Rider's Manual (US Model)

K 1200 LT



BMW Motorrad On-board documentation

consisting of Rider's Manual and Maintenance Instructions

Please note



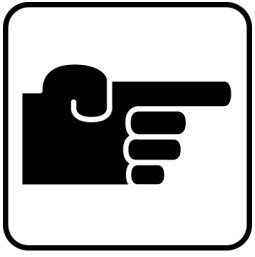
⚠WARNING

This symbol stands for precautions and measures which are essential in order to protect the rider or other persons from possibly severe or fatal injury.



⚠ CAUTION

Instructions and precautions specifically intended to prevent damage to the motorcycle. Failure to comply with them could invalidate the warranty.



NOTE

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

Welcome to BMW

We are delighted that you have chosen a new BMW K 1200 LT and would like to welcome you to the community of BMW riders.

Familiarize yourself with your new motorcycle, so that you can ride it safely and confidently in all traffic situations.

To make sure of this, please read this Rider's Manual carefully before starting to use your new motorcycle. It contains important information on how to operate the controls and how to make the best possible use of all the motorcycle's technical features.

In addition, it contains useful hints and information on the correct equipment for machine and rider to ensure maximum reliability and safety, and advice on how to maintain the value of your motorcycle.

If you have any questions concerning your motorcycle, your BMW motorcycle retailer will gladly provide advice and assistance.

We hope you enjoy reading this Rider's Manual and wish you many a pleasant, safe journey on your BMW motorcycle.

Best wishes,

BMW Motorrad

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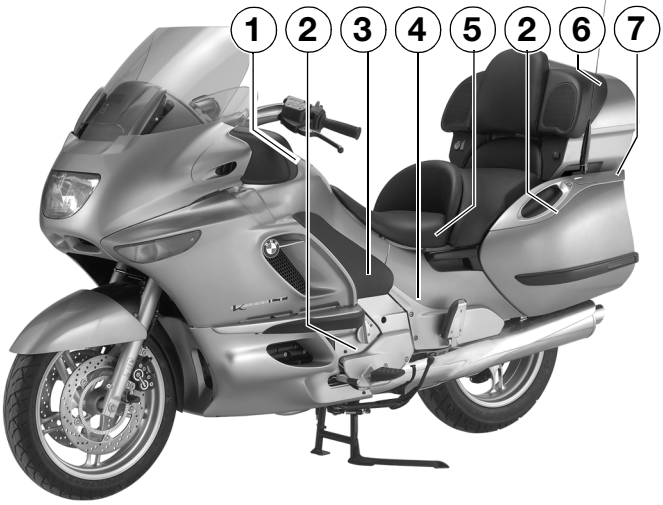
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General view, left side



1 Reservoir for clutch fluid (➠ 51)
2 Power socket, 12 V
For connecting auxiliary equipment – max. 5 A 60 W
3 Type plate with vehicle identification number (VIN)
4 Knob for adjusting spring preload, rear (➠ 52)
5 Fuse box (Maintenance Instructions ➠ Chapter 2)
6 Aerial (Maintenance Instructions ➠ Chapter 2)
7 Topcase (➠ 31) with
– Interior lighting
– Mirror and
– Oddments box for: on-board literature and oil funnel

( ) Figure in parentheses ➠ page number for description



8 Case, left (➠ 30)
- Seat opener (➠ 32)
- Toolkit
- Repair kit for tubeless tires

(Maintenance Instructions ➠ Chapter 2)
- Helmet holder (steel rope) (➠ 38)

9 Coolant reservoir (➠ 59)
10 Lifting handle(➠ 66-67)
11 Helmet holder (➠ 38)
12 Selector lever for reverser (➠ 18-20)

( ) Figure in parentheses ➠ page number for description

General view, right side



1 Case, right (➠ 30)
2 Passenger's controls for audio system OE (➠ Supplementary Rider's Manual)
3 Brake fluid reservoir, rear
4 Stowage compartment with hand lamp
5 Brake fluid reservoir, front (➠ 50)
6 Fuel tank filler cap (➠ 42)

( ) Figure in parentheses ➠ page number for explanation

OE Optional equipment

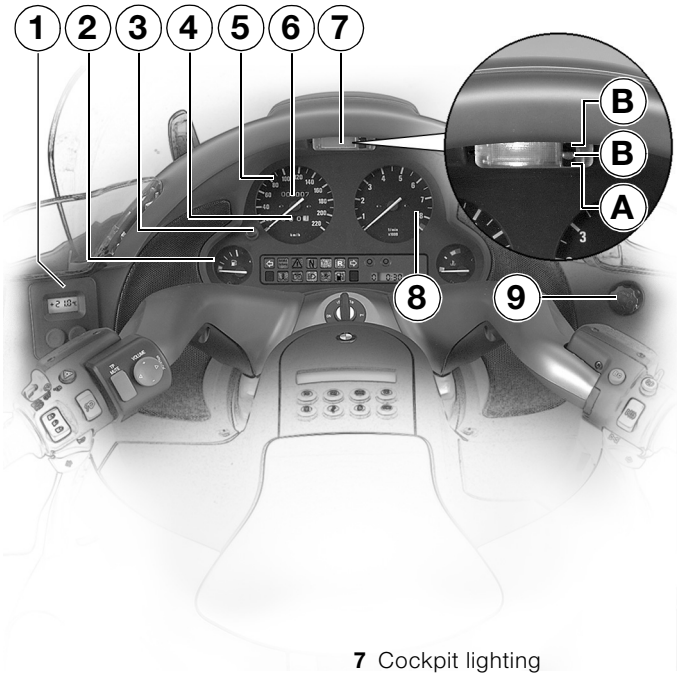


7 Adjustable deflector (➠ 17)
8 Oil filler neck, engine oil (➠ 41)
9 Oil level sight glass, engine oil (➠ 41)
10 Vehicle identification number
11 Rocker switch for seat heating OE (➠ 37)
12 CD changer OE (➠ Supplementary Rider's Manual)

( ) Figure in parentheses ➠ page number for description

OE Optional equipment

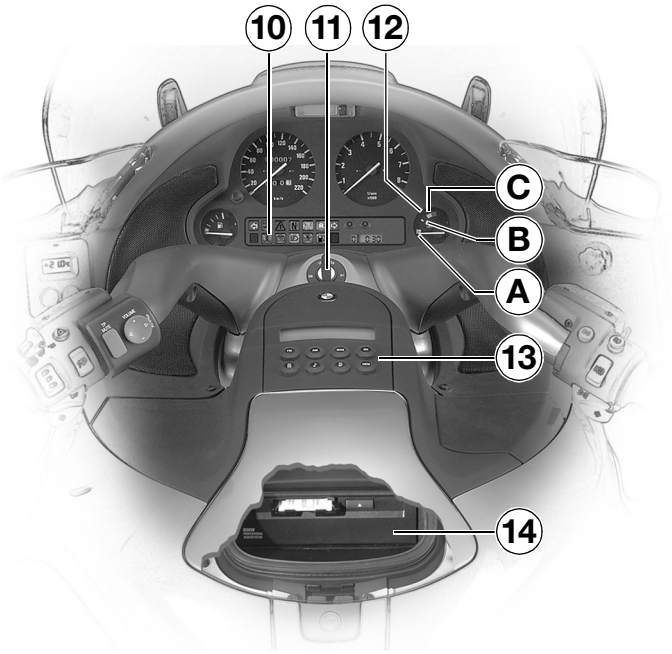
Cockpit



1 On-board computer[OE] (➠ 25)
2 Fuel gauge (➠ 43)
3 Trip meter reset knob
4 Trip meter
5 Speedometer
6 Odometer
7 Cockpit lighting
– **A** On
– **B** Off
8 Tachometer (➠ 68)
9 Rotary knob for headlight beam angle (➠ 57)

( ) Figure in parentheses ➠ page number for explanation

OE Optional equipment



10 Indicator and warning lights (➠ 10, 11)

11 Ignition switch and steering lock (➠ 13)

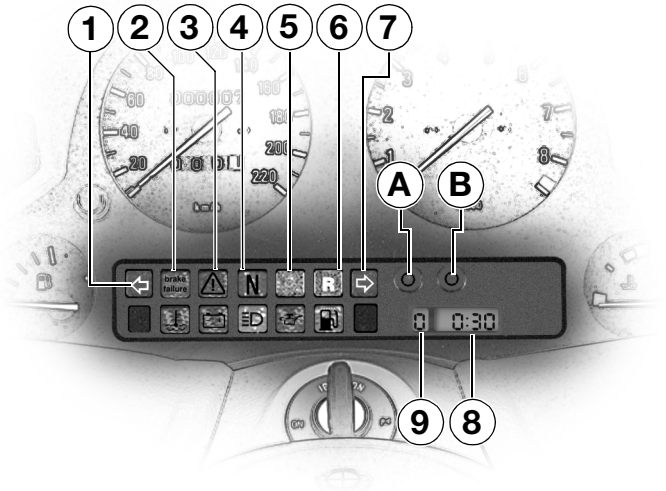
12 Coolant temperature gauge
- **A** Engine cold
- **B** Engine at normal operating temperature
- **C** Engine overheated (➠ 73)

13 Radio controls (➠ Supplementary Rider's Manual)

14 Radio/cassette player with storage compartment

( ) Figure in parentheses ➠ page number for explanation

Indicator and warning lights



1 Flashing turn indicator repeater, left **green** ⇦

2 Warning light, ABS **red** ABS / brake failure (➠ 72)

3 Warning light, general **red** ⚠ (➠ 72)

4 Indicator light, neutral **green** N (➠ 70)

5 Indicator light, cruise control **yellow** SET (➠ 21)

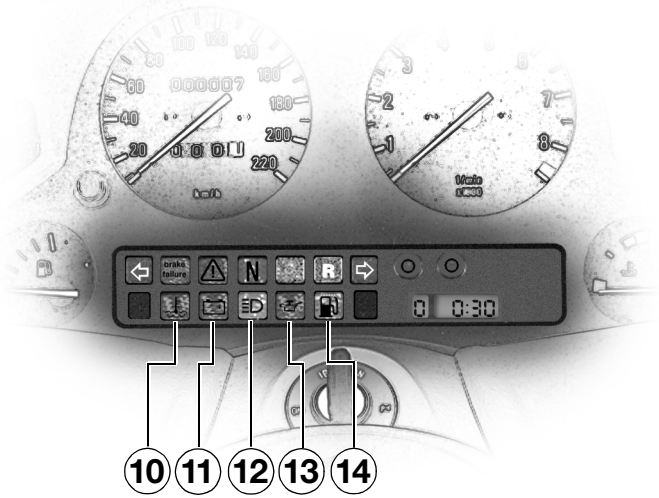
6 Indicator light, reverser **yellow** R

7 Flashing turn indicator repeater, right **green** ⇨

8 Clock
Adjust by pressing with a ball-point pen or similar object at point **A** (hours) or point **B** (minutes)

9 Gear indicator (➠ 75)

( ) Figure in parentheses ➠ page number for description



10 Warning light, coolant temperature **red** (➠ 59, 73)

11 Warning light, battery charge current **red** (➠ 73)

12 Indicator light, high-beam headlight **blue**

13 Warning light, engine oil pressure **red** (➠ 40, 72)

14 Warning light, fuel level/ approx. 1.056 Imp.gal (4 liters) reserve **yellow** (➠ 43, 72)

( ) Figure in parentheses ➠ page number for description

Ignition switch and steering lock



Keys

You will receive two master keys and one spare key.
The key number is shown on a tag which is also supplied.

⚠WARNING

Only RESIDUAL BRAKING FUNCTIONALITY is available when the ignition is switched off (➠ 81).

⚠WARNING

Never attach other keys or key rings to the motorcycle key – risk to safety if bunch of keys were to get trapped behind the fairing as you turn the handlebars.

NOTE

Ignition switch and steering lock, fuel tank filler cap lock, radio-compartment lock and side and topcase locks are all operated with the same key.



Key positions

ON Operating position, ignition, lights and all electrical circuits switched on

R * Ignition and lights off, steering lock disengaged (handlebars can be turned freely to left or right)

⚠WARNING

Never turn the key to OFF or P while the motorcycle is being ridden.

