

Service-Information Motorcycle



BMW NA
Service Department

Group: 61
General
Electrics

April 1989
61 019 89
(2342)

For USA Only

Brake Light Switch Recall

BMW of North America, Inc. has voluntarily initiated a safety-related Recall Campaign. The NHTSA-assigned Recall Campaign number is 88V-192.

This Service Information outlines the specific procedure for implementation of this Campaign. A copy of the customer notification is attached for your information.

Vehicles Affected: All "R" series motorcycles from model year 1985 through 1988 and select 1989 motorcycles are involved. Pay special attention to the 1989 models, as only early production motorcycles are affected. Please note the affected VIN range:

Model	VIN Range
R65	6388193 - 6388255 6128001 - 6128516
R65LS	6371705 - 6371713
R80G/S	6363060 - 6363352
R80	6480001 - 6481120
R80RT	6490001 - 6491452
R100GS	6152004 - 6153373
R100RS	6247001 - 6247599
R100RT	6292601 - 6293397

Description of Defect: The BMW motorcycle contains separate front and rear brake light switches. The potential defect involves the contacting surfaces which activate these switches. Misalignment of either of these surfaces may cause that brake light switch to fail prematurely. If this should occur, the brake light would not function for that particular brake.

Cause:

- Front Brake Light Switch

The front Brake Light Switch incorporates a plastic pin, which could bend due to a small ridge near the area in which the switch contacts the lever.

- Rear Brake Light Switch

The adjustable stop bolt which actuates the rear brake light switch may contact the plastic pin at an angle, causing the pin to form a ridge or burr.

Remedies: The remedies are broken into three (3) groups, as described below. Please read each one carefully.

1. Inspect/replace front and rear Brake Light Switch
2. Modify front brake lever
3. Install a rubber cap on rear brake adjuster

Remedy No. 1: Visually inspect the front and rear Brake Light Switch to determine the color of the pin at the end of the switch. Switch (Part No. 61 31 1 459 519) with the **White pin is the older type and must be replaced** with switch (Part No. 61 31 1 459 569). Switches with a **Black** or **Dark Gray** plastic pin are the new type and need not be replaced.



Note: Some R80 G/Ss will use a different type Front Brake Light Switch. If the switch wires can be unplugged from the switch end, then the switch is **not** the type being recalled. However, Remedy No. 2 should be performed.

To inspect the **front** Brake Light Switch, remove the front brake lever and, using a flashlight, determine the color of the plastic pin.

To inspect the **rear** Brake Light Switch, position a small mirror between the swing arm housing and right footpeg bracket. Press the brake lever down to allow the plastic pin to come out of the switch. Using a flashlight, determine the pin color.

If either or both switches have a White plastic pin, replace the switch(es) - see heading "Switch Replacement".

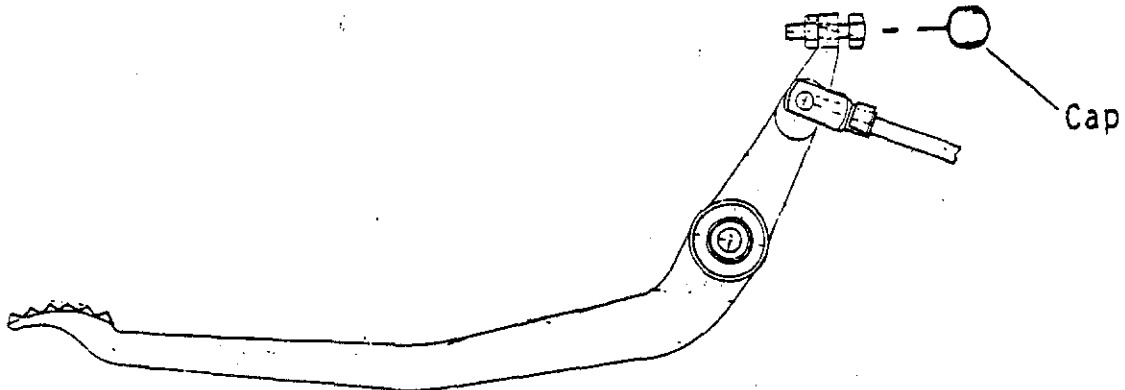
If you had previously replaced the switches, or the switches are the new type with a Black or Dark Gray plastic pin, operate the switch to ensure that it works properly.

Remedy No. 2: File the small ridge off the front brake lever, as described below. This ridge may tend to force the plastic pin to one side, causing the pin to bind inside the switch housing.

All affected motorcycles must have the ridge removed.



Remedy No. 3: On all models except R80G/S and R100GS, a cap - Part No. 35 21 1 244 520 - must be fixed to the head of the bolt which operates the rear Brake Light Switch.



Replacing the Front Brake Light Switch:

- Remove the fuel tank and protect it with the BMW Special Tool - 88 88 6 161 600 - or similar tank cover.
- Cut the three (3) cable ties that hold the switch wiring to the handlebar and wiring harness.
- Unplug the switch from the main wiring harness and, using an 11 mm wrench, removed the switch from the right handlebar.
- Install the new switch - Part No. 61 31 1 459 569 - which has a Black or Dark Gray plastic pin.
- Cable-tie the switch wires as they originally were (part no. 61 13 1 372 531 or 61 13 1 243 092).

Caution:

Do not overtighten the switch.

- Use a drop of 242 blue Loctite on the threads and tighten the switch to 3.6 ft/lb.
- Ensure that the switch works properly.

