Rider's Manual (US Model)

F 800 R



BMW Motorrad

The Ultimate Riding Machine

Motorcycle/Retailer Data

Motorcycle data

Model

Vehicle Identification Number

Color number

First registration

Registration number

Retailer Data

Contact in Service

Ms./Mr.

Phone number

Retailer's address/phone number (company stamp)

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.
Please read this Rider's Manual carefully before starting to use your new BMW motorcycle. It contains important information on how to operate the controls and how to make the best possible use of all your BMW's technical features.
In addition, it contains information on maintenance and care to help you maintain your motorcycle's reliability and safety, as well as its value.
If you have any questions concerning your motorcycle, your authorized BMW Motorrad retailer is always happy to provide advice and assistance.

We wish you many miles of safe and enjoyable riding

BMW Motorrad.

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General instructions

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Overview

Chapter 2 of this Rider's Manual will provide you with an initial overview of your motorcycle. All maintenance and repair work carried out on your motorcycle will be documented in Chapter 11. Proof of the maintenance work performed is a prerequisite for generous treatment of claims. When the time comes to sell your BMW, please remember to hand over this Rider's Manual; it is an important part of the motorcycle.

Abbreviations and symbols

Indicates warnings that you must comply with for reasons of your safety and the safety of others, and to protect your motorcycle against damage.

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

◀ Indicates the end of an item of information.

• Instruction.

» Result of an activity.

 Reference to a page with more detailed information.

◁ Indicates the end of accessory or equipment-dependent information.

 Tightening torque.

 Technical data.

OE Optional equipment
The motorcycles are assembled complete with all the BMW optional extras originally ordered.

OA Optional accessories
BMW optional accessories can be purchased and installed at your authorized BMW Motorrad retailer.

EWS Electronic immobilizer.

DWA Anti-theft alarm.

ABS Anti-Lock Brake System.

RDC Tire Pressure Control (TPC).

Equipment

When you ordered your BMW motorcycle, you chose various items of custom equipment. This Rider's Manual describes optional equipment (OE) offered by BMW and selected optional accessories (OA). This explains why the manual may also contain descriptions of equipment which you have not ordered. Please note, too, that your motorcycle might not be exactly as illustrated in this manual on account of country-specific differences.
If your BMW is equipped with options or accessories not described in this Rider's Manual, then this equipment is described in a separate set of instructions.

Technical data

All dimensions, weights and outputs in this Rider's Manual refer to the Deutsches Institut für Normung e. V. (DIN) and comply with its tolerance regulations. Versions for individual countries may differ.

Currentness of this manual

The high safety and quality standards of BMW motorcycles are maintained by constant development work on designs, equipment and accessories. Because of this, your motorcycle may differ from the information supplied in the Rider's Manual. In addition, BMW Motorrad cannot guarantee the total absence of errors. We hope you will appreciate that no claims can be entertained on the basis of the data, illustrations or descriptions in this manual.

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BMW
F 800 R

General view, left side

1 Payload table (to left of steering-head bearing)
2 Seat lock (➡ 57)
3 Engine oil fill location (➡ 88)
Oil dipstick (➡ 87)

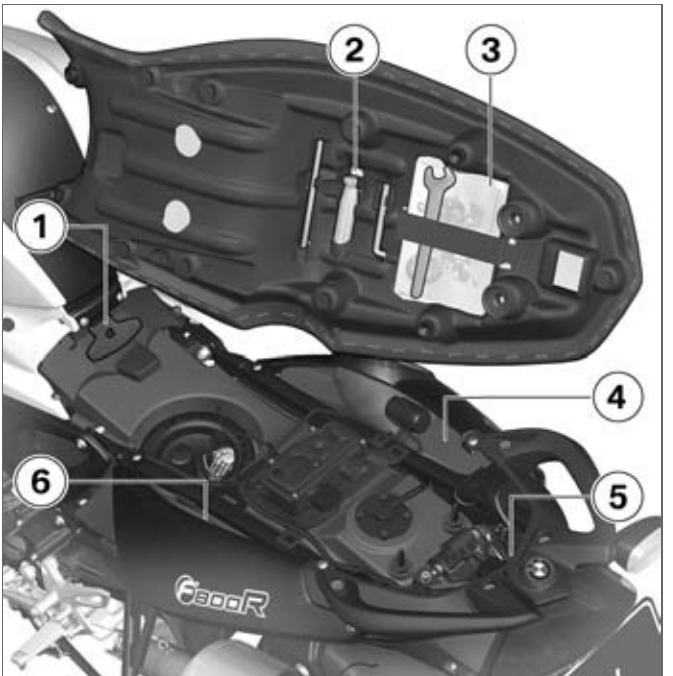

1
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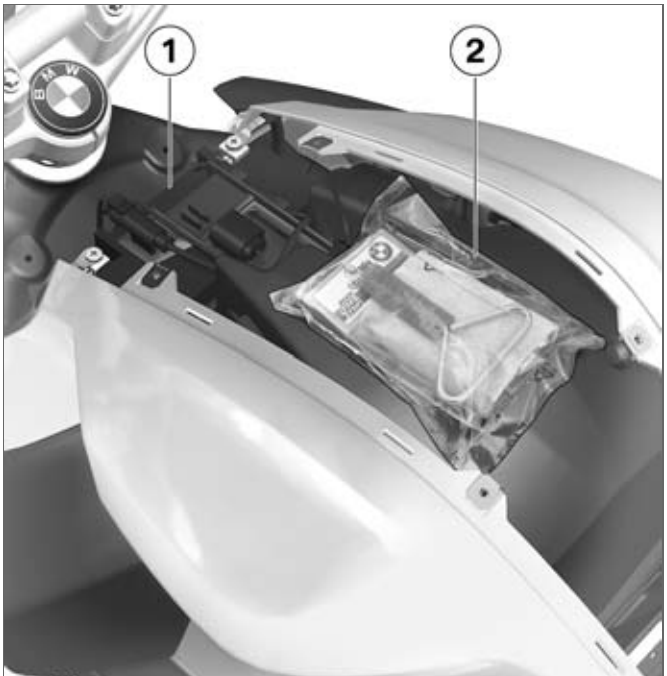
General view, right side

1 Fuel filler opening (➡ 68)
2 Adjuster for spring preload, rear (➡ 54)
3 Vehicle Identification Number, type plate (on steering-head bearing at right)
4 Brake-fluid reservoir, front (➡ 90)
5 Coolant level indicator (➡ 92)
6 – with onboard socket OE Onboard socket (➡ 76)
7 Adjustment of rear damping (➡ 55)
8 Brake-fluid reservoir, rear (➡ 91)

Underneath seat

1 Tools for adjusting spring preload (➡ 54)
2 Standard tool kit (➡ 86)
3 Rider's Manual (US Model)
4 Location for first-aid kit (OA)
5 Tire inflation pressure table
6 – with service toolkit OA
Storage for toolkit service set (➡ 86)





Under fairing

1 Battery (➡ 111)
2 Flat tire set (OA)

Left handlebar fitting

1 High-beam headlight and headlight flasher (➡ 49)

2 – with onboard computer[OE]
Operating onboard computer (➡ 43)

3 Hazard warning flashers (➡ 50)

4 Operating turn indicators (➡ 50)

5 Horn





Handlebar fitting, right

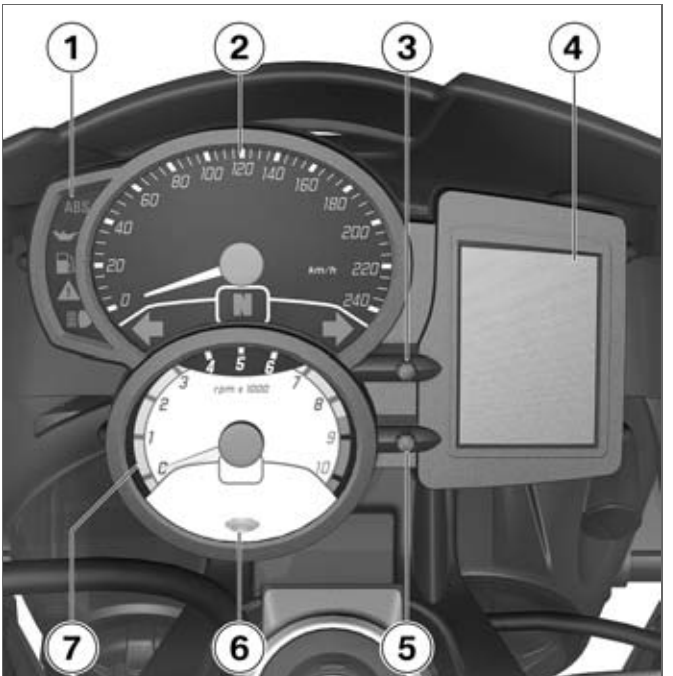
1 – with heated handlebar grips[OE]
Heated handlebar grips (➡ 51)

2 Starter button (➡ 62)

3 Emergency ON/OFF switch (➡ 51)

Instrument cluster

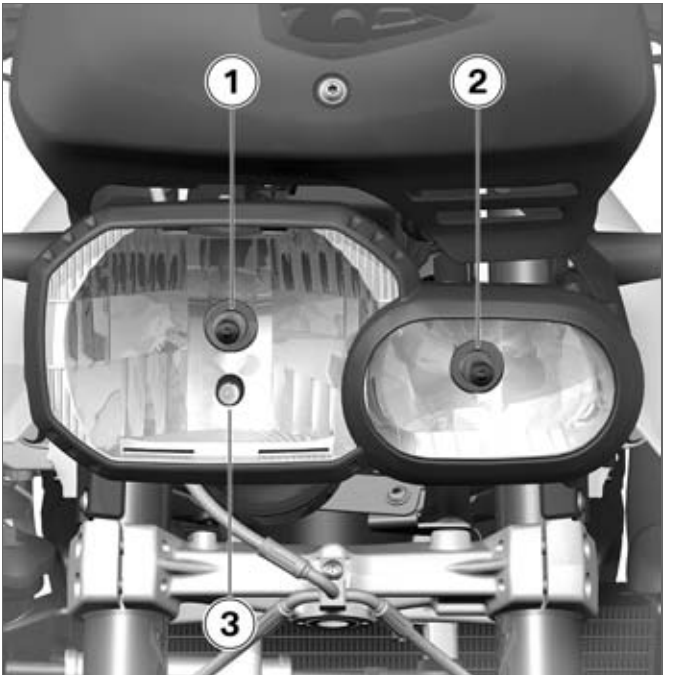
1 Indicator lights (➡ 22)
2 Speedometer
3 Operating clock (➡ 42)
4 Multifunction display (➡ 22)
5 Operating odometer (➡ 42)
– with onboard computer[OE]
Operation of stopwatch (➡ 46)
6 Ambient brightness sensor (for brightness adjustment of instrument lighting)
Engine speed warning indicator
– with anti-theft alarm[OE]
Anti-theft alarm indicator light (see anti-theft alarm operating instructions)
7 Tachometer



The instrument-cluster lighting has automatic day and night switchover.◀

Headlight

1 Low-beam headlight
2 High-beam headlight
3 Parking lights



Status indicators

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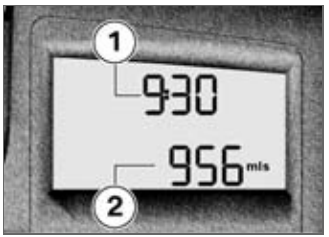
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Anti-theft alarm warning indicators 37

Standard displays

Multifunction display



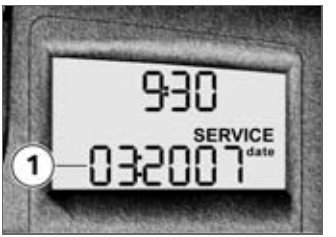
1 Clock (➟ 42)
2 Odometer and tripmeters (➟ 42)

Indicator lights

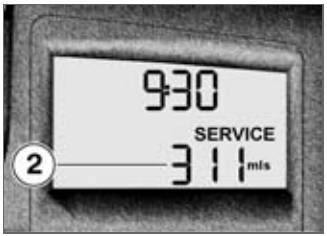


1 High-beam headlight
2 Flashing turn indicators, left
3 Idling
4 Flashing turn indicators, right

Service display



If the time remaining until the next service lies within a month, the service date **1** is briefly displayed following the pre-ride check. The month and year are shown with two and four digits respectively separated by a colon. In this example the display means "March 2007".



If the motorcycle is driven long distances annually, it is possible that earlier service is required. If the odometer reading for the earlier service lies within 621 miles (1000 km), the remaining miles (kilometers) **2** are counted down in 62-mile (100-km) steps and briefly displayed following the pre-ride check.

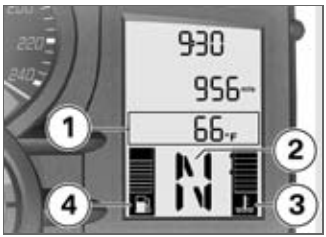
If the service interval has been exceeded, the general warning light also lights up yellow in addition to the date or mileage display. The Service lettering is displayed continuously.

If the service display appears more than a month before the service date, the stored date must be adjusted in the instrument cluster. This situation can occur if the battery has been disconnected for a longer time.
Consult a certified workshop, preferably an authorized BMW Motorrad retailer, for setting of the date.◀

Displays with onboard computer

– with onboard computer OE

Multifunction display



1 Onboard computer display area (➡ 43)
2 Gear indicator (➡ 23)
3 Coolant temperature (➡ 24)
4 Fuel capacity (➡ 24)

Gear indicator

N The gear engaged or N for neutral appears on the display.

N If no gear is engaged, the 'neutral' indicator light also lights up.

Coolant temperature

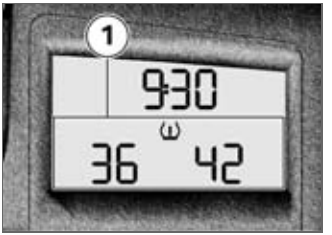
The horizontal bars over the temperature symbol show the coolant temperature level.

Fuel capacity

The horizontal bars over the filling station symbol indicate the remaining fuel quantity. The top cross bar is shown enlarged and is equal to a considerably higher fuel level than the other cross bars.
When the fuel in the tank is topped up the gauge briefly shows the original level, before the reading is updated.

Displays with Tire Pressure Control TPC/ RDC

– with Tire Pressure Control (TPC/RDC)[OE]



1 Display of tire inflation pressures (➟ 48)

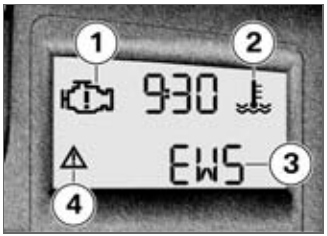
The tire inflation pressures are shown temperature-compensated (see the chapter "Technology in Detail").◀

Standard warning indicators

Display



Warnings are indicated by the warning lights **1** or by the general warning light **2** in conjunction with a warning or a warning symbol in the multifunction display. The general warning light **2** lights up red or yellow, depending on the urgency of the warnings.



The warning symbols **1** and **2** can be shown in the multifunction display. Warnings like **3** are shown in the display area of the odometer preceded by the warning triangle **4**.

