

Maintenance Instructions

K 1200 RS



**BMW Motorrad
On-board
documentation**

consisting of
Rider's Manual
and Maintenance
Instructions



Please note



Warning:

This symbol indicates precautions and measures which are essential in protecting the rider or other persons from severe or fatal injury.



Important:

Specific instructions and safety precautions intended to prevent damage to the motorcycle. Disregarding them may render the warranty invalid.



Note:

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

For safety reasons and to maintain the value of your motorcycle, regular maintenance intervals have been laid down. Always keep to the specified maintenance intervals. This is the only way to ensure that warranty claims are not invalidated. The contents of maintenance schedules can change for safety reasons, owing to changes of materials, for example.

Your authorised BMW Motorrad dealer is best qualified to provide details of the currently specified Service, Inspection and Annual Service work needed.

Important:

BMW refuses to accept liability for damage or consequential damage due to repairs or service work carried out by other than BMW-authorised workshops.

Consequently, we recommend that you have service work carried out by the specially trained experts at your BMW motorcycle dealer, and have this confirmed in the Maintenance Instructions.

Authorised BMW motorcycle dealers are supplied with the latest technical information and have the necessary technical know-how and specially trained staff.

It is advisable to contact your authorised BMW motorcycle dealer if you have any questions regarding your motorcycle.

Authorised BMW motorcycle dealers are fully informed about all aspects of your motorcycle and will gladly advise and assist you.

Best wishes,

BMW Motorrad

Important safety information

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BMW Service

For your own safety, use only genuine BMW spare parts and accessories approved by BMW.

If you choose genuine accessories and spare parts that have been tested and approved by BMW, you can be sure that the appropriate tests have been carried out to confirm their suitability for use on your motorcycle. BMW accepts product liability only for these products.

Note, however, that BMW is unable to accept liability for spare parts and accessories which it has not approved.

BMW cannot assess every single product of outside origin in order to decide whether it can be used on or with a BMW vehicle without constituting a safety hazard.

Nor is approval by an official technical inspection authority, or even the granting of a general operating permit or a certificate issued by the tyre manufacturer necessarily a sufficient guarantee, since these test procedures are not always adequate.

Genuine BMW spare parts, BMW accessories and other BMW-approved products, as well as skilled advice and assistance concerning all these items, are available from all authorised BMW Motorrad dealers.

Maintenance work is divided up into Service, Inspection and Annual Service.

BMW Inspection 1,000 km

BMW Running-in Check after the first 1,000 km.

BMW Service

After the first 10,000 km and every further 20,000 km (30,000 kms ..., 50,000 km ..., 70,000 km ...)

BMW Inspection

After the first 20,000 km and every further 20,000 km (40,000 km..., 60,000 km ..., 80,000 km ...)

BMW Annual Service

Certain items of maintenance work depend on elapsed time as well as the distance the motorcycle has covered. They should therefore be carried out at least once a year (e.g. changing the brake fluid).

If these items cannot be carried out during a Service or an Inspection, an Annual Service must be performed.



Note:

Every BMW Motorrad dealer has a fixed scale of charges based on work times and carefully calculated hourly rates. Fuel, lubricants and similar substances, filters, gaskets etc. are charged separately.

Maintenance schedule

If you like, you can view the current maintenance schedule for your motorcycle on the Internet and download the file from www.bmw-motorrad.com/maintenance.

Maintenance confirmations

1

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BMW Service

BMW Pre-delivery check

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 10,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 1,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 20,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

BMW Service 30,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 50,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 40,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 60,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

1

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BMW Service

BMW Service 70,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 90,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 80,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 100,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

BMW Service 110,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 130,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 120,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 140,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

1

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BMW Service

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Wheel circuit/brake system - every year

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

Every 2 years

yes ☐ no ☐

Coolant changed:

Every 2 years

yes ☐ no ☐

Date, stamp, signature

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Wheel circuit/brake system - every year

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

Every 2 years

yes ☐ no ☐

Coolant changed:

Every 2 years

yes ☐ no ☐

Date, stamp, signature

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Wheel circuit/brake system - every year

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

Every 2 years

yes ☐ no ☐

Coolant changed:

Every 2 years

yes ☐ no ☐

Date, stamp, signature

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Wheel circuit/brake system - every year

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

Every 2 years

yes ☐ no ☐

Coolant replaced:

Every 2 years

yes ☐ no ☐

Date, stamp, signature

Confirmation of maintenance work

1

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BMW Service

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Wheel circuit/brake system - every year

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

Every 2 years

yes ☐ no ☐

Coolant changed:

Every 2 years

yes ☐ no ☐

Date, stamp, signature

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Wheel circuit/brake system - every year

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

Every 2 years

yes ☐ no ☐

Coolant changed:

Every 2 years

yes ☐ no ☐

Date, stamp, signature

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Wheel circuit/brake system - every year

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

Every 2 years

yes ☐ no ☐

Coolant changed:

Every 2 years

yes ☐ no ☐

Date, stamp, signature

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Wheel circuit/brake system - every year

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

Every 2 years

yes ☐ no ☐

Coolant changed:

Every 2 years

yes ☐ no ☐

Date, stamp, signature

Confirmation of service work

1

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BMW Service

Record of all work carried out in workshop		
Work details	Odometer reading	Date

The list is intended as a record of maintenance, warranty and repair work, the installation of accessories and, if appropriate, special campaign work.

Confirmation of service work

Record of all work carried out in workshop		
Work details	Odometer reading	Date

The list is intended as a record of maintenance, warranty and repair work, the installation of accessories and, if appropriate, special campaign work.

Confirmation of service work

1

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BMW Service

Record of all work carried out in workshop		
Work details	Odometer reading	Date

The list is intended as a record of maintenance, warranty and repair work, the installation of accessories and, if appropriate, special campaign work.

Confirmation of service work

Record of all work carried out in workshop		
Work details	Odometer reading	Date

The list is intended as a record of maintenance, warranty and repair work, the installation of accessories and, if appropriate, special campaign work.

Confirmation of service work

1

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BMW Service

Odometer renewed

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer renewed

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer renewed

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer renewed

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Your motorcycle is equipped with Digital Motor Electronic (MOTRONIC) engine management and a high-output ignition system.



Warning:

When the engine is running or the ignition is switched on, do not touch electrically live components, terminals or wiring.

– Risk of fatal accident!

Work on the electrical system only when the circuit has been interrupted (switch off ignition). For greater safety, disconnect and insulate the negative battery lead.

If you intend to perform the maintenance and general care work described in the following section yourself, you must possess the necessary knowledge of technical matters and mechanical skills.

Your motorcycle is built to high technological standards. Special tools and purpose-designed diagnosis and testing equipment, together with the appropriate knowledge, are needed to keep your motorcycle in optimum working order.

Your authorised BMW Motorrad dealer possesses the necessary technical know-how and employs company-trained staff. He can guarantee that your motorcycle is always maintained in a fault-free technical condition.

Remember: the safety and reliability of your motorcycle are the most important considerations.

You should therefore not attempt any complex repair or maintenance tasks.

Keep to the specified Inspection and Service intervals.

BMW refuses to accept liability for damage or consequential damage due to repairs or service work carried out by other than BMW-authorised workshops.

Technical modifications



Warning:

The data stored in the MOTRONIC control unit is the result of extensive experimental and testing work.

Tampering with the MOTRONIC control unit represents an increased safety risk for the rider.



Note:

Tampering with the MOTRONIC control unit invalidates the warranty.

There is only limited scope for technical modifications to the motorcycle.

Whenever you are planning such modifications, comply with all the legal requirements. The vehicle must not infringe your national road-vehicle construction and use regulations. Your authorised BMW Motorrad dealer will gladly advise you on technical requirements, the manufacturer's recommendations and the overall benefit likely to be obtained.

Genuine BMW parts

For reasons of safety, use only genuine BMW parts and accessories.

Genuine BMW parts are identical with those fitted to your motorcycle as original equipment.

BMW Motorrad refuses to accept any liability whatsoever for other-make spare parts and accessories.

Troubleshooting chart

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

Possible cause	Remedy	See ➡ Page
Wrong ignition key position	Ignition key in ON position	Rider's Manual ➡ Chapter 1
Kill switch is off	Move kill switch to centre position	Rider's Manual ➡ Chapter 3
Side stand extended, gear selected	Select neutral or retract side stand and pull clutch lever	Rider's Manual ➡ Chapter 3
Gear engaged, clutch not released	Select neutral or pull clutch lever	Rider's Manual ➡ Chapter 3
No fuel in tank	Refuel	Rider's Manual ➡ Chapter 1
Fuel pump not working	Blown fuse 4	➡ 49
Incorrect operation of twistgrip		Rider's Manual ➡ Chapter 1

Troubleshooting chart

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

Possible cause	Remedy	See ➡ Page
Blocked air filter element	Renew	
Defective spark plug	Renew	
Spark plug/leads or caps wet	Blow out/dry with compressed air	
Insufficient battery charge	Recharge battery	➡ 50



Note:

It is advisable to have other faults – not described on pages 15 ... 60 – attended to by a specialist workshop, preferably an authorised BMW Motorrad dealer.

