Rider's Manual (US Model)

HP2 Enduro



BMW Motorrad

The Ultimate Riding Machine

Motorcycle/Retailer Data

Motorcycle data

Model

Vehicle Identification Number

Color number

First registration

Registration number

Retailer Data

Contact in Service

Ms./Mr.

Phone number

Retailer's address/phone number
(company stamp)

Welcome to BMW

We congratulate you on your choice of a motorcycle from BMW and welcome you to the community of BMW riders.
Familiarize yourself with your new motorcycle so that you can ride it safely and confidently in all traffic situations.
Please read this Rider's Manual carefully before starting to use your new BMW motorcycle. It contains important information on how to operate the controls and how to make the best possible use of all your BMW's technical features.
In addition, it contains information on maintenance and care to help you maintain your motorcycle's reliability and safety, as well as its value.
If you have questions concerning your motorcycle, your authorized BMW Motorrad retailer will gladly provide advice and assistance.

We wish you many miles of safe and enjoyable riding

BMW Motorrad.

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General instructions

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Overview

Chapter 2 of this Rider's Manual will provide you with an initial overview of your motorcycle. All maintenance and repair work carried out on your motorcycle will be documented in Chapter 10. Proof of the maintenance work performed is a prerequisite for generous treatment of claims. Should you want to sell your BMW one day, please also remember to turn over the Rider's Manual to the new owner; it is an important part of your motorcycle.

In addition to this Rider's Manual, you are also provided with "Maintenance Instructions for Sporty Offroad Riding" which contain additional information on increased offroad riding.

Abbreviations and symbols

 Indicates warnings you should always observe to ensure your own safety, the safety of others and to protect your motorcycle from damage.

 Special information on operating and inspecting your motorcycle as well as maintenance and adjustment procedures.

◀ Indicates the end of a note.

• Instruction to take action.

» Results of an action.

 Reference to a page with additional information.

◁ Indicates the end of accessory or equipment-dependent information.

 Tightening torque.

 Technical data.

OE Optional equipment
BMW equipment available only as a factory installed option.

OA Optional accessories
BMW optional accessories can be purchased and installed at your authorized BMW Motorrad retailer.

EWS Electronic immobilizer.

Air Damping System

This motorcycle is equipped with an air-spring shock absorber system on the rear wheel. The functionality of this unit, called the Air Damping System, differs from the usual steel-spring shock absorber systems. Additional information on this system is provided from page (➠ 45).

Equipment

When you ordered your BMW motorcycle, you chose various items of custom equipment. This Rider's Manual describes optional equipment (OE) offered by BMW and selected optional accessories (OA). This explains why the manual may also contain descriptions of equipment which you have not ordered. Please note, too, that your motorcycle might not be exactly as illustrated in this manual on account of country-specific differences.
If your BMW is equipped with options or accessories not described in this Rider's Manual, then this equipment is described in a separate operating manual.

Technical data

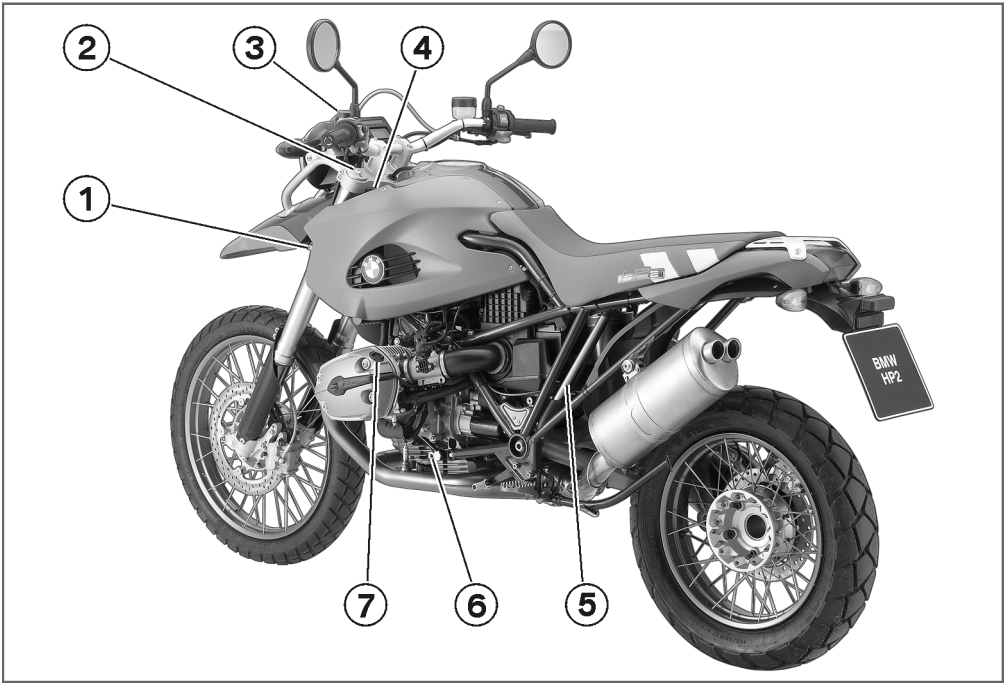
All dimensions, weights and performance specifications in the Rider's Manual refer to the standards of the Deutsche Institut für Normung e.V. (DIN) and comply with its tolerance specifications. Versions for individual countries may differ.

Currency

The high safety and quality standards of BMW motorcycles are maintained by constant development work on designs, equipment and accessories. Because of this, your motorcycle may differ from the information supplied in the Rider's Manual. In addition, BMW Motorrad cannot guarantee the total absence of errors. We hope you will appreciate that no claims can be entertained on the basis of the data, illustrations or descriptions in this manual.

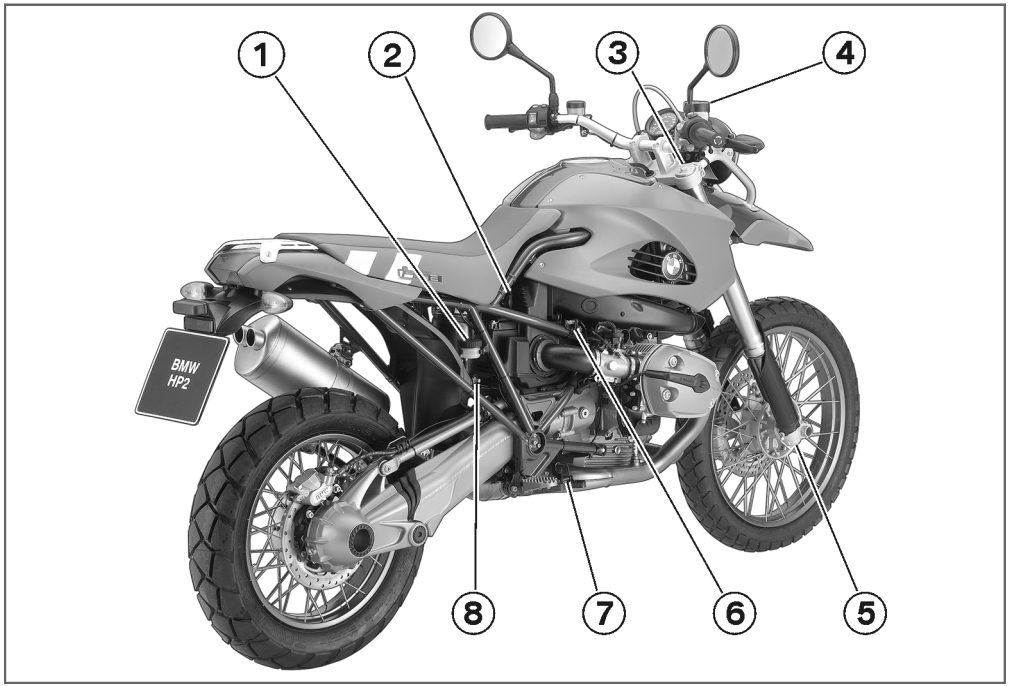
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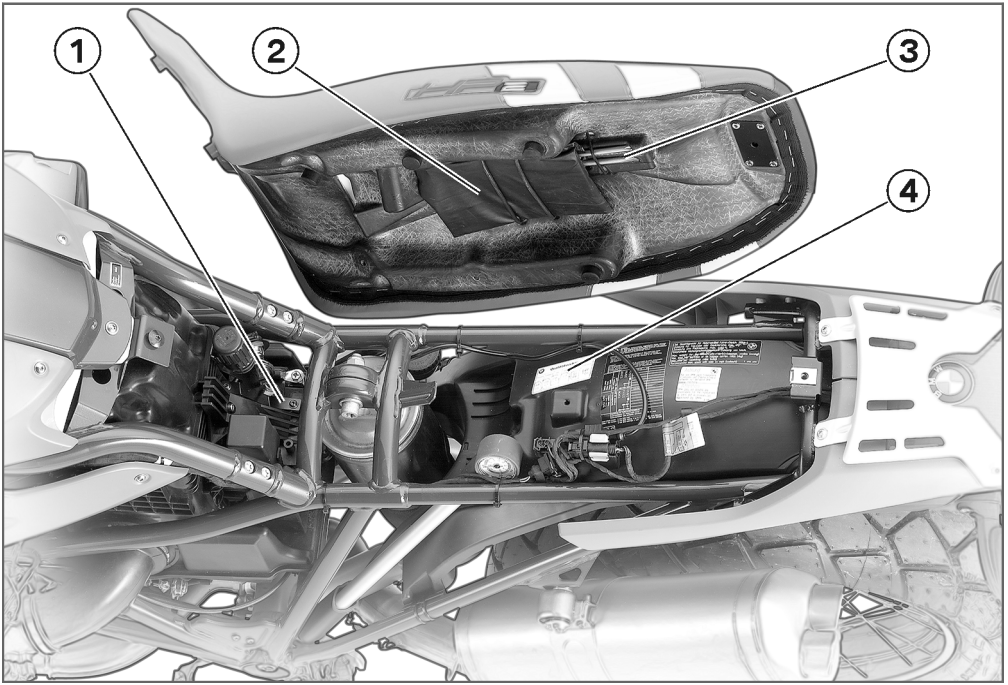
General view, left side

1 Fill level indicator on fuel tank (➠ 60)
2 Adjustment of travel-dependent front compression (➠ 49)
3 Clutch fluid reservoir (➠ 75)
4 Vehicle Identification Number on right steering head
5 Air pump (➠ 44)
6 Oil sight glass (➠ 68)
7 Filler neck, engine oil (➠ 70)


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General view, right side

1 Brake-fluid reservoir, rear (➠ 74)
2 Onboard socket (➠ 65)
3 Adjustment of front rebound (➠ 48)
4 Brake-fluid reservoir, front (➠ 73)
5 Adjustment of linear front compression (➠ 48)
6 Level indicator (➠ 45)
7 Adjustable footbrake lever (➠ 36)
8 Adjusting air pressure of spring strut (➠ 45), Adjusting rear damping (➠ 51)

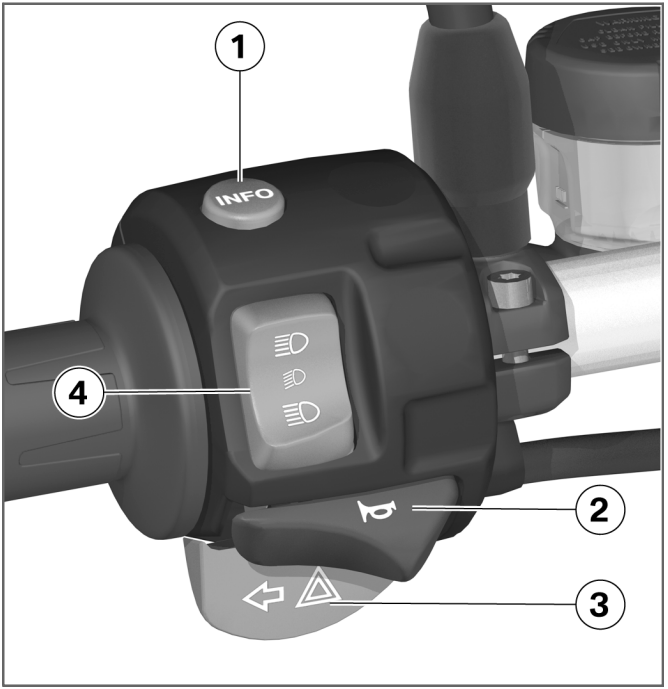

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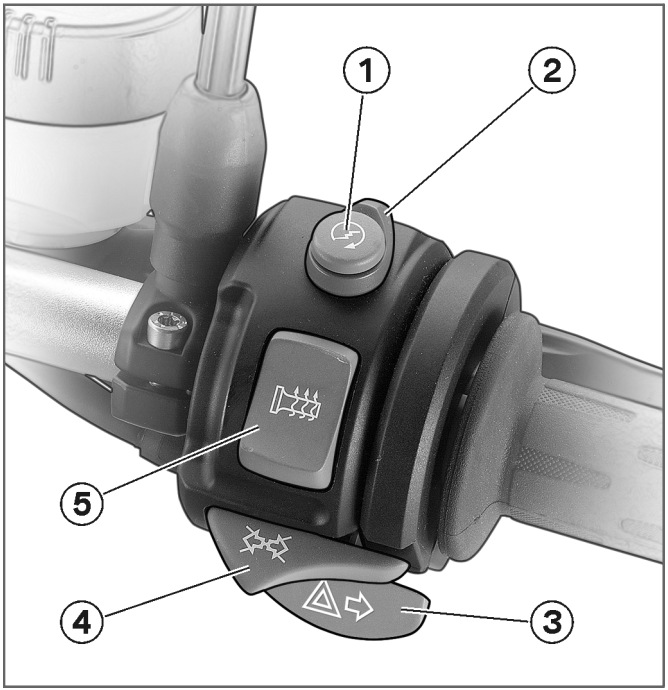
Underneath seat

1 Battery (➠ 92)
2 Rider's Manual
3 Toolkit (➠ 68)
4 Table of tire pressures

Left handlebar fitting

1 Control, odometer (➠ 31), Adjustment of clock (➠ 34)
2 Pushbutton, horn
3 Left turn indicator button (➠ 41), Hazard warning flashers button (➠ 30)
4 High-beam headlight switch (➠ 40)





Handlebar fitting, right

1 Pushbutton, starter (➠ 57)

2 Emergency ON/OFF switch (➠ 33)

3 Right turn indicator button (➠ 41), Hazard warning flashers button (➠ 30)

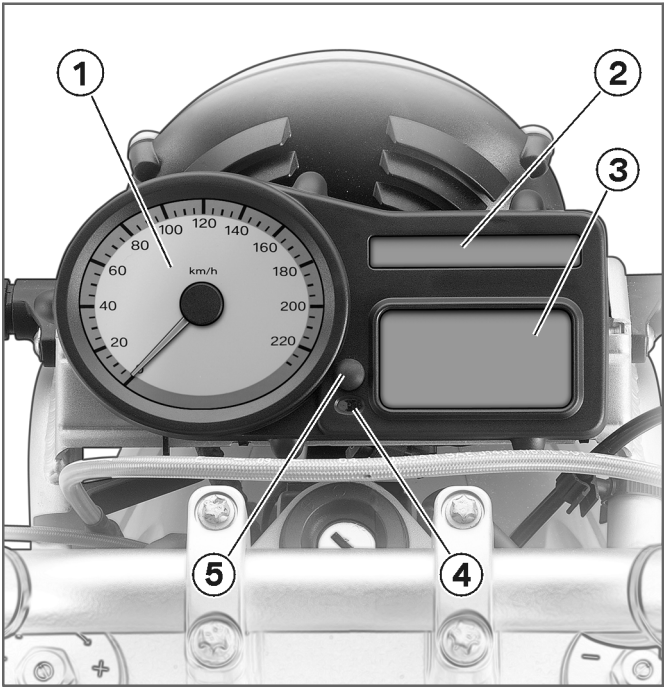
4 Turn indicators off button (➠ 42), Hazard warning flashers off button (➠ 31)

5 Heated hand grips switch[OA] (➠ 64)

Instrument cluster

1 Speedometer
2 Warning and indicator lights
3 Multifunction display
4 Sensor for lighting of instrument panel
5 Adjustment of clock (➠ 34), Control, odometer (➠ 31)

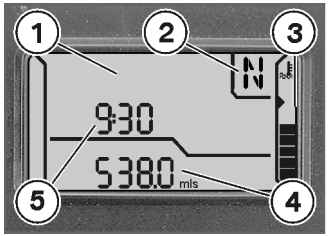
▷ The instrument-cluster lighting has automatic day and night switchover.◀



Status indicators

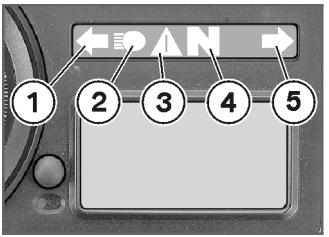
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Multifunction display



1 Area for warning symbols (➠ 20)
2 Gear indicator (➠ 20)
3 Engine temperature indicator (➠ 20)
4 Odometer display (➠ 31)
5 Clock

Warning and indicator lights



1 Indicator light, left turn indicator
2 Indicator light, high-beam headlight
3 Warning light, general
4 Indicator light, neutral
5 Indicator light, right turn indicator

Function indicators

Gear

N Engaged gear is indicated.

