



ADVrider > Bikes > GSpot > Oilhead Boxers

**Oil sight glass replacement**

**WOZZUPPP Wise One?**  
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02-28-2008,  
09:32 AM

Steptoe

Oil sight glass replacement

steptoe

For 1100/1150 models



Joined: Feb  
2004  
Location:  
london,  
England  
Oddometer:  
1,422

I read so much bollox on how to do this simple task.  
The pictures were taken with the oil drained during a service. But you don't need to drain the o  
glass, just lean the bike over to the right and lean it against something, or have some support i  
And another thing, the window isn't glass, it's plastic.  
So here it is in pictures, and it'll take you longer to read this than to do the job.

Tools needed - old screw driver, hammer, seal puller or other hooked implement, 30mm socket  
You want a 30mm socket because it's the same diameter as the sight glass.



New sight glass, front view.





Rear view.



Hit screwdriver into plastic face, not to hard, you just want to break it.



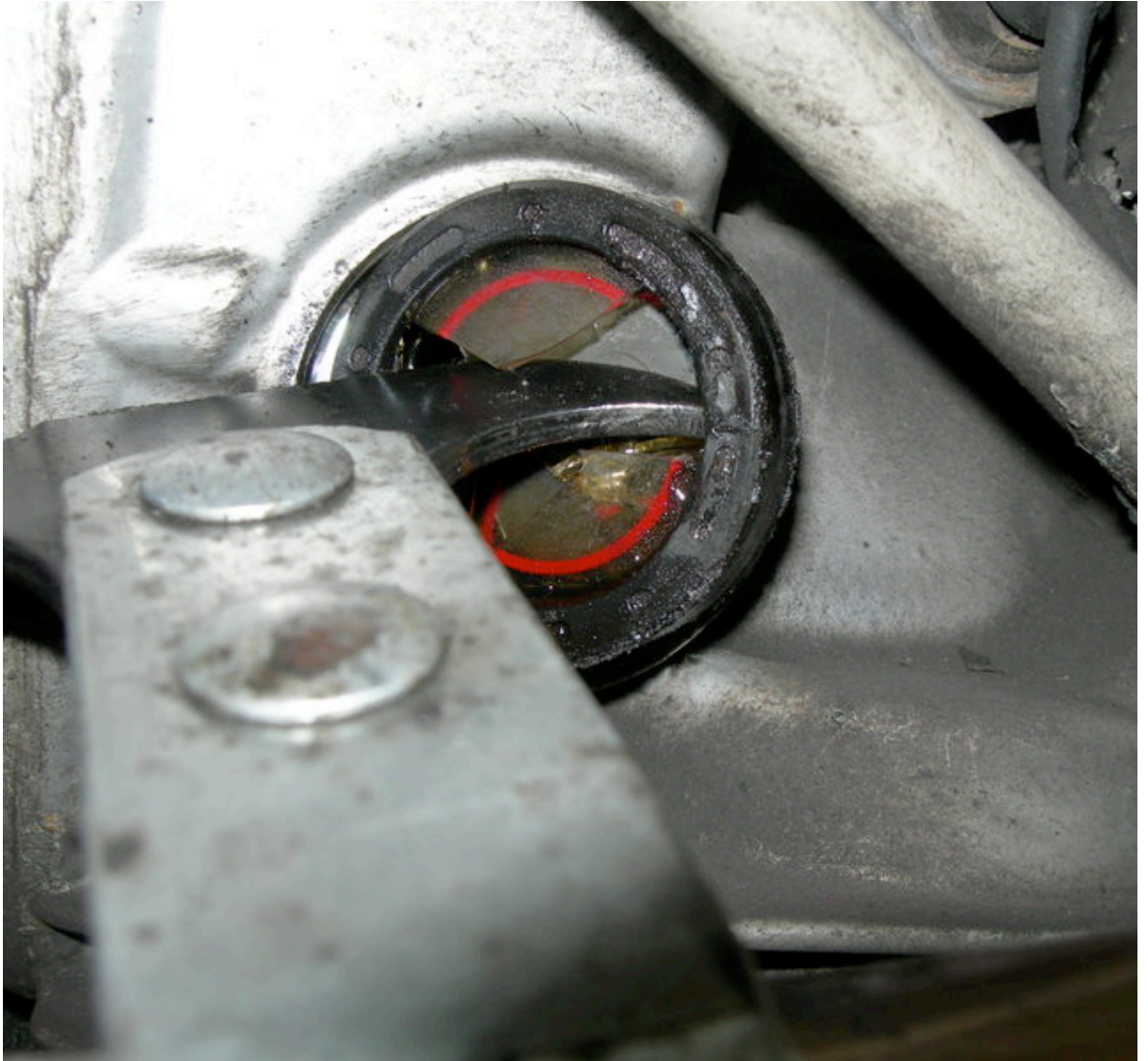


Hook the seal puller, or other hooked implement into the edge of the sight glass .





And lever out.

