

Rider's Manual

R 1150 R



**BMW Motorrad
On-board
documentation**

consisting of
Rider's Manual
and Maintenance
Instructions



Important notes



Warning:

This symbol stands for precautions and measures which are essential in order to protect the rider or other persons from possibly severe or fatal injury.



Attention:

Instructions and precautions specifically intended to prevent damage to the motorcycle.

Disregarding them may render the warranty invalid.



Note:

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

Welcome to BMW

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

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

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

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

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

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

Best wishes

BMW Motorrad

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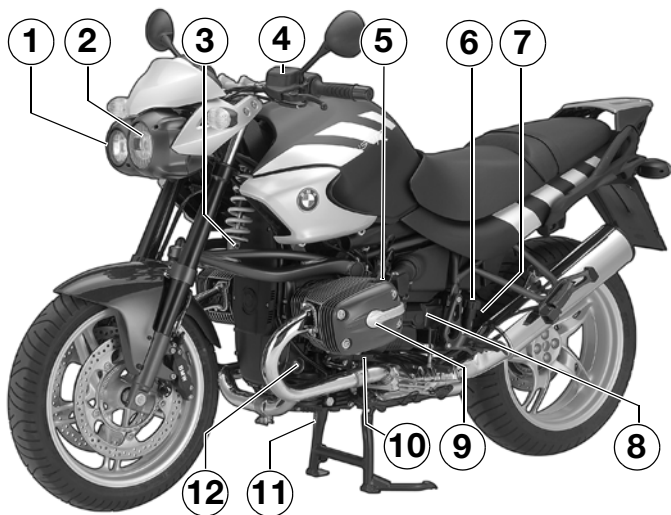
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General view, left side



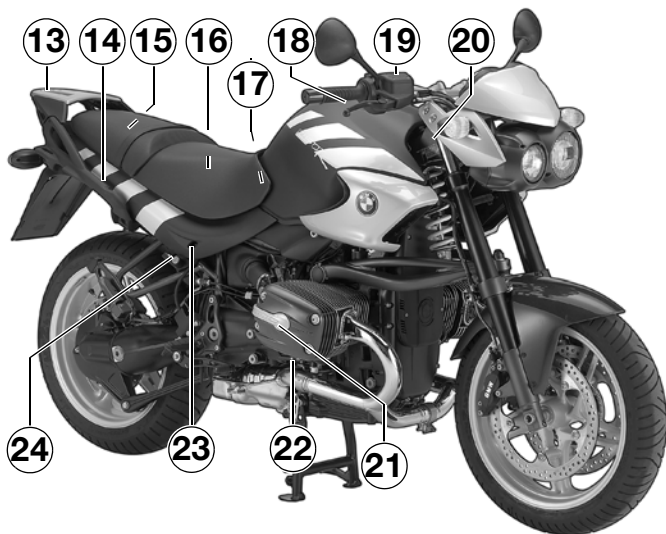
- 1** Main (high) beam headlight (➡ 36-39)
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- 3** Front suspension strut, shock absorber adjustment (➡ 40)
- 4** Reservoir for clutch fluid (➡ 35)
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- 7** Rear spring strut, shock absorber adjustment (➡ 40)
- 8** Power socket, 12V
Provision for connecting additional equipment – max. load 5 A
- 9** Primary spark plug, left
- 10** Secondary spark plug, left
- 11** Main stand^{OE} (➡ 52, 53)
- 12** Oil level sight glass, engine (➡ 21)

() Figure in brackets

➡ page number with explanation

^{OE} Optional equipment

General view, right side



- 13** Luggage carrier^{OE}
- 14** Case carrier^{OE}
- 15** Storage compartment for toolkit
- 16** Fuse box (➡ Maintenance Instructions, Chapter 2)
- 17** Air filter (➡ Maintenance Instructions, Chapter 2)
- 18** Fuel filler cap (➡ 22)
- 19** Brake fluid reservoir for front brake (➡ 29, 33)
- 20** Type plate/vehicle identification number
- 21** Primary spark plug, right
- 22** Secondary spark plug, right
- 23** Brake fluid reservoir for rear brake (➡ 30, 34)
- 24** Helmet/seat lock (➡ 13)

() Figure in brackets

^{OE} Optional equipment

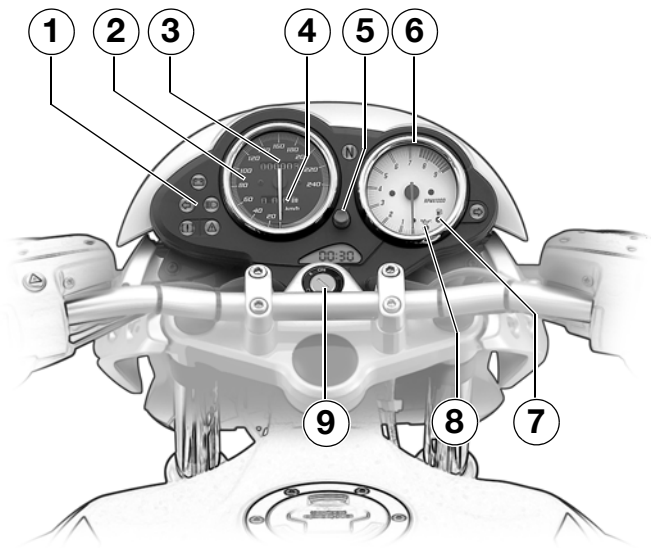
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Cockpit

1

6

General information and controls

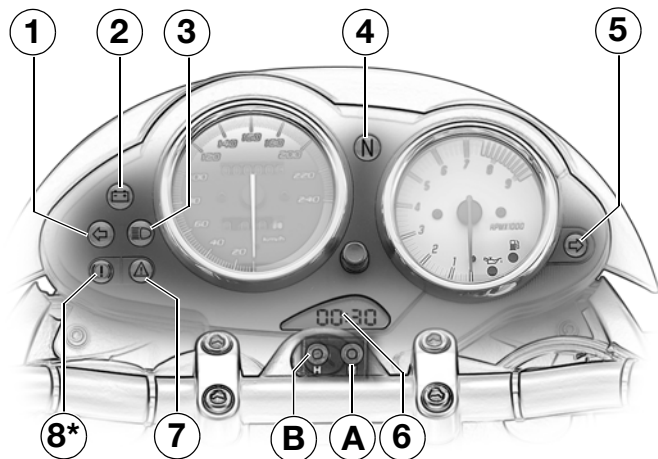


- 1 Telltale and warning lights (➡ 7)
- 2 Speedometer
- 3 Odometer
- 4 Trip meter
- 5 Trip meter reset knob
- 6 Rev. counter (➡ 62)

- 7 Warning light, fuel level/with approx. 5 litres (1.1 Imp. gal) in reserve **yellow**  (➡ 23, 60)
- 8 Warning light, engine oil pressure **red**  (➡ 60)
- 9 Ignition switch and steering lock (➡ 8)

() Figures in brackets ➡ page number for description

Telltale and warning lights



- 1 Telltale light, left turn indicator repeater **green** 
- 2 Warning light, battery charge current **red** 
( 61)
- 3 Telltale light, high (main) beam **blue** 
- 4 Telltale light, neutral **green**  ( 57)
- 5 Telltale light, right turn indicator repeater **green** 

- 6 Clock
Adjust by pressing with a ballpoint pen or similar object at point **A** (minutes) or point **B** (hours)
- 7 Warning light, general **red**  ( 61)
- 8 Telltale light, Warning light ABS  OE ( 61)

OE Optional extra

() Figures in brackets  page number for description

* depending on national-market specification

Ignition switch and steering lock



Note:

The ignition switch and steering lock, fuel filler cap and the helmet/seat lock are all operated with the same key. System cases^{OA} with locks for the same key can be ordered on request.

Vehicle keys

You will receive two master keys and one spare key. The key number is on the accompanying plastic tag.

^{OA} Optional accessories

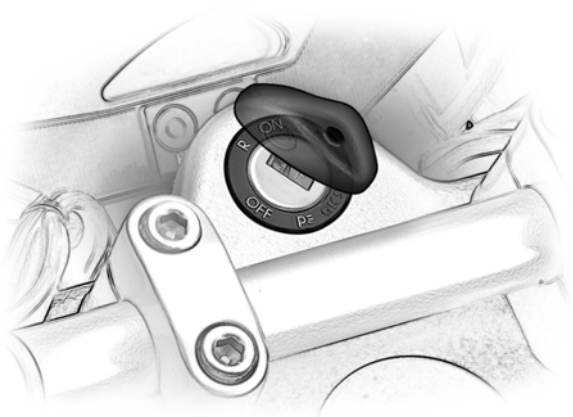
^{OE} Optional extra



Warning:

If the motorcycle is fitted with BMW Integral ABS^{OE}, only RESIDUAL BRAKING FUNCTIONALITY is available when the ignition is switched off (→ 69)

Ignition switch and steering lock



Key positions



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

- ON** Operating position, ignition, lights and all electrical circuits switched on
- R *** Ignition and lights off, steering lock disengaged (handlebars can be turned freely to left or right)

* The key can be removed in these positions

- Turn the handlebars to full left lock.



