Rider's Manual (US Model)

K 1200 GT



BMW Motorrad



⚠WARNING

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



⚠ CAUTION

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.
Familiarize yourself with your new motorcycle, so that you can ride it safely and confidently in all traffic situations.
To make sure of this, please read this Rider's Manual carefully before starting to use your new motorcycle. It contains important information on how to operate the controls and how to make the best possible use of all the motorcycle's technical features.
In addition, it contains useful hints and information on the correct equipment for machine and rider, to ensure maximum reliability and safety, and advice on how to maintain the value of your motorcycle.
If you have any questions concerning your motorcycle, your authorized BMW motorcycle retailer will be happy to 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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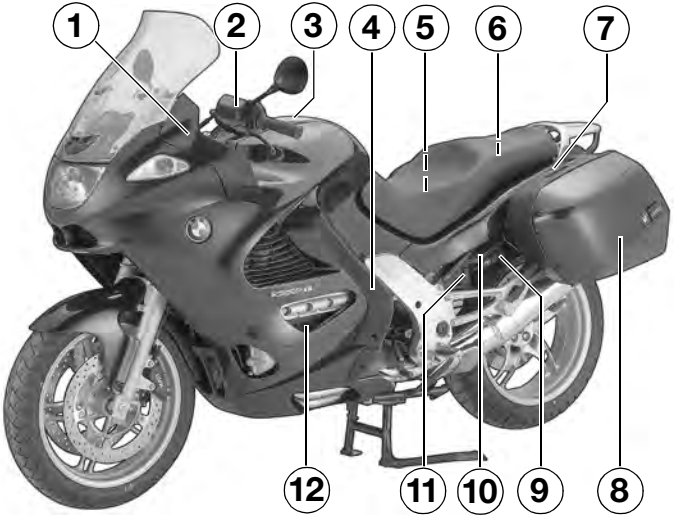
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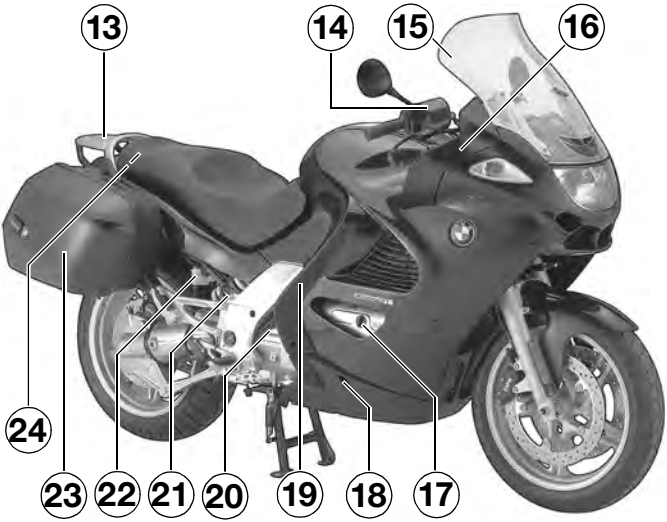
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General view, left side



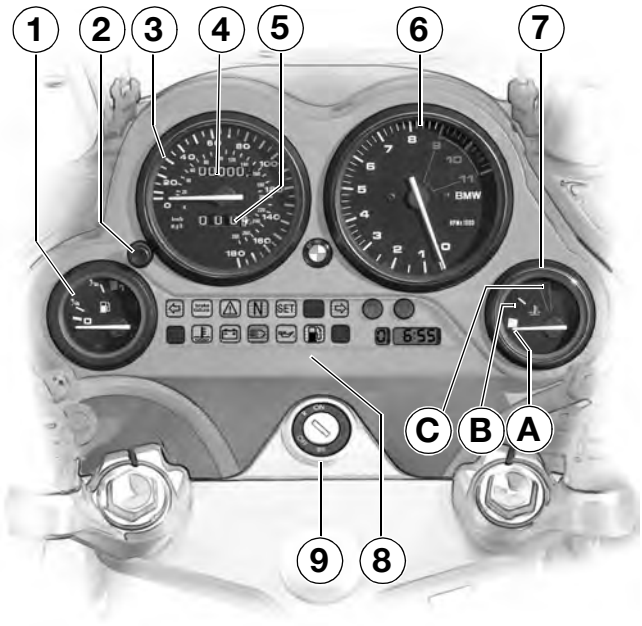
1 Hand guard, left
2 Reservoir for clutch hydraulic fluid (➠ 44)
3 Fuel filler cap (➠ 32)
4 Leg guard, left
5 Fuse box
6 Storage compartment for toolkit
7 Seat lock (➠ 22)
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10 Lifting handle (➠ 62-63)
11 Power socket, 12 V
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12 Spark plugs

( ) Number in parentheses
➠ page number for description



13 Luggage rack
14 Front brake-fluid reservoir (➠ 40)
15 Windshield, electrically adjustable (➠ 24)
16 Hand guard, right
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18 Oil level display, engine (➠ 31)
19 Leg guard, right
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21 Rear suspension strut, shock-absorber adjuster (➠ 46)
22 Brake-fluid reservoir for rear brake (➠ 41)
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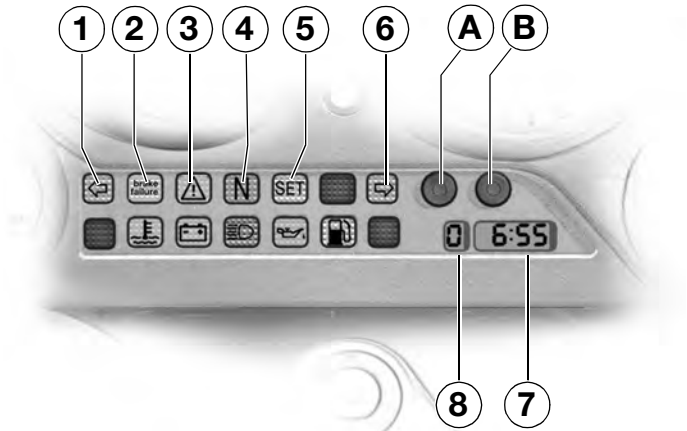
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1 Fuel gauge (➠ 32)
2 Trip meter reset knob
3 Speedometer
4 Odometer
5 Trip meter
6 Tachometer (➠ 64)
7 Coolant temperature gauge
- **A** Engine cold
- **B** Engine at normal operating temperature
- **C** Engine overheated (➠ 69)

8 Indicator and warning lights (➠ 7, 8)
9 Ignition switch and steering lock (➠ 10, 11)

( ) Number in parentheses
➠ page number for description



1 Indicator light Left turn indicator light **green**

2 Warning light, ABS **red** ABS (➠ 68)

3 Warning light, general **red** ⚠ (➠ 68)

4 Indicator light, Neutral (transmission) **green** N (➠ 66)

5 Indicator light, cruise control **yellow** SET OE (➠ 16-19)

6 Indicator light, Right turn indicator light **green**

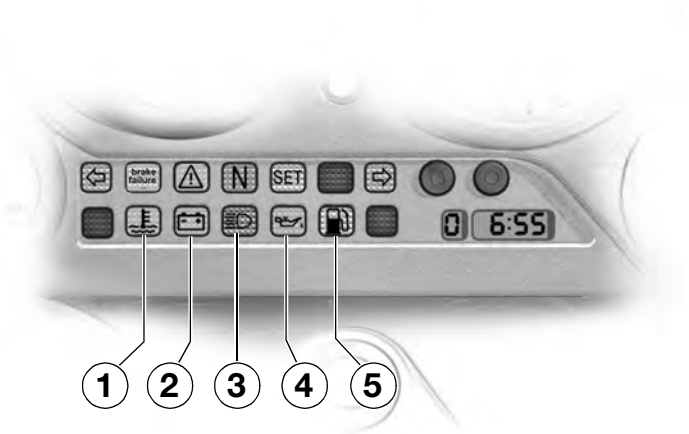
7 Time/ambient temperature display
Button **A** and **B**: Setting clock/switchover °C - °F (➠ 14-15)

