

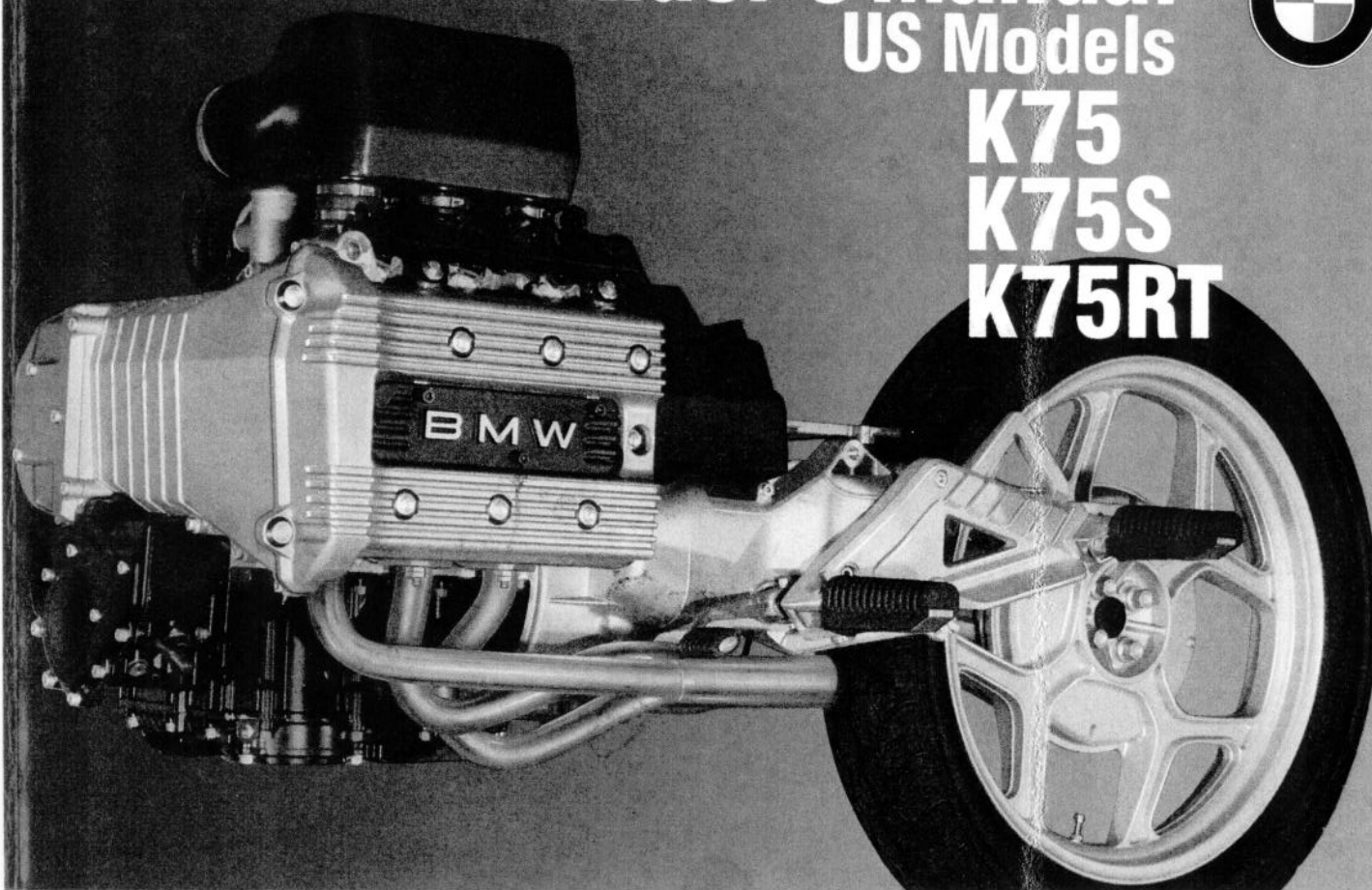
# Rider's Manual

US Models

K75

K75S

K75RT



## Reporting Safety Defects!

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, DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

# Rider's Manual

## US Models

K 75

K 75 S

K 75 RT



## BMW AG Motorcycle Division

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### Important Notice

Your BMW motorcycle conforms to all applicable U.S. Federal Motor Vehicle Safety Standards and U.S. Environmental Protection Agency Regulations effective on the date of manufacture.

**This motorcycle has been designed for use in a prudent and reasonable manner by a qualified operator. It is intended for on-road use as a vehicle only.** Operation in forest, bush or grass covered areas may be illegal. Obey local laws and regulations.

Whether you are a novice or an experienced rider, **become familiar with this Rider's Manual before you ride the motorcycle.**

Pay special attention to passages which are preceded by the following expressions:

- |                |  |
|----------------|--|
| <b>Warning</b> | – marks the possibility of <b>danger</b> for the operator or another person, unless instructions are followed. |
| <b>Caution</b> | – marks the possibility of <b>damage</b> to the motorcycle or parts thereof, unless instructions are followed. |
| <b>Note</b>    | – marks recommendations which are useful or vital for proper <b>use or maintenance</b> of your motorcycle.     |

It is recommended that maintenance be performed by an authorized BMW dealer using Original BMW parts.

**Maintenance, replacement or repair of the emission control devices or systems may be performed, at your expense, by any motorcycle repair establishment or individual using any motorcycle part which is certified under those regulations without voiding the warranty.**

**In the interests of continuing technical development, we reserve the right to modify designs, equipment and accessories.**

Dimensions, weights and performance data are listed at generally accepted tolerances. Errors and omissions excepted.

Please note that any discrepancies between your motorcycle and the details given in this book may be due to the equipment specification offered on a particular model or the version offered in another country. No claims based on data statements, descriptions or illustrations from this book will be entertained.

Errors and omissions excepted.

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## Dear motorcyclist and BMW enthusiast,

We congratulate you on choosing a BMW motorcycle and welcome you to the group of BMW riders.

Safety is a prime consideration in motorcycling. The better acquainted you are with the motorcycle, the more comfortable you will feel in road traffic.

That is why we ask you to please spare a little time to read this Rider's Manual thoroughly before you start serious riding. It contains important information on operating your motorcycle to enable you to fully appreciate your BMW. You will also find helpful information regarding care and maintenance to ensure that your BMW motorcycle is always in proper operating condition to help ensure maximum road safety and retention of its value.

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

Yours sincerely,

**BMW AG Motorcycle Division**

### **Please Note: Important Safety Information!**

**For your personal safety, BMW NA of North America, Inc. ("BMW NA") recommends that you use only parts and accessories approved by BMW NA.**

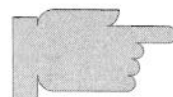
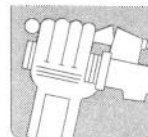
By using Original BMW Parts and Accessories tested and approved by BMW, you can enjoy the assurance of knowing that these products have been certified after appropriate testing as suitable for use on, or in conjunction with, your BMW motorcycle. BMW NA assumes full responsibility for these products when used as directed.

**BMW NA assumes no liability whatsoever for parts and accessories which it has not approved.**

When you use such non-approved products on your BMW motorcycle, you do so at your own risk. BMW NA is unable to determine whether each after-market part and accessory can be used without representing a risk of injury or death to you and/or your passenger.

Original BMW Parts, BMW Accessories and other products approved by BMW NA, together with competent advice on all matters concerning them, can be obtained from any authorized BMW motorcycle dealer.