Replacing the Rear Brake Light Switch:

- Remove the rear wheel.
- Remove the right muffler.
- Remove the right battery side cover.
- Remove/release wing nut on brake rod.
- Remove the upper shock mounting and carefully lower the rear drive/swing arm assembly until it stops,
- Cut the four (4) cable ties, holding the switch wires to the frame.
- Unplug the switch from the main wiring harness.
- Using an 11 mm and 13 mm wrench, loosen the nut holding the switch in place. Remove the switch.
- Loosen the adjustable stop light switch stop bolt and turn it in approximately 3.5 mm.
- Install the cap - Part No. 35 21 1 244 520 - on the head of the adjustable stop bolt.
- Install the new switch - Part No. 61 31 1 459 569 and cable-tie the wires to the frame.

Caution:

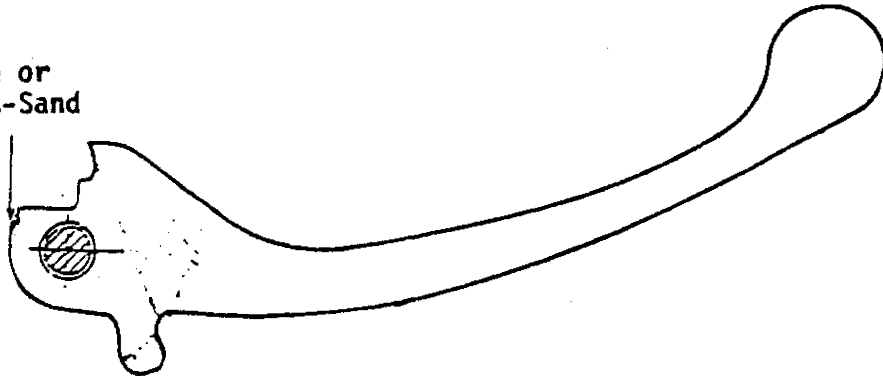
Do not overtighten the switch.

- Ensure that the Brake Light Switch is working properly.
- Install the upper shock mounting nut and torque to 21.2 ft/lb.
- Install the rear wheel assembly.
Before torquing the rear wheel lug bolts, have a co-worker hold the rear brake pedal down to center the brake drum. While the brake pedal is pressed down, torque the lug bolts to 77 ft/lb.

Brake Lever Modification:

Remove the sharp ridge with a file or belt sander.

**File or
Belt-Sand**



Parts:

Not every motorcycle will need new switches. Beginning with model year 1987, the new switch was installed during production.

All affected motorcycles will need to have the brake lever modified and the rubber cap installed:

Brake Light Switch - Part No. 61 31 1 459 569

Rubber Cap - Part No. 35 21 1 244 520

Warranty Claim:

Reimbursement for this Recall Campaign will be provided through Campaign Claim submission. Please read Section 7 of the Motorcycle Warranty Manual for complete information about these special claims.

**R65, R65LS,
R80, R80RT,
R100RS, R100RT:**

Work Package #1, which includes:

- Modifying the front brake lever
- Installing a rubber cap
- Adjusting the rear stop light switch

Defect Code: 00 00 61 04 00

Flat Rate Units: 8 (40 minutes)

Part No. 35 21 1 244 520

Work Package #2, which includes:

- Modifying the front brake lever
- Installing a rubber cap
- Removing and replacing both front and rear brake light switches
- Adjusting the rear stop light switch

Defect Code: 00 00 61 04 00
Flat Rate Units: 16 (1 hour, 20 minutes)
Part No. 61 31 1 459 569 (2 ea.)
35 21 1 244 520

Work Package #3, which includes:

- Modifying the front brake lever
- Installing a rubber cap
- Removing and replacing the front brake light switch
- Adjusting the rear stop light switch

Defect Code 00 00 61 04 00
Flat Rate Units: 13 (1 hour, 5 minutes)
Part No. 61 31 1 459 569
35 21 1 244 520

Work Package #4, which includes:

- Modifying the front brake lever
- Installing a rubber cap
- Removing and replacing the rear brake light switch
- Adjusting the rear stop light switch

Defect Code 00 00 61 04 00
Flat Rate Units: 11 (55 minutes)
Part No. 61 31 1 459 569
35 21 1 244 520

R80G/S and
R100GS:

Work Package #5, which includes:

- Modifying the front brake lever

Defect Code: 00 00 61 04 00
Flat Rate Units: 3 (15 minutes)

Work Package #6, which includes:

- Modifying the front brake lever
- Removing and replacing the front brake light switch

Defect Code: 00 00 61 04 00
Flat Rate Units: 8 (40 minutes)
Part No.: 61 31 1 459 569

**Additional
Information:**

Refer to Service Information XXII/88 (2284) - Group 4
- which describes the three-part Authorization Form
(SD-161).

**Identifying
Vehicles on
Which Recalls
Have Been Per-
formed:**

Refer to Service Information XXXIV/89 (2351) - Group 1
- which describes marking motorcycles which have
already had the recall performed.

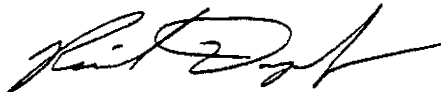
Brake Light Switch Recall number is: Number 7

Very truly yours,

BMW of North America, Inc.



Frank Stevens
National Service Manager



Richard Dampf
National Technical Manager

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