If several warnings are active, all corresponding warning lights and symbols are displayed. Warnings can be displayed in alternation with the odometers (➡ 42). The general warning light is shown in accordance with the most urgent warning.

The possible warnings are listed on the next page.

Overview of warning indicators

Indicator lights	Displays	Meaning
 Lights up yellow	 Is indicated EWS appears on the display	Electronic immobilizer is active (➨ 27)
 Lights up		Fuel down to reserve (➨ 27)
 Lights up red	 Flashes	Coolant temperature too high (➨ 27)
 Lights up yellow	 Is indicated	Engine in emergency-operation mode (➨ 28)
 Flashes		Engine oil pressure insufficient (➨ 28)
 Lights up yellow	 Is indicated LAMP appears on the display	Bulb defective (➨ 29)

Electronic immobilizer is active

General warning light shows yellow.

Warning triangle appears on the display.

EWS appears on the display.
Possible cause:

The key being used is not authorized for starting, or communication between the key and engine electronics is disrupted.

- Remove other motorcycle keys from the ignition key ring.
- Use the reserve key.
- Have the defective key replaced, preferably by an authorized BMW Motorrad retailer.

Fuel down to reserve

Fuel-reserve warning light lights up.

A fuel shortage can lead to misfiring and to the engine dying unexpectedly. Misfiring can damage the catalytic converter, and the engine dying unexpected can lead to accidents.
Do not drive until the fuel tank is completely empty.◀

Possible cause:

At the most, the fuel tank still contains the reserve fuel quantity.

	Reserve fuel quantity
–	Approx. 2.1 quarts (Approx. 2 l)

- Refueling (➟ 68).

Coolant temperature too high

General warning light shows red.

The temperature symbol flashes.

Continued driving with an overheated engine can result in engine damage.
Be sure to observe the measures listed below.◀

Possible cause:

Coolant level is too low.

- Checking coolant level (➟ 92).

If coolant is too low:

- Topping up coolant (➟ 93).

Possible cause:

The coolant temperature is too high.

- If possible, continue driving in the part-load range to cool down the engine.
- In traffic jams, switch off the engine, but keep the ignition switched on so that the radiator fan continues to operate.
- Should the coolant temperature frequently be too high, have

the fault rectified as quickly as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Engine in emergency-operation mode

 General warning light shows yellow.

 Engine symbol appears on the display.

The engine is in the emergency operating mode. Only reduced engine performance may be available, which can lead to danger driving situations, especially during passing maneuvers.
Adapt your driving style to the possibly reduced engine performance.◀

Possible cause:

The engine control unit has diagnosed a fault. In exceptional cases, the engine stops and can no longer be started. Otherwise, the engine runs in the emergency operating mode.

- Continued driving is possible, however the accustomed engine performance may not be available.
- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Engine oil pressure insufficient

 Engine oil-pressure warning light flashes.

The oil pressure in the lubricating oil circuit is too low. Stop immediately and switch off engine.

The warning on insufficient engine oil pressure is no substitute for the function of an oil-level indicator. The correct engine oil level can only be checked on the oil dipstick.◀

Possible cause:

The engine oil level is too low.

- Checking engine oil level (➟ 87).

If oil level is too low:

- Topping up engine oil (➟ 88).

Possible cause:

The engine oil pressure is insufficient.

Driving with insufficient engine oil pressure can result in engine damage.
Do not continue driving.◀

- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Bulb defective

General warning light shows yellow.

Warning triangle appears on the display.

LAMP appears on the display.

A defective bulb places your safety at risk because it is easier for other users to oversee the motorcycle.
Replace defective bulbs as soon as possible; always carry a complete set of spare bulbs if possible.◀

Possible cause:

Headlight bulb, bulb or turn indicator bulb defective.

- Locate defective bulb with visual check.
- Replacing low-beam and high-beam bulb (➨ 105).
- Replacing parking light bulb (➨ 106).
- Replacing brake light and tail light bulbs (➨ 109).
- Replacing front and rear turn indicator bulbs (➨ 108).

Warning indicators of onboard computer

– with onboard computer OE



The ambient temperature display **1** flashes.

Possible cause:

The ambient temperature measured at the motorcycle is lower than 37 °F (3 °C).

The ice warning does not mean that there is no risk of black ice forming at measured temperatures above 37 °F (3 °C). Always think well ahead when temperatures are low, especially on bridges and where the road is in the shade.◀

- Think well ahead when driving.

ABS warning indicators

– with BMW Motorrad ABS OE

Display



ABS warnings are indicated by the ABS warning light **1**.

Additional information on the BMW Motorrad ABS is provided from page (➡ 72); an overview of the possible warnings is provided on the following page.

Overview of warning indicators

Indicator lights	Displays	Meaning
ABS	Flashes	Self-diagnosis not completed (➡ 32)
ABS	Lights up	ABS error (➡ 32)

Self-diagnosis not completed

ABS warning light flashes.

Possible cause:

The ABS function is not available, because the self-diagnosis has not been completed. To check the wheel sensors, the motorcycle must be driven a few yards.

- Ride off slowly. It must be noted that the ABS function is not available until the self-diagnosis has been completed.

ABS error

ABS warning light lights up.

Possible cause:

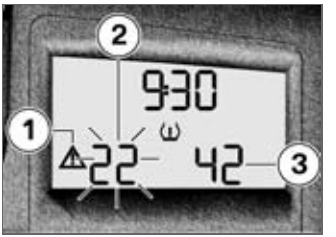
The ABS control unit has detected an error. The ABS function is not available.

- Continue driving is possible. It must be noted that the ABS function is not available. Observe additional information on situations which can lead to an ABS error (➡ 73).
- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

TPC/RDC warning indicators

– with Tire Pressure Control (TPC/RDC)[OE]

Display



The warning symbol **1** signals a critical tire pressure, and the corresponding air pressure of the front wheel **2** or the rear wheel **3** flashes.

If the critical value is at the limit of the permissible tolerance, the general warning light also lights up in yellow. If the determined tire pressure is outside the permissible tolerance, the general warning light flashes in red.

Additional information on the BMW Motorrad TPC/RDC is provided from page (➟ 74); an overview of the possible warnings is provided on the following page.

Overview of warning indicators

Indicator lights	Displays	Meaning
 Lights up yellow	 Is indicated	Tire inflation pressure in limit area of permissible tolerance (➡ 35)
	Critical inflation pressure flashes	
 Flashes red	 Is indicated	Tire inflation pressure outside permissible tolerance (➡ 35)
	Critical inflation pressure flashes	
	"––" or "–– ––" is indicated	Transmission error (➡ 35)
 Lights up yellow	 Is indicated	Sensor defective or system fault (➡ 36)
	"––" or "–– ––" is indicated	
 Lights up yellow	 Is indicated	Battery of tire-inflation pressure sensor weak (➡ 36)
	RdC is indicated.	

Tire inflation pressure in limit area of permissible tolerance

General warning light shows yellow.

Warning triangle appears on the display.

Critical inflation pressure flashes.
Possible cause:

The measured tire inflation pressure is in the limit area of the permissible tolerance.

- Correct tire inflation pressure in accordance with instructions on back of cover of Rider's Manual.

Before adjusting the tire inflation pressure, observe the information on temperature compensation and on inflation pressure adjustment in the chapter "Technology in detail".◀

Tire inflation pressure outside permissible tolerance

General warning light flashes red.

Warning triangle appears on the display.

Critical inflation pressure flashes.
Possible cause:

The measured tire inflation pressure is outside the permissible tolerance.

- Check tire for damage and drivability.

If it is still possible to drive with tire:

Incorrect tire inflation pressure result in poorer handling of the motorcycle.
Always adapt your driving style to the incorrect tire inflation pressure.◀

- Correct tire inflation pressure at next opportunity.
- Have the tire checked for damage by a specialized workshop, preferably an authorized BMW Motorrad retailer.

If you are unsure about the drivability of the tire:

- Do not continue driving.
- Inform roadside service.
- Have the tire checked for damage by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Transmission error

"––" or "–– ––" is indicated.
Possible cause:

The motorcycle's speed has not exceeded the threshold of approx. 20 mph (30 km/h). The TPC sensors do not transmit their signal until a speed above this threshold is reached (➡ 74).

- Watch TPC display at higher speed. A permanent fault has

not occurred until the general warning light also lights up. In this case:
- Have fault eliminated by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Possible cause:

There is a fault in the radio connection to the TPC sensors. Possible causes are radio systems in the surrounding area, which interfere with the connection between the TPC control unit and the sensors.
- Watch the TPC display in another environment. A permanent fault has not occurred until the general warning light also lights up. In this case:
- Have fault eliminated by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Sensor defective or system fault


General warning light shows yellow.


Warning triangle appears on the display.

"−−" or "−− −−" is indicated.

Possible cause:

Wheels without installed TPC sensors are mounted.
- Retrofit wheel set with TPC sensors.

Possible cause:

One or two TPC sensors have failed.
- Have fault eliminated by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Possible cause:

A system fault has occurred.
- Have fault eliminated by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Battery of tire-inflation pressure sensor weak


General warning light shows yellow.


Warning triangle appears on the display.

RdC is indicated.


This error message is only displayed for a short time following the pre-ride check.◀

Possible cause:

The battery of the tire inflation pressure sensor no longer has its full capacity. The operation of the tire inflation pressure control is only ensured for a limited time.

- Contact a specialized workshop, preferably an authorized BMW Motorrad retailer.

Anti-theft alarm warning indicators

– with anti-theft alarm OE

General warning light shows yellow.



The warning dWA is displayed with the warning triangle in front of it.

This error message is only displayed for a short time following the pre-ride check.◀

Possible cause:

The anti-theft alarm battery has no capacity.The operation of the anti-theft alarm is no longer ensured with the motorcycle battery disconnected.

- Contact a specialized workshop, preferably an authorized BMW Motorrad retailer.

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Ignition switch and steering lock

Keys

You receive two master keys and one spare key. If a key is lost, please note the information on the electronic immobilizer (EWS) (➨ 41).

Ignition key and steering lock, tank filler cap lock and seat lock are all operated with the same key.

– with case OA
– with Topcase OA

The cases and the Topcase can also be ordered with locks for the same key on request. Please contact a specialized workshop for this purpose, preferably an authorized BMW Motorrad retailer.◁

Switching on ignition



- Turn key to position **1**.

» Parking lights and all function circuits switched on.
» Engine can be started.
» Pre-ride check is performed. (➨ 63)

– with BMW Motorrad ABS OE

» ABS self-diagnosis is performed. (➨ 63)

Switching off ignition

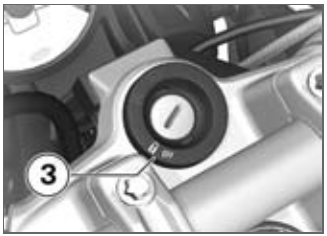


- Turn key to position **2**.

» Light switched off.
» Handlebars not locked.
» Key can be removed.
» Electrically powered accessories remain operational for a limited period of time.
» Battery can be recharged via onboard socket.

Locking handlebars

- Turn handlebars to left.



- Turn key to position **3** while moving handlebars slightly.

» Ignition, lights and all function circuits switched off.
» Handlebars locked.
» Key can be removed.

Electronic immobilizer EWS

Theft protection

The electronic immobilizer EWS helps protect your BMW motorcycle from theft, and this enhanced security is at your disposal without any need for you to set parameters or activate additional systems. The engine of a motorcycle fitted with this electronic immobilizer can be started only with the keys that belong to the motorcycle. You can also have your authorized BMW Motorrad retailer disable particular keys, for example in the event that you lose your keys. The engine cannot be started with a key that has been barred.

Electronics in key

The motorcycle's electronics exchange certain continuously changing signals with the electronics in the key; these signals are specific to your motorcycle and they are transmitted via the ring antenna in the ignition lock. The ignition is not enabled for starting until the key has been recognized as "authorized" for your motorcycle.

▷ A spare key attached to the same ring as the ignition key used to start the engine could "irritate" the electronics, in which case the enabling signal for starting is not issued. The warning `EWS` is shown in the multifunction display.
Always store the spare key separately from the ignition key.◀

Replacement and extra keys

Replacement and spare keys are only available through an authorized BMW Motorrad retailer. The keys are part of an integrated security system, so the retailer is under an obligation to check the legitimacy of all applications for replacement/extra keys. If you want to have a lost key barred, you must bring along all other keys that belong to the motorcycle. A key that has been barred

can subsequently be cleared and reactivated for use.

Clock

Setting clock

Attempting to set the clock while riding the motorcycle can lead to accidents.
Adjust the clock only when the motorcycle is stationary.◀

- Switch on ignition.



- Press and hold button **1** until hours **2** flash.
- Press button repeatedly until desired hours are shown.
- Press and hold button until minutes **3** flash.
- Press button repeatedly until desired minutes are shown.
- Press and hold button until minutes no longer flash.

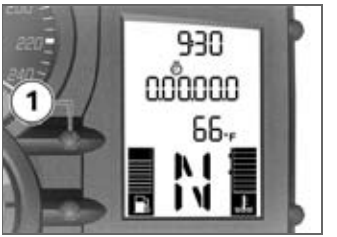
» Setting is completed.

Odometer and tripmeters

Selecting readings

- Switch on ignition.

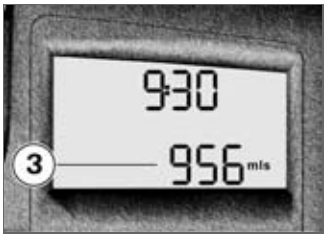
– with onboard computer OE



- If necessary, switch over from stopwatch to odometer with button **1**.◁



- Press button **2**.



The following values can be displayed:

– Total mileage **3**
– Tripmeter 1 (Trip I)
– Tripmeter 2 (Trip II)
– with Tire Pressure Control (TPC/RDC)[OE]

Tire inflation pressures

Resetting tripmeter

- Switch on ignition.
- Select desired tripmeter.



- Press and hold button **2** until tripmeter has been reset.

Onboard computer

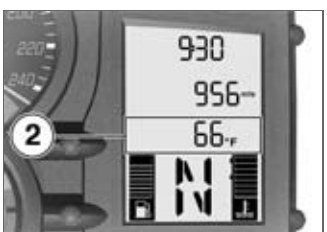
– with onboard computer[OE]

Selecting readings

- Switch on ignition.



- Press button **1** repeatedly until desired value is shown.



The following values can be displayed in the area **2**:

– Ambient temperature (°F)

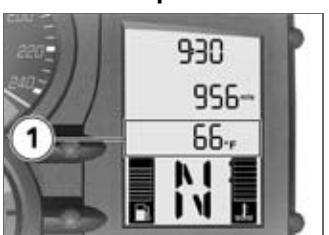
Average speed

Average consumption

Current consumption

Range

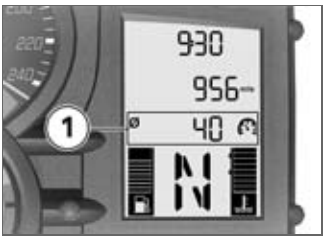
Ambient temperature



When the motorcycle is stopped, the engine heat can falsify the measurement of the ambient temperature **1**. If the influence of the engine heat becomes too great, −− is temporarily shown in the display.

