

BMW Motorrad

The Ultimate Riding Machine

Rider's Manual (US Model)

F 800 GT

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 vehicle'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.

01 41 8 544 157



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You can also consult the index at the end of this Rider's Manual if you want to find a particular topic or item of information.

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General instructions

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Overview

We have placed great importance on good orientation when using this Rider's Manual. You'll find special topics most quickly by using the extensive index at the end of the manual. You can find a first overview of your motorcycle in Chapter 2. All maintenance and repair work carried out on your vehicle 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, remember to hand over this Rider's Manual; it is an important part of the motorcycle.

Abbreviations and symbols



Indicates warnings that must be complied - 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
BMW Motorrad optional extras are already completely installed during motorcycle production.

OA Optional accessory
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.

ASC Automatic Stability Control.

ESA Electronic suspension adjustment.

TPC/ 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 motorcycle comes with equipment not described here, you can find the descriptions in a separate manual.

Technical data

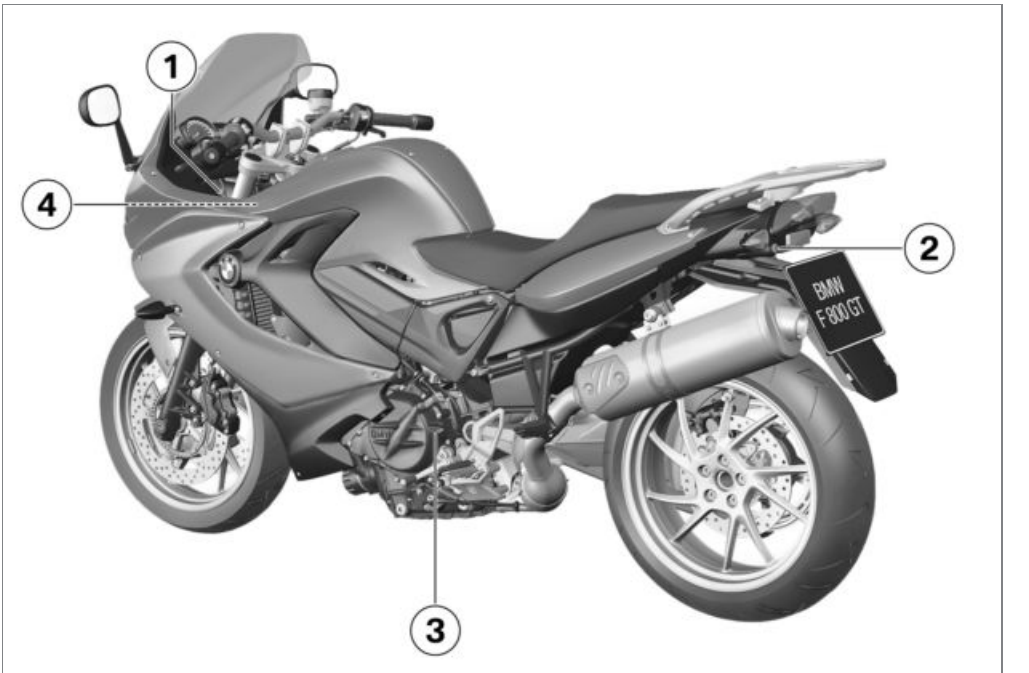
All dimensions, weights and outputs in this Rider's Manual refer to the Deutsches Institut für Normung e. V. (DIN) and comply with its tolerance regulations. Versions for individual countries may differ.

Notice concerning current status

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.

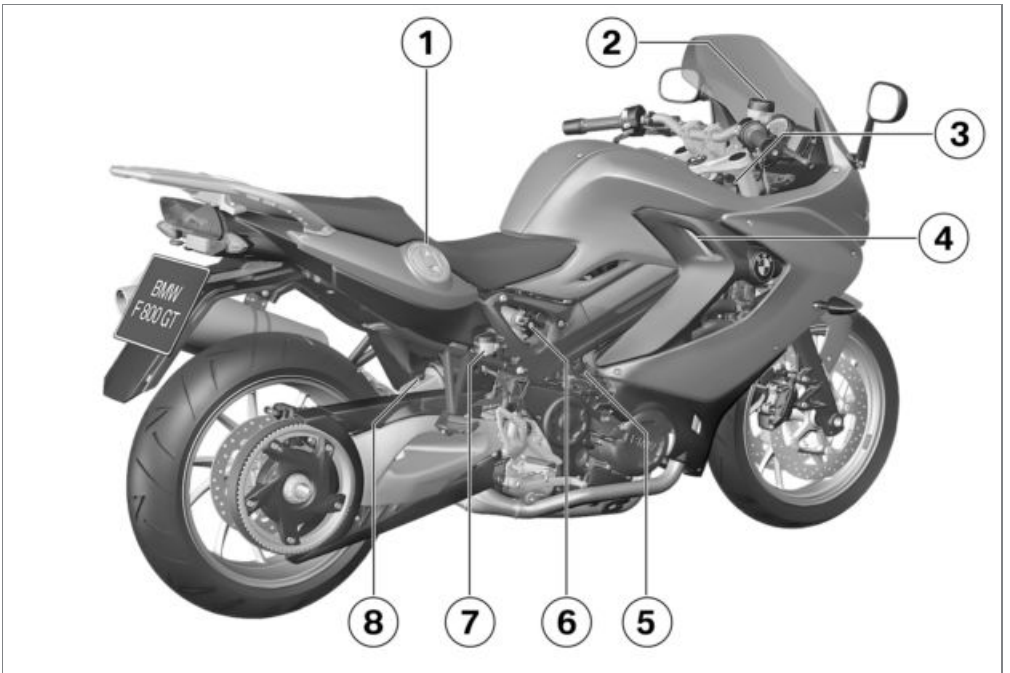
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BMW
F 800 GT

General view, left side

1 Headlamp range adjustment (below instrument cluster) (➠ 50)
2 Seat lock (➠ 51)
3 Engine oil fill location and oil dipstick (➠ 72)
4 Payload table (on steering-head bearing at left)

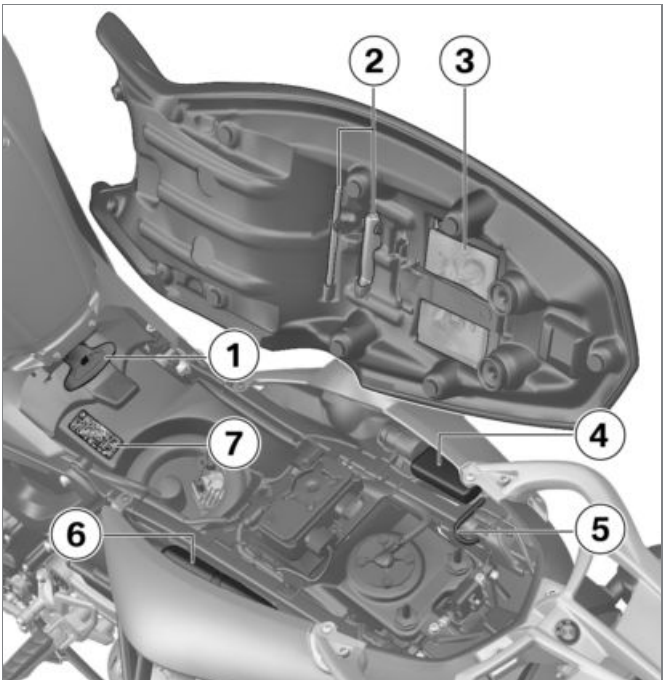

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BMW
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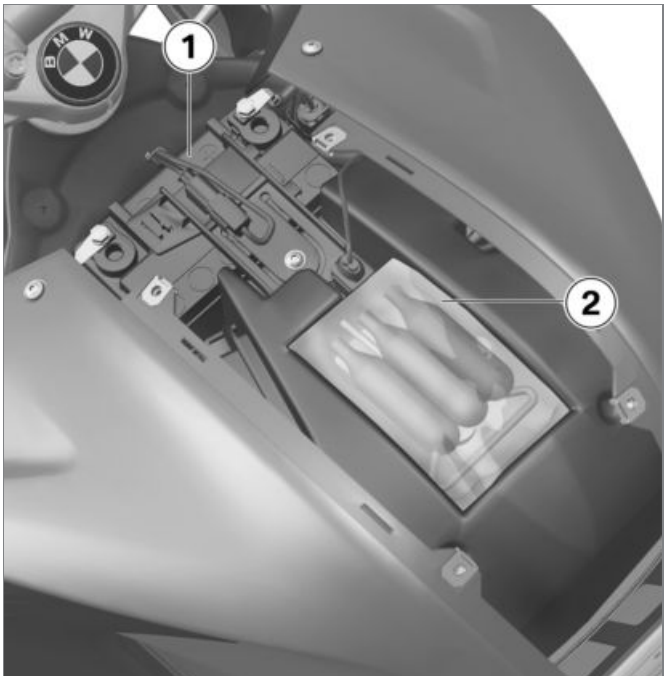
General view, right side

1 Fuel filler cap (➠ 62)
2 Brake-fluid reservoir, front (➠ 76)
3 Vehicle identification number, type plate (on steering-head bearing)
4 Coolant level indicator (behind side fairing) (➠ 78)
5 Onboard socket (➠ 100)
6 Adjusting spring preload (➠ 47)
7 Brake-fluid reservoir, rear (➠ 77)
8 Adjusting damping (➠ 48)

Underneath seat

1 Tools for adjusting spring preload (➠ 47)
2 Standard tool kit (➠ 72)
3 Rider's Manual (US Model)
4 Storage space
– with first-aid kit [OA]
Storing first-aid kit
5 Helmet holder (➠ 52)
6 Storage space
– with service toolkit [OA]
Storing service tool kit (➠ 72)
7 Tire inflation pressure table



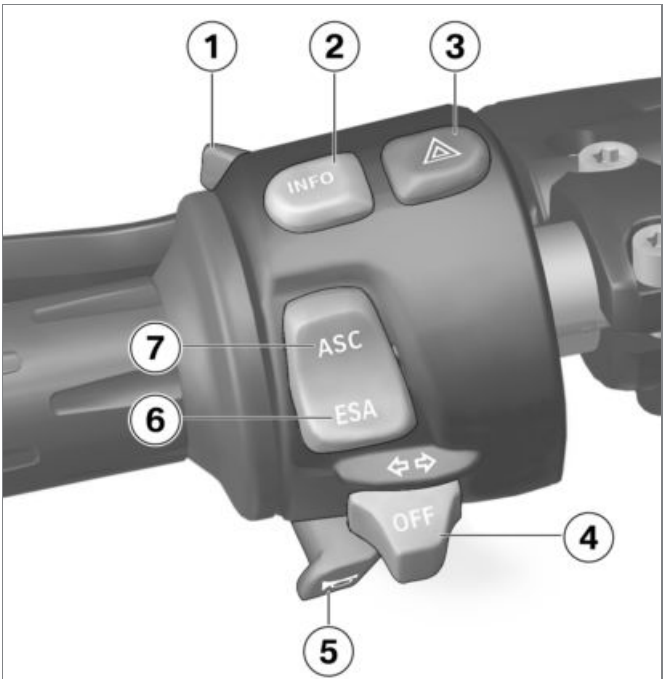


Under center fairing panel

1 Battery (➠ 95)
2 Storage space
– with tire repair kit [OA]
Storing tire repair kit

Multifunction switch, left

1 Headlight high beam and flasher (➠ 42)
2 Switching the indicators in the display (➠ 38)
3 Hazard warning flashers (➠ 43)
4 Turn indicators (➠ 42)
5 Horn
6 Not included in standard equipment
– with Electronic Suspension Adjustment (ESA) OE
ESA (➠ 49)
7 Not included in standard equipment
– with Automatic Stability Control (ASC) OE
ASC (➠ 44)





Multifunction switch, right

1 Starter (➠ 56)

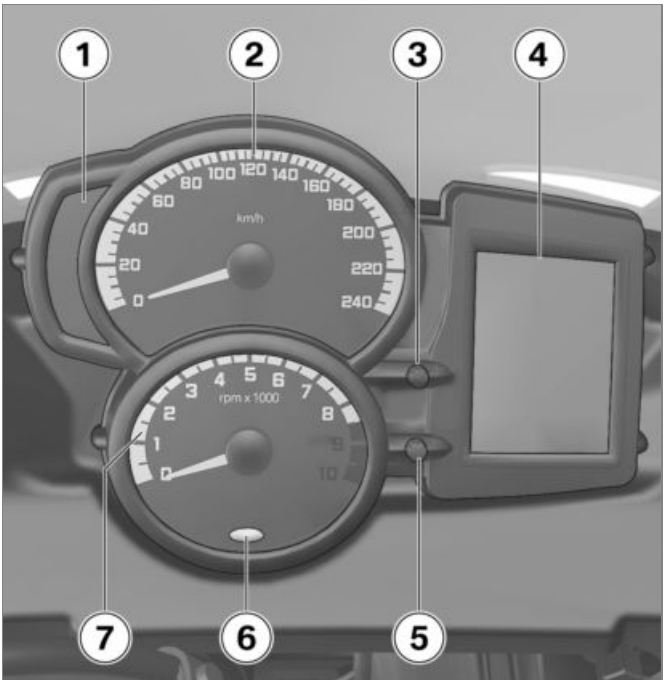
2 Emergency on/off switch (kill switch) (➠ 43)

3 Not included in standard equipment
- with heated handlebar grips[OE]

Operate heated grips (➠ 44).

