

BMW Motorcycle Side Stand Switch Bypass

WARNING: The side stand switch is an important safety feature that prevents you from riding off with the side stand extended by not permitting the engine to run while in gear. The following describes how to defeat that safety feature if the switch becomes faulty or is damaged to permit continued operation and avoid being stranded. Caution must be exercised while this defeat is in place. You assume all risk if you choose to do this modification. The switch should be repaired or replaced at the earliest opportunity.

The following applies to BMW motorcycles having side stand 3-wire switch part # 61-31-8-338-642. This covers most models produced since 2015¹ (see footnote). The switch is shown in Figure 1. Depending on the model the switch may be under a protective cover. Note the connector at the switch.



Figure 1 Side stand switch part # 61-31-8-338-642

¹ Earlier 3-wire side stand switches did not have a connector at the switch itself but had a hard-wired lead. The wire colours inside that lead do not correspond to the colours discussed in this document. The wires inside the lead are typically red, white and brown. The lead connects to the bike's harness and there is a colour transition at the harness side of the connector. The wire colours on the bike's harness side do correspond to the colours described in this document. Bypassing the switch can be accomplished at the harness connector by jumping the Grey/Green wire to the Brown/Green Yellow wire. The connector mating the side stand switch lead to the bike's harness is NOT the same connector as described in this document, so the dongle is not compatible. In this connector it is also pins 1 and 2 that must be jumped together (the numbers can be seen on the side stand lead's connector). Replacing a defective side stand switch having a hard-wired lead will likely involve replacing it with the newer type switch and using a separate adapter lead part # 61 12 8 523 365. The adapter lead has the correct connectors at each end to mate the newer switch to the older bike harness.

The side stand switch is a single pole double throw (SPDT) type switch. It is shown diagrammatically at the bottom of Figure 2. There are three pins numbered 1, 2 and 3 corresponding to wire colours Brown/Green/Yellow, Grey/Green and Yellow/Green. The wires connect to the engine management ECU at the top of the figure.

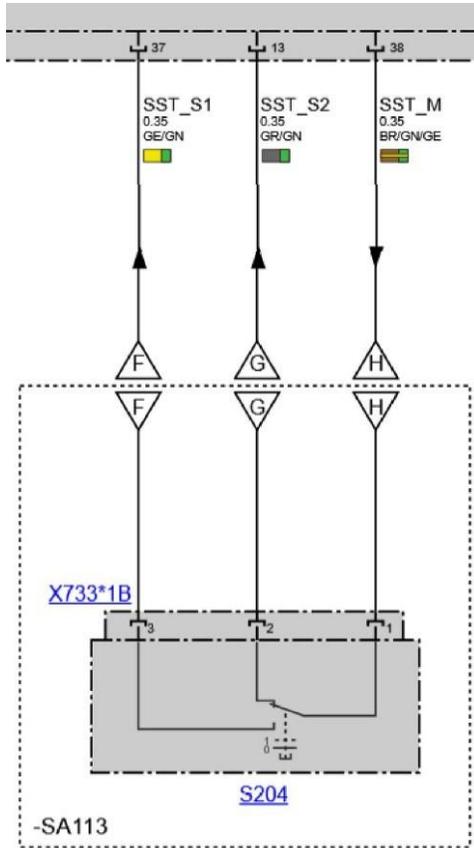


Figure 2 Wiring diagram excerpt showing the connections between the side stand switch (bottom) and the engine management ECU (top). The switch is portrayed in its normal side stand retracted state connecting pins 1 and 2.

The Brown/Green/Yellow wire (Pin 1) is common. When the side stand is retracted it is connected to Pin 2. When the side stand is extended it is connected to Pin 3.

Bypassing the side stand switch requires that it be disconnected and the common Brown/Green/Yellow wire connected to the Grey/Green wire. This leads the ECU to believe that the side stand is retracted, and engine operation is permitted while in gear even if the side stand is extended – see previous WARNING!

The aftermarket supplies “dongles” that can be plugged into the bike’s harness at the side stand switch connector (substituting for the switch) to do the bypass. These dongles are simply compatible connectors that have a wire bridge connecting Pins 1 and 2. An example is shown in Figure 3. The price of these dongles varies considerably with some being outrageously overpriced. The more reasonably priced ones are worth considering as something to carry as a precaution if riding in remote areas or rough country. Figure 4 shows a dongle substituting for the side stand switch and secured with a zip tie.



Figure 3 A typical dongle that can be plugged into the side stand switch connector on the bike's harness.



Figure 4 Here the side stand switch has been removed and a bypass dongle plugged in and zip tied.

Alternatively, one could construct a DIY dongle using industry standard parts: the connector shell part # 1-1703494-1, the male pins 1718760-1 and the seals 967067-1 (Google the part numbers to find sources) and assembling them with a jumper between pins 1 and 2.

In a pinch one could also disconnect the switch at its connector and then insert a wire jumper into the connector on the bike's harness to connect pins 1 and 2 (pin 1 is the one nearest the locator slot). Note that the wire jumper should be in the order of 1.2mm in diameter. Forcing anything larger into the connector (like say a paper clip) risks deforming the female pins inside.

When you do go to replace your faulty or damaged side stand switch note that there are aftermarket switches available at considerably less cost than the BMW part.