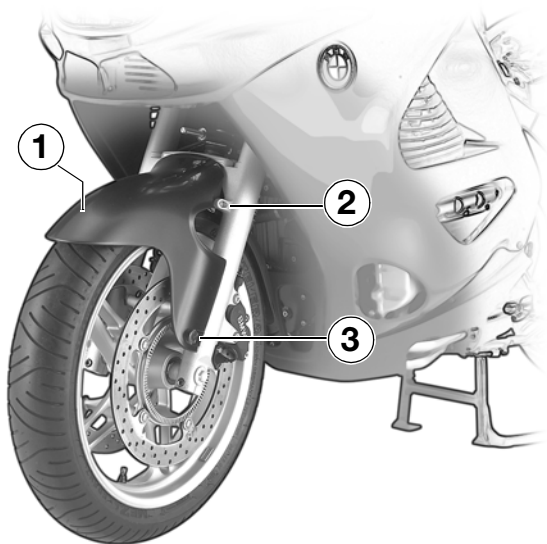


Note:

More detailed technical information is available in the following publications:

- BMW Repair Manual
- BMW electrical circuit-diagrams brochure

Removing the front wheel



- Place the motorcycle on its main stand on a flat, firm surface



Warning:

Make sure that the motorcycle is standing firmly and cannot topple forwards or to either side.

Removing the front mudguard

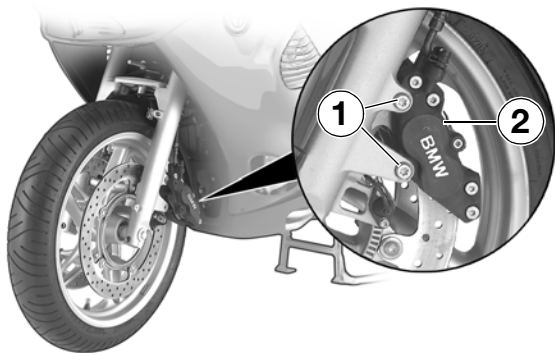
- Remove 1 screw **2** on left and right
- Remove 1 screw **3** on left and right
- Carefully detach front mudguard **1**

Removing the front wheel

2

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Maintenance and care



Removing brake calipers



Important:

When removing, avoid damage to brake pipes, brake discs, brake pads and the wheel rim (apply masking tape if necessary).

Do not scratch the rim when forcing back the brake pads or removing the calipers (apply masking tape if necessary).

Do not damage the ABS sensor cable, toothed ring or sensor.

- Remove the securing screws **1** for the left and right brake calipers

- Push the brake pads back a little by lightly rocking the brake calipers
- Carefully take off the left and right brake calipers **2**



Important:

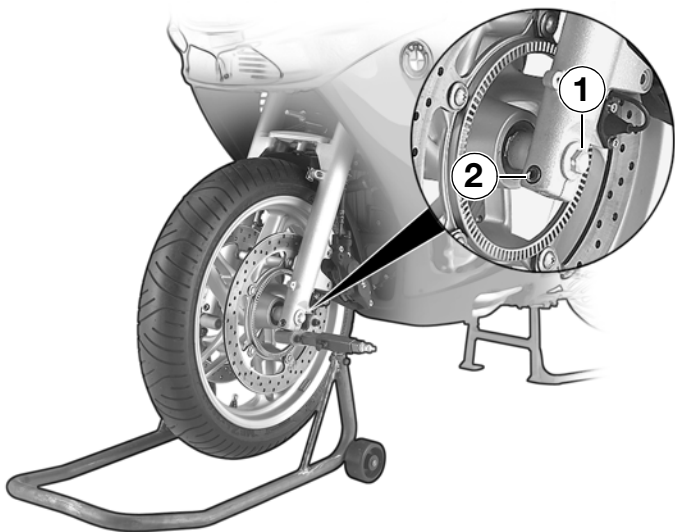
To prevent damage to the brake caliper and possible difficulty when assembling: never apply the brake lever when the brake calipers have been removed.



Note:

Check the brake pads (➡ 34) and have them replaced if necessary.

Removing the front wheel



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Maintenance and care

- Remove axle bolt **1**
- Slacken off axle clamp bolts **2** on the left and right
- Raise the front wheel with front wheel stand, BMW special tool No. 36 3 970, or a suitable auxiliary stand, and support if necessary

Removing the front wheel



Warning:

Make sure that the motorcycle is standing firmly and cannot tip forward or to either side



Note:

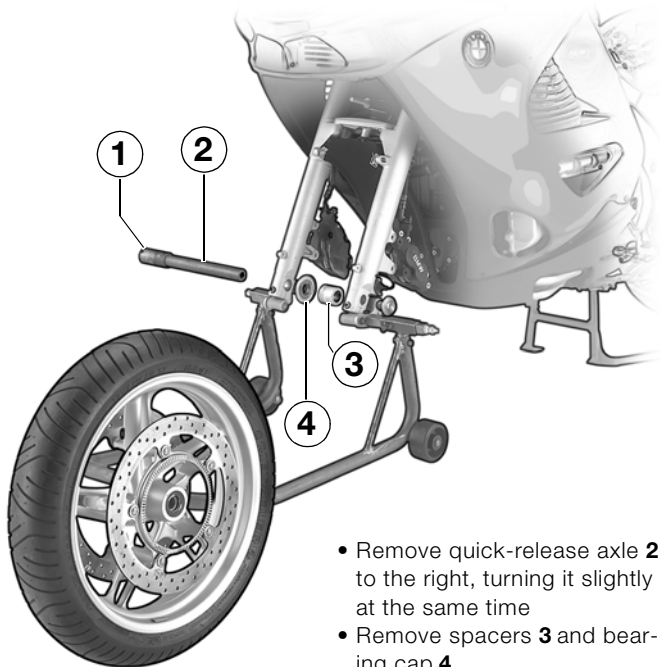
Make sure that the auxiliary stand is set to the correct width and height.

Removing the front wheel

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Maintenance and care



Note:

Mark the installed position on the tyre and ABS toothed ring; note also the direction of rotation arrow if it is marked on the tyre.

- Insert a suitable screwdriver through hole **1** in quick-release axle **2**

- Remove quick-release axle **2** to the right, turning it slightly at the same time
- Remove spacers **3** and bearing cap **4**
- Roll the front wheel forwards and out



Important:

When setting down the front wheel, avoid damage to the brake discs and ABS toothed ring.

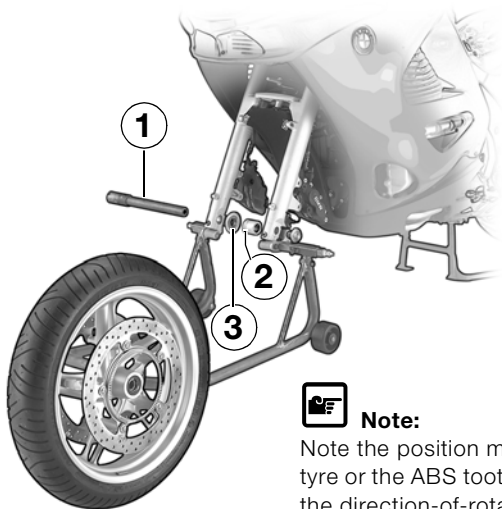
Keep dirt and moisture away from the wheel bearings.

Installing the front wheel

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Maintenance and care



Note:

Note the position mark on the tyre or the ABS toothed ring, or the direction-of-rotation arrow on the tyre.

Installing the front wheel



Important:

Avoid damage to brake lines, discs and pads when installing. Keep dirt and moisture away from the wheel bearings. Do not damage the ABS sensor cable, toothed ring or sensor.

