Maintenance Instructions (US Model)

K 1200 RS



BMW Motorrad On-board documentation

consisting of Rider's Manual and Maintenance Instructions

Please note



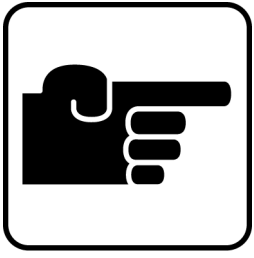
⚠WARNING

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



⚠ CAUTION

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.

Dear motorcycle enthusiast

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 plans may be amended for safety reasons, because materials have changed or for other reasons.
Your BMW Motorrad retailer is best placed to keep you informed of the current content of Service, Inspection and Annual Service.

Important:
BMW refuses to accept liability for damage or consequential damage due to repairs or service work performed by other than BMW-authorized workshops.

Consequently, we recommend that you have service work performed by the specially trained experts at your authorized BMW motorcycle retailer, and have this confirmed in the Maintenance Instructions.
Authorized BMW motorcycle retailer are supplied with the latest technical information and have the necessary technical know-how and specially trained staff.
Please do not hesitate to contact your authorized BMW motorcycle retailer on all matters concerning your motorcycle.
Authorized BMW motorcycle retailer are fully informed about all aspects of your motorcycle and will gladly advise and assist you.

Best wishes,

BMW Motorrad

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

If you choose genuine BMW accessories and spare parts that have been tested and approved, you can be sure that BMW has performed the appropriate tests 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 risk.

Nor is approval by an official technical inspection authority, or even the granting of a general operating permit or a certificate issued by the tire 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 authorized BMW Motorrad retailers.

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

BMW Inspection 600 miles (1,000 km)
BMW Running-in Check after the first 600 miles (1,000 km).
BMW Service
After the first 6,000 miles (10,000 km) and every further 12,000 miles (20,000 km) (18,000 miles ..., 30,000 miles ..., 42,000 miles ...)
BMW Inspection
After the first 12,000 miles (20,000 km) and every further 12,000 miles (20,000 km) (24,000 miles ..., 36,000 miles ..., 48,000 miles ...)
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 performed at least once a year (e.g. changing the brake fluid).
If these items cannot be performed during a Service or an Inspection, an Annual Service must be performed.

NOTE

Every BMW Motorrad retailer 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

BMW
Pre-delivery check

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

BMW Service
10,000 km
(6,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

BMW Inspection
1,000 km
(600 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

BMW Inspection
20,000 km
(12,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

Confirmation of maintenance work

BMW Service
30,000 km
(18,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____

Date, stamp, signature

BMW Service
50,000 km
(30,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____

Date, stamp, signature

BMW Inspection
40,000 km
(24,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____

Date, stamp, signature

BMW Inspection
60,000 km
(36,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____

Date, stamp, signature

Confirmation of maintenance work

BMW Service
70,000 km
(42,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

BMW Service
90,000 km
(54,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

BMW Inspection
80,000 km
(48,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

BMW Inspection
100,000 km
(60,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

Confirmation of maintenance work

BMW Service
110,000 km
(66,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service
130,000 km
(78,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection
120,000 km
(72,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection
140,000 km
(84,000 miles)

Carried out in accordance with manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

BMW Annual Service
performed 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
performed 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
performed 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
performed 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

BMW Annual Service
performed 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
performed 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
performed 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
performed 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

Supplementary Service Record

Record of all work performed in workshop		
Item	**Mileage**	**Date**

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

Record of all work performed in workshop		
Item	**Mileage**	**Date**

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

Supplementary Service Record

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Record of all work performed in workshop		
Item	**Mileage**	**Date**

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

Supplementary Service Record

Odometer replaced

Odometer reading is not total distance covered.

Odometer reading_____

Date, stamp, signature

Odometer replaced

Odometer reading is not total distance covered.

Odometer reading_____

Date, stamp, signature

Odometer replaced

Odometer reading is not total distance covered.

Odometer reading_____

Date, stamp, signature

Odometer replaced

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-power ignition system.

⚠WARNING

**Do not touch live parts while the engine is running or the ignition is switched on.
– risk of fatal accident!
Work on the electrical system only when the circuit has been broken (turned 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 authorized BMW Motorrad retailer possesses the necessary technical know-how and employs company-trained staff. They 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 performed by other than BMW-authorized 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 motorcycle must not infringe your national road-vehicle construction and use regulations.
Your authorized BMW Motorrad retailer 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.

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 center position	Rider's Manual ➠ Chapter 3
Side stand extended, gear selected	Select neutral or fold side stand and pull up 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	Add fuel	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

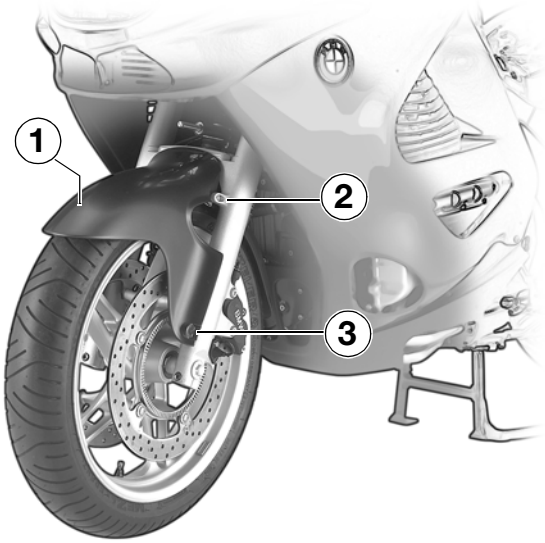
Possible cause	Remedy	See ➠ Page
Blocked air filter element	Renew	
Defective spark plug	Renew	
Spark plug/leads or caps wet	Blow out/dry with compressed air	
Insufficient battery charge	Recharge battery	➠ 50

NOTE

It is advisable to have other faults – not described on pages 15 ... 60 – attended to by a BMW-certified workshop, preferably an authorized BMW Motorrad retailer.

NOTE

More detailed technical information is available in the following publications:
- BMW Repair Manual
- BMW electrical circuit-diagrams brochure



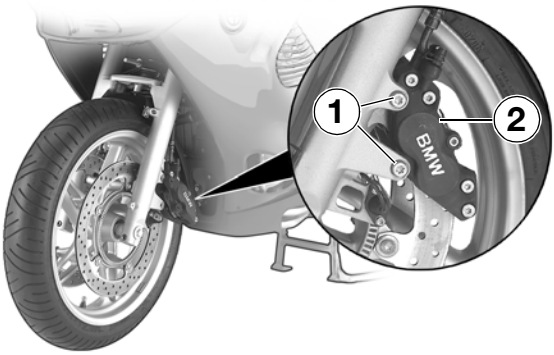
- Place the motorcycle on its main stand on a flat, firm surface

⚠WARNING

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

Removing the front mudguard

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



Removing brake calipers

⚠ CAUTION

When removing, avoid damage to brake pipes, brake disks, brake pads or the wheel rim (mask off with 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.

