Rider's Manual (US Model)

R 1150 R

R 850 R



BMW Motorrad

Important notes



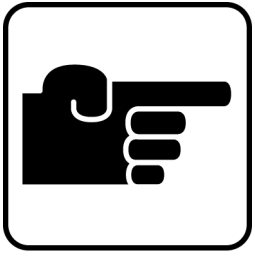
⚠WARNING

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



⚠ CAUTION

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



NOTE

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

Welcome to BMW

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

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

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

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

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

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

Best wishes

BMW Motorrad

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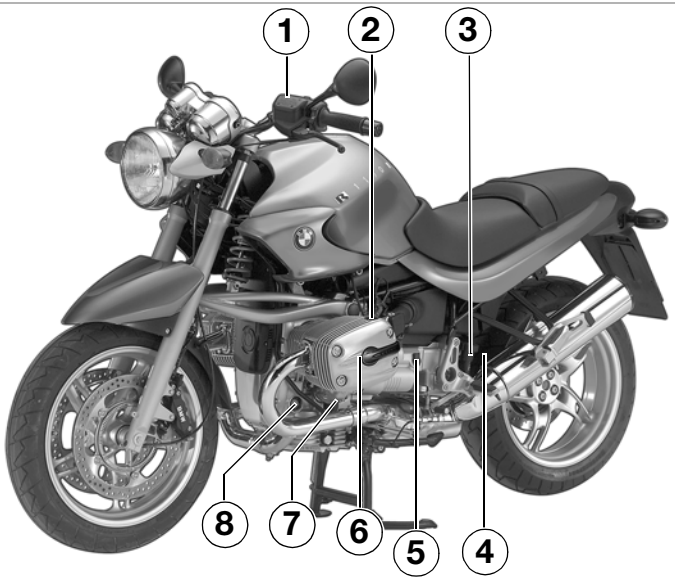
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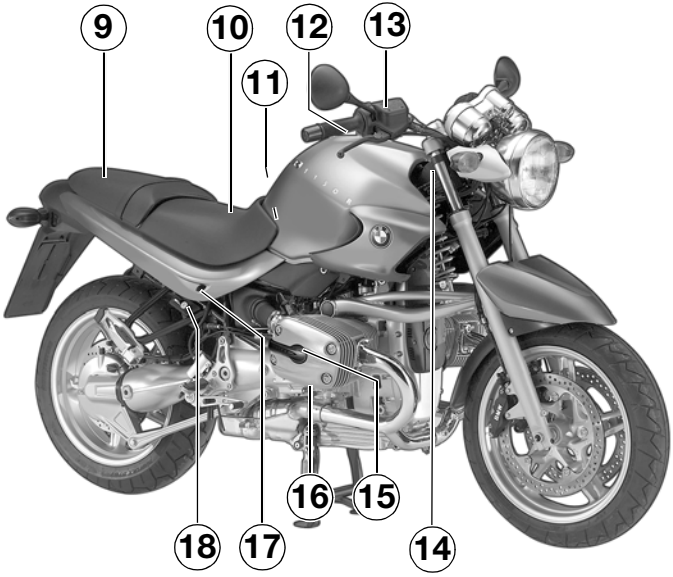
General view, left side



1 Reservoir for clutch fluid (➠ 37)
2 Engine oil filler (➠ 23)
3 Rear spring strut, spring preload (➠ 42)
4 Rear suspension strut, shock absorber adjustment (➠ 41)
5 Power socket, 12V[OA] Provision for connecting additional equipment – max. load 5 A
6 Primary spark plug, left
7 Secondary spark plug*, left
8 Oil level sight glass, engine (➠ 23)

( ) Figure in parentheses
➠ page number with explanation
OA Optional accessories
* Only R 1150 R

General view, right side



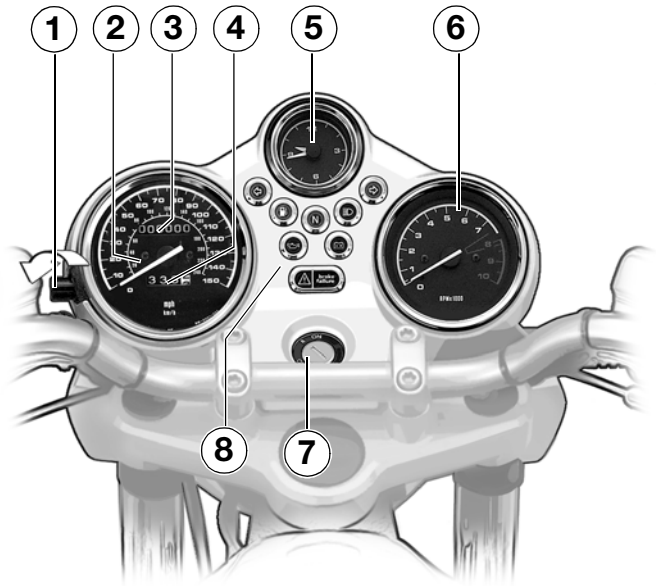
9 Storage compartment for toolkit
10 Fuse box
11 Air filter (➠ Maintenance Instructions, Chapter 2)
12 Fuel filler cap (➠ 24)

( ) Figure in parentheses
➠ page number with explanation

* Only R 1150 R

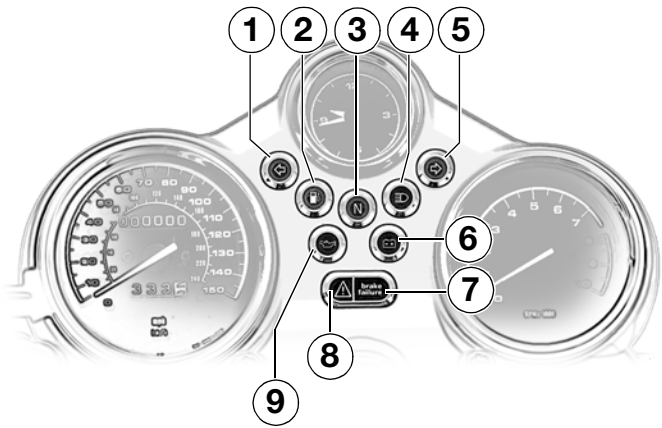
13 Brake fluid reservoir for front brake (➠ 31, 35)
14 Type plate/vehicle identification number
15 Primary spark plug, right
16 Secondary spark plug*, right
17 Brake fluid reservoir for rear brake (➠ 32, 36)
18 Helmet/seat lock (➠ 14)

Cockpit



1 Reset knob for trip meter (➠ 10)
2 Speedometer
3 Odometer
4 Trip meter (➠ 10)
5 Clock (➠ 10)
6 Tachometer (➠ 56)
7 Ignition switch and steering lock (➠ 8)
8 Indicator and warning lights (➠ 7)

( ) Figure in parentheses
➠ page number with explanation



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

2 Warning light, fuel level/ when approx. 1.3 gallons (5 liters) remain in tank **orange** (➠ 25, 62)

3 Indicator light, neutral **green** (➠ 59)

4 Indicator light, high (main) beam **blue**

5 Indicator light, right turn indicator repeater **green**

6 Warning light, battery charge current **red** (➠ 63)

7 Warning light, ABS **red** OE (➠ 63)

8 Indicator and warning lights, general **red** ⚠ (➠ 63)

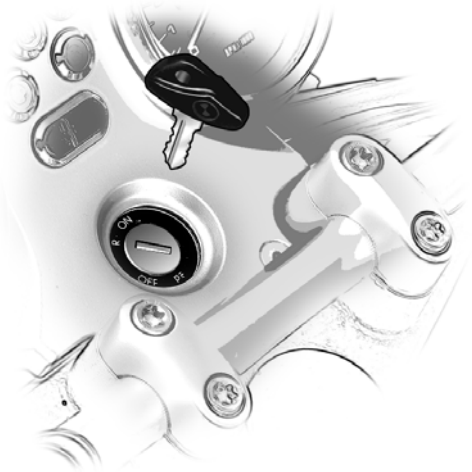
9 Warning light, engine oil pressure **red** (➠ 62)

( ) Figure in parentheses

➠ page number with explanation

OE Optional equipment

Ignition switch and steering lock



⚠WARNING

If the motorcycle is fitted with BMW Integral ABS[OE], only RESIDUAL BRAKING FUNCTIONALITY is available when the ignition is switched off (➠ 71)

Keys

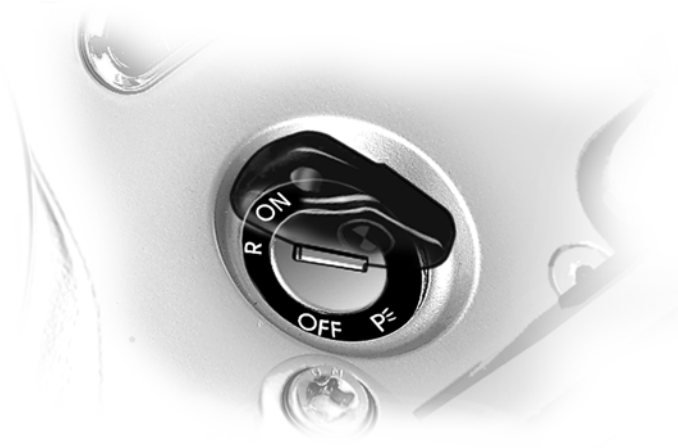
You will receive two master keys and one spare key. The key number is on the accompanying plastic tag.

