


## Rider's Manual

# G 310 GS

## Vehicle data/dealership details

### Vehicle data

Model

Vehicle Identification Number

Colour code

Date of first registration

Registration number

### Dealership details

Person to contact in Service department

Ms/Mr

Phone number

Dealership address/phone number (company stamp)

## Welcome to BMW

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

### About this Rider's Manual

Please read this Rider's Manual carefully before starting to use your new BMW. It contains important information on how to operate the controls and how to make the best possible use of all your BMW's technical features. In addition, it contains information on maintenance and care to help you maintain your vehicle's reliability and safety, as well as its value.
This record of the maintenance work you have had performed on your vehicle is a precondition for generous treatment of goodwill claims.
If the time comes to sell your BMW, please remember to hand over this Rider's Manual to the new owner. It is an important part of the vehicle.

### Suggestions and criticism

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

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

BMW Motorrad.

01 40 8 564 301



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**General instructions**

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## Quick & easy reference

An important aspect of this Rider's Manual is that it can be used for quick and easy reference. Go straight to the "General views" chapter if you would like an initial overview of your motorcycle.

## Abbreviations and symbols

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

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

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

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

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

◀ Indicates the end of an item of information.

• Instruction.

» Result of an activity.

Reference to a page with more detailed information.

◁ Indicates the end of a passage relating to specific accessories or items of equipment.

Tightening torque.

Technical data.

ABS Anti-lock brake system.

NV National-market version.

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

## Equipment

When you purchased your BMW motorcycle, you chose a model with individual equipment. This Rider's Manual describes selected optional accessories (OA) from BMW. This explains why the manual may also contain descriptions of equipment which

you have not ordered. Please note, too, that your motorcycle might not be exactly as illustrated in this manual on account of country-specific differences. If your motorcycle contains equipment that has not been described, its description can be found in a separate manual.

## Technical data

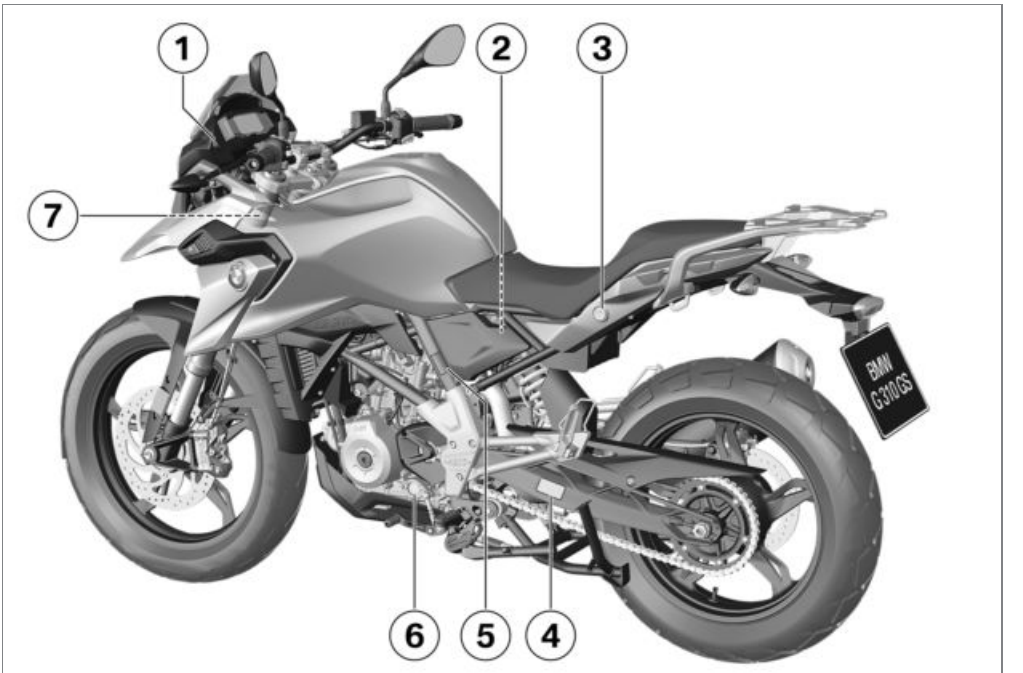
All dimensions, weights and power ratings stated in the Rider's Manual are quoted to the standards and comply with the tolerance requirements of the Deutsches Institut für Normung e. V. (DIN). Versions for individual countries may differ.

## Actuality

The high safety and quality level of BMW motorcycles is ensured by continuous development work on design, equipment and accessories. Because of this, your motorcycle may differ from the information supplied in the Rider's Manual. Nor can BMW Motorrad entirely rule out errors and omissions. We hope you will appreciate that no claims can be entertained on the basis of the data, illustrations or descriptions in this manual.

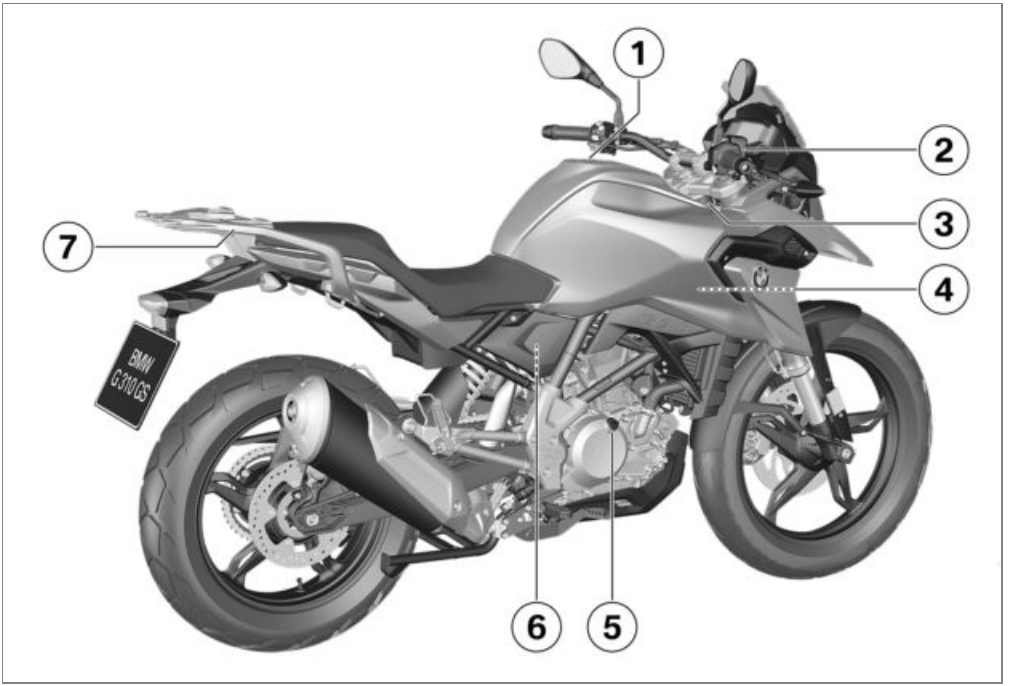
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BMW
G 310 GS

## General view, left side

**1** – with extra socket[OA]
Power socket (➠ 101)
**2** Adjuster ring for spring preload (behind the side panel) (➠ 43)
**3** Seat lock (➠ 39)
**4** Chain settings (➠ 85)
**5** Type plate
**6** Engine oil level indicator (➠ 67)
**7** Tyre pressure table (on left fork leg) (➠ 76)

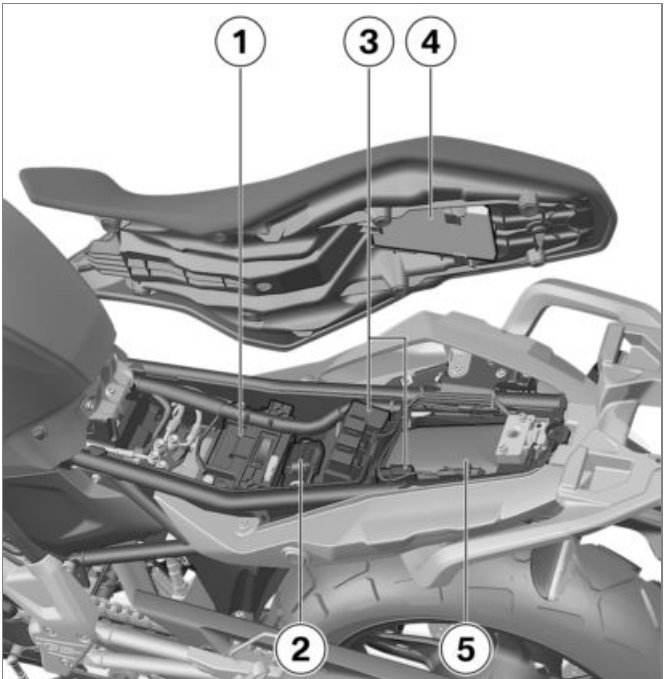

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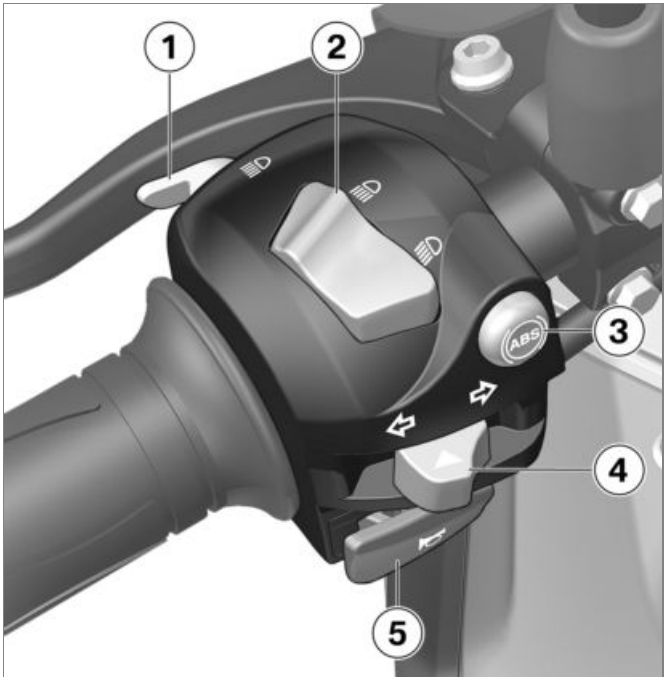
## General view, right side

**1** Fuel filler neck (➠ 55)
**2** Brake-fluid tank, front (➠ 71)
**3** Vehicle Identification Number
**4** Coolant expansion tank (➠ 74)
**5** Oil filler neck (➠ 68)
**6** Rear brake-fluid tank (behind side panel) (➠ 71)
**7** Grab handle (➠ 46)

## Underneath the seat

**1** Battery (➠ 91)
**2** Diagnostic connector (➠ 96)
**3** Fuse box (➠ 94)
**4** Rider's Manual (➠ 6)
**5** Toolkit (➠ 64)





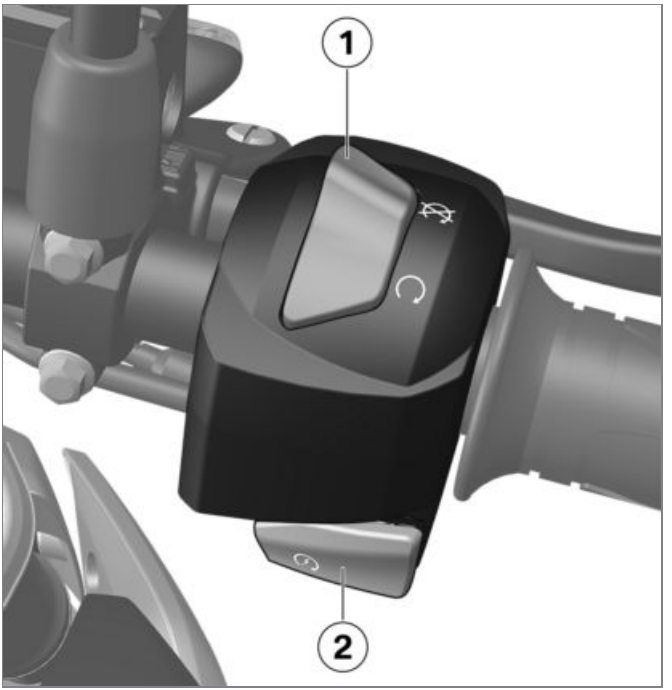

## Multifunction switch, left

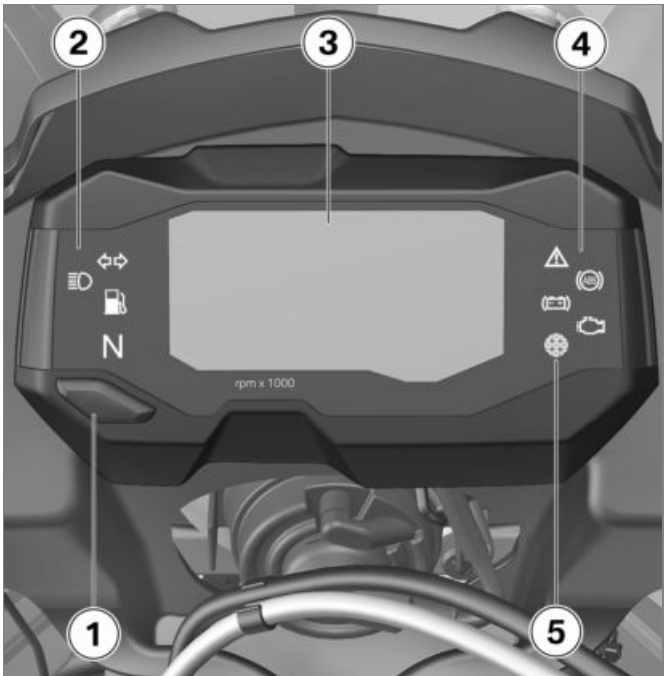
**1** Headlight flasher (➠ 34)
**2** High beam/low-beam headlight rocker switch (➠ 34)
**3** ABS (➠ 38).
**4** Turn indicators (➠ 34)
**5** Horn

## Multifunction switch, right

**1** Emergency off switch (kill switch) (➠ 33)

**2** Starter button (➠ 33) (➠ 48)






## Instrument panel

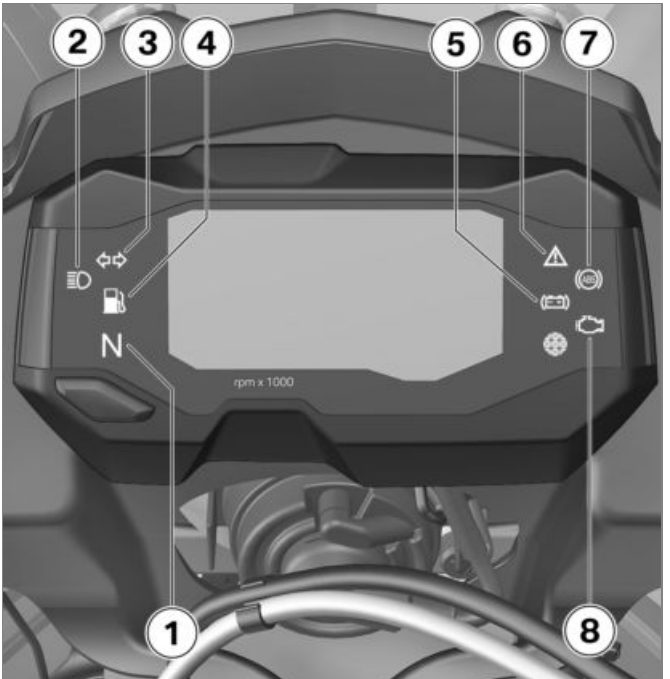
**1** Pushbutton
Select display (➠ 36).
**2** Indicator lights (➠ 20)
**3** Multifunction display (➠ 21)
**4** Warning lights (➠ 20)
**5** Photosensor for the brightness control in the multifunction display
rpm redline warning (➠ 51).

