



BMW Motorrad



Rider's Manual

R nineT

Vehicle data/dealership details

Vehicle data

Model

Vehicle Identification Number

Colour code

Date of first registration

Registration number

Dealership details

Person to contact in Service department

Ms/Mr

Phone number

Dealership address/phone number (company stamp)

Welcome to BMW

We congratulate you on your choice of a vehicle from BMW Motorrad and welcome you to the community of BMW riders. Familiarise yourself with your new vehicle so that you can ride it safely and confidently in all traffic situations.

About this Rider's Manual

Please read this Rider's Manual carefully before starting to use your new BMW. It contains important information on how to operate the controls and how to make the best possible use of all your BMW's technical features. In addition, it contains information on maintenance and care to help you maintain your vehicle's reliability and safety, as well as its value.

This record of the maintenance work you have had performed on

your vehicle is a precondition for generous treatment of goodwill claims.

If the time comes to sell your BMW, please remember to hand over this Rider's Manual to the new owner. It is an important part of the vehicle.

Suggestions and criticism

If you have questions concerning your vehicle, your authorised BMW Motorrad dealer will gladly provide advice and assistance.

We hope you will enjoy riding your BMW and that all your journeys will be pleasant and safe

BMW Motorrad.

01 40 9 899 861



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General instructions

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Overview

An important aspect of this Rider's Manual is that it can be used for quick and easy reference. Consulting the extensive index at the end of this Rider's Manual is the fastest way to find information on a particular topic or item. Refer to Chapter 2 for an initial overview of your motorcycle. All maintenance and repair work on the motorcycle is documented in Chapter 12. This record of the maintenance work you have had performed on your vehicle is a precondition for generous treatment of goodwill claims.

When the time comes to sell your BMW, please remember to hand over this Rider's Manual; it is an important part of the motorcycle.

Abbreviations and symbols



CAUTION Low-risk hazard. Non-avoidance can lead to slight or moderate injury.



WARNING Medium-risk hazard. Non-avoidance can lead to fatal or severe injury.



DANGER High-risk hazard. Non-avoidance leads to fatal or severe injury.



ATTENTION Special notes and precautionary measures. Non-compliance can lead to damage to the vehicle or accessory and, consequently, to voiding of the warranty.



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



Indicates the end of an item of information.

- Instruction.
- » Result of an activity.
-  Reference to a page with more detailed information.
-  Indicates the end of a passage relating to specific accessories or items of equipment.
-  Tightening torque.
-  Technical data.
- OE Optional extras.
The vehicles are assembled complete with all the BMW Motorrad optional extras originally ordered.

OA Optional accessories.
You can obtain
BMW Motorrad
optional accessories
through your authorised
BMW Motorrad dealer;
optional accessories
have to be retrofitted to
the vehicle.

NV National-market version.

EWS Electronic immobiliser.

DWA Anti-theft alarm (Diebstahlwarnanlage).

ABS Anti-lock brake system.

Equipment

When purchasing your BMW motorcycle, you chose a model with individual equipment. This rider's manual describes optional equipment (OE) and selected optional accessories (OA) provided by

BMW. Please make allowance for the fact that some equipment specifications may be described that you have not selected. Equally, country-specific deviations to the motorcycle shown are also possible.

If your motorcycle has equipment that is not described, you will find the relevant description in a separate manual.

Technical data

All dimensions, weights and power outputs in the rider's manual refer to the German standard DIN (Deutsches Institut für Normung e. V.) and comply with its specified tolerances.

Technical data and specifications in this rider's manual serve as reference points. The vehicle-specific data may deviate from these, for example as a result of selected optional equipment, the national-market version or

country-specific measuring procedures. Detailed values can be taken from the vehicle registration documents and signs on the vehicle, or can be obtained from your authorised BMW Motorrad Retailer or another qualified service partner or specialist workshop. The specifications in the vehicle documents always have priority over the information provided in this rider's manual.

Currentness

The high safety and quality level of BMW motorcycles is ensured by constant further development in the areas of design, equipment and accessories. This may result in deviations between these operating instructions and your motorcycle. Also, mistakes cannot be completely excluded by BMW Motorrad. Please therefore understand that we do not ac-

cept any liability for claims arising from incorrect information, drawings and descriptions.

Additional sources of information

BMW Motorrad Retailer

Your BMW Motorrad Retailer will be happy to answer any questions you may have.

Internet

The rider's manual for your vehicle, operating and installation instructions for any accessories and general information on BMW Motorrad, for example relating to technology, are available at **www.bmw-motorrad.com/service**.

Certificates and operating licences

The certificates for the vehicle and the official operating licences for any accessories are available at **www.bmw-motorrad.com/certification**.

Data memory

General

Control units are installed in the vehicle. Control units process data that they receive, for example, from vehicle sensors, or that they generate themselves or exchange between each other. Some control units are required for the vehicle to function safely or provide assistance during riding, for example assistance systems. In addition, control units enable comfort or infotainment functions.

Information on data that has been stored or exchanged can

be obtained from the manufacturer of the vehicle, for example via a separate booklet.

Personal reference

Each vehicle is identified with a clear vehicle identification number. Depending on the country, the vehicle identification number, the number plate and the corresponding authorities can be referenced to ascertain the vehicle owner. There are also other ways to use data obtained from the vehicle to trace the rider or vehicle owner, for example using the ConnectedDrive user account.

Data protection rights

In accordance with applicable data protection laws, vehicle users have certain rights in relation to the manufacturer of the vehicle or in relation to compan-

ies which collect or process personal data.

Vehicle users have the right to obtain full information at no cost from persons or entities storing personal data of the vehicle user.

These entities may include:

- Manufacturer of the vehicle
- Qualified service partners
- Specialist workshops
- Service providers

Vehicle users have the right to request information on what personal data has been stored, for what purpose the data is used, and where the data comes from.

To obtain this information, proof of ownership or use is required.

The right to information also includes information about data that has been shared with other companies or entities.

The website of the vehicle manufacturer contains the applicable data protection information. This

data protection information includes information on the right to have data deleted or corrected.

The manufacturer of the vehicle also provides their contact details and those of the data protection officer on their website.

The vehicle owner can also request that a BMW Motorrad Retailer or another qualified service partner or specialist workshop read out the data that is stored in the vehicle for a charge.

The vehicle data is read out using the legally prescribed socket for on-board diagnosis (OBD) in the vehicle.

Legal requirements for the disclosure of data

As part of its legal responsibilities, the manufacturer of the vehicle is obligated to make its stored data available to the relevant authorities. This data is provided in the required scope in

individual cases, for example to clarify a criminal offence. In the context of applicable laws, public agencies are entitled in individual cases to read out data from the vehicle themselves.

Operating data in the vehicle

Control units process data to operate the vehicle.

This includes, for example:

- Status reports of the vehicle and its individual components, for example wheel revolutions, wheel speed, deceleration
- Environmental conditions, for example temperature

The data is only processed in the vehicle itself and is generally non-permanent. The data is not stored beyond the operating period.

Electronic components, for example control units, contain components for storing technical in-

formation. Information can be temporarily or permanently stored on the vehicle condition, component loads, incidents or errors. This information is generally used to document the condition of a component, a module, a system or the surrounding area, for example:

- Operating conditions of system components, for example filling levels, tyre pressure
- Malfunctions and faults in important system components, for example light and brakes
- Response of the vehicle in special riding situations, for example engagement of the driving dynamics systems
- Information on incidents resulting in damage to the vehicle

The data is necessary for the provision of control unit functions. Furthermore, the data is used to detect and rectify malfunctions

and to enable the vehicle manufacturer to optimise vehicle functions.

The vast majority of this data is non-permanent and is only processed in the vehicle itself. Only a small amount of the data is stored in incident or fault memories as required by events.

If services are accessed, for example repairs, service processes, warranty cases and quality assurance measures, this technical information can be read out of the vehicle together with the vehicle identification number.

The information can be read out by a BMW Motorrad Retailer or another qualified service partner or specialist workshop. The legally stipulated socket for on-board diagnosis (OBD) in the vehicle is used to read out the data.

The data is obtained, processed and used by the relevant parts of

the retailer network. The data is used to document the technical conditions of the vehicle, to help with error localization, to comply with warranty obligations and to improve quality.

In addition, the manufacturer has various product monitoring obligations arising from product liability legislation. To meet these obligations, the vehicle manufacturer requires technical data from the vehicle. The data from the vehicle can also be used to check warranty claims from the customer.

Error and incident memories in the vehicle can be reset during servicing or repair work by a BMW Motorrad Retailer or another qualified service partner or specialist workshop.

Data input and data transfer in the vehicle

General

Depending on the equipment, comfort and customised settings can be stored in the vehicle and can be changed or reset at any time.

This includes, for example:

- Settings of the windscreen position
- Chassis and suspension settings

If required, data can be entered in the entertainment and communication system of the vehicle, for example using a smartphone.

Depending on the individual equipment, this includes:

- Multimedia data, such as music for playback
- Contacts data for use in connection with a communication system or an integrated navigation system

- Entered destinations
- Data on the use of internet services. This data can be stored locally in the vehicle or is located on a device that is connected to the vehicle, for example smartphone, USB stick, MP3 player. If this data is stored in the vehicle, the data can be deleted at any time.

This data is transferred to third parties only if personally requested within the context of using online services. This depends on the selected settings when using the services.

Incorporation of mobile end devices

Depending on the equipment, mobile end devices connected to the vehicle, for example smartphones, can be controlled using the operating elements of the vehicle.

The image and sound of the mobile end device can then be output via the multimedia system. At the same time, specific information is transferred to the mobile end device. Depending on the type of integration, this includes, for example, position data and additional general vehicle information. This enables optimal use of the selected apps, for example navigation or music playback.

The type of additional data processing is determined by the provider of the respective app. The scope of the possible settings depends on the corresponding app and the operating system of the mobile end device.

Services

General

If the vehicle has a wireless connection, this enables the exchange of data between the

vehicle and other systems. The wireless connection is enabled by the vehicle's own transmitter and receiver unit or using personally integrated mobile end devices, for example smartphones. On-line functions can be used using this wireless connection. These include online services and apps that are provided by the vehicle manufacturer or by other providers.

Services of the vehicle manufacturer

For online services of the vehicle manufacturer, the individual functions are described at suitable points, for example rider's manual, website of the manufacturer. At the same time, information is also provided on the relevant data protection law. Personal data may be used to provide online services. Data is exchanged using a secure connection, for example with

the IT systems provided by the vehicle manufacturer.

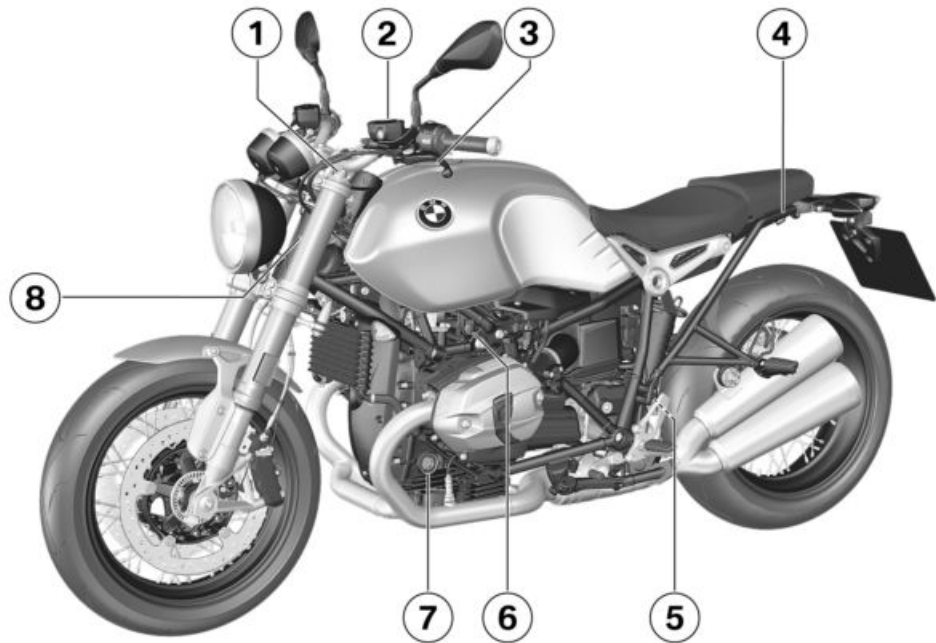
Obtaining, processing and using personal data outside of the normal provision of services requires legal permission, contractual agreement or consent. It is also possible to have the entire data connection activated or deactivated. Statutory functions are excluded from this.

Services from other providers

When using online services from other providers, these services are subject to the responsibility and the data protection and operating conditions of the individual provider. The vehicle manufacturer has no influence on the content that is exchanged in this instance. Information on the type, scope and purpose of the data capture and use of personal data as part of the services of third parties can be ascertained from the individual provider.

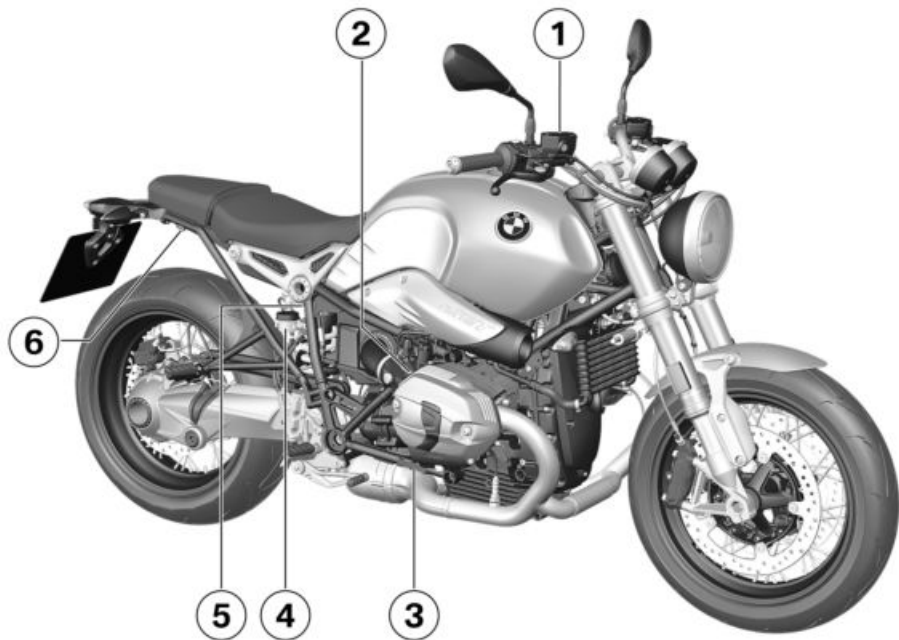
General views

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General view, left side

- 1** Adjusting damping characteristic for front wheel (➡ 65)
- 2** Checking clutch function (➡ 101)
- 3** Refuelling (➡ 82)
- 4** Removing rear-seat frame (➡ 125)
- 5** Adjusting the damping characteristic for rear wheel (➡ 67)
- 6** Power sockets (➡ 124)
- 7** Checking engine oil level (➡ 95)
- 8** Type plate (on the left of the steering-head bearing)

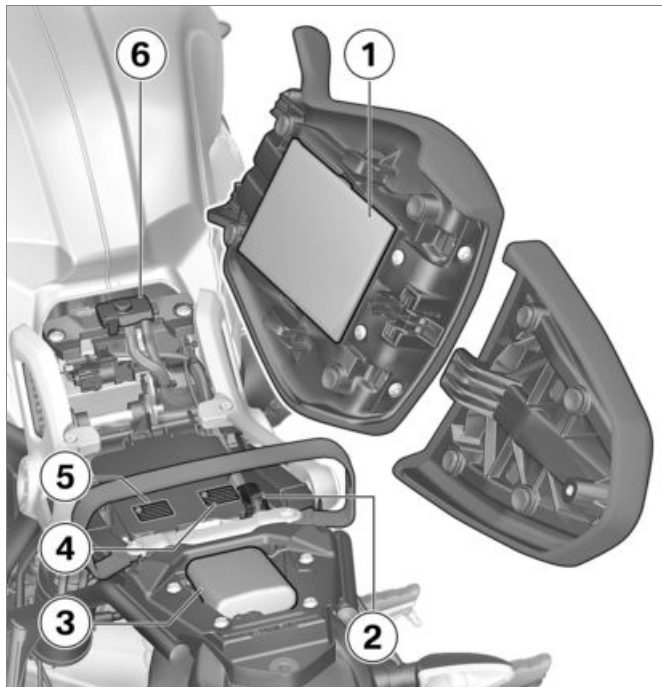


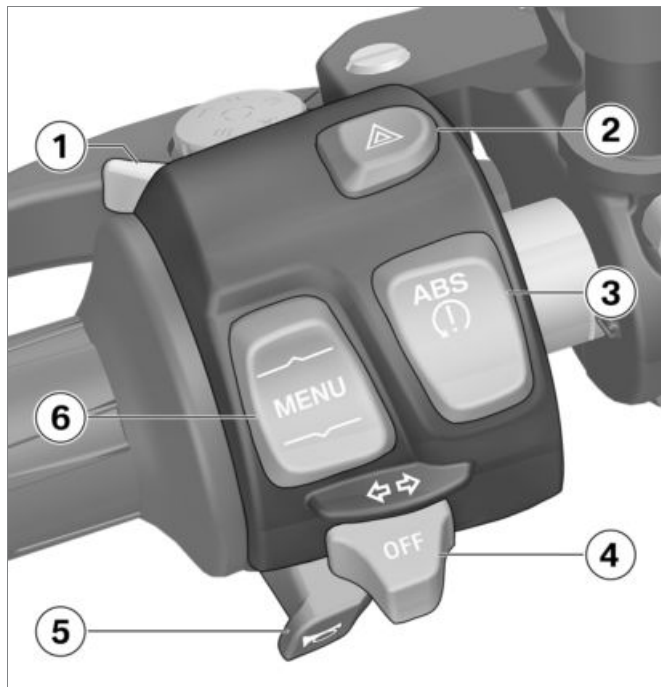
General view, right side

- 1 Checking brake-fluid level, front brakes (▮▮▮▮ 99)
- 2 Topping up the engine oil (▮▮▮▮ 96)
- 3 Vehicle identification number (front right at the bottom on the rear frame)
- 4 Checking the brake-fluid level, rear brakes (▮▮▮▮ 100)
- 5 Adjusting the spring preload (▮▮▮▮ 64)
- 6 Removing rear seat (▮▮▮▮ 56)

Underneath the seat

- 1 Rider's Manual
- 2 Diagnostic connector
Disengaging diagnostic
connector (➡ 121).
- 3 Toolkit (➡ 92)
- 4 Payload table
- 5 Tyre pressure table
- 6 Positive battery connection
point (➡ 116)



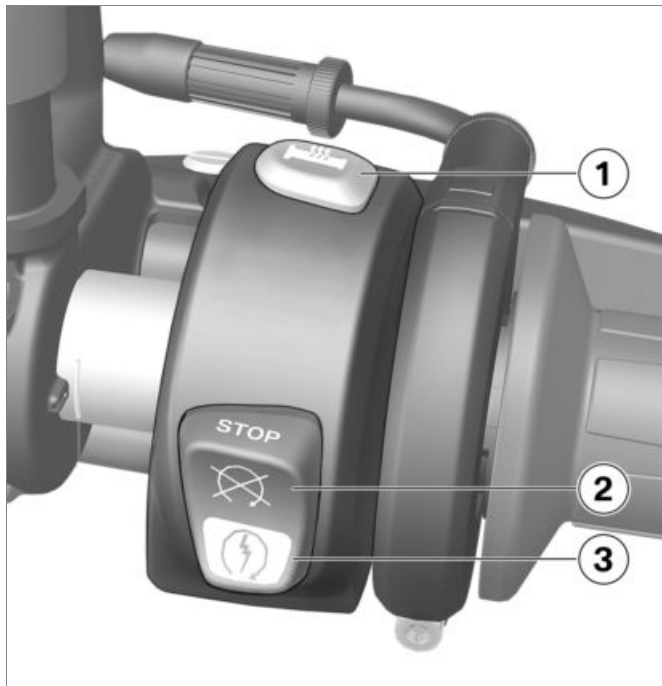


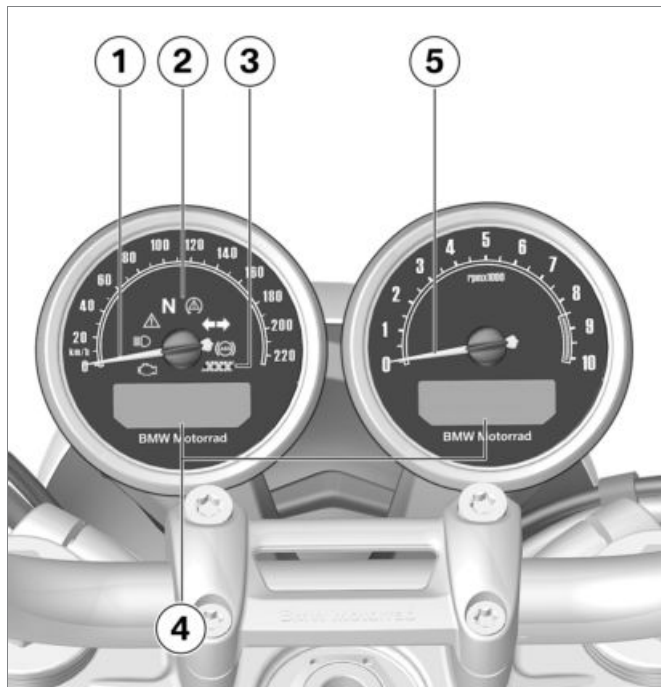
Multifunction switch, left

- 1** High-beam headlight and headlight flasher (➡ 41)
- 2** Hazard warning lights system (➡ 42)
- 3**
 - with Automatic Stability Control (ASC)^{OE} ABS Switching off (➡ 53).
 - with Automatic Stability Control (ASC)^{OE} ASC Switching off (➡ 54).
- 4** Turn indicators (➡ 42)
- 5** Horn
- 6** MENU rocker switch
Multifunction displays (➡ 25)
Selecting readings (➡ 44)
Resetting trip distance recorder (➡ 47)
Call up SETUP (➡ 50)

Multifunction switch, right

- 1 – with heated grips^{OE}
Operating the heated handlebar grips (➡ 55).
- 2 Emergency off switch (kill switch) (➡ 40)
- 3 Starter button
Start engine (➡ 76).