8 Gear indicator

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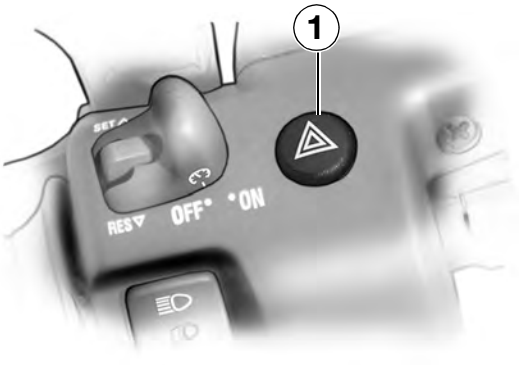
OE Optional equipment

Indicator and warning lights



1 Warning light, Coolant temperature **red** (➠ 42, 69)
2 Warning light, Battery charge **red** (➠ 69)
3 Indicator light, High-beam headlight **blue**
4 Warning light, Engine oil pressure **red** (➠ 31, 68)
5 Warning light, Fuel level/ with approx. 1.06 gal (4 liters) reserve quantity **yellow** (➠ 33, 68)

( ) Number in parentheses
➠ page number for description



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
– Indicator light in switch is on

- Switch off the ignition

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

Switching off the hazard warning flashers:

- Operate hazard warning flasher switch **1**

– Hazard warning flashers cease to operate

Ignition key and steering lock



⚠WARNING

If the motorcycle is equipped with BMW Integral ABS, only RESIDUAL BRAKING FUNCTIONALITY is available when the ignition is switched off (➠ 77)

Keys

You will receive two master keys and one spare key.
The included plastic tag bears the key number.

NOTE

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



Key positions

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

R * Ignition and lights off, steering not locked (handlebars can be turned freely to left or right)

⚠WARNING

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

* The key can be removed in these positions

- Turn the handlebars to full left lock

⚠ CAUTION

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

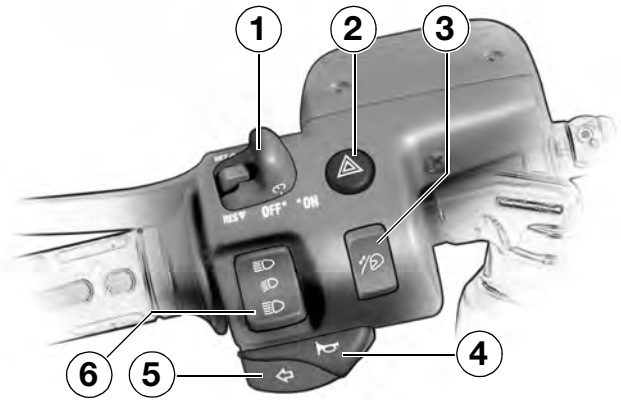
OFF* Ignition and lights off, steering locked

P * Parking light on, steering locked

NOTE

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

Left handlebar fitting



⚠WARNING

To prevent air from entering the hydraulic circuit:

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

1 Switch for cruise control[OE] (➠ 17)

2 Hazard warning flasher switch (➠ 9)

3 Switch for windshield adjustment (➠ 24)

4 Horn push

5 Turn indicator switch, left

- Press

– Turn indicators operate

To switch off turn indicators:

- Automatic return while driving or press turn indicator cancel switch **12** (➠ 13)

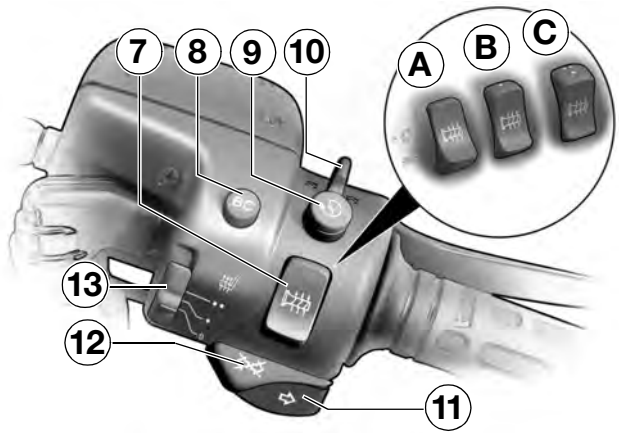
6 High/low-beam headlight switch

High-beam headlight

Low-beam headlight

Headlight flasher

[OE] Optional equipment



⚠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% (center 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

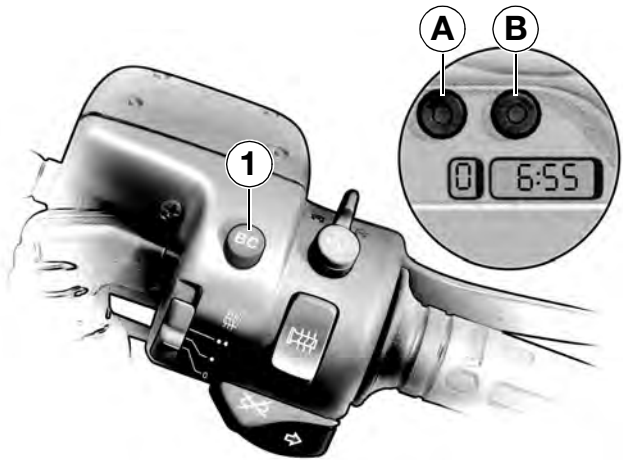
To switch off turn indicators:
- • Automatic return while driving or Press turn indicator cancel switch **12**

12 Flasher cancel switch
- • Press
- – Left/right turn indicators off

13 Switch for seat heating[OE]
- 0 Seat heating off
- ▪ Seat heating on
- ▪▪ Rapid heating for fast heat-up on

[OE] Optional equipment

Clock



Switch over clock/ambient temperature display

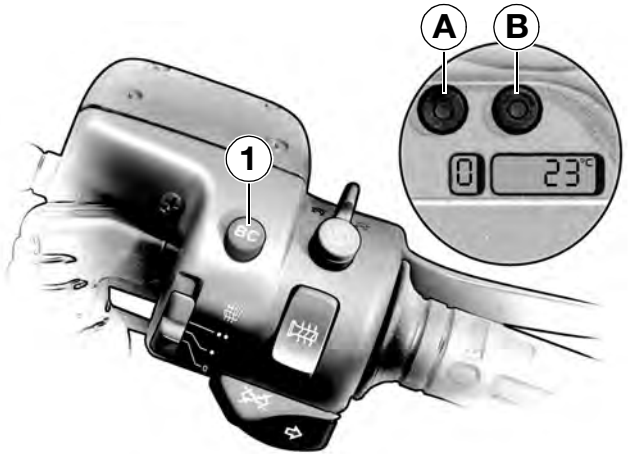
- Switch on the ignition
- Briefly press BC button **1**

Note:
Press button **A** or **B** with a ballpoint pen or similar object.

Set time
Press button **A** (hours) or button **B** (minutes)

Switch over between 12 and 24-hour display

- Switch off the ignition
- Press button **A** and hold
- Switch on the ignition
- Continue to hold button **A** pressed for approx. 3 seconds



Switch over clock/ambient temperature display

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

Note:

Press button **A** or **B** with a ballpoint pen or similar object.

Switch over between °C and °F

- Switch off the ignition
- Press button **B** and hold
- Switch on the ignition
- Continue to hold button **B** pressed for approx. 3 seconds



NOTE

With automatic cruise control, the range can be controlled between 25 and 112 mph (40 and 180 km/h).
When the motorcycle is at a standstill and – ignition "**OFF**" – the system is switched off and the stored road speed is canceled.
Indicator light, cruise control **yellow** SET off.
With BMW Integral ABS the cruise control cannot be activated when the brake light is defective, (general warning light **red** ⚠ is lit continuously ➠ 68).

