

Maintenance Instructions

R 1150 R

R 850 R



BMW Motorrad



Please note



Warning:

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



Caution:

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



Note:

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

For safety reasons and to maintain the value of your motorcycle, regular maintenance intervals have been laid down. Always keep to the specified maintenance intervals. This is the only way to ensure that warranty claims are not invalidated. The contents of maintenance schedules can change for safety reasons, owing to changes of materials, for example.

Your authorised BMW motorcycle dealer can provide details of the currently specified Service, Inspection and Annual Service work needed.

Important:

BMW refuses to accept liability for damage or consequential damage due to repairs or service work carried out by other than BMW-authorised workshops.

Consequently, we recommend that you have service work carried out by the specially trained experts at your BMW motorcycle dealer, and have this confirmed in the Maintenance Instructions.

Authorised BMW motorcycle dealers are supplied with the latest technical information and have the necessary technical know-how and specially trained staff.

It is advisable to contact your authorised BMW motorcycle dealer if you have any questions regarding your motorcycle.

Authorised BMW motorcycle dealers are fully informed about all aspects of your motorcycle and will gladly advise and assist you.

Best wishes

BMW Motorrad

Important safety information

1

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BMW Service

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

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

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

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

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

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

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

BMW Inspection

1,000 km

BMW Running-in Check after the first 1,000 km.

BMW Service

After the first 10,000 km (and every further 20,000 km (30,000 km..., 50,000 miles ..., 70,000 miles...))

BMW Inspection

After the first 20,000 km and every further 20,000 km (40,000 km..., 60,000 km..., 80,000 km...)

BMW Annual Service

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



Note:

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

Maintenance schedule

If you like, you can view the current maintenance schedule for your motorcycle on the Internet and download the file from www.bmw-motorrad.com/maintenance.

Confirmation of maintenance work

1

4

BMW Service

BMW Pre-delivery check

Carried out in accordance with manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 10,000 km

Carried out in accordance with manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 1,000 km

Carried out in accordance with manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 20,000 km

Carried out in accordance with manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

BMW Service 30,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 50,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 40,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 60,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

1

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BMW Service

BMW Service 70,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 90,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 80,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 100,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

BMW Service 110,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 130,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 120,000 km

Carried out in accordance with
manufacturer's instructions

Odometre reading _____

Date, stamp, signature

BMW Inspection 140,000 km

Carried out in accordance with
manufacturer's instructions

Odometre reading _____

Date, stamp, signature

Confirmation of maintenance work

1

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BMW Service

BMW Service 150,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Service 170,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 160,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

BMW Inspection 180,000 km

Carried out in accordance with
manufacturer's instructions

Odometer reading _____

Date, stamp, signature

Confirmation of maintenance work

1

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BMW Service

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Without BMW Integral ABS annually

yes ☐ no ☐

With BMW Integral ABS

Wheel circuit - annually

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

every 2 years

yes ☐ no ☐

Date, stamp, signature

BMW Annual Service

Carried out in accordance with manufacturer's instructions

Brake fluid changed:

Without BMW Integral ABS annually

yes ☐ no ☐

With BMW Integral ABS

Wheel circuit - annually

yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

every 2 years

yes ☐ no ☐

Date, stamp, signature

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Without BMW Integral ABS annually

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Wheel circuit - annually

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Date, stamp, signature

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Clutch fluid changed:

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Date, stamp, signature

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every 2 years

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Date, stamp, signature

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yes ☐ no ☐

Control circuit - every 2 years

yes ☐ no ☐

Clutch fluid changed:

every 2 years

yes ☐ no ☐

Date, stamp, signature

BMW Service

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

Confirmations of service work

1

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BMW Service

Record of all work carried out in workshop		
Work details	Odometer reading	Date

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

BMW Service

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

Confirmations of service work

1

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BMW Service

Odometer renewed

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer renewed

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer renewed

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Odometer renewed

Odometer reading is not total distance covered.

Odometer reading _____

Date, stamp, signature

Your motorcycle is equipped with Digital Motor Electronics (MOTRONIC) and an increased-output ignition system.



Warning:

When the engine is running or the ignition is switched on, do not touch electrically live components, terminals or wiring.

**– Risk of fatal accident!
Work on the electrical system only when the circuit has been interrupted (switch off ignition and lights). For greater safety, disconnect and insulate the negative battery lead.**

If you intend to perform the maintenance and general care work described in the following section yourself, you must possess the necessary knowledge of technical matters and mechanical skills.

Your motorcycle is built to high technological standards. Special tools and purpose-designed diagnosis and testing equipment, together with the appropriate knowledge, are needed to keep your motorcycle in optimum working order.

Your authorised BMW motorcycle dealer possesses the necessary technical know-how and employs company-trained staff.

He can guarantee that your motorcycle is always maintained in a fault-free technical condition.

Remember: the safety and reliability of your motorcycle are the most important considerations.

You should therefore not attempt any complex repair or maintenance tasks.

Keep to the specified Inspection and Service intervals.

BMW refuses to accept liability for damage or consequential damage due to repairs or service work carried out by other than BMW-authorised workshops.

Technical modifications



Warning:

The data stored in the MOTRONIC control unit is the result of extensive experimental and testing work.

Tampering with the MOTRONIC control unit represents an increased safety risk for the rider.



Note:

Manipulation of the MOTRONIC control unit voids the warranty.

Technical modifications are only permitted to a limited extent.

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

Your authorised BMW motorcycle dealer will gladly advise you on technical requirements, the manufacturer's recommendations and the overall benefit likely to be obtained.

Genuine BMW parts

For reasons of safety, use only genuine BMW parts and accessories.

Genuine BMW parts are identical with those fitted to your motorcycle as original equipment.

BMW Motorrad refuses to accept any liability whatsoever for other-make spare parts and accessories.

Troubleshooting chart

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

Possible cause	Remedy	See ➡ Page
Wrong ignition key position	Operate correctly	Rider's Manual ➡ 8-9
Kill switch on	Operate correctly	Rider's Manual ➡ 58
Side stand is extended	Operate correctly	Rider's Manual ➡ 53
Power supply interrupted	Blown fuse	➡ 43
Gear engaged but clutch not disengaged	Select neutral or pull clutch lever	Rider's Manual ➡ 59
No fuel in tank	Add fuel	Rider's Manual ➡ 24-25
Fuel pump not working	Blown fuse 6	➡ 43
Wrong twistgrip/choke setting	Operate correctly	Rider's Manual ➡ 60
Blocked air filter element	Renew	➡ 44
Spark plug/leads or caps wet	Blow out/dry with compressed air	
Insufficient battery charge	Recharge battery	➡ 46

**Note:**

It is advisable to have other faults – not described on pages 15...57 – attended to by a specialist workshop, preferably an authorised BMW motorcycle dealer.

**Note:**

More detailed technical information is available in the following publications:

- BMW Repair Manual
- BMW electrical circuit-diagrams brochure

Removing the front wheel

2

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Maintenance and care



Caution:

When removing, avoid damage to brake pipes, brake discs, brake pads or the wheel rim (mask off with tape if necessary).

Keep dirt and moisture away from the wheel bearings.

Important for BMW Integral ABS^{OE}: Do not damage the ABS sensor cable, ABS sensor ring or ABS sensor.

- On a smooth, firm surface, place the motorcycle on its main (centre) stand (Rider's Manual  Chapter 2).
- Raise the front wheel with front wheel stand, BMW special tool No. 36 3 970, or a suitable auxiliary stand, and support if necessary



Note:

Mark the installed position on the tyre or ABS sensor ring; note also the direction of rotation arrow if it is marked on the tyre.



Warning:

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

^{OE} Optional extra

Removing the front wheel

**Caution:**

Do not scratch the rim when forcing back the brake pads or removing the calipers (apply masking tape if necessary).

To prevent damage to the brake caliper and possible difficulty when assembling: never apply the brake lever when the brake calipers have been removed.