NOTE

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

[OA] Optional accessories

[OE] Optional equipment



Key positions

⚠WARNING

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

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

R * Ignition and lights off, steering lock disengaged (handlebars can be turned freely to left or right)

* The key can be removed in these positions

- Turn the handlebars to full left lock.

⚠ CAUTION

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

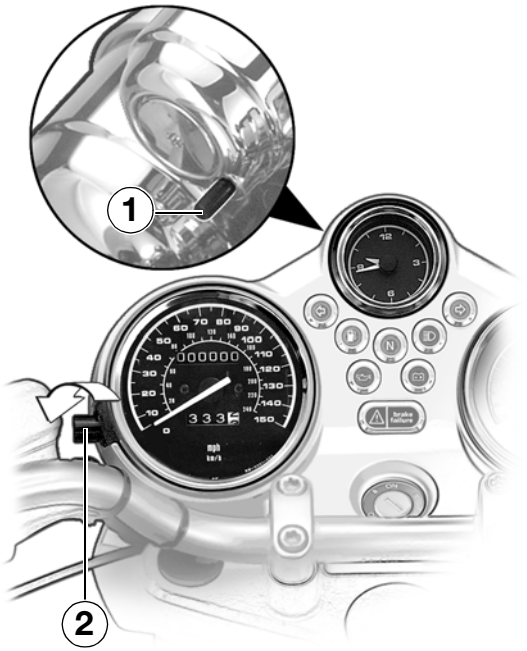
OFF* Ignition and lights off, steering locked

P ***** Parking light on, steering locked

NOTE

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

Trip meter/clock



Trip meter

Reset:

- Turn knob **2** in the direction indicated by the arrow until all the readings on the trip meter are reset to “0”

Clock

Setting the time:

- Press and hold down button **1**
- Wait until the time shown by the clock is correct and release button **1**



Hazard warning lights

NOTE

You cannot activate the hazard warning flashers if the ignition is switched off.
Do not use the hazard warning flashers for longer than absolutely necessary.
Note state of battery charge.

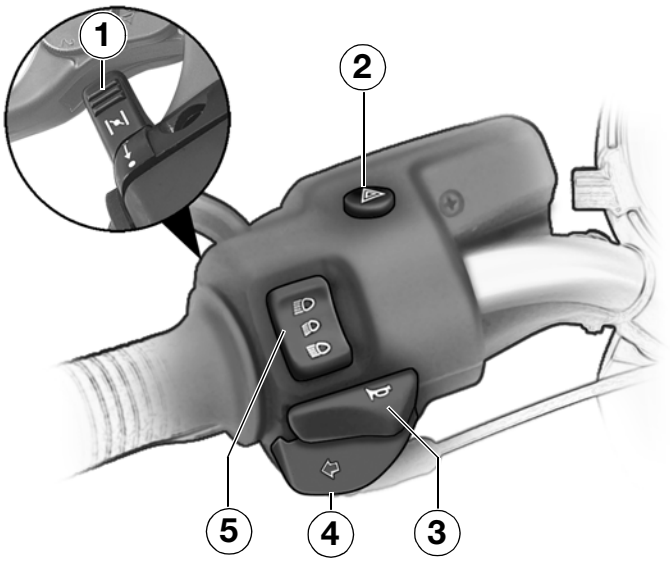
Switching on the hazard warning lights

- Switching on the ignition
– Hazard warning switch lights up
- Actuate hazard warning lights switch **1**
– Hazard warning lights in operation
– The left/right flashing turn indicator on the indicator light panel (➠ 7) flashes
- Switch off the ignition
– The hazard warning lights continue to operate
– The light in the hazard warning flasher switch goes out

Switching off the hazard warning lights

- Actuate hazard warning lights switch **1**
– Hazard warning lights switch off
– Left/Right flashing turn indicator on the indicator light panel (➠ 7) off

Left handlebar fitting



⚠WARNING

To prevent air from entering the clutch system:

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

1 Cold start choke lever (increased engine speed) (➠ 61)

2 Hazard warning flashers switch (➠ 11)

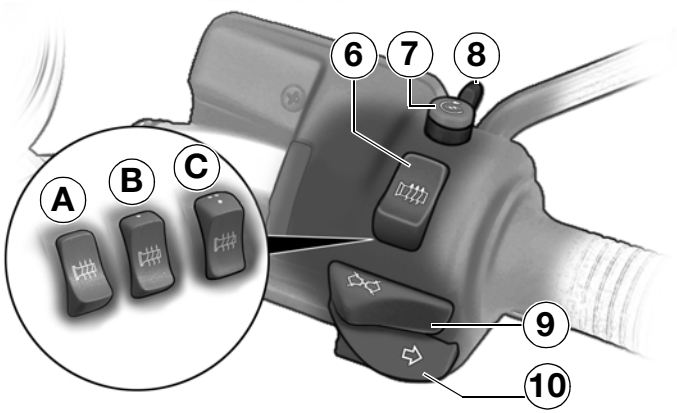
3 Horn button

4 Left turn indicator switch
- Press

– Turn indicators flash

To switch off:
- Press turn indicator cancel switch **9**

5 Headlight
- High (main) beam
- Low (dipped) beam
- Headlight flasher



⚠WARNING

To prevent air from entering the brake system:

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

6 Switch for heated handlebar grips[OE]
- **A** Heating off
- **B** 50% (center position)
- **C** 100%

7 Starter button

8 Emergency ignition off (kill) switch (➠ 58)

9 Turn-indicator cancel switch
- Press

– Left/right indicators off

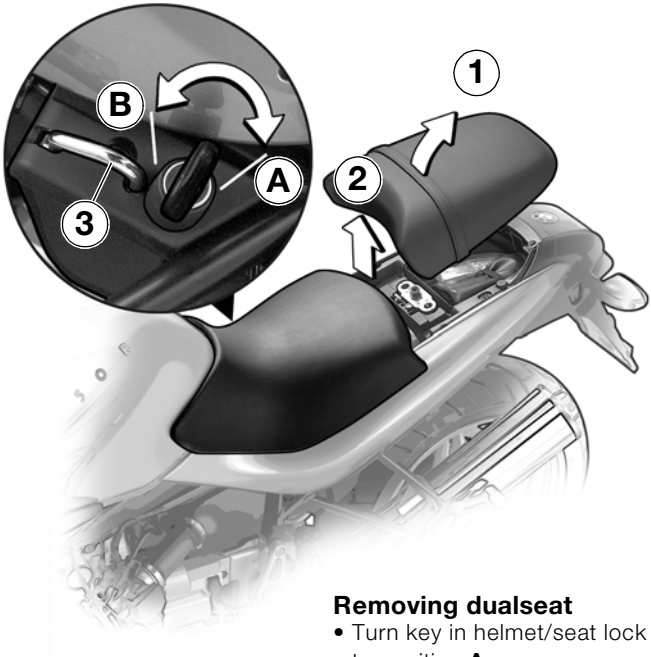
10 Right turn indicator switch
- Press

– Turn indicators flash

To switch off:
- Press turn indicator cancel switch **9**

[OE] Optional equipment

Seat/helmet holder



Helmet holder

- Turn key in helmet/seat lock to position **B**
- The helmet holder **3** is open
- Close the helmet holder by pressing it lightly into the helmet/seat lock until it engages

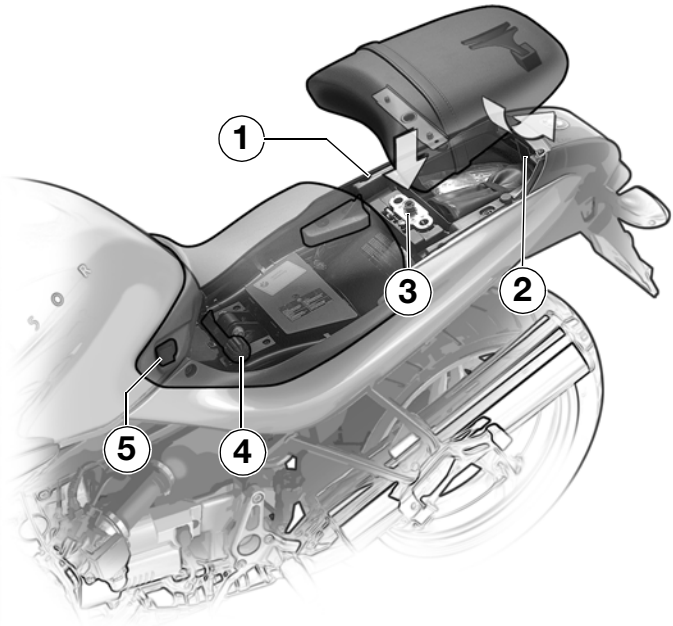
Removing dualseat

- Turn key in helmet/seat lock to position **A**
- Lift off the rear seat in the direction indicated by arrow **1**

– You now have access to the toolkit and the on-board documentation. You can also remove the front seat

