

Rider's Handbook

K100

K100 RS

K100 RT



Rider's Handbook

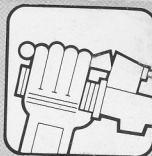
K 100

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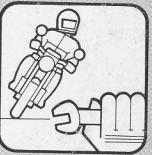
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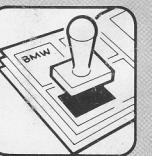
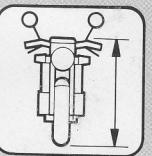
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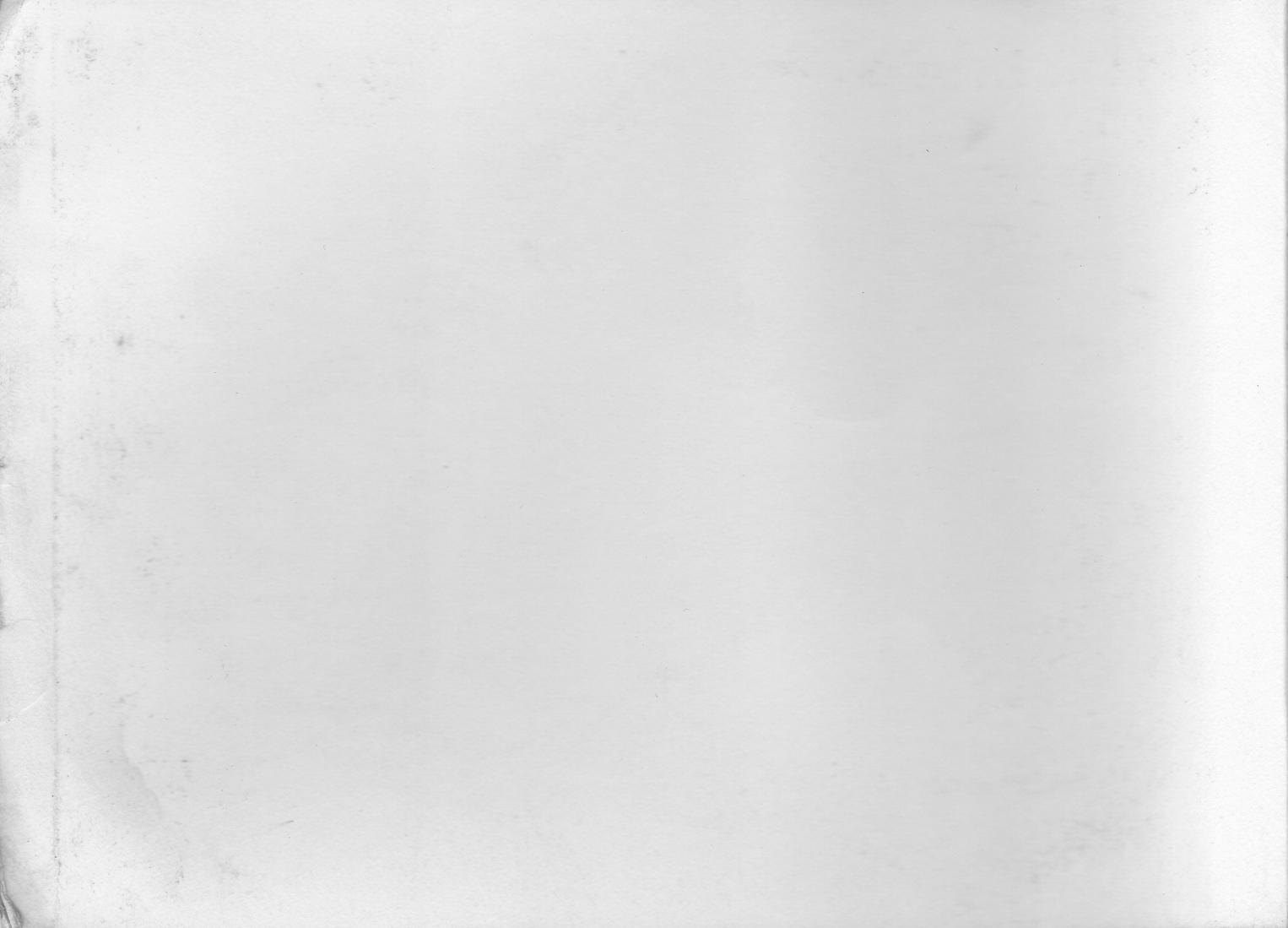


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BMW Motorrad GmbH + Co.

