



BMW Motorrad



The Ultimate
Riding Machine

Rider's Manual (US Model)

R 1200 R

Motorcycle/Retailer Data

Motorcycle Data

Model

Vehicle identification number

Color number

Initial registration

License plate

Retailer Data

Contact in Service

Ms./Mr.

Phone number

Retailer's address/phone number (company stamp)

Welcome to BMW

Congratulations on choosing a motorcycle from BMW Motorrad and welcome to the community of BMW motorcycle owners and riders. Familiarize yourself with your new motorcycle so that you can ride it safely and confidently in all highway traffic situations.

About this Rider's Manual

Please read this Rider's Manual carefully before starting to use your new BMW. It contains important information on how to operate the controls and how to get the most benefit from your BMW's advanced technical features.

In addition, it contains information on maintenance and care to help you maintain your vehicle's reliability and safety, as well as its value.

Suggestions and complaints

If you have any questions concerning your motorcycle, your authorized BMW Motorrad retailer is always happy to provide advice and assistance.

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

BMW Motorrad.

01 41 8 562 257



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General instructions

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Overview

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 back of the manual. You can find a first overview of your motorcycle in Chapter 2. All maintenance and repair work carried out on your motorcycle will be documented in Chapter 12. Documentation confirming performance of scheduled maintenance is a precondition for generous handling of out-of-warranty claims and goodwill warranty treatment.

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

Abbreviations and symbols



Indicates warnings that are imperative to observe for your own safety and the safety of others, and to protect your product against damage.



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



Indicates the end of an item of information.



Instruction.



Result of an activity.



Reference to a page with more detailed information.



Indicates the end of accessory or equipment-dependent information.



Tightening torque.



Technical data.

ABS

Anti-Lock Brake System.

ASC

Automatic Stability Control.

DTC

Dynamic Traction Control (optional equipment only in combination with Pro riding modes).

DWA

Anti-theft alarm.

ESA

Electronic Suspension Adjustment.

EWS

Electronic immobilizer.

- TPC Tire Pressure Control (TPC).
- OE Optional extra. BMW Motorrad optional extras are already completely installed during motorcycle production.
- OA Optional accessory. BMW Motorrad optional accessories can be purchased and installed at your authorized BMW Motorrad retailer.

Equipment

When you ordered your BMW motorcycle, you chose various items of custom equipment. This Rider's Manual describes optional equipment (OE) offered by BMW and selected optional accessories (OA). 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 comes with equipment not described here, you can find the descriptions in a separate manual.

Technical data

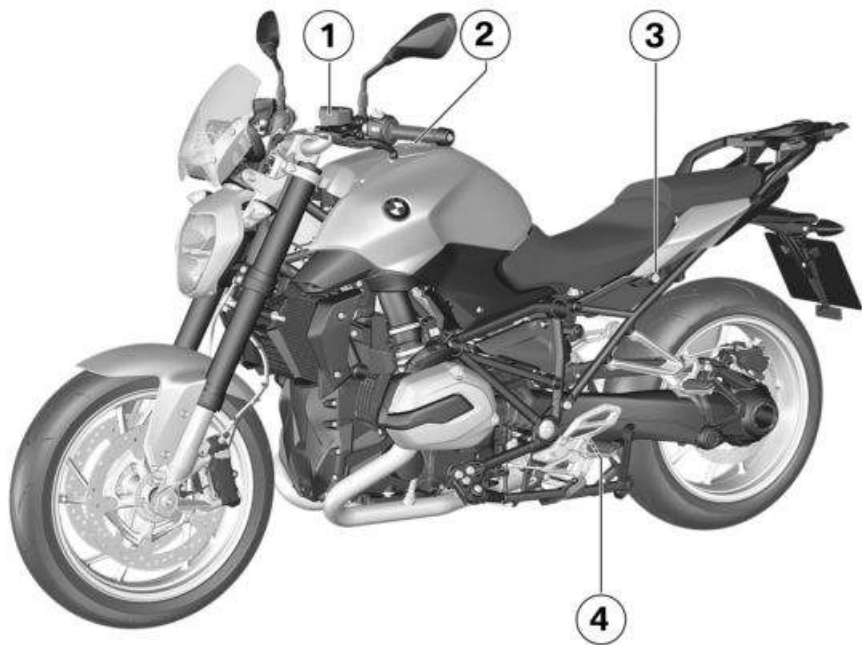
All dimensions, weights and performance data contained this Rider's Manual refer to the German DIN standards and comply with their tolerance specifications. Versions for individual countries may differ.

Notice concerning current status





The high safety and quality standards of BMW motorcycles are maintained by constant development work on design, equipment and accessories. For this reason, some aspects of your motorcycle may vary from the descriptions in this Rider's Manual. In addition, BMW Motorrad cannot guarantee the total absence of errors. We hope you will appreciate that no claims can be recognized based on the data, illustrations or descriptions in this manual.

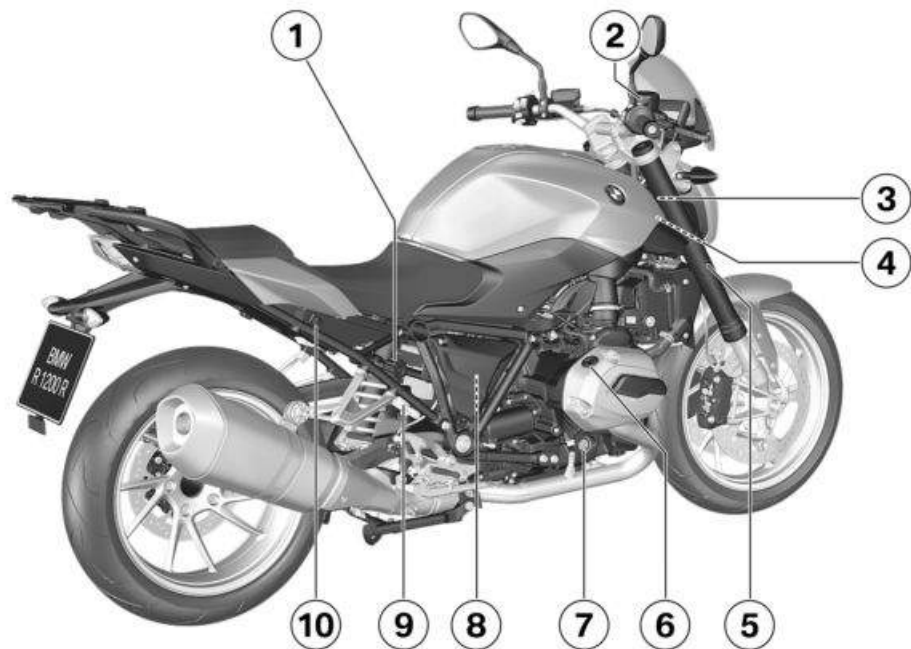
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General view, left side

- 1 Clutch fluid reservoir
( 118)
- 2 Fuel filler opening ( 92)
- 3 Seat lock ( 78)
- 4 – without Dynamic ESA^{OE}
Adjuster for rear damp-
ing (at the bottom on the
spring strut) ( 80)

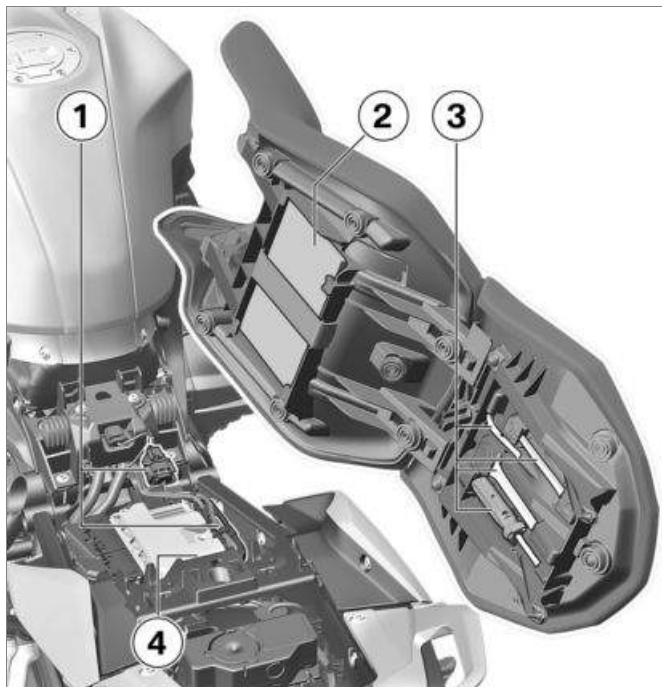


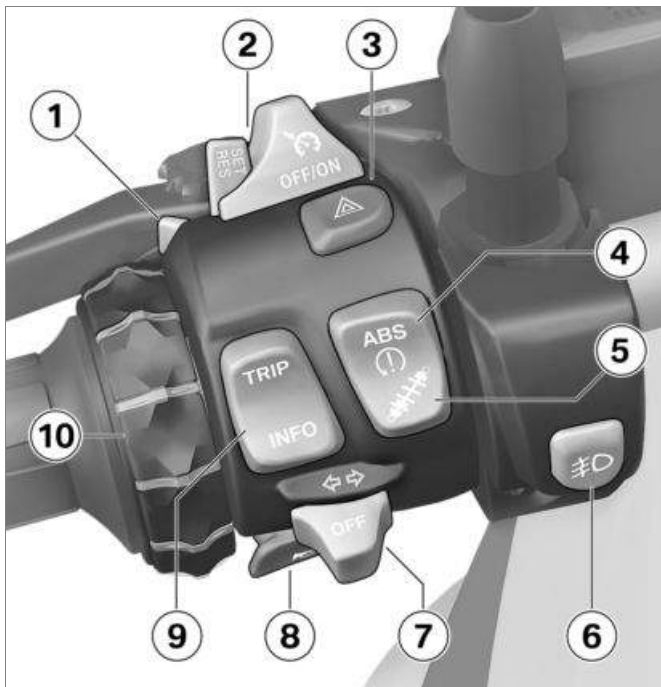
General view, right side

- 1 – without Dynamic ESA^{OE}
Adjuster for spring preload,
rear (🔗 79)
- 2 Brake-fluid reservoir, front
(🔗 116)
- 3 Vehicle identification number (on steering head at right)
Type plate (on steering head at left)
- 4 Coolant level indicator
(🔗 118)
Coolant tank (🔗 118)
- 5 Tire inflation pressure table
- 6 Oil fill location (🔗 113)
- 7 Engine oil level indicator
(🔗 112)
- 8 Battery (behind side panel)
(🔗 140)
Auxiliary terminal for jump starting (behind side panel)
(🔗 138)
- 9 Brake-fluid reservoir, rear
(🔗 117)
- 10 Onboard power socket
(🔗 146)

Underneath seat

- 1 Fuses (➡ 143)
- 2 Rider's Manual (US Model)
- 3 Standard tool kit (➡ 110)
- 4 Load capacity table





Multifunction switch, left

- 1 High-beam headlight and headlight flasher (➡ 53)
- 2 – with cruise control^{OE}
Cruise-control system (➡ 70)
- 3 Hazard warning flashers (➡ 54)
- 4 ABS (➡ 64)
ASC (➡ 65)
– with Dynamic Traction Control (DTC)^{OE}
DTC (➡ 65)
- 5 – with Dynamic ESA^{OE}
ESA (➡ 66)
- 6 – with additional LED headlight^{OA}
LED auxiliary driving lamp (➡ 53)
- 7 Turn indicators (➡ 54)
- 8 Horn
- 9 Multifunction display (➡ 55)

- 10** – with preparation for navigation system^{OE}
Multi-Controller (➡ 153)



Multifunction switch, right

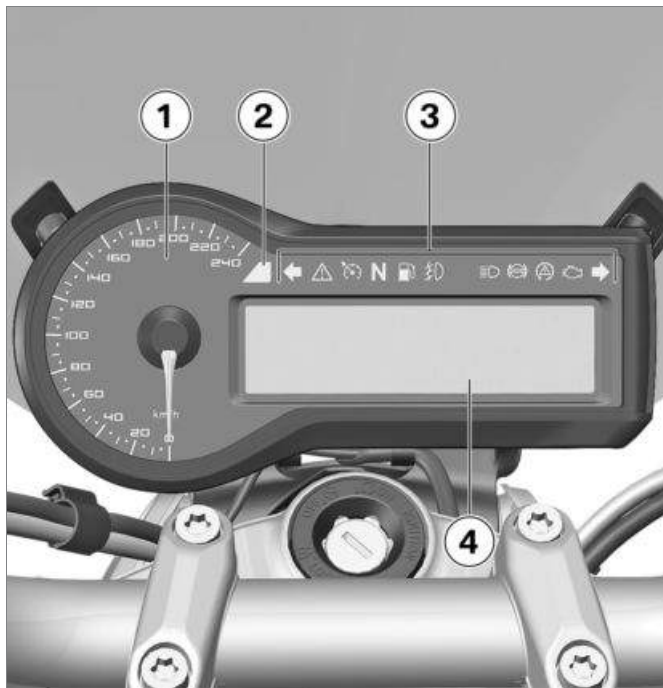
- 1 – with heated handlebar grips^{OE}
Heated handlebar grips (➡ 72)
- 2 Riding mode (➡ 67)
- 3 Emergency on/off switch (kill switch) (➡ 52)
- 4 Start engine (➡ 86)

Instrument cluster

- 1 Speedometer
- 2 Brightness adjustment of multifunction display
 - with anti-theft alarm system (DWA)^{OE}
 Anti-theft alarm indicator light
 - with Keyless Ride^{OE}
 Indicator light for radio-operated key
- 3 Warning and indicator lights (➡ 20)
- 4 Multifunction display

It is possible to switch between 3 different display views:

 - Full view (➡ 22)
 - Sport view (➡ 23)
 - Touring view (➡ 24)

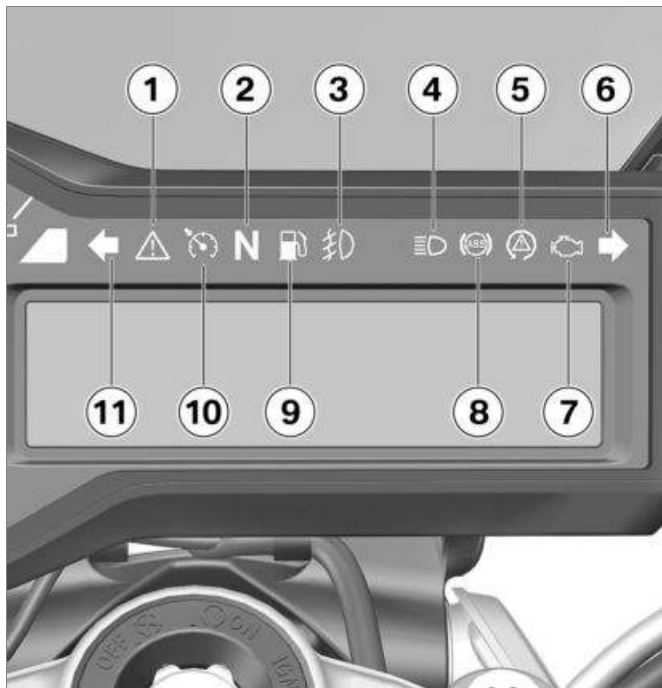


Displays

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Warning and indicator lights

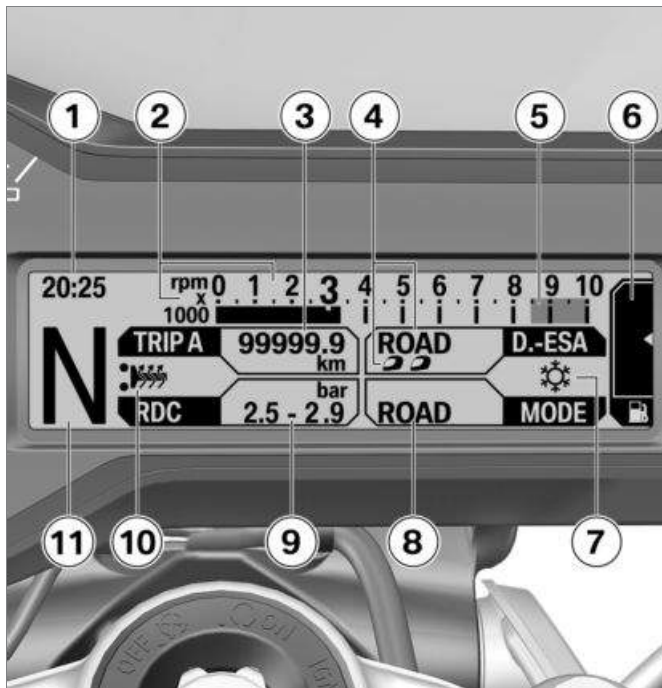
- 1** General warning light (in conjunction with warning symbols on display) (➡ 25)
- 2** Neutral position (idling)
- 3** – with additional LED headlight^{OA}
- Auxiliary headlight (➡ 53)
- 4** High-beam headlight (➡ 53)
- 5** ASC warning light (➡ 65)
– with Dynamic Traction Control (DTC)^{OE}
- DTC warning light (➡ 65)
- 6** Turn indicator, right
- 7** Engine-electronics warning light (➡ 32)
- 8** ABS warning light (➡ 64)
- 9** Fuel reserve (➡ 40)
- 10** – with cruise control^{OE}
- Cruise-control system (➡ 70)

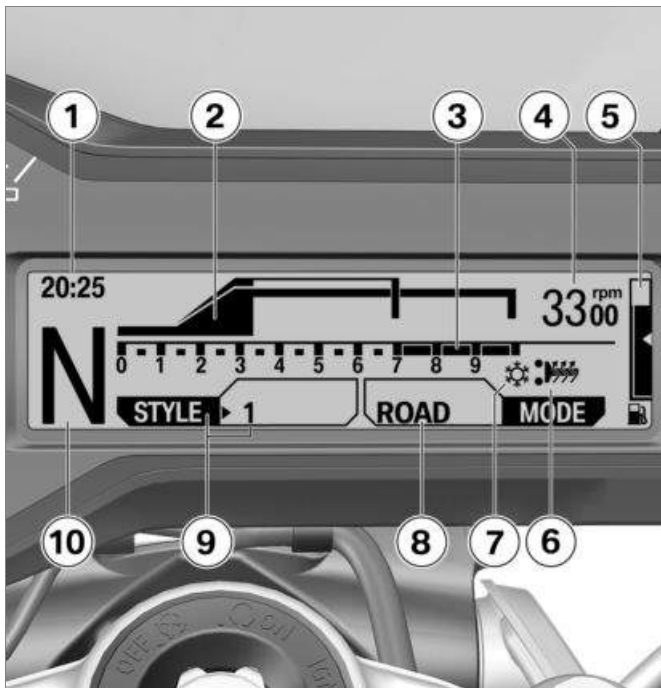


11 Turn indicator, left

Multifunction display (Full view)

- 1 Clock (➡ 59)
- 2 Tachometer
- 3 Trip distance
Onboard computer displays (➡ 55)
- 4 – with Dynamic ESA^{OE}
ESA setting (➡ 66)
- 5 Red speed range (➡ 43)
- 6 Fuel level
- 7 Outside temperature warning (➡ 41)
- 8 Riding mode (➡ 67)
- 9 Tire Pressure Control
Onboard computer displays (➡ 55)
- 10 – with heated handlebar grips^{OE}
Heated grip settings (➡ 72)
- 11 Gear indicator, shows "N" in neutral (idling)



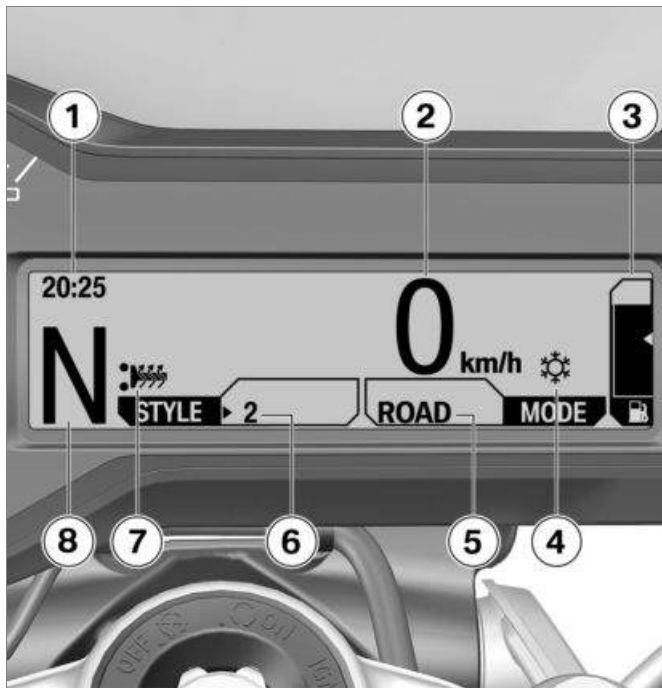


Multifunction display (Sport view)

- 1 Clock (➡ 59)
- 2 Engine speed bar
- 3 Red speed range (➡ 43)
- 4 Engine speed
- 5 Fuel level
- 6 – with heated handlebar grips^{OE}
Heated grip settings (➡ 72)
- 7 Outside temperature warning (➡ 41)
- 8 Riding mode (➡ 67)
- 9 Onboard computer displays (➡ 55)
- 10 Gear indicator, shows "N" in neutral (idling)

Multifunction display (Touring view)

- 1 Clock (➡ 59)
- 2 Speedometer
- 3 Fuel level
- 4 Outside temperature warning (➡ 41)
- 5 Riding mode (➡ 67)
- 6 Onboard computer displays (➡ 55)
- 7 – with heated handlebar grips^{OE}
Heated grip settings (➡ 72)
- 8 Gear indicator, shows "N" in neutral (idling)



Warning lights

Display

Warnings are displayed with appropriate warning lights.






























Warnings for which no separate warning light is available are shown with the general warning light **1** with up to three warning symbols at position **2**, which appear from right to left. These are displayed sorted by priority. The highest priority is on the right. The universal warning light lights up in either yellow or red

depending on the urgency of the warning.

If several warnings are active, the three warnings with the highest priority are displayed. You will find an overview of the potential warnings on the following pages.