Instrument cluster

1 Warning and indicator lamps (➠ 20)
2 Speedometer
3 Function key
4 Multifunction display (➠ 21)
5 Function key
6 Ambient light sensor (for instrument lighting control)
– with anti-theft alarm [OE]
Anti-theft alarm indicator lamp (see anti-theft alarm operating instructions)
– with onboard computer [OE]
Engine speed warning (➠ 59)
7 Tachometer

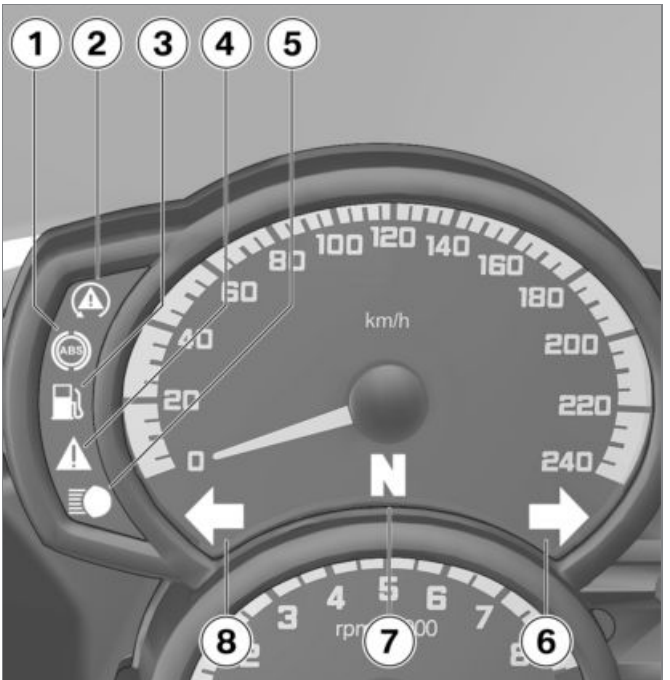


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Warning and indicator lamps

1 ABS (➠ 30)
2 Not included in standard equipment
– with Automatic Stability Control (ASC)[OE]
ASC (➠ 31)
3 Fuel reserve (➠ 32) (➠ 30)
4 Universal warning lamp (appears together with warnings in display panel) (➠ 22)
5 High-beam headlight
6 Turn indicator, right
7 Idle
8 Turn indicator, left





Multifunction display

1 Warning for electronic engine management (➠ 27)

2 Not included in standard equipment
– with heated handlebar grips[OE]
Display of the selected heated grip level (➠ 44)

3 Not included in standard equipment
– with onboard computer[OE]
Stopwatch (➠ 40)

4 Time (➠ 38)

5 Not included in standard equipment
– with Tire Pressure Control (TPC/RDC)[OE]
Tire inflation pressure (➠ 34)

6 Coolant-temperature warning indicator (➠ 26)

7 Overdue service (➠ 33)

8 Value area for indicators (➠ 38)
9 Not included in standard equipment
– with onboard computer[OE]
Symbols explaining the indicated value (➠ 32)
10 Coolant temperature display
11 Not included in standard equipment
– with onboard computer[OE]
Gear indicator, "N" is shown for Neutral
12 Fuel level (➠ 32)
13 Not included in standard equipment
– with onboard computer[OE]
Value area for indicator (➠ 38)
14 Warning (➠ 22)
15 Trip odometer (➠ 38)

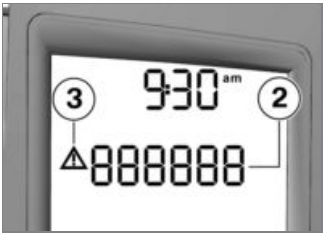
Warning indicators

Display

Warnings are displayed with the corresponding warning lamps.



Warnings for which no separate warning lamp is available, are indicated using the 'General' warning lamp **1** in conjunction with a warning or a warning symbol in the multifunction display. The universal warning lamp lights up in either yellow or red depending on the urgency of the warning.



Next to value area **2**, warning triangle **3** can be indicated in addition. These warnings alternate with the odometers (➠ 38).

The universal warning lamp lights up for the most urgent warning.

The following page contains a list of potential warnings.

Overview of warning indicators

Warning and indicator lamps	Warning symbols in the display	Meaning
	"x.x °F" flashes	Outside temperature warning (➠ 26)
Lights up yellow	+ "EWS" is indicated	Electronic immobilizer is active (➠ 26)
Lights up red	Flashes	Coolant temperature too high (➠ 26)
Lights up yellow	appears on the display	Engine in emergency-operation mode (➠ 27)
Lights up yellow	+ "LAMP" is indicated	Bulb defective (➠ 27)
Lights up yellow	+ "dWA" is indicated	DWABattery drained (➠ 27)
Lights up yellow	+ "x.x" flashes	Tire inflation pressure in limit area of permissible tolerance (➠ 28)
Flashes red	+ "x.x" flashes	Tire inflation pressure is outside approved range (➠ 28)

Warning and indicator lamps	Warning symbols in the display	Meaning
 Lights up yellow	 + "– – " or "– – – –" is indicated	Sensor defective or system fault (➠ 29)
 Lights up yellow	 + "RdC" is indicated.	Battery of tire-inflation pressure sensor weak (➠ 29)
	 + "– – " or "– – – –" is indicated	Transmission error (➠ 29)
 Lights up		Fuel down to reserve (➠ 30)
 Flashes		ABS self-diagnosis not completed (➠ 30)
 Lights up		ABS error (➠ 30)
 Flashes rapidly		ASC intervention (➠ 31)
 Flashes slowly		ASC self-diagnosis not completed (➠ 31)

Warning and indicator lamps	Warning symbols in the display	Meaning
 Lights up		ASC switched off (➠ 31)
 Lights up		ASC error (➠ 31)

Outside temperature warning

– with onboard computer[OE]

"x.x °F" flashes.

Possible cause:

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

The outside temperature warning does not mean that there is no risk of black ice forming at measured temperatures above 37 °F (3 °C).

At low outside temperatures, black ice must especially be expected on bridges and in shady road areas.◀

- Think well ahead when driving.

Electronic immobilizer is active

General warning light shows yellow.

+ "EWS" is indicated.

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.

Coolant temperature too high

General warning light shows red.

The temperature symbol flashes.

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.

- Check coolant level (➠ 78).

If coolant level is too low:

- Have the coolant level refilled and the coolant system checked at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Possible cause:

The coolant temperature is too high.

- If possible, continue driving in the part-load range to cool down the engine.
- Should the coolant temperature frequently be too high, have the coolant system checked as quickly as possible by a specialist service facility, 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. Unusual engine response is a possibility.
Adapt your style of riding accordingly. Avoid accelerating sharply and overtaking.◀

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 at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Bulb defective


General warning light shows yellow.


+ "LAMP" is indicated.


A defective bulb places your safety at risk because it is easy for other users to not see the motorcycle.
Replace defective bulbs as soon as possible; always carry a complete set of spare bulbs if possible.◀

Possible cause:

Bulb defective.

- Locate defective bulb with visual check.
- Replacing low-beam and/or high-beam bulb (➠ 88).
- Replacing parking light bulb (➠ 89).
- Replacing brake light and tail light bulbs (➠ 91).
- Replacing front and rear turn signal bulbs (➠ 92).

DWABattery drained

– with anti-theft alarm[OE]


General warning light shows yellow.


+ "dWA" is indicated.


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

Possible cause:

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

- Contact a specialist service facility, preferably an authorized BMW Motorrad retailer.

Tire inflation pressure in limit area of permissible tolerance

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


General warning light shows yellow.


+ "x.x" (the 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 is outside approved range

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


General warning light flashes red.


+ "x.x" (the critical inflation pressure) flashes.


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

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:

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

Sensor defective or system fault

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


General warning light shows yellow.


+ "−−" or "−− −−" is indicated.

Possible cause:

Wheels without RDC sensors are mounted.

- Retrofit wheel set with RDC sensors.

Possible cause:

1 or 2 RDC 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

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


General warning light shows yellow.


+ "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 has almost no capacity anymore. The operation of the tire inflation pressure control is only ensured for a limited time.

- Contact a specialist service facility, preferably an authorized BMW Motorrad retailer.

Transmission error

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


+ "−−" or "−− −−" is indicated.

Possible cause:

The vehicle's speed has not exceeded the threshold of approx. 19 mph (30 km/h). The RDC sensors do not transmit their signal until a speed above this threshold is reached (➠ 69).

- Watch the RDC display at higher speed. A permanent fault has not occurred until the general warning lamp also lights up. In this case:
- Have fault eliminated by a specialist service facility, preferably

an authorized BMW Motorrad retailer.

Possible cause:

There is a fault in the radio connection to the TPC/RDC sensors. Possible causes are radio systems in the surrounding area, which interfere with the connection between the TPC/RDC control unit and the sensors.

- Watch the TPC/RDC 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.

Fuel down to reserve



Fuel-reserve warning light lights up.

Fuel shortage can lead to engine misfires. This can result in unexpected engine deactivation (accident hazard) and damage to the catalytic converter.

Do not drive to the extent that the fuel tank is completely empty.◀

Possible cause:

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

	Reserve fuel quantity
–	Approx. 1.1 gal (Approx. 4 l)

- Refuel (➠ 62).

ABS self-diagnosis not completed



ABS warning lamp flashes.

Possible cause:

The ABS 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 lamp lights up.

Possible cause:

The ABS control unit has detected an error.

- It remains possible to continue riding. It must be noted that the ABS function is not available. Observe additional information on special situations which can lead to ABS fault codes (➠ 67).

- Have the malfunction corrected as soon as possible at a specialist service facility, preferably an authorized BMW Motorrad retailer.

ASC intervention

– with Automatic Stability Control (ASC)[OE]

 ASC warning lamp flashes rapidly.

The ASC has detected instability at the rear wheel and has reduced the torque. The warning lamp flashes longer than the ASC intervention lasts. This feature continues to furnish the rider with optical feedback confirming that the system has initiated active closed-loop intervention even after the critical situation has passed.

ASC self-diagnosis not completed

– with Automatic Stability Control (ASC)[OE]

 ASC warning lamp flashes slowly.

Possible cause:

The self-diagnosis routine was not completed; the ASC function is not available. The engine must be running and the motorcycle must be moved at a speed of at least 3.1 mph (5 km/h) in order for ASC self-diagnosis to complete.

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

ASC switched off

– with Automatic Stability Control (ASC)[OE]

 ASC warning lamp lights up.

Possible cause:

The ASC has been deactivated by the rider.

- Switch ASC on.

ASC error

– with Automatic Stability Control (ASC)[OE]

 ASC warning lamp lights up.

Possible cause:

The ASC control unit has detected an error.

- It remains possible to continue riding. It must be noted that the ASC function is not available. Observe additional information on special situations which can lead to ASC fault codes (➠ 68).
- Have the malfunction corrected as soon as possible at a spe-

cialist service facility, preferably an authorized BMW Motorrad retailer.

