

Rider's Manual

K 1200 GT



BMW Motorrad



Important notes



Warning:

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



Attention:

Instructions and precautions specifically 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.

Welcome to BMW

We congratulate you on your choice of a motorcycle from BMW and welcome you to the community of BMW riders.

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

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

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

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

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

Best wishes,

BMW Motorrad

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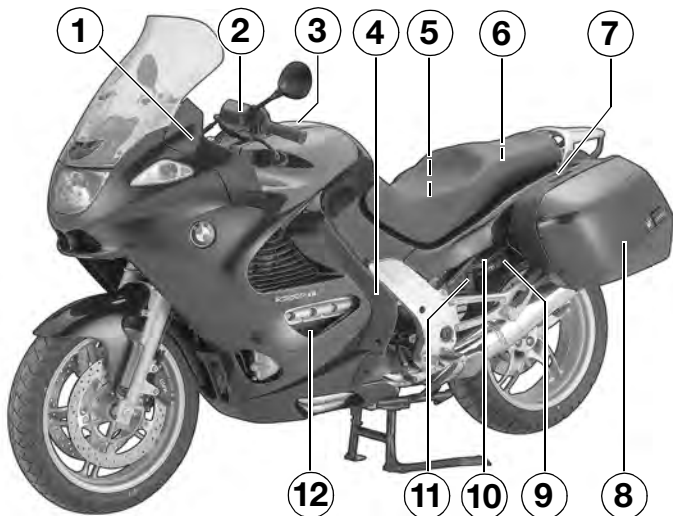
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General view, left side

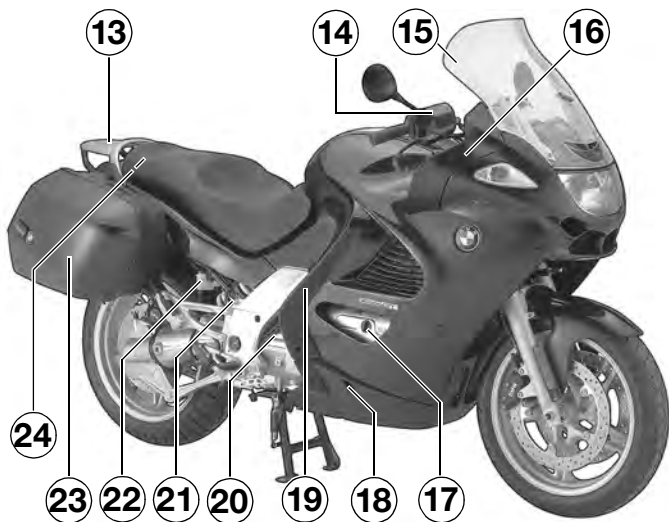


- 1** Hand protector, left
- 2** Reservoir for clutch hydraulic fluid (➡ 44)
- 3** Fuel filler cap (➡ 32)
- 4** Leg protector, left
- 5** Fuse box
- 6** Storage compartment for toolkit
- 7** Seat lock (➡ 22)
- 8** System case, left (➡ 25)
- 9** Adjusting knob for spring preload, rear suspension (➡ 45)
- 10** Lifting handle (➡ 62-63)
- 11** Power socket, 12 V, for connecting additional equipment – up to max. 5 A
- 12** Spark plugs

() Number in parentheses

➡ page number for description

General view, right side



- 13** Luggage rack
- 14** Brake-fluid reservoir for front brake (➡ 40)
- 15** Windscreen, electrically adjustable (➡ 24)
- 16** Hand protector, right
- 17** Engine oil filler neck (➡ 31)
- 18** Oil level sight glass, engine (➡ 31)
- 19** Leg protector, right
- 20** VIN
- 21** Rear suspension strut, shock-absorber adjuster (➡ 46)
- 22** Brake-fluid reservoir for rear brake (➡ 41)
- 23** System case, right (➡ 25)
- 24** Type plate

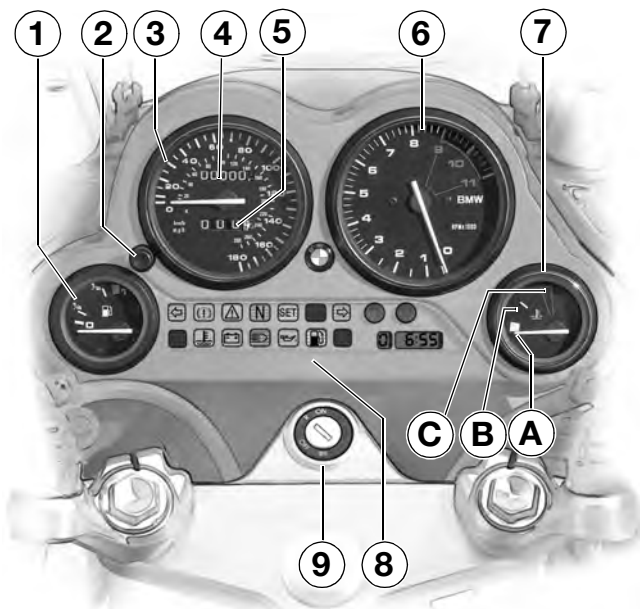
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Cockpit

1
6

General information and controls

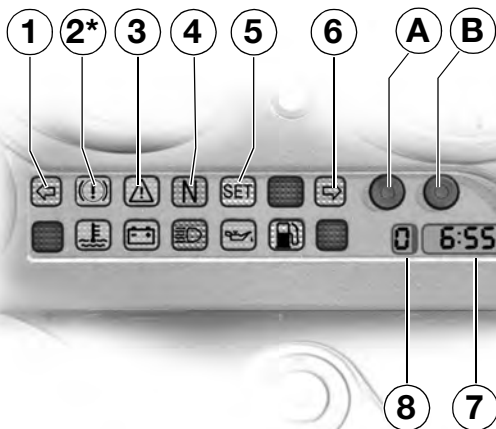


- 1 Fuel gauge (➡ 32)
- 2 Trip meter reset knob
- 3 Speedometer
- 4 Odometer
- 5 Trip meter
- 6 Revolution counter (➡ 64)

- 7 Coolant temperature gauge
 - A Engine cold
 - B Engine at normal operating temperature
 - C Engine overheated (➡ 69)
- 8 Telltale and warning lights (➡ 7, 8)
- 9 Ignition switch and steering lock (➡ 10, 11)

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➡ page number for description

Telltale and warning lights



1 Telltale light, left turn indicator repeater **green**

2 Warning light ABS **red** (➔ 68)

3 Warning light, general **red** (➔ 68)

4 Telltale light, neutral telltale light **green** (➔ 66)

5 Telltale light, cruise control **yellow** ^{OE} (➔ 16-19)

6 Telltale light, right turn indicator **green**

7 Display, time/ambient temperature, buttons **A** and **B**: set clock/toggle °C - °F (➔ 14-15)

8 Gear indicator

^{OE} Optional extra

* depending on national-market specification

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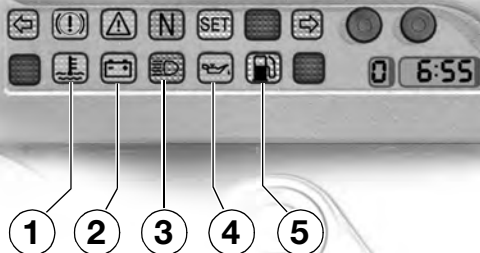
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Telltale and warning lights

1

8

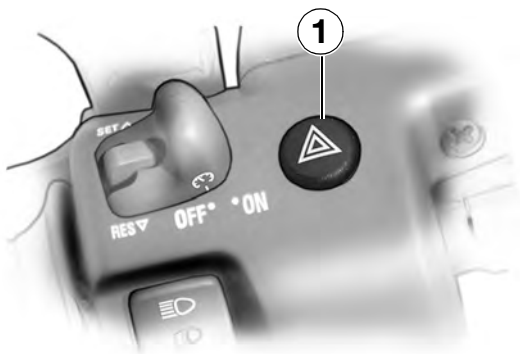
General information and controls



- 1 Warning light, coolant temperature  **red** (➡ 42, 69)
- 2 Warning light, battery charge current **red**  (➡ 69)
- 3 Telltale light, high-beam headlight **blue** 
- 4 Warning light, engine oil pressure **red**  (➡ 31, 68)
- 5 Warning light, fuel level/when approx. 4 litres (0.9 gal) left in tank **yellow**  (➡ 33, 68)

() Number in parentheses
➡ page number for description

Hazard warning flashers



Hazard warning flashers



Note:

You cannot activate the hazard warning flashers if the ignition is switched off.

Do not use the hazard warning flashers for longer than absolutely necessary.

Note state of battery charge.

To switch on the hazard warning flashers:

- Switch on the ignition
- Operate hazard warning flasher switch **1**
 - Hazard warning flashers in operation
 - Telltale light in switch is on
- Switch off the ignition
 - The hazard warning flashers continue to operate
 - Telltale light in switch goes out

To switch off the hazard warning flashers:

- Operate hazard warning flasher switch **1**
 - Hazard warning flashers cease to operate

Ignition switch and steering lock

1

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General information and controls



Warning:

If the motorcycle is fitted with **BMW Integral ABS**, only a **RESIDUAL BRAKING FUNCTION** is available when the ignition is switched off (➔ 77)

Keys

You will receive two master keys and one spare key. A small plastic tag indicating the key number is also supplied.



Note:

The ignition switch and steering lock, fuel filler cap and the seat lock and system cases are all operated with the same key.

Ignition switch and steering lock

1

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General information and controls



Key positions

- ON** Operating position, ignition, lights and all electrical circuits switched on
- R *** Ignition and lights off, steering not locked (handlebars can be turned freely to left or right)



Warning:

Never turn the key to OFF or P while riding the motorcycle!

- Turn the handlebars to full left lock.