- Lift off the front seat in the direction indicated by arrow **2**

– You now have access to the fuses (➠ Maintenance Instructions, Section 2)

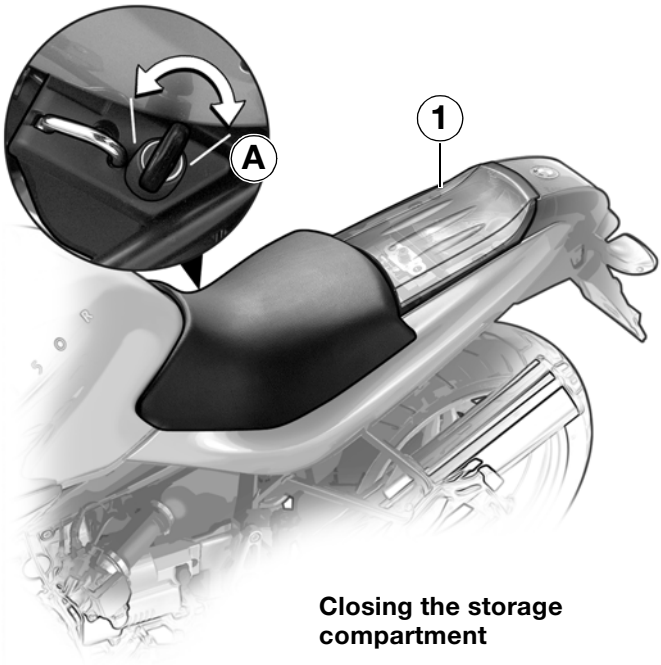


Locking the dualseat

⚠ CAUTION

When installing the dualseat, make sure that it is firmly locked in place.

- Engage the front seat in catches **5** and **4** on left and right and push it into guide **1**
- Push the rear seat toward the rear into catch **2** and apply light pressure until it engages in seat holder **3**



Single seat

- Turn key in seat lock to position **A**
- Remove rear seat (➠ 14)

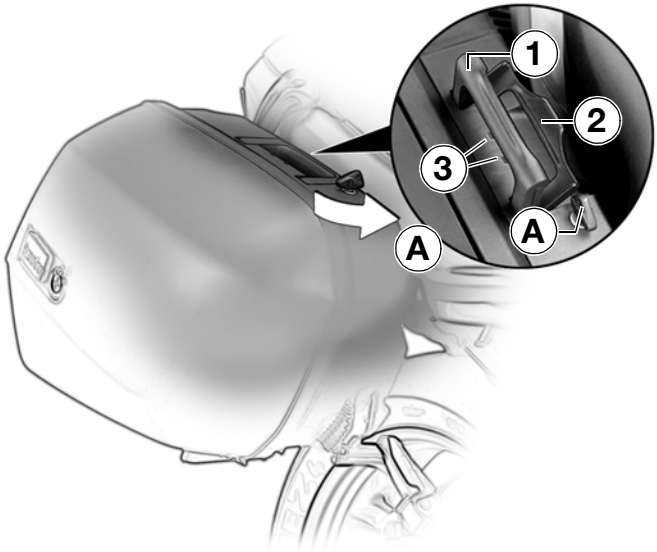
Closing the storage compartment

⚠ CAUTION

When installing, make sure that storage-compartment cover OE **1** is correctly secured.

- Push storage-compartment cover OE **1** toward the rear into the catch and apply light pressure until it engages in the seat holder

OE Optional equipment



⚠WARNING

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

Opening the System case

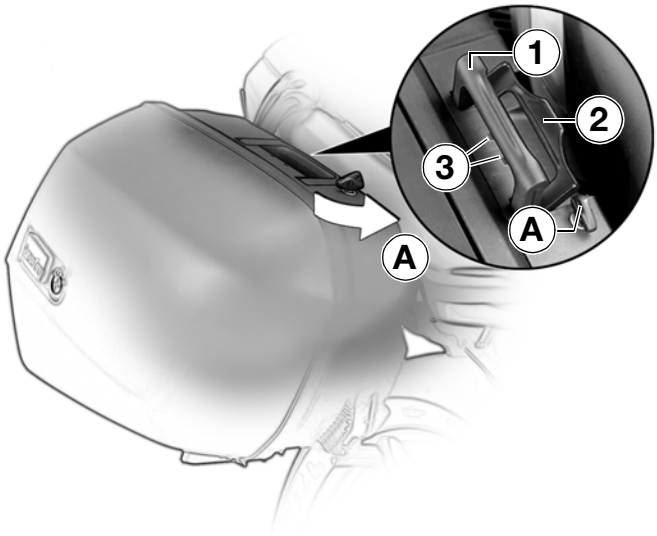
- Turn key in case lock to position **A.**
- Pull up the carrying handle **1** and catch **2**

– The two indicators **3** turn **red**

- Opening the System case

OA Optional accessories

System case[OA]



Closing System case

⚠ CAUTION

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

- Turn key in case lock to position **A**
- Push down catch **2** and carrying handle **1**

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

- Lock the case and remove the key

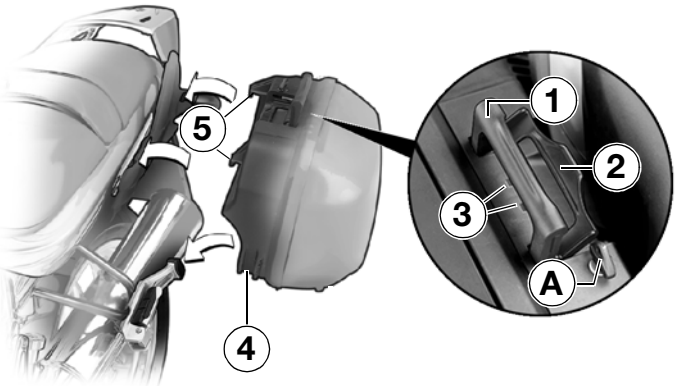
Removing System case

- Turn key in case lock to position **A**
- Pull up carrying handle **1**

– The two indicators **3** turn **red**

- Remove the key and lift the System case off its holder

[OA] Optional accessories



Installing System case

⚠ CAUTION

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

⚠WARNING

Always make sure that the case is secured.
An incorrectly secured case could be lost and endanger other road users.

- Insert the System case into the holder (arrows), making sure that it is firmly seated in the lower holder **4** and the upper hook **5**
- Turn key in case lock to position **A**
- Push down the carrying handle **1**

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

- Lock the case and remove the key

OA Optional accessories

Use the safety checklist – before every journey

Please perform the safety check accurately. If your motorcycle needs any routine maintenance, you can then attend to it before the journey starts (➠ Maintenance Instructions), or, for example have it performed by your authorized BMW motorcycle retailer.

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

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

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

- Fuel level
- Positions of the handlebar-lever fittings
- Brake fluid level
- Clutch fluid level
- Brakes
- Warning lights and indicator lights
- Lights
- Shock-absorber setting and spring preload
- Condition of wheels and tires, tread depth and tire pressures
- Load, gross weight
- Check at regular intervals as described in the following sections (each time you stop for refuelling):
- Engine oil level (every second or third time you stop for refuelling):
- Brake pads

If you encounter any problems or difficulties, it is always best to contact your authorized BMW motorcycle retailer.
He will provide the necessary advice and assistance.

Checking oil level

Check oil level regularly each time you stop to refuel.

Only check the engine oil when the engine is at normal operating temperature as the oil level can vary by up to 0.39 in (10 mm) in a hot engine or a cold engine at extreme outside temperatures (14 °F / -10 °C).

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

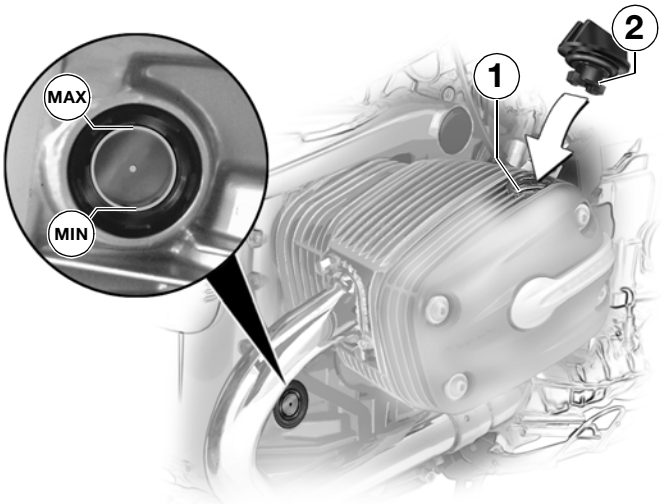
Checking the oil level after the engine has only been used for a short time or is only just warm could lead to wrong interpretations and thereby to an incorrect oil fill because the cold, more viscous oil takes longer to flow back into the sump. This can take up to 12 hours at extreme temperatures (14 °F / -10 °C).

⚠ CAUTION

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

Always check the oil level with the motorcycle standing upright.