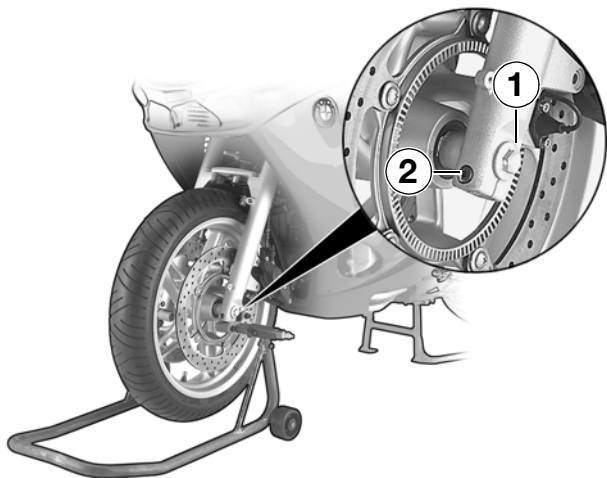
- Roll the front wheel in between the fork legs
- Clean and insert spacing bushing **2** and bearing cap **3**
As viewed in direction of travel
 - left: spacer bushing **2**
 - right: bearing cap **3** (collar toward the outside)
 - Clean quick-release axle **1**, grease it and insert it from the right, turning it slightly at the same time (lift the wheel while inserting the axle)

Installing the front wheel

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Maintenance and care



- Hand-tighten axle bolt **1**
- Hand-tighten axle clamp screws **2** at left and right
- Remove front-wheel stand
- Compress the front fork firmly several times



Warning:

Make sure that the motorcycle is standing firmly and cannot tip forwards or to either side

- Tighten axle bolt **1** to the specified tightening torque
- Tighten axle clamp screws **2** at left and right to the specified tightening torque



Important:

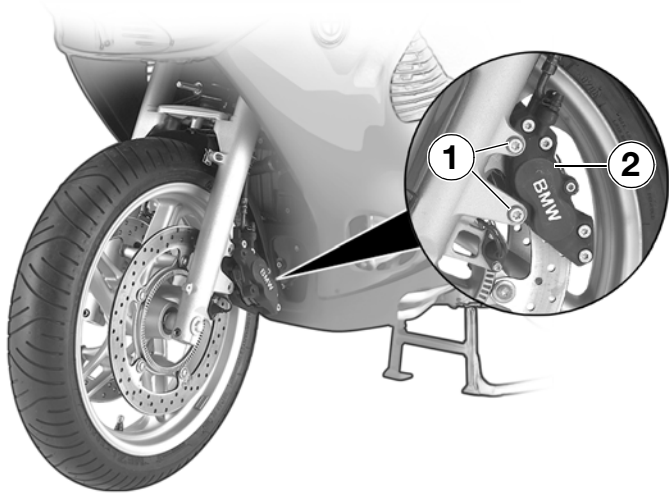
Always have the tightening torques checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.



Tightening torque:

Axle bolt 30 Nm
Axle clamp screws 21 Nm

Installing the front wheel



Installing brake calipers

- Carefully push brake calipers **2** over the brake discs at left and right
- Using 2 screws **1** per caliper, secure the brake calipers on each side and tighten the screws to the specified torque



Important:

Always have the tightening torques checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.



Tightening torque:

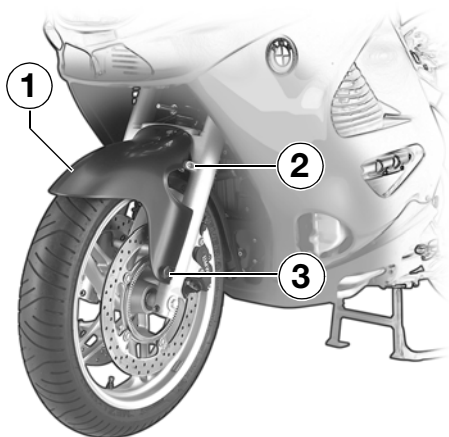
Brake caliper securing screws 30 Nm

Installing the front wheel

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Maintenance and care



Installing the front mudguard

- Carefully install front mudguard **1**
- Tighten 1 screw **2** on left and right, and align the rear section of the front mudguard so that it is centred over the wheel
- Tighten 1 screw **3** on left and right

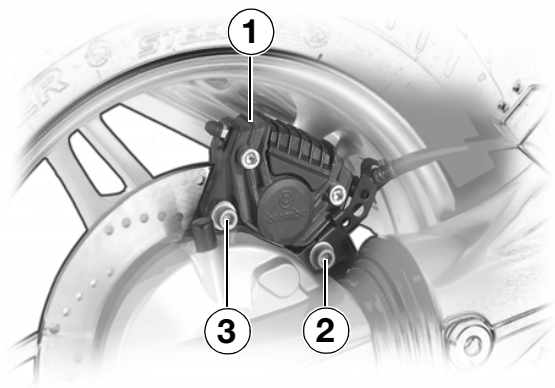
OE Optional extra



Warning:

BMW Integral ABS: once assembly work on the brake calipers has been completed, the brake lever has to be operated after the ignition has been switched on and self-diagnosis completed, in order to ensure full operability. **Motorcycle not equipped with BMW Integral ABS^{OE}:** when assembly work has been completed, pull the brake lever firmly several times to check that the front brake is operating correctly.

Removing the rear wheel



Important:

Avoid damage to brake lines, brake disc, brake pads and wheel when removing.

Do not damage the ABS sensor cable, toothed ring or sensor.

Do not scratch the wheel when forcing back the brake pads or removing the caliper (apply masking tape if necessary).

To prevent damage to the brake caliper and possible difficulty when assembling: never operate the brake lever when the brake calipers have been removed.

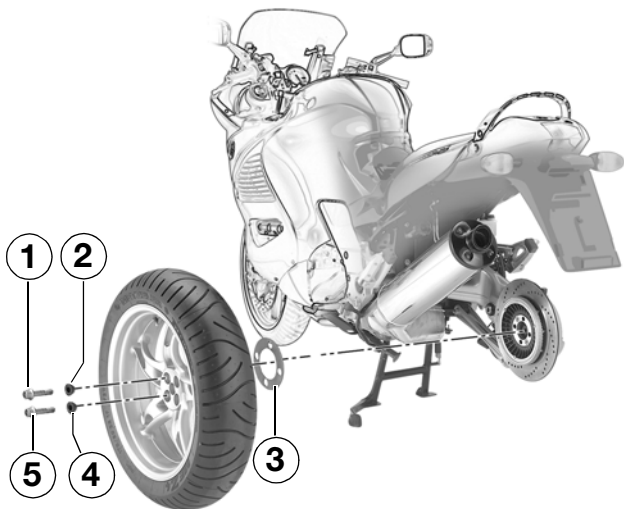
- Place the motorcycle on its main stand on a flat, firm surface (Rider's Manual ➡ chapter 3).
- Apply a load at the front wheel so that the motorcycle cannot tip toward the rear
- Select first gear
- Push the splash guard up (➡ 36)
- Remove fitted bolt **2** and screw **3** for brake caliper **1**

Removing the rear wheel

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Maintenance and care



- Force back the brake pads by tilting the caliper carefully
- Carefully place brake caliper on the brake disc
- Remove the four wheel studs **1** with taper rings **2**
- Remove central screw **5** with taper ring **4**
- Pull the rear wheel off the centering spigot and set it down
- Carefully remove the brake caliper and set it on the swinging arm



Note:

Check the brake pads (➡ 35) and have them replaced if necessary.

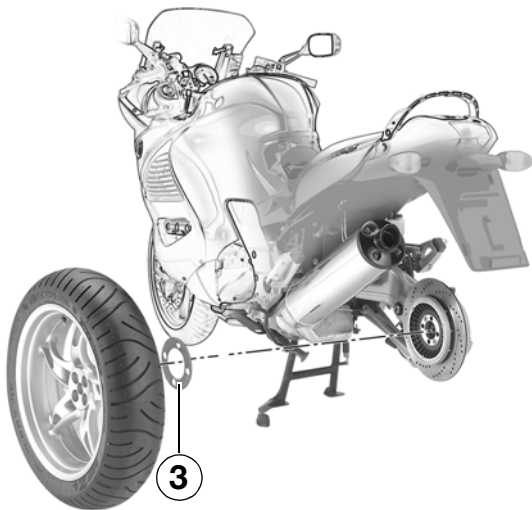
- Remove spacing washer **3** from the wheel centering spigot
- Tilt the rear wheel and lower it to the ground



Important:

Protect the wheel hub contact face against dust and dirt.

Installing the rear wheel

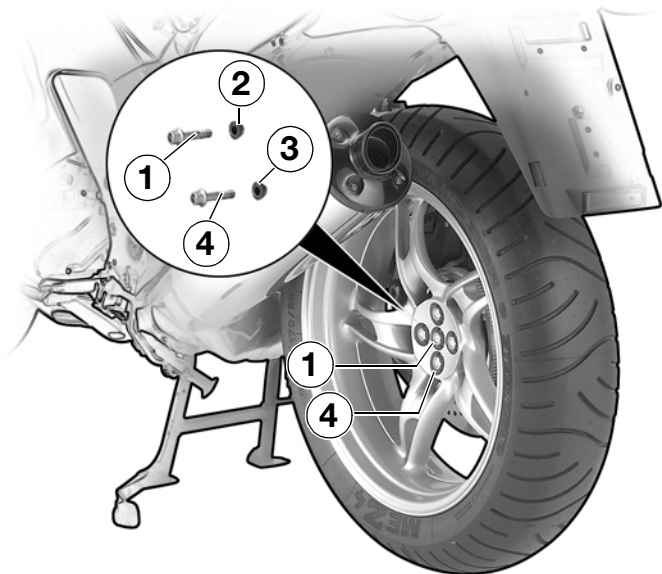


Important:

Use only wheel studs with length code "55". Do not oil or grease the wheel studs. Avoid damage to brake lines, brake disc, brake pads and wheels when installing. Do not damage the ABS sensor cable, toothed ring or sensor.

