



**BMW
MOTORRAD**

RIDER'S MANUAL

G 310 R



MAKE LIFE A RIDE

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)

YOUR 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

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.

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.

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

BMW Motorrad.

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GENERAL INSTRUCTIONS

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4 GENERAL INSTRUCTIONS

QUICK & EASY REFERENCE

An important aspect of this rider's manual is that it can be used for quick and easy reference. Consulting the extensive index at the end of this rider's manual is the fastest way to find information on a particular topic or item. To first read an overview of your vehicle, please go to Chapter 2. All maintenance and servicing work on the vehicle is documented in the "Service" section. The record of the maintenance work you have had performed on your vehicle is a precondition for generous treatment of goodwill claims.

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.

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

- 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.

ABS Anti-lock brake system.

NV National-market version.

- OE Optional equipment. The vehicles are assembled complete with all the BMW Motorrad optional equipment 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.

EQUIPMENT

When you ordered your BMW Motorrad, you chose various items of custom equipment. This rider's manual describes optional equipment (OE) and selected optional accessories (OA) provided by BMW. This explains why the manual may also contain descriptions of equipment that you might not have selected. Please note, too, that on account of country-specific differences, your motorcycle might not be exactly as illustrated.

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).

Technical data and specifications in this rider's manual are guide values. The vehicle-specific data may deviate from these, for example as a result of selected optional equipment, the national-market version or country-specific measuring procedures. Detailed values can be taken from the vehicle registration documents, or can be obtained from your authorised BMW Motorrad retailer or another qualified service partner or specialist workshop. The specifications in the vehicle documents always have priority over the information provided in this rider's manual.

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CURRENCY

The high safety and quality standards of BMW motorcycles are maintained by constant development work on designs, equipment and accessories. Because of this, your vehicle 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 these operating instructions.

ADDITIONAL SOURCES OF INFORMATION

Authorised BMW Motorrad retailer

Your authorised BMW Motorrad retailer will be happy to answer any questions you may have.

Internet

The rider's manual for your vehicle, operating and installation instructions for accessories and general information about BMW Motorrad, in relation to technology, for example, are available for download from **bmw-motorrad.com/manuals**.

CERTIFICATES AND OPERATING LICENCES

The certificates for the vehicle and the official operating licences for accessories can be downloaded from **bmw-motorrad.com/certification**.

DATA MEMORY

General

Control units are installed in the vehicle. Control units process data that they receive, for example, from vehicle sensors, or that they generate themselves or exchange between each other. Some control units are required for the vehicle to function safely or provide assistance during riding, for example assistance systems. In addition, control units enable comfort or infotainment functions.

Information on data that has been stored or exchanged can be obtained from the manufacturer of the vehicle, for example via a separate booklet.

Personal reference

Each vehicle is identified with a clear vehicle identification number. Depending on the country, the vehicle identification number, the number plate and the corresponding authorities can be referenced to ascertain the vehicle owner. There are also other ways to use data obtained from the vehicle to trace the rider or vehicle owner, for example using the Connected-Drive user account.

Data protection rights

In accordance with applicable data protection laws, vehicle users have certain rights in relation to the manufacturer of the vehicle or in relation to companies which collect or process personal data.

Vehicle users have the right to obtain full information at no cost from persons or entities storing personal data of the vehicle user.

These entities may include:

- Manufacturer of the vehicle
- Qualified service partners
- Specialist workshops
- Service providers

Vehicle users have the right to request information on what personal data has been stored,

for what purpose the data is used, and where the data comes from. To obtain this information, proof of ownership or use is required.

The right to information also includes information about data that has been shared with other companies or entities. The website of the vehicle manufacturer contains the applicable data protection information. This data protection information includes information on the right to have data deleted or corrected. The manufacturer of the vehicle also provides their contact details and those of the data protection officer on their website.

The vehicle owner can also request that a BMW Motorrad retailer or another qualified service partner or specialist workshop read out the data that is stored in the vehicle for a charge.

The vehicle data is read out using the legally prescribed socket for on-board diagnosis (OBD) in the vehicle.

8 GENERAL INSTRUCTIONS

Legal requirements for the disclosure of data

As part of its legal responsibilities, the manufacturer of the vehicle is obligated to make its stored data available to the relevant authorities. This data is provided in the required scope in individual cases, for example to clarify a criminal offence. In the context of applicable laws, public agencies are entitled in individual cases to read out data from the vehicle themselves.

Operating data in the vehicle

Control units process data to operate the vehicle.

This includes, for example:

- Status reports of the vehicle and its individual components, for example wheel speed, wheel circumferential velocity, deceleration
- Environmental conditions, for example temperature

The data is only processed in the vehicle itself and is generally non-permanent. The data is not stored beyond the operating period.

Electronic components, for example control units, contain components for storing technical information. Information

can be temporarily or permanently stored on the vehicle condition, component loads, incidents or errors.

This information is generally used to document the condition of a component, a module, a system or the surrounding area, for example:

- Operating conditions of system components, for example filling levels, tyre pressure
- Malfunctions and faults in important system components, for example light and brakes
- Response of the vehicle in special riding situations, for example engagement of the driving dynamics systems
- Information on incidents resulting in damage to the vehicle

The data is necessary for the provision of control unit functions. Furthermore, the data is used to detect and rectify malfunctions and to enable the vehicle manufacturer to optimise vehicle functions.

The vast majority of this data is non-permanent and is only processed in the vehicle itself. Only a small amount of the data is stored in incident or

fault memories as required by events.

If services are accessed, for example repairs, service processes, warranty cases and quality assurance measures, this technical information can be read out of the vehicle together with the vehicle identification number.

The information can be read out by a BMW Motorrad retailer or another qualified service partner or specialist workshop. The legally stipulated socket for on-board diagnosis (OBD) in the vehicle is used to read out the data.

The data is obtained, processed and used by the relevant parts of the retailer network. The data is used to document the technical conditions of the vehicle, to help with error localization, to comply with warranty obligations and to improve quality.

In addition, the manufacturer has various product monitoring obligations arising from product liability legislation. To meet these obligations, the vehicle manufacturer requires technical data from the vehicle. The data from the vehicle can

also be used to check warranty claims from the customer.

Error and incident memories in the vehicle can be reset during servicing or repair work by a BMW Motorrad retailer or another qualified service partner or specialist workshop.

Data input and data transfer in the vehicle

General

Depending on the equipment, comfort and customised settings can be stored in the vehicle and can be changed or reset at any time.

If required, data can be entered in the entertainment and communication system of the vehicle, for example using a smartphone.

Depending on the individual equipment, this includes:

- Multimedia data, such as music for playback
- Contacts data for use in connection with a communication system or an integrated navigation system
- Entered destinations
- Data on the use of internet services. This data can be stored locally in the vehicle or is located on a device that is connected to the vehicle,

10 GENERAL INSTRUCTIONS

for example smartphone, USB stick, MP3 player. If this data is stored in the vehicle, the data can be deleted at any time.

This data is transferred to third parties only if personally requested within the context of using online services. This depends on the selected settings when using the services.

Incorporation of mobile devices

Depending on the equipment, mobile devices connected to the vehicle, for example smartphones, can be controlled using the operating elements of the vehicle.

The image and sound of the mobile device can then be output via the multimedia system. At the same time, specific information is transferred to the mobile device. Depending on the type of integration, this includes, for example, position data and additional general vehicle information. This enables optimal use of the selected apps, for example navigation or music playback.

The type of additional data processing is determined by the provider of the respective app. The scope of the possible set-

tings depends on the corresponding app and the operating system of the mobile device.

Services

General

If the vehicle has a wireless connection, this enables the exchange of data between the vehicle and other systems. The wireless connection is enabled by the vehicle's own transceiver unit or using personally integrated mobile devices, for example smartphones. Online functions can be accessed through this wireless connection. These include online services and apps that are provided by the vehicle manufacturer or by other providers.

Services of the vehicle manufacturer

For online services of the vehicle manufacturer, the individual functions are described at suitable points, for example rider's manual, website of the manufacturer. At the same time, information is also provided on the relevant data protection law. Personal data may be used to provide online services. Data is exchanged using a secure connection, for example with

the IT systems provided by the vehicle manufacturer.

Obtaining, processing and using personal data outside of the normal provision of services requires legal permission, contractual agreement or consent. It is also possible to have the entire data connection activated or deactivated. Statutory functions are excluded from this.

Services from other providers

When using online services from other providers, these services are subject to the responsibility and the data protection and operating conditions of the individual provider. The vehicle manufacturer has no influence on the content that is exchanged in this instance. Information on the type, scope and purpose of the data capture and use of personal data as part of the services of third parties can be ascertained from the individual provider.

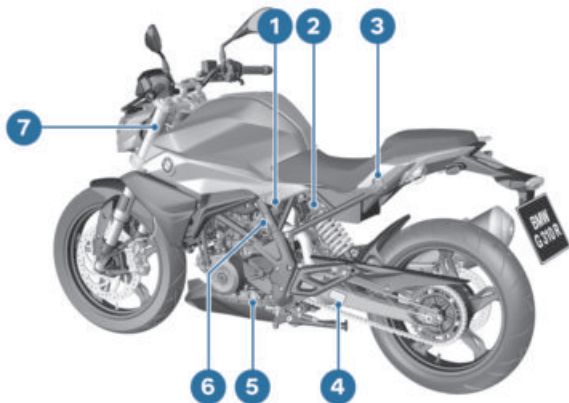
GENERAL VIEWS

02

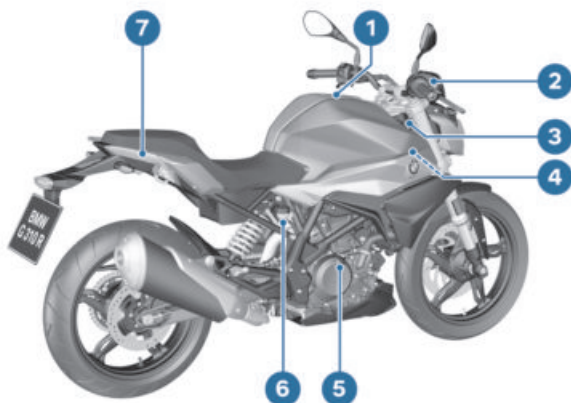
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GENERAL VIEW, LEFT SIDE



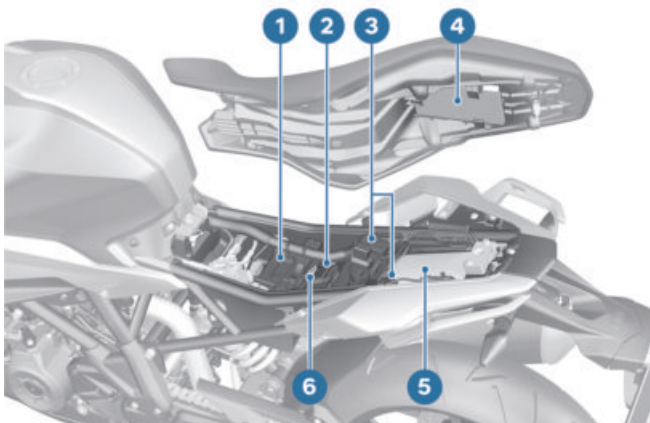
- 1 -with extra socket^{OA}
Power socket (➡ 107)
- 2 Adjusting ring for spring
preload (➡ 45)
- 3 Seat lock (➡ 40)
- 4 Chain settings (➡ 93)
- 5 Engine oil level indicator
(➡ 74)
- 6 Type plate
- 7 Tyre pressures table
(➡ 83)

GENERAL VIEW, RIGHT SIDE

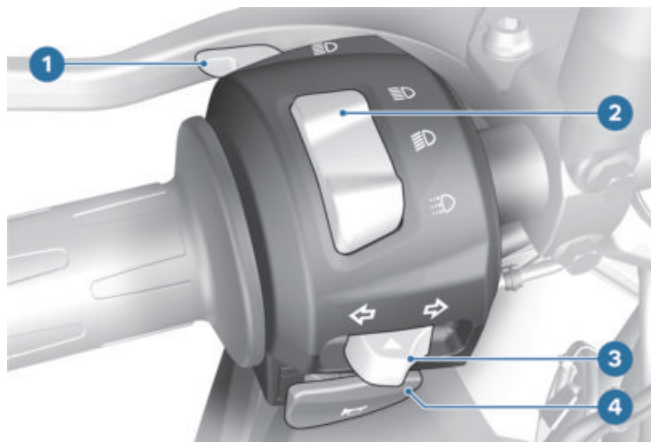
- 1** Fuel filler neck (➡ 60)
- 2** Brake-fluid reservoir, front (➡ 79)
- 3** Vehicle Identification Number
- 4** Coolant expansion tank (➡ 82)
- 5** Oil filler opening (➡ 76)
- 6** Brake-fluid reservoir, rear (➡ 80)
- 7** Grab handle (➡ 50)

