BMW Motorrad

bmw-motorrad.com

The Ultimate Riding Machine

Rider's Manual

F 800 R

Vehicle data/dealership details

Vehicle data

Model

Vehicle Identification Number

Colour code

Date of first registration

Registration number

Dealership details

Person to contact in Service department

Ms/Mr

Phone number

Dealership address/phone number (company stamp)

Welcome to BMW

We congratulate you on your choice of a vehicle from BMW Motorrad and welcome you to the community of BMW riders. Familiarise yourself with your new vehicle so that you can ride it safely and confidently in all traffic situations.

About this Rider's Manual

Please read this Rider's Manual carefully before starting to use your new BMW. 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.
This record of the maintenance work you have had performed on your vehicle is a precondition for generous treatment of goodwill claims.
If the time comes to sell your BMW, please remember to hand over this Rider's Manual to the new owner. It is an important part of the vehicle.

Suggestions and criticism

If you have questions concerning your vehicle, your authorised BMW Motorrad dealer will gladly provide advice and assistance.

We hope you will enjoy riding your BMW and that all your journeys will be pleasant and safe

BMW Motorrad.

01 40 8 388 331

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General instructions

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Overview

Chapter 2 of this Rider's Manual will provide you with an initial overview of your motorcycle. All maintenance and repair work on the vehicle is documented in Chapter 13. This record of the maintenance work you have had performed on your vehicle is a precondition for generous treatment of goodwill claims.
If you sell your BMW some day, please also remember to hand over the rider's manual; it is an important element of your motorcycle.

Abbreviations and symbols

CAUTION Low-risk hazard. Non-avoidance can lead to slight or moderate injury.

WARNING Medium-risk hazard. Non-avoidance can lead to fatal or severe injury.

DANGER High-risk hazard. Non-avoidance leads to fatal or severe injury.

ATTENTION Special notes and precautionary measures. Non-compliance can lead to damage to the vehicle or accessory and, consequently, to voiding of the warranty.

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

◀ 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 a passage relating to specific accessories or items of equipment.

Tightening torque.

Technical data.

National-market version.

National-market version

OE Optional extras. The vehicles are assembled complete with all the BMW Motorrad optional extras originally ordered.

OA Optional accessories. You can obtain BMW Motorrad optional accessories through your authorised BMW Motorrad dealer; optional accessories have to be retrofitted to the vehicle.

EWS Electronic immobiliser.

DWA Anti-theft alarm (Diebstahlwarnanlage).

ABS Anti-lock brake system.

ASC Automatic Stability Control.

RDC Tyre pressure monitoring.

ESA Electronic Suspension Adjustment.

Equipment

You opted for a model with individual equipment when you purchased your BMW motorcycle. This Rider's Manual describes the optional extras (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 contains equipment that has not been described, its description can be found in a separate manual.

Technical data

All dimensions, weights and power ratings stated in the Rider's Manual are quoted to the standards and comply with the tolerance requirements of the Deutsches Institut für Normung e.V. (DIN). Versions for individual countries may differ.

Actuality

The high safety and quality level of BMW motorcycles is ensured by continuous development work on design, equipment and accessories. Because of this, your motorcycle may differ from the information supplied in the Rider's Manual. Nor can BMW Motorrad entirely rule out errors and omissions. We hope you will appreciate that no claims can be entertained on the basis of the data, illustrations or descriptions in this manual.

General views

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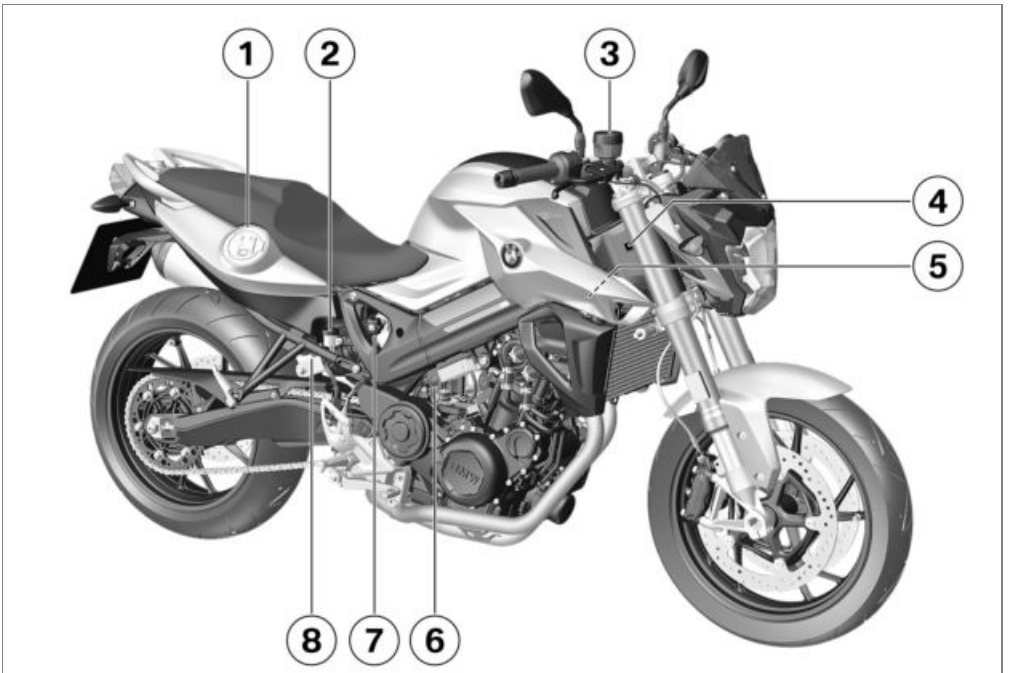
Multifunction switch, left 16
Multifunction switch, right 17
Instrument panel 18

1
2
3
BMW
F 800 R

General view, left side

1 Payload table (on steering head, left)
2 Seat lock (➠ 54)
3 Oil filler neck and oil dipstick (➠ 98)


1
2
3
4
5
8
7
6

General view, right side

1 Fuel filler neck (➠ 84)

2 Brake-fluid reservoir, rear (➠ 104)

3 Brake-fluid tank, front (➠ 103)

4 Vehicle identification number, type plate (on steering head)

5 Coolant level indicator (behind side panel) (➠ 106)

6 – with power socket OE

Power socket (➠ 134)

7 – without Electronic Suspension Adjustment (ESA) OE

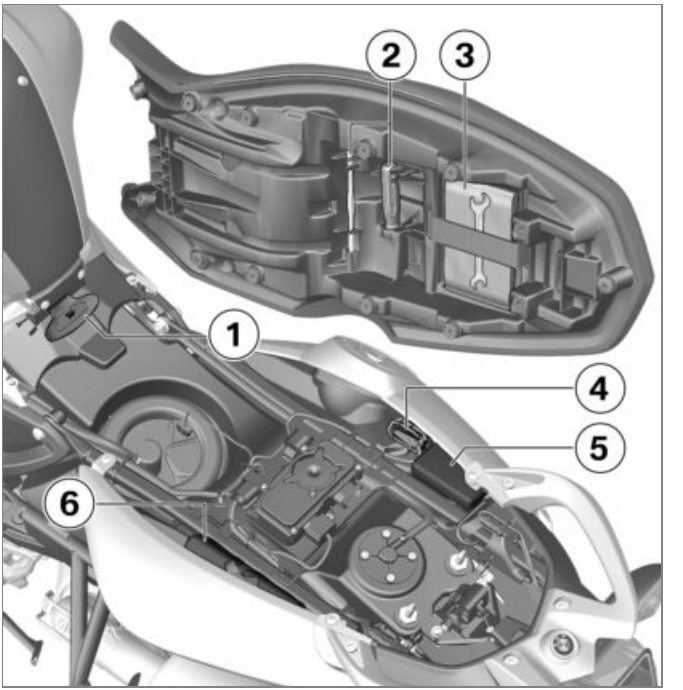
Adjusting spring preload for rear wheel (➠ 70).

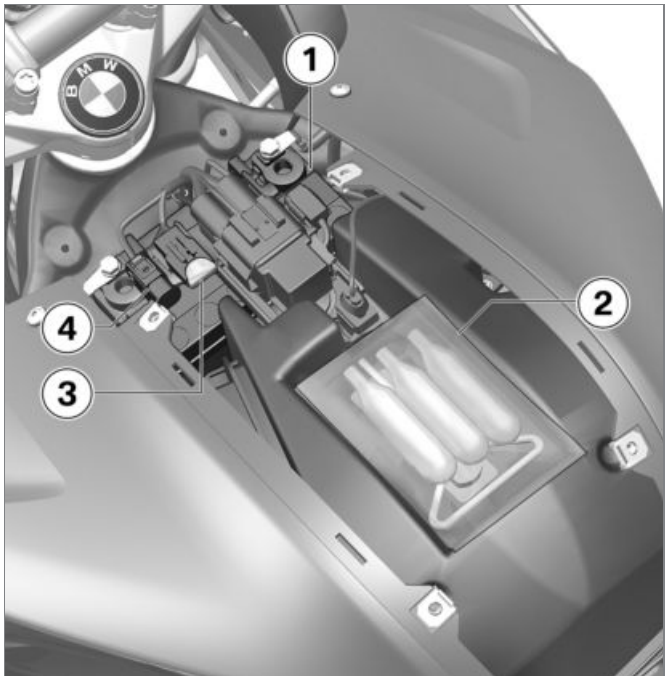
8 – without Electronic Suspension Adjustment (ESA) OE

Adjusting the damping characteristic for rear wheel (➠ 71).

Underneath the seat

1 Tool for adjusting spring preload (➠ 70)
2 Toolkit (➠ 96)
3 Rider's Manual
4 Diagnostic connector (➠ 131)
5 Stowage
– with first-aid kit OA
Location of the first-aid kit
6 Stowage
– with service tool kit OA
Location of the service toolkit (➠ 96)





Underneath the centre trim panel

1 Battery (➠ 126)
2 Stowage
– with tyre repair kit[OA]
Stowage for tyre repair set
3 Fuse (➠ 130).
4 Socket for optional accessories

Multifunction switch, left

1 High-beam headlight and headlight flasher (➠ 45)

2 INFO button
Select display (➠ 46).
– with on-board computer[OE]
Resetting the average values (➠ 48).

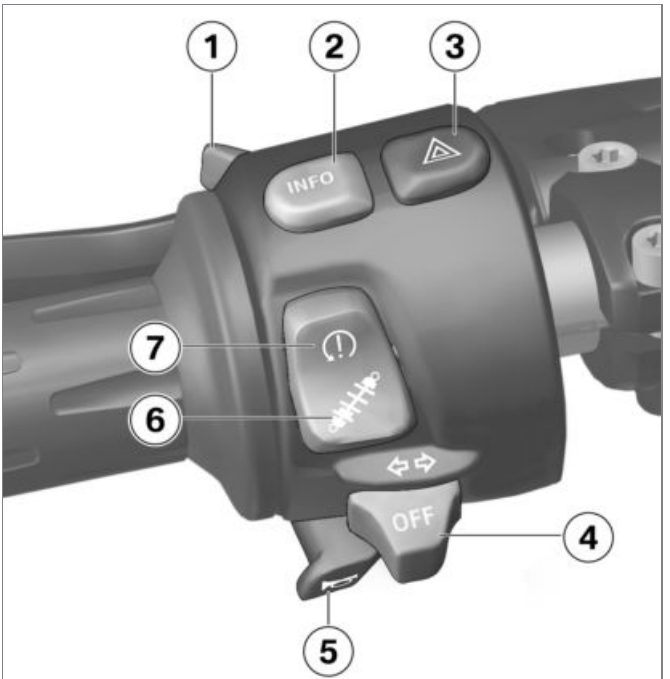
3 Hazard warning lights system (➠ 45)

4 Turn indicators (➠ 46)

5 Horn

6 – with Electronic Suspension Adjustment (ESA)[OE]
Call up settings (➠ 51).

7 – with Automatic Stability Control (ASC)[OE]
Switch off the ASC function (➠ 50).



Multifunction switch, right

1 – with heated grips[OE]
Operating the heated handlebar grips (➠ 53).

2 MODE button
Setting riding mode (➠ 53).

3 Starter (➠ 77)

4 Emergency off switch (kill switch) (➠ 44)

Instrument panel

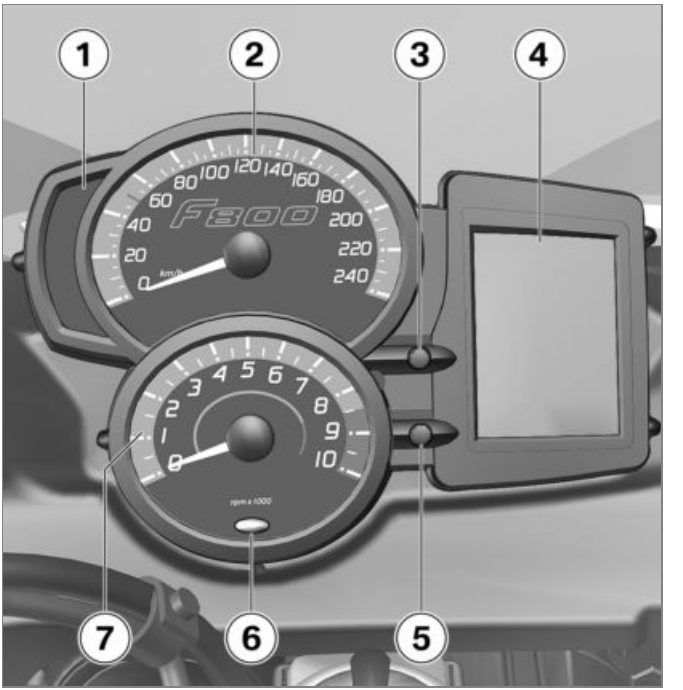
1 Indicator and warning lights (➠ 22)

2 Speedometer

3 Pushbutton
Setting the clock (➠ 48).
– with on-board computer[OE]
Operate stopwatch (➠ 49).

4 Multifunction display
- without optional accessories[OA] (as standard) (➠ 23)
- with optional accessories[OA] (➠ 24)

5 Pushbutton
Select display (➠ 46).
Resetting trip distance recorder (➠ 47).



6 Photosensor (brightness control)
– with on-board computer OE
Activating the rpm redline warning (➠ 81).
– with alarm system (DWA) OE
DWA light-emitting diode
General information about the anti-theft alarm (DWA) (➠ 58)

7 Engine speed display

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1 – with Automatic Stability Control (ASC)[OE]
Switch off the ASC function (➠ 50).

2 ABS
ABS self-diagnosis not completed (➠ 32)

3 Fuel reserve (➠ 39)
Fuel gauge (➠ 29)

4 Turn indicators, right

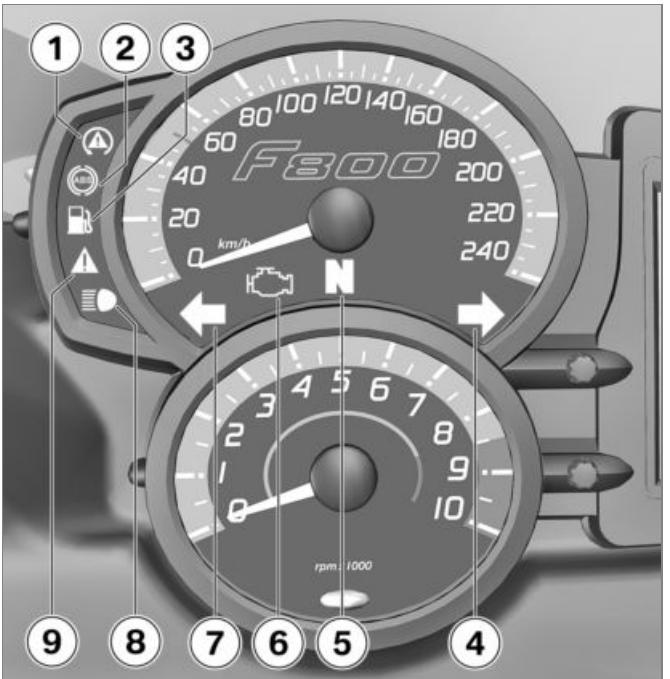
5 Neutral

6 Malfunction indicator lamp (➠ 31)

7 Turn indicators, left

8 High-beam headlight

9 General warning light (➠ 25)



Multifunction display

– without heated grips OE
– without on-board computer OE
– without riding modes Pro OE
– without Electronic Suspension Adjustment (ESA) OE

1 Indicator light for engine electronics (➠ 30)
2 Clock (➠ 48)
3 Warning for coolant temperature (➠ 29)
4 Service-due indicator (➠ 37)
5 Display area for values
Odometer and tripmeters (➠ 46)
Trip distance recorder (➠ 47)
6 Fuel gauge (➠ 38)
7 Riding modes (➠ 53)
8 Warning symbol (➠ 25)
9 Trip distance recorder (➠ 47)

Multifunction display

– with heated grips OE
– with on-board computer OE
– with riding modes Pro OE
– with Electronic Suspension Adjustment (ESA) OE

1 Adjusted heating stage of the heated grips (➠ 53)
2 Stopwatch (➠ 49)
3 Displays for OE
ESA (➠ 52)
rpm redline warning (➠ 81)
4 On-board computer display (➠ 46)
Symbols (➠ 25)
5 Riding modes (➠ 53)
6 Gear indicator, displays "N" in idle

On-board computer display

– with on-board computer[OE]

Distance travelled after reaching the fuel reserve (➠ 39)

Average consumption

Average speed

Current consumption

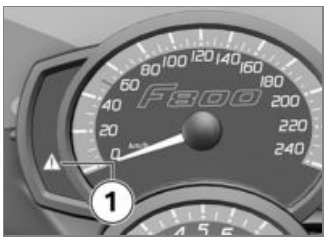
Ambient temperature (➠ 32)

Coolant temperature

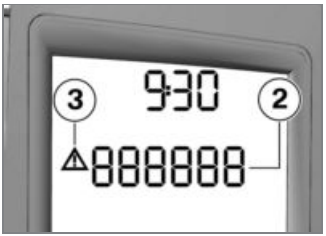
Warnings

Mode of presentation

Warnings are indicated by the corresponding warning lights.



Warnings that do not have warning lights of their own are indicated by 'general' warning light **1** showing in combination with a text warning or a warning symbol in the multifunction display. The 'general' warning light shows yellow or red, depending on the urgency of the warning.



In addition, the warning triangle **3** can also be displayed next to the values area **2**. These warnings alternate with the odometer readings (➠ 46).

The status of the 'General' warning light matches the most urgent warning.

The possible warnings are listed on the next pages.

Warnings, overview

Telltale and warning lights	Warning symbols in the display	Meaning
lights up yellow	+ "EWS" appears on the display	Electronic immobiliser active (➠ 29)
lights up		Fuel down to reserve (➠ 29)
lights up red	flashes	Coolant temperature too high (➠ 29)
lights up yellow	appears on the display	Engine in emergency-operation mode (➠ 30)
lights up red	Engine symbol appears on the display	Engine warning (➠ 30)
The malfunction indicator lamp lights up		Emissions warning (➠ 31)
lights up yellow	+ "LAMP" appears on the display	Bulb defective (➠ 31)

Telltale and warning lights	Warning symbols in the display	Meaning
	"x.x °C" flashes	Outside temperature warning (➠ 31)
flashes		ABS self-diagnosis not completed (➠ 32)
lights up		ABS fault (➠ 33)
quick-flashes		ASC intervention (➠ 33)
slow-flashes		ASC self-diagnosis not completed (➠ 33)
lights up		ASC switched off (➠ 33)
lights up		ASC fault (➠ 34)
lights up yellow	+ "DWA" appears on the display	DWA battery flat (➠ 34)

Telltale and warning lights	Warning symbols in the display	Meaning
lights up yellow	+ "x.x" flashes	Tyre pressure close to limit of permitted tolerance (➠ 34)
flashes red	+ "x.x" flashes	Tyre pressure outside permitted tolerance (➠ 35)
lights up yellow	+ "––" or "–– ––" appears on the display	Sensor defective or system error (➠ 35)
lights up yellow	+ "RdC" appears on the display	Battery of tyre-pressure sensor weak (➠ 36)
	+ "––" or "–– ––" appears on the display	Signal transmission disrupted (➠ 36)

Electronic immobiliser active

General warning light shows yellow.

