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Has anybody ever seen a failure like this on an early F650GS or Dakar?

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WayneC

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25th November 2008

ThorH

New on the HUBB

Any possible safety measure?

Forgive me for hijacking this fine thread, but it seems that all are done now venting their testosterone and bashing / defending BMW and most other bike manufacturers.

I have one of these bikes. I definitely do not like the idea of it folding under me. So, what are my options?

- Stop following Alibaba off the beaten track, and hope that my regular trip to church will not strain the fork too much

- Park the bike until BMW decides to do the right thing

- Sell it, let someone else get killed

- Fork out (sorry...) about \$1,000 for a pair of new fork legs

- Play the numbers game. I will probably be run over by some latte sipping, cell phone yacking soccer mum in a huge SUV first anyway.

The latter one is the most likely course of (non-)action for me and, I guess, most others. But can anyone think of a low-cost measure that would at least provide some warning to us irresponsible death wishers before it all goes pear shaped? Wrapping steel bands around the legs, or, or...?

25th November 2008

Threewheelbonnie

Veteran HUBBer

This is going to sound really negative, but I don't think there is much you can do. If, as the metallurgy people seem to suggest, it cracks from the inside, visual inspections, crack detection sprays and so on won't show anything. Finding one



#76

Join Date: Apr 2008
Location: West Yorkshire UK
Posts: 398

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in the process of snapping would be nice, but I think it'd be a case of getting them X-rayed every few miles. You don't work in a hospital do you?

Adding something round the leg is risky. People think it's a casting or design issue, which to me screams that vibration is involved. Change how it vibrates and it might snap sooner. You'd also be taking away all your lawyers ammunition if it did and your insurers will love to call your bike modified and walk away while you get the bill.

To me there are only three things to do and you've suggested them. In order of cost and living with yourself:

1. Get some earplugs that'll stop the voices in your head going on about the forks and get a sign made for the fuel tank that says only a dozen or so failures out of a couple of thousand bikes occurred. This is not minimising the issue, I totally agree BMW should sort it, but you do probably have more chance of getting killed by a burst tyre, that SUV and so on. I'm a fine one to talk, I spend most trips listening to imagined gremlins in the motor eat valves, disconnect the oil pump, snap the chain, put sand in the bearings.....
2. Sell the bike. Personally I could live with this if I unloaded it onto a BMW dealer. If it helps, tell the dealer why you want to sell. They can't really turn round and say "we know they aren't right, that'll be \$500 less trade in value". Isn't it then up to the dealer to tell the new owner or the new owner to do their research? Maybe I'm just a bad person for thinking that way.
3. Are new forks that expensive? What's the going rate at Motoworks or Motobinns? Can you get lowers only, you don't need the springs, damper bits, tops etc.

It's a tough one. Good luck with it.

Andy

25th November 2008



AliBaba
Veteran HUBBer

Hey Thor.

You see that's why I always have my camera handy when driving with you.

If I have understood this correctly all the incidents have been on low-mileage bikes. This might be because fabrication of some units has failed. What's your mileage?

I only have US-price for the parts and newer legs costs 500\$ (for each leg!), not sure if they are interchangeable. Complete legs are 1600\$ for a pair. There is a 2006 fork on ebay right now (450\$), maybe something will pop up at German E-bay shortly.

Threwheelbonnies idea of selling the bike back to BMW might be smart, but another option is to fit another type of fork. Touratech have an expensive kit and I'm sure there are other German companies that can help you out. Another possibility is to get a decent fork and adapt it. It's a long way to go but we both know someone that can help you to make it fit.



#78

Join Date: Apr 2001
Location: Norway
Posts: 868



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ThorH 
New on the HUBB

Join Date: Mar 2006
Location: Oslo, Norway
Posts: 12

To get the good pics, you need to stay behind me - not a km ahead!

The US price is actually \$321.66 each. (A&S, from Chigaco it's usually 20% less.) But in Norway, this usually translates to NOK 3200, including our modest 25% sales tax. This seems to be a general rule of thumb for everything, valid even when the USD was down to NOK 5,5. (Except alcohol, tobacco, gas, bikes and cars, of course.)

It doesn't really seem to be all related to mileage. Some have had short, some long. Mine is around 40' miles now, IIRC. But way too many of them on smooth US hwys, I'm afraid.

If I come across a usable fork at a nice price I might go for it, but I'll probably just pass the buck. I'm sort of smitten by the 1200. Will take my worrying to a whole new level: EWS (or whatever they call it) antennas that will not let me move. Dead servo brakes that will not let me stop. Weight I cannot lift. Canbus gremlins...



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