Overview of warning indicators

Warning and indicator lamps	Warning symbols in the display panel	Meaning
	 appears on the display	Outside temperature warning (→ 30)
 lights up yellow	 appears on the display	EWS active (→ 30)
 lights up yellow	 appears on the display	Radio-operated key outside reception range (→ 30)
 lights up yellow	 appears on the display	Replace battery of radio-operated key (→ 31)
 flashes red	 appears on the display	Coolant temperature too high (→ 31)
	 appears on the display	Engine has not yet reached operating temperature (→ 31)
 lights up yellow	 appears on the display	Engine in emergency-operation mode (→ 32)
 flashes yellow	 appears on the display	Severe fault in the engine management system (→ 32)

Warning and indicator lamps	Warning symbols in the display panel	Meaning
	 appears on the display	Low engine oil level (►► 32)
 flashes red	 appears on the display	Tire inflation pressure is outside approved range (►► 33)
 lights up yellow	 appears on the display	Sensor defective or system error (►► 33)
	"--" or "-- --" is indicated.	
	"--" or "-- --" is indicated.	Transmission error (►► 34)
 lights up yellow	 appears on the display	Battery of tire-inflation pressure sensor weak (►► 34)
 lights up yellow	 appears on the display	Light failure (►► 35)
 lights up yellow	 appears on the display	Front light failure (►► 35)
 lights up yellow	 appears on the display	Rear light failure (►► 35)

Warning and indicator lamps







Warning symbols in the display panel

			Meaning
		 appears on the display	Onboard system voltage low (→ 36)
	lights up yellow	 appears on the display	Onboard system voltage critical (→ 36)
	lights up red	 appears on the display	Battery charging voltage insufficient (→ 36)
		 appears on the display	DWA battery charge level low (→ 37)
	lights up yellow	 appears on the display	DWA battery drained (→ 37)
	lights up briefly in yellow	 appears on the display	Service overdue (→ 37)
	flashes		ABS self-diagnosis not completed (→ 38)
	lights up		ABS error (→ 38)

Warning and indicator lamps

Warning symbols in the display panel

Meaning

	lights up	ABS switched off (▶▶▶▶ 38)
	flashes rapidly	ASC/DTC intervention (▶▶▶▶ 38)
	flashes slowly	ASC/DTC self-diagnosis not completed (▶▶▶▶ 38)
	lights up	ASC/DTC switched off (▶▶▶▶ 39)
	lights up	ASC/DTC error (▶▶▶▶ 39)
	lights up	Fuel down to reserve (▶▶▶▶ 39)

Outside temperature warning



appears on the display.

Possible cause:



The outside temperature measured on the motorcycle is less than:

Approx. 37 °F (Approx. 3 °C)



The outside temperature warning does not mean that there is no risk of icy conditions at measured temperatures above 37 °F (3 °C).

At a low outside temperature, icy conditions must especially be expected on bridges and in shady road areas. ◀

- Think well ahead when driving.

EWS active



shows yellow.



appears on the display.

Possible cause:

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

- Remove other motorcycle keys from the ignition key ring.
- Using emergency key.
- Have the defective key replaced, preferably by an authorized BMW Motorrad retailer.

Radio-operated key outside reception range

– with Keyless Ride^{OE}



shows yellow.



appears on the display.

Possible cause:

Communication between the radio-operated key and the engine electronics is disrupted.

- Check battery in radio-operated key.
- Replace battery of radio-operated key (➡ 51).
- Use reserve key for further driving.
- If radio key is lost (➡ 50).
- Should the warning symbol appear while driving, keep calm. Driving can be continued; the engine will not switch off.
- Have the defective radio-operated key replaced by an authorized BMW Motorrad retailer.

Replace battery of radio-operated key

– with Keyless Ride^{OE}



shows yellow.



appears on the display.

Possible cause:

- The battery for the radio-operated key is no longer charged to full capacity. Operation of the radio-operated key is only ensured for a limited time.
- Replace battery of radio-operated key (➔ 51).

Coolant temperature too high



flashes red.



appears on the display.



Driving with an overheated engine can result in engine damage.

Be sure to observe the measures listed below. ◀

Possible cause:

Coolant level is too low.

- Checking coolant level (➔ 118).

If coolant level is too low:

- Have the coolant level refilled and the coolant system checked at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Possible cause:

The coolant temperature is too high.

- If possible, continue driving in the part-load range to cool down the engine.
- Should the coolant temperature frequently be too high, have the fault rectified as quickly as possible by an authorized

workshop, preferably an authorized BMW Motorrad retailer.

Engine has not yet reached operating temperature



is only shown in the Touring view.

Possible cause:

The engine has not yet reached its operating temperature.

With low engine temperature:


- Do not allow engine to warm up while parked, but instead drive off at moderate engine and riding speed.
- Cold engine reaches its operating temperature most quickly at moderate engine and riding speed.





After the operating temperature is reached, the engine symbol is shown with OK for approx. 10 seconds.

» Engine symbol disappears again.

Engine in emergency-operation mode

 shows yellow.

 appears on the display.

 The engine is in the emergency operating mode. Unusual engine response is a possibility.

Adapt your style of riding accordingly. Avoid accelerating sharply and overtaking.◀

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 the emergency operating mode.


- Continued driving is possible, however the accustomed en-


gine performance may not be available.

- Have the malfunction corrected as soon as possible at an authorized service facility, preferably an authorized BMW Motorrad retailer.

Severe fault in the engine management system

 flashes yellow.

 appears on the display.

 The engine is in its emergency operation mode. There is a potential risk of damage to the engine.

Adapt riding style: ride slowly, avoid accelerating and overtaking.

If possible, have motorcycle picked up and the malfunction source eliminated by a specialized service facility,


preferably an authorized BMW Motorrad Dealer.◀

Possible cause:

The engine control unit has diagnosed a fault, which can lead to a severe secondary fault. The engine is in the emergency-operation mode.

- Continued driving 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 an authorized service facility, preferably an authorized BMW Motorrad retailer.

Low engine oil level

 appears on the display.

Possible cause:

The electronic oil level sensor has detected that the engine's oil level is too low. At next refueling stop:

- Check engine oil level (▶▶▶▶▶ 112). If oil level is too low:
- Topping up engine oil (▶▶▶▶▶ 113). If the oil level is correct:
- Contact an authorized service facility, preferably an authorized BMW Motorrad retailer.

Tire inflation pressure is outside approved range

– with Tire Pressure Control (TPC)^{OE}



flashes red.



appears on the display.



A tire inflation pressure outside the permissible toler-

ance result in poorer handling of the motorcycle.

Adapt your style of riding accordingly. ◀

Possible cause:

The measured tire inflation pressure is outside the approved tolerance range.

- Check tire for damage and suitability for continued use.

If it is still possible to drive with tire:

- Correct tire inflation pressure at the next opportunity.



Before adjusting the tire inflation pressure, observe the information on temperature compensation and on inflation pressure adjustment in the chapter "Technology in detail". ◀

- Have the tire checked for damage at an authorized service facility, preferably an authorized BMW Motorrad retailer.

If you are unsure about the tire's suitability for continued riding:

- Do not continue riding.
- Contact roadside service.

Sensor defective or system error

– with Tire Pressure Control (TPC)^{OE}



shows yellow.



appears on the display.

"--" or "-- --" is indicated.

Possible cause:

Wheels without TPC sensors are mounted.

- Retrofit wheel set with TPC sensors.

Possible cause:

1 or 2 TPC sensors have failed or a system fault has occurred.


- Have fault eliminated at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Transmission error

– with Tire Pressure Control (TPC)^{OE}

"--" or "-- --" is indicated.

Possible cause:

The motorcycle has not reached the minimum speed ( 105).



TPC sensor is not active

min 19 mph (min 30 km/h)
(The TPC sensor does not transmit a signal to the motorcycle until this minimum speed has been exceeded.)

- Watch the TPC display at higher speed. A continuous

error is only present if the general warning light also lights up. In this case:

- Have fault eliminated at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Possible cause:

There is a fault in the radio connection to the TPC sensors.

Possible causes are radio systems in the surrounding area, which interfere with the connection between the TPC/TPC control unit and the sensors.

- Observe the TPC display in a different environment. A continuous error is only present if the general warning light also lights up. In this case:
- Have fault eliminated at a specialist service facility, preferably an authorized BMW Motorrad retailer.

Battery of tire-inflation pressure sensor weak


– with Tire Pressure Control (TPC)^{OE}



shows yellow.



appears on the display.

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

Possible cause:

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

- Contact an authorized service facility, preferably an authorized BMW Motorrad retailer.

Light failure



shows yellow.



appears on the display.



Failure of a bulb on the motorcycle is a safety risk because it potentially makes the motorcycle less noticeable to other road users.

Replace defective bulbs as soon as possible; it is best always to carry a complete set of spare bulbs on the motorcycle.◀

Possible cause:

A combination of light failures has occurred.

- Replacing low and high-beam bulbs in headlight (➡ 128).
- Replacing parking light light source (➡ 132).
- Replacing front and rear turn indicator light sources (➡ 135).

- Replacing LED tail light (➡ 138).

Front light failure



shows yellow.



appears on the display.



Failure of a bulb on the motorcycle is a safety risk because it potentially makes the motorcycle less noticeable to other road users.

Replace defective bulbs as soon as possible; it is best always to carry a complete set of spare bulbs on the motorcycle.◀

Possible cause:

Low-beam headlight, high-beam headlight, parking lights, additional headlight, daytime driving light or front turn indicator defective.

Low-beam headlight, high-beam headlight, parking lights, addi-

tional headlight, daytime driving light or front turn indicator must be replaced.

- Replacing low and high-beam bulbs in headlight (➡ 128).
- Replacing parking light light source (➡ 132).
- Replacing front and rear turn indicator light sources (➡ 135).
- Replace additional LED headlight (➡ 138).

Rear light failure



shows yellow.



appears on the display.



Failure of a bulb on the motorcycle is a safety risk because it potentially makes the motorcycle less noticeable to other road users.

Replace defective bulbs as soon as possible; it is best always to

Do not continue riding.◀

The battery is not being charged. If you continue driving, the motorcycle electronics will discharge the battery.

Possible cause:

Alternator or alternator drive is defective or fuse for alternator regulator has blown.

- Have the malfunction corrected as soon as possible at an authorized service facility, preferably an authorized BMW Motorrad retailer.

DWA battery charge level low

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



appears on the display.



This fault message is only shown for a short time im-

mediately following the Pre-Ride-Check.◀

Possible cause:

The DWA battery no longer has its full charging capacity. The operation of the DWA with the vehicle battery disconnected is only guaranteed for a limited time.

- Contact an authorized service facility, preferably an authorized BMW Motorrad retailer.

DWA battery drained

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



shows yellow.



appears on the display.



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 an authorized service facility, preferably an authorized BMW Motorrad retailer.

Service overdue



appears on the display.



lights up briefly in yellow after the pre-ride check.

Possible cause:

A necessary service has not been carried out.

- Have servicing carried out as quickly as possible by a specialist workshop, preferably an authorized BMW Motorrad retailer.

ABS self-diagnosis not completed



flashes.

Possible cause:



ABS self-diagnosis routine not completed

ABS is not available because the self-diagnosis routine was not 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))

- Ride off slowly. It must be noted that the ABS function is not available until the self-diagnosis has been completed.

ABS error



lights up.

Possible cause:

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

- It remains possible to continue riding. Observe additional information on special situations which can lead to ABS fault codes (→ 99).
- Have the malfunction corrected as soon as possible at an authorized service facility, preferably an authorized BMW Motorrad retailer.

ABS switched off



lights up.

Possible cause:

The ABS system has been deactivated by the rider.

- Switch on ABS function.

ASC/DTC intervention



flashes rapidly.

ASC/DTC has detected instability at the rear wheel and responded by reducing the torque. The warning light flashes longer than the ASC/DTC intervention lasts. This feature continues to furnish the rider with visual feedback confirming that the system has initiated active closed-loop intervention even after the critical situation has passed.

ASC/DTC self-diagnosis not completed



flashes slowly.

Possible cause:

 ASC/DTC self-diagnosis routine not completed

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

- Ride off slowly. The ASC/DTC warning light must go out after a few yards.

If the ASC/DTC warning light continues to flash:

- Contact an authorized service facility, preferably an authorized BMW Motorrad retailer.

ASC/DTC switched off

 lights up.

Possible cause:

The ASC/DTC function has been deactivated by the rider.

- Activating ASC/DTC (►► 65).

ASC/DTC error

 lights up.


Possible cause:

The ASC/DTC control unit has detected an error. The ASC/DTC function is not available.

- It remains possible to continue riding. It must be noted that the ASC/DTC function is not available. Observe the additional information on situations that can lead to a fault (►► 101).
- Have the malfunction corrected as soon as possible at an authorized service facility, preferably an authorized BMW Motorrad Retailer.

Fuel down to reserve


 lights up.

 A fuel shortage can cause irregular engine operation or engine shut-off (accident hazard) and the catalytic converter can be damaged.

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

Possible cause:

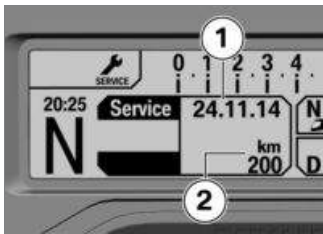
At the most, the fuel tank still contains the reserve fuel quantity.

 Reserve fuel quantity

Approx. 1.1 gal (Approx. 4 l)


- Refueling procedure (►► 92).

Service display




If service is due within a month, the service date **1** is displayed.

If service is due within 700 miles, the remaining distance **2** is displayed and is counted down in steps of 100 miles. It is briefly displayed following the Pre-Ride-Check.

 When a service date elapses without service, the general warning light lights up in yellow, appearing together with the date and mileage (kilometrage) display. The

"Service" message is displayed continuously.

 If the service display appears more than a month before the service date, the stored date must be adjusted in the instrument cluster. This situation can occur if the battery has been disconnected for a longer time.

Consult a certified workshop, preferably an authorized BMW Motorrad retailer, for setting of the date. ◀

Fuel reserve

The fuel level in the fuel tank, when the fuel warning light switches on, depends on the driving dynamics. The more the fuel is moved within the tank (due to frequently changing inclined positions, frequent braking and accelerating), the more difficult it is to determine the reserve quantity. For this

reason, the reserve quantity cannot be accurately indicated.

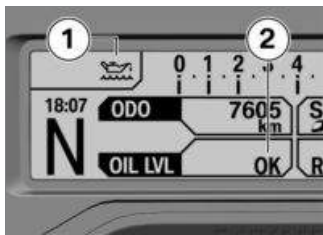


After the fuel warning light is switched on, the range is automatically displayed.

The distance, which can still be driven with the reserve quantity, depends on the driving style (on the consumption) and on the fuel level when the warning light was initially activated (see the explanation above).

The odometer for the fuel reserve is reset if the fuel level after refueling is greater than the reserve quantity.

Oil level indicator



The oil level display **2** provides information on the oil level in the engine. This display can only be activated when the vehicle is stopped.

The conditions required for using the oil level display are as follows:

- Engine at operating temperature
- Engine idling for at least ten seconds
- Side stand retracted

– Motorcycle standing vertically on a level surface.

The readings mean:

OK: Oil level correct.

CHECK: Check oil level during next refueling stop.

---: No measurement possible (above-mentioned conditions not met).

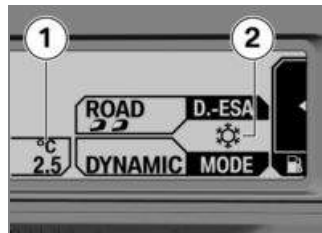


If the oil level must be checked, symbol **1** is displayed, until the oil level is detected again as correct.

Outside temperature

Engine heat can lead to spurious readings of outside temperature when the motorcycle is stationary. When the effects of engine heat on the monitored temperature become excessive the display responds by tem-

porarily reverting to "---" as the display reading.



If the outside temperature drops below the borderline range, this warning of possible black-ice formation appears. The display automatically switches from any other mode to the temperature reading **1**, when the temperature drops below this threshold for the first time. The displayed value flashes.



Limit range for outside temperature

Approx. 37 °F (Approx. 3 °C)



In addition, the ice crystal symbol **2** is displayed.

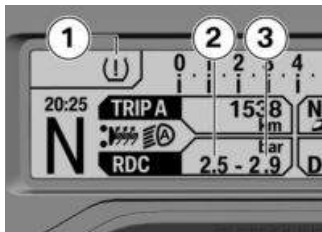


The outside temperature warning does not mean that there is no risk of icy conditions at measured temperatures above 37 °F (3 °C).

At a low outside temperature, icy conditions must especially be expected on bridges and in shady road areas. ◀

Tire inflation pressure

– with Tire Pressure Control (TPC)^{OE}



The tire pressures are shown adjusted for temperature on the multifunction display and are always relative to the following tire air temperature:

68 °F (20 °C)

The figure on the left side **2** indicates the front tire's inflation pressure, while the figure on the right **3** shows the inflation pressure in the rear tire. Immediately after switching on the ignition, "-- --" is indicated.



TPC sensor is not active

min 19 mph (min 30 km/h)
(The TPC sensor does not transmit a signal to the motorcycle until this minimum speed has been exceeded.)



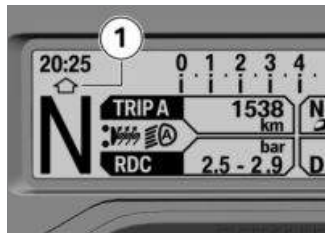
If the **1** symbol appears at the same time, the display is a warning. The critical tire-inflation pressure flashes.



If the level concerned is borderline in terms of the permissible tolerance, the general warning light also shows yellow. If the monitored tire inflation pressure is outside the specified range the general warning light will flash in red.

More detailed information on the BMW Motorrad TPC/TPC is provided on Page (→ 105).

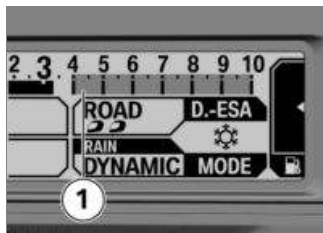
Upshift recommendation



Upshift recommendation **1** signals the economically best point in time for upshifting.


Red speed range

The red speed range on the tachometer changes depending on engine temperature.

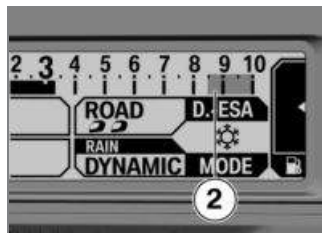


Engine cold

Red speed range **1**


 The engine has not yet reached its operating temperature.

>4000 min⁻¹



Engine warm

Red speed range **2**

 The engine has reached its operating temperature.

>8500 min⁻¹

Operation

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Ignition

Keys

You are provided with 2 ignition keys.

Should you lose your keys, refer to the information regarding the electronic immobilizer (EWS) (➔ 47).

A single key fits the steering and ignition lock, the fuel filler cap and the seat lock.

The cases and the topcase can also be ordered with locks for the same key on request. Please contact an authorized workshop for this purpose, preferably an authorized BMW Motorrad retailer.

Locking handlebars

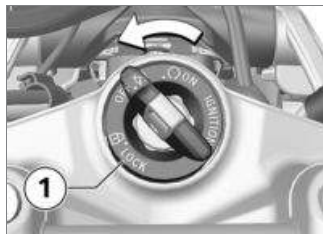


If the motorcycle is on the side stand, the surface of the ground will determine whether it is better to turn the handlebars to the left or right.

However, the motorcycle is more stable on a level surface with the handlebars turned to the left than with the handlebars turned to the right.

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

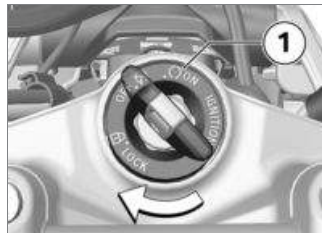
- Turn handlebars to full left or right lock position.



- Turn key to position **1** while moving handlebars slightly.
 - » Ignition, lights and all electrical circuits switched off.
 - » Handlebars are locked.

» Key can now be removed.

Switching on ignition



- Insert motorcycle key into the steering and ignition lock. Turn key to position **1**.
 - » Parking lights and all function circuits are switched on.
 - with additional LED headlight^{OA}
 - » LED additional headlights are switched on. ◀
 - » Pre-Ride-Check is carried out. (➔ 87)
 - » ABS self-diagnosis is performed. (➔ 87)

Ignition with Keyless Ride

– with Keyless Ride^{OE}

Vehicle keys

▶ The indicator light for the radio-operated key flashes as long as the radio-operated key is being searched for.

If the radio-operated key or the emergency key is detected, it goes out.

If the radio-operated key or the emergency key is not detected, it lights up briefly. ◀

You are provided with one radio-operated key and one emergency key. Should you lose your keys, refer to the information regarding the electronic immobilizer (EWS) (▶ 50).

The ignition, tank filler cap and anti-theft alarm system are controlled with the radio-operated

key. The seat lock, Topcase and case can be operated manually.

▶ When the range of the radio key is exceeded (e.g. in case or Topcase), the motorcycle cannot be started.

If the radio-operated key continues to be missing, the ignition is switched off after approx. 1.5 minutes to protect the battery charge.

It is advisable to carry the radio-operated key directly on your person (e.g. in a jacket pocket) and to also carry the emergency key as an alternative. ◀



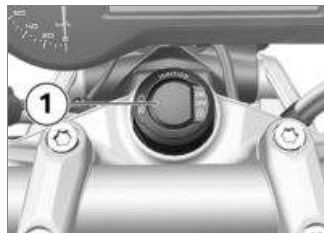
Range of Keyless Ride radio-operated key

– with Keyless Ride^{OE}

Approx. 3.3 ft (Approx. 1 m) ◀

Locking handlebars

Condition: Handlebars are turned to left or right. Radio-operated key is within reception range.



If the motorcycle is on the side stand, the surface of the ground will determine whether it is better to turn the handlebars to the left or right. However, the motorcycle is more stable on a level surface with the handlebars turned to the left than with the handlebars turned to the right.

