



**BMW  
MOTORRAD**

# **RIDER'S MANUAL (US MODEL)**

**S 1000 RR**



**MAKE LIFE A RIDE**

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**Vehicle data**

Model

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Vehicle identification number

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Color number

---

First registration

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License plate

---

---

**Retailer data**

Contact in Service

---

Ms./Mr.

---

Phone number

---

Retailer's address/Phone (company stamp)

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# YOUR BMW.

We are pleased that you have chosen a BMW Motorrad vehicle and welcome you to the family of BMW riders. Familiarize yourself with your new vehicle so that you can ride safely and confidently in all traffic situations.

## **About these operating instructions**

Read this rider's manual before starting your new BMW. It contains important notes about operating the vehicle that will enable you to make full use of the technical assets of your BMW.

You will also obtain preventive maintenance and care instructions, which are beneficial to operating and road safety and help retain the value of your vehicle as much as possible.

If you should decide to sell your BMW one day, please remember to hand over this rider's manual as well. They are an important part of your vehicle.

We wish you many miles of safe and enjoyable riding with your BMW

BMW Motorrad.

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# **GENERAL INSTRUCTIONS**

**01**



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## 4 GENERAL INSTRUCTIONS


### QUICK & EASY REFERENCE


This rider's manual has been designed to provide quick and efficient orientation. The quickest way for you to find information on specific topics is to consult the comprehensive index at the end of the rider's manual. If you would like to start with a quick overview of your vehicle, this information has been provided in chapter 2. All preventive maintenance and repair procedures carried out on your motorcycle will be documented in the chapter "Service". Documentation of the maintenance work performed is a prerequisite for generous treatment of claims.


### ABBREVIATIONS AND SYMBOLS




 **CAUTION** Hazard with low risk. Failure to avoid this hazard can result in minor or moderate injury.

 **WARNING** Hazard with moderate risk. Failure to avoid this hazard can result in death or serious injury.

 **DANGER** Hazard with high risk. Failure to avoid this hazard results in death or serious injury.

 **ATTENTION** Special instructions and precautionary measures. Non-compliance can cause damage to the vehicle or accessories and warranty claims may be denied as a result.

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

- Instruction.
- » Result of a repair procedure.
-  Reference to a page with more detailed information.
- < Indicates the end of accessory or equipment-dependent information.
-  Tightening torque.
-  Technical data.
- NV National-market version.

OE	Optional equipment. BMW Motorrad optional equipment is already completely installed during motorcycle production.
OA	Optional accessories. BMW Motorrad optional accessories can be purchased and retrofitted at your authorized BMW Motorrad dealer.
ABS	Anti-Lock Brake System.
DDC	Dynamic Damping Control.
DTC	Dynamic Traction Control.
DWA	Anti-theft alarm.
EWS	Electronic immobilizer.
TPC	Tire Pressure Control (TPC).

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## EQUIPMENT

When you ordered your BMW Motorrad, you chose various custom equipment items. This rider's manual describes optional equipment (OE) and selected optional accessories (OA) offered by BMW. This explains why the manual may

also contain descriptions of equipment which you have not ordered. Please note, too, that your motorcycle might not be exactly as illustrated in this manual on account of country-specific differences.

If your motorcycle features equipment that is not described here, you can find these features described in a separate manual.

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## TECHNICAL DATA

All dimensions, weights and performance data contained in this rider's manual refer to the German Institute for Standardization i.e. DIN (Deutsches Institut für Normung e. V.) and comply with their tolerance specifications.

The technical data and specifications in this rider's manual serve as points of reference. The vehicle-specific data may vary, for instance due to the selected optional equipment, national-market version or country-specific measuring procedures. Detailed values can be obtained from the registration documents or requested from your authorized BMW Motorrad dealer or other qualified service partner or repair shop. The in-

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formation on the vehicle documents always takes precedence over the information in this rider's manual.

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### CURRENTNESS OF THIS MANUAL

The high safety and quality levels of BMW motorcycles are maintained by constant development work on design, equipment and accessories.

For this reason, some aspects of your vehicle may vary from the descriptions in this rider's manual. At the time of manufacturing of the motorcycle, the rider's manual is the most current source. Due to updates after the press date, there can be differences between the printed rider's manual and the online version.

Updated information is available at

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

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### ADDITIONAL SOURCES OF INFORMATION

#### Authorized BMW Motorrad dealer

Your authorized BMW Motorrad dealer is always happy to answer any of your questions.

#### Internet

The rider's manual for your vehicle, the Owner's Manual and installation instructions for optional accessories and general BMW Motorrad information related to the technology or other features are available at **[bmw-motorrad.com/manuals](http://bmw-motorrad.com/manuals)**.

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### CERTIFICATES AND OPERATING PERMITS

The certificates for the vehicle and the official operating permits for possible accessories are available at

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

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### DATA MEMORY

#### General information

Control units are installed in the vehicle. Control units process data received from vehicle sensors, self-generated data or data exchanged between control units, for example. Some control units are required for safe vehicle operation or provide riding assistance, such as rider assistance systems. Control units also make comfort and infotainment functions possible.

Information about the stored or exchanged data can be ob-

tained from the vehicle manufacturer, such as in the form of a separate booklet.

### **Personal references**

Every vehicle is marked with a unique vehicle identification number. Depending on the country, the vehicle owner can be identified using the vehicle identification number and license plate and with the help of the relevant authorities. There are also other ways to trace data obtained from the vehicle back to the rider or vehicle owner, such as via the ConnectedDrive Account that was used.

### **Data privacy laws**

In accordance with applicable data privacy laws, vehicle users have certain rights over the vehicle manufacturer or company that collects or processes personal data.

Vehicle users have the right to obtain comprehensive information without charge from the locations that store the vehicle user's personal data.

These locations may be:

- The vehicle manufacturer
- Qualified service partners
- Repair shops
- Service providers

Vehicle users may request information about the type of personal data that is stored, the purpose for which the data will be used and the source of the data. This information can only be obtained by a registered owner or a person with written proof authorizing use of the vehicle.

The right to information also includes information related to data transmitted to other companies or locations.

The vehicle manufacturer's website contains the appropriate privacy policy notices. The privacy policy notices contain information on the right to delete or correct data. The vehicle manufacturer also provides the manufacturer contact information and the contact information of the data security officer on the Internet.

The vehicle owner can have an authorized BMW Motorrad dealer or other qualified service partner or repair shop read out the data stored in the vehicle for a fee if required.

## 8 GENERAL INSTRUCTIONS

The vehicle data is read out via the vehicle's legally mandated diagnostic socket.

### **Operating data in the vehicle**

Control units process data so that the vehicle can run.

Examples of this include:

- Status messages from the vehicle and its individual components, such as wheel speed, wheel centrifugal velocity and deceleration
- Ambient conditions, such as temperature

The data is processed only in the vehicle itself and is usually temporary. The data is not stored beyond the period in which the vehicle is operating. Electronic components such as control units contain components for storing technical information. This may be information about the vehicle's condition, component load, events or faults stored temporarily or permanently.

This information generally documents the condition of a component, module, system or the surrounding area; for example:

- Operating states of system components, such as fill levels and tire pressure
- Malfunctions and faults in key system components, such as lights and brakes
- Vehicle responses in specific riding situations, such as the activation of riding dynamics systems
- Information about events causing damage to the vehicle

The data is necessary for providing control unit functions. In addition, it is used by the vehicle manufacturer to detect and eliminate malfunctions as well as to optimize vehicle functions.

The majority of this data is temporary and is processed only within the vehicle itself. Only a small amount of event-driven data is stored in the event data recorder and fault memory.

When a vehicle is serviced, such as for repairs, servicing processes, warranty cases and quality assurance measures, this technical information can be read out from the vehicle together with the vehicle identification number.

The information can be read out by an authorized

BMW Motorrad dealer or other qualified service partner or repair shop. The vehicle's legally mandated diagnostic socket is used to read out the data.

The data is collected, processed and used by the respective service network locations. The data documents the vehicle's technical states and helps with fault finding, compliance with warranty obligations and quality improvements.

The manufacturer also has product monitoring obligations arising from product liability law. The vehicle manufacturer requires technical data from the vehicle in order to fulfill these obligations. The data from the vehicle can also be used to verify customer warranty and guarantee claims. The fault memory and event data recorder in the vehicle can be reset by an authorized BMW Motorrad dealer or other qualified service partner or repair shop as part of a repair or servicing.

## **Data input and data transfer in the vehicle**

### **General information**

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

It is possible to introduce data into the vehicle entertainment and communication system via a smartphone, for instance.

Depending on the individual equipment, this includes:

- Multimedia data, such as music for playback
- Address book data for use in combination with a communication system or integrated navigation system
- Entered destinations
- Data about the use of Internet services. This data can be stored locally in the vehicle or is on a device connected to the vehicle, such as a smartphone, USB stick or MP3 player. If this data is saved in the vehicle, it can be deleted at any time.

This data is transmitted to third parties only upon personal request as part of the use of online services. The data transmitted depends on the selected

## 10 GENERAL INSTRUCTIONS

settings when using the services.

### **Incorporating mobile end devices**

Depending on the equipment, mobile end devices connected to the vehicle, such as smartphones, are controlled using the vehicle's operating elements.

This enables audio and visual output from mobile end devices through the multimedia system. At the same time, certain information is transmitted to the mobile end device. This includes, for instance, position data and other general vehicle information, depending on the type of incorporation, and makes it possible to optimize the use of selected apps, such as those for navigation or audio playback.

The way the data is processed further is determined by the provider of the particular app used. The range of possible settings depends on the particular app and the operating system of the mobile end device.

### **Services**

#### **General information**

If the vehicle has a mobile phone connection, this connection makes it possible to exchange data between the vehicle and other systems. The mobile phone connection is made possible through the vehicle's transmitter and receiver or via personally integrated mobile end devices such as smartphones. Online functions, as they are called, are used over this mobile phone connection. These include online services and apps provided by the vehicle manufacturer or other providers.

#### **Vehicle manufacturer services**

In the case of the vehicle manufacturer's online services, the particular functions are described at the appropriate location, such as in the rider's manual or on the manufacturer's website. The relevant legal information on data privacy is also provided there. Personal data may be used in order to provide online services. The data is exchanged over a secure connection, i.e. with the vehicle manufacturer's IT sys-



tems which are intended for this purpose.

Any collection, processing and use of personal data that goes beyond the provision of services take place only as permitted by law, on the basis of a contractual agreement or as a result of consent. It is also possible to have the entire data connection activated or deactivated. This is not the case for legally prescribed functions.

### **Services of other providers**

When using the online services of other providers, these services are subject to the responsibility and the term of data protection and use of the respective provider. The vehicle manufacturer has no control over the content exchanged via these services. Information about the type, scope and purpose of collecting and using personal data as part of third-party services can be obtained from the particular service provider.

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## **INTELLIGENT ASSIST SYSTEM**

–with intelligent emergency call<sup>OE</sup>

### **Principle**

The intelligent assist system makes it possible to place manual or automatic emergency calls in the event of an accident, for example.

The emergency calls are answered by an emergency call center authorized by the vehicle manufacturer.

For information on how to operate the intelligent assist system and its features, see (▣▣▣▣▶ 62).

### **Legal basis**

The processing of personal data by way of the intelligent assist system complies with the following regulations:

–Protection of personal data:  
Directive 95/46/EC of the European Parliament and of the Council.

–Protection of personal data:  
Directive 2002/58/EC of the European Parliament and of the Council.

The legal basis for the activation and operation of the intelligent assist system are the

## 12 GENERAL INSTRUCTIONS

signed ConnectedRide contract for this function, as well as the corresponding laws, regulations, and directives of the European Parliament and European Council.

The relevant regulations and directives govern the protection of individuals when processing personal data.

The processing of personal data by the intelligent assist system conforms to the European directive concerning personal data protection.

The intelligent assist system processes personal data only with the consent of the vehicle owner.

The intelligent assist system and other services with additional benefits may process personal data only with the express consent of the individual affected by the data processing, for example, the vehicle owner.

### **SIM card**

The intelligent assist system is operated by way of mobile radio via the installed SIM card in the vehicle. The SIM card is permanently registered to the mobile phone network to enable a fast connection setup.

The data is sent to the vehicle manufacturer in the event of an emergency.

### **Quality improvement**

The data transmitted in the event of an emergency call is also used by the vehicle manufacturer to improve the quality of products and services.

### **Geopositioning**

The vehicle position can be determined exclusively by the mobile phone network provider based on their mobile phone cell towers. The network provider cannot link the vehicle identification number and phone number of the installed SIM card. Only the vehicle manufacturer can link the vehicle identification number and phone number of the installed SIM cards.

### **Emergency call log data**

The emergency call log data is stored in the vehicle memory. The oldest log data is deleted regularly. The log data includes for example information about when and where an emergency call was initiated. The log data can be read out from the vehicle memory in exceptional cases. The log data is usually

read out only by court order and can only be read out when the relevant devices are connected directly to the vehicle.

### **Automatic emergency call**

The system is designed so that an emergency call is triggered automatically in the event of an accident of a particular severity detected by sensors in the vehicle.

### **Transmitted information**

In the event of an emergency call by the intelligent assist system, the same information is forwarded to the authorized emergency call center as is forwarded by the assist system eCall to the public emergency operations center.

Moreover, through the intelligent assist system, the following additional information is sent to one of the emergency call centers authorized by the vehicle manufacturer and forwarded to the public safety answering point if necessary:

- Accident data, such as the direction of impact detected by the vehicle sensors in order to facilitate planning of the deployment of emergency services.

- Contact information, such as the phone number of the installed SIM card and that of the rider, if available, in order to expedite contact with the individuals involved in the accident.

### **Data storage**

The data related to a triggered emergency call is stored in the vehicle. The data contains information about the emergency call, such as the emergency call location and time.

Audio recordings of emergency calls are stored at the emergency call center.

Customer audio recordings are stored for 24 hours in case the details of the emergency call need to be analyzed. The audio recordings are then deleted. Emergency call center employee audio recordings are stored for 24 hours for quality assurance purposes.

### **Disclosure of personal data**

The data processed as part of the intelligent emergency call is processed only for the purpose of providing the emergency call service. The vehicle manufacturer discloses information about the data that it processes or continues to store

## **14 GENERAL INSTRUCTIONS**

if necessary as part of its legal obligation.

### **Regional limitation**

For the built-in Intelligent Emergency Call system to function properly, the respective national-market vehicle must support the current region.

For more information on regional limitations:

**[support.bmw-motorrad.com](https://support.bmw-motorrad.com)**



# OVERVIEWS

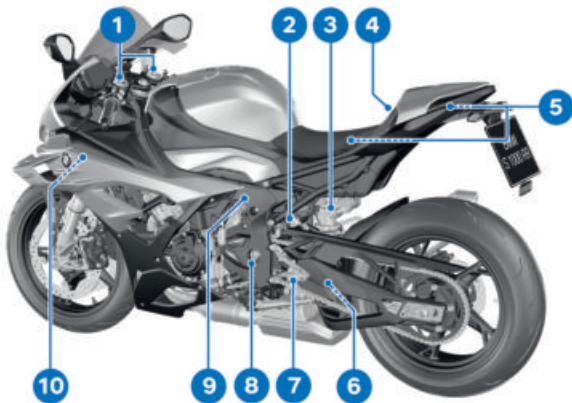
02

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<b>OVERALL VIEW, LEFT SIDE</b>	<b>18</b>
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<b>INSTRUMENT CLUSTER (ICC6.5IN)</b>	<b>25</b>

# 18 OVERVIEWS

## OVERALL VIEW, LEFT SIDE



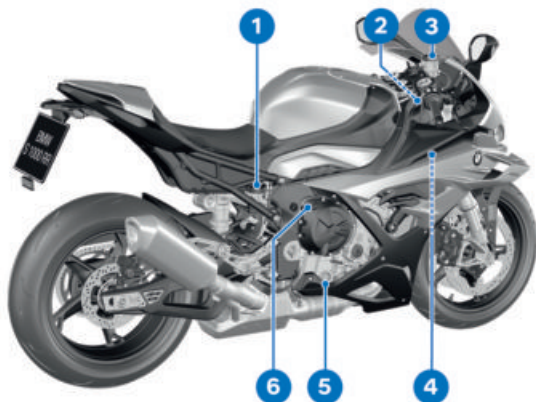
- 1** Rebound-stage damping on front wheel (➡ 116)  
Spring preload on front wheel (➡ 111)  
Compression damping on front wheel (➡ 115)
- 2** Adjusting the ride height at the traction strut (➡ 122)
- 3** Compression damping on rear wheel (➡ 117)  
Spring preload on rear wheel (➡ 113)  
—with Dynamic Damping Control (DDC)<sup>OE</sup>  
Adjust the spring preload at the rear wheel. (➡ 114)
- 4** Hump cover lock (➡ 78)
- 5** Tire pressure table  
Payload table  
Chain adjustment values
- 6** Rebound-stage damping on rear wheel (➡ 117)
- 7** Rider footrest



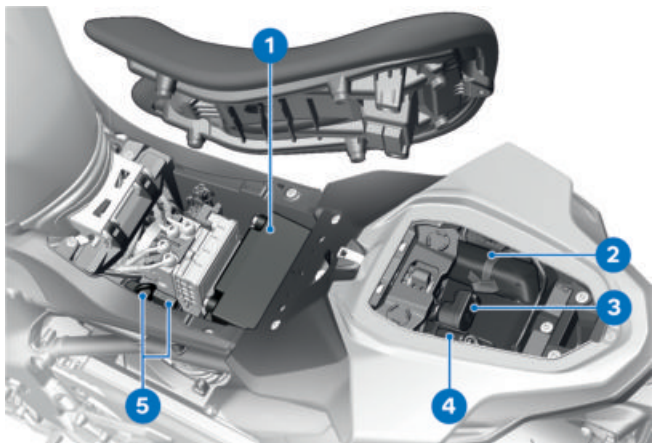
- 8 Adjusting the swinging arm pivot point (▮▮▮▮ 118)
- 9 Noise emission sign
- 10 Steering damper (▮▮▮▮ 110)

## 20 OVERVIEWS

### OVERALL VIEW, RIGHT SIDE



- 1** Brake fluid reservoir for rear wheel brake (►► 200)
- 2** Vehicle identification number (on the steering-head bearing)  
Nameplate (on the steering-head bearing)
- 3** Brake fluid reservoir for front wheel brake (►► 199)
- 4** Coolant expansion tank (►► 202)
- 5** Engine oil indicator (►► 195)
- 6** Oil filler opening (►► 196)

**UNDER THE RIDER'S SEAT**

- 1 Battery (➡ 222)
- 2 Onboard vehicle tool kit (➡ 193)
- 3 USB charging socket (➡ 234)
- 4 Diagnostic connector (➡ 227)
- 5 Fuses (➡ 225)

## 22 OVERVIEWS

### MULTIFUNCTION SWITCH, LEFT



- 1 DTC (➡ 66)
- 2 High beams and headlight flasher (➡ 65)
- 3 Cruise control (➡ 71)
- 4 Hazard warning system (➡ 66)
- 5 Adjusting the DTC (➡ 152)
- 6 Turn signals (➡ 66)
- 7 Horn
- 8 Multi-Controller (➡ 83)
- 9 Rocker button MENU (➡ 83)

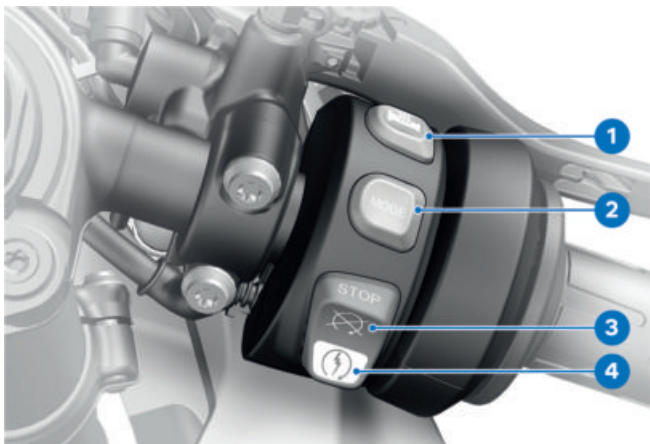
**MULTIFUNCTION SWITCH, RIGHT**–with intelligent emergency call<sup>OE</sup>

- 1 Heated grips (➡ 77)
- 2 Riding mode (➡ 68)
- 3 Emergency-off switch (➡ 61)
- 4 Starter button (➡ 130)  
Race start with Launch Control (➡ 150)
- 5 SOS button  
Intelligent emergency call (➡ 62)

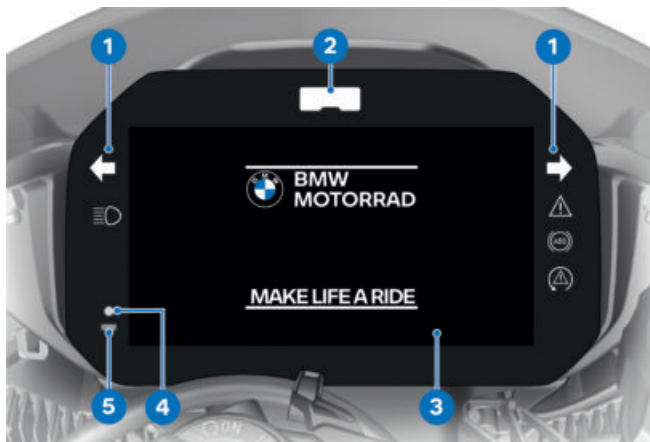
## 24 OVERVIEWS

### MULTIFUNCTION SWITCH, RIGHT

–without intelligent emergency call<sup>OE</sup>



- 1 Heated grips (➡ 77)
- 2 Riding mode (➡ 68)
- 3 Emergency-off switch (➡ 61)
- 4 Starter button (➡ 130)  
Race start with Launch Control (➡ 150)

**INSTRUMENT CLUSTER (ICC6.5IN)**

- 1 Indicator and warning lights (➡ 28)
- 2 Shiftpoint light (➡ 134)
- 3 TFT display (➡ 29)
- 4 Indicator light DWA (➡ 75)
- 5 Photodiode (for adjusting brightness of instrument lighting)

# DISPLAYS

03

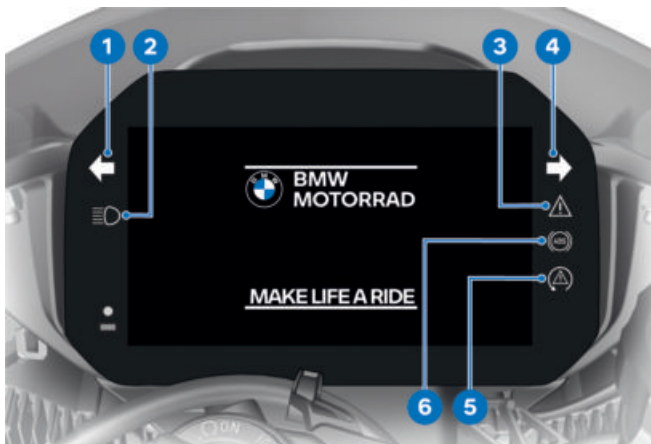


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<b>INDICATOR AND WARNING LIGHTS</b>	<b>28</b>
<b>TFT DISPLAY IN PURE RIDE VIEW</b>	<b>29</b>
<b>TFT DISPLAY IN THE MENU VIEW</b>	<b>30</b>
<b>INDICATOR LIGHTS</b>	<b>31</b>

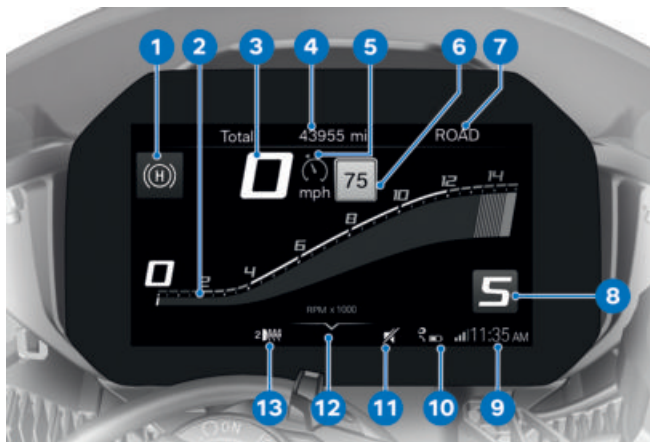
## 28 DISPLAYS

### INDICATOR AND WARNING LIGHTS



- 1 Turn signal, left (➡ 66)
- 2 High beams (➡ 65)
- 3 General warning light (➡ 31)
- 4 Turn signal, right (➡ 66)
- 5 DTC (➡ 52)
- 6 ABS (➡ 164)

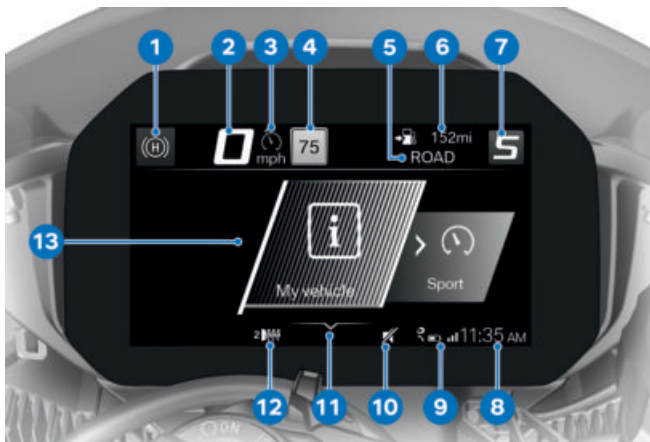
## TFT DISPLAY IN PURE RIDE VIEW



- 1 Hill Start Control (➡ 55)
- 2 Tachometer (➡ 89)
- 3 Speedometer
- 4 Status bar, top (➡ 87)
- 5 Cruise control (➡ 71)
- 6 Speed Limit Info (➡ 89)  
DTC (➡ 152)
- 7 Riding mode (➡ 68)
- 8 Gear display
- 9 Clock (➡ 91)
- 10 Connection status  
(➡ 92)
- 11 Muting (➡ 91)
- 12 Operating assistance
- 13 Heated grips (➡ 77)

## 30 DISPLAYS

### TFT DISPLAY IN THE MENU VIEW




- 1 Hill Start Control (►►► 55)
- 2 Speedometer
- 3 Cruise control (►►► 71)
- 4 Speed Limit Info (►►► 89)  
DTC (►►► 152)
- 5 Riding mode (►►► 68)
- 6 Status bar, top (►►► 87)
- 7 Gear display
- 8 Clock (►►► 91)
- 9 Connection status  
(►►► 92)
- 10 Muting (►►► 91)
- 11 Operating assistance
- 12 Heated grips (►►► 77)
- 13 Menu area

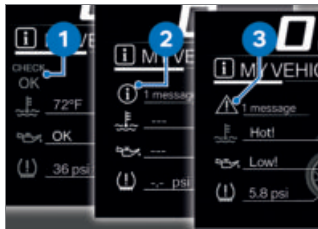
## INDICATOR LIGHTS

### Layout

Warnings are indicated by the corresponding warning light. Warnings are indicated by the general warning light in combination with a dialog in the TFT display. The general warning light lights up in either yellow or red, depending on the urgency of the warning.

 The general warning light lights up for whichever warning is most urgent at the current time.

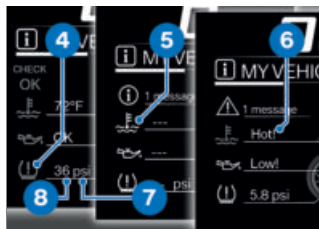
You will find an overview of the potential warnings on the following pages.



### Check Control display

The messages in the display are shown differently in the display. Different colors and characters are used depending on the priority:

- Green CHECK OK **1**: no message, optimal values.
- White circle with lowercase "i" **2**: information.
- Yellow warning triangle **3**: warning, value not optimal.
- Red warning triangle **3**: warning, value critical



### Value display


The icons **4** are displayed differently. Different colors are used depending on the assessment of value. Instead of numerical values **8** with units **7**, texts **6** are also displayed:

### Color of the icon


- Green: (OK) Current value is optimal.
- Blue: (Cold!) Current temperature is too low.
- Yellow: (Low!/High!) Current value is too low or too high.
- Red: (Hot!/High!) Current temperature or value is too high.

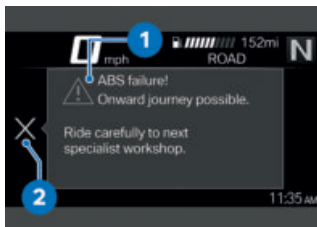
## 32 DISPLAYS

–White: (---) There is no valid value. Instead of the value, dashes **5** are displayed.

 The evaluation of the individual values is possible in part only after a certain riding duration or speed. If a measured value cannot yet be displayed due to unfulfilled measurement conditions, dashes are displayed instead as placeholders. As long as no valid measured value is available, no evaluation is carried out in the form of a colored symbol.

–If the icon **2** is active, you can acknowledge this by tilting the Multi-Controller to the left.

–Check Control messages are dynamically added to the screens in the *My vehicle* menu as additional tabs ( 85). You can go back to the message as long as the fault is present.



















### Check Control dialog




















Messages are output as Check Control dialog **1**.

–If several Check Control messages of the same priority are present, the messages change in the order in which they occur, until they are acknowledged.


















## Overview of warning indicators

Indicator and warning lights	Display text	Meaning
	 Vehicle voltage low.	Voltage of the vehicle electrical system too low (►► 39)
 lights up yellow.	 Vehicle voltage critical!	Voltage of the vehicle electrical system is critical (►► 39)
 flashes yellow.	 Battery critically low!	Charging voltage critical (►► 39)
 lights up yellow.	 The faulty light source is displayed.	Faulty light source (►► 40)
 flashes yellow.	 The faulty light source is displayed.	
 lights up yellow.	 Light control failure!	Light control unit failed (►► 41)
	 Anti-theft alarm batt. capacity low.	Anti-theft alarm system battery is weak (►► 41)
	 Anti-theft alarm battery discharged.	Anti-theft alarm system battery discharged (►► 42)
	 Anti-theft alarm system failure.	DWA malfunction (►► 42)
 lights up yellow.	 Engine too hot!	Engine temperature high (►► 42)



















## 34 DISPLAYS












Indicator and warning lights	Display text	Meaning
 lights up red.	 Engine overheating!	Engine overheated (➡ 43)
 lights up yellow.	 No communication with engine control.	Engine control malfunction (➡ 43)
 lights up.		
 lights up yellow.	 Fault in the engine control.	Engine in emergency operation mode (➡ 44)
 flashes red.	 Serious fault in the engine control.	Serious fault in the engine control (➡ 44)
 lights up yellow.	 Tire pressure not at setpoint.	Tire pressure is the limit range of approved tolerance (➡ 46)
 flashes red.	 Tire pressure not at setpoint.	Tire pressure is outside the approved tolerance range (➡ 46)
	 Tire Press. Monitor. Loss of pressure.	
	 "----"	Transmission fault (➡ 47)
 lights up yellow.	 "----"	Sensor faulty or system fault (➡ 48)
 lights up yellow.	 Tire Press. Monitor failure!	Tire Pressure Monitor (TPM) malfunction (➡ 48)






Indicator and warning lights	Display text	Meaning
 lights up yellow.	 TPM sensors battery low.	Battery of the tire pressure sensor weak (→ 48)
	 Fall sensor faulty.	Malfunction of fall sensor (→ 49)
	 Cannot start engine.	Motorcycle has fallen over (→ 49)
 lights up yellow.	 Emergency call system restricted.	Emergency call function has limited availability (→ 49)
 lights up yellow.	 Emergency call system failure.	Emergency call function failed (→ 49)
 lights up yellow.	 Side stand monitoring faulty	Malfunction of side stand monitor (→ 50)
 flashes.		ABS self-diagnosis not completed (→ 50)
 lights up.	 Off!  ABS deactivated.	ABS deactivated (→ 50)
 lights up yellow.	 Limited ABS availability!	ABS fault (→ 50)
 lights up.		

## 36 DISPLAYS

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 ABS failure!	ABS failure (→ 51)
 lights up.		
 lights up yellow.	 ABS Pro failure!	ABS Pro failure (→ 51)
 lights up.		
 flashes irregularly.		ABS-control on front wheel only (→ 52)
 blinks rapidly.		DTC intervention (→ 52)
 blinks slowly.		DTC self-diagnosis not completed (→ 52)
 lights up.	 Off!	DTC turned off (→ 52)
	 Traction control deactivated.	
 lights up yellow.	 Traction control failure!	DTC error (→ 53)
 lights up.		
 lights up yellow.	 Traction control limited.	Limited DTC availability (→ 53)
 lights up.		

Indicator and warning lights	Display text	Meaning
 lights up yellow.	 Slide Control and Brake Slide Assist failed Have checked by a specialist workshop.	DTC Slide Control and Brake Slide Assist malfunctioned (→ 54)
 lights up yellow.	 Spring strut adjustment faulty!	DDC error (→ 54)
	 Low fuel.	Fuel has reached reserve volume (→ 55)
	 is displayed in green.	Hill Start Control active (→ 55)
	 blinks yellow.	Hill Start Control automatically deactivated (→ 55)
	 is displayed. HSC not available. Engine not running.	Hill Start Control cannot be activated (→ 55)
	 Gear indicator flashes.	Gear not taught in (→ 56)
 flashes in green.		Hazard warning flasher switched on (→ 56)
 flashes in green.		
Shiftpoint light lights up or blinks.	L-Con not available. Clutch too hot.	Launch Control not ready (→ 56)

## 38 DISPLAYS

Indicator and warning lights	Display text	Meaning
	 is displayed in white. Service due!	Service due (    ▶ 57)
 lights up yellow.	 is displayed in yellow. Service overdue!	Service appointment overdue (    ▶ 57)

### Voltage of the vehicle electrical system too low



Vehicle voltage low. Switch off unneeded consumers.

The vehicle voltage is too low. If you continue riding, the vehicle electronics will discharge the battery.

Possible cause:

Electrical loads with high electrical consumption, e.g. heating vests, are in operation; too many electrical loads are in operation at the same time, or the battery is defective.

- Switch off electrical loads that are not needed or disconnect them from the electrical system.
- If the fault persists or occurs without any electrical loads connected, have the fault corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### Voltage of the vehicle electrical system is critical



lights up yellow.



Vehicle voltage critical! Consumers were switched off Check battery condition.



### WARNING

#### Failure of vehicle systems

Accident hazard

- Do not continue riding.

The vehicle voltage is critical. The vehicle electronics will drain the battery.

Possible cause:

Electrical loads with high electrical consumption, e.g. heating vests, are in operation; too many electrical loads are in operation at the same time, or the battery is defective.

- Switch off electrical loads that are not needed or disconnect them from the electrical system.
- If the fault persists or occurs without any electrical loads connected, have the fault corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### Charging voltage critical



flashes yellow.



Battery critically low! Risk of accident. Do not continue to operate vehicle.

## 40 DISPLAYS



### WARNING

#### Failure of vehicle systems

Accident hazard

- Do not continue riding.

The battery is not being charged. The vehicle electronics will drain the battery. Possible cause:

Alternator is malfunctioning, battery is defective or fuse is burned through.

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

#### Faulty light source



lights up yellow.



The faulty light source is displayed:



High beam faulty!



Turn indicator front left faulty! or Turn indicator front right faulty!



Low beam faulty!



Front parking lamp faulty!



Tail light faulty!



Brake light faulty!



Rear left turn signal faulty! or Rear right turn signal faulty!



License plate light faulty!

-Have checked by a specialist workshop.



flashes yellow.



The faulty light source is displayed:



Active headlamp faulty.



### WARNING

#### Overlooking the vehicle in road traffic due to failure of the lighting on the vehicle

Safety risk

- Replace defective lighting as soon as possible. Please contact a repair shop for this purpose, preferably an authorized BMW Motorrad dealer.

Possible cause:

One or more light sources are faulty.

- Identify faulty lights by visually inspecting them.
- Have the LED light source replaced in full; for details please contact a repair shop, preferably an authorized BMW Motorrad retailer.

Possible cause:

Plug connection disconnected.

- Identify the disconnected plug connection.
- Connect the disconnected plug connection.

### Light control unit failed



lights up yellow.



Light control failure! Have checked by a specialist workshop.



### WARNING

#### Overlooking the vehicle in road traffic due to failure of the vehicle lighting

Safety risk

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

The vehicle lighting has failed partially or completely.

Possible cause:

The light control unit has diagnosed a communication fault.

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### Anti-theft alarm system battery is weak

–with anti-theft alarm system (DWA)<sup>OE</sup>



Anti-theft alarm batt. capacity low. No limitations. Arrange an appointment at a specialist workshop.



