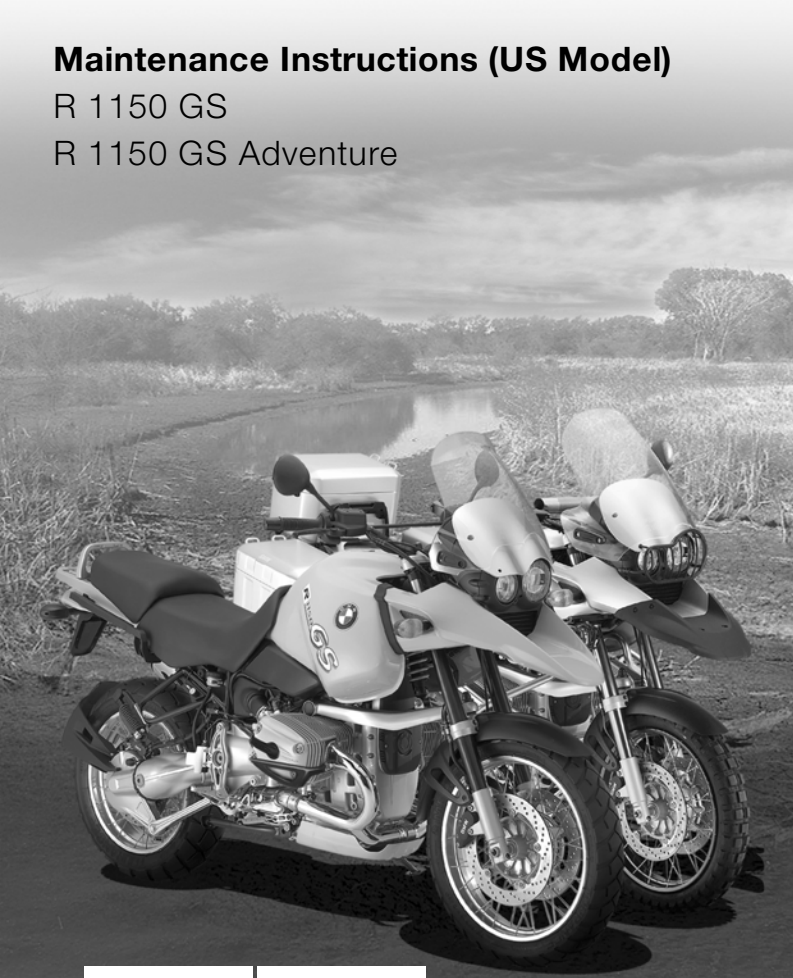
Maintenance Instructions (US Model)

R 1150 GS

R 1150 GS Adventure



BMW Motorrad On-board documentation

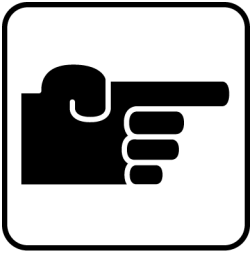
consisting of Rider's Manual and Maintenance Instructions

⚠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

Instructions and precautions specifically intended to prevent damage to the motorcycle. Failure to comply with them could invalidate the warranty.



NOTE

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

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 the maintenance charts are subject to change, for reasons of safety, due to modifications in, among other things, materials.
Your authorized BMW motorcycle retailer can provide information on 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 performed by other than BMW-authorized workshops.

Consequently, we recommend that you have service work performed by the specially trained experts at your authorized BMW motorcycle retailer, and have this confirmed in the Maintenance Instructions.
Authorized BMW motorcycle retailers are supplied with the latest technical information and have the necessary technical know-how and specially trained staff.
Please do not hesitate to contact your authorized BMW motorcycle retailer on all matters concerning your motorcycle.
Authorized BMW motorcycle retailers are fully informed about all aspects of your motorcycle and will gladly advise and assist you.

Best wishes,

BMW Motorrad

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

If you choose genuine BMW accessories and spare parts that have been tested and approved, you can be sure that BMW has performed the appropriate tests to confirm their suitability for use on your motorcycle. BMW accepts product liability only 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 risk.

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 authorized BMW motorcycle retailers, together with expert advice on their installation and use.

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

BMW Inspection
600 miles/1,000 km
BMW Break-in Check after the first 600 miles (1,000 km).

BMW Service
After the first 6,000 miles (10,000 km) and every further 12,000 miles (20,000 km) (18,000 miles, 30,000 miles, 42,000 miles...)

BMW Inspection
After the first 12,000 miles (20,000 km) and every further 12,000 miles (20,000 km) (24,000 miles, 36,000 miles, 48,000 miles...)

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

NOTE

Every BMW motorcycle retailer has a fixed scale of charges based on work times and carefully calculated hourly rates. Lubricants and consumables, filters, gaskets etc. are billed separately.

Maintenance schedule

	BMW Inspection 600 miles	BMW Service	BMW Inspection	BMW Annual Service
Read the fault code memory with the **BMW** diagnosis system	X	X	X	X
(BMW Integral ABS) Perform bleed test with **BMW** diagnosis system	X	X	X	
Change the engine oil while at regular operating temperature and replace the oil filter 1) *)	X	X	X	X
Change the oil in the transmission while at regular operating temperature 2) *)			X	X
Change the oil in the rear wheel drive while at regular operating temperature 3) *)	X		X	X
Renew the fuel filter 4) *)			X	
Renew the intake air filter element 5) *)		X	X	
Check brake fluid level at front and rear		X	X	
Check operation of brake system and freedom from leaks; repair/replace items if necessary *)			X	
Examine brake pads and disks for wear, replace if necessary *)		X	X	
(Without BMW Integral ABS) Change brake fluid every twelve months				X
(BMW Integral ABS) Change bake fluid in wheel circuit **every 12 months**				X
(BMW Integral ABS) Change brake fluid in control circuit 2) *)				X

	BMW Inspection 600 miles	BMW Service	BMW Inspection	BMW Annual Service
(BMW Integral ABS) Perform bleed test with **BMW** diagnosis system				X
Check clutch fluid level		X	X	
Change clutch fluid 2) *)				X
Check tightness of rear wheel studs	X			
Check rear wheel bearing play			X	
Check swinging arm bearings (freedom from play), adjust if necessary*)	X		X	
Check operation of side stand switch	X	X	X	X
Grease the side stand pivot	X	X	X	
Retention poly-V-belt 6)		X		
Replace poly-V-belt 7) *)			X	
Check condition of spark plugs		X	X	
Renew spark plugs 8)			X	
Retorque cylinder heads	X			
Check valve clearance and adjust as necessary	X	X	X	
Check that the throttle cable moves freely and is free of kinks and chaffing, replace if necessary *)	X	X	X	
Check Bowden cable play	X	X	X	
Check synchronisation, adjust as necessary	X	X	X	

Maintenance schedule

	BMW Inspection 600 miles	BMW Service	BMW Inspection	BMW Annual Service
Final inspection with road safety and functional check: – Condition of tires and wheels – Tyre pressure – Lights and signals – Telltale and warning lights – Instruments – Clutch, gear shift – Handbrake, foot brake, steering – Optional extras, as fitted – Trial run	X	X	X	X

1) If the motorcycle is ridden for short distances only or at outside temperatures below 32 °F (0 °C) every 3 months or after every 1,800 miles (3,000 km) at the latest
2) Every 2 years
3) Every 24,000 miles (40,000 km) or at the latest every 2 years
4) Normally every 24,000 miles (40,000 km), if fuel is of poor quality every 12,000 miles (20,000 km)
5) In very dusty or dirty conditions, replace the intake air filter element every 6,000 miles (10,000 km) or even more frequently
6) Re-adjust new poly-V-belt one time at 10,000 km/6,000 miles
7) Replace the Poly-V belt every 36,000 miles (60,000 km); do not adjust it
8) Every 24,000 miles (40,000 km)
*) Charged as an additional item

BMW
Pre-delivery Check

Performed in accordance with manufacturer's instructions

at mileage _____

Date, stamp, signature

BMW Service
6,000 miles
(10,000 km)

Performed in accordance with manufacturer's instructions

at mileage _____

Date, stamp, signature

BMW Inspection
600 miles
(1,000 km)

Performed in accordance with manufacturer's instructions

at mileage _____

Date, stamp, signature

BMW Inspection
12,000 miles
(20,000 km)

Performed in accordance with manufacturer's instructions

at mileage _____

Date, stamp, signature

Service Record

BMW Service
18,000 miles
(30,000 km)

Performed in accordance with manufacturer's instructions

at mileage_____

_____
Date, stamp, signature

BMW Service
30,000 miles
(50,000 km)

Performed in accordance with manufacturer's instructions

at mileage_____

_____
Date, stamp, signature

BMW Inspection
24,000 miles
(40,000 km)

Performed in accordance with manufacturer's instructions

at mileage_____

_____
Date, stamp, signature

BMW Inspection
36,000 miles
(60,000 km)

Performed in accordance with manufacturer's instructions

at mileage_____

_____
Date, stamp, signature

BMW Service
42,000 miles
(70,000 km)

Performed in accordance with manufacturer's instructions

at mileage _____

_____
Date, stamp, signature

BMW Service
54,000 miles
(90,000 km)

Performed in accordance with manufacturer's instructions

at mileage _____

_____
Date, stamp, signature

BMW Inspection
48,000 miles
(80,000 km)

Performed in accordance with manufacturer's instructions

at mileage _____

_____
Date, stamp, signature

BMW Inspection
60,000 miles
(100,000 km)

Performed in accordance with manufacturer's instructions

at mileage _____

_____
Date, stamp, signature

Service Record

BMW Service
66,000 miles
(110,000 km)

Performed in accordance with manufacturer's instructions

at mileage_____

_____
Date, stamp, signature

BMW Service
78,000 miles
(130,000 km)