* The key can be removed in these positions

- Turn the handlebars to full left lock.

⚠ CAUTION

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

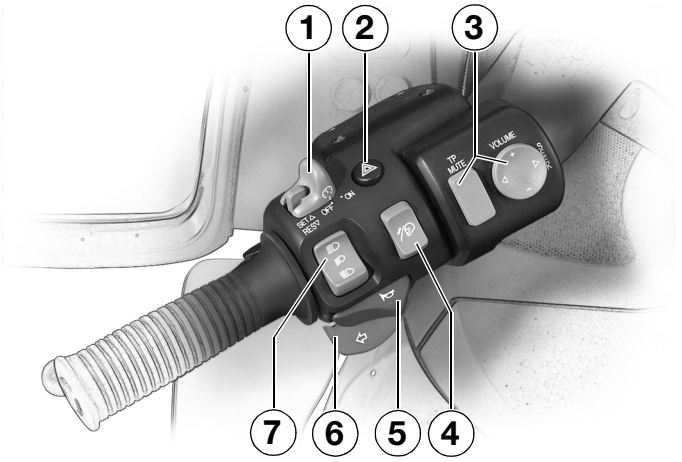
OFF* Ignition and lights off, steering lock engaged

P * Parking light on, steering lock engaged

NOTE

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

Left handlebar fitting



⚠WARNING

To prevent air from entering the clutch system:

- **Do not turn the fitting on the handlebars.**

1 Switch for cruise control (➠ 21)

2 Hazard warning flasher switch (➠ 16)

3 Handlebar controls for audio system (➠ Supplementary Rider's Manual)

4 Switch for windshield adjustment (➠ 17)

5 Horn button

6 Turn indicator switch, left

- Press

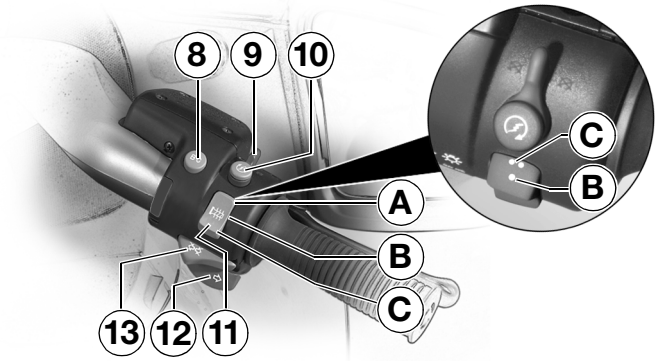
– Turn indicators operate

To switch off turn indicators:

- Self-cancelling while riding, or press turn indicator cancel switch **13** (➠ 15)

7 High/low (dipped) headlight switch

- High-beam headlight
- Low-beam headlight
- Headlight flasher



⚠WARNING

To prevent air from entering the brake system:

- **Do not turn the fitting on the handlebars.**

8 Handlebar controls for on-board computer[OE] (➠ 25)

9 Emergency off (kill) switch for ignition (➠ 70)

10 Starter button (➠ 18, 71)

11 Switch for heated handlebar grips[OE]

- **A** Heating function OFF
- **B** 50% (center position)
- **C** 100%

12 Turn indicator switch, right

- Press

– Turn indicators operate

To switch off turn indicators:

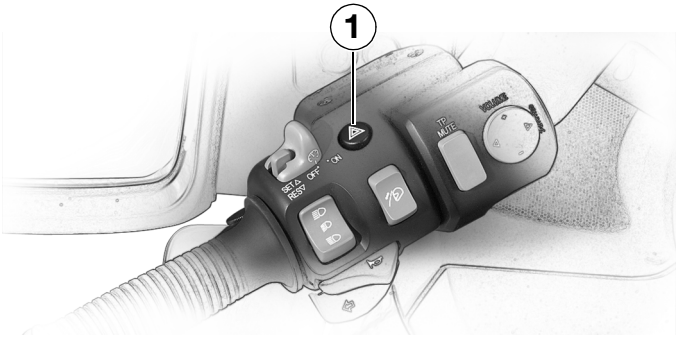
- Self-cancelling while riding, or press turn indicator cancel switch **13**

13 Turn indicator cancel switch

- Press

– Left/right flashers off

[OE] Optional equipment



Hazard warning flashers

NOTE

The ignition must be switched on before the hazard warning flashers can be used.
Do not use the hazard warning flashers for longer than absolutely necessary.
Note state of battery charge.

Switching on the hazard warning flashers:

- Switching on the ignition
- Operate hazard warning flasher switch **1**

– Hazard warning flashers in operation
– Indicator light in switch is on

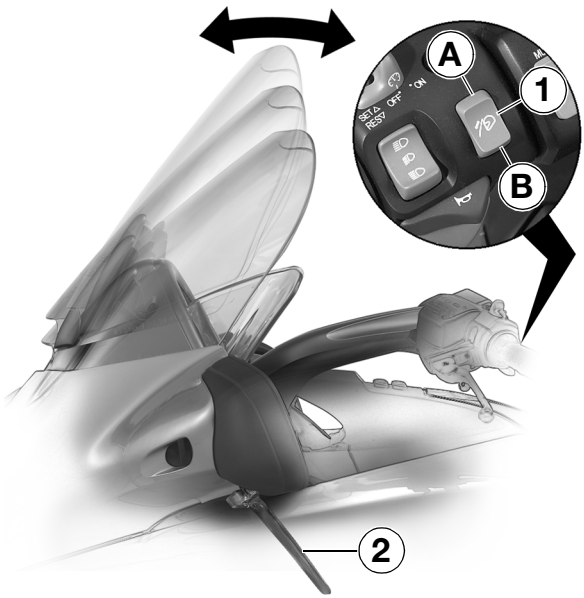
- Switch off the ignition

– The hazard warning flashers continue to operate
– Indicator light in switch goes out

Switching off the hazard warning flashers:

- Operate hazard warning flasher switch **1**

– Hazard warning flashers cease to operate



Adjusting windshield:

- Switch on the ignition
- Press switch **1**
  - **A** Raise windshield
  - **B** Lower windshield

Adjust windshield steplessly by moving switch to position **A** or **B,** as appropriate

⚠ CAUTION

Windshield and deflectors are not fuel-resistant.

Adjusting left/right deflectors:

- Move the deflectors **2** on left and right to the desired position

NOTE

The deflectors regulate the pressure of the wind against the rider.

⚠WARNING

Warning:

Avoid steep and uneven road surfaces when reversing. Take great care to maintain your balance when reversing on wet, slippery, uneven, unpaved or muddy surfaces. Engage the reverser only when the motorcycle is at a standstill and do not press the starter pushbutton while engaging the reverser lever.

⚠WARNING

Warning:

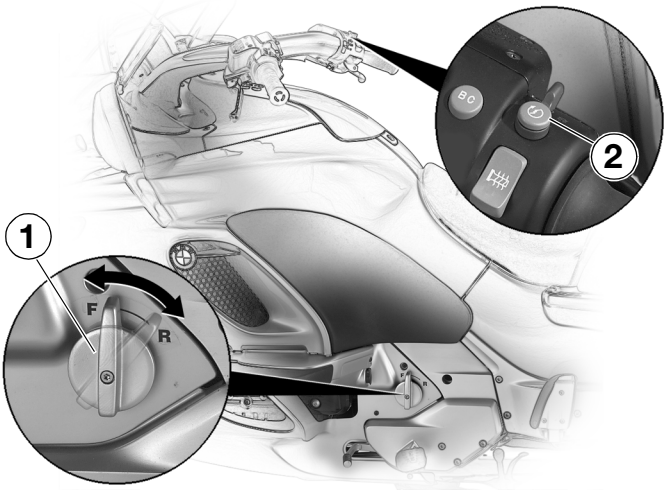
The rules for reversing:

- **No pillion passenger**
- **You must be seated on the motorcycle**
- **Keep both feet on the ground**
- **Keep your feet well clear of the footrests on both sides**
- **Keep both hands on the handlebars**
- **Make sure side stand and main stand are both fully retracted (➠ 65, 67)**
- **Check that the area behind the motorcycle is free of obstructions**

⚠ CAUTION

Caution:

Do not operate the reverser for more than 1 minute – bear the state of battery charge in mind. The reverser switches off if it is overloaded.

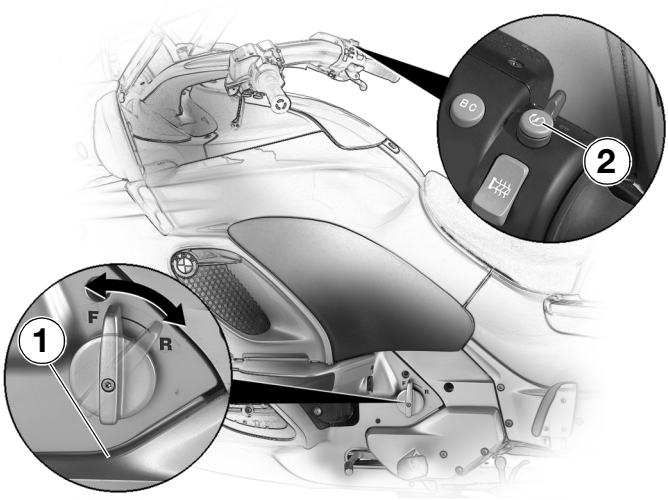


Reversing

- Start the engine (➠ 70, 71)
- Select neutral
  – Neutral indicator light **green** N is on (➠ 10)
- Push lever **1** of reverser all the way toward position **R** until it engages
  – Indicator light, reverser **yellow** R is on (➠ 10)
- Press and hold down starter button **2**
  – Carefully reverse the motorcycle

NOTE

If lever **1** does not engage easily at the **R** position
– rock the motorcycle gently backwards and forwards until lever **1** engages.



Stopping

- Release starter button **2**
  - The motorcycle comes to a stop
- Apply the brake if necessary

Normal operation

- Push lever **1** of reverser all the way toward position **F** until it engages
- Indicator light, reverser **yellow** R is off (➠ 10)

⚠WARNING

Do not engage cruise control when:
- **Riding on twisty roads with poor forward view**
- **Heavy traffic does not enable you to maintain a constant road speed**
- **Riding on wet, unpaved or dirty roads**

The motorcycle might exceed your chosen cruise control speed if the engine's braking effect is insufficient downhill grade. It could also drop below this speed when riding uphill.

For safety reasons, always keep both hands on the handlebars!

NOTE

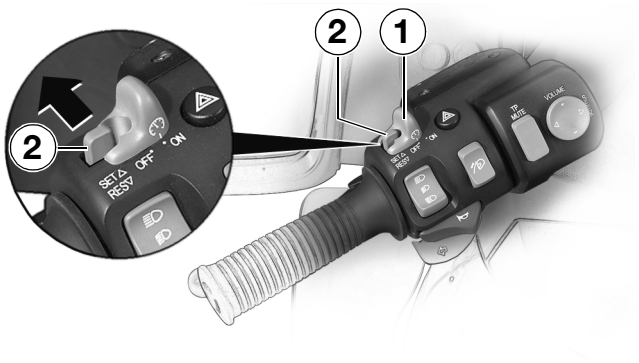
With automatic cruise control, the range can be controlled between 25 and 100 mph (40 and 160 km/h).

When the motorcycle is at a standstill and
– ignition "**OFF**" – the system is switched off and the stored road speed is cancelled.

Indicator for cruise control OFF.

OE Optional equipment

Cruise control[OE]



Switching on system

- Move switch **1** to **ON**

– **Red** indicator light in switch is on

Setting road speed

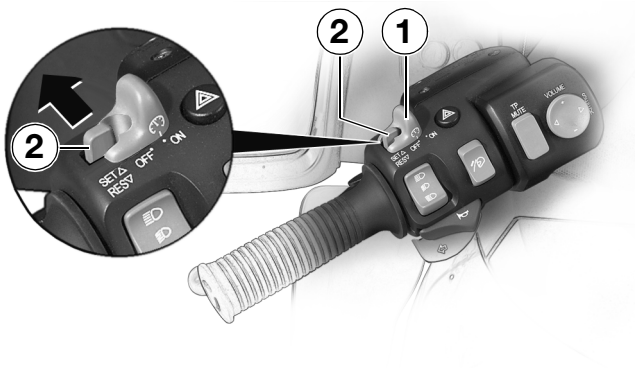
- Briefly press button **2** in **SET** direction (arrow)

– **Yellow** indicator light for cruise control SET is on (➠ 10)

NOTE

The motorcycle maintains and memorizes your current cruising speed.