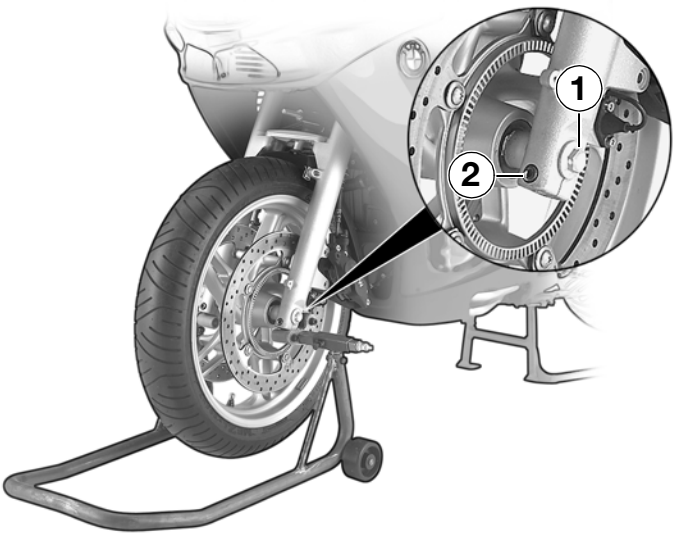
- Remove the securing screws **1** for the left and right brake calipers
- Push the brake pads back a little by lightly rocking the brake calipers
- Carefully take off the left and right brake calipers **2**

⚠ CAUTION

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

- 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

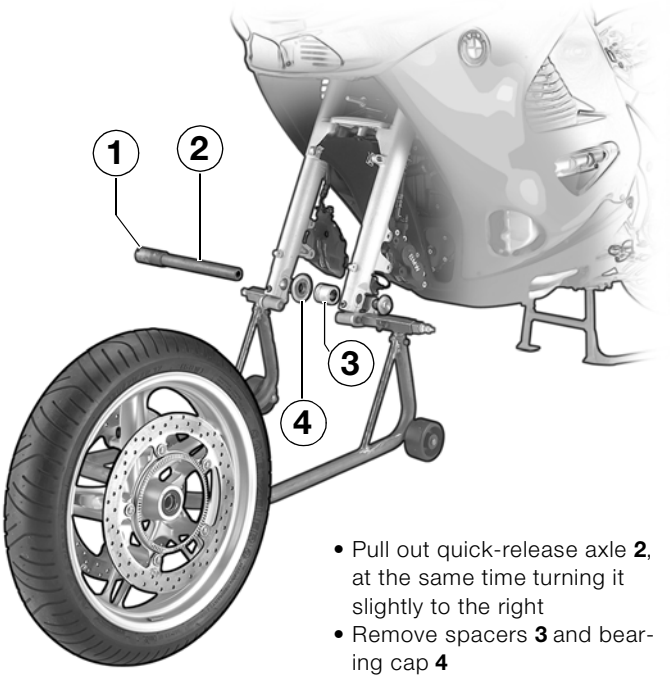
⚠WARNING

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



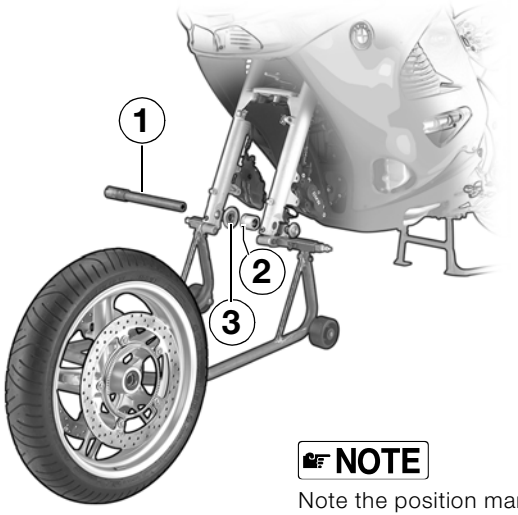
NOTE

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

- Insert a suitable screwdriver through hole **1** in quick-release axle **2**
- Pull out quick-release axle **2**, at the same time turning it slightly to the right
- Remove spacers **3** and bearing cap **4**
- Roll the front wheel forwards and out

⚠ CAUTION

When setting down the front wheel, avoid damage to the brake disks and ABS toothed ring.
Keep dirt and moisture away from the wheel bearings.



NOTE

Note the position marks on the tire or ABS toothed ring and the direction-of-rotation arrow on the tire.

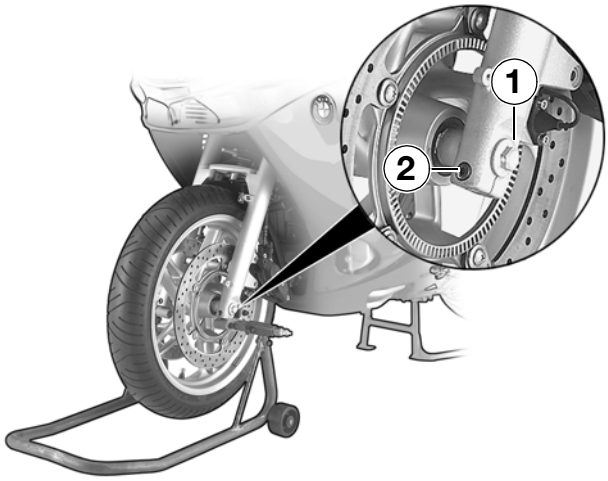
Fitting the front wheel

CAUTION

Avoid damage to brake lines, disks 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**
  - 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)

Fitting the front wheel



- Tighten the axle bolt **1** hand-tight
- Tighten the axle clamp screws **2** hand-tight 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

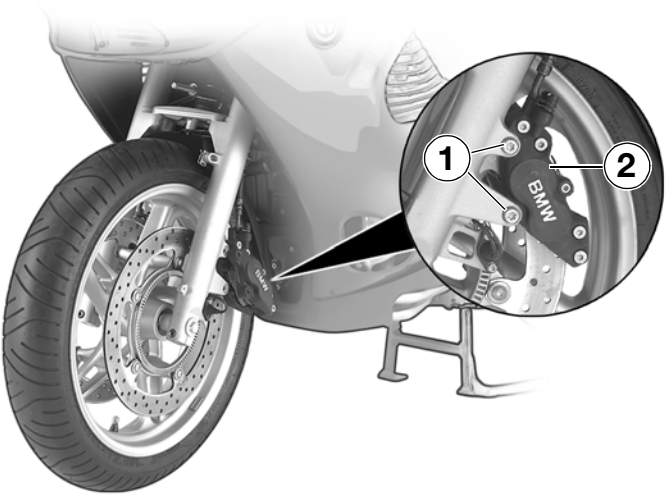
- Tighten axle bolt **1** to its tightening torque
- Tighten axle clamp screws **2** at left and right to the specified tightening torque

⚠ CAUTION

Always have the tightening torques checked by a BMW-certified workshop, preferably an authorized BMW Motorrad retailer.

