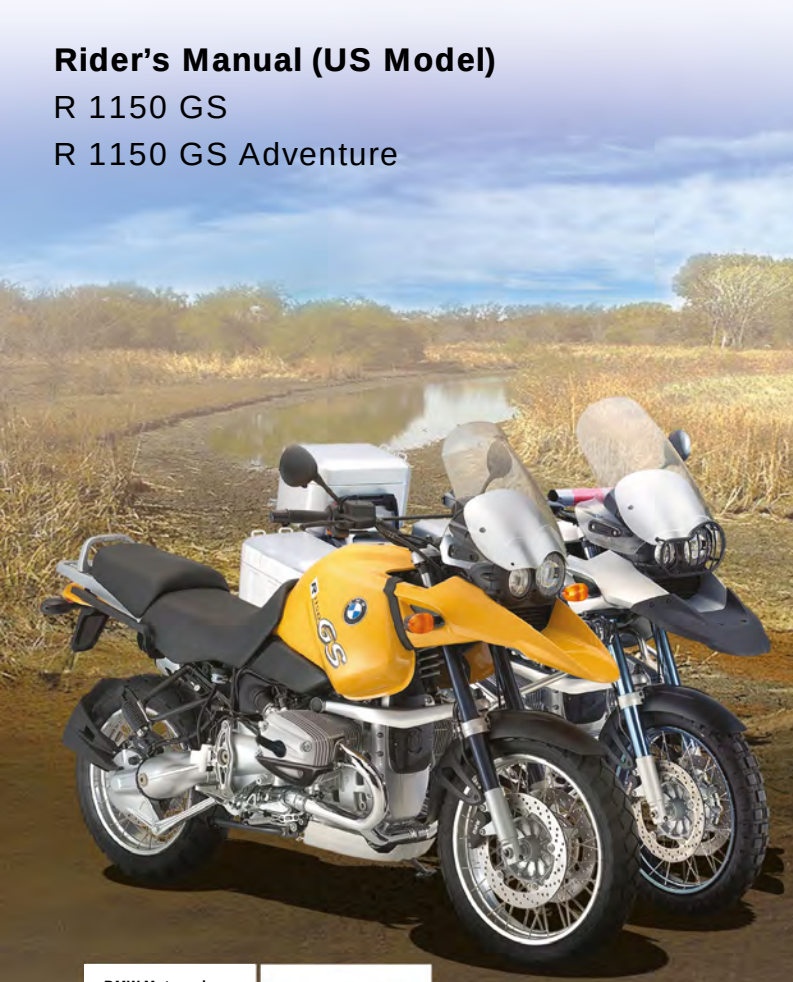
Rider's Manual (US Model)

R 1150 GS

R 1150 GS Adventure



BMW Motorrad On-board documentation

consisting of Rider's Manual and Maintenance Instructions

Important notes



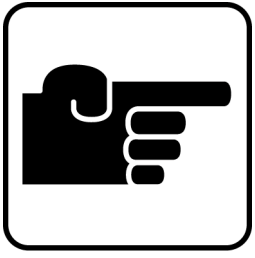
⚠WARNING

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 bike 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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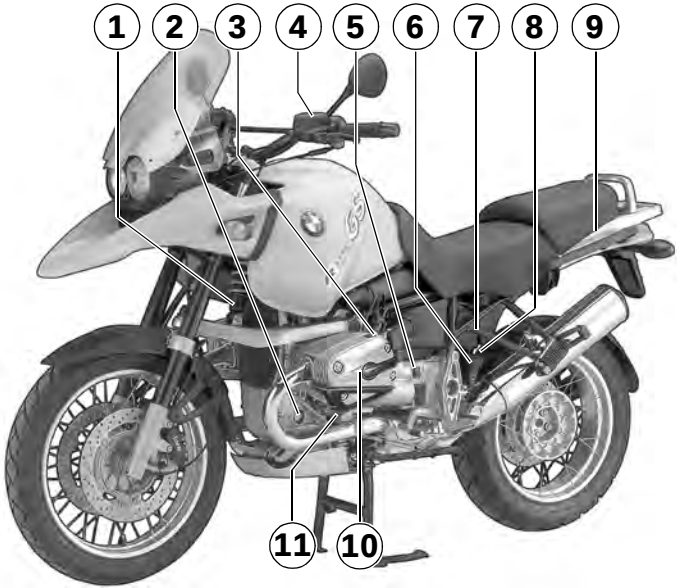
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General view, left side

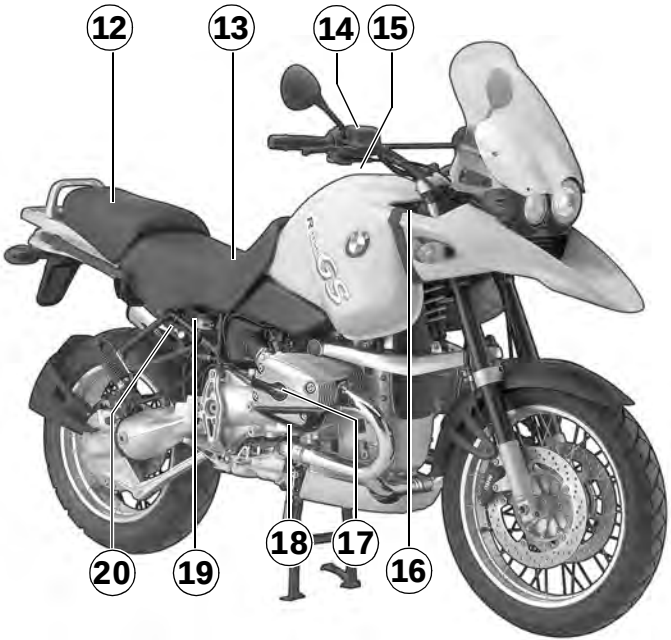


R 1150 GS

1 Suspension strut, adjustment, front (➠ 50)
2 Oil level sight glass, engine (➠ 31)
3 Engine oil filler (➠ 31)
4 Reservoir for clutch fluid (➠ 45)
5 Power socket, 12V[OA] Provision for connecting additional equipment – max. load 5 A
6 Suspension strut, adjustment, rear (➠ 51)
7 Lifting handle
8 Suspension strut, adjusting shock absorber (➠ 52)
9 Dualseat lock (➠ 16-18)
10 Primary spark plug, left
11 Secondary spark plug, left

( ) Figure in brackets ➠ page number for description

[OA] Optional accessories

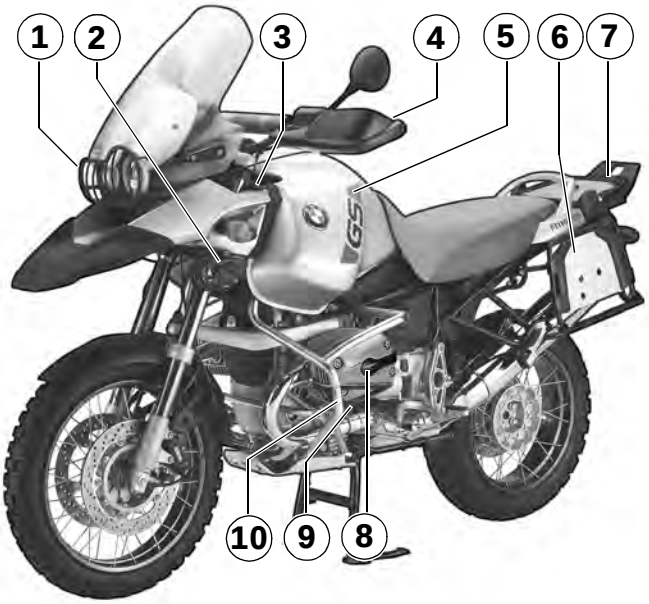


12 Stowage compartment for standard toolkit
13 Fuse box
14 Brake fluid reservoir, front brake (➠ 39)
15 Fuel cap (➠ 32)

( ) Figure in brackets ➠ page number for description

16 Type plate/vehicle identification number
17 Primary spark plug, right
18 Secondary spark plug, right
19 Brake fluid reservoir, rear brake (➠ 40)
20 Helmet holder

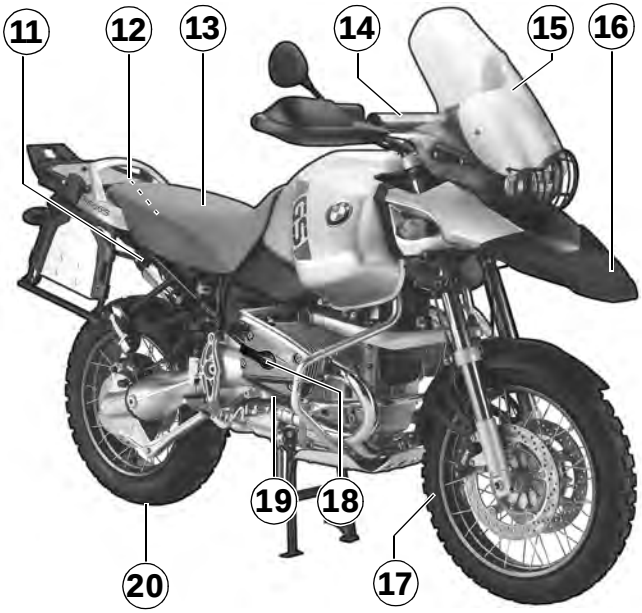
General view, left side



R 1150 GS Adventure

1 Headlight guard[OA], not allowed on public roads
2 Fog lamp with guard[OA]
3 Power socket
4 Hand protectors
5 Fuel tank[OE], capacity 7.9 gal (30 l)
6 Case carrier[OA]
7 Mounting plate for topcase[OA]
8 Primary spark plug, left
9 Secondary spark plug, left
10 Crash bar[OE]

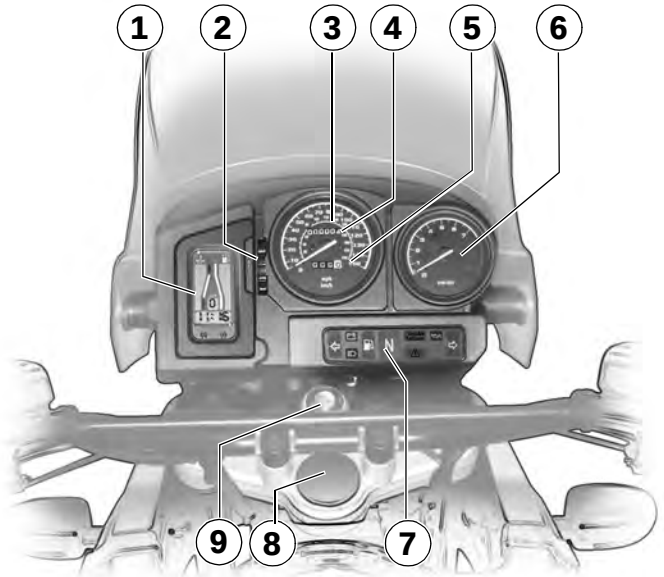
[OE] Optional equipment
[OA] Optional accessories