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

- OFF*** Ignition and lights off, steering locked
- P *** Parking light on, steering locked

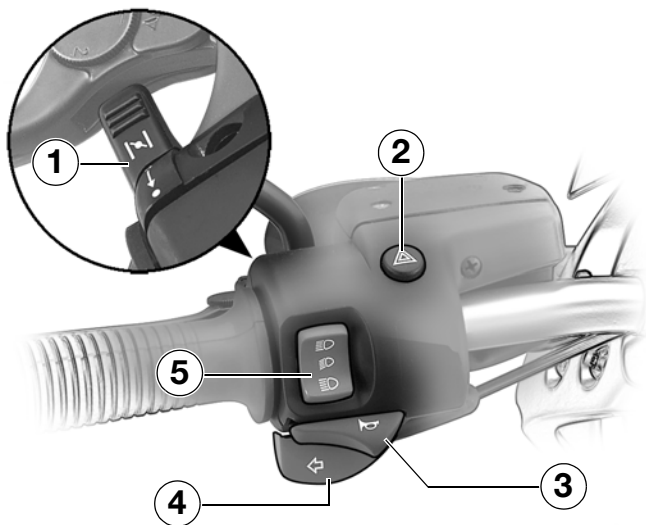


Note:
Switch the parking light on only for limited periods. Note state of battery charge.

Left handlebar fitting

1
10

General information and controls



Warning:

To prevent air from entering the clutch system:

- **Do not turn the fitting on the handlebar.**
- **Do not turn the handlebars in the clamping blocks.**

- 1 Cold start choke lever (increased engine speed) (➡ 59)
- 2 Hazard warning flashers switch (➡ 12)

3 Horn button

4 Left turn indicator switch

- Press

– Turn indicators flash

To switch off:

- Press turn indicator cancel switch **9**

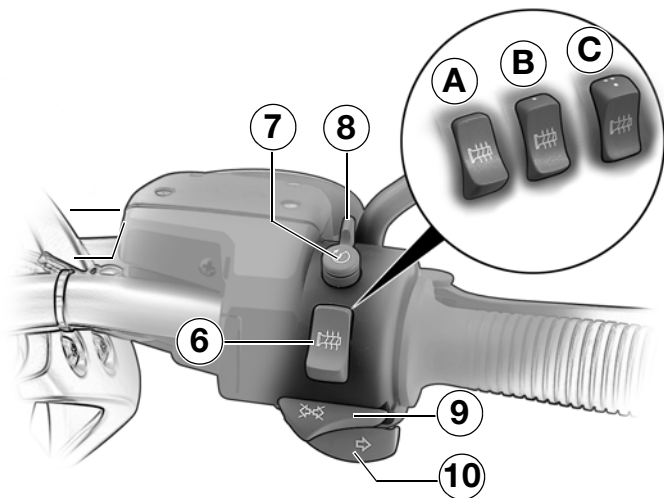
5 Headlight

☞ High (main) beam

☞ Low (dipped) beam

☞ Headlight flasher

Right handlebar fitting



Warning:

To prevent air from entering the brake system:

- Do not turn the fitting on the handlebar.
- Do not turn the handlebars in the clamping blocks.

6 Switch for heated handlebar grips^{SA}

- A** Heating off
- B** 50% (centre position)
- C** 100%

7 Starter button

8 Emergency ignition off (kill) switch (→ 56)

9 Turn-indicator cancel switch

- Press
- Left/right indicators off

10 Right turn indicator switch

- Press
- Turn indicators flash

To switch off:

- Press turn indicator cancel switch **9**

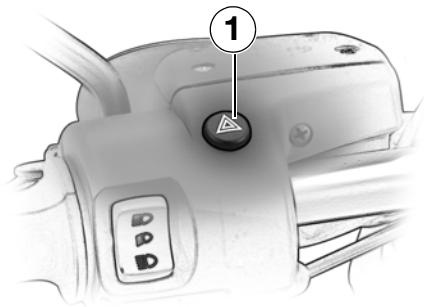
OE Optional extra

Hazard warning flashers

1

12

General information and controls



Hazard warning lights



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.

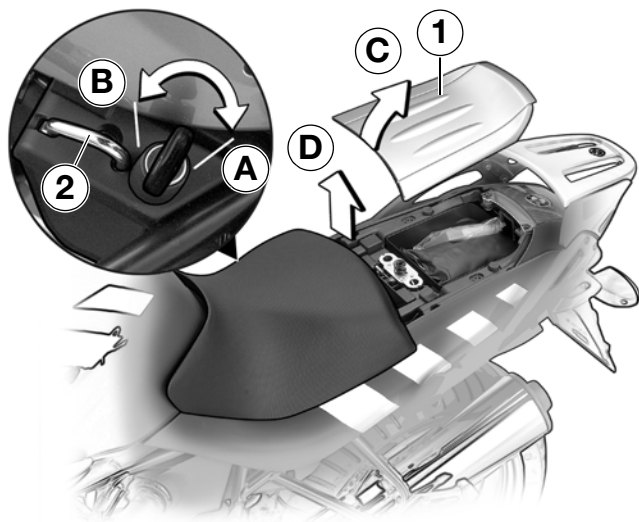
Switching on the hazard warning lights:

- Switching on the ignition
- Hazard warning switch lights up

- Operate hazard warning lights switch **1**
- Hazard warning lights in operation
- The left/right flashing turn indicator repeater on the telltale light panel (➡ 7) flashes
- Switch off the ignition
- The hazard warning lights continue to operate
- The light in the hazard warning flasher switch goes out

Switching off the hazard warning lights:

- Operate hazard warning lights switch **1**
- Hazard warning lights switch off
- Left/right flashing turn indicator repeater on the telltale light panel (➡ 7) off

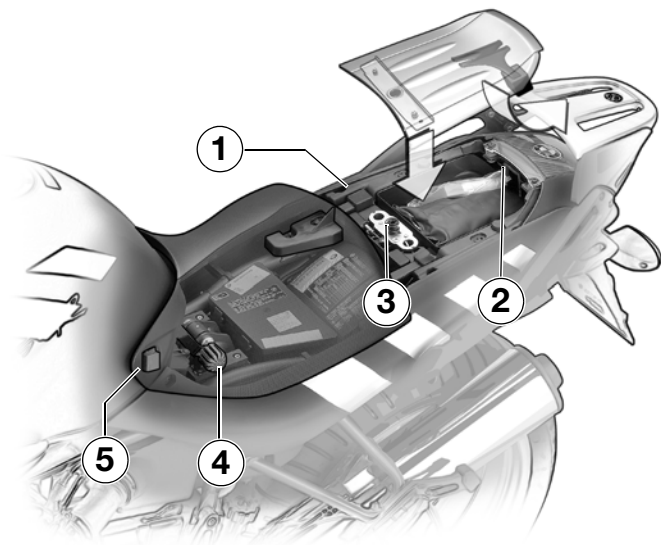


Helmet holder

- Turn key in helmet/seat lock to position **B**.
- The helmet holder **2** is open
- Close the helmet holder by pressing it lightly into the helmet/seat lock until it engages

Removing cover of stowage compartment:

- Turn the key in the helmet/seat lock to position **A**
- Cover **1** is released from its holder
- Remove cover **1** in direction indicated by arrow **C**
 - You now have access to the toolkit and the on-board documentation. You can also remove the front seat
- Lift off the front seat in the direction indicated by arrow **D**
 - You now have access to the fuses (► Maintenance Instructions, Chapter 2)



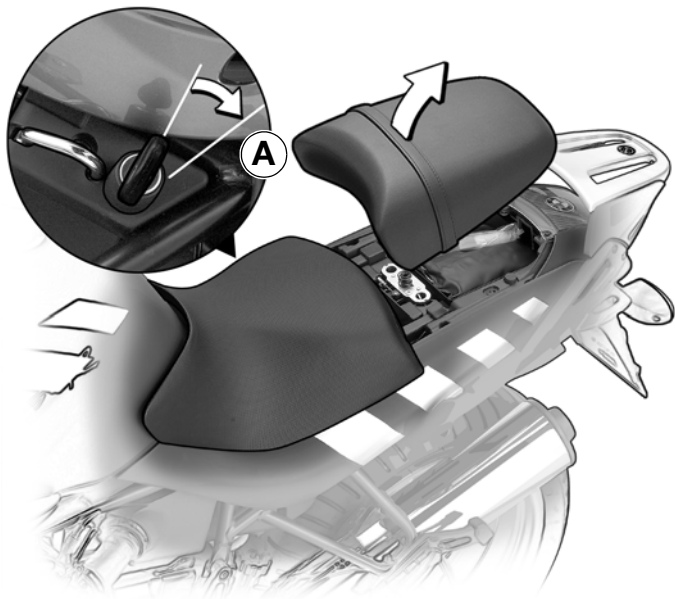
Locking cover of stowage compartment:



Caution:

When installing, make sure the cover is firmly seated.