Tightening torque:

Axle bolt ..... 30 Nm
Axle clamp screws ..... 21 Nm



Installing brake calipers

- Carefully push brake caliper **2** over the brake disk 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

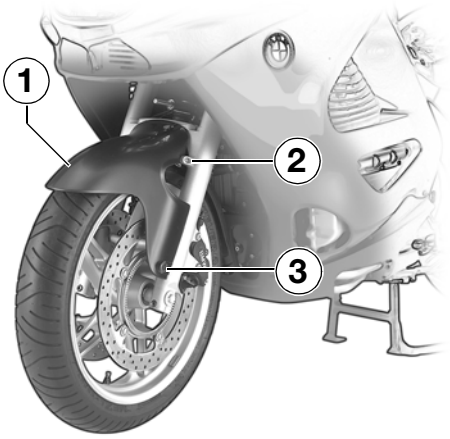
⚠ CAUTION

Always have the tightening torques checked by a BMW-certified workshop, preferably an authorized BMW Motorrad retailer.

Tightening torque:

Brake caliper securing screws ..... 30 Nm

Fitting the front wheel



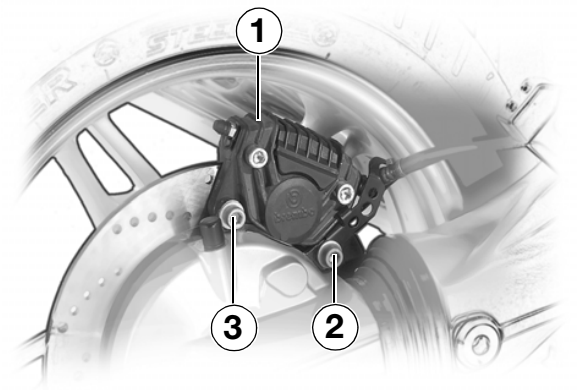
Installing the front mudguard

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

OE Optional equipment

⚠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.

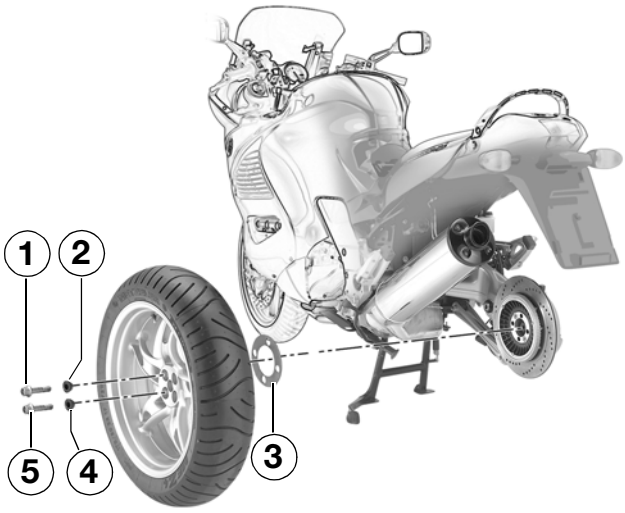


⚠ CAUTION

Avoid damage to brake lines, brake disk, 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



- Force back the brake pads by tilting the caliper carefully
- Carefully place brake caliper over the brake disk
- Unscrew and remove the four wheel studs **1** with taper rings **2**
- Take out 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

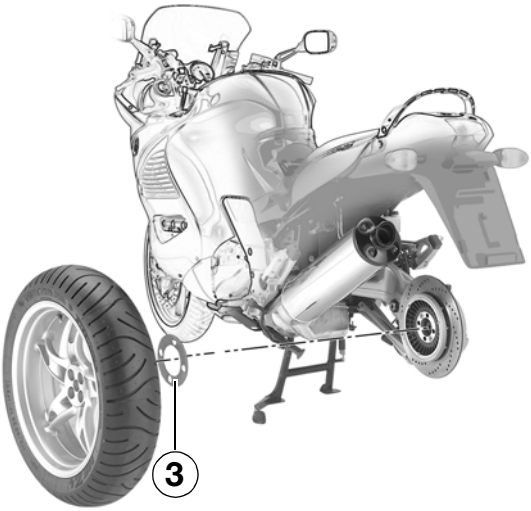
NOTE

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

⚠ CAUTION

Protect the wheel hub contact face against dust and dirt.

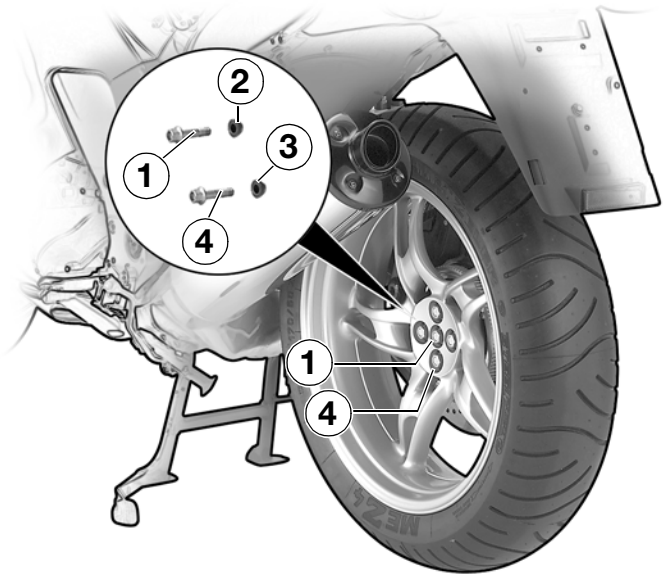


⚠ CAUTION

Use only wheel studs with length code “55”. Do not oil or grease the wheel studs.
Avoid damage to brake lines, brake disk, 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 disk
- Insert rear wheel into centering hole

Fitting the rear wheel

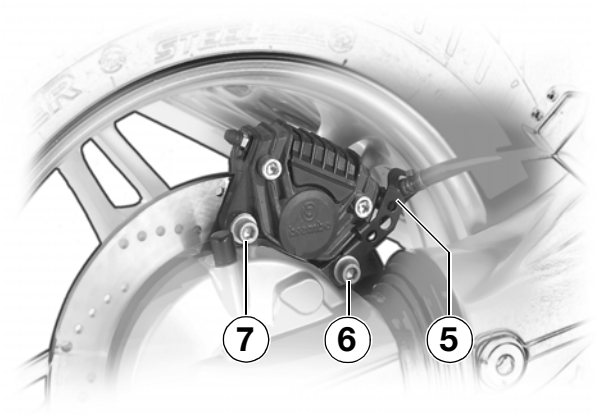


- Hand-tighten central screw **1** with taper ring **2**
- 4 Insert wheel studs **4** with taper rings **3** and tighten hand-tight, then tighten to the specified preload torque in a crosswise pattern
- Tighten central screw **1** to the specified torque
- 4 Tighten the wheel studs **4** in diagonally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

⚠ CAUTION

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 specified torque



⚠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.

⚠ CAUTION

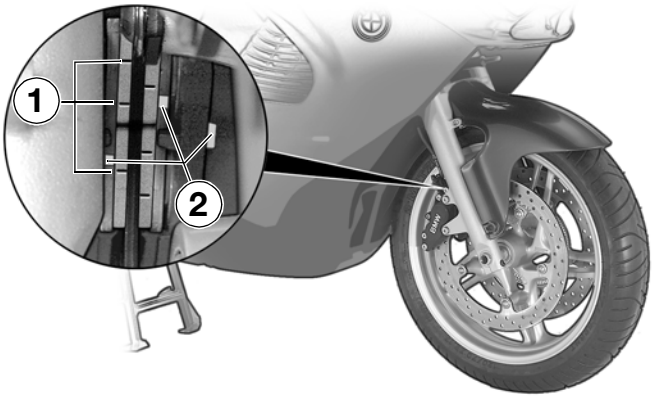
Always have the security of the fasteners checked by a BMW-certified workshop, preferably an authorized BMW Motorrad retailer.