11 Seat lock, helmet holder
12 Toolkit
13 Dual seat
14 Handlebar guard
15 Windshield, not adjustable
16 Front mudguard extension
17 Knobby tire, front[OE]
18 Primary spark plug, right
19 Secondary spark plug, right
20 Knobby tire, rear[OE]

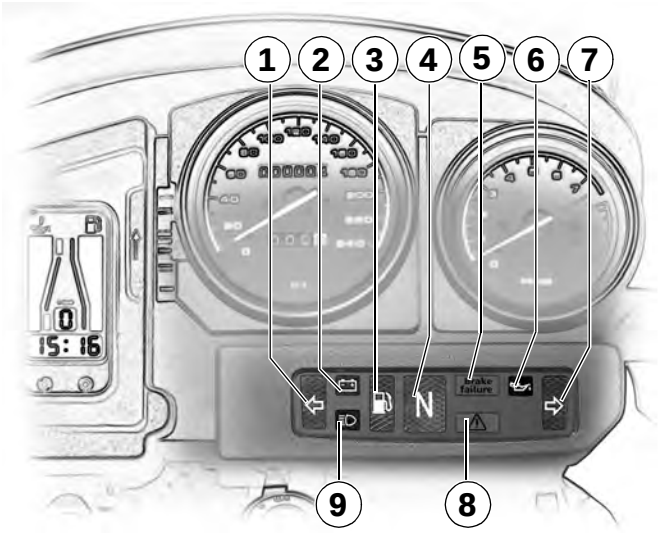
[OE] Optional equipment

Cockpit



1 Rider Information Display (RID) (➠ 74)
2 Rotary reset knob for trip meter
3 Speedometer
4 Odometer
5 Trip meter
6 Tachometer (➠ 66)
7 Indicator and warning lights (➠ 9)
8 Switch for fog light (GS Adventure only)
9 Ignition switch and steering lock (➠ 10)

( ) Figures in parentheses ➠ page number for description



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

2 Warning light, battery charge current **red**

3 Warning light, fuel tank content approx. 4.22 quarts (4 liters) **orange** (➠ 33)

4 Indicator light, neutral **green** (➠ 69)

5 Warning light, ABS **red** OE

6 Warning light, engine oil pressure **red**

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

8 Warning light, general **red** ⚠ (➠ 84-89)

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

OE Optional equipment

( ) Figures in parentheses ➠ page number for description

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 (➠ 83)

Vehicle keys

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

NOTE

Ignition switch and steering lock, tank filler cap lock and seat lock are all operated with the same key. You can order System cases[OA] with locks for this key, too.

[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

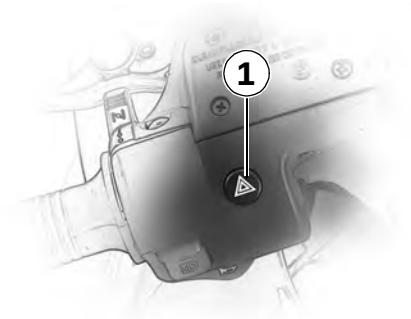
Engage the steering lock with the handlebars in this position only.

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.



Hazard warning lights

NOTE

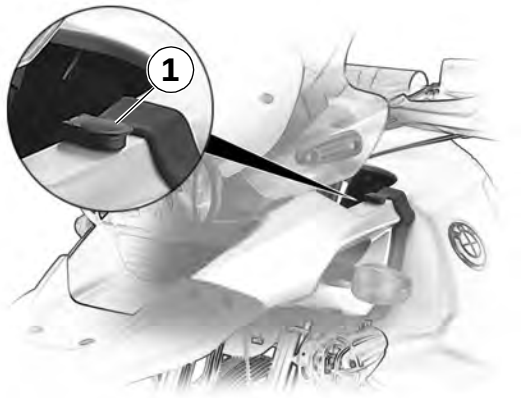
You cannot activate the hazard warning flashers if the ignition is switched off.
Do not use the hazard warning flashers for longer than absolutely necessary.
Note state of battery charge.

Switching on the hazard warning lights:

• Switching on the ignition
– Hazard warning lights switch **1** up
• Actuate hazard warning lights switch **1**
– Hazard warning lights in operation
– The left/right flashing turn indicator on the indicator light panel (➠ 9) 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 (➠ 9) off



R 1150 GS Adventure

Connection

Power socket **1,** with a load rating of max. 60 W (5 A), is intended only for connecting extras mounted in the cockpit or on the handlebars, for example GPS, Roadbook, Tripmaster, etc.

Wiring

NOTE

Have the wiring installed by a certified workshop, preferably an authorized BMW motorcycle retailer.

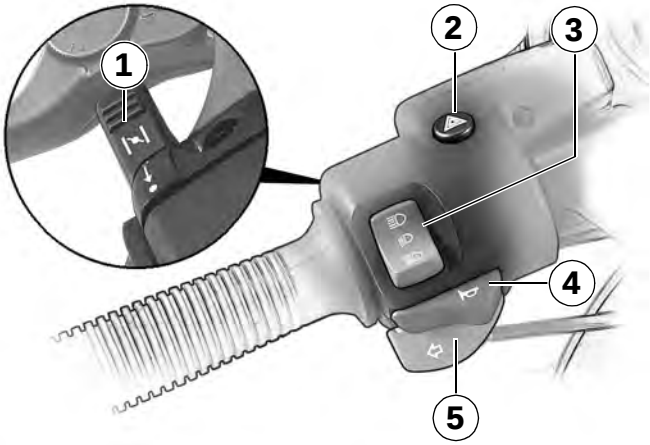
⚠WARNING

Do not, under any circumstances, connect consumers that require exposed wiring toward the rear (heaters for helmet visors, intercoms, etc.) to the power socket.

The wiring must be installed in such a way that the cable(s)

- **are neither too slack nor too tight**
- **do not impede the rider**
- **do not restrict or impede movement of the handlebars and/or handling**
- **cannot be trapped**

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 Choke lever (increases engine speed) (➠ 71)

2 Hazard warning lights switch (➠ 12)

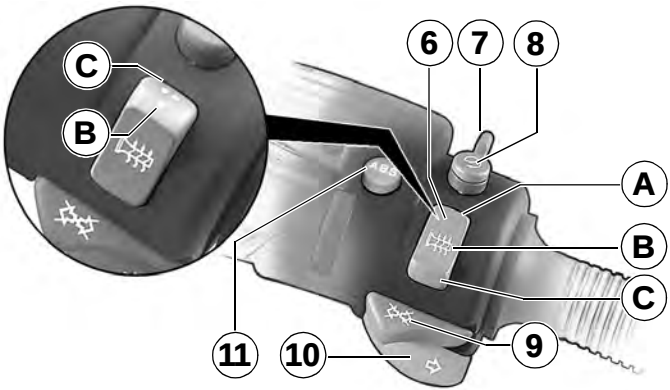
3 Headlight switch
- High (main) beam
- Low (dipped) beam
- Headlight flasher

4 Horn button

5 Left turn indicator switch
- Press

– Turn indicators flash

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



⚠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 Kill switch (➠ 68)

8 Starter button

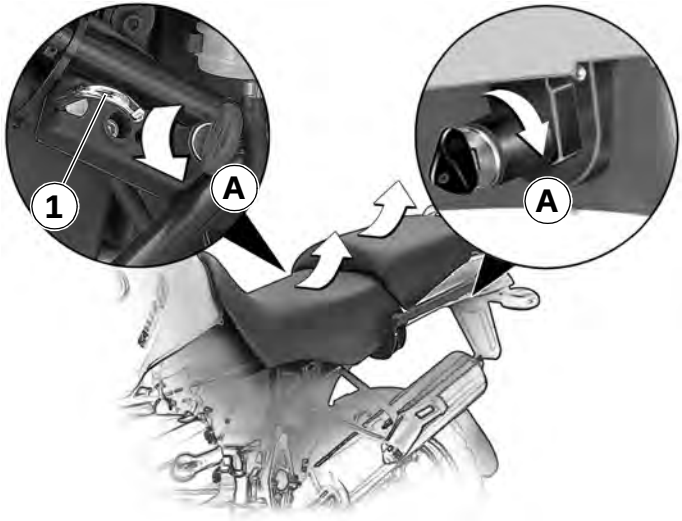
9 Turn-indicator cancel switch
- • Press
- – Left/Right indicators off

10 Right turn indicator switch
- • Press
- – Turn indicators flash

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

11 ABS aknowledgment button[OE] (➠ 87)

[OE] Optional equipment



R 1150 GS

Helmet holder

- Turn key in helmet/seat lock to position **A**
- Helmet holder **1** is open.
- Close the helmet holder by pressing it lightly into the helmet/seat lock until it engages

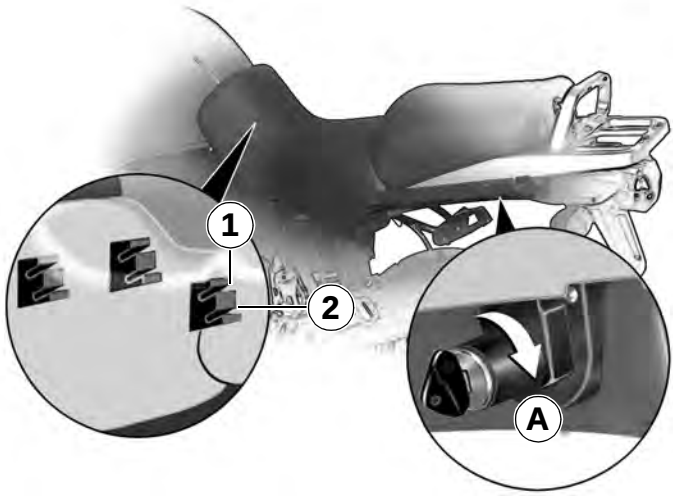
Removing the dualseat

- Turn the key in the dualseat lock to position **A** and hold it in this position
- Pull the rear seat back and up to remove

– This gives access to the tool box

- Turn the key in the dualseat lock to position **A** and hold it in this position
- Pull the front seat back and remove it

– This gives access to the fuses; the height of the front seat can be adjusted



Adjusting seat height

⚠ CAUTION

When installing the dualseat, make sure it is mounted securely.

