Maintenance Instructions (US Model)

K 1200 GT

BMW Motorrad

Please note

⚠WARNING

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

⚠ CAUTION

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

NOTE

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

For safety reasons and to maintain the value of your motorcycle, regular maintenance intervals have been established.
Always keep to the specified maintenance intervals. This is the only way to ensure that warranty claims are not invalidated.
The contents of the maintenance schedules are subject to change, for reasons of safety, due to modifications in materials etc.
Your authorized BMW motorcycle retailer is the best place to keep you informed as to current Services, Inspections and Annual Services.

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

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

Best wishes,

BMW Motorrad

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

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

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

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

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

Genuine BMW spare parts, accessories and other products which BMW has approved can be obtained from all authorized BMW motorcycle retailers, together with expert advice on their installation and use.

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

BMW Inspection, 600 miles (1,000 km)
BMW Running-in Check after the first 600 miles (1,000 km).

BMW Service
After the first 6,000 miles (10,000 km) and every further 12,000 miles (20,000 km) (18,000 miles ..., 30,000 miles ..., 42,000 miles / 30,000 km..., 50,000 km ..., 70,000 km...)

BMW Inspection
After the first 12,000 miles (20,000 km) and every further 12,000 miles (24,000 miles..., 36,000 miles..., 48,000 miles... / 40,000 km..., 60,000 km ..., 80,000 km...)

BMW Annual Inspection
Certain items of maintenance work depend on elapsed time as well as the distance the motorcycle has covered. These tasks must therefore be performed at least once a year (e.g. changing the brake fluid).
If these items cannot be performed during a Service or an Inspection, an Annual Inspection must be performed.

NOTE

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

Maintenance schedule

If you are interested, you can view and download the current maintenance schedule for your motorcycle on the Internet at www.bmw-motorrad.com/maintenance.

Confirmation of maintenance work

BMW Pre-Delivery Check

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____

Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____

Date, stamp, signature

BMW Inspection, 600 miles (1,000 km)

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____

Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____

Date, stamp, signature

Confirmation of maintenance work

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

Confirmation of maintenance work

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

Confirmation of maintenance work

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

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

Performed in accordance with manufacturer's instructions

Odometer reading _____

_____
Date, stamp, signature

Confirmation of maintenance work

BMW Annual Inspection
Performed in accordance with manufacturer's instructions
Brake fluid changed:
Without BMW Integral ABS
annually
yes ☐ no ☐
With BMW Integral ABS
Wheel circuit - annually
yes ☐ no ☐
Control circuit - every 2 years
yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

BMW Annual Inspection
Performed in accordance with manufacturer's instructions
Brake fluid changed:
Without BMW Integral ABS
annually
yes ☐ no ☐
With BMW Integral ABS
Wheel circuit - annually
yes ☐ no ☐
Control circuit - every 2 years
yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

BMW Annual Inspection
Performed in accordance with manufacturer's instructions
Brake fluid changed:
Without BMW Integral ABS
annually
yes ☐ no ☐
With BMW Integral ABS
Wheel circuit - annually
yes ☐ no ☐
Control circuit - every 2 years
yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

BMW Annual Inspection
Performed in accordance with manufacturer's instructions
Brake fluid changed:
Without BMW Integral ABS
annually
yes ☐ no ☐
With BMW Integral ABS
Wheel circuit - annually
yes ☐ no ☐
Control circuit - every 2 years
yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

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yes ☐ no ☐
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yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

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annually
yes ☐ no ☐
With BMW Integral ABS
Wheel circuit - annually
yes ☐ no ☐
Control circuit - every 2 years
yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

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Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

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annually
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yes ☐ no ☐
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yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

Confirmation of maintenance work

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Performed in accordance with manufacturer's instructions
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annually
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Control circuit - every 2 years
yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

BMW Annual Inspection
Performed in accordance with manufacturer's instructions
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annually
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With BMW Integral ABS
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yes ☐ no ☐
Clutch fluid changed:
Every 2 years
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Date, stamp, signature

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yes ☐ no ☐
Clutch fluid changed:
Every 2 years
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Date, stamp, signature

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Brake fluid changed:
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yes ☐ no ☐
Control circuit - every 2 years
yes ☐ no ☐
Clutch fluid changed:
Every 2 years
yes ☐ no ☐

Date, stamp, signature

Record of all work carried out in workshop	
Work performed miles/km	**Date**

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

Confirmation of service work

Record of all work carried out in workshop		
Work performed	**miles/km**	**Date**

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

Odometer replaced

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer replaced

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer replaced

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer replaced

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

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

⚠WARNING

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

If you intend to perform the maintenance and general care work described in the following section yourself, you must possess the necessary knowledge of technical matters and mechanical skills.
Your motorcycle is built to high technological standards. Special tools and purpose-designed diagnosis and testing equipment, together with the appropriate knowledge, are needed to keep your motorcycle in optimum working order.

Your authorized BMW motorcycle retailer possesses the necessary technical know-how and employs company-trained staff. They can guarantee that your motorcycle is always maintained in a fault-free technical condition.
Remember: the safety and reliability of your motorcycle are the most important considerations.
You should therefore not attempt any complex repair or maintenance tasks.
Keep to the specified Inspection and Service intervals.

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

Technical modifications

⚠WARNING

The data stored in the MOTRONIC control unit is the result of extensive experimental and testing work. Tampering with the MOTRONIC control unit represents an increased safety risk for the rider.

NOTE

Tampering with the MOTRONIC control unit invalidates the warranty.

There is only limited scope for technical modifications to the motorcycle.
Whenever you are planning such modifications, comply with all legal requirements. The motorcycle must not infringe your national road-vehicle construction and use regulations.
Your authorized BMW motorcycle retailer will gladly advise you on technical requirements, the manufacturer's recommendations and the overall benefit likely to be obtained.

Genuine BMW parts

For safety reasons, use only Genuine BMW parts and accessories Genuine BMW parts are identical with those fitted to your motorcycle as original equipment.
BMW Motorrad refuses to accept any liability whatsoever for other-make spare parts and accessories.

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

Possible cause	Remedy	See ➠ Page
Wrong ignition key position	Ignition key in ON position	➠ Rider's Manual, Chapter 1
Kill switch is off	Move kill switch to center position	➠ Rider's Manual, Chapter 3
Side stand extended, gear selected	Select neutral or retract side stand and pull clutch lever	➠ Rider's Manual, Chapter 3
Power supply interrupted	Blown fuse	➠ 48
Gear engaged, clutch not released	Select neutral or pull clutch lever	➠ Rider's Manual, Chapter 3
Fuel tank empty	Add fuel	➠ Rider's Manual, Chapter 1
Fuel pump not working	Blown fuse 4	➠ 48
Incorrect operation of twistgrip		➠ Rider's Manual, Chapter 1

Troubleshooting chart

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

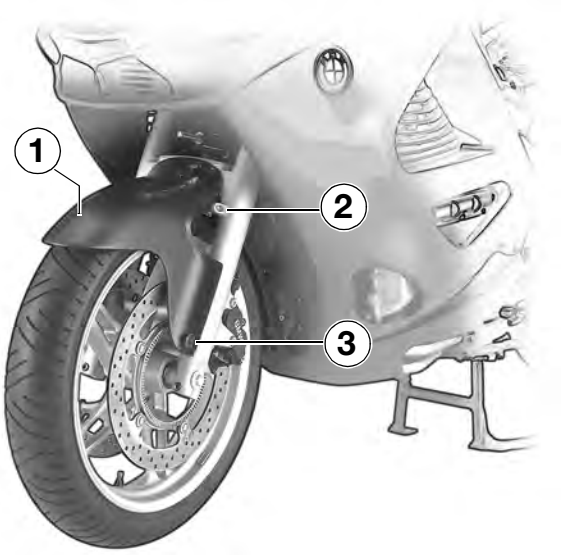
Possible cause	Remedy	See ➠ Page
Blocked air filter element	Replace	
Defective spark plug	Replace	
Spark plug/leads or caps wet	Blow out/dry with compressed air	
Insufficient battery charge	Recharge battery	➠ 50

NOTE

It is advisable to have other faults – not described on pages 14 - 60 – attended to by a specialized workshop, preferably an authorized BMW motorcycle retailer.