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Dear motorcyclist and BMW enthusiast,

BMW has always pursued a consistent and far-sighted design policy.

The famous BMW flat-twin motorcycle was basically conceived sixty years ago, and has been developed and refined since that time so that its current versions are as attractive as ever. Now, to join that splendid range of machines, BMW has created new and revolutionary models for the discerning rider:

The new BMW 'K' range of motorcycles.

Ultra-modern technologies have been incorporated into a brilliant step forward in motorcycle design that is quite without parallel. The "BMW Compact Drive System" has been patented worldwide, and blends efficiently and neatly with such reliable, well-proven mechanical elements as the BMW shaft drive.

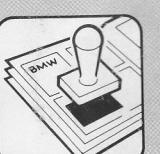
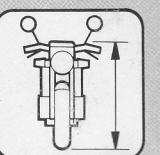
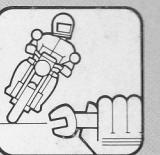
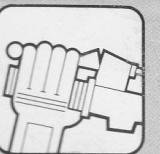
We congratulate you on choosing this advanced, high-quality motorcycle.

Before you start serious riding on your new 'K' model, please spare a little time to read this Rider's Handbook thoroughly. We have tried to make its contents both useful and interesting. The advice it contains will enhance your riding pleasure and safety, and make it easier for you to operate, handle and look after this high-performance motorcycle.

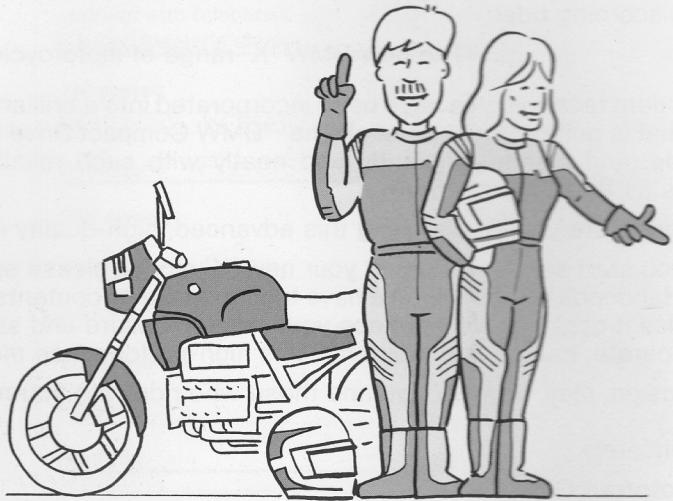
In conclusion, may we wish you and those who ride with you many an enjoyable journey.

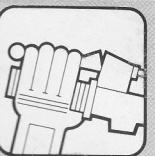
Yours sincerely,

BMW Motorrad GmbH + Co.



Have the
facts at
your
fingertips!

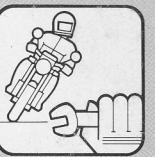




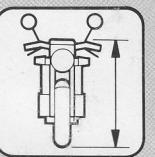
Before you start – all you need to know – Operating instructions



Prevention is better than . . . – Safety hints



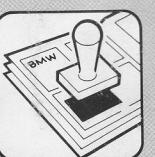
Aim for perfection –
and enjoy troublefree riding – Riding hints, minor repairs



