



High percentages of water occur when brake component seals (such as the reservoirs) have to withstand direct and repeated cleanings with high-pressure cleaning equipment. [See S.I. 00 029 83 (2087)].

Clean DOT 4 brake fluid is clear to amber in color. Deposits can discolor the fluid to a dark shade and give it a sticky residue on the bottom of the reservoir tank, which can clog the input hole. An even darker shade can occur due to the rubber seals and components wearing.

In addition, brake fluid may darken from components being treated with mineral oil, grease or solvents which get into the brake fluid.

If the above is allowed to occur, the operating safety of the hydraulic brake system is jeopardized.

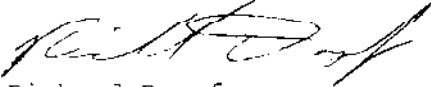
When performing maintenance work or renewing brake fluid, please use the following instructions:

1. Always use clean tools without traces of oil or grease.
2. Clean rubber parts with new brake fluid, not solvents.
3. After cleaning, use dry pressurized air to blow parts off.
4. Never use left-over brake fluid from an unsealed container.
5. Flush out contaminated brake systems with new brake fluid.

By following these instructions, you will ensure your customer rides with a safe braking system.

Sincerely,

BMW OF NORTH AMERICA, INC.



Richard Dampf  
National Technical Manager  
Motorcycle Group

RD/cs