Tightening torque:

Preload torque	
Wheel bolts	50 Nm
Tightening torque	
Wheel bolts	105 Nm
Central screw	105 Nm
Fitted screw	40 Nm
Brake-caliper screw	40 Nm

[OE] Optional equipment

Checking brake pads



Front brake

⚠ CAUTION

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

NOTE

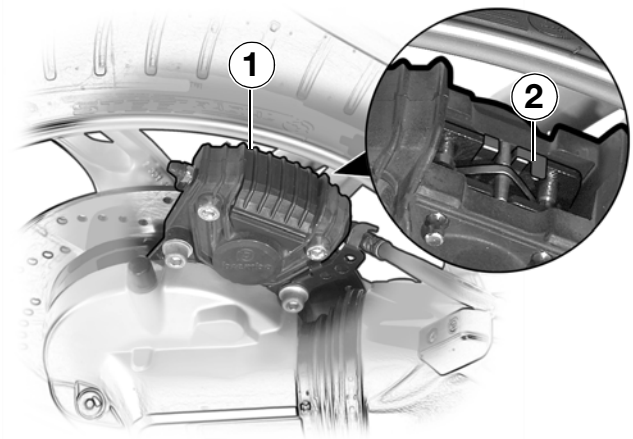
For your safety, we recommend having work on the brake system performed by a BMW-certified workshop, preferably an authorized BMW Motorrad retailer.

- 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 color mark **2**
- Visually check brake pad thickness

Minimum pad thickness: The brake pads show clear signs of wear 1.

– If the wear indicating mark is no longer clearly visible:

Have the brake pads changed by a BMW-certified workshop, preferably an authorized BMW Motorrad retailer.



Rear brake

⚠ CAUTION

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

NOTE

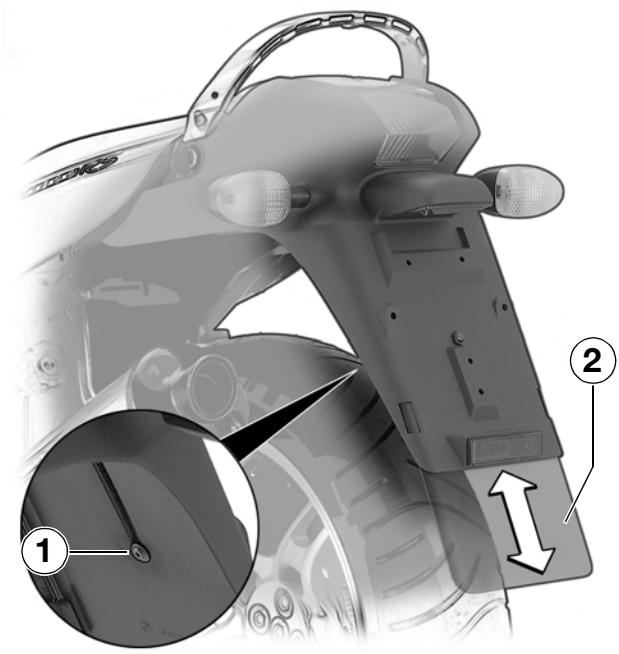
For your safety, we recommend having work on the brake system performed by a BMW-certified workshop, preferably an authorized
BMW Motorrad retailer.

- 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 BMW-certified workshop, preferably an authorized BMW Motorrad retailer.**

Spray guard



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-power ignition system.

⚠WARNING

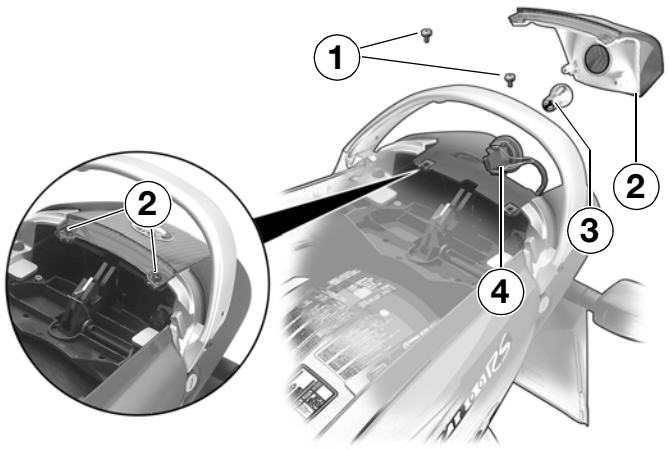
Only carry out work on the electrical system when the circuit has been broken (turned off ignition). For greater safety, disconnect and insulate the negative battery lead.
When the engine is running or the ignition is switched on, do not touch any electrically live components, terminals or wiring.
– Risk of fatal accident!

⚠ CAUTION

Your vehicle has a high-beam/low-beam bulb, a brake-light bulb/rear-light bulb, a parking-light bulb, a bulb for the license-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 your 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.



Tail light/brake light

⚠ CAUTION

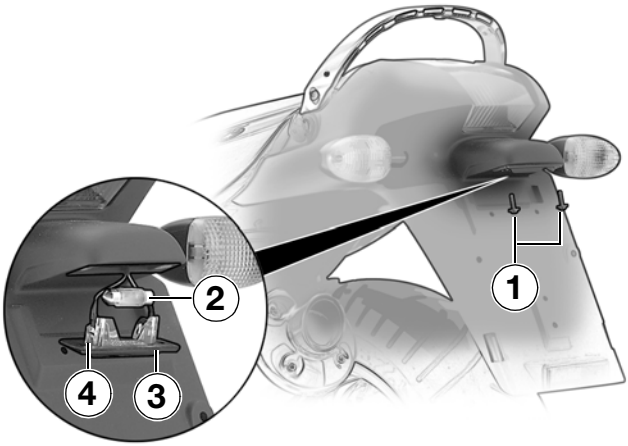
Switch off the ignition before changing a bulb.

NOTE

Do not touch the glass of new bulbs with your 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
- Take off the rear seat
- Remove 2 retaining screws **1**
- Pull rear light **2** to the rear to remove
- Turn bulb socket **4** counterclockwise to disengage and remove it from the rear light
- Press the bulb **3** into its socket and turn it counterclockwise to release it
- Remove the bulb
- Installation is the reverse of the removal procedure

– Brake/rear light bulb **3**: **12 V 21/5 W**



License-plate light

⚠ CAUTION

Switch off the ignition before changing a bulb.

