

IMPROVED INPUT SHAFT FOR BMW R1150 6 SPEED MOTORCYCLE TRANSMISSION

It is no secret that there are clutch spline wear issues on this series of BMW Motorcycles. The problem usually shows up on higher mileage machines but has been seen on machines as low as 18k miles (28k km). Catastrophic failure of the clutch hub splines (stripping) result in the machine being inoperative with little or no warning. Improper factory lubrication and rider habits have been blamed for these failures but the fact that the input shaft splines only project into the clutch hub 3/4 of the way plays an important role in this situation. When repairing this problem, simply replacing the clutch disc is not acceptable as the splines on the input shaft are usually worn to some degree (although less, as it is of harder material) and subsequent wear would be accelerated. The solution is replacing the input shaft with one of increased spline length for maximum contact as shown below. This product is now under test in our machine with excellent results including smoother downshifting between 2nd and 1st gear.



R1150GS Spline wear at 75k km. Clutch hub splines very worn, input shaft with noticeable wear



Specifications:

- Replaces BMW p/n 23 21 7 651 172. Fits all R1150 6 speeds
- Shaft material is harder than OE and splines have reduced backlash to further reduce wear.
- Professionally manufactured to ISO9001, API Q1 & AGMA standards by a large North American Manufacturer.
- BMW allows 11 labor hours to replace this part so a longer life part only makes economic sense.
- Original prototype now at 126,000mi (203,000km) in my own machine
- By combining with the *Extended Hub Clutch Disc* from Beemerboneyard an additional 6mm of spline area can be achieved for a total of 12mm.
- Price: \$855usd insured postage included to the contiguous USA. Paypal Accepted.

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