

Repair Manual



R 1100 S

**BMW AG Motorcycle Division
After Sales**

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 After Sales
 UX-VS-2

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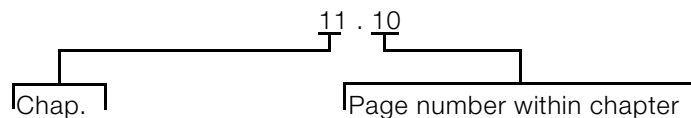
Produced in Germany 06/99

Introduction

This repair manual will help you to perform all the main maintenance and repair work correctly and efficiently. It should be consulted regularly by workshop personnel as an addition to the practical and theoretical knowledge obtained in Training School courses. It is a contribution towards achieving even higher Service quality.

All information in both text and illustrations refers to motorcycles in standard condition or with genuine BMW accessories installed, and not to motorcycles which have been modified in any way to depart from the manufacturer's specification.

- The repair manual is structured in the logical sequence of the work to be performed: Removal, Disassembly, Repair, Assembly, Installation.
- The entire contents are divided into individual chapters, corresponding to the Construction Groups.



- Work to be performed during an Inspection is described in Group "00". The various inspection routines are numbered I, II, III and IV. This numbering is repeated in the work descriptions which follow, so that work can take place without interruption.
- Use of the BMW special tools needed for certain tasks is described in the work instructions.

If the need arises, repair instructions are also issued in the form of Service Information. This information is of course incorporated into the next issue of the repair manual. We also recommend you to consult the detailed illustrations on the Parts microfiches as an additional source of information.

BMW AG Motorcycle Division
After Sales

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D - 80937 München

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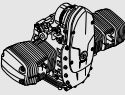
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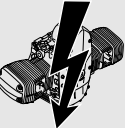
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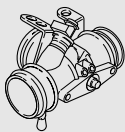
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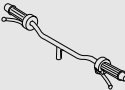
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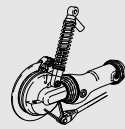
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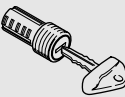
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BMW AG Motorcycle Division

Maintenance schedule

R 1100 S



Customer _____ Licence plate No. _____		BMW Inspection at 1,000 km (600 miles)	BMW Service every 10,000 km (6,000 miles)	BMW Inspection every 20,000 km (12,000 miles)	BMW Annual Service
Order No. _____ Mechanic's signature _____					
Read out the fault memory with the BMW MoDiTeC unit		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Change the oil while at regular operating temperature and renew the oil filter element if motorcycle is used only for short journeys or at outside temperatures under 0°C, every 3 months, but at least every 3,000 km (1,800 miles) *)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Change the oil in the gearbox while at regular operating temperature at least every 2 years				<input type="checkbox"/>	<input type="checkbox"/> every 2 years
Change the oil in the rear wheel drive while at regular operating temperature Clean the inductive sensor at the rear wheel every 40,000 km (24,000 miles) or at least every 2 years *)		<input type="checkbox"/>		<input type="checkbox"/> 40,000 (24,000)	<input type="checkbox"/> every 2 years
Renew fuel filter *) normally every 40,000 km (24,000 miles), if fuel quality is poor every 20,000 km (12,000 miles)				<input type="checkbox"/> 40,000 (24,000)	
Check battery acid level, if necessary add distilled water Clean/grease battery poles if necessary				<input type="checkbox"/>	<input type="checkbox"/>
Renewing intake air cleaner element in very dusty or dirty operating conditions, renew the intake air cleaner element every 10,000 km (6,000 miles) or even more often if necessary *)				<input type="checkbox"/>	
Renew Poly-V belt *) Renew Poly-V belt every 60,000 km (36,000 miles); do not adjust				<input type="checkbox"/> 60,000 (36,000)	
Check brake fluid level at front/rear and top up if necessary *)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Check operation of brake system and freedom from leaks; repair/renew items if necessary *)				<input type="checkbox"/>	
Examine brake pads and discs for wear, renew if necessary *)			<input type="checkbox"/>	<input type="checkbox"/>	
Renew the brake fluid annually					<input type="checkbox"/>
Check clutch operating fluid level		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Change clutch fluid every 40,000 km (24,000 miles) or at least every 2 years *)				<input type="checkbox"/> 40,000 (24,000)	<input type="checkbox"/> every 2 years
Check tightness of rear wheel studs		<input type="checkbox"/>			
Check rear wheel bearing play by tilting wheel				<input type="checkbox"/>	
Check swinging arm bearings (zero play); adjust if necessary *)		<input type="checkbox"/>		<input type="checkbox"/>	
Grease the side (prop) stand pivot		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Check function of side (prop) stand contact switch		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Check condition of spark plugs			<input type="checkbox"/>		
Renew spark plugs *)				<input type="checkbox"/>	
Take up slack at cylinder head nuts		<input type="checkbox"/>			
Check/adjust valve operating clearances		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Check throttle cable for free movement, abrasion and kinking; renew if necessary *) Check free travel in throttle cable Check synchronisation and eliminate any leaks *)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Final inspection with road safety and functional check: – condition of tyres and wheels, tyre pressures – lights and signalling equipment – telltale and warning lights – clutch, gear shift – handbrake and foot brake, steering – instruments – trial run if necessary		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*) **Charged as an additional item**

BMW AG Motorcycle Division

Pre-delivery check

R 1100 S



<div> <div>Customer</div> <div>Licence plate No.</div> </div> <div> <div>Order No.</div> <div>Mechanic's signature</div> </div>		BMW Pre-delivery check
Checking the shipping crate for damage		<input type="checkbox"/>
Motorcycle: <ul style="list-style-type: none"> – unpack – attach items supplied loose – inspect for damage – check that delivery is complete: <div> tools documentation keys correct optional extras </div> 		<input type="checkbox"/>
Fill and charge the battery (mark with charging date)		<input type="checkbox"/>
Check engine oil level when cold; add oil if necessary		<input type="checkbox"/>
Check clutch operating fluid level and brake fluid levels at front and rear		<input type="checkbox"/>
Check headlight beam angle and adjust if necessary		<input type="checkbox"/>
Checking tightness of rear wheel studs (comply with correct tightening torque)		<input type="checkbox"/>
Check tyre pressures		<input type="checkbox"/>
Add fuel		<input type="checkbox"/>
Final inspection and functional check: <ul style="list-style-type: none"> – clutch, gear shift – handbrake, foot brake – lighting and signalling equipment, telltale lights, instruments – check operation of optional extras, ABS – trial run if necessary 		<input type="checkbox"/>
Confirm pre-delivery check in Service and Technical Booklet		<input type="checkbox"/>
Final cleaning		<input type="checkbox"/>
Motorcycle handed over on:		

00 Maintenance and general instructions

Tightening torques and Table of consumables

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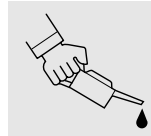
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Every 40 000 km (24 000 miles) or every 2 years at the latest	
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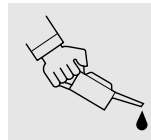




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Tightening torques

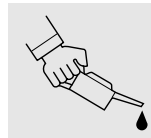
Model	R 1100 S
Connection	Nm
11 Engine	
Cylinder head	
Tightening sequence:	
1. Tighten cylinder head nuts (oiled) in diagonally opposite sequence	
1.1 Tighten all nuts to closing torque	20
1.2 Tighten all nuts to wrench angle 90°	
1.3 Tighten all nuts to wrench angle 90°	
2. M 10 screw	40
3. M 6 screw	9
After 1000 km (600 miles), tighten cylinder head nuts in diagonally opposite sequence:	
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Model		R 1100 S
Connection		Nm
11 Engine		
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Connecting rod		
Big end cap	Closing torque	20
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Crankcase		
Tightening sequence:		
1. M 10 screw (oiled)	Initial torque	25
	Wrench angle	90°
2. M 8 screw (oiled)		22
3. M 6 screw		9

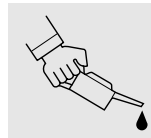
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Connection		Nm
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21 Clutch		
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Housing cover		12
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Model	R 1100 S	
Connection	Nm	
23 Transmission		
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Model	R 1100 S
Connection	Nm
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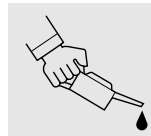




Model	R 1100 S	
Connection	Nm	
46 Frame		
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	Final tightening	42
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M 8 screw		21
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Table of consumables

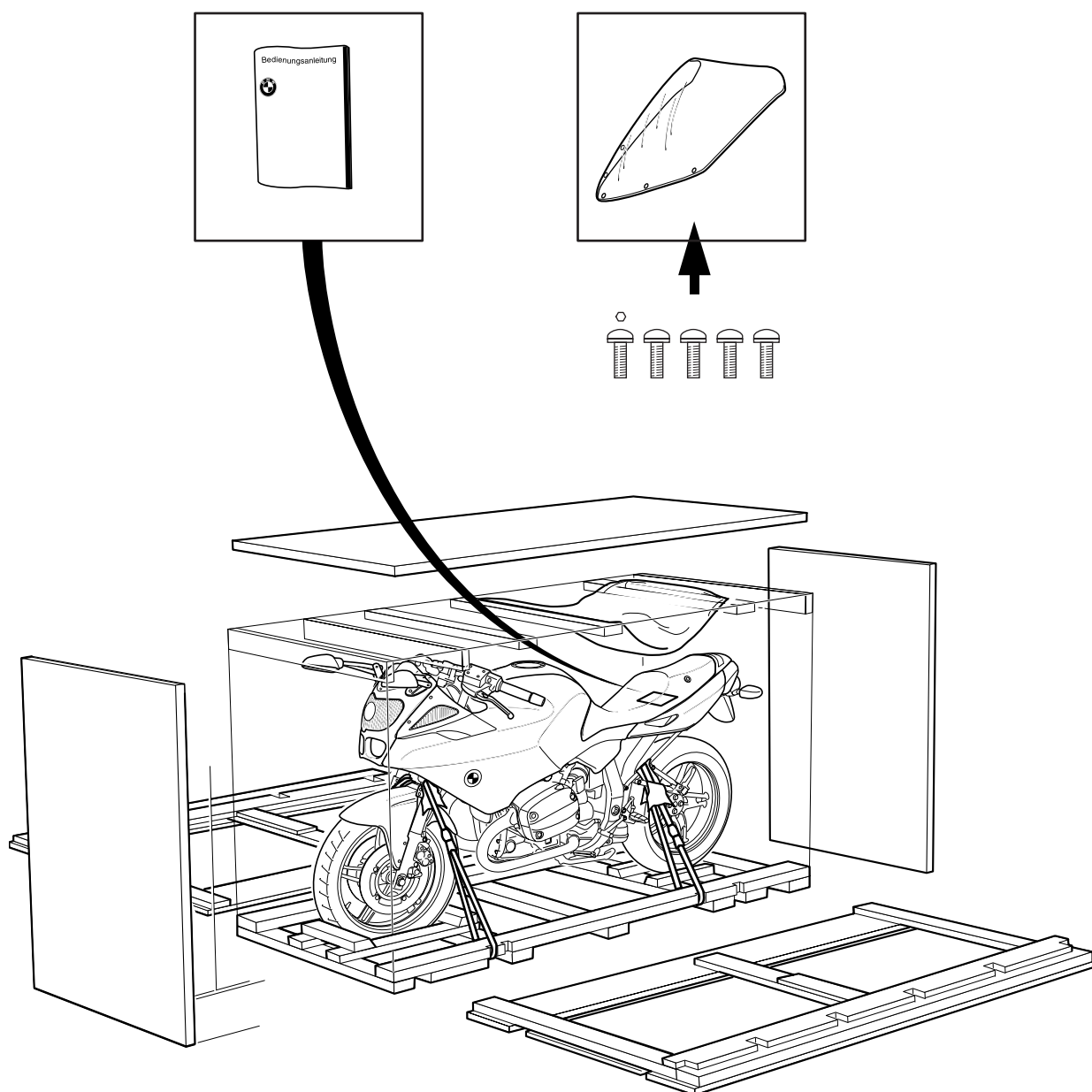
Item	Use	Order number	Quantity
Lubricant			
Optimoly MP 3	High-performance lubricating paste	07 55 9 062 476	100 g tube
Optimoly TA	High-temperature assembly paste	18 21 9 062 599	100 g tube
Silicone grease 300, heavy	Damping grease	07 58 9 058 193	10 g tube
Retinax EP2	Wheel, steering head and taper roller bearing grease	83 22 9 407 845	100 g tube
Contact spray	Contact spray	81 22 9 400 208	300 ml spray
Chain spray	Drive chain	72 60 2 316 676 72 60 2 316 667	50 ml spray 300 ml spray
Sealants			
Staburags NBU 30 PTM	High-performance lubricating paste	07 55 9 056 992	75 g tube
3-Bond 1110 B	Surface sealant	07 58 9 056 998	5 g tube
3-Bond 1209	Surface sealant	07 58 9 062 376	30 g tube
omni VISC 1002	Surface sealant	07 58 1 465 170	90 g tube
Loctite 574	Surface sealant	81 22 9 407 301	50 ml tube
Curil K 2	Heat-conductive sealant	81 22 9 400 243	250 g can
Hylomar SQ 32 M	Permanently elastic sealant	81 22 9 400 339	100 g tube
Adhesives and retaining agents			
Loctite 648	Joint adhesive (low clearance)	07 58 9 067 732	5 g bottle
Loctite 638	Joint adhesive (greater clearance)	07 58 9 056 030	10 ml bottle
Loctite 243	Thread retainer, medium-strength	07 58 9 056 031	10 ml bottle
Loctite 270	Thread retainer, strong	81 22 9 400 086	10 ml bottle
Loctite 2701	Thread retainer, strong	33 17 2 331 095	10 ml bottle
Loctite 454	Cyanacrylate adhesive (gel)	07 58 9 062 157	20 g tube
Cleaners			
Brake cleaner	Brake cleaner	83 11 9 407 848	600 ml spray
Metal polish	Polish for chrome-plated parts	82 14 9 400 890	100 g tube
Testing agents			
Penetrant MR 68	Crack testing agent for aluminium housings	83 19 9 407 855	500 ml spray
Developer MR 70	Crack testing agent for aluminium housings	81 22 9 407 495	500 ml spray
Installation aid			
BMW cooling spray	Cooling spray	83 19 9 407 762	300 ml spray





Pre-delivery check

General view of crated motorcycle



Checking the crate for damage

- When the motorcycle arrives, check the crate immediately for damage and if necessary examine the contents for consequential damage.



In case of damage in Germany

- Note the damage on the delivery slip.
- Read the information sheet on damage in transit.
- Immediately notify the freight carrier (e.g. freight forwarder or DB) and
Bavaria Wirtschaftsagentur GmbH
Abteilung ZW - 12
80788 München
Phone 089/14327-632
Fax. 089/14327-709

In case of damage in importer markets

- Note the damage on the delivery slip.
- Comply with specific national market procedures.
In case of doubt, please submit enquiries to:
Bavaria Wirtschaftsagentur GmbH
Abteilung ZW - 12
D-80788 München
Tel. +49 89 14327 632
Fax. +49 89 14327 709
- Immediately notify the freight carrier (e.g. freight forwarder).

Unpacking the motorcycle

- Lever off the cover.
- Take out the separate pack of items:
 - Spare keys
 - Owner's Manual
 - Windscreen and securing screws
- Pry off the cross struts with a suitable lever.



Caution:

Do not hammer out the cross struts or the motorcycle may be damaged.

- Remove the end panels.
- Remove the side panels.



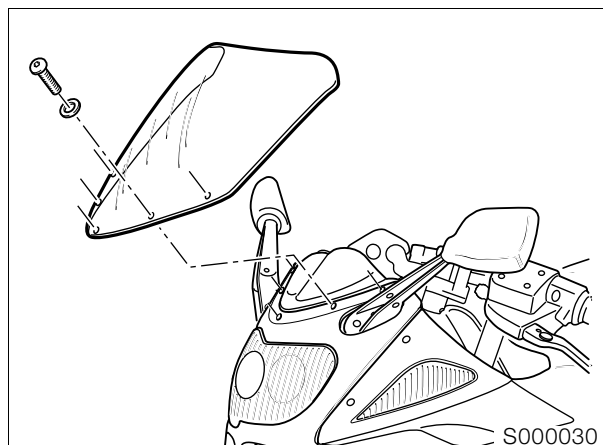
Caution:

Remove all nails projecting from the base of the crate or lying on the floor.

- Dispose of the packing materials in an environmentally responsible manner as described in Service Information 23/91 - Sales.

Installing remaining items on motorcycle

- Wheel the motorcycle clear of the wooden pallet.



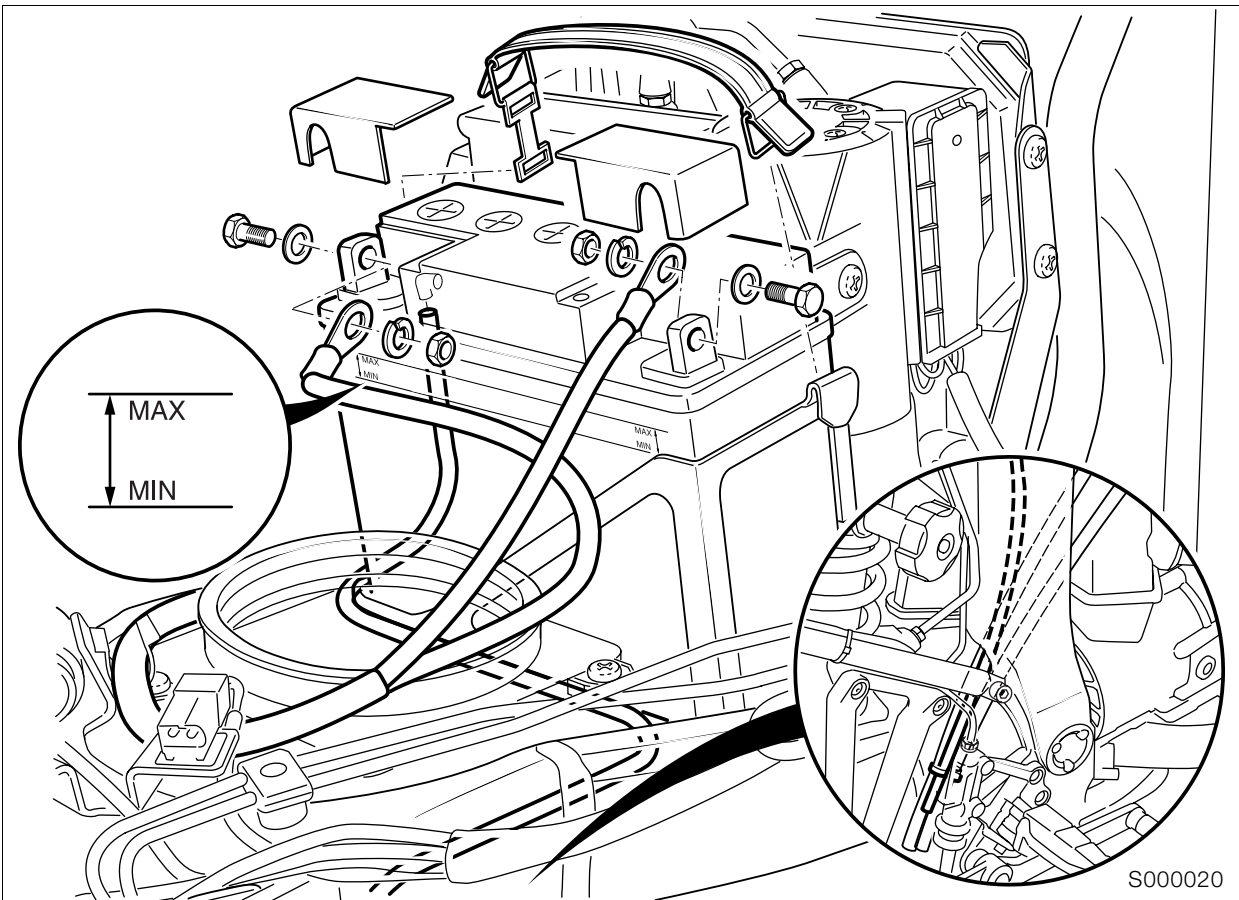
- Carefully tighten the securing screws by hand.

Inspecting motorcycle for damage

- Check for defects.
- Send an "Urgent notification" to
BMW AG, Sparte Motorrad, UX-VS-1
Fax No. +49 89 382 33220
- Rectify the defect.
- Use the electronic parts list to order parts, if needed.
- Costs are to be processed by the warranty claim system (stage 4). Defect codes:
 - Parts missing 10 01 00 00 00
 - Parts damaged 10 02 00 00 00
 - Incorrect parts delivered 10 03 00 00 00
- If the parts that are needed do not appear in the electronic parts list (e.g. parts for official-user motorcycles), send an order form to:
Fax No. +49 30-3396-2262

Checking that delivery is complete

- All optional extras
- Toolkit
- Documentation



Filling and charging the battery

Disengaging and raising the fuel tank

- Remove seat.
- Remove right and left side trim panels.



Caution:

Fuel is flammable and a hazard to health. Observe relevant safety regulations.

- Remove the fuel tank.
- Raise the rear of the fuel tank and prop it in this position on a wooden block or similar.

Filling and charging the battery



Warning:

Battery acid is severely caustic. Protect your eyes, face, hands and clothing and the paintwork.

- Disengage the rubber strap holding the battery.
- Disconnect the battery breather hose.
- Remove the battery.
- Add battery acid up to the MAX mark.
- Allow the battery to stand for at least an hour.
- Shake the battery slightly to allow the remaining air bubbles to escape.
- If necessary, top up again to the MAX mark with battery acid.
- Charge the battery and allow to stand for 24 hours.

Charge current (amps)

..... 10 % of rated battery capacity (Ah)

- If necessary, top up the acid level to the MAX mark with distilled water.
- Make a note of the charging date on the battery.

**Caution:**

Connect the positive battery terminal first, then the negative terminal.

- Apply acid-proof grease to the battery terminal posts.
- Install the battery.
- Secure the fuel tank in position.
- Install right and left side trim panels.
- Install dualseat.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.

**Note:**

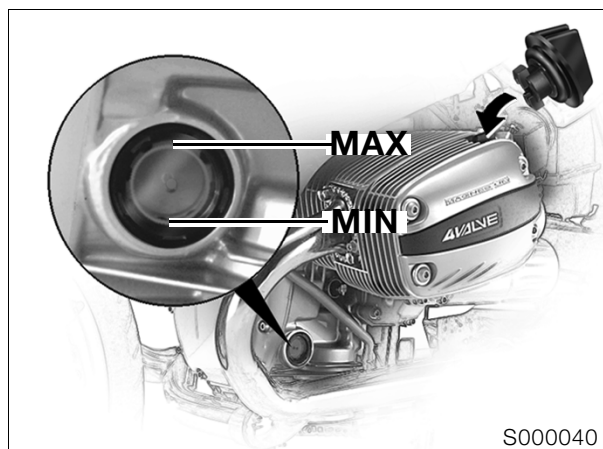
Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.

**Tightening torque:**

Fuel tank to rear frame 10 Nm

Checking engine oil level when cold, adding oil if necessary



- Check the oil level with the motorcycle upright: if necessary, use stand, **BMW No. 00 1 560**, to keep the motorcycle in the upright position.

**Caution:**

Never top up the engine-oil level past the MAX mark.

Required level:..... MAX

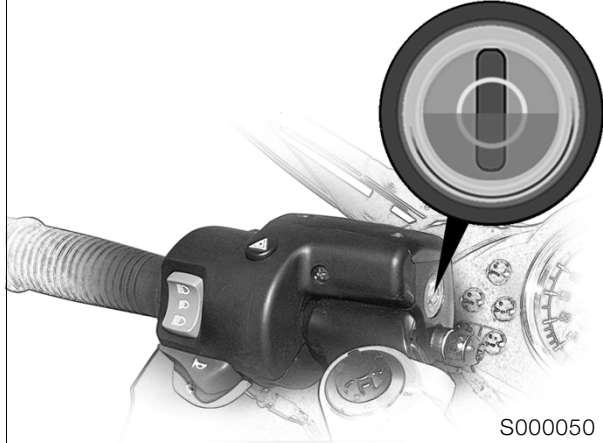
Checking clutch fluid level



Caution:

Keep the brake fluid in the clutch operating system away from painted surfaces on the motorcycle because brake fluid attacks paint.

- Motorcycle upright; if necessary, use stand, **BMW No. 00 1 560**, to hold the motorcycle upright.
- Turn the handlebar fully to the right.



- Check clutch fluid level.

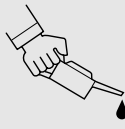
Required level with a new clutch liner:
Half way up sight glass

Checking brake fluid level



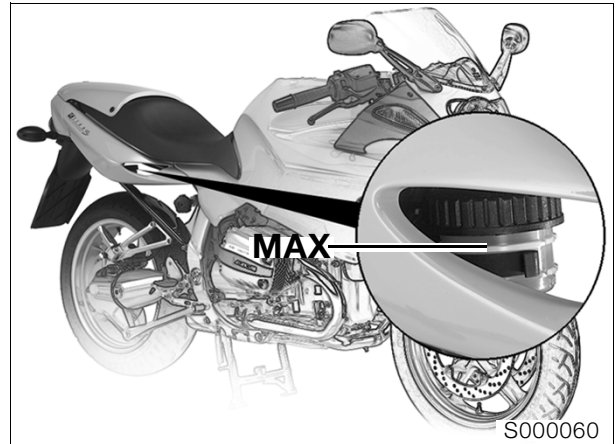
Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.



Rear brake

- Motorcycle upright; if necessary, use stand, **BMW No. 00 1 560**, to hold the motorcycle upright.

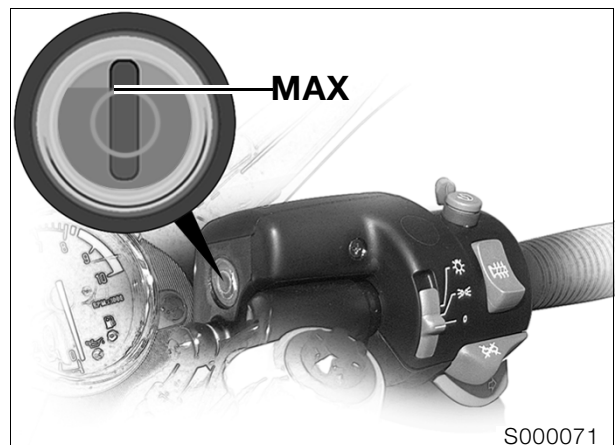


- Check the brake fluid level by looking through the opening in the right-hand side panel.

Required level:..... MAX

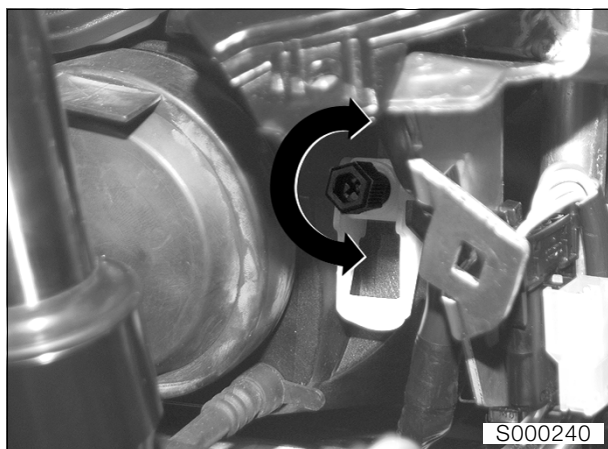
Front brake

- Motorcycle upright; if necessary, use stand, **BMW No. 00 1 560**, to hold the motorcycle upright.
- Handlebar centred.



Required level:..... MAX

Checking headlight beam angle, adjusting if necessary



- Motorcycle on level surface.
- Rider's weight on motorcycle (approx. 80 kg/ 176 lbs).
- Move swivel lever to horizontal position (basic setting).
- Turn the adjusting screw to correct the headlight beam throw.

Lateral adjustment:

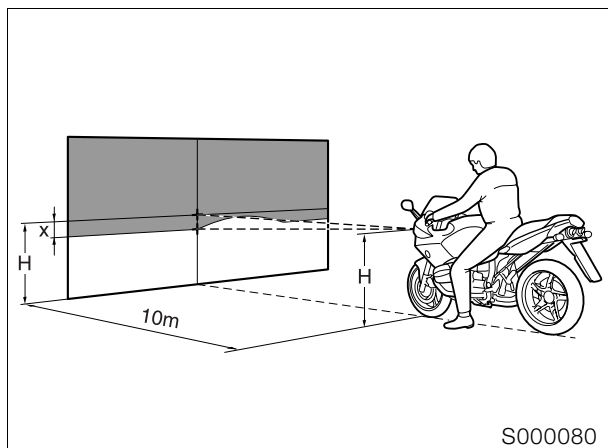
..... Adjusting screw on left of headlight

Vertical adjustment:

..... Adjusting screw on right of headlight

Turn screw anti-clockwise:..... longer throw

Turn screw clockwise: shorter throw



Setting for headlight beam angle adjuster

.... -12 cm (4.7 in) over a distance of 10 m (32.8 ft)

Checking tightness of rear wheel studs



Tightening torque:

Rear wheel studs 105 Nm

Checking tyre pressures

- Check/correct tyre pressures.

Tyre pressures:

Solo front 2.2 bar (31.3 psi)
 rear 2.5 bar (35.6 psi)

Two-up front 2.5 bar (35.6 psi)
 rear 2.7 bar (38.4 psi)

Two-up + luggage front 2.5 bar (35.6 psi)
 rear 2.9 bar (41.2 psi)

Final inspection and function check

- Clutch
- Check gear shift action.
- Handbrake and foot brake
- Check lights and signalling equipment:
 - Front and rear parking lights
 - Instrument lighting
 - Low and high headlight beams, headlight flasher
 - Brake light (operate front and rear brakes)
 - Turn signals left/right
 - Hazard warning flashers
 - Horn
 - Telltale and warning lights
 - Instruments
- Check function of optional extras:
 - ABS: perform starting test. When a speed of 5 km/h (app. 3 mile/h) is reached, both ABS warning lights must go out.
- If necessary, take the motorcycle for a test ride.
- Confirm pre-delivery check in Service and Technical booklet.
- See “Inspecting motorcycle for damage” if defects are detected.

Final cleaning

- Clean the motorcycle.



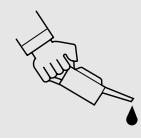
Note:

Do not use a steam or high-pressure water jet. The high steam or water pressure could damage seals, the hydraulic system or electrical components.

Handing over the motorcycle

This is the ideal opportunity to familiarise the customer with the motorcycle in order to ensure the customer's satisfaction and safety.

- The following points must be demonstrated and explained to the customer:
 - documentation and stowage space
 - toolkit and stowage space
 - suspension preload adjustment to suit total weight
 - checking brake fluid/clutch operating fluid
 - provision for adjusting handlebar lever positions
 - how to adjust the mirrors
 - controls
 - instruments and telltale lights
 - optional equipment and accessories fitted.
 - noise during the regular ABS self-diagnosis procedure
- The user must be given the following information:
 - running-in recommendations and inspection intervals
 - safety check
 - the clutch fluid level rises gradually as the motorcycle is ridden (clutch lining wear)
 - before checking the engine oil level, the engine must be switched off for at least 10 minutes and the motorcycle must be standing on a flat, level surface



Maintenance

Key to maintenance intervals

- BMW Inspection 1000 km/600 miles **I**
- BMW Service **II**
- BMW Inspection **III**
- BMW Annual Service **IV**



Reading out MoDiTeC fault memory

(Inspections I, II, III and IV)

- Remove seat.
- Connect the **BMW** MoDiTeC to the diagnosis connector.
- Read out the fault memory.
- Perform all requisite repair work.

Changing engine oil, replacing oil filter element

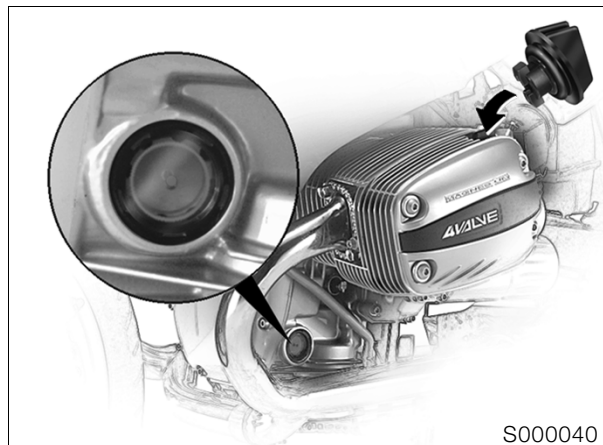
(Inspections I, II, III and IV)



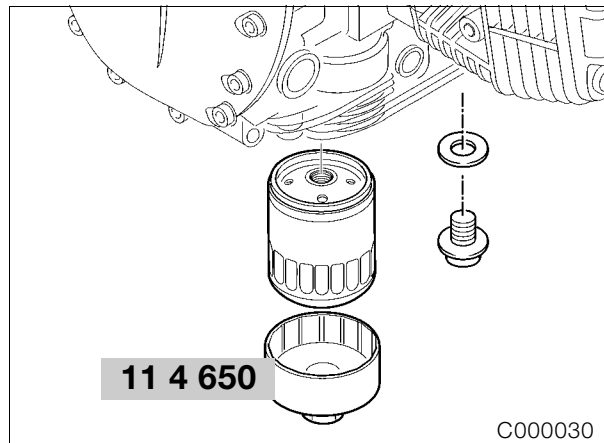
Note:

If the motorcycle is ridden only for short distances or outside temperatures are below 0°C (32°F): change the oil and replace the oil filter element every 3 months or no later than every 3 000 km (1 800 miles).

- Use the auxiliary stand, **BMW No. 00 1 560**, if necessary.
- Change the oil at operating temperature.



- Remove screw plug.



- Remove oil drain plug and drain off oil.
- Fit new seal and screw in drain plug.
- Use oil filter wrench, **BMW No. 11 4 650**, to remove the oil filter.
- Coat sealing ring on new oil filter element with oil and install filter.
- Refill with oil to correct level.
- Insert and tighten the screw plug.



Caution:

Never top up the engine oil level past the MAX mark.



Tightening torque:

Oil filter..... 11 Nm
Oil drain plug..... 32 Nm

Engine oil quantities:

With oil filter

change.....3.75 l (6.6 Imp. pints/3.96 US quarts)

Without oil filter

change.....3.50 l (6.2 Imp. pints/3.69 US quarts)

Difference between MIN and MAX

marks..... 0.50 l (0.88 Imp. pint/0.52 US quart)

Engine oil grade:

Brand-name HD oil for spark-ignition engines, API classifications SF, SG, SH; combination with CD or CE specification.

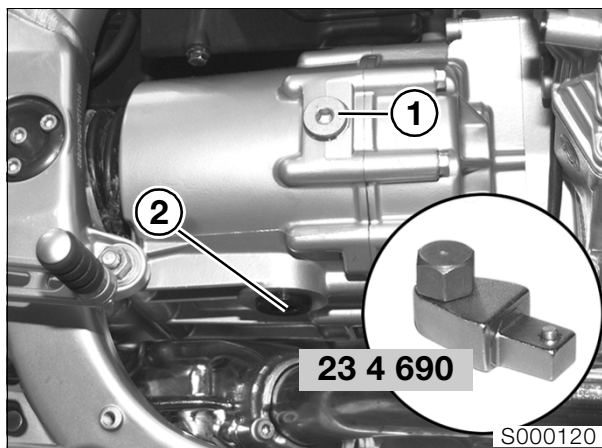
Brand-name HD oil of CCMC classification G4, G5; amendment PD2 is permissible.

Changing oil in gearbox

(Inspections III and IV)

or every 2 years at the latest

- Change the gearbox oil at operating temperature.



- Remove oil filler plug (1).
- Use socket-head key, **BMW No. 23 4 690 and torque wrench**, to remove oil drain plug (2) and drain the oil into a suitable container.
- Clean the magnet in the oil drain plug.
- Fit new seal and reinstall drain plug.
- Refill with gearbox oil to correct level.
- Insert oil filler plug with new seal.



Tightening torque:

Oil drain plug..... 55 Nm

Oil filler plug 23 Nm

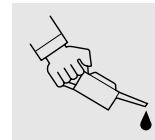
Quantity:

Initial filling/oil changes

.....approx. 0.8 l (1.40 Imp. pint, 0.84 US quart)

Oil grade for gearbox:

Brand-name hypoid gear oil, SAE 90, API class GL 5



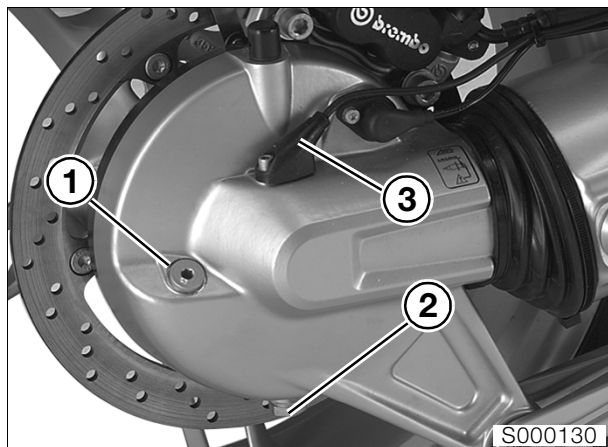
Changing oil in rear wheel drive; cleaning inductive signal transmitter at rear wheel

(Inspections I, III and IV)

Every 40 000 km (24 000 miles) or every 2 years
at the latest



- Change the oil with the rear wheel drive at operating temperature.



- Remove oil filler plug (1).
- Remove oil drain plug (2) and allow the oil to drain out.
- Fit new seal and reinstall drain plug.
- Refill with gearbox oil to correct level.
- Insert oil filler plug with new seal.
- Remove securing screw, pull out inductive signal transmitter (3) and clean it.



Tightening torque:

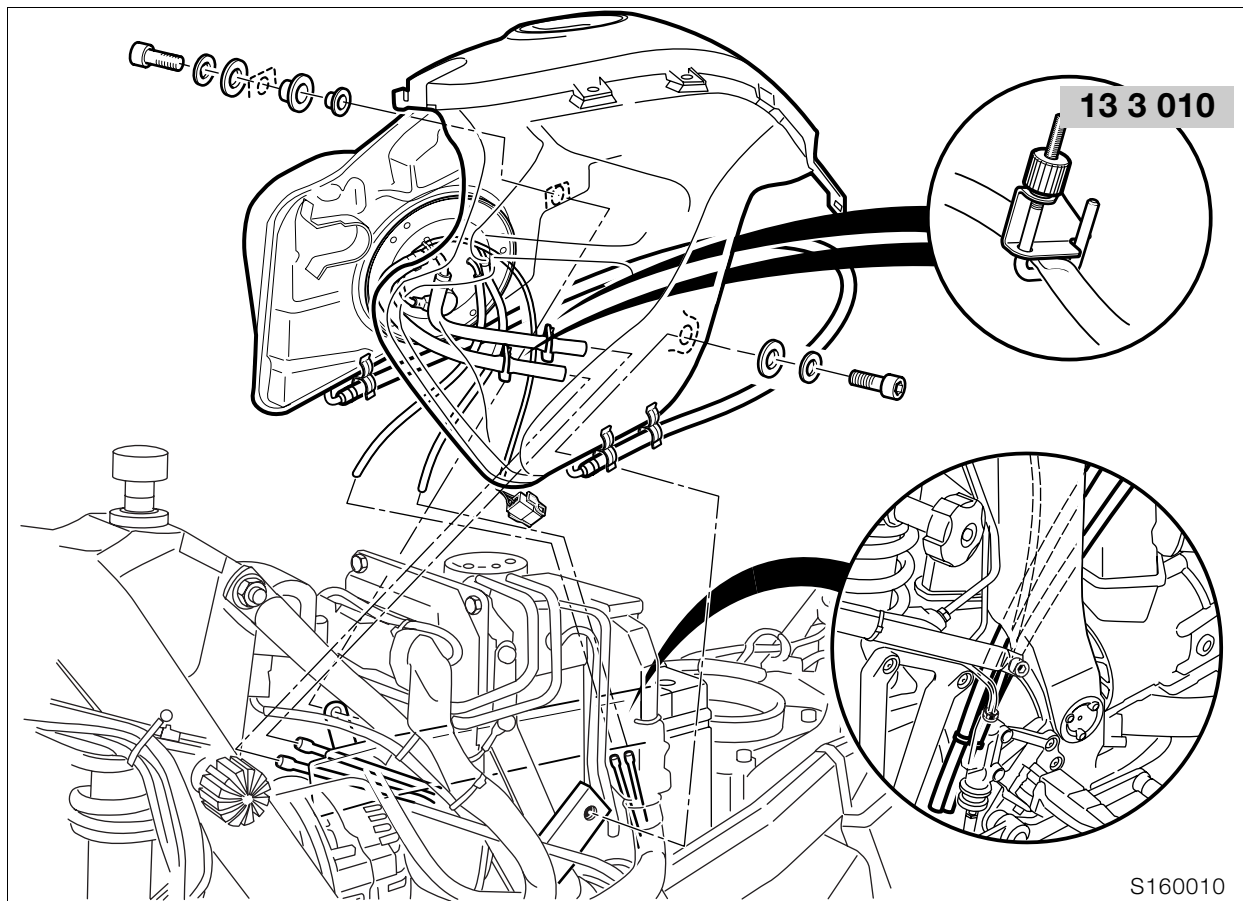
Oil drain plug 23 Nm
Oil filler plug 23 Nm

Quantity:

To bottom edge of the filler opening
.....approx. 0.25 l (0.44 Imp. pint/0.26 US quart)

Oil grade for rear wheel drive:

Brand-name hypoid gear oil, SAE 90, API class GL 5



S160010

Replacing fuel filter

(Inspection III)

In normal operating conditions every 40 000 km (24 000 miles); if fuel quality is poor every 20 000 km (12 000 miles)

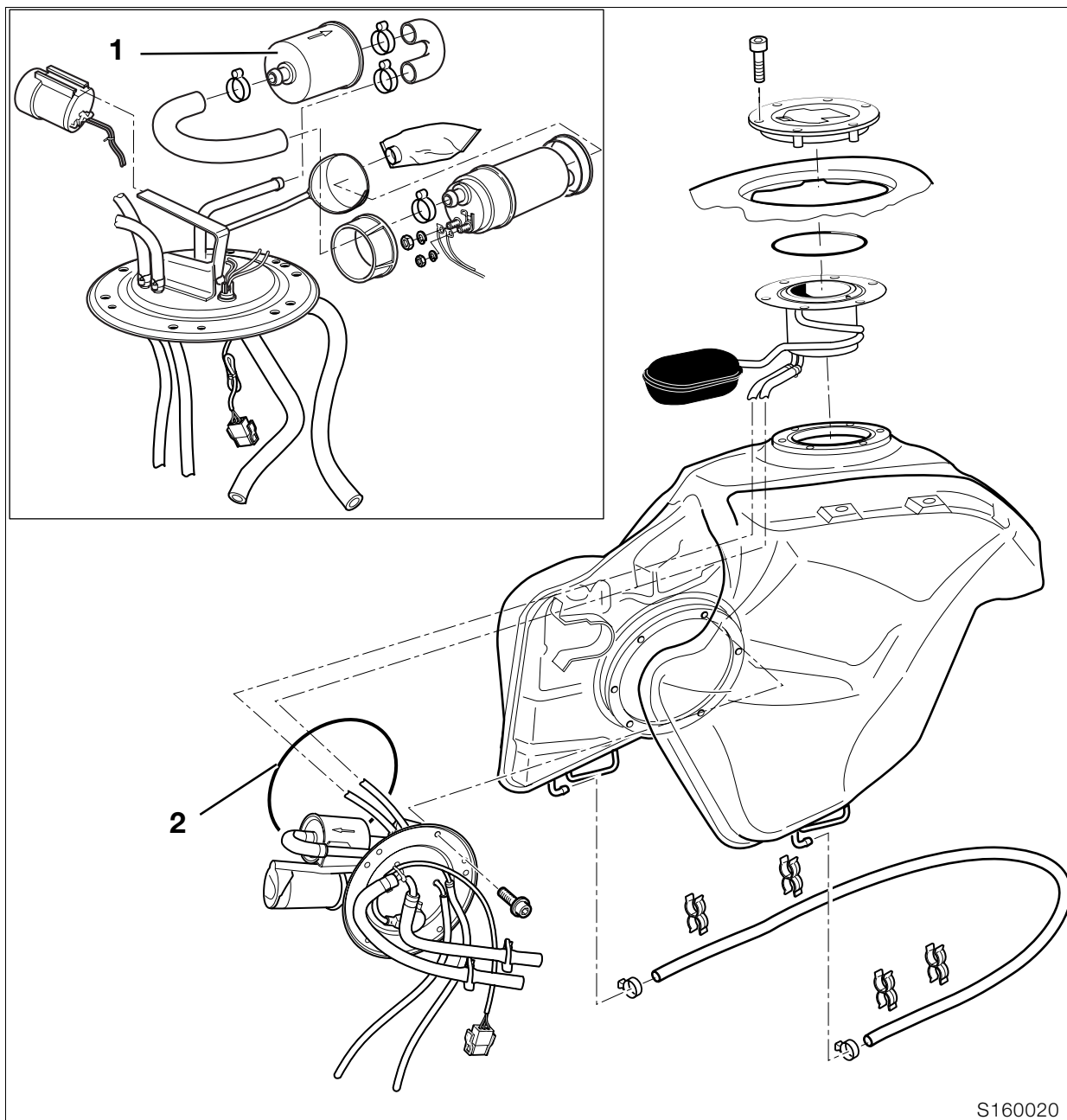
- Remove seat.
- Remove left fairing side section, followed by right fairing side section.
- Disconnect air intake pipe from air filter box and remove.



Caution:

Fuel is flammable and a hazard to health. Observe relevant safety regulations.

- Disengage the fuel tank.
- Seal the fuel feed and return lines with hose clips, **BMW No. 13 3 010**, and disconnect.
- Pull the plug connector off the fuel pump unit.
- Remove the fuel tank.



- Drain fuel tank.
- Remove fuel pump unit.
- Disconnect hoses from fuel filter (1).
- Fit new fuel filter.

⚠ Caution:
Note correct direction of flow through fuel filter.

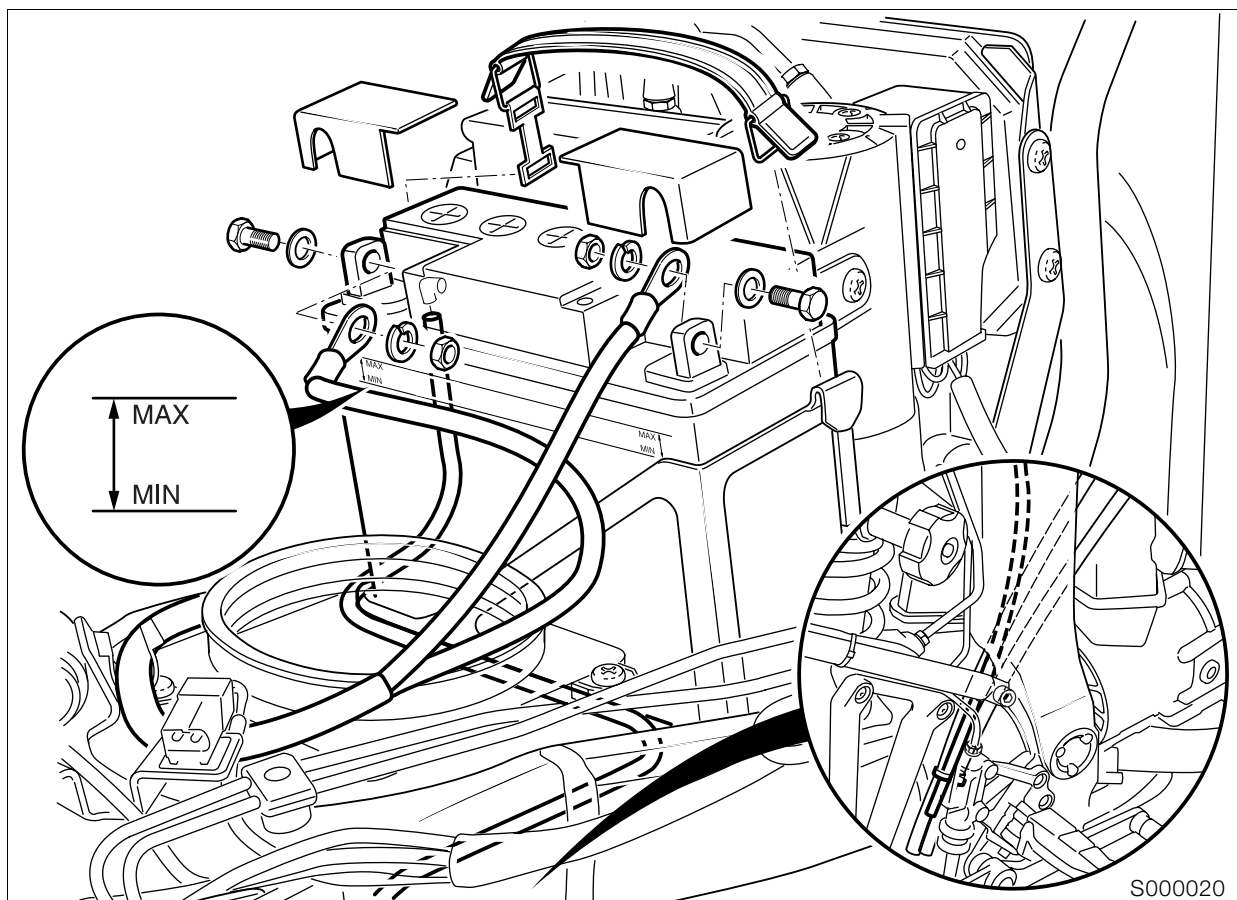
- Secure non-reusable hose clips with pliers, **BMW No. 13 1 500**.

⚠ Caution:
Make sure that O-ring (2) is in perfect condition.

🔧 Tightening torque:
Fuel pump unit 5 Nm

⚠ Caution:
After installing, check fuel pump unit for leaks.

📋 Note:
Make sure that breather lines are correctly routed.



S000020

Checking battery fluid level and topping up if necessary; cleaning and greasing the battery posts

(Inspections III and IV)

- If necessary, disengage fuel tank and lift at rear.
- Release the rubber strap holding the battery.
- Check the battery fluid level.
- Top up the acid level to the MAX mark with distilled water.
- Grease the battery posts.

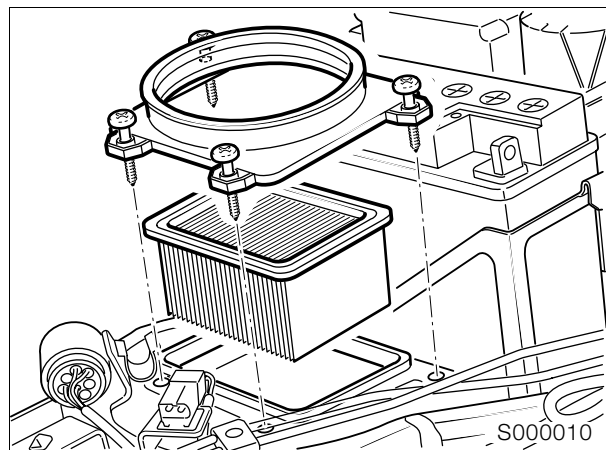
Acid-proof battery-post grease:

.....e.g. Bosch Ft 40 V1

Replacing intake air filter element

(Inspection III)

In very dirty and dusty operating conditions, replace every 10 000 km (6 000 miles) or even more frequently if necessary



S000010

- Remove top of air-filter housing.
- Replace air filter element.
- Install the fuel tank.
- Make sure that breather lines are correctly routed.
- Install right and left side trim panels.



Tightening torque:

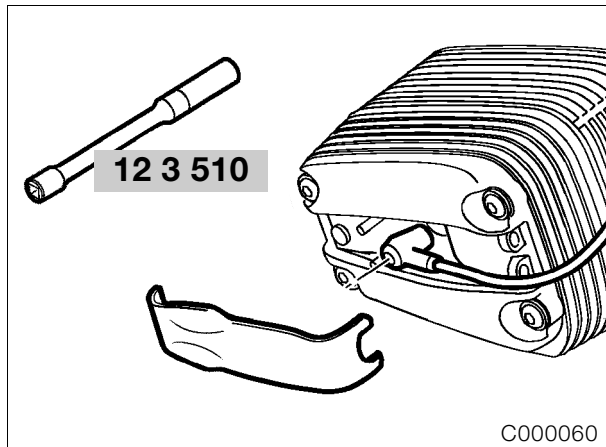
Fuel tank to rear frame 10 Nm

Replacing Poly-V belt

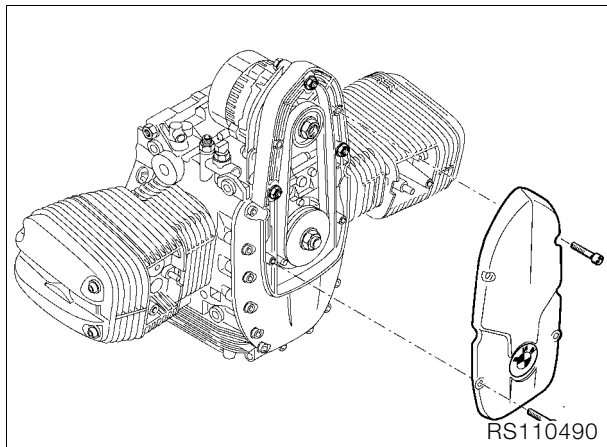
(every 60 000 km/36 000 miles)

(Inspection III)

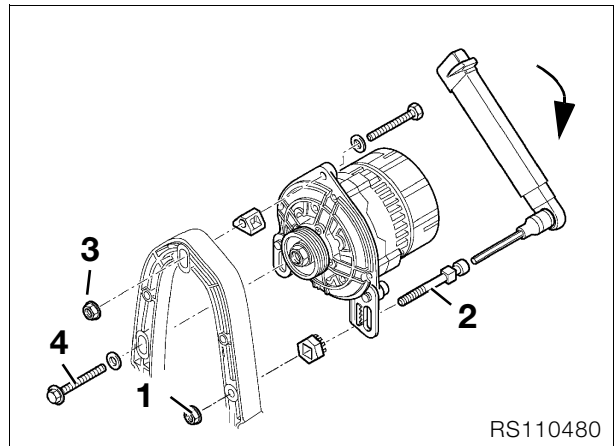
- If necessary, disengage fuel tank and pull to the rear.



- Remove cover to expose spark plug caps.
- Pull off spark plug caps with special puller, **BMW No. 12 3 520**.
- Use spark plug wrench, **BMW No. 12 3 510**, to remove the spark plugs.



- Remove front cover.



- Slacken alternator mounting screws and nuts (1,3,4) and install a new Poly-V belt if necessary.

Poly-V belt adjusting procedure:

Poly-V belt installation procedure:

- Place the Poly-V belt in position, tension it and turn the engine over once, then release belt tension.

Poly-V belt tensioning procedure:

1. Hand-tighten hex nut (1) on adjusting screw (2) (**do no use tools**).
2. Tighten adjusting screw (2) with a torque wrench and keep preload applied.
3. Tighten upper retaining nut (3), then remove torque wrench from adjusting screw.
4. Tighten all screws and nuts.

Tightening torque:

Poly-V belt preload..... 8 Nm
Alternator to alternator support cover..... 20 Nm

Checking brake system for correct operation and freedom from leaks; repairing/replacing if necessary (Inspection III)

- Checking brake system for leaks.

Checking brake fluid level

(Inspections I, II and III)

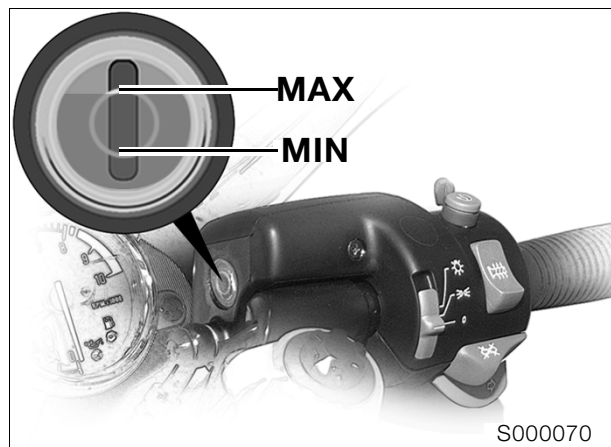


Note:

The brake fluid volume (between MIN and MAX) is sufficient for the complete range of pad wear from new to the wear limit. It is not normally necessary to top up the fluid to accommodate pad wear. If the level drops below the minimum mark, this indicates some other fault.

Front brake

- Motorcycle upright; if necessary, use stand, **BMW No. 00 1 560**, to hold the motorcycle upright.



- Handlebar centred.

Required level

Brake pads new MAX

- Turn the handlebar fully to the left.

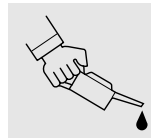
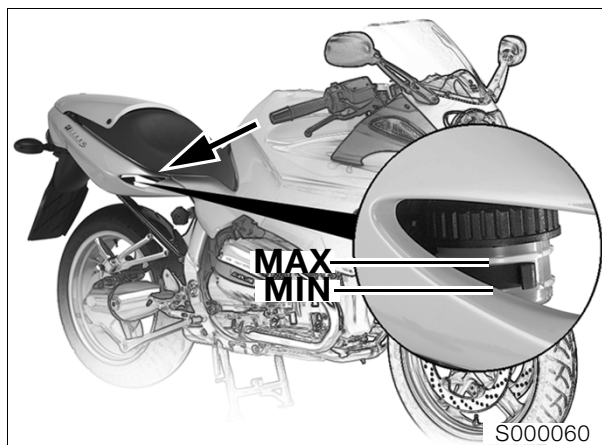
Required level

Brake pads worn: not less than MIN

Brake fluid gradeDOT 4

Rear brake

- Motorcycle upright; if necessary, use stand, **BMW No. 00 1 560**, to hold the motorcycle upright.



Required level

Brake pads new: MAX

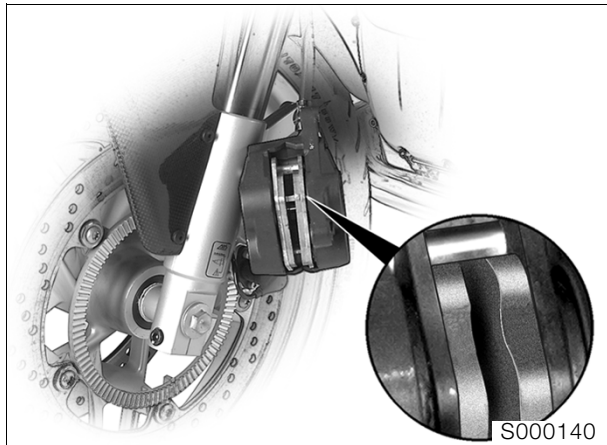
Brake pads worn: not less than MIN

Brake fluid gradeDOT 4

Checking brake pads and discs for wear/replacing

(Inspections II and III)

Checking front brake pad wear



- Check/measure thickness of brake pads.

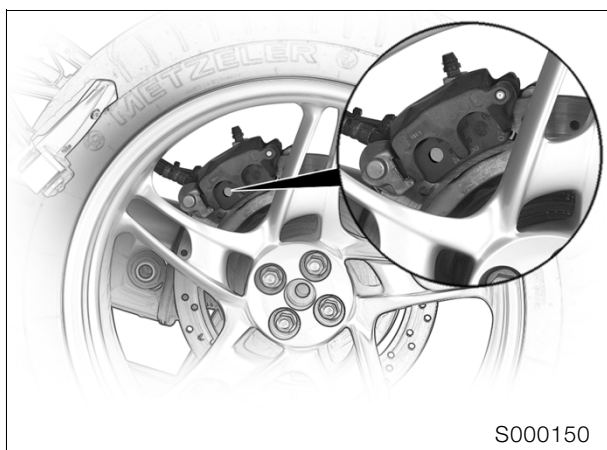


Caution:

Never permit brake pads to wear past the minimum permissible thickness.
Always replace the brake pads as a complete set.

Minimum pad thickness: 1.0 mm (0.04 in)

Checking rear brake pad wear



- Make sure that the brake disc is not visible through the bore (arrow) in the inner brake pad.
- If necessary, check/measure thickness of brake pads.

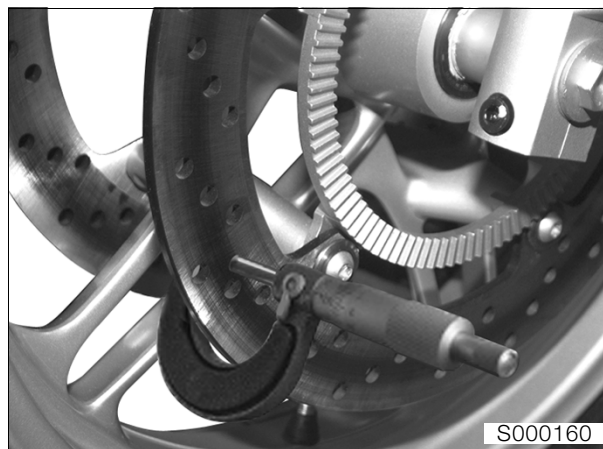


Caution:

Never permit brake pads to wear past the minimum permissible thickness.
Always replace the brake pads as a complete set.

Minimum pad thickness: 1.5 mm (0.06 in)

Checking brake disc wear



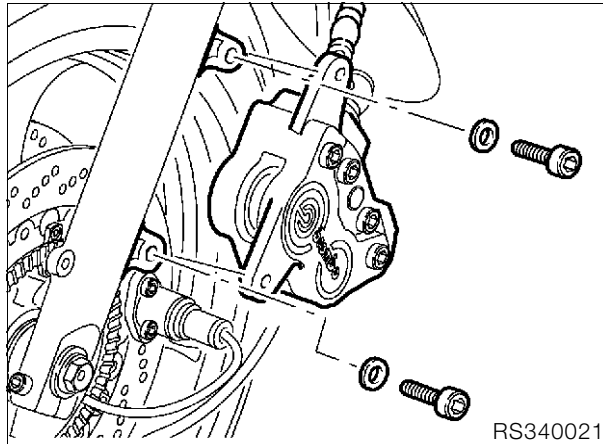
- Examine the brake discs carefully for cracks, damage, distortion, wear and score-marks.

Brake disc wear limit:

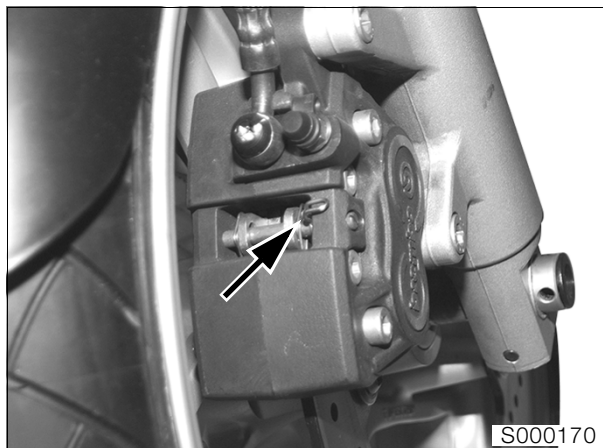
front:..... 4.0 mm (0.16 in)

rear:..... 4.5 mm (0.18 in)


Replacing brake pads, front brake



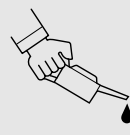
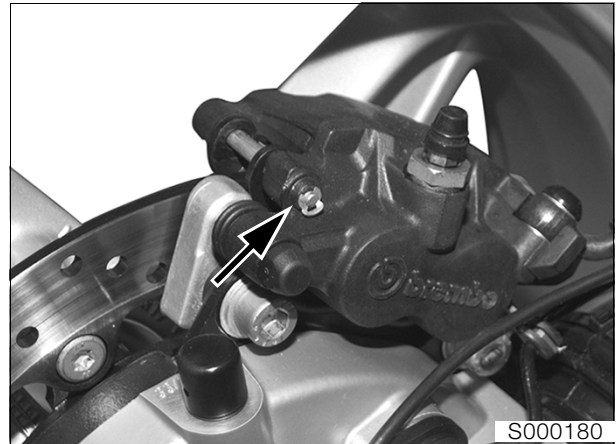
- Remove brake caliper.




- Remove keeper (arrow) from retaining pin.
- Drive out retaining pin.
- Remove brake pads.
- Installation is the reverse of the removal procedure.
- Before installing the brake caliper, force the pistons fully back with resetting tool,
BMW No. 34 1 500.

 **Tightening torque:**
Brake caliper to fork slider tube..... 40 Nm

Replacing brake pads, rear brake



- Remove brake caliper.
- Remove keeper (arrow) from retaining pin.
- Drive the retaining pin out towards the wheel side.
- Remove brake pads.
- Installation is the reverse of the removal procedure.
- Before installing the brake caliper, force the pistons fully back.

 **Tightening torque:**
Brake caliper to rear wheel drive 40 Nm

Changing brake fluid and bleeding brake system

Change the brake fluid annually
(Inspection IV)

Bleeding front brake circuit/changing brake fluid



Note:

This description applies to brake filling and bleeding devices with vacuum extraction of the brake fluid at the brake caliper.
If other devices are used, comply with their manufacturers' instructions.

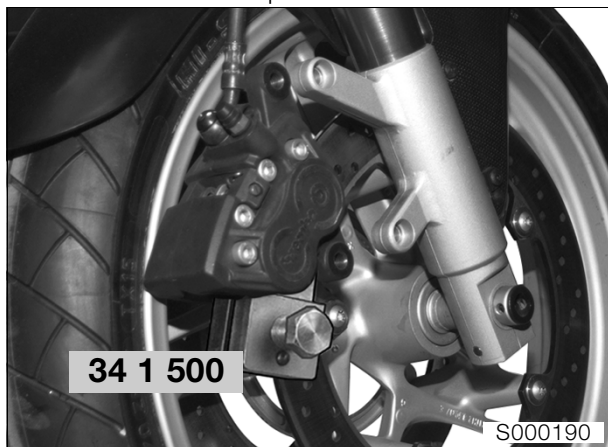
- Remove brake calipers.



Caution:

Keep the brake caliper parallel to the brake disc when removing and installing.
There is a risk of damage to the brake pads.

- Remove the brake pads.

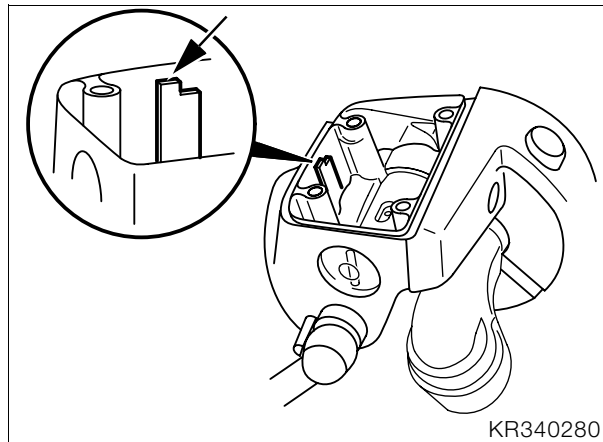


- Use resetting tool, **BMW No. 34 1 500**, to force the pistons of the right-hand brake caliper fully back.
- Turn the handlebars to the left.
- Release the right handlebar switch.
- Loosen the clamp screw for the handbrake fitting and turn the fitting until the brake fluid reservoir is horizontal.
- Tighten the clamping screw.
- Remove reservoir cover with rubber diaphragm.