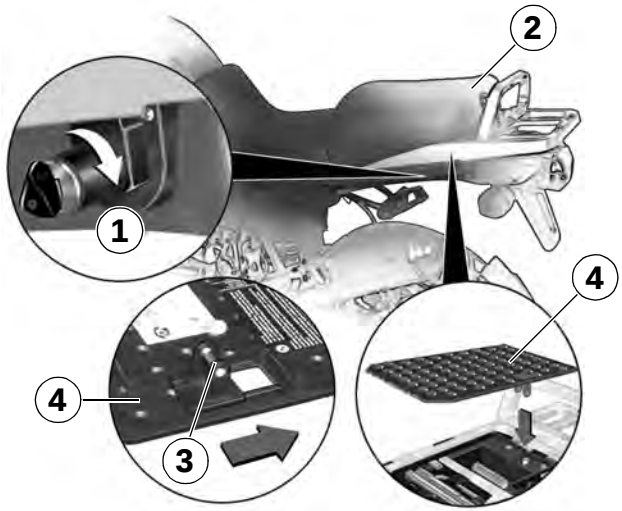
• Remove the front seat
There are two front seat heights: **1** = high **2** = low

Locking the dualseat

⚠ CAUTION

When installing the dualseat, make sure it is mounted securely.

• Push the front seat into the desired position and press gently into the retainer to secure
• Slide the rear seat into the guide and press gently into the retainer to secure



Single seat

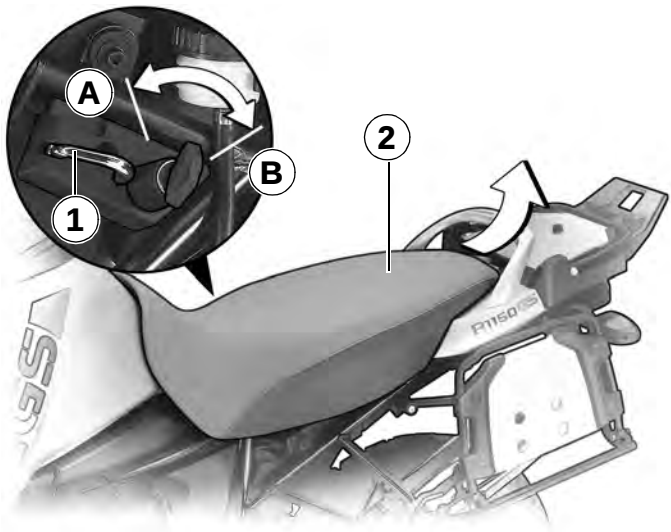
- Turn the key in the seat lock to position **1** and hold it in this position
- Remove the rear seat (➠ 16)

Locking the tool box

- Open the seat
- Remove tool box cover **4**
- Insert locking section **3** into mount on tool box cover **4** and close tool box

– This protects the toolkit against theft

The tool box can be opened by means of the dualseat lock



R 1150 GS Adventure

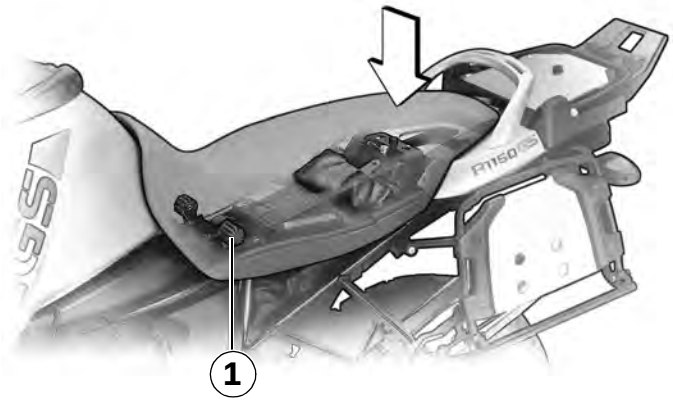
Helmet holder

- Turn key in helmet/seat lock to position **A**
- Helmet holder **1** is open.
- Close the helmet holder by pressing it lightly into the helmet/seat lock until it engages

Removing seat

- Turn key in helmet/seat lock to position **B**
- Grip seat **2** at rear and lift it up and to the rear in the direction indicated by the arrow to remove

– You now have access to the toolkit, the on-board documentation and the fuses



Locking seat

⚠ CAUTION

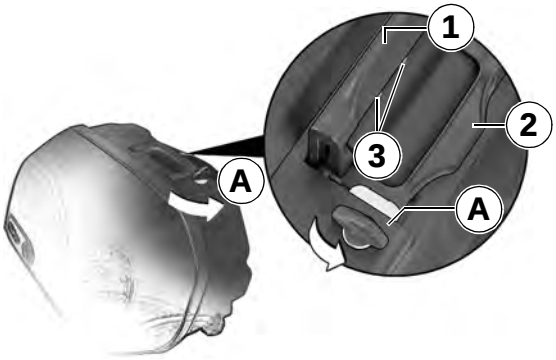
When installing the seat, make sure that it is firmly located.

- Slide the seat into catches **1** on left and right and apply light pressure until it engages in the seat holder (arrow)

Adjusting the seat

The height of the seat cannot be adjusted.
However, a low seat[OE] is available as an optional equipment.

[OE] Optional equipment



R 1150 GS

⚠WARNING

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

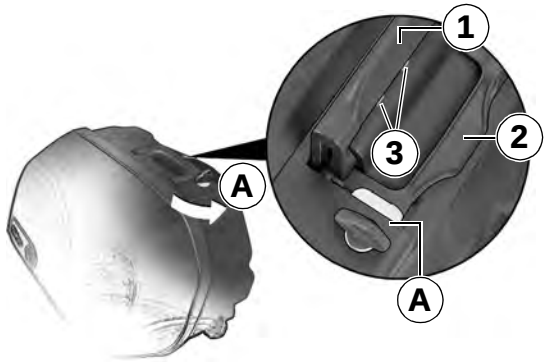
Opening the System case

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

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

- Open the System case

OE Optional equipment



Closing the System case

⚠ CAUTION

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

- Turn the key in the 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

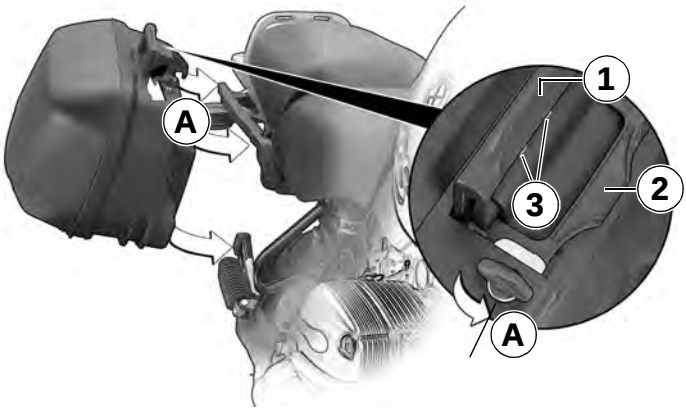
Removing the System case

- Turn the key in the 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

[OE] Optional equipment



⚠WARNING

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

Installing the System case

⚠ CAUTION

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

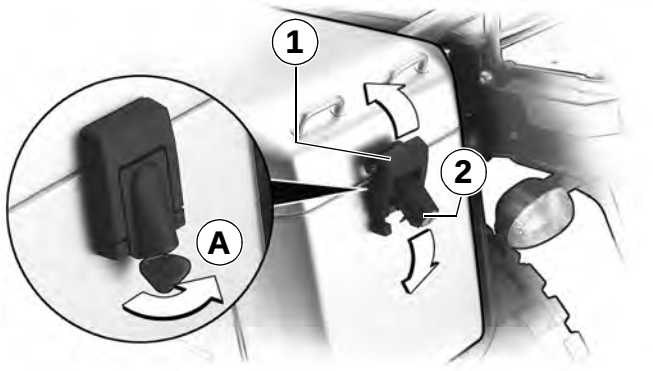
- Insert the System case into the holder (arrows), making sure that it is firmly seated in the lower retainer and the upper hook
- Turn the key in the case lock to position **A**
- Push down carrying handle **1**

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

- Lock the case and remove the key

[OE] Optional equipment

Aluminum case[OA]



R 1150 GS Adventure

⚠WARNING

After an accident or if the motorcycle has fallen over, check that the aluminum cases are correctly secured. Max. load on case carrier without cases fitted: max. 11 lbs (5 kg) Max. load per aluminum case: 22 lbs (10 kg). With aluminum cases installed, it is advisable not to exceed 80 mph (130 km/h).

Opening aluminum case

- Turn key in lock for lid of case to position **A**
- Pull lock barrel **2** up as far as it will go
- Latch **1** is released
- The lid of the case can now be opened

Closing aluminum case

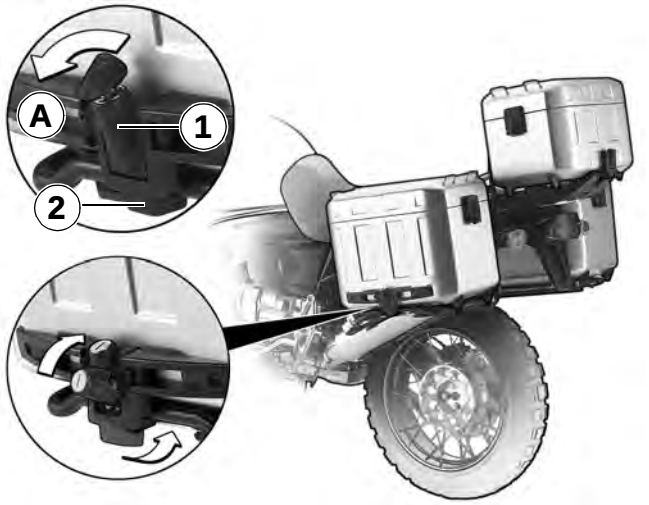
- Pull lock barrel **2** up as far as it will go
- Close the case lid
- Press lock barrel **2** down as far as it will go

⚠ CAUTION

Make sure that latch **1** is correctly seated

- Lock the case and remove the key

[OA] Optional accessories



Removing aluminum case

- Turn key in case lock to position **A**
- Press lock barrel **1** down as far as it will go

– Latch **2** is released

- Take out the key and remove the aluminum case from its holder
- Raise the plate of the case holder and lock it in this position

Installing aluminum case

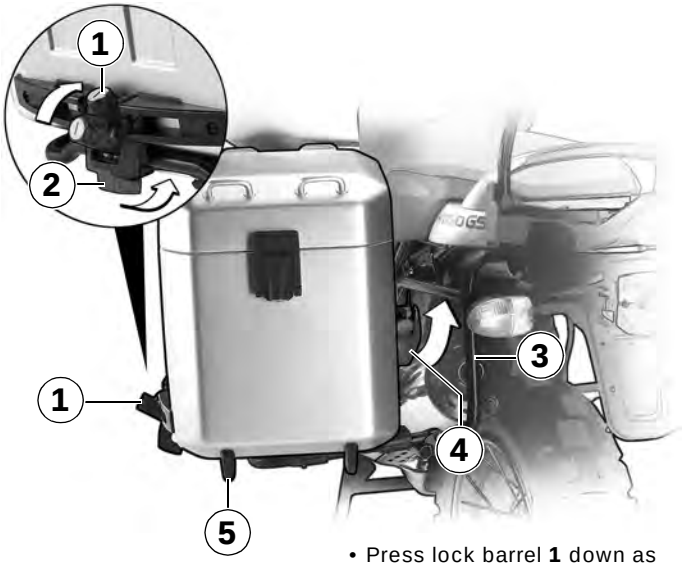
⚠WARNING

When attaching, make sure that the case is retained securely.
An incorrectly secured case could be lost and endanger other road users.

