



# MAGURA

## Installation Instructions Hymec F 800 Models

Thank you for purchasing this MAGURA product – we hope that you enjoy using it.

MAGURA recommends that you arrange the fitment of this product with a suitably qualified motorcycle technician. This fitment instruction provides a guideline for the fitment of a Hymec on a BMW 800cc Parallel Twin. Due to the different models available and changes to individual parts during the model lifecycle – we cannot ensure the accuracy for every model or production year. Before you begin with the Hymec installation place the motorcycle upright on the main stand or paddock stand and secure it.

### Required Tooling and Parts

Torx T25 / T27

Adjustable joint pliers

Cable cutter

Fork / Open-end Spanner – 8 / 13 / 17 (2x) / 19 mm

Small flathead screwdriver

Cable (Zip) Ties (2x)

- 1) Remove the seat unit.
- 2) Remove the centre trim panel (disconnect on board socket) and left hand side panel.
- 3) Remove the battery negative terminal connector.
- 4) Remove the intake air silencer.
- 5) Remove the clutch cable at the engine by loosening the securing nuts, disengaging the cable from the release lever and then removing the cable from the support on the engine cover.
- 6) Remove the clutch cable from the handlebar fitting and disengage the cable securing brackets.
- 7) Remove the clutch return spring under the clutch cover – **see separate instructions No.2**. The Hymec will operate without the removal of the return spring but will require a larger hand lever setting to separate the clutch as the first 25% of the slave cylinder operational travel will be used to negate the clutch return spring effect. To fully appreciate this product MAGURA recommend that you arrange the removal of this spring with your BMW Motorrad Dealer or suitably qualified motorcycle technician.
- 8) Remove the mirror from the handlebar clutch fitting and disengage the clutch switch connector.
- 9) Remove the handlebar clutch fitting and replace with the MAGURA 167 clutch master cylinder from your Hymec kit.
- 10) Route the clutch slave cylinder and pressure line along the same route as the clutch cable while carefully removing the clutch cable.
- 11) Install the Hymec clutch slave cylinder being careful not to bend or damage the activation arm. **Note - do not pull or push the activation rod.**
- 12) Install the Hymec slave cylinder by inserting the slave cylinder into the support on the engine cover and then into the clutch release lever.
- 13) Adjust the slave cylinder free-play with the locknut adjuster provided to a value of 4–6 mm.
- 14) Activate the clutch master cylinder and ensure that the Hymec is operating correctly.
- 15) Using cable (zip) ties fix the pressure line in position ensuring that it is free to move regardless of the positioning of the handlebar. Use the original cable securing brackets at the top near the master cylinder which were previously securing the cable.
- 16) Reattach the mirror and clutch switch connector at the master cylinder and position the lever to your desired slant.
- 17) Reinstall the intake air silencer, battery, left hand side panel and seat unit.
- 18) Check the clutch activation to ensure that it separates fully – Adjust the master cylinder lever reach adjust until the pressure point and separation point are suitable for your riding style. See Hymec manual – chapter 4 – CHECKING THE INSTALLATION.

**Hint:** If the lever is adjusted fully inwards it may prove difficult when the engine is running to shift from 1<sup>st</sup> or 2<sup>nd</sup> gear into neutral. This is because the clutch is not separating fully and can be improved by adjusting the clutch lever slightly further outwards to increase the Hymec clutch travel or by decreasing the free-play at the slave cylinder to 4 mm. **A free-play value of less than 3 mm can lead to clutch drag when the clutch heats to operational temperature and should be avoided at all cost.**

This product has been lifetime filled and if properly installed with the correct free-play value will automatically adjust for clutch wear or expansion ensuring a constant pressure point and improved feel and modulation. Please enjoy the product and ride safely at all times.

If the clutch return spring is not removed from the inside engine cover the Hymec will operate but not effectively as the first 5mm of clutch travel are used to take up the travel from the return spring. After repeatedly activating the clutch the pressure point may wander as the slave cylinder will not fully return to its starting position. The full hydraulic clutch effect with constant pressure point will only be achieved if the clutch activation lever return spring is removed – see separate instructions.

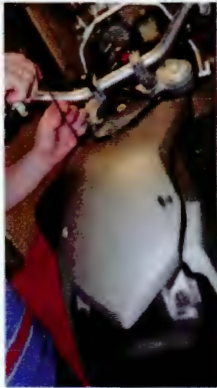
To view a fitment video of the Hymec or for further information with regards to MAGURA products please visit [www.magura.com](http://www.magura.com) or [www.youtube.com/magurapassionpeople](http://www.youtube.com/magurapassionpeople)

Please enjoy your MAGURA Hymec and ride safely at all times.