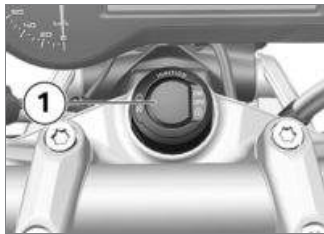
On level ground, always turn the

handlebars to the left to set the steering lock.◀

- Press and hold button **1**.
 - » Steering lock audibly locks.
 - » Ignition, lights and all electrical circuits switched off.
- To unlock the steering lock, briefly press the button **1**.

Switch on ignition

Condition: Radio-operated key is within reception range.



- The ignition can be activated in two ways.

Version 1:

- Briefly press button **1**.
 - » Parking lights and all function circuits are switched on.
- with additional LED headlight^{OA}
 - » LED additional headlights are switched on.◀
 - » Pre-Ride-Check is carried out. (▶▶ 87)
 - » ABS self-diagnosis is performed. (▶▶ 87)
 - » ASC/DTC self-diagnosis is performed. (▶▶ 88)

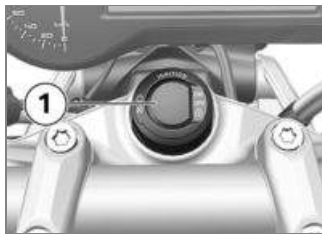
Version 2:

- Steering lock is locked, press and hold button **1**.
 - » Steering lock is unlocked.
 - » Parking lights and all function circuits switched on.
 - » Pre-Ride-Check is carried out. (▶▶ 87)
 - » ABS self-diagnosis is performed. (▶▶ 87)

- » ASC/DTC self-diagnosis is performed. (▶▶ 88)

Switch off ignition

Condition: Radio-operated key is within reception range.



- The ignition can be deactivated in two ways.

Version 1:

- Briefly press button **1**.
 - » Light is switched off.
 - » Handlebars are not locked.

Version 2:

- Turn handlebars to full left or right lock position.
- Press and hold button **1**.
 - » Light is switched off.
 - » Steering lock is locked.

EWS Electronic immobilizer

The motorcycle's electronic circuitry monitors the data stored in the radio-operated key through a ring antenna. The engine management system does not enable engine starting until the radio-operated key has been recognized as "authorized" for your motorcycle.

▶ A further key attached to the same ring as the radio-operated key used to start the engine could "irritate" the electronics, in which case the enabling signal for starting is not issued. The warning with the key

symbol appears in the multifunction display. Always keep the other vehicle key separate from the radio-operated key. ◀

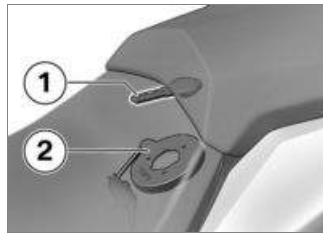
If you lose a radio-operated key, you can have it disabled by your authorized BMW Motorrad retailer. When having a key disabled you should also bring all of the motorcycle's remaining keys with you.

The engine can no longer be started using a disabled radio-operated key; however, a disabled radio-operated key can be enabled again.

Emergency and spare keys are only available through an authorized BMW Motorrad retailer. As the radio-operated keys are part of an integrated security system, the retailer is under an obligation to check your legitimacy.

If radio key is lost

Should you lose your keys, refer to the information regarding the electronic immobilizer (EWS). Should you lose the radio-operated key while driving, the motorcycle can be started by using the emergency key.



- Insert emergency key **1** in slot between driver's seat and passenger seat so that emergency key is positioned over antenna **2**.

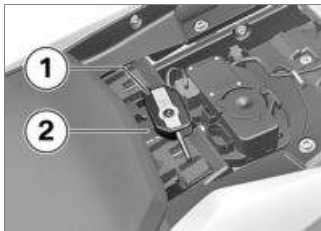


Period in which the engine must be started. Then unlocking must be repeated.

30 s

- » Pre-Ride-Check is carried out.
- Emergency key was detected.
- Engine can be started.
- Emergency key can be removed.
- Start engine (➡ 86).

Battery of radio-operated key is drained



- Remove passenger seat (➡ 78).
- Lay radio-operated key **1** on position **2**.



Period in which the engine must be started. Then unlocking must be repeated.

30 s

- Switching on ignition.
- » Pre-Ride-Check is carried out.
- Key fob transmitter was detected.

- Engine can be started.
- Key fob transmitter can be removed.
- Start engine (➡ 86).
- Install passenger seat (➡ 79).

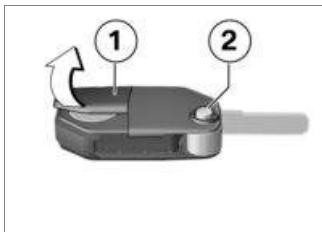
Replace battery of radio-operated key

If the radio-operated key fails to react when the button is pressed briefly or is pressed and held:

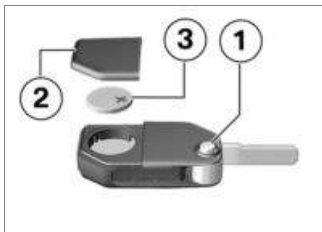
- The battery of the radio-operated key no longer has its full charging capacity.
- » Replace battery.



appears on the display.



- Press button **2**.
- » Key bit folds open.
- Press battery cover **1** upward.



- Remove battery **3**.



Battery type

for Keyless Ride radio-operated key

CR 2032

- Dispose of the old battery in accordance with legal regulations. Do not dispose of the battery in the household waste.



Incorrect batteries or polarity can destroy the device. Use a battery compliant with the manufacturer's specifications. When inserting the battery, make sure that the polarity is correct. ◀

- Insert the new battery **3** with the positive side up.
- Install battery cover **2**.
- Press button **1** and fold closed key bit.
- » The remote-control is again ready to be used.

Emergency on/off switch (kill switch)



- 1** Emergency on/off switch (kill switch)



Operating the emergency ON/OFF switch when riding can cause the rear wheel to lock and thus cause a fall. Do not operate the emergency ON/OFF switch when riding. ◀

The engine can be switched off easily and quickly using the emergency on/off switch.




- A** Engine is switched off
B Operating position

Lights

Low-beam headlight and parking lights

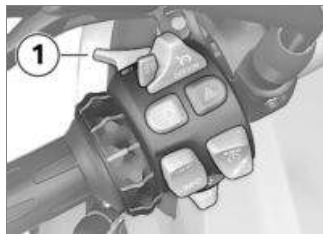
The parking lights come on automatically when the ignition is switched on.

 The parking lights are a strain on the battery. Do not leave the ignition switched on longer than absolutely necessary. ◀

The low-beam headlight switches on automatically when the engine is started.

High-beam headlight and headlight flasher

- Switching on ignition (▶▶▶ 46).



- Press switch **1** toward front to switch on high-beam headlight.
- Pull switch **1** toward rear to actuate headlight flasher.

Parking lights

- Switch off ignition (▶▶▶ 47).



- Immediately after switching off ignition, push button **1** to left and hold it until parking lights come on.
- Switch ignition on and then off again to switch off parking light.

Additional LED headlight

– with additional LED headlight^{OA}

Requirement: the LED additional headlights are only active if the low-beam headlight is active; if the daytime driving light is switched on, the LED additional

headlights cannot be switched on.

- Start engine (▶▶▶ 86).



- Press button **1** to switch on LED additional headlights.



The indicator light for the additional headlight lights up.

- Press button **1** again to switch off LED additional headlights.

Hazard warning flashers

Operating hazard warning flashers

- Switching on ignition (▶▶▶ 46).

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

▶ If a turn indicator button is pressed with the emergency flashing function switched on, the flashing function replaces the emergency flashing function as long as the button is pressed. If the turn indicator button is released, the emergency flasher function becomes active again.◀



- Press button **1** to switch on hazard warning flashers.
- » Ignition can be switched off.
- To switch off hazard warning flashers, switch on the ignition and press button **1** again.

Turn indicators

Operate turn indicators

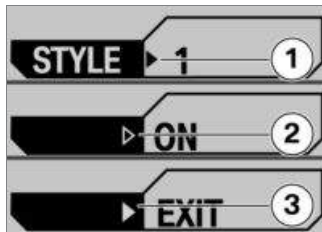
- Switching on ignition (▶▶▶ 46).



- Press button **1** to left to switch on left-side turn indicators.
- Press button **1** to right to switch on right-side turn indicators.
- Press button **1** into center position to switch off turn indicator.

▶ The turn indicators automatically switch off when the defined driving time and distance have been reached. The defined riding time and distance can be set by an authorized BMW Motorrad retailer. ◀

Multifunction display Support for menu guidance



Arrows in the display have the following meaning:

- Arrows **1** and **3**: Press and hold the respective button.
- Arrow **2**: Briefly press the respective button.

Setting individual display view

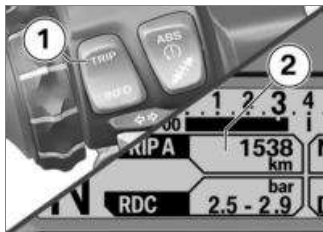
- Switching on ignition (▶▶▶▶ 46).



- Repeatedly press button **1** briefly, until STYLE is shown in bottom line of display **2**.
- Press and hold button **1** to change Display view. The numbers have the following meaning information:
 - **0**: Full view
 - **1**: Sport view
 - **2**: Touring view
- » The selected Display view is shown in the area **2**.

Selecting view on onboard computer

- Switching on ignition (▶▶▶▶ 46).

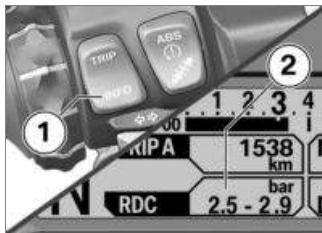


• Press button **1** briefly to select display in top line of display **2**. In the case of standard equipment, the following values can be displayed and selected per push of a button:

- Trip distance 1 (TRIP 1)
- Trip distance 2 (TRIP 2)
- Range (RANGE)
- Total distance (ODO)
- SETUP menu (SETUP), while stationary only

- with Pro onboard computer^{OE}
The following information is additionally displayed using the onboard computer Pro:

- Automatic trip distance (TRIP A)
- Current fuel consumption (CONS.)<



• Press button **1** briefly to select display in bottom line of display **2**.

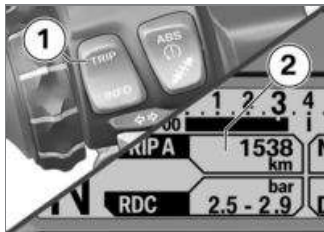
In the case of standard equipment, the following values can be displayed and selected per push of a button:

- Outside temperature (TEMP.)
- Engine temperature (ENG. T.)
- Range (RANGE)

- Average consumption 1 (CONS 1)
- Average consumption 2 (CONS 2)
- Average speed (SPEED)
- with Tire Pressure Control (TPC)^{OE}
- Tire inflation pressures (option) (TPC)<
- Date (DATE)
- Oil level indicator (OIL LVL)
- with Pro onboard computer^{OE}
- Onboard electrical system voltage (VOLTG.)<
- with Pro onboard computer^{OE}
- Stopwatch overall time (T. TOT.)<
- with Pro onboard computer^{OE}
- Stopwatch driving time (T. RIDE)<

Resetting tripmeter

- Switching on ignition (☛ 46).



- Repeat pressing button **1** briefly, until tripmeter to be reset is shown in top line of display **2**.
- Press and hold button **1**, maintaining pressure until displayed figure resets.

Reset average data

- Switching on ignition (☛ 46).

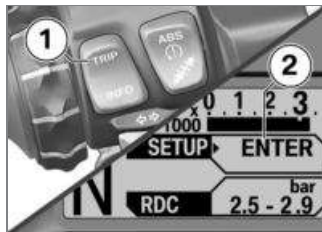


- Repeat pressing button **1** briefly, until average value to be reset is shown in bottom line of display **2**.
- Press and hold button **1**, maintaining pressure until the displayed figure resets.

Configure onboard computer

The motorcycle is stopped.

- Switching on ignition (☛ 46).



- Repeatedly press button **1** briefly, until SETUP ENTER is shown in top line of display **2**.
- Press and hold button **1** to start SETUP menu.
 - » The following is indicated in the display depending on the equipment selected.



- Press button **1** briefly to respectively switch to next menu item.
 - » The menu item appears in the top line of the display **2**.
 - » The adjusted value appears in the bottom line of the display **3**.
- Press button **4** briefly to change adjusted value. The following menu items can be selected:

- with anti-theft alarm system (DWA)^{OE}
- Auto. Alarm: Switches anti-theft alarm on (ON) or off (OFF)◀
- with preparation for navigation system^{OE}
- GPS Time: If a navigation system is installed: apply GPS time and GPS date (ON) respectively do not apply them (OFF)◀
- with Pro riding modes^{OE}
- User Mode: User-specific setting of riding mode.◀
- Clock: Setting the clock
- Date: Setting the date
- Shift Indicator: Show upshift recommendation in the display (ON) respectively do not show it (OFF)
- Brightn.: Adjust display brightness from normal (0) to bright (5)


- Clock Format: Setting the format for the clock display
- Date Format: Setting the format for the date display
- with Pro onboard computer^{OE}
- BC: Switch between BC Pro and BC Basic◀
- RESET!: Reset all settings.
- EXIT: Exit SETUP menu



- To exit SETUP menu, briefly press button **2** in menu item EXIT **3**.
- In order to exit the SETUP menu at any time, press and hold button **1**.

Setting clock

- Switching on ignition (🔌 46).


 Attempting to set the clock while riding the motorcycle can lead to accidents.

Adjust the clock only when the motorcycle is stationary.◀


- In the SETUP menu, select the CLOCK menu item.



- Press and hold button **2**, until hours flash in bottom line of display **3**.

 If "-- : --" is indicated instead of the time, the power supply to the instrument cluster was interrupted (e.g., the battery was disconnected).◀

- Increase the flashing value using button **1** respectively decrease it using button **2**.
- Press and hold button **2** until minutes flash in bottom line of display **3**.
- Increase the flashing value using button **1** respectively decrease it using button **2**.
- Press and hold button **2** until minutes stop flashing.
- » The adjustment is completed.
- In order to cancel the adjustment at any time, press and hold button **1**, until the original value is displayed again.


 The adjustment is canceled, if you ride off before the adjustment is completed.◀

Set date

- Switching on ignition (🔌 46).
- In the SETUP menu, select the DATE menu item.



- Press and hold button **2** until day flashes in bottom line of display **3**.

 If "-- . -- . --" is indicated instead of the date, the power supply to the instrument cluster was interrupted (e.g., the battery was disconnected).◀

- Increase the flashing value using button **1** respectively decrease it using button **2**.
- Press and hold button **2** until month flashes in bottom line of display **3**.
- Increase the flashing value using button **1** respectively decrease it using button **2**.
- Press and hold button **2** until year flashes in bottom line of display **3**.
- Increase the flashing value using button **1** respectively decrease it using button **2**.
- Press and hold button **2** until year stops flashing.
- » The adjustment is completed.
- In order to cancel the adjustment at any time, press and hold button **1**, until the original value is displayed again.

▶ The adjustment is canceled, if you ride off before the adjustment is completed.◀

Customize display

– with Pro onboard computer^{OE}

In the individualization menu it is possible to adjust, which information should be shown in which display line.

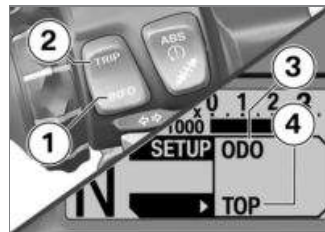
- Switching on ignition (➡ 46).



- Select BC menu item **2** in SETUP menu with button **1**.



- Press button **1** briefly to change to BC Pro **2** (Individualization menu).



- Press and hold button **1** to display first menu item.
- » ODO is displayed.

- Press button **2** briefly to respectively switch to next menu item.
 - » The menu item appears in the top line of the display **3**.
 - » The adjusted value appears in the bottom line of the display **4**. The following values can be adjusted.
 - TOP: The value is indicated in the top line of the display.
 - BOTTOM: The value is indicated in the bottom line of the display.
 - BOTH: The value is indicated in both lines of the display.
 - OFF: The value is not indicated.
- Press button **1** briefly to change the adjusted value. The following menu items can be selected. The factory setting is indicated in parentheses. Some menu items are displayed only, if the respective optional equipment is installed.

- ODO: Odometer (TOP, the setting OFF is not possible)
- TRIP 1: Tripmeter 1 (TOP)
- TRIP 2: Tripmeter 2 (TOP)
- TRIP A: Automatic tripmeter (TOP)
- TEMP.: Outside temperature (BOTTOM)
- ENG. T.: Engine temperature (BOTTOM)
- RANGE: Range (TOP)
- CONS. 1: Average consumption 1 (BOTTOM)
- CONS. 2: Average consumption 2 (BOTTOM)
- CONS.: Current fuel consumption (TOP)
- SPEED: Average speed (BOTTOM)
- TPC: Tire inflation pressures (BOTTOM)
- VOLTG.: Onboard electrical system voltage (BOTTOM)
- T. TOT.: Stopwatch overall time (BOTTOM)

- T. RIDE: Stopwatch driving time (BOTTOM)
- DATE: Date (BOTTOM)
- SRV. 1: Date of next service (OFF)
- SRV. 2: Remaining mileage until next service (OFF)
- OIL LVL: Oil level indicator (BOTTOM)
- EXIT: Exit Individualization menu.



- To exit Individualization menu, briefly press button **2** in menu item EXIT **3**.

- To exit individualization menu at any point in time, press and hold button **1**.
- » All adjustments applied until then will be stored.

Anti-Theft Alarm System

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

Information on alarm activation

- The alarm can be set off by:
- Motion sensor
 - An attempt to use an unauthorized key to switch on the ignition
 - Disconnecting the DWA from the motorcycle battery (DWA battery takes over the power supply – alarm sound only, hazard warning lights do not flash).

If the DWA battery is discharged all functions remain operational; the only difference is that the alarm cannot be set off if the system is disconnected from the motorcycle battery.



Duration of alarm

26 s (During the alarm, an alarm tone sounds and the turn indicators flash. The type of alarm sound can be set by an authorized BMW Motorrad retailer.)

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

The meanings of the flash codes are as follows:

- 1 flash: motion sensor 1
- 2 flashes: motion sensor 2
- 3 flashes: ignition switched on with unauthorized key
- 4 flashes: DWA disconnected from motorcycle battery
- 5 flashes: motion sensor 3

DWA Adjusting

- Switching on ignition (➡ 46).



- Repeatedly press button **1** briefly, until **ENTER** is shown in top line of display **2**.

- Press and hold button **1** to start SETUP menu.



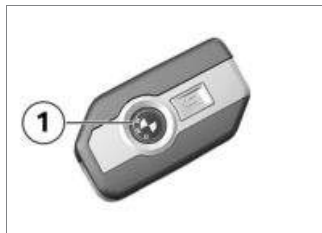
- Press button **1** briefly to respectively select Auto . Alarm menu item.
 - » The top line of the display **2** shows Auto . Alarm.
 - » The adjusted value ON/OFF appears in the bottom line of the display **3**.
 - Press button **4** briefly to change adjusted value.
- The following settings are available:
- ON: DWA is activated respectively is activated automatically

when the ignition is switched off.

– OFF: DWA is deactivated.

DWA Activating

- Switching on ignition (➡ 46).
 - DWA Adjusting (➡ 62).
 - Switch off ignition.
 - » If the DWA is activated, the DWA is automatically activated after the ignition is switched off.
 - » Activation takes approximately 30 seconds to complete.
- with Keyless Ride^{OE}

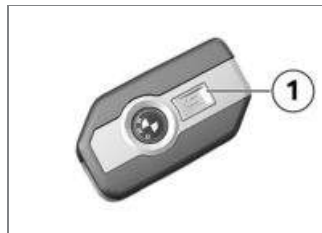


- Briefly press button **1**.

- » Turn indicators are illuminated twice.
- » Confirmation tone sounds twice (if programmed).
- » DWA is armed.

DWA Deactivating

- Switch on ignition.
- with Keyless Ride^{OE}



- Briefly press button **1**.
 - » Turn indicators light up once.
 - » Confirmation tone sounds once (if programmed).
 - » DWA is now switched off.

Anti-Lock Brake System

Deactivate ABS

▶ More detailed information on BMW Motorrad Integral ABS braking systems can be found in the section "Technology in detail".◀

- Switching on ignition (➡ 46).




- Press and hold button **1** until the ABS warning light's display status changes.

▶ The ABS function can also be deactivated while driving.◀

» The ASC/DTC symbol's status changes first. Press and hold button **1** until ABS warning light reacts. In this case, ASC/DTC setting does not change.

 lights up.

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

 continues to light up.


» ABS is switched; integral function continues to be active.

Activate ABS




- Press and hold button **1**, maintaining pressure until the ABS warning light's display status changes.

▶ The ABS function can also be switched on while riding.◀

 goes out. If self-diagnosis has not been completed, the warning light begins to flash.

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

- Release button **1** within two seconds.
-  remains off or continues to flash.

- » ASC/DTC is now activated.
- As an alternative, the ignition can also be switched off and then on again.



ASC/DTC error

If the ASC/DTC warning light lights up after switching the ignition off and on and then continuing driving above the minimum speed, an ASC/DTC fault has occurred. (Minimum speed min 3 mph (min 5 km/h))

Electronic suspension adjustment

– with Dynamic ESA^{OE}

Adjustment options

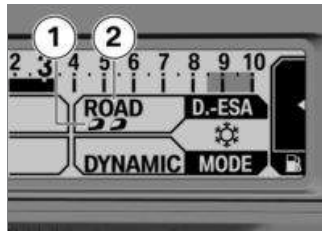
Using the Dynamic ESA electronic suspension adjustment system you can easily adjust your motorcycle to the load being carried.

Using leveling sensor, Dynamic ESA detects movements of the running gear and responds to them by adjusting the damper valves. As a result, the running gear is adjusted to the conditions of the ground.

Starting from the basic setting (ROAD), the damping can also be set harder (DYNAMIC).

Setting suspension compliance

- Switching on ignition (➡ 46).



Spring preload is displayed in the multifunction display in area **1**, and damping is indicated in area **2**.



To set the damping rate:

- Repeatedly press button **1** briefly until desired setting is displayed.