- Remove the securing screws **1** for the left and right brake calipers
- Tilt the brake calipers to force back the brake pads
- Carefully take off the left and right brake calipers

**Note:**

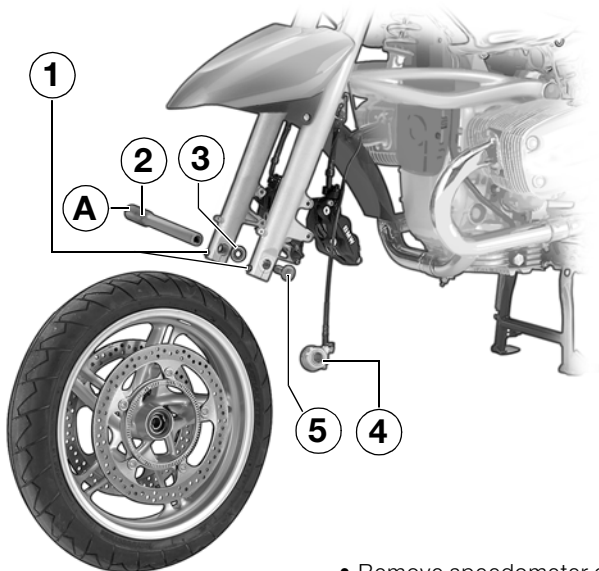
Check the brake pads (➡ 32) (have them replaced if necessary).

Removing the front wheel

2

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Maintenance and care



- Remove axle bolt **5**
- Slacken off axle clamp screws **1** at left and right
- Insert a suitable screwdriver through hole **A** in quick-release axle **2**
- Pull out quick-release axle **2**, at the same time turning it slightly

- Remove speedometer drive **4** and spacing bushing **3**
- Roll the front wheel out forwards

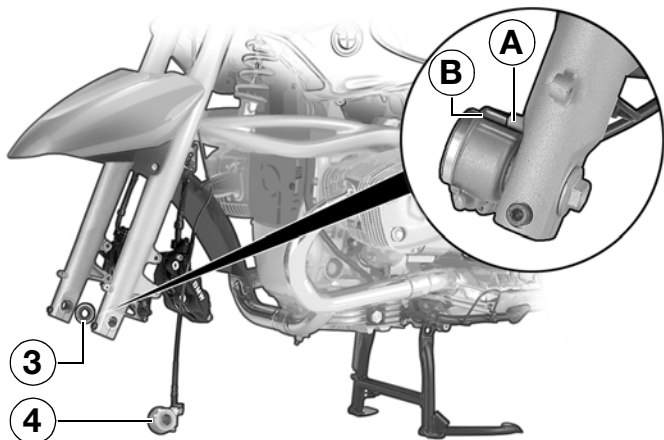


Caution:

When setting down the front wheel, avoid damage to the brake discs and ABS sensor ring^{OE}. Keep dirt and moisture away from the wheel bearings.

^{OE} Optional extra

Installing the front wheel



- Roll the front wheel in between the fork stanchions



Caution:

Avoid damage to brake lines, discs and pads when installing. Keep dirt and moisture away from the wheel bearings.

Important for BMW Integral ABS^{OE}: do not damage the ABS sensor cable, ABS sensor ring or sensor.



Caution:

To avoid damaging the speedometer drive, make sure that lug **A** on the sliding tube engages recess **B** in the speedometer drive.

- Insert the spacing bushing and the speedometer drive. Looking forwards:
 - left: speedometer drive **4**
 - right: spacing bushing **3**



Note:

Note arrow on tyre indicating correct direction of rotation.

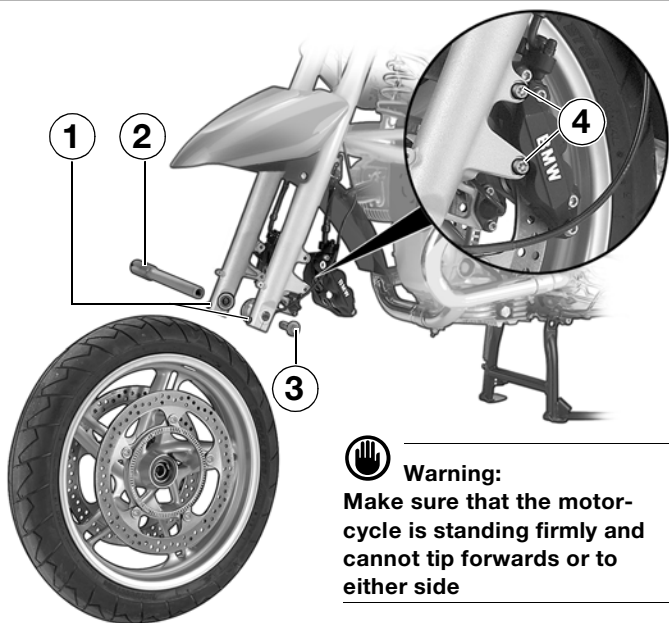
OE Optional extra

Installing the front wheel

2

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Maintenance and care



Warning:
Make sure that the motorcycle is standing firmly and cannot tip forwards or to either side

- Clean the quick-release axle **2**, grease it and insert it from the right, turning slightly at the same time (raise wheel when doing this)
- Screw up axle bolt **3** hand-tight
- Screw up axle clamp bolts **1** handtight at left and right
- Compress the front fork firmly several times
- Tighten axle bolt **3** to the correct torque
- Tighten axle clamp screws **1** at left and right to the specified torque
- Carefully push brake calipers over the brake discs at left and right
- Using 2 screws **4** per caliper, secure the brake calipers on each side and tighten the screws to the specified torque

Installing the front wheel



Caution:

Always have the tightening torques checked by a specialist workshop, preferably an authorised BMW motorcycle dealer.



Tightening torque:

Brake caliper screws 30 Nm
Axle bolt 30 Nm
Axle clamp screws 20 Nm



Warning:

Motorcycle not equipped with BMW Integral ABS: when assembly work has been completed, pull the brake lever firmly several times to check that the front brake is operating correctly.

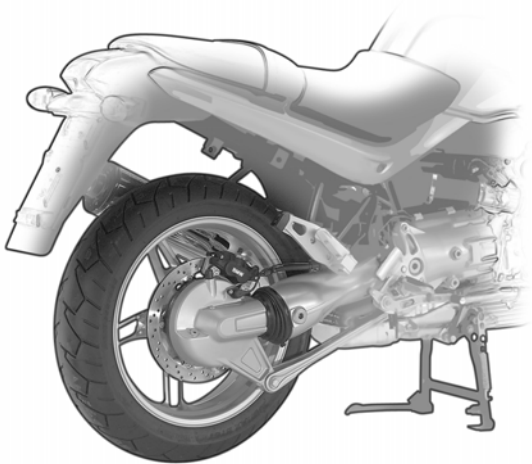
BMW Integral ABS^{OE}: once assembly work on the brake calipers has been completed, the brake lever has to be operated after the ignition has been switched on and self-diagnosis completed, in order to ensure full operability.

Removing the rear wheel

2

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Maintenance and care



Caution:

When removing, avoid damage to brake pipes, brake discs, brake pads or the wheel rim (mask off with tape if necessary).

Important for BMW Integral ABS^{OE}: do not damage the ABS sensor cable, ABS sensor ring or sensor.



Warning:

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

- On a smooth, firm surface, place the motorcycle on its main (centre) stand (Rider's Manual ➡ Chapter 3).
- Apply a load at the front wheel so that the motorcycle cannot tip toward the rear
- Select first gear

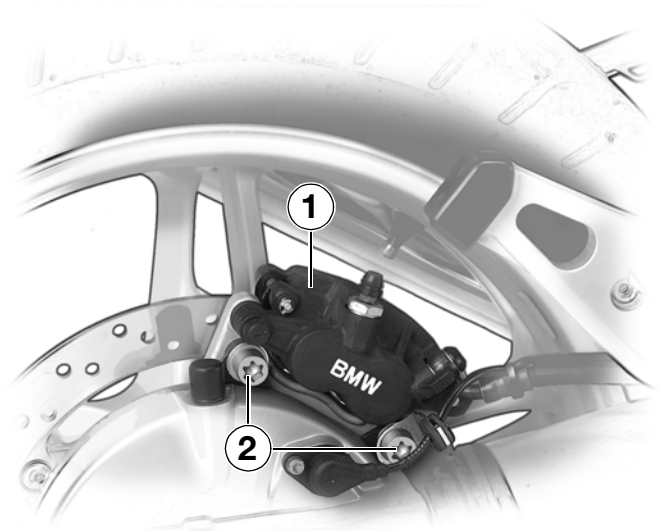
^{OE} Optional extra

Removing the rear wheel

2

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Maintenance and care



- Remove screws **2** securing brake caliper **1**
- Force back the brake pads by tilting the caliper carefully
- Carefully remove the brake caliper



Note:

Check the brake pads (► 33) and have them replaced if necessary.