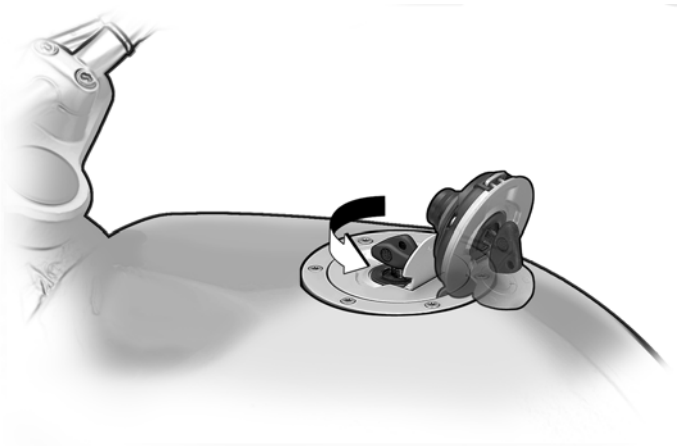
- Check the oil when the engine is at normal operating temperature
- Read the oil level at least five minutes after switching off the engine
- Make sure that the motorcycle is upright
  - ensure that the surface is level and firm.



- Check the oil level at the sight glass:
  MAX Upper edge Ring marking
  MIN Lower edge Ring marking
  – The difference between the two marks is approx. 0.53 quart (0.5 liter)
- If necessary, unscrew the oil filler screw **2** top up the engine oil through the engine oil filler **1**
- Then retighten the oil filler screw **2**

⚠ CAUTION

Warning light, engine oil pressure **red** (➠ 7) indicates no (or very little) oil pressure in the lube-oil system; this light must not be regarded as an oil level check. Oil pressure builds up after 1-2 seconds and the warning light goes out – the **red** engine oil pressure warning light should remain off while the engine is running.



Refuelling

⚠WARNING

Fuel is flammable and explosive. Do not smoke. Never bring a naked flame near the fuel tank.
Fuel expands when hot (for instance if the fuel tank is in the sun). For this reason, only fill as far as the lower edge of the filler neck.

⚠ CAUTION

Leaded fuel will destroy the catalytic converter.
Do not run the fuel tank dry or you may damage the engine or the catalytic converter.
Wipe off plastic parts immediately if they are wetted with fuel.

- Place motorcycle on center stand
  – Make sure the ground is level and firm!
- Open fuel filler cap



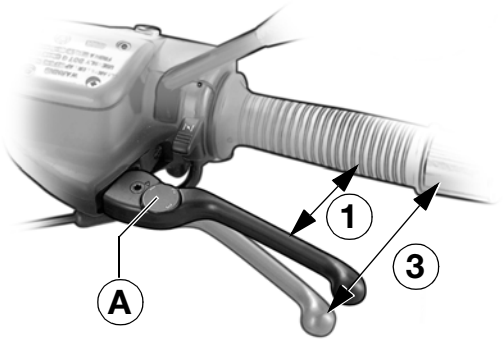
Capacity

NOTE

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

- Refuel
  - Refuel only with super (premium) grade fuel to DIN 51607 standard or equivalent, minimum octane number 95 (RON) or 85 (MON), AKI 91 Premium
- Close the fuel filler cap

- Usable tank capacity 5.4 gallons (20.4 liters)
- When the reserve fuel quantity is reached (approx. 1.3 gallons/5 liters), the **orange** warning light **1** comes on



Adjusting clutch lever

⚠ CAUTION

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

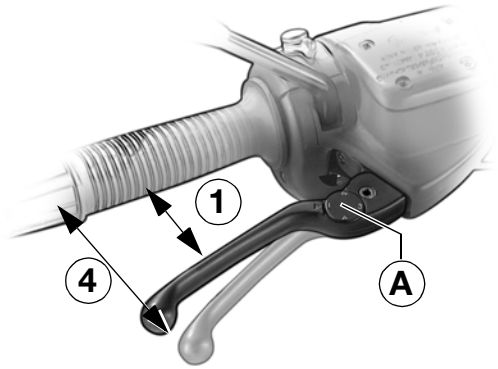
⚠WARNING

To prevent air from entering the clutch system:

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

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

– Setting **1**: minimum distance
– Setting **3**: maximum distance



Adjusting handbrake lever

⚠WARNING

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

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

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

Work on the brake system

⚠WARNING

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

Checking the brake system

⚠WARNING

Sudden changes in play or spongy action of the brake lever indicate a possible problem in the brake system. Before riding off, therefore, always check the resistance of the front and rear brake levers and test operation of the brakes.
Do not ride the motorcycle if you have any doubts about the safety of the brake system.
Immediately seek the advice of an authorized BMW motorcycle retailer.

Checking brake pads

⚠WARNING

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

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

Checking brake fluid level

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

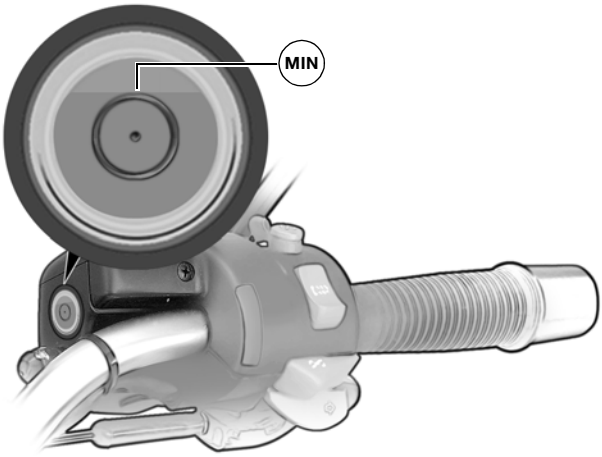
⚠WARNING

If brake fluid level in the fluid reservoirs for the front or rear brakes has dropped below the MIN mark (➠ 31, 32), have the brake system checked without delay by an authorized BMW motorcycle retailer.

Changing brake fluid

⚠WARNING

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



Checking front brake fluid level

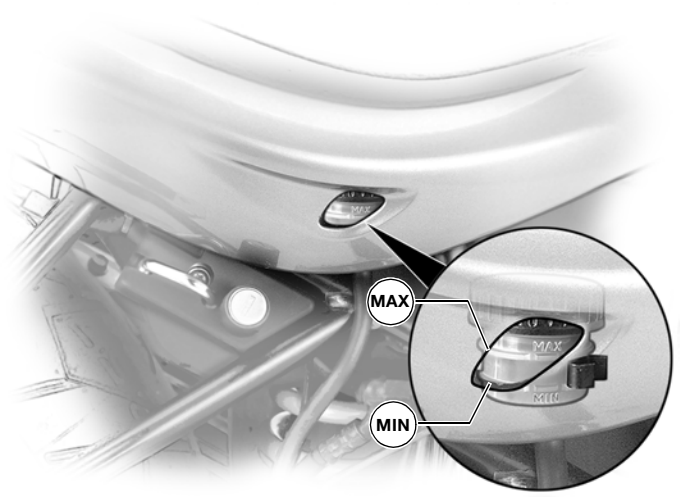
⚠WARNING

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

- Place motorcycle on center stand
  – Make sure the ground is level and firm
- Turn the handlebar fully to the left
- Check brake fluid level in sight glass
  MIN Minimum level (top of marking ring)

NOTE

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



Checking rear brake fluid level

⚠WARNING

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

- Place motorcycle on center stand
  - Make sure the ground is level and firm
- Check the brake fluid level
  MAX Maximum level
  MIN Minimum level

NOTE

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

Checking brake fluid level

⚠WARNING

On a motorcycle equipped with BMW Integral ABS, the brake fluid level in the reservoir does NOT drop as the brake pads wear (➠ 35, 36).

⚠WARNING

Have the brake system checked immediately by an authorized BMW motorcycle retailer, if the brake fluid level in the reservoir of the brake system drops below the MIN mark (➠ 35, 36).

Changing brake fluid

⚠WARNING

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

OE Optional equipment

Residual braking function

⚠WARNING

When the ignition is switched off, before and during self-diagnosis (➠ 72), or if the BMW Integral ABS is inoperative, only a RESIDUAL BRAKING FUNCTION remains available for slowing the motorcycle (➠ 71).
When the RESIDUAL BRAKING FUNCTION is active, you must apply CONSIDERABLY higher pressure to the brake lever in question in order to apply the brakes, and lever travel is longer.
When the RESIDUAL BRAKING FUNCTION is active, the ABS function is unavailable in the brake systems in question.

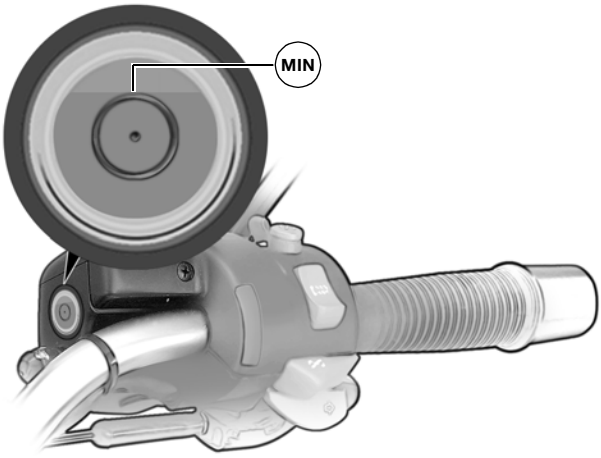
⚠WARNING

When the RESIDUAL BRAKING FUNCTION is active, maintain a defensive riding style and proceed immediately to the nearest authorized BMW motorcycle retailer.