- Engage the front seat in catches **5** and **4** on left and right and push it into guide **1**
- Push the cover to the rear into lock **2** and engage the seat holder **3** by pressing it lightly



Rear seat:

- Turn the key in the seat lock to position **A**
- The rear seat^{OE} is released from its holder
- Remove the rear seat^{OE} in the direction indicated by the arrow
- The front seat can now be removed

Locking the rear seat^{OE}

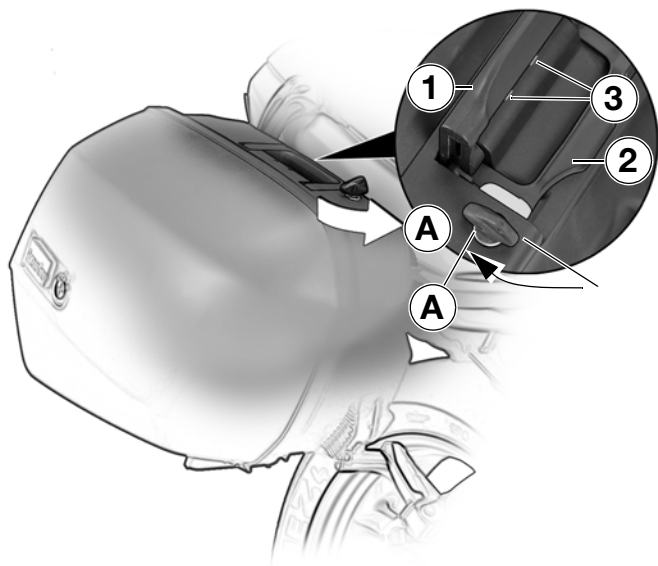


Caution:

When installing, make sure that storage-compartment cover^{OE} is correctly secured.

- Push the rear seat^{OE} to the rear into the lock and engage the seat holder by pressing it lightly (arrow)

^{OE} Optional extra

**Warning:**

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

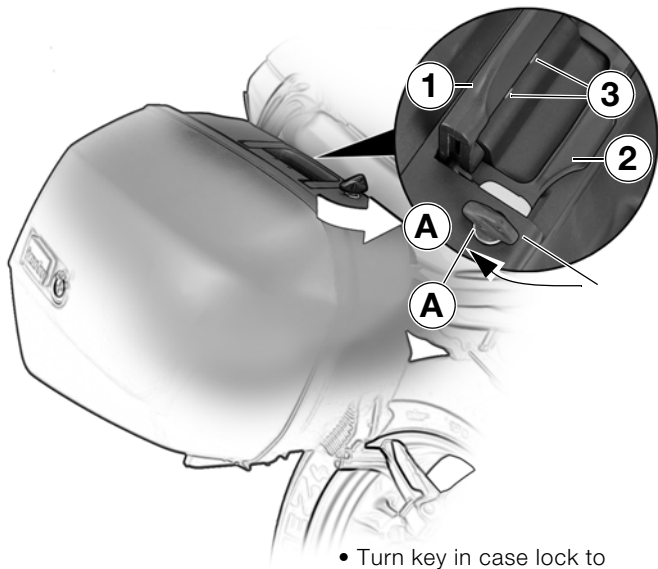
Max. load per system case:
10 kg (22 lbs).

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

Opening the system case

- Turn key in case lock to position **A**
- Pull up the carrying handle **1** and catch **2**
- The two indicators **3** turn **red**
- Opening the system case

^{OE} Optional extra



Closing the system case



Caution:

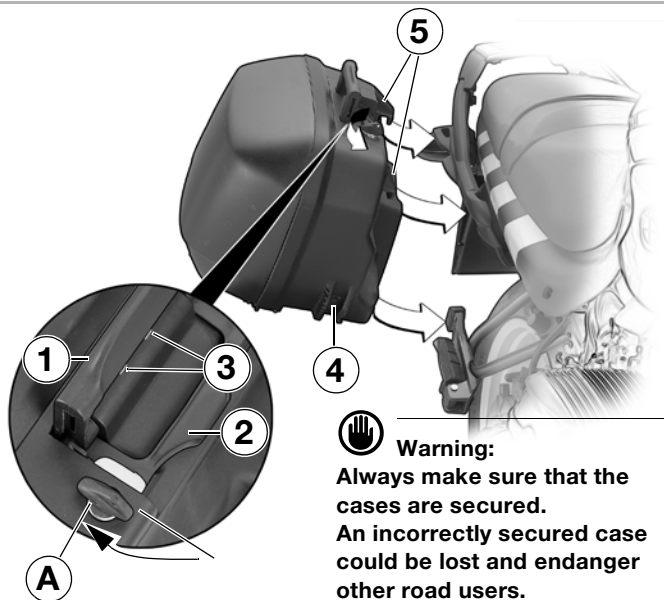
Risk of breaking the locking tongue.

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

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

Removing system case

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



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**
- Push down the carrying handle **1**
- The two indicators **3** turn **black**
- Lock the case and remove the key

Use the safety checklist – before every journey

Please perform the safety check accurately. If your motorcycle needs any routine maintenance, you can then attend to it before the journey starts

( Maintenance Instructions), or, for example have it carried out by your authorised BMW motorcycle dealer.

This is to ensure that your motorcycle corresponds with road-vehicle use and safety laws.

Your vehicle must be in perfect technical order: this is a basic prerequisite for your safety and the safety of other road users.

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

- Engine oil level
- Fuel level
- Positions of the handlebar-lever fittings
- Brake fluid level
- Clutch fluid level
- Brakes

- Warning lights and telltale lights
- Lights
- Shock-absorber setting and spring preload
- Condition of wheels and tyres, tread depth and tyre pressures
- Load, gross weight
- Check at regular intervals as described in the following sections (each time you stop for refuelling):
 - Engine oil level (every second or third time you stop for refuelling):
 - Brake pads

If you encounter any problems or difficulties, it is always best to contact your authorised BMW Motorrad dealer.

He will provide the necessary advice and assistance.

Checking oil level

Check oil level regularly each time you stop to refuel.

Only check the engine oil when the engine is at normal operating temperature as the oil level can vary by up to 10 mm (0.39 in) in a hot engine or a cold engine at extreme outside temperatures (-10 °C).

Wait at least five minutes after switching off the hot engine for the oil to collect in the sump.

Checking the oil level after the engine has only been used for a short time or is only just warm could lead to wrong interpretations and thereby to an incorrect oil fill because the cold, more viscous oil takes longer to flow back into the sump. This can take up to 12 hours at extreme temperatures (-10 °C).



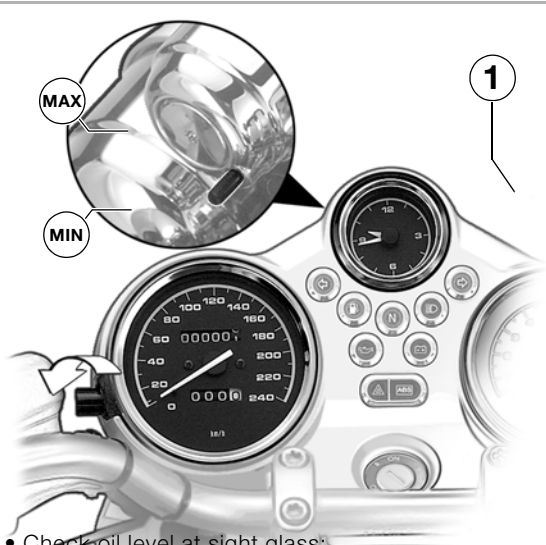
Caution:

To avoid damage to the engine:

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

Always check the oil level with the motorcycle standing upright.

- Check the oil when the engine is at normal operating temperature
- Read the oil level at least five minutes after switching off the engine
- Make sure that the motorcycle is upright
- ensure that the surface is level and firm!