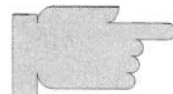
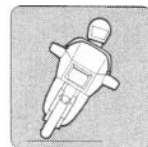
## Operating instructions



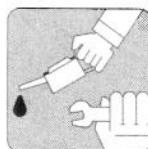
## Safety check



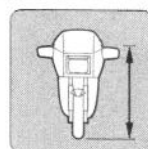
## Starting – Riding – Parking



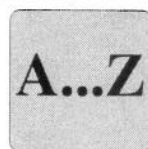
## Care and maintenance



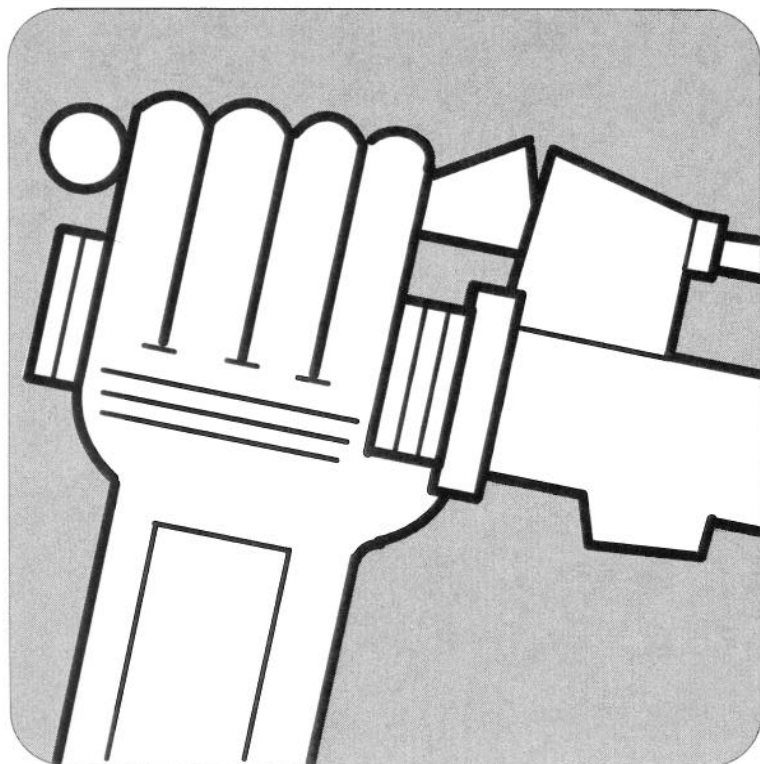
## Specifications



## Alphabetical index



# Operating instructions



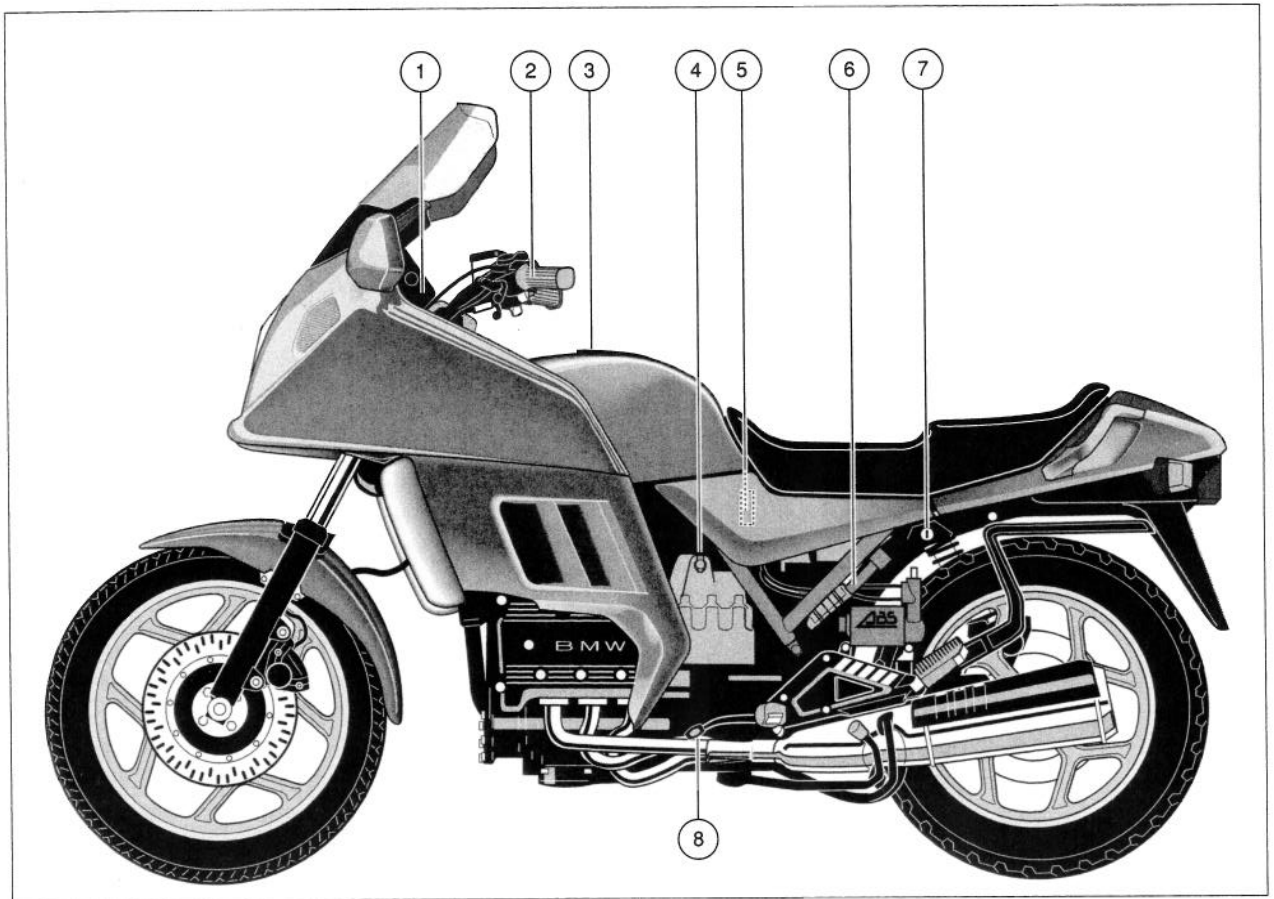
### Where is everything?

- General views of motorcycle (8-11)

### How does it work?

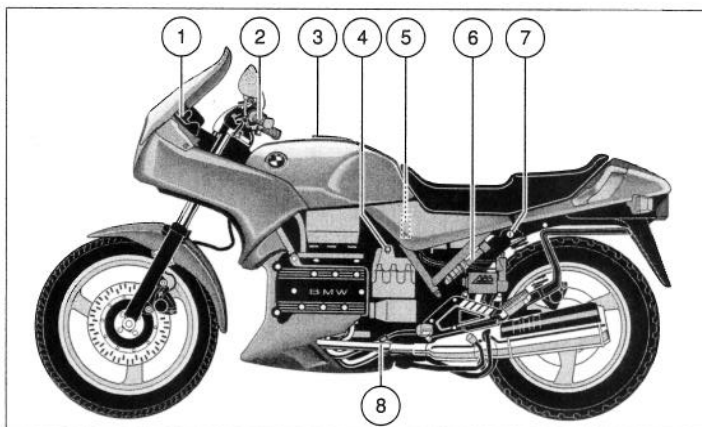
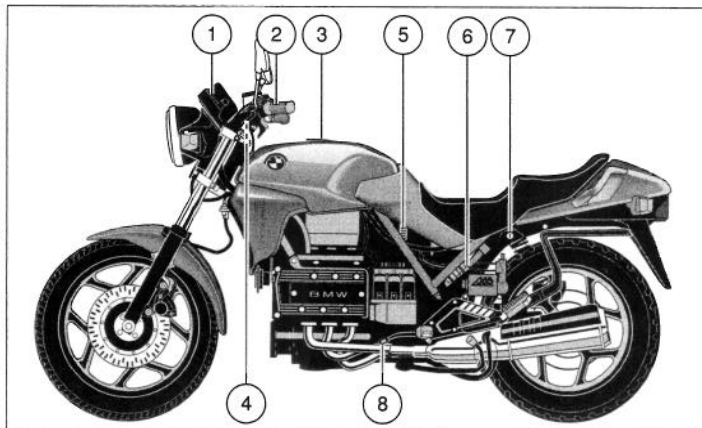
- Ignition and steering lock (12)
- Left instrument unit (13)
- Central instrument unit (13)
- Right instrument unit (13)
- Fuel gauge (14)
- Temperature gauge (14)
- Left handlebar controls (15)
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- Radio (18)
- Adjusting windshield (18)
- Reading lamp (18)
- Storage space (19)
- Releasing dualseat lock (19)
- Anti-lock braking system (ABS) (20-23)