NOTE

When the RESIDUAL BRAKING FUNCTION is active, it is advisable to set adjuster **A** (➠ 27) on the front-brake lever to position 4.

OE Optional equipment



Checking front brake fluid level

⚠WARNING

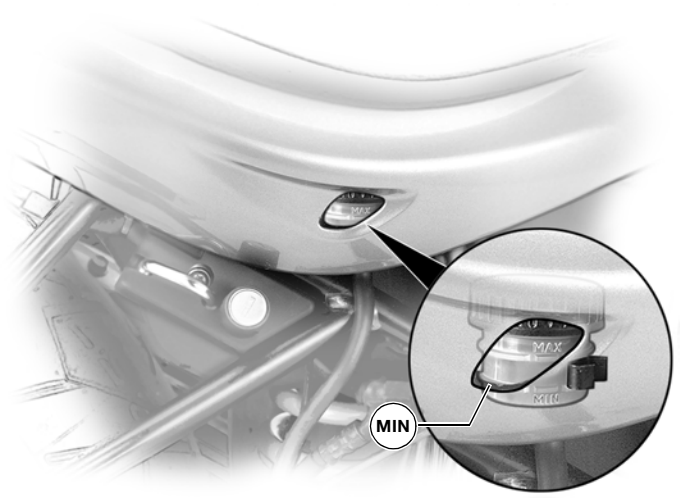
Never permit the brake fluid level to drop below the minimum level (MIN mark)

- Place motorcycle on center stand
  – Make sure the ground is level and firm
- Turn the handlebar fully to the left
- Check bake fluid level in sight glass
  MIN Minimum level (top of marking ring)

NOTE

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

OE Optional equipment



Checking rear brake fluid level

⚠WARNING

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

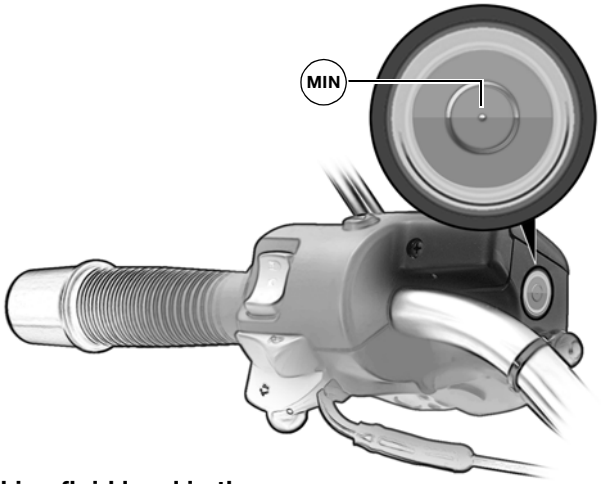
- Place motorcycle on center stand
  – Make sure the ground is level and firm
- Check the brake fluid level

MIN Minimum level

NOTE

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

[OE] Optional equipment



Checking fluid level in the clutch fitting

⚠ CAUTION

If the fluid level drops, assume that a fault may be present in the clutch system.
Have the clutch system checked immediately by an authorized BMW motorcycle retailer.

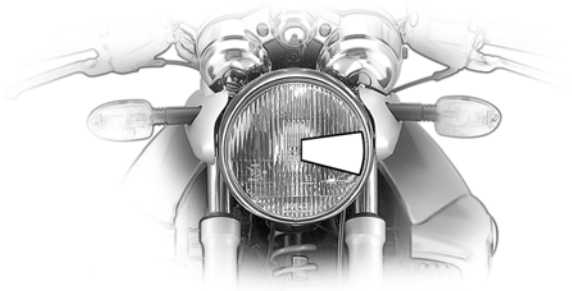
⚠WARNING

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

NOTE

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

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



Checking lights

⚠ CAUTION

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

NOTE

If turn indicator repeater flashes at twice the usual speed: inoperative flasher bulb.
BMW Integral ABS[OE]:
General warning light ON (➠ 7): Check brake light or tail light.
If the tail light is inoperative, the brake light is dimmed and acts as a tail light. When you apply the brakes the brake light shines at full brightness.

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

Masking off headlight

If the motorcycle is ridden in a country where the opposite rule of the road applies, its asymmetric dipped beam will tend to dazzle oncoming traffic.

To prevent this, mask over part of the headlight glass (cut a piece of adhesive tape to the correct size and shape and stick it on).

[OE] Optional equipment



Adjusting beam throw

NOTE

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

Have the headlight basic setting adjusted by an authorized BMW motorcycle retailer.

NOTE

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

Adjusting to suit load

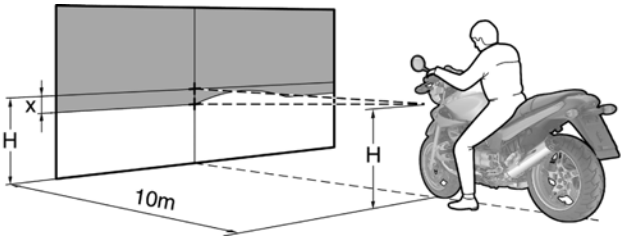
- Change the spring strut setting to suit the load (➠ 42)

– Spring preload has an effect on headlight throw

Do not adjust headlight beam throw by tilting the headlight downward unless the motorcycle is very heavily loaded. To adjust throw in this way:

- Remove trim panel **1**
- Slacken two socket-head screws **2**

Readjust the headlight to the correct basic setting at the earliest possible opportunity.



Headlight basic setting

NOTE

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

- Check tire pressures and correct if necessary.
- Set the spring-strut adjuster to the position for one-up riding
- Position the motorcycle on a level surface 32.81 ft (10 m) (headlight) from a light-colored wall, and with the rider's weight (approx. 187 lb (85 kg)) on the seat.
- Measure the distance **H** from the ground to the center of the headlight
- Transfer this height **H** to the wall and draw a cross on the wall at this point
- Draw a second cross (**x** = 9.84 in (25 cm)) lower
- Switch on the low-beam headlight
- Align the headlight in such a way that the “light-dark cutoff” starts in the middle of the bottom cross and rises to the right to the height of the upper cross, before dropping again.

NOTE

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



⚠WARNING

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

- Place the motorcycle on the center stand
- Adjust the rear shock absorbers with a screwdriver

Basic setting (solo)**:**

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

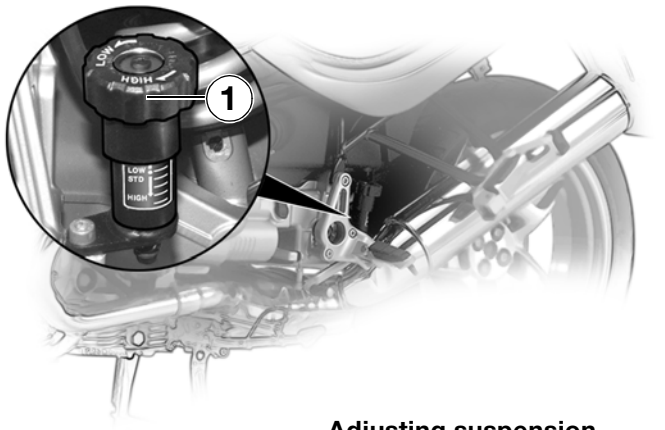
Hard setting “H”:

- Fully tighten adjusting screw **1**

Soft setting “S”:

- Fully back off adjusting screw **1**

Suspension spring preload



⚠WARNING

Before the journey starts, adjust spring preload according to the gross weight. For safety reasons, never attempt to alter spring preload while the motorcycle is being ridden. Always stop the motorcycle before adjusting.If spring preload is changed, the shock absorber has to be adjusted accordingly.

Adjusting suspension spring preload

- Place motorcycle on center stand
- Adjust spring preload at handwheel **1**

Basic setting, solo:

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

Setting for two-up and luggage:

- Turn handwheel **1** fully to the right as indicated by the **"HIGH"** arrow

Checking wheel rims

⚠WARNING

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

Checking tire treads

⚠WARNING

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

- Measure tread depth at the center of the tire tread

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

Screwing valve caps on tightly

⚠WARNING

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

Checking tire pressures

⚠WARNING

Incorrect tire pressures have a considerable influence on handling and on tire life. Adjust tire pressures to suit total weight. Never exceed either the motorcycle's gross weight or the individual wheel load limits (➠ 47).