NOTE

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



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

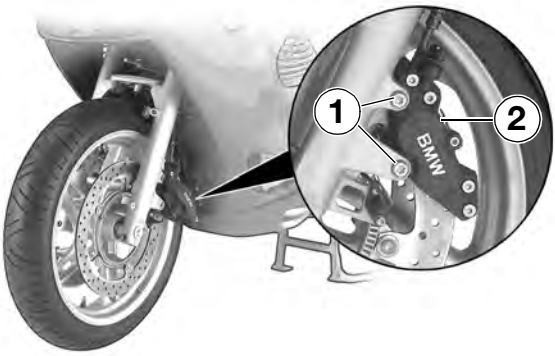
⚠WARNING

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

Removing front mudguard

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

Removing front wheel

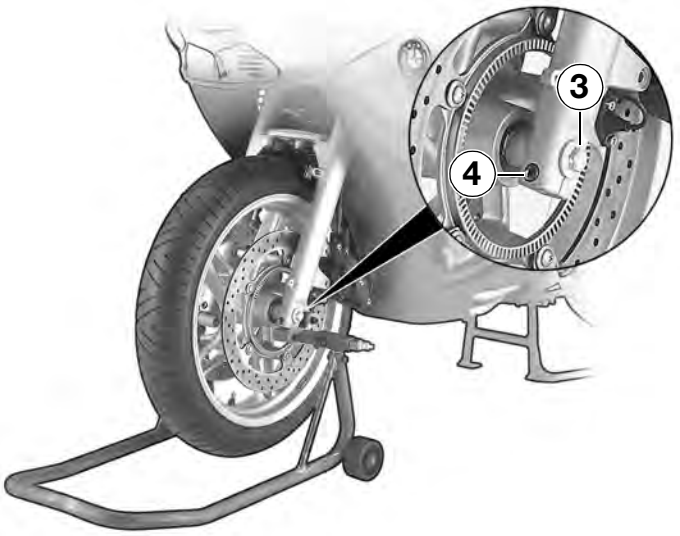


⚠ CAUTION

When removing, avoid damage to brake lines, brake disks, brake pads or the wheel rim (mask off with tape if necessary).
Do not scratch the rim when forcing back the brake pads or removing the calipers (apply masking tape if necessary).
To prevent damage to the brake caliper and possible difficulty when assembling: never apply the brake lever when the brake calipers have been removed.
BMW Integral ABS:
Do not damage the ABS sensor cable, the ABS sensor ring and the ABS sensor.

⚠WARNING

With BMW Integral ABS, do not press back brake pads more than necessary.
If brake fluid escapes from the bleeding hose when pressing back the brake pads, immediately go to a specialized workshop, preferably an authorized BMW motorcycle retailer.



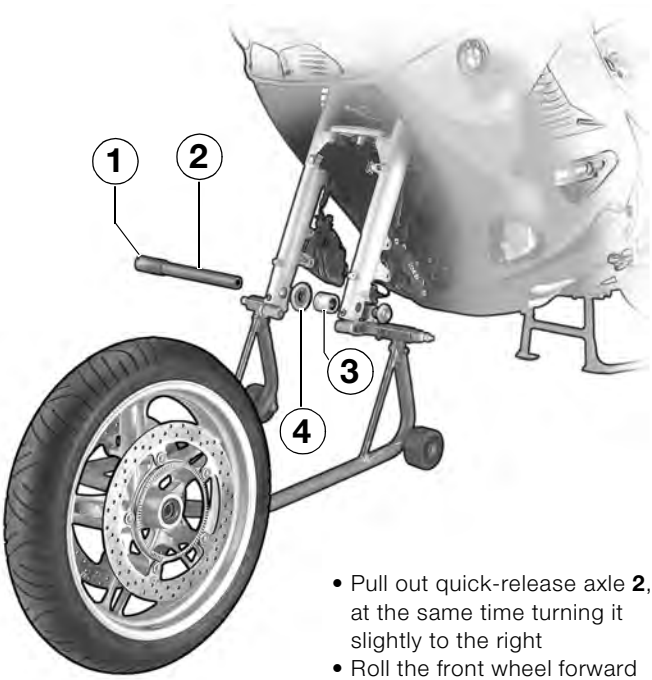
- Remove securing screws **1** for the left/right brake calipers
- Push the brake pads **2** back a little by lightly rocking the brake calipers
- Carefully remove the left and right brake calipers

NOTE

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

- Remove axle screw **3**
- Loosen axle clamp screws **4** on the left and right
- Raise front wheel with front wheel stand, preferably BMW special tool number 36 3 970 or a suitable auxiliary stand and support if necessary

Removing front wheel



NOTE

Mark the installed position on the tire and ABS sensor ring or observe the direction-of-rotation arrow on the tire.

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

CAUTION

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

⚠ CAUTION

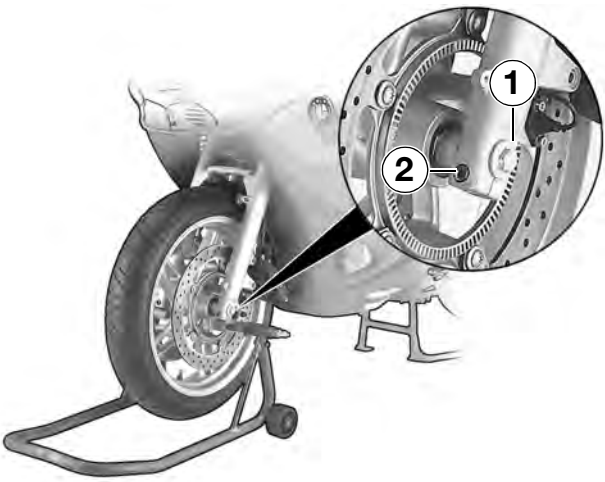
Avoid damage to brake lines, disks and pads when installing.
Keep dirt and moisture away from the wheel bearings.
With BMW Integral ABS:
Do not damage the ABS sensor cable, the ABS sensor ring and the ABS sensor.

☛ NOTE

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

- Insert the spacer bushing and the bearing cap.
  Looking forward:
  – left: spacer bushing **3**
  – right: bearing cap **4**
- Roll the front wheel in between the fork legs
- Clean quick-release axle **1**, grease it, and insert it from the right, turning it slightly at the same time (while holding the wheel up)

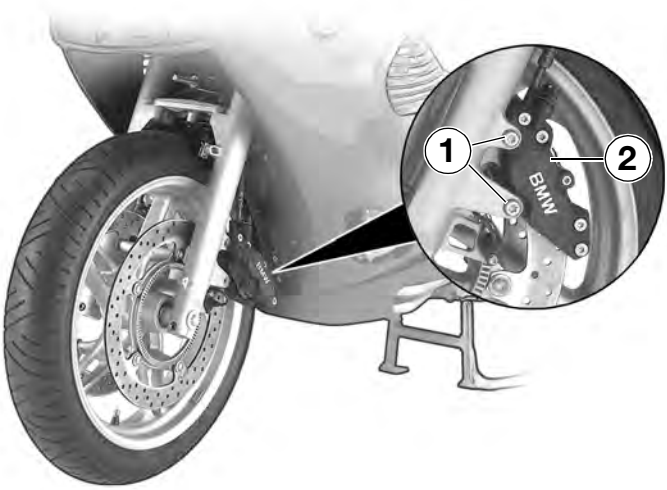
Installing front wheel



- Tighten the axle bolt **1** hand-tight
- Hand-tighten axle clamp screws **2**
- Remove front-wheel stand
- Compress the front fork firmly several times
- Tighten axle bolt **1** to its tightening torque
- Tighten axle clamp bolts **2** on the left/right to their tightening torque

⚠ CAUTION

Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW motorcycle retailer.