OE Optional equipment



Step-by-step acceleration

- Press button **2** in **SET** direction
  - Memorized road speed increases by approx. 1 mph (2 km/h)

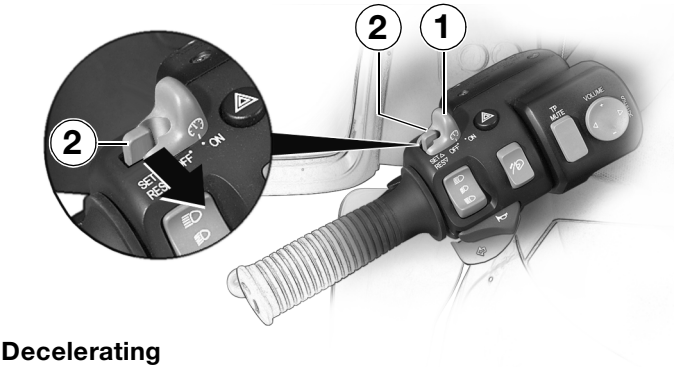
NOTE

Every subsequent time you press button **2** in the **SET** direction, road speed increases by a further 2 km/h (1 mph).

Infinitely variable acceleration

- Press and hold down button **2** in **SET** direction (arrow)
- The motorcycle accelerates steadily, even though you do not manually open the throttle
- Release button **2**
- The motorcycle maintains and memorizes your current cruising speed

[OE] Optional equipment



Decelerating

- Press and hold down button **2** in **RES** direction (arrow)

– The motorcycle decelerates steadily, even though you do not manually close the throttle

NOTE

Every subsequent time you press the button in the **RES** direction, road speed decreases by a further approx. 1 mph (2 km/h)

Switching off the system

- Move switch **1** to **OFF**

– The cruise control system switches off immediately

– **Red** indicator light and **yellow** indicator light for cruise control SET (➠ 10) off

Temporary override

When you actuate the:

– Brakes
– Clutch
– Throttle twistgrip (close the throttle)

the cruise control system is briefly switched off

– **Yellow** indicator light, cruise control SET (➠ 10) off

– **Red** indicator light on

- Press button **2** in the **RES** direction

– The motorcycle returns to and maintains the cruising speed stored in memory

– **Yellow** indicator light, cruise control SET (➠ 10) on



Calling up functions

⚠WARNING

While the motorcycle is on the move, the on-board computer can only be operated remotely from the right handlebar fitting.

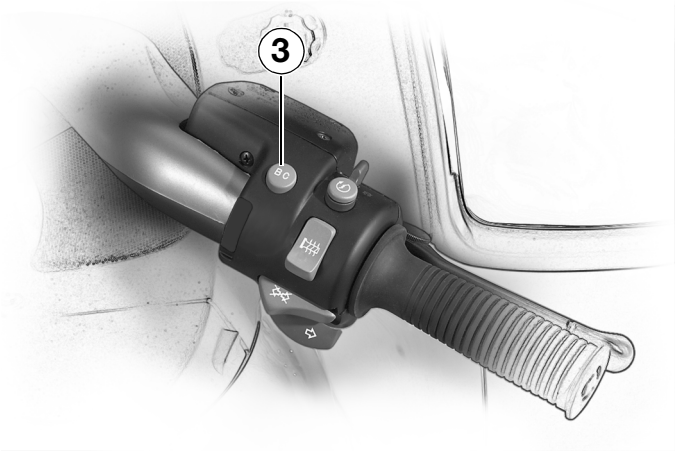
- On the on-board computer (➠ 8)
  OR
- Using remote control on the right-hand handlebar fitting (➠ 15, 26)

On-board computer

– Only do this when the motorcycle is stationary!

- Ignition lock in operating position **"ON"** (➠ 12), the display shows:
  – Ambient temperature (➠ 28)
- Press button **2** (MODE) once: each time you press the button, data is displayed in the following order:
  – Estimated range (➠ 28)
  – Average consumption (➠ 29)
  – Average road speed (➠ 29)
  – Ambient temperature (➠ 28)

OE Optional equipment



Handlebar controls

NOTE

Recalculation of functions can only be performed directly on the on-board computer (➠ 25)

- Briefly press pushbutton **3** on the right handlebar fitting: the following data is displayed in the order shown:
  - Ambient temperature (➠ 28)
  - Estimated range (➠ 28)
  - Average consumption (➠ 29)
  - Average road speed (➠ 29)

OE Optional equipment



Starting recalculation

– Use this function only when the motorcycle is stationary with the engine.

- Press button **2** (MODE) briefly until
  – Average fuel consumption (➠ 29) or
  – Average road speed (➠ 29)

appears on the display

- Press and hold down switch **1** (RESET) for approx. 3 seconds
  – Average values for fuel consumption and road speed are now recalculated.

OE Optional equipment

Ambient temperature

NOTE

Reading in °C or °F, depending on national market.

Estimated range

NOTE

Reading in km or miles, depending on national market.
The range is estimated on the basis of style of riding and taking the remaining supply of fuel into account.
Note that the range cannot be shown accurately if the motorcycle was placed on the side stand. The display is corrected during the journey.
If three dashes appear on the display, your range has dropped below 9.5 miles (15 km). It is high time to refuel! It is also important to observe the fuel gauge/warning light for fuel level (➠ 8, 11).
The on-board computer registers that you have refuelled when approximately 0.79 gal (3 liters) have been added.

[OE] Optional equipment

Average fuel consumption

NOTE

Display can be altered for national preferences (liter/km, liters/mile or miles per gallon). The average is calculated over the time the engine is running. Stops with the engine switched off are ignored.
The calculation time for average speed always refers back to the last time “RESET” was pressed on the on-board computer.

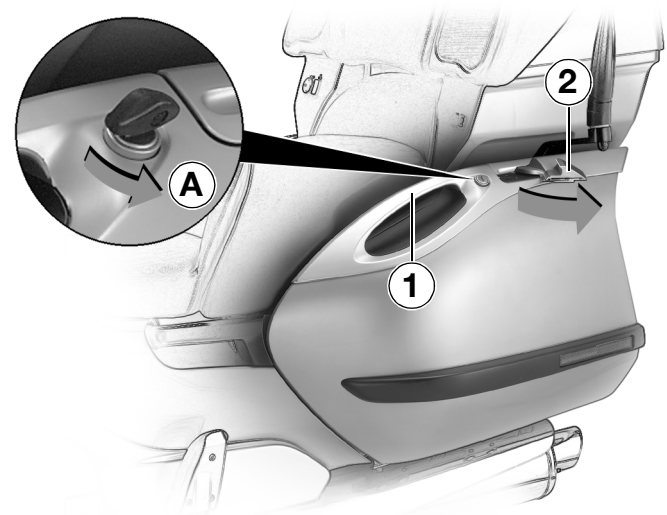
Average speed

NOTE

Display can be altered to suit national preferences to km/h or mph. Stops with the engine switched off are ignored. The calculation time for average fuel consumption always refers back to the last time “RESET” was pressed on the on-board computer.

[OE] Optional equipment

Opening and closing cases



- Place the motorcycle on the center or side stand
  – Make sure the ground is level and firm.

Opening the case

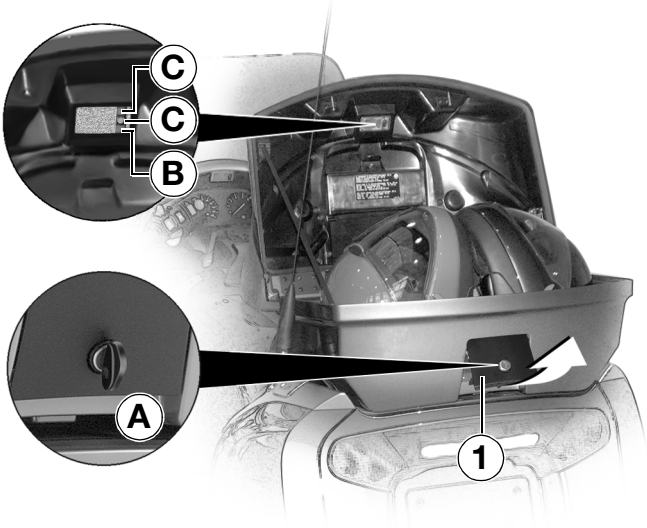
- If necessary, unlock the case
  - Turn key in case lock to position **A**
- Press down locking cylinder
  – Latch **2** snaps open
- Hand on handle **1**
- Open latch **2** (arrow)
- Opening the case

Closing the case

⚠ CAUTION

To ensure the case is leak-tight, keep the sealing edges clear when locking.

- Lock the case lid
- Close latch **2**
- If necessary, close case and pull out key



Opening the topcase

- If necessary, unlock the topcase
  - Turn key in topcase lock to position **A**
- Press down locking cylinder
  – Latch **1** snaps open
- Open latch **1** (arrow)
- Open the topcase

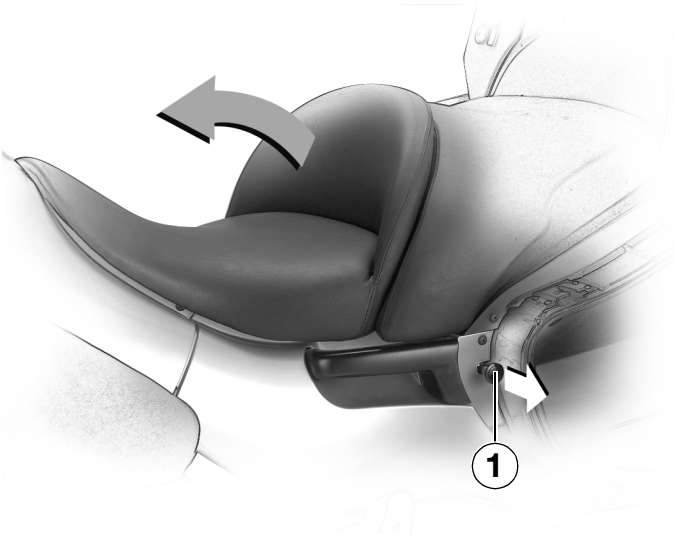
– Topcase light
  B On
  C Off

Closing the topcase

NOTE

The interior light goes out automatically when you close the topcase.

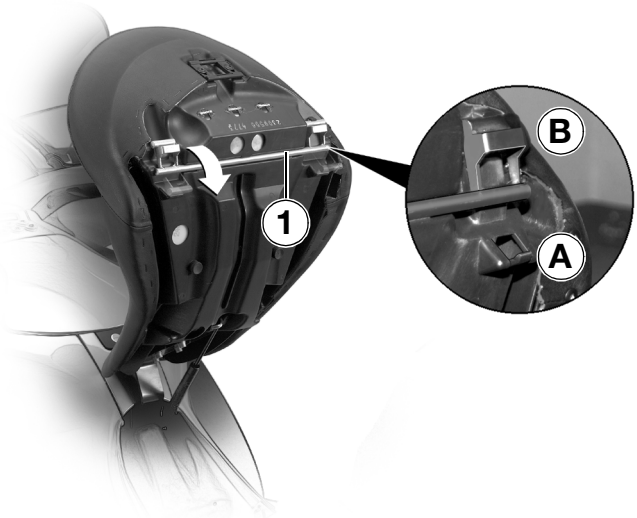
- Close topcase lid
- Close latch **1**
- If necessary, lock topcase and withdraw key



Opening the front seat

- Place the motorcycle on the main (center) or side stand
  - Make sure the ground is level and firm.
- Open the left case (➠ 30)
- Pull out lever **1** (arrow)
- Lift the seat up and forwards (arrow)
  - mount for helmet holder (➠ 38),
  - handwheel for spring preload (➠ 52),
  - battery and fuses (Maintenance Instructions ➠ Chapter 2)

are accessible



Adjusting the front seat:

- Open the seat (➠ 32)
- Swivel adjusting bracket **1** into desired position (arrow) and make sure it engages with an audible click

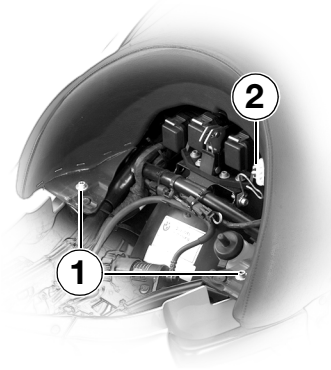
– The front seat can be moved to 2 positions:
  – **A** = high **B** = low

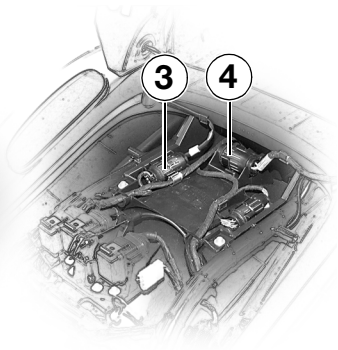
Locking the front seat

⚠ CAUTION

When closing the front seat:
– Fold in handwheel for adjusting spring strut.
– Check that front seat is firmly secured.

