

# Service-Information Motorcycle



BMW NA  
Service Department

Group: 11  
Engine

October 1990  
11 042 90  
(2411)  
REVISION

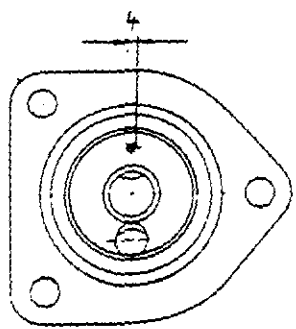
For USA Only

## Oil Cooler - R100GS and Paris-Dakar (Revised Sept. 1990)

**Situation:** At low ambient temperatures, the engine oil viscosity is such that, when the engine is started, high pressure may be generated inside the oil cooler. This could result in damage to the cooler system.

**Remedy:** In order to reduce peak pressure force, there is a 2 mm relief bore in the oil filter head. In order to avoid damage to the oil cooler, the bore should be enlarged to 4 mm.

Please enlarge the bore by drilling the oil filter head to 4 mm (5/32") on the following motorcycle models whenever they pass through your workshop, according to the sketch: R100GS before Frame No. 6 153 378 and R100GS/PD before Frame No. 6 134 345.



Carry out this work with the filter head completely dismantled. The bore should be deburred and the component cleaned, as any metal filings penetrating into the oil circuit will be carried directly to the crankshaft bearings.

**Identification:** Please mark the cast filter cover with a red dot which is visible from the outside, to indicate that the filter head bore has been widened out. (Use paint stick #51 91 2 307 054 - Marrakesh Red).

**Warranty:** Parts and labor are reimbursable under the provisions of the BMW Limited Motorcycle Warranty of three (3) years/unlimited miles, using a normal Warranty Claim form.

Defect Code Number: 11 44 01 77 00  
Flat Rate Code: 1199000  
Flat Rate Units: 6

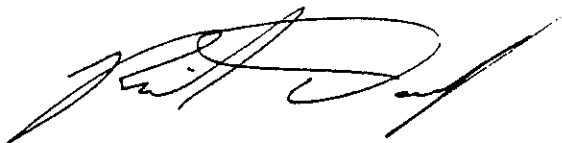
**Effect:** The wider bore means that more uncooled oil joins the lubricating circuit; the maximum oil temperature may rise by approximately 14 degrees F. but will not exceed the maximum temperature limit.

Very truly yours,

BMW of North America, Inc.



Frank Stevens  
National Service Manager  
Motorcycle Group



Richard Dampf  
National Technical Manager

FS:jel/316.17