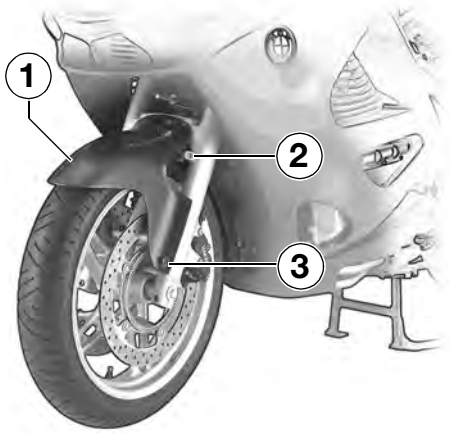


Installing brake calipers

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

Tightening torque:

Axle bolt	30 Nm
Axle clamp screws	21 Nm
Brake caliper securing screws	30 Nm

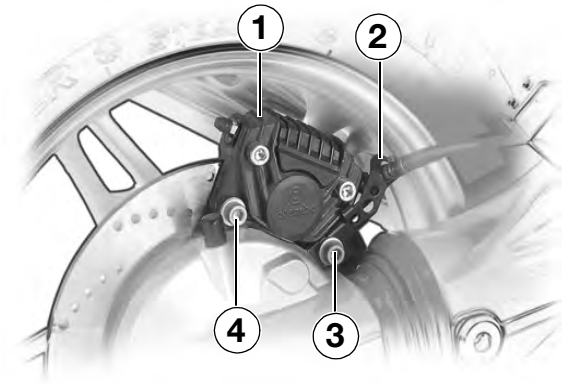


Installing front mudguard

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

⚠WARNING

BMW Integral ABS: once assembly work on the brake calipers has been completed, the brake lever has to be operated after the ignition has been switched on and self-diagnosis completed, in order to ensure full operability.

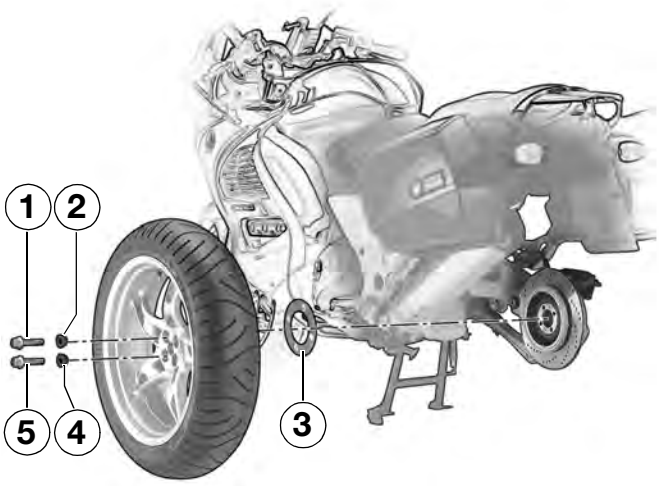


⚠ CAUTION

Avoid damage to brake lines, brake disk, brake pads and wheel when removing.
Do not damage the ABS sensor cable, the ABS sensor ring and the ABS sensor.
Do not scratch the wheel when forcing back the brake pads or removing the caliper **1** (apply masking tape if necessary).
To prevent damage to the brake caliper and possible difficulty when assembling: never operate the brake lever when the brake calipers have been removed.

- Place the motorcycle on its main stand on a flat, firm surface (➠ Rider's Manual, Chapter 3).
- Apply a load at the front wheel so that the motorcycle cannot tip toward the rear
- Select first gear
- Push the splash guard up (➠ 33)
- Unscrew fitted bolt **3** and remove with bracket **2**
- Unscrew brake caliper bolt **4**

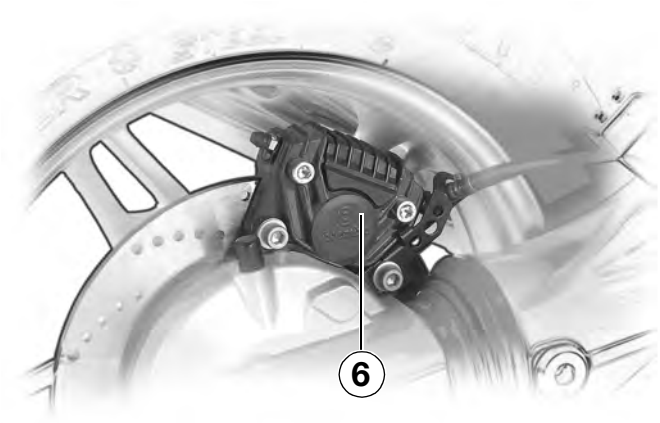
Removing rear wheel



⚠WARNING

With BMW Integral ABS, do not press back brake pads more than necessary.
If brake fluid escapes from the bleeding hose when pressing back the brake pads, immediately go to a specialized workshop, preferably an authorized BMW motorcycle retailer.

- Carefully press back brake pads by tilting the brake caliper
- Carefully place brake caliper on the brake disk
- Remove the four wheel studs **1** with taper rings **2**
- Take out central screw **5** with taper ring **4**
- Pull the rear wheel off the centering spigot and set it down



- Carefully remove the brake caliper **6** and set it on the swinging arm

NOTE

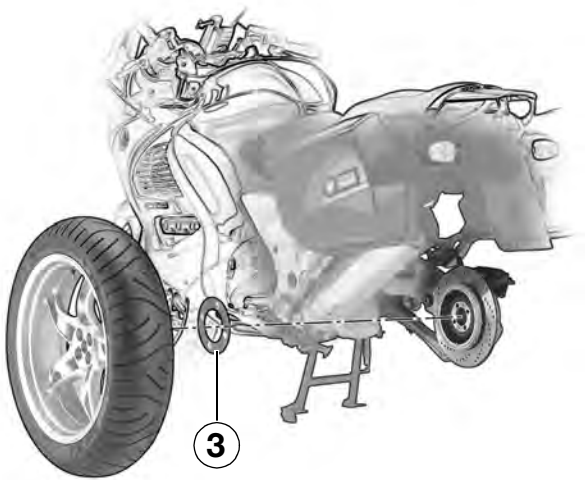
Check the brake pads (➠ 35) and have them replaced if necessary.

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

CAUTION

Protect the wheel hub contact face against dust and dirt.

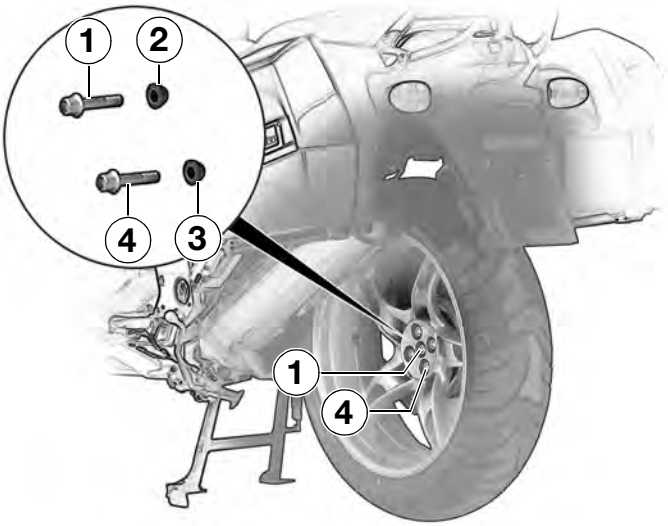
Installing rear wheel



⚠ CAUTION

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

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

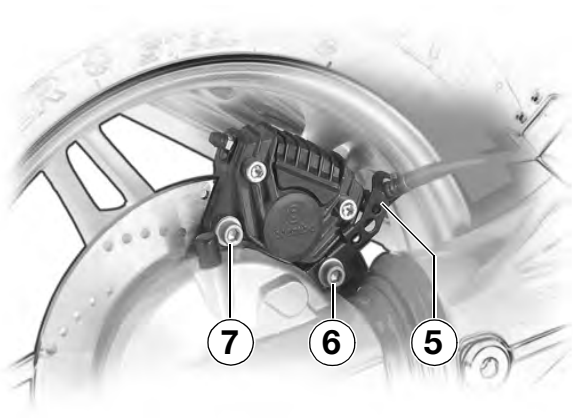


- Hand-tighten central screw **1** with taper ring **2**
- Insert 4 wheel studs **4** with taper rings **3** and tighten hand-tight, then tighten to the specified preload torque in a crosswise pattern
- Tighten central screw **1** to the specified torque
- Tighten 4 wheel studs **4** in diagonally opposite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

Tightening torque:

Preload torque
Wheel studs ..... 50 Nm
Tightening torque
Wheel studs ..... 105 Nm
Central screw ..... 105 Nm

Installing rear wheel



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

⚠WARNING

BMW Integral ABS: once assembly work on the brake calipers has been completed, the brake lever has to be operated after the ignition has been switched on and self-diagnosis completed, in order to ensure full operability.

