

Retail Operator / General Manager	Sales – Motorcycles	Sales – Used Motorcycles	Business Manager (F&I)	Service	Parts & Accessories	Administration
Date: August 2013 Bulletin #: 21 001 13 (021) R		Source: Gordon McDonnell Name: Manager – Service and Technical Title:			Revised February 2016	



BMW Motorrad USA

Service Information Bulletin

****Technical Campaign****

Subject: Clutch Slave Cylinder

Models: R 1200 GS (K50, 0A11)

Details: BMW Motorrad has ascertained that in some instances, the bearing fitted in the clutch slave cylinder is prone to accelerated wear. Consequently high mileage vehicles may experience a gradual degradation of the clutch disengagement action.

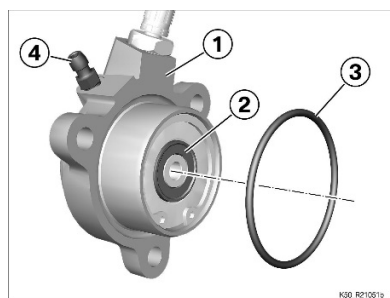


Illustration: Clutch slave cylinder

- Clutch slave cylinder (1)
- Bearing (2)
- O-ring (3)
- Breather (4)

Vehicles Affected: In order to determine if a specific vehicle is affected by this Technical Campaign, it will be necessary to verify all vehicle VINs through a DCS Vehicle History Check. Based on the response of the system, either proceed with the repair or take no further action. Please note, affected VINs may not appear until 24-72 hours after the release of this bulletin.

Production Solution: The bearings installed in series production since December 14, 2012 are much more durable.

Aftersales Solution: Before handing over a new motorcycle to its owner or when motorcycles possibly affected by this problem are next brought to the workshop, install a new clutch slave cylinder (see attached work item 00 60 269 for details).

The removal of the silencer and the exhaust manifold is no longer required to change the clutch slave cylinder.

Warranty processing:**Defect code**

00 21 02 00 00	Replacing clutch slave cylinder
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FRU number

00 60 269*	Replacing and bleeding clutch slave cylinder, 8 FRUs
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Part numbers:

21 52 8 525 828	Clutch slave cylinder
11 31 7 711 269	O-ring
12 41 1 459 445	Set, O-ring, starter motor
Sublet: Code 4	For Blue V10 hydraulic fluid, not to exceed \$10

*Main Work 00 60 269- this main labor operation crediting 8 FRUs includes all repair procedures to complete the task with allowance for necessary ancillary tasks (e.g. visual inspection, lubrication, cleaning parts etc.) and administrative tasks.

Only one main labor operation can be claimed per repair visit. All other labor operations for any other line(s) must be claimed using plus code labor operations.

Please refer to the Warranty Policy and Procedures Manual regarding add-ons, proper support, documentation, claims submission and archiving requirements as applicable

Contacts:

For technical inquiries in relation to this bulletin	Please open a PuMA case
For warranty inquiries in relation to this bulletin	Motorrad.Warranties@bmwna.com
For parts inquiries in relation to this bulletin	Adam.Sacher@bmwnaext.com
Motorcycle Service and Technical Manager	Gordon.McDonnell@bmwna.com

00 60 269 Replacing and bleeding clutch slave cylinder

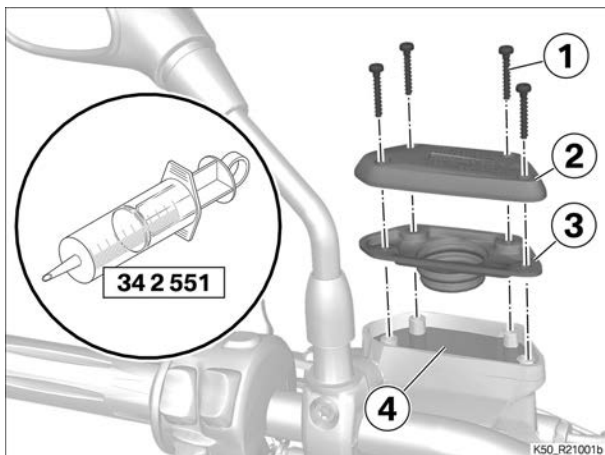
1

► Preparatory work

- Removing battery cover
- Disconnecting battery
- Disconnecting and disengaging servomotor for exhaust flow control valve and plug for oxygen sensor
- Disengaging starter motor
- Removing clutch slave cylinder