This fault message is only shown for a short time immediately following the Pre-Ride-Check.

Possible cause:


The anti-theft alarm system battery no longer has its full capacity. The operation of the anti-theft alarm system is only ensured for a limited time with the vehicle battery disconnected.


- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

## 42 DISPLAYS

### Anti-theft alarm system battery discharged

–with anti-theft alarm system  
(DWA)<sup>OE</sup>

 Anti-theft alarm battery discharged. No independent alarm. Arrange an appointment at a specialist workshop.

 This fault message is only shown for a short time immediately following the Pre-Ride-Check.


Possible cause:

The DWA battery no longer has any charging capacity. Operation of the DWA is no longer guaranteed when the vehicle battery is disconnected.

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

### DWA malfunction

–with anti-theft alarm system  
(DWA)<sup>OE</sup>


 Anti-theft alarm system failure. Have checked by a specialist workshop.


Possible cause:

The DWA control unit has diagnosed a communication fault.

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.
- » DWA can no longer be activated or deactivated.
- » False alarm possible.

### Engine temperature high

 lights up yellow.

 Engine too hot! Continue driving at low revs to cool engine.

### ATTENTION


#### Riding with overheated engine

Engine damage

- Be sure to observe the measures listed below.

Possible cause:

Coolant level is too low.

- Check the coolant level.  
( 202)

If coolant level is too low:

- Allow the engine to cool down. Top up coolant. Have the cooling system checked at a repair shop, preferably by an authorized BMW Motorrad dealer.



Possible cause:

The temperature sensor has detected a high temperature in the engine.

- Ride in the partial load range if possible to cool the engine.
- If the engine temperature is more frequently too high, have the fault rectified as quickly as possible by a repair shop, preferably an authorized BMW Motorrad retailer.

### Engine overheated



lights up red.



Engine overheating!  
Come to a safe stop,  
then stop the engine.



### ATTENTION

#### Riding with overheated engine

Engine damage

- Be sure to observe the measures listed below.

Possible cause:

Coolant level is too low.

- Check the coolant level.  
( 202)

If coolant level is too low:

- Allow the engine to cool down. Top up coolant. Have the cooling system checked at a repair shop, preferably by

an authorized BMW Motorrad dealer.

Possible cause:

Engine is overheated.

- Carefully come to a stop and turn off the engine until it has cooled down.
- If the engine overheats more frequently, have the fault corrected as soon as possible by a repair shop, preferably an authorized BMW Motorrad dealer.

### Engine control malfunction



lights up yellow.



lights up.



No communication  
with engine control.  
Multiple sys. affected.  
Ride carefully to the  
next specialist workshop


Possible cause:


Communication with the engine control unit has malfunctioned.

- You may continue riding. Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

## 44 DISPLAYS

### Engine in emergency operation mode

 lights up yellow.

 Fault in the engine control. Onward journey possible. Ride carefully to next specialist workshop.

#### **WARNING**

##### **Unusual handling when the engine is in emergency operation**

Accident hazard

- Avoid rapid acceleration and passing maneuvers.


Possible cause:

The engine control unit has diagnosed a fault. In exceptional cases, the engine stops and can no longer be started. Otherwise, the engine runs in emergency operation.

- Continued riding is possible, however, the accustomed engine power may not be available.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### Serious fault in the engine control

 flashes red.

 Serious fault in the engine control. Onward journey possible. Damage possible. Have checked by a workshop.

#### **WARNING**

##### **Damage to the engine during emergency operation**

Risk of accident

- Drive slowly and refrain from accelerating quickly and overtaking other vehicles.
- If possible, have the vehicle picked up and let the malfunction be corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Possible cause:

The engine control unit has diagnosed a fault, which can lead to a severe consequential fault. The engine is in emergency operation.

- Continued riding is possible, however it is not recommended.

- Avoid high load and engine speed ranges if possible.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### Tire pressure

—with tire pressure monitor (TPM)<sup>OE</sup>

In addition to the MY VEHICLE menu screen and the Check Control messages, there is also the TIRE PRESSURE screen to display the tire pressures:



The values on the left refer to the front wheel, and the values on the right refer to the rear wheel.

The pressure differential is indicated by the current and set-point tire pressure.

Immediately after the ignition is turned on, only dashes are displayed. The transmission of the tire pressure values does

not begin until the following minimum speed is exceeded for the first time:



RDC sensor is not active

min 19 mph (min 30 km/h)  
(The RDC sensor sends its signal to the vehicle only once the minimum speed has been exceeded.)



The tire pressures are shown in the TFT display with temperature compensation and are always based on the following tire air temperature:

68 °F (20 °C)




If the tire icon appears yellow or red at the same time, the display is a warning. The pressure differential is highlighted with an exclamation mark of the same color.




If the value in question is within the limit range of the permitted tolerance, the general warning light also lights up yellow.


## 46 DISPLAYS

 If the determined tire pressure is outside the permitted tolerance, the general warning light blinks red.

For further information about the BMW Motorrad tire pressure control (TPM), see the Technology in detail (▶▶▶ 185) chapter.

### **Tire pressure is the limit range of approved tolerance**

 lights up yellow.

 Tire pressure not at setpoint. Check tire pressure.

Possible cause:

The measured tire pressure is within the limit range of the permissible tolerance.

- Correct the tire pressure.
- Before adjusting the tire pressure, check the information on temperature compensation and tire pressure adjustment in the chapter "Technology in detail":

–with tire pressure monitor (TPM)<sup>OE</sup>  
» Temperature compensation (▶▶▶ 186)◀

–with tire pressure monitor (TPM)<sup>OE</sup>


» Tire pressure adjustment (▶▶▶ 186)◀


» The target tire pressures can be found in the following locations:

- On the back cover of the rider's manual
- Instrument cluster in the TIRE PRESSURE view
- Tire pressure table

### **Tire pressure is outside the approved tolerance range**

 flashes red.

 Tire pressure not at setpoint. Stop immediately! Check tire pressure.

 Tire Press. Monitor. Loss of pressure. Stop immediately! Check tire pressure.

### **WARNING**

#### **Tire pressure is outside the approved tolerance range.**

Risk of accident, deterioration in the handling characteristics of the vehicle.

- Adjust the driving style.

Possible cause:

The measured tire pressure is outside of the permissible tolerance.

- Check tire for damage and ridability.

If the tire is still rideable:

- Correct the tire pressure at the next opportunity.
- Before adjusting the tire pressure, check the information on temperature compensation and tire pressure adjustment in the chapter "Technology in detail":

–with tire pressure monitor (TPM)<sup>OE</sup>

» Temperature compensation (▣▶ 186)◀

–with tire pressure monitor (TPM)<sup>OE</sup>

» Tire pressure adjustment (▣▶ 186)◀

» The target tire pressures can be found in the following locations:

–On the back cover of the rider's manual

–Instrument cluster in the TIRE PRESSURE view

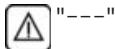
–Tire pressure table

- Have the tire checked by a repair shop for damage, preferably by an authorized BMW Motorrad dealer.

If you are unsure about the tire's ridability:

- Do not continue riding.
- Contact roadside service.

### Transmission fault



Possible cause:

The vehicle has not reached the minimum speed (▣▶ 185).



RDC sensor is not active

min 19 mph (min 30 km/h)  
(The RDC sensor sends its signal to the vehicle only once the minimum speed has been exceeded.)

- Observe the TPM display at higher speed. This is a permanent fault only when the general warning light also lights up. In this case:
- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

Possible cause:

There is a fault in the radio link to the RDC sensors. Possible causes are radio systems in the surrounding area, which interfere with the connection between the TPM control unit and the sensors.


- Observe the RDC display in a different environment. This is


## 48 DISPLAYS

a permanent fault only when the general warning light also lights up. In this case:

- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

### Sensor faulty or system fault

 lights up yellow.

 "----"

Possible cause:

Wheels without RDC sensors are installed.


- Retrofit wheel set with RDC sensors.


Possible cause:

One or two RDC sensors have failed or a system fault has occurred.

- Have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

### Tire Pressure Monitor (TPM) malfunction

 lights up yellow.


 Tire Press. Monitor failure! Function limited. Have checked by a specialist workshop.


Possible cause:


The TPM control unit has diagnosed a communication fault.

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.
  - » Tire pressure warnings not available.

### Battery of the tire pressure sensor weak

 lights up yellow.

 TPM sensors battery low. Function limited. Have checked by a specialist workshop.

 This fault message is only shown for a short time immediately following the Pre-Ride-Check.

Possible cause:

The battery for the tire pressure sensor is no longer charged to full capacity. Operation of the Tire Pressure Monitor is only ensured for a limited time.

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

**Malfunction of fall sensor**

Fall sensor faulty.  
Have checked by a specialist workshop.

Possible cause:

The fall sensor is not functioning.

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

**Motorcycle has fallen over**

Cannot start engine.  
Stand motorcycle upright. Switch ignition on/off. Start the engine.

Possible cause:

The fall sensor has detected a fall and turned off the engine.

- Raise the vehicle to upright position and check for possible damage.
- Turn ignition off and then on again or turn emergency-off switch on and then off again.

**Emergency call function has limited availability**

—with intelligent emergency call<sup>OE</sup>



lights up yellow.



Emergency call system restricted. If it occurs again, have it

checked by a specialist workshop.

Possible cause:

The emergency call cannot be established automatically or via BMW.

- Please refer to page (111) 62 for information on using the intelligent emergency call.
- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

Possible cause:

Plug connection disconnected.

- Connect the disconnected plug connection. (111) 166

**Emergency call function failed**

—with intelligent emergency call<sup>OE</sup>



lights up yellow.



Emergency call system failure. Schedule an appointment at a specialist workshop.

Possible cause:

The control unit of the Assist system has diagnosed a fault. The emergency call function has failed.

- Note that the emergency call cannot be placed.

## 50 DISPLAYS


- Contact a repair shop, preferably an authorized BMW Motorrad dealer.


Possible cause:

Plug connection disconnected.

- Connect the disconnected plug connection. (▶▶▶ 166)

### Malfunction of side stand monitor

 lights up yellow.

 Side stand monitoring faulty Onward journey possible. Stop engine when stationary! Have checked by workshop.

Possible cause:



The side support switch or its wiring is damaged

The engine is turned off if the speed falls below the minimum limit. The journey cannot be continued.

min 3 mph (min 5 km/h)

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

### ABS self-diagnosis not completed

 flashes.

Possible cause:



ABS self-diagnosis routine not completed

ABS function is not available as self-diagnosis has not been completed. (The motor-cycle must reach a specified minimum speed before the system can check operation of the wheel sensors: min 3 mph (min 5 km/h))

- Ride off slowly. Note that the anti-lock braking system function is only available after the self-diagnosis has been completed.

### ABS deactivated

 lights up.

 Off!


 ABS deactivated.

Possible cause:

The ABS system was turned off by the rider.

- Switch on ABS function. (▶▶▶ 165)

### ABS fault

 lights up yellow.





lights up.



Limited ABS availability! Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The ABS control unit has detected an error. The ABS function is limited.

- You may continue riding. Take note of additional information on special situations that can lead to an ABS fault message (▮▮▮▮▶ 176).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### ABS failure



lights up yellow.



lights up.



ABS failure! Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The ABS control unit has detected an error. The ABS function is not available.

- You may continue riding. Take note of additional information on special situations that can lead to an ABS fault message (▮▮▮▮▶ 176).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### ABS Pro failure



lights up yellow.



lights up.



ABS Pro failure! Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The monitoring of the ABS Pro function has detected a fault.

The ABS Pro function is not available. The ABS function remains available. ABS only supports braking in straight-ahead riding.

- You may continue riding. Observe additional information on special situations that can

## 52 DISPLAYS

lead to a ABS Pro fault message (▣▣▣▣▶ 176).

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### ABS-control on front wheel only

—with riding modes Pro<sup>OE</sup>



flashes irregularly.

Possible cause:

The ABS control for the rear wheel is turned off in the currently selected riding mode. The rear wheel brake can block the rear wheel.

- Check the settings of the riding mode.
- More detailed information on configuring the riding modes can be found in the "Technology in detail" chapter (▣▣▣▣▶ 181).

### DTC intervention



blinks rapidly.

Possible cause:

DTC has detected instability at the rear wheel and responded by reducing the torque.

The indicator and warning light flashes longer than the DTC intervention lasts. This provides

the rider with visual feedback for the control action that was taken even after the critical riding situation has passed.

- You may continue riding. Use caution when riding.

### DTC self-diagnosis not completed



blinks slowly.

Possible cause:



DTC self-diagnosis not completed

The DTC function is not available as the self-diagnosis function has not been completed. (To check wheel speed sensors, the motorcycle must reach a minimum speed with engine running: min 3 mph (min 5 km/h))

- Ride off slowly. Note that the DTC function is only available after the self-diagnosis has been completed.

### DTC turned off



lights up.



Off!



Traction control deactivated.

Possible cause:

The DTC system was turned off by the rider.

- Turn on the DTC. (▣▣▣ 67)

### DTC error



lights up yellow.



lights up.



Traction control failure! Onward journey possible. Ride carefully to the next specialist workshop.

Possible cause:

The engine control unit has detected a DTC fault.



### ATTENTION

#### Damage to components

Damage to sensors, for example, with the resultant malfunctions

- Do not carry along any objects under the rider's or passenger's seat.
- Secure vehicle tools.
- Do not damage the angular rate sensor.
- Note that the DTC function and other electronic stability control systems are not available.

- You may continue riding. Observe additional information on situations that can lead to a DTC fault (▣▣▣ 179).

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### Limited DTC availability



lights up yellow.



lights up.



Traction control limited. Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The engine control unit has detected a DTC fault.



### ATTENTION

#### Damage to components

Damage to sensors, for example, with the resultant malfunctions


- Do not carry along any objects under the rider's or passenger's seat.
- Secure vehicle tools.
- Do not damage the angular rate sensor.


## 54 DISPLAYS

- Note that the DTC function and other electronic stability control systems are available with limitations only.
- You may continue riding. Observe additional information on situations that can lead to a DTC fault (►►► 179).
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### **DTC Slide Control and Brake Slide Assist malfunctioned**

–with riding modes Pro<sup>OE</sup>

 lights up yellow.

 Slide Control and Brake Slide Assist failed. Have checked by a specialist workshop.


Possible cause:


The steering angle sensor is faulty or communication with the control unit is disrupted.

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### **DDC error**

–with Dynamic Damping Control (DDC)<sup>OE</sup>

 lights up yellow.

 Spring strut adjustment faulty! Onward journey possible. Ride carefully to next specialist workshop.

Possible cause:

The DDC control unit has detected an error.

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

» In this state, the motorcycle is probably heavily damped and is uncomfortable to drive, particularly on poor roads.

Possible cause:

A DDC sensor fault was detected.

- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

» The semi-active functionality has been deactivated.

## Fuel has reached reserve volume



Low fuel. Ride to the next filling station.



### WARNING

#### Rough engine running or switching off of the engine due to a fuel shortage

Accident hazard, damage to catalytic converter

- Do not drive to the extent that the fuel tank is completely empty.

Possible cause:

At most, the fuel tank contains only the reserve volume.



Fuel reserve

Approx. 1.1 gal (Approx. 4 l)

- Refueling procedure. (▶▶▶ 138)

## Hill Start Control active



is displayed in green.

Possible cause:

The Hill Start Control (▶▶▶ 188) was activated by the rider.

- Turn off the Hill Start Control.
- Operate Hill Start Control Pro. (▶▶▶ 73)

## Hill Start Control automatically deactivated



blinks yellow.

Possible cause:

Hill Start Control was deactivated automatically.

- Side stand was folded out.
  - » Hill Start Control is deactivated when the side stand is folded out.
- Engine was stopped.
  - » Hill Start Control is deactivated when the engine is shut off.
- Operate Hill Start Control Pro. (▶▶▶ 73)

## Hill Start Control cannot be activated



is displayed.

HSC not available. Engine not running.

Possible cause:

The Hill Start Control cannot be activated.

- Fold in side stand.
  - » Hill Start Control only functions when the side stand is folded away.
- Start engine.
  - » Hill Start Control only functions with the engine running.

## 56 DISPLAYS

### Gear not taught in

**N** The gear indicator flashes. The gearshift assistant Pro has no function.

Possible cause:

The transmission sensor has not been completely taught in.


- Start engine. (➡ 130)
- Shift to neutral N.
- Fold the side stand out and back in; do not operate the gearshift lever while doing this.
- Shift all gears with clutch control. In the respective gear, put the throttle grip in the idle position multiple times and then accelerate again.


» The gear display stops blinking when the transmission sensor has been successfully taught in.

–Once the transmission sensor has been fully taught in, the Gear Shift Assistant Pro functions as described (➡ 187).

- If the teach-in procedure is unsuccessful, have the fault corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

### Hazard warning flasher switched on

 flashes in green.

 flashes in green.

Possible cause:

The hazard warning lights system was switched on by the rider.

- Operate hazard warning flashers. (➡ 66)

### Launch Control not ready –with riding modes Pro<sup>OE</sup>

Shiftpoint light lights up or blinks.

L-Con not available.


Clutch too hot.

Possible cause:

The number of possible racing starts with Launch Control has been exceeded.

- Let the clutch cool down.
- Operate Launch Control. (➡ 150)

### Service display

 If service is overdue, the due date or the odometer reading at which service was due is accompanied by the general warning light in yellow.

If service is overdue, a yellow Check Control message is displayed. The displays for service, service appointment and remaining distance are also highlighted with exclamation marks in the menu windows

## MY VEHICLE and SERVICE REQUIREMENTS.



If the service display appears more than a month before the service date, the current day's date must be reset. This situation can occur if the battery was disconnected.

### Service due



is displayed in white.

Service due! Have a service performed at a specialist workshop.

Possible cause:

Service is due because of the mileage or the date.

- Have service performed regularly by a repair shop, preferably an authorized BMW Motorrad dealer.
- » The operating safety and road safety of the vehicle remains unchanged.
- » The best-possible value retention of the vehicle is ensured.

### Service appointment overdue



lights up yellow.



is displayed in yellow.

Service overdue! Have a service performed at a specialist workshop.

Possible cause:

Service is overdue because of the riding performance or the date.

- Have service performed regularly by a repair shop, preferably an authorized BMW Motorrad dealer.
- » The operating safety and road safety of the vehicle remains unchanged.
- » The best-possible value retention of the vehicle is ensured.

**OPERATION**

**04**



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<b>IGNITION SWITCH/STEERING LOCK</b>	<b>60</b>
<b>EMERGENCY-OFF SWITCH</b>	<b>61</b>
<b>INTELLIGENT EMERGENCY CALL</b>	<b>62</b>
<b>LIGHTING</b>	<b>64</b>
<b>DYNAMIC TRACTION CONTROL (DTC)</b>	<b>66</b>
<b>RIDING MODE</b>	<b>68</b>
<b>DYNAMIC DAMPING CONTROL (DDC)</b>	<b>70</b>
<b>CRUISE CONTROL</b>	<b>70</b>
<b>HILL START CONTROL (HSC)</b>	<b>73</b>
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<b>ANTI-THEFT ALARM SYSTEM (DWA)</b>	<b>75</b>
<b>TIRE PRESSURE MONITOR (TPM)</b>	<b>77</b>
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<b>RIDER'S SEAT AND PASSENGER SEAT</b>	<b>78</b>

## 60 OPERATION

### IGNITION SWITCH/STEERING LOCK

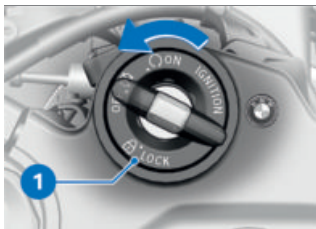
#### Ignition keys

The motorcycle is shipped with one radio-operated key and one replacement key. If you lose your keys, observe the notes regarding the electronic immobilizer (EWS) (▮▮▮▮ 61).

A single radio-operated key fits the ignition switch/steering lock, the fuel filler cap and the hump cover lock.

#### Locking the steering lock

- Turn handlebars to left.



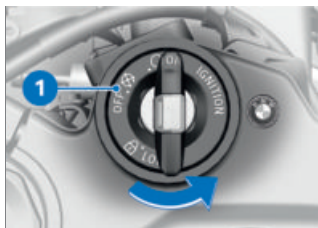
- Turn the ignition key to position **1** while moving the handlebars somewhat.
  - » Ignition, lights and all electrical circuits turned off.
  - » Steering lock locked.
  - » The ignition key can be removed.

#### Turning on the ignition



- Turn the ignition key to position **1**.
  - » Parking lights and all function circuits turned on.
  - » Engine can be started.
  - » Pre-Ride-Check is carried out. (▮▮▮▮ 130)
  - » ABS self-diagnosis is performed. (▮▮▮▮ 131)
  - » DTC self-diagnosis is performed. (▮▮▮▮ 132)


#### Turning off the ignition



- Turn the ignition key to position **1**.
  - » Light is turned off.
  - » Steering lock is not locked.
  - » The ignition key can be removed.

### EWS electronic immobilizer

The motorcycle's electronics monitor the data stored in the ignition key through a ring antenna incorporated in the ignition switch / steering lock. The engine control unit does not enable engine start until this radio-operated key has been recognized as "authorized" for your motorcycle.

 An additional ignition key fastened to the same ring as the ignition key used to start the engine could "irritate" the electronics, in which case the enabling signal for an engine start is not issued.

Always keep the ignition keys separate from each other.

If you lose an ignition key, you can have it disabled by your authorized BMW Motorrad dealer. For this purpose, you must bring all of the motorcycle's remaining ignition keys with you. The engine can no longer be started by a disabled vehicle key; however, a disabled vehicle key can be enabled again. Spare keys are available only through an authorized BMW Motorrad dealer. The vehicle keys are part of an integrated safety system, so

the dealer is under obligation to check the legitimacy of all applications for spare keys.

### EMERGENCY-OFF SWITCH



1 Emergency-off switch



#### WARNING

#### Operation of the emergency ON/OFF switch when riding

Danger of falling due to blocking of rear wheel

- Do not operate the emergency ON/OFF switch when riding.

The engine can be turned off easily and fast with the help of the emergency-off switch.

## 62 OPERATION



- A** Engine turned off
- B** Operating position

### INTELLIGENT EMERGENCY CALL

–with intelligent emergency call<sup>OE</sup>

#### Emergency call via BMW

Only press the SOS button in an emergency.

Emergency call cannot be ensured if the conditions are unfavorable for technical reasons, e.g. in regions where there is no cellphone reception.


During an emergency call, the position of the vehicle, the selected language and any accident data are transmitted to BMW (→ 11). Under unfavorable conditions, data transfer can be limited or delayed. This can lead to delayed processing of the emergency call.

Even if an emergency call via BMW is not possible, a call to a

public emergency call number may be established. This depends on the respective mobile phone network and the national regulations.

#### Language for emergency call

Depending on the market for which it was determined, each vehicle is assigned a language. The BMW Call Center responds in this language.

 Only your authorized BMW Motorrad dealer is able to change the language for the emergency call. This language assignment to the vehicle differs from the display languages the rider is able to select in the TFT display.

#### Manual emergency call Requirement

An emergency has arisen. The vehicle is stationary. The ignition is turned on.

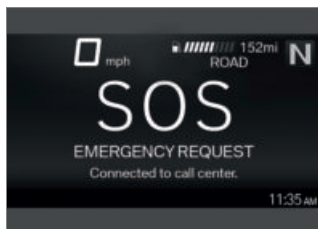


- Open cover **1**.

- Briefly press SOS button **2**.



- » The time until an emergency call is placed is displayed. The emergency call can be aborted during this time.
- Cancel emergency call: Press and hold the SOS button **2** for two seconds or turn off the ignition.
- Press the emergency-off switch to stop the engine.
- Remove your helmet.
- » Once the timer has expired, a voice connection will be established with the BMW Call Center.



The connection has been established.



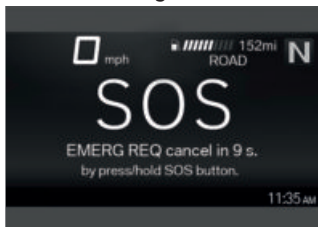
- Use the microphone **3** and speaker **4** to relay information to the rescue services.

### Automatic emergency call

The intelligent emergency call is automatically active once the ignition is switched on and will react if you are involved in a fall.

### Emergency call in the event of a minor fall

- A light fall or crash has been detected.
- » An acoustic signal is emitted.

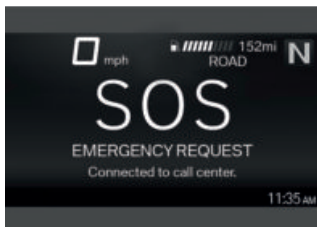


- » The time until an emergency call is placed is displayed.

## 64 OPERATION

The emergency call can be aborted during this time.

- Cancel emergency call: Press and hold the SOS button for two seconds or turn off the ignition.
- If possible, remove helmet and stop the engine.
- » Voice contact to the BMW Call Center is established.



The connection has been established.



- Open cover **1**.
- Use the microphone **3** and speaker **4** to relay information to the rescue services.


### Emergency call in the event of a heavy fall

- A heavy fall or crash has been detected.
- » The emergency call is sent automatically without delay.

## LIGHTING

### Parking lights

The parking lights come on automatically when the ignition is switched on.

-  The parking lights are a strain on the battery. Only turn on the ignition briefly.


### Low beams

- Turn on the ignition. (III → 60)



- Alternative: Pull the **1** switch if the ignition is turned on.

### Light warning

-  If the turn signals are removed or the license-plate carriers are detached for racetrack operation, the vehicle electronics will interpret this as a defective light

and the corresponding warning message will appear on the display. If **Light warnings** is deactivated, the warning is suppressed.

- Go to the **Settings, Vehicle settings menu**, then select the **Lights** menu item.
- Turn **Light warnings** on or off.

### High beams and headlight flasher

- Turn on the ignition. (▶▶▶ 60)



- Press switch **1** forward to turn on high beams.
- Pull switch **1** toward rear to actuate headlight flasher.

### Headlight courtesy delay feature

- Turn off the ignition. (▶▶▶ 60)



- Immediately after turning off the ignition, pull switch **1** back and hold until the headlight courtesy delay feature turns on.
- » The vehicle lighting lights up for one minute and then turns off automatically.
- This can be used, for example, to light the path to your front door after the vehicle is parked.

### Roadside parking lights

- Turn off the ignition. (▶▶▶ 60)



- Immediately after turning off the ignition, push button **1** to the left and hold it until the


## 66 OPERATION

roadside parking lights turn on.

- Turn ignition on and then off again to turn off the roadside parking lights.

### Hazard warning system

- Turn on the ignition. (▣▣▣ 60)

 The hazard warning system places a load on the battery. Only switch the hazard warning lights system on briefly.

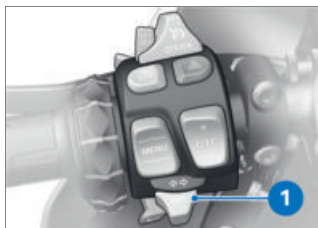


- Press button **1** to turn on the hazard warning system.  
» Ignition can be turned off.
- To turn off the hazard warning system, turn on the ignition as required and press button **1** once again.

### Turn signals

- Turn on the ignition. (▣▣▣ 60)
- Go to the Settings, Vehicle settings menu, then select the Lights menu item.

- Turn Comfort turn indicator on or off.




- Press button **1** to the left or right to turn on the turn signals.  
» If the comfort turn signal is turned on, the turn signal automatically switches off once the speed-dependent distance has been covered.
- Alternative: Press button **1** to turn off the turn signals.

---

## DYNAMIC TRACTION CONTROL (DTC)

### Turning off the DTC

- Turn on the ignition. (▣▣▣ 60)

 The Dynamic Traction Control (DTC) can also be turned off while riding.





- Press and hold button **1** until the DTC indicator light changes its behavior. Immediately after the button **1** is pressed, the DTC system status **ON** is displayed.



lights up.

Possible DTC system status **OFF!** is displayed.

- Release button **1** after changeover of the status. The new DTC system status **OFF!** is displayed for a short time.



continues to light up.

» The DTC function is switched off.

## Turn on the DTC



- Press and hold button **1** until the DTC indicator light changes its behavior. Immediately after the button **1** is pressed, the DTC system status **OFF!** is displayed.



extinguishes, and if self-diagnosis has not been completed, it begins to blink.

Possible DTC system status **ON** is displayed.

- Release button **1** after changeover of the status.



remains off or continues to blink.

The new DTC system status **ON** is displayed for a short time.

- » The DTC function is switched on.
- As an alternative, the ignition can also be turned off and then on again.

## 68 OPERATION



If the DTC indicator and warning light lights up after switching the ignition off and on and then continuing driving with the following minimum speed, a DTC fault has occurred.

min 3 mph (min 5 km/h)

- More detailed information on the Dynamic Traction Control can be found in the "Technology in detail" chapter (▶▶▶ 179).

### RIDING MODE

#### Use of the riding modes

BMW Motorrad has developed riding scenarios for your motorcycle from which you can select the one matching your situation:

- RAIN: Riding on rain-slicked roads.
- ROAD: Riding on dry roads.
- DYNAMIC: Dynamic riding on dry roads.
- RACE: riding on racetracks with sport tires or slicks.
- with riding modes Pro<sup>OE</sup>
- RACE PRO 1/2/3: riding on racetracks taking into account individual settings made by the rider.

The optimum interaction between engine characteristics, ABS control, and DTC control is provided for each of these scenarios.

–with Dynamic Damping Control (DDC)<sup>OE</sup>

The chassis and suspension adjustment is also adapted to the selected scenario.

#### Riding mode preselection

With the aid of the riding mode preselection, individually preferred riding modes can be compiled in a preselection.

Two to a maximum of four riding modes can be added to the riding mode preselection.

Factory setting:

RAIN, ROAD, DYNAMIC and RACE

#### Configuring the riding mode preselection

- Turn on the ignition. (▶▶▶ 60)
- Go to menu *Settings, Vehicle settings, Riding mode preselection*.
- Activate or deactivate riding modes for the riding mode preselection.
  - » The activated riding modes are available for selection.
  - » If fewer than two riding modes are activated, the following message appears:

Action not possible.  
Min. number reached.

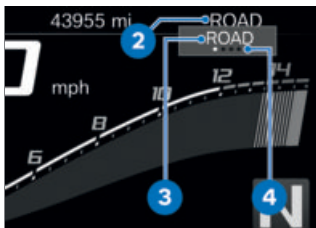
» The compilation of the riding modes in the riding mode preselection is retained, even after the ignition is switched off.

### Select riding mode

- Turn on the ignition. (🔌➔ 60)




- Press button 1.



The active riding mode **2** fades into the background and is displayed in pop-up **3**. The guide **4** shows how many riding modes are available.



- Press button 1 repeatedly until the desired riding mode is displayed.

 Depending on the riding mode or its configuration, the intervention of electronic stability control systems can be restricted.

Possible restrictions are displayed as a pop-up message, e.g. Caution! ABS & DTC setting..

The ABS indicator light flashes irregularly.

You can find more detailed information regarding road handling control systems such as ABS and DTC in the "Technology in detail" chapter.

- » The availability of the riding modes depends on the individual configuration of the riding mode preselection.
- » When the vehicle is at a standstill, the selected riding mode is activated after approx. 2 seconds.

## 70 OPERATION

» The new riding mode is activated while the vehicle is in motion under the following conditions:

- The throttle grip is in idle position.
- Brake is not engaged.
- Cruise control is deactivated.

### DYNAMIC DAMPING CONTROL (DDC)

-with Dynamic Damping Control (DDC)<sup>OE</sup>


#### DDC ranges of adjustment

Dynamic Damping Control (DDC) adapts the damping of the running gear to the respective driving situation dynamically and taking into account the selected riding mode.

More information about the DDC can be found in the chapter "Technology in detail" (▶▶▶ 178).

#### Adjusting damping

- Turn on the ignition. (▶▶▶ 60)
- Go to the Settings, Assist menu, then select the DDC menu item.
- Select the desired damping setting.

 The damping cannot be adjusted while the motorcycle is being ridden.

### CRUISE CONTROL

-with cruise control<sup>OE</sup>

#### Displayed value while adjusting (Speed Limit Info not active)



The icon **1** for cruise control is displayed in the Pure Ride view and in the upper status line.

#### Displayed value while adjusting (Speed Limit Info active)



The icon **1** for cruise control is displayed in the Pure Ride view and in the upper status line.

### Turning on cruise control




- Slide switch **2** to the right.  
» Button **1** is unlocked.

### Saving the speed



- Briefly press button **1** forward.

 Adjustment range of cruise control (gear-dependent)

19...137 mph (30...220 km/h)

 lights up.

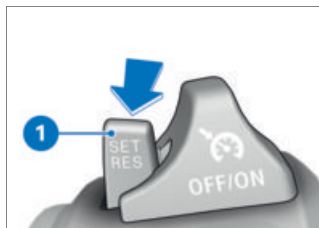
- » The vehicle maintains your current cruising speed and the setting is saved.

### Accelerating



- Briefly press button **1** forward.  
» The speed is increased by 1 mph (1.6 km/h) each time the button is pressed.
- Press button **1** forward and hold.  
» The speed increases continuously.  
» If button **1** is no longer pressed, the speed reached is maintained and saved.

### Decelerating




- Briefly press button **1** backward.


## 72 OPERATION

- » The speed is decreased by 1 mph (1.6 km/h) each time the button is pressed.
- Press button **1** back and hold.
- » The speed is reduced continuously.
- » If button **1** is no longer pressed, the speed reached is maintained and saved.

### Deactivating cruise control

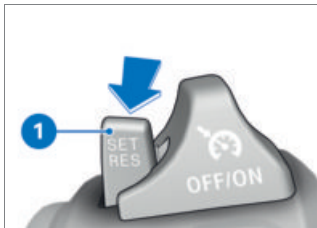
- Actuate the brakes, coupling or throttle grip (ease the throttle beyond the default setting) to deactivate the adaptive cruise control.

 When downshifting using the Pro Gear Shift Assistant, the cruise control is automatically deactivated for safety reasons. During upshifting, the cruise control remains active.


 During ABS or DTC interventions, the cruise control is automatically deactivated for safety reasons. If the rider deactivates DTC, the cruise control is also deactivated.

- » The indicator light for adaptive cruise control extinguishes.

### Resuming previous cruising speed

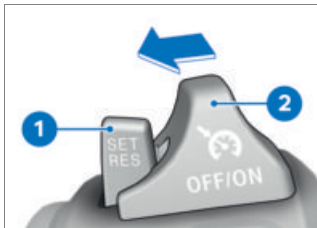


- Briefly push button **1** back to return to the speed saved beforehand.

 Cruise control is not deactivated by accelerating. If you release the throttle grip, the motorcycle will decelerate only to the cruising speed saved in memory, even though you might have intended slowing to a lower speed.

 lights up.

### Turning off cruise control

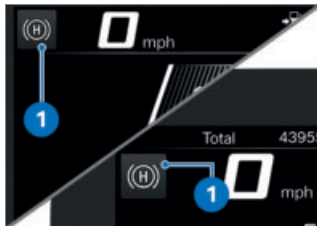


- Push switch **2** to the left.

- » The system is turned off.
- » Button **1** is locked.

## HILL START CONTROL (HSC)

### Display



The icon **1** for Hill Start Control is displayed in the Pure Ride view and in the upper status line.

### Adjusting Hill Start Control Pro

- Turn on the ignition. (III → 60)
- Call up menu *Settings, Vehicle settings*.
- Select *HSC Pro*.
- To turn off Hill Start Control Pro, select *Off*.
  - » Hill Start Control Pro is deactivated.
- To turn on manual Hill Start Control Pro, select *Manual*.
  - » Hill Start Control Pro can be activated by firmly applying the handbrake or footbrake lever.
- To turn on automatic Hill Start Control Pro, select *Auto*.

- » Hill Start Control Pro can be activated by firmly applying the handbrake or footbrake lever.
- » During brake actuation for approximately one second after the vehicle has come to a standstill and on a slope with at least a 3% gradient, Hill Start Control Pro is activated automatically.
- » The selected setting is retained even after the ignition is turned off.

### Operating Hill Start Control Pro Requirement

Vehicle is at a standstill with the engine running.



#### ATTENTION

#### Failure of the Hill Start Control

Risk of accident

- Secure the vehicle through manual braking.

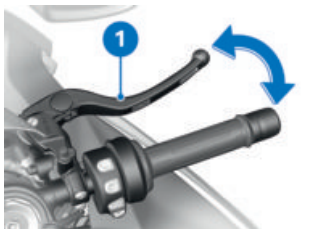


Hill Start Control Pro is only a comfort system to make driving off on hills easier and should therefore not be confused with a parking brake.




