

# Rider's Manual (US Model)

K 1200 RS



**BMW AG Motorcycle Division**

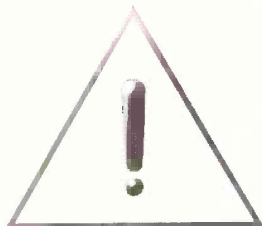
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## Important notes



### Warning:

This symbol stands for precautions and measures which are essential in order to protect the rider or other persons from possibly severe or fatal injury.



### Caution:

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



### Note:

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

## Welcome to BMW!

### Welcome to BMW!

We congratulate you on choosing the new K 1200 RS from BMW and welcome you to the worldwide community of BMW riders.

Familiarize yourself with your new motorcycle, so that you can ride it safely and confidently in all traffic situations.

To make sure of this, please read this Rider's Manual carefully before starting to use your new motorcycle. It contains important information on how to operate the controls and how to make the best possible use of all the motorcycle's technical features.

In addition, it contains useful hints and information on the correct equipment for machine and rider, to ensure maximum reliability and safety, and advice on how to maintain the value of your motorcycle.

If you have any questions concerning your motorcycle, your BMW motorcycle dealer will gladly provide advice and assistance.

We hope you enjoy reading this Rider's Manual and wish you many a pleasant, safe journey on your BMW motorcycle.

With every good wish,

**BMW AG**  
**Motorcycle Division**

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## General view, left side



- 1** Reservoir for clutch hydraulic fluid (➡ 32)
- 2** Fuel filler cap (➡ 26)
- 3** Fuse box
- 4** Storage compartment for toolkit (supplied) and tubeless tire repair kit

- 5** Power socket, 12 V  
Provision for connecting additional equipment – Fuse, 15 A
- 6** Lifting handle (➡ 48-49)
- 7** Dualseat lock (➡ 18)

( ) Figure in brackets  
➡ page with explanation

## General view, right side



- 8** Front brake fluid reservoir (➡ 31)
- 9** Engine oil filler (➡ 25)
- 10** Engine oil level sight glass (➡ 25)
- 11** Suspension strut, adjusting spring preload (➡ 35)

- 12** Suspension strut, adjusting shock absorber (➡ 34)
- 13** Rear brake fluid reservoir (➡ 31)
- 14** Type plate

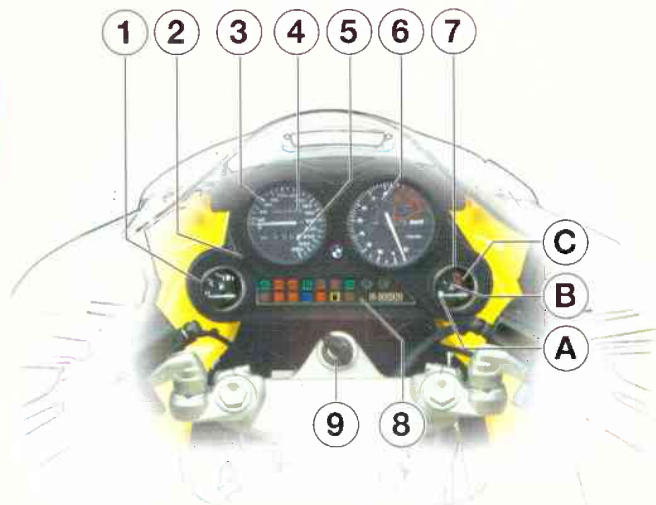
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## Cockpit

## Indicator and warning lights

1  
6

General information and controls



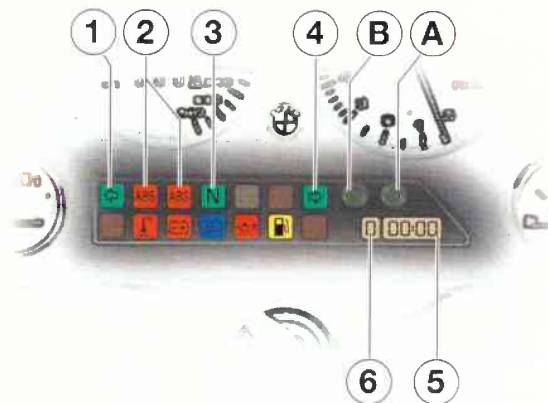
- 1 Fuel gage (→ 27)
- 2 Trip odometer reset knob
- 3 Speedometer
- 4 Odometer
- 5 Trip odometer
- 6 Tachometer (→ 50)

- 7 Coolant temperature gage
  - A Engine cold
  - B Engine at regular operating temperature
  - C Engine too hot (→ 54)
- 8 Indicator and warning lights (→ 7, 8)
- 9 Ignition switch and steering lock (→ 9)

( ) Figure in brackets  
 → page with explanation

1  
7

General information and controls



- 1 Left turn indicator flasher **green**
- 2 Indicator and warning lights, ABS check **red** <sup>ABS</sup> (→ 59-63)
- 3 Indicator light transmission in neutral **green** <sup>N</sup> (→ 52)
- 4 Right turn indicator flasher **green**

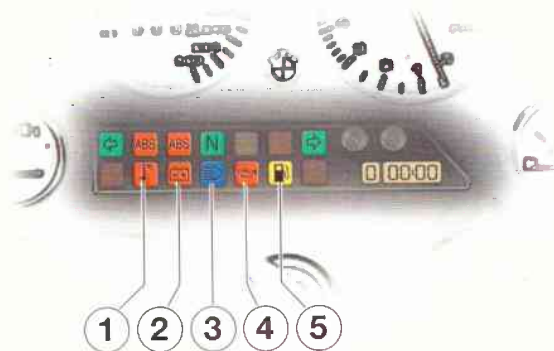
- 5 Clock  
To adjust, press with a ball-point pen or similar object at point A (minutes) or point B (hours)
- 6 Gear indicator

( ) Figure in brackets  
 → page with explanation

## Indicator and warning lights

1  
8

General information and controls



1 Warning light, coolant temperature ↓ **red**  
(→ 33, 54)

2 Warning light, battery charge current **red**  
(→ 54)

3 Headlight indicator **blue**

4 Warning light, fuel level/when app. 1.1 gallons (4 liters) remain in tank **orange** (→ 27, 55)

5 Warning light, engine oil pressure **red** (→ 55)

( ) Figure in brackets

→ page with explanation

## Ignition switch and steering lock

1  
9

General information and controls



### Key positions

- ON** Operating position, ignition and all electrical circuits switched on
- R** Ignition off, steering not locked\*



### Warning:

**Never turn the key to OFF or P while the bike is being ridden.**

- Turn the steering to the full left or right lock position.

### Keys

You will receive two master keys and one spare key. The key number is shown on a tag which is also supplied.



### Note:

Ignition switch and steering lock, tank filler cap lock and dual-seat lock are all operated with the same key. On request, System cases can be arranged to lock with the same key.



### Note:

Use the **position** lights only for **limited periods**. Note state of **battery charge**.

- \* The key can be taken out in these positions

## Hazard warning flashers

1  
10

General information and controls

### Hazard warning flashers



#### Note:

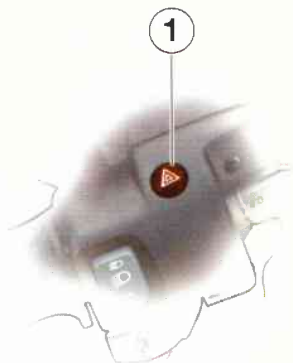
The ignition must be switched on before the hazard warning flashers can be used. Do not use the hazard warning flashers for longer than absolutely necessary. Note state of battery charge.

