure seems to me that they updated this item across the board and that it happened after the stuff was printed up for the new 1200's.

Does anyone know the number of the old, original tensioner for the right side of the 11xxGS? If it comes up the same as the one in the diagram that would confirm that they originally planned the same parts on the new bikes. If different then we are back at square one. The right side tensioner for the new RT is 11 31 1 341 138.

As for my dealer, he insists that while they may certainly be the correct numbers for the new RT they are also the same numbers given him by BMW for the latest, greatest, updated tensioner for the R1150GS. They are not listed for the GS as the files are not always updated by BMW. If a newer part is made available for retrofit that is the part they will ship. In this case they state that this part *is* for the GS so I am guessing that it will fit not only all 11xx bikes but all the new 1200's as well. The tech looked at my parts and said they sure look right to him.

If anyone is still wary then I suggest you all just wait until I take my bike in next Wednesday for the installation. They will know real quick if the parts are incorrect!! If my bike starts and runs quietly then we can all just start ordering the R1200RT part. If my bike blows up then I get a new engine and the staff will absolutely know the correct part numbers for the next guy!!!

Oh yeah. The price. Sorry. In my haste to figure out all this stuff at the shop I forgot to ask. I will get that info over the next couple days.

Bario

Jhammer

07-13-2005 08:28 PM

Bario

I looked up the right side tensioner part number for a R1150GS at the ascycles web site and it is the same as the RT 11 31 1 341 138 it looks like you are on to something here. When I called Chicago BMW they told me the part number was for a R1200RT and said also it was not available in the US it would have to come from Germany. They tried to make me feel stupid for asking them and told me the one they sent to me was the updated tensioner with all the parts the same as org. except for the shorter body. Well I think they are the stupid ones and I will buy it from another dealer. Thanks for all your info we may be getting this figured out, no thanks to some of BMW dealers.

Bario

07-13-2005 10:59 PM

Jhammer

Yes, I was also told that the part had to come from Germany.

My parts guy had been trying to figure out all the tensioner BS for a week or two so when he finally got it sorted BMW had put a "rush" on my parts. Even though they came from Germany it was still in my hands the week after they were ordered.

From your research at ascycles it sure looks like all the 11xx engines and at least some of the new R1200 engines all use the same tensioner. I am pretty much 99% positive that is what is happening here. The newest bikes are rolling off the line with the updated parts and if you order a brand new part from Germany then you get the latest. If dealers have stock locally it is probably old stock and not the one I have. Most dealers wouldn't even know of the change until the new updated part arrived in their hands and of course, if they use the old numbers there is still a good chance that the BMWNA will send them the old stock.

If all the new bikes use the same parts then it makes sense that none are here in the system yet. They would be using them for production in Germany.

My dealer got the old parts at first. It was only because he had previously seen the newer, now discontinued tensioner that he knew I was right about there being an update. Only after a couple days of calls to BMW was it all sorted out.

At this point I am very tempted to go down and install the thing just so I can let you all know it works but that small 1% chance bugs me. I'll wait 'till Wednesday and let the warranty do my work and if it screws up it ain't my problem, but I just can't see why it won't work. Once the two parts are assembled it is identical to the now discontinued "improved cam chain tensioner" that everyone was so happy to install.

Stay tuned for either Wednesday's success story, or Bario's new bike.

Bario

Poolside

07-14-2005 01:36 AM

Quote:

Originally Posted by **Bario**

Does anyone know the number of the old, original tensioner for the right side of the 11xxGS? If it comes up the same as the one in the diagram that would confirm that they originally planned the same parts on the new bikes. If different then we are back at square one. The right side tensioner for the new RT is 11 31 1 341 138..

Here are the original tensioner part numbers for 1100/1150 motors:

11 31 1 341 137	. cylinder tensioner, left. . .	\$22.00
11 31 1 341 138	. cylinder tensioner, right . .	\$22.00
07 11 9 963 308	. gasket ring left A18X22-CU. .	\$ 0.50
07 11 9 963 342	. gasket ring right A20X24-CU .	\$ 0.50
11 31 1 341 015	. spring left and right	\$ 0.50
11 31 1 340 741	. piston left	\$12.00
11 31 1 340 742	. piston right.	\$10.10

Then the changes:

FIRST - came the updated \$ 200.00 part. Yes, first on sale in late 2003. This is the full set that has just become not available.