- Swing front seat toward rear until latch engages with an audible click
- Lock left case (➠ 30)





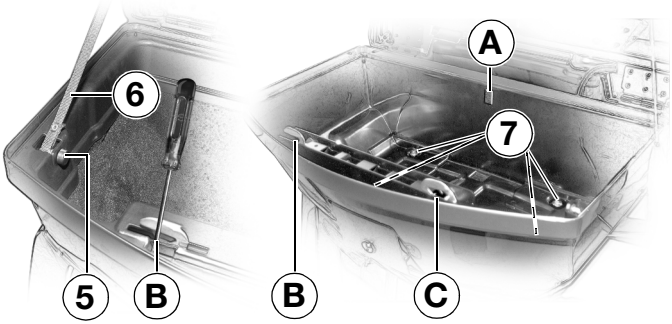
Adjusting backrest:

NOTE

The backrest can be adjusted by moving the topcase by one setting.
It is advisable to have this adjustment performed by your BMW motorcycle retailer.

- Place the motorcycle on its main (center) stand
  – Make sure the ground is level and firm.
- Open the seat (➠ 32)
- Remove screws **1** securing rear seat
- Raise rear seat slightly and disconnect plug **2** for seat heating OE
- Carefully pull rear seat forward
- Remove connectors **3** and **4** for loudspeakers from their holders and disconnect by turning counter-clockwise
- Remove connector cables **3** and **4** from their holders

OE Optional equipment

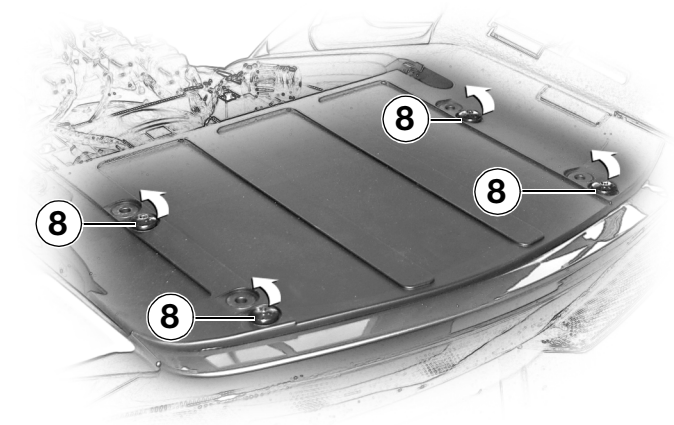


- Open the topcase (➠ 31)
- Slacken knurled screw **5**
- Hold topcase lid
- Carefully disconnect retaining strap **6**

⚠ CAUTION

To avoid damaging the topcase lid hinges and the loudspeakers, hold down the topcase lid or fit suitable supports beneath it.

- Carefully raise topcase lid
- Unfasten inner Velcro fastener strip at point **A**
- Press back retaining clips at points **B** and **C** using a small screwdriver
- Carefully lift the inner shell out of the topcase
- Remove 4 securing screws **7** from topcase
- Carefully remove topcase



- Reposition retaining screws **8** (short) in the retaining plate (arrow)

⚠ CAUTION

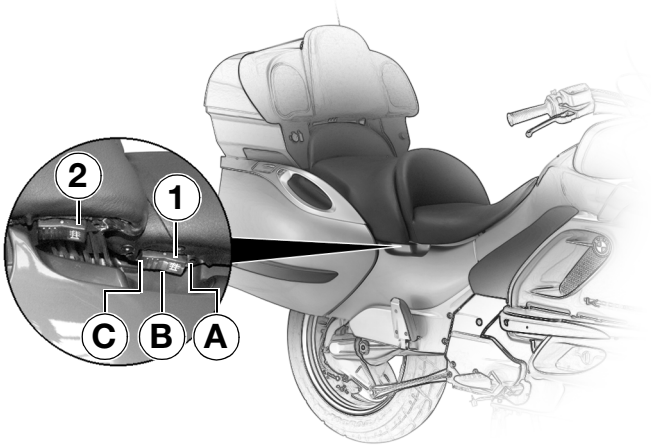
The retaining screws on the topcase and retaining plate have different lengths. Do not interchange them.

– Backrest can be adjusted one setting

- Carefully fit the topcase
- Tighten four retaining screws **7** (long) in topcase to correct tightening torque
- From this point on, installation is the reverse of the removal procedure

Tightening torque:

Securing screws for topcase..... 9 Nm
retaining plate ..... 9 Nm
Rear seat ..... 9 Nm



NOTE

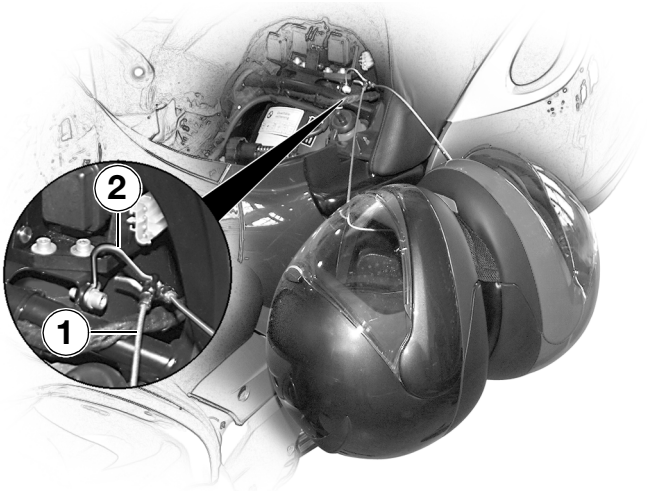
Use the seat heating only when necessary.
The increase in power consumption can cause the battery to discharge at low engine speeds.

- Press down switch for rider's seat heating **1** or pillion seat heating **2**
  - **A** Continuous heating
  - **B** Heating function OFF
  - **C** Rapid heating, then switch to position **A** or **B**

NOTE

The backrest heating switches off automatically at 122 °F (50 °C).

Helmet holder



- Open the seat (➠ 32)
- Pass steel rope **1** through the chinguards of the helmets
- Hook steel rope **1** over holder **2**
- Carefully close and lock the seat (➠ 32)

NOTE

Helmets can also be stored in the topcase (➠ 56)

Use the safety checklist – before every journey

Please perform the safety check accurately. If your motorcycle needs any routine maintenance, you can then attend to it before the journey starts (➠ Maintenance Instructions), or have it performed by a BMW-certified workshop, preferably an authorized BMW Motorrad retailer. This is to ensure that your motorcycle corresponds with road-vehicle use and safety laws.
A motorcycle in perfect technical condition is essential for your safety and that of other road users.

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

- Fuel level
- Positions of the handlebar-lever fittings
- Brake fluid level
- Clutch fluid level
- Brakes
- Warning lights and indicator lights
- Suspension spring preload
- Wheel rim and tire condition, tread depth and tire pressures
- Load, gross weight
- Lights
- Coolant level

- Check regularly (every time you stop for fuel), on the basis of the following section:
- Engine oil level (every second/third stop for fuel):
- brake pads

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

Checking oil level

Check the oil level at regular intervals.

Always check the oil level when the engine is at operating temperature, because the difference between the oil level indicated when the engine is at operating temperature and the oil level indicated when the engine is very cold due to extremely low outdoor temperatures (14 °F/-10 °C) can be as much as 0.39 in (10 mm). After switching off the engine at operating temperature, wait at least 5 minutes for the oil to drain back into the sump.

Checking the oil level after the engine has been run only briefly or when it is not properly warm will falsify the reading and could lead to the engine being operated with the wrong quantity of oil, because cold oil is viscous and takes longer to drain back into the sump.

⚠ CAUTION

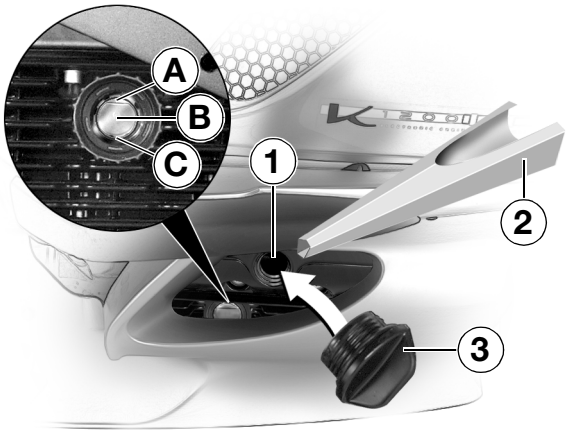
To avoid damage to the engine:
- Never exceed the maximum oil level.
- Always keep the oil level above the minimum mark.

- Check the oil level with the engine at its regular operating temperature
- Check the oil level after the engine has been stopped for at least 5 minutes

NOTE

You can check the oil level with the motorcycle on the main (center) stand or the side stand. Use pocket lamp to simplify visual inspection.

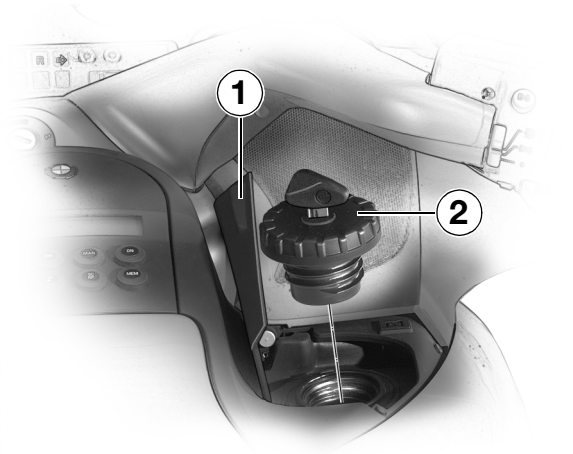
- Place the motorcycle on the **side stand**
  - Make sure the ground is level and firm.
- Read off the oil level at the sight glass:
  B (MAX) center of sight glass
  C (MIN) bottom edge of sight glass



- Place the motorcycle on the **main (center) stand**
  – Make sure the ground is level and firm.
- Read off the oil level at the sight glass:
  A (MAX) top edge of sight glass
  C (MIN) bottom edge of sight glass
  – The difference is equivalent to approx. 0.1 gal (0.5 liters)
- If necessary, remove oil filler plug **3** and pour in engine oil using funnel **2**, through oil filler neck **1**
- Reinstall oil filler plug **3**

⚠ CAUTION

Warning light, engine oil pressure **red** (➠ 11) indicates no (or very little) oil pressure in the lube-oil system; this light must not be regarded as an oil level check. Oil pressure builds up after 1-2 seconds and the warning light goes out – the **red** engine oil pressure warning light should remain off while the engine is running.



Refuelling

⚠WARNING

The motorcycle's fuel (gasoline) is flammable and explosive. Do not smoke. Never bring a naked flame near the fuel tank.
The fuel expands when hot (for instance if the fuel tank is in the sun). For this reason, only fill as far as the lower edge of the filler neck.

⚠ CAUTION

Note that fuel containing lead will destroy the catalytic converter.
Do not run the fuel tank dry or you may damage the engine or catalytic converter.