Hill Start Control Pro should not be used for gradients of more than 40%.


## 74 OPERATION




- Apply brake lever **1** or foot-brake lever firmly and then release again.
- Alternatively, apply the brake for about one second after the vehicle has come to a standstill, with a gradient of at least 3%.


 is displayed in green.


- » Hill Start Control Pro has been activated.
- To turn off Hill Start Control Pro, activate the brake lever **1** or footbrake lever again.

 If Hill Start Control Pro was deactivated using the brake lever, then automatic Hill Start Control is deactivated for the next 13.1 ft (4 m).

 is hidden.

- Alternatively, ride off in 1st or 2nd gear.

 If the throttle grip is depressed as you are driving off, Hill Start Control Pro is deactivated automatically.

 disappears after the brake has been released completely.

- » Hill Start Control Pro is deactivated.
- More information about the Hill Start Control Pro can be found in the chapter "Technology in detail" (➔ 188)


---

### SHIFTPOINT LIGHT

#### Turning the shiftpoint light on and off



- Call up menu Settings, Vehicle settings.
- Turn Shift light on or off.

 When the shiftpoint light flashes, the drag pointer flashes, too, except in the solid red RPM range.



### Setting shifting flash

- Turn on the Shift light function.
- Go to menu Settings, Vehicle settings, Configuration (under Shift light).
- » The following settings are available:
  - Start RPM
  - End RPM
  - Brightness
  - Frequency. A flashing frequency of 0 Hz corresponds to continuous lighting.
- » Changes to the brightness and the flashing frequency are signaled by the shiftpoint light briefly lighting up or flashing.

---

## ANTI-THEFT ALARM SYSTEM (DWA)

– with anti-theft alarm system (DWA)<sup>OE</sup>

### Activation

- Turn on the ignition. (▶▶▶▶ 60)
- Adjust the anti-theft alarm system. (▶▶▶▶ 76)
- Turn off the ignition. (▶▶▶▶ 60)
- » If DWA is activated, DWA is automatically activated after the ignition is switched off.
- » Activation takes approximately 30 seconds to complete.
- » Turn signals flash twice.

- » Confirmation tone sounds twice (if programmed).
- » Anti-theft alarm system is active.

### Alarm signal

The DWA alarm signal can be triggered by:

- Tilt alarm sensor
- Switch-on attempt with an unauthorized ignition key.
- Disconnection of the DWA from the vehicle battery (DWA battery takes over the power supply – alarm tone only, turn signals do not flash)

If the DWA battery is discharged, all functions remain operational; the only difference is that the alarm cannot be triggered if the system is disconnected from the vehicle battery.

The duration of the alarm signal is approx. 26 seconds. During the alarm, an alarm tone sounds and the turn signals blink. The type of alarm tone can be set by an authorized BMW Motorrad dealer.

## 76 OPERATION

If an alarm signal has been triggered while the motorcycle was unattended, the rider is notified accordingly by an alarm tone sounding once when the ignition is turned on. Then the DWA LED indicates the reason for the alarm signal for one minute.

### Light signals on DWA LED:

- 1x flash: Tilt sensor 1
- 2x flashes: Tilt sensor 2
- 3x flashes: Ignition is turned on using an unauthorized ignition key
- 4x flashes: Anti-theft alarm system disconnected from vehicle battery
- 5x flashes: Tilt sensor 3

### Deactivating the DWA

- Turn on the ignition. (▶▶▶ 60)
- » Turn signals flash once.
- » Confirmation tone sounds once (if programmed).
- » DWA is turned off.

### Adjusting the anti-theft alarm system

- Turn on the ignition. (▶▶▶ 60)
- Go to menu Settings, Vehicle settings, Alarm system.
- » The following adjustments are available:
  - Adapting Warning signal

- Turning Tilt sensor on and off
- Turning Arming tone on and off
- Turning Arm automatically on and off

### Adjustment options

**Warning signal:** Set rising and falling or intermittent alarm tone.

**Tilt sensor:** Activate the inclination sensor to monitor the inclination of the vehicle. The anti-theft alarm system responds if, for example, if the wheel is stolen or the motorcycle is towed.



Deactivate the tilt sensor when transporting the vehicle to avoid triggering the DWA.

**Arming tone:** Confirmation alarm tone after activating/deactivating the DWA in addition to flashing turn signals.

**Arm automatically:** Automatic activation of the alarm function when turning off the ignition.

## TIRE PRESSURE MONITOR (TPM)

–with tire pressure monitor (TPM)<sup>OE</sup>


### Switching setpoint pressure warning on or off


- When the minimum tire pressure is reached, a target pressure warning can be displayed.
- Go to menu Settings, Vehicle settings, RDC.
- Turn Target pressure warn. on or off.

## HEATED GRIPS

–with heated grips<sup>OE</sup>

### Operating heated grips

 The heated grips option can only be activated when the engine is running.


 The increase in power consumption caused by the heated grips can drain the battery if you are riding at low engine speeds. If the battery is inadequately charged, the heated grips are switched off to ensure starting capability.


- Start engine. (▶▶▶ 130)




- Press the button **1** repeatedly until the desired heating level **2** is shown in front of the heated grip icon **3**.

The handlebar grips can be heated at three different levels.

 Low heater output

 Medium heater output

 High heater output

» The 3rd heating level is used for fast heating of the grips; the switch should then be switched back to one of the lower levels.

» If no further changes are made, the selected heating level is set.

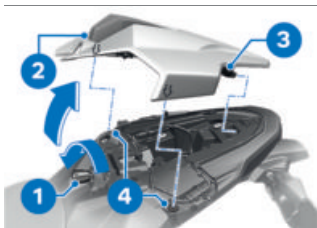
- To turn off the heated grips, press the button **1** repeatedly until the heated grip icon **3** disappears.

## 78 OPERATION

### RIDER'S SEAT AND PASSENGER SEAT

#### Removing the hump cover

- Park the motorcycle, making sure the ground is level and firm.



- Using the ignition key **1**, unlock the lock for the hump cover **2**.
- Detach the hump cover **2** from the grommets **4** and unhook the fastener **3**.

#### Installing the hump cover



- If necessary, lubricate the grommets **3**.

- Position the hump cover **1**; hook in the fixing mechanism **2** when doing so.
- Insert the hump cover **1** into the grommets **3** and uniformly press it down.
- Push the hump cover **1** down in the center again.
- Lock the hump cover **1**.

#### Removing the passenger seat –with passenger package<sup>OE</sup>

- Park the motorcycle, making sure the ground is level and firm.



- Using the ignition key **1**, unlock the lock for the passenger seat **2**.
- Remove the passenger seat **2** by unhooking the fixing mechanism **3**.
- Remove the ignition key and set the passenger seat on a clean surface with the upholstered side facing down.

### Installing the passenger seat –with passenger package<sup>OE</sup>



- Position the passenger seat **1**; hook in the fixing mechanism **2** when doing so.
- Press the passenger seat **1** down and lock it in place.

### Removing the rider's seat



- Press the cover of the rider's seat **1** slightly forward on the seat surface and expose the lug **2**.
- Remove screw **3**.
- Lift the rider's seat **1** at the rear and unhook the fixing mechanism **4**.

- Lay the rider's seat on a clean surface with the upholstered side down.

### Installing the rider's seat



- Insert and position the rider's seat **1** at the front in the fixing mechanism **4**.
- Press the cover of the rider's seat **1** slightly forward on the seat surface and expose the lug **2**.
- Position and install the screw **3**.

# TFT DISPLAY

05

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## 82 TFT DISPLAY

### GENERAL NOTES

#### Warnings



#### WARNING

##### Operation of a smartphone while riding

Risk of accident

- Observe the valid road traffic regulations.
- Do not use any smartphone while riding. Applications that do not involve operation are exempt, such as phone calls using a hands-free system.



#### WARNING

##### Distraction from traffic conditions and loss of control

Risk of accident through the use of integrated information systems and communication devices during the journey

- Operate these systems or devices only if the traffic situation allows.
- If necessary, stop and operate the system or devices at a standstill.

#### Connectivity functions

Connectivity functions include media, telephony and navigation. Connectivity functions can be used if the instrument cluster is connected to a mobile terminal and a helmet (►► 92). You can find more information on the Connectivity functions at:

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



Depending on the mobile terminal, the scope of the Connectivity functions may be limited.

#### BMW Motorrad Connected App

With the BMW Motorrad Connected App, you can call up information about the vehicle and usage. To use some functions such as navigation, the app must be installed on the mobile terminal and be connected to the instrument cluster. The app starts the route guidance and adapts the navigation.



On some mobile terminals, e.g. with operating system iOS, you must go to the BMW Motorrad Connected App before use.



## BMW Motorrad Connected App

With the BMW Motorrad Connected App, you can call up information about the vehicle and usage. To use some features such as navigation, the app must be installed on the mobile end device and be connected to the TFT display. The app starts the route guidance and adapts the navigation.

### Currentness of this manual

After the editorial deadline, there may be updates to the TFT display. For this reason, some aspects of your vehicle may vary from the descriptions in this rider's manual. Updated information is available at [bmw-motorrad.com/service](http://bmw-motorrad.com/service).

## PRINCIPLE

### Operating elements



All content on the display is controlled by the Multi-Controller **1** and the rocker button MENU **2**.

The following functions are possible depending on the context.

### Functions of the Multi-Controller

#### Turn the Multi-Controller up:

- Move the cursor up in lists.
- Make settings.
- Increase volume.

#### Turn the Multi-Controller down:

- Move the cursor down in lists.
- Make settings.
- Reduce volume.

#### Tilt Multi-Controller to the left:

- Activate the function according to the operating feedback.


## 84 TFT DISPLAY

- Activate function to the left or back.
- After settings, return to menu view.
- In Menu view: Change a hierarchy level up.
- In the *My vehicle* menu: Browse to the next menu screen.

### Tilt Multi-Controller to the right:

- Activate the function according to the operating feedback.
- Confirm selection.
- Confirm settings.
- Browse to the next menu step.
- Scroll to right in lists.
- In the *My vehicle* menu: Browse to the next menu screen.

### Rocker button MENU functions

 Navigation instructions are displayed as a dialog if you have not gone to the Navigation menu. Operation of the MENU rocker button is temporarily restricted.

#### Briefly press the MENU up:

- In Menu view: Change a hierarchy level up.
- In Pure Ride view: Select display of upper status line.

#### MENU long press up:

- In Menu view: Open Pure Ride view.
- In Pure Ride view: Change the operating focus to the navigator.

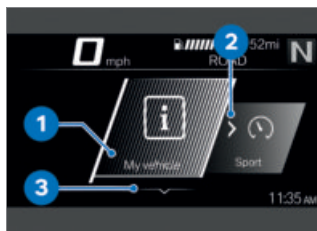
#### MENU short press down:

- Change a hierarchy level down.
- No function when lowest hierarchy level is reached.

#### MENU long press down:

- Return to the last menu, after a menu change has been previously carried out by long press of the rocker button MENU at the top.

### Operating instructions in the main menu



The operating instructions indicate whether and which interactions are possible.

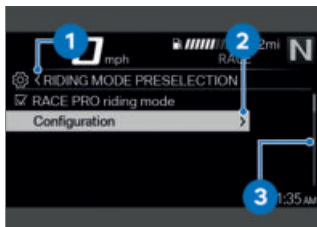


### Meaning of the operating instructions:

- Operating instructions **1**: The left end has been reached.
- Operating instructions **2**: You can browse to the right.
- Operating instructions **3**: You can browse down.
- Operating instructions **4**: You can browse to the left.
- Operating instructions **5**: The right end has been reached.

### Operating instructions in submenus

In addition to the operating instructions in the main menu, there are additional operating instructions in submenus.



### Meaning of the operating instructions:

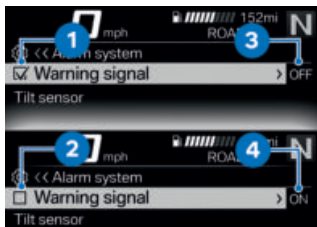
- Operating instructions **1**: The current display is in a hierarchical menu. One icon indicates one submenu level. Two icons indicate two or more submenu levels. The color of the icon changes depending on whether there is an option to return to the top.
- Operating instructions **2**: You can go to another submenu level.
- Operating instructions **3**: There are more entries than can be displayed.

### Show Pure Ride view

- Press and hold the top of the rocker button MENU.

## 86 TFT DISPLAY

### Turning functions on and off



Some menu items are preceded by a box. The box indicates whether the function is turned on or off. Action icons after the menu items illustrate what is switched by briefly tilting the Multi-Controller to the right.

#### Examples for turning on and off:

- Icon **1** indicates that the function is turned on.
- Icon **2** indicates that the function is turned off.
- Icon **3** indicates that the function can be turned off.
- Icon **4** indicates that the function can be turned on.


### Go to the menu



- Show Pure Ride view. (▮▮▮▮ 85)
- Briefly press button **2** downward.

You can go to the following menus:

- My vehicle
- Sport
- Navigation
- Media
- Telephone
- Settings
- Press Multi-Controller **1** repeatedly briefly to the right until the desired menu item is marked.
- Briefly press button **2** downward.

 The **Settings** menu can only be called up when stationary.

## Moving the cursor in lists



- Go to the menu. (▶▶▶▶ 86)
- To move the cursor down in lists, turn the Multi-Controller 1 down until the desired entry is selected.
- To move the cursor up in lists, turn the Multi-Controller 1 up until the desired entry is selected.

## Confirming the selection



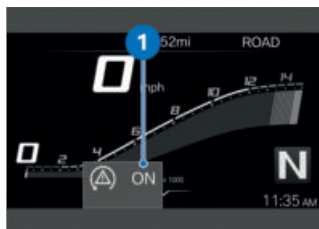
- Select desired entry.
- Multi-Controller 1 short press to right.

## Go to the last menu used

- In Pure Ride view: Press and hold the bottom of the MENU rocker button.
- » The last used menu is called up. The last marked entry is selected.

## System status displays

The system status is displayed in the lower menu area when a function has been turned on or off.



## Example of the meaning of the system statuses:

- System status 1: DTC function is turned on.

## Selecting display of upper status line

### Requirement

The vehicle is stationary. The Pure Ride view is displayed.

- Turn on the ignition. (▶▶▶▶ 60)
- » All of the information necessary for operating the vehicle on public roads is made available from the on-board com-

## 88 TFT DISPLAY

puter (e.g. TRIP 1) and the travel on-board computer (e.g. TRIP 2) in the TFT display. The information can be displayed in the upper status line.

–with tire pressure monitor (TPM)<sup>OE</sup>

» In addition, information from the Tire Pressure Monitor can be displayed.◀

• Select content of upper status line. (▶▶ 88)



- Press and hold button **1** to display the Pure Ride view.
- Press button **1** briefly to select the value in the upper status line **2**.

The following values can be displayed:



Total distance



Current distance 1



Current distance 2

–Intake air temp. INTAKE



Consumption 1 (average)



Consumption 2 (average)



Riding time 1



Riding time 2



Break 1



Break 2



Speed 1 (average)



Speed 2 (average)

–with tire pressure monitor (TPM)<sup>OE</sup>



Tire pressure◀



Fuel tank level



Range

### Selecting content of upper status line

- Go to menu Settings, Display, Status line content.
- Turn on desired displays.

» It is possible to change between the selected displays in the upper status line. If no displays are selected, only the range is shown.

### Making settings




- Select desired settings menu and confirm.
  - Turn Multi-Controller **1** down until the desired setting is marked.
  - If operating instructions are present, tilt the Multi-Controller **1** to the right.
  - If no operating instructions are present, tilt the Multi-Controller **1** to the left.
- » The setting is saved.

### Turning Speed Limit Info on or off

#### Requirement

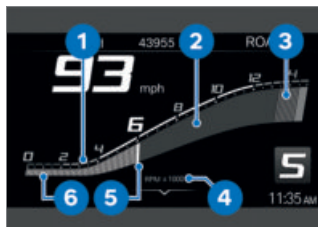
The vehicle is connected to a compatible mobile end device. The BMW Motorrad Connected app is installed on the mobile end device.

- Speed Limit Info displays the currently permitted maximum speed insofar as this information is provided by the editor of the maps in the navigation system.
- Call up menu Settings, Display.
- Turn Speed Limit Info on or off.

 The Speed Limit Info is not available if a RACE PRO riding mode is activated.


### PURE RIDE VIEW


#### Tachometer




- 1** Scale
- 2** Low engine speed range
- 3** High / red engine speed range
- 4** Unit for tachometer: 1000 RPM
- 5** Needle
- 6** Drag pointer

## 90 TFT DISPLAY

 The red engine speed range changes depending on the coolant temperature: The colder the engine, the lower the speed at which the red engine speed range begins. The warmer the engine, the higher the speed at which the red engine speed range begins. When the operating temperature has been reached, the red engine speed range display will no longer change.

 The solid red RPM range indicates the current maximum speed, depending on, for example, break-in service, launch control or faults in the engine control.

 When the shiftpoint light flashes, the drag pointer flashes, too, except in the solid red RPM range.

### Range



The range **1** indicates how far you can ride with the remaining fuel. This distance is calculated based on average consumption and the remaining fuel quantity.

- When the vehicle is propped on its side stand, the resulting angle of inclination means that the sensor cannot register the fuel quantity correctly. For this reason, the range is only recalculated when the side stand is folded in.
- The range is output together with a warning after the fuel reserve level is reached.
- After refueling, the range is recalculated if the fuel quantity is greater than the fuel reserve.
- The calculated range is only an approximate figure.



---

## SETTINGS

### Adjusting the volume

- Connect the rider's helmet and the passenger helmet. (▣▣▣ 93)
- Increase volume: Turn the Multi-Controller up.
- Decrease volume: Turn the Multi-Controller down.
- Mute: Turn the Multi-Controller all the way down.

### Configuring system settings

- Turn on the ignition. (▣▣▣ 60)
- Call up menu `Settings`, `System settings`.
  - » The following system settings can be configured here:
    - Date and time
    - Units
    - Language

### Adjusting brightness

- Go to menu `Settings`, `Display`, `Brightness`.
- Adjust brightness.
  - » The brightness of the display is dimmed to the set value if ambient brightness falls below a defined value.

### Resetting all settings

- Go to the `Settings` menu.
- Select `Reset all` and confirm.

The settings of the following menus are reset to the factory setting:

- Vehicle settings
- System settings
- Connections
- Display
- Information

- » Existing Bluetooth connections are not deleted.
- » The pairing of the vehicle with the current BMW Motorrad Connected-Ride account is reset.

---

## BLUETOOTH®

### Bluetooth®

Bluetooth is a close-range wireless technology. Bluetooth devices are short-range devices (transmitting with a limited range) on the license-free ISM band (Industrial, Scientific, Medical) between 2.402...2.480 GHz. They can be operated anywhere in the world without a license being required.

Although Bluetooth is designed for establishing robust connections over short distances, faults are possible as with any other wireless technology. Connections can be subject to interference, can be briefly interrupted or lost entirely. Especially when several devices are operated in one Bluetooth network, there is no guarantee

## 92 TFT DISPLAY


for smooth operation in every situation.

### Possible sources of interference:

- Interference fields due to transmission towers and similar.
- Devices with incorrectly implemented Bluetooth radio standard.
- By nearby Bluetooth-capable devices.
- Shielding by metals or bodies.

### Pairing

Two Bluetooth devices have to recognize each other before they can communicate. This process of mutual recognition is known as pairing. When two devices have paired they remember each other, so the pairing process is conducted only once, on initial contact.

 On some mobile terminals, e.g. with operating system iOS, you must go to the BMW Motorrad Connected App before use.

During the pairing process, the instrument cluster searches for other Bluetooth-compatible devices within its reception range. The conditions that have to be

satisfied before a device can be detected are as follows:

- The Bluetooth® function of the device must be activated
- The device must be "visible" to others
- Other Bluetooth-capable devices must be OFF (e.g. mobile phones and navigation systems).

Please consult the operating instructions for your communication system.

### Carrying out pairing

- Call up menu **Settings, Connections**.
- » Bluetooth connections can be established, managed, and deleted in the **CONNECTIONS** menu. The following Bluetooth connections are displayed:

- Mobile device
- Rider's helmet
- Passenger helm.

The connection status for mobile end devices is displayed.

### Connecting a mobile end device

- Carry out pairing. (➡ 92)
- Activate the Bluetooth function of the mobile end device (see operating instructions for the mobile end device).

- Select **Mobile device** and confirm.
- Select **Pair new mobile device** and confirm.

Mobile end devices are searched for.



blinks in the lower status line during pairing.

Visible mobile end devices are displayed.

- Select the mobile end device and confirm.



If the fuel tank is between the mobile terminal and the instrument cluster, the Bluetooth connection may be restricted. BMW Motorrad recommends storing the mobile terminal above the fuel tank (e.g. in the jacket pocket).

- Observe the instructions for the mobile end device.
- Confirm that the codes match.
  - » The connection is established and the connection status is updated.
  - » If the connection cannot be established, the troubleshooting chart in the Technical data chapter may provide assistance. (▶▶▶ 244)
  - » Depending on the mobile end device, telephone data is transferred to the vehicle automatically.

» Telephone data (▶▶▶ 102)

- » If the phone book is not displayed, the troubleshooting chart in the Technical data chapter may provide assistance. (▶▶▶ 245)
- » If the Bluetooth connection does not work as expected, the troubleshooting chart in the Technical data chapter may provide assistance. (▶▶▶ 245)

### Connect the rider's helmet and the passenger helmet

- Carry out pairing. (▶▶▶ 92)
  - Select **Rider's helmet** or **Passenger helm.** and confirm.
  - Show the communication system of the helmet.
  - Select **Pair new rider's helmet** or **Pair new passenger helmet** and confirm.
- Helmets are searched for.



blinks in the lower status line during pairing.

Visible helmets are displayed.

- Select helmet and confirm.
  - » The connection is established and the connection status is updated.
  - » If the connection cannot be established, the troubleshooting chart in the Technical data

## 94 TFT DISPLAY

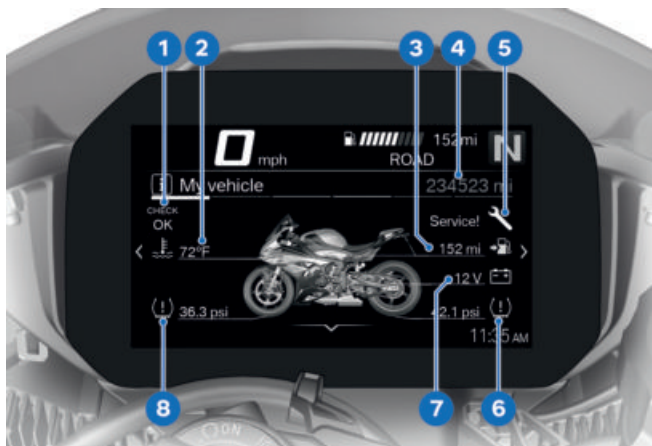
chapter may provide assistance. (▣▣▣▣ 244)

- » If the Bluetooth connection does not work as expected, the troubleshooting chart in the Technical data chapter may provide assistance. (▣▣▣▣ 245)

### Deleting connections

- Call up menu **Settings, Connections**.
- Select **Delete connections**.
- To delete an individual connection, select the connection and confirm.
- To delete all connections, select **Delete all connections** and confirm.

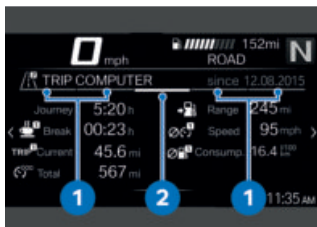
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**MY VEHICLE**
**START SCREEN**

- 1** Check Control display (➡ 31)
- 2** Coolant temperature (➡ 42)
- 3** Range (➡ 90)
- 4** Odometer
- 5** Service display (➡ 56)
- 6** Rear tire pressure (➡ 45)
- 7** Voltage of the vehicle electrical system (➡ 224)
- 8** Front tire pressure (➡ 45)

## 96 TFT DISPLAY

### Operating instructions



- Operating instructions **1**: Tabs that show how far to the left or right you can browse.
- Operating instructions **2**: Tab that shows the position of the current menu screen.


### Browsing through menu screens



- Go to the *My vehicle* menu.
- To browse to the right, briefly press the Multi-Controller **1** to the right.
- To browse to the left, briefly press the Multi-Controller **1** to the left.

The following screens are included in the *My vehicle* menu:

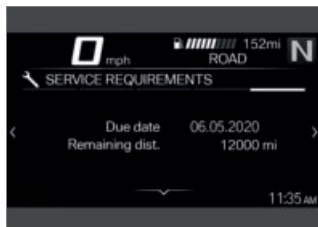
- MY VEHICLE
- ONBOARD COMPUTER
- TRIP COMPUTER
- with tire pressure monitor (TPM)<sup>OE</sup>
- TIRE PRESSURE<
- SERVICE REQUIREMENTS
- CHECK CONTROL MESSAGE (if present)
- Further information on the tire pressure and Check Control messages can be found in the Displays (➔ 31) chapter.

 Check-Control messages are dynamically added to the menu screens in the *My vehicle* menu as additional tabs.

### On-board computer and travel on-board computer

The ONBOARD COMPUTER and TRIP COMPUTER menu windows show the vehicle and journey data, e.g. average values.

## Service requirements



If the time remaining until the next service is less than a month, or if the next service is due within 620 mi (1000 km), a white Check Control message is displayed.

## 98 TFT DISPLAY

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### TRIP COMPUTER

#### Calling up the on-board computer

- Go to the **My vehicle** menu.
- Scroll to the right until the **ONBOARD COMPUTER** menu screen is displayed.

#### Resetting the on-board computer

- Go to the on-board computer. (▣▣▣▶ 98)
- Press **MENU** rocker button down.
- Select **Reset all values** or **Reset individual values** and confirm.

The following values can be reset individually:

- Break
- Journey
- Current (TRIP 1)
- Speed
- Consump.

#### Calling up the travel on-board computer

- Go to the on-board computer. (▣▣▣▶ 98)
- Scroll to the right until the **TRIP COMPUTER** menu screen is displayed.

#### Resetting the travel on-board computer

- Go to the travel on-board computer. (▣▣▣▶ 98)

- Press **MENU** rocker button down.
- Select **Automatic reset** or **Reset all values** and confirm.
  - » If **Automatic reset** is selected, the travel on-board computer is automatically reset if at least 6 hours have passed since the ignition was switched off and the date has changed.

---

### NAVIGATION

#### Warnings



#### WARNING

#### Operation of a smartphone while riding

Risk of accident

- Observe the valid road traffic regulations.
- Do not use any smartphone while riding. Applications that do not involve operation are exempt, such as phone calls using a hands-free system.



**WARNING****Distraction from traffic conditions and loss of control**

Risk of accident through the use of integrated information systems and communication devices during the journey

- Operate these systems or devices only if the traffic situation allows.
- If necessary, stop and operate the system or devices at a standstill.

**Prerequisite**

The vehicle is connected to a compatible mobile end device via Bluetooth.

The BMW Motorrad Connected app is installed on the connected mobile terminal.



On some mobile terminals, e.g. with operating system iOS, you must go to the BMW Motorrad Connected App before use.

**Entering destination address**

- Connect mobile terminal. (▢▢▢▢ 92)
- Go to the BMW Motorrad Connected app and start the guidance.

- Call up **Navigation** menu in the instrument cluster.
- » Active destination guidance is displayed.
- » If the active route guidance is not displayed, the troubleshooting chart in the Technical data chapter may provide assistance. (▢▢▢▢ 245)

**Select destination from most recent destinations**

- Call up menu **Navigation**, **Recent destinations**.
- Select destination and confirm.
- Select **Start route guidance**.

**Select destination from favorites**

- The **FAVORITES** menu shows all destinations that have been saved as a favorite in the BMW Motorrad Connected app. It is not possible to create new favorites in the instrument cluster.
- Call up menu **Navigation**, **Favorites**.
- Select destination and confirm.
- Select **Start guidance**.

# 100 TFT DISPLAY

## Entering special destinations

- Special destinations, e.g. landmarks, can be displayed on the map.
- Call up menu `Navigation`, `POIs`.

The following locations can be selected:

- At current location
- At destination
- Along the route
- Select in which location you want to search for special destinations.

The following point of interest can be selected:

- Filling station
- Select special destination and confirm.
- Select `Start route guidance` and confirm.

## Specifying route criteria

- Call up menu `Navigation`, `Route criteria`.

The following criteria can be selected:

- Route type
- Avoid
- Select desired `Route type`.
- Turn desired `Avoid` on or off.

The number of enabled avoidances is displayed in brackets.

## Display route info

- Go to the `Navigation`, `Settings` menu, then select the `Route info` menu item.

You can select between the following options:

- Destination
- Waypoint
- Select desired option.
- » The remaining distance and time are displayed.

## Editing guidance

- Call up menu `Navigation`, `New destination`.

You can select between the following destinations:

- Recent destinations
- Favorites
- POIs
- Select destination from one of the three destination categories.
- Select `Edit route guidance` in the destination entry.
- Select `Add stop` to add the selected destination as a waypoint.
- Select `Start guidance` to overwrite the current destination.

## Ending route guidance

- Call up menu `Navigation`, `Active route guidance`.
- Select and confirm `End route guidance` or tilt the `Multi-Controller` to the left.

### Switching spoken instructions on or off

- Connect the rider's helmet and the passenger helmet. (▶▶▶ 93)
- The navigation can be read aloud. To do this, the Spoken instructions must be turned on.
- Call up menu Navigation, Active route guidance.
- Turn Spoken instructions on or off.

### Repeating the last spoken instruction

- Call up menu Navigation, Active route guidance.
- Select Current instruction and confirm.

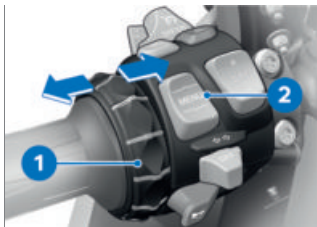
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## MEDIA


### Prerequisite

The vehicle is connected to a compatible mobile end device and a compatible helmet.


### Controlling audio playback



- Go to the Media menu.

 BMW Motorrad recommends setting the volume for media and conversations via mobile terminals to the maximum before starting a journey.

- Adjust the volume. (▶▶▶ 91)
- Next title: Briefly tilt Multi-Controller **1** to the right.
- Last title or beginning of the current title: Briefly tilt Multi-Controller **1** to the left.
- Fast forward: Tilt Multi-Controller **1** to the right for an extended period.
- Fast rewind: Tilt Multi-Controller **1** to the left for an extended period.
- Go to context menu: Press button **2** downward.

 Depending on the mobile terminal, the scope of the Connectivity functions may be limited.

» The following functions can be used in the context menu:

## 102 TFT DISPLAY

- Playback or Pause.
- For search and playback, select the category Now playing, All artists, All albums or All tracks.
- Select Playlists.

In the Audio settings submenu, the following settings are possible:

- Turn Shuffle on or off.
- Select Repeat: Off, One (current track) or All.

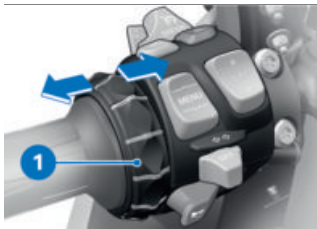
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### TELEPHONE

#### Prerequisite

The vehicle is connected to a compatible mobile end device and a compatible helmet.

#### Making a phone call



- Go to the Telephone menu.
- Accepting a call: Tilt Multi-Controller 1 to the right.
- Rejecting a call: Tilt Multi-Controller 1 to the left.
- Ending a call: Tilt Multi-Controller 1 to the left.

#### Muting

The microphone in the helmet can be muted during active conversations.

#### Conversations with multiple users

A second telephone call can be accepted during a conversation. The first conversation will be put on hold. The number of active calls is displayed in the Telephone menu. It is possible to switch between two conversations.

#### Telephone data

Depending on the mobile end device, telephone data is transferred to the vehicle automatically after pairing (►► 92).

Phone book: List of contacts saved in the mobile terminal

Call list: List of calls with the mobile terminal

Favorites: List of favorites saved in the mobile terminal

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### SOFTWARE VERSION

- Go to menu Settings, Information, Software version.

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### LICENSE INFORMATION

- Go to menu Settings, Information, Licenses.



**SETTING**

**06**

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<b>MIRRORS</b>	<b>106</b>
<b>HEADLIGHT</b>	<b>106</b>
<b>BRAKE</b>	<b>106</b>
<b>CLUTCH</b>	<b>107</b>
<b>FOOTREST SYSTEM</b>	<b>108</b>
<b>STEERING</b>	<b>110</b>
<b>SPRING PRELOAD</b>	<b>111</b>
<b>DAMPING</b>	<b>115</b>
<b>SWINGING ARM</b>	<b>118</b>
<b>RIDE HEIGHT</b>	<b>121</b>
<b>DDC CALIBRATION</b>	<b>123</b>

# 106 SETTING

## MIRRORS

### Adjusting the mirrors



- Move mirror into the desired position by pressing lightly on the edge of the glass.

## HEADLIGHT

### Headlight adjustment, right-hand/left-hand traffic

This motorcycle's headlight features a symmetrical low beam. No special adjustments or procedures are required prior to operating the motorcycle in a country where traffic travels on the side of the road opposite to that of your home country (left-hand drive to right-hand drive or vice versa).

### Headlamp range and spring preload

The headlight range generally remains constant due to the adjustment of the spring preload to the loading state.



If there are doubts as to the correct headlight range, have the setting checked by a repair shop, preferably by an authorized BMW Motorrad dealer.

## BRAKE

### Setting the brake lever

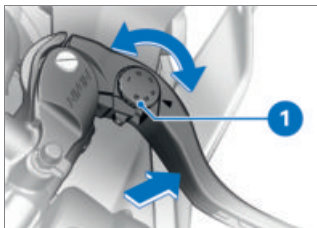


### WARNING

#### Adjusting the brake lever while driving


Risk of accident

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



- Turn the adjustment wheel **1** into the desired position.

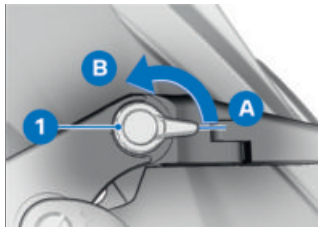


 The adjustment wheel is easier to turn when the brake lever is pressed forward slightly.


» Adjustment options:

- Position 1: Minimum distance between handlebar grip and brake lever
- Position 6: Maximum distance between handlebar grip and brake lever

–with Billet pack<sup>OE</sup>



- Turn the adjustment lever **1** to the desired position.

 The adjustment wheel is easier to turn when the brake lever is pressed forward slightly.

» Adjustment options:

- From position **A**: Minimum distance between handlebar grip and brake lever.
- Five steps toward position **B** to increase the distance between the handlebar grip and the brake lever.◁

## CLUTCH

### Adjusting the clutch lever

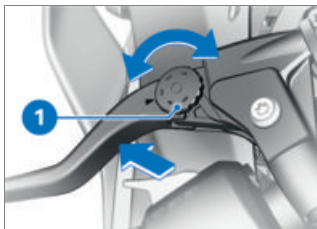


#### WARNING


#### Adjusting the clutch lever while driving

Accident hazard

- Adjust the clutch lever when the motorcycle is stationary.



- Turn the adjustment wheel **1** into the desired position.

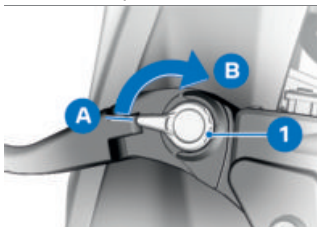
 The adjustment wheel is easier to turn when the clutch lever is pressed forward slightly.

» Adjustment options:


- Position 1: Minimum distance between handlebar grip and clutch lever
- Position 5: Maximum distance between handlebar grip and clutch lever

# 108 SETTING

–with Billet pack<sup>OE</sup>



- Turn the adjustment lever **1** to the desired position.

 The adjustment wheel is easier to turn when the clutch lever is pressed forward slightly.

» Adjustment options:

–Position **A**: Minimum distance between handlebar grip and clutch lever.

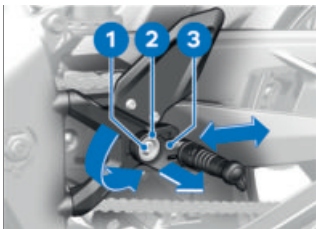
–Five steps toward position **B** to increase the distance between the handlebar grip and the clutch lever.◁

## FOOTREST SYSTEM

–with Billet pack<sup>OE</sup>

### Adjusting the rotor

- The rotor is adjusted in the same way on the left and right.
- The position of the rotor must be adjusted the same way on the left and right.



