

Rider's Manual

C1

C1 200



Please note



Warning:

This symbol stands for precautions and measures which are essential in order to protect the rider or other persons from possibly severe or fatal injury.



Important:

Specific instructions and safety precautions intended to prevent damage to the vehicle. Failure to comply with them could invalidate the warranty.



Note:

Special information on operating and inspecting your vehicle as well as maintenance and adjustment procedures.

Welcome to BMW

We congratulate you on choosing a BMW C1 and welcome you to the worldwide community of BMW riders.

Familiarise yourself with your new BMW C1, so that you can ride it safely and confidently in all traffic situations.

To make sure of this, please read this Rider's Manual carefully before starting to use your new BMW C1. It contains important information on how to operate the controls and how to make the best possible use of all the technical features of your BMW C1.

Details described or illustrated in this booklet may differ from the vehicle's actual specification as purchased, the accessories fitted or the national-market specification. Please note that no claims will be entertained on the basis of such discrepancies.

In addition, it contains useful hints and information on the correct equipment for machine and rider, to ensure maximum reliability and safety, and advice on how to maintain the value of your BMW C1.

If you have any questions concerning your BMW C1, your BMW dealer will gladly provide advice and assistance.

We hope you enjoy reading this Rider's Manual and wish you many a pleasant, safe journey on your BMW C1.

Best wishes,

BMW Motorrad

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Model overview

1

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General information and controls

C1 Family's Friend



C1 Executive

Optional extras/accessories

	Basic	Family's Friend	Executive
Fun audio system with active speakers****	■	■	■
On-board computer	□	□	□
Cellphone holder	■	■	●
Stowage-compartment attachment kit	■	●	●
Luggage rack	■	■	●
Topcase	□	□	□
Large stowage compartment	■	●	●
Lid and lock for small stowage compartment	□	□	□
Luggage net	■	■	●
Rear-passenger package	□	□	□
Map-reading light	■	■	●
Removable hardtop	■	■	■
Heating package	■	■	■
ABS	■	■	■
Alarm system****	■	■	■
Hazard warning flashers	■	■	■
Running-board rubbing strips	□	□	□

● Standard

■ Optional extras, can be ordered ex-works

□ Optional accessories for retrofitting

**** (► Rider's Manual, optional accessories)

General view, left side



- 1** Front fairing panel (➡ 21)
- 2** Filler neck windscreen washer (➡ 44)
- 3** Seat (➡ 22),
 - Fuel filler cap (➡ 32)
 - Type plate
 - Vehicle identification number
- 4** Map-reading light*

- 5** Shoulder seat belt (➡ 68)
- 6** Seat lock (➡ 22)
- 7** Seat belt buckle, left (➡ 68)
- 8** Service cover*** left

* Optional extra

*** (Service and Technical Booklet, ➡ Chapter 2)

() Figure in brackets ➡ page number for description

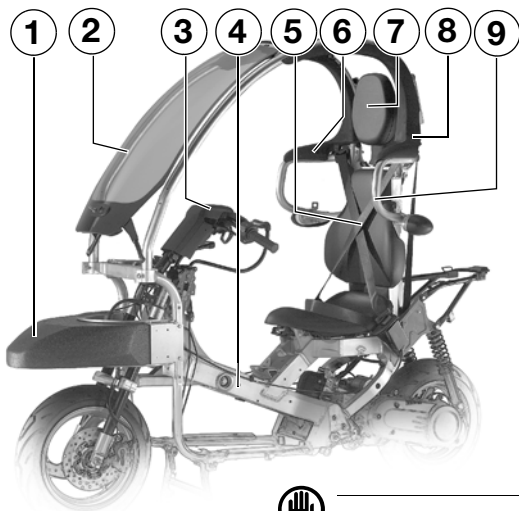


- 9** Stowage compartment
(► 25)
– Battery***
– Documentation
- 10** Lap-and-shoulder seat belt
(► 67)
- 11** Windscreen wiper with cleaning nozzle (► 20)
- 12** Oil filler neck, engine, engine oil dipstick (► 31)
- 13** Seat belt buckle, right
(► 67)
- 14** Coolant expansion tank
(► 29)
– Toolkit***
– Fuse box***
– Repair kit*** for tubeless tyres

*** (Service and Technical Booklet, ► Chapter 2)

() Figure in brackets ► page number for description

Safety elements



Warning:

If the front crash element is damaged, have the damage assessed by a specialist workshop, preferably an authorised BMW dealer - safety-relevant component. Avoid catching/trapping the seat belt strap.

- 1 Front crash element
- 2 Roof frame
- 3 Handlebar impact cushion
- 4 Main frame
- 5 Seat belts (➡ 64-69)

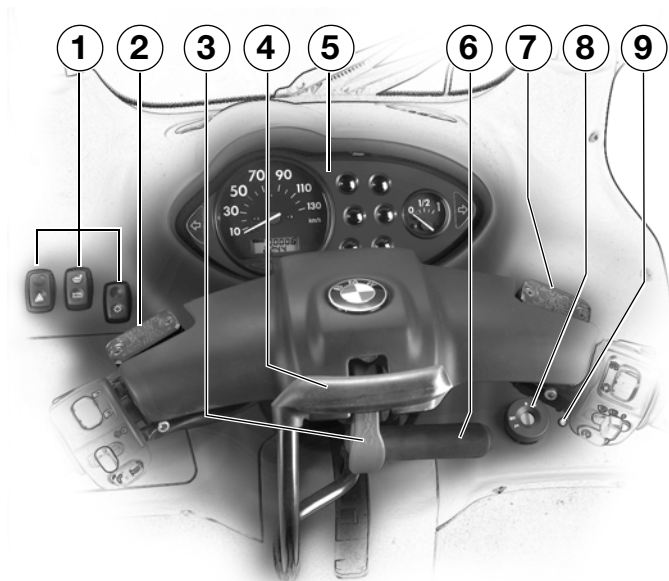


Warning:

Have the side crash elements replaced, preferably by an authorised BMW dealer, if they are cracked, broken off or damaged in any other way - safety-relevant components.

- 6 Right shoulder bar with side crash element
- 7 Head rest
- 8 Roof frame padding
- 9 Left shoulder bar with side crash element

() Figure in brackets ➡ page number for description



- 1** Switch array (➡ 16)
- 2** Brake fluid reservoir for rear brake (➡ 36)
- 3** Central release for seat belts (➡ 69)
- 4** Lever **B** of easy-lift mechanism (➡ 56)
- 5** Instrument cluster (➡ 10)
- 6** Lever **A** of easy-lift mechanism (➡ 56)

- 7** Brake fluid reservoir, front brake (➡ 36)
- 8** Ignition switch and steering lock (➡ 14)
- 9** LED for alarm system* (➡ Rider's Manual, optional accessories)

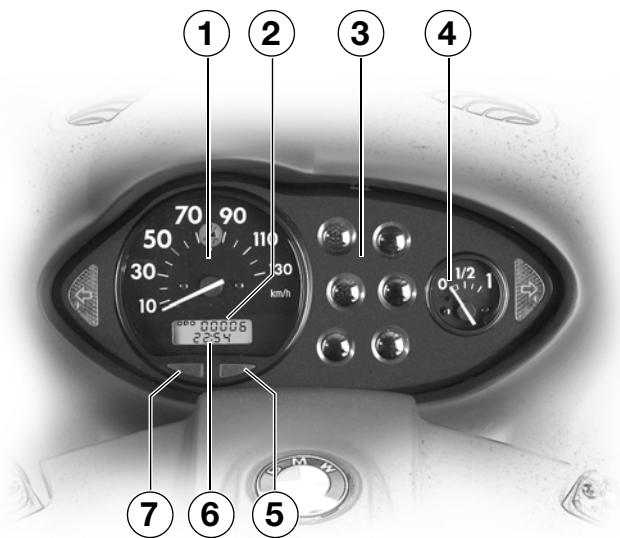
* Optional extra

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Instrument panel

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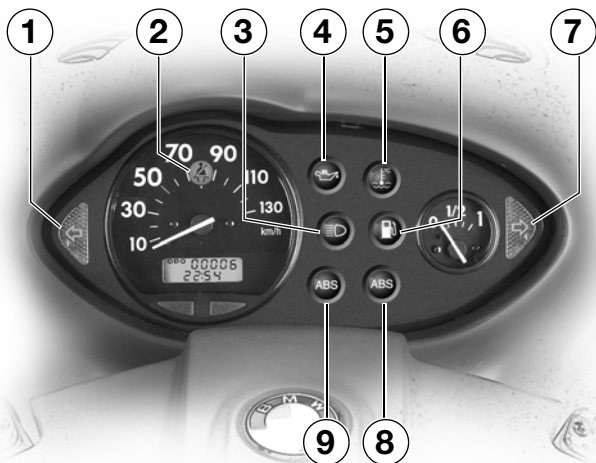
General information and controls



- 1** Speedometer
- 2** Trip meter/odometer (➡ 12)
- 3** Telltale and warning lights (➡ 11)
- 4** Fuel gauge
- 5** Adjusting button (➡ 13)
 - Clock - minutes
- 6** Clock
- 7** Adjusting button for:
 - Trip meter/odometer (➡ 12)
 - Resetting the trip meter (➡ 12)
 - Clock - hours (➡ 13)

() Figure in brackets ➡ page number for description

Telltale and warning lights



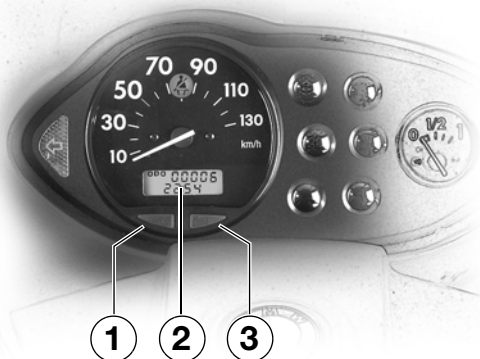
- 1 Flashing turn indicator repeater, left, **green** 
 - 2 “Seat belt” telltale light, **red**  (➡ 66)
 - 3 Telltale light, high-beam headlight, **blue** 
 - 4 Warning light, engine oil pressure, **red** 
 - 5 Warning light, coolant temperature, **red**  (➡ 29)
– lights up for approx. 5 sec after ignition is switched on
 - 6 Warning light, fuel level/approx. 2.5 litres (4.4 Imp. pints) remaining in tank, **orange**  (➡ 32)
 - 7 Flashing turn indicator repeater, right, **green** 
 - 8 Warning lights, ABS check, **red**  (➡ 78)
 - 9 Warning lights, ABS check, **red**  (➡ 78)
- () Figure in brackets ➡ page number for description

Odometer

1

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General information and controls



Changing between odometer/trip meter

- Briefly press button 1.
 - Display 2 changes when the button is pressed from:
 - **ODO** = odometer reading to
 - **TRIP** = trip meter reading

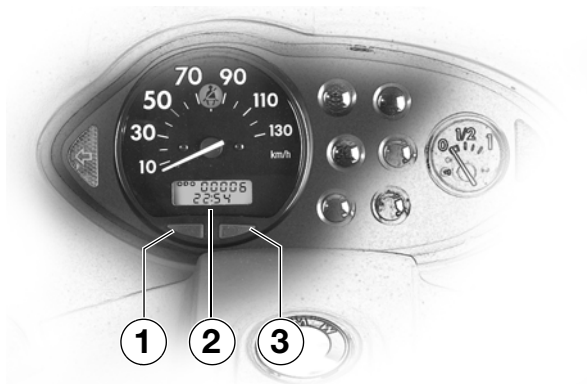
Resetting trip meter reading

- Set the display to “TRIP”
- Press button 3 for at least 1 second.