2



► Draining clutch system

- Remove screws (1).
- Remove reservoir cap (2).
- Remove flexible gaiter (3).

ATTENTION

Mixing of oil, brake fluid and clutch fluid

Damage to seals

- Use separate syringes and hoses.

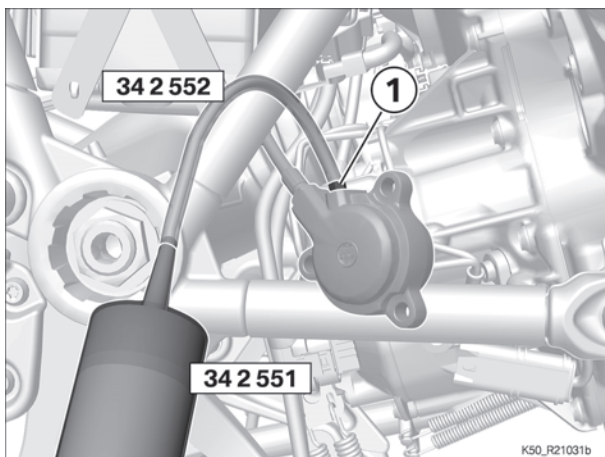
- Draw off hydraulic fluid (4) with syringe (34 2 551).
- Clean reservoir, diaphragm (3) and reservoir cap (2).

- Connect hose (34 2 552) to bleed screw (1).

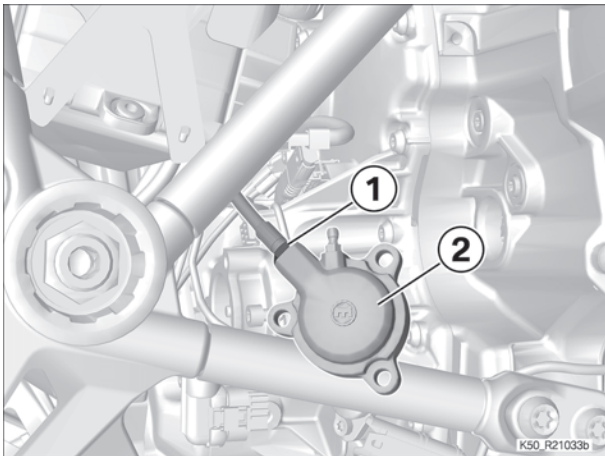
NOTICE

Missing bleed screws have to be ordered in the electronic parts catalogue and retrofitted.

- Slacken bleed screw (1).
- Draw off the hydraulic fluid with syringe (34 2 551).
- Tighten breather screw (1).
- Remove hose (34 2 552) with syringe (34 2 551).



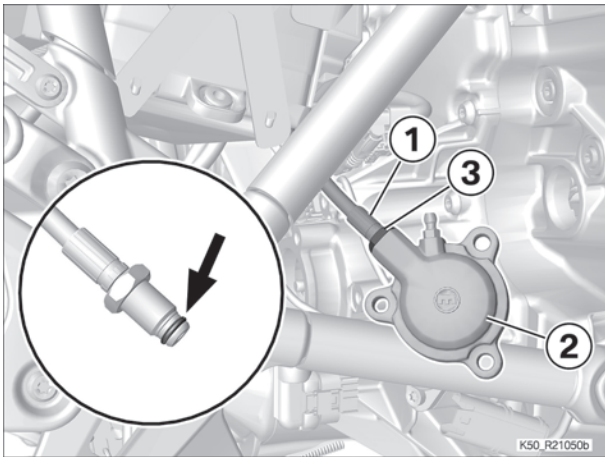
3



► Removing clutch slave cylinder

- Remove union screw **(1)**.
- Remove clutch slave cylinder **(2)**.