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UNDERNEATH THE SEAT



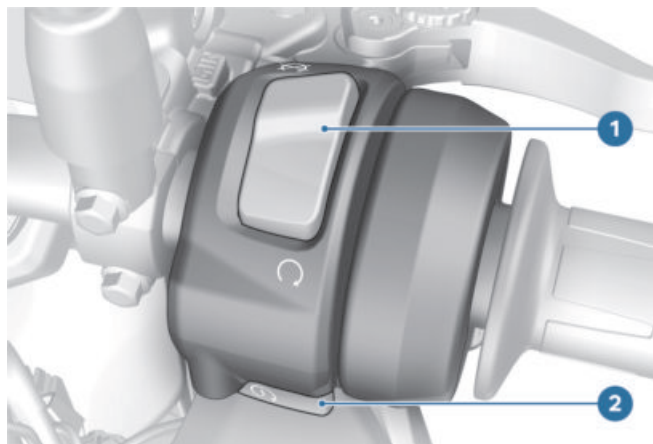
- 1 Battery (➡ 97)
- 2 Diagnostic connector (➡ 102)
- 3 Fuses (➡ 101)
- 4 Rider's manual (➡ 4)
- 5 Toolkit (➡ 72)
- 6 Gripping clamp

MULTIFUNCTION SWITCH, LEFT

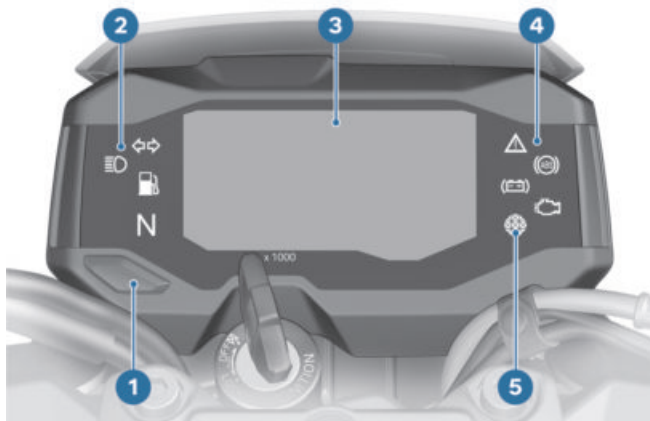
- 1 Headlight flasher (▮▮▮ 37)
- 2 Rocker switch, lights (▮▮▮ 36)
- 3 Turn indicators (▮▮▮ 37)
- 4 Horn

18 GENERAL VIEWS

MULTIFUNCTION SWITCH, RIGHT



- 1 Emergency-off switch (kill switch) (➡ 35)
- 2 Starter button (➡ 53)

INSTRUMENT CLUSTER

- 1** Button (➡ 38)
- 2** Indicator lights (➡ 22)
- 3** Multifunction display (➡ 23)
- 4** Warning lights (➡ 22)
- 5** Photosensor for the brightness control in the multifunction display rpm redline warning (➡ 56)

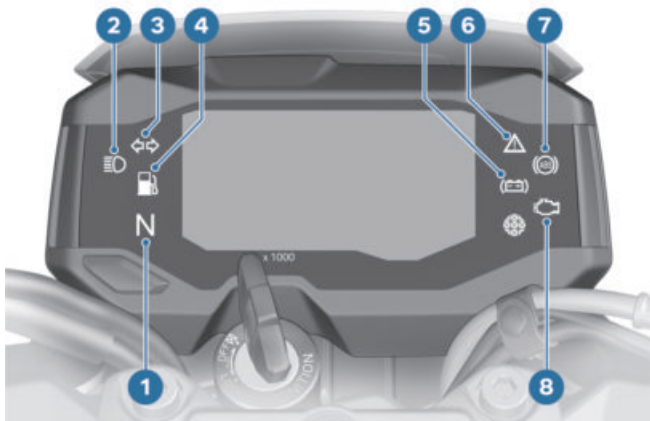
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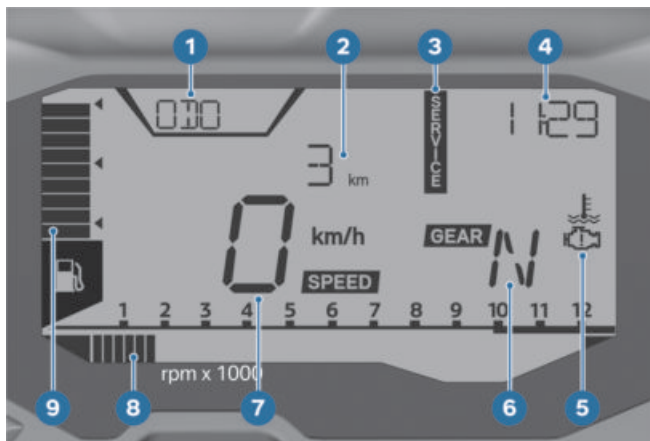
22 STATUS INDICATORS

WARNING AND INDICATOR LIGHTS



- 1 Neutral indicator light
- 2 High beam indicator light
(➡ 36)
- 3 Turn signal indicator light
(➡ 37)
- 4 Fuel reserve indicator light
(➡ 29)
- 5 Warning light for vehicle
voltage (➡ 26)
- 6 General warning light
(➡ 24)
- 7 ABS warning light
(➡ 28)
- 8 Warning light, drive mal-
function (➡ 27)

MULTIFUNCTION DISPLAY



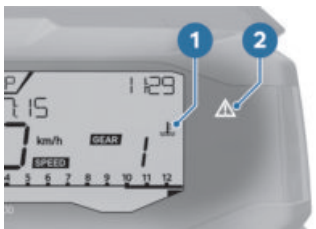
- 1 On-board computer (➡ 38)
- 2 Display area for values
- 3 Service display (➡ 29)
- 4 Clock (➡ 39)
- 5 Warning symbols (➡ 24)
- 6 Gear indicator; "N" indicates neutral
- 7 Speed
- 8 Engine speed (➡ 31)
- 9 Fuel level (➡ 29)

24 STATUS INDICATORS

WARNING INDICATORS

Mode of presentation

Warnings are indicated by the corresponding warning lights. If two or more warnings occur at the same time, all the appropriate warning lights and warning symbols appear. The possible warnings are listed on the next pages.



Warnings that do not have warning lights of their own are indicated by a warning symbol **1** appearing in the multi-function display in combination with 'General' warning light **2**. Depending on how urgent the warning is, the general warning light will either light up or flash red or yellow.

Warnings, overview

Indicator and warning lights	Display text	Meaning
 lights up.		Voltage of the vehicle electrical system too low (➡ 26)
 flashes red.	 is displayed.	Coolant temperature too high (➡ 26)
 lights up yellow.	 is displayed.	Engine in emergency-operation mode (➡ 26)
 lights up yellow.	 flashes.	Engine warning (➡ 27)
 lights up.		Drive malfunction (➡ 27)
 lights up yellow.	 flashes.	Serious drive malfunction (➡ 28)
 flashes.		
 flashes.		ABS self-diagnosis not completed (➡ 28)
 lights up.		ABS fault (➡ 28)
 lights up.		Fuel down to reserve (➡ 29)
 lights up yellow.	SERVICE is displayed constantly.	Service appointment has passed (➡ 29)

26 STATUS INDICATORS

Voltage of the vehicle electrical system too low



lights up.



WARNING

Failure of the vehicle systems

Risk of accident

- Do not continue your journey.

Possible cause:

Battery is faulty.

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

Coolant temperature too high



flashes red.



is displayed.



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 the coolant level (► 82).

If the coolant level is too low:

- Top up the coolant (► 82).

Possible cause:

The radiator is dirty.

- Clean radiator (► 118).

Possible cause:

The fan or fan control is faulty.

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

Possible cause:

The coolant circuit is faulty.

- If possible, allow the engine to cool down.
- Only ride in partial load range.
- If the coolant temperature is often too high, have the fault rectified as soon as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Engine in emergency-operation mode



lights up yellow.



is displayed.



WARNING

Unusual ride characteristics when engine running in emergency-operation mode

Risk of accident

- Avoid accelerating sharply and overtaking.

Possible cause:

The engine control unit has diagnosed a fault which impairs the engine performance or throttle response. The engine is in emergency-operation mode. In exceptional cases, the engine stops and refuses to start.

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

» It is possible to continue riding, however the engine performance and engine speed range may be impaired and not function as normal.

Engine warning



lights up yellow.



flashes.



WARNING

Engine damage when running in emergency-operation mode

Risk of accident

- Ride slowly, avoid accelerating sharply and overtaking.
- If possible, have the vehicle picked up and have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad Retailer.

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.

Drive malfunction



lights up.

28 STATUS INDICATORS

Possible cause:

The engine control unit has diagnosed a fault that affects pollutant emissions and/or reduces power.

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad retailer.
- » You can continue riding; pollutant emissions are higher than the threshold values.

Serious drive malfunction



lights up yellow.



flashes.



flashes.

Possible cause:

The engine control unit has diagnosed a fault that can lead to damage to the exhaust system.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad retailer.
- » It is possible to continue to ride but not recommended.

ABS self-diagnosis not completed



flashes.

Possible cause:



ABS self-diagnosis not completed

The ABS function is not available, because self-diagnosis did not complete. (The motorcycle has to reach a defined minimum speed for the wheel sensors to be checked: min 5 km/h)

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

ABS fault



lights up.

Possible cause:

The ABS control unit has detected a fault. The ABS function is not available or the functionality is subject to certain restrictions.

- You can continue to ride the vehicle, but make due provision for the fact that the ABS function is not available or is only conditionally available. Please refer to the more detailed information on

situations that may lead to an ABS fault (► 67).

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

Fuel down to reserve



lights up.



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 has all been used up; only the fuel reserve remains.



Fuel reserve

approx. 1 l

- Refuelling (► 60).

Service appointment has passed



lights up yellow.

SERVICE is displayed constantly.

Possible cause:

The driving performance or the date indicate that servicing is due.

- Have your motorcycle serviced regularly by a specialist workshop, preferably an authorised BMW Motorrad dealer.
- » The motorcycle remains operationally safe and is suitably road-safe.
- » The value of the motorcycle is preserved to the greatest possible extent.

SERVICE DISPLAY

Remaining distance until service is due and service due date



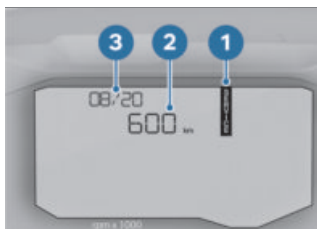
When a service is due within 1000 km, the word SERVICE 1 and countdown distance 2 are displayed and the distance counts down in steps of 100 km. This information appears briefly

30 STATUS INDICATORS

after the Pre-Ride-Check completes.

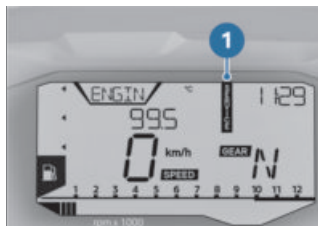


When the next service is due within a month, the word **SERVICE 1** and service due date **3** are displayed.



When the next service is due on account of both the distance covered and the service due date, the word **SERVICE 1**, countdown distance **2** and service due date **3** are displayed.

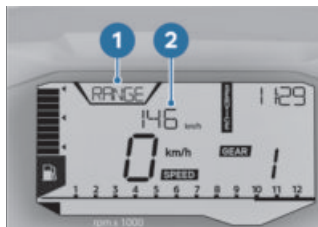
SERVICE displayed constantly



If the service due date has passed or the service distance is exceeded, **SERVICE 1** is displayed constantly whenever the vehicle is in use.

FUEL RESERVE

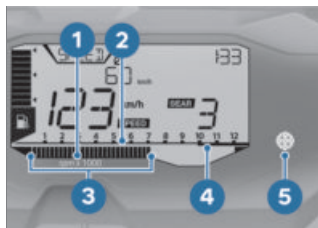
Range



Range readout **RANGE 1** indicates how far you can ride **2** with the fuel remaining in the tank. This distance is calculated on the basis of average consumption and the quantity of fuel on board.

- When the motorcycle is propped on its side stand the slight angle of inclination means that the sensor cannot register the fuel level correctly. This is the reason why the range is recalculated only when the side stand is in the retracted position.
 - The range reading appears automatically on the multi-function display when fuel is down to the reserve level.
 - After a refuelling stop, range is recalculated if the amount of fuel in the tank is greater than the reserve quantity.
 - The calculated range is only an approximate figure.
- 3** Engine speed display segments
 - 4** High engine speed range rpm redline warning (▮ 56).
 - 5**

REV. COUNTER



- 1** Unit for engine speed display:
1000 revolutions per minute
- 2** Low engine speed range

OPERATION

04

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RESET THE TRIP DISTANCE	39
RESETTING THE AVERAGE VALUES	40
SEAT	40

34 OPERATION

IGNITION

Keys

You receive 2 vehicle keys.

The following locks are operated with the same key:

- Ignition switch/steering lock
- Fuel filler cap
- Lock of the passenger seat

Engaging steering lock



ATTENTION

Handlebars turned in wrong direction when motorcycle propped on side stand

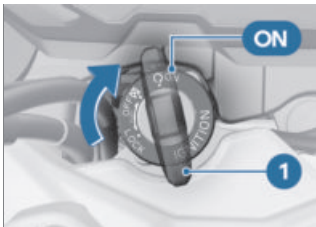
Risk of damage to parts if vehicle topples

- On level ground, always turn the handlebars to the left to set the steering lock.
 - In all other cases it is the lie of the ground that determines the direction in which the handlebars should be turned.
-
- If the camber of the roadway permits, turn the handlebars all the way to the left.