Note:

Disconnecting the battery always resets the trip meter to zero.
The odometer reading remains in memory.



Setting the clock

- Switch on the ignition
- Simultaneously press buttons **1** and **3** for approx. 2 seconds
 - Display **2** changes to set mode
 - The clock reading flashes
- Briefly press button **3**.
 - Set the minutes:
 - The longer you hold down the button, the faster the clock moves forward.

- Briefly press button 1.
 - Set the hours:
 - The longer you hold down the button, the faster the clock moves forward.



Note:

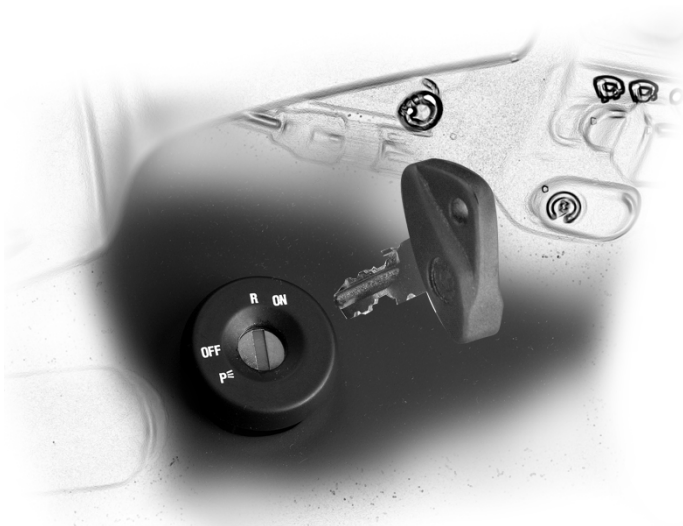
The clock automatically returns to display mode if you wait longer than approx. 5 seconds without pressing a button. The clock always has to be re-set if the battery is disconnected.

Ignition switch and steering lock

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General information and controls



Note:

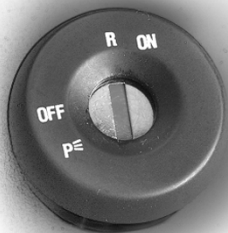
Ignition switch and steering lock, stowage-compartment lock and seat lock are all operated with the same key.

Keys

You will be supplied with two master keys.

On request, the luggage carrier and the topcase can be arranged to lock with the same key.

Ignition switch and steering lock



OFF° Ignition off, steering lock engaged

- Turn the key to the **R** position and press briefly
- Turn the handlebar all the way to the right and turn the key to the **OFF** position
- Move the handlebar until the steering lock engages

P° Parking light on, steering lock engaged

Key positions

ON Operating position, ignition and all electrical circuits switched on

R° Ignition off, steering lock released (handlebar can be turned freely to right or left)



Warning:

Never turn the key to the R position while riding.



Note:

Switch the parking light on only for limited periods. Note state of battery charge!

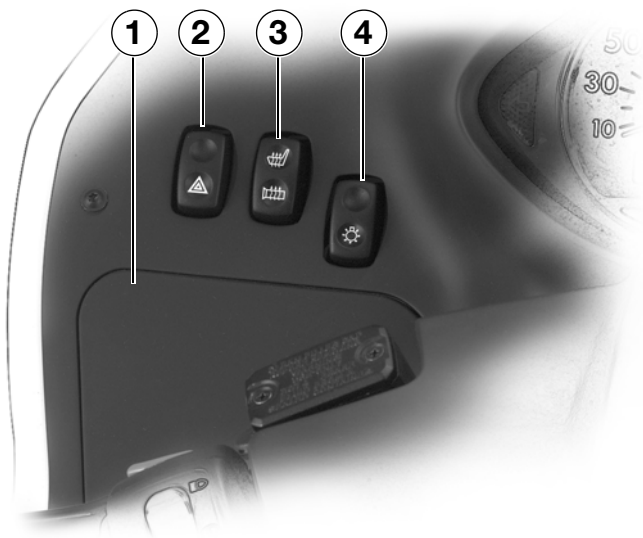
- ° The key can be removed in these positions

Switch array

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General information and controls



1 Large, lockable stowage compartment* with 12 V power socket

2 Switch , hazard warning flashers* ( 17)

* Optional extra

() Figure in brackets  page number for description

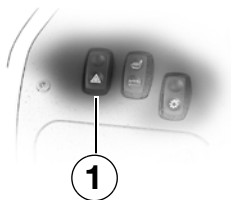
3 Switch for heating package*

 = heatable grips

 = handgrip and seat heating

4 Switch  for “headlight” ON

Hazard warning flashers*



Hazard warning flashers*



Note:

The ignition must be switched on before the hazard warning flashers can be used.

Do not use the hazard warning flashers for longer than absolutely necessary.

Note state of battery charge.

Switching on the hazard warning flashers:

- Switch on the ignition
- Operate hazard warning flasher switch **1**
- Hazard warning flashers in operation
- Repeaters **2** and **3** for left/right turn indicators in the cluster flash (► 11)
- Switch off the ignition
- The hazard warning flashers continue to operate

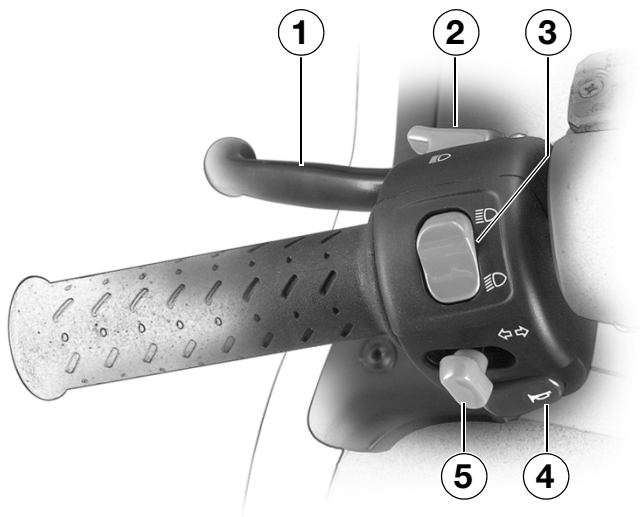
Switching off the hazard warning flashers:

- Operate hazard warning flasher switch **1**
- Hazard warning flashers cease to operate
- Telltale lights **2** and **3** for left/right turn indicators in the cluster OFF (► 11)

* Optional extra

() Figure in brackets ► page number for description

Left handlebar fitting



Warning:

To prevent air from entering the brake circuit:

- **Do not turn the fitting on the handlebar.**

1 Handbrake lever, rear brake
(➡ 34)

2 Headlight flasher button 

3 High/low beam headlight switch

 High-beam headlight

 Low-beam headlight

4 Horn push 

5 Turn indicator switch

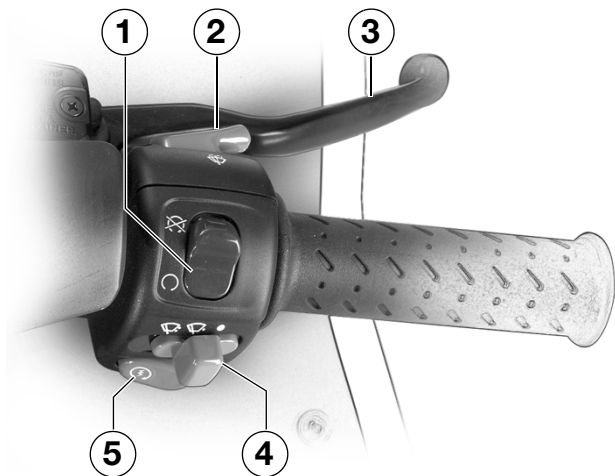
↵ Push to the left:
left flashing turn indicators operate

➡ Push to the right:
right flashing turn indicators operate

▲ Return to centre position:
left/right flashing turn indicators off

() Figure in brackets ➡ page number for description

Right handlebar fitting



Warning:

To prevent air from entering the brake circuit:

- **Do not turn the fitting on the handlebar.**

- 1 Emergency off (kill) switch for ignition (➡ 70)
⊗ Ignition circuit interrupted
○ Ignition circuit closed
- 2 Pushbutton - wipe/wash system (➡ 20)

- 3 Handbrake lever, front brake (➡ 34)
- 4 Windscreen wiper switch
 - Windscreen wiper OFF
 - ⊗ Intermittent mode
 - ⊗ Continuous mode



Note:

The windscreen wiper switches automatically to intermittent wipe when the vehicle is at a standstill.

- 5 Starter button (⚡) (➡ 71)

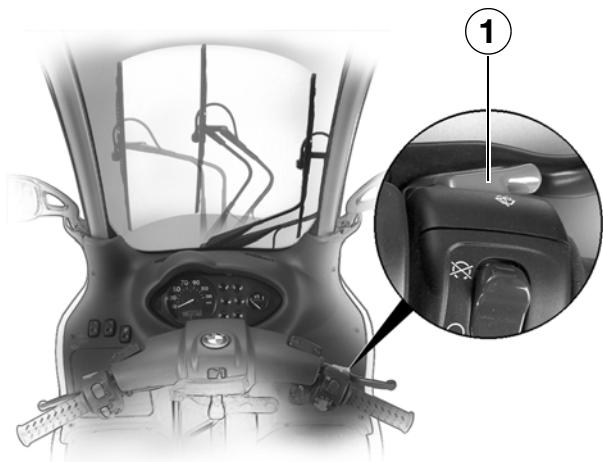
() Figure in brackets ➡ page number for description

Wiper and washer system

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General information and controls



Clearing the windscreen

- Press and hold down button 1 - wiper/washer system 
- Washer fluid is sprayed onto the windscreen and the wiper is switched on briefly
- If the washer fluid foams, the reservoir is almost empty (➡ 44)

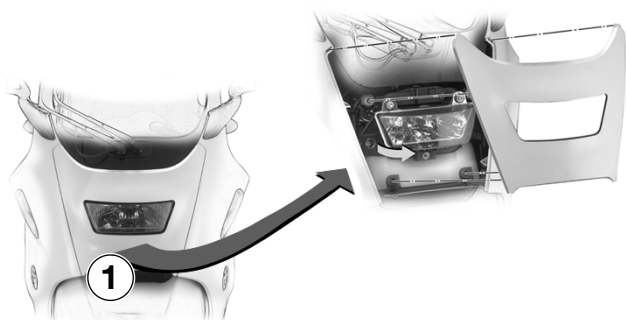


Warning:

Use the washer system only when there is no possibility of the washer fluid freezing on the windscreen, as this would impair your vision - use anti-freeze

Do not operate the washer system if the washer fluid reservoir is empty, because this would damage the pump

() Figure in brackets ➡ page number for description



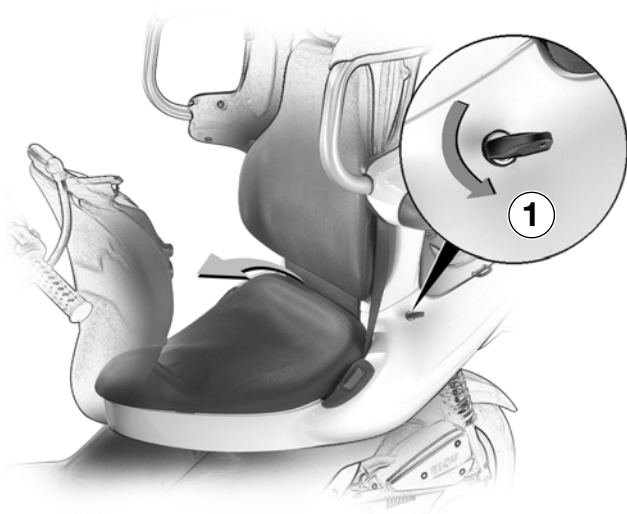
Front fairing panel, removing and installing

- Disengage the front fairing panel from its 4 anchorages as follows
 - hold front fairing panel at point **1** and
 - pull forward and up to remove, then
- pull front fairing panel forward and remove

Prior to installation:

- Grease studs with an acid-free grease such as Vaseline – Lubricant (► Service and Technical Booklet - Chapter 3)
- Installation is the reverse of the removal procedure

() Figure in brackets ► page number for description



Seat, opening/closing

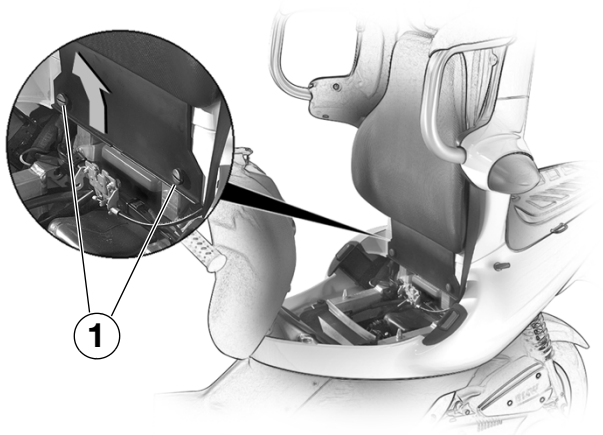
- Turn the key in the seat lock to position **1** and hold it there
- Lift the rear of the seat up and forwards
 - The fuel filler cap, rating plate and vehicle identification number are under the seat



Important:

When closing the seat, make sure that it locks correctly!

- Lock the seat in its holder by applying light pressure



Removing backrest

- Open the seat
- Remove screws **1** securing the backrest
- Push the backrest up and forwards to remove
- The coolant tank, toolkit and fuse box are behind the backrest. Instructions on topping up coolant and replacing fuses (► Service and Technical Booklet - Chapter 2)



Important:

When installing the backrest, make sure that it is securely located.



Warning:

Do not trap the seat belt behind the backrest.

Installing backrest

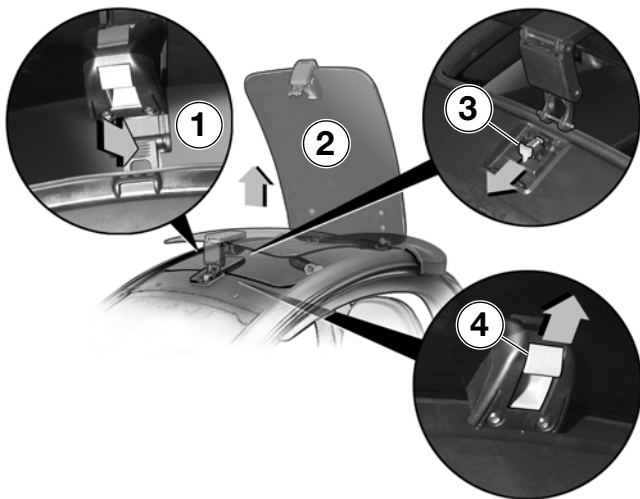
- Engage the hooks in their keepers
- Press the backrest back and down
- Check that the seat belts are not trapped
- Install screws **1**
- Check that the backrest is secure
- Close the seat

() Figure in brackets ► page number for description

Hardtop*

1
24

General information and controls



Warning:

To avoid trapping your fingers when closing the hardtop:

- Carefully press strut **1** of the hardtop forward!

Hardtop, opening/closing

- Pull latch **4** to the rear and lift hardtop **2** to open

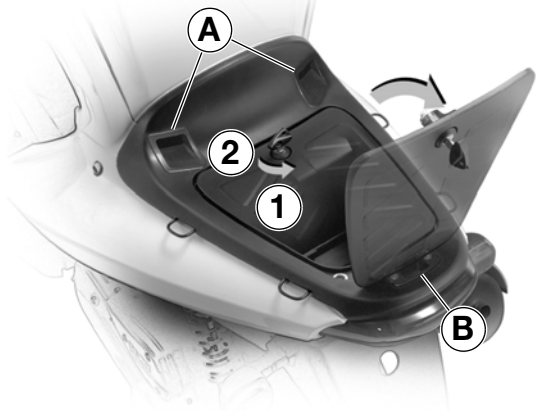
Close the hardtop as follows:

- Carefully press strut **1** forward and pull hardtop down to close
- Check that the hardtop is correctly latched

Hardtop, removing/installing

- Open the hardtop
- Pull latch **3** forward and disengage strut **1**
- Fully open hardtop **2** and lift it off
- Installation is the reverse of the removal procedure.

* Optional extra



Stowage compartment, opening/locking

- Remove rear seat** (➡ 26) or luggage system* (➡ 27), if installed
- Turn key in stowage-compartment lock to position **1**
- Lift the front of the lid up and to the rear
 - The battery and the bulbs for the rear light and brake light are accessible. Instructions on removing/installing the battery, battery maintenance and changing bulbs (➡ Service and Technical Booklet - Chapter 2)
 - Documentation
 - Repair kit for tubeless tyres
- Close the lid
- Turn key in stowage-compartment lock to position **2**
- Install rear seat** (➡ 26) or luggage system* (➡ 27), as applicable

Stowage-compartment attachment kit*

- Mounting points **A, B** for rear seat** or luggage system*

* Optional extra

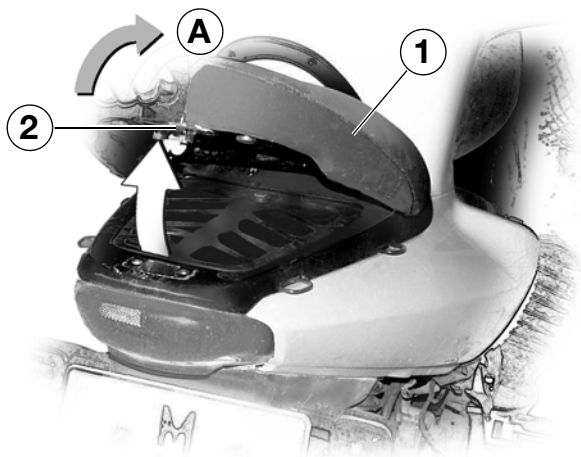
** Optional accessories

() Figure in brackets ➡ page number for description

Rear seat**

1
26

General information and controls



Warning:

See the notes on using the rear seat on pages 67 and 76 !



Important:

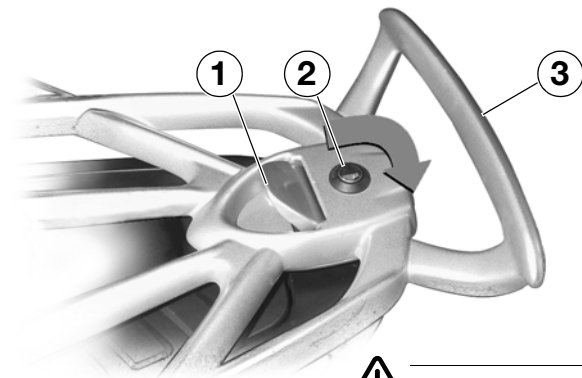
Make sure that the rear seat is correctly located and secure!
See the notes on installation on page 55!

Rear seat, removing/installing

- Turn the key in the lock to position **2** and hold it there
- Lift seat **1** up and clear of the latch
- Pull seat **1** to the rear to remove
- Seat installation is the reverse of the removal procedure

** Optional accessories

() Figure in brackets ➡ page number for description



Warning:

After an accident or if the BMW C1 has fallen over, check that the luggage system is correctly secured.

Max. load on luggage system: 20 kg (44 lbs).

Installing the luggage rack

- Seat the luggage rack in the aperture in the rear of the backrest
- Seat the luggage rack in the rear anchorage
- Close handle **1** and secure with lock **2** to prevent theft



Important:

When installing, make sure that the luggage rack is secure and correctly engaged and locked! See the notes on installation on page 55!

Removing the luggage rack

- Turn the key in lock **2** as indicated by the arrow
- Raise handle **1**
 - The luggage rack is disengaged
- Hold handle **3** and pull the luggage rack up and to the rear to remove
 - The stowage compartment is accessible

For this reason, check the details in the following sections before you start the journey:

Use the safety checklist – before every journey

Please perform the safety check accurately. This is to ensure that your BMW C1 complies with road-vehicle use and safety laws.

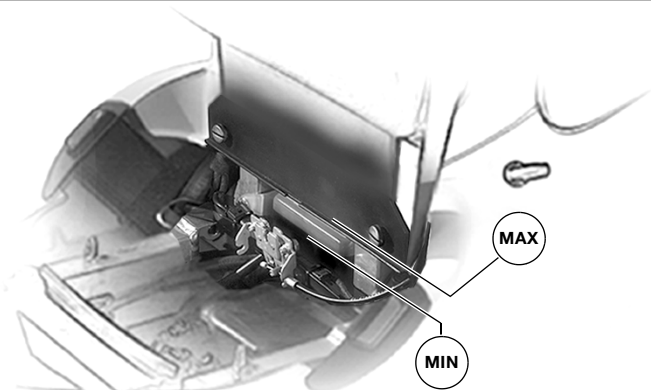
Your vehicle must be in perfect technical order: this is a basic prerequisite for your safety and the safety of other road users.

If you encounter any problems or difficulties, it is always best to contact your authorised BMW dealer. He will provide the necessary advice and assistance.