### To switch on the hazard warning flashers:

- Switch on ignition
- Operate hazard warning flasher switch **1**
  - Hazard warning flashers in operation
  - Indicator light in switch is on
- Switch off ignition
- Hazard warning flashers continue to operate

### Switching off the hazard warning flashers:

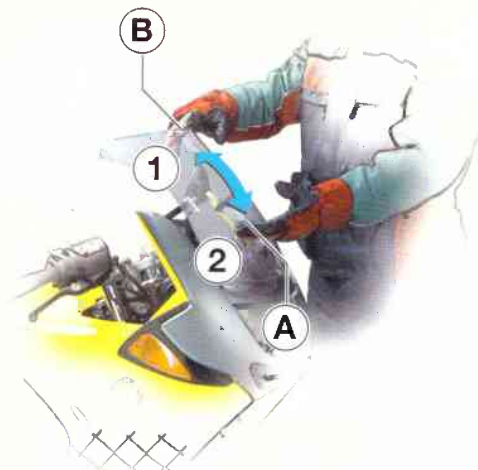
- Operate hazard warning flasher switch **1**
  - Hazard warning flashers cease to operate
  - Indicator light in switch goes out



## Adjusting the windshield

1  
11

General information and controls



### Increasing windshield height:

- Hold windshield with left hand at point **A** and prevent movement with right hand at point **B**
- Pull with left hand in direction of arrow **1**

### Reducing windshield height:

- Hold windshield with left hand at point **A** and prevent movement with right hand at point **B**
- Pull with left hand in direction of arrow **2**



#### Warning:

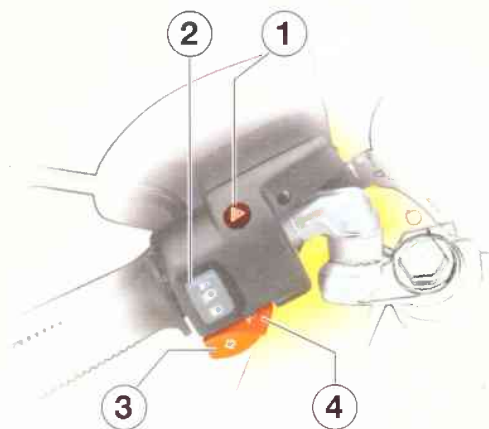
**For reasons of safety, do not reposition the mechanically adjustable windshield while riding the motorcycle. Bring the motorcycle to a standstill before adjusting.**



## Left handlebar controls

1  
12

General information and controls

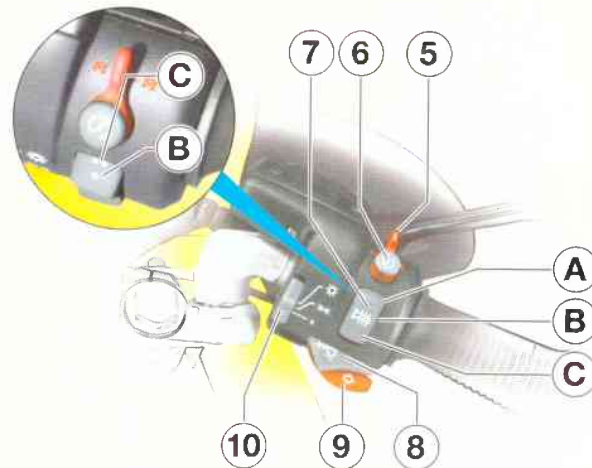


- 1** Hazard warning flasher switch (➡ 10)
- 2** High/low (dipped) headlight switch (only in conjunction with main light switch **10**)
  - ☰ High (main) beam
  - ☷ Low (dipped) beam
  - ☷ Headlight flasher
- 3** Left flashing turn indicator switch
  - Press
  - Flashers operate
  - To switch off flashers:
    - Press turn indicator cancel switch **8**
- 4** Horn push

## Right handlebar controls

1  
13

General information and controls



- 5** Emergency ignition off (kill) switch (➡ 52)
- 6** Starter pushbutton
- 7** Switch for heated handlebar grips (optional extra)
  - A** Heating off
  - B** 50%
  - C** 100%
- 8** Flasher cancel switch
  - Press
  - Left/right flashers off
- 9** Right flashing turn indicator switch
  - Press
  - Flashers operate
  - To switch off flashers:
    - Press turn indicator cancel switch **8**
- 10** Main light switch (not on US model)
  - 0 Lights off
  - ☷ Position lights on
  - ☷ Headlight on



## Adjusting handlebar

1  
14



### Warning:

The left and right handlebar sections must be repositioned symmetrically if at all. Make sure that lines and cables run correctly. Avoid damage to electrical wiring. Retaining screw 1 must always be tightened to the correct torque value. If you do not have access to a suitable torque wrench, have your BMW motorcycle dealer reposition the handlebar.



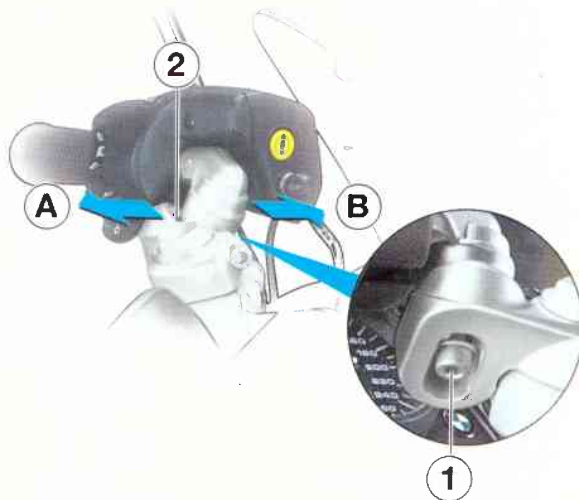
### Warning:

To ensure that no air enters the brake or clutch hydraulic circuits:

- Do not turn the handlebar control to a different position!

## Adjusting handlebar

1  
15



### Adjusting reach A/B:

- Loosen retaining screw 1
- Remove holder from serrations 2
- Move in direction A or B until reach is correct
- Re-assemble holder correctly in its retaining serrations
- Tighten retaining screw 1 to a torque of 20 Nm

## Adjusting footrest plate

1  
16

General information and controls



### Warning:

If either footrest is repositioned, the one on the other side of the motorcycle must be at the same height. Adjust the gear shift pedal to suit the new footrest position.



### Caution:

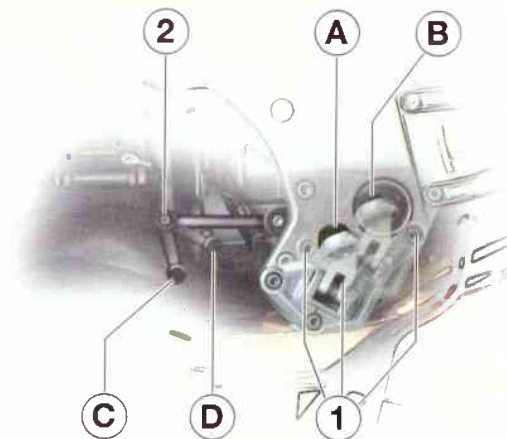
For a sporty riding style, both footrests should be in the upper position.