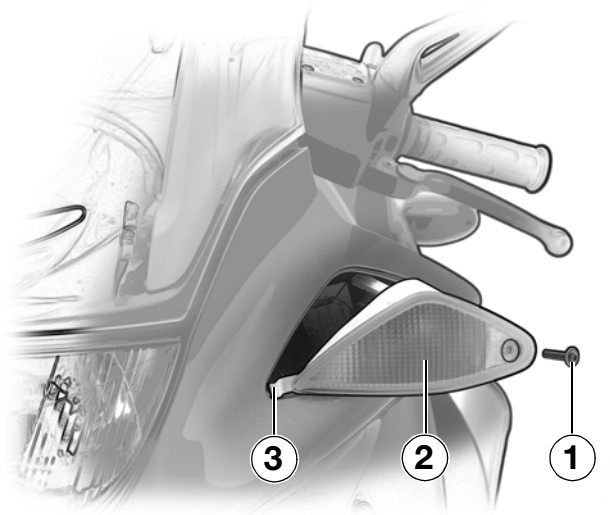
NOTE

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

- Place the motorcycle on its main stand
- 2 Take out 2 screws **1**
- Pull license plate light **3** down to remove
- Press back the spring wire clip and remove the bulb **2**

– license plate light bulb **2**: **12 V 5 W Soffite**

- Place the bulb in the two spring clips
- Insert license plate light **3** into housing, noting pin **4**
- Tighten 2 screws **1** without using force



Front turn indicators

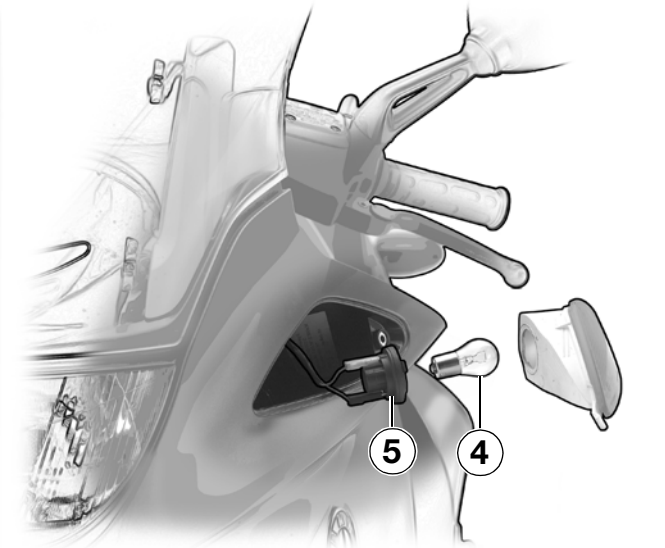
⚠ CAUTION

Switch off the ignition before changing a bulb.

NOTE

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

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



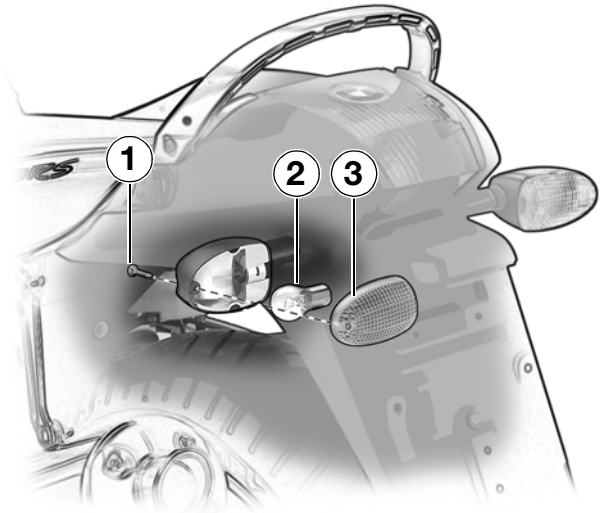
- Turn bulb socket **5** counter-clockwise to disengage and remove it from the turn-indicator housing
- Press bulb **4** into its socket and turn it counter-clockwise to release
- Remove the bulb

– 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.



Rear turn indicators

⚠ CAUTION

Switch off the ignition before changing a bulb.

NOTE

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

- Place the motorcycle on its main stand
- Take out retaining screw **1**
- Take off the flashing turn indicator glass **3**
- Press bulb **2** into its socket and turn it counter-clockwise to release.
  Take out the bulb
- Installation is the reverse of the removal procedure

– Rear turn indicator bulbs **2**: **12 V 21 W**



Parking light

⚠ CAUTION

Switch off the ignition before changing a bulb.

NOTE

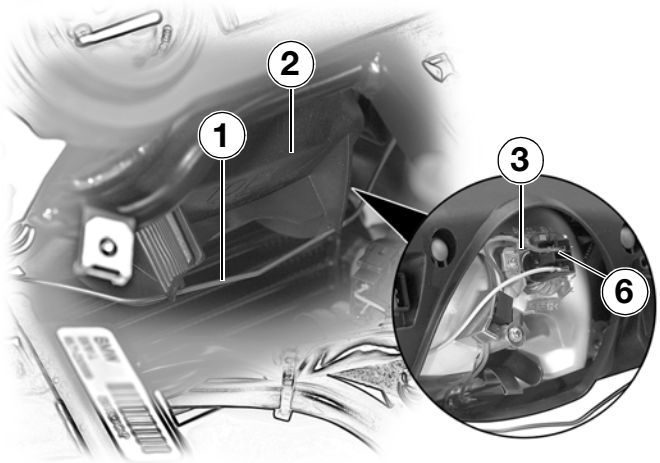
Do not touch the glass of new bulbs with your fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

- 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 in the holder

– Parking light bulb **2**:
12 V 4 W

NOTE

Press the bulb holder fully into its mounting.



Headlight

⚠ CAUTION

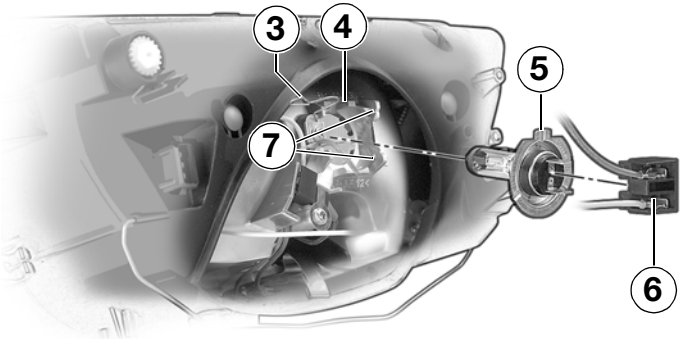
Switch off the ignition before changing a bulb.