- Coolant level
- Fuel level
- Windscreen wiper
- Handbrake levers
- Brake pressure
- Brake fluid levels (front and rear)
- Lights
- Condition of wheels and tyres, tread depth and tyre pressures
- Load, gross weight

Check at regular intervals (each 2nd/3rd stop for fuel):

- Engine oil level
- Brake pads



Checking coolant level



Important:

Always keep the fluid level above the minimum mark. Add coolant only when the engine is cold.

- Place the BMW C1 on its stand
- after making sure that the ground is level and firm
- Open the seat
- Check coolant level in expansion tank:

MAX Maximum level

MIN Minimum level



Important:

Never overfill the expansion tank.

- Top up the coolant if necessary (Service and Technical Booklet ➡ 24)
- Close the seat



Note:

If the expansion tank is full and coolant temperature is high (as indicated by red warning light  ➡ 11) or coolant consumption is excessive, consult a specialist workshop, preferably an authorised BMW dealer.

Winter operation



Note:

If temperatures under 10°C persist for lengthy periods and during the cold season of the year, use SAE 5 W-40 engine oil.

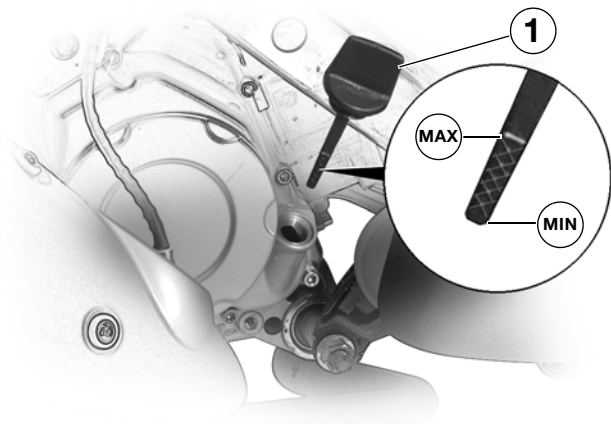
() Figure in brackets ➡ page number for description

Checking the oil level



Important:

The **red**  (➡ 11) engine oil pressure warning light indicates that the oil pump's delivery rate is too low: it is not an oil level indicator. The warning light goes out after 1-2 seconds, once oil pressure has built up – the **red**  engine oil pressure warning light must remain off at all times when the vehicle is in motion. Check the oil level regularly, each time that fuel is added (or at least every second time). Always check engine oil level with the engine at its regular operating temperature. With the engine at its regular operating temperature, wait approx. 1 minute for the oil to drain back into the sump. Checking the oil level just after the engine has been run or when it is not properly warm will falsify the reading and could lead to the engine being operated with the wrong quantity of oil.



Important:

- To avoid damage to the engine:
- never exceed the maximum oil level.
 - always keep the oil level above the minimum mark.

- Wait one minute after switching off and check engine oil level with the engine at regular operating temperature.
- Place the BMW C1 on its stand
- make sure that the ground is level and firm

- Unscrew and remove dipstick **1**, clean it and push it back in to check the oil level (do not screw in)
- Check oil level against lines marked on dipstick:
MAX Maximum level
MIN Minimum level
The difference is equivalent to approx. 0.2 litre (0.352 Imp. pints)
- Add engine oil through filler neck if necessary
- Reinstall the dipstick

Refuelling



Warning:

Fuel is flammable and explosive. Do not smoke. Never bring a naked flame near the fuel tank.

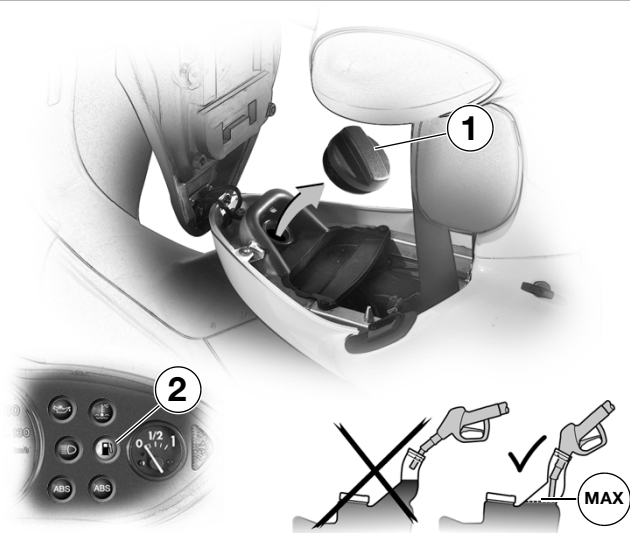
Fuel expands when hot (for instance if the fuel tank is in the sun). When refuelling, insert the pump nozzle fully into the tank and release the trigger as soon as the pump shuts down automatically (tank filled to capacity) (→ 33) - fuel could escape if you overfill the tank.



Important:

Note that fuel containing lead will destroy the catalytic converter.

Do not run the fuel tank dry or you may damage the engine or catalytic converter.



- Place the BMW C1 on its stand
- make sure that the ground is level and firm
- Open the seat
- Open fuel filler cap **1**
- Refuel
- Always use super (premium) unleaded fuel to DIN 51607, or equivalent standard, min. octane number 95 (RON) or 85 (MON)
- Do not overfill
- Close the fuel filler cap
- Close the seat

Capacity

- Usable tank capacity 9.7 litres (2.135 Imp. gal)
- An **orange** warning light **2** (► 11) comes on when there are approximately 2.5 litres (4.4 Imp. pints) of fuel left in the tank

() Figure in brackets ► page number for description

Checking brake pressure



Warning:

Sudden changes in play or spongy action of the hand-brake lever indicate a fault in the brake system.

Before riding off, therefore, always check the resistance of the front and rear brake levers and test operation of the brakes.

Do not ride your BMW C1 if you have any doubts about the safety of the brake system.

Immediately seek the advice of a specialist workshop, preferably an authorised BMW dealer.

Work on the brake system



Warning:

To ensure reliability have all work on the brake systems carried out by a specialist workshop, preferably an authorised BMW dealer.

Changing the brake fluid



Warning:

Brake fluid is subject to severe thermal loads, and absorbs moisture from the atmosphere.

Consequently, the brake fluid must be changed regularly (➡ see the Service and Technical Booklet Chapter 2) by a specialist workshop, preferably an authorised BMW dealer.

Checking the brake fluid level

Gradual wear of the brake pads causes the brake fluid level in the reservoir to sink.



Warning:

If brake fluid level in the fluid reservoirs for the front or rear brakes has dropped below the MIN mark (➡ 36-37), have the brake system checked without delay by a specialist workshop, preferably an authorised BMW dealer.



Checking the brake fluid level, rear brake



Warning:

The brakes can fail if the brake fluid level drops below the “MIN” mark on the brake fluid reservoir.

- Place the BMW C1 upright
- Turn the handlebar fully to the left
- Check the brake fluid level in the sight glass: do not permit the level to drop below the **MIN** mark.



Warning:

See the notes on safety on page 34-35!



Note:

Gradual wear of the brake pads causes the brake fluid level in the reservoir to sink.



Checking the brake fluid level, front brake



Warning:

The brakes can fail if the brake fluid level drops below the “MIN” mark on the brake fluid reservoir.

- Place the BMW C1 upright
- Turn the handlebar fully to the right
- Check the brake fluid level in the sight glass:
do not permit the level to drop below the **MIN** mark.



Warning:

See the notes on safety on page 34-35!



Note:

Gradual wear of the brake pads causes the brake fluid level in the reservoir to sink.



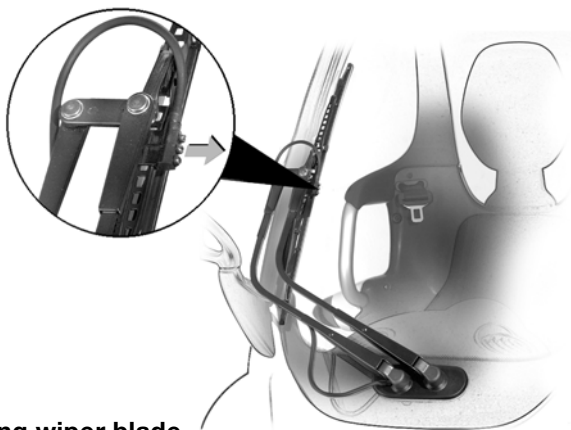
Checking brake pads

Brake pad wear depends on your personal style of riding. To ensure reliable operation of the brakes: do not allow the pads to wear past the minimum specified thickness (▮▮▮ Service and Technical Booklet, Chapter 2)



Warning:
Have the brake pads replaced before they wear to the minimum permissible thickness: have the work performed by a specialist workshop, preferably an authorised BMW dealer.

() Figure in brackets ▮▮ page number for description



Changing wiper blade



Important:

- The wiper blade must be in perfect condition in order to ensure a clear view
 - Avoid smears by cleaning the wiper blade regularly with a proprietary windscreen cleaning solution
 - For safety reasons, change the wiper blade once or twice a year
-
- Instructions on changing the wiper blade
(► Service and Technical Booklet, Chapter 2)

Spray nozzles

The jets of cleaning water should be directed against the windscreen so as to ensure efficient cleaning even at maximum speed. Use a screwdriver to adjust the nozzles if necessary or, preferably, have the nozzles adjusted by an authorised BMW dealer.

() Figure in brackets ► page number for description

Checking lights



Important:

Always check that all lights are in full working order before you ride off.



Note:

If turn indicator repeater flashes at twice the usual speed:
Defective flasher bulb.
Changing bulbs of parking lights, low-beam and high-beam headlight, rear light and brake light: () Service and Technical Booklet, Chapter 2)

Headlight beam setting for riding on left/right

If the BMW C1 is ridden in countries where the opposite rule of the road applies, its asymmetric dipped beam will dazzle oncoming traffic.

To avoid this form of dazzle, cover the appropriate section of the headlight glass with a mask.

Available from authorised BMW dealers.

Your authorised BMW dealer will be glad to provide any assistance you may require.

() Figure in brackets ➡ page number for description

Adjusting beam throw



Important:

Adjust the beam throw of your headlight to suit load condition only when the BMW C1 is stationary.

Have the headlight basic setting adjusted by a specialist workshop, preferably an authorised BMW dealer.

Map-reading light



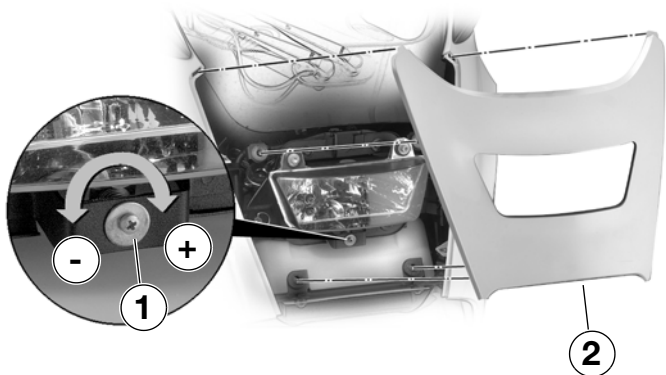
Warning:

Road safety legislation prohibits the use of the map-reading light while the vehicle is moving - the light could distract other road users.