- The foot distance and the foot position can be adjusted by means of the rotor **3**.
- Loosen screw **1** in the toothed port **2** until the toothed port **2** can be pulled out of the rotor **3**.
  - » The rotor **3** can be adjusted to 6 positions along the rotary axis.
  - » The rotor **3** can be adjusted to 5 positions along the longitudinal axis.
- Install the rotor **3** in the desired position and tighten the screw **1** in the toothed port **2**.



Screw connection for footrest adjustment

M8 x 40

Thread-locking compound:  
mechanical

15 lb/ft (20 Nm)

**WARNING**

**Incorrectly adjusted footrest due to the rotor being moved.**

Accident hazard

- If the rotor is moved, the footrest adjustment must be adapted accordingly.


- The footrest can only fold upward and slightly backward.

**Adjusting the footrest joint**

- The footrest joint is adjusted the same way on the left and right.



- Loosen screw **3**.  
» The footrest joint **1** can be rotated.
- Orient the footrest joint **1** according to the adjustment position of the rotor on the scale **2**.

 The scale provides an aid to orientation for the correct alignment of the footrest

joints in conjunction with the adjustment position of the rotor. For example, if the rotor is shifted one position clockwise, the footrest joint must be shifted by one position counterclockwise.

- Tighten screw **3**.



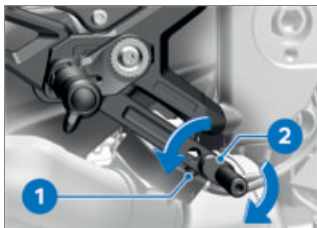
Clamping bolt for rider footrest

M8 x 25

Thread-locking compound: mechanical


15 lb/ft (20 Nm)

**Adjusting the footbrake lever foot plate**



- The horizontal and vertical distance of the foot relative to the foot plate **2** can be adjusted by turning it to different positions.
- Loosen screw **1**.
- Turn the foot plate **2** into the desired position.
- Tighten screw **1**.

# 110 SETTING

 Foot plate on footbrake lever
M6 x 20
Thread-locking compound: micro-encapsulated
7 lb/ft (10 Nm)

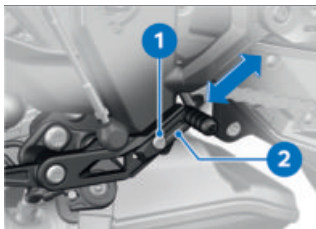
## Adjusting the gearshift lever foot plate

### ATTENTION

#### Unintentional actuation of the gearshift lever

Damage to the transmission


- Check for the correct setting of the gearshift lever.
- Ensure that the gearshift lever bears no load when not in the process of gear shifting.



- The foot distance can be adjusted by moving the foot plate **2**.
- Loosen screw **1**.

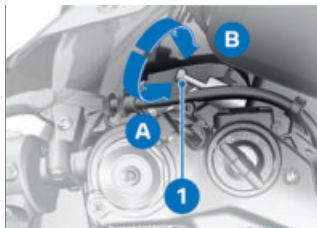
» The foot plate **2** can be moved along the longitudinal axis.

- Adjust the desired foot distance and tighten the screw **1**.

 Folding foot plate
M6 x 16
7 lb/ft (10 Nm)

## STEERING

### Adjusting the steering damper



### WARNING

#### Adjusting the steering damper while riding.

Accident hazard

- Never adjust the steering damper except while the motorcycle is stationary.
- For increasing the damping: Turn the adjustment screw **1** in **A** direction.

- For reducing the damping:  
Turn the adjustment screw **1** in **B** direction.



Steering damper basic setting

Turn the adjustment screw in direction **A** as far as it will go, then 6 clicks in direction **B**.  
(Highway operation)

Turn the adjustment screw in direction **A** as far as it will go, then 4 clicks in direction **B**.  
(Racing mode)

## SPRING PRELOAD

### Setting

The spring preload on the front wheel must be adapted to the weight of the rider. Higher weight requires a higher spring preload, lower weight requires a lower spring preload.

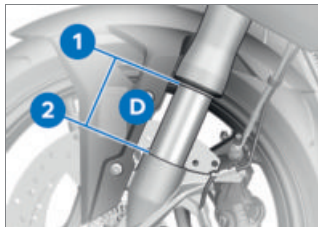
It is essential to set the spring preload to suit the load carried by the motorcycle. Increase spring preload when the vehicle is heavily loaded and reduce spring preload accordingly when the vehicle is lightly loaded.

### Lifting the motorcycle

An engine jack is required to set the spring preload recommended by BMW Motorrad. Details on how to use the jack are not specified further. As an alternative, the spring preload can also be determined by means of a test ride. If you are not sure whether this work is within your skill range, please contact a repair shop, preferably an authorized BMW Motorrad dealer.

### Adjusting the spring preload on the front wheel


- Park the motorcycle, making sure the ground is level and firm.
- Lift the motorcycle using the engine jack until the front wheel has been fully relieved.



- Measure the distance **D** between the lower edge **1** of the slider tube and the front axle **2**.

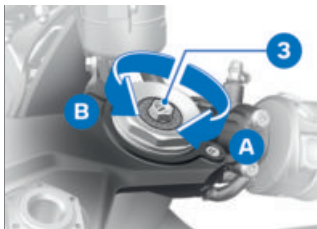
## 112 SETTING

- Remove the engine jack.
- Park the motorcycle, making sure the ground is level and firm.
- Load motorcycle with rider.
- With the assistance of a helper, measure the distance **D** between points **1** and **2** again and calculate the difference (compression) between the measured values.

	Adjustment of spring preload dependent on loading
--	---

Compressing front wheel
-------------------------

1.4±0.1 in (35±2 mm) (With rider 187 lbs (85 kg))
---



### **WARNING**

**Settings for spring preload and spring strut damping that have not been coordinated.**

Worse handling.

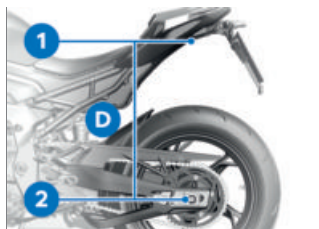
- Adapt the spring strut damping to the spring preload.
- To reduce the compression (increase the spring preload), turn the adjustment screw **3** in direction **A** using a tool from the onboard tool kit. A suitable adapter to protect the screw against scratches is included in the onboard tool kit.
- To increase the spring compression (reduce the spring preload), turn the adjustment screw **3** in direction **B** using a tool from the onboard tool kit. A suitable adapter to protect the screw against scratches is

included in the onboard tool kit.

### Adjusting the spring preload at the rear wheel


–without Dynamic Damping Control (DDC)<sup>OE</sup>

- Park the motorcycle, making sure the ground is level and firm.
- Lift the motorcycle using the engine jack until the rear wheel has been fully relieved.



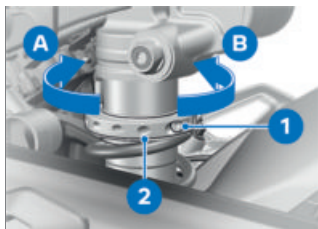
- Measure the distance **D** between the license-plate carrier **1** and the axle **2**.
- Remove the engine jack.
- Park the motorcycle, making sure the ground is level and firm.
- Place the motorcycle under load with a rider and possibly with luggage.
- With the assistance of a helper, measure the distance **D** between points **1** and **2** again and calculate

the difference (compression) between the measured values.

 Adjustment of spring preload dependent on loading

Spring deflection of rear wheel

$1.2 \pm 0.1$  in ( $30 \pm 2$  mm) (Road mode with rider 187 lbs (85 kg))



### WARNING

**Settings for spring preload and spring strut damping that have not been coordinated.**

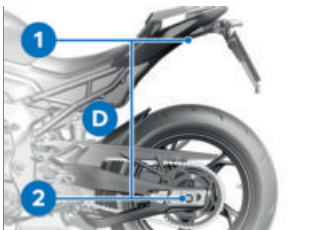
Worse handling.


- Adapt the spring strut damping to the spring preload.
- Loosen screw **1** with tool from onboard tool kit.
- To reduce the compression (increase the spring preload), turn the adjustment ring **2** in

## 114 SETTING

direction **A** using a tool from the onboard tool kit.

- To increase the compression (reduce the spring preload), turn the adjustment ring **2** in direction **B** using a tool from the onboard tool kit.
- Tighten screw **1** to the specified torque.



 Screw on adjustment ring


M5 x 16

4 lb/ft (6 Nm)


### Adjusting the spring preload at the rear wheel

—with Dynamic Damping Control (DDC)<sup>OE</sup>

- Park the motorcycle, making sure the ground is level and firm.
- Lift the motorcycle using the engine jack until the rear wheel has been fully relieved.
- Turn on the ignition.
- Start engine to ensure that the battery does not discharge.

 Settings on the DDC system can only be made when the ignition is switched on, as this is the only way the electric valves are active.

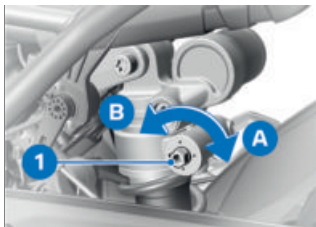
- Measure the distance **D** between the license-plate carrier **1** and the axle **2**.
- Remove the engine jack.
- Park the motorcycle, making sure the ground is level and firm.
- Load motorcycle with rider and possibly with luggage.
- With the assistance of a second person, measure the distance **D** between points **1** and **2** again and calculate the difference (compression) between the measured values.

 Adjustment of spring preload dependent on loading

Spring deflection of rear wheel

1.2±0.1 in (30±2 mm) (Road mode with rider 187 lbs (85 kg))



**WARNING**

**Settings for spring preload and spring strut damping that have not been coordinated.**

Worse handling.

- Adapt the spring strut damping to the spring preload.
- To reduce the spring compression (increase the spring preload), turn screw **1** in direction **A** using a tool from the onboard tool kit.
- To increase the compression (reduce the spring preload), turn the screw **1** in direction **B** using a tool from the onboard tool kit.

**DAMPING****Setting**

Damping must be adjusted to the road conditions and the spring preload.

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

**Adjusting the compression damping on the front wheel**

- without Dynamic Damping Control (DDC)<sup>OE</sup>



- Adjust compression damping using adjustment screw **1** and yellow scale on left-hand fork leg.

## 116 SETTING



- For increasing the damping: Turn the adjustment screw with tool from onboard tool kit so that the mark **2** points to a higher scale value.
- For reducing the damping: Turn the adjustment screw with tool from onboard tool kit so that the mark **2** points to a lower scale value.



Compression stage, basic setting, front

Position 5 (Road mode with rider 187 lbs (85 kg))

### Adjusting the rebound-stage damping on the front wheel

—without Dynamic Damping Control (DDC)<sup>OE</sup>



- Adjust rebound-stage damping using adjustment screw **1** and red scale on right-hand fork leg.



- For increasing the damping: Turn the adjustment screw with tool from onboard tool kit so that the mark **2** points to a higher scale value.
- For reducing the damping: Turn the adjustment screw with tool from onboard tool kit so that the mark **2** points to a lower scale value.



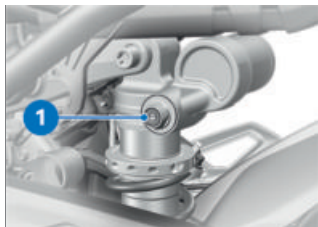
Rebound stage, basic setting, front

Position 5 (Road mode with rider 187 lbs (85 kg))

### Adjusting the compression damping on rear wheel

—without Dynamic Damping Control (DDC)<sup>OE</sup>

- Park the motorcycle, making sure the ground is level and firm.



- Adjust compression damping via adjustment screw **1**.



- For increasing the damping: Use the onboard tool kit to

turn the adjustment screw to the right in the + direction.

- For reducing the damping: Use the onboard tool kit to turn the adjustment screw to the left in the - direction.



Compression stage, basic setting, rear

Turn the adjustment screw **1** in direction + as far as it will go, then 5 clicks in direction -. (Road mode with rider 187 lbs (85 kg))

### Adjusting the rebound-stage damping on the rear wheel

—without Dynamic Damping Control (DDC)<sup>OE</sup>



#### CAUTION

#### Hot exhaust system

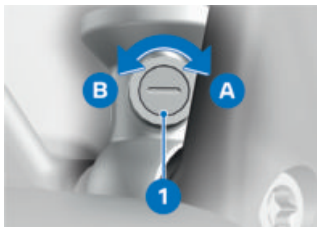
Burn hazard

- Do not touch hot exhaust system.
- Park the motorcycle, making sure the ground is level and firm.

# 118 SETTING



- Adjust rebound-stage damping using adjustment screw **1**.



- For increasing the damping: Use the onboard vehicle tool kit to turn the adjustment screw **1** in **A** direction.
- For reducing the damping: Use the onboard vehicle tool kit to turn the adjustment screw **1** in **B** direction.



Rebound stage, basic setting, rear

Turn the adjustment wheel in direction **A** as far as it will go, then 5 clicks in direction **B**. (Road mode with rider 187 lbs (85 kg))

## SWINGING ARM

### Adjusting the rear wheel swinging arm

The swinging arm pivot point can be adjusted in three stages. Additional tools such as the engine jack or footrest stand are required for this; how to handle these tools is not addressed further. If you are not sure whether this work is within your skill range, please contact a repair shop, preferably an authorized BMW Motorrad dealer.

### Adjusting the swinging arm pivot point

- Park the motorcycle, making sure the ground is level and firm.

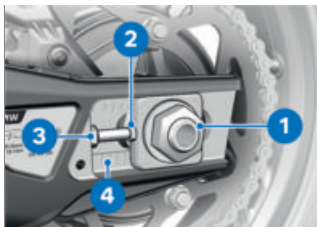


### ATTENTION

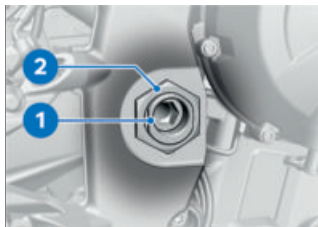
#### Motorcycle tips to side

Component damage cause by tipping over

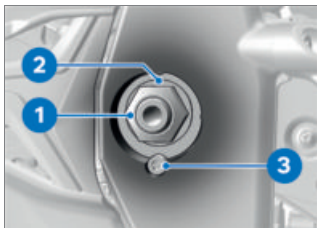
- Secure motorcycle against tipping away to side.
- Lift the vehicle using an engine jack or another suitable jack so that the rear wheel swinging arm is relieved.



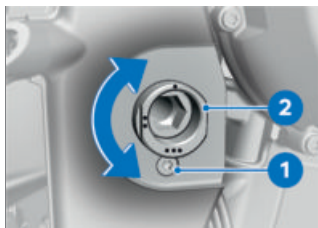
- Loosen quick-release axle nut **1**.
- Loosen the lock nuts **3** on the left and right.
- Use the adjustment screws **2** on the left and right to greatly increase chain sag.
- Make sure that the same scale value **4** is set on the left and right.




- Loosen the swing axle **1**.
- Remove the nut **2**.



- Remove the nut **1** and washer **2**.
- Remove the fixing screw **3**.



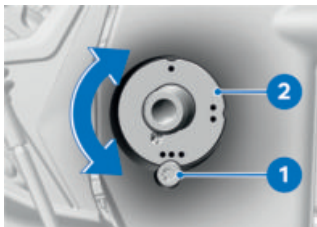
- Remove the fixing screw **1**.
- Turn the right bushing **2** in alternation with the left bushing by a maximum of 90° each to set the desired position.
- Install the fixing screw **1**.

 Positioning of bushing, swinging arm pivot point in the main frame right


M6 x 26.7

4 lb/ft (5 Nm)

## 120 SETTING

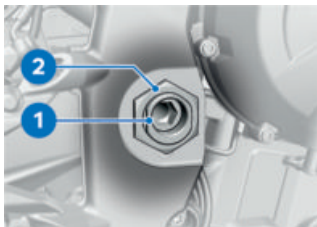


- Turn the left bushing **2** in alternation with the right bushing by a maximum of 90° each to set the desired position.
- Make sure that the left bushing **2** and right bushing are fixed in the same position (**marking**).
- Install the fixing screw **1**.


 Positioning of bushing, swinging arm pivot point in the main frame left

M6 x 12

6 lb/ft (8 Nm)



- Install the nut **2** and tighten it to the specified torque.


 Nut for bushing, swinging arm pivot point on frame

M36 x 0.75

Thread-locking compound:  
Loctite 270, high-strength

52 lb/ft (70 Nm)

- Tighten the swing axle **1** to the specified torque.

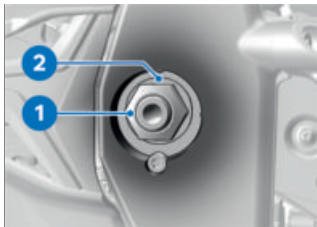
 Swing axle on frame

M27 x 1.25


11 lb/ft (15 Nm) (Tightening torque)

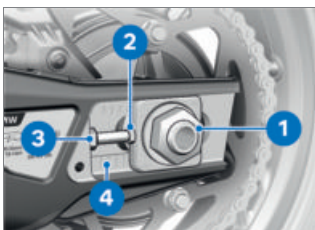
120° (Loosening)

4 lb/ft (5 Nm) (Tightening torque)




- Install the nut **2** with washer **1** and tighten the nut to the appropriate torque; brace the swing axle when doing so.


 Nut on swing axle
M18 x 1.5
Thread-locking compound: mechanical
74 lb/ft (100 Nm)



- Adjust chain sag using adjustment screws **2** on left and right.
- Check chain sag. (▣▣▣ 214)
- Make sure that the same scale value **4** is set on the left and right.
- Tighten the lock nuts **3** on the left and right to the specified torque.

 Lock nut of the drive chain tensioning screw
M8
14 lb/ft (19 Nm)

- Tighten quick-release axle nut **1** to the specified torque.

 Rear-wheel quick-release axle in swinging arm
M24 x 1.5
Thread-locking compound: mechanical
92 lb/ft (125 Nm)

- Check chain sag. (▣▣▣ 214)
- Remove engine jack.
- After changing the swing-arm pivot point, the ride height must be corrected at the traction strut.
- Adjust the ride height to the swing arm pivot point setting. (▣▣▣ 122)  
–with Dynamic Damping Control (DDC)<sup>OE</sup>
- Calibrate the DDC. (▣▣▣ 123)

## RIDE HEIGHT

### Adjusting the ride height

The ride height at the rear-wheel guide can be adjusted via the traction strut length. When adjusting the ride height, be aware that the clearance of various components cannot be guaranteed for certain setting combinations. It is therefore important to always check the clearance of the rear wheel swinging arm and rear wheel after any changes are made.

## 122 SETTING

Additional tools such as the engine jack or footrest stand are required to adjust the ride height; how to handle these tools is not addressed further. If you are not sure whether this work is within your skill range, please contact a repair shop, preferably an authorized BMW Motorrad dealer.

### Adjust the ride height to the swinging arm pivot point setting

- Park the motorcycle, making sure the ground is level and firm.

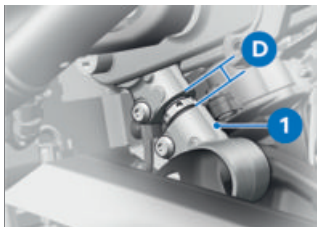


#### ATTENTION

#### Motorcycle tips to side

Component damage cause by tipping over

- Secure motorcycle against tipping away to side.
- Lift the motorcycle using the engine jack so that the rear wheel swinging arm is relieved.



- Measure the gap dimension **D** at the traction strut **1**.



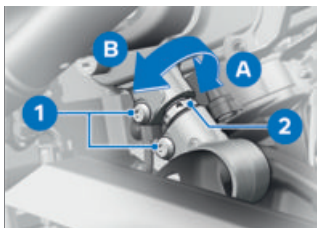
Traction strut gap dimension for compensating the swinging arm pivot point setting

0.3...0.5 in (8.0...13.0 mm)  
(Adjustment range)

0.37 in (9.5 mm) (Base setting, swinging arm pivot point position 1)

0.5 in (12.5 mm) (Swinging arm pivot point position 2)

0.5 in (13.0 mm) (Swinging arm pivot point position 3)



- Loosen clamping bolts **1**.



- To increase the ride height, turn the adjustment screw **2** in direction **A**.
- To decrease the ride height, turn the adjustment screw **2** in direction **B**.
- Tighten the clamping bolts **1**.



Clamping bolt on adjustment strut

M6 x 25

6 lb/ft (8 Nm)

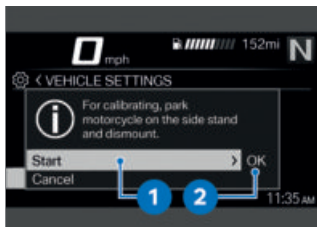
- Remove engine jack.
- Check chain sag. (➡ 214)
- with Dynamic Damping Control (DDC)<sup>OE</sup>
- Calibrate the DDC. (➡ 123)

## DDC CALIBRATION

–with Dynamic Damping Control (DDC)<sup>OE</sup>

### Calibrating the DDC

- Place the motorcycle on the side stand or a suitable auxiliary stand. Do not sit on the motorcycle during the calibration. Remove any pieces of luggage.



- Go to menu Settings, Vehicle settings, DDC calibration.
- Select Start **1** and confirm with OK **2**.
  - » The calibration is carried out.
  - » If the calibration was successful, Calibration was successful. is displayed. If Calibration failed! Park the fully unloaded vehicle on its side stand. is displayed, the calibration must be repeated.
- Select Repeat.
  - » If the calibration is still unsuccessful after several attempts, please contact a repair shop, preferably an BMW Motorrad Partner.

**RIDING**

**07**

---

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<b>REGULAR CHECK</b>	<b>129</b>
<b>STARTING</b>	<b>130</b>
<b>BREAKING IN</b>	<b>133</b>
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<b>FASTENING MOTORCYCLE IN PLACE FOR TRANSPORTATION</b>	<b>140</b>

## SAFETY INSTRUCTIONS

### Rider's equipment

Do not ride without the correct clothing! Always wear

- Helmet
- Rider's suit
- Gloves
- Boots

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



### WARNING

#### **Seizure of loose textile fabrics, luggage items or straps in open running rotating vehicle parts (wheels, prop shaft)**

Risk of accident

- Make sure that no loosely worn textile fabrics can get caught in open, running and rotating vehicle parts.
- Keep luggage items as well as tension belts and lashing straps away from open, running and rotating vehicle parts.

### Vehicle load



### WARNING

#### **Reduced riding stability caused by overloading and uneven loading**

Accident hazard

- Do not exceed the gross weight limit and observe the loading information.
- Adjust the setting of the spring preload and damping for the current gross vehicle weight.

### Speed

If you ride at high speed, always bear in mind that various boundary conditions can negatively affect the vehicle handling of your motorcycle. These include, but are not limited to, the following:

- Settings of spring struts
- Unevenly distributed load
- Loose clothing
- Insufficient tire pressure
- Tire tread in poor condition

## Removed parts



### ATTENTION

#### Riding on public roads without vehicle parts that were removed for operation on the racetrack

Risk of accident, expiration of operating permit for public roads

- Attach all vehicle parts mandated for operation on public roads.

### Carbon wheels

–with M carbon wheels<sup>OE</sup>

The material properties of carbon are significantly different from those of metallic materials, e.g. with regard to rigidity and weight.

Structural damage to carbon wheels is not always visible to the naked eye. If damage is suspected, e.g. after a fall or a significant impact on the carbon structure (e.g. riding across a pothole), the carbon wheel must be evaluated by a repair shop with corresponding expertise, ideally an authorized BMW Motorrad dealer.



### WARNING

#### Unnoticed structural damage

Risk of accident

- Have the carbon wheels checked by a repair shop, preferably an authorized BMW Motorrad dealer, after a fall or a significant impact (e.g. riding through a pothole).

#### Risk of poisoning

Exhaust gas contains carbon monoxide, which is colorless and odorless but highly toxic.



### WARNING

#### Harmful exhaust gas

Danger of suffocation

- Do not inhale exhaust fumes.
- Do not run the engine in closed rooms.



### WARNING

#### Inhalation of vapors that are harmful to health

Damage to health

- Do not inhale vapors from operating fluids and plastics.
- Only use the vehicle outdoors.

# 128 RIDING

## Risk of burning

### CAUTION

#### **Intense heating up of engine and exhaust system while riding**

Burn hazard

- After parking the motorcycle, make sure that no persons or objects come into contact with the engine and exhaust system.

- Use unleaded fuel only.
- Comply with all specified maintenance intervals.

### ATTENTION

#### **Unburned fuel in the catalytic converter**

Damage to catalytic converter

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

### WARNING

#### **Opening the radiator cap**

Risk of burning

- Do not open the radiator cap when it is hot.
- Check the coolant level exclusively at the expansion tank and top up if necessary.

## Danger of overheating

### ATTENTION

#### **Engine idling for a lengthy period while at a standstill**

Overheating due to insufficient cooling; in extreme cases vehicle fire

- Do not allow the engine to idle unnecessarily.
- After starting, ride off immediately.

### **Catalytic converter**

There is a danger of overheating and damage if misfiring causes unburned fuel to enter the catalytic converter.

For this reason, observe the following points:

- Do not run the fuel tank dry.
- Do not run the engine with the spark-plug cap removed.
- Stop the engine immediately if it misfires.

## Modifications



### ATTENTION

#### **Modifications to the motorcycle (e.g. engine control unit, throttle valves, clutch)**

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

- Do not make any modifications.

## REGULAR CHECK

### Observe checklist

Use the following checklist to check your motorcycle at regular intervals.

#### **In the event of a change to the load status:**

- Adjust the spring preload on the front wheel (▣▣▣▣ 111).
- Adjusting damping on front wheel (▣▣▣▣ 115).
- Adjusting the spring preload at the rear wheel (▣▣▣▣ 113).
- Adjust damping at the rear wheel (▣▣▣▣ 117).

#### **Always before riding off**

- Check operation of the brake system (▣▣▣▣ 197).
- Check operation of the lighting and signal system.
- Check clutch function (▣▣▣▣ 201).
- Check tire tread depth (▣▣▣▣ 204).
- Check tire pressure (▣▣▣▣ 204).
- Check that luggage is securely held in place.


#### **At every 3rd refueling stop**


- Check engine oil level (▣▣▣▣ 195).
- Check front brake pad thickness (▣▣▣▣ 197).
- Check rear brake pad thickness (▣▣▣▣ 198).
- Check front brake fluid level (▣▣▣▣ 199).
- Check rear brake fluid level (▣▣▣▣ 200).
- Check the coolant level (▣▣▣▣ 202).
- Lubricate drive chain (▣▣▣▣ 215).
- Check chain sag (▣▣▣▣ 214).
- Check chain for wear (▣▣▣▣ 216).

## STARTING

### Starting the engine

- Turn on the ignition. (▣▣▣ 60)
  - » Pre-Ride-Check is carried out. (▣▣▣ 130)
  - » ABS self-diagnosis is performed. (▣▣▣ 131)
  - » DTC self-diagnosis is performed. (▣▣▣ 132)
- Engage Neutral, or pull back the clutch lever if a gear is engaged.


 You cannot start the motorcycle with the side stand extended and a gear engaged. The engine will switch itself off if it is started with the transmission in neutral and then a gear is engaged before retracting the side stand.

 To ensure rapid operational readiness of the catalytic converter, the idle speed is briefly increased after the engine starts.

- For cold start and at low temperatures: Pull clutch.
  - » The starting response may be affected by low temperatures. Repeated brief load on the battery increases the battery temperature and thus the available services for the engine start.



- Press starter button **1**.

 The starting attempt is automatically interrupted if battery voltage is too low. Recharge the battery before you attempt to start the engine again, or use jumper cables and a donor battery to start. For more details, see the "Preventive maintenance" chapter under "Jump starting".

- » Engine starts.
- » Consult the troubleshooting chart if the engine refuses to start. (▣▣▣ 244)

### Pre-Ride-Check

After the ignition is turned on, the instrument cluster performs a test of the indicator and warning lights – what we call the "Pre-Ride-Check". Starting the engine before the test is completed will cancel the remainder of the test.



**Phase 1**

All indicator and warning lights are switched on.

After a longer standstill of the vehicle, an animation is displayed during the system start.

**Phase 2**

The general warning light changes from red to yellow.

**Phase 3**

All of the indicator and warning lights that have been turned on are turned off in reverse order.

If one of the indicator and warning lights was not turned on:

- Have the malfunction corrected as soon as possible at a specialist workshop, preferably an authorized BMW Motorrad retailer.



Depending on the riding mode or its configuration, the intervention of electronic stability control systems can be restricted.

Possible restrictions are displayed as a pop-up message, e.g. Caution! ABS & DTC setting..

The ABS indicator light flashes irregularly.

You can find more detailed information regarding road han-

dling control systems such as ABS and DTC in the "Technology in detail" chapter.

**ABS self-diagnosis**

The self-diagnosis routine checks whether BMW Motorrad Integral ABS is ready for operation. The self-diagnosis starts automatically when you turn on the ignition.

**Phase 1**

- » Checking system components capable of diagnosis while vehicle is at a standstill.



flashes.

**Phase 2**

- » Check the wheel speed sensors while riding off.



flashes.

**ABS self-diagnosis completed**

- » The ABS indicator and warning light goes out.

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ABS self-diagnosis routine not completed

ABS function is not available as self-diagnosis has not been completed. (The motorcycle must reach a specified minimum speed before the system can check operation of the wheel sensors: min 3 mph (min 5 km/h))

If an ABS error is displayed after the ABS self-diagnosis is completed:

- You may continue riding. Bear in mind that neither the ABS function nor the integral function is available.
- Have the malfunction corrected as soon as possible at a repair shop, preferably an authorized BMW Motorrad dealer.

### DTC self-diagnosis

The operational readiness of the BMW Motorrad DTC is checked through self-diagnosis. The self-diagnosis runs automatically when you turn on the ignition.

#### Phase 1

- » Checking system components capable of diagnosis while vehicle is at a standstill.



blinks slowly.

#### Phase 2

- » Checking system components capable of diagnosis when riding off.



blinks slowly.

### DTC self-diagnosis completed

- » The DTC icon is no longer displayed.
- Check the display of all indicator and warning lights.



DTC self-diagnosis not completed

The DTC function is not available as the self-diagnosis function has not been completed. (To check wheel speed sensors, the motorcycle must reach a minimum speed with engine running: min 3 mph (min 5 km/h))

If a DTC error is displayed after the DTC self-diagnosis is completed:

- You may continue riding. Please note that the DTC function is limited or is not available at all.
- Have the malfunction corrected as soon as possible at a repair shop, preferably

an authorized BMW Motorrad dealer.

## BREAKING IN

### Engine

- Up to the first break-in inspection, vary the throttle opening and engine-speed range frequently; avoid riding for long periods at a constant speed.
- Choose curvy, slightly hilly routes if possible.
- Observe the engine run-in speeds.



Engine run-in speed

<7000 min<sup>-1</sup> (Odometer reading 0...186 miles (0...300 km))

<9000 min<sup>-1</sup> (Odometer reading 186...621 miles (300...1000 km))

No full throttle (Odometer reading 0...621 miles (0...1000 km))

- Observe mileage, after which the break-in inspection should be performed.



Mileage until running-in check

311...746 miles (500...1200 km)

### Brake pads

New brake pads must be run in before they achieve their optimum friction force. This initial reduction in braking efficiency can be compensated for by exerting greater pressure on the brake levers.



### WARNING

#### New brake pads

Extension of the braking distance, accident hazard

- Brake early.

### Tires

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



### WARNING


#### Loss of adhesion of new tires on wet roads and at extreme angles


Accident hazard

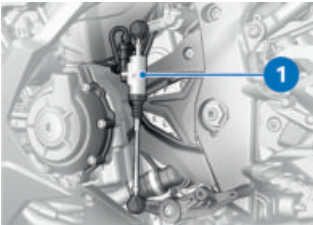
- Always think well ahead and avoid extreme angles.

## SHIFTING

### Gear Shift Assistant Pro

 For more details on the Gearshift Assistant Pro, see the "Technology in detail" chapter.

 When downshifting using the Pro Gear Shift Assistant, the cruise control is automatically deactivated for safety reasons. During upshifting, the cruise control remains active.

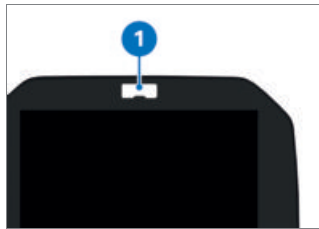


- The gears are shifted into as usual with foot force on the gearshift lever.
- » The sensor **1** on the gearshift rod detects the gearshift request and triggers the shift assistance.
- » If you are riding at a constant speed and in coasting overrun in a low gear at high RPMs, shifting gears without clutch control can cause strong power-off reactions. BMW Motorrad recommends


only shifting gears with clutch control in these riding situations. Riders should avoid using the Gear Shift Assistant in the range of the RPM limiter.

- » Shift assistance is not available in the following situations:
  - With clutch actuated.
  - Gearshift lever not in its initial position
- To enable another gear change with the Gear Shift Assistant, the gearshift lever must be fully released after the first shifting process.

### Shiftpoint light



The shiftpoint light **1** signals to the rider that the previously set speed threshold at which the rider needs to shift to the next highest gear has been reached.

 When the shiftpoint light flashes, the drag pointer flashes, too, except in the solid red RPM range.

- Shiftpoint light blinks at the set frequency: The shifting speed will soon be reached
- Shiftpoint light goes off: Shift-speed has been reached

The speed thresholds and the behavior of the shiftpoint light can be adjusted in the *Settings, Vehicle settings* menu, see also the *Operation (75)* chapter.

---

## BRAKES

### How do you achieve the shortest braking distance?

The dynamic load distribution between the front and rear wheel changes during braking. The more pressure you apply to the brake, the greater the load transfer to the front wheel. The greater the load on an individual wheel, the more brake force can be transferred. To achieve the shortest possible braking distance, the front wheel brake must be applied quickly and with progressively greater levels of force. This procedure provides ideal utilization of the dynamic load increase to the front wheel. The clutch should also be engaged at the same time.

Locking up of the front wheel is prevented by BMW Motorrad ABS Pro.

With the frequently instructed "emergency braking," in which the brake pressure is generated as quickly as possible and with great force, dynamic load distribution lags behind the progressive increases in deceleration rate and the braking force cannot be completely transferred to the road. Due to the missing wheel load, the ABS must already prevent a tendency of the front wheel to lock up with minimal braking effect. This results in a reduced braking effect.

### Descending mountain passes



#### WARNING

**Braking should be done predominantly using the rear wheel brake when riding on downhill routes**

Loss of braking effect, destruction of the brakes due to overheating

- Apply the front and rear wheel brake and use the engine brake.

## Wet, soiled brakes



### WARNING

#### Decreased braking effect due to moisture and dirt

Risk of accident

- Dry brakes or clean them through braking; if necessary, clean them manually.
- Brake early until the tires have reached their full braking effect again.

Moisture and dirt on the brake discs and the brake pads result in a decrease in the braking effect.

Delayed or decreased braking effect must be expected in the following situations:

- When riding in the rain and through puddles.
- After washing the vehicle.
- When riding on salted roads.
- After working on the brakes due to oil or grease residues.
- When riding on soiled roads or offroad.

## ABS Pro

### Physical riding limits




### WARNING

#### Braking in curves


Danger of falling despite ABS Pro

- The rider is always responsible for adapting his/her driving style.
- Do not reduce the system's extra safety margin with careless riding or unnecessary risks.

–without riding modes Pro<sup>OE</sup>

 ABS Pro is activated in all riding modes except RACE.<

–with riding modes Pro<sup>OE</sup>

 ABS Pro is activated in all riding modes. In the RACE PRO riding mode, ABS Pro can be set individually. <


#### Falling cannot be excluded

Although ABS Pro and Dynamic Brake Control represent valuable support and an enormous safety advantage for the rider when braking in an inclined position, they by no means redefine the physical riding limits. It is still possible to exceed those limits through misjudgments or

riding errors. In extreme cases this may result in a fall.

### Use on public roads

On public roads, ABS Pro and Dynamic Brake Control help make riding your motorcycle even safer. When braking due to unexpected hazards in curves, ABS Pro prevents blocking and slipping of the wheels within the scope of the physical riding limits. In the event of emergency braking, Dynamic Brake Control enhances the braking effect and intervenes if the throttle grip is accidentally actuated during braking.

 ABS Pro was not developed to increase the individual braking performance in the inclined position.

---

## PARKING THE MOTORCYCLE

### Side stand

- Turn off the ignition. (🔌 60)
- On slopes point the motorcycle uphill and engage 1st gear.



### ATTENTION

#### Poor ground conditions in area of stand

Component damage caused by tipping over

- Always check that the ground under the stand is level and firm.
- Fold out side stand and park motorcycle.