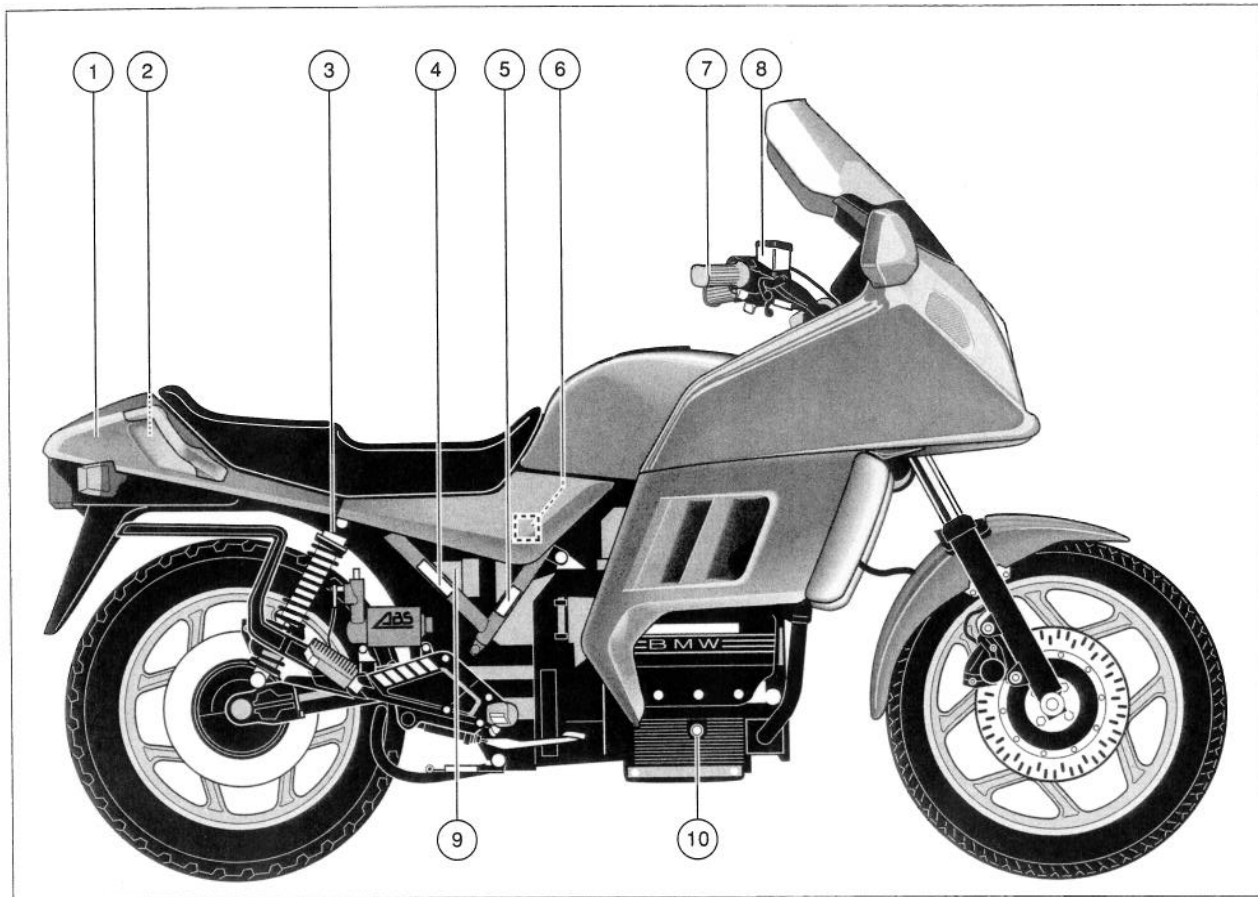
( ) Figures in brackets ⇒ Page on which item is described.



## Where is everything?

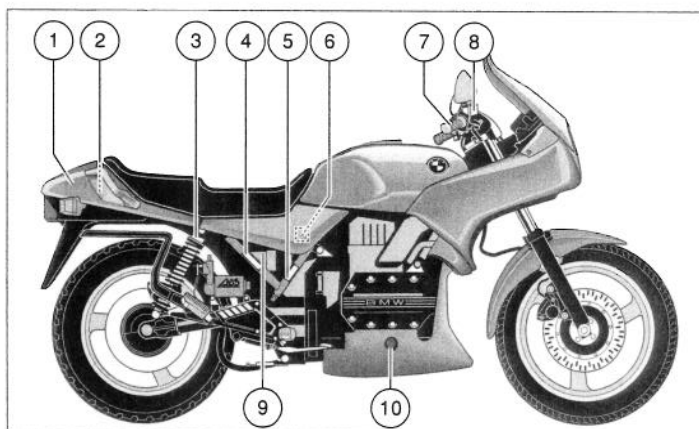
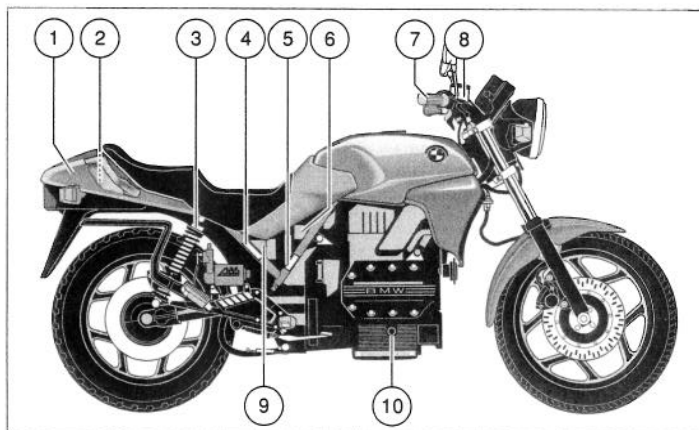
- 1 Instrument cluster (13)
  - 2 Left handlebar controls (15)
  - 3 Fuel tank filler cap (28)
  - 4 Socket (17)
  - 5 Fuse box (59)
  - 6 Lifting handle (44)
  - 7 Dual seat lock, helmet holder (19)
  - 8 Gear pedal (43)
- ( ) Figures in brackets ⇒ Page on which item is described



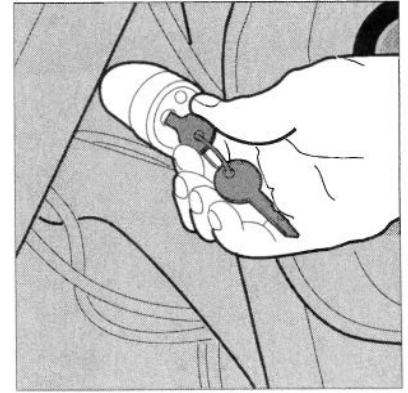
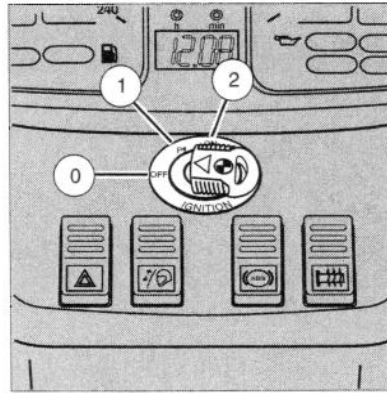


## Where is everything?

- 1 Rear storage compartment (19)
  - 2 Toolkit (48)
  - 3 Spring strut adjustment (34)
  - 4 Frame number
  - 5 Type plate
  - 6 Rear wheel brake fluid reservoir (30)
  - 7 Right handlebar controls (15)
  - 8 Front wheel brake fluid reservoir (30)
  - 9 Coolant tank (29)
  - 10 Oil level sight glass (27)
- ( ) Figures in brackets ⇒ Page on which item is described



## How does it work? Operating instructions



### Keys to motorcycle

The ignition, fuel filler and storage compartments have identical locks.