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

The following settings are available:

- ROAD: Comfortable damping
- DYNAMIC: Sporty, performance-oriented damping

To set the spring preload:

- Start engine (▶ 86).
- Press and hold button **1** in each case until desired setting is displayed.

▶ The spring preload cannot be adjusted while the motorcycle is being ridden.◀

The following settings are available:



One-up



One-up with luggage



Two-up (with luggage)

- Wait for the adjustment routine to finish before starting off again.
- » If the button **1** is not pressed for an extended period, the damping rate and the spring preload will be adjusted to the

displayed settings. The ESA display flashes during the adjustment routine.

- At very low temperatures, unload the motorcycles before increasing the spring preload, and have the passenger dismount if necessary.

Riding mode

Use of the riding modes

▶ Details on the selectable driving modes are provided in the chapter "Technology in Detail".◀

BMW Motorrad has developed 3 riding scenarios for your motorcycle from which you can select the one matching your situation:

- Riding on wet roads
- Riding on dry roads

- with Pro riding modes^{OE}
- Brisk riding on dry roads

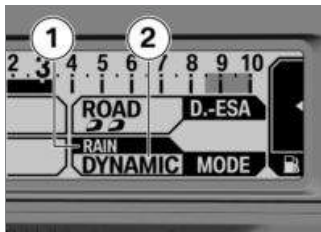
For each of those 3 scenarios, the optimum balance between engine torque, throttle response, control and ASC/DTC control for the situation concerned is provided.

Setting riding mode

- Switching on ignition (➡ 46).



- Press button **1**.



The current setting is shown at position **2**. Each time the button is pressed, one of the possible riding modes appears at position **1**.



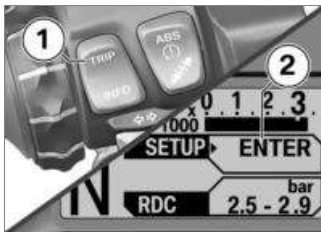
- Press button **1** repeatedly until desired riding mode is shown. The following riding modes can be selected:
 - RAIN: When riding on wet roads.
 - ROAD: When riding on dry roads.
- with Pro riding modes^{OE}
 - » The following riding modes can also be selected:
 - DYNAMIC: for brisk riding on dry roads.
 - USER: User-specific setting of riding mode.<

- Select riding mode.
 - » When the vehicle is stationary, the selected riding mode is activated after approx. 2 seconds.
 - » While the motorcycle is moving, the new riding mode will only be activated if the accelerator twist-grip is in the idling position and the brakes are not being applied.
 - » The riding mode selected and its associated engine-characteristic, ABS, ASC/DTC and Dynamic ESA settings are retained even after the ignition has been switched off.

Individualize riding mode

– with Pro riding modes^{OE}

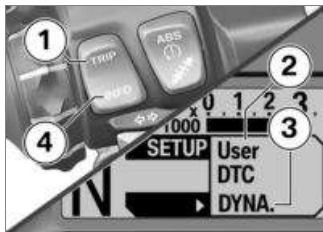
- Select USER riding mode.



- Repeatedly press button **1** briefly, until **SETUP ENTER** is shown in top line of display **2**.
- Press and hold button **1** to start **SETUP** menu.



- Repeatedly press button **1** briefly until **User Mode ENTER** is displayed in area **2**.
- Press and hold button **3** to configure **User** mode.



- Press button **1** briefly to respectively switch to next menu item.
- » It is possible to choose between the following menu items in the top line of the display **2**:
 - ENGINE
 - DTC
- Repeat pressing button **4** briefly, until the desired value is shown in bottom line of display **3**.
- Briefly press button **1** repeatedly until User EXIT is displayed.

- Press and hold button **4** to exit User menu.

Cruise-control system

– with cruise control^{OE}

Switch on cruise-control system



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

Store speed



- Briefly press button **1** forward.

 Adjustment range of cruise-control system

12...130 mph (20...210 km/h)

 Cruise-control system indicator lights up.

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

Acceleration



- Briefly press button **1** forward.
 - » Speed is increased by 2 km/h each time button is pressed.
- Press button **1** forward and hold.
 - » The motorcycle accelerates steplessly.
 - » If the button **1** is no longer pressed, the speed achieved is maintained and saved.

Decrease speed



- Briefly press button **1** backward.
 - » Speed is decreased by 2 km/h each time button is pressed.
- Press button **1** back and hold.
 - » The motorcycle decelerates steplessly.
 - » If the button **1** is no longer pressed, the speed achieved is maintained and saved.

Deactivating cruise-control system

- Actuate brakes, clutch or throttle grip (take back throttle be-

yond back position) to deactivate cruise-control system.

▶ When changing gear using the Pro Gear-shift Assistance function, the cruise-control system is automatically deactivated for safety reasons.◀

▶ With ASC and DTC interventions, the cruise-control system is automatically deactivated for safety reasons.◀

» Cruise-control system indicator light goes out.

Resuming former cruising speed



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

▶ Opening the throttle does not deactivate the cruise-control system. 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.◀



Cruise-control system indicator light lights up.

Switch off cruise-control system



- Push switch **1** to left.
- » The system is deactivated.
- » Button **2** is locked.

Heated handlebar grips

– with heated handlebar grips^{OE}

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 (→ 86).



- Press button **1** repeatedly until desired heating level **2** is shown.

The handlebar grips can be heated at two different levels.



First heating stage

50 % heating capacity



Second heating stage

100 % heating capacity

- » The second heating level is used for fast heat-up of the grips; then the switch should be switched back to the first level.
- » If no further changes are made the selected heating level is adopted as the setting.
- To switch off heated grips, press button **1** until heated grip symbol **2** is no longer shown in display.

Setting

Mirrors	76
Headlight	76
Clutch	77
Brakes	78
Rider and passenger seats.....	78
Spring preload	79
Damping.....	80

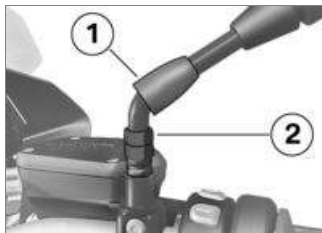
Mirrors

Adjust mirrors



- Move mirror into desired position by twisting.

Adjust mirror arm



- Slide protective cap **1** up over screw connection on mirror arm.
- Loosen the nut **2**.
- Turn mirror arm into desired position.
- Tighten the nut to the specified torque while holding the mirror arm to ensure that it does not move out of position.



Mirror (locknut) on adapter

16 lb/ft (22 Nm)

- Slide protective cap **1** over screw fitting.

Headlight

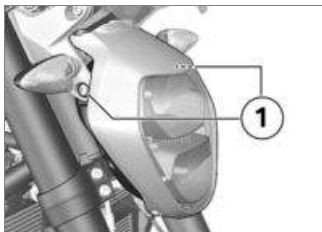
Headlight range and spring preload

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

Spring preload adjustment may only be insufficient when the motorcycle is very heavily loaded. In this case, the headlight range must be adjusted to the weight.


▶ If there are doubts as to the correct headlight range, have the adjustment checked by a specialized workshop, preferably by an authorized BMW Motorrad retailer. ◀

Headlight range adjustment



When the spring pretension adjustment is no longer able to maintain the correct beam height to avoid blinding oncoming traffic owing to high vehicle loads:

- Loosen screws **1** with onboard toolkit.

 Do not place motorcycle on center stand or side stand. ◀


- Swing headlight downward somewhat (depending on payload) to lower headlight light.

If the motorcycle is ridden again with lower payload:

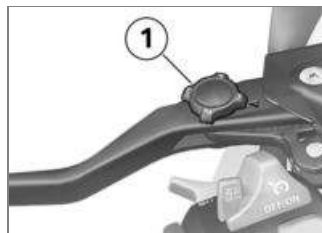
- Have the headlight default setting readjusted by an authorized workshop, preferably an authorized BMW Motorrad retailer.
- Tighten screws **1** with onboard toolkit.

Clutch


Adjusting clutch lever

 Adjusting the clutch lever while driving can lead to accidents.

Only adjust the clutch lever when the motorcycle is stationary. ◀



- Turn adjusting wheel **1** into desired position.

 The adjustment wheel can be turned more easily if you press the clutch lever forward when doing so. ◀

- » Four settings are available:
- **Position 1:** smallest distance between handlebar grip and clutch lever
 - **Position 4:** largest distance between handlebar grip and clutch lever

Brakes

Adjusting handbrake lever



Adjusting the brake lever while driving can lead to accidents.

Only adjust the brake lever when the motorcycle is stationary. ◀



- Turn adjusting wheel **1** into desired position.



The adjustment wheel can be turned more easily if you press the handbrake lever forward when doing so. ◀

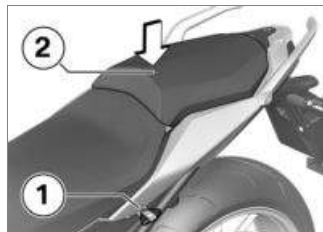
» Four settings are available:

- **Position 1:** smallest distance between handlebar grip and brake lever
- **Position 4:** largest distance between handlebar grip and brake lever

Rider and passenger seats

Remove passenger seat

- Park motorcycle, ensuring that support surface is firm and level.



- Press down passenger seat **1** in front area to support unlocking while turning seat lock **2** to left with ignition key and holding.
- Raise passenger seat **2** at front and release ignition key.
- Take off passenger seat **2** and place on a clean surface with upholstered side facing downward.

Installing passenger seat



- First slide passenger seat **1** into mounts in rear area.
 - Press down passenger seat **1** firmly at front.
- » Passenger seat engages with an audible click.

Remove rider's seat

- Remove passenger seat (➡ 78).

Driver's seat is unlocked.

- Take off rider's seat at rear and place on a clean surface with upholstered side facing downward.

Installing driver's seat

- Remove passenger seat (➡ 78).



- Press driver's seat into front mounts **1** up to stop and then lay on at rear.

Spring preload

– without Dynamic ESA^{OE}

Setting


It is essential to set the spring preload to suit the load carried by the motorcycle. Increase spring preload when the vehicle is heav-


ily loaded and reduce spring preload accordingly when the vehicle is lightly loaded.

Adjusting spring preload at rear wheel

- Park motorcycle, ensuring that support surface is firm and level.



 Your motorcycle's handling will suffer if you do not match the spring-preload and damping-characteristic settings. Adjust damping characteristic to changed spring preload.◀

 Adjusting the spring preload while the motorcycle is being ridden can lead to accidents. Adjust the spring preload only when the motorcycle is stationary. ◀

- To decrease spring load, turn adjustment wheel **1** in direction of arrow LOW.
- To increase spring load, turn adjustment wheel **1** in direction of arrow HIGH.



Basic setting of spring preload, rear

Turn adjustment wheel as far as possible into LOW direction. (One-up without load)

Turn adjuster wheel as far as possible in LOW direction, then rotate 15 turns in HIGH direction. (One-up with load)

Turn adjuster wheel as far as possible in HIGH direction. (Two-up and load)

Damping

– without Dynamic ESA^{OE}

Setting

The 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 damping on rear wheel

- Park motorcycle, ensuring that support surface is firm and level.
- Adjust damping from the left side of the vehicle.



- Turn adjuster wheel **1** clockwise to increase damping.
- Turn adjuster wheel **1** counterclockwise to decrease damping.



Basic setting of rear wheel rear-wheel damping

Turn adjuster wheel clockwise up to stop, then 6 clicks counterclockwise. (One-up without load)



Basic setting of rear wheel rear-wheel damping

Turn adjuster wheel clockwise up to stop, then 4 clicks counterclockwise. (One-up with load)

Turn adjuster wheel clockwise up to stop. (Two-up with load)

Riding

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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 retailer will be happy to advise you and has the correct clothing for every purpose.

Loading



Overloading and imbalanced loads can adversely affect driving stability.

Do not exceed the gross weight limit and observe the loading information. ◀

- Adjust spring preload and damping rate for the current gross vehicle weight.
- Ensure that case volumes on left and right are equal.
- Make sure that weight is uniformly distributed between right and left.
- Pack heavy pieces of luggage and cargo as low and as close to the center of the motorcycle as possible.
- Observe maximum payload and top speed as indicated on label in case.
 - with Topcase^{OA}
- Observe maximum payload and top speed as indicated on label in topcase. ◀
 - with tank bag^{OA}
- Observe maximum payload of small tank rucksack and corresponding top speed.



Volume of tank bag

Approx. 1.3 gal (Approx. 5 l)
(without volume expansion)


Approx. 2.4 gal (Approx. 9 l)
(with expanded volume)◀

Speed

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

- Incorrect settings of spring-strut and shock absorber system
- Unevenly distributed load
- Loose clothing
- Insufficient tire inflation pressure
- Tire tread in poor condition
- Etc.


Top speed

 The maximum speed specified for the motorcycle may be higher than the maximum speed permissible for the tires. Excessively high speeds can lead to tire damage and accidents. Observe the maximum permissible speed for the tires. ◀


Attach maximum permissible speed decal in field of view.

Risk of poisoning

Exhaust fumes contain carbon monoxide, which is colorless and odorless but highly toxic.

 Inhaling exhaust fumes therefore represents a health hazard and can even cause loss of consciousness with fatal consequences. Do not inhale exhaust fumes. Do not run the engine in closed rooms. ◀

Burn hazard

 Engine and exhaust system become very hot when the motorcycle is in use. There is a risk of burn injuries by contact with hot surfaces.

After parking the motorcycle, make sure that no one comes into contact with the engine and exhaust system. ◀


Catalytic converter

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


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
- Use unleaded fuel only

– Comply with all specified maintenance intervals.


 Unburned fuel will destroy the catalytic converter. Note the points listed for protection of the catalytic converter. ◀

Danger of overheating

 Cooling would be inadequate if the engine were allowed to idle for a lengthy period with the motorcycle at a standstill: overheating would result. In extreme cases, the motorcycle could catch fire.

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

Modifications

 Modifications of the motorcycle (e.g. engine management system, throttle valves, clutch) can cause damage to the affected components and fail-

ure of safety-related functions. Damage caused in this way is not covered by the warranty. Do not make any modifications.◀

Checklist

Use the following checklist to check important functions, settings and wear limits before you ride off:

Before every journey

- Brakes
- Front and rear brake fluid levels
- Coolant level
- Clutch function
- Damping setting and spring preload
- Tread depth and tire inflation pressure
- Firm seating of cases and luggage

At regular intervals

- Engine oil level (every time you refuel)
- Brake pad wear (during every third stop for refueling)

Starting

Start engine

- Switch on ignition.
 - » Pre-Ride-Check is carried out. (▶▶▶ 87)
 - » ABS self-diagnosis is performed. (▶▶▶ 87)
 - » ASC/DTC self-diagnosis is performed. (▶▶▶ 88)
- Engage neutral, or pull back 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 en-

gaged before retracting the side stand.◀

- In the case of cold start or under cold temperatures: Pull back clutch lever.



- 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. More detailed information can

be found in the "Maintenance" chapter under "Jump-starting."◀

- » Engine starts.
- » If the engine fails to start, the troubleshooting table in the chapter "Technical Data" may provide assistance. (▶▶ 162)

Pre-Ride Check

When the ignition is switched on the instrument cluster performs a test routine including the analog display instruments as well as the warning and indicator lights - this is the "Pre-Ride-Check." Starting the engine before the test routine is completed will cancel the remainder of the routine.

Phase 1

The pointer of the speedometer moves up to the end stop. Simultaneously all warning and indicator lights are activated sequentially. The general warning light lights up red.

Phase 2

The pointer of the speedometer moves into the starting position. At the same time, the previously activated warning and indicator lights are now switched off in reverse sequence. The universal warning light changes from red to yellow.

If the pointer of the speedometer has not been moved, or if one of the warning and indicator lights has not been switched on:



If it was not possible to switch on the warning lights, possible malfunctions cannot be indicated.

Watch all warning and indicator lights on the display.◀

- Have the malfunction corrected as soon as possible at an authorized service facility, preferably an authorized BMW Motorrad retailer.

ABS self-diagnosis

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

Phase 1

- » Check on system components monitored by the diagnostic system while vehicle is parked.



flashes.

Phase 2

- » Check wheel sensors while starting off.




flashes.

ABS self-diagnosis completed

- » ABS warning light goes out.

- Watch all warning and indicator lights on the display.

 ABS self-diagnosis routine not completed

ABS is not available because the self-diagnosis routine was not 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:

- It remains possible to continue riding. Please be aware that neither the ABS nor the integral function are available.
- Have the malfunction corrected as soon as possible at an authorized service facility, preferably an authorized BMW Motorrad Retailer.

ASC/DTC self-diagnosis

The self-diagnosis routine is determining whether BMW Motorrad ASC/DTC is ready for operation. The self-diagnosis routine runs automatically when you switch on the ignition.

Phase 1

- » Check on system components monitored by the diagnostic system while vehicle is parked.



flashes slowly.

Phase 2

- » Checking the diagnosable system components while the motorcycle is moving.




flashes slowly.

ASC/DTC self-diagnosis completed

- » ASC/DTC warning light goes out.

- Watch all warning and indicator lights on the display.

 ASC/DTC self-diagnosis routine not completed

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


If an ASC/DTC error is displayed after the ASC/DTC self-diagnosis is completed:

- It remains possible to continue riding. It must be noted that the ASC/DTC function is not available.


- Have the malfunction corrected as soon as possible at an authorized service facility, preferably an authorized BMW Motorrad Retailer.

Breaking in Engine

- While running in the motorcycle, vary the throttle opening and engine-speed range frequently; avoid driving for long periods at a constant speed.
- Choose curvy, slightly hilly sections of road if possible.
- Observe the engine run-in speeds.


 Engine break-in speeds
<5000 min ⁻¹ (Odometer reading 0...621 miles (0...1000 km))
no full throttle (Odometer reading 0...621 miles (0...1000 km))

- Observe mileage, after which the running-in check 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.

-  New brake pads can extend stopping distance by a significant margin. 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.

-  New tires do not provide full tire traction. Accident hazards exist in particular on wet roads and at extreme angles. Always think well ahead and avoid extreme angles.◀

Shifting gears

– with Pro shift assistant^{OE}

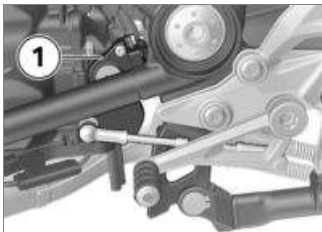
Pro Gear Shift Assistant

The Pro gearshift assistant provides help with upward and downward gear shifts without the clutch or the accelerator having to be operated. This is not an automatic transmission. The rider

is an essential part of the system and makes the decision as to when to change gear.

▶ More detailed information on Pro Gear-shift Assistance can be found in the section "Technology in detail". ◀

▶ When changing gear using the Pro Gear-shift Assistance function, the cruise-control system is automatically deactivated for safety reasons. ◀



- The gears are shifted into as usual with foot force on the shift lever.

- » The sensor **1** on the gear-lever shaft detects the intention to change gear and initiates gear-shift assistance.
- » When driving at constant speed in low gears at high revs, changing gear without using the clutch can result in major load change reactions. BMW Motorrad recommends only changing gear using the clutch in such situations. The Pro shifting assistant should not be used in the area of the rev-limiter.
- » No shifting support is provided in the following situations:
 - If the clutch is operated
 - If the gear lever is not in the zero position
 - When changing up with the throttle closed (overrunning mode) or when decelerating.
- To be able to make another gear shift using Pro Gear Shift Assistant, the gear lever must

be fully released after the first gear change.

Brakes

How do you achieve the shortest stopping distances?


The dynamic load distribution between the front and rear wheel changes during braking. The heavier you brake, the greater the weight transfer to the front wheel. Increases in the load on an individual wheel are accompanied by a rise in the effective braking force that the wheel can provide.

To achieve the shortest possible braking distance, the front brake must be applied quickly and with progressively greater levels of force. This procedure provides ideal exploitation of the extra weight transfer to the front wheel. The clutch should also

be disengaged at the same time. The frequently-practiced procedure for "panic braking", in which maximum braking force is applied as rapidly as possible, produces deceleration rates that rise more quickly than the dynamic weight transfer occurs. As a result, a complete transfer of braking force to road surface is not possible.

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

Descending mountain passes

 There is a danger of the brakes fading if you use only the rear brakes when descending mountain passes. Under extreme conditions, the brakes could overheat and suffer severe damage. Use both front and rear brakes,


and make use of the engine's braking effect as well. ◀

Wet, soiled brakes

Moisture and dirt on the brake rotors and the brake pads result in a decrease in the braking action.

Delayed or poorer braking action must be expected in the following situations:


- When driving in the rain and through puddles.
- After washing the vehicle.
- When driving on roads spread with salt.
- After working on the brakes due to oil or grease residues.
- When riding on dirty roads.


 Poor braking action due to moisture and dirt. Brake until brakes are dry or clean; clean if necessary. Brake early until the full braking action is available again. ◀

Parking your motorcycle

Side stand

- Switch off engine.

 If the ground is soft or uneven, there is no guarantee that the motorcycle will rest firmly on the stand. Always check that the ground under the stand is level and firm. ◀


 The side stand is designed to support only the weight of the motorcycle. Do not lean or sit on the motorcycle with the side stand extended. ◀

- Fold out side stand and park motorcycle.
- If the slope of the road permits, turn the handlebars to the left.
- On slopes point the motorcycle uphill and engage 1st gear.


Center stand

– with center stand^{OE}

- Switch off engine.

 If the ground is soft or uneven, there is no guarantee that the motorcycle will rest firmly on the stand.

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


 The center stands could respond to excessively forceful motion by folding back and allowing the vehicle to fall over. Do not sit on the motorcycle while it is resting on the center stand. ◀

- Fold out center stand and jack up motorcycle.
- On slopes point the motorcycle uphill and engage 1st gear.


Refueling

Fuel specifications

For optimal fuel economy, the gasoline should be sulfur-free or very low in sulfur content.

 Leaded fuel will destroy the catalytic converter.

Do not refuel with leaded gasoline or gasoline with metallic additives, e.g. manganese or iron. ◀

 Ethanol E85 might damage the engine and fuel supply system.