- Unlock the plate of the case holder and lower it into position
- Press lock barrel **1** down

[OA] Optional accessories

Aluminum case[OA]/topcase[OA]



- From below, engage hook **4** of the aluminum case in retaining bar **3**
- Lower the aluminum case onto the plate and check its alignment

⚠ CAUTION

Stops **5** must be in contact with the plate at front and rear, instead of being seated on it

- Press lock barrel **1** down as far as it will go

⚠ CAUTION

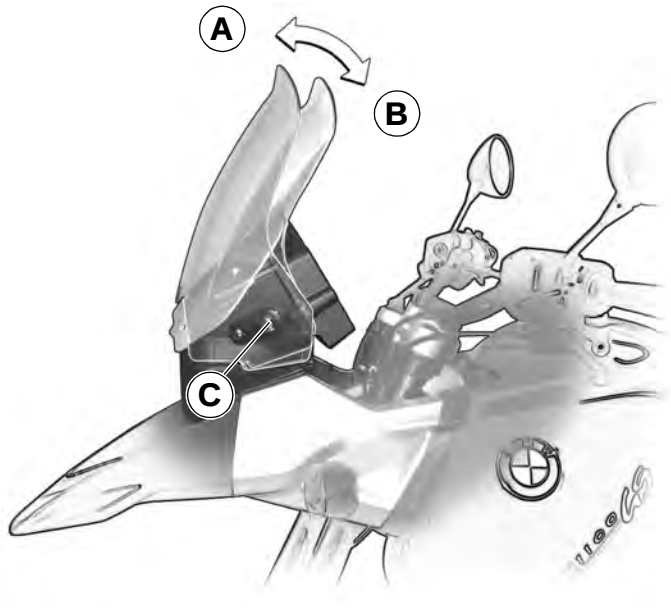
Make sure that latch **2** is correctly seated

- Lock the case and remove the key

Topcase

The procedures for opening and closing, removing and installing the topcase are analogous to the procedures for the aluminum cases.

[OA] Optional accessories



R 1150 GS

Adjusting the windshield

- Loosen screws **C** at left and right
- Move the windshield in the **A** or **B** direction
- Tighten screws **C** at left and right

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.
A motorcycle in perfect technical condition is essential for your safety and that 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
- Brakes
- Brake fluid level
- Clutch fluid level
- Warning lights and indicator lights
- Lights
- Shock absorber settings and spring preload
- Wheel rim and tire condition, tread depth and tire pressures
- Load, gross weight
- Check regularly (every time you stop for fuel), on the basis of the following section:
- Engine oil level (every second/third stop for fuel):
- 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 the oil level at regular intervals.

Always check the oil level when the engine is at operating temperature, because the difference between the oil level indicated when the engine is at operating temperature and the oil level indicated when the engine is very cold due to extremely low outdoor temperatures (14 °F/-10 °C) can be as much as 0.39 in (10 mm). After switching off the engine at operating temperature, wait at least 5 minutes for the oil to drain back into the sump.

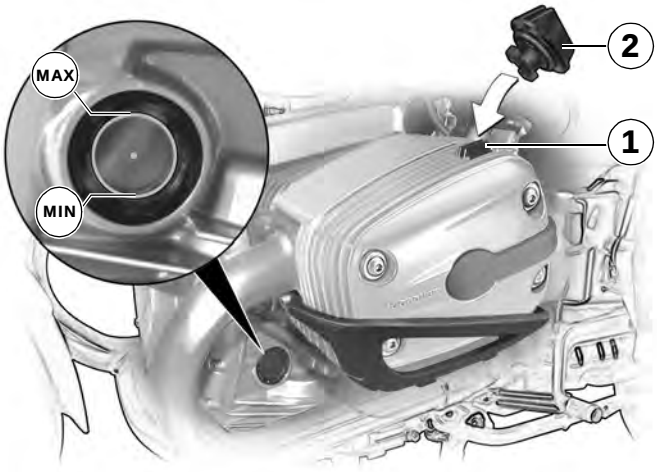
Checking the oil level after the engine has been run only briefly or when it is not properly warm will falsify the reading and could lead to the engine being operated with the wrong quantity of oil, because cold oil is viscous and takes longer to drain back into the sump. At extremely low outdoor temperatures (14 °F/-10 °C/), this can take as long as 12 hours.

⚠ 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 upright.

- Check the oil level with the engine at its regular operating temperature
- Check the oil level after the engine has been stopped for at least 5 minutes
- Make sure that the motorcycle is upright
  – Make sure the ground is level and firm



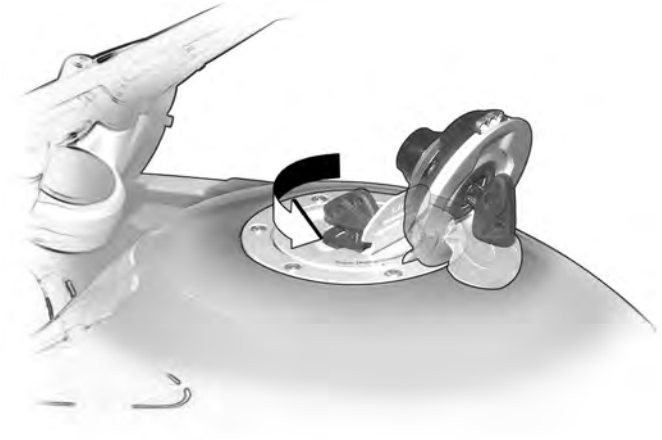
- Check the oil level at the display:
  MAX Top edge of marking ring
  MIN Bottom edge of marking ring

– The difference between the two marks is approx. 0.53 quarts (0.5 liters)

- If necessary, remove oil filler plug **2** and top up the engine oil through engine oil filler **1**.
- Reinstall oil filler plug **2**

⚠ CAUTION

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



Refueling

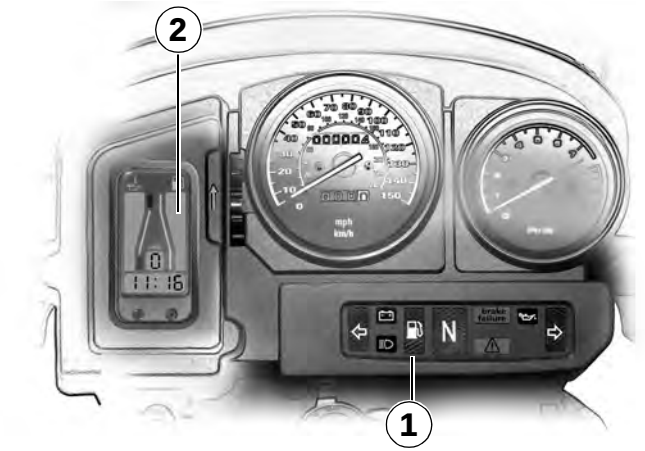
⚠WARNING

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



• Refuel
– Always use super (premium) unleaded fuel to DIN 51607 or equivalent standard, minimum octane number 95 (RON) or 85 (MON)
• Close the fuel filler cap

Capacity

NOTE

The fuel gauge and RID do not operate unless the ignition is switched on.

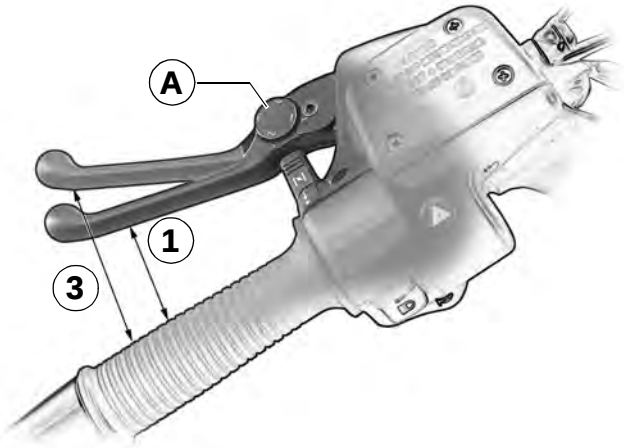
– Usable tank capacity 5.8 gal (22 liters)
– Usable tank capacity 7.9 gal (30 liters)[OE] (GS Adventure only)
– When the reserve fuel level (approx.4.22 quarts (4 liters) is reached, this is indicated by **orange** warning light **1**

Fuel level indicator 2 in RID[OE] (➠ 75)

NOTE

If only two bars are visible, approx. 4.22 quarts (4 liters) of fuel remain in the tank (also indicated by **orange** warning light **1).**

[OE] Optional equipment



Adjusting the clutch lever

⚠ CAUTION

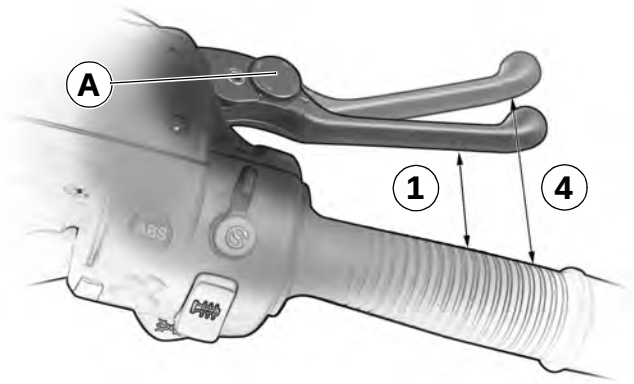
Sudden changes in play or spongy action indicate a fault in the hydraulic system.
If you are doubtful about the reliability of the hydraulic clutch operating system, it is best to consult an authorized BMW motorcycle retailer.

⚠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 the handbrake lever

⚠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.**

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

Work on the brake system

⚠WARNING

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

Checking the brake system

⚠WARNING

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

Brake pad wear depends on your personal style of riding. To ensure reliable operation of the brakes: Have the brake pads replaced before the minimum allowable thickness is reached (Maintenance Instructions ➠ Chapter 2).