+ "EWS" appears on the display.

Possible cause:

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

- Remove all other vehicle keys from the same ring as the ignition key.
- Use the reserve key.
- Have the defective key replaced, preferably by an authorised BMW Motorrad dealer.

Fuel down to reserve

Warning light for fuel down to reserve shows.

WARNING

Irregular engine operation or engine shutdown due to lack of fuel

Risk of accident, damage to catalytic converter

- Do not run the fuel tank dry.◀

Possible cause:

The fuel tank contains no more than the reserve quantity of fuel.

	Fuel reserve
approx. 3 l	

- Refuelling (➠ 84).

Coolant temperature too high

General warning light shows red.

The temperature symbol flashes.

ATTENTION

Riding with overheated engine

Engine damage

- Compliance with the information set out below is essential.◀

Possible cause:

The coolant level is too low.

- Check coolant level (➠ 106).

If the coolant level is too low:

- Top up coolant (➠ 106).

Possible cause:

The coolant temperature is too high.

- If possible, ride in the part-load range to cool down the engine.
- In traffic jams, switch off the engine, but leave the ignition switched on so that the radiator fan continues to operate.
- Have the fault rectified as soon as possible by a specialist

workshop, preferably an authorised BMW Motorrad dealer, if the coolant temperature is frequently too high.

Engine in emergency-operation mode

General warning light shows yellow.

Engine symbol appears on the display.

WARNING

Unusual ride characteristics when engine running in emergency-operation mode

Risk of accident

- 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 refuses to start. Otherwise, the engine runs in emergency operating mode.

- You can continue to ride, but bear in mind that the usual engine performance might not be available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Engine warning

General warning light shows red.

Engine symbol appears on the display

WARNING

Engine damage when running in emergency-operation mode

Risk of accident

- Adapt your style of riding accordingly: ride slowly, avoid sharp accelerating and overtaking.
- If possible, have the vehicle brought in and the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

Possible cause:

The engine control unit has diagnosed a fault which may cause severe secondary faults. The engine is in emergency-operation mode.

- Avoid high load and rpm ranges if possible.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

» It is possible to continue to ride but not recommended.

Emissions warning

The malfunction indicator lamp lights up.

Possible cause:

The engine control unit has diagnosed a fault which affects the pollutant emissions.

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.

» You can continue riding; pollutant emissions are higher than the threshold values.

Bulb defective

General warning light shows yellow.

+ "LAMP" appears on the display.

WARNING

Vehicle overlooked in traffic due to failure of the lights on the vehicle

Safety risk

- Replace defective bulbs as soon as possible; always carry a complete set of spare bulbs if possible.◀

Possible cause:

Bulb faulty.

- Visually inspect to ascertain which bulb is defective.
- Replacing bulbs for low-beam headlight and high-beam headlight (➠ 118).
- Replacing bulb for parking light (➠ 119).
- Replacing bulb for brake light and rear light (➠ 120).
- Replacing bulbs for front and rear turn indicators (➠ 121).

Outside temperature warning

– with on-board computer[OE]

"x.x °C" (ambient temperature) flashes.

Possible cause:

The air temperature measured at the motorcycle is lower than 3 °C.

WARNING

Risk of black ice also applicable at over 3 °C

Risk of accident

- Always take extra care when temperatures are low; remember that there is particular danger of black ice forming on bridges and where the road is in shade.◀
- Ride carefully and think well ahead.

Ambient temperature

– with on-board computer[OE]

°C When the motorcycle is at a standstill, the heat of the engine can falsify the ambient temperature reading. If the effect of the engine's heat becomes excessive, "––" temporarily appears on the display.

The temperature display flashes as a warning of potential black ice if the ambient temperature drops to below 3 °C. Regardless of the display settings the display automatically switches over to the temperature display when the ambient temperature drops below this threshold for the first time.

Outside temperature display

– with on-board computer[OE]

°C The temperature display flashes as a warning of potential black ice if the ambient temperature drops to below 3 °C. Regardless of the display settings the display automatically switches over to the temperature display when the ambient temperature drops below this threshold for the first time.

When the motorcycle is at a standstill, the heat of the engine can falsify the ambient-temperature reading. If the effect of the engine's heat becomes excessive, "––" temporarily appears on the display.

WARNING

Risk of black ice also applicable at over 3 °C

Risk of accident

- Always take extra care when temperatures are low; remember that there is particular danger of black ice forming on bridges and where the road is in shade.◀

ABS self-diagnosis not completed

ABS telltale and warning light flashes.

Possible cause:

The ABS function is not available, because self-diagnosis did not complete. The motorcycle has to move forward

a few metres for the wheel sensors to be tested.

- Pull away slowly. Bear in mind that the ABS function is not available until self-diagnosis has completed.

ABS fault

ABS telltale and warning light shows.

Possible cause:

The ABS control unit has detected a fault.

- You can continue to ride. Bear in mind that the ABS function is not available. Bear in mind the more detailed information on certain situations that can lead to ABS fault messages (➠ 89).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

ASC intervention

– with Automatic Stability Control (ASC)[OE]

ASC telltale and warning light quick-flashes.

The ASC has detected a degree of instability at the rear wheel and has intervened to reduce torque. The warning light flashes for longer than the ASC intervention lasts. This affords the rider visual feedback on control intervention even after the critical situation has been dealt with.

ASC self-diagnosis not completed

– with Automatic Stability Control (ASC)[OE]

ASC telltale and warning light slow-flashes.

Possible cause:

Self-diagnosis did not complete, so the ASC function is not available. The engine must be running and the motorcycle must reach a minimum speed of 5 km/h to complete ASC self-diagnosis.

- Pull away slowly. Bear in mind that the ASC function is not available until self-diagnosis has completed.

ASC switched off

– with Automatic Stability Control (ASC)[OE]

ASC telltale and warning light shows.

Possible cause:

The rider has switched off the ASC system.

- Switch on ASC.

ASC fault

– with Automatic Stability Control (ASC)[OE]

ASC telltale and warning light shows.

Possible cause:

The ASC control unit has detected a fault.

- You can continue to ride. Bear in mind that the ASC function is not available. Bear in mind the more detailed information on certain situations that can lead to ASC fault messages (➠ 91).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

DWA battery flat

– with alarm system (DWA)[OE]

General warning light shows yellow.

+ "DWA" appears on the display.

NOTICE

This error message shows briefly only after the Pre-Ride-Check completes.◀

Possible cause:

The integral battery in the anti-theft alarm has lost its entire original capacity. There is no assurance that the anti-theft alarm will be operational if the vehicle's battery is disconnected.

- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

Tyre pressure close to limit of permitted tolerance

– with tyre pressure control (RDC)[OE]

General warning light shows yellow.

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

Possible cause:

Measured tyre pressure is close to the limit of permitted tolerance.

- Correct the tyre pressure as stated on the inside cover of the Rider's Manual.

NOTICE

Before you adjust tyre pressure, read the information on temperature compensation and adjusting pressure in the section entitled "Engineering details".◀

Tyre pressure outside permitted tolerance

– with tyre pressure control (RDC)[OE]

General warning light flashes red.

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

WARNING

Tyre pressure outside permitted tolerance.

Impairment of the vehicle's handling characteristics.

- Adapt your style of riding accordingly.◀

Possible cause:

Measured tyre pressure is outside permitted tolerance.

- Check the tyre for damage and to ascertain whether the vehicle can be ridden with the tyre in its present condition.

If the vehicle can be ridden with the tyre in its present condition:

WARNING

Tyre pressure outside permitted tolerance.

Impairment of the vehicle's handling characteristics.

- Adapt your style of riding accordingly.◀
- Correct the tyre pressure at the earliest possible opportunity.
- Have the tyre checked for damage by a specialist workshop, preferably an authorised BMW Motorrad dealer.

If you are unsure whether the vehicle can be ridden with the tyre in its present condition:

- Do not continue your journey.
- Notify the breakdown service.
- Have the tyre checked for damage by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Sensor defective or system error

– with tyre pressure control (RDC)[OE]

General warning light shows yellow.

+ "––" or "–– ––" appears on the display.

Possible cause:

Motorcycle is fitted with wheels not equipped with RDC sensors.

- Fit wheels and tyres equipped with RDC sensors.

Possible cause:

1 or 2 RDC sensors have failed.

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Possible cause:

A system error has occurred.

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Battery of tyre-pressure sensor weak

– with tyre pressure control (RDC)[OE]

General warning light shows yellow.

+ "RdC" appears on the display

NOTICE

This error message shows briefly only after the Pre-Ride-Check completes.◀

Possible cause:

The tyre-pressure battery is almost at full capacity. There is no assurance of how long the tyre pressure control system can remain operational.

- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

Signal transmission disrupted

– with tyre pressure control (RDC)[OE]

+ "– –" or "– – –" appears on the display.

Possible cause:

The vehicle has not yet accelerated past the threshold of approximately 30 km/h. The RDC sensors do not start transmitting signals until the motorcycle reaches a speed above this threshold (➠ 91).

- Increase speed above this threshold and observe the RDC readings. Assume that a permanent fault has not occurred unless the 'General' warning light comes on to accompany the symptoms.

Under these circumstances:

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Possible cause:

Wireless communication with the RDC sensors has been disrupted. Possible causes include radio-communication systems operat-

ing in the vicinity and interfering with the link between the RDC control unit and the sensors.

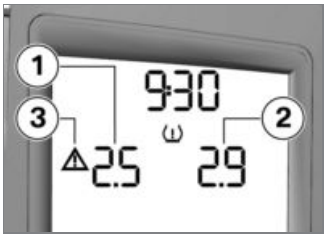
- Move to another location and observe the RDC readings. Assume that a permanent fault has not occurred unless the 'General' warning light comes on to accompany the symptoms.

Under these circumstances:

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Tyre pressure

– with tyre pressure control (RDC)[OE]



The front tyre pressure is on the left **1**; the reading on the right **2** is the rear tyre pressure. Immediately after the ignition is switched on "–– ––" is displayed. The sensors do not transmit tyre pressure values until the vehicle speed first exceeds 30 km/h. The tyre pressure readings displayed are based on a tyre air temperature of 20 °C.

The warning triangle **3** is also displayed as a warning light. The filling pressure concerned flashes.

If the value in question is within the permissible tolerance limit range, the reading is accompanied by the 'General' warning light showing yellow. If the tyre pressure registered by the sensor is outside the permissible tolerance range, the 'General' warning light flashes red.

The detailed description of BMW Motorrad RDC starts on page (➠ 91).

Service-due indicator

If the next service is due in less than one month, the date for the

next service **1** is shown briefly after the Pre-Ride-Check completes. The month and year are displayed with two and four digits respectively, separated by a colon. In this example, the reading means "June 2014".

If the vehicle covers long distances in the course of the year, under certain circumstances it might be necessary to have it serviced at a date in advance of the forecast due date. If the countdown distance to the early service is less than 1000 km, the countdown distance **1** appears on the display in steps of 100 km. This reading appears briefly after the Pre-Ride-Check completes.

If service is overdue, the due date or the odometer reading at which service was due is accompanied by the 'general' warning light showing yellow. The word "Service" remains permanently visible.

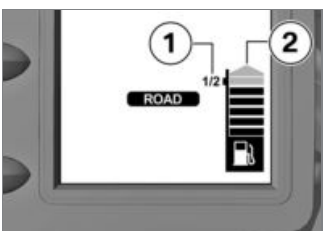
NOTICE

If the service-due indicator appears more than a month before the service date, the date saved in the instrument cluster must be adjusted. This situation can occur if the battery was disconnected for a prolonged period of time.

If you want to have the date set consult a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

Fuel gauge

Due to the complex shape of the fuel tank, it is impossible to determine the fuel level when the tank is approaching capacity. For this reason, the fill-level indicator only displays the bottom half of the filling capacity in detail.



The tip **2** indicates that the fuel tank is over half full.

If the fuel gauge drops below the 1/2 mark **1**, the fuel tank is only half full. From then on, the fill-level will be displayed more precisely.

The fuel reserve indicator light switches on upon tapping into the fuel reserve.

Fuel reserve

The fuel quantity in the fuel tank upon activation of the fuel reserve indicator light depends on the driving dynamics: the more the fuel moves around within the fuel tank (as a result of frequently changing cornering angles, frequent braking and accelerating), the harder it is to determine the fuel quantity. However, the fuel tank will contain at minimum the fuel reserve stated on the inside of the rear cover.

The distance travelled after activation of the fuel reserve indicator light is displayed. The distance that can still be travelled using the reserve quantity depends on the style of riding (usage) and the amount of fuel remaining at the time the light came on (see explanation above). After a refuelling stop, the distance counter for reserve fuel is reset if the amount of fuel in the tank is greater than the reserve quantity.

Operation

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Ignition switch/steering lock

Keys

You receive 2 ignition keys. Please consult the information on the electronic immobiliser (EWS) (➠ 43) if a key is lost or mislaid. Ignition switch, fuel filler cap lock and seat lock are all operated with the same key.

– with sports cases OA
or
– with touring cases OA
or
– with topcase OA
If you wish you can arrange to have the cases and the topcase fitted with locks that can be opened with this key as well. Consult a specialist workshop, preferably an authorised BMW Motorrad dealer.

Lock the handlebars

- Turn the handlebars all the way to left.

- Turn the key to position **1**, while moving the handlebars slightly.

» Handlebars are locked.
» Key can be removed.

Switching on ignition

- Insert the key in the ignition lock and turn to position **1**.

» Side lights and all function circuits are switched on.
» Pre-Ride-Check (➠ 78)
» ABS self-diagnosis (➠ 78)
– with Automatic Stability Control (ASC) OE
» ASC self-diagnosis (➠ 79)◁

Switching off ignition

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

» Lights switched off.
» Handlebars not locked.
» Key can be removed.
» Electrically powered accessories remain operational for a limited period of time.
» The battery can be recharged via the socket.

Electronic immobiliser

The electronic design of the motorcycle allows it to access data stored in the ignition key by means of a ring antenna located in the ignition switch. The engine control unit will only allow the engine to be started if the key is identified as “authorised”.

NOTICE

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

If you lose a key, you can have it barred by your authorised BMW Motorrad dealer. If you wish to do this, you will need to bring all other keys for the motorcycle with you.
The engine cannot be started by a barred key, but a key that has been barred can subsequently be reactivated.
You can obtain extra keys only through an authorised BMW Motorrad dealer. The keys are part of an integrated security system, so the dealer is under an obligation to check the legitimacy of all applications for replacement/extra keys.

Emergency off switch (kill switch)

1 Emergency off switch (kill switch)

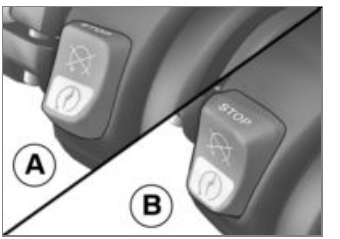
⚠ WARNING

Operation of the kill switch while riding

Risk of fall due to rear wheel locking

- Do not operate the kill switch when riding.◀

The emergency off switch is a kill switch for switching off the engine quickly and easily.



A Engine switched off
B Normal operating position (run)

Lights

Side light

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

NOTICE

The side lights place a strain on the battery. Do not switch the ignition on for longer than absolutely necessary.◀

Low-beam headlight

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

High-beam headlight and headlight flasher

- Push switch **1** forward to switch on the high-beam headlight.
- Pull switch **1** back to operate the headlight flasher.

Parking lights

- Switch off the ignition.

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

Hazard warning lights system

Operating hazard warning flashers

- Switch on the ignition.

NOTICE

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

NOTICE

If you press a turn-indicator button with the hazard warning flashers switched on, the turn-indicator function is activated instead of the hazard warning flashers, and remains active until you release the button. The hazard warning flashers recommence flashing as soon as the button is released.◀

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

» Ignition can be switched off.

- Once again operate the button **1** to switch off the hazard warning lights system.

Turn indicators

Operating the turn indicators

- Switch on the ignition.

- Push button **1** to the left to switch on the left turn indicators.
- Push button **1** to the right to switch on the right turn indicators.
- Press button **1** to switch off the flashing turn indicators.

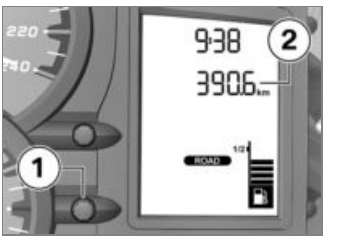
NOTICE

The turn indicators are cancelled automatically after the defined time and distance. The defined time and distance travelled can be set by an authorised BMW Motorrad dealer.◀

Reading

Select display

- Switching on ignition (➠ 42).



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

The following values can be displayed:

– Total kilometres (shown)
– Trip distance 1 (Trip I)
– Trip distance 2 (Trip II)

– Warnings, if applicable

– with on-board computer[OE]

• Operate INFO **1** to select the display in the value range **2**.

The following values can be displayed:

Ambient temperature

Coolant temperature

Average speed

Average consumption

Current consumption

Distance travelled since fuel down to reserve

• Press button **3** to select the display in the value range **4**.

The following values can be displayed:

– Total kilometres (shown)
– Trip distance 1 (`Trip I`)
– Trip distance 2 (`Trip II`)

– Warnings, if applicable◁

Resetting trip distance recorder

• Switching on ignition (➠ 42).
• Select display (➠ 46).
» The desired trip distance recorder has been selected.
– `TRIP I` or `TRIP II` appears on the display.

• Press and hold INFO **1** until the trip distance recorder **2** has been reset.

– with on-board computer OE

- Press and hold down button **1** until the tripmeter **2** reading is reset.◁

Resetting the average values

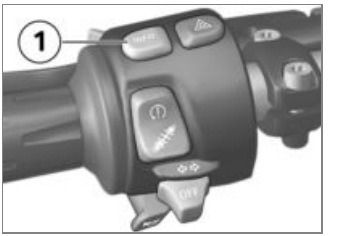
– with on-board computer OE

- Switching on ignition (➠ 42).
- Select display (➠ 46).

Average consumption

Average speed

» The symbol of the desired average value is displayed.



- Press and hold INFO **1** until the displayed average value has been reset.

Clock

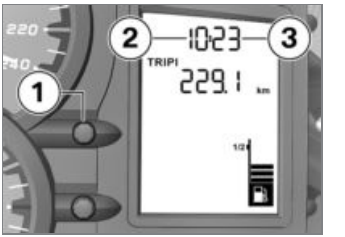
Setting the clock

WARNING

Adjusting the clock while riding

Risk of accident

- Set the clock only when the motorcycle is stationary.◀
- Switching on ignition (➠ 42).



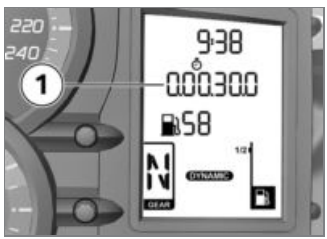
- Press and hold down button **1** until the hours number **2** flashes.
- Repeatedly press button **1** until the hours number is correct.
- Press and hold down button **1** until the minutes number **3** flashes.
- Repeatedly press button **1** until the minutes number is correct.
- Press and hold button **1** until the minutes number stops flashing.

» This completes the setting process.

Stopwatch

– with on-board computer[OE]

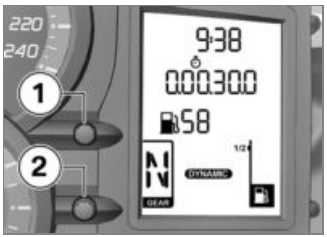
Stopwatch function



You can switch from the odometer reading to a stopwatch **1**. The readout is in hours, minutes, seconds and tenths of a second, with dots as separators.

The stopwatch continues to time in the background if you switch back temporarily to the odometer reading. Similarly, the stopwatch continues timing if you temporarily switch off the ignition.