Performed in accordance with manufacturer's instructions

at mileage_____

_____
Date, stamp, signature

BMW Inspection
72,000 miles
(120,000 km)

Performed in accordance with manufacturer's instructions

at mileage_____

_____
Date, stamp, signature

BMW Inspection
84,000 miles
(140,000 km)

Performed in accordance with manufacturer's instructions

at mileage_____

_____
Date, stamp, signature

BMW
Annual Service

Performed in accordance with manufacturer's instructions

Brake fluid changed:
Yes ☐ No ☐

Clutch fluid changed:
Yes ☐ No ☐

Date, stamp, signature

BMW
Annual Service

Performed in accordance with manufacturer's instructions

Brake fluid changed:
Yes ☐ No ☐

Clutch fluid changed:
Yes ☐ No ☐

Date, stamp, signature

BMW
Annual Service

Performed in accordance with manufacturer's instructions

Brake fluid changed:
Yes ☐ No ☐

Clutch fluid changed:
Yes ☐ No ☐

Date, stamp, signature

BMW
Annual Service

Performed in accordance with manufacturer's instructions

Brake fluid changed:
Yes ☐ No ☐

Clutch fluid changed:
Yes ☐ No ☐

Date, stamp, signature

BMW
Annual Service

Performed in accordance with manufacturer's instructions

Brake fluid changed:
Yes ☐ No ☐

Clutch fluid changed:
Yes ☐ No ☐

Date, stamp, signature

BMW
Annual Service

Performed in accordance with manufacturer's instructions

Brake fluid changed:
Yes ☐ No ☐

Clutch fluid changed:
Yes ☐ No ☐

Date, stamp, signature

BMW
Annual Service

Performed in accordance with manufacturer's instructions

Brake fluid changed:
Yes ☐ No ☐

Clutch fluid changed:
Yes ☐ No ☐

Date, stamp, signature

BMW
Annual Service

Performed in accordance with manufacturer's instructions

Brake fluid changed:
Yes ☐ No ☐

Clutch fluid changed:
Yes ☐ No ☐

Date, stamp, signature

Record of all work carried out in workshop	
Items **Mileage**	**Date**

The list is used to record service, maintenance, repairs (both under and outside of warranty) as well as installation of options and accessories. It is also intended to confirm that special campaign work has been carried out, or for other reasons.

Supplementary Service Record

Record of all work carried out in workshop	
Items **Mileage**	**Date**

The list is used to record service, maintenance, repairs (both under and outside of warranty) as well as installation of options and accessories. It is also intended to confirm that special campaign work has been carried out, or for other reasons.

Odometer replaced

Entry based on indicated instead of cumulative mileage!

at mileage _____

Date, stamp, signature

Odometer replaced

Entry based on indicated instead of cumulative mileage!

at mileage _____

Date, stamp, signature

Odometer replaced

Entry based on indicated instead of cumulative mileage!

at mileage _____

Date, stamp, signature

Odometer replaced

Entry based on indicated instead of cumulative mileage!

at mileage _____

Date, stamp, signature

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

⚠WARNING

When the engine is running or the ignition is switched on, do not touch any 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 light). 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 authorized BMW motorcycle retailer possesses the necessary technical know-how and employs company-trained staff. They 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 performed by workshops other than BMW-authorized 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.

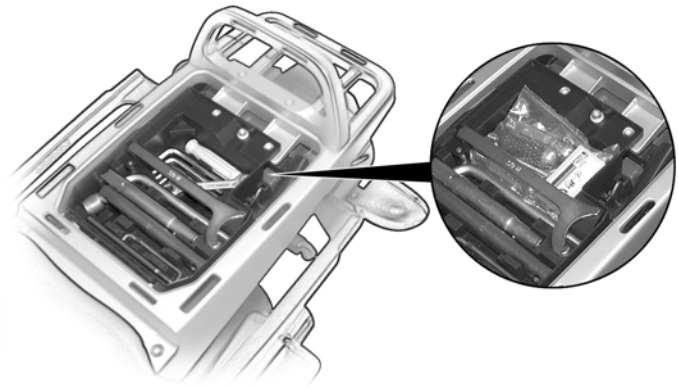
NOTE

Tampering with the MOTRONIC control unit invalidates the warranty.

Technical modifications are permitted only 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 authorized BMW motorcycle retailer will gladly advise you on technical requirements, the manu-facturer'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.



Tubeless tire repair kit

For repair procedure, please refer to the accompanying instructions

⚠WARNING

Do not repair tire damage exceeding 0.16 in (4 mm) in diameter.
Max. permitted speed: 37 mph (60 km/h).
Max. permitted distance: 250 miles (400 km).
Always have the damaged tire replaced.

- Toolkit under seat

Contents

1 screwdriver, large, reversible blade
1 double open-ended wrench Wrench size 0.39 x 0.51 in (10 x 13 mm)
1 spark plug wrench
1 puller for spark plug caps
5 angled hex screwdrivers Wrench size 0.12, 0.16, 0.20, 0.24, 0.31 in (3 mm, 4 mm, 5 mm, 6 mm, 8 mm)
2 Torx T25, T30
1 wheel stud wrench
1 hook wrench for suspension strut
1 extension
1 tubular extension
1 locking element for toolbox
1 foam-rubber pad

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
Kill switch on	Operate correctly	➠ Rider's Manual
Side stand extended, gear selected	Operate correctly	➠ Rider's Manual
Power supply interrupted	Blown fuse	➠ 49
Gear engaged (clutch lever not pulled in)	Select neutral (or pull clutch lever)	➠ Rider's Manual
No fuel in fuel tank	Add fuel	➠ Rider's Manual
Fuel pump not working	Fuse 5 and/or 6 blown	➠ 49
Wrong twistgrip/ choke setting	Operate correctly	➠ Rider's Manual
Blocked air-filter element	Replace	
Defective spark plug	Replace	
Spark plug/leads or caps wet	Blow out/dry with compressed air	
Insufficient battery charge	Recharge battery	➠ 55

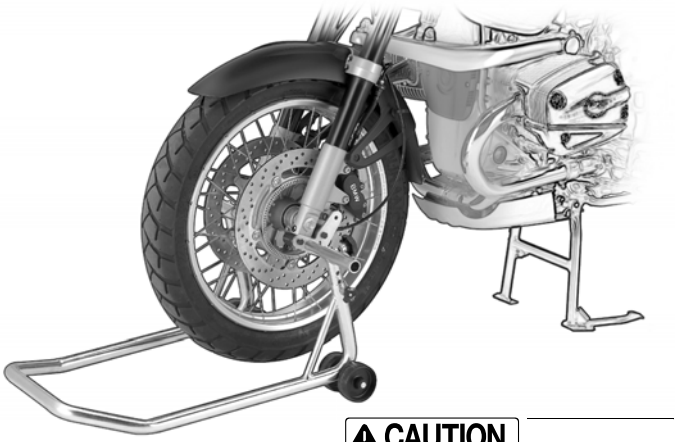
NOTE

For more serious faults – and those not detailed on pages 16...66 – take your motorcycle to a certified workshop, preferably an authorized BMW motorcycle retailer.

NOTE

Mode detailed technical information is available in the following publications:
- BMW Repair Manual
- BMW electrical circuit-diagrams brochure

Removing the front wheel



- Place the motorcycle on its center stand,
  – after making sure that the ground is level and firm
- Raise the front wheel with front wheel stand, BMW special tool No. 36 3 970, or a suitable auxiliary stand, and support if necessary

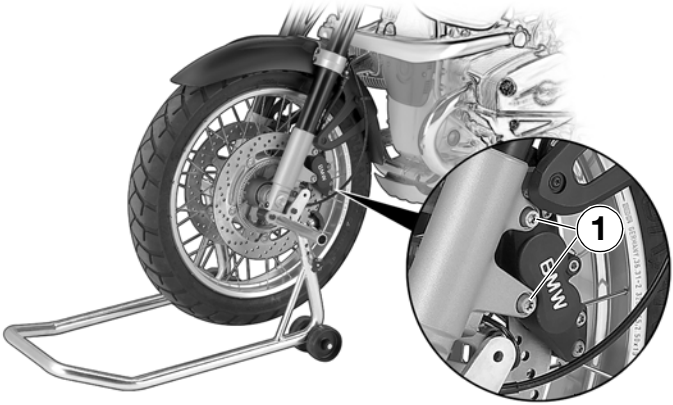
NOTE

Make sure that the auxiliary stand is set to the correct width and height.

CAUTION

When removing, avoid damage to brake pipes, brake discs, brake pads or the wheel rim (mask off with tape if necessary). Do not scratch the rim when forcing back the brake pads or removing the calipers (mask off with 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.
Motorcycle with BMW Integral ABS[OE]:
Do not damage the ABS sensor cable, the ABS sensor ring and the ABS sensor.

OE Optional equipment



⚠WARNING

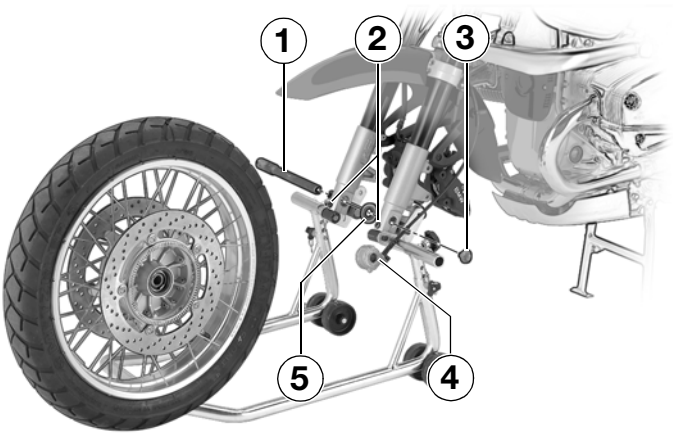
Make sure that the motorcycle is standing firmly and cannot topple forwards or to either side.

