

Telephone:
Fax:
UST-IdNr.:

Name:	Manufacturer:	BMW
Address:	Model:	
	Year:	1990
	Registration:	
Tel - Private:	Mileage:	
Tel - Business:	Job number:	
Tel - Mobile	Date	

Important note

Important note

The intervals and procedures given are subject to alteration by the manufacturer at any time. Check the regularly updated Timing Belts section on our website to ensure that you are kept informed of any changes that may occur between issues of the Autodata CD.

<http://www.autodata-cd.com>

Timing belt replacement intervals

Where possible the recommended intervals have been compiled from vehicle manufacturers' information. In a few instances no recommendation has been made by the manufacturer and the decision to replace the belt must be made from the evidence of a thorough examination of the condition of the existing belt.

Apart from the visible condition of the belt, which is explained fully in the General Instructions/Toothed Timing Belts section, there are several other factors which must be considered when checking a timing belt:

1. Is the belt an original or a replacement.
2. When was the belt last replaced and was it at the correct mileage.
3. Is the service history of the vehicle known.
4. Has the vehicle been operated under arduous conditions which might warrant a shorter replacement interval.
5. Is the general condition of other components in the camshaft drive, such as the tensioner, pulleys, and other ancillary components driven by the timing belt, typically the water pump, sound enough to ensure that the life of the replacement belt will not be affected.
6. If the condition of the existing belt appears good, can you be satisfied that the belt will not fail before the next check or service is due.
7. If the belt does fail, have you considered the consequences. If the engine is an INTERFERENCE type then considerable expensive damage may well be the result.
8. The cost of replacing a belt as part of a routine service could be as little as 5 to 10% of the repair cost following a belt failure. Make sure your customer is aware of the consequences.
9. If in doubt about the condition of the belt - RENEW it.
10. Refer to the Toothed Timing Belts/Service Replacement section for further information relating to arduous or adverse operating conditions, inspection and service replacement.

Manufacturer: BMW
Engine code: 20 6K A
Tuned for: R-Cat

Model: 5 Series (E34) 2,0 520i
Output: 95 (129) 6000
Year: 1988-90

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Replacement Interval Guide

Replacement Interval Guide

BMW recommend replacement every 2nd Inspection II (approx. every 56,000 miles) or 4 years, whichever occurs first.

The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

Check For Engine Damage

CAUTION: This engine has been identified as an INTERFERENCE engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is **MOST LIKELY** to occur.
A compression check of all cylinders should be performed before removing the cylinder head.

Repair Times - hrs

Repair Times - hrs

520i/525i (E34) -02.90 1988-90	
Remove and install	1,95
Remove and install - AC	2,05

Special Tools

Special Tools

- Water pump pulley holding tool - BMW No.11.5.030.
- Fan wrench - BMW No.11.5.040.

Special Precautions

Special Precautions

- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove spark plugs to ease turning engine.
- Turn engine in normal direction of rotation (unless otherwise stated).
- DO NOT turn engine via camshaft or other sprockets.
- Observe all tightening torques.

Removal

Removal

1. Turn crankshaft to TDC on No.1 cylinder. Ensure timing marks aligned [1] .
2. E28/E30: Remove distributor cap. Ensure distributor rotor arm aligned with mark on distributor body. E34: Remove distributor cap, rotor arm and backplate.

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3. Hold water pump pulley. Use tool No.11.5.030. Using wrench No.11.5.040, undo fan coupling and remove viscous fan.
4. Remove water pump pulley.
NOTE: Fan coupling nut has LH thread.
5. Remove:
 - Auxiliary drive belts.
 - Engine speed (RPM) sensor (if applicable).
 - Crankshaft pulley/damper bolts [2] .
 - Crankshaft pulley/damper [3] .
 - Timing belt upper cover [4] .
 - Timing belt lower cover [5] .
6. Slacken tensioner bolts. Move tensioner away from belt. Lightly tighten bolts.
7. Remove timing belt.