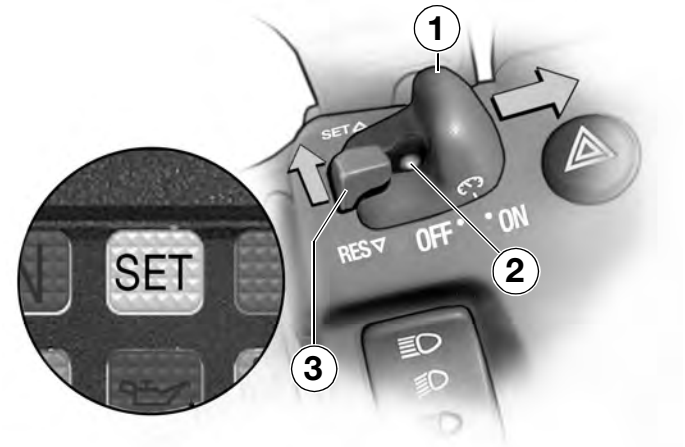
WARNING

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

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

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

[OE] Optional equipment



Switching on the system

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

– **Red** indicator light **2** in switch is on

Setting road speed

- Briefly press button **3** in **SET** direction

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

NOTE

The motorcycle maintains and memorizes your current cruising speed.

[OE] Optional equipment



Step-by-step acceleration

- Press button **1** in **SET** direction
  - Memorized road speed increases by approx. 1.2 mph (approx. 2 km/h)

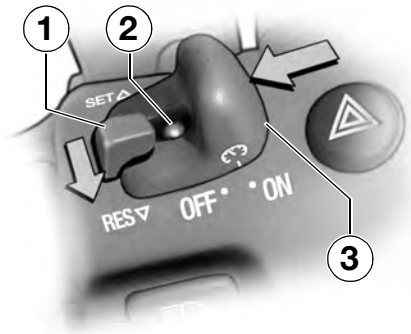
NOTE

Every subsequent time you press button **1** in the **SET** direction, road speed increases by a further 1.2 mph (2 km/h).

Stepless acceleration

- Press 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 memorizes your current cruising speed

[OE] Optional equipment



Decelerating

- Press 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 1.2 mph (2 km/h).

Switching off system

- Move switch **3** to **OFF**

– The cruise control system switches off immediately

– **Red** indicator light **2** and the **yellow** cruise control light are SET 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

- Press 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

OE Optional equipment

⚠WARNING

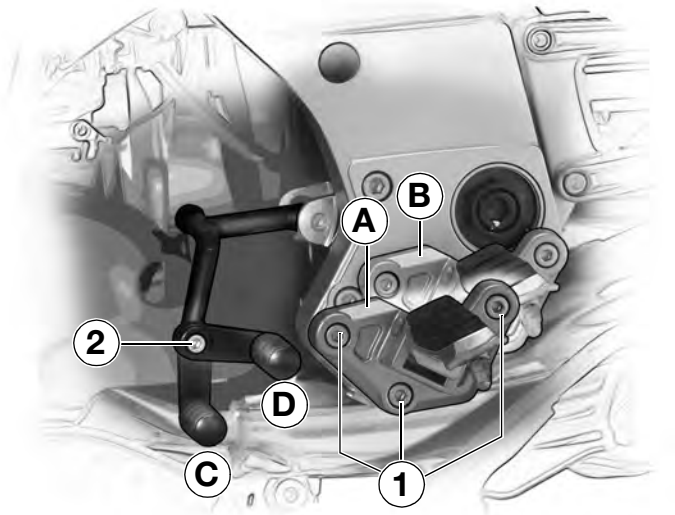
If a footrest is repositioned, the footrest on the other side of the motorcycle must be moved to the same height. Adjust the gearshift pedal to suit the new footrest position.

⚠ CAUTION

For a sporty riding style, both footrests should be in the upper position.

⚠WARNING

Make sure that lines and cables run correctly. Avoid damage to electrical wiring.
Always tighten Allen screws 1 and 2 to the specified torque. If you do not have a suitable torque wrench, have the footrest plates and shift lever adjusted by an authorized BMW workshop, preferably an authorized BMW motorcycle retailer.

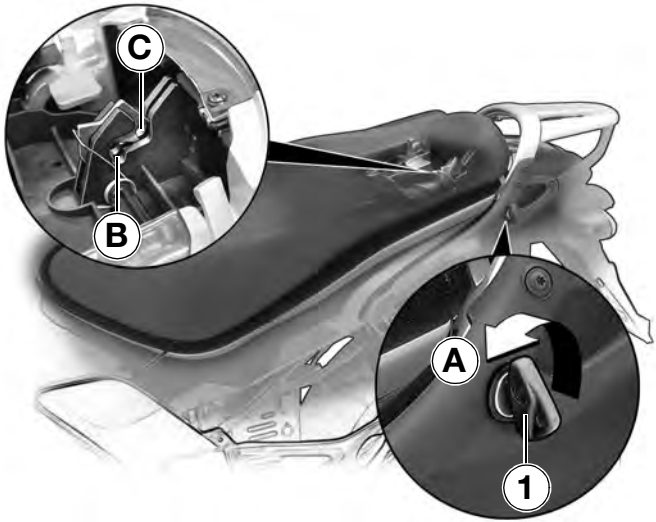


Adjusting footrest plate

- Unscrew the 3 Allen screws **1**
- Move the footrest plate to the desired position **A** or **B**
- Retighten the 3 Allen screws **1** to a torque of **20 Nm**
- Adjust the gearshift pedal to suit the new footrest position.

Adjusting gearshift pedal

- Unscrew the Allen screw **2**
- Reset the gearshift pedal to the desired position **C** or **D**
- Tighten Allen screw **2** to a torque of **8 Nm**



Removing seat:

- Turn the 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 dual seat

– Toolkit is then accessible
– Fuses are accessible
– The coolant expansion tank is accessible

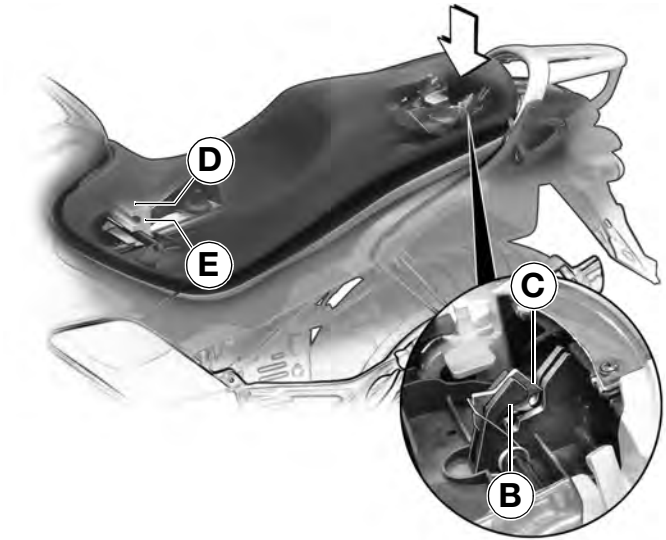
Adjusting seat:

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

⚠ CAUTION

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

- Turn the 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** depending on the rider's height
- Engage the seat in the 2nd stage **B** of the locking mechanism by pushing it at the rear

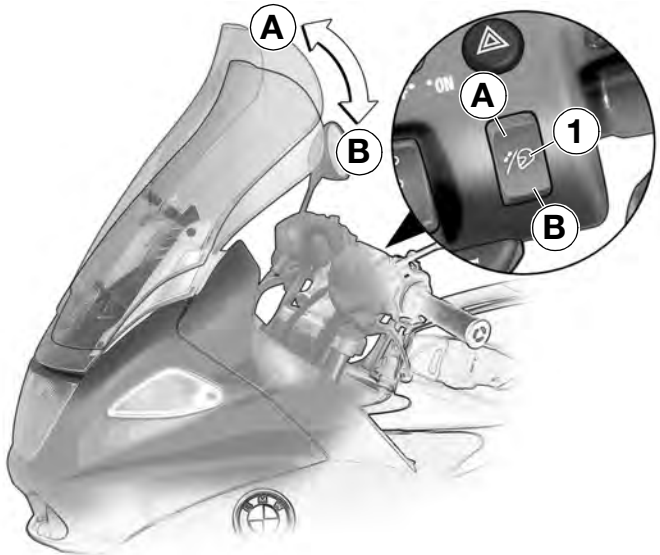
Installing seat:

⚠ CAUTION

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

- Push the tongue of the seat under the seat support
- Carefully insert the seat at the rear into stage 1 of the retaining catch
- Push the front of the seat into guide **D** or **E** depending on the rider's height
- Engage the seat in the 2nd stage **B** of the locking mechanism by pushing it at the rear (arrow)

Adjusting windshield

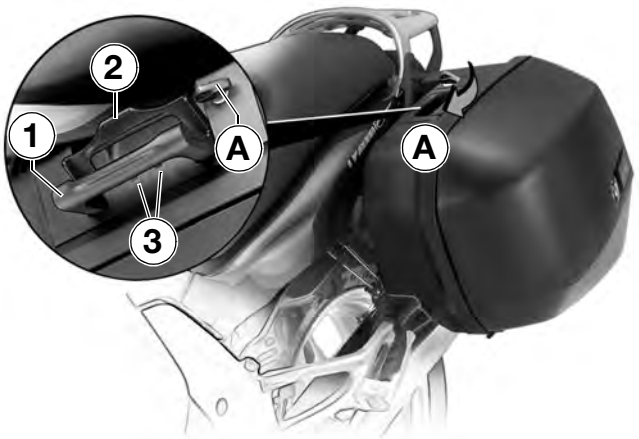


- Switch on the ignition
- Press switch **1**
  - **A** Raise windshield
  - **B** Lower windshield

Adjust windshield steplessly in accordance with switch position **A** or **B**

⚠ CAUTION

Windshield is not fuel-resistant.



⚠WARNING

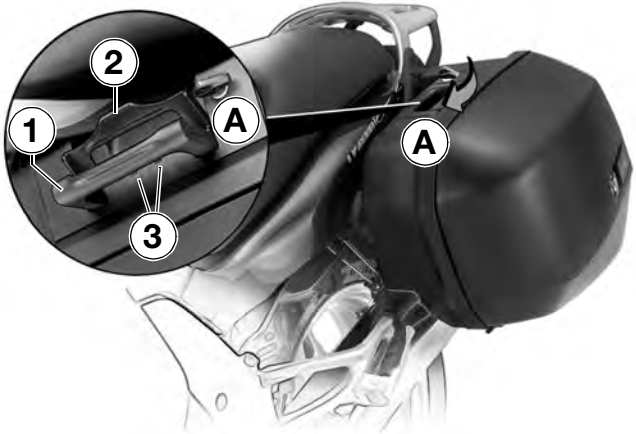
After an accident or if the motorcycle has fallen over, check that the system cases are correctly secured!
Max. load per system case: 22 lbs (10 kg).
With system cases installed, it is advisable not to exceed 80 mph (130 km/h).

Opening 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 catch **2** and carrying handle **1**

– The two indicators **3** turn **black**

- Lock the system case and remove the key

Closing system case

⚠ CAUTION

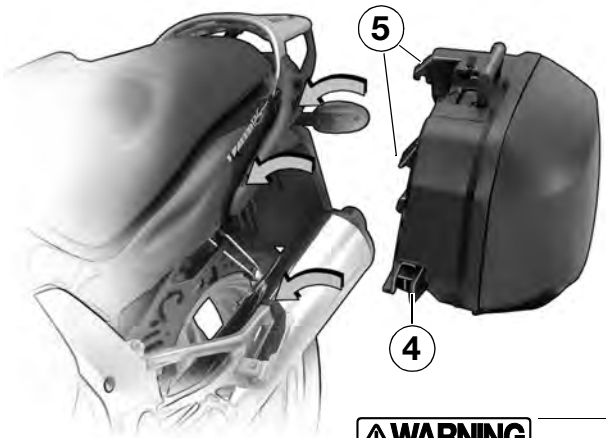
Risk of breaking the locking tongue.
Before closing handle **1** or locking system **2**, turn the key in the case lock to position **A**.

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, 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

⚠ CAUTION

Risk of breaking the locking tongue.
Before closing handle **1** or locking system **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 system 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 performed by a specialized workshop, preferably by an authorized BMW motorcycle retailer. 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 tire condition, tread depth and tire pressures
- Load, gross weight
- Lights
- Operation of indicator and warning 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 authorized BMW motorcycle retailer.
He will provide the necessary advice and assistance.

Checking oil level

Check the oil level at regular intervals.

Always check the oil level when the engine is at operating temperature, because the difference between the oil level indicated when the engine is at operating temperature and the oil level indicated when the engine is very cold due to extremely low outdoor temperatures (14 °F/-10 °C) can be as much as 0.39 in (10 mm).

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

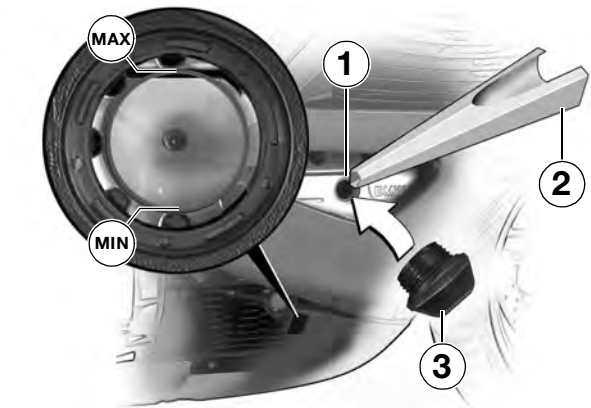
Checking the oil level after the engine has been run only briefly or when it is not properly warm will falsify the reading and could lead to the engine being operated with the wrong quantity of oil, because cold oil is viscous and takes longer to drain back into the sump.

⚠ CAUTION

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

Always check the oil level with the motorcycle upright.

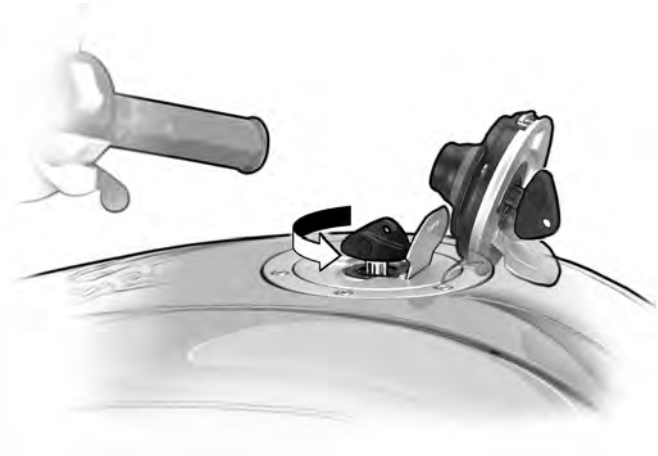
- Check the oil level with the engine at its regular operating temperature
- Check the oil level after the engine has been stopped for at least 5 minutes
- Make sure that the motorcycle is upright
  - Make sure the ground is level and firm.



- Check the oil level at the display:
  MAX Top edge of marking ring
  MIN Bottom edge of marking ring
  – The difference between the two marks is approx. 0.53 quarts (0.5 liters)
- If necessary, unscrew the oil filler plug **3** and pour in engine oil using funnel **2**, through oil filler neck **1**
- Reinstall oil filler plug **3**

⚠ CAUTION

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.



Refueling

⚠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.

⚠ CAUTION

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

- Place motorcycle on main (center) 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.

