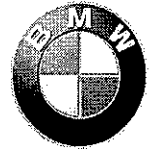


REVISED

Dealer Operation/ General Manager	Sales- Motorcycles	Sales - Used Motorcycles	Business Manager (F&I)	Service	Parts & Accessories	Administration
Date: December 2008 Bulletin #: 34 008 08 (061)R		Source: SI 43/2008 BMW Motorrad USA Service and Technical			Revised February 2009	



BMW Motorrad USA

Service Information Bulletin

Notice of recall 08V-254

Changes are highlighted in bold blue text

Subject: Supplement to conversion of brake lines R 1200 GS (K12/11) and R 1200 GS Adventure (K25/12)

Model: R 1200 GS (K25/11), R 1200 GS Adventure (K25/12) with BMW Motorrad Integral ABS Generation II (option code 0630)

Details: A combination of unfavorable tolerances can mean that the brake lines installed on the above-mentioned motorcycles might be under strain. The vibrations that occur when the motorcycle is being ridden could cause the brake lines to develop leaks, allowing brake fluid to escape. This would cause the level of fluid in the reservoir of the front brake system to drop. If the level drops until the reservoir is completely empty the result can be failure of the front brakes. This problem applies only to the brake lines of the front-wheel circuit. The ABS pressure modulator is not affected and does not have to be replaced.

Motorcycles affected: 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.

Production Solution: New brake lines have been used in series production since March 13, 2008. These new brake lines are significantly more resistant to the effects of vibration and strain, and the modified geometry (sequence of bends) allows for tolerances. **In order to facilitate the assembly process, these brake lines have sleeves at the connectors. These brake lines with sleeves have been used in production since November 08, 2008**

Aftersales Solution: In the case of motorcycles still on your premises, you are requested to undertake the work involved before your customers take delivery. The motorcycles effected must be brought up to the current series-production standard (**brake line with sleeves**) by retrofitting. Proceed strictly in accordance with the enclosed instructions. It is absolutely essential to comply with the tightening torques and sequences of assembly operations as stated in these instructions. It is very important to ensure that the brake lines are free of strain when installed!

Note: The RSD data (Repair & Service Data) such as tightening torques, sequences of assembly operation and graphics, will be updated in the next editions.

- Details:** **The following components have to be replaced**
- 1x front brake line to pressure modulator (1) including holder with cable tie (2)
 - 1x front brake line from pressure modulator (3)
 - 1x front brake hose (4)

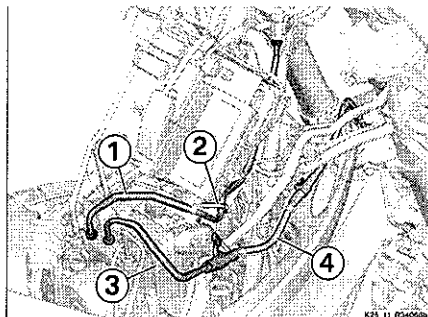


Illustration: Status prior to conversion

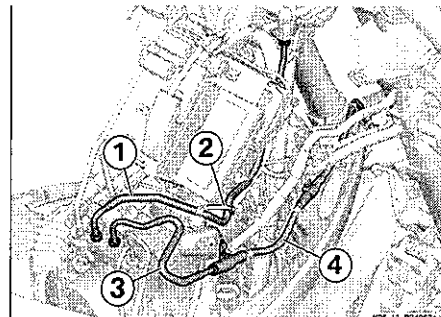


Illustration: Status after conversion

Note: The instructions below apply to the R 1200 GS (K25/11). They also apply by similarity to the R 1200 GS Adventure (K25/12).

00 60 168 Conversion, brake lines with BMW Motorrad Integral ABS II (0630)

- Preparatory work:**
- Remove the front and rear seats
 - Remove the side covers
 - Remove the side panels
 - Remove the trim panels of fuel tank
 - Remove the intake air pipe
 - Remove the fuel tank
 - Drain the front brake circuit
 - Remove the front brake line to pressure modulator
 - Remove the front brake line from pressure modulator
 - Removing front brake hose

Core activity: with BMW Motorrad Integral ABS II (0630)

Installing front brake hose

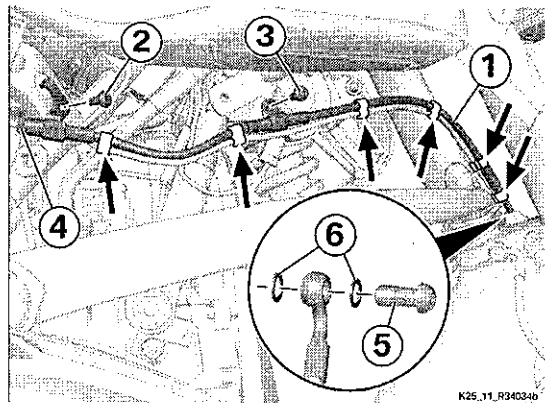
Hold brake hose (1) in position and install banjo bolt (5) with new sealing rings (6).