- Check oil level at sight glass:

MAX Upper edge
Ring marking

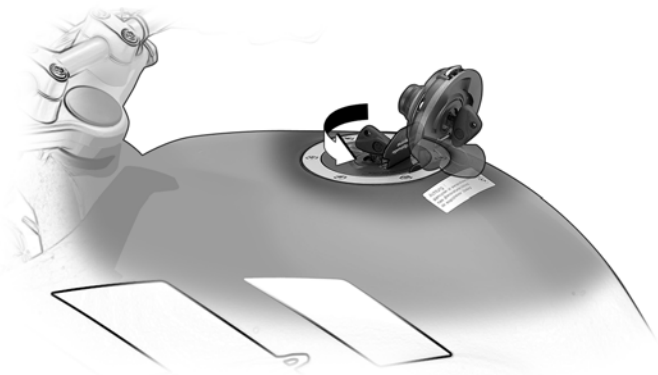
MIN Lower edge
Ring marking

- The difference between the two marks is approx. 0.5 litres (0.88 Imp. pints)
- If necessary, unscrew the oil filler screw **2** and top up the engine oil through the engine oil filler **1**
- Then retighten the oil filler screw **2**



Attention:

Warning light, engine oil pressure **red**  (→ 6) indicates no (or very little) oil pressure in the lube-oil system; this light must not be regarded as an oil level check. Oil pressure builds up after 1-2 seconds and the warning light goes out – the **red** engine oil pressure warning light  should remain off while the engine is running.



Refuelling



Warning:

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

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:

Leaded fuel will destroy the catalytic converter.

Do not run the fuel tank dry or you may damage the engine or the catalytic converter.

Wipe off plastic parts immediately if they are wetted with fuel.

- Place motorcycle on side stand
- Make sure the ground is level and firm.
- Open fuel filler cap



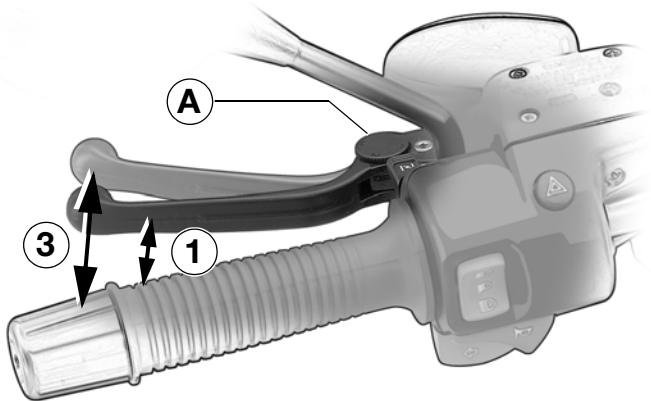
Capacity



Note:

The fuel gauge does not operate unless the ignition is switched on.

- Refuel
- Refuel only with super (premium) grade fuel to DIN 51607 standard or equivalent, minimum octane number 95 (RON) or 85 (MON)
- Close the fuel filler cap
- Usable tank capacity 20.4 litres (4.5 Imp. gal)
- When the reserve fuel quantity is reached (approx. 5 litres/1.1 Imp. gal), the **yellow** warning light **1** comes on



Adjusting clutch lever



Caution:

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

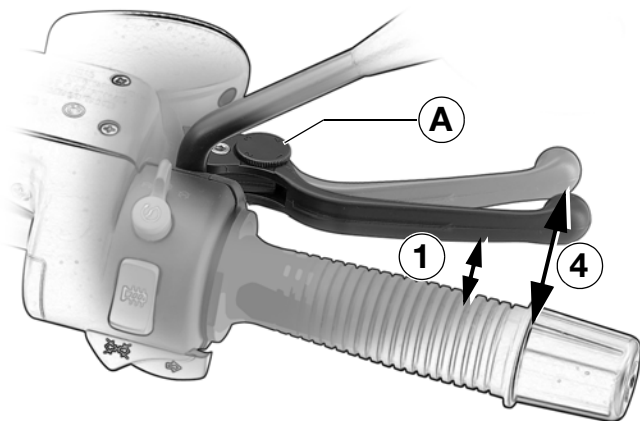
If you are doubtful about the reliability of the hydraulic clutch operating system, it is best to consult an authorised BMW motorcycle dealer.



Warning:

To prevent air from entering the clutch system:

- Do not turn the fitting on the handlebar.
 - Do not turn the handlebars in the clamping blocks.
-
- Turn knob **A** to set the most comfortable span:
 - Setting **1**: minimum distance
 - Setting **3**: maximum distance



Adjusting handbrake lever



Warning:

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

- Do not turn the fitting on the handlebar.
- Do not turn the handlebars in the clamping blocks.
- Turn knob **A** to set the most comfortable span:
 - Setting **1**: minimum distance
 - Setting **4**: maximum distance

Work on the brake system



Warning:

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

Checking the 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 specialist workshop, preferably an authorised BMW motorcycle dealer.

Checking brake pads



Warning:

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

Brake pad wear depends on your personal style of riding. To ensure reliable operation of the brakes: do not allow lining thickness to fall below minimum value (Maintenance Instructions ► Chapter 2).

Checking brake fluid level

Gradual wear of the brake pads causes the brake fluid level in the reservoir to drop.



Warning:

If brake fluid level in the fluid reservoirs for the front or rear brakes has dropped below the MIN mark (➡ 29, 30), have the brake system checked without delay by a specialist workshop, preferably an authorised BMW motorcycle dealer.

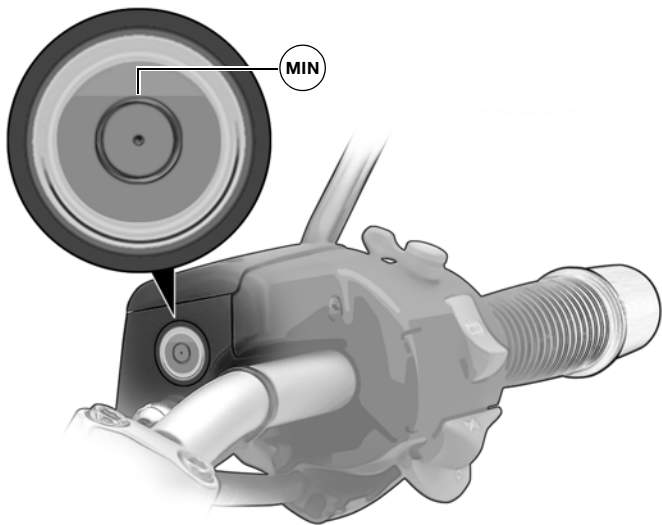
Changing brake fluid



Warning:

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

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



Checking front brake fluid level



Warning:

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

- Hold the motorcycle upright or lift it on to the main stand^{OE}
 - Make sure the ground is level and firm

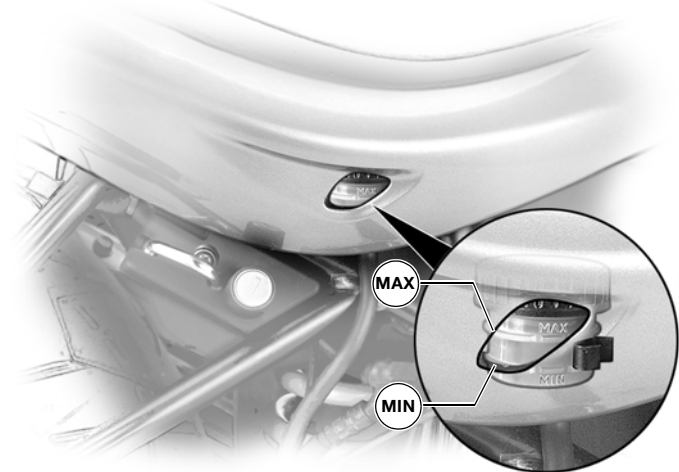
- Turn the handlebars fully to the left
- Check brake fluid level in sight glass

MIN Minimum level
(top of marking ring)



Note:

Gradual wear of the brake pads causes the brake fluid level in the reservoir to drop.



Checking rear brake fluid level



Warning:

Never permit the brake fluid level to drop below the MIN mark on the brake fluid reservoir

- Hold the motorcycle upright or lift it on to the main stand^{OE}
 - Make sure the ground is level and firm

- Check the brake fluid level

MAX Maximum level

MIN Minimum level



Note:

Gradual wear of the brake pads causes the brake fluid level in the reservoir to drop.

^{OE} Optional extra

Checking brake fluid level



Warning:

On a motorcycle equipped with BMW Integral ABS, the brake fluid level in the reservoir does **NOT** drop as the brake pads wear (➡ 33, 34).



Warning:

Have the brake system checked immediately by a specialist workshop, preferably an authorised BMW motorcycle dealer, if the brake fluid level in the reservoir of the brake system drops below the MIN mark (➡ 33, 34).

Changing brake fluid



Warning:

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

Consequently, the brake fluid must be changed regularly (➡ Maintenance Instructions, Chapter 2) by a specialist workshop, preferably an authorised BMW motorcycle dealer.

Residual braking function



Warning:

When the ignition is switched off, before and during self-diagnosis (➡ 70), or if the BMW Integral ABS^{OE} fails, only a **RESIDUAL BRAKING FUNCTION** remains available for slowing the motorcycle (➡ 69).