11 31 2 325 563	. left chain tensioner set. . .	\$204.97
07 11 9 963 308	. gasket ring (A18X22-CU) . . .	\$ 00.50

Then, a new tensioner cylinder similar to the original '137'. Essentially same as above cylinder '137', using the same internals of piston '741' and spring '015'. Nothing really new here.

11 31 7 671 723	. cylinder tensioner, left. . .	\$21.40
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And now the new (and cheaper) \$200 flail damper.

11 31 7 688 629	. cylinder tensioner, left. . .	\$19.20
11 31 7 656 922	. piston left	\$28.40
07 11 9 963 308	. gasket ring left A18X22-CU. .	\$ 0.50

Most of this is confirmed. Bario should have the last three part numbers in focus for us soon.

- Jim

Bario

07-14-2005 03:53 PM

>>>So, are we talking a Warranty issue here or just "personal" improvements to the motor?

I have the sloppy/noisy issue as well, and it intensifies in the heat. Glad to hear there's a remedy, but is it a Warranty issue? and could it be?<<<

Well I guess it *can* be a warranty issue, depending on the severity of the noise and where you dealer stands on this.

In my case I bought a used '01 1150GS from my dealer. He gives a 90 parts/labour warranty on all his used

bikes. This particular bike had only 5000Km (3000 miles) on the clock and it had not been used since 2003. I found on the very first day of use that when it got hot it got loud. Real loud. If I had to idle in traffic for more than a few short minutes it started sounding like an old Chevy V8 with a collapsed hydraulic lifter. It was so loud that people in the cars next to me would look over to see if the bike was going to seize up. Having had a '01 GS previously I knew this was not just the normal racket these boxers can make when they get hot. This was much, much louder than my old GS ever was, even in mid summer traffic.

I took it back and said this needed attention and right away. Two techs and the parts person all agreed that the cam chain tensioner was the culprit. They didn't give me any hassle at all. I have bought 5 bikes from them and they are aware that I was a bike mechanic for years. There was no reason for them to doubt me and they ordered the new parts right away.

So in my case I get the new improved unit installed free of charge.

I guess you have to take each case separately. If the bike is simply noisier than you like then it may not be warranty, but if the tensioner is actually failing then I don't see how they can refuse it under warranty. In my case it was obvious that the tensioner was failing to do what it was designed to do.

Bario

BeemerBill

07-14-2005 08:05 PM

Quote:

Originally Posted by **Bario**

>>>So, are we talking a Warranty issue here or just "personal" improvements to the motor?
So in my case I get the new improved unit installed free of charge.

Bario

So what part numbers did you get installed???

Jhammer

07-14-2005 08:14 PM

[HERE YOU GO BEEMERBILL

- NEW - NEW - NEW -
Cam Chain Flail Damper
Part Number Description
11 31 7 688 629 . . cylinder left
11 31 7 656 922 . . piston left
07 11 9 963 308 . . gasket ring (A18X22-CU)

- Jim

BeemerBill

07-14-2005 08:24 PM

Hmmmmmm. That means my dealer must have put the same old parts back in---which he did under warranty---the parts that end in 741, 015, & 723. Oddly enough it quit knocking at idle which it's done for 30,000 miles, but now I've got serious (and I mean serious) ping issues. I think I'll order the parts you list and replace them myself!!!!

Suppermotodd

07-15-2005 01:38 PM

Ping Issues

Quote:

Originally Posted by **BeemerBill**

*Hmmmmmm. That means my dealer must have put the same old parts back in---which he did under warranty--
- the parts that end in 741, 015, & 723. Oddly enough it quit knocking at idle which it's done for 30,000 miles,
but now I've got serious (and I mean serious) ping issues. I think I'll order the parts you list and replace them
myself!!!!*

Is it both cylinders pinging? If so I would think you got some low octane fuel.
My 01 pings if it gets anything less than 93 octane.

bemiiten

07-15-2005 05:06 PM

Quote:

Originally Posted by **Jhammer**

[HERE YOU GO BEEMERBILL

- NEW - NEW - NEW -

Cam Chain Flail Damper

Part Number Description

11 31 7 688 629 . . cylinder left

11 31 7 656 922 . . piston left

07 11 9 963 308 . . gasket ring (A18X22-CU)

- Jim

[/QUOTE]Are the same updated parts available for the right jug also?