Caution:

Do not scratch the wheel when forcing back the brake pads or removing the caliper (apply masking tape if necessary).

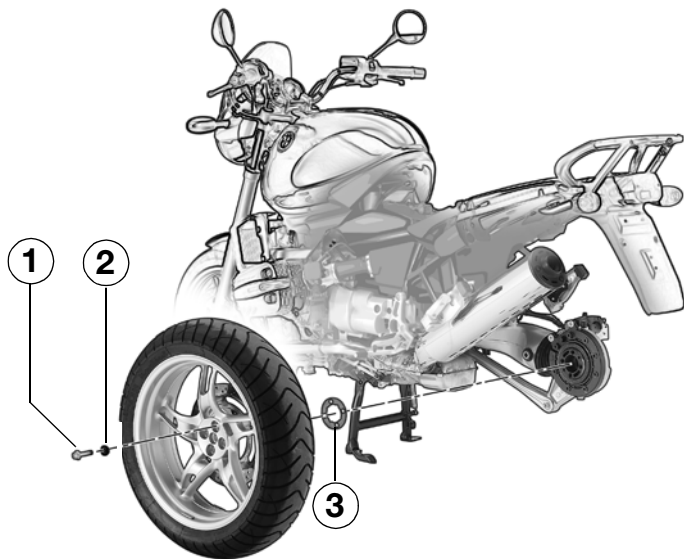
To prevent damage to the brake caliper and possible difficulty when assembling: never operate the brake lever when the brake calipers have been removed.

Removing the rear wheel

2

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Maintenance and care



- Remove four wheel studs **1** with taper rings **2**
 - Lift the rear wheel clear of its centering spigot, tilt it and take it out downwards
- Important for BMW Integral ABS^{OE} note spacing washer **3**



Caution:

Protect the wheel hub contact face against dust and dirt.

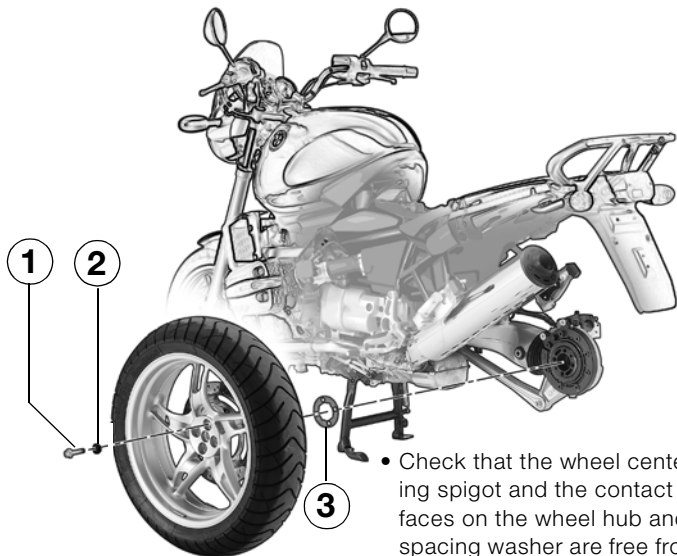
^{OE} Optional extra

Installing the rear wheel

2

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Maintenance and care



Caution:

Use only wheel studs with the same length code number. Do not oil or grease the wheel studs. Avoid damage to brake lines, brake disc, brake pads or the wheel when installing. Important for BMW Integral ABS^{OE}: do not damage the ABS sensor cable, ABS sensor ring or sensor.

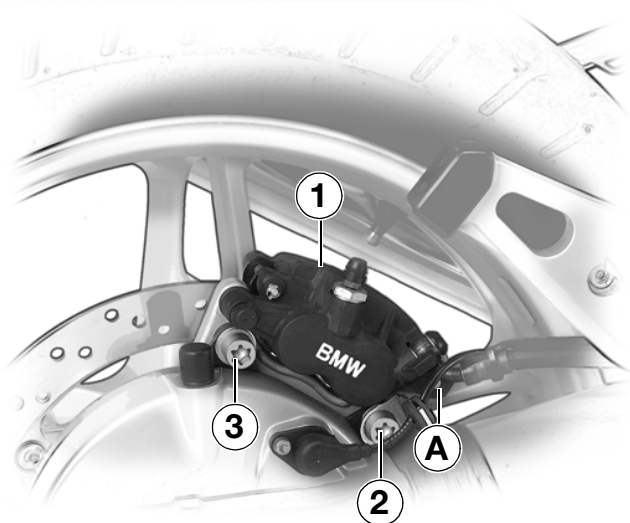
- Check that the wheel centering spigot and the contact faces on the wheel hub and spacing washer are free from grease
- Important for BMW Integral ABS^{OE}, push spacing washer **3** on to the wheel centering spigot
- Insert rear wheel into centering hole
- Screw in the four wheel studs **1** with taper rings **2** hand-tight, then tighten to the specified preload torque in diagonally opposite sequence
- Tighten the wheel studs **1** to final torque in diagonally opposite sequence

Installing the rear wheel

2

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Maintenance and care



- Carefully place brake caliper **1** over the brake disc



Caution:

Make sure that retaining angle **A** is in the correct position.

- Install rear brake caliper screw **3** with washer

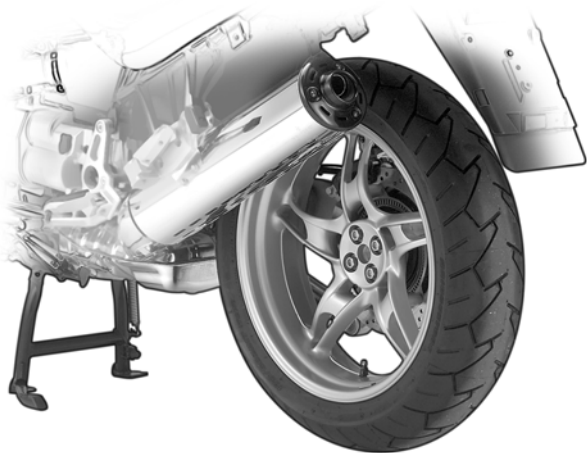
- Install front brake-caliper screw **2** with retaining angle **A**
- Tighten brake-caliper screws **2, 3** to specified torque



Tightening torque:

Preload torque	
Wheel studs	50 Nm
Tightening torque	
Wheel studs	105 Nm
Brake caliper screws	40 Nm

Installing the rear wheel



Caution:

Always have the tightening torques checked by a specialist workshop, preferably an authorised BMW motorcycle dealer.



Warning:

Motorcycle not equipped with BMW Integral ABS: when assembly work has been completed, depress the brake pedal firmly several times to check that the rear brake is operating correctly.

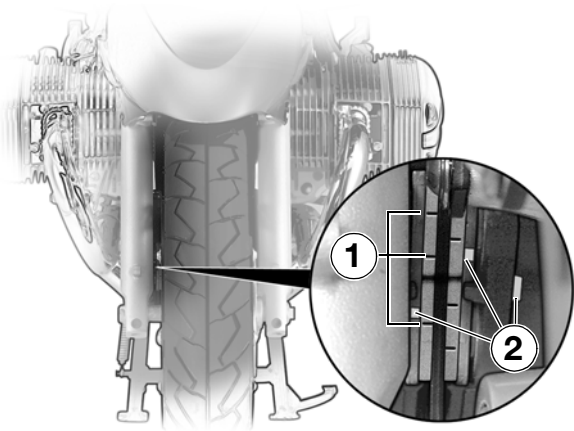
BMW Integral ABS^{OE}: once assembly work on the brake calipers has been completed, the brake lever has to be operated after the ignition has been switched on and self-diagnosis completed, in order to ensure full operability.