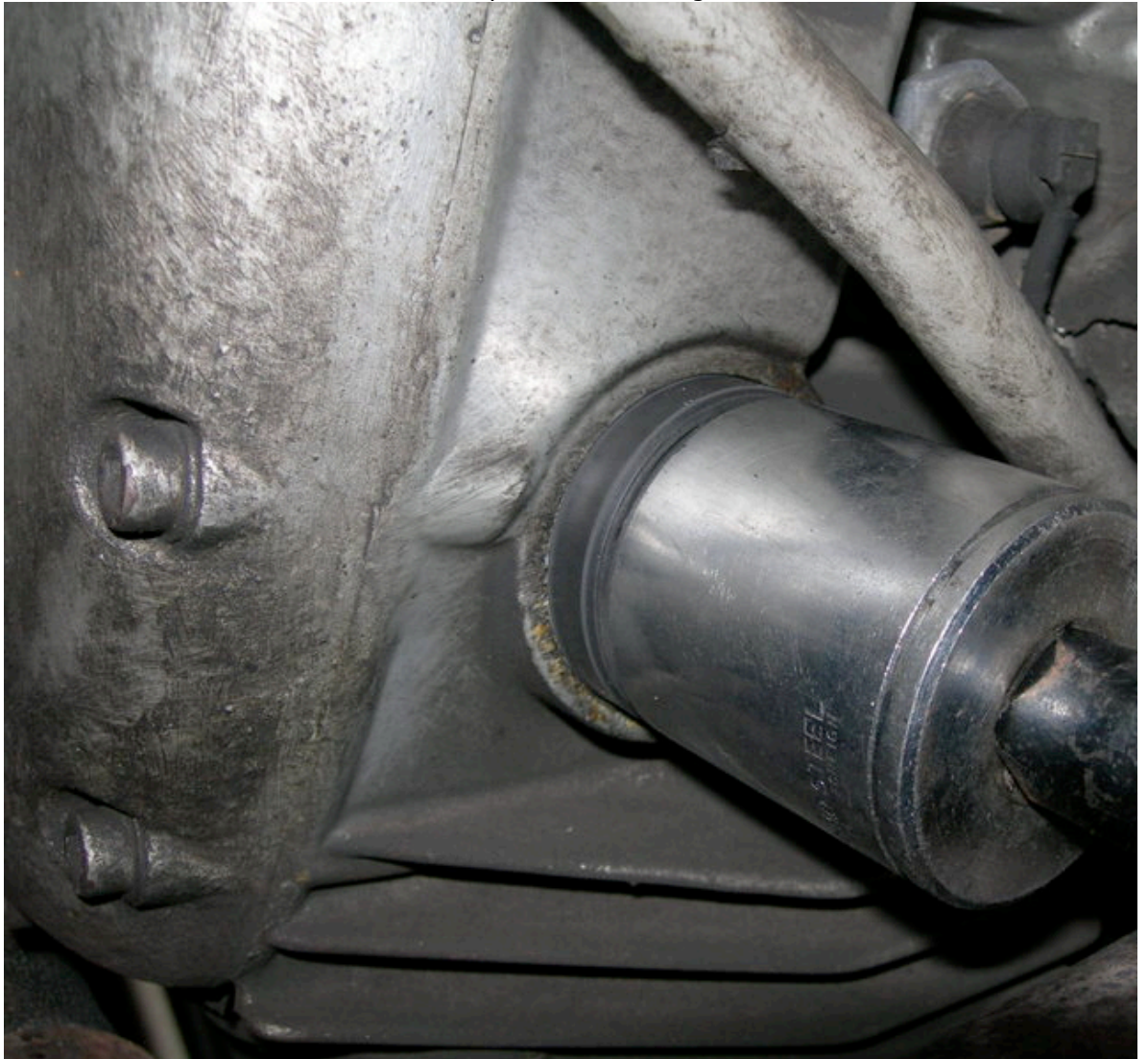


What you have when the sight glass is removed.





Carefully insert the new unit with your fingers just so it stays in place, then use the 30mm sock socket extension with the hammer to fully locate the new glass






Job done in two minutes if your slow.



...

Last edited by Steptoe : 02-28-2008 at 09:38 AM.

 [Report this](#)

 02-28-2008, 09:36 AM

#2

**John Harden**  
Commuting Adventurer



Joined: Jul 2007  
Location: Southern California  
Odometer: 912

**Sight glass**

Excellent write up and pics. I'd vote to post this in a "How-To" section.


Regards,

John

07 GS Adventure  
"You never see a motorcycle parked in front of a psychiatrist's office"

 [Report this](#)

 [quote](#)

 02-28-2008, 10:01 AM

#3

**Bollocks**  
Farts with an Accent™



Joined: Oct 2005  
Location: Watauga lake, TN  
Odometer: 2,979

Quote:

Originally Posted by **Steptoe**  
*So here it is in pictures, and it'll take you longer to read this than to do the job.*

9.3 Seconds.🙄

"Friendship is like peeing on yourself: everyone can see it, but only you get the warm feeling that it brings."

Paul



The Self-Preservation Society

08 Triumph 1050 Toight like a Toiger

Report this


quote

02-28-2008, 10:15 AM

#4

Jahwan

:)



Joined: Mar 2006

Oddometer: 54

Report this

quote


This was informative, thanks! 🙌

02-28-2008, 10:36 AM

#5

supaparty

Gnarly Adventurer



Joined: Feb 2007

Location: Hermosa Beach, CA

Oddometer: 117

Report this

quote

Do the 1200's utilize a retaining ring? Do they have to be replaced as often due to leaking and/or falling out?

'07 GSA (Adventure bike)

'04 Gas Gas Raga 300 (Trials bike)

'02 YZ 250 (Race bike)


'99 WR400 (Dual sport bike)

02-28-2008, 11:48 AM

#6

Emoto

The Meaty Ogre



Joined: Feb 2004


Location: SE Mass

Oddometer: 15,060

Quote:

Originally Posted by **supaparty**  
*Do the 1200's utilize a retaining ring? Do they have to be replaced as often due to leaking and/or falling out?*

Yes, they use a retaining ring. Even so, I carry a spare around.



The part number for the oil sightglass itself is the same for the 1100 and 1200, though.

7 of 29

5/22/10 11:19 PM



Can't address replacement frequency. 38k miles on my 1200 and no sightglass issues.


Eventual Master of the Obvious  
SE Mass 2005 R1200GS  
SOHC4 #208 DoD #2032 BMWMOA BMWRA EMOTO

<http://mywebpages.comcast.net/emoto1/homepage.htm>  
Such a long, long time to be gone, and a short time to be there...

Free Smugmug Discount Coupon: mStnWv71mNkjo  
Help preserve civil liberty; join the NRA for FREE here: <http://www.nrahq.org/nrabonus/>


 Report this



 02-28-2008,  
01:23 PM

**JimVonBaden**  
Still Got Kool-Aid!



Joined: Feb 2005  
Location: Vienna, VA  
Odometer: 27,530  


Quote:

Originally Posted by **Emoto**  
*Yes, they use a retaining ring. Even so, I carry a spare around.*



*The part number for the oil sightglass itself is the same for the 1100 and 1200, though I don't know if the retaining ring is the same. I don't know if the 1100/1150 ones fail at a higher rate. Can't address replacement frequency. 38k miles on my 1200 and no sightglass issues.*

Good point. It seems to be less of an issue with the 1200 so far. But it is probably a fun age, miles, and no retaining clip that has the 1100/1150 ones fail at a higher rate.


Jim 😊

**[Click here for R1200/1100/1150 Maintenance, NEW Repair DVD and Corrections. "SALE"](#)**

NOTE: My site has recently been updated, so all links to specific Pictorials have changed. Go to [www.jimvonbaden.com](http://www.jimvonbaden.com) from there for pictorials and information.

**BMW R1200ST, Yamaha XT 200/ [82 Yamaha 650 Seca Turbo](#)(For Sale!)**

 Report this


 02-28-2008, 01:36 PM

#8

**dwf**  
2007 R1200GS Adventure

When breaking the plastic do you not run the risk of a piece dropping into the engine?