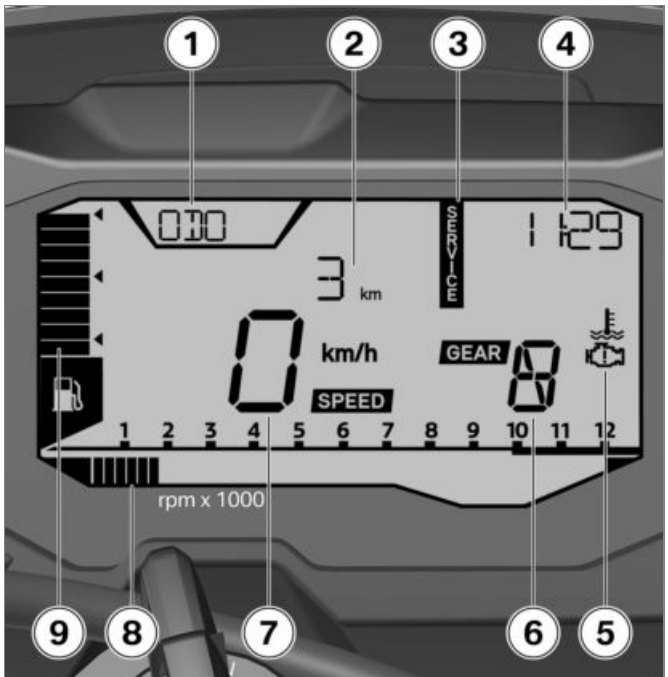
**Status indicators**

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## Warning and telltale lights

1. Telltale light for neutral
2. High-beam headlight telltale light (➠ 34)
3. Turn signal indicator light (➠ 34)
4. Fuel reserve indicator light (➠ 27) (➠ 29)
5. Warning light for vehicle voltage (➠ 25)
6. General warning light (➠ 22)
7. ABS warning light (➠ 27)
8. Malfunction indicator lamp (➠ 26)





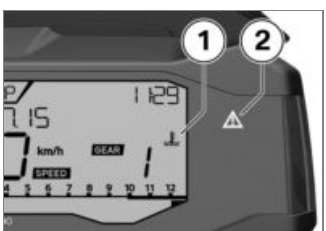

## Multifunction display

**1** On-board computer (➠ 36)
**2** Display area for values
**3** Service-due indicator (➠ 28)
**4** Clock (➠ 37)
**5** Warning symbols (➠ 22)
**6** Gear, "N" is displayed when idling
**7** Speed
**8** Engine speed (➠ 30)
**9** Fuel level (➠ 27) (➠ 29)

# Warnings

## Mode of presentation

Warnings are indicated by the corresponding warning lights.
If two or more warnings occur at the same time, all the appropriate warning lights and warning symbols appear.
The possible warnings are listed on the next pages.




Warnings for which there are no separate warning lights are represented by a warning symbol **1** in the multifunction display and the general warning light **2**. Depending on how urgent the warning is, the general warning light will either light up or flash red or yellow.

## Warnings, overview

| Telltale and warning lights | Warning symbols in the display | Meaning |
|---|---|---|
|  Warning light for vehicle voltage lights up. | | Vehicle voltage is too low (➠ 25) |
|  General warning light flashes red. |  Temperature symbol appears on the display. | Coolant temperature too high (➠ 25) |
|  General warning light shows yellow. |  The engine electronics symbol appears on the display. | Engine in emergency-operation mode (➠ 25) |
|  General warning light flashes yellow. |  The engine electronics symbol appears on the display. | Engine warning (➠ 26) |
|  The malfunction indicator lamp lights up. | | Emissions warning (➠ 26) |

| Telltale and warning lights | Warning symbols in the display | Meaning |
|---|---|---|
|  ABS telltale and warning light flashes. | | ABS self-diagnosis not completed (➠ 27) |
|  ABS telltale and warning light shows. | | ABS fault (➠ 27) |
|  ABS telltale and warning light shows. | | ABS switched off (➠ 27) |
|  Fuel reserve indicator light lights up. | | Fuel down to reserve (➠ 27) |
|  General warning light shows yellow. | SERVICE is displayed permanently. | Service appointment has passed (➠ 28) |

## Vehicle voltage is too low


Warning light for vehicle voltage lights up.

**WARNING**

**Discharged battery causes various motorcycle systems to fail, such as lighting, engine or ABS**

Risk of accident

- Do not continue your journey.◀

Possible cause:

Battery is faulty.

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

## Coolant temperature too high


General warning light flashes red.


Temperature symbol appears on the display.

**ATTENTION**

**Riding with overheated engine**

Engine damage

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

Possible cause:

The coolant level is too low.

- Check coolant level (➠ 74).

If the coolant level is too low:

- Top up coolant (➠ 75).

Possible cause:

The radiator is dirty.

- Clean radiator (➠ 109).

Possible cause:

The fan or fan control is faulty.

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

Possible cause:

The coolant circuit is faulty.

- If possible, allow the engine to cool down.
- Only ride in partial load range.
- If the coolant temperature is often too high, have the fault rectified as soon as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

## Engine in emergency-operation mode


General warning light shows yellow.


The engine electronics symbol appears on the display.

**WARNING**

**Unusual ride characteristics when engine running in emergency-operation mode**

Risk of accident

- Adapt your style of riding accordingly: avoid accelerating sharply and overtaking.◀

Possible cause:

The engine control unit has diagnosed a fault which impairs the engine performance or throttle response. The engine is in emergency-operation mode. In exceptional cases, the engine stops and refuses to start.

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

» It is possible to continue riding, however the engine performance and engine speed range may be impaired and not function as normal.

## Engine warning



General warning light flashes yellow.



The engine electronics symbol appears on the display.

**WARNING**

**Engine damage when running in emergency-operation mode**

Risk of accident

- Adapt your style of riding accordingly: ride slowly, avoid sharp accelerating and overtaking.
- If possible, have the vehicle brought in and the fault rectified by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

Possible cause:

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

- Avoid high load and rpm ranges if possible.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

» It is possible to continue to ride but not recommended.

## Emissions warning



The malfunction indicator lamp lights up.

Possible cause:

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

- Have the fault rectified by a specialist workshop, preferably

an authorised BMW Motorrad dealer.

» You can continue riding; pollutant emissions are higher than the threshold values.

## ABS self-diagnosis not completed


ABS telltale and warning light flashes.

Possible cause:

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

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

## ABS fault


ABS telltale and warning light shows.

Possible cause:

The ABS control unit has detected a fault. The ABS function is not available or the functionality is subject to certain restrictions.

- You can continue to ride the vehicle, but make due provision for the fact that the ABS function is not available or is only conditionally available. Please refer to the more detailed information on situations that may lead to an ABS fault (➠ 61).
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

## ABS switched off


ABS telltale and warning light shows.

Possible cause:

The rider has switched off the ABS.

- ABS Switching on (➠ 39).

## Fuel down to reserve


Fuel reserve indicator light lights up.

**⚠ WARNING**

**Irregular engine operation or engine shutdown due to lack of fuel**

Risk of accident, damage to catalytic converter

- Do not run the fuel tank dry.◀

Possible cause:

The fuel has all been used up; only the fuel reserve remains.

| | |
|---|---|
| Fuel reserve | |
| approx. 1 l | |

- Refuelling (➠ 55).

### Service appointment has passed

General warning light shows yellow.

SERVICE is displayed permanently.

Possible cause:

The driving performance or the date indicate that servicing is due.

- Have your motorcycle serviced regularly by a specialist workshop, preferably an authorised BMW Motorrad dealer.

» The motorcycle remains operationally safe and is suitably road-safe.

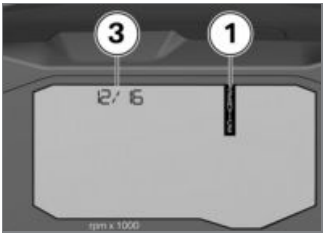
» The value of the motorcycle is preserved to the greatest possible extent.

## Service-due indicator

### Remaining distance until service is due and service due date




If a service is due within the next 1000 km, the SERVICE symbol **1** and the remaining distance **2** are displayed, counting down in steps of 100 km. This reading appears briefly after the Pre-Ride-Check completes.



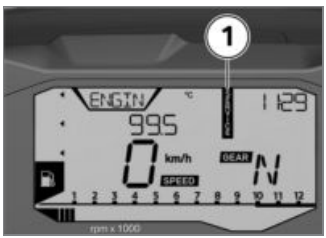

If the next service is due within one month, the SERVICE symbol **1** and the service date **3** are displayed.




If the service is due as a result of the distance covered or the date, the SERVICE symbol **1**,

the remaining distance **2** and the service date **3** are displayed.

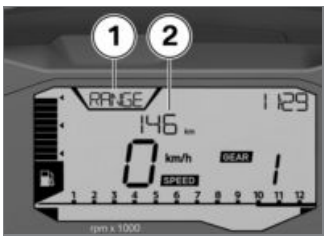
### Permanent SERVICE symbol




If the service appointment is missed or the service distance is exceeded, SERVICE **1** is displayed permanently during operation.

## Fuel reserve

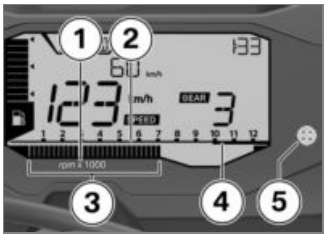
### Range




The range RANGE **1** indicates how far you can ride **2** with the remaining fuel in the tank. This distance is calculated on the basis of average consumption and the quantity of fuel on board.

– When the motorcycle is propped on its side stand the slight angle of inclination means that the sensor cannot register the fuel level correctly. This is the reason why the range is recalculated only when the side stand is folded in.
– The range reading appears automatically on the multifunction display when fuel is down to the reserve level.
– After a refuelling stop, the range is recalculated if the quantity of fuel in the tank is greater than the reserve quantity.
– The calculated range is only an approximate figure.

## Engine speed display




**1** Unit for engine speed display:
1000 revolutions per minute
**2** Low engine speed range
**3** Segments for engine speed display
**4** High engine speed range
**5** rpm redline warning (➠ 51).

**Operation**

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# Ignition

## Keys

You receive 2 vehicle keys.
Ignition switch/steering lock, fuel filler cap lock and seat lock are all operated with the same key.

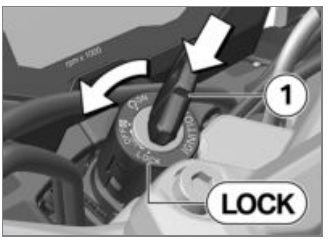
## Lock the handlebars

**ATTENTION**

**Handlebars turned in wrong direction when motorcycle propped on side stand**

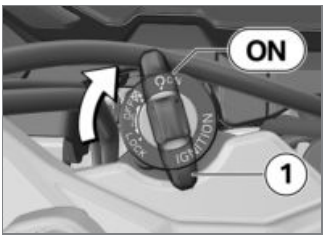
Risk of damage to parts if vehicle topples

- On level ground, always turn the handlebars to the left to set the steering lock.
- In all other cases it is the lie of the ground that determines the direction in which the handlebars should be turned.◀
- If the camber of the roadway permits, turn the handlebars all the way to the left.



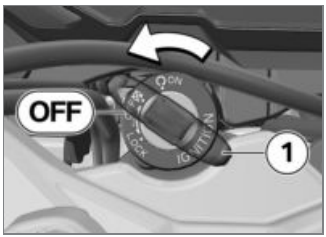

- Insert the ignition key **1** into the steering lock and turn it to the **LOCK** position while moving the handlebars slightly.
» Ignition, lights and all function circuits are switched off.
» Handlebars are locked.
» Vehicle key can be removed.

## Switching on ignition




- Insert the ignition key **1** into the ignition steering lock and turn to the **ON** position.
» Side lights, low-beam headlight and all function circuits are switched on.
» Engine can be started.
» Pre-Ride-Check is performed. (➠ 49)
» ABS self-diagnosis is performed (➠ 50)

## Switching off ignition

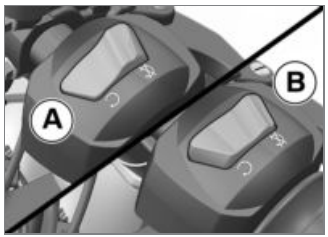



- Turn the ignition key **1** to the **OFF** position.

» Handlebars (steering lock) are not locked.

» Vehicle key can be removed.

## Emergency off switch (kill switch)




A = Operation mode

B = Emergency-off (engine is switched off)

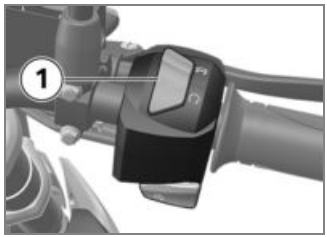
## Emergency-off or operation mode

**WARNING**

**Operation of the kill switch while riding**

Risk of fall due to rear wheel locking

- Do not operate the kill switch when riding.◀




- Push the emergency-off switch **1** forwards to switch off the engine quickly and easily.
- Push the emergency-off switch **1** back to start the engine.

# Lights

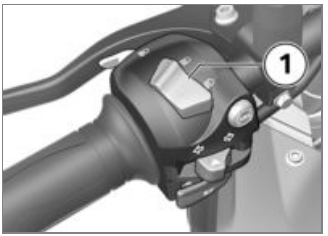
## Low-beam headlight and sidelights

The low-beam headlight and side light switch on automatically when the ignition is switched on.

**NOTICE**

The low-beam headlight and the side light drain the battery. Do not switch the ignition on for longer than absolutely necessary.◀

## High-beam headlight, operating




- Push the switch **1** forward.
» The high beam is switched on.

High beam indicator light lights up.

- Push the switch **1** backwards.
» The blue high beam indicator light goes out.
» The low-beam headlight is switched on.

## Headlight flasher, operating

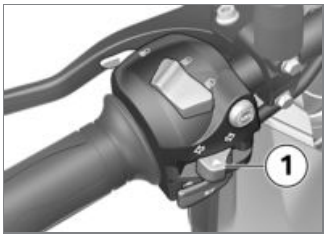



- Press button **1**.
» The high beam is switched on for as long as the button is actuated.

# Turn indicators

## Operating the turn indicators

- Switching on ignition (➠ 32).




- Push the switch **1** to the left.

» The left turn indicator is switched on.

The turn indicator telltale light flashes.

- Push the switch **1** to the right.

» The right turn indicator is switched on.

The turn indicator telltale light flashes.

- Centre the switch **1** to cancel the turn indicators.

# Multifunction display

## Select display

### Requirement

The vehicle is at a standstill.