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

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



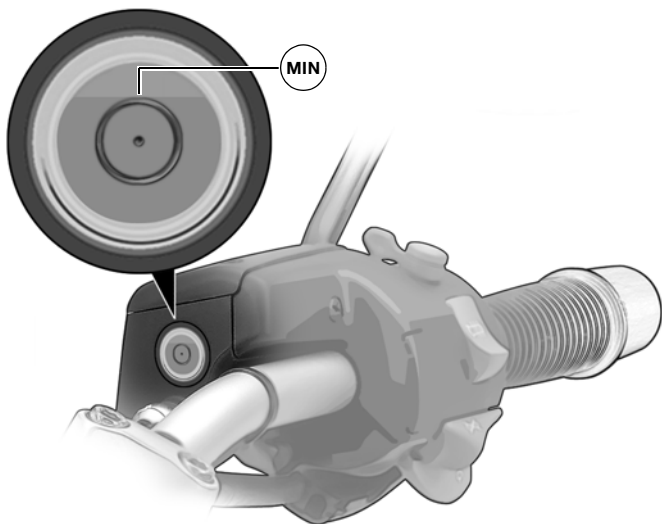
Warning:

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



Note:

When the **RESIDUAL BRAKING FUNCTION** is active, it is advisable to set adjuster **A** (➡ 25) on the front-brake lever to position 4.



Checking front brake fluid level



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

- Hold the motorcycle upright or lift it on to the main stand^{OE}
 - Make sure the ground is level and firm

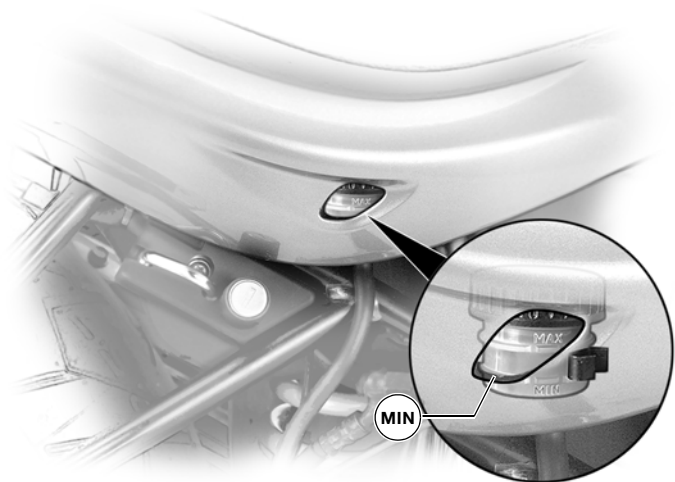
- Turn the handlebars fully to the left
- Check brake fluid level in sight glass

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.



Checking rear brake fluid level



Warning:

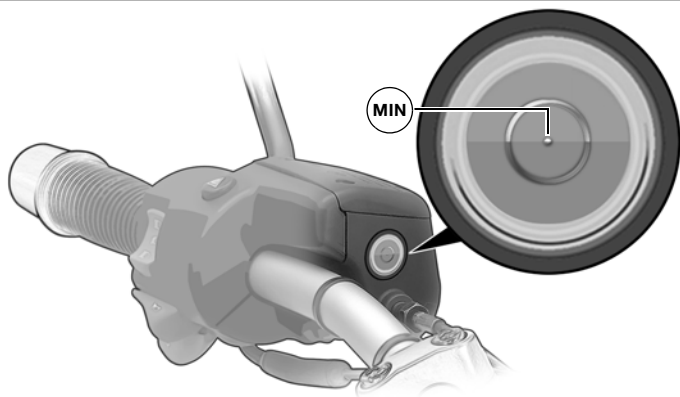
Never permit the brake fluid level to drop below the MIN mark on the brake fluid reservoir

- Hold the motorcycle upright or lift it on to the main stand^{OE}
 - Make sure the ground is level and firm
- Check the brake fluid level
MIN Minimum level



Note:

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



Checking fluid level in the 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 specialist workshop, preferably an authorised BMW motorcycle dealer.



Note:

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

- Place motorcycle on side stand
 - Make sure the ground is level and firm
- Turn the handlebars fully to the right
- Check fluid level in sight glass
 - MIN** Minimum level (centre of sight glass)



Warning:

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

Checking lights



Caution:

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



Note:

If turn indicator repeater flashes at twice the usual speed: defective flasher bulb.

BMW Integral ABS:

General warning light ON (➡ 7):

Check brake light or tail light.

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.

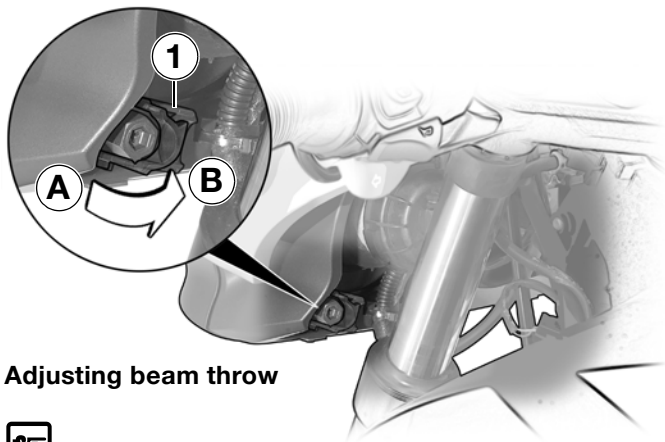
To change bulbs in parking lights, headlight (dipped and main beams), rear/brake lights, turn indicators and the number-plate light: (➡ Maintenance Instructions, Chapter 2)

Headlight setting, RHD/LHD traffic

For trips in countries where the traffic drives on the opposite side of the road:

Adjust the headlight accordingly (Maintenance Instructions ➡ Chapter 2).

When necessary, you can resort to the assistance of a specialist workshop, preferably your authorised BMW motorcycle dealer.



Adjusting beam throw



Note:

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

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



Note:

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

Adjusting to suit load

Change the spring strut setting to suit the load ( 41)

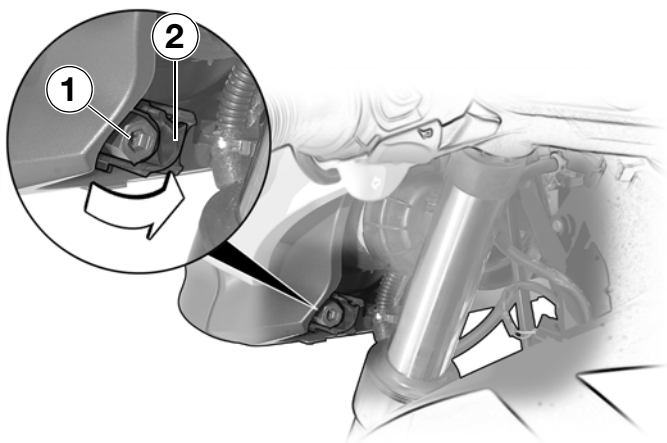
- Spring preload has an effect on headlight throw

Only if the load carried on the motorcycle is very high, the headlight beam can also be lowered by moving pivot lever **1**. This shortens the beam throw.

Pivot lever **1**:

A = neutral position

B = high load

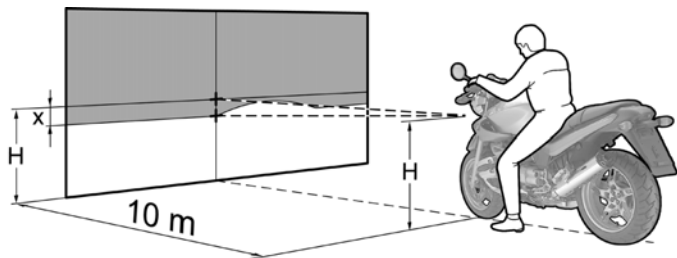
**Note:**

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

Headlight basic setting**Note:**

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

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



- Measure the distance **H** from the ground to the centre of the headlight
- Transfer this height **H** to the wall and draw a cross on the wall at this point
- Draw a second cross (**x** = 15 cm/5.9 in) lower
- Switch on the low-beam headlight
- Turn adjusting screw **1** to align the headlight in such a way that the light-dark cutoff starts in the middle of the bottom cross and rises to the right to the height of the upper cross, before dropping again.