Instrument panel

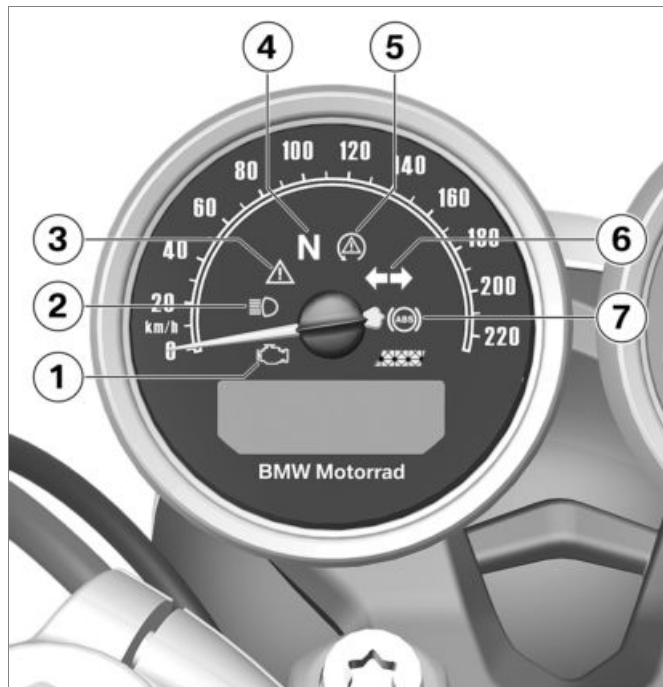
- 1 Speedometer
- 2 Indicator and warning lights (➡ 24)
- 3 Photosensor for brightness control in the multifunction displays
- 4 Multifunction displays (➡ 25)
- 5 Engine speed display

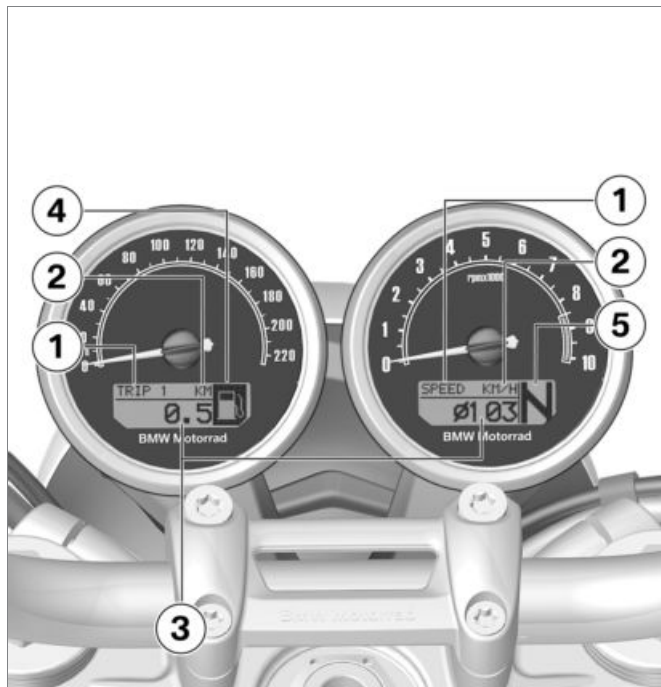
Status indicators

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Indicator and warning lights

- 1 Malfunction indicator lamp (► 31)
- 2 High beam indicator light
High-beam headlight and headlight flasher (► 41).
- 3 General warning light
Displayed in conjunction with warning symbols in the multifunction display (► 26)
- 4 Neutral indicator light
- 5 - with Automatic Stability Control (ASC)^{OE}
ASC indicator and warning light (► 33)
- 6 Turn signal indicator light
Operating the turn indicators (► 42).
- 7 ABS indicator and warning light





Multifunction displays

- 1** On-board computer
Selecting the display in the speedometer (➡ 44).
- 2** Unit
- 3** Value
- 4** Warning symbol
Illustration in conjunction with general warning light (➡ 26)
- 5** Gear indicator

Warnings

Mode of presentation

Warnings are indicated by the corresponding warning lights. If there are several warnings, all corresponding warning lights and warning symbols are displayed. The possible warnings are listed on the next pages.

lights up or flashes depending on the urgency of the warning.



Warnings that do not involve an individual warning light are illustrated by a warning symbol **1** on the multifunction display in conjunction with the general warning light **2**. The general warning light

Warnings, overview

Indicator and warning lights

Display text

Meaning

	General warning light lights up.		Key symbol is displayed.	Electronic immobiliser active (▬▬▬ 30)
	General warning light flashing.		Temperature symbol appears on the display.	Coolant temperature too high (▬▬▬ 30)
	General warning light lights up.		Engine symbol appears on the display.	Engine in emergency-operation mode (▬▬▬ 30)
	General warning light flashing.		Engine symbol appears on the display.	Engine warning (▬▬▬ 31)
	The malfunction indicator lamp lights up.			Emissions warning (▬▬▬ 31)
	General warning light lights up.		Battery symbol is displayed.	Vehicle voltage too low (▬▬▬ 31)
	General warning light lights up.		Lamp symbol is displayed.	Bulb faulty (▬▬▬ 32)

Indicator and warning lights

Display text

Meaning



ABS telltale and warning light flashes.

ABS self-diagnosis not completed (▬▬▬➔ 32)



ABS indicator and warning light shows.

ABS switched off (▬▬▬➔ 32)



ABS indicator and warning light shows.

ABS fault (▬▬▬➔ 32)



ASC indicator and warning light flashing quickly.

ASC intervention (▬▬▬➔ 33)



ASC indicator and warning light flashing slowly.

ASC self-diagnosis not completed (▬▬▬➔ 33)



ASC indicator and warning light shows.

ASC switched off (▬▬▬➔ 33)



ASC indicator and warning light shows.

ASC fault (▬▬▬➔ 33)

Electronic immobiliser active



General warning light lights up.



Key symbol is displayed.

Possible cause:

The key being used is not authorised for starting, or communication between key and engine electronics is disrupted.

- Remove all other vehicle keys from the same ring as the ignition key.
- Have the defective key replaced, preferably by an authorised BMW Motorrad dealer.

Coolant temperature too high



General warning light flashing.



Temperature symbol appears on the display.



ATTENTION

Riding with overheated engine

Engine damage

- Compliance with the information set out below is essential. ◀

Possible cause:

The engine oil temperature is too high.

- If possible, ride in the part-load range to cool down the engine.
- If the engine oil temperature is frequently too high, have the fault rectified as soon as possible by a specialist workshop, preferably an authorised BMW Motorrad Retailer.

Engine in emergency-operation mode



General warning light lights up.



Engine symbol appears on the display.



WARNING

Unusual ride characteristics when engine running in emergency-operation mode

Risk of accident

- Avoid accelerating sharply and overtaking. ◀

Possible cause:

The engine control unit has diagnosed a fault. In exceptional cases, the engine stops and refuses to start. Otherwise, the engine runs in emergency operating mode.

- You can continue to ride, but bear in mind that the usual en-

gine performance might not be available.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Engine warning



General warning light flashing.



Engine symbol appears on the display.



WARNING

Engine damage when running in emergency-operation mode

Risk of accident

- Ride slowly, avoid accelerating sharply and overtaking.
- If possible, have the vehicle picked up and have the fault rectified by a specialist work-

shop, preferably an authorised BMW Motorrad Retailer.◀

Possible cause:

The engine control unit has diagnosed a fault which may cause severe secondary faults. The engine is in emergency-operation mode.

- Avoid high load and rpm ranges if possible.
 - Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.
- » It is possible to continue to ride but not recommended.

Emissions warning



The malfunction indicator lamp lights up.

Possible cause:

The engine control unit has diagnosed a fault which affects the pollutant emissions.

- Have the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.
- » You can continue riding; pollutant emissions are higher than the threshold values.

Vehicle voltage too low



General warning light lights up.



Battery symbol is displayed.



WARNING

Failure of the vehicle systems

Risk of accident

- Do not continue your journey.◀

Possible cause:

Alternator or alternator belt faulty.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Bulb faulty



General warning light lights up.



Lamp symbol is displayed.



WARNING

Vehicle overlooked in traffic due to failure of the lights on the vehicle

Safety risk

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

Possible cause:

Bulb faulty

- Visually inspect to ascertain which bulb is defective.
- Replacing bulbs for low-beam and high-beam headlight (▮▮▮▮▶ 112).
- Replacing bulb for parking light (▮▮▮▮▶ 113).
- Replacing bulbs for front and rear turn indicators (▮▮▮▮▶ 114).
- Replacing LED rear light (▮▮▮▮▶ 116).

ABS self-diagnosis not completed



ABS telltale and warning light flashes.

Possible cause:

The ABS function is not available, because self-diagnosis did not complete. The motorcycle has to move forward a few metres for the wheel sensors to be tested.

- Pull away slowly. Bear in mind that the ABS function is not available until self-diagnosis has completed.

ABS switched off

– with Automatic Stability Control (ASC)^{OE}



ABS indicator and warning light shows.

Possible cause:

The rider has switched off the ABS.

– with Automatic Stability Control (ASC)^{OE}

- ABS Switching on (▮▮▮▶ 53).

ABS fault



ABS indicator and warning light shows.

Possible cause:

The ABS control unit has detected a fault. The ABS function is not available.

- You can continue to ride the vehicle, but make due provision for the fact that the ABS function is not available. Please refer to the more detailed information on situations that may lead to an ABS fault (► 87).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

ASC intervention

- with Automatic Stability Control (ASC)^{OE}



ASC indicator and warning light flashing quickly.

The ASC has detected a degree of instability at the rear wheel and has intervened to reduce torque. The ASC indicator and warning light flashes longer than the duration of the ASC intervention. This affords the rider visual

feedback on control intervention even after the critical situation has been dealt with.

ASC self-diagnosis not completed

- with Automatic Stability Control (ASC)^{OE}



ASC indicator and warning light flashing slowly.

Possible cause:

- with Automatic Stability Control (ASC)^{OE}

Self-diagnosis did not complete, so the ASC function is not available. The engine must be running and the motorcycle must reach a speed of at least 5 km/h in order for ASC self-diagnosis to complete.

- Pull away slowly. Bear in mind that the ASC function is not available until self-diagnosis has completed.

ASC switched off

- with Automatic Stability Control (ASC)^{OE}



ASC indicator and warning light shows.

Possible cause:

The rider has switched off the ASC system.

- Activate ASC.

ASC fault

- with Automatic Stability Control (ASC)^{OE}



ASC indicator and warning light shows.

Possible cause:

- with Automatic Stability Control (ASC)^{OE}

The ASC control unit has detected a fault. The ASC function is not available.

- You can continue to ride. Bear in mind that the ASC function is not available. Please refer to

the more detailed information on situations that may lead to an ASC fault (→ 88).

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Anti-theft alarm battery flat

– with anti-theft alarm (DWA)^{OE}



Symbol for the DWA battery is displayed.



NOTICE

This error message shows briefly only after the Pre-Ride-Check completes. ◀

Possible cause:

The integral battery in the anti-theft alarm (DWA) has lost its entire original capacity. There is no guarantee that the DWA

will be operational if the vehicle battery is disconnected.

- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

Fuel reserve

The fuel quantity remaining in the fuel tank once the fuel reserve indicator light switches on depends on the riding dynamics. The more the fuel moves around in the fuel tank (caused by frequent changes in lean angle, frequent braking and accelerating), the harder it is to determine the fuel reserve. For this reason, it is not possible to accurately state the fuel reserve.



After the fuel reserve indicator light has switched on, the odometer for the fuel reserve **TRIP R** is automatically displayed.

The range remaining with the

available fuel reserve depends on the riding style (on consumption) and the fuel quantity available when the indicator light switched on.

After a refuelling stop, the distance counter for reserve fuel is reset if the amount of fuel in the tank is greater than the reserve quantity.

Fuel down to reserve



General warning light lights up.



Symbols for fuel reserve and odometer **TRIP R** are displayed.

WARNING

Irregular engine operation or engine shutdown due to lack of fuel

Risk of accident, damage to catalytic converter

- Do not run the fuel tank dry.◀

Possible cause:

The fuel tank contains no more than the reserve quantity of fuel.



Reserve fuel

approx. 3 l

- Refuelling (➡ 82).

Service-due date has passed



General warning light lights up.



Symbol for service is displayed.

Service-due indicator



If the next service is due within one month, the symbol for service **3** and the service date **2** are displayed. **SERV T 1** is briefly displayed after the Pre-Ride-Check.



If the service is due within the next 1000 km, the symbol for service **3** and the remaining distance **2** are displayed, counting down in steps of 100 km. **SERV D 1** is briefly displayed after the Pre-Ride-Check.



NOTICE

The date saved in the instrument cluster must be adjusted if the service display appears more than one month prior to the service date. This situation may occur if the battery has been disconnected from the vehicle.◀

Riding time



Once the riding time exceeds one hour, the unit **1** changes from M:S to H:M. The value **2** then displays hours and minutes.

Operation

Ignition switch/steering lock	38
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Ignition switch/steering lock

Keys

You receive 2 ignition keys and a special key for removing the rear seat (► 56).

Please consult the information on the electronic immobiliser "EWS" if a key is lost or mislaid (► 39). Ignition switch/steering lock and the fuel filler cap lock are operated with the same key.

Lock the handlebars



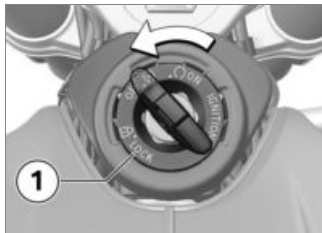
ATTENTION

Handlebars turned in wrong direction when motorcycle propped on side stand

Risk of damage to parts if vehicle topples

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

- In all other cases it is the lie of the ground that determines the direction in which the handlebars should be turned.◀
- Turn the handlebars to the full left or right lock position.



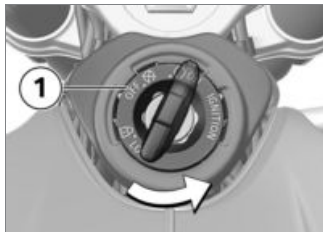
- Turn the ignition key to this position **1** and move the handlebars slightly in the process.
 - » Ignition, lights and all function circuits switched off.
 - » Steering lock secured.
 - » You can pull off the ignition key.

Switching on ignition



- Turn the ignition key to position **1**.
 - » Parking lights and all function circuits switched on.
 - » Engine can be started.
 - » Pre-Ride-Check is performed. (► 77)
 - » ABS self-diagnosis is in progress. (► 78)

Switching off ignition



- Turn the ignition key to position **1**.
 - » Light switched off.
 - » Handlebars not locked.
 - » You can pull off the ignition key.
 - » Electrically powered accessories remain operational for a limited period of time.
 - » The battery can be recharged via the socket.

Electronic immobiliser (EWS)

The electronic design of the motorcycle allows it to access data stored in the ignition key by means of a ring antenna located in the ignition switch/steering lock. The engine control unit will not permit the engine to be started unless the key is identified as "authorised".



NOTICE

A spare key attached to the same ring as the ignition key used to start the engine could "irritate" the electronics, in which case the enabling signal for starting is not issued. The warning is displayed on the multifunction display with the key symbol.

Always keep the spare key separately from the ignition key. ◀

If you lose your key, you can have it barred by your authorised BMW Motorrad dealer. If you wish to do this, you will need to bring all other keys for the motorcycle with you. The engine cannot be started by a barred key, but a key that has been barred can subsequently be reactivated.

You can obtain extra keys only through an authorised BMW Motorrad dealer. The keys are part of an integrated security system, so the dealer is under an obligation to check the legitimacy of all applications for replacement/extra keys.

Emergency off switch (kill switch)



- 1 Emergency off switch (kill switch)



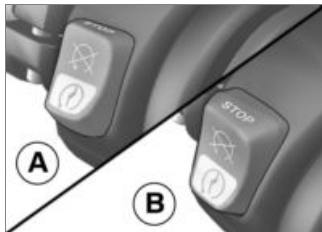
WARNING

Operation of the kill switch while riding

Risk of fall due to rear wheel locking

- Do not operate the kill switch when riding.◀

The emergency off switch is a kill switch for switching off the engine quickly and easily.



- A Engine switched off
B Normal operating position (run)



NOTICE

You cannot start the engine unless the kill switch is in the run position.◀

Lights

Side light and low-beam headlight

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



NOTICE

The side lights place a strain on the battery. Do not switch the ignition on for longer than absolutely necessary.◀

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



NOTICE

When the engine is not running you can switch on the lights by switching on the ignition and either switching on the high-beam headlight or operating the headlight flasher.◀

High-beam headlight and headlight flasher



- Operate the switch **1** towards the front to switch on the high beam.
- Operate the switch **1** towards the rear to operate the headlight flasher.

Parking lights

- Switching off ignition (▮▮▮▮ 39).



