BAYERISCHE MOTOREN WERKE
AKTIENGESELLSCHAFT

Rundschreiben der Abteilung Kundendienst

Motorcycles: Group Motor Nr. 1/63 (201) eng.

München, May 21, 1963
KV2 er/wi-pi

Re: Installation of a Revolution Counter (Tachometer) on Models R 69 S and R 50 S

As a special equipment for the above mentioned motorcycle types the spare parts department delivers a revolution counter which can be mounted subsequently on models equipped with vibration damper.

Parts required:

1 Revolution counter	80 80 150
1 Flexible drive shaft	80 80 154
1 Angle drive for revolution counter	80 80 152
1 Mounting bracket	80 80 155
1 Cylindrical screw with driving slot	80 04 101
1 Wire tape	40 66 130
1 Front end cover	00 02 183
1 Lockwasher	99 32 110

Abolished parts:

1 Support clip	80 46 137
1 Screw	99 13 825
1 Nut M 10	99 22 111
1 Lockwasher B 10	99 33 108
1 Allen head screw	30 36 184
1 Flat washer	20 00 345
1 Front end cover	00 02 179

Installation:

1. Attach new mounting bracket for horn 80 80 155 on top engine mount. After it, unscrew horn with leaf spring assembly from support clip, carry it through between frame and engine to the left and refit it on the previously attached mounting bracket by means of stop plate with the former screw M 8. Remove support clip from frame.

2. Unscrew hydraulic steering damper from rear attachment and push in piston rod completely. Remove front end cover from engine. Exchange hexagon allen-head screw of magneto rotor attachment against a cylindrical screw with slot 80 04 101.

This new cylindrical screw must be tightened to a torque of 14.5 ft/lbs. by torque wrench and commercial-type socket wrench supplement for slot-head screw. When tightening put the gears in fourth position and brake the rear wheel, lest engine joins in rotation. After that check ignition timing adjustment.

3. On fork prong above, on the right, unscrew fastening screw and attach the revolution counter with it. Instead of flat washer use the new lockwasher 99 32 110. Connect flexible drive shaft on the instrument, carry it through between headlamp and its holder downwards, going by in front of the lower fork guide and install it on the inside of the right frame tube.

4. Install the new front end cover 00 02 183 with nuts and lockwashers of the former front end cover on the engine. Remove the first nut from angle drive for revolution counter and screw the second nut entirely onto the thread. Introduce angle drive for revolution counter into the bore until the drive take-off member joins onto the slot-ground of the cylindrical screw. Screw the nut from thread end provisionally onto the contact surface on front end cover, thereafter screw two thirds turns further, by which the end clearance of 1 mm (.04") between angle drive for revolution counter and the slot ground of the cylindrical screw is adjusted.

Caution! Do not alter this adjustment during the following operations.

Thereafter take out the drive of revolution counter and remove the front end cover again. Reinstall the angle drive of revolution counter into the front end cover and tighten it with counter nut from inside just slightly. Seen in driving direction, output should be directed sloping upward to the right.

Finally mount front end cover. Start engine and accelerate up to approx. 1000 r.p.m. Loosen somewhat the nut of the angle drive for revolution counter at the outside of the front end cover and displace the angle drive for revolution counter with-in the hole, which is larger in its diameter about 1 mm (.04") than the thread, until the most possible running silence, sensible in the hand, is found. Finally tighten the nut and stop engine.

5. Connect flexible drive shaft to the angle drive for revolution counter and attach it on the frame tube by wire tape above the sidecar mounting eye. Rubber grommet on the flexible drive shaft should be located below the wire tape.

Connect steering damper again. Finally undertake function test.

With kind regards

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa. Herbstreit i. V. Makowitzki