

# Adventure Rider

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ADVrider > Bikes > Thumpers

## Check your F650GS or Dakar Forks

**WOZZUPPP WayneC1?**

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12-26-2008, 12:31 AM

#76

### slide

A nation in despair

Joined: Jul 2003  
Location: NM, USA  
Odometer: 17,494

The question isn't the article but the reason for the failures. In one case, we have a bike with a known crash history (hit a rut, etc.). In the case of you, we have a non-known history. Buying the bike from a dealer doesn't assure that the PO didn't crash the bike & repair it.

I had a VERY rough time riding my G-X in some mountains & fell a few times shearing off the aux fuel tank & doing some cosmetic damage to various parts. I'd bet you big that you can't now tell where those parts were because they are all replaced. In my case, there were no hits of the sort which could damage the structure of the bike but you only have my word for that too.

How many guys have bought used bikes which wear tires strangely only to learn that the frame's bent? Plenty.

No, I'm not with BMW necessarily on this one, but the two cites you use really don't strengthen the case.

[Blame MaddBrit](#)

[quote](#)

12-30-2008, 12:47 AM

#77

### blacktiger

blacktiger



Joined: Nov 2005  
Location: St.Leonards on Sea, UK  
Odometer: 305



Quote:

Originally Posted by **slide**  
*No, I'm not with BMW necessarily on this one, but the two cites you use really don't strengthen the case.*

Maybe not but forks shouldn't fail in this way. I've ridden plenty of bikes in ruts and ended up on my ear many times. I've straightened the forks in the yokes by bracing them against a lamp post many times and I've never had forks fall to bits like this. The other thing to consider here is that they're Showa forks made for BMW. They wouldn't redesign and strengthen that area unless they'd got feed back from BMW asking/telling them to do it. After all, new drawings and altering the molds all costs money which they wouldn't spend without good reason.

This stinks but it is, I'm affraid, typical of BMWs attitude.

[Blame MaddBrit](#)

[quote](#)

12-30-2008, 05:55 AM

#78

**jodyz121**

Mostly Harmless . . .



Joined: Feb 2006  
Location: Louisiana  
Odometer: 195

Quote:

Originally Posted by **blacktiger**  
*Maybe not but forks shouldn't fail in this way. . . .  
This stinks but it is, I'm affraid, typical of BMWs attitude.*

I have to agree. Other makers would worry about their rep enough to do a recall and fix something like this under warranty, but from corporate BMW's point of view, the risk is "acceptable". Translation: "This situation has not developed to the point where we have to worry about it. Yet."

From my point of view, however, I cannot accept any risk of "catastrophic failure", so I'm replacing the forks.

---

JodyZ  
'03 F650GSA  
'02 R1150RT

Blame MaddBrit

quote

12-30-2008, 06:15 AM

# 79

**slide**

A nation in despair

Joined: Jul 2003  
Location: NM, USA  
Odometer: 17,494

Quote:

Originally Posted by **blacktiger**  
*Maybe not but forks shouldn't fail in this way.*

I can't disagree with this. I guess I can fall back on the point that the examples given in the article posted weren't too good.

Blame MaddBrit

quote

01-01-2009, 11:08 AM

# 80

**BMacW650**

21 degree outside, I just had to go check out mine.  
July 2003 Dakar, New style forks.

Joined: Nov 2008  
Location: Troy Michigan  
Odometer: 21

The mechanics at my dealer has a 2002 Dakar, that would explain why he swap out the stock one for some after market one long while ago.

Blame MaddBrit

quote

01-09-2009, 04:22 PM

# 81

**Brute**

Melbourne , outer east .



Joined: Dec 2007  
Odometer: 274

Has anyone tried beefing up their forks with some more weld or doing a carbon fibre wrap . After reading this I think I`ll try one of these for my 01 Dakar .

Blame MaddBrit

quote

01-10-2009, 01:44 AM

# 82

**komatias**

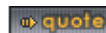
Adventurer

Joined: Jun 2005

Brute DO NOT put any melted metal ANYWHERE near the forks. Especially on the axle clamps. It will significantly reduce the strength of the neighbouring material as it is cast aluminium.

Odometer: 55

 Blame MaddBrit



 01-10-2009, 05:19 AM

#83

## Brute

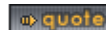
Melbourne , outer east .




Joined: Dec 2007  
Odometer: 274

Getting a friend to attack it with a Tig was going to be the easy way but I did have concerns . Might have to look at the carbon fibre option . I`ve got the shits with the whole bike after reading this thread, maybe I`ll look at getting a new bike .

 Blame MaddBrit



 01-10-2009, 05:56 AM

#84

## bluepoof

insert pithy saying here



Joined: Dec 2004  
Location: San Carlos, CA  
Odometer: 338

Quote:


Originally Posted by **Brute**  
*I`ve got the shits with the whole bike after reading this thread, maybe I`ll look at getting a new bike .*

No need for a new bike; just get new fork lowers. The 2003+ models are A-OK.