- Immediately after having switched off the ignition press and hold the button **1** towards the left until the parking light switches on.
- Switch the ignition on and off again to switch off the parking lights.

Headlight courtesy delay feature

- Switch off the ignition.



- Immediately after switching off the ignition, push button **1** to the back and hold it in this position until the headlight courtesy delay feature comes on.
 - » The vehicle lighting lights for one minute and is automatically switched back off.
- This can be used after parking the vehicle, for example, to light the way to the house door.

Hazard warning lights system

Operating hazard warning flashers



NOTICE

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



NOTICE

The indicator function replaces the hazard warning lights function while the indicator button is pressed once operating readiness is switched on. The hazard warning lights function becomes active again once the indicator button is released. ◀

- Switching on ignition (➡ 38).



- Press button **1** to switch on the hazard warning flashers.
» Ignition can be switched off.
- Once again operate the button **1** to switch off the hazard warning lights system.

Turn indicators

Operating the turn indicators

- Switching on ignition (➡ 38).



- Press button **1** to the left to switch on the left turn indicator.
- Press button **1** to the right to switch on the right turn indicator.
- Operate button **1** in the centre position to switch off the turn indicator.

Comfort turn indicator



dicators only switch off automatically once the speed-dependent distance covered is reached.

If button **1** has been pressed to the right or left, the turn indicators are automatically switched off under the following circumstances:

- Speed below 30 km/h: after 50 m distance covered.
- Speed between 30–km/h and 100 km/h: after a speed-dependent distance covered or in case of acceleration.
- Speed over 100 km/h: after flashing five times.

If button **1** is pressed to the right or left slightly longer, the turn in-

Reading

Selecting the display in the speedometer

Requirement

The vehicle is at a standstill.

- Switching on ignition (➡ 38).
 - » The on-board computer readings appear on the display.
- Repeatedly press button **1** briefly until the desired value is displayed.

Possible displays:

- Total distance travelled: ODO
- Trip distance 1: TRIP 1
- Trip distance 2: TRIP 2
- Automatic trip distance: TRIP A, is automatically reset if a minimum of five hours have passed and the date has changed since the ignition was switched off.
- Distance covered after reaching the fuel reserve: TRIP R,



can only be selected for fuel reserve.

- Engine temperature: `ENGTMP`
- Clock: `CLOCK`
- Calling up the menu for settings: `SETUP ENTER`

Selecting the display in the rotational-speed sensor

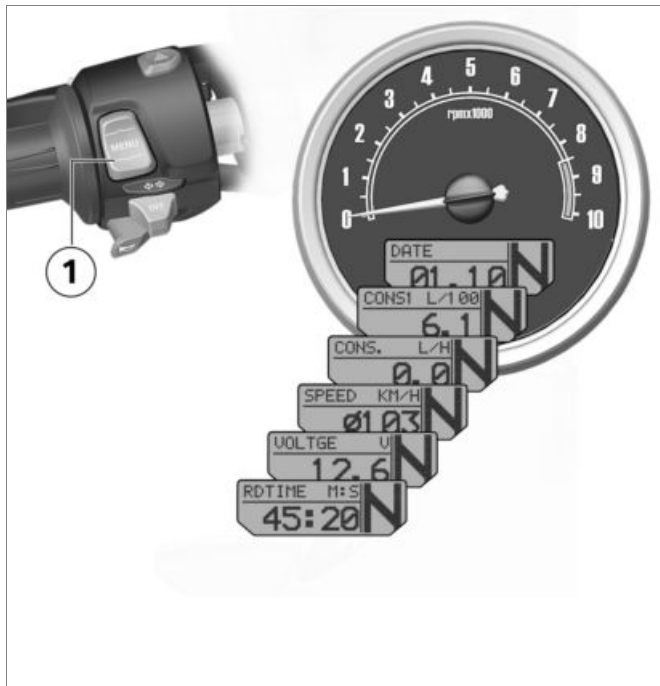
Requirement

The vehicle is at a standstill.

- Switching on ignition (➡ 38).
» The on-board computer readings appear on the display.
- Repeatedly press button **1** briefly until the desired value is displayed.

Possible displays:

- Date: DATE
- Average consumption: CONS1
- Current consumption: CONS.
- Average speed: SPEED
- Vehicle voltage: VOLTGE
- Riding time: RDTIME



Resetting trip distance recorder

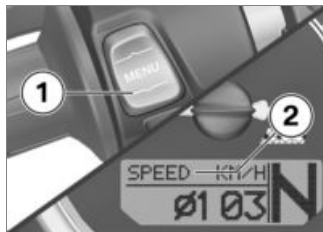
- Switching on ignition (▮▮▮▮ 38).



- Briefly press **1** until the trip distance recorder **2** you would like to reset is displayed.
- Press and hold **1** until the trip distance recorder **2** is reset.

Resetting the average speed

- Switching on ignition (▮▮▮▮ 38).



- Repeatedly short-press button **1** until **SPEED** appears on the display.
- Press and hold **1** until the average speed **2** is reset.

Resetting the average consumption

- Switching on ignition (▮▮▮▮ 38).



- Repeatedly short-press button **1** until **CONS1** appears on the display.
- Press and hold **1** until the average consumption **2** is reset.

Resetting the riding time

- Switching on ignition (▮▮▮▮ 38).



- Repeatedly short-press button **1** until **RDTIME** appears on the display.
- Press and hold **1** until the average speed **2** is reset.

Anti-theft alarm (DWA)

- with anti-theft alarm (DWA)^{OE}

DWA activating

- Switching on ignition (➡ 38).
- DWA adjusting (➡ 50).
- Switch off the ignition.
- » If the DWA is activated, the DWA is automatically activated after having switched off the ignition.
- » Activation takes approximately 30 seconds to complete.
- Turn indicators flash twice.
- Confirmation tone sounds twice (if programmed).
- » Anti-theft alarm (DWA) is active.

Alarm signal

A DWA alarm can be triggered by:

- motion sensor
- an attempt to use an unauthorised vehicle key to switch on the ignition
- disconnection of the DWA anti-theft alarm from the motorcycle's battery (DWA internal battery in the anti-theft alarm provides power - alarm tone only, the turn indicators do not flash).

All functions are sustained even if the internal battery of the DWA anti-theft alarm system is flat; the only difference is that an alarm cannot be triggered if the system is disconnected from the motorcycle's battery.

The alarm signal continues for approx. 26 seconds. While a DWA alarm is in progress an alarm tone sounds and the turn indicators flash. The type of

alarm tone can be set by an authorised BMW Motorrad dealer.

If a DWA alarm was triggered while the motorcycle was unattended, the rider is notified accordingly by an alarm tone sounding once when the ignition is switched on. The DWA LED then indicates the reason for the DWA alarm for one minute.

Light signals issued by the DWA LED:

- Flashes 1x: motion sensor 1
- Flashes 2x: motion sensor 2
- Flashes 3x: ignition switched on with unauthorised vehicle key
- Flashes 4x: disconnection of the DWA anti-theft alarm from the motorcycle's battery
- Flashes 5x: motion sensor 3

DWA deactivating

- Switching on ignition (➡ 38).
 - » Turn indicators flash once.
 - » Confirmation tone sounds once (if programmed).
 - » Anti-theft alarm (DWA) is deactivated.

DWA adjusting

- Switching on ignition (➡ 38).



- Repeatedly short-press button **1** until **SETUP ENTER** appears on the display.
- Press and hold **1** to open **SETUP**.

» **SET DWA** is displayed.



- Press button **2** briefly in order to change the set value. The following settings are available:
 - **DWA ON**: DWA has been activated or is automatically activated after having switched off the ignition.
 - **DWA OFF**: DWA has been deactivated.
- Press and hold **1** to exit **SET DWA**.
 - » **SETUP ENTER** is displayed.

Clock

Setting the clock



Adjusting the clock while riding

Risk of accident

- Set the clock only when the motorcycle is stationary.◀
- Switching on ignition (➡ 38).



- Repeatedly short-press button **1** until **SETUP ENTER** appears on the display.

- Press and hold **1** to open **SETUP**.
- Repeatedly short-press button **1** until **SET CLOCK** appears on the display.



- Press and hold **2** until the hours **3** flash.
- Briefly press **1** to increase the hours value.
- Briefly press **2** to reduce the hours value.
- » The hours have been adjusted.
- Press and hold **2** until the minutes **4** flash.

- Briefly press **1** to increase the minutes value.
- Briefly press **2** to reduce the minutes value.
- » The minutes have been adjusted.
- Press and hold **2** until the minutes no longer flash.
- » The clock has been adjusted.
- Press and hold **1** to exit **SET CLOCK**.
- » **SETUP ENTER** is displayed.

Date

Setting the date

- Switching on ignition (III 38).



- Repeatedly short-press button **1** until **SETUP ENTER** appears on the display.
- Press and hold **1** to open **SETUP**.
- Repeatedly short-press button **1** until **SET DATE** appears on the display.



- Press and hold **2** until the day **3** flashes.
- Briefly press **1** to increase the day value.
- Briefly press **2** to reduce the day value.
- » The day value has been adjusted.
- Press and hold **2** until the month **4** flashes.
- Briefly press **1** to increase the month value.
- Briefly press **2** to reduce the month value.
- » The month value has been adjusted.

- Press and hold **2** until SET YEAR is displayed.



- Briefly press **1** to increase the year value **5**.
- Briefly press **2** to reduce the year value **5**.
- Press and hold **2** until the year no longer flashes.
- » The year has been adjusted.
- Press and hold **1** to exit SET YEAR.
- » The date has been adjusted.
- » SETUP ENTER is displayed.

Adjusting brightness

Adjusting display brightness

- Switching on ignition (➡ 38).



- Repeatedly short-press button **1** until SETUP ENTER appears on the display.
- Operate and hold **1** to open SETUP.
- Repeatedly short-press button **1** until SET BRIGHT appears on the display.



ABS Switching off

- Switching on ignition (III 38).



NOTICE

You have the option of deactivating the ABS function while the motorcycle is on the move. ◀



- Press and hold the button **1** until initially the ASC indicator and warning light **2** and subsequently the ABS indicator and warning light **3** change status.
- » The ASC setting remains unchanged.



ABS indicator and warning light shows.

- Release button **1** within two seconds.



ABS indicator and warning light remains on.

» ABS is switched off.

ABS Switching on



- Press and hold the button **1** until initially the ASC indicator and warning light **2** and subsequently the ABS indicator and warning light **3** change status.

Antilock Brake System (ABS)

– with Automatic Stability Control (ASC)^{OE}

» The ASC setting remains unchanged.



ABS telltale and warning light goes out; if self-diagnosis has not completed, it starts flashing.

- You also have the option of switching the ignition off and then on again.



An ABS fault has occurred if the ABS telltale and warning light shows when the motorcycle accelerates to a speed in excess of the minimum stated below after the ignition was switched off and then on again.

min 10 km/h

Automatic Stability Control (ASC)

– with Automatic Stability Control (ASC)^{OE}

ASC Switching off

- Switching on ignition (➡ 38).



NOTICE

You have the option of deactivating the ASC function while the motorcycle is on the move.◀



- Press and hold the button **1** until the ASC indicator and warning light **2** changes status.

» The ABS setting remains unchanged.



ASC indicator and warning light lights up.

- Release button **1** within two seconds.



ASC indicator and warning light remains on.

» ASC is switched off.

ASC Switching on



- Press and hold the button **1** until the ASC indicator and warning light **2** changes status.

 ASC indicator and warning light goes out; if self-diagnosis has not completed, it starts flashing.

- Release button **1** within two seconds.

 ASC indicator and warning light remains off or continues to flash.

- » ASC is switched on.
- You also have the option of switching the ignition off and then on again.

 If the ASC indicator and warning light continues to light up after having switched the ignition on and off as well as having subsequently moved the vehicle at the following minimum speed, an ASC fault has occurred.

min 10 km/h

Heated handlebar grips

– with heated grips^{OE}

Operating the heated handlebar grips



NOTICE

The heating in the heated handlebar grips can be activated only when the engine is running.◀



NOTICE

The increase in power consumption caused by having the heated handlebar grips switched on can drain the battery if you are riding at low engine speeds. If the charge level is low, the heated handlebar grips are switched off to ensure the battery's starting capability.◀

- Start engine ( 76).



- Repeatedly press button **1** until desired heating stage **2** appears on the display.

The handlebar grips have two-stage heating.



100% heating power



approx. 50% heating power

- » Stage 2 is for heating the grips quickly: it is advisable to switch back to stage 1 as soon as the grips are warm.
- » The selected heating stage will be saved if you allow a certain

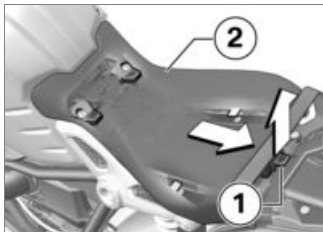
length of time to pass without making further changes.

- Operate the button **1** until the heated grip symbol **2** is no longer displayed to switch off the heated grips.

Front and rear seats

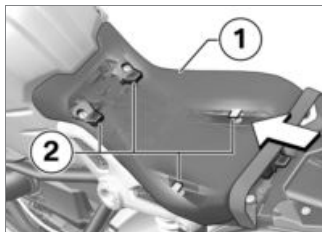
Removing front seat

- Removing rear seat (➡ 56).



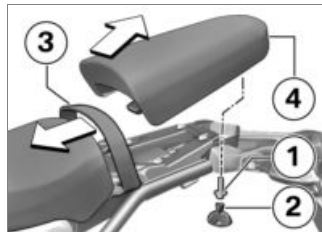
- Pull the lock **1** upwards.
- Pull the rider's seat **2** towards the rear and remove it.

Installing front seat



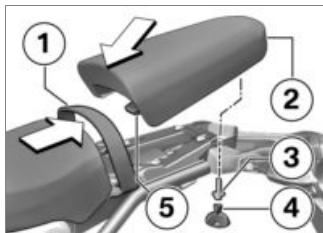
- Insert the rider's seat **1** into the tabs (**arrows**).
- Press the rider's seat **1** downwards at the rear.
» The rider's seat engages with an audible click.
- Install the rear seat (➡ 57).

Removing rear seat



- Remove the screw **1** using the motorcycle seat key **2**.
- Pull the retaining belt **3** towards the rider's seat and remove the passenger seat **4** towards the rear.

Install the rear seat



- Insert the passenger seat **2** into the rear frame and in this process, make sure the tab **5** of the passenger seat is positioned in the rear frame.
- Tighten the screw **3** hand-tight using the motorcycle seat key **4**.
- Pull the retaining belt **1** over the passenger seat.

Adjustment

Mirrors	60
Headlight	60
Clutch	61
Brakes	62
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Damping	65
Adjustable footrest system.....	67

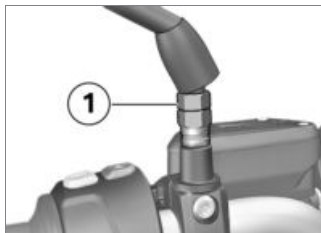
Mirrors

Adjusting mirrors



- Turn the mirror to the correct position.

Adjusting mirror arm



- Push the protective cap upwards above the screw connection on the mirror arm.
- Loosen the nut **1** using the toolkit.
- Turn the mirror arm to the appropriate position.
- Tighten the nut **1** and in this process, hold down the mirror arm.



Mirror (locknut) to adapter

22 Nm (Left-hand thread)

- Push the protective cap over the threaded fastener.

Headlight

Adjusting headlight for driving on left/driving on right

This motorcycle has a symmetric-beam low-beam headlight. If the motorcycle is ridden in a country where the opposite rule of the road applies, its symmetric low-beam headlight means that no measures are necessary to prevent the headlight beam from dazzling oncoming traffic.

Headlight beam throw and spring preload

Headlight beam throw is generally kept constant when spring preload is adjusted to suit load. However, a spring preload adjustment might not suffice if

the motorcycle is very heavily loaded. Under these circumstances, headlight beam throw has to be adjusted to suit the weight carried by the motorcycle.



NOTICE

If there are doubts about the correct headlight beam throw, have the setting checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

Clutch

Adjusting the clutch lever



WARNING

Relocated clutch-fluid reservoir

Air in the clutch system

- Do not turn the handlebars or the handlebar fitting on the handlebar.◀

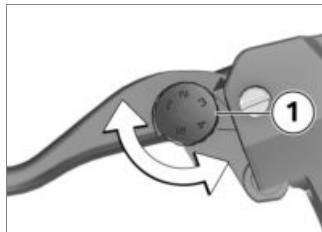


WARNING

Adjusting the clutch lever while riding

Risk of accident

- Adjust the clutch lever only when the motorcycle is at a standstill.◀



- Applying light pressure from behind, turn adjusting screw **1** to the desired position.



NOTICE

The adjusting screw can be turned more easily if the clutch lever is pushed forward.◀

- » Adjustment options:
- from position 1: smallest distance between the handlebar grip and the clutch lever
 - to position 5: largest distance between the handlebar grip and the clutch lever

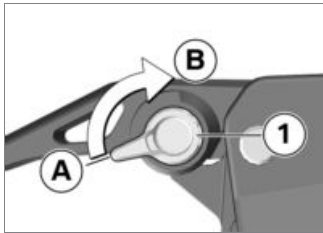
– with Option 719, Classic milled part package^{OE}

or

– with Option 719, Storm milled part package^{OE}

or

– with Option 719, Club Sport milled part package^{OE}



- Turn the adjusting lever **1** to the desired position.
- » Adjustment options:
- From position **A**: smallest distance between the handlebar grip and the clutch lever.
- In 5 steps in the direction of position **B** to increase the dis-

tance between the handlebar grip and the clutch lever.◀

Brakes

Adjusting the front brake lever



WARNING

Relocated brake fluid tank

Air in the brake system

- Do not turn the handlebars or the handlebar fitting on the handlebar.◀

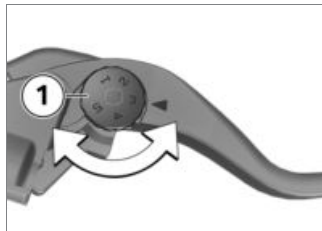


WARNING

Adjusting the brake lever while riding

Risk of accident

- Do not attempt to adjust the brake lever unless the motorcycle is at a standstill.◀



- Applying light pressure from behind, turn adjusting screw **1** to the desired position.

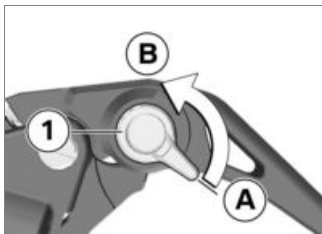


NOTICE

The adjusting screw is easier to turn if you push the brake lever forward.◀

- » Adjustment options:
- Position 1: smallest distance between handlebar grip and brake lever
- Position 5: largest distance between handlebar grip and brake lever

- with Option 719, Classic milled part package^{OE}
- or
- with Option 719, Storm milled part package^{OE}
- or
- with Option 719, Club Sport milled part package^{OE}



- Turn the adjusting screw **1** to the desired position.
- » Adjustment options:
- From position **A**: smallest distance between the handlebar grip and the parking brake lever.

- In 5 steps in the direction of position **B** to increase the distance between the handlebar grip and the parking brake lever.◀

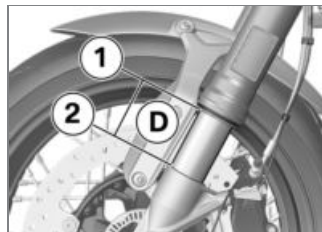
Spring preload

Setting on the front wheel

Front spring preload has to be adjusted to suit the rider's weight. Increase spring preload for heavier loads, decrease spring preload for lighter loads.

Adjusting spring preload for front wheel

- Place the motorcycle on its stand on firm, even ground.
- Make sure there is no load on the motorcycle; remove all items of luggage, if carried.