Tightening torques	
Brake pipes and hoses to components	
M10 x 1	24 Nm

Hold the bracket in position with screws (2) and (3), do not tighten down. Tighten screw (3).

Tightening torques	
Brake line to front frame	
M6 x 16	11 Nm

Secure brake hose (1) in the clips (arrows).



K25_11_R34034b

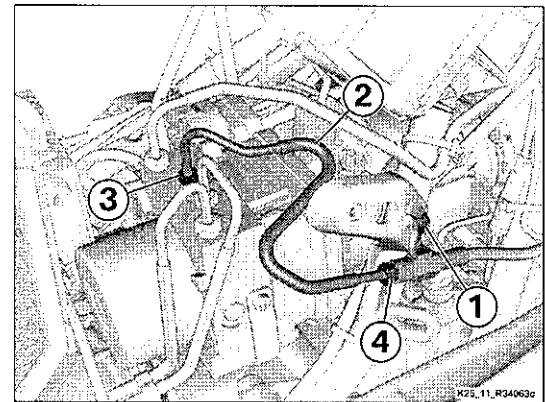
Installing front brake line from pressure modulator

Slacken screw (1). Align brake line (2) with the front brake hose, making sure the brake line is free of strain. Hold union screws (3) and (4) in position square and screw in by hand. Tighten screw (1).

Tightening torques	
Brake line to front frame	
M6 x 16	11 Nm

Tighten down unions screws (3) and (4), while counter-holding the transfer fitting.

Tightening torques	
Union nut, brake pipe	
M10 x 1	14 Nm



K25_11_R34063c

Attention: Stretched, twisted or incorrectly fitted brake lines can become worn and start to leak. Do not bend or clamp brake lines. When fitting, check that they are correctly installed and secured and are not stretched, bent or clamped. Check ease of movement of all parts, including when handlebars are in place.

Installing front brake line to pressure modulator

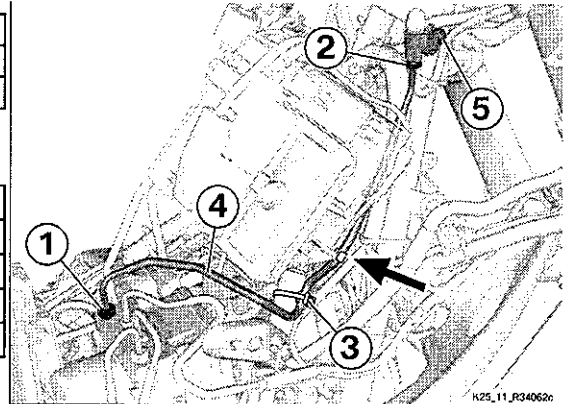
Slacken screw (5). Hold brake line (4) in position. Clip holder with cable tie (3) onto the brake line. Hold union screws (1) and (2) in position square and screw in by hand. Align brake line (4) without tension and secure bracket and cable tie (3). Tighten screw (5).

Tightening torques	
Brake line to front frame	
M6 x 16	11 Nm

Tighten down unions screws (1) and (2), while counter-holding the transfer fitting.

Tightening torques	
Union nut, brake pipe	
M10 x 1	14 Nm
Union nut, brake pipe	
M12 x 1	14 Nm

Secure brake line (4) in the clip (arrow).



Filling and bleeding front brake system

Fill and bleed the front brake system.

Leak check of brake lines

Operate the brakes and maintain brake pressure.

Check the brake system for leaks.

Finishing work

- Install the fuel tank
- Install the intake air pipe
- Install the trim panels of fuel tank
- Install the side panels
- Install the side covers
- Install the front and rear seats
- Final check of work performed.

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.

Warranty: The repair described in this bulletin is covered under warranty regardless of time or mileage. Reimbursement for this recall will be via normal claim entry utilizing the following information:

Note: As of February 2009 onward all motorcycles affected by this problem must be fitted with the New Repair Set for the front brake lines and the work involved with the updated defect code. Motorcycles repaired with Part number 34 32 7 722 284 and defect code 00 00 34 69 00 are OK and DO NOT need to be re-inspected.

Warranty Information: Defect code: 00 00 34 71 00 Conversion of brake line
 FRU code: 00 60 168 Conversion of brake lines, R 1200 GS (K25/11), 13 FRUs
 00 60 168 Conversion of brake lines, R 1200 GS Adv (K25/12), 14 FRUs

Part numbers: 34 32 7 722 292 Repair set, front brake lines
 34 32 7 704 570 Holder with cable tie
 34 32 7 720 825 Stahlflex brake hose
 07 11 9 963 072 Sealing ring (x2)

Sublet: Brake fluid Sublet Code 4
 Not to exceed \$5.00

Note: All unused parts for the old status (repair set 34 32 7 722 284) must be returned as unusable parts to the applicable parts distribution centre.

Contact: Service and Technical Manager