Attention:

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

OFF* Ignition and lights off, steering locked

P * Parking light on, steering locked



Note:

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

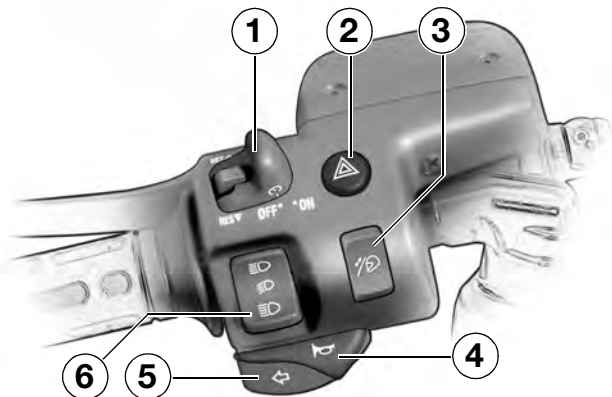
* The key can be removed in these positions

Left handlebar fitting

1

12

General information and controls



Warning:

To prevent air from entering the hydraulic circuit of the clutch:

- **do not turn the fitting on the handlebar.**

- 1 Switch for cruise control^{OE} (➡ 17)
- 2 Hazard warning flasher switch (➡ 9)
- 3 Switch for windscreen adjustment (➡ 24)
- 4 Horn push

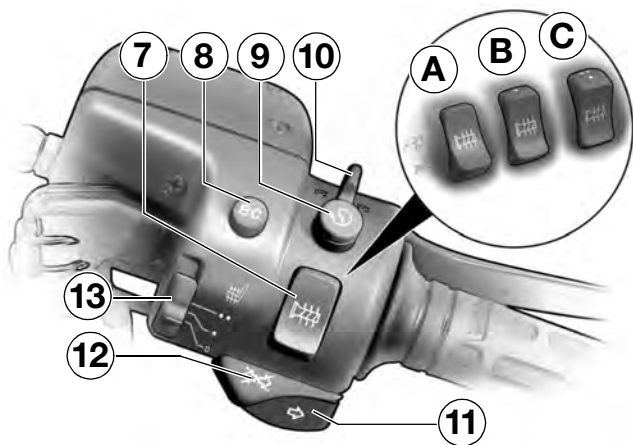
- 5 Turn indicator switch, left
 - Press
 - Turn indicators operateTo switch off turn indicators:
 - Self-cancelling while riding, or press turn-indicator cancel switch **12** (➡ 13)
- 6 High-beam/low-beam headlight switch
 - High-beam headlight
 - Low-beam headlight
 - Headlight flasher

^{OE} Optional extra

Right handlebar fitting

1
13

General information and controls



Warning:

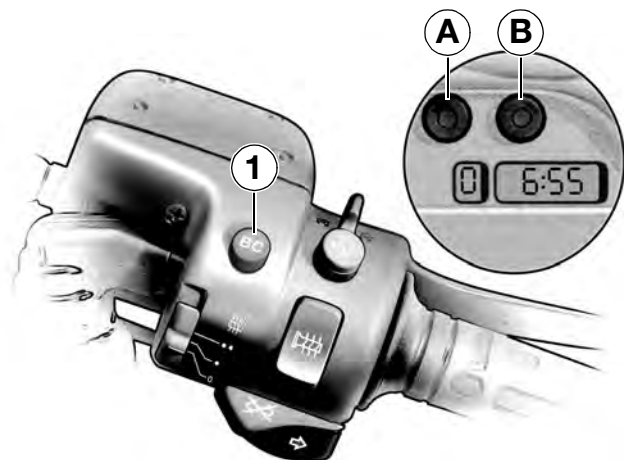
To prevent air from entering the brake system:

- **do not turn the fitting on the handlebar.**

- 7** Switch for heated handlebar grips^{OE}
- A** Heating function off
- B** 50% (centre position)
- C** 100%
- 8** BC-Button (➡ 14)
- 9** Starter pushbutton
- 10** Emergency off (kill) switch for ignition (➡ 66)

- 11** Right flashing turn indicator switch
- Press
 - Turn indicators operate
- To switch off turn indicators:
- Self-cancelling while riding, or press turn-indicator cancel switch **12**
- 12** Turn-indicator cancel switch
- Press
 - Left/right turn indicators off
- 13** Switch for seat heating^{OE}
- 0 Seat heating off
 - Seat heating on
 - Fast heating on for rapid heating

^{OE} Optional extra



Toggling between time/ ambient-temperature reading

- Switch on the ignition
- Briefly press BC-button 1



Note:

Use a ball-point pen or similar instrument to press button **A** or **B**.

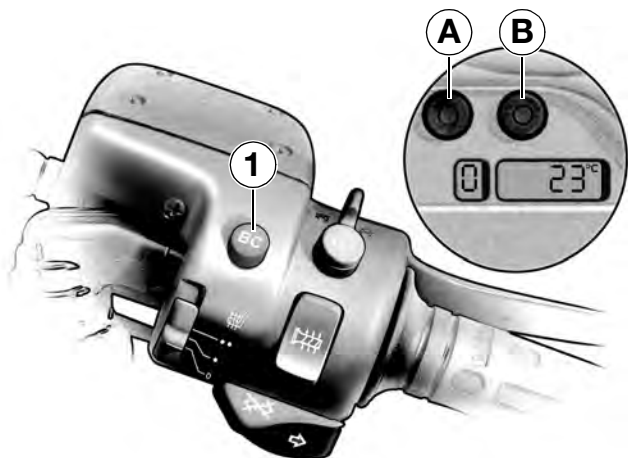
Setting the time

Press button **A** (hours) or button **B** (minutes).

Toggling between 12- and 24-hour modes

- Switch off the ignition
- Press and hold down button **A**
- Switch on the Ignition
- Hold down button **A** for approximately 3 seconds longer

Display, ambient temperature



Toggling between time/ ambient-temperature reading

- Switch on the ignition
- Briefly press BC-button **1**

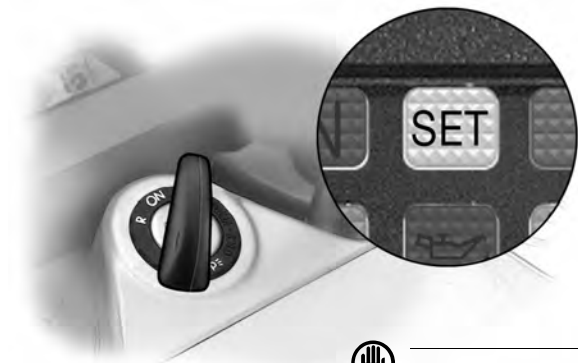


Note:

Use a ball-point pen or similar instrument to press button **A** or **B**.


Toggling between °C and °F



- Switch off the ignition
- Press and hold down button **B**
- Switch on the ignition
- Hold down button **B** for approximately 3 seconds longer

**Note:**

With automatic cruise control, speed can be controlled in the range between 40 and 180 km/h (25 and 112 mph).

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

Telltale light, cruise control **yellow**  off.

On a motorcycle fitted with BMW Integral ABS, the cruise-control system is not operational if the brake light is defective (general warning light **red**  ON  68).

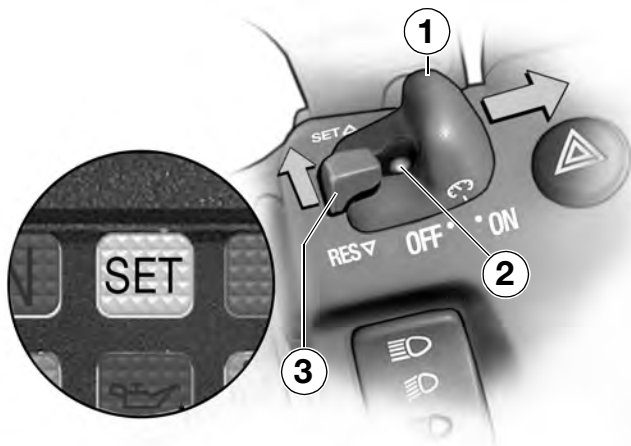
**Warning:**

Do not engage cruise control when:

- **Riding on twisty roads with poor forward vision**
- **Heavy traffic does not enable you to maintain a constant road speed**
- **Riding on wet, unpaved or dirty roads**

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

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



Switching on the system

- Move switch **1** to **ON**
- **Red** telltale light **2** in switch is on

Setting road speed

- Briefly press button **3** in **SET** direction
- Telltale light, cruise control **yellow** **SET** on.



Note:

The motorcycle maintains and memorises your current cruising speed.

^{OE} Optional extra



Step-by-step acceleration

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



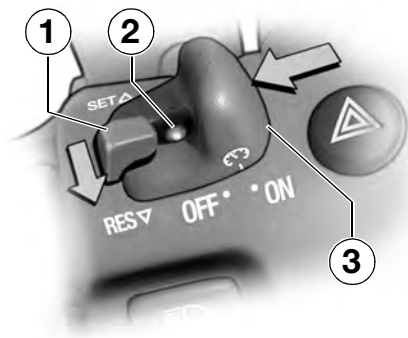
Note:

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

Stepless acceleration

- Push and hold button **1** in **SET** direction
 - The motorcycle accelerates steadily, even though you do not manually open the throttle
- Release button **1**
 - The motorcycle maintains and memorises your current cruising speed

^{OE} Optional extra



Decelerating

- Push and hold button **1** in **RES** direction
- The motorcycle decelerates steadily, even though you do not manually close the throttle



Note:

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

Switching off the system

- Move switch **3** to **OFF**
- The cruise control system switches off immediately
- **Red** indicator light **2** and the **yellow** cruise control light **SET** are off

Temporary override

When you actuate the:

- brakes
- clutch
- throttle twistgrip (close the throttle)

the cruise control system is briefly switched off

- Indicator light, cruise control **yellow** **SET** off

- **Red** indicator light **2** on

- Push button **1** in the **RES** direction

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

- Indicator light, cruise control **yellow** **SET** on.

Adjusting footrest plate

1

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General information and controls



Warning:

If a footrest is repositioned, the footrest on the other side of the motorcycle must be moved to the same height. Adjust the gearshift lever to suit the new footrest position.