- Place motorcycle on side stand
  – Make sure the ground is level and firm.
- Open fuel tank flap **1**
- Opening fuel filler cap **2**:
  – Unlock the filler cap, turn it counter-clockwise and remove



- Refuel

– Always use super (premium) unleaded fuel to DIN 51607 or equivalent standard, min. octane number 95 (RON) or 85 (MON), AKI 91 Premium

- Closing fuel filler cap **2**:
  – Place the filler cap in position, turn it clockwise as far as it will go and lock it

NOTE

Hold the tank cap while locking.

- Close fuel tank flap **1**

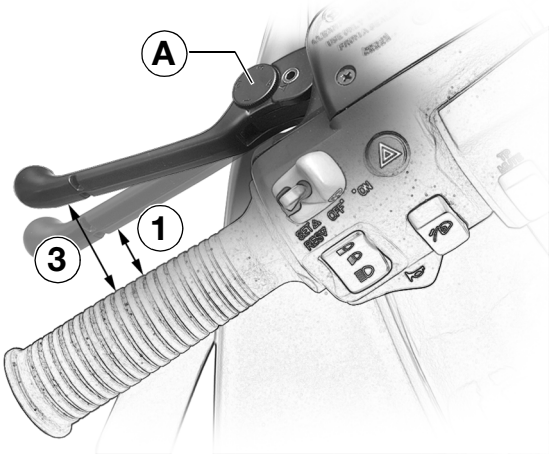
Capacity

– Total capacity: 6.34 gal (24 liters)

– When reserve is reached (approx. 1.06 gal/4 liters) **yellow** warning light **3** comes on

NOTE

The warning light and fuel gauge function only when the ignition is on.



Adjusting clutch lever

⚠ CAUTION

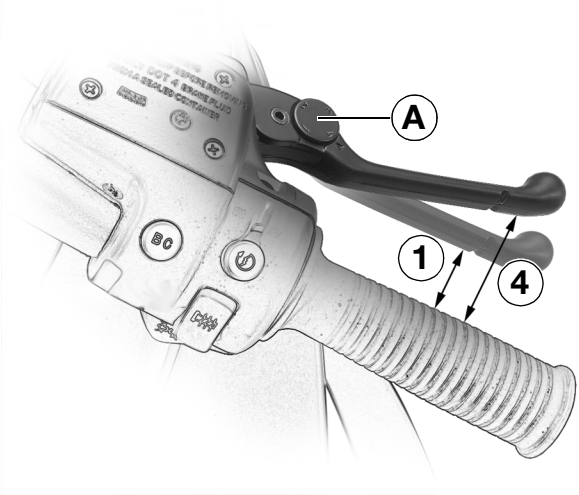
Sudden changes in the amount of play at the lever or a spongy feeling when it is applied may indicate a hydraulic system.
If you are doubtful about the reliability of the hydraulic clutch operating system, it is best to consult an authorized BMW motorcycle retailer.

⚠WARNING

To prevent air from entering the hydraulic circuit: do not turn the fitting on the handlebar.

- Turn knob **A** to set the most comfortable span:

– Setting **1**: minimum distance
– Setting **3**: maximum distance



⚠WARNING

To prevent air from entering the brake circuit: Do not turn the fitting on the handlebar.

Adjusting handbrake lever

- Turn knob **A** to set the most comfortable span:

– Setting **1**: minimum distance
– Setting **4**: maximum distance

Work on the brake system

⚠WARNING

To ensure reliability have all work on the brake systems carried out by a specialist workshop, preferably an authorized BMW motorcycle retailer.

Checking brake system

⚠WARNING

Sudden changes in play or spongy action of the brake lever indicate a possible problem in the brake system. Before riding off, therefore, always check the resistance of the front and rear brake levers and test operation of the brakes.
Do not ride the motorcycle if you have any doubts about the safety of the brake system.
Immediately seek the advice of an authorized BMW motorcycle retailer.

⚠WARNING

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

Checking brake pads

Brake pad wear depends on your personal style of riding. To ensure reliable operation of the brakes: do not allow lining thickness to fall below minimum value (Maintenance Instructions ➠ Chapter 2)!

Checking brake fluid level

⚠WARNING

If your motorcycle is equipped with BMW Integral ABS, the brake fluid level in the reservoir (➠ 50) does NOT drop as the brake pads wear.

⚠WARNING

Have the brake system checked immediately by a specialist workshop, preferably an authorized BMW motorcycle retailer, if the brake fluid level in the reservoir of the brake system (➠ 50) drops below the MIN mark.

Changing brake fluid

⚠WARNING

Brake fluid is exposed to severe thermal loads, and absorbs moisture from the atmosphere.
Consequently, the brake fluid must be changed regularly (see the Maintenance Instructions ➠ Chapter 1) by a specialist workshop, preferably an authorized BMW motorcycle retailer.

Residual braking function

⚠WARNING

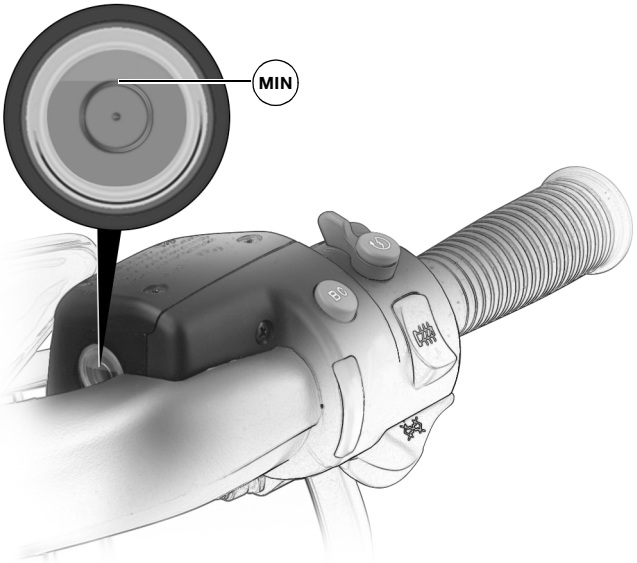
When the ignition is switched off, before and during self-diagnosis (➠ 82), or if the BMW Integral ABS fails, only a RESIDUAL BRAKING FUNCTION (➠ 81) remains available for slowing the motorcycle.
When the RESIDUAL BRAKING FUNCTION is active, you must apply CONSIDERABLY higher pressure to the brake lever in question in order to apply the brakes, and lever travel is longer.
When the RESIDUAL BRAKING FUNCTION is active, the ABS function is unavailable in the brake systems in question.

⚠WARNING

When the RESIDUAL BRAKING FUNCTION is active, maintain a defensive riding style and proceed immediately to the nearest specialist workshop, preferably an authorized BMW motorcycle retailer.

NOTE

When the RESIDUAL BRAKING FUNCTION is active, it is advisable to set adjuster **A** (➠ 45) on the front-brake lever to position 4.



Checking brake fluid level, front brakes

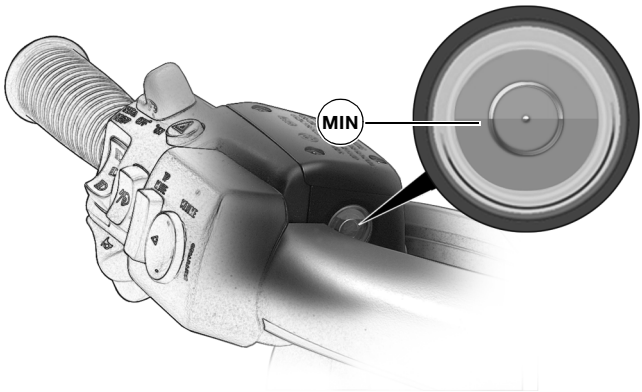
⚠WARNING

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

- Place the motorcycle on its main (center) stand
  – Make sure the ground is level and firm.
- Turn the steering fully to the left; the fluid reservoir must be horizontal
- Check the brake fluid level in the sight glass
  MIN Minimum level (top of marking ring)

NOTE

The brake fluid level in the brake fluid reservoir remains constant despite wear of the brake pads.



Checking the fluid level in the clutch fitting

⚠WARNING

The fluid level must not fall below the center of the sight glass (MIN).

- Place the motorcycle on its main (center) stand
  – Make sure the ground is level and firm.
- Turn the steering fully to the right; the fluid reservoir must be horizontal
- Check the fluid level in the sight glass

MIN Minimum level (center of sight glass)

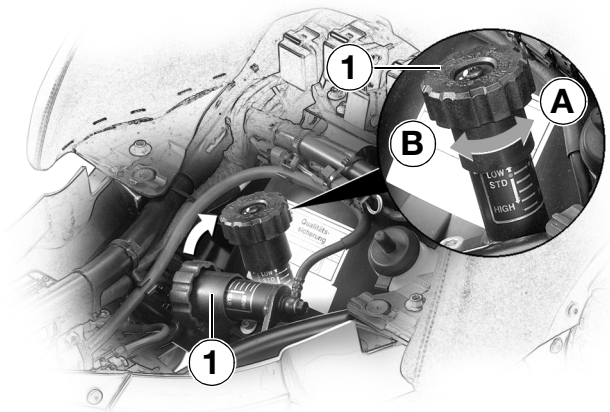
NOTE

The fluid level in the reservoir rises as the clutch plate wears.

⚠ CAUTION

If the fluid level drops, assume there is a defect in the clutch system. Have your clutch system examined by a BMW motorcycle retailer without delay.

Suspension spring preload



⚠WARNING

Before setting out on a journey set spring preload to reflect total weight / laden condition.

Adjusting spring load

- Open the seat (➠ 32)
- Unfold handwheel **1**
- Steplessly adjust spring preload by turning handwheel **1** to suit motorcycle load

One-up without luggage
(approx. 187 lb/85 kg driver and clothing)

- Turn handwheel **1** as far as it will go in direction of arrow **A** “LOW”

With luggage
(approx. 265 lb/120 kg)

- Turn handwheel **1** to central setting (arrow **B**)

Two-up with luggage
(331 lb/150 kg and above)

- Turn handwheel **1** as far as it will go in direction of arrow **B** “HIGH”

⚠ CAUTION

Fold handwheel **1** in before closing rider's seat.

- Lock the rider's seat (➠ 33)

Checking wheel rims

⚠WARNING

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

Checking tire tread depth

⚠WARNING

Comply with local legal requirements concerning minimum tread depth.
Worn tires can impair the roadgoing characteristics of your motorcycle.

- Measure tread depth at the center of the tire tread

BMW's minimum tread depth recommendation:
front .....2 mm
rear .....3 mm

Checking tire pressures

⚠WARNING

Incorrect tire pressures have a considerable influence on handling and on tire life.
Tire pressures must be chosen to suit the total weight on the motorcycle. Do not exceed the gross weight limit or the tires' specified load capacity (➠ 56).

– Tires cold:
- Unscrew and remove valve cap
- Check/correct tire pressure

Tire pressures:

	front	rear
One-up	36.3 psi (2.5 bar)	42.0 psi (2.9 bar)
Two-up	36.3 psi (2.5 bar)	42.0 psi (2.9 bar)
Two-up with luggage	36.3 psi (2.5 bar)	46.4 psi (3.2 bar)

- Screw the valve caps back on tightly

Tightening valve caps

⚠WARNING

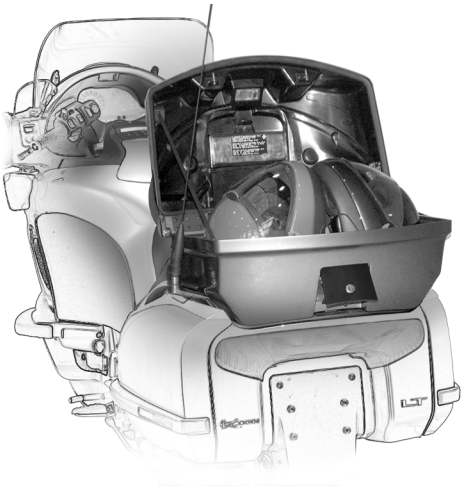
At high road speeds, tire valves have a tendency to open as a result of centrifugal force.
Use only metal valve caps with rubber seals.
Valve caps that are screwed on well prevent air from escaping suddenly.

