

Adventure Rider

RIDE THE WORLD.



ADVrider > Bikes > Thumpers

Check your F650GS or Dakar Forks

WOZZUPPP WayneC1?

Last visit: Today at 01:56 PM

Private Messages: Unread 0, Total 22.

[Control Panel](#) [Members](#) [Jo Momma](#) [Yikes!](#) [New Posts](#) [Search](#) [Quick Links](#) [Log Out](#)

[new reply](#)

Page 7 of 9 << First < 3 4 5 6 7 8 9 >

[View Unread](#) [Thread Tools](#) [Search this Thread](#) [Rate Thread](#) [Display Modes](#)

01-11-2009, 08:10 AM

#91

bluepoof

insert pithy saying here



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

There are more than two cases; I want to say that there were about a half-dozen that came to peoples' minds on a different thread.

I agree with you that one can certainly obsess over any individual part on a motorcycle.

But the fact that BMW changed the fork lowers in 2003 in an extremely noticeable fashion and there have been zero reports of fork failures post 2003 was enough to make my decision for me...and I certainly wouldn't say that that's "whining". 😊

'09 BMW F650GS * '01 BMW F650GS * '02 Yamaha XT225 * '08 Honda CRF80F
www.bluepoof.com

[Blame MaddBrit](#)

[quote](#)

01-11-2009, 12:01 PM

#92

hoys

Tightass KLR rider



Joined: Jan 2008
Location: Newcastle.au
Odometer: 204

If you look on the leg, just above the BMW logo you can see a year and month stamp cast into the leg.

With that info and considering the numbers, you might even be able to pin down the failures to a poorly made batch.....maybe.




For Australian riders, You can go direct to Department of Transport and Regional Services "if you have a significant concern regarding the safety of your vehicle that is related to the design and manufacture of the vehicle."

<http://dynamic.infrastructure.gov.au...s/NotifyUs.asp>

Last edited by hoyks : 01-11-2009 at 12:18 PM.

 [Blame MaddBrit](#)

 [quote](#)

 01-11-2009, 12:32 PM

#93

WayneC1
Adventurer

Joined: Oct 2008
Location: Australia
Odometer: 58

We have researched the fork legs which have failed and determined it is not a faulty batch.

There are two different sets of early fork legs, SA 1 & SASA 1 & both types from start of production to Oct 02 have had some failures

There is an Australian defect notification to DOTARS and they are looking into it, if there are any others out there who have had the axle mount break in any accident we need them to also report it to DOTARS. I am aware of at least 6 others which have failed in accidents but have been unable to contact or identify the owners to have them submit reports

GSBS & Stuckinmud,

Suggest you look at the Jim Tussey failure covered in both the advrider and f650.com threads. His failure was on a 2001 GS machine purchased new, 1400 miles, no prior damage or accidents & no dirt road riding

Last edited by WayneC1 : 01-11-2009 at 09:22 PM.



[edit](#)

[quote](#)

01-11-2009, 08:45 PM

#94

Brute

Melbourne , outer east .



Joined: Dec 2007
Odometer: 274

At least I know what DOTARS stands for now . I spoke to the spare parts man at Southbank & he said he`s never sold a lower fork tube in the 4 years he`s been working there . But he did say they have them in stock ??

[Blame MaddBrit](#)

[quote](#)

01-11-2009, 09:20 PM

#95

WayneC1

Adventurer

Joined: Oct 2008
Location: Australia
Odometer: 58

Brute

Likewise, until I looked into reporting my failure I did not know or understand DOTARS either

fyi, I have run 50,000kms on old LHS and new RHS since the failure, may well be on a wish and a prayer

BMW elected not to replace LHS in the repair and also advised their metallurgy tests cleared my failed RHS of any "prior damage"

Spares in Oz were new style from Aug 2003 when my RHS was replaced, price has risen 40% in that time despite the rising \$A, suggest a letter to BMW Oz complaining of high price is US price is \$US300 odd



[edit](#)

[quote](#)

01-11-2009, 09:44 PM

#96

Brute

Melbourne , outer east .



Joined: Dec 2007
Odometer: 274

I`ve done 32k kays on mine & some of it has been pretty hard . I often violently bottom my forks trying to keep up with those pesky KTM`s in the bush . I think I would feel safe with just the later tube on the right side but I feel it`s \$570-00 I shouldn`t have to spend . Especially as I`ll probably sell it soon . In the mean time I just don`t feel safe going away on a few 3 day rides coming up soon .

[Blame MaddBrit](#)

[quote](#)

01-12-2009, 12:06 AM

#97

stuckinmud

all the time.