– Tires cold:

- Remove valve caps
- Check/correct tire pressure

Tire pressures:

	Front	Rear
Solo	(2.2 bar)	(2.5 bar)
	32.0 psi	36.3 psi
Two-up	(2.5 bar)	(2.7 bar)
	36.3 psi	39.2 psi
Passenger with luggage	(2.5 bar)	(2.9 bar)
	36.3 psi	42.0 psi

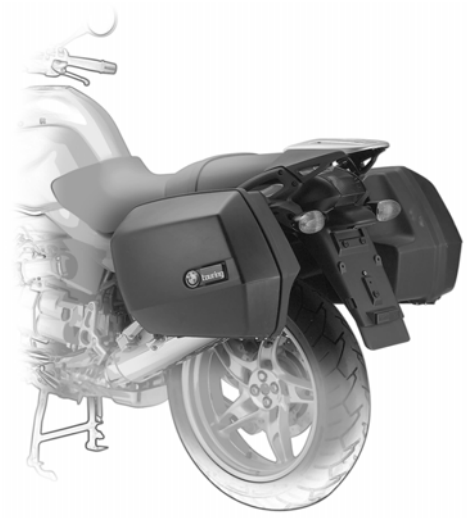
- Screwing on valve caps

⚠WARNING

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

NOTE

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



Correct loading

⚠WARNING

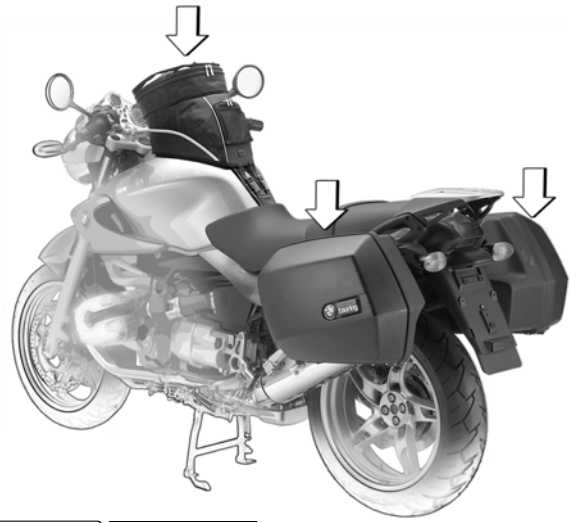
Overloading can impair the handling of your motorcycle.

- Make sure that the weight is uniformly distributed between right and left
- Pack heavy items at the bottom and toward the inboard side
- Max. load in each case [OA] (left and right): 22 lbs (10 kg)
- Max. load on luggage carrier and in tank-top rucksack [OA]: approx. 11 lbs (5 kg) each
- Check that fastenings are correctly positioned and tight

⚠WARNING

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

[OA] Optional accessories



⚠ CAUTION

Do not exceed the gross weight limit of 992 lbs (450 kg).
Do not exceed the wheel load limits of 397 lbs (180 kg) at the front and 660 lbs (300 kg) at the rear.
Reset the suspension spring preload and the shock absorbers to match the total weight (➠ 41, 42, 44).
The total weight consists of:
– Motorcycle with full tank
– Rider
– Passenger
– Luggage

Handling your motorcycle safely

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

These are all things you need to become familiar with.

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

⚠ CAUTION

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

⚠ WARNING

The tires need to cover a certain distance before they acquire their full road grip (➠ 57).

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

[OE] Optional equipment

Safe motorcycling does not depend on the motorcycle alone.
Your own skill and common-sense are needed too.
The key to genuine safety on the road is a sensible balance between the motorcycle's technical features and the rider's skill, so that together they form a single efficient unit.
Riding safely in traffic calls for a sense of responsibility to your rear passenger and to other road users.

⚠WARNING

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

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

BMW Integral ABS[OE]
motorcycle equipped with BMW Integral ABS (➠ 68)

⚠WARNING

When the ignition is switched off or if the BMW Integral ABS fails, only a "RESIDUAL BRAKING FUNCTION" is available (➠ 71).
Under these circumstances you must apply CONSIDERABLY higher pressure to the brake levers in order to apply the brakes, and lever travel is longer.

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

⚠WARNING

Inhaling the exhaust fumes therefore represents a health hazard and can even cause loss of consciousness with fatal consequences.
Do not run the engine in an enclosed space.

Risk of fatal accident
Your motorcycle is equipped with Digital Motor Electronics (Motronic) and an increased-output ignition system.

⚠WARNING

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

[OE] Optional equipment

Catalytic converter

⚠ CAUTION

To avoid damage to the catalytic converter:
- Do not run the fuel tank dry
- Push-start only when the engine is cold
- Do not run the engine with a spark plug lead detached
- Do not exceed the engine-speed limits marked on the tachometer
- Comply with all specified maintenance intervals
- Stop the engine at once if it is misfiring
- In the event of misfiring or a severe drop in engine power, consult a BMW-certified shop, preferably an authorized BMW Motorrad retailer.

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

Risk of fire

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

⚠WARNING

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

Side stand



Placing motorcycle on side stand

⚠WARNING

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

⚠ CAUTION

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

- Switch off the ignition
- Hold the left handlebar grip with your left hand
- Place your right hand on the dualseat
- Use your right foot against the extension pin to swing the side stand fully forwards
- Lean the motorcycle carefully on to the stand
- Turn the handlebars to full left lock (➠ 9)
- **Check that the motorcycle is firmly supported**



Lifting motorcycle off the side stand

⚠WARNING

When the ignition of a motorcycle fitted with BMW Integral ABS[OE] is switched off, only a "RESIDUAL BRAKING FUNCTION" is available (➠ 71).
The side stand must be fully retracted before you ride off.
– Riding with the side stand extended is a safety risk.

- Ignition key in "**R**" or "**ON**" position (➠ 9)
  – Steering column lock unlocked
- Hold the left handlebar grip with your left hand
- Place your right hand on the right handlebar grip
- Raise the motorcycle gradually
- Use your left foot to push back the side stand

[OE] Optional equipment

Center stand



Place motorcycle on center stand

⚠WARNING

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

⚠ CAUTION

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

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



Removing motorcycle from center stand

⚠WARNING

If the motorcycle is fitted with BMW Integral ABS[OE], only RESIDUAL BRAKING FUNCTIONALITY is available when the ignition is switched off (➠ 71). Make sure the center stand is fully retracted before you ride off.

- Ignition key in "**R**" or "**ON**" position (➠ 9)
  – Steering column lock unlocked
- Hold the left handlebar grip with your left hand
- Place your right hand on the frame
- Push the motorcycle forwards off the stand
- **Check that the stand has fully retracted**

[OE] Optional equipment



⚠ CAUTION

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

NOTE

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

Running-in engine speeds

From 0 to 600 miles (1,000 km)

- Engine speed max. 4,000 rpm and no full-load acceleration
- Do not omit the first inspection after 600 miles (1,000 km). Make an appointment with your authorized BMW motorcycle retailer in good time, so that the work can be performed punctually.

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

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

Running in new brake pads

⚠WARNING

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

⚠ CAUTION

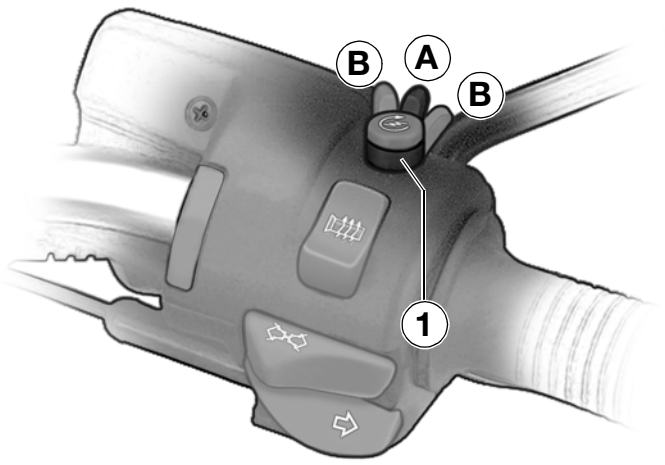
Comply with the notes on BMW Integral ABS[OE] (➠ 68-75).

Running in new tires

⚠WARNING

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

[OE] Optional equipment



Switching on the ignition

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

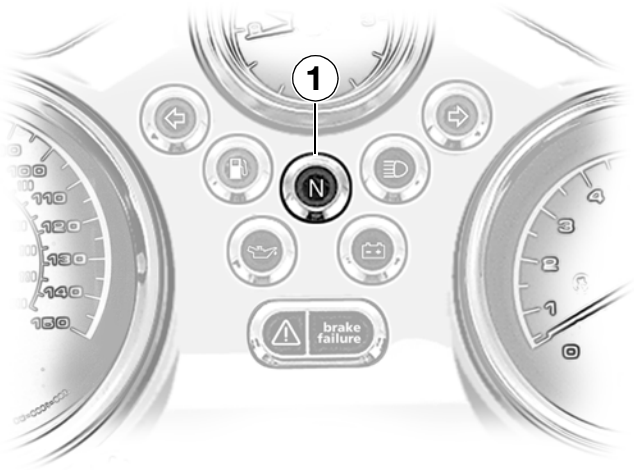
In an emergency only:

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

NOTE

If you move the kill switch to the **B** position while the ignition is on (switch in **ON** position), the BMW Integral ABS[OE] remains operational (➠ 68-75).

[OE] Optional equipment



Fully retract the side stand

NOTE

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

Select neutral

– Neutral indicator light **1** comes on **green** N (➠ 7).

