

Rider's Manual (US Model)

F 650 CS



**BMW Motorrad
On-board
documentation**

consisting of
**Rider's Manual
and Maintenance
instructions**



Important notes



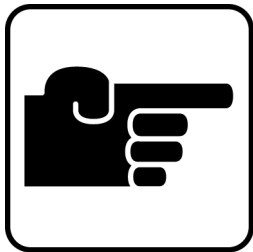
WARNING

This symbol indicates precautions and measures which are essential in protecting the rider and other persons from severe or fatal injury.



CAUTION

Specific instructions and safety precautions intended to prevent damage to the motorcycle. Disregarding them may render the warranty invalid.



NOTE

Specific instructions on how to operate, control, adjust or look after items of equipment on the motorcycle.

Welcome to BMW

We congratulate you on your choice of a motorcycle from BMW and welcome you to the community of BMW riders.

Familiarize yourself with your new motorcycle, 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 motorcycle. It contains important information on how to operate the controls and how to make the best possible use of all the motorcycle's technical features.

It also 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 motorcycle.

If you have any questions concerning your motorcycle, your BMW motorcycle retailer 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 motorcycle.

Best wishes,

BMW Motorrad

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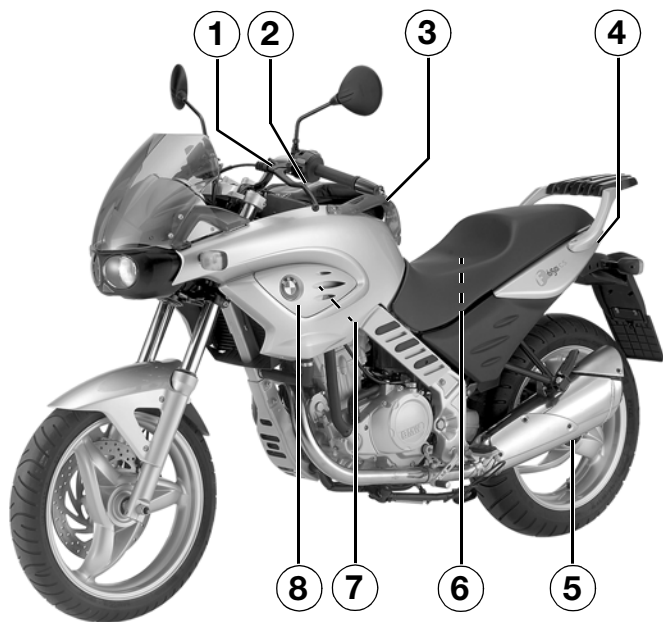
Concluding thoughts 76-77

General view, left side

1

4

General information and controls



- 1 Clutch lever (➡ 28)
- 2 Stowage compartment
- 3 Stowage-compartment rail
- 4 Seat lock (➡ 14)
- 5 Wheel nut, rear wheel

- 6 Toolkit
Funnel for engine oil
Adapter
from 27 mm (1.06 in) to
55 mm (2.17 in)
for rear wheel
- 7 Coolant reservoir
(➡ 42)
- 8 Cover insert, left (➡ 42)

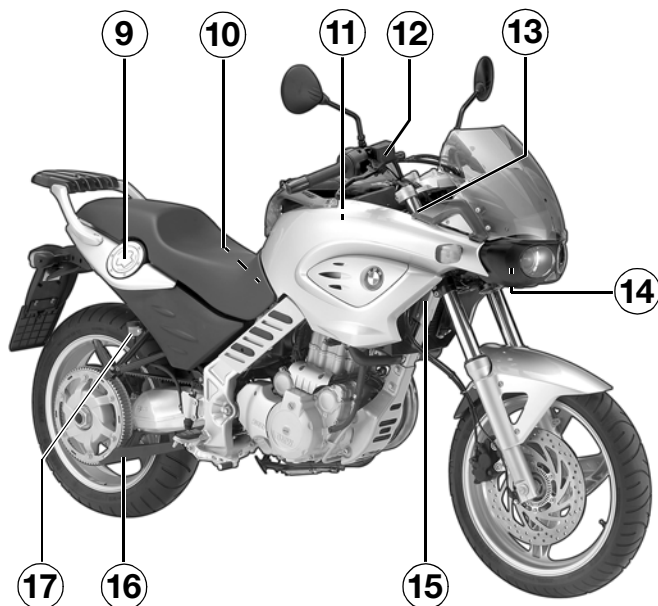
() Figure in parentheses ➡ page number for description

General view, right side

1

5

General information and controls



9 Fuel tank/fuel-tank cap
(25, 27)

10 Fuse box

11 Engine oil filler neck/dipstick (25)

12 Brake-fluid reservoir for front brake (33)

13 Type plate

14 Headlight adjuster screw, up/down

15 Vehicle identification number

16 Drive belt

17 Brake-fluid reservoir for rear brake (34)

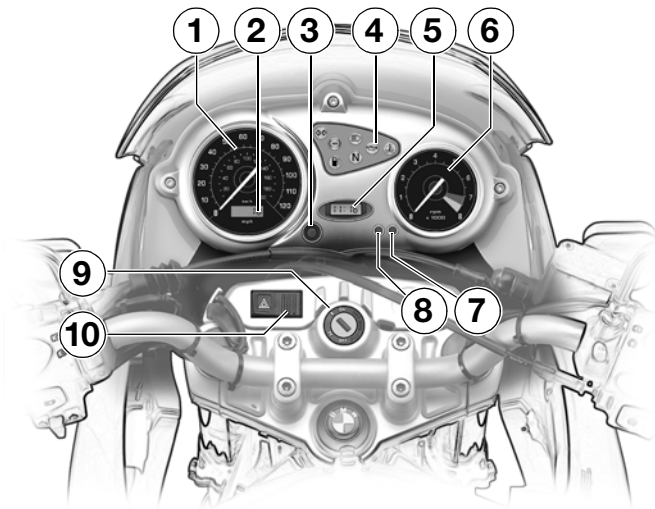
() Figure in parentheses page number for description

Cockpit

1

6

General information and controls



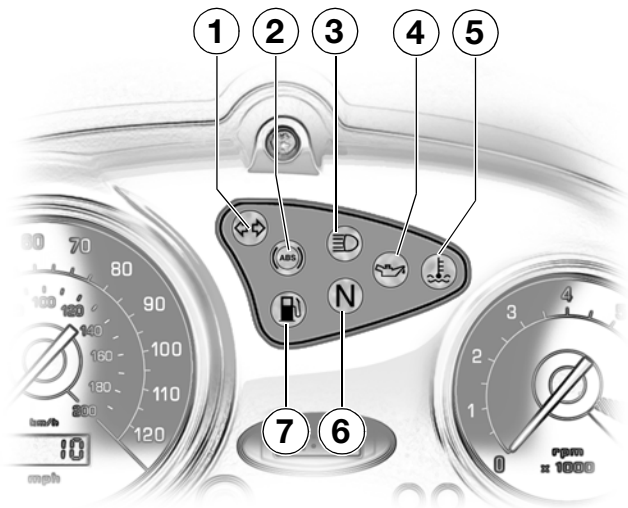
- 1 Speedometer
- 2 Odometer/tripmeter
- 3 Reset button for odometer/tripmeter
- 4 Indicator and warning lights
- 5 Clock
- 6 Tachometer (► 54)

- 7 Knob for setting clock (minutes)
- 8 Knob for setting clock (hours)
- 9 Ignition key and steering lock (► 8)
- 10 Rocker switch, hazard warning flashers^{OE} (► 11)

^{OE} Optional equipment

() Figure in parentheses ► page number for description

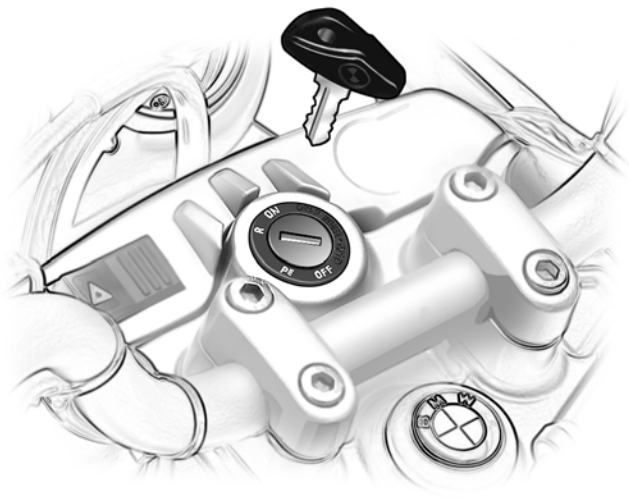
Indicator and warning lights



- 1 Indicator light, flashing turn indicators left/right
green
- 2 Warning light, ABS check^{OE}
red (➡ 65)
- 3 Indicator light, high-beam headlight **blue**
- 4 Warning light, engine oil pressure **red** (➡ 59)
- 5 Warning light, coolant temperature **red** (➡ 58)
- 6 Indicator light, neutral **green**
- 7 Warning light, fuel level when approx. 1 gal (4 liters) left in tank **yellow**

() Figure in parentheses ➡ page number for description

Ignition key and steering lock



Keys

You will receive two master keys and one spare key. The key number is on the accompanying plastic tag.

NOTE

The ignition key and steering lock, fuel filler cap, stowage compartment^{OA} and the seat lock are all operated with the same key.

^{OA} Optional accessory

Ignition key and steering lock



Key positions

- ON** Operating position, ignition, lights and all electrical circuits switched on
- R** Ignition and lights off, steering not locked* (handlebars can be turned freely to left or right)
- Turn the handlebars to full left lock.