⚠ CAUTION

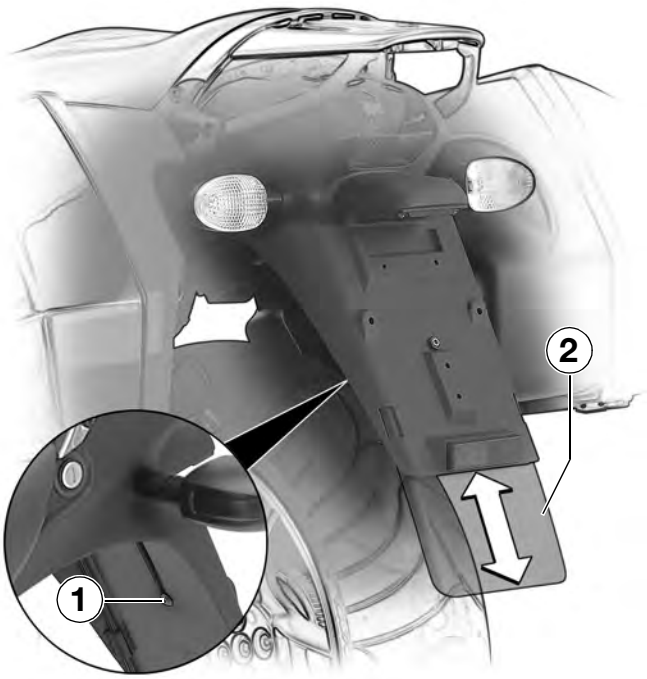
Always have the security of the fasteners checked by an authorized BMW workshop, preferably an authorized BMW motorcycle retailer.

⚠ CAUTION

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

Tightening torque:

Fitted screw ..... 40 Nm
Brake-caliper screw ..... 40 Nm



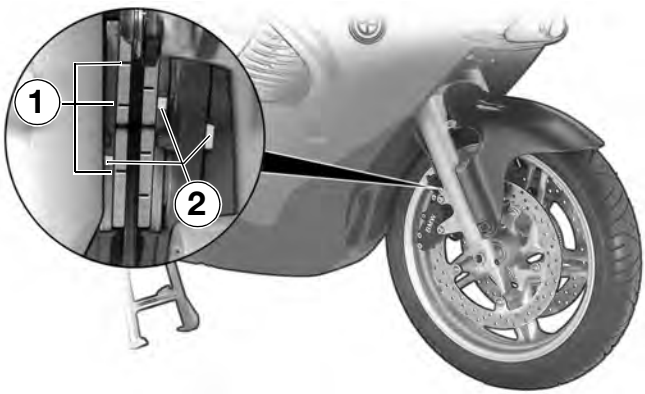
Adjusting splash guard

NOTE

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

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

Checking brake pads



Front brake

⚠ CAUTION

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

☛ NOTE

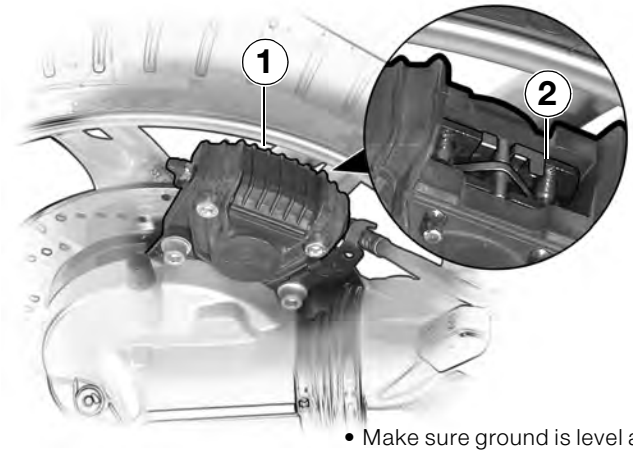
For your safety, we recommend having work on the brake system performed by a specialized workshop, preferably an authorized BMW motorcycle retailer.

- Make sure ground is level and firm and place motorcycle on its main stand
- Visually inspect both brake pads and the brake caliper and make sure that they all bear the same color mark **2**
- Visually check brake pad thickness

Minimum pad thickness: Wear indicating mark 1 must be clearly visible on the pads.

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

have the brake pads changed by an authorized BMW workshop, preferably an authorized BMW motorcycle retailer.



Rear brake

⚠ CAUTION

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

☛ NOTE

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

- Make sure ground is level and firm and place motorcycle on its main stand
- Remove cover **1** from the brake caliper
- Visually check brake pad thickness

Minimum pad thickness: Make sure that the tip of the wear indicator 2 does not contact the opposing brake pad.

– If the wear indicator is in contact with the opposing brake pad:

have the brake pads changed by an authorized BMW workshop, preferably an authorized BMW motorcycle retailer.

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

⚠WARNING

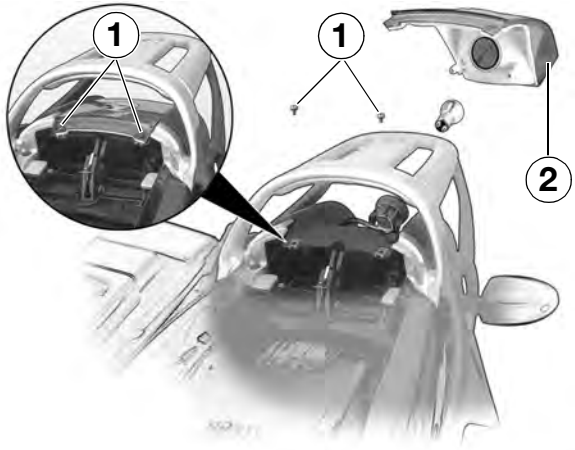
Work on the electrical system only when the circuit has been interrupted (ignition switched off). For greater safety, disconnect and insulate the negative battery lead. When the engine is running or the ignition is switched on, do not touch electrically live components, terminals or wiring.
– Risk of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

⚠ CAUTION

Your vehicle has a high-beam/low-beam bulb, a brake-light bulb/rear-light bulb, a parking-light bulb, a license-plate bulb, and four bulbs for the turn indicators.
If any of these bulbs fail, you may have problems in seeing and being seen.
You should therefore always carry spare bulbs on the motorcycle.

☛ NOTE

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



Rear/brake light

⚠ CAUTION

Switch off the ignition before changing a bulb.

NOTE

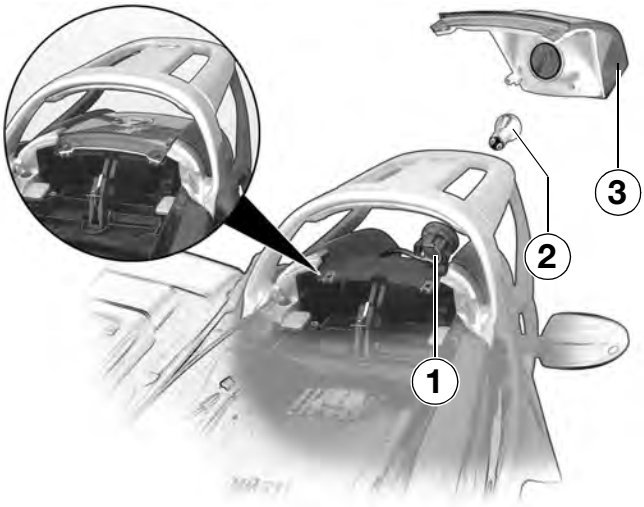
With BMW Integral ABS the dimmed brake light assumes the function of the tail light if the tail light fails. A warning lamp lit in the cockpit indicates that this is the case.
(➠ Rider's Manual, Chapter 3)

NOTE

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

- Place the motorcycle on its main stand on a firm, flat surface
- Take off the rear seat
- Remove 2 retaining screws **1**
- Pull rear light **2** to the rear to remove

Changing bulbs



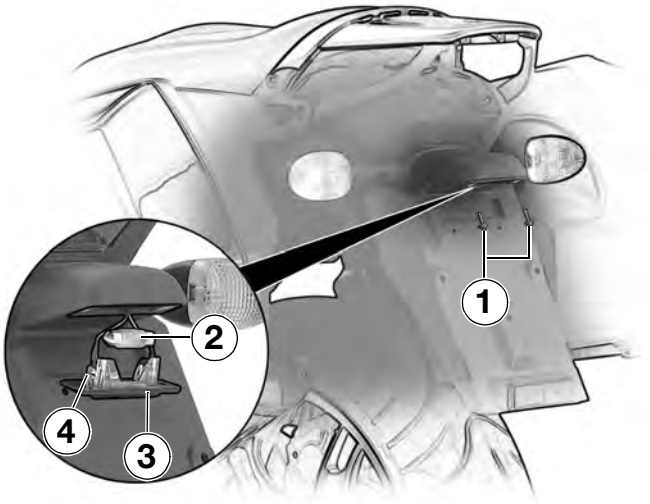
- Turn bulb socket **1** counter-clockwise to disengage and remove it from the rear light
- Press bulb **2** into socket and disengage by turning counter-clockwise.
- Remove the bulb

NOTE

Watch different size of notches in lamp housing **3** when installing.

