

Adventure Rider

RIDE THE WORLD.



ADVrider > Riding > Face plant

Crash in Destruction Bay, YT

WOZZUPPP WayneC1?

Last visit: Today at 01:56 PM

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12-10-2008, 07:58 AM

211

gmr-staffs

n00b

Joined: Dec 2008
Location: Staffordshire
Odometer: 1



A quick Reply from the poster on the F650.co.uk forum

Hi i'm Glenn from the F650.co.uk forum that posted regarding possible fork recalls regarding cracking i discovered on my fork legs before any catastrophic failure!!

I will post a mmore detailed account when i have more time, Regards to Ken and Wayne who i've been in touch with regarding this!

All the best, and if you own an F650 2000 ish GO AND CHECK YOUR FORKS NOW!!!

My bike has only covered about 22,000 miles and all road use!

Cheers

Glenn

[Blame MaddBrit](#)

[quote](#)

12-24-2008, 11:13 AM

212

WayneC1

Adventurer

Joined: Oct 2008
Location: Australia
Odometer: 58

UK Superbike Magazine has published an article on the failures under the title 'forking hell'

Can be viewed online at zinio.com

<http://www.zinio.com/express3?issue=...=si&pg=seo&p=9>



[edit](#)

[quote](#)

12-29-2008, 11:34 PM

213

blacktiger

blacktiger



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

Quote:

Originally Posted by **crazybrit**
I'm sure BMW will counter that it's not designed to be ridden off-road.

This, of course, is why they use them at their off-road schools.

Last edited by blacktiger : 12-29-2008 at 11:41 PM.



Blame MaddBrit



12-29-2008, 11:40 PM

214

blacktiger

blacktiger



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



Quote:

Originally Posted by **squarewheels**
Just thought I'd post a pic that compares the older fork sliders with those from a later model.

Early forks on the left and 2007 dakar on the right.

Attachment 183056

The webbing around the axle holder has been increased.

Heal quickly redbaroness.

Gary.

I'm not a fan of BMW because having owned an R100GS for 7 years a while back, I got to know their attitude to premature failures of gearboxes and drive shafts. Their attitude is that if their dealers report failures they will redesign the part and issue it under the same part number and hope no-one notices. So my guess is that if you order a new fork leg for a 2002 F650GS you'll receive the redesigned one. If you can, Red-Baron, chase them all you can as there's clearly a series of failures here and it's a serious safety issue.

Blame MaddBrit



12-29-2008, 11:56 PM

215

blacktiger

blacktiger



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



Quote:

Originally Posted by **redbaroness**
A very nice man from BMW North America called me after I was out of the hospital and said - "We've never heard of this happening before."

Stock reply from a dealer.

More threads in different places

<http://faq.f650.com/FAQS/ForksMaintF...rk%20Failu> re reads:-

GS Catastrophic Fork Failure? I own a F650 GS that I received new in June of 2000. After about 5,000 miles, I experienced a catastrophic failure of the castings on both side of the front forks. I sustained major injuries. BMW has admitted to knowing of 3 nearly identical failures before they redesigned the forks, adding more material. They decided not to notify owners. I'm wondering if any Chain Gang members know of similar failures. Gertarg '00 F650GS

- I forgot to mention that as both sides of the forks snapped, the front wheel departed the bike leaving the bike and me doing 3 flips as the forks dug into the dirt. By the way the front wheel is in almost perfect condition. I didn't hit*

anything. Gertarg

- *That is the first instance of that happening that I have ever heard. Trevor #999*
- *Back in '02 I purchased some parts from a guy of the internet...I think it was of of IBMWR, can't remember...they were new spares he had for a long tour down south. He was injured really bad for a few months when his front end came apart, but I can't remember if he said the forks or the wheel itself. I talked to him through e-mail and on the phone and I'm trying to find the records of what I purchased and then to narrow it down. He did say that he was involved with some sort of legal action with BMW at the time due to his situation not being the first, although his story was the only one I'd heard of until now. I wonder if he's the same guy? beam_dubya #1328*

Blame MaddBrit

quote

12-30-2008, 07:19 AM

216

Uthor

Gnarly Adventurer



Joined: Jul 2007
Location: Peoria, IL
Odometer: 247

Quote:

Originally Posted by **blacktiger**
they will redesign the part and issue it under the same part number and hope no-one notices. So my guess is that if you order a new fork leg for a 2002 F650GS you'll receive the redesigned one.

I would be surprised if this wasn't standard practice. Why make a new part number and have to deal with replacing inventory/updating part lists when you can just put it out as the same number? This way, if someone comes in ordering a part from an old catalog, they will get the improved part.

What matters is how they release the upgraded part. Will they start making/selling them as the old ones run out or do they scrap all the old ones and replace them immediately with the new ones?

Blame MaddBrit

quote

12-30-2008, 08:13 AM

217

Vec

Has adventure hangover



Joined: Oct 2006
Location: Cleveland, OH
Odometer: 156

Quote:

Originally Posted by **Uthor**
I would be surprised if this wasn't standard practice. Why make a new part number and have to deal with replacing inventory/updating part lists when you can just put it out as the same number? This way, if someone comes in ordering a part from an old catalog, they will get the improved part.


There's other times that BWM makes up new part numbers... the AWS ring antenna is a good example. It went through 5 part numbers in a year IIRC.

It just seems shady to have something which is a potentially safety issue out there. I get concerned because my wife has one of these bikes with the old design fork and I check it all the time now as though her life depended on it; WHICH IT DOES! 🤔


It's something that should just work and expected not to break...

who checks their crankshafts on a regular basis? No one except racers... maybe. They don't break. Neither should the forks on a non-abused bike.