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.



- Top up the brake fluid level to the MAX mark (arrow).

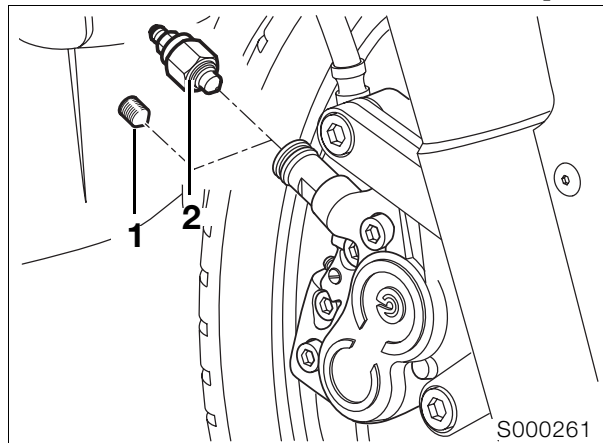


Caution:

When adding brake fluid, do not allow it to enter the holes for the reservoir cover screws.

- **[ABS]** Begin by bleeding the pressure modulator.

➡ See **Additional information for [ABS]**



- Wrap a cloth around the filler adapter in the right brake caliper.
- Remove socket-head grub screw (1) from the filler adapter in the right brake caliper.
- Connect the brake bleeding device to bleed screw (2).
- Fully tighten the bleed screw in the filler adapter (valve in filler adapter closed).
- Open the bleed screw by half a turn (valve open).
- Draw off brake fluid until it emerges clear and free from air bubbles.



Caution:

While bleeding the brakes, do not allow the brake fluid level to drop below the "MIN" mark, or else air will be drawn into the brake system.
Bleed the system again if this happens.

- Remove the bleed screw.
- Disconnect the brake bleeding device from the bleed screw.

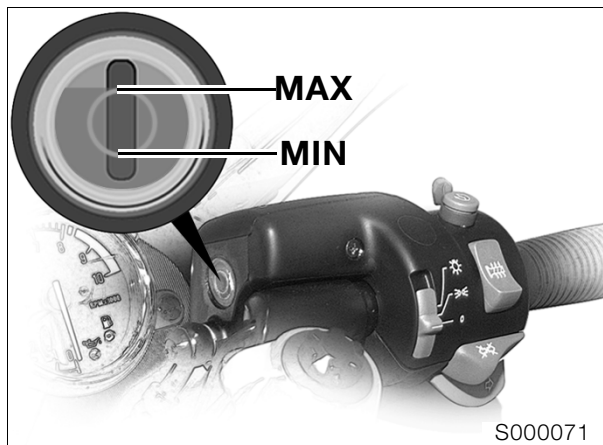
- Install socket-head grub screw (1) in the filler adapter and tighten.



Caution:

The motorcycle is not permitted on the road without the grub screw in place and secure in the filler adapter.

- Connect the brake bleeding device to the bleed screw of the left-hand brake caliper.
- Open the bleed screw a half turn.
- Draw off brake fluid until it emerges clear and free from air bubbles.
- Close the bleed screw.
- Assembly is the reverse of the disassembly procedure.
- Top up the brake fluid until the level reaches the "MAX" mark.
- Wipe the rim of the reservoir, the rubber gaiter and the cover to remove brake fluid, and carefully re-install the components.
- Align the handbrake fitting with the mark on the handlebar.
- Recheck the brake-fluid level.
- Motorcycle upright; if necessary, use stand, **BMW No. 00 1 560**, to hold the motorcycle upright.



- Handlebar centred.

Required level

Brake pads new MAX

- Turn the handlebar fully to the left.

Required level

Brake pads worn: not less than MIN

- Check the function of the brake system.

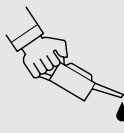
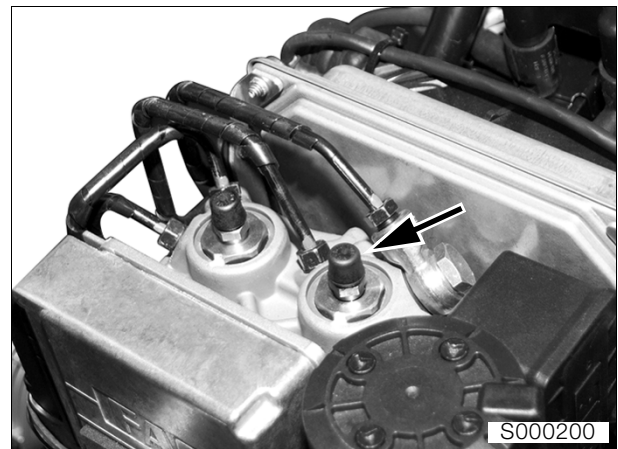
Brake fluid gradeDOT 4



Tightening torque:

Brake caliper to fork tube 40 Nm
Grub screw in filler adapter 10 Nm
Bleed screw in front brake caliper 14 Nm

Additional information for [ABS]



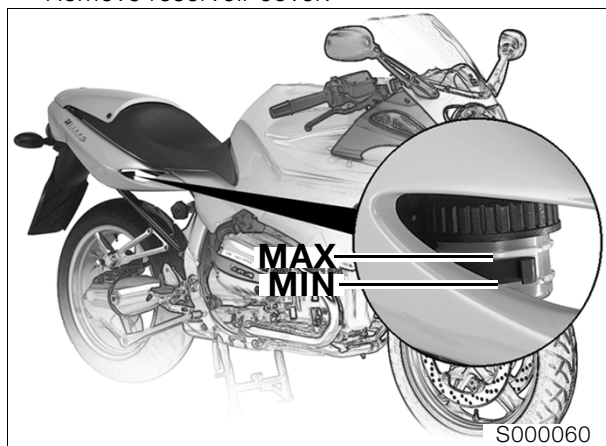
- Before bleeding the brake caliper, connect the brake bleeding device to the bleed screw on the pressure modulator for the front brake (arrow) marked **VR** (mark for rear brake is **HR**).
- Open the bleed screw by half a turn.
- Draw off brake fluid until it emerges clear and free from air bubbles.
- Close the bleed screw.

Tightening torque:

Bleed screw in pressure modulator 9 Nm

Bleeding rear brake circuit/changing brake fluid

- **[ABS]** Begin by bleeding the pressure modulator.
- ➔ See **Additional information for [ABS]**
- Use the auxiliary stand, **BMW No. 00 1 560**.
- Remove reservoir cover.



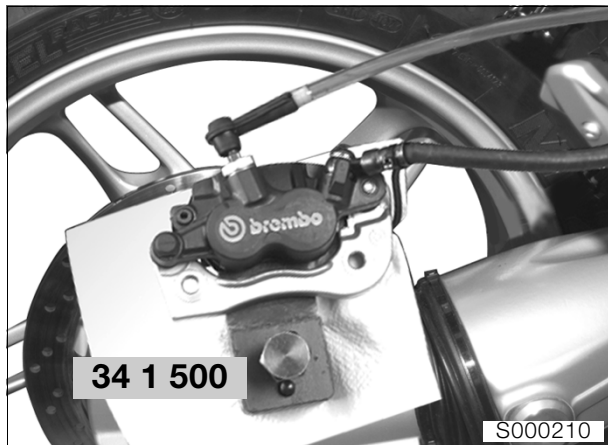
- Top up the brake fluid level to the “MAX” mark.



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Remove the brake caliper.
- Remove the inner brake pad.
- Move the brake caliper to a horizontal position.



- Force the pistons fully back with resetting tool, **BMW No. 34 1 500**.
- Connect the brake bleeding device and open the bleed screw.
- Draw off brake fluid until it emerges clear and free from air bubbles.



Caution:

While bleeding the brakes, do not allow the brake fluid level to drop below the “MIN” mark, or else air will be drawn into the brake system. Bleed the system again if this happens.

- Close the bleed screw.
- Top up the brake fluid level to the “MAX” mark.

- Assembly is the reverse of the disassembly procedure.
- Check the function of the brake system.

Brake fluid gradeDOT 4



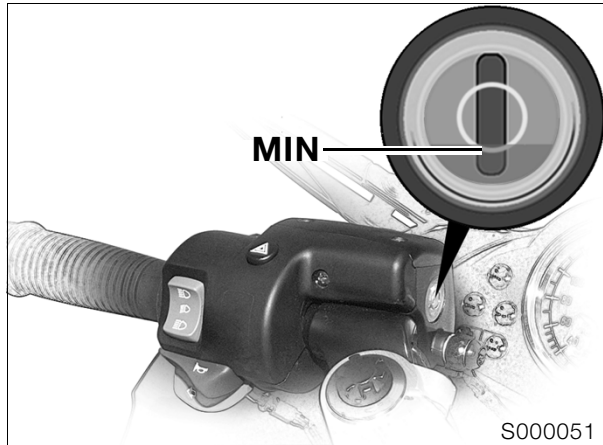
Tightening torque:

Bleed screw in rear brake caliper 6 Nm
Brake caliper to rear wheel drive 40 Nm

Checking clutch fluid level

(Inspections I, II and III)

- Place the motorcycle on the auxiliary stand, **BMW No. 00 1 560**.
- Turn the handlebars to the right.



Fluid level:

not below MIN

Required level with a

new clutch liner: Half way up sight glass



Note:

As the clutch lining wears, the fluid level in the reservoir rises.

- If necessary, remove reservoir cover with insert.
- Correct the fluid level. Mark in reservoir: same as brake circuit.



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Reinstall the reservoir cover with insert.
- Tighten the reservoir cover without using force.

Brake fluid grade DOT 4

Changing the clutch fluid

(Inspections III and IV)

Every 40 000 km (24 000 miles) or every 2 years at the latest



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

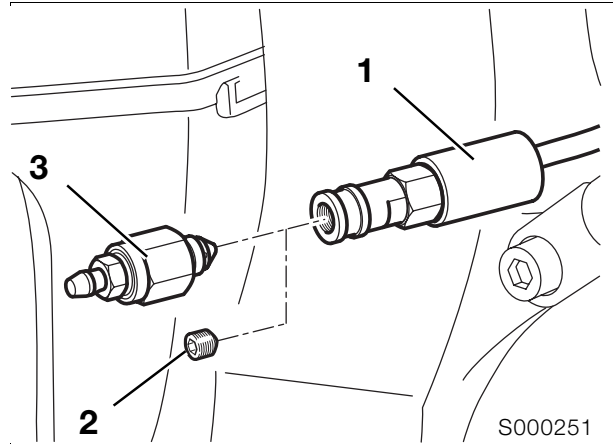


Note:

The description applies to a brake system filling and bleeding device with vacuum extraction of brake fluid at the bleed line.

If other devices are used, comply with their manufacturers' instructions.

- Place the motorcycle on the auxiliary stand, **BMW No. 00 1 560**, and turn the handlebars fully to the right.
- Remove reservoir cover with rubber diaphragm.
- Top up the brake fluid.



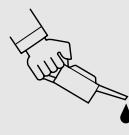
- Pull back protective hose (1).
- Wrap a cloth around the filler adapter.
- Remove socket-head grub screw (2) from the filler adapter.
- Connect the brake bleeding device to bleed screw (3).
- Fully tighten the bleed screw in the filler adapter (valve in filler adapter closed).
- Open the bleed screw by half a turn (valve open).
- Draw off brake fluid until it emerges clear and free from air bubbles.



Caution:

While bleeding the system, do not allow the brake fluid level to drop below the bottom edge of the ring mark, as otherwise air will be drawn into the clutch system. Bleed the system again if this happens.

- Remove the bleed screw.
- Disconnect the brake bleeding device from the bleed screw.
- Install socket-head grub screw (2) in the filler adapter and tighten.



**Caution:**

The motorcycle is not permitted on the road without the grub screw in place and secure in the filler adapter.

- Correct the fluid level.
- Place the reservoir cover with rubber diaphragm in position.
- Tighten the reservoir cover without using force.

**Tightening torque:**

Grub screw in filler adapter 10 Nm

Consumables

Brake fluid DOT 4

Checking tightness of rear wheel studs

(Inspection I)

- Check security of the rear wheel studs with a torque wrench.

**Tightening torque:**

Rear wheel studs 105 Nm

Checking rear wheel bearing play by tilting wheel

(Inspection III)

- Tilt the rear wheel to and fro across its axle.
- If play is detected, fit new shims to rear wheel drive or replace bearings.

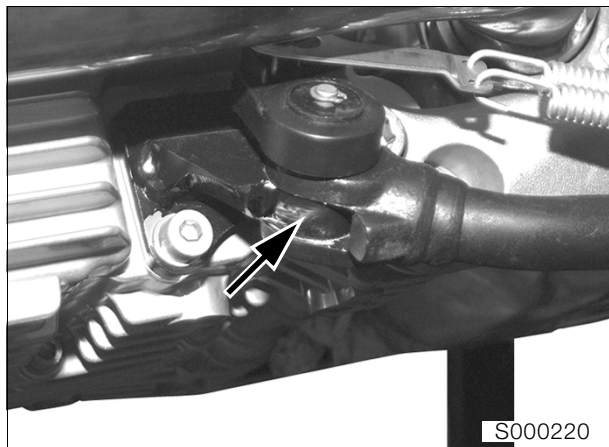
Checking swinging arm bearings, adjusting if necessary

(Inspections I and III)

- Grip rear tyre and try to move it sideways, bracing against the frame.

Greasing the side stand pivot

(Inspections I, II and III)



- Check free movement of side stand and grease if necessary.
- Grease pivot point (arrow).

Lubricant:

For side stand pivot..... Shell Retinax EP2

Checking function of side stand switch

(Inspections I, II, III and IV)

- Place the motorcycle on the auxiliary stand, **BMW No. 00 1 560**.
- Select a gear and switch on the ignition.
- Slowly extend the side stand and watch the neutral indicator light.

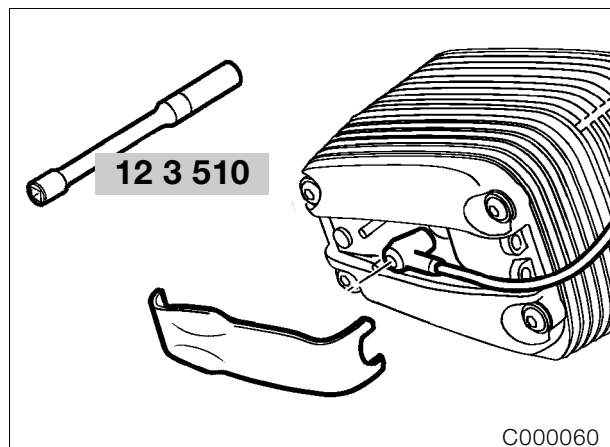


Note:

As the stand is extended, the neutral indicator light must come on briefly.

Checking/replacing spark plugs

(Inspection II) check/(Inspection III) replace



- Remove spark plugs with the spark plug wrench, **BMW No. 12 3 510**.



Caution:

Do not bend electrodes – risk of breakage!

Electrode gap: 0.8 mm (0.031 in)

Gap wear limit:..... 1.0 mm (0.039 in)

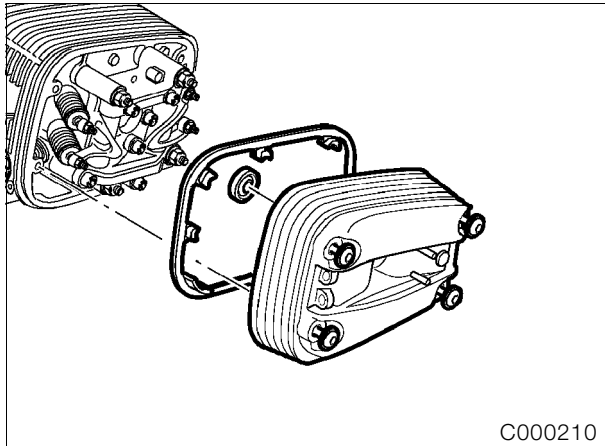


Tightening torque:

Spark plug 20 Nm

Tightening cylinder heads

(Inspection I)

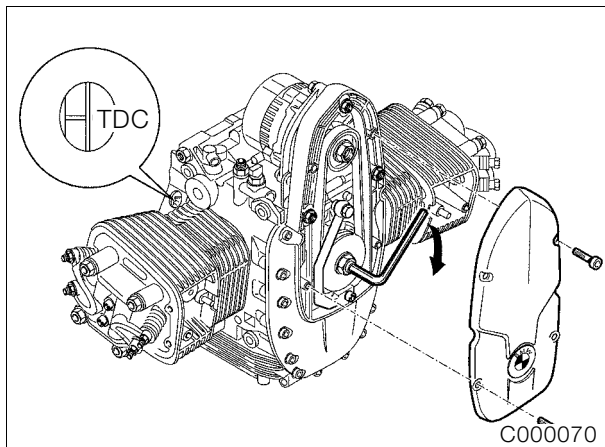


C000210

- Remove cylinder head cover.



Caution:
Catch escaping oil.



C000070

- Select a gear and turn the rear wheel, or set the piston to TDC on the ignition stroke by turning the belt pulley.

Top dead centre on ignition stroke:

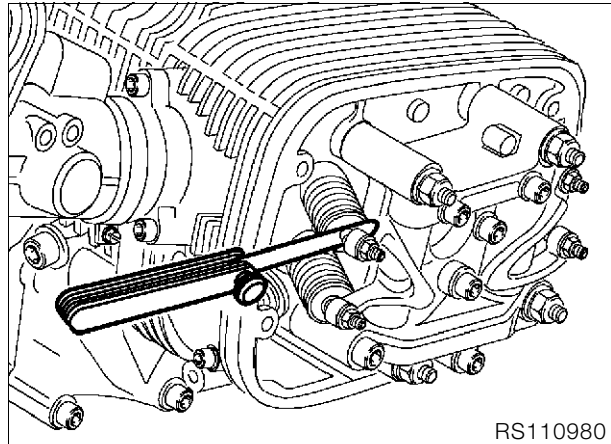
- The TDC mark is visible and the inlet and exhaust valves in the cylinder concerned are closed.
- Tighten cylinder head nuts.

Tightening procedure after 1 000 km (600 miles)

- Tighten the cylinder head nuts one after the other in diagonally opposite sequence
 - Slacken off one nut at a time
 - Tighten nut to initial torque 20 Nm
 - Tighten nut to specified wrench angle 180°
- Release/retighten M10 screw 40 Nm

Checking/adjusting valve clearances

(Inspections I, II and III)



RS110980

- Check valve clearance with feeler gauge and, if necessary, correct with adjusting screw.

Adjust valve clearances with the engine cold (max. 35 °C/95 °F):

Inlet.....	0.15 mm (0.006 in)
Exhaust.....	0.30 mm (0.012 in)



Tightening torque:

Locknut.....	8 Nm
--------------	------

- Recheck valve clearances after adjusting. Feeler gauge must pull through between valve stem and adjusting screw with slight resistance.
- Assemble in the reverse of the disassembly procedure.



Caution:

Make sure that gasket is correctly seated. Gaskets and sealing faces must be free from oil or grease.



Tightening torque:

Cylinder head cover	9 Nm
---------------------------	------

Checking throttle cable for ease of movement, abrasion and kinks; replacing if necessary Checking throttle-cable play Checking/adjusting idle speed and throttle-valve synchronisation

(Inspections I, II, III and IV)

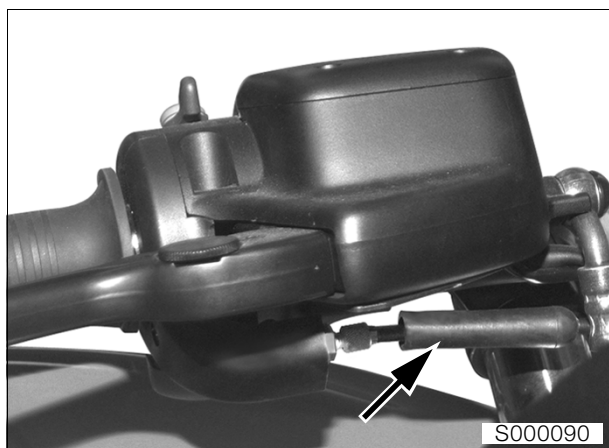
- Test-drive the motorcycle until the engine is warm, or allow the engine to idle for approximately 10 minutes.



Caution:

Do not allow the engine to idle for longer than 20 minutes.

Oil temperature:.....at least 90 °C (194 °F)

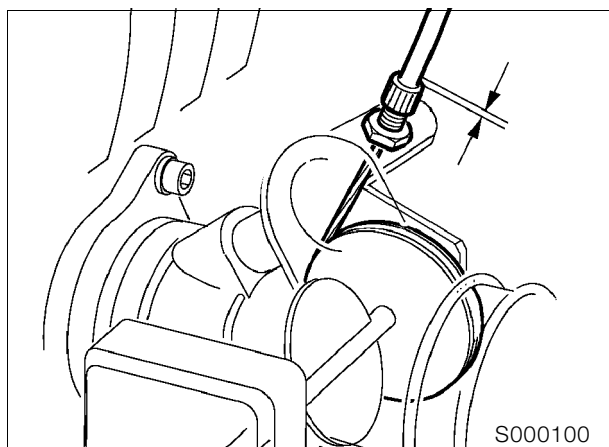


- Push back rubber cap (arrow) on throttle and choke cables.
- Use the adjusting screws to adjust play of throttle and choke cables.

Play of choke cable: approx. 1 mm (0.04 in)

Play of throttle cable: approx. 1 mm (0.04 in)

- Remove right and left fairing panels.



- Turn the adjusting screws to adjust the play of the cables for the left and right throttle valves.

Play of throttle cable:approx. 2 mm (0.08 in)

- Connect hose of **BMW** Synchro to vacuum adapter and connect cables to **BMW** MoDiTeC.
- Adjust idle speed by turning the air bypass screws while checking that the carburettors are balanced.

Idle speed: 1100 ±50 min-1

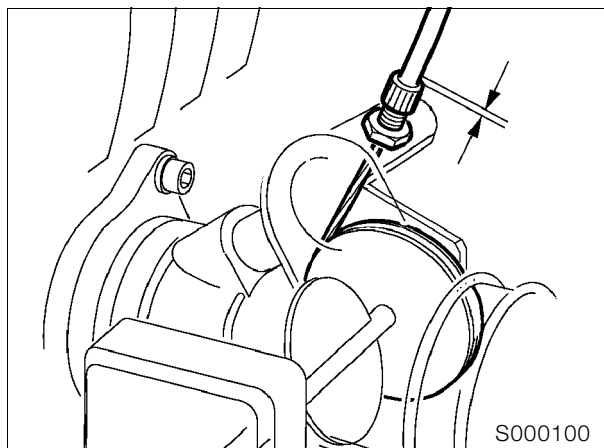


Note:

Make sure that both throttle valves are closed.

Caution:

Do not tamper with the sealed stop screws of the throttle valves, as otherwise the idle-speed volume flow will have to be reset by the manufacturer.



- Carefully turn the adjusting screw of the left throttle valve and reduce play until the reading of the Synchro tester changes.
- Turn the adjusting screw very slightly in the opposite direction until the reading returns to its original value.
- Tighten the locknut to secure.



Note:

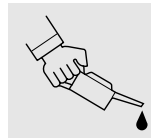
Make sure that the reading does not change when you tighten the locknut.

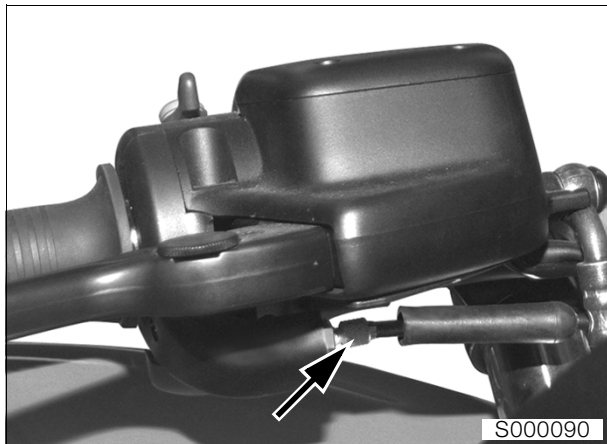
- Adjust the right throttle valve in the same way.



Note:

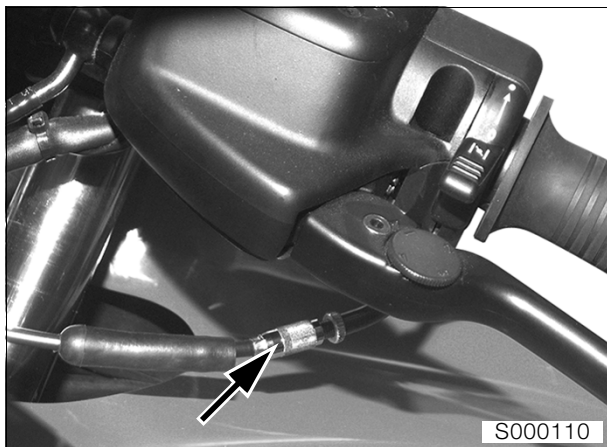
Zero play can cause the throttle valves to rattle.





- Use the adjusting screws (arrow) to adjust play of the throttle cables.
- Push the rubber cap into position over the adjusting screw.

Play of throttle cable: approx. 0.5 mm (0.02 in)



- Use the adjusting screw (arrow) to adjust play of the choke cable to zero.
- Push the rubber cap into position over the adjusting screw.
- Move the handlebars all the way from left to right and check the settings. Make sure that engine speed does not vary when the handlebars are moved in this way.
- Repeatedly open the throttle gradually and increase engine speed from idle to approximately $n = 2500 \text{ min}^{-1}$ to check throttle-valve synchronisation. (Readings shown by Synchro tester must increase and decrease together). If necessary, correct by turning the adjusting screws of the connecting cable.



Note:

Make sure that when the throttle grip is released both throttle valves return to their fully closed positions.

- Tighten the locknuts and recheck carburettor balance.
- Seal off the vacuum bores.

Final inspection with road safety and functional check

(Inspections I, II, III and IV)

Road safety check

- Check wheels and tyres.
- Check/correct tyre pressures.
- Wait at least 10 minutes after the trial run/road test before checking/correcting engine oil level.

Tyre pressures:

Solo	front 2.2 bar (31.3 psi)
.....	rear 2.5 bar (35.6 psi)
Two up	front 2.5 bar (35.6 psi)
.....	rear 2.7 bar (38.4 psi)
Two up + luggage	front 2.5 bar (35.6 psi)
.....	rear 2.9 bar (41.2 psi)

Roadworthiness check

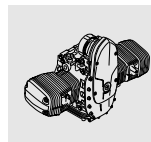
- Lights
- Telltale/warning lights
- Horn
- Instruments
- Special equipment
- Clutch
- Gear shift
- Steering
- Foot brake and handbrake
- If necessary, take the motorcycle for a test ride.

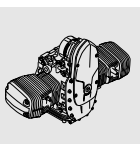
11 Engine

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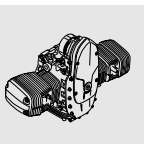


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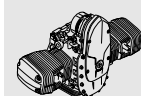
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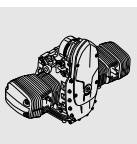
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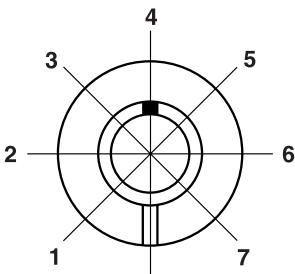


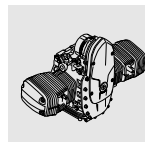
Technical Data			R 1100 S	
Engine, general				
Engine design			Four-stroke flat twin, air-cooled with oil-cooled exhaust ports, installed longitudinally, 4 valves per cylinder, two overhead camshafts, electronic fuel injection.	
Location of engine number			Crankcase	
Cylinder bore		mm (in)	99 (3.9)	
Stroke		mm (in)	70.5 (2.78)	
Effective displacement		cc	1085	
Compression ratio			11.3 : 1	
Power output		kW(bhp)/min ⁻¹	72(98)/7500	
Max. torque		Nm/min ⁻¹	97/5750	
Permissible maximum engine speed			min ⁻¹ 8210	
Idle speed			min ⁻¹ 1100±50	
Direction of rotation			Clockwise, looking at ignition system	
Compression test pressure				
good		bar (psi)	above	10 (142)
normal		bar (psi)		8.5...10 (121...142)
poor		bar (psi)	below	8.5 (121)
Intake port dia./cylinder head		mm (in)	45 (1.8)	
Lubrication system				
Theoretical volume in circulation at 6000 min ⁻¹				
Lubricating oil		l (Imp. gal/US gal)	30 (6.6/7.9)	
Cooling oil		l (Imp. gal/US gal)	33 (7.3/8.7)	
Oil filter			Full-flow type	
Pressure differential needed to open bypass valve			bar (psi)	1.5 (21.3)
Oil pressure warning light comes on below			bar (psi)	0.3 (4.2)
Pressure relief valve opens at			bar (psi)	5.5 (78.3)
Operating pressure			bar (psi)	3.5...6.0 (49.8...85.4)
Oil capacity	Without filter change	l (Imp. pints/US quarts)	3.50 (6.16/3.70)	
	With filter change	l (Imp. pints/US quarts)	3.75 (6.60/3.96)	
	min/max	l (Imp. pints/US quarts)	0.5 (0.88/0.53)	
Permissible oil consumption l/1000 km (miles per Imp. pint/miles per US quart)			1.0 (350/390)	
Oil pump				
Oil pump			2 Duocentric pumps	
Housing depth	Cooling oil	mm (in)	11.02...11.05 (0.434...0.435)	
	lube oil	mm (in)	10.02...10.05 (0.394...0.396)	
Height of rotor	Cooling oil	mm (in)	10.95...10.98 (0.431...0.432)	
	lube oil	mm (in)	9.95...9.98 (0.392...0.393)	
Axial play			mm (in)	0.04...0.1 (0.002...0.004)
Wear limit			mm (in)	0.25 (0.010)

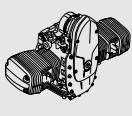




Technical Data		R 1100 S
Valves		
Included valve angle	°	41
Valve clearances with engine cold (max. 35 °C/95 °F)		
Inlet valve	mm (in)	0.15 (0.059)
Exhaust valve	mm (in)	0.30 (0.012)
Valve timing		without valve clearance, 3 mm (0.12 in) valve lift
Inlet opens		5° after TDC
Inlet closes		33° after BDC
Exhaust opens		27° before BDC
Exhaust closes		5° before TDC
		Tolerance ± 3°
Valve head dia.		
Inlet	mm (in)	34 (1.3)
Exhaust	mm (in)	29 (1.1)
Stem dia.		
Inlet	mm (in)	4.966...4.980 (0.1955...0.1960)
Wear limit	mm (in)	4.946 (0.1947)
Exhaust	mm (in)	4.956...4.970 (0.1951...0.1956)
Wear limit	mm (in)	4.936 (0.1943)
Valve head edge thickness		
Inlet	mm (in)	1.00 ±0.2 (0.039 ±0.008)
Wear limit	mm (in)	0.5 (0.02)
Exhaust	mm (in)	1.00 ±0.2 (0.039 ±0.008)
Wear limit	mm (in)	0.5 (0.02)
Max. runout of valve head at valve seat		
Inlet, exhaust	mm (in)	0.035 (0.0014)
Valve seat ring		
Valve seat angle		
Inlet	°	45
Exhaust	°	45
Valve seat width		
Inlet	mm (in)	1.1 ±0.15 (0.043 ±0.006)
Wear limit	mm (in)	2.5 (0.10)
Exhaust	mm (in)	1.4 ±0.15 (0.055 ±0.006)
Wear limit	mm (in)	3.0 (0.12)
Valve seat extl. dia. (dimension for machining seat)		
Inlet	mm (in)	33.4 ±0.1 (1.315 ±0.004)
Exhaust	mm (in)	28.4 ±0.1 (1.118 ±0.004)
Seat ring dia. (oversize +0.2 mm/+0.008 in)		
Inlet	mm (in)	36.617...36.633 (1.4416...1.4422)
Exhaust	mm (in)	32.134...32.150 (1.2651...1.2658)
Seat dia. in cylinder head (oversize +0.2 mm/+0.008 in)		
Inlet	mm (in)	36.500...36.525 (1.4370...1.4380)
Exhaust	mm (in)	32.000...32.025 (1.2599...1.2608)

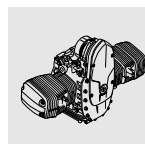
Technical Data			R 1100 S
Valve guide			
Valve guide	Extl. dia.	mm (in)	12.533...12.544 (0.4934...0.4939)
Bore in cylinder head		mm (in)	12.500...12.518 (0.4921...0.4928)
Overlap		mm (in)	0.015...0.044 (0.0006...0.0017)
Repair stages			
Replacement valve guide	Extl. dia.	mm (in)	12.550...12.561 (0.4941...0.4945)
Oversize valve guide	Extl. dia.	mm (in)	12.733...12.744 (0.5013...0.5017)
Valve guide	Intl. dia.	mm (in)	5.0...5.012 (0.1969...0.1973)
Radial clearance			
Inlet		mm (in)	0.020...0.046 (0.0008...0.0018)
Wear limit		mm (in)	0.15 (0.006)
Exhaust		mm (in)	0.030...0.056 (0.0012...0.0022)
Wear limit		mm (in)	0.17 (0.007)
Valve spring			
Spring length, off-load		mm (in)	41.1 (1.62)
Wear limit		mm (in)	39.0 (1.54)
Rocker			
Bore		mm (in)	16.016...16.027 (0.6306...0.6310)
Rocker shaft dia.		mm (in)	15.973...15.984 (0.6289...0.6293)
Radial clearance		mm (in)	0.032...0.054 (0.0016...0.0021)
Wear limit		mm (in)	0.1 (0.004)
Axial play	min.	mm (in)	0.05 (0.002)
	max.	mm (in)	0.40 (0.016)
Camshaft			
Opening angle, inlet/exhaust cams			300°
Cam spread, inlet/exhaust			109°/106°
Marking			Mark in position 4
			
Inlet valve lift		mm (in)	9.7 (0.38) (valve clearance = 0)
Exhaust valve lift		mm (in)	9.3 (0.36) (valve clearance = 0)
Camshaft bearing bore		mm (in)	21.02...21.04 (0.8276...0.8284)
Camshaft dia.		mm (in)	20.97...21.00 (0.8256...0.8268)
Radial clearance		mm (in)	0.02...0.07 (0.0008...0.0028)
Wear limit		mm (in)	0.15 (0.006)
Width of guide bearing		mm (in)	15.92...15.95 (0.6268...0.6280)
Width of camshaft bearing		mm (in)	16.0...16.05 (0.6299...0.6319)
Axial play		mm (in)	0.08...0.13 (0.0031...0.0051)
Wear limit		mm (in)	0.25 (0.010)

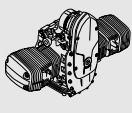




Technical Data		R 1100 S
Bucket-type tappet		
Extl. dia.	mm (in)	23.947...23.960 (0.9428...0.9433)
Bore in cylinder head	mm (in)	24.000...24.021 (0.9449...0.9457)
Radial clearance	mm (in)	0.040...0.074 (0.0016...0.0029)
Wear limit	mm (in)	0.18 (0.007)
Auxiliary shaft		
Bore in crankcase front/back	mm (in)	25.020...25.041 (0.9851...0.9859)
Auxiliary shaft dia. front/back	mm (in)	24.959...24.980 (0.9827...0.9835)
Radial clearance	mm (in)	0.040...0.082 (0.0016...0.0032)
Wear limit	mm (in)	0.17 (0.007)
Crankshaft		
Marking of main bearing and crankpin on front crank web		
no paint mark		Grinding stage 0
paint mark		Grinding stage 1 (-0.25 mm/-0.010 in)
Grinding stage 0 (grinding stage 1 = -0.25 mm/-0.01 in)		
Guide bearing bore	mm (in)	64.949...64.969 (2.5571...2.5579)
Guide bearing dia.	mm (in)	Green: 59.964...60.003 (2.3609...2.3624)
	mm (in)	Yellow: 59.974...60.013 (2.3612...2.3628)
Main bearing journal dia.	mm (in)	Green: 59.939...59.948 (2.3598...2.3602)
	mm (in)	Yellow: 59.949...59.958 (2.3602...2.3606)
Radial clearance	mm (in)	0.016...0.064 (0.0006...0.0025)
Wear limit	mm (in)	0.1 (0.004)
Main bearing bore	mm (in)	60.000...60.019 (2.3622...2.3629)
Main bearing dia.	mm (in)	Green: 54.998...55.039 (2.1653...2.1669)
	mm (in)	Yellow: 55.008...55.049 (2.1657...2.1673)
Main bearing journal dia.	mm (in)	Green: 54.971...54.980 (2.1643...2.1646)
	mm (in)	Yellow: 54.981...54.990 (2.1646...2.1650)
Radial clearance	mm (in)	0.018...0.068 (0.0007...0.0028)
Wear limit	mm (in)	0.13 (0.005)
Width of guide bearing	mm (in)	24.890...24.940 (0.9799...0.9819)
Width of main bearing journal	mm (in)	25.020...25.053 (0.9851...0.9864)
Axial play	mm (in)	0.080...0.163 (0.0031...0.0064)
Wear limit	mm (in)	0.2 (0.008)
Grinding stage 0 (grinding stage 1 = -0.25 mm/-0.01 in)		
Crankpin dia.	mm (in)	47.975...47.991 (1.8888...1.8894)
Width of crankpin	mm (in)	22.065...22.195 (0.8687...0.8738)

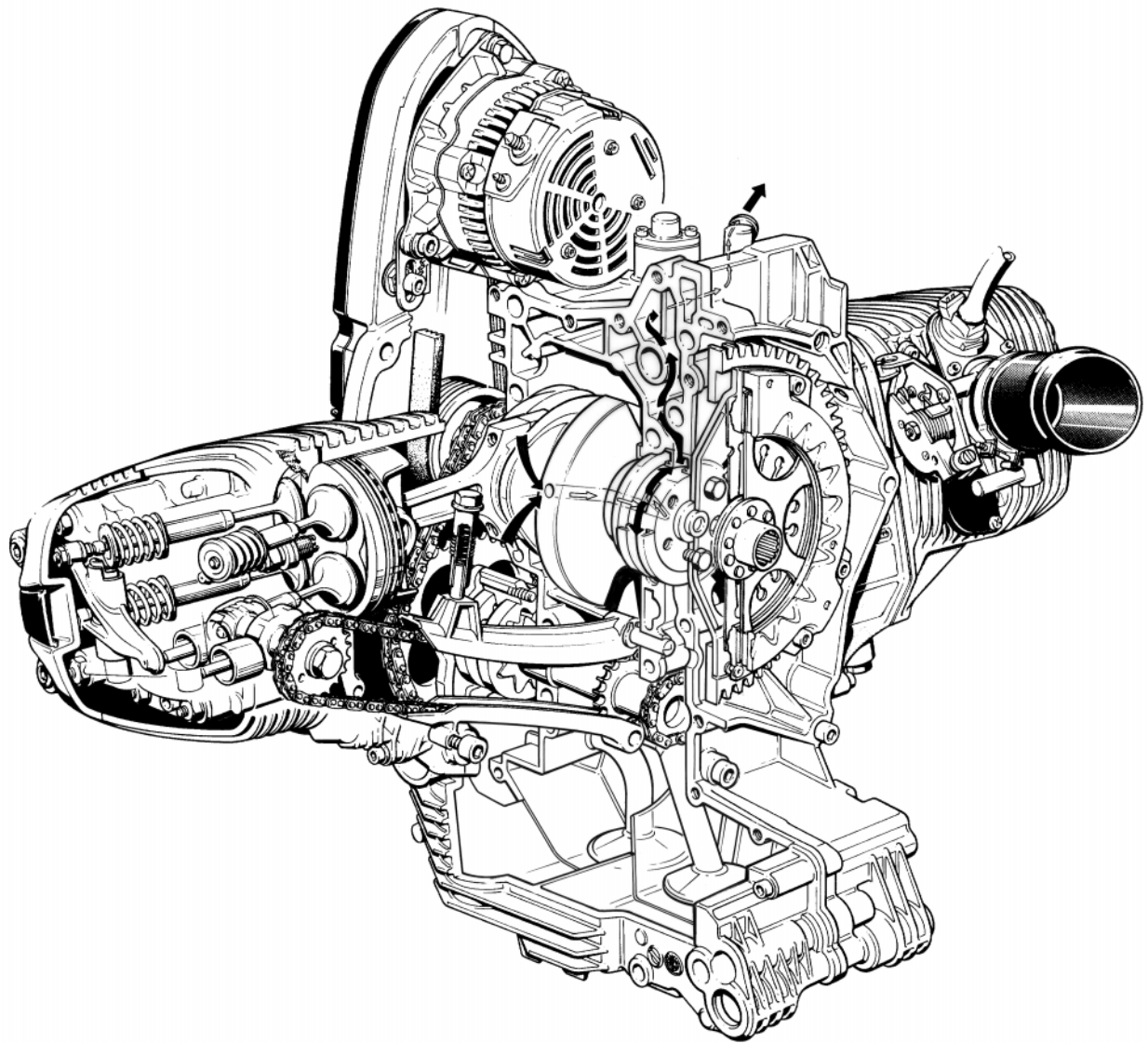
Technical Data		R 1100 S
Connecting rod		
Big-end bore	mm (in)	51.000...51.013 (2.0079...2.0084)
Big end bearing dia.	mm (in)	48.016...48.050 (1.8904...1.8918)
Radial clearance	mm (in)	0.025...0.075 (0.010...0.0030)
Wear limit	mm (in)	0.13 (0.005)
Width of big end bearing eye	mm (in)	21.883...21.935 (0.8616...0.8636)
Conrod end float	mm (in)	0.130...0.312 (0.0051...0.0123)
Wear limit	mm (in)	0.5 (0.02)
Small-end bore	mm (in)	22.015...22.025 (0.8664 ... 0.8671)
Radial clearance	mm (in)	0.015...0.030 (0.0006...0.0012)
Wear limit	mm (in)	0.06 (0.002)
Distance between centers	mm (in)	125 (4.92)
Max. deviation from parallel of conrod bores at distance of 150 mm (5.90 in)	mm (in)	0.07 (0.003)
Cylinders		
Bore		(20 mm/0.79 in from top edge)
A	mm (in)	98.992...99.000 (3.8974...3.8977)
Wear limit	mm (in)	99.050 (3.8997)
B	mm (in)	99.000...99.008 (3.8977...3.8980)
Wear limit	mm (in)	99.058 (3.9000)
Total wear clearance of piston and cylinder	mm (in)	0.12 (0.005)
Permitted out-of-round of cylinder bore		
20 mm (0.79 in) from the top edge	mm (in)	0.03 (0.001)
100 mm (3.94 in) from the top edge	mm (in)	0.04 (0.002)
Pistons		
Piston dia.		(Measuring plane A – see Checking pistons and cylinders)
A	mm (in)	98.971...98.983 (3.8966...3.8970)
Wear limit	mm (in)	98.895 (3.8936)
B	mm (in)	98.983...98.995 (3.8970...3.8975)
Wear limit	mm (in)	98.905 (3.8940)
AB	mm (in)	98.979...98.987 (3.8969...3.8972)
Wear limit	mm (in)	98.900 (3.8938)
Installed clearance	mm (in)	0.005...0.029 (0.0002...0.0011)
Total wear clearance of piston and cylinder	mm (in)	0.12 (0.005)
Piston pin bore	mm (in)	22.005...22.011 (0.8664...0.8666)
Weight classes		+ and –
Weight difference in one class	grammes (oz.)	10 (0.353) (complete with pins and rings)
Direction of installation		Arrow on piston crown pointing to exhaust side Production locating point towards exhaust side (see Installing piston)



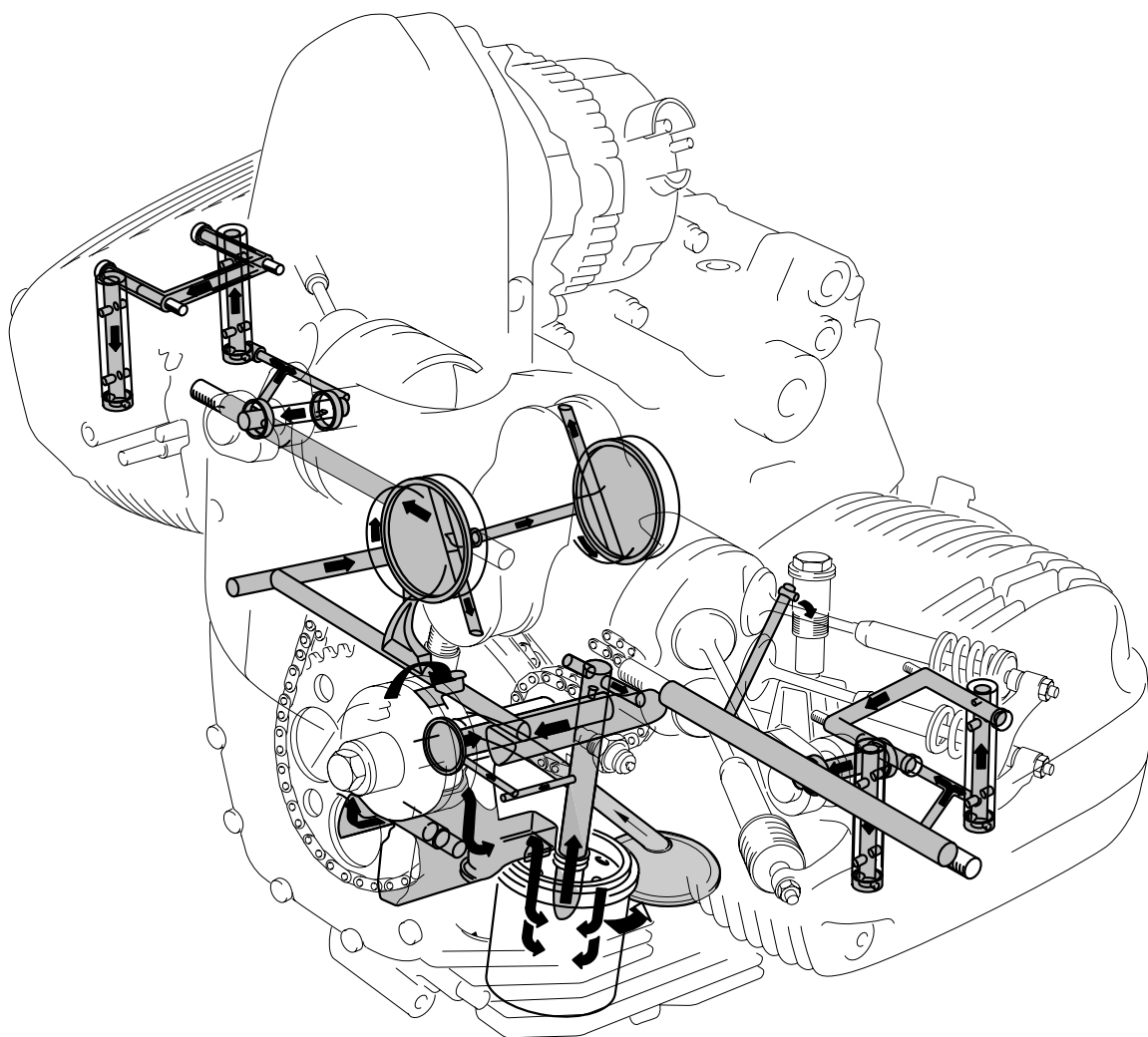
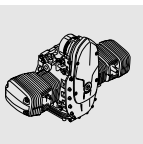


Technical Data		R 1100 S
Piston rings		
1st groove	Piston ring asymmetric, convex oval	
	Thickness	mm (in) 1.170...1.190 (0.0461...0.0469)
	Wear limit	mm (in) 1.1 (0.04)
End gap		mm (in) 0.1...0.3 (0.004...0.012)
	Wear limit	mm (in) 0.8 (0.03)
Side clearance		mm (in) 0.030...0.070 (0.0012...0.0027)
	Wear limit	mm (in) 0.15 (0.006)
2nd groove	Micro-taper compression ring	
	Thickness	mm (in) 1.175...1.190 (0.0463 ...0.0469)
	Wear limit	mm (in) 1.1 (0.04)
End gap		mm (in) 0.1...0.3 (0.004...0.012)
	Wear limit	mm (in) 0.8 (0.03)
Side clearance		mm (in) 0.030...0.065 (0.0012...0.0026)
	Wear limit	mm (in) 0.15 (0.006)
3rd groove	3 - S ring	
	Height	mm (in) 2.0 (0.078)
	Wear limit	mm (in) 1.9 (0.075)
End gap		mm (in) 0.30...0.60 (0.012...0.024)
	Wear limit	mm (in) 1.20 (0.047)
Side clearance		mm (in) 0.020...0.055 (0.0008...0.0022)
	Wear limit	mm (in) 0.15 (0.006)
Installed direction of piston rings		"Top" marking uppermost
Piston pin		
Piston pin dia.	mm (in)	21.995...22.000 (0.8664...0.8662)
	Wear limit	mm (in) 21.960 (0.8646)
Bore in piston	mm (in)	22.005...22.011 (0.8664...0.8666)
Radial clearance in piston	mm (in)	0.005...0.016 (0.0002...0.0006)
	Wear limit	mm (in) 0.070 (0.0028)

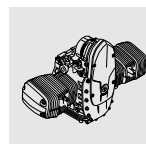
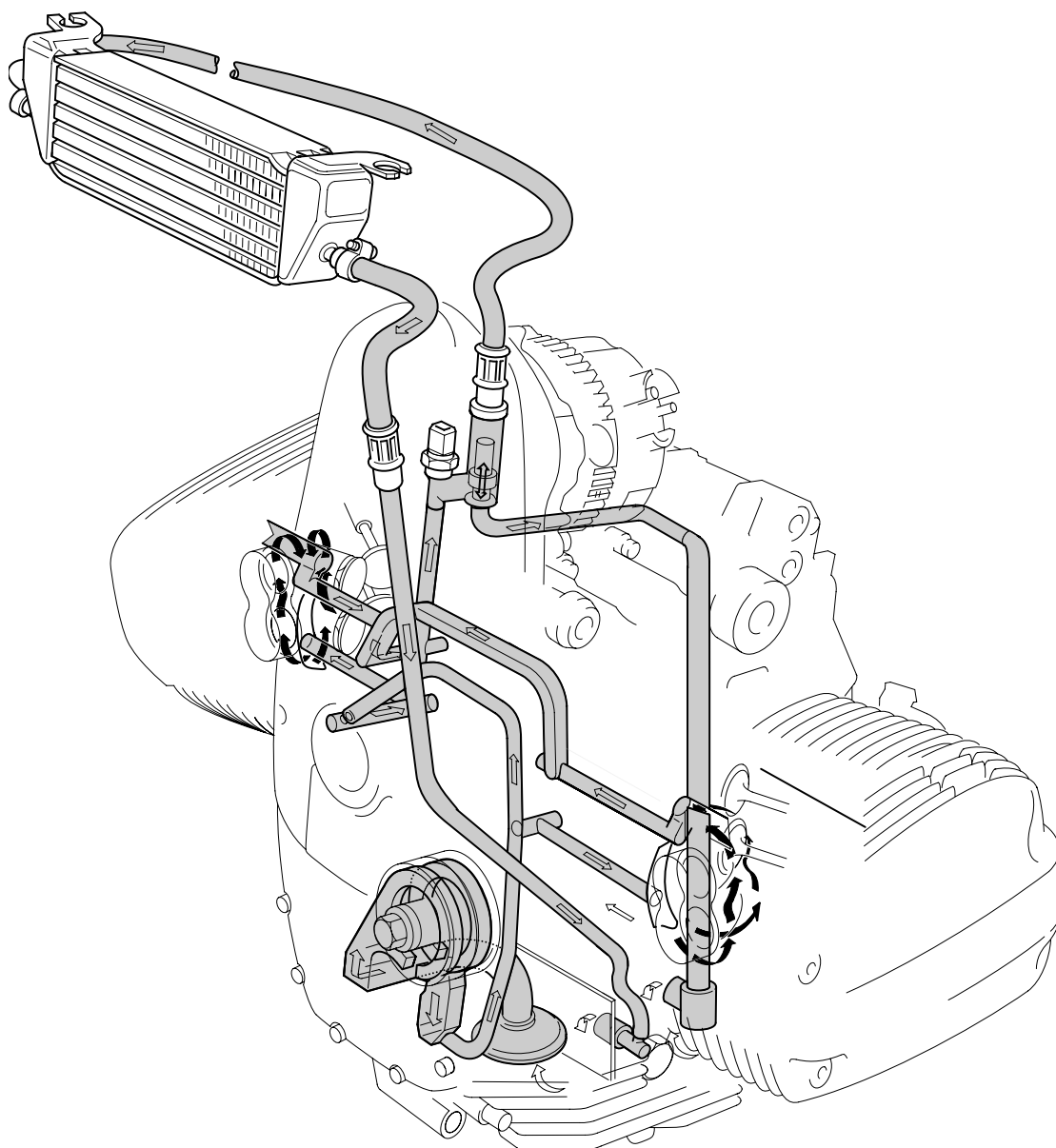
Cutaway drawing of engine

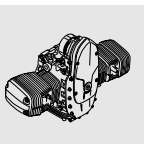


Lubricating-oil circuit



Cooling-oil circuit





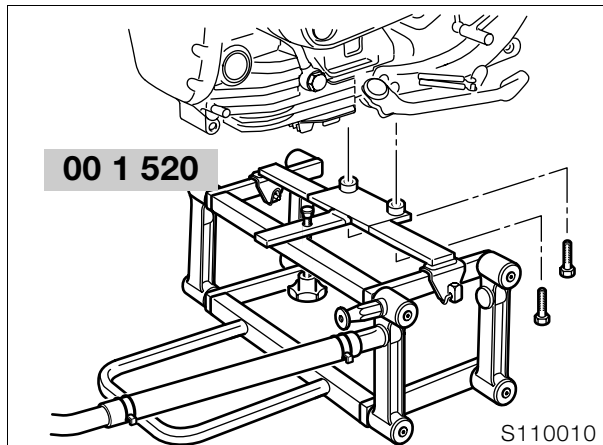
Removing engine



Note:

Auxiliary shaft, timing chains, chain tensioner/guide rails and crankshaft can only be disassembled after the engine has been removed. All other components can be disassembled with the engine installed.

- Drain engine oil.
- **[ABS]** Fully drain the brake system.



- Secure stand, **BMW No. 00 1 520**, to motorcycle.
- Remove seat.
- Remove left side trim.
- Remove right side trim.
- Remove the intake air pipe.
- Disengage the fuel tank.



Caution:

Fuel is flammable and a hazard to health. Observe relevant safety regulations.

- Seal the fuel feed and return lines with hose clips, **BMW No. 13 3 010**, and disconnect.
- Pull the plug connector off the fuel pump unit.
- Lift off fuel tank.
- Remove the battery.

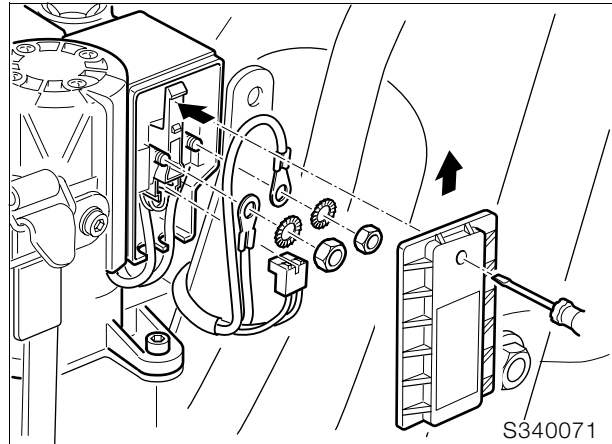


Caution:

Disconnect negative terminal first, then positive terminal.

- Remove the rear brake caliper.
- **[ABS]** Remove rear sensor.
- Remove inductive sensor from rear wheel drive.
- The motorcycle is heavy at the rear; use a ratchet-lock belt to pull the motorcycle down at the nose on the lifting platform.
- Remove rear wheel.
- Remove retainer from rubber bellows of swinging arm at rear wheel drive.
- Swinging-arm bearing studs are secured with Loctite: heat to max. 120 °C (248 °F) to release.
- Slacken nut of swinging-arm floating bearing.
- Loosen the floating bearing stud bolt.
- Loosen the fixed bearing stud bolt.
- Disengage reaction link from rear wheel drive.
- Remove fixed and floating bearing stud bolts and remove rear wheel drive.
- Remove screw at top of suspension strut.

- **[ABS]** Disconnect plug from pressure modulator.
- **[ABS]** Disconnect brake lines from pressure modulator.



- **[ABS]** Remove cover and disconnect cables.

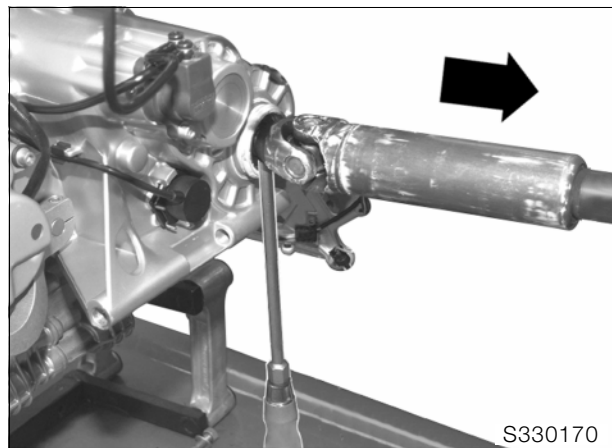


Caution:

Comply exactly with the instructions in the Repair Manual.

➡ Group 34/Removing ABS unit

- **[ABS]** Remove the pressure modulator.
- Remove the rear side panel on the right.
- Disconnect plug for rear wiring harness.
- **[ABS]** Disconnect sensor plug.
- Disconnect plug for brake-light switch.
- Disconnect plug for inductive sensor, speedometer.
- Release right footrest plate.
- **[ABS]** Remove rear brake lines.
- Disconnect gearshift linkage at ball head.
- Disconnect plug for lambda sensor.
- Disconnect rear silencer from front silencer.
- Remove lambda sensor.
- Disconnect main frame and use workshop crane, **BMW No. 46 5 640**, to lift main frame.



- Use a screwdriver to press out the universal shaft.
- Disconnect plug for air-temperature sensor from air filter box.
- Release hose clips at the air intake necks.
- Push the air intake necks into the air filter box.

- Use pliers, **BMW No. 17 5 500**, to release hose clip securing breather hose to air filter box.
- Remove air filter box.
- Remove starter-motor cover.
- Remove the starter motor.
- Disconnect plug for gearshift switch.
- Release the clutch slave cylinder and pull it out of the housing.
- Release the battery carrier can pull it up and out of the rubber mount.
- Remove the fuel distributor with injectors.
- Remove the gearbox securing screws.

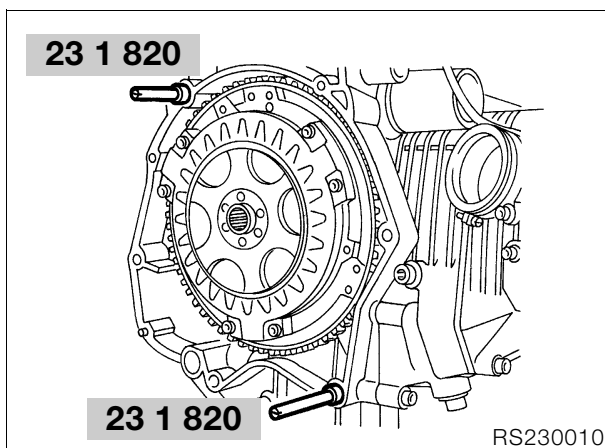
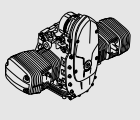
- Remove front silencer.
- Use a strap with ratchet latch to secure bottom fork bridge to top fork bridge.



Note:

This precaution is necessary, as otherwise the fork would fall apart.

- Use workshop crane to raise the entire front end of the motorcycle.
- Installation is the reverse of the removal procedure.



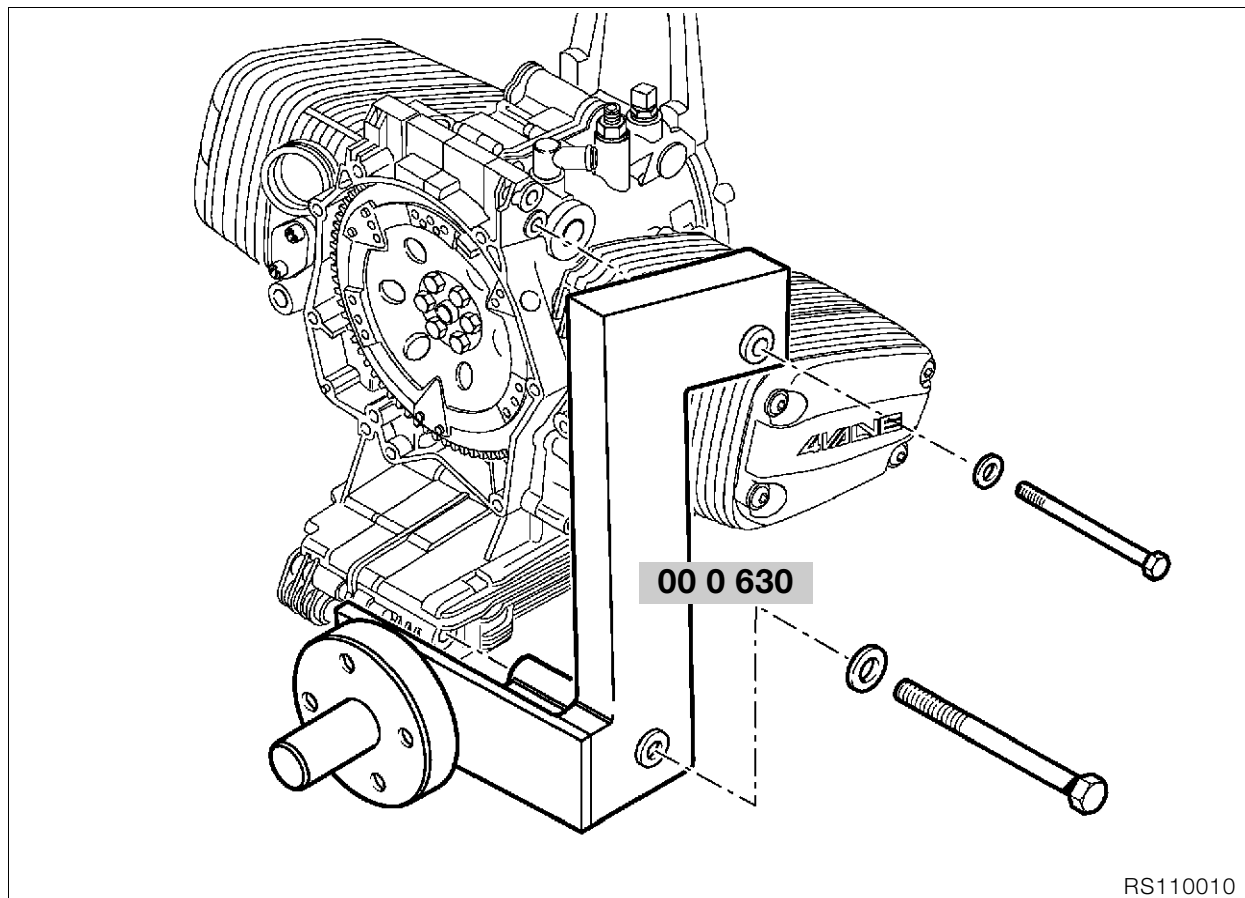
- Always use guide pins, **BMW No. 23 1 820**, when removing or installing the gearbox.
- Remove the windshield.
- Secure the top fork bridge to workshop crane, **BMW No. 46 5 640**.
- Disconnect suspension strut from leading link.
- Heat the ball joint mount at the leading link to max. 120 °C (248 °F) and disengage.
- Release throttle flap stub pipes.
- Remove the leading link caps.
- Remove the left screw cap.
- Remove the circlip at the right and the safety cap.
- Remove the screw at the right and pull the shaft out to the left.



Caution:

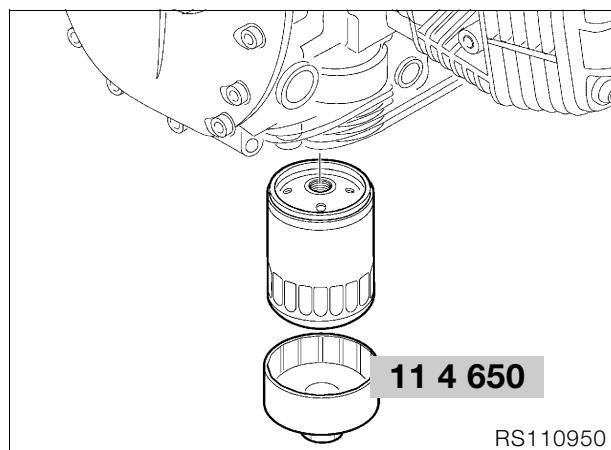
Do not scratch the surface of the leading link.

- Pull telescopic fork forwards.
- Remove the leading link.
- Disconnect oil cooler return line from oil cooler.
- Remove screws securing oil cooler return line to fairing bracket.
- Disconnect oil cooler supply line from engine.
- Disconnect plug for oil-temperature sensor.
- Disconnect plug for oil-pressure switch.
- Disconnect cables from three-phase generator.
- Disconnect cables from cable guide/engine.
- Disconnect plug from Hall sensor.
- Remove bolts from front frame.
- Pull off spark plug caps with special puller, **BMW No. 12 3 520**.
- Disconnect Motronic control unit.
- Remove battery carrier.
- Disconnect ground cable from engine.
- Disconnect plug for side stand.
- Remove side stand with retaining plate.
- Remove manifolds.