Attention:

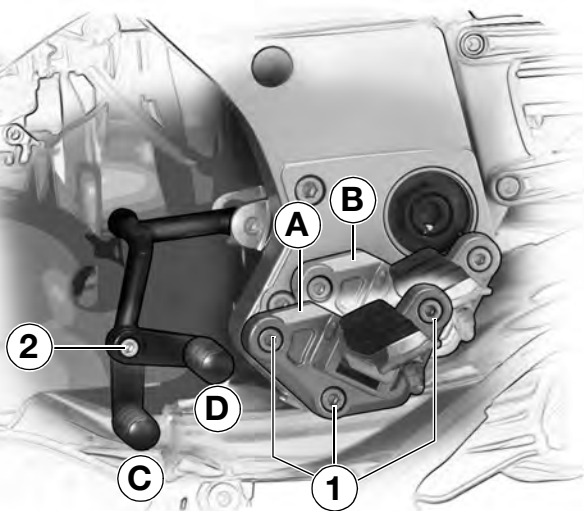
For a sporting riding style, both footrest plates should be in the upper position.



Warning:

Make sure that lines and cables are correctly routed. Do not damage electric wiring. Always tighten socket-head screws 1 and 2 to the specified torque.

If you do not have a suitable torque wrench, have the footrest plates and gearshift lever adjusted by a specialist workshop, preferably an authorised BMW motorcycle dealer.

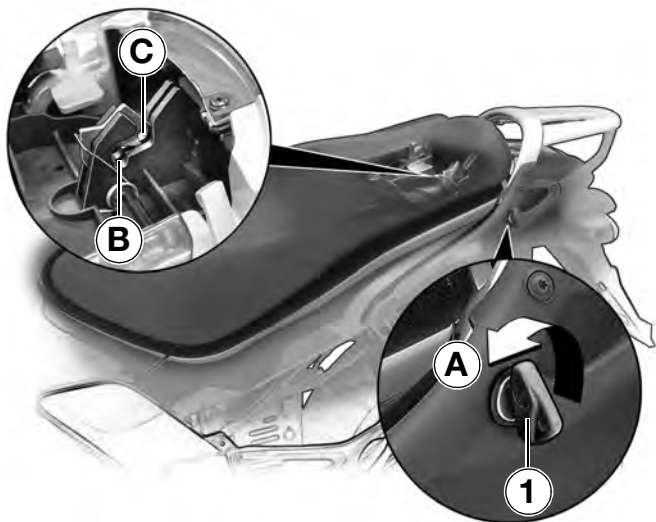


Adjusting footrest plate

- Remove 3 socket-head screws **1**
- Move the footrest plate to the desired position **A** or **B**
- Retighten the 3 socket-head screws **1** to a torque of **20 Nm**
- Adjust the gearshift lever to suit the new footrest position.

Adjusting gearshift lever

- Slacken socket-head screw **2**
- Reset the gearshift lever to the desired position **C** or **D**
- Retighten socket-head screw **2** to a torque of **8 Nm**



Adjusting seat:

- The seat can be moved to 2 positions:
E = high **D** = low

Removing seat:

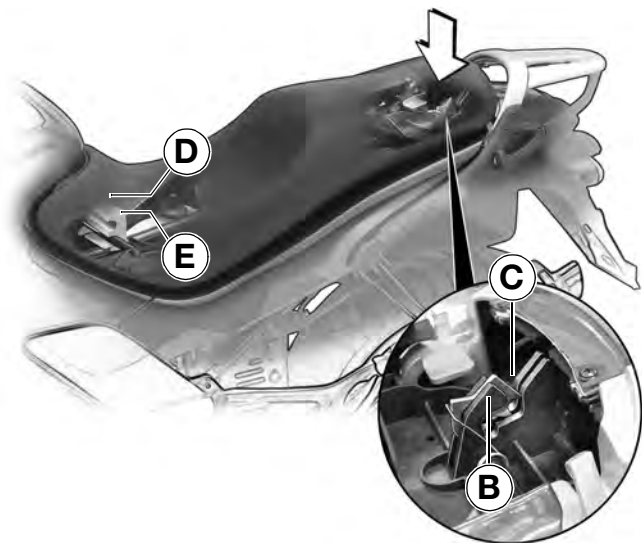
- Turn key **1** in the seat lock to position **A** and hold it in this position
- Pull the seat to the rear and up into the 1st stage **C** of the locking mechanism.
- Remove the seat
 - Toolkit is accessible
 - Fuses are accessible
 - Coolant expansion tank is accessible



Attention:

When installing the seat, make sure that it is firmly located.

- Turn key **1** in the seat lock to position **A** and hold it in this position
- Pull the seat to the rear and up into the 1st stage **C** of the locking mechanism.



- Push the front of the seat into guide **E** or **D** to suit the height of the rider.
- Engage the seat in the 2nd stage **B** of the locking mechanism by pushing it at the rear.
- Push the tongue of the seat under the seat support
- Carefully insert the seat at the rear into stage 1 of the locking mechanism.
- Push the front of the seat into guide **D** or **E**, to suit the height of the rider.
- Engage the seat into the 2nd stage **B** of the locking mechanism by pushing it at the rear (arrow).

Installing seat:



Attention:

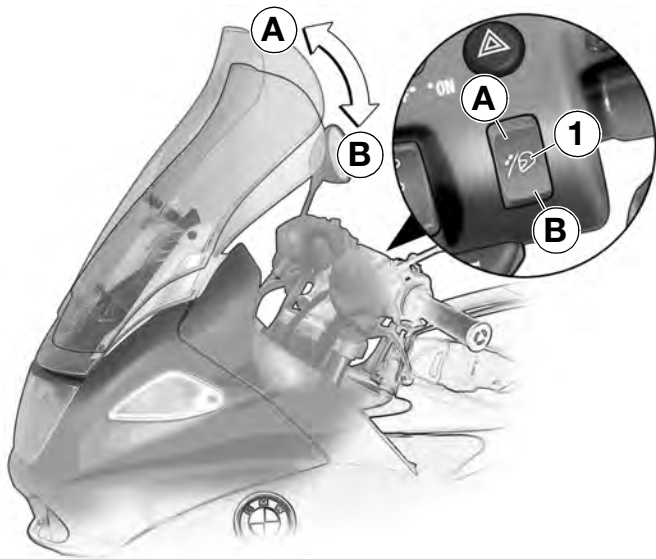
When installing the seat, make sure that it is firmly located.

Adjusting windscreen

1

24

General information and controls

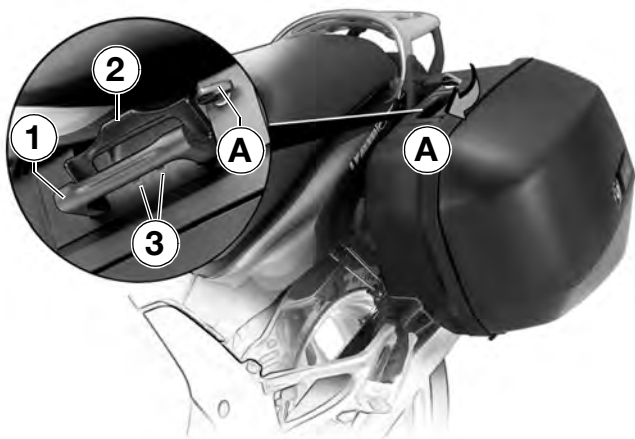


Attention:

Windscreen is not fuel-resistant.

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

Steplessly adjust the windscreen by moving the switch to the appropriate position, **A** or **B**



Warning:

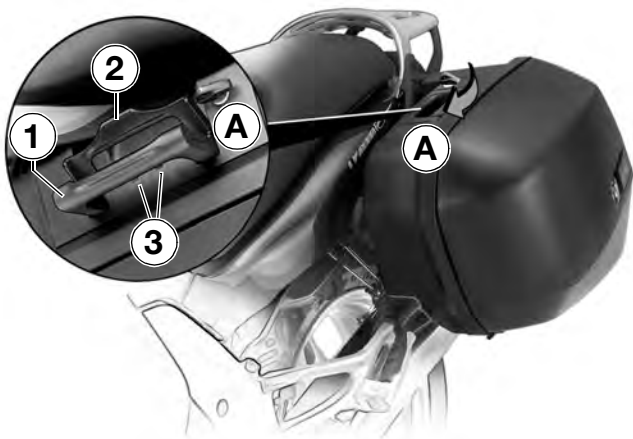
After an accident or if the motorcycle has fallen over, check that the system cases are correctly secured.

Max. load per system case: 22 lbs (10 kg).

With system cases installed, it is advisable not to exceed 80 mph (130 km/h).

Open the system case

- Turn key in case lock to position **A**
- Fold out the carrying handle **1** and locking catch **2**
 - The two indicators **3** turn **red**
- Open the system case



- Turn key in case lock to position **A**
- Push down locking catch **2** and carrying handle **1**
- The two indicators **3** turn **black**
- Lock the case and remove the key

Closing the system case



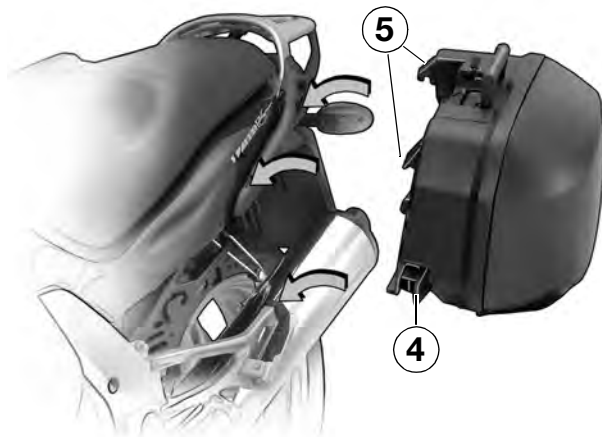
Attention:

Risk of breaking the locking tongue.

Before closing handle **1** or locking catch **2**, turn the key in the case lock to position **A**.

Removing system case

- Turn key in case lock to position **A**
- Pull up carrying handle **1**
- The two indicators **3** turn **red**
- Turn the key back to the original position, remove it and lift the system case off its holder



Warning:

Always make sure that the cases are secured.

An incorrectly secured case could be lost and endanger other road users.

Installing system case



Attention:

Risk of breaking the locking tongue.

Before closing handle **1** or locking catch **2**, turn the key in the case lock to position **A**.