### ATTENTION

#### Loading of the side stand with additional weight

Component damage caused by tipping over

- Do not sit on the motorcycle when it is parked on the side stands.
- If the slope of the road permits, turn the handlebars to the left.

---

## REFUELING

### Fuel quality Requirement

For optimal fuel consumption, the fuel should be sulfur-free or very low in sulfur content.

## ATTENTION

### Refueling with leaded fuel

Damage to catalytic converter

- Do not refuel with leaded gasoline or gasoline with metallic additives, e.g. manganese or iron.


## ATTENTION


### Use of Ethanol E85 as fuel

Damage to the engine and fuel supply


- Do not refuel with E85, i.e. fuel with an ethanol content of 85 %, or with Flex Fuel.

- Observe the maximum ethanol content of the fuel.

 Fuel additives clean the fuel injection system and the combustion area. Fuel additives should be used when refueling with low-quality fuels or during longer stationary periods. Your authorized BMW Motorrad dealer can provide you with more detailed information.

 Recommended fuel quality

Premium unleaded (93) (max. 5 % ethanol, E5)  
91 AKI (98 ROZ/RON)  
93 AKI

 Alternative fuel quality

Premium unleaded (91; restrictions with regard to power and fuel consumption) (max. 10 % ethanol, E10)  
89 AKI (95 ROZ/RON)  
90 AKI

## Refueling procedure

### WARNING

#### Fuel is highly flammable

Fire and explosion hazard

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

### WARNING

#### Escaping of fuel due to expansion under exposure to heat with overfilled fuel tank

Accident hazard

- Do not overfill the fuel tank.



**ATTENTION****Contact of fuel and plastic surfaces**

Damage to surfaces (become unattractive or cloudy)

- Immediately clean plastic surfaces after contact with fuel.

- Make sure the ground is level and firm and put the motorcycle on its side stand.



- Open the protective flap **1**.
- Unlock the cap **2** of the fuel tank with the ignition key clockwise and open.



- Refuel with a fuel quality as specified above, but no higher than the lower edge of the fuel filler neck. This is the maximum level.



If refueling is carried out after running on fuel reserve, the resulting filling capacity must be greater than the fuel reserve so that the new fill level is detected and the fuel reserve indicator light is switched off.



The "usable fuel quantity" specified in the technical data is the fuel quantity, which can be refueled if the fuel tank was completely emptied, i.e., if the engine dies off due to lack of fuel.



Usable fuel quantity

Approx. 4.5 gal (Approx. 17 l)

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Fuel reserve

Approx. 1.1 gal (Approx. 4 l)

- Press the fuel tank cap down firmly to lock it.
- Remove the ignition key and close the protective flap.

### FASTENING MOTORCYCLE IN PLACE FOR TRANSPORTATION

- Protect all component surfaces against which straps are routed against scratching. For example, use adhesive tape or soft cloths.

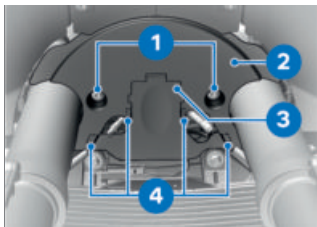


#### ATTENTION

#### Motorcycle tips to the side when raising

Component damage caused by tipping over

- Secure the motorcycle against tipping to the side, preferably with the assistance of a second person.
- Push the motorcycle onto the transport surface, and do not prop it on its side stand.
- Secure the motorcycle from tipping with support from a second person.



- Carefully unclip the cover **3** from the holders **4** and remove it.
- Remove the screws **1** and fork partition **2**.



- Fasten the rear tensioning belts on both sides on the rear frame and tighten them.
- Tighten all tensioning belts evenly; the vehicle should be pulled down with the springs compressed as much as possible.

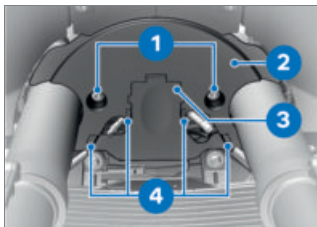


### ATTENTION

#### Pinching of components

Component damage

- Do not pinch components, e.g. brake lines or wiring harnesses.
- Lay tensioning belts over the lower fork bridge in front on both sides.
- Tension tensioning belts downward.



- After transportation, position the fork partition **2** and install the screws **1**.



Fork partition on lower fork bridge

M5 x 14

1 lb/ft (2 Nm)

- Position the cover **3** and clip it into the holders **4**.

# ON THE RACE- TRACK

08

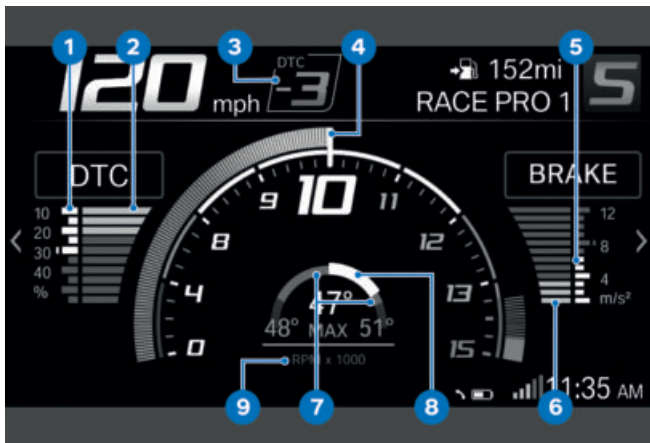
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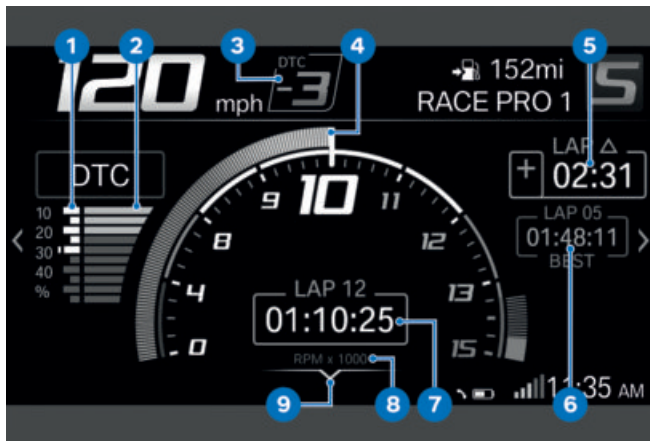
## DISPLAYS FOR RACING MODE

### SPORT 1 DISPLAY



- 1 Maximum DTC torque reduction
- 2 Current DTC torque reduction
- 3 DTC control value
- 4 Tachometer
- 5 Maximum braking deceleration
- 6 Current braking deceleration
- 7 Maximum angle of inclination
- 8 Current angle of inclination
- 9 Unit for tachometer: 1000 RPM

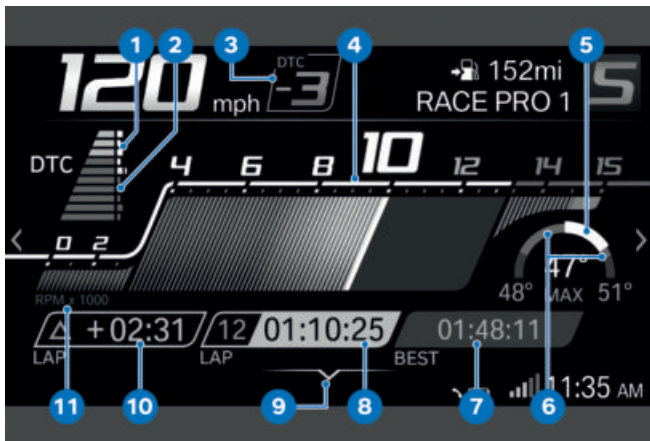
## SPORT 2 DISPLAY



- |  |   |
|--|---|
| <p><b>1</b> Maximum DTC torque reduction</p> <p><b>2</b> Current DTC torque reduction</p> <p><b>3</b> DTC control value</p> <p><b>4</b> Tachometer</p> <p><b>5</b> Difference between the last lap time and the reference time, or difference between the current lap time and the reference time</p> <p><b>6</b> Reference time: the fastest lap of the laps currently saved, or the fastest lap ever saved (► 147)</p> | <p><b>7</b> Current lap time</p> <p><b>8</b> Unit for tachometer: 1000 RPM</p> <p><b>9</b> Operating assistance</p> |
|--|---|

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## SPORT 3 DISPLAY



- 1 Current DTC torque reduction
- 2 Maximum DTC torque reduction
- 3 DTC control value
- 4 Tachometer
- 5 Current angle of inclination
- 6 Maximum angle of inclination
- 7 Reference time: the fastest lap of the laps currently saved, or the fastest lap ever saved (►► 147)
- 8 Current lap time
- 9 Operating assistance
- 10 Difference between the last lap time and the reference time, or difference between the current lap time and the reference time
- 11 Unit for tachometer: 1000 RPM



## LAPTIMER

### Starting time recording

- Go to `Sport` menu and change to the `Sport 2` or `Sport 3` display.
- Start engine.



- Press button **1**.
  - » The time recording is running.
- Each time when riding over the Start/Finish line, press button **1** again to start the recording for the next racing lap.
  - » The data of the preceding race lap will be saved.
  - » The time for the current lap restarts at `00:00:00`.
  - » The stopped time of a racing lap is displayed for a configurable `Disp. duration` before the system switches to the current time for the current racing lap.
  - » If the display mode is exited during a recording, then the recording continues to run.

### Ending time recording and managing times Requirement

The `Sport 2` or `Sport 3` display is shown.

- Press `MENU` rocker button down.
  - » The `LAPTIMER` menu is displayed.
    - `Stop recording` can be used to end a recording that is currently in progress.
    - `Laps` can be used to go to the current lap times and riding data. 99 laps can be saved. If you do not delete any laps after reaching the maximum, any further laps will overwrite the first laps.
    - `Delete all laps` can be used to delete all laps.
    - `Reset Best Ever` can be used to reset the best ever racing lap (`Best Ever`).

### Setting the Laptimer

- Go to menu `Settings`, `Vehicle settings`, `Laptimer`. The following settings are available:
  - » `Debounce time`: If the headlight flasher was operated, the headlight flasher can be operated again within this time without affecting the lap time measurement.

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- » **Trigger:** Changeover of operation. **Manual:** Triggering by means of headlight flasher. **External:** Triggering by means of M GPS-Laptrigger. For automatic signaling of new laps and for the evaluation of recorded riding data, the optionally available M Data-logger optional accessories including GPS-Laptrigger are necessary.
- » **Disp. duration:** Within this time, the stopped time of a lap is displayed before the current lap time is shown.
- » **Reference:** Selection of which best time is shown as the reference. **Best:** Best time of the current recording or **Best Ever:** Best ever time measured.
- » **Best lap in progress:** When this function is activated, the display does not show the difference between the last lap time and the reference time, but rather the difference between the current lap time and the reference time.

### **Best ever racing lap**

The best ever racing lap (**Best Ever**) is the fastest of all recorded racing laps and is updated as soon as a faster lap has been recorded.

The best ever racing lap remains stored even if the recorded racing laps are deleted. As a result, a new race can be recorded at other times and compared with the best lap from previous races.

The best ever racing lap can be deleted in the **LAPTIMER** menu.

If the best ever racing lap is from a stored recording, the corresponding lap number is also displayed. If the best ever racing lap does not have a lap number, it is from a recording that has already been deleted.

---

### **RACE PRO RIDING MODES**

—with riding modes Pro<sup>OE</sup>

#### **Configuration for the racetrack**

The RACE PRO riding modes enable the rider to professionally adjust the finer details of the chassis, braking and engine control systems. Individual rider requests, route characteristics,

and weather conditions can be taken into account in this way.

The following parameters can be set:

- Engine
- Engine Brake
- Traction (DTC)
- Wheelie (DTC)
- ABS
- with Dynamic Damping Control (DDC)<sup>OE</sup>
- DDC

For more detailed information on the parameters, see (▶▶▶ 181).

Three RACE PRO riding modes can be configured.

A RACE PRO riding mode can also be selected via the MODE button (▶▶▶ 68).

### Configuring the RACE PRO riding modes

- Call up the Settings, Vehicle settings menu and select Riding mode preselection.
- Activate at least one RACE PRO riding mode.
- Select Configuration.
  - » The current configurations are shown in the overview.



- Select a configuration.



- Select parameters.
  - » The current setting is displayed graphically and numerically. Explanatory texts for the respective setting are also displayed.
- If a setting is also saved in a standard riding mode, this riding mode is specified.
- Change setting as desired.

### Resetting to factory setting

- Select a configuration.
- In the parameter list, scroll down and select the last entry Reset.

# 150 ON THE RACETRACK

## LAUNCH CONTROL

### Racing start with Launch Control

–with riding modes Pro<sup>OE</sup>

Launch Control supports the rider in maintaining the ideal RPM for a racing start.



Engine speed after the activation of Launch Control at full throttle

9000 min<sup>-1</sup>

When the Launch Control is active, the engine torque is reduced so that, for example, the maximum drive power on level ground is set with the front wheel slightly lifting off. If the front wheel is detected as lifting off, the torque is temporarily slightly reduced.

Launch Control is turned off under the following conditions:

- Third gear is engaged.
- Angle becomes greater than 30°.
- Engine or ignition is switched off.
- The brake is actuated.

The number of consecutive starts with Launch Control is limited for clutch protection. The number of starts still possible is shown in the display,

e.g. L-Con: 3 starts still available..

### Operating Launch Control



#### CAUTION

**Launch Control allows maximum acceleration, which could cause unfamiliar riding situations.**

Risk of injury due to increased acceleration.

- Only use Launch Control on race tracks.

- Bring vehicle into start position.
  - » Vehicle is standing, engine is running.



- Hold down the starter button **1** until the display shows the number of starts with Launch Control that are still possible.
  - » If no more starts are possible, L-Con not available.

Clutch too hot. is displayed.

- Let the clutch cool down.



Cooling phase of the clutch

Approx. 3 min (with the engine running)

Approx. 20 min (with the engine stopped)

- When starting, proceed as usual; turn the throttle grip at least far enough to reach the RPM limiter.
- After the clutch engages, turn the throttle grip all the way.
  - » Shiftpoint light lights up or blinks.
  - » The Launch Control controls the ideal torque on the rear wheel.
- Leave throttle grip completely open.
  - » Due to the full-throttle position of the throttle grip, the engine speed increases as soon as the RPM limiter is turned off.
  - » The throttle grip responds again as usual.
  - » If third gear is engaged or the angle of inclination is greater than 30°, the shiftpoint light extinguishes.
  - » The racing start with Launch Control is completed.

## PIT LANE LIMITER

–with riding modes Pro<sup>OE</sup>

### Restricting the speed with the Pit Lane Limiter

The Pit Lane Limiter is a support function designed to comply with a speed restriction, e.g. when riding in the pit lane. For this purpose, a maximum engine RPM is defined for riding in 1st gear.



The speed resulting from the maximum RPM depends on the gear ratio and the tire size.

### Reading display range

–3500...8000 min<sup>-1</sup>

### Adjusting Pit Lane Limiter

- Go to the Settings, Vehicle settings menu, then activate Pit Lane Limiter.
- Select Configuration.
- Adjust RPM.

### Operating Pit Lane Limiter



- Ride in 1st gear.

## 152 ON THE RACETRACK

- Hold down the starter button **1**.
- Open the throttle grip until the set maximum RPM has been reached.
  - » The engine speed is limited to the set speed.



### WARNING

**When the starter button is released, the engine accelerates according to the position of the throttle grip.**

Risk of accident by violent jerk with throttle grip in full load position.

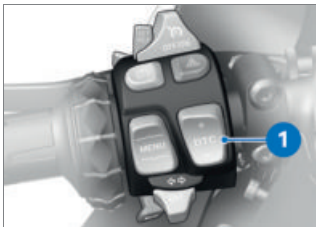
- Do not open the throttle grip completely, but instead only until the limit speed is reached.
- Release the starter button **1**.
  - » The vehicle accelerates with maximum acceleration.

### DTC

#### DTC setting

The permissible slip on the rear wheel is controlled by the DTC according to the selected riding mode.

—with riding modes Pro<sup>OE</sup>  
The control can be adjusted in detail as part of the configuration of the RACE PRO riding modes.  
Configuring the RACE PRO riding modes (▮▮▮▮▶ 149)



While riding, the DTC rocker button **1** on the left-hand handlebar control unit can be used to change the DTC setting.

#### Adjusting the DTC

- Configure the RACE PRO riding modes. (▮▮▮▮▶ 149)
- Select the desired RACE PRO riding mode.



DTC can also be adjusted while riding.



If RACE PRO riding mode is activated, then Speed Limit Info **1** is hidden and the DTC control value **2** is displayed instead.



- Briefly press the rocker button **1** up to increase the DTC control.

## **WARNING**

### **Loss of stability with spinning rear wheel caused by reduction of DTC control.**

Accident hazard

- Reduce DTC control on race tracks only.
  - Change the DTC control by only one stage at a time and carefully test the impact on the handling.
- Briefly press the DTC rocker button **1** down to decrease the DTC control.
    - » The set value is shown on the display and lies between -7 and 7:
    - » 1 ... 7: Reduction of the slip on the rear wheel by a maximum of seven levels. The value 7 corresponds to the earliest DTC intervention.
    - » -1 ... -7: Increase of the slip on the rear wheel by a maximum of seven levels. The value -7 corresponds to the latest DTC intervention.
    - » 0: Factory setting
    - » DTC display hidden: DTC turned off.

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### Turning off the DTC

On very loose surfaces (e.g. a gravel bed at a racetrack), the control interventions of the DTC can reduce the driving power at the rear wheel so much that forward motion is no longer possible. In this case, BMW Motorrad recommends turning off the DTC temporarily.

Note that the rear wheel will spin in the loose substrate, and close the throttle in a timely manner before reaching a solid substrate.

Turning off the DTC also turns off the traction control and wheelie suppression.

Then turn the DTC back on. Turn on the DTC (▣▣▣ 67)

---

### CHASSIS AND SUSPENSION ADJUSTMENTS FOR RACING MODE

Observe the recommendations for racing mode:

Adjusting the steering damper (▣▣▣ 110).

–without Dynamic Damping Control (DDC)<sup>OE</sup>

Adjusting the spring preload at the rear wheel (▣▣▣ 113).

–with Dynamic Damping Control (DDC)<sup>OE</sup>

Adjusting the spring preload at the rear wheel (▣▣▣ 114).

–without Dynamic Damping Control (DDC)<sup>OE</sup>

Adjusting the compression damping on the front wheel (▣▣▣ 115).

Adjusting the rebound-stage damping on the front wheel (▣▣▣ 116).

Adjusting the rebound-stage damping on the rear wheel (▣▣▣ 117).

Adjusting the compression damping on the rear wheel (▣▣▣ 117).

–with Dynamic Damping Control (DDC)<sup>OE</sup>

The Dynamic Damping Control (DDC) automatically selects the appropriate damping (▣▣▣ 178).



–with Dynamic Damping Control (DDC)<sup>OE</sup>

–with riding modes Pro<sup>OE</sup>

The Dynamic Damping Control (DDC) can be set individually for the front and rear wheel (▮▮▮ 149).

Adjust the ride height (▮▮▮ 122).

Adjust the swinging arm (▮▮▮ 118).

## MIRRORS

### Removing mirrors



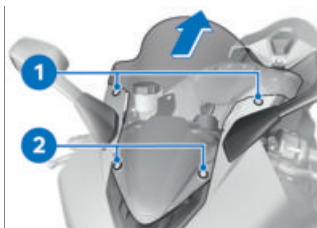
#### ATTENTION

#### Removal of the mirrors

Expiration of operating license for public roads

- Do not ride on public roads without the mirrors or turn signals.

- Park the motorcycle, making sure the ground is level and firm.



- Remove the screws **1** and **2**.
- Remove the windshield in the **arrow direction**.




- Unclip the air inlet flap at the top in the **arrow direction** and remove it in a downward motion.

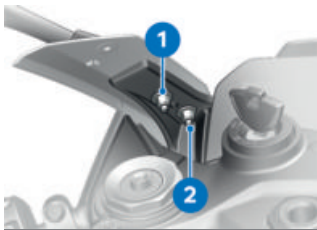


- Disconnect the connector for the right-hand turn signal **1**

## 156 ON THE RACETRACK

and the left-hand turn signal **2**.


 If the mirrors with integrated turn signals are removed for racetrack use, the vehicle electronics will interpret this as a defective light and the corresponding warning will appear in the display. This warning is suppressed by deactivating the *Light warnings* function in the *Lights* menu.



- Remove the nuts **1** and **2** on the left and right and take off the mirror.
- Carefully thread out the cable.

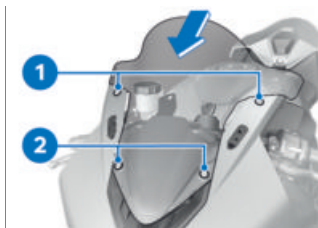


- Fasten the trim panel **1** on the left-hand and right-hand fairing bracket **2**. If cable ties are used, protect areas prone to scuff marks with adhesive tape.

 Use the M Cover Kit from BMW Motorrad to cover the exposed screw holes and re-secure the components. The M Cover Kit also contains dummy plugs for open plug connections to prevent moisture from getting into the vehicle electrical system.



- Position the air inlet flap **1** and clip in at the top **2**.




- Position the windshield in the **arrow direction**.
- Install the screws **1** and **2**.

 Windshield on air inlet

M5 x 16

1 lb/ft (1 Nm)

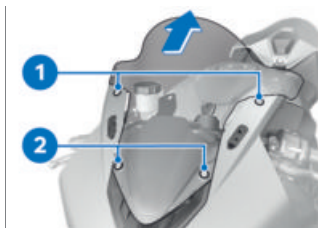
 Upper section of fairing on windshield

M5 x 16

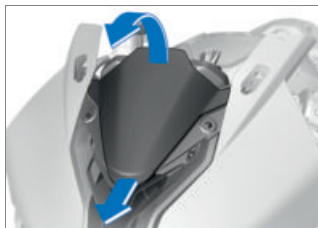
1 lb/ft (1.5 Nm)

### Installing mirrors

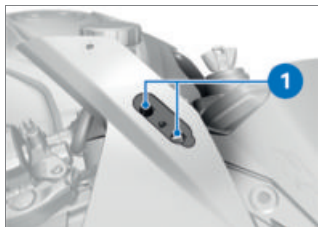
- Park the motorcycle, making sure the ground is level and firm.
- Remove fairing fastener.



- Remove the screws **1** and **2**.
- Remove the windshield in the **arrow direction**.



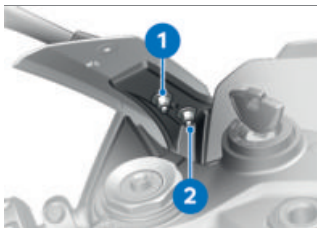
- Unclip the air inlet flap at the top in the **arrow direction** and remove it in a downward motion.



- Carefully feed in the cable for the turn signal.

## 158 ON THE RACETRACK

- Insert the mirrors on the left and right into the mounts **1**.
- Check function of the turn signals.



- Install the new nuts **1** and **2** on the back of the trim panel and tighten them to the specified torque.



Mirror on front panel carrier

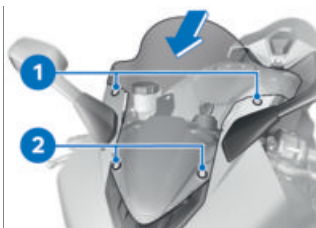
M6

Thread-locking compound:  
mechanical

6 lb/ft (8 Nm)



- Insert the air inlet flap at the bottom **1** and clip in at the top **2**.



- Position the windshield in the **arrow direction**.
- Install the screws **1** and **2**.



Windshield on air inlet

M5 x 16

1 lb/ft (1 Nm)



Upper section of fairing  
on windshield

M5 x 16

1 lb/ft (1.5 Nm)



- Connect the connector for the right-hand turn signal **1** and the left-hand turn signal **2**.

## LICENSE-PLATE CARRIER

### Removing the license-plate carrier



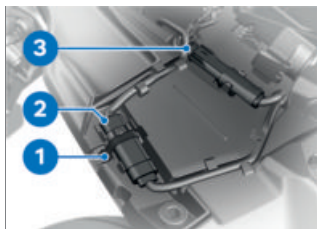
#### ATTENTION

#### Removing the number plate carrier

Expiry of operating license for public roads

- Do not ride on public roads without a number plate carrier.

- Park the motorcycle, making sure the ground is level and firm.
- with passenger package<sup>OE</sup>
- Remove the rear seat. (▮▮▮▮ 78)
- Remove the hump cover. (▮▮▮▮ 78)



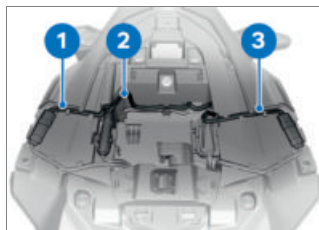
- Remove the cable tie **1**.
- Disconnect the connector for the right turn signal **2** and license plate light **3**.



If the license-plate carrier is removed for racetrack use, the vehicle electronics will interpret this as a defective light or light source and the corresponding warning message will appear in the display. This warning is suppressed by deactivating the Light warnings function in the Lights menu.



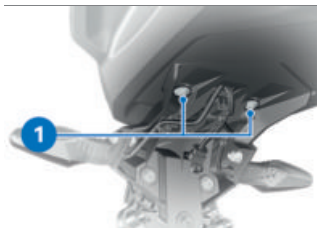
- Remove the cable tie **1**.
- Disconnect the connector for the left-hand turn signal **2**.



- Pull out the cables for the right turn signal **1**, license

## 160 ON THE RACETRACK


plate light **2** and left turn signal **3**.



- Remove screws **1**.



- Unhook the license-plate carrier **1** and remove it in a downward motion.
- Carefully thread out the cable.

 Use the M Cover Kit from BMW Motorrad to cover the exposed screw holes and re-secure the components. The M Cover Kit also contains dummy plugs for open plug connections to prevent moisture from getting into the vehicle electrical system.

- Protect exposed plug connections from the penetration of moisture, ideally using the dummy connectors included in the BMW Motorrad M Cover Kit.

—with passenger package<sup>OE</sup>

- Install the passenger seat. (▣▣▣ 79)
- Install the hump cover. (▣▣▣ 78)

### Installing the license-plate carrier

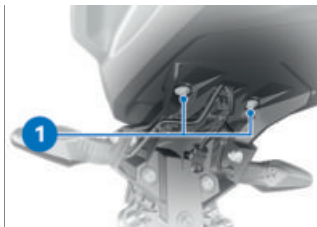
- Park the motorcycle, making sure the ground is level and firm.

—with passenger package<sup>OE</sup>

- Remove the rear seat. (▣▣▣ 78)
- Remove the hump cover. (▣▣▣ 78)



- Position the license-plate carrier **1** and carefully feed in the cable.
- Hook in the license-plate carrier **1**.



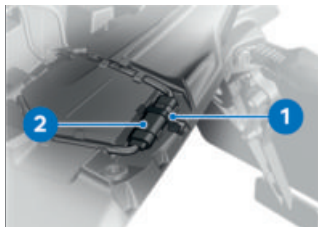
- Install screws **1**.



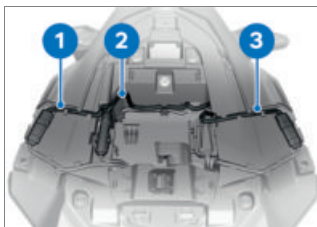
License-plate carrier on rear frame

M5 x 25

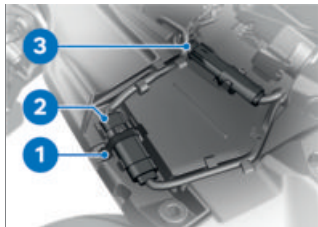
1 lb/ft (2 Nm)



- Connect the connector for the left-hand turn signal **1**.
- Install the cable tie **1**.  
» The cable tie lock is in the recess provided for this purpose.



- Feed in the cable for the right turn signal **1**.
- Feed in the cable for the license plate light **2** and left turn signal **3**.




- Connect the connector for the right turn signal **2** and license plate light **3**.
- Install the cable tie **1**.  
» The cable tie lock is in the recess provided for this purpose.
- Check function of the lighting and turn signals.

—with passenger package<sup>OE</sup>

- Install the passenger seat.  
( 79)

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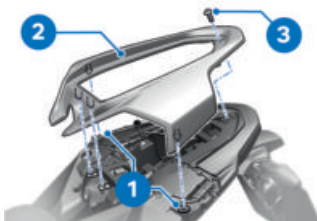
- Install the hump cover.  
( 78)


### HUMP COVER

–with passenger package<sup>OE</sup>


#### Removing the tail section for the passenger seat

- Remove the rear seat. ( 78)




- Remove screw **3**.
- Detach and remove the tail section **2** from the grommets **1**.
- Install the hump cover.  
( 78)

#### Installing the tail section for the passenger seat

- Remove the hump cover.  
( 78)






- If necessary, lubricate the grommets **1**.
- Insert the tail section **2** into the grommets **1**.
- Install screw **3**.
- Install the passenger seat.  
( 79)


### M COVER KIT

#### Covering openings in the body

##### Requirement

The M Cover Kit is used to professionally attach the front-fairing panel and to cover the openings in the body if the mirrors and license-plate carrier have been removed.

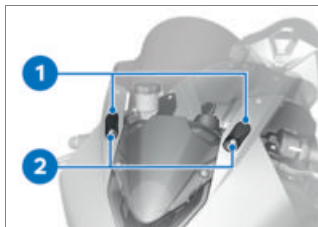
- Remove mirrors. ( 155)
- Remove license-plate carrier.  
( 159)
- Install the M Cover Kit.  
( 163)

 Observe installation instructions of special or racing accessories.




- After removing the M Cover Kit, the mirrors and license-plate carrier must be reinstalled.
- Install the license-plate carrier. (▣▣▣ 160)
- Install mirrors. (▣▣▣ 157)

### Installing the M Cover Kit



- Insert the cover for the mirror mount **1**.
- Install screws **2**.

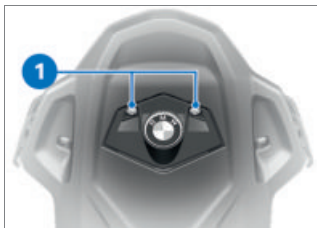
 Cover for mirror attachment

M6 x 25

2 lb/ft (3 Nm)



- Hook in and position the cover for the license-plate carrier **1**.



- Install screws **1**.

 License-plate carrier on rear frame

M5 x 25

1 lb/ft (2 Nm)

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### Removing the M Cover Kit



- Remove screws **1**.



- Unhook the cover for the license-plate carrier **1** and remove it in a downward motion.
- Install the license-plate carrier. (▣▣▣▣ 160)



- Remove screws **2**.
- Remove the cover for the mirror mount **1**.
- Install mirrors. (▣▣▣▣ 157)

### SWITCHING OFF ABS WHEN RIDING ON THE RACETRACK

#### Turning off the ABS function Requirement

License-plate carrier is removed.

- Turn on the ignition. (▣▣▣▣ 60)



The ABS function can also be turned off while riding.



- Press and hold the button **1** for at least three seconds.




lights up.

- » The ABS function is switched off.
- » The integral function is turned off.
- » The function of the Hill Start Control remains active.
  - with riding modes Pro<sup>OE</sup>
- » The Dynamic Brake Control function is also turned off when the ABS function is turned off.◁
- More detailed information about brake systems with BMW Motorrad Integral ABS can be found in the chapter "Technology in detail":
  - » Partially integral brake (▮▮▮▮▶ 174)
  - » Hill Start Control function (▮▮▮▮▶ 188)
  - with riding modes Pro<sup>OE</sup>
  - » Dynamic Brake Control function (▮▮▮▮▶ 184)◁

## Turning on ABS function



- Press and hold the button **1** for at least 3 seconds.
-  goes out, and if self-diagnosis has not been completed, it begins to flash.
- » The ABS function is switched on.
- Turning the ignition off and on again also activates the ABS function.



If the ABS indicator and warning light lights up after turning the ignition off and on and then continuing to ride above the minimum speed, a ABS fault has occurred.


min 6 mph (min 10 km/h)

## DEACTIVATING THE INTELLIGENT EMERGENCY CALL WHEN RIDING ON THE RACETRACK

–with intelligent emergency call<sup>OE</sup>

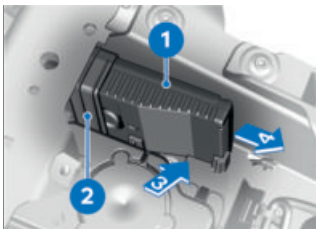
### Disabling Intelligent Emergency Call

To prevent an emergency call from being placed automatically if the rider falls on a race-track with medical assistance, the control unit and control panel for the Intelligent Emergency Call must be removed.

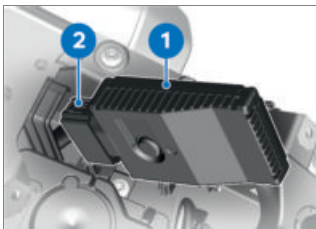
 The control unit and control panel for Intelligent Emergency Call may only be removed for riding on a race-track. The control unit and control panel for Intelligent Emergency Call must be reinstalled at the latest before you return to public road traffic.

### Removing the control unit for the intelligent emergency call

- Park the motorcycle, making sure the ground is level and firm.
- Disconnecting battery from motorcycle. (▮▮▮▮▶ 223)
- Remove the hump trim panel. (▮▮▮▮▶ 219)



- Press the control unit for the intelligent emergency call **1** out of the locking mechanism **3** and carefully remove it **4** from the holder **2**.

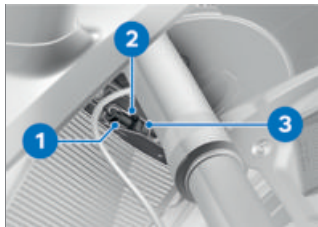


- Disconnect the plug connection **2** and store the control unit for the intelligent emergency call **1** in a dry and dust-free location.
- Protect exposed plug connection **2** from the penetration by dirt and moisture, e.g. by masking with adhesive tape.
- Connecting battery to vehicle (▮▮▮▮▶ 224)
- Install the hump trim panel. (▮▮▮▮▶ 220)

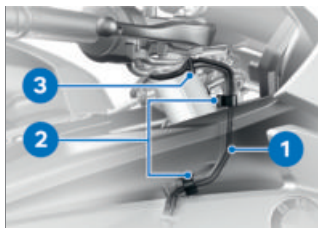
- Remove the Intelligent Emergency Call control panel. (→ 167)

### Removing the Intelligent Emergency Call control panel

- Turn handlebars to left.



- Remove the cable tie **2**.
- Disconnect the connector for the control panel **1**.
- Protect the open plug connection **3** from the ingress of moisture, ideally by using a dummy connector or adhesive tape.
- Secure the plug connection **3** using cable ties.



- Pull out the cable with connector **1** from bottom to top through the tensioning straps **2**.
- Remove the cable tie **3**.



- Remove screw **1**.
- Remove the control panel **2**.

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### Installing the Intelligent Emergency Call control panel



- Attach the control panel **2**.
- Install screw **1**.

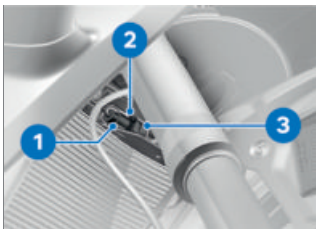


Switch for Intelligent Emergency Call on adapter

M5 x 22

Thread-locking compound: mechanical

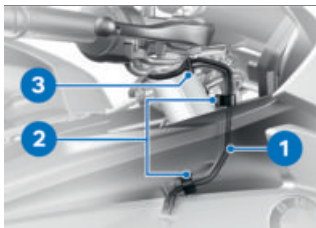
2 lb/ft (3 Nm)



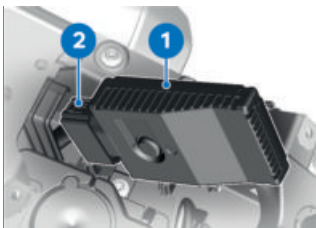
- Connect the plug connection for the control panel **1** and **3**.
- Secure the plug connection and excess cable lengths with cable tie **2**.
- Install the control unit for the Intelligent Emergency Call. (▣▣▣▣ 168)

### Installing the control unit for the intelligent emergency call

- Disconnecting battery from motorcycle. (▣▣▣▣ 223)
- Remove the hump trim panel. (▣▣▣▣ 219)

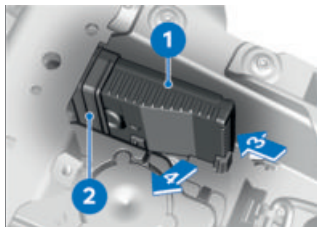


- Feed in the cable with connector **1** from top to bottom through the tensioning straps **2**.
- Install the cable tie **3**.