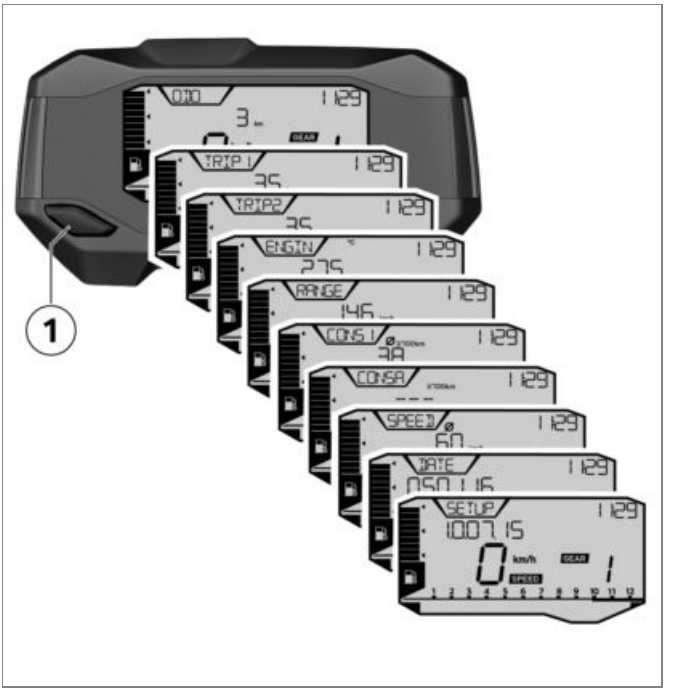
- Switch on the ignition.

» The on-board computer readings appear on the display.

- Repeatedly short-press button **1** until the reading shows the value you want.

Possible displays:

– Total distance travelled: ODO
– Trip distance 1: TRIP1
– Trip distance 2: TRIP2
– Coolant temperature: ENGIN
– Range: RANGE
– Average fuel consumption: CONS1
– Current fuel consumption: CONSA
– Average speed: SPEED
– Date: DATE
– Settings: SETUP

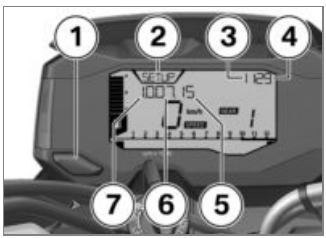


## Date and time

### Setting the clock

- Select display (➠ 36).

» SETUP **2** appears on the display.




- Press and hold button **1**.

» Hours reading **3** flashes.

- Press button **1** briefly and repeatedly to change the hour **3** (increases).
- Once you have set the hour correctly, press and hold button **1**.

» Minutes reading **4** flashes.

- Press button **1** briefly and repeatedly to change the minutes (increases).
- Once you have the set the minutes correctly, press and hold button **1**.

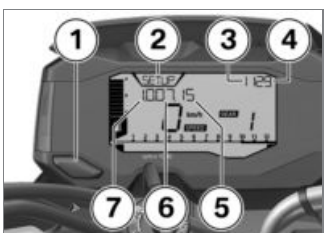
» The time has not been saved yet!

- Setting the date (➠ 37).

### Setting the date

**Requirement**

Time has been set.




- Press button **1** briefly and repeatedly to change the day **7** (increases).
- Once you have set the day correctly, press and hold button **1** down.

» Month **6** flashes.

- Press the same button **1** again briefly and repeatedly to change the month **6** (increases).
- Once you have set the month correctly, press and hold button **1** down.

» Year **5** flashes.

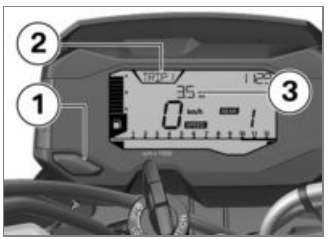
- Press the button **1** again briefly and repeatedly to change the year (increases).
- Once you have the set the year correctly, press and hold button **1** down.

» The time and date have been saved.

## Resetting the trip distance recorder

- Select display (➠ 36).

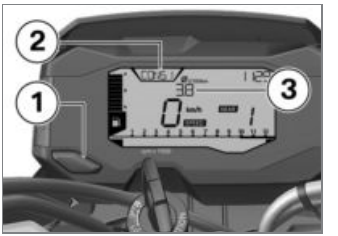
» The trip distance to be reset **2** has been selected.
– TRIP1 or TRIP2 appears on the display.




• Press and hold down button **1** until the value shown **3** is reset.

## Resetting the average values

• Select display (➠ 36).
» The average value to be reset **2** has been selected.
– CONSI or SPEED appears on the display.




• Press and hold down button **1** until the value shown **3** is reset.

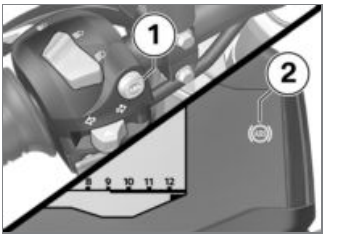
## Anti-lock brake system (ABS)

### ABS Switching off

• Switching on ignition (➠ 32).

**NOTICE**

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

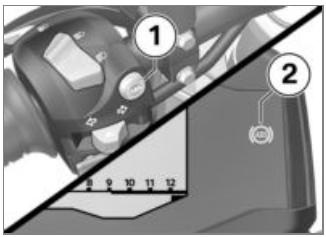



• Press and hold the **1** button until the ABS indicator and warning light react.
• Release the **1** button.

ABS telltale and warning light shows.

» ABS is switched off.

### ABS Switching on




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

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

» Anti-theft alarm (ABS) is switched on.

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

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

min 5 km/h

## Seat

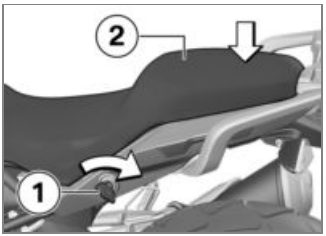
### Removing seat

**ATTENTION**

**Vehicle not securely propped**

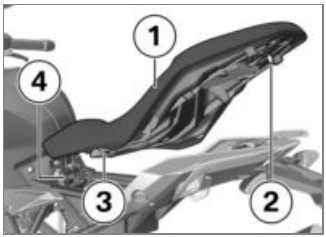
Risk of damage to parts if vehicle topples

- Prop the vehicle securely.◀
- Place the motorcycle on its stand on firm, even ground.




- Press down on the rear part of seat **2** to relieve the strain on the lock and at the same time unlock the seat lock by turning vehicle key **1** clockwise.
- Lift the seat at the rear and remove.
- Lay the seat on a clean surface.

## Installing the seat




- Connect the motorcycle seat **1** with the mounting **3** at the centre of the battery tray **4**.
- Connect the detent pin **2** and push into the lock.

**Adjustment**

Mirrors ..... 42
Headlight ..... 42
Spring preload ..... 43

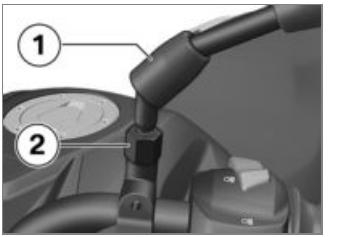
# Mirrors

## Adjusting mirrors



- Turn the mirror to the desired position.

## Adjusting mirror arm




- Push protective cap **1** for the threaded fastener up on the mirror arm.
- Slacken locknut **2**.
- Turn the mirror arm to the appropriate position.
- Tighten the locknut to the specified tightening torque, while holding the mirror arm to ensure that it does not move out of position.

| Right mirror (lock nut) to adapter |
|---|
| 22 Nm (Left-hand thread) |

| Left mirror (lock nut) to adapter |
|---|
| 22 Nm |

- Push protective cap **1** over the threaded fastener.

# Headlight

## Adjusting headlight for driving on left/driving on right

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

## Headlight beam throw and spring preload

Headlight beam throw is generally kept constant when spring preload is adjusted to suit load. Headlight beam throw is set correctly ex-works.

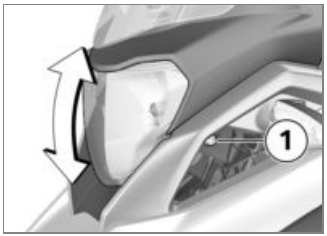
**NOTICE**

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

## Adjusting headlight beam throw

### Requirement

Despite the spring preload being adjusted, oncoming traffic is still dazzled if the payload is high.




- Loosen the bolt **1** on both sides.
- Turn the headlight around the bolt axis to adjust the headlight beam throw.
- Tighten the bolt **1** on both sides.

When the motorcycle is again ridden with a lower load:

- Readjust the headlight beam throw.

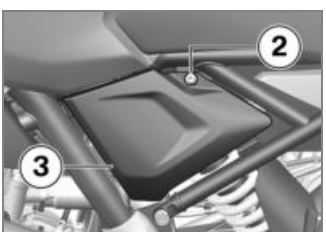
## Spring preload

### Adjustment

Spring preload has to be adjusted to suit the weight of rider, passenger and luggage. Increase spring preload for heavier riders, decrease spring preload for lighter riders.

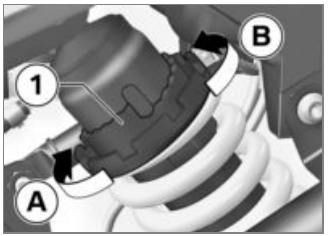
## Adjusting spring preload for rear wheel

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




- Remove screw **2**.

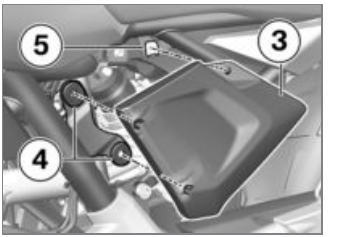
- Pull the side panel **3** out of the grommets and remove it.



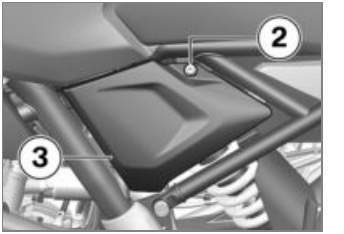

- To increase the spring preload, turn the adjusting ring **1** using the hook wrench in direction **A**.
- To decrease the spring preload, turn the adjusting ring **1** using the hook wrench in direction **B**.

| Basic setting of spring preload, rear |
|---|
| Stage 1 (One-up riding without luggage) |
| Stage 5 (One-up with luggage) |

| Basic setting of spring preload, rear |
|---|
| Stage 10 (Two-up and with luggage) |




- Insert the side panel **3** into the grommets **4**.
- Align the side panel **3** with the flat nut **5**.




- Install screw **2**.

**Riding**

Safety instructions ..... 46
Checklist ..... 48
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Running in ..... 51
rpm redline warning ..... 51
Brakes ..... 52
Parking your motorcycle ..... 53
Refuelling ..... 54
Securing motorcycle for transportation ..... 56

# Safety instructions

## Rider's equipment

Do not ride without the correct clothing:
– Helmet
– Motorcycling jacket and trousers
– Gloves
– Boots

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

## Loading

**WARNING**

**Handling adversely affected by overloading and imbalanced loads**
Risk of falling

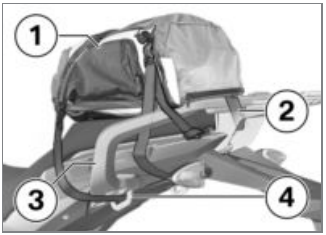
- Do not exceed the permissible gross weight and be sure to comply with the instructions on loading.◀
- Adjust the setting of the spring preload to the total weight.

– with topcase OA

or

– with topcase Light OA

- Note the maximum permissible payload and the speed limit for riding with topcase fitted, as stated on the label inside the case (see also the section entitled "Accessories").◁
- Make sure that the weight is uniformly distributed between right and left.
- Store heavy items of luggage underneath.




- Lash the luggage **1** securely.
- Thread the retaining strap **2** through the eyes **4** on the luggage rack **3** and tighten.

## Speed

If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle:
– Incorrect adjustment of the spring system
– Imbalanced load
– Loose clothing
– Insufficient tyre pressure

– Poor tyre tread
– Etc.

## Top speed

**DANGER**

**Maximum speed of the motorcycle is higher than the permissible maximum rated speed of the tyres**

Risk of accident due to tyre damage at high speed

- Comply with the tyre-specific speed restrictions.◀

## Risk of poisoning

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

**WARNING**

**Exhaust gases adversely affecting health**

Risk of asphyxiation

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

## Risk of burn injury

**CAUTION**

**Engine and exhaust system become very hot when the vehicle is in use**

Risk of burn injury

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

## Catalytic converter

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

For this reason, observe the following points:

– Do not run the fuel tank dry.
– Do not remove the spark plug connector while the engine is running.
– Stop the engine immediately if it misfires.
– Use only unleaded fuel.
– Comply with all specified maintenance intervals.

**ATTENTION**

**Unburned fuel in catalytic converter**

Damage to catalytic converter

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

## Risk of overheating

**ATTENTION**

**Engine running for prolonged period with vehicle at standstill**

Overheating due to insufficient cooling; in extreme cases vehicle fire
- Do not allow the engine to idle unnecessarily.
- Ride away immediately after starting the engine.◀

### Tampering

**ATTENTION**

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

Damage to the affected parts, failure of safety-relevant functions, voiding of warranty
- Do not tamper with the vehicle in any way that could result in tuned performance.◀

## Checklist

### Comply with checklist

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

### Always before riding off

- Checking function of brakes (➠ 68).
- Check that the lights and signalling equipment function.
- Checking clutch function (➠ 73).
- Checking tyre tread depth (➠ 75).
- Checking tyre pressure (➠ 76).
- Check that the luggage is secure.

### Every 3rd refuelling stop

- Checking engine oil level (➠ 67).
- Checking front brake pad thickness (➠ 69).
- Check rear brake pad thickness (➠ 70).
- Checking brake-fluid level, front brakes (➠ 71).
- Checking the brake-fluid level, rear brakes (➠ 71).
- Check coolant level (➠ 74).
- Lubricating chain (➠ 85).
- Checking chain tension (➠ 85).

## Starting

### Start engine

- Switch on the ignition.

» Pre-Ride-Check is performed. (➠ 49)

» ABS self-diagnosis is performed (➠ 50)

- Shift to idle.




Idle mode indicator light lights up.




Idle mode appears on the display.

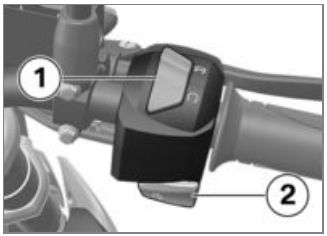
- Alternative: If a gear is engaged, pull the clutch.

**NOTICE**

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

**NOTICE**

If the throttle grip is operated too vigorously, the engine will not start or the current to the starter motor will be interrupted. Hold the throttle grip closed or only operate it gently.◀




- Set the emergency-off switch **1** to Operation.

Switch is in operation mode.

- Press starter button **2**.

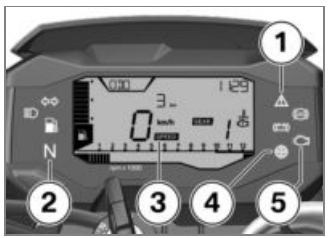
The engine starts.

» Consult the troubleshooting chart below if the engine refuses to start. (➠ 112)

## Pre-Ride-Check

The instrument cluster runs a test of the warning and indicator lights and the display, known as the Pre-Ride-Check, after the ignition has been switched on. The test is aborted if you start the engine before it completes.

**Phase 1**




"General" warning light **1** lights up red.

The indicator lights **2** light up.

The last active display **3** is shown on the screen.

The rpm redline warning **4** lights up.

The warning lights **5** light up.

**Phase 2**

'General' warning light **1** changes from red to yellow.

**Phase 3**

The warning and indicator lights and the rpm redline warning go out, or they assume operational status.

The malfunction indicator lamp only goes out after 15 seconds.

If servicing is due, this is shown briefly on the screen.

If one of the warning or indicator lights does **not** light up:

**⚠ WARNING**

**Faulty warning lights**

No indication of malfunctions

- Check all the telltale and warning lights.◀
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

## ABS self-diagnosis

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

**Phase 1**

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




ABS telltale and warning light flashes.

**Phase 2**

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




ABS telltale and warning light flashes.

**ABS self-diagnosis completed**

» The ABS telltale and warning light goes out.