Joined: Oct 2004

Location: TEXAS!

Oddometer: 735

 Report this




 02-28-2008, 01:39 PM

#9

Steptoe

steptoe



Joined: Feb 2004

Location: london, England


Oddometer: 1,422


Quote:


Originally Posted by **dwf**  
*When breaking the plastic do you not run the risk of a piece dropping into the engine?*

Look at picture three. Plus, as i said, your only breaking a section to enable you to get something hooked inside. How simple can it be. 🤔

...

 Report this



 02-28-2008, 01:53 PM

#10

marty hill

The Energizer Bunny

Joined: Nov 2003


Location: marietta, ga.


Oddometer: 2,699


How 'bout putting a screw into the plastic and then pulling it out. Very easy and has been done by several people.

ride till you can't.

1200GS white  
Duc S2R1000 red  
Semper Paratus

 Report this




 02-28-2008, 01:56 PM

#11

bluegroove

Motorcycle junkie




Joined: Feb 2008


Location: Sacramento, CA


Oddometer: 290

sometimes the dirt guys cover the sight glass with a thin layer of clear silicone so rocks will bounce off. smooth it out with an icecube and you can still see thru it pretty well.

Former Mechanic in **Honda** and **Kawasaki** Dealer (eons ago). 34 yrs. of riding and racing dirt and street.

 Report this




 02-28-2008, 01:59 PM

#12

Steptoe

steptoe



Joined: Feb 2004

Location: london, England


Oddometer: 1,422


Quote:


Originally Posted by **marty hill**  
*How 'bout putting a screw into the plastic and then pulling it out. Very easy and has been done by several people.*

First post , second line down 🏠 🏠

...

 Report this

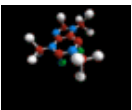


 02-28-2008, 02:14 PM

#13

Grok

That'll buff right out



Save the old one for emergencies...

I got this idea from using a "Ding King" dent removal kit.

Materials required:

Hot glue gun

Joined: Jan 2003  
Location: Folsom, California  
Odometer: 2,646

bolt or screw with large head

alcohol

Engine cold:

1. Clean sight glass and bolt head thoroughly with alcohol.

2. Put a big blob of hot glue on the bolt head, apply to center of sight glass. Hold in place until set, let cool a few minutes.

3. Pull out sight glass.

4. Peel or pry hot glue from sight glass.

Vote for Obama? Feel stupid yet?

Report this


quote

02-28-2008, 04:34 PM

#14

STILLdKING

Old Retired Guy...



Joined: Oct 2007  
Location: Where forty below keeps out the Riff-Raff, NoDak.  
Odometer: 1

JC

John C.

"There are 10 kinds of people in the world, those that understand binary and those that don't."

Try heating a small nail, stabbing the plastic to make a melted hole, then run a small screw into the opening. This avoids anything falling into the engine (fragments from breaking plastic and/or shavings from drilling the hole). Use the screw to remove the defective sight-glass. Install new parts. Refill and enjoy the ride.

Report this


quote

02-28-2008, 07:37 PM

#15

dfwscotty

Beastly Adventurer



Joined: Apr 2006  
Location: Denton, TX  
Odometer: 1,677

Terminus Incognito

1999 1100GS

2007 KLR 650

You beat me to it! Was going to do a tech post on the change out on the sight glass on my 1100 pretty soon.

Nice write up!

Where will you be when you get where you're going?

Report this


quote

02-28-2008, 10:10 PM

#16

Kongo

Dog's best friend



Joined: Apr 2006  
Location: Longmont Colorado  
Odometer: 527

'95 R1100GS A

I just drilled a small hole, then put a wood-screw into the center. I pulled it out with pliers. No need to break the plastic into pieces. Easy.

Carefully clean the rim around the hole it goes into before putting the new one in. Your are right about using a big socket to put the new one back in. And, using the socket extension like you did helps hold it straight and gives you a place to tap that spreads the force evenly around.

Report this


quote

02-29-2008, 01:14 AM

#17

Steptoe

steptoe



Quote:

Originally Posted by **Kongo**  
. No need to break the plastic into pieces. Easy.  
.

10 of 29

5/22/10 11:19 PM



Joined: Feb 2004  
Location: london, England  
Odometer: 1,422

Report this

You don't need to break the plastic into pieces. All you need is plastic cracked to enable a seal puller to lever against. Just how easy is that to do. And you can do it at the side of the road if it decides to leak while on tour.

...


#17

02-29-2008, 01:14 AM

#18

Steptoe

steptoe



Joined: Feb 2004  
Location: london, England  
Odometer: 1,422

Quote:

Originally Posted by **Kongo**  
. *No need to break the plastic into pieces. Easy.*  
.

You don't need to break the plastic into pieces. All you need is the plastic cracked to enable a seal puller to lever against. Just how easy is that to do. And you can do it at the side of the road if it decides to leak while on tour.

...


#19

02-29-2008, 01:17 AM

#19

Steptoe

steptoe



Joined: Feb 2004  
Location: london, England  
Odometer: 1,422

Quote:

Originally Posted by **Grok**  
*I got this idea from using a "Ding King" dent removal kit.*  
  
*Materials required:*  
  
*Hot glue gun*  
*bolt or screw with large head*  
*alcohol*  
  
*Engine cold:*  
  
*1. Clean sight glass and bolt head thoroughly with alcohol.*  
  
*2. Put a big blob of hot glue on the bolt head, apply to center of sight glass.*  
*Hold in place until set, let cool a few minutes.*  
  
*3. Pull out sight glass.*  
  
*4. Peel or pry hot glue from sight glass.*

Very simple - And easily done at the side of the road while on a tour 🙌🏻🏎️

...


#20

02-29-2008, 06:04 AM

#20

JimVonBaden

Still Got Kool-Aid!



Joined: Feb 2005  
Location: Vienna, VA  
Odometer: 27,530  
🧑🏻🧑🏻🧑🏻🧑🏻🧑🏻

Quote:

Originally Posted by **dfwscotty**  
*You beat me to it! Was going to do a tech post on the change out on the sight glass on my 1100 pretty soon.*  
  
*Nice write up!*

Do it anyhow. There are never enough How Too's on here, seriously! 📄🧑🏻

Jim 🧑🏻

...