If no gear is engaged, the gear indicator displays N and the 'neutral' indicator light lights up.

Engine temperature

The lateral bars under the temperature symbol show the engine temperature level.

General warning indicators

Display

General warnings are displayed by means of information and symbols in the multifunction display. In some cases, an additional general warning light lights up red or yellow. If several warnings

are active, all corresponding indicator lights and warning symbols are displayed. Warnings are shown alternately.

Overview of warning indicators

Display			Meaning
Lights up yellow		EWS! warning appears.	Electronic immobilizer is active (➠ 23)
Lights up yellow		FUEL! warning appears.	Fuel down to reserve (➠ 23)
Lights up yellow		Is indicated	Engine electronics (➠ 23)
Flashes in red		Is indicated	Engine oil pressure insufficient (➠ 24)
Lights up red		Is indicated	Battery charge current insufficient (➠ 24)
Lights up yellow		LAMPR! warning appears.	Rear bulb defective (➠ 25)
		LAMPF! warning appears.	Front bulb defective (➠ 25)
Lights up yellow		LAMPS! warning appears.	Bulbs defective (➠ 25)

Electronic immobilizer is active

General warning light lights up yellow.

EWS! warning appears.
The key being used is not authorized for starting, or communication between the key and engine electronics is disrupted.

- Remove other motorcycle keys from the ignition key ring.
- Use the reserve key.
- Have the defective key replaced, preferably by an authorized BMW Motorrad retailer.

Fuel down to reserve

General warning light lights up yellow.

FUEL! warning appears.

A fuel shortage can lead to misfiring and to the engine dying unexpectedly. Misfiring can damage the catalytic converter, and the engine dying unexpected can lead to accidents.
Do not drive until the fuel tank is completely empty.◀

The probable operating range is indicated.◀

At the most, the fuel tank still contains the reserve fuel quantity.

Reserve fuel quantity
– 1.1 gal (4 l)

- Refueling (➠ 60)

Engine electronics

General warning light lights up yellow.

Engine electronics symbol is displayed.

The engine is in the emergency operating mode. Only reduced engine performance may be available, which can lead to danger driving situations, especially during passing maneuvers.
Adapt your driving style to the possibly reduced engine performance.◀

The engine-electronics control unit has diagnosed a fault. In exceptional cases, the engine stops and can no longer be started. Otherwise, the engine runs in emergency operating mode.

- Continued driving is possible, however the accustomed engine performance may not be available.

- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Engine oil pressure insufficient

General warning light flashes in red.


Engine oil pressure symbol is displayed.

The oil pressure in the lubricating oil circuit is too low.
If the warning light lights up, stop immediately and switch off the engine.

The warning on insufficient engine oil pressure is no substitute for the function of an oil-level indicator.The correct engine oil level can only be checked at the oil sight glass.◀

The cause of the warning on insufficient engine oil pressure can be an insufficient engine oil level.

- Checking engine oil level (➠ 68)

If oil level is too low:

- Top up engine oil.

If the warning on insufficient engine oil pressure appears despite a correct engine oil level:

In addition to an insufficient engine oil level, other problems in the engine can lead to the warning on insufficient engine oil pressure. Continuing to ride in these cases can cause engine damage.
If this warning appears, do not continue to ride even though the engine oil level might be correct.◀

- Do not continue driving.
- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Battery charge current insufficient


General warning light lights up red.


Battery charge current symbol is displayed.

A discharged battery can result in the engine cutting out unexpectedly, causing a hazardous situation. Have faults eliminated as soon as possible.◀

If the battery is no longer charged, continued driving can lead to deep discharging, and therefore to the destruction of the battery.

If possible, do not continue driving.◀

The battery is not being charged.

- Continued driving is possible until the battery is discharged. However, the engine can die suddenly and the battery can be exhaustively discharged and therefore destroyed.
- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Rear bulb defective


General warning light lights up yellow.

LAMPR! warning appears.


A defective bulb places your safety at risk because it is easier for other users to oversee you and your motorcycle.
Replace defective bulbs as soon as possible; always carry a complete set of spare bulbs if possible.◀

Tail light or brake light bulb defective.

- Replacing brake and tail light bulb (➠ 86)

Front bulb defective

LAMPF! warning appears.


A defective bulb places your safety at risk because it is easier for other users to oversee you and your motorcycle.
Replace defective bulbs as soon as possible; always carry a complete set of spare bulbs if possible.◀

Low-beam, high-beam or turn signal bulb defective.

- Replacing low-beam and high-beam bulb (➠ 83)
- Replacing side light bulb (➠ 84)
- Replacing turn indicator bulbs (➠ 88)

The license-plate carrier can be removed for sporty offroad riding. The missing turn indicators and license-plate light will be indicated with this fault message.

- Install license-plate carrier.

Bulbs defective


General warning light lights up yellow.

LAMPS! warning appears.


A defective bulb places your safety at risk because it is easier for other users to oversee you and your motorcycle.

Replace defective bulbs as soon as possible; always carry a complete set of spare bulbs if possible.◀

A combination of several bulb defects is present.

- See the fault descriptions above.

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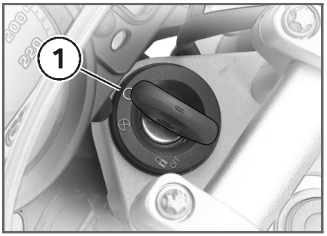
Ignition switch and steering lock

Keys

You are provided with a main key and a reserve key, as well as a key for removing the seat. If a key is lost, please note the information on the electronic immobilizer (EWS) (➠ 29).

▷ Ignition key and steering lock, seat lock and tank filler cap lock are all operated with the same key.◀

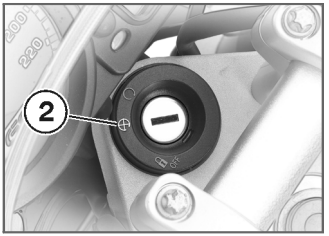
Switching on ignition



- Turn the key to position **1**.

» Side lights and all function circuits switched on.
» Engine can be started.
» Pre-ride check is performed. (➠ 57)

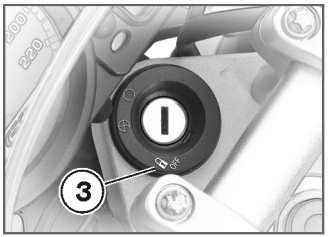
Switching off ignition



- Turn the key to position **2**.

» Light switched off.
» Handlebars not locked.
» Key can be removed.
» Electrically powered accessories remain operational for a limited period of time.
» The battery can be recharged via the onboard socket.

Locking handlebars



When you prop the motorcycle on the side stand, the surface of the ground will determine whether it is better to turn the handlebars to the left or right. However, the motorcycle is more stable on a level surface with the handlebars turned to the left than with the handlebars turned to the right.

On level ground, always turn the handlebars to the left to set the steering lock.◀

- Turn the handlebars to the full left or right lock position.
- Turn the key to position **3** while moving the handlebars slightly.

» Ignition, lights and all function circuits switched off.
» Handlebars locked.
» Key can be removed.

Electronic immobilizer EWS

Theft protection

The electronic immobilizer helps protect your BMW motorcycle from theft, and this enhanced security is at your disposal without any need for you to set parameters or activate additional systems. The engine of a motorcycle fitted with this electronic immobilizer can be started only with the keys that belong to the motorcycle. You can also have your authorized BMW Motorrad retailer disable particular keys, for example in the event that you lose your keys. The engine cannot be started with a key that has been barred.

Electronics in the key

An electronic component is integrated into each of your keys. The motorcycle's electronics exchange certain continuously changing signals with the electronics in the key; these signals are specific to your motorcycle and they are transmitted via the ring antenna in the ignition lock. The ignition is not enabled for starting until the key has been recognized as "authorized" for your motorcycle.

A spare key attached to the same ring as the ignition key used to start the

engine could "irritate" the electronics, in which case the enabling signal for starting is not issued. The warning EWS is shown in the multifunction display.
Always store the spare key separately from the ignition key.◀

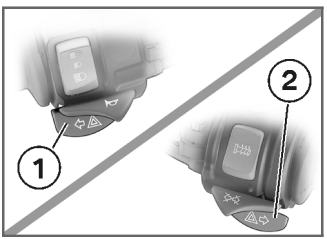
Replacement and extra keys

Replacement and spare keys are only available through an authorized BMW Motorrad retailer. The keys are part of an integrated security system, so the retailer is under an obligation to check the legitimacy of all applications for replacement/extra keys. If you want to have a lost key barred, you must bring along all other keys that belong to the motorcycle. A key that has been barred can subsequently be cleared and reactivated for use.

Hazard warning flashers

Switching on hazard warning flashers

- Switch on ignition.



- Press button for left turn indicator **1** and right turn indicator **2** simultaneously.

The hazard warning flashers place a strain on the battery. Do not use the hazard warning flashers for longer than absolutely necessary.◀

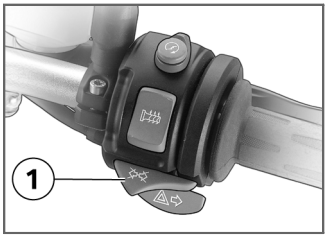
If a turn indicator button is pressed with the ignition switched on, the flashing function replaces the emergency flashing function as long as the button is pressed. If the turn indicator button is released, the emergency flasher function becomes active again.◀

» Hazard warning flashers in operation.
» Left/right turn indicator lights flash.

- Switch off ignition.

» The hazard warning flashers continue to operate.
» Left/right turn indicator lights off.

Switching off hazard warning flashers

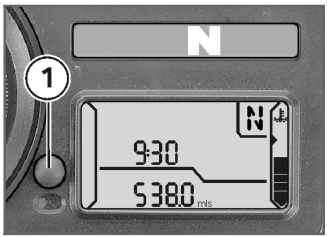


- Press turn-indicator cancel button **1**.

» The hazard warning flashers are switched off.

Odometer and tripmeters

Operating odometer



The operation of the odometer described in the following can also be carried out with the button **1** in the instrument cluster as an alternative.

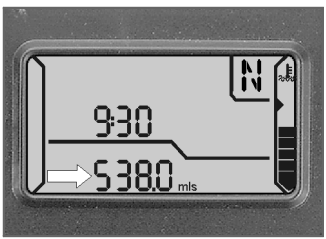
Selecting readings

- Switch on ignition.

When you switch on the ignition, the information shown by the odometer when the ignition was switched off always reappears on the multifunction display.◀



- Press INFO button **1** once briefly each time.

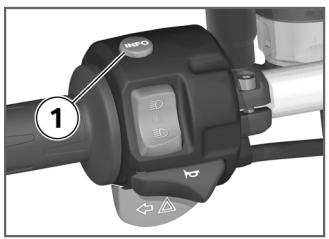


The odometer display field indicates the values below in

the following order beginning with the current value:
– Total distance covered
– Tripmeter 1 (Trip I)
– Tripmeter 2 (Trip II)
– Operating hours
– Residual range

Resetting tripmeter

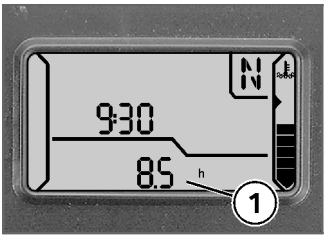
- Switch on ignition.
- Select desired tripmeter.



- Press and hold INFO button **1** until display changes.

» The tripmeter is reset to zero.

Operating hours meter



The "Maintenance Instructions for Sporty Offroad Riding" describe maintenance work which must be carried out in case of increased offroad riding in dependence on the indicated number of operating hours **1**.

Resetting operating hours meter

- Switch on ignition.
- Select operating hours meter.

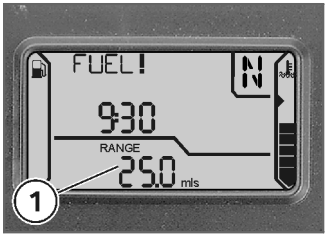


- Press and hold INFO button **1** until display changes.

The operating hours meter is also reset when the battery is disconnected from the motorcycle electrical system.◀

» The operating hours meter is reset to zero.

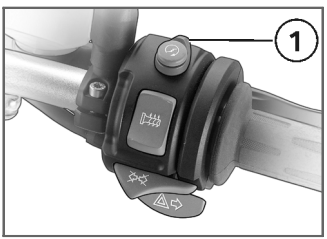
Residual range



The operating range **1** indicates what distance can still be driven with the remaining fuel. It is only displayed after the fuel reserve is reached. The calculation is carried out based on the average consumption and the fuel level. When refueling, fuel is not registered until the quantity added is approx. one gallon (several liters).

The determined residual range is an approximate reading. BMW Motorrad therefore recommends that you do not try to use the full remaining range before refueling.◀

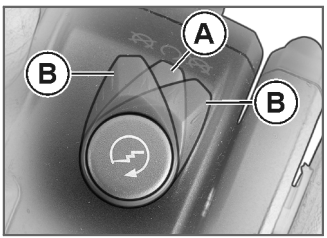
Emergency ON/OFF switch



1 Emergency ON/OFF switch.

Actuating the emergency ON/OFF switch while driving can cause the rear wheel to lock up, resulting in a fall.
Do not operate the emergency ON/OFF switch while riding.◀

The engine can be easily and quickly switched off using the emergency ON/OFF switch.



A Operating position
B Engine switched off.

The engine can only be started in the operating position.◀

Clock

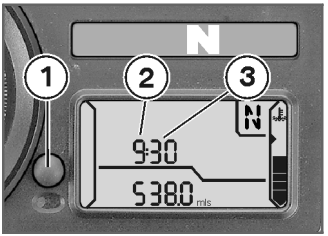
Setting clock



The setting of the clock described in the following can also be carried out with the INFO button **1** as an alternative.

Setting clock

- Switch on ignition.



Attempting to set the clock while riding the motorcycle can lead to accidents.
Adjust the clock only when the motorcycle is stationary.◀

- Press button **1** repeatedly until total mileage is shown in display.
- Press and hold button **1** until display changes.

» Hours reading **2** starts to flash.

- Press button **1**.

» The hour increments by one each time you press the button.

- Press and hold button **1** until display changes.

» Minutes reading **3** starts to flash.

- Press button **1**.

» The minute increments by one each time you press the button.

- Press and hold button **1** until display changes.

» The display stops flashing.
» Clock setting ended.

