

11-06-2010, 11:48 PM

#211

Gravel Seeker
Thomas



Joined: Apr 2002
Location: Dreary old Norway, dreaming of adventures past
Odometer: 2,585

Just a quick question; are there failures all across the board or just on the US type forks with the orange reflective bits on the sides ? We don't have those here and *I was wondering if it'd be possible to exclude a bunch of bikes from the beware list.*

I'm fairly certain my 2001 (built 11/2000, warehoused 'til aug 2002) will *not experience* a failure.

It now has 63.500 km on it, half of which was very heavy loaded with camping gear. It's seen some inspired riding on trails aswell as MX tracks and I've crashed it many times. One of those times was a dead stop against a tree stub which sent me and the bike for full summersault into the woods. The frontwheel was a write off and the frame is most likely a little bit bent (The only other damage was dents to the very back of the exhaust cans - that was quite the ride 🤔)

'01 F650 Dakar - modified as best I can

2005: Australia - 8 months/ 26.000 km (anti clockwise circle)

2009: Norway - 2 weeks/ 6000 km (Lindesnes to North cape)

Gravel Seekers.com

Hey !
It's the African ant eater ritual !

! REPORT

11-06-2010, 11:57 PM

#212

JDLuke
Ravening for delight



Joined: May 2007
Location: New Jersey
Odometer: 7,300

Quote:

Originally Posted by **Gravel Seeker**

Just a quick question; are there failures all across the board or just on the US type forks with the orange reflective bits on the sides ? We don't have those here and I was wondering if it'd be possible to exclude a bunch of bikes from the beware list.

I'm fairly certain my 2001 (built 11/2000, warehoused 'til aug 2002) will not experience a failure.

It now has 63.500 km on it, half of which was very heavy loaded with camping gear. It's seen some inspired riding on trails aswell as MX tracks and I've crashed it many times. One of those times was a dead stop against a tree stub which sent me and the bike for full summersault into the woods. The frontwheel was a write off and the frame is most likely a little bit bent (The only other damage was dents to the very back of the exhaust cans - that was quite the ride 🤔)

The orange reflective bits are not molded in to the forks, they're just stick-ons. I think that as long as you didn't get fork lowers cast on a Monday morning (that's a bit tongue-in-cheek, but I think there may well have been a manufacturing process issue) there's an excellent chance that you don't have this problem.

Why did I drink all of the ingredients for vomit?
"Used to be Man vs. Nature.. then Man vs. Space.. then Man vs. the Moon. Now it's Man vs. Food" - Dalar
"you cannot reason a person out of something they were not reasoned into." - Jonathan Swift

! REPORT

11-07-2010, 10:02 AM

#213

 WayneC1

Gnarly Adventurer

Joined: Oct 2008

Location: Sydney, Australia

Odometer: 232

The failures are random across the production period, from start of production to Oct 02 when they introduced the revised design which seems to rule out a batch problem & does suggest a manufacturing defect in a percentage of the forks produced.

I ran statistics on Oz forks & they suggest more than 1 in 75 failure from all causes which is unheard of in any other make/model

! REPORT



11-07-2010, 08:22 PM

#214

 Gravel Seeker

Thomas



Joined: Apr 2002

Location: Dreary old Norway,
dreaming of adventures past

Odometer: 2,585

Quote:

Originally Posted by **WayneC1**

The failures are random across the production period, from start of production to Oct 02 when they introduced the revised design which seems to rule out a batch problem & does suggest a manufacturing defect in a percentage of the forks produced.

I ran statistics on Oz forks & they suggest more than 1 in 75 failure from all causes which is unheard of in any other make/model

1,5% failure rate - that's just insane. Any stats from other regions ?
I've not heard of any failures at all outside this board.

'01 F650 Dakar - modified as best I can

2005: Australia - 8 months/ 26.000 km (anti clockwise circle)

2009: Norway - 2 weeks/ 6000 km (Lindesnes to North cape)

Gravel Seekers.com

Hey !


It's the African ant eater ritual !

! REPORT



11-08-2010, 10:07 AM

#215

 WayneC1

Gnarly Adventurer

Joined: Oct 2008

Location: Sydney, Australia

Odometer: 232

Regretably no stats from other regions, only the US and Oz. We have not seen any info from the salvage firms in the US but info on salvage machines machines with fork failure turn up from time to time

We are aware of failures in europe but have not been able to track down the owners, knowing how to search the german & italian legal systems would be handy

There were posts looking for info on failures on f650.de back in 2003

<http://www.f650.de/forum/index.php?p...threadID=33467>

! REPORT



11-09-2010, 02:21 AM

#216

 Gravel Seeker

Thomas



Joined: Apr 2002

Location: Dreary old Norway,
dreaming of adventures past

Odometer: 2,585

Quote:

Originally Posted by **WayneC1**

Regretably no stats from other regions, only the US and Oz. We have not seen any info from the salvage firms in the US but info on salvage machines machines with fork failure turn up from time to time

We are aware of failures in europe but have not been able to track down the owners, knowing how to search the german & italian legal systems would be handy

There were posts looking for info on failures on f650.de back in 2003

<http://www.f650.de/forum/index.php?p...threadID=33467>

Are the lower legs identical on the Dakar and the regular GS ?