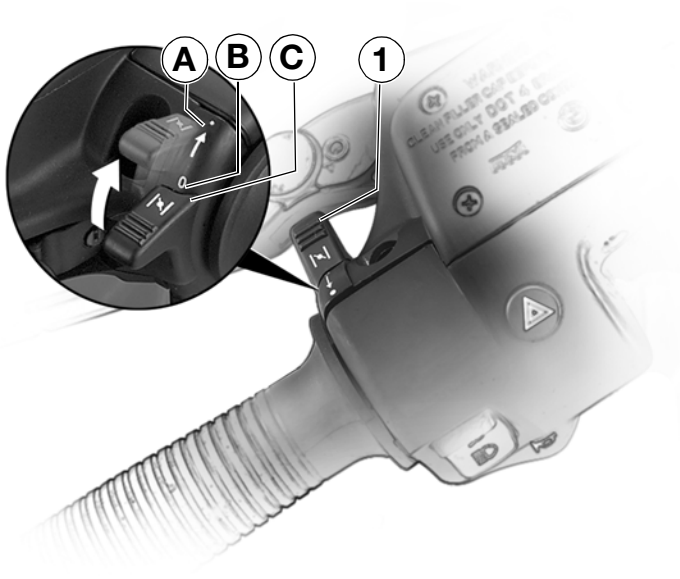
NOTE

Engine does not start:

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

Engine stops when first gear is engaged:

– Fully retract the side stand; if necessary, consult the troubleshooting table (➠ Maintenance Instructions, Section 2)



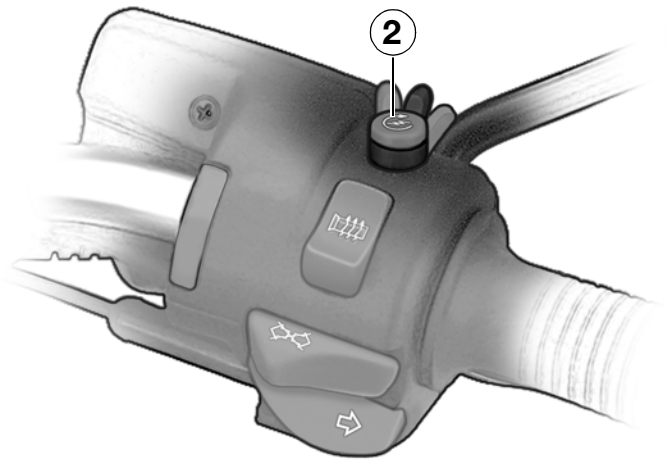
Starting

⚠ CAUTION

If you attempt to start the engine when the battery is flat, you will hear the relay chattering. Further attempts will damage the starter relay and starter motor.
Before trying again:
Recharge the battery.

⚠WARNING

Do not warm up the engine with the motorcycle at a standstill – risk of overheating or fire!
Ride away immediately after starting the engine.
To avoid overheating the air-cooled engine and possible damage as a result, avoid even short warm-up periods at a standstill. Avoid high engine speeds after a cold start.

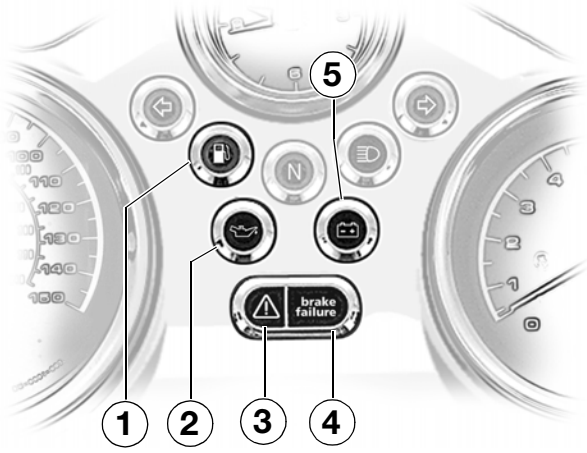


NOTE

Do not turn the throttle twistgrip when starting the engine.

Choke

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



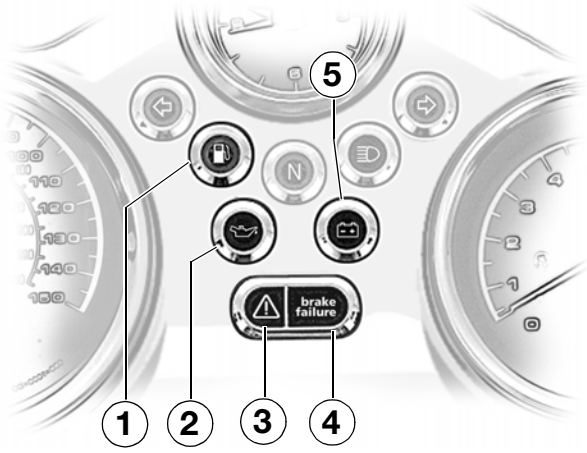
Fuel level
When the warning light **1** comes on, there are still approx. 1.3 gallons (5 liters) of fuel in the tank.

Engine oil pressure
Warning light **2** goes out above idle speed.

⚠ CAUTION

If warning light **2** comes on during the journey, take the following action as soon as traffic conditions permit:
- Declutch
- Press the kill switch
- Bring the motorcycle safely to a halt
- Check engine oil level (➠ 22)

If the warning light comes on even though the oil level is correct, you must consult a certified workshop, preferably an authorized BMW motorcycle retailer.



Warning light, general
General warning light **3** lights up if the BMW Integral ABS[OE] develops a fault (➠ 75), or if the tail light or brake light is inoperative.

ABS warning light[OE]
The ABS warning light **4** lights up if the BMW Integral ABS develops a fault (➠ 75)

Battery charge current
Warning light **5** goes out above idle speed.

⚠ CAUTION

If warning light **5** comes on during the journey:
Immediately consult an authorized BMW motorcycle retailer.

[OE] Optional equipment



Engine speed

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

NOTE

The governor cuts in at 7,900 rpm.

Load changes

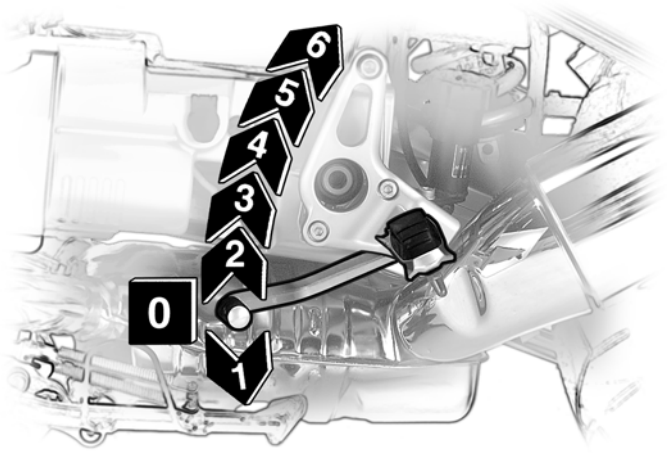
⚠WARNING

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

Gear shifts

NOTE

Never slip the clutch excessively when changing gear. Vary your speed only by using the throttle in a suitable gear, not by slipping the clutch.



Moving off and upshifts

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

Downshifts

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

Wet brakes

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

⚠WARNING

The brakes have to dry before they start to bite.

Salt on brakes

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

⚠WARNING

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

Oil and grease on brakes

⚠WARNING

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

Dirt or mud on brakes

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

⚠WARNING

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

⚠WARNING

If the brake lever can be moved right to the limit of its travel without producing braking action (i.e. without resistance), a mechanical or hydraulic fault may exist. Immediately consult an authorized BMW motorcycle retailer.

Sensitive electronic control

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

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

BMW Integral ABS is the latest-generation BMW ABS development: by preventing both wheels from locking and optimising braking-force distribution by means of the integral function it offers much improved braking performance (➠ 70). Full use is made of technical braking capacity to minimize braking distances, even when road conditions are poor. When the motorcycle is ridden in a straight line, the BMW Integral ABS is able to handle emergency braking safely.

[OE] Optional equipment

Safety margin

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

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

[OE] Optional equipment

Partially integral brakes

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

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

The baking-force distribution depends on load and is recalculated every time the ABS controller comes into action.

In this partially integral brake configuration, the integral braking function is activated only when you pull the handbrake lever. The footbrake lever acts only on the rear brake.

Brake servo

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

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

ABS - anti-lock brake system

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

[OE] Optional equipment

RESIDUAL BRAKING FUNCTION

If the BMW Integral ABS develops a fault, a RESIDUAL BRAKING FUNCTION only is available in the brake circuits in question.
The RESIDUAL BRAKING FUNCTION is the braking efficiency without the hydraulic servo assistance of the BMW Integral ABS. Under these circumstances, therefore, you must apply CONSIDERABLY higher pressure to the brake levers in question in order to apply the brakes, and lever travel is longer.
When the RESIDUAL BRAKING FUNCTION is active, the ABS function is unavailable in the brake system in question.
When the RESIDUAL BRAKING FUNCTION is active, the integral braking function is partially or entirely unavailable.

⚠WARNING

When the RESIDUAL BRAKING FUNCTION is active, maintain a defensive riding style and proceed immediately to the nearest authorized BMW motorcycle retailer.