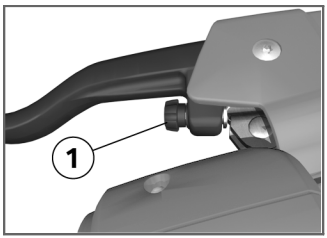
Clutch

Adjusting clutch lever

If the position of the clutch fluid reservoir is changed, air can enter the clutch system.
Do not reposition the handlebar controls on the handle-

bars or the handlebars in their mounts.◀

Adjusting the clutch lever while driving can lead to accidents.
Only adjust the clutch lever when the motorcycle is stationary.◀



- Turn adjusting screw **1** clockwise.

The adjusting screw has a limit position and can be turned more easily when you press the clutch lever forward.◀

» Distance between handlebar grip and clutch lever increases.
- Turn adjusting screw **1** counterclockwise.

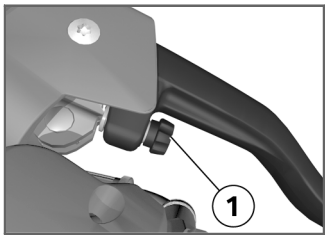
» Distance between handlebar grip and clutch lever decreases.

Brakes

Adjusting handbrake lever

Changing the position of the brake-fluid reservoir can allow air to penetrate the brake system.
Do not reposition the handlebar controls on the handlebars or the handlebars in their mounts.◀

Adjusting the brake lever while driving can lead to accidents.
Only adjust the brake lever when the motorcycle is stationary.◀



- Turn adjusting screw **1** clockwise.

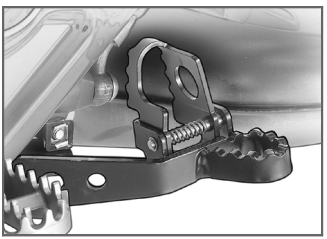
The adjusting screw has a limit position and can be turned more easily when you press the handbrake lever forward.◀

» Distance between handlebar grip and handbrake lever increases.
- Turn adjusting screw **1** counterclockwise.

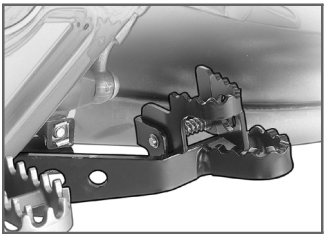
» Distance between handlebar grip and handbrake lever decreases.

Adjustable footbrake lever

The footbrake lever can be adjusted for a seated or a standing riding style.



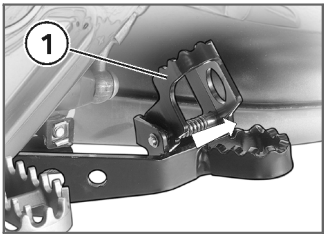
Position of the footbrake lever for seated riding.



Position of the footbrake lever for standing riding.

Adjusting footbrake lever

- Make sure the ground is level and firm and park the motorcycle.



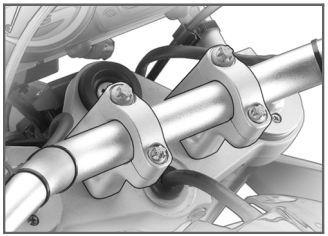
- Push rotary lever **1** of brake lever toward front and turn into desired end position.

» The rotary lever can be heard to lock into place.

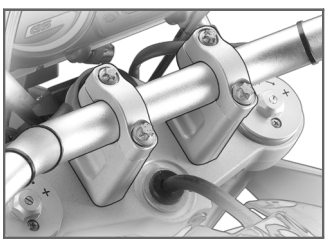
Handlebars

Adjustable handlebars

The distance of the handlebars from the rider can be adjusted by turning the handlebar clamping blocks by 180°.



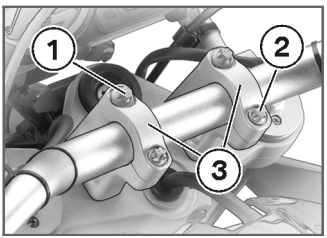
Position of handlebars closer to rider.



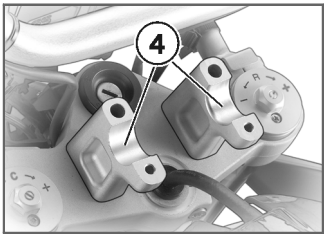
Position of handlebars further away from rider.

Adjusting handlebars

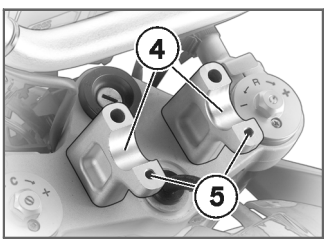
- Make sure the ground is level and firm and park the motorcycle.



- Remove the small screws **1**.
- Remove the large screws **2** while holding the handlebars in place.
- Take off the upper clamping blocks **3**.
- Remove the handlebars from the lower clamping blocks.

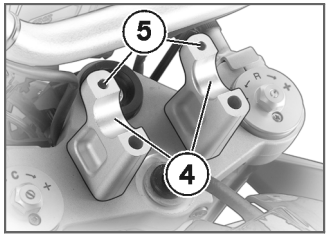


- Take off the lower handlebar clamping blocks **4**.



- Position the lower handlebar clamping blocks **4** with the threaded holes **5** facing toward the rear.

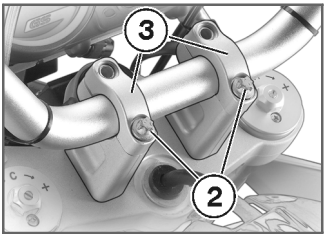
» Shorter distance to rider.



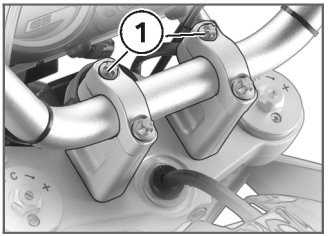
- Position the lower handlebar clamping blocks **4** with the threaded holes **5** facing toward the front.

» Longer distance to rider.

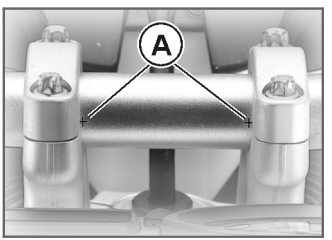
- Insert the lower handlebar clamping blocks in the desired position.



- Place the handlebars and the upper handlebar clamping blocks **3** on the lower handlebar clamping blocks while holding the handlebars in place.
- Install the large screws **2**, however do not tighten.

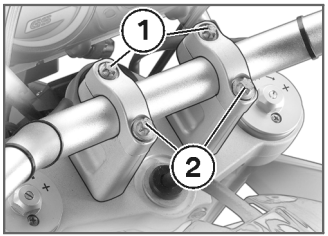


- Install the small screws **1**, however do not tighten.



- Align the handlebars in the clamping blocks so that the centers of the marking crosses **A** are on the separating lines between the

upper and lower clamping blocks.



- Tighten large screws **2** with torque.

Handlebar clamping block on fork bridge
– Thread-locking compound: Optimoly TA
– 28 lb/ft (38 Nm)

» No gap may remain between handlebar clamping blocks on side of large screws.

- If necessary, loosen screws **1** further and then tighten screws **2** again with torque.
- Tighten the small screws **1** with torque.

Handlebars on handlebar clamping block
– Thread-locking compound: Optimoly TA
– 14 lb/ft (19 Nm)

» A gap remains between handlebar clamping blocks on side of small screws.

Lights

Switching on side lights

The side lights switch on automatically when the ignition is switched on.

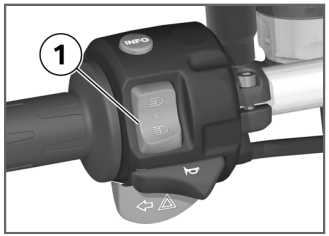
The side lights are a strain on the battery. Do not leave the ignition switched on longer than absolutely necessary.◀

Switching on low-beam headlight

The low-beam headlight switches on automatically when you start the engine.

With the engine switched off, you can switch on the lights by switching on the high-beam headlight with the ignition switched on or by operating the headlight flasher.◀

Switching on high-beam headlight



- Press top part of switch **1** for high-beam headlight.

» The high-beam headlight is switched on.

- Move the switch **1** for the high-beam headlight to the center position.

» High-beam headlight switched off.

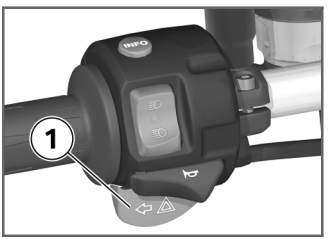
- Press bottom part of switch **1** for high-beam headlight.

» High-beam headlight is switched on as long as switch is pressed (headlight flasher).

Switching on parking lights

- Switch off ignition.

You can switch on the parking lights only immediately after switching off the ignition.◀



- Press and hold the left turn indicator button **1** until the parking light is switched on.

Switching off parking lights

- Switch on ignition.

» The parking lights are switched off.

Headlight

Adjusting headlight for RHD/LHD traffic

When riding in countries where traffic drives on the opposite side of the road to that in which the motorcycle was registered, the asymmetrical low headlight beam will dazzle oncoming traffic.
Have the headlight adjusted to the relevant conditions by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Headlight range and air pressure in Air Damping System

The headlight range generally remains constant due to the adjustment of the air pressure in the Air Damping System to the loading state.

If you are unsure whether the basic headlight setting is correct, consult a specialized workshop, preferably an authorized BMW Motorrad retailer.◀

Turn indicators

Switching on left-hand turn indicator

- Switch on ignition.



- Press left-hand turn indicator button **1**.

» The left-hand turn indicator switched on.

» The indicator light for left-hand turn indicator flashes.

Switching on right-hand turn indicator

- Switch on ignition.

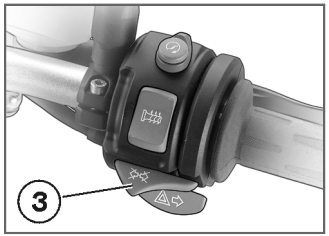


- Press right-hand turn indicator button **2**.

» Right-hand turn indicator switched on.

» Indicator light for right-hand turn indicator flashes.

Switching off turn indicators



- Press turn-indicator cancel button **3**.

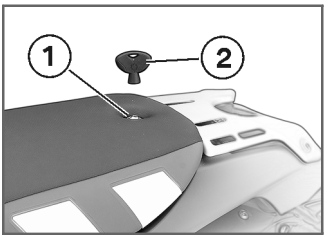
After driving for approx. ten seconds or after covering a distance of approx. 650 ft (200 m), the turn indicators are automatically switched off.◀

» The turn indicator is switched off.
» The turn indicator lights in the indicator light panel are off.

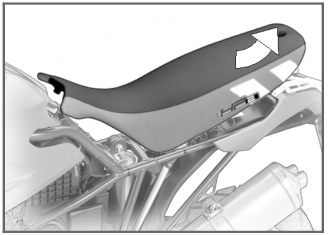
Seat

Removing seat

- Make sure the ground is level and firm and park the motorcycle.



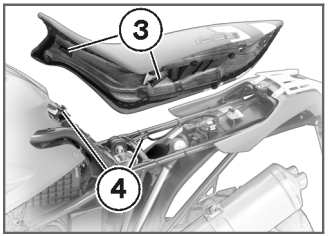
- Unscrew the screw **1** with the seat key **2**.



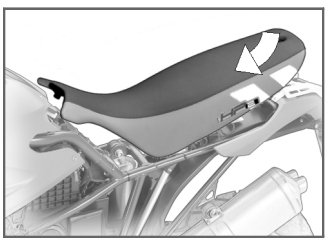
- Pull the seat toward the rear to release it from its holders.

Installing seat

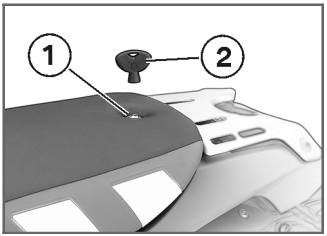
If too much pressure is applied in the forward direction, there is a danger that the motorcycle will be pushed off its stand.
Make sure that the motorcycle is steady on its stand.◀



- Insert the seat with the mounts **3** in the holders**4**.



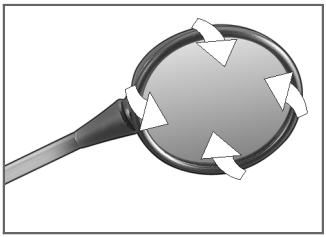
- Push the seat as far as possible toward the front.



- Tighten the screw **1** hand-tight with the seat key **2**.
- Installing air pump (➠ 44)

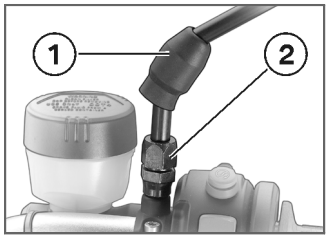
Mirrors

Adjusting mirrors



- Move the mirror into the desired position by applying light pressure at the edge.

Adjusting mirror arm



- Push the protective cap **1** up over the screw fitting on the mirror arm.
- Loosen the nut **2**.
- Turn the mirror arm into the desired position.
- Tighten the nut **2** while holding the mirror arm in place.

	Mirror on clamping piece
– 18 lb/ft (25 Nm)	

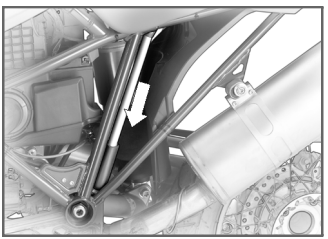
- Slide the protective cap **1** over the screw fitting.

Air pump

Use

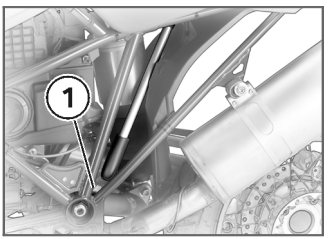
Using the air pump, the air pressures in the Air Damping System (➠ 45) and in the tires can be checked and increased if necessary.

Removing air pump



- Remove air pump from retaining clip.
- Grasp the air pump in the upper area, press it together and remove it from the upper mount.
- Tilt the air pump toward the inside of the motorcycle and remove it from the lower bracket.
- Take the air pump out of the frame.

Installing air pump



- Guide the air pump behind the frame and insert it into the lower mount **1**.
- Grasp the air pump in the upper area, press it together and insert it in the upper mount in the seat tray.

- Tighten retaining strap around air pump and frame tube.

Spring preload

Air Damping System

Your motorcycle is equipped with an Air Damping System on the rear wheel.

With this system the motorcycle is not suspended with a steel spring, but instead with the compression of a trapped volume of air.

The Air Damping System is adjusted to the driver and load in accordance with the suspension preload by changing its air pressure. The air pressure can be reduced with the valve on the Air Damping System or increased using the air pump.

Level indicator

A level indicator similar in function and appearance to the bubble on a level is mounted on the motorcycle. The suitable air pressure is achieved when the level indicator is horizontal with the rider and the desired load. The air pressure should always be checked before driving off.

Adjusting air pressure

The air pressure in the Air Damping System must be adjusted to the loading of the motorcycle. Increase the air pressure when the motorcycle is heavily loaded and reduce the air pressure accordingly when the motorcycle is lightly loaded.

To read the level indicator, the rider sits on the motorcycle so that he/she balances out the motorcycle with his/her feet, however his/her weight rests on the motorcycle as much as possible.

BMW Motorrad recommends selecting the air pressure in the Air Damping System somewhat higher than required by the weight of the rider and load to be expected. Then the air pressure can be reduced while sitting on the motorcycle.

Air pressure and temperature

When the Air Damping System is heavily loaded, the air enclosed in it heats up. This leads to an air pressure increase, and with it to an increase in the suspension preload - an effect which is practical for offroad riding.

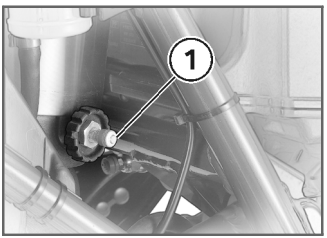
However, to ensure the correct suspension preload, the air pressure may only be checked and adjusted with the Air Damping System cold, i.e. not directly following offroad use.