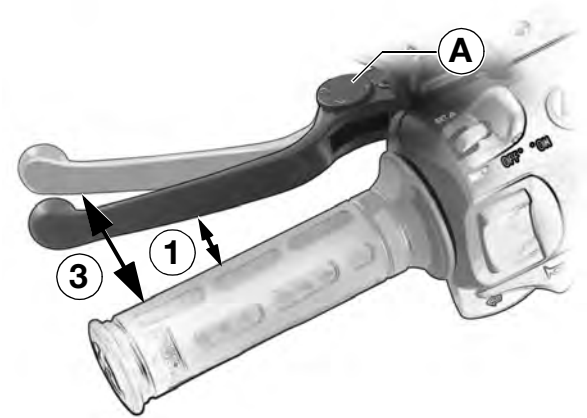
- Refuel

– Use only super unleaded gasoline, DIN 51607, Minimum octane number 95 (RON) and 85 (MON)

- Close the fuel filler cap

– Usable tank capacity 5.55 gal (21 liters)

– A **yellow** warning light **1** comes on when there are approximately 1 gal (4 liters) of fuel left in the tank



Adjusting clutch lever

⚠ CAUTION

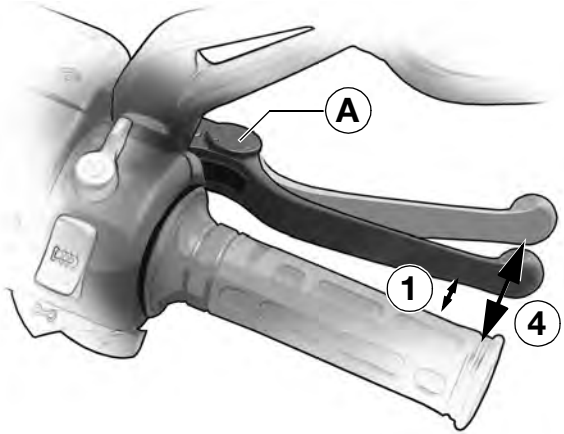
Sudden changes in play or spongy action indicate a fault in the hydraulic system.
If you are doubtful about the reliability of the hydraulic clutch operating system, it is best to consult an authorized BMW motorcycle retailer.

⚠WARNING

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

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

– Setting **1**: minimum 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 brake system

WARNING

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

Checking brake system

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 specialized workshop, preferably an authorized BMW motorcycle retailer.

Checking brake pads

⚠WARNING

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

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 specialized workshop, preferably an authorized BMW motorcycle retailer, if the brake fluid level in the reservoir of the brake system (➠ 40) drops below the MIN mark.

Changing brake fluid

⚠WARNING

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

RESIDUAL BRAKING FUNCTION

⚠WARNING

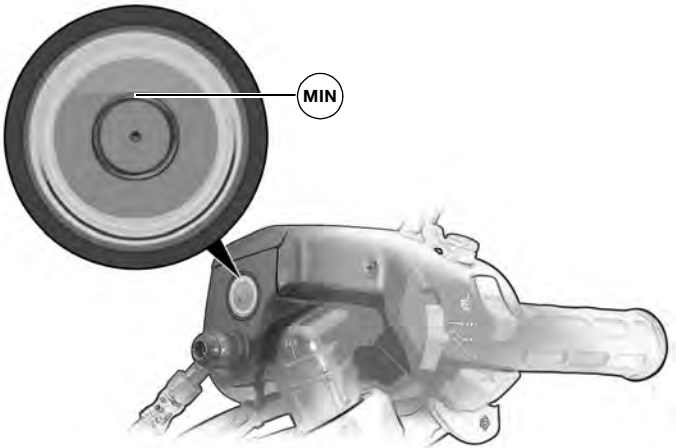
When the ignition is switched off, before and during self-diagnosis (➠ 78), or if the BMW Integral ABS fails, only a RESIDUAL BRAKING FUNCTION (➠ 77) remains available for slowing the motorcycle.
When the RESIDUAL BRAKING FUNCTION is active, you must apply CONSIDERABLY higher pressure to the brake levers 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 specialized workshop, preferably an authorized BMW motorcycle retailer.

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**.



Checking front brake fluid level

⚠WARNING

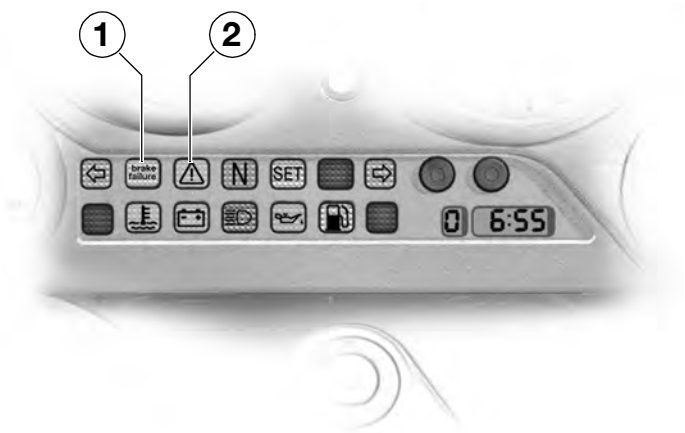
Never permit the brake fluid level to drop below the minimum level (MIN mark).

- Place motorcycle on main (center) 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.

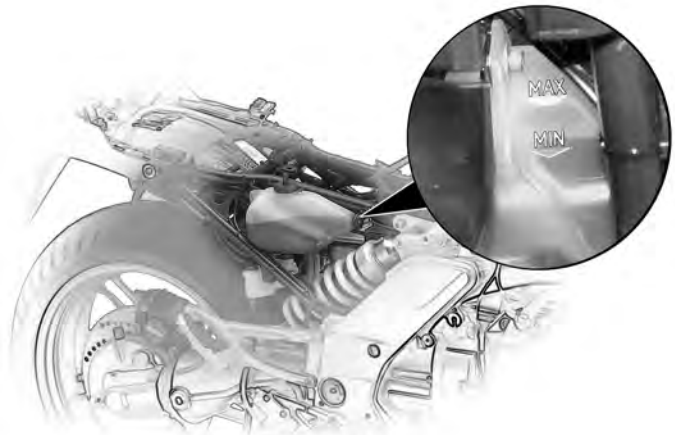


Rear brake fluid level

- If the fluid in the brake fluid reservoir drops below the minimum level, the warning lights **1** and **2** (➠ 81) in the warning light field flash alternately to indicate this

NOTE

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



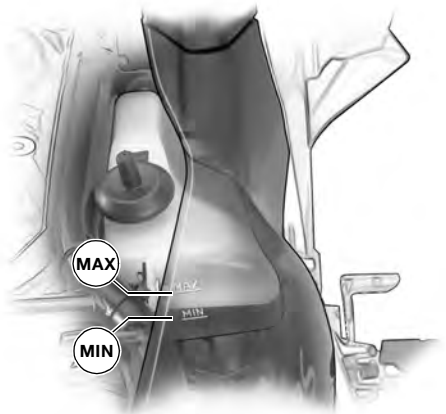
Checking coolant level

⚠ CAUTION

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

- Place motorcycle on main (center) 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



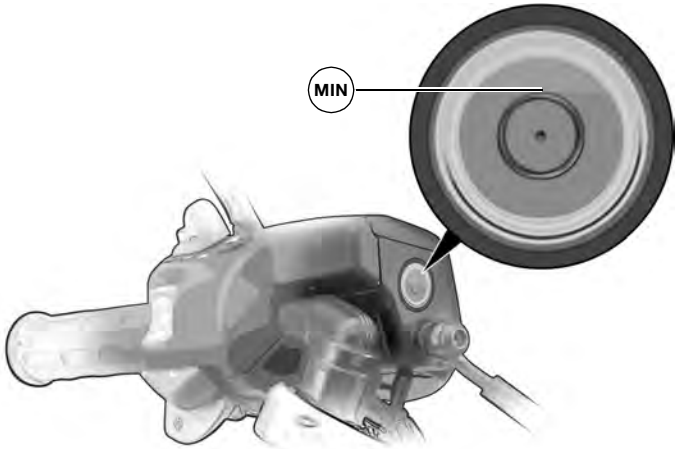
⚠ CAUTION

The coolant level must be between the **MIN** and **MAX** marks. Never overfill the expansion tank.