### Warning:

Make sure that lines and cables run correctly. Avoid damage to electrical wiring. Always tighten Allen screws 1 and 2 to the specified torque. If you do not have a suitable torque wrench, have the footrest plate and gear shift pedal adjusted by a BMW motorcycle dealer.

## Adjusting footrest plate



1  
17

General information and controls

### Adjusting footrest plate

- Loosen 3 Allen screws 1
- Move footrest plate to desired position **A** or **B**
- Retighten 3 Allen screws 1 to a torque of 20 Nm
- Adjust gear shift pedal to match new footrest position

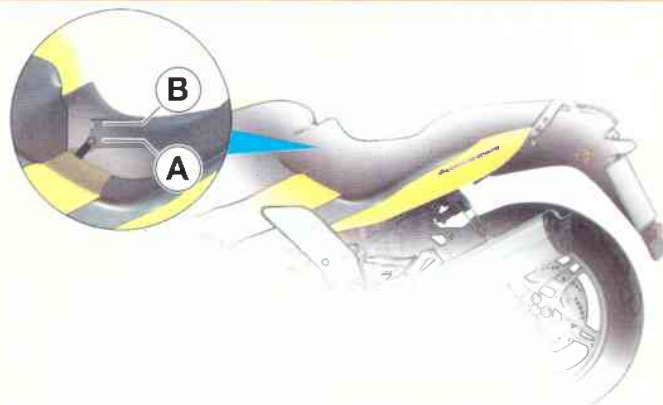
### Adjusting the gear shift pedal

- Loosen Allen screw 2
- Reset gear shift pedal to desired position **C** or **D**
- Tighten Allen screw 2 to a torque of 10 Nm



## Removing dualseat:

- Turn key in dualseat lock to position **1** and hold it there
- Pull dualseat upwards and to rear until it is at stage **1** of retaining catch
- Dualseat can be moved to 2 positions:  
**A** = high   **B** = deep
- Take off dualseat
  - Toolkit is then accessible
  - Tubeless tire repair kit can be reached
  - Fuses can also be reached
  - Coolant header tank is accessible



## Adjusting seat height:



### Caution:

When installing the dualseat, make sure that it is firmly located.



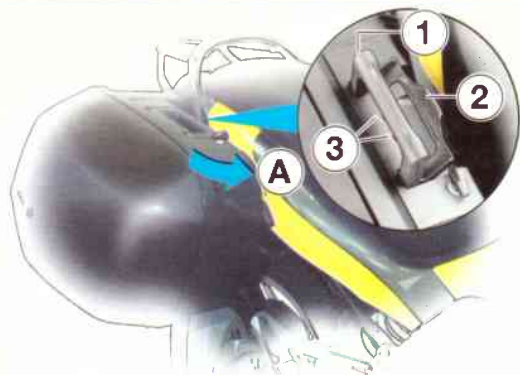
### Caution:

When installing the dualseat, make sure that it is firmly located.

- Turn key in dualseat lock to position **1** and hold it there
- Pull dualseat upwards and to rear until it is at stage **1** of retaining catch
- Push front of dualseat into guide **A** or **B** according to rider's height
- Press rear end of dualseat down so that stage **2** of retaining catch engages
- Push tongue of dualseat under dualseat support
- Carefully insert dual seat at rear into stage **1** of retaining catch
- Push front of dualseat into guide **A** or **B** according to rider's stature
- Press down on rear end of dual seat so that it engages in stage **2** of retaining catch

## System case

1  
20



### Warning:

After an accident or if the motorcycle has fallen over, check that the System case is correctly attached.

Max. load per System case: 22 lb (approx. 10 kg).

With System cases installed, do not exceed 80 mph (approx. 130 km/h).

### Open the System case

- Turn key in case lock to position **A**
- Fold out carrying handle **1** and locking catch **2**
- Two windows **3** will show a **red** signal
- Open System case

### Closing the System case



### Caution:

Before closing carrying handle **1** or catch **2**, turn the key in the case lock to position **A** – otherwise the catch tongue may be damaged.

- Turn key in case lock to position **A**
- Fold in catch **2** and carrying handle **1**
- Two windows **3** will show a **black** signal
- Lock case and remove key

## System case

1  
21



### Installing System case



### Caution:

Before closing carrying handle **1** or catch **2**, turn the key in the case lock to position **A** – otherwise the catch tongue may be damaged.

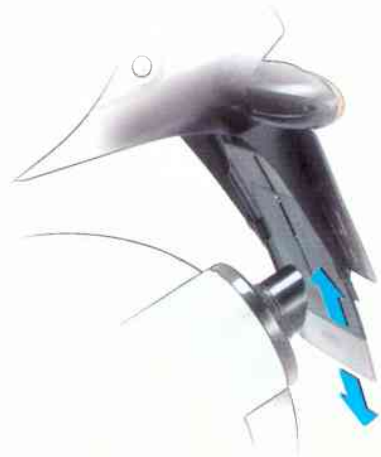


### Warning:

Make sure that the case is securely seated when mounting. There is the risk of endangering following vehicles if a case should be lost due to incorrect attachment.

### Removing System case

- Turn key in case lock to position **A**
- Fold up carrying handle **1**
- Two windows **3** will show a **red** signal
- Take out key and remove System case from its holder
- Insert System case into holder (arrows), and check that the lower holder and upper hook are securely seated
- Turn key in case lock to position **A**
- Fold carrying handle **1** down
- Two windows **3** will show a **black** signal
- Lock case and remove the key



## Warning:

**For safety reasons, never adjust the splash guard while riding the motorcycle. Always stop the motorcycle before adjusting.**



## Caution:

To avoid causing a possible hazard to following vehicles, the splash guard should be lowered fully on wet roads.

## Use the safety checklist – before every journey

Please perform the safety check accurately. If any maintenance work is needed on your motorcycle, you may be able to perform it yourself before starting your journey (► Service and Technical Booklet) or have it performed by your BMW motorcycle dealer. This is to ensure that your motorcycle corresponds with road-vehicle use and safety laws.

A motorcycle in perfect technical condition is essential for your safety and that of other road users.

For this reason, check the details in the following sections before you start the journey:

- Engine oil level
- Fuel level
- Play at handlebar levers
- Brake pressure
- Brake fluid level, front and rear
- Clutch
- Coolant level
- Shock absorber setting and suspension spring preload
- Condition of wheels and tires, tread depth and tire pressures
- Load
- Lights

If you encounter any problems or difficulties, please contact your BMW motorcycle dealer. He will provide the necessary advice and assistance.

## Checking oil level



### Caution:

The **red** engine-oil pressure warning lamp (8) is intended to indicate that the oil pump is delivering oil; it definitely does not fulfil the function of an oil-level check. Check engine oil level at regular intervals, at least at every second refuelling stop.

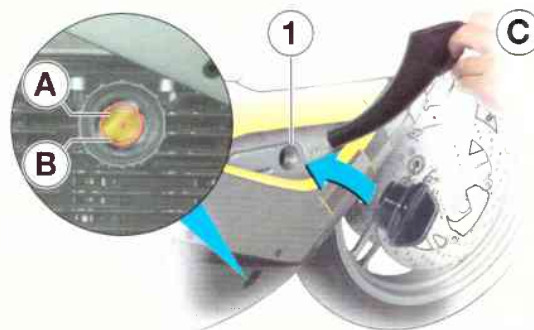
Check engine oil level with the engine cold or at up to its regular operating temperature. If the engine is at regular operating temperature, wait about 10 minutes for oil to drain back into the sump.