Longer immobilization times

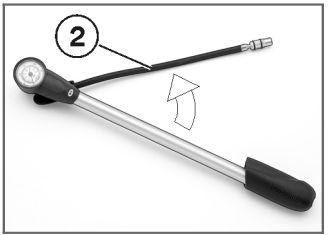
For immobilization times longer than two months, the motorcycle should be parked so that both wheels are clear of the ground, for example on the BMW auxiliary stand. Before the motorcycle is removed from the auxiliary stand for returning it to operation, the air pressure should be checked. The air pressure gauge for the air pump can be used for this purpose.

Adjusting spring preload for rear wheel

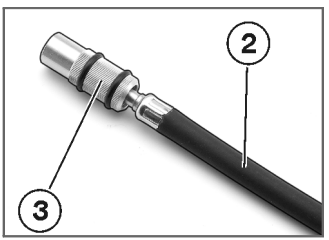
- Make sure the ground is level and firm and park the motorcycle.
- Removing air pump (➠ 44)



- Screw the valve cap off the Air Damping System valve **1**.

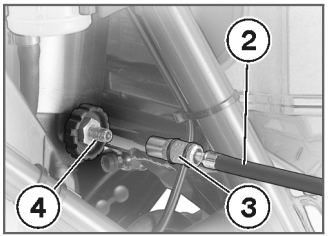


- Pull air pump hose **2** out of air pump handle and turn toward front.



- Screw the air pump hose **2** counterclockwise as far as

possible out of the threaded piece **3**.



- Screw threaded piece **3** onto valve **4** while allowing air pump to turn with it.

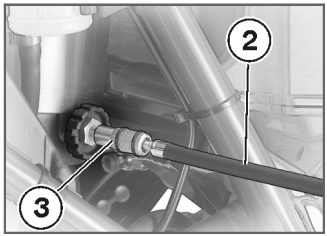
» Air pump is connected airtight to valve.

- Screw the air pump hose **2** clockwise as far as possible into the threaded piece **3**.

» Valve is open.

- Pump up Air Damping System in accordance with guide values listed below.

One-up
– 94.3 psi (6.5 bar) (Person weighing 176 lbs (80 kg))
One-up
– 108.8 psi (7.5 bar) (Person weighing 220 lbs (100 kg))
Operation with passenger
– 130.5 psi (9 bar)



- Screw the air pump hose **2** counterclockwise as far as possible out of the threaded piece **3**.

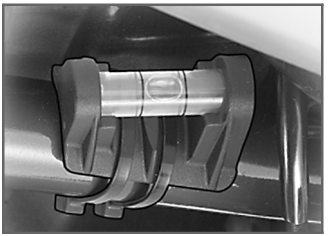
» Valve is closed.

- Unscrew the threaded piece **3** from valve while allowing air pump to turn with it.
- Screw the valve cap onto the Air Damping System valve.
- Sit on motorcycle, hold motorcycle vertical and load it with your entire body weight as much as possible.



- Release air from Air Damping System by pressing in valve pin and check level.

You can use the tip of the valve cap as an aid to press in the valve pin.◀



- Release air and check level repeatedly until level indicator is horizontal.
- Installing air pump (➠ 44)

Damping

Damping of telescopic forks

Both the rebound and the compression damping of the telescopic forks can be adapted to the road condition.

With the rebound, the damping during rebound is adjusted, and with compression the damping during compression.

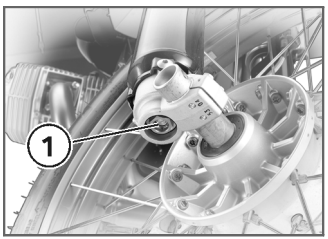
The stiffer the damping, the greater the compensating movement of the forks is damped when riding on rough road surfaces. When soft damping is set, the forks react correspondingly faster to rough roads.

The compression of the telescopic forks can be adjusted in the linear and the travel-dependent range.

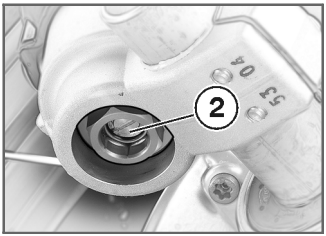
With the linear share the basic damping value is set, while the travel-dependent share determines the increase in damping depending on the suspension travel.

Adjusting linear compression on telescopic forks

- Make sure the ground is level and firm and park the motorcycle.



- Remove the rubber cap **1**.

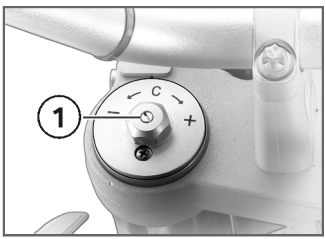


- Adjust linear compression via adjusting screw **2**.
- To increase damping, turn the adjusting screw clockwise with a screwdriver.
- To decrease damping, turn the adjusting screw counterclockwise with a screwdriver.

Basic setting for linear compression
– Turn the adjusting screw as far as possible clockwise, then 15 clicks counterclockwise.

Adjusting travel-dependent compression on telescopic forks

- Make sure the ground is level and firm and park the motorcycle.



- Adjust the travel-dependent compression via adjusting screw **1**.



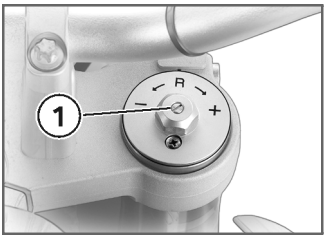
- To increase damping, turn adjusting screw in **+** direction with a screwdriver.
- To reduce damping, turn adjusting screw in **-** direction with a screwdriver.

Basic setting for travel-dependent compression

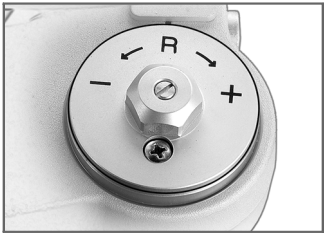
– Turn adjusting screw as far as possible in the direction "+", then 15 clicks in the "-" direction.

Adjusting rebound on telescopic forks

- Make sure the ground is level and firm and park the motorcycle.



- Adjust rebound via adjusting screw **1**.



- To increase damping, turn adjusting screw in **+** direction with a screwdriver.
- To reduce damping, turn adjusting screw in **-** direction with a screwdriver.

Basic rebound setting

– Turn adjusting screw as far as possible in the direction "+", then 15 clicks in the "-" direction.

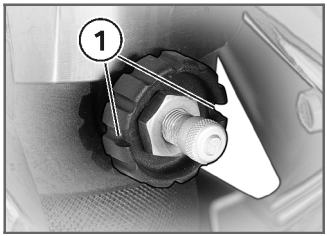
Damping of Air Damping System

The damping of the Air Damping System can be adjusted to the road condition in two settings.
The adjusting screw can be turned in both directions without limitation.

Adjusting damping on rear wheel

Your motorcycle's handling will suffer if you do not match the spring-preload and damping-characteristic settings.
Adjust the damping characteristic to suit the spring preload.◀

- Make sure the ground is level and firm and park the motorcycle.



- Set the markings **1** on the adjusting screw to the horizontal position.

» Hard damping, adjustment screw engages.

- Set the markings **1** on the adjusting screw to the vertical position.

» Soft damping, adjustment screw engages.

Tires

Checking tire pressures

Incorrect tire pressures result in poorer handling of the motorcycle and can lead to accidents.
Ensure proper tire pressure.◀

At high road speeds, tire valves have a tendency to open as a result of centrifugal force.
Fit metal valve caps with rubber seals and screw them on firmly to prevent sudden deflation.◀

Incorrect tire pressure reduces the life of the tires.
Ensure proper tire pressure.◀

- Check the tire pressure using the following data.

Front tire pressure
– 31.9 psi (2.2 bar) (Single rider, with cold tire)
with OA Passenger footrest:

 Front tire pressure
– 31.9 psi (2.2 bar) (Driver with passenger and/or load, with cold tire)◁
 Rear tire pressure
– 36.3 psi (2.5 bar) (Single rider, with cold tire)
with OA Passenger footrest:
– 36.3 psi (2.5 bar) (Driver with passenger and/or load, with cold tire)◁

In case of insufficient tire pressure:

- Correct tire pressure.

Two valves

The rear-wheel rim of the motorcycle is prepared for mounting a tire holder (OA). If no tire holder is mounted, a second rubber valve is installed in its place.

If the motorcycle is driven with tubeless tires, the tire pressure can be adjusted with the two valves. When using a tube tire, air may only be added to the tire via the tube valve. With the tube valve, the protruding shaft consists completely of metal, with a lock nut screwed onto its thread.

Tube tires do not seal air-tight to the wheel rim. Air which is not fed in via the hose valve is lost again. Only feed in air via the hose valve.◀

Riding

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Checklist 56
Starting 56
Running in 58
Driving offroad 59
Parking your motorcycle 59
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Brake system 61

Safety instructions

Rider's equipment

Do not ride without the correct clothing. Always wear:
– Helmet
– Rider's suit
– Gloves
– Boots

This applies even to short journeys, and to every season of the year. Your authorized BMW Motorrad retailer will be glad to advise you and has the correct clothing for every purpose.

Speed

If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle:
– Settings of the spring-strut and shock absorber system
– Imbalanced load
– Loose clothing
– Insufficient tire pressure
– Poor tire tread
– Etc.

Top speed for tires

The maximum speed specified for the motorcycle may be higher than the maximum speed permissible for the tires. Excessively high speeds can lead to tire damage and accidents.
Observe the maximum permissible speed for the tires.◀

Correct loading

Overloading and uneven loading can diminish the riding stability of the motorcycle.
Do not exceed the gross weight limit and observe the loading information.◀

Alcohol and drugs

Even small amounts of alcohol or drugs will adversely affect your perception and your ability to assess situations and make decisions, and slow down your reflexes. Medication can exacerbate these effects.
Do not ride your motorcycle after consuming alcohol, drugs and/or medication.◀

Risk of poisoning

Exhaust fumes contain carbon monoxide, which is colorless and odorless but highly toxic.

Inhaling exhaust fumes therefore represents a health hazard and can even

cause loss of consciousness with fatal consequences.
Do not inhale exhaust fumes. Do not run the engine in closed rooms.◀

High voltage

Touching live parts of the ignition system with the engine running can cause electric shock.
Do not touch parts of the ignition system when the engine is running.◀

Catalytic converter

If misfiring causes unburned fuel to enter the catalytic converter, there is a danger of overheating and damage.
For this reason, observe the following points:
- Do not run the fuel tank dry
- Do not run the engine with the spark-plug cap removed
- Stop the engine immediately if it misfires
- Use unleaded fuel only
- Comply with all specified maintenance intervals.

Unburned fuel will destroy the catalytic converter.
Note the points listed for protection of the catalytic converter.◀

Risk of fire

Temperatures at the exhaust are high.

Flammable materials (e.g. hay, leaves, grass, clothing and luggage, etc.) could ignite if allowed to come into contact with the hot exhaust pipe.
Make sure that no highly flammable materials can come in contact with the hot exhaust system.◀

Cooling would be inadequate if the engine were allowed to idle for a lengthy period with the motorcycle at a standstill: overheating would result. In extreme cases, the motorcycle could catch fire.
Do not allow the engine to idle unnecessarily. After starting, ride off immediately.◀

Tampering with the control unit of the electronic engine-management system

Modification of the engine-electronics control unit can lead to damage to the motorcycle, and therefore to accidents.
Do not modify the engine-electronics control unit.◀

Tampering with control unit of electronic engine-management system can result in mechanical loads that the motorcycle's components are not designed to withstand. Damage caused in this way is not covered by the warranty.
Do not tamper with the control unit of the electronic engine-management system.◀

Checklist

Use the following checklist to check important functions, settings and wear limits before you ride off.
– Brakes
– Front and rear brake fluid levels
– Clutch
– Clutch fluid level
– Damper adjustment and air pressure in Air Damping System
– Tread depth and tire pressure
– Secure luggage attachment

At regular intervals:
– Engine oil level (every time you refuel)
– Brake pad wear (during every third stop for refueling)

Starting

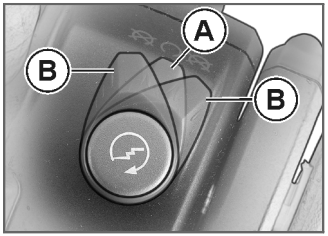
Side stand

You cannot start the motorcycle with the side stand extended and a gear engaged. The engine will switch itself off if you start it with the transmission in neutral and then engage a gear before retracting the side stand.

Transmission

You can start the engine when the transmission is in neutral or if you pull the clutch with a gear engaged. Do not engage the clutch until after switching on the ignition, as otherwise the engine cannot be started. When the transmission is in neutral, the green neutral indicator light is on and the gear indicator in the multifunction display shows N.

Starting engine



- Emergency ON/OFF switch in operating position **A**.
- Switch on ignition.

» Pre-ride check is performed. (➠ 57)



- Press starter button **1**.

▷ At extremely low temperatures it may be necessary to operate the throttle twist grip during starting. At ambient temperatures below 32 °F (0 °C), actuate the clutch after switching on the ignition.◀

▷ The start attempt is automatically interrupted if battery voltage is too low. Recharge the battery before you start the engine, or use jump leads and a donor battery to start.◀

» The engine starts.

» Consult the troubleshooting chart if the engine refuses to start. (➠ 102)

Pre-ride check

After switching on the ignition, the instrument cluster carries out a general warning light test. In the process the warning light first lights up yellow and then red for checking. This test, called a "Pre-Ride Check", is indicated by the lettering CHECK! in the display. If the engine is started during the test, the test is canceled.

Phase 1

General warning light lights up red.

– CHECK! warning appears.

Phase 2

General warning light lights up yellow.

– CHECK! warning appears.

If the general warning light is not shown:

If the general warning light cannot be displayed, several malfunctions cannot be indicated.

Watch the display of the general warning light in red and yellow.◄

- Have the malfunction corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Running in

The first 600 miles (1,000 km)

- 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, avoiding high-speed main roads and highways if possible.

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

Adhere to the specified engine run-in speeds.◄

- Do not exceed the engine run-in speeds.

Engine run-in speed
– 4000 min^{-1}

- Do not accelerate at full throttle.
- Avoid low engine speeds at full load.
- After 300 - 750 miles (500 - 1,200 km), have the first inspection performed.

Brake pads

New brake pads must "bed down" and therefore do not achieve their optimum friction levels during the first 300 miles (500 km). This initial reduction in braking efficiency can be compensated for by exerting greater pressure on the levers.

New brake pads can extend stopping distance by a significant margin.

Brake early.◄

Tires

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

essential if the tires are to achieve maximum grip.

New tires have not achieved their full adhesion yet. There is a danger of accidents when driving at extreme angles. Avoid extreme angles.◀

Driving offroad

Tire pressures

A tire pressure reduced for offroad driving leads to poorer handling of the motorcycle on paved roads and can result in accidents. Ensure proper tire pressure.◀

Dirt or mud on brakes

When the motorcycle is ridden on loose surfaces or muddy roads, the brakes may fail to take effect immediately because of dirt or moisture on the disks or brake pads.
Brake early until the brakes are braked clean.◀

Driving on unpaved or dirty roads leads to increased brake pad wear. Check the brake pad thickness more often and replace the brake pads sooner.◀

Chassis settings

The values for the air pressure in the Air Damping System and for the front and rear damping changed for offroad driving can result in poorer handling characteristics of the motorcycle on paved roads. Before returning to paved roads, set the proper air pressure in the Air Damping System and proper damping.◀

Parking your motorcycle

Placing on side stand

If the ground is soft or uneven, there is no guarantee that the motorcycle will rest firmly on the stand. Always check that the ground under the stand is level and firm.◀

- Switch off the engine.
- Pull the handbrake lever.
- Hold the motorcycle upright and balanced.
- Use your left foot to extend side stand fully.