Operate stopwatch



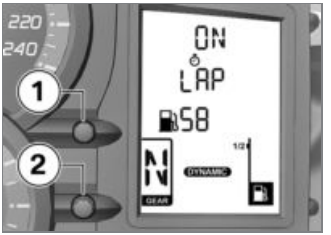
- If necessary, use button **1** to switch from the odometer to the stopwatch.
- When the stopwatch is stopped, press button **2** to start timing with the stopwatch.
- When the stopwatch is running, press button **2** to stop timing with the stopwatch.
- Press and hold down button **2** to reset the stopwatch.

Laptimer

To improve operation of the stopwatch when riding (as Laptimer), the functions of the INFO button **1** and the functions of the **2** button can be swapped. If you swap the functions in this way, the stopwatch and the trip distance recorder are operated using INFO button **1** and you must use button **2** to operate the on-board computer.

Swap key functions

- Switching on ignition (➠ 42).



- Press button **1** and button **2** at the same time and hold them down until the reading changes.

» FLASH (redline warning) appears, along with ON or OFF.

- Press button **2**.

» LAP (Laptimer) and ON or OFF are displayed.

- Repeatedly press button **1** until the reading shows the mode you want.

» ON: stopwatch operation using the INFO button on the left-hand multifunction switch.

» OFF: stopwatch operated by means of button **2** in the instrument panel.

- To save the setting, press button **1** and button **2** at the same time and hold them down until the reading changes.

Automatic Stability Control (ASC)

– with Automatic Stability Control (ASC)[OE]

Switch off the ASC function

- Switch on the ignition.

NOTICE

You have the option of deactivating the ASC function while the motorcycle is on the move.◀

- Press and hold the **1** button until the ASC indicator and warning light display changes.

ASC telltale and warning light shows.

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

ASC telltale and warning light remains on.

» ASC function is switched off.

Switch on the ASC function

- Switch the ignition off and then on again to re-activate the ASC function.

NOTICE

An ASC fault has occurred if the ASC telltale and warning light shows when the motorcycle accelerates to a speed in excess of 5 km/h after the ignition was switched off and then on again.◀

- Alternatively, press and hold down button **1** until the ASC telltale and warning light changes status.

ASC telltale and warning light goes out; if self-diagnosis has not completed it starts flashing.

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

ASC telltale and warning light remains off or continues to flash.

» ASC function is switched on.

Electronic Suspension Adjustment (ESA)

– with Electronic Suspension Adjustment (ESA)[OE]

Possible settings

With the help of Electronic Suspension Adjustment ESA, you can calibrate the rear-wheel damping to the terrain with ease.

Call up settings

- Switching on ignition (➠ 42).

- Press button **1** to view the current setting.

The currently selected damping is shown on the multifunction

display at **1**. The meanings of the readings are as follows:
– COMF: Comfortable damping action
– NORM: Normal damping action
– SPORt: Sporty damping action

» The setting shows briefly, then disappears automatically.

Adjusting the chassis and suspension

• Switch on the ignition.

• Press button **1** to view the current setting.

To make different adjustment to the damping:

• Repeatedly press button **1** until the setting you want to use appears on the multifunction display.

NOTICE

You can adjust the damping characteristic while the motorcycle is on the move.◀

» The setting shown on the display is automatically accepted as the damping characteristic if you allow a certain length of time to pass without pressing button **1**.
» The ESA indicator disappears from the display as soon as adjustment completes.

Riding mode

Using the riding modes

BMW Motorrad has developed 3 operational scenarios for your motorcycle from which you can select the scenario suitable for your situation:
– Riding on a rain-wet road surface.
– Riding on a dry road surface.

– with riding modes Pro OE
– Dynamic riding on a dry road surface.

The system guarantees an ideal coordination of throttle response, ABS and ASC control for each of these 3 riding scenarios.

NOTICE

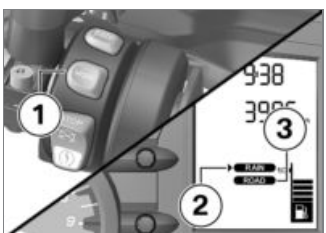
Detailed information regarding the off-road mode can be found in the section entitled "Engineering details".◀

Setting riding mode

• Switching on ignition (➠ 42).

NOTICE

If a riding mode was selected prior to switching the ignition off, it remains further active after a new starting.◀



• Operate MODE **1**.
» The selection arrow **2** appears on the display.
• Operate MODE **1** until the selection arrow **2** indicates the desired riding mode.
» The riding mode configured last **3** remains on-screen.
» At standstill:
– Activated after approximately 2 seconds.
» The selected riding mode is activated when riding, providing the following prerequisite have been met:
– Throttle grip is in idle position for a short period of time.
– Brake lever is not operated.
» Activation completed.
– The adjusted riding mode **3** is displayed without a selection arrow **2**.

For riding on a wet roadway:
• Activate RAIN riding mode.

For riding on a dry roadway:
• Activate ROAD riding mode.

– with riding modes Pro OE

For dynamic riding on a dry roadway:
• Activate DYNAMIC riding mode **4**.◁

Heated handlebar grips

– with heated grips OE

Operating the heated handlebar grips

• Start engine (➠ 77).

NOTICE

The heating in the heated handlebar grips can be activated

only when the engine is running.◀

NOTICE

The increase in power consumption caused by having the heated handlebar grips switched on can drain the battery if you are riding at low engine speeds. If the charge level is low, the heated handlebar grips are switched off to ensure the battery's starting capability.◀

- Repeatedly press button **1** until desired heating stage **2** appears on the display.

The handlebar grips have two-stage heating. Stage two is for heating the grips quickly: it is advisable to switch back to stage one as soon as the grips are warm.

approx. 50% heating power

100% heating power

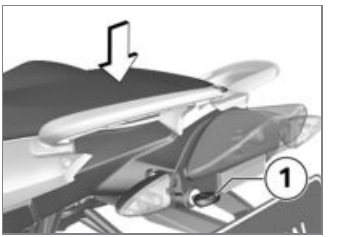
» The selected heating stage will be saved if you allow a certain length of time to pass without making further changes.

- In order to switch off the heated grips, repeatedly press button **1** until the heated grip symbol **2** is no longer shown on the display.

Seat

Remove seat

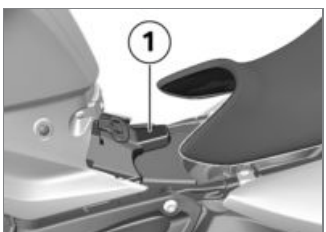
- Make sure the ground is level and firm and place the motorcycle on its stand.



- Turn vehicle key **1** to the right in the seat lock and hold it in

this position while pressing down the rear part of the seat.
- Lift the seat at the rear and release the key.
- Remove the seat and place it, upholstered side down, on a clean surface.

Installing the seat



- Position the seat in holder **1** and apply firm downward pressure to the rear of the seat.

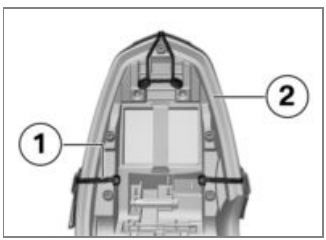
» The seat engages with an audible click.

Rear-seat cover

– with passenger seat cover[OE]

Removing rear-seat cover

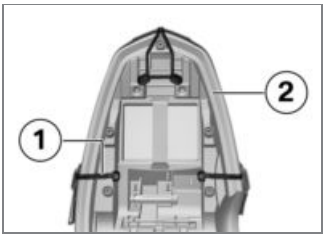
- Remove seat (➠ 54).
- Turn the seat upside down.



- Disengage hold-down loops **1** and remove the rear-seat cover from seat **2**.

Install the rear-seat cover

- Remove seat (➠ 54).
- Turn the seat upside down.



- Position the rear-seat cover on seat **2** and secure hold-down loops **1**.

Anti-theft alarm

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Alarm function 60
Deactivation 61
Programming 61
Registering additional remote controls 63
Synchronising 64
Battery 65

Overview

– with alarm system (DWA) OE

General information about the anti-theft alarm (DWA)

Any attempt to move the vehicle, change its position, disconnect the vehicle battery or unauthorised starts will activate the alarm. The sensitivity of the system is parameterised so that slight vibrations will not trigger the alarm. Once the system has been activated, any attempt to tamper with the vehicle is indicated acoustically by the siren and visually by all four turn indicators flashing in unison.

You can change some of your DWA alarm system's parameters to suit your personal preferences.

Conserving power in the vehicle's starter battery

In order to conserve the power of the starter battery and ensure that the vehicle will start, the DWA anti-theft alarm automatically switches off the alarm function a few days after being activated. In most cases, however, the system will remain active for at least 10 days.

Radio interference

Radio systems or devices transmitting on the same frequency as the remote control of the DWA anti-theft alarm can interfere with operation of the system. If problems of this nature occur, point the remote control toward the vehicle from another direction.

Controls

1 LED
2 Right button (➠ 60)
3 Left button (ribbed) (➠ 59)

Activation

– with alarm system (DWA) OE

Activation with motion sensor

There are two methods of activating the alarm function:

– Operate the **1** button on the remote control once. The alarm function is activated after 15 seconds. Operate the **1** button for more than one second if the ignition was switched off more than one minute ago.
– Switch off the ignition (if programmed). The alarm function is activated after 45 seconds.

Activation of the alarm function is indicated by the turn indicators flashing twice and the alarm tone sounding twice.

Conserving battery in the control unit (DWA deactivated)

The DWA switches off to conserve the battery if it has been deactivated for approximately one hour. If you want to activate the alarm function after the anti-theft alarm has shut down in this way, you have to switch the ignition on and then off again.

Motion sensor when motorcycle is to be transported

If you want to transport your motorcycle by train or on a trailer, for example, it is advisable to switch off the motion sensor. If the motion sensor is not switched off the severe movements occurring in transit could trigger the alarm.

Deactivating motion sensor

- Press button **1** on the remote control a second time during the activation phase.

» Turn indicators flash three times.
» Alarm tone sounds three times.
» Motion sensor is deactivated.

Alarm function

– with alarm system (DWA)[OE]

Alarm triggers

A DWA alarm can be triggered by:

– Motion sensor.
– An attempt to use an unauthorised vehicle key to switch on the ignition.
– Disconnection of the anti-theft alarm (DWA) from the vehicle's battery (DWA internal battery in the anti-theft alarm provides power).

Alarm

The alarm tone continues for 26 seconds. The system is active again another 12 seconds later. Press the **1** button on the remote control to stop an activated alarm tone at any time. This function does not change the status of the anti-theft alarm. While an alarm is in progress an alarm tone sounds and the turn indicators flash. You can program the type of alarm tone.

Reason for an alarm

Once you have deactivated the alarm function, the DWA LED indicates the reason for potential alarm activation for one minute:

– Flashes once: motion sensor: motorcycle was tilted towards the front/rear.
– Flashes twice: motion sensor: motorcycle was tilted towards the side.
– Flashes three times: the ignition was switched on using an authorised remote key.
– Flashes four times: the alarm system was disconnected from the vehicle battery.

Information on alarm triggering

If an alarm was triggered after the last activation of the alarm function, the rider is notified accordingly by an alarm tone sounding once when the ignition is switched on.

Deactivation

– with alarm system (DWA)[OE]

Deactivating alarm function

NOTICE

Note that you can deactivate the alarm function with the ignition key only when the kill switch is in the RUN position.◄

NOTICE

If the alarm function is deactivated by the remote control and the ignition is not subsequently switched on, the alarm function automatically goes active again after 30 seconds if "Activation after ignition OFF" is programmed.◄

- Operate the **1** button of the remote control once **or** switch on the ignition using an authorised ignition key.

» Turn indicators flash once.
» Alarm tone sounds once (if programmed).
» Alarm function is deactivated.

Conserving the battery (DWA activated)

Approximately one hour after the alarm is armed, the receiver for the remote control in the DWA anti-theft alarm shuts down in order not to draw power unnecessarily from the battery. If you want to deactivate the alarm function after the receiver has shut down in this way, you have to switch the ignition on.

Programming

– with alarm system (DWA)[OE]

Programming options

You can customise the following parameters of your anti-theft alarm:

– Confirmation alarm tone after activation/deactivation of the DWA in addition to flashing turn indicators.
– Rising and falling or intermittent alarm tone.
– Automatic activation of the alarm function after the ignition is switched off.

Default settings

The anti-theft alarm ships with the following default settings:

– Confirmation alarm tone after having activated/deactivated the DWA: no.
– Alarm tone: intermittent.
– Automatic activation of the alarm function when switching off the ignition: no.

Programming anti-theft alarm

- Deactivating alarm function (➠ 61).
- Switch on the ignition.
- Press button **1** three times.

» Acknowledgement tone sounds once.

- Within ten seconds, switch off the ignition.
- Press button **2** three times.

» Acknowledgement tone sounds once.

- Within ten seconds, switch on the ignition.

» Acknowledgement tone sounds three times.

» The programming function is active.

Programming is a four-step process, although no function is allocated to step 2. The number of times the anti-theft alarm LED on the vehicle flashes corresponds to the active programming step. An alarm tone sounds by way of confirmation when button **1** is pressed, and an acknowledgement tone sounds when button **2** is pressed.

- **Step 1**: Do you want a confirmation tone to sound after activation/deactivation of the anti-theft alarm?

Yes:
- Press button **1**.

No:
- Press button **2**.

- **Step 2**:

No function allocated to this step.
- Press button **1** or button **2**.

- **Step 3**: Which alarm tone would you like the alarm to sound?

Rising and falling:
- Press button **1**.

Intermittent:
- Press button **2**.

- **Step 4**: Do you want to have the alarm function activated automatically when you switch off the ignition?

Yes:
• Press button **1**.

No:
• Press button **2**.

Under what circumstances is programming aborted?

Programming is cancelled by switching off the ignition prior to the last programming step, or it is automatically cancelled if more than 30 seconds elapse between two programming steps.
The new settings are not saved if programming is aborted.

Saving programming

Programming is automatically saved by switching off the ignition after the last programming step or it is automatically saved 30 seconds after the last programming step.

The anti-theft alarm LED goes out and four acknowledgement tones sound.

Registering additional remote controls

– with alarm system (DWA) OE

When is it necessary to register a remote control?

If you want to register an additional remote control or register a remote control as a replacement for one that has been mislaid, you must always register all the remote control units with the anti-theft alarm. You can register a maximum of four remote control units.

Registering remote control

• Deactivate the alarm function.
• Switch on the ignition.
• Press button **2** three times.
» Acknowledgement tone sounds once.
• Within ten seconds, switch off the ignition.
• Press button **2** three times.
» Acknowledgement tone sounds once.
• Within ten seconds, switch on the ignition.

» Acknowledgement tone sounds twice.

You can now register a maximum of four remote control units with the anti-theft alarm. Registration is a three-step process and has to be repeated for each remote control unit.

- Press and hold down button **1** and button **2**.

» LED flashes for ten seconds.

- As soon as the LED goes out, release button **1** and button **2**.

» LED lights up.

- Press button **1** or button **2**.

» Alarm tone sounds once.
» LED goes out.
» Remote control has been registered.

- Repeat this three-step procedure for each additional remote control.

Termination of registration

Registration is terminated in the following situations:

– 4 remote control units have been logged on.
– Ignition is switched OFF.
– 30 seconds elapse without a button being pressed after the ignition has been switched off.
– 30 seconds elapse without a button being pressed after a remote control unit has been registered.

When registration terminates the LED flashes and the acknowledgement tone sounds three times.

Synchronising

– with alarm system (DWA) OE

When is it necessary to synchronise the remote control?

The remote control has to be synchronised if the buttons of the remote control have been pressed more than 256 times outside the receiver's range. Once this limit has been reached, the receiver on the vehicle will no longer react to the signals from the remote control.

Synchronising remote control

- Press and hold down button **1** and button **2**.

» LED flashes for ten seconds.

- As soon as the LED goes out, release button **1** and button **2**.

» LED lights up.

- Press button **1** or button **2**.

» LED goes out.

– Remote control has been synchronised.

Battery

– with alarm system (DWA) OE

When does the battery have to be changed?

The batteries in the remote control must be renewed after approximately 2-3 years. You can tell that the battery is weak if the LED does not light up or lights up only briefly when a button is pressed.

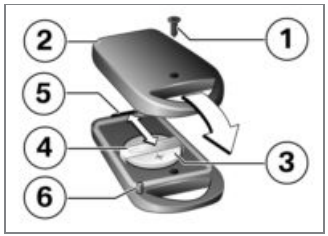
Changing battery

ATTENTION

Batteries unsuitable or not inserted in compliance with correct procedure

Component damage

- Use only the specified type of battery (see "Technical Data").
- When inserting the battery, always make sure polarity is correct.◀



- Remove screw **1** and remove bottom part of housing **2**.
- Slide old battery **3** forward from under retainer **4**.
- Insert a new battery. In this process, make sure the positive terminal of the battery is facing upwards.
- Position the lower housing section on the lug **5** at the front edge and close it. In this process, observe the two guide pins **6**.
- Install the screw.

» The LED on the remote control lights up, indicating that the

remote control has to be activated.

- To activate the remote control, make sure that it is within range of the receiver and press button **1** twice.

» LED **2** starts flashing and then goes out after a few seconds.

» The remote control is again ready for use.

Adjustment

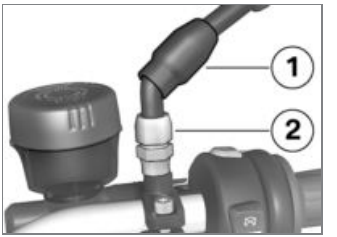
Mirrors 68
Headlight 68
Clutch 69
Brakes 69
Spring preload 70
Damping 71

Mirrors

Adjusting mirrors

- Turn the mirror to the correct position.

Adjusting mirror arm



- Push protective cap **1** up over the threaded fastener on the mirror arm.
- Counter-holder nut **2** and turn the mirror arm to the desired position.
- Push the protective cap over the threaded fastener.

Headlight

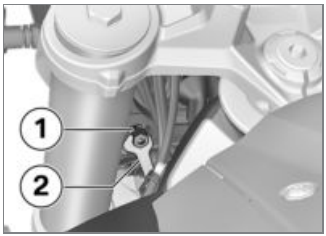
Headlight beam throw and spring preload

Headlight beam throw is generally kept constant when spring preload is adjusted to suit load. Spring preload adjustment might not suffice only if the motorcycle is very heavily loaded. Under these circumstances, headlight beam throw has to be adjusted to suit the weight carried by the motorcycle.

NOTICE

If there are doubts about the correct headlight beam throw, have the setting checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

Adjusting headlight beam throw



If, for a high load, the adjustment of the spring pre-load is no longer sufficient not to dazzle oncoming traffic:

- Turn adjusting screw **1** counter-clockwise with open-ended spanner **2** (on-board toolkit) to lower the headlight beam.

When the motorcycle is again ridden with a lower load:

- Have the basic settings of the headlight restored by a specialist workshop, best of all by a BMW Motorrad dealer.

Clutch

Clutch lever

WARNING

Adjusting the clutch lever while riding

Risk of accident

- Do not attempt to adjust the clutch lever unless the motorcycle is at a standstill.◀

- Turn adjusting screw **1** clockwise to increase the span between the clutch lever and the handlebar grip.
- Turn adjusting screw **1** counter-clockwise to reduce the span between the clutch lever and the handlebar grip.

NOTICE

The adjusting screw is easier to turn if you push the clutch lever forward.◀

Brakes

Brake lever

WARNING

Relocated brake fluid tank

Air in the brake system

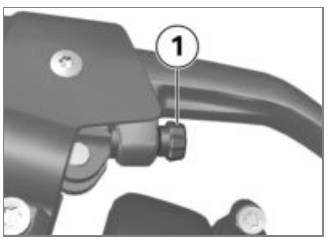
- Do not turn the handlebars or the handlebar fitting on the handlebar.◀

WARNING

Adjusting the brake lever while riding

Risk of accident

- Do not attempt to adjust the brake lever unless the motorcycle is at a standstill.◀



- Turn adjusting screw **1** clockwise to increase the span between the brake lever and the handlebar grip.
- Turn adjusting screw **1** counter-clockwise to reduce the span between the brake lever and the handlebar grip.