If the ambient temperature drops below 37 °F (3 °C), the temperature display flashes as a warning of possible icing-up. The display automatically switches from any other mode to the temperature reading when the temperature drops below this threshold for the first time.

Average speed



The average speed **1** is calculated based on the elapsed time since the last reset. Times during which the engine was stopped are excluded from the calculation.

Resetting average speed

- Switch on ignition.
- Select average speed.



- Press and hold button **1** until average speed has been reset.

Average consumption



The average consumption **1** is calculated by dividing the distance covered since the last reset by the corresponding amount of fuel used.

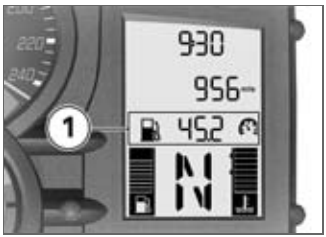
Resetting average consumption

- Switch on ignition.
- Select average consumption.



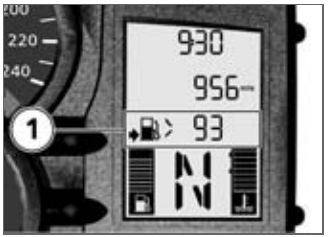
- Press and hold button **1** until average consumption has been reset.

Current consumption



The current consumption **1** is displayed.

Range

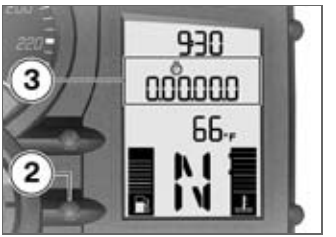


The range **1** indicates what distance can still be driven with the remaining fuel. The calculation is made based on the fuel level and an average consumption stored for this purpose, however which does not always match the value that can be called up in the display.

If the fuel level exceeds the measuring rage dependent on the tank geometry, the fuel level can no longer be exactly determined. In this area a minimum range is specified which is based on the measurable fuel level. This minimum range is indicated with a > symbol. As soon as the fuel level can be determined exactly, the range is shown more precisely. When refueling after running on reserve, make sure that you top up the tank to a level above reserve, as otherwise the sensor will not be able to register the new level. If the sensor cannot register the new level the range display cannot be updated.

▷ The determined range is an approximate reading. BMW Motorrad therefore recommends that you do not try to use the full range before refueling.◀

Stopwatch

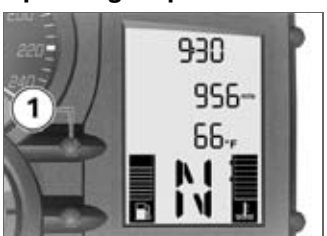


As an alternative to the odometer, the stopwatch **3** can be displayed. The display consists of hours, minutes, seconds and tenths of a second separated by dots.

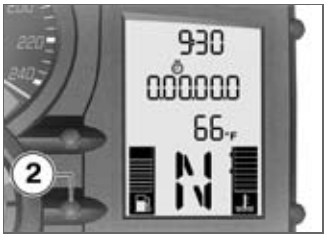
In enable improved operation of the stopwatch while driving (as a lap timer), the functions of the button **2** and the functions of the INFO button on the handlebar can be interchanged. The stopwatch and the odometer are then operated with the INFO button;

the onboard computer must be operated with the button **2**. The stopwatch continues to run in the background when the display is temporarily switched over to the odometer. The stopwatch also continues to run when the ignition is temporarily switched off.

Operating stopwatch



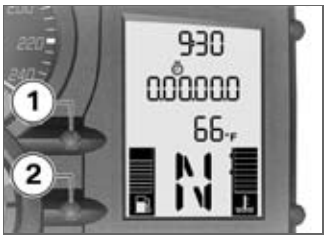
- If necessary, switch over from odometer to stopwatch with button **1**.



- With stopwatch stopped, press button **2** to start stopwatch.
- With stopwatch running, press button **2** to stop stopwatch.
- Press and hold button **2** to reset stopwatch.

» Stopwatch shows `0.00.00.0`

Interchanging button functions



- Press and hold button **1** and button **2** simultaneously until display changes.

» `FLASH` (engine speed warning indicator) and `ON` or `OFF` are shown.

- Press button **2**.

» `LAP` (Lap-Timer) and `ON` or `OFF` are shown.

- Press button **1** repeatedly until desired state is shown.

» `ON`: Operation of stopwatch and odometer with INFO button on handlebar fitting.

» OFF: operation of stopwatch and odometer with button **2** in instrument cluster.

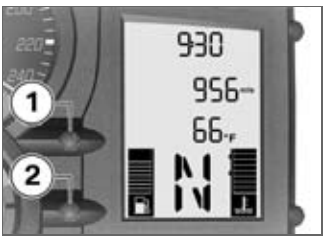
- To save the setting made, press and hold button **1** and button **2** simultaneously until the display changes.

Engine speed warning



The engine speed warning signals to the driver that the red engine speed range has been reached. This signal is shown in red by the flashing of the anti-theft alarm indicator light **1**.
The signal is maintained until the transmission is upshifted or the engine speed is reduced. It can be activated or deactivated by the driver.

Activating engine speed warning



- Press and hold button **1** and button **2** simultaneously until display changes.

» FLASH (engine speed warning indicator) and ON or OFF are shown.

- Press button **1** until desired state is shown.

» ON: engine speed warning activated.

» OFF: engine speed warning deactivated.

- To save the setting made, press and hold button **1** and button **2** simultaneously until the display changes.

Tire Pressure Control TPC/RDC

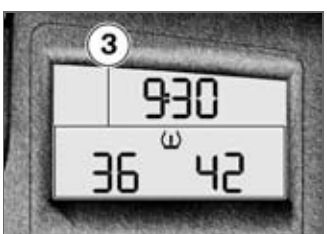
– with Tire Pressure Control (TPC/RDC)[OE]

Selecting TPC/RDC display

- Switch on ignition.



- Press button **2** repeatedly until tire inflation pressures are shown.



The displayed tire inflation pressures **3** refer to a tire temperature of 68 °F (20 °C). The left-hand value indicates the inflation pressure of the front wheel, and the right-hand value the inflation pressure of the rear wheel. Immediately after switching on the ignition, – – – – is displayed, as the transfer of the inflation pressure values does not begin until a speed of 19 mph (30 km/h) is exceeded for the first time.

Lights

Parking lights

The parking lights switch on automatically when the ignition is switched on.

▷ The parking lights are a strain on the battery. Do not leave the ignition switched on longer than absolutely necessary.◀

Low-beam headlight

The low-beam headlight switches on automatically when you start the engine.

▷ With the engine switched off, you can switch on the lights by switching on the high-beam headlight with the ignition switched on or by operating the headlight flasher.◀

High-beam headlight and headlight flasher



- Press switch **1** toward front to switch on high-beam headlight.

- Pull switch **1** downward to operated headlight flasher.

Parking light

- Switch off ignition.



- Press button **1** to left and hold immediately after switching off ignition until parking light is switched on.
- Switch ignition on and then off again to switch off parking light.

Turn indicators

Operating turn indicator

- Switch on ignition.

After driving for approx. ten seconds or after covering a distance of approx. 650 ft (200 m), the turn indicators are automatically switched off.◀



- Press button **1** toward left to switch on left-hand turn indicator.
- Press button **1** toward right to switch on right-hand turn indicator.
- Press button **1** into center position to switch off turn indicators.

Hazard warning flashers

Operating hazard warning flashers

- Switch on ignition.

The hazard warning flashers place a strain on the battery. Do not use the hazard warning flashers for longer than absolutely necessary.◀

If a turn indicator button is pressed with the ignition switched on, the flashing function replaces the emergency flashing function as long as the button is pressed. If the turn indicator button is released, the emergency flasher function becomes active again.◀



- Press button **1** to switch on hazard warning flashers.

» Ignition can be switched off.

- Press button **1** again to switch off hazard warning flashers.

Emergency ON/OFF switch



1 Emergency ON/OFF switch

Operating the emergency ON/OFF switch when riding can cause the rear wheel to lock and thus cause a fall.
Do not operate the emergency ON/OFF switch when riding.◀

The engine can be switched off easily and quickly using the emergency ON/OFF switch.



a Engine switched off
b Operating position

Heated handlebar grips

– with heated handlebar grips OE

Operating heated handlebar grips

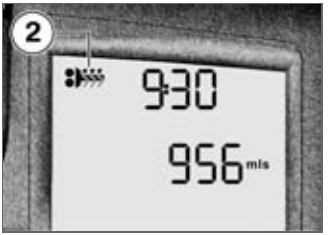
- Start engine.

The heated hand grips option can only be activated when the engine is running. If the engine is switched off, the heated hand grips must be reactivated once the engine has been restarted.◀

The increase in power consumption caused by the heated hand grips can drain the battery if you are riding at low engine speeds. If the battery is inadequately charged, the heated hand grips are switched off to ensure starting capability.◀



- Press button **1** repeatedly until desired heating level is shown.



The handlebar grips can be heated at two different levels. The second level **2** is used for fast heat-up of the grips; then the switch should be switched back to the first level.

50 % heating output

100 % heating output

» If no further changes are made, the selected heating level is set.

Clutch

Adjusting clutch lever

Adjusting the clutch lever while driving can lead to accidents.
Only adjust the clutch lever when the motorcycle is stationary.◀



- Turn adjusting screw **1** clockwise to increase distance between clutch lever and handlebar grip.
- Turn adjusting screw **1** counterclockwise to decrease distance between clutch lever and handlebar grip.

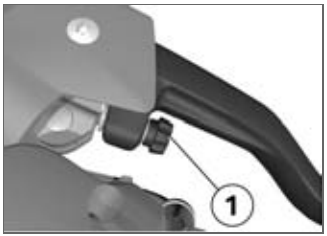
The adjusting screw can be turned more easily if you press the clutch lever forward when doing so.◀

Brakes

Adjusting handbrake lever

Changing the position of the brake-fluid reservoir can allow air to penetrate the brake system.
Do not reposition the handlebar controls on the handlebars or the handlebars in their mounts.◀

Adjusting the handbrake lever while driving can lead to accidents.
Only adjust the handbrake lever when the motorcycle is stationary.◀



- Turn adjusting screw **1** clockwise to increase distance between brake lever and handlebar grip.
- Turn adjusting screw **1** counterclockwise to decrease distance between brake lever and handlebar grip.

The adjusting screw can be turned more easily if you press the handbrake lever forward when doing so.◀

Mirrors

Adjusting mirrors



- Move mirror into desired position by twisting.

Adjusting mirror arm



- Slide protective cap **1** up over screw connection on mirror arm.
- Loosen the nut **2**.
- Turn mirror arm into desired position.
- Tighten nut to specified torque while holding mirror arm in place.

Locknut, mirror on clamping element
– 7 lb/ft (10 Nm)

- Slide protective cap over threaded fastener.

Spring preload

Setting

It is essential to set the spring preload of the rear suspension to suit the load carried by the motorcycle. Increase spring preload when the motorcycle is heavily loaded and reduce spring preload accordingly when the motorcycle is lightly loaded.

Adjusting spring preload for rear wheel

- Removing seat (➡ 57).



- Remove toolkit **1**.



Your motorcycle's handling will suffer if you do not match the spring-preload and damping-characteristic settings. Adjust the damping characteristic to suit the spring preload.◀

- To increase spring preload, turn handwheel **2** clockwise using toolkit.
- To decrease spring preload, turn handwheel **2** counterclockwise using toolkit.

Basic setting of spring preload, rear

– Turn adjusting screw counterclockwise as far as possible and then turn back 12 clicks (Full tank of gas, with rider 187 lbs (85 kg))



- Insert toolkit **1**.
- Installing seat (➡ 58).

Damping

Setting

The damping must be adjusted to the road conditions and the spring preload.

– A rough road surface requires softer damping than a smooth road surface.

– An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

Adjusting damping on rear wheel

- Make sure ground is level and firm and park motorcycle.



- Adjust damping via adjusting screw **1**.



- To increase damping, turn adjusting screw **1** clockwise.

- To decrease damping, turn adjusting screw **1** counterclockwise.

 Basic setting of rear wheel rear-wheel damping
– Turn adjusting screw clockwise as far as possible and then turn back 3/4 clicks (Full tank of gas, with rider 187 lbs (85 kg))

Tires

Checking tire pressure

Incorrect tire inflation pressure results in poorer handing characteristics of the motorcycle and reduces the life of the tires.
Ensure proper tire inflation pressure.◀

At high road speeds, tire valves installed perpendicular to the wheel rim have a tendency to open as a result of centrifugal force.
In order to avoid a sudden loss of tire inflation pressure, fit a valve cap with rubber sealing ring to the rear tire and make sure that the cap is screwed on firmly.◀

- Make sure ground is level and firm and park motorcycle.
- Check tire pressures against data below.

 Tire pressure, front
– 36.3 psi (2.5 bar) (With tire cold)

 Tire pressure, rear
– 42.1 psi (2.9 bar) (With tire cold)

If tire pressure is too low:
- Correct tire pressure.

Headlight

Adjusting headlight for 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.
Have the headlight adjusted to the relevant conditions by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Headlight range and spring preload

The headlight range generally remains constant due to the adjustment of the spring preload to the loading state.
Spring preload adjustment may only be insufficient when the mo-

torcycle is very heavily loaded. In this case, the headlight range must be adjusted to the weight.

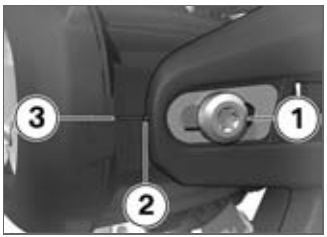
If you are unsure whether the basic headlight setting is correct, consult a specialized workshop, preferably an authorized BMW Motorrad retailer.◀

Adjusting headlight range



- Loosen screws **1** on left and right.
- Adjust headlight by tilting slightly.
- Tighten screws **1** on left and right.

Basic headlight range adjustment

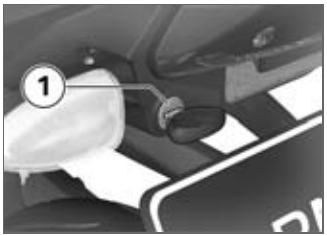


- Loosen screws **1** on left and right.
- Adjust headlight by tilting slightly so that tip **2** points to marking **3**.
- Tighten screws **1** on left and right.

Seat

Removing seat

- Make sure ground is level and firm and park motorcycle.



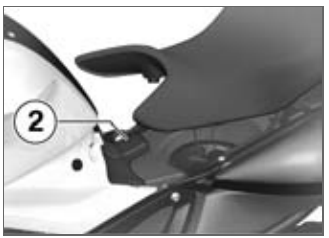
- Turn seat lock **1** to left with ignition key and hold while pressing seat downward at rear to support movement.



- Raise seat at rear and release key.

- Take off seat and place on a clean surface with upholstered side facing downward.

Installing seat



- Mount seat in bracket **2**.
- Firmly press down on the seat at the rear.