- Remove securing screws **1** for the left and right brake calipers
- Push the brake pads back a little by lightly rocking the brake calipers
- Carefully take off the left and right brake calipers

NOTE

Check the brake pads (➠ 34) (have them replaced if necessary).

Removing the front wheel



- Remove quick-release axle **1**
- Remove speedometer drive **4** and spacer bush **5**
- Roll the front wheel forwards and out

NOTE

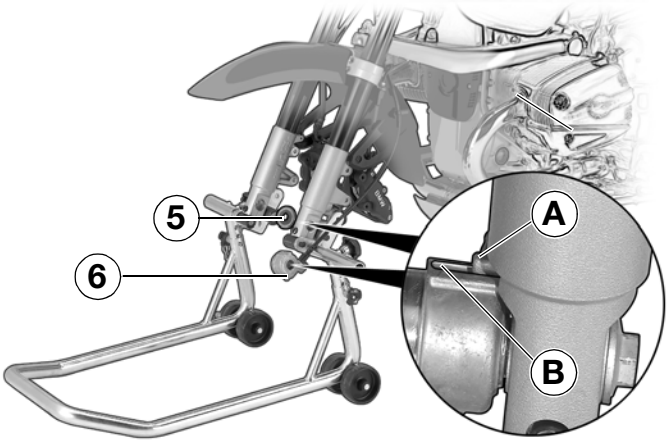
Mark the installed position on the tire or ABS toothed ring[OE] or note the direction-of-rotation arrow if it is marked on the tire.

- Remove axle screw **3**
- Slacken axle clamp screws **2** on the left and right

⚠ 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 equipment



- Roll the front wheel in between the fork legs

⚠ CAUTION

Avoid damage to brake lines, discs and pads when installing. Keep dirt and moisture away from the wheel bearings.
Motorcycle with BMW Integral ABS[OE]:
Do not damage the ABS sensor cable, the ABS sensor ring and the ABS sensor.

NOTE

Note arrow on tire indicating correct direction of rotation.

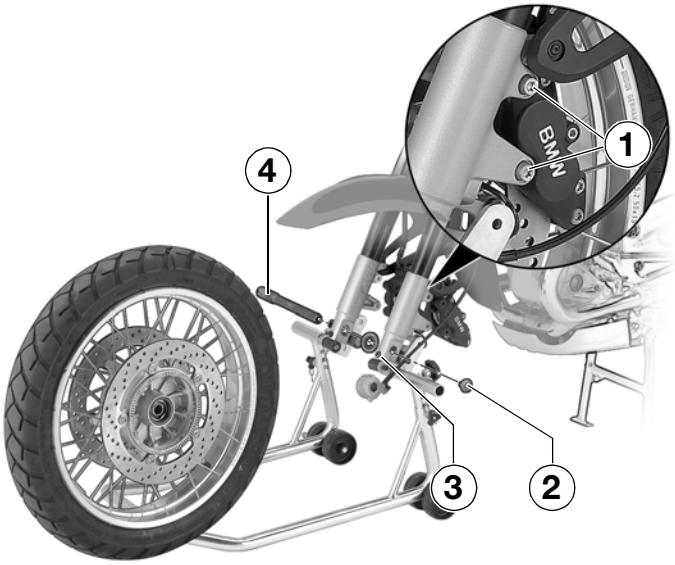
⚠ CAUTION

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

- Insert the spacer bush and the speedometer drive
  As viewed in forward direction of travel
  – left: speedometer drive **6**
  – right: spacer bush **5**

[OE] Optional equipment

Installing the front wheel



- Clean the quick-release axle, **4**, grease it, and insert it from the right, turning it slightly at the same time (while lifting the wheel)
- Hand-tighten axle screw **2**
- Hand-tighten axle clamp screws **3** on left and right
- Compress the front fork firmly several times
- Tighten axle screw **2** to specified torque
- Tighten axle clamp screws **3** at left and right to specified torque

⚠WARNING

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

- Carefully push brake calipers **2** over the brake discs at left and right
- Install the brake calipers and tighten screws **1** to the specified torque

⚠ CAUTION

Always have the tightening torques checked by a certified workshop,
preferably an authorized BMW motorcycle retailer.

Tightening torque:

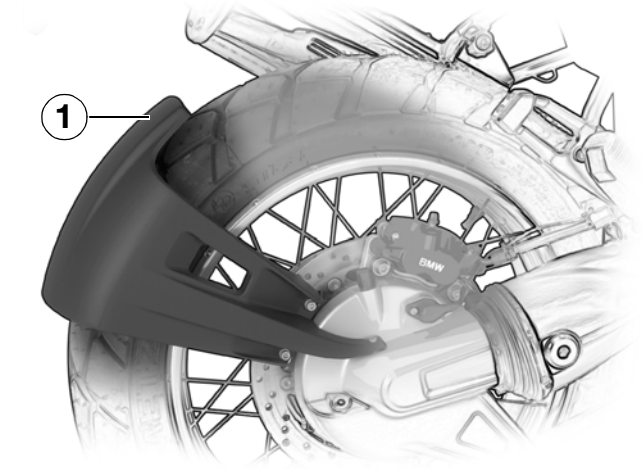
Brake caliper screws ....30 Nm
Axle screw .....30 Nm
Axle clamp screws .....22 Nm

⚠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.

OE Optional equipment

Removing the rear wheel



⚠WARNING

Screws of rear-wheel cover 1 are secured with Loctite. Prior to reinstallation, clean the screw threads and recoat with Loctite 243.

- Place the motorcycle on its main stand
  - after making sure that the ground is level and firm

⚠WARNING

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

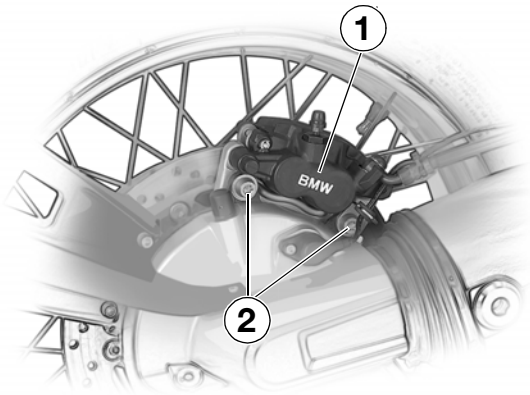
⚠ CAUTION

Avoid damage to brake lines, brake disc, brake pads, rims and spokes when removing.

Motorcycle with BMW Integral ABS[OE]

Do not damage the ABS sensor cable, the ABS sensor ring and the ABS sensor.

OE Optional equipment



⚠ CAUTION

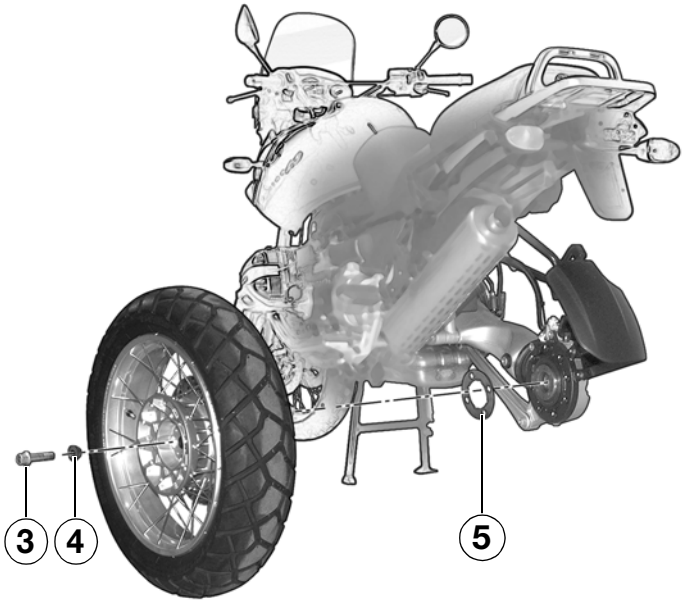
Do not scratch the wheel when forcing back the brake pads or removing the caliper (apply masking tape if necessary).
To prevent damage to the brake caliper and possible difficulty when assembling: never operate the brake lever when the brake calipers have been removed.

- Make sure that load is applied to the front wheel
- Select first gear
- Remove screws **2** securing brake caliper **1**
- Force back the brake pads by tilting the caliper carefully
- Carefully take off the brake caliper

NOTE

Check the brake pads (➠ 35), have them replaced if necessary.

Removing the rear wheel

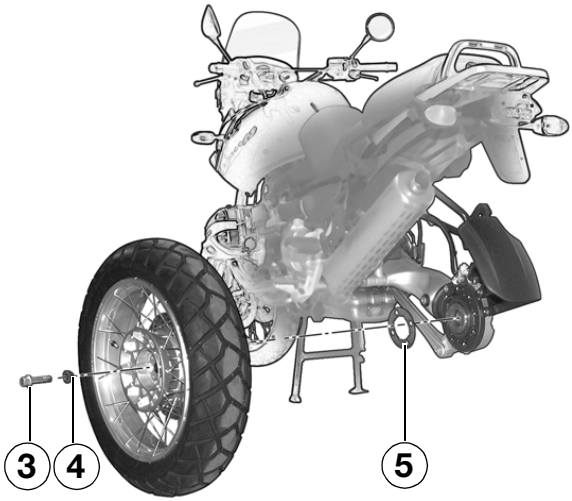


- Using the wheel stud socket wrench and extension, remove the four wheel studs **3** with taper rings **4**
- Lift the rear wheel clear of its centering spigot, tilt it, lower it to the ground and remove it
- Motorcycle with BMW Integral ABS OE: remove spacing washer **5** from wheel centering spigot

⚠ CAUTION

Protect the wheel hub contact face against dust and dirt.