George
'07 R1200GS Adv
MOA#134204

 Blame MaddBrit

 quote

 12-30-2008, 12:36 PM

218

Benesesso

Gnarly Adventurer




Joined: Jul 2008
Location: Litchfield Park,
Arizona
Odometer: 499

Vec,


Be advised that the fork cracking MAY start on the INSIDE of the fork leg, and not be visible until it suddenly breaks.

"I'm that dog who saw a rainbow, only none of
the other dogs believed me."

from Kate & Leopold

 Blame MaddBrit

 quote

 12-30-2008, 02:03 PM

219

Vec

Has adventure hangover



Joined: Oct 2006
Location: Cleveland, OH
Odometer: 156

Quote:

Originally Posted by **Benesesso**
Vec,


Be advised that the fork cracking MAY start on the INSIDE of the fork leg, and not be visible until it suddenly breaks.


True enough... but at least a guy can hope, eh? 🤔 I'm just thinking of the physics of where the stresses would be, and the outside bit *should* experience the most stress. Unless the flaw really is just a crappy job molding the thing and there are voids.

In the end, BMW has sold many many thousands of the 650... a very small minority has had **catistrophic** problems. I just hope that the one parked in the shed for the winter isn't one of them. I just wish BMW would man up and admit there seems to be a problem.

George
'07 R1200GS Adv
MOA#134204

 Blame MaddBrit

 quote

 12-30-2008, 05:24 PM

220

Uthor

Gnarly Adventurer



Joined: Jul 2007
Location: Peoria, IL
Odometer: 247

Quote:

Originally Posted by **Vec**

There's other times that BWM makes up new part numbers... the AWS ring antenna is a good example. It went through 5 part numbers in a year IIRC.


It just seems shady to have something which is a potentially safety issue out there.

I mean, it makes sense to get a new part number in a way. It's an easy way for someone to check if they have the newest design. The coil packs and diverter valve on my car are known weak points and checking the letter at the end of the part number (A, B, C, etc) tells you if you have the newest design.

I guess I'm just used to working with stuff that doesn't really get serviced by thousands of people, including amateurs, so when I see a new part number, I just think of all the other assembly drawings that need to be updated to reflect the change. Keeping the part numbers the same just saves a ton of work and money.

 Blame MaddBrit

 quote

 12-31-2008, 03:37 AM

221

bluepoof

insert pithy saying here



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

Quote:

Originally Posted by **Benesesso**

Vec,


Be advised that the fork cracking MAY start on the INSIDE of the fork leg, and not be visible until it suddenly breaks.

Did you have any luck with the super cool machine at work whose name I totally forget? :lol:

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

 Blame MaddBrit

 quote

 12-31-2008, 03:43 PM

222

hoyks

Tightass KLR rider



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

Just looking at it, I'd be inclined to think that the crack started due to the tube being machined out.


The wall looks just a little too thin for the load that will be transferred through it and castings aren't as strong as wrought aluminium.

Where the machining has stopped at the bottom of the leg looks to have created a stress raiser nice and close to where the bottom of the axle support section is moulded into the bottom of the leg. I would think that it started here and worked away for a while until the crack progressed enough to tear the whole lug out of the fork. Once one side went, the torque and stresses would be enough to tear the other side apart, especially if it had a similar flaw. Very slight differences in oil level and spring rates would exacerbate the problem


Even if it did have a very slight weep of fork oil as a warning, if you didn't know about it, who would notice it? Not many inspect the

forks from that angle, and if you did you would probably put it down to road grime.

Judging by the number others that have had similar failures, I would certainly be aiming for some form of compensation.

 Blame MaddBrit

 quote

 12-31-2008, 04:20 PM

223

Old Coastie

n00b

Joined: Jul 2008
Location: San Diego, CA
Odometer: 3

" **the ghost.**"

I've just been 'wading' through this thread and ran across the Red Baroness's comment about 'speaking English'. I don't know how familiar you are with how the term is used here (USA), but it does mean you should not use 'unknown' words/phrases for clarity's sake. Additionally, the term 'giving up the ghost' is not uncommon use in the USA, just uncommon to the 'Baroness'. FWIW. 😊🗣️

DL

Quote:

Originally Posted by **kwh**
It's a common ENGLISH idiom.


<http://www.usingenglish.com/referenc...the+ghost.html>

We use it in ENGLAND. Where we speak ENGLISH, obviously. 🙄

Clearly, this doesn't translate as well for the American audience as I'd hoped. 🌐

 Blame MaddBrit

 quote

 03-21-2009, 07:10 PM

224

Decster

Adventurer


Joined: Aug 2007
Location: 65129
Odometer: 10

thought this thread needed a bump for some folks who might not be aware of it 🗣️....

....and can we have an update from her Ladyship RedBaroness, please.

 Blame MaddBrit

 quote

 03-22-2009, 01:21 PM

225

Fluffycat

Adventurer



Joined: Feb 2009
Location: Nelson
Odometer: 34

Thanks for the bump!!!!

Wow!!! never seen that before. Very bad design or manufacturing Q/C. Will let my buddy see the pics as she has one of those. Hope the rider recovers ok from that one, though from experience those sort of injuries kinda stay with you. Best of luck.

If i get just one more bike i will have more bikes, then i can get one more bike.

 Blame MaddBrit

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Face plant



Go

Times are GMT +10. It's 06:55 PM.

-- cRASH

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