- Adjusting screw **1**:
 - Turn screw counter-clockwise: higher
 - Turn screw clockwise: lower



Note:

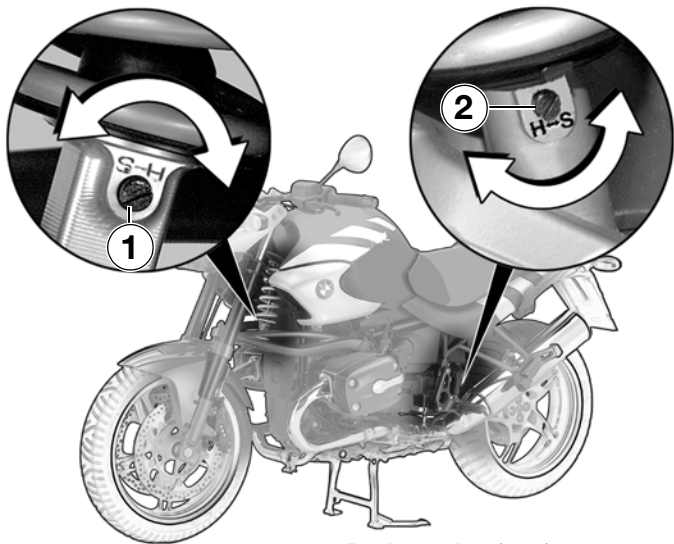
Have the headlight basic setting checked by a specialist workshop, preferably an authorised BMW motorcycle dealer.

Shock-absorber adjustment

2

40

Safety check



Warning:

Before the journey starts, adjust the front shock absorber to suit road surface conditions and intended riding style. Adjust the rear shock absorber to suit the gross weight and load on the motorcycle.

- Hold the motorcycle upright or lift it on to the main stand^{OE}
- Adjust the front/rear shock absorbers with a screwdriver

Basic setting (solo):

- Turn adjusting screw **1** or **2** in direction indicated by arrow **H** (clockwise) as far as it will go
- Turn adjusting screw **1** or **2** two turns in the direction indicated by arrow **S** (counter-clockwise)

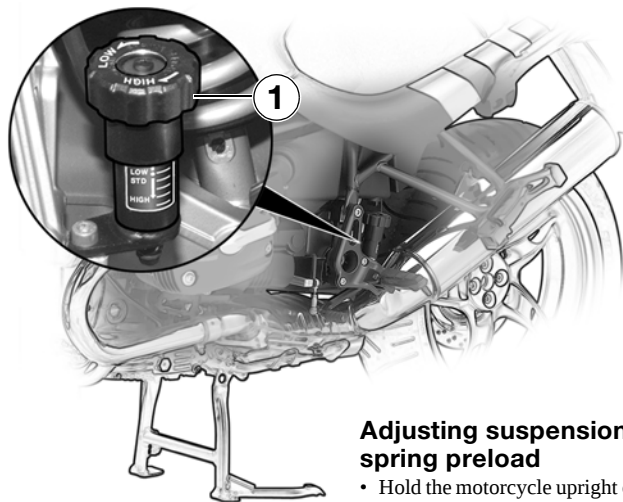
Hard setting “H”:

- Fully tighten adjusting screw **1** or **2**

Soft setting “S”:

- Fully back off adjusting screw **1** or **2**

^{OE} Optional extra



Warning:

Before riding off, always set spring preload to suit total weight.

For off-road riding, increase spring preload at front and rear by a suitable amount.

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

Adjusting suspension spring preload

- Hold the motorcycle upright or lift it on to the main stand^{OE}
- Adjust spring preload at handwheel **1**

Basic setting, solo:

- 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 handwheel **1** fully to the right as indicated by the “**HIGH**” arrow

Checking wheel rims



Warning:

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

Checking tyre treads



Warning:

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

- Measure tread depth at the centre of the tyre tread

BMW's minimum tread depth recommendation:

Front 2 mm (0.08 in)

Rear 3 mm (0.12 in)

Screwing valve caps on tightly



Warning:

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

Use only metal valve caps with rubber seals.

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

Checking tyre pressures



Warning:

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

Adjust tyre pressures to suit total weight. Never exceed either the motorcycle's gross weight or the individual wheel load limits (► 45).

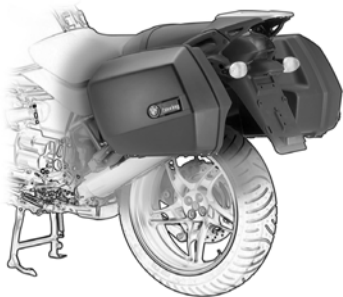
– Tyres cold:

- Remove valve caps
- Check/correct tyre pressure

Tyre pressures:

	Front	Rear
Solo	2.2 bar (31.3 psi)	2.5 bar (35.5 psi)
Two-up	2.5 bar (35.5 psi)	2.7 bar (38.4 psi)
Two-up with luggage	2.5 bar (35.5 psi)	2.9 bar (41.2 psi)

- Fully tighten on valve caps



Warning:

BMW cannot examine or test every product of outside origin to ensure that it does not represent a safety risk if used on or in connection with your BMW motorcycle. 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 BMW motorcycle dealer.

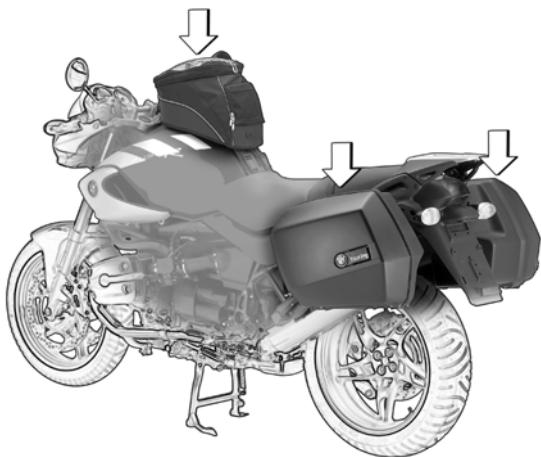
Correct loading



Warning:

Overloading can impair the handling of your motorcycle.

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



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



Warning:

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



Caution:

Do not exceed the gross weight limit of 450 kg (992 lbs).

Do not exceed the wheel load limits of 180 kg (397 lbs) at the front and 300 kg (573 lbs) at the rear.

Reset the suspension spring preload and the shock absorbers to match the total weight (► 40, 41, 43).

The total weight consists of:

- Motorcycle with full tank
- Rider
- Passenger
- Luggage

Handling your motorcycle safely

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

- Acceleration
- Roadholding
- Cornering
- Braking ...

These are all things you need to become familiar with.

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



Attention:

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



Warning:

The tyres need to cover a certain distance before they acquire their full road grip (► 55).

When riding at high speed, always bear in mind that various boundary conditions such as: settings of the spring and shock-absorber system, unbalanced loading, loose clothing, low tyre pressures, worn tyres, etc., can affect the handling of your motorcycle.

^{OE} Optional extra

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 pillion passenger and to other road users.



Warning:

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

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

BMW Integral ABS^{OE}

Motorcycle equipped with BMW Integral ABS (➡ 66)



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 (➡ 69).

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

Risk of poisoning

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



Warning:

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

Do not run the engine in an enclosed space.

Risk of fatal accident

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.

Catalytic converter



Attention:

To avoid damage to the catalytic converter:

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

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

Risk of fire

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



Warning:

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



Placing motorcycle on side stand



Warning:

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



Caution:

Stop the engine before using the side stand.

Make sure the surface under the stand is firm.

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

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



Removing motorcycle from side stand



Warning:

When the ignition of a motorcycle fitted with BMW Integral ABS* is switched off, only a “RESIDUAL BRAKING FUNCTION” is available (► 69).

The side stand must be fully retracted before you ride off.

– Riding with the side stand extended is a safety risk.

- Turn the ignition key to the “R” or “ON” position (► 9)
 - 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



Place motorcycle on centre stand



Warning:

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



Caution:

Switch off the engine before using the centre 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 frame with your right hand
- Place the right foot on the extension pin 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 (arrow) until it rests on the centre stand
- **Check that the motorcycle is firmly supported**



Removing motorcycle from centre stand



Warning:

If the motorcycle is fitted with BMW Integral ABS^{OE}, only **RESIDUAL BRAKING FUNCTIONALITY** is available when the ignition is switched off (➡ 69). Make sure the centre stand is fully retracted before you ride off.

– Riding with the centre stand extended is a safety risk

- Ignition key in the “R” or “ON” position (➡ 9)
 - Handlebar lock disengaged
- Hold the left handlebar grip with your left hand
- Hold the frame with your right hand
- Push the motorcycle forwards off the stand
- Check that the stand has fully retracted

^{OE} Optional extra

**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 engine speeds
From 0 to 1,000 km (600 miles)**

- Engine speed max.
4,000 rpm and no full-load acceleration
- Do not omit the first inspection after 1,000 km (600 miles).

Make an appointment with your authorised BMW motorcycle dealer in good time, so that the work can be performed punctually.