- Check that the wheel centering spigot and the wheel hub contact faces **3** are free from grease
- Push spacing washer **3** on to the wheel centering spigot
- Tilt the rear wheel, guide it past the exhaust, and lower it to the ground
- Carefully place brake caliper over the brake disc
- Insert rear wheel into centering hole

Installing the rear wheel



- Hand-tighten central screw **1** with taper ring **2**
- Insert four wheel studs **4** with taper rings **3** and hand-tighten, then tighten to the specified preload torque in diagonally opposite sequence
- Tighten central screw **1** to the specified torque
- Tighten four wheel studs **4** in diagonally opposite sequence to the specified tightening torque



Important:

Make sure that bracket **5** for brake line is correctly positioned.

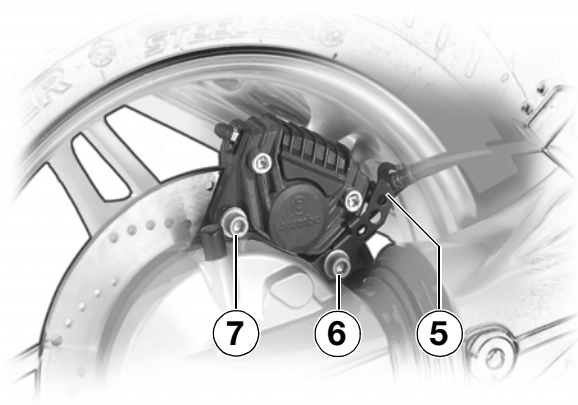
- Tighten fitted bolt **6** with bracket **5** and brake caliper screw **7** with washer to the specified tightening torque

Installing the rear wheel

2

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Maintenance and care



Warning:

Motorcycle not equipped with BMW Integral ABS^{OE}: when assembly work has been completed, depress the brake pedal firmly several times to check that the rear brake is operating correctly.
BMW Integral ABS: once assembly work on the brake calipers has been completed, the brake lever has to be operated after the ignition has been switched on and self-diagnosis completed, in order to ensure full operability.



Important:

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

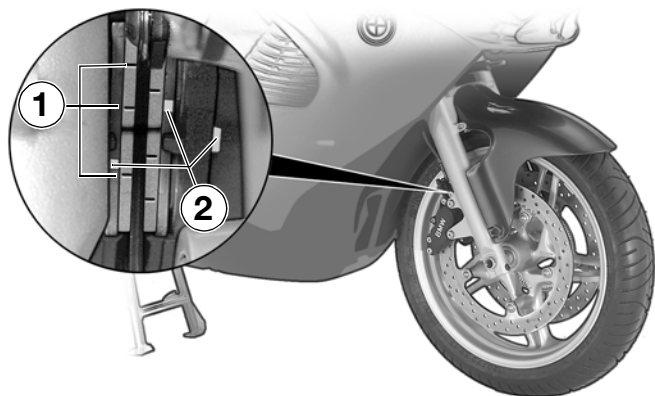


Tightening torque:

Preload torque	
wheel studs	50 Nm
Tightening torque	
wheel studs	105 Nm
Central screw	105 Nm
Fitted screw	40 Nm
Brake-caliper screw	40 Nm

OE Optional extra

Checking brake pads



Front brake



Important:

Have the brake pads replaced before the minimum permitted thickness is reached.



Note:

For your safety, we recommend having work on the brake system performed by a specialist workshop, preferably an authorised BMW Motorrad dealer.

- Place the motorcycle on its main stand, making sure that the surface is flat

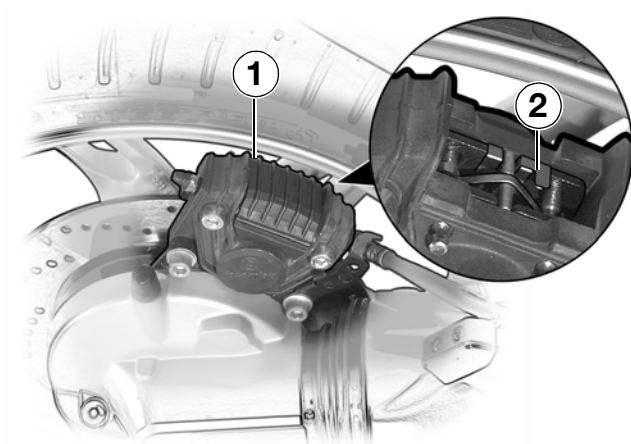
- Visually inspect both brake pads and the brake caliper and make sure that they all bear the same colour mark **2**
- Visually check brake pad thickness

Minimum pad thickness:

To ensure that the brakes operate safely, wear indicator 1 on the pads must be clearly visible.

– If the wear indicator is no longer clearly visible:

Have the brake pads changed by a specialist workshop, preferably an authorised BMW Motorrad dealer.



Rear brake



Important:

Have the brake pads replaced before the minimum permitted thickness is reached.



Note:

For your safety, we recommend having work on the brake system performed by a specialist workshop, preferably an authorised BMW Motorrad dealer.

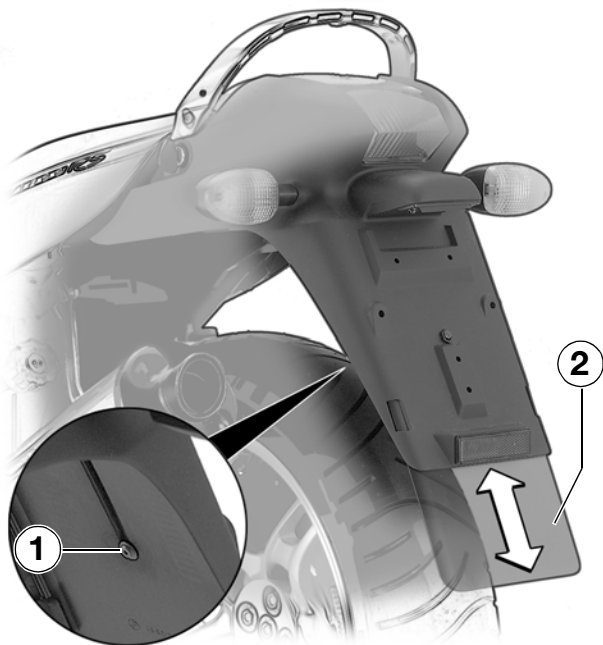
- Place the motorcycle on its main stand, making sure that the surface is flat
- Remove cover **1** from the brake caliper
- Visually check brake pad thickness
- **Minimum pad thickness:**
Make sure that the tip of the wear indicator 2 does not contact the opposing brake pad.
- If the wear indicator is in contact with the opposing brake pad:
Have the brake pads changed by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Spray guard

2

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Maintenance and care



Adjusting the spray guard



Note:

You can adjust the spray guard to suit load and/or weather conditions.

- Slacken screw **1** on the inside of the rear mudguard
- Move spray guard **2** to the desired position and carefully tighten screw **1**

Your motorcycle is equipped with Digital Motor Electronic (MOTRONIC) engine management and a high-output ignition system.

**Warning:**

Only carry out work on the electrical system when the circuit has been interrupted (switch off ignition). For greater safety, disconnect and insulate the negative battery lead.

When the engine is running or the ignition is switched on, do not touch any electrically live components, terminals or wiring.

– Risk of fatal accident!

**Important:**

Your vehicle has a high-beam/low-beam bulb, a brake-light bulb/rear-light bulb, a parking-light bulb, a bulb for the number-plate light, and four bulbs for the turn indicators. If any of these bulbs fail, you may have problems in seeing and being seen.

You should therefore always carry spare bulbs on the motorcycle.

**Note:**

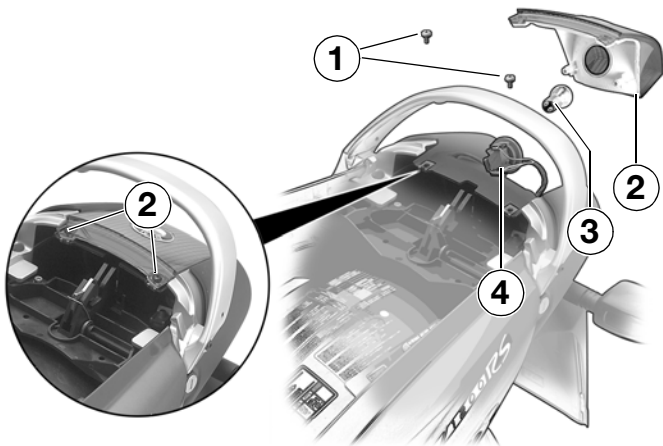
Do not touch the glass of new bulbs with the fingers. Use a clean, dry cloth to hold the bulbs when inserting them. Dirt deposits, in particular oil and grease, interfere with heat radiation from the bulb. This leads to overheating and shortens the bulb's operating life.