Onboard computer indicator

– with onboard computer[OE]

Distance driven after reaching reserve quantity in mls (➠ 32)

Average consumption in mpg

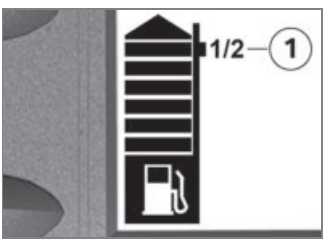
Average speed in mph

Current fuel consumption in mpg

°F Outside temperature in °F (➠ 33)

Fuel level

Due to the complex fuel tank geometry, the fill level cannot be determined in the upper filling range. For this reason, the fuel level indicator only details the lower half of the filling range.



If the fill level indicator reaches the 1/2-mark **1**, the fuel tank is still half full. Now, the fill level is displayed more accurately.
If the reserve quantity is reached, the fuel warning lamp is switched on.

Fuel reserve

The amount of fuel in the fuel tank, when the fuel warning lamp is switched on, depends on the driving dynamics: The more the fuel is moved within the tank (due to frequently changing inclined positions, frequent braking and accelerating), the more difficult it is to determine the reserve quantity. However, the fuel reserve amount indicated on the back cover is at least in the fuel tank.

– with onboard computer[OE]

After the fuel warning lamp is switched on, the distance driven since this point in time is indicated.
The distance, which can still be driven with the reserve quantity, depends on the driving style (on the consumption) and on the fuel level, when the warning lamp was

switched on (see the explanation above).
The odometer for the fuel reserve is reset, if the fuel level after refueling is greater than the reserve quantity.

Service display



If the time remaining until the next service will elapse within one month, the service date **1** appears briefly 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 "June 2014".



If the vehicle covers high annual mileages then shorter service intervals may be required. When the odometer reading for the recalculated early service falls to within 621 miles (1000 km), the remaining miles (kilometers) **1** are counted down in 62-miles (100-km) steps. They are briefly displayed following the pre-ride check.

When a service date elapses without service, the universal warning lamp lights up in yellow, appearing together with the date and mileage (kilometer) display. The "Service" message 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.◀

Outside temperature

– with onboard computer OE

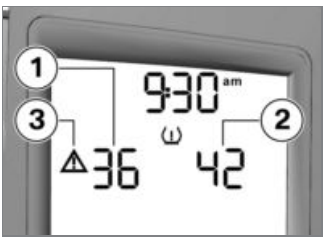
°F When the outside temperature drops below 37 °F (3 °C) the temperature display

responds by flashing a warning indicating possible ice formation on the road surface. The display automatically switches from any other mode to the temperature reading when the temperature drops below this threshold for the first time.
Engine heat can lead to spurious readings of ambient temperature when the motorcycle is stationary. When the effects of engine heat on the monitored temperature become excessive the display responds by temporarily reverting to "––" as the display reading.

The outside temperature warning does not mean that there is no risk of black ice forming at measured temperatures above 37 °F (3 °C).
At low outside temperatures, black ice must especially be expected on bridges and in shady road areas.◀

Tire inflation pressure

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



The figure on the left side **1** indicates the front tire's inflation pressure, while the figure on the right **2** shows the inflation pressure in the rear tire. Immediately after switching on the ignition, "–– ––" is indicated. 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.

The displayed tire inflation pressures refer to a tire air temperature of 68 °F (20 °C).

If the warning triangle **3** is also shown, a warning display is concerned. The affected inflation pressure flashes.
The universal warning lamp lights up in yellow when the affected figure is at the limit of the approved tolerance range. If the monitored tire inflation pressure is outside the specified range the universal warning lamp will flash in red.

Further information on BMW Motorrad RDC can be found starting from page (➠ 69).

Operation

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Steering and ignition lock

Keys

Two main keys and one emergency key are provided with the vehicle. The emergency key features a light, compact design, allowing it to be carried in a wallet, etc. This key is intended for use when no main key is immediately available. It is not suitable for continuous use.

Should you lose your keys please refer to the information regarding the electronic immobilizer (EWS) (➠ 37).

A single key fits the steering and ignition lock, the fuel filler cap and the seat lock.

– 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 specialist service facility for this purpose, preferably an authorized BMW Motorrad retailer.

Switching on ignition



- Insert key into the steering and ignition lock. Turn key to position **1**.

» Parking lamps and all function circuits are switched on.
» Pre-ride check is performed. (➠ 57)
» ABS self-diagnosis is performed. (➠ 57)

– with Automatic Stability Control (ASC) OE

» ASC self-diagnosis is performed. (➠ 58)

Switching off ignition



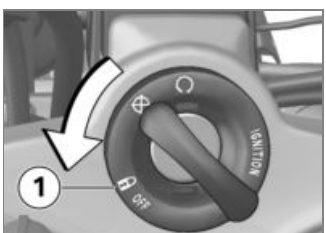
- Turn key to position **1**.

» Light switched off.
» Handlebars not locked.
» Key can now 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 **1** while moving handlebars slightly.

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

Electronic immobilizer (EWS)

The motorcycle's electronic circuitry monitors the data stored in the ignition key through a ring antenna incorporated in the steering and ignition lock. The engine management system does not enable engine starting until this key is recognized as "authorized" for your motorcycle.

▷ A further 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 EWS warning is shown in the multifunction display.
Always store further vehicle keys separately from the ignition key.◀

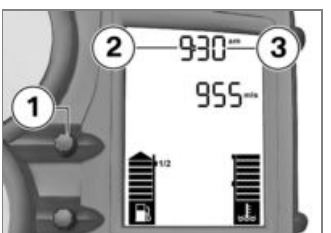
If you loss your vehicle key, you can have it disabled by your authorized BMW Motorrad dealer. When having a key disabled you should also bring all of the motorcycle's remaining vehicle keys with you.
The engine can no longer be started using a disabled key; however, a disabled key can be enabled again.
Emergency 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.

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.

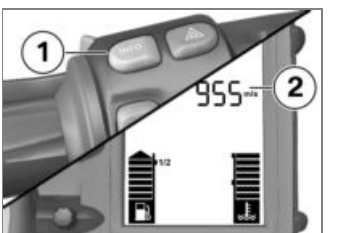


- Press and hold button **1** until hours **2** flash.
- Press button **1** repeatedly until desired hours are shown.
- Press and hold button **1** until minutes **3** flash.
- Press button **1** repeatedly until desired minutes are shown.

Display

Selecting display readings

- Switch on ignition.



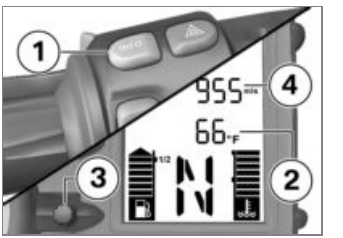
- Press button **1** to select the display in value area **2**.

The following values can be indicated:

– Total kilometers (in illustration)
– Trip odometer 1 (Trip I)
– Trip odometer 2 (Trip II)
– Warnings if necessary
– with Tire Pressure Control (TPC/RDC)[OE]

Tire inflation pressures

– with onboard computer[OE]



- Press button **1** to select the display in value area **2**.

The following data can be displayed:

°F Outside temperature (°F)

Average speed in mph

Average consumption in mpg

Current fuel consumption in mph

Distance driven since reaching reserve quantity in mls

- Press button **3** to select the display in value area **4**.

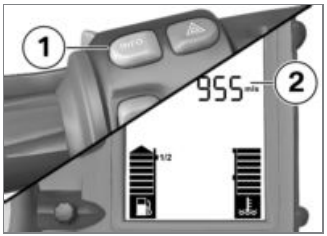
The following values can be indicated:

– Total kilometers (in illustration)
– Trip odometer 1 (Trip I)
– Trip odometer 2 (Trip II)
– Warnings if necessary
– with Tire Pressure Control (TPC/RDC)OE

Tire inflation pressures◁

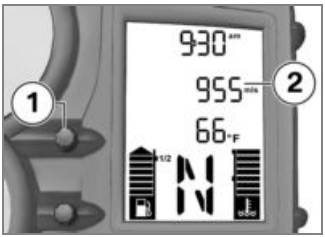
Resetting tripmeter

- Switch on ignition.
- Select desired trip odometer.



- Press and hold button **1** until trip odometer **2** has been reset.

– with onboard computerOE

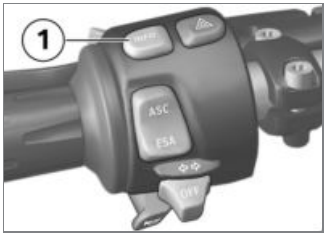


- Press and hold button **1** until trip odometer **2** has been reset.◁

Resetting average data

– with onboard computerOE

- Switch on ignition.
- Select average fuel consumption or average speed.

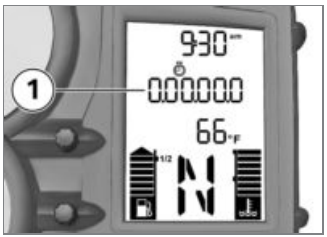


- Press and hold button **1** until displayed value has been reset.

Stopwatch

– with onboard computer[OE]

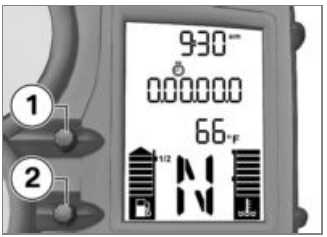
Stopwatch



As an alternative to the odometer, the stopwatch **1** can be displayed. The display consists of hours, minutes, seconds and tenths of a second separated by dots.

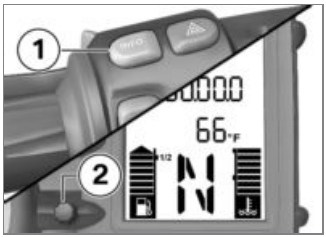
The stopwatch continues to run in the background when the display is temporarily switched over to the odometer. The stopwatch also continues to run when the ignition is temporarily switched off.

Operating stopwatch



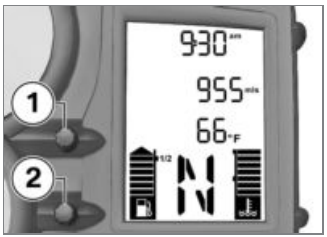
- If necessary, switch over from odometer to stopwatch with button **1**.
- With stopwatch stopped, press button **2** to start stopwatch.
- With stopwatch running, press button **2** to stop stopwatch.
- Press and hold button **2** to reset stopwatch.

Lap timer



To enable improved operation of the stopwatch while driving (as a lap timer), the functions of the INFO button **1** on the handlebar fitting and the functions of button **2** can be interchanged. The stopwatch and the odometer are then operated using the INFO button **1**; the onboard computer must be operated using button **2**.

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 the stopwatch using the INFO button on the handlebar fitting.

» OFF: Operation of the stopwatch using button **2** in the instrument cluster.

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

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.◀

Headlight low beam

The headlights automatically come on in their low-beam mode as soon as you start the engine.

Headlight high beam and flasher



- Press switch **1** toward front to switch on high beams.
- Pull switch **1** rearward to operate headlight flasher.

Parking light

- Switch off ignition.



- Immediately after switching off the ignition push button **1** to the left and hold until the parking lights come on.
- Switch ignition on and then off again to switch off parking lights.

Turn indicators

Operating turn indicator

- Switch on ignition.



- 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** to switch off the turn indicators.

After driving for approx. 10 seconds or after covering a distance of approx. 980 ft (300 m), the turn indicators are automatically switched off.◀

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.

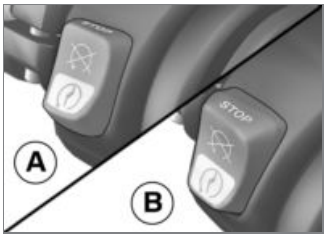
Emergency on/off switch (kill switch)



1 Emergency on/off switch (kill 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 grips

– with heated handlebar grips OE

Operating heated grips

• Start engine.

The heated hand grips option can only be activated when the engine is running.◀

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 **2** is shown in the display.

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

50 % heating output

100 % heating output

» If no further changes are made the selected heating level is adopted as the setting.

• To switch off grip heating, press button **1** repeatedly until heated grip symbol **2** is not shown anymore in the display.

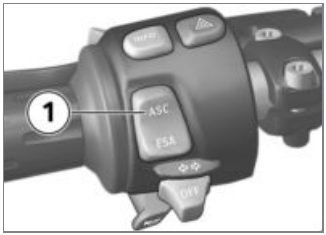
BMW Motorrad ASC

– with Automatic Stability Control (ASC) OE

Switching the ASC function off

• Switch on ignition.