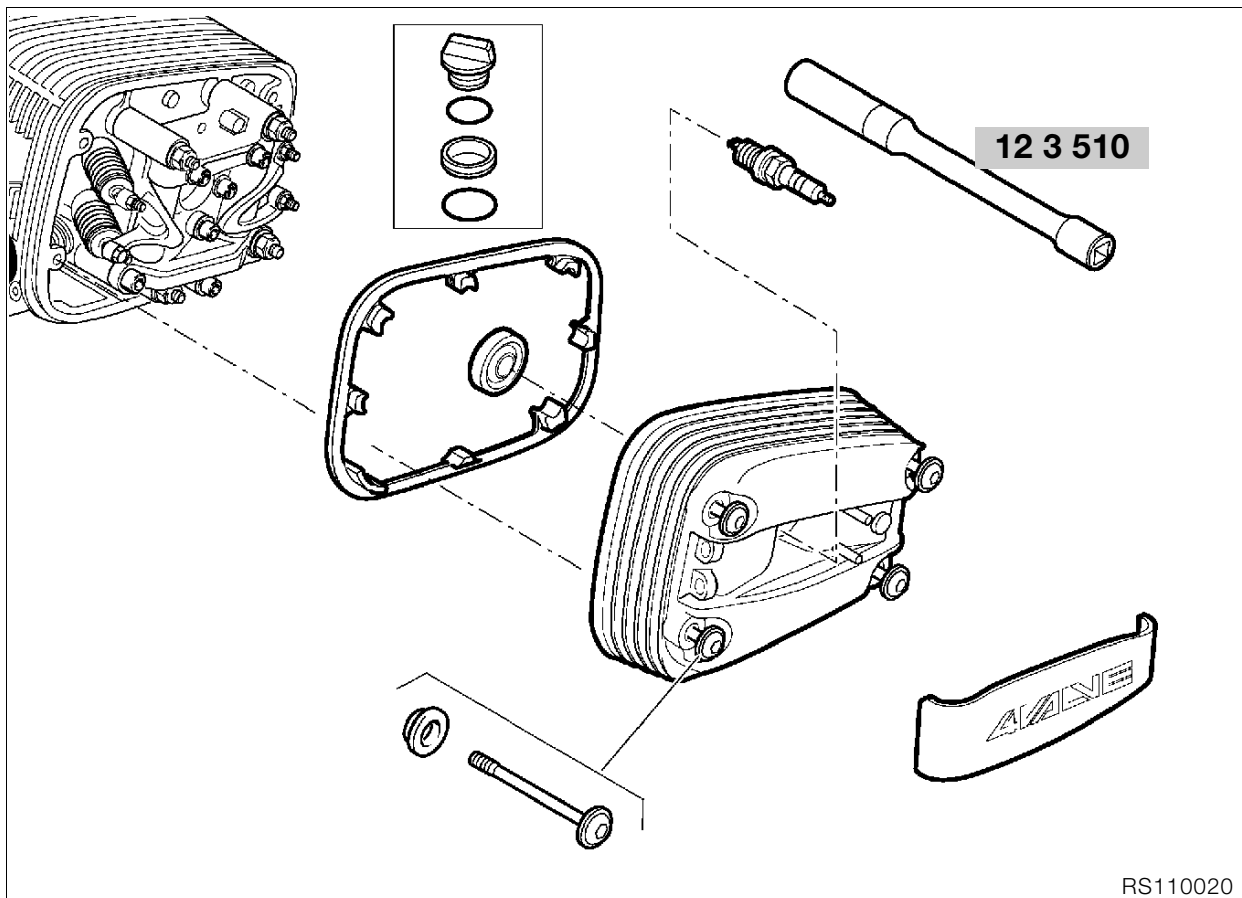


Disassembling engine

- Secure engine mount, **BMW No. 11 0 630**, to the engine block.
- Transfer engine to assembly frame.



- Drain engine oil.
- Remove the oil filter, using oil filter wrench, **BMW No. 11 4 650**.



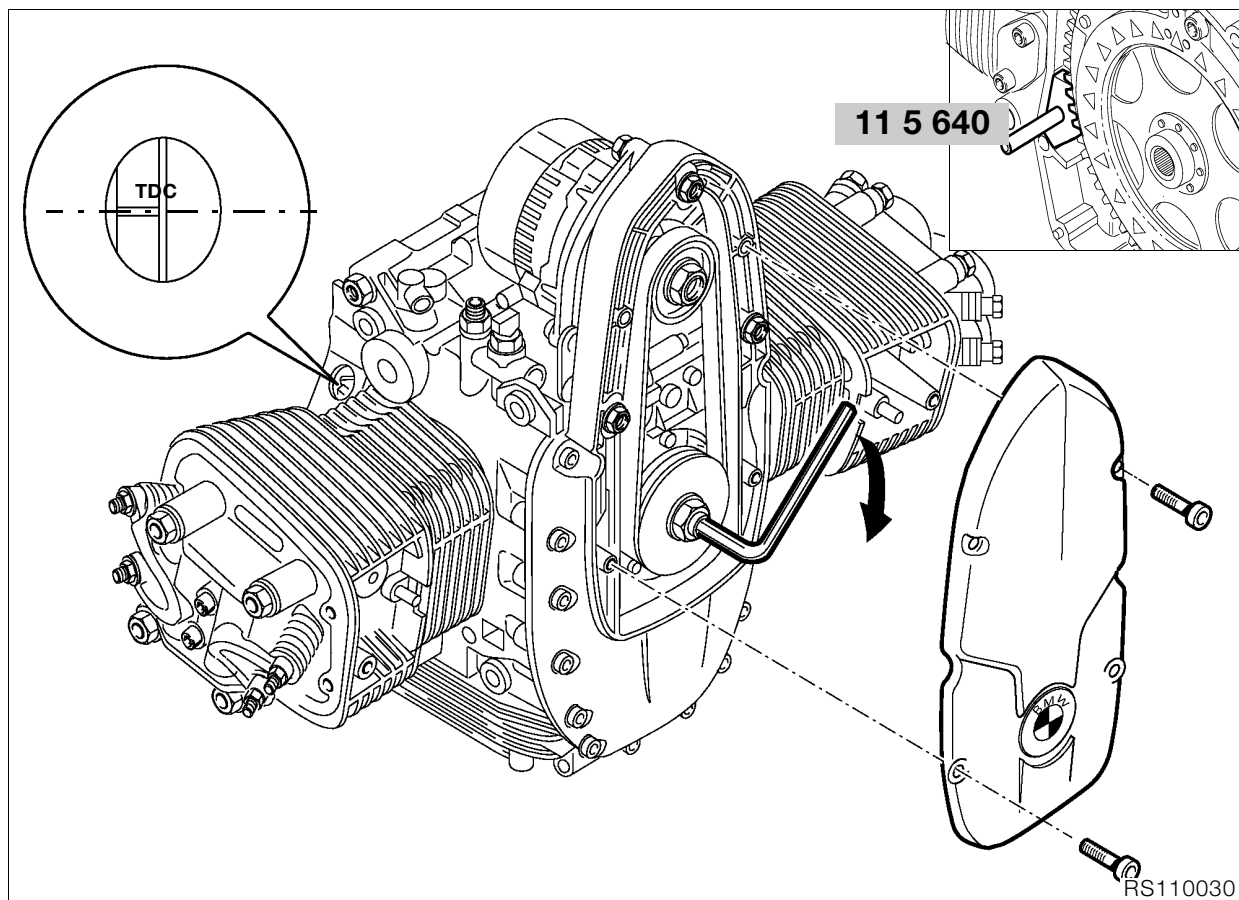
RS110020

Removing cylinder head cover

- Remove spark plugs with the spark plug wrench, **BMW No. 12 3 510**.
- Remove cylinder head cover.



Caution:
Catch escaping oil.



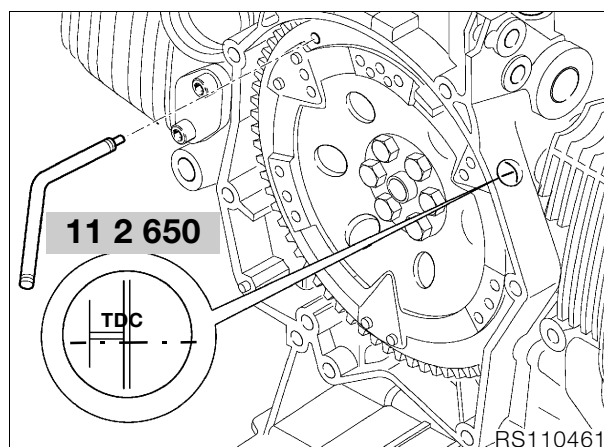
Locking the engine at TDC

- Remove front cover.
- Turn the belt pulley to bring the piston to firing TDC.

Firing TDC

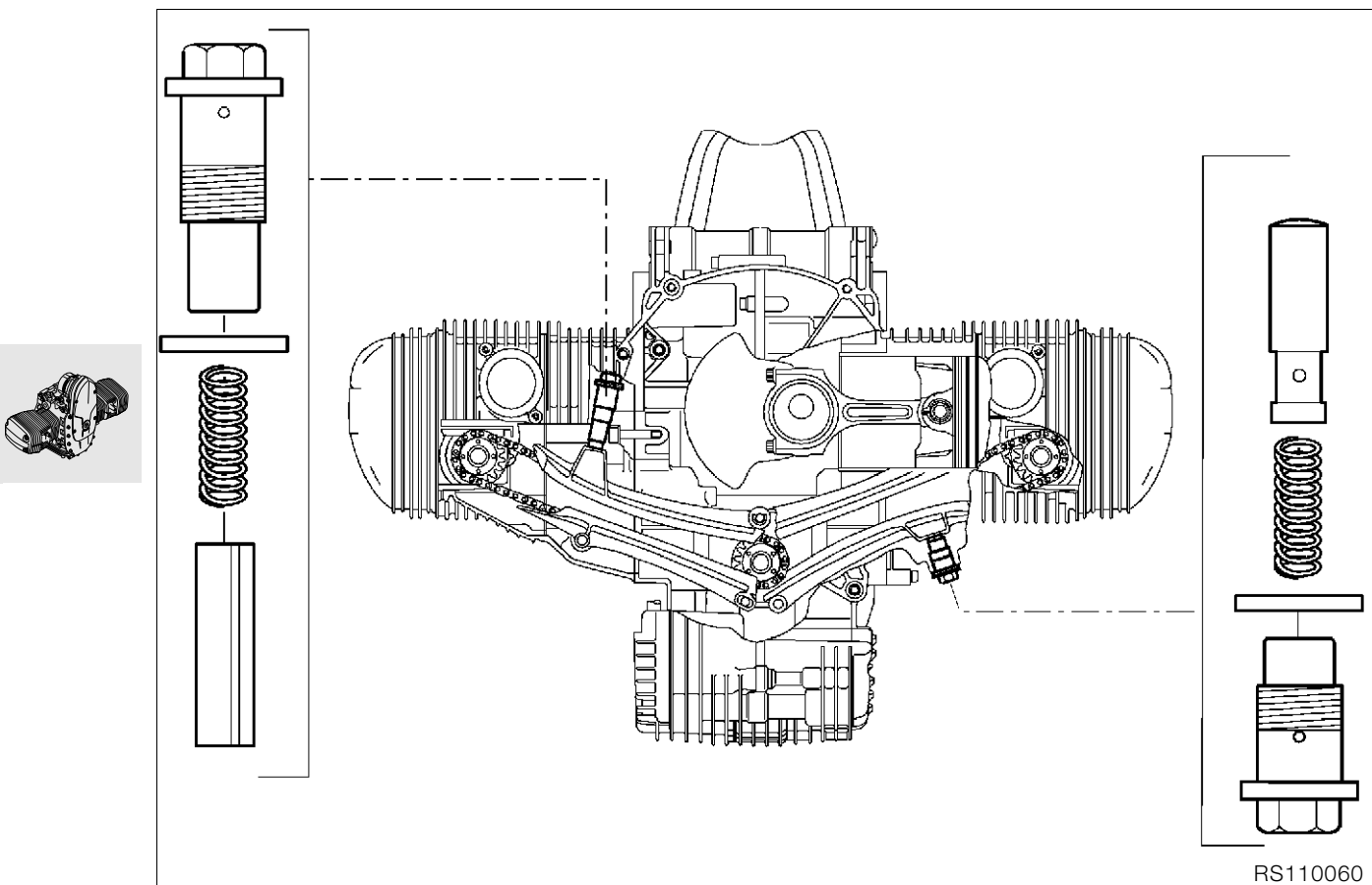
1. TDC mark is visible, and
2. The inlet and exhaust valves of the cylinder in question are closed.

- Lock the clutch housing with special tool, **BMW No. 11 5 640**.



Note:

The engine can be locked at TDC by inserting locating pin, **BMW No. 11 2 650**, through the hole in the clutch housing and the engine block.



Removing and installing chain tensioner



Caution:

Do not mix up the chain tensioner pistons. When installing, fit a new seal.

Work instructions, timing-chain tensioner

Removing:

- Remove timing chain tensioner, then remove camshaft sprocket from camshaft.

Installing:

- First install camshaft sprocket, then timing chain tensioner.



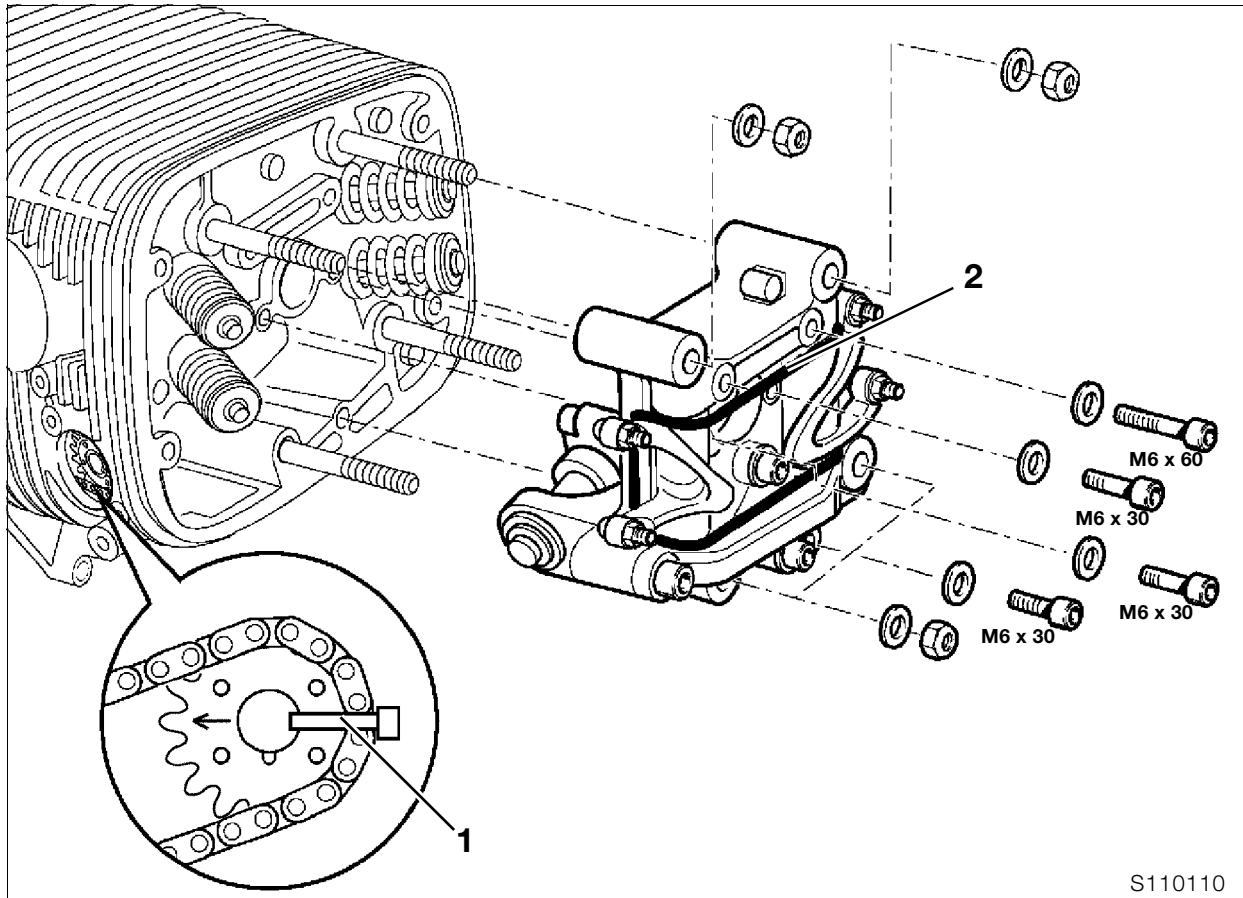
Caution:

Failure to observe this sequence can cause the chain tensioner piston on the left to drop into the timing-chain chamber.



Tightening torque:

Chain tensioner 32 Nm



S110110

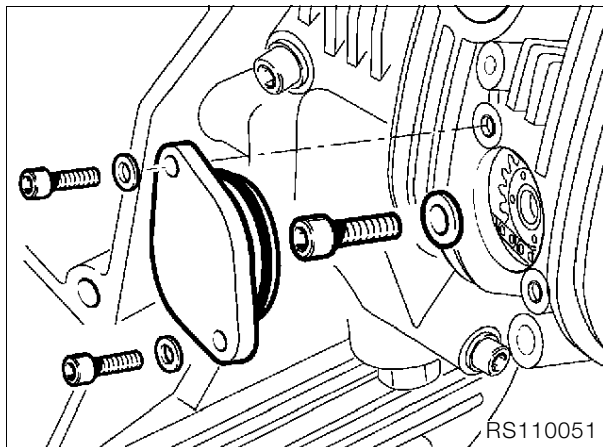
Removing valve gear holder

- Remove valve gear holder.
- Secure rockers with a rubber band (2).



Note:

If no work is carried out on the valve gear holder, remove it together with the cylinder head.



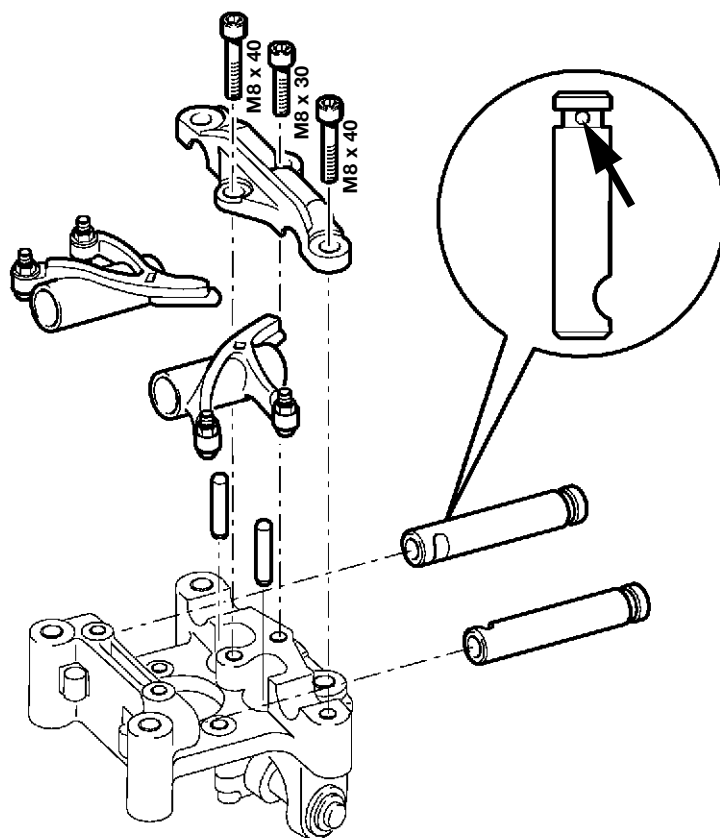
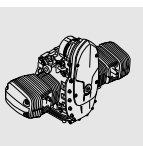
RS110051

- Remove camshaft sprocket cover.
- Remove/pull off camshaft sprocket.



Note:

If the camshaft sprocket (1) is not removed after loosening, it must be held firmly and prevented from falling into the engine block (e.g. with a cable strap).



RS110080

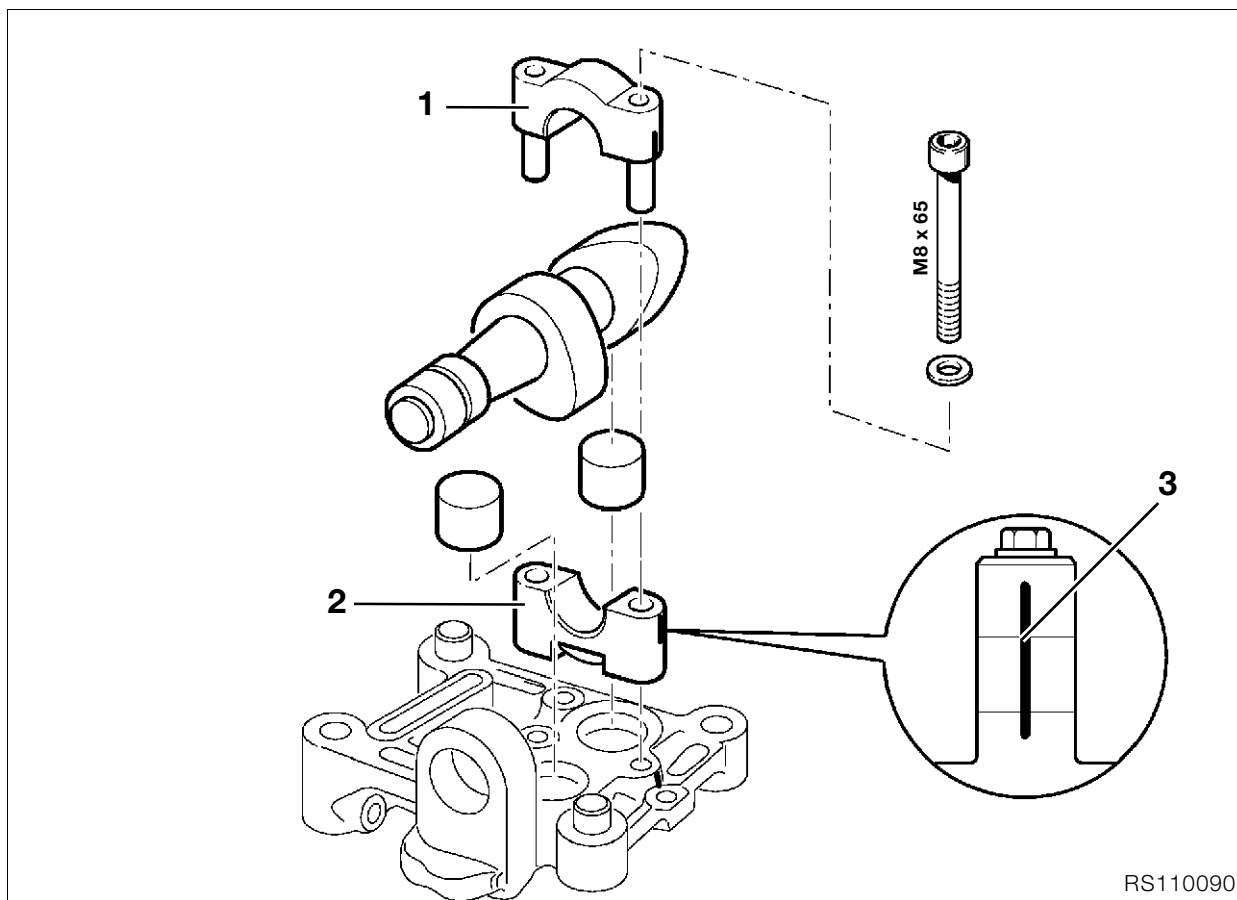
Disassembling/assembling valve gear holder

- Remove bearing cap.
- Insert a suitable pin into the bore (arrow) of the rocker shaft, and turn the shaft back and forth to remove it from its bearing.
- Remove pushrods.



Caution:

Do not mix up the rocker shafts and pushrods.



- Remove camshaft bearing cap (1).
- Remove camshaft and bearing (2).
- Remove bucket-type tappets.



Caution:

Do not mix up the bucket-type tappets.

- Assembly is the reverse of the disassembly procedure.



Caution:

Note direction of installation (3) for camshaft bearing cap. Rocker-shaft recess must be aligned with the bores.



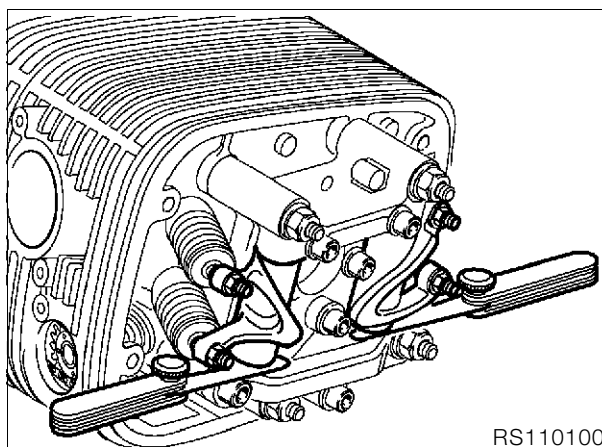
Note:

Locate pushrods in ball cups of rockers and hold the rockers together with a rubber band to secure the pushrods in position.



Tightening torque:

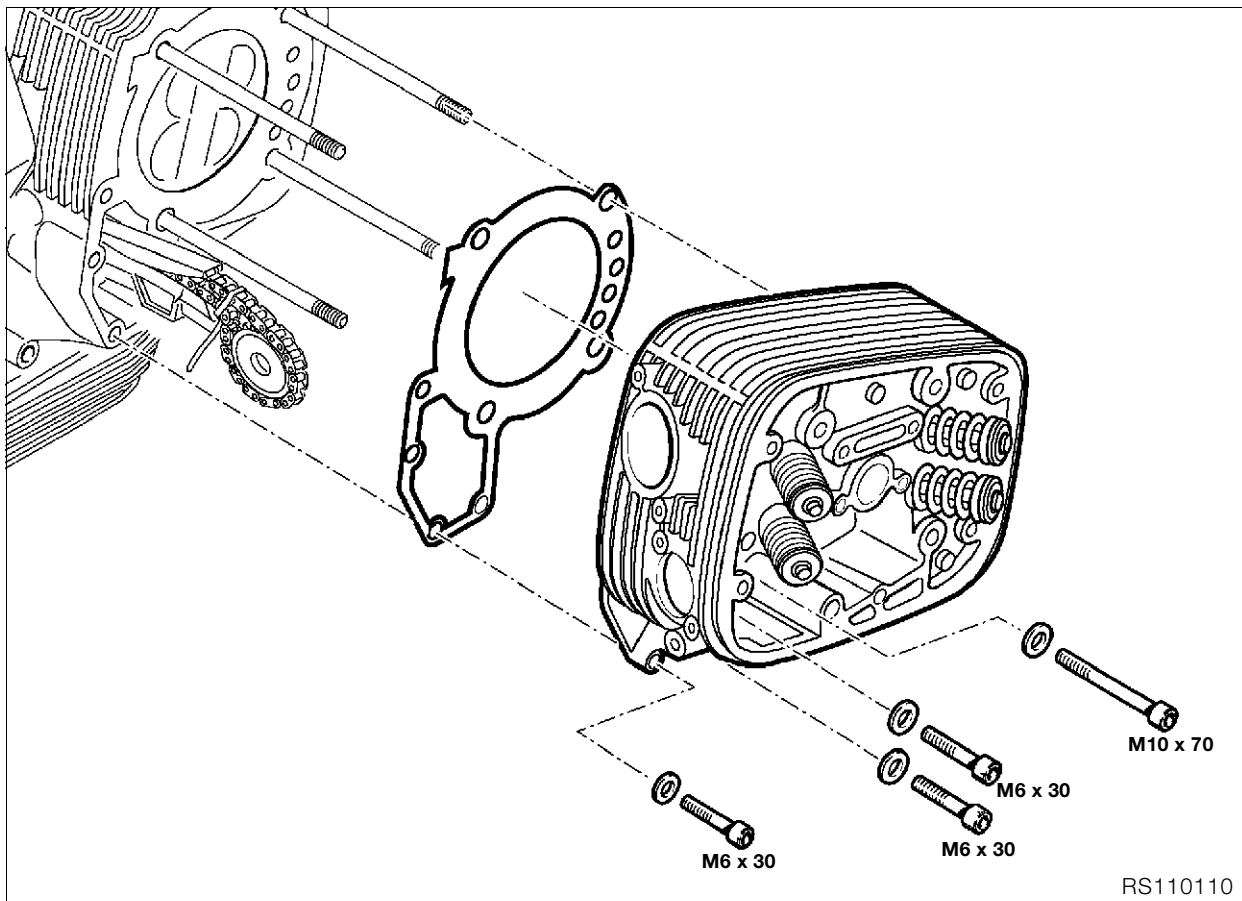
M 8 screw, rocker shaft bearing cap 15 Nm
M 8 screw for camshaft bearing cap 15 Nm



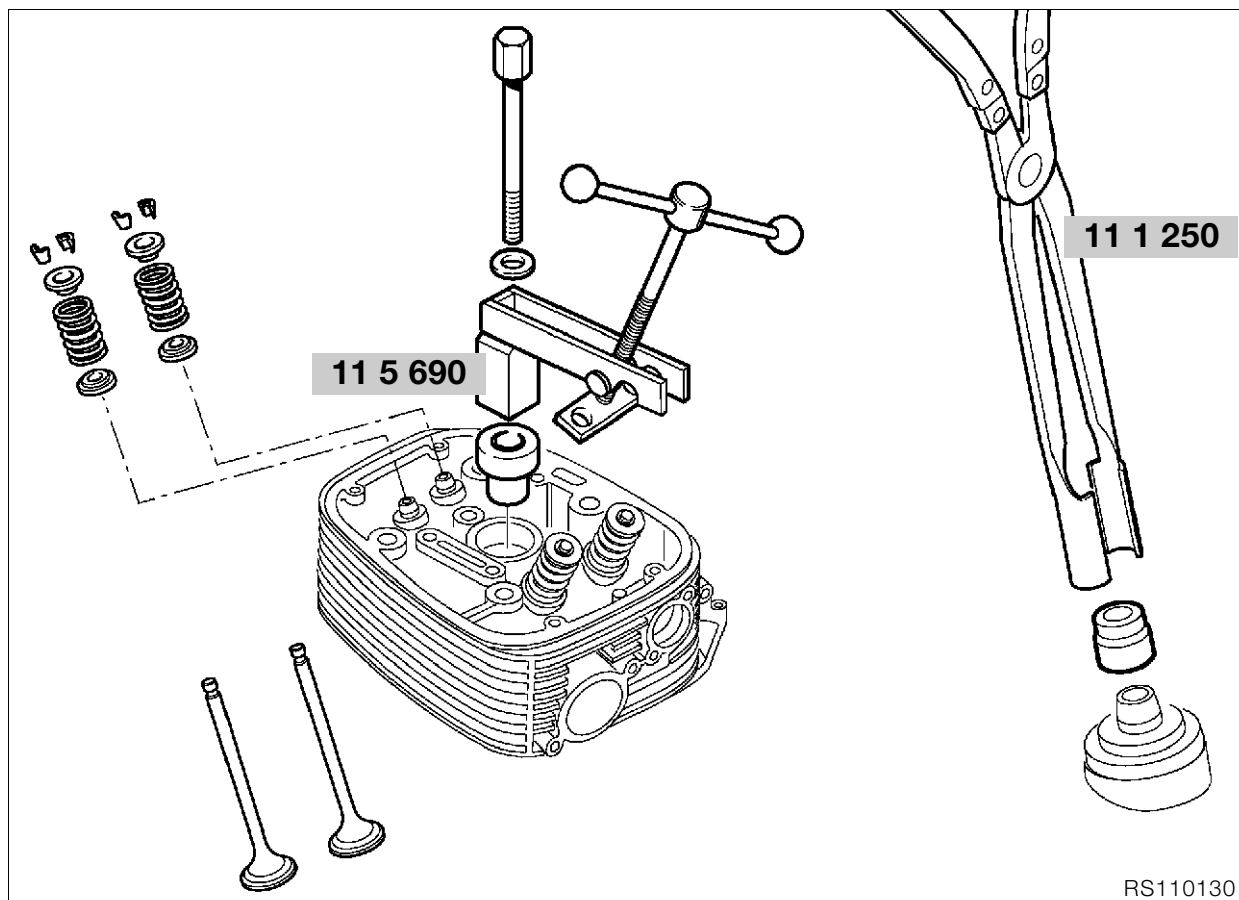
- Adjust the holder for minimum end float.

End float of rockers:

min..... 0.05 mm (0.002 in)
max. 0.40 mm (0.016 in)



Removing cylinder head



Disassembling, checking, repairing and reassembling cylinder head

Removing and installing valves



Caution:

Do not scratch sealing face on cylinder head. Place the head on a clean, non-scratching surface.

- Mount valve spring compressor, **BMW No. 11 5 690**, on cylinder head.
- Compress the valve springs.
- Gently tap valve head to release collets from spring retainer.
- Remove valve collet sections.
- Relieve tension on valve springs.
- Remove top and bottom spring retainers, valve springs and valves.

Removing valve stem seals

- Pull off valve stem seal with pliers, **BMW No. 11 1 250**.



Note:

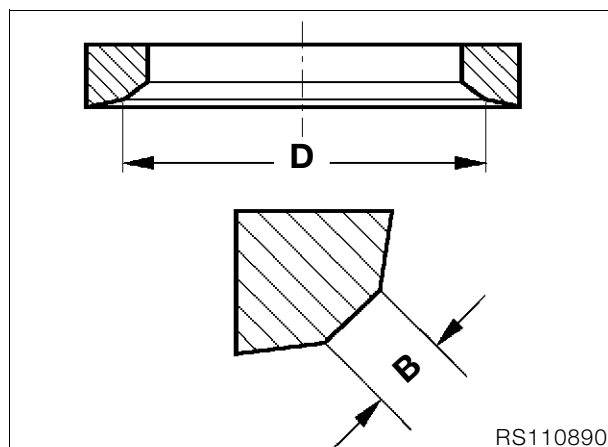
If a valve is removed, the valve stem seal must be replaced.

Checking valves for wear

- Clean combustion residue from valves.
- Check valve dimensions.

➡ see Technical Data

Remachining valve seat



Caution:

Width (B) and diameter (D) must always be maintained if valve seat is machined.

➡ see Technical Data

Checking and repairing cylinder head

- Remove combustion residues from combustion chamber.
- Check sealing face for damage/distortion, and skim flat if necessary.

Skimming sealing

face: max. 0.2 mm (0.008 in) metal removal

Checking valve guide for wear

- Check valve guide bore.

➡ see Technical Data

Replacing valve guides

- Heat cylinder head slowly and uniformly to 200 °C (392 °F) in a suitable oven.



Caution:

Wear protective gloves when handling heated parts.

- Drive out valve guides with 5 mm (0.20 in) dia. drift, **BMW No. 11 5 674**, from the combustion chamber side.
- Allow cylinder head to cool down to room temperature (app. 20 °C/68 °F).
- Examine valve guide bore for:
 - wear,
 - widening taper and
 - correct dimensions in H7 tolerance range (12.500...12.518 mm/0.4921...0.4928 in).



Note:

Valve guides are press-fitted in the cylinder head with an interference fit of 0.015...0.044 mm (0.0006...0.0017 in).

If valve guide bore is undamaged and dimensions are within correct 12.5 H7 tolerance range:

- Use original 12.5 U6 (12.533...12.544 mm/0.4934...0.4939 in) valve guide.
- Measure valve guides with micrometer.

If valve guide bore is undamaged but slightly larger than the 12.5 H7 tolerance range:

- Use replacement valve guide 12.550...12.561 mm (0.4941...0.4945 in).

If valve guide bore is damaged or not to correct dimensions in 12.5 H7 tolerance range:

- Use an oversize 12.7 U6 (12.733...12.744 mm/0.5013...0.5017 in) valve guide.

Repair method 1 – ream out the bore

(if bore is damaged or not to correct dimensions)

- Determine actual diameter of valve guide using micrometer.
- Ream bore with Ø12.7 H7 mm (12.700...12.718 mm/0.5000...0.5007 in) reamer.

Repair method 2 – turn the valve guide on a lathe

(bore must not be damaged)

- Measure bore with internal measuring tool.
- Calculate the nominal diameter of the valve guide:

Required diameter of valve guide = bore dia. + interference-fit value (0.015...0.044 mm/0.0006...0.0017 in).

- Use an oversize 12.7 U6 (12.733...12.744 mm/0.5013...0.5017 in) valve guide.
- Machine oversize valve guide to required diameter.

- Slowly heat cylinder head to 200 °C (392 °F) in a suitable oven.
- Immerse valve guide in liquid grinding paste.
- Chill valve guide with dry ice.



Caution:

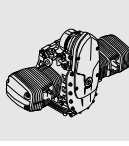
Immediately before pressing in, the temperature must be –40 °C (–40 °F).

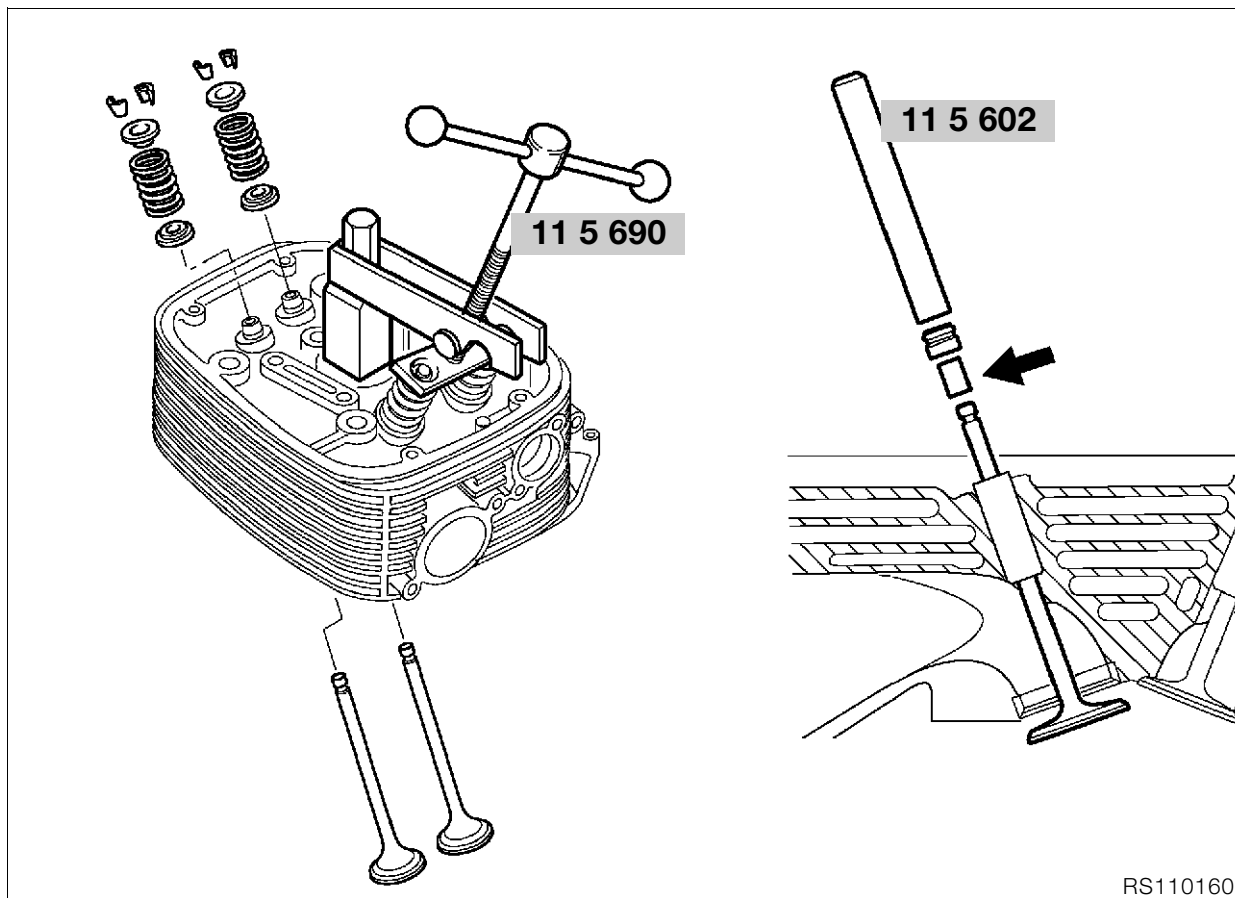
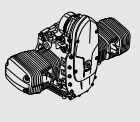
- Place heated cylinder head flat on workbench or a similar surface.
- Mount the chilled valve guide on Ø 5 mm (0.20 in) drift, **BMW No. 11 5 673**.
- Drive valve guides into cylinder head with no delay.
- Allow cylinder head to cool down to room temperature, app. 20 °C (68 °F).
- Inspect bores of valve guides.



Note:

Valve guides for repair purposes are produced with an internal diameter of 5.01 mm (0.1972 in) H7. In most cases, the bore is within the 5.00 mm (0.1969 in) H7 tolerance range after pressing in. If the bore is too narrow, ream it out to size.





RS110160

Installing valve and valve stem seal



Note:

If a valve was removed, the valve stem seal must be replaced.

- Oil the stem before installing the valve.
- Shrink a short length of tube (arrow) on to the end of the valve stem.
- Install the valve stem seal with a 5 mm (0.20 in) dia. drift, **BMW No. 11 5 602**.



Caution:

Remove the shrink-fit tube.

- Install lower spring retainer, valve spring and upper spring retainer.
- Compress the valve springs with the valve spring compressor, **BMW No. 11 5 690**.



Note:

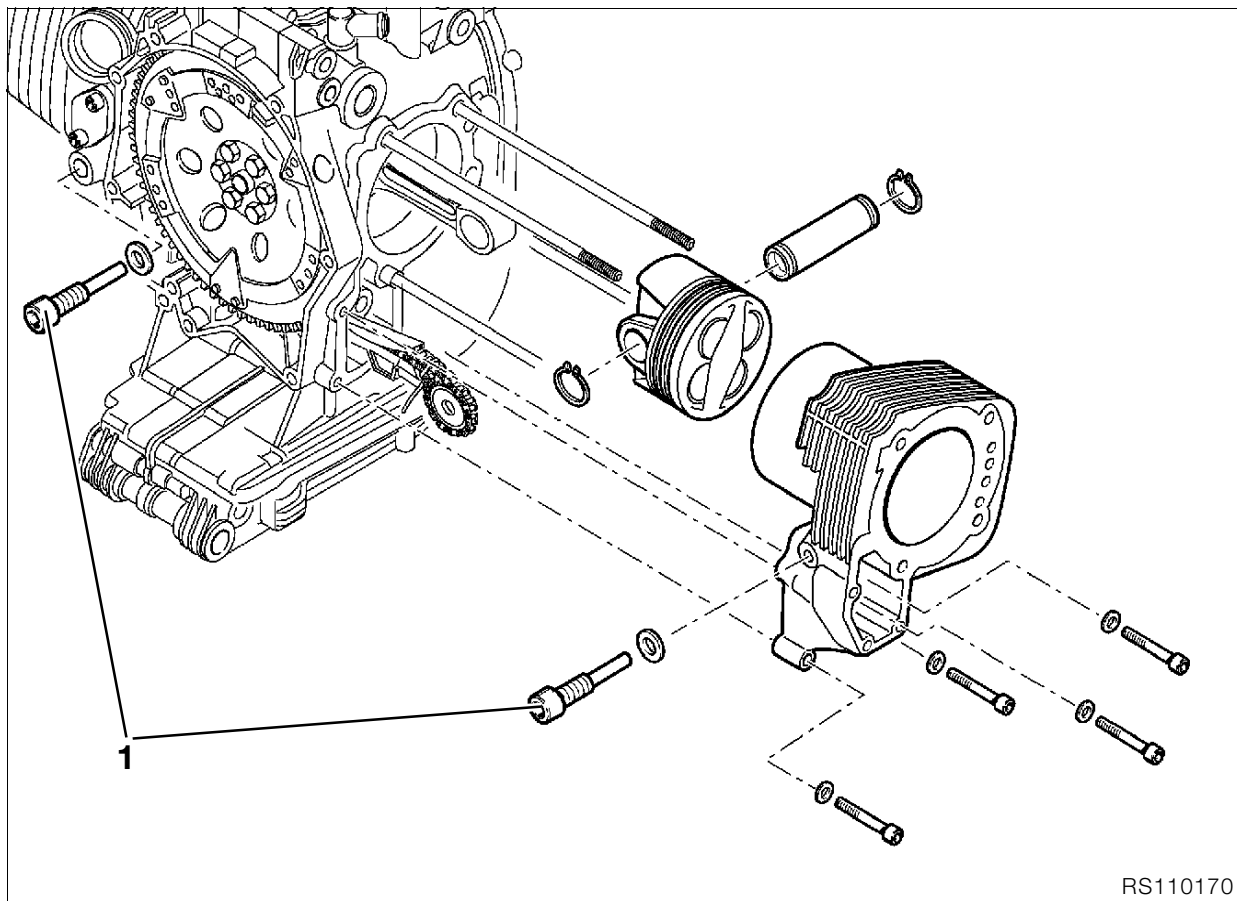
Apply grease to valve collets (to facilitate installation) and install.



Caution:

Make sure that valve collets are correctly seated in the valve stem grooves.

- Relieve tension on valve springs.
- Check valves for leakage (blow-by).



Removing cylinder

- Remove guide rail bearing screws (1).
- Remove cylinder retaining screws, and remove cylinder.



Caution:

When removing cylinder, make sure that the piston does not strike the engine block.

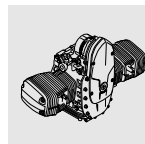
Removing and disassembling piston

- Remove both retaining rings from piston pin.
- Press out piston pin by hand.
- Remove piston.
- Carefully remove piston rings with piston ring pliers.
- Remove combustion residues from piston crown and clean piston.



Caution:

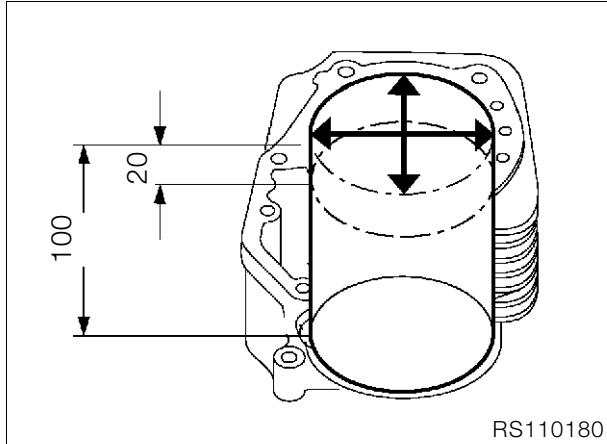
Do not mix up pistons, piston pins and piston rings.



Checking pistons and cylinders

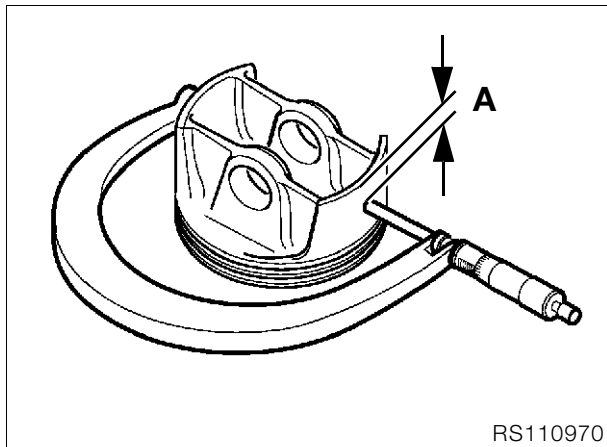
Reference temperature for measurements:

..... 20 °C (68 °F)



- Measure cylinder bore with internal probe at 20 mm (0.79 in) and 100 mm (3.94 in) from the top in direction of piston pin, and again at a right angle to the first measurement.

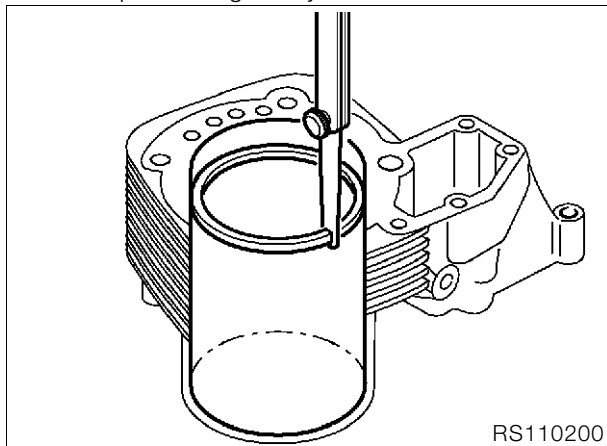
➡See Technical Data



Measuring plane A:6 mm (0.24 in)

➡See Technical Data

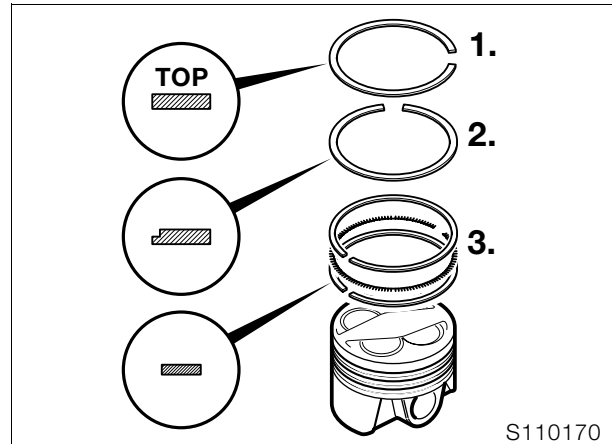
- Install piston rings in cylinder.



- Measure end gap using feeler gauge.

➡See Technical Data

Assembling pistons



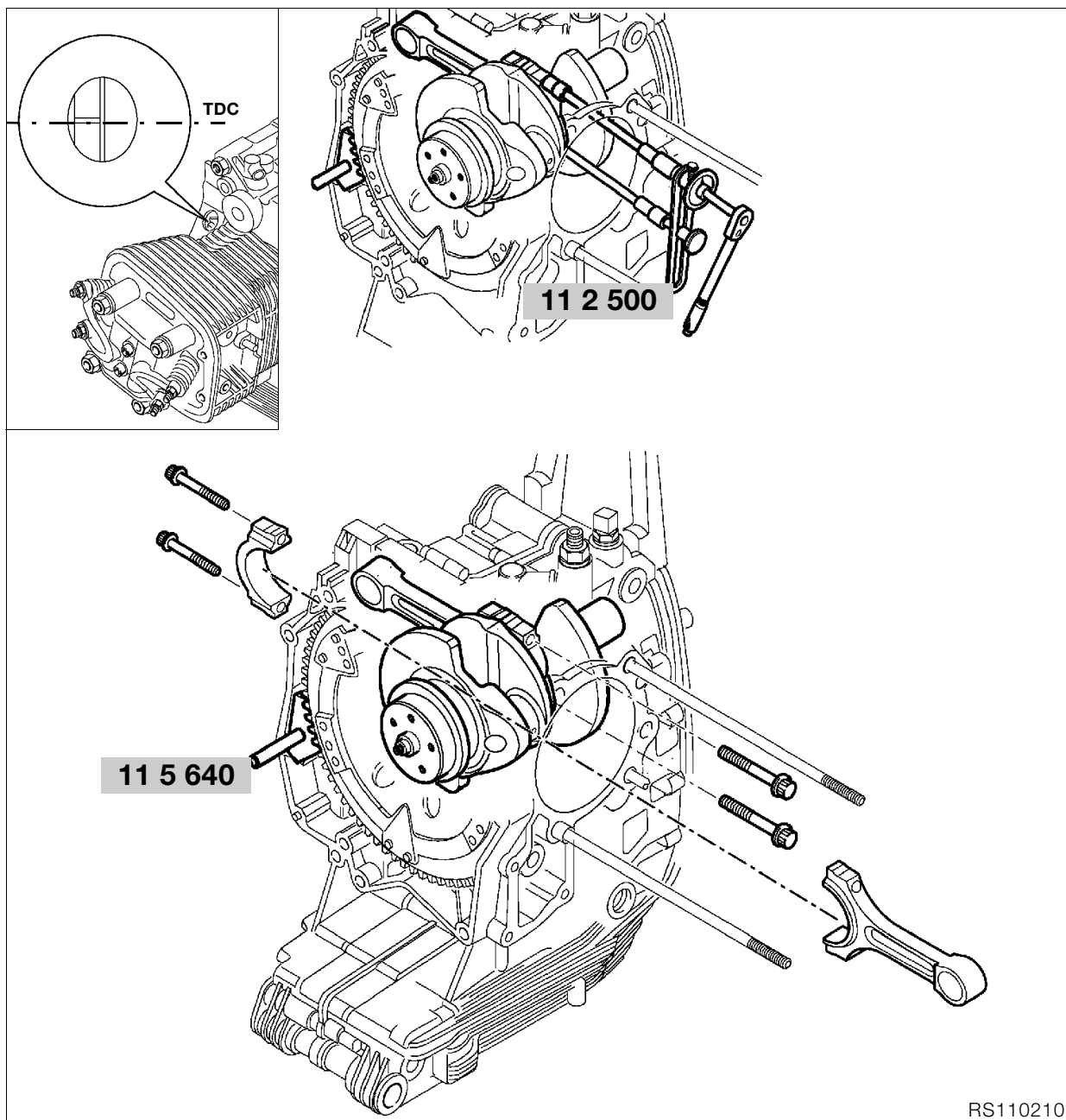
- Carefully fit piston rings to piston in the following sequence, using piston ring pliers:
3rd groove - 3-S ring
2nd groove - micro-chamfer ring
1st groove - asymmetric piston ring, oval section

➡See Technical Data



Note:

Make sure that the gap of the spring in the 3-S ring is offset approximately 180° from the gaps of the oil control rings.



RS110210

Removing and installing conrod

- Turn crankshaft to TDC position.
- Lock the clutch housing with special tool, **BMW No. 11 5 640**.
- Remove conrods.



Note:

Conrods can also be removed and installed with the crankshaft removed.



Caution:

Make sure that conrods and bearing shells are reinstalled in their original positions. Use a felt-tipped pen or similar to mark the installed positions on the conrods.

- Install conrods.



Caution:

Oil the bearings.

- Screw the big end bolts in by hand, then tighten them with a tightening angle indicator, **BMW No. 11 2 500**.



Caution:

Never re-use the big end bolts.

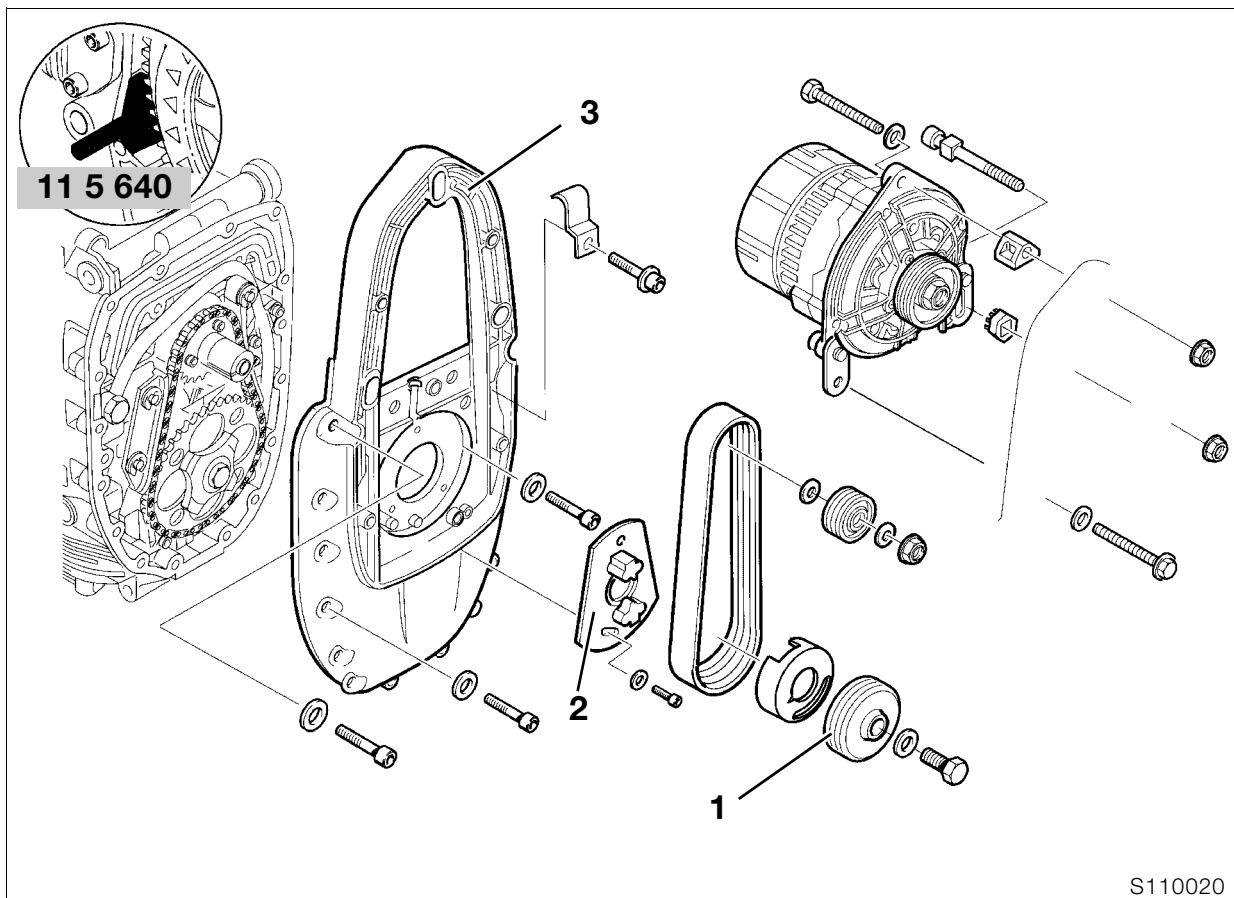


Tightening torque:

Big end bolts oiled

Joint torque..... 20 Nm

Wrench angle 80°



Removing and installing alternator mount cover with engine installed



Caution:

Disconnect earth (ground) lead from battery.
Insulate earth (ground) lead.

- Remove the horn.
- Remove the oil cooler line.
- Disconnect the Hall sensor.
- Remove the starter motor.
- Remove rear leading link mount.

Removing alternator mount cover

- Remove the alternator.
- Lock the clutch housing with special tool, **BMW No. 11 5 640**.
- Remove pulley (1).
- Remove magnetic gate (2).

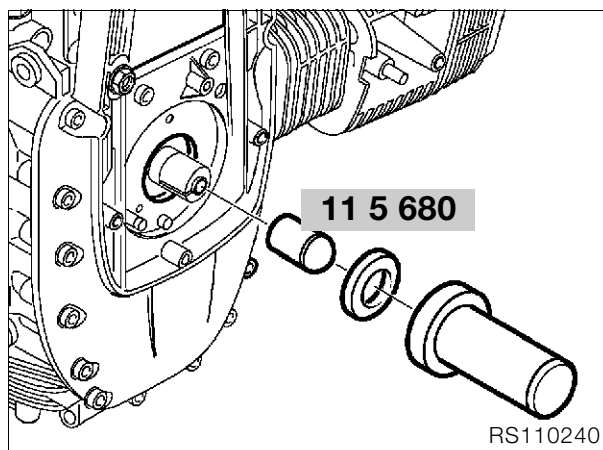


Note:

It is not necessary to remove magnetic gate (2) when removing the alternator mount cover as a unit.

- Remove alternator mount cover (3).

Replacing radial shaft seal in alternator mount cover

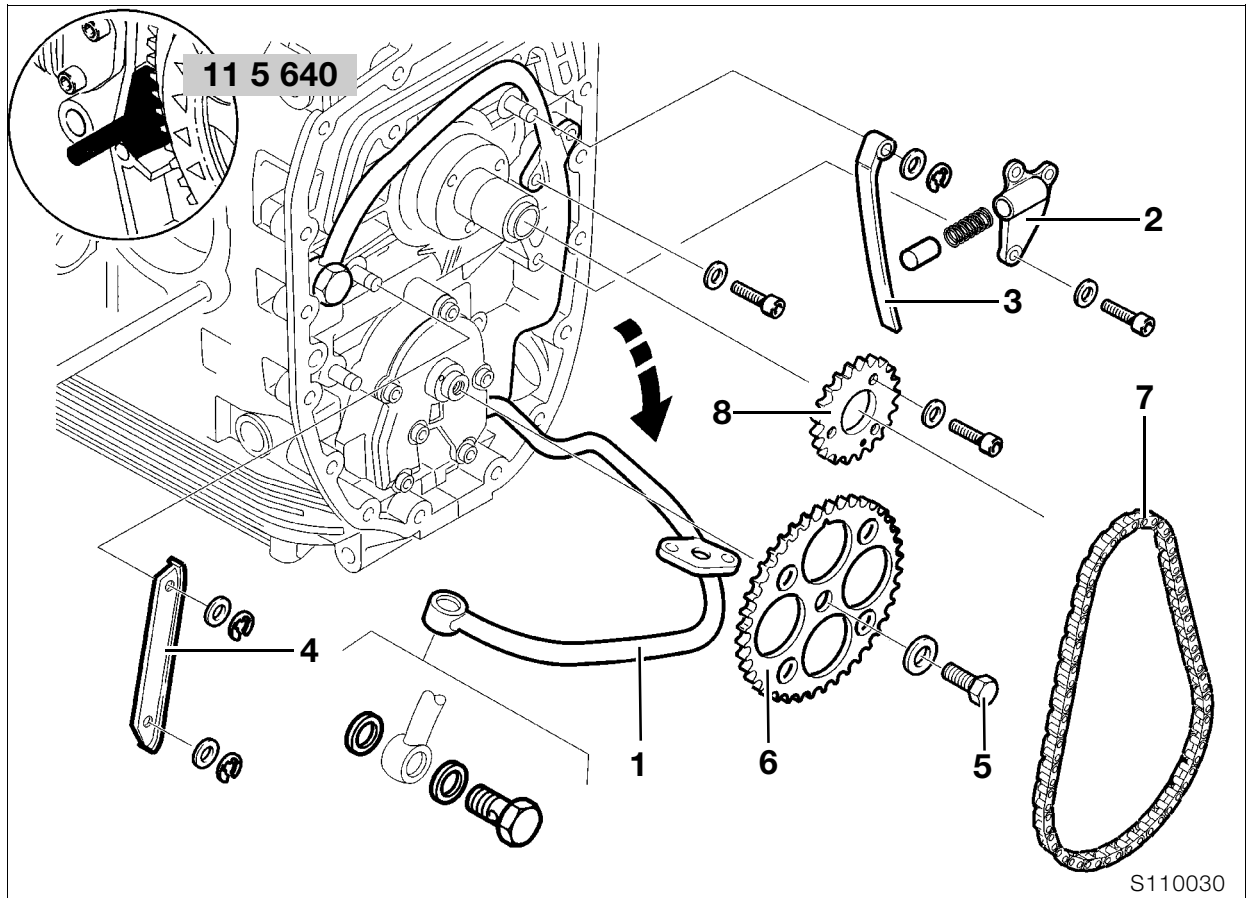


- Carefully lever out radial shaft seal, using a screwdriver.
- Drive in the new radial shaft seal with drift and sliding sleeve, **BMW No. 11 5 680**.

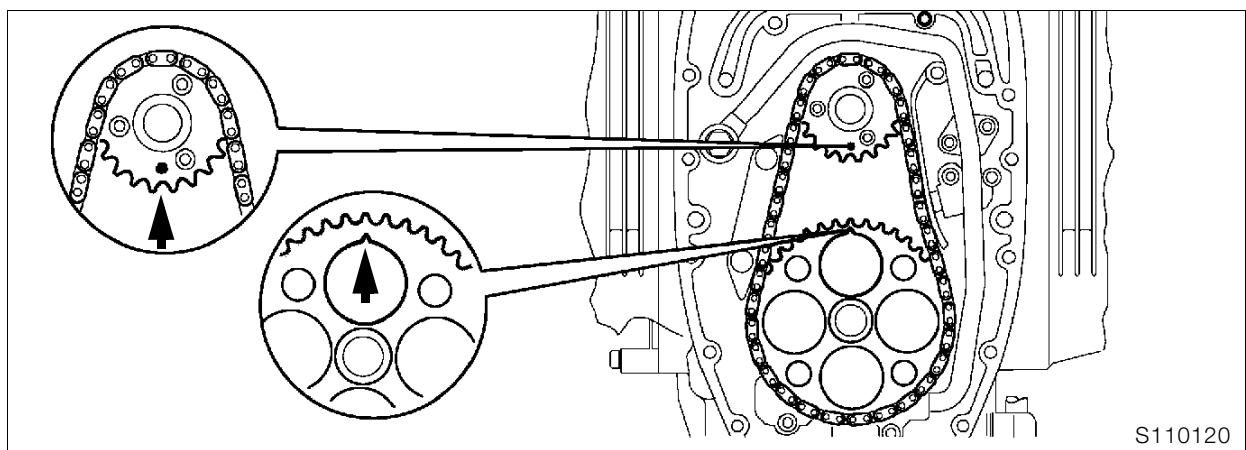


Note:

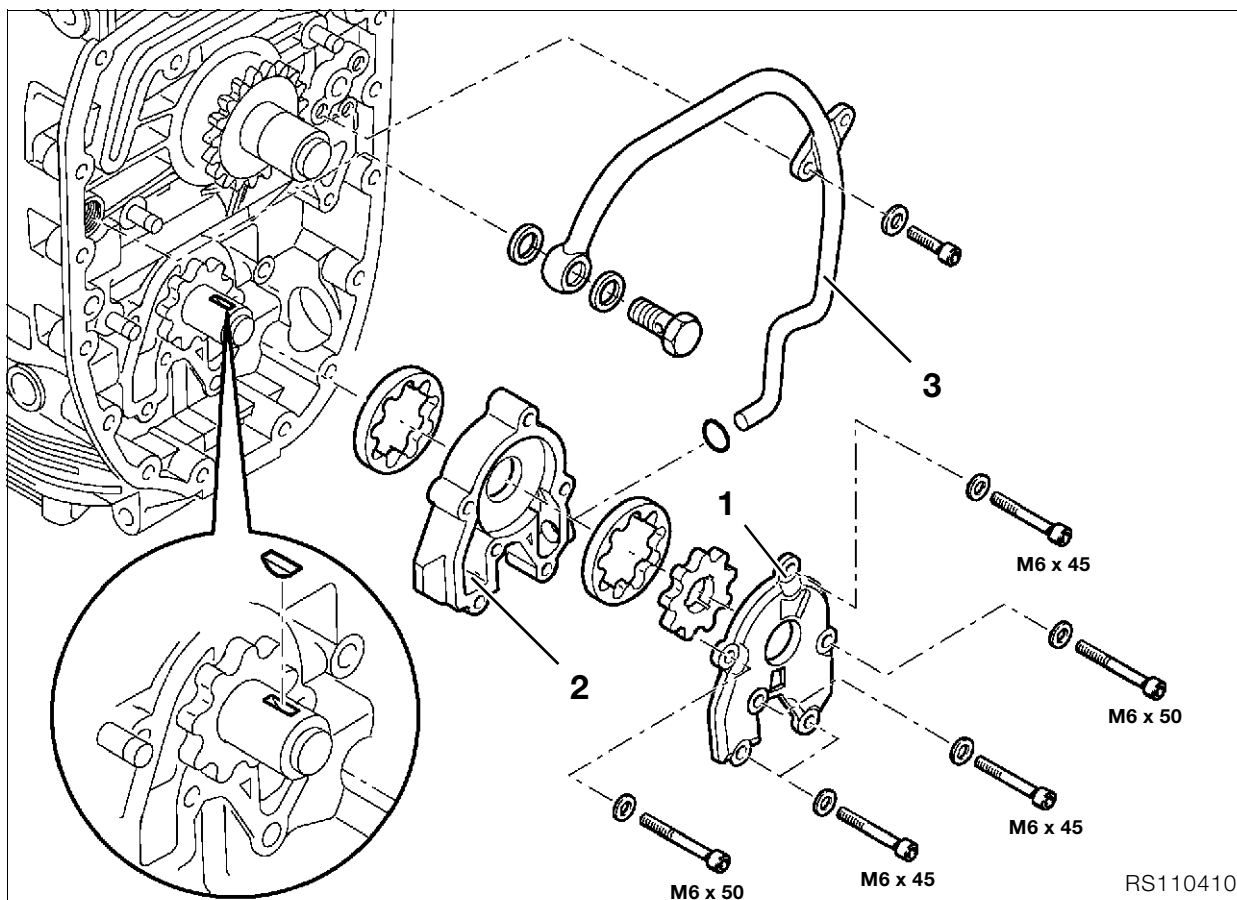
Slide new radial shaft seal over taper on sliding sleeve, pre-shape and pull off.