Note:

Adjust beam height so that on-coming traffic is not dazzled. Make sure that the throw of the light cone adequately illuminates the road ahead of you.

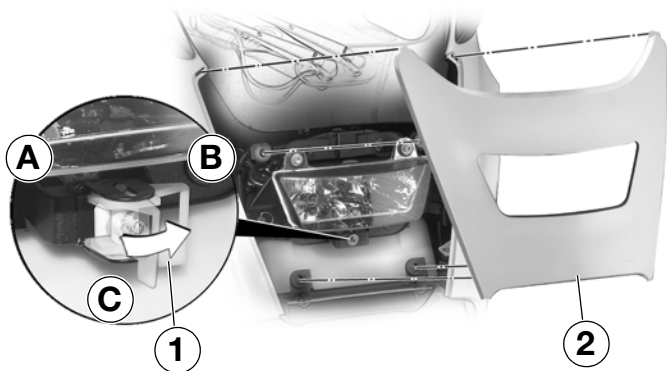


Adjusting to suit load:

- Place the BMW C1 on its stand
- after making sure that the ground is level and firm
- Remove front fairing panel 2 (➡ 21)

- Turn screw 1 to adjust beam throw
 - turn counter-clockwise - = shorter throw
 - turn clockwise + = longer throw

() Figure in brackets ➡ page number for description



Quick adjustment**

- Place the BMW C1 on its stand
- after making sure that the ground is level and firm
- Remove front fairing panel 2 (➡ 21)

** Optional accessory in conjunction with rear seat

() Figure in brackets ➡ page number for description

Basic setting (one-up):

- Move lever left 1 to position A

Adjusting to suit load:

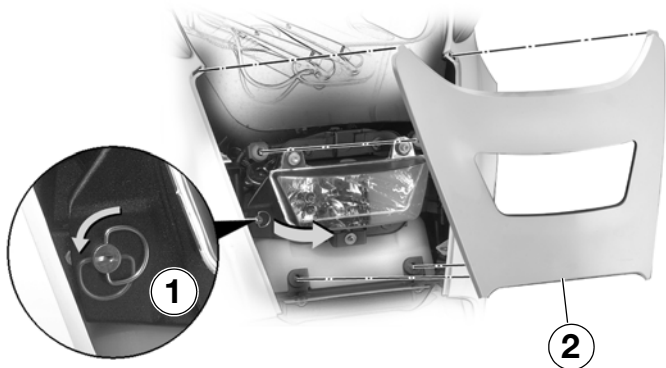
- Light load (passenger up to 70 kg/154 lbs)
 - Move lever 1 forward to position C
- Heavy load (passenger over 75 kg/165 lbs)
 - Move lever 1 right to position B

Windscreen washer system

2

44

Safety check



Warning:

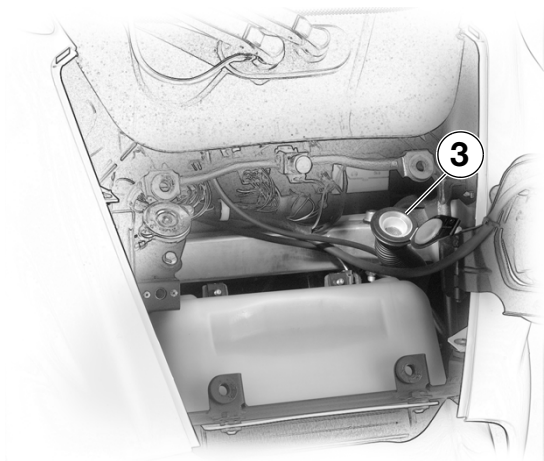
Antifreeze for the washer system is flammable. Keep it well away from all sources of ignition, store it in sealed containers and keep it out of reach of children. Always follow the instructions on the container.

Topping up the washer fluid

- Place the BMW C1 on its stand
- after making sure that the ground is level and firm
- Remove front fairing panel **2** (➡ 21)
- Open quick-release fastener **1** on the headlight and swing the headlight clear

() Figure in brackets ➡ page number for description

Windscreen washer system



- Open filler **3** of the washer fluid reservoir
 - Move the cap clear
- Refill with washer fluid
 - Fill with water and - if necessary - antifreeze in accordance with the manufacturer's instructions
 - It is best to mix the washer fluid before pouring it into the reservoir

- Close the washer-fluid reservoir
- Swing the headlight back into position and close the quick-release fastener to secure
 - Make sure that the headlight is correctly secured
- Install the front fairing panel (► 21)

() Figure in brackets ► page number for description

Checking wheel rims



Warning:

Have damaged wheel rims checked and, if necessary, replaced by a specialist workshop, preferably an authorised BMW dealer.

Checking tyre treads



Warning:

Comply with local legal requirements concerning minimum tread depth. Worn tyres can impair the roadholding characteristics of your BMW C1.

- Measure tread depth at the centre of the tyre tread

BMW's minimum tread depth recommendation:

front 2 mm (0.08 in)

rear 3 mm (0.12 in)

Checking tyre pressures



Warning:

Incorrect tyre pressures have a considerable influence on the handling of your BMW C1 and on tyre life!

Adjust tyre pressures to suit total weight. Never exceed either the vehicle's gross weight or the individual wheel load limits (► 49).

– Tyres cold:

- Unscrew and remove valve cap
- Check/correct tyre pressure
- Screw on valve caps

Tyre pressures:

	front	rear
One-up	1.9 bar 27.6 psi	2.1 bar 30.5 psi
Two-up or luggage	1.9 bar 27.6 psi	2.4 bar 34.8 psi

Tighten valve caps



Warning:

At high road speeds, tyre valves have a tendency to open as a result of centrifugal force.

Valve caps that are screwed on well prevent air from escaping suddenly.

() Figure in brackets ► page number for description



Warning:

BMW cannot examine or test every product of outside origin to ensure that it does not represent a safety risk if used on or in connection with your BMW C1. Even approval by an official inspection authority or an official permit (General Operating Permit) cannot always provide this guarantee. Tests conducted by these instances cannot make provision for all operating conditions experienced by the BMW C1 and consequently, they are not sufficient in some circumstances.

**Note:**

BMW accessories and other products approved by BMW can be obtained from your BMW dealer by preference.

Luggage net



Warning:

Do not carry bottles or other hard objects in the luggage net - safety risk.



Correct loading



Warning:
Overloading can impair the stability of your BMW C1.

- Pack heavy items at the bottom
- Load your BMW C1 with no more than a total of max. 20 kg (44 lbs)
 - in the stowage compartment
 - on the lid of the stowage compartment
 - in the luggage system
- Check that fastenings are correctly positioned and tight



Important:

Do not exceed the gross weight limit of 360 kg (793 lbs).

Do not exceed the wheel load limits of 130 kg (287 lbs) at the front and 250 kg (551 lbs) at the rear.

Correct tyre pressures to suit the gross weight (► 47)

The gross weight consists of:

- BMW C1 with full tank
- rider
- two-up or
- luggage

() Figure in brackets ► page number for description

Handling your BMW C1 safely

Each vehicle has a character all its own. It's time now for you to familiarise yourself with the way your own BMW C1 behaves:

- acceleration
- roadholding
- cornering
- braking ...

These are all things you need to become familiar with.



Warning:

The tyres, incidentally, need to cover a certain distance before they acquire their full road grip (➡ 63).

Please remember too that if the vehicle has not yet covered 1,000 kilometres (about 600 miles), the engine is not yet fully run in.

() Figure in brackets ➡ page number for description

Riding safely in traffic calls for a sense of responsibility to your pillion passenger and to other road users.



Warning:

Do not ride your BMW C1 after drinking alcoholic beverages. Even small amounts of alcohol or drugs, particularly if taken in conjunction with medicines, will adversely affect your perception and your ability to assess situations and make decisions, and also slow down your reflexes.

Safe riding doesn't depend on your BMW C1 alone.

Your own skill and common-sense are needed too.

The key to genuine safety on the road is a sensible balance between the vehicle's technical features and the rider's skill, so that together they form a single efficient unit.

Take to the road now by all means, but think carefully about everything you do.

Protection on the road

The safety concept of the BMW C1 offers you the most protection against the weather and accidents that a two-wheeler can provide. We recommend that you wear weatherproof, protective clothing when you ride the BMW C1.

Risk of fatal accident

Your BMW C1 is equipped with a digital electronic engine management system (BMS) and a high-output ignition system.



Warning:

When the engine is running or the ignition switched on, never touch electrically live parts of the ignition system or the Digital Motor Electronics.

Risk of poisoning

The exhaust from a motor vehicle contains carbon monoxide, which is colourless and odourless, but none the less toxic.



Warning:

Inhaling the exhaust fumes therefore represents a health hazard and can even cause loss of consciousness with fatal consequences.

Do not run the engine in an enclosed space.

Risk of fire

High temperatures occur at the exhaust system, particularly if a catalytic converter is installed.



Warning:

Make sure that when the BMW C1 is being ridden, when idling or when parked, no readily flammable material (e.g. hay, grass, clothing, luggage etc.) can come into contact with the hot exhaust system.

Catalytic converter



Important:

To avoid damage to the catalytic converter:

- Do not run the fuel tank dry
- Do not exceed the engine-speed limits marked on the revolution counter
- Comply with all specified maintenance intervals
- Stop the engine at once if it is misfiring
- In the event of misfiring or a severe drop in engine power, consult a specialist workshop, preferably an authorised BMW dealer.



Important:

If misfiring or malfunction of the fuel-air mixture preparation system cause unburned fuel to reach the catalytic converter, there is a risk of it overheating and being damaged.

Easy lift mechanism

The safety concept of the BMW C1 includes the easy-lift mechanism for effortless parking. The two levers beneath the handlebars are connected to Bowden cables for extending and retracting the stand and raising and lowering the front wheel. An overload protection link prevents excessive forces causing damage to the easy-lift mechanism.



Note:

If the overload protection link breaks, you can use your foot to extend and retract the stand (►► 60-61).



Important:

Excessive strain can damage the easy-lift mechanism.

Avoid the following in particular:

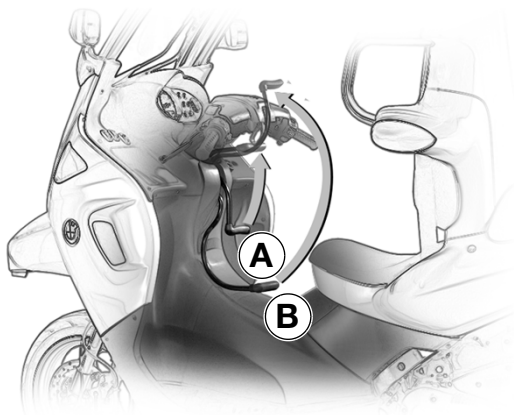
- Retracting the stand by pushing the C1 forward
- Pushing the C1 forward too much when installing the top-case**, rear seat** and luggage carrier*

If the easy-lift mechanism or overload protection link is damaged, have the fault rectified immediately by a specialist workshop, preferably an authorised BMW dealer.

