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TOURATECH
Hard Part GV
reinforcement for
R1100GS series
BMW.

040-1301 or 040-1311

R1100GS kit shown. R1150GS does not need additional reinforcement.

Use these suggestions at your own risk.

- For this installation you will be working near the brake lines of the motorcycle.
- These instructions are new and have not been tested by independent installers.
- The instructions may not be complete. For photos please refer to printed german instructions (until we get the photos online....sorry)
- Touratech and Touratech-USA assume no responsibility for errors using these suggestions.

If you have any doubts about your ability to install the reinforcement parts, please contact a professional installer.

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 gear- box 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 hart 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)

**040-1301 Hard Part GV
Transmission Reinforcement
(for R1100GS only)**

**040-1301, 040-1311 Hard Part GV
(R1100GS)Parts:**



040-1301 is YELLOW

Installation:

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



040-1311 is the same part in SILVER

**RE-CHECK TIGHTNESS OF SCREWS AFTER
THE FIRST 50 MILES**

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
- 2 hex bolts 8x50mm

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,

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

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

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.

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.

http://www.touratech-usa.com/instl/instl_040-1301.html