⚠WARNING

BMW cannot examine or test each product of outside origin on the accessories and tyres market to ensure that it can be used on or in connection with BMW motorcycles without constituting a safety hazard. Even approval by a technical inspectorate or an official permit (General Operating Permit) cannot always provide this guarantee. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW motorcycles and consequently, they are not sufficient in some circumstances.

NOTE

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



Correct loading

⚠WARNING

Overloading can impair the stability of your motorcycle.

- Make sure that the weight is uniformly distributed between right and left
- Pack heavy items at the bottom of the cases
- Max. load in topcase: approx. 22 lb (10 kg)
- Max. load in left and right cases approx. 22 lb (10 kg) per case

⚠ CAUTION

Do not exceed the gross weight limit of 1,323 lb (600 kg). Do not exceed the wheel load limits of 449 lb (204 kg) at the front and 886 lb (402 kg) at the rear. Adjust the rear suspension spring and shock absorber settings and the tire pressures to suit the gross weight (➠ 52-54). The gross weight consists of:
– motorcycle with full tank
– rider
– pillion passenger
– luggage

Checking lights

⚠ CAUTION

Check that all lights are operational at the start of each journey.

NOTE

If turn indicator repeater flashes at twice the usual speed:
Defective flasher bulb.
To change bulbs in parking lights, headlight (dipped and main beams), rear and brake lights: (➠ Service and Technical Booklet).

Tail light

General warning light (➠ 72) on:
Brake-light or tail-light bulb defective.
Check brake light or tail light.
If the tail light is defective the brake light is dimmed and acts as a tail light. When you apply the brakes the brake light shines at full brightness.

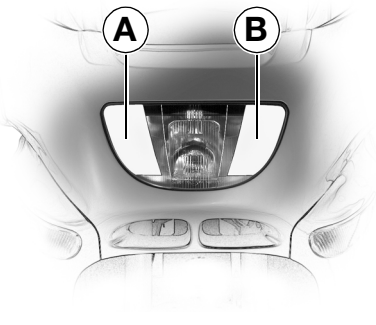
Adjusting headlight beam throw

⚠ CAUTION

Only adjust the beam throw of your headlights to suit laden condition when the motorcycle is stationary.

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





Normal setting:

- Turn rotary knob **1** anti-clockwise as far as limit stop

Setting to suit load:

- Change the spring strut setting to suit the load (➠ 52)

NOTE

Setting spring preload (➠ 52) also adjusts the beam throw to suit the load on the motorcycle.

- Perform precision adjustment using rotary knob **1**

Adjusting headlight for RHD/LHD traffic

If the motorcycle is ridden in a country where the opposite rule of the road applies, its asymmetric dipped beam will tend to dazzle oncoming traffic.

To prevent this dazzle/glare problem, shade off a section of the headlight lens (cut adhesive tape to size and stick on)

– **A** from RHD to LHD traffic
– **B** from LHD to RHD traffic



Checking coolant level

⚠ CAUTION

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

- Place the motorcycle on its main (center) stand
  – Make sure the ground is level and firm.
- Open the left case (➠ 30)
- Check coolant level at the expansion tank, using a pocket lamp if necessary:
  MAX Maximum level
  MIN Minimum level

⚠ CAUTION

Never overfill the expansion tank under the seat.

- Add coolant if necessary
- Lock left case (➠ 30)

NOTE

If the expansion tank is full and coolant temperature is high (as indicated by red warning light ➠ 11) or coolant consumption is excessive, consult an authorized BMW motorcycle retailer.

Handling your motorcycle safely

Every motorcycle has a “life of its own”. You can gradually familiarize yourself with exactly how your motorcycle performs:
– acceleration
– roadholding
– cornering
– braking ...
These are all things you need to become familiar with.
Please remember too that if the motorcycle has not yet covered approx. 600 miles (1,000 kilometers), the engine is not yet fully run in.

⚠ CAUTION

BMW Integral ABS incorporates a brake booster, so braking efficiency is significantly higher than with conventional brake systems.

⚠WARNING

The tires need to cover a certain distance before they acquire their full road grip (➠ 69).

When riding at high speed, always bear in mind that various boundary conditions such as: settings of the spring and shock-absorber system, unbalanced loading, loose clothing, low tire pressures, worn tires, etc., can affect the handling of your motorcycle.

Safe motorcycling does not depend on the motorcycle and equipment alone.
Your own skill and common-sense are needed too.
The key to genuine safety on the road is a sensible balance between the motorcycle's technical features and the rider's skill, so that together they form a single efficient unit.
Riding safely in traffic calls for a sense of responsibility to your passenger and to other road users.

⚠WARNING

Do not ride the motorcycle after drinking alcoholic beverages. Even small amounts of alcohol or drugs, particularly if taken in conjunction with medicines, will adversely affect your perception and your ability to assess situations and make decisions, and also slow down your reflexes.

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

Risk of fatal accident

Your motorcycle is equipped with Digital Motor Electronics (Motronic) and an increased-output ignition system.

⚠WARNING

When the engine is running or the ignition switched on, never touch any electrically live parts of the ignition system or the Digital Motor Electronics.

BMW Integral ABS

⚠WARNING

When the ignition is switched off or if the BMW Integral ABS fails, only a RESIDUAL BRAKING FUNCTION remains available for slowing the motorcycle (➠ 81).
Under these circumstances you must apply CONSIDERABLY higher pressure to the brake levers in order to apply the brakes, and lever travel is longer.

Risk of poisoning

The exhaust from a motor vehicle contains carbon monoxide, which is colorless and odorless, but none the less toxic.

⚠WARNING

Inhaling the exhaust fumes therefore represents a health hazard and can even cause loss of consciousness with fatal consequences.
Do not run the engine in an enclosed space.

Catalytic converter

⚠ CAUTION

To avoid damage to the catalytic converter:

- Do not run the fuel tank dry
- Do not push start your motorcycle. Use jump leads instead
- Do not run the engine with a spark plug lead detached
- Do not exceed the engine-speed limits marked on the tachometer
- Comply with all specified maintenance intervals
- Stop the engine at once if it is misfiring
- In the event of misfiring or a severe drop in engine power, consult a certified workshop, preferably an authorized BMW motorcycle retailer

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

Risk of fire

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

⚠WARNING

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



Placing motorcycle on side stand

⚠WARNING

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

⚠ CAUTION

Stop the engine before using the side stand.
Make sure the surface under the stand is firm.
On a grade, the motorcycle should always face uphill; select 1st gear.

- Switch off the ignition
- Keep both feet on the ground
- Hold the left handlebar grip with your left hand
- Keep your right hand on the right handlebar grip and the handbrake lever
- Hold the motorcycle upright and balanced
- Use your left foot at the extension pin to extend the side stand fully (arrow)
- Slowly lean the motorcycle to the side until its weight is taken by the stand and dismount from the motorcycle
- Turn the handlebars to full left lock (➠ 13)
- **Check that the motorcycle is firmly supported**



Lifting motorcycle off the side stand

⚠WARNING

When the ignition of a motorcycle fitted with BMW Integral ABS is switched off, only a "RESIDUAL BRAKING FUNCTION" is available (➠ 81). Make sure the side stand is fully retracted before you ride off.

– Allowing the motorcycle to roll with the side stand extended represents a safety risk.

- Turn the ignition key to the "**R**" or "**ON**" position (➠ 13)
  – Handlebars unlocked
- Both feet on the ground, no weight on the motorcycle
- Hold the left handlebar grip with your left hand
- Keep your right hand on the right handlebar grip and the handbrake lever
- Slowly raise the motorcycle to the upright position and keep it balanced
- Sit on the motorcycle and use your left foot to retract the side stand



Placing motorcycle on main (center) stand

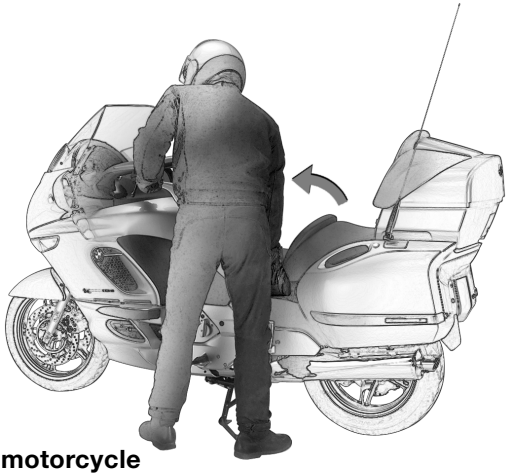
⚠WARNING

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

⚠ CAUTION

Switch off the engine before using the main (center) stand. Make sure the surface under the stand is firm.

- Switch off the ignition
- Hold the left handlebar grip with the left hand
- Hold the lifting handle with the right hand
- Place the right foot on the extension pin and press it down until the curved shoes of the stand touch the ground
- Place the right foot on the tread surface of the stand
- Apply all your body weight to the stand
- Pull the motorcycle to the rear and upwards (arrow) until it rests on the center stand
- **Check that the motorcycle is firmly supported**



Removing motorcycle from main (center) stand

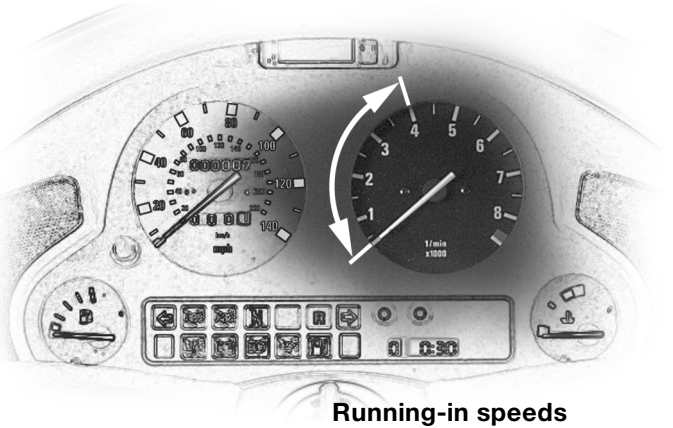
⚠WARNING

For safety reasons never sit on the motorcycle with the center stand extended.
When the ignition of a motorcycle fitted with BMW Integral ABS is switched off, only a "RESIDUAL BRAKING FUNCTION" is available (➠ 81).

⚠ CAUTION

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

- Turn the ignition key to the "**R**" or "**ON**" position (➠ 13)
  – Handlebars unlocked
- Hold the left handlebar grip with the left hand
- Hold the lifting handle with the right hand
- Push the motorcycle forward off the stand (arrow)
- **Check that the stand has fully retracted**



⚠ CAUTION

Exceeding the running-in speed limits will cause premature engine wear.

NOTE

While running in the motorcycle, vary the throttle opening and engine-speed range frequently.
Try to do most of your riding during this initial period on twisting, fairly hilly roads rather than high-speed main roads and highways.

Running-in speeds

From 0 to approx. 600 miles (1,000 km)

- Max. engine speed 4,000 rpm and no full-load acceleration
- The first inspection should always be performed after approx. 600 miles (1,000 km). Make an appointment with your BMW motorcycle retailer in good time, so that the work can be performed punctually.

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

- Engine speeds can be gradually increased after 600 miles (1,000 km)
- Avoid lengthy periods at full load until 1,243 miles (2,000 km) have been covered

Running in new brake pads

⚠WARNING

New brake pads must "bed down" and therefore do not achieve their optimum friction levels during the first approx. 300 miles (500 km).
This slight initial reduction in braking efficiency can be compensated for by exerting greater pressure on the lever.
Try to avoid all unnecessary hard braking applications during this initial period.

⚠ CAUTION

Comply with the notes on BMW Integral ABS (➠ 78-85).

Running in new tires

⚠WARNING

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

Switch on the ignition

– Emergency off (kill) switch in operating position **1**
• Turn ignition key to **ON**

In an emergency only:

• Move emergency off switch into setting **0**.
– The Motronic, fuel pump and starter motor electrical circuits are out of action

NOTE

If you move the kill switch to the **0** position while the ignition is on (switch in **ON** position), the BMW Integral ABS remains operational (➠ 78-85).