» The seat can be heard to lock into place.

Riding

Safety instructions 60
Checklist 61
Starting 62
Running in 64
Brakes 65
Parking your motorcycle 66
Refueling 68
Securing motorcycle for transport 69

Safety instructions

Rider's equipment

Do not ride without the correct clothing. Always wear:
– Helmet
– Rider's suit
– Gloves
– Boots

This applies even to short journeys, and to every season of the year. Your authorized BMW Motorrad retailer will be happy to advise you and has the correct clothing for every purpose.

Speed

If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle:
– Settings of spring-strut and shock absorber system
– Imbalanced load
– Loose clothing
– Insufficient tire inflation pressure
– Poor tire tread
– Etc.

Correct loading

Overloading and imbalanced loads can adversely affect the motorcycle's handling. Do not exceed the gross weight limit and observe the loading information.◀

Alcohol and drugs

Even small amounts of alcohol or drugs will adversely affect your perception and your ability to assess situations and make decisions, and slow down your reflexes. Medication can exacerbate these effects.
Do not ride your motorcycle after consuming alcohol, drugs and/or medication.◀

Risk of poisoning

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

Inhaling exhaust fumes therefore represents a health hazard and can even cause loss of consciousness with fatal consequences.
Do not inhale exhaust fumes.
Do not run the engine in closed rooms.◀

High voltage

Touching live parts of the ignition system with the engine running can cause electric shock.
Do not touch parts of the ignition system when the engine is running.◀

Catalytic converter

If misfiring causes unburned fuel to enter the catalytic converter, there is a danger of overheating and damage.
For this reason, observe the following points:
- Do not run the fuel tank dry
- Do not run the engine with the spark-plug cap removed
- Stop the engine immediately if it misfires
- Use unleaded fuel only
- Comply with all specified maintenance intervals.


Unburned fuel will destroy the catalytic converter.
Note the points listed for protection of the catalytic converter.◀

Risk of fire

Temperatures at the exhaust are high.


Flammable materials (e.g. hay, leaves, grass, clothing and luggage, etc.) could ignite if allowed to come into contact with the hot exhaust pipe.
Make sure that no highly flammable materials can come in contact with the hot exhaust system.◀


Cooling would be inadequate if the engine were allowed to idle for a lengthy period with the motorcycle at a standstill: overheating would result. In extreme cases, the motorcycle could catch fire.
Do not allow the engine to idle unnecessarily. After starting, ride off immediately.◀

Tampering with control unit of electronic engine-management system


Tampering with the engine control unit can damage the motorcycle and cause accidents.
Do not tamper with the engine control unit.◀


Tampering with the engine control unit can result in mechanical loads that the motorcycle's components are not designed to withstand. Damage caused in this way is not covered by the warranty.
Do not tamper with the engine control unit.◀

Checklist

Use the following checklist to check important functions, settings and wear limits before you ride off:

– Brakes
– Front and rear brake fluid levels
– Clutch
– Damping setting and spring preload
– Tread depth and tire inflation pressure
– Firm seating of cases and luggage

At regular intervals:
– Engine oil level (every time you refuel)
– Brake pad wear (during every third stop for refueling)
– Tension and lubrication of drive chain

Starting

Side stand

You cannot start the motorcycle with the side stand extended and a gear engaged. The engine will switch itself off if you start it with the transmission in neutral and then engage a gear before retracting the side stand.

Transmission

You can start the engine when the transmission is in neutral or if you pull the clutch with a gear engaged. Do not engage the clutch until after switching on the ignition, as otherwise the engine cannot be started.

Starting engine

Transmission lubrication is only ensured when the engine is running. Insufficient lubrication can lead to transmission damage.
Do not allow the motorcycle to roll for longer periods or push it over longer distances with the engine switched off.◀

• Switch on ignition.
» Pre-ride check is performed. (➡ 63)
– with BMW Motorrad ABS[OE]
» ABS self-diagnosis is performed. (➡ 63)



• Press starter button **1**.

At extremely low temperatures it may be necessary to operate the throttle grip during starting. At ambient temperatures below 32 °F (0 °C), actuate the clutch after switching on the ignition.◀

The start attempt is automatically interrupted if battery voltage is too low. Recharge the battery before you start the

engine, or use jump leads and a donor battery to start.◀

» Engine starts.
» If the engine fails to start, the troubleshooting table in the chapter "Technical Data" may provide assistance. (➡ 122)

Pre-ride check

After the ignition is switched on, the instrument cluster conducts a test of the pointer instruments and the warning and indicator lights, i.e. the "Pre-Ride-Check". The test is aborted if the engine is started before it is completed.

Phase 1

The pointers of the tachometer and speedometer are run up to the end stop. At the same time, all warning and indicator lights are switched on consecutively.

» In left-hand indicator light panel:
– Indicator light for high-beam headlight
– General warning light in yellow
– Fuel-reserve warning light
– Warning light for oil pressure
– with BMW Motorrad ABS OE
» In addition:
– ABS warning light
» In indicator light panel below speedometer:
– Indicator light for left turn indicator
– Indicator light for neutral
– Indicator light for right turn indicator

Phase 2

» The general warning light changes from yellow to red.

Phase 3

The pointers of the tachometer and speedometer are run back. At the same time, all switched-on warning and indicator lights are switched off consecutively in the reverse order.

If a pointer has not been moved, or if one of the specified warning and indicator lights has not been switched on:

If it was not possible to switch on the warning lights, possible malfunctions cannot be indicated.
Watch all warning and indicator lights on the display.◀

- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

ABS self-diagnosis

– with BMW Motorrad ABS OE

The readiness for operation of the BMW Motorrad ABS is checked by the self-diagnosis.

Self-diagnosis is performed automatically when you switch on the ignition. To check the wheel sensors, the motorcycle must be driven a few yards.

Phase 1

» Checking the diagnosable system components while stopped.



ABS warning light flashes.

Phase 2

» Checking wheel sensors while starting off.



ABS warning light flashes.

ABS self-diagnosis completed

» The ABS warning light goes out.

If an ABS fault is indicated after the ABS self-diagnosis is completed:

- Continue driving is possible. It must be noted that the ABS function is not available.
- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Running in

The first 600 miles (1,000 km)

- 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, avoiding high-speed main roads and highways if possible.

Exceeding the specified engine speeds while running in will lead to increased engine wear.
Adhere to the specified engine run-in speeds.◀

- Do not exceed the engine run-in speeds.

 Engine break-in speed
– <5000 min^{-1}

- Do not accelerate at full throttle.
- Avoid low engine speeds at full load.
- After 300 - 750 miles (500 - 1,200 km), have the first inspection performed.

Brake pads

New brake pads must be run in before they achieve their optimum friction force. This initial reduction in braking efficiency

can be compensated for by exerting greater pressure on the brake levers.

New brake pads can extend stopping distance by a significant margin.
Brake early.◀

Tires

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.

New tires have not achieved their full adhesion yet. There is a danger of accidents when driving at extreme angles.
Avoid extreme angles.◀

Brakes

How is the shortest braking distance achieved?

The dynamic load distribution between the front and rear wheel changes during braking. The heavier you brake, the more the front wheel is loaded. The greater the wheel load, the more braking force can be transferred. To achieve the shortest possible braking distance, the front brake must be applied quickly and with increasing force. This optimally utilizes the dynamic load increase on the front wheel. At the same time, the clutch should also be actuated. With the "forced braking" often practiced in which the brake pressure is generated as quickly as possible and with great force, the dynamic load distribution cannot follow the increased deceleration and the braking force cannot be completely transferred to the road surface. The front wheel can lock up.

– with BMW Motorrad ABS OE
To prevent the front wheel from locking, the ABS system must intervene and reduce the brake pressure; the braking distance increases.◁

Descending mountain passes

There is a danger of the brakes fading if you use only the rear brakes when descending mountain passes. Under extreme conditions, the brakes could overheat and suffer severe damage.
Use both front and rear brakes, and make use of the engine's braking effect as well.◀

Wet brakes

After washing the motorcycle, after driving through water or in the rain, braking can be delayed due to damp brake disks and brake pads.
Brake early until the brake disks and pads are dry or braked until dry.◀

Salt on brakes

The full braking effect can be delayed if the motorcycle is ridden on salt-covered roads and the brakes are not applied for some time.
Brake early until the salt layer of the brake disks and brake pads has been braked off.◀

Oil or grease on brakes

Oil and grease on the brake disks and pads considerably diminish braking efficiency.
Especially after repair and maintenance tasks, make sure that the brake disks and brake pads are free of oil and grease.◀

Dirt or mud on brakes

When the motorcycle is ridden on loose surfaces or muddy roads, the brakes may fail to take effect immediately because of dirt or moisture on the disks or brake pads.
Brake early until the brakes are braked clean.◀

Driving on unpaved or dirty roads leads to increased brake pad wear.
Check the brake pad thickness more often and replace the brake pads sooner.◀

Parking your motorcycle

Placing on side stand

If the ground is soft or uneven, there is no guarantee that the motorcycle will rest firmly on the stand.
Always check that the ground under the stand is level and firm.◀

- Switch off the engine.
- Pull handbrake lever.
- Hold motorcycle upright and balanced.
- Use your left foot to extend side stand fully.

The side stand is designed to support only the weight of the motorcycle.
Do not lean or sit on the motorcycle with the side stand extended.◀

- Slowly lean motorcycle to side until its weight is taken by stand and dismount to left.

If the motorcycle is on the side stand, the surface of the ground will determine whether it is better to turn the handlebars to the left or right. However, the motorcycle is more stable on a level surface with the handlebars turned to the left than with the handlebars turned to the right.
On level ground, always turn the handlebars to the left to set the steering lock.◀

- Turn handlebars to full left or right lock position.
- Check that the motorcycle is standing firmly.

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

- Lock steering lock.

Remove from side stand

- Unlock steering lock.
- From left, grip handlebars with both hands.
- Pull handbrake lever.
- Swing your right leg over the seat and lift motorcycle to upright position.
- Hold motorcycle upright and balanced.

An extended side stand can catch on the ground when the motorcycle is moving and lead to a fall.
Retract the side stand before moving the vehicle.◀

- Sit on motorcycle and use your left foot to retract side stand.

Placing on center stand

– with center stand OA

If the ground is soft or uneven, there is no guarantee that the motorcycle will rest firmly on the stand.
Always check that the ground under the stand is level and firm.◀

- Switch off engine.
- Dismount and keep your left hand on left handlebar grip.
- With your right hand, take hold of the rear frame.
- Using your right foot, press center stand toward rear until feet rest on ground.
- Place full weight of body on center stand while pulling motorcycle toward rear.

Excessive movements could result in the center stand retracting, and the motorcycle would topple as a result.
Do not sit on the motorcycle while it is resting on the center stand.◀

- Check that the motorcycle is standing firmly.
- Lock steering lock.

Pushing off center stand

– with center stand OA

- Unlock steering lock.
- Place your left hand on left handlebar grip.
- With your right hand, grip rear grab handle or rear frame.
- Push motorcycle forward off center stand.
- Make sure that center stand is fully retracted.

Refueling

Fuel is highly flammable. Fire at the fuel tank can result in fire and explosion.
Do not smoke. Never bring a naked flame near the fuel tank.◀

Fuel expands when exposed to heat. When the tank is overfilled, fuel can escape and get onto the road. This results in a danger of falling.
Do not fill the tank past the bottom edge of the filler neck.◀

Fuel attacks plastic surfaces, making them cloudy or unattractive.
Wipe off any fuel that gets onto plastic parts immediately.◀

Fuel can attack the material of the windshield and the side wind deflectors, making them cloudy or unattractive.
Wipe off any fuel that gets onto the windshield and wind deflectors immediately.◀

Leaded fuel will destroy the catalytic converter.
Use only unleaded fuel.◀

- Make sure ground is level and firm and place motorcycle on side stand.

The available fuel tank volume can only be optimally used with the vehicle standing on the side stand.◀



- Open protective cap.
- Unlock fuel tank cap **1** with ignition key and fold up.



- Refuel with quality listed below at most until lower edge of filler neck is reached.

When refueling after running on reserve, make sure that you top up the tank to a level above reserve, as otherwise the sensor will not be able to register the new level. Otherwise neither the fill level nor the range display can be updated.◀

Recommended fuel quality
– 89 AKI (95 ROZ/RON) (Super unleaded)

Usable fuel quantity
– Approx. 3.6 gal (Approx. 13.5 l)

Reserve fuel quantity
– Approx. 2.1 quarts (Approx. 2 l)

- Press fuel tank cap down firmly to close.
- Remove key and close protective cap.

Securing motorcycle for transport

- Protect all components along which straps are routed against scratching. For example, use adhesive tape or soft cloths.



The motorcycle can tip away to the side and fall over.
Secure the motorcycle against tipping away to the side.◀

- Push motorcycle onto transport surface, and do not place on side stand or center stand.





Components can be damaged.
Do not pinch components, e.g. brake lines or wiring harnesses.◀

- Secure straps at front on both sides on lower fork bridge and tension.
- Fasten straps at rear on both sides on passenger footrests and tension.
- Tension all straps evenly; motorcycle should be compressed as greatly as possible.

Technology in detail

Brake system with BMW Motorrad ABS 72

Tire Pressure Control TPC/RDC 74

Brake system with BMW Motorrad ABS

– with BMW Motorrad ABS[OE]

How does ABS work?

The maximum braking force that can be transferred to the road surface is partially dependent on the friction coefficient of the road surface. Gravel, ice, snow and wet roads offer a considerably poorer friction coefficient than a dry, clean asphalt surface. The poorer the friction coefficient of the road surface is, the longer the braking distance will be.
If the maximum transferrable braking force is exceeded when the driver increases the brake pressure, the wheels begin to block and driving stability is lost, and a fall can result. Before this situation occurs, ABS intervenes and adjusts the brake pressure to the maximum transferrable braking force. This enables the wheels to continue to turn and maintains driving stability regardless of the road surface condition.

What happens when rough roads are encountered?

Bumpy or rough roads can briefly lead to a loss of contact between the tires and the road surface, until the transferrable braking force is reduced to zero. If braking is carried out in this situation, ABS must reduce the brake pressure to ensure driving stability when restoring contact to the road. At this point in time, the BMW Motorrad ABS must assume extremely low friction coefficients (gravel, ice, snow) so that the running wheels turn in every imaginable case and the driving stability is ensured. After detecting the actual conditions, the system adjusts the optimum brake pressure.

Lifting off rear wheel

However, during extremely heavy and rapid decelerations it is possible that the BMW Motorrad ABS cannot prevent the rear wheel from lifting off the ground.In these cases, the motorcycle can also flip end over end.

⚠ Heavy braking can lead to the rear wheel lifting off the ground.
When braking, bear in mind that the ABS control cannot be relied on in all circumstances to prevent the rear wheel from lifting off the ground.◀

What are the design characteristics of the BMW Motorrad ABS?

The BMW Motorrad ABS ensures driving stability on any surface within the limits of driving physics. The system is not optimized for special requirements resulting under extreme weather conditions offroad or on the racetrack.