- Insert the system case into the holder (arrows), making sure that it is firmly seated in the lower holder **4** and the upper hook **5**
- Turn key in case lock to position **A**
- Fold the carrying handle **1** down
 - The two indicators **3** turn **black**
- Lock the case and remove the key

Use the safety checklist – before every journey

Please perform the safety check accurately. If your motorcycle needs any routine maintenance, you can then attend to it before the journey starts (▮▮ Maintenance Instructions), or have it carried out by a specialist workshop, preferably an authorised BMW motorcycle dealer. This is to ensure that your motorcycle complies with road-vehicle use and safety laws.

A motorcycle in perfect technical condition is essential for your safety and that of other road users.

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

- Fuel level
 - Positions of the handlebar levers
 - Brakes
 - Brake fluid level
 - Clutch fluid level
 - Coolant level
 - Shock-absorber setting and spring preload
 - Wheel rim and tyre condition, tread depth and tyre pressures
 - Load, gross weight
 - Lights
 - Warning lights and indicator lights with ignition switched on
 - Check regularly (every time you stop for fuel), on the basis of the following section:
 - Engine oil level (every second/third stop for fuel):
 - Brake pads
- If you encounter any problems or difficulties, it is always best to contact your authorised BMW motorcycle dealer. He will provide the necessary advice and assistance.

Checking oil level

Check the oil level at regular intervals.

Always check the oil level when the engine is at operating temperature, because the difference between the oil level indicated when the engine is at operating temperature and the oil level indicated when the engine is very cold due to extremely low outdoor temperatures (-10 °C/14 °F) can be as much as 10 mm (0.4 in).

After switching off the engine at operating temperature, wait at least 5 minutes for the oil to drain back into the sump.

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



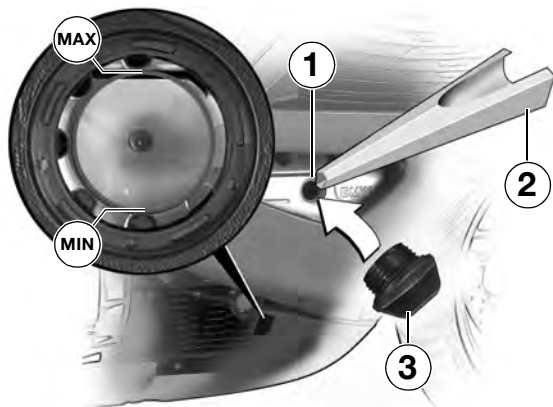
Attention:

To avoid damage to the engine:

- Never exceed the maximum oil level.
- Always keep the level above the minimum mark.

Always check the oil level with the motorcycle upright.

- Check the oil level with the engine at its regular operating temperature
- Check the oil level after the engine has been stopped for at least 5 minutes
- Make sure that the motorcycle is upright
 - Make sure the ground is level and firm



- Check the oil level at the sight glass:



MAX Top edge
of marking ring

MIN Bottom edge
of marking ring

- The difference between the two marks is approx. 0.5 litre (0.88 pint)
- If necessary, remove oil filler plug **3** and top up the engine oil through oil filler neck **1**, using funnel **2**
- Reinstall oil filler plug **3**



Attention:

The **red** warning light  (➔ 8) for engine oil pressure indicates no (or very little) oil pressure in the lube-oil system; this light must not be regarded as an oil level check. Oil pressure builds up after 1-2 seconds and the warning light goes out – the **red** engine oil pressure warning light  should remain off while the engine is running.



Refuelling



Warning:

Fuel is flammable and explosive. Do not smoke. Never bring a naked flame near the fuel tank.

The fuel expands when hot (for instance if the fuel tank is in the sun). For this reason, only fill as far as the lower edge of the filler neck.



Attention:

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

- Place motorcycle on main (centre) stand
 - Make sure the ground is level and firm.
- Open fuel filler cap



Capacity



Note:

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

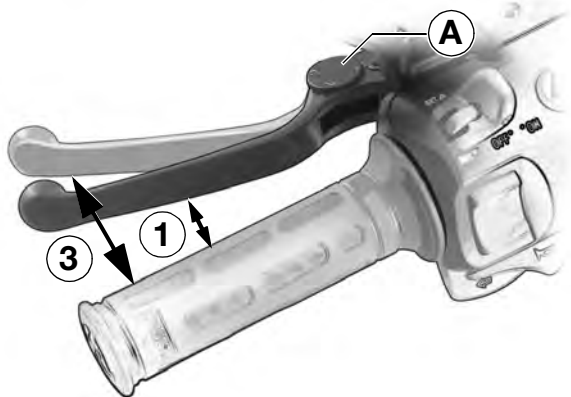
- Refuel
- Refuel only with super (premium) grade unleaded fuel to DIN 51607 standard or equivalent, minimum octane number 95 (RON) and 85 (MON)
- Close the fuel filler cap
- Usable tank capacity 21 litres (4.62 gal)
- A **yellow** warning light **1** comes on when there are approximately 4 litres (0.9 gal) of fuel left in the tank

Handlebar levers

2

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Safety check



Adjusting clutch lever



Attention:

Sudden changes in play or spongy action indicate a fault in the hydraulic system.

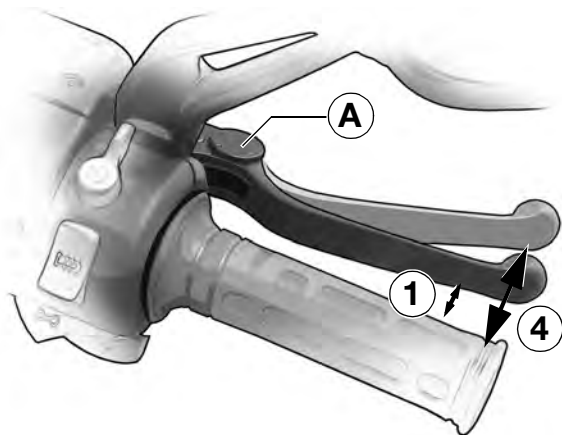
If you are doubtful about the reliability of the hydraulic clutch operating system, it is best to consult an authorised BMW motorcycle dealer.



Warning:

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

- Turn knob **A** to set the most comfortable span:
 - Setting **1**: minimum span
 - Setting **3**: maximum span



Adjusting handbrake lever



Warning:

To prevent air from entering the hydraulic circuit of the brake system:

- do not turn the fitting on the handlebar.

- Turn knob **A** to set the most comfortable span:
 - Setting **1**: minimum span
 - Setting **4**: maximum span

Work on the brake system



Warning:

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

Brake system, checking



Warning:

Sudden changes in play or spongy action of the brake lever indicate a fault in the brake system.

Before riding off, therefore, always check the resistance of the front and rear brake levers and test operation of the brakes.

Do not ride the motorcycle if you have any doubts about the safety of the brake system.

Immediately seek the advice of a specialist workshop, preferably an authorised BMW motorcycle dealer.

Checking brake pads



Warning:

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

Brake pad wear depends on your personal style of riding. To ensure reliable operation of the brakes: do not allow the pads to wear past the minimum specified thickness (► Maintenance Instructions, Chapter 2).

Checking brake fluid level



Warning:

On a motorcycle equipped with BMW Integral ABS, the brake fluid level in the reservoir (➡ 40) does NOT drop as the brake pads wear.



Warning:

Have the brake system checked immediately by a specialist workshop, preferably an authorised BMW motorcycle dealer, if the brake fluid level in the reservoir of the brake system (➡ 40) drops below the MIN mark.

Changing the brake fluid



Warning:

Brake fluid is exposed to severe thermal loads, and absorbs moisture from the atmosphere.

Consequently, the brake fluid must be changed regularly (➡ Maintenance Instructions, Chapter 1) by a specialist workshop, preferably an authorised BMW motorcycle dealer.

RESIDUAL BRAKING FUNCTION



Warning:

When the ignition is switched off, before and during self-diagnosis (➡ 78), or if the BMW Integral ABS fails, only a **RESIDUAL BRAKING FUNCTION** (➡ 77) remains available for slowing the motorcycle.

When the **RESIDUAL BRAKING FUNCTION** is active, you must apply **CONSIDERABLY** higher pressure to the brake levers in question in order to apply the brakes, and lever travel is longer.

When the **RESIDUAL BRAKING FUNCTION** is active, the **ABS** function is unavailable in the brake systems in question.



Warning:

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



Note:

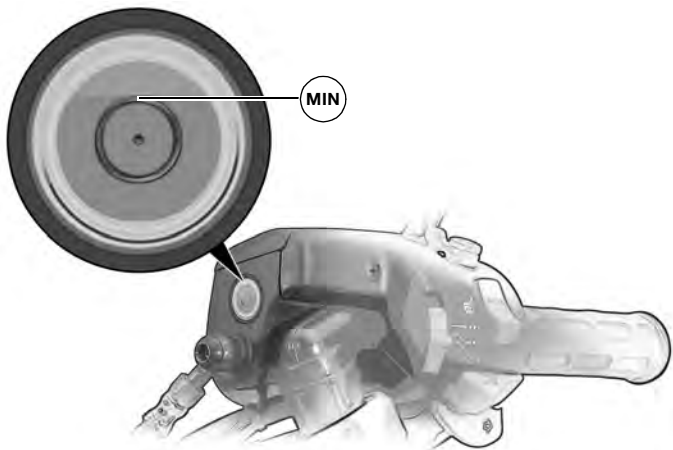
When the **RESIDUAL BRAKING FUNCTION** for the front brake is active, it is advisable to set adjuster **A** (➡ 35) of the handbrake lever to position **4**.