11 of 29

5/22/10 11:19 PM


**Click here for R1200/1100/1150 Maintenance, NEW Repair DVD and Corrections. "SALE"**

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**BMW R1200ST, Yamaha XT 200/ [82 Yamaha 650 Seca Turbo](#)(For Sale!)**

 [Report this](#)

 [quote](#)

 02-29-2008, 01:12 PM

#21

**eric2**

[@register this:](#)



Joined: Aug 2003  
Location: Austin  
Oddometer: 1,969

Good writeup, and it is that easy. Any feedback on using RTV on the new sight glass circumference? These suckers have been known to blow out

Some dude on ibmwr lunched his engine because the sight glass was too dirty to see through when he coulda fixed it for \$20; because it was out of oil 🤔

Eric  
Austin

Quote:

Originally Posted by **ilmostro**  
*Judging by all the hate mail in my inbox, there are quite a few accordion fans on ADV* 🤖



[k12s videos](#), [r12gs videos](#)

"I hate every bone in your body, except mine" -Willie Nelson

 [Report this](#)

 [quote](#)

 02-29-2008, 01:21 PM

#22

**40miledesertrat**

Born Again Pagan



Joined: Jul 2004  
Location: 67km East of la república socialista de Kalifornia  
Oddometer: 972

**Thanks for this**

Been meaning to do this. Now I will.

Thanks,


40mile....

**To dispel any vicious rumors, I never said that I served in Connecticut or that I was the state attorney general. And if I did, I misspoke!**

**Can I run for the Senate now?**

 [Report this](#)

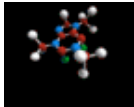
 [quote](#)

 02-29-2008, 01:47 PM

#23

**Grok**

That'll buff right out



Joined: Jan 2003  
Location: Folsom, California  
Oddometer: 2,646

**Blow out**

Crankcase pressure seems to be the culprit. I have 2 friends that have lost sight glasses. Both said there was some kind of misfire/backfire that popped it. It doesn't seem like they could just fall out, but I don't know.

I could only find 2 explanations as to the mechanism that made any sense to me. One is clogged crankcase vent line. The other is a misfire/backfire that somehow ignites fumes or fuel associated with the vapor canister.

Internet rumblings a few years back on this subject added to the popularity of the canisterectomy.

In either case, maybe the lack of retaining ring on the 1100/1150's is a good thing? It certainly might save seals if the sight glass was treated as sacrificial. As long as the issue is caught before meltdown!



Report this


quote

02-29-2008, 01:57 PM

#24

JimVonBaden


Still Got Kool-Aid!



Joined: Feb 2005

Location: Vienna, VA

Oddometer: 27,530



Quote:

Originally Posted by **eric2**

*Good writeup, and it is that easy. Any feedback on using RTV on the new sight glass circumference? These suckers have been known to blow out*

*Some dude on ibmwr lunched his engine because the sight glass was too dirty to see through when he coulda fixed it for \$20; because it was out of oil* 🤔

Local club member, and fellow inmate, Menloe fried his motor from dirt on the sight glass. He assumed it was full of oil, but the sight glass was simply dirty.

Jim 🤔

Click here for R1200/1100/1150 Maintenance, NEW Repair DVD and Corrections. "SALE"

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**BMW R1200ST, Yamaha XT 200/ 82 Yamaha 650 Seca Turbo**(For Sale!)

Report this

quote

03-03-2008, 09:16 AM

#25

GSfornow

Gnarly Adventurer

Joined: Apr 2005

Location: Ma.

Oddometer: 352

Quote:

Originally Posted by **JimVonBaden**

*Local club member, and fellow inmate, Menloe fried his motor from dirt on the sight glass. He assumed it was full of oil, but the sight glass was simply dirty.*

*Jim* 🤔

My 1100 has an oil pressure warning light. Do the newer bikes not have this or did his fail?

Report this


quote

03-03-2008, 10:19 AM

#26

JimVonBaden


Still Got Kool-Aid!



Joined: Feb 2005

Location: Vienna, VA

Oddometer: 27,530



Quote:

Originally Posted by **GSfornow**

*My 1100 has an oil pressure warning light. Do the newer bikes not have this or did his fail?*

His went on, about the same time his motor fried.

Jim 🤔

Click here for R1200/1100/1150 Maintenance, NEW Repair DVD and Corrections. "SALE"

NOTE: My site has recently been updated, so all links to specific Pictorials have changed. Go to [www.jimvonbaden.com](http://www.jimvonbaden.com) and start from there for pictorials and information.


**BMW R1200ST, Yamaha XT 200/ 82 Yamaha 650 Seca Turbo**(For Sale!)

Report this

quote

13 of 29

5/22/10 11:19 PM

03-03-2008, 03:15 PM

#27

GSfornow


Gnarly Adventurer


Joined: Apr 2005  
Location: Ma.  
Odometer: 352


Quote:

Originally Posted by **JimVonBaden**  
*His went on, about the same time his motor fried.*  
  
*Jim* 😊

Nice - I read somewhere that some of the new BMW cars do not have dip sticks and the warning lights have been coming on so people add oil. Unfortunately the lights are malfunctioning and the motor does not need oil so the engine goes south. BMW has said that the proper way to check oil level is to take your car to the dealer they will drain and measure the oil, reinstall it and add as necessary. Wonder if that feature will be coming to a motorcycle near me.

 Report this




03-03-2008, 05:40 PM

#28

Racegun

One Track Mind !



Joined: Jun 2005  
Location: N W Arkansas  
Odometer: 2,074

Quote:


Originally Posted by **GSfornow**  
*Nice - I read somewhere that some of the new BMW cars do not have dip sticks and the warning lights have been coming on so people add oil. Unfortunately the lights are malfunctioning and the motor does not need oil so the engine goes south. BMW has said that the proper way to check oil level is to take your car to the dealer they will drain and measure the oil, reinstall it and add as necessary. Wonder if that feature will be coming to a motorcycle near me.*


*To check oil this way, is completely idiotic! What moron thought of this. Have BMW engineers being going to lunch with detroit's engineers? Freaking lame idea!*


---

BMWMOA # 41303

"i am trying to think but nuttin happns"....."nyuck-nyuck-nyuck" 🤔

 Report this





03-03-2008, 06:02 PM

#29

marchyman

Mid-week rider

Joined: Jun 2005  
Location: SF Bay Area  
Odometer: 3,146

Quote:


Originally Posted by **GSfornow**  
*My 1100 has an oil pressure warning light. Do the newer bikes not have this or did his fail?*


Assuming the oil pressure warning works the same way it does in just about any other vehicle made all it is doing when it comes on is telling you to pull over... you've just destroyed your engine... please stop before the engine seizes and you get hurt. 🤖


// marc

---

/V\arc — R1200GS plus farkles and R69S (restored)

 Report this




03-03-2008, 08:55 PM

#30

14 of 29



5/22/10 11:19 PM



 03-04-2008, 05:27 AM #32

**jigdog**  
Studly Adventurer

Joined: Mar 2006  
Location: NJ  
Odometer: 791


 Report this 

The new F800/650GS doesnt has a sight glass they have gone back to dipsticks. BMW is always doing that. Designing in some idjit idea and then removing it later on. Like the FD drain plug elimination/reincarnation. If they cant get the small stuff right makes you wonder about the important things...

