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

Service Information Bulletin

Notice of Recall 07V-466

Subject: **Supplement: Air induction into brake system**

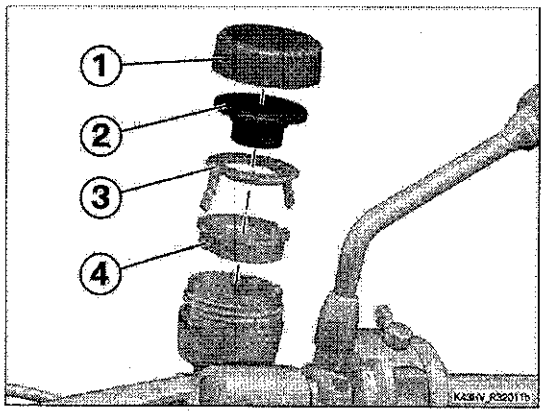
NHTSA Statement: Under the National Traffic and Motor Vehicle Safety Act of 1966, as amended, if there has been a recall campaign, dealers must assure that all new vehicles and new items of replacement equipment are free of safety defects and comply with all applicable Federal Motor Vehicle Safety Standards 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.

Model: K 1200 R Sport (K43HV)

Details: Vibration on a long ride at constant high engine rpm can, under certain circumstances, cause foaming of the brake fluid in the brake-fluid reservoir of the front brakes. The possibility of this foaming causing air to enter the brake system must be considered.
The braking efficiency of the front brakes can diminish severely, depending on the volume of air that enters the brake system in this way.

Production Solution: A vibration-insulated brake-fluid reservoir is adopted for series production.

Aftersales Solution: The front brakes of the motorcycles affected by this problem have to be bled and a damper weight (2) has to be installed in the brake-fluid reservoir of the front brake system. The purpose of this weight is to damp the vibrations that can cause the brake fluid to foam. The black cap of the reservoir must be removed and a gray cap (1) substituted instead.
In addition, for visual reasons the black cap of the clutch-fluid reservoir must also be removed and a gray cap substituted.



1=Cap (gray)
2=Damper weight
3=Lock Washer
4=Diaphragm

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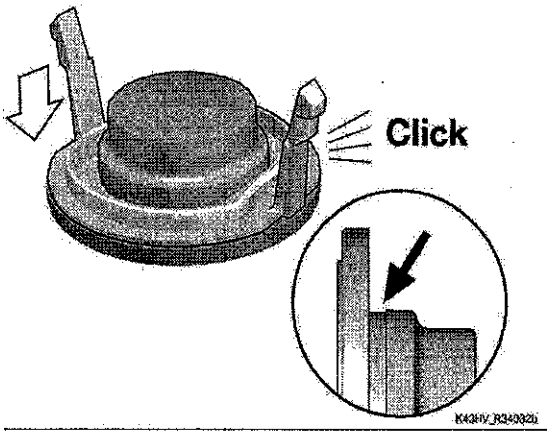
Motorcycles Affected:

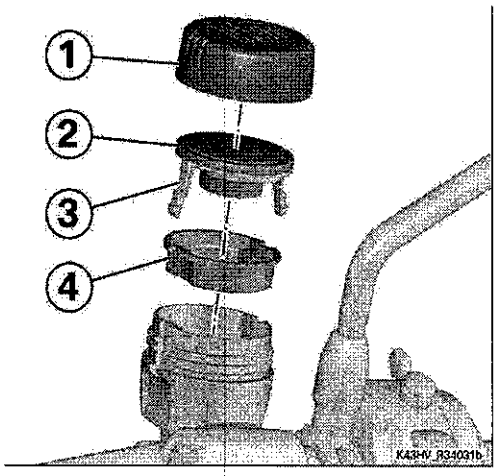
Model	From	To
K 1200 R Sport K43HV	ZP85000	ZP85510

The VIN ranges listed above are only for informational purposes and are not to be considered a deciding factor. In order to determine if a specific motorcycle is affected by this Technical 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.

Supplement: **The set consisting of reservoir cap and 180 g suppressor weight (32 72 4 640 421) is being phased out.**
Once supplies of this set are depleted, motorcycles will then be fitted with the 150g suppressor weight (32 72 7 722 846) of the K 1300 S and K 1300 GT models. It is not necessary to replace the reservoir cap when installing this suppressor weight. The 150 g suppressor weight (2) has to be clipped into lock washer (3). It is essential to ensure that diaphragm (4) is clean and dry when installed and that reservoir cap (1) is firmly tightened in the final step of the process (cap screwed firmly home).



Clipping the 150 g suppressor weight into the lock washer



Brake-fluid reservoir with 150 g suppressor weight

Note: **Motorcycles already fitted with the 180 g suppressor weight do not have to be modified again.**

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Warranty: The repair described in this bulletin is covered under the BMW New Motorcycle Limited 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 63 00	Conversion, reservoir caps
FRU:	00 60 166	Conversion, reservoir caps 6 FRUs

Part number:
Until current supply is depleted:

	32 72 4 640 421	Set of reservoir caps with damper weight
	comprising:	Cap for brake-fluid reservoir (gray) Cap for clutch-fluid reservoir (gray) Damper weight for brake-fluid reservoir

Once Part Number 32 72 4 640 421 is no longer available:

	32 72 7 722 846	**suppressor weight (150 g)**

Contact: Service and Technical Manager

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