



**BAYERISCHE MOTOREN WERKE**  
**AKTIENGESELLSCHAFT**

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Rundschreiben der Abteilung Kundendienst und Teile

Motorcycles: Group General Hints No. 2/62 (184)

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Important Hints for all Motorcycle Types

Two-window tappets R 27 and R 50 S

All of our motorcycles feature from now on only the two-window tappets as standard equipment.

On the types R 27 and R 50 S, only the new tappets

00 33 127/28/29 for R 27, R 50 S

should be installed in future, in a repair case.

Whenever on repairing a machine of these two types a tappet is found in a damaged condition, all tappets must then be exchanged against the two-window type.

For all other single and twin cylinder types the four-window tappets may still be used in a repair case. This also concerns the R 69 S, which possesses a reinforced four-window tappet that may be replaced, after exhaustion, by the two-window type, part No. 00 33 157/58/59.

Mounting of a sidecar:

When mounting a sidecar to a motorcycle of the types

R 50 S and R 69 S,

should - in amendment of the instruction of the owner's manual R 50 · R 50 S · R 60 · R 69 S - the standard equipment hydraulic steering damper be exchanged against the friction-type steering damper.

All other instructions of the owner's manual remain valid and must be strictly observed.

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Motorcycles for authorities (public bodies):

Motorcycles to be delivered to public bodies are in any case equipped with steel rims, irrespective of whether being destined for "solo" or for sidecar operation.

R 69 S

The phenomenon incorrectly called "Shimmy" appearing on some R 69 S motorcycles takes only place when due to a trouble in the hydraulic steering damper an occasional tension occurs on the handlebar.

Remedy

Check the hydraulic steering damper, and if necessary adjust it according to the Repair Manual or replace it with a new one.

Rim eccentricity

On this model a particular attention should always be paid to the rim condition. A rim eccentricity should therefore immediately be eliminated by re-centering.

New lubricating hole in pivot bolt

The pivot bolt provided on either side for the rear swing arm mounting now features a lubricating hole which is covered by the acorn nut.

It is therefore no longer necessary to remove the swinging arm every 7,200 miles as prescribed in maintenance service C, the only you should do is to unscrew both acorn nuts and to lubricate the rear pivot bearings by means of a grease gun with a tapered mouth piece, using a multi-purpose grease with a drip temperature of 356°F.

This simplified lubrication is possible on motorcycles starting with the below listed frame numbers:

R 69 S	from frame number:	632 506
R 50 S	from frame number:	564 736
R 50	from frame number:	623 681
R 69	from frame number:	656 271
R 27	from frame number:	378 395

Reinforced clutch

In repair cases on the following motorcycle types instead of the old clutch the reinforced clutch of the new 1962 twin cylinder models should be recommended to the customers.

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Into the motorcycles

- R 50 from engine No. 559 856
- R 60 from engine No. 619 781
- R 69 from engine No. 653 877,

instead of the hitherto used pressure ring 00 70 152  
 and spacing ring 00 70 510  
 the new pressure ring 00 70 149  
 should be used.

On the R 69, as from engine No. 653 877,  
 the old disk spring 00 70 184 should  
 be exchanged against the new reinforced  
 disk spring 00 70 182.

The clutch plate 00 70 060  
 (8.3 mm = 1/3" thick)  
 in the motorcycles

R 60 • R 60 • R 69

remains.

The older twin cylinder motorcycles are still equipped with the 5 mm = .2" thick, non-resilient clutch plate 00 70 027.

This may in a repair case be exchanged against the new clutch plate to be used together with the new outer clutch pressure ring 00 70 149 and 6 lengthened countersunk screws 8 x 1 x 20 99 00 168.

Caution!

Clutch plates which bear only on the inner diameter, cannot transmit the engine torque, even if the contact pressure is correct. Suchlike plates must absolutely be exchanged.

Throttle control cables for R 50 and R 69 S

With a scope to facilitate the installation of the throttle control cables on these motorcycles, these are now equipped with a 5 mm (.2") longer steel wire.

After having shortened the double spirale by 5 mm., the stored throttle control cables may be used, too.

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Aktiengesellschaft

*M. Mecner*  
i.V.  
Mecner

*M. Makowitzki*  
i.V.  
Makowitzki