Checking brake pads

2

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Maintenance and care



Front brake



Caution:

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



Note:

For your safety, we recommend having work on the brake system performed by a specialist workshop, preferably an authorised BMW motorcycle dealer.

- Place the motorcycle on its main stand

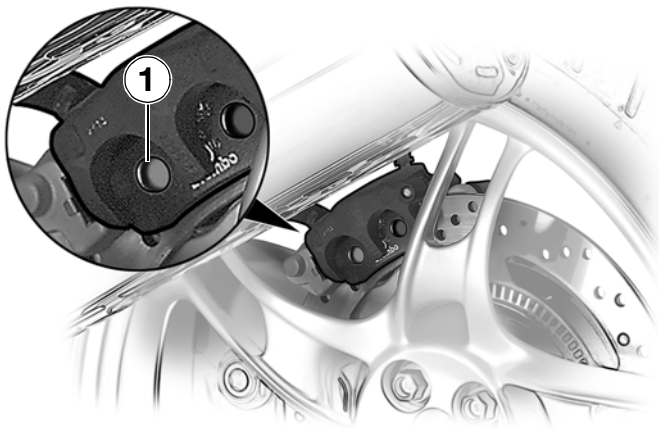
- Visually inspect to ensure that both brake pads and the brake caliper bear have the same colour-code marks **2**
- Make a visual check on brake pad thickness

Minimum pad thickness:

Wear indicating mark 1 must be clearly visible on the pads.

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

Have the brake pads changed by a specialist workshop, preferably an authorised BMW dealer.



Rear brake



Caution:

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



Note:

For your safety, we recommend having work on the brake system performed by a specialist workshop, preferably an authorised BMW motorcycle dealer.

- Make sure the ground is level and firm and lift the motorcycle onto its main stand
- Visually check brake pad thickness
- **Minimum pad thickness:** Make sure that the brake disc is not visible through the bore 1 in the inner brake pad.
- If the brake disc is visible through the bore 1 in the inner brake pad:
Have the brake pads changed by a specialist workshop, preferably an authorised BMW dealer.

Notes on changing bulbs

2

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Maintenance and care

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



Warning:

Work on the electrical system only when the circuit has been interrupted (switch off ignition and lights). For greater safety, disconnect and insulate the negative battery lead.

When the engine is running or the ignition is switched on, do not touch electrically live components, terminals or wiring.

– Risk of fatal accident!



Caution:

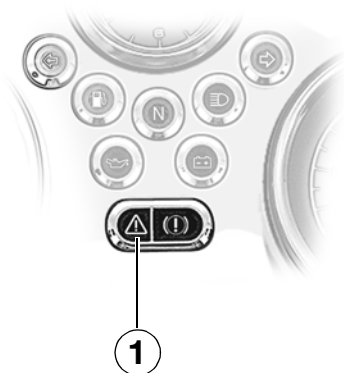
Your vehicle has a high-beam/low-beam bulb, a brake-light bulb/rear-light bulb, a parking-light bulb, a bulb for the number-plate light, and four bulbs for the turn indicators. If any of these bulbs fail, you may have problems in seeing and being seen.

You should therefore always carry spare bulbs on the motor-cycle.



Note:

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

**Note:**

Motorcycle with BMW Integral ABS^{OE} only:

The dimmed brake light takes over the function of the rear light should the rear light fail. A warning lamp **1** lit in the cockpit indicates that this is the case. (► Rider's Manual, Chapter 3).

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

Rear/brake light

**Caution:**

Switch off the ignition before changing a bulb.

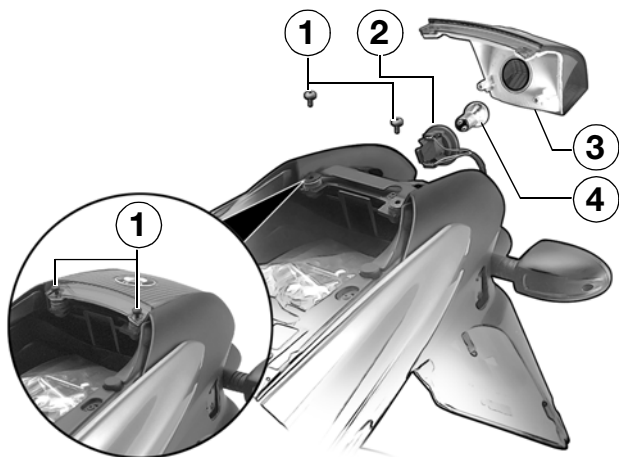
^{OE} Optional extra

Changing bulbs

2

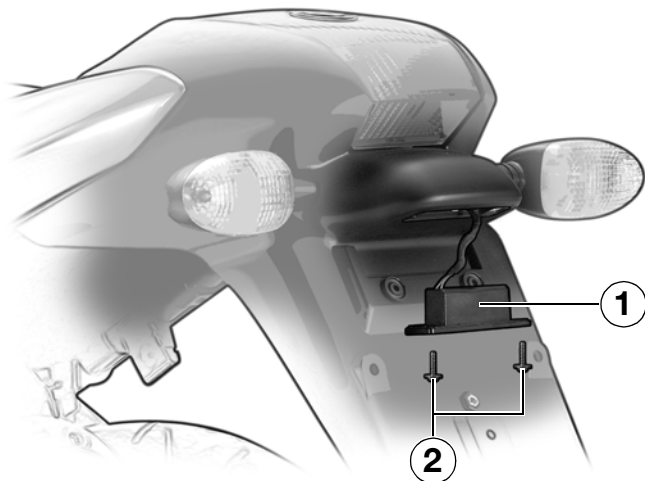
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Maintenance and care



- Place the motorcycle on its main stand on a firm, flat surface
- Remove the stowage-compartment cover^{OE} or rear seat, as applicable
- Remove 2 retaining screws **1**
- Pull rear light **3** to the rear to remove
- Turn bulb socket **2** counter-clockwise to disengage and remove it from the rear light
- Press bulb **4** into its socket and turn it counter-clockwise to release
- Remove the bulb
- Installation is the reverse of the removal procedure
- Brake/rear light bulb **4**:
12 V 21/5 W

^{OE} Optional extra



Number-plate light



Caution:

Switch off the ignition before changing a bulb.



Note:

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

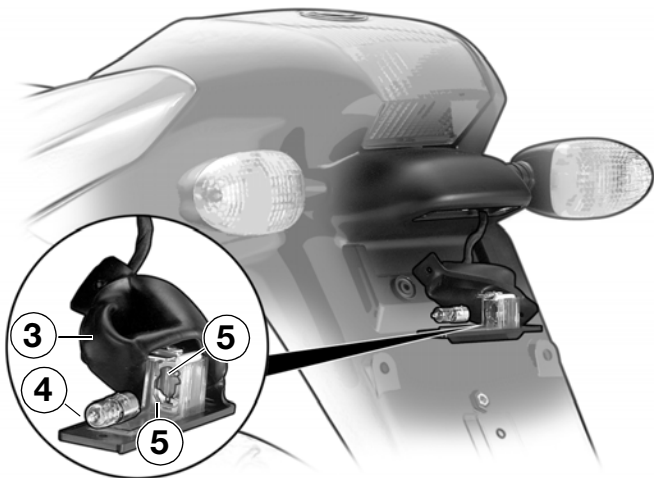
- Place the motorcycle on its main stand
- Remove 2 retaining screws **2**
- Carefully pull number-plate light **1** down and remove it

Changing bulbs

2

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Maintenance and care

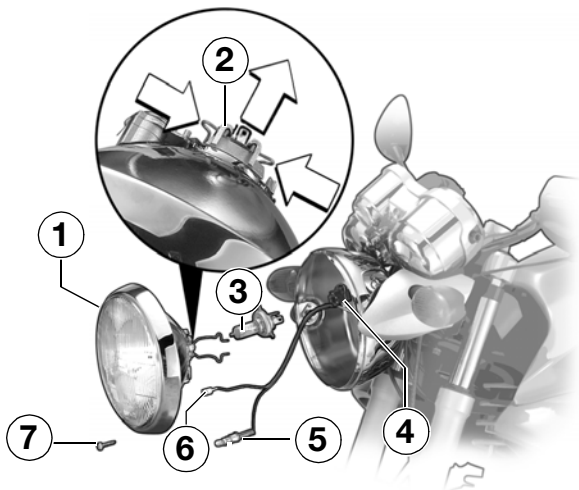


- Pull off cap **3**
- Press bulb **4** into its socket and turn it counter-clockwise to release
- Remove the bulb
- Installation is the reverse of the removal procedure
- Number plate light bulb **4**:
12 V 6 W



Note:

When installing the bulb, make sure the pins on the base are correctly aligned with the recesses **5** in the socket. Make sure cap **3** is seated correctly.