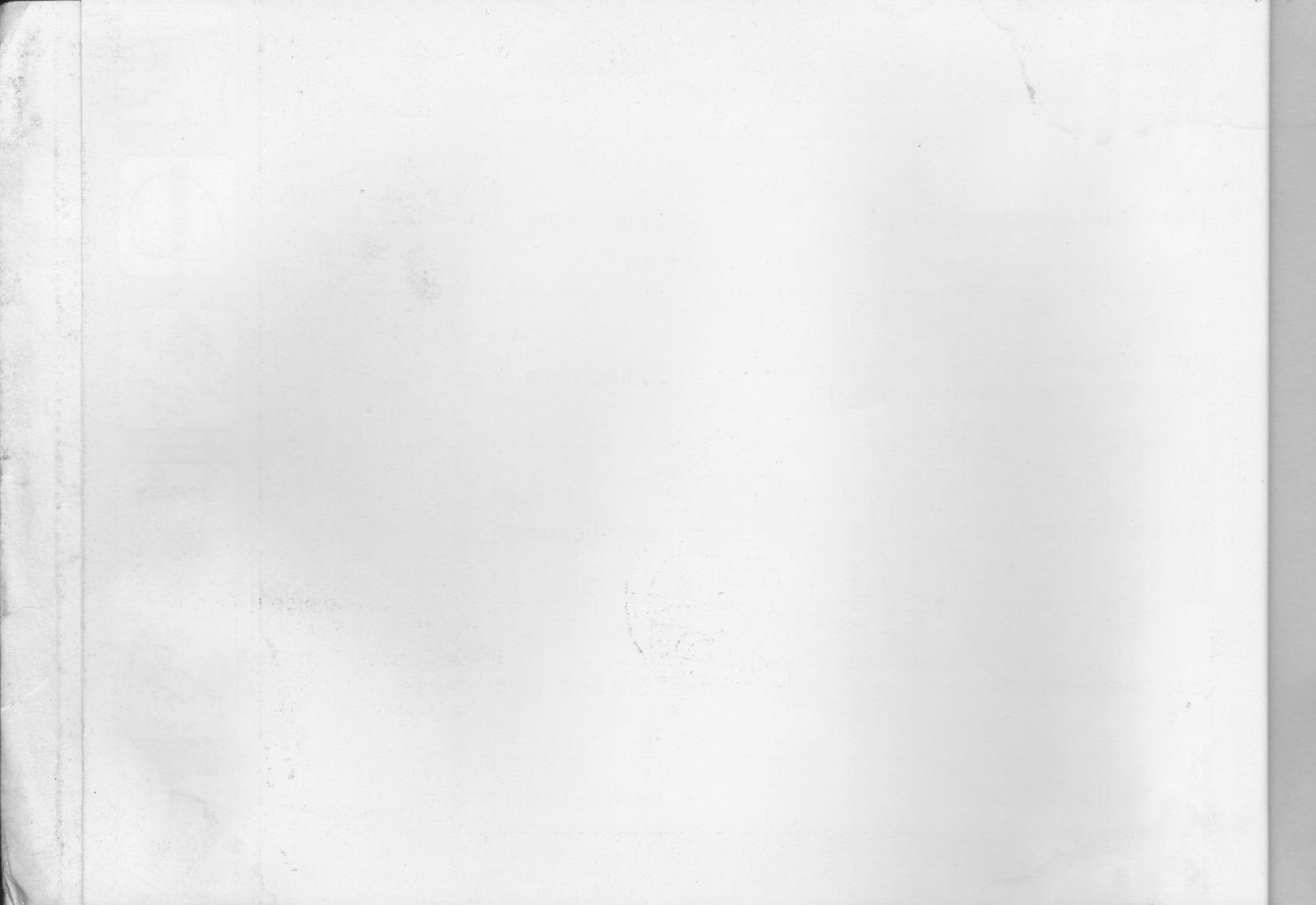
Data and information – Specifications



For reliable results – Care and maintenance



Getting it in writing – Service confirmations
followed by: Genuine BMW Parts
and Accessories
Alphabetical item index



Before you start – all you need to know!



- General views of motorcycle
- Ignition switch
- Telltale and warning lights
- Handlebar controls
- Self-cancelling turn indicators
- Engine oil level
- Coolant level
- Fuel level
- Brake fluid level
- Checking handbrake and foot brake
- Checking clutch
- Spring strut ('monoshock') settings
- Resetting trip distance recorder
- Starting a cold or warm engine
- Rear light monitoring
- Gear change
- Centre and prop stands
- Steering lock
- Dualseat lock
- Helmet holder
- Storage space
- LCD digital clock

K 100

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16



K8 001

Where is everything?

