Service-Information

Tech.Cust.Service VS-201 lo/int/fm	Motorcycles R75/6-R90/S Group): Brakes,Wheels & Tires 34/36)	Munich, Dec '73 6/73 (092 M) e

Re: Disc Brake on /6 Models

Dear Sirs,

A single front disc brake is fitted as standard equipment on the BMW R 75/6 and R 90/6 and a twin disc brake on the R 90 S.

The R 75/6 and R 90/6 can also be equipped subsequently with a second disc brake (at extra cost).

We would like to give you the following instructions in respect of disc brake maintenance:

1. Adjustment of front brake

   Adjustment of the front brake at the brake master cylinder is required when the free travel on the handbrake lever is too long:

   Remove the fuel tank, take off dust cap and check clearance with a feeler gauge. Slacken the lock nut of the adjustment screw, insert feeler gauge and turn adjustment screw clockwise to increase clearance or anti-clockwise to reduce clearance.

   The feeler gauge should just be a tight fit if the adjustment has been carried out correctly. Tighten the lock nut and refit the dust cap (see Fig. 1).

2. Renewing and adjusting brake linings

   The brake pads must be replaced - always in pairs - as soon as the colour marking which indicates the wear limit of the pads has been reched.

   After removing the front wheel take out the retaining spring of the inner pad and remove both pads from the brake caliper.

   Press the pistons of the wheel cylinder back into their bores before attempting to fit the new pads. Then fit outer pad, after lightly greasing the guide pin (with Molykote BR 2) and fitting the O-ring.

   Secure the inner pad with the retaining spring, the bent end of which must face downwards. Refit the front wheel.

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Only use Original BMW replacement parts.

To adjust the brake pads, slacken the sealing cap of the eccentric pin and unscrew together with spring. Use a screwdriver to adjust the eccentric pin so that the inner pad is parallel to the inside of the brake disc (carefully pull brake caliper outwards by hand) (Fig. 2).

Mark the inner braking surface of the brake disc with a felt pen (one or two broad lines from the inside towards the outside edge are sufficient). Turn the front wheel and pull the brake caliper outwards at the same time, use the line markings to check whether the inner brake pad is making full contact. The outer brake pad is actuated by the brake piston and sets itself automatically. Insert the sealing cap with spring (greased) and tighten to a torque of 6 + 0.5 mkp/43 + 3.6 lb.ft.

The handbrake lever must not be operated while the front wheel is removed or the brake piston will be forced out and brake fluid will escape.

3. Bleeding the braking system

The braking system must be bled if the action on the hand-brake lever becomes spongy.

To do this, first remove the fuel tank and fill the brake fluid reservoir with factory approved brake fluid. Remove the dust cap of the bleed screw, fit one end of bleed hose over the screw and immerse other end in a container partly filled with brake fluid. Then apply handbrake several times until braking pressure at lever becomes noticeable. Hold lever in the on position and open the bleed screw while firmly pulling back the lever at the same time. Only release the lever when the bleed screw has been closed.

Always use fresh brake fluid for topping up the fluid reservoir and repeat the bleeding procedure until the brake fluid appears bubble-free in the container. Finally tighten the bleed screw.

The lateral runout of the brake discs must not exceed 0.1 mm (0.004 in.).

The tightening torque for the 5 brake disc securing screws is 2.2 + 0.2 mkp/16 + 1.4 lb.ft.

Yours faithfully,
BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
i.V. i.V.

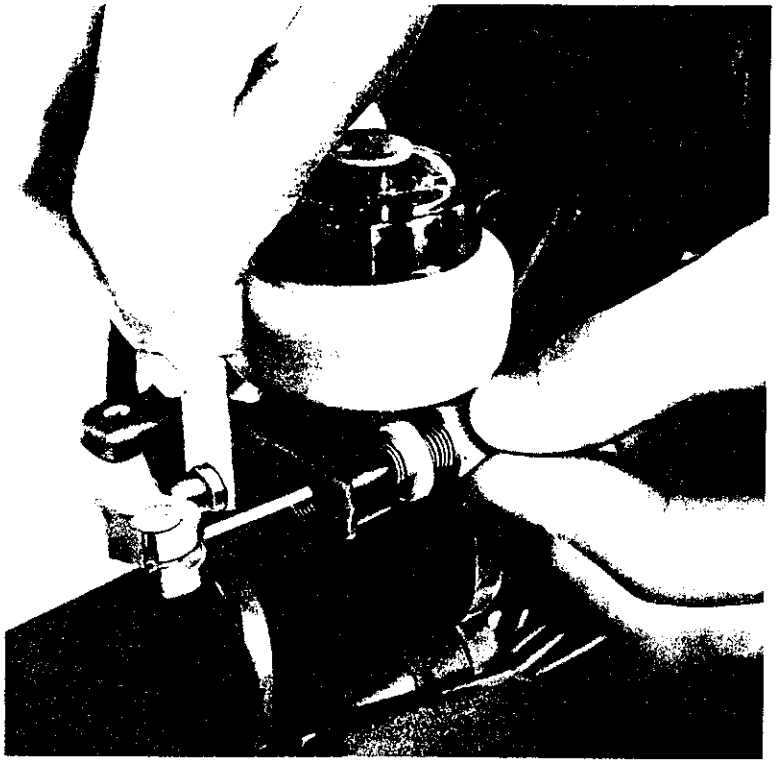
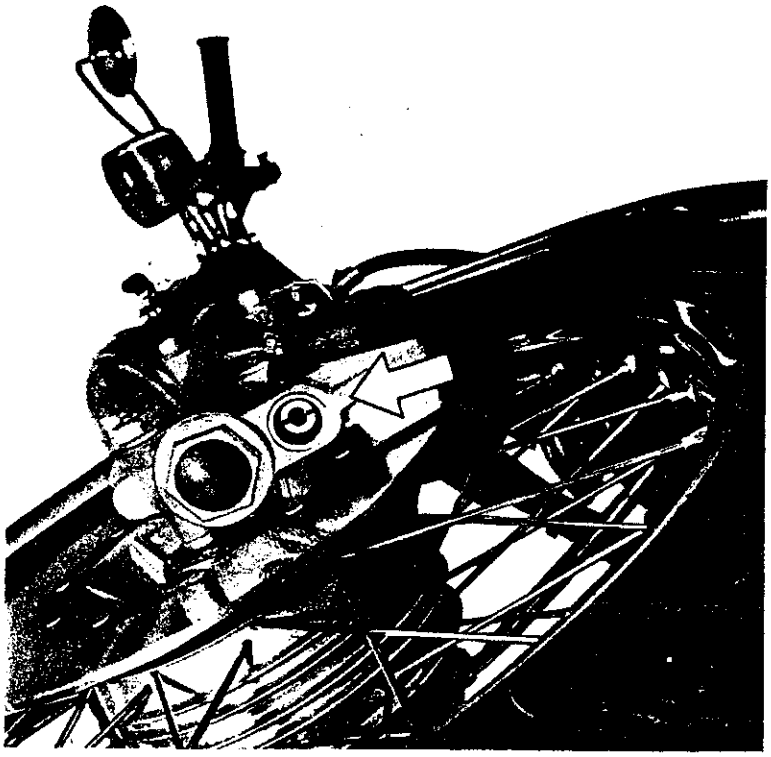


Bild 1



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