NOTE

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

- Place the motorcycle on its main stand
- Turn the steering to full left lock
- 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
- Take out the H7 bulb

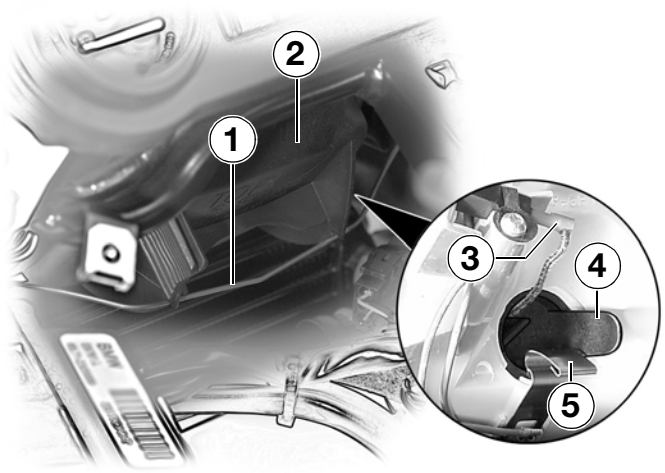
– Low (dipped) beam: **H7 12 V 55 W**



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



High-beam headlight

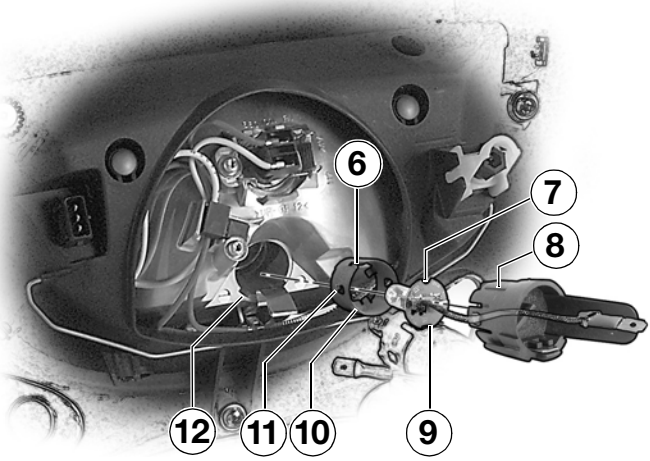
⚠ CAUTION

Switch off the ignition before changing a bulb.

NOTE

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

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



- 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

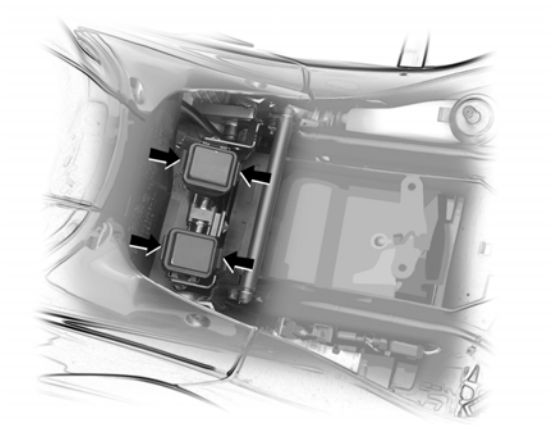
– Main beam headlamp: **H3 12 V 55 W**

NOTE

When installing

– Make sure that groove **7** (round) and groove **9** (rectangular) 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
– Handle **4** to the right
– Note grooves **12** on left and right and make sure that ground connector **5** engages

Fuses



⚠ CAUTION

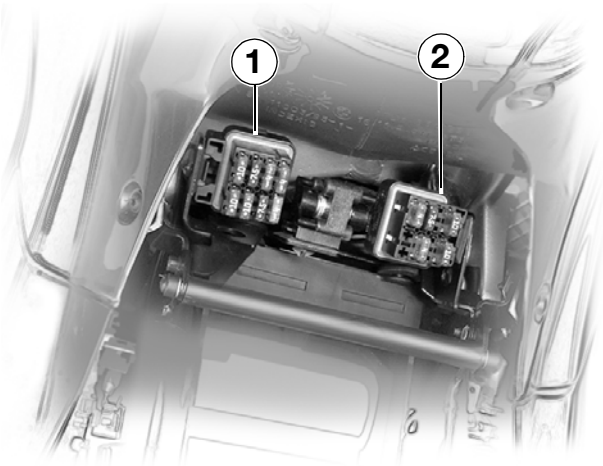
Before changing a fuse, switch off the ignition.
Never attempt to repair a blown fuse – risk of fire!
For this reason, always carry a number of spare fuses on the motorcycle.
Use only fuses of the specified rating and type.

Replacing fuses

- Place motorcycle on main (center) stand
- Remove the dual seat
- Push 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

If a fuse blows repeatedly, have the electrical system checked by a specialized workshop, preferably an authorized BMW motorcycle retailer!



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-beam headlight ... 7,5 A
6 Parking light, tail light ..... 4 A
7 Instrument cluster ..... 4 A
8 Instrument cluster, control unit fuel warning lamp, fan relay ..... 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 handgrips OE ..... 4 A
8 not used

OE Optional equipment

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

⚠ CAUTION

– 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.

⚠ CAUTION

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

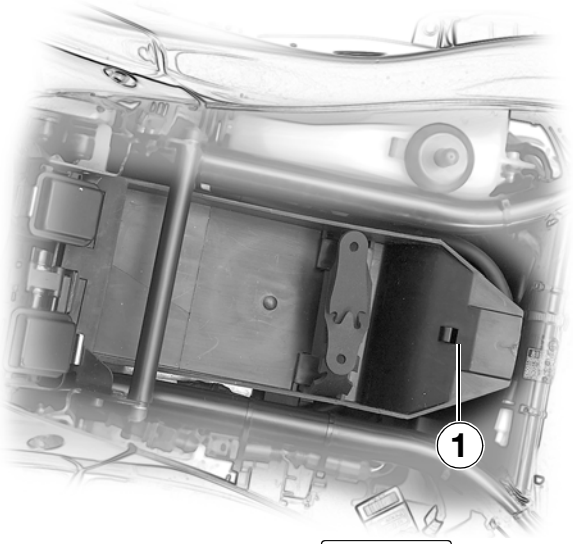
- The battery has to be charged prior to storage periods of more than one month.

⚠ CAUTION

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 lead from the battery prior to storage.

– 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 returning it to use

In case of doubt ask a specialist, preferably an authorized BMW motorcycle retailer , to prepare the vehicle for storing and to carry out the necessary battery maintenance and storage



Removing the battery

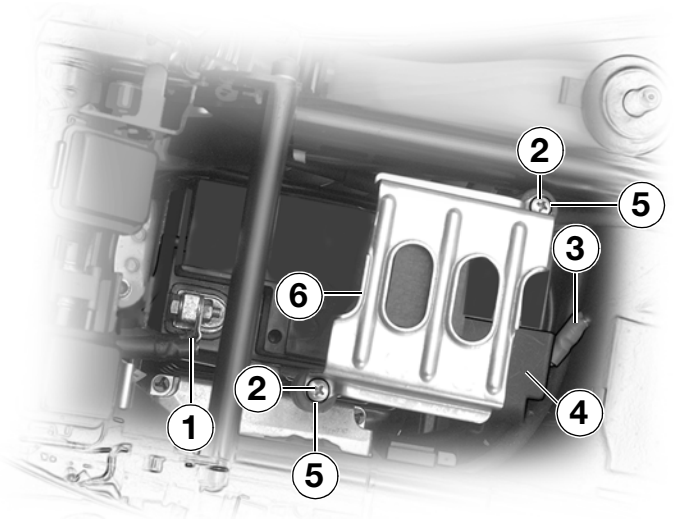
⚠WARNING

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 restarted.