Note:

Figures in square brackets [] = page number on which item is described

- 1 = Manual headlight beam throw adjuster (K 100) [44]
- 2 = Trip distance recorder reset knob [17]
- 3 = Central instrument cluster [12, 14, 18, 22, 32]

- 4 = Steering lock [21]
- 5 = Left handlebar fitting [13]
- 6 = Centre stand [20]
- 7 = Fuel filler [15]
- 8 = Gear change pedal [19]
- 9 = Left rider's footrest
- 10 = Prop stand [20]
- 11 = Storage tray for first aid kit (accessible when dalseat is open) [22]
- 12 = Folding handle (for placing motorcycle on stand) [20]
- 13 = Dalseat lock with helmet holder [21]
- 14 = Left pillion passenger's footrest (folding)
- 15 = Left pillion passenger's grab handle [36]
- 16 = Storage space (accessible when dalseat is open) [22, 27]

K100 RS

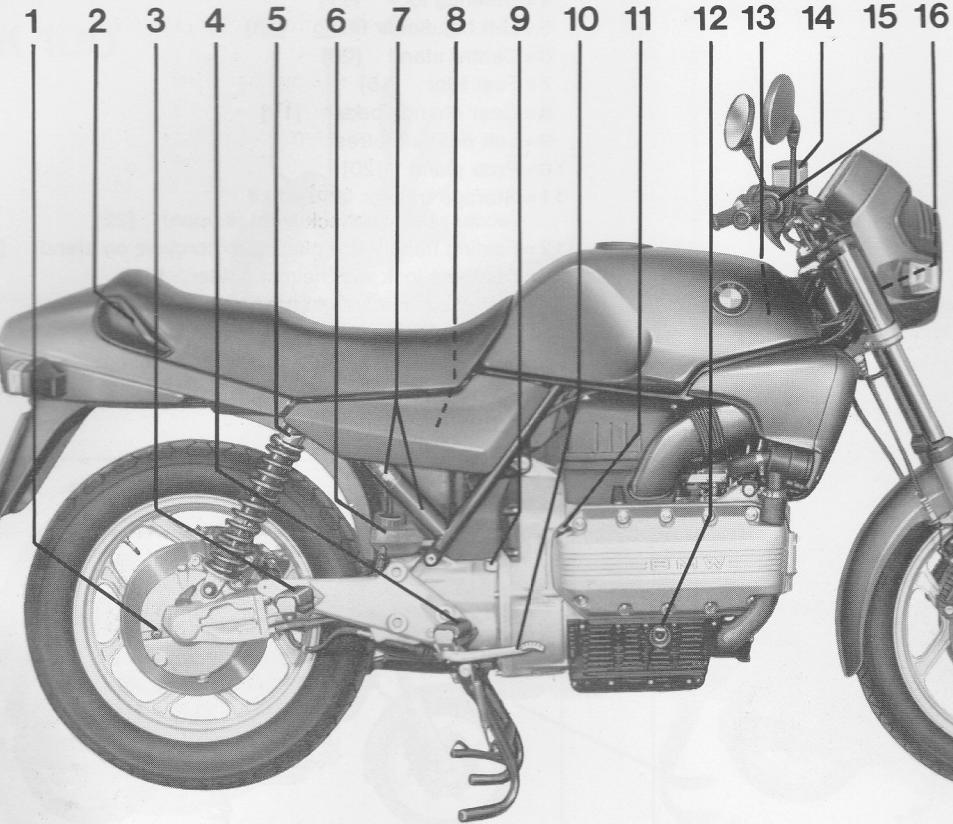


K8 090

K100 RT



K8 091



K100

K8 002

Where is everything?