03-12-2008, 02:49 PM #34

Racegun

One Track Mind !



Joined: Jun 2005

Location: N W Arkansas

Odometer: 2,074

Quote:


Originally Posted by **GSfornow**  
*Have American engineers removed dipsticks on their cars too?* 🤖


dunno, and no offense, but as a former auto tech, detroit builds some real crappy stuff and lots of it was not meant to be maintained or repaired. Sorry ktm640! Every mechanic i knows feels the same way! There were a few times, had i met a detroit engineer after work, on certain days, i would not have been responsible for my actions! and thats no shit!


---

BMWMOA # 41303

"i am trying to think but nuttin happns"....."nyuck-nyuck-nyuck" 🤪

 Report this


 quote

 03-12-2008, 08:46 PM

#35

KTM640Dakar

Motorsick



Joined: Nov 2004

Location: Oxbow Lake

Odometer: 1,127

Quote:

Originally Posted by **Racegun**  
*dunno, and no offense, but as a former auto tech, detroit builds some real crappy stuff and lots of it was not meant to be maintained or repaired. Sorry ktm640! Every mechanic i knows feels the same way! There were a few times, had i met a detroit engineer after work, on certain days, i would not have been responsible for my actions! and thats no shit!*


So your saying that you have never in fact met an engineer who resided in the Detroit metro area, but because you fixed broken cars all day for a living that you can generally say that all cars comming from Detroit are crap.


Boy I am glad I don't generalize like you do. Because I have heard that all the people in Louisiana live in a swamp.


No offense taken.

---

It is not the destination it's the journey.🇵🇸

 Report this

 quote

 03-12-2008, 08:59 PM

#36

roadrage

Studly Adventurer



Joined: Feb 2004

Location: San Joe's A, Ca

Odometer: 747


Quote:

Originally Posted by **JimVonBaden**  
*Local club member, and fellow inmate, Menloe fried his motor from dirt on the sight glass. He assumed it was full of oil, but the sight glass was simply dirty.*  
  
Jim 🤪

I reckon cleaning the site glass when checking oil might have made more than a little sense.... I don't trust the stupid thing when it's clean let alone dirty.

 Report this

 quote

 03-12-2008, 09:00 PM

#37

roadrage

Studly Adventurer


Quote:


Originally Posted by **KTM640Dakar**  
*Detroit Engineers?*

16 of 29

5/22/10 11:19 PM







Joined: Feb 2004  
Location: San Joe's A, Ca  
Odometer: 747

Report this

German engineers... ;-)


quote

03-13-2008, 03:19 AM

#38

Voltar

Hell on Wheel



Joined: Nov 2003  
Location: Texas.... Y'all  
Odometer: 1,339

Quote:

Originally Posted by **KTM640Dakar**  
*Because I have heard that all the people in Louisiana live in a swamp.*

I live in Texas and we all ride horses to work.

-Voltar

"They all do that." (universal forum answer; works for all makes and models)

<http://www.ironjungle.com>

Report this


quote

03-16-2008, 03:29 AM

#39

vintagerider

Gnarly Adventurer



Joined: Nov 2005  
Location: West  
Odometer: 386


Get th electronic oil checker farkle


Quote:


Originally Posted by **GSfornow**  
*Nice - I read somewhere that some of the new BMW cars do not have dip sticks and the warning lights have been coming on so people add oil. Unfortunately the lights are malfunctioning and the motor does not need oil so the engine goes south. BMW has said that the proper way to check oil level is to take your car to the dealer they will drain and measure the oil, reinstall it and add as necessary. Wonder if that feature will be coming to a motorcycle near me.*

The oil drain plug is removed and replaced with a steel braided oil line which attaches to a reversable flow fluid valve body (spool) mounted under the frame. A positive displacement electric fluid pump is installed near the spool. Another steel braided line is connected to the spool and runs up to the Givi top box. The oil sight window is permanently removed from the engine case and replaced with an alloy plug heli-arc'd in place on the engine case. No more site glass to replace ever! A hole is drilled in the side of the Givi case to accept the original site glass. Inside the Givi, the new steel braided line connects to the bottom of a one gallon graduated cylinder. The spool is controlled by an electronic relay activated by dipping the hand grip heater switch three time in rapid succession to activate the new fluid pump and spool assembly which transfers the oil to the Givi. Simply look through the relocated site glass on the top box to make sure your oil level is correct. A safety interlock takes advantage of the BMW side stand kill switch to prevent undesired oil transfer while riding. A worth while option is the laser and pick-up mounted 180 deg opposed on the graduated cylinder. As the laser passes through the oil in the graduated cylinder, the amount of light and diffusion is measured to check for oil impurity by an on board computer developed by TechIllusion. Six fast dips of the hand grip heater switch returns the oil to the engine sump via the external fluid pump and the reversable fluid control spool. Another deluxe option alllows for the graduated cylinder in the Givi to hold an extra gallon of fuel. This set up, controlled and monitored by the TechIllusion CPU, allows the spool (now fitted with a third and forth hose), to transfer the spare fuel carried in the Givi to the main fuel tank via a tee installed in o.e.m.fuel pump return line.

The rider is able to program the TechIllusion for even more options, such as tranfering fuel to your buddy who ran out of gas because he was too cheap to buy the spare fuel option. Note that the spare fuel MUST be transferred out of the cylinder prior to performing the on board oil quantification and oil analysis. If the rider does not do this, the TechIllusion sensor detects the presence of fuel in the Givi and locks out the Canbus system. I simply don't understand why TT didn't provide a third option to the fluid valve transfer spool to allow the accomodation of a connection to an on board high pressure pump driven off the alternatorr belt which lets you pressure wash the bike on the trail once the fuel has been expended. Perhaps they are concerned about residual water the rider might leave in the graduated cylinder. Couldn't a sensor be added to detect residual water in the graduated cylinder utilizing the TechIllusion to lock out Canbus for the forgetful rider?