- Installation is the reverse of the removal procedure

– Brake/rear light bulb **2**: **12 V 21/5 W**



License plate light

⚠ CAUTION

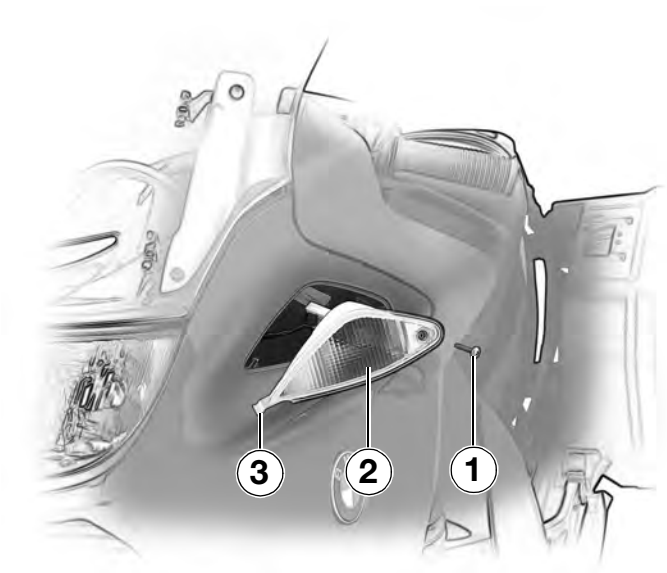
Switch off the ignition before changing a bulb.

☛ NOTE

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

- Place motorcycle on main (center) stand
- Take out 2 screws **1**
- Pull license plate light **3** down to remove
- Press back the spring wire clip and remove the bulb **2**
- Place the bulb in the two spring clips
- Insert license plate light **3** into housing, noting pin **4**
- Tighten 2 screws **1** without using force

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



Front turn indicators

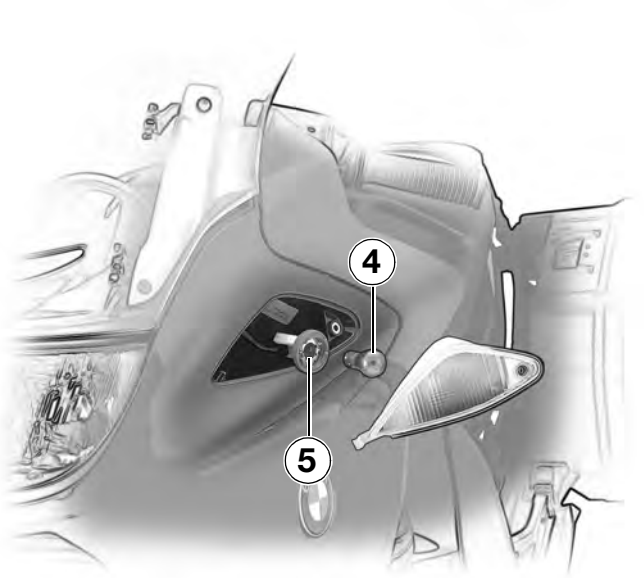
⚠ CAUTION

Switch off the ignition before changing a bulb.

☛ NOTE

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

- Place motorcycle on main (center) stand
- Remove securing screw **1**
- Remove turn-indicator housing **2** from the front fairing



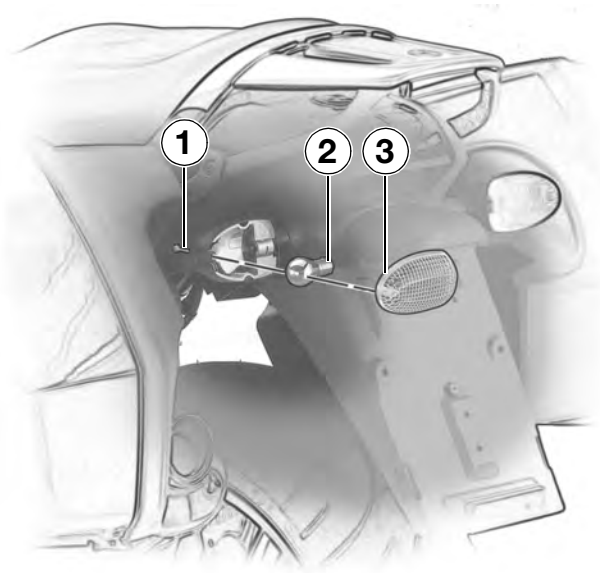
- Turn bulb socket **5** counter-clockwise to disengage and remove it from the turn-indicator housing
- Press bulb **4** into socket and disengage by turning counter-clockwise.
- Remove the bulb

– Front turn-indicator bulbs **4**: **12 V 21 W**

- Installation is the reverse of the removal procedure

NOTE

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



Rear turn indicators

⚠ CAUTION

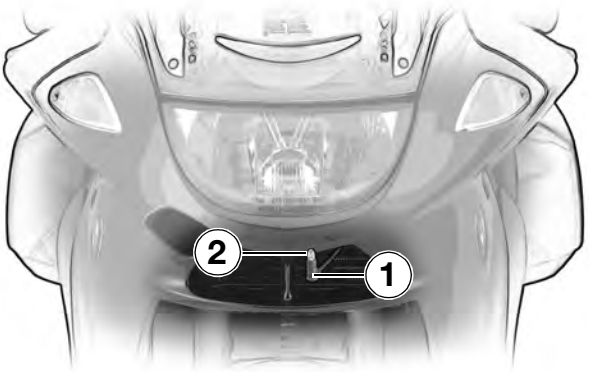
Switch off the ignition before changing a bulb.

☛ NOTE

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

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

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



Parking light

⚠ CAUTION

Switch off the ignition before changing a bulb.

☛ NOTE

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

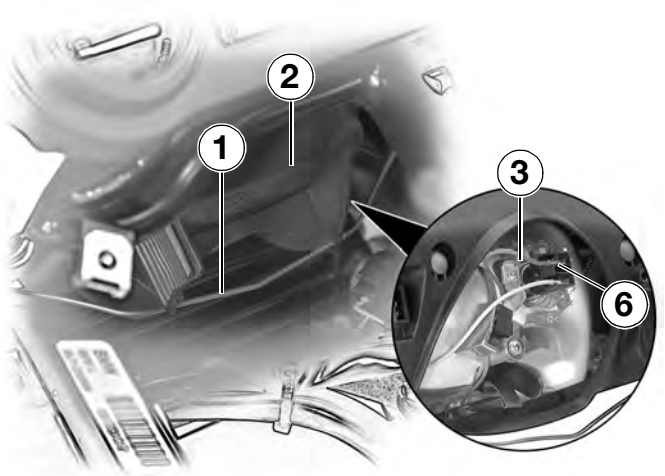
- Place motorcycle on main (center) stand
- Working from in front, pull the bulb holder **1** down and out of the headlamp housing
- Pull bulb **2** upwards out of the holder
- Insert the new bulb into the holder

– Parking light bulb **2**:
12 V 5 W

☛ NOTE

Press the bulb holder fully into its mounting

Changing bulbs



Low-beam headlamp

⚠ CAUTION

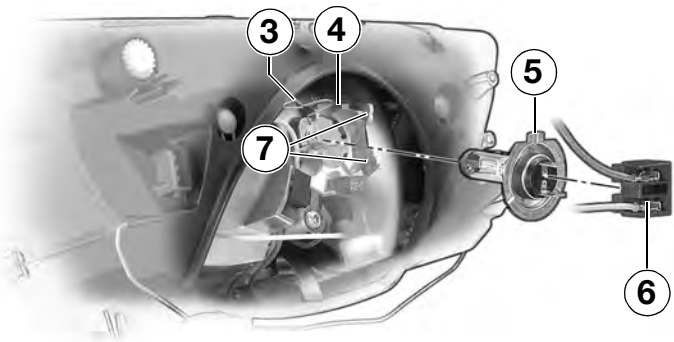
Switch off the ignition before changing a bulb.