Low/high headlight beam



Caution:

Switch off the ignition before changing a bulb.



Note:

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

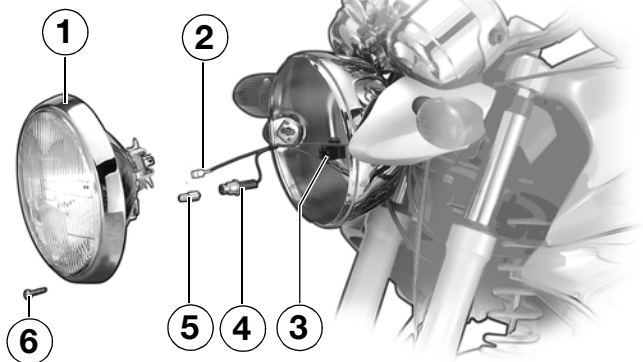
- Carefully pull headlight unit **1** forwards and remove it
- Pull off multi-pin plug **4**
- Disconnect ground cable **6**
- Remove parking light **5**
- Lay aside headlight unit **1**
- Release retaining clip **2** by pressing down and squeezing together at the same time
- Take out bulb **3**
- Installation is the reverse of the removal procedure
- Low/high beam headlight bulb **3**:
12 V 60/55 W H4
- Place the motorcycle on its main stand
- Remove retaining screw **7**

Changing bulbs

2

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Maintenance and care



Parking light



Caution:

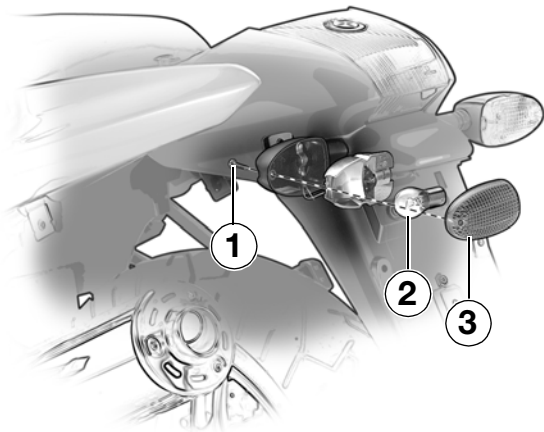
Switch off the ignition before changing a bulb.



Note:

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

- Place the motorcycle on its main stand
- Remove retaining screw **6**
- Carefully pull headlight unit **1** forwards and remove it
- Pull off multi-pin plug **3**
- Disconnect ground cable **2**
- Pull bulb holder **4** out of the headlight unit downwards
- Lay aside headlight unit **1**
- Remove bulb **5** by pressing it in and turning it counter-clockwise at the same time
- Installation is the reverse of the removal procedure
- Parking light bulb **5**:
12 V 4 W



Flashing turn indicator



Caution:

Switch off the ignition before changing a bulb.



Note:

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

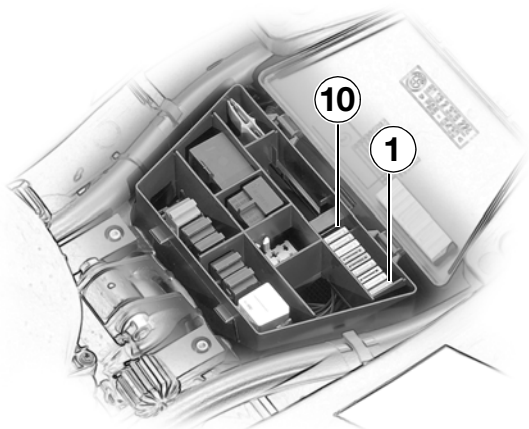
- Place the motorcycle on its main stand
- Take out retaining screw **1**
- Take off the flashing turn indicator glass **3**
- Press bulb **2** into its socket and turn it counter-clockwise to release
- Take out the bulb
- Installation is the reverse of the removal procedure
- Bulbs for front/rear turn indicators **2:**
12 V 21 W

Replacing fuses

2

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Maintenance and care



Caution:

Before changing a fuse, switch off the ignition.

Never attempt to repair a blown fuse – risk of fire!

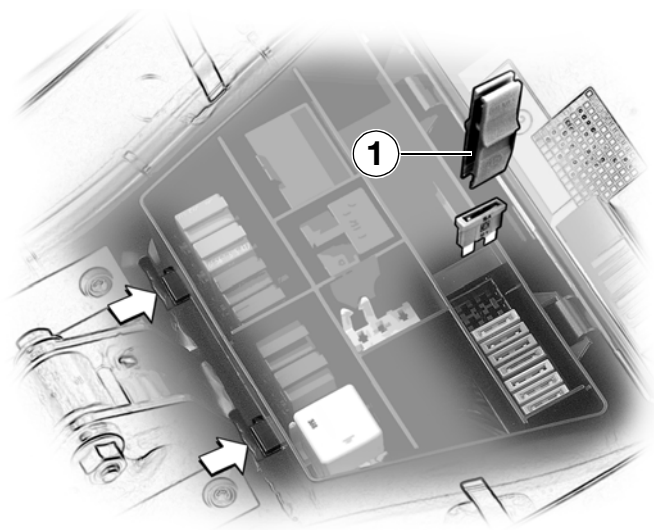
Always carry a set of spare fuses.

Use only fuses of the specified rating and type.

Equipment connected to fuses

- 1** Instrument cluster, instrument lighting instrument damping and brake light (without BMW Integral ABS)4 A

- 2** Parking lights, tail light (without BMW Integral ABS), ABS4 A
- 3** Clock, 12 V socket, speedometer15 A
- 4** Horn 7.5 A
- 5** Diagnosis plug, Motronic relay, Motronic10 A
- 6** Fuel pump, injection valves, oxygen sensor10 A
- 7** Heated handlebar grips4 A
- 8** Low-beam headlight, number-plate-light7.5 A
- 9** High-beam headlight ..7.5 A
- 10** Not used



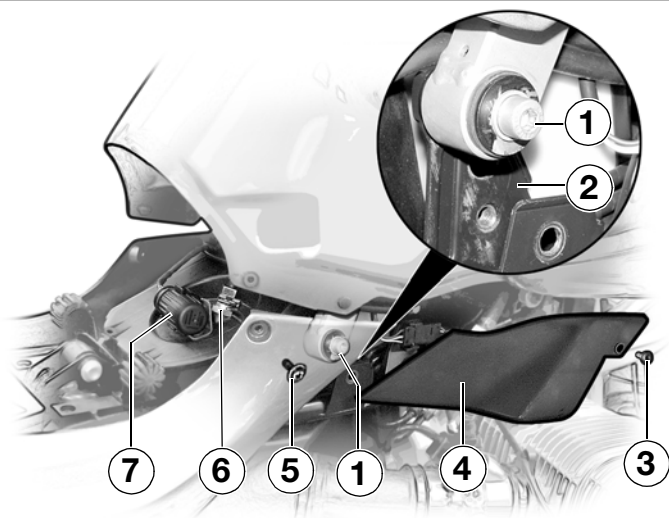
Replacing fuses

- Place the motorcycle on its main stand
- Remove the dualseat
- Press the tabs in the direction indicated by the arrow to release, and remove the cover of the central electrical equipment box
- Use the tweezers **1** supplied to pull the blown fuse out of its holder
- Insert a new fuse of the correct rating
- Close the lid of the central electrical equipment box
- Close and lock the seat



Note:

It is advisable to have the motorcycle checked by a specialist workshop, preferably an authorised BMW motorcycle dealer if fuses blow frequently.