CAUTION

Engage the steering lock with the handlebars in this position only.

* The key can be removed in these positions

WARNING

Never turn the key to OFF or P while riding the motor-cycle!

- OFF** Ignition and lights off, steering locked*
- P** Parking light on, steering locked*

NOTE

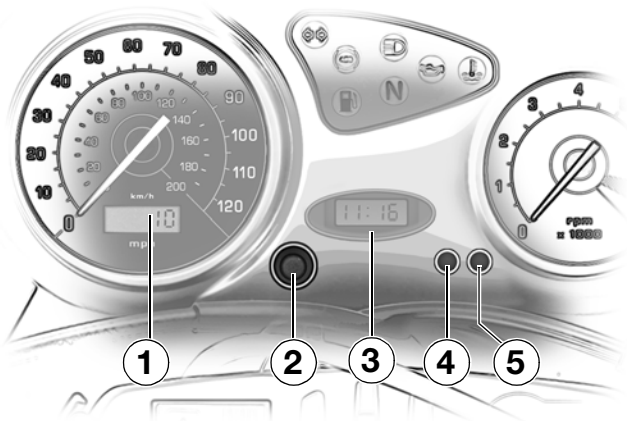
Switch the parking light on for limited periods only.
Note state of battery charge.

Odometer/clock

1

10

General information and controls



Odometer/tripmeter

Reading **1** is for both the odometer and the tripmeter.

- Briefly press button **2** once to toggle between the odometer and tripmeter readings
- To reset the tripmeter, call up the tripmeter reading, press button **2** and hold it down until the reading resets to zero.

Clock

Note that when you set clock **3** the numbers can only increment; you can set the hours and minutes separately.

- Switch on the ignition

To set the hour:

- Briefly press button **4**; the clock advances one hour
- Press and hold down button **4**; the clock continues to advance through the hours.

To set the minute:

- Briefly press button **5**; the clock advances one minute
- Press and hold down button **5**; the clock continues to advance through the minutes.

NOTE

The longer you hold down button **4** or **5**, the faster the clock advances.

Hazard warning flashers^{OE}



Hazard warning flashers

NOTE

You cannot activate the hazard warning flashers if the ignition is switched off.

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

Note state of battery charge.

To switch on the hazard warning flashers:

- Switch on the ignition
- Operate hazard warning flasher switch **1**
- Hazard warning flashers in operation
- The indicator light in the switch flashes

- Switch off the ignition
 - The hazard warning flashers continue to operate

To switch off the hazard warning flashers:

- Operate hazard warning flasher switch **1**
- Hazard warning flashers cease to operate
- The indicator light in the switch is OFF

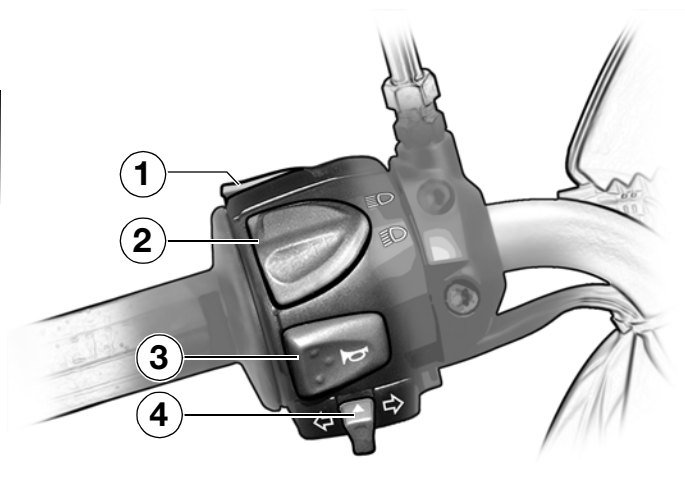
^{OE} Optional equipment

Left handlebar fitting

1

12

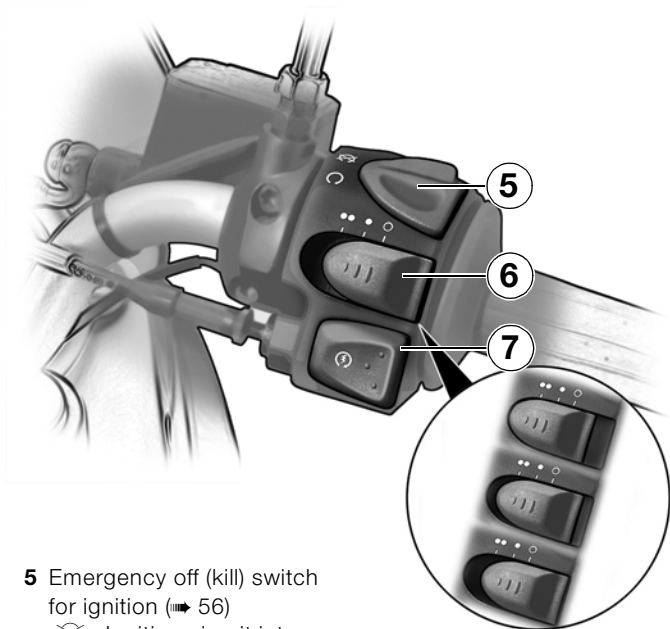
General information and controls



- 1 Headlight-flasher button 
- 2 High-beam/low-beam headlight switch
 -  High-beam headlight
 -  Low-beam headlight
- 3 Horn push 

4 Flashing turn indicator switch

-  Push to left:
Left flashing turn indicators in operation
-  Push to right:
Right flashing turn indicators in operation
-  Push to center position:
Left/right turn indicators off



5 Emergency off (kill) switch for ignition (➡ 56)

 Ignition circuit interrupted

 Ignition circuit closed

6 Switch for heated handlebar grips^{OE}

o Handlebar-grip heating OFF

• 50%

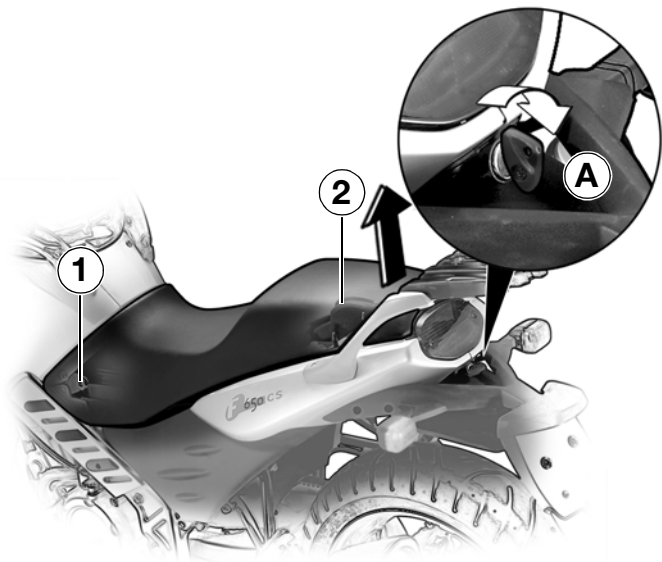
•• 100%

7 Starter button 
(➡ 57)

WARNING

To prevent air from entering the brake circuit:

- Do not turn the fitting on the handlebar.
- Do not turn the handlebars in the clamping blocks.



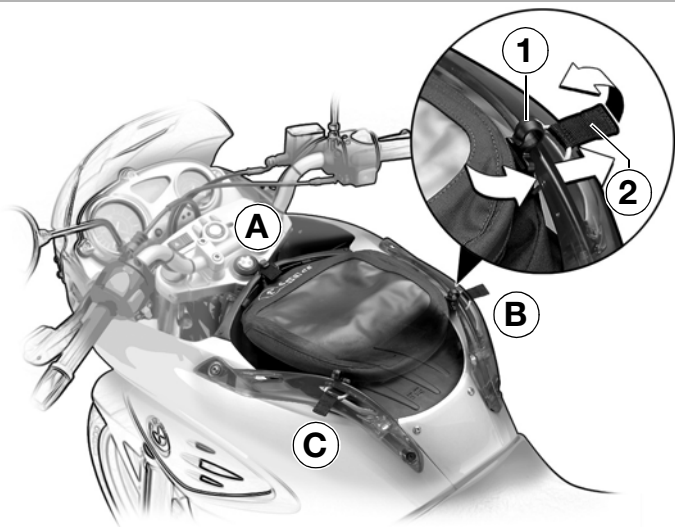
- Lift the seat at the rear (arrow) and remove it

Seat, removing/locking

- Prop the motorcycle on its side stand
 - Make sure the ground is level and firm.
- Turn the key in the seat lock in direction **A**
 - The seat is unlocked
- Insert the seat into guides **1** at left and right
- Press lightly on the rear seat to engage the seat in seat retainer **2**

▲ CAUTION

When installing the seat, make sure that it is firmly located.

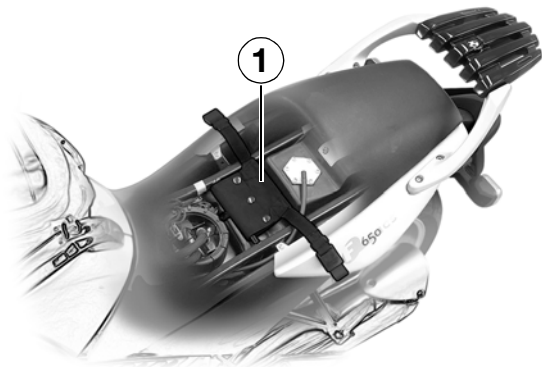


Softbag for stowage compartment, inserting/securing

⚠ CAUTION

Max. load in stowage compartment approx. 11 lbs (5 kg)
Make sure the softbag is correctly fastened.

