



Secondary air valves for motor bicycles

from the BMW series F, HP, K, S

Vehicles: BMW		Product: Secondary air valve (motor bicycle)	
Model	PIERBURG no.	Replacement for	Ref. no.*
K 1200/1300 GT/R/R Sport/S	7.00411.05.0	7.00411.00.0/.01.0/.03.0	11 73 7 672 792, 11 73 7 681 005
HP 4/S, 1000 R/RR/XR	7.00748.06.0	7.00748.01.0/.02.0/.04.0	11 73 7 708 937
F 800 GT/R/S/ST	7.01240.03.0	7.01240.00.0/.01.0	11 73 7 694 806
F 800 GS (Adventure), K 1600 GT/GTL	7.01859.03.0	7.01859.00.0/.01.0	11 73 7 694 376

The secondary air system of the motor bicycle adds fresh air from the air filter box ("airbox") to the exhaust-gas side in specific engine load states. This means that unburned hydrocarbons in the exhaust gas are "burned" retrospectively. This reduces carbon monoxide emissions by up to 40%. Hydrocarbon emissions are reduced by up to 30%. The secondary air is not used to dilute the exhaust gases – as claimed in some internet forums.

The secondary air valve controls the air supply and prevents exhaust gases from flowing back into the air filter box. To prevent the catalytic converter from overheating, the secondary air valve interrupts the air supply at high speeds.

In motor vehicles, on the other hand, the secondary air system is only active when the engine is cold (max. 90 seconds) and the air is actively blown in by a secondary air pump.



Product overview secondary valves

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Long-distance enduro				F 800 GS					
Naked bike					F 800 R		K 1300 R		
Tourer		K 1200 GT (K44)			K 1300 GT		K 1600 GT		
Luxury tourer							K 1600 GTL		
Sports tourer		F 800 ST							F 800 GT
		K 1200 S				K 1300 S			
Supersports bike					S 1000 RR				HP4

Covers models after model year