



SIB 61 02 08 Wiring Harness Chafing

This Service Information Bulletin replaces SI 61 002 08 (050) dated September 2008.

The contents of this bulletin have not changed; bulletin numbering was updated.

6100208(050) 6100208

MODEL

This document applies to the following Motorrad AG models: 0186,0185,0183,0182

This document applies to the following Motorrad model descriptions: F 650 GS US Dakar,F 650 GS US MI!,F 650 GS US DAKAR MI!,F 650 GS US

This document applies to the following Motorrad series: R13

SITUATION

This document is applies to the following categories: General Electrical Systems

Supporting Materials

[picture_as_pdf 61_002_08_050_F_650_GS_Wiring_Harness_Repair.pdf](#)

Dealer Operation/ General Manager	Sales- Motorcycles	Sales - Used Motorcycles	Business Manager (F&I)	Service	Parts & Accessories	Administration
Date: September 2008 Bulletin #: 61 002 08 (050)		Source: SI 37/2008 BMW Motorrad USA Service and Technical				



BMW Motorrad USA

Service Information Bulletin

****Technical Campaign****

Subject: F 650 GS (R13) Wiring Harness Repair

Model: F 650 GS and F 650 GS Dakar (R13)

Details: The wiring harness of the F 650 GS and F 650 GS Dakar (R13) models is routed along the right-hand top rail of the frame. Weld spatter on the frame and/or adverse routing in the vicinity of the banjo bolt of the hydraulic spring base adjuster can result in chafing of the wiring harness. If this goes unnoticed, in extreme cases it can result in a broken wire or shorting and lead to malfunctions. See figures 1-3.

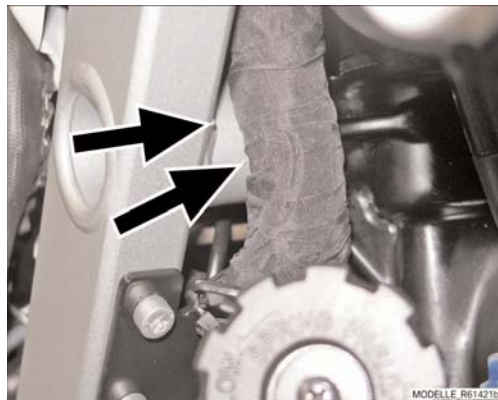


Figure 1: weld spatter



Figure 2: tight spot at banjo bolt

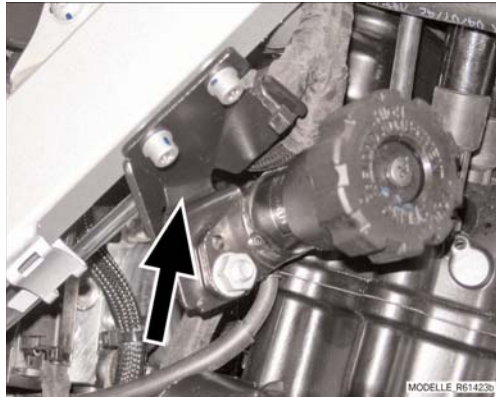


Figure 3: cable tie missing

Models affected: All F 650 GS and F 650 GS Dakar (R13) models from 12/1999 to 10/2007. 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.

Aftersales Solution: When a motorcycle is found to be affected by this Technical Campaign:

- 1) Use side-cutting nippers to remove the cable tie or ties at the bracket of the adjuster knob.
- 2) Examine the wiring harness for signs of damage in this region. If chafing is visible, re-wrap the wiring harness with fabric tape 61 13 6 902 588. If individual wires have suffered damage, re-pair them with push-in connectors [as described in SIB 61 002 06 (013)].
- 3) Examine the frame for weld spatter. Weld spatter on the welded-in round tube is critical, and the same applies to weld spatter on the inboard side of the rectangular section frame tube (see Figure 1). Remove weld spatter, if present, with a scraper or chisel. Usually only a small amount of force is necessary to chip off weld spatter. Touch up damage to the paintwork with a touch-up pencil, for example BMW part number 51 91 0 302 241 (concealed areas).
- 4) Use two cable ties (as shown in Figures 4 & 5) to secure the wiring harness to the bracket of the adjuster knob, making sure that the wiring harness is routed clear of the banjo bolt by a sufficient margin.

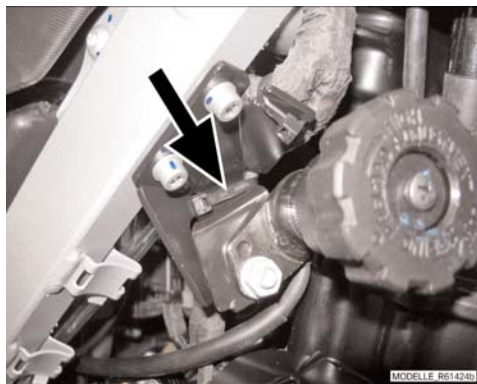


Figure 4: second cable tie

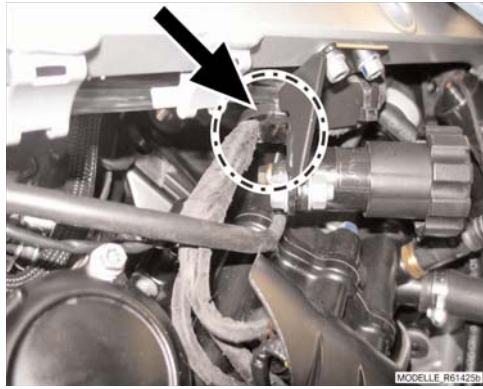


Figure 5: second cable tie, rear view

Warranty: Covered by the normal terms of the BMW New Motorcycle Limited Warranty.

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

Defect Code:	00 61 28 00 00	R13 wiring harness, chafing
FRU Code:	00 60 181	R13 wiring harness repair (3 FRUs)
Part Number:	61 13 1 367 599	cable tie (x2)

Contact: Service and Technical Manager