Note:

Figures in square brackets [] = page number on which item is described

- 1 = Oil level check aperture for rear wheel drive [87]
- 2 = Right pillion passenger's grab handle [36]
- 3 = Right pillion passenger's footrest, folding

- 4 = Right rider's footrest
- 5 = Spring strut ('monoshock') adjuster [16]
- 6 = Rear brake fluid reservoir [15, 25]
- 7 = Type plate and frame number [67]
- 8 = Cooling system tank [14, 51]
- 9 = Oil level check aperture for gearbox [86]
- 10 = Brake pedal [16]
- 11 = Engine oil filler [85]
- 12 = Engine oil level check sight glass [14, 85]
- 13 = Main coolant filler [51, 52, 53]
- 14 = Front brake fluid reservoir [15, 25]
- 15 = Right handlebar fitting [13]
- 16 = Manual headlight beam throw adjuster (K 100 RS/RT) [46, 47]

K100 RS



K8 092

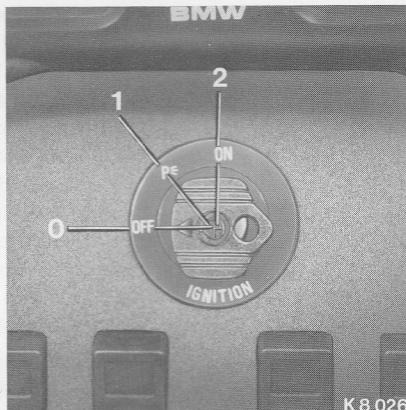
K100 RT



K8 093

How does it work?

Operating instructions



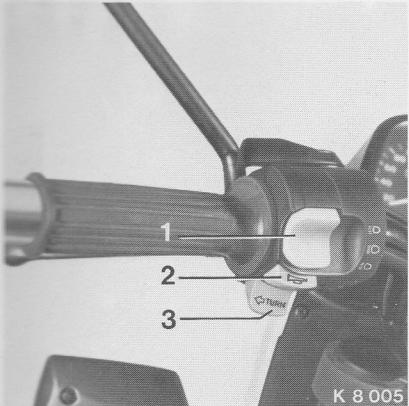
Ignition key positions

- 0 = Off – key can be withdrawn
- 1 = Parking lights – key can be withdrawn
- 2 = On – ignition and all other electrical equipment can be operated

Do not leave the parking light on for more than a short period, to ensure that the battery retains sufficient charge to start the engine reliably.

Telltale and warning lights which must come on in ignition key position "2":

- 1 = Engine oil pressure (red)
- 2 = Battery charge (red)
- 3 = Cold start/choke (orange) if control is operated
- 4 = Rear light monitor (red)
- 5 = Neutral (gearbox)/idle (green)
- 6 = Less than approx. 7 litres (1.5 Imp. gal) of fuel in tank (orange)
- 7 = Less than approx. 4 litres (0.88 Imp. gal) of fuel in tank (red)



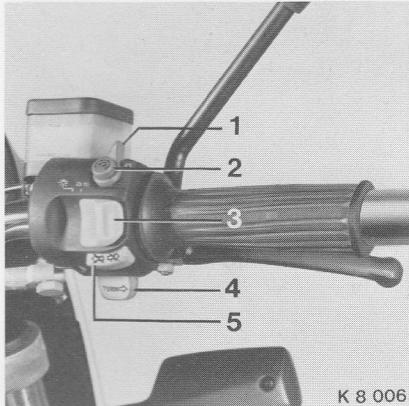
Left handlebar fitting

1 = Headlight dip switch

Up position = main (high) beam
 Centre position = low (dipped) beam
 Down position = headlight flashing
 (switch returns to centre position automatically)

2 = Horn push

3 = Left flashing turn indicator push-button



Right handlebar fitting

1 = Ignition cutout ('kill' switch)

Centre position: all electrical circuits live (see Page 17 for further information)

2 = Starter pushbutton

3 = Light switch (operates when ignition is switched on)

Right position: lights off
 Centre position: parking light
 Left position: low-beam headlight

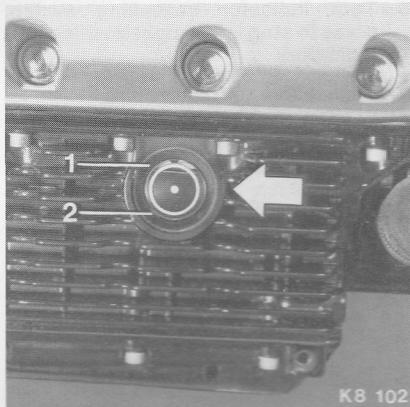
4 = Right flashing turn indicator push-button

5 = Turn indicator cancelling switch: press to stop left or right flashing turn indicators

Self-cancelling turn indicators

The left or right flashing turn indicators are cancelled automatically after a certain time or distance if this is not done by pressing switch "5":

- after approx. 10 seconds at main-road speeds – above about 50 km/h (31 mile/h), or
- after approx. 210 m (690 ft) in local or slow-moving traffic.