Checking brake fluid level

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

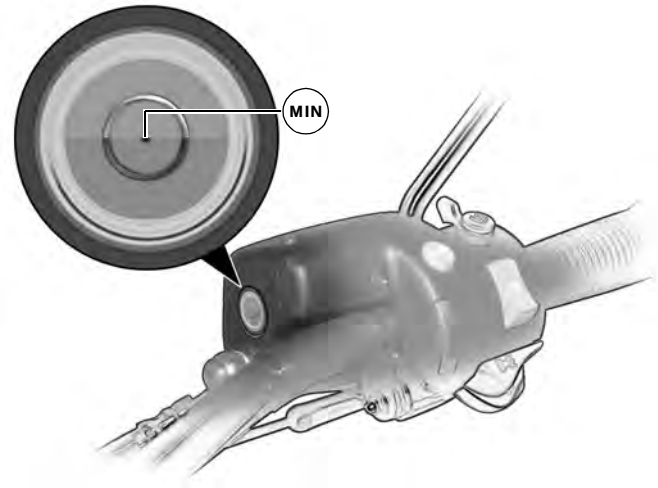
⚠WARNING

Have the brake system checked immediately if the brake fluid level in the reservoir of the front or rear brake system drops below the MIN mark (➠ 39, 40) ; have the brake system checked immediately by a certified workshop, preferably an authorized BMW motorcycle retailer.

Changing brake fluid

⚠WARNING

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



Checking front brake fluid level

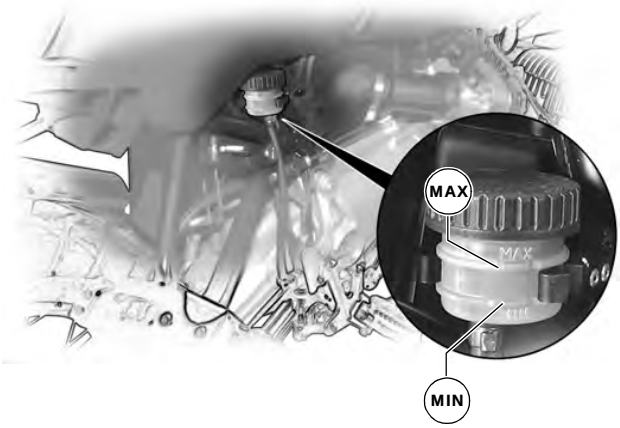
⚠WARNING

Never allow 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
- Handlebars in straight-ahead position and front wheel in contact with the ground
- Read off brake fluid level in display
  MIN minimum level (center of display)

NOTE

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



Checking rear brake fluid level

⚠WARNING

Never allow 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 sink.

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 (➠ 43, 44).

⚠WARNING

If the brake fluid level in the reservoir (➠ 43, 44) drops below the MIN mark, have the brake system checked immediately by a certified workshop, preferably an authorized BMW motorcycle retailer.

Changing brake fluid

⚠WARNING

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

[OE] Optional equipment

Residual braking function

⚠WARNING

When the ignition is off, before and during self-diagnosis (➠ 84) or if the BMW Integral ABS fails, only the RESIDUAL BRAKING FUNCTION (➠ 83) remains available for slowing the motorcycle.
When the RESIDUAL BRAKING FUNCTION is active, 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 systems in question.

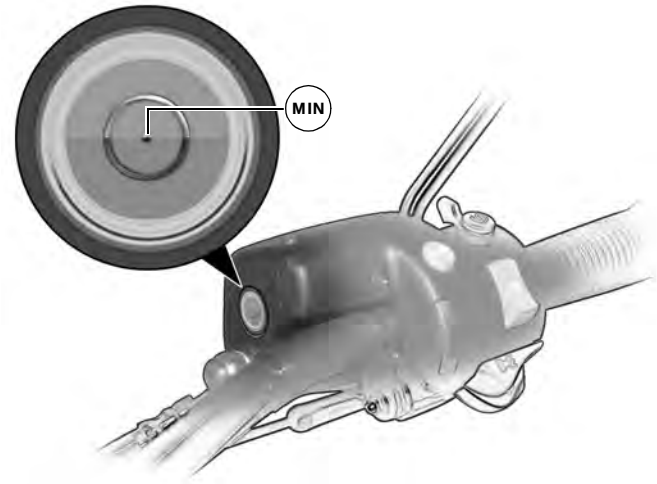
⚠WARNING

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

NOTE

When the RESIDUAL BRAKING FUNCTION is active, it is advisable to set adjuster **A** on the front-brake lever to position 4 (➠ 35).

[OE] Optional equipment



Checking front brake fluid level

⚠WARNING

Never allow 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
- Handlebars in straight-ahead position and front wheel in contact with the ground
- Read off brake fluid level in display

  MIN minimum level (center of display)

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

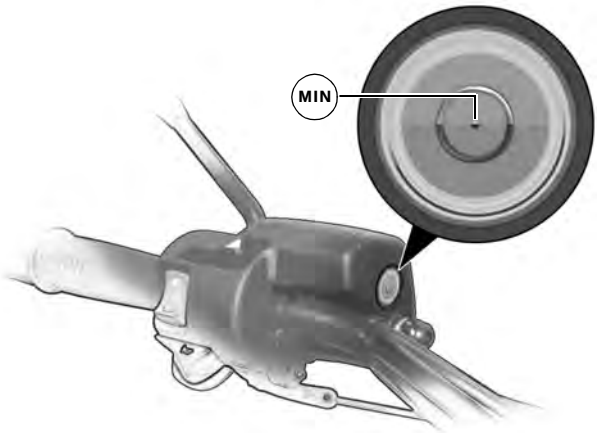
Never allow the brake fluid level to drop below the MIN mark on the brake fluid reservoir

- 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



Check the fluid level in the clutch fitting

⚠ CAUTION

If the fluid level drops, assume there is a defect in the clutch system.
Have the clutch system checked immediately by a specialist workshop, preferably an authorized BMW motorcycle retailer.

⚠ WARNING

Do not permit the fluid level to drop below minimum (MIN).

NOTE

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

- Place motorcycle on center stand
  – Make sure the ground is level and firm
– Handlebars in straight-ahead position; front wheel in contact with the ground
- 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 indicator light flashes at twice the usual speed: defective flasher bulb.
BMW Integral ABS[OE]:
General warning light ON (➠ 9): Check brake light or tail light. If the tail light is defective the brake light is dimmed and acts as a tail light. When you apply the brakes the brake light shines at full brightness.

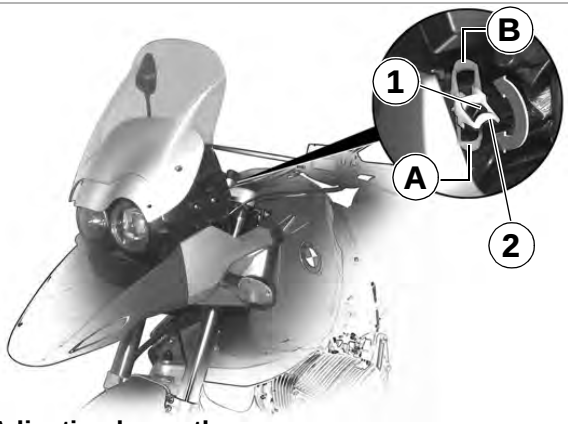
NOTE

To change bulbs in parking lights, headlight (low and main beams), rear, brake and indicator lights:
(➠ Maintenance Instructions, Chapter 2)

Headlight setting, RHD/ LHD traffic

For trips in countries where the traffic drives on the opposite side of the road:
Adjust the headlight accordingly (Maintenance Instructions ➠ Chapter 2).
When necessary, you can resort to the assistance of a certified workshop, preferably your authorized BMW motorcycle retailer.

[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 a certified workshop, preferably an authorized BMW motorcycle retailer.

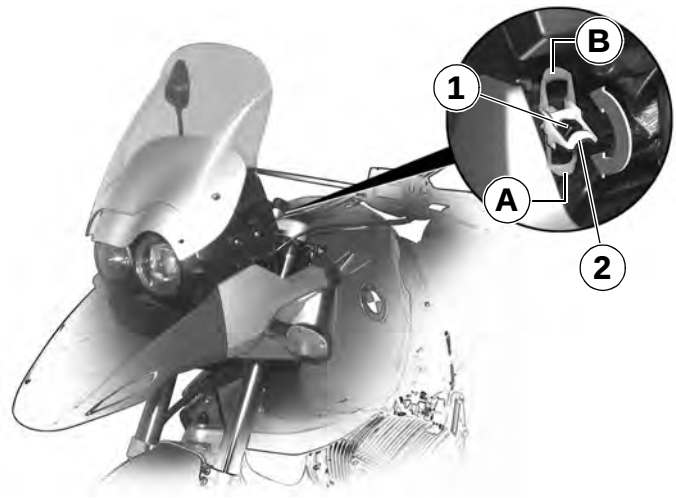
NOTE

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.

Adjust beam throw to suit load by adjusting the spring strut:
Change the spring strut setting to suit the load (➠ 50, 51)
– Spring preload has an effect on headlight throw

Only if the load carried on the motorcycle is very high, the headlight beam can also be lowered by moving pivot lever **2**. This shortens the beam throw.

Pivot lever **2**:
A = neutral position
B = high load



NOTE

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

Headlight basic setting

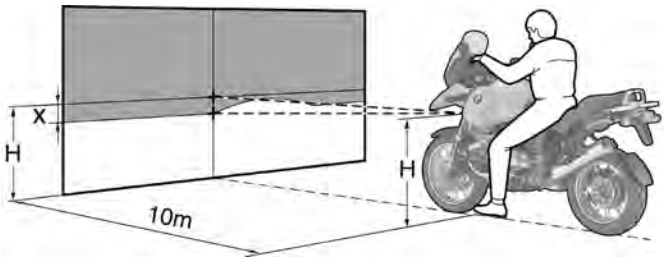
NOTE

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

- Check tire pressures and correct if necessary
- Set the spring-strut adjuster to the position for one-up riding

– Make sure lever **2** is horizontal (neutral position)

- Position the motorcycle on a level surface 33 feet (10 meters) (headlight) from a light-colored wall, and with the rider's weight (approx. 187 lbs/85 kg) on the seat

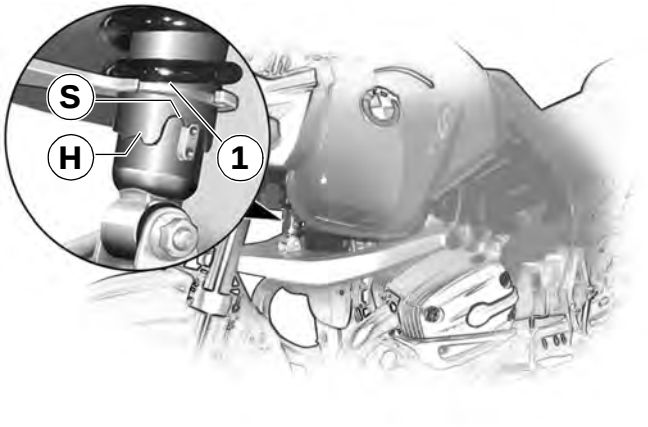


- Measure the distance **H** from the ground to the center of the headlight
- Transfer this height **H** to the wall and draw a cross on the wall at this point
- Draw a second cross (**x** = 5.9 in/15 cm) lower
- Switch on the low-beam headlight
- Turn adjusting screw **1** to align the headlight in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

NOTE

Have the headlight basic setting checked by a certified workshop, preferably an authorized BMW motorcycle retailer.