Do not refuel with E85, i.e. fuel with an ethanol content of 85 %, or with Flex Fuel. ◀

- Fuels with a maximum ethanol content of 10 %, meaning "E10," may be used for refueling. Ethanol should satisfy the quality standards for the US (ASTM 4806–xx) and Canada (CGSB-3.511–xx). "xx" - com-


ply with the current standard in each case.





Recommended fuel quality

Super unleaded (max. 10 % ethanol, E10)
89 AKI (95 ROZ/RON)
89 AKI

Refueling procedure

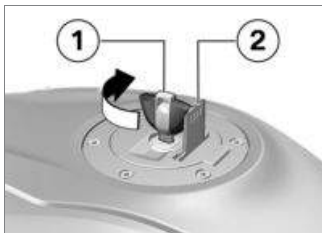
 Fuel is highly flammable. Fire at the fuel tank can result in fire and explosion. Do not smoke. Never bring a naked flame near the fuel tank. ◀

 Fuel expands when exposed to heat. When the tank is overfilled, fuel can escape and get onto the road. This results in a danger of falling. Do not overfill the fuel tank. ◀

 Fuel attacks plastic surfaces, making them cloudy or unattractive.

Immediately wipe off plastic parts after contact with fuel.◀


- Make sure ground is level and firm and place motorcycle on side stand.




- Open protective cap **2**.
- Unlock fuel-tank cap **1** with ignition key by turning clockwise, then swivel it up.



- Refuel with a fuel meeting the specifications above, continuing until fuel is no higher than lower edge of filler neck.

 When refueling after running on reserve, make sure that you top up the tank to a level above reserve, as otherwise the sensor will not be able to register the new level and the fuel warning lamp will not be switched off.◀

 The "usable fuel quantity" indicated 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. 4.8 gal (Approx. 18 l)



Reserve fuel quantity

Approx. 1.1 gal (Approx. 4 l)

- Press fuel tank cap down firmly to close.
- Remove vehicle key and close protective cap.

Refueling procedure


– with Keyless Ride^{OE}


Steering lock is unlocked.




Fuel is highly flammable. Fire at the fuel tank can result in fire and explosion.

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

 Fuel expands when exposed to heat. When the tank is overfilled, fuel can escape and get onto the road. This results in a danger of falling. Do not overfill the fuel tank.◀

 Fuel attacks plastic surfaces, making them cloudy or unattractive. Immediately wipe off plastic parts after contact with fuel.◀

- Make sure ground is level and firm and place motorcycle on side stand.
- Switch off ignition (➡ 47).

 After the ignition is switched off, the fuel filler cap can be opened within the specified run-on time even without the radio-operated key being within the reception area.◀



Open fuel filler cap

2 min

- » There are **2 ways** to open the fuel filler cap:
- Within the run-on time
 - After run-on time expires

Version 1

- with Keyless Ride^{OE}

Within the run-on time:



- Slowly pull lug **1** of fuel filler cap upward.

- » Fuel filler cap unlocked.
- Open fuel filler cap completely.

Version 2

- with Keyless Ride^{OE}

After run-on time expires:

- Bring radio-operated key into reception range.
 - Slowly pull up lug **1**.
- » The indicator light for the radio-operated key flashes as long as the radio-operated key is being searched for.
- Slowly pull lug **1** of fuel filler cap upward again.
- » Fuel filler cap unlocked.
- Open fuel filler cap completely.





- Refuel with a fuel meeting the specifications above, continuing until fuel is no higher than lower edge of filler neck.

▷ When refueling after running on reserve, make sure that you top up the tank to a level above reserve, as otherwise the sensor will not be able to register the new level and the fuel warning lamp will not be switched off.◀

▷ The "usable fuel quantity" indicated 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. 4.8 gal (Approx. 18 l)	
	Reserve fuel quantity
Approx. 1.1 gal (Approx. 4 l)	

- Press fuel filler cap of fuel tank down firmly.
 - » Fuel filler cap audibly engages.
 - » Fuel filler cap automatically locks after run-on time expires.
 - » The engaged fuel filler cap locks immediately when the steering lock is locked or during starting.

Secure motorcycle for transport

- Protect against scratching all components along which luggage straps are routed. For example, use adhesive tape or soft cloths.




 When jacking up the vehicle it can tip away to the side and fall over.

Secure motorcycle against tipping to the side, preferably with the assistance of a second person.◀

- Push motorcycle onto transport surface, and do not place on side stand or center stand.



 Components can be damaged.

Do not squeeze components such as brake lines or wiring harnesses. ◀

- Lay straps at front over lower fork bridge on both sides.
- Tension straps downward.



- Fasten rear straps on both sides to the passenger footpegs and then tighten them.
- Tension all straps evenly; the motorcycle should be pulled down against its springs with the suspension compressed as much as possible.

Technology in detail

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General instructions

More information on the topic of technology is available at:

bmw-motorrad.com/technology

Anti-Lock Brake System

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 footbrake lever acts only on the rear brake.

BMW Motorrad Integral ABS adapts the brake force distribution between the front and rear brakes during braking by means of ABS modulation to suit the load carried by the motorcycle in order to achieve the shortest possible braking distance.



Spinning of the rear wheel with the front brake applied (Burn Out) is prevented by the integral function. The result may be damage to the rear wheel brake and the clutch.

Do not attempt Burn Outs.◀

How does the ABS work?

The maximum braking force that can be transferred to the road surface is partially dependent on the friction coefficient of the road surface. Gravel, ice, snow and wet roads offer a considerably lower friction coefficient than a dry, clean asphalt surface. The poorer the friction coefficient of the road surface 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 driving stability is lost, and a fall can result. Before this sit-

uation occurs, ABS is activated and the brake pressure is adjusted 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 braking is carried out in this situation, ABS must reduce the brake pressure to ensure driving stability when restoring contact to the road. At this point in time, the ABS must assume extremely low friction coefficients (gravel, ice, snow) so that the running 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 ABS noticeable to the rider?

If the ABS system has to reduce the braking force due to the conditions described above, then vibrations can be felt through the handlebar brake lever.

If the handbrake lever is pulled, then braking pressure is built up at the rear wheel with the integral function. If the footbrake lever is first actuated after this, the brake pressure already built up can be felt earlier than the counter-pressure, than when the footbrake lever is actuated before or together with the handbrake lever.

Lifting off rear wheel

However, during extremely heavy and rapid decelerations it is possible that the ABS cannot prevent the rear wheel from lifting off the ground. In these cases, the motorcycle can also flip end over end.



Heavy braking can lead to the rear wheel lifting off the ground.

When braking, bear in mind that the ABS control cannot always be relied on to prevent the rear wheel from lifting off the ground. ◀

What are the design characteristics of the ABS?

The ABS ensures driving stability on any surface within the limits of driving physics. The system is not optimized for special requirements resulting under ex-

treme weather conditions on the racetrack. Handling should be adopted to driving 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 data for an extended period of time it will deactivate the ABS as safety precaution and a display will alert you to an ABS error. A self-diagnosis routine must be completed before the error will be displayed. Apart from problems on the ABS, unusual riding conditions can also cause a fault message to be generated.

- Heating up on the main or additional stand at idle or with gear engaged
- Rear wheel locked-up for an extended period by engine

braking effect, e.g. when riding downhill on slippery surfaces

Should a fault code occur due to an unusual driving condition, the ABS can be reactivated by switching the ignition off and then on again.

How important is regular maintenance?


 Any technical system is always only as good as its maintenance.

To ensure that the ABS is in a properly maintained condition, it is vital that the specified service intervals be observed.◀

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 en-

suring a safety margin in genuine emergencies.

 Be careful in curves. When you apply the brakes in a curve, the motorcycle's weight and momentum take over and even ABS is unable to counteract their effects. 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.◀

Automatic Stability Control

How does ASC work?


ASC compares the wheel speeds of the front and rear wheels. Differences in the relative rotation speeds allow the system to determine the slip rate, and thus the stability reserves at the rear wheel. The engine-management

system adapts the engine torque when the slip limit is exceeded.

What are the design features of ASC?

ASC is an assistance system for the rider and is designed for driving on public roads. The extent to which the rider affects ASC control can be considerable (weight shifts when cornering, loose luggage on the motorcycle), especially when approaching the limits imposed by the laws of physics.

The system is not optimized for special requirements resulting under extreme weather conditions on the racetrack. ASC can be switched off under these conditions.

 Even with ASC, the laws of physics cannot be overridden. The rider is always responsible for adapting his/her driving style.

Do not reduce the additional safety provided with risky driving. ◀

Special situations


As lean angles increase, acceleration potential is also progressively restricted by the laws of physics. This can result in delayed acceleration when exiting very tight curves.

The system compares the rotation speeds of the front and rear wheels to detect any tendency for the rear wheel to spin or lose traction. If the system registers implausible data for an extended period of time it will deactivate the ASC functionality as safety precaution and a display will alert you to an ASC error. A self-diagnosis routine must be completed before the error will be displayed.

The following non-standard operating conditions may lead to automatic deactivation of ASC:

- Riding on rear wheel (wheelie) for a longer period
- Rear wheel spinning in place with front brake engaged (burn out)
- Heating up on the main or additional stand at idle or with gear engaged

Switching the ignition off and on again and then riding the motorcycle at more than a specific minimum speed reactivates the ASC.

	Minimum speed for ASC activation
min 6 mph (min 10 km/h)	

If the front wheel loses contact with the ground under extreme acceleration, the ASC reduces the engine torque, maintain-

ing the reduction until the front wheel makes contact with the ground again.

BMW Motorrad recommends that you respond to this condition by twisting back the throttle grip somewhat to return to stable dynamic operating conditions as quickly as possible.

On a slippery surface, the throttle grip should never be suddenly twisted back completely unless the clutch is disengaged at the same time. The engine's braking torque could cause the rear wheel to lock, resulting in unstable vehicle conditions. ASC is unable to intervene effectively under these conditions.

Dynamic Traction Control

– with Dynamic Traction Control (DTC)^{OE}

How does DTC work?

DTC compares the wheel speeds of the front and rear wheels. Differences in the relative rotation speeds allow the system to determine the slip rate, and thus the stability reserves at the rear wheel. The engine-management system adapts the engine torque when the slip limit is exceeded. DTC is equipped with an angle sensor, enabling it to control the wheel slip more sensitively in curves. As a result, more dynamic driving conditions are possible with the same stability. In the DYNAMIC mode minor wheelies can be ridden with the support of DTC.

What are the design features of DTC?

DTC is an assistance system for the rider and is designed for driving on public roads. The extent to which the rider affects DTC control can be considerable (weight shifts when cornering, loose luggage on the motorcycle), especially when approaching the limits imposed by the laws of physics.

The system is not optimized for special requirements resulting under extreme weather conditions on the racetrack. DTC can be deactivated for riding in these conditions.



Even with DTC, the laws of physics cannot be overridden. The rider is always responsible for adapting his/her driving style.

Do not reduce the additional

safety provided with risky driving. ◀

Special situations

As lean angles increase, acceleration potential is also progressively restricted by 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 speeds of the front and rear wheel are compared and the angle is considered, for example. If these values are detected to be implausible for a long period, a replacement value is used for the angle and the DTC function is deactivated. In these cases, a DTC error is displayed. A self-diagnosis routine must be completed before the error will be displayed.

While in the RAIN and ROAD riding modes with the front wheel lifted off, the DTC reduces the engine torque and quickly sets down the front wheel on the ground again, in the DYNAMIC mode minor wheelies supported by DTC are permitted. DTC can issue an error message under the exceptional riding conditions outlined below.

Unusual riding conditions:

- Driving on the rear wheel (wheelie) for a longer period.
- Rear wheel spinning in place with front brake engaged (burn out).
- Heating up on an auxiliary stand at idle speed or with gear engaged.

Switching the ignition off and on again and then riding the motorcycle at more than a specific minimum speed reactivates the DTC.



Minimum speed for DTC activation

min 6 mph (min 10 km/h)

If the front wheel loses contact with the ground under extreme acceleration, the DTC reduces the engine torque until the front wheel makes contact with the ground again.

BMW Motorrad recommends that you respond to this condition by twisting back the throttle grip somewhat to return to stable dynamic operating conditions as quickly as possible.

On a slippery surface, the throttle grip should never be suddenly twisted back completely unless the clutch is disengaged at the same time. The engine braking torque can cause the rear wheel to slip, resulting in an unstable driving state. DTC is unable to

intervene effectively under these conditions.

Dynamic ESA

– with Dynamic ESA^{OE}

Adjustment options

Using the Dynamic ESA electronic suspension adjustment system you can easily adjust your motorcycle to the load being carried.

Using leveling sensor, Dynamic ESA detects movements of the running gear and responds to them by adjusting the damper valves. As a result, the running gear is adjusted to the conditions of the ground.

Starting from the basic setting (ROAD), the damping can also be set harder (DYNAMIC).

Riding mode

Selection

In order to adjust the motorcycle to the road condition, one of 4 riding modes can be selected:

RAIN

ROAD (standard mode)

– with Pro riding modes^{OE}

DYNAMIC

USER

Each riding mode affects the behavior of the motorcycle in a different way. For the RAIN, ROAD and DYNAMIC riding modes, a matched setting is available for the ASC/DTC and ENGINE (throttle response) systems. The last selected riding mode is re-activated automatically after the ignition is switched off and on again.

The following rule always applies: selection of progressively more dynamic riding modes is accom-

panied by a corresponding reduction in the support furnished by ASC/DTC. Therefore, consider the following when selecting the riding mode: the more dynamic the setting, the greater the demands on the skill of the rider!

Throttle response

– In RAIN modes: restrained

– In ROAD modes: direct

– In DYNAMIC mode: dynamic

RAIN mode

The ASC/DTC system intervenes early enough to prevent the rear wheel from spinning. On road surfaces with high to medium grip (dry and wet asphalt to dry cobblestones) the motorcycle remains very stable; movements of the tail are clearly perceptible only on slippery road surfaces (wet bitumen or wet cobblestones).

ROAD mode

The point at which the ASC/DTC system intervenes is later than in the RAIN mode. On road surfaces with high to medium grip (dry and wet asphalt to dry cobblestones) the motorcycle remains stable. Slight rear-wheel drift is perceptible. Movements of the tail are clearly perceptible on slippery road surfaces (wet bitumen or wet cobblestones).

– with Pro riding modes^{OE}

DYNAMIC mode

DYNAMIC mode is the most performance-oriented mode. The point at which the ASC/DTC system intervenes is even later, which means that even on dry asphalt drifting is possible under sharp acceleration when cornering.

USER mode

In the USER mode, DTC and ENGINE can be set individually.

- ENGINE: It is possible to choose between RAIN, ROAD and DYNAMIC

- DTC: It is possible to choose between RAIN, ROAD and DYNAMIC

The changed USER settings are saved until the next change.

Changing setting

The riding modes can only be changed while driving under the following condition:

- No drive torque at rear wheel
- No brake pressure in the brake system

This operating mode is active when the motorcycle is stopped with the ignition switched ON. As an alternative, the following steps must be carried out:

- Turn back throttle grip
- Do not actuate brake lever

First the desired riding mode is preselected. The new selection is not activated until the specified conditions are present in all affected systems.

Tire Pressure Control

- with Tire Pressure Control (TPC)^{OE}

Operation

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 governor, which does not enable the transmission of the measured readings until the defined minimum speed is exceeded for the first time.



Minimum speed for transmission of TPC measured data:

min 19 mph (min 30 km/h)

Before initial reception of the tire inflation pressure, -- is shown in the display for each tire. The sensors continue to transmit the measured readings for some after the vehicle comes to a stop.



Duration of measured data transmission after motorcycle is stationary:

min 15 min

If an TPC control unit is fitted but the wheels have no sensors, a fault message is generated.

Tire inflation pressure ranges

The TPC control unit distinguishes between three inflation pressure ranges matched to the motorcycle:

- Inflation pressure within the permissible tolerance
- Inflation pressure at the limits of the permissible tolerance
- Inflation pressure outside the permissible tolerance

Temperature compensation

The inflation pressure within a tire is sensitive to temperature: it responds to higher tire temperatures by increasing, and to lower temperatures by dropping. The tire temperature is dependent on the outside temperature and on the driving style and duration.



The tire pressures are shown adjusted for temperature on the multifunction display and are always relative to the following tire air temperature:

68 °F (20 °C)

No temperature compensation takes place in the inflation pressure testers at filling stations, meaning that the measured tire inflation pressure varies according to tire temperature. As a result, in most cases the values displayed there do not match the values shown in the multifunction display.

Adjusting inflation pressure

Compare the TPC value in the multifunction display with the value on the back cover of the Rider's Manual. The difference between the two values must be

compensated with the air pressure tester at the filling station.



Example

According to the Rider's Manual, the tire pressure should be as follows:

36.3 psi (2.5 bar)

The multifunction display shows the following figure:

33.4 psi (2.3 bar)

The shortfall is thus:

2.9 psi (0.2 bar)

The tester at the filling station shows:

34.8 psi (2.4 bar)

To obtain the correct tire pressure, that has to be increased to the following figure:

37.7 psi (2.6 bar)

Pro shift assistant

– with Pro shift assistant^{OE}

Your motorcycle is equipped with the Pro shift assistant originally developed in racing. 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 changes can be performed without using the clutch.
- Less movement between pilot and pillion due to shorter gear-change intervals.
- Throttle does not have to be closed when changing gear under acceleration.
- During deceleration and downshifts (throttle plate closed) the

system blips the throttle to obtain the correct engine speed.

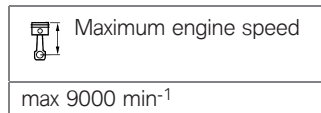
- Shifting times are faster than when the clutch is used to change gears.

For the rider's intention to change gears to be detected, move the gear lever previously not operated against the force of the spring by a certain amount of "overtravel" in the desired direction with a normal to brisk action and hold in that position until the gear change is completed. A further increase of the force applied to the gear lever during the gear-shift operation is not necessary. After the gear change is completed, the gear lever must be fully released before the Pro Gear Shift Assistant can execute a new gear change. When changing gear using the Pro gear-shift assistance function, the throttle setting (twist-grip

position) must be kept constant before and during the gear-change sequence. Changing the accelerator twist-grip position during the gear-shift sequence may cause the function to abort and/or the gear change to fail. No support is provided by the Pro Gear Shift Assistant during gear changes made using the clutch.

Downshifts

Downshifts are assisted up to the speed at which the engine reaches maximum rpm in the gear to be engaged. Overrevving is thus prevented.



Upshifts

The Pro Gear Shift Assistant does not provide added support when the engine speed would fall below idle in the new gear.



Idle speed

1150 min⁻¹ (Engine at operating temperature)

Maintenance

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General instructions

The "Maintenance" chapter describes work involving the checking and replacement of wear parts that can be performed with a minimum of effort.

If special tightening torques are to be taken into account for assembly, these are listed. An overview of all required tightening torques is contained in the chapter "Technical Data".

Further information about maintenance and repair work can be obtained on DVD through your authorized BMW Motorrad retailer.

Special tools and thorough specialized knowledge are required to carry out some of the work. If you are in doubt, consult an authorized workshop, preferably your authorized BMW Motorrad retailer.

Onboard tool kit

Standard tool kit




- 1** Screwdriver handle
 - Use with screwdriver bit.
 - Topping up engine oil (►► 113).
- 2** Open-ended wrench
Wrench size: 8/10 mm
 - Removing battery (►► 141).
- 3** Open-ended wrench
Wrench size: 14
 - Adjust mirror arm (►► 76).

- 4** Reversible screwdriver insert
Phillips PH1 and Torx T25
 - Removing light sources in front and rear turn indicators (►► 135).
 - Remove battery cover (►► 141).
- 5** Torx wrench T40
 - Headlight range adjustment (►► 77).

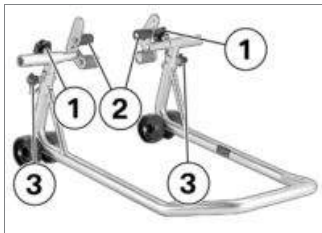
Front wheel stand

Mount front wheel stand

 The BMW Motorrad front wheel stand is not designed for holding motorcycles without a center or other auxiliary stands. A motorcycle standing on the front wheel stand and the rear wheel alone can fall over. Place the motorcycle on the center stand or an auxiliary stand before lifting it with the

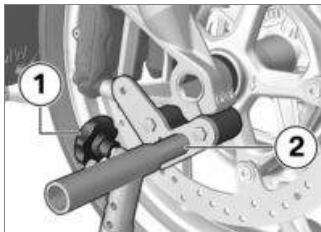
BMW Motorrad front wheel stand.

- Place motorcycle on center stand, ensuring that it is resting on a firm and level support surface.
- Use basic stand with front wheel mount. The base stand and its accessories are available through your authorized BMW Motorrad retailer.



- Loosen mounting bolts **1**.
- Push two mounts **2** outward, continuing until front suspension fits between them.

- Use locating pins **3** to set front wheel stand to desired height.
- Center front wheel stand relative to front wheel and push it against front axle.



- Align two mounts **2** so that front suspension rests securely on them.
- Tighten securing screws **1**.



! If the motorcycle is resting on the center stand: The motorcycle is raised too far at the front, the center stand lifts off the ground and the motorcycle can tip over to the side.

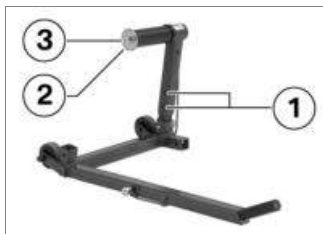
When raising the vehicle, make sure that the center stand remains on the ground.◀

- Apply uniform pressure to push front wheel stand down and raise motorcycle.

Rear-wheel stand

Mounting rear-wheel stands

- Park motorcycle, ensuring that support surface is firm and level.
- Use basic stand with rear wheel adapter. The basic stand and its accessories are available through your authorized BMW Motorrad retailer.



- Set desired height of rear-wheel stand using bolts **1**.

- Remove the lock washer **2**; to do so, press the unlock button **3**.



- Push the rear-wheel stand from the right onto the rear axle.
- Apply the retaining disk from the left; to do so, press the unlock button.



- Position motorcycle upright while simultaneously pressing grip of stand back so that both stand rollers rest on ground.
- Then press the grip down to the ground.