Checking the oil level just after the engine has been run or when it is not properly warm will falsify the reading and could lead to the engine being operated with the wrong oil content.



### Caution:

To avoid damage to the engine: never exceed the maximum oil level. However, always keep the oil level above the minimum mark.



- Place motorcycle on its center stand. Ground surface should be level and firm!
- Read off oil level at sight glass:
  - A** Maximum oil level
  - B** Minimum oil level
- Space between marks represents approx. 0.52 quarts (0.5 liter)
- Add engine oil (using filling aid **C** if necessary) to engine oil filler **1**
- Insert and tighten filler plug



## Refuelling



### Warning:

The motorcycle's fuel (gasoline) is flammable and explosive. Do not smoke. Never bring a naked flame near the fuel tank under any circumstances.

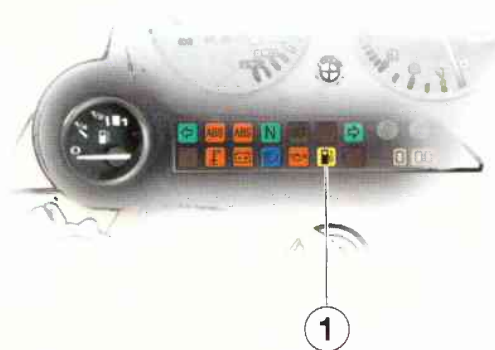
The fuel expands when hot (for instance if the fuel tank is in the sun). For this reason, never fill the tank to the brim.



### Caution:

Note that leaded fuel will destroy the catalytic converter.

- Refuel only with super (premium) grade fuel to DIN 51607 standard or equivalent, minimum octane number 95 (RON) or 85 (MON)
- Do not run fuel tank dry



## Quantity

- Total content: 5.54 gallons (21 liters)
- An orange warning light 1 comes on when reserve quantity (approx. 1.1 gallons/ 4 liters) is reached

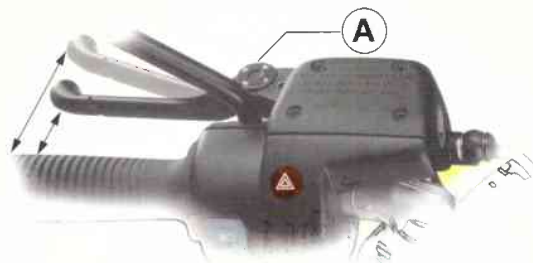


### Note:

The fuel gage does not operate unless the ignition is switched on.



## Handlebar levers



### Adjusting clutch lever



#### Caution:

Sudden changes in the amount of play at the lever or a spongy feeling when it is applied may indicate a fault in the hydraulic system.

If you are doubtful about the reliability of the hydraulic clutch operating system, consult a BMW motorcycle dealer.

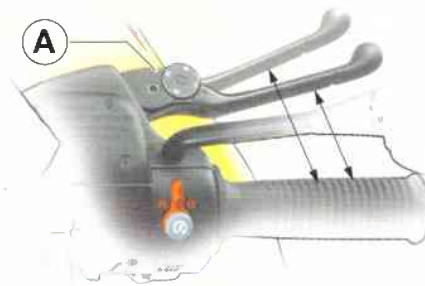


#### Warning:

To prevent air from entering the hydraulic circuit: do not turn the handlebar control to a different position.

- Obtain most suitable distance between handlebar grip and clutch lever by turning adjuster wheel **A**:
  - Setting **1**: minimum distance
  - Setting **4**: maximum distance

## Handlebar levers



### Checking brake pressure



#### Warning:

Sudden changes in the amount of play at the lever or a spongy feeling when it is applied may indicate a fault in the hydraulic system.

For this reason, check pressure at the handbrake lever and the brake pedal before starting each journey.

**Do not ride the motorcycle if you have any doubts about the safety of the brake system. Consult an authorized BMW motorcycle dealer at once.**



#### Warning:

To prevent air from entering the brake circuit: Do not turn the control on the handlebar.

### Adjusting the handbrake lever

- To obtain desired handbrake lever reach from handlebar, turn adjuster wheel **A**:
  - Setting **1**: minimum distance
  - Setting **4**: maximum distance

## Work on the brake system



### Warning:

To ensure the operating reliability of the brake system, all work on it should be carried out by an authorized **BMW motorcycle dealer!**

## Checking brake pads

Brake pads are parts subject to wear in use.

To ensure reliable operation of the brakes: do not allow the pads to wear down beyond the minimum stated thickness (► Service and Technical Booklet)!



### Warning:

Before the minimum thickness is reached, have the pads renewed by a **BMW motorcycle dealer.**

## Checking brake fluid level

Gradual wear of the brake pads causes the brake fluid level in the reservoir to sink.



### Warning:

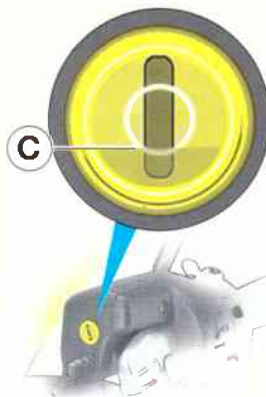
If brake fluid level in the fluid reservoirs for the front or rear brakes has dropped below the indicating mark (► 31), have the brake system checked without delay by a **BMW motorcycle dealer.**

## Renewing brake fluid



### Warning:

Brake fluid is exposed to severe thermal loads, and absorbs moisture from the atmosphere. The brake fluid must therefore be renewed once a year by an authorized **BMW motorcycle dealer.**



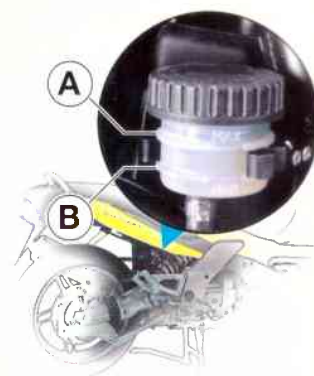
## Checking front brake fluid level



### Warning:

The fluid level must not drop below the marker ring at point C.

- Place motorcycle on main (center) stand
- Turn steering fully to left; fluid reservoir must be horizontal



## Checking rear brake fluid level



### Warning:

Brake fluid level must not drop below the **MIN** mark on the reservoir

- Place motorcycle on main (center) stand
- Read off brake fluid level
  - A** Maximum level (**MAX**)
  - B** Minimum level (**MIN**)



## Checking fluid level in clutch fitting

- Place motorcycle on main (center) stand
- Turn steering to full right lock



### Caution:

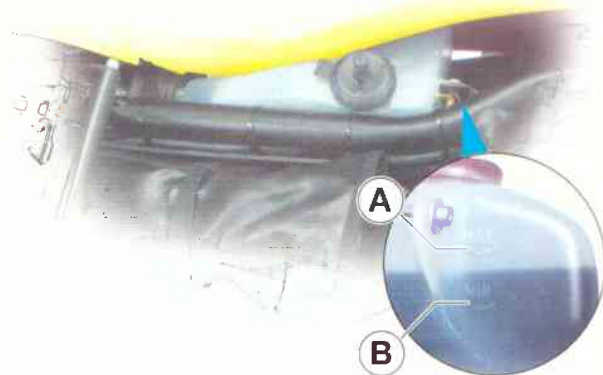
Fluid reservoir must then be horizontal.

- The fluid level must be approx. 2.5 mm below the upper edge of the ring mark at point **B**



### Warning:

**The fluid level must not rise above the ring mark at point B.**



## Checking coolant level



### Caution:

However, always keep the oil level above the minimum mark. Add coolant only when the engine is cold.