- Push vehicle key **1** into the steering lock and turn the vehicle key to the **LOCK** position, while moving the handlebars slightly.
 - » Ignition, lights and all function circuits are switched off.
 - » Handlebars are locked.
 - » Vehicle key can be removed.

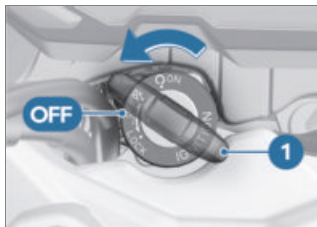
Switching on ignition



- Insert the ignition key **1** into the ignition steering lock and turn it to the **ON** position.
 - » Side lights and all function circuits are switched on.
 - » Engine can be started.
 - » Pre-Ride-Check is performed.
- ( 54)

» ABS self-diagnosis is performed (➡ 55)

Switching off ignition



- Turn the ignition key **1** to the **OFF** position.
- » Handlebars (steering lock) are not locked.
- » Vehicle key can be removed.

Emergency-off switch (kill switch)



A = Operation mode



B = Emergency-off (engine is switched off)

Emergency-off or operation mode

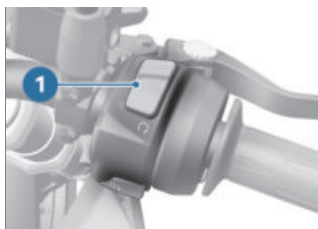


WARNING

Operation of the kill switch while riding

Risk of fall due to rear wheel locking

- Do not operate the kill switch when riding.



- Push emergency-off switch **1** forward as the easiest way of killing the engine.
- Push emergency-off switch **1** back so that the engine can be started.

LIGHTS

Low-beam headlight and sidelights

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

36 OPERATION

 The side lights place a strain on the battery; leave the ignition switched on for a limited time only.

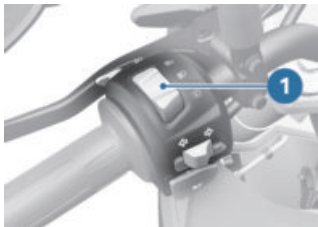
The low-beam headlight switches on automatically under the following conditions:

- When the engine is started.
- If the vehicle is pushed while the ignition is on.

 When the engine is not running you can switch on the lights by switching on the ignition and either switching on the high-beam headlight or operating the headlight flasher.

–with daytime riding light^{OE}
In daytime the daytime riding light can be switched on as an alternative to the low-beam headlight.

High-beam headlight, operating



- Push switch **1** forward.

» The high beam is switched on.



shows.

- Move switch **1** to the centre position.
- » The blue high beam indicator light goes out.
- » The low-beam headlight is switched on.

Using daytime riding light

–with daytime riding light^{OE}



WARNING

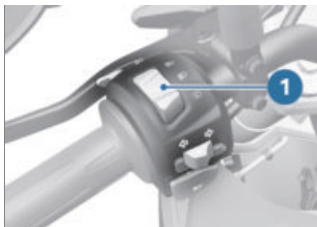
Switching on the daytime riding light in the dark.

Risk of accident

- Do not use the daytime riding light in the dark.



By comparison with the low-beam headlight, the daytime running light makes the vehicle more visible to on-coming traffic. This improves daytime visibility.



- Push switch **1** back.
 - » Daytime riding light is switched on.
- Move switch **1** to the centre position.
 - » The low-beam headlight is switched on.

Headlight flasher, operating



- Press button **1**.
 - » The high-beam headlight is switched on until you release the button.

TURN INDICATORS

Operating the turn indicators

- Switching on ignition (➡ 34).



- Push switch **1** to the left.
 - » The left turn indicator is switched on.



flashes.

- Push switch **1** to the right.
 - » The right turn indicator is switched on.



flashes.

- Centre switch **1** to cancel the turn indicators.

38 OPERATION

MULTIFUNCTION DISPLAY

SELECTING DISPLAY



Requirement

The vehicle is at a standstill.

- Switch on the ignition.
» The on-board computer readings appear on the display.
- Repeatedly short-press button **1** until the desired value is displayed.

Possible displays:

- Total distance travelled: ODO
- Trip distance 1: TRIP1
- Trip distance 2: TRIP2
- Coolant temperature: ENGIN
- Range: RANGE

-Average fuel consumption:

CONS1

-Current fuel consumption:

CONSA

-Average speed: SPEED

-Date: DATE

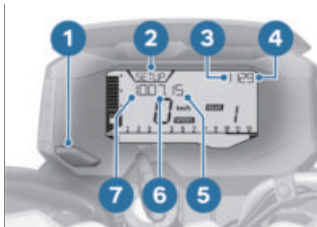
-Settings: SETUP

DATE AND TIME

Setting clock

- Selecting display (▶▶ 38).

» SETUP 2 is displayed.

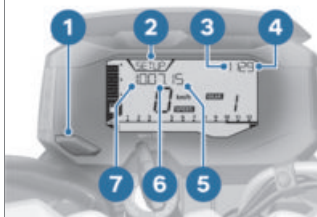


- Long-press button 1.
- » Hours number 3 flashes.
- Press button 1 briefly to increase the hour 3.
- Press and hold button 1 once the desired hour has been set.
- » Minutes number 4 flashes.
- Press button 1 briefly to increase the minutes.
- Press and hold button 1 once the desired minute has been set.
- » The time has not yet been saved.
- Set the date (▶▶ 39).

Setting date

Requirement

The clock has been set.

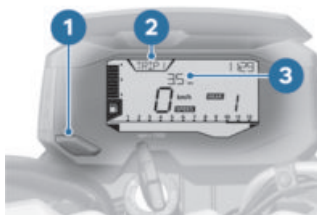


- Press button 1 briefly to increase the date 7.
- Press and hold button 1 once the desired date has been set.
- » Month 6 flashes.
- Press button 1 briefly to increase the month 6.
- Press and hold button 1 once the desired month has been set.
- » Year 5 flashes.
- Press button 1 briefly to increase the year.
- Press and hold button 1 once the desired year has been set.
- » The time and date settings have been saved.

RESET THE TRIP DISTANCE

- Selecting display (▶▶ 38).
- » The trip distance 2 to be reset has been selected.
- TRIP1 or TRIP2 appears on the display.

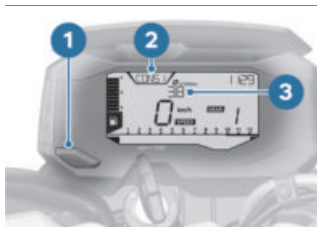
40 OPERATION



- Hold button **1** until the value **3** is reset.

RESETTING THE AVERAGE VALUES

- Selecting display (III → 38).
 - » The average value **2** to be reset has been selected.
- CONSI or SPEED appears on the display.

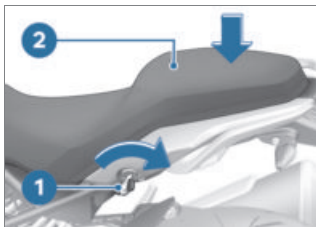


- Hold button **1** until the value **3** is reset.

SEAT

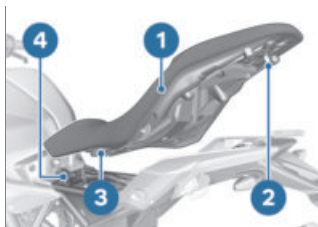
Removing seat

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



- Press down on the rear part of seat **2** to relieve the strain on the lock and at the same time unlock the seat lock by turning ignition key **1** clockwise.
- Lift seat **2** at the rear and remove the seat.
- Lay seat **2** down on a clean surface.

Installing seat



- Engage seat **1** with mount **3** centred in battery tray **4**.
- Position detent pin **2** and push it into the lock.

ADJUSTMENT

05

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44 ADJUSTMENT

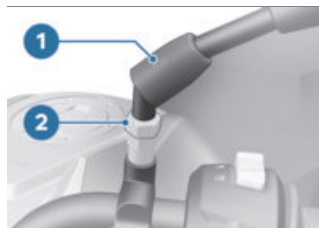
MIRRORS

Adjusting mirrors



- Turn the mirror to the desired position.

Adjusting mirror arm



- Push protective cap **1** up the mirror arm to expose the threaded fastener.
- Loosen lock nut **2**.
- Turn the mirror arm to the appropriate position.
- Tighten the locknut to the specified tightening torque, while holding the mirror arm to ensure that it does not move out of position.

 Right mirror (lock nut) to adapter

M10 x 1.25

22 Nm (Left-hand thread)

 Left mirror (lock nut) to adapter

M10 x 1.25

22 Nm

- Push protective cap **1** over the threaded fastener.

HEADLIGHT

Headlight adjustment for right-hand or left-hand traffic

This motorcycle has a symmetric-beam low-beam headlight. If the motorcycle is ridden in a country where the opposite rule of the road applies, its symmetric low-beam headlight means that no measures are necessary to prevent the headlight beam from dazzling on-coming traffic.

Headlight beam throw and spring preload

Headlight beam throw is generally kept constant when spring preload is adjusted to suit load. Headlight beam throw is set correctly ex-works.

 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

Requirement

Even with spring preload correctly adjusted, oncoming traffic is dazzled if the motorcycle is heavily loaded.



- Loosen bolt **1**.
- Swivel the headlight to adjust beam throw.
- Tighten screw **1** while holding the headlight so that it cannot move out of position.

When the motorcycle is again ridden with a lower load:

- Have the basic settings of the headlight restored by a specialist workshop, preferably an authorised BMW Motorrad retailer.

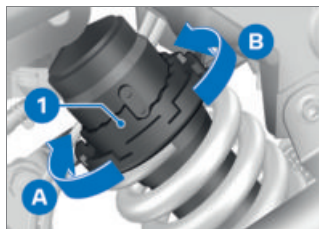
SPRING PRELOAD

Adjustment

Spring preload has to be adjusted to suit the weight of rider, passenger and luggage. Increase spring preload for heavier riders, decrease spring preload for lighter riders.

Adjusting spring preload for rear wheel

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



- To increase spring preload, use the appropriate tool from the on-board toolkit to turn adjusting ring **1** in arrow direction **A**.
- To reduce spring preload, use the appropriate tool from the on-board toolkit to turn adjusting ring **1** in arrow direction **B**.

46 ADJUSTMENT



Basic setting of spring preload, rear

Stage 1 (One-up riding without luggage)

Stage 5 (One-up with luggage)

Stage 10 (Two-up riding and luggage)

BRAKES

Adjusting handbrake lever



WARNING

Relocated brake fluid tank

Air in the brake system

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

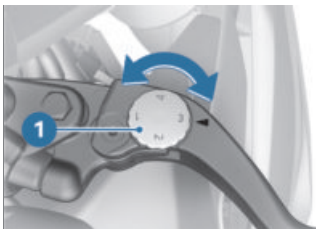


WARNING

Adjusting the handbrake lever while riding

Risk of accident

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



- Applying light pressure from behind, turn adjusting screw **1** to the desired position.



The adjusting screw is easier to turn when the handbrake lever is pushed forward.

» Adjustment options:

- From position 1: narrowest span between handlebar grip and handbrake lever
- To position 4: widest span between handlebar grip and handbrake lever

CLUTCH

Adjusting clutch lever

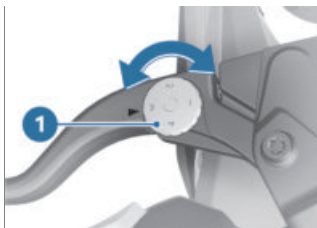


WARNING

Adjusting the clutch lever while riding

Risk of accident

- Adjust the clutch lever only when the motorcycle is at a standstill.



- Applying light pressure from behind, turn adjusting screw **1** to the desired position.

 The adjusting screw can be turned more easily if the clutch lever is pushed forward.

» Adjustment options:

- From position 1: narrowest span between handlebar grip and clutch lever
- To position 4: widest span between handlebar grip and clutch lever

RIDING

06

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50 RIDING

SAFETY INFORMATION

Rider's equipment

Do not ride without the correct clothing! Always wear

- Helmet
- Suit
- Gloves
- Boots

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



WARNING

Loose textiles, items of luggage or straps snagged by open rotating parts of the vehicle (wheels, drive shaft)

Risk of accident

- Make sure that loosely worn or carried textiles cannot be snagged by openly rotating parts of the vehicle.
- Keep all items of luggage and straps well clear of openly rotating parts of the vehicle.

Load



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.

- Set spring preload to suit total weight.

-with topcase^{OA}

- Note the maximum permissible payload and maximum permissible speed, see also the section entitled "Accessories" (110).



Payload of topcase

max 5 kg◁

-with topcase Light^{OA}

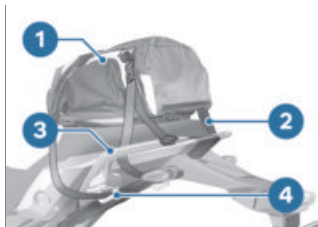
- Note the maximum permissible payload and maximum permissible speed, see also the section entitled "Accessories" (112).