Suspension spring preload

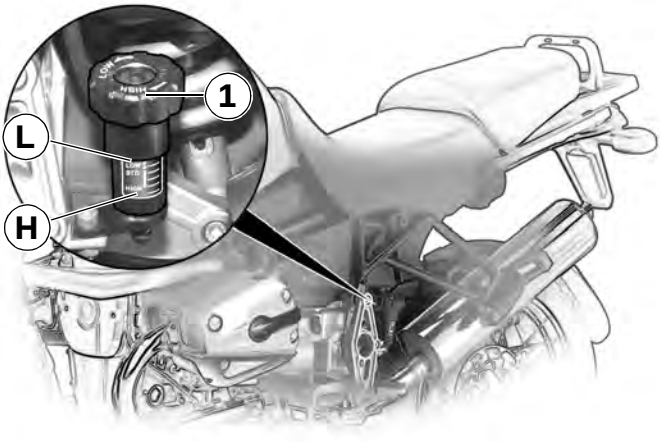


⚠WARNING

Before beginning a trip, always set the spring preload to match the total weight.
For off-road riding, increase the spring preload at the front and rear by a suitable amount.

Adjusting front spring preload

- Place motorcycle on center stand
  - Make sure the ground is level and firm
- Use hook wrench and extension (wheel-stud wrench) to adjust the preload of spring **1**:
  Stage 1 – road (**S**)
  Stage 3 – loose surfaces (gravel, etc.)
  Stage 5 – off-road (**H**)



⚠WARNING

Before beginning a trip, always set the spring preload to match the total weight.
For off-road riding, increase the spring preload at the front and rear by a suitable amount.For safety reasons, never attempt to alter spring preload while the motorcycle is being ridden. Always halt the motorcycle before adjusting.

Adjusting the rear spring preload

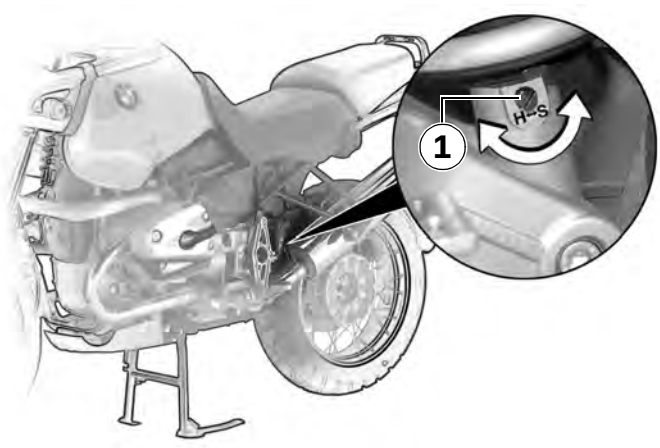
"LOW" setting (solo):

- Turn knob **1** as far as it will go in **"LOW"** direction (**L**) as indicated by the arrow

"HIGH" setting (for off-road use, or two-up with luggage)

- Turn knob **1** as far as it will go in **"HIGH"** direction (**H**) as indicated by the arrow

Shock-absorber adjustment



⚠WARNING

Before starting the journey, adjust the shock absorber to match total weight.
If spring preload is changed, the shock absorber has to be adjusted accordingly.

- Place motorcycle on center stand
  - Make sure the ground is level and firm
- Adjust the rear shock absorber with a screwdriver

Basic setting (one-up)**:**

- Turn adjusting screw **1** in direction indicated by arrow **H** (clockwise) as far as it will go
- Back off adjusting screw **1** half a turn in direction indicated by arrow **S** (counter-clockwise)

Hard setting "H":

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

Soft setting "S":

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

Checking wheel rims

⚠WARNING

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

Checking spokes

⚠WARNING

Before riding off, always make sure that the spokes are in perfect condition. Always have damaged spokes and irregular spoke tension rectified immediately by a certified workshop, preferably an authorized BMW motorcycle retailer.

- Place the motorcycle on its center stand.
  – Make sure the ground is level and firm
- Tap spokes with a screwdriver and listen for the correct ringing sound

NOTE

If the note varies, spoke tension is uneven (some spokes too loose or too tight).

– **When tires are cold:**
• Remove valve caps
• Check/correct tire pressure

Tire pressures for road tires and massive-bar tires:

	front	rear
one-up	31.9 psi (2.2 bar)	36 psi (2.5 bar)
two-up	36 psi (2.5 bar)	39 psi (2.7 bar)
two-up and luggage	36 psi (2.5 bar)	42 psi (2.9 bar)

• Fully tighten valve caps

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 (➠ 57).

Screw 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 tread

Road tires and massive-bar tires

⚠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)

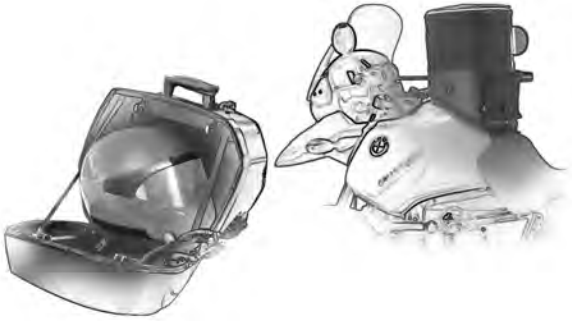
⚠WARNING

The maximum permissible speed for a motorcycle fitted with massive-bar tires[OE] is 100 mph (160 km/h): do not exceed this limit.
A label stating the maximum permissible speed must be affixed in the rider's field of vision.

⚠ CAUTION

If a motorcycle is fitted with massive-bar tires[OE], the rear splash guard must be removed, (➠ Maintenance Instructions, Chapter **2**)

[OE] Optional equipment

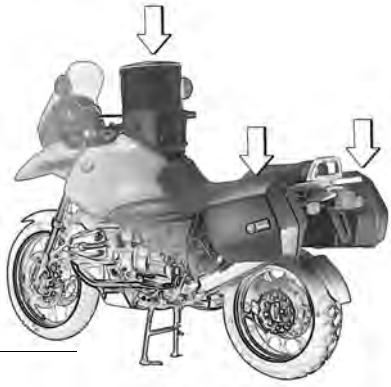


⚠WARNING

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 authorized BMW motorcycle retailer.



Correct loading

⚠WARNING

Overloading can impair the stability of your motorcycle.

- Make sure that the weight is uniformly distributed between right and left
- Pack heavy items at the bottom of the cases
- Left and right cases[OA] max. 22 lbs (10 kg) per case
- Luggage rack and tank-top backpack[OA] max.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).

⚠ CAUTION

Do not exceed the gross weight limit of 992 lbs (460 kg).
Do not exceed the wheel load limits of 300 lbs (180 kg) at the front and 728 lbs (300 kg) at the rear.
Reset the suspension spring preload and the shock absorbers to match the gross weight
(➠ 50- 52, 54)
The gross weight consists of:
– Motorcycle with full tank
– Rider
– Passenger
– Luggage

[OA] Optional accessories

Handling your motorcycle safely

Each motorcycle has a character all its own. It is time now for you to familiarize 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 (➠ 67).

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[EO]

Motorcycle equipped with BMW Integral ABS (➠ 80)

⚠WARNING

When the ignition is switched off or if the BMW Integral ABS fails, only a RESIDUAL BRAKING FUNCTION remains available for slowing the motorcycle (➠ 83).
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 risk and can even cause loss of consciousness with fatal consequences.
Do not run the engine in an enclosed space.

Risk of fatal accident

Your motorcycle is equipped with Digital Motor Electronics (Motronic) and high-power ignition system.

⚠WARNING

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

[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 disconnected
- Do not exceed the engine-speed limits marked on the tachometer
- Comply with all specified maintenance intervals
- Stop the engine at once if it misfires
- In the event of misfiring or a severe drop in engine power, consult a certified workshop, preferably an authorized BMW motorcycle retailer

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

Risk of fire

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

⚠WARNING

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

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

- Switch off the ignition
- Keep both feet on the ground
- Hold the left handlebar grip with your left hand
- Keep your right hand on the right handlebar grip and the handbrake lever
- Hold the motorcycle upright and balanced
- Use your left foot at the extension pin to extend the side stand fully (arrow)
- Slowly lean the motorcycle to the side until its weight is taken by the stand and dismount from the motorcycle
- Turn the handlebars to full left lock (➠ 11)
- **Check that the motorcycle is firmly supported**



Lifting motorcycle off the side stand

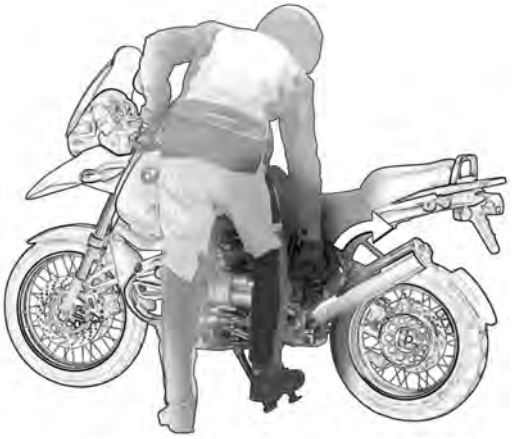
⚠WARNING

If the motorcycle is equipped with BMW Integral ABS[OE], only RESIDUAL BRAKING FUNCTIONALITY is available when the ignition is switched off (➠ 83) . Make sure the side stand is fully retracted before you ride off.
– Riding with the side stand extended is a safety risk.

- Turn the ignition key to the "**R**" or "**ON**" position (➠ 11)
  – Handlebars unlocked
- Both feet on the ground, no weight on the motorcycle
- Hold the left handlebar grip with your left hand
- Keep your right hand on the right handlebar grip and the handbrake lever
- Slowly raise the motorcycle to the upright position and keep it balanced
- Sit on the motorcycle and use your left foot to retract the side stand

[OE] Optional equipment

Main (center) stand



Placing motorcycle on main (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
- Hold the lifting handle with the right hand
- Place your right foot on the pin used to extend the center stand, and press the stand down until its curved feet 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 main (center) stand

⚠ CAUTION

The main (center) stand must be fully retracted before you ride the motorcycle.

- Turn the ignition key to the "**R**" or "**ON**" position (➠ 11)
  – Handlebars unlocked
- Hold the left handlebar grip with your left hand
- Hold the lifting handle with your right hand
- Push the motorcycle forwards off the stand
- **Check that the stand has fully retracted**



⚠ CAUTION

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

NOTE

During the motorcycle's break-in period, 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.