OE Optional equipment

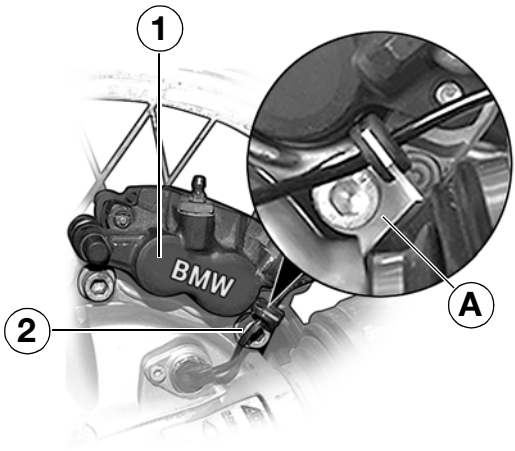


⚠ CAUTION

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, rims and spokes when installing.
Motorcycle with BMW Integral ABS[OE]:
Take care not to damage ABS sensor cable, ABS sensor ring, and ABS sensor.

- Check that the wheel centering spigot and the contact faces on the wheel hub and spacing washer are free from grease
- Motorcycle with BMW Integral ABS[OE]: Fit spacing washer **5** on wheel centering spigot
- Insert rear wheel into centering hole
- Hand-tighten four wheel studs **3** with taper rings **4**, then tighten to the specified preload torque in diagonally opposite sequence
- Tighten the wheel studs **3** to the specified final torque in diagonally opposite sequence

[OE] Optional equipment



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

⚠ CAUTION

Ensure that retaining bracket **A** is positioned correctly.

- Install rear brake-caliper screw with washer
- Install front brake-caliper screw **2** with bracket **A**
- Tighten brake-caliper screws **2** to specified torque

Tightening torque:

Preload torque
Wheel studs .....72 Nm
Tightening torque
Wheel studs .....105 Nm
Brake caliper screws .....40 Nm

⚠ CAUTION

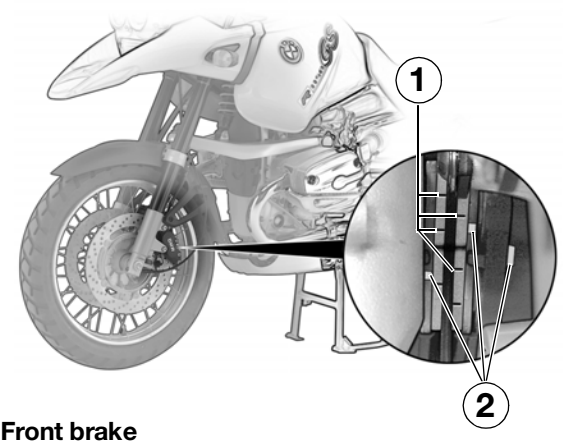
Always have the tightening torques checked by a certified workshop, preferably an authorized BMW motorcycle retailer.

⚠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.

[OE] Optional equipment

Checking brake pads



Front brake

⚠ CAUTION

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

☞ NOTE

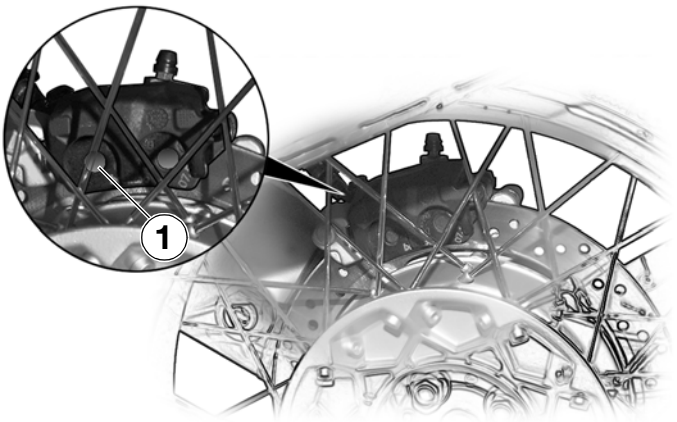
For your safety, we recommend having work on the brake system performed by a certified workshop, preferably an authorized BMW motorcycle retailer.

- Place the motorcycle on its center stand, after making sure that the ground is level and firm
- Visually inspect both brake pads and the brake caliper and make sure that they all bear the same color mark **2**
- Visually check 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 certified workshop, preferably an authorized BMW motorcycle retailer.



Rear brake

⚠ CAUTION

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

NOTE

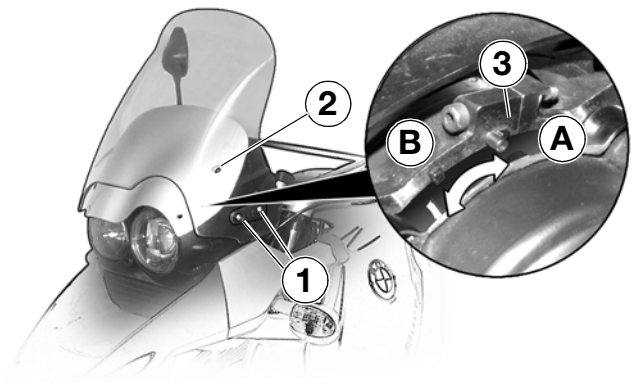
For your safety, we recommend having work on the brake system performed by a specialist workshop, preferably an authorized BMW motorcycle retailer.

- Make sure the ground is level and firm and lift the motorcycle onto its center stand
- Visually check brake pad thickness

– **Minimum pad thickness: Make sure that the brake disk is not visible through the bore 1 in the inner brake pad.**

- If the brake disk is visible through the bore **1** in the inner brake pad:
  Have the brake pads changed by a specialist workshop, preferably an authorized BMW retailer.

Headlight setting

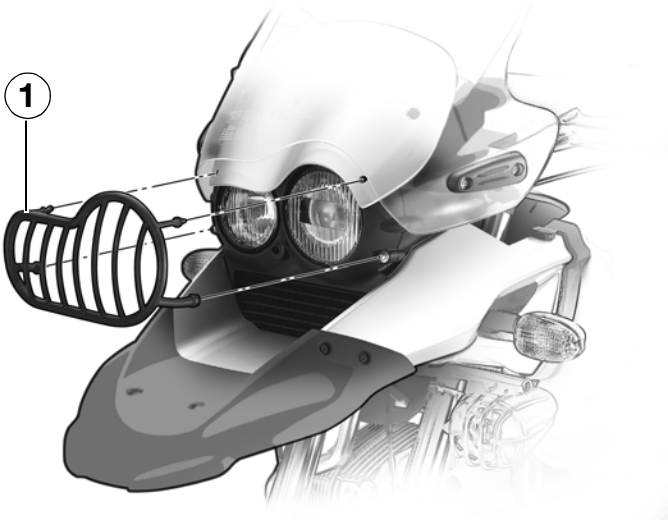


Headlight setting for riding on left/right

- Make sure the ground is level and firm and lift the motorcycle onto its center stand
- Remove the two screws **1** securing the windshield at each side
- Remove the windshield
- Remove 2 screws **2** securing the fairing
- Remove the fairing
- Slacken clamp screw **3**
- Press the headlight against the stop

– Right stop **A** for driving on right
– Left stop **B** for driving on left

- Retighten clamp screw **3**
- Reinstall cover, fairing and windshield: installation is the reverse of the removal procedure



R 1150 GS Adventure

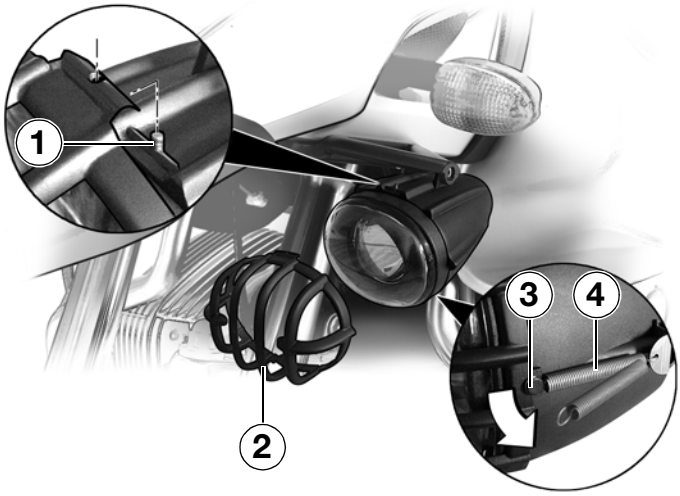
NOTE

Headlight guard **1** is not approved for use on public roads.

If the bulb for the low-beam or high-beam headlight requires replacement, pull headlight guard **1** forward and off the lamp housing.

OA Optional accessories

Fog lamps[OA]



R 1150 GS Adventure

Cleaning lenses

⚠WARNING

Risk of injury. The housing becomes hot if the fog lamps are on for a lengthy period of time.

- Disengage spring **4** from holder **3** on mesh guard **2** (arrow)

⚠ CAUTION

When removing and installing mesh guard **2**, take care not to damage it on locating pin **1**.

- Carefully pull bottom edge of mesh guard **2** forward and pull it off over locating pin **1**
- Clean the lenses
- Installation of the mesh guard is the reverse of the removal procedure

[OA] Optional accessories

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 light). For greater safety, disconnect and insulate the negative battery lead.
Do not touch any electrically live components when the engine is running or when the ignition is switched on!
– Risk of fatal accident!