The side stand is designed to support only the weight of the motorcycle. Do not lean or sit on the motorcycle with the side stand extended.◀

- Slowly lean the motorcycle to the side until its weight

is taken by the stand and dismount to the left.

When you prop the motorcycle on the side stand, the surface of the ground will determine whether it is better to turn the handlebars to the left or right. However, the motorcycle is more stable on a level surface with the handlebars turned to the left than with the handlebars turned to the right.
On level ground, always turn the handlebars to the left to set the steering lock.◀

- Turn handlebars to full left or right lock position.
- Check that motorcycle is standing firmly.

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

Remove from side stand

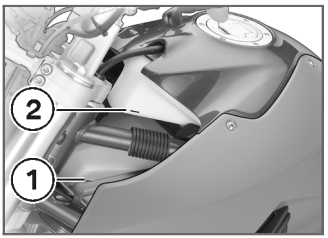
- Unlock steering lock.
- Switch on ignition.
- From left, grip handlebars with both hands.
- Pull handbrake lever.
- Swing your right leg over the seat and lift the motorcycle to the upright position.
- Hold the motorcycle upright and balanced.

An extended side stand can catch on the ground when the motorcycle is moving and lead to a fall.
Retract the side stand before moving the vehicle.◀

- Sit on the motorcycle and use your left foot to retract the side stand.

Refueling

Fuel level



The fuel tank consists of a material through which the fuel can be seen. When viewed from the direction of the telescopic forks, this makes it possible to check the fuel level. A 1.3 gal (5 l) marking **1** and a 3 gal (11 l) marking **2** are provided on the fuel tank.

Refueling

Fuel is highly flammable. Fire at the fuel tank can result in fire and explosion.

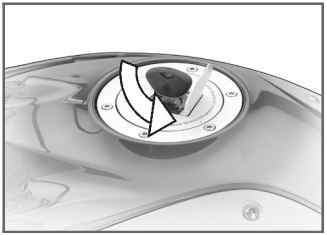
Do not smoke. Never bring a naked flame near the fuel tank.◀

Fuel expands when exposed to heat. When the tank is overfilled, fuel can escape and get onto the rear wheel. This results in a danger of falling.
Do not fill the tank past the bottom edge of the filler neck.◀

Fuel attacks plastic surfaces, making them cloudy or unattractive.
Wipe off any fuel that gets onto plastic parts immediately.◀

Leaded fuel will destroy the catalytic converter.
Use only unleaded fuel.◀

- Make sure the ground is level and firm and park the motorcycle.



- Open protective cap.
- Open fuel tank cap with ignition key by turning counterclockwise.
- Fill tank with fuel of quality listed below.

The nominal value for mileage and consumption apply for the recommended fuel type.◀

Recommended fuel type
– 98 ROZ/RON (Super plus)

Recommended fuel type
– 91 ROZ/RON (Regular unleaded (fuel type can be used with reduced performance and consumption))

Usable fuel quantity
– 3.4 gal (13 l)

- Close fuel tank cap with firm pressure.
- Remove key and close protective cap.

Brake system

Descending mountain passes

There is a danger of the brakes fading if you use only the rear brakes when descending mountain passes.
Under extreme conditions, the

brakes could overheat and suffer severe damage.
Use both front and rear brakes, and make use of the engine's braking effect as well.◀

Wet brakes

After the motorcycle has been washed, ridden through water or ridden in the rain, the brake disks and pads might be wet and the brakes might not take effect immediately.
Brake early until the brakes are dry or braked until dry.◀

Salt on brakes

The full braking effect can be delayed if the motorcycle is ridden on salt-covered roads and the brakes are not applied for some time.
Brake early until the salt layer of the brake disks and brake pads has been braked off.◀

Oil or grease on brakes

Oil and grease on the brake disks and pads considerably diminish braking efficiency.
Especially after repair and maintenance tasks, make sure that the brake discs and brake pads are free of oil and grease.◀

Dirt or mud on brakes

When the motorcycle is ridden on loose surfaces or muddy roads, the brakes may fail to take effect immediately because of dirt or moisture on the disks or brake pads.
Brake early until the brakes are braked clean.◀

Driving on unpaved or dirty roads leads to increased brake pad wear.
Check the brake pad thickness more often and replace the brake pads sooner.◀

Accessories

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Onboard socket 65
Luggage 66
Sporty offroad driving..... 66

General instructions

BMW Motorrad recommends the use of parts and accessories for your motorcycle that are approved by BMW for this purpose.

Your authorized BMW Motorrad retailer is the right place to go for genuine BMW parts and accessories,other BMW-approved products, and expert advice on their installation and use.

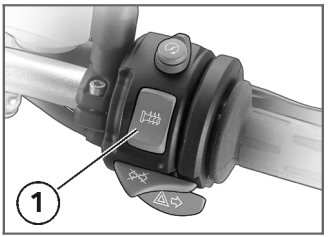
These parts and products have been tested by BMW for safety, function and suitability. BMW accepts product liability for these products.

Conversely, BMW is unable to accept any liability whatsoever for parts and accessories which it has not approved.

BMW Motorrad cannot examine or test each product of outside origin to ensure that it can be used on or in connection with BMW motorcycles without constituting a safety hazard. Nor is this guarantee provided when the official approval of a specific country has been granted. 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. Use only parts and accessories approved by BMW for your motorcycle.◀

Whenever you are planning modifications, comply with all the legal requirements. The motorcycle must not infringe on national road-vehicle construction and use regulations.

Heated hand grips switch[OA]

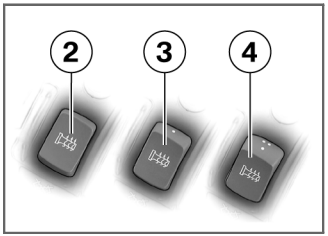


1 Heated hand grips switch

The handlebar grips can be heated at two different levels. The heated hand grips option can only be activated when the engine is running.

The increase in power consumption caused by the heated hand grips can drain the battery if you are riding at low engine speeds. If the battery is inadequately charged, the heated hand

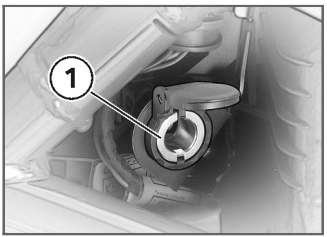
grips are switched off to ensure starting capability.◀



2 Heating function off.
3 50 % heat output (one dot visible).
4 100 % heat output (three dots visible).

Onboard socket

Ratings



The supply to the socket **1** is cut off automatically if battery voltage is low or the load exceeds the maximum rating.

Operating electrical accessories

You can start using electrical accessories only when the ignition is switched on. The accessory remains operational if the ignition is subsequently switched off. Approx. 15 minutes after switching off the ignition and/or during the restart operation, the onboard socket is switched off to take the load off the motorcycle electrical system.

Cable routing

The cables from the onboard socket to the auxiliary device must be routed in such a way that they:
– do not impede the rider
– do not restrict or obstruct the steering angle and handling characteristics
– cannot be trapped

Improperly routed cables can impede the rider. Route the cables as described above.◀

Luggage

Correct loading

Overloading and uneven loading can diminish the riding stability of the motorcycle.

Do not exceed the gross weight limit and observe the loading information.◀

For the HP2 Enduro, in particular the following loading information must be observed:

– Adjust the setting of the air pressure and damping in the Air Damping System and the tire pressure to the total weight.
– Make sure that the weight is uniformly distributed between right and left.
– Max. load in tank rucksack 11 lbs (5 kg).
– Max. load of tail-light guard plate 2.2 lbs (1 kg).

Sporty offroad driving

Included mounted parts

You have received components with your BMW which can be attached for sporty offroad riding. Information on their use is contained in the "Maintenance Instructions for Sporty Offroad Riding".

– Cylinder guard
– Hand guard
– Protection for the rear-wheel drive
– Footbrake lever guard
– Headlight guard
– Adhesive frame protection films

Maintenance

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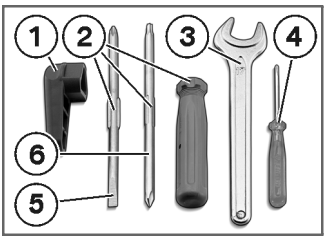
General instructions

The 'Maintenance' chapter describes work involving the checking and replacement of wear parts that can be performed with a minimum of effort.

If special tightening torques are to be taken into account for assembly, these are listed. An overview of all required torques is contained in the chapter "Technical Data".

Maintenance work which must be performed due to increased offroad use is contained in the "Maintenance Instructions for Sporty Offroad Riding". Information on additional maintenance and repair work is contained in the Repair Manual on DVD/CD-ROM also included with your motorcycle.

Toolkit



1 Lever for oil filler cap
2 Screwdriver with reversible blade with two blades, under seat
3 17 mm open-end wrench
4 Straight-blade screwdriver, small
5 Phillips and straight blade
6 Phillips and TORX T25 blade

▷ A special tool kit has been put together for the HP2 Enduro. It is available from your authorized BMW Motorrad retailer. Additional information is contained in the enclosed brochure.◀

Engine oil

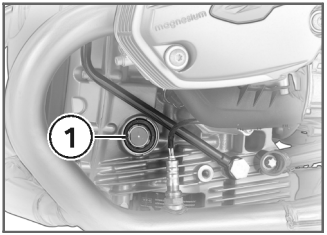
Checking engine oil level

⚠ The engine can seize if the oil level is low, and this can lead to accidents. Always make sure that the oil level is correct.◀

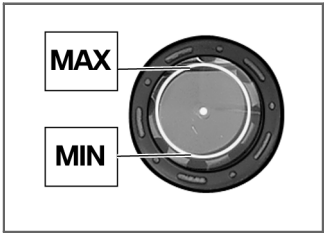
⚠ The oil level varies with the temperature of the oil. The higher the temperature, the higher the level of oil in the sump. Checking the oil level with the engine cold or after a short trip leads to misinterpretations and therefore to incorrect oil fill quantities. To ensure that the display of the engine oil level is correct, only check the oil level after a longer trip.◀

The warning on insufficient engine oil pressure is no substitute for the function of an oil-level indicator.The correct engine oil level can only be checked at the oil sight glass.◀

- Hold motorcycle vertically or place on center stand
- Wait five minutes after switching off the engine at operating temperature.
- Hold the motorcycle is vertical.



- Read off the oil level from the engine oil level display **1**.



	Specified level of engine oil
–	between MIN and MAX marking

If the oil level is below the MIN mark:

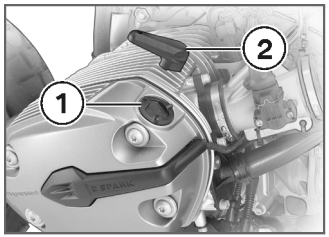
- Top up engine oil.

If the oil level is above the MAX mark:

- Have oil level corrected by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Topping up engine oil

- Checking engine oil level (➠ 68)



Both too little and too much engine oil can lead to engine damage.
Always make sure that the oil level is correct.◄

- Wipe the area around the filler neck clean.
- Remove cap of fill location for engine oil **1** with onboard toolkit **2**.
- Add engine oil up to specified level.

Engine oil top-up quantity
– 0.5 quarts (0.5 l) (difference between MIN and MAX)

- Install cap of fill location for engine oil **1** with onboard toolkit **2**.

General brake system

Brake safety

A properly functioning brake system is a basic requirement for the road safety of your motorcycle.
Do not ride the motorcycle if you have any doubts about the dependability of the brake system.
In this case, have the brake system checked by a specialized workshop, preferably by an authorized BMW Motorrad retailer.

Incorrect working practices endanger the reliability of the brakes.
Have all work on the brake system performed by a specialized workshop, preferably by an authorized BMW Motorrad retailer.◄

Checking brake operation

- Pull the handbrake lever.
» The pressure point must be clearly perceptible.
- Press the footbrake lever.
» The pressure point must be clearly perceptible.

If no clear pressure points are perceptible:

- Have the brakes checked by a certified workshop, preferably an authorized BMW Motorrad dealer.

Brake pads

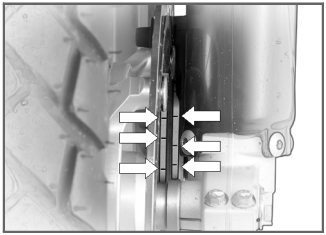
Checking front brake pad thickness

Continuing to use brake pads beyond the minimum pad thickness leads to reduced braking power and under certain circumstances to brake damage.
In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.◀

- Make sure the ground is level and firm and park the motorcycle.



- Check brake pad thickness with visual inspection. Direction of view: between wheel and slider tube through to brake caliper.



Wear marking of front-wheel brake pads

– The wear markings must be clearly visible on the brake pads must.

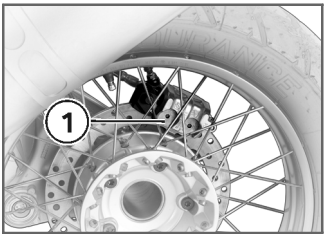
If the wear indicating marks are no longer clearly visible:

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

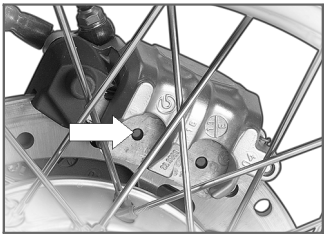
Checking brake pad thickness at rear

Continuing to use brake pads beyond the minimum pad thickness leads to reduced braking power and under certain circumstances to brake damage.
In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.◀

- Make sure the ground is level and firm and park the motorcycle.



- Check brake pad thickness on rear brake caliper **1** with visual inspection from left.



Wear indicator of rear-wheel brake pads

– The brake disk must not be visible through the bore hole of the inner brake pad.

If the brake disk is visible:

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

Brake fluid

Checking front brake fluid level

⚠ A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency. Check brake fluid level regularly.◀

- Make sure the ground is level and firm and hold the motorcycle vertically.
- Move handlebars into straight-ahead position.



- Read off the brake fluid level at the reservoir **1**.

▷ The brake fluid level in the brake-fluid reservoir drops due to brake pad wear.◀



Front brake fluid level
– Brake fluid DOT4
– The brake fluid level must not fall below the MIN mark. (Brake-fluid reservoir horizontal)

If the brake fluid level drops below the permissible level:

⚠ A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency.

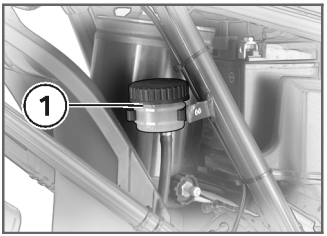
Check brake fluid level regularly.◀

- Have the defect corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Checking rear brake fluid level

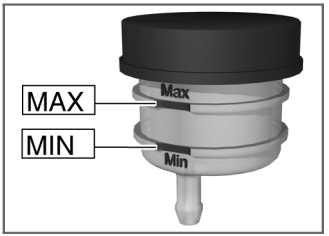
⚠ A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency. Check brake fluid level regularly.◀

- Make sure the ground is level and firm and hold the motorcycle vertically.



- Read off the brake fluid level at the reservoir **1**.

▷ The brake fluid level in the brake-fluid reservoir drops due to brake pad wear.◀



Rear brake fluid level
– Brake fluid DOT4
– The brake fluid level must not fall below the MIN mark. (Brake-fluid reservoir horizontal)

If the brake fluid level drops below the permissible level:

⚠ A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency.

Check brake fluid level regularly.◀

- Have the defect corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Clutch

Checking clutch operation

- Pull the clutch lever.

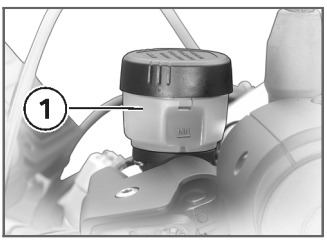
» The pressure point must be clearly perceptible.