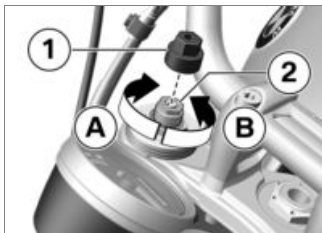
- Hold the motorcycle upright and measure distance **D** between the lower edge **1** of the slider tube and the front axle **2**.
- Apply the rider's weight to the motorcycle.
- With the assistance of a second person, measure distance **D** between points **1** and **2** again and calculate the difference (negative spring displacement) between the two readings.



Load-dependent adjustment of spring preload

Negative spring displacement of front wheel

6...10 mm (including rider 85 kg)



- Affix the plastic attachment **1** from the toolkit to the adjusting screw **2**.



WARNING

Spring preload setting and spring-strut damping setting not matched.

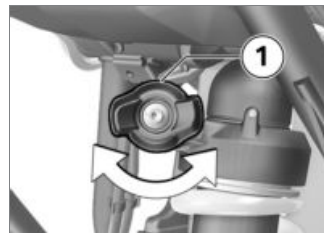
Impaired handling.

- Adjust spring-strut damping to suit spring preload.◀
- Turn the adjusting screws **2** towards **A** using the toolkit to reduce compression (increase the spring preload).
- Turn the adjusting screws **2** towards **B** using the toolkit to increase the compression (reduce the spring preload).
- Make sure that the same values are set on the left and on the right.

Adjustment

It is essential to set spring preload of the rear suspension to suit the load carried by the motorcycle. Increase spring preload when the vehicle is heavily loaded and reduce spring preload accordingly when the vehicle is lightly loaded.

Adjusting spring preload for rear wheel



- Place the motorcycle on its stand on firm, even ground.



WARNING

Spring preload setting and spring-strut damping setting not matched.

Impaired handling.

- Adjust spring-strut damping to suit spring preload.◀
- Turn the adjuster knob **1** clockwise to increase the spring preload.

- Turn the adjuster knob **1** anti-clockwise to reduce the spring preload.



NOTICE

See the section entitled "Technical data - suspension" for a recommendation on how to set up the suspension.◀

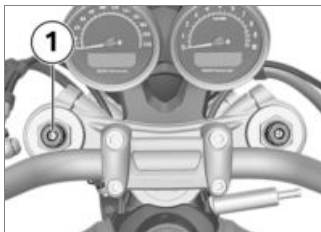
Damping

Adjustment

Damping must be adapted to suit the condition of the surface on which the motorcycle is ridden and to suit spring preload.

- An uneven surface requires softer damping than a smooth surface.
- An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

Adjusting compression-stage damping for front wheel



- Adjust the compression-stage damping using the adjusting screw **1** on the left fork leg.



- To increase damping: Use the tool from the on-board kit to turn the adjusting screw in the appropriate direction so that mark **1** points to a higher reading on the scale.
- To reduce damping: use the tool from the on-board kit to turn the adjusting screw in the appropriate direction so that mark **1** points to a lower reading on the scale.



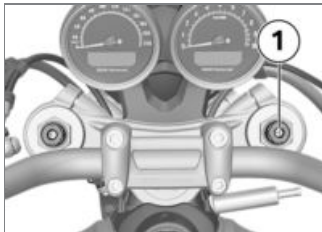
Compression stage, basic setting, front

Position 1 (comfortable setting with rider 85 kg)

Position 3 (normal setting with rider 85 kg)

Position 7 (sports setting with rider 85 kg)

Adjust the rebound-stage damping for front wheel



- Adjust the rebound-stage damping using the adjusting screw **1** on the right fork leg.



- To increase damping: Use the tool from the on-board kit to turn the adjusting screw in the appropriate direction so that mark **1** points to a higher reading on the scale.
- To reduce damping: use the tool from the on-board kit to turn the adjusting screw in the appropriate direction so that mark **1** points to a lower reading on the scale.



Rebound stage, basic setting, front

Position 1 (comfortable setting with rider 85 kg)

Position 3 (normal setting with rider 85 kg)

Position 7 (sports setting with rider 85 kg)

Factory default settings, front wheel

- Reset the factory defaults as stated below.



Factory default settings for compression/rebound stages, front

Position 3

Adjusting the damping characteristic for rear wheel

- Place the motorcycle on its stand on firm, even ground.



CAUTION

Adjusting the spring-strut damping when the silencer is hot

Risk of burn injury

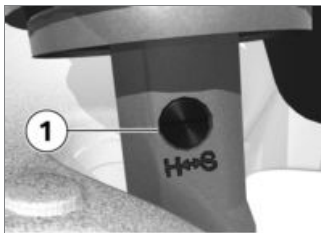
- Allow the silencer to cool.◀

CAUTION

Working with hot components

Risk of burn injury

- Wear protective gloves.◀
- Adjust the damping action with the toolkit using the adjusting screw **1**.



- Turn the adjusting screw **1** clockwise to harden the damping action.
- Turn the adjusting screw **1** anticlockwise to soften the damping action.

NOTICE

See the section entitled "Technical data - suspension" for a recommendation on how to set up the suspension.◀

Adjustable footrest system

- with Option 719, Classic milled part package^{OE}
- or
- with Option 719, Storm milled part package^{OE}
- or
- with Option 719, Club Sport milled part package^{OE}

Adjusting the rotor

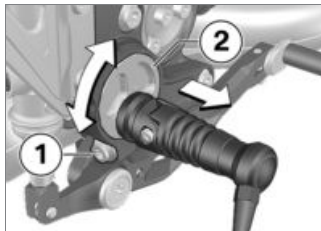


WARNING

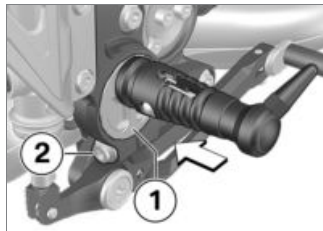
Steep bank angles can lead to hard components striking the roadway during cornering.

Risk of falling

- Do not use footrests as an indicator of critical bank angles.◀
- Setting of the rotor is the same on the right and left.
- The position of the rotor must be set identically on the right and left.



- The foot distance and a higher foot position can be adjusted on the rotor **2**.
- Slacken bolt **1** sufficiently that the rotor **2** can be pulled out.
- Rotor **2** is adjustable in 12 positions. To adjust to the highest position, turn rotor **2** through 180° to the right or left.



- Fit rotor **1** in the desired position and tighten bolt **2**.



Rotor to base plate

20 Nm



WARNING

Incorrectly adjusted footrest as a result of movement of the rotor.

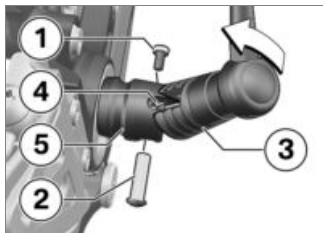
Risk of falling

- The footrest setting must be adjusted accordingly if the rotor has moved.◀

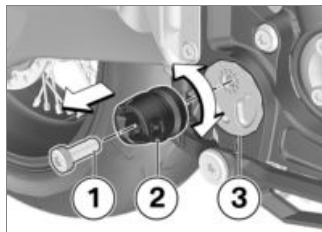
- The footrest may only fold upwards and slightly towards the rear.

Adjusting footrest hinge

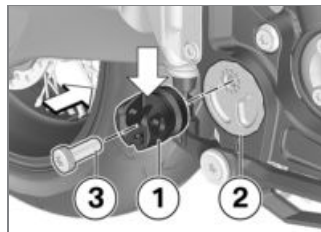
- Setting of the footrest joint is the same on the right and left.



- Remove screw **1** and bolt **2**.
- Fold the footrest body **3** in the direction of the arrow.
- » The spring is relieved.
- Detach spring **4** from the footrest hinge **5**.



- Remove screw **1**.
- Pull footrest hinge **2** from the rotor **3**.
- Turn the footrest hinge **2** clockwise or anticlockwise to change its position.

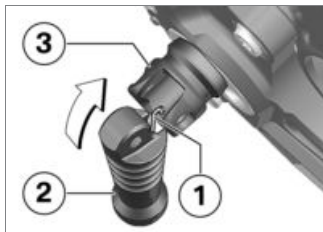


- When the footrest hinge **1** is finally fitted to the rotor **2**, the opening **arrow must** point upwards or up and slightly to the rear.
- Install screw **3**.
- Remove and refit the footrest hinge on the shifting unit side in the same way.

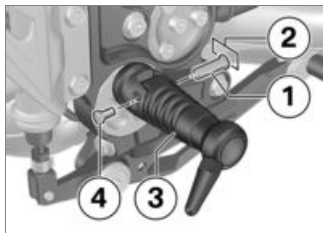


Positioning joint to rotor

20 Nm



- Attach the spring **1** to the eye in the footrest hinge **3**.
- Fold footrest body **2** up in the footrest hinge **3**.



- Insert bolt **1** with head flattened to one side **2** flush in

the footrest hinge and footrest body **3**.

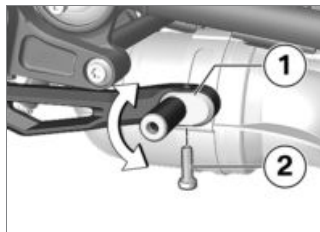
- Install screw **4**.
- Remove and refit the footrest body on the shifting unit side in the same way.



Footrest body to positioning joint

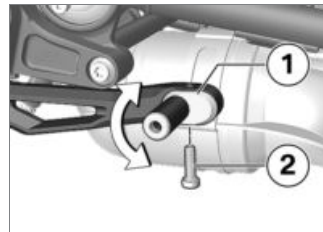
3 Nm

Adjusting footbrake lever peg



- Foot distance and height to peg **1** can be adjusted by turning to different positions.

- Remove screw **2**.



- Clean the threads.
- Turn peg **1** to the desired position.
- Fit **new** bolt **2**.

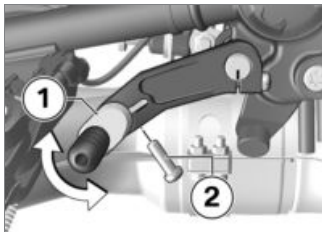


Foot piece on footbrake lever

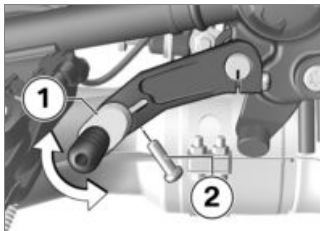
Thread-locking compound:
Micro-encapsulated

10 Nm

Adjusting gearshift lever peg



- Foot distance and height to peg **1** can be adjusted by turning to different positions.
- Remove screw **2**.



- Clean the threads.
- Turn peg **1** to the desired position.
- Fit **new** bolt **2**.



Foot piece on gearshift lever

Thread-locking compound:
Micro-encapsulated

10 Nm

Riding

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Brakes	80
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Safety information

Rider's equipment

The following clothing will protect you for every journey:

- Helmet
- Motorcycling jacket and trousers
- Gloves
- Boots

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

Load correctly



WARNING

Handling adversely affected by overloading and imbalanced loads

Risk of falling

- Do not exceed the permissible gross weight and be sure to comply with the instructions on loading. ◀
- Set spring preload, damping characteristic and tyre pressures to suit total weight.
- Pack heavy items at the bottom and toward the inboard side.
- with tank bag^{OA}
- Note the maximum permissible payload of the tank rucksack.



Payload of tank rucksack

≤5 kg◀

- with rear softbag^{OA}
- Note the maximum payload of the rear softbag.



Payload of rear softbag

max 10 kg◀

Speed

If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle, e.g.:

- Spring-strut and shock-absorber system not set up correctly
- Imbalanced load
- Loose clothing
- Insufficient tyre pressure
- Poor tyre tread
- On-board luggage systems such as a tank bag or rear softbag. Observe the speed limit indicated on the label in the respective luggage system.

Risk of poisoning

Exhaust fumes contain carbon monoxide, which is colourless and odourless but highly toxic.

**WARNING****Exhaust gases adversely affecting health**

Risk of asphyxiation

- Do not inhale exhaust fumes.
- Do not run the engine in an enclosed space.◀

Risk of burn injury**CAUTION****Engine and exhaust system become very hot when the vehicle is in use**

Risk of burn injury

- When you park the vehicle make sure that no-one and no objects can come into contact with the hot engine and exhaust system.◀

Catalytic converter

If misfiring causes unburned fuel to enter the catalytic converter, there is a danger of overheating and damage.

The following guidelines must be observed:

- Do not run the fuel tank dry.
- Do not attempt to start or run the engine with a spark-plug cap disconnected.
- Stop the engine immediately if it misfires.
- Use only unleaded fuel.
- Comply with all specified maintenance intervals.

**ATTENTION****Unburned fuel in catalytic converter**

Damage to catalytic converter

- Note the points listed for protection of the catalytic converter.◀

Risk of overheating**ATTENTION****Engine running for prolonged period with vehicle at standstill**

Overheating due to insufficient cooling; in extreme cases vehicle fire

- Do not allow the engine to idle unnecessarily.
- Ride away immediately after starting the engine.◀

Tampering**ATTENTION****Tampering with the motorcycle (e.g. engine management ECU, throttle valves, clutch)**

Damage to the affected parts, failure of safety-relevant functions, voiding of warranty

- Do not tamper with the vehicle in any way that could result in tuned performance.◀

Comply with checklist

- At regular intervals, use the checklist below to check your motorcycle.

Requirement

Always before riding off:

- Check operation of the brake system.
- Check operation of the lights and signalling equipment.
- Checking clutch function (▮▮▮ 101).
- Checking tyre tread depth (▮▮▮ 102).
- Check that cases and luggage are securely held in place.

Requirement

Every 3rd refuelling stop:

- Adjusting spring preload for rear wheel (▮▮▮ 64).
- Checking engine oil level (▮▮▮ 95).
- Checking front brake pad thickness (▮▮▮ 97).
- Check rear brake pad thickness (▮▮▮ 98).
- Checking brake-fluid level, front brakes (▮▮▮ 99).
- Checking the brake-fluid level, rear brakes (▮▮▮ 100).

Starting

Start engine

- Switching on ignition (▮▮▮ 38).
 - » Pre-Ride-Check is performed. (▮▮▮ 77)
 - » ABS self-diagnosis is in progress. (▮▮▮ 78)
- Select neutral or, if a gear is engaged, pull the clutch lever.



NOTICE

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

- For cold starts and low temperatures:
 - » Pull the clutch lever.



- Press starter button **1**.



NOTICE

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

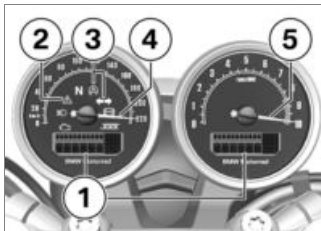
See the subsection on jump starting in "Maintenance" for more details. ◀

- » The engine starts.
- » Consult the troubleshooting chart below if the engine refuses to start. (▶▶ 138)

Pre-Ride-Check

The instrument cluster runs a test of the instrument dial, the warning and indicator lights and the display when the ignition is switched on: this is the "Pre-Ride-Check". The test is aborted if you start the engine before it completes.

Phase 1



All segments are shown in the displays **1**.

All indicator and warning lights **3** are switched on at the same time.

Phase 2

The general warning light **2** switches from constant to flashing.

The needle **4** for the speed indicator moves to maximum speed.

The needle **5** for speed moves to maximum speed.

Phase 3

The needle **4** for the speed indicator goes down to zero.

The needle **5** for the speed goes down to zero.

The indicator and warning lights go out or assume operational status, as applicable.

The malfunction indicator lamp only goes out after 15 seconds.

The display switches to its ordinary display mode. The on-board computer readings appear on the display.

If needles do not move, an indicator and warning light is not switched on or there are missing segments in the display:

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad Retailer.

ABS self-diagnosis

BMW Motorrad Integral ABS performs self-diagnosis to ensure its operability. Self-diagnosis starts automatically when you switch on the ignition.

Phase 1

- » Test of the diagnosis-compatible system components with the vehicle at a standstill.



ABS telltale and warning light flashes.

Phase 2

- » Test of the wheel-speed sensors as the vehicle pulls away from rest.



ABS telltale and warning light flashes.

ABS self-diagnosis completed

- » The ABS indicator and warning light goes out.



ABS self-diagnosis not completed

The ABS function is not available, because self-diagnosis did not complete. (The motorcycle has to reach a defined minimum speed for the wheel speed sensors to be checked: 5 km/h)

If an indicator showing an ABS fault appears when ABS self-diagnosis completes:

- You can continue to ride. Bear in mind that neither the ABS function nor the integral braking function is available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

ASC self-diagnosis

BMW Motorrad ASC performs self-diagnosis to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition.

Phase 1

- » Test of the diagnosable system components with the vehicle at a standstill.
 - with Automatic Stability Control (ASC)^{OE}



ASC indicator and warning light flashing slowly.<

Phase 2

- » Test of the diagnosis-compatible system components while the motorcycle is on the move.
 - with Automatic Stability Control (ASC)^{OE}



ASC indicator and warning light flashing slowly.<

ASC self-diagnosis completed

» The ASC telltale and warning light goes out.

- Check all the indicator and warning lights.



ASC self-diagnosis not completed

The ASC function is not available, because self-diagnosis did not complete. (The motorcycle has to reach a defined minimum speed for the wheel sensors to be checked: min 5 km/h)

If an indicator showing an ASC fault appears when ASC self-diagnosis completes:

- You can continue to ride. Bear in mind that the ASC function is not available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably

an authorised BMW Motorrad dealer.

Running in Engine

- Until the first running-in check, vary the throttle opening and engine-speed range frequently; avoid riding at constant engine rpm for prolonged periods.
- Try to do most of your riding during this initial period on twisting, fairly hilly roads.
- Comply with the rpm limits for running in.



Running-in speed

<5000 min⁻¹ (Odometer reading 0...1000 km)

- Note the mileage after which the running-in check should be carried out.



Mileage until the first running-in check

500...1200 km

Brake pads

New brake pads have to be run in before they can achieve their optimum frictional force. You can compensate for this initial reduction in braking efficiency by exerting greater pressure on the levers.



WARNING

New brake pads

Longer stopping distance, risk of accident

- Apply the brakes in good time. ◀

Tyres

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



WARNING

New tyres losing grip on wet roads and at extreme bank angles

Risk of accident

- Ride carefully and avoid extremely sharp inclines.◀

Brakes

How can stopping distance be minimised?

Each time the brakes are applied, a load distribution shift takes place with the load shifting forward from the rear to the front wheel. The sharper the vehicle

decelerates, the more load is shifted to the front wheel. The higher the wheel load, the more braking force can be transmitted without the wheel locking.

To optimise stopping distance, apply the front brakes rapidly and keep on increasing the force you apply to the brake lever. This makes the best possible use of the dynamic increase in load at the front wheel. Remember to pull the clutch at the same time. In the event of extreme emergency braking (a situation that is intensively practised), as part of which the brake pressure must be generated as quickly as possible and using all available force, dynamic load distribution is unable to following the increase in deceleration and consequently the brake force cannot be fully transferred to the roadway. BMW Motorrad ABS prevents the front wheels from locking.

Panic braking

If you brake sharply at speeds over 50 km/h, road users behind you will be given an additional warning as the brake light will start flashing quickly.

If you brake to below 15 km/h, the hazard warning lights system switches on. From a speed of 20 km/h, the hazard warning lights system will automatically switch off again.

Descending mountain passes



WARNING

Braking only with the rear brake on mountain descents

Brake fade, destruction of the brakes due to overheating

- Use both front and rear brakes, and make use of the engine's braking effect as well.◀

Wet and dirty brakes

Wetness and dirt on the brake discs and the brake pads diminish braking efficiency.

