

Dealer Operation/ General Manager	Sales- Motorcycles	Sales - Used Motorcycles	Business Manager (F&I)	Service	Parts & Accessories	Administration
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BMW Motorrad Service Information Bulletin

****Recall 06V-164 - Retrofitting Banjo Bolt w/Restrictor****

Subject: Retrofitting banjo bolt with restrictor

Model: K 1200 S (K40), K 1200 R (K43), with Integral ABS
R 1200 GS (K25), R 1200 RT (K28), R 1200 RT (K26) with Integral ABS

**NHTSA
Statement:**

Under the National Traffic and Motor Vehicle Safety Act of 1966, as amended, if there has been a recall campaign, dealers must assure that all new vehicles and new items of replacement equipment are free of safety defects and comply with all applicable Federal Motor Vehicle Safety Standards at the time of delivery to the consumer. This means that dealers may not deliver new motor vehicles or new items of replacement equipment to consumers unless the safety defect or noncompliance has been remedied before delivery.

Details: The defect involves ABS functionality. Under rapid, repeated, and unusually harsh braking, loss of ABS capability could temporarily occur. This has been known to occur during a unique set of circumstances, for example, road-safety training in which very rapid, repeated, and heavy forces are applied to the brake lever.

However, even during temporary loss of ABS, normal braking is not affected and remains fully functional. The capability to bring the motorcycle to a stop would still exist. Nonetheless, in the course of a continuous improvement process, BMW Motorrad has introduced a technical modification to the banjo bolt of the handbrake fitting.

The following motorcycles with Integral ABS are possibly affected by this recall campaign are in the ranges of VINs shown in the table below:

Model	From	To
K 1200 S	ZM25000	ZM27931
K 1200 R - restrictor and brake discs	ZN55000	ZN56217
R 1200 GS	ZL75000 ZR40000	ZL79999 ZR40195
R 1200 RT	ZM15000	ZM18267
R 1200 ST	ZM30000	ZM30582

In order to determine if a specific motorcycle is affected by this Recall Campaign, it will be necessary to verify all motorcycle VINs through a DCS Vehicle History Check. Based on the response of the system, either proceed with the repair or take no further action.

The VIN Ranges listed above are only for informational purposes and are not to be considered a deciding factor.

Production Solution: A new banjo bolt with a restrictor is now being installed in the handlebar fitting in series production (see Fig. 1). This banjo bolt incorporates a calibrated orifice plate that limits the increase in pressure and counters the possibility of excessive pressure building up in the Integral ABS system.

Note on K 1200 R models: The front brake discs of the **K 1200 R** have been changed from 4.5 mm to 5.0 mm in thickness. This change was to counter the increase in volume in the brake system caused by very high temperatures, which would tend to lead to a "overpressure" effect. These circumstances are of relevance only to the Tokico brake system of the **K 1200 R**.



Fig. 1: New banjo bolt with restrictor is a hex head design. (K - Model shown)

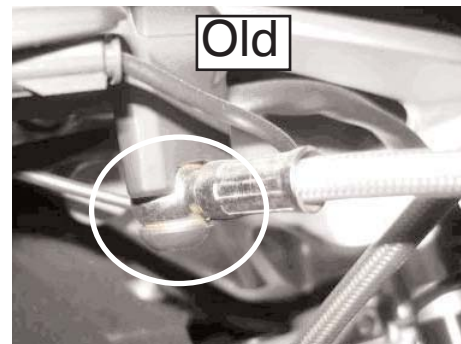


Fig. 2: Old banjo bolt is a 'torx'. (K - Model shown)



Fig. 1: New banjo bolt with restrictor is a hex head design. (R - Model shown)

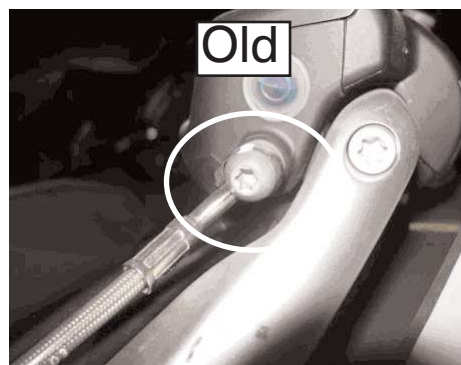


Fig. 2: Old banjo bolt is a 'torx'. (R - Model shown)

Aftersales Solution: Motorcycles already produced will have to have the banjo bolt with restrictor retrofitted.

The procedure to retrofit the banjo bolt is as follows:

1. Gently pull the brake lever until the blow-by bore in the brake master cylinder is passed.
2. Secure the brake lever in this position.
3. Remove the original banjo bolt and install the new banjo bolt with restrictor (tightening torque 18 Nm). Hold the end of the brake hose up to prevent brake fluid from escaping and air from making its way into the system.
4. Now bleed the system by gently operating the brake lever. Make sure that the motorcycle is propped on its **side stand**; if necessary also move the handlebars from left to right. The advantage of this procedure is that it is not necessary to bleed the modulator.

5. Complete the process by performing a bleed test with the GT-1.

6. In the case of **K 1200 R** models (refer to VIN table on page 1), it is also necessary to replace both front brake discs. Proceed as described in the repair manual.

When installing the replacement brake discs the **original brake pads can remain in use**; from a technical point of view it is not necessary to change the brake pads. Brake pads that have reached their wear limit should be changed and the customer billed accordingly (wear part).

Customer notification: Current customers on record will be notified by mail of the existing concern and will be asked to bring their motorcycle to an authorized BMW motorcycle center for the applicable retrofits.

Motorcycles in dealer inventory must be retrofitted with the updated banjo bolt and brake discs (where applicable) prior to delivery to the customer.

Part Information:	K 1200 S:	Banjo bolt with restrictor	34 32 7 702 422
		Sealing ring - qty. 2	07 11 9 963 072
	K 1200 R:	Banjo bolt with restrictor	34 32 7 702 422
		Sealing ring - qty. 2	07 11 9 963 072
		Set of brake discs	34 11 7 704 870
		Set of fasteners	34 11 7 704 871
	R-Models:	Banjo bolt with restrictor	34 32 7 702 422
		sealing ring qty. 2	07 11 9 963 072

Warranty: Covered by warranty regardless of time or mileage.

Warranty Information: Reimbursement for this Recall Campaign will be via normal claim entry utilizing the following information:

Defect code:	00 00 34 60 00	Retrofitting banjo bolt with restrictor plus K1200R brake discs.
FRU number:	00 60 140	Retrofitting banjo bolt with restrictor
FRUs:	5 FRUs	
In addition; applies to K 1200 R only.		
FRU number:	34 11 840	Replacing both front brake discs (in addition to retrofitting the banjo bolt)
FRUs:	9 FRUs	

Contact: Respective Field Service Engineer