

# Adventure Rider

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**Check your F650GS or Dakar Forks**

**WOZZUPPP WayneC1?**

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06-01-2009, 06:46 PM

# 136

## Gravel Seeker

Thomas



Joined: Apr 2002  
Location: Dreary old Norway,  
dreaming of adventures past  
Odometer: 1,365

Quote:

Originally Posted by **tmotten**

*Gravel, CANBUS is simply put a system where everything is wired in series. Which than are controlled by computers through that circuit. Seems to me that electrical engineers are getting more and more comfortable with their wiring.*

*Upside, there is more control of the system and it's simpler, lighter, cheaper and easier fault finding. Downside is that there is no flexibility to adding things. You even do as much as tap a relay on it, and it's all systems down.*

Well, I stand so fucking corrected then 🙄

thanks

'01 F650 Dakar - modified as best I can

[Gravel Seekers.com](#)

Hey !

It's the African ant eater ritual !

Blame MaddBrit

quote

06-01-2009, 06:48 PM

# 137

## Gravel Seeker

Thomas



Joined: Apr 2002  
Location: Dreary old Norway,  
dreaming of adventures past  
Odometer: 1,365

Quote:

Originally Posted by **WayneC1**

*To add more detail re CAN Bus and the F650GS*

*The F650GS has an OBDII Interface built to ISO Standard to the BMS with proprietary BMW commands & memory locations running on top of the standard interface. It appears the BMS may also communicated, probably using I2C with the instrument panel and that some fault memory may be in the Instrument panel*

*Other newer machines have the CAN Bus & in the future you will see aftermarket products available for those machines. Iyt is going to come down to whether BMW and other manufacturers are allowed to add proprietary commmands and functions to the CAN Bus components they*


use.

Ehh, ok. Never getting a CAN Bus bike either. At least not other than a 100% roadbike


'01 F650 Dakar - modified as best I can

[Gravel Seekers.com](http://Gravel Seekers.com)

Hey !  
It's the African ant eater ritual !

 Blame MaddBrit

 quote

 06-01-2009, 07:35 PM

# 138

## JDLuke

Familiar with sarcasm



Joined: May 2007  
Location: New Jersey  
Odometer: 2,466

Quote:

Originally Posted by **wetrock**  
*So, the 64,000 question: I'm gearing up to buy a 650 GS... there is a 2001 that looks pretty sweet for a reasonable price. Do I get it and play the odds? Do I go with the party line that the failures are not necessarily linked to fork defects? Do I get it and replace the stanchions? Urghh. I'm tempted to just wait for a sweet looking 2003+ model to show up.*



While there have been a few reported failures, as far as I can tell, the number is in the single digits. Certainly the individual reports are scary, but the odds are very much on the side of not having a failure.


There must literally have been one morning when the metal was insufficiently heated or something, because it really looks like just a few individual pieces came out with a weakness.

There has got to be some kind of diagnostic that can be done (probably with the part removed and cleaned fully) to determine whether or not there are any casting voids or hairline fractures. I wonder how cost-effective that would be...

Why did I drink all of the ingredients for vomit?

 Blame MaddBrit

 quote

 06-01-2009, 07:56 PM

# 139

## Gravel Seeker

Thomas



Joined: Apr 2002  
Location: Dreary old Norway,  
dreaming of adventures past  
Odometer: 1,365

Quote:

Originally Posted by **JDLuke**  
*While there have been a few reported failures, as far as I can tell, the number is in the single digits. Certainly the individual reports are scary, but the odds are very much on the side of not having a failure.*

*There must literally have been one morning when the metal was insufficiently heated or something, because it really looks like just a few individual pieces came out with a weakness.*

*There has got to be some kind of diagnostic that can be done (probably with the part removed and cleaned fully) to determine whether or not there are any casting voids or hairline fractures. I wonder how cost-effective that would be...*

+1 !

Like I've mentioned before I've crashed full-stop into a tree stub at around 60 km/h. Front wheel crumbled into a figure-8 with me and the bike doing a frontflip over the front axle into the woods beyond (bike landed on both exhaust ends). Had to replace the frontwheel and disc. Just had both forklegs in at a suspension specialist for a rebuild and he said that these legs were surprisingly straight for 7 years old (100 %), not to mention having been crashed.

Mine are incidentally just in the production range of the failed ones.

I think there was a bad batch or a new employee at the Showa plant that morning.

'01 F650 Dakar - modified as best I can


[Gravel Seekers.com](http://Gravel Seekers.com)

Hey !

It's the African ant eater ritual !

 Blame MaddBrit

 quote

 06-01-2009, 08:52 PM

# 140

**tmotten**

Team Otten Team Leader



Joined: Jun 2006  
Location: Dutchy on the Goldy  
Odometer: 515

Quote:

Originally Posted by **Gravel Seeker**  
*Ehh, ok. Never getting a CAN Bus bike either. At least not other than a 100% roadbike*

Nah, you'd love it mate. Plenty of stuff to tinker with. You'd need to do some programming though. 😊

I'm not sure yet, but than again, this whole discussion was had when FI came into play, and I've never heard of one of them failing. Sounds awesome in theory. The practice bit all depends on the quality of components. Gone are the days of starting with checking fuses. Next will be checking the inbuilt diagnostic tools (probably never on a BM though), already implemented by Yamaha in the WRR. Gotta love the lean over sensor. You can finally cross the creek without having a finger on the button.