Brake system - with BMW Integral ABS

2

40

Safety check



Checking front brake fluid level



Warning:

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

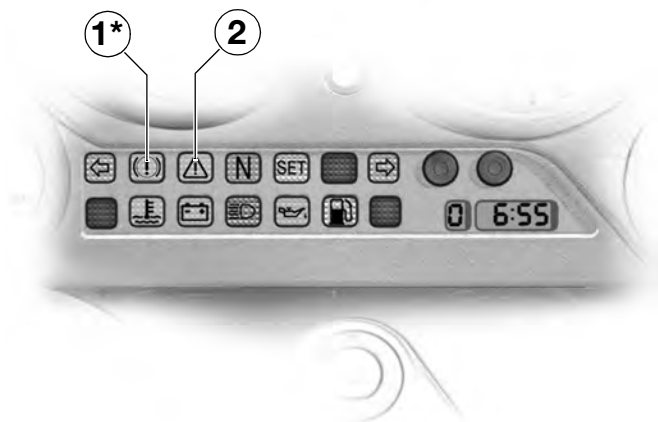
- Place motorcycle on main (centre) stand
 - Make sure the ground is level and firm

- Turn the handlebars fully to the left
- Check brake fluid level in sight glass
 - MIN** Minimum level (top of marking ring)




Note:

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



Brake fluid level, rear brake

- Warning lights **1** and **2** (➡ 81) in the array of telltale and warning lights flash alternately if the fluid in the reservoir drops below the minimum permissible level

*  depending on national-market specification



Note:

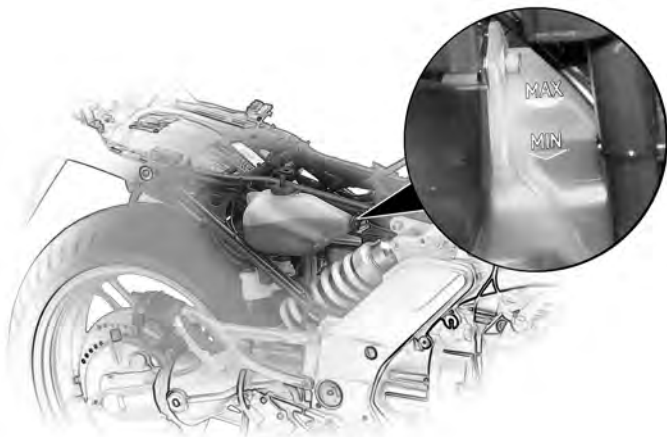
The brake fluid level in the brake fluid reservoir remains constant despite wear of the brake pads.

Coolant level

2

42

Safety check



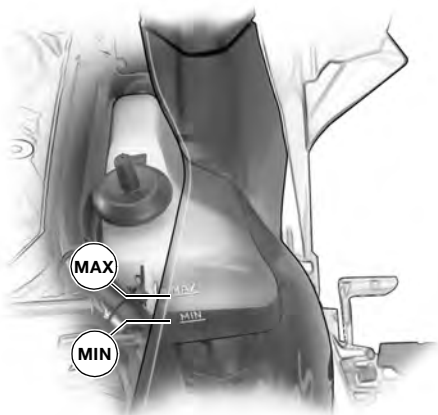
Checking coolant level



Attention:

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

- Place motorcycle on main (centre) stand
 - Make sure the ground is level and firm.
- Remove the seat if necessary (➡ 22)
- Check coolant in expansion tank:
 - MAX** Maximum level
 - MIN** Minimum level

**Attention:**

The coolant level must be between the **MIN** and **MAX** marks.

Never overfill the expansion tank.

**Note:**

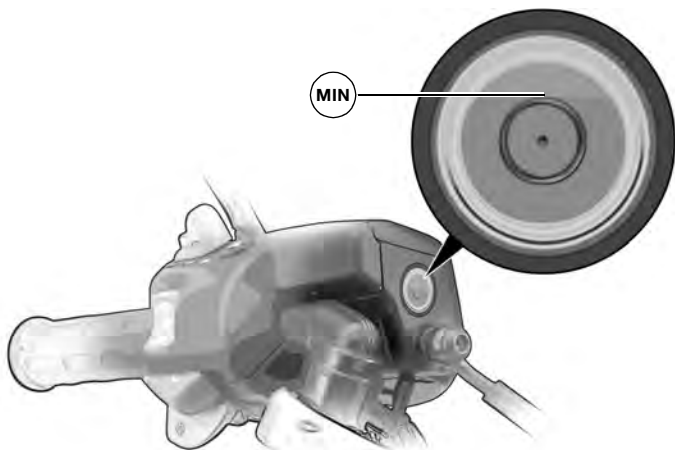
If the expansion tank is full and coolant temperature is high (as indicated by red warning light



8) or coolant consumption

is excessive, consult a specialist workshop, preferably an authorised BMW motorcycle dealer.

- Top up the coolant if necessary (➡ Maintenance Instructions, Chapter 3)



Checking fluid level in the clutch fitting



Attention:

If the fluid level drops, assume there is a defect in the clutch system. Have the clutch system checked immediately by a specialist workshop, preferably an authorised BMW motorcycle dealer.



Note:

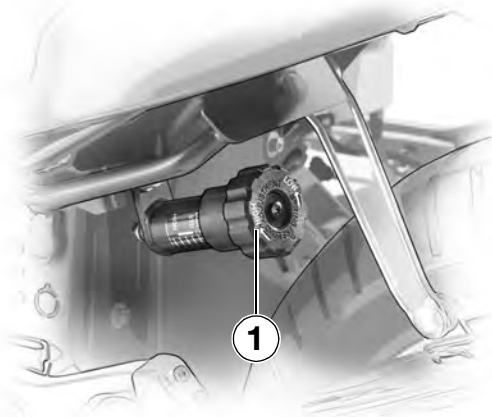
The fluid level in the reservoir rises as the clutch wears.

- Place motorcycle on main (centre) stand
 - Make sure the ground is level and firm.
 - Turn the handlebars all the way to the right
 - Check fluid level in sight glass
- MIN** Minimum level (top of marking ring)



Warning:

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



Warning:

Before the journey starts, adjust spring preload to suit the gross weight.

For safety reasons, never attempt to alter spring preload while the motorcycle is being ridden.

Always bring the motorcycle to a standstill before adjusting.

Adjusting spring preload

- Place motorcycle on main (centre) stand
- Adjust spring preload by turning knob **1**

Basic setting, one-up:

- Turn knob **1** as far as it will go counter-clockwise in the direction indicated by the “**LOW**” arrow
- Turn knob **1** one mark clockwise in the direction indicated by the “**HIGH**” arrow

Setting for two-up and luggage:

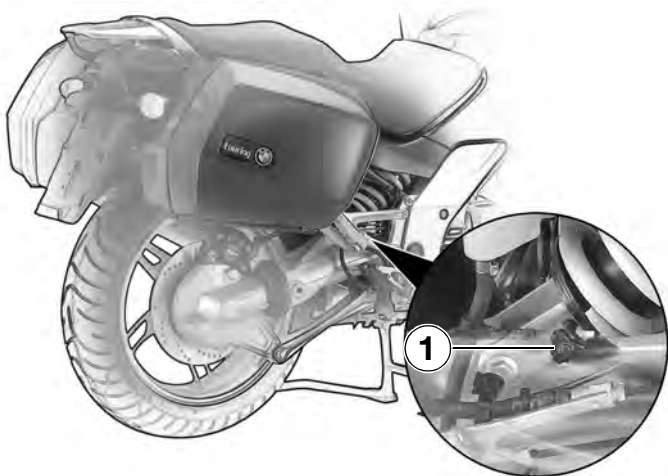
- Turn knob **1** as far as it will go clockwise in the direction indicated by the “**HIGH**” arrow

Shock-absorber adjustment

2

46

Safety check



Warning:

Before the journey starts, adjust the rear shock absorber to suit the gross weight and load on the motorcycle.

If spring preload is changed, it is essential to adjust the shock-absorber setting accordingly.

- Place motorcycle on main stand (➡ 62)
- Adjust the rear shock absorber by turning adjuster **1** as follows:

Basic setting (one-up):

- Turn the adjuster all the way clockwise as indicated by the **H** arrow
- Then turn the adjuster one full turn counter-clockwise in the direction indicated by the **S** arrow

Hard setting “H”:

- Turn the adjuster all the way clockwise as indicated by the **H** arrow

Soft setting “S”:

- Turn the adjuster all the way counter-clockwise as indicated by the **S** arrow



Warning:

Use only wheels and tyres that BMW Motorrad has approved for your motorcycle. For each size of tyre BMW tests certain makes, and approves those that it certifies as roadworthy. If BMW Motorrad has not approved the wheels and tyres it cannot assess their suitability or provide any guarantee of road safety. You can obtain detailed information from your authorised BMW motorcycle dealer or by visiting www.bmw-motorrad.com on the Internet

Checking wheel rims



Warning:

Have damaged wheel rims checked and, if necessary, replaced by a specialist workshop, preferably an authorised BMW motorcycle dealer.

Checking tyre tread



Warning:

Comply with local legal requirements concerning minimum tread depth. Worn tyres can impair handling.

- Measure tread depth at the centre of the tyre tread

BMW's minimum tread depth recommendation:

Front	2 mm (0.08 in)
Rear	3 mm (0.12 in)

Checking tyre pressures



Warning:

Incorrect tyre pressures have a considerable influence on handling and on tyre life.

Adjust tyre pressures to suit total weight. Never exceed either the motorcycle's gross weight or the individual wheel load limits (► 51).

– When tyres are cold:

- Remove valve caps
- Check/correct tyre pressure

Tyre pressures:

	Front	Rear
One-up	2.5 bar (36.3 psi)	2.9 bar (42 psi)
Two-up	2.5 bar (36.3 psi)	2.9 bar (42 psi)
Two-up with luggage	2.5 bar (36.3 psi)	2.9 bar (42 psi)

- Fully tighten valve caps

Fully tighten valve caps



Warning:

At high road speeds, tyre valves have a tendency to open as a result of centrifugal force.

Use only metal valve caps with rubber seals.

Valve caps that are screwed on well prevent air from escaping suddenly.



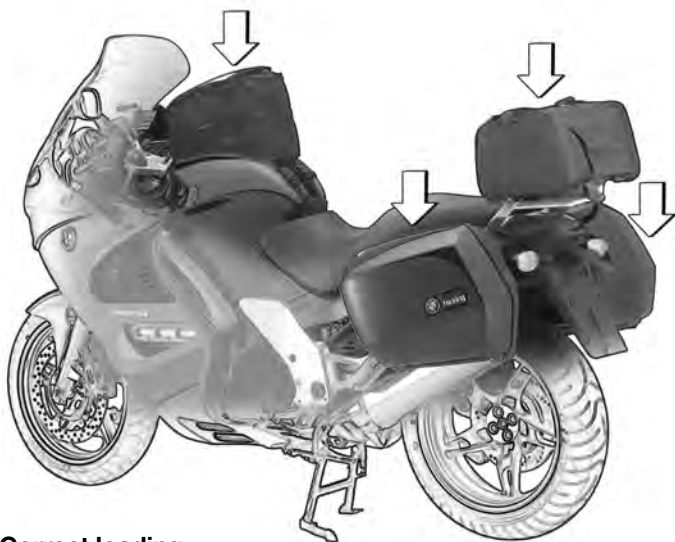
Warning:

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



Note:

BMW accessories and other products approved by BMW can be obtained from your authorised BMW motorcycle dealer.