☛ NOTE

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

- Place motorcycle on main (center) stand
- Turn the steering to full left lock
- Disengage retaining clip **1** on one side first, then the other, press down and disengage from cover **2**
- Remove the cover **2**
- Remove the connector housing **6**
- Release spring clips **3** from their catches **7** at top and bottom, and swing them back
- Remove the H7 bulb

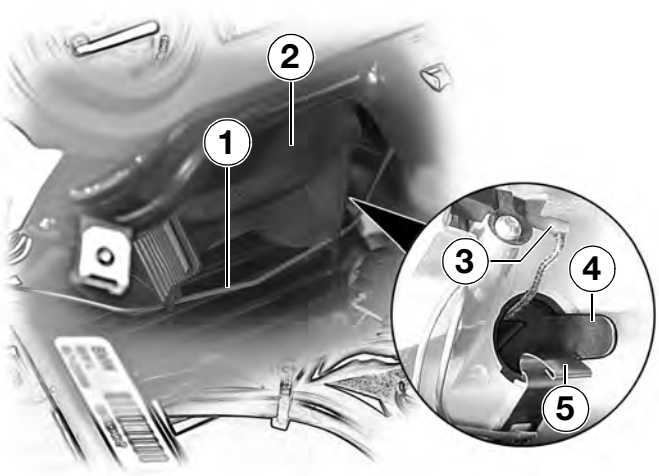
– Low-beam headlight: **H7 12 V 55 W**



NOTE

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

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



High-beam headlamp

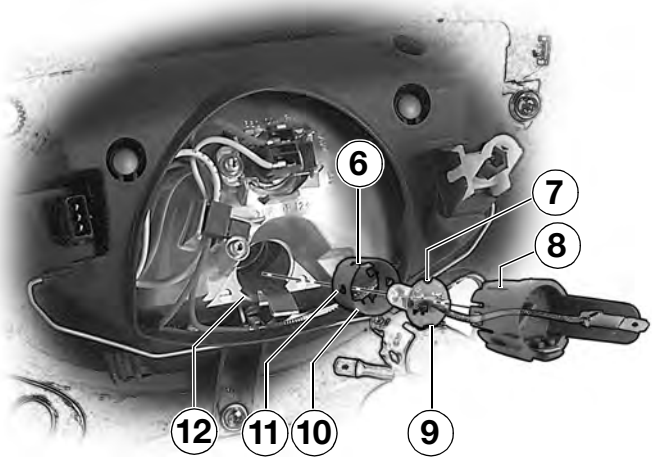
⚠ CAUTION

Switch off the ignition before changing a bulb.

☛ NOTE

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

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



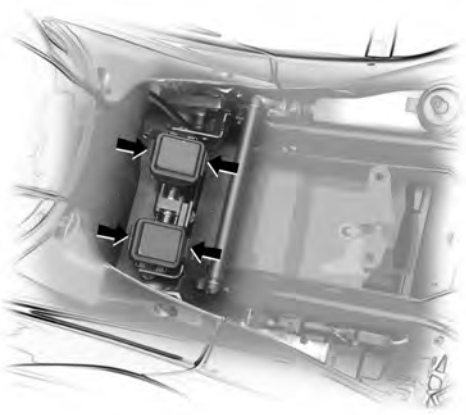
- Using a screwdriver, press in one retaining lug **11** at left and right, and open up the bulb holder
- Pull the H3 bulb out of the lamp ring **10**
- Installation is the reverse of the removal procedure

– High-beam headlamp: **H3 12 V 55 W**

NOTE

When installing

– Make sure that grooves **7** (round) and **9** (rectangular) are correctly positioned
– Align groove **6** in such a way that it points toward guide **8**
– Make sure that retainers **11** on left and right engage
– Handle **4** to the right
– Note grooves **12** on left and right and make sure that ground connector **5** engages



⚠ CAUTION

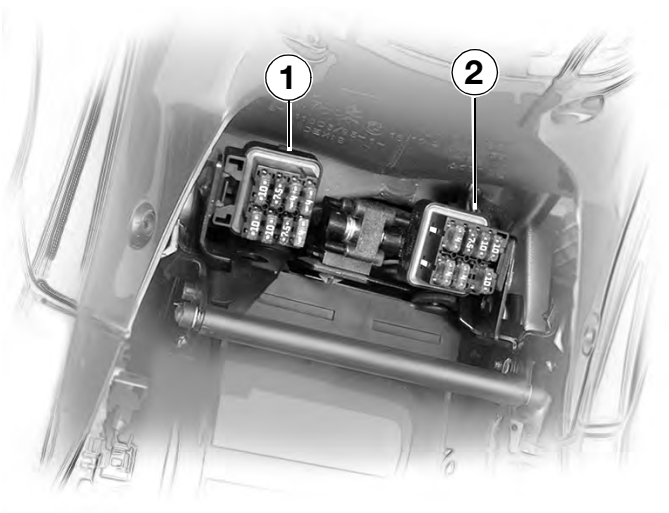
Before changing a fuse, switch off the ignition.
Never attempt to repair a blown fuse – risk of fire!
For this reason, always carry a number of spare fuses on the motorcycle (➠ 49).
Use only fuses of the specified rating and type.

Replacing fuses

- Place motorcycle on main (center) stand
- Remove the dual seat
- Push retainers in the direction indicated by the arrow and remove the cover of the fuse box
- Pull the blown fuse out of its holder
- Insert a new fuse of the correct rating
- Close the fuse box lid
- Close and lock the seat

NOTE

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



Equipment connected to fuses

Fuse box 1

1 Engine electronics ..... 10 A
2 Motronic and fuel pump ..... 10 A
3 Horn, alarm system OE ..... 10 A
4 Low-beam headlight, instrument and license plate lighting ..... 7.5 A
5 High-beam headlight ..... 7.5 A
6 Parking light, rear light ..... 4 A
7 Instrument panel ..... 4 A
8 Instrument panel, control unit for fuel warning light .. 4 A

Fuse box 2

1 Fan ..... 10 A
2 Cruise control OE ..... 10 A
3 Windshield ..... 10 A
4 Not in use
5 Power socket ..... 7.5 A
6 Optional accessories plug ..... 4 A
7 Heated handlebar grips OE ..... 4 A
8 Seat heating OE ..... 4 A

OE Optional equipment

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

⚠ CAUTION

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

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

⚠WARNING

Do not attempt to jump-start the motorcycle using the on-board socket
– Risk of fire!
• Push-start the motorcycle only when the engine is cold.

The wires leading to the power socket do not have a load-capacity rating adequate for jump-starting the engine.

⚠ CAUTION

Do not attempt to jump-start the motorcycle if the battery is completely flat: recharge the battery instead.
Risk of damaging the control units.

Motorcycle out of use for a lengthy period

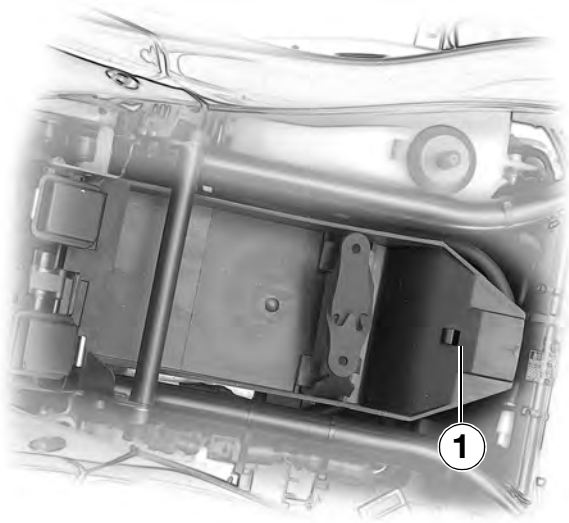
- The battery has to be charged prior to storage periods of more than one month.

⚠ CAUTION

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

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

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



Removing battery

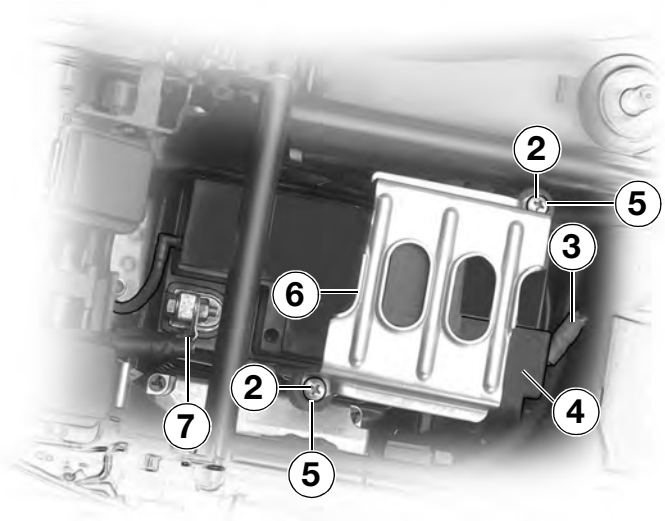
⚠WARNING

Take care not to damage fuel tank, wiring and hoses during removal work.
Before disconnecting the battery, switch off the ignition.
To avoid short-circuits:
- First disconnect the **negative** battery lead (–),
- then the **positive** battery lead (+).