- Remove the adhesive tape from the connector **2**.

- Connect the control unit for the intelligent emergency call **1** with the connector **2**.



- Guide **3** the control unit for the intelligent emergency call **1** into the holder **2** and engage it in the locking mechanism **4**.
- Connecting battery to vehicle (→ 224)
- Install the hump trim panel. (→ 220)

## SHIFT PATTERN REVERSAL

### Shift pattern for racing mode

For the racing mode, the shift pattern can be reversed by modifying the gear-shift rod. Shift pattern reversal means that the gearshift lever must be actuated upward for 1st gear and downward for all other gears. This is the opposite of operation on public roads.

## Reversing shift pattern

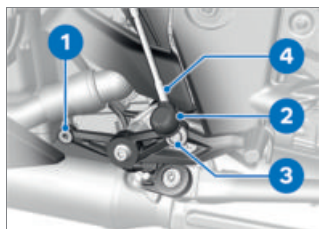


### ATTENTION

#### Riding with shift pattern reversal on public roads

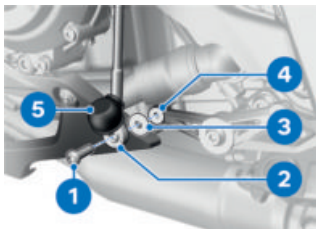
Expiry of operating license for public roads

- Do not use shift pattern reversal on public roads.



- Clean the thread **1**.
- Detach the protective cap **2** and slide it on the gearshift rod **4**.
- Remove the screw **3** with washer.
- Transfer the gearshift rod **4** to the thread for the shift pattern reversal **1**.

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[2d-datarecording.com/en/m-gps-laptrigger](http://2d-datarecording.com/en/m-gps-laptrigger).

- Insert the new screw **1** through the ball joint **2** and washer **3**.
- Install the new screw **1** in the thread for the shift pattern reversal **4**.



Shift rod on gearshift lever

M6 x 20

Thread-locking compound: micro-encapsulated

6 lb/ft (8 Nm)

- Slide on the protective cap **5**.  
» The shift pattern reversal for racing mode is set up.

---

### DATA RECORDING AND 2D SOFTWARE

#### Data recording and 2D software

You will find all the necessary information and support for dealing with the 2D software as well as reading out and evaluating the recorded driving data on:





# TECHNOLOGY IN DETAIL

09

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## GENERAL NOTES

More information on the topic of technology is available at [bmw-motorrad.com/technik](http://bmw-motorrad.com/technik).

## ANTILOCK BRAKING SYSTEM (ABS)

### Partially integral brake

Your motorcycle is equipped with a partially integral brake configuration. Both front and rear brakes are applied simultaneously when you pull the handbrake lever. The foot-brake lever acts only on the rear brake.



### ATTENTION

#### Attempt at a Burn-out despite integral function

Damage to rear wheel brake and clutch

- A Burn-out may occur only when the vehicle starts from a standstill. A Burn-out is not within the scope of the vehicle's intended use and can therefore result in fault memory entries.

### How does ABS work?

The maximum braking force that can be transferred to the road is partially dependent on the coefficient of friction of the road surface. Gravel, ice, snow and wet roads offer a considerably lower coefficient of friction than a dry, clean asphalt surface. The lower the coefficient of friction of the road is, the longer the braking distance will be.

If the maximum transferable braking force is exceeded when the rider increases the brake pressure, the wheels begin to lock and riding stability is lost, and a fall can result. Before this situation occurs, ABS intervenes and adjusts the brake pressure to the maximum transferable braking force. This enables the wheels to continue to turn and maintains driving stability regardless of the road surface condition.

### What happens when rough roads are encountered?

Bumpy or rough roads can briefly lead to a loss of contact between the tires and the road surface, until the transferable braking force is reduced to zero. If the brakes are ap-

plied in this situation, the ABS must reduce the brake pressure to ensure driving stability when contact to the road is restored. At this point, the BMW Motorrad Integral ABS must assume extremely low friction coefficients (gravel, ice, snow) so that the road wheels turn in every imaginable case and the driving stability is ensured. After detecting the actual conditions, the system adjusts the optimum brake pressure.

### **In what ways is the BMW Motorrad Integral ABS Pro noticeable to the rider?**

If the ABS system must reduce the braking force due to the conditions described above, then vibrations can be felt through the brake lever. If the brake lever is pulled, then braking pressure is also built up at the rear wheel with the integral function. If the footbrake lever is first actuated after this, the brake pressure built up previously can be felt earlier as a counter pressure than when the footbrake lever is actuated before or together with the brake lever.

### **Lifting off rear wheel**

On high-friction road surfaces, the front wheel will not block or will block very late, even if the brakes are applied forcefully. Consequently, ABS does not intervene until very late, if at all. Under these circumstances the rear wheel can lift off the ground, and the outcome can be a high-siding situation in which the motorcycle can flip over.



#### **WARNING**

#### **Lifting off of the rear wheel due to heavy braking**

Accident hazard

- When braking heavily, bear in mind that the ABS control cannot always be relied on to prevent the rear wheel from lifting off the ground.

### **How is the BMW Motorrad Integral ABS Pro designed?**

The BMW Motorrad Integral ABS Pro ensures riding stability on any surface within the limits of riding physics. The system is not optimized for the special requirements encountered under the extreme conditions of competitive off-road and racetrack use. Handling should

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be adapted to riding skills and road conditions.

### Special situations

To detect the tendency of the wheels to lock up, the speeds of the front and rear wheel are compared. If the system registers implausible values for an extended period of time, it will switch off the ABS as safety precaution and a display will alert you to an ABS error. A self-diagnosis must be completed before the fault message can be displayed.

In addition to problems at the BMW Motorrad ABS Pro, unusual riding conditions can also result in a fault message. Should a fault memory entry occur due to an unusual riding condition, the ABS function can be reactivated by turning the ignition off and then on again.

### Unusual riding conditions:

- Warming up the engine on an auxiliary stand in neutral or with gear engaged.
- Rear wheel locked-up for a longer period of time by engine brake, e.g. when riding down steep hills.

### How important is regular preventive maintenance?



#### WARNING

#### Brake system not regularly serviced

Accident hazard

- To ensure that the BMW Motorrad ABS is in a properly maintained condition, it is vital that the specified service intervals are kept to.

### Reserves for safety

But remember: the potentially shorter braking distances which 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 in curves

Risk of accident despite ABS

- The rider is always responsible for adapting his/her driving style.
- Do not reduce the additional safety function with careless riding or unnecessary risks.

## ABS Pro

ABS Pro increases safety, particularly for braking processes in curves. ABS Pro prevents the wheels from locking up, even in the event that the brakes are applied quickly. ABS Pro reduces abrupt changes in steering forces, especially during shock braking, and therefore decreases the risk of the occurrence of inadvertent lift-off of the vehicle.

## ABS control

From a technical standpoint, ABS Pro adjusts the ABS control to the angle of inclination of the motorcycle based on the respective riding situation. Signals for the roll and yaw rate and the lateral acceleration are used to determine the inclination of the vehicle. They come from the angular rate sensor, which is already used for Dynamic Traction Control (DTC) and for Dynamic Damping Control (DDC).


With an increasing inclination, the brake pressure gradient is increasingly limited at the start of braking. This results in a slower pressure buildup. In addition, the pressure modu-

lation in the range of the ABS control is more uniform.

## Advantages for the rider


The advantages of ABS Pro for the rider are sensitive response and high braking and riding stability with the best possible deceleration, even around curves.

—with riding modes Pro<sup>OE</sup>

 ABS Pro is activated in all riding modes. In the RACE PRO riding mode, ABS Pro can be set individually.

◀

—without riding modes Pro<sup>OE</sup>

 ABS Pro is activated in all riding modes except RACE.◀

## Brake Slide Assist

—with riding modes Pro<sup>OE</sup>

Brake Slide Assist is an extension of the BMW Motorrad ABS Pro and is conceived of as a rider assistance system for operation with slick tires on racetracks.

During sharp deceleration due to the front and rear wheel brakes, Brake Slide Assist calculates the current drift angle taking into account the wheel centrifugal velocities, steering angle and lean angle.

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If the drift angle exceeds a limit calculated by Brake Slide Assist, the slip is reduced and the motorcycle is stabilized through the limitation of the brake pressure on the rear wheel and intervention of the engine drag torque control.

In the stability limit of the riding physics, both the rider and external factors such as road conditions and chassis and suspension adjustments have a significant impact on the control options of the Brake Slide Assist.

---

### **DYNAMIC DAMPING CONTROL (DDC)**

–with Dynamic Damping Control (DDC)<sup>OE</sup>

#### **DDC**

Using ride height sensors, DDC detects the movements of the suspension and responds to them by adjusting the EDC valves. As a result, the suspension is adjusted to the conditions of the ground surface.

#### **Possible settings**

Depending on the selected riding mode, DDC is preset to a suitable setting. The following damper settings are available for adapting the running gear to the desired driving experience:

- Road: Damping for comfortable road travel (default setting in the RAIN and ROAD riding modes)
- Dynamic: Damping for dynamic road travel (default setting in the DYNAMIC riding mode)
- Race: Damping for racetrack riding (default setting in the RACE riding mode)

–with riding modes Pro<sup>OE</sup>

The damping values for the front wheel and rear wheel can additionally be adjusted in 14 stages in the RACE PRO CONFIGURATION menu (stage 1: "softest" setting; stage 14: "hardest" setting). On the rear wheel, compression stage and rebound stage can be separately adjusted.

In order to separately adjust the damping values on the front wheel according to rebound and compression stage, a spring travel sensor (racing



accessory) must be installed on the front forks.

If an additional leveling sensor is installed on the front forks, an existing ride height sensor is replaced on the rear suspension strut or the chassis height is changed, a calibration must be performed. The calibration is started in the `Settings`, `Vehicle settings`, `DDC calibration` menu.

---

## DYNAMIC TRACTION CONTROL (DTC)

### How does Dynamic Traction Control work?

Dynamic Traction Control compares the wheel centrifugal velocity of the front and rear wheels. The slip, and with it the stability reserves at the rear wheel, are determined from the speed difference. The engine control adapts the engine torque when the slip limit is exceeded.

DTC takes the angle of inclination into account, conveniently adjusts and is suitable for improving the lap times on the racetrack.

The DTC can only provide support within the physical limits. The physical limits depend

heavily on the road surface, road temperatures, tire selection and tire temperature. If unsuitable tires are used, there is a risk of overheating on race-tracks.



### WARNING

#### Risky riding style

Risk of accident despite DTC

- The rider is always responsible for adapting his/her driving style.
- Do not reduce the system's extra safety margin with careless riding or unnecessary risks.

#### Special situations

As the angle of inclination increases, the capacity to accelerate is more and more limited in accordance with the laws of physics. This can result in reduced acceleration when coming out of very tight curves.

To detect spinning or slipping away of the rear wheel, the DTC compares the speeds of the front and rear wheel and takes the angle of inclination and other factors into account.

If the values for the angle of inclination are detected to be implausible for a long period, a substitute value is used for the angle of inclination/the DTC is turned off. In these cases, a DTC fault is displayed. A self-diagnosis must be completed before the fault message can be displayed.

Under the following unusual riding conditions, the BMW Motorrad Traction Control may be switched off automatically.

### **Unusual riding conditions:**

- Riding on the rear wheel (wheelie) for an extended period.
- Rear wheel spinning in place with front wheel brake engaged (burn-out).
- Warming up the engine on an auxiliary stand in neutral or with gear engaged.

### **DTC Slide Control**

-with riding modes Pro<sup>OE</sup>

DTC Slide Control is an extension of the Dynamic Traction Control and is conceived of as a rider assistance system for operation with slick tires on racetracks.

During sharp acceleration, DTC Slide Control calculates

the current drift angle taking into account the wheel centrifugal velocities, steering angle and lean angle.

If the drift angle exceeds a rider-adjustable limit, the engine torque and thus the traction slip are reduced and the motorcycle is stabilized.

In the stability limit of the riding physics, both the rider and external factors such as road conditions and chassis and suspension adjustments have a significant impact on the control options of the DTC Slide Control.

---

## **DYNAMIC ENGINE BRAKE CONTROL (MSR)**

### **How does engine drag torque control work?**

The purpose of the engine drag torque control is to safely prevent unstable riding conditions that are related to excess drag torque at the rear wheel. Depending on the road condition and riding dynamics, excess drag torque can make the slip at the rear wheel increase severely and impede riding stability. The dynamic engine brake control limits slip at the rear wheel to a safe, setpoint

slip that is dependent on the mode and angle.

### **Causes of excess slip at the rear wheel:**

- Riding in coasting overrun on a road with low coefficient of friction (e.g. wet leaves).
- Hopping when shifting gears down.
- Hard brake onset in sporty riding style.

Like the DTC traction control, the dynamic engine brake control compares the wheel circumferential velocities of the front and rear wheel. With the aid of more information on the angle, the dynamic engine brake control can determine the slip or the stability reserve at the rear wheel.

If the slip exceeds the respective limit value, the engine torque is increased by slightly opening the throttle valves.

The slip is reduced and the motorcycle is stabilized.

---

## **RIDING MODE**

### **Selection**

To adjust the motorcycle to the road condition and the desired riding experience, you can select from the following riding modes:

- RAIN
- ROAD
- DYNAMIC
- RACE

- with riding modes Pro<sup>OE</sup>
- RACE PRO 1
- RACE PRO 2
- RACE PRO 3

The riding mode preselection can be used to select a maximum of four riding modes.

For each riding mode, a coordinated setting is available for the following systems: Engine, Engine Brake, DTC, Wheelie (DTC), ABS, and DDC.

- with riding modes Pro<sup>OE</sup>
- In the RACE PRO riding modes, the settings for the Engine, Engine Brake, Traction (DTC), Wheelie (DTC), ABS and DDC systems can be adjusted individually.

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### **Torque and throttle response**

- In RAIN riding mode: soft throttle response, reduced torque in low gears.
- In the ROAD and DYNAMIC riding modes: optimum throttle response, reduced torque in low gears.
- In RACE riding mode: optimum throttle response, maximum torque.
- with riding modes Pro<sup>OE</sup>  
In the RACE PRO riding modes, additionally: soft or direct throttle response, maximum torque.

### **Braking effect of the engine and engine drag torque control**

- In the RAIN and ROAD riding modes: maximum braking effect of the engine. Maximum stability.
- In the DYNAMIC and RACE riding modes: reduced braking effect of the engine. High stability.
- with riding modes Pro<sup>OE</sup>  
In the RACE PRO riding modes, additionally: minimum braking effect of the engine. Reduced stability.

### **Traction control (DTC)**

- In RAIN riding mode: Maximum stability on wet roads. Acceleration may be reduced on dry roads.
- In ROAD riding mode: High stability on dry roads. Acceleration may be slightly reduced on dry roads.
- In DYNAMIC riding mode: High performance on dry roads. In poor road conditions, optimum stability cannot be guaranteed.
- In RACE riding mode: Maximum performance. Stability may be impaired on poorly surfaced roads or if unsuitable tires, such as touring tires, are used.
- with riding modes Pro<sup>OE</sup>  
-For optimum performance, the traction control can be finely adjusted while the vehicle is in the RACE PRO riding modes using the DTC rocker button.

### **DTC Slide Control**

- In the RAIN, ROAD and DYNAMIC riding modes: maximum stability.
- In RACE riding mode: High performance. Depending on the road condition and the

- tires, slight drifts are possible at the end of curves.
- In the RACE PRO riding modes with setting 2: Maximum performance. Depending on the road condition and the tires, drifts are possible at the end of curves.
  - In the RACE PRO riding modes with setting 1: The DTC Slide Control is deactivated.

### **Wheelie (DTC) – front wheel lifts off the road**

- In RAIN riding mode: Maximum stability. Wheelie suppression is attempted.
- In the ROAD, DYNAMIC and RACE riding modes: flat Wheelie is possible, optimum drive power.
- with riding modes Pro<sup>OE</sup>
- In the RACE PRO riding modes with setting 1: high Wheelie is possible. The rider has to brake the rear wheel manually to prevent the Wheelie. The system intervenes late.
- In the RACE PRO riding modes with setting 0: The system is deactivated.

### **ABS**

- In the RAIN, ROAD, and DYNAMIC riding modes, the rear-wheel lift-off detection is active.
- In the RAIN, ROAD and DYNAMIC riding modes, the ABS is set for road use.
- without riding modes Pro<sup>OE</sup>
- In the RACE riding mode, the ABS is tailored to racetrack operation. The rear-wheel lift-off detection is deactivated.
- with riding modes Pro<sup>OE</sup>
- In the RACE riding mode, the ABS is tailored to racetrack operation with slick tires. The rear-wheel lift-off detection allows high stoppies.
- In the RACE PRO riding modes: The click-in point of the ABS can be individually adjusted.

### **Brake Slide Assist**

- In RAIN, ROAD and DYNAMIC riding modes: Brake Slide Assist is deactivated. Maximum stability when braking into a curve.
- In the RACE and RACE PRO riding modes with setting 2: maximum performance. Drifts when braking into a curve are possible.

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–In the RACE PRO riding modes with setting 1: Brake Slide Assist is inactive. The rear wheel can lock up during hard braking processes.

–with Dynamic Damping Control (DDC)<sup>OE</sup>

### DDC

–In the RAIN and ROAD riding modes: Damper characteristics are set for comfortable riding.

–In DYNAMIC riding mode: Damper characteristics are set for sporty riding.

–In RACE riding mode: Damper characteristics are set for riding on a racetrack.

–with riding modes Pro<sup>OE</sup>

–In the RACE PRO riding modes: The damper characteristics can be set individually.

### Switchover

Riding modes can be changed when the vehicle is at a standstill with the ignition switched on. A changeover while riding is possible under the following conditions:

–No drive torque at rear wheel.

–No brake pressure in the braking system.

For a changeover while riding, the following steps must be carried out:

–Turn back throttle grip.

–Do not actuate brake lever.

–Deactivate the adaptive cruise control.

First, the desired riding mode is preselected. The switchover does not take place until the affected systems are in the required state.


The selection menu does not disappear from the display until the riding mode has been switched over.

---

### DYNAMIC BRAKE CONTROL

–with riding modes Pro<sup>OE</sup>

#### Dynamic Brake Control function

 The Dynamic Brake Control function is active in all riding modes. It can only be deactivated in the RACE PRO riding modes by individually adjusting the ABS.

The Dynamic Brake Control function helps the rider in the event of emergency braking.

### **Detection of emergency braking**

–Emergency braking is detected when the front wheel brake is applied quickly and with force.

### **Behavior during emergency braking**

–If hazard braking is applied at a speed of min 6 mph (min 10 km/h), in addition to the ABS function, the Dynamic Brake Control function will also be activated.

–In the event of partial braking with high brake pressure gradients, Dynamic Brake Control will increase the integral brake pressure on the rear wheel. This shortens the braking distance, enabling controlled braking.

### **Behavior in the event of accidental activation of the throttle grip**

–If the throttle grip is accidentally actuated during emergency braking (throttle position >5%), the intended braking effect is ensured by the Dynamic Brake Control ignoring the opening process of

the throttle grip. This ensures the effectiveness of emergency braking.

- If the gas is shut off (throttle position <5%) during the intervention of the Dynamic Brake Control, the engine torque required by the ABS brake system will be restored.
- If hazard braking is stopped and the throttle grip is still under actuation, the Dynamic Brake Control adjusts the engine torque back to the rider's choice.



When the ABS is turned off, the Dynamic Brake Control function is turned off at the same time.

---

## **TIRE PRESSURE MONITOR (RDC)**

–with tire pressure monitor (TPM)<sup>OE</sup>

### **Function**

A sensor located in each tire monitors the air temperature and the inflation pressure inside the tire and transmits this information to the control unit. The sensors are equipped with a centrifugal controller, which does not enable the transmission of the measured values

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until the minimum speed is exceeded for the first time.



Minimum speed for the transmission of the RDC measured values:

min 19 mph (min 30 km/h)

Before initial reception of the tire pressure, -- is shown in the display for each tire. The sensors continue to transmit the measured readings for some time after the vehicle comes to a stop.



Transmission time of the measured values after vehicle standstill:

min 15 min

If an RDC control unit is installed but the wheels have no sensors, a fault message is generated.

### Tire inflation pressure ranges

The RDC control unit distinguishes between three inflation pressure ranges matched to the motorcycle:

- Tire pressure within the permissible tolerance
- Tire pressure within the limit range of the permissible tolerance
- Tire pressure outside of the permissible tolerance

### Temperature compensation

The tire pressure is temperature dependent, i.e. it increases or decreases together with the tire air temperature. The tire temperature is dependent on the outside temperature, the riding style and the length of the journey.


The tire pressures are shown in the multifunction display with temperature compensation and are always based on a tire air temperature of 68 °F (20 °C).

Tire pressure gauges at filling stations do not compensate for temperature; the tire pressure that is measured depends on the tire air temperature. As a result, in most cases the values displayed there do not match the values shown in the TFT display.

### Tire pressure adjustment

Compare the RDC value in the TFT display with the value on the back cover of the operating instructions. The difference between the two values must be compensated with the tire inflation pressure tester at the filling station.



 Example
According to the rider's manual, the tire pressure should have the following value:
36.3 psi (2.5 bar)
The following value is displayed in the TFT display:
33.4 psi (2.3 bar)
Missing is thus:
2.9 psi (0.2 bar)
The tester at the filling station shows:
34.8 psi (2.4 bar)
To produce the correct tire pressure, this must be increased to the following value:
37.7 psi (2.6 bar)

## GEAR SHIFT ASSISTANT

### Gear Shift Assistant Pro

Your motorcycle is equipped with the Gear Shift Assistant originally developed for racing but now specially adapted for use in public highway traffic. It allows you upshift and downshift under almost any load conditions and in virtually all engine-speed ranges without operating the clutch or accelerator.

### Benefits

- 70-80 % of all gear shifts can be performed without using the clutch.
- Less movement between rider and passenger due to shorter gear-change intervals.
- Throttle valve does not have to be closed when changing gear under acceleration.
- During deceleration and downshifts (throttle plate closed) the system blips the throttle valve to obtain the correct engine speed.
- Shifting times are faster than when the clutch is used to shift gears.

For the system to detect the rider's intention to change gear, the gear lever previously not operated must be moved against the force of the spring by a certain amount of "over-travel" in the desired direction with a normal to brisk action and held in that position until the gear change is completed. A further increase of the force applied to the gearshift lever during the gear-shift operation is not necessary. After the gear change is completed, the gearshift lever must be fully released before the Pro Gear Shift Assistant can

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execute a new gear change. When shifting gears using the Gear Shift Assistant Pro, the load condition (throttle grip position) must remain constant both prior to and during the gear shift. Changing the accelerator twist-grip position during the gear-shift sequence may cause the function to abort and/or the gear change to fail. The Gear Shift Assistant Pro does not provide support when gear shifts are made with clutch control.

### Downshifts

–Downshifts are assisted up to the speed at which the engine reaches maximum rpm in the gear to be engaged. Over-revving is thus prevented.



Maximum engine speed

max 14600 min<sup>-1</sup>

### Upshifts

–Upshifting is supported until the idling speed is reached in the required gear.  
–The engine speed is thus prevented from dropping below idle speed.



Idle speed

1270±50 min<sup>-1</sup> (Engine at operating temperature)

## HILL START CONTROL

### Hill Start Control function

The Hill Start Control drive-off assistant function prevents uncontrolled rolling back on slopes by means of targeted intervention in the partial integral ABS brake system, without the rider having to operate the brake lever continuously. When Hill Start Control is activated, pressure builds in the rear brake system so that the motorcycle remains stationary on a sloping surface. The brake pressure in the brake system depends on the gradient.

### Influence of gradient on brake pressure and starting behavior

–Stopping on a slight incline builds up only a small amount of brake pressure. The brake is released quickly when riding off, making it possible to ride off more smoothly. Additional turning of the throttle grip is hardly required.

- Stopping on a steeper slope increases the amount of brake pressure built up. The brake is a bit slower to release when riding off. More torque is required to ride off, making additional turning of the throttle grip necessary.

### **Behavior when the vehicle is rolling back or slipping**

- The brake pressure increases when the vehicle is rolling back with the Hill Start Control activated.
- If the rear wheel slips, the brake is released again after approx. 3.3 ft (approx. 1 m). This prevents the vehicle from slipping with a locked rear wheel, for example.

### **Releasing the brake when switching off the engine or during timeout**

Hill Start Control is deactivated when the engine is switched off using the emergency-off switch, when the side stand is folded out, or after it times out (10 minutes).

In addition to indicator and warning lights, the following vehicle behavior should make the rider aware that the Hill Start Control is deactivated:

### **Brake warning jerk**

- The brake is released briefly and is immediately reactivated.
- This causes a jerking behavior that the rider can feel.
- The partial integral ABS brake system sets a speed of approx. 1...1 mph (approx. 1...2 km/h).
- The rider must brake the vehicle manually.
- After two minutes, or when the brake is applied, Hill Start Control is deactivated completely.



When the ignition is switched off, the holding pressure is built up immediately and without brake warning jerk.

**MAINTENANCE**

**10**

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## GENERAL NOTES

The "Preventive maintenance" chapter describes work involving the checking and replacement of wearing parts that can be performed with a minimum of effort.

If specific tightening torques are to be taken into account for installation, these are listed. An overview of all required tightening torques is contained in the "Technical data" chapter.

Special tools and thorough specialized knowledge are required to carry out some of the work described here. If in doubt, contact a repair shop, preferably an authorized BMW Motorrad dealer.

### Microencapsulated screws

The microencapsulation is a chemical threadlocker. An adhesive is used to create a solid connection between screw and nut or component. Microencapsulated screws, therefore, are suitable for single use only. Regardless of the removal or installation, the hole must always be cleaned. After removal, the internal thread must be cleaned to remove adhesive. During installation, a new mi-

croencapsulated screw must be used. Before removal, make sure that you have suitable tools for cleaning the thread and a replacement screw. If you carry out the work improperly, the locking function of the screw might no longer be guaranteed, which puts you in danger!

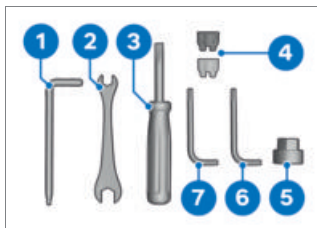
### Disposable cable ties

Occasionally cables and wires are secured with disposable cable ties. To prevent cables and wires from getting damaged during removal, a suitable tool must be used, e.g. diagonal cutting pliers.

For reinstallation, cables and wires that were cut free must be secured with new disposable cable ties.

Protrusions should be cut off with cable tie pliers.

## ONBOARD VEHICLE TOOL KIT



- 1** Lever

  - without Dynamic Damping Control (DDC)<sup>OE</sup>
  - Adjust the spring preload at the rear wheel. (▣▣▣ 113)
  - Adjust the ride height to the swinging arm pivot point setting. (▣▣▣ 122)
- 2** Open-ended wrench  
Key range: 10/13 mm

  - Removing battery (▣▣▣ 224).
  - Adjust the spring preload on the front wheel. (▣▣▣ 111)
  - with Dynamic Damping Control (DDC)<sup>OE</sup>
  - Adjust the spring preload at the rear wheel. (▣▣▣ 114)
- 3** Reversible screwdriver insert  
Slotted blade and T25 torx

  - Remove and install trim panel components.
  - Remove the rider's seat. (▣▣▣ 79)
  - without Dynamic Damping Control (DDC)<sup>OE</sup>
  - Adjusting the compression damping on the front wheel. (▣▣▣ 115)
  - without Dynamic Damping Control (DDC)<sup>OE</sup>
  - Adjusting the rebound-stage damping on the front wheel. (▣▣▣ 116)
  - without Dynamic Damping Control (DDC)<sup>OE</sup>
  - Adjusting the rebound-stage damping on the rear wheel. (▣▣▣ 117)
  - without Dynamic Damping Control (DDC)<sup>OE</sup>
  - Adjusting the compression damping on the rear wheel. (▣▣▣ 117)
- 4** Spare fuses

  - 7.5 A
  - 15 A
- 5** Plastic top part

  - Adjust the spring preload on the front wheel. (▣▣▣ 111)

# 194 MAINTENANCE

- 6 Torx wrench T20  
–Remove and install trim panel components.
- 7 Torx wrench T30  
–Remove and install trim panel components.

---


## FRONT WHEEL STAND

### Installing front wheel stand

#### ATTENTION

#### **Use of the BMW Motorrad front wheel stand without an additional center or auxiliary stand**

Component damage cause by tipping over

- Place the motorcycle on the center stand or an auxiliary stand before lifting it with the BMW Motorrad front wheel stand.
- Ensure that the motorcycle is standing securely.
- Put the motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad rear-wheel stand.
- Mount the rear-wheel stand.  
( 194)



- For a description of the correct installation, please refer to the instructions for the front wheel stand.
- BMW Motorrad offers a suitable auxiliary stand for each vehicle. Your authorized BMW Motorrad dealer will be very happy to assist you in choosing the suitable auxiliary stand.

---

## REAR-WHEEL STAND

### Installing rear-wheel stand



- For a description of the correct installation, please refer to the instructions for the rear-wheel stand.



- BMW Motorrad offers a suitable auxiliary stand for each vehicle. Your authorized BMW Motorrad dealer will be very happy to assist you in choosing the suitable auxiliary stand.

## ENGINE OIL

### Checking the engine oil level


#### ATTENTION

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

Engine damage from incorrect filling

- Only check the oil level after an extended ride or when the engine is warm.

- Run the engine in Neutral for one minute.
- Turn off the ignition.
- Wait five minutes to allow oil to drain into the oil pan.

 To prevent unnecessary pollution of the environment, BMW Motorrad recommends checking the engine oil after riding min 31 miles (min 50 km).



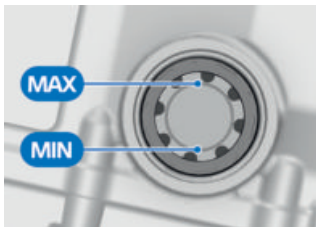
#### ATTENTION

##### **Lateral tipping of the vehicle**

Component damage cause by tipping over

- Secure the vehicle from tipping over laterally, preferably with the support of a second person.
- Position the motorcycle vertically, making sure that the ground is firm and level.
- Read oil level on the display **1**.

# 196 MAINTENANCE



Specified level of engine oil

Between **MIN** and **MAX** mark  
(Engine is at operating temperature, vehicle is upright)

If the oil level is below the **MIN** mark:

- Top up engine oil. (▶▶▶ 196)

If the oil level is above the **MAX** mark:

- Have the oil level corrected at a repair shop, preferably an authorized BMW Motorrad dealer.

## Topping up the engine oil

- Park the motorcycle, making sure the ground is level and firm.
- Clean the area around the oil filler opening.

- Remove cap **1** of oil filler opening.



## ATTENTION

### Use of too little or too much engine oil

Engine damage from incorrect filling

- 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 1.4 quarts (max 1.3 l)  
(Difference between **MIN** and **MAX**)

- Check engine oil level. (▶▶▶ 195)
- Install cap of oil filler opening **1**.

## BRAKE SYSTEM

### Checking brake function

- Actuate brake lever.
  - » The resistance point must be clearly perceptible.
- Press the footbrake lever.
  - » The resistance point must be clearly perceptible.

If resistance points are not clearly perceptible:



### ATTENTION

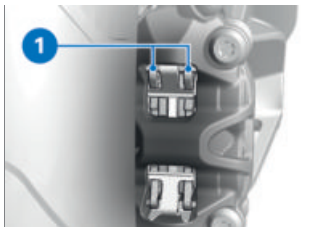
#### Improper working on the brake system

Endangering of the operating safety of the brake system

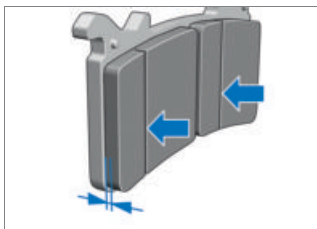
- Have all work on the brake system carried out by experts.
- Have the brakes checked by a repair shop, preferably an authorized BMW Motorrad dealer.

### Checking the front brake pad thickness

- Park the motorcycle, making sure the ground is level and firm.
- Turn handlebars.



- Visually inspect the left and right brake pads to ascertain their thickness. Direction of view: from rear, looking at brake pads **1**.



Front brake-pad wear limit

min 0.04 in (min 1 mm)  
(Only friction material without carrier plate. The wear marks (grooves) must be clearly visible)

If the wear marks are no longer clearly visible:

## WARNING

### Dropping below the minimum pad thickness

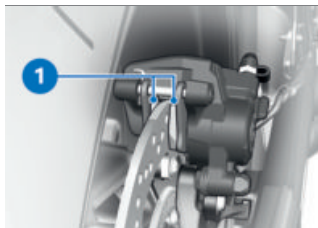
Reduced braking action, damage to the brake

- In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.

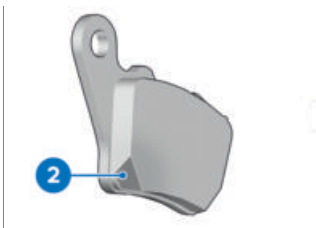
- Have brake pads renewed at a repair shop, preferably an authorized BMW Motorrad dealer.

### Checking the rear brake pad thickness

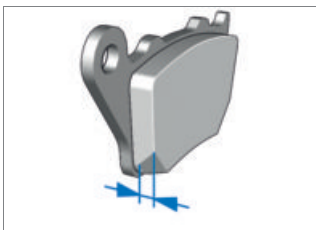
- Park the motorcycle, making sure the ground is level and firm.




- Conduct a visual inspection of the brake pad thickness. Direction of view: from rear, looking at brake pads **1**.



- Inspect the chamfer **2**.



 Rear brake-pad wear limit

min 0.04 in (min 0.9 mm)  
(Only friction material without carrier plate.)

If the chamfer is no longer visible:

**WARNING****Dropping below the minimum pad thickness**

Reduced braking action, damage to the brake

- In order to ensure the operating reliability of the brake system, make sure that the brake pads are not worn beyond their minimum thickness.

- Have brake pads renewed at a repair shop, preferably an authorized BMW Motorrad dealer.

**Checking the front brake fluid level**

- Position the motorcycle vertically, making sure that the ground is firm and level.
- Move the handlebars to the straight-ahead position.



- Read out the brake fluid level at the brake fluid reservoir **1**.



- The brake fluid level in the brake fluid reservoir drops due to brake pad wear.



Front brake fluid level

Brake fluid, DOT4

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

If the brake fluid level falls below the approved level:

**! WARNING**

**Insufficient or contaminated brake fluid in the brake fluid reservoir**

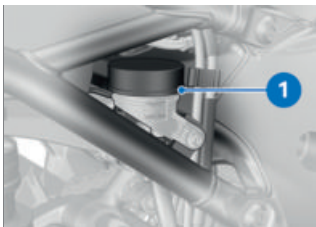
Considerably reduced braking power caused by air, dirt or water in the brake system

- Stop riding immediately until fault is rectified.
- Check brake fluid level regularly.
- Make sure that the lid of the brake fluid reservoir is cleaned before opening.
- Make sure that brake fluid is used from a sealed container only.

- Have the fault rectified as soon as possible by a repair shop, preferably an authorized BMW Motorrad dealer.

**Checking the rear brake fluid level**

- Position the motorcycle vertically, making sure that the ground is firm and level.



- Check the brake fluid level at the brake fluid reservoir for rear wheel brake **1**.

**i** The brake fluid level in the brake fluid reservoir drops due to brake pad wear.



 Rear brake fluid level

Brake fluid, DOT4

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

If the brake fluid level falls below the approved level:



## WARNING

### Insufficient or contaminated brake fluid in the brake fluid reservoir

Considerably reduced braking power caused by air, dirt or water in the brake system

- Stop riding immediately until fault is rectified.
- Check brake fluid level regularly.
- Make sure that the lid of the brake fluid reservoir is cleaned before opening.
- Make sure that brake fluid is used from a sealed container only.

- Have the fault rectified as soon as possible by a repair shop, preferably an authorized BMW Motorrad dealer.

## CLUTCH

### Checking the clutch function

- Pull the clutch lever.
- » A rising force must be perceptible upon increasing operation.

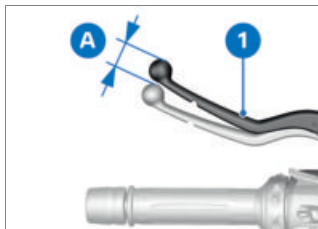
If no rising force can be felt upon increasing operation:

- Have the clutch checked by a repair shop, preferably an authorized BMW Motorrad dealer.