Removing auxiliary shaft drive



- Align marks (arrows) on timing pinion and chain sprocket.
- Remove banjo bolt of cooling oil pipe (1) and swing the pipe forwards.
- Remove chain tensioner (2).
- Remove chain tensioning rail (3).
- Remove chain guide rail (4).
- Lock the clutch housing with special tool, **BMW No. 11 5 640**.
- Remove chain sprocket retaining bolt (5).
- Remove sprocket (6) and timing chain (7).
- If necessary, remove chain sprocket (8).



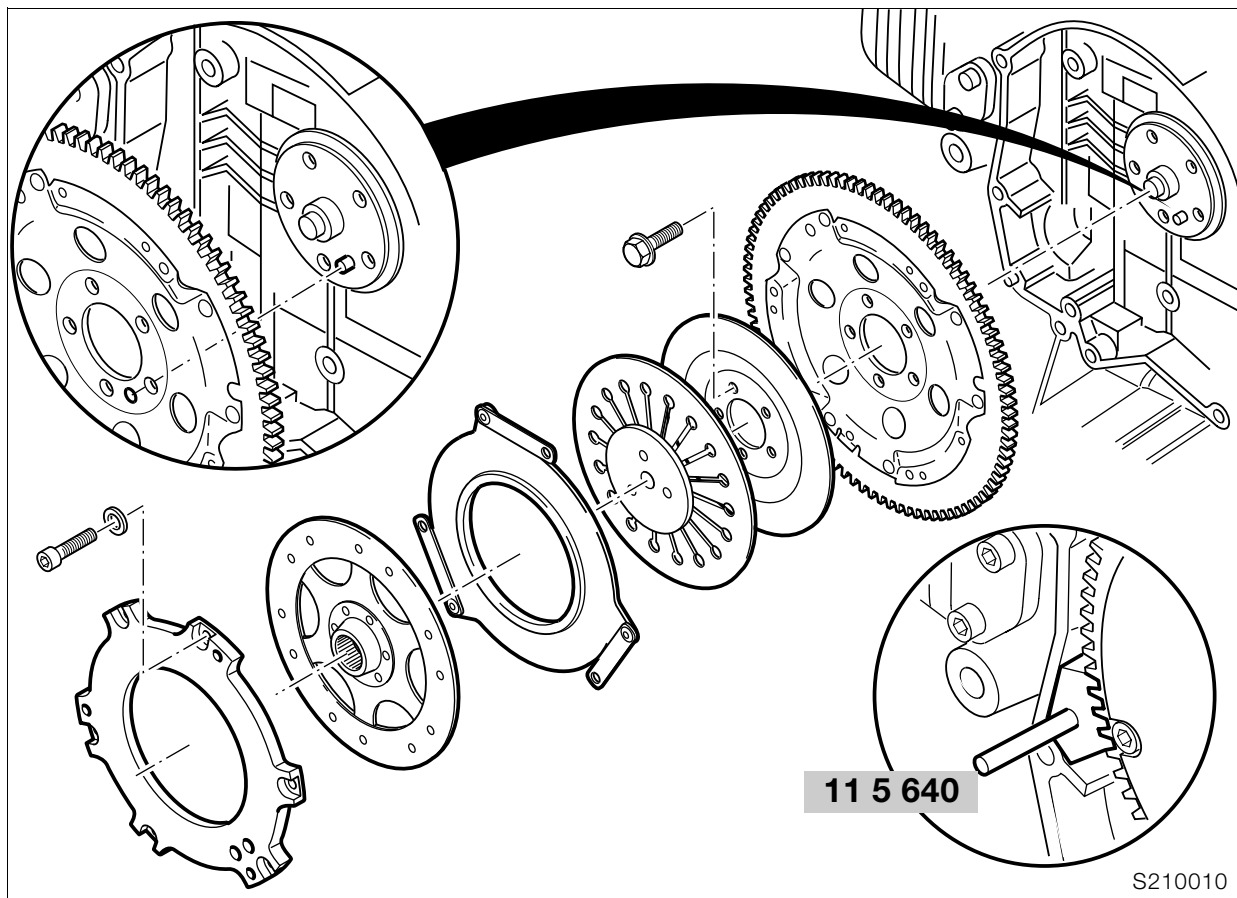
Removing oil pump

- Remove oil pump cover (1).
- Remove complete oil pump (2) together with cooling oil pipe (3), and disassemble.



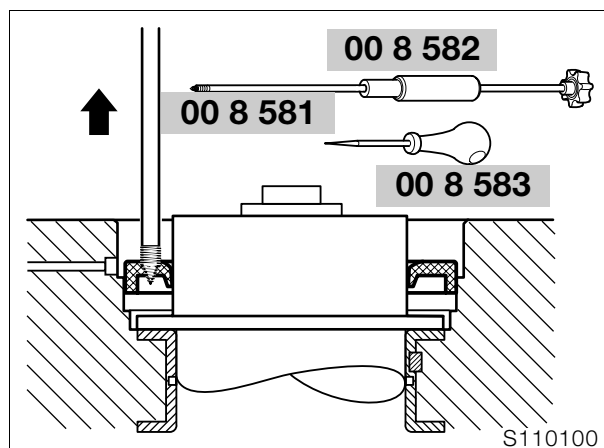
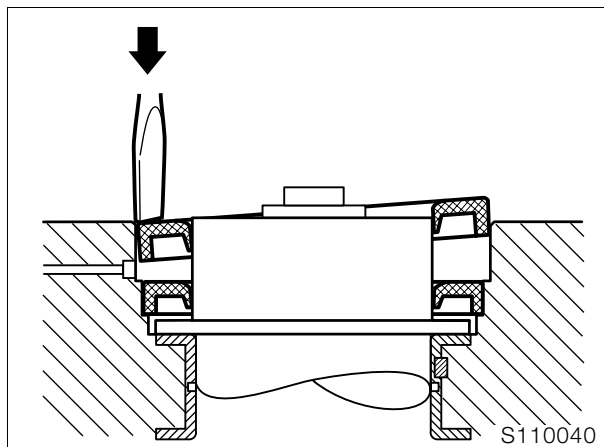
Caution:

Check installed positions of parts which have already been run together.



Removing radial shaft seal from crankshaft with engine installed

- Lock clutch housing with special tool, **BMW No. 11 5 640**.
- Remove the clutch.



- Using awl, **BMW No. 00 8 583**, carefully punch a hole in the shaft sealing ring.
- Screw the pull rod, **BMW No. 00 8 581**, into the hole and use impact weight, **BMW No. 00 8 582**, to remove the shaft sealing ring.

- Carefully lever out radial shaft seal, using a screwdriver.



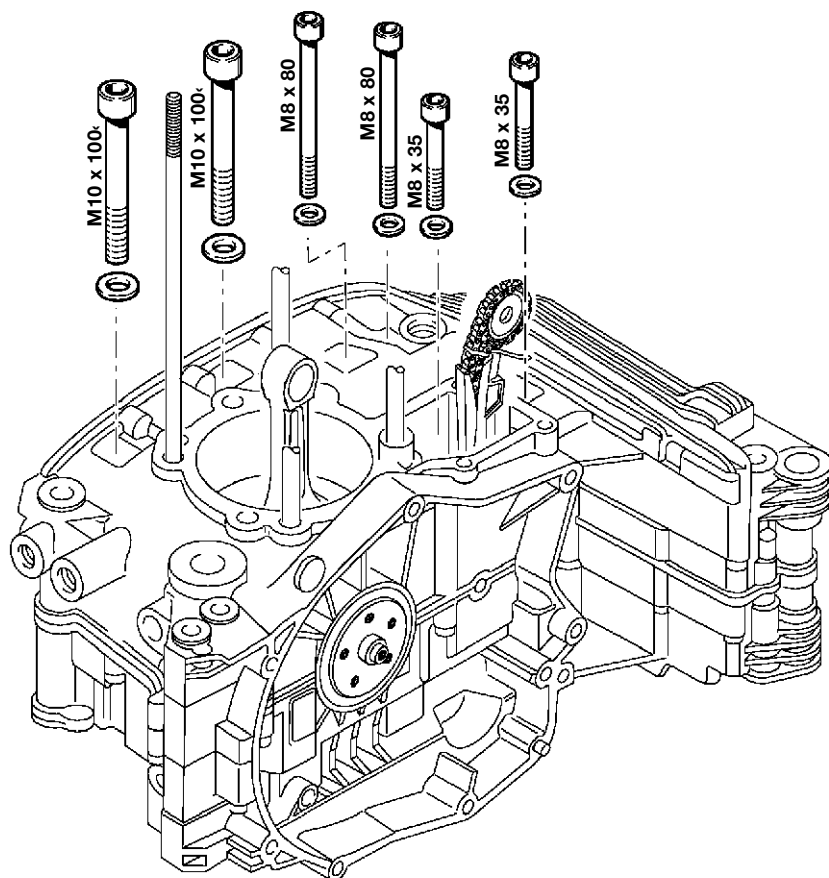
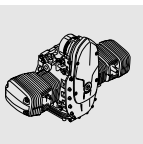
Caution:

Take care not to damage the sealing faces of crankcase and crankshaft.



Note:

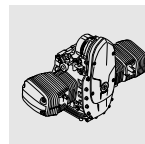
The radial shaft seals can be removed when the crankcase is disassembled.



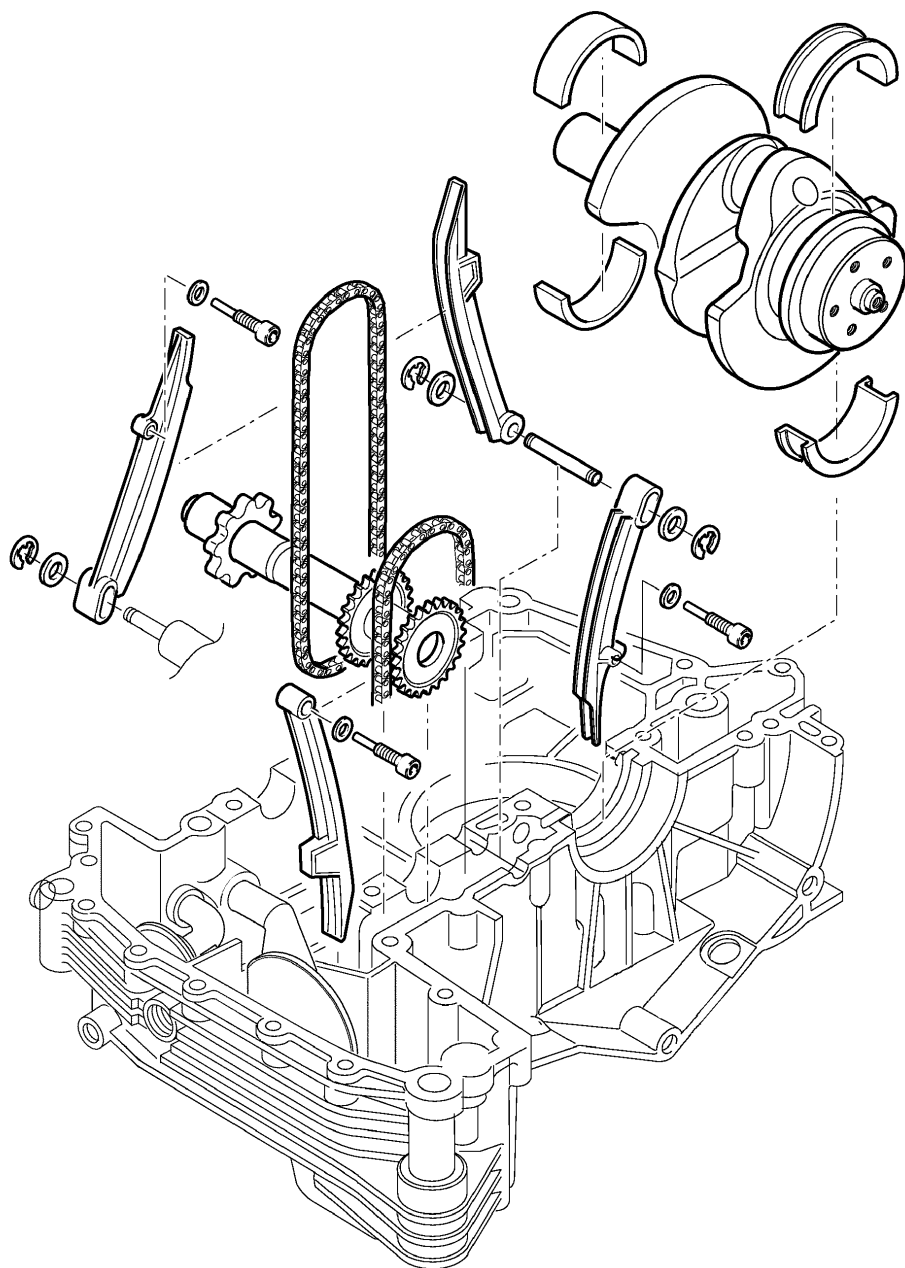
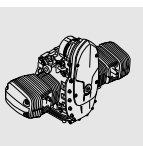
RS110261

Disassembling crankcase

- Turn engine on to its side.
- Remove screws on right side.



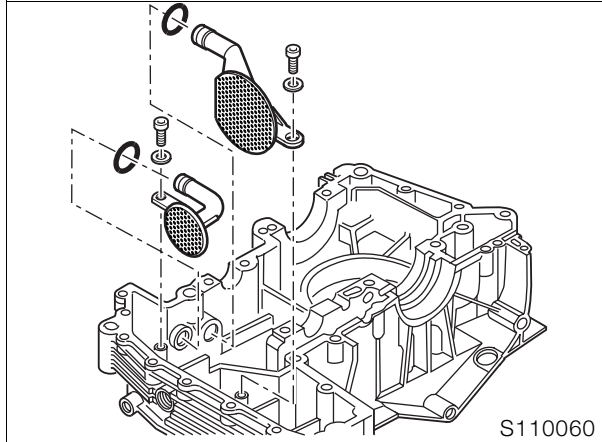
- RS110260



S110050

Removing crankshaft, auxiliary shaft
and timing chain tensioning and slide
rails

Removing and installing oil intake strainers



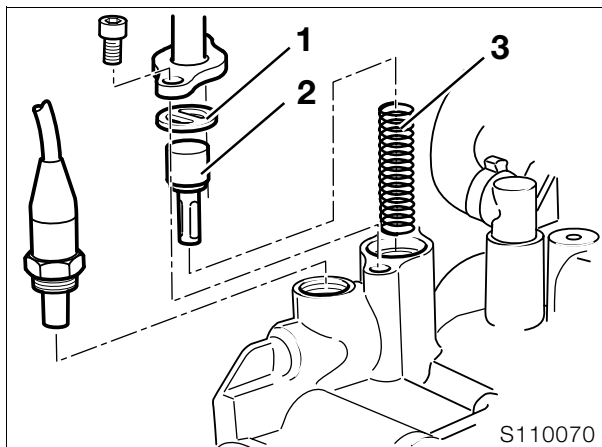
Tightening torque:
M 6 screw 9 Nm

Caution:
Make sure that the O-ring is not omitted, and is installed undamaged.

Replacing oil level sight glass

- Pierce the plastic disc with a large screwdriver and lever out the oil level sight glass.
- Coat the sealing face of the new oil level sight glass with engine oil and drive it in with drift, **BMW No. 00 5 550**.

Removing and installing oil thermostat



- Remove screws securing oil cooler line to fairing bracket.
- Disconnect oil cooler line from crankcase.
- Remove support plate (1), control element (2) and spring (3).
- Installation is the reverse of the removal procedure.

Tightening torque:
M 6 screw 9 Nm

Removing conrods

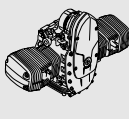
- Clamp crankshaft in a vise with protective jaws.
- Remove conrod.

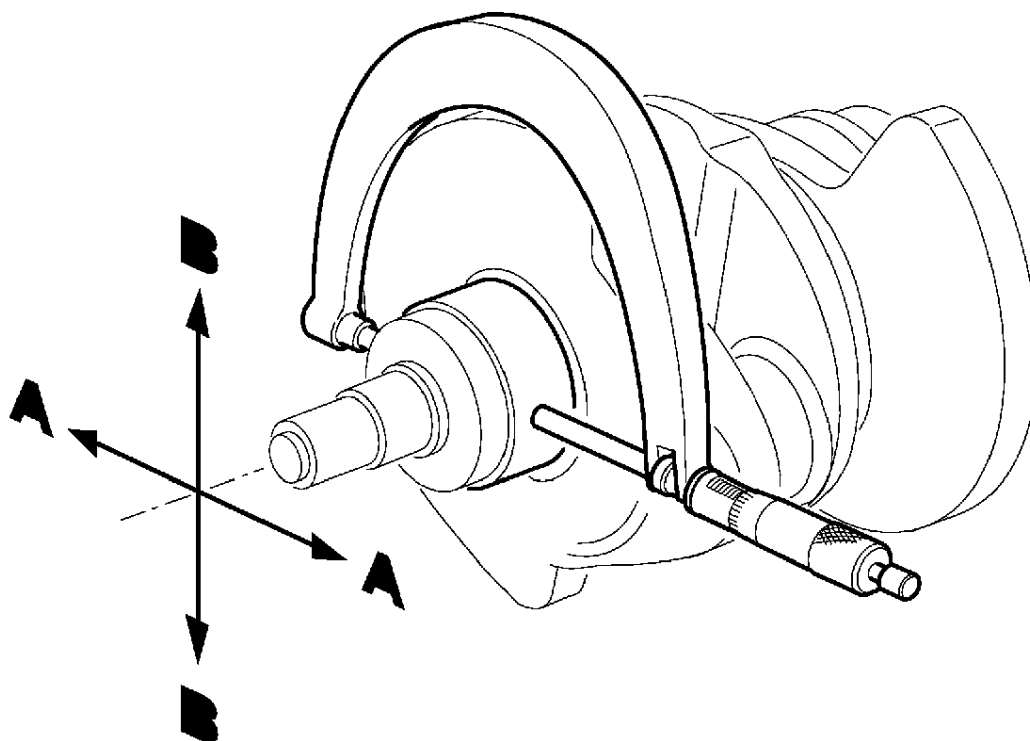
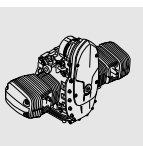
Caution:
Do not mix up the conrods.

Checking conrods

- Check conrod dimensions.
..... See Technical Data

Caution:
Do not attempt to straighten the sintered conrods – risk of fracture.





RS110310

Measuring crankshaft bearing play

Measuring radial bearing play

- Measure main bearing journal with an external micrometer in two planes, A and B, at right angles.
 - Enter measured values on record sheet.
- ➡ See Technical Data

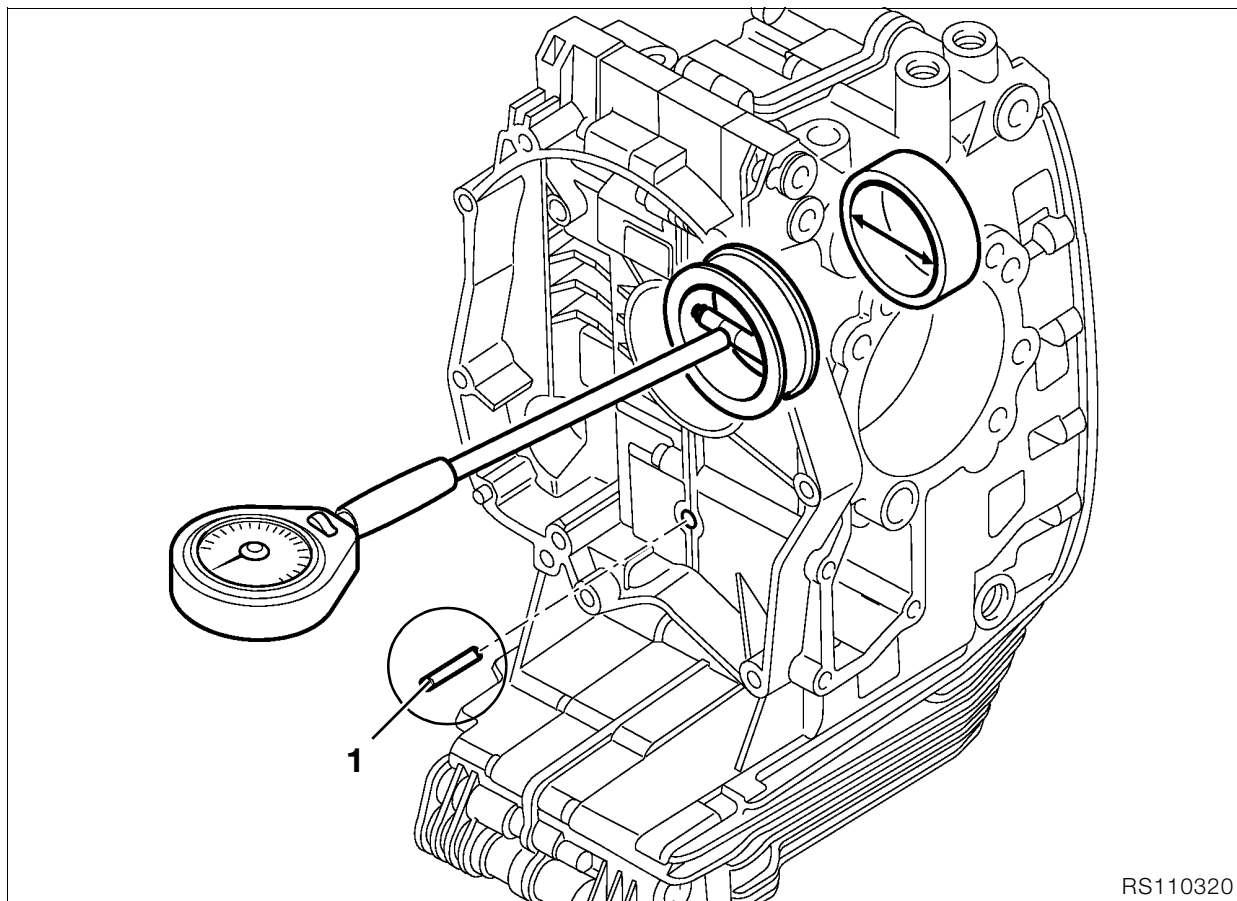


Caution:

The crankshaft can only be reground in grinding stage 0; after this it must be rehardened and finished. Grinding stages are identified by a paint mark on the front crank web.

➡ See Technical Data

When replacing the bearing shells, make sure that the colour marks on the crankpins and big end bearings match.



RS110320

Installing main bearings

- Insert tensioner rail/slide rail pivot pin (1) for centering purposes.
- Tighten M 8 and M 10 crankcase screws.



Tightening torque/tightening order:

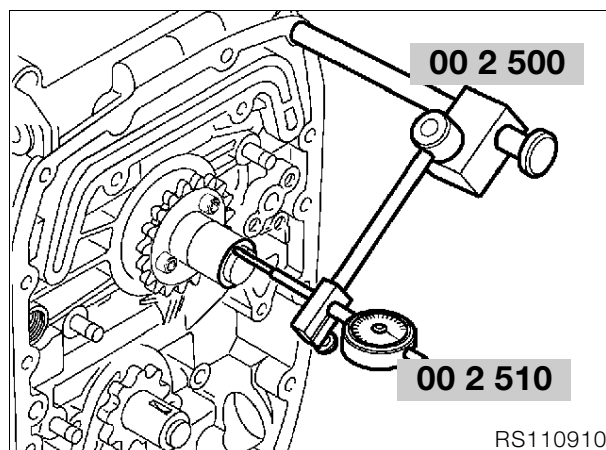
1. M 10 screw (oiled) Initial torque 25 Nm
Wrench angle 90°
2. M 8 screw (oiled) 22 Nm

- Measure front and rear main bearings in the load direction.
- Enter measured values on record sheet and calculate main bearing play.

➡ See Technical Data

Measuring axial bearing play

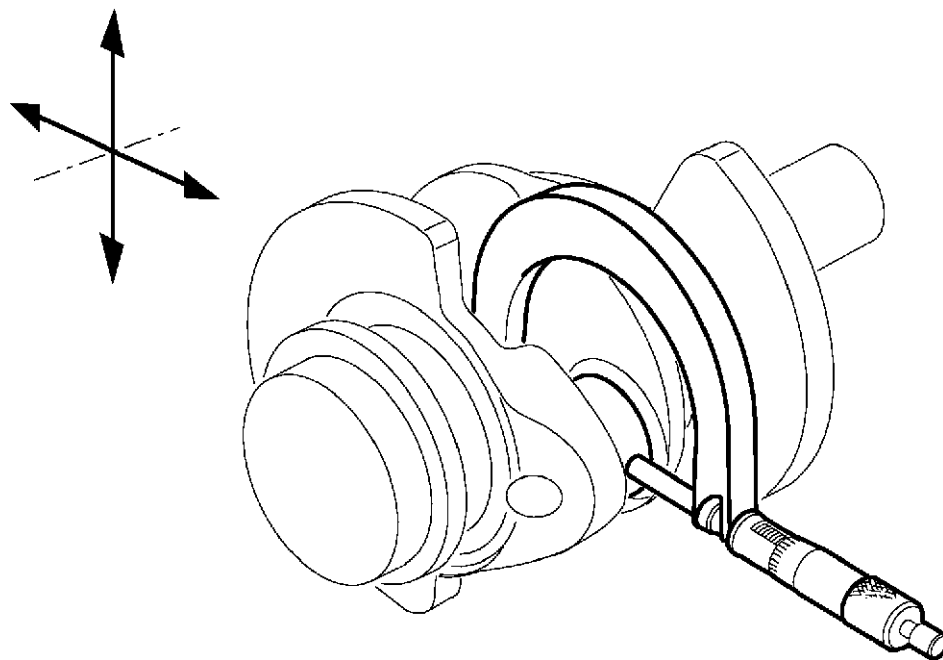
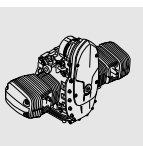
- Place crankshaft in crankcase.
- Insert tensioner rail/slide rail pivot pin (1) for centering purposes.
- Tighten crankcase screws.



RS110910

- Screw measuring device, **BMW No. 00 2 500**, with dial gauge, **BMW No. 00 2 510**, into tapped hole for alternator carrier cover.
- Move crankshaft forwards and backwards and read axial play from dial gauge.

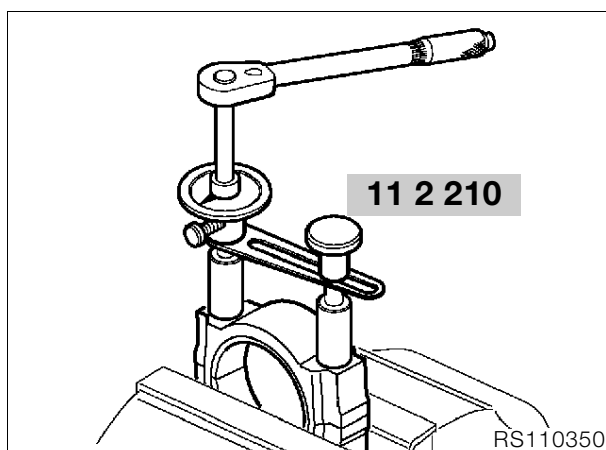
➡ See Technical Data



RS110340

Measuring big end bearing play

- Measure crankpin with an external micrometer in the thrust direction and at right angles to the thrust direction.



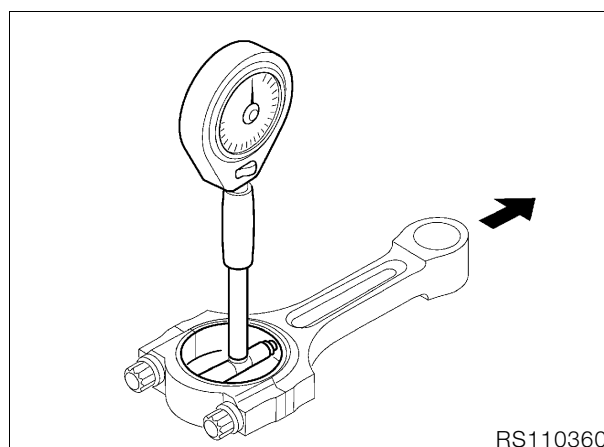
RS110350

- Install bearing shells and assemble conrods.
- Using tightening angle indicator, **BMW No. 11 2 210**, tighten the big end bolts.



Tightening torque:

Big end bolts oiled
 Joint torque 20 Nm
 Wrench angle 80°



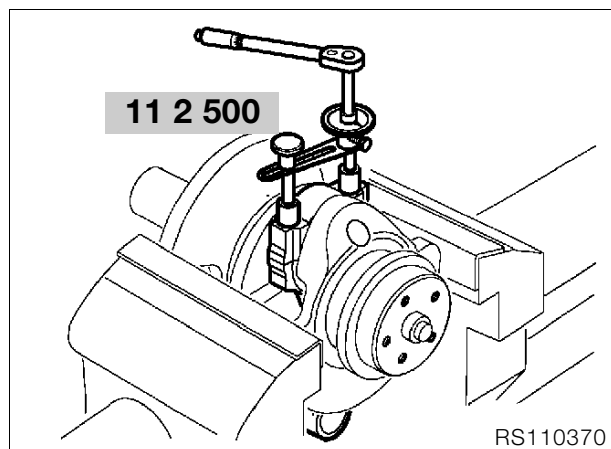
RS110360

- Measure big end bearing with internal gauge in thrust direction.
- Enter measured values on record sheet and calculate big end bearing play.

➡ See Technical Data

Assembling engine

Installing conrods



- Clamp crankshaft in a vise with protective jaws.
- Oil the big end bolts, screw them in by hand and tighten with tightening angle indicator, **BMW No. 11 2 500**.



Caution:

Oil the bearings.

Make sure that conrods and bearing shells are re-installed in their original positions.

Always use new big end bolts.

Use a felt-tipped pen or similar to mark the installed positions on the conrods.

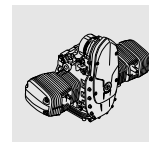


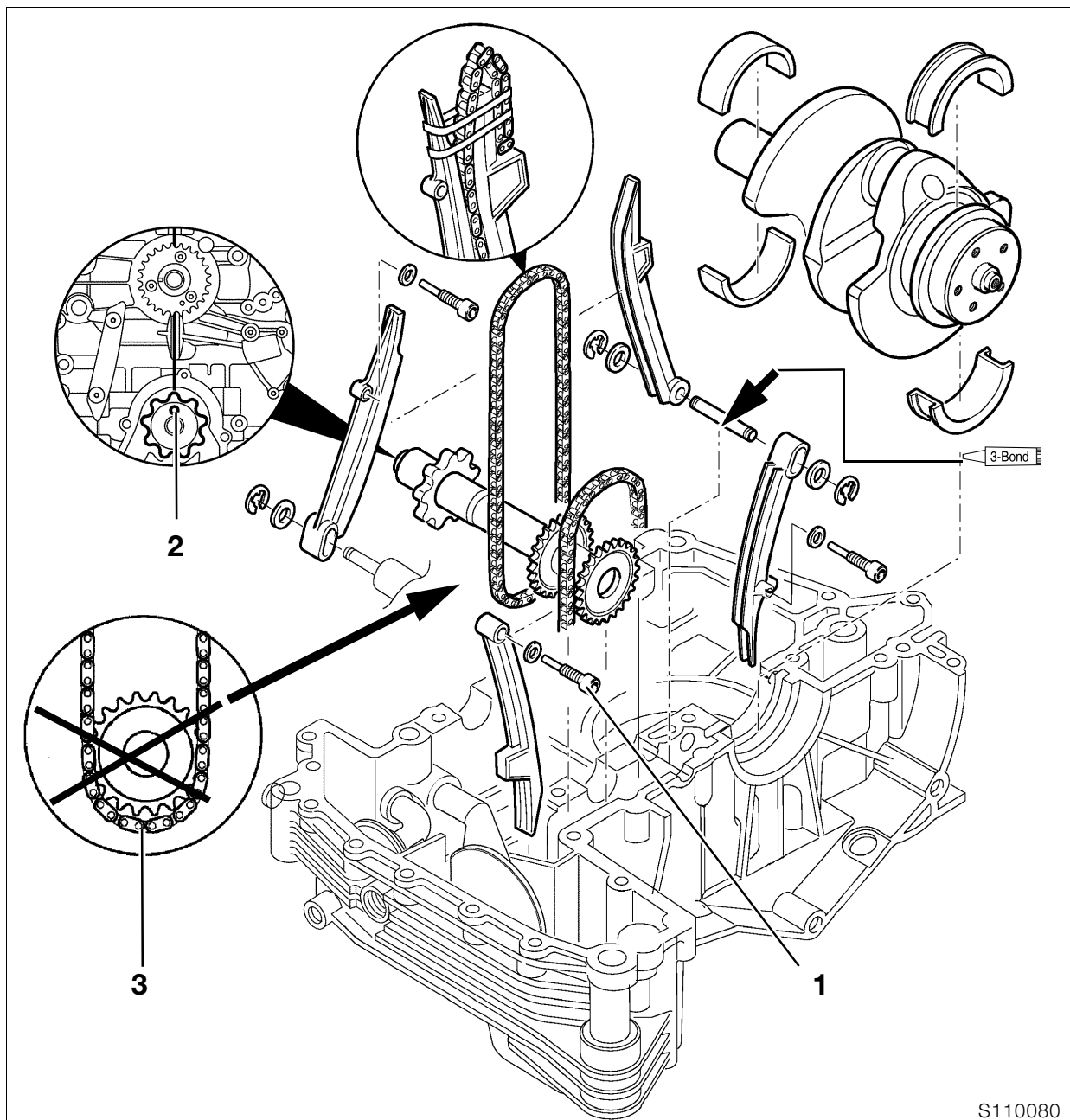
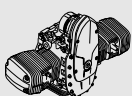
Tightening torque:

Big end bolts (oiled)

Joint torque..... 20 Nm

Wrench angle 80°





S110080

Installing crankshaft



Caution:
Oil the bearings.

Installing timing chain tensioning and slide rails

- Seal pivot pin for tensioner rail/slide rail at clutch side (arrow) with **3-Bond 1209**.
- Insert pivot screw (1) into chain tensioner rail, using a new seal.



Tightening torque:

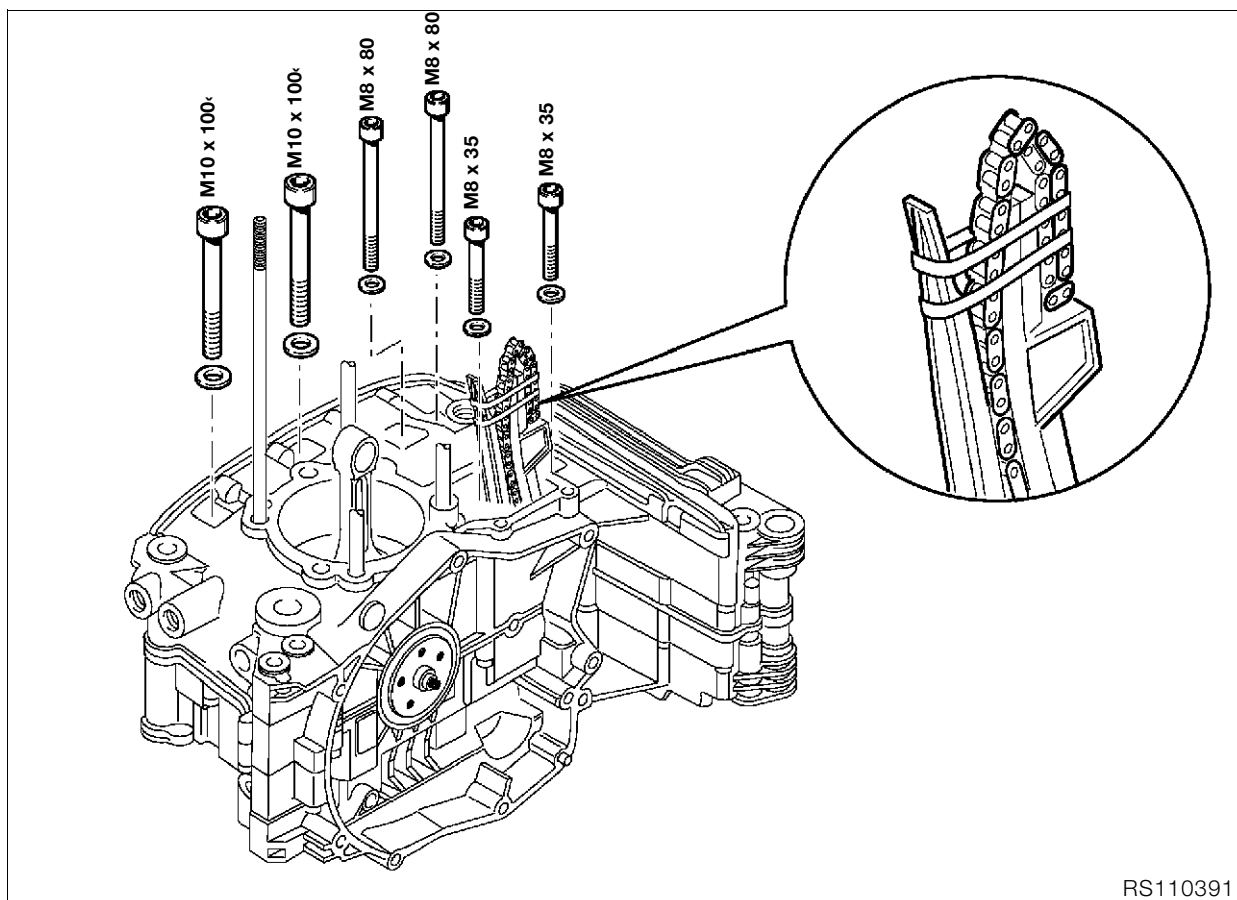
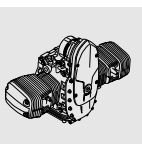
Chain guide rail pivot pin 18 Nm

Installing auxiliary shaft/timing chains

- When installing the auxiliary shaft, make sure that the bore in the auxiliary shaft (2) facing the crankshaft is in line with the crankcase mating face.



Caution:
Timing chains (3) must mesh fully with auxiliary shaft sprockets.



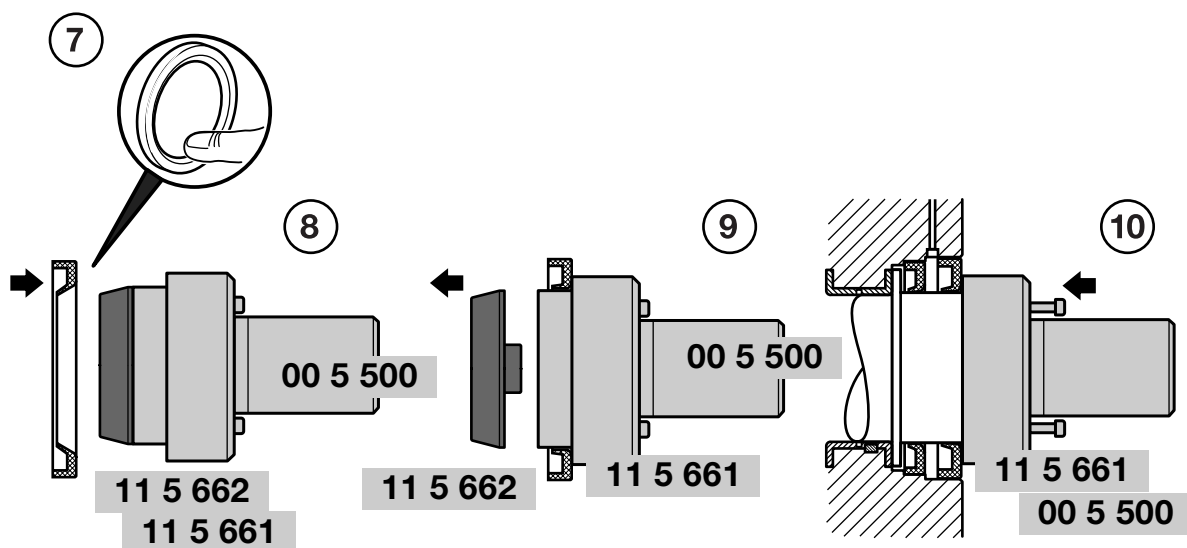
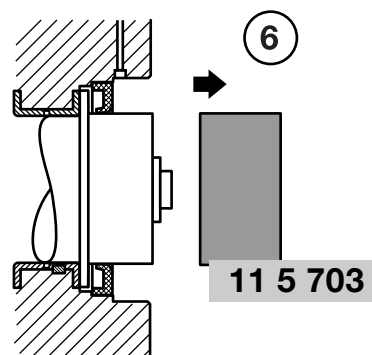
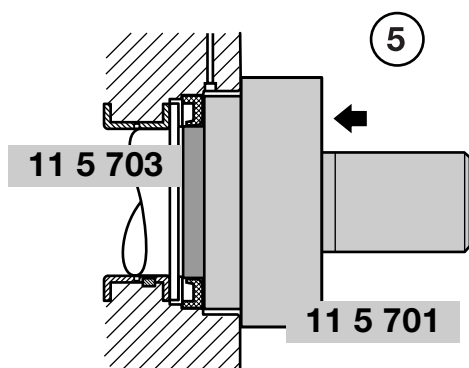
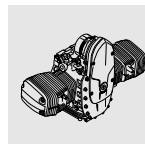
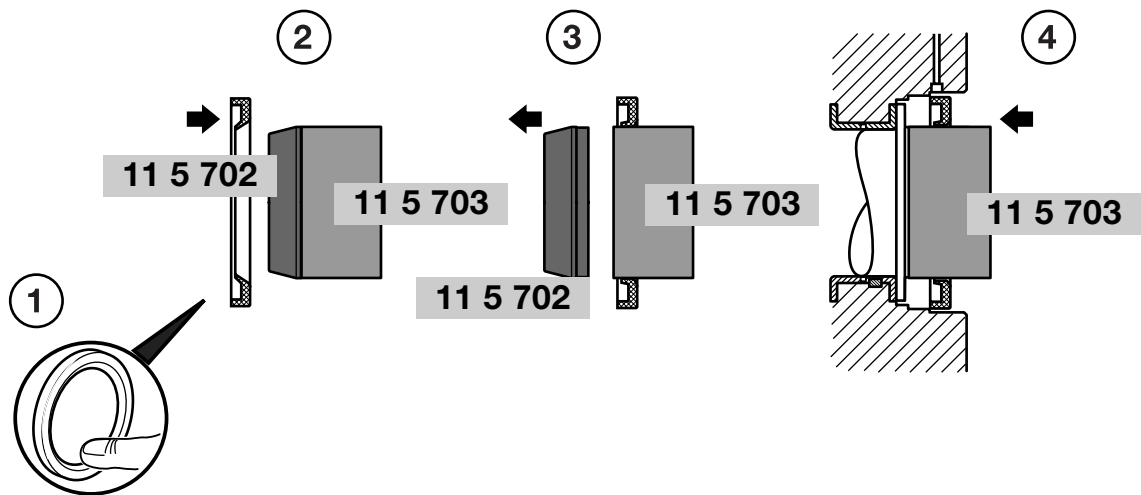
RS110391

- Bolt the crankcase sections together.



Tightening torque/tightening order:

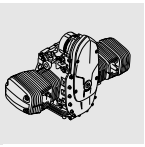
1. M 10 screw (oiled) Initial torque 25 Nm
Wrench angle 90°
2. M 8 screw (oiled) 22 Nm
3. M 6 screw 9 Nm



Installing radial shaft seals on crankshaft

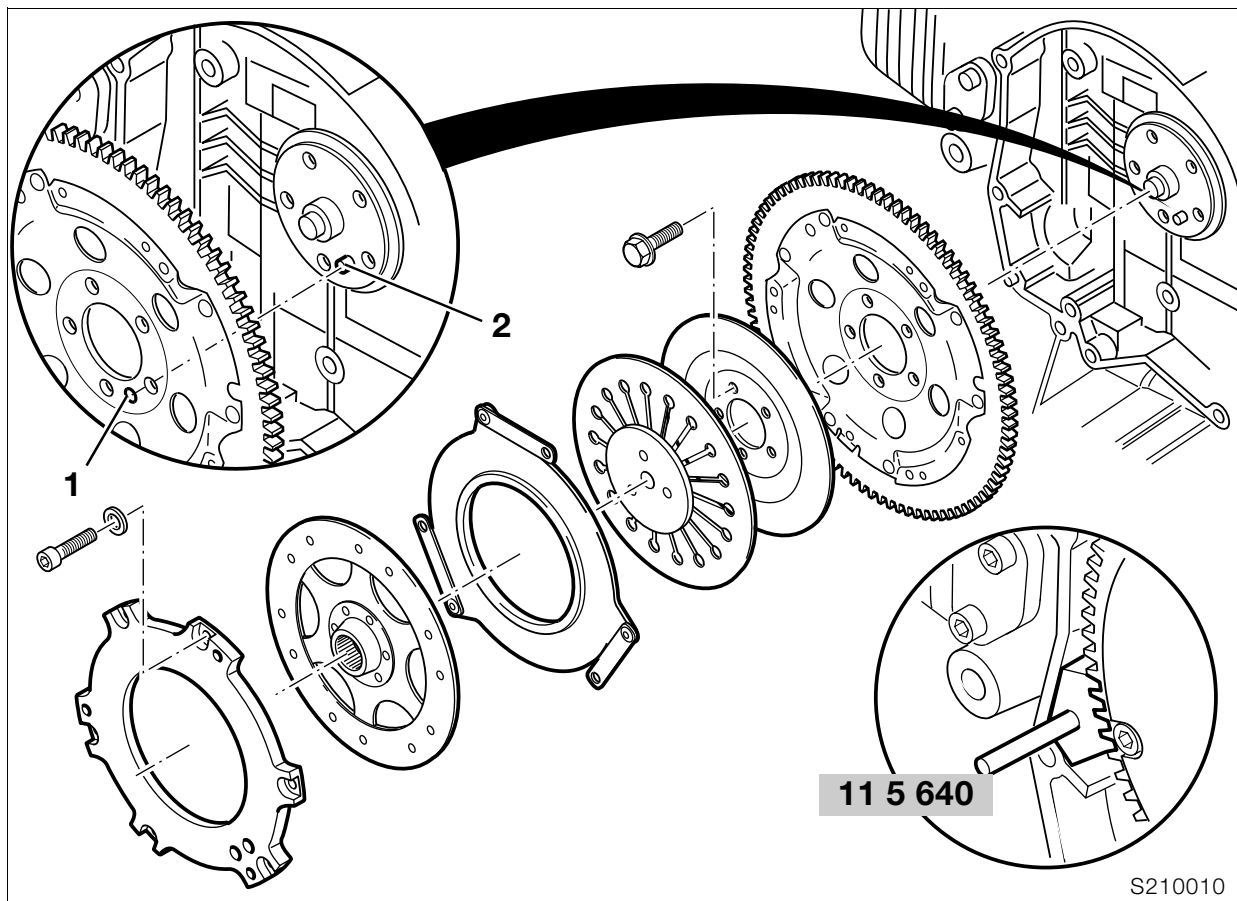
Installing the crankshaft-end radial shaft seal

- Shape the lip of the radial shaft seal carefully by hand (1).
- Oil the radial shaft seal at the sealing/contact surface.
- Using assembly sleeve, **BMW No. 11 5 702**, mount the radial shaft seal with the closed side toward the clutch onto sleeve, **BMW No. 11 5 703**, (2).
- Remove assembly sleeve (3).
- Mount sleeve complete with radial shaft seal on crankshaft (4).
- Use drift, **BMW No. 11 5 701**, together with the sleeve (5) to drive the radial shaft seal onto the crankshaft.
- Remove sleeve (6).



Installing the clutch-end radial shaft seal

- Shape the lip of the radial shaft seal carefully by hand (7).
- Oil the radial shaft seal at the sealing/contact surface.
- Using assembly sleeve, **BMW No. 11 5 662**, mount the radial shaft seal with the closed side toward the clutch onto drift, **BMW No. 11 5 661**, with handle, **BMW No. 00 5 500**, (8).
- Remove assembly sleeve (9).
- Using the drift, drive the radial shaft seal home (10).



Installing clutch housing



Caution:

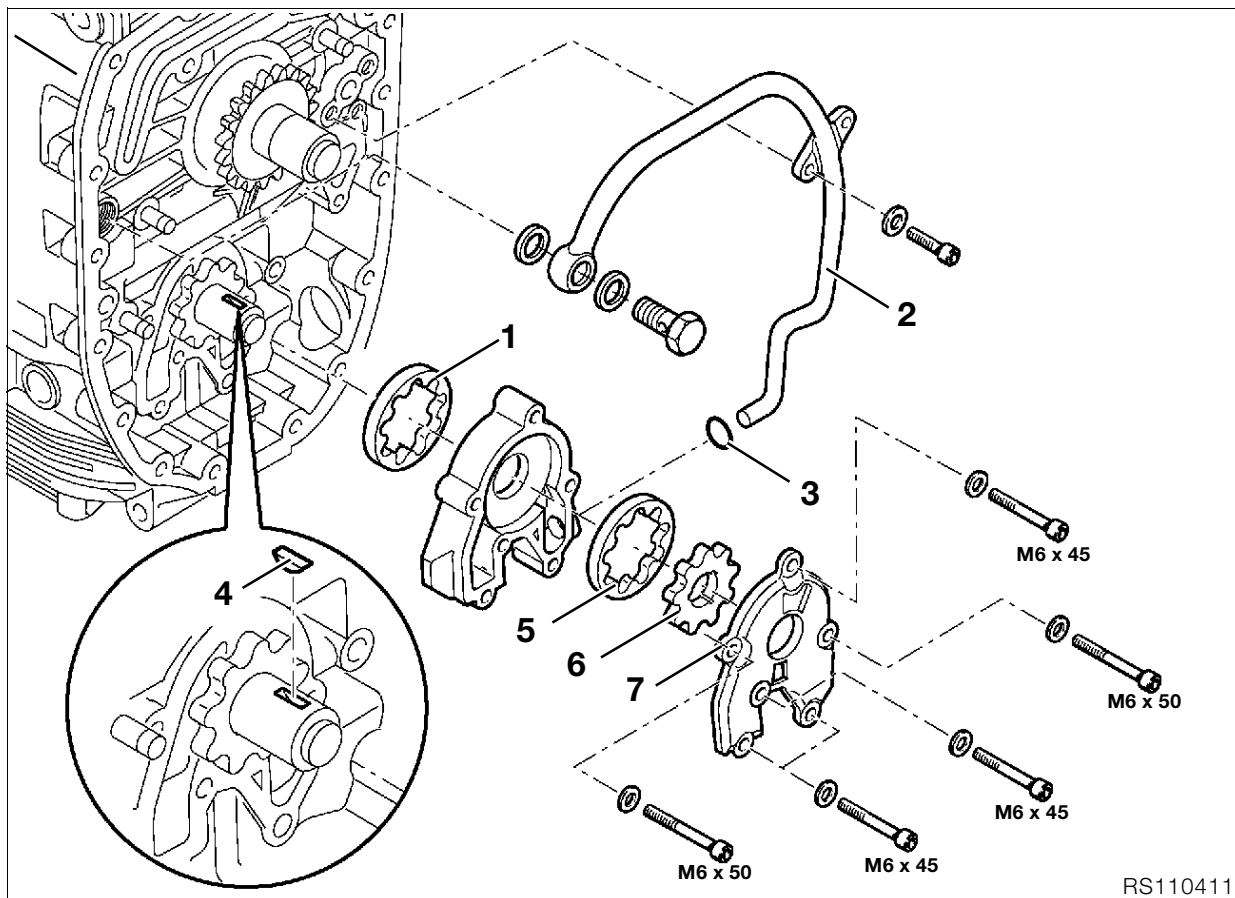
Always use new screws for housing and cover.

- Install clutch housing with mark (1) aligned with crankshaft mark (2).
- Lock the clutch housing with special tool, **BMW No. 11 5 640**.
- Insert all screws by hand and tighten down.



Tightening torque:

Clutch housing to crankshaft
(screw threads oiled) 40 Nm
Wrench angle 32°



Installing oil pump



Caution:
Oil the friction faces.

- Install outer rotor (1) of oil pump in pump housing.
- Install oil pump housing with cooling oil pipe (2).



Caution:
O-ring (3) must be in perfect condition.

- Install Woodruff key (4), outer rotor (5) and inner rotor (6) in cooling oil pump.
- Secure housing cover (7) to oil pump.

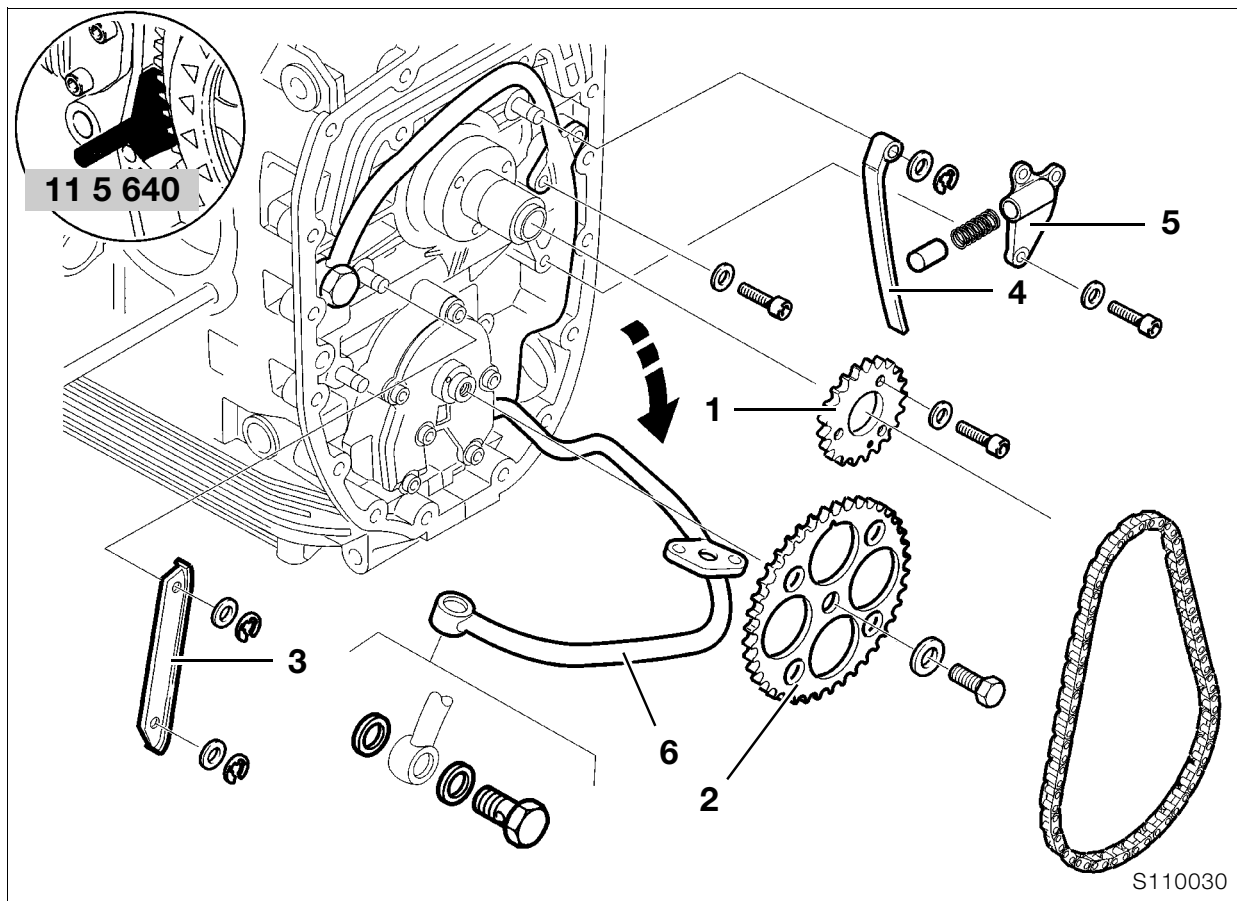


Caution:
Note different lengths of screws.



Tightening torque:

M 6 screw	9 Nm
Pressure relief valve	42 Nm
Oil pressure switch.....	30 Nm



Installing auxiliary shaft drive

- Align crankshaft mark with mark on auxiliary shaft.



Caution:

Adjust according to the adjusting instructions.

➡ See Technical Data

- Lock the clutch housing with special tool, **BMW No. 11 5 640**.
- Install chain sprocket (1).



Tightening torque:

M 6 screw 10 Nm

- Install drive-shaft chain with chainwheel (2).



Tightening torque:

Securing screw in chainwheel 70 Nm

- Install and secure chain guide rail (3).
- Install and secure chain tensioner rail (4).
- Install chain tensioner housing (5) with piston and spring.



Tightening torque:

M 6 screw 9 Nm

- Tighten down cooling oil line (6).



Caution:

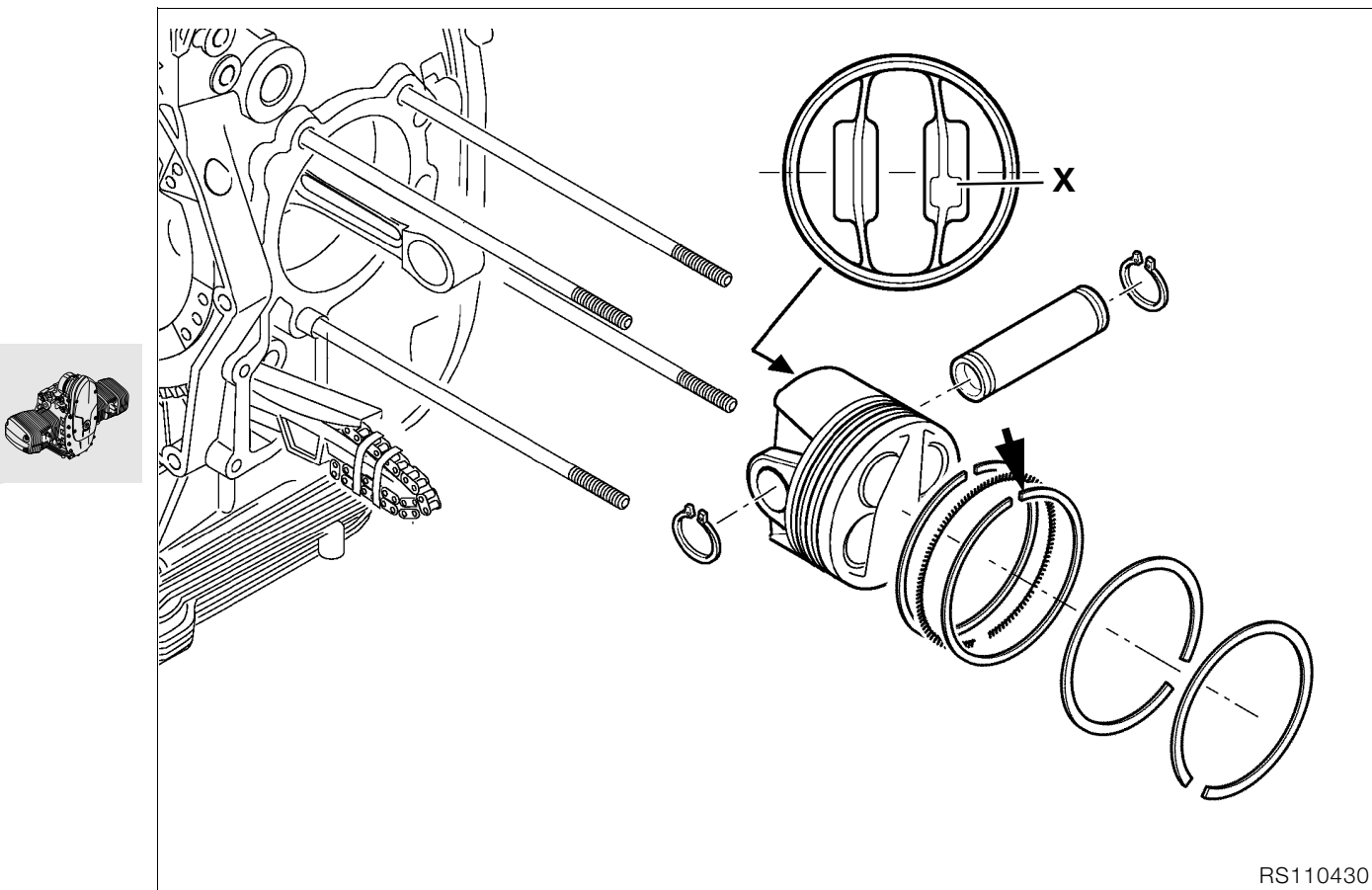
Use a new sealing ring.



Tightening torque:

M 6 screw 10 Nm

Banjo bolt for cooling oil line
with oil vent valve 25 Nm




Installing piston

- Turn oil scraper ring so that gap (arrow) is at top.
- Install piston rings with gaps offset by 120°.

Production locating point **X** = install on exhaust side.

Caution:

Make sure that retaining rings are properly seated on piston pin.
Oil the friction faces.
Always use pistons of the same weight class in any one engine.

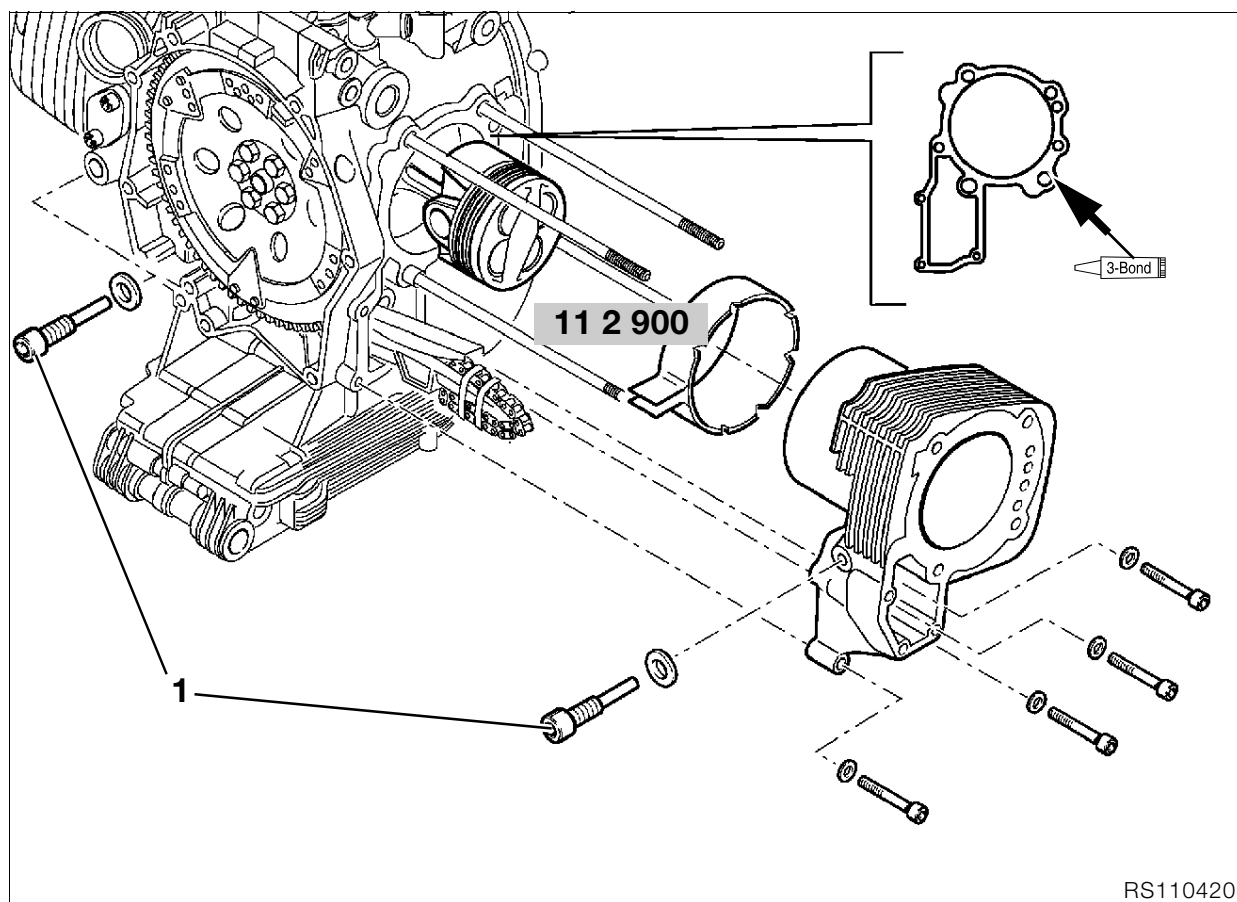
Markings: + or –
 See Technical Data

Caution:

Always install pistons and cylinders in pairs.
Do not mix up pistons and piston pins.

Piston size identification:

On piston crown A, B, AB (for either A or B cylinder),
and on cylinder A, B.

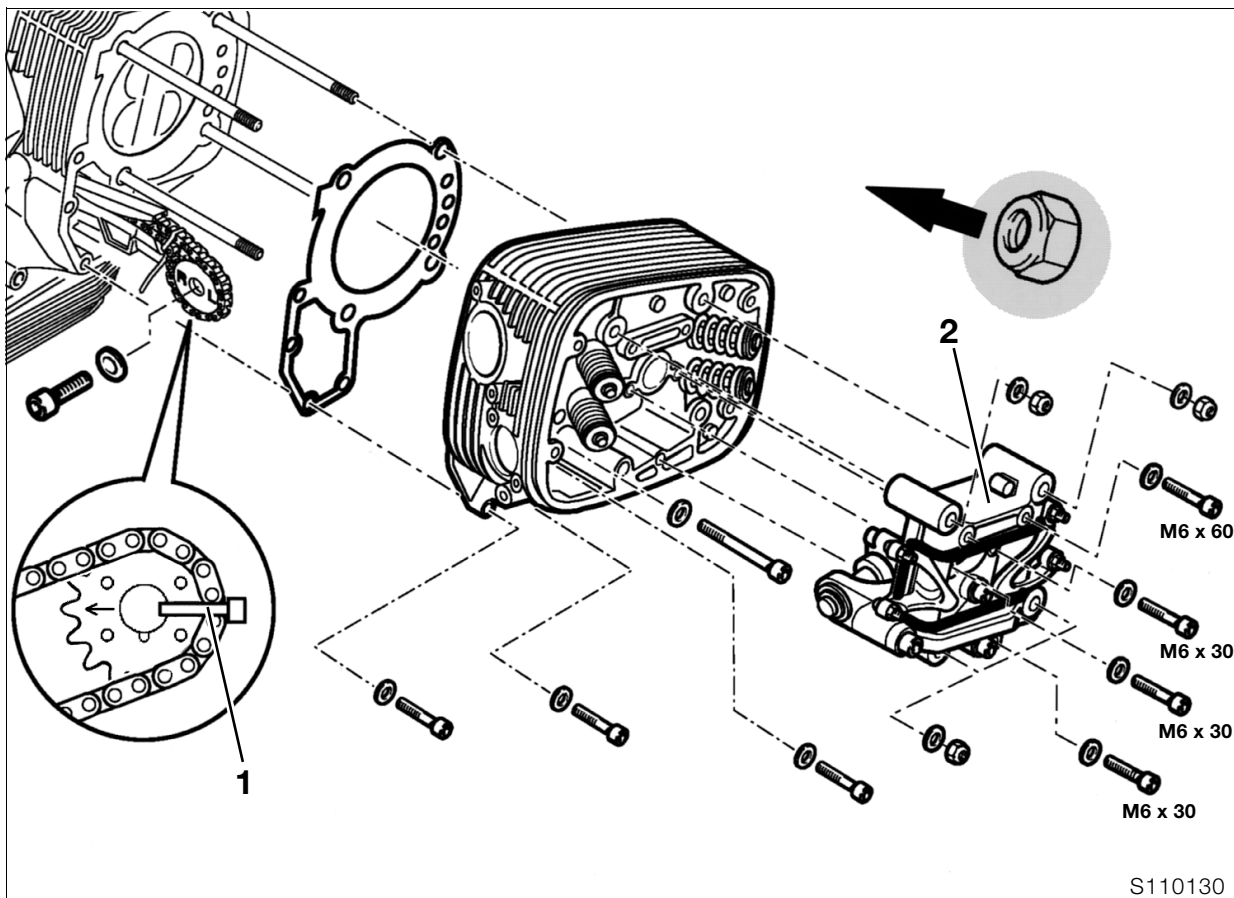


Installing cylinder

- Clean and de-grease cylinder base sealing face (arrow) and apply **3-Bond 1209**.
- Oil the cylinder wall.
- Compress the piston rings with a clamping strap, **BMW No. 11 2 900**.
- Install the cylinder and at the same time pass the timing chain and the tensioner and guide rails through the timing case cavity.
- Tighten cylinder securing screws.
- Fit new seals to pivot pins for chain guide rail (1).
- Install chain sprocket.

