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## Promach Dual Tool for BMWs



review by Moshe K. Levy

**L**ONGTIME BMW RIDERS may remember the comprehensive tool kits included on the Airheads of yesteryear—serious kits of substantial quality tools that could be used to perform literally any roadside repair—which make today’s R1200 factory tool kits seem positively austere. As a result, many riders create their own kits to supplement the basics given to them as standard equipment with the newer motorcycles. To them, whenever possible, it is preferred to use tools that are well-made, take up as little space as possible, and are lightweight. Multiple functions are definitely icing on the cake.

Enter Promach’s Dual Tool, advertised for use on BMW R1200GS, RT, S, and R models. This American-made, CNC-machined, 6061-T6 anodized aluminum tool replaces both BMW’s spindly plastic spark plug coil cap remover and any specialty tools previously carried to remove and install the 22mm hex front axle.

Using the tool is literally a snap. The black “outer” piece is the coil cap remover required for typical R-bike cylinder head service (spark plug replacement, etc.), featuring cross-drilled holes in which a screwdriver or small bar can be inserted for extra leverage—the screwdriver included in the BMW toolkit is a perfect fit. The red “inner” piece has a 22mm hex on one end and a 19mm hex on the other. The 22mm is inserted into R1200 axles and the 19mm can be used with a socket, wrench, or combo wrench, as well as an inner square hole for use with 3/8” ratchet, breaker bar, torque wrench, etc.



The “outer” and “inner” pieces of the Dual Tool fit together, via a friction O-ring, into a remarkably compact package measuring a miniscule 1.5” x 1.25” and weighing only 1.8 oz! Promach claims to have tested the axle removal tool to 100 lb.-ft., which is over twice the actual torque required to do this job. Discerning tool aficionados will surely appreciate the precise fit of the tool and the effective minimalism of its design.

Promach has been advertising the tool mainly for 2005-2009 BMW R1200 “Hexhead” models, but we used the coil cap tool repeatedly on 2003-2004 production Oilhead R-bikes (which also use “COP” AKA “stick coils,”) as well as the 2010+ “Camhead” DOHC variants of the venerable R-bike boxer engine. Likewise, the 22mm front axle tool will also work on 1200/1300cc K-bikes, which, like their R-brethren, use a 22mm hex, while the 19mm end will work on the F800 series front axles. So, in fact, the tool is much more versatile than advertised.

All in all, this tool definitely accomplishes its mission of quality, compactness, and multi-functionality, freeing up valuable space in the rider’s tool kit. It sells for \$45, plus shipping and handling, or you can purchase either the spark plug removal tool (black “outer” piece) or the front axle removal tool (red “inner” piece) separately for \$25 each, plus shipping and handling. Those interested in further information can see the tool in action on Youtube by searching for “Promach Dual Tool.”

**Promach Dual Tool for BMWs, \$45 plus S&H—Promach, P.O. Box 234; Summers, MT; [www.promachdualtool.com](http://www.promachdualtool.com)**