1 folding head master key and 2 rigid head spare keys are supplied.

A self adhesive label bearing the key number is also supplied. Keep it in a safe place.

### Ignition switch

- 0 Ignition off.  
Key can be withdrawn.
- 1 Parking lights on.  
Key can be withdrawn
- 2 On position.  
Ignition and all other equipment can be operated, automatic switch-on of headlight and taillight.  
Key can not be removed.

#### Note

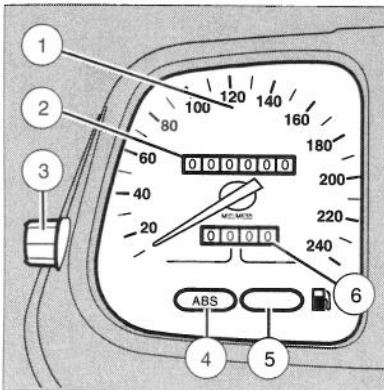
Do not leave the parking lights on for more than a short period. Ensure that the battery is always properly charged.

### Engaging steering lock

- Insert the key in the steering lock and turn counterclockwise.
- Turn the handlebar slightly to the right until the lock can be pushed in with the key.
- Turn the key clockwise and engage the lock.
- Remove the key.

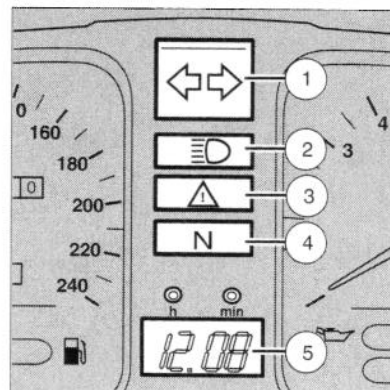
#### Caution

Do not leave the key in the lock when not engaged, as it could become broken.



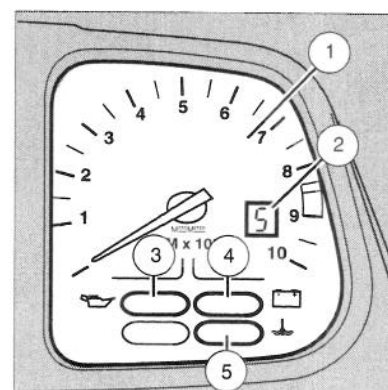
### Left instrument unit

- 1 Speedometer
- 2 Odometer
- 3 Knob for resetting trip odometer
- 4 ABS warning light  
**Red** (page 22)
- 5 Fuel level warning light  
**Red** if approximately 1.3 U.S. gal. (5 liters) of fuel in tank
- 6 Trip odometer



### Central instrument unit

- 1 Turn-signal telltale  
**Green**
- 2 High beam telltale  
**Blue**
- 3 Rear light monitor and ABS telltale  
**Red** (page 40)
- 4 Neutral/gearbox telltale  
**Green**
- 5 LCD Digital clock  
Setting (page 12)

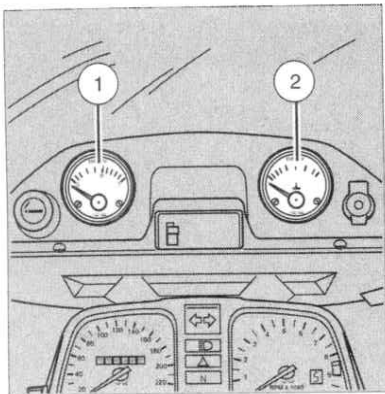


### Right instrument unit

- 1 Tachometer
- 2 Digital gear display
- 3 Engine oil pressure warning light  
**Red** (page 27)
- 4 Alternator warning light  
**Red** (page 40)
- 5 Coolant temperature warning light  
**Red** (page 40)

#### Note

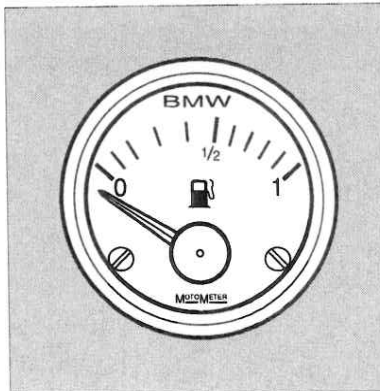
Telltale and warning lights should come on in ignition switch position 2 prior to starting engine.



K 75 RT

### Auxiliary instruments K 75 RT

- 1 Fuel gauge
- 2 Temperature gauge



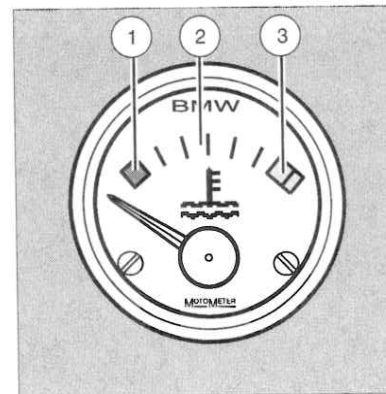
K 75 RT

### Fuel gauge

Fuel tank capacity:  
19,5 liters (5,2 gal) fuel.

#### Note

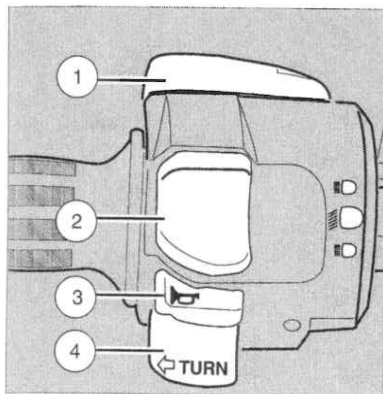
The fuel gauge only functions when the ignition is switched on (see page 28).