Tightening torque/tightening sequence:

1. M 8 screw 20 Nm
2. M 6 screw 9 Nm
3. Pivot screw for chain guide rail 18 Nm



Installing cylinder head

- Install cylinder head gasket.
- Fit cylinder head and insert correctly positioned camshaft chain sprocket (1) and timing chain into chain cavity.
- Install valve gear holder (2).
- Tighten cylinder head securing screws and nuts.



Caution:

Install cylinder head nuts with collar (arrow) toward cylinder head.



Tightening torque/tightening sequence:

1. Tighten cylinder head nuts (oiled) in diagonally opposite sequence
 - 1.1 Tighten all nuts 20 Nm
 - 1.2 Tighten all nuts to correct angle 90°
 - 1.3 Tighten all nuts to correct angle 90°
2. M 10 screw 40 Nm
3. M 6 screw 9 Nm



Tightening torque:

Retighten after 1000 km (app. 600 miles)

Tighten cylinder head nuts in diagonally opposite sequence

1. Slacken one nut
2. Tighten nut to initial torque 20 Nm
3. Tighten nut to wrench angle 180°
4. Slacken and retighten M10 screw 40 Nm

- Fit camshaft chain sprocket in accordance with adjustment specification.
- Lock the clutch housing with special tool, **BMW No. 11 5 640**.
- Tighten camshaft chain sprocket.



Tightening torque:

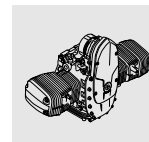
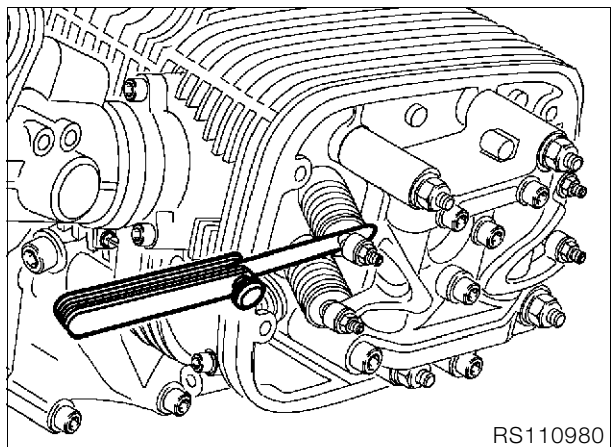
Camshaft sprocket retaining screw 65 Nm

- Insert the left-side camshaft sprocket with pin into the camshaft and set the left cylinder to firing TDC.
- Fit camshaft chain sprocket in accordance with adjustment specification.
- Tighten camshaft chain sprocket.
- Install chain tensioner.
- Check that marks on camshaft sprockets are in accordance with adjustment specification.



Tightening torque:

Chain tensioner 32 Nm



Adjusting valve clearances

- Set piston to firing TDC.
- Measure valve clearance with feeler gauge.
- Correct valve clearance with adjusting screw and tighten locknut.

Valve clearances with engine cold

(max. 35 °C/95 °F):

Inlet 0.15 mm (0.006 in)

Exhaust 0.30 mm (0.012 in)



Tightening torque:

Locknut 8 Nm

- Recheck valve clearances. Feeler gauge must pull through between valve stem and adjusting screw with slight resistance.

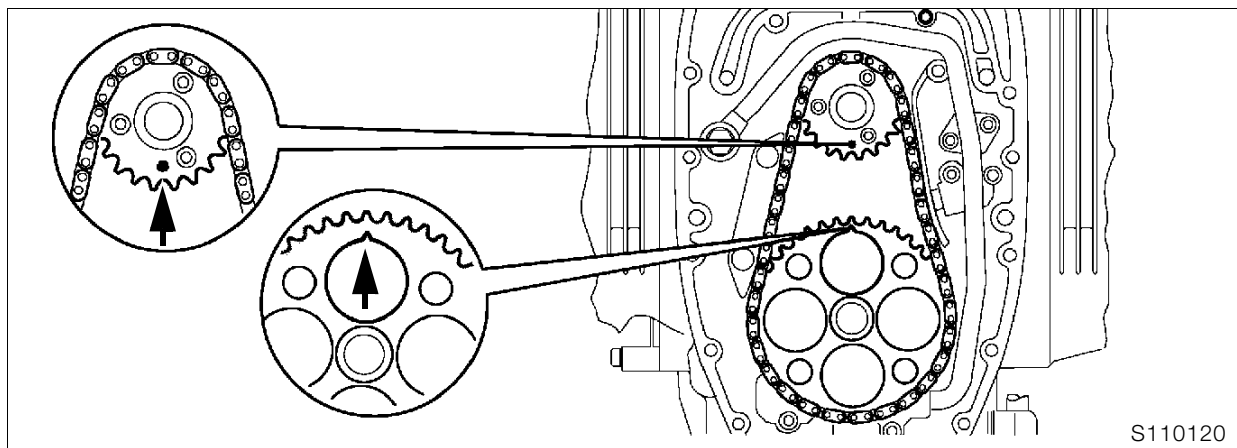
Installing right cylinder head

Adjustment specification

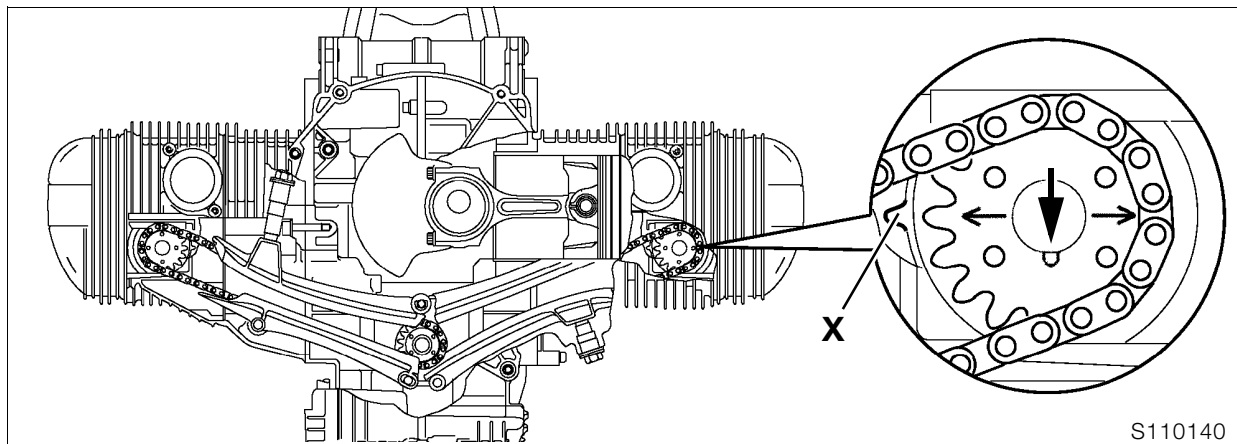


Caution:

When assembling, **always** start with the **right-hand** cylinder.



Right cylinder = at firing TDC:
marks (arrows) on chainwheel/auxiliary shaft and
chain sprocket/crankshaft are aligned.



- Lock engine at firing TDC by inserting pin, **BMW No. 11 2 650**, through holes in clutch housing and engine block.



Note:

With engine installed, set engine to TDC with dial gauge holder, **BMW No. 00 2 650**, and dial gauge, **BMW No. 00 2 510**.

Right cylinder = at firing TDC:
Locating pin (arrow) on right camshaft sprocket
points downwards.
Mark (**arrow**) and tip of tooth on right camshaft gear
are **exactly aligned** with mark **X** on valve gear holder.

- Recheck setting with timing chain tensioner installed.

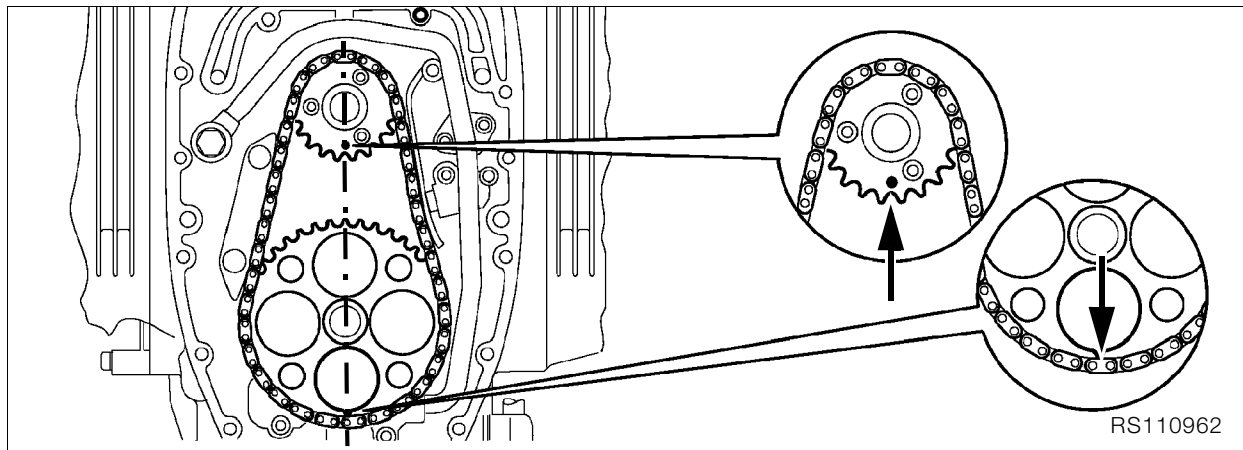
Installing left cylinder head

Adjustment specification

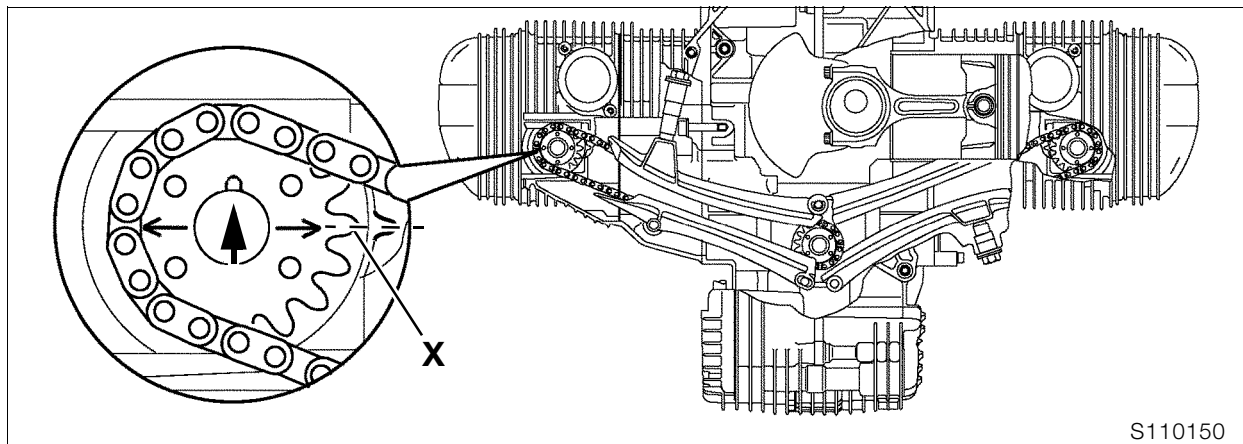


Caution:

When installing, **always** begin with the **right-hand** cylinder.



Left cylinder = at firing TDC: marks (arrows) on chain sprocket/auxiliary shaft and chainwheel/crankshaft at bottom



- Lock engine at firing TDC by inserting pin, **BMW No. 11 2 650**, through holes in clutch housing and engine block.



Note:

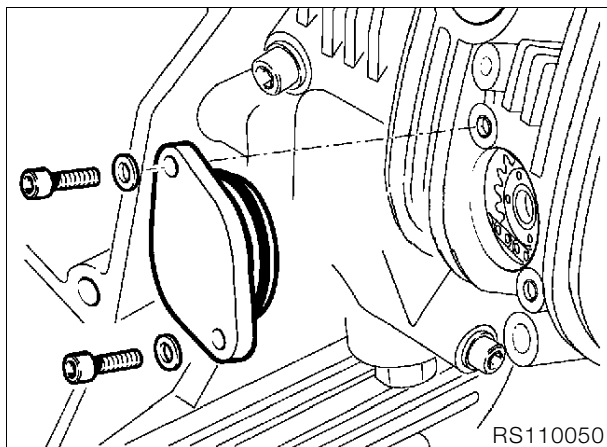
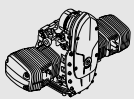
With engine installed, set engine to TDC with dial gauge holder, **BMW No. 00 2 650**, and dial gauge, **BMW No. 00 2 510**.

Left cylinder = at firing TDC:

Locating pin (arrow) on left camshaft sprocket points upwards.

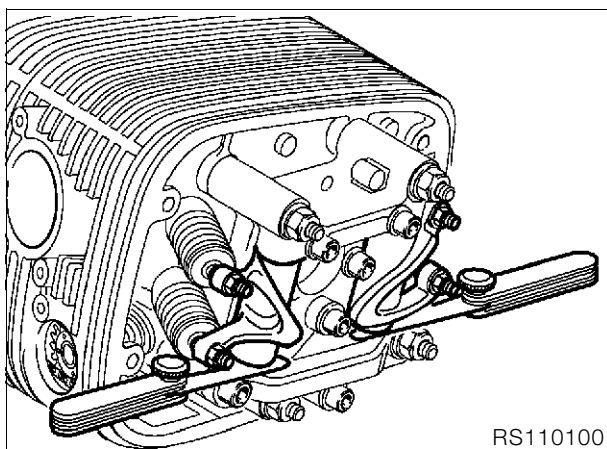
Mark (**arrow**) and tip of tooth of left camshaft gear are **exactly aligned** with mark **X** on valve gear holder.

- Recheck setting with timing chain tensioner installed.



- Install the end cover with O-ring in perfect condition.

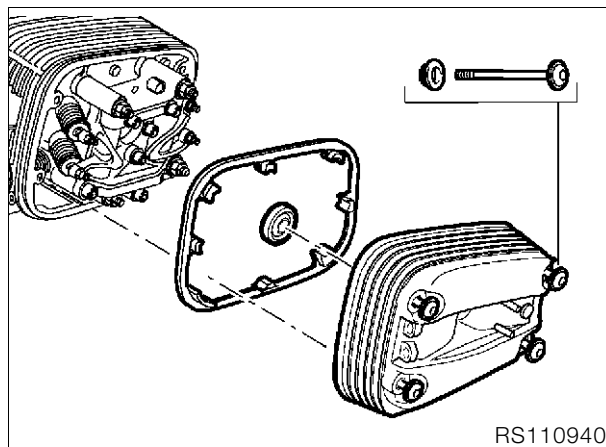
Tightening torque:
M 6 screw 9 Nm



- Adjust the holder for minimum end float.

End float of rockers:

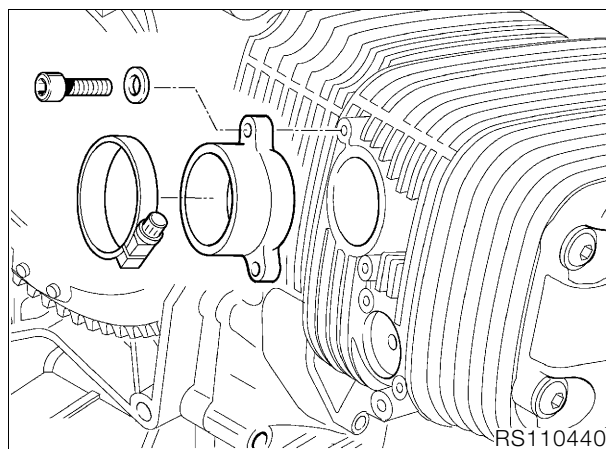
min. 0.05 mm (0.002 in)
max. 0.40 mm (0.016 in)



- Install cylinder head cover.

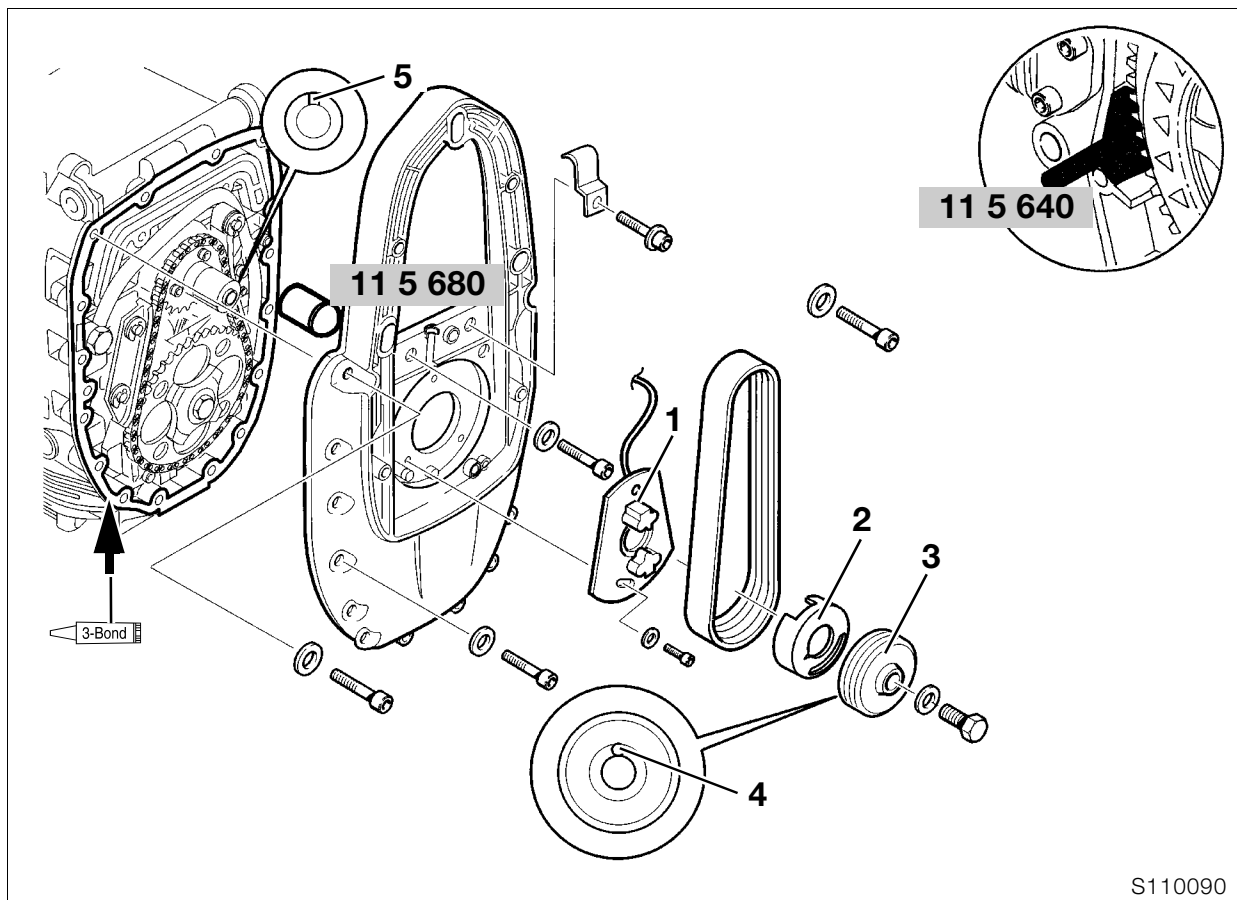
Caution:
Make sure that gaskets are correctly seated. Gaskets and sealing faces must be free from oil and grease.

Tightening torque:
Cover screw 9 Nm



- Secure air intake stub pipe.

Tightening torque:
M 6 screw 9 Nm



Installing alternator mount cover

- Place assembly sleeve, **BMW No. 11 5 680**, on crankshaft.
- Clean and de-grease sealing face (arrow) and apply **3-Bond 1209**.
- Install alternator mount cover.



Tightening torque:

M 8 screw	20 Nm
M 6 screw	9 Nm

Installing magnetic gate/belt pulley

- Install Hall-effect trigger plate (1).
- Lock the clutch housing with special tool, **BMW No. 11 5 640**.
- Secure rotor (2) of Hall-effect gate to the Poly-V belt pulley (3) with, for example, **Loctite instant adhesive**.
- Install the Poly-V belt pulley.



Caution:

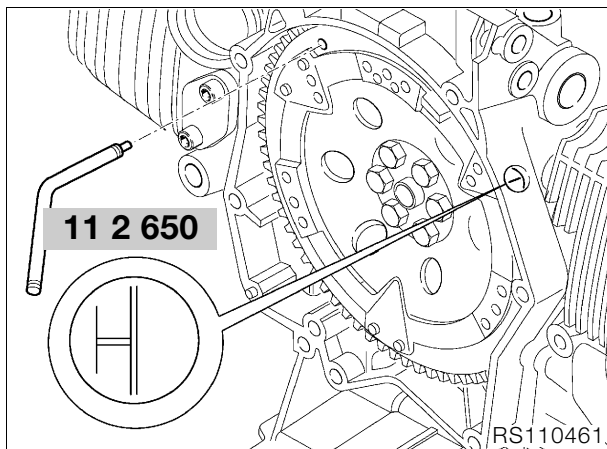
Seat retainer for Hall-effect gate rotor (4) in groove in crankshaft (5).



Tightening torque:

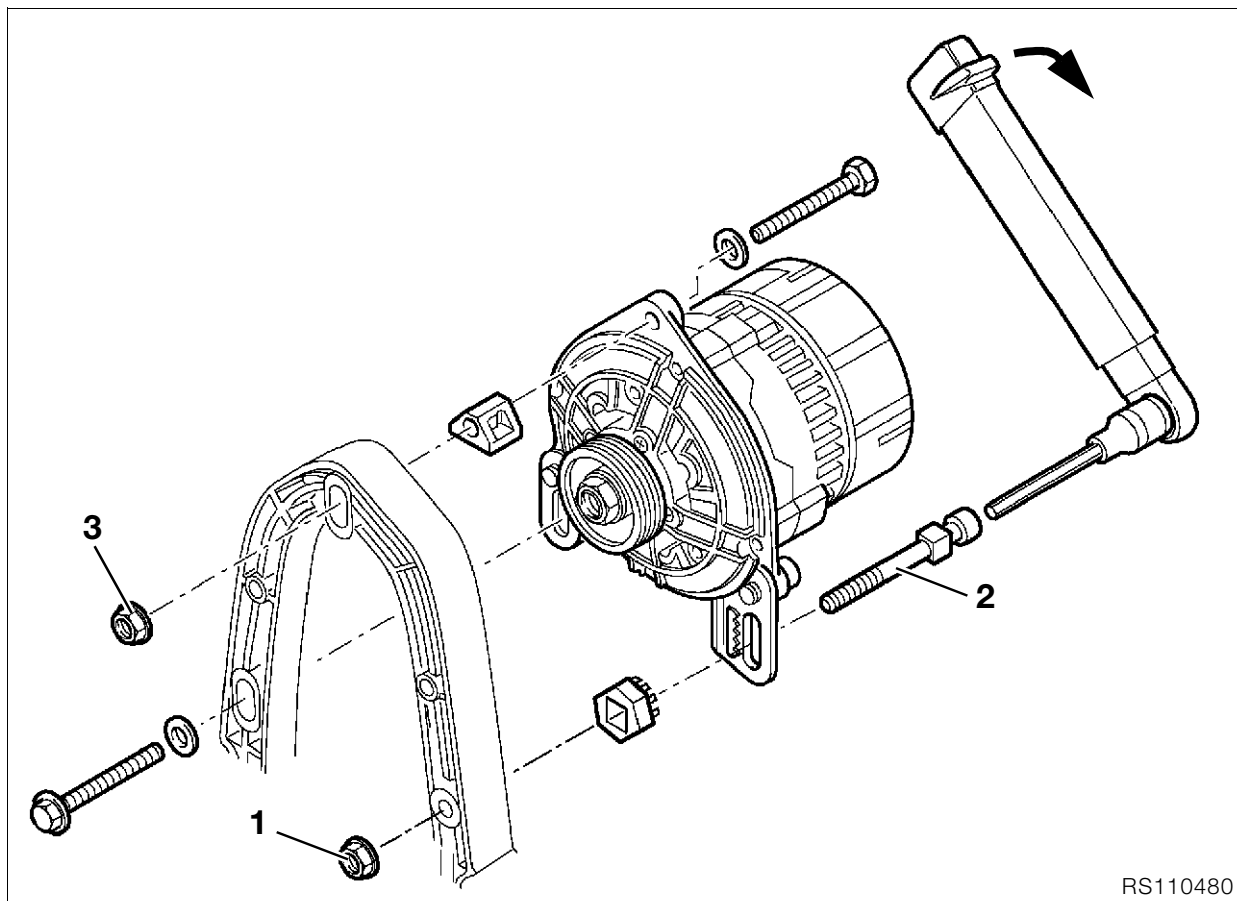
Retaining screw for belt pulley	50 Nm
---------------------------------------	-------

S110090



Timing the ignition

- Using TDC locating pin, **BMW No. 11 2 650**, lock the clutch housing.
- Connect **BMW** MoDiTeC with adapter cable to Hall-effect gate plate.
- Set the timing, following the tester instructions.
- Remove the TDC locating pin.



Installing alternator

- Install alternator.

Poly-V belt adjusting procedure:

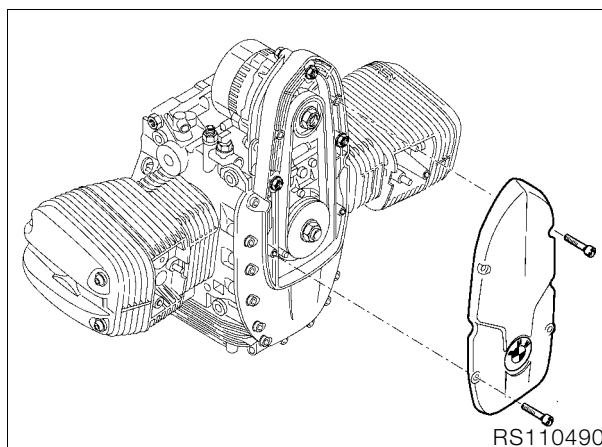
Poly-V belt installation procedure:

- Hand-tighten hex nut (1) on adjusting screw (2) **(do not use tools)**.
- Tighten adjusting screw (2) with a torque wrench and keep preload applied. Tighten upper retaining nut (3), then remove torque wrench from adjusting screw.

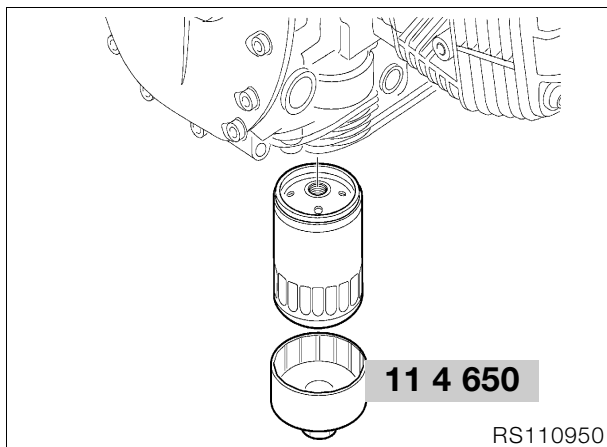
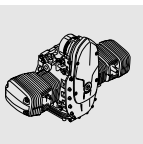


Tightening torque:

Preload Poly-V belt with adjusting screw 8 Nm
Alternator to alternator support cover 20 Nm



- Install front cover.



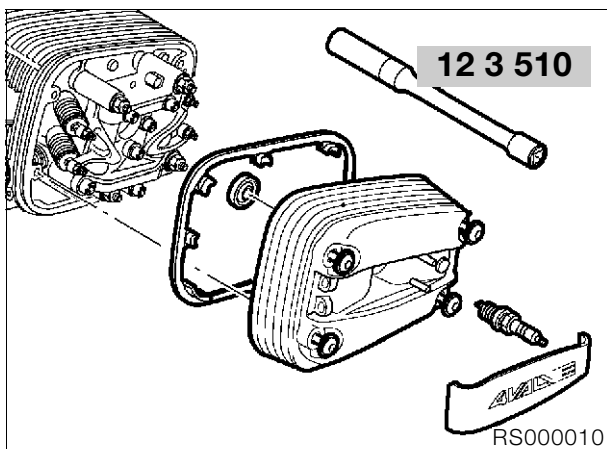
Installing engine

- Installation is the reverse of the removal procedure.

- Install oil filter with oil filter wrench, **BMW No. 11 4 650**.
- Insert and tighten oil drain plug with a new seal.

Tightening torque:

Oil filter (sealing face lightly oiled) 11 Nm
Oil drain plug 32 Nm



- Install spark plugs with spark plug socket wrench, **BMW No. 12 3 510**.

Tightening torque:

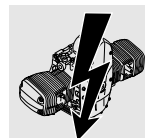
Spark plug 20 Nm

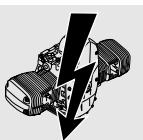
12 Engine electrics

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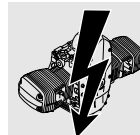
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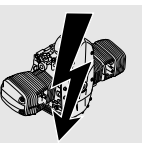
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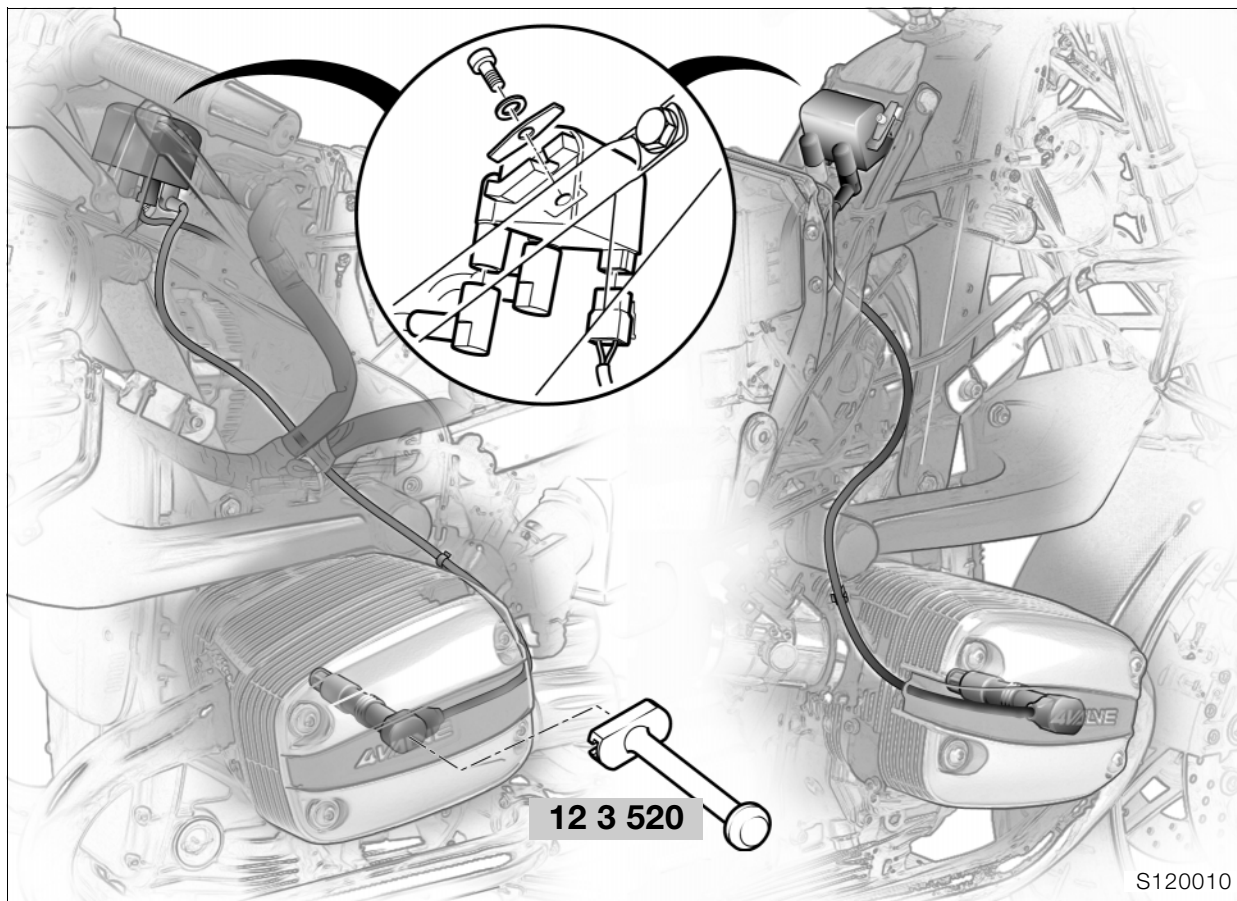




Technical Data		R 1100 S
Starter motor		
Type		Permanent-magnet motor with planetary gear drive
Gear ratio		Planetary gears 5.5 : 1
Power rating	kW	1.1
Alternator		
Type		Three-phase alternating-current generator with integrated all-electronic voltage regulator Standard: Denso Option: Bosch
Drive		Poly-V belt
Gear ratio		1 : 1.5
Maximum output rating	W/V	560/14 (option: 700/14)
Maximum current at engine speed 4000 min ⁻¹	A	40 (option: 50)
Nominal current at engine speed 1000 min ⁻¹	A	10 (option: 18)
Max. operating speed	min ⁻¹	18000 (option: 20 000)
Spark plug		
Bosch		FR 6 LDC
Electrode gap	mm (in)	0.8 (0.03)
Wear limit	mm (in)	1.0 (0.04)
Thread	metric	M 14 x 1.25
Ignition		
Ignition system		Motronic MA 2.4 (mapped characteristic control)
Ignition trigger		Two magnetic gates (Hall-effect transmitters) driven by crankshaft
Ignition timing	°CS	0° ... + 43° before TDC
Static ignition timing	°CS	Adjustment at TDC
Ignition coil		
Twin-spark coil		Beru
Resistance: Primary between terminals 15 and 1	Ω	~0.5
Secondary between terminals 4a and 4b	kΩ	~7.5 when cold







Removing and installing coil and ignition leads

- Remove seat.
- Remove side trim.
- Remove fuel tank.



Caution:

Switch off ignition. Disconnect ground (earth) cable from battery and insulate it.

- Pull off spark plug cap with special puller, **BMW No. 12 3 520**.
- Remove ignition leads.
- Remove the ignition coil.
- Installation is the reverse of the removal procedure.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



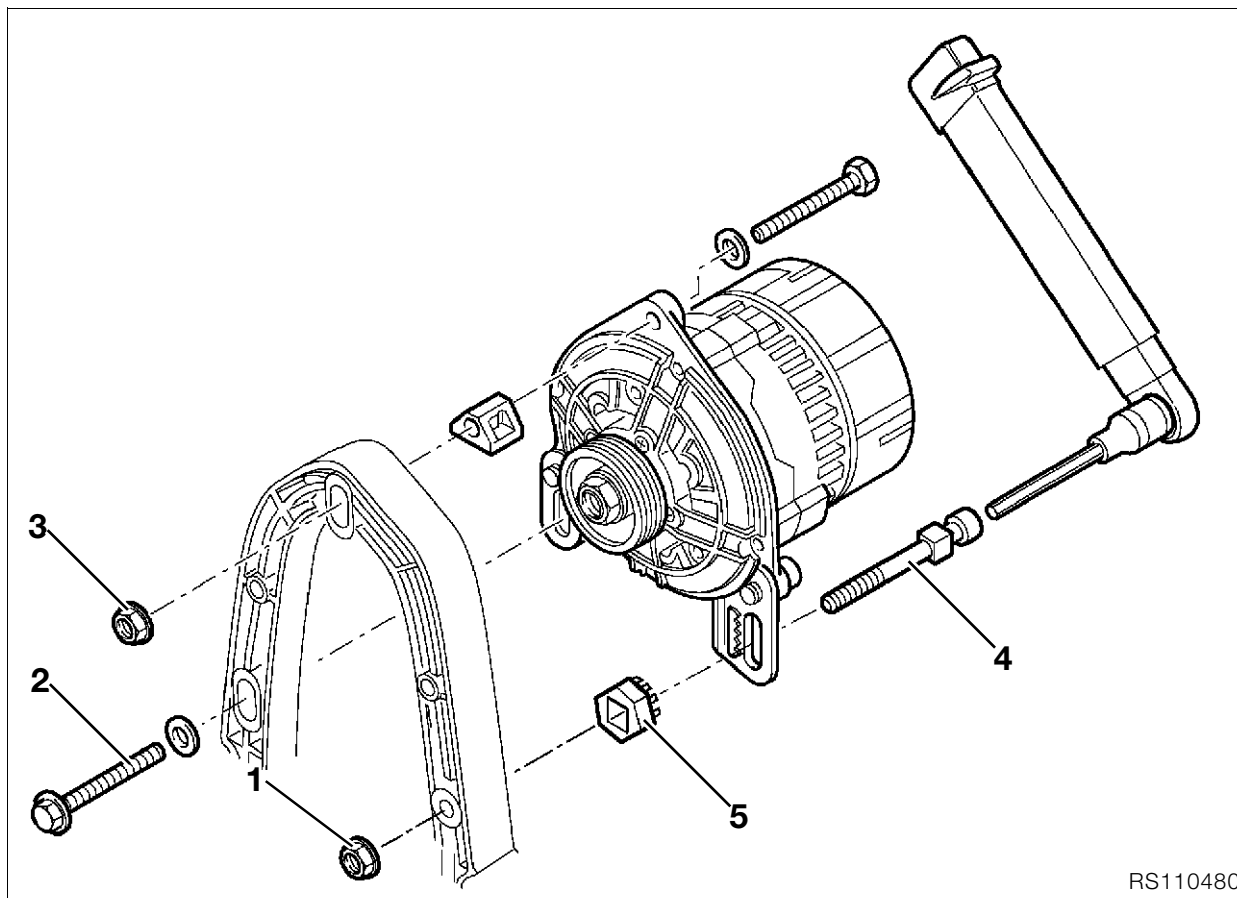
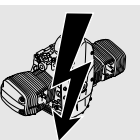
Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.

Checking ignition coil resistance

- Test with **BMW MoDiTeC**.



RS110480

Removing and installing alternator

- Remove seat.
- Remove side trim.
- Remove fuel tank.



Caution:

Switch off ignition. Disconnect ground (earth) cable from battery and insulate it.

- Remove Motronic control unit.
- **[ABS]** Remove the pressure modulator.
- Remove front cover from engine.
- Disconnect the leads from the alternator.
- Remove alternator retainers (1, 2, 3).
- Remove bolt (4) and nut (5).
- Remove Poly-V belt.
- Remove the alternator.



Caution:

Avoid scratching the components; use masking tape if necessary.

- Installation is the reverse of the removal procedure.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.

Poly-V belt adjusting procedure:

Poly-V belt installation procedure:

- Place the Poly-V belt in position, tension it and turn the engine over once, then relieve belt tension.

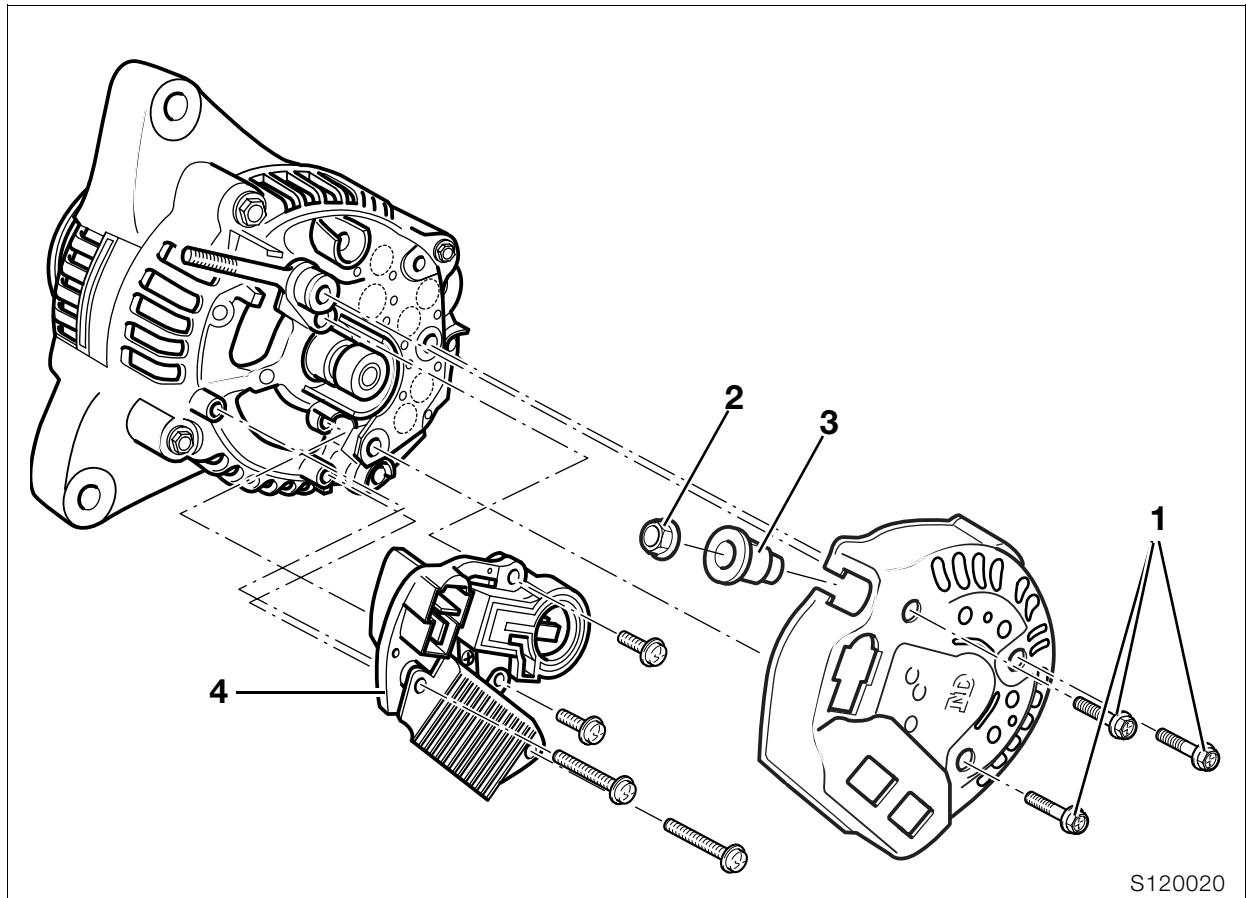
Poly-V belt tensioning procedure:

- Loosen alternator retainers (1, 2, 3).
- Slightly tighten hex nut (1) on adjusting screw (4) by hand (**do not use tools**).
- Tighten adjusting screw (4) with a torque wrench and keep preload applied. Tighten upper retaining nut (3), then remove torque wrench from adjusting screw.



Tightening torque:

Poly-V belt preload..... 8 Nm
Alternator
to alternator support cover..... 20 Nm



S120020

Disassembling/assembling alternator

- Remove the cover retaining screws (1).
- Unscrew nut (2) and remove sleeve (3).
- Remove the cover.
- Remove voltage regulator (4).
- Installation is the reverse of the removal procedure.



Note:

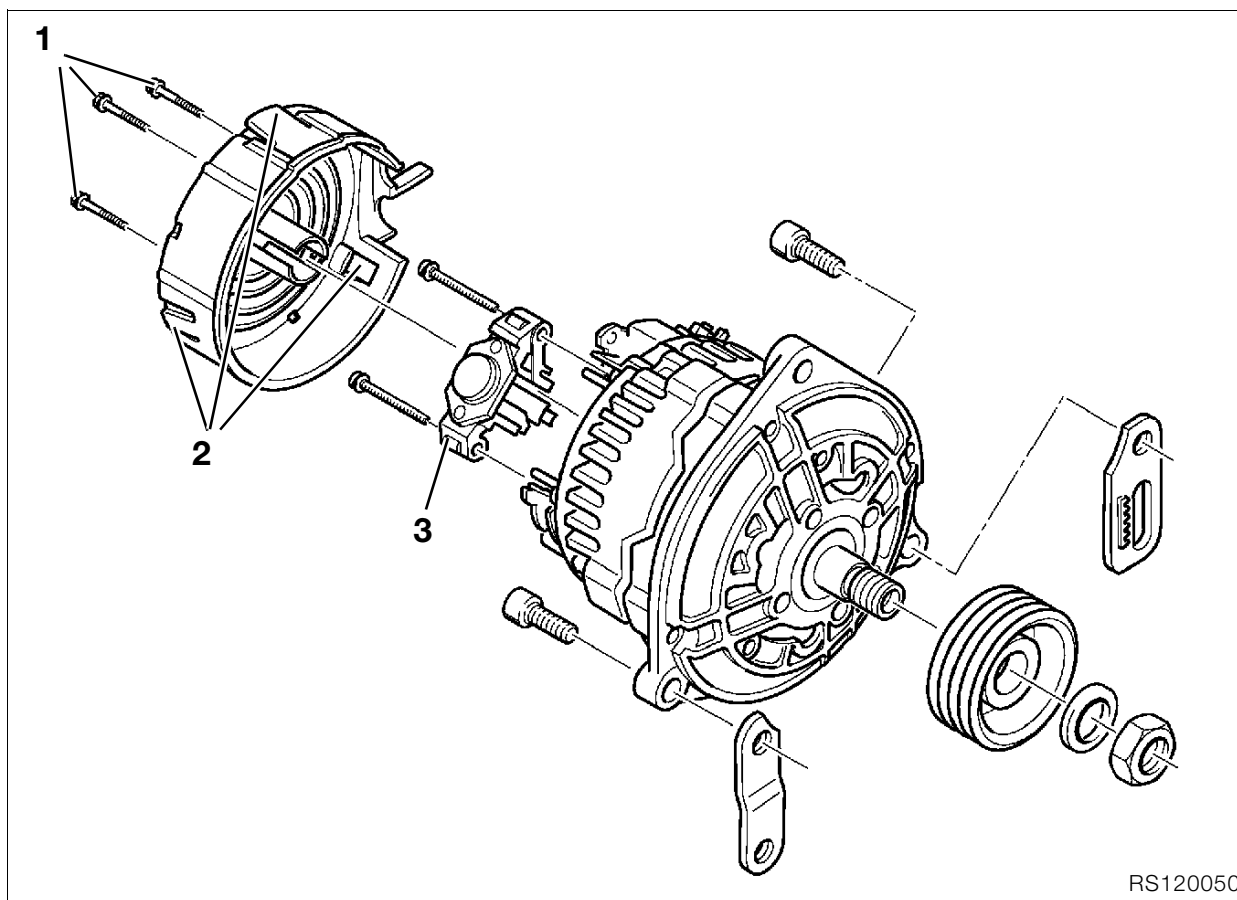
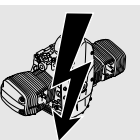
The belt pulley cannot be removed.

Checking alternator

- Test with **BMW** MoDiTeC.

Checking armature for short to ground (earth)

- Test with **BMW** MoDiTeC.



Disassembling/assembling alternator

(Option 50 A)

- Remove the cover retaining screws (1).
- Release clips (2) and remove the cover.
- Remove voltage regulator (3).
- Remove the Poly-V belt pulley.
- Installation is the reverse of the removal procedure.



! Tightening torque:

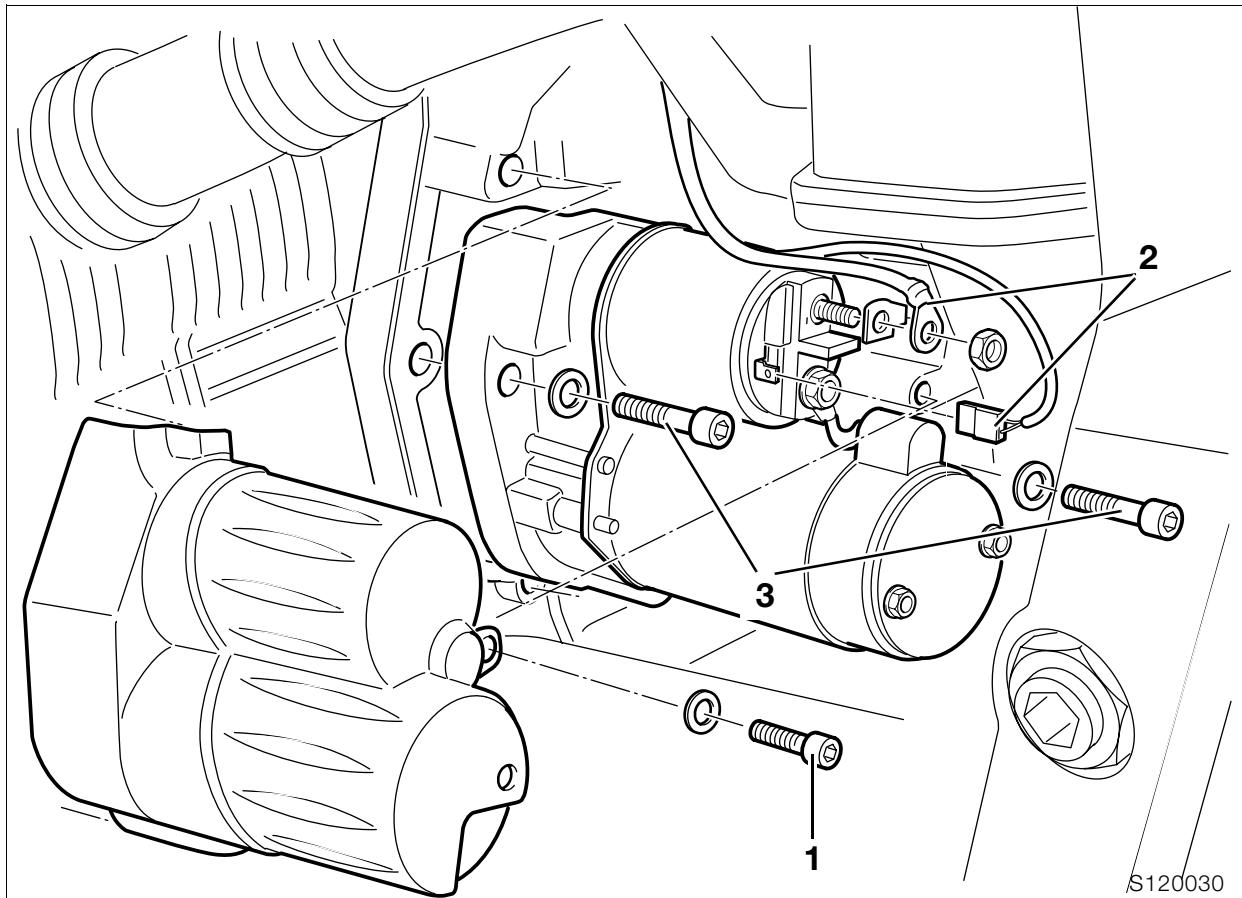
Belt pulley to alternator 50 Nm

Checking alternator

- Test with **BMW** MoDiTeC.

Checking armature for short to ground (earth)

- Test with **BMW** MoDiTeC.



Removing and installing starter motor



Caution:

Disconnect earth (ground) lead from battery.
Insulate earth (ground) lead.

- Remove screw (1) securing starter motor cover.
- Remove the cover.
- Disconnect leads (2).
- Remove screws (3) securing starter motor.
- Remove the starter motor.
- Installation is the reverse of the removal procedure.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Note:

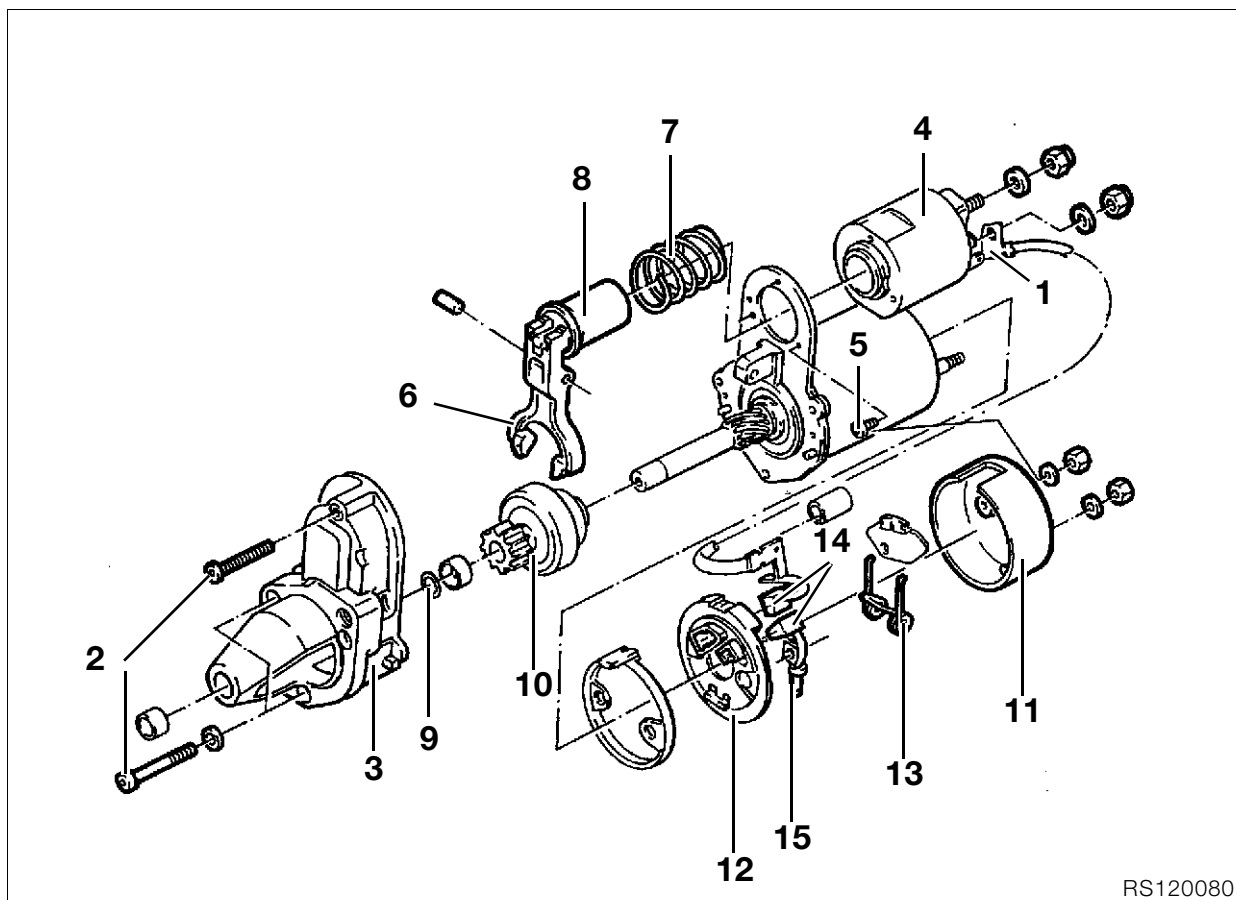
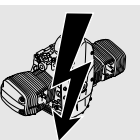
Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.



Tightening torque:

Starter motor to engine 20 Nm
Starter motor cover to gearbox housing 7 Nm



RS120080

Disassembling/assembling starter motor

- Disconnect lead (1).
- Remove securing screws (2).
- Remove flange (3).
- Remove solenoid switch (4) after taking out the retaining screws (5).
- Remove release lever (6) and spring (7) from solenoid switch (8).
- Fit a socket of correct size, tap it lightly to back off the bush and remove the retaining ring (9).
- Remove the starter gear (10) from the shaft.
- Installation is the reverse of the removal procedure.
- Coat the Bendix gear and pull-in ring with grease.

Lubricant:

.....Bosch PZ 2 V 3 silicone grease or equivalent

Replacing carbon brushes

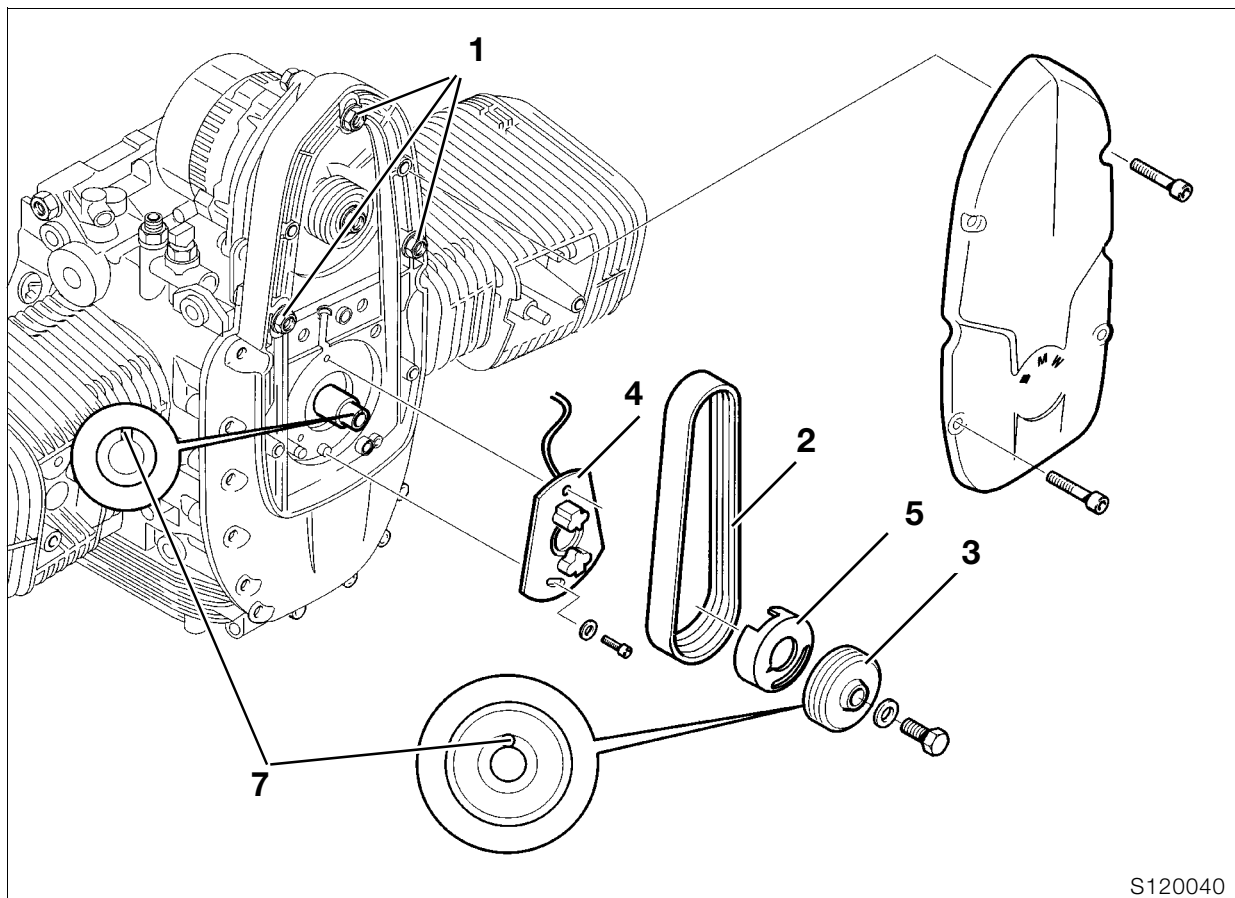
- Disconnect lead (1).
- Remove cover (11).
- Remove holder (12) for carbon brushes.
- Lift up retaining springs (13) and remove carbon brushes (14).
- Install carbon brushes with retaining plate.
- Slide short lead (15) on to threaded pin.
- Install cover (11).
- Connect lead (1).

Checking starter motor

- Test with **BMW** MoDiTeC.

Checking starter relay

- Test with **BMW** MoDiTeC.



S120040

Removing and installing magnetic gate

- Remove seat.
- Disengage fuel tank.
- Pull fuel tank to the rear and support it at the front with a piece of wood or similar.



Caution:

Avoid scratching components, for instance by inserting a piece of cloth between the fuel tank and the frame.

- Remove front cover from engine.
- Remove alternator retainers (1).
- Remove Poly-V belt (2).



Caution:

Disconnect ground (earth) lead from battery. Insulate the ground (earth) lead.

- Remove the starter motor.
- Install locking device, **BMW No. 11 5 640**, to lock the clutch housing.
- Remove Poly-V belt pulley (3) with rotor gate from crankshaft.
- Disconnect plug of magnetic gate.



Note:

If necessary, mark position of magnetic gate for re-installation.

- Remove magnetic gate (4).
- Installation is the reverse of the removal procedure.

- Affix rotor (5) of Hall-effect gate with adhesive to the Poly-V belt pulley (3).

Adhesive:Loctite instant adhesive or equivalent



Caution:

Seat retainer for Hall-effect gate rotor in groove in crankshaft (7).

Carefully route cable for magnetic gate. Tension Poly-V belt to specification.

- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

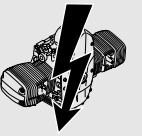
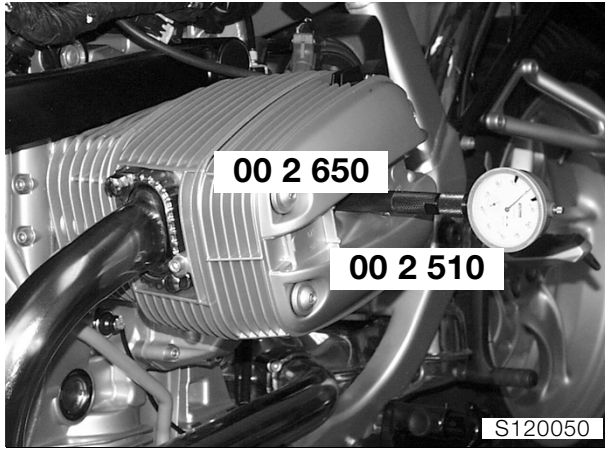
Loss of settings can temporarily impair the operating characteristics when the engine is restarted.



Tightening torque:

Preload of Poly-V belt 8 Nm
Alternator to alternator mount cover..... 20 Nm
Belt pulley to crankshaft..... 50 Nm

Timing the ignition



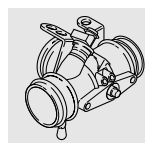
- Screw dial gauge holder, **BMW No. 00 2 650**, and dial gauge, **BMW No. 00 2 510**, into right or left spark plug bore.
- Turn the engine over until the piston is at TDC.
- Set the dial gauge needle to zero.
- Check the dial gauge reading.
- Turn the engine over until the piston is at TDC.
- The dial gauge needle must be at zero.
- Connect **BMW** MoDiTeC with adapter cable to Hall-effect gate plate.
- Set the timing, following the tester instructions.