- Prop the motorcycle on its side stand
 - Make sure the ground is level and firm.
- Insert the softbag into the stowage compartment as illustrated
- Pass loops **2** through the stowage-compartment rail at positions **B, C** and through the cover at position **A**
- Engage in hook **1**



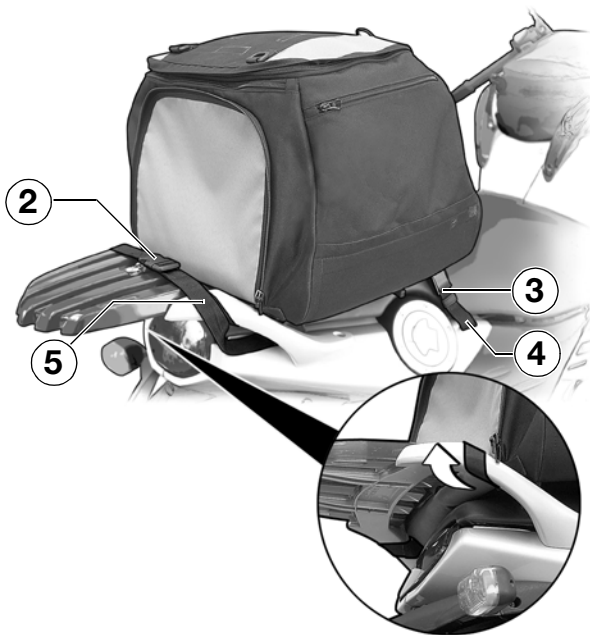
Softbag for rear seat, securing/removing

CAUTION

Make sure the softbag is correctly fastened.
See the installation instructions enclosed with the softbag for a more detailed description.

- Prop the motorcycle on its side stand
 - Make sure the ground is level and firm.
- Remove the seat (➡ 14)
- Secure strap **1** to the frame cross-member as illustrated
- Install the seat

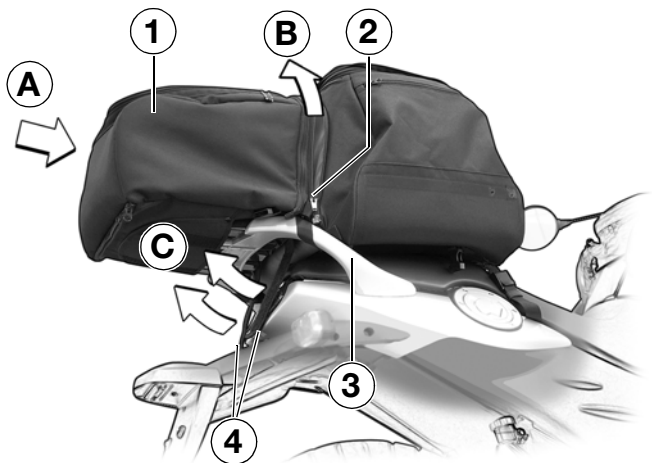
^{OA} Optional accessory



- Lay the softbag on the rear seat with the zip fastener toward the rear
- Thread front straps **4** through loops **3** on left and right, pull the straps taut and secure them
- Loop rear straps **5** on left and right around the luggage carrier (arrow) as illustrated
- Engage buckle **2** and pull the strap taut

Removal is the reverse of the installation procedure

^{OA} Optional accessory



Softbag for luggage carrier, securing/removing

⚠ CAUTION

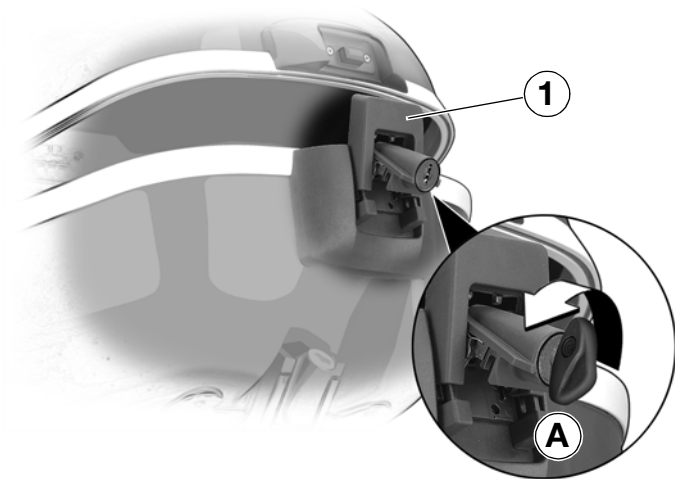
Max. load on luggage carrier approx. 11 lbs (5 kg)

Make sure the softbag is correctly fastened.

See the installation instructions enclosed with the softbag for a more detailed description.

- Prop the motorcycle on its side stand
 - Make sure the ground is level and firm.
- Slide softbag **1** onto luggage carrier **3** in direction **A** from the rear
- Close both Velcro fasteners **4** in direction **C**
- With the softbag for the rear seat installed, engage zip fastener **2** and close in direction **B**

Removal is the reverse of the installation procedure



⚠ WARNING

After an accident or if the motorcycle has fallen over, check that the topcase is correctly secured.

Max. load in topcase:
approx. 11 lbs (5 kg)

With the topcase installed, it is advisable not to exceed 80 mph (130 km/h).

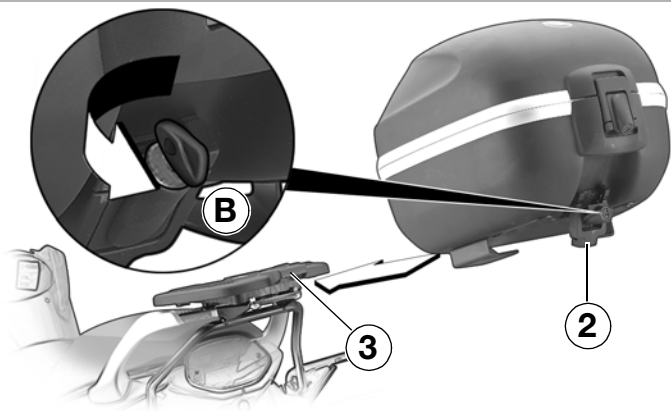
Opening the topcase

- Turn the key in the topcase lock to position **A**
- Swing latch **1** up until the lid of the topcase opens

Closing the topcase

- Turn the key in the topcase lock to position **A**
- Push the lid of the topcase down
- Push latch **1** down
- Lock the case and remove the key

^{OA} Optional accessory



Removing the topcase

- Turn the key in the retainer to position **B**
- Open retaining hook **2**
- Pull the topcase off the mount
- Close retaining hook **2**

Installing the topcase

- Turn the key in the retainer to position **B**
- Open retaining hook **2**
- Push the topcase onto the mount
- Lock the case and remove the key

⚠ WARNING

Make sure that retaining hook 2 engages retaining lug 3.

OA Optional accessory

Use the safety checklist – before every journey

Please perform the safety check accurately. If your motorcycle needs any routine maintenance, you can attend to it before the journey starts (► Maintenance Instructions), or have it performed by your authorized BMW motorcycle retailer.

This is to ensure that your motorcycle complies with road-vehicle use and safety laws. A motorcycle in perfect technical condition is essential for your safety and that of other road users.

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

- Fuel level
- Clutch-lever play
- Brake pressure
- Brake fluid levels (front and rear)
- Drive belt
- Warning lights and indicator lights
- Wheel rim and tire condition, tread depth and tire pressures

- Load and gross weight
- Coolant level
- Lights
- Check regularly (every time you stop for fuel), on the basis of the following section:
- Engine oil level (every second stop for fuel)
- Brake pads

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

Checking oil level

⚠ CAUTION

The **red** warning light  (➡ 7) for engine oil pressure indicates that the oil pump is delivering very little oil or none at all: do not regard this light as an oil level indicator. Oil pressure builds up after 1-2 seconds and the warning light goes out – the **red** engine oil pressure warning light  should remain off when the engine is running. Check the oil level regularly, each time you stop for fuel (or every second time at the latest).

⚠ CAUTION

The dipstick might show a low oil level if the motorcycle has been out of use for a lengthy period. Under these circumstances top up the oil level only after measuring the oil level in accordance with the instructions.

Check the oil level only when the engine is at operating temperature.

Checking the oil level when the engine is cold, just after the engine has been run briefly 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 in the system.

NOTE

The oil level varies with the temperature of the oil. The higher the temperature, the higher the level of oil in the tank.

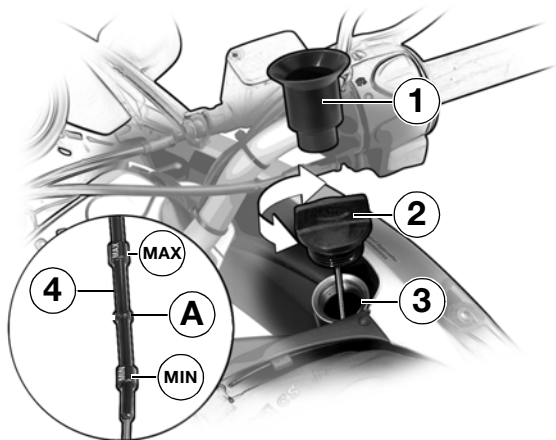
In order to avoid overfilling, it is advisable to check the oil level after the motorcycle has been ridden.