If no clear pressure point can be felt:

- Have the clutch checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Checking clutch fluid level

- Make sure the ground is level and firm and park the motorcycle.
- Move handlebars into straight-ahead position.



- Read off the clutch fluid level at the reservoir **1**.

The fluid level in the clutch fluid reservoir rises due to clutch wear.◀

The clutch system is filled with a special hydraulic fluid that does not require changing.◀



Clutch fluid level

– The clutch fluid level must not drop. (Motorcycle standing upright with handlebars straight ahead)

If the fluid level drops:

Unsuitable hydraulic fluids could cause damage to the clutch system.
No fluids may be poured in.◀

- Have the defect corrected as soon as possible by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Tires

Checking tire tread depth

The handling of your motorcycle can already change for the worse before the legally prescribed minimum tread depth is reached.
Have tires replaced even before the minimum tread depth is reached.◀

- Make sure the ground is level and firm and park the motorcycle.
- Measure tire tread depth in main tread grooves with wear indicating marks.

Tires have wear indicators integrated into the main tread grooves. If the tire tread has worn down to the level of the marks, the tire is completely worn. The locations of the marks are indicated on the edge of the tire, e.g. by the letters TI, TWI or by an arrow.◀

If the tire tread depth no longer complies with the legally required minimum tread depth:

- Replace tire.

Rims

Checking rims

- Make sure the ground is level and firm and park the motorcycle.
- Visually inspect the rims for defects.
- Have damaged rims checked and, if necessary, replaced by a specialized workshop, preferably an authorized BMW Motorrad retailer.

Wheels

Approved wheels and tires

For every size of tire, BMW Motorrad has tested certain makes and approved those it has found to be roadworthy.
If you use wheels and tires that have not been approved, BMW Motorrad cannot assess their suitability or provide any guarantee as to their road safety.
Use only wheels and tires that BMW Motorrad has approved for your type of motorcycle.

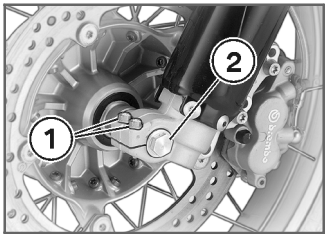
Extensive information is available at your authorized BMW Motorrad retailer or on the Internet at www.bmw-motorrad.com.

Massive-bar tires

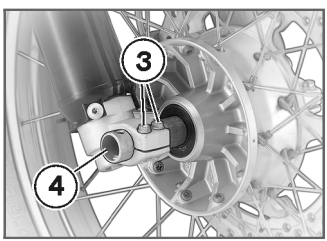
This motorcycle is delivered with massive-bar tires designed for a top speed of 100 mph (160 km/h) as standard equipment. The permissible top speed may differ when using other tires.

Removing front wheel

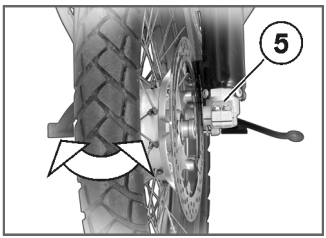
- Make sure the ground is level and firm and place the motorcycle on its side stand.
- Mounting auxiliary stand (➠ 80)
- Placing motorcycle on auxiliary stand (➠ 81)



- Unscrew left-hand axle clamping screws **1**.
- Remove axle screw **2**.



- Unscrew right-hand axle clamping screws **3**.
- Pull out axle **4** using a screwdriver.
- Do not remove the grease on the axle.

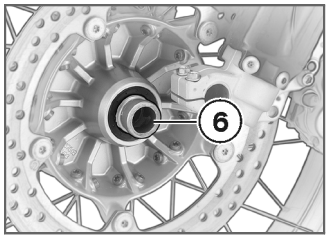


- Hold left-hand slider tube **5** in place and turn front wheel to left and right to press apart brake pads.

⚠ Once the calipers have been removed, there is a risk of the brake pads being pressed together to the extent that they cannot be slipped back over the brake disk on reassembly.
Do not operate the handbrake

lever when the brake calipers have been removed.◀

- Roll front wheel out of forks.



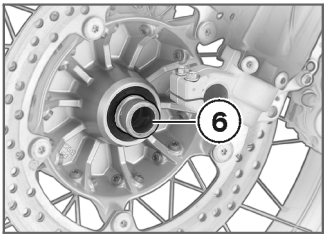
- Remove spacer sleeve **6**.

Installing front wheel

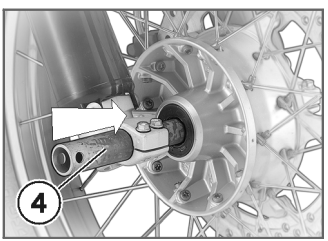
⚠ Threaded fasteners not tightened to the specified torque can work loose or their threads can suffer damage.
Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.◀

⚠ The front wheel must be installed right way round to rotate in the correct direction.
Observe the direction of rotation arrows on the tires or on the rim.◀

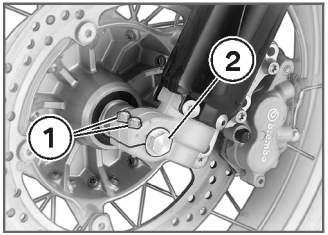
▷ It is not necessary to remove the brake caliper for the work described in this manual. If the brake caliper has been removed for other reasons, it must be ensured that the lower mounting hole on the fork tube is used for the massive-bar tires during installation. When using street tires, observe the corresponding information in the installation instructions.◀



- Insert the spacer sleeve **6**.
- Roll the front wheel into the forks while guiding the brake disk between the brake pads.



- Insert axis **4**.

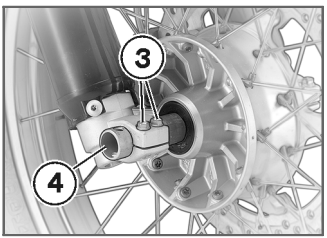


- Install axle screw **2**.

Front-wheel axle screw in axle mount
– Thread-locking compound: Optimoly TA
– 30 lb/ft (40 Nm)

- Without actuating brake: firmly compress spring forks several times.
- Tighten left-hand axle clamping screws **1**.

Pinch bolt of axle mount
– Tightening sequence: 2x each side, alternately
– 6 lb/ft (8 Nm)



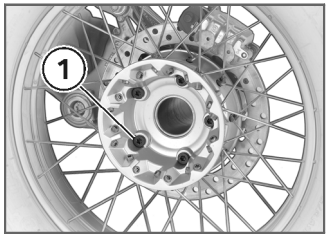
- Tighten right-hand axle clamping screws **3**.

Pinch bolt of axle mount
– Tightening sequence: 2x each side, alternately
– 6 lb/ft (8 Nm)

- Firmly actuate brake lever several times to lay brake pads on brake disk.

Removing rear wheel

- Make sure the ground is level and firm and place the motorcycle on its side stand.
- Mounting auxiliary stand (➠ 80)
- Placing motorcycle on auxiliary stand (➠ 81)
- Engage first gear.

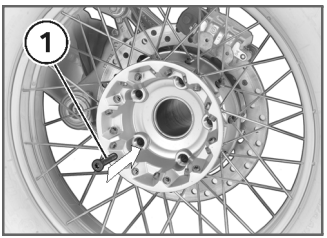


- Remove 5 studs **1** from rear wheel while supporting wheel.
- Lower rear wheel to ground.
- Roll rear wheel out toward rear.

Installing rear wheel

Threaded fasteners not tightened to the specified torque can work loose or their threads can suffer damage.
Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.◀

- Degrease wheel mount and wheel hub.
- Place rear wheel on wheel mount.



- Screw in wheel studs **1** hand-tight and tighten diagonally with specified torque.

Rear wheel on wheel carrier
– Tightening sequence: Tighten diagonally

Rear wheel on wheel carrier
– 44 lb/ft (60 Nm)

Auxiliary stand

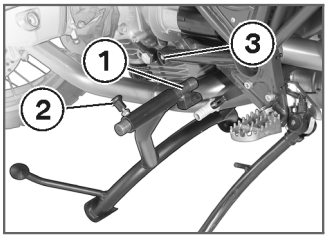
Use

BMW Motorrad offers a service stand for securely parking your motorcycle during maintenance work. This service stand is available at your authorized BMW Motorrad retailer.

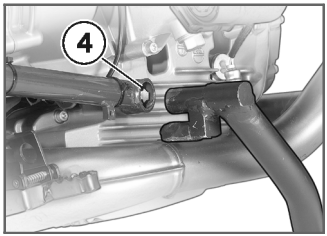
Mounting auxiliary stand

- Make sure the ground is level and firm and place the motorcycle on its side stand.
- Lay the auxiliary stand (001651) under the motorcycle with the skids

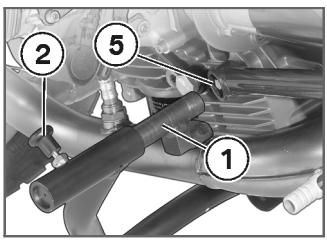
facing forward and the raising lever to the left.



- Push the adjustable pins **1** completely to the outside using the locking pin **2**.
- Guide the auxiliary stand (001651) upward at the narrowest point of the exhaust system and above the exhaust manifold up to the mounting point **3**.



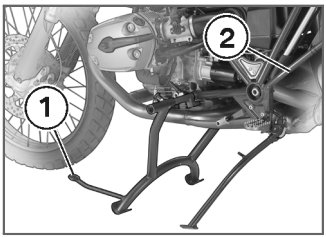
- Insert the auxiliary stand (001651) in the mount **4** on the right-hand side.



- Push the adjustable pin **1** into the mount **5**.

» The locking pin **2** engages.

Placing motorcycle on auxiliary stand



- Position the motorcycle upright and balance it so that both skids of the auxiliary stand rest on the ground.
- Place your left foot on the raising lever **1**.
- Grasp the frame with your right hand **2**.
- Push the motorcycle forward up to the stop of the auxiliary stand on the frame while firmly pressing on the raising lever.

Lamps

General instructions

A bulb failure is signaled to you in the multifunction display by a warning indicator. If the brake or rear light fails, the general warning light also lights up in yellow. If the rear light fails, the brake light is used as a substitute in that the luminosity of the second glow filament is reduced to rear light level. Failure of the rear light is nevertheless indicated in the display.

⚠ A defective bulb places your safety at risk because it is easier for other users to oversee you and your motorcycle.
Replace defective bulbs as soon as possible; always carry a complete set of spare bulbs if possible.◀

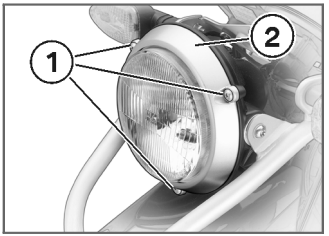
⚠ The bulb is pressurized and can cause injury if damaged.
Wear eye and hand protection when replacing bulbs.◀

▷ An overview of the bulb types installed in your motorcycle is provided in the chapter "Technical Data".◀

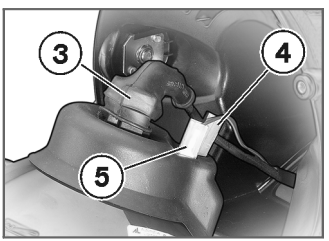
▷ Do not touch the glass of new bulbs with your fingers. For installation, use a clean, dry cloth. Dirt deposits, in particular oil and grease, interfere with heat radiation from the bulb. Overheating and therefore short service life of the bulbs are the consequence.◀

Removing headlight

Ignition is switched off.



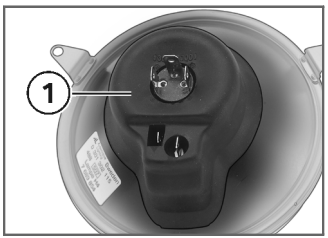
- Remove three screws **1** while holding headlight in place.
- Take off cover **2**.



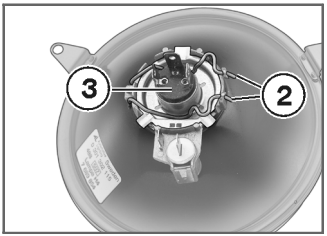
- Separate connectors **3**, **4** and **5**.

Replacing low-beam and high-beam bulb

- Make sure the ground is level and firm and park the motorcycle.
- Removing headlight (➠ 82)

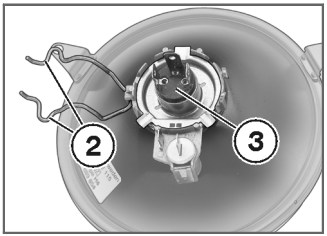


- Remove rubber cap **1**.

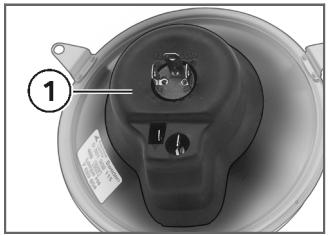


- Remove spring strap **2** from detents and fold to side.
- Pull low-beam and high-beam bulb **3** out of headlight housing.
- Replace defective bulb.

Bulb of low-beam and high-beam headlight
– H4 / 12 V / 55 W / 60 W



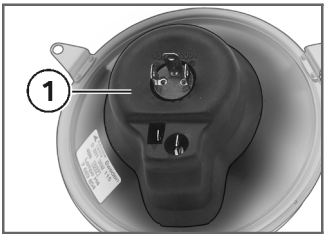
- Insert bulb **3** into headlight housing.
- Close and lock spring strap **2**.



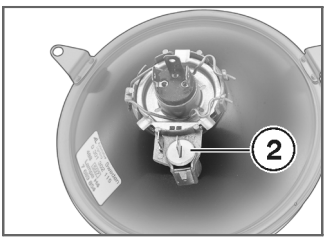
- Position rubber cap **1** on headlight housing and press on.
- Installing headlight (➠ 85)

Replacing side light bulb

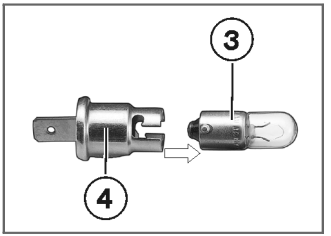
- Make sure the ground is level and firm and park the motorcycle.
- Removing headlight (➠ 82)



- Remove rubber cap **1**.

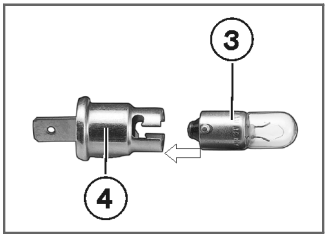


- Pull bulb socket **2** out of headlight housing.

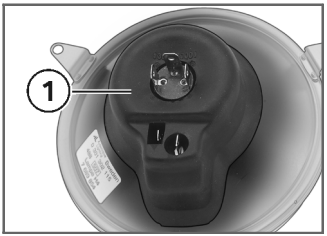


- Press bulb **3** into fitting **4** and remove it by turning it counterclockwise.
- Replace defective bulb.

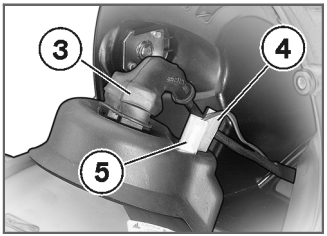
	Side-light bulb
– W5W / 12 V / 5 W	



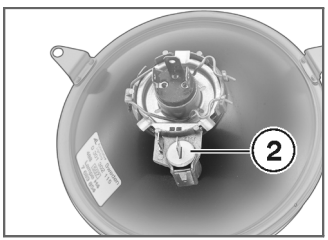
- Press the bulb **3** into the fitting **4** and install it by turning it clockwise.



- Position rubber cap **1** on headlight housing and press on.
- Installing headlight (➠ 85)



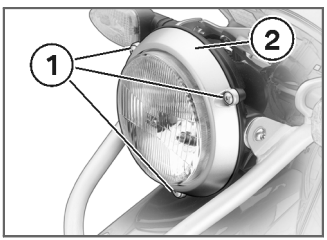
- Connect connector **3**, **4** (with blue wire) and connector **5** (with brown wire).