Delayed braking action or poor braking efficiency must be reckoned with in the following situations:

- Riding in the rain or through puddles of water.
- After the motorcycle has been washed.
- Riding on salted or gritted roads.
- After work has been carried on the brakes, due to traces of oil or grease.
- Riding on dirt-covered surfaces or off-road.



WARNING

Wetness and dirt result in diminished braking efficiency

Risk of accident

- Apply the brakes lightly while riding to remove wetness and dirt, or dismount and clean the brakes.
- Think ahead and brake in good time until full braking efficiency is restored. ◀

Parking your motorcycle

Side stand

- Switch off the engine.



ATTENTION

Poor ground underneath the stand

Risk of damage to parts if vehicle topples

- Always check that the ground under the stand is level and firm. ◀



ATTENTION

Additional weight placing strain on the side stand

Risk of damage to parts if vehicle topples

- Do not sit or lean on the vehicle while it is propped on the side stand. ◀
- Extend the side stand and prop the motorcycle on the stand.
- If the camber of the roadway permits, turn the handlebars all the way to the left.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

Refuelling

Fuel grade Requirement

To ensure optimal fuel consumption, fuel should be sulphur-free or as low-sulphur as possible.



ATTENTION

Engine operation with leaded fuel

Damage to catalytic converter

- Do not attempt to run the vehicle on leaded fuel or fuel with metallic additives (e.g. manganese or iron).◀



Recommended fuel grade



Super Plus, unleaded
(maximum 5% ethanol,
E5)



98 ROZ/RON
93 AKI



Alternative fuel grade



Super unleaded (max-
imum 15% ethanol, E15)



95 ROZ/RON
90 AKI

» Pay attention to the following symbols in the fuel filler cap and on the fuel pump:



Refuelling



WARNING

Fuel is highly flammable

Risk of fire and explosion

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



ATTENTION

Component damage

Component damage caused by overfilled fuel tank

- Overfilling the fuel tank will cause excess fuel to penetrate

the carbon canister and cause component damage.

- Fill the fuel tank up to the lower edge of the filler neck only.◀

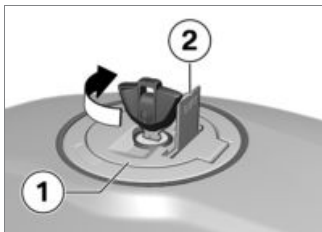


ATTENTION

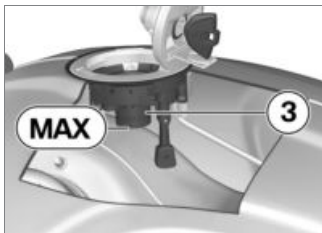
Wetting of plastic surfaces by fuel

Damage to the surfaces (surfaces become unsightly or dull)

- Clean plastic surfaces immediately after contact with fuel.◀
- Place the motorcycle on its stand on firm, even ground.



- Open the protective cap **2**.
- Turn the ignition key clockwise to unlock the sealing cap of the fuel tank **1** and open it.



- Refuel with fuel of the grade stated below; do not fill the

tank beyond the bottom edge of the fuel filler neck.



NOTICE

When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, so that the new level is detected and the fuel reserve indicator light is switched off.◀



NOTICE

The "usable fuel capacity" specified in the technical data is the quantity that the fuel tank could hold if refilled after it had been run dry and the engine had cut out due to a lack of fuel.◀



Reserve fuel

approx. 3 l

- Firmly press the sealing cap of the fuel tank to close it.
- Remove the key and close the protective cap.

Securing motorcycle for transportation

- Make sure that all components that might come into contact with straps used to secure the motorcycle are adequately protected against scratching. Use adhesive tape or soft cloths, for example, for this purpose.



Usable fuel capacity

approx. 18 l



ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.◀
- Push the motorcycle onto the transportation flat and hold it in position: do not place it on the side stand.

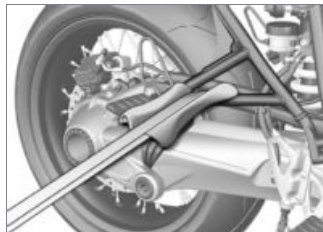


ATTENTION

Trapping of components

Component damage

- Do not trap components such as brake lines or cable legs.◀
- At the front, secure the tensioning straps to the bottom fork bridge on both sides.



- At the rear, secure the tensioning straps to the brackets of the rear footrest on both sides and tension them.
- Evenly tension all tensioning straps, the vehicle suspension must be compressed as much as possible.

Engineering details

General instructions.....	86
Anti-lock brake system (ABS)	86
Automatic Stability Control (ASC)	88

General instructions

To find out more about engineering go to:

bmw-motorrad.com/technology

Anti-lock brake system (ABS)

How does ABS work?

The amount of braking force that can be transferred to the road depends on factors that include the coefficient of friction of the road surface. Loose stones, ice and snow or a wet road all have much lower coefficients of friction than a clean and dry asphalt surface. The lower the coefficient of friction, the longer the braking distance.

If the rider increases the brake pressure to the extent that the brake force exceeds the maximum transferable limit, the wheels start to lock and

the vehicle loses its directional stability; a fall is imminent. Before this situation can occur, ABS intervenes and adapts braking pressure to the maximum transferable braking force. The wheels continue to turn and the driving stability is retained irrespective of the road condition.

What are the effects of surface irregularities?

Surface irregularities can cause the wheels to lose contact temporarily with the road surface. If this happens the braking force that can be transmitted to the road can drop to zero. If the brakes are applied under these circumstances the ABS has to reduce braking force to ensure that directional stability is maintained when the wheels regain contact with the road surface. At this instant the ABS must assume an extremely low coef-

ficient of friction, so that the wheels will continue to rotate under all imaginable circumstances, because this is the precondition for ensuring directional stability. As soon as it registers the actual circumstances, the system reacts instantly and adjusts braking force accordingly to achieve optimum braking.

Rear wheel lift

Under very severe and sudden deceleration, however, it is possible that the BMW Motorrad ABS will be unable to prevent the rear wheel from lifting clear of the ground. If this happens the outcome can be a highsidings situation in which the motorcycle can flip over.

WARNING

Rear wheel lift due to severe braking

Risk of falling

- When you brake sharply, bear in mind that ABS control cannot always be relied on to prevent the rear wheel from lifting clear of the ground.◀

What is the design baseline for BMW Motorrad ABS?

Within the limits imposed by physics, the BMW Motorrad ABS ensures directional stability on any surface.

The system is not optimised for special requirements that apply under extreme competitive situations off-road or on the track.

Special situations

The speeds of the front and rear wheels are compared as one means of detecting a wheel's incipient tendency to lock. If the system registers implausible values for a lengthy period the ABS function is deactivated for safety reasons and an ABS fault message is issued. Self-diagnosis has to complete before fault messages can be issued.

In addition to problems with the BMW Motorrad ABS, exceptional riding conditions can also cause a fault message to be issued:

- Riding for a lengthy period with the front wheel lifted off the ground (wheelie).
- Rear wheel rotating with the vehicle held stationary by applying the front brake (burn-out).
- Heating up with the motorcycle on the centre stand or an auxil-

ary stand, engine idling or with a gear engaged.

- Rear wheel locked for a lengthy period, for example while descending off-road.

If a fault message is issued on account of exceptional riding conditions, you can reactivate the ABS function by switching the ignition off and on again.

How important is regular maintenance?

WARNING

Brake system not regularly serviced

Risk of accident

- In order to ensure that the BMW Motorrad ABS is always maintained in optimum condition, it is essential for you to comply strictly with the specified inspection intervals.◀

Reserves for safety

The potentially shorter stopping distances which BMW Motorrad 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.



WARNING

Braking when cornering

Risk of accident despite ABS

- Invariably, the rider bears responsibility for assessing road and traffic conditions and adopting his or her style of riding accordingly.
- Do not take risks that would negate the additional margin of safety offered by this system. ◀

Automatic Stability Control (ASC)

How does ASC work?

- with Automatic Stability Control (ASC)^{OE}

BMW Motorrad ASC compares the wheel speeds at the front and rear wheel. The differential is used to compute slip as a measure of the reserves of stability available at the rear wheel. If slip exceeds a certain limit, the engine management system intervenes and adapts engine torque accordingly.

Special situations

- with Automatic Stability Control (ASC)^{OE}

In accordance with the laws of physics, the ability to accelerate is restricted more and more as the angle of heel increases. Consequently, there can be a per-

ceptible lag in acceleration out of very tight bends.

The speeds of the front and rear wheels are compared as one means of detecting the rear wheel's incipient tendency to spin or slip sideways. If the system registers implausible values for a lengthy period the ASC function is deactivated for safety reasons and an ASC fault message is issued. Self-diagnosis has to complete before fault messages can be issued. BMW Motorrad ASC may automatically switch off in the following, unusual riding conditions.

Exceptional riding conditions:

- Riding on the rear wheel (wheelie) with deactivated ASC for a prolonged period of time

- Moving the rear wheel in a circle while applying the front wheel brake (burn-out)
- Heating up with the motorcycle on the centre stand or an auxiliary stand, engine idling or with a gear engaged

Switch the ignition off and on and subsequently move the vehicle at a speed over 5 km/h to reactivate ASC.

If the front wheel lifts clear of the ground under severe acceleration, the ASC reduces engine torque until the front wheel regains contact with the ground. Under these circumstances, BMW Motorrad recommends rolling the throttle slightly closed so as to restore stability with the least possible delay.

When riding on a slippery surface, never snap the throttle twistgrip fully closed without pulling the clutch at the same time. Engine braking torque can cause the rear wheel to lock, with a corresponding loss of stability. The BMW Motorrad ASC is unable to control a situation of this nature.

Slippery roadway

On very loose surfaces (e.g. sand or snow) ASC control interventions may reduce the driving power at the rear wheel to an extent where the rear wheel no longer rotates sufficiently. In this case, BMW Motorrad recommends to temporarily switch off ASC.

Please note that the rear wheel will spin on loose surfaces and remember to release the throttle grip in due time before reaching firm surfaces.

Then reactivate ASC.

Maintenance

General instructions.....	92
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General instructions

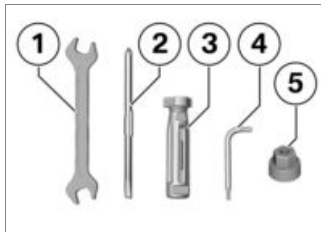
The "Maintenance" chapter describes straightforward procedures for checking and replacing certain wear parts.

Special tightening torques are listed as applicable. The tightening torques for the threaded fasteners on your vehicle are listed in the section entitled "Technical data".

Further information on maintenance and repair work is available from your BMW Motorrad authorised dealer in the form of a DVD.

Some of the work requires special tools and a thorough knowledge of the technology involved. If you are in doubt, consult a specialist workshop, preferably your authorised BMW Motorrad dealer.

Toolkit



- 1** Open-ended spanner
Width across flats 14/17
 - Adjusting mirror arm (➡ 60).
 - Adjusting spring preload for front wheel (➡ 63).
- 2** Reversible screwdriver blade
With star-head and plain-tip ends
 - Adjust the rebound-stage damping for front wheel (➡ 66).

- 2**
 - Adjusting compression-stage damping for front wheel (➡ 65).
 - Adjusting the damping characteristic for rear wheel (➡ 67).
 - Replacing bulbs for front and rear turn indicators (➡ 114).
- 3** Screwdriver handle
 - Topping up the engine oil (➡ 96).
 - Use with screwdriver insert.
- 4** T20 torx bit
 - Replacing bulbs for low-beam and high-beam headlight (➡ 112).
 - Replacing bulb for parking light (➡ 113).
- 5** Plastic cap
 - Adjusting spring preload for front wheel (➡ 63).

Front-wheel stand

Installing the front-wheel stand



ATTENTION

For vehicles positioned on the front-wheel stand and rear wheel only

Component damage caused by the vehicle falling over

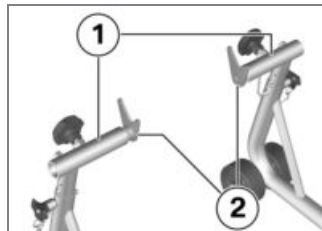
- Position the vehicle on the rear-wheel stand first and then lift it using the front-wheel stand.◀
- Position the motorcycle on a front-wheel stand, BMW Motorrad recommends the BMW Motorrad front-wheel stand.
- Installing the rear-wheel stand (▶▶▶ 94).



- Use the basic stand with adapters. The basic stand and its accessory components are available from your BMW Motorrad authorised dealer.



- Insert the adapter pins **1** into the front suspension on the left and right.



- Turn brackets **1** with long ends facing inwards.
- Adjust the adapters **2** to the width of the pins that have

been inserted into the front suspension.

- Adjust the height of the front-wheel stand until the front wheel rotates freely.



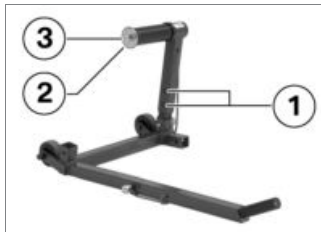
- Position the front-wheel stand at the front suspension and evenly press towards the floor.

Rear-wheel stand

Installing the rear-wheel stand

- Place the motorcycle on its stand on firm, even ground.

- Use the rear-wheel stand with rear axle adapter. The rear-wheel stand and its accessories are available from your authorised BMW Motorrad Retailer.



- Use screws **1** to set the rear-wheel stand to the desired height.
- Remove retaining disc **2**. To do so, press release button **3**.



- Push the rear-wheel stand from the right onto the rear axle.
- Push the retaining disc on from the left, while holding the unlock button down.



ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.◀
- Hold the motorcycle upright and at the same time press the handle of the stand back until both rollers of the stand are on the ground.
- Then press the handle down to the ground.

Engine oil

Checking engine oil level



ATTENTION

Misinterpretation of oil level reading, because oil level is temperature-dependent (the higher the temperature, the higher the oil level)

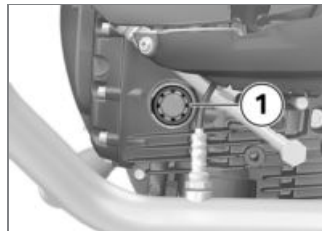
Engine damage

- Check the oil level only after a lengthy ride or when the engine is at operating temperature.◀
- Switch off the engine when it is at operating temperature.
- Make sure the ground is level and firm and hold the motorcycle upright.
- Wait five minutes for the oil to drain into the oil pan.

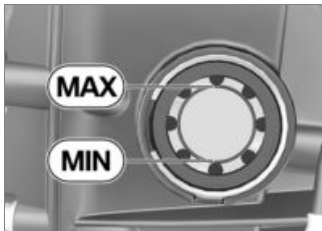


NOTICE

To protect the environment, BMW Motorrad recommends occasionally checking the engine oil after a journey of at least 50 km.◀



- Check the oil level in oil-level indicator **1**.



Engine oil, specified level

Between **MIN** and **MAX** marks

If the oil level is below the MIN mark:

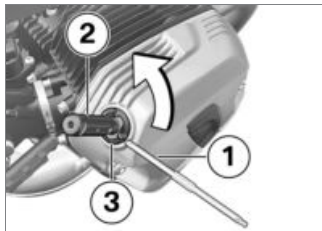
- Topping up the engine oil (➡ 96).

If the oil level is above the MAX mark:

- Have the oil level corrected by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Topping up the engine oil

- Place the motorcycle on its stand on firm, even ground.



- Wipe the area around the oil filler neck clean.
- Insert the Phillips tip of the removable screwdriver insert **1** into the screwdriver handle **2** (toolkit) to transfer the force more easily.
- Position the toolkit on the oil filler plug **3** and turn anticlockwise.
- Remove the oil filler plug **3**.



ATTENTION

Use of insufficient engine oil or too much engine oil

Engine damage

- Always make sure that the oil level is correct. ◀
- Top up the engine oil to the specified level.



Engine oil, quantity for topping up

max 0.5 l (Difference between MIN and MAX)

- Checking engine oil level (➡ 95).
- Install the oil filler plug **3**.

Brake system

Checking function of brakes

- Pull the front brake lever.
 - » The pressure point must be clearly perceptible.

- Press the footbrake lever.
 - » The pressure point must be clearly perceptible.
- If pressure points are not clearly perceptible:



ATTENTION

Work on brake system not in compliance with correct procedure

Risk to operational reliability of the brake system

- Have all work on the brake system undertaken by trained and qualified specialists. ◀
- Have the brakes checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Checking front brake pad thickness

- Place the motorcycle on its stand on firm, even ground.



- Visually inspect the left and right brake pads to ascertain their thickness. Viewing direction: between wheel and front suspension toward brake pads **1**.



 Brake-pad wear limit, front

1.0 mm (friction pad only, without backing plate. The wear indicators (grooves) must be clearly visible.)

If the wear indicating marks are no longer clearly visible:

**WARNING****Brake-pad thickness less than permissible minimum**

Diminished braking effect, damage to the brakes

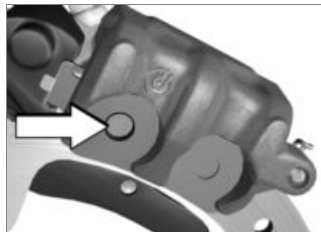
- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness. ◀
- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Check rear brake pad thickness

- Place the motorcycle on its stand on firm, even ground.



- Visually inspect the brake pads to ascertain their thickness. View: from the left towards the brake caliper.



Brake-pad wear limit, rear

1.0 mm (friction pad only, without backing plate. Make sure that the brake disc is not visible through the bore in the inboard brake block.)

If the brake disc is visible:

WARNING

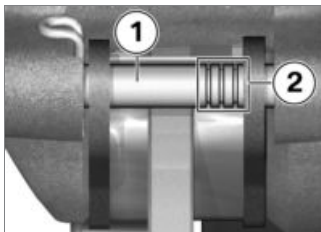
Brake-pad thickness less than permissible minimum

Diminished braking effect, damage to the brakes

- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness. ◀
- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Brake pad wear

The rear wheel brake features a brake pad wear indicator.



The axle **1** with the three ring marks **2** is located between the brake pads.

Significance of the marks:

- 3 rings visible: at min. 75 % brake pad thickness
- 2 rings visible: at min. 50 % brake pad thickness
- 1 ring visible: at min. 25 % brake pad thickness
- No ring visible: wear limit has been reached, check as described above

Checking brake-fluid level, front brakes

WARNING

Not enough brake fluid in brake fluid tank

Considerably reduced braking power due to air in the brake system

- Adjust the riding mode immediately until the fault is rectified.
- Check the brake-fluid level at regular intervals. ◀
- Place the motorcycle on its stand on firm, even ground.
- Brake fluid tank horizontal, vehicle upright.



- Check the brake fluid level in front reservoir **1**.



NOTICE

Wear of the brake pads causes the brake fluid level in the reservoir to sink. ◀



Brake fluid level, front

Brake fluid, DOT4

It is impermissible for the brake fluid level to drop below the MIN mark. (Brake fluid tank horizontal, vehicle upright.)

If the brake fluid level drops below the permitted level:

- Have the defect rectified as quickly as possible by a specialist workshop, preferably

an authorised BMW Motorrad dealer.

Checking the brake-fluid level, rear brakes



WARNING

Not enough brake fluid in brake fluid tank

Considerably reduced braking power due to air in the brake system

- Adjust the riding mode immediately until the fault is rectified.
- Check the brake-fluid level at regular intervals. ◀
- Place the motorcycle on its stand on firm, even ground. Keep the vehicle upright.



- Check the brake fluid level in rear reservoir **1**.