Engine oil

Check engine oil level

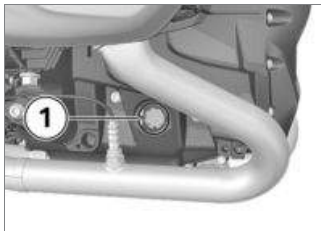


The oil level varies with the temperature of the oil. The higher the temperature, the higher the level of oil in the sump. Checking the oil level with the engine cold or after a short

trip leads to misinterpretations of the oil fill quantity.


To ensure that the display of the engine oil level is correct, only check the oil level with the engine at operating temperature.◀

- Switch off engine at operating temperature.
- Fold out side stand and position yourself on right-hand side of motorcycle.
- Hold motorcycle straight.
– with center stand^{OE}
- Place motorcycle on center stand, ensuring that it is resting on a firm and level support surface.<
- Wait five minutes to allow oil to drain to the oil pan.



- Read oil level in display **1**.



 Specified level of engine oil

between MIN- and MAX mark

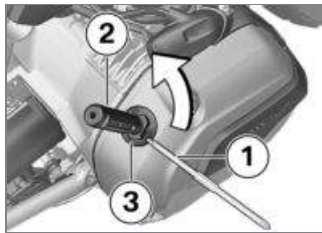
If the oil level is below MIN mark:
• Topping up engine oil (▶▶▶ 113).

If the oil level is above MAX mark:

- Have oil level corrected at an authorized service facility, preferably an authorized BMW Motorrad retailer.

Topping up engine oil

- Park the motorcycle, ensuring that the support surface is firm and level.



- Wipe area around oil fill location to clean it.

- To be able to apply force more easily, insert the interchangeable screwdriver bit **1**, Torx end first, into the screwdriver handle **2** (from motorcycle toolkit).
- Locate specified tool from vehicle toolkit on oil fill location **3** and turn counterclockwise.
- Check engine oil level (➡ 112).



Both too little and too much engine oil can lead to engine damage.

Always make sure that the oil level is correct.◀

- Add engine oil up to specified level.



Engine oil, quantity for topping up

max 1 quarts (max 0.95 l) (Difference between MIN and MAX)

- Check engine oil level (➡ 112).
- Install the oil filler cover **3**.

Brake system

Checking brake operation

- Actuate the handbrake lever.
 - » Pressure point must be clearly perceptible.
- Actuate the footbrake lever.
 - » Pressure point must be clearly perceptible.

If no clear pressure points are perceptible:



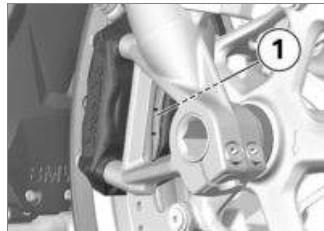
Incorrect working practices endanger the reliability of the brake system.

Have all work on the brake system carried out by experts.◀

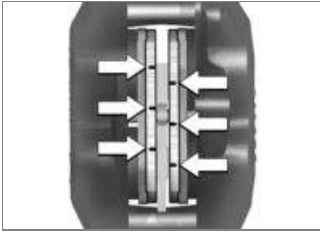
- Have the brakes checked at an authorized workshop, preferably an authorized BMW Motorrad retailer.

Check front brake pad thickness

- Park motorcycle, ensuring that support surface is firm and level.



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



Front brake-pad wear limit

0.04 in (1.0 mm) (Only friction material without carrier plate. Wear markings (grooves) must be clearly visible.)

If the wear indicators are no longer clearly visible:



Dropping below the minimum pad thickness leads to reduced braking performance and may result in damage to the brakes.

In order to ensure the operating reliability of the brake system,

make sure that the brake pads are not worn beyond their minimum thickness. ◀

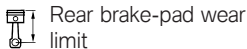
- Have brake pads replaced at an authorized service facility, preferably an authorized BMW Motorrad retailer.

Checking rear brake pad thickness

- Park motorcycle, ensuring that support surface is firm and level.



- Conduct a visual inspection of the brake pad thickness. Direction of view: From rear looking at brake pads **1**.



0.04 in (1.0 mm) (Only friction material without carrier plate.)

If wear limit is reached:

! Dropping below the minimum pad thickness leads to reduced braking performance and may result in damage to the brakes.

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 replaced at an authorized service facility, preferably an authorized BMW Motorrad retailer.

Checking front brake fluid level

! A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency.

Check brake fluid level regularly.◀

– with center stand^{OE}

- Make sure ground is level and firm and place motorcycle on its center stand.◀

– without center stand^{OE}

- Make sure ground is level and firm and hold motorcycle vertically.◀

- Align handlebars so that brake-fluid reservoir is positioned horizontally.



- Check brake fluid level in front 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, motorcycle standing upright)

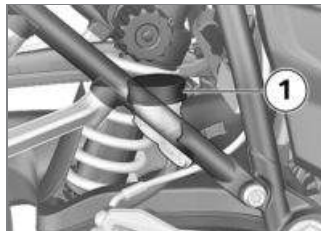
Checking rear brake fluid level



A low fluid level in the brake reservoir can allow air to penetrate the brake system. This significantly reduces braking efficiency.

Check brake fluid level regularly.◀

- with center stand^{OE}
- Make sure ground is level and firm and place motorcycle on its center stand.◀
- without center stand^{OE}
- Make sure ground is level and firm and hold motorcycle vertically.◀



- Read brake fluid level at rear brake-fluid reservoir **1**.

▶ The brake fluid level in the brake-fluid reservoir drops due to brake pad wear.◀

If brake fluid level falls below the approved level:

- Have defect corrected as soon as possible by an authorized workshop, preferably an authorized BMW Motorrad retailer.



Rear brake fluid level

Brake fluid, DOT4

The brake fluid level must not fall below the MIN mark. (Brake-fluid reservoir horizontal, motorcycle standing upright)

If brake fluid level falls below the approved level:

- Have defect corrected as soon as possible by an authorized workshop, preferably an authorized BMW Motorrad retailer.

Clutch

Check clutch function

- Pull back the clutch lever.
 - » Pressure point must be clearly perceptible.

If no clear pressure point can be felt:

- Have the clutch checked by an authorized workshop, preferably an authorized BMW Motorrad retailer.

Coolant

Checking coolant level

- Fold out side stand and position yourself on right-hand side of motorcycle.
- Hold motorcycle straight.
 - with center stand^{OE}
- Place motorcycle on center stand, ensuring that it is resting on a firm and level support surface.<



Danger of burns on hot engine.

Maintain distance from hot engine.

Do not touch hot engine.<

- Read off coolant level on expansion tank **1**.
 - » Coolant level must be between MIN and MAX marks.

If coolant level drops below MIN mark:

- Add coolant.

Topping up coolant


- Checking coolant level (➔ 118).




- Open cap **1** of coolant expansion tank and add coolant up to specified level.
- Checking coolant level (►► 118).
- Close cap **1** of coolant expansion tank.

Wheel rims and tires

Check tire pressure

 Incorrect tire inflation pressure results in poorer handling characteristics of the motorcycle and reduces the life of the tires.

Ensure proper tire inflation pressure. ◀

 At high road speeds, tire valves installed perpendicular to the wheel rim have a tendency to open as a result of centrifugal force.

Use valve caps with rubber seals and screw them on firmly to prevent sudden tire deflation. ◀

- Park motorcycle, ensuring that support surface is firm and level.
- Check tire pressures against data below.



Tire pressure, front

36.3 psi (2.5 bar) (with tire cold)



Tire pressure, rear

42.1 psi (2.9 bar) (with tire cold)


If tire pressure is too low:

- Correct tire pressure.

Check wheel rims

- Park motorcycle, ensuring that support surface is firm and level.
- Subject wheel rims to visual inspection for defects.
- Have damaged rims checked and, if necessary, replaced by a specialist service facility, preferably an authorized BMW Motorrad retailer.


Checking tire tread depth

 The handling of your motorcycle can already change for the worse before the legally

prescribed minimum tread depth is reached.

Have tires replaced even before the minimum tread depth is reached.◀

- Park motorcycle, ensuring that support surface is firm and level.
- Check tire tread depth in main tread grooves with wear indicators.

 Tread 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 tires.

Wheels

Tire recommendation

For every size of tire, BMW Motorrad has tested and approved certain makes as roadworthy. BMW Motorrad cannot evaluate the suitability of other tires, and can therefore take no responsibility for their driving safety.

BMW Motorrad recommends only using the tires tested and approved by BMW Motorrad. Detailed information can be obtained from your authorized BMW Motorrad retailer or online at

bmw-motorrad.com

Affect of wheel sizes on suspension control systems

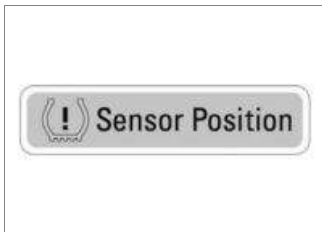
The wheel sizes play a major role in the ABS and ASC/DTC suspension-control systems. The diameter and width of the wheels stored in the control unit have particular significance as the basis for all necessary calculations. A change in these sizes resulting from conversion to wheels not installed as standard equipment can seriously affect the control efficiency of these systems. The sensor reluctor rings required for wheel speed detection must also match the control systems installed and may not be replaced.

If you want to equip your motorcycle with different wheels, please contact a specialist service facility, preferably a BMW Motorrad retailer. In some cases the data stored in the

control units can be adapted for the new wheel sizes.

TPC sticker

- with Tire Pressure Control (TPC)^{OE}



! If tires are inexpertly removed, the TPC sensors may be damaged.

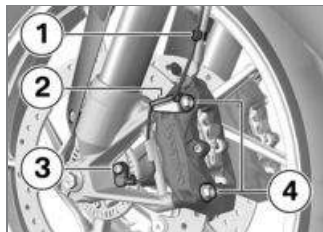
Inform the authorized BMW Motorrad retailer or the specialist service facility on the fact that the wheel is equipped with a TPC sensor.◀

On motorcycles equipped with TPC, there is a sticker on the

wheel near to the position of the TPC sensor. When changing the tire, it is important to take care not to damage the TPC sensor. Draw the attention of the BMW Motorrad retailer or tire fitter to the TPC sensor.

Removing front wheel

- Place motorcycle on an auxiliary stand; BMW Motorrad recommends BMW Motorrad rear-wheel stand.
- Mounting rear-wheel stands (➡ 112).
- with center stand^{OE}
- Make sure ground is level and firm and place motorcycle on its center stand.◀



- Detach wheel speed sensor lead from retaining clips **1** and **2**.
- Remove screw **3** and take wheel speed sensor out of bore.
- Mask off areas of wheel rim that could be scratched in the process of removing the brake calipers.

! Once the calipers have been removed, there is a risk of the brake pads being pressed together to the extent that they cannot be slipped back

over the brake rotor on reassembly.

Do not operate the handbrake lever when the brake calipers have been removed. ◀

- Remove securing screws **4** of left and right brake calipers.

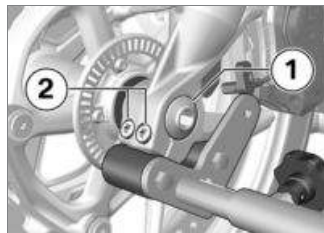


- Push brake pads **1** slightly apart by turning the brake caliper **2** back and forth against the brake rotor **3**.
- Carefully pull brake calipers back and outward to remove them from the brake rotors.

- Raise front of motorcycle, preferably using a BMW Motorrad front wheel stand, continuing until the wheel rotates freely.
- Mount front wheel stand (▶ 110).



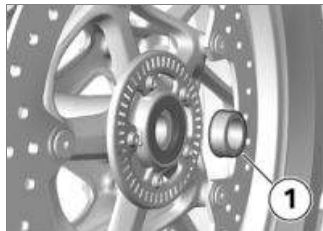
- Loosen axle clamping screws **1**.



- Remove screw **1**.
- Loosen axle clamping screws **2**.
- Slightly press the quick-release axle inward for a better grip on the right side.




- Pull quick-release axle **1** out while supporting the front wheel.
- Place front wheel down and roll it forward out of the front suspension.




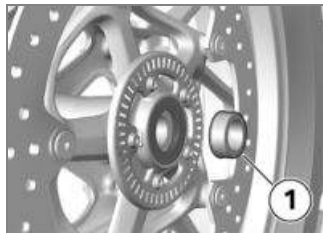
- Remove spacer bushing **1** from the wheel hub.

Installing front wheel


 Malfunctions may occur during control interventions by ABS or ASC/DTC if a wheel other than the standard wheel is installed.

Please see the information on the effect of wheel sizes on the ABS and ASC/DTC chassis control systems at the beginning of this chapter. ◀

 Threaded fasteners not tightened to the specified torque can work loose or their threads can suffer damage. Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer. ◀



- Mount spacing bushing **1** on left side in wheel hub.

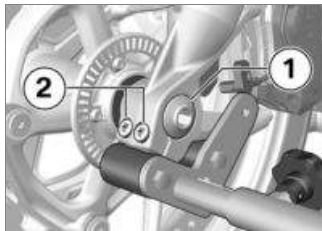
 The front wheel must be installed right way round to rotate in the correct direction. Observe the direction of rota-

tion arrows on the tires or on the rim. ◀

- Roll front wheel into front suspension.



- Lift front wheel and install quick-release axle **1**.
- Remove front wheel stand and firmly compress front forks. Do not actuate handbrake lever at the same time.
- Mount front wheel stand (▶▶ 110).



- Install screw **1** with specified torque. Brace quick-release axle on the right side at the same time.



Quick-release axle in telescopic fork

37 lb/ft (50 Nm)

- Tighten axle clamping screws **2** to appropriate torque.



Clamping screw for quick-release axle in telescopic fork


Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time

14 lb/ft (19 Nm)



- Tighten axle clamping screws **1** to appropriate torque.

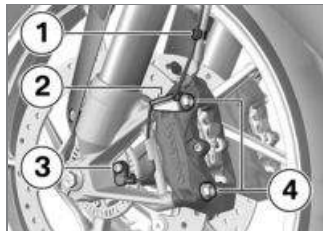


 Clamping screw for quick-release axle in telescopic fork

Tightening sequence: Tighten the screws 6 times, alternating between one and the other each time

14 lb/ft (19 Nm)

- Remove front wheel stand.
- Slide the brake calipers on the left-hand and right-hand side onto the brake rotors.




- Install securing screws **4** on left and right with specified torque.

 Brake caliper on telescopic forks

28 lb/ft (38 Nm)

- Remove adhesive tape from wheel rim.

 Braking efficiency is impaired if the brake pads are not correctly bedded against the disks.

Before driving off, check that the braking effect kicks in without any delay. ◀

- Engage the brakes repeatedly, continuing until the brake pads seat against the rotors.
- Locate wheel speed sensor lead in the retaining clips **1** and **2**.
- Insert wheel speed sensor in bore and install screw **3**.



Wheel speed sensor on fork

Joint compound: Micro-encapsulated or medium-strength screw lock

6 lb/ft (8 Nm)


Removing rear wheel

- Swivel muffler (→ 127).



- Shift into first gear.
- Remove bolts **1** of rear wheel, holding wheel as you do so.
- Roll rear wheel out toward rear.

Installing rear wheel

 Malfunctions may occur during control interventions by ABS or ASC/DTC if a wheel other than the standard wheel is installed.

Please see the information on the effect of wheel sizes on the ABS and ASC/DTC chassis control systems at the beginning of this chapter.◀



Threaded fasteners not tightened to the specified torque can work loose or their threads can suffer damage. Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer.◀

- Place rear wheel on rear wheel support.



- Install wheel studs **1** with specified torque.

 Tighten rear wheel on wheel flange


Tightening sequence: tighten diagonally

44 lb/ft (60 Nm)

- Mounting muffler (➡ 128).

Muffler

Swivel muffler

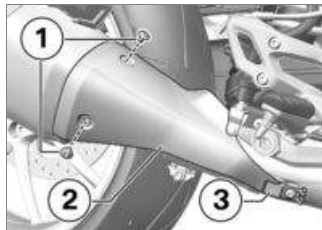
 Risk of skin burns from hot exhaust system.

Do not touch hot parts of the exhaust system. ◀

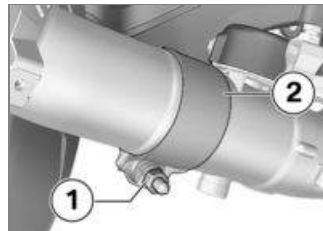
- Let rear muffler cool down.
- Make sure ground is level and firm and place motorcycle on a suitable auxiliary stand. BMW Motorrad recommends the BMW Motorrad rear-wheel stand.
- Mounting rear-wheel stands (➡ 112).

– with center stand^{OE}

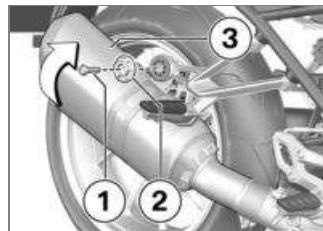
- Make sure ground is level and firm and place motorcycle on its center stand. ◀



- Remove screws **1**.
- Pull cover **2** out of holder **3** and remove.




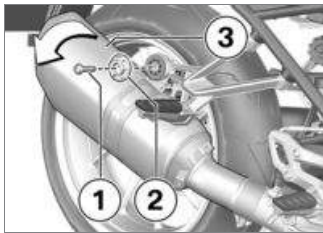
- Unscrew nut **1** to loosen clamp **2** somewhat.



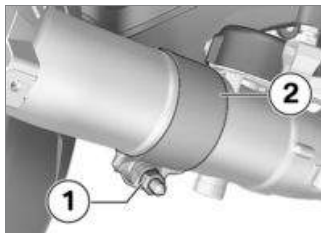
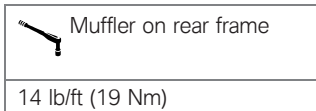
- Remove screw **1** and washer **2**.
- Turn muffler **3** counterclockwise.

Mounting muffler

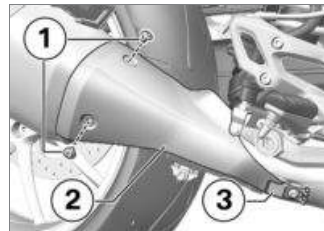
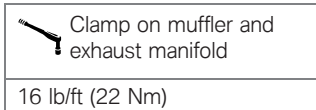
 Threaded fasteners not tightened to the specified torque can work loose or their threads can suffer damage. Always have the tightening torques checked by a specialized workshop, preferably an authorized BMW Motorrad retailer. ◀



- Turn muffler **3** clockwise until it rests on passenger footpeg bracket.
- Install screw **1** and washer **2**.




- Tighten nut **1** of clamp **2**.




- Fasten cover **2** in holder **3** and position.
- Install screws **1**.

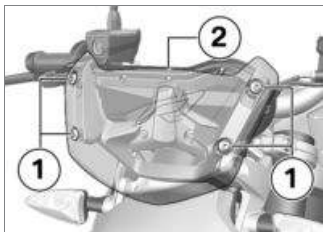
Light sources

Replacing low and high-beam bulbs in headlight

 The alignments of the connectors and the light sources may differ from the following illustrations. ◀

 The operations for replacing the low-beam headlight described here apply similarly to the high-beam headlight. ◀

- Park motorcycle, ensuring that support surface is firm and level.
- Switch off ignition.
- with Pure windshield^{OE}



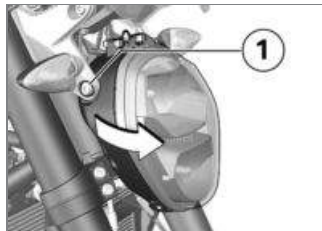
- Remove screws **1**. When doing so, make sure not to lose the shouldered bushings in the grommets.
- Remove windshield **2**.◀



- Remove screws **2** and first pull out cover **1** somewhat at top, then remove.



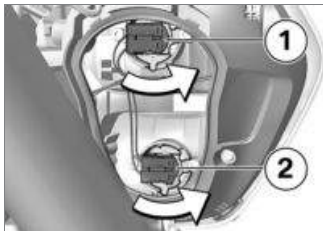
- Loosen screw **1** 2 rotations.



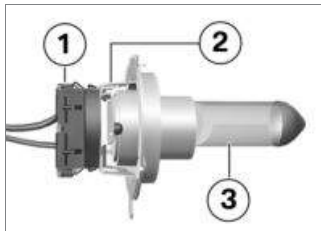
- Remove screw **1** and swivel headlight to side.




- Press retaining hook **2** somewhat downward and remove cover **1** by pulling on retaining hook **2**.




- Remove connector with light source **1** for low-beam headlight by turning it counterclockwise.
- Remove connector with light source **2** for high-beam headlight by turning it counterclockwise.



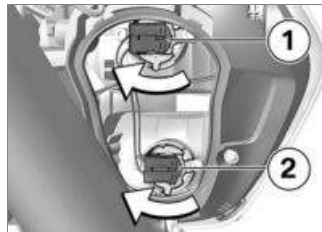
- To prevent dirt from being deposited on the glass surface, always use a clean, dry cloth to hold the light source.
- To protect glass against soiling, only grasp light source by base.
- Pull light source **3** out of connector **1**. When doing so, make sure that the holder **2** remains on the connector.
- Replace defective light source.

 Bulbs for low-beam headlight

H7 / 12 V / 55 W

 Bulb for high-beam headlight

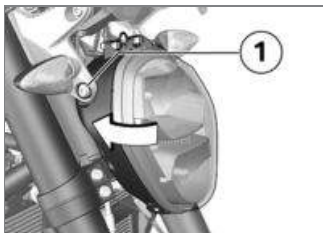
H7 / 12 V / 55 W




- Insert connector with light source **1** for low-beam headlight in light housing and turn clockwise.
- Insert connector with light source **2** for high-beam headlight in light housing and turn clockwise.



- Position cover at bottom on connection **2** and fasten retaining hooks **1** at top.



- Swivel headlight back into original position and install screw **1**.

 Headlight on front panel carrier

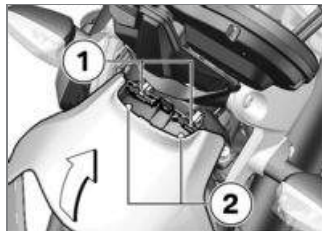
14 lb/ft (19 Nm)



- Tighten screw **1**.