* Optional extra

** Optional accessories

() Figure in brackets ►► page number for description



Lifting the BMW C1 onto its stand/parking



Important:

Make sure the surface under the vehicle is level and firm! Excessive strain can damage the easy-lift mechanism. Do not park your BMW C1 on a gradient of more than 6°/12%, because on steeper gradients the stand cannot reliably hold the vehicle.

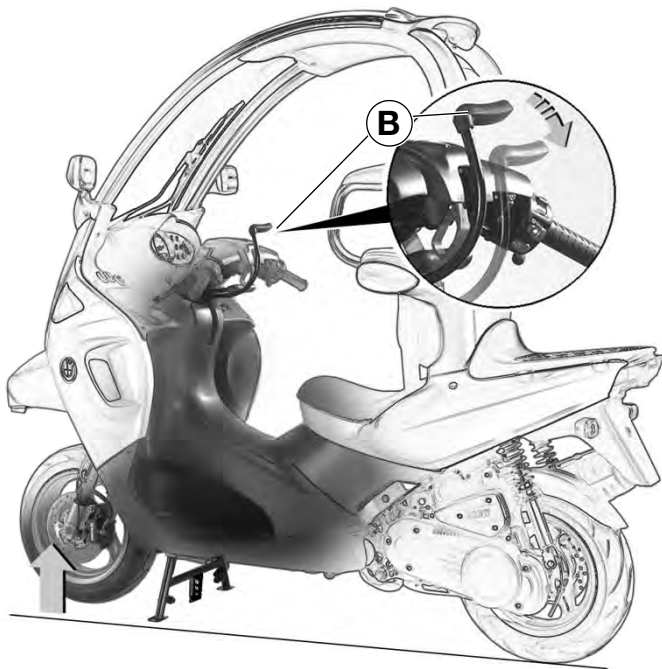
- Place both your feet firmly on the ground and take your weight off the vehicle
- Hold the BMW C1 upright
- Centre the handlebar
- Raise lever **A** of the easy-lift mechanism
 - The stand extends
 - Engine speed is limited to idle
 - You cannot pull away from rest



Note:

The easy-lift mechanism has overload protection. If necessary, use your foot to extend the stand (➡ 60)

Easy-lift mechanism

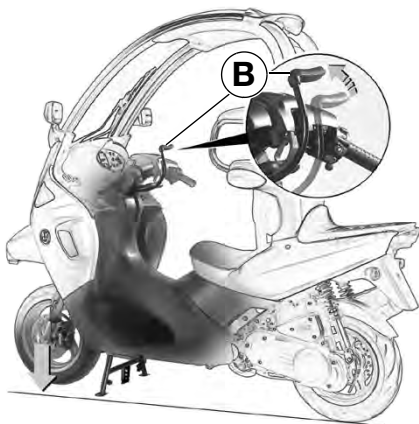


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Starting – Riding – Parking

- Move lever **B** of the easy-lift mechanism as far up as it will go
 - The front wheel lifts clear of the ground
 - Keep a firm grip on the lever
- Slowly allow lever **B** to move down until the mechanism locks
- Unbuckle your seat belt
- **Make sure your BMW C1 is steady**



Lifting the BMW C1 off its stand



Warning:

Do not move the lever of the easy-lift mechanism while the BMW C1 is moving - the stand extends - safety risk

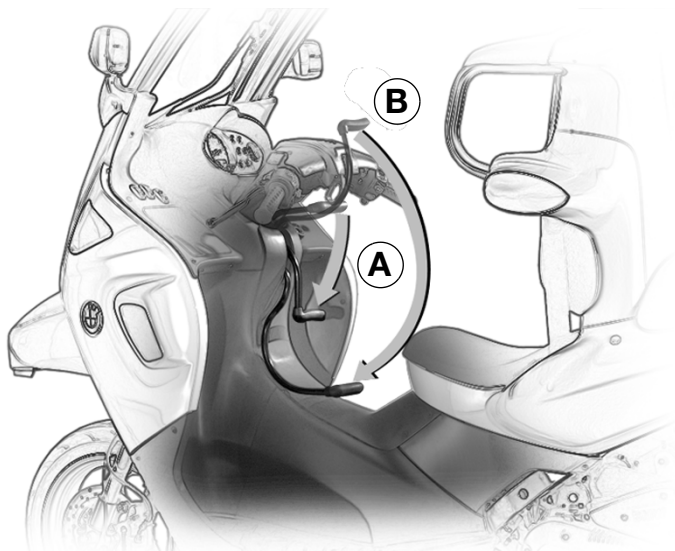


Important:

The stand must be fully retracted before you pull away from rest!

Excessive strain can damage the easy-lift mechanism.

- Buckle on your seat belt before starting the journey
- Place both your feet firmly on the ground and take your weight off the vehicle
- Disengage lever **B** from the lock by
 - Moving lever **B** of the easy-lift mechanism all the way forward and up and then pushing it slowly down
 - Keep a firm grip on the lever
 - The front wheel is lowered to the ground

**Note:**

The easy-lift mechanism has overload protection. If necessary, use your foot to retract the stand (► 61)

- Hold the BMW C1 upright
- Press lever **A** of the easy-lift mechanism down
 - The stand retracts
 - Engine speed is no longer limited to idle
 - You can pull away from rest
- Check that lever **B** is locked in its bottom position
- Check that the stand is fully retracted

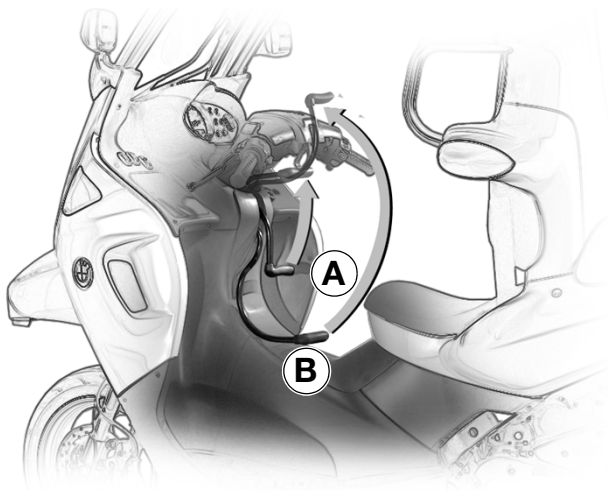
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Easy-lift mechanism

3

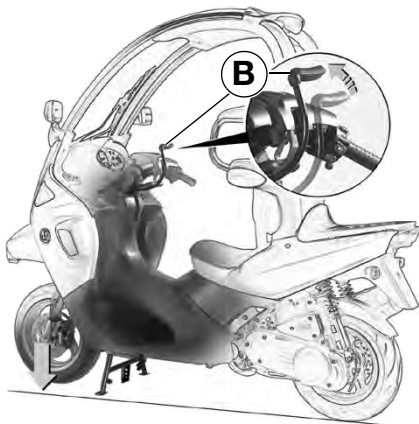
60

Starting – Riding – Parking



Emergency operation of the easy-lift mechanism - parking

- Place both your feet firmly on the ground and take your weight off the vehicle
- Hold the BMW C1 upright
- Centre the handlebar
- Use your foot to extend the stand
 - Engine speed is limited to idle
 - You cannot pull away from rest
- Pull lever **A** of the easy-lift mechanism up and **hold it in this position**
- Move lever **B** of the easy-lift mechanism as far up as it will go
 - The front wheel lifts clear of the ground
 - Keep a firm grip on the lever
- Slowly allow lever **B** to move down until the mechanism locks
- Unbuckle your seat belt
- Make sure your BMW C1 is steady



Emergency operation of the easy-lift mechanism - lifting vehicle off the stand

- Buckle on your seat belt before starting the journey
- Place both your feet firmly on the ground and take your weight off the vehicle
- Disengage lever **B** from the lock by
 - Moving lever **B** of the easy-lift mechanism all the way forward and up and then pushing it slowly down
 - Keep a firm grip on the lever
 - The front wheel is lowered to the ground
- Hold the BMW C1 upright
- Press lever **A** of the easy-lift mechanism down
- Use your foot to retract the stand
 - Engine speed is no longer limited to idle
 - You can pull away from rest
- Check that lever **B** is locked in its bottom position
- Check that the stand is fully retracted



Note:

Have damage to the easy-lift mechanism rectified immediately by a specialist workshop, preferably an authorised BMW dealer.

Running in



Important:

Avoid using full throttle during the running-in period. Using full throttle during the running-in period results in premature engine wear!



Note:

If you run it in correctly, your BMW C1 will reward you with optimum performance and a long service life. Try to do most of your riding during the initial period on twisting, fairly hilly roads to run in the engine, brakes and running gear as effectively as possible.



Note:

A new engine is “tight” and needs about 500 km (approx. 300 miles) before it develops full power.

After 1,000 km (about 600 miles)

- The first Inspection should always be performed after 1,000 km (approx. 600 miles). Make an appointment with your authorised BMW dealer in good time, so that the work can be performed punctually.

Running in new tyres



Warning:

New tyres have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tyres are run in. This running in procedure is essential if the tyres are to reach their maximum level of grip.

Running in new brake pads



Warning:

New brake pads must “bed down” and therefore do not achieve their optimum friction levels during the first 500 km (approx. 300 miles). This slight initial reduction in braking efficiency can be compensated for by exerting greater pressure on the lever. Try to avoid all unnecessary hard braking applications during this initial period.

**Warning:**

Always follow these instructions on how to use the seat belt, as otherwise your safety is affected and the belt's ability to protect you is restricted:

- Always fasten both seat belts before pulling away from rest.
- Make sure that both seat belts are not twisted and that they are seated snugly over your shoulders and pelvis
- Make sure that the belts do not pass over hard or fragile objects (spectacles, ball-point pen, etc.)
- Make sure that the seat belts do not pass across your neck, that they are not trapped and that they cannot rub against sharp edges

**Warning:**

- Always wear the seat belt as snugly as possible. Avoid bulky clothing and remember to pull the belt tight at frequent intervals. If the belt were slack the lap belt could slide over your hips in a head-on collision and injury your lower body. In addition, the restraining effect diminishes if the seat belt is slack.
- Pregnant women riders should also wear the seat belt, making sure that the lap belt is well down on the hips and does not press on the abdominal region.



Warning:

- **Keep the seat-belt straps clean at all times, because foreign-matter accretions can impair operation of the inertia-reel mechanism.**
- **Make sure that the belt buckles are not clogged with foreign matter (paper or the like), as otherwise the belt tongues will not engage.**
- **If the vehicle is involved in an accident or if the belt webbing, the connections, the inertia reel or the belt buckle is damaged, have the seat belt in question replaced and the belt anchorages checked by a specialist workshop, preferably an authorised BMW dealer.**

Important notes on using the restraint system

In extremely severe weather conditions and/or on account of other influences (vehicle is washed and a frosty night, for example) individual belt components might fail to function correctly. If this happens (belt buckle frozen, or similar occurrence), do not under any circumstances use a heat source to thaw the belt buckle or any other part of the restraint system/vehicle.