⚠ CAUTION

Your vehicle has a high-beam/ low-beam bulb, a parking light bulb, a brake-light bulb/rear-light bulb, and four bulbs for the flashing turn indicators.
If any of these bulbs should fail, you may have problems in seeing and being seen.
You should therefore always carry spare bulbs on the motorcycle.

NOTE

Do not touch the glass of 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.

Tail light/brake light

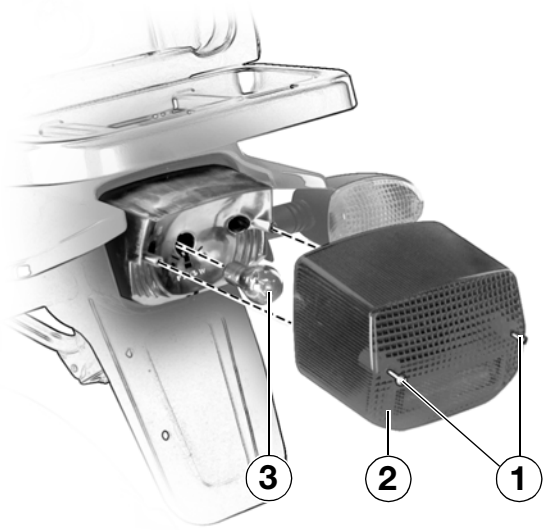
⚠ CAUTION

Switch off the ignition before changing a bulb.

NOTE

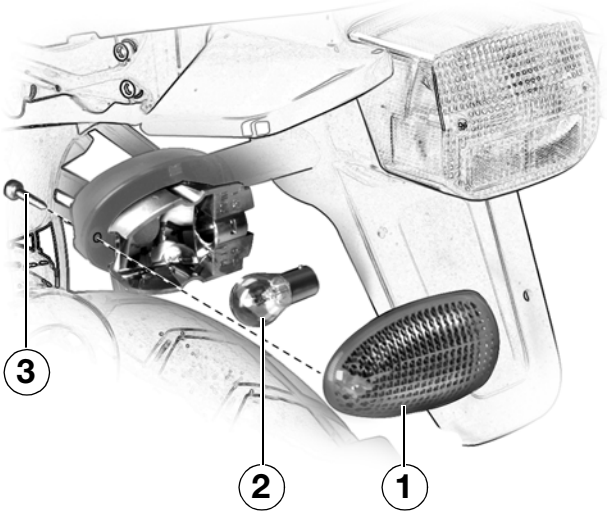
Motorcycle with BMW Integral ABS[OE] only:
The dimmed brake light takes over the function of the rear light should the rear light fail. A warning lamp lit in the cockpit indicates that this is the case. (➠ Rider's Manual, Chapter 3).
Do not touch the glass of new bulbs with your fingers. Use a clean, dry cloth to hold the bulbs when inserting them.

[OE] Optional equipment



- Make sure the ground is level and firm and lift the motorcycle onto its main stand
- Remove securing screws **1**
- Remove tail-light glass **2**
- Press bulb **3** forwards and turn the bulb counter-clockwise to the left to release
- Remove the bulb
- Installation is the reverse of the removal procedure

– Brake/rear light bulb **3**:
12 V 21/5 W



Turn indicators

⚠ CAUTION

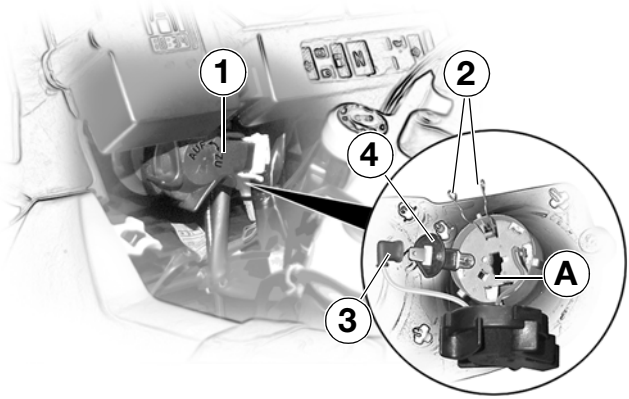
Switch off the ignition before changing a bulb.

NOTE

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

- Make sure the ground is level and firm and lift the motorcycle onto its center stand
- Remove retaining screw **3**
- Take off turn indicator glass **1**
- Press bulb **2** in and turn it counter-clockwise to disengage it from the socket.
- Remove the bulb
- Installation is the reverse of the removal procedure

– Bulbs for front/rear turn indicators **2**: **12 V, 21 W**



Low (dipped) beam

⚠ CAUTION

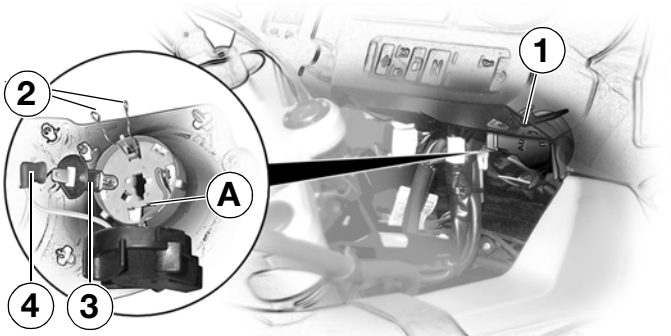
Switch off the ignition before changing a bulb.

NOTE

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

- Make sure the ground is level and firm and lift the motorcycle onto its center stand
- Turn the handlebars to the left
- Turn left cover **1** counterclockwise to disengage and swing it down
- Release spring clips **2** from retainer **A** at left and right and swing clips upwards
- Remove the H1 bulb **4**
- Disconnect cable **3** from H1 bulb **4**
- Installation is the reverse of the removal procedure

– Low (dipped) beam **4**:
H1 12 V, 55 W



High (main) beam

⚠ CAUTION

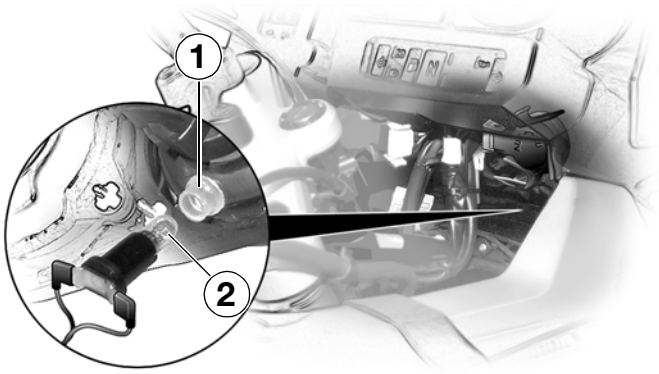
Switch off the ignition before changing a bulb.

NOTE

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

- Make sure the ground is level and firm and lift the motorcycle onto its center stand
- Turn the handlebars to the right
- Turn right cover **1** counterclockwise to disengage and swing it down
- Release spring clips **2** from retainer **A** at left and right and swing clips upwards
- Take out the H1 bulb **3**
- Disconnect cable **4** from H1 bulb **3**
- Installation is the reverse of the removal procedure

– High (main) beam **3**:
H1 12 V, 55 W



Parking light

⚠ CAUTION

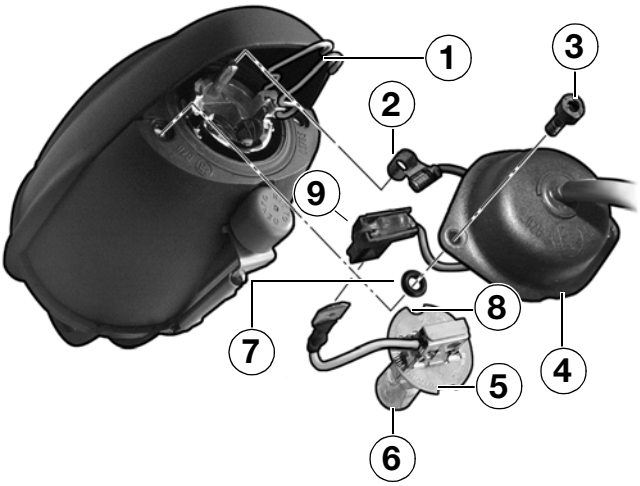
Switch off the ignition before changing a bulb.

NOTE

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

- Make sure the ground is level and firm and lift the motorcycle onto its center stand
- Pull bulb holder **1** down and out of the headlight housing
- Remove bulb **2** by pressing it in and turning it counterclockwise at the same time
- Installation is the reverse of the removal procedure

– Parking light **2**: **12 V, 4 W**



R 1150 GS Adventure

Fog light[OA]

⚠WARNING

Risk of injury. The housing becomes hot if the fog lights are on for a lengthy period of time.

⚠ CAUTION

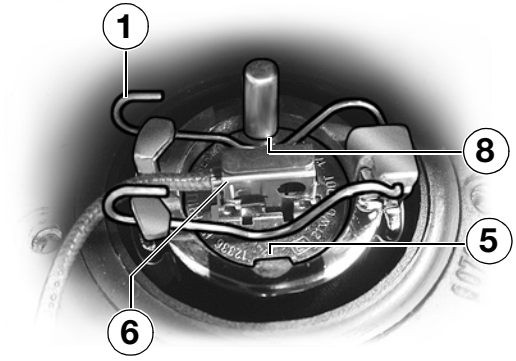
Switch off the ignition before changing a bulb.

NOTE

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

- Remove two securing screws **3**
- Pull cap **4** to the rear to remove
- Disconnect ground cable **2** and plug and socket connection **9**

[OA] Optional accessories



- Disengage clip **1** by pushing it toward the bulb holder and out at the same time
- Remove bulb **6**
- Installation is the reverse of the removal procedure

NOTE

When installing, make sure that the grooves in the bulb are correctly positioned.