Correct loading



Warning:
Overloading can impair the handling of your motorcycle.

- Make sure that the weight is uniformly distributed between right and left
- Pack heavy items at the bottom and toward the inboard side

- Max. load in each case (left and right): 10 kg (approx. 22 lbs)
- Max. load on luggage rack and in tank-top rucksack^{OA} 5 kg (11 lbs) each
- Check that fasteners are correctly positioned and tight



Warning:
With system cases installed, it is advisable not to exceed 130 km/h (80 mph).

^{OA} Optional accessory



Attention:

Never exceed the motorcycle's permissible gross weight limit of 500 kg (1,102 lbs). Do not exceed the wheel load limits of 200 kg (441 lbs) at the front and 330 kg (728 lbs) at the rear.

Adjust the shock absorber and rear spring settings to suit gross weight (► 45, 46).

The gross weight consists of:

- Motorcycle with full tank
 - Rider
 - Passenger
 - Luggage
-

Checking lights



Attention:

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

Flashing turn indicators

If turn indicator repeater flashes at twice the usual speed (►► 7): defective indicator bulb.

Rear light

General warning light (►► 68)

ON:

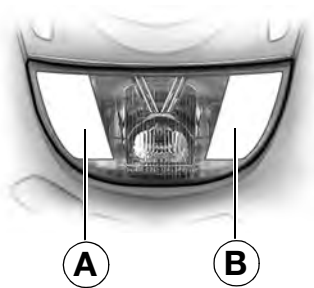
Brake light or tail light defective. If the rear light is defective the brake light is dimmed and acts as a rear light. When you apply the brakes the brake light shines at full brightness.



Note:

To change bulbs in parking lights, headlight (low and high beams), rear/brake lights, turn indicators and the number-plate light:

(►► Maintenance Instructions, Chapter 2)



Adjusting headlight for RHD/LHD traffic

If the motorcycle is ridden in a country where the opposite rule of the road applies, its asymmetric low headlight beam will tend to dazzle oncoming traffic. To prevent this, mask over part of the headlight glass (apply a piece of adhesive tape cut to the correct size and shape).

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

Adjusting headlight beam throw



Note:

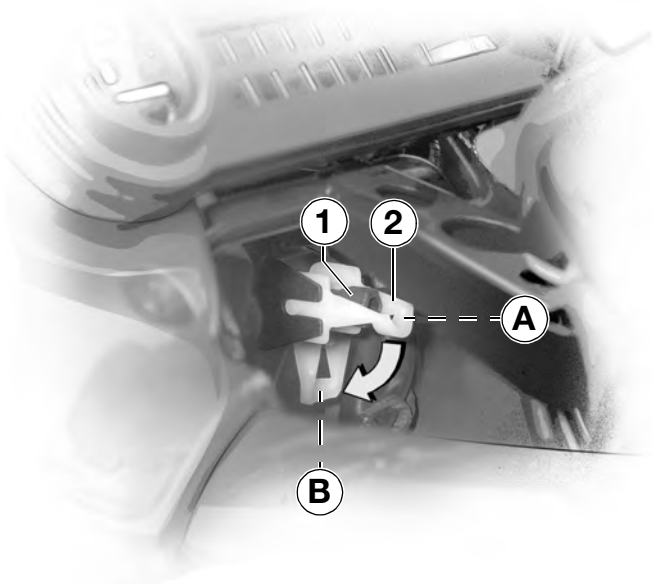
When the basic setting is correct, headlight beam throw is regulated when spring preload is adjusted to suit load.

Have the headlight basic setting adjusted by a specialist workshop, preferably an authorised BMW motorcycle dealer.



Note:

Adjust beam height so that oncoming traffic is not dazzled. Make sure that the throw of the light cone adequately illuminates the road ahead of you.



Adjusting beam throw to suit load by adjusting the suspension strut

- Change the spring strut setting to suit the load (➡ 45-46)
- Spring preload has an effect on headlight beam throw

Only if the load carried on the motorcycle is very high, the headlight beam can also be lowered by moving lever **2**. This shortens the beam throw.

Pivot lever **2**:

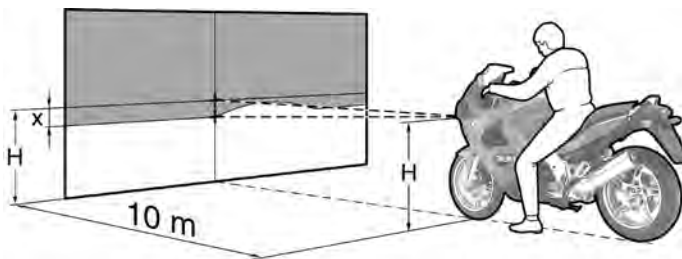
A = neutral position

B = high load



Note:

Use adjusting screw **1** only for adjusting the basic setting of the headlight.



Headlight basic setting



Note:

Do not prop the motorcycle on the centre or side stand.

- Check tyre pressures and correct if necessary.
- Set the spring-strut adjuster to the position for one-up riding
- Make sure lever **2** is horizontal (neutral position)
- Position the motorcycle on a level surface 10 metres (33 feet) (headlight) from a light-coloured wall, and with the rider's weight (approx. 85 kg/187 lbs) on the seat
- Measure the distance **H** from the ground to the centre of the headlight
- Transfer this height **H** to the wall and draw a cross on the wall at this point

- Draw a second cross (**x** = 10 cm/3.94 in) lower
- Switch on the low-beam headlight
- Turn adjusting screw **1** to align the headlight in such a way that the light-dark cutoff starts in the middle of the bottom cross and rises to the right to the height of the upper cross, before dropping again
- Adjusting screw **1**:
 - Turn screw counter-clockwise: higher
 - Turn screw clockwise: lower



Note:

Have the headlight basic setting checked by a specialist workshop, preferably an authorised BMW motorcycle dealer.

Handling your motorcycle safely

Each motorcycle has a character all its own. It is time now for you to familiarise yourself with the way your own motorcycle behaves:

- Acceleration
- Roadholding
- Cornering
- Braking ...

These are all things you need to become familiar with.

Please remember too that if the motorcycle has not yet covered 1,000 kilometres (approx. 600 miles), the engine is not yet fully run in.



Attention:

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



Warning:

The tyres need to cover a certain distance before they acquire their full road grip (→ 65).

If you ride at high speed, always bear in mind that various boundary conditions such as the spring preload setting and the shock absorber setting, an unbalanced luggage load, loose clothing, low tyre pressure, poor tyre tread, and so on, can affect the handling of your motorcycle.

Safe motorcycling does not depend on the motorcycle alone.

Your own skill and common-sense are needed too.

The key to genuine safety on the road is a sensible balance between the motorcycle's technical features and the rider's skill, so that together they form a single efficient unit.

Riding safely in traffic calls for a sense of responsibility to your passenger and to other road users.



Warning:

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

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

Risk of fatal injury

Your motorcycle is equipped with Digital Motor Electronics (Motronic) and a high-power ignition system.



Warning:

When the engine is running or the ignition switched on, never touch electrically live parts of the ignition system or the digital engine electronics.

BMW Integral ABS



Warning:

When the ignition is switched off or if the BMW Integral ABS fails, only a RESIDUAL BRAKING FUNCTION remains available for slowing the motorcycle (→ 77).

Under these circumstances you must apply CONSIDERABLY higher pressure to the brake levers in order to apply the brakes, and lever travel is longer

Risk of poisoning

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



Warning:

Inhaling the exhaust fumes therefore represents a health hazard and can even cause loss of consciousness with fatal consequences.

Do not run the engine in an enclosed space.

Catalytic converter



Attention:

To avoid damage to the catalytic converter:

- Do not run the fuel tank dry
- Push-start only when the engine is cold
- Do not run the engine with a spark-plug cap detached
- Do not exceed the engine-speed limits marked on the revolution counter
- Comply with all specified maintenance intervals
- Stop the engine at once if it misfires
- In the event of misfiring or a severe drop in engine power, consult a specialist workshop, preferably an authorised BMW motorcycle dealer

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

Risk of fire

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



Warning:

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



Placing motorcycle on side stand



Warning:

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



Attention:

Stop the engine before using the side stand.

Make sure the surface under the stand is firm.

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

- Switch off the ignition
- Keep both feet on the ground
- Hold the left handlebar grip with your left hand
- Keep your right hand on the right handlebar grip and the handbrake lever
- Hold the motorcycle upright and balanced
- Use your left foot at the extension pin to extend the side stand fully (arrow)
- Slowly lean the motorcycle to the side until its weight is taken by the stand and dismount from the motorcycle
- Turn the handlebars to full left lock (➡ 11)
- **Check that the motorcycle is firmly supported**



Removing motorcycle from side stand



Warning:

If the motorcycle is fitted with BMW Integral ABS, only the **RESIDUAL BRAKING FUNCTION** is available when the ignition is switched off (➡ 77).

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

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

- Turn the ignition key to the “**R**” or “**ON**” position (➡ 11)
 - handlebars unlocked
- Both feet on the ground, no weight on the motorcycle
- Hold the left handlebar grip with your left hand
- Keep your right hand on the right handlebar grip and the handbrake lever
- Slowly raise the motorcycle to the upright position and keep it balanced
- Sit on the motorcycle and use your left foot to retract the side stand

Main (centre) stand

3

62

Starting – Riding – Parking



Placing motorcycle on main (centre) stand



Warning:

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



Attention:

Stop the engine before using the main stand.

Make sure the surface under the stand is firm.

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



Removing motorcycle from main stand



Warning:

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

If the motorcycle is fitted with BMW Integral ABS, only the **RESIDUAL BRAKING FUNCTION** is available when the ignition is switched off (► 77).