- Insert bulb socket **2** into headlight housing.

Installing headlight

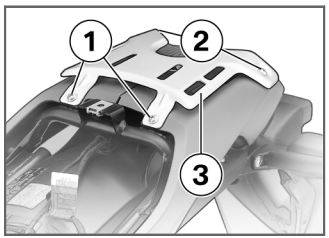
Ignition is switched off.



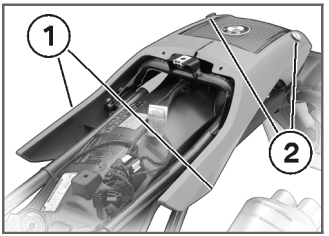
- Insert headlight with cover **2** in headlight housing.
- Install three screws **1**.

Replacing brake and tail light bulb

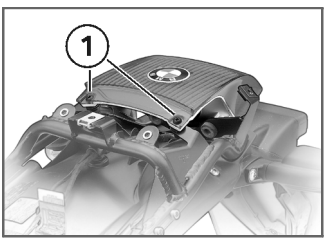
- Make sure the ground is level and firm and park the motorcycle.
- Removing seat (➠ 42)



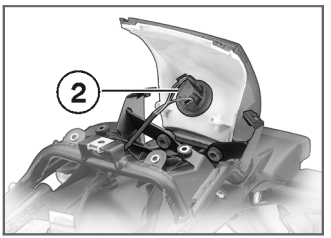
- Remove screws **1** and **2**.
- Take off tail-light protection plate **3**.



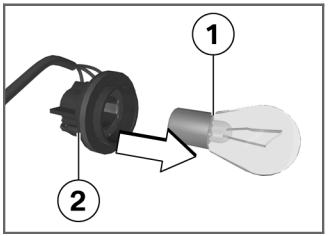
- Remove the screws **1**.
- Take off the rear trim while being sure not to loose the aluminum bushings **2**.



- Remove the screws **1**.
- Pull the rear light toward the rear to release it from its holders.

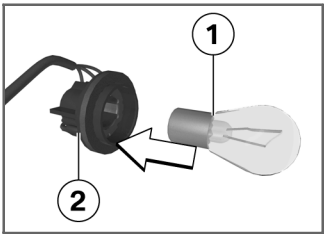


- Remove the bulb socket **2** from the rear light by turning it counterclockwise.



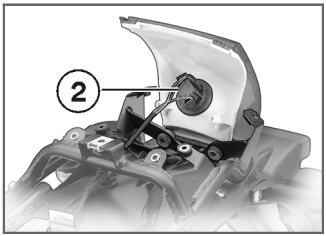
- Press the bulb **1** into the fitting **2** and remove it by turning it counterclockwise.
- Replace defective bulb.

Bulb of tail/brake light
– P21/5W / 12 V / 5 W / 21 W

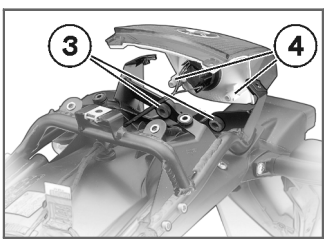


- Press the bulb **1** into the fitting **2** and install it by turning it clockwise.

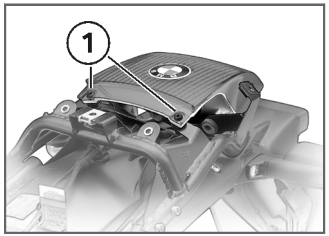
The bulb cannot only be inserted in the socket in one direction.◀



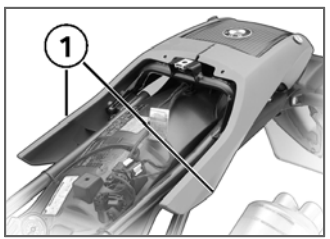
- Install bulb socket **2** in tail light by turning clockwise.



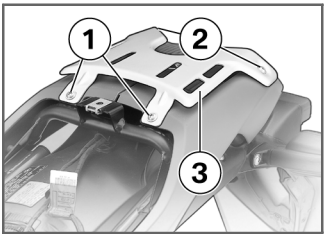
- Press tail light with mounts **3** in brackets **4**.



• Install screws **1**.



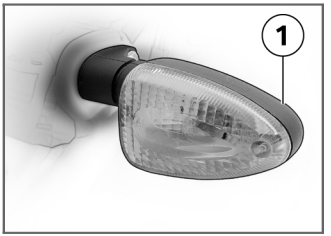
• Install the rear trim with the screws **1**.



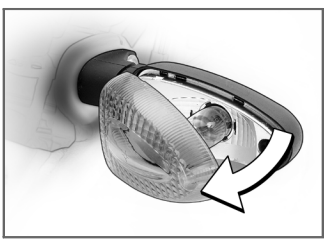
• Lay on tail-light protection plate **3**.
• Install screws **1**.
• Install screws **2**.
• Installing seat (➠ 42)

Replacing turn indicator bulbs

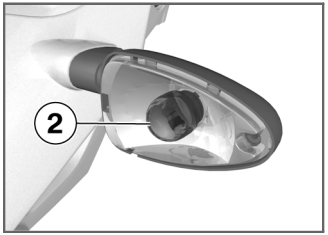
• Make sure the ground is level and firm and park the motorcycle.



• Remove screw **1**.



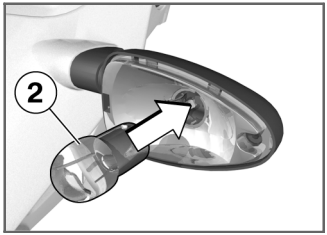
• Pull screw connection side of lens out from mirror housing.



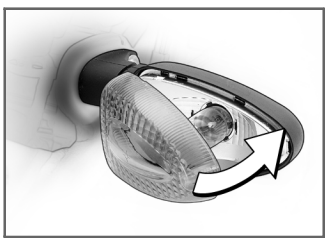
- Remove bulb **2** from light housing by turning it counterclockwise.
- Replace defective bulb.

Bulb of front turn indicators
– R10W / 12 V / 10 W

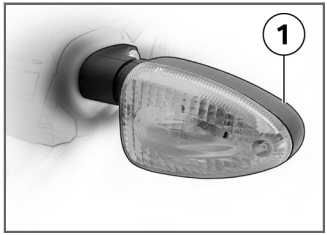
Bulb of rear turn indicators
– R10W / 12 V / 10 W
with OA White turn indicators:
– RY10W / 12 V / 10 W◁



- Install bulb **2** by turning clockwise in light housing.



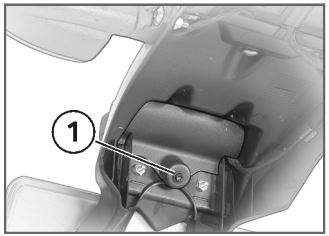
- Insert glass on motorcycle in lamp housing and close.



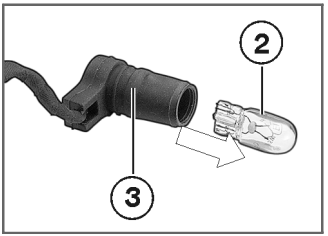
- Install screw **1**.

Replacing license-plate light

- Make sure the ground is level and firm and park the motorcycle.

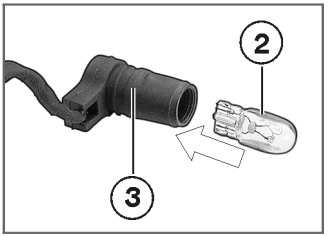


- Remove the screw **1**.
- Take off cable guard.

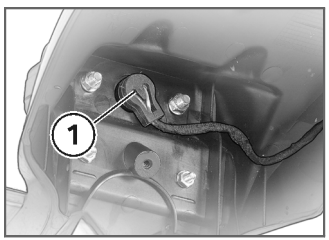


- Pull the bulb **2** out of the socket **3**.
- Replace defective bulb.

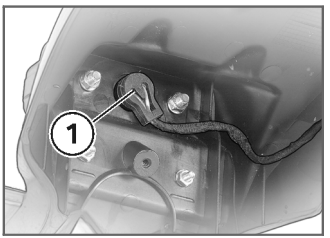
	Bulb of license plate light
– W5W / 12 V / 5 W	



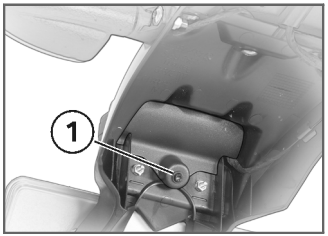
- Press the bulb **2** into the socket **3**.



- Pull bulb socket **1** out of bulb holder.



- Press bulb socket **1** into lamp carrier.



- Install cable guard with screw **1**.

Jump starting

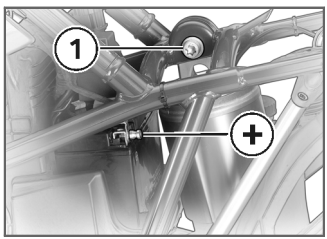
The wires leading to the onboard socket do not have a load-capacity rating adequate for jump-starting the engine. Excessively high current can lead to a cable fire or damage to the motorcycle electronics.
Do not use the onboard socket to jump-start the motorcycle.◀

Touching live parts of the ignition system with the engine running can cause electric shock.
Do not touch parts of the ignition system when the engine is running.◀

A short-circuit can result if the crocodile clips of the jump leads are accidentally brought into contact with the motorcycle.
Use only jump leads fitted with fully insulated crocodile clips at both ends.◀

Jump-starting with a donor-battery voltage higher than 12 V can damage the motorcycle electronics.
The battery of the donor vehicle must have a voltage of 12 V.◀

- Make sure the ground is level and firm and park the motorcycle.
- Removing seat (➠ 42)
- When jump-starting the engine, do not disconnect the battery from the onboard electrical system.
- Remove the protective cap from the positive battery terminal.
- Run the engine of the donor vehicle during jump-starting.



- Begin by connecting one end of the red jump lead to the positive terminal of the discharged battery and the other end to the pos-

itive terminal of the donor battery.
- Connect the black jumper cable to the negative terminal of the supporting battery and then to the ground of the motorcycle with the drained battery. If the battery of your own motorcycle is drained, use the spring strut bolt **1** as a ground connection.
- Start the engine of the motorcycle with the discharged battery in the usual way; if the engine refuses to start, wait a few minutes before repeating the attempt to protect the starter and the supporting battery.
- Allow both engines to idle for a few minutes before disconnecting the jump leads.
- First disconnect the jumper cable from the ground connection, then from the positive battery terminal.

To start the engine, do not use start sprays or similar items.◀

- Installing seat (➠ 42)

Battery

Maintenance instructions

Correct upkeep, recharging and storage will prolong the life of the battery and are essential if warranty claims are to be considered.
Compliance with the points below is important in order to maximize battery life:
– Keep the surface of the battery clean and dry
– Do not open the battery
– Do not top up with water
– Be sure to read and comply with the instructions for charging the battery on the following pages
– Do not turn the battery upside down

If the battery is not disconnected, the onboard electronics (clock etc.) will drain the battery. This can cause the battery to run flat. If this happens, warranty claims will not be accepted.
During periods when the motorcycle is not being used, of more than four weeks, disconnect the battery from the motorcycle or connect a trickle charger to the battery.◀

BMW Motorrad has developed a trickle-charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during

long periods when the motorcycle is not being used without having to disconnect the battery from the motorcycle's onboard systems. Additional information is available at your authorized BMW Motorrad retailer.◀

Charging connected battery

Charging the connected battery directly at the battery terminals can damage the motorcycle electronics. To charge the battery via the battery terminals, disconnect the battery first.◀

Charging the battery via the onboard socket is only possible with suitable chargers. Unsuitable chargers can result in damage to the motorcycle electronics. Use BMW chargers with the part numbers 71 60 7 688 864 (220 V) or 71 60 7 688 865 (110 V). If in doubt, charge the disconnected battery directly at the terminals.◀

If you switch on the ignition and the multifunction display and indicator lights fail to light up, the battery is completely flat. Attempting to charge a completely flat battery via the onboard socket can cause damage to the motorcycle's electronics.
Always charge a completely drained battery directly at the terminals of the disconnected battery.◀

- Charge the disconnected battery via the onboard socket.
- Comply with the operating instructions of the charger.

The motorcycle's onboard electronics know when the battery is fully charged. The onboard socket is switched off when this happens.◀

Charging disconnected battery

- Charge the battery using a suitable charger.
- Comply with the operating instructions of the charger.
- Once the battery is fully charged, disconnect the charger terminal clips from the battery terminals.

In the case of longer periods when the motorcycle is not being used, the battery must be recharged regularly. See the instructions for caring for your battery. Always fully recharge the battery before returning it to use.◀

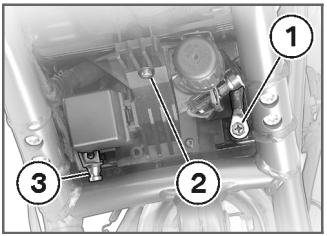
Removing battery

Disconnecting the battery causes the tripmeter and the operating hours meter to be reset.◄

- Make sure the ground is level and firm and park the motorcycle.
- Removing seat (➠ 42)

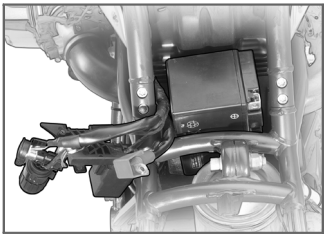
If it is not standing firmly, the motorcycle could topple in the course of the operations described below. Make sure that the motorcycle is steady on its stand.◄

- Switch off ignition.



An incorrect disconnection sequence increase the risk of short-circuiting. Always observe the proper sequence.◄

- Remove battery ground wire **1** first.
- Then remove positive battery cable **2**.
- Remove screw **3** of battery holder.
- Lay battery holder with cables connected over frame to left.



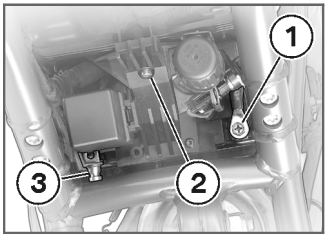
- Turn battery by 90° and lift it out of motorcycle.

Installing battery

- Switch off ignition.
- Place battery edgewise in battery holder and turn it into correct position.

» The positive terminal is on the left in the driving direction.

- Place battery in center between bars on air cleaner box.



An incorrect installation sequence increases the risk of short-circuiting.
Always observe the proper sequence.
Never install the battery without the protective cap.◀

- First install positive battery cable **2**.
- Then install negative battery cable **1**.
- Install screw **3** of battery holder.
- Installing seat (➠ 42)
- Setting clock (➠ 34)

Care

Care products 98
Washing your motorcycle 98
Cleaning sensitive motorcycle parts 99
Paint care 99
Protective wax coating 100
Storing motorcycle 100
Returning motorcycle to use 100

Care products

BMW Motorrad recommends that you use cleaning and care products available at your authorized BMW Motorrad retailer. The materials in BMW Care Products have been tested in laboratories and in practice; they provide optimized care and protection for the materials used in your motorcycle.

The use of unsuitable cleaning and care products can damage motorcycle components.
For cleaning, do not use any solvents such as nitro-thinners, cold cleaning agents, fuel or similar, and do not use cleaning agents that contain alcohol.◀

Washing your motorcycle

BMW Motorrad recommends that you use BMW Insect Remover to soften and wash off insects and stubborn dirt from painted parts before washing the motorcycle.
To prevent stains, do not wash the motorcycle immediately after it has been exposed to strong sunlight and do not wash it in the sun.
Make sure that the motorcycle is washed frequently, especially during the winter months.
To remove road salt, clean the motorcycle with cold water immediately after every trip.