NOTICE

The adjusting screw is easier to turn if you push the brake lever forward.◀

Spring preload

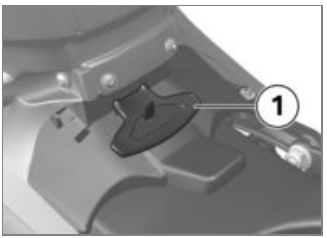
Adapt to load

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

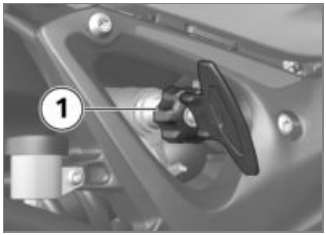
Adjusting spring preload for rear wheel

– without Electronic Suspension Adjustment (ESA) OE

- Place the motorcycle on its stand on firm, even ground.
- Remove seat (➠ 54).



- Remove on-board toolkit **1**.



WARNING

Spring preload setting and spring-strut damping setting not matched.

Impaired handling.

- Adjust spring-strut damping to suit spring preload.◀
- If you want to increase spring preload, use the tool from the on-board toolkit to turn knob **1** clockwise.
- If you want to reduce spring preload, use the tool from the on-board toolkit to turn knob **1** counter-clockwise.

Basic setting of spring preload, rear
Turn the adjuster knob **anti-clockwise** to the limit position. (One-up riding without luggage)
Turn the adjuster knob **anti-clockwise** to the limit position, and then 10 turns clockwise. (One-up with luggage)
Turn the adjuster knob **clockwise** to the limit position. (Two-up with luggage)

- Stow the on-board toolkit in its correct position.
- Installing the seat (➠ 55).

Damping

Adapt to surface conditions

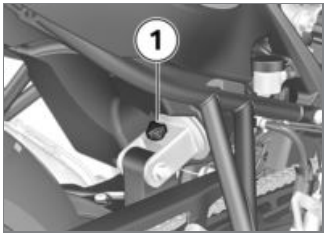
Damping must be adapted to suit the condition of the surface on which the motorcycle is ridden and to suit spring preload.

– An uneven surface requires softer damping than a smooth surface.
– An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

Adjusting the damping characteristic for rear wheel

– without Electronic Suspension Adjustment (ESA) OE

- Place the motorcycle on its stand on firm, even ground.



- Turn the adjusting screw **1** clockwise to harden the damping action.
- Turn the adjusting screw **1** anticlockwise to soften the damping action.

Basic setting of rear-suspension damping characteristic
Turn the adjuster knob clockwise to the limit position, and then 1.5 turns anti-clockwise. (One-up riding without luggage)

Basic setting of rear-suspension damping characteristic
Turn the adjuster knob clockwise to the limit position, and then 0.5 turns anti-clockwise. (One-up with luggage)
Turn the adjuster knob clockwise to the limit position, and then 0.5 turns anti-clockwise. (Two-up with luggage)

Riding

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Securing motorcycle for transportation 85

Safety instructions

Rider's equipment

The following clothing will protect you for every journey:
– Helmet
– Motorcycling jacket and trousers
– Gloves
– Boots

This applies even to short journeys, and to every season of the year. Your authorised BMW Motorrad dealer will be glad to advise you on the correct clothing for every purpose.

Load correctly

WARNING

Handling adversely affected by overloading and imbalanced loads
Risk of falling

- Do not exceed the permissible gross weight and be sure to comply with the instructions on loading.◀
- Adjusting spring preload setting and damping to the total weight.

– with sports cases OA
or
– with touring cases OA

- Ensure that the case volumes on the left and right are equal.
- Make sure that the weight is uniformly distributed between right and left.
- Pack heavy items at the bottom and toward the inboard side.
- Note the maximum permissible payload and the speed limit for riding with cases fitted, as stated on the label inside the case (see also the section entitled "Accessories").◁

– with topcase OA

- Note the maximum permissible payload and the speed limit for riding with topcase fitted, as stated on the label inside the case (see also the section entitled "Accessories").◁

– with tank bag OA

- Note the maximum permissible payload of the tank rucksack (see also the section entitled "Accessories").

Payload of tank rucksack
≤5 kg◁

– with luggage carrier OE

- Note the maximum permissible payload of the luggage carrier (see also the section entitled "Accessories").

	Payload of luggage carrier
max 10 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.:

– Spring-strut and shock-absorber system not set up correctly
– Imbalanced load
– Loose clothing
– Insufficient tyre pressure
– Poor tyre tread
– Added luggage systems such as cases, topcase, two-way radio box and tank rucksack. Observe the speed limit indicated on the label in the respective luggage system.

Risk of poisoning

Exhaust fumes contain carbon monoxide, which is colourless and odourless but highly toxic.

⚠ WARNING

Exhaust gases adversely affecting health

Risk of asphyxiation

- Do not inhale exhaust fumes.
- Do not run the engine in an enclosed space.◀

Risk of burn injury

⚠ CAUTION

Engine and exhaust system become very hot when the vehicle is in use

Risk of burn injury

- When you park the vehicle make sure that no-one and no objects can come into contact with the hot 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 guidelines must be observed:

– Do not run the fuel tank dry.
– Do not attempt to start or run the engine with a spark-plug cap disconnected.
– Stop the engine immediately if it misfires.
– Use only unleaded fuel.
– Comply with all specified maintenance intervals.

ATTENTION

Unburned fuel in catalytic converter

Damage to catalytic converter

- Note the points listed for protection of the catalytic converter.◀

Risk of overheating

ATTENTION

Engine running for prolonged period with vehicle at standstill

Overheating due to insufficient cooling; in extreme cases vehicle fire

- Do not allow the engine to idle unnecessarily.
- Ride away immediately after starting the engine.◀

Tampering

ATTENTION

Tampering with the motorcycle (e.g. engine management ECU, throttle valves, clutch)

Damage to the affected parts, failure of safety-relevant functions, voiding of warranty

- Do not tamper with the vehicle in any way that could result in tuned performance.◀

Comply with checklist

- At regular intervals, use the checklist below to check your motorcycle.

When changing the load status

– without Electronic Suspension Adjustment (ESA) OE

- Adjusting spring preload for rear wheel (➠ 70).
- Adjusting the damping characteristic for rear wheel (➠ 71).◁

– with Electronic Suspension Adjustment (ESA) OE

- Adjusting the chassis and suspension (➠ 52).◁

Always before riding off

- Check operation of the brake system.
- Check operation of the lights and signalling equipment.
- Checking clutch function (➠ 105).
- Checking tyre tread depth (➠ 107).
- Check that cases and luggage are securely held in place.

Every 3rd refuelling stop

- Checking engine oil level (➠ 98).
- Checking front brake pad thickness (➠ 101).
- Check rear brake pad thickness (➠ 102).
- Checking brake-fluid level, front brakes (➠ 103).
- Checking the brake-fluid level, rear brakes (➠ 104).

- Check coolant level (➠ 106).
- Lubricate the chain (➠ 116).
- Check chain sag (➠ 116).

Starting

Start engine

ATTENTION

Sufficient gearbox lubrication only with the engine is running.

Gearbox damage

- Do not allow the motorcycle to roll for a lengthy period of time or push it a long distance with the engine switched off.◀

- Switching on ignition (➠ 42).

» Pre-Ride-Check is performed. (➠ 78)

» ABS self-diagnosis is in progress. (➠ 78)

– with Automatic Stability Control (ASC)[OE]

» ASC self-diagnosis is in progress. (➠ 79)◁

- Select neutral or, if a gear is engaged, pull the clutch lever.

NOTICE

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

- When starting a cold engine at low ambient temperatures: disengage the clutch and turn the twistgrip slightly to open the throttle.

- Press starter button **1**.

NOTICE

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.
See the subsection on jump starting in "Maintenance" for more details.◀

The engine starts.

» If the engine refuses to start, consult the troubleshooting chart in the section entitled "Technical data". (➠ 152)

Pre-Ride-Check

When the ignition is switched on, the instrument cluster runs a test of the instrument dials and the indicator and warning lights known as the "Pre-Ride-Check". The test is aborted if you start the engine before it completes.

Phase 1

The engine speed and speed indicators move up to the end stop. At the same time, all the indicator and warning lights are switched on in succession.

Phase 2

The 'General' warning light changes from yellow to red.

Phase 3

The rev. counter and speedometer needles both swing to the starting position on their scales. At the same time, all the indicator and warning lights switched on in the initial phase are switched off in reverse sequence.

The malfunction indicator lamp only goes out after 15 seconds.

If a needle did not move or if an indicator or warning light did not illuminate:

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

ABS self-diagnosis

BMW Motorrad ABS performs self-diagnosis to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition. The motorcycle has to move forward a few metres for the wheel-speed sensors to be tested.

Phase 1

Test of the diagnosable system components with the vehicle at a standstill.

ABS telltale and warning light flashes.

Phase 2

Test of the wheel-speed sensors as the vehicle pulls away from rest.

ABS telltale and warning light flashes.

ABS self-diagnosis completed

The ABS telltale and warning light goes out.

- Check all the telltale and warning lights.

After the ABS self-diagnosis completes, an indicator showing an ABS fault will appear.

- You can continue to ride. Bear in mind that the ABS function is not available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

ASC self-diagnosis

– with Automatic Stability Control (ASC)[OE]

BMW Motorrad ASC performs self-diagnosis to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition.

Phase 1

Test of the diagnosable system components with the vehicle at a standstill.

ASC telltale and warning light slow-flashes.

Phase 2

Test of the diagnosis-compatible system components while the motorcycle is on the move.

ASC telltale and warning light slow-flashes.

ASC self-diagnosis completed

The ASC telltale and warning light goes out.

- Check all the indicator and warning lights.

After the ASC self-diagnosis completes, an indicator showing an ASC fault will appear.

- You can continue to ride. Bear in mind that the ASC function is not available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Running in

Engine

- Until the running-in check, vary the throttle opening and engine-speed range frequently; avoid riding at constant engine rpm for prolonged periods.
- Try to do most of your riding during this initial period on twisting, fairly hilly roads, avoiding high-speed main roads and highways if possible.
- Comply with the rpm limits for running in.

Running-in speed
<5000 min^{-1} (Odometer reading 0...1200 km)
No full load (Odometer reading 0...1200 km)

- Note the mileage after which the running-in check should be carried out.

Mileage until the first running-in check
500...1200 km

Brake pads

New brake pads have to bed down before they can achieve their optimum friction levels. You can compensate for this initial reduction in braking efficiency by exerting greater pressure on the levers.

WARNING

New brake pads

Longer stopping distance, risk of accident

- Apply the brakes in good time.◀

Tyres

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

WARNING

New tyres losing grip on wet roads and at extreme bank angles

Risk of accident

- Ride carefully and avoid extremely sharp inclines.◀

Shifting gear

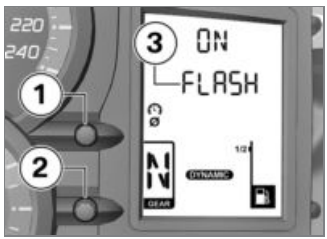
– with on-board computer[OE]

rpm redline warning

The rpm redline warning indicates to drivers when the engine has reached the engine speed range highlighted in red. This signal is indicated by an rpm redline warning **1** flashing in red. The signal remains active until you shift up or reduce engine speed. The rpm redline warning can be activated or deactivated by the rider.

Activating the rpm redline warning

- Switching on ignition (➠ 42).



- Press button **1** and button **2** at the same time and hold them down until the reading changes.

» FLASH **3** and ON or OFF are displayed.

- Repeatedly press button **1** until the reading shows the mode you want.

» ON: rpm redline warning activated.

» OFF: rpm redline warning deactivated.

- To save the setting, press button **1** and button **2** at the same time and hold them down until the reading changes.

Brakes

How can stopping distance be minimised?

Each time the brakes are applied, a load distribution shift takes place with the load shifting forward from the rear to the front wheel. The sharper the motorcycle decelerates, the more load is shifted to the front wheel. The higher the wheel load, the more braking force can be transmitted without the wheel locking.
To optimise stopping distance, apply the front brakes rapidly and keep on increasing the force you apply to the brake lever. This makes the best possible use of the dynamic increase in load at the front wheel. Remember to pull the clutch at the same time. In the "panic braking situations" that are trained so frequently braking force is applied as rapidly as possible and with the rider's full force applied to the brake levers; under these circumstances the dynamic shift in load distribution cannot keep pace with the increase in deceleration and the tyres cannot transmit the full braking force to the surface of the road.

Under these circumstances the front wheel can lock up.

BMW Motorrad ABS prevents the front wheel from locking up.

Descending mountain passes

WARNING

Braking only with the rear brake on mountain descents

Brake fade, destruction of the brakes due to overheating

- Use both front and rear brakes, and make use of the engine's braking effect as well.◀

Wet and dirty brakes

Wetness and dirt on the brake discs and the brake pads diminish braking efficiency.

Delayed braking action or poor braking efficiency must be reckoned with in the following situations:

– Riding in the rain or through puddles of water.
– After the vehicle has been washed.
– Riding on salted or gritted roads.
– After work has been carried on the brakes, due to traces of oil or grease.
– Riding on dirt-covered surfaces or off-road.

WARNING

Wetness and dirt result in diminished braking efficiency

Risk of accident

- Apply the brakes lightly while riding to remove wetness and dirt, or dismount and clean the brakes.
- Think ahead and brake in good time until full braking efficiency is restored.◀

Parking your motorcycle

Side stand

- Switch off the engine.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

ATTENTION

Poor ground underneath the stand

Risk of damage to parts if vehicle topples

- Always check that the ground under the stand is level and firm.◀

ATTENTION

Additional weight placing strain on the side stand

Risk of damage to parts if vehicle topples

- Do not sit or lean on the vehicle while it is propped on the side stand.◀
- Extend the side stand and prop the motorcycle on the stand.
- If the camber of the roadway permits, turn the handlebars all the way to the left.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

Centre stand

– with centre stand OE

- Switch off the engine.
- On a gradient, the motorcycle should always face uphill.

ATTENTION

Poor ground underneath the stand

Risk of damage to parts if vehicle topples

- Always check that the ground under the stand is level and firm.◀

ATTENTION

Centre stand folds in due to sharp movements

Risk of damage to parts if vehicle topples

- Do not lean or sit on the vehicle with the centre stand extended.◀
- Extend the centre stand and lift the motorcycle onto the stand.

Refuelling

Fuel grade

Requirement

For optimum fuel consumption, fuel should be sulphur-free or as low-sulphur as possible.

ATTENTION

Engine operation with leaded fuel

Damage to catalytic converter

- Do not attempt to run the vehicle on leaded fuel or fuel with metallic additives (e.g. manganese or iron).◀
- You can run the engine on fuel with a maximum ethanol content of 10 %, i.e. E10.

Recommended fuel grade
Super unleaded 95 ROZ/RON 89 AKI

Refuelling

WARNING

Fuel is highly flammable

Risk of fire and explosion

- Do not smoke. Never bring a naked flame near the fuel tank.◀

ATTENTION

Component damage

Component damage caused by overfilled fuel tank

- Overfilling the fuel tank will cause excess fuel to penetrate the carbon canister and cause component damage.
- Fill the fuel tank up to the lower edge of the filler neck only.◀

ATTENTION

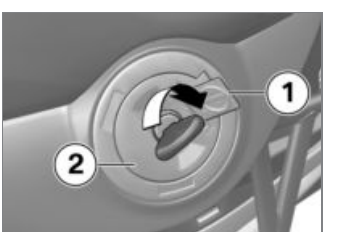
Wetting of plastic surfaces by fuel

Damage to the surfaces (surfaces become unsightly or dull)

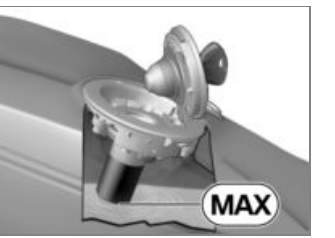
- Clean plastic surfaces immediately after contact with fuel.◀
- Make sure the ground is level and firm and place the motorcycle on its side stand.

NOTICE

The volume of the tank can be utilised to the full only when the motorcycle is propped on its side stand.◀



- Open protective cap **1**.
- Use the ignition key to unlock fuel filler cap **2** by turning the key clockwise, and flip the cap open.



- Refuel with fuel of the grade stated below; do not fill the tank beyond the bottom edge of the fuel filler neck.

NOTICE

When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, as otherwise the new level will not be registered and the fuel warning light indicating that the

level is down to reserve will not be switched off.◀

NOTICE

The "usable fuel capacity" specified in the technical data is the quantity that the fuel tank could hold if refilled after it had been run dry and the engine had cut out due to a lack of fuel.◀

Usable fuel capacity
approx. 15 l
Fuel reserve
approx. 3 l

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

Securing motorcycle for transportation

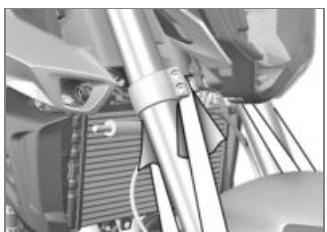
- Make sure that all components that might come into contact with straps used to secure the motorcycle are adequately protected against scratching.

ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.◀
- Push the motorcycle onto the transportation flat and hold it in position: do not place it on the side stand or centre stand.



ATTENTION

Trapping of components

Component damage

- Do not trap components such as brake lines or cable legs.◀
- At the front, secure the straps to the bottom fork bridge on

both sides and tighten the straps.

- At the rear, secure the straps to the rear footrests on both sides and tighten the straps.
- Tighten all the straps uniformly; the vehicle's suspension should be compressed tightly front and rear.

Engineering details

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Automatic Stability Control (ASC) 90
Tyre pressure monitoring (RDC) 91

General instructions

To find out more about engineering go to:
bmw-motorrad.com/technik

Anti-lock brake system (ABS)

How does ABS work?

The amount of braking force that can be transferred to the road depends on factors that include the coefficient of friction of the road surface. Loose stones, ice and snow or a wet road all have much lower coefficients of friction than a clean, dry asphalt surface. The lower the coefficient of friction, the longer the braking distance.

If the rider increases braking pressure to the extent that braking force exceeds the maximum transferable limit, the wheels start to lock and the motorcycle loses its directional stability; a fall is imminent. Before this situation can occur, ABS intervenes and adapts braking pressure to the maximum transferable braking force. The wheels continue to turn and the driving stability is retained irrespective of the road condition.

What are the effects of surface irregularities?

Surface irregularities can cause the wheels to lose contact temporarily with the road surface. If this happens the braking force that can be transmitted to the road can drop to zero. If the brakes are applied under these circumstances the ABS has to reduce braking force to ensure that directional stability is maintained when the wheels regain contact with the road surface. At this instant the ABS must assume an extremely low coefficient of friction, so that the wheels will continue to rotate under all imaginable circumstances, because this is the precondition for ensuring directional stability. As soon as it registers the actual circumstances, the system reacts instantly and adjusts braking force accordingly to achieve optimum braking.

Rear wheel lift

Under very severe and sudden deceleration, however, under certain circumstances it is possible that the BMW Motorrad ABS will be unable to prevent the rear wheel from lifting clear of the ground. If this happens the outcome can be a highsiding situation in which the motorcycle can flip over.

WARNING

Rear wheel lift due to severe braking

Risk of falling

- When you brake sharply, bear in mind that ABS control cannot always be relied on to prevent the rear wheel from lifting clear of the ground.◀

What is the design baseline for BMW Motorrad ABS?

Within the limits imposed by physics, the BMW Motorrad ABS ensures directional stability on any surface. The system is not optimised for special requirements that apply under extreme competitive situations off-road or on the race course.

Special situations

The speeds of the front and rear wheels are compared as one means of detecting a wheel's incipient tendency to lock. If the system registers implausible values for a lengthy period the ABS function is deactivated for safety reasons and an ABS fault message is issued. Self-diagnosis has to complete before fault messages can be issued. In addition to problems with the BMW Motorrad ABS, exceptional riding conditions can also cause a fault message to be issued:

– Riding for a lengthy period with the front wheel lifted off the ground (wheelie).
– Rear wheel rotating with the vehicle held stationary by applying the front brake (burnout).
– Heating up with the motorcycle on the centre stand or an auxiliary stand, engine idling or with a gear engaged.
– Rear wheel locked for a lengthy period, for example while descending off-road.