K 8 102

Engine oil level

There is an oil level sight glass on the lower part of the engine block. Oil level at:

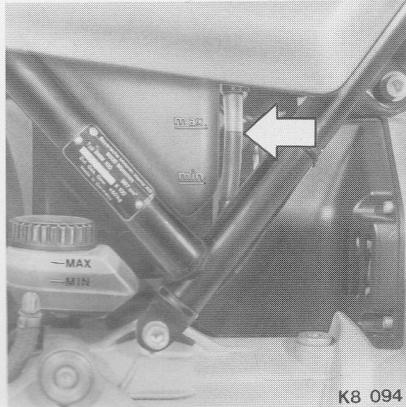
- 1 = maximum
- 2 = minimum

Quantity of oil between maximum and minimum marks = 0.6 litre (1.05 Imp. pint).

Adding oil beyond the maximum mark has practical disadvantages in the form of increased consumption and possibly oil leaks. Never allow the oil level to drop below the minimum mark.

Regular oil level checking

Position the motorcycle on its centre stand on a flat, level surface. Run the engine for a short time at normal operating temperature and then switch it off. Check the oil level after waiting a few minutes.



K 8 094

Coolant level

Read off at the transparent level-check pipe at the coolant tank, when the coolant is cold

If necessary, add coolant up to the maximum mark – for instructions, see Page 51.



K 8 004

Fuel level

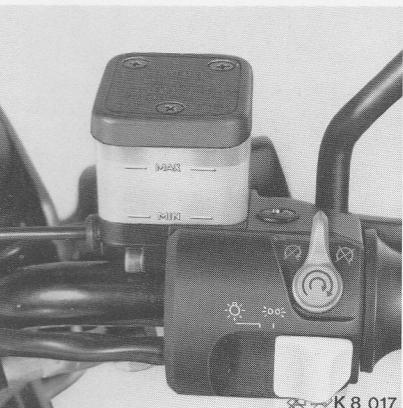
The two-stage low fuel level warning lights come on in succession as the level in the fuel tank drops:

- 1 = app. 7 l (1.5 Imp. gal)
remaining
- 2 = app. 4 l (0.88 Imp. gal)
remaining

The fuel tank holds a total of 22 litres (4.84 Imp. gal). After the motorcycle has been run in, determine how far it can normally be ridden with the low-level lights on (this will of course depend on your riding style).



K 8 009



K 8 017



K 8 018

Adding fuel

Unlock the filler cap (all locks on the motorcycle can be opened with the same key), then open it by pressing button (1) and pulling up the hinged cap.

Remember that fuel expands if it becomes warm; for this reason, never fill the tank to the brim.

Use only super (premium, 4-star) fuel to German Industrial Standard DIN 51 600 or equivalent, with a minimum octane number of 98 (Research Method) or 88 (Motor Method).

No additives (for example upper cylinder lubricants) are needed.

Front brake fluid

The brake fluid level can be seen at the transparent reservoir. Note the maximum and minimum markings.

To add brake fluid, take out the three Phillips-head screws and take off the cover with rubber diaphragm.

Use only fresh brake fluid to DOT 4 "SL" specification (ATE or equivalent).

Warning: brake fluid attacks painted surfaces.

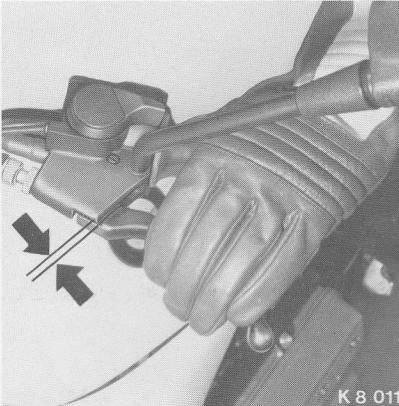
Rear wheel brake fluid

Level checking: similar procedure to front brake (see previous column).