- Add coolant if necessary (➠ Maintenance Instructions, Chapter 3)

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 specialized workshop, preferably an authorized BMW motorcycle retailer.



Check fluid level in clutch fitting

⚠ CAUTION

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

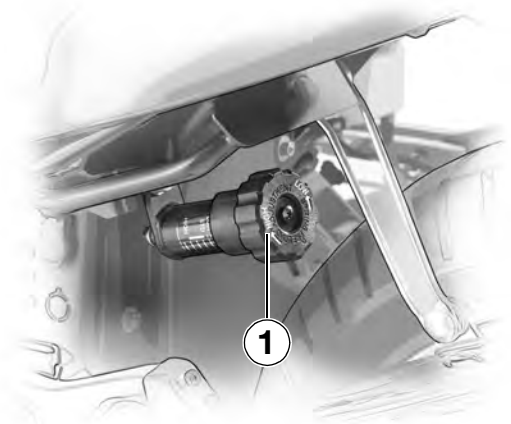
⚠WARNING

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

☛ NOTE

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

- Place motorcycle on main (center) 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

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 halt the motorcycle before adjusting.

Adjusting spring preload

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

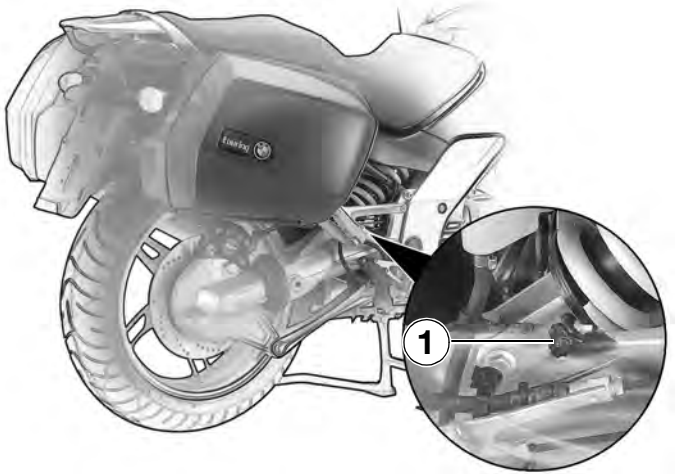
Basic setting, one-up:

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

Setting for two-up and luggage:

- Turn knob **1** as far as it will go clockwise as indicated by the "**HIGH**" arrow

Shock-absorber adjustment



⚠WARNING

Before the journey starts, adjust the rear shock absorber to suit the gross weight and load on the motorcycle.
If the spring preload changes, the shock absorber adjustment must be readjusted accordingly.

- Place motorcycle on center stand (➠ 62)
- Adjust rear shock absorber with adjusting knob **1** as follows:

Basic setting (solo)**:**
- Turn adjuster all the way to the right as indicated by the **H** arrow
- Then turn adjuster one full turn to the left in the direction indicated by the **S** arrow

Hard setting "H":
- Turn adjuster all the way to the right as indicated by the **H** arrow

Soft setting "S":
- Turn adjuster all the way to the left as indicated by the **S** arrow

⚠WARNING

Use only wheels and tires approved by BMW Motorrad for the corresponding motorcycle model. BMW has tested certain tire makes, classified them as road-safe and approved them for each tire size.
BMW Motorrad cannot judge the suitability of unapproved wheels tires, and is therefore unable to accept liability for the driving safety of those products.
Detailed information is available from our BMW motorcycle retailer or on the Internet at www. bmw-motorrad.com

Checking wheel rims

⚠WARNING

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

Checking tire tread

⚠WARNING

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

- Measure tread depth at the center of the tire tread

BMW's minimum tread depth recommendation:
Front ..... 0.08 in (2 mm)
Rear ..... 0.12 in (3 mm)

Checking tire pressures

⚠WARNING

Incorrect tire pressures have a considerable influence on handling and on tire life.
Adjust tire pressures to suit total weight. Never exceed either the motorcycle's gross weight or the individual wheel load limits (➠ 51).

– **When tires are cold:**
• Remove valve caps
• Check/correct tire pressure

Tire pressures:

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

• Fully tighten valve caps

Fully tightening valve caps

⚠WARNING

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

⚠WARNING

BMW cannot examine or test each product of outside origin on the accessories and tires market to ensure that it can be used on or in connection with BMW motorcycles without constituting a safety risk. 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 authorized BMW motorcycle retailer.



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
- Maximum load in each case (left and right): 22 lbs (10 kg)
- Maximum load on luggage grid and in tank-top rucksack[OA] 11 lbs (5 kg) each
- Check that fastenings are correctly positioned and tight

⚠WARNING

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

[OA] Optional accessory

⚠ CAUTION

Never exceed the motorcycle's permissible gross weight of 1,102 lbs (500 kg). Do not exceed the wheel load limits of 441 lbs (200 kg) at the front and 728 lbs (330 kg) at the rear. Reset the suspension spring and rear shock absorber to suit the gross weight (➠ 45, 46).
The gross weight consists of:
– Motorcycle with full tank
– Rider
– Passenger
– Luggage

Checking lights

⚠ CAUTION

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

Flashing turn indicators

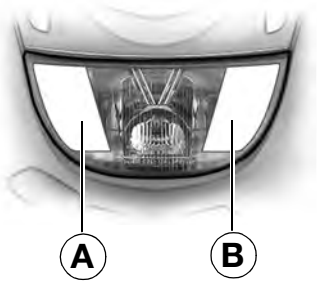
If turn indicator light in the indicator light panel (➠ 7) flashes at twice the usual speed: defective flasher bulb.

Rear light

General warning light (➠ 68) ON: Brake light or tail light defective. If the tail light is defective the brake light is dimmed and acts as a tail light. When you apply the brakes the brake light shines at full brightness.

☛ NOTE

To change bulbs in parking lights, low and high-beam headlamps, tail/brake lights, turn indicators and the license 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-beam headlamp 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

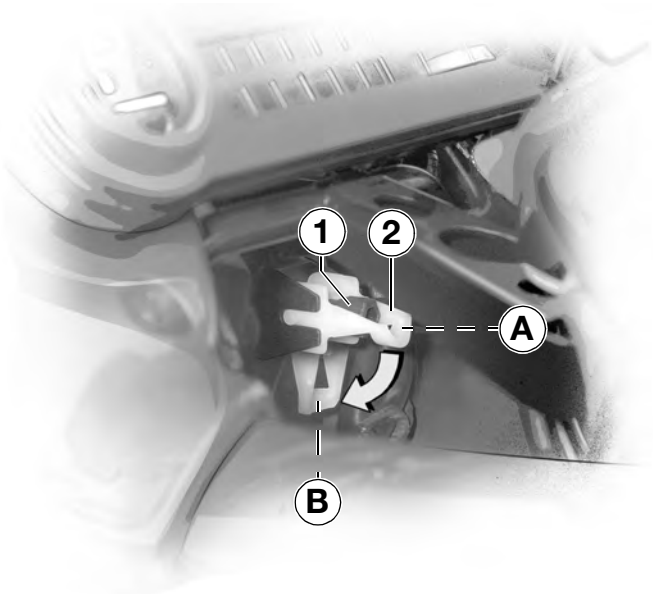
NOTE

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

Have the headlamp basic setting adjusted by an authorized BMW workshop, preferably an authorized BMW motorcycle retailer.