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

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

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

an authorised BMW Motorrad dealer.

## Running in

### Engine

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

|  Running-in speed |
|---|
| <6000 min$^{-1}$ (Odometer reading 0...300 km) |
| No full load (Odometer reading 0...1000 km) |

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

|  Mileage until the running-in check |
|---|
| 500...1200 km |

### Brake pads

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

**⚠ WARNING**

**New brake pads**

Longer stopping distance, risk of accident

- Apply the brakes in good time.◀

### Tyres

New tyres have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tyres are run in. Only once the surface has been roughened can the tyres achieve maximum grip.

**⚠ WARNING**

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

Risk of accident

- Ride carefully and avoid extremely sharp inclines.◀

## rpm redline warning

### Requirement

The aim is maximum acceleration but the vehicle is not yet in sixth gear.




- Accelerate.

The rpm redline warning **1** lights up when the following engine speed is reached:
>10000 min$^{-1}$

- Do not exceed the following engine speed:

| Maximum engine speed |
|---|
| max 10800 min$^{-1}$ |

- Shift up to the next gear.

## Brakes

### How can stopping distance be minimised?

Each time the brakes are applied, a load distribution shift takes place with the load shifting forward from the rear to the front wheel. The sharper the vehicle decelerates, the more load is shifted to the front wheel. The higher the wheel load, the more braking force can be transmitted without the wheel locking.
In order to achieve the shortest stopping distance, the front wheel brake must be pulled quickly until ABS activates, the pressure point held and the rear wheel brake operated at the same time. This makes the best possible use of the dynamic increase in load at the front wheel. Remember to pull the clutch at the same time.

BMW Motorrad ABS prevents the front wheels from locking. In the "panic braking situations" that are trained so frequently, braking force is applied as rapidly as possible and with the rider's full force applied to the brake levers; under these circumstances, the dynamic shift in load distribution cannot keep pace with the increase in deceleration and the tyres cannot transmit the full braking force to the surface of the road. In the absence of load on the wheel the ABS has to intervene to prevent the front wheel from locking even if the brakes are applied only very lightly. This leads to a reduced braking effect.

## Descending mountain passes

**WARNING**

**Braking only with the rear brake on mountain descents**
Brake fade, destruction of the brakes due to overheating
- Use both front and rear brakes, and make use of the engine's braking effect as well.◀

## Wet and dirty brakes

Wetness and dirt on the brake discs and the brake pads diminish braking efficiency.
Delayed braking action or poor braking efficiency must be reckoned with in the following situations:
– Riding in the rain or through puddles of water
– After the vehicle has been washed
– Riding on salted or gritted roads
– After work has been carried on the brakes, due to traces of oil or grease
– Riding on dirt-covered surfaces or off-road

**WARNING**

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

# Parking your motorcycle

## Side stand

- Switch off the engine.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

**ATTENTION**

**Poor ground underneath the stand**
Risk of damage to parts if vehicle topples
- Always check that the ground under the stand is level and firm.◀
- Extend the side stand and prop the motorcycle on the stand.

**ATTENTION**

**Additional weight placing strain on the side stand**
Risk of damage to parts if vehicle topples

- Do not sit or lean on the vehicle while it is propped on the side stand.◀
- If the camber of the roadway permits, turn the handlebars all the way to the left.

## Centre stand

– with centre stand OA

- Switch off the engine.

**ATTENTION**

**Poor ground underneath the stand**

Risk of damage to parts if vehicle topples

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

**ATTENTION**

**Centre stand folds in due to sharp movements**

Risk of damage to parts if vehicle topples

- Do not lean or sit on the vehicle with the centre stand extended.◀
- Extend the centre stand and lift the motorcycle onto the stand.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

# Refuelling

## Fuel grade

### Requirement

For optimum fuel consumption, fuel should be sulphur-free or with the lowest sulphur content possible.

**ATTENTION**

**Engine operation with leaded fuel**

Damage to catalytic converter

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

**ATTENTION**

**Engine operation with ethanol E85**

Damage to engine and fuel supply system

- Do not attempt to run the engine on ethanol E85, i.e. a fuel with an ethanol content of 85 %, or flex fuel.◀
- Check the fuel grade.

| Recommended fuel grade |
|---|
| Regular, unleaded (max. 10 % ethanol, E10)<br>91 ROZ/RON<br>87 AKI |

## Refuelling

**WARNING**

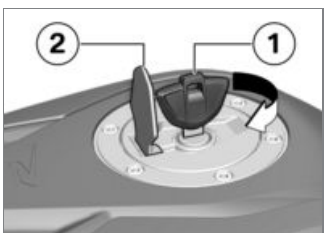
**Fuel is highly flammable**
Risk of fire and explosion
- Do not smoke. Never bring a naked flame near the fuel tank.◀

**ATTENTION**

**Component damage**
Component damage caused by overfilled fuel tank
- Overfilling the fuel tank will cause excess fuel to penetrate the carbon canister and cause component damage.
- Fill the fuel tank up to the lower edge of the filler neck only.◀

**ATTENTION**

**Wetting of plastic surfaces by fuel**
Damage to the surfaces (surfaces become unsightly or dull)
- Clean plastic surfaces immediately after contact with fuel.◀
- Make sure the ground is level and firm and place the motorcycle on its side stand.




- Open the protective cap **2**.
- Use ignition key **1** to unlock fuel filler cap by turning it clockwise, and flip the cap open.




- Refuel with fuel of the grade stated above; do not fill the tank beyond the lower edge of the filler neck **3**. When doing this, be aware of the bridge in the filler neck and ensure that no fuel can spurt out.

**NOTICE**

When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, as otherwise the new level will not be registered and the fuel warning light indicating that the

level is down to reserve will not be switched off.◀

**NOTICE**

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

| Usable fuel capacity |
| --- |
| approx. 11 l |

| Fuel reserve |
| --- |
| approx. 1 l |

- Use ignition key **1** to unlock the fuel filler cap by turning it clockwise, and close it forcefully.
- Remove the ignition key and close the protective cap.

## Securing motorcycle for transportation

- Make sure that all components that may come into contact with tensioning straps are adequately protected against scratching. For instance, use adhesive tape or soft cloths for this purpose.



**ATTENTION**

**Vehicle topples to side when being lifted on to stand**

Risk of damage to parts if vehicle topples

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



**ATTENTION**

**Trapping of components**

Component damage

- Do not trap components such as brake lines or cable legs.◀

- At the front, loop a strap over the bottom fork bridge on each side.
- Pull the straps down and tight.



- Secure the rear tensioning straps on both sides on the holders for the rear footrests and tension them.
- Tighten all tensioning straps evenly.

» The vehicle's springs are compressed.

## Engineering details

General instructions..... 60
Anti-lock brake system ..... 60

## General instructions

To find out more on the subject of engineering go to:
**bmw-motorrad.com/technik**

## Anti-lock brake system

### How does ABS work?

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

If the rider increases braking pressure to the extent that braking force exceeds the maximum transferable limit, the wheels start to lock and the motorcycle loses its directional stability. A fall is imminent. Before this situation can occur, ABS intervenes and adapts brake pressure to the maximum transferable brake force, so the wheels continue to turn and driving stability is maintained irrespective of the condition of the road surface.

### What are the effects of surface irregularities?

Humps and surface irregularities can cause the wheels to lose contact temporarily with the road surface; if this happens the braking force that can be transmitted to the road can drop to zero. If the brakes are applied under these circumstances the ABS has to reduce braking force to ensure that directional stability is maintained when the wheels regain contact with the road surface. At this instant the ABS must assume an extremely low coefficient of friction, so that the wheels will continue to rotate under all imaginable circumstances, because this is the precondition for ensuring directional stability. As soon as is registers the actual circumstances, the system reacts instantly and adjusts braking force accordingly to achieve optimum braking.

### Rear wheel lift

Even under severe braking, a high level of tyre grip can mean that the front wheel does not lock up until very late, if at all. Consequently, ABS does not intervene until very late, if at all. Under these circumstances the rear wheel can lift off the ground, and the outcome can be a high-siding situation in which the motorcycle can flip over.

**WARNING**

**Rear wheel lift due to severe braking**

Risk of falling

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

## Special situations

The speeds of the front and rear wheels are compared as one means of detecting a wheel's incipient tendency to lock. If the system registers implausible values for a lengthy period the ABS function is deactivated for safety reasons and an ABS fault message is issued. Self-diagnosis has to complete before fault messages can be issued. In addition to problems with the BMW Motorrad ABS, exceptional riding conditions can lead to a fault message being issued. If a fault message should be triggered due to one of the above-described driving conditions, the ABS function can be re-activated by switching the ignition off and then on again.

**Exceptional riding conditions:**

– Heating up with the motorcycle on an auxiliary stand, in neutral or with a gear engaged.
– Rear wheel locked by the engine brake for a lengthy period, for example while descending steep gradients.

## What significance devolves on regular maintenance?

**WARNING**

**Brake system not regularly serviced**

Risk of accident

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

## Reserves for safety

The potentially shorter stopping distances which BMW Motorrad ABS permits must not be used as an excuse for careless riding. ABS is primarily a means of ensuring a safety margin in genuine emergencies.

Take care when cornering! When you apply the brakes on a corner, the motorcycle's weight and momentum take over and even BMW Motorrad ABS is unable to counteract their effects.

**Maintenance**

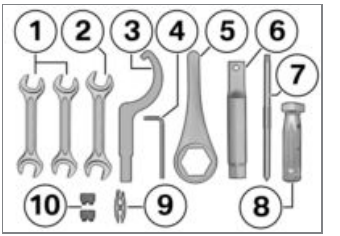
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## General instructions

The Maintenance chapter describes straightforward procedures for checking and replacing certain wear parts.
Special tightening torques are listed as applicable. The tightening torques for the threaded fasteners on your vehicle are listed in the section entitled "Technical data".
You will find information on more extensive maintenance and repair work in the Repair Instructions on DVD for your vehicle, which is available from your authorised BMW Motorrad dealer.

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

## Toolkit




**1** Open-ended spanner
Width across flats 12/13
– Adjust the chain tension (➠ 84).

**2** Open-ended spanner
Width across flats 10/16
– Adjusting mirror arm (➠ 42).
– Removing battery (➠ 93).

**3** Hook wrench
– Adjusting spring preload for rear wheel (➠ 43).

**4** Allen key
5 mm
– Adjusting headlight beam throw (➠ 43).

**5** Ring spanner
Width across flats 27
– Removing rear wheel (➠ 80).
– Adjust the chain tension (➠ 84).

**6** Extension for hook wrench and ring spanner

**7** Reversible screwdriver blade
with cross head
– Replacing bulbs for front and rear turn indicators (➠ 88).

**8** Screwdriver handle

**9** Gripping clamp
Gripping clamp is affixed to the battery holder.
– Replace fuses (➠ 94).

**10** Fuses
10 A, 15 A and 30 A

**10** – The reserve fuses are connected in the fuse box and suspended from the cable for the diagnostic connector.

## Front-wheel stand

### Installing the front-wheel stand

**ATTENTION**

**Use of the BMW Motorrad front wheel stand without accompanying use of centre stand or auxiliary stand**

Risk of damage to parts if vehicle topples

- Place the motorcycle on its centre stand or another auxiliary stand before lifting the front wheel with the BMW Motorrad front-wheel stand.◀

– with centre stand OA

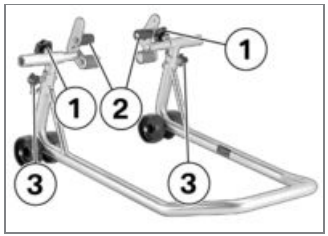
- Make sure the ground is level and firm and place the motorcycle on its centre stand.◁

– without centre stand OA

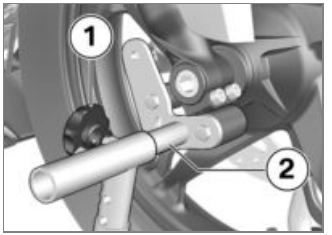
- Place the motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad auxiliary stand.
- Install the rear-wheel stand (➠ 66).◁

- Use basic stand with front-wheel adapter.

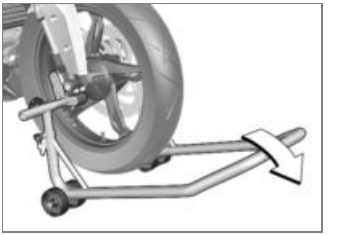
» The basic stand and its accessory parts are available from your BMW Motorrad dealer.




- Slacken clamping screws **1**.
- Push the two adapters **2** apart until the front forks fit between them.
- Use locating pins **3** to set the front-wheel stand to the desired height.
- Centre the front-wheel stand relative to the front wheel and push it against the front axle.




- Align the two adapters **2** so that the front forks are securely seated.
- Tighten clamping screws **1**.



**ATTENTION**

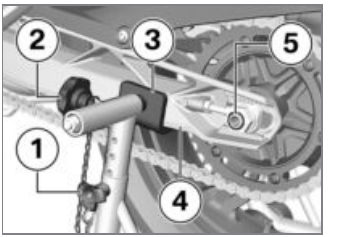
**Centre stand retracts if motorcycle is lifted too high**

Risk of damage to parts if vehicle topples

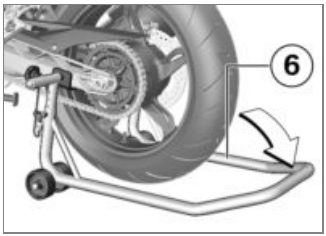
- When raising the vehicle, make sure that the centre stand remains on the ground.◀
- Apply uniform pressure to push the front-wheel stand down and raise the motorcycle.

## Rear-wheel stand

### Install the rear-wheel stand




- Set the height of the stand **3** so that it raises the rear wheel slightly off the ground.
- Ensure that the stand height is the same on the left and right, and secure the mount **3** on either side with bolts **1**.
- Set the mounts **3** to the width of the rear wheel swinging arm **4** and secure using clamping bolts **2**.
- Ensure you do not cover the axle **5**.




- Position the rear-wheel stand **6**.

**ATTENTION**

**Vehicle toppling to side**

Risk of damage to parts if vehicle topples

- Make sure that the vehicle is secured so that it cannot topple sideways.◀
- Push the rear-wheel stand down until the motorcycle is standing upright and the handle of the rear-wheel stand is resting on the floor.

## Engine oil

### Checking engine oil level

#### Requirement

The engine is at operating temperature.

**ATTENTION**

**Use of insufficient engine oil or too much engine oil**

Engine damage

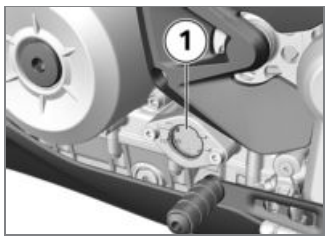
- Always make sure that the oil level is correct.◀

– with centre stand OA

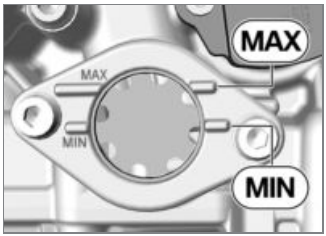
- Make sure the ground is level and firm and place the motorcycle on its centre stand.◁

– without centre stand OA

- Place the motorcycle on an auxiliary stand; BMW Motorrad recommends the BMW Motorrad auxiliary stand.
- Alternative: hold the motorcycle upright, ideally with help from another person.◁




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




| |
|---|
| Engine oil, specified level |
| between **MIN** and **MAX** marks (Engine is at operating temperature, motorcycle is upright) |
| Engine oil, quantity for topping up |
| max 185 ml (Difference between **MIN** and **MAX**) |

If the oil level is below the minimum mark **MIN**:

- Topping up the engine oil (➠ 68).