 Report this



 03-16-2008, 08:27 AM

#40

jigdog


Studly Adventurer

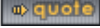
Joined: Mar 2006


Location: NJ

Odometer: 791

The oil sight glass was one of those things that seemed like an advance over the dipstick. How many sight glasses blow out? Probably not very many. My objection is I have to get down on my hands and knees to read the oil level now.

 Report this




 03-16-2008, 08:33 AM

#41

Steptoe

steptoe



Joined: Feb 2004

Location: london, England

Odometer: 1,422


Quote:


Originally Posted by **jigdog**  
*My objection is I have to get down on my hands and knees to read the oil level now.*


So are you saying that removing your gloves, undoing fillercap/dipstick, wiping it clean ( after finding something to wipe it with), re-inserting filler/dipstick, removing filler/dipstick, checking oil level, repeating it again just to double check, refitting oil/filler cap, disposing of the dipstick wipe - is easier than bending down and looking at the site glass ??? 🙄

Plus if you have to top it up with oil, you can do the dipstick removal shuffle a couple more times to make sure you've topped it up enough with oil.

...

 Report this




 03-16-2008, 09:27 AM

#42

tagesk


Tuscan rider




Joined: Jun 2007

Location: Tuscany, Italy

Odometer: 2,069





Quote:

Originally Posted by **Steptoe**  
*..... is easier than bending down and looking at the site glass ???* 🙄

The problem is: We don't like bending forward like that. It's not elegant.

[TaSK]

\_\_\_\_\_


'00 R1150GS - Adds life


My *Riding in Tuscany*-thread is [here](#).

Renting out motorbikes in [Toscana, Italy](#)

Proud contributor to [Wisdom](#) and [GSpot](#) [FAQ](#) and [European Ride Report Index](#).

IBA: 33616

 Report this



 03-16-2008, 02:58 PM

#43



jigdog

Studly Adventurer

Joined: Mar 2006

Location: NJ

Oddometer: 791

Quote:

Originally Posted by **Steptoe**


*So are you saying that removing your gloves, undoing fillercap/dipstick, wiping it clean ( after finding something to wipe it with), re-inserting filler/dipstick, removing filler/dipstick, checking oil level, repeating it again just to double check, refitting oil/filler cap, disposing of the dipstick wipe - is easier than bending down and looking at the site glass ??? 🤖*

*Plus if you have to top it up with oil, you can do the dipstick removal shuffle a couple more times to make sure you've topped it up enough with oil.*

Someday when science makes it possible for us to change bodies you can have mine for a test drive. 🤖

 Report this

 quote

 03-21-2008, 02:53 PM

#44

dfwscotty

Beastly Adventurer



Joined: Apr 2006

Location: Denton, TX

Oddometer: 1,677

Changed the sight glass on my '99 1100 GS(30,000 miles) when I changed my oil today. Went pretty straight forward, the sight glass was more brittle than I expected when I ran the screw through it. I used a hooked shape pick to pull the shards out until I had enough room to pull on the seal. It seemed to be fairly secure but appeared to be some oil around it every 1000 miles or so. Not really wet, just a dirty film. The new one went in fairly straight forward using the socket method with no leaks.

With easy jobs come the hassles though, when removing the bash guard, one mount twisted in half at the rubber. The remaining piece came out fairly easy but that wasn't good enough. I had one in good shape that stayed with bike and when I tried to take it out, I tore it in half too. It is still in there. Messed with it for a couple of minutes but couldn't get a good grip at the time and got tired of counting how many times my hand hit the hot cat.....oh well, I ride mostly pavement on it anyway.

Where will you be when you get where you're going?

Terminus Incognito

1999 1100GS  
2007 KLR 650

 Report this

 quote

 03-21-2008, 03:31 PM

#45

Partagas

EarthFirst



Joined: Apr 2007

Location: Dofflemeyer Point

Oddometer: 177

where is the oil now?

What I love about the sight glass is that at any given time you can get a different reading out of it. Park bike on side stand for one minute and put on center stand and oil level is half way up sight glass; park bike for 20 seconds on side stand and then on center stand and oil fills sight glass completely; park bike on center stand and never tip to side stand and no oil in sight glass.... I love the consistency!! Dip Sticks Rule!!!

PS thanks for quick change tutorial on the sight glass.

Partagas

Royal Nord 50cc  
Suzuki Titan 250  
Triumph Trophy 750  
Triumph Bonneville 650  
Yamaha 650

Report this

quote

03-21-2008, 04:07 PM

#46

P B G

Beastly Adventurer

Joined: Mar 2008

Oddometer: 6,471

Some sight glasses are better than others, but some with age can be really hard to see, and at night in a parking lot I cannot use a sight glass, I can still check the dipstick.

Both seems like a logical solution...

Report this

quote

03-21-2008, 05:00 PM

#47

mike54

You don't get me



Joined: Mar 2004

Location: Sacramento, CA

Oddometer: 10,056

**When do you need to change your sight glass?**

Before it falls out of course. As part of your routine maintenance you should check the stiffness of the rubber around the sight glass with your thumbnail. If it's not soft it's a good idea to replace the sight glass. Even so it's good preventative maintenance to replace the sight glass every 4 years or 40,000 miles. So I've been told.

“Where there is no moral framework, no ethical sensibility, the market ends up devouring all the other sectors and finally itself.” Adam Smith.

Report this

quote

03-21-2008, 05:39 PM

#48

Whiskey Tango

Formerly "GSG2G"



Joined: Mar 2008

Oddometer: 382

Sight glasses have been used for a long time in/on construction equipment and marine machinery, along with sight tubes.

One would think that with modern metallurgy and machining/manufacturing techniques, oil levels should remain consistant between service intervals in all but the the most severe operating conditions - absent a leak, of course.

'09 Kawasaki Concours 14 - *High Speed Low Drag*

'08 H-D Fat Boy - *Fat Iron for the little bars* (103ci, cams, few other goodies) 😊

'09 KLR 650 - *Black Ops Black* 🍷

'08 KLR 650 - *Mostly sons* 😊😊

'04 H-D Heritage - *Daytona Special* 🍷 😊

Many, many formers; some R.I.P.