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 suspension strut

- Change the spring strut setting to suit the load (➠ 45-46)

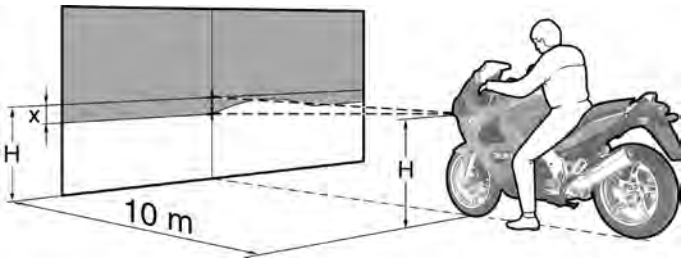
– Spring preload has an effect on headlamp throw

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 = Heavy 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 center or side stand.

- Check tire 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 33 feet (10 meters) (headlight) from a light-colored wall, and with the rider's weight (approx. 187 lbs/85 kg) on the seat
- Measure the distance **H** from the ground to the center 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** = 3.94 in/10 cm) lower
- Switch on low-beam headlamp
- 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 anti-clockwise: higher
  – Turn screw clockwise: lower

NOTE

Have the headlight basic setting checked by an authorized BMW workshop, preferably an authorized BMW motorcycle retailer.

Handling your motorcycle safely

Each motorcycle has a character all its own. It is time now for you to familiarize 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 600 miles (1,000 kilometers), the engine is not yet fully run in.

⚠ CAUTION

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

⚠WARNING

The tires must to cover a certain distance before they acquire their full road grip (➠ 65).

When driving at high speed, always be aware that different basic conditions such as: Adjustment of the spring and shock-absorber system and unevenly distributed loading, loose-fitting clothing, insufficient tire inflation pressure, poor tire tread depth etc. 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 medications, 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 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 colorless and odorless 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

⚠ CAUTION

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 tachometer
- 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 specialized workshop, preferably an authorized BMW motorcycle retailer.

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

Risk of fire

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

⚠WARNING

Make sure that whether riding or standing still or when the motorcycle is parked, no easily flammable material (for example hay, grass, leaves, clothing or luggage etc.) can come into contact with the hot exhaust system. Do not run the engine unnecessarily or for longer periods while stopped – Danger of overheating/fire! Ride away immediately after starting the engine.



Placing motorcycle on side stand

⚠WARNING

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

⚠ CAUTION

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

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



Placing motorcycle on main (center) stand

⚠WARNING

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

⚠ CAUTION

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

- Switch off the ignition
- Hold the left handlebar grip with your left hand
- 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 center stand
- **Check that the motorcycle is firmly supported**



Removing motorcycle from main (center) stand

⚠WARNING

For safety reasons, never sit on the motorcycle with the center stand extended.
If the motorcycle is fitted with BMW Integral ABS, only the RESIDUAL BRAKING FUNCTION is available when the ignition is switched off (➠ 77).

⚠ CAUTION

Make sure the center 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 stand
- **Check that the stand has fully retracted**



⚠ CAUTION

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 600 miles (1,000 km)

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

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

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

Running in new brake pads

⚠WARNING

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

⚠ CAUTION

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

Running in new tires

⚠WARNING

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

Switching on ignition

– Move the kill switch to the run position **A**
• Ignition key **ON**

In an emergency only:

• Move switch **1** to the **B** position.
– The Motronic, fuel pump and starter motor electrical circuits are out of action

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 retracting the side stand

NOTE

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

Selecting neutral

– Neutral indicator light **green** N is on (➠ 7)
– Gear indicator shows “0”

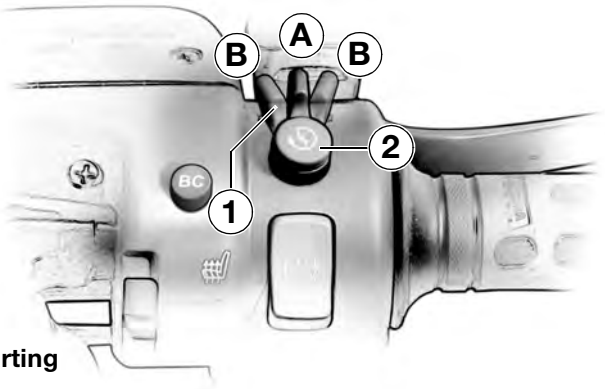
NOTE

Engine does not start:

– Move the gear lever to the N position or disengage the clutch

Engine stops when first gear is engaged:

– Fully retract the side stand; if necessary, consult the trouble-shooting chart (➠ Maintenance Instructions, Chapter 2)



Starting

⚠WARNING

Do not run the engine unnecessarily or for longer periods while stopped
– Danger of overheating/fire!
Ride away immediately after starting the engine.
Avoid high engine speeds after a cold start.

⚠ CAUTION

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

☛NOTE

Do not turn the throttle twistgrip when starting the engine.

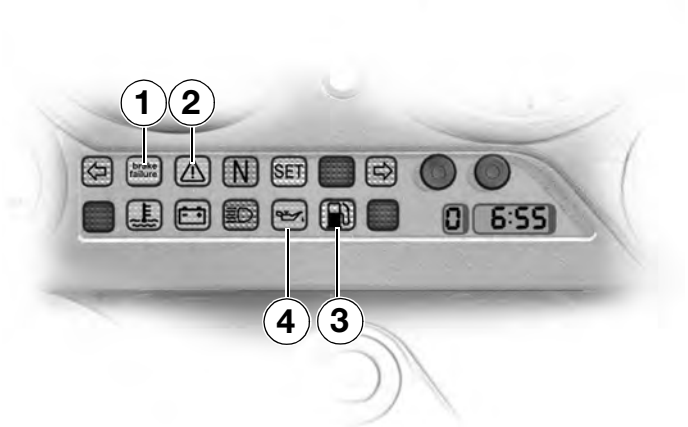
- Press starter pushbutton **2**

– The engine starts

- Turn the throttle twistgrip carefully

☛NOTE

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



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

General warning light
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 is still approximately 1 gal (4 liters) of fuel in the tank.

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

⚠ CAUTION

If warning light **4** comes on during the journey, take the following action immediately if no road safety risk is incurred:
- Declutch
- Operate the kill switch
- Bring the motorcycle safely to a halt
- Check engine oil level (➠ 30)

If oil level is insufficient, add oil
If the warning light lights up despite correct oil level, be sure to seek the advice of a specialized workshop, preferably an authorized BMW motorcycle retailer.



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

⚠ CAUTION

If the coolant temperature warning light **5** comes on, stop the engine and allow it to cool down.
Check coolant level in the expansion tank (➠ 42).
If the expansion tank is full, but the warning light remains on, or if coolant consumption is excessive, consult a specialized workshop, preferably an authorized BMW motorcycle retailer.

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

⚠ CAUTION

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



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 tachometer the fuel supply is interrupted in order to protect the engine, so that misfiring occurs.

NOTE

The governor cuts in at 9,400 rpm.

Load changes

WARNING

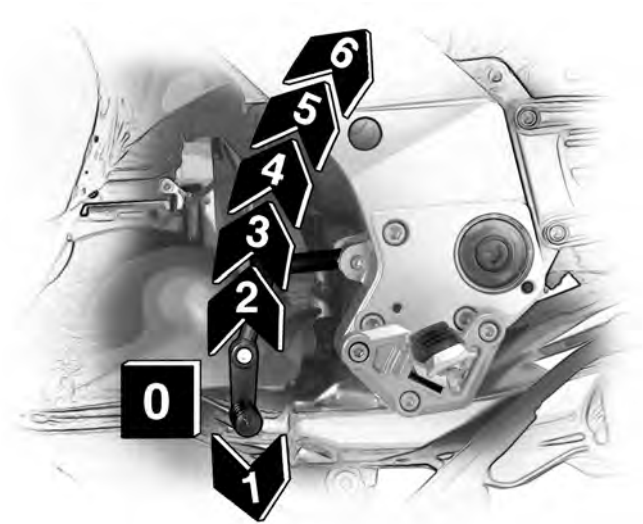
Try not to open or close the throttle abruptly, particularly on wet or slippery roads.

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 reengage 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 reengage the clutch

Wet brakes

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

⚠WARNING

The brakes should always be applied first to dry them.