NOTE

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.
Loss of settings can temporarily impair the operating characteristics when the engine is restarted.

- Place motorcycle on main (center) stand
- Remove the dual seat
- Remove storage compartment **1** for toolkit

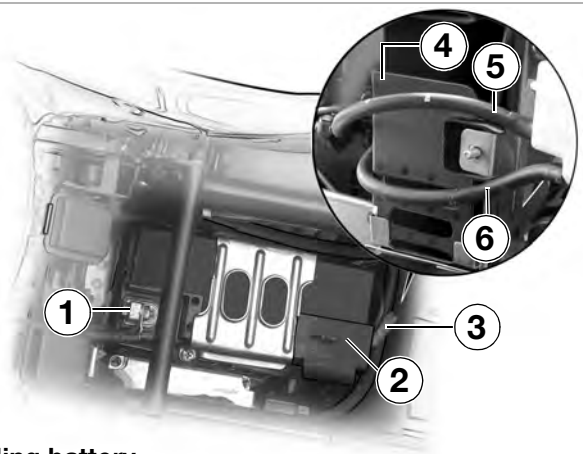


- Disconnect **negative** battery lead **7** and swing it away from the **negative** post of the battery or insulate it
- Swing up protective cap **4** at the positive post
- Disconnect **positive** battery lead **3** and swing it up out of the cable guide
- Remove 2 screws **2** from battery holder **6**

NOTE

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

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



Installing battery

⚠WARNING

Before connecting the battery, switch off the ignition.
To avoid short-circuits:
- **Connect the positive battery lead (+) 3 first**
- **Close the protective cap at positive battery post 2**

– **Never install the battery without the protective cap.**

- **Connect the negative battery lead (–) 1**

– **The toolkit storage compartment must always be in position, or else the protective cap for the positive battery lead could open.**

⚠WARNING

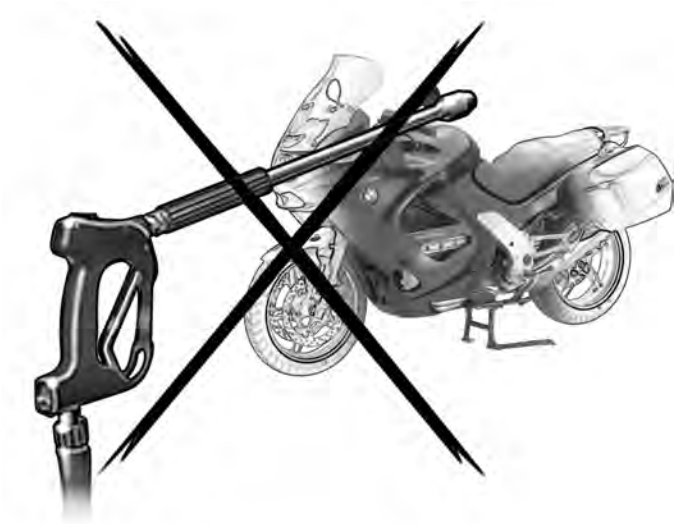
Make sure that guard 4 is correctly positioned.
Make sure that brake fluid hoses 5, 6 are correctly routed to avoid rubbing.

☛NOTE

Watch rubber elements on left and right.

- Assembly is performed in reverse order
- Switch on the ignition
- Fully open the throttle once or twice

– The Motronic registers the throttle-valve positions



NOTE

Regular cleaning using the correct methods is an important factor in maintaining the value of your motorcycle.
It also ensures that safety-relevant parts remain in full working order.

⚠ CAUTION

Do not use aggressive or penetrating cleaning agents or solvents, as they would cause damage to rubber and plastic parts.
Do not use a steam jet or high-pressure cleaning equipment. High water pressure can damage seals, the hydraulic brake system or the complete electrical system.

Cleaning

- Make sure ground is level and firm and place motorcycle on its main stand
- Apply a mild cleaning agent to the wheels, engine block, transmission and swinging arm, in accordance with the manufacturer's instructions
- Dry wet surfaces thoroughly
- Only clean/care for trim parts with cleaning/care agents recommended by authorized BMW motorcycle retailers.
- Do not use solvents or cleaning products to wash the instrument cluster, switches or the windshield.
- Remove tar splashes only with an approved cleaning agent – rinse the affected area thoroughly.
- Clean dead flies and other insects or similar dirt deposits off the fixed fork tubes.
- Treat painted and chrome-plated surfaces regularly with the approved care products.

⚠WARNING

After cleaning and before starting a journey, always test the brakes.

Removing road salt

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

NOTE

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

- Dry the motorcycle thoroughly.
- Apply a wax-based corrosion inhibiting product to chrome-plated parts.
- After cleaning and drying the fairing and trim panels, apply a recommended wax polish.

Cleaning windshield

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

NOTE

Soften stubborn dirt or insects by soaking with a wet paper towel.

CAUTION

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

Repairing damage to paintwork

- Use a BMW paint pen to repair minor damage to the paint work.

⚠ CAUTION

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

☛ NOTE

More extensive damage should be attended to by a specialized workshop, preferably your authorized BMW motorcycle retailer.

Care of chrome-plated parts

☛ NOTE

Treat chrome-plated parts regularly with suitable care products.

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

Care of muffler

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

Storing

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

NOTE

Before storing the vehicle have the engine oil and the oil filter element changed by an authorized BMW workshop, preferably your authorized BMW motorcycle retailer.
It is always a good idea to combine the preparations for storage and the post-storage work with a Service or Inspection by an authorized BMW workshop, preferably your authorized BMW motorcycle retailer.

Returning to use

- If necessary, remove protective wax coating
- Clean the motorcycle (➠ 56)
- Install a charged battery (➠ 54)
- Perform safety checks (➠ Rider's Manual, Chapter 2)
- Check brakes (➠ Rider's Manual, Chapter 2)
- Check correct tire pressures (➠ Rider's Manual, Chapter 2)

	72 kW**	96 kW
Type	Water-cooled inline four-cylinder engine, longitudinal and horizontal installation, with 4 valves per cylinder, bucket-type tappets, two chain-driven overhead camshafts and wet sump lubrication.	
Displacement	1,171 cc	
Max. nominal power output acc. to 95/1/EC		
	72 kW	96 kW
- at engine speed	7,000 rpm	8,750 rpm
Max. torque	118 Nm	117 Nm
- at engine speed	5,500 rpm	6,750 rpm
Permissible engine speeds		
Maximum speed	9,400 rpm	
Idling speed	900 +50 rpm	
Bore/stroke	2.76/2.95 in (70.5/75 mm)	
Compression ratio	11.5 : 1	
Fuel consumption as per ISO 7118		
at a constant speed of 56 mph (90 km/h)	48 mpg (4.9 l/100 km)	
at a constant rate of approx. 75 mph (120 km/h)	40.5 mpg (5.8 l/100 km)	
Maximum oil consumption	2.350 mpg (1.0 l/1,000 km)	

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

Transmission

Clutch	Single-plate dry clutch with over-center action diaphragm spring and starter ring gear, mounted on crankshaft. Hydraulic release Effort at handle-bar lever 95 N.
Clutch plate dia.	7.09 in (180 mm)
Transmission	6-speed with claw shift and integral torsional vibration damper
Total spread of gear ratios	1st gear = 3.863 2nd gear = 3.022 3rd gear = 2.393 4th gear = 1.961 5th gear = 1.700 6th gear = 1.511
Power transmission from transmission to rear wheel drive	By shaft protected within hollow swinging arm of Paralever rear suspension, with integral torsional vibration damper and two universal joints.
Rear-wheel drive	Crown wheel and pinion with Palloid tooth pattern, running in anti-friction bearings; crown wheel directly attached by flange on back to rear wheel.
Final drive ratio	1 : 2.75