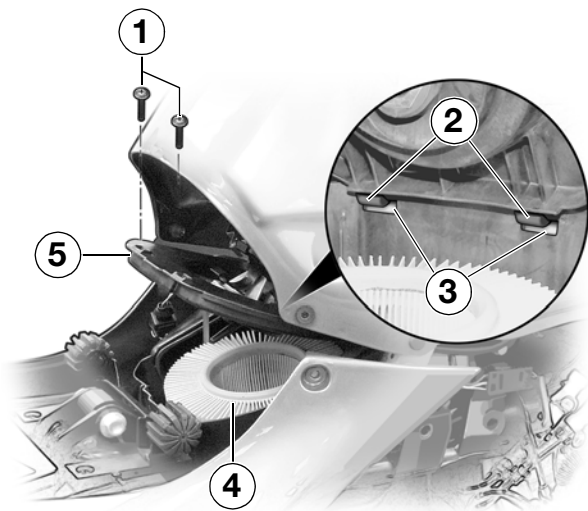
Replacing air filter element



Note:

To avoid damaging the paintwork when working on the fuel tank, lay a cloth between the fork bridge and the fuel tank.

- Place the motorcycle on its main stand
- Remove the dualseat
- Remove screw **3** and remove cover **4** from the fuel lines.
- Remove front securing screws **5** of the left and right side panels, complete with washers.
- Remove securing screw **1** from the fuel tank
- Raise the fuel tank and insert securing screw **1** in top hole of angle **2** to hold it in position
- Remove diagnosis connector **7** from its holder
- Disconnect plug **6** of the air-temperature sensor



- Remove two securing screws **1** from air filter cover **5**
- Raise air filter cover **5** at the front and remove it from the air filter housing
- Remove old filter element **4** from the air filter housing
- Place the new filter element in position inside the air filter housing
- Installation is the reverse of the removal procedure

**Note:**

When installing, position the air filter cover as illustrated and engage pins **2** in tabs **3** on the air filter housing. Close the cover.

Battery safety instructions

2

46

Maintenance and care

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



Caution:

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

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



Warning:

Do not attempt to jump-start the motorcycle using the on-board socket

– Risk of fire!

- **Push-start the motorcycle only when the engine is cold.**

The load capacity of the electrical wiring to the power socket is not sufficient to start the motorcycle from an outside source.



Caution:

Do not attempt to jump-start the motorcycle if the battery is completely flat: recharge the battery instead.

Risk of damaging the control units.

Motorcycle out of use for a lengthy period

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



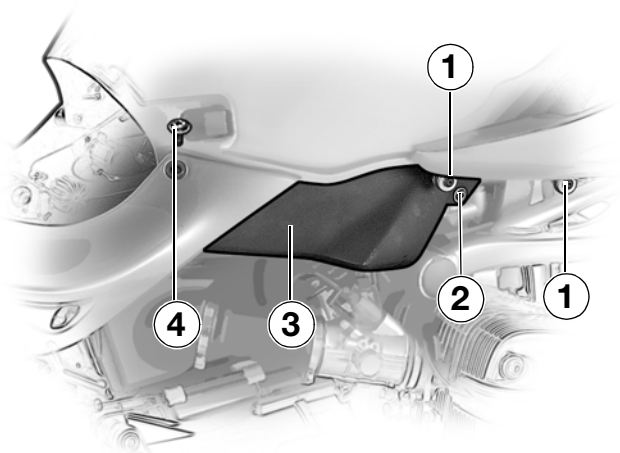
Caution:

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

Disconnect the ground (earth) lead from the battery prior to a lay-up.

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

In case of doubt ask a specialist, preferably an authorised BMW motorcycle dealer, to prepare the vehicle for laying up and to carry out the necessary battery maintenance and storage



Removing the battery



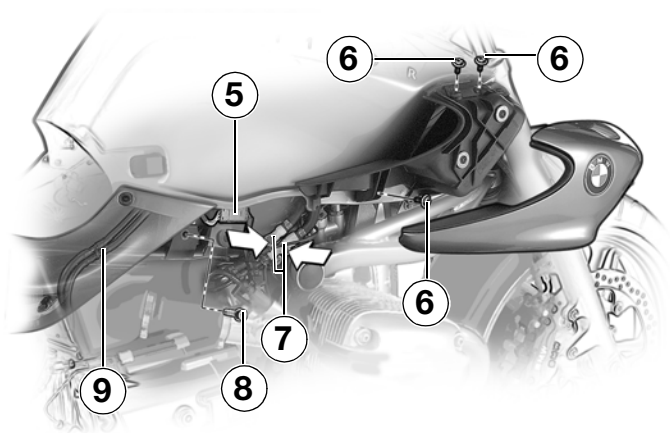
Warning:

Avoid damage to fuel tank, wiring and hoses during removal work.

Before disconnecting the battery, switch off the ignition.

To avoid short-circuits:

- First disconnect the **negative** battery lead (-) ,
- then the **positive** battery lead (+).
- Place the motorcycle on its main stand
- Remove the dualseat
- Remove screw **2** and remove cover **3** from the fuel lines
- Remove front securing screws **4** of the left and right side panels, complete with washers
- Remove screws **1** and lift the oil cooler trim panels on each side up and out of the holders



Note:

To avoid damaging the paintwork when working on the fuel tank, lay a cloth between the fork bridge and the fuel tank.

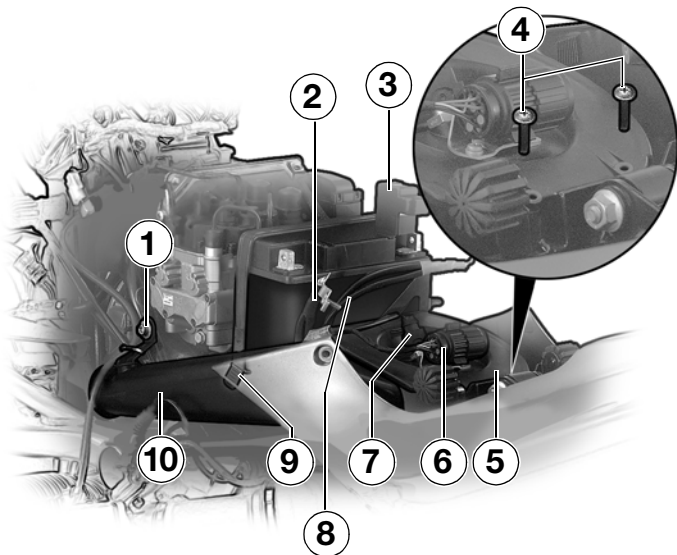
- Remove 3 screws **6** on each side and remove the oil coolers from their holders
- Remove securing screw **8** from the fuel tank
- Disconnect fuel pump cable **5**
- Disconnect two breather lines **9**
- Press in the catch of quick-disconnect couplings **7** and disconnect the fuel lines
- Lift the fuel tank up and to the rear

Battery

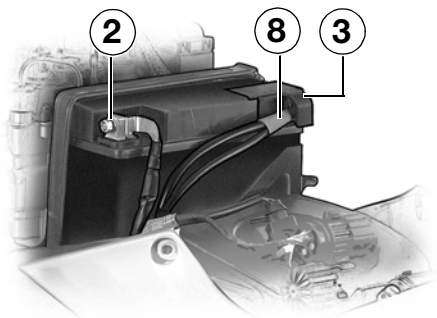
2

50

Maintenance and care



- Remove diagnosis connector **6** from its holder
- Disconnect plug **7** of the air-temperature sensor
- Remove retaining screw **1** for air intake pipe
- Remove 2 screws **4** from the air filter housing
- Open air filter cover **5**
- Swing intake pipe **10** forward
- Release battery retaining strap **9**
- Disconnect the battery **negative** cable **2**
- Using a screwdriver, open protective cap **3** for the positive battery post
- Disconnect **positive** battery lead **8**
- Lift out the battery



Installing the battery



Warning:

Before connecting the battery, switch off the ignition.