[Buenos Aires to..... Buenos Aires](http://www.advrider.com/forums/showthread.php?t=406979)


<http://www.advrider.com/forums/showthread.php?t=406979>

or

[TACO'S TYRING TRAVELS.blogspot.com](http://TACO'S TYRING TRAVELS.blogspot.com)

 Blame MaddBrit

 quote

 06-02-2009, 05:57 AM

# 141

## Gravel Seeker

Thomas



Joined: Apr 2002  
Location: Dreary old Norway,  
dreaming of adventures past  
Odometer: 1,365

Quote:

Originally Posted by **tmotten**  
*Nah, you'd love it mate. Plenty of stuff to tinker with. You'd need to do some programming though. 🤖*

*I'm not sure yet, but than again, this whole discussion was had when FI came into play, and I've never heard of one of them failing.*

Yeah, I remeber those heated discussions both here and on F650.com. Before my Australia trip I cut the fuel line and added one of those cheap "get anywhere paper fuel filters". I rode a month or so with it over here before shipping the bike down under and then did Melbourne to Darwin. Not sure about the exact milage, but I replaced the tires midway and replaced those again shortly after Darwin. Anywho. I thought one of the upper engine bolts had comeloose because it wasn't set as deep into the frame on both sides. Rode into a BMW dealer in Darwin and had them take a look. Engine bolts were as they should be, no worries there, but they wondered if I was crazy.

Crazy ? Why ? - I asked  
- You've cut the fuelline and installed a cheap paper filter !  
Yeah, I know....so ?  
- There's 3 bars of fuelpressure running through that line, the paperfilter can't handle that !

It has for 4 years and some 38.000 kms now (Think I'm on the fourth paperfilter and it's time to replace it again). I didn't think about the pressure in the fuelline when I first did this, but I didn't want to replace an expensive BMW filer either (with built in fuel pump as far as I know) and some of the paperfilters I replaced was pretty dirty.

'01 F650 Dakar - modified as best I can

[Gravel Seekers.com](http://Gravel Seekers.com)

Hey !  
It's the African ant eater ritual !

[Blame MaddBrit](#)

quote

06-02-2009, 07:17 AM

# 142

## tmotten

Team Otten Team Leader



Joined: Jun 2006  
Location: Dutchy on the Goldy  
Odometer: 515

You're joking. You still using those? I'm surprised they haven't self destructed yet. Maybe try on of these.

[FI Fuel Filter Install](#)

[Buenos Aires to..... Buenos Aires](#)

<http://www.advrider.com/forums/showthread.php?t=406979>

or

[TACO'S TYRING TRAVELS.blogspot.com](#)

[Blame MaddBrit](#)

quote

06-03-2009, 06:40 AM

# 143

## Gravel Seeker

Thomas



Joined: Apr 2002  
Location: Dreary old Norway,  
dreaming of adventures past  
Odometer: 1,365

Quote:

Originally Posted by **tmotten**  
*You're joking. You still using those? I'm surprised they haven't self destructed yet. Maybe try on of these.*

*FI Fuel Filter Install*

I shit you not !

No worries. Well. The fuel line itself shows some wear. Might be time to go over the whole mess before I spray fuel onto the hot exhaust while split-laning into Oslo one morning 🤔🤔🤔

'01 F650 Dakar - modified as best I can

[Gravel Seekers.com](http://Gravel Seekers.com)

Hey !  
It's the African ant eater ritual !

Blame MaddBrit

quote

06-03-2009, 07:37 AM

# 144

## ThorH

BMW F650GS



Joined: Nov 2005  
Location: Oslo, Norway  
Odometer: 133



Quote:

Originally Posted by **JDLuke**  
*While there have been a few reported failures, as far as I can tell, the number is in the single digits. Certainly the individual reports are scary, but the odds are very much on the side of not having a failure.*

You are probably right, but we don't really know:

- After a crash you find the fork is broken. Did it break in the crash, or did it cause the crash?
- Fork breaks, BMW tells you that you have been a naughty boy and hit something hard at speed. Who hasn't? You accept that it is your fault and move on.
- These bikes were high volume sellers in large markets like France, Italy and Spain. The commuter types buying them there don't hang out on ADVrider or F650.com.

So there may be hundreds of instances that we will never learn about, until BMW is publicly hung out to dry in the public press.

And Rob, be nice to my neighbour or I'll have to ask Steve to take up his baseball practice! 🤔🤔

Blame MaddBrit

quote

06-03-2009, 11:04 AM

# 145

## WayneC1

Adventurer

Joined: Oct 2008  
Location: Australia  
Odometer: 67

Re failure numbers

The list of failures where owners are known stands at 19 at this time, I am aware of at least 8 more in Australia but for various reasons including the privacy act am unable to identify the owners and obtain the accident particulars (They are insurance write offs).