Quote:

Originally Posted by **WayneC1**
GSBS & Stuckinmud,

Suggest you look at the Jim Tussey failure covered in both

Joined: Aug 2007
Location: Eastern Washington
Odometer: 265

the advrider and f650.com threads. His failure was on a 2001 GS machine purchased new, 1400 miles, no prior damage or accidents & no dirt road riding


Hi WayneC1,
I have been following this issue here and the F650 forum. It seems over and over again folks sort of feed off each other and get all worked up about some of this stuff. It is certainly a bummer the darn things appear to just let go. Anyhow something to note. If you look back on page one of this thread you can see my front right lower fork. Note the scrape marks. I noticed several times that when the bike is laid down at speed on the right side the bottom of the fork seems to hit the ground. Nailing a rock could certainly be a cause for the weak fork to let go.

StuckInMud

<><

 Blame MaddBrit



 02-09-2009, 11:25 AM

#98

cdnskiwi

Adventurer




Joined: Oct 2008
Location: Southern Ontario
Odometer: 20

Hmm ... just came across this thread and it certainly does make you think through the whole issue. My F650GS was registered in 2002 although according to the VIN lookup the production date is 2001/10 and it has the old style forks. A quick inspection and everything looks well with both forks - at least what you can see with the naked eye. At this point I'm going to take my usual stance of spending much time researching all I can but it's on my mind for sure 😊

Many thanks for all that have contributed - you provide a wealth of info for all of us.

 Blame MaddBrit



 02-09-2009, 11:43 AM

#99

cdnskiwi

Adventurer



Joined: Oct 2008
Location: Southern Ontario
Odometer: 20

Quote:

Originally Posted by **bluepoof**

I did a little shopping around and eventually just ordered them from my local BMW dealer. They were about \$300 each (spendy, but less so than LifeFlight).

I spent quite a bit of time looking around ebay/craigslist but most of the bikes I saw being parted out did not include the forks (which makes sense, since they were mostly being parted out due to wrecks, in which case the forks might be bent). The good-as-new forks I found used were barely cheaper than the new ones from the dealer (and would have had shipping added too). So I bit the bullet and decided just to buy new ones.

The part numbers are the same as the old model but, since the new ones have been around since 2003, chances are you'll get the new version.

Part numbers are 7-651-135 (left) and 7-651-136 (right).

Hi blueproof,


thanks for posting the pics and this info, very useful. One question though. I realize these numbers you reference are stamped right on the L & R forks respectively and I won't argue with that 🙏, but when I look up the parts fiche online those numbers are invalid. The fiche says (Max's BMW which I've found to be a good source before):

31427678481 left fork slider
31427678482 right fork slider

Do you or anyone else out there know if these are the right #'s.
Thanks 🙏

 Blame MaddBrit

 quote

 02-09-2009, 01:52 PM

100

blueproof

insert pithy saying here



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

Quote:

Originally Posted by **cdnskiwi**
when I look up the parts fiche online those numbers are invalid. The fiche says (Max's BMW which I've found to be a good source before):

*31427678481 left fork slider
31427678482 right fork slider*


Do you or anyone else out there know if these are the right #'s. Thanks 🙏

Maybe the shorter numbers stamped right on the forks are the Showa part numbers?

'09 BMW F650GS * '01 BMW F650GS * '02 Yamaha XT225 * '08
Honda CRF80F
www.blueproof.com

 Blame MaddBrit

 quote

 02-09-2009, 05:26 PM

101

WayneC1

Adventurer

Joined: Oct 2008
Location: Australia
Odometer: 58

The difference between the BMW Part No stamped on the forks and the Part No used in the dealer parts systems is known about and has been discussed before, It is unusual, normally they are the same.

Parts normally have the contractor name, contractor Part No & then the BMW Part No along with logo & date stamping


The part No's from MaxBMW quoted below are the correct part No's when ordering parts

31 42 7 678 481 left fork slider
31 42 7 678 482 right fork slider



 edit

 quote

 02-09-2009, 05:48 PM

102

ThorH

BMW F650GS



Joined: Nov 2005
Location: Oslo, Norway
Odometer: 130

Update from HUBB

Update from HUBB:

<http://www.horizonsunlimited.com/hub...ailure-38514-7>

Quote:

WayneC:

We have received confirmation of posts and articles concerning the axle mount failures

Jim Tussey from the US has advised he was seriously injured in 2004 and had a metallurgy report done on the failed RHS fork leg at the time, it indicated metal fatigue. The machine had only 1400 miles on it at the time. Jim is a mechanical Engineer so is well qualified to comment.

<http://www.horizonsunlimited.com/hub...4-4#post213501>

A UK rider who posted to the UK F650 forum of finding cracking around the RHS axle mount in 2007 has confirmed in an email the content of his post

BMW F650 (UK and Ireland) :: View topic - Any known fork recalls on F650 GS's ??

In addition to the above, in Australia the proprietor of an Insurance Assessment Co has advised he has assessed "1/2 a dozen" early F650GS machines and all had RHS axle mount failures. He described precisely the failures as per all of the pic's seen online to date. However the causes of the accidents are unknown.

It seems with the information now coming to light that the failures are more widespread than initially believed.