Changing bulbs

2

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Maintenance and care



Tail light/brake light



Important:

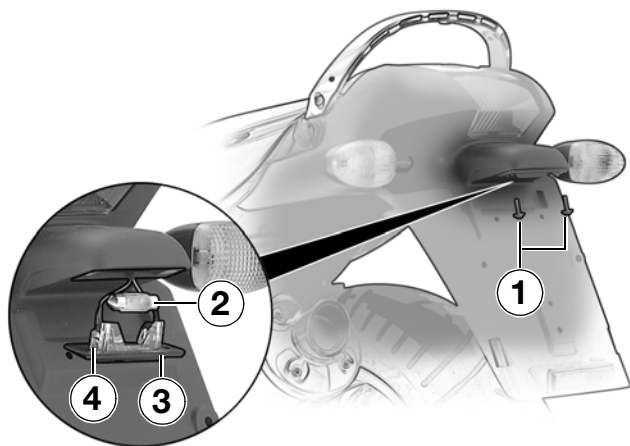
Switch off the ignition before changing a bulb.



Note:

Do not touch the glass of new bulbs with the fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

- Place the motorcycle on its main stand on a firm, flat surface
- Remove the rear seat
- Remove 2 retaining screws **1**
- Pull rear light **2** to the rear to remove
- Turn bulb socket **4** counter-clockwise to disengage and remove it from the rear light
- Press the bulb **3** into its socket and turn it counter-clockwise to release it
- Remove the bulb
- Installation is the reverse of the removal procedure
- Brake/rear light bulb **3**:
12 V 21/5 W



Number-plate light



Important:

Switch off the ignition before changing a bulb.



Note:

Do not touch the glass of new bulbs with the fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

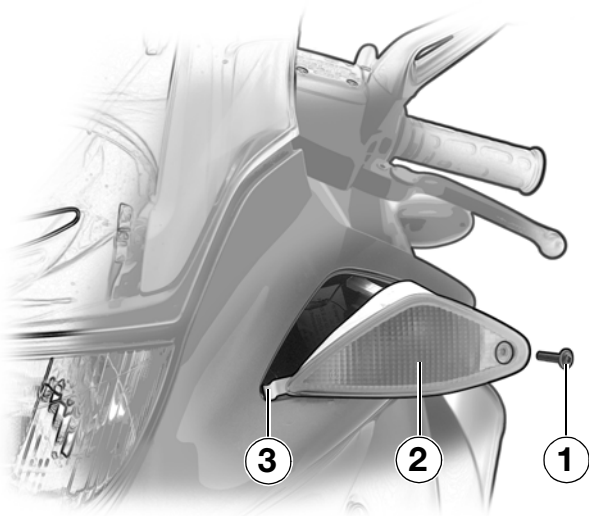
- Place the motorcycle on its main stand
- Remove 2 screws **1**
- Pull number plate light **3** down to remove
- Press back the spring wire clip and remove the bulb **2**
- Number plate light bulb **2**:
12 V 5 W Soffite
- Place the bulb in the two spring clips
- Insert number plate light **3** into housing, noting pin **4**
- Tighten 2 screws **1** without using force

Changing bulbs

2

40

Maintenance and care



Front turn indicators



Important:

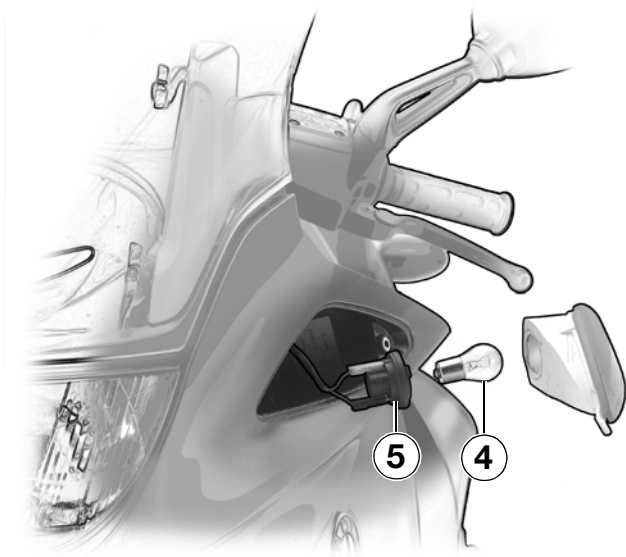
Switch off the ignition before changing a bulb.



Note:

Do not touch the glass of new bulbs with the fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

- Place the motorcycle on its main stand
- Remove retaining screw **1**
- Remove turn-indicator housing **2** from the front fairing



- Turn bulb socket **5** counter-clockwise to disengage and remove it from the turn-indicator housing
 - Press bulb **4** into its socket and turn it counter-clockwise to release
 - Remove the bulb
- Front turn-indicator bulbs **4**:
12 V 21 W

- Installation is the reverse of the removal procedure

**Note:**

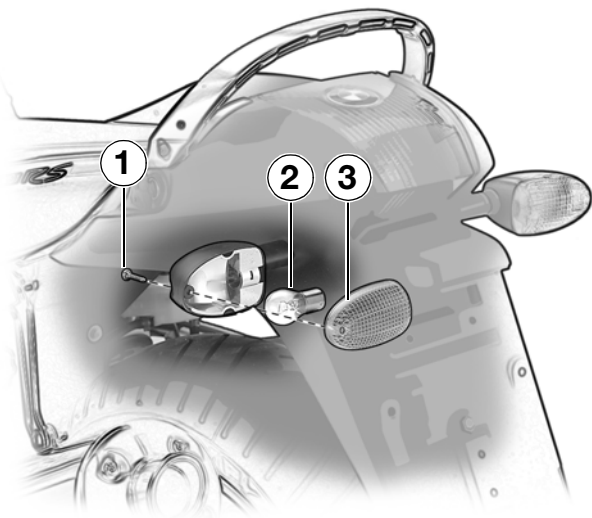
When installing the turn-indicator housing, begin by engaging spring link **3** in the front fairing.

Changing bulbs

2

42

Maintenance and care



Rear turn indicators



Important:

Switch off the ignition before changing a bulb.



Note:

Do not touch the glass of new bulbs with the fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

- Place the motorcycle on its main stand
- Remove retaining screw **1**
- Remove the flashing turn indicator glass **3**
- Press bulb **2** into its socket and turn it counter-clockwise to release. Remove the bulb
- Installation is the reverse of the removal procedure
- Rear turn indicator bulbs **2**:
12 V 21 W



Parking light



Important:

Switch off the ignition before changing a bulb.



Note:

Do not touch the glass of new bulbs with the fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

- Place the motorcycle on its main stand

- Working from in front, pull the bulb holder **1** down and out of the headlamp housing
- Pull bulb **2** upwards out of the holder
- Insert the new bulb into the holder
- Parking light bulb **2**:
12 V 4 W



Note:

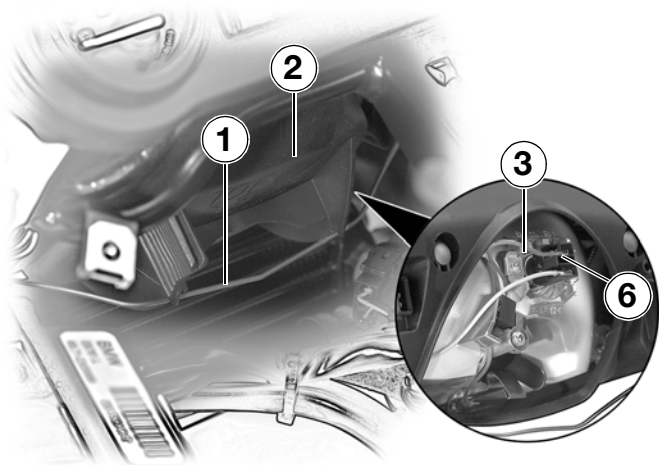
Press the bulb holder fully into its mounting.

Changing bulbs

2

44

Maintenance and care



Headlight



Important:

Switch off the ignition before changing a bulb.

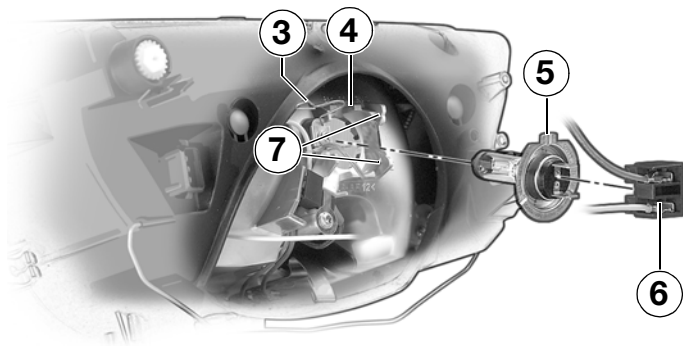


Note:

Do not touch the glass of new bulbs with the fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

- Place the motorcycle on its main stand
- Turn the handlebars all the way to the left
- Disengage retaining clip **1** on one side first, then the other, press down and disengage from cover **2**
- Remove the cover **2**
- Remove the connector housing **6**
- Release spring clips **3** from their catches **7** at top and bottom, and swing them back
- Remove the H7 bulb
 - Low (dipped) beam:
H7 12 V 55 W

Changing bulbs



Note:

Tab **5** must point vertically up, so that it can be inserted into recess **4**.