NOTICE

Wear of the brake pads causes the brake fluid level in the reservoir to sink. ◀



Brake fluid level, rear

Brake fluid, DOT4

The brake fluid level must not drop below the **MIN** mark. (Brake-fluid reservoir, horizontal)

If the brake fluid level drops below the permitted level:

- Have the defect rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Clutch

Checking clutch function

- Pull the clutch lever.
 - » The pressure point must be clearly perceptible.
- If the pressure point is not clearly perceptible:

- Have the clutch checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Tyres

Checking tyre pressure



WARNING

Incorrect tyre pressure

Impaired handling characteristics of the motorcycle, shorter useful tyre life

- Always check that the tyre pressures are correct. ◀

**WARNING****Tendency of valve inserts installed vertically to open by themselves at high riding speeds**

Sudden loss of tyre pressure

- Install valve caps fitted with rubber sealing rings and tighten firmly. ◀
- Place the motorcycle on its stand on firm, even ground.
- Check tyre pressures against the data below.



Tyre pressure, front

2.5 bar (tyre cold)



Tyre pressure, rear

2.7 bar (One-up, with cold tyre)



Tyre pressure, rear

2.9 bar (Riding with passenger, with cold tyre)

With incorrect tyre pressure:

- Correct tyre pressure.

Rims and tyres**Checking rims**

- Place the motorcycle on its stand on firm, even ground.
- Visually inspect the rims for defects.
- Have damaged rims inspected by a specialist workshop and replaced if necessary, preferably by an authorised BMW Motorrad dealer.

Checking spokes

- Place the motorcycle on its stand on firm, even ground.

- Use a screwdriver handle or similar object to brush over the spokes and pay attention to the sequence of sounds.

If the sequence of sounds is irregular:

- Have the spokes checked by a specialist workshop, preferably by an authorised BMW Motorrad Retailer.

Checking tyre tread depth**WARNING****Riding with badly worn tyres**

Risk of accident due to impaired handling

- If applicable, have the tyres changed in good time before they wear to the minimum tread depth permitted by law. ◀
- Place the motorcycle on its stand on firm, even ground.

- Measure the tyre tread depth in the main tread grooves with wear marks.



NOTICE

Wear indicators are built into the main profile grooves on each tyre. The tyre is worn out when the tyre tread has worn down to the level of the marks. The locations of the marks are indicated on the edge of the tyre, e.g. by the letters TI, TWI or by an arrow. ◀

If the tyre tread is worn to minimum:

- Replace tyre or tyres, as applicable.

Wheels

Tyre recommendation

For each size of tyre, BMW Motorrad tests and classifies as roadworthy certain makes. BMW Motorrad cannot

assess the suitability or provide any guarantee of road safety for other tyres.

BMW Motorrad recommends using only tyres tested by BMW Motorrad.

Detailed information is available from your authorised BMW Motorrad dealer or in the internet at:

bmw-motorrad.com

Effect of wheel size on ABS

The wheel size has a large influence on the functionality of the ABS system. In particular, the diameter and the width of the vehicle's wheels are programmed into the control unit and are fundamental to all calculations. Any change in these variables, caused by a switch to non-standard installed wheels, can have serious effects on the performance of these control systems.

The sensor rings are essential for correct wheel speed detection; they too must match the motorcycle's control systems and consequently cannot be replaced. If you decide that you would like to fit non-standard wheels to your motorcycle, it is very important to consult a specialist workshop beforehand, preferably an authorised BMW Motorrad dealer. In some cases, the data programmed into the control units can be changed to suit the new wheel sizes.

Removing front wheel



NOTICE

The front-wheel cover has to be detached on one side to facilitate wheel removal/installation. ◀

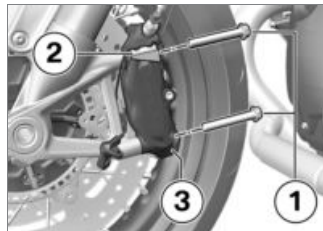
- Place the motorcycle on its stand on firm, even ground.



- Slacken screws **1**.
- Mask off the parts of the wheel rim that could be scratched in the process of removing the brake calipers.



- Loosen the sensor cable (**arrow**) from the bracket.
- Remove the screw **1** and remove the wheel speed sensor **2** from the bore hole.

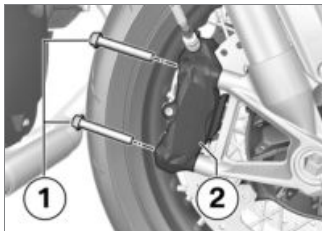


ATTENTION

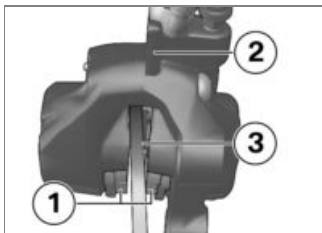
Unwanted inward movement of the brake pads

Component damage on attempt to install the brake caliper or because brake pads have to be forced apart

- Do not operate the brakes with a brake caliper not correctly secured.◀
- Remove the screws **1** on the left.
- Loosen the bracket **2** for the sensor cable and brake caliper **3**.



- Remove the screws **1** on the right and loosen the brake caliper **2**.



- Slightly force apart the brake pads **1** by rotating the brake

caliper **2** against the brake disc **3**.

- Carefully pull the brake calipers back and out until clear of the brake discs.



ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person. ◀
- Lift the motorcycle, preferably with a BMW Motorrad rear-wheel stand.
- Installing the rear-wheel stand (► 94).

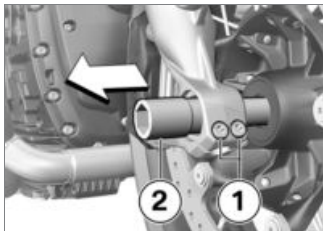


ATTENTION

Use of the BMW Motorrad front-wheel stand without also using the auxiliary stand

Risk of damage to parts if vehicle topples

- Place the motorcycle on an auxiliary stand before lifting the front wheel with the BMW Motorrad front-wheel stand. ◀
- Lift the front of the motorcycle until the front wheel is clear of the ground, preferably using a BMW Motorrad front-wheel stand.
- Installing the front-wheel stand (► 93).

**ATTENTION**

Incorrect gap between sensor ring and wheel speed sensor due to misaligned threaded bush in front suspension

Damage to wheel speed sensor.
ABS malfunction

- Left clamp locates the threaded bush; do not loosen or remove this clamp.◀
- Slacken axle clamping screws **1**.

- Remove the quick-release axle **2**; in this process, support the wheel.
- Do not wipe off the grease from the axle.
- Roll the front wheel forward to remove.



- Remove the spacer bush **1** from the front axle hub on the left-hand side.

Installing front wheel

**WARNING**

Use of a non-standard wheel

Malfunctions in ABS operation

- See the information on the effect of wheel size on the ABS system at the start of this chapter.◀

**ATTENTION**

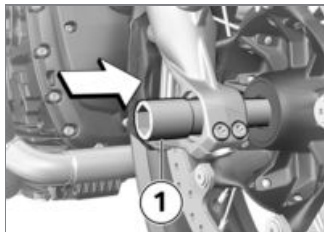
Tightening threaded fasteners to incorrect tightening torque

Damage, or threaded fasteners work loose

- Always have the security of the fasteners checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀



- Slip spacing bushing **1** into the wheel hub on the left-hand side.



- Lubricate the quick-release axle **1**.



Lubricant

Optimoly TA



ATTENTION

Front wheel installed wrong way round

Risk of accident

- Note direction-of-rotation arrows on tyre or rim. ◀
- Roll the front wheel into position between the front forks.



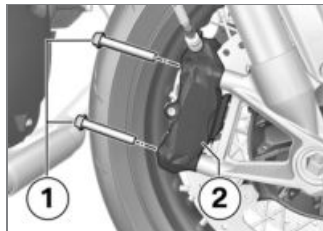
WARNING

Improper installation of the quick-release axle

Loosening of the front wheel

- After securing the brake calipers and relieving the front forks, tighten the quick-release axle and the axle clamping to the specified tightening torque. ◀

- Lift the front wheel, insert the quick-release axle **1** and loosely secure it.

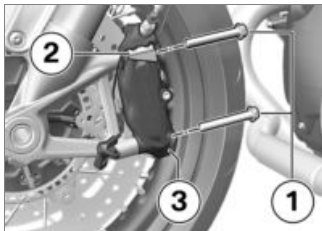


- Position the brake caliper **2** on the right and install the screws **1**.



Brake caliper on telescopic fork

38 Nm



- Position the brake caliper **3** on the left and the bracket **2**.
- Install screws **1**.



Brake caliper on telescopic fork

38 Nm

- Remove the adhesive tape from the wheel rim.



- Secure the sensor cable (**ar-row**) to the brake line.
- Insert the wheel speed sensor **2** into the bore hole and install it using the screw **1**.



WARNING

Brake pads not lying against the brake disc

Risk of accident due to delayed braking effect.

- Before driving, check that the brakes respond without delay.◀
- Operate the brake several times until the brake pads are bedded.

- Removing the front-wheel stand.
- Extend the side stand.

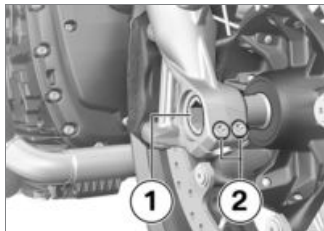


ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.◀
- Remove the rear-wheel stand.
- Position the motorcycle on the side stand.



- Firmly compress the front forks several times.
- Tighten the quick-release axle **1**.



Bolt in quick-release axle

50 Nm

- Tighten the axle clamping screws **2**.



Clamping screws in axle holder

Tightening sequence: Tighten screws six times in alternate sequence

19 Nm



- Tighten screws **1**.



Wheel cover, front, to forks

5 Nm

Removing rear wheel

- Engage first gear.



- Remove the screws **1**, in this process, support the wheel.
- Roll the rear wheel out toward the rear.

Installing the rear wheel



WARNING

Use of a non-standard wheel

Malfunctions in ABS operation

- See the information on the effect of wheel size on the ABS system at the start of this chapter.◀

- Seat the rear wheel on the rear-wheel adapter.



- Install screws **1**.

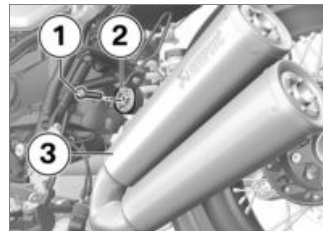


Rear wheel to wheel carrier

Tightening sequence: Tighten in a crosswise pattern

60 Nm

- Connect the silencer to the pipe on the exhaust flap.

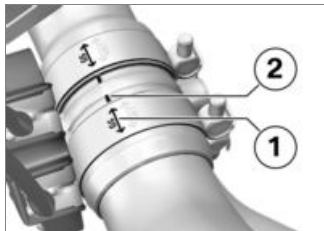


- Align the silencer **3**, position the lock washer **2** and install the screw **1**.

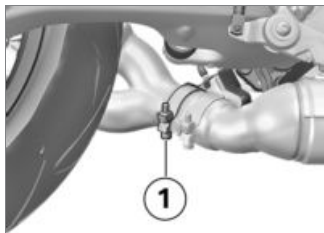


Silencer to pillion frame

19 Nm



- Push the clamp forwards as far as possible so that the clamp mark **(GS)** 1 points towards the mark 2.



- Tighten screw 1.



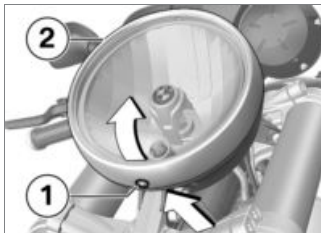
Clamp to silencer and
exhaust manifold

28 Nm

Headlight

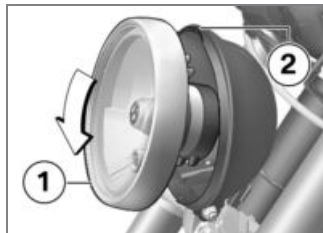
Removing and installing light housing

- Switching off ignition (III 39).
- Place the motorcycle on its stand on firm, even ground.

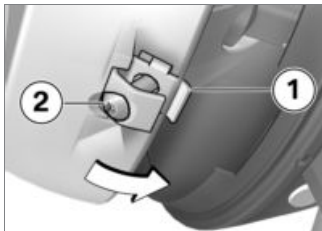


- Loosen the screw 1 by several turns.
- Carefully pull the light housing 2 towards the **arrow** at the

bottom and remove it towards the top.



- Position the light housing 1 behind the tab 2 and swivel it towards the bottom.
- Align the light housing 1 centrally.



WARNING

Deformation of the clamp due to heavy impact on the light housing

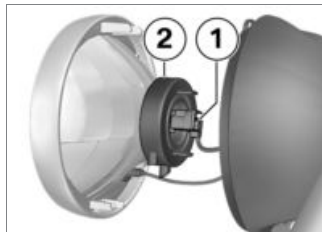
Risk of accidents due to inadequately secured reflector

- Avoid all heavy impacts. ◀
- Push the screw **2** upwards using the screwdriver.
- Swivel the light housing towards the rear.
- » The clamp **1** engages with the light housing.
- Tighten screw **2**.

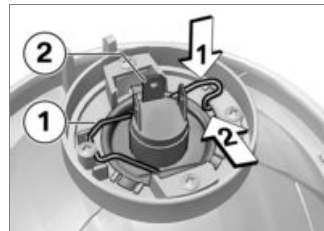
Light source

Replacing bulbs for low-beam and high-beam headlight

- Switching off ignition (➡ 39).
- Place the motorcycle on its stand on firm, even ground.
- Removing the light housing (➡ 111).



- Disconnect the connector **1** for low-beam headlight and high beam.
- Pull off the rubber seal **2** from the light housing.



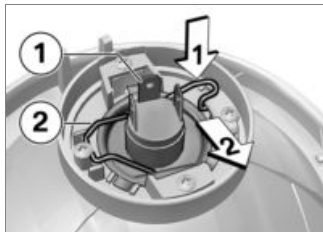
- Press the wire spring clip **1** towards the bottom, swivel it away from the stop towards the side and then fold the wire spring clip towards the top.
- Remove the light source **2** for the low-beam headlight and high beam from the light housing **carefully**.
- Replace the defective bulb.



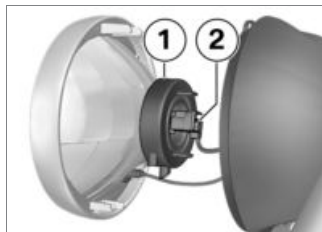
Bulb for low-beam and high-beam headlight

H4 / 12 V / 60/55 W

- Hold the bulb by the base only, in order to keep the glass free of foreign matter.



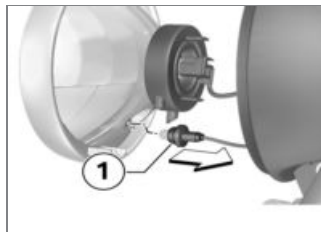
- Insert the light source **1** into the light housing.
- Close the wire spring clip **2** and swivel it into the stop.



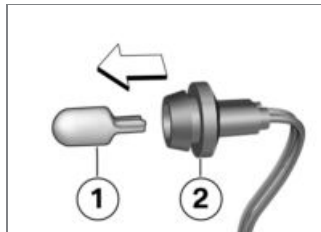
- Mount the rubber cap **1**.
- Connect the connector **2** for the low-beam headlight and high beam.
- Install the light housing.

Replacing bulb for parking light

- Switching off ignition (➡ 39).
- Place the motorcycle on its stand on firm, even ground.
- Removing the light housing (➡ 111).



- Pull the socket **1** for the side light from the light housing.



- Pull the light source **1** from the socket **2**.

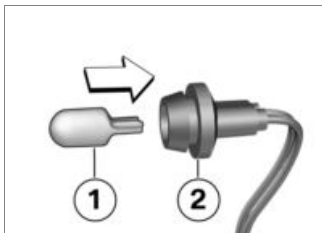
- Replace the defective bulb.



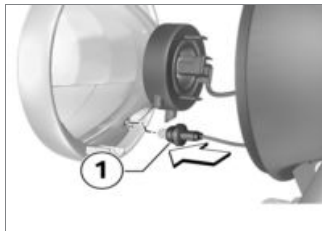
Bulb for parking light

W5W / 12 V / 5 W

- Use a clean, dry cloth to hold the bulb in order to keep the glass free of foreign matter.



- Insert the light source **1** for the side light into the socket **2**.



- Insert the socket **1** for the side light into the light housing.
- Install the light housing.

Replacing bulbs for front and rear turn indicators

- Switching off ignition (➡ 39).
- Place the motorcycle on its stand on firm, even ground.



- Remove the screw **1** using the toolkit.



- Pull the glass out of the light housing at the threaded-fastener side.



Bulbs for flashing turn indicators, rear

RY10W / 12 V / 10 W

– with LED flashing turn indicator^{OE}

LED<

- Turn bulb **1** counter-clockwise and remove it from the light housing.
- Replace the defective bulb.

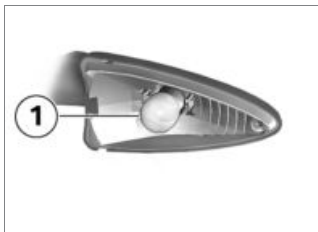


Bulbs for flashing turn indicators, front

RY10W / 12 V / 10 W

– with LED flashing turn indicator^{OE}

LED<



- Turn bulb **1** clockwise to install it in the light housing.



- Working from the inboard side, insert the glass into the light housing and close the housing.



- Install screw **1**.

Replacing LED rear light

The LED rear light can be replaced only as a complete unit.

- Consult a specialist workshop, preferably an authorised BMW Motorrad dealer.

Starting aid



ATTENTION

Excessive current flowing when the motorcycle is jump-started

Wiring smoulders/ignites or damage to the on-board electronics

- If the motorcycle has to be jump-started connect the leads to the battery terminals; never attempt to jump-start the engine by connecting leads to the on-board socket.◀



ATTENTION

Contact between crocodile clips of jump leads and vehicle

Risk of short-circuit

- Use jump leads fitted with fully insulated crocodile clips at both ends.◀

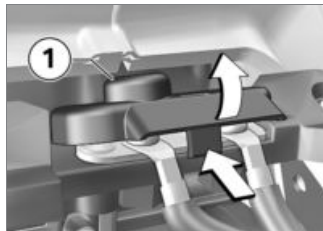


ATTENTION

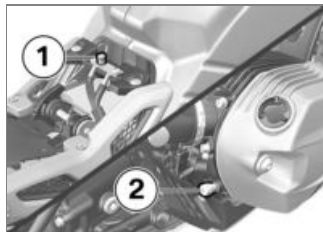
Jump-starting with a voltage greater than 12 V

Damage to the on-board electronics

- Make sure that the battery of the donor vehicle has a voltage rating of 12 V.◀
- Place the motorcycle on its stand on firm, even ground.
- Removing rear seat (►► 56).
- Removing front seat (►► 56).



- Unclip the cover **1** at the bottom (**arrow**) and remove towards the top.



- In a first step, connect the positive battery connection point **1** to the positive terminal of the

second battery using the red jump lead.

- Use the black jump lead to connect the screw-on terminal **2** on your own vehicle with the negative terminal of the second battery.
- Run the engine of the donor vehicle during jump-starting.
- Start the engine of the vehicle with the discharged battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt in order to protect the starter motor and the donor battery.
- Allow both engines to idle for a few minutes before disconnecting the jump leads.
- Disconnect the jump lead from the screw-on terminal **2** first before you disconnect it from the positive battery connection point **1**.