### Caution:

Never overfill the header tank.

- Add coolant if necessary



### Note:

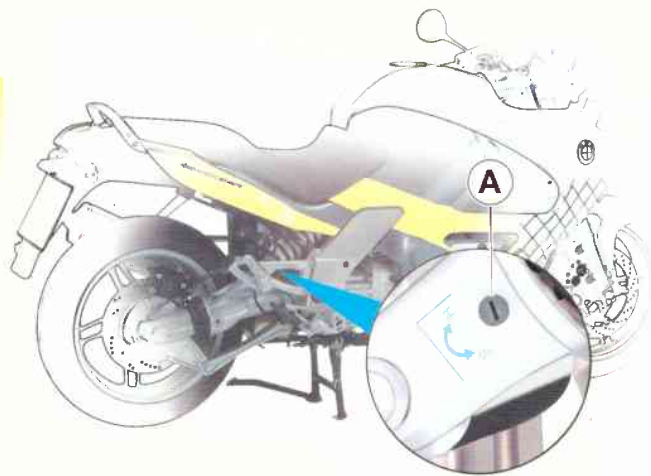
If the header tank is full, but the coolant temperature is still high (red warning light  comes on  8), or if coolant consumption is excessive, consult a BMW motorcycle dealer.

- Place motorcycle on main (center) stand
- If necessary, remove dualseat
- Check coolant at header tank:
  - A** Maximum level (**MAX**)
  - B** Minimum level (**MIN**)

## Shock absorbers

34

Safety check



### Adjusting shock absorber

- Adjust shock absorber with a screwdriver

#### Firm setting H:

- Tighten adjusting screw **A** fully

#### Normal setting

- Unscrew adjusting screw **A** by one full turn

#### Soft setting S:

- Slacken off adjusting screw **A** fully



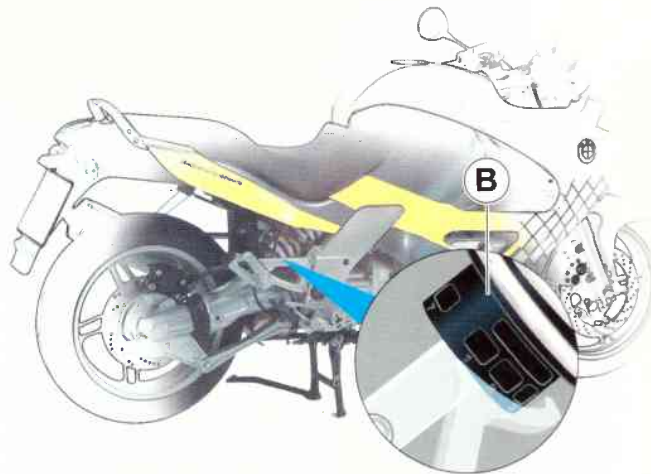
#### Warning:

Before each journey, adjust the shock absorber settings if the total load on the motorcycle has changed.

## Suspension spring preload

35

Safety check



### Adjusting suspension spring preload

- Adjusting preload at support spring **B** with a hook wrench and extension:

#### Stage 1:

One-up (light rider)

#### Stage 3:

One-up (heavier rider)

#### Stage 5:

Two-up or luggage

#### Stage 7:

Two-up and luggage



#### Warning:

Before the journey starts, adjust spring preload according to the gross weight.

## Checking wheel rims



**Warning:**  
Always renew damaged wheel rims.

## Check tire treads



**Warning:**  
Comply with local legal requirements concerning minimum tread depth.

- Measure tread depth at center of tire tread

BMW's minimum tread depth recommendation:

Front ..... 0.08 in (2 mm)  
Rear ..... 0.12 in (3 mm)

## Checking tire pressures



**Warning:**  
Incorrect tire pressures have a considerable influence on the motorcycle's handling and on tire life.  
Tire pressures must be chosen to suit the total weight on the motorcycle. Do not exceed either the gross weight limit or the tires' load capacity (→ 39).

– If tires are cold:

- Unscrew and remove valve cap
- Check/correct tire pressure

	Front	Rear
One-up	2.5 bar 35.6 psi	2.9 bar 41.0 psi
Two-up	2.5 bar 35.6 psi	2.9 bar 41.0 psi
Two-up and luggage	2.5 bar 35.6 psi	2.9 bar 41.0 psi

- Screw on valve caps

## Screwing on valve caps



**Warning:**  
At high road speeds, tire valves have a tendency to come unscrewed as a result of centrifugal force.  
Valve caps that are screwed on well prevent air from escaping suddenly.

**Warning:**

**For your own safety, use only Genuine BMW accessories or products which have been approved by BMW.**

BMW is unable to assess every product of outside origin as to its suitability for use with your BMW motorcycle without constituting a safety risk.

Even approval by an official inspection authority or an official permit (General Operating Permit) cannot always provide this guarantee, because the scope of official testing is not always adequate.

**Note:**

BMW accessories and other products approved by BMW can be obtained from your BMW motorcycle dealer.

**Correct loading**

- Make sure that weight is uniformly distributed between right and left
- Pack heavy items at bottom of cases
- Max. load in each case (left and right): 22 lb (approx. 10 kg)
- Max. load on luggage grid and in tank-top backpack: 11 lb (approx. 5 kg) each
- Check that fastenings are correctly positioned and tight

**Warning:**

**Do not exceed 80 mph (approx. 130 km/h) with cases attached!**

**Caution:**

Do not exceed the **gross weight** limit of 1102 lb (500 kg). Do not exceed the **wheel load limits** of 441 lb (200 kg) at the front and 705 lb (320 kg) at the rear. Adjust the **shock absorber** and **rear spring** and the **tire pressures** to match the gross weight on the motorcycle (→ 34, 35, 37).

The **gross weight** consists of:

- Motorcycle with full tank
- Rider
- Pillion passenger
- Luggage



## Checking lights



### Caution:

Check that all lights are operational at the start of each journey.



### Note:

If turn indicator flasher flashes at twice the usual speed: Flasher bulb defective. To change bulbs in parking lights, headlight (dipped and main beams), rear and brake lights: (► Service and Technical Booklet).

## Adjusting beam throw

Ask an authorized BMW motorcycle dealer to adjust the headlight correctly for you (basic setting). If the suspension strut is adjusted to compensate for a change in load, the headlight beam throw is automatically reset as well.

If the load carried on the motorcycle is very high, the headlight beam setting can also be corrected by moving lever **1**. The beam is lowered when lever **1** is moved down.



## Masking off headlight

When riding in countries with a different rule of the road from your own, the asymmetric dipped headlight beam will dazzle oncoming traffic.

To avoid this form of dazzle, mask off the appropriate section of the headlight glass (cut adhesive tape to correct shape and apply).



### Handling your motorcycle safely

Every motorcycle has a life of its own. It's time now for you to familiarize yourself with the way your own motorcycle behaves:

- acceleration
- roadholding
- cornering
- braking ...

These are all things you need to become familiar with.



#### Warning:

**The tires, incidentally, need to cover a certain distance before they acquire their full road grip. So ride carefully during the initial period (→ 51).**

Please remember too that if the motorcycle has not yet covered 600 miles (approx. 1000 kilometers), the engine is not yet fully run in.

Riding safely in traffic or off-road calls for a strong sense of responsibility and respect for the needs of other road users and pedestrians.