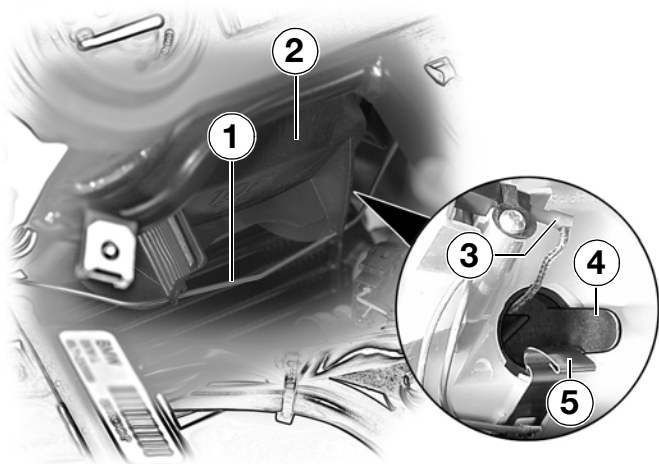
- Insert a new H7 bulb
- Engage spring clips **3** at top and bottom in catches **7**
- Attach plug housing **6** to bulb connections
- Insert cover **2**
- Engage retaining clip **1** on one side first, then the other, pull the clips up and engage them

Changing bulbs

2

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Maintenance and care



High-beam headlight



Important:

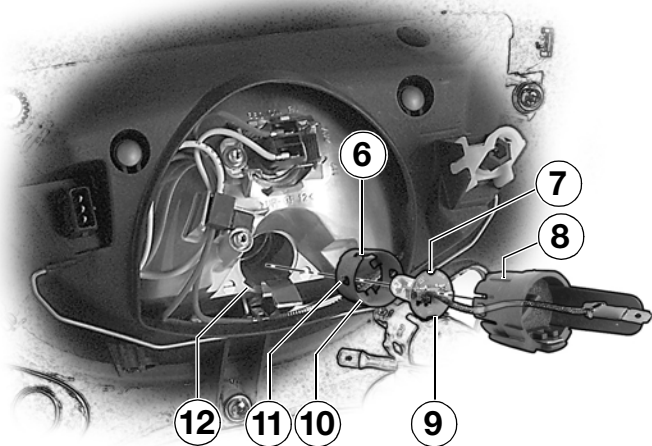
Switch off the ignition before changing a bulb.



Note:

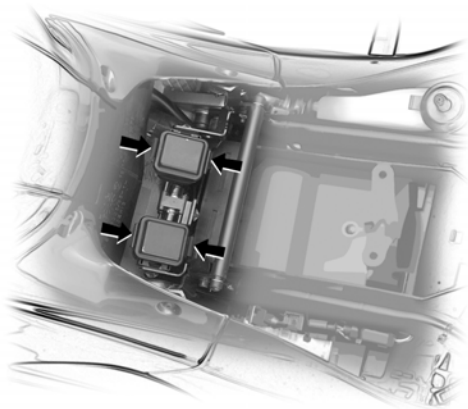
Do not touch the glass of new bulbs with the fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

- Place the motorcycle on its main stand
- Turn the handlebars all the way to the left
- Disengage retaining clip **1** on one side first, then the other, press down and disengage from cover **2**
- Remove the cover **2**
- Disengage connector **3**
- Press earth (ground) clip **5** down and disengage it
- Pull the bulb socket out of the headlight housing using tab **4**

**Note:**

When installing

- Using a screwdriver, press in one retaining lug **11** at left and right, and open up the bulb holder
 - Pull the H3 bulb out of bulb ring **10**
 - Installation is the reverse of the removal procedure
 - Main beam headlamp:
H3 12 V 55 W
- Make sure that groove **7** (radiused) and groove **9** (corners) are correctly positioned
 - Align groove **6** in such a way that it points toward guide **8**
 - Make sure that retainers **11** on left and right engage
 - Tab **4** to the right
 - Note grooves **12** on left and right and make sure that ground connector **5** engages

**Attention:**

Before changing a fuse, switch off the ignition.

Never attempt to repair a blown fuse – risk of fire!

For this reason, always carry a number of spare fuses on the motorcycle.

Use only fuses of the specified rating and type.

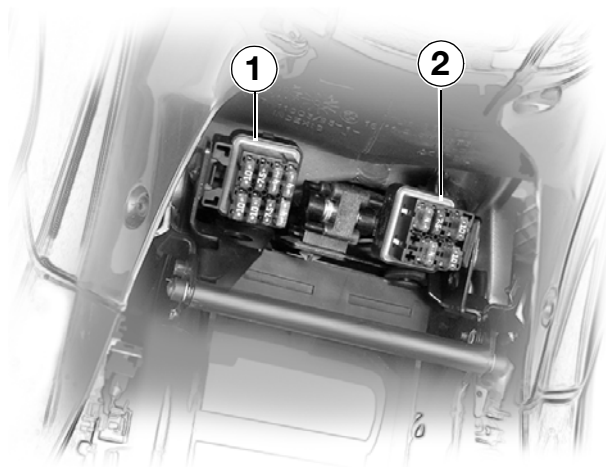
Changing fuses

- Place motorcycle on main (centre) stand
- Remove the seat

- Push the retainers in the direction indicated by the arrow and remove the cover of the fuse box
- Pull the blown fuse out of its holder
- Insert a new fuse of the correct rating
- Close the fuse box lid
- Close and lock the seat

**Note:**

It is advisable to have the electrical system checked by a specialist workshop, preferably an authorised BMW motorcycle dealer, if fuses blow frequently.



- 8** Instrument cluster, control unit fuel warning lamp, fan relay 4 A

Fuse assignment

Fuse box 1

- 1** Engine electronics 10 A
- 2** Fuel pump, injection valves, oxygen sensor, diagnosis plug, tank breather valve 10 A
- 3** Horn, alarm system^{OE} ... 10 A
- 4** Low beam headlight, instrument lighting, number-plate light 7,5 A
- 5** High (main) beam headlight 7,5 A
- 6** Parking light, tail light 4 A
- 7** Instrument cluster 4 A

Fuse box 2

- 1** Fan relay, fan left and right 10 A
- 2** Cruise control 10 A
- 3** Not used
- 4** Not used
- 5** Power socket I 7,5 A
- 6** Optional accessories plug 4 A
- 7** Heated handlebar grip^{OE} 4 A
- 8** Not used

^{OE} Optional extra

Battery safety instructions

2

50

Maintenance and care

Gel batteries are maintenance-free. Compliance with the instructions below is important in order to maximise battery life:



Attention:

- Keep the surface of the battery clean and dry
- Do not attempt to open the battery
- Do not attempt to top up the battery with water
- Use only electronically controlled battery chargers with a limit voltage of 14.4 V to charge the battery.

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



Warning:

Do not attempt to jump-start the motorcycle using the on-board socket

- Risk of fire!

- **Push-start the motorcycle only when the engine is cold.**

The load capacity of the electrical wiring to the power socket is not sufficient to start the motorcycle from an outside source.



Attention:

Do not attempt to jump-start the motorcycle if the battery is completely flat: recharge the battery instead.

Risk of damaging the control units.

Motorcycle out of use for a lengthy period

- The battery has to be charged prior to lay-up periods of more than one month.

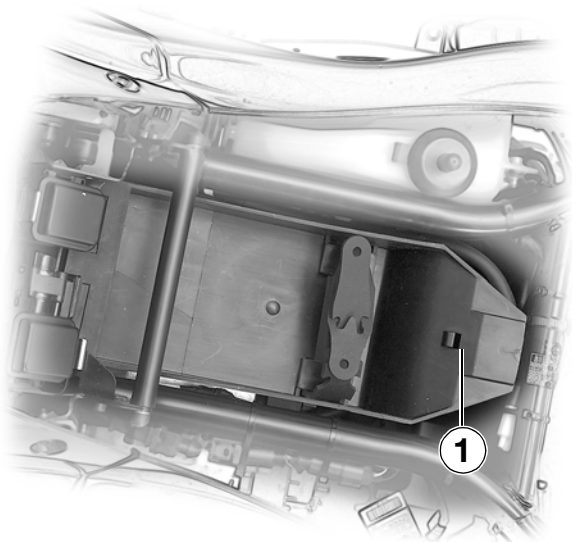


Attention:

If the battery is not disconnected, the on-board electronics (clock, etc.) will discharge the battery. This can cause the battery to run flat. If this happens, warranty claims will not be accepted. Disconnect the ground (earth) lead from the battery prior to a lay-up.

- Batteries that are not in use must be stored in a cool place. Do not store a discharged battery
- If the battery is in storage for an extended period of time, recharge it at regular intervals of approx. 4 months. If the battery is not disconnected from the motorcycle's systems, recharge it every 2 months at the latest
- Always fully recharge the battery before restoring it to use

In case of doubt ask a specialist, preferably an authorised BMW motorcycle dealer, to prepare the vehicle for laying up and to carry out the necessary battery maintenance and storage



Removing the battery



Warning:

Avoid damage to fuel tank, wiring and hoses during removal work.

Before disconnecting the battery, switch off the ignition.