The ASC function can also be deactivated while driving.◀



- Press and hold button **1** until the ASC warning lamp's display changes.

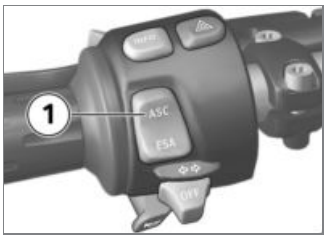
ASC warning lamp lights up.

- Release button **1** within two seconds.

ASC warning lamp remains on.

» The ASC function is switched off.

Switching the ASC function on



- Press and hold button **1** until the ASC warning lamp's display changes.

ASC warning lamp goes out; if self-diagnosis has not been completed, it begins to flash.

- Release button **1** within two seconds.

ASC warning lamp remains off or continues to flash.

» The ASC function is switched on.

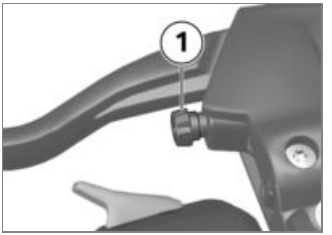
- As an alternative, the ignition can also be switched off and then on again.

If the ASC warning lamp lights up after switching the ignition off and on followed by continued driving over 3 mph (5 km/h), an ASC error has occurred.◀

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.

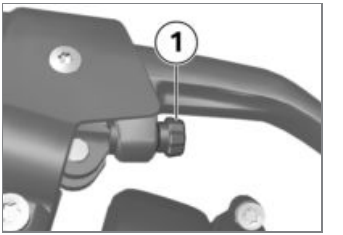
The adjusting screw can be turned more easily if you press the clutch lever forward when doing so.◀

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 the housing and the mirror arm.

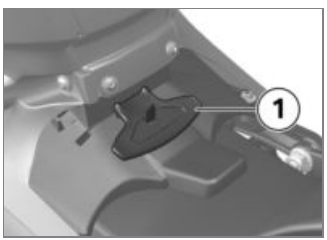
Spring preload

Setting

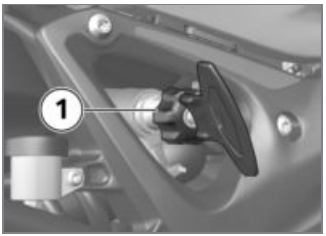
It is essential to set the spring preload of the rear suspension to suit the load carried by the motorcycle. Increase spring preload when the motorcycle is heavily loaded and reduce spring preload accordingly when the motorcycle is lightly loaded.

Adjusting spring preload at rear wheel

- Remove seat (➠ 51).



- 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 adjustment wheel **1** clockwise using toolkit.
- To decrease spring preload, turn adjustment wheel **1** counterclockwise using toolkit.

Basic setting of spring preload, rear
– Turn adjustment wheel counterclockwise as far as possible (One-up without load)
– Turn adjustment wheel as far as possible counterclockwise, then 12 turns clockwise (One-up with load)
– Turn adjustment wheel as far as possible counterclockwise, then 18 turns clockwise (One-up with load and topcase)
– Turn adjustment wheel clockwise as far as possible (Two-up with load and topcase)

- Remount toolkit.
- Install seat (➠ 52).

Damping

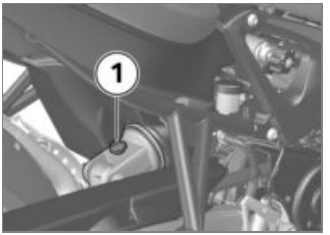
Setting

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.



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

Basic setting of rear wheel rear-wheel damping
– without Electronic Suspension Adjustment (ESA)[OE]
– Turn adjusting screw as far as possible clockwise, then turn back 1.5 turns (One-up without load)

Basic setting of rear wheel rear-wheel damping

– Turn adjusting screw as far as possible clockwise, then turn back 0.5 turns (One-up with load/two-up with load)◁

Electronic suspension adjustment (ESA)

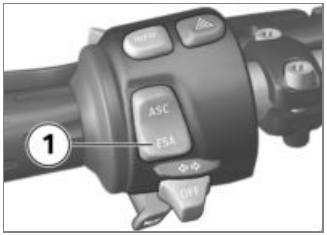
– with Electronic Suspension Adjustment (ESA)OE

Adjustment options

You can use the ESA Electronic Suspension Adjustment feature to adapt damping on the rear wheel to the road surface.

Calling up settings

• Switch on ignition.



• Press button **1** to display current adjustment.



The adjusted damping is shown in the multifunction display, in area **1**. The displays provide the following information:

– COMF: Comfortable damping
– NORM: Normal damping
– SPORt: sporty damping
» The display is automatically hidden again after a short time.

Adjusting the suspension

• Switch on ignition.



• Press button **1** to display current adjustment.

In order to adjust different damping:

• Press button **1** repeatedly until the desired setting is displayed in the multifunction display.

The damping can be adjusted while the motorcycle is being ridden.◀

» If button **1** is not pressed for a longer time, damping is set as indicated.
» The ESA display disappears once the adjustment procedure has been completed.

Tires

Checking tire pressure

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

- 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 the tire pressure is incorrect:
- 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.

Ordinary adhesive tape damages the plastic lens.
To prevent damage to the plastic lens, consult a specialized workshop, preferably an authorized BMW Motorrad retailer.◀

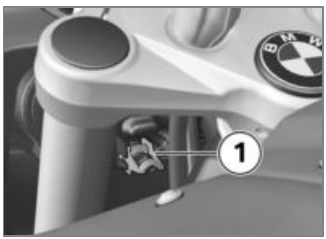
Headlamp range and spring preload

The headlamp range generally remains constant due to the adjustment of the spring preload to the loading state.
However, in the case of very high payloads, the available spring preload adjustment might not be adequate. In this case, the headlamp range must be adjusted to the weight.

If there are questions whether the headlight range is correct, consult a specialized workshop, preferably

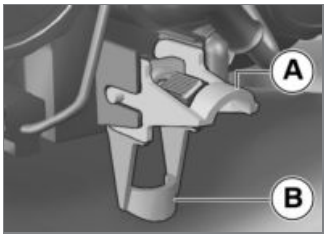
an authorized BMW Motorrad retailer.◄

Adjusting headlamp range



1 Headlamp range adjustment

A swiveling lever is used for the headlamp range adjustment.

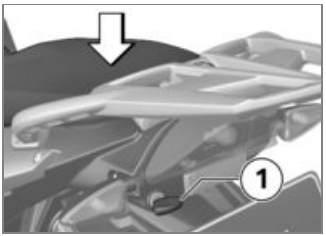


A Neutral position
B Position with heavy payload

Seat

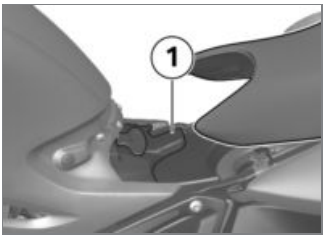
Removing the seat

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



- Turn and hold ignition key in the seat lock **1** to left 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 the seat



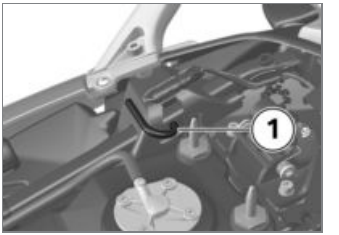
- Insert seat in mounts **1** and press down at rear.

» The seat's detent mechanism will be heard to engage.

Helmet holder

Securing helmet on motorcycle

- Remove seat (➠ 51).



- Secure helmet on helmet holder **1** using a steel cable.



⚠ The helmet catch can scratch the paneling.
When hooking on the helmet, watch the position of the helmet lock.◀

- Position helmet as shown in illustration.
- Install seat (➠ 52).

Riding

Safety instructions 54
Checklists 56
Starting 56
Breaking in..... 58
Engine speed warning 59
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Parking your motorcycle 61
Refueling 62
Securing motorcycle for transport 63

Safety instructions

Rider's equipment

The following clothing protects you while riding:
– 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.

Loading

Overloading and uneven loading can diminish the riding stability of the motorcycle. Do not exceed the gross weight limit and observe the loading information.◀

- Adjust spring preload, suspension damping rate settings and tire inflation pressures for the current gross vehicle weight.
- Comply with maximum payload of luggage rack.

Payload of luggage carrier
– max 22 lbs (max 10 kg)

– 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 luggage and cargo as low and as close to the center of the motorcycle as possible.
- Comply with maximum payload in case (according to label).◁

– with Topcase OA
- Comply with maximum payload in topcase according to label.◁

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

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

Speed

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

– Poor tire tread
– Installed luggage systems such as cases, topcases, and tank rucksacks

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.◀

Danger of burns

Engine and exhaust system become very hot when the vehicle is in use. There is a risk of burn injuries by contact with hot surfaces.
After parking the motorcycle, make sure that nobody comes into contact with the engine and exhaust system.◀

Catalytic converter

If misfiring causes unburned fuel to enter the catalytic converter, there is a danger of overheating and damage.
The following must be observed:
– 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.◀

Danger of overheating

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.◀

Modifications

Modifications of the motorcycle (e.g. engine management system, throttle valves, clutch) can cause damage to the affected components and failure of safety-related functions. Damage caused in this way is not covered by the warranty.
Do not make any modifications.◀

Checklists

Use the following checklists to verify important functions, settings, and wear limits.

Before every journey

– 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)

Starting

Starting the 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. (➠ 57)
» ABS self-diagnosis is performed. (➠ 57)
– with Automatic Stability Control (ASC)[OE]
» ASC self-diagnosis is performed. (➠ 58)
- Engine neutral, or pull back clutch lever if a gear is engaged.

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

- For cold starts and at low ambient temperatures: pull the lever to disengage the clutch and twist the throttle grip slightly.



- Press starter button **1**.

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 chart in chapter "Technical Data" may provide assistance. (➠ 112)

Pre-ride check

After the ignition is switched on, the instrument cluster conducts a test of the pointer instruments and the warning and indicator lamps, i.e. the so-called "Pre-Ride-Check". This test routine stops if the engine is started before it is completed.

Phase 1

The pointer of the tachometer and speedometer move to the end stop. At the same time, all warning and indicator lamps are switched on consecutively:

Phase 2

The universal warning lamp changes from yellow to red.

Phase 3

The pointer of the tachometer and speedometer move to their starting position. At the same time, all switched-on warning and indicator lamps are switched off consecutively in the reverse order.

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

- Have the malfunction corrected as soon as possible at a specialist service facility, preferably an authorized BMW Motorrad retailer.

ABS self-diagnosis

The self-diagnosis routine is determining whether BMW Motorrad ABS is ready for operation. The self-diagnosis routine runs automatically when you switch on the ignition. To check the wheel speed sensors, the motorcycle must be driven a few yards.

Phase 1

Check on system components monitored by the diagnostic system while vehicle is parked.



ABS warning lamp flashes.

Phase 2

Check wheel sensors while starting off.



ABS warning lamp flashes.

ABS self-diagnosis completed

ABS warning lamp goes out.

- Watch all warning and indicator lamps on the display.

An ABS error is indicated following completion of the ABS self-diagnosis routine.

- It remains possible to continue riding. It must be noted that the ABS function is not available.
- Have the malfunction corrected as soon as possible at a specialist service facility, preferably an authorized BMW Motorrad retailer.

ASC self-diagnosis

– with Automatic Stability Control (ASC)[OE]

The self-diagnosis routine is determining whether BMW Motorrad ASC is ready for operation. The self-diagnosis routine runs automatically when you switch on the ignition.

Phase 1

Check on system components monitored by the diagnostic system while vehicle is parked.



ASC warning lamp flashes slowly.

Phase 2

The diagnostic system evaluates status of monitored system components while vehicle is underway (at least 3.1 mph [5 km/h]).



ASC warning lamp flashes slowly.

ASC self-diagnosis completed

ASC warning lamp goes out.

- Watch all warning and indicator lamps on the display.

An ASC error is indicated following completion of the ASC self-diagnosis routine.

- It remains possible to continue riding. It must be noted that the ASC function is not available.
- Have the malfunction corrected as soon as possible at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Breaking in

Engine

- While running in the motorcycle, vary the throttle opening and engine-speed range frequently; avoid driving for long periods at a constant speed.
- Choose curvy, slightly hilly sections of road if possible.