Bario

07-15-2005 08:05 PM

>>Are the same updated parts available for the right jug also?<<

As far as I know, no, there are no updates for the right jug. I certainly be wrong on this however, as I have not really researched the right hand side very far.

On most bikes the right hand tensioner is not a problem, other than a normal wear and tear issue. On the other

hand it seems that on some bikes the left hand tensioner has deep rooted emotional problems almost from day one, and a very high percentage of left side tensioners have issues sooner or later. Even on the new R1200 GS/RT models the computer still shows the old style part for the right jug.

Bario

Bario

07-20-2005 11:14 PM

Well as expected the new 2 piece tensioner fit in the GS just fine. I think it's listed as a R1200RT part simply because that is the first production bike to have this new tensioner fitted on the assembly line. I think it will fit all the R11xx series and all the new R1200 series bikes.

I didn't have time today to really test out the bike to see if the thing really fixes the noise. My bike was done shortly before I had to leave for work. (I work 4:00 pm to midnight). I just had time to ride the two blocks home and walk to work. I will take it out for a good thrashing tomorrow and see what happens when it gets good and hot.

The main thing here, however, is that this tensioner **is** the right part and it goes in our GS's without any problems.

Bario

Bario

07-21-2005 02:18 PM

Woo Hoo,

New parts work great. Now I can hear the valve chatter that was drowned out before. I guess I'll have to soil my hands this weekend with a valve adjust and throttle body sync.

No problems at all with the new tensioner. Installing it removed the vast majority of the noise. New oil this weekend will most likely help as well but I didn't want to change it before the install as I wanted a real before/after comparison of the effect of the new tensioner.

So go ahead and order these parts. They worked great for me.

Bario

Jhammer

07-21-2005 08:12 PM

[QUOTE=Bario]Woo Hoo,

New parts work great. Now I can hear the valve chatter that was drowned out before. I guess I'll have to soil my hands this weekend with a valve adjust and throttle body sync.

No problems at all with the new tensioner. Installing it removed the vast majority of the noise. New oil this weekend will most likely help as well but I didn't want to change it before the install as I wanted a real before/after comparison of the effect of the new tensioner.

So go ahead and order these parts. They worked great for me.

Bario,

Thanks for all the info you finally have the answer to the right parts. The dealers I have talked to so far are not educated on the new parts yet. I have ordered the parts you have now, I did order a tensioner earlier but it was pretty much the same as the old unit. I think this tread now will help a lot of people get the right tensioner, it just took some time to get there :D

Bario

07-22-2005 10:06 AM

westnash,

I just today got the shop to print me out a copy of the work order. The parts used and retail prices are as follows:

Part Number	Description
11 31 7 688 629 . .	chain tensioner left.....\$41.00 Cdn
11 31 7 656 922 . .	piston left.....\$60.00 Cdn

No mention of a gasket ring but I assume it's the same old 50 cent part it always was.

Remember, however, that BMW Canada pricing does not always reflect the US pricing, even with currency conversion. If people on this board think parts are expensive down there you should try ordering up here!!! After you convert the US dollar into Canadian dollars you still have to add another 75% on to the price tag! Any wonder why we ride down there so often?

Poolside came up with these numbers during his investigation:

11 31 7 688 629 .	cylinder tensioner, left. . .	\$19.20
11 31 7 656 922 .	piston left	\$28.40
07 11 9 963 308 .	gasket ring left A18X22-CU. .	\$ 0.50

Just ask your dealer for the left side tensioner for the new R1200RT and these numbers should pop up. He/She may not even be aware that these are the replacement parts for the R11xxGS as well as the new R1200 series of bikes.

Barry

Suppermotodd

07-27-2005 06:04 AM

I Got It From The Motherland

Here is the picture of the Latest updated tensioner. MoMann from BMW of Atlanta got me these in record time! :bow I will post some more pictures when I get time to do the install. Again, Thanks to all of you FF's for posting your info...



It should also be stated again that there is an excellent companion document (put together by Poolside) that has step by step pics covering how to replace these parts.

Go here to obtain a copy

<http://adwisdom.hogranch.com/Wisdom/cam.pdf>

JJ