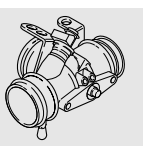
13 Fuel preparation and control

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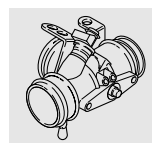
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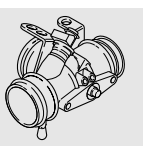
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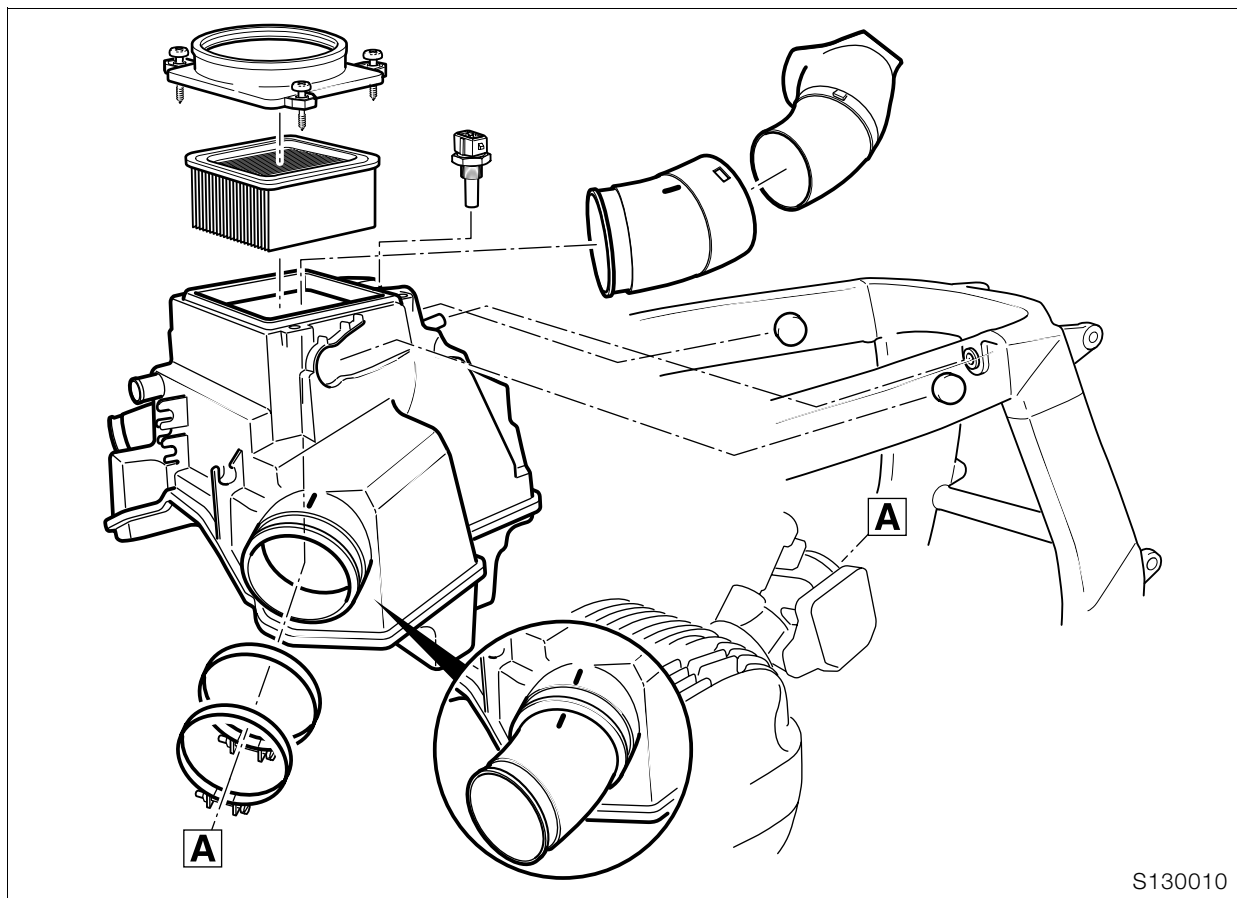




Technical Data		R 1100 S
Fuel grade		Super (premium), unleaded, 95 octane (RON)
Mixture preparation		Motronic MA 2.4
Throttle stub pipe intl. dia.	mm (in)	45 (1.8)
Throttle angle in rest position		5°
Air filter		Flat-pattern paper element



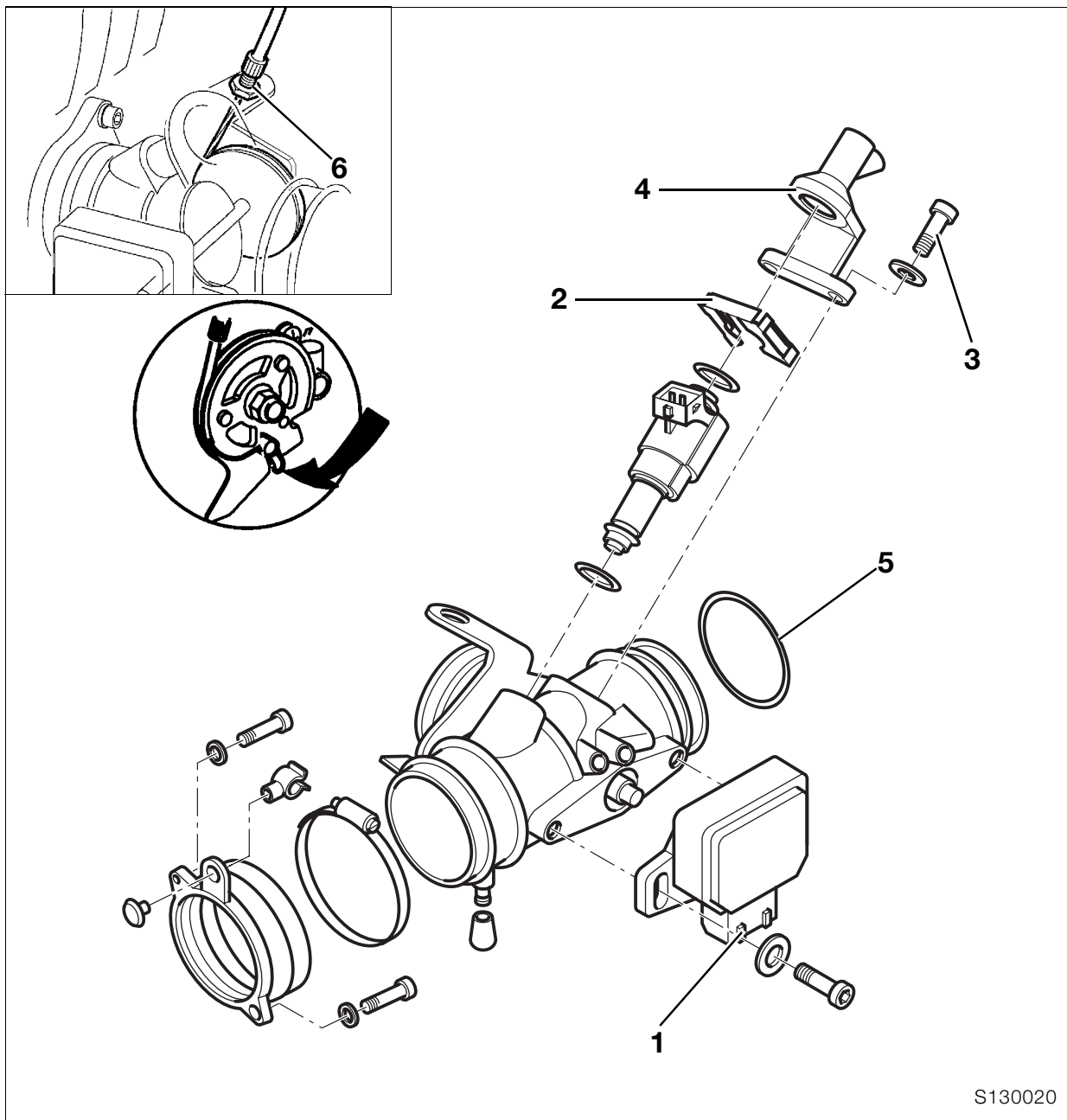




S130010

Removing and installing air filter housing

- ➡ Preparatory work
See Group 23 (removal of transmission)



S130020

Removing and installing throttle-valve stub pipe

- Press in spring keeper of multi-pin plug for throttle-valve potentiometer (1) and disconnect plug.



Note:

Do not remove throttle-valve potentiometer unless due for replacement (basic setting is necessary – see Motronic diagnosis instructions).

- Remove the keeper (2) and screws (3).
- Remove holder (4) with fuel line.
- Remove fuel injector, if necessary.
- Slacken hose clamps.
- Push intake neck into air filter box and remove throttle-valve stub.



Caution:

Make sure that O-ring (5) on throttle-valve stub is in perfect condition.

- Disengage throttle cables (6) from right and left throttle-valve stubs.
- Installation is the reverse of the removal procedure.

Adjusting speed increase, idle speed and synchronisation

➡See Group 00

Removing and installing throttle-valve potentiometer

- Press in spring keeper of multi-pin plug for throttle-valve potentiometer (1) and disconnect plug.



Note:

Do not remove throttle-valve potentiometer unless due for replacement (basic setting is necessary – see Motronic diagnosis instructions).

- Remove the throttle-valve potentiometer.
- Adjust throttle-valve potentiometer with **BMW MoDiTeC** after installing.
- Mark screws with a paint spot.

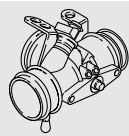
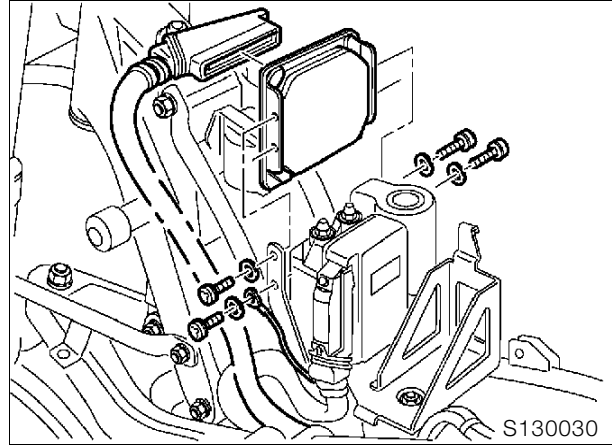
Removing and installing Motronic control unit

- Remove fuel tank.



Caution:

Switch off ignition; disconnect earth (ground) lead from battery and insulate it.



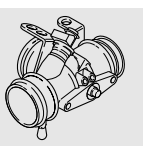
- Disconnect plug from Hall sensor.
- Disconnect plug for engine-oil temperature.
- Remove Motronic control unit.
- Remove connector strip.
- Installation is the reverse of the removal procedure.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.



16 Fuel tank and lines

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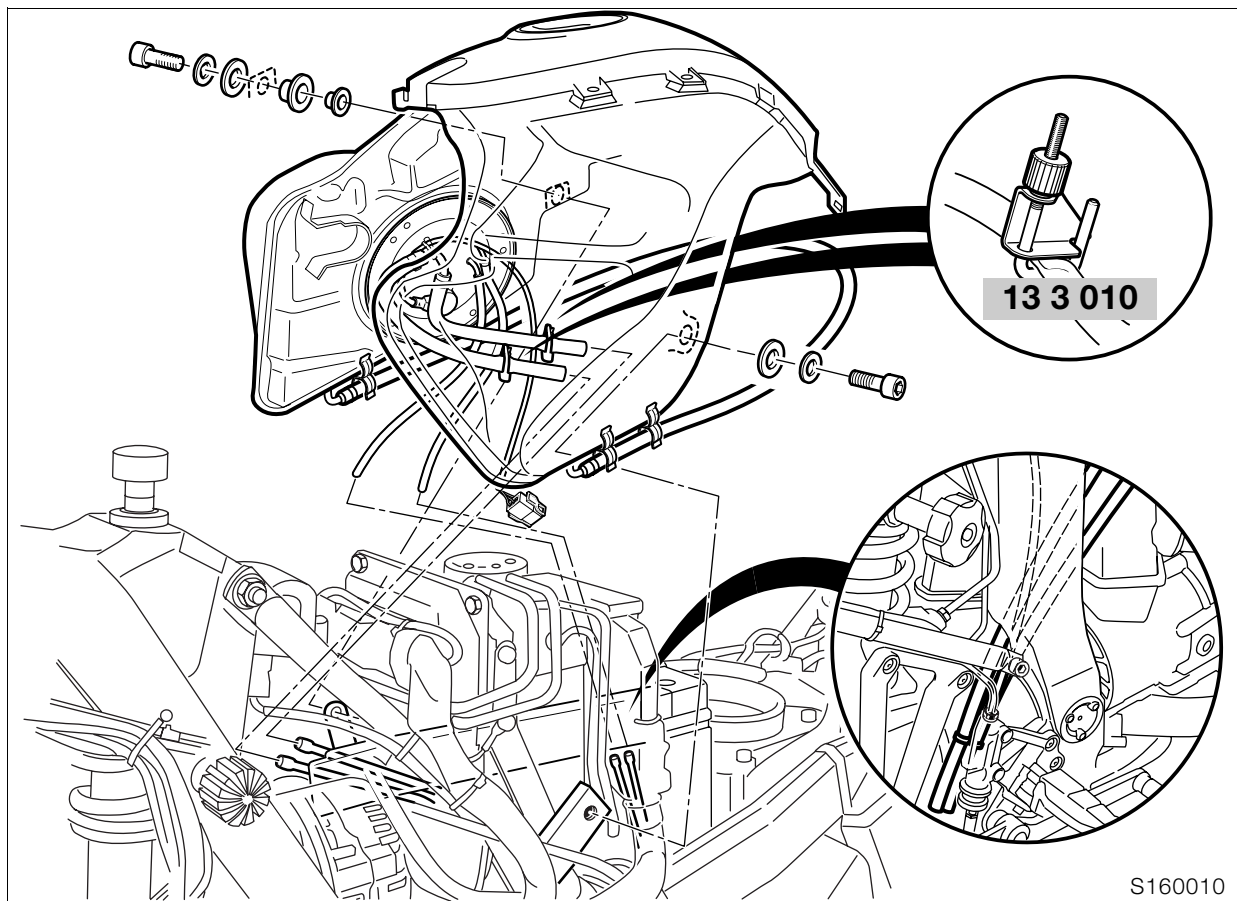




Technical Data		R 1100 S
Fuel tank		
Tank capacity	l (Imp. gal/ US gal)	18 (4.0/4.8)
including reserve of	l (Imp. pints/ US quarts)	approx. 5 (8.80/5.28)
Fuel pump		
Type		Gear-type
Make		VDO
Operating voltage	V	12
Fuel pressure	bar (psi)	3±0.2 (42.69±2.85)
Delivery rate	l/h (Imp. gal/h; US gal/h)	110 (24.2; 29.1)







Removing and installing fuel tank

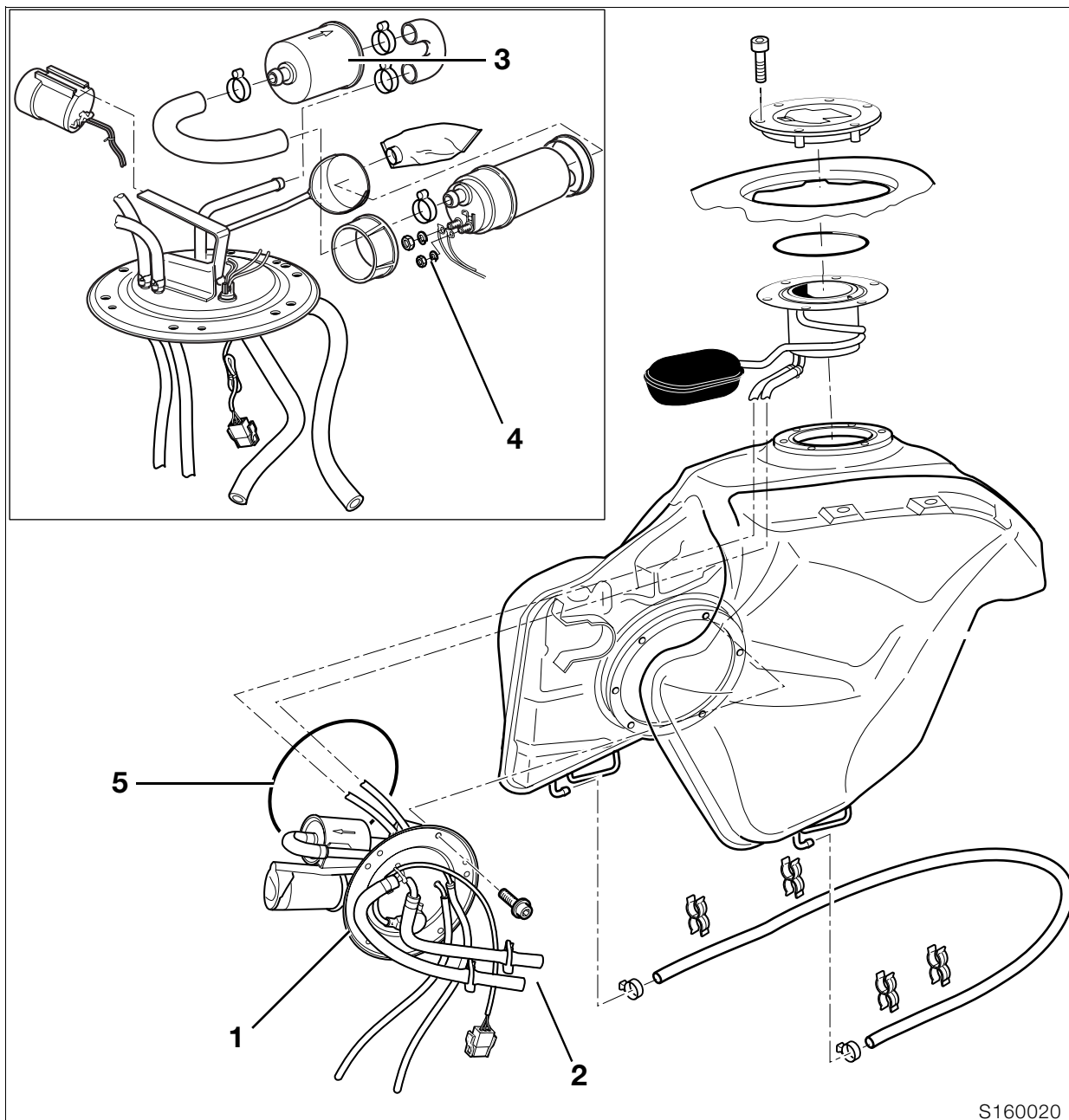
- Remove seat.
- Remove side trim.
- Remove the intake air pipe.
- Disconnect the plug from the fuel pump.
- Disconnect the breather and overflow hose at the connector.
- Seal the fuel feed and return lines with hose clips, **BMW No. 13 3 010**, and disconnect.
- Remove screws securing fuel tank.
- Lift tank at rear.
- Pull fuel tank to the rear and remove.
- Installation is the reverse of the removal procedure.



Tightening torque:

Fuel tank to frame 10 Nm





S160020

Removing and installing fuel filter, fuel pump and fuel level sensor



Caution:

Fuel is flammable and a hazard to health. Observe relevant safety regulations.

- Drain fuel tank.
- Remove fuel pump unit (1) and disconnect hoses (2).

Removing and installing fuel filter

- Release hose clips at fuel filter (3).



Caution:

Note correct direction of flow through fuel filter.

- Remove and install fuel filter.
- Secure non-reusable hose clips with pliers, **BMW No. 13 1 500**.

Removing and installing fuel pump and fuel level sensor

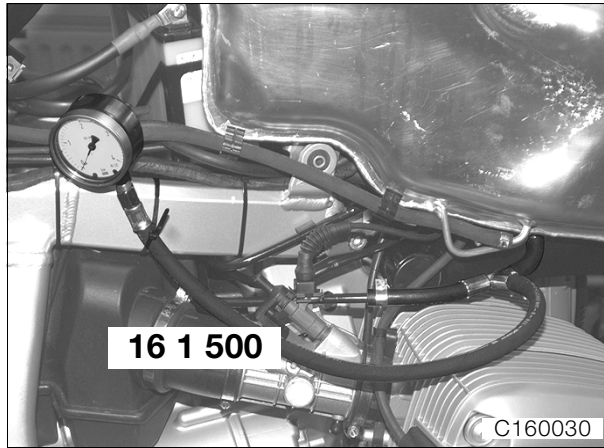
- Disconnect the electrical connections at the fuel pump (4).
- Release the hose clip at the fuel pump.
- Remove fuel pump.
- Installation is the reverse of the removal procedure.
- Secure non-reusable hose clips with pliers, **BMW No. 13 1 500**.



Caution:

Make sure O-ring (5) is in perfect condition. After installing, check fuel pump unit for leaks.

Checking fuel pump pressure



- Connect pressure gauge, **BMW No. 16 1 500**, to delivery side: use cable clips to secure if necessary.
- Start engine and allow to idle.

Fuel pressure:

Specification 3 ± 0.2 bar (42.69 ± 2.85 psi)

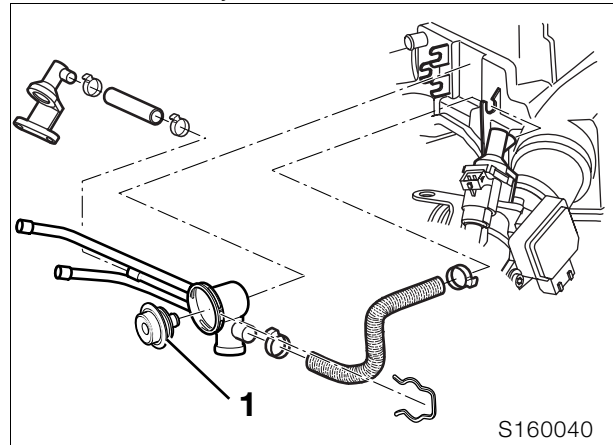


Note:

If fuel pressure is low, check pump, fuel filter, pressure regulator and fuel line.

Removing and installing fuel distributor and pressure regulator

- Remove fuel tank.
- Remove the battery.
- **[ABS]** Remove the ABS unit.
- Remove battery carrier.



- Remove the fuel distributor with pressure regulator (1) from the holder.
- Installation is the reverse of the removal procedure.
- **[ABS]** Bleed the brake system.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

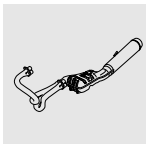
Loss of settings can temporarily impair the operating characteristics when the engine is restarted.

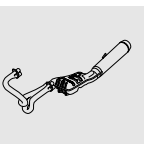


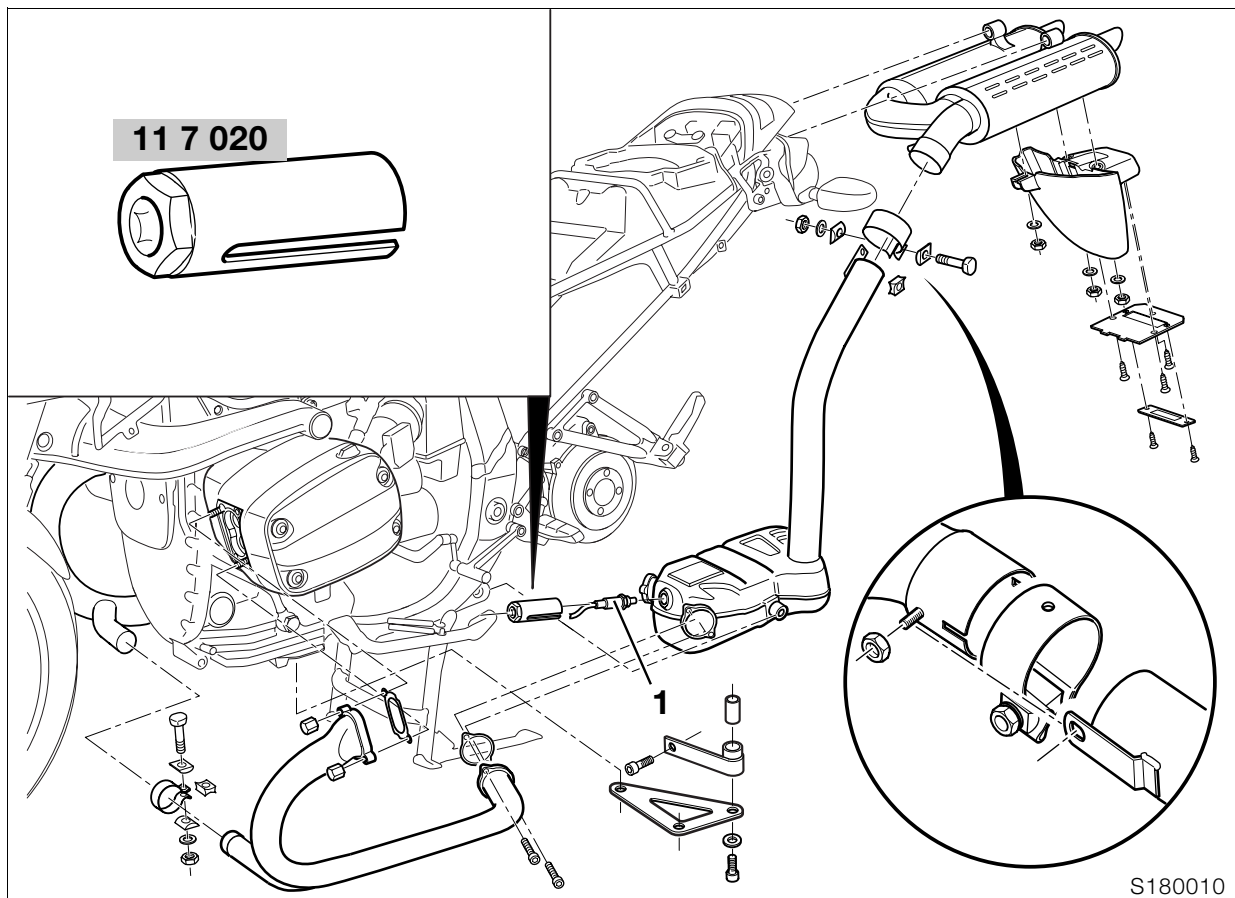


18 Exhaust system

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Removing and installing silencer (muffler)	3
Removing and installing exhaust manifolds	3







Removing and installing exhaust system

- Secure the oxygen sensor with special socket wrench insert, **BMW No. 11 7 020**.

Removing and installing silencer (muffler)

- Disengage fuel tank and pull to the rear.
- Disconnect the oxygen-sensor plug and remove the cable holders.



Caution:

Do not pull the oxygen sensor cable.

- Remove the carrier plate for the number-plate light.
- Disconnect the cable.
- Remove number plate bracket.
- Remove the nut securing the metal tab of the pipe clamp securing the rear silencer and bend back the metal tab.
- Release the clamp securing the rear silencer to the front silencer.
- Remove rear silencer



Note:

Tap gently with a plastic-headed hammer and pull the silencer down and to the rear to remove.

- Disconnect manifolds from front silencer.
- Remove holder of front silencer.
- Push front silencer out of mounts on left and right.
- Remove oxygen sensor (1).
- Installation is the reverse of the removal procedure.



Caution:

After a trial run, read out Motronic fault memory. Note routing of cable for oxygen sensor. Always install new seals.



Tightening torque:

Clip at silencer (muffler)
(coat clip contact face with Never Seez)..... 55 Nm
Oxygen sensor
(coat thread with Never Seez)..... 45 Nm

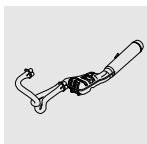
Removing and installing exhaust manifolds

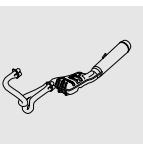
- Remove screws securing manifold to front silencer.
- Remove screws securing manifold to cylinder head.
- Release manifold union.
- Remove manifold.



Tightening torque:

Exhaust manifold to cylinder head..... 21 Nm
Clamp at connecting pipe
(coat clamp contact face with Never Seez)... 45 Nm
Exhaust manifold to front silencer 12 Nm



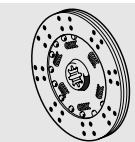


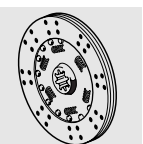
21 Clutch

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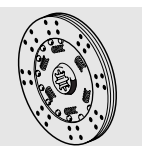
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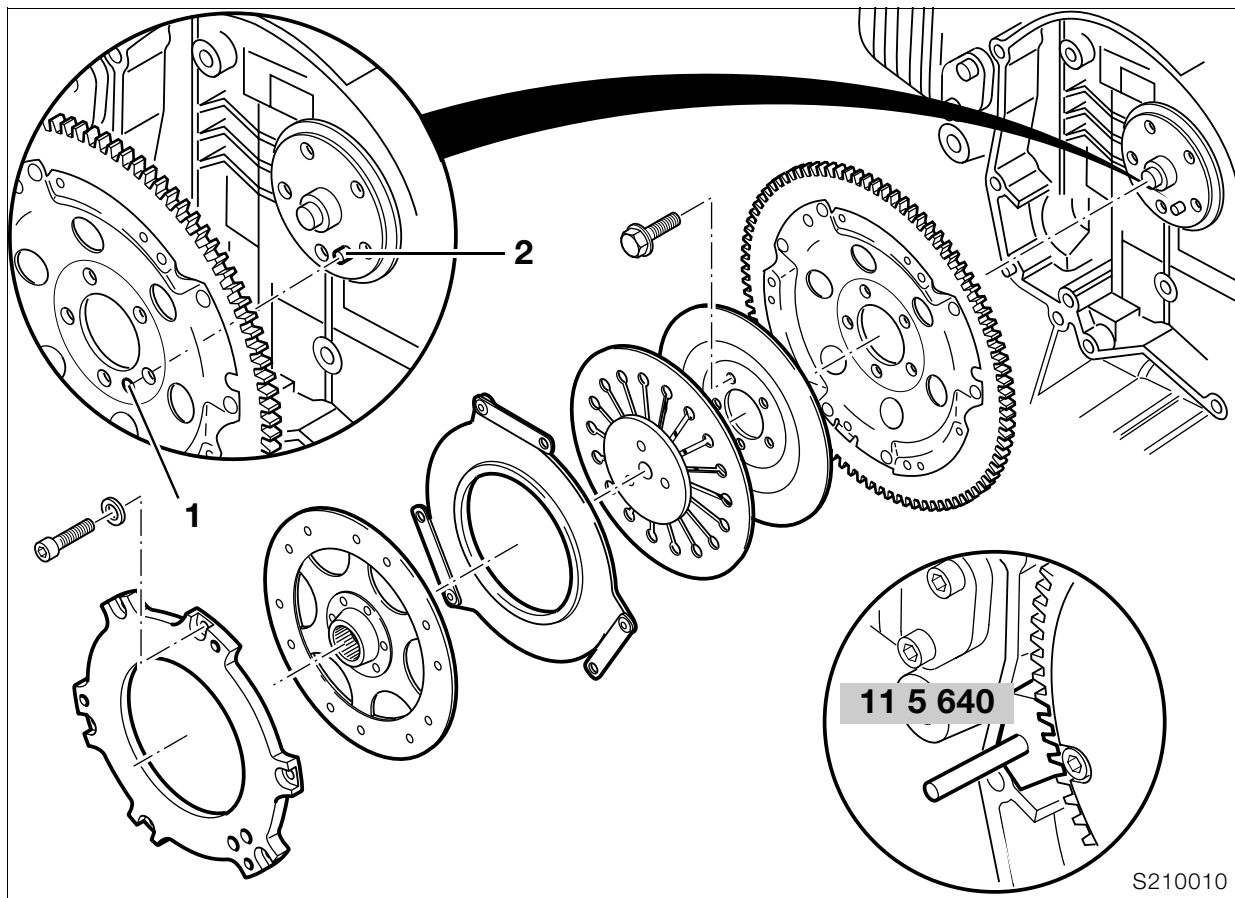




Technical Data		R 1100 S
Type of clutch		Single dry plate with increased-leverage diaphragm spring
Operation		Hydraulic, with master and slave cylinders
Master cylinder piston dia.	mm (in)	13 (0.5)
Slave cylinder piston dia.	mm (in)	24 (0.9)
Clutch fluid		DOT 4 brake fluid
Clutch plate dia.	mm (in)	165 (6.5)
Wear dimension	mm (in)	4.8 (0.19) (measured with tips of calipers pressed by hand against rivets of clutch plate)







Removing and installing clutch

Removing clutch

- ➡ Preparatory work
See Group 23 (removal of transmission)
- Lock the clutch housing with special tool, **BMW No. 11 5 640**.
- Remove the clutch.

Installing clutch

- Install clutch housing with crankshaft pin (2) located in bore (1).
- Install locking device, **BMW No. 11 5 640**, to lock clutch housing.



Caution:

Always use new screws for housing and cover.

- Insert all screws by hand and tighten down.



Tightening torque:

Clutch housing to crankshaft
(oil screw threads lightly)

Initial tightening 40 Nm
Wrench angle 32°

- Install clutch.



Caution:

Make sure that colour marks on clutch housing, thrust plate and housing cover are offset 120°.

- Secure the clutch with the retaining screws.
- Center the clutch plate with centering pin, **BMW No. 21 2 673**.
- Tighten retaining screws in diagonally opposite sequence.

Lubrication points:

Splines on clutch plate and gearbox input shaft.
Diaphragm spring contact surface on clutch housing.
Diaphragm spring contact surface on pressure plate.

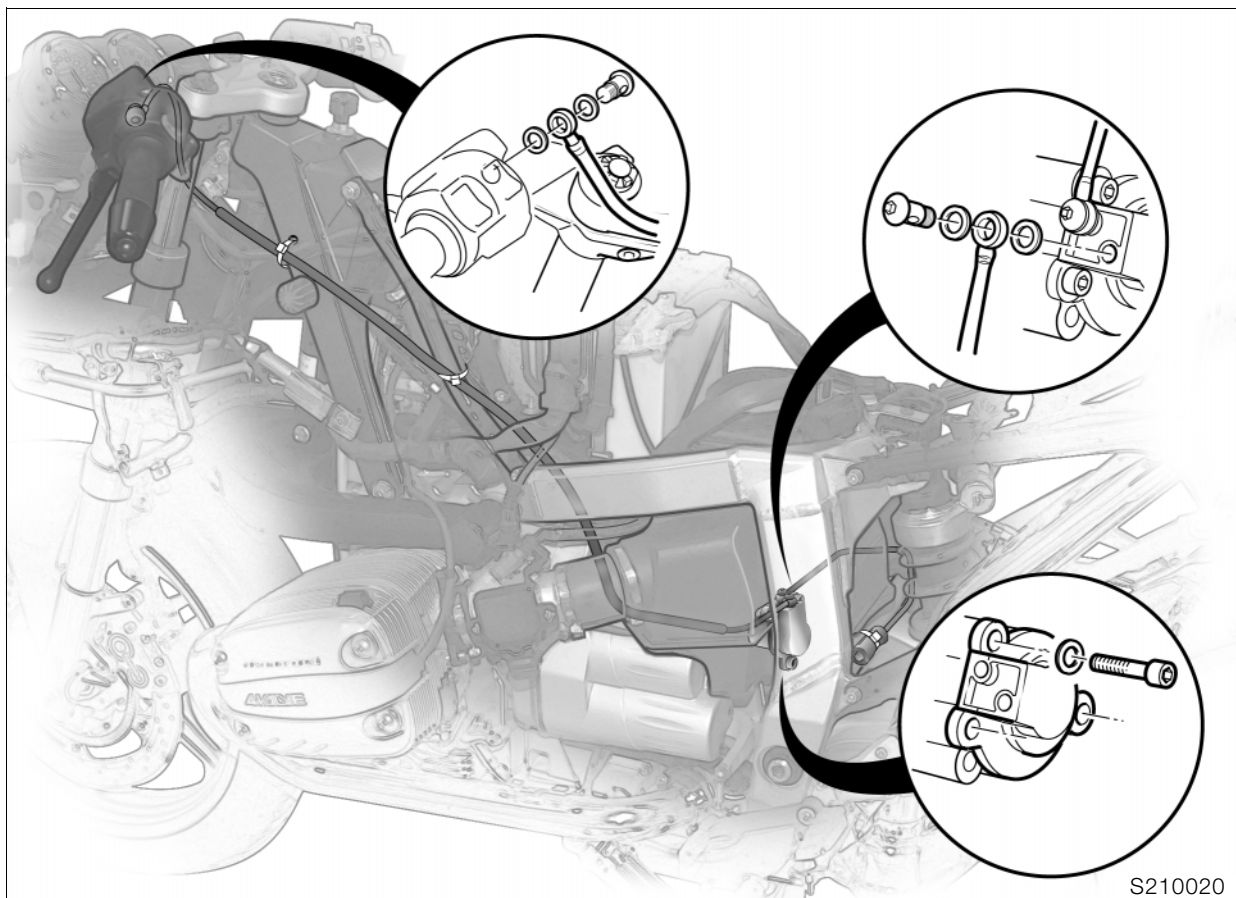
..... Optimoly MP3 paste



Tightening torque:

Housing cover to flywheel 12 Nm





S210020

Removing and installing clutch hydraulic line

- Remove fuel tank.
- Remove the rear brake caliper.
- Remove rear wheel.
- Release suspension strut at top and pull toward rear.
- Drain the clutch operating system.



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Disconnect line from master cylinder.
- Use a shortened cranked hex screwdriver or similar to disconnect the lines from the clutch slave cylinder.
- Installation is the reverse of the removal procedure.
- Fill the clutch operating system.



Note:

When installing, fit new sealing rings.



Tightening torque:

Clutch line to handlebar fitting 18 Nm

Removing and installing clutch slave cylinder

- Secure stand, **BMW No. 00 1 520**, to motorcycle.
- Remove the rear brake caliper.
- Remove rear wheel.
- Disconnect manifold from front silencer.
- Release suspension strut at top and pull toward rear.
- Remove screws securing aluminium rear frame and pull approx. 5 mm (0.20 in) to the rear.



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Detach the clutch slave cylinder and pull it to the rear with the line.
- Disconnect line from slave cylinder.
- Remove clutch slave cylinder.
- Installation is the reverse of the removal procedure.
- Fill the clutch operating system.



Note:

When installing, fit new sealing rings.



Tightening torque:

Clutch slave cylinder to gearbox 9 Nm

Filling/bleeding clutch line



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

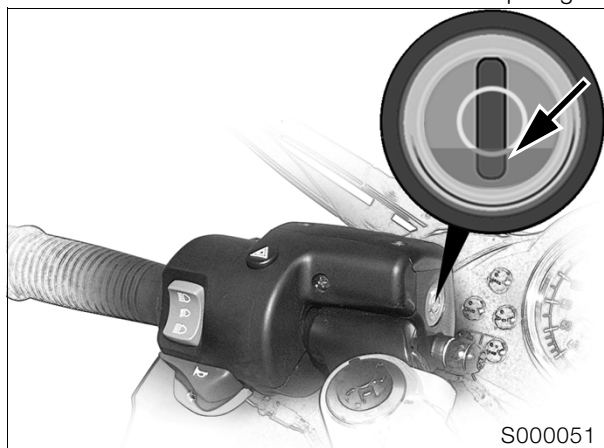


Note:

The description applies to a brake system filling and bleeding device with vacuum extraction of brake fluid at the bleed line.

If other devices are used, comply with their manufacturers' instructions.

- Place the motorcycle on stand, **BMW No. 00 1 560**, and turn the handlebars fully to the right.
- Remove reservoir cover with rubber diaphragm.



Caution:

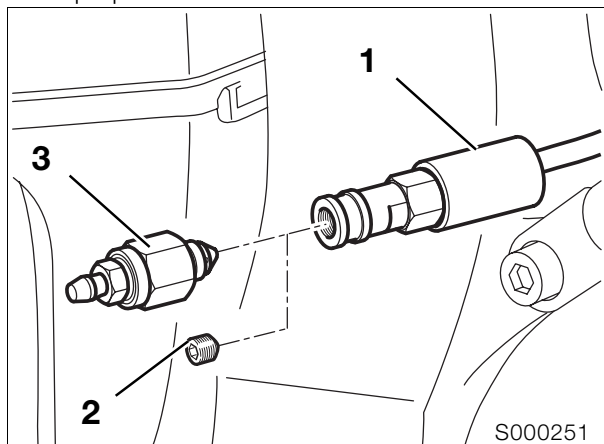
With the clutch lining in new condition the surface of the fluid (arrow) must be up to the lower edge of the ring mark; it must **not be below** normal.



Note:

As the clutch lining wears, the fluid level in the reservoir rises.

- Top up the brake fluid.



- Pull back protective hose (1).
- Wrap a cloth around the filler adapter.
- Remove socket-head grub screw (2) from the filler adapter.
- Connect the brake bleeding device to bleed screw (3).
- Fully tighten the bleed screw in the filler adapter (valve in filler adapter closed).
- Open the bleed screw by half a turn (valve open).
- Draw off brake fluid until it emerges clear and free from air bubbles.



Caution:

While bleeding the system, do not allow the brake fluid level to drop below the bottom edge of the ring mark, as otherwise air will be drawn into the clutch system. Bleed the system again if this happens.

- Remove the bleed screw.
- Disconnect the brake bleeding device from the bleed screw.
- Install socket-head grub screw (2) in the filler adapter and tighten.



Caution:

The motorcycle is not permitted on the road without the grub screw in place and secure in the filler adapter.

- Correct the fluid level.
- Reinstall the reservoir lid with rubber diaphragm in position.
- Tighten the reservoir cover carefully and without using force.



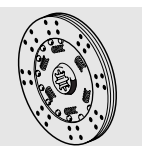
Tightening torque:

Grub screw in filler adapter 10 Nm

Consumables

Brake fluid DOT 4



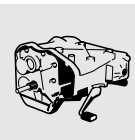


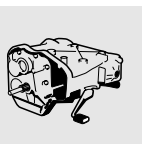
23 Gearbox

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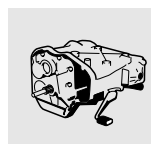
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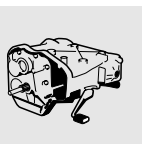
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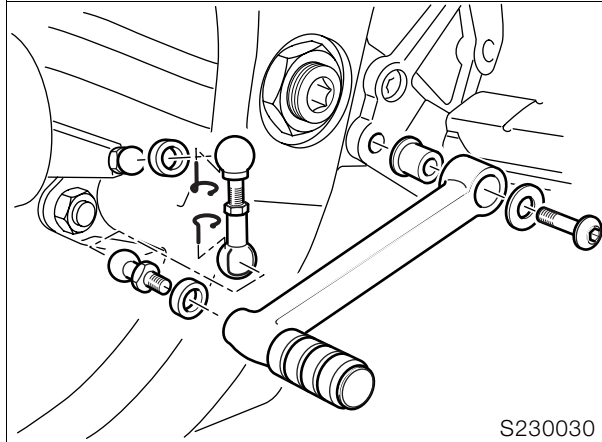


Technical Data		R 1100 S
Type of gearbox		6-speed gearbox with claw-action shift and integral reaction damper for all gears
Gear shift type		Pedal-operated lever and selector drum with overshoot detent
Gear ratios		
1st gear		3.863
2nd gear		3.022
3rd gear		2.393
4th gear		1.961
5th gear		1.700
6th gear		1.511
Oil grade (all the year round)		Brand-name SAE 90 hypoid gear oil, API class GL 5
Capacity	l (Imp. pint/US quart)	approx. 0.8 (1.40/0.84) (to lower edge of filler screw)
Endplay of spring segment at input shaft	mm (in)	0.4...0.6 (0.0157...0.0236)
Endplay at 1st gear, output shaft	mm (in)	0.1...0.33 (0.0039...0.0123)
Endplay at 2nd gear, output shaft	mm (in)	0.1...0.33 (0.0039...0.0123)
Endplay, 3rd/4th gear (total play) output shaft	mm (in)	0.1...0.67 (0.0039...0.0264)
Selector shaft endplay	mm (in)	0.1...0.3 (0.0039...0.0118)
Length of selector drum, fully compressed	mm (in)	111.80...111.90 (4.402...4.406)





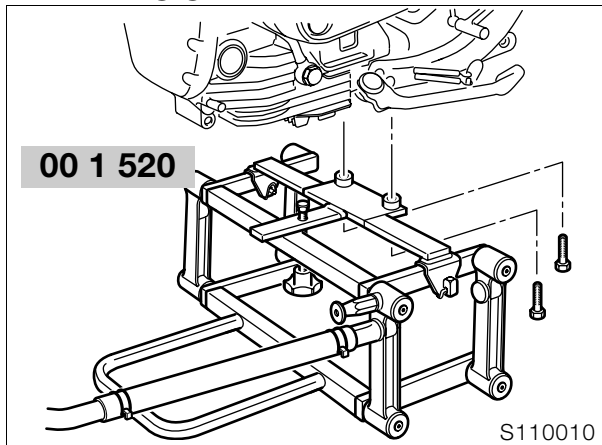
Removing and installing gear-shift lever



Tightening torque:

Gear-shift lever 21 Nm

Removing gearbox



- Secure stand, **BMW No. 00 1 520**, to motorcycle.
- Remove seat.
- Remove left side trim.
- Remove right side trim.
- Remove the intake air pipe.
- Disengage the fuel tank.



Caution:

Fuel is flammable and a hazard to health. Observe relevant safety regulations.

- Seal the feed and return fuel lines with hose clips, **BMW No. 13 3 010**, and disconnect the lines.
- Pull the plug connector off the fuel pump unit.
- Remove fuel tank.
- Remove the battery.



Caution:

Disconnect negative terminal first, then positive terminal.

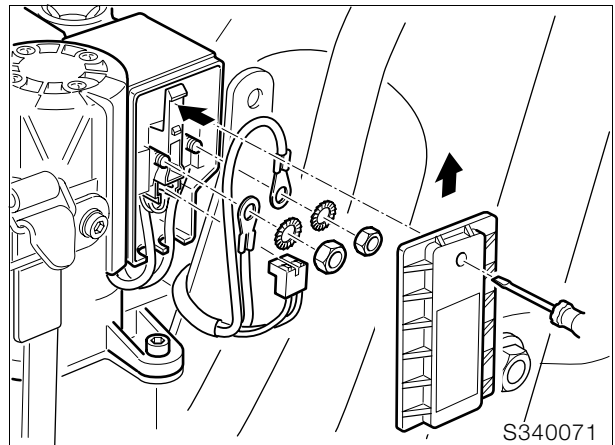
- **[ABS]** Drain the brake system.



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Remove the rear brake caliper.
- **[ABS]** Remove rear sensor.
- Remove inductive sensor from rear wheel drive.
- The motorcycle is heavy at the rear; use a ratchet-lock belt to pull the motorcycle down at the nose on the lifting platform.
- Remove rear wheel.
- Remove retainer from rubber bellows of swinging arm at rear wheel drive.
- Swinging-arm studs are secured with Loctite: heat to max. 120 °C (248 °F) to release.
- Slacken nut of swinging-arm floating bearing.
- Loosen the floating bearing stud bolt.
- Loosen the fixed bearing stud bolt.
- Disengage reaction link from rear wheel drive.
- Remove fixed and floating bearing stud bolts and remove rear wheel drive.
- Remove screw at top of suspension strut.
- **[ABS]** Disconnect plug from pressure modulator.
- **[ABS]** Disconnect brake lines from pressure modulator.



- **[ABS]** Remove cover and disconnect cables.

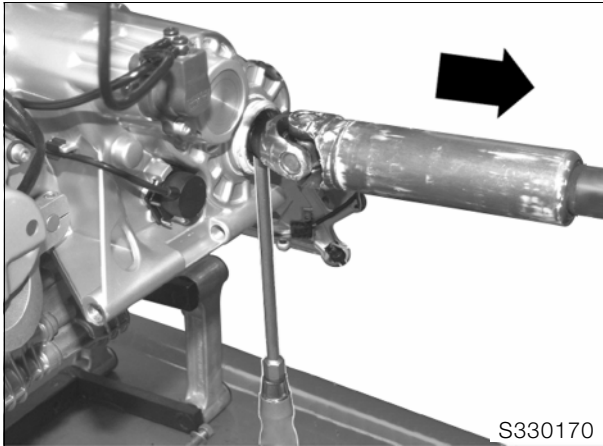


Caution:

Always follow the instructions in the Repair Manual.
→ Group 34/Removing ABS unit

- **[ABS]** Remove the pressure modulator.
- Remove the rear side panel on the right.
- Disconnect plug for rear wiring harness.
- **[ABS]** Disconnect sensor plug.
- Disconnect plug for brake-light switch.
- Disconnect plug for inductive sensor, speedometer.
- Release right footrest plate.
- **[ABS]** Remove rear brake lines.
- Disconnect gearshift linkage at ball head.
- Disconnect plug for oxygen sensor.
- Disconnect rear silencer from front silencer.
- Remove oxygen sensor.
- Disconnect main frame and use workshop crane, **BMW No. 46 5 640**, to lift main frame.

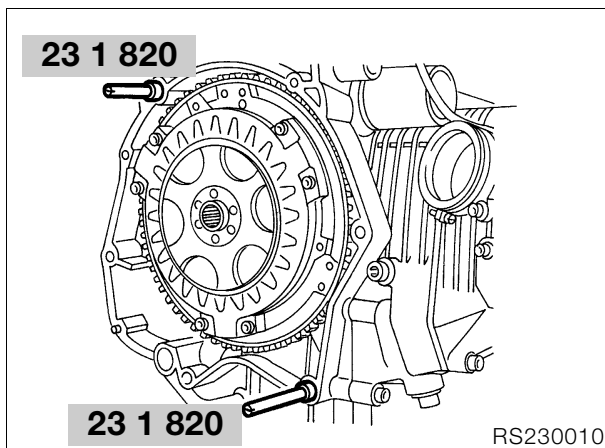
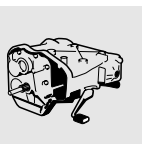




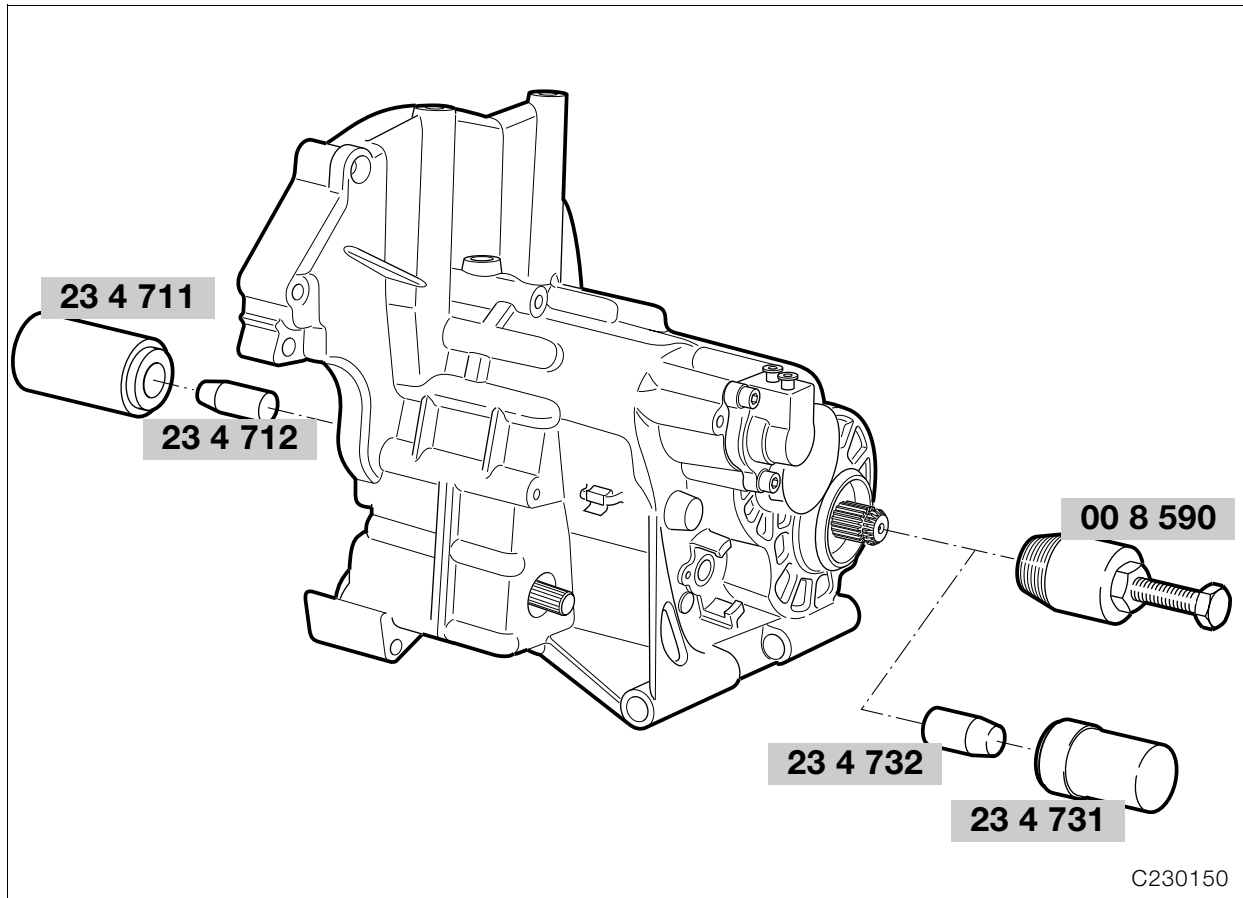
Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory. Loss of settings can temporarily impair the operating characteristics when the engine is restarted.

- Use a screwdriver to press out the universal shaft.
- Disconnect plug for air-temperature sensor from air filter box.
- Release hose clips at the air intake necks.
- Push the air intake necks into the air filter box.
- Use pliers, **BMW No. 17 5 500**, to release hose clip securing breather hose to air filter box.
- Remove air filter box.
- Remove starter-motor cover.
- Remove the starter motor.
- Disconnect plug for gearshift switch.
- Release the clutch slave cylinder and pull it out of the housing.
- Release the battery carrier and pull it up and out of the rubber mount.
- Remove the fuel distributor with injectors.
- Remove the gearbox.



- Always use guide pins, **BMW No. 23 1 820**, when removing or installing the gearbox.
- Installation is the reverse of the removal procedure.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Replacing the shaft sealing rings in the gearbox housing and gearbox cover



Note:

All shaft sealing rings can be replaced with the gearbox installed, apart from the input-side shaft sealing ring on the input shaft.

Replace all shaft sealing rings if the gearbox is fully disassembled.

Lightly oil the sealing lips before installing the shaft sealing rings.

Replacing input shaft sealing ring at input end

- Lever out the shaft sealing ring with a screwdriver.
- Drive the new sealing ring in with the sealing lip facing inwards, using assembly sleeve, **BMW No. 23 4 712**, and drift, **BMW No. 23 4 711**.

Replacing output shaft sealing ring

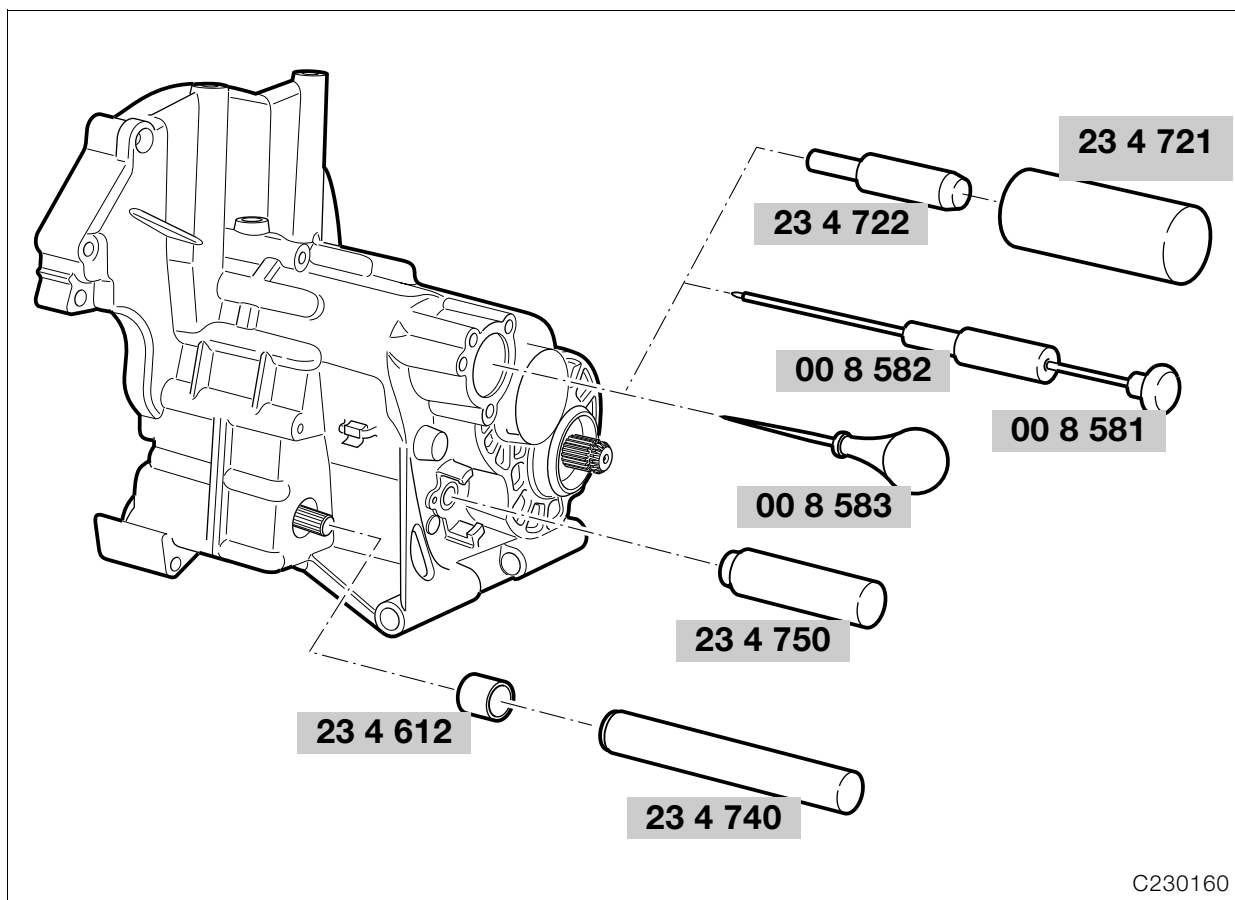


Caution:

Do not use pointed tools to remove the shaft sealing ring of the output shaft, because they could damage the plastic washer of the grooved ball bearing behind the sealing ring.

- Pull the shaft sealing ring out with puller, **BMW No. 00 8 590**.
- Install the sealing ring with the sealing lip facing inwards, using assembly sleeve, **BMW No. 23 4 732**, and drift, **BMW No. 23 4 731**.





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Replacing input shaft sealing ring at output end

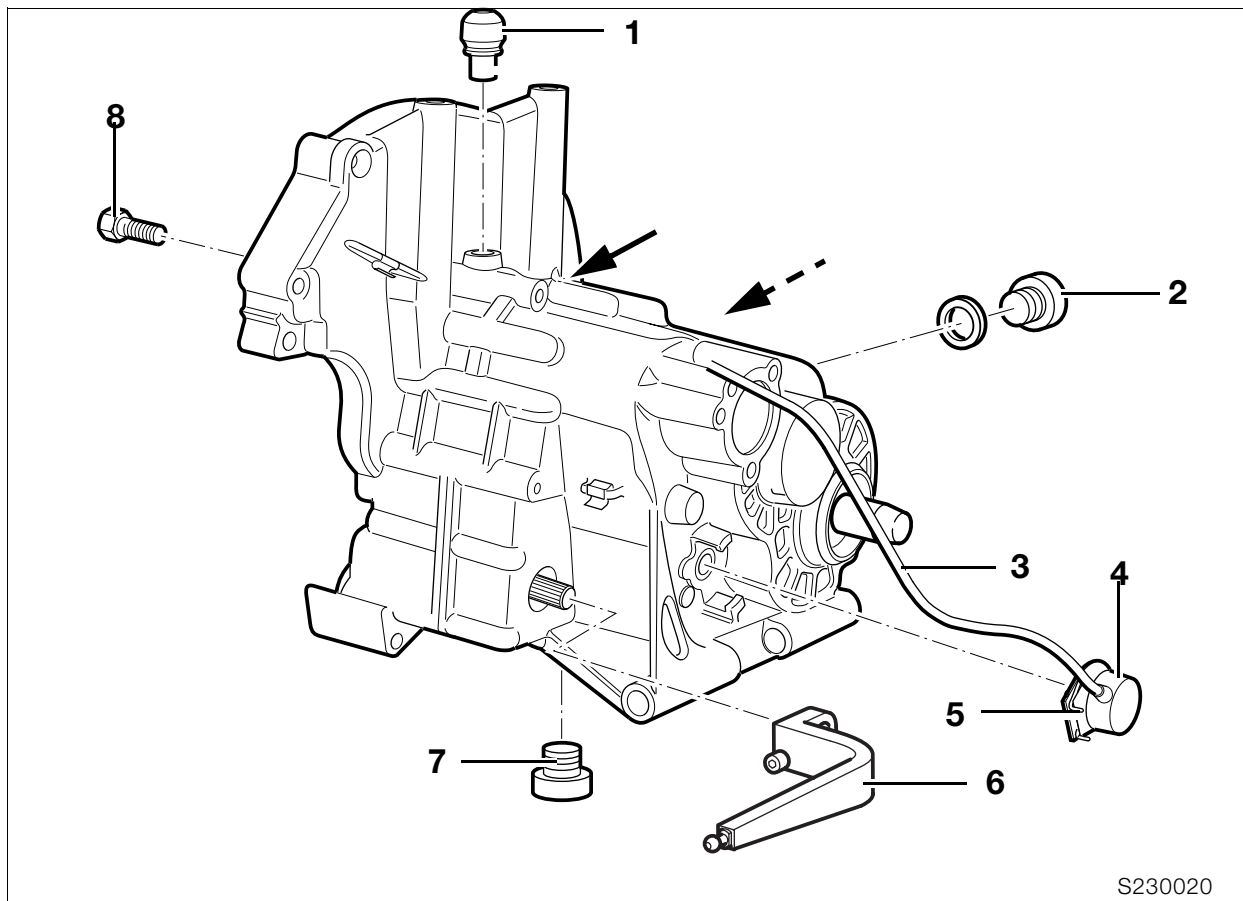
- Pierce the shaft sealing ring with awl, **BMW No. 00 8 583**.
- Screw the pull rod, **BMW No. 00 8 581**, into the pierced hole and use impact weight, **BMW No. 00 8 582**, to remove the shaft sealing ring.
- Install the new sealing ring with the sealing lips facing inwards, using guide, **BMW No. 23 4 722**, and impact driver, **BMW No. 23 4 721**.

Replacing shaft sealing ring for selector drum

- Lever out the shaft sealing ring with a screwdriver.
- Install the new sealing ring with the sealing lip facing inwards, using impact driver, **BMW No. 23 4 750**.

Replacing sealing ring for selector shaft

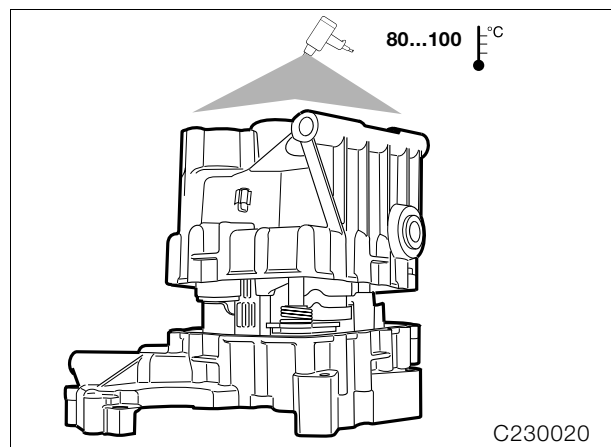
- Lever out the shaft sealing ring with a screwdriver.
- Install the new sealing ring with the sealing lip facing inwards, using assembly sleeve, **BMW No. 23 4 612**, and impact driver, **BMW No. 23 4 740**.



Disassembling gearbox

Removing gearbox housing

- Remove oil filler/level check screw (2).
- Remove oil drain plug (7) and drain the oil from the gearbox into a suitable tray.
- Remove breather (1).
- Unclip cable (3) for neutral indicating switch (4).
- Compress spring (5) and take off neutral indicating switch (4).
- Remove selector lever (6).
- Carefully press back centering pins (arrows), working from the back of the gearbox.
- Remove screws (8) securing cover to housing.



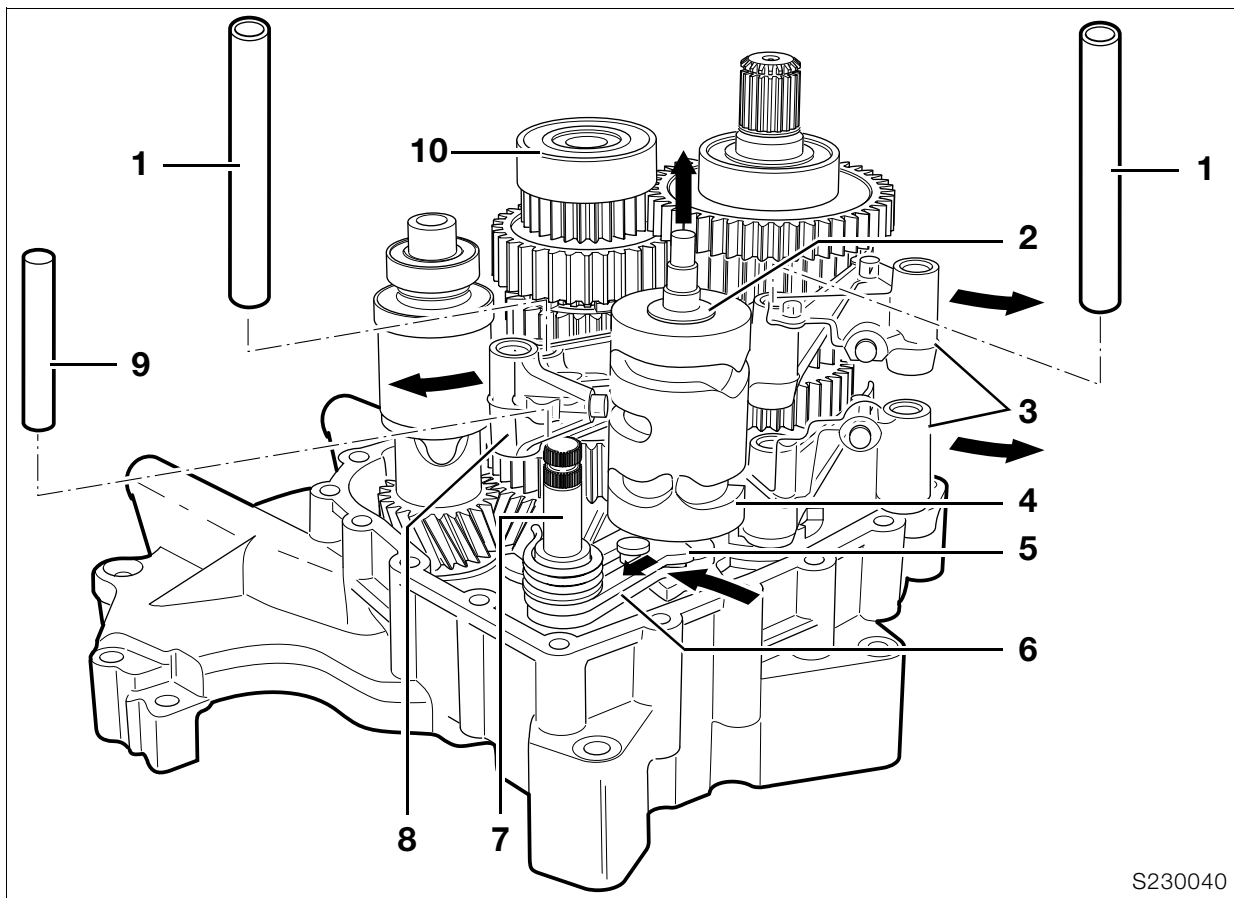
- Set the gearbox down on its cover.



Caution:

Avoid damage to the housing cover and painted surfaces.

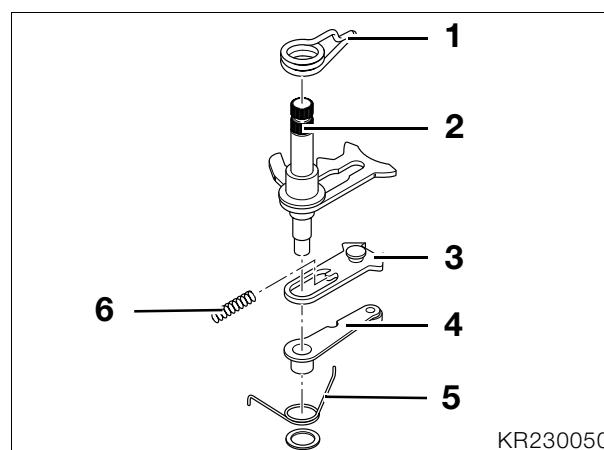
- Heat the bearing points in the housing to 80 °C... 100 °C (176 °F...212 °F).
- Tap lightly with a plastic-faced hammer to disengage the housing.