Fully retract the side stand

NOTE

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

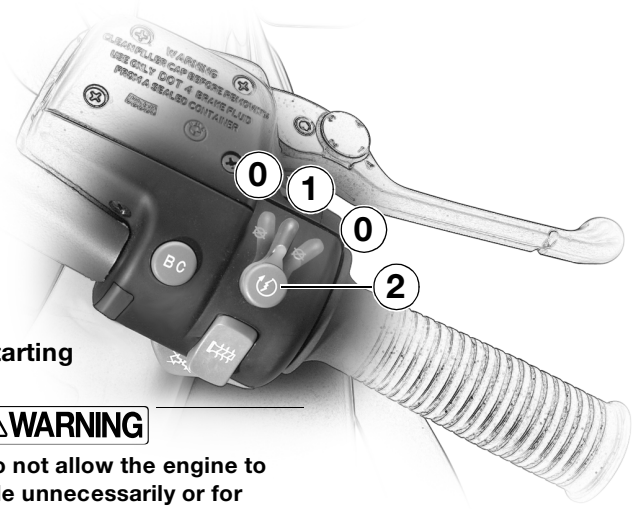
Select neutral

– Neutral indicator light **green** N on (➠ 10)
– Gear indicator shows “0”

NOTE

Engine does not start:
– Move the gear lever to the N position or disengage the clutch

Engine stops when first gear is engaged:
– Fully retract the side stand; if necessary, consult the troubleshooting chart (➠ Maintenance Instructions, Chapter 2)



Starting

⚠WARNING

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

⚠ CAUTION

If you attempt to start the engine when the battery is flat, you will hear the relay chattering. Further attempts will damage the starter relay and starter motor. Before trying again: charge the battery (Maintenance Instructions ➠ Chapter 2).

NOTE

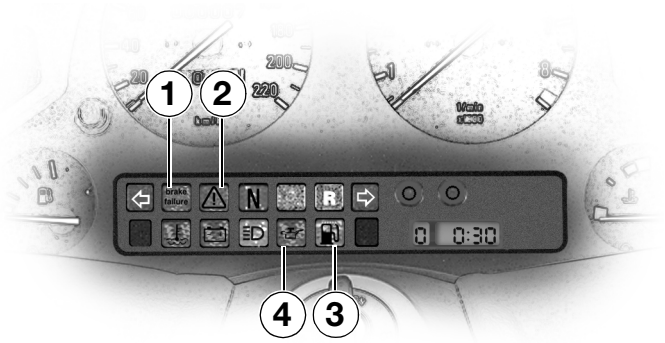
Do not turn the throttle twistgrip when starting the engine.

- Press starter pushbutton **2**
  – The engine starts
- Turn the throttle twistgrip carefully

NOTE

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

Warning lights



ABS warning light
The ABS warning light **1** lights up if the BMW Integral ABS (➠ 85) develops a fault

Warning light, general
General warning light **2** lights up if the BMW Integral ABS develops a fault (➠ 85), or if the tail light or brake light is defective.

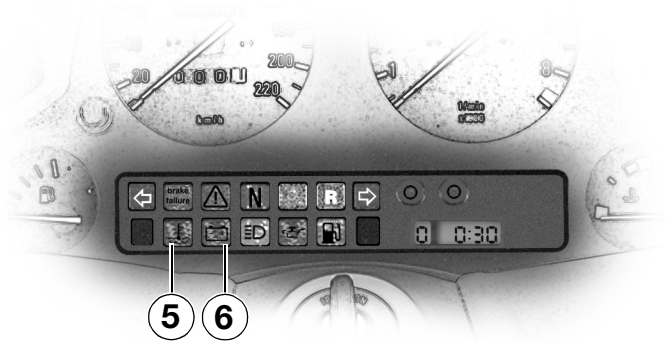
Low fuel level
When warning light **3** comes on, there are still approx. 4.22 quarts (4 liters) of fuel in the tank.

Engine oil pressure
Warning light **4** goes out above an idle speed.

⚠ CAUTION

If warning light **4** comes on during the journey, take the following action immediately if no road safety risk is incurred:
- Declutch
- Operate the emergency off switch
- Bring the motorcycle safely to a halt
- Check engine oil level (➠ 41)

Top up the oil if the level is low. If the warning light comes on even though the oil level is correct, you must consult a BMW-certified workshop, preferably an authorized BMW motorcycle dealer.



Coolant temperature
Warning light **5 (red)** goes out when the engine is started, above idle speed.

⚠ CAUTION

If the coolant temperature warning light **5** comes on, stop the engine and allow it to cool down.
Check coolant level in the expansion tank (➠ 59).
If the expansion tank is full, but the warning light remains on, or if coolant consumption is excessive, consult s specialist workshop, preferably an authorized BMW motorcycle retailer.

Battery charge current
Warning light **6** goes out above idle speed.

⚠ CAUTION

If warning light **6** comes on during the journey: seek the advice of a specialist workshop, preferably an authorized BMW motorcycle retailer.

Engine speed

Choose engine speeds in accordance with the coolant temperature reading, and do not use maximum engine speeds until the engine has reached its regular operating temperature (➠ 9).
In the red zone of the tachometer the fuel supply is interrupted in order to protect the engine, so that misfiring occurs.

⚠WARNING

Never run the engine in the red zone of the tachometer.

Load changes

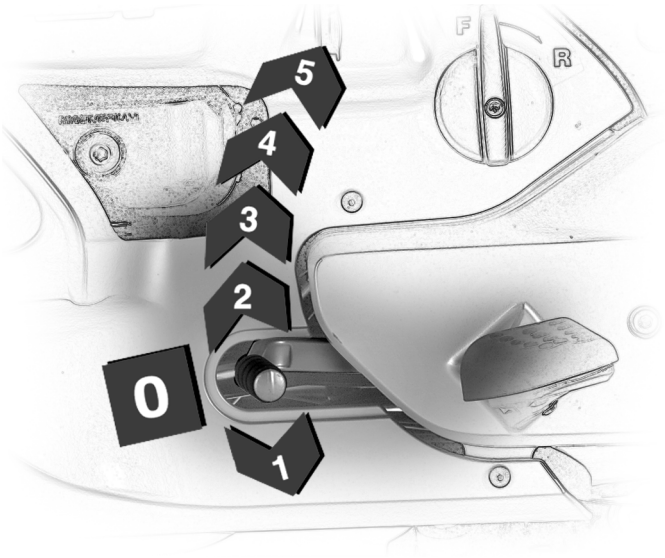
⚠WARNING

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

Gear shifts

NOTE

Never slip the clutch excessively when changing gear. Vary your speed only by using the throttle in a suitable gear, not by slipping the clutch.
The digital cockpit display shows which gear has been selected (➠ 10).



Moving away/shifting up:

- Pull the clutch lever in
- Press down on the gearshift lever (to select first gear) and take your foot off the lever
- Smoothly re-engage the clutch
- Increase engine speed slightly as necessary
- Accelerate when the clutch is fully engaged
- For upward shifts into 2nd, 3rd, 4th and 5th gears, repeat the above procedure

Shifting down:

- Close the throttle (twistgrip)
- Pull the clutch lever in
- Select the next-lower gear: (opposite direction to arrow)
- Engage the clutch again smoothly

Wet brakes

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

⚠WARNING

The brakes should always be applied first to dry them.

Salt on brakes

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

⚠WARNING

The layer of salt on the brake discs and pads must first be worn away.

Oil and grease on brakes

⚠WARNING

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

Dirt or mud on brakes

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

⚠WARNING

The brakes must first be applied until the disks and pads are clean.
Dirt on the brakes increases the rate of pad wear.

⚠WARNING

If the brake lever can be moved right to the limit of its travel without producing braking action (i.e. without resistance), a mechanical or hydraulic fault may exist. Immediately consult an authorized BMW motorcycle retailer.

Sensitive electronic control

It takes skill and sensitive control of the brakes to pull up safely on a motorcycle. If the front wheel brake locks and the wheel skids, the necessary longitudinal and lateral stabilizing forces are lost, and a fall can result.

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

BMW Integral ABS is the latest-generation BMW ABS development: by preventing both wheels from locking and optimising braking-force distribution by means of the integral function, it offers much improved braking performance (➠ 80). Full use is made of technical braking capacity to minimize braking distances, even when road conditions are poor. When the motorcycle is ridden in a straight line, the BMW Integral ABS is able to handle emergency braking safely.

Extra safety margin

But remember: the potentially shorter braking distances which BMW Integral ABS permits must not be used as an excuse for careless riding. ABS is primarily a means of ensuring a safety margin in genuine emergencies.

- You have to familiarize yourself with the new, electronically assisted braking. Try the brakes several times when you take your motorcycle out for the first time. Find out for yourself how the brakes feel.
- Never ride without due care and attention, or assume that good fortune will protect you from your own foolhardiness
- Keep within the permitted speed limits
- Take care when cornering. When you apply the brakes on a corner, the motorcycle's weight and momentum take over and even BMW Integral ABS is unable to counteract their effects.

Fully integral brakes
The integral brake function interlinks the front and rear brakes, so both wheels are braked when you operate the brake lever.
The electronic controller in the BMW Integral ABS computes the braking-force distribution between front and rear wheels, and applies the brakes accordingly.
The baking-force distribution depends on load and is recalculated every time the ABS controller comes into action.
In a fully integral brake configuration , the integral braking function is activated by either the handbrake lever or the footbrake lever.

Brake servo
The hydraulic pump in the BMW Integral ABS actively boosts the braking force acting on the wheel when the brakes are applied.
By boosting the braking force in this way, the BMW Integral ABS achieves a higher braking efficiency than standard brake systems.

ABS - anti-lock brake system
ABS prevents the wheels locking under heavy braking when the motorcycle is travelling in a straight line, thus contributing significantly to road safety.

RESIDUAL BRAKING FUNCTION

If the BMW Integral ABS develops a fault, a RESIDUAL BRAKING FUNCTION only is available in the brake circuits in question. The RESIDUAL BRAKING FUNCTION is the braking efficiency without the hydraulic servo assistance of the BMW Integral ABS. Under these circumstances, therefore, you must apply CONSIDERABLY higher pressure to the brake levers in question in order to apply the brakes, and lever travel is longer. When the RESIDUAL BRAKING FUNCTION is active, the ABS function is unavailable in the brake system in question. When the RESIDUAL BRAKING FUNCTION is active, the integral braking function is partially or entirely unavailable.

⚠WARNING

When the RESIDUAL BRAKING FUNCTION is active, maintain a defensive riding style and proceed immediately to the nearest specialist workshop, preferably an authorized BMW motorcycle retailer.

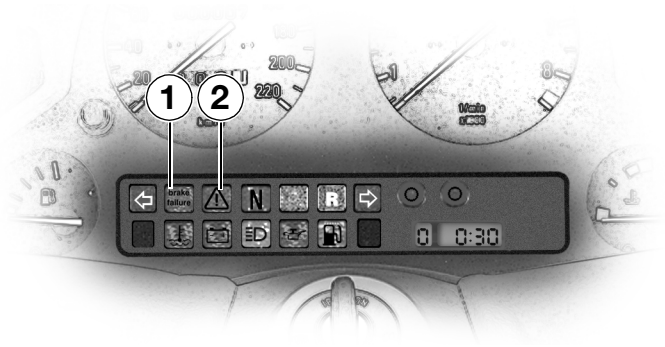
NOTE

When the RESIDUAL BRAKING FUNCTION is active, it is advisable to set adjuster **A** (➠ 45) on the front-brake lever to position 4.

The RESIDUAL BRAKE FUNCTION is active under the following circumstances:
– Ignition off
– Before and during self-diagnosis (➠ 82)
– Fault in the BMW Integral ABS (➠ 85)

NOTE

When the RESIDUAL BRAKING FUNCTION is active for both brake circuits, the noise of the pump is no longer audible when you operate the brake levers.



Self-diagnosis with pull-away test

The BMW Integral ABS performs self-diagnosis and a pull-away test to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition.

⚠WARNING

Self-diagnosis is not performed unless both brake levers are in their fully released positions. Only the RESIDUAL BRAKING FUNCTION is available until self-diagnosis is completed (➠ 81).