Payload of topcase

max 3 kg◁

- Make sure that the weight is uniformly distributed between right and left.
- Stow heavy items at the bottom.



- Lash luggage **1** securely.
- Pass retaining straps **2** through eyes **3** and **4** and tighten.

Speed

If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle:

- Incorrect adjustment of the spring system
- Imbalanced load
- Loose clothing
- Insufficient tyre pressure
- Poor tyre tread
- Etc.

Top speed



Maximum speed of the motorcycle is higher than the permissible maximum rated speed of the tyres

Risk of accident due to tyre damage at high speed

- Comply with the tyre-specific speed restrictions.

Risk of poisoning

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



Exhaust gases adversely affecting health

Risk of asphyxiation

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



Inhalation of harmful vapours

Health hazard

- Do not inhale vapours from operating fluid and plastics.
- Use the vehicle only outdoors.

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Risk of burning



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.



WARNING

Opening radiator cap

Risk of burning

- Do not open the radiator cap when the system is hot.
- Check and, if necessary, top up the coolant in the expansion tank only.

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.

REGULAR CHECK

Comply with checklist

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

Always before riding off

- Check function of brakes (▮▮▮▮ 76).
- Check that the lights and signalling equipment function.
- Check clutch function (▮▮▮ 81).
- Check tyre tread depth (▮▮▮▮ 84).
- Check tyre pressure (▮▮▮ 83).
- Check that the luggage is secure.

Every 3rd refuelling stop

- Check engine oil level (▮▮▮ 74).
- Check brake pad thickness, front brakes (▮▮▮ 76).
- Check brake pad thickness, rear brakes (▮▮▮ 77).
- Check brake-fluid level, front brakes (▮▮▮ 79).
- Check brake-fluid level, rear brakes (▮▮▮ 80).
- Check the coolant level (▮▮▮ 82).
- Lubricate chain (▮▮▮ 94).
- Check the chain tension (▮▮▮ 93).

STARTING

Starting engine

- Switch on the ignition.
 - » Pre-Ride-Check is performed. (▮▮▮ 54)
 - » ABS self-diagnosis is performed (▮▮▮ 55)
- Select neutral.



shows.



is displayed.

- Alternatively: with the transmission in gear, pull the clutch lever.



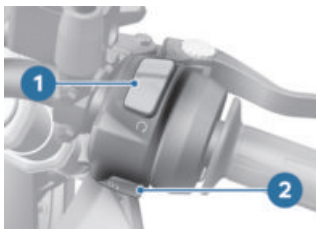
You cannot start the motorcycle with the side stand extended and a gear engaged. The engine will switch

54 RIDING

itself off if you start it with the gearbox in neutral and then engage a gear before retracting the side stand.

 Keep throttle grip closed or turn it only slightly.

- Cold starts and low temperatures: Pull the clutch lever.



- Set the emergency-off switch **1** to Operation.

 Switch is in operation mode.

- Press the starter button **2**.

 The engine starts.

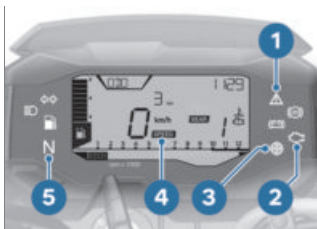
» Consult the troubleshooting chart below if the engine refuses to start. (124)

Pre-Ride-Check

The instrument cluster runs a test of the warning and indicator lights and the display when the ignition is switched on. This test is known as the Pre-Ride-Check. The test is

aborted if you start the engine before it completes.

Phase 1



"General" warning light **1** lights up red.

The warning lights **2** light up.

The rpm redline warning **3** lights up.

Display **4** shows the most recently active information configuration.

The indicator lights **5** light up.

Phase 2

'General' warning light **1** changes from red to yellow.

Phase 3

The indicator and warning lights and the rpm redline warning go out or assume operational status, as applicable.

The malfunction indicator lamp (MIL) does not go out until 15 seconds have elapsed.

If a service is due, the relevant information is briefly displayed.

If one of the warning or indicator lights **does not** show:



WARNING

Faulty warning lights

No indication of malfunctions

- Check all the telltale and warning lights.

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

ABS self-diagnosis

BMW Motorrad ABS performs self-diagnosis to ensure its operability. Self-diagnosis starts automatically when you switch on the ignition.

Phase 1

» Test of the diagnosis-compatible system components with the vehicle at a standstill.



flashes.

Phase 2

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



flashes.

ABS self-diagnosis completed

» The ABS warning light goes out.



ABS self-diagnosis not completed

The ABS function is not available, because self-diagnosis did not complete. (The motorcycle has to reach a defined minimum speed for the wheel sensors to be checked: min 5 km/h)

If an indicator showing an ABS fault appears when ABS self-diagnosis completes:

- 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 Retailer.

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.

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- Try to do most of your riding during this initial period on twisting, fairly hilly roads.
- Comply with the running-in speeds.

	Running-in speed
<6000 min ⁻¹ (Odometer reading 0...300 km)	
No full load (Odometer reading 0...1000 km)	

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

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

Brake pads

New brake pads have to bedded in before they can achieve their optimum frictional force. 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. Only once the surface has been roughened can the tyres 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.

RPM REDLINE WARNING

Requirement

Vehicle not yet in 6th gear, maximum acceleration required.



- Accelerate.



The rpm redline warning **1** lights up when the following engine speed is reached:

$>10000 \text{ min}^{-1}$

- Take care not to exceed the following engine speed:



Maximum engine speed

max 10800 min^{-1}

- Upshift to the next gear.

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. In order to achieve the shortest stopping distance, the front wheel brake must be pulled quickly until ABS activates, the pressure point held and the rear wheel brake operated at the same time. 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. BMW Motorrad ABS prevents the front wheel from locking up.

In the "emergency 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. In the absence of load on the wheel the ABS has to intervene to prevent the front wheel from locking even if the brakes are applied only very lightly. This leads to a reduced braking effect.



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.

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Descending mountain passes



WARNING

Braking mostly 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.



DANGER

Riding with overheated brakes

Risk of accident due to failure of brakes

- Adapt your riding style accordingly.
- Avoid frequent braking by using the engine brake.



WARNING

Failure to observe service intervals

Risk of accident

- Observe the valid service intervals for brakes.

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.



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.

REFUELLING

Fuel grade

Requirement

For optimum fuel consumption, fuel has to be sulphur-free or with the lowest sulphur content 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).



ATTENTION

Engine operation with ethanol E85

Damage to engine and fuel supply system

- Do not attempt to run the engine on ethanol E85, i.e. a fuel with an ethanol content of 85 %, or flex fuel.

- Note fuel grade.



Fuel additives clean the fuel injection system and the combustion zone. It is advisable to use fuel additives when the engine is operated with low-grade fuel or if the

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vehicle is to be out of use for a lengthy period of time. More information is available from your authorised BMW Motorrad retailer.



Recommended fuel grade



Regular unleaded (max 10 % ethanol, E10)



91 ROZ/RON
87 AKI

» Pay attention to the following symbols in the fuel filler cap and on the fuel pump:



Refuelling



WARNING

Fuel is highly flammable

Risk of fire and explosion

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



WARNING

Escape of fuel due to heat-induced expansion if fuel tank is overfilled

Risk of falling

- Do not overfill the fuel tank.



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.



- Open the protective cap **2**.
- Unlock the cap of the fuel tank by turning vehicle key **1**

clockwise in the lock and pop the cap open.



- Refuel with fuel of the grade stated above; do not fill the tank past the bottom edge of filler neck **3**. When refuelling be aware of the divider in the fuel filler neck and take care, so that fuel cannot escape.

 When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, so that the new level is detected and the fuel reserve indicator light is switched off.

 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. 11 l



Fuel reserve

approx. 1 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. Use adhesive tape or soft cloths, for example, for this purpose.

62 RIDING



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.
- Have a helper hold the motorcycle to make sure that it cannot topple.

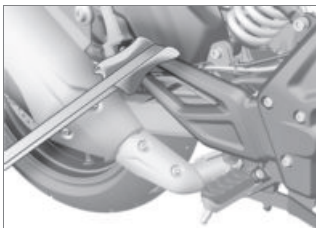


ATTENTION

Trapping of components

Component damage

- Do not trap components such as brake lines or cable legs.
- At the front, pass the straps on left and right through the fork bridge and strap the motorcycle down.



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

compressed as tightly as possible front and rear.

ENGINEERING DETAILS

07

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GENERAL NOTES

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

ANTILOCK BRAKING SYSTEM

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 brake pressure to the maximum transferable brake force, so the wheels continue to turn and driving stability is maintained irrespective of the condition of the road surface.

What are the effects of surface irregularities?

Humps and 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

Even under severe braking, a high level of tyre grip can mean that the front wheel does not lock up until very late, if at all. Consequently, ABS does not intervene until very late, if at all. Under these circumstances

the rear wheel can lift off the ground, and 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.

At speeds above 4 km/h, within the limits imposed by physics the BMW Motorrad ABS can ensure directional stability on any surface. Limitations inherent to the design principle mean that at lower speeds the BMW Motorrad ABS cannot provide optimum assistance on all surfaces.

The system is not optimised for special requirements that apply under extreme competitive situations off-road or on the track.

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 lead to a fault message being issued.

If a fault message should be triggered due to one of the above-described driving conditions, the ABS function can be re-activated by switching the ignition off and then on again.

Exceptional riding conditions:

- Heating up with the motorcycle on an auxiliary stand, in neutral or with a gear engaged.

68 ENGINEERING DETAILS

- Rear wheel locked by the engine brake for a lengthy period, for example while descending steep gradients.

What significance devolves on regular maintenance?



WARNING

Brake system not regularly serviced

Risk of accident

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



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.

Safety reserves

The potentially shorter braking distances which BMW Motorrad ABS permits must not be used as an excuse for careless riding. The system is primarily a means of ensuring a safety margin in genuine emergencies.

MAINTENANCE

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72 MAINTENANCE

GENERAL NOTES

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".

Microencapsulated screws

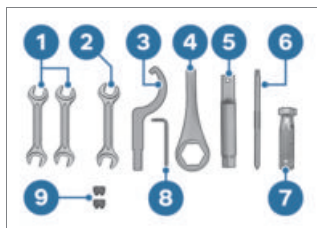
The microencapsulation is a chemical thread-locker. An adhesive compound creates a secure connection between bolt and nut or between screw and component. Consequently, microencapsulated screws are for once-only use and are not intended for re-installation after being slackened.

After removal of the screw, clean the internal thread to remove all traces of thread-locking compound. Always use new microencapsulated screws when re-assembling. Consequently, prior to disassembly make sure that you have suitable tools for cleaning the threads and a new replacement for each screw to be removed. If the job is not done correctly there is no guaran-

tee that the screw will remain secure, which means that you would be putting yourself at risk!

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

TOOLKIT



- 1** Open-ended spanner
Width across flats 12/13
–Adjust the chain tension (➡ 93).
- 2** Open-ended spanner
Width across flats 10/16 mm
–Adjust the mirror arm (➡ 44).
–Remove the battery (➡ 99).
- 3** Hook wrench

- 3 -Adjusting spring preload for rear wheel (▮▮▮▮ 45).
- 4 Ring spanner
Width across flats 27
-Removing rear wheel (▮▮▮▮ 89).
-Adjust the chain tension (▮▮▮▮ 93).
- 5 Extension for hook wrench and ring spanner
- 6 Reversible screwdriver blade with cross heads
- 7 Screwdriver handle
- 8 Allen key
5 mm
-Adjusting headlight beam throw (▮▮▮▮ 45).
- 9 Reserve fuses
Miniature fuses, 7.5 A and 15 A
-There are spare fuses in the fuse box.

FRONT-WHEEL STAND

Installing 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.

- Make sure the motorcycle is standing firmly.
- Place the motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad rear-wheel stand.
- Install the rear-wheel stand (▮▮▮▮ 74).

74 MAINTENANCE



- See the instructions issued with the front-wheel stand for the details of the correct procedure for installation.
- BMW Motorrad offers an auxiliary stand suitable for every vehicle. Your BMW Motorrad retailer will be happy to help you with the selection of a suitable auxiliary stand.

REAR-WHEEL STAND

Installing rear-wheel stand



- The description of how to fit the rear-wheel stand correctly will be found in the instructions for the stand.

- BMW Motorrad offers an auxiliary stand suitable for every vehicle. Your BMW Motorrad retailer will be happy to help you with the selection of a suitable auxiliary stand.

ENGINE OIL

Checking engine oil level

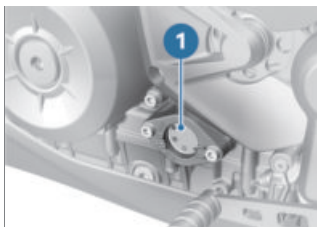


ATTENTION

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.
- Place the motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad auxiliary stand.
- Alternatively: Hold the motorcycle upright, preferably with the assistance of another person.