- Observe the engine run-in speeds.

Engine run-in speed
– <5000 min^{-1}

- Observe mileage, after which the first inspection should be performed.

Mileage until first inspection
– 311...746 miles (500...1200 km)

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

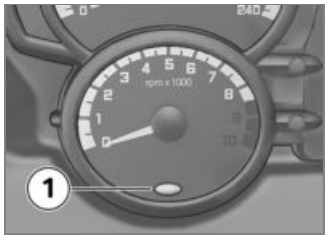
New tires have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tires are run in. This running in procedure is essential if the tires are to achieve maximum grip.

New tires do not provide full tire traction. Accident hazards exist in particular on wet roads and at extreme angles. Always think well ahead and avoid extreme angles.◀

Engine speed warning

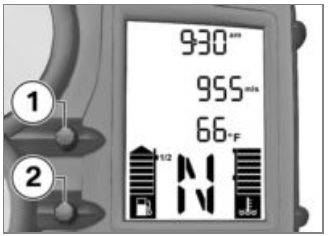
– with onboard computer[OE]

Engine speed warning



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

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.

Brakes

How do you achieve the shortest stopping distances?

The dynamic load distribution between the front and rear wheel changes during braking. The heavier you brake, the greater the weight transfer to the front wheel. Increases in the load at an individual wheel are accompanied by a rise in the effective braking force that the wheel can provide.

To achieve the shortest possible braking distance, the front brake must be applied quickly and with increasing force. This procedure provides ideal exploitation of the extra weight transfer to the front wheel. The clutch should also be disengaged at the same time.

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.

Locking up of the front wheel is prevented by BMW Motorrad ABS.

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, soiled brakes

Moisture and dirt on the brake disks and the brake pads result in a decrease in the braking action.
Delayed or poorer braking action must be expected in the following situations:

– When driving in the rain and through puddles.
– After washing the motorcycle.
– When driving on roads spread with salt.
– After working on the brakes due to oil or grease residues.
– When driving on soiled roads or offroad.

⚠ Poor braking action due to moisture and dirt.
Brake until brakes are dry or clean; clean if necessary.
Brake early until the full braking action is available again.◀

Parking your motorcycle

Side stand

• Switch off engine.

⚠ 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.◀

⚠ 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.◀

• Fold out side stand and park motorcycle.
• If the slope of the road permits, turn the handlebars to the left.
• On a grade, the motorcycle should always face uphill; select 1st gear.

Center stand

– with center stand[OE]

• Switch off engine.

⚠ 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.◀

⚠ 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.◀

• Fold out center stand and jack up motorcycle.

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

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.◀

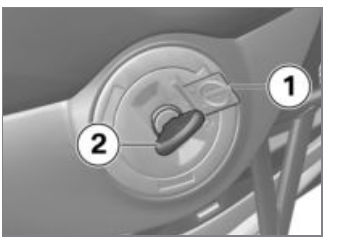
Fuel expands when exposed to heat. When the tank is overfilled, fuel can escape and get onto the road. This results in a danger of falling.
Do not overfill the fuel tank.◀

Fuel attacks plastic surfaces, making them cloudy or unattractive.
Immediately wipe off plastic parts after contact with fuel.◀

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 **1**.
- Unlock cap of fuel tank **2** with motorcycle key and fold open.



- 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 and the fuel warning lamp will not be switched off.◀

Recommended fuel quality
– Super unleaded, (max. 10 % ethanol, E10) – 89 AKI (95 ROZ/RON) – 89 AKI
Usable fuel quantity
– Approx. 4 gal (Approx. 15 l)
Reserve fuel quantity
– Approx. 1.1 gal (Approx. 4 l)

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

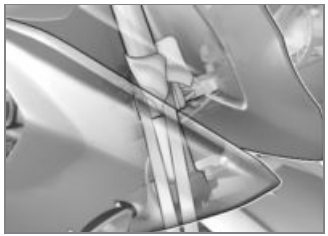
Securing motorcycle for transport

- 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 tighten them.
- Tension all straps evenly; the vehicle should be pulled down against its springs with the suspension highly compressed.

Technology in detail

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Tire pressure control (RDC)..... 69

Brake system with BMW Motorrad ABS

How does the 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 lower 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 transferable braking force is exceeded when the rider increases the brake pressure, the wheels begin to lock and driving stability is lost, and a fall can result. Before this situation occurs, ABS is activated and the brake pressure is adjusted to the maximum transferable 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?

Rough roads can briefly lead to a loss of contact between the tires and the road surface. The transferable braking force is then 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, ABS must assume extremely low friction coefficients (gravel, ice, snow) so that the wheels turn in every imaginable case and driving stability is ensured. After detecting the actual conditions, the system adjusts the optimum brake pressure.

Lifting off rear wheel

During extremely heavy and rapid decelerations it is possible that the 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 always be relied on 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 error is indicated. The condition for a fault code is the completed self-diagnosis.
Unusual driving conditions can lead to a fault code as well:

- Driving on the rear wheel (wheelie) 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 code occur due to an unusual driving condition, 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.

Be careful in curves. When you apply the brakes in a curve, the motorcycle's weight and momentum take over and even BMW Motorrad ABS is unable to counteract their effects. The rider is always responsible for adapting his/her driving style. Do not reduce the additional safety provided with risky driving.◀

Engine management with BMW Motorrad ASC

- with Automatic Stability Control (ASC)[OE]

How does the ASC work?

BMW Motorrad ASC compares the wheel speeds of the front and rear wheel. From the speed difference the slip, and with it the stability reserves on the rear wheel are determined. When a slip limit is exceeded, the engine torque is adapted by the engine management system.

What are the design characteristics of the BMW Motorrad ASC?

BMW Motorrad ASC is designed as an assistant system for the rider for the use on public roads. The extent to which the rider affects ASC control can be considerable (weight shifts when cornering, items of luggage loose on the motorcycle), especially when style of riding takes rider and machine close to the limits imposed by physics.

The system is not optimized for special requirements resulting under extreme weather conditions offroad or on the racetrack. BMW Motorrad ASC can be deactivated for these cases.

⚠ Even with ASC, the laws of physics cannot be overridden. The rider is always responsible for adapting his/her driving style.
Do not reduce the additional safety provided with risky driving.◀

Special situations

At an increasing angle, the acceleration performance is increasingly limited in accordance with physical laws. This can result in delayed acceleration when coming out of very tight curves.

To detect spinning or slipping away of the rear wheel, the speeds of the front and rear wheel are compared. If implausible values are detected over a longer period of time, the ASC function is deactivated for safety reasons and an ASC error is indicated. The condition for a fault code is the completed self-diagnosis.
The following unusual driving conditions may lead to automatic deactivation of BMW Motorrad ASC:

- Driving on the rear wheel (wheelie) for a longer period with ASC deactivated.
- 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.

ASC is reactivated by switching the ignition on and off and then driving at a speed above 3 mph (5 km/h).

If the front wheel loses contact to the ground during extreme acceleration, the ASC reduces the engine torque until the front wheel touches the ground again. In this case, BMW Motorrad recommends turning back the throttle grip somewhat to achieve a stable driving state again as quickly as possible.

On a slippery surface, the throttle grip must never be suddenly turned back completely without pulling the clutch at the same time. The engine braking torque can cause the rear wheel to block, resulting in an unstable driving state. This case cannot be controlled by BMW Motorrad ASC.

Tire pressure control (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. 18.5 mph (30 km/h) is reached. The display shows "––" for each tire until the tire-pressure signal is received for the first time. 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 RDC sensors can be driven. If a RDC control unit is installed without the wheels being equipped with sensors, a fault code is output.

Tire inflation pressure ranges

The 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.

Temperature compensation

The tire inflation pressure is temperature dependent, i.e. it increases or decreases together with the tire air temperature. The tire air 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 air temperature of 68 °F (20 °C). No temperature compensation takes place in the inflation pressure testers at filling stations. The measured tire inflation pressure is dependent on the tire air temperature. As a result, in most cases the values displayed there do not match the values shown in the multifunction display.

Adjusting inflation pressure

Compare the RDC value in the multifunction display with the value on the back cover of the Rider's Manual. The difference between the two values must be compensated with the air pressure tester at the filling station.

Example: According to the Rider's Manual, the tire inflation pressure is to be 36 psi (2.5 bar), however 33 psi (2.3 bar) is shown in the multifunction display. The tester at the filling station indicates 34.8 psi (2.4 bar). This value must be increased by 3 psi (0.2 bar) to 37.8 psi (2.6 bar) in order to produce the correct tire inflation pressure.

Maintenance

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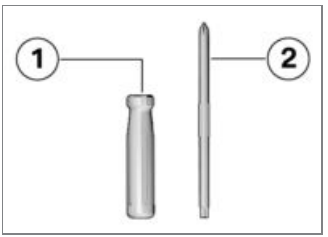
General instructions

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".
Further information about maintenance and repair work can be obtained on DVD through your authorized BMW Motorrad retailer.

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

Onboard tool kit

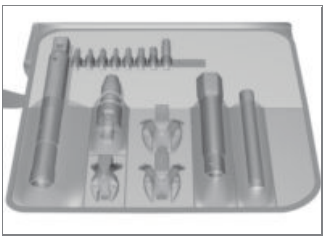
Standard tool kit



1 Screwdriver handle
2 Reversible screwdriver insert
with Phillips PH1 and Torx T25
– Replacing front and rear turn signal bulbs (➠ 92).
– Replacing brake light and tail light bulbs (➠ 91).
– Remove center fairing panel (➠ 93).
– Remove battery (➠ 96).

Service tool kit

– with service toolkit[OA]



For expanded work (e.g., removing and installing wheels), BMW Motorrad has put together a service tool kit matched to your motorcycle. You can purchase this tool kit from your authorized BMW Motorrad retailer.

Engine oil

Checking engine oil level

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 of the oil fill quantity.
To ensure that the display of the engine oil level is correct, only check the oil level with the engine at operating temperature.◀

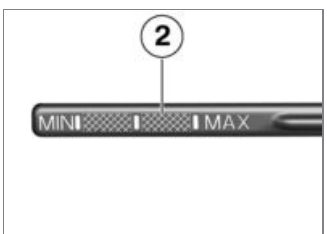
- Wipe area around oil filler location clean.
- Allow engine to idle until fan starts, then let it continue running for an additional minute.
- Switch off engine.
- Make sure ground is level and firm and hold motorcycle at operating temperature vertically.

– with center stand OE

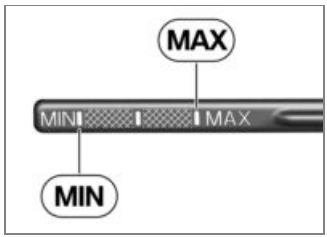
- Make sure ground is level and firm and place motorcycle at operating temperature on its center stand.◁



- Remove oil dipstick **1**.



- Clean measuring scale **2** using a dry cloth.
- Position oil dipstick on oil filler opening, but do not screw in.
- Remove oil dipstick and read oil level.



Specified level of engine oil
– between MIN and MAX marking

Engine oil, quantity for topping up
– Products recommended by BMW Motorrad
– max 0.4 quarts (max 0.4 l) (Difference between MIN and MAX)

If oil level is below MIN mark:
- Top up engine oil (➠ 74).

If oil level is above MAX mark:
- Have oil level corrected by a specialist service facility, preferably an authorized BMW Motorrad retailer.

- Install oil dipstick.

Topping up engine oil

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

- Make sure ground is level and firm and park motorcycle.
- Clean the area adjacent to the oil filler opening.



- Remove oil dipstick **1**.
- Check engine oil level (➠ 72).
- Add engine oil up to specified level.
- Check engine oil level (➠ 72).
- Install oil dipstick.

Brake system

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 retailer.

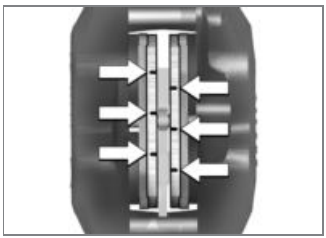
Checking front brake pad thickness

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



- Visually inspect left and right brake pads from the front to determine their thickness. Direction of view: between wheel

and front suspension to brake calipers.