- Hold the motorcycle upright
 - Make sure the ground is level and firm.
- Check the oil when the engine is at operating temperature (after the motorcycle has been ridden, or else allow the engine to idle until the fan switches on)
- **Allow the engine to idle for at least 1 minute**
- Switch off the ignition
- Remove plug 2

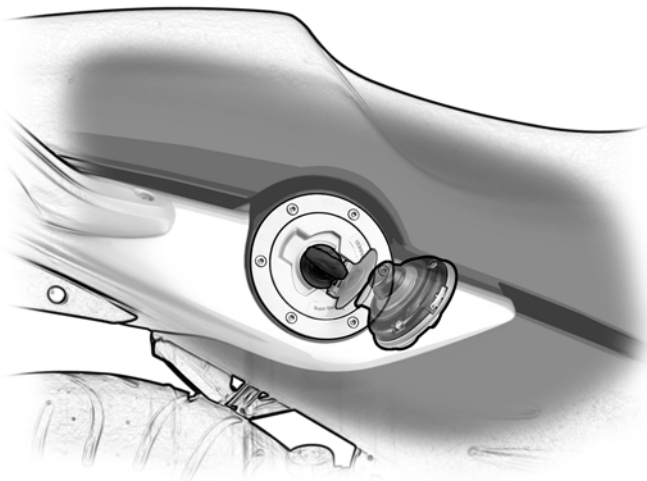
CAUTION

To avoid damage to the engine:

- Never exceed the maximum oil level.
- Always keep the level above the minimum mark.



- Wipe off oil dipstick **4**, using a clean, lint-free cloth
- To check the oil level, reinsert plug **2** with oil dipstick **4** into its bore, but do not engage the threads
- Check the oil level at the marks:
 - MAX** Maximum level
 - MIN** Minimum levelThe difference between the two marks corresponds to approx. 0.42 quarts (0.4 liter)
- If necessary, use funnel **1** to add oil through filler neck **3** until the level reaches middle mark **A**
- Reinstall plug **2**
- Repeat the warm-up procedure and re-check the oil level as described above



Refueling

⚠ WARNING

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

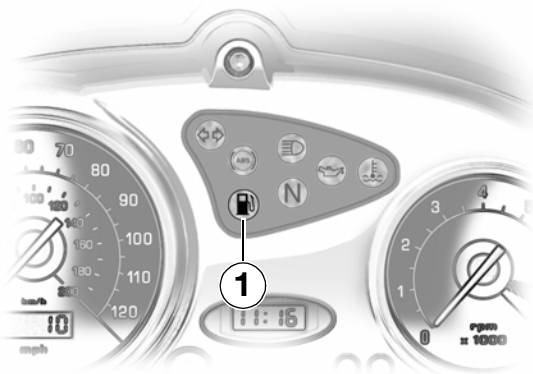
Fuel expands when hot (for instance if the fuel tank is in the sun). Consequently, add fuel only until the pump nozzle automatically cuts off the supply.

⚠ CAUTION

Leaded fuel will destroy the catalytic converter.

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

Wipe off plastic parts immediately if they are wetted with fuel.



- Prop the motorcycle on its side stand
 - Make sure the ground is level and firm.
- Open the fuel filler cap
- Refuel

CAUTION

Add fuel only until the pump nozzle automatically cuts off the supply

- Always use regular unleaded fuel to DIN 51607 or equivalent standard, min. octane number 91 (RON) or 81 (MON)

CAUTION

Always use the key to lock the fuel filler cap.

- Close the fuel filler cap

Capacity

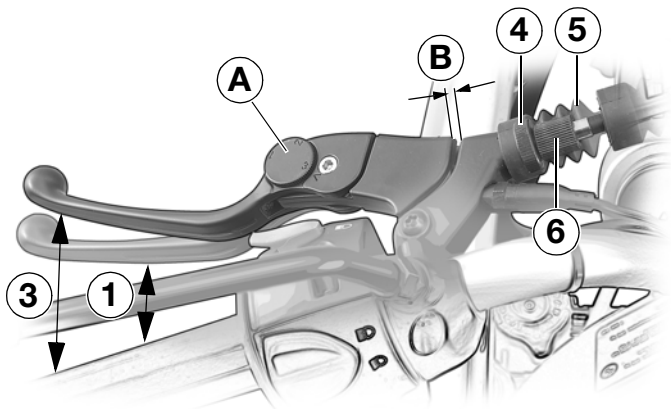
- Usable tank capacity 15 liters
- A **yellow** warning light **1** comes on when there are approximately 1 gal (4 liters) of fuel left in the tank

Handlebar levers

2

28

Safety check



Clutch-lever play

⚠ CAUTION

The clutch will be damaged if you ride the motorcycle without play at the clutch lever.

The scope of the BMW Inspection includes basic adjustment of the clutch.

Check:

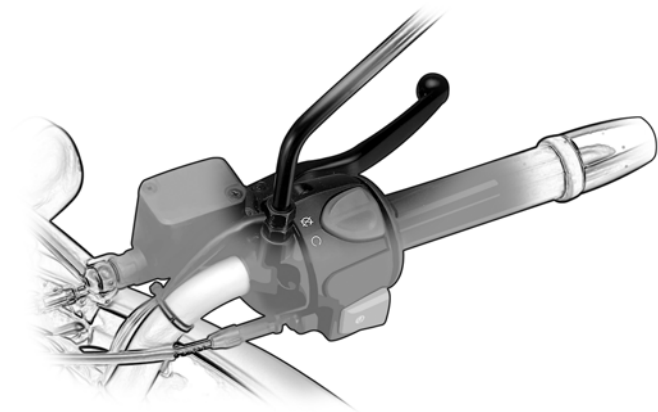
- Pull the lever until resistance is perceptible
- Measure play
Specified value: **B** = 0.04 to 0.08 in (1 to 2 mm)

To adjust:

- Push back flexible gaiter **5**
- Unfasten locknut **4**
- Turn adjusting screw **6** as necessary
- Retighten locknut **4**
- Check play, and adjust if necessary
- Pull flexible gaiter **5** back into position over locknut **4** and adjusting screw **6**

Clutch lever, adjusting

- Turn knob **A** to set the most comfortable span:
 - Setting **1**: minimum span
 - Setting **3**: maximum span



Checking brake pressure

⚠ WARNING

To prevent air from entering the brake circuit:

- Do not turn the handlebars in the clamping blocks
- Do not turn the fitting on the handlebar.

Sudden changes in play or spongy resistance at the brake lever indicate a fault in the hydraulic system.

For this reason, check pressure at the handbrake lever and the brake pedal before starting each journey.

⚠ WARNING

Do not ride the motorcycle if you have any doubts about the safety of the brake system.

Immediately seek the advice of a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

Brake system, checking

WARNING

Sudden changes in play or spongy action of the 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.

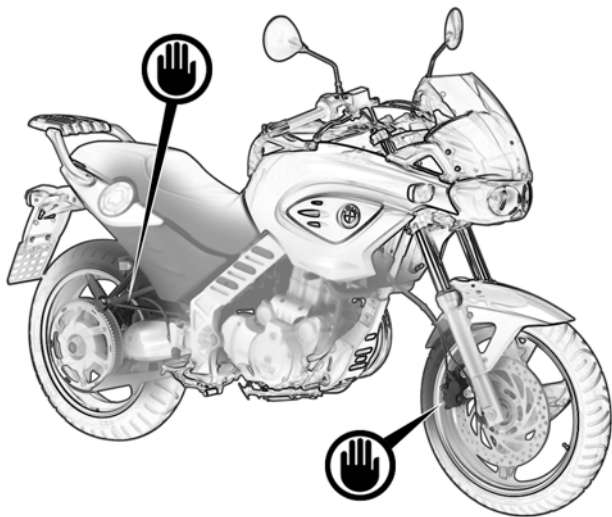
Do not ride the motorcycle if you have any doubts about the safety of the brake system.

Do not, under any circumstances, adjust the screw in the pedal of the footbrake. Immediately seek the advice of a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

Work on the brake system

WARNING

To ensure reliability have all work on the brake systems performed by a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.



Checking brake pads

⚠ WARNING

Have the brake pads replaced before they wear to the minimum permissible thickness: have the work performed by a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

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 (➡ Maintenance Instructions, Chapter 2)

Checking brake fluid level

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

WARNING

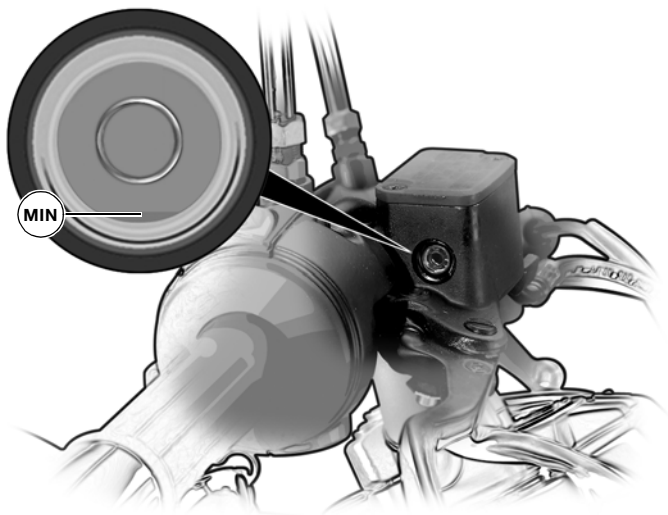
If brake fluid level in the fluid reservoirs for the front or rear brakes has dropped below the MIN mark (► 33, 34) have the brake system checked without delay by a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

Changing the brake fluid

WARNING

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

Consequently, the brake fluid must be changed regularly by a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.