Salt on brakes

The 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 disks and pads must first be worn away.

Oil and grease on brakes

⚠WARNING

Brake disks 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 disks or brake pads.

⚠WARNING

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

⚠WARNING

If the brake lever can be moved right to the limit of its travel, this indicates a mechanical or hydraulic fault. The brake system is defective.
Immediately consult an authorized BMW workshop, preferably an authorized BMW motorcycle retailer.

Sensitive electronic control

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

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

BMW Integral ABS is the latest-generation BMW ABS development: by preventing both wheels from locking and optimizing 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 minimize braking distances, even when road conditions are poor. When the motorcycle is ridden in a straight line, the BMW Integral ABS is able to handle emergency braking safely.

Extra safety 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 must familiarize yourself with the new, electronically assisted braking. Try the brakes several times when you take your motorcycle out for the first time. Find out for yourself how the brakes feel
- Never ride without due care and attention, or assume that good fortune will protect you from your own foolishness
- 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 front and rear brakes are interlinked via the , so that 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 traveling in a straight line, thus contributing significantly to road safety.

RESIDUAL BRAKING FUNCTION

If the BMW Integral ABS develops a fault, only a RESIDUAL BRAKING FUNCTION 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 specialized workshop, preferably an authorized BMW motorcycle retailer.

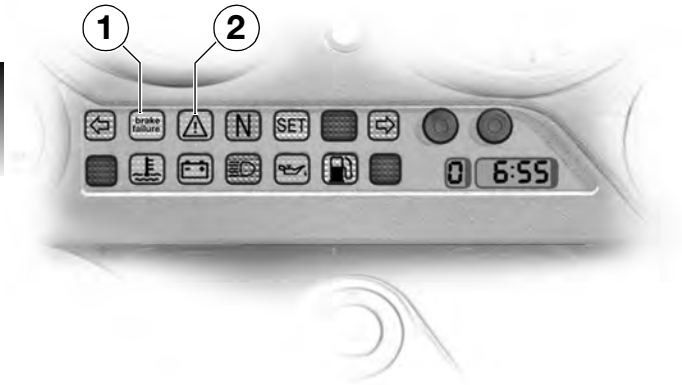
NOTE

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.



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.

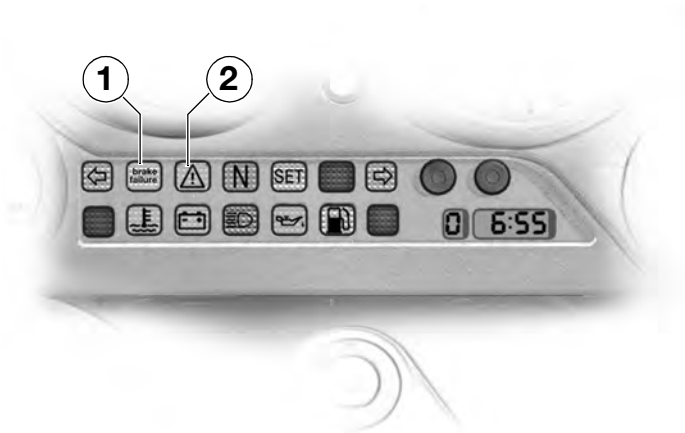
⚠WARNING

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



- 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

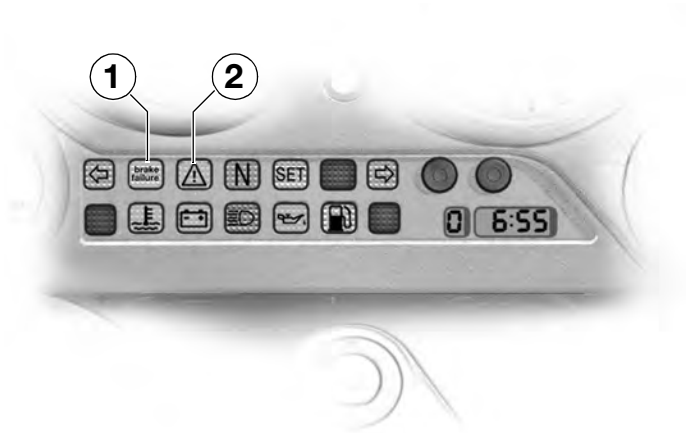
➠ BMW Integral ABS is available

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 performed if you do not follow this procedure.
When self-diagnosis completes, apply the brakes, disengage the clutch, and start the engine.



⚠WARNING

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

⚠WARNING

If the RESIDUAL BRAKING FUNCTION (➠ 77) is active, maintain a defensive riding style and proceed immediately to an authorized BMW workshop, preferably an authorized BMW motorcycle retailer.

⚠WARNING

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

Warning light, general ⚠	ABS warning light ABS	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[OE] (CCS) 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: – Ignition OFF: is brake pressure OK at the brake levers? – Are the brakes acting on both wheels? – Is the brake system leak-tight, 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 equipment

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

The authorized BMW motorcycle retailer employs staff who attend regular and comprehensive training courses.
Authorized BMW motorcycle retailers also receive all the current technical information and are therefore fully aware of the latest developments.

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

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

...Service

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

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

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

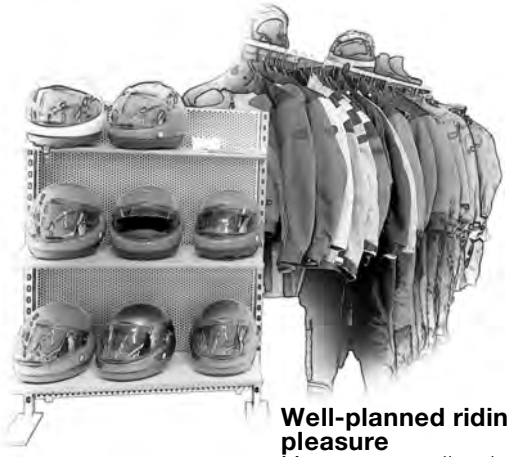
NOTE

Call us if you have any questions about the BMW retailer 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 workshop, 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 authorized BMW motorcycle workshop is far better equipped to protect the environment than you are at home.



The essentials

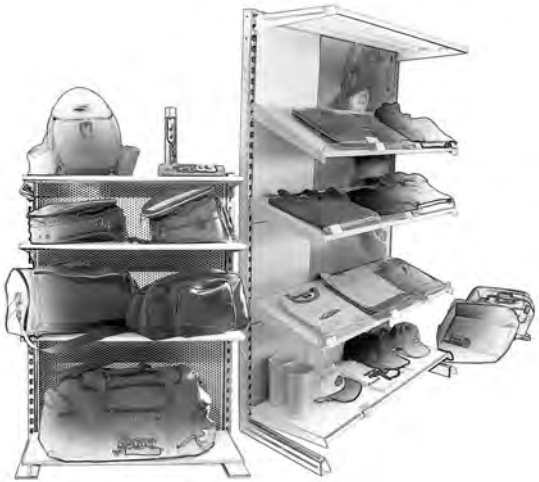
To reach your destination safely every time, there is only one choice:

- Helmet
- Suit
- Gloves
- Boots

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

Well-planned riding pleasure

Many motorcyclists have learned the hard way that the proper clothing contributes so much to riding pleasure. You must feel comfortable and relaxed – and your own safety must never be endangered. There 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 authorized BMW motorcycle retailer.



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 program that is regularly updated and offers plenty of scope for choosing items according to individual preferences.
Ask your authorized BMW motorcycle retailer for the latest 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 practiced

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

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

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

Work up to the wheel lock limit gradually.

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

But 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 authorized BMW motorcycle retailer is best placed to service your motorcycle
- Do not under any circumstances install unapproved extras: 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 authorized BMW motorcycle retailer.

NOTE

Your local authorized BMW motorcycle retailer can supply you with useful items to add to your motorcycle's toolkit and 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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Errors and omissions excepted.

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Driving Machine