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 indicators are no longer clearly visible:

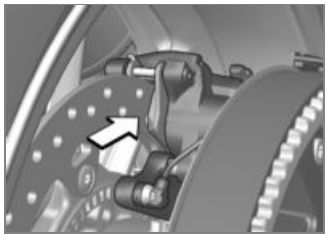
Dropping below the minimum pad thickness leads to reduced braking performance and may result in damage to the brakes.

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

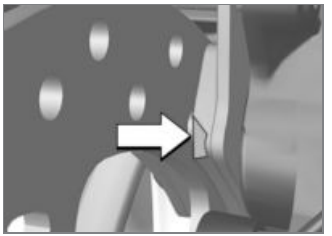
- Have the brake pads replaced by a specialist service facility, preferably an authorized BMW Motorrad retailer.

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.



Rear brake-pad wear limit

– min 0.04 in (min 1.0 mm) (Only friction material without carrier plate. The chamfer 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 specialist service facility, preferably an authorized BMW Motorrad retailer.

Checking front brake fluid level

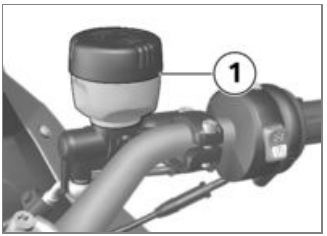
A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency.

Check brake fluid level regularly.◀

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

– with center stand OE

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



- Check brake fluid level in front brake-fluid reservoir **1**.

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



Front brake fluid level
– Brake fluid, DOT4
– The brake fluid level must not fall below the MIN mark.

If brake fluid level falls below the approved level:

- Have the defect corrected as soon as possible by a specialist service facility, 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 OE

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



- Read 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
– Brake fluid, DOT4
– The brake fluid level must not fall below the MIN mark.

If brake fluid level falls below the approved level:

- Have the defect corrected as soon as possible by a specialist service facility, 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**. Illuminate from the bottom for better visibility.



Coolant level
– between MIN and MAX marks on the expansion tank

If coolant level drops below approved level:

- Have the coolant system checked at a specialist service facility, preferably an authorized BMW Motorrad retailer.

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



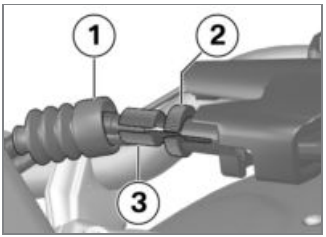
- Actuate the clutch lever until resistance can be felt. Observe cut-out between edges **1** and **2** in the handlebar fitting.

» The inner edge of cable mount **1** should move to outer edge **2** of the handlebar fitting.

If clutch play is outside tolerance:

- Adjust clutch play (➠ 79).

Adjusting clutch play



- Slide rubber grommet **1** to the side.
- Loosen the nut **2**.
- To increase clutch play: turn adjusting screw **3** into handlebar fitting.
- To decrease clutch play: turn adjusting screw **3** out of handlebar fitting.
- Check clutch play (➠ 79).
- Tighten nut **2** while holding adjusting screw **3** to ensure that it does not move out of position.

- Pull rubber grommet **1** over the nut.

Rims and tires

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 specialist service facility, preferably an authorized BMW Motorrad retailer.

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.
- Check tire tread depth in main tread grooves with wear indicators.

Tread wear marks are integrated into the main grooves on every tire. 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 the worn tires.

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.

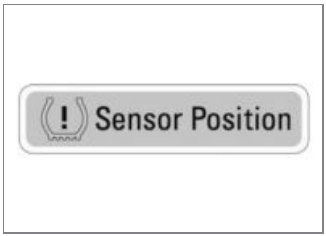
Affect of wheel size on ABS

Wheel sizes greatly affect the function of 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 wheels not installed as standard equipment can seriously affect the control comfort of these systems.

The sensor rings 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 specialist service facility, and preferably a BMW Motorrad retailer. In some cases the data stored in the control units can be adapted to the new wheel sizes.

RDC sticker

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

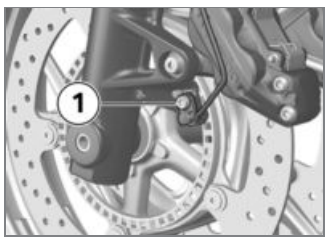


If tires are inexpertly removed, the RDC sensors may be damaged.
Inform the authorized BMW Motorrad retailer or the specialist service facility on the fact that the wheel is equipped with a RDC sensor.◀

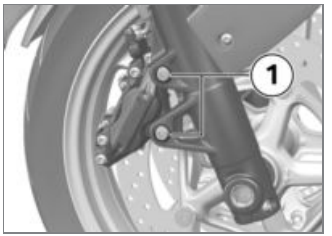
On motorcycles equipped with RDC, a corresponding sticker is located on the wheel rim in close proximity to the RDC sensor.

Removing front wheel

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

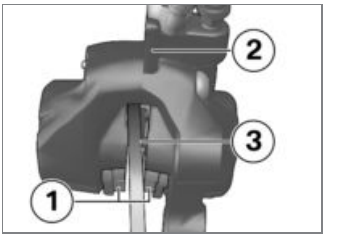


- Remove screw **1** and take wheel speed sensor out of bore.



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.



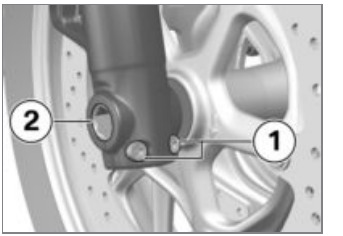
- Push brake pads **1** slightly apart by turning the brake caliper **2** back and forth against the brake rotor **3**.
- Mask off area of wheel rim that could be scratched in process of removing brake calipers.
- Carefully pull brake calipers back to remove them from the brake rotors.

- Place motorcycle on an auxiliary stand; BMW Motorrad recommends BMW Motorrad rear-wheel stand.
- Mount rear-wheel stands (➠ 87).

– with center stand OE

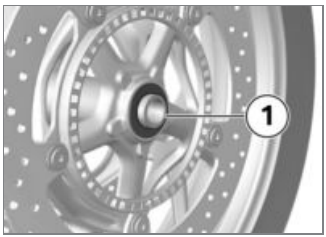
- Make sure ground is level and firm and place motorcycle on center stand.◁

- Raise front of motorcycle until the front wheel can turn freely. BMW Motorrad recommends the BMW Motorrad front wheel stand for lifting the motorcycle.
- Mount front wheel stand (➠ 85).



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

- Roll front wheel forward to remove.

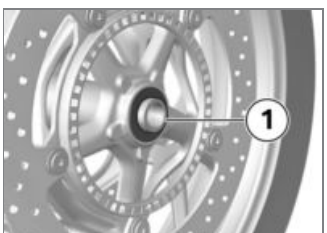


- Remove spacing bushing **1** on left side from wheel hub.

Installing front wheel

Malfunctions may occur during control interventions by ABS if a wheel other than the standard wheel is installed. Please see the information on the effect of wheel sizes on the ABS system at the beginning of this chapter.◀

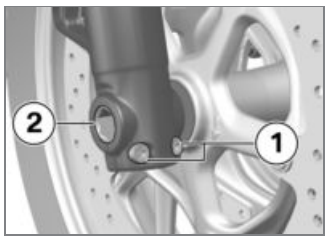
Threaded fasteners not tightened to the specified torque can work loose or their threads can suffer damage. Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.◀



- Insert spacing bushing **1** on left side into 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 suspension (telescopic fork).



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

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

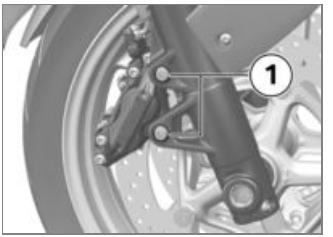
- Tighten axle clamping screws **1** to appropriate torque.

Pinch bolt of quick-release axle
– 14 lb/ft (19 Nm)

- Remove front wheel stand.

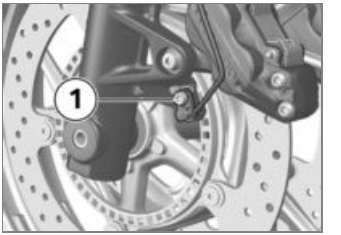
– without center stand OE

- Remove auxiliary stand.◁
- Slide the brake calipers onto the brake rotors.



- Install screws **1** with specified torque.

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



- Insert wheel speed sensor in bore and install screw **1**.
- Remove adhesive tape from wheel rim.
- Operate brakes several times until brake pads contact brake disk.

Removing rear wheel

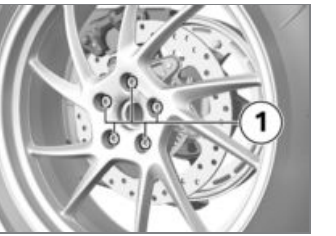
- Make sure ground is level and firm and place motorcycle on a suitable auxiliary stand.

BMW Motorrad recommends the BMW Motorrad rear-wheel stand.

- Mount rear-wheel stands (➠ 87).

– with center stand OE

- Make sure ground is level and firm and place motorcycle on center stand.◁
- Shift into first gear.



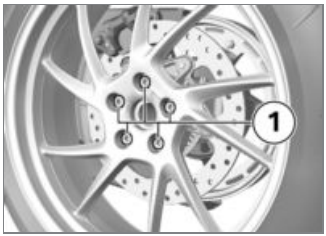
- Remove bolts **1** of rear wheel, supporting the wheel as you do so.
- Roll rear wheel out toward rear.

Installing rear wheel

Malfunctions may occur during control interventions by ABS if a wheel other than the standard wheel is installed. Please see the information on the effect of wheel sizes on the ABS system at the beginning of this chapter.◀

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.◀

- Place rear wheel on rear wheel support.



- Tighten bolts **1** diagonally with specified torque.

Rear wheel on drive shaft
– Tightening sequence: Tighten diagonally
– 44 lb/ft (60 Nm)

– without center stand OE
- Remove auxiliary stand.◁

Front wheel stand

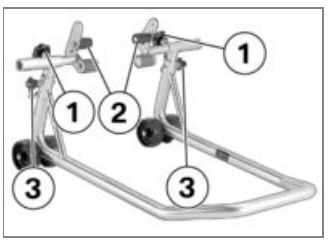
Mounting front wheel stand

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

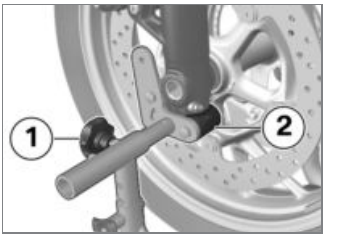
- Place motorcycle on an auxiliary stand; BMW Motorrad recommends BMW Motorrad rear-wheel stand.
- Mount rear-wheel stands (➠ 87).

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

- Use basic stand with front wheel mount. The basic stand and its accessories are available through your authorized BMW Motorrad retailer.



- Loosen mounting screw **1**.
- Push the two mounts **2** far enough apart that the telescopic fork fits between them.
- 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 the two mounts **2** so that the telescopic fork rests securely on them.
- Tighten mounting screw **1**.



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

– with center stand OE

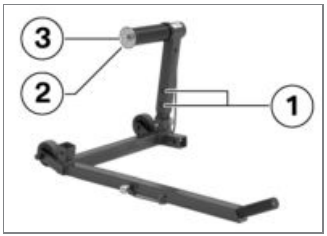
If the motorcycle is raised too far at the front the center stand will lift clear of the ground and the motorcycle could topple to one side.
When raising the motorcycle, make sure that the center stand remains on the ground. Adjust the height of the front wheel stand if necessary.◀

- Ensure motorcycle is standing securely.◁

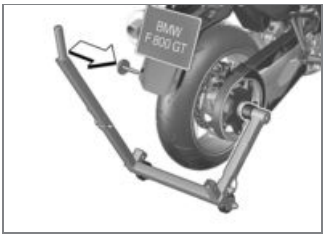
Rear-wheel stand

Mounting rear-wheel stands

- Make sure ground is level and firm and park motorcycle.
- Use basic stand with rear wheel adapter. The basic stand and its accessories are available through your authorized BMW Motorrad retailer.



- Set desired height of rear-wheel stand using bolts **1**.
- Remove the lock washer **2**; to do so, press the unlock button **3**.



- Push the rear-wheel stand from the right onto the rear axle.
- Apply the retaining disk from the left; to do so, press the unlock button.