NOTICE

Do not use proprietary start-assist sprays or other products to start the engine.◀

Battery

Maintenance instructions

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

Compliance with the points below is important in order to maximise battery life:

- Keep the surface of the battery clean and dry.
- Do not open the battery.
- Do not top up with water.
- Be sure to read and comply with the instructions for charging the battery on the following pages.

- Do not turn the battery upside down.



ATTENTION

On-board electronics (e.g. clock) draining connected battery

Battery is deep-discharged; this voids the guarantee

- Connect a float charger to the battery if the motorcycle is to remain out of use for more than four weeks.◀



NOTICE

BMW Motorrad has developed a float charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during long periods of disuse, without having to disconnect the battery from the motorcycle's on-board sys-

tems. You can obtain additional information from your authorised BMW Motorrad dealer.◀

Recharging connected battery



ATTENTION

Unsuitable chargers connected to a socket

Damage to charger and vehicle electronics

- Use suitable BMW chargers. The suitable charger is available from your authorised BMW Motorrad dealer.◀
- Remove any devices that are connected to the socket.
- Comply with the operating instructions of the charger.
- Charge the battery connected to the vehicle from the socket.



NOTICE

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



NOTICE

If you are unable to charge the battery through the on-board socket, you may be using a charger that is not compatible with your motorcycle's electronics. If this happens, charge the battery directly at the terminals of the battery that is disconnected from the vehicle.◀



ATTENTION

Recharging a fully discharged battery via the power socket or extra socket

Damage to the vehicle electronics

- If a battery has discharged to the extent that it is completely flat (battery voltage less than 12 V, indicator lights and multifunction display remain off when the ignition is switched on) always charge the **disconnected** battery with the charger connected directly to the battery terminals.◀



ATTENTION

Charging the battery that is connected to the vehicle via the battery terminals

Damage to the on-board electronics

- Disconnect the battery at the battery terminals before charging.◀
- Directly charge the disconnected battery on the terminals.

Recharging disconnected battery

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



NOTICE

The battery has to be recharged at regular intervals in the course of a lengthy period of disuse. See the instructions for caring for your battery. Always fully recharge the battery before restoring it to use.◀

Replacing battery

In case of a faulty battery, please contact a professional workshop, preferably a BMW Motorrad authorised workshop.

Fuses

Replace fuses

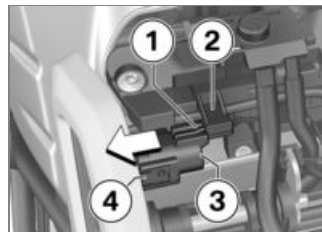


ATTENTION

Jumpering of blown fuses

Risk of short-circuit and fire

- Never attempt to jumper a blown fuse.
- Always replace a defective fuse with a new fuse of the same amperage.◀
- Switch off the ignition.
- Place the motorcycle on its stand on firm, even ground.
- Removing rear seat (➡ 56).
- Removing front seat (➡ 56).



- Press the hook **1**.
» The fuse box is unlocked and it is possible to pull it towards the left to loosen it from the bracket **2**.
- Pull the fuse box from the bracket **2**.
- Press the lock **4** on both sides and remove the cap **3**.

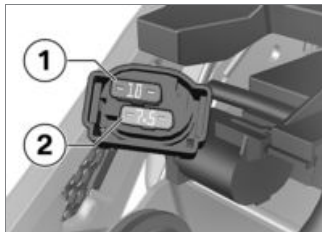


NOTICE

If fuse defects recur frequently have the electric circuits checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

- Consult the fuse assignment diagram below and replace the defective fuse.
- » Fuse assignment (➡ 120)
- Reinstall the cap **3**. Make sure the lock **4** engages.
- Push the fuse box into the bracket **2** until the hook **1** engages.
- Installing front seat (➡ 56).
- Install the rear seat (➡ 57).

Fuse assignment



Fuse 1

10 A (Instrument cluster, alarm system DWA, ignition switch, OBD diagnostic socket, cut-off relay coil)



Fuse 2

7.5 A (ABS control unit, engine control unit, cut-off relay output, speedometer, rotational-speed sensor, alternator)

Diagnostic connector

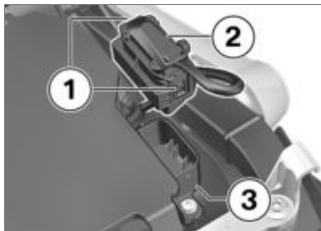
Disengaging diagnostic connector

CAUTION

Incorrect procedure followed when loosening the diagnostic connector for the on-board diagnosis

Motorcycle experiences malfunctions

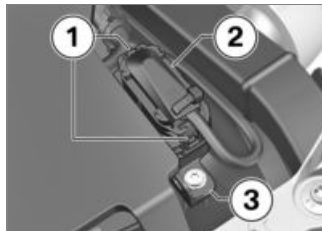
- Only have the diagnostic connector loosened by a specialist workshop or other authorised persons during your next BMW Service appointment.
- Have the work performed by appropriately trained staff.
- Refer to the vehicle manufacturer specifications.◀
- Removing rear seat (➡ 56).
- Removing front seat (➡ 56).



- Press locks **1**.
- Disengage diagnostic connector **2** from holder **3**.
 - » The interface to the diagnosis and information system can be connected to diagnostic connector **2**.

Securing the diagnostic connector

- Disconnect the interface for the diagnosis and information system.



- Seat diagnostic connector **2** in bracket **3**.
 - » Retainers **1** engage with an audible click.
- Installing front seat (➡ 56).
- Install the rear seat (➡ 57).

Accessories

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Power sockets	124
Luggage	125
Passenger seat frame.....	125
Installing the passenger seat frame	129

General instructions



CAUTION

Use of other-make products

Safety risk

- BMW Motorrad cannot examine or test each product of outside origin to ensure that it can be used on or in connection with BMW vehicles without constituting a safety hazard. Country-specific official authorisation does not suffice as assurance. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW vehicles and, consequently, they are not sufficient in some circumstances.
- Use only parts and accessories approved by BMW for your vehicle. ◀

BMW has conducted extensive testing of the parts and ac-

cessory products to establish that they are safe, functional and suitable. Consequently, BMW accepts product liability. BMW accepts no liability whatsoever for parts and accessories that it has not approved.

Whenever you are planning modifications, comply with all the legal requirements. Make sure that the vehicle does not infringe the national road-vehicle construction and use regulations applicable in your country. Your BMW Motorrad dealer can offer expert advice on the choice of genuine BMW parts, accessories and other products.

To find out more about accessories go to:

**[bmw-motorrad.com/
accessories](http://bmw-motorrad.com/accessories)**

Power sockets

Notes on use of power sockets:

Automatic shutdown

The power sockets are shut down automatically under the following circumstances:

- If the battery voltage is too low to maintain the vehicle's starting capability
- If the maximum load capacity as stated in the technical data is exceeded
- During the starting operation

Connection of electrical devices

You can start using electrical devices connected to the motorcycle's sockets only when the ignition is switched on. The power supply to the sockets is switched off no more than 15 minutes after the ignition is switched off,

in order to prevent overloading of the on-board electrics.

Cable routing

Note the following with regard to the routing of cables from sockets to items of electrical equipment:

- Make sure that cables do not impede the rider.
- Make sure that cables do not restrict the steering angle or obstruct handling.
- Make sure that cables cannot be trapped.

Luggage

Securing luggage to motorcycle



WARNING

Handling adversely affected by overloading and imbalanced loads

Risk of falling

- Do not exceed the permissible gross weight and be sure to comply with the instructions on loading.◀



Secure luggage (e.g. rear soft-bag) to lashing eyes **1**. You can obtain additional information on luggage systems and how to secure them correctly from your authorised BMW Motorrad dealer.

Passenger seat frame

Removing rear-seat frame



ATTENTION

Hard or sharp-edged components

Scratches and damage to paintwork

- Use a suitable soft cover or mask off the areas at risk.◀

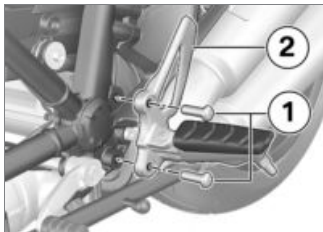


NOTICE

An optional accessory (bracket for silencer) has to be installed if the rear-seat frame is removed. Detailed information is available from your authorised BMW Motorrad dealer or in the internet at **www.bmw-motorrad.com**.

Also be sure to consult the general notes at the start of this section.◀

- Place the motorcycle on its stand on firm, even ground.
- Installing the rear-wheel stand (➡ 94).
- Removing rear seat (➡ 56).
- Removing front seat (➡ 56).



- Remove the screws **1** and remove the footrest system **2** on the left.

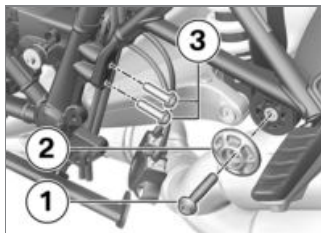


ATTENTION

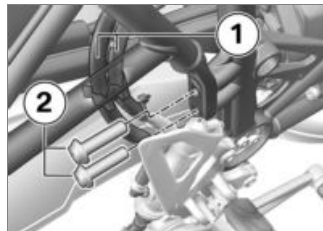
Hard or sharp-edged components

Scratches and damage to paintwork

- Use a suitable soft cover or mask off the areas at risk.◀



- Remove screw **1** and washer **2**.
- Remove screws **3**.

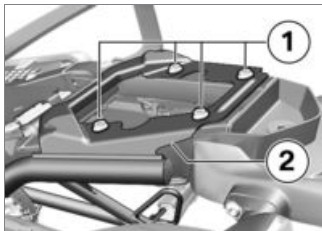


ATTENTION

Trapping of components

Component damage

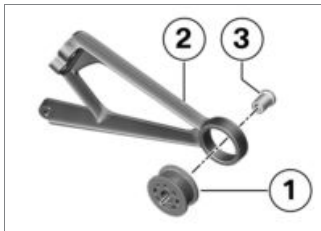
- Do not trap components such as brake lines or cable legs.◀
- Loosen the pipes **1** from the bracket.
- Remove screws **2**.



- Remove the screws **1** and remove the passenger seat frame **2** towards the rear.

Preparing the bracket for the silencer

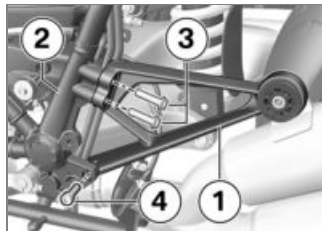
– with bracket for silencer^{OA}



- Secure the rubber decoupling element **1** in the bracket **2** for the silencer and install the shouldered bushing **3** from the right.

Installing the bracket for the silencer

– with bracket for silencer^{OA}



- Position the bracket **1** for the silencer on the rear frame **2**.
- Loosely install the screws **3** and **4**.
- Tighten screws **3**.

 Rear seat frame to rear frame

19 Nm

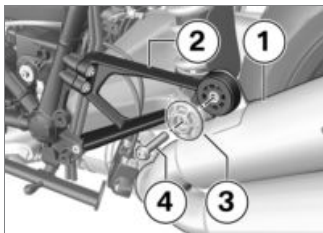
- Tighten screw **4**.

 Bracket for the silencer on the rear frame

19 Nm

Securing silencer

– with bracket for silencer^{OA}



- Align the silencer **1** on the bracket **2**, position the washer **3** and install the screw **4**.

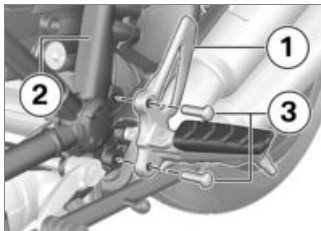


Silencer to bracket

– with Sports silencer^{OA}

19 Nm ◀◀

Installing left footrest system



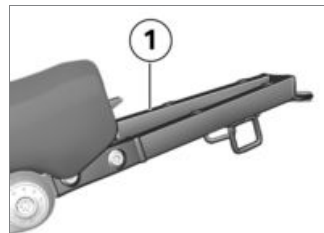
- Position the footrest system **1** on the left of the rear frame **2** and install the screws **3**.



Footrest system to rear frame

19 Nm

Loading correctly; rear-seat frame not fitted



WARNING

Handling adversely affected by overloading and imbalanced loads

Risk of falling

- Do not exceed the permissible gross weight and be sure to comply with the instructions on loading. ◀
- Once the rear-seat frame has been removed, it is essential to comply with the load limit spe-

cified for the luggage frame **1** (see graphic).



Luggage frame capacity

max 8 kg

Optional accessory

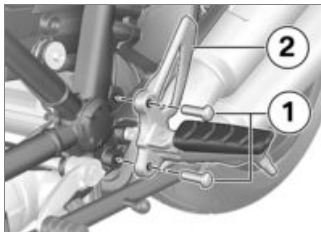


Your authorised BMW Motorrad Retailer offers you qualified advice when selecting Genuine BMW parts, accessories and other products, such as aluminium hoods or covers for the rear frame.

Any BMW Motorrad optional accessories are listed on our website: "www.bmw-motorrad.com".

Installing the passenger seat frame

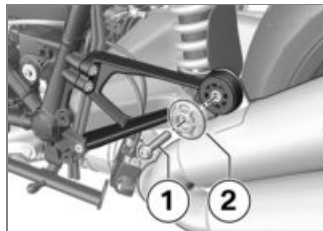
Removing left footrest system



- Remove the screws **1** and remove the footrest system **2** on the left.

Loosening the silencer

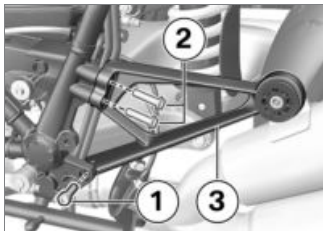
– with bracket for silencer^{OA}



- Remove screw **1** and washer **2**.

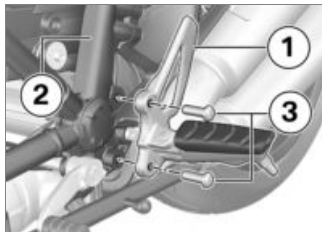
Removing the bracket for the rear silencer

– with bracket for silencer^{OA}



- Remove screws **1** and **2**.
- Remove the bracket **3** for the silencer.

Installing left footrest system



- Position the footrest system **1** on the left of the rear frame **2** and install the screws **3**.



Footrest system to rear frame

19 Nm

Installing rear-seat frame

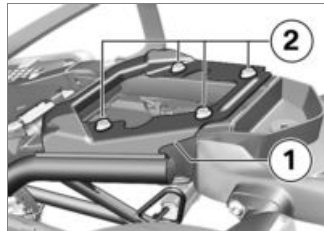


ATTENTION

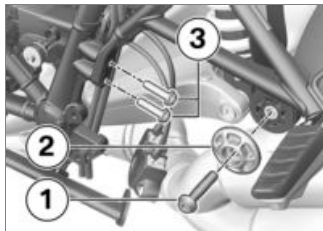
Hard or sharp-edged components

Scratches and damage to paintwork

- Use a suitable soft cover or mask off the areas at risk. ◀
- Removing front seat (▶ 56).



- Insert the passenger seat frame **1** from the rear and loosely install the screws **2**.



- Loosely install the screw **1** and lock washer **2**.
- Install screws **3**.

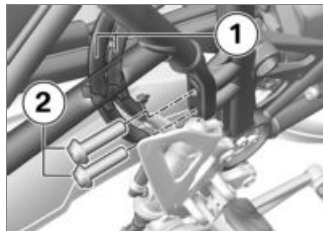
 Rear seat frame to rear frame

19 Nm

- Tighten screw **1**.

 Silencer to pillion frame

19 Nm



ATTENTION

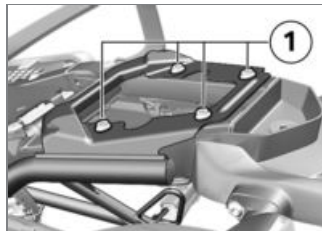
Trapping of components

Component damage

- Do not trap components such as brake lines or cable legs. ◀
- Secure the pipes **1** in the bracket **2**.
- Install screws **2**.

 Rear seat frame to rear frame

19 Nm



- Tighten screws **1**.

 Rear seat frame to luggage frame

8 Nm

- Remove the masking.
- Installing front seat (➡ 56).
- Install the rear seat (➡ 57).
- Remove the rear-wheel stand.

Care

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Care products

BMW Motorrad recommends that you use the cleaning and care products you can obtain from your authorised BMW Motorrad dealer. The substances in BMW Motorrad Care Products have been tested in laboratories and in practice; they provide optimised care and protection for the materials used in your vehicle.



ATTENTION

Use of unsuitable cleaning and care products

Damage to vehicle parts

- Do not use solvents such as cellulose thinners, cold cleaners, fuel or the like, and do not use cleaning products that contain alcohol. ◀

Washing the vehicle

BMW Motorrad recommends that you use BMW insect remover to soften and wash off insects and stubborn dirt on painted parts prior to washing the vehicle.

To prevent stains, do not wash the vehicle immediately after it has been exposed to strong sunlight and do not wash it in the sun.

Make sure that the vehicle is washed frequently, especially during the winter months.

To remove road salt, clean the motorcycle with cold water immediately after every trip.



WARNING

Wet brake discs and brake pads after vehicle wash, after riding through water and in rainy conditions

Diminished braking effect, risk of accident

- Apply the brakes in good time to allow the friction and heat to dry the brake discs and brake pads. ◀



ATTENTION

Effect of road salt intensified by warm water

Corrosion

- Use only cold water to wash off road salt. ◀



ATTENTION

Damage due to high water pressure from high pressure cleaners or steam cleaners

Corrosion or short circuit, damage to labels, seals, hydraulic brake system, electrical system and the motorcycle seat

- Exercise restraint when using a steam jet or high pressure cleaning equipment.◀

Cleaning easily damaged components

Plastics



ATTENTION

Use of unsuitable cleaning agents

Damage to plastic surfaces

- Do not use cleaning agents that contain alcohol, solvents or abrasives.
- Do not use insect-remover pads or cleaning pads with hard, scouring surfaces.◀

Body panels

Clean trim panel components with water and BMW Motorrad solvent cleaner.

Headlight glass and plastic headlight lenses

Remove dirt and insects with a soft sponge and generous amounts of water.



NOTICE

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



Clean with water and sponge only.



Do not use any chemical cleaning agents.

Chrome

Carefully clean chrome sections with a generous amount of water and motorcycle cleaner from the care series BMW Motorrad Care Products. This applies especially where road salt has been in use.

For an additional treatment, use BMW Motorrad metal polish.

Radiator

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



ATTENTION

Bending of radiator fins

Damage to radiator fins

- Take care not to bend the radiator fins when cleaning.◀

Rubber

Treat rubber components with water or BMW rubber-care products.



ATTENTION

Application of silicone sprays to rubber seals

Damage to the rubber seals

- Do not use silicone sprays or care products that contain silicon.◀

Care of paintwork

The long-term effects of materials that are damaging to paint can be prevented by regular vehicle washes, particularly if your vehicle is ridden in areas susceptible to high levels of air pollution or natural contamination, for example tree resin or pollen. Particularly aggressive materials, however, should be removed immediately, otherwise changes to or discolouration of the paint can result. These include, for example, spilled fuel, oil, grease, brake fluid or bird excrement. For this, we recommend BMW Motorrad solvent cleaner followed by BMW Motorrad gloss polish for preservation. Contamination of the paint surface can be seen particularly

clearly after a vehicle wash. These areas should be cleaned immediately using benzine or spirit, applied with a clean cloth or cotton pad. BMW Motorrad recommends that tar spots be removed using BMW tar remover. The paint should then be preserved in these areas.

Vehicle preservation

If water no longer rolls off the paint, the paint must be preserved.

For paint preservation, BMW Motorrad recommends the use of BMW Motorrad gloss polish or agents containing carnauba wax or synthetic wax.