Special situations

To detect the tendency of the wheels to lock up, the speeds of the front and rear wheel are compared. If implausible values are detected over a longer period of time, the ABS function is deactivated for safety reasons and an ABS fault is indicated. The condition for a fault message is the completed self-diagnosis.
In addition to problems on the BMW Motorrad ABS, unusual driving conditions can also lead to a fault message.

Unusual driving conditions:

- Driving on the rear wheel (wheely) for a longer period.
- Rear wheel spinning in place with front brake pulled (burn out).
- Heating up on the main or auxiliary stand at idle or with gear engaged.
- Locked-up rear wheel for a longer period of time, e.g. when riding downhill offroad.

Should a fault message result due to one of the driving conditions described above, the ABS function can be reactivated by switching the ignition off and then on again.

How important is regular maintenance?

Any technical system is always only as good as its maintenance condition.
To ensure that the BMW Motorrad ABS is in an optimally maintained condition, it is vital that the specified inspection intervals be complied with.◀

Reserves for safety

But remember: the potentially shorter braking distances which BMW Motorrad 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.
Take care when cornering. When you apply the brakes on a corner, the motorcycle's weight and momentum take over and even

BMW Motorrad ABS is unable to counteract their effects.

Tire Pressure Control TPC/RDC

– with Tire Pressure Control (TPC/RDC)[OE]

Function

A sensor is located in each tire, which measures the air temperature and the inflation pressure inside the tire and sends these values to the control unit.
The sensors are equipped with a centrifugal controller, which does not enable the transmission of the measured values until a speed of approx. 20 mph (30 km/h) is reached. Before initial reception of the tire inflation pressure, –– is shown in the display for each tire. The sensors continue to transmit the measured values for approx. 15 minutes after the motorcycle comes to a stop.
The control unit can manage four sensors, and as a result two sets of wheels with TPC/RDC sensors can be driven. If a TPC/RDC control unit is installed without the wheels being equipped with sensors, an error message is output.

Temperature compensation

The tire inflation pressure is temperature dependent, i.e. it increases or decreases together with the tire temperature. The tire temperature is dependent on the ambient temperature and on the driving style and duration.
The tire inflation pressures are shown temperature-compensated in the multifunction display; they refer to a tire temperature of 68 °F (20 °C). No temperature compensation takes place in the inflation pressure testers at filling stations, i.e. the measured tire inflation pressure is dependent on the tire temperature. As a result, the values displayed there do not match the values shown in the multifunction display in most cases.

Tire inflation pressure ranges

The TPC/RDC control unit distinguishes between three inflation pressure ranges matched to the motorcycle:
– Inflation pressure within the permissible tolerance.
– Inflation pressure at the limits of the permissible tolerance.
– Inflation pressure outside the permissible tolerance.

A warning is also output if the tire inflation pressure drops rapidly within the permissible tolerance.

Accessories

General instructions 76
Onboard socket 76
Luggage 77
Case 78
Topcase 81

General instructions

BMW Motorrad recommends the use of parts and accessories for your motorcycle that are approved by BMW for this purpose.
Your authorized BMW Motorrad retailer is the right place to go for genuine BMW parts and accessories,other BMW approved products, and expert advice on their installation and use.
These parts and products have been tested by BMW for safety, function and suitability. BMW accepts product liability for these products.
Conversely, BMW is unable to accept any liability whatsoever for parts and accessories which it has not approved.
Observe the information on the importance of tire sizes for chassis control systems (➡ 97).

BMW Motorrad cannot examine or test each product of outside origin to ensure that it can be used on or in connection with BMW motorcycles without constituting a safety hazard. Nor is this guarantee provided when the official approval of a specific country has been granted. 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.
Use only parts and accessories approved by BMW for your motorcycle.◀

Whenever you are planning modifications, comply with all the legal requirements. The motorcycle must not infringe on national road-vehicle construction and use regulations of your country.

Onboard socket

– with onboard socket[OE]

Ratings



The supply to the socket **1** is cut off automatically if battery voltage is too low or the load exceeds the maximum rating.

Operating electrical accessories

You can start using electrical accessories only when the ignition is switched on. The accessory remains operational if the ignition is subsequently switched off.

Approx. 15 minutes after switching off the ignition and/or during starting, the onboard socket is switched off to take the load off the motorcycle electrical system.

Cable routing

The cables from the onboard socket to the auxiliary device must be routed in such a way that they:

– Do not impede the rider
– Do not restrict or obstruct the steering angle and handling characteristics
– Cannot be trapped

Improperly routed cables can impede the rider.
Route the cables as described above.◀

Luggage

Correct loading

Overloading and imbalanced loads can adversely affect the motorcycle's handling. Do not exceed the gross weight limit and observe the loading information.◀

- Adjust setting of spring preload, damping characteristic and tire inflation pressures to suit total weight.

– with case[OA]

- Ensure that case volumes on left and right are equal.
- Make sure that weight is uniformly distributed between right and left.
- Pack heavy items of luggage downwards and inwards.
- Observe maximum payload of case and corresponding top speed.


Payload of case

– See information sign in case


Speed limit for driving with case

– See information sign in case◁

– with Topcase[OA]

- Observe maximum payload of Topcase and corresponding top speed.


Payload of Topcase

– See information sign in Topcase


Speed limit for driving with Topcase

– See information sign in Topcase◁

– with tank rucksack OA
• Observe maximum payload of tank rucksack.

	Payload of tank rucksack
–	≤11 lbs (≤5 kg)◁

– with tank bag OA
• Observe maximum payload of tank bag.

	Payload of tank bag
–	≤11 lbs (≤5 kg)◁

Lashing down luggage

• Removing seat (➟ 57).



• Pull luggage belt **1** through under seat in area **2** of fuel-tank fill location. Make sure that belt is in front of bars on underside of seat.
• Installing seat (➟ 58).
• Guide luggage belt along piece of luggage in area provided to luggage rack.

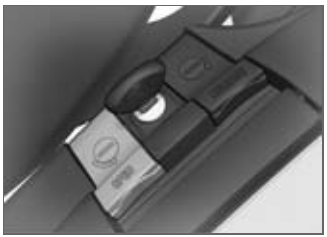


• Pull luggage belt **1** through luggage rack **3** and lash down.
• Check piece of luggage for secure hold.

Case

– with case OA

Opening case



- Turn lock barrel into OPEN position.

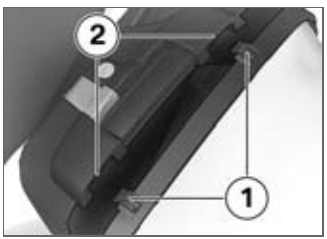


- Pull gray release lever **1** (OPEN) upward.

» Lock straps **2** open.

- Pull gray release lever (OPEN) upwards again while simultaneously pulling case lid **3** out of retainer.

Closing case



- Press locks **1** of case lid into locking devices **2** until they engage.
- Also press locks of lock straps into locking devices **2** until they engage.

Adjusting case volume

- Only close case lid.



- Press lock straps **1** outward and pull upward.

» The maximum volume has been set.

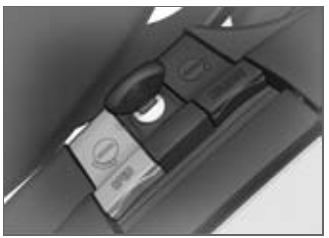


- Close lock straps.

- Press case lid against case body.

» The case volume is adapted to the contents.

Removing case

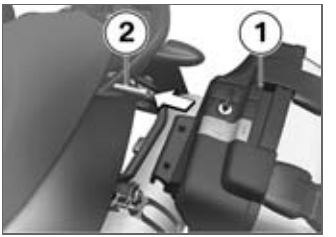


- Turn lock barrel into RELEASE position.



- Pull black release lever **1** (RELEASE) upwards while simultaneously pulling the case outward.
- Then lift case out of lower mounting.

Mounting case

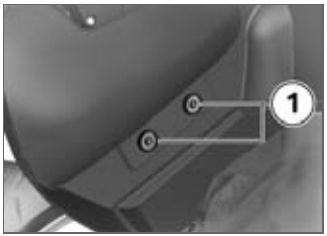


- Hook case into lower mounting.
- Pull black release lever **1** (RELEASE) upwards while simultaneously pushing the case into upper mounting **2**.
- Press black release lever (RELEASE) downward.
- Check case for secure hold.

Secure hold



If a case wobbles or is difficult to fit, it must be adapted to the gap between the upper and lower mounting.



Use the screws **1** inside the case for this purpose.

Topcase

– with Topcase[OA]

Opening Topcase



- Turn key in Topcase lock to OPEN position.



- Press lock barrel **1** forward.

» Unlocking lever **2** pops up.

- Pull up release lever completely.

» Topcase lid opens.

Closing Topcase



- Pull up red release lever **2** completely.
- Close Topcase lid and hold. Check that nothing is trapped between lid and case.



- Press release lever **2** down until it engages.
- Turn key in Topcase lock into LOCK position and remove.

Removing Topcase

- Turn key in Topcase lock to RELEASE position.

» Handle pops out.



- Pull up handle **3** completely.
- Lift off Topcase at rear and pull off luggage rack.

Mounting Topcase

- Pull up handle as far as possible.



- Hook Topcase into luggage rack. Make sure that hooks **4** are securely seated in corresponding mounts **5**.



- Press handle **3** down until it engages.

- Turn key in Topcase lock into LOCK position and remove.

Maintenance

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Brake fluid 90
Coolant 92
Clutch 94
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Chain 95
Wheels 97
Front wheel stand 103
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General instructions

The "Maintenance" chapter describes work involving the checking and replacement of wear parts that can be performed with a minimum of effort.

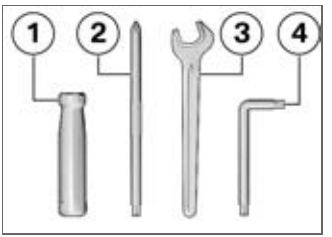
If special tightening torques are to be taken into account for assembly, these are listed. An overview of all required tightening torques is contained in the chapter "Technical Data".

Information on additional maintenance and repair work is provided in the Repair Manual for your motorcycle on DVD, which you can obtain from your authorized BMW Motorrad retailer.

Special tools and thorough specialized knowledge are required to carry out some of the work described here. If you are in doubt, consult a certified workshop, preferably your authorized BMW Motorrad retailer.

Onboard toolkit

Standard tool kit



1 Screwdriver handle

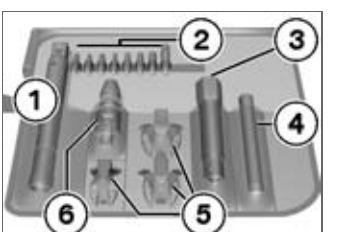
2 Reversible screwdriver insert
with Phillips and Torx T25 blade
- Replacing front and rear turn indicator bulbs (➡ 108).
- Replacing brake light and tail light bulbs (➡ 109).
- Removing battery (➡ 114).
- Removing body panels

3 Open-ended wrench
Wrench size: 17 mm
- Adjusting mirror arm (➡ 54).

4 Torx wrench T40
- Adjusting headlight range (➡ 57).

Service tool kit

– with service toolkit OA



1 Pull-out tool holder for mounting all tools via adapters and for removing spark plug

2 1/4" bits
Bits of various sizes
3 3/8" Allen key, 22 mm
for removing quick-release axle on front wheel
4 Flashlight
5 Socket wrench
Open-ended wrenches of various sizes
6 Adapter
for holding 1/4" bits and 9x12 mm and 3/8" jointed adapter

Engine oil

Checking engine oil level

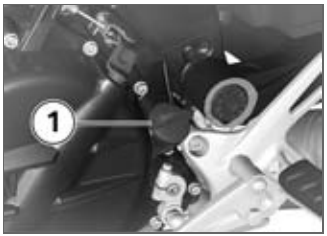
The engine can seize if the oil level is low, and this can lead to accidents.
Always make sure that the oil level is correct.◀

The oil level varies with the temperature of the oil. The higher the temperature, the higher the level of oil in the sump. Checking the oil level with the engine cold or after a short trip leads to misinterpretations and therefore to incorrect oil fill quantities.
To ensure that the display of the engine oil level is correct, only check the oil level after a longer trip.◀

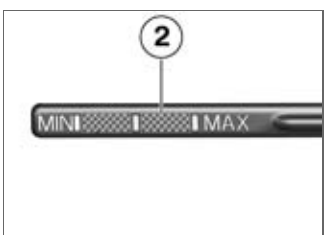
- Wipe area around oil fill location clean.
- Allow engine to idle until fan starts up, then allow to continue running for an additional minute.
- Switch off engine.
- Make sure ground is level and firm and hold motorcycle at operating temperature vertically.

– with center stand OA

- Make sure ground is level and firm and place motorcycle at operating temperature on its center stand.◁

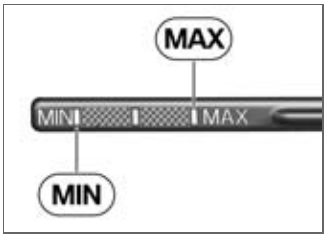


- Remove oil dipstick **1**.



- Clean measuring range **2** of oil dipstick with a dray cloth
- Position oil dipstick on oil fill location, but do not screw in.

- Remove oil dipstick and read off oil level.



Engine oil level

– between MIN and MAX marking

If oil level is below MIN mark:
- Topping up engine oil (➨ 88).

If oil level is above MAX mark:
- Have oil level corrected by a specialized workshop, preferably an authorized BMW Motorrad retailer.
- Install oil dipstick.

Topping up engine oil

- Make sure ground is level and firm and park motorcycle.
- Wipe area around fill location clean.



- Remove oil dipstick **1**.

Both too little and too much engine oil can lead to engine damage.
Always make sure that the oil level is correct.◀

- Add engine oil up to specified level.
- Checking engine oil level (➨ 87).
- Install oil dipstick.

General brake system

Operating safety

A fully functional brake system is a basic requirement for the road safety of your motorcycle.
Do not ride the motorcycle if you have any doubts about the dependability of the brake system. In this case, have the brake system checked by a specialized workshop, preferably by an authorized BMW Motorrad retailer.

Incorrect working practices endanger the reliability of the brakes.
Have all work on the brake system performed by a specialized workshop, preferably by an authorized BMW Motorrad retailer.◀

Checking brake operation

- Pull handbrake lever.

» Pressure point must be clearly perceptible.

- Press footbrake lever.

» Pressure point must be clearly perceptible.

If no clear pressure points are perceptible:

- Have the brakes checked by a certified workshop, preferably an authorized BMW Motorrad dealer.

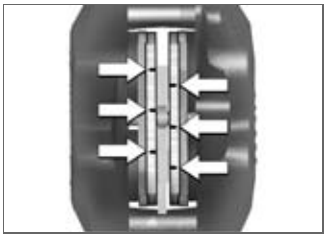
Brake pads

Checking front brake pad thickness

- Make sure ground is level and firm and park motorcycle.



- Visually inspect left and right brake pads to ascertain their thickness. Direction of view: between wheel and front wheel control to brake calipers **1**.



Front brake-pad wear limit

– min 0.04 in (min 1.0 mm) (Only friction material without carrier plate. Wear markings (grooves) must be clearly visible.)