If the oil level is above the maximum mark **MAX**:

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

## Topping up the engine oil

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Wipe the area around the oil filler neck clean.




- Remove cap **1** of the oil filler neck.

**ATTENTION**

**Use of insufficient engine oil or too much engine oil**

Engine damage

- Always make sure that the oil level is correct.◀
- Top up the engine oil to the specified level.
- Checking engine oil level (➠ 67).
- Install oil filler cap **1**.

# Brake system

## Checking function of brakes

- Operate the brake lever.

» There is a clearly perceptible pressure point.

- Press the footbrake lever.

» There is a clearly perceptible pressure point.

If pressure points are not clearly perceptible:

**ATTENTION**

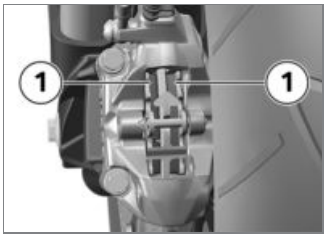
**Work on brake system not in compliance with correct procedure**

Risk to operational reliability of the brake system

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

## Checking front brake pad thickness

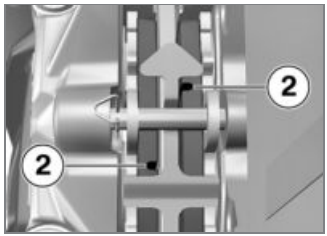
- Make sure the ground is level and firm and place the motorcycle on its stand.




- Turn the handlebars all the way to the right.

» The brake pads **1** can be seen from the rear.

- Visually inspect the brake pads to ascertain their thickness.




- Check the wear indicators **2**.

| Brake-pad wear limit, front |
|---|
| min 1.0 mm (Friction lining without carrier plate) |

If the wear indicating marks are no longer visible:

**⚠ WARNING**

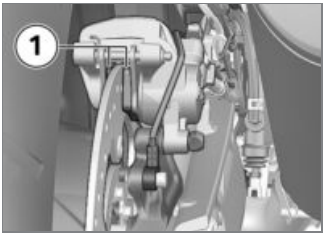
**Brake-pad thickness less than permissible minimum**

Diminished braking effect, damage to the brakes

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

## Check rear brake pad thickness

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

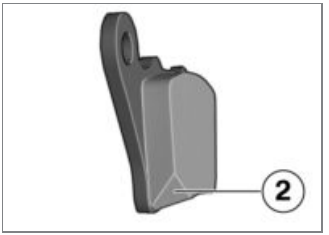



**⚠ WARNING**

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

Diminished braking effect, damage to the brakes

- In order to ensure the dependability of the brake system, do not permit the brake pads to wear past the minimum permissible thickness.◀
- Visually inspect the brake pads to ascertain their thickness. Viewing direction: from the rear toward brake pads **1**.




- Inspect the chamfer **2**.

| | |
|---|---|
| | Brake-pad wear limit, rear |
| min 1.0 mm (Friction lining without carrier plate) | |

If the chamfer is no longer visible:

- Have the brake pads replaced by a specialist workshop, preferably an authorised BMW Motorrad dealer.

## Checking brake-fluid level, front brakes

**WARNING**

**Not enough brake fluid in brake fluid reservoir**

Considerably reduced braking power due to air in the brake system

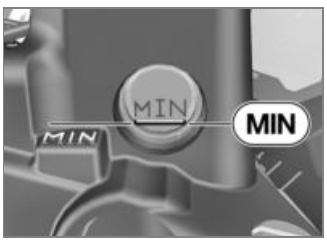
- Check the brake-fluid level at regular intervals.◀




- Set the handlebars so that the brake fluid tank is horizontal.
- Check the brake fluid level in the sight glass **1**.

**NOTICE**

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



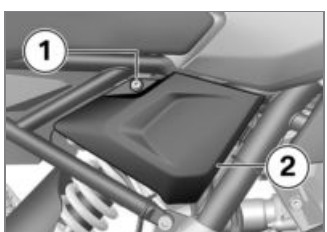

| |
|---|
| Brake fluid level, front |
| Brake fluid, DOT4 |
| You should never allow the brake fluid level to drop below the **MIN** mark. (Brake-fluid reservoir horizontal) |

If the brake fluid level drops below the permitted level:

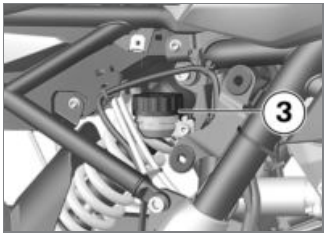
- Have the defect rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

## Checking the brake-fluid level, rear brakes

- Make sure the ground is level and firm and hold the motorcycle upright.




- Remove screw **1**.
- Pull the side panel **2** out of the grommets and remove it.




- Check the brake fluid level on brake fluid tank **3**.

**NOTICE**

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




| | |
|---|---|
| | Brake fluid level, rear |
| Brake fluid, DOT4 | |
| You should never allow the brake fluid level to drop below the **MIN** mark. (Brake-fluid reservoir horizontal) | |

If the brake fluid level drops below the permitted level:

**WARNING**

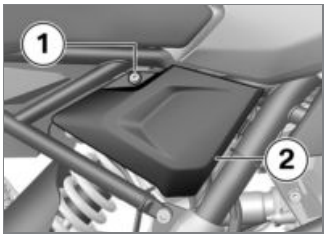
**Not enough brake fluid in brake fluid reservoir**

Considerably reduced braking power due to air in the brake system

- Check the brake-fluid level at regular intervals.◀
- Have the defect rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.




- Insert the side panel **2** into the grommets **4**.
- Align the side panel **2** with the flat nut **5**.




- Install screw **1**.

## Clutch

### Checking clutch function

- Pull the clutch lever.

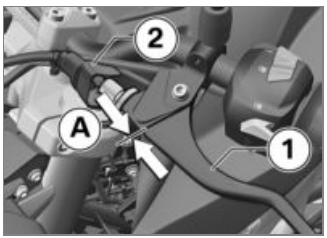
» The clutch must fully disengage. Signs that the clutch is fully disengaged:

– Easy to change gear
– Easy to switch to idling

If this is not the case, or there is a lack of power transmission after the clutch has engaged:

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

### Checking clutch-lever play




- Loosen cover **2**.
- Pull clutch lever **1** until resistance is perceptible.
- In this position, measure the clutch-lever play **A** between the clutch-lever fitting and the clutch lever.

| Clutch-lever play |
| --- |
| 1...2 mm (on the manual controls, handlebars in straight-ahead position, with cold engine) |

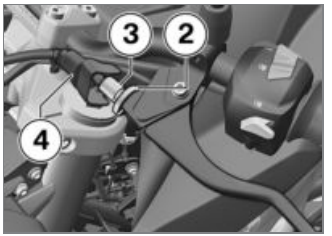
Clutch-lever play is out of tolerance:

- Adjust the clutch-lever play (⇒ 74).

Clutch-lever play is in tolerance:

- Install cover **2**.

## Adjust the clutch-lever play




- Loosen cover **4**.
- Loosen the knurled nut **2**.
- Lift the clutch cable to relieve the adjusting sleeve **3**.
- To increase clutch-lever play: screw the adjusting sleeve **3** into the hand lever.
- To reduce clutch-lever play: unscrew the adjusting sleeve **3** from the hand lever.
- Lock the adjusting sleeve **3** using the knurled nut **2**.
- Checking clutch-lever play (➠ 73).
- Repeat the steps until the clutch-lever play is set correctly.
- Install cover **4**.

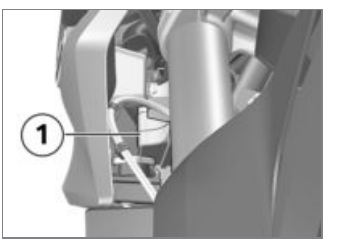
# Coolant

## Check coolant level

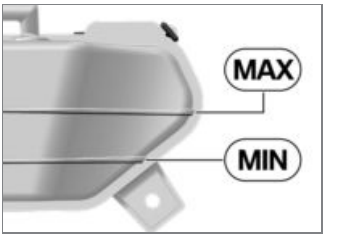
### Requirement

The engine is cold.

- Hold the motorcycle upright, preferably with the help of another person.




- Check the coolant level in the coolant expansion tank **1**. Viewing direction: From in front toward the inside of the right side panel.

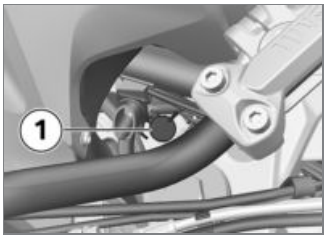



| | |
|---|---|
| Coolant, specified level | |
| between **MIN** and **MAX** marks on the expansion tank (Engine is cold, motorcycle is upright) | |

If the coolant drops below the permitted level:

- Top up coolant (➠ 75).

### Top up coolant




- Turn the handlebars all the way to left.
- Open cap **1** of the coolant expansion tank.
- Top up coolant to specified level. Use a funnel with filler adapter or hose.

| | |
|---|---|
| Coolant-full quantity | |
| Antifreeze and corrosion inhibitor | |
| 150 ml (Difference between **MIN**- and **MAX**-mark) | |

- Check coolant level (➠ 74).

When the specified level for the coolant is reached:

- Close the cap of the coolant expansion tank.

## Wheel rims and tyres

### Checking rims

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

### Checking tyre tread depth

**WARNING**

**Riding with badly worn tyres**

Risk of accident due to impaired handling

- If applicable, have the tyres changed in good time before they wear to the minimum tread depth permitted by law.◀
- Make sure the ground is level and firm and place the motorcycle on its stand.
- Measure the tyre tread depth in the main tread grooves with wear marks.

**NOTICE**

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

If the tyre tread is worn to minimum:

- Replace tyre or tyres, as applicable.

## Checking tyre pressure

**WARNING**

**Incorrect tyre pressure**
Impaired handling characteristics of the motorcycle, shorter useful tyre life
- Always check that the tyre pressures are correct.◀

**WARNING**

**Tendency of valve inserts to open by themselves at high riding speeds**
Sudden loss of tyre pressure
- Install valve caps fitted with rubber sealing rings and tighten firmly.◀

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Check tyre pressures against the data below.

|  Tyre pressure, front |
|---|
| 1.7 bar (with cold tyre; one-up and two-up) |

|  Tyre pressure, rear |
|---|
| 1.9 bar (with cold tyre; one-up and two-up) |

If tyre pressure is too low:
- Correct tyre pressure.

## Wheels

### Effect of wheel size on chassis and suspension control systems

The wheel sizes are very important for the ABS. In particular, the diameter and the width of the vehicle's wheels are programmed into the control unit and are fundamental to all calculations. Any change to these dimensions, caused for example by a switch to wheels other than the standard installed ones, can seriously affect the performance of the control systems.
The sensor rings are essential for correct wheel speed detection; they too must match the motorcycle's control systems and consequently cannot be replaced.
If you decide that you would like to fit non-standard wheels to your motorcycle, it is very important to consult a specialist workshop beforehand, preferably an authorised BMW Motorrad dealer.

### Removing front wheel

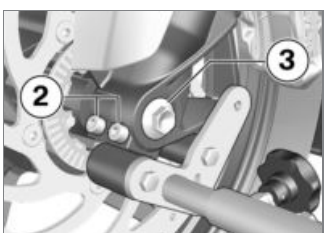
– with centre stand OA
- Make sure the ground is level and firm and place the motorcycle on its centre stand.◁

– without centre stand OA
- Place the motorcycle on an auxiliary stand. BMW Motorrad recommends you use the BMW Motorrad rear-wheel stand.
- Install the rear-wheel stand (➠ 66).◁

- Lift the front of the motorcycle until the front wheel is clear of the ground, preferably using a BMW Motorrad front-wheel stand.
- Installing the front-wheel stand (➠ 65).
- Mask off the parts of the wheel rim that could be scratched when removing the brake caliper.
- Push apart the brake pads a little.



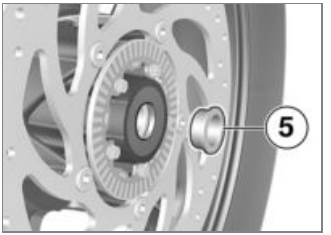

- Slacken clamping screws **1**.




- Remove screw **3**.
- Slacken clamping screws **2**.
- Press quick-release axle slightly toward the inside, so as to be better able to grip it on the right-hand side.




- Withdraw quick-release axle **4**, support the front wheel when doing this.
- Set down front wheel and roll forwards out of the front suspension. Ensure you do not damage the wheel speed sensor in the process.




**ATTENTION**

**Unwanted inward movement of the brake pads**

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

- Do not operate the brakes with a brake caliper not correctly secured.◀
- Remove spacer bush **5** from the wheel hub.

## Installing front wheel

**WARNING**

**Use of a non-standard wheel**

Malfunctions in ABS operation

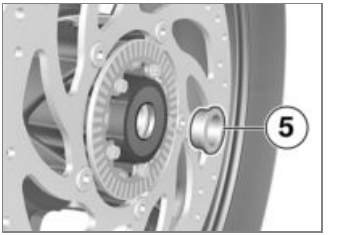
- See the information on the effect of wheel size on the ABS system at the start of this chapter.◀

**ATTENTION**

**Tightening threaded fasteners to incorrect tightening torque**

Damage, or threaded fasteners work loose

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




- Slip spacing bushing **5** into the wheel hub on the left-hand side.

**ATTENTION**

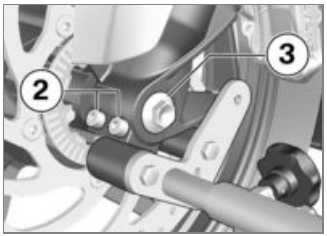
**Front wheel installed wrong way round**

Risk of accident

- Note direction-of-rotation arrows on tyre or rim.◀
- Roll the front wheel into position between the front forks. In this process, take care not to damage the wheel speed sensor.



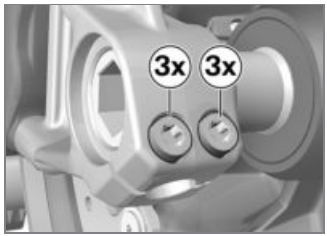

- Lift front wheel and fit quick-release axle **4**.
- Remove front-wheel stand and firmly compress front forks several times. Do not operate the brake lever in this process.
- Installing the front-wheel stand (➠ 65).




- Install screw **3** and tighten to specified torque. Counter-hold quick-release axle on the right-hand side.

| Screw in front-wheel quick-release axle |
|---|
| 50 Nm |

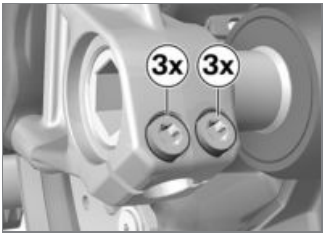
- Tighten clamping bolts **2** to the specified tightening torque.




| Clamping screws in axle holder |
|---|
| Tightening sequence: Tighten screws six times in alternate sequence |
| 19 Nm |




- Tighten clamping bolts **1** to the specified tightening torque.




| Clamping screws in axle holder |
|---|
| Tightening sequence: Tighten screws six times in alternate sequence |
| 19 Nm |

- Removing the front-wheel stand.
- Remove the adhesive tape from the wheel rim.

**WARNING**

**Brake pads not lying against the brake disc**

Risk of accident due to delayed braking effect.