If a fault message is issued on account of exceptional riding conditions, you can reactivate the ABS function by switching the ignition off and on again.

How important is regular maintenance?

WARNING

Brake system not regularly serviced.

Risk of accident

- In order to ensure that the ABS is always maintained in optimum condition, it is essential for you to comply strictly with the specified inspection intervals.◀

Reserves for safety

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.

WARNING

Braking when cornering

Risk of accident despite ABS

- Invariably, the rider bears responsibility for assessing road and traffic conditions and adopting his or her style of riding accordingly.
- Do not take risks that would negate the additional margin of safety offered by this system.◀

Automatic Stability Control (ASC)

– with Automatic Stability Control (ASC)[OE]

How does ASC work?

The BMW Motorrad ASC compares the speed of rotation of the front wheel and the rear wheel. The differential is used to compute slip as a measure of the reserves of stability available at the rear wheel. If slip exceeds a certain limit, the engine control intervenes and adapts the engine torque accordingly.

What is the design baseline for ASC?

The BMW Motorrad ASC is designed as an assistant system for the rider during 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 optimised for special requirements that apply under extreme competitive situations off-road or on the race course. The BMW Motorrad ASC can be deactivated in these cases.

WARNING

Risky riding

Risk of accident despite ASC

- Invariably, the rider bears responsibility for assessing road and traffic conditions and adopting his or her style of riding accordingly.
- Do not take risks that would negate the additional safety offered by this system.◀

Special situations

In accordance with the laws of physics, the ability to accelerate is restricted more and more as the angle of heel increases. Consequently, there can be a perceptible reduction in acceleration out of very tight bends.

The speeds of the front and rear wheels are compared as one means of detecting the rear wheel's incipient tendency to spin or slip sideways. If the system registers implausible values for a lengthy period the ASC function is deactivated for safety reasons and an ASC fault message is issued. Self-diagnosis has to complete before fault messages can be issued.
The following exceptional riding conditions can lead to an automatic shutdown of the BMW Motorrad ASC:

- Riding for a lengthy period with the front wheel lifted off the ground (wheelie).
- Rear wheel rotating with the vehicle held stationary by applying the front brake (burnout).
- Heating up with the motorcycle on the centre stand or an auxiliary stand, engine idling or with a gear engaged.

Accelerating the motorcycle to a speed in excess of 5 km/h after switching the ignition off and then on again reactivates the ASC.

If the front wheel lifts clear of the ground under severe acceleration, the ASC reduces engine torque until the front wheel regains contact with the ground. Under these circumstances, BMW Motorrad recommends rolling the throttle slightly closed so as to restore stability with the least possible delay.

When riding on a slippery surface, never snap the throttle twistgrip fully closed without pulling the clutch at the same time. Engine braking torque can cause the rear wheel to lock, with a corresponding loss of stability. The BMW Motorrad ASC is unable to control a situation of this nature.

Tyre pressure monitoring (RDC)

– with tyre pressure control (RDC) OE

Function

A sensor integrated into each tyre measures the air temperature and the air pressure inside the tyre and transmits this information to the control unit.

Each sensor has a centrifugal-force tripswitch that does not enable transmission of the measured values until the vehicle has accelerated to about 30 km/h. The display shows "––" for each tyre until the tyre-pressure signal is received for the first time. The sensors continue to transmit the measured-value signals for approximately 15 minutes after the motorcycle comes to a stop.

An error message is issued if wheels without sensors are fitted to a motorcycle equipped with an RDC control unit.

Temperature compensation

Tyre pressure is a temperature-dependent variable: pressure increases as tyre air temperature rises and decreases as tyre air temperature drops. Tyre air temperature depends on ambient temperature, on the driving style and the duration of the ride.

The tyre pressure readings shown by the multifunction display are temperature-compensated. They are based on a tyre air temperature of 20 °C. Filling pressure testers at filling stations do not compensate for temperature. The measured tyre pressure is dependent on the tyre air temperature. In most instances, therefore, these gauge readings will not tally with the pressures shown by the multifunction display.

Tyre pressure ranges

The RDC control unit differentiates between 3 tyre pressure ranges, all of which are parametrised for the vehicle:

– Tyre pressure within permitted tolerance.
– Tyre pressure close to limit of permitted tolerance.
– Tyre pressure outside permitted tolerance.

Pressure adaptation

Compare the RDC value on the multifunction display with the value in the table on the back cover of the Rider's Manual. Then use the air line at a service station to compensate for the difference between the RDC reading and the value in the table.

Example: According to the Rider's Manual, the tyre pressure should be 2.5 bar, but the reading in the multifunction display is 2.3 bar. The tester at the filling station shows 2.4 bar. You must now increase this value

by 0.2 bar to 2.6 bar to establish the correct tyre pressure.

Maintenance

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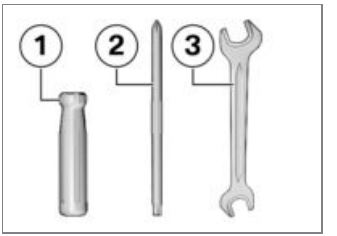
General instructions

The "Maintenance" chapter describes straightforward procedures for checking and replacing certain wear parts.
Special tightening torques are listed as applicable. The tightening torques for the threaded fasteners on your vehicle are listed in the section entitled "Technical data".
Further information on maintenance and repair work is available from your BMW Motorrad authorised dealer in the form of a DVD.

Some of the work requires special tools and a thorough knowledge of the technology involved. If you are in doubt, consult a specialist workshop, preferably your authorised BMW Motorrad dealer.

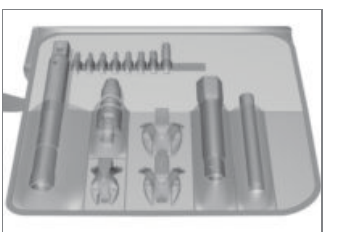
Toolkit



1 Screwdriver handle
2 Reversible screwdriver blade
Phillips PH1 and Torx T25
– Replacing bulbs for front and rear turn indicators (➠ 121).
– Replacing bulb for brake light and rear light (➠ 120).
– Removing battery (➠ 128).
– Removing body panels.
3 Open-ended spanner
Width across flats 13/17
– Adjusting mirror arm (➠ 68).
– Adjusting headlight beam throw (➠ 69).

Service toolkit

– with service tool kit OA



BMW Motorrad has assembled a service toolkit that is ideal for carrying out extended work (e.g. removing and installing wheels) on this motorcycle. You can obtain the tools set from your authorised BMW Motorrad dealer.

Front-wheel stand

Installing the front-wheel stand

ATTENTION

Use of the BMW Motorrad front wheel stand without accompanying use of centre stand or auxiliary stand

Risk of damage to parts if vehicle topples

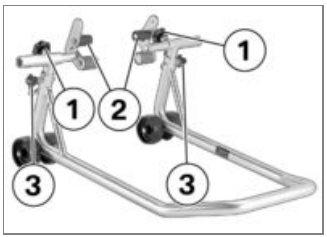
- Place the motorcycle on its centre stand or another auxiliary stand before lifting the front wheel with the BMW Motorrad front-wheel stand.◀

– without centre stand OE

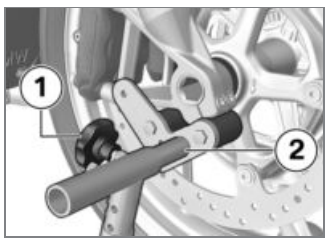
- Make sure the ground is level and firm and place the motorcycle on a suitable auxiliary stand. BMW Motorrad recommends the BMW Motorrad auxiliary stand.◁

– with centre stand OE

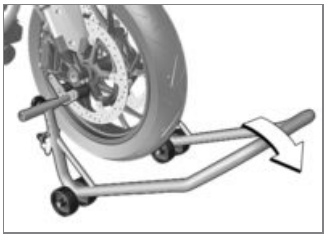
- Make sure the ground is level and firm and place the motorcycle on its centre stand.◁



- Use basic stand with front-wheel adapter. The basic stand and its accessory components are available from your BMW Motorrad authorised dealer.
- Slacken securing screw **1**.
- Push the two adapters **2** apart until the front forks slide between them.
- Use locating pins **3** to set the front-wheel stand to the desired height.
- Centre the front-wheel stand relative to the front wheel and push it against the front axle.



- Align the two adapters **2** so that the front forks are securely seated.
- Tighten securing screws **1**.



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

– with centre stand OE

ATTENTION

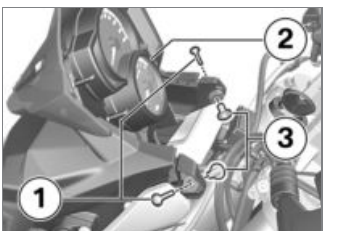
Centre stand retracts if the vehicle lifted too high

Risk of damage to parts if vehicle topples

- When raising the vehicle, make sure that the centre stand remains on the ground.
- If necessary, adjust the height of the front-wheel stand.◀
- Make sure the motorcycle is standing firmly.◁

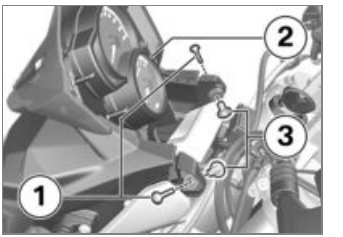
Headlight fairing

Swinging headlight fairing down



- Remove screws **1**.
- Carefully swing headlight fairing **2** forward, making sure that bushings **3** do not drop out.

Securing light-top shield



- Swing headlight fairing **2** up, making sure that bushings **3** are in position.
- Install screws **1**.

Engine oil

Checking engine oil level

ATTENTION

Misinterpretation of oil level reading, because oil level is temperature-dependent (the higher the temperature, the higher the oil level)

Engine damage

- Check the oil level only after a lengthy ride or when the engine is at operating temperature.◀
- Wipe the area around the oil filler neck clean.
- Allow the engine to idle until the fan starts up, then allow it to idle one minute longer.
- Switch off the engine.

ATTENTION

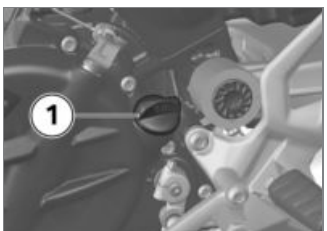
Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

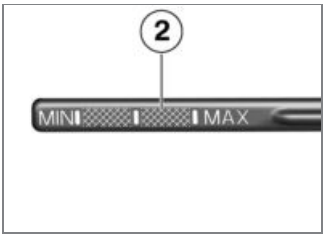
- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.◀
- Make sure the engine is at operating temperature and hold the motorcycle upright.

– with centre stand OE

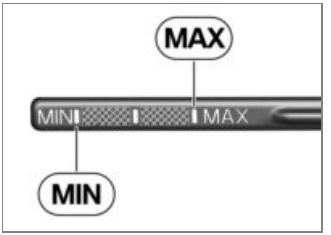
- Check that the engine is at operating temperature, make sure the ground is level and firm and place the motorcycle on its centre stand.◁



- Remove oil dipstick **1**.



- Use a dry cloth to wipe gauge length **2** clean.
- Seat the oil dipstick on the filler neck, but do not engage the threads.
- Remove the oil dipstick and check the oil level.



Engine oil, specified level
between **MIN** and **MAX** marks

Engine oil, quantity for topping up
SAE 15W-50, API SJ / JASO MA2, Additives (e.g. molybdenum-based) are not permissible because they can attack coated components of the engine, BMW Motorrad recommends BMW Motorrad ADVANTEC Pro oil.

Engine oil, quantity for topping up
max 0.4 l (Difference between MIN and MAX)

If the oil level is below the MIN mark:

- Topping up the engine oil (➠ 100).

If the oil level is above the MAX mark:

- Have the oil level corrected by a specialist workshop, preferably an authorised BMW Motorrad dealer.

- Install the oil dipstick.

Topping up the engine oil

ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.◀
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Wipe the area around the filler neck clean.

- Remove oil dipstick **1**.

ATTENTION

Use of insufficient engine oil or too much engine oil

Engine damage

- Always make sure that the oil level is correct.◀
- Top up the engine oil to the specified level.
- Checking engine oil level (➠ 98).
- Install the oil dipstick.

Brake system

Checking function of brakes

- Operate the brake lever.

» The pressure point must be clearly perceptible.

- Press the footbrake lever.

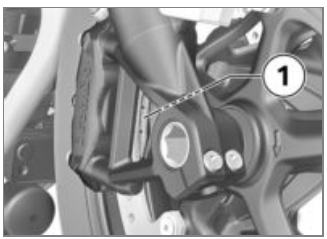
» The pressure point must be clearly perceptible.

If pressure points are not clearly perceptible:

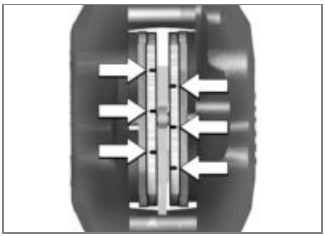
- Have the brakes checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Checking front brake pad thickness

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



- Visually inspect the left and right brake pads to ascertain their thickness. Viewing direction: between wheel and front suspension toward brake pads **1**.



	Brake-pad wear limit, front
min 1.0 mm (Friction pad only, without backing plate. The wear indicators (grooves) must be clearly visible.)	

If the wear indicating marks are no longer clearly visible:

⚠ WARNING

Brake-pad thickness less than permissible minimum

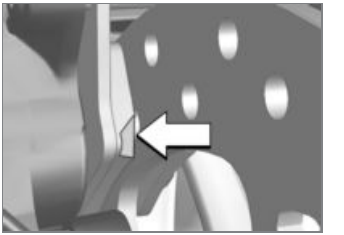
Diminished braking effect, damage to the brakes

- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.◀
- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Check rear brake pad thickness

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

- Visually inspect the brake pads to ascertain their thickness. Viewing direction: from the rear toward brake pads **1**.



	Brake-pad wear limit, rear
min 1.0 mm (Friction pad only, without backing plate. The wear marks must be clearly visible.)	

If the wear indicating mark is no longer visible:

WARNING

Brake-pad thickness less than permissible minimum
Diminished braking effect, damage to the brakes

- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.◀
- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Checking brake-fluid level, front brakes

WARNING

Not enough brake fluid in brake fluid reservoir
Considerably reduced braking power due to air in the brake system

- Check the brake-fluid level at regular intervals.◀
- Make sure the ground is level and firm and hold the motorcycle upright.

– with centre stand OE

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

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

NOTICE

Wear of the brake pads causes the brake fluid level in the reservoir to sink.◀

Brake fluid level, front (visual inspection)
Brake fluid, DOT4
The brake fluid level must not drop below the **MIN** mark.

If the brake fluid level drops below the permitted level:

- Have the defect rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Checking the brake-fluid level, rear brakes

WARNING

Not enough brake fluid in brake fluid reservoir

Considerably reduced braking power due to air in the brake system

- Check the brake-fluid level at regular intervals.◀
- Make sure the ground is level and firm and hold the motorcycle upright.

– with centre stand OE

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

- Check the brake fluid level in rear reservoir **1**.

NOTICE

Wear of the brake pads causes the brake fluid level in the reservoir to sink.◀

Brake fluid level, rear
Brake fluid, DOT4
The brake fluid level must not drop below the **MIN** mark.

If the brake fluid level drops below the permitted level:

- Have the defect rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Clutch

Checking clutch function

- Pull the clutch lever.

» The pressure point must be clearly perceptible.

If the pressure point is not clearly perceptible:

- Have the clutch checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Checking the clutch play

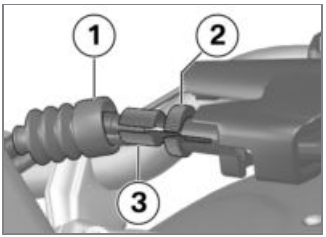
- Operate the clutch lever until resistance can be felt whilst observing the notch between edges **1** and **2** in the manual valve.

» The inner edge **1** of the brake cable should be able to move up to outer edge **2** of the handbrake fitting.

Clutch play is out of tolerance:

- Adjust clutch play (➠ 105).

Adjust clutch play

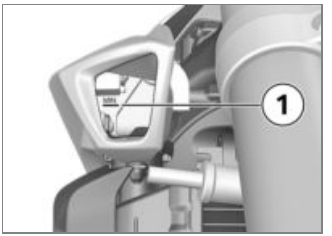


- Move the rubber grommet **1** to one side.
- Slacken nut **2**.
- To increase clutch play: screw the adjusting screw **3** into the manual valve.
- To reduce clutch play: unscrew the adjusting screw **3** from the manual valve.
- Checking the clutch play (➠ 105).
- Tighten nut **2** while holding the adjusting screw **3** in position.
- Fasten the rubber grommet **1** over the nut.

Coolant

Check coolant level

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Turn the handlebars all the way to left.



- Check the coolant level in expansion tank **1**. Viewing direction: from in front through the opening in the side panel to the expansion tank.

	Specified level for coolant
between **MIN** and **MAX** marks on the expansion tank (Engine cold)	

If the coolant drops below the permitted level:

- Top up the coolant.

Top up coolant

- Remove seat (➠ 54).
- Remove centre trim panel (➠ 122).
- Removing right side panel (➠ 123).

- Open cap **1** of the expansion tank.
- Top up coolant to specified level.
- Close the cap of the expansion tank.
- Install the right side panel (➠ 124).

Tyres

Checking tyre pressure

WARNING

Incorrect tyre pressure
Impaired handling characteristics of the motorcycle, shorter useful tyre life
- Always check that the tyre pressures are correct.◀
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Check tyre pressures against the data below.

Tyre pressure, front
2.5 bar (tyre cold)

Tyre pressure, rear
2.9 bar (tyre cold)

If tyre pressure is incorrect:
- Correct tyre pressure.

Rims and tyres

Checking rims

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Visually inspect the rims for defects.
- Have any damaged rims inspected by a specialist workshop and replaced if necessary, preferably by an authorised BMW Motorrad dealer.

Checking tyre tread depth

WARNING

Riding with badly worn tyres
Risk of accident due to impaired handling
- If applicable, have the tyres changed in good time before they wear to the minimum tread depth permitted by law.◀
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Measure the tyre tread depth in the main tread grooves with wear marks.

NOTICE

Wear indicators are built into the main profile grooves on each tyre. The tyre is worn out when the tyre tread has worn down to the level of the marks. The locations of the marks are indicated on the edge of the tyre, e.g. by the letters TI, TWI or by an arrow.◀

If the tyre tread is worn to minimum:
- Replace tyre or tyres, as applicable.

Wheels

Tyre recommendation

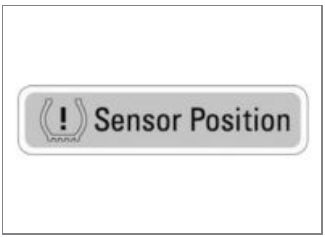
For each size of tyre, BMW Motorrad tests and classifies as roadworthy certain makes. BMW Motorrad cannot assess the suitability or provide any guarantee of road safety for other tyres.
BMW Motorrad recommends using only tyres tested by BMW Motorrad.
Detailed information is available from your authorised BMW Motorrad dealer or in the internet at
bmw-motorrad.com

Effect of wheel size on ABS

The wheel size has a large influence on the functionality of the ABS system. In particular, the diameter and the width of the vehicle's wheels are programmed into the control unit and are fundamental to all calculations. Any change in these influencing variables, caused for example by a switch to non-standard installed wheels, can have serious effects on the performance of the control systems.
The sensor rings are essential for correct road-speed calculation, and they too must match the motorcycle's control systems and consequently cannot be changed.
If you decide that you would like to fit non-standard wheels to your motorcycle, it is very important to consult a specialist workshop beforehand, preferably an authorised BMW Motorrad dealer. In some cases, the data programmed into the control units can be changed to suit the new wheel sizes.