*All Will Die But Not All Will Live*

*1\**

Report this

quote

03-21-2008, 07:54 PM

#49

def

Old man with new ideas



Joined: Feb 2004

Location: The woods and mountains of Alabama

Oddometer: 2,049

Quote:

Originally Posted by **vintagerider**  
*The oil drain plug is removed and replaced with a steel braided oil line which attaches to a reversable flow fluid valve body (spool) mounted under the frame. A positive displacement electric fluid pump is installed near the spool. Another steel braided line is connected to the spool and runs up to the Givi top box. The oil sight window is permanently removed from the engine case and replaced with an alloy plug heli-arc'd in place on the engine case. No more site glass to replace ever! A hole is drilled in the side of the Givi case to accept the original site glass. Inside the Givi, the new steel braided line connects to the bottom of a one gallon graduated cylinder. The spool is controlled by an electronic relay activated by dipping the hand grip heater switch three time in rapid succession to activate the new fluid pump and spool assembly which transfers the oil to the Givi. Simply look through the relocated site glass on the top box to make sure your oil level is correct. A safety interlock takes advantage of the BMW side stand kill switch to prevent*

Report this

quote

20 of 29

5/22/10 11:19 PM



Report this


quote

03-21-2008, 10:29 PM

#50

Trailing Jack

Batman



Joined: Jun 2004

Location: Clearfield PA

Odometer: 856

Quote:

Originally Posted by **eric2**  
Any feedback on using RTV on the new sight glass circumference?

When I was about to replace mine I read a post by Paul Glaves (BMW wrench guru in the MOA) in the MOA website forum who advised against using any goop on the new one.  
He just recommended that the rim be cleaned first.

BTW - it is as easy as everyone says. 🤖

"If you weren't my best friend, I'd squeeze your neck until your head popped off." - Marty Funkhouser

Report this

quote

Report this


quote

06-11-2008, 08:49 AM

#51

bg

:joy



Joined: Jul 2004

Location: Pedagogical Exile

Odometer: 4,833

Just changed out my sight glass easy as pie. Thanks for your help Steptoe.

"Do what you can, with what you have, where you are." Theodore Roosevelt

"Experience is an excellent teacher, but her fees are very high." - OldRoadToad

Report this

quote

Report this

quote

09-12-2008, 04:04 AM


#52

S2W

I said wax ON you idiot!

Bump


Steve





Joined: Oct 2005

Location: Sydney, Australia

Oddometer: 3,342

 Report this




 09-12-2008, 06:19 AM

#53

Peka


On a blue eyed blood clot

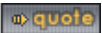


Joined: Nov 2004

Location: Brisbane, Australia


Oddometer: 1,771

 Report this



I did mine on the weekend while doing the 140,000km service. Too easy. Tapped it lightly with a screwdriver, the plastic cracked. Grabbed one of the plastic bits with a set of pliers and it pulled straight out. I wouldn't worry too much about anything dropping into the engine. You only need to tap it lightly and it will crack, and the plastic is held where it's attached (glued?) to the rubber seal. I only replaced it because it was getting a film of oil around it, though not sure if it's the sight glass or oil pressure sensor. Will know soon enough, if the film comes back.

P.S. An old bar end works well as a drift 🇦🇺

 09-12-2008, 01:19 PM

#54

22 of 29

5/22/10 11:19 PM



def

Old man with new ideas



Joined: Feb 2004  
Location: The woods and mountains of Alabama  
Odometer: 2,049




Quote:

Originally Posted by **vintagerider**  
*The oil drain plug is removed and replaced with a steel braided oil line which attaches to a reversable flow fluid valve body (spool) mounted under the frame. A positive displacement electric fluid pump is installed near the spool. Another steel braided line is connected to the spool and runs up to the Givi top box. The oil sight window is permanently removed from the engine case and replaced with an alloy plug heli-arc'd in place on the engine case. No more site glass to replace ever! A hole is drilled in the side of the Givi case to accept the original site glass. Inside the Givi, the new steel braided line connects to the bottom of a one gallon graduated cylinder. The spool is controlled by an electronic relay activated by dipping the hand grip heater switch three time in rapid succession to activate the new fluid pump and spool assembly which transfers the oil to the Givi. Simply look through the relocated site glass on the top box to make sure your oil level is correct. A safety interlock takes advantage of the BMW side stand kill switch to prevent undesired oil transfer while riding. A worth while option is the laser and pick-up mounted 180 deg opposed on the graduated cylinder. As the laser passes through the oil in the graduated cylinder, the amount of light and diffusion is measured to check for oil impurity by an on board computer developed by TechIlusion. Six fast dips of the hand grip heater switch returns the oil to the engine sump via the external fluid pump and the reversable fluid control spool. Another deluxe option alllows for the graduated cylinder in the Givi to hold an extra gallon of fuel. This set up, controlled and monitored by the TechIllusion CPU, allows the spool (now fitted with a third and forth hose), to transfer the spare fuel carried in the Givi to the main fuel tank via a tee installed in o.e.m.fuel pump return line. The rider is able to program the TechIllusion for even more options, such as tranfering fuel to your buddy who ran out of gas because he was too cheap to buy the spare fuel option. Note that the spare fuel **MUST** be transferred out of the cylinder prior to performing the on board oil quantification and oil analysis. If the rider does not do this, the TechIllusion sensor detects the presence of fuel in the Givi and locks out the Canbus system. I simply don't understand why TT didn't provide a third option to the fluid valve transfer spool to allow the accomodation of a connection to an on board high pressure pump driven off the alternatorr belt which lets you pressure wash the bike on the trail once the fuel has been expended. Perhaps they are concerned about residual water the rider might leave in the graduated cylinder. Couldn't a sensor be added to detect residual water in the graduated cylinder utilizing the TechIllusion to lock out Canbus for the forgetful rider?*

After extensive collaboration and counsel with Al Gore, the EPA nixed the fuel/oil transfer system due to the possibility of oil contaminating the fuel and the engine behaving like the old 2-stroke engines now no longer allowed on the highways and byways of the USA....pity!

 Report this

 quote

 09-12-2008, 02:22 PM

#55

JimVonBaden

Still Got Kool-Aid!




Joined: Feb 2005  
Location: Vienna, VA  
Odometer: 27,530



Quote:

Originally Posted by **def**  
*After extensive collaboration and counsel with Al Gore, the EPA nixed the fuel/oil transfer system due to the possibility of oil contaminating the fuel and the engine behaving like the old 2-stroke engines now no longer allowed on the highways and byways of the USA....pity!*

You actually read that monoparagraph?