If the wear indicating marks are no longer clearly visible:

Dropping below the minimum pad thickness leads to reduced braking performance and may result in damage to the brakes.

In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.◄

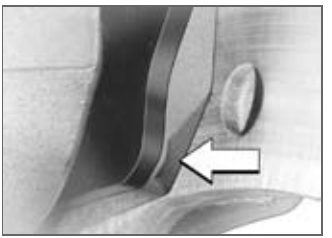
- Have the brake pads replaced by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Checking rear brake pad thickness

- Make sure ground is level and firm and park motorcycle.



- Check the brake pad thickness with visual inspection. Direction of view: from rear at brake caliper **1**.



Rear brake-pad wear limit
– min 0.04 in (min 1.0 mm) (Only friction material without carrier plate. Wear indicators must be clearly visible.)

If the wear indicating mark is no longer visible:

⚠ Dropping below the minimum pad thickness leads to reduced braking performance and may result in damage to the brakes.
In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.◄

- Have the brake pads replaced by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Brake fluid

Checking front brake fluid level

⚠ A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency.
Check brake fluid level regularly.◄

- Make sure ground is level and firm and hold motorcycle vertically.

– with center stand OA

- Make sure ground is level and firm and place motorcycle on its center stand.◁
- Move handlebars into straight-ahead position.



- Read off brake fluid level at front brake-fluid reservoir **1**.

The brake fluid level in the brake-fluid reservoir drops due to brake pad wear.◀



Front brake fluid level (visual check)

– Brake fluid DOT4

– The brake fluid level must not fall below the MIN mark.

If brake fluid level drops below permissible level:

- Have the defect corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Checking rear brake fluid level

A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency.

Check brake fluid level regularly.◀

- Make sure ground is level and firm and hold motorcycle vertically.

– with center stand OA

- Make sure ground is level and firm and place motorcycle on its center stand.◁



- Read off brake fluid level at rear brake-fluid reservoir **1**.

The brake fluid level in the brake-fluid reservoir drops due to brake pad wear.◀



Rear brake fluid level (visual check)
– Brake fluid DOT4
– The brake fluid level must not fall below the MIN mark.

If brake fluid level drops below permissible level:

- Have the defect corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Coolant

Checking coolant level

- Make sure ground is level and firm and park motorcycle.



- Read off coolant level on expansion tank **1**. Viewing direction: from front through opening of side panel at expansion tank.



	Minimum coolant quantity
–	may not fall below MIN mark on expansion tank

If coolant level drops below permissible level:

- Add coolant.

Topping up coolant

- Removing center fairing panel (➡ 113).



- Remove circlip **1** and washer **2**.



- Remove screw **3**.
- Slightly raise fairing side panel at rear and then remove to side.



- Open cap of expansion tank **1**.
- Add coolant up to specified level.
- Close cap of expansion tank.



- First position fairing side panel on retaining pin **4**, then

swing downward and insert in mounts **5** and **6**.



- Install screw **3**.



- Install washer **2** and circlip **1**.
- Installing center fairing panel (➡ 113).

Clutch

Checking clutch operation

- Pull the clutch lever.

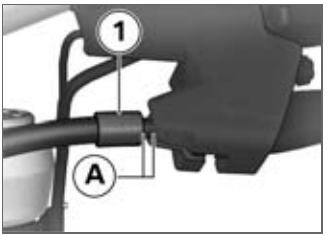
» Pressure point must be clearly perceptible.

If no clear pressure point can be felt:

- Have the clutch checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Checking clutch play

- Turn handlebars to left.



- Pull clutch cable **1** as far away from clutch lever as possible.
- Measure clutch play **A** between handlebar fitting and clutch cable.

Clutch play
– 0.04 in (1 mm) (Turn handlebars to left, between handlebar fitting and clutch cable)

If clutch play is outside tolerance:

- Adjusting clutch play (➡ 95).

Adjusting clutch play



- Loosen the nut **3**.
- To increase clutch play: turn nut **2** upward.
- To decrease clutch play: turn nut **2** downward.
- Checking clutch play (➠ 94).
- Repeat work steps until clutch play is correctly adjusted.
- Tighten nut **3**.

Tires

Checking tire tread depth

The handling of your motorcycle can already change for the worse before the legally prescribed minimum tread depth is reached.
Have tires replaced even before the minimum tread depth is reached.◀

- Make sure ground is level and firm and park motorcycle.
- Measure tire tread depth in main tread grooves with wear indicating marks.

Tires have wear indicators integrated into the main tread grooves. If the tire tread has worn down to the level of the marks, the tire is completely worn. The locations of the marks are indicated on the edge of the tire, e.g. by the letters TI, TWI or by an arrow.◀

When the minimum tread depth is reached:

- Replace tires concerned.

Rims

Checking rims

- Make sure ground is level and firm and park motorcycle.
- Visually inspect rims for defects.
- Have damaged rims checked and, if necessary, replaced by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Chain

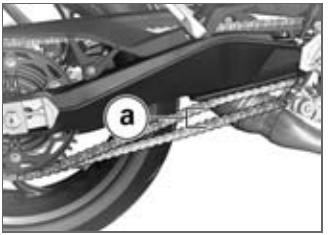
Lubricating chain

Dirt, dust and insufficient lubrication will considerably shorten the service life of the drive chain.
Clean and lubricate the drive chain regularly.◀

- Lubricate drive chain at least every 620 mls (1000 km). After driving though water or dust and dirt, carry out lubricate earlier accordingly.
- Switch off ignition and engage Neutral.
- Clean drive chain with suitable cleaning agent, dry and apply chain lubricant.
- Wipe off excess lubricant.

Checking chain tension

- Make sure ground is level and firm and park motorcycle.
- Turn the rear wheel until the position with the lowest chain sag is reached.



- Press chain upward and downward using a screwdriver and measure difference **a**.

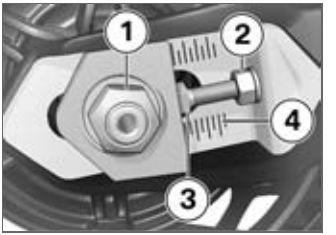
Chain sag
– 1.2...1.6 in (30...40 mm) (Motorcycle unloaded on side stand)

If the measured value is outside the permissible tolerance:

- Adjusting chain tension (➡ 96).

Adjusting chain tension

- Make sure ground is level and firm and park motorcycle.



- Loosen quick-release axle nut **1**.
- Loosen lock nuts **2** on left and right.
- Adjust chain tension with adjusting screws **3** on left and right.
- Checking chain tension (➡ 96).
- Make sure that the same scale value **4** is set on the left and right.
- Tighten lock nuts **2** on left and right.

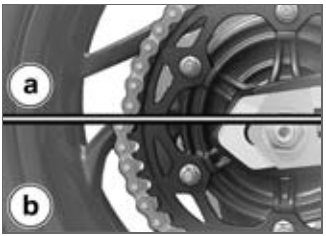
Locknut of drive-chain tensioning screw
– 14 lb/ft (19 Nm)

- Tighten quick-release axle nut **1** to appropriate torque.

Rear-wheel quick-release axle in swinging arm
– 74 lb/ft (100 Nm)

Checking chain wear

- Make sure ground is level and firm and park motorcycle.



- Pull chain toward rear at rearmost point of chain sprocket.

» The teeth tips are located inside the chain links (**a**): The chain is OK.

» The chain is being pulled out over the teeth tips (**b**): Consult an authorized workshop, preferably a BMW Motorrad partner.

Wheels

Tire recommendation

For every size of tire, BMW Motorrad has tested certain makes and approved those it has found to be roadworthy.

If you use wheels and tires that have not been approved, BMW Motorrad cannot assess their suitability or provide any guarantee as to their road safety. Use only wheels and tires that BMW Motorrad has approved for your type of motorcycle. Extensive information is available at your authorized BMW Motorrad retailer or on the Internet at www.bmw-motorrad.com.

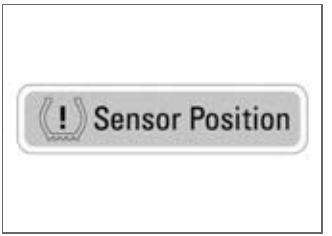
Affect of wheel size on ABS

The wheel sizes play a major role with the ABS system. Especially the diameter and width of the wheels are stored in the control unit as the basis for all necessary calculations. A change in these sizes due to conversion to others than the wheels installed as standard equipment can seriously affect the control comfort of these systems.

The sensor wheels required for wheel speed detection must also match the control systems installed and may not be replaced. If you want to equip your motorcycle with different wheels, please speak to a specialized workshop, and preferably a BMW Motorrad retailer. In some cases the data stored in the control units can be adapted to the new wheel sizes.

TPC/RDC sticker

– with Tire Pressure Control (TPC/RDC)[OE]



The TPC sensors can be damaged by improper tire mounting.
Inform the BMW Motorrad retailer or the specialized workshop that the wheel is equipped with a TPC sensor.◀

On motorcycles equipped with TPC/RDC, a corresponding sticker is located on the wheel rim at the position of the TPC/RDC sensor. During a tire change it must be ensured that the TPC/RDC sensor is not damaged. Inform the BMW Motorrad retailer or the specialized workshop of the TPC/RDC sensor.

Removing front wheel

- Make sure ground is level and firm and park motorcycle.

– with BMW Motorrad ABS[OE]

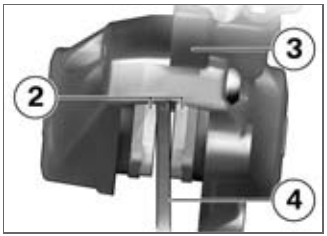


- Remove screw **1** and take ABS sensor out of hole.◁



Once the calipers have been removed, there is a risk of the brake pads being pressed together to the extent that they cannot be slipped back over the brake disk on reassembly.
Do not operate the handbrake lever when the brake calipers have been removed.◀

- Remove screws **1** of brake calipers on left and right.



- Push brake pads **2** apart slightly by rocking the brake caliper **3** back and forth against the brake disk **4**.
- Mask off area of wheel rim that could be scratched in process of removing brake calipers.
- Carefully pull brake calipers back and out until clear of brake disks.

- Place the motorcycle on a suitable auxiliary stand before it is raised at the front in the next step. Always check that the ground under the stand is level and firm when doing so.

– with center stand OA

- Make sure ground is level and firm and place motorcycle on center stand.◁

- Raise front of motorcycle until the front wheel can turn freely. BMW Motorrad recommends the BMW Motorrad front-wheel stand for lifting the motorcycle.
- Mounting front wheel stand (➡ 103).



- Loosen axle clamping screws **1**.
- Remove quick-release axle **2** while supporting wheel.

- Roll front wheel forward to remove.



- Remove spacing bushing **3** on left side from wheel hub.

Installing front wheel

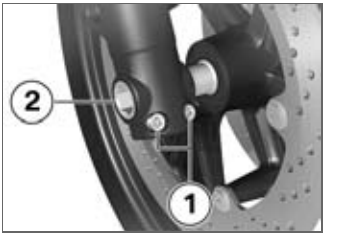
Threaded fasteners not tightened to the specified torque can work loose or their threads can suffer damage. Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.◀



- Mount spacing bushing **3** on left side on wheel hub.

The front wheel must be installed right way round to rotate in the correct direction. Observe the direction of rotation arrows on the tires or on the rim.◀

- Roll front wheel into front wheel guide.



- Lift front wheel and install quick-release axle **2** with appropriate torque.

	Quick-release axle in fork leg
–	37 lb/ft (50 Nm)

- Tighten axle clamping screws **1** to appropriate torque.

	Pinch bolt of quick-release axle
–	15 lb/ft (20 Nm)

- Remove front wheel stand.

– without center stand OA

- Remove auxiliary stand.◁

- Ease brake calipers onto brake disks.



- Tighten screws **1** of brake calipers on left and right to appropriate torque.

	Brake caliper on fork leg
– 22 lb/ft (30 Nm)	

- Remove adhesive tape from wheel rim.

- Operate brakes several times until brake pads contact brake disk.

– with BMW Motorrad ABS OE



- Insert ABS sensor into hole and install screw **1**.◁

Removing rear wheel

- Make sure ground is level and firm and park motorcycle.

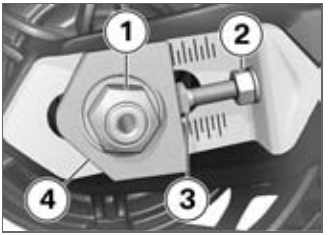


- Remove screw **1** and take speed sensor out of hole.

- Make sure ground is level and firm and place motorcycle on a suitable auxiliary stand.

– with center stand OA

- Make sure ground is level and firm and place motorcycle on center stand.◁



- Remove axle nut **1**.
- Loosen lock nuts **2** on left and right.
- Loosen adjusting screws **3** on left and right.
- Remove adjusting plate **4** and slide axle as far as possible toward inside.



- Remove quick-release axle **5** and take out adjusting plate **6**.



- Roll rear wheel as far forward as possible and remove chain **7** from chain sprocket.
- Roll rear wheel toward rear out of swinging arm.

▷ The chain sprocket and the spacer sleeves on the left and right are loosely inserted in the wheel. When removing, make sure that these parts are not damaged or lost.◀

Installing rear wheel

⚠ Threaded fasteners not tightened to the specified torque can work loose or their threads can suffer damage. Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.◀

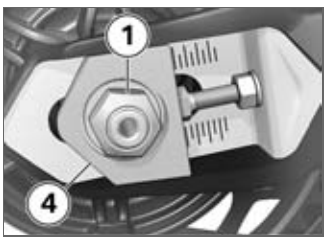
- Roll rear wheel into swinging arm while guiding brake disk between brake pads.



- Roll rear wheel as far forward as possible and lay chain **7** on chain sprocket.



- Mount left-hand adjusting plate **6** in swinging arm and install quick-release axle **5** in brake caliper and rear wheel.
- Make sure that axle fits in cutout of adjusting plate.



- Insert right-hand adjusting plate **4**.
- Install axle nut **1**, however do not tighten yet.

– without center stand OA

- Remove auxiliary stand.◁



- Insert speed sensor in hole and install screw **1**.
- Adjusting chain tension (➡ 96).

Front wheel stand

Mounting front wheel stand

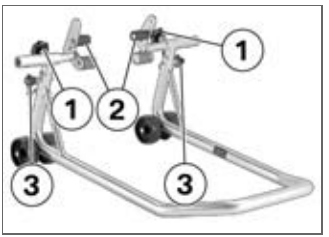
The BMW Motorrad front wheel stand is not designed to support the motorcycle without the assistance of an auxiliary stand. A motorcycle standing on the front wheel stand and the rear wheel alone can fall over. Place the motorcycle on an aux-

iliary stand before lifting the front wheel with the BMW Motorrad front-wheel stand.◀

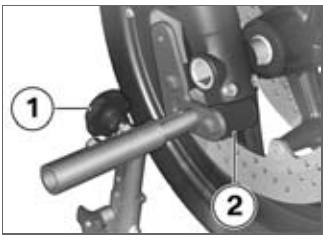
- Make sure ground is level and firm and place motorcycle on a suitable auxiliary stand.

