

March 2002

01-040-1301-0

01-040-1311-0

Hard Part GV

For Left Side:

- 1 support part A
- 1 spacer 25mm
- 1 spacer 10mm
- 1 hex bolt 10x55mm
(1.5mm thread)
- 1 washer 10mm
- 1 hex bolt 8x60mm
- 1 hex bolt 8x50mm

For Right Side:

- 1 support part B
- 1 spacer 25mm
- 1 spacer 10mm
- 1 hex bolt 10x55mm
(1.5mm thread)
- 1 washer 10mm
- 1 hex bolt 8x30mm



Description

The BMW R1100 GS has several weak points which prevent enduro riders from riding the bike under extreme off-road conditions.

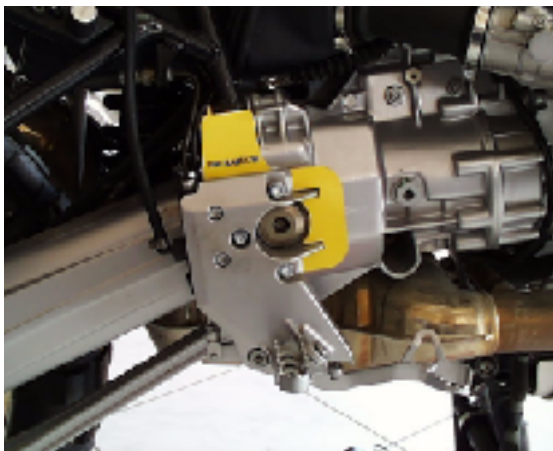
Here is the solution. Problems occur when the workload on the rear frame is too high, i.e. after a jump or when riding with heavy luggage, or riding fast on very rough roads. The rear frame mount on the gearbox casing simply cracks. The broken transmission case may be covered by BMW warranty, but BMW does not come to pick up the bike in Namibia. It is better to install this brace and prevent the crack.

This problem has been solved for the 1150, but for the 1100 the only solution is this hard part.

Another weak point is the footpeg mount. Under extreme stress it may break the gearbox casing; i.e. when dropping the motorbike onto the footpegs or after a fall. When mounting our parts - we refer to these as hard parts - frame problems will belong to the past:

Material: 4mm steel (ST 52)

Note: The left side support must be installed completely before beginning installation of the right support.



01-040-1320-0

Hard Part GV

Note: The left side support must be installed completely before beginning installation of the right support.

Left Side:

- 1) Remove the 3 hex bolts holding the footpeg mount; it is not necessary to remove the shifter or shock adjuster. (With the 3 bolts removed, the footpeg mount will hang down, allowing enough space to complete the following steps.)
- 2) Remove the large hex bolt fixing the subframe to the rear of the transmission housing. The bolt has a 8mm head-do not confuse this bolt with the swingarm pivot pin which is located behind the footpeg mount and has a 12mm head w/ a 30mm locking nut.
- 3) Place a spacer in the recess that previously contained the 8mm hex bolt. The correct spacer will sit flush with the recess. 2 different length spacers are included in the kit due to changes in different model years.
- 4) With the correct spacer in position, install the TOURATECH support by threading the supplied 10x55mm bolt (with the 8mm socket head) through the TT support and spacer into the transmission housing. Finger tighten.
- 5) Position the footpeg mount so that the holes line up with the TT support and transmission housing. Install the original washers on the new supplied bolts. Note: the rear hole receives the 8x60mm bolt and the 2 front holes receive the 8x50 bolts.
- 6) Thread the bolts into the transmission housing and tighten to 16 ft/lbs. With the 3 bolts tightened, torque the large hex bolt with the 8mm head to 34 ft/lbs

Right Side:

Note: The left side support must be installed completely before beginning installation of the right support.

- 7) Remove 3 bolts fixing the footpeg. (These bolts to be removed have a 6mm hex head. DO NOT remove the two 5mm hex heads or the 8mm hex head). With the three bolts removed, the footpeg mount will hang on the metal brake lines going to the ABS unit. (On non-ABS models it is necessary to support the footpeg mount due to possible damage to the brake line).
- 8) Remove the bolt with the 8mm allen head that fixes the subframe to the transmission housing. (The bolt with the 8mm head faces towards the rear of the motorcycle).
- 9) Install the appropriate length spacer into the recess that previously held the large allen bolt with the 8mm head. The spacer should be flush with the top of the recess.
- 10) Position the TOURATECH support behind the footpeg mount. Install the supplied 10x55 bolt (1.5 thd) using the stock washer through the TOURATECH support, spacer, and into the transmission housing. Finger tighten. (On ABS models it is necessary to position the TOURATECH support behind the metal brake line that go through the ABS unit. If these lines go behind the support they will be severely damaged resulting in loss of rear brake).
- 11) Position the footpeg mount so that the bolt holes line up with the support and the transmission housing. Use the stock BMW washers on the new supplied 2x30mm bolts and thread them up into the holes. Tighten the 3 bolts to 16ft/lbs. At this time also tighten the large allen with the 8mm head to 34ft/lbs.

RE-CHECK TIGHTNESS OF SCREWS AFTER THE FIRST 50 MILES