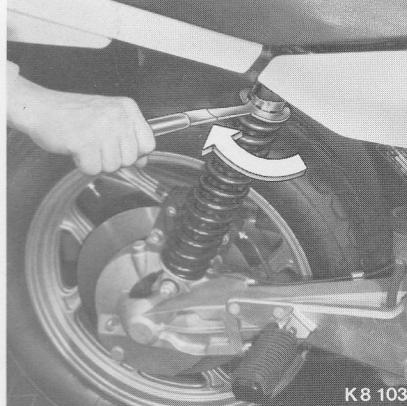
However, to add fluid unscrew the reservoir cover by turning it anticlockwise.



K 8 010



K 8 011



K 8 103

Checking handbrake lever

The free travel at the handbrake lever is a design feature and cannot be influenced.

Sudden changes in the amount of free travel or a spongy feeling at the brake lever are signs of possible malfunctions in the hydraulic system.

In this event, consult a BMW motorcycle service station without delay.

The same applies to the foot brake, the factory setting of which must not be altered.

Checking clutch lever

Free travel at the clutch lever should be $4 + 0.5$ mm (0.16 + 0.02 in).

Normal clutch plate wear leads automatically to a reduction in free travel. This should be corrected during a BMW Inspection.

In an emergency, the basic setting can be adjusted as described on Page 54.

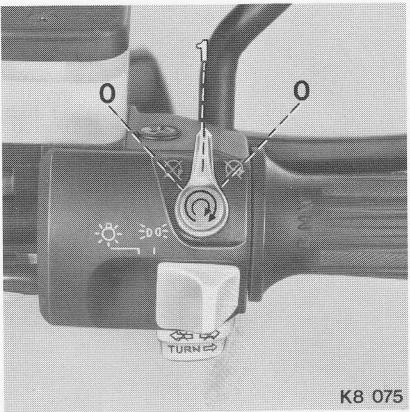
Spring strut ('monoshock') adjustment

Using the hook wrench with extension from the motorcycle's toolkit, coil spring preload for the rear suspension can be tightened to one of three settings, according to operating conditions:

- Normal spring setting = for solo riding
- Medium spring setting = with pillion passenger or heavy luggage
- Hard spring setting = for maximum loads



K 8 025



K 8 075

Resetting trip distance recorder

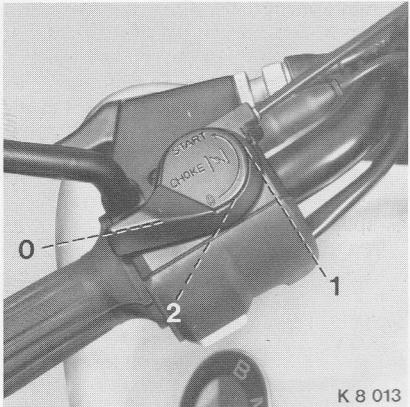
Turn knob (1) to zero the reading of trip distance recorder (2) in the speedometer.

Before starting the engine:

Move the ignition 'kill' switch to position "1" to energise all electrical circuits.

If this switch is moved either to left or right (to the "0" position), the engine can be stopped immediately in an emergency.

The engine can only be started in the central position (1) of the 'kill' switch, which interrupts the electric power supply to the ignition, fuel injection, fuel pump and starter motor when it is moved either to the left or the right.



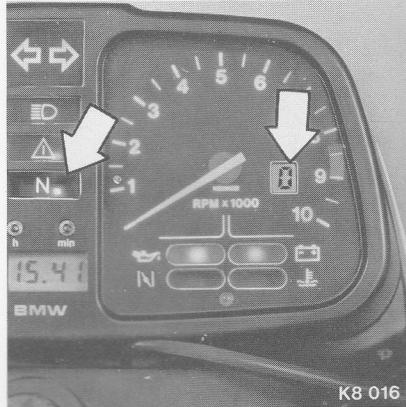
K 8 013

Starting a cold or warm engine

Depending on engine or ambient temperature, the choke (increased cold starting speed) lever may have to be used:

- Position 1 = below 0° C
- Position 2 = between 0 and 10° C
- Position 0 = when engine is warm or at ambient temperatures above app. 12° C

The throttle twistgrip remains closed (operate the throttle twistgrip gently at temperatures below -10° C).