To avoid short-circuits:

- First disconnect the **negative** battery lead (-),
- then the **positive** battery lead (+).

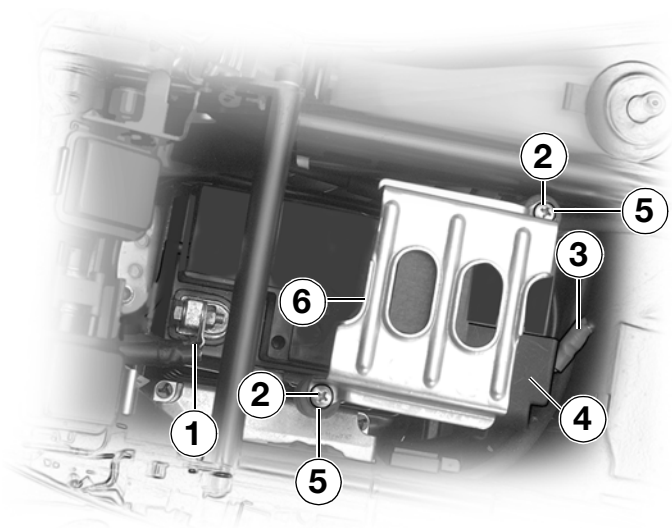


Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is re-started.

- Place the motorcycle on its main stand
- Remove the seat
- Remove stowage compartment **1** for toolkit

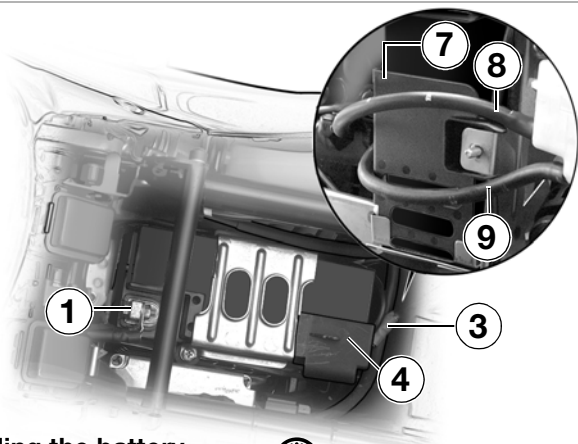


- Disconnect **negative** battery lead **1** and swing it away from the **negative** post of the battery or insulate it
- Open protective cap **4** for the battery positive terminal
- Disconnect **positive** battery lead **3** and swing it up out of the cable guide
- Remove 2 screws **2** from battery holder **6**

**Note:**

Note rubber elements **5** on left and right.

- Lift out the battery holder **6** with 2 screws **2**
- Lift out the battery



Installing the battery



Warning:

Before connecting the battery, switch off the ignition. To avoid short-circuits:

- Connect the positive battery lead (+) 3 first
- Close the protective cap at positive battery post 4
- Never install the battery without the protective cap.
- Connect the negative battery lead (–) 1
- The toolkit storage compartment must always be in position, or else the protective cap for the positive battery lead could open.



Warning:

Make sure that guard 7 is correctly positioned.

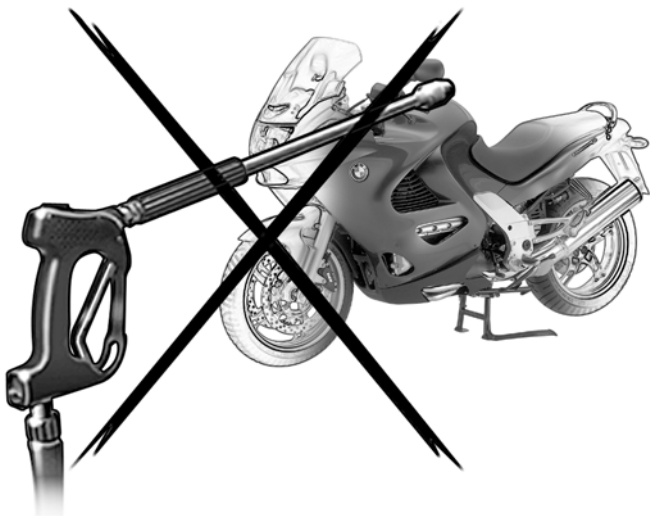
Make sure that brake fluid hoses 8, 9 are correctly routed to avoid rubbing.



Note:

Note rubber elements on left and right.

- Assembly is the reverse of the disassembly procedure
- Switch on the ignition
- Fully open the throttle once or twice
- The Motronic registers the throttle-valve positions

**Note:**

Correct and regular cleaning of the battery is an important factor in maintaining the value of your motorcycle.

It also ensures that safety-relevant parts remain in full working order.

**Important:**

Avoid damage to rubber and plastic parts caused by aggressive or penetrating cleaning agents or solvents.

Do not use steam or pressure cleaners.

High water pressure can damage seals, the hydraulic brake system or the complete electrical system.



Washing

- Make sure the ground is level and firm and lift the motorcycle onto its main stand
- Apply a mild cleaning agent to the wheels, engine block, gearbox and swinging arm, in accordance with the manufacturer's instructions
- Dry wet surfaces thoroughly
- For cleaning and care of fairing elements and body panels, only use products from the BMW Cleaning and Care Kit
- Do not clean the instrument cluster, switches or windshield with solvents or cleansers
- Remove tar splashes only with an approved cleansing agent – rinse the affected area thoroughly
- Clean dead flies and other insects or similar dirt deposits off the fixed fork tubes
- Treat painted and chrome-plated surfaces regularly with the approved care products



Warning:
After cleaning or before starting a journey, always test the brakes.



Removing road salt

- Wash the motorcycle down immediately with cold water at the end of the journey



Note:

Do not use warm water – this aggravates the effect of the salt.

- Dry the motorcycle thoroughly
- Apply a wax-based corrosion inhibiting product to chrome-plated parts
- Coat/polish fairing elements after cleaning and drying with a recommended wax

Cleaning the windshield

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



Note:

Soften stubborn dirt or insects by soaking with a wet kitchen tissue.



Important:

Do not use cleaning products. Fuel or chemical solvents attack the windshield material.



Repairing damage to the paintwork

- Minor damage caused by stones striking the painted surface can be touched up with a BMW touch-up pencil of the correct colour



Important:

Comply with the manufacturer's working instructions and safety precautions.



Note:

Have severe damage repaired by a specialist workshop, preferably your authorised BMW Motorrad dealer.

Cleaning chrome-plated parts



Note:

Treat chrome-plated parts regularly with suitable care products.

- Apply a wax-based corrosion-proofing product to chrome-plated parts

Cleaning the silencer

- Changes in the appearance of the exhaust system during operation or as a result of environmental influences can be treated with "Metal Polish" from the Autosol company, BMW order No. 82 14 9 400 890



Laying up

- Clean the motorcycle (➡ 55-58)
- Remove the battery (➡ 50-53), note the maintenance instructions (➡ 51)
- Spray the brake and clutch lever pivots and the main and side stand pivots with a suitable lubricant
- Coat bright metal/chrome-plated parts with an acid-free grease (e.g. Vaseline)
- Place the motorcycle on its main stand in a dry room
- Support the engine in such a way that both wheels are clear of the ground
- Remove the engine spoiler to obtain space for the support; avoid damaging the exhausts when installing the support



Note:

Before laying the vehicle up out of use have the engine oil and the oil filter element changed by a specialist workshop, preferably your authorised BMW Motorrad dealer.

It is always a good idea to combine the preparations for a lay-up and the post lay-up work with a Service or Inspection by a specialist workshop, preferably your authorised BMW Motorrad dealer.



Restoring to use

- If necessary, remove protective wax coating
- Clean the motorcycle (➡ 56)
- Install a charged battery (➡ 54)
- Apply the correct grease to the battery terminals
- Perform safety checks (Rider's Manual ➡ Chapter 2)
- Check brakes (Rider's Manual ➡ Chapter 2)
- Check/correct tyre pressures (Rider's Manual ➡ Chapter 2)

Engine, type	72 kW**	96 kW
	Water-cooled inline four-cylinder engine, longitudinal and horizontal installation, with 4 valves per cylinder, bucket-type tappets, two chain-driven overhead camshafts and wet sump lubrication.	
Displacement	1,171 cc	1,171 cc
Max. nominal power output acc. to 95/1/EC		
	72 kW	96 kW
at engine speed	7,000 rpm	8,750 rpm
Maximum torque	118 Nm	117 Nm
at engine speed	5,500 rpm	6,750 rpm
Permitted speeds		
Maximum engine speed	9,400 rpm	9,400 rpm
Idle speed	900 +50 rpm	900 +50 rpm
Bore/stroke	70.5/75 mm	70.5/75 mm
Compression ratio	11.5 : 1	11.5 : 1
Fuel consumption in accordance with ISO 7118		
constant 90 km/h	4.9 l/100 km	4.9 l/100 km
constant 120 km/h	5.8 l/100 km	5.8 l/100 km
Maximum oil consumption	1.0 l/1,000 km	

** National-market equipment items only,

Depending on legal requirements

Transmission

3

62

Technical Data

Clutch

Single dry plate with over-centre action diaphragm spring and starter ring gear, mounted on crankshaft.