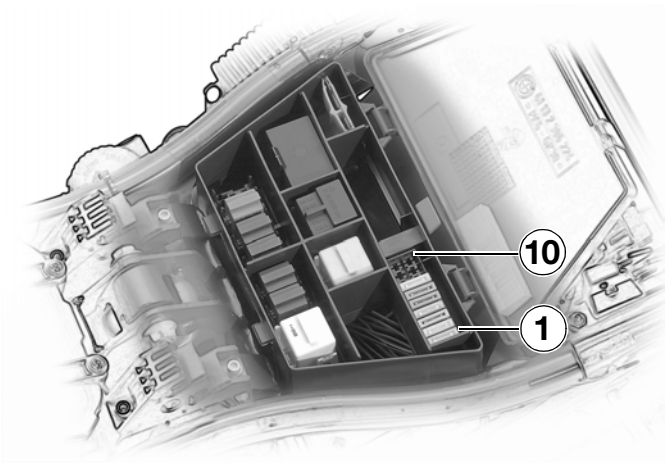
– Round groove **8** at top
– Angular groove **5** at bottom

NOTE

Clean sealing rings **7** and check for damage; replace if necessary

– Fog light bulbs[OA] **6: H3 12V 55 W**

[OA] Optional accessories

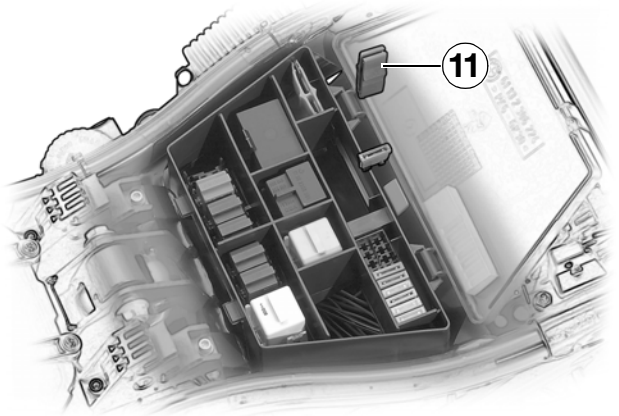


⚠ CAUTION

Before changing a fuse, switch off the ignition.
Never attempt to repair a blown fuse – risk of fire!
For this reason, always carry a number of spare fuses on the motorcycle.
Use only fuses of the specified rating and type.

Equipment connected to fuses

1 Instrument cluster, indicator damping, brake light, without BMW integral ABS .....4 A
2 Parking light, tail light ....4 A
3 RID, power socket .....15 A
4 Horn.....7.5 A
5 Engine electronics, diagnosis plug.....10 A
6 Fuel pump.....10 A
7 Heated handlebar grips.4 A
8 Not assigned
9 Not assigned
10 Not assigned



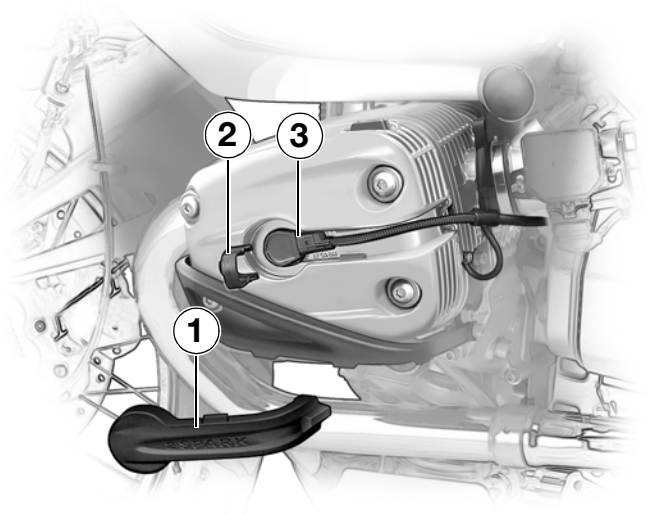
Replacing fuses

- Make sure the ground is level and firm and lift the motorcycle onto its center stand
- Remove the seat
- Disengage and remove the cover of the central electrical equipment box
- Use the tweezers **11** supplied to pull the blown fuse out of its holder
- Install a new fuse of the correct amperage (➠ 48)
- 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 authorized BMW motorcycle retailer if fuses blow frequently.

Changing spark plugs



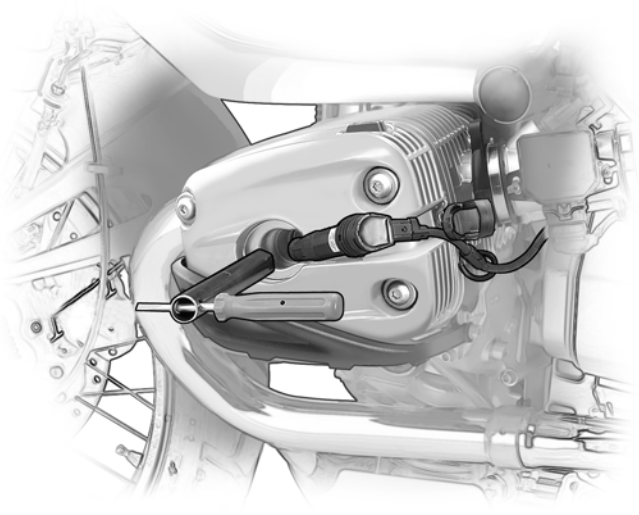
⚠WARNING

Work on the electrical system only when the circuit has been interrupted (switch off ignition). 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!

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

Removing spark plugs

- Make sure the ground is level and firm and place the motorcycle on its side stand
- Remove spark plug cover **1**
- Using puller **2** (➠ 19), remove direct ignition coil **3**



- Use spark plug wrench (➠ 19) and screwdriver to remove the spark plug
- Installation is the reverse of the removal procedure

NOTE

Engage spark plug cover **1** at the rear first, then engage the front of the cover.

⚠ CAUTION

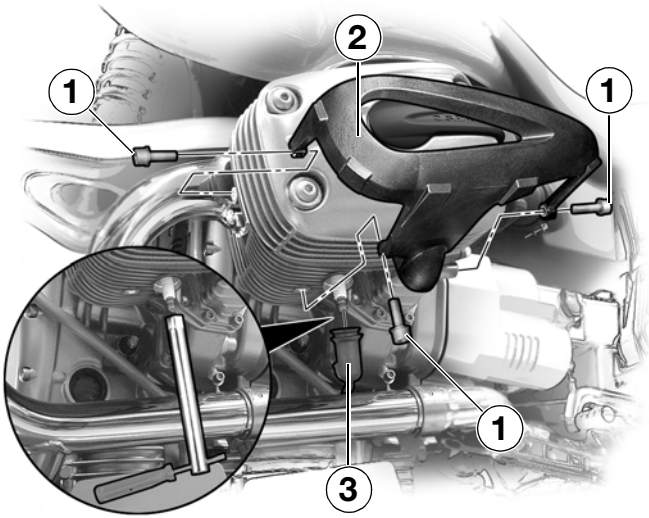
Always have the tightening torques checked by a certified workshop, preferably an authorized BMW motorcycle retailer.

Tightening torque:

(Engine cold)

Spark plugs, new ..... 30 Nm

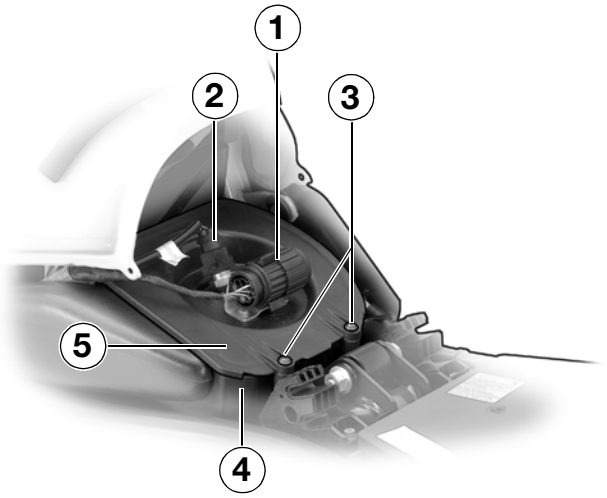
Spark plugs, used ..... 20 Nm



Replacing secondary spark plug

- Place the motorcycle on the main stand, after making sure that the ground is level and firm
- Remove three securing screws **1**
- Remove spark-plug cover **2**
- Remove spark-plug cap **3**
- Use spark plug wrench and screwdriver to remove the spark plug.
- Installation is the reverse of the removal procedure

Tightening torque:
(Engine cold)
Secondary spark plugs..20 Nm

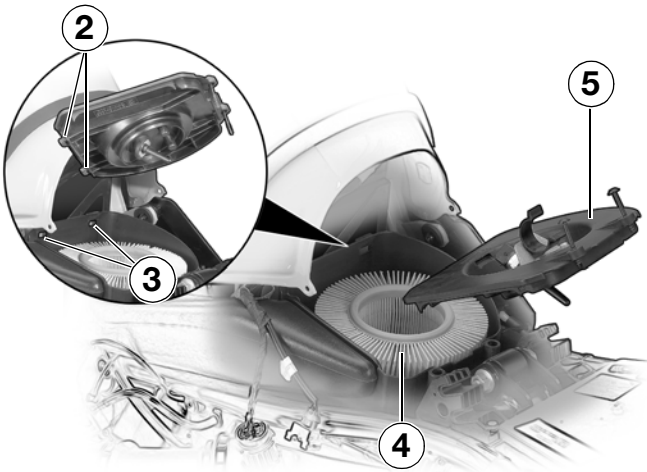


Replacing air-filter element

- Place the motorcycle on its main stand
- Remove the seat
- Remove diagnosis connector **1** from its holder
- Disconnect plug **2** of the air-filter temperature sensor
- Unscrew two securing screws **3** in air-filter housing **4**

NOTE

Securing screws **3** remain in air-filter cover **5**.