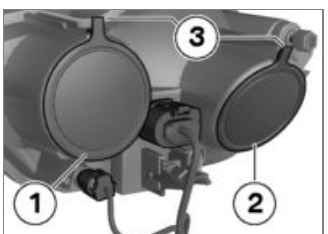
- Position motorcycle upright while simultaneously pressing

grip of stand back so that both stand rollers rest on ground.
- Then press the grip down to the ground.

Lamps

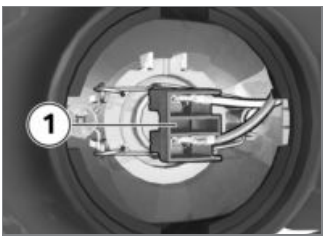
Replacing low-beam and/ or high-beam bulb

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

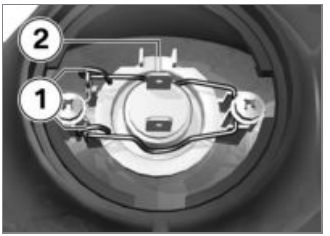


- Remove cover **1** for high-beam headlight or cover **2** for low-beam headlight by pulling on lever **3**.

▷ The alignment of connector, spring wire strap and bulb may differ from that shown in the following illustrations.◀



- Disconnect plug connection **1**.



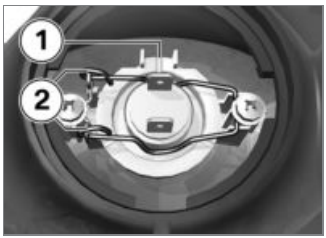
- Remove spring wire strap **1** from detents and fold to side.
- Take out bulb **2**.
- Replace defective bulb.

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

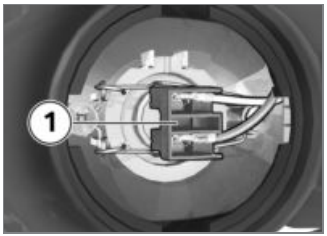
Bulbs for low-beam headlight
– H7 / 12 V / 55 W

- To avoid contamination on the bulb's glass surface, never touch or hold the bulb any-

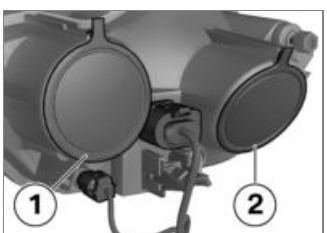
where other than on its metal socket base.



- Insert bulb while ensuring correct position of lug **1**.
- Close and lock spring wire strap **2**.



- Close plug connection **1**.

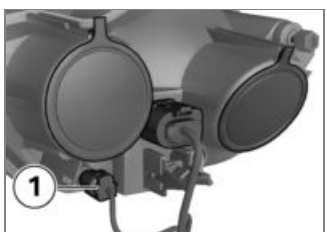


- Install cover **1** for high-beam headlight or cover **2** for low-beam headlight.

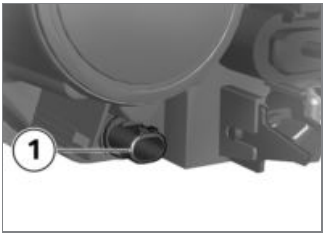
Replacing parking light bulb

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

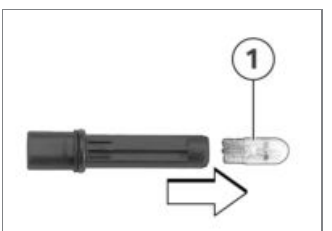
▷ To achieve better accessibility, turn the handlebars to the left.◀



- Disconnect plug connection **1**.



- Remove bulb socket **1** by turning counterclockwise.

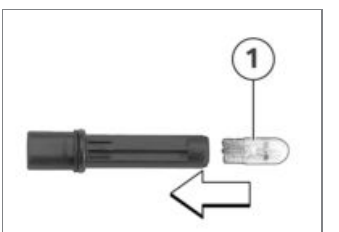


- Remove bulb **1** from bulb socket.

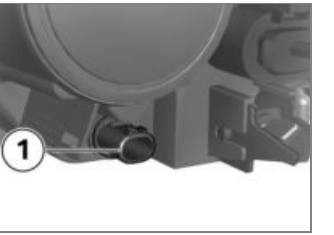
- Replace defective bulb.

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

- To prevent contaminants from being deposited on the new bulb's glass surface, always use a clean, dry cloth to hold it.



- Press bulb **1** into socket.



- Install bulb socket **1** by turning clockwise.



- Close plug connection **1**.

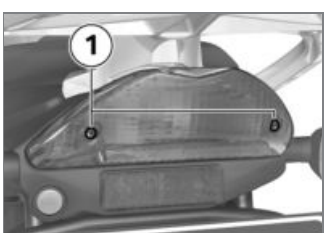
Replacing brake light and tail light bulbs

– with LED tail light OA

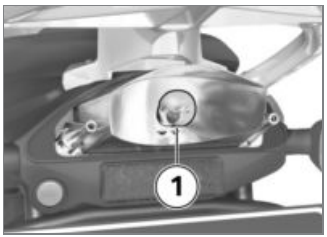
- The LED tail light can only be completely replaced. Please contact a specialist service facility for this purpose, preferably an authorized BMW Motorrad retailer.◁

– without LED tail light OA

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



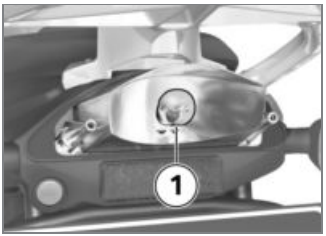
- Remove screws **1**.
- Pull off light housing toward rear.



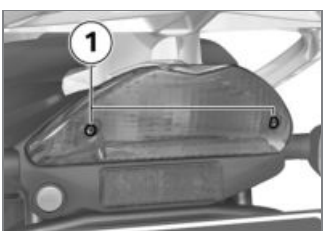
- Press bulb **1** into socket and turn counterclockwise to remove.
- Replace defective bulb.

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

- To prevent contaminants from being deposited on the new bulb's glass surface, always use a clean, dry cloth to hold it.◁



- Press bulb **1** into socket and install by turning clockwise.◁



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

Replacing front and rear turn signal bulbs

– with LED turn indicators OE

- LED turn indicators can be completely replaced only. Please contact a specialist service facility for this purpose, preferably an authorized BMW Motorrad retailer.◁

– without LED turn indicators OE

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



- Remove screw **1**.



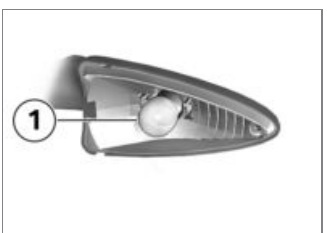
- Pull glass on screw connection side out of mirror housing.



- Remove bulb **1** from light housing by turning it counterclockwise.
- Replace defective bulb.

Bulbs for flashing turn indicators, front
– RY10W / 12 V / 10 W

- To prevent contaminants from being deposited on the new bulb's glass surface, always use a clean, dry cloth to hold it.◁



- Install bulb **1** by screwing clockwise into light housing.◁



- Insert inside end of lens into light housing and close.◁

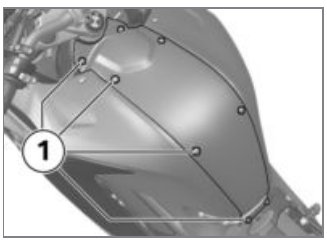


- Install screw **1**.◁

Fairings and Panels

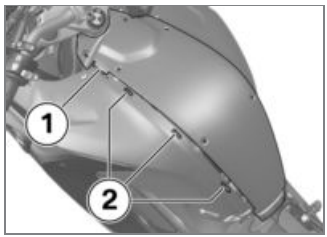
Removing center fairing panel

- Remove seat (➠ 51).

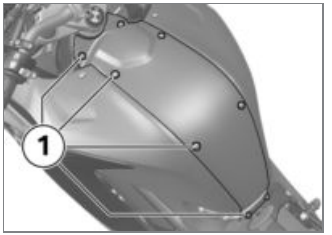


- Remove four screws **1** on left and right and take off center fairing panel.

Installing center fairing panel



- Slide center fairing panel at left and right under fairing side panels at position **1** and then insert in guides **2** on left and right.



Paint damage caused by screw connection.
In the case of painted components, plastic washers are to be installed under the screw heads.◀

- Install four screws **1** on left and right.

Fairings	
– 1 lb/ft (2 Nm)	

- Install seat (➠ 52).

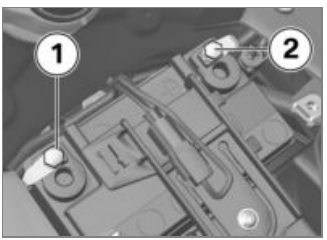
Jump-starting

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 vehicle electronics.
Do not use the socket to jump-start the engine of the motorcycle.◀

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.◀

- Remove center fairing panel (➠ 93).
- When jump-starting the engine, do not disconnect the battery from the onboard electrical system.



- First connect positive terminal of drained battery to positive terminal of charging battery with red jumper cable (positive terminal on this vehicle: Position **2**).
- Connect black jumper cable to negative terminal of charging battery and then to negative terminal of drained battery

(negative terminal on this vehicle: Position **1**).
- Run engine of donor vehicle during jump-starting.
- Start engine of the vehicle with discharged battery in usual way; if engine does not start, wait a few minutes before repeating attempt in order to protect starter motor and donor battery.
- Allow both engines to idle for a few minutes before disconnecting jumper cables.
- Disconnect jump lead from negative terminals first, then disconnect second lead from positive terminals.

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

- Install center fairing panel (➠ 93).

Battery

Maintenance instructions

Correct upkeep, recharging and storage will prolong the life of the battery and are essential for recognition of warranty claims. 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 driving breaks of more than 4 weeks, a trickle-charger should be connected 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

- Remove devices connected to onboard power sockets.

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 suitable BMW chargers. The correct charger is available through the authorized BMW Motorrad retailer.◀

If you switch on the ignition and the multifunction display and indicator lights fail to light up, the battery is completely flat (battery voltage below 9 V). 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, charge the battery directly at the terminals of the disconnected battery.◀

Charging disconnected battery

- Charge battery using a suitable charger.
- Comply with operating instructions of charger.
- After charging, remove terminal clamps of the charger 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.◀

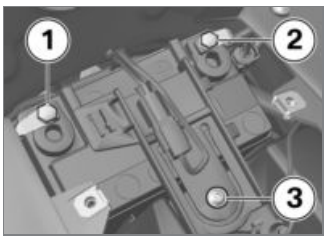
Removing battery

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

– with anti-theft alarm OE

- Switch off anti-theft alarm system if necessary.◁

- Switch off ignition.
- Remove center fairing panel (➠ 93).



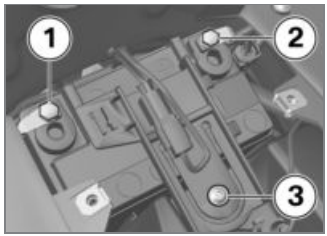
An incorrect disconnection sequence increase the risk of short-circuiting.
Always observe the proper sequence.◀

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

Installing battery

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.◀

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

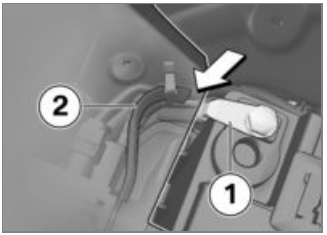


- Push battery carrier over battery and install screw **3**.

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

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

	Wiring harness on battery
–	4 lb/ft (5 Nm)



- Make sure that the battery minus cable **1** has sufficient distance **Arrow** to the relay carrier **2**.

- Install center fairing panel (➠ 93).
- Set clock (➠ 38).

Accessories

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Onboard sockets 100
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Topcase 103

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 will be happy to provide qualified advice on the selection of genuine BMW parts and accessories as well as other BMW-approved products.

These parts and products have been tested by BMW for safety, function and suitability. BMW accepts product liability for these products.

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 (➠ 80).

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. Consult the road traffic licensing regulations of your country.

Onboard sockets

Connection of electrical devices

– Additional devices connected to onboard sockets can only be put into operation when the ignition is switched on.