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

## Removing rear wheel

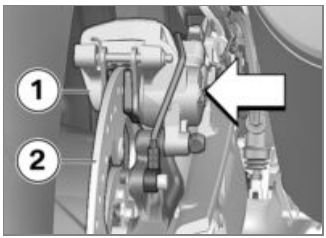
– with centre stand OA

- Make sure the ground is level and firm and place the motorcycle on its centre stand.◁

– without centre stand OA

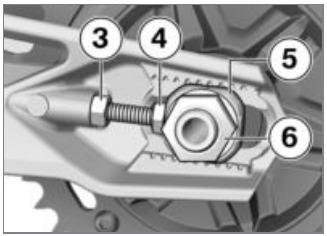
- Lift the motorcycle, preferably with a BMW Motorrad rear-wheel stand.
- Install the rear-wheel stand (➠ 66).◁
- Slip wooden chocks or similar under the rear wheel to prevent it from dropping out after the

quick-release axle has been removed.

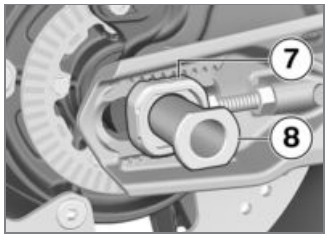



- Press brake caliper **1** against brake disc **2**.

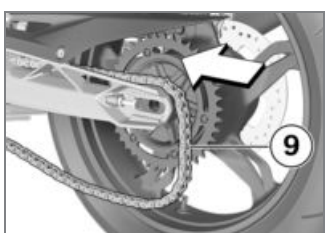
» Brake piston has been pushed back.




- Remove nut **6** using the right tool from the toolkit.
- Remove washer.
- Slacken locknuts **3** on left and right.
- Screw in the adjusting screws **4** on the left and right.
- Remove the chain tensioner **5** and push the quick-release axle to the right as far as it will go.

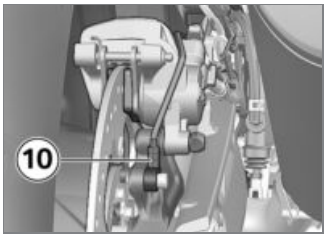



- Remove the quick-release axle **8** and remove the chain tensioner **7**.

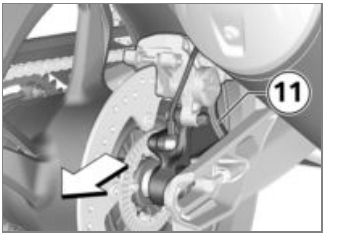



- Roll the rear wheel as far forward as possible and

disengage chain **9** from the sprocket.




- When rolling the rear wheel clear of the motorcycle, take care not to damage wheel-speed sensor **10**.




- Roll the rear wheel to the rear and clear of the swinging arm and at the same time pull brake-caliper carrier **11** back far enough to allow the rear wheel to clear it.

**NOTICE**

The sprocket and the spacer sleeves on left and right are loose fits in the wheel. When removing, make sure that no parts are damaged or mislaid.◀

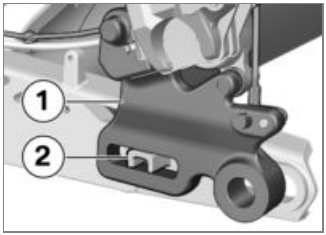
## Installing the rear wheel

**ATTENTION**

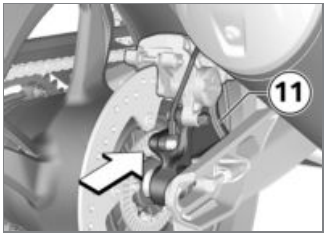
**Tightening threaded fasteners to incorrect tightening torque**

Damage, or threaded fasteners work loose

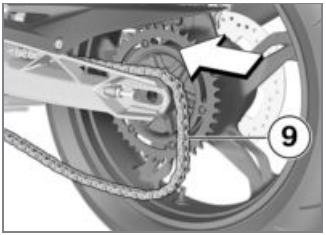
- Always have the security of the fasteners checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀
- Roll the rear wheel on the support into the swinging arm as far as necessary to permit the brake-caliper carrier to be inserted.



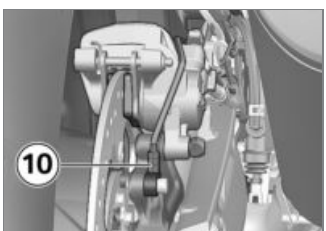

- Insert the brake-caliper support **1** into guide **2**.



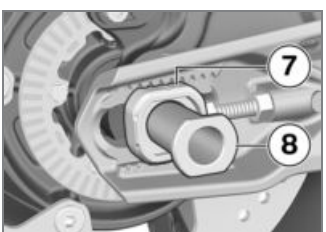

- Roll the rear wheel further into the swinging arm, while pushing brake-caliper carrier **11** forward at the same time.




- Roll the rear wheel as far forward as possible and loop chain **9** over the sprocket.

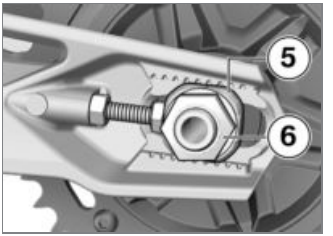



- When rolling the rear wheel into position, take care not to damage wheel-speed sensor **10**.




- Insert the quick-release axle **8** and the chain tensioner **7** into the swinging arm, brake-caliper support and rear wheel, inter-

locking the quick-release axle with the chain tensioner.




- Insert the left chain tensioner **5**.
- Install nut **6** with its washer, but do not tighten the nut at this point.

**⚠ WARNING**

**Brake pads not lying against the brake disc**

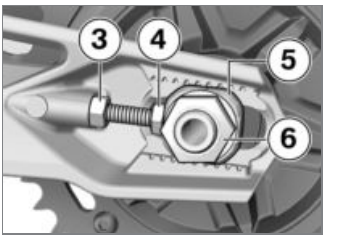
Risk of accident due to delayed braking effect.

- Before driving, check that the brakes respond without delay.◀
- Operate the brake several times until the brake pads are bedded.
- Adjust the chain tension (➠ 84).

## Chain

### Adjust the chain tension

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




- Slacken nut **6**.
- Slacken locknuts **3** on left and right.
- Use adjusting screws **4** on left and right to adjust chain tension.
- Checking chain tension (➠ 85).
- Ensure that the notch in the chain tensioner **5** is adjusted to the same scale value on the right and left.
- Tighten locknuts **3** on left and right to the specified tightening torque.

| Locknut of the final-drive chain tensioning screw |
|---|
| 19 Nm |

- Tighten nut **6** to the specified tightening torque.

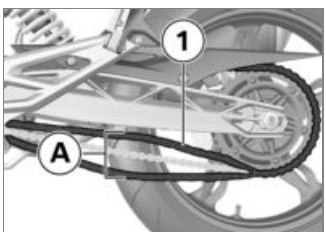
| Rear quick-release axle in swinging arm |
|---|
| 100 Nm |

– Once you have tightened the rear wheel quick-release axle, complete the following tasks again:

- Checking chain tension (➠ 85).

## Checking chain tension

- Place the motorcycle on its stand on firm, even ground.
- Turn the rear wheel until it reaches the position with the lowest amount of chain sag.




- Use a screwdriver to push the chain **1** up and down at a point midway along the run between the chain thrust roller and the chain sprocket and measure chain tension **A**.

| Chain deflection |
| --- |
| 40...50 mm (Motorcycle with no weight applied, supported on its side stand) |

If chain deflection is outside permitted tolerance:

- Adjust the chain tension (➠ 84).

## Lubricating chain

**ATTENTION**

**Inadequate cleaning and lubrication of the drive chain**

Accelerated wear

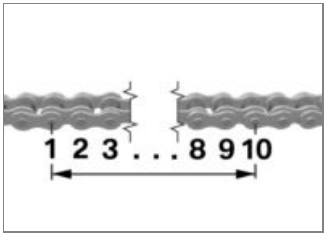
- Clean and lubricate the drive chain at regular intervals.◀
- Lubricate the drive chain every third fuel stop.
- Lubricate the chain more frequently if the motorcycle is ridden in wet, dusty or dirty conditions.
- Switch the ignition off and select neutral.
- Clean the drive chain with a suitable cleaning product, dry it and apply chain lubricant.
- To prolong chain life, BMW Motorrad recommends the use of BMW Motorrad chain lubricant, or:

| Lubricant |
| --- |
| Chain spray |

- Wipe off excess lubricant.

## Checking the chain wear

- Engage 1st gear.
- Turn the rear wheel in the normal direction of travel until the chain is tensioned.
- Measure chain length underneath the rear wheel swinging arm.



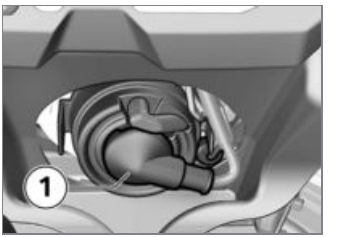

| | |
|---|---|
| Permissible chain length | |
| max 144.30 mm (measured from the **centre** of 10 rivets, chain pulled taut) | |

If the chain has stretched to the maximum permissible length:

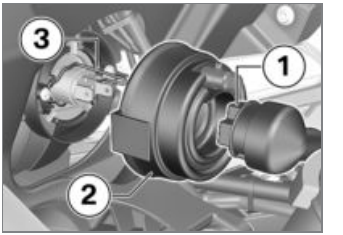
- Seek the advice of a specialist workshop, preferably an authorised BMW Motorrad dealer.

## Light source

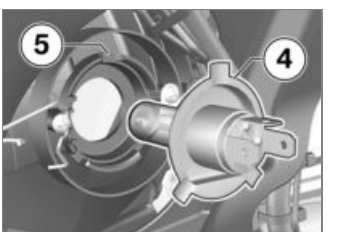
### Replacing bulbs for low-beam headlight and high-beam headlight




- Loosen the connector **1**.




- Remove cover **2**.
- Loosen the wire spring clip **3** from the catch and open it.




- Pull the bulbs **4** from the socket **5**.

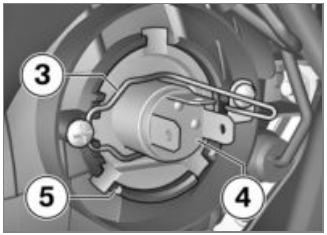
- Replace the defective bulb.

**NOTICE**

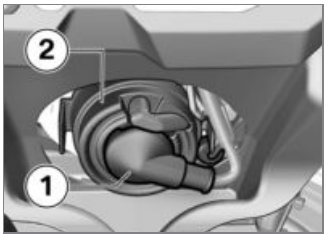
Bulbs with higher light-intensity ratings are available through aftermarket suppliers. These bulbs burn out more rapidly and generate more heat than conventional bulbs. Under adverse conditions the extra heat can cause damage to the headlight.◀

| Bulb for low-beam and high-beam headlight |
|---|
| H4 / 12 V / 60 W / 55 W |

- Hold the bulb **4** by the base only, in order to keep the glass free of foreign matter.

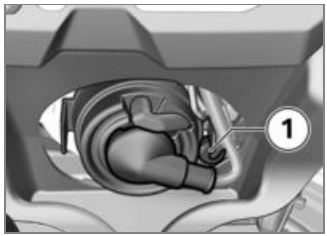



- Align the bulb **4** and press it into the socket **5**.
- Install the wire spring clip **3**.

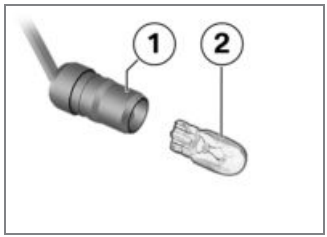



- Install cover **2**.
- Connect plug **1**.

## Replacing bulb for parking light




- Pull the socket **1** out of the headlight housing.

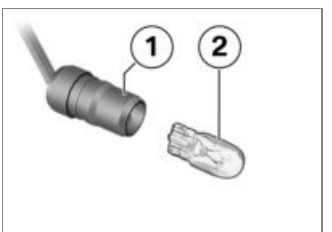



- Pull the light source **2** out of the socket **1**.

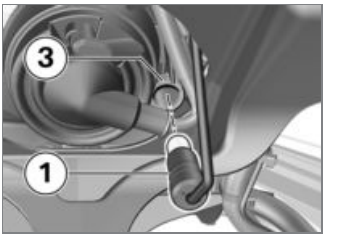
- Replace the defective bulb.

| | |
|---|---|
| | Bulb for parking light |
| W5W / 12 V / 5 W | |

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




- Insert the bulb **2** into the socket **1**.




- Insert the bulb **1** into the headlight housing **3**.

## Replacing bulbs for front and rear turn indicators

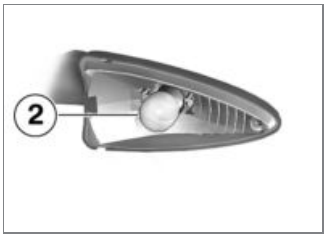
- Place the motorcycle on its stand on firm, even ground.
- Switch off the ignition.




- Remove screw **1**.



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

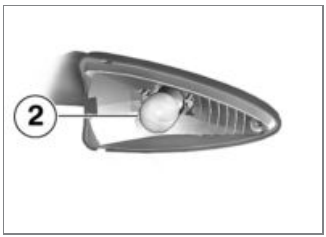



- Turn bulb **2** counter-clockwise and remove it from the light housing.
- Replace the defective bulb.

| Bulbs for flashing turn indicators, front |
|---|
| RY10W / 12 V / 10 W |

| Bulbs for flashing turn indicators, rear |
|---|
| RY10W / 12 V / 10 W |

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




- Turn bulb **2** clockwise to install it in the light housing.



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




- Install screw **1**.

### Replacing LED turn indicators

– with LED flashing turn indicators OA

If the LED flashing turn indicators fail, they must be replaced. Under these circumstances:

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

### Replacing LED rear light

If the LEDs in the rear light fail, the rear light must be replaced. Under these circumstances:

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

### Replacing number-plate light

If the LEDs for the number plate light in the rear light fail, the rear light must be replaced. Under these circumstances:

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

## Jump-starting

**CAUTION**

**Touching live parts of the ignition system when the engine is running**

Electric shock

- Do not touch parts of the ignition system when the engine is running.◀

**ATTENTION**

**Excessive current flowing when the motorcycle is jump-started**

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

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

**ATTENTION**

**Contact between crocodile clips of jump leads and vehicle**

Risk of short-circuit

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

**ATTENTION**

**Jump-starting with a voltage greater than 12 V**

Damage to the on-board electronics

- Make sure that the battery of the donor vehicle does not exceed a voltage of 12 V.◀
- When jump-starting the engine, do not disconnect the battery from the on-board electrical system.

- Removing seat (➠ 39).
- Run the engine of the donor vehicle during jump-starting.
- Begin by connecting one end of the red jump lead to the positive terminal of the discharged battery and the other end to the positive terminal of the donor battery.
- Then connect one end of the black jump lead to the negative terminal of the donor battery, and the other end to the negative terminal of the discharged battery.
- Start the engine of the vehicle with the discharged battery in the usual way; if the engine does not start, wait a few minutes before repeating the attempt in order to protect the starter motor and the donor battery.
- Allow both engines to run for a few minutes before disconnecting the jump leads.
- Disconnect the jump lead from the negative terminal first, then disconnect the second lead from the positive terminal.
- Installing the seat (➠ 40).

## Battery

### Maintenance instructions

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

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

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

**ATTENTION**

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

Battery is deep-discharged; this voids the guarantee

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

### Recharging connected battery

**ATTENTION**

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

Damage to the on-board electronics

- Disconnect the battery at the battery terminals before charging.◀
- Disconnecting battery from motorcycle (➠ 92).