#### Warning:

**Never ride the motorcycle if you have consumed alcoholic beverages. Even small amounts of alcohol or drugs, particularly in conjunction with medication, can adversely affect your perception, reaction, powers of decision and your reflexes.**

Safe motorcycling doesn't depend on the motorcycle alone.

Your own skill and common-sense are needed too.

The key to genuine safety on the road is a sensible balance between the motorcycle's technical features and the rider's skill, so that together they form a single efficient unit.

Take to the road now by all means, but think carefully about everything you do!

## Risk of poisoning

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



### Warning:

**Inhaling exhaust fumes represents a health hazard and may lead to loss of consciousness or death. Don't run the engine in an enclosed space.**

## Risk of fire

High temperatures occur at the exhaust system, particularly if a catalytic converter is installed.



### Warning:

**Make sure that when riding the motorcycle, idling at a standstill or when it is parked, the hot exhaust system does not come into contact with any easily flammable material (e.g. hay, leaves, grass, clothing or items of luggage).**



### Warning:

**When the engine is running or the ignition switched on, never touch any electrically live parts of the ignition system or the Digital Motor Electronics.**

## Risk of fatal injury

Your motorcycle has a digital electronic engine management system (Motronic) and an ignition system with uprated electrical output.

## Note

### on catalytic converter



### Caution:

To avoid damage to the catalytic converter:

- Do not run fuel tank dry
- Push-start motorcycle only when the engine is cold; use jumper leads whenever possible if battery is flat
- Do not run engine with a spark plug lead detached
- Do not exceed engine-speed limits marked on tachometer
- Comply with all specified maintenance intervals
- Stop engine at once if it is misfiring
- In the event of misfiring or a severe drop in engine power, always consult an authorized BMW motorcycle dealer.



### Caution:

If misfiring or malfunction of the fuel-air mixture preparation system cause unburned fuel to reach the catalytic converter, there is a risk of it overheating and being damaged.

## Side (prop) stand

3

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Starting - Riding - Parking



### Placing motorcycle on side (prop) stand



#### Caution:

Make sure the surface under the stand is firm.  
On a gradient, the motorcycle should always face uphill; select 1st gear.

- Hold left handlebar grip with left hand
- Place right hand on dualseat
- Use right foot at extension pin to fold side stand out fully
- Lean motorcycle carefully on to stand
- Check that motorcycle is supported firmly

## Side (prop) stand

3

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Starting - Riding - Parking



### Removing motorcycle from side (prop) stand



#### Warning:

**For safety reasons, never sit on the motorcycle with the side stand extended.**

**The side (prop) stand must be folded up fully before the motorcycle is ridden.**

**– Allowing the motorcycle to roll with the side stand extended represents a safety risk.**

- Hold left handlebar grip with left hand
- Place right hand on right handlebar grip
- Raise motorcycle gradually
- Fold side (prop) stand back in with left foot



#### Note:

When the transmission is in neutral ▪ the engine also runs when the side stand is extended. If a gear is selected, the engine stops.

## Main (center) stand

3

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### Place motorcycle on main (center) stand



#### Caution:

Switch off the engine before using the main (center) stand. Make sure the surface under the stand is firm.

- Hold left handlebar grip with left hand
- Hold lifting handle with right hand
- Place right foot on extension pin of stand and press it down until curved shoes of stand are touching ground
- Place right foot on tread surface of stand
- Apply all your body weight to stand
- Pull motorcycle to rear and upwards (arrow) until it rests on center stand
- Check that motorcycle is supported firmly

## Main (center) stand

3

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### Removing motorcycle from main (center) stand



#### Warning:

**For safety reasons never sit on the motorcycle with the center stand folded down.**



#### Caution:

The main (center) stand must be folded up fully before riding the motorcycle.

- Hold left handlebar grip with left hand
- Hold lifting handle with right hand
- Push motorcycle forwards off stand
- Check that stand has folded up fully



### Running-in engine speeds From 0 to 600 miles

(approx. 1000 km)

- Use max. 4000 rpm engine speed and max. 2/3 of throttle movement range
- First Inspection should always be performed after 600 miles (1000 km). Make an appointment with your authorized BMW motorcycle dealer in good time, so that work can be performed punctually.



#### Caution:

Exceeding the running-in speed limits will cause premature engine wear.



#### Note:

While running in the motorcycle, vary the throttle opening and engine-speed range frequently.

Try to do most of your riding during this initial period on twisting, fairly hilly roads rather than high-speed main roads and highways.

### From 600 to 1200 miles (approx. 1000 to 2000 km)

- Engine speeds can be gradually increased after 600 miles (1000 km)
- Avoid lengthy periods at full load until 1200 miles (2000 km) have been covered

### Running in new brake pads



#### Warning:

New brake pads must "bed down" and therefore do not achieve their optimum friction levels during the first 300 miles (approx. 500 km). This slight initial reduction in braking efficiency can be compensated for by exerting greater pressure on the lever. Try to avoid all unnecessary hard braking applications during this initial period.

### Running in new tires



#### Warning:

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

## Switch on the ignition

- Move kill switch to run position **1**
- Turn ignition key to **ON**

## In an emergency only:

- Return switch to **0**.
- The Motronic, fuel pump and starter-motor electrical circuits are out of action

**Fold the side (prop) stand up fully**



### Warning:

The side (prop) stand must be folded up fully before the motorcycle is ridden.

- Riding with the side (prop) stand extended represents a safety risk.

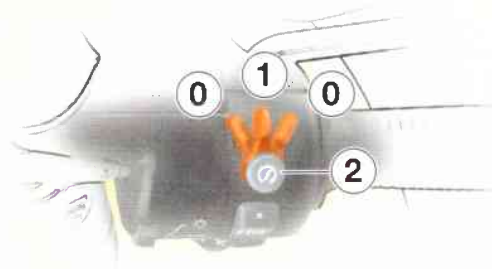
## Selecting neutral

- Neutral indicator light green \* comes on (➡ 7)



### Note:

The engine can be started in the neutral position \* or with a gear engaged, provided that the clutch lever is pulled in and the side stand is not extended.



## Starting



### Caution:

If you attempt to start the engine when the battery is flat, you will hear the relay chattering. Further attempts will damage the starter relay and starter motor. Before trying again: recharge the battery.

- Press starter pushbutton **2**
- The engine should then start
- Turn throttle twistgrip carefully



### Caution:

Do not turn the twistgrip when starting the engine.



### Note:

At ambient temperatures below 32 °F (0 °C), release the **clutch** by pulling the lever **before starting** the engine.



### Caution:

Do **not** allow the engine to idle when the motorcycle is at a standstill – risk of overheating. Avoid even short warm-up periods. Ride away immediately after starting the engine. Avoid high engine speeds after a cold start.

## Indicator and warning lights

3  
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Starting - Riding - Parking

### ABS check

- ABS warning lights **1** and **2**  
(➔ 60-63)

### Battery charge current

Warning light **4** goes out above an idle speed.



#### Caution:

If warning light **4** comes on during the journey: consult an authorized BMW motorcycle dealer.

### Coolant temperature

Warning light **3** (red) goes out when starting, above idle speed



#### Caution:

If the coolant temperature warning light **3** comes on, stop the engine and allow it to cool down.