K 75 RT

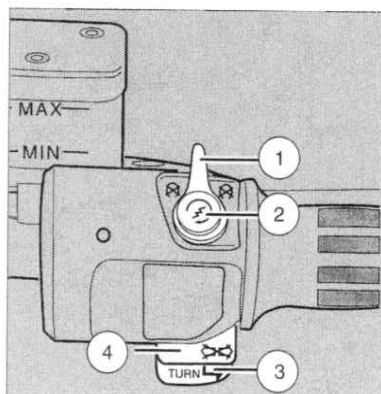
### Temperature gauge

- 1 Engine cold (blue area)
- 2 Engine at operating temperature
- 3 Engine overheating (red area)  
(see page 40)



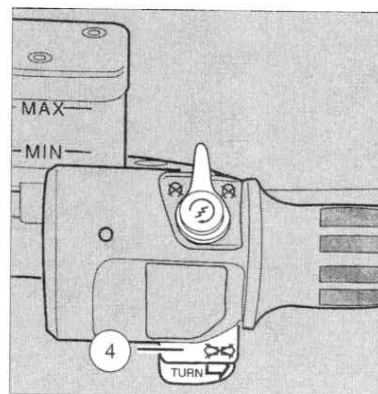
### Left handlebar controls

- 1 Choke control for cold start (page 42)
- 2 Headlight dipswitch:
  - high beam
  - low beam
  - headlight flasher
- 3 Horn control
- 4 Left turn-signal switch  
Pressed:  
Left turn-signal flashes



### Right handlebar controls

- 1 Ignition kill switch  
Center position:  
All electrical circuits energized when ignition on
- 2 Starter pushbutton
- 3 Right turn-signal switch  
Pressed:  
Right turn-signal flashes
- 4 Turn-signal cancel switch  
Pressed:  
Left/right turn-signal off

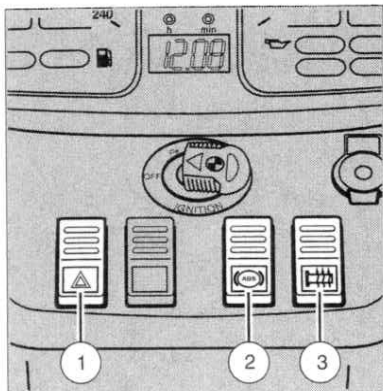


### Self cancelling turn-signals

The left or right turn indicator are cancelled automatically after a certain time or distance if this not done by pressing switch "4":

- After approximately 10 seconds at road speeds - above approximately 30 miles per hour (50 km/h)
- After approximately 210 m (690 ft) in local or slow-moving traffic.





K 75

### Operating the hazard warning flashers

- Switch on ignition.
- Operate switch (1);
  - Hazard warning flashers come on.
- Switch off ignition.
  - Hazard warning flashers remain on.

### Switching off hazard warning flashers

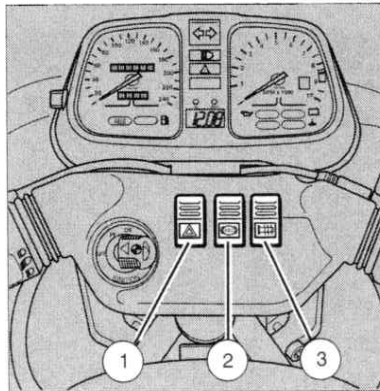
- Operate switch (1) for hazard warning flashers.

#### Note

When the ignition is switched off, the hazard warning flashers cannot be switched on.

Only leave the hazard warning flashers on for a limited period of time.

Note battery charge.

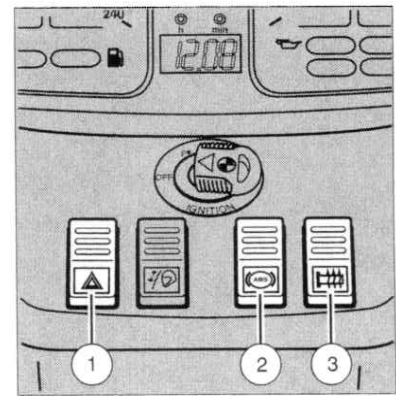


K 75 S

### ABS switch

ABS cancel button (2).

See ABS operating instructions for function, (page 22).



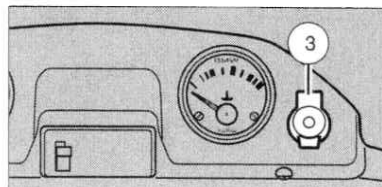
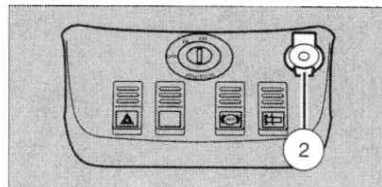
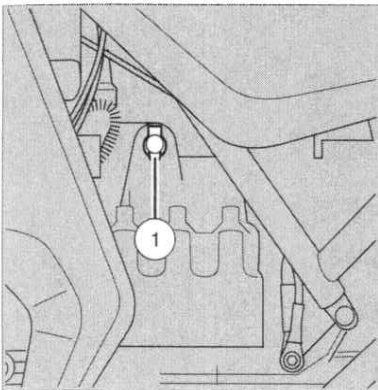
K 75 RT

### Switching on heated handlebar grips

(optional extra)

- Switch on ignition.
- Operate rocker switch (3):
 

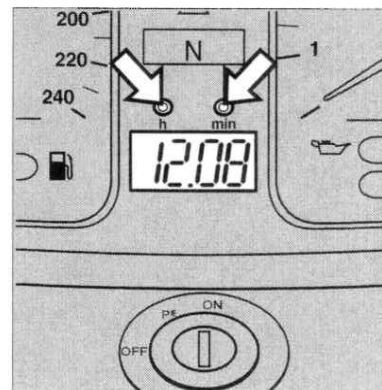
1st stage	50 % heat output.
2nd stage	100 % heat output.



### Power sockets

#### Plug sockets for auxiliary equipment

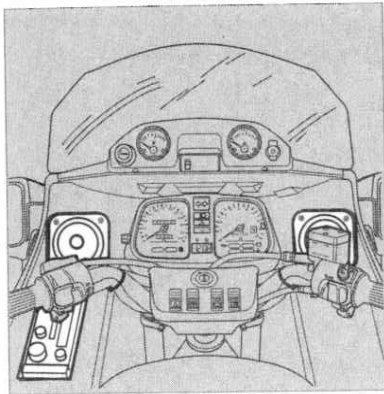
- 1 Socket in ignition coil holder, on left behind battery cover.
  - Protected by 15 Amp fuse (fuse No. 4)
- 2 Right socket next to ignition switch/steering lock (K 75).
- 3 Right socket next to auxiliary temperature gauge (K 75 RT)
  - Protected by 15 Amp fuse (fuse No. 4)



### LCD Digital clock

#### Setting to correct time

- Use a ballpoint pen tip or similar item to press in the appropriate button (h/min).
  - h** For setting hours.
  - min** For setting minutes.



K 75 RT

### Radio

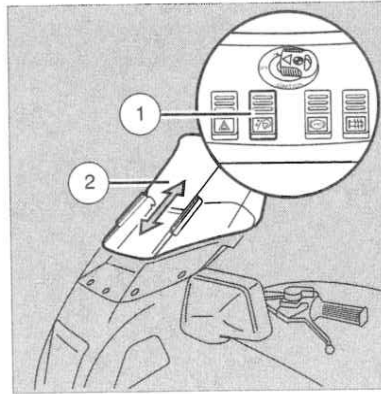
- Turn ignition key to "ON" or "R".
- Switch on Radio.  
See separate radio operating instructions, located in document pouch.

#### Caution

Operation of the radio must not be allowed to distract or disturb either the rider or other road users in any way which could create a traffic hazard or cause obstruction.

#### Note

Radio anti-theft code must be reset if battery is disconnected.



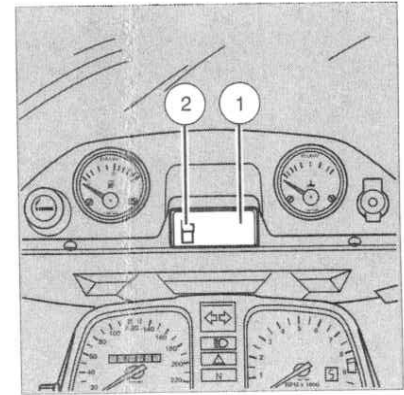
K 75 RT

### Adjusting windshield

- Switch on ignition.
- Press switch (1).  
– Windshield (2) is raised or lowered.