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

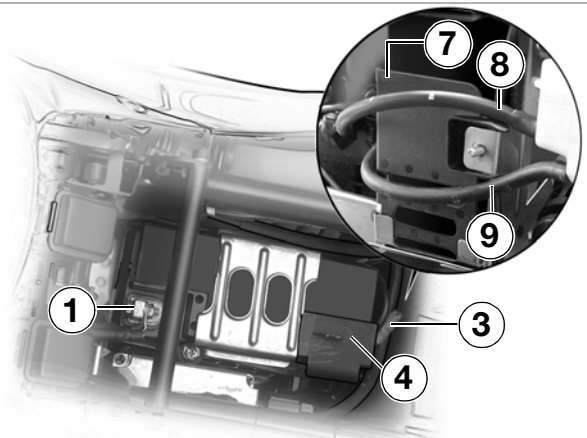


- Disconnect **negative** battery lead **1** and swing it away from the **negative** post of the battery or insulate it
- Swing up protective cap **4** at the positive post
- Disconnect **positive** battery lead **3** and swing it up out of the cable guide
- Remove 2 screws **2** from battery holder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

NOTE

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

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



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

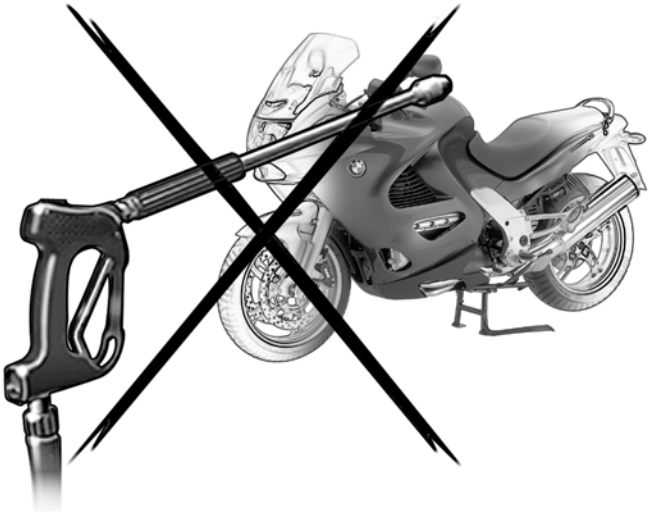
Make sure that guard 7 is correctly positioned.
Make sure that brake fluid hoses 8, 9 are correctly routed to avoid rubbing.

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.

⚠ CAUTION

Aggressive or deep-action cleaning products and solvents should not be used to clean rubber and plastic parts; they may cause damage.
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, transmission 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 cleaners
- Remove tar splashes only with an approved cleaner – 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 intensifies 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 paper towel.

CAUTION

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



Repairing damage to the paintwork

- Use a BMW paint pen to repair minor damage to the paintwork

⚠ CAUTION

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

NOTE

More extensive damage should be attended to by a BMW-certified workshop, preferably an authorized BMW Motorrad retailer.

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

- Use Autosol “Metal Polish” (BMW Order No. 82 14 9 400 890) to touch up any (operational or environmental) discoloration of the exhaust system.



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 motorcycle under the engine so that the wheels do not bear any weight
- To do this, remove the engine spoiler and avoid damaging the exhaust pipes when inserting the support

NOTE

Before laying the vehicle up out of use have the engine oil and the oil filter element changed by a BMW-certified workshop, preferably your authorized BMW Motorrad retailer.
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 BMW-certified workshop, preferably your authorized BMW Motorrad retailer.



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' Manual ➠ Chapter 2)
- Check/correct tire pressures (Rider's Manual ➠ Chapter 2)

	72 kW**	96 kW
Engine, type	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	2.76/2.95 in (70.5/75 mm)	2.76/2.95 in (70.5/75 mm)
Compression ratio	11.5 : 1	11.5 : 1
Fuel consumption in accordance with ISO 7118		
at a constant rate of 56 mph (90 km/h)	48 miles/gal (4.9 l/100 km)	48 miles/gal (4.9 l/100 km)
at a constant rate of 75 mph (120 km/h)	40 miles/gal (5.8 l/100 km)	40 miles/gal (5.8 l/100 km)
Maximum oil consumption	0.85 quarts/500 miles (1.0 l/1,000 km)	

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

Transmission

Clutch	Single dry plate with over-center action diaphragm spring and starter ring gear, mounted on crankshaft. Hydraulic release Effort at handlebar lever 95 N.
Clutch plate Ø	7.09 in (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
Power transmission from the manual transmission to the 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	Chill-cast load-bearing aluminum 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 disk brake with 4-piston fixed calipers, angular wear compensation and floating stainless-steel brake disks. Sintered metal brake pads Note color coding (➠ 34)
Rear brake	Hydraulically operated disk brake with 2-piston fixed caliper and stainless-steel brake disk. Brake pads made from organic material
Brake system	BMW Integral ABS, partially integral

Frame and suspension

Wheel control	
Front	Telelever, leading link with central spring strut, pivoted centrally on main frame; no anti-dive
Rear	Cast aluminum single swinging arm with additional torque reaction strut to compensate for shaft drive effects (Paralever); swinging arm with off-center spring strut
Front wheel suspension	Gas-filled spring/damper strut, no provision for adjustment
Spring compression	2.36 in (60 mm)
Spring extension	2.17 in (55 mm)
Total travel	4.53 in (115 mm)
Fixed tube diameter	1.38 in (35 mm)
Rear suspension	Gas-filled spring/damper strut with adjustable rebound-stage damping and hydraulic spring preload adjustment; progressive rate.
Positive spring deflection	4.45 in (113 mm)
Spring extension	1.46 in (37 mm)
Total travel (at wheel)	5.91 in (150 mm)
Swinging arm length	19.09 in (485 mm)

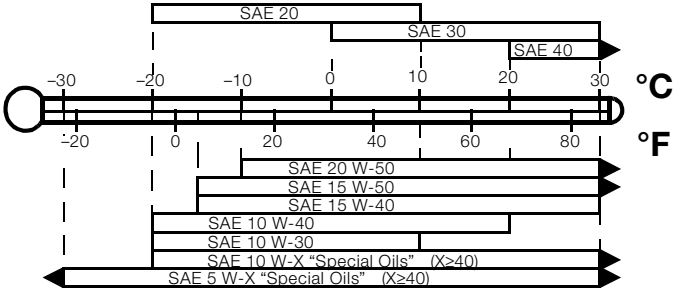
Front steering angle	2 x 30°
Front wheel caster offset	
- in normal-load position	4.88 in (124 mm)
Tire tread depth (recommended minimum)	
Front wheel	0.08 in (2 mm)
Rear wheel	0.12 in (3 mm)
	⚠WARNING **Observe the legally stipulated minimum tread depth.**
Tire pressure of cold tires	
One-up Front	2.5 bar (36.3 psi)
Rear	2.9 bar (42.0 psi)
Two-up Front	2.5 bar (36.3 psi)
Rear	2.9 bar (42.0 psi)
Two-up + luggage	
Front	2,5 bar (36.3 psi)
Rear	2,9 bar (42.0 psi)

Frame and suspension

Wheels and tires	BMW cast-aluminum wheels with 5 double-spoke design, low aspect-ratio tires
Front wheel	Angled rim shoulder and double tire retaining hump
Tire size and designation	3.50 x 17”
Tire size and designation	120/70 ZR 17 TUBELESS
Rear wheel	Angled rim shoulder and double tire retaining hump
Size and designation	5.00 x 17”
Optional equipment	5.50 x 17”
Tire size and designation	170/60 ZR 17 TUBELESS
Optional equipment	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 available from your authorized BMW Motorrad retailer.
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 replaced	3.70 quarts (3.50 l)

Fuel and lubricants

Transmission oil	Brand-name hypoid gear oil, API class GL 5
Capacity	
Manual transmission	0.63 quarts (0,6 l) (to bottom edge of filler opening)
Final drive	0.24 quarts (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), AKI 91 Premium
Fuel tank capacity	5.54 gal (21 l) including approx. 1.06 gal (4 l) reserve

Bearings and other lubrication points	Brand-name anti-friction bearing grease, usable temperature range –13 °F ...+248 °F, drop point 374 °F, high corrosion protection, good resistance to water and oxidation; e.g. Shell Retinax EP2
Brake fluid	DOT 4 We recommend BMW brake fluids **⚠ CAUTION** Use only new brake fluid to DOT 4 specification.
Coolant	Brand-name long-life antifreeze and corrosion inhibitor, mixing ratio 50% : 50% **⚠ CAUTION** Use only nitrite-free antifreeze and corrosion inhibitor.