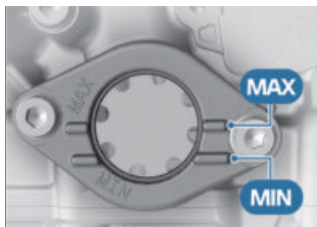
ATTENTION

Vehicle toppling sideways

Risk of damage to parts if vehicle topples

- Secure the vehicle, preferably with the assistance of a second person, so that it cannot topple sideways.

- Check the oil level in the display **1**.



Engine oil, specified level

Between **MIN** and **MAX** marks (Engine is at operating temperature, motorcycle is upright)



Engine oil, quantity for topping up

max 0.18 l (Difference between **MIN** and **MAX**)

If the oil level is below the minimum mark **MIN**:

- Top up the engine oil (► 76).

If the oil level is above the maximum mark **MAX**:

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



As a contribution to reducing environmental impact, BMW Motorrad recommends checking the engine oil on occasion after a trip of min 50 km.

76 MAINTENANCE

Topping up engine oil

- Make sure the ground is level and firm and place the motor-cycle on its stand.
- Wipe the area around the oil filler opening clean.



- Remove cap 1 of the oil filler opening.



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.



Engine oil, quantity for topping up

max 0.18 l (Difference between **MIN** and **MAX**)

- Checking engine oil level (▶ 74).

- Install cap of oil filler opening 1.

BRAKE SYSTEM

Checking function of brakes

- Operate the brake lever.
 - » There is a clearly perceptible pressure point.
- Press the footbrake lever.
 - » There is a clearly perceptible pressure point.

If pressure points are not clearly perceptible:



ATTENTION

Work on brake system not in compliance with correct procedure

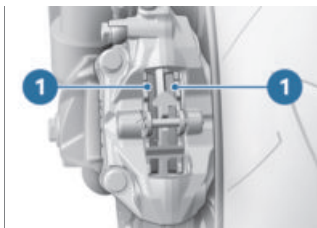
Risk to operational reliability of the brake system

- Have all work on the brake system undertaken by trained and qualified specialists.

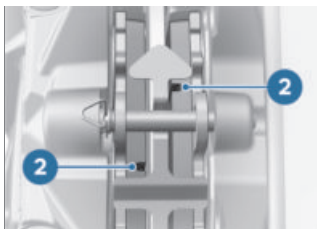
- Have the brakes checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Checking brake pad thickness, front brakes

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



- Turn the handlebars all the way to the right.
- » Looking from the rear, you can see brake pads **1**.
- Visually inspect the brake pads to ascertain their thickness.



- Note wear marks **2**.



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 visible:



WARNING

Brake-pad thickness less than permissible minimum

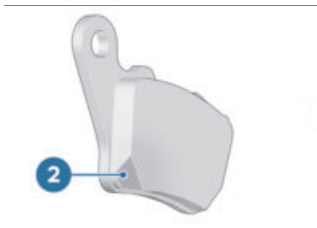
Diminished braking effect, damage to the brakes

- 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 retailer.
 - BMW Motorrad recommends installing only genuine brake pads from BMW Motorrad.
- ### Checking brake pad thickness, rear brakes
- Make sure the ground is level and firm and place the motorcycle on its stand.

78 MAINTENANCE



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



- Note chamfer 2.



Brake-pad wear limit,
rear

min 1.0 mm (Friction lining without carrier plate. The wear marks must be clearly visible.)

If the chamfer 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 retailer.

Checking brake-fluid level, front brakes

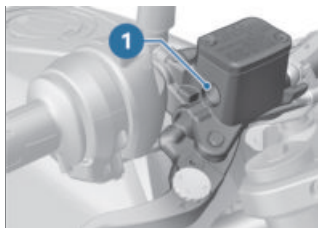


WARNING

Not enough brake fluid in brake fluid reservoir, or contaminants in brake fluid

Considerably reduced braking power due to presence of air, contaminants or water in the brake system

- Cease operation of the vehicle immediately and do not ride it until the fault has been rectified.
 - Check the brake-fluid levels at regular intervals.
 - Always make sure that the lid of the brake fluid reservoir and the area around the lid are cleaned before opening.
 - Make sure that only fresh brake fluid from a sealed container is used.
-
- Make sure the ground is level and firm and hold the motorcycle upright.



- Turn the handlebars to a position in which the brake fluid reservoir is horizontal.
- Check the brake fluid level in sight glass **1**.



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



Brake fluid level, front

Brake fluid, DOT4

The brake fluid level may not drop below the **MIN** mark. (Brake-fluid reservoir horizontal)

80 MAINTENANCE

If the brake fluid level drops below the permitted level:

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

Checking brake-fluid level, rear brakes



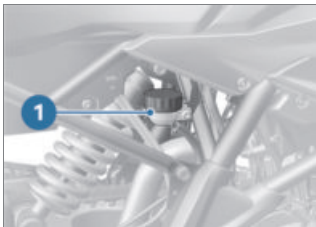
WARNING

Not enough brake fluid in brake fluid reservoir, or contaminants in brake fluid

Considerably reduced braking power due to presence of air, contaminants or water in the brake system

- Cease operation of the vehicle immediately and do not ride it until the fault has been rectified.
- Check the brake-fluid levels at regular intervals.
- Always make sure that the lid of the brake fluid reservoir and the area around the lid are cleaned before opening.
- Make sure that only fresh brake fluid from a sealed container is used.

- Make sure the ground is level and firm and hold the motor-cycle upright.



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



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 may not drop below the **MIN** mark. (Brake-fluid reservoir horizontal)

If the brake fluid level drops below the permitted level:

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

CLUTCH

Checking clutch function

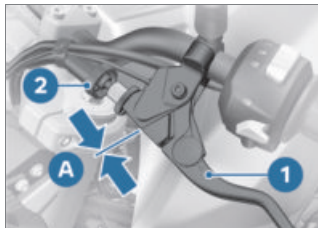
- Pull the clutch lever.
- » The clutch must fully disengage. Signs that the clutch is fully disengaged:

- Easy to change gear
- Easy to switch to idling

If this is not the case, or there is a lack of power transmission after the clutch has engaged:

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

Check the clutch-lever play



- Disengage cover **2**.

- Pull clutch lever **1** until resistance is perceptible.
- In this position, measure clutch lever play **A** between the clutch lever fitting and the clutch lever.



Clutch-lever play

1...2 mm (at the hand lever, handlebars are in straight-ahead position, engine is cold)

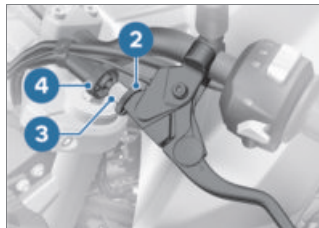
Clutch-lever play is out of tolerance:

- Adjust the clutch-lever play (▮ 81).

Clutch-lever play is in tolerance:

- Install cover **2**.

Adjust the clutch-lever play

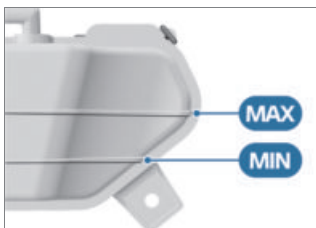


- Disengage cover **4**.
- Slacken knurled nut **2**.
- Pull the clutch cable up slightly to relieve adjusting sleeve **3**.

82 MAINTENANCE

- To increase clutch lever play:
Tighten adjusting sleeve **3** into the handlebar fitting.
- To reduce clutch lever play:
Back off adjusting sleeve **3** in the handlebar fitting.
- Lock adjusting sleeve **3** with knurled nut **2**.
- Check the clutch-lever play (► 81).
- Repeat these steps until clutch lever play is correct.
- Install cover **4**.

front toward the inside of the right side panel.



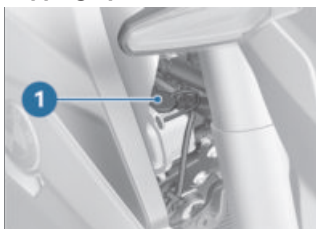
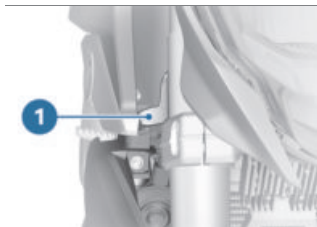
Coolant, specified level

Between **MIN** and **MAX** marks on the expansion tank (Engine is cold, motorcycle is upright)

If the coolant drops below the permitted level:

- Top up the coolant (► 82).

Topping up coolant



- Check the coolant level in the coolant expansion tank **1**.
Viewing direction: From in

- Turn the handlebars all the way to the left.
- Open cap **1** of the coolant expansion tank.

- Top up coolant to specified level. Use a funnel with filler adaptor or hose.



Coolant full quantity

Antifreeze and corrosion inhibitor

150 ml (Difference between **MIN**- and **MAX**-mark)

- Check the coolant level (→ 82).

When the coolant reaches the specified level:

- Close the cap of the coolant expansion tank.

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.



WARNING

Tendency of valve inserts to open by themselves at high riding speeds

Sudden loss of tyre pressure

- Install valve caps fitted with rubber sealing rings and tighten firmly.

- 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

2.2 bar (with cold tyres; one-up and two-up riding)



Tyre pressure, rear

2.3 bar (with cold tyres; one-up and two-up riding)

If tyre pressure is too low:

- Correct tyre pressure.

84 MAINTENANCE

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.
-  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.

WHEEL RIMS

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.

WHEELS

Effect of wheel size on chassis and suspension control systems

Wheel size is very important as a parameter for the suspension control systems. In particular, the diameter and the width of a 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 wheels other than those installed ex-works, 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 sys-

tems 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 retailer. In some cases, the data programmed into the control units can be changed to suit the new wheel sizes.

Removing front wheel

- Place the motorcycle on an auxiliary stand. BMW Motorrad recommends you use the BMW Motorrad rear-wheel stand.
- Install the rear-wheel stand (▮▮▮ 74).
- Lift the front of the motorcycle until the front wheel is clear of the ground, preferably using a BMW Motorrad front-wheel stand.
- Installing front-wheel stand (▮▮▮ 73).



ATTENTION

Unwanted inward movement of the brake pads

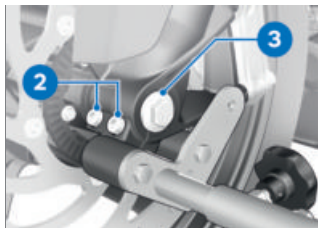
Component damage on attempt to install the brake caliper or because brake pads have to be forced apart

- Do not operate the brake with the brake disc removed.

- Push apart the brake pads a little.



- Loosen clamping screws **1**.



- Remove screw **3**.
- Loosen clamping screws **2**.

86 MAINTENANCE

- 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 4, support the front wheel when doing this.



ATTENTION

Removal of front wheel not in compliance with correct procedure

Damage to wheel speed sensor

- Note the wheel-speed sensor when rolling out the front wheel.
- Set down front wheel and roll forwards out of the front suspension. In this process, take care not to damage the wheel speed sensor.



- Remove spacer bushing 5 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.



- Lubricate the friction face of spacer bushing **5**.



Lubricant

Optimoly TA

- Insert spacer bushing **5**, turned with the collar facing out, 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.



ATTENTION

Installation of front wheel not in compliance with correct procedure

Damage to wheel speed sensor

- Note the wheel-speed sensor when rolling in the front wheel.

- Roll the front wheel into position between the forks of the front suspension. In this process, take care not to damage the wheel speed sensor.



- Lubricate quick-release axle **4**.



Lubricant

Optimoly TA

88 MAINTENANCE

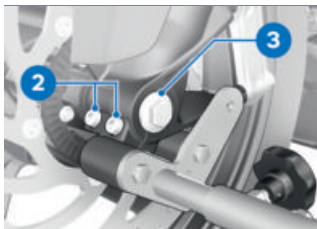


WARNING

Improper installation of the quick-release axle

Loosening of the front wheel

- After securing the brake calipers and relieving the front forks, tighten the quick-release axle and the axle clamping to the specified tightening torque.
- Lift the front wheel slightly and install quick-release axle **4**.
- Remove front-wheel stand and firmly compress front forks several times. Do not operate the brake lever in this process.
- Installing front-wheel stand (→ 73).



- Install screw **3** and tighten to specified torque. In this process, counter-hold the quick-release axle on the right side.

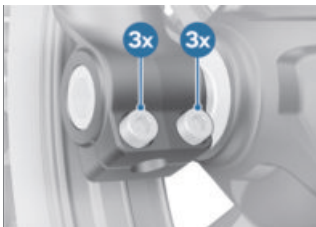


Screw in front-wheel quick-release axle

M12 x 20

50 Nm

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



Clamping screws in axle holder

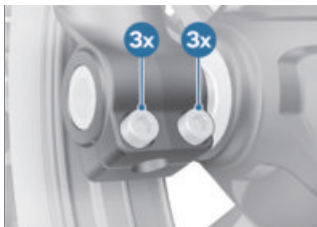
Tightening sequence: Tighten screws six times in alternate sequence

M8 x 30

19 Nm



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



Clamping screws in axle holder

Tightening sequence: Tighten screws six times in alternate sequence

M8 x 30

19 Nm

- Remove the front-wheel stand.