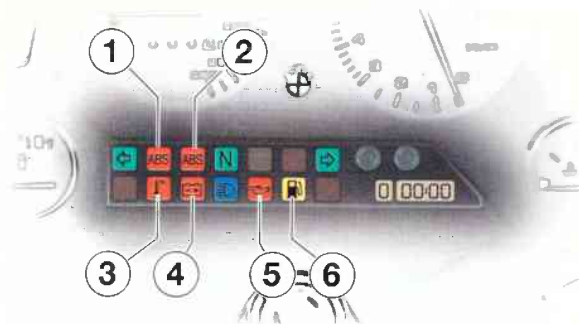
Check coolant level in the header tank (➔ 33).

If the header tank is full, but the warning light remains on, or if coolant consumption is excessive, consult an authorized BMW motorcycle dealer.

## Indicator and warning lights

3  
55

Starting - Riding - Parking



### Engine oil pressure

Warning light **5** goes out above an idle speed.



#### Caution:

If warning light **5** comes on during the journey, take the following action immediately if no road safety risk is incurred:

- declutch
  - operate emergency off switch
  - bring motorcycle safely to a halt
  - check engine oil level (➔ 25)
- If the oil level is correct, always consult an authorized BMW motorcycle dealer.

### Fuel tank content

If warning light **6** comes on, about 1.1 gallons (4 liters) of fuel remain in the tank.





## Load reversals



### Warning:

**Try not to open or close the throttle abruptly, particularly on wet or slippery roads.**

## Engine speed

Choose engine speeds in accordance with the coolant temperature reading (➡ 6), and do not use maximum engine speeds unless the engine has reached its regular operating temperature.

In the red zone of the revolution counter the fuel supply is interrupted in order to protect the engine, so that misfiring occurs.



### Warning:

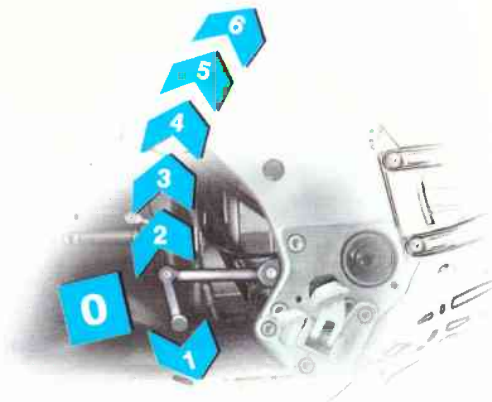
**Always avoid engine speeds in the red zone of the revolution counter.**

## Gear shifts



### Note:

Never slip the clutch excessively when changing gear. Vary your speed only by using the throttle in a suitable gear, not by slipping the clutch. The digital cockpit display shows which gear has been selected (➡ 7).



## Moving away/shifting to a higher gear:

- Pull clutch lever in
- Press gear pedal down
- Engage clutch again smoothly
- Increase engine speed slightly as necessary
- Accelerate when clutch is fully engaged
- For upward shifts into 2nd, 3rd, 4th, 5th and 6th gears, repeat above procedure

## Shifting down:

- Close throttle (twistgrip)
- Pull clutch lever in
- Select next-lower gear (opposite direction to arrow)
- Engage clutch again smoothly

## Wet brakes

After the motorcycle has been washed, ridden through water or ridden in the rain, the brake disks and pads may be wet (or iced-over in winter), and may not take effect immediately.



### Warning:

**The brakes should always be applied first to dry them.**

## Salt on brakes

Brake applications may be delayed if the motorcycle was ridden on salt-covered roads and the brakes were not applied for some time afterwards.



### Warning:

**The layer of salt on the brake disks and pads must first be worn away.**

## Oil and grease on brakes



### Warning:

**Brake disks and pads must be free from oil or grease.**

## Dirt or mud on brakes

When riding on unsurfaced or very muddy roads, the braking effect may be delayed by dirt on the discs or pads.



### Warning:

**The brakes must first be applied until the disks and pads are clean. Dirt on the brakes increases the rate of pad wear.**

## Sensitive electronic control

It takes skill and sensitive control of the brakes to pull up safely on a motorcycle. If the front wheel brake locks and the wheel skids, the necessary longitudinal and lateral stabilizing forces are lost, and even the expert rider is almost certain to topple the motorcycle. For this reason, the rider seldom makes full use of available braking performance in an emergency.

Anti-lock braking at both wheels greatly reduces the risk of accidents even when road conditions are poor, and shortens braking distance by making more efficient use of the technical braking power installed on the motorcycle.

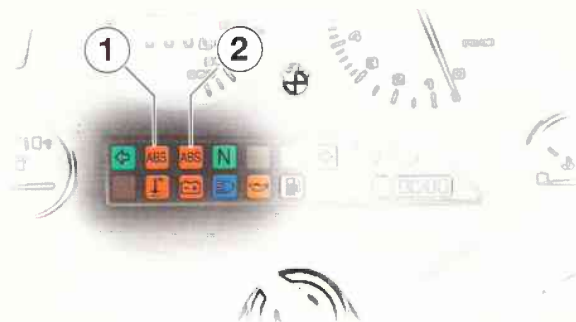
In particular when riding in a straight line, ABS II takes the risk out of panic brake applications.

All BMW riders will find themselves braking like experts!

## Extra safety reserves!

But remember: the potentially shorter braking distances which ABS II permits must not be used as an excuse for careless riding. ABS is primarily a means of ensuring a safety margin in genuine emergencies.

- Never ride **without due care** and attention, **or assume** that good fortune **will protect you** from your **own foolishness**
- Keep **within the permitted speed limits**
- Take **care when cornering**. When you **apply the brakes** on a corner, the motorcycle's weight and momentum take over and even ABS II is unable to counteract their effects.



## ABS check

Start-up is automatic when the ignition is switched on. Warning lights **1** and **2** flash together.

## ABS self-diagnosis

After starting the engine and riding away (from above about 3 mph (5 km/h) road speed):

- The all-functions system and starting test can be clearly heard
- Warning lights **1** and **2** go out if the ABS is in correct working order



### Caution:

Do not operate any powerful radio equipment on or near the motorcycle. There is a slight risk of it affecting operation of the ABS.

## ABS malfunctions

- If ABS warning lights **1** and **2** flash in an opposed rhythm, or remain on all the time: the ABS function is not available
- Switch ignition off and on again
- If the ABS warning lights flash in the same rhythm: ABS was only temporarily out of action due to some outside influence, for instance low battery voltage. The system is in proper working order again.



### Note:

If this fault sequence occurs, no examination by an authorized BMW motorcycle dealer is necessary. After a successful start-up test, the system is fully operational.

## ABS fault

- ABS warning lights **1** and **2** flash in opposed rhythm: the system is out of action
- If turning the ignition off and on again does not eliminate the fault: consult an authorized BMW motorcycle dealer.



### Caution:

The cause of the fault must be located and rectified without delay by an authorized BMW motorcycle dealer or workshop.

## Antilock braking system (ABS)

3

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Starting - Riding - Parking

### The ABS is taking effect:

- if firm counter-pressure is felt at the lever or pedal when the brakes are in use



#### Caution:

If the brake lever pulsates strongly or can be moved right in to the limit of its travel while ABS is in action, this indicates a mechanical or hydraulic fault. Please consult an authorized BMW motorcycle dealer.



#### Note:

You can still apply the brake further after encountering this pressure point. In this case the highly sensitive ABS II control principle needs a further quantity of brake fluid from the decoupled control circuit. The degree of braking action already reached is then further increased.