RDC adhesive label

– with tyre pressure control (RDC)[OE]



ATTENTION

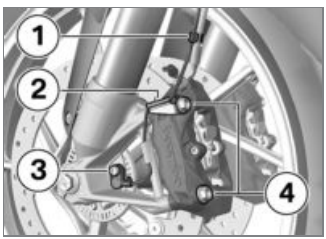
Tyre removal not in compliance with correct procedure
Damage to RDC sensors
- Be sure to explain to the specialist workshop or authorised BMW Motorrad dealer that the wheel is fitted with an RDC sensor.◀

If the motorcycle is equipped with RDC, each wheel rim bears

an adhesive label indicating the position of the RDC sensor.

Removing front wheel

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



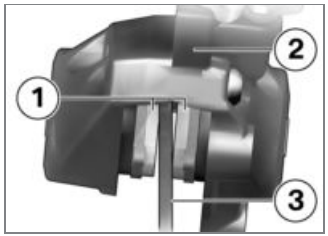
- Disengage the cable for the wheel-speed sensor from retaining clips **1** and **2**.
- Remove screw **3** and remove the wheel-speed sensor from its bore.
- Mask off the parts of the wheel rim that could be scratched in the process of removing the brake calipers.

ATTENTION

Unwanted inward movement of the brake pads

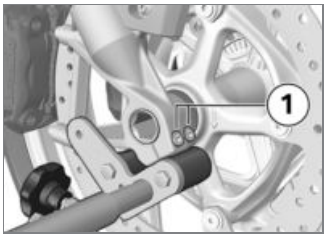
Component damage on attempt to install the brake caliper or because brake pads have to be forced apart

- Do not operate the brakes with a brake caliper not correctly secured.◀
- Remove securing screws **4** of the left and right brake calipers.

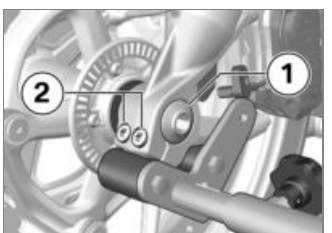


- Force the brake pads **1** slightly apart by rotational movement of the brake caliper **2** against brake disc **3**.
- Mask off the parts of the wheel rim that could be scratched in the process of removing the brake calipers.
- Carefully pull the brake calipers back and out until clear of the brake discs.
- Lift the front of the motorcycle until the front wheel is clear of the ground, preferably using a BMW Motorrad front-wheel stand.

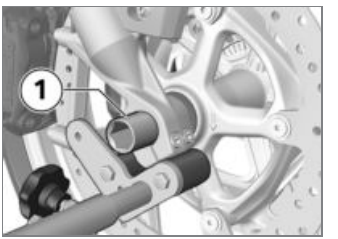
- Installing the front-wheel stand (➠ 97).



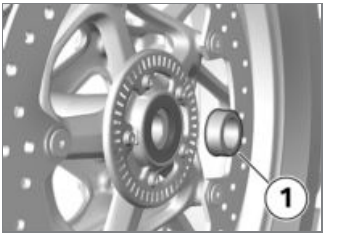
- Slacken axle clamping screws **1**.



- Remove screw **1**.
- Slacken axle clamping screws **2**.
- Press quick-release axle slightly toward the inside, so as to be better able to grip it on the right-hand side.



- Withdraw quick-release axle **1**, support the front wheel when doing this.
- Set down front wheel and roll forwards out of the front suspension.



- Remove spacer bush **1** from the wheel hub.

Installing front wheel

⚠ WARNING

Use of a non-standard wheel

Malfunctions in ABS operation

- See the information on the effect of wheel size on the ABS system at the start of this chapter.◀

ATTENTION

Tightening threaded fasteners to incorrect tightening torque

Damage, or threaded fasteners work loose

- Always have the security of the fasteners checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

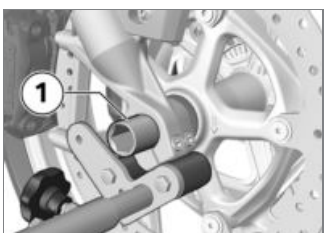
- Slip spacing bushing **1** into the wheel hub on the left-hand side.

ATTENTION

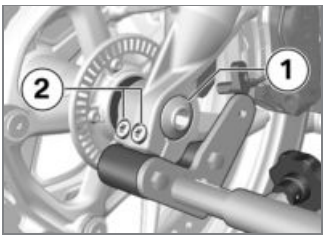
Front wheel installed wrong way round

Risk of accident

- Note direction-of-rotation arrows on tyre or rim.◀
- Roll the front wheel into position between the front forks.



- Lift front wheel and fit quick-release axle **1**.
- Remove front-wheel stand and firmly compress front forks several times. Do not operate the brake lever in this process.
- Installing the front-wheel stand (➠ 97).

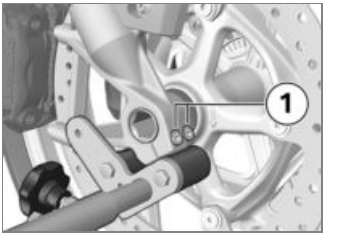


- Install screw **1** and tighten to specified torque. Counter-hold quick-release axle on the right-hand side.

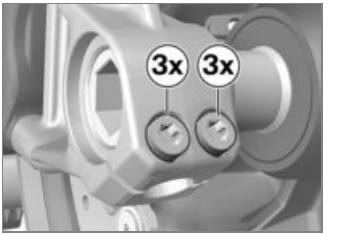
	Screw in front-wheel quick-release axle
50 Nm	

- Tighten axle clamping screws **2** to the specified tightening torque.

Clamp of quick-release axle
Tightening sequence: Tighten screws six times in alternate sequence
19 Nm

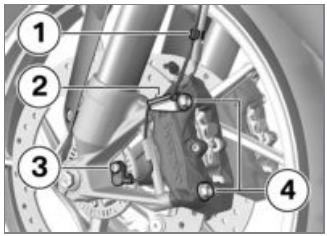


- Tighten axle clamping screws **1** to the specified tightening torque.



Clamp of quick-release axle
Tightening sequence: Tighten screws six times in alternate sequence
19 Nm

- Removing the front-wheel stand.
- Position left and right brake calipers on the brake discs.



- Install securing screws **4** on left and right and tighten to specified tightening torque.

Brake caliper on the telescopic forks
38 Nm

- Remove the adhesive tape from the wheel rim.

⚠ WARNING

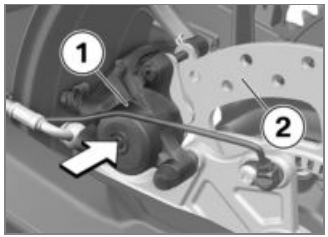
Brake pads not lying against the brake disc

Risk of accident due to delayed braking effect.

- Before driving, check that the brakes respond without delay.◀
- Operate the brake several times until the brake pads are bedded.
- Seat the cable for the wheel-speed sensor in retaining clips **1** and **2**.
- Insert the wheel-speed sensor into the bore and install screw **3**.

Wheel-speed sensor, front, to fork leg
9 Nm

Remove the rear wheel



- Press brake caliper **1** against brake disc **2**.

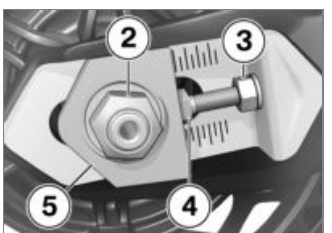
» Brake pistons are pushed back.

- Remove screw **1** and remove the speed sensor from its bore.

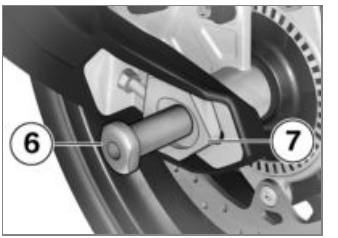
- Make sure the ground is level and firm and place the motorcycle on a suitable auxiliary stand.

– with centre stand OE

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



- Remove axle nut **2** with washer.
- Slacken locknuts **3** on left and right.
- Slacken adjusting screws **4** on left and right.
- Remove adjusting plate **5** and push the axle to the left as far as it will go.



- Remove quick-release axle **6** and remove adjusting plate **7**.

- Roll the rear wheel as far forward as possible and disengage chain **8** from the sprocket.
- Roll the rear wheel back until it is clear of the swinging arm.

NOTICE

The sprocket and the spacer sleeves on left and right are loose fits in the wheel. When removing, make sure that no parts are damaged or mislaid.◀

Install the rear wheel

WARNING

Use of a non-standard wheel

Malfunctions in ABS operation

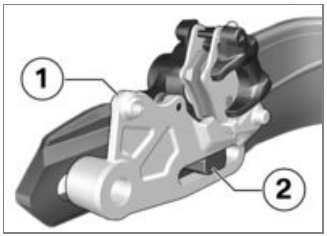
- See the information on the effect of wheel size on the ABS system at the start of this chapter.◀

ATTENTION

Tightening threaded fasteners to incorrect tightening torque

Damage, or threaded fasteners work loose

- Always have the security of the fasteners checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

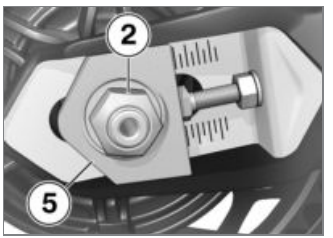


- Position brake-caliper carrier **1** on guide **2**.
- Roll the rear wheel into the swinging arm, making sure that the brake disc passes between the brake pads.

- Roll the rear wheel as far forward as possible and loop chain **8** over the sprocket.

- Seat left adjusting plate **7** in the swinging arm and install quick-release axle **6** in the

brake caliper and the rear wheel.
- Make sure that the axle fits into the recess of the adjusting plate.



- Install right adjusting plate **5**.
- Install axle nut **2** with its washer, but do not tighten the nut at this point.

– without centre stand OE
- Remove the auxiliary stand.◁

- Insert the wheel-speed sensor into the bore and install screw **1**.

- Adjust the chain tension (➠ 117).

Chain

Lubricating chain

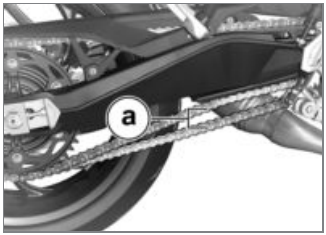
ATTENTION

Inadequate cleaning and lubrication of the drive chain
Accelerated wear
- Clean and lubricate the drive chain at regular intervals.◀
- Lubricate the drive chain every 1000 km at the latest. Lubricate the chain more frequently if the motorcycle is ridden in wet, dusty or dirty conditions.

- Switch the ignition off and select neutral.
- Clean the drive chain with a suitable cleaning product, dry it and apply chain lubricant.
- Wipe off excess lubricant.

Check chain sag

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Turn the rear wheel until it reaches the position with the lowest amount of chain sag.



- Use a screwdriver to push the chain up and down and measure difference **a**.

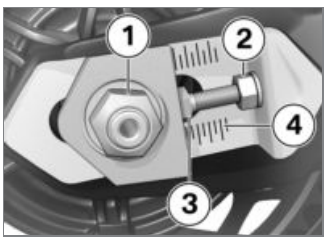
Chain deflection
30...40 mm (Motorcycle with no weight applied, supported on its side stand)

If measured value is outside permitted tolerance:

- Adjust the chain tension (➠ 117).

Adjust the chain tension

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



- Slacken axle nut **1**.
- Slacken locknuts **2** on left and right.
- Use adjusting screws **3** on left and right to adjust chain tension.
- Check chain sag (➠ 116).
- Make sure that scale readings **4** are the same on left and right.
- Tighten locknuts **2** on left and right to the specified tightening torque.

Locknut of the final-drive chain tensioning screw
19 Nm

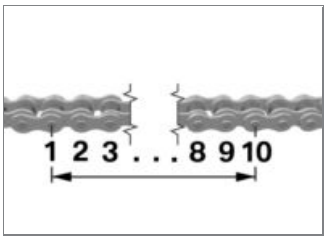
- Tighten axle nut **1** to the specified tightening torque.

Rear quick-release axle in swinging arm
100 Nm

Checking the chain wear

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Engage 1st gear.
- Turn the rear wheel in the normal direction of travel until the chain is tensioned.

- Measure the length of the chain over 10 rivets below the rear wheel swinging arm.



Permissible chain length
max 144.30 mm (measured from the **centre** of 10 rivets, chain pulled taut)

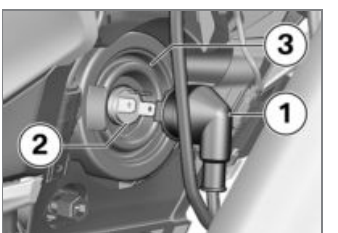
If the chain has stretched to the maximum permissible length:

- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

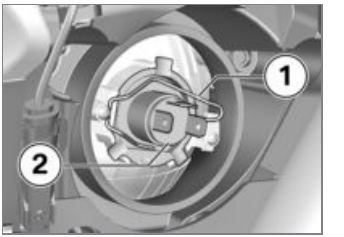
Light source

Replacing bulbs for low-beam headlight and high-beam headlight

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Swinging headlight fairing down (➠ 98).
- Switch off the ignition.



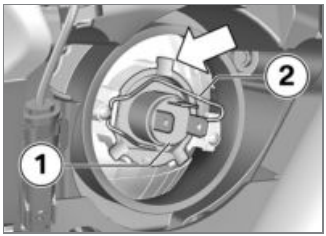
- Remove rubber cap with plug **1**, counter-holding bulb **2** located underneath the rubber cap.
- Remove cover **3**.



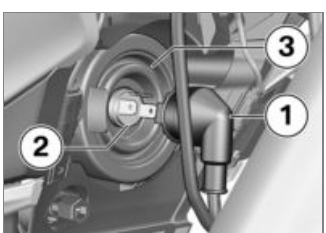
- Disengage spring clip **1** and swing it aside.
- Remove bulb **2**.
- Replace the defective bulb.

Bulb for low-beam and high-beam headlight
H4 / 12 V / 60/55 W

- Hold the bulb by the base only, in order to keep the glass free of foreign matter.



- Insert the light source **1**, ensuring correct alignment of the tab (**arrow**).
- Close and lock spring clips **2**.

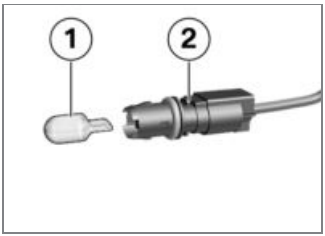


- Install cover **3**.
- Connect rubber cap with connector **1** to light source **2**.
- Securing light-top shield (➠ 98).

Replacing bulb for parking light

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Switch off the ignition.

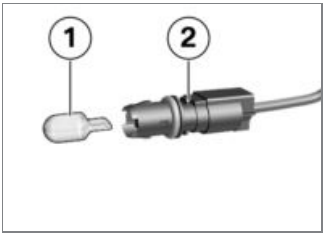
- Turn plug **1** with bulb **2** counter-clockwise and remove it from the headlight.



- Remove bulb **1** from socket **2**.
- Replace the defective bulb.

	Bulb for parking light
W5W / 12 V / 5 W	

- Use a clean, dry cloth to hold the bulb in order to keep the glass free of foreign matter.

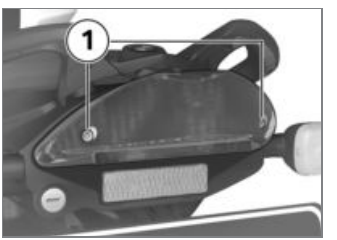


- Insert bulb **1** into socket **2**.

- Insert plug **1** into the headlight and turn it clockwise to lock.

Replacing bulb for brake light and rear light

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Switch off the ignition.

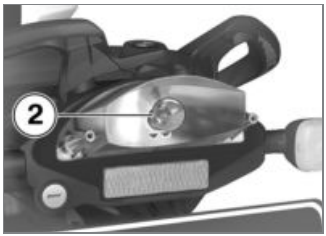


- Remove screws **1**.
- Ease the glass to the rear to remove.

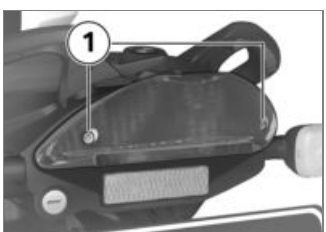
- Remove bulb **2** for the brake light and rear light.
- Replace the defective bulb.

Bulb for tail light/brake light
P21/5W / 12 V / 5 W / 21 W

- Use a clean, dry cloth to hold the bulb in order to keep the glass free of foreign matter.



- Install bulb **2** for the brake light and rear light.



- Hold the glass in position and install screws **1**.

Replacing LED rear light

– with LED rear light OE

The LED rear light can be replaced only as a complete unit.

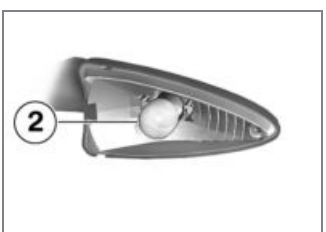
- Consult a specialist workshop, preferably an authorised BMW Motorrad dealer.

Replacing bulbs for front and rear turn indicators

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Switch off the ignition.

- Remove screw **1**.

- Pull the glass out of the reflector housing at the threaded-fastener side.



- Turn bulb **2** counter-clockwise and remove it from the bulb housing.

- Replace the defective bulb.

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

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

- Use a clean, dry cloth to hold the bulb in order to keep the glass free of dirt and foreign matter.

- Turn bulb **2** clockwise to install it in the bulb housing.

- Working from the inboard side, insert the glass into the light housing and close the housing.

- Install screw **1**.

Replace LED flashing turn indicators

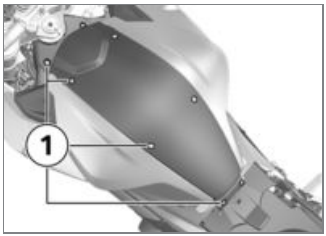
– with LED flashing turn indicators[OE]

- LED flashing turn indicators can only be replaced as a complete unit. Consult a specialist workshop, preferably an authorised BMW Motorrad dealer.

Trim panel components

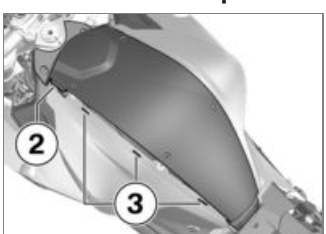
Remove centre trim panel

- Remove seat (➠ 54).

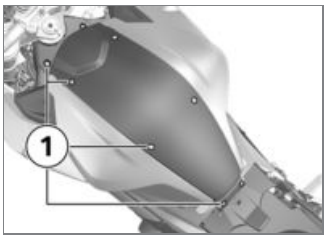


- Remove four screws **1** on left and right and remove the centre trim panel.

Install centre trim panel



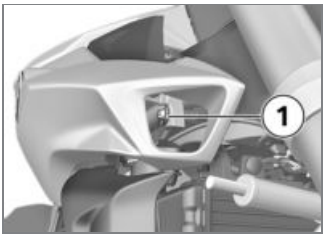
- Slip the centre trim panel underneath the left and right side panels at position **2** and then seat it in guides **3** on left and right.



- Install four screws **1** on left and right.
- Installing the seat (➠ 55).

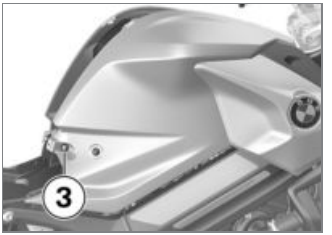
Removing right side panel

- Remove centre trim panel (➠ 122).



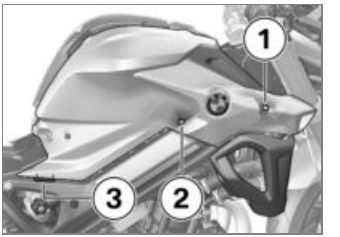
- Remove circlip **1**.

- Remove screw **2**.

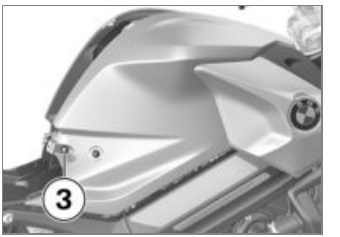


- Remove screw **3**.
- Raise the side panel slightly at the rear and then work it to the side to remove.