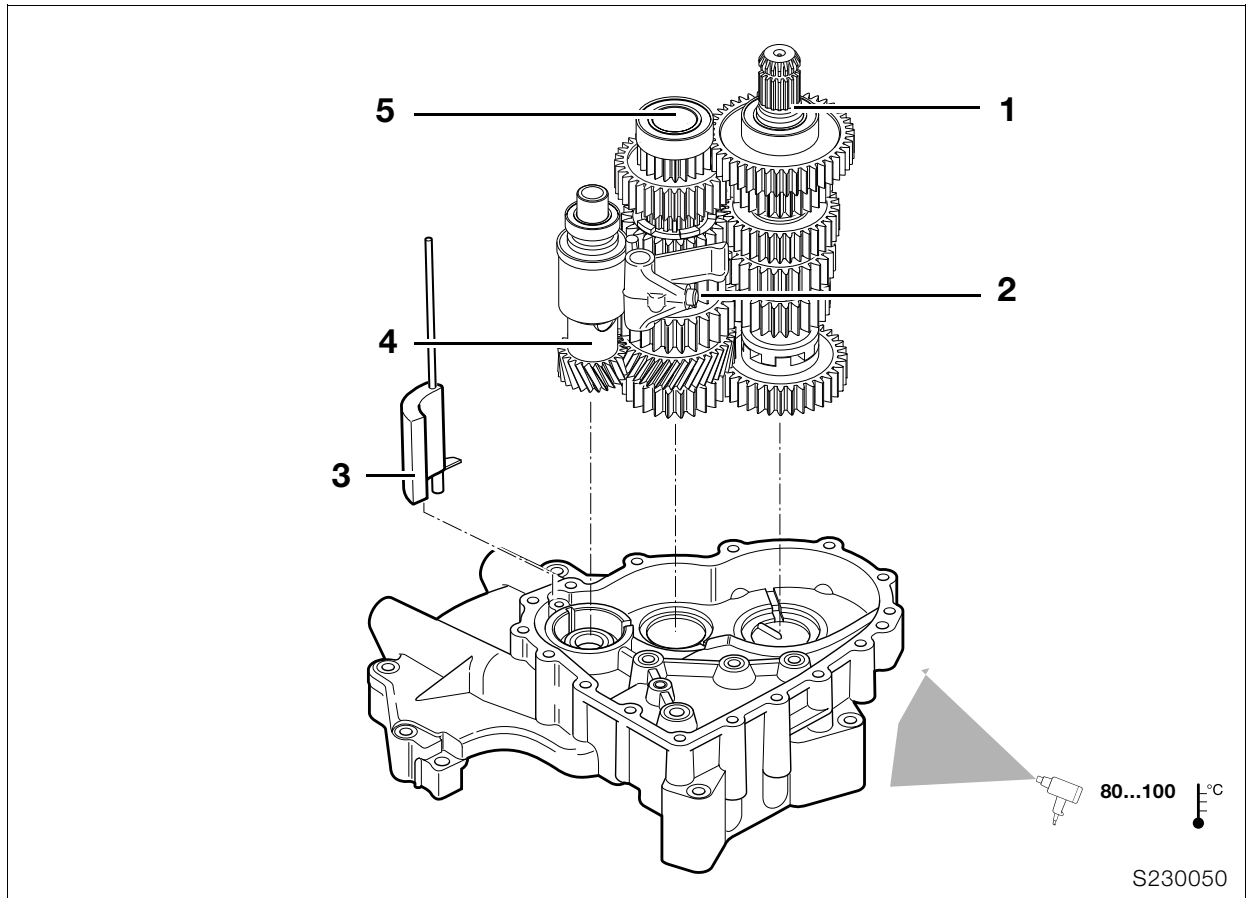
Removing selector drum

- Pull the selector shafts (1) out of the selector forks.
- Swing the selector forks (3/8) out towards the edge of the cover (arrows).
- Remove locking pin (9).
- Press guide plate (5) in the opposite direction to the spring loading (arrow).
- Swing locking lever (6) towards input shaft (7), hold it there and pull out the selector drum (4), turning it slightly at the same time.
- Remove the thrust washers and spacing washer.
- Release the locking lever (6).
- Remove the selector shaft (7) with spacing washer.
- Remove selector forks (3).
- Selector fork (8) remains in the intermediate shaft (10).

Disassembling/assembling selector shaft



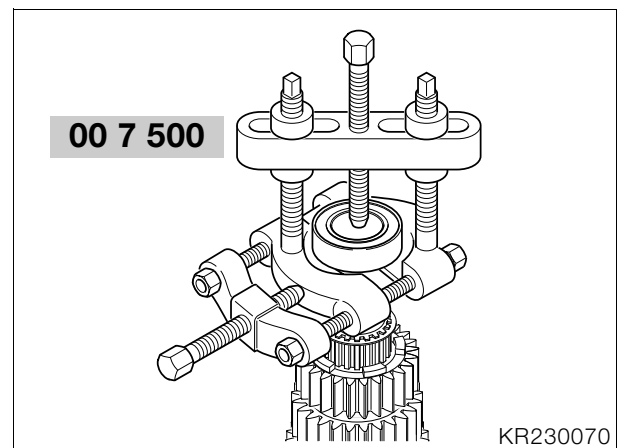
- Remove torsion spring (5) with locking lever (4) from selector shaft (2).
- Remove torsion spring (1).
- Disengage coil spring (6) and remove together with guide plate (3).
- Assembly is the reverse of the disassembly procedure.



Removing gearbox shafts

- Remove breather tube (3).
- Heat bearing points in gearbox cover to 80 °C ... 100 °C (176 °F ... 212 °F).
- Remove input shaft (4), output shaft (1) and intermediate shaft (5) together from the cover.
- Remove selector fork (2) from intermediate shaft.

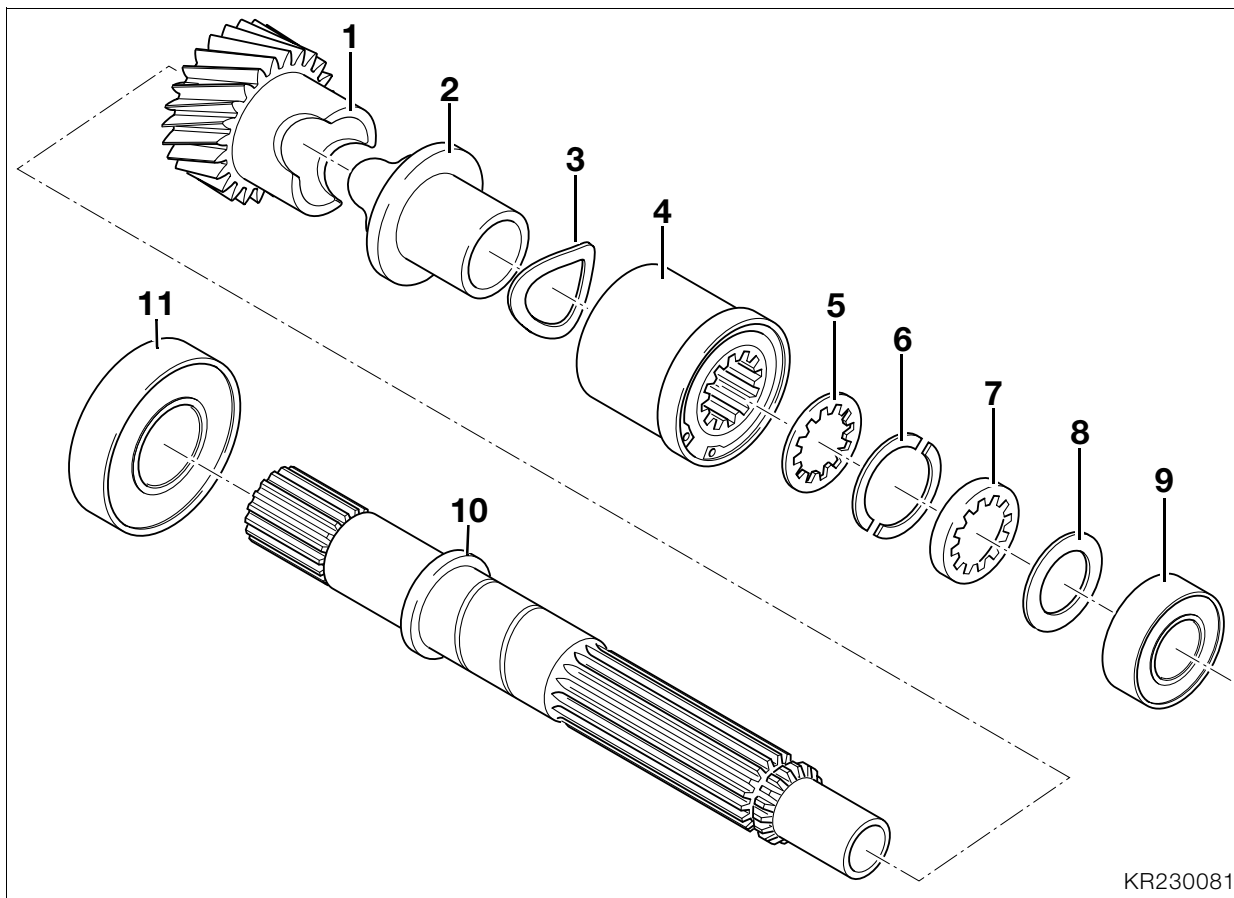
Replacing grooved ball bearing on intermediate shaft



Caution:

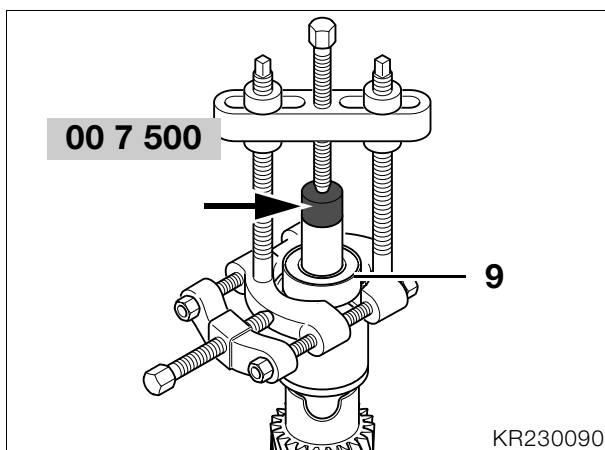
If the grooved ball bearings are replaced, the fully-compressed length must be re-adjusted.

- Pull off the grooved ball bearings with a universal puller, **BMW No. 00 7 500**.
- Press the output-side grooved ball bearing on to the intermediate shaft.
- Check/adjust fully assembled length (→ 23.17).
- Place spacing washer of calculated thickness in position and press on the input-side grooved ball bearing.



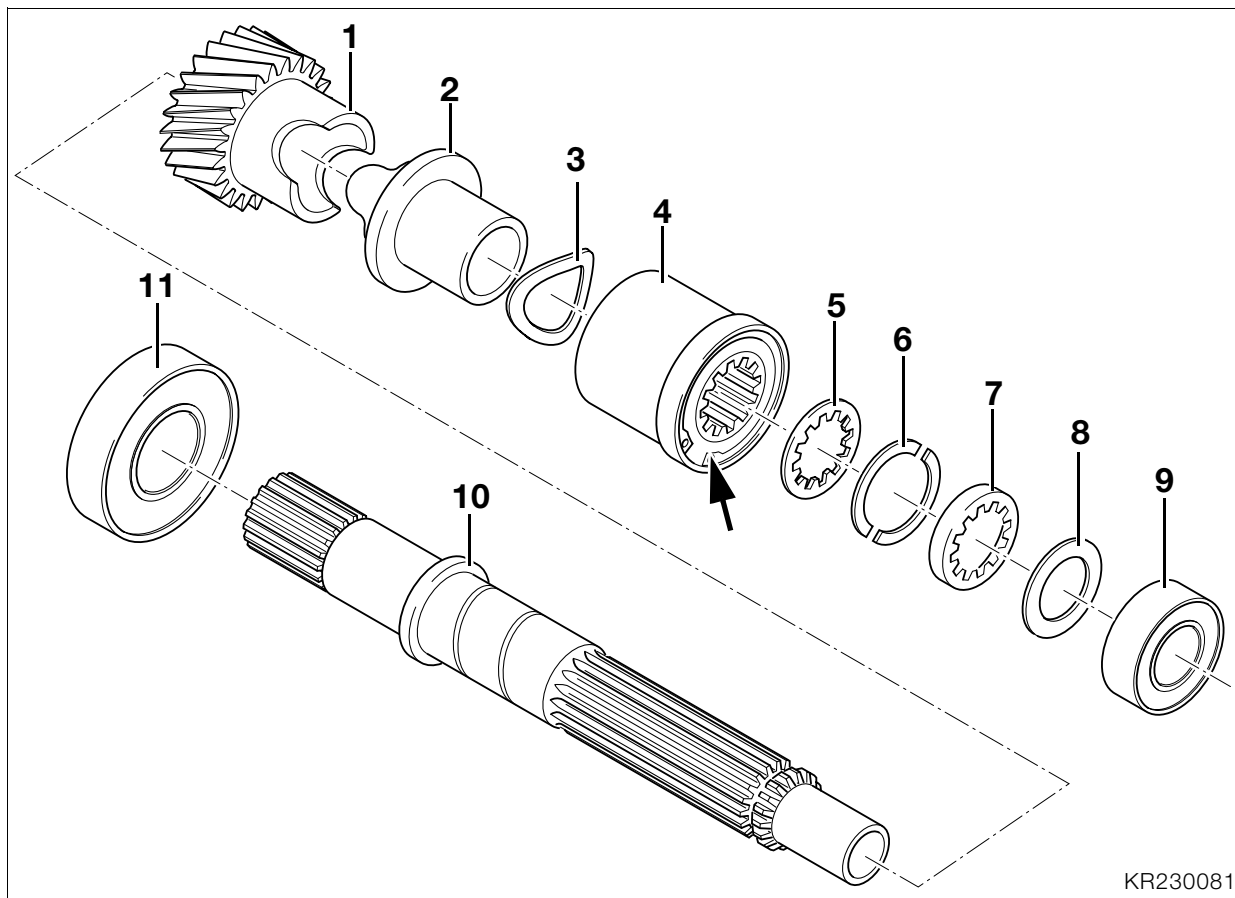
Disassembling/assembling input shaft

Disassembling input shaft



- Remove guide ring (7).
- Compress spring cluster (4) and remove split segment washer (6).
- Remove backup washer (5), spring cluster (4), anti-rattle disc (3), thrust block (2) and constant-speed gear (1).
- Clamp input shaft (10) other way round in vise.
- Use universal puller, **BMW No. 00 7 500**, and pressure head (arrow) to pull off grooved ball bearing (11).

- Clamp the input shaft into a vise with soft jaws.
- Use universal puller, **BMW No. 00 7 500**, and pressure head (arrow) to pull off grooved ball bearing (9) with spacing washer (8).
- Note the thickness of spacing washer (8).



KR230081

Assembling input shaft

- Lightly oil the bearing surface for constant-speed gear (1) on input shaft (10), and install the constant-speed gear.
- Lightly oil the splines in thrust block (2) and install it.
- Place anti-rattle disc (3) on thrust block (2).
- Mount spring cluster (4) with locating ring (arrow) facing upwards on anti-rattle disc (3).
- Install backup washer (5) of the same thickness as the original washer.
- Compress spring cluster (4) and insert the split segment washer (6) in the ring groove.
- Install guide ring (7) with collar toward split-segment washer (6).
- Check fully assembled length and adjust if necessary (→ 23.19).
- Install spacing washer (8) of calculated thickness, and press on grooved ball bearing (9).
- Check endplay of spring cluster (4).

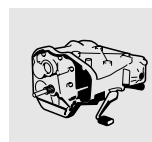


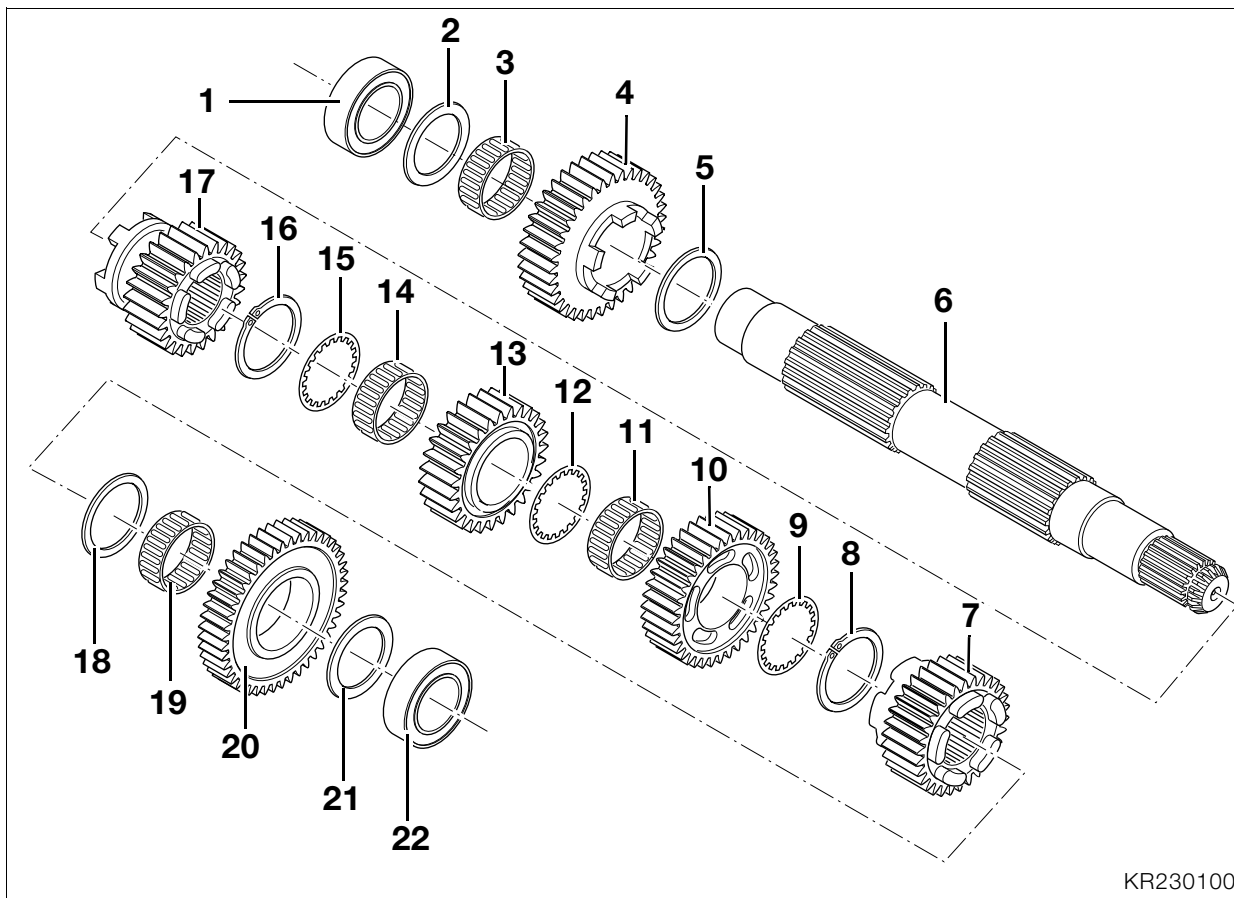
Note:

Excessive endplay could be due to wear or incorrect assembly.

Endplay:

Spring cluster
on shaft 0.4...0.6 mm (0.016...0.024 in)





KR230100

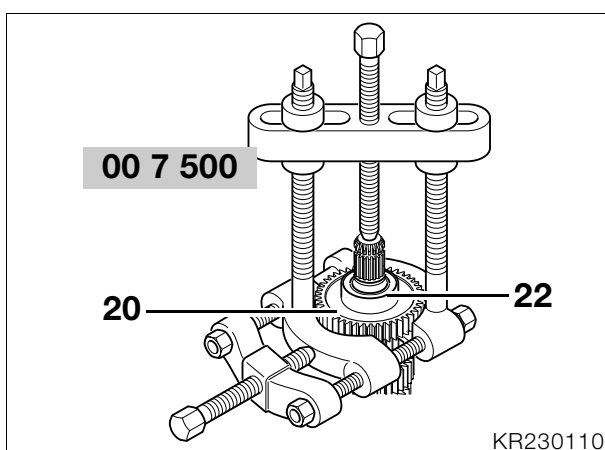
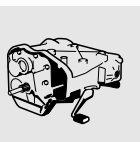
Disassembling/assembling output shaft

Disassembling output shaft



Caution:

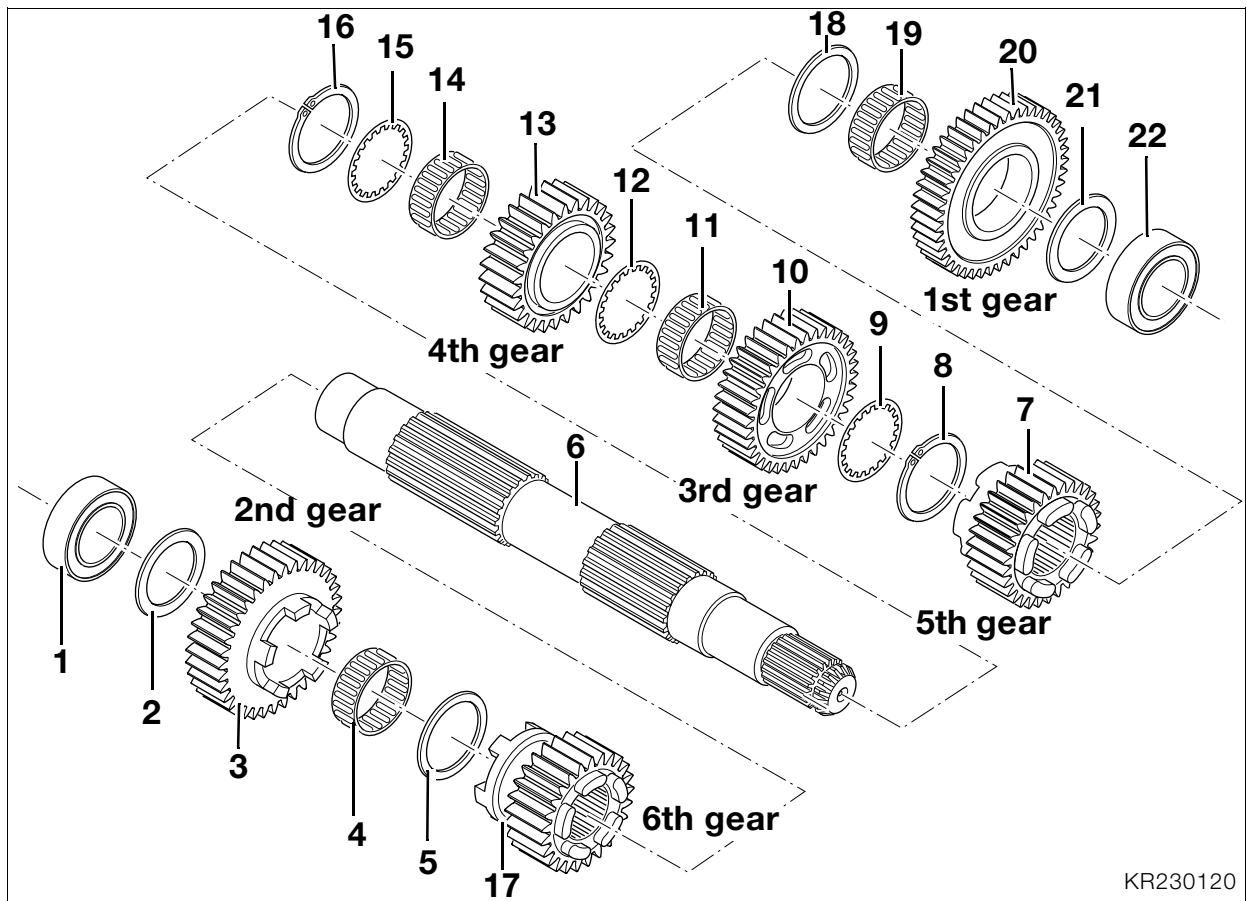
To avoid damaging the needle roller bearing on the splines, spread it carefully at the end face when removing.



KR230110

- Remove spacing washer (21), shift gear wheel for 1st gear (20), needle roller bearing (19) and spacing washer (18).
- Remove sliding gearwheel (7).
- Remove circlip (8), backup washer (9), shift gearwheel for 3rd gear (10) and needle roller bearing (11).
- Remove backup washer (12), 4th gear shift wheel (13), needle roller bearing (14) and backup washer (15).
- Remove circlip (16) and sliding gearwheel for 5th gear (17).
- Turn output shaft (6) other way round and clamp into the vise with soft jaws.
- Using universal puller, **BMW No. 00 7 500**, pull off deep-groove ball bearing (1) together with shift gearwheel for 2nd gear (4).
- Remove shim washer (2), needle roller bearing (3), shift gearwheel for 2nd gear (4) and thrust washer (5).

- Using universal puller, **BMW No. 00 7 500**, pull off grooved ball bearing (22) together with 1st gear wheel (20).



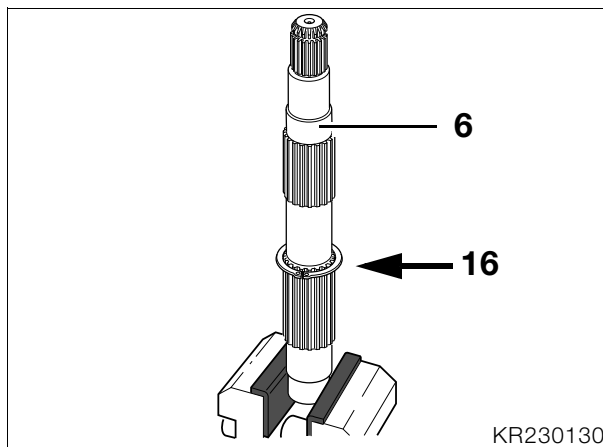
KR230120

Assembling output shaft



Note:

Assembly starts at the shift gearwheel for 4th gear. Before assembly, oil all running surfaces lightly with gear oil.



- Clamp the output shaft into the vise with soft jaws and with the splines facing upwards.
- Install circlip (16/arrow).
- Install backup washer (15).

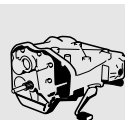
- Install needle roller bearing (14).

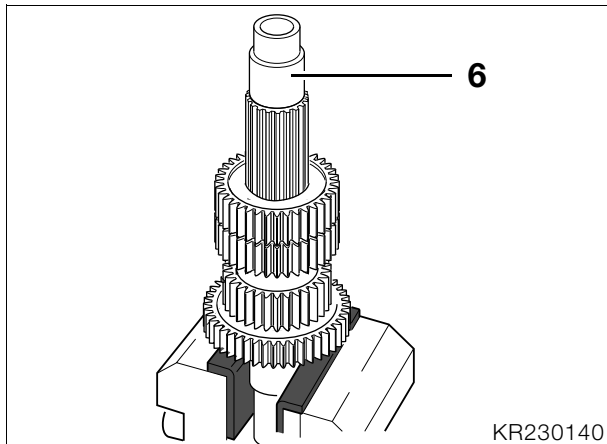


Caution:

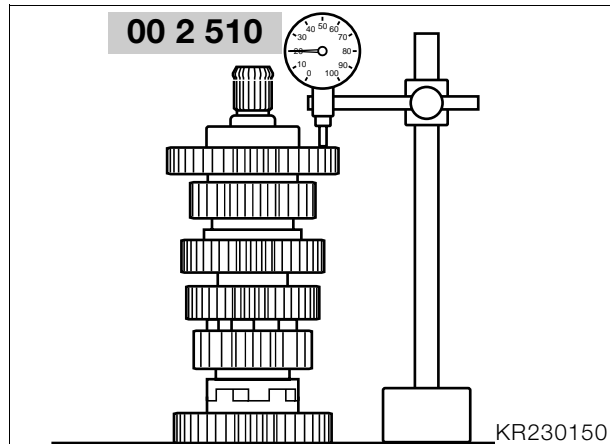
To avoid damaging the needle roller bearing on the splines, spread it carefully at the end face when installing.

- Install shift wheel for 4th gear (13) with the pockets facing circlip (16).
- Install backup washer (12) and needle roller (11).
- Install shift wheel for 3rd gear (10) with pockets facing away from the 4th gear shift wheel (13).
- Install backup washer (9) and circlip (8).
- After installing the 3rd and 4th shift wheels, measure endplay (→ 23.16).
- Install shift wheel for 5th gear (7) with recess for shift fork facing towards the 3rd gear shift wheel (10).
- Install backup washer (18) and needle roller bearing (19).
- Install the shift gearwheel for 1st gear (20) with the pockets facing sliding gearwheel (7).
- Install spacing washer (21) and grooved ball bearing (22).
- After installing, check endplay at the shift gearwheel for 1st gear (→ 23.16).





- Reverse position of output shaft (6) in vise.
- Install sliding gearwheel for 6th gear (17) with the recess for the selector fork facing the 2nd gear shift wheel (3).
- Install backup washer (5) and needle roller bearing (4).
- Install the shift wheel for 2nd gear (3) with the dogs facing the 6th gear sliding gearwheel (17).
- Check/adjust the fully assembled length (→ 23.19).
- Install spacing washer (2) of the calculated thickness, and press on grooved ball bearing (1).
- Check 2nd gear endplay.



Checking endplay

- Secure dial gauge, **BMW No. 00 2 510**, to dial gauge stand.
- Position dial-gauge stylus on edge of the gear-wheel and check endplay.



Caution:

Excessive endplay is due to incorrect assembly or worn needle roller bearings, backup washers or spacing washers, or the shift gear. Check and replace as necessary.

Endplay values:

Endplay, 1st gear

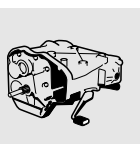
..... 0.1...0.33 mm (0.0039...0.0123 in)

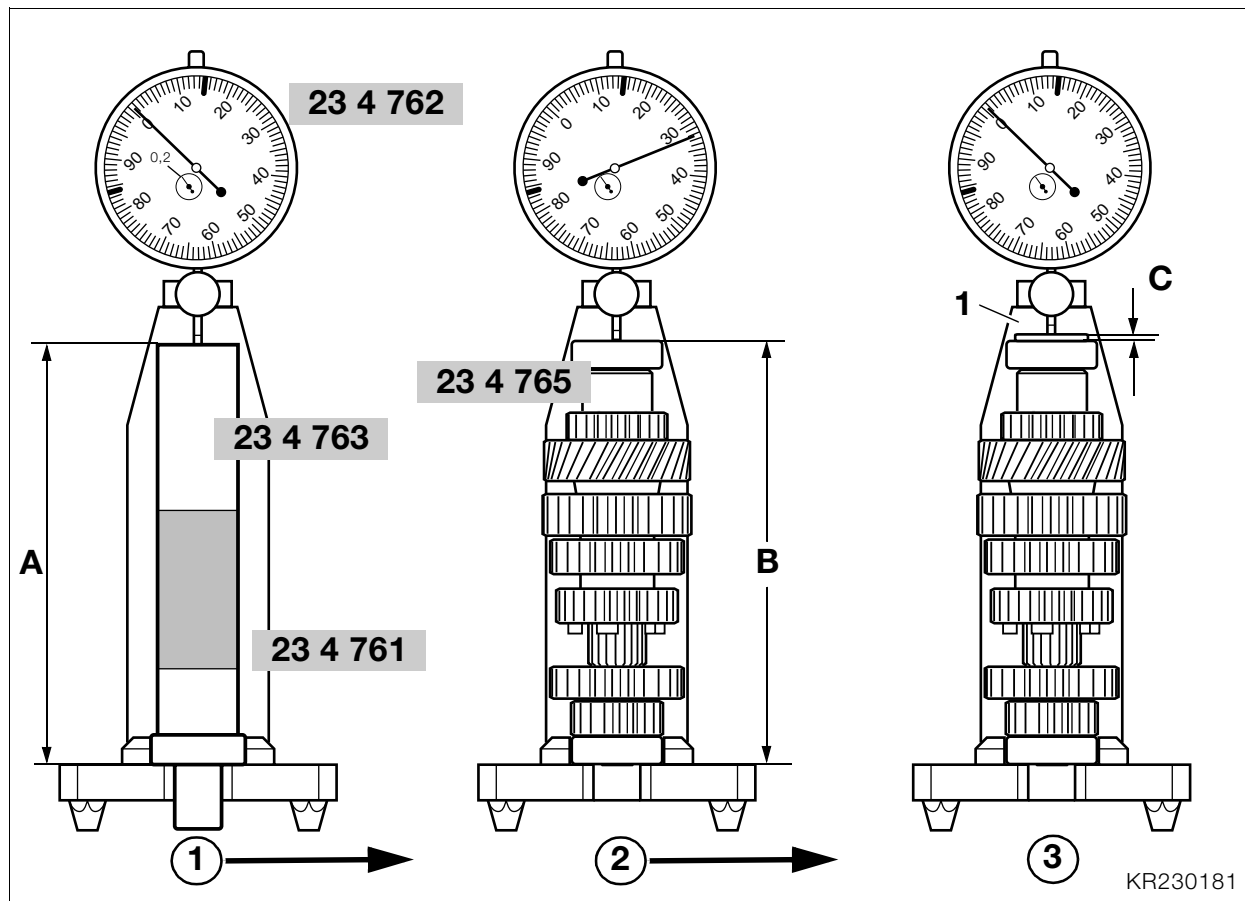
Endplay, 2nd gear

..... 0.1...0.33 mm (0.0039...0.0123 in)

Endplay, 3rd/4th gear

(total play) 0.1...0.67 mm (0.0039...0.0264 in)





Checking/adjusting fully assembled length of gearbox shafts and selector drum

Checking/adjusting fully assembled length of intermediate shaft



Caution:

Check and adjust the fully assembled length as described below and install a spacing washer of the correct thickness. Before measuring, always make sure that the grooved ball bearings are pressed fully home, even if the shaft has not been disassembled and reassembled.

- Secure dial gauge, **BMW No. 23 4 762**, in rear mounting hole of measuring stand, **BMW No. 23 4 761**, and set to 0.2 mm (0.008 in) preload.
- Using dial gauge, zero to dimension "A" of the zero gauge, **BMW No. 23 4 763**.
- Pull off the input-side grooved ball bearing with universal puller, **BMW No. 00 7 500**.
- Remove the spacing washer.
- Place reference washer, **BMW No. 23 4 765**, on the intermediate shaft.
- Place the grooved ball bearing on the reference washer.
- Insert intermediate shaft in measuring stand.

- Using dial gauge, measure deviation from zero of dimension "B" at inner bearing race. Deviation from zero is equivalent to the thickness "C" of spacing washer (1).
- Place a spacing washer (1) of the correct thickness on the inner bearing race and check deviation from zero.

$$A = B + C$$



Caution:

The maximum deviation from zero must not be exceeded.

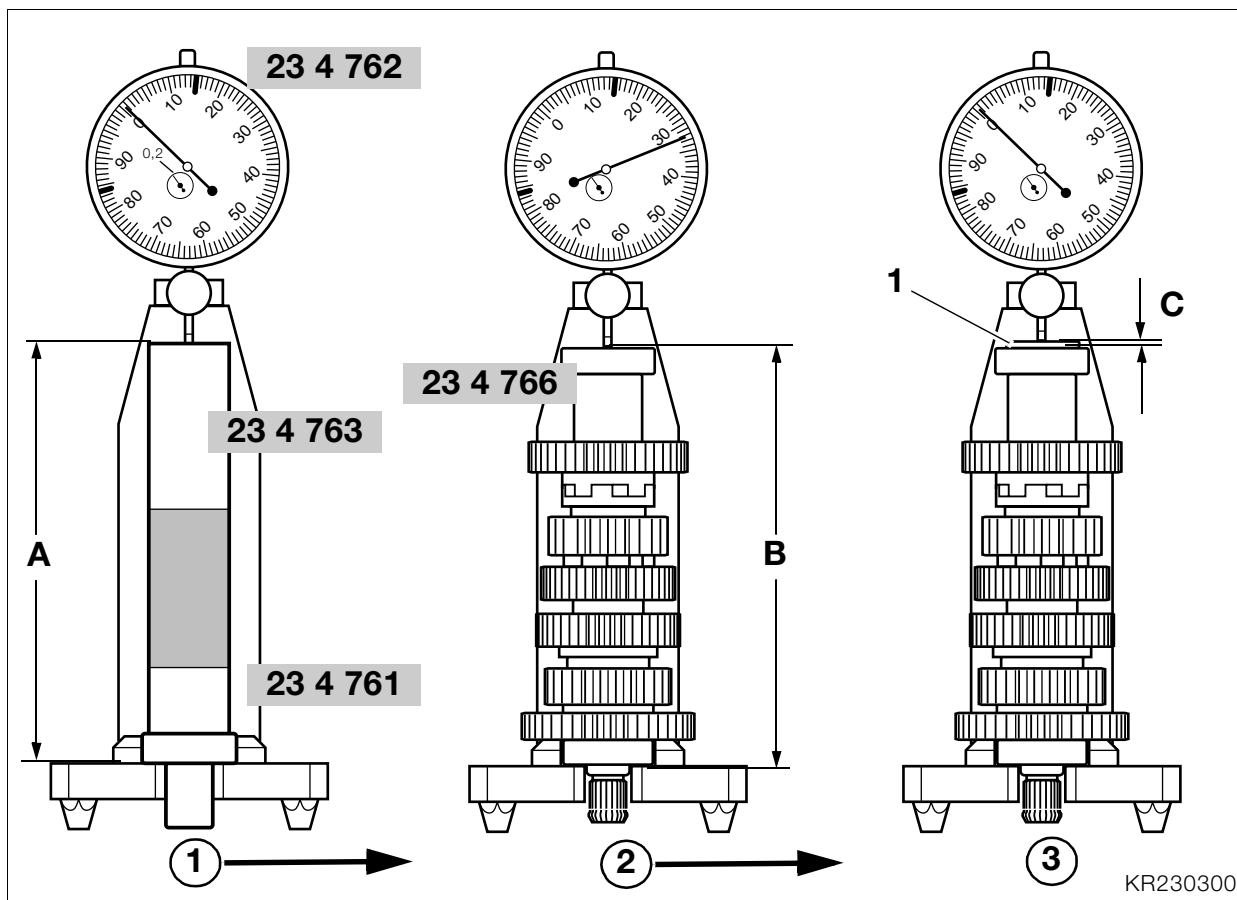
- Remove the intermediate shaft from the measuring fixture.
- Take off spacing washer, grooved ball bearing and reference washer.
- Place a spacing washer (1) of the correct thickness on the intermediate shaft and press on the grooved ball bearing.

Reference dimension for intermediate shaft:

Maximum deviation

from zero -0.05...0 mm (-0.002...0.00 in)





Checking/adjusting fully assembled length of output shaft



Caution:

Check and adjust the fully assembled length as described below and install a spacing washer of the correct thickness.

Before measuring, always make sure that the grooved ball bearings are pressed fully home, even if the shaft has not been disassembled and reassembled.

- Secure dial gauge, **BMW No. 23 4 762**, in rear mounting hole of measuring stand, **BMW No. 23 4 761**, and set to 0.2 mm (0.008 in) preload.
- Using dial gauge, zero to dimension "A" of the zero gauge, **BMW No. 23 4 763**.
- Pull off the input-side grooved ball bearing with universal puller, **BMW No. 00 7 500**.
- Remove the spacing washer.
- Place reference washer, **BMW No. 23 4 766**, on the output shaft.
- Place the grooved ball bearing on the reference washer.
- Insert the output shaft into the measuring stand.

- Using the dial gauge, measure the deviation from zero of dimension "B" at the inner bearing race. Deviation from zero is equivalent to the thickness "C" of spacing washer (1).
- Place a spacing washer (1) of the correct thickness on the inner bearing race and check the deviation from zero.

$$A = B + C$$



Caution:

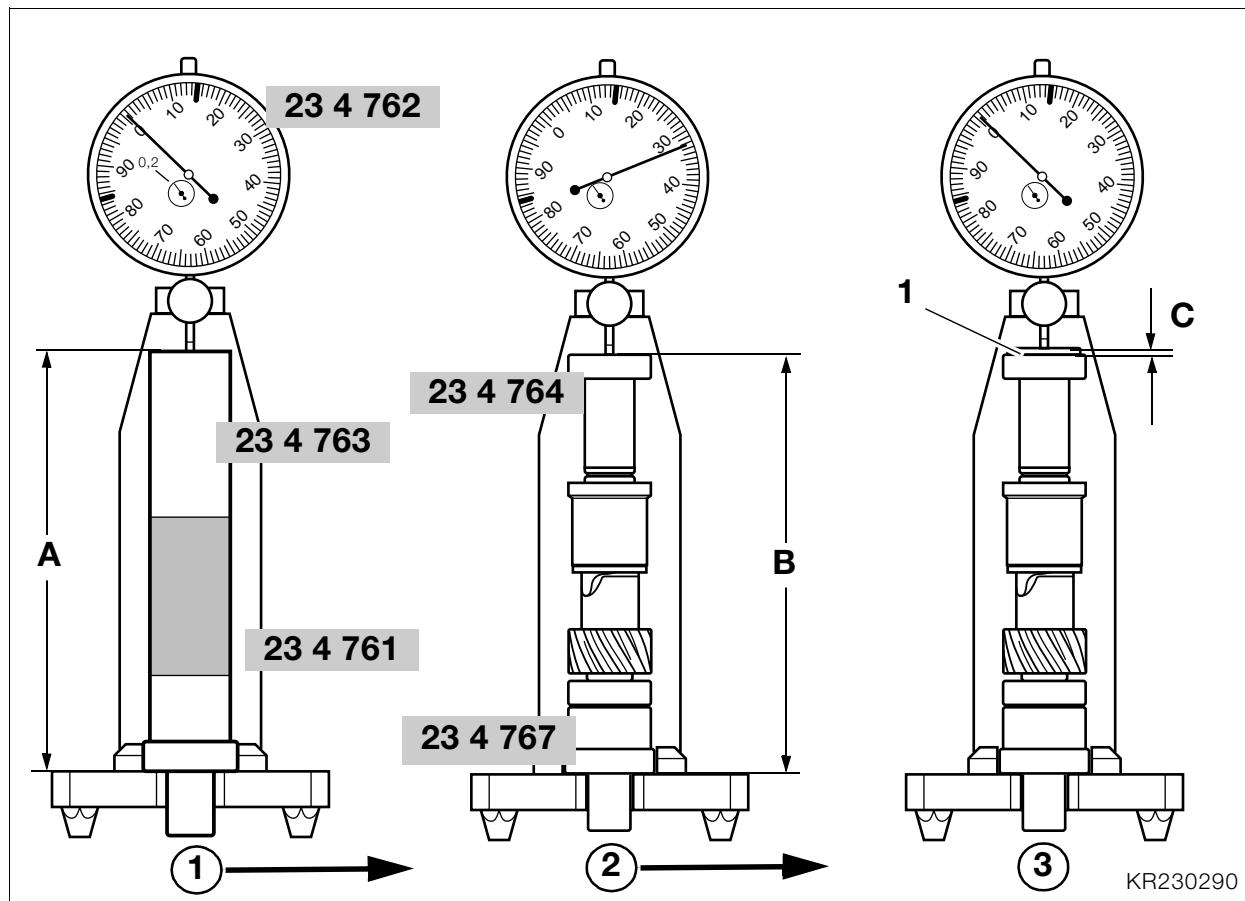
The maximum deviation from zero must not be exceeded.

- Take off spacing washer, grooved ball bearing and reference washer.
- Place a spacing washer (1) of the correct thickness on the output shaft and press on the grooved ball bearing.

Reference dimension for input shaft:

Maximum deviation

from zero -0.05...0 mm (-0.002...0.00 in)



Checking/adjusting fully assembled length of input shaft



Caution:

Check and adjust the fully assembled length as described below and install a spacing washer of the correct thickness.

Before measuring, always make sure that the grooved ball bearings are pressed fully home, even if the shaft has not been disassembled and reassembled.

- Secure dial gauge, **BMW No. 23 4 762**, in front mounting hole of measuring stand, **BMW No. 23 4 761**, and set to 0.2 mm (0.008 in) preload.
- Using dial gauge, zero to dimension "A" of the zero gauge, **BMW No. 23 4 763**.
- Pull off the output-side grooved ball bearing with universal puller, **BMW No. 00 7 500**.
- Remove the spacing washer.
- Mount reference washer, **BMW No. 23 4 764**, on the input shaft.
- Place the grooved ball bearing on the reference washer.
- Insert input shaft with adapter disc, **BMW No. 23 4 767**, in measuring stand.

- Using the dial gauge, measure deviation from zero of dimension "B" at the inner bearing race. Deviation from zero is equivalent to the thickness "C" of spacing washer (1).
- Place a spacing washer (1) of the correct thickness on the inner bearing race and check the deviation from zero.

$$A = B + C$$



Caution:

The maximum deviation from zero must not be exceeded.

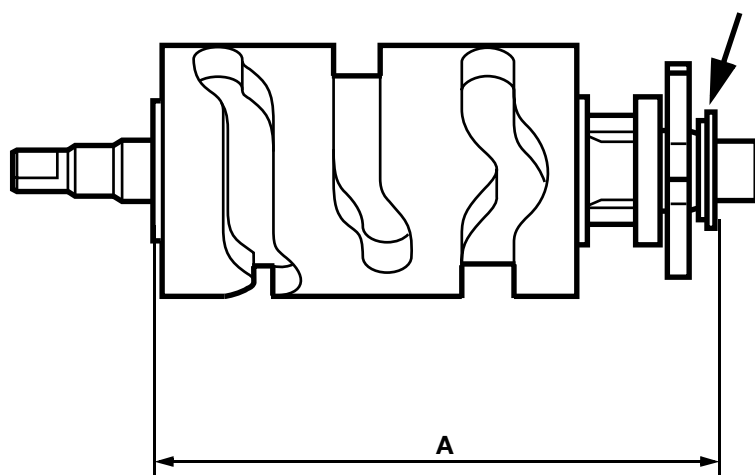
- Take the input shaft out of the measuring fixture.
- Remove the adapter disc, spacing washer, grooved ball bearing and reference washer.
- Place a spacing washer (1) of the correct thickness in position and press the grooved ball bearing on to the input shaft.

Reference dimension for drive shaft:

Maximum deviation

from zero -0.05...0 mm (-0.002...0.00 in)





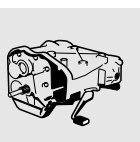
KR230190

Checking/adjusting fully assembled length of selector drum

- Place spacing washer and both thrust washers on the selector drum.
- Using slide gauge, determine fully assembled length "A".
- If necessary, adjust fully assembled length "A" with a shim washer (arrow).

Fully assembled length:

Selector
drum 111.80...111.90 mm (4.402...4.406 in)

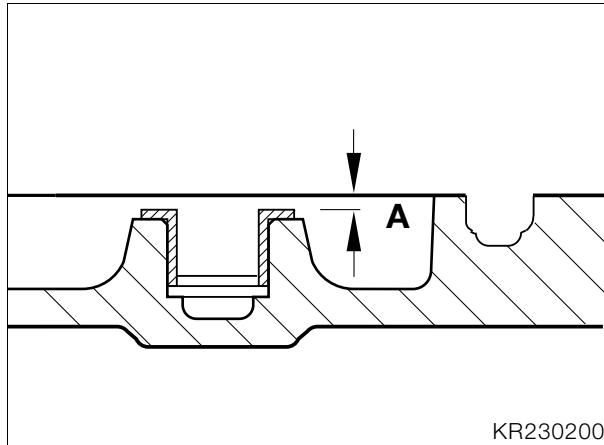


Shimming selector shaft

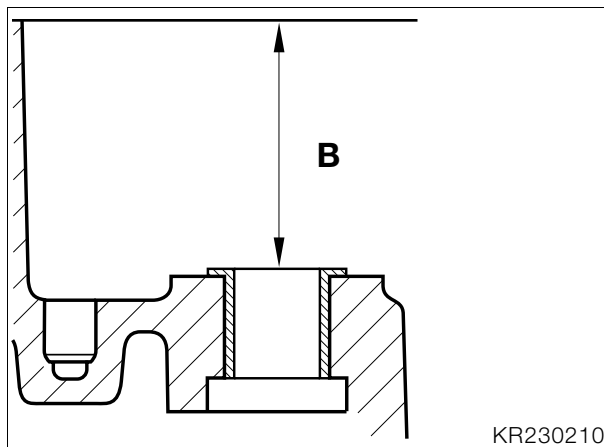


Caution:

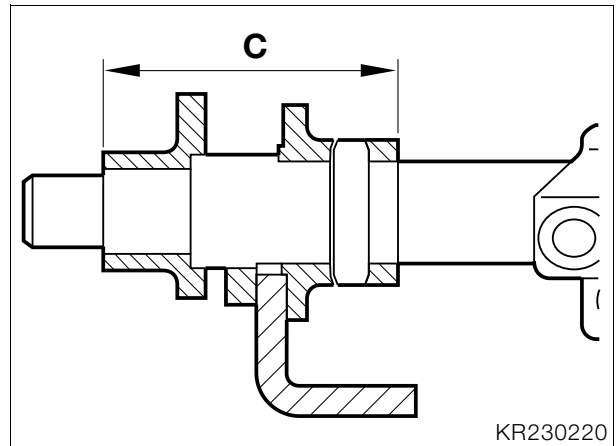
If the housing or the complete selector shaft is replaced, the selector shaft must be measured and shimmed.



- Measure dimension “A” from shouldered bushing to cover mating face.



- Measure dimension “B” from shouldered bushing to housing mating face.



- Measure dimension “C” from the shoulder on the selector shaft to the back of the sleeve.
- Calculate endplay as follows:

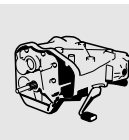
Dimensions “A” + “B” = “D”

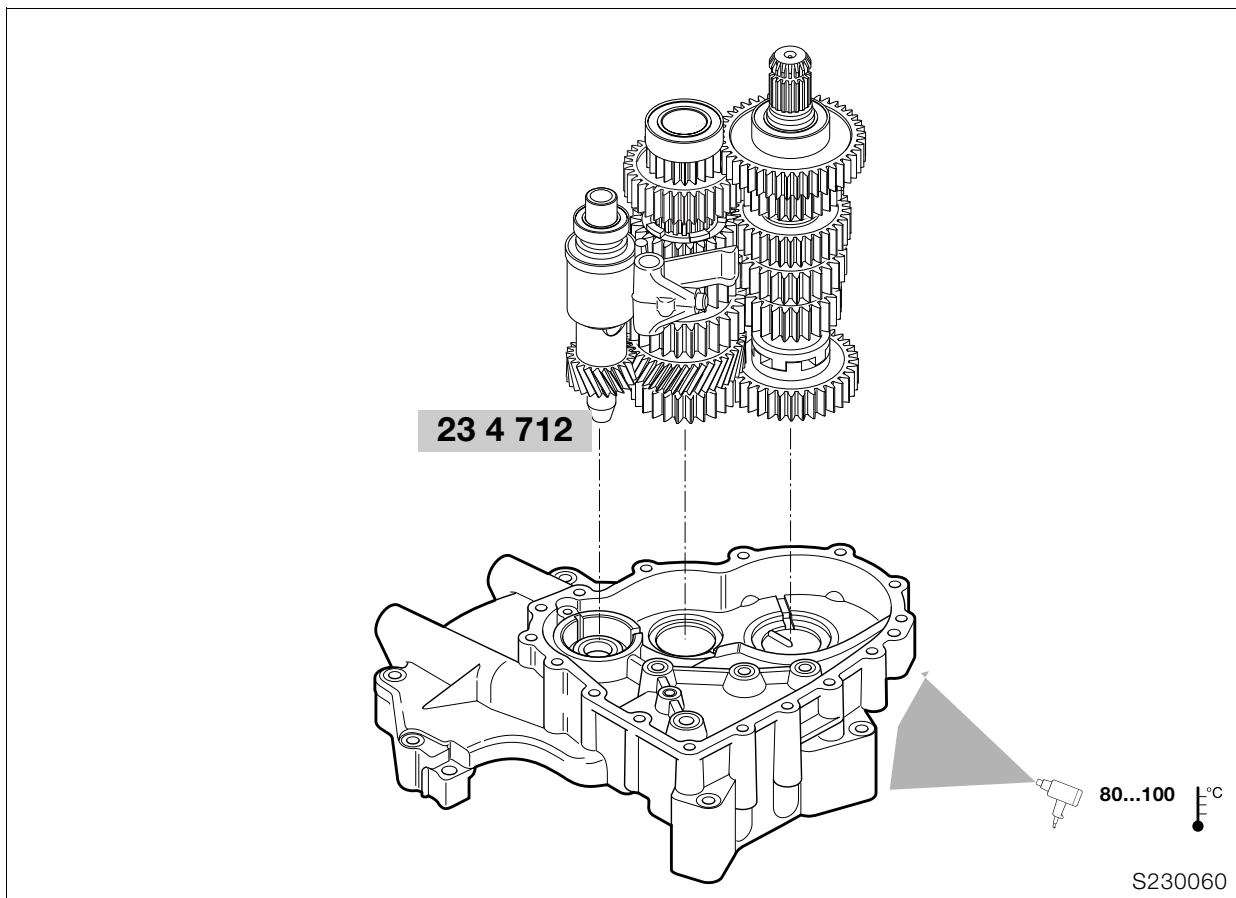
Dimensions “D” - “C” = “E”

Dimensions “E” - thickness of spacing washer = endplay.

Endplay:

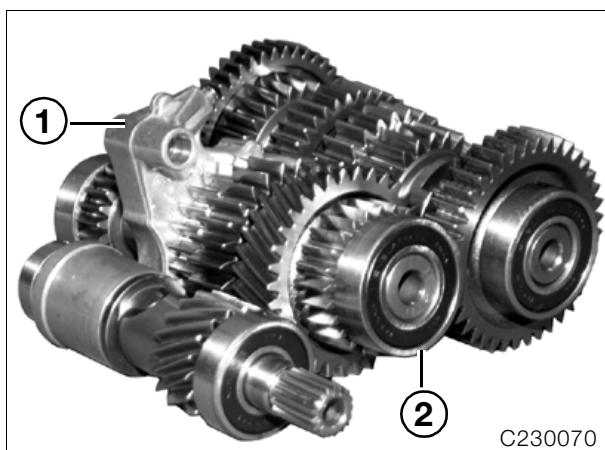
Selector shaft 0.1...0.3 mm (0.004...0.012 in)





Assembling gearbox

Installing input, output and intermediate shafts



- Insert selector fork (1) into intermediate shaft (2).

- Align input, output and intermediate shafts so that their gear teeth mesh and the selector fork is in the position illustrated.
- Push assembly sleeve, **BMW No. 23 4 712**, on to the input shaft splines.



Note:

This is necessary only if the shaft sealing ring is installed.

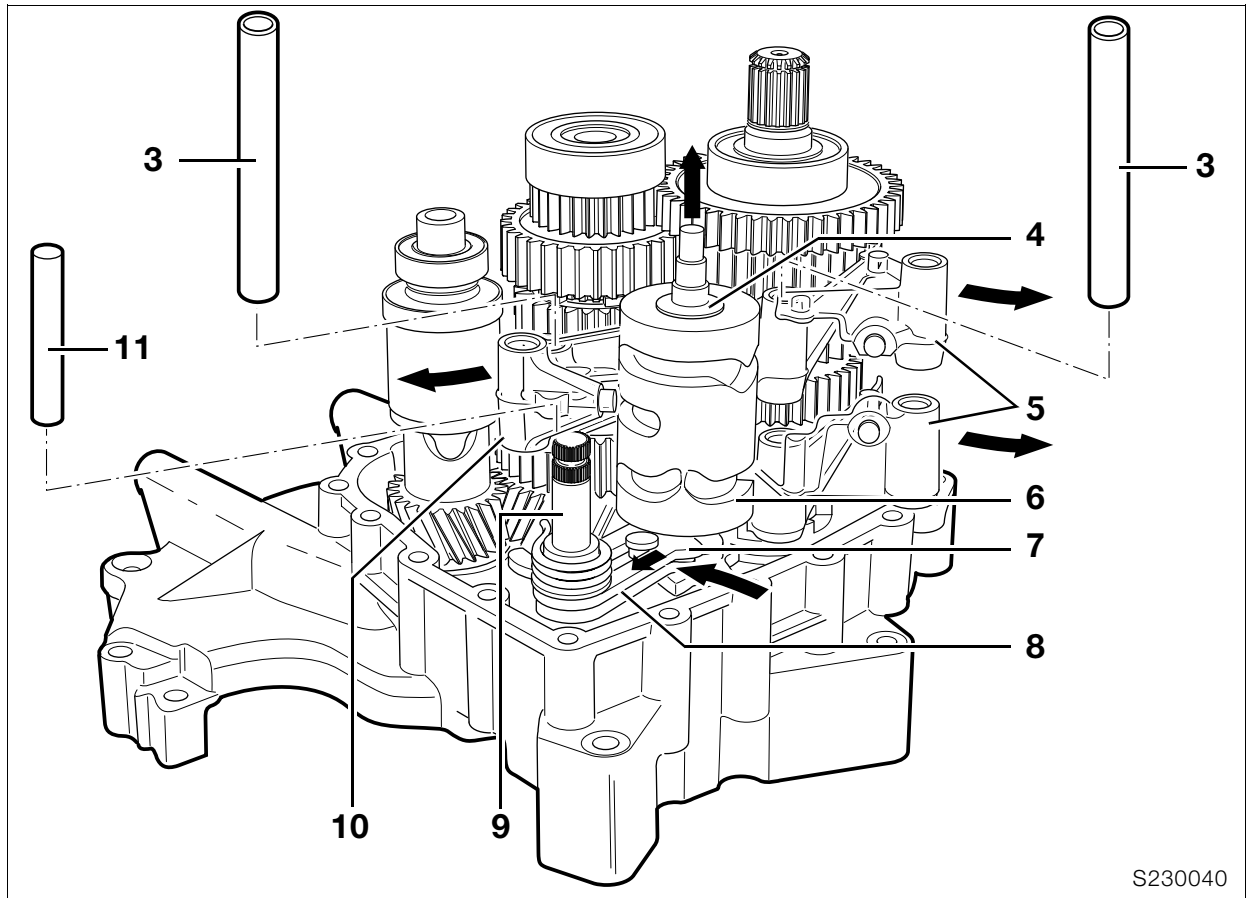
- Heat the bearing points in the cover to 80 ... 100 °C (176...212 °F).
- Insert the input, output and intermediate shafts together.



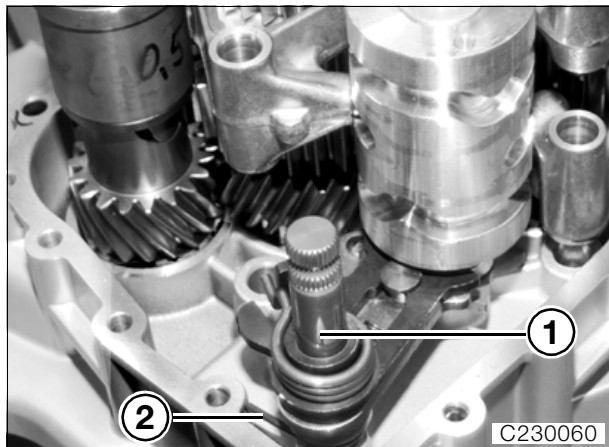
Caution:

Check that the gearbox shafts are correctly seated.

- Install the 1st/3rd and 2nd/4th shift forks.



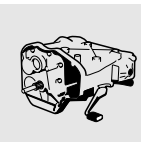
Installing selector shaft

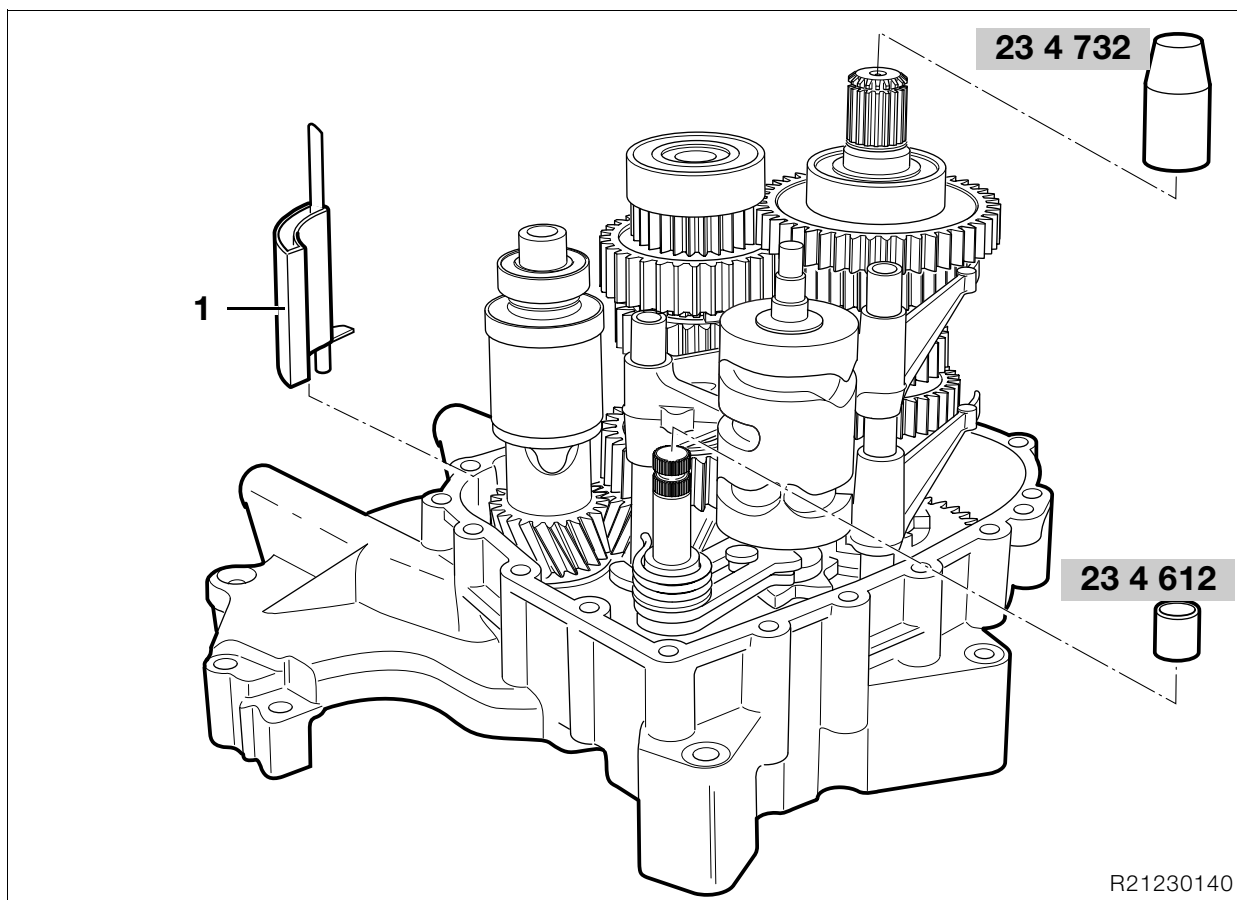


- Place a spacing washer of the correct thickness in position and install selector shaft (1).
- Engage torsion spring (2) in the housing.

Installing selector drum

- Place a spacing washer of the correct thickness and the input-side thrust washer on selector drum (6) and secure with a small amount of grease.
- Swing locking lever (8) toward the drive shaft and install the selector drum.
- Swing locking lever (8) towards selector drum (6) and engage it in position together with guide plate (7).
- Place shift forks (5, 10) in the guide tracks.
- Install selector shafts (3).
- Install locking pin (11).
- Place thrust washer (4) on the selector drum.





R21230140

Installing gearbox housing

- Install dowel pins in cover.
- Install breather tube (1) in housing cover.

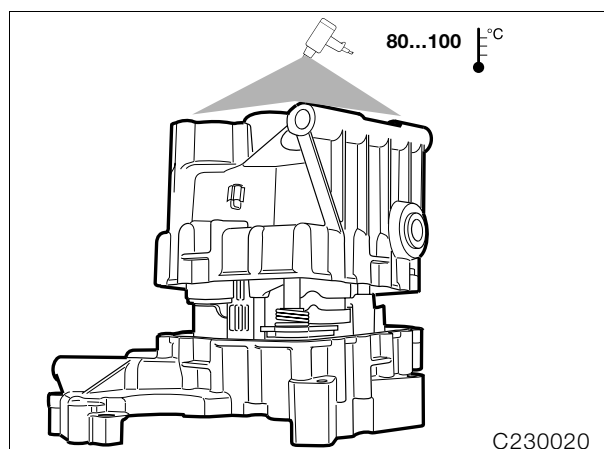


Caution:

Clean and de-grease the sealing faces.
The sealing compound sets within 30 minutes; with-
in this time, place the housing in position and screw
it down.

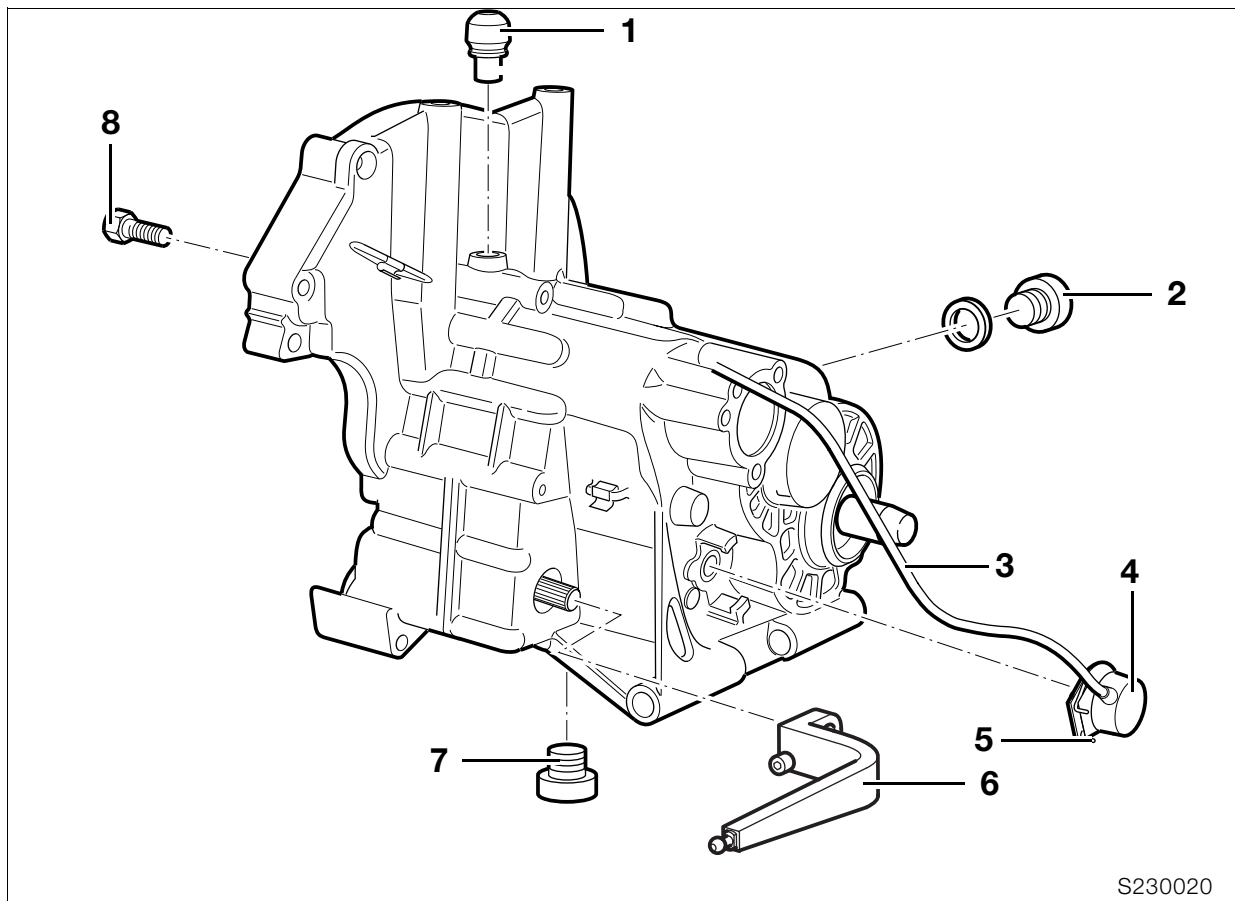


- Apply **Loctite 574** sealing compound to the mat-
ing face of the cover.
- Place assembly sleeve, **BMW No. 23 4 732**, on
the output shaft.
- Place assembly sleeve, **BMW No. 23 4 712**, on
the input shaft.
- Place assembly sleeve, **BMW No. 23 4 612**, on
the selector shaft.