#### Caution

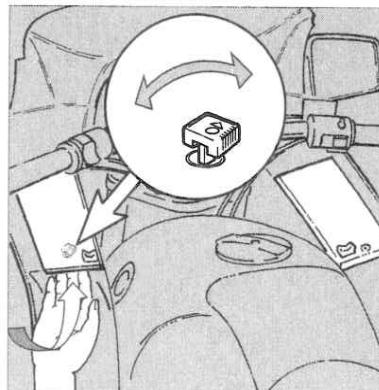
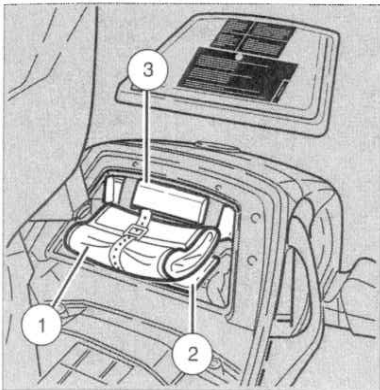
Do not adjust the windshield while riding. The windshield may only be adjusted when the motorcycle is stationary.



K 75 RT

### Reading lamp

- 1 Reading lamp
- 2 Reading lamp switch



K 75 RT

### Storage compartments

#### Rear storage compartment

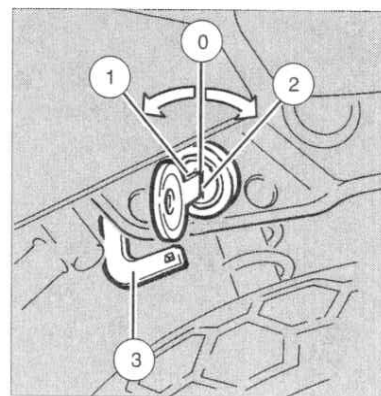
- Open the dualseat (see Page 19).
- Take the cover off the rear storage compartment.
- Storage space for:
  - toolkit (1)
  - motorcycle documents (2)
- integrated into storage compartment: electronic ABS control unit (3) – see page 23.

#### Side fairings on right

- Open storage compartment lid with the ignition key.
- Actuate the release hoop (arrow) with the fingertips.  
– Lid will jump open.
- Remove the lid to the rear  
– Storage compartment is now open.

#### Note

When closing the storage compartment lid, ensure that the guide pins engage in the grooves.



### Releasing dualseat lock/ Helmet holder

#### In key positions:

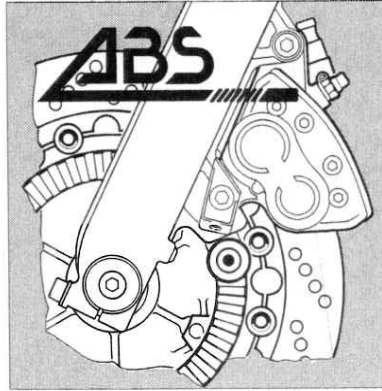
- 0 The dualseat is locked.
- 1 Press in the lock.  
The dualseat is unlocked and can be opened.  
The key can be withdrawn.
- 2 Press in the lock.  
The helmet holder (3) opens.

The dualseat and helmet holder can be locked again when the key is withdrawn.

#### Warning:

Do not operate motorcycle with helmet attached to helmet holder, as interference with the rear wheel could occur.

## What ABS Means on the Road



### Man and Technology: Both Have Their Limits

Every BMW has a brake system designed for the motorcycle's performance capabilities. However, the efficiency of any brake system depends not only on its technical capabilities, but also on the rider.

Balanced, well-trained responses are required to master extreme braking manoeuvres on a motorcycle. Overreaction will cause the front wheel to lock, and the resultant loss of longitudinal and lateral adhesion can easily lead to a situation in which even an experienced professional rider will not be able to avoid "laying it down".

This is why emergency braking on a motorcycle is seldom synonymous with application of maximum braking force.

Antilock braking at both wheels helps prevent falls while substantially reducing stopping distances.

ABS is particularly effective in ensuring safe emergency stops in a straight line.

It allows every BMW rider to brake like an experienced professional.

Through its very concept, the motorcycle also limits the potential of an anti-lock braking system. Applying the brakes forcefully while cornering will make the motorcycle straighten from its inclined position, thereby reducing lateral stability. Not even ABS can change this. For physical reasons, even a motorcycle with ABS loses its steering and directional potential when applying the brakes in a corner.

### Conclusion:

**BMW motorcycle ABS adds a dimension to riding never before available. However, every rider, no matter what the level of experience, should know and understand how ABS works. Even a motorcycle equipped with anti-lock brakes requires a proper style of riding and skillful application of the brakes. Please remember that, as remarkable as ABS is, there is no substitute for safe riding practices.**

## Anti-lock Braking System (ABS)

### Notes on operating

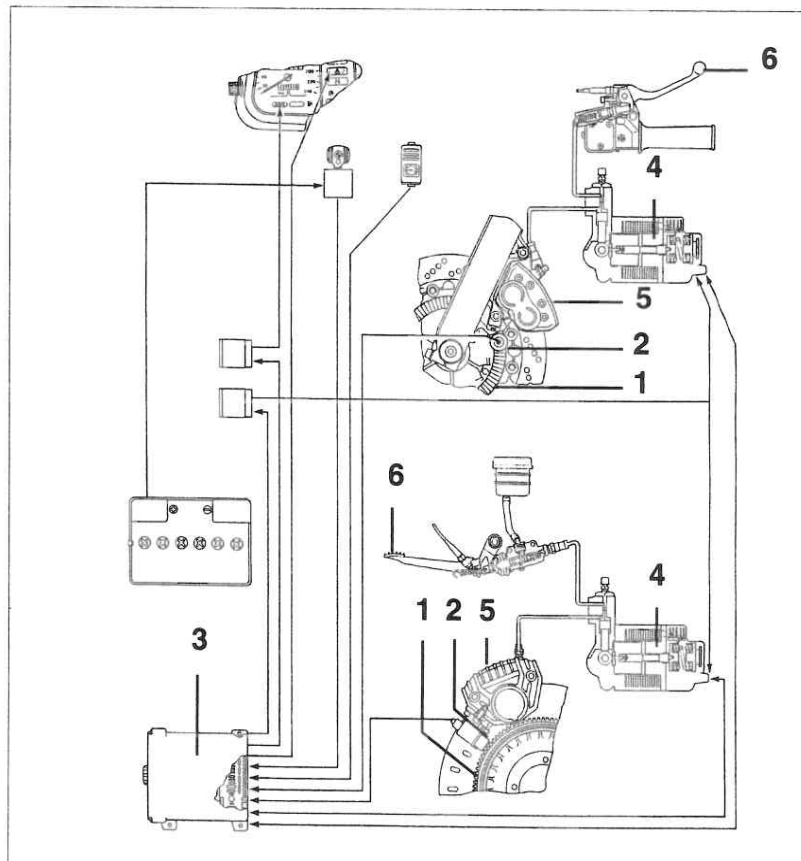
The speed of the wheels is constantly monitored by the pulse generating wheels (1) and sensors (2); this information is then transmitted to the electronic control unit (3). If there is a risk of either wheel locking during the braking process as a result of reduced surface grip or excessive braking force (braking pressure), the electronic control device activates the pressure modulators (4). The appropriate pressure modulator reduces the hydraulic pressure in the brake caliper (5) in a fraction of a second until the risk of locking is eliminated. This process is repeated up to 7 times per second, for as long as the brake pressure at the handbrake lever and/or brake pedal (6) remains excessive.