Hydraulic release

Effort at handlebar lever 95 N.

Clutch plate Ø

180 mm

Manual transmission

6-speed with claw shift and integral torsional vibration damper

Total spread of gear ratios

1st gear = 3.863

2nd gear = 3.022

3rd gear = 2.393

4th gear = 1.961

5th gear = 1.700

6th gear = 1,549

Transmission from gear-box to rear wheel drive

By shaft protected within hollow swinging arm of Paralever rear suspension, with integral torsional vibration damper and two universal joints.

Rear wheel drive

Crown wheel and pinion with Palloid teeth, running in anti-friction bearings; rear wheel directly flange-mounted to rear of crown wheel.

Final drive ratio

1 : 2.75

Frame and suspension

Frame	Chill-cast load-bearing aluminium frame, welded from 4 sections; engine attached to frame through silentbloc bushings to prevent the transmission of vibration.
Location of type plate	On rear frame on left (➡ Rider's Manual, Chapter 1)
Location of vehicle identification number	On rear frame, bottom right (➡ Rider's Manual, Chapter 1)
Front brake	Hydraulically operated twin disc brake with 4-piston fixed calipers, angular wear compensation and floating stainless-steel brake discs. Sintered metal brake pads Note colour coding (➡ 34)
Rear brake	Hydraulically operated disc brake with 2-piston fixed caliper and stainless-steel brake disc. Brake pads made from organic material
Brake system	BMW Integral ABS, partially integral

Frame and suspension

Wheel location

Front	Telelever, leading link with central spring strut, pivoted centrally on main frame; no anti-dive
-------	--

Rear	Cast aluminium single swinging arm with additional torque reaction strut to compensate for shaft drive effects (Paralever); swinging arm with off-centre spring strut
------	---

Front wheel suspension	Gas-filled spring/damper strut, no provision for adjustment
-------------------------------	---

Spring compression	60 mm
--------------------	-------

Spring extension	55 mm
------------------	-------

Total travel	115 mm
--------------	--------

Fixed tube diameter	35 mm
---------------------	-------

Rear suspension	Gas-filled spring/damper strut with adjustable rebound-stage damping and hydraulic spring preload adjustment; progressive rate.
------------------------	---

Spring compression	113 mm
--------------------	--------

Spring extension	37 mm
------------------	-------

Total travel (at wheel)	150 mm
-------------------------	--------

Swinging arm length	485 mm
---------------------	--------

Frame and suspension

Front steering angle	2 x 30°
-----------------------------	---------

Front wheel castor

- in normal-load position	124 mm
---------------------------	--------

Tyre tread depth (recommended minimum)

Front wheel	2 mm
-------------	------

Rear wheel	3 mm
------------	------



Warning:
Always comply with legal requirements concerning the minimum permissible tyre tread depth.

Tyre pressures (tyres cold)

One-up Front	2.5 bar
--------------	---------

Rear	2.9 bar
------	---------

Two-up Front	2.5 bar
--------------	---------

Rear	2.9 bar
------	---------

Two-up + luggage	
------------------	--

Front	2.5 bar
-------	---------

Rear	2,9 bar
------	---------

Frame and suspension

3

66

Technical Data

Wheels and tyres

BMW cast-aluminium wheels with 5 double-spoke design, low aspect-ratio tyres

Front wheel

With inclined rim shoulder and double hump

Tyre size and designation

3.50 x 17"

Tyre size and designation

120/70 ZR 17
TUBELESS

Rear wheel

With inclined rim shoulder and double hump

Size and designation

5.00 x 17"

Optional extra

5.50 x 17"

Tyre size and designation

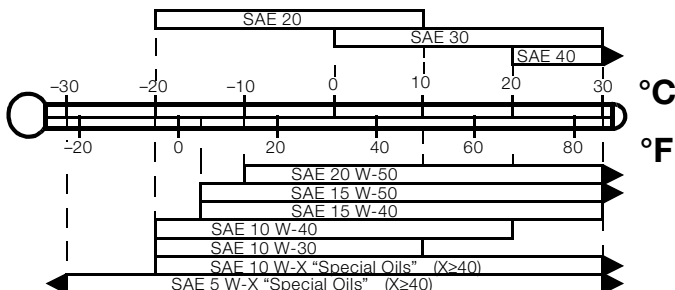
170/60 ZR 17
TUBELESS

Optional extra

180/55 ZR 17
TUBELESS

Engine oil

Brand-name HD oil, API classification SF, SG or SH; CD or CE suffixes are permissible; alternatively, brand-name HD oil, CCMC classification G4 or G5; suffix PD2 is permissible.



The viscosity class depends on outside temperatures.

Temperatures above or below the limits quoted for the individual SAE classifications are permitted for brief periods only.

Special Oils are approved individually by BMW AG and are available from your authorised BMW Motorrad dealer.

All engine oils supplied by BMW are subject to regular BMW quality assurance checks.

BMW does not approve the use of any upper-cylinder lubricants or similar oil additives.

Engine capacities

if filter is renewed 3.50 l

Fuel and lubricants

3

68

Technical Data

Gear oil	Brand-name hypoid gear oil, API class GL 5
Capacity	
Gearbox	0.6 l (to bottom edge of filler opening)
Final drive	0.25 l (to bottom edge of filler opening)
Viscosity class	Castrol EPX 90 or SAE 90 API
Fuel grade	Super (premium) unleaded fuel to DIN 51 607 standard, minimum octane number 95 (RON) or 85 (MON)
Fuel tank capacity	21 l including approx. 4 l reserve

BMW recommends Castrol



Bearings and other lubrication points

Brand-name anti-friction bearing grease, usable temperature range -25°C ... $+120^{\circ}\text{C}$, drip point 190°C , high corrosion protection, good resistance to water and oxidation; e.g. Shell Retinax EP2

Brake fluid

DOT 4
We recommend BMW brake fluids



Important:

Use only new brake fluid to DOT 4 specification.

Coolant

Brand-name long-life antifreeze and corrosion inhibitor, mixing ratio 50% : 50%



Important:

Use only nitrite-free antifreeze and corrosion inhibitor.

Electrical system

3

70

Technical Data

Battery

BMW-Mareg 12 V 19 Ah or
Gel battery, 12 V 19 Ah
maintenance-free

Spark plugs

Approved makes/types Bosch XR7 LDC

Electrode gap 0.8 +/-0.1 mm

Wear limit 1.0 mm

Fuses

"Minifuse" flat-socket fuses

Capacity 4 A, 7.5 A and 10 A

Headlight

Halogen tandem headlights

Bulbs

Dipped headlamp H7 halogen bulb 12 V 55 W

Main beam headlamp H3 halogen bulb 12 V 55 W

Parking light DIN 72 601 12 V 5 W
Standard designation W 10/5

Combined brake and rear light DIN 72 601 12 V 21/5 W
Standard designation P 25-2

Flashing turn indicators DIN 72 601 12 V 21 W
Standard designation P 25-1

Number plate light DIN 72 601 12 V 5 W
Standard designation C 11

ABS warning light DIN 72 601 12 V 3 W

Other warning lights, tell-
tale lights and instrument
lighting DIN 72 601 12 V 1.7 W

Dimensions and weights

Overall length	2,250 mm
Width	
across handlebars (without vibration dampers)	680 mm
across front footrests	691 mm
across rear footrests	802 mm
Overall height (windshield lowered)	1,248 mm
Seat height, unladen weight	770/800 mm 2-position adjustment
Wheelbase	
at unladen weight	1,549 mm
in normal-load position	1,555 mm
Ground clearance	
at unladen weight	145 mm
in normal-load position	125 mm
Unladen weight (ready to ride, tank full)	285 kg
Dry weight	266 kg
Permitted weight	500 kg
Permitted wheel loads	
Front	200 kg
Rear	330 kg

Performance data

3
72

Technical Data

	72 kW**	96 kW
Maximum speed		
acc. to type approval test		more than 200 km/h
Elasticity		
4th gear 80-120 km/h (50-75 mph)	2.8 s	3.0 s
5th gear 80-120 km/h (50-75 mph)	3.4 s	3.8 s
6th gear 80-120 km/h (50-75 mph)	4.3 s	4.7 s
Power/weight ratio		
ready for road + rider (85 kg)	5.13 kg/kW	3.85 kg/kW
at gross weight limit	6.94 kg/kW	5.21 kg/kW
Ride-past noise level		
to 97/24-9/EC	80 dB (A)	80 dB (A)

** National-market equipment items only,
Depending on legal requirements

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Motorcycle data/Dealer data

Motorcycle data

Model

Frame No.

Colour No.

First registered on

Registration No.

Dealer data

Person to contact for Service work

Ms./Mr.

Tel. No.

Dealer's address with telephone No. (company stamp)

Details described or illustrated in this booklet may differ from the motorcycle's actual specification as purchased, the accessories fitted or the national-market specification. No claims will be entertained as a result of such discrepancies. Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.

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