'01 F650 Dakar - modified as best I can

2005: Australia - 8 months/ 26.000 km (anti clockwise circle)
2009: Norway - 2 weeks/ 6000 km (Lindesnes to North cape)

Gravel Seekers.com

Hey !
It's the African ant eater ritual !

! REPORT

11-09-2010, 04:45 AM

#217

 **sellmeyer**
Gnarly Adventurer
Joined: Mar 2007
Location: Aspen, Colorado
USA
Odometer: 383

Quote:

Originally Posted by **Gravel Seeker**
Are the lower legs identical on the Dakar and the regular GS ?


YES; the fork lowers are the same between the two.

2001 BMW F650GSR "Rallye" (work in progress)
visit BMW F650GSR project thread [here](#)

! REPORT

12-02-2010, 11:08 AM

#218

 **nagash**
n00b
Joined: Oct 2010
Odometer: 4

Quote:

Originally Posted by **Gravel Seeker** ➔
Just a quick question; are there failures all across the board or just on the US type forks with the orange reflective bits on the sides ? We don't have those here and I was wondering if it'd be possible to exclude a bunch of bikes from the beware list.

I'm fairly certain my 2001 (built 11/2000, warehoused 'til aug 2002) will not experience a failure.

It now has 63.500 km on it, half of which was very heavy loaded with camping gear. It's seen some inspired riding on trails as well as MX tracks and I've crashed it many times. One of those times was a dead stop against a tree stub which sent me and the bike for full summersault into the woods. The frontwheel was a write off and the frame is most likely a little bit bent (The only other damage was dents to the very back of the exhaust cans - that was quite the ride 🤔)

I wouldn't take any chances. When i discovered the cracks on my forks my odometer read 89,000kms. Plenty of those kms have been done loaded with a passenger plus 40+kg of luggage. It has had a couple of minor crashes by previous owners and one big one by me putting a huge wheelie down badly, which i suspect is what weakened the forks and started my hairline fractures :P (probably did 5000kms after that incident)

Check both sides of the axle mounts regularly with a magnifying glass (one of my cracks was on the inside which is very hard to see with the wheel on). As we have seen with this issue, it happens without warning at any time.


Just got around to taking some photos of the offending fork lowers, but i can't seem to attach the jpegs (they are well within the size limit). Something up with the server or is it just me?

nagash screwed with this post 12-02-2010 at 11:43 AM Reason: addition

! REPORT

12-09-2010, 10:08 AM

#219

 **face scrape 2001**
Face Scrape 2001



Joined: Feb 2007

what NHTSA had to say



Report Date : December 8, 2010 at 08:04 PM
NHTSA Action Number : PE09026

Location: Adelaide Hills South
Australia
Odometer: 78

N/A
NHTSA Action Number : PE09026 NHTSA Recall Campaign Number : N/A
Make / Models : Model/Build Years:
BMW / BMW MOTORCYCLE 2000

BMW / F650 GS 2003

BMW / F650GS 2001-2002

BMW / F650GS DAKAR 2001-2002

Manufacturer : BMW OF NORTH AMERICA, LLC
Component :
SUSPENSION:FRONT

Date Investigation Opened : May 18, 2009
Date Investigation Closed : September 18, 2009

Summary:


THIS PE WAS OPENED AFTER NHTSA RECEIVED 3 VOQS CONCERNING ALLEGED FRONT AXLE SEPARATIONS ON CERTAIN BMW F650 GS MODEL MOTORCYCLES SOLD FOR USE IN THE UNITED STATES (THE SUBJECT VEHICLES). COMPLAINTS INVOLVING MOTORCYCLES IN NON-US MARKETS ARE NOT COUNTED IN THIS TOTAL. AFTER GATHERING ADDITIONAL INFORMATION ABOUT THIS SUBJECT, WE ARE NOW AWARE OF FOUR CONFIRMED INCIDENTS INVOLVING MODEL YEAR 2001-2003 SUBJECT VEHICLES. ALL FOUR BIKES WERE BUILT BEFORE SEPTEMBER, 2002. OF THESE, TWO INVOLVE MY 2001 BIKES AND THE OTHER TWO, MY'S 2002 AND 2003, RESPECTIVELY. THE INCIDENTS OCCURRED IN 2002, 2003, AND TWO IN 2008. IN EACH INSTANCE, THE LUG FRACTURES ARE FORCED FRACTURES RATHER THAN FATIGUE-RELATED. BETWEEN OCTOBER 1999 AND SEPTEMBER, 2002, BMW BUILT APPROXIMATELY 4,300 SUBJECT VEHICLES. AFTER SEPTEMBER 12, 2002, ALL F650GS'S WERE BUILT WITH REINFORCED LOWER FORK TUBES TO REDUCE, ACCORDING TO BMW, "THE POSSIBILITY OF ANY SIGNIFICANT FRACTURE THAT COULD OCCUR AT THE FORK LEG AXLE LUG AREA" DURING A CRASH. BMW TOOK THIS ACTION BECAUSE THE SUBJECT VEHICLES ARE DESIGNED FOR OFF-ROAD USE WHERE CRASHES (MANY MINOR) ARE COMMON AND DID NOT WANT RIDERS TO HAVE TO DEAL WITH A BROKEN FORK AS A RESULT. CURRENTLY, THERE IS NO DATA CONCLUSIVELY ESTABLISHING THAT THE SUBJECT FORK LUGS ARE SEPARATING BEFORE AN ALLEGED CRASH OCCURS. ADDITIONALLY, THE INFREQUENT, SPORADIC, AND RANDOM NATURE OF THE FAILURES FAILS TO ESTABLISH A DEFECT TREND CURRENTLY EXISTS. A SAFETY-RELATED DEFECT HAS NOT BEEN IDENTIFIED AT THIS TIME AND FURTHER USE OF AGENCY RESOURCES DOES NOT APPEAR TO BE WARRANTED. ACCORDINGLY, THIS INVESTIGATION IS CLOSED. THE CLOSING OF THIS INVESTIGATION DOES NOT CONSTITUTE A FINDING BY NHTSA THAT A SAFETY-RELATED DEFECT DOES NOT EXIST. THE AGENCY WILL TAKE FURTHER ACTION IF WARRANTED BY THE CIRCUMSTANCES.

MY = manufacture year

! REPORT

01-18-2011, 04:06 PM

#220

 **Mikerson**
Adventurer



Joined: May 2010

Location: Moscow, the other one

Odometer: 26

forks for sale

You should also be able to identify any cracks that go all the way through by the presence of fork oil on the outside or dirt clinging to the lower fork tubes.

When I was buying my GS I looked only for bikes post lug-fix The quality of the material is quite important. Cast aluminums are notorious for inclusions and imperfections leading to fatigue failures. It's estimated that 50-90% of all mechanical failures are fatigue failures.

Also, I don't know if this is legit, but I do have a pair of later forks for sale in the flea market section.

<http://www.advrider.com/forums/showt...7#post14969117>

! REPORT

02-14-2011, 08:53 PM

#221

 **nikos**
n00b

Joined: Jun 2007

Has anyone considered the effects of the wrong torque being applied to axle clamp screw? If overtorqued this could increase the stress in the axle clamp area.

Location: England (Knutsford),Germany (Wiesbaden) and Athens
Odometer: 5

At the moment BMW Uk and Germany have no available stock of fork sliders...very curious .

! REPORT

02-15-2011, 02:54 PM

#222

WayneC1

Gnarly Adventurer
Joined: Oct 2008

Location: Sydney, Australia
Odometer: 232

Most possibilities have been considered, if it was that simple BMW would have issued a TSB to dealers as they did for the 00-01 models with the alloy wheel spacer which was later replaced with a steel spacer

The lack of stock in the UK, I assume the newer style may just be end of a batch & awaiting a new batch from manufacturing

! REPORT

02-15-2011, 07:56 PM

#223

nikos

n00b

Joined: Jun 2007

Location: England (Knutsford),Germany (Wiesbaden) and Athens
Odometer: 5



The forks on the "new" G650GS seem to have identical part numbers as before so I would have thought that BMW would have ordered plenty more to meet production needs!

Incidentally, and I apologise if this has all been discussed before, but what is the correct pt no. - the (E.G. LEFT FORK SLIDER).OEM breakdown gives 3142 7678 481 whereas the stamp on the article says 7651 135.

! REPORT

02-26-2011, 02:10 AM

#224

Twinmike
Grandpa



Joined: Nov 2010
Location: Austria
Odometer: 7

crack check

my Dakar build 5/2001 Modell 2002 with the old Fork get new tires, on this way i have checked the forks with crack liquid. After cleaning the Fork i spray the red liquid and wait 20 min.

Attached Images




LG Twinmike

! REPORT

02-26-2011, 02:16 AM

#225

 Twinmike
Grandpa



Joined: Nov 2010
Location: Austria
Odometer: 7

after 20 min i clean the fork again and spray the developer liquid on the fork. After one coffee no red marked cracks to see.

So i think my Dakar is ready for a longer trip 😊👍

Attached Images



LG Twinmike


 REPORT



Share



« Previous Thread | Next Thread »

Posting Rules 

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

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

Forum Rules

Forum Jump

Thumpers

[Log Out WayneC1](#) - [Yo](#) - [Photo Sharing](#) - [Hall of Wisdom](#) - [Donate](#) - [Home](#) - [Archive](#) - [Top](#)
Times are GMT +10. It's 06:25 PM. • Powered by vBulletin® Version 3.8.5

-- ADVrider 2.0 