Attention:

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

- Turn the ignition key to the “**R**” or “**ON**” position (► 11)
 - handlebars unlocked
- Hold the left handlebar grip with your left hand
- Hold the lifting handle with your right hand
- Push the motorcycle forward off the main stand
- **Check that the main stand has fully retracted**

**Attention:**

Exceeding the specified engine speeds while running in will lead to increased engine wear.

**Note:**

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

Running-in speeds**From 0 to 1,000 km (600 miles)**

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

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

- Engine speeds can be gradually increased after 1,000 km (600 miles)
- Avoid lengthy periods at full load until 2,000 km (1,200 miles) have been covered

Running in new brake pads



Warning:

New brake pads must “bed down” and therefore do not achieve their optimum friction levels during the first 500 km (300 miles).

This slight initial reduction in braking efficiency can be compensated for by exerting greater pressure on the lever. Try to avoid all unnecessary hard braking during this initial period.



Attention:

Comply with the notes on BMW Integral ABS (► 74-81).

Running in new tyres



Warning:

New tyres have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tyres are run in.

This running in procedure is essential if the tyres are to reach their maximum level of grip.

Switch on the ignition

- Move the kill switch to the run position **A**
- Ignition switch **ON**

In an emergency only:

- Move switch **1** to the **B** position.
- The Motronic, fuel pump and starter motor electrical circuits are de-energised



Note:

If you move the kill switch to the **B** position while the ignition is on (switch in **ON** position), the BMW Integral ABS remains operational (► 74-81).


Fully retract the side stand



Note:

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


Select neutral

- Neutral indicator light **green**
 is on (► 7)
- Gear indicator shows “0”



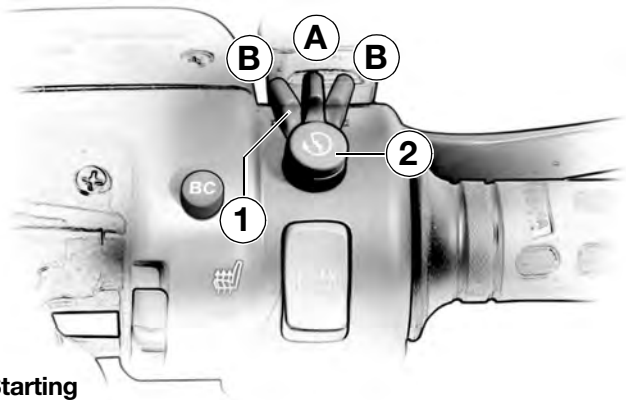
Note:

Engine does not start:

- Move the gear lever to the  position or disengage the clutch

Engine stops when first gear is engaged:

- Fully retract the side stand; if necessary, consult the troubleshooting chart (► Maintenance Instructions, Chapter 2)



Starting



Warning:

Do not allow the engine to idle unnecessarily or for a lengthy period when the motorcycle is at a standstill – risk of overheating or fire. Ride away immediately after starting the engine.

Avoid high engine speeds after a cold start.



Note:

Do not turn the throttle twistgrip when starting the engine.

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



Attention:

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



Note:

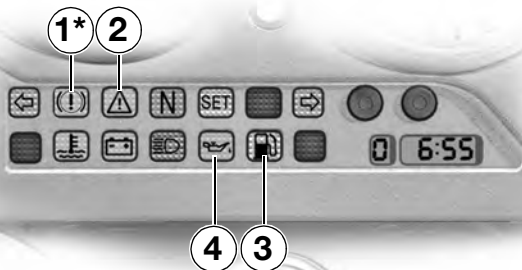
At ambient temperatures below 0 °C, pull the lever to disengage the clutch when starting the engine.

Warning lights

3

68

Starting – Riding – Parking



ABS warning light

The ABS warning light **1** lights up if the BMW Integral ABS develops a fault (► 81).

Warning light, general

General warning light **2** lights up if the BMW Integral ABS develops a fault (► 81), or if the tail light or brake light is defective.

Low fuel level

When warning light **3** comes on, there are still approximately 4 litres (0.9 gal) of fuel in the tank.

Engine oil pressure

Warning light **4** goes out above idle speed.




Attention:

If warning light **4** comes on during the journey, take the following action as soon as traffic conditions permit:

- Declutch
- Operate the kill switch
- Bring the motorcycle safely to a halt
- Check engine oil level (► 30)

Top up with fresh oil if the oil level is low. If the warning light for engine oil pressure lights up even though the oil level is correct, it is absolutely essential to consult a specialist workshop, preferably an authorised BMW motorcycle dealer.

*  depending on national-market specification



Coolant temperature

Warning light **5 (red)**

goes out when the engine is started, above idle speed.



Attention:

If the coolant temperature warning light **5** comes on, stop the engine and allow it to cool down. Check coolant level in the expansion tank (► 42).

If the expansion tank is full, but the warning light remains on, or if coolant consumption is excessive, consult a specialist workshop, preferably an authorised BMW motorcycle dealer.

Battery charge current

Warning light **6** goes out above idle speed.



Attention:

If warning light **6** comes on during the journey:
Seek the advice of a specialist workshop, preferably an authorised BMW motorcycle dealer.



Load changes

Engine speed

Choose engine speeds in accordance with the coolant temperature reading (➡ 6), and do not use maximum engine speeds unless the engine has reached its regular operating temperature.

In the red zone of the rev. counter the fuel supply is interrupted in order to protect the engine, so that misfiring occurs.



Note:

The governor cuts in at 9,400 rpm.



Warning:

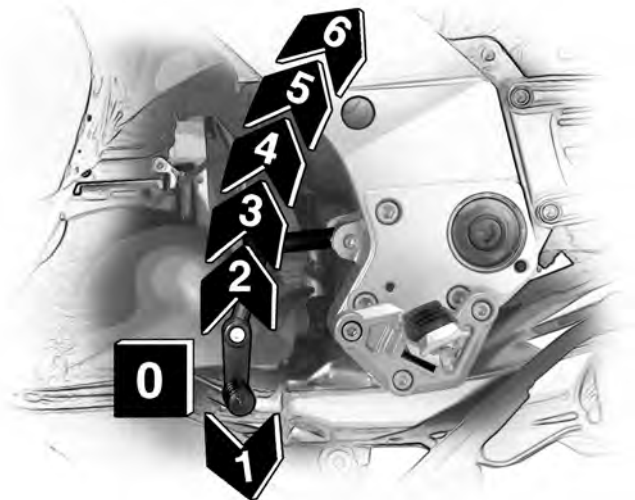
Try not to open or close the throttle abruptly, particularly on wet or slippery roads.

Gearshifts



Note:

Never slip the clutch excessively when changing gear. Vary your speed only by using the throttle in a suitable gear, not by slipping the clutch. The digital cockpit display shows which gear has been selected (➡ 7).



Moving away/shifting up:

- Pull the clutch lever in
- Press down on the gearshift lever (to select first gear) and take your foot off the lever
- Smoothly re-engage the clutch
- Increase engine speed slightly as necessary
- Accelerate when the clutch is fully engaged
- For upshifts into 2nd, 3rd, 4th, 5th and 6th gears, pull the front of the gear lever up

Shifting down:

- Close the throttle (twistgrip)
- Pull the clutch lever in
- Select the next-lowest gear: (opposite direction to arrow)
- Smoothly re-engage the clutch

Wet brakes

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



Warning:

The brakes should always be applied first to dry them.

Salt on brakes

The full braking effect can be delayed if the motorcycle is ridden on salt-covered roads and the brakes are not applied for some time.



Warning:

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

Oil and grease on brakes



Warning:

Brake discs and pads must be free from oil or grease.

Dirt or mud on brakes

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



Warning:

The brakes must first be applied until the discs and pads are clean.

Dirt on the brakes increases the rate of pad wear.



Warning:

If the brake lever can be moved right to the limit of its travel, this indicates a mechanical or hydraulic fault. The brake system is defective.

Immediately consult a specialist workshop, preferably an authorised BMW motorcycle dealer.

Sensitive electronic control

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

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

BMW Integral ABS is the latest-generation BMW ABS development: by preventing both wheels from locking and optimising braking-force distribution by means of the integral function, it offers much improved braking performance (► 76). Full use is made of technical braking capacity to minimise braking distances, even when road conditions are poor. When the motorcycle is ridden in a straight line, the BMW Integral ABS is able to handle emergency braking safely.

Extra safety reserves

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

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

Partially integral brakes

The integral brake function interlinks the front and rear brakes, so both wheels are braked when you operate the brake lever.

The electronic controller in the BMW Integral ABS computes the braking-force distribution between front and rear wheels, and applies the brakes accordingly.

Braking-force distribution depends on load and is recalculated every time the ABS controller comes into action. In this partially integral brake configuration, the integral braking function is activated only when you pull the handbrake lever. The footbrake lever acts only on the rear brake.

Brake booster

The hydraulic pump in the BMW Integral ABS actively boosts the braking force acting on the wheel when the brakes are applied.

By boosting the braking force in this way, the BMW Integral ABS achieves higher braking efficiency than standard brake systems.

ABS - anti-lock brake system

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

RESIDUAL BRAKING FUNCTION

If the BMW Integral ABS develops a fault, a RESIDUAL BRAKING FUNCTION only is available in the brake circuits in question.

The RESIDUAL BRAKING FUNCTION is the braking efficiency without the hydraulic servo assistance of the BMW Integral ABS.

Under these circumstances, therefore, you must apply CONSIDERABLY higher pressure to the brake levers in question in order to apply the brakes, and lever travel is longer.

When the RESIDUAL BRAKING FUNCTION is active, the ABS function is unavailable in the brake system in question.

When the RESIDUAL BRAKING FUNCTION is active, the integral braking function is partially or entirely unavailable.



Warning:

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



Note:

When the RESIDUAL BRAKING FUNCTION for the front brake is active, it is advisable to set adjuster **A** (➡ 35) of the handbrake lever to position **4**.