### Checking clutch lever play Requirement

The engine is cold.

- Park the motorcycle, making sure the ground is level and firm.
- Move the handlebars to the straight-ahead position.



- Actuate clutch lever **1** several times until it touches the handle.
- Actuate clutch lever **1** slightly until you can feel resistance while observing the free play of the clutch pedal **A**.

## 202 MAINTENANCE



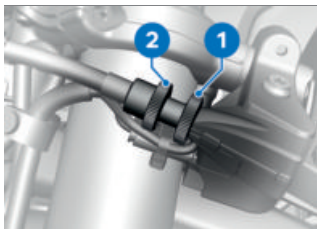
Clutch lever play

0.12...0.2 in (3...5 mm) (measured along the outside of the clutch lever, handlebars in the straight-ahead position, when the engine is cold)

If the clutch pedal free play is outside of tolerance:

- Adjust clutch pedal free play. (▶▶▶ 202)

### Adjusting clutch pedal free play



- Loosen lock nut **1**.
  - To increase clutch pedal free play: Turn the adjustment screw **2** into the handlebar fitting.
  - To reduce clutch pedal free play: Turn the adjustment screw **2** out of the handlebar fitting.
- » The distance between lock nut and nut (measured inside) is not greater than  $0.31 \pm 0.06$  in ( $8 \pm 1.5$  mm).

If the correct clutch pedal free play can be set only through further unscrewing:

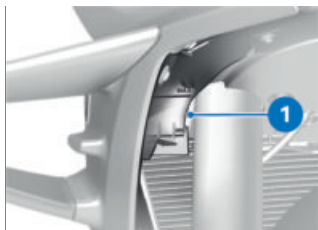
- Have the clutch checked by a repair shop, preferably an authorized BMW Motorrad dealer.
- Check clutch lever play. (▶▶▶ 201)
- Tighten lock nut **1**; hold down adjustment screw **2** while doing so.

---

## COOLANT

### Checking the coolant level

- Park the motorcycle, making sure the ground is level and firm.
- Allow the engine to cool down.
- Turn handlebars to left.



- Check coolant level at expansion tank **1**. Direction of view: from front looking at inside of right-hand side panel.





Required coolant level

Between **MIN** and **MAX** marks on the expansion tank (cold engine)

If the coolant level drops below the permitted level:

- Top up coolant. (☞ 203)

### Topping up coolant



#### WARNING

#### Opening the radiator cap

Risk of burning

- Do not open the radiator cap when it is hot.
- Check the coolant level exclusively at the expansion tank and top up if necessary.



- Open cap **1** of expansion tank.
- Top up coolant to the specified level using a suitable funnel.



Coolant top-up quantity

0.2 quarts (0.15 l) (Difference between **MIN** and **MAX**)

2.5 quarts (2.4 l) (Entire coolant circuit)

FROSTOX HT-12 (Coolant)

- Check the coolant level. (☞ 202)
- Close cap **1** of expansion tank.

## 204 MAINTENANCE

### TIRES

#### Checking tire pressure



#### WARNING

##### Incorrect tire pressure

Worse handling characteristics of the motorcycle, reduction in the service life of the tires

- Ensure correct tire pressure.



#### WARNING

##### Valve inserts open of their own accord at high speeds

Sudden loss of tire inflation pressure

- Use valve caps with rubber sealing ring and screw on firmly.
- Park the motorcycle, making sure the ground is level and firm.
- Check tire pressure against data below.



Front tire pressure

36.3 psi (2.5 bar) (with tire cold)



Rear tire pressure

42.1 psi (2.9 bar) (with tire cold)

If tire pressure is too low:

- Correct the tire pressure.


#### Checking tire tread depth



#### WARNING

##### Riding with heavily worn tires

Risk of accident due to poorer rideability

- If necessary, replace the tires before the legally specified minimum tread depth is reached.
  - Park the motorcycle, making sure the ground is level and firm.
  - Measure tire tread depth in main tread grooves with wear marks.
-  Wear marks are integrated into the main grooves on every tire. If the tire tread has worn down to the level of the marks, the tire is completely worn. The locations of the marks are indicated on the edge of the tire, e.g. by the letters TI, TWI or by an arrow.
- When the minimum tread depth is reached:
- Replace the worn tire.

---

## RIMS

### Checking rims

- Park the motorcycle, making sure the ground is level and firm.
- Visually inspect rims for defects.



### WARNING

#### Unnoticed structural damage

Risk of accident

- Have the carbon wheels checked by a repair shop, preferably an authorized BMW Motorrad dealer, after a fall or a significant impact (e.g. riding through a pot-hole).
- Have damaged rims checked and, if necessary, renewed by a repair shop, preferably an authorized BMW Motorrad dealer.

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## WHEELS


### Effect of wheel sizes on suspension control systems

The wheel sizes play an important role with suspension control systems. The diameter and width of the wheels stored in the control unit have particular significance as the basis for all necessary calculations. A change in these sizes resulting

from conversion to wheels not installed as standard equipment can seriously affect the control convenience of these systems. The sensor rings required for wheel speed detection must also match the installed control systems and must not be replaced.

If you want to convert your motorcycle to different wheels, please contact a repair shop, preferably an authorized BMW Motorrad dealer. In some cases the data stored in the control units must be adapted to the new wheel sizes.

### Removing front wheel

- Put the motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad rear-wheel stand.
- Mount the rear-wheel stand.  194)



### ATTENTION

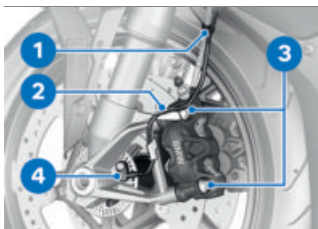
#### Using hard or sharp-edged objects near the component

Component damage

- Do not scratch components, if necessary tape off or cover.
- Mask off areas of the wheel rim that could get scratched

## 206 MAINTENANCE

in the process of removing the brake calipers.



- Detach wheel speed sensor cable from holding clips **1** and **2**.
- Remove the screw **4** and remove the wheel speed sensor from the drilled hole.

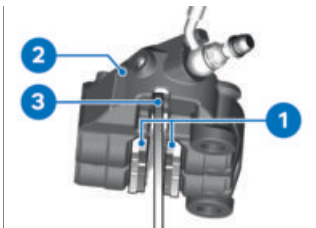


### ATTENTION

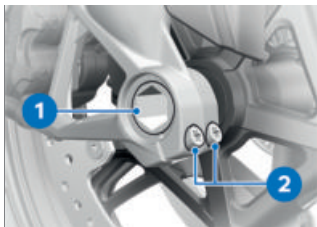
#### Unintentional pressing together of brake pads

Component damage when mounting the brake caliper or when pressing the brake pads apart

- Do not actuate the brakes with the brake caliper removed.
- 
- Remove the mounting bolts **3** of the left and right brake calipers.



- Push brake pads **1** apart slightly by turning the brake caliper **2** back and forth against brake disk **3**.
- Carefully pull the brake calipers back and outward to remove them from the brake disks.
- Raise the front of motorcycle, preferably using a BMW Motorrad front wheel stand, until the front wheel rotates freely.
- Mount the front wheel stand. (194)



### **ATTENTION**

**Incorrect spacing between the sensor ring and wheel speed sensor caused by poorly aligned threaded bushing in the front suspension**

Damage to the wheel speed sensor. ABS malfunction

- The left clamp fixes the threaded bushing in position and must not be loosened or removed.
- Loosen clamping bolts **2**.
- Remove the quick-release axle **1** while supporting the wheel.
- Roll the front wheel forward to remove it.

## Installing the front wheel

### **WARNING**

**Use of a wheel which does not comply with series specifications**

Malfunctions during control interventions by ABS and DTC

- Please see the information on the effect of wheel sizes on the ABS and DTC chassis control systems at the beginning of this chapter.

### **ATTENTION**

**Tightening screw connections with incorrect tightening torque**

Damage to or loosening of screw connections

- Have the tightening torques checked by a repair shop, preferably by an authorized BMW Motorrad dealer.

### **ATTENTION**

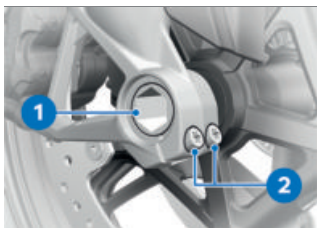
**Front wheel installation opposite the running direction**

Accident hazard

- Observe running direction arrows on tire or rim.

## 208 MAINTENANCE

- Roll the front wheel into the front suspension.



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



Lubricant

Optimoly TA

- Lift the front wheel and install the quick-release axle **1** using an appropriate torque.

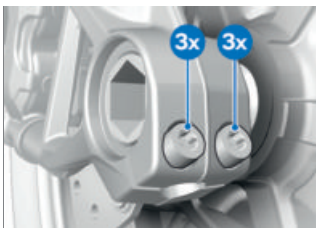


Quick-release axle in threaded bush

M24 x 1.5

37 lb/ft (50 Nm)

- Tighten the clamping bolts **2** to the specified torque.



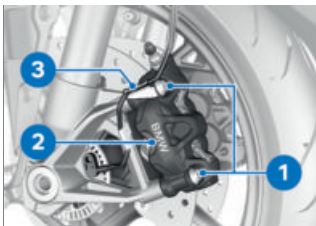
Clamping bolts in sub-frame

Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time


M8 x 35

14 lb/ft (19 Nm)

- Set the brake calipers onto the brake discs.

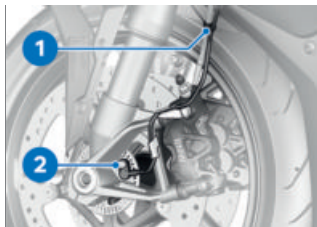


- Position the brake caliper **2** on the left and position the cable routing **3**.
- Install the screws **1** with the appropriate torque.


 Radial brake calipers on the axle adapter

M10 x 60

28 lb/ft (38 Nm)



- Fasten the cable for the wheel speed sensor in the holder **1**.
- Insert the wheel speed sensor into the bore and fasten with the screw **2**.

 Wheel speed sensor at the front of forkleg


M6 x 16

Thread-locking compound:  
micro-encapsulated

6 lb/ft (8 Nm)



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

 Radial brake calipers on the axle adapter

M10 x 60

28 lb/ft (38 Nm)

- Remove adhesive tape from wheel rim.

 **WARNING**

**Brake pads do not contact the brake disc**

Risk of accident due to delayed braking effect.

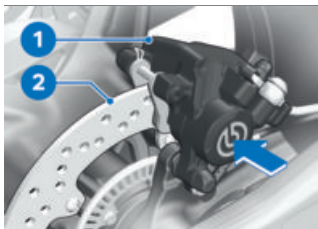
- Before driving off, check that the braking effect kicks in without any delay.

- Operate the brake lever firmly several times until the resistance point is felt.
- Remove front wheel stand and auxiliary stand.

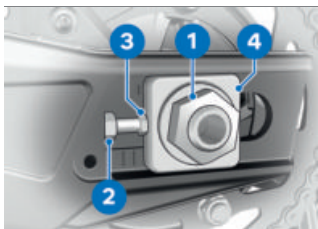
## 210 MAINTENANCE

### Removing the rear wheel

- Raise motorcycle, preferably using a BMW Motorrad rear-wheel stand.
- Mount the rear-wheel stand. (▶▶▶ 194)
- Support the rear wheel, e.g. with a wooden block, so that it cannot fall down after the quick-release axle is removed.

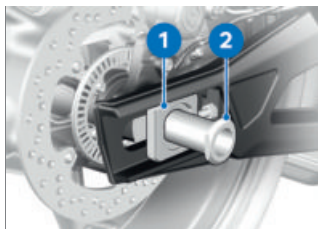


- Press the brake caliper **1** against the brake disk **2**.  
» Brake pistons are pressed back.

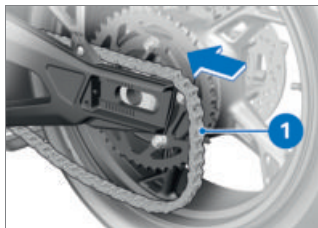


- Remove the axle nut **1** with washer.
- Loosen the lock nuts **2** on the left and right.

- Loosen the adjustment screws **3** on the left and right.
- To slacken the drive chain, remove the adjustment plate **4** and slide axle as far forward as possible.

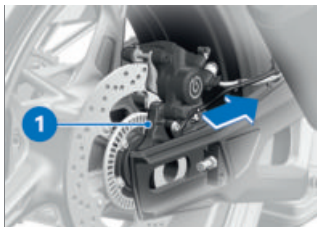


- Remove the quick-release axle **2** and take out the adjustment plate **1**.




- Roll the rear wheel as far forward as possible and remove the drive chain **1** from the camshaft sprocket.





- Pull out the brake-caliper support **1** to the front and set it to the side.
- Roll the rear wheel toward rear and out of the rocker.

 The camshaft sprocket and the spacer bushings on the left and right are loosely inserted in the wheel. During removal, make sure that the parts are not damaged or lost.

### Installing the rear wheel

#### **WARNING**

#### **Use of a wheel which does not comply with series specifications**

Malfunctions during control interventions by ABS and DTC

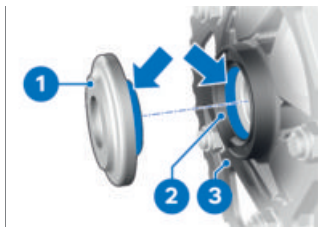
- Please see the information on the effect of wheel sizes on the ABS and DTC chassis control systems at the beginning of this chapter.

#### **ATTENTION**

#### **Tightening screw connections with incorrect tightening torque**

Damage to or loosening of screw connections

- Have the tightening torques checked by a repair shop, preferably by an authorized BMW Motorrad dealer.



- Clean dirt and old lubricant off the spacer bushing **1** and radial shaft seal **2** on the chain sprocket carrier **3**.
- Lubricate the spacer bushing **1** and radial shaft seal **2** on the surfaces marked with **arrows**.




Lubricant

Unirex N3

## 212 MAINTENANCE



- Check judder damper elements **2** for damage, deformation and wear, replace as appropriate.

 After the judder damper elements are renewed, the adaptation values must be reset with the BMW Motorrad diagnostic system. Please contact a repair shop, preferably an authorized BMW Motorrad dealer.

- Lubricate judder damper elements **2** and install them.



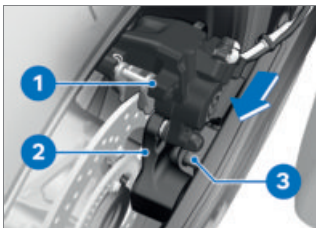
Installation aid

Silicone spray


- Install chain sprocket carrier **1**.

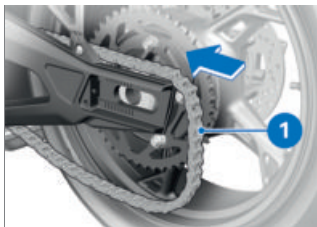


- Roll the rear wheel on the support into the swinging arm.

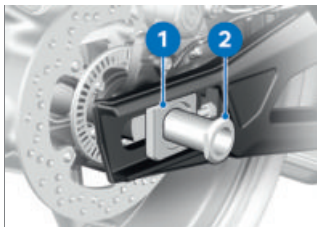


- Insert the brake caliper **1** with brake-caliper support **2** into the guide **3** of the swinging arm.

 Ensure that the brake line and ABS sensor cable are correctly positioned. The brake line and the ABS sensor cable must fit in their guides in order to prevent contact with the rear wheel or exhaust system.



- Roll the rear wheel as far forward as possible and lay the drive chain **1** on the camshaft sprocket.



- Insert the right-hand adjustment plate **1** into the swinging arm.
- Lubricate the quick-release axle **2**.



Lubricant

Optimoly TA

- Raise the rear wheel and install the quick-release axle **2** through the adjustment plate **1** and in the brake

caliper mounting bracket and install the rear wheel.

- Make sure that the quick-release axle **2** makes a positive connection in the adjustment plate **1**.



- Insert the left-hand adjustment plate **1**.
- Install the axle nut **2** with washer, but do not tighten it yet.
- Remove the rear-wheel stand.

**WARNING****Brake pads do not contact the brake disc**

Risk of accident due to delayed braking effect.

- Before driving off, check that the braking effect kicks in without any delay.

- Engage the brakes repeatedly until the brake pads make contact with the discs.
- Adjust chain sag. (→ 214)

## 214 MAINTENANCE

### DRIVE CHAIN

#### Checking chain sag

- Push the motorcycle until the position with the lowest chain sag is reached.
- Park the motorcycle, making sure the ground is level and firm.



- Using a screwdriver, press the chain up in the center between the pinion and camshaft sprocket and measure the chain sag **A**.



Chain sag

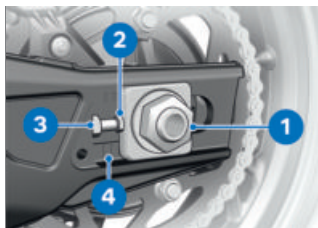
1.8...2 in (45...50 mm) (Motorcycle unloaded on side stand)

If the measured value is outside the approved tolerance:

- Adjust chain sag. (▶▶▶ 214)

#### Adjusting chain sag

- Park the motorcycle, making sure the ground is level and firm.



- Loosen quick-release axle nut **1**.
- Loosen the lock nuts **3** on the left and right.
- Adjust chain sag using adjustment screws **2** on left and right.



#### ATTENTION

#### The rear wheel is crooked due to uneven adjustment of the screws

Increased wear on the rear wheel and chain drive

- Make sure the toe setting is adjusted correctly (same scale value on both sides of the rear wheel swinging arm).
- Make sure that the same scale value **4** is set on the left and right.

- Check chain sag. (➡ 214)
- Tighten the lock nuts **3** on the left and right to the specified torque.



Lock nut of the drive chain tensioning screw

M8

14 lb/ft (19 Nm)

- Tighten quick-release axle nut **1** to the specified torque.



Rear-wheel quick-release axle in swinging arm

M24 x 1.5

Thread-locking compound: mechanical

92 lb/ft (125 Nm)

- Check chain sag. (➡ 214)

## Lubricating the drive chain



### ATTENTION

#### Insufficient cleaning and lubrication of the drive chain

Increased wear

- Clean and lubricate the drive chain regularly.

- Switch off ignition and engage Neutral.
- Clean drive chain with suitable cleaning agent, dry and apply chain lubricant.
- Perform lubrication at shorter intervals after riding in wet

conditions, or after riding in dusty or dirty conditions.



Lubricate drive chain at regular intervals.

min 497 miles (min 800 km)

- To extend and maximize the chain's service life BMW Motorrad recommends using BMW Motorrad chain lubricant or:



Lubricant

Chain spray, O-ring compatible

- Wipe off excess lubricant.

## Caring for and lubricating the low-maintenance drive chain

–with M Endurance chain<sup>OE</sup>



### ATTENTION

#### Insufficient cleaning and lubrication of the drive chain

Increased wear

- Clean and lubricate the drive chain regularly.



The low-maintenance drive chain is cleaned and lubricated in the course of the annual service interval. In the interest of an optimum service life, the low-maintenance chain can be additionally relubricated using a chain lubricant suitable

## 216 MAINTENANCE

for low-maintenance chains. Perform lubrication at shorter intervals if there is an above-average load from riding in salty, dusty or dirty conditions.

- Switch off ignition and engage Neutral.
- Clean drive chain with suitable cleaning agent, dry and apply chain lubricant. To extend and maximize the chain's service life BMW Motorrad recommends using BMW Motorrad chain lubricant or:



Lubricant

Chain spray, O-ring compatible

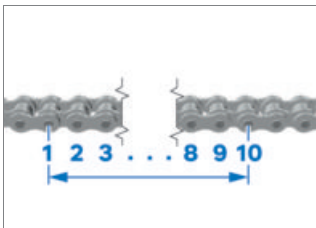
- Wipe off excess lubricant.

### Checking drive chain for wear Requirement

Chain sag is correctly adjusted.

- Park the motorcycle, making sure the ground is level and firm.
- Engage 1st gear.
- Rotate the rear wheel in the riding direction until the drive chain is tensioned.

- Determine drive chain length below the rear wheel swinging arm above the center of 10 rivets at three different locations.

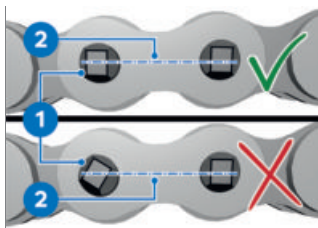


Permissible chain length

max 5.7 in (max 144 mm)  
(measured over the **center** of 10 rivets, drive chain under tension)

If the drive chain has reached the maximum approved length:

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.



- Check to see whether a rivet head **1** has rotated. Rivet heads should be parallel to the centerline of the drive chain **2**.
- Riveting is OK.

If one or more rivet heads has rotated:

- Contact a repair shop, preferably an authorized BMW Motorrad dealer.

## LIGHT SOURCES

### Replacing the LED light source

#### WARNING

#### Overlooking the vehicle in road traffic due to failure of the lighting on the vehicle


Safety risk

- Replace defective lighting as soon as possible. Please contact a repair shop for this purpose, preferably an authorized BMW Motorrad dealer.

All light sources on the vehicle are LED light sources. The service life of the LED light sources is longer than the assumed service life of the vehicle. In case of a faulty LED lamp, contact a repair shop, preferably an authorized dBMW Motorrad dealer.

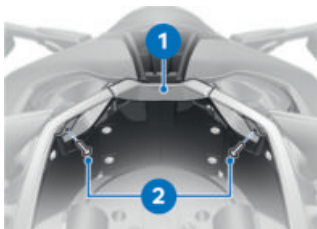
## TRIM PANEL COMPONENTS

### Removing fairing side panel

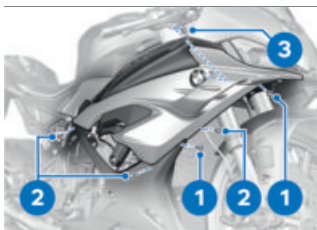
 The work steps described here for the right side trim panel also logically apply to the left side.

## 218 MAINTENANCE

- Park the motorcycle, making sure the ground is level and firm.



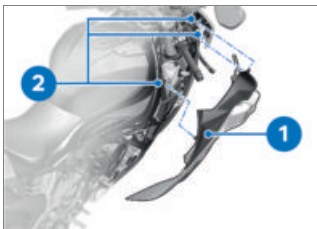
- Remove screws **2**.
- Remove the trim panel component **1**.



- Remove screws **1** (6 mm with collar).
- Remove screws **2** (3 mm with collar).
- Remove screw **3** (9 mm with collar).



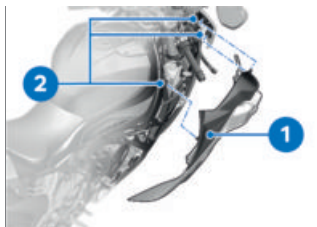
- Bend the engine spoiler **2** down a little, remove the screw **1**.



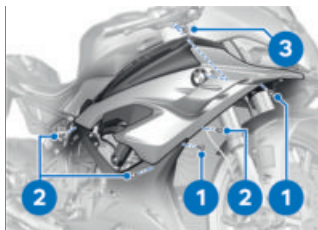
- Detach and remove the fairing side panel **1** from the grommets **2**; to do so, carefully bend the upper section of fairing to the side, if necessary.



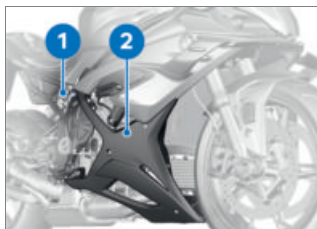
## Install fairing side panel



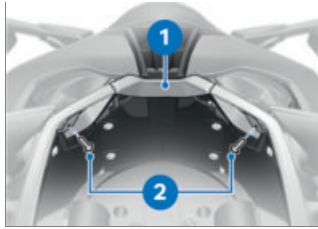
- Insert the fairing side panel **1** into the grommets **2**; to do so, carefully bend the upper section of fairing to the side, if necessary.



- Install screws **1** (0.24 in (6 mm) with collar).
- Install screws **2** (0.12 in (3 mm) with collar).
- Install screw **3** (0.35 in (9 mm) with collar).



- Bend the engine spoiler **2** down slightly and install the screw **1**.



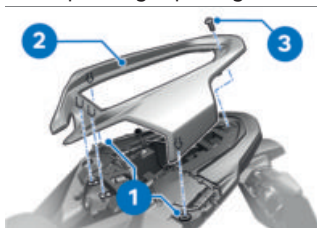
- Attach the trim panel component **1**.
- Install screws **2**.

## Removing the hump trim panel

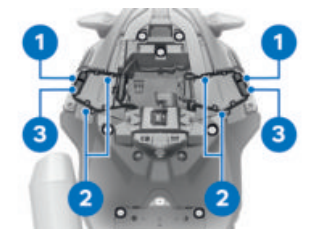
- Remove the rider's seat. (→ 79)
- with passenger package<sup>OE</sup>
- Remove the rear seat. (→ 78)
- Remove the hump cover. (→ 78)

## 220 MAINTENANCE

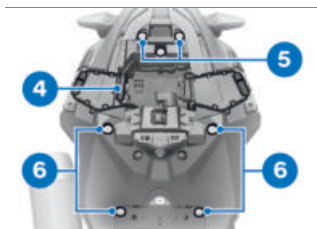
—with passenger package<sup>OE</sup>



- Remove screw **3**.
- Detach and remove the tail section **2** from the grommets **1**.<

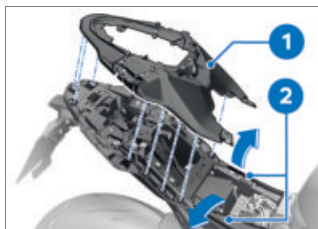


- Remove the cable tie **1**.
- Pull the plug connection with cable **3** out of the holder **2**.



- Unclip the plug connection **4**.

- Remove screws **5** (0.24 in (6 mm) with collar).
- Remove screws **6** (0.12 in (3 mm) with collar).

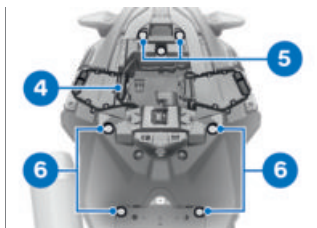


- Carefully unclip the trim **2** in the **arrow direction**.
- Unclip and remove the hump trim panel **1**.

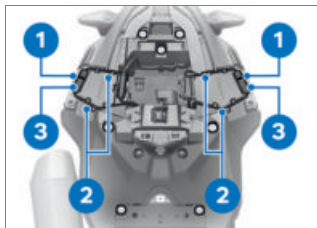
### Installing the hump trim panel



- Attach the hump trim panel **1** and carefully clip it in from back to front.
- Carefully clip in the trim **2** in the **arrow direction**.

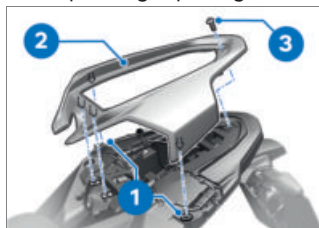


- Install screws **5** (0.24 in (6 mm) with collar).
- Install screws **6** (0.12 in (3 mm) with collar).
- Clip in the plug connection **4**.



- Feed the plug connection with cable **3** into the holder **2**.
- Position the plug connection **3** and install the cable ties **1**.
- » The cable tie lock is in the recess provided for this purpose.

–with passenger package<sup>OE</sup>



- If necessary, lubricate the grommets **1**.
- Insert the tail section **2** into the grommets **1**.
- Install screw **3**.<

–with passenger package<sup>OE</sup>

- Install the passenger seat. (⟶ 79)
- Install the hump cover. (⟶ 78)
- Install the rider's seat. (⟶ 79)

## JUMP-STARTING

### CAUTION

**Touching live parts of the ignition system when the engine is running**

Electrocution

- Do not touch parts of the ignition system when the engine is running.



### ATTENTION

#### Contact between crocodile clips of jump leads and motorcycle

Danger of short circuit

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



### ATTENTION

#### Jump-starting with a voltage higher than 12 V

Damage to the motorcycle's electronics

- The battery of the donor vehicle must not exceed a voltage of 12 V.
- Park the motorcycle, making sure the ground is level and firm.
- Do not disconnect battery from onboard electrical system for jump-starting procedure.
- Remove the rider's seat. (▶▶▶ 79)
- Run the engine of the donor vehicle during the jump-starting procedure.
- Begin by clamping one end of the red jumper cable to the positive terminal of the drained battery and clamping

the other end to the positive terminal of the donor battery.

- Clamp the black jumper cable first to the donor battery's negative terminal and then to the drained battery's negative terminal.
- Start the engine of the vehicle with the empty battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt to start the engine to protect the starter motor and the donor battery.



To start the engine, do not use start sprays or similar items.

- Allow both engines to idle for a few minutes before disconnecting jumper cables.
- Disconnect the jumper cable from the negative terminal first, then from the positive terminal.
- Install the rider's seat. (▶▶▶ 79)

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## BATTERY

### Maintenance instructions

Correct upkeep, recharging and storage will prolong the service life of the battery and are essential for recognition of warranty claims.

To maximize battery service life, observe the following points:

- 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.



Battery design

Lithium-ion, maintenance-free



### ATTENTION

#### Discharging of the connected battery by the vehicle electronics (e.g. clock)

Total discharge of battery leading to a rejection of warranty claims

- During riding breaks of more than 4 weeks, connect a trickle-charger to the battery.

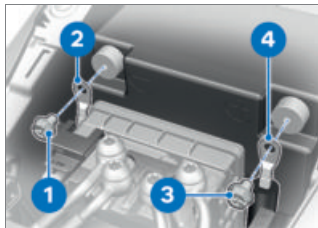


BMW Motorrad has developed a trickle-charger specially designed for compatibility with the electronics of the motorcycle. This device can

be used to keep the battery charged during long periods when the motorcycle is not being used even while the battery is connected to the motorcycle. For more information, contact an authorized BMW Motorrad dealer.

#### Disconnecting battery from vehicle

- Park the motorcycle, making sure the ground is level and firm.
- Remove the rider's seat. (→ 79)
- with anti-theft alarm system (DWA)<sup>OE</sup>
- Turn off the DWA if it is turned on.◁



### ATTENTION

#### Incorrect battery disconnection

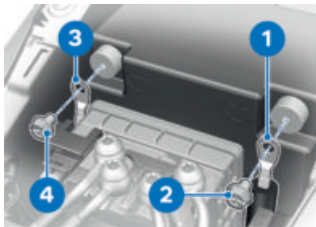
Danger of short circuit

- Follow the disconnection sequence.

## 224 MAINTENANCE

- Remove the screw **1**, take off the negative battery cable **2** and push it forward.
- Remove the screw **3** and take off the positive battery cable **4**.

### Connecting battery to vehicle



### ATTENTION

#### Incorrect battery connection

Danger of short circuit

- Follow the installation sequence.
  - Position the positive battery cable **1** and install the screw **2**.
  - Position the negative battery cable **3** and install the screw **4**.
  - Install the rider's seat. (▮▮▮ 79)
- with anti-theft alarm system (DWA)<sup>OE</sup>
- Turn on the DWA if necessary.



### Charging the battery

- Disconnecting battery from motorcycle. (▮▮▮ 223)
- Charge battery using a suitable charger.
- Comply with operating instructions of charger.
- Once battery is fully charged, disconnect charger's terminal clips from battery terminals.



In the case of longer periods when the motorcycle is not being used, the battery must be recharged regularly. See the instructions for caring for your battery. Always fully recharge the battery before returning it to use.

- Connecting battery to vehicle (▮▮▮ 224)

### Removing battery


- Remove the rider's seat. (▮▮▮ 79)
- Disconnecting battery from motorcycle. (▮▮▮ 223)

–with intelligent emergency call<sup>OE</sup>

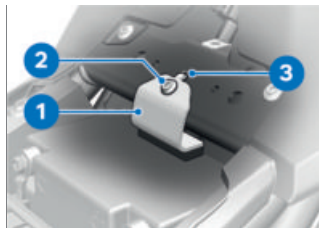


- Remove screw **2**.
- Remove the battery carrier **1**; while doing so, pay attention to the lug **3**.◀
- Lift the battery up and out, using tilting movements if the movement is stiff.

### Installing the battery

-  If the vehicle has been disconnected from the battery for a long time, the current date must be reset to make sure the service display is working properly.
- Place the battery in the battery compartment, with the positive terminal on the left in the driving direction.

–with intelligent emergency call<sup>OE</sup>



- Attach the battery carrier **1**; while doing so, insert the lug **3** into the hole.
- Install screw **2**.◀
- Connecting battery to vehicle (▮▮▮▮▶ 224)
- Install the rider's seat. (▮▮▮▮▶ 79)
- Configure system settings. (▮▮▮▮▶ 91)

## FUSES

### Replacing fuses

- Turn off the ignition.
- Remove the rider's seat. (▮▮▮▮▶ 79)



### ATTENTION

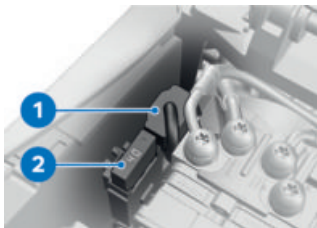
#### Bypassing defective fuses

Risk of short circuit and fire


- Do not bypass defective fuses.
- Replace defective fuses with new fuses.

## 226 MAINTENANCE

- Consult the fuse assignment diagram and replace the defective fuse.

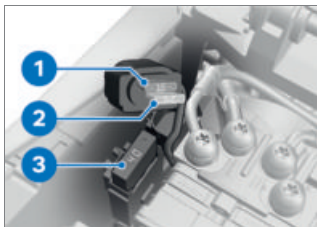


- Pull the faulty fuse **2** up and out of the slot.
- To replace the two fuses of the fuse box **1**, pull the fuse box up and out of its holder. For this purpose, press in the snap-in lugs on the fuse box on the left and right.

 If the fuses are faulty frequently, have the electrical system checked by a repair shop, preferably an authorized BMW Motorrad dealer.

- Install the fuse box **1** in the holder.
- Install the rider's seat. (▶▶▶ 79)

### Fuse layout



- 1** 15 A  
Instrument cluster  
Anti-theft alarm system (DWA)  
Ignition lock  
Diagnostic connector
- 2** 7.5 A  
Multifunction switch, left  
Tire Pressure Monitor (TPM)
- 3** 40 A  
Alternator regulator



## DIAGNOSTIC CONNECTOR

### Detaching the diagnostic connector



#### CAUTION

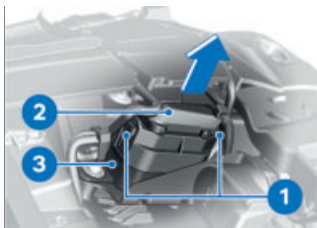
#### Incorrect procedure when disconnecting the diagnostic socket for onboard diagnosis

Vehicle experiences malfunctions

- Do not have the diagnostic socket disconnected except during BMW Motorrad service by a repair shop or other authorized persons.
- Have work carried out by appropriately trained personnel.
- Observe the specifications of the vehicle manufacturer.

–with passenger package<sup>OE</sup>

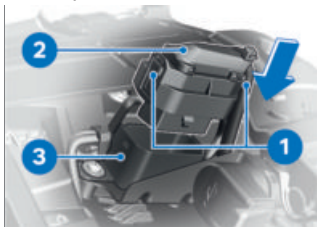
- Remove the rear seat. (▮▮▮▮ 78)
- Remove the hump cover. (▮▮▮▮ 78)



- Press locking mechanisms **1**.
- Detach the diagnostic socket **2** from the holder **3**.
- » The interface for the diagnostics and information system can be connected to the diagnostic connector **2**.

#### Fastening the diagnostic connector

- Disconnect the interface for the diagnostics and information system.



- Insert the diagnostic socket **2** into the holder **3**.
- » The locks **1** snap in.
- with passenger package<sup>OE</sup>
- Install the passenger seat. (▮▮▮▮ 79)

## 228 MAINTENANCE

- Install the hump cover.

( 78)



# ACCESSORIES

11

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<b>GENERAL NOTES</b>	<b>232</b>
<b>CONNECTOR FOR OPTIONAL ACCESSORIES</b>	<b>232</b>
<b>USB CHARGING SOCKET</b>	<b>234</b>

### GENERAL NOTES



#### CAUTION

#### Use of products from other manufacturers

##### 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 motorcycles without constituting a safety hazard. Nor is this guarantee provided when the official approval of a specific country has been granted. Tests conducted by these instances cannot make provision for all operating conditions experienced by BMW motorcycles and, consequently, they are not sufficient in some circumstances.
- Use only parts and accessories approved by BMW for your motorcycle.