Engine break-in speeds

From 0 to 600 miles (approx. 1,000 km)

- Maximum engine speed of 4000 rpm and no full-load acceleration
- Do not omit the first inspection after approx. 600 miles (1,000 km). Make an appointment with your authorized BMW motorcycle retailer early enough to avoid waiting for work to be performed.

From 600 to 1,200 miles (approx. 1,000 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

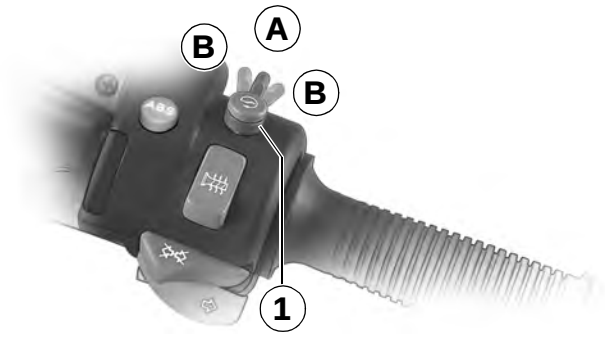
Comply with the notes on BMW Integral ABS[OE] (➠ 80- 89).

[OE] Optional equipment

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.



In an emergency only:

- Move switch **1** to the **B** position

– The electrical circuits for the Motronic, RID, fuel pump and starter motor are de-energized

Switching on the ignition

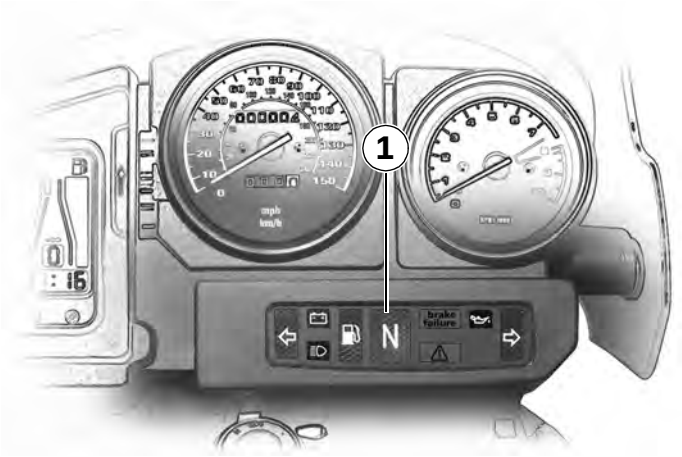
– Move the kill switch **1** to the run position **A**

- The ignition switch should be **ON** (➠ 11)

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 (➠ 80- 89).

[OE] Optional equipment



Fully retracting the side stand

NOTE

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

Selecting neutral

– Neutral indicator light **1** **green** N on (➠ 9).

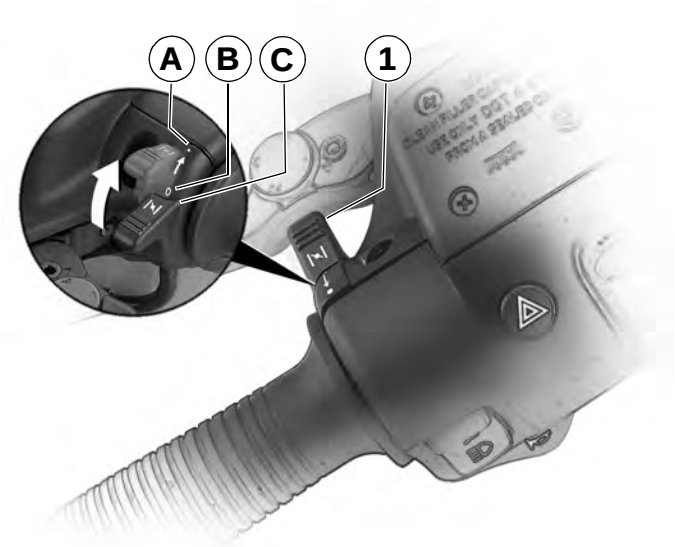
NOTE

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 chart (➠ Maintenance Instructions, Chapter 2)



Starting

⚠ CAUTION

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

⚠WARNING

Do not allow the engine to idle unnecessarily or for prolonged periods
– 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.

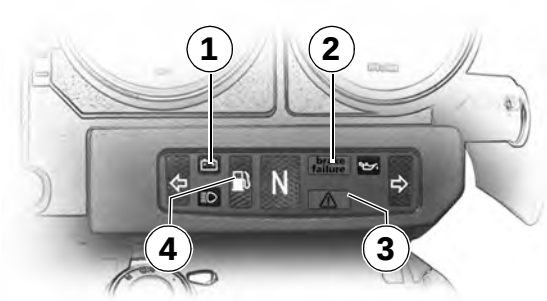


NOTE

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 button **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)



Battery charge current

Warning light **1** goes out above idle speed.

⚠ CAUTION

If warning light **1** comes on during the journey:
consult a certified workshop, preferably an authorized BMW motorcycle retailer.

ABS warning light[OE]

The ABS warning light **2** lights up if the BMW Integral ABS develops a fault (➠ 84)

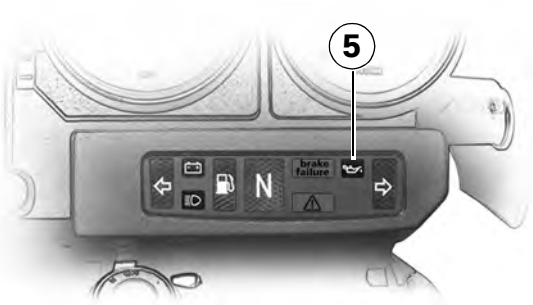
Warning light, general

General warning light **3** lights up if a fault develops in the BMW Integral ABS[OE] (➠ 84), or if the tail light or brake light is defective.

Low fuel level

When warning light **4** comes on, there are still approx. 4.22 quarts (4 liters) of fuel in the tank.

[OE] Optional equipment



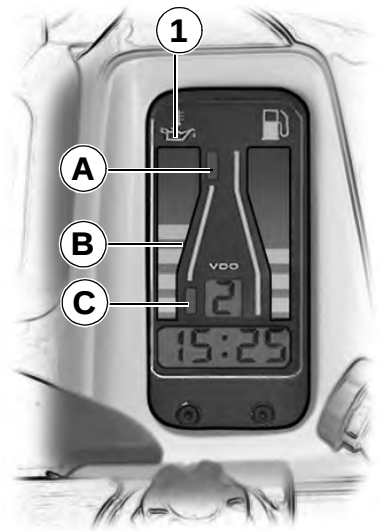
Engine oil pressure
Warning light **5** goes out above idle speed.

⚠ CAUTION

If warning light **5** comes on during the journey, take the following action as soon as traffic conditions allow:
- Declutch
- Operate the kill switch
- Bring the motorcycle safely to a halt
- Check engine oil level (➠ 31)

⚠ CAUTION

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.



The Rider Information Display operates only when the ignition is on.

Engine oil temperature gauge 1

A= engine oil is too hot (**red**)

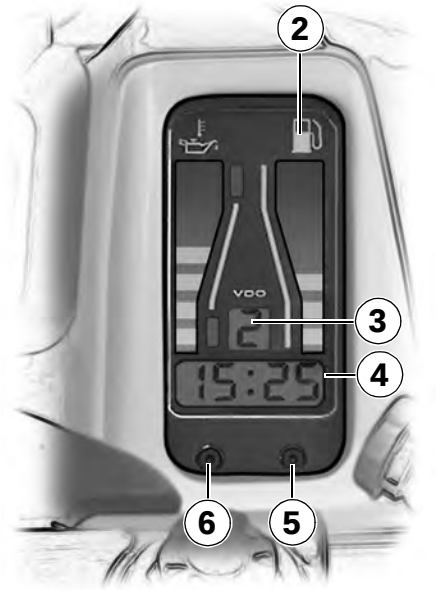
B= engine oil at regular operating temperature

C= engine oil cold (**blue**)

⚠ CAUTION

Switch off the engine, wait 5 minutes and then check the oil level (➠ 30). If the oil level is correct, always consult a certified workshop without delay,
preferably an authorized BMW motorcycle retailer.
Avoid high engine speeds until the problem has been dealt with.

[OE] Optional equipment



Fuel gauge 2

NOTE

If only two bars are visible, approx. 4.22 quarts (4 liters) of fuel remain in the tank (**orange** warning light also lights up (➠ 72)).

Gear indicator 3

1 - 0 - 2 - 3 - 4 - 5 - 6

Clock 4

- To adjust, use a ball pen or similar object to press point **5** (minutes) or point **6** (hours)

[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.

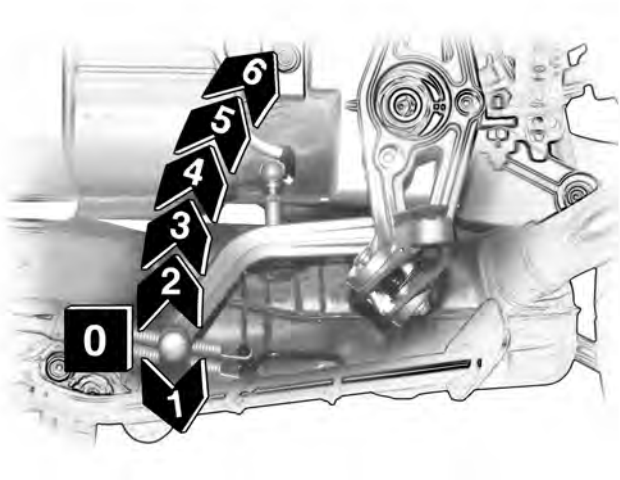
Gear shifts

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.

The digital gear indicator in the Rider Information Display[OE] shows which gear has been selected (➠ 74).

[OE] Optional equipment



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
- For upshifts into 2nd, 3rd, 4th, 5th and 6th gears, pull the front of the gear lever up

Downshifts

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

Wet brakes

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

⚠WARNING

The brakes have to dry before they start to bite.

Salt on brakes

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

⚠WARNING

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

Oil and grease on brakes

⚠WARNING

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

Dirt or mud on brakes

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

⚠WARNING

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

⚠WARNING

If the brake lever can be moved right to the limit of its travel, this indicates a mechanical or hydraulic fault. The brake system is defective.
Immediately consult a certified workshop, preferably 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 optimizing braking-force distribution by means of the integral function, it offers much improved braking performance (➠ 82). 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 familiarize 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 allowable 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.

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

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

Brake servo

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

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

ABS anti-lock brake system

ABS prevents the wheels locking under heavy braking, 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 certified workshop, preferably an authorized BMW motorcycle retailer.