NOTE

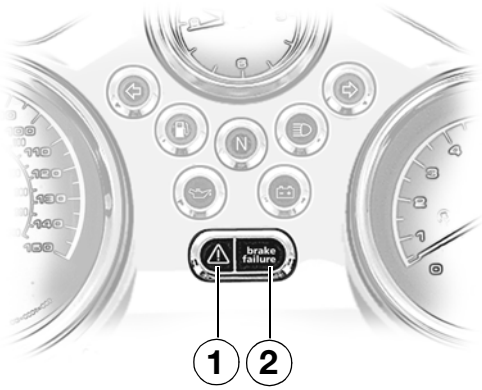
When the RESIDUAL BRAKING FUNCTION is active, it is advisable to set adjuster **A** (➠ 27) on the front-brake lever to position 4.

The RESIDUAL BRAKING FUNCTION is active under the following circumstances:
– Ignition off
– Before and during self-diagnosis (➠ 72)
– Fault in the BMW Integral ABS (➠ 75)

NOTE

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

[OE] Optional equipment



Self-diagnosis with pull-away test

The BMW Integral ABS performs self-diagnosis and a pull-away test to ensure its operability.

Self-diagnosis is performed automatically when you switch on the ignition.

⚠WARNING

Self-diagnosis is not performed unless both brake levers are in their fully released positions.

Only the RESIDUAL BRAKE FUNCTION is available until self-diagnosis is completed (➠ 71).

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

Initially:

– ABS warning light **2**: flashes at 4 Hz (➠ 58)

– General warning light **1**: ON

➠ Self-diagnosis is in progress

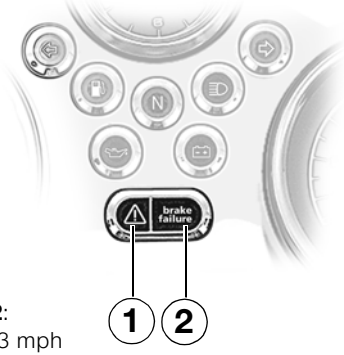
Then:

– ABS warning light **2**: flashes at 1 Hz

– General warning light **1**: OFF

➠ Self-diagnosis successfully completed

[OE] Optional equipment



- Start the engine.
- Move off

– ABS warning light **2**:
OFF (as of approx. 3 mph (5 km/h) road speed)

➠ Pull-away test successfully completed

➠ BMW Integral ABS is available

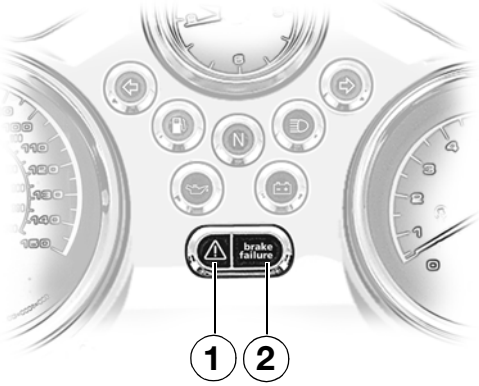
NOTE

Starting on gradients:
Always switch on the ignition with gear engaged, clutch lever released and both brake levers released.
Self-diagnosis cannot be performed if you do not follow this procedure.
When self-diagnosis completes, apply the brakes, disengage the clutch, and start the engine.

NOTE

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

[OE] Optional equipment



⚠WARNING

If the BMW Integral ABS establishes a fault in both brake circuits, a RESIDUAL BRAKING FUNCTION only is available (➠ 71).

⚠WARNING

If the RESIDUAL BRAKING FUNCTION is active (➠ 71), maintain a defensive riding style and immediately consult an authorized BMW motorcycle retailer.

⚠WARNING

If there is a fault in the ABS system, the reserves of safety normally afforded by ABS are not available until the fault has been accurately identified and addressed.
There is a risk of dropping the machine if the brakes are applied too hard and the front wheel locks or the rear wheel lifts clear of the ground as a result of a high level of front tire adhesion. Do not ride the motorcycle if you have any doubts about the safety of the brake system.

[OE] Optional equipment

BMW Integral ABS[OE] - Fault table

General warning light ⚠	ABS warning light ABS/ brake failure	Malfunctions
OFF	ON	Only RESIDUAL BRAKING FUNCTION available in both circuits (➠ 71)
OFF	Flashes at 1 Hz	ABS not available Pull-away test not completed (➠ 72)
OFF	Flashes at 4 Hz	Only RESIDUAL BRAKING FUNCTION available in both circuits (➠ 71) Self-diagnosis not completed (➠ 72)
ON	OFF	Tail light/brake light inoperative (Maintenance Instructions, ➠ Section 2)
ON	Flashes at 1 Hz	At least one brake circuit without ABS (➠ 70)
ON	Flashes at 4 Hz	At least one brake circuit in RESIDUAL BRAKING FUNCTION mode (➠ 71)
Alternate flashing at 1 Hz	Alternate flashing at 1 Hz	Fluid level in BMW Integral ABS too low. Check the motorcycle as follows: – Ignition OFF: is brake pressure OK at the brake levers? – Are the brakes acting on both wheels? – Is the brake system free from leaks, no signs of brake fluid escaping? If the test outcome is negative it will be necessary to diagnose the brake system and address any faults as necessary.
Alternate flashing at 4 Hz	Alternate flashing at 4 Hz	Fluid level in the BMW Integral ABS is too low, perform the checks listed above. Only RESIDUAL BRAKING FUNCTION available in at least one circuit (➠ 71) **⚠WARNING** Do not ride the motorcycle if you have any doubts about the dependability of the brake system.

[OE] Optional equipment

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

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

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



Regular visits to the workshop for routine servicing are strongly recommended even after the warranty period has elapsed. They are the only way to be genuinely certain that your BMW motorcycle is being kept in perfect working order.
For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance is essential. Certain signs of wear may not otherwise be noticed until it is too late to put them right at moderate cost.

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

...service

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

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

NOTE

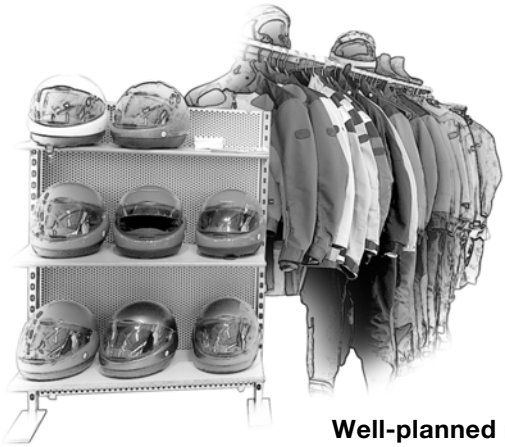
BMW service partners are listed in the Service Stations booklet for Europe or Asia, available from any authorized BMW motorcycle retailer.

Development…
Motorcyclists have an intensive relationship with nature. BMW has made sure that they continue to enjoy the best possible prospects for successful riding in the future.
For instance, your new Boxer is available with exhaust emission control by closed-loop, three-way catalytic converter.

…waste disposal…
Behind the scenes, in the repair shop, we do not neglect the pro-environmental aspects of our work either.
Wherever possible, we use environmentally acceptable biodegradable materials. We ensure strict compliance with all environmental legislation, for example the correct disposal of old oil, which is now classified as hazardous waste in many countries.

…recycling
Alongside the correct disposal of environmentally hazardous materials, recycling is another high-priority issue for BMW. For example, plastics that are marked according to type can more easily be returned to the materials cycle. Remember: when it comes to making repairs to your motorcycle, the authorized BMW motorcycle workshop is far better equipped to protect the environment than you are at home.

BMW rider's equipment



The essentials

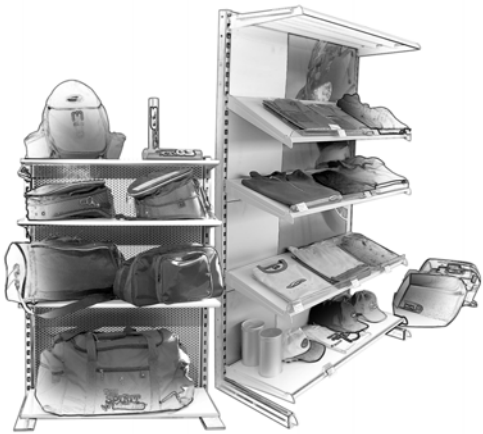
To reach your destination safely every time, there is only one choice:

- Helmet
- Suit
- Gloves
- Boots

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

Well-planned riding pleasure

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



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

Every accessory product is made to the same exemplary standards of design, function and quality as the motorcycle itself. This calls for a great deal of experience, but our engineers are themselves enthusiastic motorcyclists who know what is needed. Accessories and motorcycle equipment are included when a new motorcycle is being developed, and their practical features optimised in a series of thorough tests. This is your guarantee of the high quality you expect from BMW.

Cornering and braking need to be practiced

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

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

Allow for reaction time when judging braking distances.

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

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

Work up to the wheel lock limit gradually.

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

Now it is your turn.

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

NOTE

Your local BMW motorcycle retailer can supply you with useful items to accompany the Maintenance Instructions.

– BMW Repair Manual
– BMW set of circuit diagrams

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

Our aim is to make your journey safer

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

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

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