K 8 016

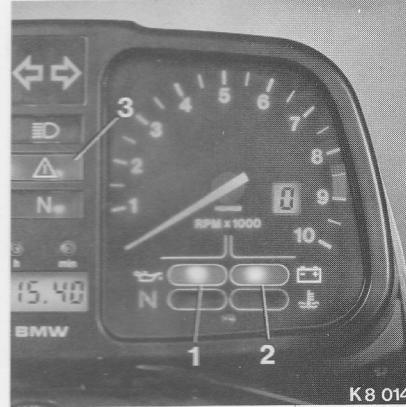
Switch on the ignition and select neutral at the gear change pedal:

- The "N" telltale light will come on
- The digital gear indicator is at "0"

Press the starter knob. The engine will start.

Move the choke lever gradually back to "0" as the engine runs more smoothly.

Attempting to start the engine with a flat battery will cause the relay to chatter audibly. Have the battery recharged, or else the starter relay will be damaged.



K 8 014

After the ignition has been switched on, the following telltale and warning lights are illuminated:

- 1 = Engine oil pressure
- 2 = Battery charge (alternator)

Both these lights must go out after the engine has been started and is running at idle speed.

If oil pressure warning light (1) comes on during the journey, declutch **immediately** and switch off the ignition. If there is enough oil in the engine, consult a BMW motorcycle service station.

Correct battery charging is also indicated by the charge telltale light (2) going out above engine idle speed.

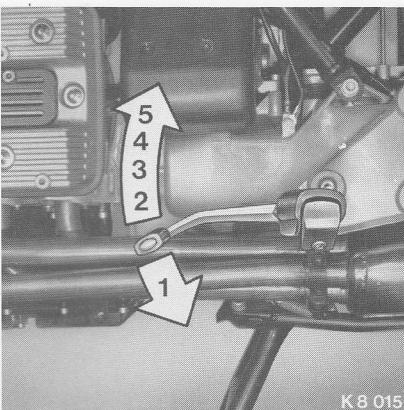
If the charge telltale light comes on during the journey, take the motorcycle to a BMW motorcycle service station as soon as possible, or else the battery will go flat.

3 = Rear light monitor "▲"

Switch on the ignition and the parking lights. If this telltale light goes out when the handbrake and foot brake are applied, the rear and brake lights are in correct working order.

The telltale light remains on if a bulb has blown, a switch is faulty or a circuit interrupted, as a reminder to rectify the fault.

If the brake light should fail during a journey, the rear light monitor "▲" will come on immediately. Failure of the rear light is indicated only if the motorcycle's main lights or parking lights are switched on.



Gear changes

The gear change pedal has a certain amount of position adjustment, to suit the rider's foot position.

Before starting the engine, select neutral at the gear change lever:

Pull up the clutch lever and operate the gear change pedal until the green "N" telltale light comes on and the digital gear indicator displays "0".

To move away from a standstill: run the engine in neutral and select 1st gear by pressing down the gear change pedal.

Release the clutch lever gradually, increasing engine speed to the necessary extent at the throttle twistgrip. The motorcycle will begin to move. Vary its speed with the throttle, not by slipping the clutch.

As speed rises, change up to 2nd, 3rd, 4th and 5th gears in a similar way.

To change down, close the throttle, release the clutch and select the next-lower gear. Engage the clutch again smoothly and alter the throttle opening to reduce the jerk caused by selecting the lower gear.

Note that on wet or slippery roads in particular, sudden changes in transmission load can cause rear wheel slip and should therefore be avoided.

The digital gear indicator in the revolution counter shows which gear is selected.

If engine speed drops below 1500/min during normal riding, select a lower gear.