- Release the brake levers, if necessary.
- Switch on the ignition

Initially:

– ABS warning light **1**: flashes at 4 Hz

– General warning light **2**: ON

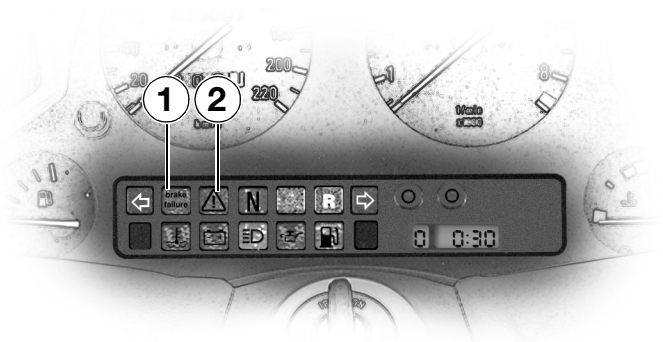
➠ Self-diagnosis is in progress

Then:

– ABS warning light **1**: flashes at 1 Hz

– General warning light **2**: OFF

➠ Self-diagnosis successfully completed



- Start the engine
- Move off

– ABS warning light **1**:
OFF (as of approx. 3 mph (5 km/h) road speed)

➠ Pull-away test successfully completed

➠ BMW Integral ABS is available

NOTE

Flashing at 1 Hz = 1 x flash per second (slow flashing)
Flashing at 4 Hz = 4 x flashes per second (fast flashing)

NOTE

Starting on grades:
Always switch on the ignition with gear engaged, clutch lever released and both brake levers released. Self-diagnosis cannot be performed if you do not follow this procedure. When self-diagnosis completes, apply the brakes, disengage the clutch, and start the engine.



⚠WARNING

If the BMW Integral ABS fails in both brake circuits, a RESIDUAL BRAKING FUNCTION only is available. (➠ 81)

⚠WARNING

If the RESIDUAL BRAKING FUNCTION is active (➠ 81), maintain a defensive riding style and proceed immediately to a specialist workshop, preferably an authorized BMW motorcycle retailer.

⚠WARNING

If there is a fault in the ABS system, the reserves of safety normally afforded by ABS are not available until the defect has been put right. There is a risk of dropping the motorcycle if the brakes are applied too hard and the wheels lock or the rear wheel lifts clear of the ground as a result of a high level of tire adhesion. Have the defect rectified immediately by a specialist workshop, preferably an authorized BMW motorcycle retailer.

Warning light, general ⚠	Warning light, ABS ABS / brake failure	Malfunctions
OFF	ON	Only RESIDUAL BRAKING FUNCTION available in both circuits (➠ 81)
OFF	Flashes at 1 Hz	ABS not available Pull-away test not completed (➠ 82)
OFF	Flashes at 4 Hz	Only RESIDUAL BRAKING FUNCTION available in both circuits (➠ 81) Self-diagnosis not completed (➠ 82)
ON	OFF	Tail light/brake light defective (Maintenance Instructions, ➠ Chapter 2)
ON	Flashes at 1 Hz	At least one brake circuit without ABS (➠ 84)
ON	Flashes at 4 Hz	At least one brake circuit in RESIDUAL BRAKING FUNCTION mode (➠ 81)
Alternate flashing at 1 Hz	Alternate flashing at 1 Hz	Fluid level in BMW Integral ABS too low. Check the motorcycle as follows: – Ignition OFF: is brake pressure OK at the brake levers? – Are the brakes acting on both wheels? – Is the brake system leaktight, no signs of brake fluid escaping? The brake system is defective if the test outcome is negative.
Alternate flashing at 4 Hz	Alternate flashing at 4 Hz	Fluid level in the BMW Integral ABS is too low, perform the checks listed above. Only RESIDUAL BRAKING FUNCTION available in at least one circuit (➠ 81) **⚠WARNING** Do not ride the motorcycle if you have any doubts about the dependability of the brake system.



Know-how…
In recent years, motorcycles' technical design features have become more and more sophisticated.
Motronic, electronic ignition, integral brakes, the catalytic converter or the use of four valves per cylinder are clear signs that far more than basic technical knowledge may be needed to solve certain problems. In addition, high-tech materials are increasingly taking the place of conventional ones, which again calls for thorough and expert knowledge if they are to be handled correctly during repair work.
To be sure of achieving the necessary standard, it is always advisable to consult your authorized BMW motorcycle retailer.

The authorized BMW motorcycle retailer employs staff who attends regular and comprehensive training courses.
Your authorized BMW motorcycle retailer also receives all the current technical information and is therefore fully aware of the latest developments.

…technical features…
The BMW motorcycle retailer's staff has the experience and all the necessary facts at its disposal when it comes to solving problems quickly and effectively. Workshops are equipped with the latest technical facilities, for example the special tools developed by BMW such as the
BMW diagnosis system or exhaust emissions tester.

Regular visits to the workshop for routine servicing are strongly recommended even after the warranty period has elapsed. They are the only way to be genuinely certain that your BMW motorcycle is being kept in perfect working order.
For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance is essential.
Certain signs of wear may not otherwise be noticed until it is too late to put them right at moderate cost.
The staff in the authorized BMW motorcycle retailer's workshop know every detail of your motorcycle and can take remedial action if necessary before minor faults develop into serious problems. By having the necessary repairs done properly and in good time, you save time and money in the long run.

...service

You can obtain accurate advice in all cases, and make appointments with a firm completion deadline which we will comply with punctually. But the most gratifying feeling of all is that your BMW is in genuinely good shape when it leaves the authorized BMW motorcycle retailer's workshop – and above all, safe.

BMW Service Card

A Service Card is available for all new BMW motorcycles. A wide range of emergency-assistance services are in place to help you in the unlikely event of a problem occurring somewhere far from home. If you have a breakdown anywhere in Europe, just call our Central Emergency Service number from any telephone. Our experts are on duty there day and night to arrange assistance for you. They can provide practical advice on what to do next and can make arrangements on your behalf, for example notifying local emergency services anywhere in Europe, arranging recovery and transportation of the motorcycle to the nearest authorized BMW motorcycle retailer, a taxi for you, and even a replacement vehicle and hotel accommodation, if necessary.

BMW Service worldwide

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

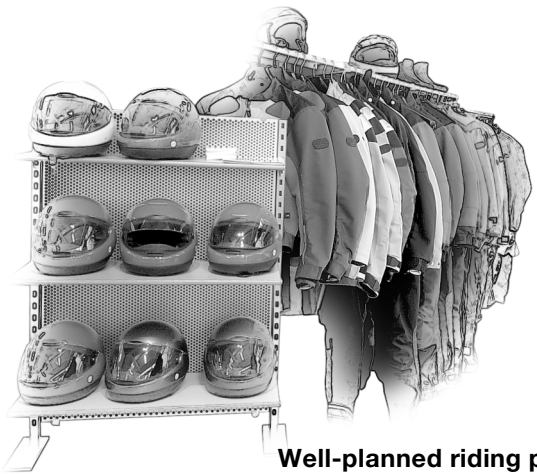
NOTE

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

Development…
Motorcyclists have an intensive relationship with nature. BMW has made sure that they continue to enjoy the best possible prospects for successful riding in the future.
This not only because your new BMW is available with exhaust emission control by closed-loop, three-way catalytic converter.

…waste disposal…
Behind the scenes, in the repair shop, we don't neglect the pro-environmental aspects of our work either.
Wherever possible, we use environmentally acceptable, biodegradable materials. We ensure strict compliance with all environmental legislation, for example the correct disposal of old oil, which is now classified as hazardous waste in many countries.

…recycling
Alongside the correct disposal of materials that are potentially hazardous to the environment, recycling is being given increasing priority by BMW. For example, plastics are individually marked so that they can be returned to the materials cycle. Remember: when it comes to making repairs to your motorcycle, the authorized BMW motorcycle workshop is far better equipped to protect the environment than you are at home!



The essentials

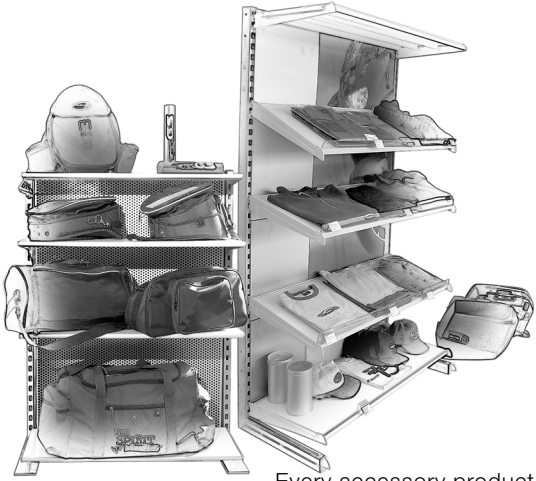
To reach your destination safely every time, there's only one choice:

- Helmet!
- Suit!
- Gloves!
- Boots!

It's foolhardy to ride without these items of clothing. This even applies to short journeys, and to every season of the year.

Well-planned riding pleasure

Many motorcyclists have learned the hard way that the proper clothing contributes so much to riding pleasure. You must feel comfortable and relaxed – and your own safety must never be endangered. There's no doubt about it: when buying motorcycling clothing, you simply can't set your sights too high. It's good to know that the BMW brand can be trusted to supply you with safe, high-quality rider's clothing as well. Information on the latest products is always available from your BMW motorcycle retailer.



Always an idea ahead
This is our motto – and it's one we live up to! For many years now, BMW has offered the enthusiast everything capable of enhancing the fascination of motorcycling. A unique program that is regularly updated and offers plenty of scope for choosing items according to individual preferences.
Ask your authorized BMW motorcycle retailer for the latest details of what can be upgraded on or retrofitted to your motorcycle.

Every accessory product is made to the same exemplary standards of design, function and quality as the motorcycle itself. At the end of the day, there is a great deal of experience involved here since all our engineers are themselves keen motorcycle riders who know what is really needed. Whenever development work starts on a new motorcycle, equipment items are also taken into consideration and their practical value confirmed by extensive testing. This is your guarantee of the high quality you expect from BMW.

Cornering and braking need to be practised!

Develop a “sixth sense” for potentially dangerous situations. What this means: look ahead, plan how to avoid possibly dangerous situations and view other road users' behavior with a degree of healthy scepticism.

- Take bends smoothly and rhythmically, avoiding braking and acceleration
- Approach bends slower than you feel they can be taken; a neat riding style will get you to your destination more safely than sheer speed
- Ride at the inner edge of the ideal line, look ahead and plan to leave the bend as smoothly as you entered it

Allow for reaction time when judging braking distances.

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

Practice applying the brakes with and without an extra load on the motorcycle, and study its reactions on various kinds of road surface.

Work up to the wheel lock limit gradually.

BMW has a worthwhile safety contribution to make in this area too – BMW Safety Training. These programs are a wonderful opportunity: systematic basic and follow-up training enables you to master situations close to the limit and keep your motorcycle under supreme control whatever happens.

Now it's your turn!

- Regular care is important, with all functions checked before the journey starts.
- Use only genuine BMW accessories. These satisfy all safety requirements and are precisely matched to your BMW motorcycle.
- Have your motorcycle serviced only by the trained, expert personnel at your local authorized BMW motorcycle retailer.
- You should never fit accessories that don't have official type approval for your motorcycle. This can represent a safety hazard, invalidate the motorcycle's general operating permit or cause you to lose your insurance cover.
- Technical modifications should always be entrusted to your authorized BMW motorcycle retailer.

NOTE

Your local authorized BMW motorcycle retailer can supply you with useful items to add to your motorcycle's toolkit and accompany the Maintenance Instructions.

– BMW Repair Manual
– BMW set of circuit diagrams

It's good to know you've thought of everything, isn't it?

Our aim is to make your journey safer

We want you to reach all your destinations safely – and we want you to enjoy riding your BMW as a constant source of relaxed pleasure and satisfaction.

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Rider’s Manual (US Model)

K 1200 LT

BMW Motorrad
On-board
documentation

consisting of
Rider's Manual
and Maintenance
Instructions

Certain illustrations and descriptions in this manual may differ from your own motorcycle, depending on the equipment or accessories ordered with it or the national-market specification. Please note that no claims will be entertained on the basis of such discrepancies. Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.

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