WARNING

Brake pads not lying against the brake disc

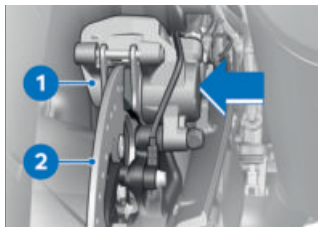
Risk of accident due to delayed braking effect.

- Before driving, check that the brakes respond without delay.

- Operate the brake several times until the brake pads are bedded.

Removing rear wheel

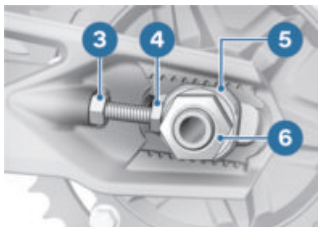
- Lift the motorcycle, preferably with a BMW Motorrad rear-wheel stand.
- Install the rear-wheel stand (74).
- Slip wooden chocks or similar under the rear wheel to prevent it from dropping out after the quick-release axle has been removed.



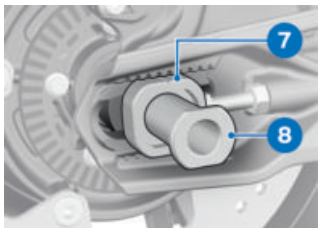
- Press the brake caliper **1** against the brake disc **2**.

90 MAINTENANCE

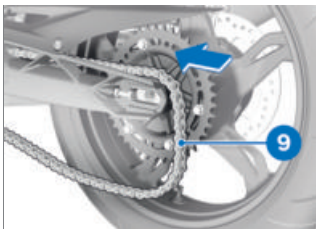
» Brake piston has been pushed back.



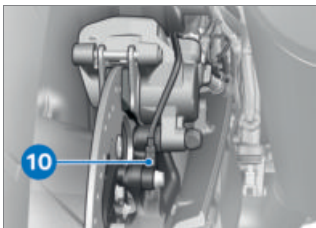
- Remove nut **6**, using the appropriate tool from the on-board toolkit.
- Remove washer.
- Loosen lock nuts **3** on left and right.
- Tighten adjusting screws **4** on left and right.
- Remove chain tensioner **5** and push the quick-release axle to the right as far as it will go.



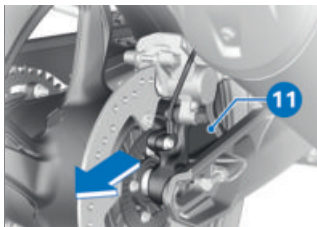
- Remove quick-release axle **8** and remove chain tensioner **7**.



- Roll the rear wheel as far forward as possible and disengage chain **9** from the sprocket.



- When rolling the rear wheel clear of the motorcycle, take care not to damage wheel-speed sensor **10**.



- Roll the rear wheel to the rear and clear of the swinging arm and at the same time pull brake-caliper carrier **11** back far enough to allow the rear wheel to clear it.

 The sprocket and the spacer bushes on left and right are loose fits in the wheel. Make sure that these parts are not damaged or get lost on removal.

Installing 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.

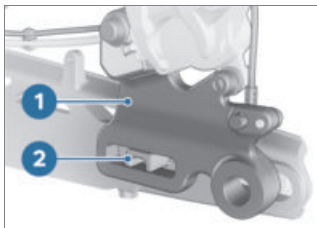


ATTENTION

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.
- Roll the rear wheel on the support into the swinging arm as far as necessary to permit the brake-caliper carrier to be inserted.

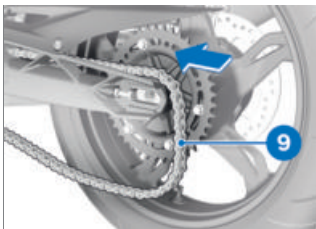


- Set brake-caliper support **1** on guide **2**.

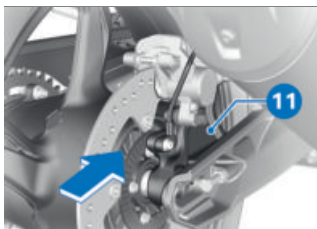
92 MAINTENANCE



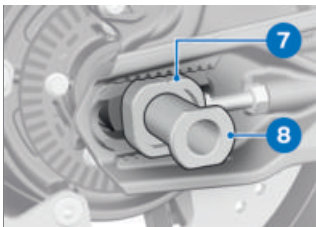
- When rolling the rear wheel into position, take care not to damage wheel-speed sensor **10**.



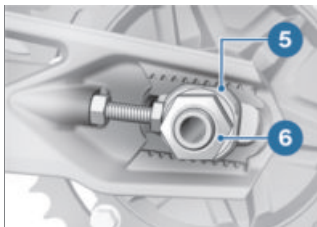
- Roll the rear wheel as far forward as possible and loop chain **9** over the sprocket.



- Roll the rear wheel further into the swinging arm, while pushing brake-caliper carrier **11** forward at the same time.



- Insert quick-release axle **8** and chain tensioner **7** into the swinging arm, brake-caliper support and rear wheel, interlocking the quick-release axle with the chain tensioner.

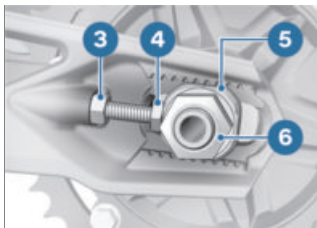


- Insert left chain tensioner **5**.
- Install nut **6** with its washer, but do not tighten the nut at this point.
- Adjust the chain tension (▮▮▮▮ 93).

CHAIN

Adjust the chain tension

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



- Slacken nut **6**.
- Loosen lock nuts **3** on left and right.
- Use adjusting screws **4** on left and right to adjust chain tension.

- Check the chain tension (▮▮▮▮ 93).
- Make sure that the notch in the top of chain tensioner **5** is set to the same scale value on left and right.
- Tighten lock nuts **3** on left and right to the specified tightening torque.

 Locknut of the final-drive chain tensioning screw

M8

19 Nm

- Tighten nut **6** to the specified tightening torque.

 Rear quick-release axle in swinging arm

M18 x 1.5

100 Nm

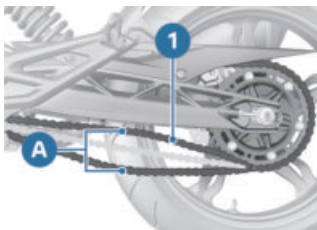
- Once you have tightened the rear wheel quick-release axle, complete the following tasks again:

- Check the chain tension (▮▮▮▮ 93).

Check the chain tension

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

94 MAINTENANCE



- Use a screwdriver to push chain **1** up and down at a point midway between the pinion and sprocket and measure chain sag **A**.



Chain deflection

40...50 mm (Motorcycle with no weight applied, supported on its side stand)

If chain deflection is outside permitted tolerance:

- Adjust the chain tension (▮▮▮ 93).

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 third fuel stop.

- 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.
- To prolong chain life, BMW Motorrad recommends the use of BMW Motorrad chain lubricant, or:



Lubricant

Chain spray, O-ring compatible

- Wipe off excess lubricant.

Lubricating and caring for low-maintenance chain

—with M Endurance chain^{OA}



ATTENTION

Inadequate cleaning and lubrication of the drive chain

Accelerated wear

- Clean and lubricate the drive chain at regular intervals.



The low-maintenance drive chain is cleaned and lubricated as part of the annual service. For optimum durability, the low-maintenance chain can

also be lubricated at intervals by application of a chain lubricant suitable for low-maintenance chains. If riding involves above-average wear and tear due to exposure to salt or dust and dirt, carry out lubrication at correspondingly more frequent intervals.

- Switch the ignition off and select neutral.
- Clean the drive chain with a suitable cleaning product, dry it and apply chain lubricant. To prolong chain life, BMW Motorrad recommends the use of BMW Motorrad chain lubricant or:



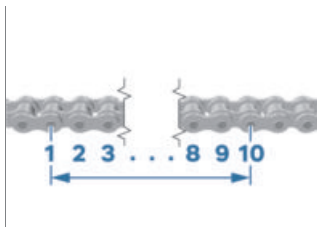
Lubricant

Chain spray, O-ring compatible

- Wipe off excess lubricant.

Checking chain wear

- Engage 1st gear.
- Turn the rear wheel in the normal direction of travel until the chain is tensioned.
- Determine the length of the chain underneath the rear wheel swinging arm above the middle of 10 rivets in 3 different places.

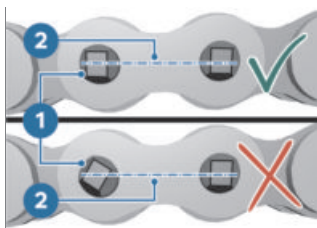


Permissible chain length

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

If the chain has stretched to the maximum permissible length:

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



- Check whether a rivet head **1** has twisted out of line.

96 MAINTENANCE

Rivet heads are parallel to the chain centreline **2**.

- Chain riveting is OK.

If one or more rivet heads have twisted out of line:

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

LIGHTING

Replacing LED light sources



WARNING

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

Safety risk

- Always replace a faulty bulb at the earliest possible opportunity. Consult a specialist workshop, preferably an authorised BMW Motorrad Retailer.

All light sources of the vehicle are LED light sources. The service life of the LED light sources is longer than the presumed vehicle service life. If an LED light source is faulty contact a specialist workshop, preferably an authorised BMW Motorrad retailer.

JUMP-STARTING



CAUTION

Touching live parts of the ignition system when the engine is running

Electric shock

- Do not touch parts of the ignition system when the engine is running.



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 does not exceed a voltage of 12 V.

- When jump-starting the engine, do not disconnect the battery from the on-board electrical system.
- Removing seat (▮▮▮ 40).
- Run the engine of the donor vehicle during jump-starting.
- 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.
- Then connect one end of the black jump lead to the neg-

ative terminal of the donor battery, and the other end to the negative terminal of the discharged battery.

- 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, then disconnect the second lead from the positive terminal.
- Install the seat (▮▮▮ 41).

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:

98 MAINTENANCE

- 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.



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.

Recharging connected battery



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.

- Disconnecting battery from motorcycle (► 99).

Recharging disconnected battery

- Disconnecting battery from motorcycle (► 99).
- Charge the battery using a suitable charger.
- Comply with the operating instructions of the charger.
- Once the battery is fully charged, disconnect the charger's terminal clips from the battery terminals.

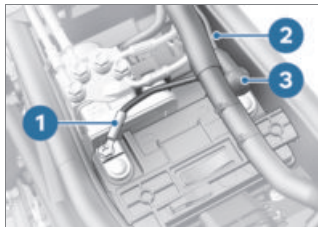


The battery has to be recharged at regular intervals in the course of a lengthy period of disuse. See the instructions for caring for your battery. Always fully recharge the battery before restoring it to use.

- Connecting battery to motorcycle (➡ 99).

Disconnecting battery from motorcycle

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Removing seat (➡ 40).



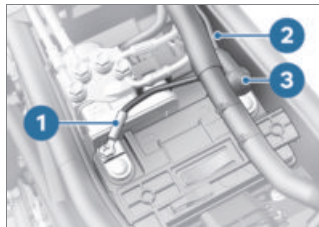
ATTENTION

Battery not disconnected in accordance with correct procedure

Risk of short-circuit

- Always proceed in compliance with the specified disconnection sequence.
- Disconnect negative battery cable **1** first.
- Then push protective cap **3** aside and disconnect positive battery cable **2**.

Connecting battery to motorcycle



- First connect positive battery cable **2** and cover it with protective cap **3**.
- Then connect negative battery cable **1**.
- Install the seat (➡ 41).

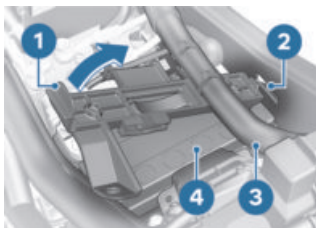
Removing battery

- Removing seat (➡ 40).
- Disconnecting battery from motorcycle (➡ 99).



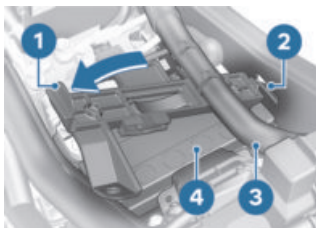
- Remove screw **1**.

100 MAINTENANCE



- Unhook retainer **1** on the left and swing it up.
- On the right, disengage the retainer from battery tray **2**.
 - » The retainer is now attached only to vehicle wiring harness **3**.
- Push holder **1** complete with wiring harness **3** to the right out of the way.
 - » The battery can now be removed.
- Lift battery **4** up and out. Work it back and forth slightly if it is difficult to remove.

Installing battery



- Insert battery **4** into the battery compartment, positive

terminal on the right in the forward direction of travel.

- Engage the holder on the right in battery tray **2**.
- Swing holder **1** down and engage it on the left.
 - » Wiring harness **3** is in the initial position.



- Install screw **1**.
- Connecting battery to motorcycle (▮▮▮ 99).
- Install the seat (▮▮▮ 41).