NOTE

When the RESIDUAL BRAKING FUNCTION is active, it is advisable to set adjuster **A** (➠ 35) 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 (➠ 84)
– Fault in the BMW Integral ABS (➠ 83)

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 BRAKING FUNCTION is available until self-diagnosis is completed (➠ 83) .

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

Initially:

– ABS warning light **1**: flashes at 4 Hz
– General warning light **2**: ON

➠ Self-diagnosis is in progress

Then:

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

➠ Self-diagnosis successfully completed

[OE] Optional equipment



- Start the engine.
- Move off

– ABS warning light **1**:
OFF (as of approx. 3 mph (5 km/h) road speed)

➠ Pull-away test successfully completed

➠ BMW Integral ABS is available

NOTE

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

NOTE

Starting on grades:
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.

[OE] Optional equipment

Off-road deactivation

In contrast to road riding, where BMW Integral ABS can always prevent wheel locking and the resulting accident, it may be desirable for the rider to be able to lock a wheel or prevent it from rotating on rough terrain or loose surfaces. This is the reason why the BMW Integral ABS enables you to deactivate the ABS function temporarily.

Deactivating the ABS

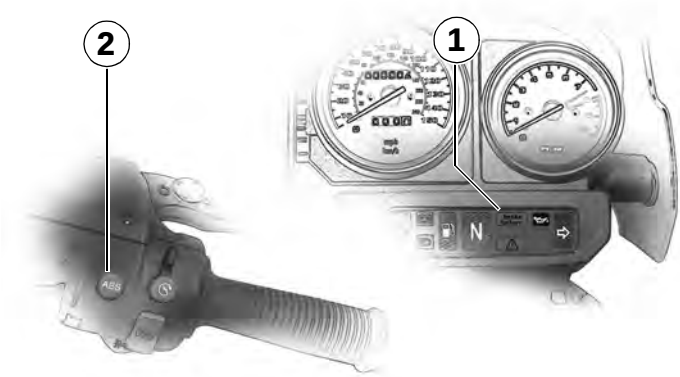
⚠WARNING

Never switch the ignition off or on unless the motorcycle is at a standstill.
Brake boost and the integral function remain operational, even if the ABS function is deactivated.

NOTE

The ABS function is reactivated once the self-diagnosis routine has completed successfully after you switch off the ignition and switch it on again with the motorcycle at a standstill.

[OE] Optional equipment

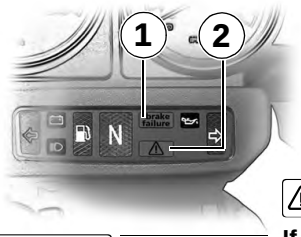


⚠WARNING

If the ABS function is off **– as indicated by ABS warning light 1 – the safety reserves afforded by the** anti-lock braking system **are not available until the** ABS function **is reactivated. There is a risk of dropping the motorcycle 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.**

– With the motorcycle at a standstill, switch off the ignition
• Press and hold down ABS acknowledge button **2**
• Switch on the ignition
• Hold down ABS acknowledge button **2** until the ABS warning light **1** remains on
• Release ABS acknowledge button **2**
– The ABS function is deactivated
– Warning light **1** remains permanently on to remind you that ABS has been deactivated

[OE] Optional equipment



⚠WARNING

If the BMW Integral ABS fails in both brake circuits, a RESIDUAL BRAKING FUNCTION only is available! (➠ 83)

⚠WARNING

When RESIDUAL BRAKING FUNCTION (➠ 83) is active, maintain a defensive riding style and proceed immediately to a certified workshop, preferably 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 defect has been put right.
There is a risk of dropping the machine if the brakes are applied too hard and the front wheel locks or the rear wheel lifts clear of the ground as a result of a high level of front tire adhesion. Have the defect rectified immediately by a certified workshop, preferably an authorized BMW motorcycle retailer.

General warning light ⚠	ABS warning light ABS	Malfunctions
OFF	ON	Only RESIDUAL BRAKING FUNCTION available in both circuits (➠ 83) or the ABS function has been deactivated
OFF	Flashes at 1 Hz	ABS not available Pull-away test not completed (➠ 84)
OFF	Flashes at 4 Hz	Only RESIDUAL BRAKING FUNCTION available in both circuits (➠ 83) Self-diagnosis not completed (➠ 84)

General warning light ⚠	ABS warning light ABS	Malfunctions
ON	OFF	Tail light/brake light defective (Maintenance Instructions, ➠ Chapter 2)
ON	Flashes at 1 Hz	At least one brake circuit without ABS (➠ 82)
ON	Flashes at 4 Hz	At least one brake circuit in RESIDUAL BRAKING FUNCTION mode (➠ 83)
Alternate flashing at 1 Hz	Alternate flashing at 1 Hz	Fluid level in BMW Integral ABS too low. Check the motorcycle as follows: – Ignition OFF: is brake pressure OK at the brake levers? – Are the brakes acting on both wheels? – Is the brake system leaktight, no signs of brake fluid escaping? The brake system is defective if the test outcome is negative.
Alternate flashing at 4 Hz	Alternate flashing at 4 Hz	Fluid level in the BMW Integral ABS is too low, perform the checks listed above. Only RESIDUAL BRAKING FUNCTION available in at least one circuit (➠ 83) **⚠WARNING** **Do not ride the motorcycle if you have any doubts about the dependability of the brake system.**

[OE] Optional equipment

Know-how...
Technical design features available to motorcycles have become more and more sophisticated in recent years. Motronic, electronic ignition, 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 materials, once again calling for thorough and expert knowledge if they are to be handled correctly during repair work.

To be sure of keeping pace with the new standards, take the motorcycle to an authorized BMW motorcycle retailer.
The authorized BMW motorcycle retailer employs personnel who attend regular and comprehensive training courses.
Your authorized BMW motorcycle retailer also receives all the current technical information and is therefore always up-to-date with the latest developments.

...technical features...
The authorized BMW motorcycle retailer's staff has the experience and all the necessary facts at its disposal when it comes to solving problems quickly and effectively. The workshops are equipped with leading edge technology, e.g. with special tools and diagnosis testers developed by **BMW** diagnosis system



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 is being kept in perfect working order.
For goodwill work after the warranty period has expired, evidence of regular maintenance by an authorized BMW motorcycle retailer 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 or workshop know every detail of your motorcycle and can take remedial action if necessary before minor faults develop into serious problems. By having the necessary repairs done properly and in good time, you save time and money in the long run.

...service

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

BMW Service Card

A Service Card is now available for all new BMW motorcycles. A wide range of emergency-assistance services are in place to help you in the unlikely event of a problem occurring somewhere far from home.

If you have a breakdown anywhere in Europe, just call our Central Emergency Service number from any telephone. Our experts are on duty there day and night to arrange assistance for you. They can provide practical advice on what to do next and can make arrangements on your behalf, for example notifying local emergency services anywhere in Europe, recovery and transportation of the motorcycle to the nearest authorized workshop, a taxi for you, and even a replacement vehicle and hotel accommodation, if necessary.

BMW Service worldwide

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

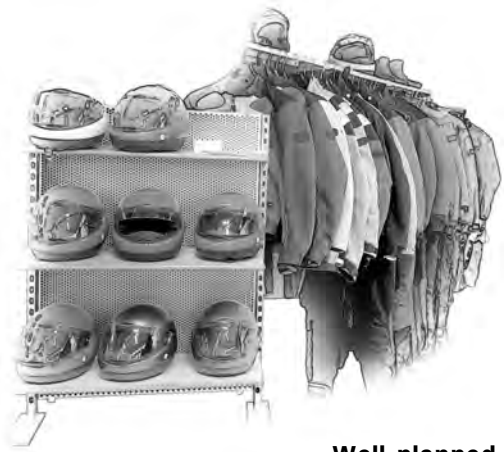
NOTE

Call us if you have any questions about the BMW retailership network. You can reach us directly by hotline in any country in Europe. The phone numbers are listed in the **European Service** booklet (see on-board documentation). Or if you prefer you can use the homepage address to contact us on the Internet.

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.



The essentials

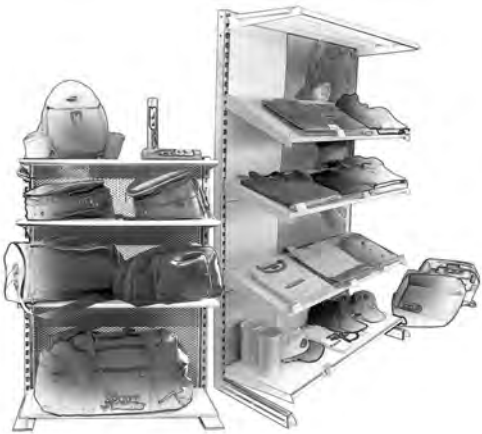
To reach your destination safely every time, there's only one choice. Don't forget your

- Helmet
- Suit
- Gloves
- Boots

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

Well-planned riding pleasure

Many motorcyclists have learned the hard way that the proper clothing contributes so much to riding pleasure. You must feel comfortable and relaxed – after all, your own safety is involved. There's no doubt about it: when buying motorcycling clothing, you simply can't set your sights too high. It's 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's one we live up to. For many years now, BMW has offered the ethusiast everything capable of enhancing the fascination of motorcycling. We provide a unique program 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 unparalleled 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's needed. Whenever development work starts on a new motorcycle, equipment items are also taken into consideration. The real-world application of the equipment is always confirmed by extensive testing. This is your guarantee of the high quality you expect from BMW.

Cornering and braking – it's all a matter of practice

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

– take curves smoothly and rhythmically, avoiding sudden braking and acceleration
– approach curves slower than you feel they can be taken; a smooth 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 curve 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 you will travel about an extra 46 feet (14 meters) before the brakes are applied
– at 56 mph (90 km/h), this distance grows to 82 feet (25 meters)

Practice applying the brakes with and without an extra load on the motorcycle, and study the motorcycle's reactions on various kinds of road surfaces. Work up to the wheel lock limit gradually.

BMW has a worthwhile safety contribution to make in this area too – BMW Safety Training. These programs are a wonderful opportunity: systematic basic and follow-up training enables you to master situations which are "on the edge" so you can keep your motorcycle under full control whatever happens.

Now it's 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
- Have your motorcycle serviced only by the trained, expert personnel at your local BMW motorcycle retailer
- Do not under any circumstances install unapproved extras: the use of unapproved accessories constitutes a safety risk and voids your insurance and the motorcycle's operating permit
- It is always advisable to have technical modifications carried out only by an authorized BMW motorcycle retailer or workshop

NOTE

Your local BMW motorcycle retailer can supply you with useful items to add to your motorcycle's toolkit and to complement the Maintenance Instructions.

– BMW Repair Manual
– BMW set of circuit diagrams

It's good to know you've thought of everything, isn't it?

Our aim is to make your journey safer

We want you to reach your destination safely – and that riding your BMW Boxer will be the most pleasant recreational experience you've ever had.

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