

## Sostituzione dei cavi Bowden su BMW R1150GS '02

Riassunto dal forum <http://www.ukgser.com/forums/showthread.php?t=25941>

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I'd advise anyone with a high mileage oilhead with original cables to consider doing this.  
4 ½ hrs well spent.

Mine had been manufactured in early 2002, and had done 74k miles.

Today I swap my throttle cables.

I pick up the new cables from Portland BMW.



There are 4 cables and a splitter box.

A main throttle cable leads from the twist grip to the splitter box.

A separate 'cold start' cable runs from the left hand grip to the splitter box.

Then 2 shorter cables lead to the respective throttle bodies.

First off – remove the tank. A simple enough task – I find a prop of some sort.

A mallet is a useful way to gain access to the fuel line quick-disconnects. Soon the tank's off.



Who have GS may find my bike a little different to yours. I don't have ABS, so there's a big gap ahead of the battery, where the ABS pump would live; I have an alarm and a Techlusion 259, as well as various other electrical bits fitted.



Back to business. You only need to remove this one bolt to gain access to the twist grip end of the throttle cable. Take off the plate and disconnect the cable



I threaded the new cable alongside the old one, to make sure it followed exactly the same path, to avoid it getting kinked or trapped. I undid both the left and right cables at the throttle bodies.



Undo the 10mm locknut, unscrew the adjuster and, after feeding the cable through the gap in the plate, disconnect the spring clip on the inner side of the throttle body to release the cable. You have to do this by feel, but you'll get the idea when you try it.

The splitter box lies directly under the ABS Pump plate, in a specially designed niche. It's difficult to photograph, as it's partially obscured by the crank case breather hose...



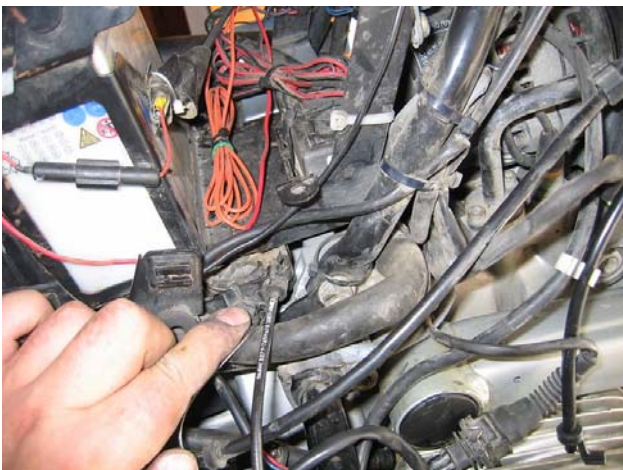


To disconnect the 'cold start' cable, I first removed the bar end weight and moved the handguard, for ease of access. As with the throttle side, you only need to remove one bolt to remove the lever. Once again, the cable can then be easily disconnected. I ran the new cable alongside the old one.



Time to remove the splitter box.

First, lift the breather hose out of the way as possible. Then depress the spring clip at the bottom of the housing before steadily pulling the splitter box out. Eventually it came out full of dust and crap, but, for all that, the cables still operated smoothly.





The wheel which the three throttle cables attach to is held in place on its shaft by this circlip. Probably not a good idea to lose it.

Cold start cable operates a cam which cracks the throttles open by a fraction to boost idle speed on cold start up.



If you have 3 hands it is fun getting this long spring to stay put, whilst re-assembling the cables onto the wheel.



Time to re-insert the splitter box. Re-assembly is simply a reversal of the strip down.

When reassembled I did a full throttle body synch and a TPS reset (remove Fuse No 5, turn ignition on, roll throttle fully open, pause, fully closed, pause, repeat – ignition off, replace Fuse No 5).

The result? Well, despite the throttle action previously being smooth and there being no visible kinks or frays in the old cables – the difference is remarkable.

The bike feels very smooth (nearly all of the previous ‘surging’ has gone) and extremely responsive and the throttle considerably lighter.

I kept thinking I was in a lower gear than I actually was.