Checking front brake fluid level

⚠ WARNING

Never permit the brake fluid level to drop below the minimum level (MIN mark).

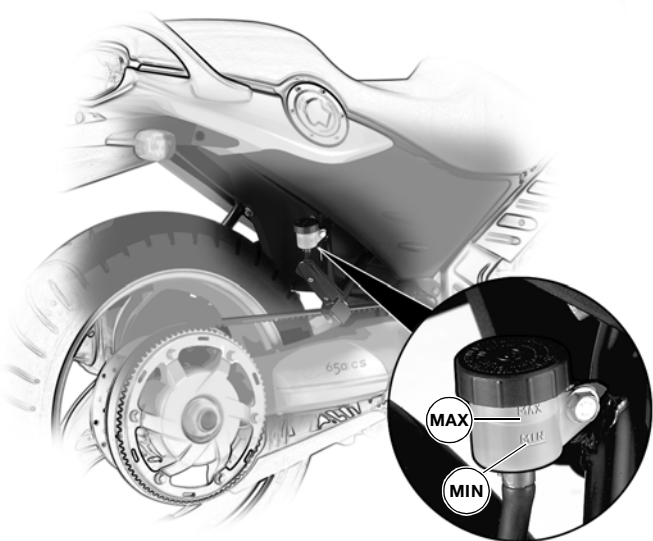
- Prop the motorcycle on its side stand
 - Make sure the ground is level and firm.

- Move the handlebars to the straight-ahead position
- Check the brake fluid level in the display:

MIN Minimum level
Bottom edge of display

🔧 NOTE

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



Checking rear brake fluid level

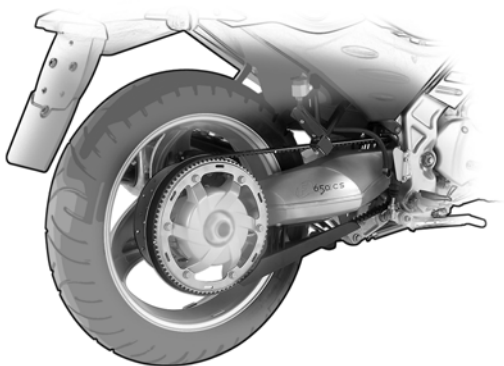
WARNING

Never permit the brake fluid level to drop below the **MIN** mark on the brake fluid reservoir

- Hold the motorcycle upright
– Make sure the ground is level and firm.
- Check the brake fluid level:
MAX Maximum level
MIN Minimum level

NOTE

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



Checking belt tension

CAUTION

Belt tension must be checked every 6,000 miles (10,000 km) by a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

Check the drive belt for damage after riding on unsurfaced tracks or in bad road conditions.

If necessary consult a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

NOTE

When new, the inner face of the drive belt has a thin coating of polyethylene. This coating wears off during the running-in phase. This process is normal and is not indicative of premature belt wear.

Spring preload^{OE}

2

36

Safety check



Adjusting spring preload

WARNING

Before the journey starts, adjust spring preload to suit the gross weight/load on the motorcycle.

For safety reasons, never attempt to alter spring preload while the motorcycle is being ridden.

Always bring the motorcycle to a standstill before adjusting.

- Prop the motorcycle on its side stand
- Adjust spring preload by turning knob **1**

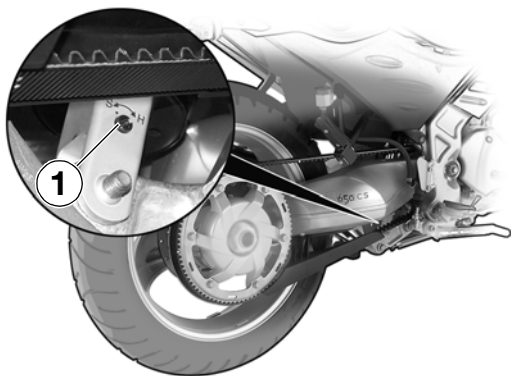
Basic setting, one-up, rider up to 187 lbs (85 kg):

- Turn knob **1** as far as it will go counter-clockwise in the direction indicated by the "**LOW**" arrow

Setting for two-up and luggage:

- Turn knob **1** clockwise in the direction indicated by the "**HIGH**" arrow until spring preload suits your preferences.

Turn the knob as far as it will go in the "**High**" direction if the motorcycle is loaded to the limit of its load-bearing capacity.



Adjusting shock absorber

⚠ WARNING

Before starting the journey, adjust the shock absorber to match total weight.

If spring preload is changed, it is essential to adjust the shock-absorber setting accordingly.

- Adjust the shock absorber with a screwdriver

Firm setting "H":

- Fully tighten adjusting screw **1**

Basic setting:

- Back off adjusting screw **1** through $\frac{3}{4}$ of a turn to one full turn

Soft setting "S":

- Fully back off adjusting screw **1**

Checking wheel rims

WARNING

Have damaged wheel rims checked and, if necessary, replaced by a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

Use only wheels and tires that BMW Motorrad has approved for your motorcycle. For each size of tire BMW tests certain makes, and approves those that it certifies as roadworthy. If BMW Motorrad has not approved the wheels and tires it cannot assess their suitability or provide any guarantee of road safety.

WARNING

You can obtain detailed information on approved tire sizes and makes from your authorized BMW motorcycle retailer or by visiting www.bmw-motorrad.com on the Internet

Checking tire tread depth

WARNING

Comply with local legal requirements concerning minimum tread depth. Worn tires can impair handling.

- Measure tread depth at the center of the tire tread

BMW's minimum tread depth recommendation:

Front 0.08 in(2 mm)

Rear 0.12 in(3 mm)

Checking tire pressures

WARNING

Incorrect tire pressures have a considerable influence on handling and on tire life.

Adjust tire pressures to suit total weight. Never exceed either the motorcycle's gross weight or the individual wheel load limits (► 41).

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

Use only metal valve caps with rubber seals.

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

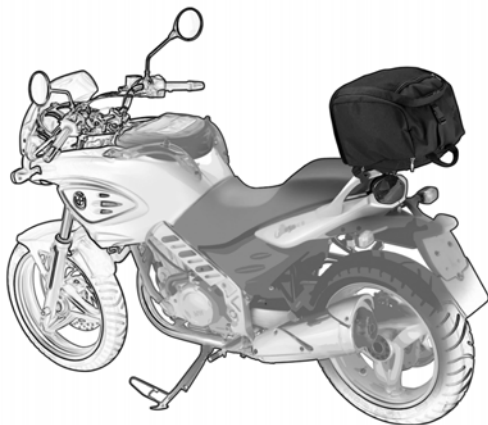
– Tires cold:

- Unscrew and remove valve cap
- Check/correct tire pressure

Tire pressures:

	front	rear
One-up	31.9 psi (2.2 bar)	36.3 psi (2.5 bar)
Two-up and luggage	31.9 psi (2.2 bar)	36.3 psi (2.5 bar)

- Screw the valve caps back on tightly

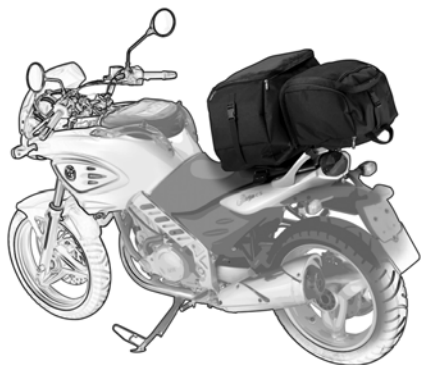


WARNING

BMW cannot examine or test each product of outside origin on the accessories and tires market to ensure that it can be used on or in connection with BMW motorcycles without constituting a safety risk. 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 BMW motorcycles and consequently, they are not sufficient in some circumstances.

NOTE

BMW accessories and other products approved by BMW can be obtained from your BMW motorcycle retailer.



Correct loading

⚠ WARNING

Overloading can impair the handling of your motorcycle.

- Make sure that the weight is uniformly distributed
- Pack heavy items at the bottom and toward the inboard side
- **Max.** load for luggage carrier and softbag for stowage compartment is **11 lbs (5 kg)** each
- Check that fastenings are correctly positioned and tight

⚠ WARNING

Case systems can impair the handling of your motorcycle. Use only genuine BMW accessories.

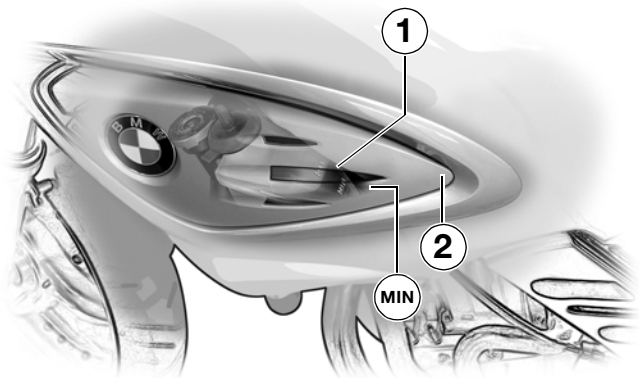
⚠ CAUTION

Do not exceed the gross weight limit of **816 lbs (370 kg)**.

Do not exceed the wheel load limits of **441 lbs (200 kg)** at the front and **595 lbs (270 kg)** at the rear.