The use of BMW-approved de-icers, however, is permitted. Make sure that the seat belt does not come into contact with sharp objects which could damage it.

If foreign matter causes the belt buckle to malfunction, have the fault rectified immediately by a specialist workshop, preferably an authorised BMW dealer.



Fastening the seat belts



Note:

Always fasten the lap-and-shoulder belt first, then the shoulder belt.

A steady pull causes the belts to unreel, allowing you full freedom of movement. Sudden braking, however, causes the belt reels to lock.

The reels might also lock if you ride on cobblestones or hit a pothole.



Warning:

Make sure that both belts are positioned about the middle of your shoulders – never over your neck – and that they are snug against your torso.

Make sure that the lap belt passes over your pelvis – not your stomach – and that it is snug.

- **If necessary, pull the belt run over your upper body toward your shoulder**

Special notes on using seat belts in conjunction with a crash helmet



Note:

The following applies in Germany, Belgium, France, Italy, Austria, Portugal, Switzerland, Spain and Turkey:

You are not freed from your statutory obligation to wear a crash helmet unless both seat belts are fastened.

We recommend that you always ride with both seat belts correctly fastened.

National legislation applies in these and in all other countries.



Note:

The passenger is not integrated into the safety concept of the BMW C1, which means that

- **the passenger must always wear a crash helmet.**
- the passenger should wear suitable protective clothing.

**Note:**

You must fasten both seat belts:

- before you can pull away
- The **red** indicator light  in the instrument cluster goes out

Fastening the lap-and-shoulder belt

- Hold the tongue of the belt and pull it slowly and steadily over your torso and lap to the belt buckle on the right-hand side
- Push the tongue into the right buckle until it engages with an audible click (**tug the belt sharply to check!**)

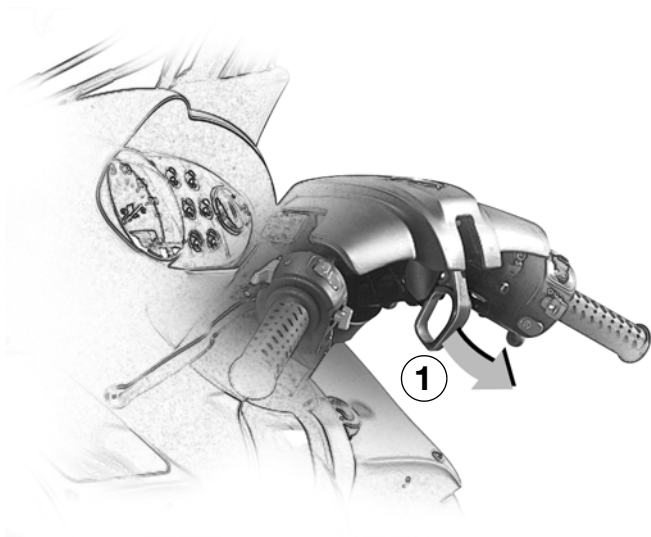
Fastening the shoulder belt

- Hold the tongue of the belt and pull it slowly and steadily over your torso to the belt buckle on the left-hand side
- Push the tongue into the left buckle until it engages with an audible click (**tug the belt sharply to check!**)

Releasing the seat belts

Release the seat belts one at a time:

- Hold the belt with one hand
- Press the red button on the belt buckle
 - The spring-loaded tongue snaps out of the buckle
- Allow the reel to roll up the belt slowly
- The **red** indicator light  in the instrument cluster lights up



Central belt release

The red lever **1** on the handlebar releases both belts at the same time. This is useful, for example, in the event of an accident, if the belt buckle is awkward to reach!



Note:

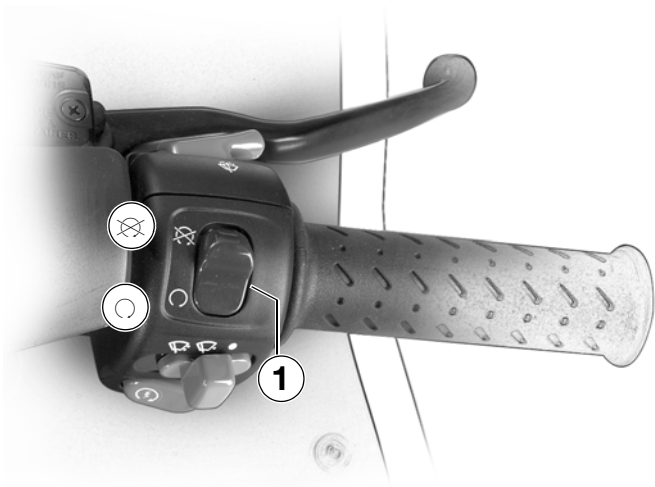
Both buckles disengage at the same time.

- Take a grip on the two belts
- Pull the red lever **1** on the handlebar
 - The spring-loaded tongues snap out of their buckles
- The belts slowly rewind onto the reels
- The **red** indicator light  in the instrument cluster lights up

Before you start

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Starting – Riding – Parking



In an emergency only:

- Move switch **1** to the  position.
- The electrical circuits for the BMS engine management system, fuel pump and starter motor are deenergised

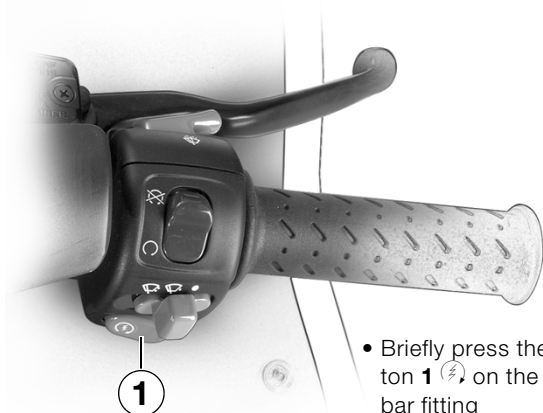
Switching on the ignition

- Kill switch **1** in the run position 
- Deactivate the alarm system* ( Rider's Manual, optional accessories)

- The ignition switch should be **ON** ( 15)
- The following warning lights are on:
 - Engine oil pressure  ( 72)
 - Coolant temperature , goes out after approx. 5 sec ( 73)
 - Fuel level  ( 73)
 - ABS telltale lights* go out when the self-test completes successfully ( 79)

* Optional extra

() Figure in brackets  page number for description



- Briefly press the starter button **1** ⚡, on the right handlebar fitting

Starting



Important:

Do not hold down starter button **1** ⚡, for longer than 5 seconds at a time – wait for the engine to stop turning over before pressing the starter button again.

If you attempt to start the engine when the battery is flat, you will hear the relay chattering. Further attempts will damage the starter relay and starter motor. Before trying again: re-charge the battery.

- Pull the left handbrake lever to apply the rear brake



Important:

Do not turn the twistgrip until the engine fires.

- The engine should then start
- Gently turn the throttle twist-grip



Important:

Do **not** allow the engine to idle with the vehicle at a standstill – risk of overheating.

Avoid even short warm-up periods. Ride away immediately after starting the engine. Avoid high engine speeds after a cold start.

Telltale and warning lights



Engine oil pressure

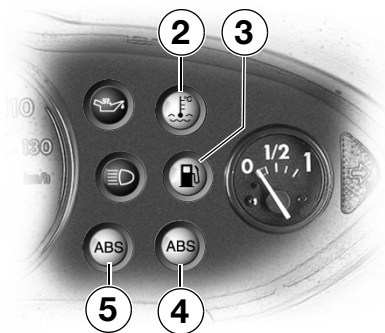
The **red**  warning light **1** goes out when the engine starts and accelerates above idle speed



Important:

If the **red**  engine oil pressure warning light **1** comes on during the journey, take the following action as soon as traffic conditions permit:

- Operate the emergency off switch
- Bring the BMW C1 safely to a halt
- Check engine oil level (➡ 30)
- Add engine oil if necessary
- If the oil level is correct, always consult a specialist workshop without delay, preferably an authorised BMW dealer.



Coolant temperature



Important:

If the **red**  coolant temperature warning light **2** comes on during the journey, take the following action as soon as traffic conditions permit:

- Bring the BMW C1 safely to a halt
- Switch off the ignition to stop the engine
- Check coolant level in the expansion tank (➡ 29)

If the expansion tank is full, but the warning light remains on, or if coolant consumption is excessive, always consult a specialist workshop, preferably an authorised BMW dealer!

Fuel level

The **orange**  indicator light **3** lights up when there are approximately 2.5 litres (4.4 Imp. pints) of fuel left in the tank (➡ 32).

ABS check*

- ABS warning lights **4, 5** (➡ 79)

* Optional extra

() Figure in brackets ➡ page number for description

**Note:**

Your BMW C1 has automatic transmission.

Always comply with the legislation applicable to use of the seat belts and a crash helmet (► 67).

Preconditions for carrying a passenger (► 76).

You cannot pull away until you have fastened both seat belts.

Moving off:

- Fasten the seat belts (► 66)
- If applicable, put on your helmet (► 67)
- Lift the BMW C1 off its stand (► 58)
- Start the engine (► 71)
- Switch on the headlight
- Speedily increase engine revs until the BMW C1 pulls away

- When the vehicle is rolling smoothly, place your feet on the running board
- Speedily continue increasing engine revs until you reach your desired road speed

**Note:**

The windscreen can fog under adverse weather conditions.

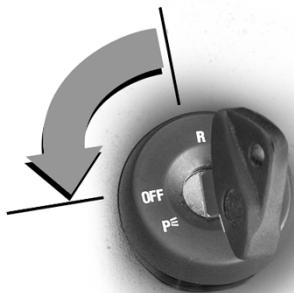
Engine speed

Limit engine speed in accordance with engine temperature, using the highest engine speeds only when the engine has reached its regular operating temperature.

Accelerating/decelerating:

- Use the throttle twistgrip to match your speed to the flow of traffic
- Use the brakes in an emergency

() Figure in brackets ► page number for description



Stopping:

- Reduce engine speed
- Brake the BMW C1 to a standstill
 - As your speed drops to walking pace, remove your feet from the running board and lower them to the ground to balance your BMW C1
- Hold the BMW C1 upright



Important:

Do not park your BMW C1 on a gradient of more than 6°/12%, because on steeper gradients the stand cannot reliably hold the vehicle.

Parking/placing the C1 on its stand:

- Switch off the engine (➡ 15)
- Lift the BMW C1 onto its stand/park (➡ 56)
 - Turn the ignition key to the **R** position to switch off the ignition,
- Release the seat belts (➡ 68)
- Engage the steering lock (➡ 15)
 - Push key in position **R** and
 - Turn the handlebar all the way to the right and turn the key to the **OFF** position
 - Move the handlebar until the steering lock engages

() Figure in brackets ➡ page number for description

Pillion passenger



Warning:

The passenger is not integrated into the safety concept of the BMW C1, which means that

- the passenger must (always) wear a crash helmet.
- the passenger should wear suitable protective clothing.