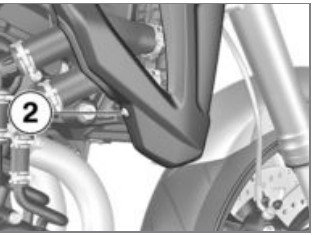
Install the right side panel



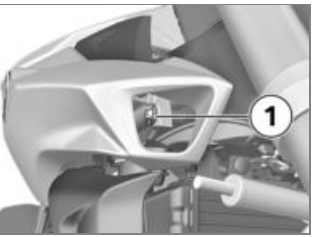
- Begin by positioning the side panel on retaining pin **1**, then swing it down and snap it into mounts **2** and **3**.



- Install screw **3**.



- Install screw **2**.



- Install circlip **1**.
- Install centre trim panel (➠ 123).

Jump-starting

ATTENTION

Excessive current flowing when the motorcycle is jump-started

Wiring smoulders/ignites or damage to the on-board electronics

- If the motorcycle has to be jump-started connect the leads to the battery terminals; never attempt to jump-start the engine by connecting leads to the on-board socket.◀

ATTENTION

Contact between crocodile clips of jump leads and vehicle

Risk of short-circuit

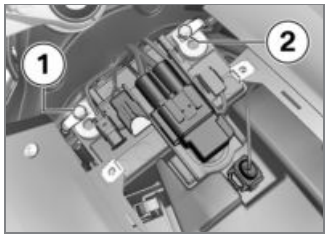
- Use jump leads fitted with fully insulated crocodile clips at both ends.◀

ATTENTION

Jump-starting with a voltage greater than 12 V

Damage to the on-board electronics

- Make sure that the battery of the donor vehicle has a voltage rating of 12 V.◀
- Remove seat (➠ 54).
- Remove centre trim panel (➠ 122).
- When jump-starting the engine, do not disconnect the battery from the on-board electrical system.



- Begin by connecting one end of the red jump lead to the positive terminal of the discharged battery and the other end to the positive terminal of the donor battery (positive on this vehicle: position **2**).
- Then connect one end of the black jump lead to the negative terminal of the donor battery and the other end to the negative terminal of the discharged battery (negative on this vehicle: position **1**).
- Run the engine of the donor vehicle during jump-starting.

- Start the engine of the vehicle with the discharged battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt in order to protect the starter motor and the donor battery.
- Allow both engines to run for a few minutes before disconnecting the jump leads.
- Disconnect the jump lead from the negative terminal first, and then from the positive terminal.

NOTICE

Do not use proprietary start-assist sprays or other products to start the engine.◀

- Install centre trim panel (➠ 123).
- Installing the seat (➠ 55).

Battery

Maintenance instructions

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

Compliance with the points below is important in order to maximise 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.

ATTENTION

On-board electronics (e.g. clock) draining connected battery

Battery is deep-discharged; this voids the guarantee

- Connect a float charger to the battery if the motorcycle is to remain out of use for more than four weeks.◀

NOTICE

BMW Motorrad has developed a float charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during long periods of disuse, without having to disconnect the battery from the motorcycle's on-board systems. You can obtain additional information from your authorised BMW Motorrad dealer.◀

Charge battery when connected

- Disconnect devices plugged into the sockets.

ATTENTION

Charging the battery that is connected to the vehicle via the battery terminals

Damage to the on-board electronics

- Disconnect the battery at the battery terminals before charging.◀

ATTENTION

Unsuitable chargers connected to a socket

Damage to charger and vehicle electronics

- Use suitable BMW chargers. The suitable charger is available from your authorised BMW Motorrad dealer.◀

ATTENTION

Charging a fully discharged battery via the socket or the extra socket

Damage to the on-board electronics

- If a battery has discharged to the extent that it is completely flat (battery voltage less than 9 V, status-indicator lights and multifunction display remain off when the ignition is switched on) **it has to be disconnected from the on-board circuits** and re-charged with the charger connected directly to the battery posts.◀
- Charge via the charging socket, with the battery connected to the motorcycle's on-board electrical system.

NOTICE

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

Charging battery when disconnected

- charge the battery using a suitable charger.
- Comply with the operating instructions of the charger.
- After charging, remove the pole terminal of the charger from the battery posts.

NOTICE

The battery has to be recharged at regular intervals in the course of a lengthy period of disuse. See the instructions for caring for your battery. Always fully re-

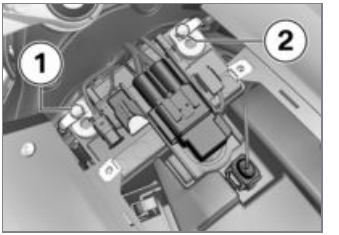
charge the battery before restoring it to use.◀

Removing battery

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Remove seat (➠ 54).
- Remove centre trim panel (➠ 122).
- Place the motorcycle on its stand on firm, even ground.

– with alarm system (DWA)[OE]

- If applicable, switch off the anti-theft alarm.◁

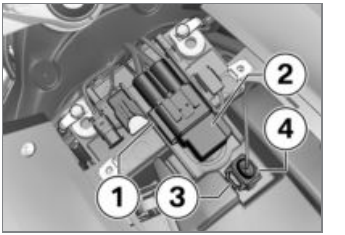


ATTENTION

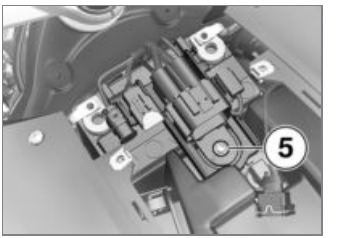
Battery not disconnected in accordance with correct procedure

Risk of short-circuit

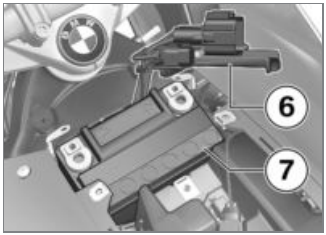
- Always proceed in compliance with the specified disconnection sequence.◀
- First, disconnect the battery earth lead **1**.
- Then, disconnect the positive battery cable **2**.



- Press the lock **3** and disconnect the connector **4**.
- Press the lock **1** and remove the relay **2**.



- Remove screw **5**.



- Pull the battery holder **6** forward to remove it.
- Lift battery **7** up and out; move it slightly back and forth if it is stiff.

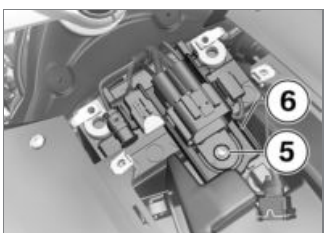
Installing battery

NOTICE

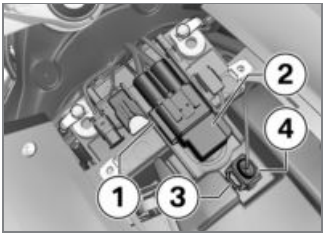
If the battery was disconnected from the motorcycle for a prolonged period of time it will be necessary to enter the current date in the instrument panel, in order to ensure that the service-due indicator functions correctly.

If you want to have the date set consult a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

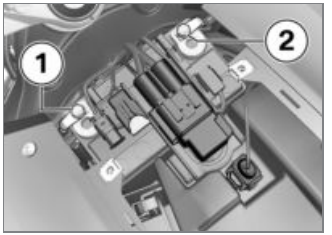
- Switch off the ignition.
- Insert the battery into the battery compartment, with the positive terminal on the right in the direction of travel.



- Slide the battery holder **6** over the battery and secure with a bolt **5**.



- Remove the relay **2**.
- » Lock **1** engages.
- Install the connector **4**.
- » Lock **3** engages.



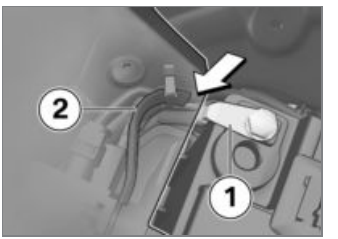
ATTENTION

Battery not connected in accordance with correct procedure

Risk of short-circuit

- Always proceed in compliance with specified installation sequence.◀
- Install the positive battery cable **2**.
- Install the battery earth lead **1**.

Battery positive terminal/ grounding cable
5 Nm



- Ensure that the battery earth lead **1** is far enough (**arrow**) from the relay carrier **2**.
- Install centre trim panel (➠ 123).
- Installing the seat (➠ 55).
- Setting the clock (➠ 48).

Fuses

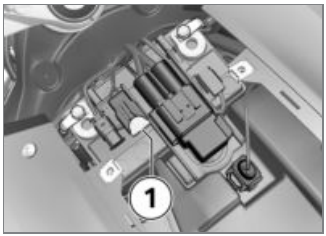
Replacing main fuse

ATTENTION

Jumpering of blown fuses

Risk of short-circuit and fire

- Never attempt to jumper a blown fuse.
- Always replace a defective fuse with a new fuse of the same amperage.◀
- Switch off the ignition.
- Place the motorcycle on its stand on firm, even ground.
- Remove centre trim panel (➠ 122).



- Replace defective fuse **1**.

NOTICE

If fuse defects recur frequently have the electric circuits checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

Main fuse
30 A (Voltage regulator)

- Install centre trim panel (➠ 123).

Diagnostic connector

Disengaging diagnostic connector

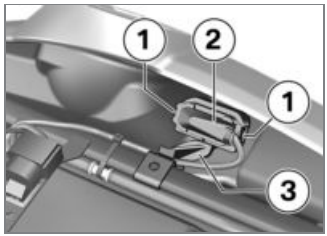
CAUTION

Incorrect procedure followed when loosening the diagnostic connector for the on-board diagnosis

Motorcycle experiences malfunctions

- Only have the diagnostic connector loosened by a specialist workshop or other authorised persons during your next BMW Service appointment.
- Have the work performed by appropriately trained staff.
- Refer to the vehicle manufacturer specifications.◀

- Remove seat (➠ 54).

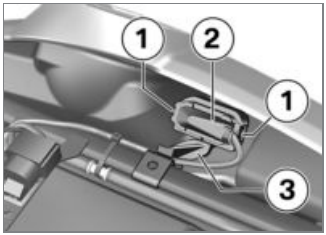


- Press the locks **1** on both sides.
- Unplug the diagnostic connector **2** from the holder **3**. Counter-hold the holder at the same time.

» The interface to the diagnosis and information system can be connected to diagnostic connector **2**.

Securing the diagnostic connector

- Disconnect the interface for the diagnosis and information system.



- Plug the diagnostic connector **2** into the holder **3**. Counter-hold the holder at the same time.

» The locks **1** engage on both sides.

- Installing the seat (➠ 55).

Accessories

General instructions 134
Power socket 134
Luggage 135
Sports case 136
Touring cases 139
Topcase 142

General instructions

⚠ CAUTION

Use of other-make products
Safety risk

- BMW Motorrad cannot examine or test each product of outside origin to ensure that it can be used on or in connection with BMW vehicles without constituting a safety hazard. Country-specific official authorisation does not suffice as assurance. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW vehicles and, consequently, they are not sufficient in some circumstances.
- Use only parts and accessories approved by BMW for your vehicle.◀

BMW has conducted extensive testing of the parts and accessory products to establish that they are safe, functional and suitable. Consequently, BMW accepts product liability. BMW accepts no liability whatsoever for parts and accessories that it has not approved.
Whenever you are planning modifications, comply with all the legal requirements. Make sure that the vehicle does not infringe the national road-vehicle construction and use regulations applicable in your country.
Your BMW Motorrad dealer can offer expert advice on the choice of genuine BMW parts, accessories and other products.
To find out more about accessories go to:
bmw-motorrad.com/accessories

Power socket

– with power socket OE

Connection of electrical devices

– Electrical devices connected to the motorcycle's socket can only be used when the ignition is switched on.

Cable routing

Note the following with regard to the routing of cables from sockets to items of electrical equipment:

– Make sure that cables do not impede the rider.
– Make sure that cables do not restrict the steering angle or obstruct handling.
– Make sure that cables cannot be trapped.

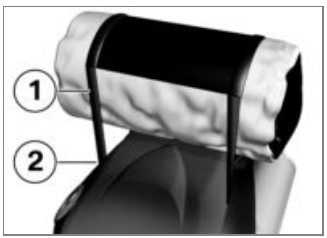
Automatic switch-off

- The socket is automatically switched off during the starting operation.
- The power supply to the socket is switched off no more than 15 minutes after the ignition is switched off, to prevent overloading of the vehicle electrical system. Low-wattage electrical accessories might not be recognised by the vehicle's electronics. In such cases, the power socket is switched off very shortly after the ignition is switched off.
- The power socket is switched off if the battery voltage is too low to maintain the vehicle's starting capability.
- The power socket is also switched off when the maximum load capability as stated in the technical data is exceeded.

Luggage

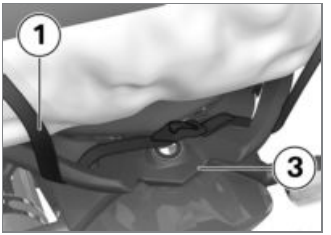
Lash luggage

- Remove seat (➠ 54).



- Pull luggage strap **1** through underneath the seat in the vicinity **2** of the filler neck of the fuel tank.

- Make sure that the strap is **in front of** ribs **1** on the underside of the seat.
- Installing the seat (➠ 55).
- Position the luggage strap appropriately to hold the item of luggage and route it to the rear.

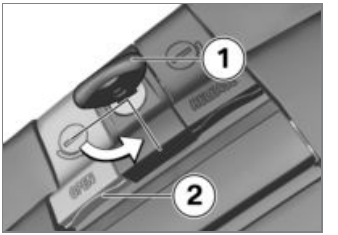


- Pass luggage strap **1** through grab handles **3** and pull it tight.
- Check that the luggage is secure.

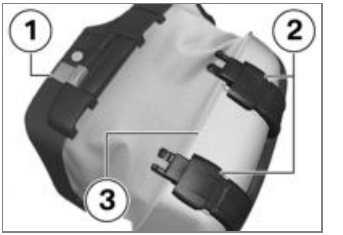
Sports case

Open cases

– with sports cases OA



- Turn the key **1** to position OPEN.
- Pull the grey release leaver **2** (OPEN) all the way up and simultaneously open the case lid.



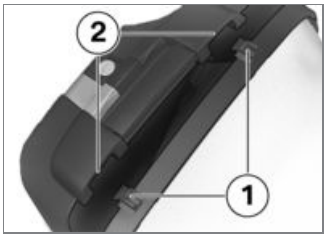
- Pull grey release lever **1** (OPEN) up.

» Lock straps **2** open.

- Pull grey release lever (OPEN) up again and simultaneously pull case lid **3** out of the retainer.

Closing cases

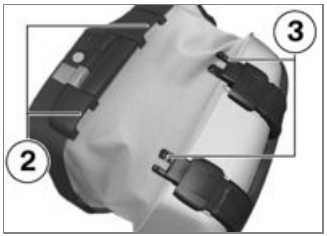
– with sports cases OA



- Turn the key to the OPEN position.
- Press catches **1** of the case lid into retainers **2**. Check that nothing is trapped between the lid and the case.
- Pull the grey release lever (OPEN) all the way up and simultaneously close the case lid.

» The lid engages with an audible click.

- Turn the key in the case lock to the position in which it is parallel with the direction of travel and remove the key.



- Also press catches **3** of the lock straps into retainers **2** until they engage.

Adjusting case volume

– with sports cases OA

- Close only the lid of the case.

- Push lock straps **1** out and pull them up.

» This expands the case to maximum volume.

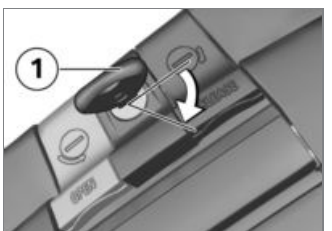
- Close the lock straps.

- Press the case lid against the case body.

» The case volume adapts to the contents.

Removing cases

– with sports cases OA



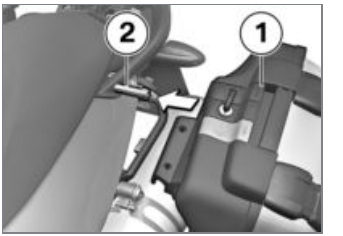
- Turn the key **1** to position RELEASE.

- Pull the black release lever **1** (RELEASE) up and simultaneously pull the case out.
- Then lift the case out of the bottom holder.

Install cases

– with sports cases OA

- Hook the case into the bottom holder.



- Pull black release lever **1** (RELEASE) up and simultaneously push the case into the upper holder **2**.
- Push the black release lever down until it engages.
- Turn the key in the case lock in line with the forward direction of travel and remove the key from the lock.

Maximum payload and maximum permissible speed

Note the maximum permissible payload and the speed limit for riding with cases fitted, as stated on the label inside the case. Contact your authorised BMW Motorrad dealer if you cannot find your combination of vehicle and cases on the label. The values for the combination described here are as follows:

Maximum permissible speed for riding with cases fitted to the motorcycle
max 180 km/h

Payload per case
max 10 kg

Secure attachment

– with sports cases OA

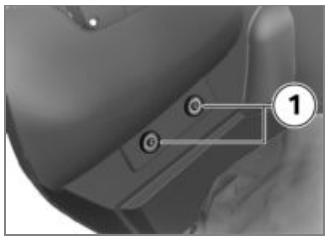
If a case wobbles or is difficult to fit, it has to be adapted to the gap between the top and bottom holders.

WARNING

Case installation not in compliance with correct procedure.

Impairment of road safety.

- Cases may not wobble and must be secured free from play. Re-adjust the retainer if play develops over the course of time.◀

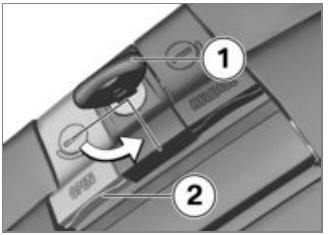


Screws **1** inside the case allow you to make this adjustment.

Touring cases

Open cases

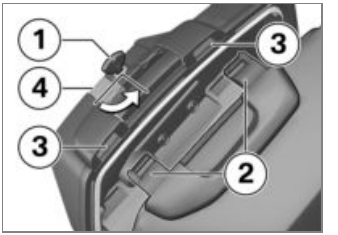
– with touring cases OA



- Turn the key **1** to position OPEN.
- Pull the grey release leaver **2** (OPEN) all the way up and simultaneously open the case lid.

Closing cases

– with touring cases OA



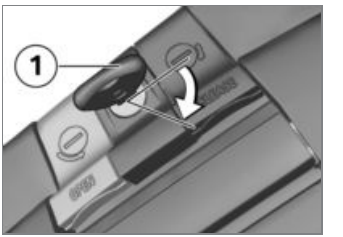
- Turn the key **1** to position OPEN.
- Press catches **2** of the case lid into retainers **3**. Check that nothing is trapped between the lid and the case.
- Pull the grey release lever **4** (OPEN) all the way up and simultaneously open the case lid.

» The lid engages with an audible click.

- Turn the key **1** in the case lock so that it is parallel with the direction of travel and remove.

Removing cases

– with touring cases OA

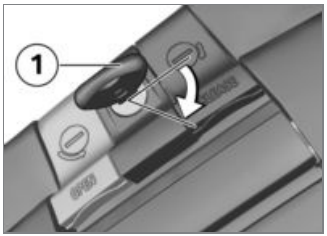


- Turn the key **1** to position RELEASE.

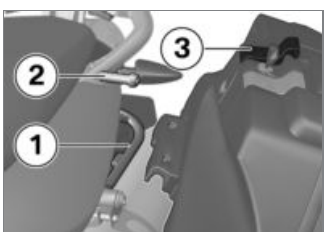
- Pull the black release lever **1** (RELEASE) up and simultaneously pull the case out.
- Then lift the case out of the bottom holder.

Install cases

– with touring cases OA



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



- Position the case in case holder **1**, then pivot it until it is seated at mount **2**.
- Pull the black release lever **3** (RELEASE) up and simultaneously push the case into the upper holder **2**.
- Push black release lever **3** (RELEASE) down until it engages.
- Turn the key in the case lock so that it is parallel with the direction of travel and remove.