The total weight is the sum of:

- motorcycle with full tank
- rider
- passenger
- luggage



Checking coolant level

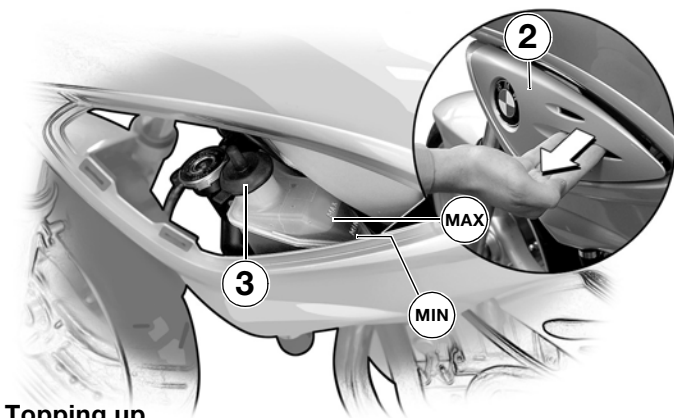
⚠ CAUTION

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

- Hold the motorcycle upright
- Check the coolant level through slot **1** in cover insert **2** of the expansion tank:
MIN Minimum level
- Add coolant if necessary

📖 NOTE

If the expansion tank is full and the coolant temperature is high (as indicated by **red** warning light  58) or coolant consumption is excessive, consult a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.



Topping up the coolant level

CAUTION

The coolant level must be between the **MIN** and **MAX** marks.

Never overfill the expansion tank.

Take care not to damage cover insert **2** when removing.

- Prop the motorcycle on its side stand
- As illustrated, take a full-handed grip of cover insert **2**
- Without tilting the cover insert, pull it straight toward your body as indicated by the arrow

- Open cap **3** of the expansion tank
- Add coolant of the correct specification (➡ Maintenance Instructions, Chapter 3)

NOTE

Engine cold: do not top up past the **MIN** mark

- Hold the motorcycle upright and recheck the coolant level; correct if necessary
- Reinstall the cap on the expansion tank
- Reinstall cover insert **2**



Checking lights

⚠ CAUTION

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

🔧 NOTE

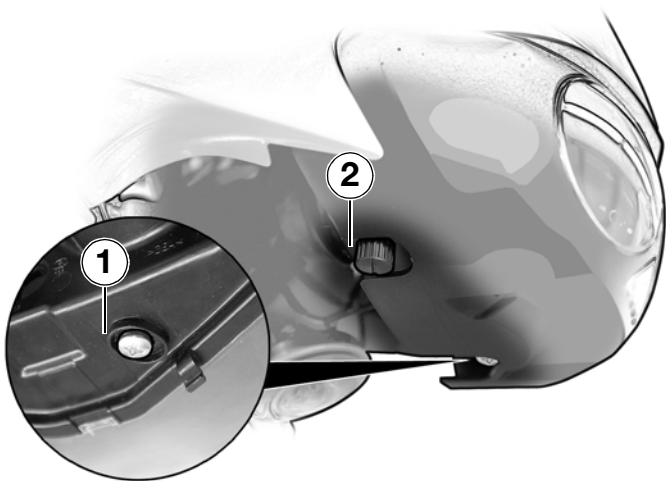
If turn indicator repeater flashes at twice the usual speed:
Defective flasher bulb.
For instructions on changing bulbs in parking light, headlight (low beam and high beam), rear light, brake light, turn indicators and the license plate light:
(➡ Maintenance Instructions, Chapter 2)

Headlight setting RHD/LHD traffic

If the motorcycle is ridden in a country where the opposite rule of the road applies, its asymmetric low-beam headlight will tend to dazzle oncoming traffic. Consult a BMW-certified workshop, preferably an authorized BMW motorcycle retailer, to have the headlight adjusted to suit whichever rule of the road applies.

⚠ CAUTION

Adhesive films with unsuitable adhesives can damage the headlight lens.



Adjusting headlight beam throw

Have the headlight basic setting adjusted by a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

CAUTION

Use adjusting screw **1** only for lateral adjustment of the headlight's beam throw.

NOTE

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

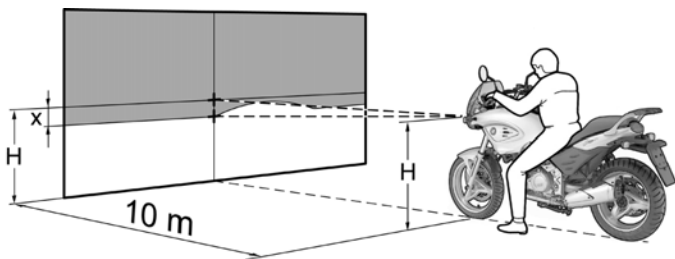
Only if the load carried on the motorcycle is very high, the headlight beam can be lowered by turning adjusting screw **2**. This shortens the beam throw.

Lights

2

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Safety check



Headlight adjustment, up/down

NOTE

Do not prop the motorcycle on the side stand.

- Check tire pressures and correct if necessary.
- Position the motorcycle on a level surface 33 feet (10 meters) (headlight) from a light-colored wall, and with the rider's weight (approx. 187 lbs/85 kg) on the seat
- Measure the distance **H** from the ground to the center of the headlight
- Transfer this height **H** to the wall and draw a cross on the wall at this point
- Draw a second cross (**x** = 3.9 in/10 cm) lower

- Switch on the low-beam headlight
- Turn adjusting screw **2** to align the headlight in such a way that the light-dark cutoff starts in the middle of the bottom cross and rises to the right to the height of the upper cross, before dropping again

CAUTION

Use adjusting screw **1** only for adjusting the basic setting of the headlight.

NOTE

Have the headlight basic setting checked by a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

Handling your motorcycle safely

Each motorcycle has a character all its own. It is time now for you to familiarize yourself with the way your own motorcycle behaves:

- acceleration
- roadholding
- cornering
- braking ...

These are all things you need to become familiar with.

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

WARNING

The tires need to cover a certain distance before they acquire their full road grip (► 55).

If you ride at high speed, always bear in mind that various boundary conditions such as the spring preload setting and the shock absorber setting, an unbalanced luggage load, loose clothing, low tire pressure, poor tire tread, and so on, can affect the handling of your motorcycle.

Safe motorcycling doesn't depend on the motorcycle alone.

Your own skill and common-sense are needed too.

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

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

** WARNING**

Do not ride the motorcycle 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.

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

Risk of poisoning

Exhaust fumes contain carbon monoxide, which is colorless and odorless but highly toxic.

WARNING

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

Do not run the engine in an enclosed space.

Risk of fatal accident

Your motorcycle is equipped with a digital electronic engine management system and a high-power ignition system.

WARNING

When the engine is running or the ignition keyed on, never touch electrically live parts of the ignition system or the digital engine electronics.

Risk of fire

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

WARNING

Make sure that whether riding or standing still or when the motorcycle is parked, no easily flammable material (for example hay, grass, leaves, clothing or luggage etc.) can come into contact with the hot exhaust system. Do not allow the engine to idle unnecessarily or for prolonged periods of time – risk of overheating or fire. Ride away immediately after starting the engine.

Catalytic converter

CAUTION

To avoid damage to the catalytic converter:

- Do not run the fuel tank dry
- Push-start only when the engine is cold
- Do not run the engine with a spark plug lead disconnected
- Do not exceed the engine-speed limits marked on the tachometer
- 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 BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

CAUTION

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

Side stand



Placing motorcycle on side stand

⚠ WARNING

For safety reasons, never sit on the motorcycle with the side stand extended.

⚠ CAUTION

Stop the engine before using the side stand.

Make sure the surface under the stand is firm.

On a grade, the motorcycle should always face uphill; select 1st gear.

- Switch off the ignition
- Keep both feet on the ground
- Hold the left handlebar grip with your left hand
- Keep your right hand on the right handlebar grip and the handbrake lever
- Hold the motorcycle upright and balanced
- Use your left foot at the extension pin to extend the side stand fully (arrow)
- Slowly lean the motorcycle to the side until its weight is taken by the stand and dismount from the motorcycle
- Turn the handlebars to full left lock (➡ 9)
- **Check that the motorcycle is firmly supported**



Removing motorcycle from side stand

WARNING

Make sure the side stand is fully retracted before you ride off.

– Riding with the side (prop) stand extended represents a safety risk.

- Both feet on the ground, no weight on the motorcycle
- Hold the left handlebar grip with your left hand
- Keep your right hand on the right handlebar grip and the handbrake lever
- Slowly raise the motorcycle to the upright position and keep it balanced
- Sit on the motorcycle and use your left foot to retract the side stand
- Turn the ignition key to the "R" or "ON" position (➡ 9)
 - Handlebars unlocked



⚠ CAUTION

Exceeding the specified engine speeds while running in will lead to increased engine wear.

📖 NOTE

While running in the motorcycle, vary the throttle opening and engine-speed range frequently.

Try to do most of your riding during this initial period on twisting, fairly hilly roads rather than high-speed main roads and highways.

Running-in speeds

From 0 to 600 miles (1,000 km)

- Engine speed max. 5,000 rpm and no full-load acceleration
- The first inspection should always be performed after 600 miles (1,000 km). Make an appointment with your authorized BMW motorcycle retailer in good time, so that the work can be performed punctually.

From 600 to 1,200 miles (1,000 to 2,000 km)

- Engine speeds can be gradually increased after 600 miles (1,000 km)
- Avoid lengthy periods at full load until 1,200 miles (2,000 km) have been covered

Running in new brake pads

WARNING

New brake pads must “bed down” and therefore do not achieve their optimum friction levels during the first 300 miles (500 km).