## Antilock braking system (ABS)

3

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Starting - Riding - Parking



### ABS is out of action:



#### Warning:

**If ABS is not operational, as shown by warning lights 1 and 2, the safety reserves afforded by ABS are not at the rider's disposal until the fault has been rectified.**

**There is a risk of toppling the motorcycle if the brakes are applied too hard and the front wheel locks or the rear wheel lifts clear of the ground as a result of a high level of front tire adhesion.**

- at speeds below 3 mph (5 km/h), but only immediately after starting from a standstill
- when the ignition is switched off
- if the battery is flat or has a fault (indicated by ABS warning lights coming on)
- if an ABS fault has occurred (→ 61)
- Brakes remain fully operational, though without safety reserves afforded by ABS.



## Know-how...

In recent years, motorcycles' technical design features have become more and more complex and ambitious. Motronic, Electronic ignition, the catalytic converter or four-valve cylinder heads are clear signs that much more than basic technical knowledge may be needed to service and repair such motorcycles properly. In addition, high-tech materials are increasingly taking the place of conventional ones, which again calls for thorough and expert knowledge if they are to be handled correctly during repair work.

To be sure of achieving the necessary standard, take the motorcycle to an authorized BMW motorcycle dealer.

The authorized BMW motorcycle dealer employs staff that attends regular and comprehensive training courses. In addition, the authorized BMW motorcycle dealer has access to all the latest technical information relating to your motorcycle.

## ...technical features...

The BMW motorcycle dealer's staff has the experience and all the necessary facts at its disposal when it comes to solving problems quickly and effectively. Our repair shops are equipped with modern machines and special tools, for example with the special tools developed by BMW, such as the MoDiTeC or exhaust emission tester.

Regular visits to the workshop for routine servicing are strongly recommended even after the warranty period has elapsed. They are the only way to be genuinely certain that your BMW is being kept in perfect working order.

For generous treatment of claims submitted after the warranty period has expired, evidence of regular maintenance by an authorized BMW motorcycle dealer is essential.

Certain signs of wear may not otherwise be noticed until it is too late to put them right at moderate cost.

The BMW dealer or workshop knows every detail of your motorcycle and can take remedial action if necessary before minor faults develop into more serious ones. By having the necessary repairs done properly and in good time, you save time and money in the long run.

## ...Service

You can obtain accurate advice in all cases, and make appointments with a firm completion deadline which we will comply with punctually. But the most gratifying feeling of all is that your BMW is in genuinely good shape when it leaves our workshop – and above all, safe.

If you believe your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying BMW of North America, Inc., P.O.Box 1227, Westwood, New Jersey 07675-1227, Telephone (201) 307-4000.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or BMW of North America, Inc. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, DC area) or write to: NHTSA, US Department of Transportation, Washington, DC20590. You can also obtain other information about motor vehicle safety from the Hotline.

### Development...

Motorcyclists have an intensive relationship with nature. BMW has made sure that they continue to enjoy the best possible prospects for successful riding in the future.

This not only because your new BMW is available with exhaust emission control by closed-loop, three-way catalytic converter.

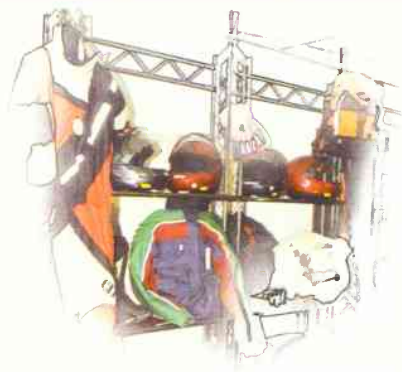
### ...waste disposal...

Behind the scenes, in the repair shop, we don't neglect the environmental aspects of our work either.

Wherever possible, we use environmentally acceptable materials that can be broken down by biological methods. We make quite sure that even the most severe environmental protection laws are complied with, for example the correct disposal of old oil, which is now classified as hazardous waste in many countries.

### ...recycling

Apart from the correct disposal of materials that are potentially hazardous to the environment, recycling is being given increasing priority by BMW. For example, plastics are individually marked so that they can be returned to the materials cycle. Remember: when it comes to making repairs to your bike, the authorized BMW motorcycle workshop is far better equipped to protect the environment than you are at home!



### Well-planned riding pleasure

Many motorcyclists have learned the hard way that the proper clothing contributes so much to riding pleasure. You must feel comfortable and relaxed – and your own safety must never be endangered.

There's no doubt about it: when buying motorcycling clothing, you simply can't set your sights too high. It's good to know that the BMW brand can be trusted to supply you with safe, high-quality rider's clothing as well. Information on the latest products is always available from your BMW motorcycle dealer.

### The essentials

To reach your destination safely every time, there's only one choice:

- Helmet!
- Suit!
- Gloves!
- Boots!

It's foolish to ride without these items of clothing. This even applies to short journeys, and to every season of the year.



### Always an idea ahead

This is our motto – and it's one we live up to! For many years now, BMW has offered the enthusiast everything capable of enhancing the fascination of motorcycling. A unique program that is regularly updated and offers plenty of scope for choosing items according to individual preferences.

Ask your BMW motorcycle dealer for the latest details of what can be upgraded on or retrofitted to your bike.

Every accessory product is made to the same exemplary standards of design, function and quality as the motorcycle itself. This calls for a great deal of experience, but our engineers are themselves enthusiastic motorcyclists who know what's needed. Even during development work on a new motorcycle, its equipment is thoroughly tested for practical suitability. This is your guarantee of the high quality you expect from BMW.



### Cornering and braking need to be practised!

Develop a sixth sense for potentially dangerous situations. This means: look ahead, plan how to avoid possibly dangerous situations and study other road users' behavior with a degree of healthy skepticism.

- take bends smoothly and rhythmically, avoiding violent braking and acceleration
- approach bends slower than you feel they can be taken; a neat riding style will get you to your destination more safely than sheer speed
- ride at the inner edge of the ideal line, look ahead and plan to leave the bend as smoothly as you entered it

Allow for reaction time when judging braking distances.

- at a speed of 31 mph (50 km/h), for instance, one second's hesitation means that about 46 feet (14 meters) are covered additionally before the brakes are applied
- at 56 mph (90 km/h), this distance grows to 82 feet (25 meters)!

Practise applying the brakes with and without an extra load on the bike, and study its reactions on various kinds of road surfaces.

Work up to the wheel lock limit gradually.

BMW has a worthwhile safety contribution to make in this area too – BMW Safety Training. These programs are a wonderful opportunity: systematic basic and follow-up training enables you to master situations close to the limit and keep your motorcycle under supreme control whatever happens.

### But now it's your turn!

- Regular care is important, with all functions checked before journey starts.
- Use only Genuine BMW accessories. These satisfy all safety requirements and are precisely matched to your BMW motorcycle.
- Have your bike serviced only by trained, expert personnel at your local authorized BMW motorcycle dealer.
- You should never fit accessories that don't have official type approval for your motorcycle. This can represent a safety hazard, invalidate the motorcycle's general operating permit or cause you to lose your insurance cover.
- Technical modifications should always be entrusted to your BMW motorcycle dealer.



#### Note:

Your local BMW motorcycle dealer can supply you with useful items to add to your motorcycle's toolkit and accompany the Service and Technical Booklet.

- BMW breakdown kit
- BMW super toolkit
- BMW repair manual
- BMW set of circuit diagrams
- BMW Motorcycle Tour Service

It's good to know you've thought of everything, isn't it?

### Our aim is to make your journey safer.

We want you to reach all your destinations safely – and for riding your BMW to be a constant source of relaxed pleasure and satisfaction.

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

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Motorcycle Division

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