Frame	Chill-cast load-bearing aluminum frame, welded from 4 sections; engine attached to frame through silentbloc bushings to prevent transmission of vibrations.
Location of Type plate	On rear frame on left (➠ Rider's Manual, Chapter 1)
Location of VIN	On rear frame, bottom right (➠ Rider's Manual, Chapter 1)
Front brake	Hydraulically operated twin-disk brake with 4-piston fixed calipers, diagonal drain adjustment and floating stainless steel brake disks. Sintered metal brake pads Observe colored marking (➠ 34)
Rear brake	Hydraulically operated disk brake with 2-piston fixed caliper and stainless-steel brake disk. Brake pads made from organic material
Brake system	BMW Integral ABS, partially integral

Frame and suspension

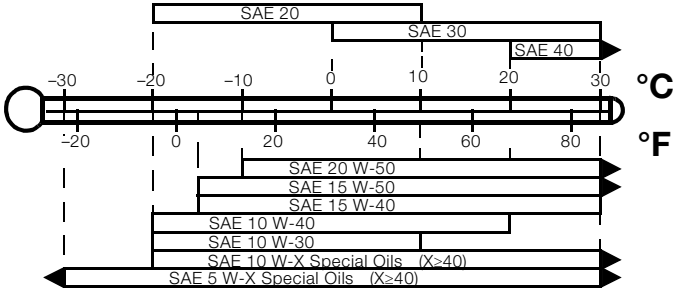
Wheel location	
front	Telelever, leading link with central spring strut, pivoted centrally on main frame; no anti-dive no anti-dive
rear	Cast aluminum single swinging arm with additional torque reaction strut to compensate for shaft drive effects (Paralever); new swinging arm with off-center spring strut
Front suspension	Gas-filled spring/damper strut, no provision for adjustment
Spring travel (bump)	2.36 in (60 mm)
Spring extension	2.17 in (55 mm)
Total travel	4.53 in (115 mm)
Fixed tube diameter	1.38 in (35 mm)
Rear suspension	Gas-filled spring/damper strut with adjustable rebound-stage damping and hydraulic spring preload adjustment; progressive rate.
Spring travel (bump)	4.45 in (113 mm)
Spring extension	1.46 in (37 mm)
Total travel (at wheel)	5.91 in (150 mm)
Swinging arm length	19.1 in (485 mm)

Steering lock angle	2 x 30°
Front wheel castor	
in normal-load position	4.88 in (124 mm)
Recommended minimum tire tread depth	
Front wheel	0.08 in (2 mm)
Rear wheel	0.12 in (3 mm)
	⚠WARNING **Observe legally specified minimum tread depth!**
Tire pressures (tires cold)	
Solofront	36.3 psi (2.5 bar)
rear	42 psi (2.9 bar)
Rear passengerfront	36.3 psi (2.5 bar)
rear	42 psi (2.9 bar)
Rear passenger + luggage front	36.3 psi (2.5 bar)
rear	42 psi (2.9 bar)

Wheels and tires	BMW cast-aluminum wheels with 5 double-spoke design, low aspect-ratio tires **NOTE** Information on approved tire sizes and makes is available from your BMW motorcycle retailer or on the Internet at www.bmw-motorrad.com
Front wheel	Angled rim shoulder and double tire retaining hump
Size and designation	3.50 x 17”
Tire size and designation	120/70 ZR 17 TUBELESS
Rear wheel	Angled rim shoulder and double tire retaining hump
Size and designation	5.50 x 17”
Tire size and designation	170/60 ZR 17 TUBELESS
Optional equipment	180/55 ZR 17 TUBELESS

Engine oil

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



The viscosity class depends on outside temperatures.
Temperatures above or below the limits quoted for the individual SAE classifications are permitted for brief periods only.
“Special Oils” are approved individually by BMW AG and available from your authorized BMW motorcycle retailer.
All engine oils supplied by BMW are subject to regular BMW quality assurance checks.
BMW does not approve the use of any upper-cylinder lubricants or similar oil additives.

Capacities, engine

with filter change	3.7 quarts (3.50 l)

Fuel and lubricants

Gear oil	Brand-name hypoid gear oil, API class GL 5
Capacity	
Transmission	0.63 quarts (0.6 l) (to bottom edge of filler opening)
Rear-wheel drive	0.26 quarts (0.25 l) (to bottom edge of filler opening)
Viscosity class	Castrol EPX 90 or SAE 90 API
Type of fuel	Super (premium) unleaded fuel to DIN 51 607 standard, minimum octane number 95 (RON) or 85 (MON)
Fuel tank capacity	5.55 gal (21 l) including approx. 1.06 gal (4 l) reserve

Bearing lubrication and lubricating points	Brand-name anti-friction bearing grease, usable temperature range -13 °F to 248 °F (–25 °C to +120 °C), drip point 374 °F (190 °C), high corrosion protection, good resistance to water and oxidation; e.g. Shell Retinax EP2
Brake fluid	DOT 4 We recommend BMW brake fluids **⚠ CAUTION** Use only new brake fluid to DOT 4 specification.
Coolant	Brand-name long-life antifreeze and corrosion inhibitor, mixing ratio 50% : 50% **⚠ CAUTION** Use only nitrite-free antifreeze and corrosion inhibitor.

Electrical system

Battery	12 V 19 Ah gel battery, maintenance-free
Spark plugs	
Approved makes/types	Bosch XR7 LDC
Electrode gap	0.03 $^{+/-0.004}$ in (0.8 $^{+/-0.1}$ mm)
Wear limit	0.04 in (1.0 mm)
Fuses	"Minifuse" flat-socket fuses
Load ratings	4 A / 7.5 A /10 A
Headlight	Halogen tandem headlights
Bulbs	
Low-beam headlamp	H7 halogen bulb 12 V 55 W
High-beam headlamp	H3 halogen bulb 12 V 55 W
Parking light	DIN 72 601 12 V 5 W Standard designation W 10/5
Combined brake and rear light	DIN 72 601 12 V 21/5 W Standard designation P 25-2
Turn indicators	DIN 72 601 12 V 21 W Standard designation P 25-1
License plate light	DIN 72 601 12 V 5 W Standard designation C 11
ABS warning light	DIN 72 601 12 V 3 W
Other warning lights, indicator lights and instrument lighting	DIN 72 601 12 V 1.7 W

Overall length	88.58 in (2,250 mm)
Width	
across handlebars (without vibration dampers)	26.77 in (680 mm)
across front footrests	27.21 in (691 mm)
across rear footrests	31.58 in (802 mm)
Overall height (windshield lowered)	49.13 in (1,248 mm)
Height of seat at wet weight	30.32/31.5 in (770/800 mm) 2-position adjustment
Wheelbase	
at wet weight	60.98 in (1,549 mm)
in normal-load position	61.22 in (1,555 mm)
Ground clearance	
at wet weight	5.71 in (145 mm)
in normal-load position	4.92 in (125 mm)
Curb weight	
(ready to ride, tank full)	628 lbs (285 kg)
Dry weight	586 lbs (266 kg)
Permissible total weight	1,102 lbs (500 kg)
Permissible wheel loads	
front	440 lbs (200 kg)
rear	727 lbs (330 kg)

Performance data

	72 kW**	96 kW
Maximum speed		
acc. to type approval test	more than125 mph (200 km/h)	more than125 mph (200 km/h)
Elasticity		
4th gear 50-75 mph (80-120 km/h)	2.8 s	3.0 s
5th gear 50-75 mph (80-120 km/h)	3.4 s	3.8 s
6th gear 50-75 mph (80-120 km/h)	4.3 s	4.7 s
Power/weight ratio		
ready for road + rider (187 lbs / 85 kg)	11.31 lbs/kW (5.13 kg/kW)	8.49 lbs/kW (3.85 kg/kW)
at gross weight limit	15.30 lbs/kW (6.94 kg/kW)	11.49 lbs/kW (5.21 kg/kW)
Ride-past noise level		
to 97/24-9/EC	80 dB (A)	80 dB (A)

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

Motorcycle data

Model

Frame no.

Color no.

First registered on

License plate no.

Retailer data

Person to contact for Service work

Ms./Mr.

Tel. no.

Retailer's address with telephone no. (company stamp)

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

The right to modify designs, equipment and accessories is reserved.
Errors and omissions excepted.

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BMW recommends Castrol

BMW Motorrad

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The Ultimate
Driving Machine