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 during this initial period.

Tires: running in

WARNING

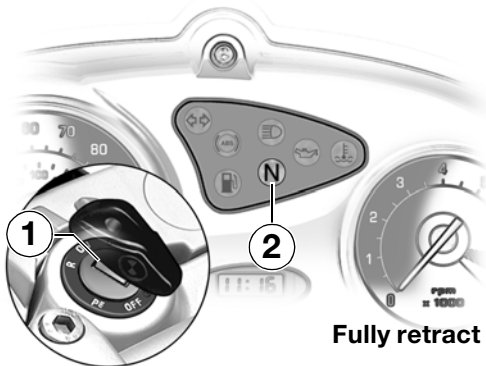
New tires have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tires are run in. This running in procedure is essential if the tires are to achieve maximum grip.

Before you start

3

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Starting – Riding – Parking



Fully retract the side stand

NOTE

If the side stand is extended and a gear engaged, you cannot start the motorcycle.

Switch on the ignition

- Kill switch **3** in the run position 
- Ignition key **1** in the ON position
- Wait until the warning light for coolant temperature () stops flashing

In an emergency only:

- Move kill switch **3** to position 
- The electronic engine management, fuel pump and starter motor electrical circuits are de-energized

Select neutral

- Neutral indicator light **2** **green**  ON

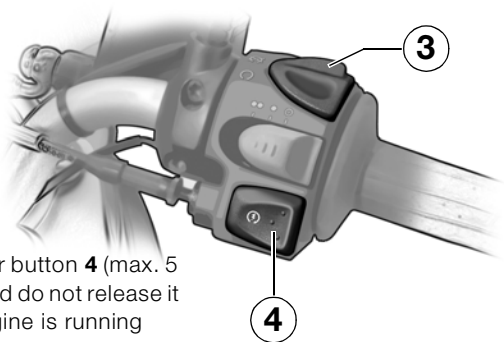
NOTE

Engine does not start:

- Move the gear lever to the  position or disengage the clutch

Engine stops when first gear is engaged:

- Fully retract the side stand; if necessary, consult the troubleshooting chart () Maintenance Instructions, Chapter 2)



Starting

- Press starter button **4** (max. 5 seconds) and do not release it until the engine is running smoothly
- Do not turn the throttle twist-grip when starting the engine.

NOTE

After releasing the starter button if the engine does not start, wait at least 5 seconds before pressing the starter button again. After switching off the ignition, wait 3 seconds before switching it on again.

CAUTION

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: recharge the battery.

NOTE

At ambient temperatures below 32 °F (0°C), pull the lever to dis-engage the clutch when starting the engine.

CAUTION

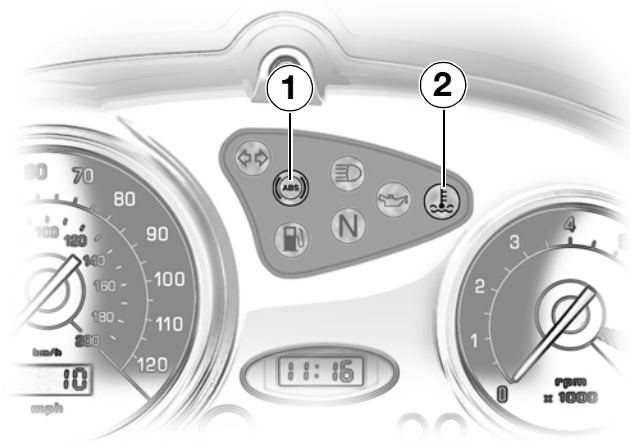
Do not allow the engine to idle unnecessarily or for prolonged periods of time – risk of overheating or fire. Ride away immediately after starting the engine. Avoid high engine speeds after a cold start.

Indicator and warning lights

3

58

Starting – Riding – Parking



ABS check

- ABS warning light 1
(➡ 64-68)

Coolant temperature

Warning light 2  (red) flashes for approx. 3 seconds after you switch on the ignition.

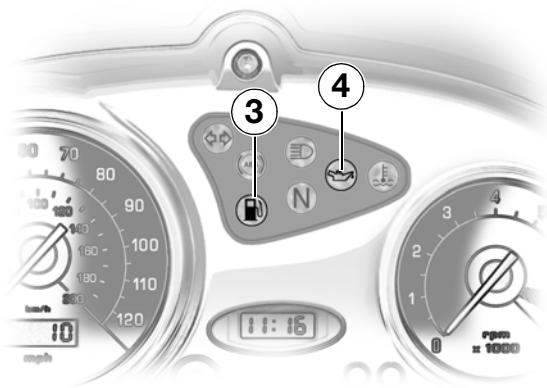
The electronic engine management system initializes itself during this period.

⚠ CAUTION

If the coolant temperature warning light  comes on, stop the engine and allow it to cool down.

Check coolant level in the expansion tank (➡ 42).

If the expansion tank is full, but the warning light remains on, or if coolant consumption is excessive, consult a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.



Engine oil pressure

Warning light **4**  (**red**) goes out above idle speed.

CAUTION

If warning light **4** comes on during the journey, take the following action as soon as traffic conditions permit:

- Disengage the clutch
- Operate the kill switch ( 56)
- Bring the motorcycle safely to a halt
- Check engine oil level ( 25)

CAUTION

If the motorcycle is being ridden and warning light **4** lights up even though the oil level is correct, you must consult a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

Low fuel level

When warning light **3**  (**yellow**) lights up, the usable quantity of fuel left in the tank is approximately 1 gal (4 liters).

Riding, gear shifts

3

60

Starting - Riding - Parking



Load changes

Engine speed

Choose engine speeds in accordance with the coolant temperature reading, and do not use maximum engine speeds unless the engine has reached its regular operating temperature.

When the tachometer needle enters the red zone on the dial, the fuel supply is interrupted in order to protect the engine against over-revving.

NOTE

The governor cuts in at 7,400 rpm.

WARNING

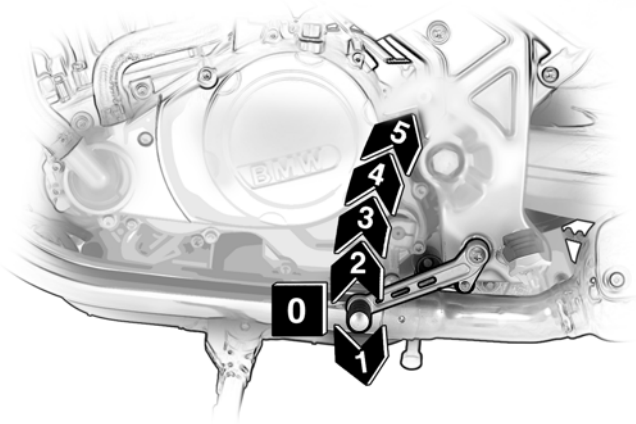
Try not to open or close the throttle abruptly, particularly on wet or slippery roads.

Gearshifts

NOTE

Never slip the clutch excessively when changing gear. Vary your speed only by using the throttle in a suitable gear, not by slipping the clutch.

It is advisable not to exceed a maximum of 7,000 rpm in any gear.



Moving away/upshifts

- Pull the clutch lever in
- Press down on the gearshift lever (to select first gear) and take your foot off the lever
- Smoothly re-engage the clutch
- Increase engine speed slightly as necessary
- For upshifts into 2nd, 3rd, 4th and 5th gears, proceed in the same way, but lift the gear lever with your foot

Downshifts

- Close the throttle (twistgrip)
- Pull the clutch lever in
- Select the next-lowest gear: (opposite direction to arrow)
- Smoothly re-engage the clutch

Wet brakes

After the motorcycle has been washed, ridden through water or ridden in the rain, the brake disks and pads may be wet (or iced-over in winter), and may not take effect immediately.



The brakes have to dry before they start to bite.

Salt on brakes

The brakes may fail to take effect immediately if the motorcycle was ridden on salt-covered roads and the brakes were not applied for some time.



The layer of salt on the brake disks and pads has to be worn off before the brakes start to bite.

Dirt or mud on brakes

When riding on muddy roads, the brakes may fail to take effect immediately because of dirt or moisture on the disks or brake pads.

WARNING

The brakes must first be applied until the disks and pads are clean.

Dirt on the brakes increases the rate of pad wear.

Oil and grease on brakes

WARNING

Brake disks and pads must be free from oil and grease.

WARNING

If the brake lever can be moved right to the limit of its travel, this indicates a mechanical or hydraulic fault. The brake system is defective.

Immediately consult a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

Sensitive electronic control

It takes skill and sensitive control of the brakes to pull up safely on a motorcycle. As the front wheel locks, it loses its stabilizing centrifugal force, and even a professional rider faces an almost certain fall.

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

Anti-lock braking 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 motorcycle's braking capability.

ABS enhances safety in emergency-braking situations, particularly when the motorcycle is traveling in a straight line.

Extra safety reserves

But remember: the potentially shorter braking distances which ABS permits must not be used as an excuse for careless riding. 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 allowable speed limits
- Take care when cornering. When you apply the brakes on a corner, the motorcycle's weight and momentum take over and even ABS is unable to counteract their effects.

Anti-lock braking system (ABS)^{OE}

3

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Starting – Riding – Parking



⚠ WARNING

Do not operate high-power radio equipment on the motorcycle. There is a slight risk of it affecting operation of the ABS.

ABS check

Automatic activation when you switch on the ignition.

