

Service-Information Motorcycle



BMW NA
Service Department

Group: 13 September 1991
Fuel Supply & 13 023 91
Adjustments (2475)

For USA Only

K1/K100RS 16-Valve Basic Adjustments

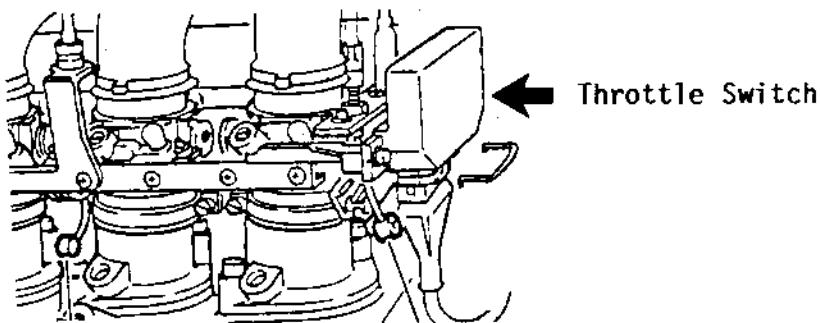
Condition: Rider complains of low performance, slow throttle response, and a general "lean feel" throughout the rpm range.

Unlike carbureted engines that have needle and main jets which control the mixture above idle, or the LE Jetronic fuel injection which uses an air flow meter to determine the properly timed injection at and above idle, the motronic engine management system relies on signals from the idle CO potentiometer and the throttle position potentiometer for correct mixture throughout the rpm range.

If the CO specification is set lean (below 1.5%) the engine will be lean throughout the power band. If the CO is set rich (above 2.0%) the engine will run rich throughout the power band.

Remedy:

- Lightly seat throttle body air screws and back them out 1 1/2 turns.
- Connect KTE 201 diagnosis cable to the motorcycle's three-pin ABS/Motronic lead.
- Connect power cable from KTE 201 to the motorcycle's accessory power outlet.
- The right side switch of the KTE is put in the #2 position and the left side switch is put in the forward position.
- Turn on the ignition switch
- The temperature warning light in the instrument housing should be on. If not, adjust the throttle switch by turning it in either direction until the light stays on.

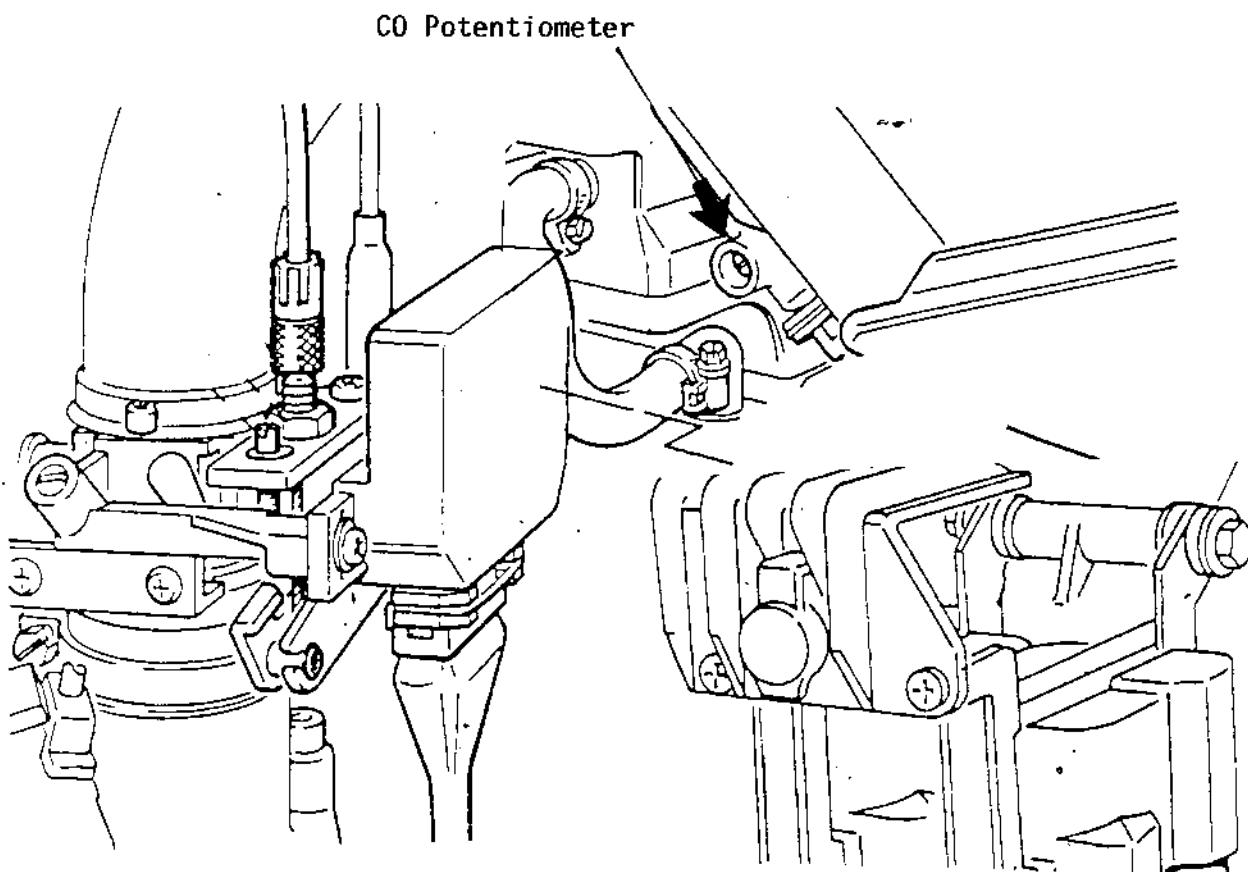


Please initial and route to the following before filing

Service	Parts	Sales	Warranty	Technicians

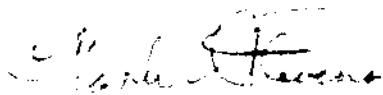
Note: The light should only stay on in one position. With movement in either direction, the light should be off.

- Warm engine to operating temperature. Using a calibrated exhaust gas analyzer, adjust CO potentiometer. Idle CO should read 1.5% to 2.0% .

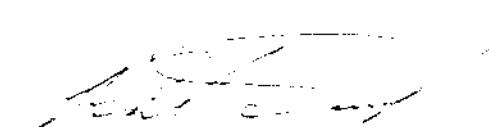


Very truly yours,

BMW of North America, Inc.



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FS:jel/305.2