The safety, function and suitability of the parts and accessory products have been thoroughly tested by BMW. Therefore, BMW assumes responsibility for these products. BMW shall not be held liable for un-

approved parts and accessory products of any kind.

Comply with the legal requirements for any modifications.

Consult the road traffic licensing regulations of your country.

Your authorized

BMW Motorrad dealer

offers you qualified advice for choosing original BMW parts, accessories and other products.

More information on the topic of accessories is available at:

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

### CONNECTOR FOR OPTIONAL ACCESSORIES

#### Equipment

The vehicle is equipped with the following connectors for special and racing accessories:

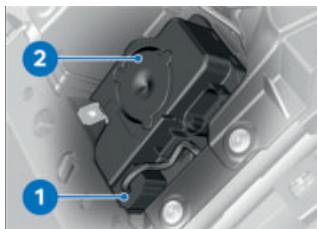
- Spring travel sensor
- M data logger
- Optional accessory

### Under left-hand fairing side panel



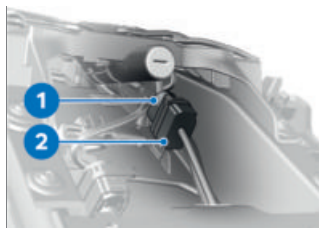
- 1 Plug for special and racing accessories:  
Power supply and LIN  
Spring travel sensor for front forks (racing accessory)

### Under the hump trim panel —with anti-theft alarm system (DWA)<sup>OE</sup>



- 1 Connector for DWA and M data logger
- 2 DWA

### Under the hump cover —without anti-theft alarm system (DWA)<sup>OE</sup>



- 1 Terminating resistor
- 2 Connector for DWA and M data logger

### Under the hump cover




- 1 Connector for optional accessories at the rear


### Mounting special and racing accessories Requirement

To access connectors, remove respective fairing side panel, passenger seat and/or hump cover.

## 234 ACCESSORIES

- Remove the fairing side panel with engine spoiler. (▣▣▣▣ 218)
  - with passenger package<sup>OE</sup>
- Remove the rear seat. (▣▣▣▣ 78)
- Remove the hump cover. (▣▣▣▣ 78)
- Unlock cover cap or terminating resistor and pull off connector.
- Mount special or racing accessories.

 Observe installation instructions of special or racing accessories.

 So that the wiring harness can be correctly positioned and the wiring harnesses with the connectors are not routed under tension, the cable times must not be tightened until the end.



### ATTENTION

#### Penetration of dirt and moisture in the open connector

##### Malfunctions

- Remount cover cap or terminating resistor after removing connector.
- After removal of accessories: Refit the cover cap or terminating resistor.

- Install fairing side panel. (▣▣▣▣ 219)
  - with passenger package<sup>OE</sup>
- Install the passenger seat. (▣▣▣▣ 79)
- Install the hump cover. (▣▣▣▣ 78)
- Install the hump trim panel. (▣▣▣▣ 220)

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### USB CHARGING SOCKET

#### Notes about use

#### Charge current

This is a 5 V USB charging socket providing a maximum charge current of 2.4 A.

#### Automatic shutoff

The USB charging socket is automatically switched off under the following conditions:

- If the battery voltage is too low to retain the starting capability of the vehicle.
- If the maximum load capacity specified in the technical data is exceeded.
- During the starting procedure.

#### Connecting electrical devices

The ignition must be switched on before electrical devices connected to the USB charging socket can be operated. To relieve the electrical system, the USB charging connectors are



turned off 60 seconds after the ignition has been turned off.

To protect against water and vibrations, BMW Motorrad recommends the use of the BMW Motorrad smartphone protective sleeve.

When no device is connected, the cover of the USB charging socket should be closed to prevent contamination.

### **Cable layout**

When routing the cables, ensure that the cables cannot get jammed.

**CARE**

**12**

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<b>CARE PRODUCTS</b>	<b>238</b>
<b>WASHING THE VEHICLE</b>	<b>238</b>
<b>CLEANING SENSITIVE VEHICLE PARTS</b>	<b>239</b>
<b>CARE OF PAINTWORK</b>	<b>240</b>
<b>PAINT PRESERVATION</b>	<b>241</b>
<b>STORING THE MOTORCYCLE</b>	<b>241</b>
<b>PUTTING THE MOTORCYCLE INTO OPERATION</b>	<b>241</b>

## CARE PRODUCTS

### ATTENTION

#### **Use of unsuitable cleaning and care agents**

Damage to motorcycle parts

- Do not use any solvents such as nitro thinners, cold cleaners, fuel or similar, and do not use cleaning agents that contain alcohol.

### ATTENTION

#### **Use of highly acidic or alkaline cleaning agents**

Damage to motorcycle parts

- Observe the dilution ratio on the packaging of the cleaning agents.
- Do not use highly acidic or alkaline cleaning agents.

BMW Motorrad recommends that you use cleaning and care products available at your authorized BMW Motorrad dealer. BMW Care Products have been materials tested, lab-tested, and field tested and provide optimum vehicle care and protection for the materials used in your vehicle.

## WASHING THE VEHICLE

### WARNING

#### **Wet brake disks and brake pads after washing the vehicle, after water passages or in rain**

Decreased braking effect, risk of accident

- Brake early until the brake disks and brake pads have dried off on their own or through braking.

### ATTENTION

#### **Damage caused by high water pressure from high-pressure cleaners or steam-jet devices**

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

- Exercise caution when using high-pressure or steam-jet devices.

BMW Motorrad recommends that you use BMW Insect Remover to soften and wash off insects and stubborn dirt from painted parts before washing the motorcycle.

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

Regularly clean the fork tubes of contamination.

Make sure that the vehicle is washed more frequently, especially during the winter months and when riding on salted roads.




### ATTENTION

#### Increased effect of salt caused by warm water

Corrosion

- Only use cold water to remove salt deposits.

To remove salt deposits, clean the vehicle and any add-on parts with cold water immediately after completion of every trip.

 After rides in the rain, in high humidity and after the vehicle is washed, condensation can form inside the headlight. During this process, the headlight can become foggy for a while. If moisture accumulates in the headlight on an ongoing basis, contact a

repair shop, preferably an authorized BMW Motorrad dealer.

## CLEANING SENSITIVE VEHICLE PARTS

### Plastics



### ATTENTION

#### Use of unsuitable cleaning agents

Damage to plastic surfaces

- Do not use abrasive cleaners or cleaners containing alcohol or solvents.
- Do not use insect sponges or sponges with a hard surface.

Clean plastic components with water and BMW plastic care emulsion. This includes in particular:

- Windshields and wind deflectors
- Headlight diffusers made of plastic
- Glass cover of the instrument cluster
- Black, unpainted parts



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

## 240 CARE

### Carbon parts

Clean the carbon parts with water and a microfiber cloth.

### TFT display

Clean the TFT display with warm water and detergent. Then dry with a clean cloth, e.g. a paper towel.

### Chrome

Carefully clean chrome parts with plenty of water and motorcycle cleaner of the BMW Care Products series. This is particularly important in case of exposure to salt.

For additional treatment, use BMW Motorrad high-gloss 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

- When cleaning, ensure that the cooler fins are not bent.

### Rubber



### ATTENTION

#### Use of silicone sprays for care of rubber seals

Damage to rubber seals

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

Treat rubber parts with water or BMW rubber care product.

### CARE OF PAINTWORK

Washing the motorcycle regularly will help counteract the long-term effects of substances that damage the paint, especially if your motorcycle is ridden in areas with high air pollution or natural sources of dirt, such as tree resin or pollen. However, remove particularly aggressive substances immediately; otherwise changes in the paint or discoloration may occur. These include spilled fuel, oil, grease and brake fluid as well as bird droppings. It is recommended to use BMW Motorrad solvent cleaner and then apply BMW Motorrad high-gloss polish to preserve the paint.

Contaminants on the paint surface are particularly easy to see

after washing the vehicle. Remove this type of dirt immediately with cleaning benzene or ethyl alcohol on a clean cloth or cotton ball. BMW Motorrad recommends removing tar stains with BMW tar remover. Then add a protective wax coating to the paint at these locations.



### ATTENTION

#### Paint damage from metal polish

Risk of damage

- Do not treat paints and chrome lacquers with metal polish.

### PAINT PRESERVATION

Apply a preservative when water fails to bead up on the painted surface.

BMW Motorrad recommends BMW Motorrad high gloss polish or agents that contain carnauba or synthetic wax for paint preservation.



Chrome lacquer must not be preserved with chrome polish.

Only use the agents recommended by BMW Motorrad.

### STORING THE MOTORCYCLE

- Completely fill the motorcycle's fuel tank.



Fuel additives clean the fuel injection system and the combustion area. Fuel additives should be used when refueling with low-quality fuels or during longer stationary periods. Your authorized BMW Motorrad dealer can provide you with more detailed information.

- Clean the motorcycle.
- Remove battery. (➡ 224)
- Spray the brake lever and clutch lever as well as side stand pivots with a suitable lubricant.
- Coat bare metal and chrome-plated parts with an acid-free grease, e.g. Vaseline®.
- Park motorcycle in a dry room, raising it to relieve both wheels.

### PUTTING THE MOTORCYCLE INTO OPERATION

- Remove the protective wax coating.
- Clean the motorcycle.
- Install the battery. (➡ 225)

# **TECHNICAL DATA**

**13**



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<b>TROUBLESHOOTING CHART</b>	<b>244</b>
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## 244 TECHNICAL DATA

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### TROUBLESHOOTING CHART

Engine does not start at all or is very difficult to start.

Possible cause	Remedy
Side stand extended and gear engaged	Fold in side stand.
Gear engaged and clutch not operated	Place transmission in neutral or disengage clutch.
No fuel in tank	Refueling procedure. (▶▶▶ 138)
Battery drained	Charge battery. (▶▶▶ 224)
Overheating protection for starter motor has activated. Starter motor can only be actuated for a limited period.	Leave the starter motor to cool down for around 1 minute until it becomes available again.

Bluetooth connection is not established.

Possible cause	Remedy
Necessary pairing steps were not performed.	Refer to the operating instructions of the communication system for the necessary steps for pairing.
The communication system is not connected automatically despite successful pairing.	Switch off the communication system of the helmet and connect again after one to two minutes.
Too many Bluetooth devices are stored in the helmet.	Delete all pairing entries in the helmet (see the operating instructions of the communication system).
There are additional vehicles with Bluetooth-capable devices nearby.	Avoid simultaneous pairing with multiple vehicles.

---

Bluetooth connection is disrupted.

<b>Possible cause</b>	<b>Remedy</b>
Bluetooth connection to the mobile end device is interrupted.	Switch off energy saving mode.
Bluetooth connection to the helmet is interrupted.	Switch off the communication system of the helmet and connect again after one to two minutes.
Volume in the helmet cannot be adjusted.	Switch off the communication system of the helmet and connect again after one to two minutes.

Phone book is not displayed in the TFT display.

<b>Possible cause</b>	<b>Remedy</b>
Phone book was has not yet been transferred to the vehicle.	Confirm the transfer of telephone data (☰➔ 102) during pairing on the mobile terminal.

Active route guidance is not displayed in the TFT display.

<b>Possible cause</b>	<b>Remedy</b>
Navigation from the BMW Motorrad Connected App was not transferred.	Call up the BMW Motorrad Connected App on the connected mobile end device before riding.
Route guidance cannot be started.	Ensure that there is a data connection to the mobile end device and check the map data on the mobile end device.

## 246 TECHNICAL DATA

### THREADED CONNECTIONS

Frame	Value	Valid
<b>Positioning of bushing, swinging arm pivot point in the main frame right</b>		
M6 x 26.7	4 lb/ft (5 Nm)	
<b>Positioning of bushing, swinging arm pivot point in the main frame left</b>		
M6 x 12	6 lb/ft (8 Nm)	
<b>Swing axle on frame</b>		
M27 x 1.25	Tightening torque, 11 lb/ft (15 Nm)	
	Loosening, 120°	
	Tightening torque, 4 lb/ft (5 Nm)	
<b>Nut on swing axle</b>		
M18 x 1.5, Replace nut mechanical	74 lb/ft (100 Nm)	
<b>Nut for bushing, swinging arm pivot point on frame</b>		
M36 x 0.75, Renew nut Loctite 270, high-strength	52 lb/ft (70 Nm)	

Front wheel	Value	Valid
<b>Quick-release axle in threaded bush</b>		
M24 x 1.5	37 lb/ft (50 Nm)	
<b>Clamping bolts in subframe</b>		
M8 x 35	<b>Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time</b>	
	14 lb/ft (19 Nm)	
<b>Radial brake caliper in axle mount</b>		
M10 x 65	28 lb/ft (38 Nm)	
Rear wheel	Value	Valid
<b>Lock nut of the drive chain tensioning screw</b>		
M8	14 lb/ft (19 Nm)	
<b>Rear-wheel quick-release axle in swinging arm</b>		
M24 x 1.5 mechanical	92 lb/ft (125 Nm)	
<b>Swinging-arm adapter on rear wheel swinging arm</b>		
M8 x 30	15 lb/ft (20 Nm)	

## 248 TECHNICAL DATA

Rear wheel	Value	Valid
<b>Screw on adjustment ring</b>		
M5 x 16	4 lb/ft (6 Nm)	—without Dynamic Damping Control (DDC) <sup>OE</sup>
<b>Spring strut on the relay lever</b>		
M12 x 75 - 10.9 micro-encapsulated	74 lb/ft (100 Nm)	
<b>Clamping bolt on adjustment strut</b>		
M6 x 25	6 lb/ft (8 Nm)	
<b>Mirrors</b>	<b>Value</b>	<b>Valid</b>
<b>Mirror on front panel carrier</b>		
M6, Replace nut mechanical	6 lb/ft (8 Nm)	
<b>Cover for mirror attachment</b>		
M6 x 25	2 lb/ft (3 Nm)	
<b>Footrest system</b>	<b>Value</b>	<b>Valid</b>
<b>Screw connection for footrest adjustment</b>		
M8 x 40 mechanical	15 lb/ft (20 Nm)	—with Billet pack <sup>OE</sup>

<b>Footrest system</b>	<b>Value</b>	<b>Valid</b>
<b>Clamping bolt for rider footrest</b>		
M8 x 25 mechanical	15 lb/ft (20 Nm)	-with Billet pack <sup>OE</sup>
<b>Foot plate on foot-brake lever</b>		
M6 x 20 micro-encapsulated	7 lb/ft (10 Nm)	-with Billet pack <sup>OE</sup>
<b>Folding foot plate</b>		
M6 x 16	7 lb/ft (10 Nm)	-with Billet pack <sup>OE</sup>

<b>License-plate carrier on rear frame</b>	<b>Value</b>	<b>Valid</b>
<b>License-plate carrier on rear frame</b>		
M5 x 25, without flange	1 lb/ft (2 Nm)	

<b>Gearshift rod on gearshift lever</b>	<b>Value</b>	<b>Valid</b>
<b>Shift rod on gearshift lever</b>		
M6 x 20, Replace bolt micro-encapsulated	6 lb/ft (8 Nm)	

## 250 TECHNICAL DATA

### FUEL

Recommended fuel quality	Premium unleaded (93) (max. 5 % ethanol, E5) 91 AKI (98 ROZ/RON) 93 AKI
Alternative fuel quality	Premium unleaded (91; restrictions with regard to power and fuel consumption) (max. 10 % ethanol, E10) 89 AKI (95 ROZ/RON) 90 AKI
Usable fuel quantity	Approx. 4.5 gal (Approx. 17 l)
Fuel reserve	Approx. 1.1 gal (Approx. 4 l)
Fuel consumption	37 mpg (6.4 l/100 km), in accordance with WMTC
CO2 emissions	149 g/km, In accordance with WMTC
Emission standard	TIER 2, measured in accordance with FTP75



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**ENGINE OIL**

Engine oil, capacity	Approx. 1.1 gal (Approx. 4.0 l), with filter replacement
Specification	SAE 5W-40, API SJ/ JASO MA2, Additives (for instance, molybdenum-based substances) are prohibited, because they would attack the coatings on engine components, BMW Motorrad recommends BMW Motorrad ADVANTEC Ultimate oil.
Engine oil, quantity for topping up	max 1.4 quarts (max 1.3 l), Difference between <b>MIN</b> and <b>MAX</b>

**BMW recommends**  **ADVANTEC**  
ORIGINAL BMW ENGINE OIL

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**COOLANT**

Coolant top-up quantity	0.2 quarts (0.15 l), Difference between <b>MIN</b> and <b>MAX</b> 2.5 quarts (2.4 l), Entire coolant circuit FROSTOX HT-12, Coolant
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**ENGINE**

Engine number location	Lower part of crankcase, right
Engine type	A10A10C
Engine design	Oil-cooled and water-cooled 4-cylinder 4-stroke in-line engine, four valves per cylinder
Displacement	999 cc (999 cm <sup>3</sup> )
Compression ratio	13.3:1

## 252 TECHNICAL DATA

Nominal capacity	202 hp (151 kW), at RPM: 13000 min <sup>-1</sup>
-with Torque optimized calibration <sup>OE</sup>	177 hp (132 kW), at RPM: 11500 min <sup>-1</sup>
Torque	83 lb/ft (113 Nm), at RPM: 11000 min <sup>-1</sup>
Maximum engine speed	max 14600 min <sup>-1</sup>
Idle speed	1270 <sup>±50</sup> min <sup>-1</sup> , Engine at operating temperature

### CLUTCH

Clutch design	Multiple-disc oil bath (anti-hopping) with self-reinforcement
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### TRANSMISSION

Transmission design	Claw-shifted 6-speed transmission integrated in engine housing
Transmission gear ratios	1.652 (76:46 teeth), Primary gear ratio 2.647 (45:17 teeth), 1st gear 2.091 (46:22 teeth), 2nd gear 1.727 (38:22 teeth), 3rd gear 1.500 (33:22 teeth), 4th gear 1.360 (34:25 teeth), 5th gear 1.261 (29:23 teeth), 6th gear

**REAR-WHEEL DRIVE**

Chain sag	1.8...2 in (45...50 mm), Motorcycle unloaded on side stand
Permissible chain length	max 5.7 in (max 144 mm), measured over the <b>center</b> of 10 rivets, drive chain under tension
Number of teeth of rear-wheel drive (Pinion/sprocket)	17:46
Secondary gear ratio	2.706

**FRAME**

Location of type plate	Frame at front right on steering head
Location of the vehicle identification number	Frame at front right on steering head

**RUNNING GEAR****Front wheel**

Type of front suspension	Upside down telescopic forks, diameter of 45 mm, adjustable spring preload, rebound and compression stage
-with Dynamic Damping Control (DDC) <sup>OE</sup>	Upside-down telescopic forks, diameter of 45 millimeters, DDC electronically adjusted, spring preload adjustable, damper range electronically customizable
Spring travel, front	4.7 in (120 mm), on front wheel

## 254 TECHNICAL DATA

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### Rear wheel

Type of rear-wheel guide	Two-arm aluminum swinging arm
Spring travel, rear	4.6 in (118 mm), on rear wheel

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### BRAKES

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#### Front wheel

Type of front wheel brake	Two-rotor disk brake, diameter 320 mm, 4-piston fixed caliper
Front brake pad material	Sintered metal
Front brake disc thickness	0.18 in (4.5 mm), New condition min 0.16 in (min 4.0 mm), Wear limit
-with M carbon wheels <sup>OE</sup> or -with M forged wheels <sup>OE</sup>	0.22 in (5.5 mm), New condition min 0.2 in (min 5 mm), Wear limit
-with M carbon wheels <sup>OE</sup> or -with M forged wheels <sup>OE</sup>	0.22 in (5.5 mm), New condition min 0.18 in (min 4.5 mm), Wear limit
Free travel of brake actuation (Front wheel brake lever)	0.2...0.6 in (5.2...15.2 mm), At the outer end of the standard handlebar lever

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<b>Rear wheel</b>	
Type of rear wheel brake	Single-disc brake, diameter 220 mm, 1-piston floating caliper
Rear brake pad material	Organic
Rear brake disc thickness	0.2 in (5 mm), New min 0.18 in (min 4.5 mm), Wear limit
Blow-by clearance of foot-brake lever	0.08...0.12 in (2...3 mm), between footbrake lever and footrest plate

## **WHEELS AND TIRES**

Speed category of front/rear tires	W, minimum requirement: 168 mph (270 km/h)
<b>Front wheel</b>	
Front-wheel rim size	3.50" x 17"
Front tire designation	120/70 ZR 17
Load index for front tire	At least 58
Permissible front-wheel imbalance	max 0.2 oz (max 5 g)
<b>Rear wheel</b>	
Rear-wheel rim size	6.0" x 17"
Rear tire designation	190/55 ZR 17
-with M carbon wheels <sup>OE</sup>	200/55 ZR 17
-with M forged wheels <sup>OE</sup>	200/55 ZR 17
Load index for rear tire	At least 75
Permissible rear-wheel imbalance	max 0.2 oz (max 5 g)

## 256 TECHNICAL DATA

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### Tire pressure

Front tire pressure	36.3 psi (2.5 bar), with tire cold
Rear tire pressure	42.1 psi (2.9 bar), with tire cold

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### ELECTRICAL SYSTEM

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#### Fuses

Main fuse	40 A, Alternator regulator, cut-off relay, BCL, BMS-O, ABS, SAF
Fuse 1	15 A, DWA, OBD, ignition switch, instrument cluster
Fuse 2	7.5 A, Multifunction switch on left, RDC control unit, sensor box

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#### Battery

Battery design	Lithium-ion, maintenance-free
Battery voltage	12 V
Battery capacity	5 Ah

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#### Spark plugs

Spark plugs, manufacturer and designation	NGK LMAR9FI-10G
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#### Light sources

All light sources	LED
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**DIMENSIONS**

Motorcycle length	81.6 in (2073 mm), over rear wheel
Motorcycle height	47.4 in (1205 mm), across mirrors at DIN unladen weight 47.4 in (1205 mm), Without mirror and with DIN unladen weight
Motorcycle width	33.4 in (848 mm), with mirrors 29.1 in (740 mm), over handlebar weights
Front-seat height	32.8 in (832 mm), without rider, at DIN unloaded vehicle weight
Rider's inside-leg arc, heel to heel	72.6 in (1845 mm), without rider, at DIN unloaded vehicle weight

**WEIGHTS**

Unloaded vehicle weight	434 lbs (197 kg), DIN unloaded vehicle weight, ready for road, fuel tank 90% full, without OE
Gross vehicle weight	897 lbs (407 kg)
Maximum payload	463 lbs (210 kg)
-with M package <sup>OE</sup> -with M carbon wheels <sup>OE</sup>	467 lbs (212 kg)
-with M package <sup>OE</sup> -with M forged wheels <sup>OE</sup>	467 lbs (212 kg)

## 258 TECHNICAL DATA

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### PERFORMANCE DATA

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Maximum speed	>124 mph (>200 km/h)
-with Torque optimized calibration <sup>OE</sup>	183 mph (295 km/h)

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**SERVICE**

**14**

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<b>REPORTING SAFETY DEFECTS</b>	<b>262</b>
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### REPORTING SAFETY DEFECTS

If you think that your vehicle has a fault which may cause an accident, injury or death, you must inform the NHTSA (National Highway Traffic Safety Administration) immediately and BMW of North America, LLC.

If the NHTSA receives other similar complaints, it may open an investigation. If it finds that a safety defect exists in a group of vehicles, the NHTSA may order the manufacturer to perform a recall and remedy campaign. However, the NHTSA cannot become involved in individual problems between you, your authorized BMW Motorrad dealer or BMW of North America, LLC.

You can contact the NHTSA by calling 1-888-327-4236 to reach the Vehicle Safety Hotline (Teletypewriter TTY for the hearing impaired: 1-800-424-9153) for free, by visiting the website at <http://www.safercar.gov> or by writing to Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Further information on vehicle safety is available at the following website: <http://www.safercar.gov>.

Canadian customers who wish to report a safety-related defect to Transport Canada, Defect Investigations and Recalls may call the toll-free hotline 1-800-333-0510. You can also obtain other information about vehicle safety from <http://www.tc.gc.ca/road-safety>.

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## BMW MOTORRAD SERVICE

With its worldwide dealer network, BMW Motorrad can attend to you and your motorcycle in over 100 countries around the globe. Authorized BMW Motorrad dealers have the technical information and expertise needed to reliably conduct all preventive maintenance and repair procedures on your BMW.

You will find the nearest authorized BMW Motorrad dealer at our website: [bmw-motorrad.com](http://bmw-motorrad.com).



### WARNING

#### **Improperly performed preventive maintenance and repair procedures**

Risk of accident due to subsequent damage

- BMW Motorrad recommends having corresponding work performed on the motorcycle by a repair shop, preferably by an authorized BMW Motorrad dealer.

To ensure that your BMW is always in optimum condition, BMW Motorrad recommends that you comply with the maintenance intervals specified for your motorcycle.

Have all preventive maintenance and repair procedures confirmed in the Service chapter in this manual. Documented proof of scheduled preventive maintenance is essential for generous treatment of claims submitted after the warranty period has expired (goodwill).

You can obtain information on the contents of the BMW Motorrad Services from your authorized BMW Motorrad dealer.

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## BMW MOTORRAD SERVICE HISTORY

### Entries

Maintenance work that has been performed is recorded in the diagnostics and information system. Like a Service Booklet, these entries provide proof of regular preventive maintenance. If an entry is made in the vehicle's service history, service-related data is stored on the central IT systems that can be accessed via BMW.

## 264 SERVICE

When there is a change in vehicle owner, the data entered in the electronic Service History can also be viewed by the new vehicle owner. An authorized BMW Motorrad dealer or repair shop can view the data entered in the service history.

### Objection

At an authorized BMW Motorrad dealer or repair shop, the vehicle owner can object to the entry of data in the service history with the related storage of data in the vehicle and the transfer of data to the vehicle manufacturer during his time as the vehicle owner. In this case, no entry is made in the vehicle's electronic Service History.

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### 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 Roadside Assistance, breakdown service, vehicle recovery service).

Contact your authorized BMW Motorrad dealer for

additional information on available mobility services.

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### MAINTENANCE WORK

#### BMW pre-delivery check

The BMW pre-delivery check is carried out by your authorized BMW Motorrad dealer before it turns the vehicle over to you.

#### BMW break-in service

The BMW run-in check must be carried out between 300 mi (500 km) and 750 mi (1200 km).

#### BMW Motorrad Service

BMW Motorrad service is carried out once a year. The scope of the services performed may be dependent on the age of the vehicle and the distance covered. Your authorized BMW Motorrad dealer confirms that the service has been performed and enters the date for the next service. For riders with a high annual distance traveled, it may be necessary to come in for service before the entered date. In these cases, a corresponding maximum distance covered will also be entered in the confirmation of service. If this distance covered is reached before the next service

appointment, service must be performed sooner.

The service display in the display reminds you of the approaching service appointment approx. one month or 620 mi (1000 km) before the entered values.

More information on the topic of service is available at:

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

The required scope of maintenance work for your vehicle can be found in the following maintenance schedule. The listed repair procedures are due at the respective specified mileage levels or the specified time intervals.

## 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	X	X	X	X	X	X	X	X	X	X <sup>a</sup>	
3		X	X	X	X	X	X	X	X	X	X	X <sup>a</sup>	
4				X			X			X			
5				X			X			X			
6				X			X			X			
7		X	X	X	X	X	X	X	X	X	X		
8				X			X			X			
9												X <sup>b</sup>	X <sup>b</sup>

- 1 BMW Motorrad break-in inspection (including oil and oil filter change)
- 2 Standard scope of BMW Motorrad service
- 3 Engine oil change with filter
- 4 Check valve clearance
- 5 Check valve timings
- 6 Replace all spark plugs
- 7 Replace the air filter insert
- 8 Oil change in the telescopic forks
- 9 Change brake fluid in the entire system

<sup>a</sup> Annually or every 6000 mi (10000 km) (whichever comes first)

<sup>b</sup> At first after one year, then every two years



---

## **BMW MOTORRAD BREAK-IN SERVICE**

### **BMW Motorrad break-in service**

The BMW Motorrad break-in service repair procedures are listed below. The actual scope of maintenance required for your vehicle may differ.

- Set the service date and remaining distance using the BMW Motorrad diagnostic system
- Deleting the break-in RPM limitation with the BMW Motorrad diagnostic system
- Performing the vehicle test using the BMW Motorrad diagnostic system
- Engine oil change with filter
- Check the clutch cable and clutch lever play
- Checking the front wheel brake fluid level
- Checking the rear wheel brake fluid level
- Checking the coolant level
- Checking chain sag
- Checking the tire pressure and tread depth
- Checking the lighting and signal system
- Functional check for engine starting suppression
- Final inspection and road safety check
- Performing the vehicle test using the BMW Motorrad diagnostic system
- Confirming the BMW Motorrad service in the vehicle literature

## MAINTENANCE CONFIRMATIONS

### BMW Motorrad Service standard scope

The repair procedures belonging to the BMW Motorrad Service standard package are listed below. The actual maintenance work applicable for your vehicle may differ.

- Performing the vehicle test using the BMW Motorrad diagnostic system
- Visual inspection of the brake lines, brake hoses and connections
- Checking the front brake pads and brake discs for wear
- Checking the front wheel brake fluid level
- Checking the rear brake pads and brake disc for wear
- Checking the rear wheel brake fluid level
- Checking steering-head bearing
- Checking the coolant level
- Check the clutch cable and clutch lever play
- Checking and lubricating the chain drive
- Checking the tire pressure and tread depth
- Checking carbon wheels
- Checking side stand for ease of movement
- Checking the lighting and signal system
- Functional check for engine starting suppression
- Final inspection and road safety check
- Performing the vehicle test using the BMW Motorrad diagnostic system
- Set the service date and remaining distance using the BMW Motorrad diagnostic system
- Checking charging state of battery
- Confirming the BMW Motorrad service in the vehicle literature

**BMW Motorrad pre-delivery check**

performed

on \_\_\_\_\_

Stamp, signature

**BMW Motorrad break-in service**

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

Stamp, signature

## 270 SERVICE

### BMW Motorrad Service

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover removed)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

**BMW Motorrad Service**

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

## Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover removed)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

## 272 SERVICE

### BMW Motorrad Service

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover removed)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

**BMW Motorrad Service**

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

## Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover re- moved)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

## 274 SERVICE

### BMW Motorrad Service

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover re- moved)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature



**BMW Motorrad Service**

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

## Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover removed)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

## 276 SERVICE

### BMW Motorrad Service

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover removed)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

**BMW Motorrad Service**

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

## Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover re- moved)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

## BMW Motorrad Service

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover removed)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature

**BMW Motorrad Service**

performed

on \_\_\_\_\_

at km \_\_\_\_\_

Next service

latest

on \_\_\_\_\_

or, if reached earlier

at km \_\_\_\_\_

## Work performed

	Yes	No
BMW Motorrad Service	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in engine with filter	<input type="checkbox"/>	<input type="checkbox"/>
Checking valve clearance	<input type="checkbox"/>	<input type="checkbox"/>
Checking timing (cylinder head cover removed)	<input type="checkbox"/>	<input type="checkbox"/>
Replacing all spark plugs	<input type="checkbox"/>	<input type="checkbox"/>
Replacing air filter insert	<input type="checkbox"/>	<input type="checkbox"/>
Oil change in telescopic fork	<input type="checkbox"/>	<input type="checkbox"/>
Changing brake fluid in entire system	<input type="checkbox"/>	<input type="checkbox"/>

Notes

Stamp, signature





<b>RADIO EQUIPMENT ELECTRONIC IMMOBILISER</b>	<b>283</b>
<b>CERTIFICATION TIRE PRESSURE CONTROL</b>	<b>284</b>
<b>RADIO EQUIPMENT TFT INSTRUMENT CLUSTER</b>	<b>284</b>



## RADIO EQUIPMENT ELEC- TRONIC IMMOBILISER

For all countries without EU

### Model name: EWS 4 Manufacturer

BECOM Electronics GmbH  
Technikerstraße 1, A-7442  
Hochstraß, Austria

### Technical information

Frequency Band: 134 kHz  
Transponder: TMS37145/Type  
DST80, TMS3705 Transponder  
Base Station IC  
Output Power: 50 dBµV/m

### Country

#### Canada

Contains IC:  
10430A-MREWS5012  
This device complies with part 15 of the FCC Rules and Industry Canada license-exempt RSS standard(s). Operation is subject to the following two conditions:  
(1) this device may not cause interference, and  
(2) this device must accept any interference received, including interference that may cause undesired operation.  
Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'

exploitation est autorisée aux deux conditions suivantes :  
(1) l'appareil ne doit pas produire de brouillage, et  
(2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

#### United States (USA)

Contains FCC ID:  
ODE-MREWS5012  
FCC § 15.19 Labelling requirements  
This device complies with part 15 of the FCC Rules and Industry Canada's licence-exempt RSS standard(s). Operation is subject to the following two conditions:  
(1) this device may not cause interference, and  
(2) this device must accept any interference received, including interference that may cause undesired operation.  
FCC § 15.21 Information to user  
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.  
RF Exposure Requirements

## 284 APPENDIX

To comply with FCC RF exposure compliance requirements, the device must be installed to provide a separation distance of at least 20 cm from all persons.

### **CERTIFICATION TIRE PRESSURE CONTROL**

#### **TPC**

##### **United States (USA)**

FCC ID: MRXBC54MA4

This device complies with Part 15 of the FCC Rules and with Industry Canada license-exempt RSS standard(s). 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.

**WARNING:** Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

##### **Canada**

IC: 2546A-BC5A4

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

- (1) l'appareil ne doit pas produire de brouillage, et
- (2) l'utilisateur de l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

**WARNING:** Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. The term "IC:" before the radio certification number only signifies that Industry Canada technical specifications were met.

### **RADIO EQUIPMENT TFT INSTRUMENT CLUSTER**

For all Countries without EU

**Model name: ICC6.5in****Manufacturer**

Robert Bosch GmbH  
 Robert Bosch Str. 200, 31139  
 Hildesheim, Germany

**Technical information****Technical Information**

BT operating frq. Range:  
 2402 - 2480 MHz  
 BT version: 4.2 (no BTLE)  
 BT output power: < 4 dBm  
 WLAN operating frq. Range:  
 2412 - 2462 MHz  
 WLAN standards:  
 IEEE 802.11 b/g/n  
 WLAN output power:  
 < 20 dBm

**Country****Canada**

This device complies with Industry Canada's licence-exempt RSSs and part 15 of the FCC Rules. Operation is subject to the following two conditions:  
 (1) this device may not cause interference, and  
 (2) this device must accept any interference, including interference that may cause undesired operation of the device.  
 Changes or modifications not expressly approved by the party responsible for compliance

could void the user's authority to operate the equipment.

Le présent appareil est conforme aux CNR d'Industrie Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes :  
 (1) l'appareil ne doit pas produire de brouillage, et  
 (2) l'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

**United States (USA)**

This device complies with Industry Canada's licence-exempt RSSs and part 15 of the FCC Rules. Operation is subject to the following two conditions:  
 (1) this device may not cause interference, and  
 (2) this device must accept any interference, including interference that may cause undesired operation of the device.  
 Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

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The descriptions and illustrations in this manual may vary from your own motorcycle's actual equipment, depending upon its equipment level and accessories as well as your specific national version. 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. Errors and omissions excepted.

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## **WARNING**

### **Harmful substances**

Operating and preventive maintenance of a passenger vehicle or off-road vehicle can expose you to substances such as exhaust gases, carbon monoxide, phthalates and lead, which are known to the State of California to be carcinogenic as well as detrimental to childbirth and reproduction.

- To minimize exposure, avoid breathing exhaust gases, do not put the engine in Neutral except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.
- Further information is available at:

**[www.P65Warnings.ca.gov/passenger-vehicle](http://www.P65Warnings.ca.gov/passenger-vehicle)**

## Important data for refueling stop:

---

### Fuel

---

Recommended fuel quality	Premium unleaded (93) (max. 5 % ethanol, E5) 91 AKI (98 ROZ/RON) 93 AKI
--------------------------	---

---

Alternative fuel quality	Premium unleaded (91; restrictions with regard to power and fuel consumption) (max. 10 % ethanol, E10) 89 AKI (95 ROZ/RON) 90 AKI
--------------------------	---

---

Usable fuel quantity	Approx. 4.5 gal (Approx. 17 l)
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---

Fuel reserve	Approx. 1.1 gal (Approx. 4 l)
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---

### Tire pressure

---

Front tire pressure	36.3 psi (2.5 bar), with tire cold
---------------------	------------------------------------

---

Rear tire pressure	42.1 psi (2.9 bar), with tire cold
--------------------	------------------------------------

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You can find further information on all aspects of your vehicle at:  
**[bmw-motorrad.com](http://bmw-motorrad.com)**

