

Distribution: © BMW NA	Operating Manager	Sales Manager	Accessory Manager	Parts. Manager	Service Manager	Set-Up Workshop
Bulletin Date: 11/18/97 Bulletin #2794		Main Group: 13 / 16 Fuel Supply / Fuel System		For USA Only		

BMW Motorcycles

Service Bulletin



Subject: R and K Series, Fuel Filter

Complaint:

- Performance drop in upper rpm engine speeds
- Delayed throttle response - sluggish
- Engine refuses to start or starts poorly
- Engine will not run up to higher speeds

Any leakage on the feed side of the fuel circuit could, in certain circumstances, lead to a pressure drop and the above mentioned symptoms.

Effect:

Any variance from the specified operating pressure value on the feed side of the fuel circuit will result in alterations to the mixture which in turn will cause the engine to malfunction.

Even a brief drop or overstep of the specified pressure value by as little as 0.1 - 0.2 bar (1.5 - 3.0 PSI) at full load or during acceleration is not permitted and must be regarded as a fault.

Cause:

As a result of the fuel pump unit's fuel filter having split at the rolled bead, a pressure drop occurs in the fuel injection system.

Action:

Replace the fuel filter with a unit bearing a **production date from May 25, 1997 onward** (the production day is stamped on the part). The fuel filter part number remains unaltered: **13 32 1 461 265**

Service Remedy:

In cases of irregularities in the pressure curve of the filter circuit feed side, the following tests should be carried out:

Without it being removed, the part of the fuel circuit located in the fuel tank should be checked by means of a pressure test, using compressed air. In order to do this, the fuel lines leading to the fuel tank should be disconnected and mounted on the fuel pressure test gauge's fuel feed or return flow pipes.

After shutting off one of the pipes, a pressure test on the fuel circuit can be carried out by way of the remaining open line.

Caution! Do not under any circumstances exceed 3.5 bar (50 PSI). Danger of rupturing!

Please initial and route to the following before filing							
Service	Parts	Sales	Warranty	Tech #1	Tech #2	Tech #3	Tech #4

If there are no signs of any leakage, the fuel pump's electric supply circuit (side-stand switch, pump relay, fuse) must be checked.

If during the fuel pressure test a strong drop in pressure is recorded after switching the fuel pump off, but no evidence of fuel leakage is discovered at the parts located in the fuel tank, then it has to be assumed that the fuel pressure regulator is faulty.

Any parts which need to be replaced are to be returned upon request through the DCS system warranty parts return system.

Warranty Claims:

Defect Description:	Fuel filter split.	
Defect Code:	16 14 01 01 00	
Flat Rate Code:	16 12 008	
Flat Rate Description:	Renewing Fuel Filter.	
Flat Rate Units:	R 1100 RS	10 FRU
	R 1100 GS / R 850 R	9 FRU
	R 1100 RT	22 FRU
	K 1100 RS / LT	5 FRU
	K 1200 RS	17 FRU
Defect Description:	Renewing fuel pressure regulator.	
Defect Code:	13 53 52 12 00	
Flat Rate Code:	13 53 100	
Flat Rate Description:	Renewing fuel pressure regulator.	
Flat Rate Units:	R 1100 RS / R 850 R	21 FRU
	R 1100 GS	20 FRU
	R 1100 RT	39 FRU
	K 1100 RS	13 FRU
	K 1100 LT	16 FRU
	K 1200 RS	9 FRU

Additional diagnosis costs can be claimed as work time (WT) following established work time procedures.

Very truly yours,



Frank Stevens
After Sales Manager
Motorcycle Group



Pat Raymond
Service Organization Manager