-  If the vehicle has been disconnected from the battery for a significant time, the current date will have to be entered in the instrument cluster to guarantee correct operation of the service display.
- Set the clock (▮▮▮ 39).
 - Set the date (▮▮▮ 39).

FUSES

Replacing fuses



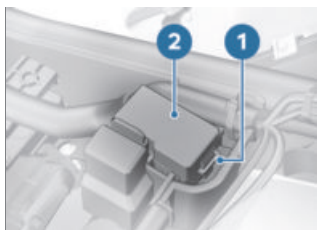
ATTENTION

Jumping 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.

- Switching off ignition (➡ 35).
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Removing seat (➡ 40).



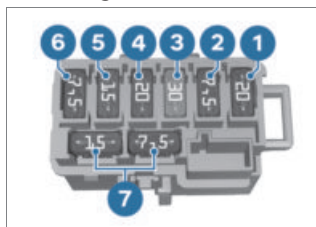
- Press latch **1**.
 - Open fuse box **2**.
 - Consult the fuse assignment diagram below and, using the gripping clamp, replace the defective fuse.
- » Fuse assignment (➡ 101)
- Close fuse box **2**. Make sure that lock **1** engages.



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

- Install the seat (➡ 41).

Fuse assignment



Fuse 1

20 A (Engine control unit)



Fuse 2

7.5 A (Heated grips, instrument cluster, ABS pressure modulator, engine control unit, starter relay)



Fuse 3

30 A (Main fuse)



Fuse 4

20 A (ABS pressure modulator)

102 MAINTENANCE



Fuse 5

15 A (Lighting, horn)



Fuse 6

7.5 A (Instrument cluster, diagnosis)

– Reserve fuses **7**

– There are another 3 spare fuses (7.5 A, 20 A, 30 A) in the fuse box.

DIAGNOSTIC CONNECTOR

Disengaging diagnostic socket



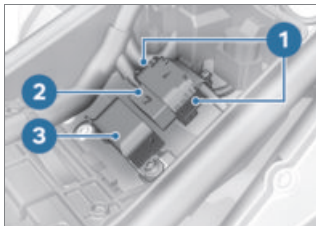
CAUTION

Incorrect disconnection of the diagnostic socket for on-board diagnosis

Malfunctions of the vehicle

- Do not disconnect the diagnostic socket or allow it to be disconnected except in the course of a BMW Motorrad service by a specialist workshop or by other authorised persons.
- Have the work carried out by appropriately trained personnel.
- Comply with the stipulations of the vehicle manufacturer.

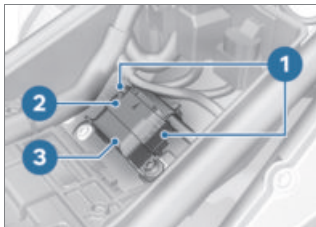
- Removing seat (➡ 40).



- Push in locks **1**.
- Disengage diagnostic socket **2** from holder **3**.
- » The interface to the diagnosis and information system can be connected to the diagnostic connector **2**.

Securing diagnostic socket

- Disconnect the interface for the diagnosis and information system.



- Insert diagnostic socket **2** into holder **3**.
- » The locks **1** engage.
- Install the seat (➡ 41).

ACCESSORIES

09

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TOPCASE LIGHT	110

GENERAL NOTES



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 responsibility for the products. BMW accepts no liability whatsoever for parts and accessories that it has not approved.

All modifications must be in compliance with legal requirements. Make sure that the vehicle does not infringe the national road-vehicle construction and use regulations applicable in your country. Your authorised BMW Motorrad retailer 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/equipment**

HEATED GRIPS

—with heated grips^{OA}

Operating the heated handlebar grips

- Start the engine.



The heating in the heated handlebar grips can be activated only when the engine is running.



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.

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



- Press the rocker switch **1** on the side with two dots to switch on the high heater output setting.
- Press the rocker switch **1** on the side with one dot to switch on the low heater output setting.
- Centre the rocker switch **1** to switch the heating system off.

POWER SOCKET

—with extra socket^{OA}

Connection of electrical devices

—You can start using electrical devices connected to the motorcycle's sockets only when the ignition is switched on.

Cable routing

- The cables from the power sockets to the auxiliary devices must be routed in such a way that they do not impede the rider.
- The cable routing should not restrict the steering angle or obstruct handling.
- The cables must not be trapped.

TOPCASE

Installing topcase

- with luggage carrier^{OA}
- with topcase^{OA}



WARNING

Topcase not properly secured

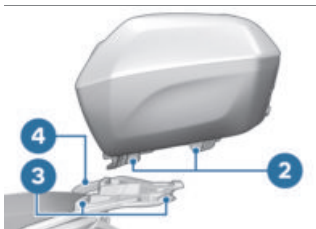
Driving safety is impaired

- The topcase must not wobble and must be secured free from play.

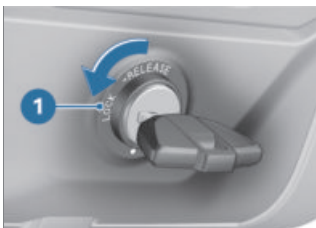
108 ACCESSORIES



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



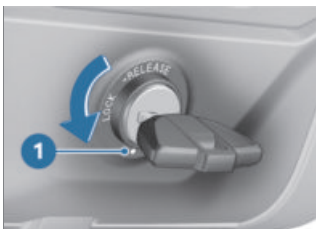
- Hook the topcase into position on luggage carrier **4**. Make sure that hooks **2** are securely seated in corresponding keepers **3**.
- Push carry handle **1** down until it engages.



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

Opening topcase

- with luggage carrier^{OA}
- with topcase^{OA}



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



- Push lock barrel **1** forward.
- » Release lever **2** pops up.
- Pull the release lever all the way up.
- » The lid of the topcase opens.

Closing topcase

- with luggage carrier^{OA}
- 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.

 The topcase can also be closed when the lock is in the **LOCK** position. Make sure

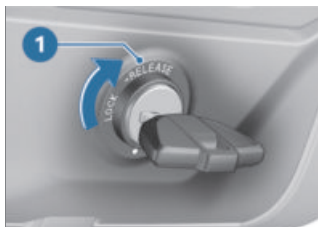
that the ignition key is not left inside the topcase.



- 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 topcase

- with luggage carrier^{OA}
- with topcase^{OA}



- Turn the key in the topcase lock to position **1**.
- » The handle pops out.

110 ACCESSORIES



- Pull carry handle **1** up as far as it will go.
- Lift the topcase at the rear and remove it from the luggage carrier.

Maximum payload and maximum speed

- with luggage carrier^{OA}
- with topcase^{OA}

Note the maximum payload and the maximum permissible speed.



Maximum speed for riding with a loaded topcase

- with topcase^{OA}
- or
- with topcase Light^{OA}

max 130 km/h



Payload of topcase

max 5 kg

TOPCASE LIGHT

Installing Light topcase

- with luggage carrier^{OA}
- with topcase Light^{OA}



WARNING

Topcase not properly secured

Driving safety is impaired

- The topcase must not wobble and must be secured free from play.

- Turn the key until it is vertical in the lock.



- Insert base **5** into slot **4**.
- Position mount **6** on hook **2**.
- Make sure that release lever **1** engages and that the topcase is securely connected to adapter **3**.
- To lock the release lever, turn the key until it is horizontal in the lock and pull it out.

Opening Light topcase

- with luggage carrier^{OA}
- with topcase Light^{OA}

- Turn the key until it is vertical in the lock.

 The release levers are locked when the key is in the horizontal position.

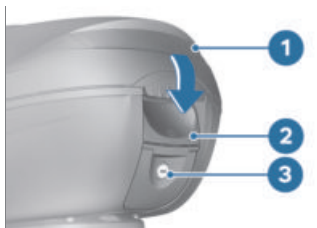


- Push release lever **1** in the direction of the arrow.
- Open topcase lid **2**.

Closing Light topcase

- with luggage carrier^{OA}
- with topcase Light^{OA}

- Turn the key until it is vertical in the lock.



- Close topcase lid **1**. Check that nothing is trapped between lid and case and that release lever **2** engages.
- Turn the key in topcase lock **3** to the horizontal position and remove the key.
 - » The release levers are locked. You can neither open the topcase nor remove it from the adapter.

Removing Light topcase

- with luggage carrier^{OA}
- with topcase Light^{OA}

- Turn the key until it is vertical in the lock.

112 ACCESSORIES



- Push release lever **1** in the direction of the arrow.
- Lift the topcase at the rear and remove it from **2** of adapter **3**.

Maximum payload and maximum speed

—with luggage carrier^{OA}

—with topcase Light^{OA}

Note the maximum payload and the maximum permissible speed.



Maximum speed for riding with a loaded topcase

—with topcase^{OA}
or

—with topcase Light^{OA}

max 130 km/h◁



Payload of topcase

max 3 kg

CARE

10

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CARE PRODUCTS

BMW Motorrad recommends that you use the cleaning and care products you can obtain from your authorised BMW Motorrad retailer. The substances in BMW 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.



ATTENTION

Use of strongly acidic or strongly alkaline cleaning agents

Damage to vehicle parts

- Dilute in accordance with the dilution ratio stated on the packaging of the cleaning agent.
- Do not use strongly acidic or strongly alkaline cleaning agents.

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 vehicle.

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.

Remove dirt from the fork legs at regular intervals.

Make sure that the vehicle is washed frequently, especially during the winter months.

To remove road salt, clean the vehicle and mounted parts, as applicable, with cold water immediately after every trip.

 After a ride in the rain, when humidity is high or after the vehicle has been washed, condensation might form inside the headlight. This can cause temporary fogging on the headlight lens. If moisture is constantly present inside the headlight consult a specialist workshop, preferably an authorised BMW Motorrad retailer.



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

Effect of road salt intensified by warm water

Corrosion

- Use only cold water to wash off road salt.



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.

Clean the plastic parts with water and BMW plastic care product. This includes in particular:

118 CARE

- Windscreen and slipstream deflectors
- Headlight lens made of plastic
- Glass cover of the instrument cluster
- Black, unpainted parts

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

Light topcase

- with topcase Light^{OA}



ATTENTION

Use of unsuitable cleaning and care products

Damage to the surface

- Clean the surface using only water and a microfibre cloth.

Chrome

Carefully clean chrome sections with a generous amount of water and motorcycle cleaner from the care series BMW Motorrad Care Products. This applies especially where road salt has been in use. For an additional treatment, use BMW Motorrad metal polish.

Radiator



ATTENTION

Bending of radiator fins

Damage to radiator fins

- Take care not to bend the radiator fins when cleaning.
- Clean radiator regularly. Use a hose with low water pressure, for example, to do this.
- » This prevents the engine from overheating due to insufficient cooling.

Rubber

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.

CARE OF PAINTWORK

Washing the vehicle regularly will help counteract the long-term effects of substances that can 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. For this, we recommend BMW Motorrad solvent cleaner followed by BMW Motorrad gloss polish for preservation.

Marks on the paintwork are particularly easy to see after the motorcycle has been washed. Remove stains of this kind at the earliest possible opportunity, using benzine or petroleum spirit on a clean cloth or ball of cotton wool. BMW Motorrad recommends using BMW tar remover for removing specks of tar. Then apply preserving agent to the areas treated in this way.

PAINT PRESERVATION

If water no longer rolls off the paint, the paint must be preserved.

For paint preservation, BMW Motorrad recommends the use of BMW Motorrad gloss polish or agents contain-

ing carnauba wax or synthetic wax.



Do not use chrome polish to preserve chrome paints. Use only the agents recommended by BMW Motorrad.

LAYING UP THE MOTORCYCLE

- Fill the motorcycle's fuel tank.



Fuel additives clean the fuel injection system and the combustion zone. It is advisable to use fuel additives when the engine is operated with low-grade fuel or if the vehicle is to be out of use for a lengthy period of time. More information is available from your authorised BMW Motorrad retailer.

- Clean the motorcycle.
- Remove the battery (▶ 99).
- Spray the brake and clutch lever pivots and the side-stand and centre-stand pivot mounts 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

120 CARE

(preferably using the front-wheel and rear-wheel stands from BMW Motorrad).

RESTORING MOTORCYCLE TO USE

- Remove the protective wax coating.
- Clean the motorcycle.
- Install the battery (▮▮▮▮▶ 100).
- Comply with checklist (▮▮▮▮▶ 53).

TECHNICAL DATA

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124 TECHNICAL DATA

TROUBLESHOOTING CHART

The engine doesn't start.

Possible cause	Rectification
Side stand extended and gear engaged	Retract the side stand.
Kill switch activated	Set emergency-off switch to operation mode (► 35).
Gear engaged and clutch not disengaged	Operate the clutch or put the transmission into idle so that the idle mode indicator light lights up.
No fuel in tank	Refuelling (► 60).
Battery flat	Recharging connected battery (► 98).