– with center stand OA

- Make sure ground is level and firm and place motorcycle on center stand.◁



- Use basic stand (0 402 241) with front wheel mount (0 402 242).
- Loosen adjusting screws **1**.
- Push two mounts **2** far enough apart that front forks fit between them. Adjust support pin to match front suspension.
- Use locating pins **3** to set front wheel stand to desired height.
- Center front wheel stand relative to front wheel and push it against front axle.



- Align two mounts **2** so that front forks rest securely on them.
- Tighten adjusting screws **1**.



- Apply uniform pressure to push front wheel stand down and raise motorcycle.

– with center stand OA

⚠ If the motorcycle is raised too far at the front the center stand will lift clear of the ground and the motorcycle could topple to one side.
When raising the motorcycle, make sure that the center stand remains on the ground. Adjust the height of the front wheel stand if necessary.◀

• Ensure motorcycle is standing securely.◁

Lamps

General instructions

A bulb failure is signaled to you in the multifunction display by a warning indicator.

A defective bulb places your safety at risk because it is easier for other users to oversee the motorcycle.
Replace defective bulbs as soon as possible; always carry a complete set of spare bulbs if possible.◀

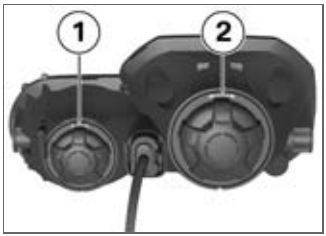
The bulb is pressurized and can cause injury if damaged.
Wear eye and hand protection when replacing bulbs.◀

An overview of the bulb types installed in your motorcycle is provided in the chapter "Technical Data".◀

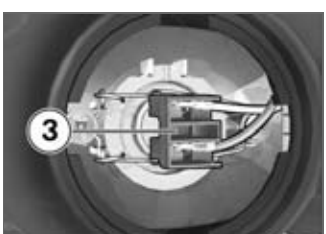
Do not touch the glass of new bulbs with your fingers. For installation, use a clean, dry cloth. Dirt deposits, in particular oil and grease, interfere with heat radiation from the bulb. Overheating and therefore short service life of the bulbs are the consequence.◀

Replacing low-beam and high-beam bulb

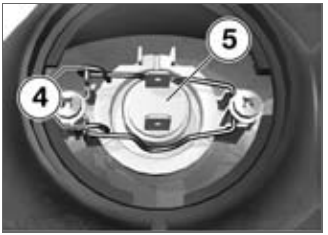
- Make sure ground is level and firm and park motorcycle.
- Switch off ignition.



- Remove cover **1** for high-beam headlight or cover **2** for low-beam headlight.



- Open connector **3**.

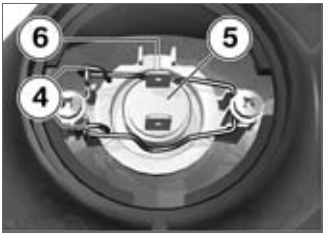


- Remove spring strap **4** from detents and fold to side.
- Take out bulb **5**.

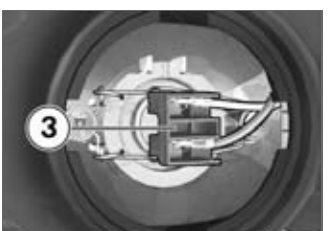
- Replace defective bulb.

	Bulb for high-beam headlight
– H7 / 12 V / 55 W	

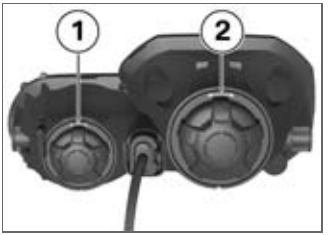
	Bulbs for low-beam headlight
– H7 / 12 V / 55 W	



- Insert bulb **5** while ensuring correct alignment at Position **6**.
- Close and lock spring strap **4**.



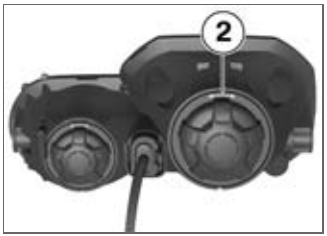
- Close connector **3**.



- Install cover **1** or cover **2**.

Replacing parking light bulb

- Make sure ground is level and firm and park motorcycle.
- Switch off ignition.



• Remove cover **2**.



• Pull bulb out of bulb socket.

• Replace defective bulb.

	Bulb for parking light
– W5W / 12 V / 5 W	



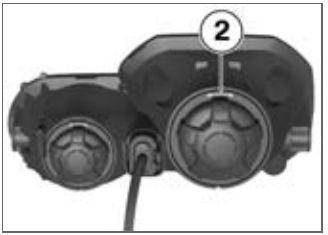
• Press bulb into socket.



• Pull parking-light bulb **3** out of headlight housing.



• Insert parking-light bulb **3** into headlight housing.



• Install cover **2**.

Replacing front and rear turn indicator bulbs

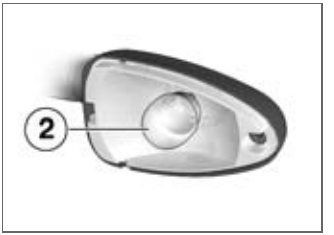
• Make sure ground is level and firm and park motorcycle.
• Switch off ignition.



• Remove screw **1**.



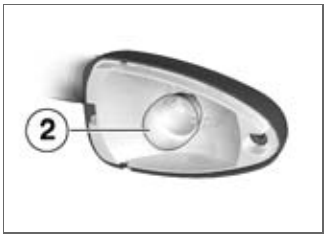
• Pull glass on screw connection side out of mirror housing.



• Remove bulb **2** from light housing by turning it counterclockwise.

• Replace defective bulb.

Bulbs for flashing turn indicators, front
– R10W / 12 V / 10 W
– with white turn indicators OE
– RY10W / 12 V / 10 W◁
– with LED turn indicators OE
– LED / 12 V◁



• Install bulb **2** by screwing clockwise into light housing.



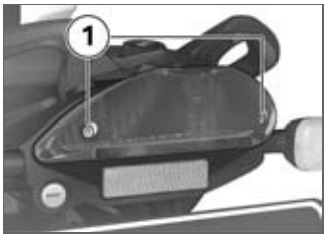
• Insert inside end of lens into light housing and close.



• Install screw **1**.

Replacing brake light and tail light bulbs

• Make sure ground is level and firm and park motorcycle.
• Switch off ignition.



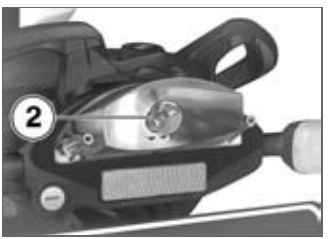
• Remove screws **1**.
• Pull off light housing toward rear.



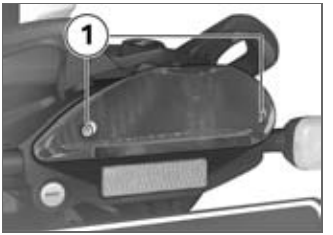
• Remove bulb **2**.

- Replace defective bulb.

Bulb for taillight/brake light
– P21/5W / 12 V / 5 W / 21 W



- Install bulb **2**.



- Position lamp housing and install screws **1**.

Jump-starting

The wires leading to the power socket do not have a load-capacity rating adequate for jump-starting the engine. Excessively high current can lead to a cable fire or damage to the motorcycle electronics.
Do not use the onboard socket to jump-start the engine of the motorcycle.◀

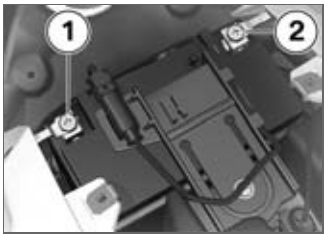
Touching live parts of the ignition system with the engine running can cause electric shock.
Do not touch parts of the ignition system when the engine is running.◀

A short-circuit can result if the crocodile clips of the jump leads are accidentally brought into contact with the motorcycle.
Use only jump leads fitted with fully insulated crocodile clips at both ends.◀

Jump-starting with a donor-battery voltage higher than 12 V can damage the motorcycle electronics.
The battery of the donor vehicle must have a voltage of 12 V.◀

- Removing center fairing panel (➡ 113).
- When jump-starting the engine, do not disconnect the battery

from the onboard electrical system.



- Run engine of donor vehicle during jump-starting.
- Begin by connecting one end of the red jump lead to the positive terminal **2** of the discharged battery and the other end to the positive terminal of the donor battery.
- Connect the black jump lead to the negative terminal of the donor battery and then to the negative terminal **1** of the discharged battery.
- Start engine of motorcycle with discharged battery in usual way; if engine refuses to start, wait a few minutes before repeating attempt to protect starter and supporting battery.
- Allow both engines to idle for a few minutes before disconnecting jump leads.
- First disconnect jump lead from negative terminal **1**, then from positive terminal **2**.

▷ To start the engine, do not use start sprays or similar items.◀

- Installing center fairing panel (➟ 113).

Battery

Maintenance instructions

Correct upkeep, recharging and storage will prolong the life of the battery and are essential if warranty claims are to be considered.

Compliance with the points below is important in order to maximize battery life:

– Keep the surface of the battery clean and dry
– Do not open the battery
– Do not top up with water
– Be sure to read and comply with the instructions for charging the battery on the following pages
– Do not turn the battery upside down

⚠ If the battery is not disconnected, the onboard electronics (clock etc.) will drain the battery. This can cause the battery to run flat. If this happens, warranty claims will not be accepted.

During periods when the motorcycle is not being used, of more than four weeks, disconnect the battery from the motorcycle or

connect a trickle charger to the battery.◀

BMW Motorrad has developed a trickle-charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during long periods when the motorcycle is not being used without having to disconnect the battery from the motorcycle's onboard systems. Additional information is available at your authorized BMW Motorrad retailer.◀

Charging connected battery

Charging the connected battery directly at the battery terminals can damage the motorcycle electronics.
To charge the battery via the battery terminals, disconnect the battery first.◀

Charging the battery via the onboard socket is only possible with suitable chargers. Unsuitable chargers can result in damage to the motorcycle electronics.
Use BMW chargers with the part numbers 71 60 7 688 864 (220 V) or, as applicable, 71 60 7 688 865 (110 V). If in doubt, charge the disconnected battery directly at the terminals.◀

If you switch on the ignition and the multifunction display and indicator lights fail to light up, the battery is completely flat. Attempting to charge a completely flat battery via the onboard socket can cause damage to the motorcycle's electronics. Always charge a completely drained battery directly at the terminals of the disconnected battery.◀

- Charge disconnected battery via onboard socket.

The motorcycle's onboard electronics know when the battery is fully charged. The onboard socket is switched off when this happens.◀

- Comply with operating instructions of charger.

If you are unable to charge the battery via the onboard socket, you may be using a charger that is not compatible with your motorcycle's electronics. In this case, please charge the battery directly at the terminals of the disconnected battery.◀◁

Charging disconnected battery

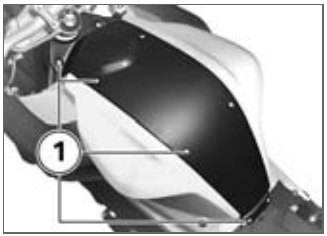
- Charge battery using a suitable charger.
- Comply with the operating instructions of the charger.

- Once the battery is fully charged, disconnect the charger's terminal clips from the battery terminals.

▷ In the case of longer periods when the motorcycle is not being used, the battery must be recharged regularly. See the instructions for caring for your battery. Always fully recharge the battery before returning it to use.◀

Removing center fairing panel

- Removing seat (➡ 57).

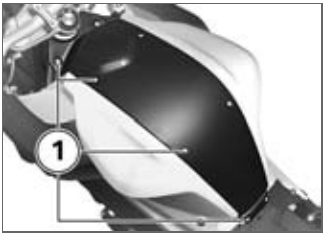


- Remove four screws **1** on left and right and take off center fairing panel.

Installing center fairing panel



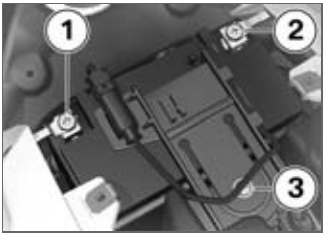
- Slide center fairing panel at left and right under side panels at Position **2** and then insert in guides **3** on left and right.



- Install four screws **1** on left and right.
- Installing seat (➡ 58).

Removing battery

- Make sure ground is level and firm and park motorcycle.
- Switch off ignition.
- Removing center fairing panel (➡ 113).

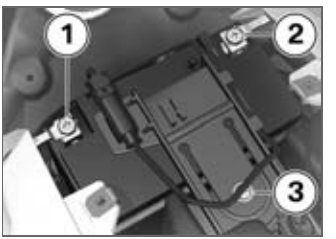


⚠ An incorrect disconnection sequence increase the risk of short-circuiting.
Always observe the proper sequence.◀

- Remove negative cable **1** first.
- Then remove positive cable **2**.
- Remove screw **3** and take off battery holder.
- Lift battery up and out, using tilting movements if it is difficult to move.

Installing battery

- Switch off ignition.
- Insert battery into battery compartment, with positive terminal on right in direction of travel.



- Push battery holder over battery and install screw **3**.

⚠ An incorrect connection sequence increases the risk of short-circuiting.
Always observe the proper sequence.◀

- Install positive cable **2**.
- Install negative cable **1**.

If the motorcycle was disconnected from the battery for a longer time, the current date must be entered in the instrument cluster to ensure the proper operation of the service display.
Consult a certified workshop, preferably an authorized BMW Motorrad retailer, for setting of the date.◀

- Installing center fairing panel (➡ 113).
- Setting clock (➡ 42).

Care

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Paint care 119
Protective wax coating 120
Storing motorcycle 120
Returning motorcycle to use 120

Care products

BMW Motorrad recommends that you use cleaning and care products available at your authorized BMW Motorrad retailer. BMW Care Products have been materials tested, laboratory tested, and field tested and provide optimum care and protection for the materials used in your motorcycle.

The use of unsuitable cleaning and care products can damage motorcycle components.
For cleaning, do not use any solvents such as nitro-thinners, cold cleaning agents, fuel or similar, and do not use cleaning agents that contain alcohol.◀

Washing your motorcycle

BMW Motorrad recommends that you use BMW Insect Remover to soften and wash off insects and stubborn dirt from painted parts before washing the motorcycle.
To prevent stains, do not wash the motorcycle immediately after it has been exposed to bright sunlight and do not wash it in the sun.
Make sure that the motorcycle is washed frequently, especially during the winter months.
To remove road salt, clean the motorcycle with cold water immediately after every trip.