Installation

Installation

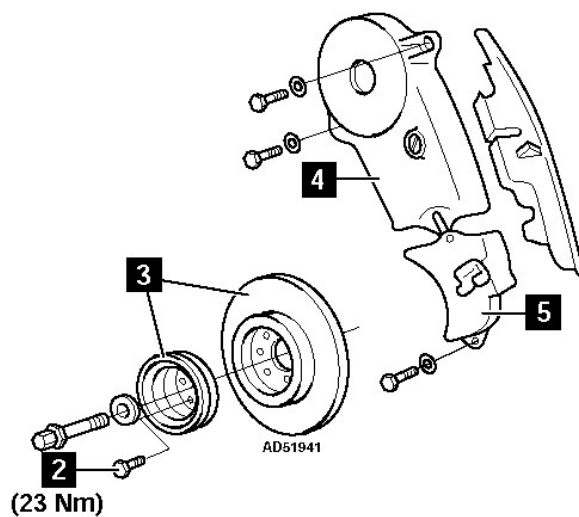
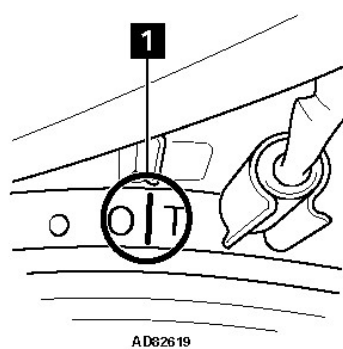
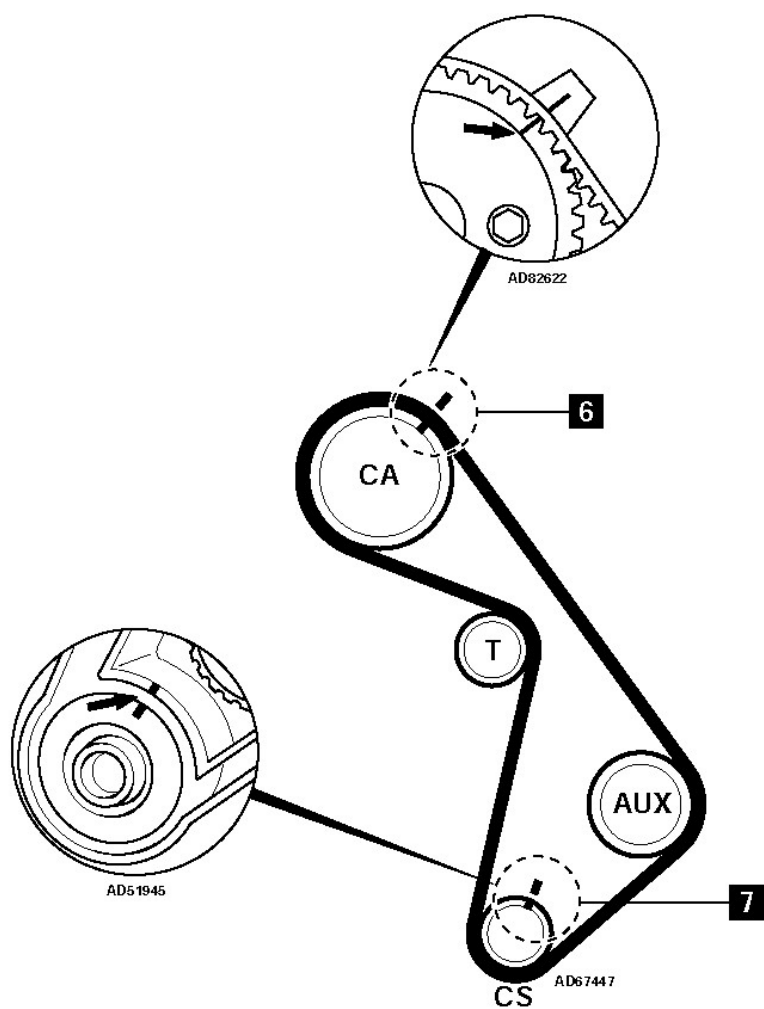
NOTE: DO NOT refit used belt.

1. Ensure timing marks aligned [6] & [7] . E28/E30: Ensure distributor rotor arm aligned with mark on distributor body.
2. Fit timing belt in anti-clockwise direction, starting at crankshaft sprocket. Ensure belt is taut between sprockets.
3. Ensure timing marks aligned [6] & [7] .
4. Slacken tensioner bolts.
5. Turn crankshaft two turns clockwise.
6. Ensure timing marks aligned [6] & [7] . Tighten tensioner bolts to 23 Nm.
7. Install:
 - Timing belt upper cover [4] .
 - Timing belt lower cover [5] .
8. Fit crankshaft pulley/damper [3] . Ensure locating pin located correctly.
9. Tighten crankshaft pulley bolts to 23 Nm [2] .
10. Install:
 - Water pump pulley.
 - Auxiliary drive belts.
 - Viscous fan and coupling. Tighten nut to 40 Nm. Use tool No.11.5.040.
 - Engine speed (RPM) sensor and distributor (if applicable).

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