 Headlight adjuster

6 lb/ft (8 Nm)

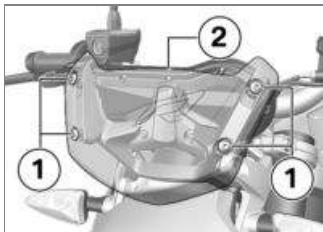


- Clip both retaining hooks **2** into holders **1**.



- Attach cover **1** at bottom and install screws **2**.

– with Pure windshield^{OE}



- Place windshield **2** in position.
- Install screws **1**.



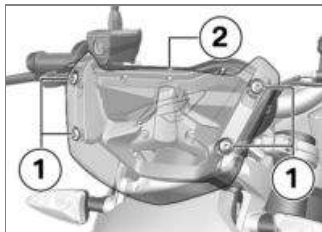
Windshield in bracket

3 lb/ft (4 Nm) <

Replacing parking light light source

- Park motorcycle, ensuring that support surface is firm and level.
- Switch off ignition.

– with Pure windshield^{OE}



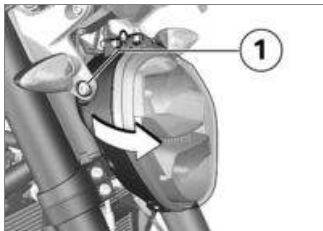
- Remove screws **1**. When doing so, make sure not to lose the shouldered bushings in the grommets.
- Remove windshield **2**. <



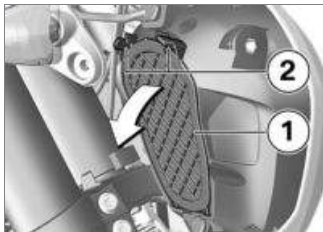
- Remove screws **2** and take off cover **1**.



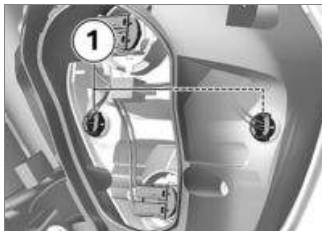
- Loosen screw **1** 2 rotations.



- Remove screw **1** and swivel headlight to side.



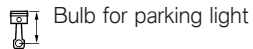
- Remove cover **1** by pulling on retaining hook **2**.



- Remove light source holder **1** from the light housing.
- To prevent dirt from being deposited on the glass surface, always use a clean, dry cloth to hold the light source.



- Remove light source **1** from the socket.
- Replace defective light source.



Bulb for parking light

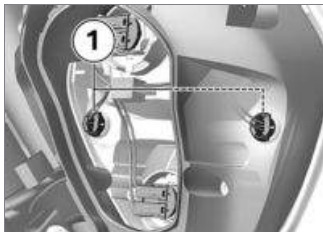
W5W / 12 V / 5 W

– with Pro Headlight^{OE}

LED<



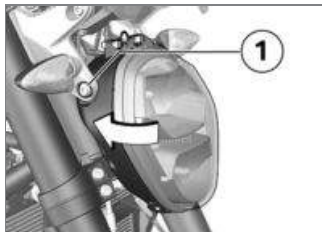
- Insert light source **1** in light source socket.



- Insert light source holder **1** into the light housing.



- Position cover at bottom on connection **2** and fasten retaining hooks **1** at top.



- Swivel headlight back into original position and install screw **1**.



Headlight on front panel carrier

14 lb/ft (19 Nm)

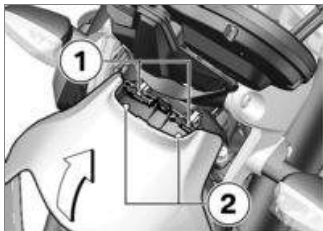


- Tighten screw **1**.



Headlight adjuster

6 lb/ft (8 Nm)

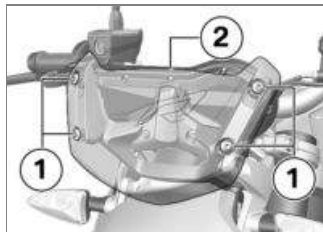


- Clip both retaining hooks **2** into holders **1**.



- Attach cover **1** at bottom and install screws **2**.

– with Pure windshield^{OE}



- Place windshield **2** in position.
- Install screws **1**.



Windshield in bracket

3 lb/ft (4 Nm) <

Replacing front and rear turn indicator light sources

- Park motorcycle, ensuring that support surface is firm and level.
- Switch off ignition.




- Remove screw **1**.




- Remove the lens from the housing by pulling it outward on the side with the screw.



- To prevent contaminants from being deposited on the glass surface, always use a clean, dry cloth to hold the light source.
- Remove light source **1** from the light housing by turning it counterclockwise.
- Replace defective light source.

 Bulbs for flashing turn indicators, front

RY10W / 12 V / 10 W

 Bulbs for flashing turn indicators, rear

RY10W / 12 V / 10 W



- Install light source **1** by turning clockwise in light housing.



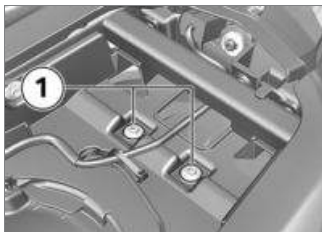
- Insert inside end of lens into light housing and close it.



- Install screw **1**.

Replacing bulbs for license plate light

- Remove rider's seat (→ 79).
- Make sure ground is level and firm and place motorcycle on its center stand.



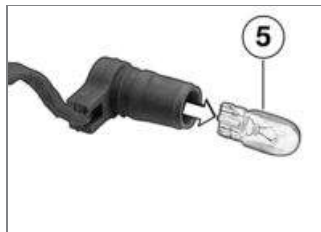
- Remove screws **1**.




- Remove screws **2** and take off cover for license-plate carrier **3**.



- Pull license-plate light **4** out of light housing.

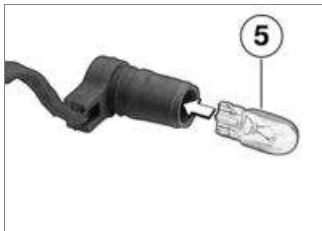


- Remove light source **5** from the socket.
- Replace defective light source.

 Bulb for license-plate light

W5W / 12 V / 5 W

- To prevent contaminants from being deposited on the glass surface, always use a clean, dry cloth to hold the light source.



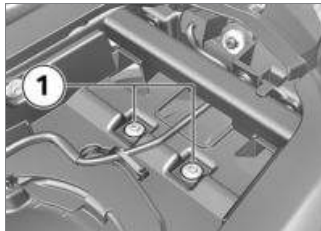
- Press the light source **5** into its socket.



- Position cover for license-plate carrier **3** and install screws **2**.



- Press license-plate light **4** into light housing.



- Install screws **1**.
- Installing driver's seat (→ 79).

Replacing LED tail light

The LED tail light can only be completely replaced.

- For details please contact a specialist service facility, preferably an authorized BMW Motorrad Dealer.


Replace additional LED headlight

– with additional LED headlight^{OA}

Additional LED headlights can only be replaced as a complete unit.

- For details please contact a specialist service facility, preferably an authorized BMW Motorrad Retailer.

Jump-starting

 The wires leading to the power socket do not have a load-capacity rating adequate for jump-starting the engine. Ex-

cessively high current can lead to a cable fire or damage to the vehicle electronics.

Do not use the socket to jump-start the engine of the motorcycle.◀

! A short-circuit can result if the crocodile clips of the jump leads are accidentally brought into contact with the motorcycle.

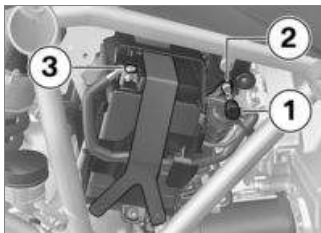
Use only jump leads fitted with fully insulated crocodile clips at both ends.◀

! Jump-starting with a donor battery voltage higher than 12 V can damage the motorcycle electronics.

The battery of the donor vehicle must have a voltage of 12 V.◀

- Park motorcycle, ensuring that support surface is firm and level.
- Remove battery cover (➡ 141).

- Do not disconnect the battery from the onboard electrical system when jump-starting the engine.



- Remove the protective cap **1**.
- Begin by connecting one end of the red jumper cable to the positive terminal **2** on the discharged battery and the other end to the positive terminal of the donor battery.

▷ If the 12 V battery is installed incorrectly, or if the terminals are interchanged (during jump-starting, etc.), the fuse

for the voltage regulator may burn through.◀

- Connect black jumper cable to negative terminal on donor battery and then to negative terminal **3** of discharged battery.
- Run engine of donor vehicle during jump-starting procedure.
- Start engine of vehicle with discharged battery in usual way; if engine does not start, wait a few minutes before repeating attempt in order to protect starter motor and donor battery.
- Allow both engines to idle for a few minutes before disconnecting jumper cables.
- Disconnect jumper lead from negative terminal first, then from positive terminal.

▷ To start the engine, do not use start sprays or similar items.◀

- Install the protective cap.
- Installing battery cover (▶▶▶ 143).

Battery

Maintenance instructions

Correct battery maintenance combined with proper charging and storage procedures extends the battery's service life, and is also required for warranty claims.

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

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



If the battery is not disconnected, the motorcycle's electronics (clock etc.) will drain the battery. This can result in a battery discharge. If this happens, warranty claims will not be accepted.

During driving breaks of more than 4 weeks, a trickle-charger should be connected to the battery.◀



BMW Motorrad has developed a trickle-charger specially designed for compatibility with the electronics of your motorcycle. Using this charger, you can keep the battery charged during long periods when the motorcycle is not being used without having to disconnect the battery from the motorcycle's onboard systems. Additional information is available at your authorized BMW Motorrad retailer.◀

Charge connected battery




Charging the connected battery directly at the battery terminals can damage the motorcycle electronics.

To charge the battery via the battery terminals, disconnect the battery first.◀




If the multifunction display and indicator lamps fail to light up when you switch on the ignition, the battery is completely discharged (battery voltage below 9 V). Attempts to recharge a completely discharged battery through the onboard power socket or additional onboard socket can damage the motorcycle's electronic systems. Always charge a completely drained battery directly at the terminals of the disconnected battery.◀


 Charging the battery via the onboard socket is only possible with suitable chargers. Unsuitable chargers can result in damage to the motorcycle electronics.

Use suitable BMW chargers. The correct charger is available through your authorized BMW Motorrad retailer. ◀

- Charge disconnected battery via onboard socket.

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


- Comply with operating instructions of charger.

 If you are unable to charge the battery via the onboard socket, you may be using a charger that is not compatible with your motorcycle's electronics. In

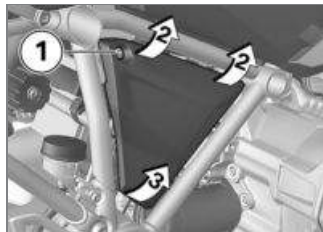
this case, charge the battery directly at the terminals of the disconnected battery. ◀

Charging disconnected battery

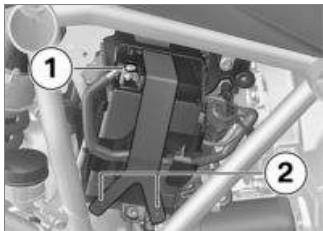
- Charge battery using a suitable charger.
- Comply with operating instructions of charger.
- Once battery is fully charged, disconnect charger's terminal clips from battery terminals.

 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. ◀

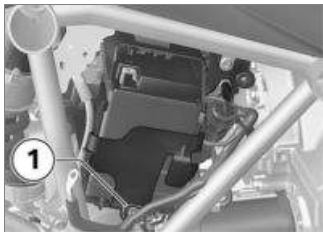
Removing and installing battery



- Switch off ignition.
 - Remove screw **1**.
 - Pull battery cover at top slightly forward at the positions **2**.
 - In order not to damage the battery cover and the mount, remove the battery cover upward at position **3**.
- with anti-theft alarm system (DWA)^{OE}
- Switch off anti-theft alarm system if necessary. ◀



- Remove negative battery cable **1** and rubber strap **2**.



- Pull mounting plate on position **1** outward and remove it upward.

- Lift battery slightly out of holder sufficiently for positive terminal to be accessible.



- Remove positive battery cable **1** and pull out battery.

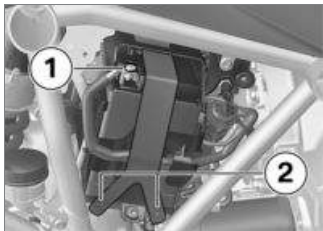
⚠ If the 12 V battery is installed incorrectly, or if the terminals are interchanged (during jump-starting, etc.), the fuse for the voltage regulator may burn through. ◀



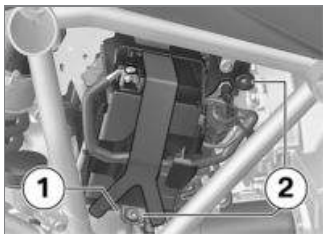
- Fasten positive battery cable **1**.
- Slide battery into holder.



- First, insert mounting plate into supports **1**. Next, press it under the battery at position **2**.



- Fasten negative battery cable **1**.
- Fasten battery with rubber strap **2**.



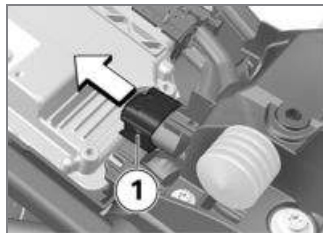
- Insert battery cover into mount **1** and press it into mounts **2**.



- Install screw **1**.
- Setting clock (☞ 59).
- Set date (☞ 59).

Fuses

Replace fuses



- Switch off ignition.
- Remove rider's seat (☞ 79).
- Disconnect plug **1**.

⚠ If defective fuses are bridged, this results in a danger of short-circuit and thus a danger of fire.

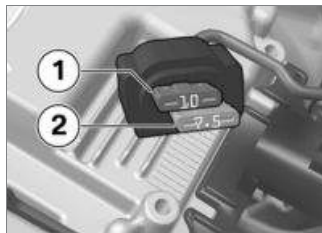
Replace defective fuses with new fuses. ◀

- Consult the fuse assignment diagram and replace the defective fuse.

▶ If the fuses blow frequently, have the electrical system checked by an authorized specialized workshop, preferably an authorized BMW Motorrad retailer. ◀

- Install connector **1**.
- Installing driver's seat (➡ 79).

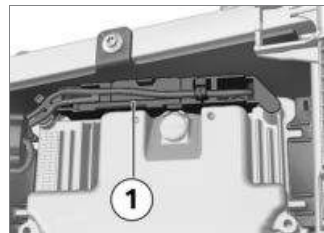
Fuse assignments



Fuse carrier 1

10 A (Slot 1: instrument cluster, anti-theft alarm system (DWA), ignition lock, main relay and diagnostic socket)

7.5 A (Slot 2: left multifunction switch, Tire Pressure Control (TCP), yaw rate sensor)



Fuse carrier

50 A (Fuse 1: alternator regulator)

Accessories

General instructions.....	146
Onboard power sockets	146
Case	147
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General instructions



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, operation and suitability of the parts and accessory products have been checked extensively by BMW. Therefore, BMW assumes responsibility for these products. BMW shall not

be liable for unapproved parts and accessory products of any kind.

Whenever you are planning modifications, comply with all the legal requirements. The vehicle must not violate the regulations governing vehicle approval for highway use applicable in your own country.

Your authorized BMW Motorrad retailer offers you qualified advice in choosing genuine BMW parts, accessories and other products. More information on the topic of accessories is available at:

bmw-motorrad.com/accessories

Onboard power sockets

Connection of electrical devices

- The ignition must be switched on before electrical devices

connected to the power sockets can be operated.

Cable routing

- The cables from the onboard sockets to the auxiliary devices must be routed in such a way that they do not impede the rider.
- Cable routing must not restrict the steering angle and the handling characteristics.
- Cables must not be trapped.

Automatic deactivation

- The onboard sockets are automatically switched off during starting.
- These sockets are switched off approx. 15 minutes after switching off the ignition to reduce the strain on the onboard electrical system. Additional devices with low power consumption are possibly not detected by the vehicle electron-

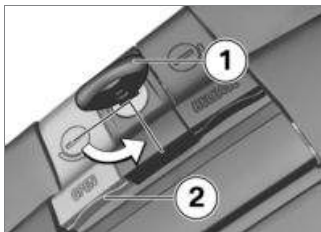
ics. In these cases, onboard sockets are already switched off shortly after the ignition is switched off.

- In case of insufficient battery voltage, the onboard sockets are switched off to maintain the ability to start the motorcycle.
- If the maximum loadability specified in the technical data is exceeded, the onboard sockets are switched off.

Case

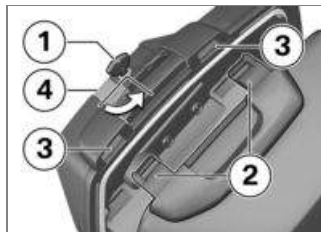
- with Touring case^{OA}

Open case



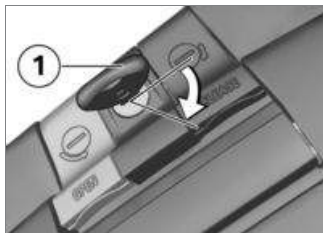
- Turn key **1** to position OPEN.
- Pull gray release lever **2** (OPEN) upward and simultaneously open case lid.

Close case



- Turn key **1** to position OPEN.
- Press catches **2** of case lid into retainers **3**. Ensure that no objects are trapped between cover and case.
- Pull gray release lever **4** (OPEN) upward and simultaneously close case lid.
 - » The lid clicks audibly into place.
- Turn key **1** in case lock in the direction of travel and remove.

Remove case



- Turn key **1** to position RE-LEASE.

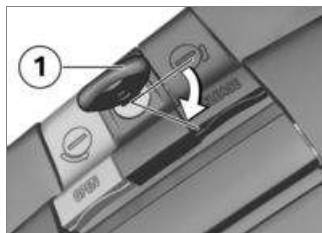


- Pull black release lever **1** (RE-LEASE) upward while simul-

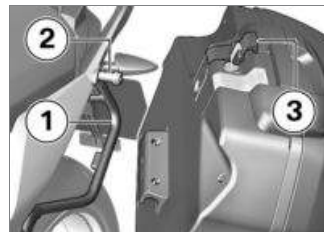
taneously pulling the case outward.

- Then lift case out of lower mounting.

Mount case



- Turn key **1** to position RE-LEASE.




- Insert case in case carrier **1**, then swing as far as possible onto mount **2**.
- Pull black release lever **3** (RE-LEASE) upward while simultaneously pushing the case into upper mount **2**.
- Press black release lever **3** (RELEASE) down until it engages.
- Turn key in case lock in the direction of travel and remove.

Secure hold



If a case wobbles or is difficult to fit, it must be adapted to the gap between the upper and lower mount.

 Incorrectly fastened cases can reduce driving safety. Cases may not shake and must be fastened play-free. If some play is determined after longer use, the retaining claw must be readjusted. ◀



Use the screws **1** inside the case for this purpose.

Topcase

– with Topcase^{OA}

Opening topcase



- Turn key in Topcase lock into Position **1**.



- Press lock barrel **1** forward.
» Release lever **2** pops up.

- Pull release lever all the way up.
- » Topcase lid opens.

Close topcase



- Pull release lever **1** all the way up.
- Close topcase lid and hold it down. Ensure that no items are trapped between cover and case.

▶ The topcase can also be locked if the lock is in the LOCK position. Under such circumstances, ensure that the ignition key is not in the topcase.◀



- Press release lever **1** down until it engages.
- Turn key in topcase lock into LOCK position and remove.

Remove topcase



- Turn key in Topcase lock into Position **1**.
- » Handle pops out.



- Fold handle **1** all the way up.

- Raise the rear of the topcase and pull it off luggage rack.

Mounting topcase

⚠ Topcase not fastened correctly can reduce riding safety.

Topcase must not shake and must be fastened clearance-free. ◀

- Fold up handle as far as possible.



- Hook topcase into luggage rack. Make sure that hooks **1**

engage securely in their mounts **2**.



- Press handle **1** down until it engages.



- Turn key in Topcase lock into Position **1** and remove.

Navigation system

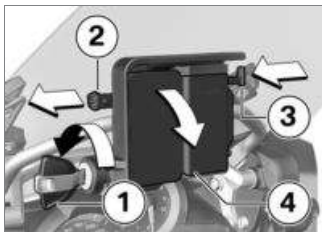
Fasten navigation system securely

- with preparation for navigation system^{OE}
- with navigation system^{OA}

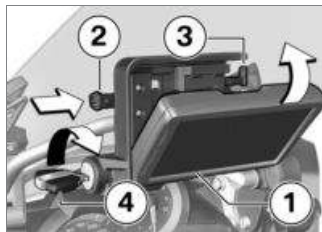
▶ The navigation preparation is suitable for the BMW Motorrad Navigator IV and the BMW Motorrad Navigator V. ◀

▶ The locking system of the Mount Cradle offers no protection against theft.

Remove the navigation system and store in a safe place after every drive. ◀



- Turn ignition key **1** counter-clockwise.
- Pull shut-off lock **2** to **left**.
- Press in locking device **3**.
- » Mount Cradle is unlocked and cover **4** can be removed with a rotating movement toward front.



- Mount navigation system **1** in lower area and swing toward rear with a rotating movement.
- » Navigation system audibly engages.
- Slide shut-off lock **2** completely to **right**.
- » Locking device **3** is locked.
- Turn ignition key **4** clockwise.
- » Navigation system is locked and ignition key can be removed.

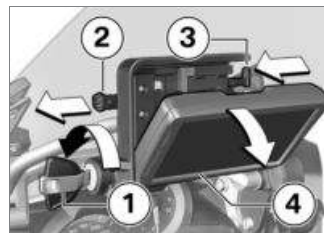
Remove navigation system and install cover

- with preparation for navigation system^{OE}
- with navigation system^{OA}



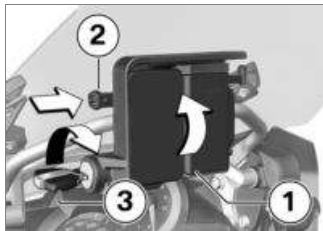
Dust and dirt can damage the contacts of the Mount Cradle.