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

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

Running in new brake pads



Warning:

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

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

Running in new tyres



Warning:

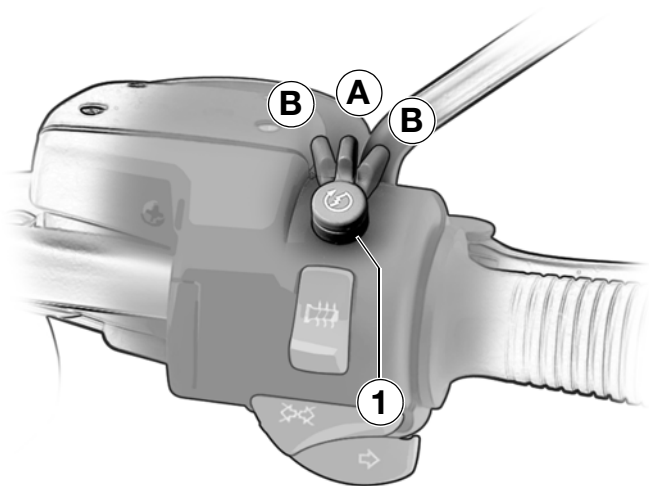
New tyres have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tyres are run in. This running in procedure is essential if the tyres are to achieve maximum grip.



Caution:

Comply with the notes on BMW Integral ABS^{OE} (➡ 66-73).

^{OE} Optional extra



Switching on the ignition

- Move the kill switch to the run position **A**
- Turn ignition key to **ON**
(➡ 9)

In an emergency only:

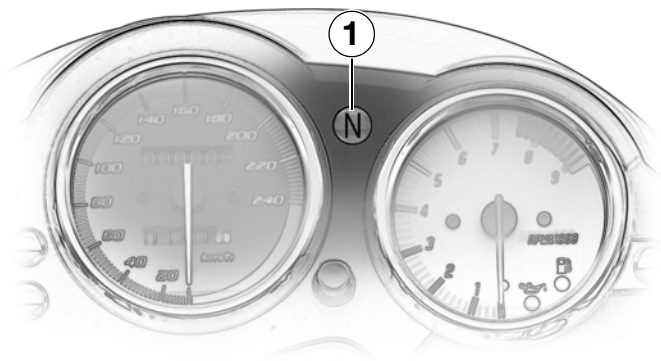
- Move switch **1** to the **B** position.
- The Motronic, fuel pump and starter motor electrical circuits are out of action



Note:

If you move the kill switch to the **B** position while the ignition is on (switch in **ON** position), the BMW Integral ABS^{OE} remains operational (➡ 66-73).

^{OE} Optional extra



Fully retract the side stand



Note:

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

Select neutral

- Neutral indicator light **1** comes on **green**  (➡ 7).



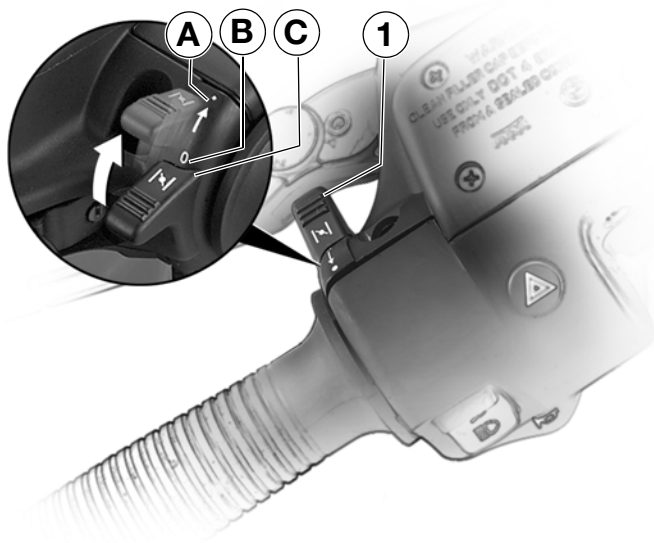
Note:

Engine does not start:

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

Engine stops when first gear is engaged:

- Fully retract the side stand; if necessary, consult the troubleshooting table (➡ Service and Technical Booklet, Chapter 2)



Starting



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: Recharge the battery.

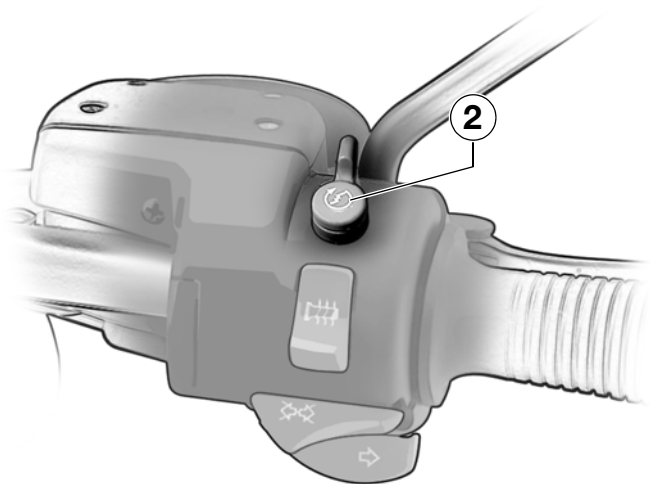


Warning:

Do not warm up the engine with the motorcycle at a standstill – risk of overheating or fire!

Ride away immediately after starting the engine.

To avoid overheating the air-cooled engine and possible damage as a result, avoid even short warm-up periods at a standstill. Avoid high engine speeds after a cold start.

**Note:**

Do not turn the throttle twistgrip when starting the engine.

Choke

- Correct position of choke lever **1**:
 - Lever up, in position **A**: Cold start
 - Lever down, in position **C**: Engine at operating temperature
- When starting, pull lever **1** to position **A** (arrow) and hold it in this position
- Press starter pushbutton **2**
 - The engine starts
- Turn the throttle twistgrip carefully
- Release lever **1**
 - Lever **1** in position **B**
- Return choke lever **1** to position **C** as soon as possible (as soon as the engine runs smoothly)

Telltale and warning lights

3

60

Starting – Riding – Parking



Caution:

If warning light **2** comes on during the journey, take the following action as soon as traffic conditions permit:

- Declutch
- Operate the kill switch
- Bring the motorcycle safely to a halt
- Check engine oil level (→ 20)

If the warning light comes on even though the oil level is correct, you must consult a specialist workshop, preferably an authorised

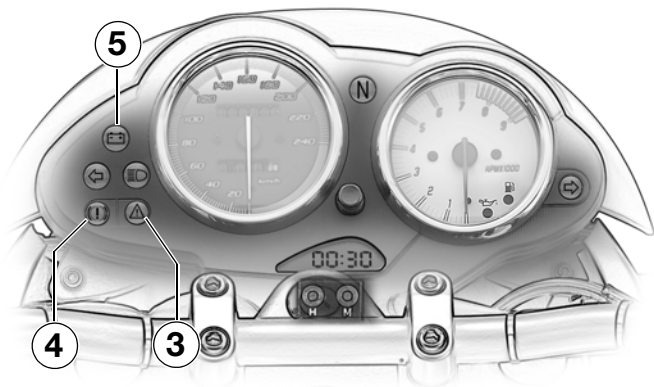
BMW motorcycle dealer.

Fuel level

When the warning light **1** comes on, there are still approx. 5 litres (1.1 Imp. gal) of fuel in the tank.

Engine oil pressure

Warning light **2** goes out above idle speed.



Warning light, general

General warning light **3** lights up if the BMW Integral ABS^{OE} develops a fault (➡ 73), or if the tail light or brake light is defective.

ABS warning light^{OE}

The ABS warning light **4** lights up if the BMW Integral ABS develops a fault (➡ 73)

Battery charge current

Warning light **5** goes out above idle speed.



Caution:

If warning light **5** comes on during the journey:

Consult a specialist, preferably an authorised BMW motorcycle dealer.



Engine speed

Limit engine speed in accordance with engine temperature, using the highest engine speeds only when the engine has reached its regular operating temperature. When the revolution counter needle enters the red zone on the dial, the fuel supply is interrupted in order to protect the engine against overspeeding.



Note:

The governor cuts in at 7,900 rpm.

Load changes



Warning:

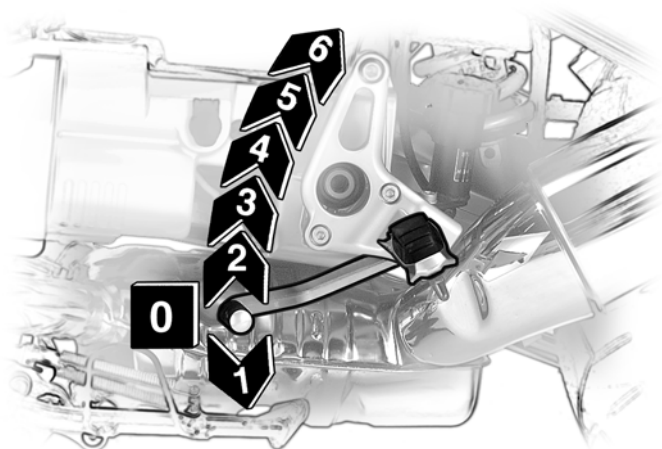
Try not to open or close the throttle abruptly, particularly on wet or slippery roads.