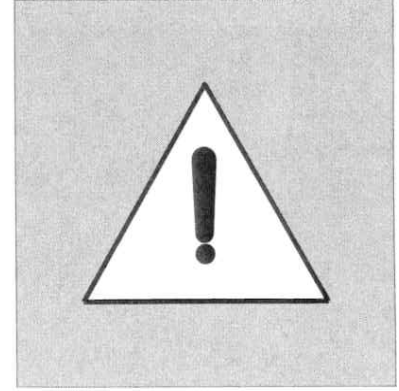
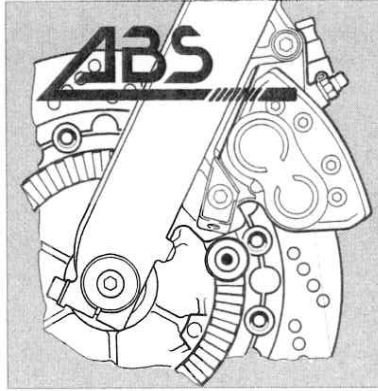
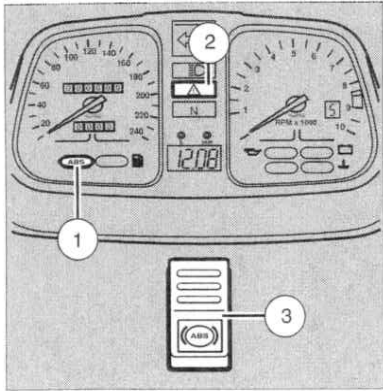
**ABS cannot add or distribute pressure from front to rear, it can only interrupt excessive pressure. Therefore, the rider must use both front and rear brake for full effect.**

**Braking processes are not controlled by ABS:**

- at speeds below 2.5 mph (4 km/h)
- when the ignition is switched off
- when the battery is faulty or flat (in which case the ABS telltale will light up).

**In all these situations, the conventional brake system will still remain operational.**





### General Operation

The ABS is energized automatically when the motorcycle ignition is turned "on", observing the following sequence:

- When the ignition is turned on, the **ABS warning light (1)** flashes.
- The rear light monitor (2) has the double function of a second ABS warning light and will remain constantly illuminated when the ignition switch is initially turned on.

Once the operation of the brake light is verified by actuating the front brake lever and rear brake pedal, the light monitor will flash in parallel with the ABS warning light.

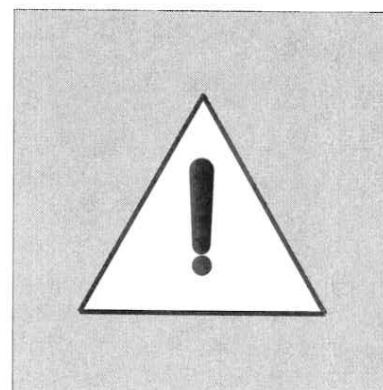
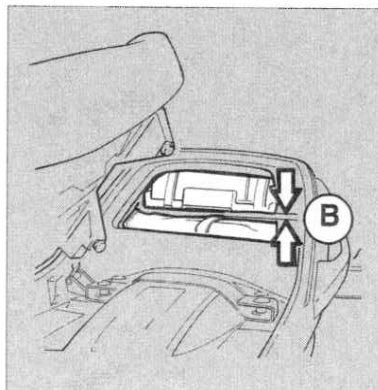
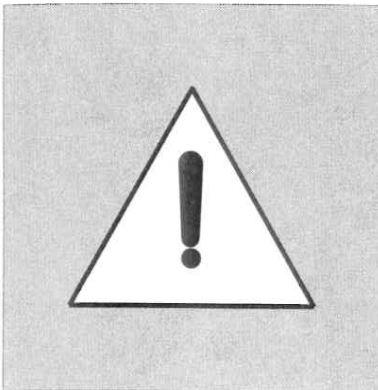
- The ABS system will run through an automatic check, once the motorcycle is driven away. When all functions are confirmed, both warning lights go out when the motorcycle reaches a speed of 2.5 mph (this will seem almost immediate).
- The ABS cancel switch (3) is not used during normal operation and only serves to cancel the flashing of indicators when a fault emerges. See page 23 for fault monitoring.
- If the ABS should detect a fault for any reason, both warning lights will flash in parallel.
- Once a fault is detected, you will no longer be operating with benefit of ABS.
- The flashing warning lights can be changed to constant illumination by depressing the cancel switch (3).

This will make the indicator lights less annoying, especially at night. The warning lights will resume flashing after approximately 10 minutes to emphasize that you are no longer operating with the benefit of ABS. As before, you can change them from flashing to constant illumination for (approximately) 10 minute intervals by depressing the cancel switch (3). This can be repeated as many times as necessary.

#### Note

However, please remember the difference in braking effectiveness when you are without the benefits of ABS.

If the ABS fails, the conventional brake system will remain operational.



### What happens if I spin the rear wheel during acceleration?

Spinning the rear wheel may cause the ABS system to lose programmed coordination, as the front wheel is no longer synchronized with the rear wheel. This loss of coordination will cause the ABS unit to register a fault. Faults registered from wheel spins will usually cancel themselves when the ignition is turned "off". If not, you must visit your authorized BMW motorcycle dealer to have the control unit "reset". Until the "reset" is performed, you will not be operating with the benefits of ABS.

### Electronic ABS control unit

The control unit is housed in the rear section of the dualseat and isolated against vibration.

#### Note:

When storing items in the compartment, free movement (B) of the control unit must not be obstructed, to prevent electronic component faults caused by the transmission of vibration.

#### Important:

In the event of faults to the ABS or brake system, allow an authorized BMW motorcycle dealer to repair the motorcycle as soon as possible.

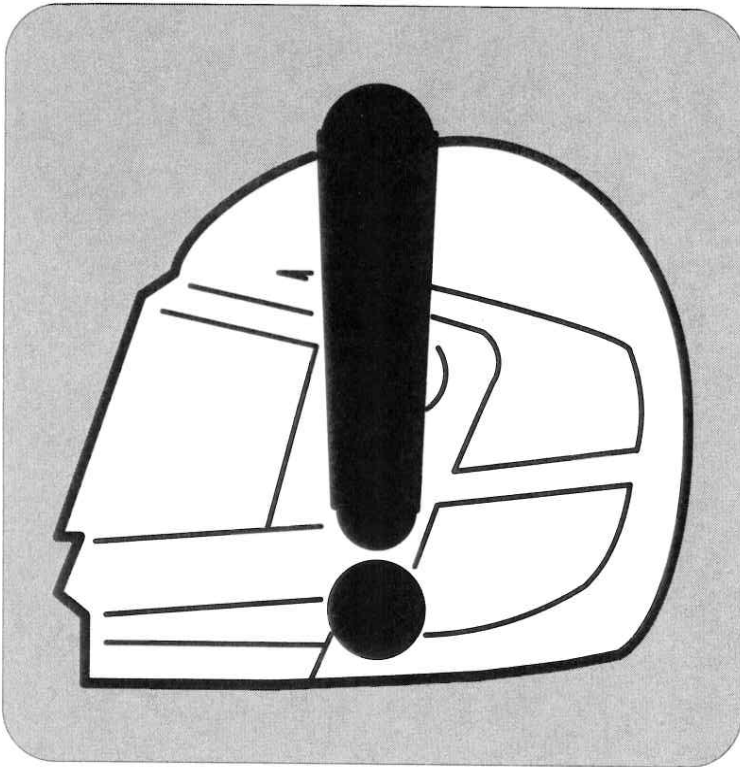
#### Caution:

While it is well protected, the electronic control unit can only withstand a certain electromagnetic load.

You are therefore advised against using high-performance radio equipment on the motorcycle, as the ABS may otherwise suffer from interference.

When working on the electrical system, always switch off the ignition and disconnect the battery negative lead.

