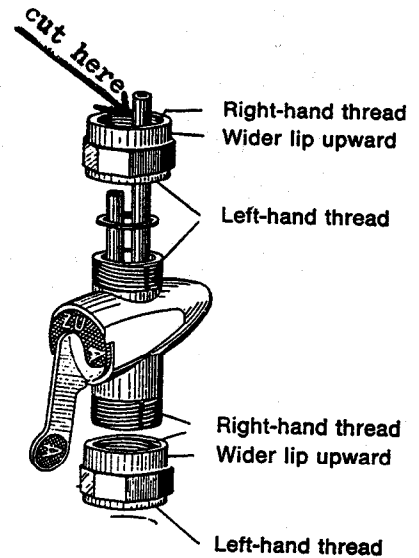


APRIL 1968

SERVICE INFORMATION



IMPORTANT !

Before delivering any BMW model, equipped with the standard tank please make the following check:

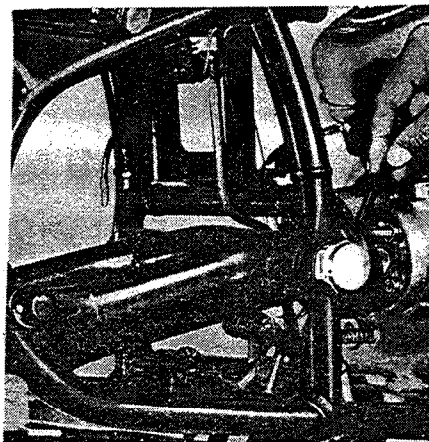
1. pull the fuel line off one of the carburetors
2. place a container under the fuel line
3. turn the fuel tap lever first to the "A" (on) position, then turn also to the "R" (reserve) position
4. if less fuel passes through the fuel line in the "A" position than does in the "R" position, the fuel tap assembly must be removed and $\frac{1}{4}$ " cut off the longer pipe of the fuel tap (see picture)

The reason for this procedure is, that - on some motorcycles with the standard tank - the longer pipe of the fuel tap hits the tool box and does not permit the full fuel flow to pass through.

CHECKING DRIVE SHAFT MOUNTING BOLTS

We call the attention of our dealers again to the necessity of checking the tightness of the four allenhead bolts, which hold the drive shaft to the transmission flange. The pertinent information has been sent to all dealers in June 1967 via a service bulletin. We repeat these instruction:

1. Drain the oil from the drive shaft housing.
2. Remove the front universal boot/clamp and fold universal boot back.
3. Using a 6-mm Allen Wrench, check the 4 bolts for tightness.
4. Re-fit the universal boot and fill the driveshaft housing to the prescribed level.



← tighten here