Cable routing

– The cables from the onboard sockets to the auxiliary devices must be routed in such a way that they do not impede the rider.
– Cable routing must not restrict the steering angle and the handling characteristics.
– Cables must not be trapped.

Automatic switch-off

– The onboard sockets are automatically switched off during starting.
– These sockets are switched off approx. 15 minutes after

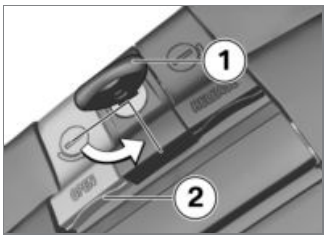
switching off the ignition to reduce the strain on the onboard electrical system. Additional devices with low power consumption are possibly not detected by the vehicle electronics. In these cases, onboard sockets are already switched off shortly after the ignition is switched off.

– In case of insufficient battery voltage, the onboard sockets are switched off to maintain the ability to start the motorcycle.
– If the maximum loadability specified in the technical data is exceeded, the onboard sockets are switched off.

Case

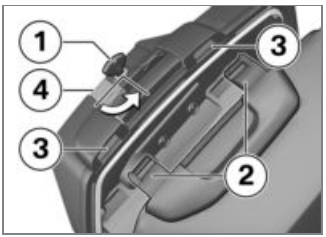
– with case[OA]

Opening case



- Turn key **1** to position OPEN.
- Pull gray release lever **2** (OPEN) upward and simultaneously open case lid.

Closing case

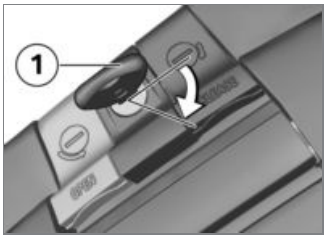


- Turn key **1** to position OPEN.
- Press catches **2** of case lid into retainers **3**. Ensure that no luggage is trapped between lid and case.
- Pull gray release lever **4** (OPEN) upward and simultaneously close case lid.

» The lid clicks audibly into place.

- Turn key **1** in case lock in the direction of travel and remove.

Removing case

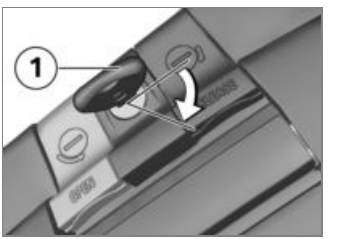


- Turn key **1** to position RELEASE.

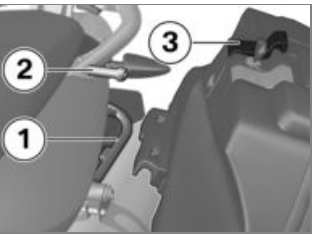


- Pull black release lever **1** (RELEASE) upward while simultaneously pulling the case outward.
- Then lift case out of lower mounting.

Mounting case

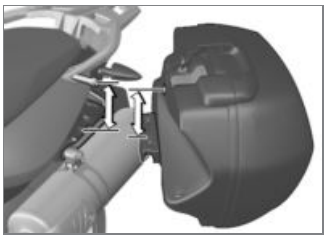


- Turn key **1** to position RELEASE.

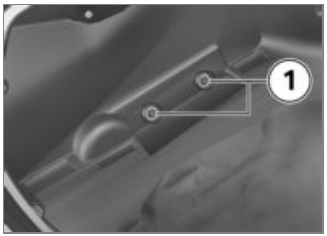


- Insert case in case carrier **1**, then swing as far as possible onto mount **2**.
- Pull black release lever **3** (RELEASE) upward while simultaneously pushing the case into upper mount **2**.
- Press black release lever **3** (RELEASE) down until it engages.
- Turn key in case lock in the direction of travel and remove.

Secure hold



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



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

Topcase

– with Topcase[OA]

Opening the topcase



- Turn key **1** in the topcase lock to position OPEN.



- Press lock barrel **1** forward.

» Release lever **2** pops up.

- Pull release lever all the way up.

» Topcase lid opens.

Closing the topcase



- Pull release lever **1** all the way up.
- Close topcase lid and hold it down. Ensure that no luggage is trapped between lid and case.



- Press release lever **1** down until it engages.
- Turn key in topcase lock to the LOCK position and remove.

Removing topcase



- Turn key **1** in the topcase lock to position RELEASE.

» Handle pops out.



- Fold handle **1** all the way up.

- Raise the rear of the topcase and pull it off luggage rack.

Mounting the topcase

- Fold up handle as far as possible.



- Hook topcase into the luggage rack. Make sure that hooks **1** engage securely in their mounts **2**.



- Press handle **1** down until it engages.
- Turn key in topcase lock to the LOCK position and remove.

Care

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Care products

BMW Motorrad recommends that you use cleaning and care products available at your authorized BMW Motorrad retailer. BMW Care Products have been material-tested, laboratory-tested as well as 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 vehicle

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

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

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.◀

The high water pressure of high-pressure cleaners (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 vehicle parts

Plastics

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.

'Insect sponges' or sponges with hard surfaces can also lead to scratches.◀

Fairings and Panels

Clean fairings and panels with water and BMW plastic cleaner.

Plastic windshields and headlight lenses

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



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

Chrome parts

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 parts

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



Using silicone sprays for the care of rubber seals can cause damage.

Do not use silicone sprays or care products that contain silicone.◀

Paint care

Washing the vehicle regularly prevents paint damage, especially if your vehicle is ridden in areas with high air pollution or natural sources of dirt, e.g. tree resin or pollen.

However, remove particularly aggressive substances (spilled fuel, oil grease, brake fluid as well as bird droppings) immediately; otherwise changes in the paint or discolorations may occur. BMW Motorrad recommends BMW Car Polish or BMW Paint Cleaner for this purpose.

Contamination of the paint finish is particularly easy to see after the vehicle 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

Paint must be protected, if water no longer pearls up on it.
To preserve the finish of your vehicle, BMW Motorrad recommends BMW Car Wax or agents that contain carnauba or synthetic waxes.

Storing motorcycle

- Clean the motorcycle.
- Remove battery (➠ 96).
- 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, raising it to remove weight from both wheels (preferably using the front wheel and rear-wheel stand).

Returning motorcycle to use

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

Technical data

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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 (kill switch)	Adjust emergency on/off switch (kill switch) to normal operating position.
Side stand extended and gear engaged	Engage neutral or fold up the side stand.
Gear engaged and clutch not disengaged	Place transmission in neutral or disengage clutch.
No fuel in tank	Refuel (➠ 62).
Battery drained	Charge connected battery (➠ 95).

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 30, Tighten evenly and alternately	14 lb/ft (19 Nm)	
Quick-release axle in telescopic fork		
M24 x 1.5	37 lb/ft (50 Nm)	

Rear wheel	Value	Valid
Rear wheel on drive shaft		
M10 x 1.25 x 40	**Tighten diagonally**	
	44 lb/ft (60 Nm)	

Engine

Engine design	Two-cylinder, four-stroke engine, DOHC control, 4 valves actuated by trailing valve levers, liquid cooling for cylinders and cylinder head, integrated coolant pump, 6-speed manual 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	90 hp (66 kW), at engine speed: 8000 min^{-1}
Torque	63 lb/ft (86 Nm), at engine speed: 5800 min^{-1}
Maximum engine speed	max 9000 min^{-1}
Idle speed	1250^{+50} min^{-1}

Fuel

Recommended fuel quality	Super unleaded, (max. 10 % ethanol, E10) 89 AKI (95 ROZ/RON) 89 AKI
Usable fuel quantity	Approx. 4 gal (Approx. 15 l)
Reserve fuel quantity	Approx. 1.1 gal (Approx. 4 l)

BMW recommends BP fuel

Engine oil

Engine oil, capacity	3.2 quarts (3 l), with filter replacement
Products recommended by BMW Motorrad	
BMW Motorrad High Performance Oil	SAE 15W-50, API SJ / JASO MA2
Oil additives	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.

BMW recommends Castrol

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 1:1.174 (23/27 teeth), 4th gear 1:1.042 (24/25 teeth), 5th gear 1:0.960 (25/24 teeth), 6th gear

Rear-wheel drive

Type of final drive	Belt drive with jerk damping in its own housing

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	Single-arm light-alloy cast swinging arm with rear wheel axle adjustable via eccentric
Type of rear suspension	Directly articulated central spring strut with adjustable rebound-stage damping/spring preload
– with Electronic Suspension Adjustment (ESA) OE	Directly articulated central spring strut with adjustable spring preload/electrically adjustable rebound-stage damping
Spring travel at rear wheel	4.9 in (125 mm), On wheel

Brakes

Front wheel	
Type of front brake	Hydraulically operated twin disk brake with 4-piston fixed calipers and floating brake disks
Brake-pad material, front	Sintered metal
Rear wheel	
Type of rear brake	Hydraulic 1-piston floating calipers with 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 pressure	
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 sockets	5 A, all onboard sockets together
Fuses	All 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 design	AGM (Absorptive Glass Mat) battery.
Battery voltage	12 V
Battery capacity	12 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	RY10W / 12 V / 10 W
Bulbs for flashing turn indicators, rear	RY10W / 12 V / 10 W

Frame

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

Dimensions

Motorcycle length	84.9 in (2156 mm)
Motorcycle height	49.2 in (1250 mm), without rider at unladen weight, up to upper edge of windshield
Motorcycle width	35.6 in (905 mm), Across mirrors
Driver's seat height	31.5 in (800 mm), without rider at unladen weight
– with comfort seat OE	32.3 in (820 mm), without rider at unladen weight
– with low dual seat OE	30.1 in (765 mm), without rider at unladen weight
Rider's inside-leg arc, heel to heel	72.2 in (1835 mm), without rider at unladen weight
– with comfort seat OE	73.2 in (1860 mm), without rider at unladen weight
– with low dual seat OE	69.1 in (1755 mm), without rider at unladen weight

Weights

Unladen weight	470 lbs (213 kg), DIN unladen weight, ready for road, 90 % full tank of gas, without OE
Permissible gross weight	926 lbs (420 kg)
Maximum payload	456 lbs (207 kg)

Riding specifications

Top speed	>124 mph (>200 km/h)

Service

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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, LLC.

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

With its worldwide service network, BMW Motorrad can attend to you and your motorcycle in over 100 countries around the globe. Authorized BMW Motorrad retailers have the technical information and expertise needed to conduct reliable service and repairs covering every aspect of your BMW.
You can find the nearest authorized BMW Motorrad retailer by visiting our Internet site at "www.bmw-motorrad.com".


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.◀

To ensure that your BMW consistently remains in optimum condition, BMW Motorrad urges you to observe the recommended service intervals. Have all maintenance and repair work confirmed in the "Service" chapter in this manual. For generous treatment of claims submitted after the warranty period has expired (goodwill), evidence of regular maintenance is essential.

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

BMW Motorrad Mobility Services

New BMW motorcycles are protected with the BMW Motorrad mobility services in case of a breakdown with various services (e.g. mobile service, roadside assistance and vehicle return transport).
Ask your authorized BMW motorcycle retailer which mobility services are offered.

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 must be carried out between 300 mls and 750 mls (500 km and 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 riders 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 620 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_____

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Conducted

on_____

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Next service
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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.
The right to modify designs, equipment and accessories is reserved.
Errors and omissions excepted.

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Important data for refueling

Fuel	
Recommended fuel quality	Super unleaded, (max. 10 % ethanol, E10) 89 AKI (95 ROZ/RON) 89 AKI
Usable fuel quantity	Approx. 4 gal (Approx. 15 l)
Reserve fuel quantity	Approx. 1.1 gal (Approx. 4 l)
Tire inflation pressure	
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

Order No.: 01 41 8 544 157
08.2012, 1st Edition

Certification Tire Pressure Control (TPC)

FCC ID: MRXBC54MA4 IC: 2546A-BC54MA4	FCC ID: MRXBC5A4 IC: 2546A-BC5A4

This device complies with Part 15 of the FCC Rules and with Industry Canada license-exempt RSS standard(s).
Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and
(2) This device must accept any interference received, including interference that may cause undesired operation.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

(1) l'appareil ne doit pas produire de brouillage, et
(2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

WARNING: Changes or modifications not expressively approved by the party responsible for compliance could void the user's authority to operate the equipment. The term “IC:” before the radio certification number only signifies that Industry Canada technical specifications were met.