# Safety check



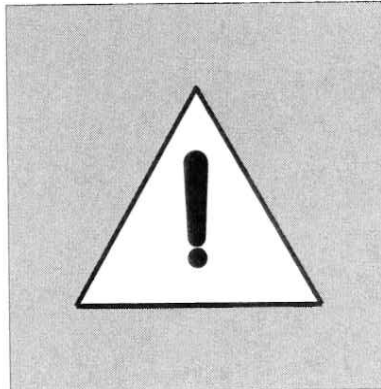
## Safety checks before you start

- General note (26)
- High performance ignition system (26)
- Engine oil level (27)
- Add engine oil (27)
- Engine oil pressure (27)
- Fuel level (28)
- Adding fuel (28)
- Coolant level (29)
- Correcting coolant level (29)
- Brake fluid level (30)
- Topping up brake fluid (31)
- Brake pedal travel (32)
- Handbrake lever travel (32)
- Clutch level travel (32)
- Tire pressures (33)
- Tire tread depth (33)
- Rims / valve caps (33)
- Spring strut setting/Damping (34)
- Side stand (34)
- Loads (35)
- Lighting (35, 36)

( ) Figures in brackets ⇒ Page on which item is described.

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## Safety checks before you start

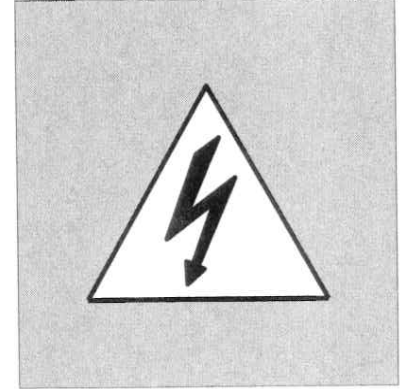


### General note

Perform the safety checks conscientiously. This allows you to rectify any faults on your motorcycle before you set off (refer to care and maintenance from page 45 on), or to have them rectified at your BMW motorcycle dealer.

Only a motorcycle which is in proper working order assures your own safety and the safety of other road users.

If you have any problems or difficulties, contact your BMW motorcycle dealer which will be able to provide you with professional advice.



### High performance ignition system

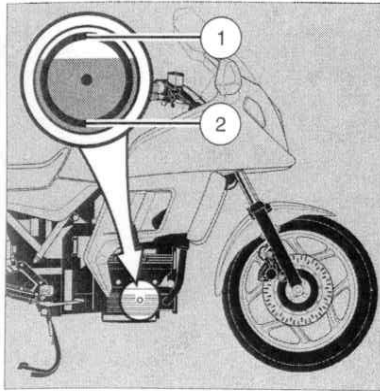
Even on conventional ignition systems with breaker points, an electrical shock could be quite unpleasant.

**On this motorcycle's ignition system, however, much greater care has to be taken.**

**The motorcycle is equipped with a micro-processor-controlled high-performance digital ignition system.**

#### Warning:

**A dangerous or even fatal accident could be caused by touching any live component while the engine is running**



## Engine oil level

### Checking

- Position motorcycle on its center stand on a flat, level surface.
- Run the engine for a short time and then switch it off.
- Check the oil level reading after a few minutes at the ring marking.

maximum level (1)

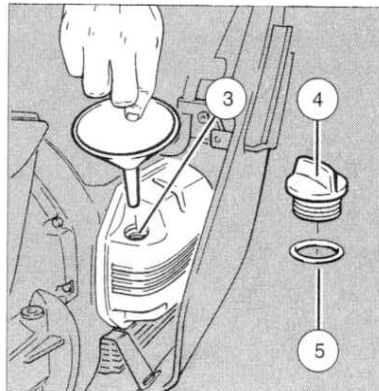
minimum level (2)

Capacities between Minimum/Maximum marks:

approximately 0.6 liters (1.05 pints)

### Caution

Always ensure oil level is not above Maximum and not below Minimum mark! Damage to engine may occur!

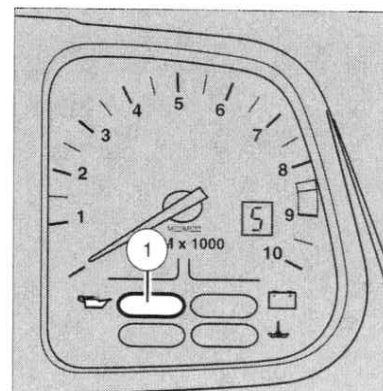


## Add engine oil

- Pour in engine oil through funnel into filler opening (3). (Refer to page 74 for oil grades).
- Screw in oil filler plug (4) with seal (5).
- Run engine briefly/switch off.
- Check oil level after a few minutes at oil sight glass.

### Note

A full range of BMW Special Performance lubricants is available from your authorized BMW motorcycle dealer.



## Engine oil pressure

Telltale light (1) out

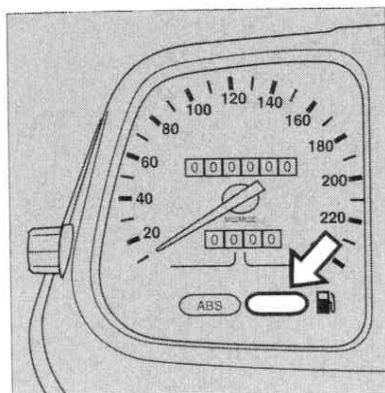
- After engine starts.
- At idling speed.

### Caution

If telltale light lights up when riding, immediately:

- disengage clutch
- switch off ignition
- bring motorcycle safely to a stop
- check engine oil level

If there is enough oil in the engine, contact your BMW motorcycle dealer or qualified service technician.



## Fuel level

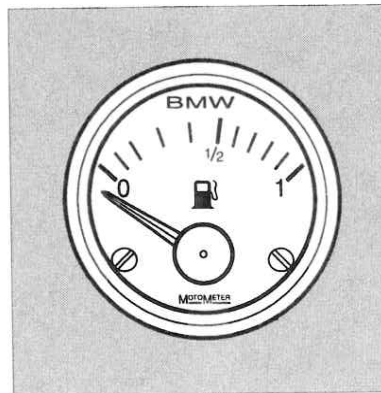
The low fuel warning light (arrow) comes on when approximately 5 liters (1.3 gal.) of fuel remain in the tank.

The fuel tank holds a total of 19.5 liters (5.2 gal.). After the motorcycle has been broken in, determine how far it can normally be ridden with the low-level light on (this will depend on your riding style).

### Warning:

Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the motorcycle is refueled or stored. Never use an exposed flame to check fuel level! Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the tank cap is closed securely. Fuels containing ethanol or other oxygenates (e.g. ethers and ketones) or methanol may cause drivability, starting and stalling problems. Fuel additives are not recommended.

### Caution:

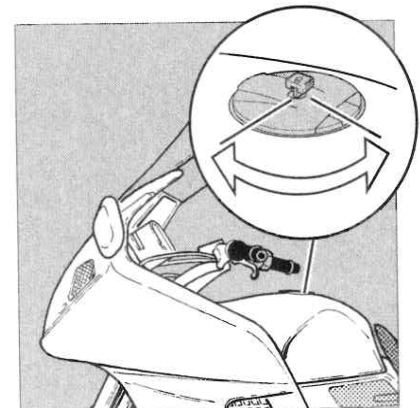


## Fuel gauge

Fuel tank capacity:  
19,5 liters (5.2 gal) fuel.

### Note

The fuel gauge only functions when the ignition is switched on.



## Adding fuel

### Warning:

Turn your head from fuel cap when opening. Fuel tank operates under a low pressure.

Unlock the filler cap (all locks on motorcycle can be opened with the same key).

- Insert key.
- Turn counterclockwise  $1/4$  revolution.
- Cap springs up automatically, the key can be removed.
- After adding fuel, ensure that the cap is closed securely by pushing the cap down until a "click" is heard to lock it.

### Note:

Use only middle or premium grade unleaded fuel, minimum octane number 89 (Anti-knock index  $R+M/2$ ) or minimum octane number 95 (Research Method, RM).