4



► Installing clutch slave cylinder

- Replace the O-ring **(arrow)**.
- Hold clutch line **(1)** in position at clutch slave cylinder **(2)**.
- Tighten union screw **(3)**.



Tightening torques

Clutch line to clutch slave cylinder

M10 x 1

7 Nm

5

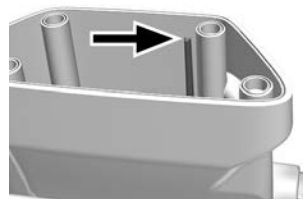
► Filling clutch system

- Fill the clutch-fluid reservoir with hydraulic fluid.

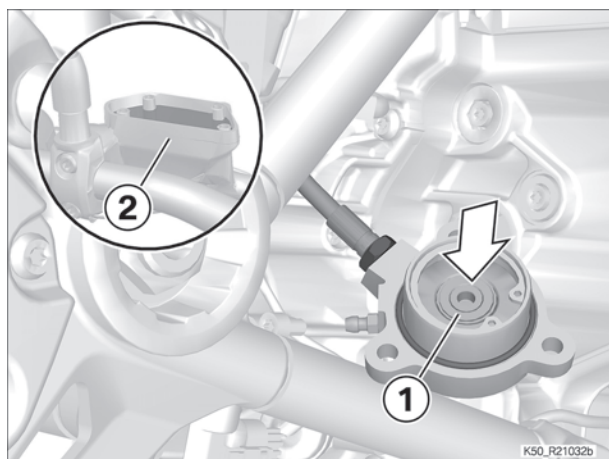


Technical data

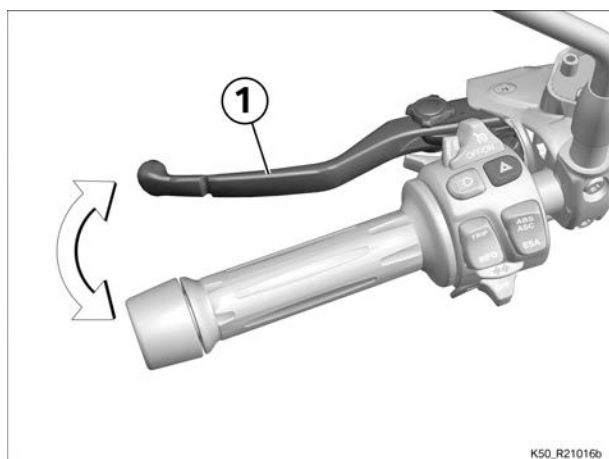
Clutch-fluid level (repairs)



 Technical data			
	with new clutch liner, reservoir horizontal	Mark in reservoir	
	Hydraulic fluid (Hyspin V10)		



- Slowly press piston **(1)** all the way back, taking care that hydraulic fluid does not splash out of clutch-fluid reservoir **(2)**; cover as necessary.
- Wait until piston **(1)** returns to its initial position.
- Repeat the bleeding process until air bubbles cease to rise in the clutch-fluid reservoir.



- Motorcycle upright, handlebars turned all the way to the right.
- Repeatedly short-pull clutch lever **(1)** to expel air from the clutch system.
 - » No more air bubbles escape.
 - » There is a clearly perceptible pressure point.

6

► Follow-up work

- Secure the clutch slave cylinder
- Filling clutch-fluid reservoir and installing reservoir cap
- Securing starter motor
- Connecting and securing servomotor for exhaust flow control valve and plug for oxygen sensor
- Connecting battery
- Install the battery cover
- Checking, if necessary correcting date
- Final check of work performed