You must have the rear seat and rear footrests fitted on your BMW C1 in order to carry a pillion passenger.**

- Safety risk

The pillion passenger must hold onto grip 1 and not the shoulder bars, as otherwise handling is impaired.

Riding with pillion passenger

- Install rear seat** (➡ 26)
- Pull up handle 1
- Open footrests 2
- Adjust headlight beam throw, if applicable (➡ 43)

** Optional accessories

() Figure in brackets ➡ page number for description

Wet brakes

After washing or cleaning your BMW C1, riding it through water or in rainy weather, the brake discs and pads may be wet (or iced over in winter), so that there is a delay before the brakes take effect.



Warning:

The brakes should always be applied first to dry them.

Salt on brakes

Brake applications may be delayed if the vehicle was ridden on salt-covered roads and the brakes were not applied for some time afterwards.



Warning:

The layer of salt on the brake discs and pads must first be worn away by braking.

Oil and grease on brakes



Warning:

Brake discs and pads must be free from oil or grease.

Dirt or mud on brakes

If you ride on muddy roads, the brake discs and pads may become dirty, so that the braking effect is delayed.



Warning:

The brakes must first be applied until the discs and pads are clean.
Dirt on the brakes increases the rate of pad wear.

Sensitive electronic control

It takes skill and sensitive control of the brakes to pull up safely on a two-wheeled vehicle. If the front wheel brake locks and the wheel skids, the necessary longitudinal and lateral stabilising forces are lost, and a fall can result.

For this reason, the rider seldom makes full use of available braking performance in an emergency.

Anti-lock braking (ABS) at both wheels greatly reduces the risk of accidents even when road conditions are poor, and shortens braking distance by making more efficient use of the vehicle's braking capability.

In particular when riding in a straight line, ABS takes the risk out of panic brake applications. All BMW riders will find themselves braking like experts.

Extra safety margin

The shorter braking distances afforded by ABS should not encourage a foolhardy riding style. ABS is primarily a means of ensuring a safety margin in genuine emergencies.

- Never ride without due care and attention, or assume that good fortune will protect you from your own foolhardiness
- Keep within the permitted speed limits
- Take care when cornering.

When you apply the brakes on a corner, the vehicle's weight and momentum take over and even ABS II is unable to counteract their effects

* Optional extra

Anti-lock braking system (ABS)*



3

79

Starting – Riding – Parking



Important:

Do not operate any powerful radio equipment on or near your BMW C1. There is a slight risk of it affecting operation of the ABS.

ABS check

Start-up is automatic when the ignition is switched on.

Warning lights **1** and **2** light up.

ABS self-diagnosis

After starting the engine and riding away:

- Warning lights **1** and **2** go out if the ABS is in correct working order

* Optional extra

Anti-lock braking system (ABS)*

3

80

Starting – Riding – Parking



Note:

This cause of fault does not necessitate a visit to the workshop. The system is fully operational following the next positive ABS self-test.

ABS faults

- If ABS warning lights **1** and **2** flash simultaneously or remain on all the time: the ABS function is not available

Possible causes of faults:

- Battery voltage is low
 - Recharge the battery.



Important:

If the fault persists seek specialist advice, preferably from an authorised BMW dealer.

* Optional extra

ABS operating

The ABS is taking effect:

- if pulsating counter-pressure is felt at the left and/or right handbrake lever when the brakes are applied.



Note:

Pulsation at the handbrake lever indicates that the ABS is in action.

The ABS prevents the rear wheel lifting, depending on riding style and the applicable boundary conditions.



Warning:

If the handbrake lever can be moved right to the limit of its travel, this indicates a mechanical or hydraulic fault. Immediately consult a specialist workshop, preferably an authorised BMW dealer.

* Optional extra

ABS is out of action:



Warning:

If ABS is not operational, as shown by warning lights 1 and 2, the safety reserves afforded by ABS are not at the rider's disposal until the fault has been rectified.

There is a risk of dropping the machine if the brakes are applied too hard and the front wheel locks or the rear wheel lifts clear of the ground as a result of a high level of tyre adhesion.

Have the defect rectified immediately by a specialist workshop, preferably an authorised BMW dealer.

ABS is out of action:

- at speeds below 6 km/h (3 mph) (or 12 km/h (6 mph) if handbrake lever was pulled beforehand)
- when the ignition is switched off
- if the battery is flat or has a fault (indicated by ABS warning lights coming on)
- if there is an ABS fault (► 80)

• The brakes remain fully operational, though without the reserves of safety afforded by ABS.

* Optional extra

() Figure in brackets ► page number for description



Know-how...

In recent years, technical design features have become more and more complex and ambitious. BMS, electronic ignition, the catalytic converter or the use of four valves per cylinder are clear signs that far more than basic technical knowledge may be needed to solve certain problems. In addition, high-tech materials are increasingly taking the place of conventional ones, which again calls for thorough and expert knowledge if they are to be handled correctly during repair work.

To be sure of achieving the necessary standard, it is always advisable to consult your authorised BMW dealer.

Authorised BMW dealers employ staff who attend regular and comprehensive training courses.

Authorised BMW dealers also receive all the current technical information and are therefore fully aware of the latest developments.

...technical features

The BMW dealer's staff has the experience and all the necessary facts at its disposal when it comes to solving problems quickly and effectively. Workshops are equipped with the latest technical facilities, for example the special tools developed by BMW such as the **BMW** MoDiTeC or exhaust emissions tester.

Regular visits to the workshop for routine servicing are strongly recommended even after the warranty period has elapsed. They are the only way to be genuinely certain that your BMW C1 is being kept in perfect working order.

For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance by an authorised BMW dealer is essential.

Certain signs of wear may not otherwise be noticed until it is too late to put them right at moderate cost.

The staff in the authorised BMW dealership or workshop know every detail of your vehicle and can take remedial action if necessary before minor faults develop into serious problems. By having the necessary repairs done properly and in good time, you save time and money in the long run.

... service

You can obtain accurate advice in all cases, and make appointments with a firm completion deadline which we will comply with punctually.

But the most gratifying feeling of all is that your BMW C1 is in genuinely good shape when it leaves the authorised BMW dealer's workshop – and above all, safe.

BMW Service

Even a BMW C1 may come to an unexpected standstill occasionally. If it does, we've taken steps to put things right with a minimum of inconvenience to you. In many countries of Europe, for example, there is a closely spaced network of authorised BMW C1 dealers and workshops.



Note:

Call us if you have any questions about the BMW dealership network. You can reach us directly by hotline in any country in Europe. The phone numbers are listed in the

European Service booklet (see on-board documentation). Or if you prefer you can use the homepage address to contact us on the Internet.

BMW Emergency Service

But what happens if you and your BMW C1 don't make it to the next authorised BMW C1 dealer, if, for example, it is outside normal business hours and you are, quite literally, standing in the rain?

No problem – just call our Emergency Service number from any telephone. Our experts are on duty there day and night to arrange assistance for you. They can provide the expert advice which may often be all you need to be able to continue your journey safely.

Development...

BMW C1 riders have an intensive relationship with nature. Here too, BMW has created the best possible preconditions for a successful future.

This not only because your new BMW C1 has exhaust emission control by closed-loop, three-way catalytic converter as standard.

...waste disposal...

Behind the scenes, in the repair shop, we don't neglect the pro-environmental aspects of our work either.

Wherever possible, we use environmentally acceptable materials that can be broken down by biological methods. We ensure strict compliance with all environmental legislation, for example the correct disposal of old oil, which is now classified as hazardous waste in many countries.

...recycling

Apart from the correct disposal of materials that are potentially hazardous to the environment, recycling is being given increasing priority by BMW. For example, plastics are individually marked so that they can be returned to the materials cycle. Remember: when it comes to making repairs to your vehicle, the authorised BMW workshop is far better equipped to protect the environment than you are at home.



Always an idea ahead

This is our motto – and it's one we live up to. For many years now, BMW has offered the enthusiast everything capable of enhancing the fascination of riding on two wheels. A unique programme that is regularly updated and offers plenty of scope for choosing items according to individual preferences.

Ask your authorised BMW dealer for the latest details of what can be upgraded on or retrofitted to your BMW C1.

Every BMW accessory product is made to the same exemplary standards of design, function and quality as your BMW C1 itself. This calls for a great deal of experience, but our engineers are themselves enthusiastic motorcyclists who know what's needed. Whenever development work starts on a new vehicle, equipment items are also taken into consideration and their practical value confirmed by extensive testing. This is your guarantee of the high quality you expect from BMW.

Cornering and braking need to be practiced

Develop a “sixth sense” for potentially dangerous situations. What this means: look ahead, plan how to avoid possibly dangerous situations and study other road users' behaviour with a degree of healthy scepticism.

- Take bends smoothly and rhythmically, avoiding violent braking and acceleration
- Approach bends slower than you feel they can be taken; a neat riding style will get you to your destination more safely than sheer speed
- Ride at the inner edge of the ideal line, look ahead and plan to leave the bend as smoothly as you entered it

Allow for reaction time when judging braking distances.

- At a speed of 50 km/h (31 mph), for instance, one second's hesitation means that about 14 metres (46 feet) are covered additionally before the brakes are applied
- At 90 km/h (56 mph), this distance grows to 25 metres (82 feet).

Practice applying the brakes with and without an extra load on the vehicle, and study its reactions on various kinds of road surface.

Work up to the wheel lock limit gradually.

BMW has a worthwhile safety contribution to make in this area too – BMW Safety Training. These programmes are a wonderful opportunity: systematic basic and follow-up training enables you to master situations close to the limit and keep your vehicle under supreme control whatever happens.

But now it's your turn

- Regular care is important, with all functions checked before the journey starts
- Use only genuine BMW accessories. These satisfy all safety requirements and are precisely matched to your BMW C1
- Have your vehicle serviced preferably only by the trained, expert personnel at your local authorised BMW dealer
- Do not under any circumstances install unapproved extras: the use of unapproved accessories constitutes a safety risk and voids your insurance and the vehicle's operating permit
- It is always advisable to have technical modifications carried out only by an authorised BMW dealer or workshop



Note:

Your local authorised BMW dealer can supply you with useful items to add to your vehicle's toolkit and accompany the Service and Technical Booklet.

- BMW Repair Manual
- BMW set of circuit diagrams

It's good to know you've thought of everything, isn't it?

Our aim is to make your journey safer!

We want you to reach all your destinations safely – and for riding your BMW C1 to be a constant source of relaxed pleasure and satisfaction.

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Details described or illustrated in this booklet may differ from the vehicle's actual specification as purchased, the accessories fitted or the national-market specification. Please note that no claims will be entertained on the basis of such discrepancies.

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