Quote:

RWolf01:

I made some calls and the US National Highway Traffic Safety Administration's Office of Defect Investigation is very interested in this sort of problem.

Unfortunately, they have only recieved one documented report of a problem for all F650s from model year 1999 to 2004.

Please ask anyone who has personally had one of these fork failures to visit IVOQ - File a Complaint and file a complaint. It only takes 5-10 minutes, and you do NOT need to live in the United States to report a problem.

If you file a complaint, please email the complaint number to me at f650forks@earthlink.net. As a german engineer who owns an '01 GS (with front wheel still attached) I'm more than a little pissed off about how BMW is handling this. I'm willing to spend some time pestering the NHTSA into taking action, but it would be a lot easier for me if there were 4-5 legitimate complaints filed.

Feel free to forward or repost this to other forums.

Once the NHTSA to does an investigation, we can get the report released via a Freedom Of Information Act request. Then, if there is not a recall, at least we'll have a straight answer on why they think one isn't necessary.

(I tried getting a straight answer out of BMW Customer Service, but it was hopeless)

Quote:

WayneC
The NHTSA report now stands at 5 with more expected

The report Numbers are

10244404, 10252808, 10238415, 10245369, 10250116


I would also like to hear from anyone who has had an axle failure or knows of someone regardless of the circumstances surrounding any accident

There are more out there & most are buried in insurance write off's

Sorry if this is buried in the thread above already, didn't have time to reread...

 Blame MaddBrit

 quote

 02-10-2009, 09:27 AM

103

cdnskiwi

Adventurer



Joined: Oct 2008
Location: Southern Ontario
Odometer: 20

Quote:

Originally Posted by **WayneC1**
The difference between the BMW Part No stamped on the forks and the Part No used in the dealer parts systems is known about and has been discussed before, It is unusual, normally they are the same.

Parts normally have the contractor name, contractor Part No & then the BMW Part No along with logo & date stamping

The part No's from MaxBMW quoted below are the correct part No's when ordering parts

31 42 7 678 481 left fork slider
31 42 7 678 482 right fork slider

Thanks WayneC1 and bluepoo. New to this whole thread and issue so thanks for steering me in the right direction with PN's. Very interesting to look up the actual cases on <http://www-odi.nhtsa.dot.gov/complaints/> with the numbers ThorH posted today in reference to your other post. Very frustrating that BMW won't pony up 😞 I'd really rather spend my hard earned money on something else!

 Blame MaddBrit

 quote

04-12-2009,
01:21 PM

cdnabn49 🤔

Gnarly
Adventurer

here's mine... no design flaw... right... 🤔



Joined: Jan 2005
Odometer: 297



damage close up... what you can't see is the lower triple tree twisted and bent so surface... cockpit/fairing totaled... the rear sub-frame also bent and twisted... had over \$2,500 in parts damaged and replaced thanks to eBay and some lucky finds been totally written off... \$4G + of estimated damage and shop fee's... catastroph



Fork close up



Fork Markings






rebuilt



~Nemo Me Impune Lacessit~
<http://adsmc.ca/>

Last edited by cdnabn49 : 04-12-2009 at 01:49 PM. Reason: messed up

 Blame
MaddBrit

 04-12-2009, 11:09 PM

105

kwh

Fat Hairy Git



Joined: Jan 2005
Location: SA31, United Kingdom
Odometer: 98



For information.

<http://www.ukgser.com/forums/showpos...1&postcount=16>

Quote:

Originally Posted by **Foodle**
Hi,

I wrote my first 52 plate 650 GS off a few years back. I put the bike down trying to avoid the pannier from the guy in front who decided to deposit it 'dam buster style' right in front of me :eek:

My front wheel went vertical to the ground as I slid along and it snapped off at the same points as detailed in those articles. I never hit anything, fortunately, just slid down the middle of the road. I was doing about 30-35 mph. The break

looked very much like an aero bar, like a bubble effect within the metal.

Very interesting reading.

Hope number 2 holds up better 🤔:

Ken Haylock
BMW K1200GT SE & Triumph TT600
<http://www.cix.co.uk/~kwh>

 Blame MaddBrit

 quote

 new reply

Page 7 of 9 << First < 3 4 5 6 7 8 9 > ▾

[<< Previous Thread](#) | [Next Thread >>](#)

Posting Rules

You **may** post new threads
You **may** post replies
You **may** post attachments
You **may** edit your posts

vB code is **On**
Smilies are **On**
[IMG] code is **On**
HTML code is **On**

Forum Jump

Thumpers



Go

Times are GMT +10. It's 07:14 PM.

-- cRASH ▾

[Yo](#) - [Donate](#) - [Wisdom](#) - [Home](#) - [Archive](#) - [Top](#)

Powered by vBulletin Version 3.5.2
Copyright © 2000 - 2009, Jelsoft Enterprises Ltd.
Copyright ADVrider 2007