To avoid short-circuits:

- **Connect positive battery lead (+) 8 first**
- **Close the protective cap for the positive battery pole 3**
- **Never install the battery without the protective cap**
- **Connect negative battery lead (-) 2**
- **Avoid damage to fuel tank, wiring and hoses during installation work.**

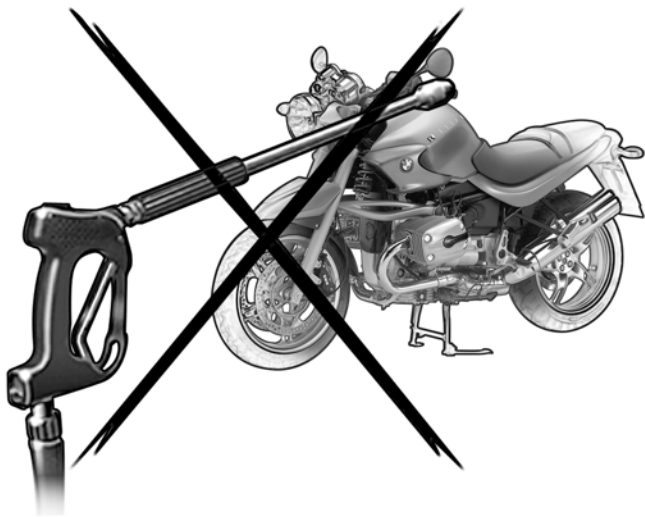
- Installation is the reverse of the removal procedure



Note:

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

- Switch on the ignition
- Fully open the throttle once or twice
- The Motronic registers the throttle-valve positions

**Note:**

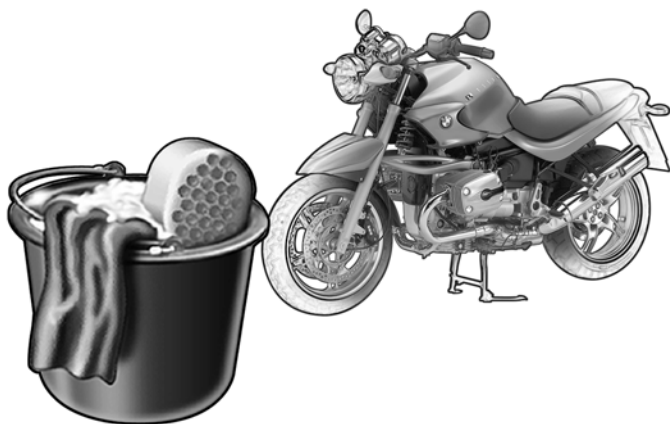
Regular cleaning, using the correct methods, is an important factor in maintaining the value of your motorcycle.

It also ensures that safety-relevant parts remain in full working order.

**Caution:**

Avoid damage to rubber or plastic parts caused by aggressive or penetrating cleaning agents or solvents.

Do not use a steam jet or high-pressure cleaning equipment. High water pressure can damage seals, the hydraulic brake system or the complete electrical system.



Washing the motorcycle

- Make sure the ground is level and firm and lift the motorcycle onto its main stand
- Clean the wheels, engine, gearbox and swinging arm with a mild detergent, following its manufacturer's instructions
- Thoroughly dry all wet surfaces
- For cleaning and care of trim panels, only use products from the BMW Cleaning and Care Kit.
- Do not clean the instrument cluster, switches or wind-shield with solvents or cleaners.
- Remove tar splashes only with an approved cleansing agent – rinse the affected area thoroughly.
- Clean dead flies and other insects or similar dirt deposits off the fixed fork tubes.
- Treat painted and chrome-plated surfaces regularly with the approved care products.



Warning:

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



Removing road salt

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



Note:

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

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

Cleaning the windscreen^{OE}

- Remove dirt and dead insects with a soft sponge and plenty of water



Note:

Soften stubborn dirt or insects by soaking with a wet kitchen tissue.



Caution:

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

^{OE} Optional extra



Touching up damage

- Minor damage caused by stones striking the painted surface can be touched up with a BMW touch-up pencil of the correct colour



Caution:

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



Note:

Have severe damage repaired by a specialist workshop, preferably your authorised BMW motorcycle dealer.

Care of chromed parts



Note:

Treat chromed parts regularly with suitable care products.

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

Care of exhaust silencer

- Changes in the appearance of the exhaust system (these may be unavoidable for operating or environmental reasons) should be treated with "Metal Polish" from the Autosol company, BMW Order No. 82 14 9 400 890



Laying up

- Clean the motorcycle (➡ 52-55)
- Remove the battery (➡ 48-50)
- Spray the clutch lever pivots and the main and side stand pivots with a suitable lubricant.
- Coat bright metal/chrome-plated parts with an acid-free grease (e.g. Vaseline)
- Place the motorcycle on its main stand in a dry room
- Support the motorcycle under the engine so that the wheels are not taking any weight



Note:

Before laying the vehicle up out of use have the engine oil and the oil filter element changed by a specialist workshop, preferably your authorised BMW dealer.

It is always a good idea to combine the preparations for a lay-up and the post lay-up work with a service check or inspection by a specialist workshop, preferably your authorised BMW motorcycle dealer.



Restoring to use

- If necessary, remove protective wax coating
- Clean the motorcycle (➡ 52)
- Install a charged battery (➡ 51)
- Perform safety checks (Rider's Manual ➡ 19-43)
- Check the brakes (Rider's Manual ➡ 26-33)
- Check/correct tyre pressures (Rider's Manual ➡ 41)

Engine

3

58

Technical data

Type

R 1150 R

R 850 R

Air-cooled flat-twin ("Boxer") with additional oil cooling in the exhaust valve areas and a single side-mounted, chain-driven camshaft on each side, operating 4 valves per cylinder by means of tappets and short pushrods; wet sump lubrication.

Displacement

1,130 cc

848 ccm

Max. output to DIN 70 020

62.5 kW

52 kW

- at engine speed

6,750 rpm

7,000 rpm

Max. torque

98 Nm

77 Nm

- at engine speed

5,250 rpm

5,600 rpm

Permissible engine speeds

maximum

7,900 rpm

8,150 rpm

idle speed

1,100 ± 50 rpm

Bore/stroke

101/70.5 mm

87.5/70.5 mm

Compression ratio

10.3 : 1

Fuelconsumption to ISO 7118

- at steady 90 km/h

4.6 l/100 km

4.7 l/100 km

- at steady 120 km/h

5.7 l/100 km

5.7 l/100 km

Maximum oil consumption

1.0 l/1,000 km

	R 1150 R	R 850 R
Clutch	Lightweight single-plate dry clutch mounted on crankshaft, with increased-leverage diaphragm spring and starter gear ring. Hydraulic actuation	
Clutch plate Ø	165 mm	
Gearbox	6-speed with claw shift and integral torsional vibration damper	
Gear ratios	1 st gear = 3.863 2 nd gear = 3.022 3 rd gear = 2.393 4 th gear = 1.961 5 th gear = 1.700 6 th gear = 1.511	
Secondary drive from gearbox to rear wheel	By shaft protected within hollow swinging arm of Paralever rear suspension, with integral torsional vibration damper and two universal joints.	
Final drive	Crown wheel and pinion with Palloid teeth, running in anti-friction bearings; rear wheel directly flange-mounted to rear of crown wheel.	
Final drive ratio	1 : 2.82	1 : 3.09

Frame and suspension

3

60

Technical data

	R 1150 R	R 850 R
Frame	Three-part frame. A cast aluminium front frame connects the load-bearing engine and gearbox assembly to the tubular steel rear frame. A forged aluminium footrest plate increases the strength of the gearbox mount.	
Location of type plate and frame number	Stamped into main frame at front right Main frame, right	
Front brake	Hydraulically actuated twin disc brake with 4-piston fixed calipers, angular wear compensation and floating stainless-steel brake discs. Sintered metal brake pads Note the colour-code marks  32	
Rear brake	Hydraulically actuated disc brake with floating caliper and stainless steel disc. Semi-metal brake-pad linings	
Brake system	BMW Integral ABS ^{OE} , partially integral	

^{OE} Optional extra

Frame and suspension

	R 1150 R	R 850 R
Wheel location		
Front	Light-touch wheel guidance (Telelever) with central suspension strut.	
Rear	Cast aluminium single swinging arm with additional torque reaction strut to compensate for shaft drive effects (Paralever); central suspension strut.	
Steering lock angle	2 x 37°	
Front wheel castor		
- in normal-load position	127 mm	
Front suspension	Central strut with coil spring (with taper-wound ends) and twin-tube gas-filled shock absorber.	
Spring compression	60 mm	
Spring extension	60 mm	
Total travel	120 mm	
Fixed tube diameter	35 mm	

Frame and suspension

3

62

Technical data

Rear suspension

R 1150 R

R 850 R

Central strut with coil spring and single-tube gas-filled shock absorber. Hydraulic spring preload adjustment.