Laying up the motorcycle

- Fill the motorcycle's fuel tank.
- Clean the motorcycle.
- Remove the battery.

- Spray the brake and clutch lever as well as the side stand bearing with a suitable lubricant.
- Coat bright metal and chrome-plated parts with an acid-free grease (e.g. Vaseline).
- Stand the motorcycle in a dry room in such a way that there is no load on either wheel.

Restoring motorcycle to use

- Remove the protective wax coating.
- Clean the motorcycle.
- Install a charged battery.
- Before starting: work through the checklist.

Technical data

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Engine	143
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Troubleshooting chart

Engine does not start or is difficult to start.

Possible cause	Rectification
Emergency off switch (kill switch)	Kill switch in operating position
Side stand is extended and gear is engaged.	Retract the side stand.
Gear is engaged and clutch is not pressed.	Select neutral or pull the clutch lever.
Fuel tank is empty.	Refuelling (▮▮▮▶ 82).
Battery is flat.	Recharging connected battery (▮▮▮▶ 118).
Overheating protection for starter motor has been activated. Starter motor can only be operated for a limited period of time.	Allow the starter motor to cool down for approx. 1 minute before using it again.

Screw connections

Front wheel	Value	Valid
Brake caliper on telescopic fork		
M10 x 65	38 Nm	
Clamping screws in axle holder		
M8 x 35	Tightening sequence: Tighten screws six times in alternate sequence	
	19 Nm	
Bolt in quick-release axle		
M20 x 1.5 18	50 Nm	
Rear wheel	Value	Valid
Rear wheel to wheel carrier		
M10 x 53 x 1.25	Tightening sequence: Tighten in a crosswise pattern	
	60 Nm	
Mirror arm	Value	Valid
Mirror (locknut) to adapter		
M10 x 1.25	Left-hand thread, 22 Nm	

Mirror arm	Value	Valid
Adapter to clamping block		
M10 x 14 - 4.8	25 Nm	
Headlight	Value	Valid
Headlight to bracket		
M8 x 40	19 Nm	
Front-wheel cover	Value	Valid
Wheel cover, front, to forks		
M5 x 20	5 Nm	
Frame	Value	Valid
Footrest system to rear frame		
M8 x 25	19 Nm	
Rear seat frame to rear frame		
M8 x 30	19 Nm	
Rear seat frame to luggage frame		
M6 x 20	8 Nm	

Exhaust system	Value	Valid
Clamp to silencer and exhaust manifold		
M8 x 40 - 10.9	28 Nm	
Silencer to pillion frame		
M8 x 40	19 Nm	
Bracket for the silencer on the rear frame		
M8 x 30	19 Nm	– with bracket for silencer ^{OA}
M8 x 25	19 Nm	
Silencer to bracket		
M8 x 60	19 Nm	– with Sports silencer ^{OA}

Fuel

Recommended fuel grade	 Super Plus, unleaded (maximum 5% ethanol, E5)  98 ROZ/RON 93 AKI
Alternative fuel grade	 Super unleaded (maximum 15% ethanol, E15)  95 ROZ/RON 90 AKI
Usable fuel capacity	approx. 18 l
Permissible fuel level	18 l
Reserve fuel	approx. 3 l
Exhaust emissions standard	Euro 4

Engine oil

Engine oil, capacity	max 3.95 l, with filter change
Specification	SAE 15W-50, API SJ / JASO MA2, Additives (e.g. molybdenum-based) are not permissible because they can attack coated components of the engine, BMW Motorrad recommends BMW Motorrad ADVANTEC Pro oil.
Engine oil, quantity for topping up	max 0.5 l, Difference between MIN and MAX

BMW recommends **ADVANTEC**
ORIGINAL BMW ENGINE OIL

Engine

Location of engine number	Crankcase at the bottom right, below the starter motor
Engine type	12 2E J
Engine design	Four-stroke opposed twin, air-cooled with oil-cooled exhaust ports, installed longitudinally, two overhead camshafts and four radially positioned valves per cylinder, electronic engine management
Displacement	1170 cm ³
Cylinder bore	101 mm

Piston stroke	73 mm
Compression ratio	12.0 : 1
Nominal output	81 kW, at engine speed: 7750 min ⁻¹
Torque	116 Nm, at engine speed: 6000 min ⁻¹
Maximum engine speed	max 8500 min ⁻¹
Idle speed	1150 $\pm$ 50 min ⁻¹ , Engine at regular operating temperature

Clutch

Clutch type	Single-plate dry clutch
-------------	-------------------------

Transmission

Gearbox type	Helically cut 6-speed transmission with integrated torsional vibration damper, claw shift using sliding sleeve
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Gearbox transmission ratios	1.737, Primary transmission ratio 2.375 (38:16 teeth), 1st gear 1.696 (39:23 teeth), 2nd gear 1.296 (35:27 teeth), 3rd gear 1.065 (33:31 teeth), 4th gear 0.939 (31:33 teeth), 5th gear 0.848 (28:33 teeth), 6th gear
-----------------------------	---

Rear-wheel drive

Type of final drive	Shaft drive with bevel gears
Type of rear suspension	Cast aluminium swinging with BMW Motorrad paralever
Gear ratio of final drive	2.910 (32/11 teeth)

Frame

Frame type	Tubular spaceframe with effective drive unit
Type plate location	Front left frame on steering head
Position of the Vehicle Identification Number	Rear frame front right at bottom

Chassis and suspension

Front wheel

Type of front suspension	Upside-down telescopic forks, 46 mm in diameter, adjustable rebound and compression stage
Spring travel, front	120 mm, at wheel

Rear wheel	
Type of rear suspension	Cast aluminium swinging with BMW Motorrad paralever
Type of rear suspension	Central shock absorber complete with torsion spring, adjustable rebound-stage damping and spring preload
Spring travel at rear wheel	120 mm, At wheel
Recommended suspension setting for one-up riding	Spring preload, Turn the dial counter-clockwise as far as it will go Damping, Turn the adjusting screw clockwise as far as it will go, then back it off 1.5 turns
Recommended suspension setting for two-up riding	Spring preload, Turn the adjuster as far as it will go clockwise Damping action, Turn the adjusting screw in the clockwise direction till the limit position and then 0.75 rotations back

Brakes

Front wheel

Type of front brake	Hydraulically actuated twin-disc brake with 4-piston radial monobloc calipers and floating brake discs
Brake-pad material, front	Sintered metal
Brake disc thickness, front	min 4 mm, Wear limit
Play of brake controls (Front brake)	0.7...1.7 mm, on the piston

Rear wheel

Type of rear brake	Hydraulically actuated disc brake with 2-piston floating caliper and fixed disc
Brake-pad material, rear	Organic material
Brake disc thickness, rear	min 4.5 mm, Wear limit
Play of brake controls (Rear brake)	0.5...0.9 mm, At piston

Wheels and tyres

Recommended tyre sets	An overview of currently approved tyres is available from your authorised BMW Motorrad Retailer or on the Internet at bmw-motorrad.com .
Speed category, front/rear tyres	V, required at least: 240 km/h
Front wheel	
Front wheel type	Spoked wheel with 40 spokes
Front wheel rim size	3.5" x 17"
Tyre designation, front	120 / 70 ZR 17
Load index, front tyre	58
Permissible front-wheel imbalance	max 5 g
Rear wheel	
Rear-wheel type	Spoked wheel with 40 spokes
Rear wheel rim size	5.50" x 17"
Tyre designation, rear	180 / 55 ZR 17
Load index, rear tyre	73
Permissible rear-wheel imbalance	max 5 g

Tyre pressures

Tyre pressure, front	2.5 bar, tyre cold
Tyre pressure, rear	2.7 bar, One-up, with cold tyre 2.9 bar, Riding with passenger, with cold tyre

Electrical system

Electrical rating of on-board socket	5 A
Fuses	Circuits have been protected electronically. If a circuit has been switched off by the electronic fuse, the circuit is once again active after having switched on the ignition and as soon as the activating fault has been eliminated.

Battery

Battery type	AGM (Absorbent Glass Mat) battery
Battery rated voltage	12 V
Battery rated capacity	12 Ah

Spark plugs

Spark plugs, manufacturer and designation	NGK MAR8B-JDS
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Lighting

Bulb for low-beam and high-beam headlight	H4 / 12 V / 60/55 W
Bulb for parking light	W5W / 12 V / 5 W
Bulb for tail light/brake light	LED
Bulbs for flashing turn indicators, front	RY10W / 12 V / 10 W
– with LED flashing turn indicator ^{OE}	LED
Bulbs for flashing turn indicators, rear	RY10W / 12 V / 10 W
– with LED flashing turn indicator ^{OE}	LED

Dimensions

Length of motorcycle	2110 mm
Height of motorcycle	1240 mm, in DIN normal position; including mirrors
Width of motorcycle	880 mm, using the hand lever
Front-seat height	805 mm, without rider
Rider's inside-leg arc, heel to heel	1785 mm, without rider

Weights

Vehicle kerb weight	222 kg, DIN unladen weight, ready for road, 90 % load of fuel, without OE
Permissible gross weight	430 kg
Maximum payload	208 kg

Riding specifications

Top speed	>200 km/h
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Service

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BMW Motorrad Service

BMW Motorrad has an extensive network of dealerships in place to look after you and your motorcycle in more than 100 countries. Authorised BMW Motorrad dealerships have the technical information and the technical know-how to carry out reliably all maintenance and repair work on your BMW.

You can locate your nearest authorised BMW Motorrad dealership by visiting our website:

bmw-motorrad.com



WARNING

Maintenance and repair work not in compliance with correct procedure

Risk of accident due to consequential damage

- BMW Motorrad recommends having work of this nature carried out on the vehicle by a

specialist workshop, preferably an authorised BMW Motorrad dealer. ◀

In order to help ensure that your BMW is always in optimum condition, BMW Motorrad recommends compliance with the maintenance intervals specified for your motorcycle. Have all maintenance and repair work that is carried out confirmed in the "Service" chapter in this manual. For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance is essential.

Your authorised BMW Motorrad dealer can provide information on BMW services and the work undertaken as part of each service.

BMW Motorrad Service history

Entries

Maintenance work that has been carried out is entered in the proof of maintenance. The entries are like a Service Booklet and provide proof of regular maintenance.

If an entry is made in the electronic service booklet of the vehicle, service-relevant data is saved in the central IT systems of BMW AG, Munich.

If there is a change in vehicle owner, the data saved in the electronic service booklet can also be viewed by the new vehicle owner. A BMW Motorrad Retailer or a specialist workshop can also view data that is stored in the electronic service booklet.

Objection

The vehicle owner can object to entries being made by the BMW Motorrad Retailer or a specialist workshop in the electronic service booklet along with the corresponding storage of data in the vehicle and transfer of data to the vehicle manufacturer for the period of time that they are the vehicle owner. In this instance, no entry is made in the electronic service booklet of the vehicle.

BMW Motorrad Mobility services

As the owner of a new BMW motorcycle, in the event of a breakdown you can benefit from the protection afforded by the various BMW Motorrad mobility services (e.g. BMW Mobile Service, breakdown service, vehicle recovery service).

Your authorised BMW Motorrad dealer will be happy provide information about the mobility services available to you.

Maintenance work

BMW pre-delivery check

Your authorised BMW Motorrad dealer conducts the BMW pre-delivery check before handing over the vehicle to you.

BMW Running-in check

The BMW running-in check has to be performed when the vehicle has covered between 500 km and 1200 km.

BMW Service

The BMW Service is carried out once a year; the extent of servicing can vary, depending on the age of the vehicle and the distance it has covered. Your authorised BMW Motorrad dealer confirms that the service work

has been carried out and enters the date when the next service will be due.

For riders with a high mileage it may be necessary to have a service before the specified deadline. In this case, a corresponding maximum mileage is entered in the service confirmation. If this mileage is reached before the next service deadline, the service must be brought forward.

The service-due indicator in the multifunction display reminds you about one month or 1000 km in advance when the time for a service is approaching, on the basis of the programmed values.

To find out more about service, go to:

bmw-motorrad.com/service

The scope of maintenance work required for your vehicle can be found in the following maintenance schedule:

	500 - 1200 km 300 - 750 mls	10 000 km 6 000 mls	20 000 km 12 000 mls	30 000 km 18 000 mls	40 000 km 24 000 mls	50 000 km 30 000 mls	60 000 km 36 000 mls	70 000 km 42 000 mls	80 000 km 48 000 mls	90 000 km 54 000 mls	100 000 km 60 000 mls	12 months	24 months
①	X												
②												X	
③		X	X	X	X	X	X	X	X	X	X	X ^a	
④			X		X		X		X		X		X ^b
⑤		X	X	X	X	X	X	X	X	X	X		
⑥					X				X			X ^c	X ^c
⑦			X		X		X		X		X		
⑧			X		X		X		X		X		
⑨					X ^d				X ^d				
⑩				X			X			X			
⑪		X	X	X	X	X	X	X	X	X	X		
⑫												X ^e	X ^e

Maintenance schedule

- | | | | |
|-----------|---|---|---|
| 1 | BMW running-in check (including oil change) | b | every 2 years or every 20000 km (whichever comes first) |
| 2 | BMW Service standard scope | c | for the first time after one year, then every two years or 40000 km (whichever comes first) |
| 3 | Engine-oil change, with filter | d | Every six years or every 40000 km (whichever comes first) |
| 4 | Oil change in bevel gears rear | e | for the first time after one year, then every two years |
| 5 | Check valve clearance | | |
| 6 | Change gearbox oil | | |
| 7 | Replace all spark plugs | | |
| 8 | Replace air filter element | | |
| 9 | Replacing the belt for the alternator | | |
| 10 | Oil change in the tele-scopic forks | | |
| 11 | Adjusting the engine synchronisation | | |
| 12 | Change brake fluid, entire system | | |
- a annually or every 10000 km (whichever comes first)

Maintenance confirmations

BMW Service standard scope

The repair tasks in the BMW Service standard scope are listed below. The actual scope of maintenance work applicable for your vehicle may vary.

- Performing vehicle test with BMW Motorrad diagnostic system
- Visual inspection of hydraulic clutch system
- Checking steering-head bearing
- Visually inspecting brake pipes, brake hoses and connections
- Checking front brake pads and brake discs for wear
- Checking brake-fluid level, front brakes
- Checking rear brake pads and brake disc for wear
- Checking brake-fluid level, rear brakes
- Checking freedom of movement of Bowden cables and checking for kinks and chafing
- Checking tyre tread depth and tyre pressure
- Checking ease of movement of side stand
- Checking spoke tension, adjusting if necessary
- Check the lights and signalling equipment
- Function test, engine start suppression
- Final inspection and check of roadworthiness
- Setting service-due date and service countdown distance
- Checking battery charge state
- Confirm BMW service in on-board literature

BMW pre-delivery check

carried out

at _____

Stamp, signature

BMW Running-in Check

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

BMW Service

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

Yes

No

☐☐

Oil change, engine, with filter

☐☐

Oil change in rear bevel gears

☐☐

Checking valve clearance

☐☐

Change gearbox oil

☐☐

Renewing all spark plugs

☐☐

Renewing air cleaner insert

☐☐

Replacing belt for generator

☐☐

Oil change in telescopic front forks

☐☐

Adjust engine synchronisation

☐☐

Changing brake fluid, front brakes

☐☐

Changing brake fluid, rear brakes

☐☐

Notes

BMW Service

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

Yes

No

☐☐

Oil change, engine, with filter

☐☐

Oil change in rear bevel gears

☐☐

Checking valve clearance

☐☐

Change gearbox oil

☐☐

Renewing all spark plugs

☐☐

Renewing air cleaner insert

☐☐

Replacing belt for generator

☐☐

Oil change in telescopic front forks

☐☐

Adjust engine synchronisation

☐☐

Changing brake fluid, front brakes

☐☐

Changing brake fluid, rear brakes

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Notes

BMW Service

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

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Next service

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at _____

or, when reached earlier

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Stamp, signature

Work performed

BMW Service

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No

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Oil change, engine, with filter

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Oil change in rear bevel gears

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☐

Checking valve clearance

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☐

Change gearbox oil

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☐

Renewing all spark plugs

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☐

Renewing air cleaner insert

☐
☐

Replacing belt for generator

☐
☐

Oil change in telescopic front forks

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Adjust engine synchronisation

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Changing brake fluid, front brakes

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Changing brake fluid, rear brakes

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at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

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Next service

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at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

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Oil change in rear bevel gears

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Checking valve clearance

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Renewing air cleaner insert

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Replacing belt for generator

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Oil change in telescopic front forks

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at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

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☐☐

Checking valve clearance

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Change gearbox oil

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Notes

BMW Service

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Work performed

BMW Service

Yes

No

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Oil change, engine, with filter

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Oil change in rear bevel gears

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Checking valve clearance

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Change gearbox oil

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Renewing all spark plugs

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Renewing air cleaner insert

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Replacing belt for generator

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Oil change in telescopic front forks

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Adjust engine synchronisation

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Changing brake fluid, rear brakes

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Notes

Stamp, signature

BMW Service

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

Yes

No

☐☐

Oil change, engine, with filter

☐☐

Oil change in rear bevel gears

☐☐

Checking valve clearance

☐☐

Change gearbox oil

☐☐

Renewing all spark plugs

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Renewing air cleaner insert

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☐☐

Oil change in telescopic front forks

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Adjust engine synchronisation

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Changing brake fluid, front brakes

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Changing brake fluid, rear brakes

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Notes

BMW Service

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

Oil change, engine, with filter

Oil change in rear bevel gears

Checking valve clearance

Change gearbox oil

Renewing all spark plugs

Renewing air cleaner insert

Replacing belt for generator

Oil change in telescopic front forks

Adjust engine synchronisation

Changing brake fluid, front brakes

Changing brake fluid, rear brakes

Yes

No

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Notes

BMW Service

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

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Oil change, engine, with filter

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Oil change in rear bevel gears

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Checking valve clearance

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Changing brake fluid, rear brakes

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Notes

BMW Service

carried out

at _____

at km _____

Next service

at the latest

at _____

or, when reached earlier

at km _____

Stamp, signature

Work performed

BMW Service

Yes

No

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Oil change, engine, with filter

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Oil change in rear bevel gears

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Checking valve clearance

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Change gearbox oil

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Renewing all spark plugs

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Renewing air cleaner insert

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Replacing belt for generator

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Oil change in telescopic front forks

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Adjust engine synchronisation

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Changing brake fluid, front brakes

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Changing brake fluid, rear brakes

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Notes

Service confirmations

The table is used to verify maintenance and repair work as well as installed optional accessories and purchased special promotions.

Work performed	at km	Date

Work performed	at km	Date

Appendix

Certificate for electronic immobiliser	178
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FCC Approval

Ring aerial in the ignition switch



To verify the authorization of the ignition key, the electronic immobilizer exchanges information with the ignition key via the ring aerial.

This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions:

- (1) This device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.



Any changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. ◀

Approbation de la FCC

Antenne annulaire présente dans le commutateur d'allumage



Pour vérifier l'autorisation de la clé de contact, le système d'immobilisation électronique échange des

informations avec la clé de contact via l'antenne annulaire.

Le présent dispositif est conforme à la partie 15 des règles de la FCC. Son utilisation est soumise aux deux conditions suivantes :

- (1) Le dispositif ne doit pas produire d'interférences nuisibles, et
- (2) le dispositif doit pouvoir accepter toutes les interférences extérieures, y compris celles qui pourraient provoquer une activation inopportune.



Toute modification qui n'aurait pas été approuvée expressément par l'organisme responsable de l'homologation peut annuler l'autorisation accordée à l'utilisateur pour utiliser le dispositif. ◀

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

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

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

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Fuel