Reinstall the cover after end of each drive. ◀



- Turn ignition key **1** counter-clockwise.
- Pull shut-off lock **2** completely to **left**.
- » Locking device **3** is unlocked.

- Slide locking device **3** completely to **left**.
- » Navigation system **4** is unlocked.
- Remove navigation system **4** downward with a tilting movement.



- Mount cover **1** in lower area and swing upward with a rotating movement.
- » Cover audibly engages.
- Slide shut-off lock **2** to **right**.
- Turn ignition key **3** clockwise.
- » Cover **1** is secured.

Operating the navigation system

- with preparation for navigation system^{OE}
- with navigation system^{OA}

▶ The following description refers to the Navigator V. The Navigator IV does not offer all options described.◀

▶ Only the latest version of the BMW Motorrad communication system is supported. A software update may be required for the BMW Motorrad communication system. In this case, please contact your authorized BMW Motorrad retailer.◀

If BMW Motorrad Navigator is installed, some of its functions can be directly operated from the handlebars using the Multi-Controller.



The Multi-Controller is operated using six motions:

- Turning up and down.
- Short actuation to the left and right.
- Long actuation to the left and right.

Turning the Multi-Controller increases or decreases the volume of a BMW Motorrad communication system connected via Bluetooth on the Compass and Mediaplayer page.

Menu items on the BMW special menu are selected by turning the Multi-Controller.

Short actuation of the Multi-Controller to the left respectively to the right switches between the main pages of the Navigator:

- Map view
- Compass
- Mediaplayer
- BMW special menu
- My motorcycle page

Long actuation of the Multi-Controller corresponds to the activation of certain functions on the Navigator display. These functions are marked with an right arrow or a left arrow above the corresponding touch field.



The function is triggered by long actuation to the right.



The function is triggered by long actuation to the left.

In detail, the following functions can be operated:

Map view

- Turning upward: Increase size of map section (Zoom in).
- Turn downward: zoom out map section (Zoom out).

Compass page

- Turning increases or reduces volume of a BMW Motorrad communication system connected via Bluetooth.

BMW special menu

- Speak: Repeat last navigation announcement.
- Way point: Save current way point as favorite.
- Navigate home: Starts navigation to the home address (is grayed-out if no home address is set).
- Mute: Switch automatic navigation announcements (off: the top line in the display shows

a crossed-out lip icon). Navigation announcements can still be output via "Speak". All other sound outputs remain switched on.

- Switching off display: Switch off display.
- Call home: Calls the phone number stored in the navigator (only displayed when a phone is connected).
- Detour: Activates the detour function (only displayed if a route is active).
- Skip: Skips the next way point (only displayed if route is provided with way points).

My Motorcycle

- Turn: Changes the number of data displayed.
- Touching a data field on the display opens a menu for selecting the data.

- The values available for selection are dependent on the optional extras installed.

▶ The Mediaplayer function is only available when using a Bluetooth device in accordance with the A2DP standard, e.g. a BMW Motorrad communication system.◀

Mediaplayer

- Long actuation to left: Play previous title.
- Long actuation to right: Play next title.
- Turning increases or reduces volume of a BMW Motorrad communication system connected via Bluetooth.

Warning and status messages

- with navigation system^{OA}



Warning and status displays of the motorcycle are indicated with a corresponding icon **1** at the upper left on the map view.

▶ If a BMW Motorrad communication system is connected, an acoustic signal is also sounds in case of a warning.◀

If several warning messages are active, the number of messages is indicated below the warning triangle.

A list of all warning messages is opened by pressing on the warning triangle with more than one message.

Additional information is displayed when a message is selected.

▶ Detailed information cannot be displayed for all warnings.◀

Special functions

- with navigation system^{OA}

Due to integration of the BMW Motorrad Navigator, there are a number of differences from the descriptions in the instruction manual for the Navigator.

Reserve fuel level warning

The settings for the fuel gauge are not available, as the reserve fuel level warning is being transferred from the vehicle to the Navigator. If the message is active, the nearest filling stations are displayed when the message is pressed.

Time and Date

The Navigator sends the time and date to the motorcycle. Transfer of this data into the instrument cluster must be activated in the **SETUP** menu of the instrument cluster.

Security settings

The BMW Motorrad Navigator V can be secured against unauthorized use with a four-digit PIN (Garmin Lock). When this function is activated, once the Navigator GPS receiver is cradled on the motorcycle and the ignition is switched on you will receive a prompt asking whether the motorcycle should be added to the list of secure vehicles. If this question is confirmed with "Yes", the Navigator saves the vehicle identification number. A maximum of five VINs can be saved in this way.

When the Navigator is subsequently switched on by switching on the ignition on one of those motorcycles, entry of the PIN is no longer necessary.

If the Navigator is removed from the motorcycle while switched on, a security prompt asking for the PIN to be entered is issued.

Screen brightness

Screen brightness is adjusted by the motorcycle while the unit is cradled. No manual input is necessary.


The automatic setting can be switched off in the display settings in the Navigator if desired.

Care

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Care products

BMW Motorrad recommends that you use cleaning and care products available at your authorized BMW Motorrad retailer. BMW CareProducts have been materials tested, laboratory tested, and field tested and provide optimum care and protection for the materials used in your vehicle.

 The use of unsuitable products for cleaning and care can damage motorcycle components.

For cleaning, do not use any solvents such as nitro-thinners, cold cleaning agents, fuel or similar, and do not use cleaning agents that contain alcohol.◀


Washing your motorcycle

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 motorcycle immediately after it has been exposed to bright sunlight and do not wash it in the sun.

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


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

 After washing the motorcycle, after driving through water or in the rain, braking can be delayed owing to damp brake rotors and brake pads.

Brake early until the brake rotors and brake pads are dry.◀

 Warm water intensifies the effect of salt.


Only use cold water to remove road salt.◀

 The high water pressure from high-pressure cleaners (steam blasters) can result in damage to seals, the hydraulic brake system, the electrics and the seat.

Exercise caution when using high-pressure or steam-jet devices!◀

Cleaning sensitive motorcycle parts

Plastics

 If plastic parts are cleaned using unsuitable cleaning agents, the surfaces can be damaged.

Do not use cleaning agents that

contain alcohol, solvents or abrasives to clean plastic parts. 'Insect sponges' or sponges with hard surfaces can also lead to scratches.◀

Fairings and panels

Clean fairings and panels with water and BMW plastic cleaner.

Windshields and lenses made of plastic and metal cover on center fairing panel

Clean off dirt and insects with a soft sponge and plenty of water.



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



Clean with water and sponge only.



Do not use chemical cleansers.

Chrome

Especially in the case of road salt, carefully clean chrome parts with plenty of water and BMW auto shampoo. Use chrome polish for additional treatment.

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.



Cooling fins can be bent easily.

When cleaning the radiator, ensure that the fins are not bent.◀

Rubber parts

Treat rubber components with water or BMW rubber protection coating agent.



Using silicone sprays for the care of rubber seals can cause damage.

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

Paint care

Washing the vehicle on a regular basis will help prevent long-term damage from harmful substances, and is especially important when your vehicle is used in areas with high levels of air pollution or where natural contaminants such as tree resin and pollen are present.

However, remove particularly aggressive substances (spilled fuel, oil grease, brake fluid as well as bird droppings) immedi-

ately; otherwise changes in the paint or discolorations may occur. BMW Motorrad recommends BMW car polish or BMW paint cleaner for the purpose.

Contamination on the paint finish is particularly easy to see after the motorcycle has been washed. Remove this type of soiling with cleaning naphtha or spirit on a clean cloth or cotton ball. BMW Motorrad recommends using BMW tar remover for removing tar spots. Then add a protective wax coating to the paint at these locations.

Storing the motorcycle

- Clean motorcycle.
- Removing battery (➡ 141).
- Spray the brake and clutch lever, and the center and side stand pivots with a suitable lubricant.

- Coat bare metal and chrome-plated parts with an acid-free grease (Vaseline).
- Park motorcycle in a dry room, raising it to remove weight from both wheels (preferably using the front wheel and rear-wheel stand offered by BMW).

Protective wax coating

Paint must be protected, if water no longer pearls up on it.

To preserve the finish of your vehicle, BMW Motorrad recommends BMW Car Wax or agents that contain carnauba or synthetic waxes.

Returning motorcycle to use

- Remove the protective wax coating.
- Clean the motorcycle.
- Install a charged battery.

- Observe checklist before starting.

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	Retract side stand.
Gear engaged and clutch not disengaged	Place transmission in neutral or disengage clutch.
No fuel in tank	Refueling procedure (➡ 92).
Battery drained	Charge connected battery (➡ 140).

Threaded fasteners

Front wheel	Value	Valid
Brake caliper on telescopic forks		
M10 x 65	28 lb/ft (38 Nm)	
Quick-release axle in telescopic fork		
M20 x 1.5	37 lb/ft (50 Nm)	
Clamping screw for quick-release axle in telescopic fork		
M8 x 35	Tighten the screws 6 times, alternating between one and the other each time	
	14 lb/ft (19 Nm)	
Rear wheel	Value	Valid
Tighten rear wheel on wheel flange		
M10 x 1.25 x 40	Tighten diagonally	
	44 lb/ft (60 Nm)	

Mirror arm	Value	Valid
Mirror (locknut) on adapter		
Left-hand thread, M10 x 1.25	16 lb/ft (22 Nm)	
Adapter on clamping block		
M10 x 14 - 4.8	18 lb/ft (25 Nm)	
Handlebars	Value	Valid
Clamping block (handlebar clamp) on fork bridge		
M8 x 35	Tighten on block in front (in the direction of travel)	
	14 lb/ft (19 Nm)	

Engine

Engine number location	Lower right of engine block beneath the starter
Engine design	Air/liquid-cooled two-cylinder, four-stroke opposed-twin engine with two spur gear-driven overhead camshafts and one counterbalance shaft
Displacement	1170 cc (1170 cm ³)
Cylinder bore	4 in (101 mm)
Piston stroke	2.9 in (73 mm)
Compression ratio	12.5:1
Rated output	125 hp (92 kW), at engine speed: 7750 min ⁻¹
Torque	92 lb/ft (125 Nm), at engine speed: 6500 min ⁻¹
Maximum engine speed	max 9000 min ⁻¹
Idle speed	1150 min ⁻¹ , Engine at operating temperature

Fuel

Recommended fuel quality	Super unleaded (max. 10 % ethanol, E10) 89 AKI (95 ROZ/RON) 89 AKI
Alternative fuel quality	Regular unleaded (restrictions with regard to power and fuel consumption. If the engine should for example be operated with 91 RON in countries with lower fuel quality, the motorcycle must be respectively programmed first by your authorized BMW Motorrad retailer.) 87 AKI (91 ROZ/RON) 87 AKI
Usable fuel quantity	Approx. 4.8 gal (Approx. 18 l)
Reserve fuel quantity	Approx. 1.1 gal (Approx. 4 l)
Emission standard	EU3

Engine oil

Engine oil, capacity	max 1.1 gal (max 4 l), with filter replacement
Specification	SAE 5W-40, API SL/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 quarts (max 0.95 l), Difference between MIN and MAX

BMW recommends **ADVANTEC**
ORIGINAL BMW ENGINE OIL

Clutch

Clutch design	Multi-disk oil-bath clutch, slipper clutch
---------------	--------------------------------------------

Transmission

Transmission design	Dog-engagement 6-speed transmission with helical gears
Transmission gear ratios	1.000 (60:60 teeth), Primary gear ratio 1.650 (33:20 teeth), Transmission input ratio 2.438 (39:16 teeth), 1st gear 1.714 (36:21 teeth), 2nd gear 1.296 (35:27 teeth), 3rd gear 1.059 (36:34 teeth), 4th gear 0.943 (33:35 teeth), 5th gear 0.848 (28:33 teeth), 6th gear 1.061 (35:33 teeth), Transmission output ratio

Rear-wheel drive

Type of final drive	Shaft drive with bevel gears
Type of rear suspension	Cast-aluminum single swing arm with BMW Motorrad paralever
Gear ratio of final drive	2.818 (31/11 teeth)

Suspension

Front wheel

Type of front suspension	Upside-down telescopic forks
Spring travel, front	5.5 in (140 mm), on front wheel

Rear wheel

Type of rear suspension	Cast-aluminum single swing arm with BMW Motorrad paralever
Type of rear suspension	Central spring strut with coil spring, adjustable rebound-stage damping and spring preload
– with Dynamic ESA ^{OE}	Central spring strut with coil spring, electrically adjustable damping and spring preload
Spring travel at rear wheel	5.5 in (140 mm)

Brakes

Type of front brake	Hydraulically operated twin disk brake with 4-piston radial calipers and floating brake disks
Brake-pad material, front	Sintered metal
Type of rear brake	Hydraulic disk brake with 2-piston floating caliper and fixed brake rotor
Brake-pad material, rear	Organic

Wheels and tires

Recommended tire combinations	An overview of the current tire approvals is available from your authorized BMW Motorrad retailer or on the Internet at bmw-motorrad.com .
Speed category of front/rear tires	W, minimum requirement: 168 mph (270 km/h)

Front wheel

Front wheel design	Aluminum cast wheel
Front-wheel rim size	3.5" x 17"
Front tire designation	120/70 - ZR 17
Load index for front tire	At least 49
Permissible front-wheel imbalance	max 0.2 oz (max 5 g)

Rear wheel

Rear wheel design	Aluminum cast wheel
Rear-wheel rim size	5.5" x 17"
Rear tire designation	180/55 - ZR 17
Load index for rear tire	At least 67
Permissible rear-wheel imbalance	max 1.6 oz (max 45 g)

Tire inflation pressures

Tire pressure, front	36.3 psi (2.5 bar), with tire cold
Tire pressure, rear	42.1 psi (2.9 bar), with tire cold

Electrical system

Electrical rating of onboard sockets	max 5 A, all onboard sockets together
Fuse carrier 1	10 A, Slot 1: instrument cluster, anti-theft alarm system (DWA), ignition lock, main relay and diagnostic socket 7.5 A, Slot 2: left multifunction switch, Tire Pressure Control (TCP), yaw rate sensor
Fuse carrier	50 A, Fuse 1: alternator regulator

Battery

Battery design	AGM (Absorptive Glass Mat) battery
Battery voltage	12 V
Battery capacity	12 Ah

Spark plugs

Spark plugs, manufacturer and designation	NGK LMAR8D-J
Electrode gap of spark plug	0.03±0.01 in (0.8±0.1 mm), New 0.04 in (1.0 mm), Wear limit

Light sources

Bulb for high-beam headlight	H7 / 12 V / 55 W
Bulbs for low-beam headlight	H7 / 12 V / 55 W
Bulb for parking light	W5W / 12 V / 5 W
– with Pro Headlight ^{OE}	LED
Bulb for taillight/brake light	LED
Bulbs for flashing turn indicators, front	RY10W / 12 V / 10 W
Bulbs for flashing turn indicators, rear	RY10W / 12 V / 10 W

Frame

Frame design	Steel-tube frame with partially self-supporting drive unit, steel-tube rear frame
Location of type plate	Frame at front left on steering head
Location of the vehicle identification number	Frame at front right on steering head

Anti-Theft Alarm System

Activation time	Approx. 30 s
Alarm duration	Approx. 26 s
Battery type	CR 123 A

Dimensions

Motorcycle length	85.2 in (2165 mm), measured across license-plate carrier
Motorcycle height	51.2 in (1300 mm), measured across mirrors, at DIN unladen weight
Motorcycle width	34.6 in (880 mm), with mirrors
Rider's seat height	31.1 in (790 mm), without driver at DIN unladen weight
– with low rider`s seat ^{OE}	29.9 in (760 mm), without driver at DIN unladen weight
– with high rider`s seat ^{OE}	32.3 in (820 mm), without driver at DIN unladen weight
Rider's inside-leg arc, heel to heel	70.1 in (1780 mm), without rider at unladen weight
– with low rider`s seat ^{OE}	67.7 in (1720 mm), without rider at unladen weight
– with high rider`s seat ^{OE}	72.2 in (1835 mm), without rider at unladen weight

Weights

Unladen weight	509 lbs (231 kg), DIN unladen weight, ready for road, fuel tank 90 % full, without OE
Permissible gross weight	992 lbs (450 kg)
Maximum payload	483 lbs (219 kg)

Performance data

Start-off capacity on uphill grades (with permissible total weight)	20 %
Top speed	>124 mph (>200 km/h)

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Reporting safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying BMW of North America, LLC.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your retailer, or BMW of North America, LLC.

To contact NHTSA, you may call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153); go to <http://www.safercar.gov>; or write to: Administrator, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. You can also obtain other information about motor vehicle safety from <http://www.safercar.gov>.

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 retailers have the technical information and expertise needed to conduct reliable service and repairs covering every aspect of your BMW.

You will find the nearest authorized BMW Motorrad retailer to you at our website:

bmw-motorrad.com



If this maintenance and repair work is performed inexpertly, there is a danger of damage and associated safety risks. BMW Motorrad recommends having corresponding work on your motorcycle carried out by a specialized workshop, preferably

by an authorized BMW Motorrad retailer. ◀

To ensure that your BMW consistently remains in optimal condition BMW Motorrad urges you to observe the recommended service intervals.

Have all maintenance and repair work confirmed in the "Service" chapter in this manual. Documentation confirming regular 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 Services from your BMW Motorrad retailer.

BMW Motorrad Mobility Services

The BMW Motorrad Mobility Services furnish you and your new BMW motorcycle with extra security by offering a wide array of assistance services in the event of a breakdown (BMW Roadside Assistance, breakdown assistance, vehicle recovery and retrieval, etc.).

Contact your authorized BMW Motorrad retailer for additional information on available mobility-maintenance services.

Maintenance procedures

BMW pre-delivery check

The BMW pre-delivery check is carried out by your authorized BMW Motorrad retailer before it turns the motorcycle over to you.

BMW Running-in check



Carrying out the first running-in check

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

BMW Service

BMW service is carried out once a year. The scope of the services performed may be dependent on the vehicle owner and the mileage driven. Your BMW Motorrad retailer confirms that the service has been performed and enters the date for the next service.

For riders who drive long distances annually, it may be necessary to come in for service before the entered date. In this case a corresponding maximum odometer reading will also be entered in the confirmation of service. If this odometer reading is reached be-

fore the next service date, service must be performed sooner.

The service display in the multi-function display reminds you of the next service date approx. one month or 1000 km (700 mls) before the entered values.

More information on the topic of service is available at:

bmw-motorrad.com/service

Confirmation of maintenance work

BMW Pre-Delivery Check

Conducted

on _____

Stamp, Signature

BMW Running-in Check

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature

BMW Service

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature**BMW Service**

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature**BMW Service**

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature

BMW Service

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature**BMW Service**

Conducted

on _____

Odometer reading _____

Next service
at the latest

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or, if reached sooner,

Odometer reading _____

Stamp, Signature**BMW Service**

Conducted

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Next service
at the latest

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or, if reached sooner,

Odometer reading _____

Stamp, Signature

BMW Service

Conducted

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Odometer reading _____

Next service
at the latest

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or, if reached sooner,

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Stamp, Signature**BMW Service**

Conducted

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Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature**BMW Service**

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature

BMW Service

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature**BMW Service**

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature**BMW Service**

Conducted

on _____

Odometer reading _____

Next service
at the latest

on _____

or, if reached sooner,

Odometer reading _____

Stamp, Signature

Confirmation of service

The table is intended as proof of maintenance and repair work, the installed optional accessories and any special campaign (recall) work carried out.

Work carried out	Odometer reading	Date

Work carried out	Odometer reading	Date

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FCC Approval

Ring aerial in the ignition switch



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

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

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



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

Approbation de la FCC

Antenne annulaire présente dans le commutateur d'allumage



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

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

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

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



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

Certifications

BMW Keyless Ride ID Device



USA, Canada

Product name: BMW Keyless Ride ID Device
FCC ID: YGOHUF5750
IC: 4008C-HUF5750

Canada:

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.

USA:

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

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



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

Declaration Of Conformity

We declare under our responsibility that the product

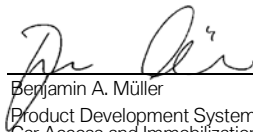
BMW Keyless Ride ID Device (Model: HUF5750)

complies with the appropriate essential requirements of the article 3 of the R&TIE and the other relevant provisions, when used for its intended purpose. Applied Standards:

1. Health and safety requirements contained in article 3 (1) a)
 - EN 60950-1:2006+A11:2009+A1:2010+A12:2011; Information technology equipment- Safety
2. Protection requirements with respect to electromagnetic compatibility article 3 (1) b)
 - EN 301 489-1 (V1 .9.2, 09/2011), Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services; Part 1: Common technical requirements
 - EN 301 489-3 (V1.4.1, 08/2002) Electromagnetic compatibility and radio spectrum matters (ERM); Electromagnetic compatibility (EMC) standard for radio equipment and services; Part 3: Specific conditions for short range devices (SRD) operating on frequencies between 9 kHz and 40 GHz
3. Means of the efficient use of the radio frequency spectrum article 3 (2)
 - EN 300 220-1 & -2 (V2.4.1, 05/2012), electromagnetic compatibility and radio spectrum matters (ERM); Short range devices (SRD); Radio equipment to be used in the 25 MHz to 1000 MHz frequency range with power levels ranging up to 500 mW;
Part 1: Technical characteristics and test methods.
Part 2: Harmonized EN covering essential requirements under article 3.2 of the R&TIE directive

The product is labeled with the CE marking: **CE**

Velbert, October 15th, 2013



Benjamin A. Müller
Product Development Systems
Car Access and Immobilization – Electronics
Huf Hülbeck & Fürst GmbH & Co. KG
Steeger Straße 17, D-42551 Velbert

Certification Tire Pressure Control (TPC)

FCC ID: MRXBC54MA4
IC: 2546A-BC54MA4

FCC ID: MRXBC5A4
IC: 2546A-BC5A4

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.

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.

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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 stemming from these differences can be recognized.

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

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

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