After the motorcycle has been washed, ridden through water or ridden in the rain, the brake disks and pads might be wet and the brakes might not take effect immediately.
Brake early until the brakes are dry or braked until dry.◀

Warm water intensifies the effect of salt.
Only use cold water to remove road salt.◀

The high pressure of steam cleaners can damage seals, the hydraulic brake system, the electrical system and the seat.
Do not use a steam jet or high-pressure cleaning equipment.◀

Cleaning sensitive motorcycle parts

Plastics

Clean plastic parts with water and BMW plastic care emulsion. This includes in particular:

- Windshields
- Headlight lens made of plastic
- Covering glass of the instrument cluster
- Black, unpainted parts

If plastic parts are cleaned using unsuitable cleaning agents, the surfaces can be damaged.
Do not use cleaning agents that contain alcohol, solvents or abrasives to clean plastic parts.
'Fly sponges' or sponges with hard surfaces can also lead to scratches.◀

Soften stubborn dirt and dead insects by covering the affected areas with a wet cloth.◀

Chrome

Especially in the case of road salt, carefully clean chrome parts with a great deal of water and BMW auto shampoo. Use chrome polish for additional treatment.

Radiator

Clean the radiator regularly to prevent overheating of the engine due to inadequate cooling.
For example, use a garden hose with low water pressure.

Cooling fins can be bent easily.
When cleaning the radiator, ensure that the fins are not bent.◀

Rubber

Treat rubber components with water or BMW rubber protection coating agent.

Using silicone sprays for the care of rubber seals can cause damage.
Do not use silicon sprays or other care products that contain silicon.◀

Paint care

Washing the motorcycle regularly will help counteract the long-term effects of substances that damage the paint, especially if your motorcycle is ridden in areas with high air pollution or natural sources of dirt, e.g. tree resin or pollen.
However, remove particularly aggressive materials immediately; otherwise changes in the paint or discoloration can

occur. These include spilled fuel, oil, grease, brake fluid as well as bird droppings. BMW vehicle polish or BMW paint cleaner are recommended here.
Contamination on the paint finish is particularly easy to see after the motorcycle has been washed. Remove this type of soiling with cleaning naphtha or spirit on a clean cloth or cotton ball. BMW Motorrad recommends removing tar spots with BMW tar remover. Then add a protective wax coating to the paint at these locations.

Protective wax coating

To preserve the finish of your motorcycle, BMW Motorrad recommends using BMW Car Wax or agents that contain carnauba or synthetic waxes. The best way to see whether the paint has to be protected is that water no longer forms pearls.

Storing motorcycle

- Clean the motorcycle.
- Remove the battery.
- Spray the brake and clutch lever, and the main and side stand pivots with a suitable lubricant.
- Coat bare metal and chrome-plated parts with an acid-free grease (e.g. Vaseline).
- Park the motorcycle in a dry room so that both wheels are unloaded. Appropriate auxiliary stands are available at your authorized BMW Motorrad retailer.

▷ Before storing the vehicle, have the engine oil and the oil filter element changed by a specialized workshop, preferably an authorized BMW Motorrad retailer.Combine work for storing/returning to use with maintenance service or an inspection.◀

Returning motorcycle to use

- Remove protective wax coating.
- Clean the motorcycle.
- Install a charged battery.
- Before starting: Observe checklist.
- Before removing the auxiliary stand, check air pressure in Air Damping System and adjust if necessary.

Technical data

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Troubleshooting chart

Engine does not start at all or is very difficult to start.

Possible cause	Remedy
Emergency ON/OFF switch activated.	Emergency ON/OFF switch in operating position.
Side stand extended and gear engaged.	Retract side stand (➠ 56).
Gear engaged and clutch not operated.	Place transmission in neutral or disengage clutch (➠ 56).
Clutch disengaged with ignition switched off.	Switch on ignition first, then disengage clutch.
No fuel in tank.	Refueling (➠ 60)
Battery not adequately charged.	Charging connected battery (➠ 93)

Threaded fasteners

Handlebars	Value	Valid
Handlebar clamping block on fork bridge		
M10 x 100, grease thread Optimoly TA	28 lb/ft (38 Nm)	
Handlebars on handlebar clamping block		
M8 x 30, grease thread Optimoly TA	14 lb/ft (19 Nm)	

Mirror arm	Value	Valid
Mirror on clamping piece		
M10	18 lb/ft (25 Nm)	

Front wheel	Value	Valid
Pinch bolt of axle mount		
M6 x 30	**2x each side, alternately**	
	6 lb/ft (8 Nm)	
Front-wheel axle screw in axle mount		

Front wheel	Value	Valid
Grease thread, M22 x 1.5 - Elox H Optimoly TA	30 lb/ft (40 Nm)	

Rear wheel	Value	Valid
Rear wheel on wheel carrier		
M10 x 53 x 1.25	**Tighten diagonally**	
	44 lb/ft (60 Nm)	

Engine

Engine design	Four-stroke opposed twin, air-cooled with oil-cooled exhaust section, installed longitudinally, two overhead camshafts, electronic engine management.
Effective displacement	1170 cc (1170 cm^3)
Cylinder bore	4 in (101 mm)
Piston stroke	2.9 in (73 mm)
Compression ratio	11.0:1
Rated output	105 hp (77 kW), - at engine speed: 7000 min^{-1}

Maximum torque	85 lb/ft (115 Nm), - at engine speed: 5500 min^{-1}
Permissible maximum engine speed	7800 min^{-1}
Idle speed	$1150^{\pm 50}$ min^{-1}
Fuel	
Recommended fuel type	98 ROZ/RON, Super plus 91 ROZ/RON, Regular unleaded (fuel type can be used with reduced performance and consumption)
Usable fuel quantity	3.4 gal (13 l)
Reserve fuel quantity	1.1 gal (4 l)
Engine oil	
Engine oil capacity	1.1 gal (4 l), with filter change
Lubricant	Engine oil 20W-50
Engine oil top-up quantity	0.5 quarts (0.5 l), difference between MIN and MAX

Oil grades	Engine oils of the API classification SF or better. Engine oils of the ACEA classification A2 or better. BMW Motorrad recommends not using synthetic oils for the first 6,000 miles (10,000 km). Ask your BMW Motorrad retailer for engine oils suitable for your motorcycle.
Permissible viscosity classes	
SAE 5 W- ≥30	-4...68 °F (-20...20 °C), Operation at low temperatures
SAE 10 W-40	14...86 °F (-10...30 °C), Operation at moderate temperatures
SAE 15 W- ≥40	≥32 °F (≥0 °C)
SAE 20 W- ≥40	≥32 °F (≥0 °C)
SAE 5 W- ≥50	≥-4 °F (≥-20 °C), High-quality and synthetic oil for operation at all temperatures
SAE 10 W- ≥50	≥-4 °F (≥-20 °C), High-quality and synthetic oil for operation at all temperatures

Riding specifications

Top speed	124 mph (200 km/h)
Maximum speed with massive-bar tires	observe the maximum permissible speed for the tires

Clutch

Clutch design	Single dry plate with high-leverage pressure plate

Transmission

Transmission design	Fully helical 6-speed transmission with integrated torsional vibration damper, claw shifting via sliding sleeves
Gear ratios	
Transmission gear ratios	1.824 (31:17 teeth), Primary gear ratio 2.277 (41:18 teeth), 1st gear 1.583 (38:24 teeth), 2nd gear 1.259 (34:27 teeth), 3rd gear 1.033 (31:30 teeth), 4th gear 0.903 (28:31 teeth), 5th gear 0.805 (29:36 teeth), 6th gear

Rear-wheel drive

Rear-wheel drive design	Shaft drive with bevel gears
Gear ratio of rear-wheel drive	2.82:1

Running gear

Front suspension design	upside-down telescopic forks
Total suspension travel of front suspension	10.6 in (270 mm), on wheel
Rear suspension design	Air-spring shock absorber element (Air Damping System) with double-adjustable bypass throttle, driving position adjustment with hand pump and pressure gauge
Total suspension travel of rear-wheel suspension	9.8 in (250 mm), On wheel

Bakes

Front brake design	Hydraulic single-disk brake with 2-piston floating caliper and floating brake disk
Front-wheel brake pad material	Sintered metal
Rear-wheel brake design	Hydraulic disk brake with 2-piston floating caliper and fixed brake disk
Rear-wheel brake pad material	Sintered metal

Wheels and tires

Front wheel design	Cross-spoke wheel with 40 spokes, MT H2
Front-wheel rim size	1.85" x 21"
Front-wheel tire designation	90/90-21
Rear wheel design	Cross-spoke wheel with 40 spokes, MT H2
Rear-wheel rim size	2.50" x 17"
Rear-wheel tire designation	140/80-17
Tire pressures	
Front tire pressure	31.9 psi (2.2 bar), Single rider, with cold tire
with OA Passenger footrest:	31.9 psi (2.2 bar), Driver with passenger and/or load, with cold tire
Rear tire pressure	36.3 psi (2.5 bar), Single rider, with cold tire

with OA Passenger footrest:	36.3 psi (2.5 bar), Driver with passenger and/or load, with cold tire

Electrical system

Rated load of onboard socket	5 A
Fuses	The circuits are electronically protected, so plug-in fuses are no longer necessary. If an electronic fuse trips and de-energizes a circuit, the circuit is active as soon as the ignition is switched on after the fault has been rectified.
Battery	
Battery design	AGM (Absorptive Glass Matt) battery
Battery nominal voltage	12 V
Battery nominal capacity	11 Ah
Spark plugs	
Spark plug manufacturer and designation	Bosch YR5LDE
Spark plug electrode gap (New)	$0.03^{\pm 0.01}$ in ($0.8^{\pm 0.1}$ mm)
Spark plug electrode gap (Wear limit)	0.04 in (1 mm)

Bulbs	
Bulb of low-beam and high-beam headlight	H4 / 12 V / 55 W / 60 W
Side-light bulb	W5W / 12 V / 5 W
Bulb of tail/brake light	P21/5W / 12 V / 5 W / 21 W
Bulb of front turn indicators	R10W / 12 V / 10 W
Bulb of rear turn indicators	R10W / 12 V / 10 W
with OA White turn indicators:	RY10W / 12 V / 10 W
Bulb of license plate light	W5W / 12 V / 5 W

Frame

Frame design	Steel lattice-tube composite frame, non-carrying drive unit
Location of type plate	On left steering head
Location of vehicle identification number (VIN)	On right steering head

Dimensions

Motorcycle length	92.5 in (2350 mm)
Motorcycle height	49.6 in (1260 mm), In DIN normal-load position; without mirrors
Maximum width of driver's footrests	21.7 in (550 mm)
Driver's seat height	36.4 in (925 mm), - at unladen weight

Weights

Unladen weight	430 lbs (195 kg), DIN unladen weight, ready for road, 90 % full tank of gas, without OE
Permissible gross weight	838 lbs (380 kg)
Maximum payload	408 lbs (185 kg)

Service

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BMW Motorrad service

Advanced technology requires specially adapted methods of maintenance and repair.

If this maintenance and repair work is performed inexpertly, there is a danger of damage and associated safety risks.
BMW Motorrad recommends having corresponding work on your motorcycle carried out by a specialized workshop, preferably by an authorized BMW Motorrad retailer.◀

You can contact your authorized BMW Motorrad retailer for information on the procedures included in BMW service, inspections and the annual inspection.
Have all maintenance and repair work carried out confirmed in the "Service" chapter in this manual.
Your authorized BMW Motorrad retailer is supplied with all the latest technical information and therefore possesses the necessary technical know-how. BMW Motorrad recommends that you refer any questions about your motorcycle to your authorized BMW Motorrad retailer.

BMW Motorrad service quality

BMW Motorrad means not only quality workmanship and high reliability, but also an outstanding quality of service.
To ensure that your BMW is always in optimum condition, BMW Motorrad recommends that you adhere to the regular maintenance schedule for your motorcycle, preferably having the work done by your authorized BMW Motorrad retailer. For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance is essential.
Certain signs of wear, moreover, may otherwise not be noticed until it is too late to correct them at moderate cost. The workshop personnel at BMW Motorrad retailers have thorough knowledge of your motorcycle and can take action before minor problems can turn into major trouble.
By having the necessary repairs done properly and in good time, you save time and money in the long run.

BMW Motorrad Service Card - On-the-spot breakdown assistance

With all new BMW motorcycles, the BMW Motorrad Service Card protects you in the event of a breakdown with an extensive range of services such as breakdown assistance, motorcycle transportation etc. (differing regulations are possible in individual countries). In the case of a breakdown, you contact the Mobile Service of BMW Motrorrad. Here you will find our specialists ready to help with both advice and action. Important country-specific contact addresses and the relevant after-sales service organization phone numbers as well as information on Mobile Service and the dealership network can be found in the "Service Kontakt / Service Contact" brochures.

BMW Motorrad service network

With its worldwide service network, BMW Motorrad can attend to you and your motorcycle in over 100 countries around the globe. In Germany alone, there are approximately 200 authorized BMW Motorrad retailers ready to assist you.
All information on the international retail network is contained in the "Service Contact Europe" brochure and "Service Contact Africa, America, Asia, Australia and Oceania".

Maintenance work

Intervals

Some maintenance tasks must be performed after a certain time, others depend on the distance covered by the motorcycle.

BMW Running-in Check

The BMW running-in check has to be performed when the motorcycle has covered between 300 miles (500 km) and 750 miles (1,200 km).

BMW Annual Inspection

Some maintenance work must be carried out at least once a year. Other tasks depend on the distance the motorcycle has covered.

BMW Service

After the first 6,000 miles (10,000 km) and every additional 12,000 miles (20,000 km) (18,000 miles, 30,000 miles, 42,000 miles etc. (30 000 km, 50 000 km, 70 000 km etc.)) if this distance is covered within a year.

BMW Inspection

After the first 12,000 mi/20,000 km and every additional 12,000 mi/20,000 km (24,000 mi/40,000 km, 36,000 mi/60,000 km, 48,000 mi/80,000 km etc.), if this distance is covered within a year.

Maintenance schedules

The maintenance schedule for your motorcycle depends on the equipment installed, and on the motorcycle's age and the distance it has covered. A current maintenance schedule is provided in the Repair Manual on DVD/CD-ROM and is also available on request from your BMW Motorrad retailer.

Maintenance work for sporty offroad riding

Sporty offroad riding, especially in muddy, sandy and damp terrain, can lead to excessive wearing of components such as the drive train, running gear and brakes. As a result, maintenance and exchange of wearing parts may be required sooner than specified in the standard maintenance schedule. Corresponding explanations on this subject are contained in the "Maintenance Instructions for Sporty Offroad Riding". The conducting of this maintenance work is prerequisite for maintaining fault-free operation with sporty offroad riding.

Confirmation of maintenance work

BMW Pre-Delivery Check

Carried out properly in accordance with workshop specifications.

Date, stamp, signature

BMW Running-In Check

Carried out properly in accordance with workshop specifications.

Odometer reading_____

☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

_____

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

_____

Date, stamp, signature

BMW Service

- ☐ BMW Annual Inspection
- ☐ BMW Service
- ☐ BMW Inspection

Carried out properly in accordance with workshop specifications.

Odometer reading_____

- ☐ Brake fluid changed

_____

Date, stamp, signature

Confirmation of service

The table is intended as proof of maintenance, warranty and repair work, the installed optional accessories and any special campaign (recall) work carried out.

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Work carried out	Odometer reading	Date

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

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Important data for refueling.

Fuel	
Recommended fuel type	98 ROZ/RON, Super plus 91 ROZ/RON, Regular unleaded (fuel type can be used with reduced performance and consumption)
Usable fuel quantity	3.4 gal (13 l)
Reserve fuel quantity	1.1 gal (4 l)
Tire pressures	
Front tire pressure	31.9 psi (2.2 bar), Single rider, with cold tire
with OA Passenger footrest:	31.9 psi (2.2 bar), Driver with passenger and/or load, with cold tire
Rear tire pressure	36.3 psi (2.5 bar), Single rider, with cold tire
with OA Passenger footrest:	36.3 psi (2.5 bar), Driver with passenger and/or load, with cold tire

BMW recommends Castrol

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