Maximum payload and maximum permissible speed

Note the maximum permissible payload and the speed limit for riding with cases fitted, as stated on the label inside the case. Contact your authorised BMW Motorrad dealer if you cannot find your combination of vehicle and cases on the label. The values for the combination described here are as follows:

Maximum permissible speed for riding with cases fitted to the motorcycle
max 180 km/h

Payload per case
max 10 kg

Secure attachment

– with touring cases OA

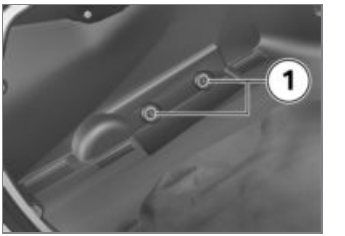
If a case wobbles or is difficult to fit, it has to be adapted to the gap between the top and bottom holders.

⚠ WARNING

Case installation not in compliance with correct procedure.

Impairment of road safety.

- Cases may not wobble and must be secured free from play. Re-adjust the retainer if play develops over the course of time.◀



Screws **1 inside the case** allow you to make this adjustment.

Topcase

Opening topcase

– with topcase OA

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

- Push lock barrel **1** forward.

» Lever **2** pops up.

- Pull the release lever all the way up.

» The lid of the topcase opens.

Closing topcase

– with topcase OA

- Pull release lever **1** all the way up.
- Close the lid of the topcase and hold it down. Check that nothing is trapped between the lid and the case.

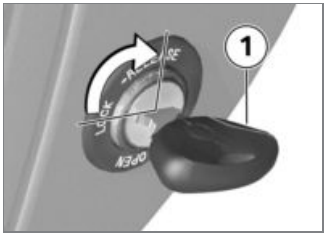
NOTICE

The topcase can also be locked by turning the lock to the LOCK position. In this case, ensure that the vehicle key is not left in the topcase.◀

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

Removing the topcase

– with topcase OA



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

» The handle pops out.

- Pull handle **1** up as far as it will go.

- Lift the topcase at the rear and remove it from the luggage carrier.

Installing topcase

– with topcase OA

- Pull the handle up as far as it will go.

- Hook the topcase into position on the luggage carrier. Make sure that hooks **4** are securely seated in the corresponding keepers **5**.

- Push handle **3** down until it engages.
- Turn the key in the topcase lock to the LOCK position and remove the key from the lock.

Maximum payload and maximum permissible speed

Note the maximum permissible payload and the speed limit for riding with topcase fitted, as stated on the label inside the topcase.

Contact your authorised BMW Motorrad dealer if you

cannot find your combination of vehicle and topcase on the label. The values for the combination described here are as follows:

Maximum permissible speed for riding with topcase fitted to the vehicle
max 180 km/h

Payload of topcase
max 5 kg

Care

Care products 148
Washing the vehicle 148
Cleaning easily damaged components 149
Paint care 149
Preserving paintwork 150
Laying up the motorcycle 150
Restoring motorcycle to use 150

Care products

BMW Motorrad recommends that you use the cleaning and care products you can obtain from your authorised BMW Motorrad dealer. The substances in BMW Motorrad Care Products have been tested in laboratories and in practice; they provide optimised care and protection for the materials used in your vehicle.

ATTENTION

Use of unsuitable cleaning and care products

Damage to vehicle parts

- Do not use solvents such as cellulose thinners, cold cleaners, fuel or the like, and do not use cleaning products that contain alcohol.◀

Washing the vehicle

BMW Motorrad recommends that you use BMW insect remover to soften and wash off insects and stubborn dirt on painted parts prior to washing the motorcycle.

To prevent stains, do not wash the vehicle immediately after it has been exposed to strong sunlight and do not wash it in the sun.

The motorcycle should particularly be washed frequently during the winter months.

To remove road salt, clean the motorcycle with cold water immediately after every trip.

ATTENTION

Effect of road salt intensified by warm water

Corrosion

- Use only cold water to wash off road salt.◀

WARNING

Wet brake discs and brake pads after vehicle wash, after riding through water and in rainy conditions

Diminished braking effect, risk of accident

- Apply the brakes in good time to allow the friction and heat to dry the brake discs and brake pads.◀

ATTENTION

Damage due to high water pressure from high pressure cleaners or steam cleaners

Corrosion or short circuit, damage to labels, seals, hydraulic brake system, electrical system and the motorcycle seat

- Exercise restraint when using a steam jet or high pressure cleaning equipment.◀

Cleaning easily damaged components

Plastics

ATTENTION

Use of unsuitable cleaning agents

Damage to plastic surfaces

- Do not use cleaning agents that contain alcohol, solvents or abrasives.
- Do not use insect-remover pads or cleaning pads with hard, scouring surfaces.◀

Trim panel components

Clean the trim panels with water and BMW plastic care emulsion.

Windscreens and lenses made of plastic

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

NOTICE

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

Chrome

Clean chrome sections carefully with plenty of water and motorcycle cleaner from the BMW Motorrad Care Products range. This is required in particular for removing road salt. 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.

ATTENTION

Bending of radiator fins

Damage to radiator fins

- Take care not to bend the radiator fins when cleaning.◀

Rubber components

Treat rubber components with water or BMW rubber-care products.

ATTENTION

Application of silicone sprays to rubber seals

Damage to the rubber seals

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

Paint care

Washing the vehicle regularly will help counteract the long-term effects of substances that damage the paint, especially if your vehicle is ridden in areas with high air pollution or natural

sources of dirt, for example tree resin or pollen.
Remove particularly aggressive substances immediately, however, as otherwise the paint can be affected or become discoloured. Substances of this nature include spilt fuel, oil, grease, brake fluid and bird droppings. We recommend you use BMW Motorrad gloss polish or BMW paint cleaner.
Marks on the paintwork are particularly easy to see after the vehicle has been washed. Remove stains of this kind immediately, using cleaning-grade benzene or petroleum spirit on a clean cloth or ball of cotton wool. BMW Motorrad recommends using BMW tar remover for removing specks of tar. Remember to wax the parts treated in this way.

Preserving paintwork

BMW Motorrad recommends applying only BMW car wax or products containing carnauba wax or synthetic wax to preserve the paintwork.
It is time to rewax the paintwork when water "puddles" on the surface, instead of forming beads.

Laying up the motorcycle

- Clean the motorcycle.
- Fill the motorcycle's fuel tank.
- Removing battery (➠ 128).
- Spray the brake and clutch lever pivots and the main and side stand pivots with a suitable lubricant.
- Coat bright metal and chrome-plated parts with an acid-free grease (e.g. Vaseline).
- Stand the motorcycle in a dry room in such a way that there is no load on either wheel (preferably using the front-wheel and rear-wheel stands from BMW Motorrad).

Restoring motorcycle to use

- Remove the protective wax coating.
- Clean the motorcycle.
- Installing battery (➠ 129).
- Comply with checklist (➠ 76).

Technical data

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Fuel 155
Engine oil 155
Engine 156
Clutch 157
Transmission 157
Final drive 158
Frame 158
Chassis and suspension 158
Brakes 159
Wheels and tyres 159
Electrical system 160
Dimensions 162
Weights 163
Riding specifications 163

Troubleshooting chart

The engine does not start.

Possible cause	Rectification
Side stand extended and gear engaged	Select idle or fold in the side stand.
Gear engaged and clutch not disengaged	Select neutral or pull the clutch lever.
No fuel in tank	Refuelling (➠ 84).
Battery flat	Charge battery when connected (➠ 127).
Overheating protection for starter motor has been activated. Starter motor can only be operated for a limited period of time.	Allow the starter motor to cool down for approx. 1 minute before using it again.

Threaded fasteners

Front wheel	Value	Valid
Brake caliper on the telescopic forks		
M10 x 65	38 Nm	
Clamp of quick-release axle		
M8 x 35	**Tighten screws six times in alternate sequence**	
	19 Nm	
Screw in front-wheel quick-release axle		
M20 x 1.5	50 Nm	

Rear wheel	Value	Valid
Locknut of the final-drive chain tensioning screw		
M8	19 Nm	
Rear quick-release axle in swinging arm		
M16 x 1.5	100 Nm	

Mirrors	Value	Valid
Locknut (mirror) to clamping piece		
M14 x 1 Multi-wax spray	20 Nm	

Headlight	Value	Valid
Headlight to front panel carrier		
M6 x 20	5 Nm	

Fuel

Fuel	
Recommended fuel grade	Super unleaded 95 ROZ/RON 89 AKI
Usable fuel capacity	approx. 15 l
Fuel reserve	approx. 3 l

Engine oil

Engine oil, capacity	approx. 2.9 l, with filter change
Specification	SAE 15W-50, API SJ / JASO MA2, Additives (e.g. molybdenum-based) are not permissible because they can attack coated components of the engine, BMW Motorrad recommends BMW Motorrad ADVANTEC Pro oil.
Oil additives	BMW Motorrad recommends not using oil additives, because they can have a detrimental effect on clutch operation.

BMW recommends ADVANTEC ORIGINAL BMW ENGINE OIL

Engine

Location of engine number	Crankcase, bottom right
Engine design	Water-cooled 2-cylinder 4-stroke engine with four valves per cylinder operated via rocker arms, two overhead camshafts and dry-sump lubrication
Displacement	798 cm^3
Cylinder bore	82 mm
Piston stroke	75.6 mm
Compression ratio	12:1
Nominal output	66 kW, at engine speed: 8000 min^{-1}
– with regular-grade fuel, lead-free OE	64 kW, at engine speed: 8000 min^{-1}
– with reduction of power to 35 kW OE	35 kW, at engine speed: 6750 min^{-1}
Torque	86 Nm, at engine speed: 5800 min^{-1}
– with regular-grade fuel, lead-free OE	82 Nm, at engine speed: 5800 min^{-1}
– with reduction of power to 35 kW OE	69 Nm, at engine speed: 3500 min^{-1}
Maximum engine speed	max 9000 min^{-1}
Idle speed	1250^{+50} min^{-1}, with engine at operating temperature

Clutch

Clutch type	Multi-plate clutch in oil-bath

Transmission

Gearbox type	Claw-shift 6-speed gearbox, integrated into engine block
Gearbox transmission ratios	1.943 (35/68 teeth), Primary transmission ratio 2.462 (13/32 teeth), 1st gear 1.750 (16/28 teeth), 2nd gear 1.381 (21/29 teeth), 3rd gear 1.174 (23/27 teeth), 4th gear 1.042 (24/25 teeth), 5th gear 0.960 (25/24 teeth), 6th gear

Final drive

Type of final drive	Chain drive
Final drive, number of teeth (Pinion / sprocket)	19/47

Frame

Frame type	Aluminium composite bridge frame, engine also load bearing
Type plate location	Frame, front right at steering head
Position of the Vehicle Identification Number	Frame, front right at steering head

Chassis and suspension

Front wheel	
Type of front suspension	Upside-down telescopic fork
Spring travel, front	125 mm, at wheel
Rear wheel	
Type of rear suspension	Two-arm cast aluminium swinging arm
Type of rear suspension	Direct-acting central spring strut with adjustable spring preload/rebound stage damping
Spring travel at rear wheel	125 mm

Brakes

Front wheel	
Type of front brake	Hydraulically operated twin disc brake with 4-piston radial brake calipers and floating brake discs
Brake-pad material, front	Sintered metal
Rear wheel	
Type of rear brake	Hydraulically actuated disc brake with 1-piston floating caliper and fixed disc
Brake-pad material, rear	Organic material

Wheels and tyres

Speed category, front/rear tyres	W, required at least: 270 km/h
– with reduction of power to 35 kW[OE]	S, required at least: 180 km/h
Front wheel	
Front wheel type	Aluminium cast wheel
Front wheel rim size	3.50" x 17"
Tyre designation, front	120/70 ZR 17
Permissible front-wheel imbalance	max 5 g
Load index, front tyre	min. 45

Rear wheel	
Rear-wheel type	Aluminium cast wheel
Rear wheel rim size	5.5" x 17"
Tyre designation, rear	180/55 ZR 17
Permissible rear-wheel imbalance	max 45 g
Load index, rear tyre	min. 64
Tyre pressures	
Tyre pressure, front	2.5 bar, tyre cold
Tyre pressure, rear	2.9 bar, tyre cold

Electrical system

Main fuse	30 A, Voltage regulator
Fuses	Electronic fuses protect the circuits. If an electronic fuse trips and de-energises a circuit, the circuit is active as soon as the ignition is switched on after the fault has been rectified.
Electrical rating of on-board socket	
– with power socket[OE]	5 A

Battery	
Battery type	AGM battery (Absorbent Glass Mat)
Battery rated voltage	12 V
Battery rated capacity	12 Ah
Spark plugs	
Spark plugs, manufacturer and designation	NGK DCPR 8 E
Electrode gap of spark plug	0.9...1.0 mm
Lighting	
Bulb for low-beam and high-beam headlight	H4 / 12 V / 60/55 W
Bulb for parking light	W5W / 12 V / 5 W
Bulb for tail light/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

Dimensions

Length of motorcycle	2145 mm, via rear wheel
Height of motorcycle	1235 mm, across windscreen, without rider at unladen weight (as per DIN standard)
Width of motorcycle	860 mm, with mirrors
Front-seat height	790 mm, without rider at unladen weight
– with seat, low OE	770 mm, without rider at unladen weight
– with comfort seat OE	820 mm, without rider at unladen weight
Rider's inside-leg arc, heel to heel	1780 mm, without rider at unladen weight
– with seat, low OE	1740 mm, without rider at unladen weight
– with comfort seat OE	1835 mm, without rider at unladen weight

Weights

Vehicle kerb weight	203 kg, DIN unladen weight, ready for road, 90 % refuelled, without optional equipment
Permissible gross weight	405 kg
Maximum payload	202 kg

Riding specifications

Top speed	>200 km/h
– with reduction of power to 35 kW[OE]	171 km/h

Service

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Confirmation of service 184

BMW Motorrad Service

BMW Motorrad has an extensive network of dealerships in place to look after you and your motorcycle in more than 100 countries. Authorised BMW Motorrad dealerships have the technical information and the technical know-how to reliably carry out all maintenance and repair work on your BMW.

You can locate your nearest authorised BMW Motorrad dealership by visiting our website: **bmw-motorrad.com**

WARNING

Maintenance and repair work not in compliance with correct procedure

Risk of accident due to consequential damage

- BMW Motorrad recommends having work of this nature carried out on the vehicle by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

In order to help ensure that your BMW is always in optimum condition, BMW Motorrad recommends compliance with the maintenance intervals specified for your motorcycle. Have all maintenance and repair work that is carried out confirmed in the "Service" chapter in this manual. For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance is essential.

Your authorised BMW Motorrad dealer can provide information on BMW services and the work undertaken as part of each service.

BMW Motorrad Mobility services

As owner of a new BMW vehicle, in circumstances in which assistance is required you can benefit from the protection afforded by the various BMW Motorrad mobility services (e.g. Mobile Service, breakdown service, vehicle recovery service). Your authorised BMW Motorrad dealer will be happy to provide information about the mobility services available to you.

Maintenance work

BMW Pre-delivery Check

Your authorised BMW Motorrad dealer conducts the BMW pre-delivery check before handing over the vehicle to you.

BMW Running-in Check

The BMW running-in check has to be performed when the vehicle has covered between 500 km and 1200 km.

BMW Service

The BMW Service is carried out once a year; the extent of servicing can vary, depending on the age of the vehicle and the distance it has covered. Your authorised BMW Motorrad dealer confirms that the service work has been carried out and enters the date when the next service will be due.

Riders who cover long distances in a year might have to bring in their vehicles for service before the next scheduled date. It is to allow for these cases that a maximum odometer reading is entered as well in the confirmation of service. Servicing has to be brought forward if this odometer reading is reached before the next scheduled date for the service.

To find out more about service go to:
bmw-motorrad.com/service

The service-due indicator in the multifunction display reminds you about one month or 1000 km in advance when the time for a service is approaching, on the basis of the programmed values.

	500 -1200 km 300 - 750 mls	**10 000 km** 6 000 mls	**20 000 km** 12 000 mls	**30 000 km** 18 000 mls	**40 000 km** 24 000 mls	**50 000 km** 30 000 mls	**60 000 km** 36 000 mls	**70 000 km** 42 000 mls	**80 000 km** 48 000 mls	**90 000 km** 54 000 mls	**100 000 km** 60 000 mls	**12 months**	**24 months**
①	X												
②												X	
③		X	X	X	X	X	X	X	X	X	X	X[a]	
④			X		X		X		X		X		
⑤					X				X				
⑥			X		X		X		X		X		
⑦				X			X			X			
⑧												X[b]	X[b]

Maintenance schedule

1 BMW Running-in check
2 BMW Service standard scope
3 Engine-oil change, with filter
4 Check valve clearance
5 Replace all spark plugs
6 Replace air filter element
7 Oil change in the telescopic forks
8 Change brake fluid, entire system

a annually or every 10000 km (whichever comes first)
b for the first time after one year, then every two years

Confirmation of maintenance work

BMW Motorrad Service, standard scope

The activities in the BMW Motorrad Service standard scope are listed below. The actual scope of maintenance work for your vehicle may differ.

- Performing the vehicle test with BMW Motorrad diagnosis system
- Checking coolant level
- Checking/adjusting clutch play
- Checking front brake pads and brake discs for wear
- Checking brake-fluid level, front brakes
- Checking rear brake pads and brake disc for wear
- Checking brake-fluid level, rear brakes
- Visual inspection of the brake lines, brake hoses and connections
- Check tyre pressures and tread depth
- Checking and lubricating chain drive
- Checking ease of movement of side stand
- Checking steering-head bearing
- Checking lights and signalling equipment
- Function test, engine start suppression
- Final inspection and check for road safety
- Setting service-due date and service countdown distance
- Check the battery's state of charge
- Confirm BMW service in on-board literature

BMW Pre-delivery Check

Completed

on_____

Stamp, signature

BMW Running-in Check

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

Stamp, signature

BMW Service
Completed

on_____
Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service
Completed

on_____
Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service
Completed

on_____
Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

BMW Service

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

Item	Yes	No
BMW Motorrad Service, standard scope	☐	☐
Oil change, engine, with filter	☐	☐
Checking valve clearance	☐	☐
Renewing all spark plugs	☐	☐
Renewing air cleaner insert	☐	☐
Oil change in telescopic front forks	☐	☐
Change brake fluid in entire system	☐	☐

Notes

Confirmation of service

The table is intended as a record of maintenance and repair work, the installation of optional accessories and, if appropriate, special campaign (recall) work.

Item	Odometer reading	Date

Item	Odometer reading	Date

Appendix

Certificate for Electronic Immobiliser 188

Certificate for Tyre Pressure Control (RDC) 190

FCC Approval

Ring aerial in the ignition switch

To verify the authorization of the ignition key, the electronic immobilizer exchanges information with the ignition key via the ring aerial.

This device complies with Part 15 of the FCC rules. 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.

Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. ◀

Approbation de la FCC

Antenne annulaire présente dans le commutateur d'allumage

Pour vérifier l'autorisation de la clé de contact, le système d'immobilisation électronique échange des informations avec la clé de contact via l'antenne annulaire.
Le présent dispositif est conforme à la partie 15 des règles de la FCC. Son utilisation est soumise aux deux conditions suivantes :

(1) Le dispositif ne doit pas produire d'interférences nuisibles, et
(2) le dispositif doit pouvoir accepter toutes les interférences extérieures, y compris celles qui pourraient provoquer une activation inopportune.

Toute modification qui n'aurait pas été approuvée expressément par l'organisme responsable de l'homologation peut annuler l'autorisation accordée à l'utilisateur pour utiliser le dispositif. ◀

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.

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Details described or illustrated in this booklet may differ from the vehicle's actual specification as purchased, the accessories fitted or the national-market specification. 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.
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Important data for refuelling:

Fuel	
Recommended fuel grade	Super unleaded 95 ROZ/RON 89 AKI
Usable fuel capacity	approx. 15 l
Fuel reserve	approx. 3 l
Tyre pressures	
Tyre pressure, front	2.5 bar, tyre cold
Tyre pressure, rear	2.9 bar, tyre cold

You can find further information on all aspects of your vehicle at:
bmw-motorrad.com

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