The RESIDUAL BRAKING FUNCTION is active under the following circumstances:

- Ignition off
- Before and during self-diagnosis (➡ 78)
- Fault in the BMW Integral ABS (➡ 81)



Note:

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

Brake system - with BMW Integral ABS

3

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Starting - Riding - Parking



Self-diagnosis with pull-away test

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



Warning:

Self-diagnosis is not performed unless both brake levers are in their fully released positions. Only the RESIDUAL BRAKING FUNCTION is available until self-diagnosis is completed (➡ 77).

- Release the brake levers, if necessary
 - Switch on the ignition
- Initially:


- ABS warning light **1**:
Flashes at 4 Hz
- General warning light **2**:
ON

➡ Self-diagnosis is in progress

Then:

- ABS warning light **1**:
Flashes at 1 Hz
- General warning light **2**:
OFF

➡ Self-diagnosis successfully completed

*  depending on national-market specification

Brake system - with BMW Integral ABS

3

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Starting – Riding – Parking

1* 2



- Start the engine.
- Move off
- ABS warning light **1**:
OFF (as of approx. 5 km/h
(3 mph) road speed)
- ➡ Pull-away test successfully
completed
- ➡ BMW Integral ABS is
available



Note:

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




Note:

Starting on gradients:
Always switch on the ignition
with gear engaged, clutch lever
released and both brake levers
released.

Self-diagnosis cannot be per-
formed if you do not follow this
procedure.

When self-diagnosis com-
pletes, apply the brakes, disen-
gage the clutch, and start the
engine.

*  depending on national-market
specification

Brake system - with BMW Integral ABS

3

80

Starting - Riding - Parking

1*

2



Warning:

If the BMW Integral ABS fails in both brake circuits, a **RESIDUAL BRAKING FUNCTION** only is available (➔ 77).



Warning:


If the **RESIDUAL BRAKING FUNCTION** (➔ 77) is active, maintain a defensive riding style and proceed immediately to a specialist workshop, preferably an authorised BMW motorcycle dealer.



Warning:

If there is a fault in the ABS system, the reserves of safety normally afforded by ABS are not available until the defect has been put right.

There is a risk of dropping the motorcycle if the brakes are applied too hard and the wheels lock or the rear wheel lifts clear of the ground as a result of a high level of tyre adhesion. Have the defect rectified immediately by a specialist workshop, preferably an authorised BMW motorcycle dealer.




*  depending on national-market specification

BMW Integral ABS - Troubleshooting

3

81

Starting – Riding – Parking

Warning light, general 	ABS warning light 	Malfunctions
OFF	ON	Only RESIDUAL BRAKING FUNCTION available in both circuits (➡ 77)
OFF	Flashes at 1 Hz	ABS not available Pull-away test not completed (➡ 78)
OFF	Flashes at 4 Hz	Only RESIDUAL BRAKING FUNCTION available in both circuits (➡ 77) Self-diagnosis not completed (➡ 78)
ON	OFF	Rear light/brake light defective (➡ Maintenance Instructions, Chapter 2) Cruise-control system ^{OE} not available.
ON	Flashes at 1 Hz	At least one brake circuit without ABS (➡ 80)
ON	Flashes at 4 Hz	At least one brake circuit in RESIDUAL BRAKING FUNCTION mode (➡ 77)
Alternate flashing at 1 Hz	Alternate flashing at 1 Hz	Fluid level in BMW Integral ABS too low. Check the motorcycle as follows: <ul style="list-style-type: none"> – Ignition OFF: is brake pressure OK at the brake levers? – Are the brakes acting on both wheels? – Is the brake system leaktight, no signs of brake fluid escaping? The brake system is defective if the test outcome is negative.
Alternate flashing at 4 Hz	Alternate flashing at 4 Hz	Fluid level in the BMW Integral ABS is too low, perform the checks listed above. Only RESIDUAL BRAKING FUNCTION available in at least one circuit (➡ 77)
		 Warning: Do not ride the motorcycle if you have any doubts about the dependability of the brake system.

OE Optional extra

Know-how...

In recent years, motorcycles' technical design features have become more and more sophisticated.

Motronic, electronic ignition, integral brakes, the catalytic converter or the use of four valves per cylinder are clear signs that far more than basic technical knowledge may be needed to solve certain problems. In addition, high-tech materials are increasingly taking the place of conventional ones, which again calls for thorough and expert knowledge if they are to be handled correctly during repair work.

To be sure of achieving the necessary standard, it is always advisable to consult your authorised BMW motorcycle dealer.

The authorised BMW motorcycle dealer employs staff who attend regular and comprehensive training courses.

Authorised BMW motorcycle dealers also receive all the current technical information and are therefore fully aware of the latest developments.

...technical features...

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



Regular visits to the workshop for routine servicing are strongly recommended even after the warranty period has elapsed. They are the only way to be genuinely certain that your BMW motorcycle is being kept in perfect working order.

For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance is essential. Certain signs of wear may otherwise not be noticed until it is too late to put them right at moderate cost.

The staff in the authorised BMW motorcycle dealer's workshop know every detail of your motorcycle and can take remedial action if necessary before minor faults develop into serious problems. By having the necessary repairs done properly and in good time, you save time and money in the long run.

...Service

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

BMW Service Card

A Service Card is available for all new BMW motorcycles.

A wide range of emergency-assistance services are in place to help you in the unlikely event of a problem occurring somewhere far from home.

If you have a breakdown anywhere in Europe, just call our Central Emergency Service number from any telephone. Our experts are on duty there day and night to arrange assistance for you. They can provide practical advice on what to do next and can make arrangements on your behalf, for example notifying local emergency services anywhere in Europe, recovery and transportation of the motorcycle to the nearest authorised BMW motorcycle dealer, a taxi for you, and even a replacement vehicle and hotel accommodation, if necessary.

BMW Service worldwide

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



Note:

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

Development...

Motorcyclists have an intensive relationship with nature. BMW has made sure that they continue to enjoy the best possible prospects for successful riding in the future.

This not only because your new BMW is available with exhaust emission control by closed-loop, three-way catalytic converter.

...waste disposal...

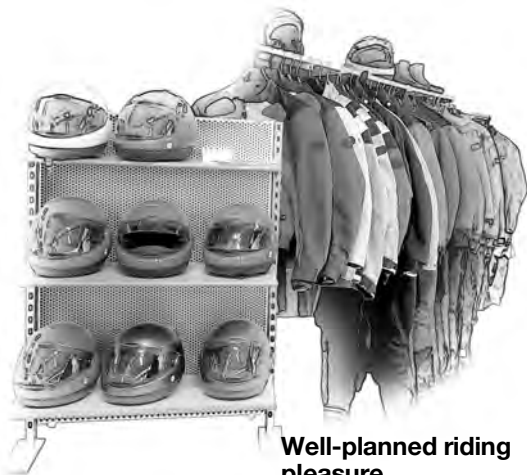
Behind the scenes, in the repair shop, we do not neglect the pro-environmental aspects of our work either.

Wherever possible, we use environmentally acceptable biodegradable materials. We ensure strict compliance with all environmental legislation, for example the correct disposal of old oil, which is now classified as hazardous waste in many countries.

...recycling

Alongside the correct disposal of environmentally hazardous materials, recycling is another high-priority issue for BMW.

For example, plastics that are marked according to type can more easily be returned to the materials cycle. Remember: when it comes to making repairs to your motorcycle, the authorised BMW motorcycle workshop is far better equipped to protect the environment than you are at home.



The essentials

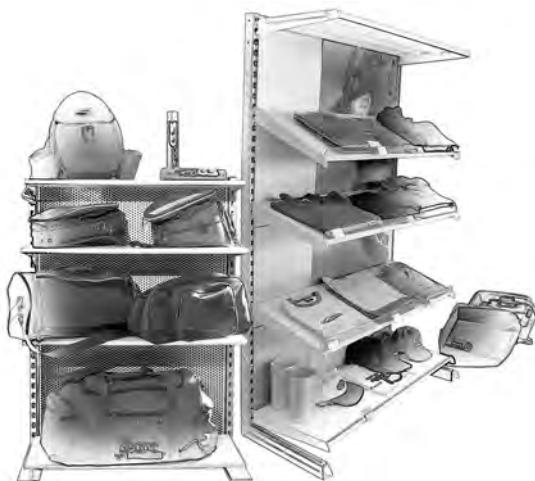
To reach your destination safely every time, there is only one choice:

- Helmet
- Suit
- Gloves
- Boots

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

Well-planned riding pleasure

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



Always an idea ahead

This is our motto – and it is one we live up to. For many years now, BMW has offered the enthusiast everything capable of enhancing the fascination of motorcycling. A unique programme that is regularly updated and offers plenty of scope for choosing items according to individual preferences.

Ask your authorised BMW motorcycle dealer for the latest upgrades and retrofits.

Every accessory product is made to the same exemplary standards of design, function and quality as the motorcycle itself. This calls for a great deal of experience, but our engineers are themselves enthusiastic motorcyclists who know what is needed. Even during development work on a new motorcycle, its equipment is thoroughly tested for practical suitability. This is your guarantee of the high quality you expect from BMW.

Cornering and braking need to be practised

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

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

Allow for reaction time when judging braking distances.

- At 50 km/h (approx. 30 mph), for instance, every second lost represents a further distance of about 14 metres (46 feet) before the brakes are applied
- At 90 km/h (56 mph), this distance grows to 25 meters (82 ft)!

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

Work up to the wheel lock limit gradually.

BMW has a worthwhile safety contribution to make in this area too – BMW Safety Training.

These programmes are a wonderful opportunity: systematic basic and follow-up training enables you to master situations close to the limit and keep your motorcycle under supreme control whatever happens.

Now it's your turn

- Regular care is important, with all functions checked before the journey starts.
- We recommend that you use only genuine BMW accessories. These satisfy all safety requirements and are precisely matched to your BMW motorcycle.
- Your authorised BMW motorcycle dealer is best placed to service your motorcycle
- Do not under any circumstances install unapproved accessories: This can represent a safety hazard, invalidate the motorcycle's general operating permit or cause you to lose your insurance cover.
- Technical modifications should always be entrusted to the trained specialists employed by your authorised BMW motorcycle dealer.



Note:

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

- BMW Repair Manual
- BMW set of circuit diagrams

It is good to know you have thought of everything, isn't it?

Our aim is to make your journey safer.

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

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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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