- Raise air-filter cover **5** at the rear 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 the tabs **3** on the air-filter housing.
Close the cover.

Gel batteries are maintenance-free. Compliance with the instructions below is important in order to maximize 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

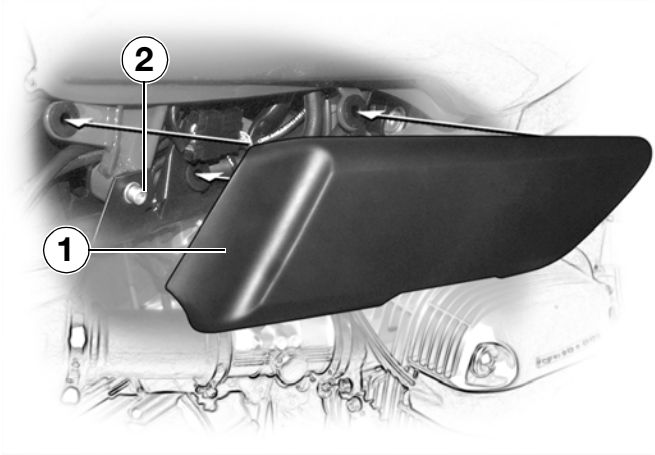
- The battery has to be charged prior to storage periods of more than one month.

⚠ 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 lead from the battery prior to storage.

– 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 returning it to use

In case of doubt ask a specialist, preferably an authorized BMW motorcycle retailer , to prepare the vehicle for storing and to carry out the necessary battery maintenance and storage



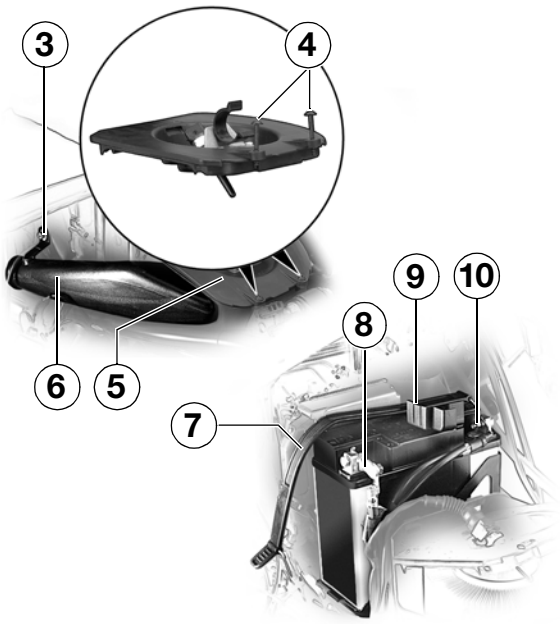
Removing the battery

⚠WARNING

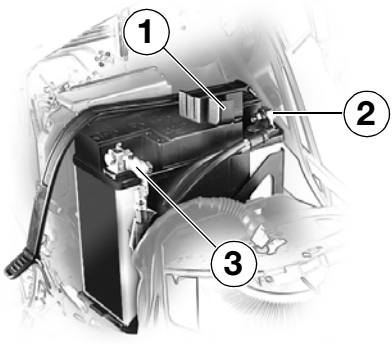
Avoid damage to fuel tank, wiring and hoses during removal work.
Before disconnecting the battery, switch off the ignition.
To avoid short-circuits:

- First disconnect the **negative** battery lead (–),
- then the **positive** battery lead (+).
- Make sure the ground is level and firm and lift the motorcycle onto its center stand
- Remove the dualseat
- Remove right side panel **1**
- Remove fuel tank retaining screw **2**
- Pull the tank slightly to the rear, raise and support it

Removing and installing battery



- Remove retaining screw **3** for air intake pipe
- Release clips **4** from air filter housing
- Open air filter cover **5**
- Remove air intake pipe **6**
- Release battery retaining strap **7**
- Disconnect the battery **negative** cable **8**
- Using a screwdriver, open protective cap **9** for the positive battery terminal
- Disconnect **positive** battery cable **10**
- Pull the battery out to the left



Installing battery

Installation of the battery is the reverse of the removal procedure.

⚠WARNING

Before connecting the battery, switch off the ignition.

To avoid short-circuits:

- **Connect the positive battery lead (+) 2 first**
- **Close protective cap 1 for the positive battery pole**

– **Never install the battery without the protective cap**

- **Connect negative battery lead (–) 3**

⚠ CAUTION

Always have the tightening torques checked by a certified workshop,
preferably an authorized BMW motorcycle retailer.

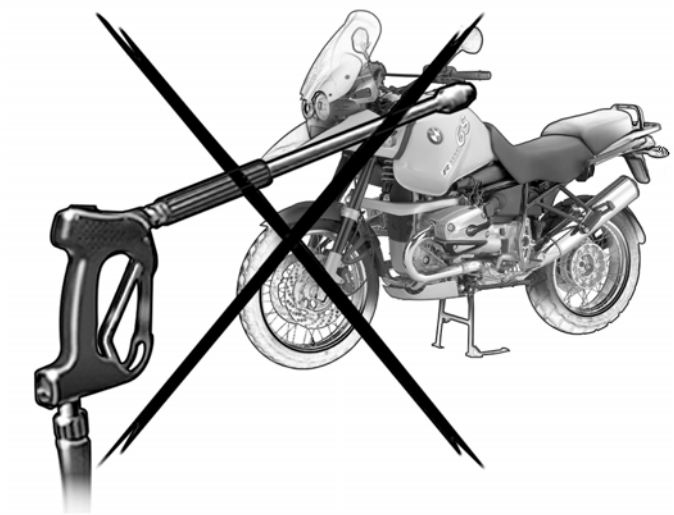
Tightening torque:
Battery-terminal clips .. 3.5 Nm

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

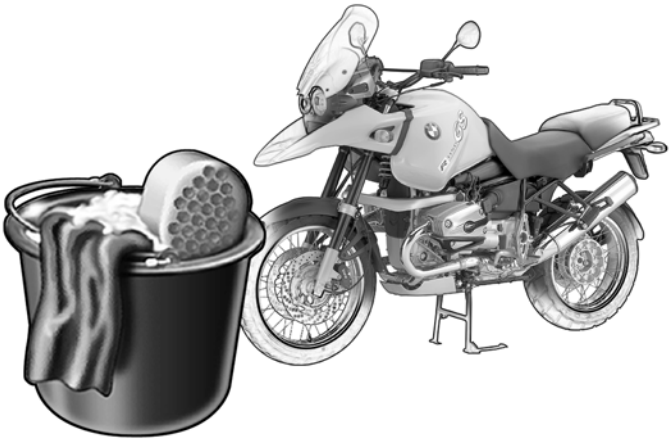


⚠ CAUTION

Do not use aggressive or penetrating cleaning agents or solvents which could cause damage to rubber or plastic parts.
Do not use a steam cleaner or high-pressure cleaning equipment.
High water pressure can damage seals, the hydraulic brake system and the electrical system.

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.



Washing the motorcycle

⚠WARNING

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

- Make sure the ground is level and firm and lift the motorcycle onto its main stand
- Clean the wheels, engine, transmission and swinging arm with a mild detergent, following its manufacturer's instructions
- Thoroughly dry all wet surfaces
- Do not use solvents or cleaning products to wash the instrument cluster, switches and windshield – do not scratch the windshield
- Remove tar splashes only with an approved cleaner agent – rinse the affected area thoroughly
- Clean dead flies and other insects or similar dirt deposits off the fixed fork tubes
- Treat painted and chromed parts regularly with suitable care products

Removing road salt

- At the end of the trip, wash the motorcycle immediately with cold water.

NOTE

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

- Dry the motorcycle thoroughly
- Apply a wax-based corrosion-proofing product to chromed parts

Coat/polish fairing elements after cleaning and drying with a recommended wax

Cleaning the windshield

CAUTION

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

- 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 towel.

Touching up paint damage

⚠ CAUTION

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

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

NOTE

More extensive damage should be attended to by a certified workshop, preferably an authorized BMW motorcycle retailer.

Care of exhaust muffler

- 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 number 82 14 9 400 890

Laying up

- Clean the motorcycle (➠ 62-64)
- Remove the battery (➠ 57-59)
- 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 authorized BMW retailer.

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 authorized BMW motorcycle retailer.