Electrical system

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	0.03 +/-0.004 in (0.8 +/-0.1 mm)
Wear limit	1.0 mm (0.04 in)
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
License 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, indicator lights and instrument lighting	DIN 72 601 12 V 1.7 W

Overall length	88.58 in (2,250 mm)
Width	
over handlebars (without vibration dampers)	26.77 in (680 mm)
across front footrests	27.2 in (691 mm)
across rear footrests	31.6 in (802 mm)
Overall height (windshield lowered)	49.13 in (1,248 mm)
Seat height, unladen weight	30.3/31.5 in (770/800 mm) 2-position adjustment
Wheelbase	
at unladen weight	60.98 in (1,549 mm)
in normal-load position	61.22 in (1,555 mm)
Ground clearance	
at unladen weight	5.71 in (145 mm)
in normal-load position	4.92 in (125 mm)
Unladen weight	
(ready to ride, tank full)	628 lbs (285 kg)
Dry weight	586 lbs (266 kg)
Permitted weight	1,102 lbs (500 kg)
Permitted wheel loads	
Front	441 lbs (200 kg)
Rear	727 lbs (330 kg)

Performance data

	72 kW**	96 kW
Maximum speed		
acc. to type approval test		more than 124 mph (more than 200 km/h)
Elasticity		
4th gear 50-75 mph (80-120 km/h)	2.8 s	3.0 s
5th gear 50-75 mph (80-120 km/h)	3.4 s	3.8 s
6th gear 50-75 mph (80-120 km/h)	4.3 s	4.7 s
Power/weight ratio		
ready for road + rider (187 lbs/85 kg)	11.30 lbs/kW (5.13 kg/kW)	8.49 lbs/kW (3,85 kg/kW)
at gross weight limit	15.30 lbs/kW (6.94 kg/kW)	11.49 lbs/kW (5.21 kg/kW)
Driving noise		
to 97/24-9/EC	80 dB (A)	80 dB (A)

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

A
Annual Service, notes, 3

B
Battery
  Charging, 50
  Removing, 52, 53, 54
  Safety instructions, 50
  Technical Data, 70
  Warranty, 50
BMW Integral ABS, 63
Bore/stroke, 61
Brake caliper, installing
  Front wheel, 27
Brake caliper, removing
  Front wheel, 22
  Rear wheel, 29
Brakes
  Brake fluid, 69
  Minimum brake pad thickness, 34
  Signs of wear, 34
  Technical Data, 63
Bulbs
  Changing
    Front turn indicators, 40
    Headlight, 44
    High-beam headlight, 46
    License-plate light, 39
    Parking light, 43
    Rear turn indicators, 42
    Tail/brake light, 38
  Note, 37
  Technical Data, 70

C
Capacity
  Engine, 67
  Manual transmission, 68
Caster offset, 65
Cleaning plastic parts, 55
Cleaning/care
  Chrome, 58
  General notes, 55, 57
  Paintwork damage, 58
  Road salt, 57
  Washing, 56
Clutch, 62
Compression ratio, 61
Confirmation of odometer change, 14
Coolant, 69

D
Dimensions, 71
Displacement, 61
Driving noise, 72

E
Elasticity, 72
Electrical system, 70
Engine
  Troubleshooting chart, 19, 20
  Type, 61
Engine oil
  Capacity, 67
  Consumption, 61
  Technical Data, 67
Exhaust system, care products, 58

F
Frame, 63
Front mudguard
  Installing, 28
  Removing, 21
Front wheel
  Fitting, 25, 27
  Removal, 21, 22, 23, 24
  Technical Data, 66
Front wheel stand, 23, 26
Fuel
  Consumption, 61
  Grade, 68
Fuel and lubricants, 67, 68, 69
Fuses
  Assignment, 49
  Capacity, 70

G
Gel battery, 50
General instructions, 15, 16, 18
Ground clearance, 71

I
Idle speed, 61
Inspection (running-in check), notes, 3
Installing brake caliper
  Rear wheel, 33
Instrument cluster, 49

L
Laying up, motorcycle, 59

M
Maintenance confirmations, 4
Manual transmission
  Capacity, 68
  Technical Data, 62
Maximum engine speed, 61
Maximum speed, 72
Motorcycle
  Laying up, 59
  Restoring to use, 60

N
Nominal power, 61

O
Odometer change, confirmation, 14
Oil capacities
  Manual transmission, 68
Oil capacity
  Engine, 67

P
Paralever, 64
Power/weight ratio, 72

R
Rear wheel
  Fitting, 31, 32, 33
  Removing, 29, 30
  Technical Data, 66
Rear wheel drive
  Technical Data, 62
Repairing damage to the paintwork, 58
Rims, 66
Road salt, effect, 57

S
Safety information, 2
Safety instructions, 15, 37
  Explanation, 82
Seat height, 71
Service, notes, 3
Spark plugs, 70
Speed limitations, 61
Spray guard, 36
Spring deflection, 64
Steam/pressure cleaners, 55
Steering angle, 65
Supplementary Service
  Record, 10, 11, 12, 13

T
Technical Data, from page, 61
Technical modifications, 16
Telelever, 64
Tightening torque
  Front wheel, 26
  Rear wheel, 33
Tightening torques
  Brake caliper, 33
Tires, 66
  Air pressure, 65
  Approved tire sizes, 66
  Technical Data, 66
  Tread depth, 65
Torque, 61
Total weight, 71
Transmission
  Capacity, 68
  Oil types, 68
  Technical Data, 62
  Total spread of gear ratios, 62
Tread depth, 65
Treatment of chrome-plated
  parts, 58
Troubleshooting chart, 19
Troubleshooting engine, 19, 20
Type plate, 63

U
Unladen weight, 71

V
Vehicle identification number, 63
Vehicle performance, 72

W
Weights, 71
Wheel control, 64
Wheel loads, 71
Wheel suspension, Technical
  Data, 64
Wheelbase, 71
Wheels, Technical Data, 66

Motorcycle data / Retailer data

Motorcycle data

Model

Frame no.

Color no.

First registered on

Registration no.

Retailer data

Person to contact for Service work

Ms./Mr.

Tel. no.

Retailer'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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