'09 BMW F650GS \* '01 BMW F650GS \* '02 Yamaha XT225 \* '08 Honda CRF80F  
[www.bluepoof.com](http://www.bluepoof.com)

 Blame MaddBrit



 01-10-2009, 06:08 AM

#85

## Brute

Melbourne , outer east .




Joined: Dec 2007  
Odometer: 274


Quote:

Originally Posted by **bluepoof**  
*No need for a new bike; just get new fork lowers. The 2003+ models are A-OK.*

I also considered this , \$570-00 a piece for the lower tubes in Aus . I`d probably feel safe by just getting a new right side lower as it seems to be the one that goes first . I`d be very happy if I could get a YZ/WR front end at a good price .

 Blame MaddBrit



 01-10-2009, 07:30 AM

#86

## the venturer

Study Adventurer



Joined: Mar 2007  
Location: Istanbul  
Odometer: 793

**Here comes the result:**

**Sorry, We could not process your request.**

Reason : Request was rejected from this IP address  
May be you are using anonymous proxy server.

What's odd?

I am not using a proxy server.  
P.S.What a break!!!Phew!

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July 2009 , Black Sea Trip***

**DARDANELLES**

<http://www.advrider.com/forums/showthread.php?t=376705>

**PRINCESS ISLANDS**

<http://www.advrider.com/forums/showthread.php?t=383780>

**ANATOLIAN TOWN**

<http://www.advrider.com/forums/showthread.php?t=414337>

**CHASING TREASURE HUNTERS**


<http://www.advrider.com/forums/showthread.php?t=418011>

**RIDING IN THRACE**


<http://www.advrider.com/forums/showthread.php?t=349107>

**WEEKEND TIMEOUT**

<http://www.advrider.com/forums/showthread.php?t=395552>

 Blame MaddBrit

 quote

 01-10-2009, 07:34  
AM

#87

**the venturer**  
Study Adventurer

kwh!Do you have a space for my PM?



Joined: Mar 2007  
Location: İstanbul  
Odometer: 793

***Looking For Companions !  
July 2009 , Black Sea Trip***

**DARDANELLES**

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**WEEKEND TIMEOUT**

<http://www.advrider.com/forums/showthread.php?t=395552>

Blame MaddBrit

quote

01-10-2009, 09:54 PM

#88

cpe12626  
n00b

2003 dakar prod. 2003/02 new but i do have some pitting and oxidation on my lowers bike lived by the beach for a couple of years



Joined: Jul 2008  
Odometer: 1

Blame MaddBrit

quote

01-10-2009, 11:43 PM

#89

GSBS  
FunHog

been following this for awhile...

...both here and over at chain gang.



Joined: Nov 2005  
Location: Blount Springs, AL  
Odometer: 1,628

I got to thinking... what do we have now? Two confirmed cases of fork failure, at least one of which was following a mishap involving the front end. I don't think I've heard anyone say definitively if the other failure was on a bike that had never had its front end damaged previously. Wasn't the failure on a bike ridden by the second owner?

My 03 Dakar has the old style fork lowers (probably one of the last ones made with them) and I will admit to now looking at the fork tube ends of cracking or other problems now when getting gas or otherwise stopped. Due diligence, IMO, but I've decided not to lose any sleep over it.

At least until there's a clearer cause (design/manufacture flaw) to result (fork failure) body of evidence put forward. Two units failing out of hundreds of thousands of bikes made during those years doesn't quite make it a slam dunk case, especially since - at least as far as I can tell - each of the failed forks could have seen previous damage.

The way I see it, one can obsess over any single component. It could make you crazy and you'd never trust anything on the bike!

Probably every tire brand out there from time-to-time has a unit that fails due to a manufacture flaw. Yet I don't spend excess time worrying about a tire blowing out for no reason. I do, however, try to inspect all the components like tires, brakes (now forks), etc. prior to each ride.

All that said, I will keep this thread on my email notification list and would certainly be interested if any more concrete proof comes to light.

"I'd rather sweat than bleed." - Troutrider

My website: <http://studioblountsprings.com/>

<http://motocompound.com/> 🙌

Blame MaddBrit

quote

01-11-2009, 12:40 AM

# 90

stuckinmud

all the time.



Joined: Aug 2007  
Location: Eastern Washington  
Odometer: 265



Quote:

Originally Posted by **GSBS**  
*...both here and over at chain gang.*

*I got to thinking... what do we have now? Two confirmed cases of fork failure, at least one of which was following a mishap involving the front end. I don't think I've heard anyone say definitively if the other failure was on a bike that had never had its front end damaged previously. Wasn't the failure on a bike ridden by the second owner?*

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*The way I see it, one can obsess over any single component. It could make you crazy and you'd never trust anything on the bike!*

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*All that said, I will keep this thread on my email notification list and would certainly be interested if any more concrete proof comes to light.*

Ditto! Nicely said. I was planing to write something similar, but not as thoughtful or articulate. Something more along the lines of "stop whining and ride". 🙌

StuckInMud

<><

Blame MaddBrit

quote

new reply

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Thumpers



Go

Times are GMT +10. It's 07:13 PM.

-- cRASH

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