## Recharging disconnected battery

- Disconnecting battery from motorcycle (➠ 92).
- charge the battery using a suitable charger.
- Comply with the operating instructions of the charger.
- Once the battery is fully charged, disconnect the charger's terminal clips from the battery terminals.

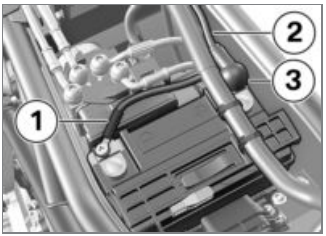
**NOTICE**

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

- Connecting battery to motorcycle (➠ 93).

## Disconnecting battery from motorcycle

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Removing seat (➠ 39).



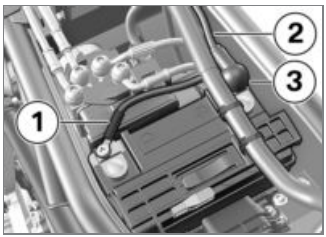

**ATTENTION**

**Battery not disconnected in accordance with correct procedure**

Risk of short-circuit

- Always proceed in compliance with the specified disconnection sequence.◀
- Disconnect the battery earth lead **1** first.
- Then push the protective cap **3** to the side and disconnect the positive battery cable **2**.

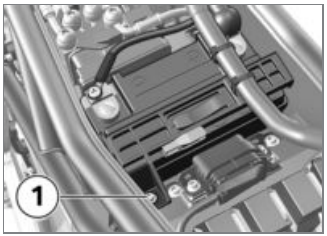
## Connecting battery to motorcycle



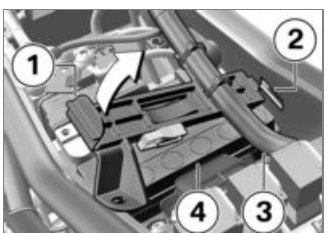

- First install the positive battery cable **2** and cover with the protective cap **3**.
- Then install battery negative lead **1**.
- Installing the seat (➠ 40).

## Removing battery

- Removing seat (➠ 39).
- Disconnecting battery from motorcycle (➠ 92).




- Remove screw **1**.




- Unhook and lift up the holder **1** on the left.
- Unloosen the holder from the battery tray **2** on the right.

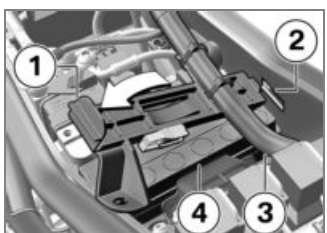
» The holder is now only attached to the wiring harness **3**.

- Push the holder and the wiring harness to the right out of the way.

» You can now remove the battery.

- Lift the battery **4** up and out. Work it back and forth slightly if it is difficult to remove.

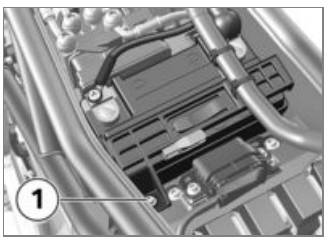
## Installing battery




- Place the battery **4** in the battery compartment with the positive terminal on the right in the direction of travel.

- Attach the right side of the holder to the battery tray **2**.
- Fold the holder **1** down and attach on the left.

» The wiring harness **3** is now back in its initial position.




- Install screw **1**.
- Connecting battery to motorcycle (➠ 93).
- Installing the seat (➠ 40).

**NOTICE**

If the battery was disconnected from the motorcycle for a prolonged period of time it will be necessary to enter the current date in the instrument panel, in order to ensure that the service-due indicator functions correctly.◀

- Setting the date (➠ 37).

## Fuses

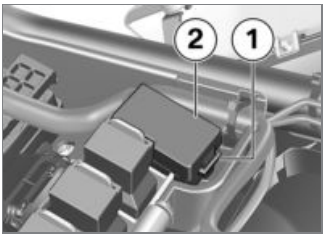
### Replace fuses

**ATTENTION**

**Jumpering of blown fuses**

Risk of short-circuit and fire

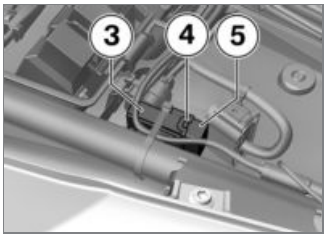
- Never attempt to jumper a blown fuse.
- Always replace a defective fuse with a new fuse of the same amperage.◀
- Switch off the ignition.
- Place the motorcycle on its stand on firm, even ground.
- Removing seat (➠ 39).




- Press latch **1**.
- Open the fuse box **2**.
- Consult the fuse assignment diagram below and replace the defective fuse.

» Fuse assignment (➠ 95)

- Close the fuse box **2** again. Make sure that the lock **1** has engaged.




- Press the lock **4** in on both sides.
- Remove cap **5**.
- Consult the fuse assignment diagram below and replace the defective fuse.

» Fuse assignment (➠ 95)

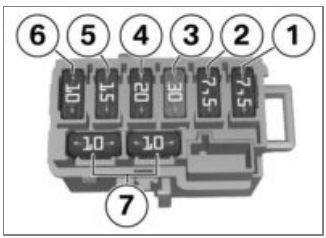
- Install cap **5**. Make sure that the lock **4** on the fuse box **3** engages.

**NOTICE**

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

- Installing the seat (➠ 40).

## Fuse assignment




| Fuse 1 |
| --- |
| 7.5 A (Oxygen sensor, tank vent valve, secondary air system, injection system, electric fuel pump) |

| Fuse 2 |
| --- |
| 7.5 A (Heated grip, diagnostic connector, engine control unit, extra socket, ABS-pressure modulator) |

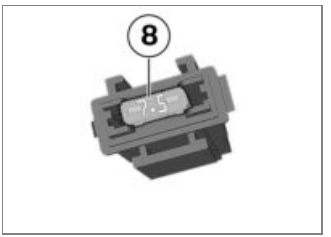
| Fuse 3 |
| --- |
| 30 A (Main fuse) |

| Fuse 4 |
| --- |
| 20 A (ABS pressure modulator) |

| Fuse 5 |
| --- |
| 15 A (Lighting, horn) |

| Fuse 6 |
| --- |
| 10 A (Instrument cluster, engine control unit) |

– Reserve fuses **7**




Fuse **8** for radiator fan

| Fuse for radiator fan |
| --- |
| 7.5 A (Radiator fan) |

## Diagnostic connector

### Disengaging diagnostic connector

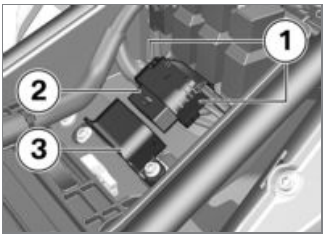
**CAUTION**

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

Motorcycle experiences malfunctions

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

- Removing seat (➠ 39).

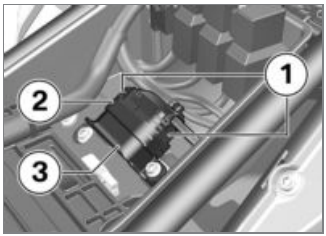



- Press in retainers **1**.
- Disengage diagnostic connector **2** from holder **3**.

» The interface to the diagnosis and information system can be connected to diagnostic connector **2**.

### Securing the diagnostic connector

- Disconnect the interface for the diagnosis and information system.




- Seat diagnostic connector **2** in bracket **3**.

» Retainers **1** engage with an audible click.

- Installing the seat (➠ 40).

**Accessories**

General instructions ..... 100
Heated handlebar grips ..... 100
Power socket ..... 101
Topcase ..... 101
TopcaseLight ..... 104
Maximum payload and maximum permissible speed ..... 105

## General instructions

**CAUTION**

**Use of other-make products**
Safety risk

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

BMW has conducted extensive testing of the parts and accessory products to establish that they are safe, functional and suitable. Consequently, BMW accepts product liability. BMW accepts no liability whatsoever for parts and accessories that it has not approved.
Whenever you are planning modifications, comply with all the legal requirements. Make sure that the vehicle does not infringe the national road-vehicle construction and use regulations applicable in your country.
Your BMW Motorrad dealer can offer expert advice on the choice of genuine BMW parts, accessories and other products.
To find out more about accessories go to:
**bmw-motorrad.com/accessories**

## Heated handlebar grips

– with heated grips OA

### Operating the heated handlebar grips

- Start the engine.

**NOTICE**

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

**NOTICE**

The increase in power consumption caused by having the heated handlebar grips switched on can drain the battery if you are riding at low engine speeds.◀

**NOTICE**

The handlebar grips have two-stage heating. Stage two is for heating the grips quickly: it is

advisable to switch to stage one as soon as the grips are warm.◀




- Press the rocker switch **1** on the side with two dots to switch on the high heater output setting.
- Press the rocker switch **1** on the side with one dot to switch on the low heater output setting.
- Centre the rocker switch **1** to switch the heating system off.

## Power socket

– with extra socket OA

### Connection of electrical devices

– You can start using electrical devices connected to the motorcycle's sockets only when the ignition is switched on.

### Cable routing

– The cables from the power sockets to the auxiliary devices must be routed in such a way that they do not impede the rider.
– The cable routing should not restrict the steering angle or obstruct handling.
– The cables must not be trapped.

## Topcase

– with topcase OA

### Installing topcase

**⚠ WARNING**

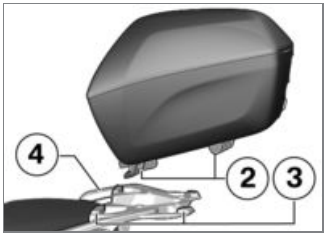
**Topcase not properly secured**

Driving safety is impaired

- The topcase must not wobble and must be secured free from play.◀




- Pull handle **1** up as far as it will go.




- Hook the topcase into the luggage carrier **4**. Make sure that the hooks **2** fit securely into the corresponding mountings **3**.
- Push handle **1** down until it engages.




- Turn the key in the topcase lock to position **1** and remove the key from the lock.

## Opening topcase




- Turn the key in the topcase lock to position **1**.




- Push lock barrel **1** forward.

» Lever **2** pops up.

- Pull the release lever all the way up.

» The lid of the topcase opens.

## Closing topcase




- Pull release lever **1** all the way up.
- Close the lid of the topcase and hold it down. Check that nothing is trapped between the lid and the case.

**NOTICE**

You can also lock the topcase by turning the lock to the **LOCK** position. In this case, make sure that the key is not left inside the topcase.◀




- Push release lever **1** down until it engages.
- Turn the key in the topcase lock to the **LOCK** position and remove the key from the lock.

## Removing the topcase




- Turn the key in the topcase lock to position **1**.

» The handle pops out.




- Pull handle **1** up as far as it will go.

- Lift the topcase at the rear and remove it from the luggage carrier.

## TopcaseLight

– with luggage carrier OA
– with topcase Light OA

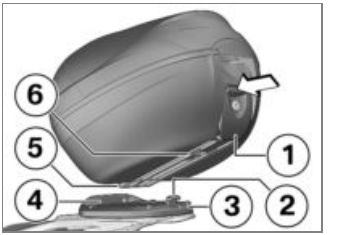
### Installing topcase Light

**WARNING**

**Topcase not properly secured**

Driving safety is impaired

- The topcase must not wobble and must be secured free from play.◀
- Turn the key until it is vertical in the lock.



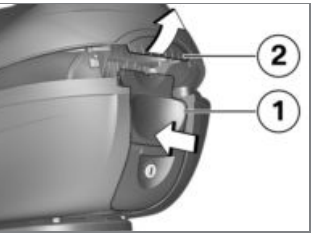

- Insert the base **5** into the slot **4**.
- Fit the mounting **6** onto the hook **2**.
- Ensure that the release lever **1** engages and the topcase is connected securely to the adapter **3**.
- To lock the release lever, turn the key until it is horizontal in the lock and pull it out.

### Opening topcase Light

- Turn the key until it is vertical in the lock.

**NOTICE**

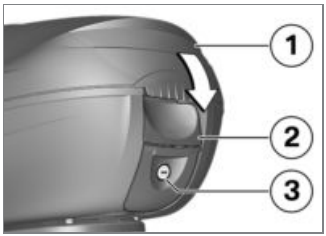
When the key is horizontal in the lock, the release levers are locked.◀




- Push the release lever **1** in the direction of the arrow.
- Open the topcase lid **2**.

### Closing topcase Light

- Turn the key until it is vertical in the lock.

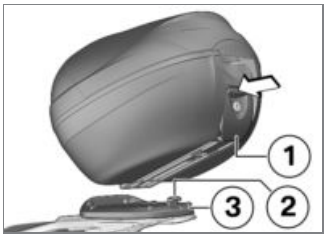



- Close the topcase lid **1**. Check that nothing is trapped between the lid and case and that the release lever **2** clicks into place.
- Turn the key in the topcase lock **3** until it is horizontal and remove the key from the lock.

» The release levers are locked. You can neither open the topcase nor remove it from the adapter.

### Removing the topcase Light

- Turn the key until it is vertical in the lock.




- Push the release lever **1** in the direction of the arrow.
- Lift the topcase at the rear and remove from the adapter **3**.

## Maximum payload and maximum permissible speed

Note the maximum permissible payload and the speed limit for riding with topcase fitted, as stated on the label inside the topcase.
Contact your authorised BMW Motorrad dealer if you cannot find your combination of vehicle and topcase on the label. The values for the combination described here are as follows:

| Maximum permissible speed for riding with topcase fitted to the vehicle |
|---|
| – with topcase[OA]<br>or<br>– with topcase Light[OA] |
| max 130 km/h◁ |

| Payload of topcase |
|---|
| – with topcase[OA]<br>or<br>– with topcase Light[OA] |
| max 3 kg◁ |

**Care**

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Restoring motorcycle to use ..... 110

## Care products

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

**ATTENTION**

**Use of unsuitable cleaning and care products**

Damage to vehicle parts

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

## Washing the vehicle

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

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

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

**WARNING**

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

Diminished braking effect, risk of accident

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

**ATTENTION**

**Effect of road salt intensified by warm water**

Corrosion

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

**ATTENTION**

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

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

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

## Cleaning easily damaged components

### Plastics

**ATTENTION**

**Use of unsuitable cleaning agents**

Damage to plastic surfaces

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

**Body panels**

Clean the trim panels with water and BMW plastic care emulsion.

**NOTICE**

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

### Light topcase

**ATTENTION**

**Use of unsuitable cleaning and care products**

Damage to the surface

- Clean the surface using only water and a microfibre cloth.◀

### Chrome

Clean chrome sections carefully with plenty of water and motorcycle cleaner from the BMW Motorrad Care Products range. This is required in particular for removing road salt.

Use chrome polish for additional treatment.

### Radiator

**ATTENTION**

**Bending of radiator fins**

Damage to radiator fins

- Take care not to bend the radiator fins when cleaning.◀
- Clean radiator regularly. Use a hose with low water pressure, for example, to do this.

» This prevents the engine from overheating due to insufficient cooling.

### Rubber

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

**ATTENTION**

**Application of silicone sprays to rubber seals**

Damage to the rubber seals

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

## Paint

Washing the vehicle regularly will help counteract the long-term effects of substances that damage the paint, especially if your vehicle is ridden in areas with high air pollution or natural sources of dirt, for example tree resin or pollen.
Remove particularly aggressive substances immediately, however, as otherwise the paint can be affected or become discoloured. Substances of this nature include spilt fuel, oil, grease, brake fluid and bird droppings. We recommend you use BMW Motorrad gloss polish or BMW paint cleaner.
Marks on the paintwork are particularly easy to see after the vehicle has been washed. Remove stains of this kind immediately, using cleaning-grade benzene or petroleum spirit on a clean cloth or ball of cotton wool. BMW Motorrad recommends using BMW tar remover for removing specks of tar. Remember to wax the parts treated in this way.