After washing the motorcycle, after driving through water or in the rain, braking can be delayed due to damp brake disks and brake pads.
Brake early until the brake disks and pads are dry or braked until dry.◀

Warm water intensifies the effect of salt.
Only use cold water to remove road salt.◀

The high pressure of steam cleaners can damage seals, the hydraulic brake system, the electrical system and the seat.
Do not use a steam jet or high-pressure cleaning equipment.◀

Cleaning sensitive motorcycle parts

Plastics

Clean plastic parts with water and BMW plastic care emulsion.
This includes in particular:
– Windshields and wind deflectors
– Headlight lens made of plastic
– Glass of instrument cluster
– Black, unpainted parts

If plastic parts are cleaned using unsuitable cleaning agents, the surfaces can be damaged.
Do not use cleaning agents that contain alcohol, solvents or abrasives to clean plastic parts.
'Fly sponges' or sponges with hard surfaces can also lead to scratches.◀

Soften stubborn dirt and dead insects by covering the affected areas with a wet cloth.◀

Windshield

Clean off dirt and insects with a soft sponge and plenty of water.

Fuel and chemical solvents attack the windshield material; the windshield becomes cloudy or dull.
Do not use cleaning agents.◀

Chrome

Especially in the case of road salt, carefully clean chrome parts with plenty of water and BMW auto shampoo. Use chrome polish for additional treatment.

Radiator

Clean the radiator regularly to prevent overheating of the engine due to inadequate cooling. For example, use a garden hose with low water pressure.

Cooling fins can be bent easily.
When cleaning the radiator, ensure that the fins are not bent.◀

Rubber

Treat rubber components with water or BMW rubber protection coating agent.

Using silicone sprays for the care of rubber seals can cause damage.
Do not use silicon sprays or other care products that contain silicon.◀

Paint care

Washing the motorcycle regularly will help counteract the long-term effects of substances that damage the paint, especially if your motorcycle is ridden in areas with high air pollution or natural sources of dirt, e.g. tree resin or pollen.
However, remove particularly aggressive materials immediately; otherwise changes in the paint or discoloration can occur. These include spilled fuel, oil, grease, brake fluid as well as bird droppings. BMW Car Polish or BMW Paint Cleaner are recommended for this.
Contamination of the paint finish is particularly easy to see after the motorcycle has been washed. Remove this type of soiling with

cleaning naphtha or spirit on a clean cloth or cotton ball. BMW Motorrad recommends removing tar spots with BMW Tar Remover. Then add a protective wax coating to the paint at these locations.

Protective wax coating

To preserve the finish of your motorcycle, BMW Motorrad recommends using BMW Car Wax or agents that contain carnauba or synthetic waxes.
A sure sign that the paint must be protected, is the fact that water no longer pearls up on it.

Storing motorcycle

- Clean the motorcycle.
- Remove battery.
- Spray the brake and clutch lever, the side stand pivot and, if necessary, the main stand pivot with a suitable lubricant.
- Coat bare metal and chrome-plated parts with an acid-free grease (e.g. Vaseline).
- Park motorcycle in a dry room so that both wheels are unloaded.

Before putting the motorcycle into storage, have the engine oil and the oil filter element changed by a specialist workshop, preferably an authorized BMW Motorrad retailer. Combine work for storing/returning to use with maintenance service or an inspection.◀

Returning motorcycle to use

- Remove the protective wax coating.
- Clean the motorcycle.
- Install a charged battery.
- Before starting: Observe checklist.

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Troubleshooting chart

Engine does not start at all or is very difficult to start

Possible cause	Remedy
Emergency ON/OFF switch	Emergency ON/OFF switch in operating position.
Side stand	Retract side stand (➡ 62).
Gear engaged and clutch not operated.	Place transmission in neutral or disengage clutch (➡ 62).
Clutch disengaged before ignition on	Switch on ignition first, then disengage clutch.
No fuel in tank	Refueling (➡ 68).
Battery drained	Charging connected battery (➡ 112).

Threaded fasteners

Front wheel	Value	Valid
Brake caliper on fork leg		
M10 x 1.25 x 35 - 10.9	22 lb/ft (30 Nm)	
Pinch bolt of quick-release axle		
M8 x 40	15 lb/ft (20 Nm)	
Quick-release axle in fork leg		
M24 x 1.5	37 lb/ft (50 Nm)	

Rear wheel	Value	Valid
Locknut of drive-chain tensioning screw		
M8	14 lb/ft (19 Nm)	
Rear-wheel quick-release axle in swinging arm		
M16 x 1.5	74 lb/ft (100 Nm)	

Mirrors	Value	Valid
Locknut, mirror on clamping element		
M10	7 lb/ft (10 Nm)	

Engine

Engine design	Two-cylinder, four-stroke engine, DOHC control with toothed chain drive, 4 valves actuated by trailing valve levers, compensating connecting rods, liquid cooling for cylinders and cylinder head. Integrated water pump, 6-speed transmission and dry-sump lubrication
Displacement	798 cc (798 cm^3)
Cylinder bore	3.2 in (82 mm)
Piston stroke	3 in (75.6 mm)
Compression ratio	12:1
Rated output	87 hp (64 kW), at engine speed: 8000 min^{-1}
– with power reduction OE	34 hp (25 kW), at engine speed: 6000 min^{-1}
Torque	63 lb/ft (86 Nm), at engine speed: 6000 min^{-1}
– with power reduction OE	43 lb/ft (58 Nm), at engine speed: 3250 min^{-1}
Maximum engine speed	max 9000 min^{-1}
Idle speed	1250^{+50} min^{-1}

Fuel

Recommended fuel quality	89 AKI (95 ROZ/RON), Super unleaded
Usable fuel quantity	Approx. 3.6 gal (Approx. 13.5 l)
Reserve fuel quantity	Approx. 2.1 quarts (Approx. 2 l)

Engine oil

Engine oil, capacity	3.2 quarts (3 l), with filter change 0.3 quarts (0.3 l), when removing swinging-arm shaft cover, additionally
products recommended by BMW Motorrad and generally permissible viscosity classes	
Castrol GPS SAE 10W-40	≥-4 °F (≥-20 °C)
SAE 10W-40	≥-4 °F (≥-20 °C), Winter operation
SAE 15W-40	≥14 °F (≥-10 °C)
Oil grades	Mineral engine oils with the API classification SF to SH. BMW Motorrad does not recommend using oil additives, as these can worsen the operation of the clutch. Ask your BMW Motorrad retailer for engine oils suitable for your motorcycle.

Clutch

Clutch design	Multi-disk oil-bath clutch

Transmission

Transmission design	Claw-shifted 6-speed transmission integrated in engine housing
Transmission gear ratios	1.943 (35/68 teeth), Primary gear ratio 1:2.462 (13/32 teeth), 1st gear 1:1.750 (16/28 teeth), 2nd gear 1:1.381 (21/29 teeth), 3rd gear 1:1.227 (22/27 teeth), 4th gear 1:1.130 (23/26 teeth), 5th gear 1:1.042 (24/25 teeth), 6th gear

Rear-wheel drive

Type of final drive	Chain drive
Secondary gear ratio	2,350

Running gear

Front wheel	
Type of front suspension	Telescopic forks
Spring travel, front	4.9 in (125 mm), On wheel
Rear wheel	
Type of rear suspension	Two-arm cast aluminum swinging arm
Type of rear suspension	Directly articulated central spring strut with steplessly adjustable rebound-stage damping
Spring travel at rear wheel	4.9 in (125 mm)

Brakes

Type of front brake	Hydraulically operated twin disk brake with 4-piston fixed calipers and floating brake disks
Brake-pad material, front	Sintered metal
Type of rear brake	Hydraulic disk brake with 1-piston floating caliper and fixed brake disk
Brake-pad material, rear	sintered metal

Wheels and tires

Recommended tire combinations	You can obtain an overview of the current tire approvals from your authorized BMW Motorrad retailer or on the Internet at www.bmw-motorrad.com.
Front wheel	
Front wheel design	Cast aluminum, MT H2
Front-wheel rim size	3.50" x 17"
Front tire designation	120 / 70 ZR 17

Rear wheel	
Rear wheel design	Cast aluminum, MT H2
Rear-wheel rim size	5.5" x 17"
Rear tire designation	180 / 55 ZR 17
Tire inflation pressures	
Tire pressure, front	36.3 psi (2.5 bar), With tire cold
Tire pressure, rear	42.1 psi (2.9 bar), With tire cold

Electrical system

Electrical rating of onboard socket	5 A, an onboard socket
Fuses	The electrical circuits are electronically protected. If an electronic fuse trips and de-energizes a circuit, the circuit is active as soon as the ignition is switched on after the fault has been rectified.
Battery	
Battery manufacturer and designation	ETX 14 BS
Battery design	AGM (Absorptive Glass Mat) battery.
Battery voltage	12 V
Battery capacity	14 Ah

Spark plugs	
Spark plugs, manufacturer and designation	NGK DCPR 8 E
Electrode gap of spark plug	0.03...0.04 in (0.8...0.9 mm), New
Bulbs	
Bulb for high-beam headlight	H7 / 12 V / 55 W
Bulbs for low-beam headlight	H7 / 12 V / 55 W
Bulb for parking light	W5W / 12 V / 5 W
Bulb for taillight/brake light	P21/5W / 12 V / 5 W / 21 W
Bulbs for flashing turn indicators, front	R10W / 12 V / 10 W
– with white turn indicators OE	RY10W / 12 V / 10 W
– with LED turn indicators OE	LED / 12 V
Bulbs for flashing turn indicators, rear	R10W / 12 V / 10 W
– with white turn indicators OE	RY10W / 12 V / 10 W
– with LED turn indicators OE	LED / 12 V

Frame

Frame design	Cast light allow - welded design with screwed-on tubular steel rear frame
Location of type plate	Right steering head
Location of vehicle identification number	Right steering head

Dimensions

Motorcycle length	82 in (2082 mm)
Motorcycle height	48.8 in (1240 mm), without driver at DIN unladen weight
Motorcycle width	32 in (812 mm), Over handlebars without mirrors
Driver's seat height	31.5 in (800 mm), without driver at unladen weight
– with low dual seat OE	30.3 in (770 mm), without driver at unladen weight
– with high seat	32.3 in (820 mm), without driver at unladen weight

Rider's inside-leg arc, heel to heel	70.5 in (1790 mm), without driver at unladen weight
– with low dual seat OE	68.9 in (1750 mm), without driver at unladen weight
– with high seat	72 in (1830 mm), without driver at unladen weight

Weights

Unladen weight	439 lbs (199 kg), DIN unladen weight, ready for road, 90 % full tank of gas, without OE
Permissible gross weight	893 lbs (405 kg)
Maximum payload	443 lbs (201 kg)

Riding specifications

Top speed	>124 mph (>200 km/h)
– with power reduction[OE]	96 mph (155 km/h)

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Reporting safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying BMW of North America, LLC.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or BMW of North America, LCC.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to http://www.safercar.gov; or write to: Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. You can also obtain other information about motor vehicle safety from http://www.safercar.gov.

BMW Motorrad Service

Advanced technology requires specially adapted methods of maintenance and repair.

If this maintenance and repair work is performed inexpertly, there is a danger of damage and associated safety risks. BMW Motorrad recommends having corresponding work on your motorcycle carried out by a specialized workshop, preferably by an authorized BMW Motorrad retailer.◄

You can obtain information on the contents of the BMW Services from your BMW Motorrad retailer.

Have all maintenance and repair work carried out confirmed in the "Service" chapter in this manual.

Your authorized BMW Motorrad retailer is supplied with all the latest technical information and therefore possesses the necessary technical know-how. BMW Motorrad recommends that you refer any questions about your motorcycle to your authorized BMW Motorrad retailer.

BMW Motorrad Service Quality

BMW Motorrad means not only quality workmanship and high reliability, but also an outstanding quality of service.

To ensure that your BMW is always in optimum condition, BMW Motorrad recommends that you adhere to the regular maintenance schedule for your motorcycle, preferably having the work done by your authorized BMW Motorrad retailer. For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance is essential.

Certain signs of wear, moreover, may otherwise not be noticed until it is too late to correct them at moderate cost. The workshop personnel at BMW Motorrad retailers have thorough knowledge of your motorcycle and can take action before minor problems can turn into major trouble. By having the necessary repairs done properly and in good time, you save time and money in the long run.

BMW Motorrad Mobility Services - onsite breakdown service

With all new BMW motorcycles, the BMW Motorrad Mobility Services protect you in the event of a breakdown with an extensive range of services such as breakdown assistance, motorcycle transportation etc. (differing regulations are possible in individual countries). In the case of a breakdown, you contact the Mobile Service of BMW Motorrad. Here you will find our specialists

ready to help with both advice and action.
Important country-specific contact addresses and the relevant after-sales service organization phone numbers as well as information on Mobile Service and the retail network can be found in the "Service Kontakt/Service Contact" brochures.

BMW Motorrad Service Network

With its worldwide service network, BMW Motorrad can attend to you and your motorcycle in over 100 countries around the globe. In Germany alone, there are approximately 200 authorized BMW Motorrad retailers ready to assist you.
All information concerning the international dealership network can be found in the brochure "Service Contact Europe" or "Service Contact Africa, America, Asia, Australia, Oceania".

Maintenance work

BMW Pre-Delivery Check

The BMW pre-delivery check is carried out by your authorized BMW Motorrad retailer before it turns over the motorcycle to you.

BMW Running-in Check

The BMW running-in check has to be performed when the motorcycle has covered between 300 miles (500 km) and 750 miles (1200 km).

BMW Service

BMW Service is carried out once a year. The scope of the services performed may be dependent on the vehicle owner and the mileage driven. Your BMW Motorrad retailer confirms that the service has been performed and enters the date for the next service.
For drivers who drive long distances annually, it may be necessary to come in for service before the entered date. In this case a corresponding maximum odometer reading will also be entered in the confirmation of service. If this odometer reading is reached before the next service date, service must be performed sooner.
The service display in the multifunction display reminds you of the next service date approx. one month or 600 miles (1000 km) before the entered values.

Confirmation of maintenance work

BMW Pre-Delivery Check

Conducted

on_____

Stamp, Signature

BMW Running-in Check

Conducted

on_____

Odometer reading_____

Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
Conducted

on_____

Odometer reading_____

Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
Conducted

on_____

Odometer reading_____

Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
Conducted

on_____

Odometer reading_____

Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
Conducted

on_____

Odometer reading_____

Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
Conducted

on_____

Odometer reading_____

Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
Conducted

on_____

Odometer reading_____

Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
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on_____

Odometer reading_____

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on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

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Next service
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or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
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Next service
at the latest

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Odometer reading_____

Stamp, Signature

BMW Service
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Next service
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or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
Conducted

on_____

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Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

BMW Service
Conducted

on_____

Odometer reading_____

Next service
at the latest

on_____
or, if reached sooner,

Odometer reading_____

Stamp, Signature

Confirmation of service

The table is intended as proof of maintenance and repair work, the installed optional accessories and any special campaign (recall) work carried out.

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Work carried out	Odometer reading	Date

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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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Fuel	
Recommended fuel quality	89 AKI (95 ROZ/RON), Super unleaded
Usable fuel quantity	Approx. 3.6 gal (Approx. 13.5 l)
Reserve fuel quantity	Approx. 2.1 quarts (Approx. 2 l)
Tire inflation pressures	
Tire pressure, front	36.3 psi (2.5 bar), With tire cold
Tire pressure, rear	42.1 psi (2.9 bar), With tire cold

BMW recommends Castrol

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