Gear shifts



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.



Moving off and upshifts:

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

Downshifts:

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

Wet brakes

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



Warning:

The brakes have to dry before they start to bite.

Salt on brakes

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



Warning:

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

Oil and grease on brakes



Warning:

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

Dirt or mud on brakes

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



Warning:

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

Dirt on the brakes increases the rate of pad wear.



Warning:

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

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

Sensitive electronic control

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

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

BMW Integral ABS is the latest-generation BMW ABS development: by preventing both wheels from locking and optimising braking-force distribution by means of the integral function, it offers much improved braking performance (► 68). Full use is made of technical braking capacity to minimise braking distances, even when road conditions are poor. When the motorcycle is ridden in a straight line, the BMW Integral ABS is able to handle emergency braking safely.

Safety margin

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

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

^{OE} Optional extra

Partially integral brakes

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

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

The 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 servo

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 a higher braking efficiency than standard brake systems.

ABS - anti-lock brake system^{OE}

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

^{OE} Optional extra

RESIDUAL BRAKING FUNCTION

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

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

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

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

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



Warning:

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



Note:

When the RESIDUAL BRAKING FUNCTION is active, it is advisable to set adjuster **A** (➡ 25) on the front-brake lever to position 4.

The RESIDUAL BRAKING FUNCTION is active under the following circumstances:

- Ignition off
- Before and during self-diagnosis (➡ 70)
- Fault in the BMW Integral ABS* (➡ 73)



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 (➡ 69).

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

Initially:

- ABS warning light **2**: flashes at 4 Hz (➡ 56)
- General warning light **1**: ON

➡ Self-diagnosis is in progress

Then:

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

➡ Self-diagnosis successfully completed

Brake system - with BMW Integral ABS^{OE}



- Start the engine.
- Move off
- ABS warning light **2**:
OFF (as of approx. 5 km/h
(3 mph) road speed)
- ➡ Pull-away test successfully
completed
- ➡ BMW Integral ABS
is available



Note:

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

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

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



Note:

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

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

^{OE} Optional extra

**Warning:**

If the BMW Integral ABS fails in both brake circuits, a **RESIDUAL BRAKING FUNCTION** only is available (➡ 69).

**Warning:**

If the **RESIDUAL BRAKING FUNCTION** is active (➡ 69), maintain a defensive riding style and proceed immediately to a specialist workshop, preferably an authorised BMW motorcycle dealer.

**Warning:**

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

There is a risk of dropping the machine if the brakes are applied too hard and the front wheel locks or the rear wheel lifts clear of the ground as a result of a high level of front tyre adhesion. Do not ride the motorcycle if you have any doubts about the safety of the brake system.

BMW Integral ABS^{OE} - Fault table

General warning light 	ABS warning light  /brake failure	Malfunctions
OFF	ON	Only RESIDUAL BRAKING FUNCTION available in both circuits ( 69)
OFF	Flashes at 1 Hz	ABS not available Pull-away test not completed ( 70)
OFF	Flashes at 4 Hz	Only RESIDUAL BRAKING FUNCTION available in both circuits ( 69) Self-diagnosis not completed ( 70)
ON	OFF	Tail light/brake light defective (Maintenance Instructions, ( Chapter 2)
ON	Flashes at 1 Hz	At least one brake circuit without ABS ( 70)
ON	Flashes at 4 Hz	At least one brake circuit in RESIDUAL BRAKING FUNCTION mode ( 69)
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 leaktight, no signs of brake fluid escaping? The brake system is defective if the test outcome is negative.
Alternate flashing at 4 Hz	Alternate flashing at 4 Hz	Fluid level in the BMW Integral ABS is too low, perform the checks listed above. Only RESIDUAL BRAKING FUNCTION available in at least one circuit ( 69)
		 Warning: Do not ride the motorcycle if you have any doubts about the dependability of the brake system.

Know-how...

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

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

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

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

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

...technical features...

The authorised BMW motorcycle dealer's staff has the experience and all the necessary facts at its disposal when it comes to solving problems quickly and effectively. Workshops are equipped with the latest technical facilities, for example the special tools developed by BMW such as the **BMW** diagnosis system or 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 goodwill work after the warranty period has expired, evidence of regular maintenance by an authorised BMW motorcycle dealer is essential. Certain signs of wear may not otherwise be noticed until it is too late to put them right at moderate cost

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

...service

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

BMW Service Card

A Service Card is now available for all new BMW motorcycles.

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

If you have a breakdown anywhere in Europe, just call our Central Emergency Service number from any telephone.

Our experts are on duty there day and night to arrange assistance for you. They can provide practical advice on what to do next and can make arrangements on your behalf, for example notifying local emergency services anywhere in Europe, recovery and transportation of the motorcycle to the nearest authorised workshop, a taxi for you, and even a replacement vehicle and hotel accommodation, if necessary.

BMW Service worldwide

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



Note:

BMW service partners are listed in the Service Stations booklet for Europe or Asia, available from any authorised BMW motorcycle dealer.

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.

For instance, your new Boxer is available with exhaust emission control by closed-loop, three-way catalytic converter.

...waste disposal...

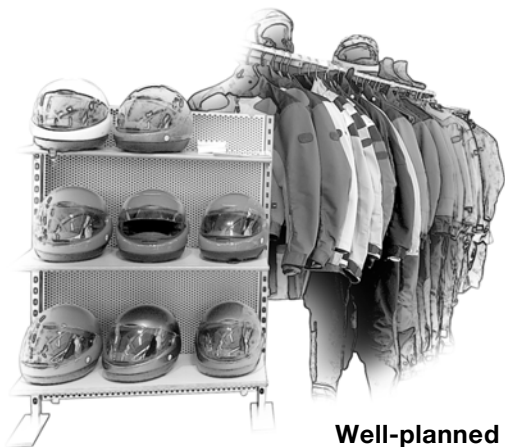
Behind the scenes, in the repair shop, we do not neglect the pro-environmental aspects of our work either.

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

...recycling

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

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



The essentials

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

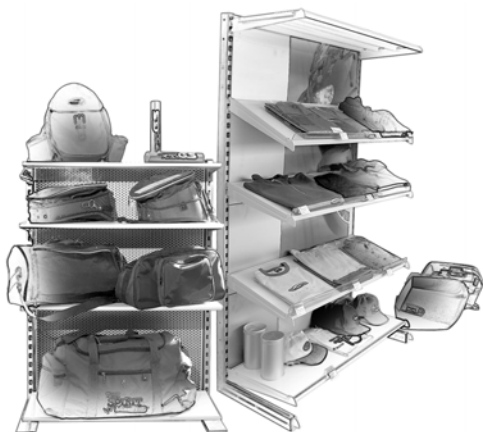
- Helmet
- Suit
- Gloves
- Boots

It is foolhardy to ride without these items of clothing. This 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 BMW motorcycle dealer.



Always an idea ahead

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

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

Every accessory product is made to the same exemplary standards of design, function and quality as the motorcycle itself. This calls for a great deal of experience, but our engineers are themselves enthusiastic motorcyclists who know what is needed. Accessories and motorcycle equipment are included when a new motorcycle is being developed, and their practical features optimised in a series of thorough tests. 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. What this means: look ahead, plan how to avoid possibly dangerous situations and study other road users’ behaviour with a degree of healthy scepticism.

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

Allow for reaction time when judging braking distances.

- At a speed of 50 km/h (31 mph), for instance, one second’s hesitation means that about 14 metres (46 feet) are covered additionally before the brakes are applied
- At 90 km/h (56 mph), this distance grows to 25 metres (82 feet)

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

Work up to the wheel lock limit gradually.

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

Now it is your turn.

- Regular care is important, with all functions checked before the journey starts
- Use only genuine BMW accessories. They comply with all the relevant safety requirements and are perfectly matched to your BMW
- Your BMW Motorrad dealer is best placed to service your motorcycle
- Do not under any circumstances install unapproved extras: the use of unapproved accessories constitutes a safety risk and voids your insurance and the motorcyclist's permit
- Technical modification should be performed by a trained mechanic at your BMW Motorrad dealership



Note:

Your local BMW Motorrad dealer can supply you with useful items to accompany the Service and Technical Booklet.

- BMW breakdown kit
- BMW Repair Manual
- BMW set of circuit diagrams
- BMW Motorrad Tour Service

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 your destination safely – and for riding your BMW Boxer to be the most delightful leisure pastime in the world!

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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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