THREADED FASTENERS

Front wheel	Value	Valid
Screw in front-wheel quick-release axle		
M12 x 20	50 Nm	
Clamping screws in axle holder		
M8 x 30	Tightening sequence: Tighten screws six times in alternate sequence	
	19 Nm	

Rear wheel	Value	Valid
Locknut of the final-drive chain tensioning screw		
M8	19 Nm	
Rear quick-release axle in swinging arm		
M18 x 1.5	100 Nm	

Mirrors	Value	Valid
Right mirror (lock nut) to adapter		
M10 x 1.25	Left-hand thread, 22 Nm	
Left mirror (lock nut) to adapter		
M10 x 1.25	22 Nm	

126 TECHNICAL DATA

FUEL

Recommended fuel grade	 Regular unleaded (max 10 % ethanol, E10)  91 ROZ/RON 87 AKI
Usable fuel capacity	approx. 11 l
Fuel reserve	approx. 1 l
Fuel consumption	3.5 l/100 km, in accordance with WMTC
CO2 emission	77 g/km, according to WMTC
Exhaust emissions standard	EU 5
–with Canada export ^{NV}	TIER 2, measured to FTP75

ENGINE OIL

Engine oil, capacity	approx. 1.65 l, with filter change
Specification	SAE 5W-40, 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 Ultimate oil.
Engine oil, quantity for topping up	max 0.18 l, Difference between MIN and MAX

BMW recommends **ADVANTEC**
ORIGINAL BMW ENGINE OIL

ENGINE

Engine number location	Crankcase, lower part, right
Engine type	A82A03B
Engine design	Water-cooled, 1-cylinder, four-stroke engine with four valves that are actuated via rocker arms, two overhead camshafts and a counterbalance shaft
Displacement	313 cm ³
Cylinder bore	80 mm
Piston stroke	62.1 mm
Compression ratio	10.9:1
Nominal capacity	25 kW, at engine speed: 9250 min ⁻¹
Torque	28 Nm, at engine speed: 7250 min ⁻¹
Maximum engine speed	max 10800 min ⁻¹
Idle speed	1600±100 min ⁻¹ , Engine at regular operating temperature

CLUTCH

Clutch type	Multiplate clutch running in oil bath
Clutch-lever play	1...2 mm, at the hand lever, handlebars are in straight-ahead position, engine is cold

128 TECHNICAL DATA

TRANSMISSION

Type of transmission	Claw-shift 6-speed gearbox, integrated into engine block
Gearbox transmission ratios	3.083, Primary transmission ratio 1:3.000, 1st gear 1:2.063, 2nd gear 1:1.588, 3rd gear 1:1.286, 4th gear 1:1.095, 5th gear 1:0.955, 6th gear

FINAL DRIVE

Type of final drive	Chain drive
Chain deflection	40...50 mm, Motorcycle with no weight applied, supported on its side stand
Permissible chain length	max 144.30 mm, measured from the centre of 10 rivets, chain pulled taut
Final drive, number of teeth (Pinion / sprocket)	16/40
Secondary transmission ratio	2.500

FRAME

Frame type	Tubular spaceframe
Type plate location	Frame, front left at steering head
Position of the vehicle identification number	Frame, front right, on steering head

CHASSIS AND SUSPENSION

Front wheel

Type of front suspension	Upside-down telescopic fork
Spring travel, front	140 mm, at wheel

Rear wheel

Type of rear suspension	Two-arm aluminium swinging arm
Spring travel, rear	131 mm, at wheel

BRAKES

Front wheel

Type of front brake	Single-disc brake, disc diameter 300 mm, 4-piston radial brake caliper
Brake-pad material, front	Sintered metal
Brake disc thickness, front	5.0 mm, when new min 4.5 mm, wear limit

Rear wheel

Type of rear brake	Single-disc brake, diameter 240 mm, 1-piston floating caliper
Brake-pad material, rear	Organic material
Brake disc thickness, rear	4.5 mm, when new min 4 mm, wear limit

130 TECHNICAL DATA

WHEELS AND TYRES

Recommended tyre combinations	Your authorised BMW Motorrad retailer will be happy to supply an up-to-date list of the approved wheel/tyre combinations.
Speed category, front/rear tyres	h

Front wheel

Front-wheel type	Aluminium cast wheel
Front-wheel rim size	3.00" x 17"
Tyre designation, front	110/70 R 17
Load index, front tyre	min. 37
Permissible front-wheel imbalance	max 5 g

Rear wheel

Rear-wheel type	Aluminium cast wheel
Rear wheel rim size	4.0" x 17"
Tyre designation, rear	150/60 R 17
Load index, rear tyre	min. 66
Permissible rear-wheel imbalance	max 5 g

Tyre pressure

Tyre pressure, front	2.2 bar, with cold tyres; one-up and two-up riding
Tyre pressure, rear	2.3 bar, with cold tyres; one-up and two-up riding

ELECTRICAL SYSTEM

Fuses

Fuse 1	20 A, Engine control unit
Fuse 2	7.5 A, Heated grips, instrument cluster, ABS pressure modulator, engine control unit, starter relay
Fuse 3	30 A, Main fuse
Fuse 4	20 A, ABS pressure modulator
Fuse 5	15 A, Lighting, horn
Fuse 6	7.5 A, Instrument cluster, diagnosis

Battery

Battery type	AGM (Absorbent Glass Mat) battery
Battery rated voltage	12 V
Battery rated capacity	8 Ah

Spark plugs

Spark plugs, manufacturer and designation	NGK LMAR8J-9E
---	---------------

Lighting

All light sources	LED
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DIMENSIONS

Length of motorcycle	2005 mm, over number-plate carrier
Height of motorcycle	1250 mm, via mirror, at DIN tare weight 1080 mm, without mirror, at DIN tare weight

132 TECHNICAL DATA

Width of motorcycle	849 mm, with mirrors 820 mm, without mounted parts
Height of rider's seat	785 mm, without rider at DIN unladen weight
Rider's inside-leg arc, heel to heel	1760 mm, without rider, at DIN unladen weight

WEIGHTS

Vehicle kerb weight	164 kg, DIN unladen weight, ready for road, 90 % load of fuel, without optional equipment (OE)
Wheel load, front, at unladen weight	82 kg
Permissible wheel load, front	max 125 kg
Wheel load, rear, at unladen weight	82 kg
Permissible wheel load, rear	max 220 kg
Permissible gross vehicle weight	345 kg
Maximum payload	181 kg

PERFORMANCE FIGURES

Top speed	143 km/h
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ACCESSORIES

Maximum speed for riding with a loaded topcase	
-with topcase ^{OA} or -with topcase Light ^{OA}	max 130 km/h
Payload of topcase	max 5 kg

SERVICE

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REPORTING SAFETY-RELEVANT DEFECTS

—with Canada export^{NV}

If you think that your motorcycle has a fault which may cause an accident, injury or death, you must inform the NHTSA (National Highway Traffic Safety Administration) immediately and BMW of North America, LLC.

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

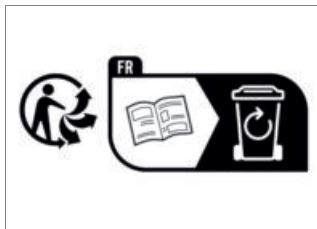
You can contact the NHTSA by calling the Vehicle Safety hotline on 1-888-327-4236 (teletypewriter TTY for the hearing impaired: 1-800-424-9153) for free, by visiting the website at <http://www.safercar.gov> or by writing to Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Further information on vehicle safety is available at <http://www.safercar.gov>.

Canadian customers who wish to report a safety-related defect to Transport Canada, Defect Investigations and Recalls can call the toll-free hotline 1-800-333-0510. You can also obtain other information about motor vehicle safety from <http://www.tc.gc.ca/roadsafety>.

RECYCLING

—with France export^{NV}

Disposal of the rider's manual



Dispose of this rider's manual by depositing it in the container provided for the purpose.

BMW MOTORRAD SERVICE

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

You can locate the nearest authorised BMW Motorrad retailer 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 preventive maintenance and repair work carried out confirmed in the "Service" chapter in this manual.

Evidence of regular preventive maintenance is essential for generous treatment of claims submitted after the warranty period has expired.

138 SERVICE

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

BMW MOTORRAD SERVICE HISTORY

Entries

Maintenance work that has been carried out is entered in the proof of maintenance. The entries are like a Service Booklet and provide proof of regular maintenance.

When an entry is made in the electronic service booklet of the vehicle, service-relevant data is saved in the central IT systems of BMW AG, Munich, Germany.

If there is a change in vehicle ownership, the data saved in the electronic service booklet can also be viewed by the new vehicle owner. A BMW Motorrad retailer or a specialist workshop can also view data that is stored in the electronic service booklet.

Objection

The vehicle owner can object to entries being made by the BMW Motorrad retailer or a specialist workshop in the electronic service booklet along with the corresponding storage of data in the vehicle and transfer of data to the vehicle manufacturer for the period of time that they are the vehicle owner. In this instance, no entry is made in the electronic service booklet of the vehicle.

BMW MOTORRAD MOBILITY SERVICES

As the owner of a new BMW motorcycle, in the event of a breakdown you can benefit from the protection afforded by the various BMW Motorrad mobility services (e.g. BMW Mobile Service, breakdown service, vehicle recovery service).

Your authorised BMW Motorrad dealer will be happy 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



Mileage until the running-in check

500...1200 km

BMW Motorrad Service

The BMW Motorrad 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 retailer 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.

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.

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

The maintenance tasks necessary for your vehicle are set out in the maintenance schedule below:

MAINTENANCE SCHEDULE

	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	48 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		X		X		X			
6			X		X		X		X		X			
7			X		X		X		X		X			
8					X				X					X ^c
9					X				X					X ^c
10												X ^b	X ^b	

- BMW running-in check (including oil change)
- Standard BMW Motorrad service
- Engine-oil change, with filter
- Replace air-filter element
- Replace spark plug
- Check valve clearances
- Oil change in the telescopic forks
- Replace fuel filters and fuel hoses
- Replace intake silencer hoses for the cylinder head and tank vent valve

- Change brake fluid, entire system
 - annually or every 10000 km (whichever comes first)
 - for the first time after one year, then every 2 years
 - every 40000 km or every 4 years (whichever comes first)

BMW RUNNING-IN CHECK

BMW Motorrad running-in check

The tasks included in the BMW Motorrad running-in check are listed below. The actual scope of work applicable for your vehicle may vary.

- Performing vehicle test with BMW Motorrad diagnosis system
- Check coolant level
- Checking/adjusting clutch play
- Checking the brake fluid level of the front wheel brake
- Checking the brake fluid level of the rear wheel brake
- Checking tyre pressure
- Adjusting steering-head bearing play
- Checking chain tension and lubricating the chain
- Check the lights and signalling equipment
- Function test, engine start suppression
- Final inspection and check for road safety
- Performing vehicle test with BMW Motorrad diagnosis system
- Setting service-due date and countdown distance
- Confirming BMW Motorrad service in the on-board literature

MAINTENANCE CONFIRMATIONS

BMW Motorrad Service standard scope

The tasks included in the BMW Motorrad Service standard scope are listed below. The actual scope of maintenance work applicable for your vehicle may vary.

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

BMW pre-delivery check

carried out

on _____

Stamp, signature

BMW Running-in Check

carried out

on _____

odometer reading _____

Next service

at the latest

on _____

or, when reached earlier

odometer reading _____

Stamp, signature

BMW Motorrad service

carried out

on _____

odometer reading _____

Next service

at the latest

on _____

or, when reached earlier

odometer reading _____

Work performed

	Yes	No
BMW Motorrad service	☐	☐
Engine oil change with filter	☐	☐
Checking valve clearance	☐	☐
Replacing the air filter element	☐	☐
Changing the oil in the telescopic fork	☐	☐
Renewing all spark plugs	☐	☐
Replacing the fuel filters and fuel hoses (during service)	☐	☐
Replace hoses from intake muffler to cylinder head and tank ventilation valve (during service)	☐	☐
Changing the brake fluid in the entire system	☐	☐

Notes

Stamp, signature

BMW Motorrad service

carried out

on _____

odometer reading _____

Next service

at the latest

on _____

or, when reached earlier

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Work performed

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Engine oil change with filter	☐	☐
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Changing the brake fluid in the entire system	☐	☐

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Changing the brake fluid in the entire system	☐	☐

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Replace hoses from intake muffler to cylinder head and tank ventilation valve (during service)	☐	☐
Changing the brake fluid in the entire system	☐	☐

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Replacing the air filter element	☐	☐
Changing the oil in the telescopic fork	☐	☐
Renewing all spark plugs	☐	☐
Replacing the fuel filters and fuel hoses (during service)	☐	☐
Replace hoses from intake muffler to cylinder head and tank ventilation valve (during service)	☐	☐
Changing the brake fluid in the entire system	☐	☐

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Stamp, signature

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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	 Regular unleaded (max 10 % ethanol, E10)  91 ROZ/RON 87 AKI
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Usable fuel capacity	approx. 11 l
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Fuel reserve	approx. 1 l
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Tyre pressure

Tyre pressure, front	2.2 bar, with cold tyres; one-up and two-up riding
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Tyre pressure, rear	2.3 bar, with cold tyres; one-up and two-up riding
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For further information on all aspects of your vehicle, visit: [bmw-motorrad.com](https://www.bmw-motorrad.com)