Warning light **1** comes on.

ABS self-diagnosis

When you start the engine and pull away:

- Warning light **1** goes out to indicate that ABS is operational

^{OE} Optional equipment

Anti-lock braking system (ABS)^{OE}

3

66

Starting – Riding – Parking



ABS faults

- ABS warning light **1** remains ON:
the ABS function is not available

⚠ CAUTION

If the fault cannot be rectified, immediately consult a BMW-certified workshop, preferably an authorized BMW motorcycle retailer.

^{OE} Optional equipment

The ABS is taking effect:

- if a pulsating sensation is perceptible through the hand-brake lever or brake pedal when you apply the brakes

NOTE

A pulsating sensation perceptible through the brake lever or brake pedal tells you that the ABS is in operation. Depending on your style of riding and on certain boundary conditions, ABS prevents the rear wheel from lifting clear of the ground.

^{OE} Optional equipment

CAUTION

If the brake lever can be moved right to the limit of its travel, this indicates a mechanical or hydraulic fault.

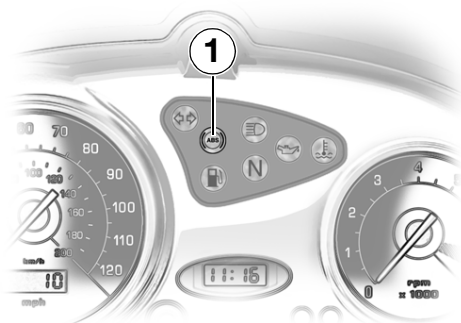
It is advisable to consult a BMW-certified workshop, preferably an authorized BMW motorcycle retailer, and have the problem rectified.

Anti-lock braking system (ABS)^{OE}

3

68

Starting – Riding – Parking



WARNING

If there is a fault in the ABS system – as indicated by warning light 1 – the reserves of safety normally afforded by ABS are not available until the defect has been put right.

There is a risk of dropping the motorcycle if the brakes are applied too hard and the wheels lock or the rear wheel lifts clear of the ground as a result of a high level of front tire adhesion.

The ABS system shuts down automatically if you ride for approx. 10 seconds with only one wheel in contact with the ground.

ABS is out of action:

- at speeds below 3.7 mph (6 km/h) (7.45 mph/12 km/h – if brake lever/pedal was operated beforehand)
- when the ignition is switched off
- if the battery is defective or flat (indicated by ABS warning light)
- if there is a fault in the ABS system (➡ 66)
- **The brakes remain fully operational, though without the reserves of safety afforded by ABS.**

^{OE} Optional equipment

Know-how...

In recent years, motorcycles' technical design features have become more and more sophisticated.

Electronic engine management, 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 authorized BMW motorcycle retailer.

The authorized BMW motorcycle retailer employs staff who attend regular and comprehensive training courses.

Authorized BMW motorcycle retailers also receive all the current technical information and are therefore fully aware of the latest developments.

...technical features...

Authorized BMW motorcycle retailers have the experience and all the necessary facts at their 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** diagnosis system and exhaust emissions tester.

Regular visits to the workshop for routine servicing are strongly recommended even after the warranty period has expired. They are the only way to be genuinely certain that your BMW 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 authorized BMW motorcycle retailer is essential.

Certain signs of wear, moreover, may otherwise not be noticed until it is too late to put them right at moderate cost. The authorized BMW motorcycle retailer knows every detail of your motorcycle and can take remedial action if necessary before minor faults develop into more serious ones. 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 is in genuinely good shape when it leaves the authorized BMW motorcycle retailer's workshop – and above all, safe.

BMW Service Card

A Service Card is available for all new BMW motorcycles.

A wide range of emergency-assistance services are in place to help you in the unlikely event of a problem occurring somewhere far from home.

If you have a breakdown anywhere in Europe, just call our Central Emergency Service number from any telephone.

Our experts are on duty there day and night to arrange assistance for you. They can provide practical advice on what to do next and can make arrangements on your behalf, for example notifying local emergency services anywhere in Europe, recovery and transportation of the motorcycle to the nearest authorized BMW motorcycle retailer, a taxi for you, and even a replacement vehicle and hotel accommodation, if necessary.

BMW Service worldwide

And if your travels take you even further away from home, you have no need to worry: we are represented in more than 100 countries of the world.

NOTE

Call us if you have any questions about the BMW dealership network. You can contact us from any European country on a telephone hotline. The phone numbers are listed in the “Service Kontakt / Service Contact” booklet (see on-board documentation). Or if you prefer you can use the homepage address to contact us on the Internet.

Development...

Motorcyclists have an intensive relationship with nature. BMW has made sure that they continue to enjoy the best possible prospects for successful riding in the future.

This not only because your new BMW is available with exhaust emission control by closed-loop, three-way catalytic converter.

...waste disposal...

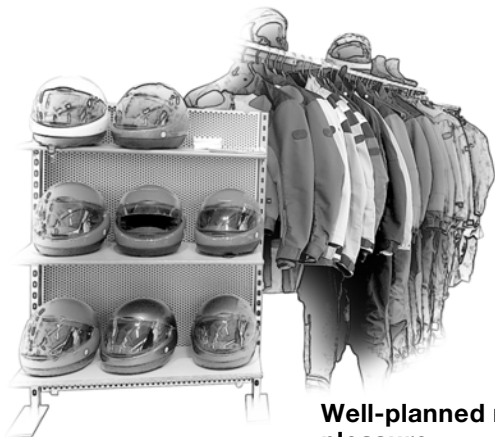
Behind the scenes, in the workshop, we do not neglect the pro-environmental aspects of our work either.

Wherever possible, we use environmentally acceptable biodegradable materials. 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

Alongside the correct disposal of environmentally hazardous materials, recycling is another high-priority issue for BMW.

For example, plastics that are marked according to type can more easily be returned to the materials cycle. Remember: when it comes to making repairs to your motorcycle, the authorized BMW motorcycle workshop is far better equipped to protect the environment than you are at home.



The essentials

To reach your destination safely every time, there's only one choice:

- Helmet
- Suit
- Gloves
- Boots

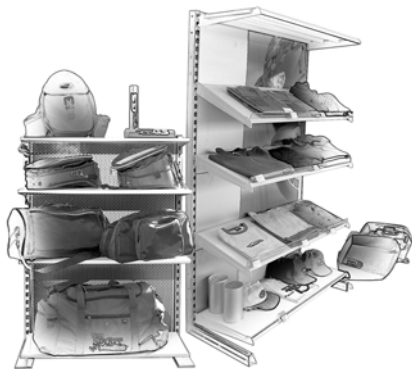
It is foolish to ride without these items of clothing. This applies even to the shortest journeys, and to every season of the year.

Well-planned riding pleasure

Many motorcyclists have learned the hard way that the proper clothing contributes so much to riding pleasure. You must feel comfortable and relaxed – and your own safety must never be endangered.

There is no doubt about it: when buying motorcycling clothing, you simply cannot set your sights too high. It is good to know that the BMW brand can be trusted to supply you with safe, high-quality rider's clothing as well.

Information on the latest products is always available from your authorized BMW motorcycle retailer.



Always an idea ahead

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

Ask your authorized BMW motorcycle retailer for the latest upgrades and retrofits.

Every BMW accessory product is made to the same exemplary standards of design, function and quality as the motorcycle itself. This calls for a great deal of experience, but our engineers are themselves enthusiastic motorcyclists who know what is needed. Whenever development work starts on a new motorcycle, 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' behavior with a degree of healthy skepticism.

- Take bends smoothly and rhythmically, avoiding harsh 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 approx. 30 mph (50 km/h), for instance, every second lost represents a further distance of about 46 feet (14 meters) before the brakes are applied
- At approx. 55 mph (90 km/h), this distance grows to 82 feet (25 meters).

Practice applying the brakes with and without an extra load on the motorcycle, 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 programs are a wonderful opportunity:

systematic basic and follow-up training enables you to master situations close to the limit and keep your motorcycle under supreme control whatever happens.

Now it's your turn

- Regular care is important, with all functions checked before the journey starts.
- Genuine BMW accessories satisfy all safety requirements and are precisely matched to your BMW motorcycle.
- Your authorized BMW motorcycle retailer is best placed to service your motorcycle
- Do not under any circumstances install unapproved accessories. This can represent a safety risk, invalidate the motorcycle's general operating permit or cause you to lose your insurance cover.
- Technical modifications should always be entrusted to the trained specialists employed by your authorized BMW motorcycle retailer.

NOTE

Your authorized BMW motorcycle retailer can supply you with useful items to accompany the Maintenance Instructions.

- 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 we want you to enjoy riding your BMW as a constant source of relaxed pleasure and satisfaction.

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Rider's Manual (US Model)

F 650 CS

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consisting of
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Important notes



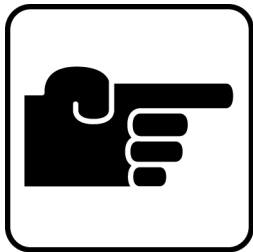
WARNING

This symbol indicates precautions and measures which are essential in protecting the rider and other persons from severe or fatal injury.



CAUTION

Specific instructions and safety precautions intended to prevent damage to the motorcycle. Disregarding them may render the warranty invalid.



NOTE

Specific instructions on how to operate, control, adjust or look after items of equipment on the motorcycle.

Details described or illustrated in this booklet may differ from the motorcycle's actual specification as purchased, the accessories fitted or the national-market specification. No claims will be entertained as a result of such discrepancies. Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.

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