Returning to service

- If necessary, remove protective wax coating
- Clean the motorcycle (➠ 62)
- Install a charged battery (➠ 59)
- Perform safety checks (Rider's Manual ➠ 28-57)
- Check the brakes (Rider's Manual ➠ 36-44)
- Check/correct tire pressures (Rider's Manual ➠ 54)

	R 1150 GS / GS Adventure
Type	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	1130 cc
Max. output to DIN 70 020	
	62 kW
- at engine speed	6750 min^{-1}
Max. torque	98 Nm
- at engine speed	5250 min^{-1}
Permissible engine speeds	
maximum	7900 min^{-1}
Idle speed	1,100 ±50 rpm
Bore/stroke	3.98/2.78 in (101/70.5 mm)
Compression ratio	10.3 : 1
Fuel consumption to ISO 7118	
- at steady 56 mph (90 km/h)	52.3 mpg (4.5 l/100 km)
- at steady 75 mph (120 km/h)	41.3 mpg (5.7 l/100 km)
Maximum oil consumption	0.85 quarts/500 miles (1 l/1,000 km)

Power transfer

	R 1150 GS / GS Adventure
Clutch	Lightweight single-plate dry clutch mounted on crankshaft, with increased-leverage diaphragm spring and starter gear ring. Hydraulic operation.
Clutch plate Ø	6.50 in (165 mm)
Manual gearbox	6-speed with claw shift and integral torsional vibration damper
Gear ratios	1st gear = 3,864 / 4,465 OE 2nd gear = 3.022 3rd gear = 2.393 4th gear = 1.962 5th gear = 1.700 6th gear = 1,316 / 1,504 (Adventure)
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

OE Optional equipment

	R 1150 GS / GS Adventure
Frame	Three-part frame. A cast aluminum front frame connects the load-bearing engine and transmission assembly to the tubular steel rear frame. A forged aluminum footrest plate increases the strength of the transmission mount.
Location of type plate and frame number	On right of front frame
Front brake	Hydraulically operated twin disc brake with 4-piston fixed calipers, angular wear compensation and floating stainless-steel brake discs. Sintered metal brake-pad linings
Rear brake	Hydraulically actuated disc brake with floating caliper and stainless steel disc. Semi-metal brake-pad linings BMW Integral ABS[OE]: Sintered metal brake-pad linings

[OE] Optional equipment

Frame and suspension

	R 1150 GS / GS Adventure
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 42°
Front wheel castor	
- at unladen weight	4.25 in (108 mm)
- in normal-load position	4.53 in (115 mm)

	R 1150 GS	GS Adventure
Front suspension	Central spring strut with progressive-rate coil spring (with taper-wound ends) and twin-tube, gas-filled shock absorber. Five-position spring preload adjustment.	
Spring travel (bump)	4.80 in (122 mm)	6.5 in (137 mm)
Spring travel (rebound)	2.68 in (68 mm)	2.9 in (73 mm)
Total travel	7.5 in (190 mm)	8.26 in (210 mm)
Fixed tube diameter	1.34 in (35 mm)	1.34 in (35 mm)
Front wheel caster in normal-load position	4.53 in (115 mm)	121 mm (4.76 in)
Rear suspension	Central spring strut with coil spring and single-tube, gas-filled shock absorber. Continuously variable rebound damping setting.	
	Spring preload adjustable by hydraulic cylinder.	
Spring travel (bump)	5.32 in (135 mm)	5.906 in (150 mm)
Spring travel (rebound)	2.56 in (65 mm)	2.76 in (70 mm)
Total travel (at wheel)	7.9 in (200 mm)	8.66 in (220 mm)
Swinging arm length	19.92 in (506 mm)	(19.92 in (506 mm)

Frame and suspension

	R 1150 GS / GS Adventure
Wheels and tyres	BMW cross-spoke wheels, low aspect-ratio tyres
Front wheel	Angled rim shoulder and double tyre retaining hump
Size and designation	2.50 x 19 MT H2
Tyre size and designation	110/80 R19 59H TUBELESS Knobby tyre, Conti TKC 80 OE
Rear wheel	Angled rim shoulder and double tyre retaining hump
Size and designation	4.00 x 17 MT H2
Tyre size and designation	150/70 R17 69H TUBELESS Knobby tyre, Conti ZKC 80 OE

OE Optional equipment

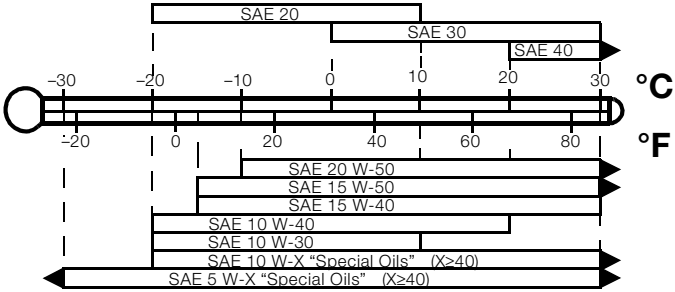
		R 1150 GS / GS Adventure
Tyre pressures (with tyres cold)		
Solo	Front	31.9 psi (2.20 bar)
	Rear	36.3 psi (2.50 bar)
Two-up	Front	36.3 psi (2.50 bar)
	Rear	39.2 psi (2.70 bar)
Two-up with luggage		
	Front	36.3 psi (2.50 bar)
	Rear	42.0 psi (2.90 bar)
Recommended minimum tyre tread depth		
Front wheel		0.08 in (2 mm)
Rear wheel		0.12 in (3 mm)

⚠WARNING

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

Engine oil

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



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 AG 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 upper-cylinder lubricants or similar oil additives.

Engine oil capacity

- without filter replacement	3.7 quarts (3.50 l)
- if filter is replaced	4.0 quarts (3.75 l)

	R 1150 GS / GS Adventure
Transmission oil	Brand-name hypoid gear oil, API class GL 5
Capacity	
Transmission	approx. 1.06 quarts (1.0 l) (to bottom edge of filler opening)
Final drive	approx. 0.26 quarts (0.25 l) (to bottom edge of filler opening)
Viscosity class	EPX 90, alternatively SAE 90 API
Fuel grade	**Super (premium) unleaded fuel to DIN 51 607 standard, minimum octane number 95 (RON) or 85 (MON), AKI 91 Premium**
Fuel tank capacity (usable)	5.8 gallons (22 l) including approx. 1.06 gallons (4 l) reserve

BMW recommends Castrol

OE Optional equipment

	R 1150 GS / GS Adventure
Bearings and other lubrication points	Brand-name anti-friction bearing grease, usable temperature range -13 °F...+248 °F (–25 °C ...+120 °C), drip point 374 °F (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.

	R 1150 GS / GS Adventure
Battery	Gel battery, 12 V 19 Ah maintenance-free
Spark plugs	
Approved types	NGK BKR 7 EKC
Electrode gap	0.0314 in (0.8 mm)
Wear limit	1.0
Fuses	"Minifuse" flat-socket fuses
Load ratings	4 A, 7.5 A, 10 A and 15 A
Headlight	Twin halogen headlights
Bulbs	
High (main) beam headlight	H1 halogen bulb, 12 V 55 W
Low-beam headlight (riding light)	H1 halogen bulb, 12 V 55 W
Fog light[OA]	H3 halogen bulb, 12 V 55 W
Parking light	DIN 72 601 12 V 4 W Standard designation T 8/4
Combined brake and 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
Turn indicator repeaters	DIN 72 601 12 V 4 W Standard designation T 8/4
Other telltale lights, instrument lighting	DIN 72 601 12 V 3 W Standard designation W 10/3
Power socket (GS Adventure only)	12 V 5 A for connecting GPS, Roadbook, Tripmaster etc.

[OA] Optional accessories

Dimensions and weights

	R 1150 GS	GS Adventure
Overall length	86.2 in (2190 mm)	85.83 in (2180 mm)
Width		
- across mirrors	37.2 in (945 mm)	980 mm (38.58 in)
- across handlebars (with ends)	35.6 in (903 mm)	903 mm (35.6 in)
- across rider's footrests	23.7 in (602 mm)	602 mm (23.7 in)
- across pillion passenger's footrests	28.9 in (734 mm)	28.94 in (735 mm)
Overall height (excl. mirrors)	55.9 +0.39 in (1420 +10 mm)	56.5 in (1435 mm)
Seat height, unladen	33.1/33.9in (840/860 mm) adjustable to 2 positions	35.43 in (900 mm)
Wheelbase		
- in normal-load position	59.6in (1515 mm)	59.6in (1501mm)
Ground clearance		
- in normal-load position	7.9 in (200 mm)	8.66 in (220 mm)
Unladen weight		
(ready to ride, tank full)	549 lb (249 kg)	558 lb /609.6 lb (253 kg / 276.5 kg) with all oe
Dry weight	503 lb (228 kg)	511 lb (232 kg)
Gross weight limit	1014 lb (460 kg)	1014 lb (460 kg)
Permissible wheel loads		
Front	397 lb (180 kg)	180 kg (397 lb)
Rear	661 lb (300 kg)	661 lb (300 kg)

	R 1150 GS	GS Adventure
Top speed		
acc. to type approval test	122 mph (196 km/h)	119 mph (192 km/h)
with massive-bar tyres[OE]	99 mph (160 km/h)	99 mph (160 km/h)
Flexibility		
4th gear, 80-120 km/h (50-75 mph)	3.44 s	3.44 s
5th gear, 80-120 km/h (50-75 mph)	4.37 s	4.37 s
6th gear 80-120 km/h (50-75 mph)	6.91 s	4.88 s
4th gear, 60-140 km/h (37-87 mph)	7.1 s	7.20 s
5th gear, 60-140 km/h (37-87 mph)	8.6 s	8.80 s
6th gear, 60-140 km/h (37-87 mph)	13.6 s	10.20 s
Power-weight ratio		
ready for road + rider (85 kg/187 lbs)	13.74 lbs/kW (5.39 kg/kW)	8,9 lb/kW (4.048 kg/kW), 9.7 lb/kW(4.4kg/kW) w. all OE
at gross weight limit	16 lbs/kW (7.42 kg/kW)	16 lbs/kW (7.42 kg/kW)
Ride-past noise level		
acc. to 78/1015/EU mod.	80 dB (A)	80 dB (A)
Drag coefficient		
cd x A, rider upright	0.536	0.536
cd x A, rider crouched	0.518	0.518

[OE] Optional equipment

Motorcycle data/Retailer data

Motorcycle data

Model

Frame no.

Color no.

First registered on

Registration no.

Retailer data

Person to contact for Service work

Ms./Mr.

Tel. no.

Retailer's address with telephone no. (company stamp)

Certain illustrations and descriptions in this handbook may differ from your own motorcycle, depending on the equipment or accessories ordered with it or the national-market specification.
Please note that no claims will be entertained on the basis of such discrepancies.
Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.

Printed in Germany

BMW recommends Castrol

BMW Motorrad
Printed information

Order No.:
01 47 7 680 217
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6th edition US / RF

The Ultimate
Driving Machine