If we can find this number of failures purely through the internet, and some 10 machines in Australia where only 600 odd machines were sold stop and consider the other markets especially Europe where the vast bulk of machines were sold, as Thor indicates, into the commuter market.

As for tests, metallurgy tests reveal "clean break" in most cases meaning strength of the axle mount was exceeded and this can occur down to less than 40km/h as in my own case.

Only one owner has identified external cracking prior to failure & that is Glenn in the UK.

Thomas, the forces in hitting a stump as you did are to push the axle mount back onto the fork leg, so no the axle mount did not break in that instance. With a leading axle road bump forces & heavy braking are the opposite.

*Last edited by WayneC1 : 06-03-2009 at 11:09 AM.*



[edit](#)

[quote](#)

06-05-2009, 04:54 AM

# 146

## Gravel Seeker

Thomas



Joined: Apr 2002  
Location: Dreary old Norway,  
dreaming of adventures past  
Odometer: 1,365

Quote:

Originally Posted by **WayneC1**

*Thomas, the forces in hitting a stump as you did are to push the axle mount back onto the fork leg, so no the axle mount did not break in that instance. With a leading axle road bump forces & heavy braking are the opposite.*

Hmm, never thought of that.

'01 F650 Dakar - modified as best I can

[Gravel Seekers.com](http://GravelSeekers.com)

Hey !  
It's the African ant eater ritual !

Blame MaddBrit

[quote](#)

06-17-2009, 10:17 PM

# 147

## Eso Teric

Adventurer



Joined: Jun 2009  
Location: Stanley VIC  
Odometer: 42

**simple? physics**

Well here goes, to be honest with all, i joined this forum purely to reply to this, (I admit however that an awesome sounding trip to Marysville in support of one of the worst affected areas of the Victoria bush fires just recently, caught my eye and hence is first post, mainly because that same fire ended just 400 meters from my driveway).

I have a question about the fork failures .. did they all have ABS fitted? although it may sound stupid and won't change at all what i am about to post, i feel it to be fairly important and adds a certain "stress" point in addition to my own educated guess.

I was once an Aircraft Maintenance Engineer and although it has nothing to do with motorcycles per say, the physics are the same.

I think it best perhaps to start with a picture...



This picture was taken from the RHS of a BMW f650gs 2001 model with the "old" forks. As you can see i have drawn a few lines on it (they aren't quite to scale but i only have a few minutes).

As per usual (and in a universally accepted way 😊), i will start with "A" .

Before i do i should perhaps explain something, anything that is a circle or circular in shape, and in motion, will be effected by certain laws of physics, the biggest law that involves us in this particular area is: any influence (eg:braking) will effect our "circle" exactly 90 degrees from when the force was applied.

So in the picture and marked as "A" (the red lines) is when, during forward motion, the force applied to the brake is first felt to the LHS of the wheel.

This seems simple enough right? ... BUT... the f650 is only supplied standard with a brake on the LHS side, (which admittedly works very well), so i have drawn the area in blue lines and marked as "B" as to how it effects the axle on the RHS of the wheel.

So in line drawing "B" the brakes effect on the axle and therefore the RHS of the wheel show a different picture.

The end result is a huge energy difference between the two sides of the same tyre, culminating in a stress line marked as "C" , and all of it on the **RHS**, now although "C" is not the **actual** "stress" line area, it is the area where the "stress" will be felt.


Now we go back to my initial query as to whether the bikes in question had ABS fitted. ABS would add additional strain to the "stress" line ("C" on picture) because it would have a "slide-hammer" effect on an area that is already under considerable force.

If we where to add to that an alloy that has a dislike on the


molecular level with its other alloy "brothers" due to an issue of not really wanting to be bonded well, we then have a good scope to fail catastrophically☹.

Eso

*Bungie jumping for Politicians ... no strings attached!*

 Blame MaddBrit

 quote

 06-18-2009, 05:31 AM

# 148

## Gravel Seeker

Thomas



Joined: Apr 2002  
Location: Dreary old Norway,  
dreaming of adventures past  
Odometer: 1,365

Huh....

I actually think I got most of that !

Great post Eso !! 🤘

'01 F650 Dakar - modified as best I can

[Gravel Seekers.com](http://Gravel Seekers.com)

Hey !  
It's the African ant eater ritual !

 Blame MaddBrit

 quote

 06-26-2009, 01:47 AM

# 149

## Wamsutta

Since 12140 BP




Joined: Jul 2006  
Location: The Banks Of The  
Mighty Neponset 421104N  
-710940W  
Odometer: 130

I have a 2003 f650gs, received in October 2002. According to the VIN decoder, the production date is 2002 / 09 and I have the new forks.

[Going Strong, Since 12140 BP](http://Going Strong, Since 12140 BP)

 Blame MaddBrit

 quote

 07-15-2009, 11:05 AM

# 150

## WayneC1

Adventurer

Joined: Oct 2008  
Location: Australia  
Odometer: 67

In answer to Eso,

No not all the machines had ABS fitted, mine has no ABS and the RHS fork leg failed



 edit

 quote

 new reply

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-- cRASH

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