1. Hymec F 800 Installation / Anbau



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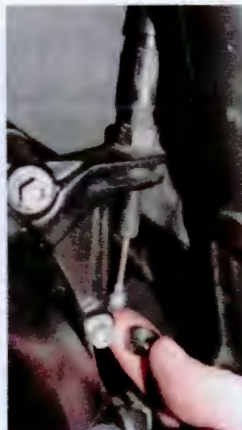
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## 2. Clutch return spring removal guide

On your BMW parallel twin 800cc engine the clutch return spring can be found underneath the clutch cover.

MAGURA recommends that you arrange the removal of this spring with your Authorised BMW Motorrad Dealer. Should that prove not to be possible for any reason please provide this removal instruction to the motorcycle technician who will carry out the removal on your behalf.

Before you begin with the spring removal place the motorcycle upright on the main stand or paddock stand and secure it.

### Required Tooling and Parts

Clutch Cover Seal: BMW Part Number (correct at time of printing Models to 2012)

F 800 GS - 11 11 7 707 906

F 800 R / S / ST - 11 14 7 721 528

Torx T30

Small Flat Screwdriver

1. Remove the Gear Selector Ballhead as shown Fig 1  
(GS Model - Remove Gearshift Lever - observe the marking on the engine casing alignment to slit for reassembly).
2. Remove the Gear Selector Arm - slit aligns to cover marking for reassembly.  
(GS Model Remove the front left footrest plate assembly and disconnect the side-stand switch).
3. Remove Oil Dipstick.
4. Remove all the clutch cover attachment bolts.
5. Remove the clutch cover with the gasket **being careful not to damage the oil shaft seal on the gear change shaft.**
6. The spacer ring on the inside of the gear change shaft may stick to the inside of the cover - if so please remove and reinsert on the shaft.
7. Remove the securing clip on the inside of the clutch cover as shown Fig 7 - be careful not to lose the clip.
8. Pull the clutch activation arm carefully upwards until the retention spring can be removed and then reinsert the arm and secure with the clip. The spring should be stored safely for reinstallation at a later date if required.
9. Clean all excess oil off the inside clutch cover and on the engine side and replace the clutch cover seal.
10. Align the clutch push rod and the clutch activation arm as shown in Fig 10 to allow the fitment of the cover.
11. Refit the clutch cover being careful not to damage the oil shaft seal on the gear change shaft.
12. Install the clutch cover retention bolts and tighten the bolts (M6 x 25 = 12 Nm) in the order shown in Fig 12.
13. Reinstall the oil dipstick and check the oil level.
14. Install the Hymec clutch slave cylinder and adjust the free-play to a value of 4-6 mm as shown in Fig.13 - Hymec installation instructions.
15. Check the clutch activation to ensure that it separates fully - Adjust the master cylinder lever reach adjust until the pressure point and separation point are suitable for your riding style.

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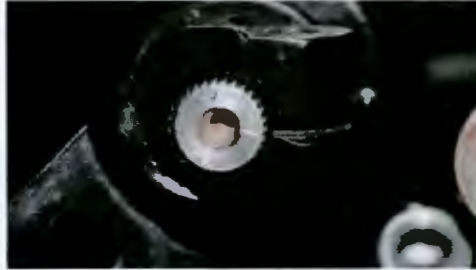
2. Clutch return spring removal / Kupplungsrückzugfeder entfernen



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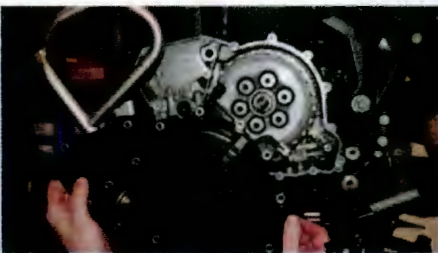
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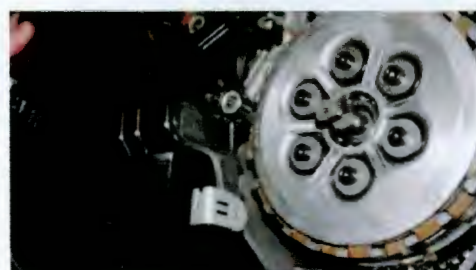
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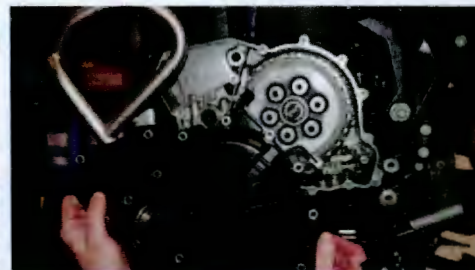
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