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BMW R850R

WB10401D1WZB58616

852EA 4297 6363

First matriculation: 19980826

Matriculation to SEP: 20040518

- 20040518: MC bought with 39.400 km. on the clock
- 20040704: Bottom-right holder of the windshield renewed
- 20040706: 40,000 km. service check. Motor oil, gear oil, brakefluid changed, new spark plugs. Front brake pads renewed.
- 20041121: The winter came early this year. The MC was placed in garage for winter storage with 43,162 km. on the clock. In 2004 I drove 3,950 km. with no problems what so ever and with an average fuel consumption of 16.41 km/l. After cleaning and lubricating the battery was removed, the tyre pressure reduced and the bike was set aside on the centerstand. As it was rather cold I decided postpone the changing oils and filter.
- 20050319 It is still cold in Denmark - but the fact that the snow has now disappeared and the clear sun has indicated that the spring is here now - made me decide that today must be the day for starting this years MC year. I was not on the road to participate in this years ride to "Bakken". Starting after the winter gave me minor problems. After injecting a little amount of motor oil in the cylinders and remounting the newly charged battery the motor was started with only a discrete protest. After a little ride with a "coughing" engine I returned to change the motor oil and filter. As the motor was now warm this gave no problems (I should have done this before the winter storage!!!). The test trip after changing oil was still with a "coughing" motor. It was obvious that only one of the cylinders were working steadily. I changed the spark plugs but this had no effect at all. Discussing the problem with a friend of mine with a wider experience gave the idea to look for the electrical connections to the fuel injection. And voila! - disconnecting and reconnecting the fuel injection connectors cured the coughing. Thus - now I am on the road again! The evening was used for repairing the Baehr intercom system. One of our microphones in the helmets did not work. I have bought a microphone in a PC shop. This cheap microphone replaced the original with a very fine result.
- 20050625 Km. 45,800. The wear of the rear brake disk had become visible and when hearing noise after using the rear brake I decided to renew the rear brake disk and brake pads. Apart from the rather high prices for spare parts this was not complicated. Inspecting the old break pads I realized that I had been using the metal directly against the brake disk (!) This explains the braking noise. Now I am prepared for our journey to the Baltic States in August.
- 20051108 Km. 49,700. The trip to the Baltic States was cancelled due to lack of participants. Instead we participated in a trip to the two big Swedish seas. The autumn in Denmark was lovely and dry this year and gave room for a lot of travel on MC. One day in the start of November on our way to work the engine suddenly stopped. After the stop it was possible to restart the engine and we reached our work. On our way home the engine stopped again about 2 km. from home. And this time it was not possible to restart the engine. As the tank was almost empty I pulled the engine to a gas station and filled it up - but this did not help. I tried again when the engine was cold - and then it started without any problem. With optimism we went to work the following day - but the same thing happened - on the way home the motor stopped and it was not possible to start again. Trying to restart I was aware that there was not the usual, initial sound from the fuel pump. My conclusion was that it was the fuel pump that did not work any more. Replacing the fuel pump on a BMW R850R is a tedious work and I decided to ask my local repair shop. After only a short investigation he was able to tell me that this had no relation to the fuel pump - but was a fault in the Hall sensor unit - a central element in the ignition system. Replacing the Hall sensor unit is rather expensive - and an obvious chance to replace the pulley belt which had been in use for almost 50,000 km. This cured the problem and now I'm up and running again. The weather becoming rather cold and now it is close to the time to finish this years MC season.

- 20051126 Km. 49.950. After a nice autumn it is now time to close this years MC season. It has been a good MC year with many days with good MC weather. Totally it amounted to 5.800 km with an average fuel consumption of 17 km/l. Although it is cold it is still sunny and dry in Denmark. But anyway it is time to park the MC for the winter. And this year it is a pleasure to work in the garage. After lubricating, cleaning, drying up, changing motor oil and filter, running a trip to fill up the gas tank, removing the battery, reducing the tyre pressure, spraying the sensitive parts with fine protective oil the bike was placed on the centerstand with a piece of wood under the tyres. And now there is only 3 months to spring where the new MC year begins.
- 20060325 KM. 49,950. After a long and cold winter in Denmark it is now time to start the MC season. March is almost finished now but snow is still remaining. But it is in the coming week that "Bakken" will open and the temperature in the daytime now reaches peak values of 3-5 degree C. Starting up after winter is quite straightforward when you have done your duties when stowing away the MC. Indeed you only have to remount the recharged battery to get going again. I used this opportunity to renew the air filter. Again this year the electrical connections to the fuel injection caused some problems. The MC did not start right away. And when it will not start at once it seems that the battery has only a little capacity. So I had to get help from the battery of my car. "With a little help from my friend" I succeeded to start on one cylinder. And after cleaning the electrical connections to the other fuel injection the MC started again with both cylinders. Everything OK – and now the MC season 2006 has started.
- 20061119 KM. 58.300. The summer 2006 in Denmark was extraordinary hot and long lasting. Thus it was a very good MC year. Unfortunately for me it started with a minor accident. A car forgot to stop when we all stopped in the dense commuting traffic. And unfortunately he was driving just behind me. It's quite an unpleasant experience on a MC to have a car bumping into you from behind. Luckily I had a firm grip at the handles and was able to hold the grip although this made my arms half a meter longer. And luckily I was driving alone without a rear passenger. After this experience I bought a rear luggage box to give a rear passenger some support to her back. When the summer reached its peak we participated in a tour to the Baltic States. We reached Tallinn, Riga and Vilnius. The rest of the year we drove with no problems what so ever. Although it's still not really cold it's dark and rainy and I decided that it is time to finish the MC year 2006. And it's pleasant to make the winter preparations when the weather is warm and pleasant.
- 20071101 KM: 61.786. After a big service check with renewal of both tyres and brake parts the weather became cold and I had problems with the capacity of my battery and suddenly one morning I couldn't start. After removing, refilling with water, recharging and remounting the bike started without problems but only worked on one cylinder. As it was already close to winter stop I decided to stop here.
- 20080310 KM: 61.786. The winter was not cold this year but education abroad prevented me to start earlier. After the usual spring activities I started with a little help from the car. But the problem from the winter remained – it only worked on one cylinder. Driving on one cylinder was not pleasant – and in short periods the second cylinder started and the bike jumped forward. As I didn't find the solution I was forced to visit my BMW garage. And of course he fixed my problem within a few minutes. It was the clutch choker cable that couldn't move free. Then the bike was spinning like a cat – and the MC year had started.
- 20081026 KM: 64.461. The weather has become cold early this year. So I decided to close the MC year early this year. It has been a busy year and as a consequence I have had a limited amount of time to drive – therefore the few kilometres this year. After the winter preparation the bike was stored away for the winter. For the first time I have tried to mount a non original oil filter when changing the motor oil. The price of the filter is only one third of the price in the BMW shop. Original spare parts from BMW are rather expensive.
- 20090329 KM:64.461. Today it is summertime in Denmark – and today the spring reached us. This year I had no problems starting after the winter. I had no new air filter – so I used my vacuum cleaner as the old one was not very dusty. Up and running – now I'm on the road again.