Report this


quote

08-27-2009, 04:16 PM

#60

yellow

Gnarly Adventurer



Joined: Sep 2005

Location: Milwaukee, WI

Odometer: 319

Saved My Heiny Today

Riding into work, about 1 mile to go, turn and look, there is a huge plume of smoke behind me, what the hell, get off I94, and assess my situation.....

boot is covered in oil, bike smokin' like she had a 5 pack a day habit, and 4 blocks to work.....give it a little gas, turn the corner, shut her off and coast into work.

MY SIGHT GLASS WAS GONE!!!!!! How the hell did that happen, anyway. Had an extra pushed her in at work, filled with oil and was good to go -

Thank you ADVrider! and this Thread.

'04 R1150GS

'95 R1100GS / URAL Sidecar

'83 R80(S)

'80 Suzuki GS550E / 70's Spirit Eagle Sidecar

BMWMOA - 124346

ABC - 9079

Report this

quote

08-28-2009, 07:43 AM

#61

PETDOC

Studly Adventurer

Joined: Dec 2002

Location: Walland,TN

Odometer: 843

Quote:

Originally Posted by **mike54**  
*Before it falls out of course. As part of your routine maintainence you should check the stiffness of the rubber around the sight glass with your thumbnail. If it's not soft it's a good idea to replace the sight glass. Even so it's good preventative maintenance to replace the sight glass every 4 years or 40,000 miles. So I've been told.*

It would be an interesting poll to set up where people have two options:

REPLACED LEAKING/MISSING SIGHT GLASS

0-15,000 miles

15,000- 30,000 miles

30,000- 45,000 miles

45,000-60,000 miles

>60,000 miles

STILL HAVE ORIGINAL SIGHT GLASS

0-15,000 miles

15,000-30,000 miles

30,000-45,000 miles

45,000-60,000 miles

>60,000 miles

2004 R 1150 GS

Report this


quote

08-30-2009, 07:15 PM

#62

yellow

Gnarly Adventurer



Joined: Sep 2005

Location: Milwaukee, WI

Odometer: 319

ORIGINAL AT 90,000 MI - just replaced.

'04 R1150GS

'95 R1100GS / URAL Sidecar

'83 R80(S)

'80 Suzuki GS550E / 70's Spirit Eagle Sidecar

BMWMOA - 124346

ABC - 9079

Report this

quote

08-30-2009, 07:37 PM

#63

25 of 29

5/22/10 11:19 PM



bullfrog

Dismember



Joined: Apr 2006

Location: Armpit of Texas

Oddometer: 554

Report this

original at 60k...spare in tank bag.

jeremiah

R1150GS, (2)XS750, KLR650, CB500T, TW200

08-31-2009, 05:07 AM

#64

PETDOC

Studly Adventurer

Joined: Dec 2002

Location: Walland,TN

Oddometer: 843

Report this

original at 44,000 miles; spare in tool roll.

2004 R 1150 GS

08-31-2009, 11:26 AM

#65

Voltar

Hell on Wheel



Joined: Nov 2003

Location: Texas.... Y'all

Oddometer: 1,339

Report this

57,000 miles on original. Spare in the saddle bag.

(This is one stupid dumb ass design by BMW. 😊)

-Voltar

"They all do that." (universal forum answer; works for all makes and models)

http://www.ironjungle.com

08-31-2009, 12:38 PM

#66

NBeener

Beastly Adventurer

Joined: Aug 2007

Location: Fort Collins, Colorado

Oddometer: 1,500

Report this

Quote:

Originally Posted by **Voltar**

57,000 miles on original. Spare in the saddle bag.

(This is one stupid dumb ass design by BMW. 😊)

Didja' tell *them* yet??

08-31-2009, 03:32 PM

#67

Voltar

Hell on Wheel



Joined: Nov 2003

Location: Texas.... Y'all

Oddometer: 1,339

Report this

From this website: [http://www.spang-air.de/willkommen/B...mw\\_engine.html](http://www.spang-air.de/willkommen/B...mw_engine.html)

Why doesn't some clever machinist from the forum make and sell this little gizmo...

I guess people flying around in airplanes with a 1150R motor don't like the thought of their site glass falling to Earth. 🤖

-Voltar

"They all do that." (universal forum answer; works for all makes and models)

http://www.ironjungle.com

26 of 29


5/22/10 11:19 PM

08-31-2009, 05:13 PM

#68

Guzz

Gutless wonder



Joined: Feb 2002

Location: Tempe AZ, USA

Odometer: 4,093

Report this

'00 R1150GS

43,000 miles (yea, I know... I'm slacking here)

I have gone through 2 sight glasses. Neither of them "blew out", just started leaking like there wasn't anything there. Replaced the last one, last week.

Change must come from a barrel of a gun. -- Mao Tse Tung


quote

09-01-2009, 11:48 AM

#69

JimVonBaden


Still Got Kool-Aid!



Joined: Feb 2005

Location: Vienna, VA

Odometer: 27,530



Report this

They knew it was a potential issue as they added a locking ring on the R1200 series. Not that hard to make a retainer if it worries you. Or just cary a spare and pop it in. You can hardly help but know when it comes out.

Jim 😊

PS Never lost one in 150K miles on my oilheads, never had to change one either.

Click here for R1200/1100/1150 Maintenance, NEW Repair DVD and Corrections. "SALE"

NOTE: My site has recently been updated, so all links to specific Pictorials have changed. Go to [www.jimvonbaden.com](http://www.jimvonbaden.com) and start from there for pictorials and information.

BMW R1200ST, Yamaha XT 200/ 82 Yamaha 650 Seca Turbo(For Sale!)


quote

09-01-2009, 11:58 AM

#70

Voltar

Hell on Wheel




Joined: Nov 2003

Location: Texas.... Y'all

Odometer: 1,339

Report this

I emailed Wolfgang at the site I mentioned below. He tells me the aircraft have moved to an easier retaining method just using safety wire and sent me this pic. Seems like a wonderfully simple idea to me:



Quote:

Originally Posted by Voltar

From this website: [http://www.spang-air.de/willkommen/B...mw\\_engine.html](http://www.spang-air.de/willkommen/B...mw_engine.html)

Why doesn't some clever machinist from the forum make and sell this little gizmo...

27 of 29

5/22/10 11:19 PM

⇒ quote

#7

⇒ quot

## #72



Oddometer: 1,339

-Voltar

"They all do that." (universal forum answer; works for all makes and models)

http://www.ironjungle.com

Report this

quote

new reply

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-- cRAsH

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5/22/10 11:19 PM