## Preserving paintwork

BMW Motorrad recommends applying only BMW car wax or products containing carnauba wax or synthetic wax to preserve the paintwork.
It is time to rewax the paintwork when water "puddles" on the surface, instead of forming beads.

## Laying up the motorcycle

- Clean the motorcycle.
- Fill the motorcycle's fuel tank.
- Removing battery (➠ 93).
- Spray the brake and clutch lever pivots and the main and side stand pivots with a suitable lubricant.
- Coat bright metal and chrome-plated parts with an acid-free grease (e.g. Vaseline).
- Stand the motorcycle in a dry room in such a way that there is no load on either wheel (preferably using the front-wheel and rear-wheel stands from BMW Motorrad).

## Restoring motorcycle to use

- Remove the protective wax coating.
- Clean the motorcycle.
- Installing battery (➠ 93).
- Comply with checklist (➠ 48).

**Technical data**

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## Troubleshooting chart

The engine does not start.

| Possible cause | Rectification |
|---|---|
| Side stand extended and gear engaged | Retract the side stand. |
| Kill switch activated | Set emergency-off switch to operation mode (➠ 33). |
| Gear engaged and clutch not disengaged | Operate the clutch or put the transmission into idle so that the idle mode indicator light lights up. |
| No fuel in tank | Refuelling (➠ 55). |
| Battery flat | Recharging disconnected battery (➠ 92). |
| Throttle grip operated | Do not operate throttle grip during starting operation. |

## Screw connections

| Front wheel | Value | Valid |
|---|---|---|
| **Screw in front-wheel quick-release axle** | | |
| M12 x 20 | 50 Nm | |
| **Clamping screws in axle holder** | | |
| M8 x 30 | **Tighten screws six times in alternate sequence** | |
| | 19 Nm | |

| Rear wheel | Value | Valid |
|---|---|---|
| **Locknut of the final-drive chain tensioning screw** | | |
| M8 | 19 Nm | |
| **Rear quick-release axle in swinging arm** | | |
| M18 x 1.5 | 100 Nm | |

| Mirrors | Value | Valid |
|---|---|---|
| **Right mirror (lock nut) to adapter** | | |
| M10 x 1.25 | Left-hand thread, 22 Nm | |
| **Left mirror (lock nut) to adapter** | | |
| M10 x 1.25 | 22 Nm | |

## Fuel

| | |
|---|---|
| Recommended fuel grade | Regular, unleaded (max. 10 % ethanol, E10)<br>91 ROZ/RON<br>87 AKI |
| Usable fuel capacity | approx. 11 l |
| Fuel reserve | approx. 1 l |
| Fuel consumption according to WMTC | 3.3 l/100 km |

## Engine oil

| | |
|---|---|
| Engine oil, capacity | approx. 1.65 l, with filter change |
| Viscosity class | |
| SAE 15W-50, API SJ / JASO MA2 | Additives (e.g. molybdenum-based) are not permissible because they can attack coated components of the engine, BMW Motorrad recommends BMW Motorrad ADVANTEC Pro oil. |
| Engine oil, quantity for topping up | max 185 ml, Difference between **MIN** and **MAX** |

**BMW recommends** ADVANTEC ORIGINAL BMW ENGINE OIL

## Engine

| | |
|---|---|
| Location of engine number | Crankcase, bottom right |
| Engine type | A82A03A |
| Engine design | Water-cooled 1-cylinder 4-stroke engine with four valves operated via rocker arms, two overhead camshafts and counterbalance shaft |
| Displacement | 313 $cm^3$ |
| Cylinder bore | 80 mm |
| Piston stroke | 62.1 mm |
| Compression ratio | 10.6:1 |
| Nominal output | 25 kW, at engine speed: 9500 $min^{-1}$ |
| Torque | 28 Nm, at engine speed: 7500 $min^{-1}$ |
| Maximum engine speed | max 10800 $min^{-1}$ |
| Idle speed | $1600^{\pm 100}$ $min^{-1}$, Engine at regular operating temperature |
| Exhaust emissions standard | Euro 4 |

## Clutch

| | |
|---|---|
| Clutch type | Multi-plate oil-bath clutch |
| Clutch-lever play | 1...2 mm, on the manual controls, handlebars in straight-ahead position, with cold engine |

## Transmission

| | |
|---|---|
| Gearbox type | Claw-shift 6-speed gearbox, integrated into engine block |
| Gearbox transmission ratios | 3.083, Primary transmission ratio<br>1:3.000, 1st gear<br>1:2.063, 2nd gear<br>1:1.588, 3rd gear<br>1:1.286, 4th gear<br>1:1.095, 5th gear<br>1:0.955, 6th gear |

## Rear-wheel drive

| | |
|---|---|
| Type of final drive | Continuous Z-ring chain with jerk damping in the rear hub |
| Chain deflection | 40...50 mm, Motorcycle with no weight applied, supported on its side stand |
| Permissible chain length | max 144.30 mm, measured from the **centre** of 10 rivets, chain pulled taut |
| Final drive, number of teeth (Pinion / sprocket) | 16/40 |
| Secondary transmission ratio | 2.500 |

## Frame

| | |
|---|---|
| Frame type | Tubular spaceframe |
| Type plate location | Frame, left |
| Position of the Vehicle Identification Number | Frame, front right at steering head |

## Chassis and suspension

| | |
|---|---|
| **Front wheel** | |
| Type of front suspension | Upside-down telescopic fork |
| Spring travel, front | 180 mm, at wheel |
| **Rear wheel** | |
| Type of rear suspension | Two-arm aluminium swing arm |
| Spring travel, rear | 180 mm, at wheel |

## Brakes

| | |
|---|---|
| **Front wheel** | |
| Type of front brake | 4-piston fixed caliper |
| Brake-pad material, front | Sintered metal |
| Brake disc thickness, front | 5.0 mm, when new<br>min 4.5 mm, Wear limit |

| | |
|---|---|
| **Rear wheel** | |
| Type of rear brake | 1-piston floating caliper |
| Brake-pad material, rear | Organic material |
| Brake disc thickness, rear | 4.5 mm, when new<br>min 4 mm, Wear limit |
| Blow-by clearance of the footbrake lever | 2.0...2.5 mm, between footbrake lever and footrest plate limit position |

## Wheels and tyres

| | |
|---|---|
| Speed category, front/rear tyres | H, required at least: 210 km/h |
| **Front wheel** | |
| Front wheel type | Aluminium cast wheel |
| Front wheel rim size | 2.50-19 MTH2 |
| Tyre designation, front | 110/80 R 19 |
| Load index, front tyre | 59 |
| Permissible front-wheel imbalance | max 5 g |

| **Rear wheel** | |
|---|---|
| Rear-wheel type | Aluminium cast wheel |
| Rear wheel rim size | 4.0 " x 17 " |
| Tyre designation, rear | 150/70 R 17 |
| Load index, rear tyre | 69 |
| Permissible rear-wheel imbalance | max 45 g |
| **Tyre pressure** | |
| Tyre pressure, front | 1.7 bar, with cold tyre; one-up and two-up |
| Tyre pressure, rear | 1.9 bar, with cold tyre; one-up and two-up |

## Electrical system

| | |
|---|---|
| **Fuses** | |
| Fuse 1 | 7.5 A, Oxygen sensor, tank vent valve, secondary air system, injection system, electric fuel pump |
| Fuse 2 | 7.5 A, Heated grip, diagnostic connector, engine control unit, extra socket, ABS-pressure modulator |
| Fuse 3 | 30 A, Main fuse |
| Fuse 4 | 20 A, ABS pressure modulator |
| Fuse 5 | 15 A, Lighting, horn |
| Fuse 6 | 10 A, Instrument cluster, engine control unit |
| Fuse for radiator fan | 7.5 A, Radiator fan |
| **Battery** | |
| Battery type | AGM battery (Absorbent Glass Mat) |
| Battery rated voltage | 12 V |
| Battery rated capacity | 8 Ah |
| **Spark plugs** | |
| Spark plugs, manufacturer and designation | NGK LMAR9D-J |
| Electrode gap of spark plug | $1.2^{\pm 0.1}$ mm |

| **Lighting** | |
|---|---|
| Bulb for low-beam and high-beam headlight | H4 / 12 V / 60 W / 55 W |
| Bulb for parking light | W5W / 12 V / 5 W |
| Bulb for tail light/brake light | LED |
| Light source for the number plate light | LED integrated in rear light |
| Bulbs for flashing turn indicators, front | RY10W / 12 V / 10 W |
| Bulbs for flashing turn indicators, rear | RY10W / 12 V / 10 W |

## Dimensions

| | |
|---|---|
| Length of motorcycle | 2075 mm, over number-plate carrier |
| Height of motorcycle | 1230 mm, via windscreen at DIN unladen weight |
| Width of motorcycle | 880 mm, using the hand lever<br>860 mm, without mounted parts |
| Front-seat height | 835 mm, Without rider, at DIN unladen weight |
| Rider's inside-leg arc, heel to heel | 1870 mm, Without rider, at DIN unladen weight |

## Weights

| | |
|---|---|
| Vehicle kerb weight | 169.5 kg, DIN unladen weight, ready for road, 90 % load of fuel, without OE |
| Permissible gross weight | 345 kg |
| Maximum payload | 175.5 kg |

## Riding specifications

| | |
|---|---|
| Starting capability on uphill gradients (at permissible gross weight) | max 20° |
| Top speed | 143 km/h |

## Accessories

| | |
|---|---|
| Maximum permissible speed for riding with topcase fitted to the vehicle | |
| – with topcase OA<br>or<br>– with topcase Light OA | max 130 km/h |
| Payload of topcase | |
| – with topcase OA<br>or<br>– with topcase Light OA | max 3 kg |

**Service**

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## BMW Motorrad Service

BMW Motorrad has an extensive network of dealerships in place to look after you and your motorcycle in more than 100 countries. Authorised BMW Motorrad dealerships have the technical information and the technical know-how to carry out reliably all maintenance and repair work on your BMW.
You can locate your nearest authorised BMW Motorrad dealership by visiting our website:
**bmw-motorrad.com**

**WARNING**

**Maintenance and repair work not in compliance with correct procedure**
Risk of accident due to consequential damage
- BMW Motorrad recommends having work of this nature carried out on the vehicle by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

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

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

## BMW Motorrad Mobility services

As the owner of a new BMW motorcycle, in the event of a breakdown you can benefit from the protection afforded by the various BMW Motorrad mobility services (e.g. BMW Mobile Service, breakdown service, vehicle recovery service).
Your authorised BMW Motorrad dealer will be happy provide information about the mobility services available to you.

## Maintenance work

### BMW pre-delivery check

Your authorised BMW Motorrad dealer conducts the BMW predelivery check before handing over the vehicle to you.

## BMW Running-in check

|  Mileage until the running-in check |
| --- |
| 500...1200 km |

## BMW Service

The BMW Service is carried out once a year; the extent of servicing can vary, depending on the age of the vehicle and the distance it has covered. Your authorised BMW Motorrad dealer confirms that the service work has been carried out and enters the date when the next service will be due.
Riders who cover long distances in a year might have to bring in their vehicles for service before the next scheduled date. It is to allow for these cases that a maximum odometer reading is entered as well in the confirmation of service. Servicing has to be brought forward if this odometer reading is reached before the next scheduled date for the service.
The service-due indicator in the multifunction display reminds you about one month or 1000 km in advance when the time for a service is approaching, on the basis of the programmed values.

To find out more about service go to:
**bmw-motorrad.com/service**

The maintenance tasks necessary for your vehicle are set out in the maintenance schedule below:

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

## Maintenance schedule

**1** BMW Running-in check
**2** Standard BMW service
**3** Engine-oil change, with filter
**4** Replace air filter element
**5** Replace chainset
**6** Replace spark plug
**7** Check valve clearance
**8** Oil change in the telescopic forks
**9** Replace fuel filters and fuel hoses
**10** Replace intake silencer hoses for the cylinder head and tank vent valve
**11** Change brake fluid, entire system

a annually or every 10000 km (whichever comes first)
b for the first time after one year, then every 2 years
c every 40000 km or every 4 years (whichever comes first)

# Confirmation of maintenance work

## BMW Motorrad Service, standard scope

The activities in the BMW Motorrad Service standard scope are listed below. The actual scope of maintenance work for your vehicle may differ.

- Performing vehicle test with BMW Motorrad diagnosis system
- Check coolant level
- Check/adjust the clutch play
- Check the freedom of movement of the throttle cable and check for kinks and chafing
- Checking the front brake pads and brake disc for wear
- Checking the rear brake pads and brake disc for wear
- Visually inspecting the brake lines, brake hoses and connections
- Checking tyre pressures and tread depth
- Check chain sag
- Checking the brake fluid level of the front wheel brake
- Checking the brake fluid level of the rear wheel brake
- Checking the steering-head bearing
- Lubricate the side stand
- Check the lights and signalling equipment
- Function test, engine start suppression
- Final inspection and check for road safety
- Setting the service due date and remaining distance before next service
- Checking battery charge state
- Confirming the BMW service in the on-board literature

**BMW Pre-delivery Check**

Completed

on_____

Stamp, signature

**BMW Running-in Check**

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

Stamp, signature

**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service
at the latest
on_____
or, if reached beforehand
Odometer reading_____

_____
Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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**BMW Service**

Completed

on_____

Odometer reading_____

Next service

at the latest

on_____

or, if reached beforehand

Odometer reading_____

_____

Stamp, signature

| Item | Yes | No |
|---|---|---|
| BMW Motorrad Service, standard scope | ☐ | ☐ |
| Oil change, engine, with filter | ☐ | ☐ |
| Checking valve clearance | ☐ | ☐ |
| Renewing air cleaner insert | ☐ | ☐ |
| Replacing chainset | ☐ | ☐ |
| Oil change in telescopic front forks | ☐ | ☐ |
| Renewing all spark plugs | ☐ | ☐ |
| Replacing fuel filters and fuel hoses (at maintenance) | ☐ | ☐ |
| Replace hoses from intake silencer to cylinder head and tank vent valve (at maintenance) | ☐ | ☐ |
| Change brake fluid in entire system | ☐ | ☐ |

Notes

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## Confirmation of service

The table is intended as a record of maintenance and repair work, the installation of optional accessories and, if appropriate, special campaign (recall) work.

| Item | Odometer reading | Date |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

| Item | Odometer reading | Date |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
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Details described or illustrated in this booklet may differ from the vehicle's actual specification as purchased, the accessories fitted or the national-market specification. No claims will be entertained as a result of such discrepancies.
Dimensions, weights, fuel consumption and performance data are quoted to the customary tolerances.
The right to modify designs, equipment and accessories is reserved.
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Important data for refuelling:

| **Fuel** | |
|---|---|
| Recommended fuel grade | Regular, unleaded (max. 10 % ethanol, E10)<br>91 ROZ/RON<br>87 AKI |
| Usable fuel capacity | approx. 11 l |
| Fuel reserve | approx. 1 l |
| **Tyre pressure** | |
| Tyre pressure, front | 1.7 bar, with cold tyre; one-up and two-up |
| Tyre pressure, rear | 1.9 bar, with cold tyre; one-up and two-up |

You can find further information on all aspects of your vehicle at:
bmw-motorrad.com

**BMW recommends** ADVANTEC ORIGINAL BMW ENGINE OIL

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