Continuously variable rebound damping setting.

Spring compression	90 mm
Spring extension	45 mm
Total travel (at wheel)	135 mm
Swinging arm length	506 mm

Frame and suspension

3

63

Technical data

	R 1150 R	R 850 R
Wheels and tyres	BMW cast-aluminium wheels with 5 double-spoke design, low aspect-ratio tyres	

Front wheel	Angled rim shoulder and double tyre retaining hump
--------------------	--

Size and designation	3.50 x 17 MT H2
----------------------	-----------------

Tyre size and designation	120/70 ZR17 TUBELESS
---------------------------	----------------------

Rear wheel	Angled rim shoulder and double tyre retaining hump
-------------------	--

Size and designation	5.00 x 17 MT H2
----------------------	-----------------

Tyre size and designation	170/60 ZR17 TUBELESS
---------------------------	----------------------

Tyre pressures (with tyres cold)

Solo	Front	2.20 bar
------	-------	----------

	Rear	2.50 bar
--	------	----------

Two-up	Front	2.50 bar
--------	-------	----------

	Rear	2.70 bar
--	------	----------

Two-up with luggage		
---------------------	--	--

	Front	2.50 bar
--	-------	----------

	Rear	2.90 bar
--	------	----------

Recommended minimum tyre tread depth

Front wheel	2 mm
-------------	------

Rear wheel	3 mm
------------	------



Warning:
Comply with legal limits
concerning the minimum permissible
tyre tread depth.

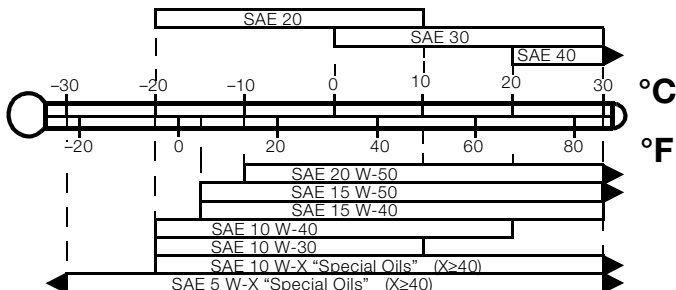
Fluids and lubricants

R 1150 R

R 850 R

Engine oil

Brand-name HD oil, API classification SF, SG or SH; the suffixes CD or CE are permitted; or brand-name HD oil of CCMC classification G4 or G5; the suffix PD2 is permitted.



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

Engine oil capacity

- without filter replacement 3.50 l
- if filter is renewed 3.75 l

Fluids and lubricants

	R 1150 R	R 850 R
Gearbox oil	Brand-name hypoid gear oil, API class GL 5	
Quantity		
Gearbox	approx. 0.80 l (to bottom edge of filler opening)	
Final drive	approx. 0.25 l (to bottom edge of filler opening)	
Viscosity class	EPX 90 alternatively SAE 90 API	
Fuel grade	Premium unleaded DIN 51 607, minimum octane number 95 (RON) or 85 (MON)	
Fuel tank capacity, usable	20.4 l including approx. 5 l reserve	

3

65

Technical data

Fluids and lubricants

3

66

Technical data

Bearings and other lubrication points

R 1150 R

R 850 R

Brand-name anti-friction bearing grease, usable temperature range $-25^{\circ}\text{C} \dots +120^{\circ}\text{C}$, drip point 190°C , high corrosion protection, good resistance to water and oxidation; e.g. Shell Retinax EP2

Brake fluid

DOT 4

We recommend BMW brake fluids



Caution:

Use only new brake fluid to DOT 4 specification.

Electrical system

	R 1150 R	R 850 R
Battery	Gel battery, 12 V 19 Ah maintenance-free	
Spark plugs		
Approved makes/types	NGK BKR 7 EKC	
Primary spark plug	Bosch YR6LDE or	
Secondary spark plug	NGK DCPR 8 EKC	
Electrode gap	0.8 mm	
Wear limit	1.0 mm	
Fuses	“Minifuse” flat-socket fuses	
Load ratings	4 A, 7.5 A, 10 A, 15 A	
Headlight	Circular, halogen bulb	
Bulbs		
High/low (dipped) beam headlight	H4 halogen bulb 12 V 60/55 W, asymmetric	
Parking light	DIN 72 601 12 V 4 W Standard designation T 8/4	
Brake/rear light	DIN 72 601 12 V 21/5 W Standard designation P 25-2	
Flashing turn indicators	DIN 72 601 12 V 21 W Standard designation P 25-1	
Number-plate light	DIN 72 601 12 V 6 W	
Turn indicator repeaters	DIN 72 601 12 V 4 W Standard designation T 8/4	
Other telltale and warning lights, instrument lighting	DIN 72 601 12 V 3 W Standard designation W 10/3	

Dimensions and weights

R 1150 R

Overall length	2,170 mm
-----------------------	----------

Width

across mirrors	940 mm
----------------	--------

across handlebars (with handlebar weights)	820 mm
---	--------

across front footrests	604 mm
------------------------	--------

across rear footrests	734 mm
-----------------------	--------

Overall height (excl. mirrors)	1,220 mm
--	----------

Seat height, unladen	800 mm
-----------------------------	--------

Wheelbase

- in normal-load position	1,480 mm
---------------------------	----------

Ground clearance

- in normal-load position	138 mm
---------------------------	--------

Unladen weight

(ready to ride, tank full)	238 kg
----------------------------	--------

Dry weight	218 kg
-------------------	--------

Gross weight limit	450 kg
---------------------------	--------

Permissible wheel loads at maximum tyre pressures	
--	--

Front	180 kg
-------	--------

Rear	300 kg
------	--------

Performance data

	R 1150 R	R 850 R
Top speed		
acc. to type approval test	197 km/h	187 km/h
Flexibility		
4th gear 80-120 km/h	3.38 s	4.32 s
5th gear 80-120 km/h	4.10 s	5.65 s
6th gear 80-120 km/h	4.86 s	7.20 s
4th gear 60-140 km/h	7.06 s	
5th gear 60-140 km/h	8.43 s	
6th gear 60-140 km/h	10.16 s	
Power-weight ratio		
ready for road +rider (85 kg)	5.2 kg/kW	6.21 kg/kW
at gross weight limit	7.2 kg/kW	8.65 kg/kW
Ride-past noise level		
to 97/24-9/EC	80 dB (A)	79 dB (A)
Stationary noise level		
to 97/24-9/EC	86 dB (A)	85 dB (A)
Drag coefficient		
$C_x \times A$, rider upright	0.555	

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Motorcycle data

Model

Frame No.

Colour No.

First registered on

Registration No.**Dealer data**

Person to contact for Service work

Ms./Mr.

Tel. No.

Dealer's address with telephone No. (company stamp)

Details described or illustrated in this booklet may differ from the motorcycle's actual specification as purchased, the accessories fitted or the national-market specification. No claims will be entertained as a result of such discrepancies.

Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.

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