C230020

- Heat the bearing seats in the housing to
80 ... 100 °C (176...212 °F) and place the hous-
ing on the cover.



S230020

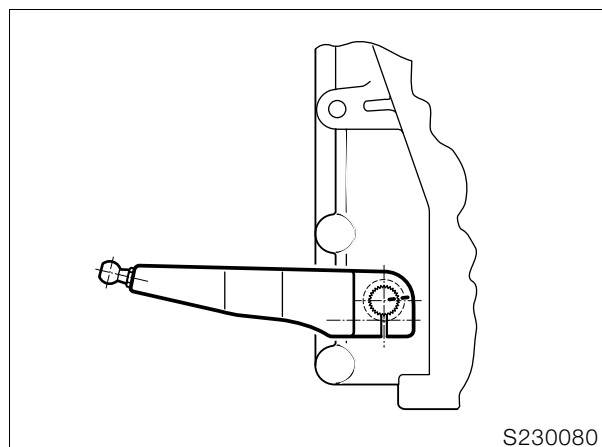
- Insert screws (8) and tighten in diagonally opposite sequence.
- Install neutral indicator (4) and clip wire (3) into position.
- Install breather (1).



Caution:

Clean metal particles off the magnet in drain plug (7).

- Install oil drain plug (7).
- Install oil-check and oil filler plug (2) with new sealing ring.



S230080

- Install shift lever in correct position.



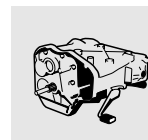
Note:

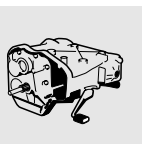
The shift lever is in the correct position when the mark is aligned with the corresponding mark on the selector shaft.

After assembling the gearbox, perform a functional check.

Tightening torque:

Selector lever to selector shaft..... 9 Nm





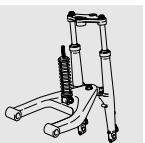
31 Front fork

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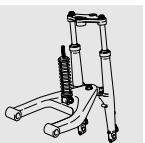
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Removing and installing ball joint in fork bridge	6
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Checking runout of slider tube	8
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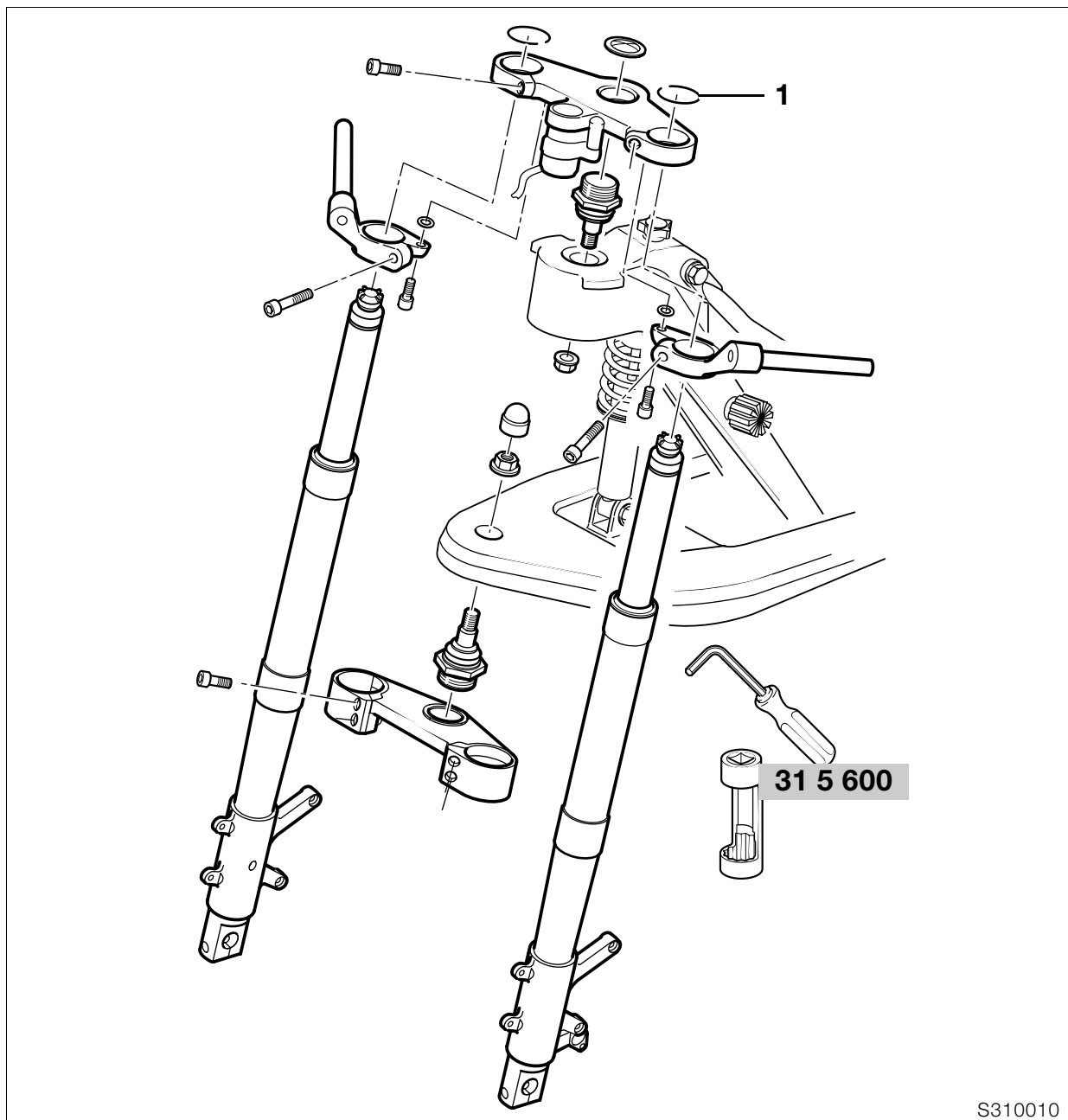




Technical Data		R 1100 S
Front suspension		
Type		BMW Telelever with external suspension strut
Telescopic fork		
Front wheel caster in normal-load position	mm (in)	100 (3.9)
Steering lock angle	°	2 x 31
Total suspension travel	mm (in)	110 (4.3)
Fixed tube surface		Hard chrome plated
Extl. dia. of fixed fork tubes	mm (in)	35.0 (1.38)
Maximum permissible runout of fixed fork tube	mm (in)	0.4 (0.02)
Telescopic fork oil – approved grades		BMW telescopic fork oil
Capacity per fork leg	l (Imp. pint/ US quart)	0.17 (0.299/0.180)
Suspension strut		
Type		Suspension strut with coil spring and single-tube gas-filled shock absorber: Extension-stage damping steplessly adjustable







Removing and installing telescopic fork

Removing and installing telescopic fork

- Secure stand, **BMW No. 00 1 520**, to motorcycle.
 - Remove front wheel.
 - Remove mudguard.
 - **[ABS]** Remove sensor.
 - Remove brake line retainer.
 - Heat leading link mount at front to max. 120 °C (248 °F) and unscrew.
 - Release clamp securing fixed tube to upper fork bridge.
 - Remove retaining ring (1) from upper fork bridge.
 - Release clamp securing handlebars.
 - Remove handlebar from fork bridge.
 - Pull telescopic fork down and remove.
 - Disconnect plug of ignition lock.
 - Heat screw securing ball joint to frame to max. 120 °C (248 °F) and remove, using socket and internal hexagon socket, **BMW No. 31 5 600**.
 - Remove fork bridge.
 - Remove ignition/steering lock.
- ➡ Group 51
- Installation is the reverse of the removal procedure.
 - Tighten the ball joint with the socket and hex socket, **BMW No. 31 5 600**.



Caution:

To prevent grease from escaping and the ingress of dirt, ensure that sleeve is correctly located on ball joint.

- **[ABS]** Check sensor gap and adjust if necessary.

ABS –

sensor gap: 0.45...0.55 mm (0.018...0.022 in)

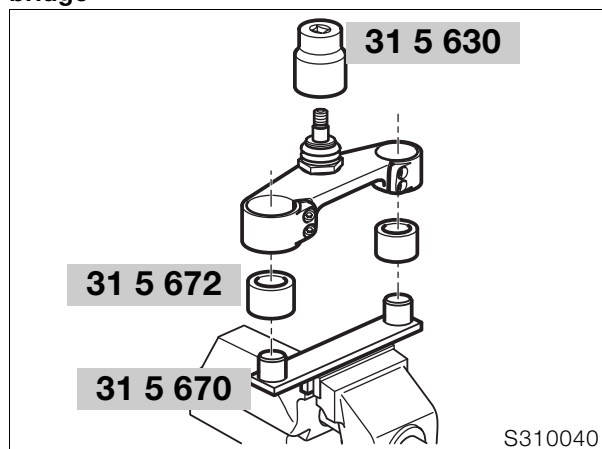




Tightening torque:

Screw connection between fork bridge and frame
(use new nut or
(clean thread + Loctite 2701)..... 130 Nm
Clamp, fork fixed tube to fork bridge
(free from oil and grease)..... 22 Nm
Sliding-fork bridge to leading link
(use new nut or
(clean thread + Loctite 2701)..... 130 Nm

Removing and installing ball joint in slider tube bridge



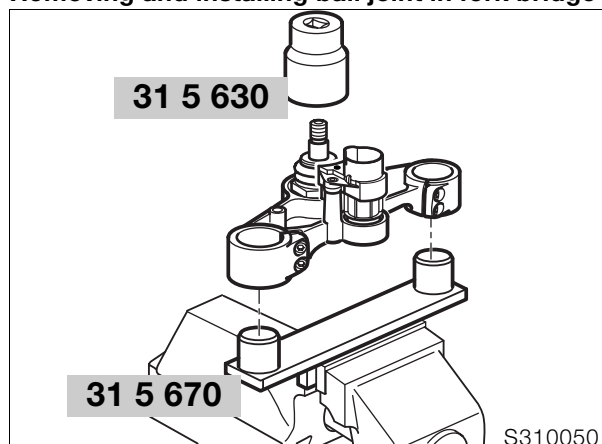
- Mount the slider tube bridge in retaining fixture, **BMW No. 31 5 670/672**.
- Use w/f 46 socket, **BMW No. 31 5 630**, to release and tighten ball joint.



Tightening torque:

Ball joint to slider tube bridge
(apply Never Seez to thread) 230 Nm

Removing and installing ball joint in fork bridge

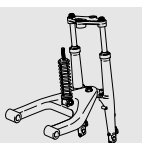


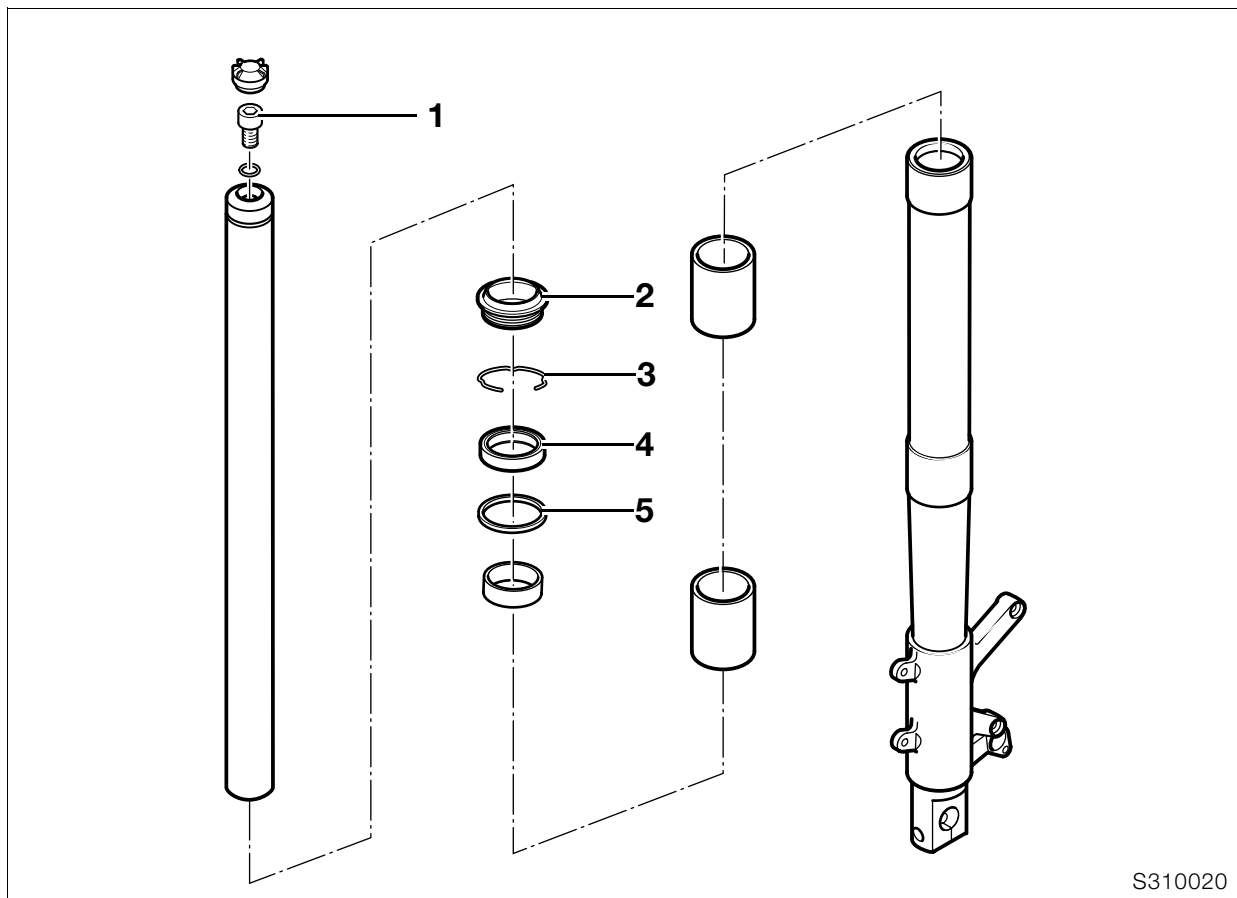
- Secure fork bridge in retaining fixture, **BMW No. 31 5 670**.
- Use w/f 46 socket, **BMW No. 31 5 630**, to release and tighten ball joint.



Tightening torque:

Ball joint to fork bridge
(apply Never Seez to thread) 230 Nm





S310020

Disassembling/assembling telescopic fork

Disassembling telescopic fork

- Remove securing screws and pull slider tube bridge off slider tubes.
- Remove bleed screw (1).
- Pull out fixed tube/drain oil.
- Lever out the dust wiper (2).



Caution:

Do not damage fork slider tube.

- Remove retaining ring (3).
- Lever out shaft seal (4).
- Remove washer (5).

Assembling telescopic fork

- Fill with oil.

Quantity per fixed

tube0.17 l (0.30 Imp. pint/0.18 US quart)

Oil grade

in telescopic fork:BMW telescopic fork oil



Note:

No oil changes required during services: unit is maintenance-free.

- Install fixed tube.
- Install washer (5).
- Oil the shaft seal slightly and push it on as far as possible (to stop on slider tube) by striking it lightly with drift, **BMW No. 31 5 610**, and reducing adapter, **BMW No. 31 5 613**.
- Install retaining ring and dust wiper.
- Insert bleed screw (1).
- Push slider tube bridge home on slider tubes and tighten securing screws.
- Bleed telescopic forks under zero load.



Tightening torque:

Bridge to slider tube
(clean thread + Loctite 243)..... 25 Nm



Measuring telescopic fork



Caution:

After an accident, always examine the telescopic fork for cracks and signs of damage.

Examining slider tube bridge and fork bridge

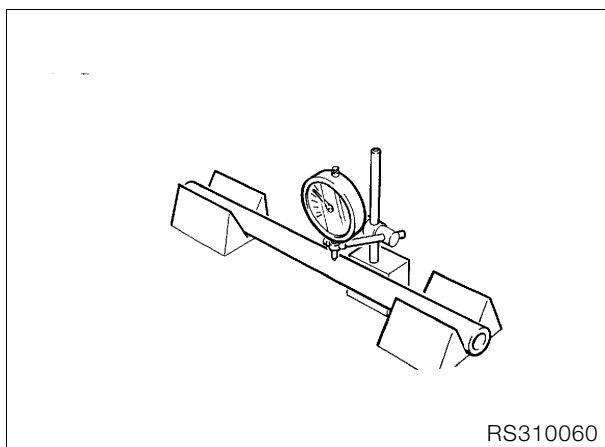
- Check slider tube bridge and fork bridge for surface irregularities.



Caution:

Replace slider tube bridge/fork bridge if deformed.

Checking runout of fixed tube



- Place both ends of fixed tube in V-blocks.
- Rotate fixed tube slowly and check with dial gauge.



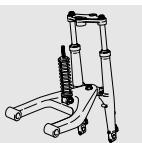
Caution:

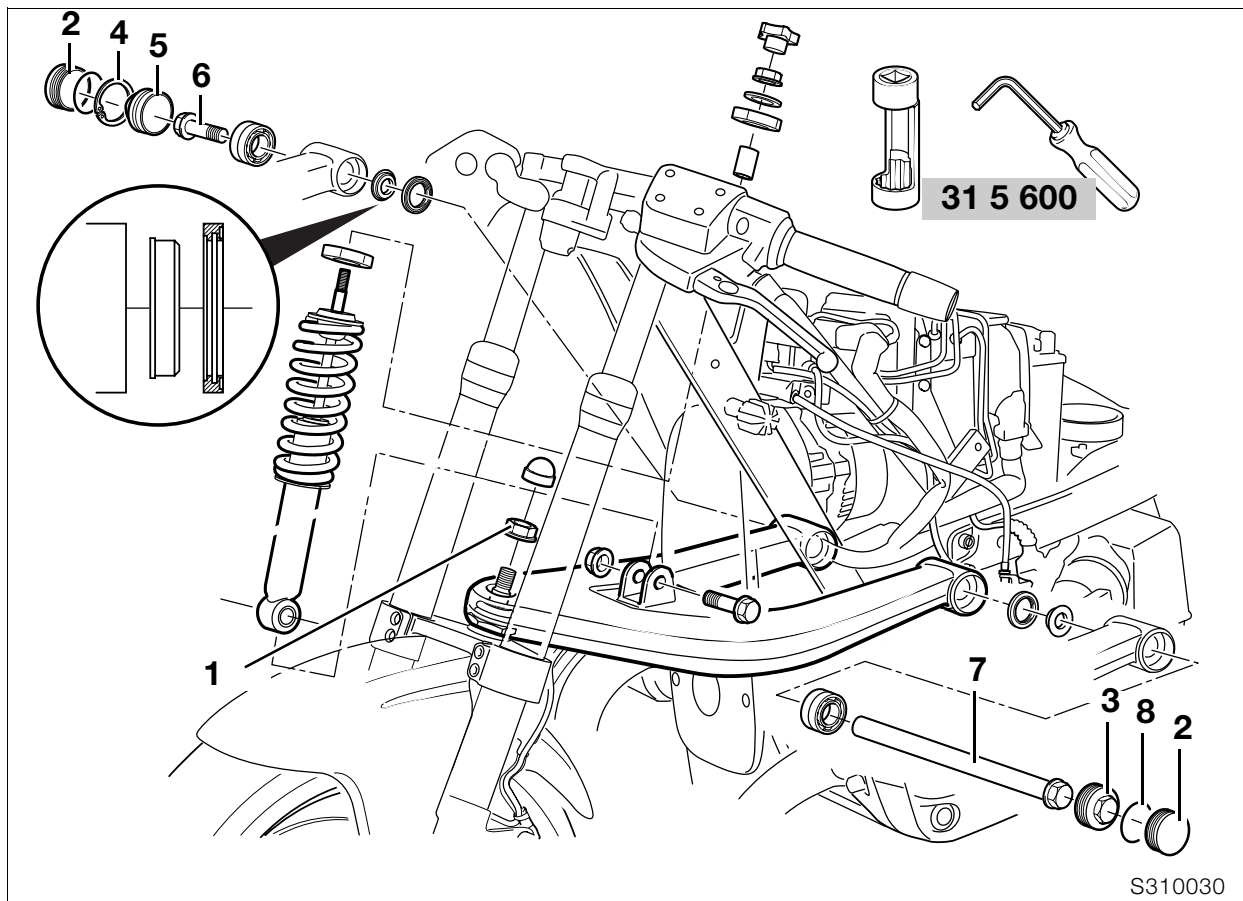
Do not straighten distorted fixed tubes: always replace them.

Permissible runout: 0.4 mm (0.016 in)

Checking runout of slider tube

- New fixed tube must slide freely into slider tube without catching.





Removing and installing leading link

- Disengage suspension strut at bottom.
- Heat ball joint mount (1) at leading link to max. 120 °C (248 °F) and remove it.
- Remove covers (2) from leading link pivots.
- Remove left screw cap (3).
- Remove right retaining ring (4) and retaining cap (5).
- Disconnect the left air intake pipe from the cylinder head.
- Remove right screw (6) and remove shaft (7) by pulling to the left.
- Pull telescopic fork forwards and carefully remove leading link by pulling forwards.



Caution:

Protect parts against scratching; mask off if necessary.

- Installation is the reverse of the removal procedure.
- Apply a light coating of grease to the shaft before installing.
- Tighten the ball joint at the leading link with the socket wrench insert and internal hexagon, **BMW No. 31 5 600**.



Tightening torque:

Leading link to engine on right 73 Nm
 Left screw cap
 (coat thread lightly with Never Seez) 42 Nm
 Leading link to ball joint
 (use a new nut
 or clean thread + Loctite 2701) 130 Nm
 Suspension strut to leading link 50 Nm

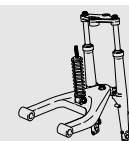
Disassembling/assembling leading link

- Press the bearing out/in with a suitable drift.



Caution:

Always install bearing by applying pressure to outer race.



Removing and installing front suspension strut

- Disengage and pull back the fuel tank.
- Remove the horn.
- Turn the knob for adjusting suspension-strut damping all the way counter-clockwise = SOFT direction.
- Remove the knob for adjusting suspension-strut damping.
- Detach suspension strut at top and bottom and remove.
- Installation is the reverse of the removal procedure: always check that suspension-strut damping is set to minimum (knob turned counter-clockwise as far as it will go) before starting work.
- Basic setting for one-up riding: turn knob for adjusting suspension-strut damping clockwise as far as it will go = toward HARD, then back off six clicks.



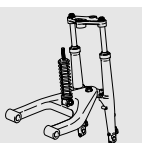
Caution:

Protect parts against scratching; mask off if necessary.



Tightening torque:

Suspension strut to frame 43 Nm
Suspension strut to leading link 50 Nm

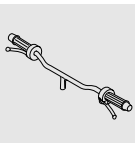


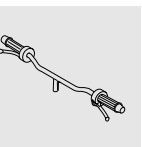
32 Steering

Contents

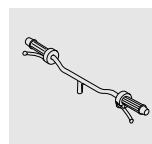
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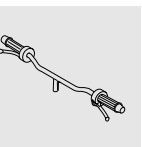
Technical Data	3
Removing and installing left handlebar fitting	5
Removing and installing right handlebar fitting	6
Removing and installing handlebar	7
Removing and installing Bowden-cable divider, Bowden cable for throttle actuation and starting-speed increase	8
Disassembling Bowden-cable divider	9

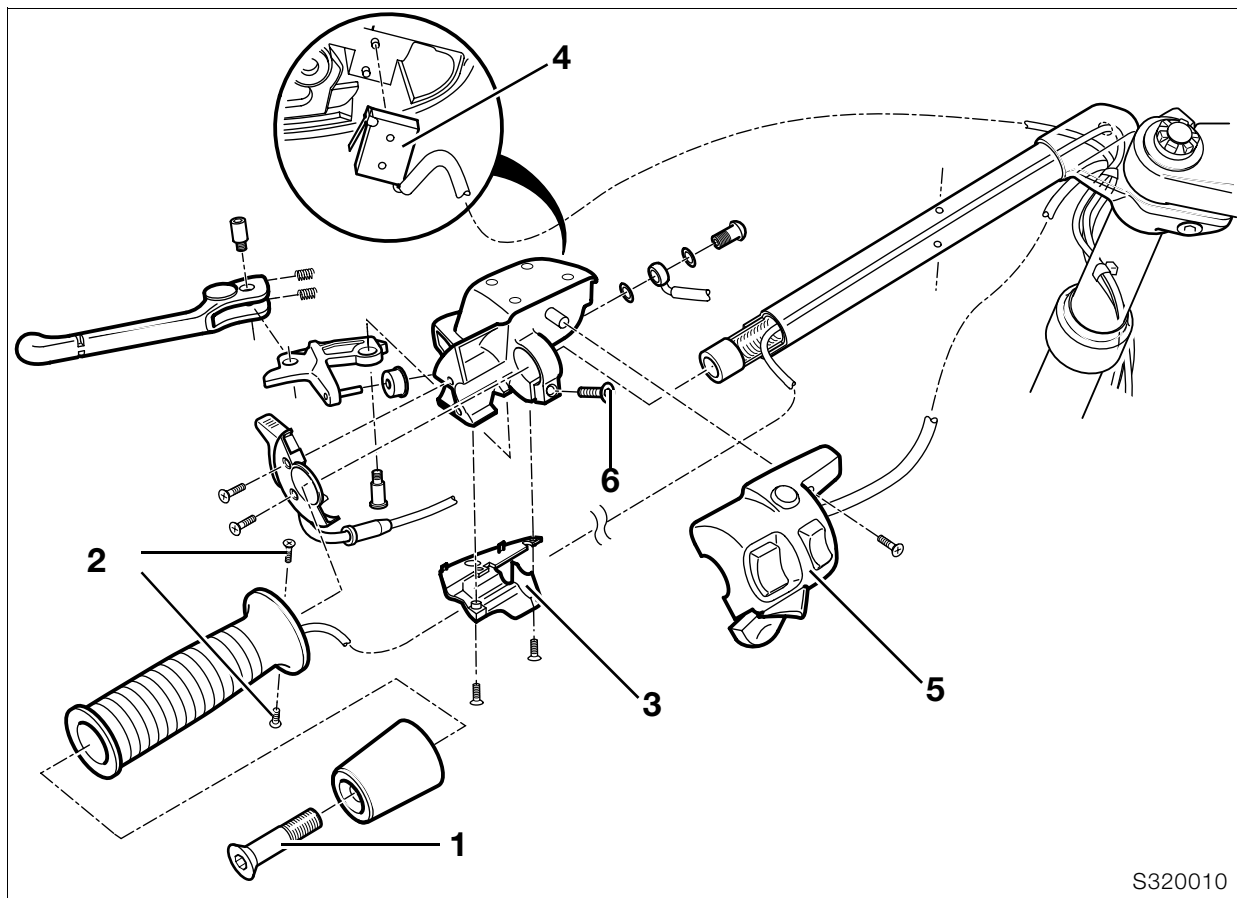




Technical Data		R 1100 S
Steering lock angle	°	2 x 31
Steering tube diameter	mm (in)	22 (0.9)
Width across mirrors	mm (in)	880 (34.6)







S320010

Removing and installing left handlebar fitting

- Remove securing screw (1) and remove handlebar weight.
- Remove securing screws (2) of handlebar grip and remove grip.
- Detach lower section (3) of handlebar fitting.
- Pull off clutch switch (4).
- Remove the combination switch (5).
- Drain the clutch operating system.



Caution:

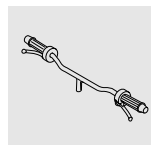
Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

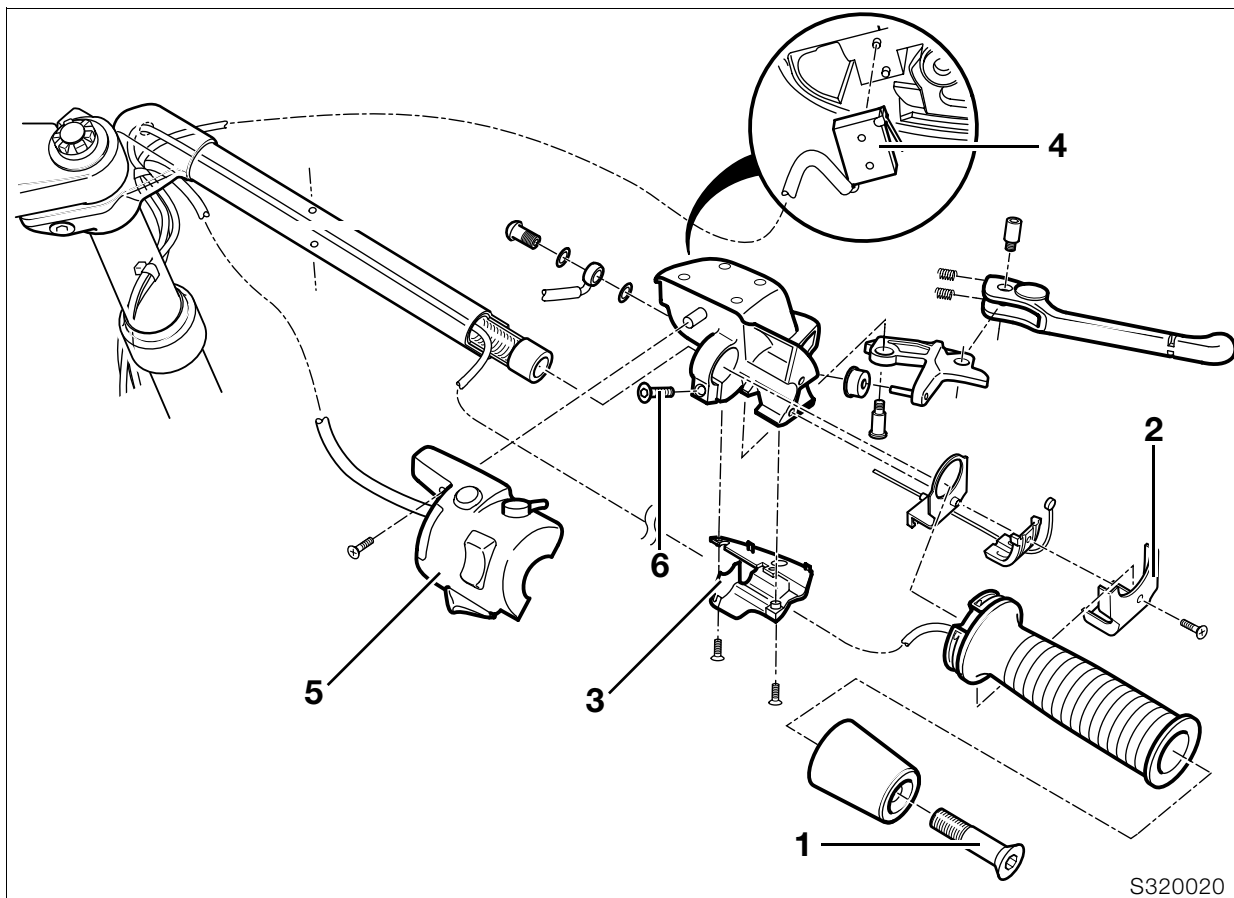
- Disconnect the clutch line.
- Loosen the retaining screw (6) for the clutch fitting and remove the fitting.
- Disconnect plug for combination switch, if necessary.
- Disconnect plug for clutch switch, if necessary.
- Installation is the reverse of the removal procedure.
- Align the clamp joint line with the punch mark on the handlebar.
- Fill and bleed the clutch operating system.



Tightening torques:

Clutch line to clutch lever fitting 18 Nm





Removing and installing right handlebar fitting

- Remove securing screw (1) and remove handlebar weight.
- Remove throttle twistgrip cover (2).
- Back off the adjuster screw for the throttle cable and disengage the Bowden cable.
- Pull off the throttle twistgrip.
- Remove the lower section (3) of the brake lever fitting.
- Pull off the brake light switch (4).
- Remove the combination switch (5).
- Drain fluid from brake system.



Caution:

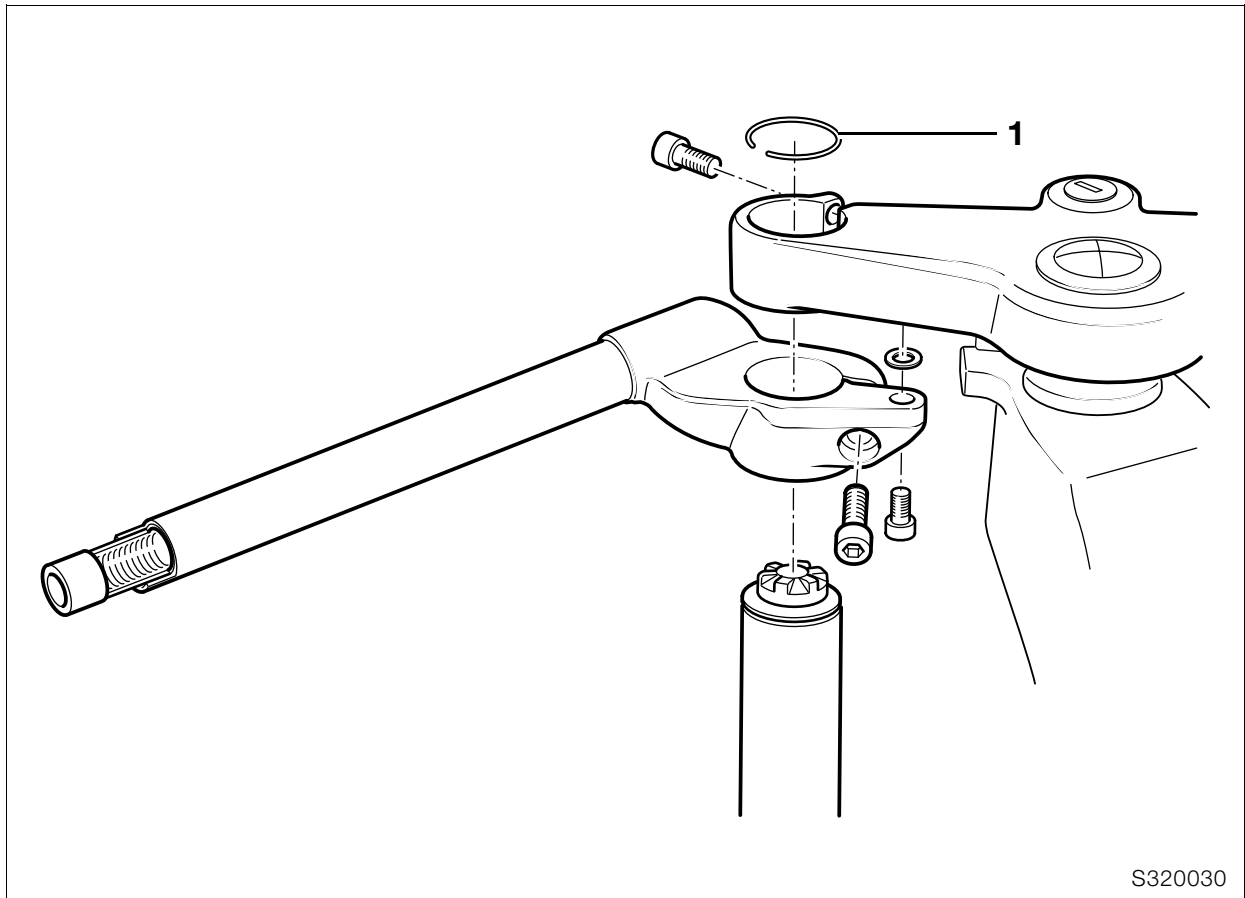
Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Disconnect the brake line.
- Loosen the retaining screw for the brake lever fitting (6) and remove the fitting.
- Disconnect plug for combination switch, if necessary.
- Disconnect plug for brake-light switch, if necessary.
- Installation is the reverse of the removal procedure.
- Align the clamp joint line with the punch mark on the handlebar.
- Fill and bleed the brake system.



Tightening torques:

Brake hose to brake lever fitting 18 Nm



Removing and installing handlebar

- Remove left and right handlebar fittings.
- Release clamp securing fixed tube to upper fork bridge.
- Release clamp securing handlebar.
- Remove screws securing handlebars to fork bridge.
- Remove retaining ring (1) from upper fork bridge.
- Pull the fixed tube down.
- Remove handlebar.
- Installation is the reverse of the removal procedure.



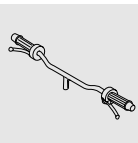
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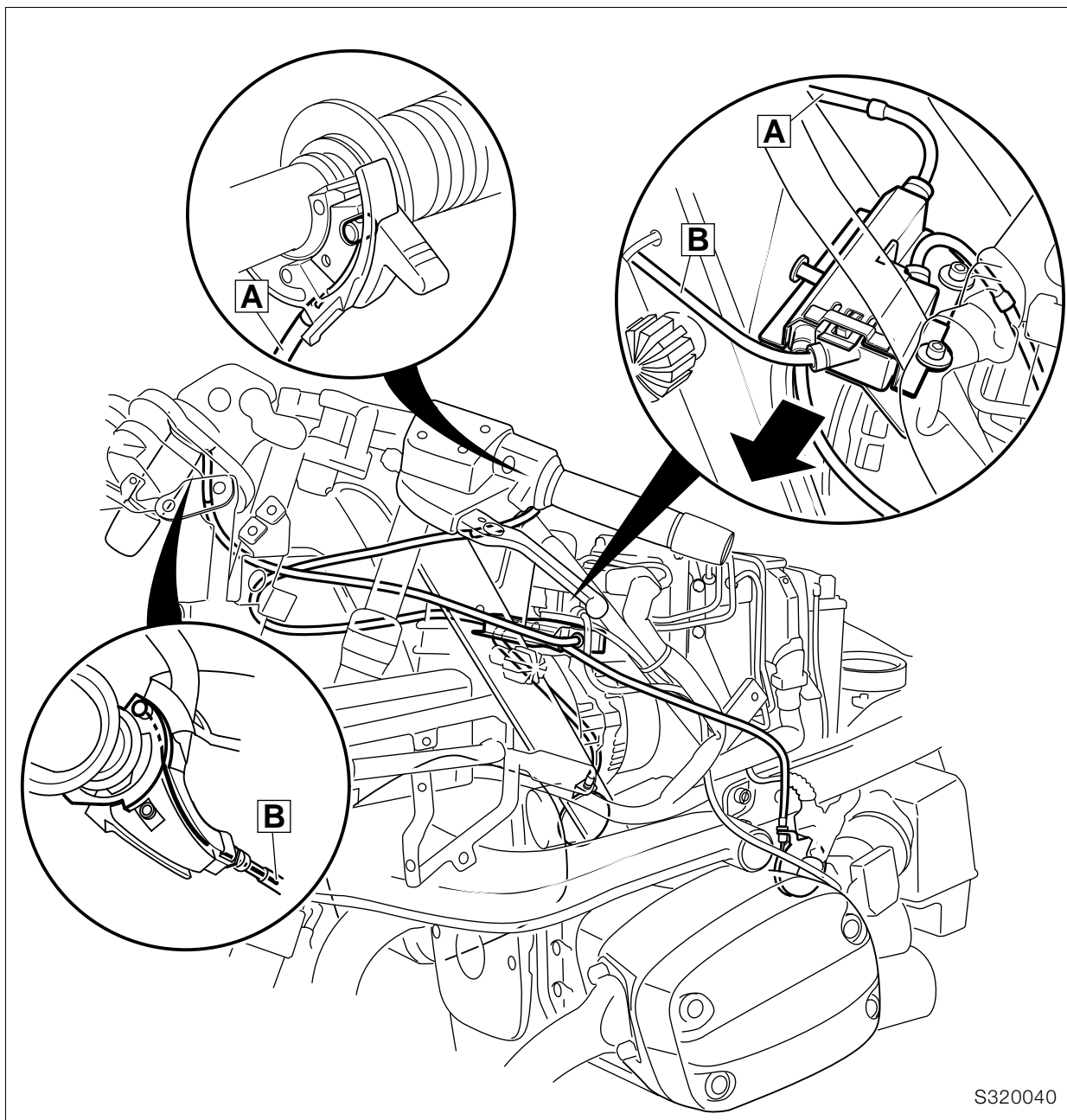
Make sure that brake hose is correctly located.



Tightening torques:

Handlebar to fixed tube 21 Nm
 Handlebar to fork bridge
 (clean thread + Loctite 243) 9 Nm



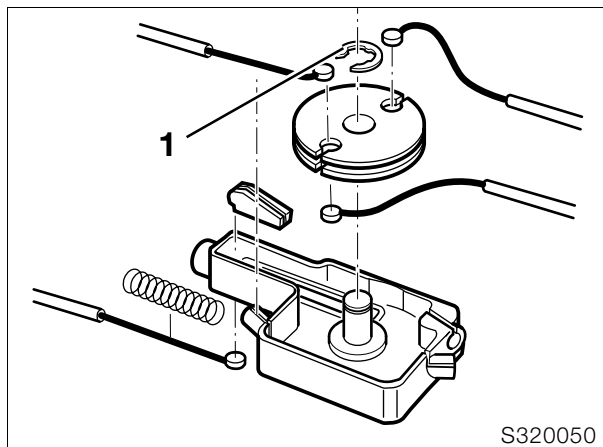


S320040

Removing and installing Bowden-cable divider, Bowden cable for throttle actuation and starting-speed increase

- Disengage fuel tank and pull to the rear.
- Remove Bowden-cable cover from fitting for starting-speed increase and disengage Bowden cable (A).
- Remove Bowden-cable cover from fitting for throttle actuation and disengage Bowden cable (B).
- Disengage throttle cables from right and left throttle flap stubs.
- Press in keeper spring and disengage Bowden cable.
- Remove cable ties securing Bowden cables.
- Remove Bowden-cable divider (arrow).

Disassembling Bowden-cable divider



- Remove retainers securing Bowden cables.
- Remove Bowden cable for starting-speed increase.
- Remove retainer (1) for roller of Bowden-cable divider.
- Remove Bowden cables.
- Installation is the reverse of the removal procedure.

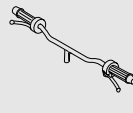


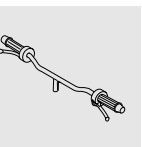
Caution:

Make sure that Bowden cables are free of kinks.

- Adjust Bowden cables.

➡See Group 00



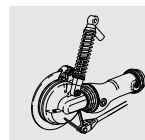


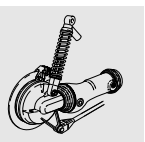
33 Rear wheel drive

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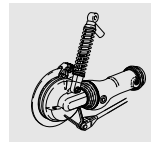
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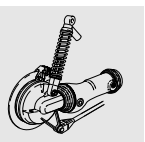
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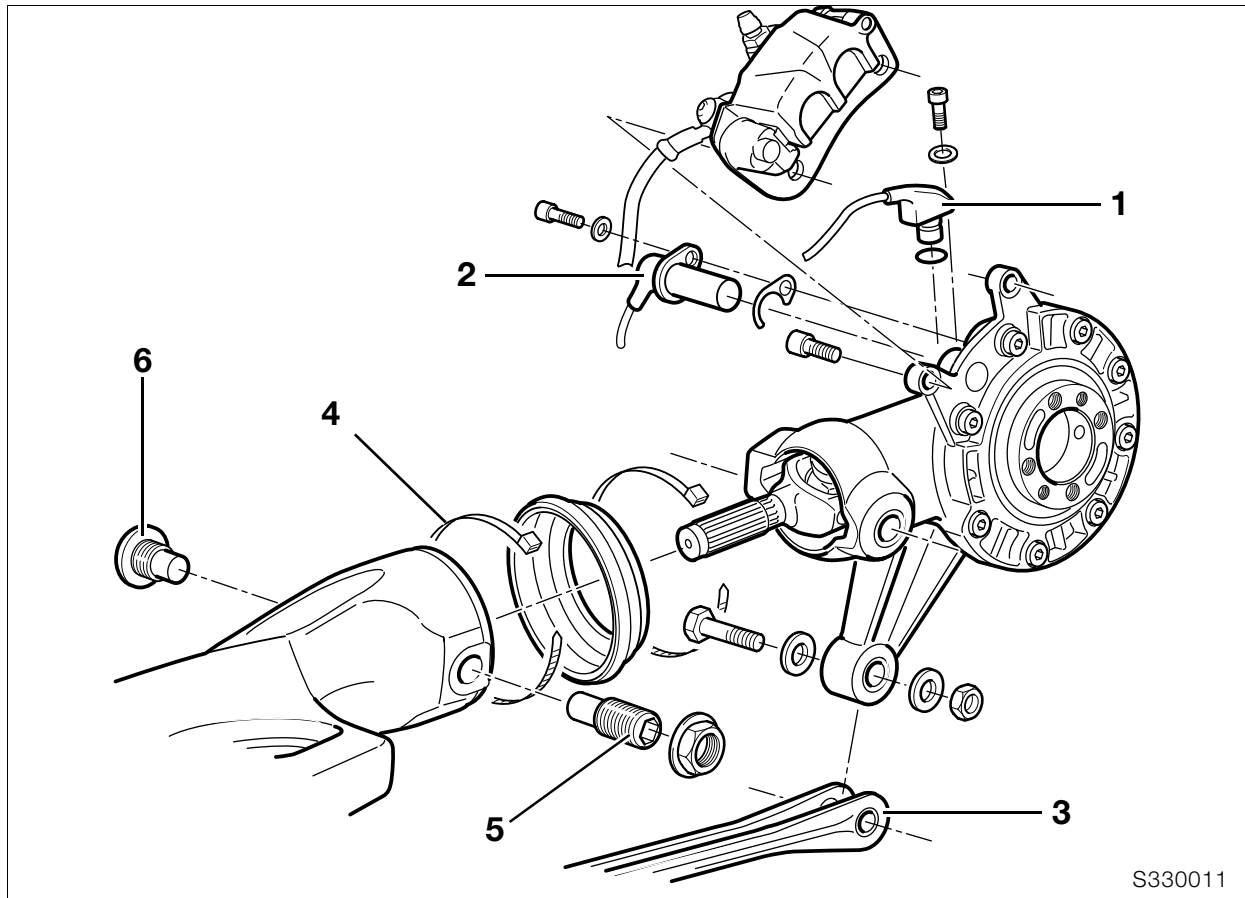




Technical data		R 1100 S
Rear wheel drive		
Gear tooth pattern		Klingelnberg-Paloid spiral bevel
Gear ratio		2.75 : 1
	Number of teeth	33 : 12
Backlash	mm (in)	0.07...0.16 (0.0027...0.0063)
Taper roller bearing preload	mm (in)	0.05...0.1 (0.0020...0.0039)
Oil grades		Brand-name hypoid gear oil, SAE 90 GL 5
Capacity		Initial filling/oil changes
	l (Imp. pint/ US quart)	up to lower edge of thread in oil filler hole approx. 0.25 (0.44/0.26)
Drive shaft		
Layout		Two-piece shaft with universal joints at each end, central sliding joint and integral torsional vibration damper, enclosed in swinging arm.
Swinging arm		
Swinging arm length	mm (in)	355 (14.0), total length (including rear-axle housing) 520 (20.5)
Rear suspension		
Suspension strut		Suspension strut with single-tube damper Spring preload hydraulically adjustable Extension-stage damping steplessly adjustable
Suspension travel	mm (in)	130 (5.1)







Removing, disassembling, reassembling and installing rear wheel drive

Removing input bevel pinion

Removing rear wheel drive

- Raise the motorcycle with the auxiliary stand, **BMW No. 00 1 560**.
- Drain the oil.
- Remove the brake caliper and secure it to the rear frame with a cable strap.
- Remove sensor (1) for the speedometer signal.
- **[ABS]** Remove sensor (2).
- Remove rear wheel.
- Loosen reaction link (3) at the rear wheel drive.
- Remove retainer (4).
- Swinging-arm bearing studs are secured with Loctite: heat to max. 120 °C (248 ° F) to release.
- Loosen floating bearing stud bolt (5).
- Loosen fixed bearing stud bolt (6).
- Disengage reaction link from rear wheel drive.
- Remove floating bearing/fixed bearing stud bolts.



Note:

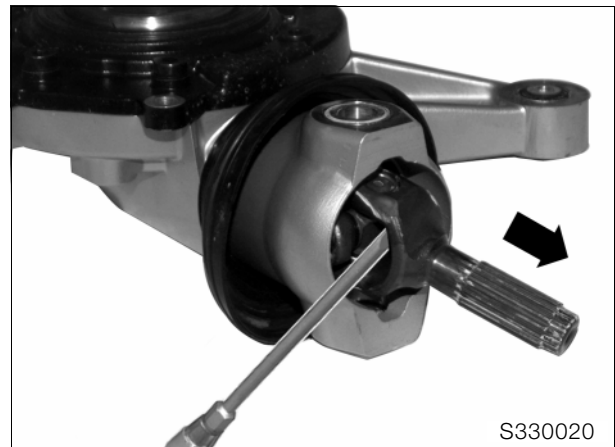
Note inner races of needle bearings.

- Remove rear-wheel drive from universal shaft.

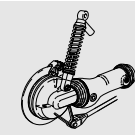


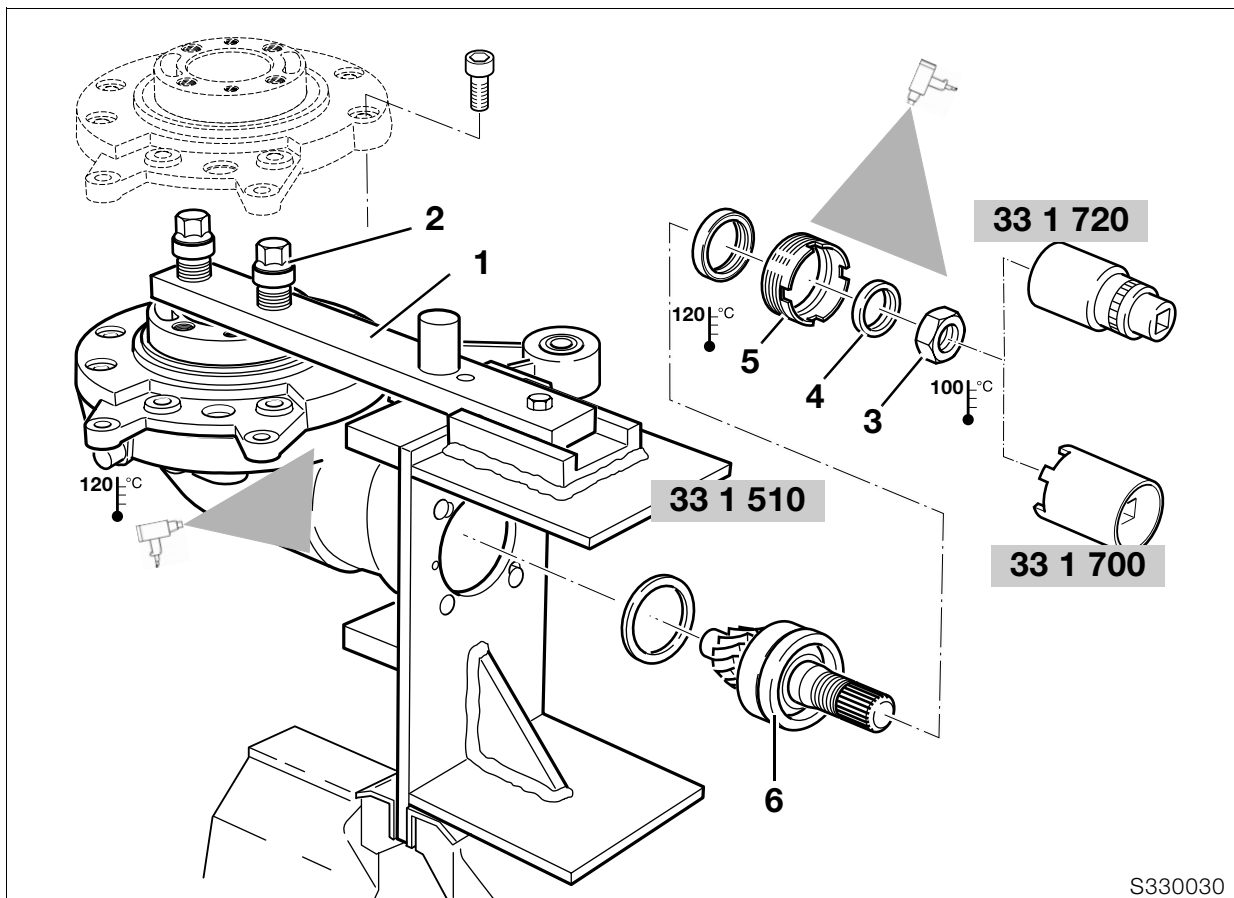
Note:

Do not lay oil-filled rear-wheel drive on its side prior to installation, as this will cause oil to escape when the motorcycle is on the road (suction effect).



- Press out splined section of shaft.
- If necessary, remove/install circlip.





S330030

- Bolt the rear wheel drive to the retaining fixture, **BMW No. 33 1 510/511**.
- Bolt the locking arm (1) to the retaining fixture.
- Screw threaded bushings (2) down on to the rear wheel drive and secure them with the wheel studs.
- Heat hex nut (3) at the input bevel pinion to 100 °C (212 °F) and unscrew with w/f 36 socket wrench insert and reduction adapter, **BMW No. 33 1 720**.



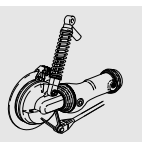
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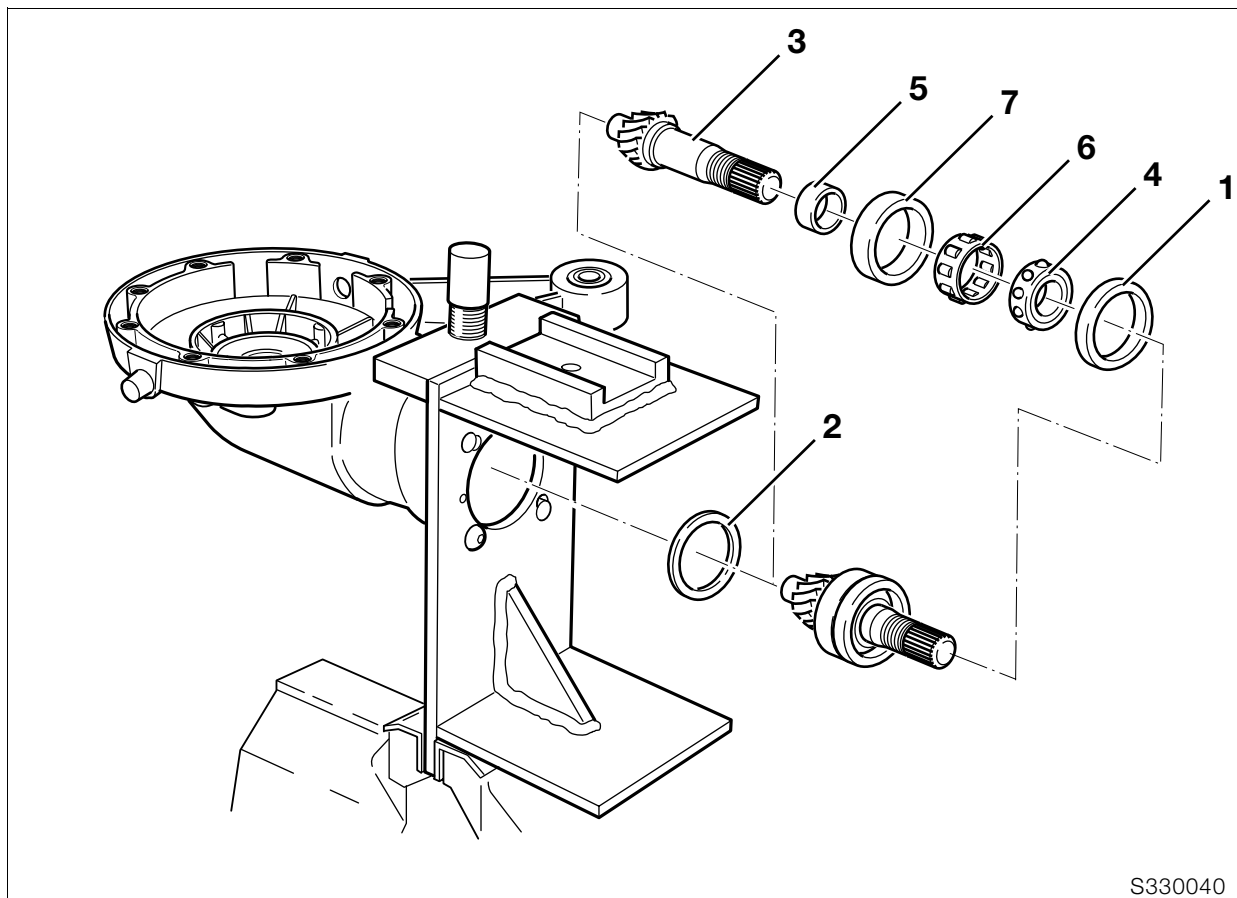
If necessary, use cross-handle with two tubular extensions.

- Pull off thrust ring (4).
- Heat the housing to max. 120 °C (248 °F) and unscrew threaded ring (5) with pin wrench, **BMW No. 33 1 700**.
- To remove the input bevel pinion (6), remove the crown wheel.

➡See "Removing crown wheel"

- Heat the bearing seat to max. 120 °C (248 °F).
- Using an aluminium drift, carefully force the input bevel pinion outwards and remove it.

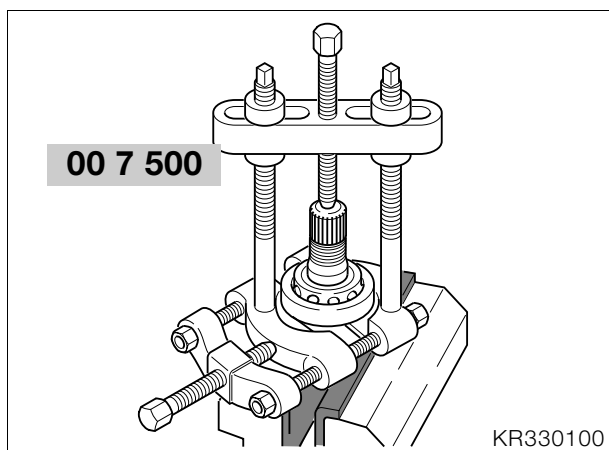




S330040

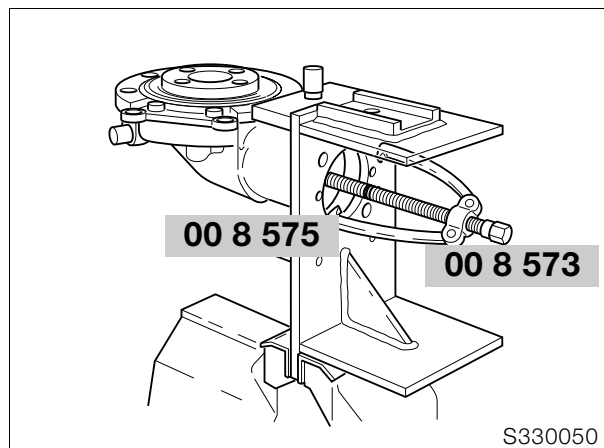
Disassembling input bevel pinion

- Remove outer bearing race (1).
- Pull spacer ring (2) out of housing.
- Clamp input bevel pinion (3) into vise with protective jaws (splines facing upwards).



- Using puller, **BMW No. 00 7 500**, pull off both bearings at the same time.
- Remove ball thrust bearing (4), inner race (5), roller bearing cage (6) and outer race (7).

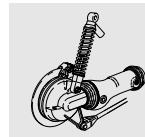
Removing needle roller bearing for input bevel pinion

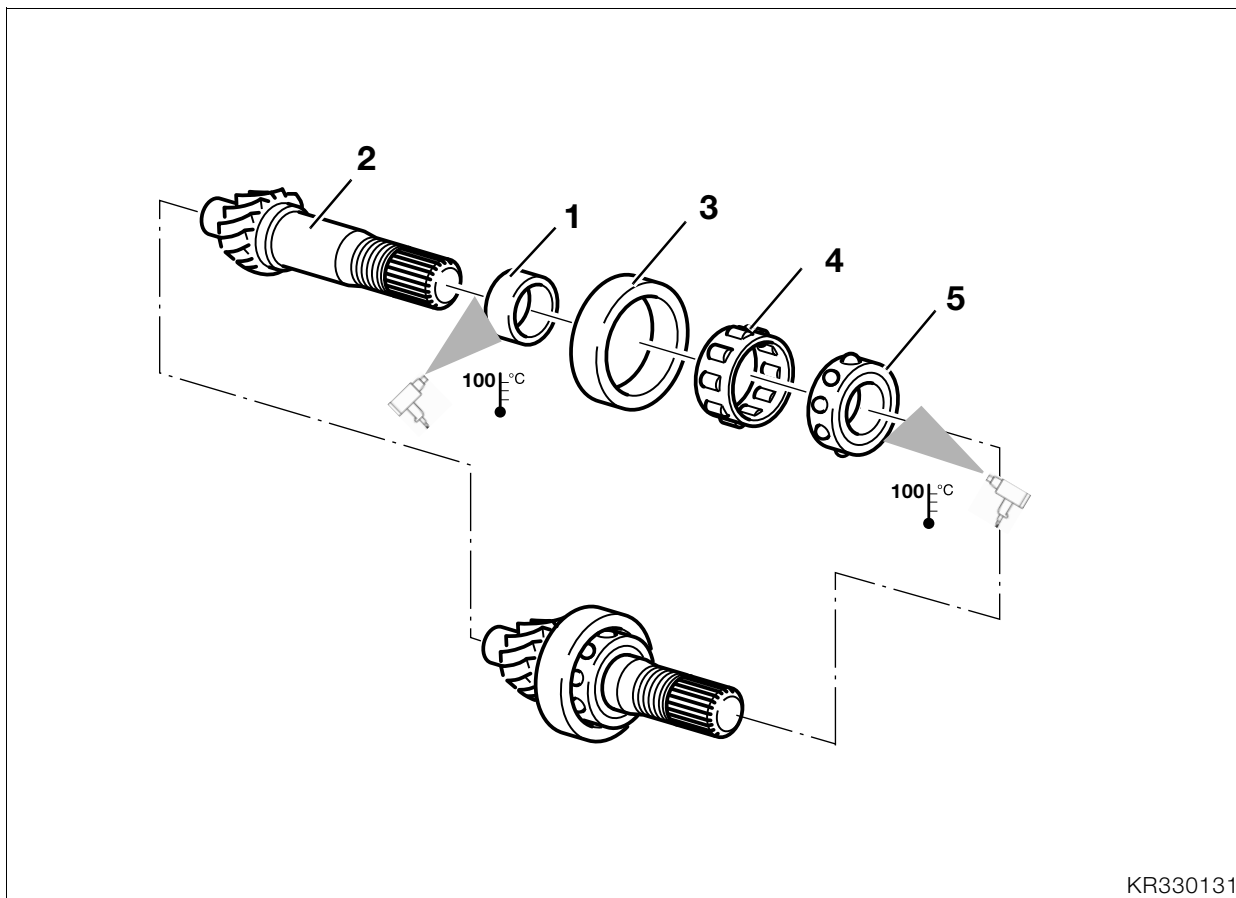


- Heat the housing to 120 °C (248 °F).
- Pull out the outer race of the needle roller bearing with puller, **BMW No. 00 8 573**, and threaded spindle extension, **BMW No. 00 8 575**.

Installing needle roller bearing for input bevel pinion

- Heat the needle roller bearing seat to 100 °C (212 °F).
- Press in needle roller bearing using drift or the input bevel pinion.

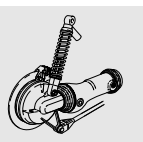


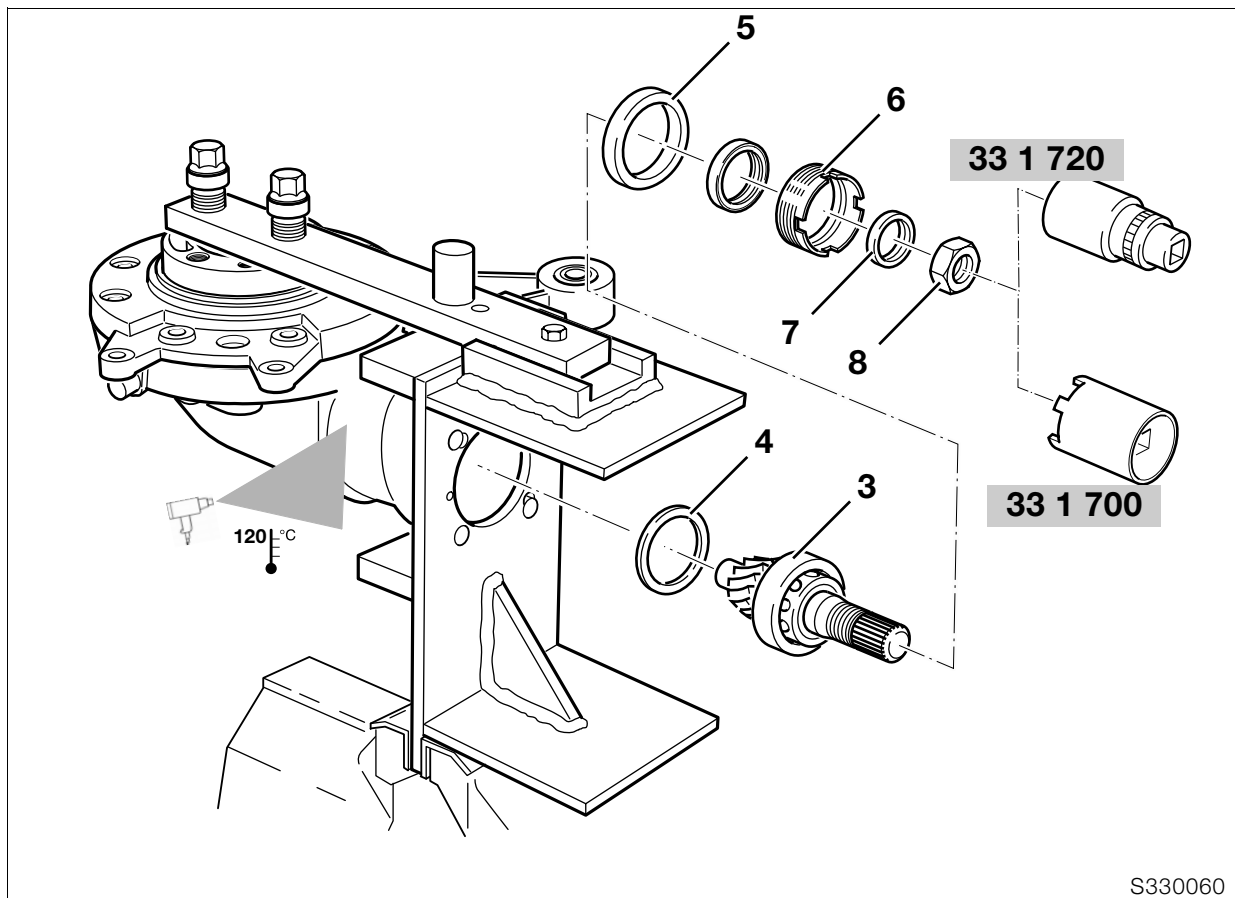


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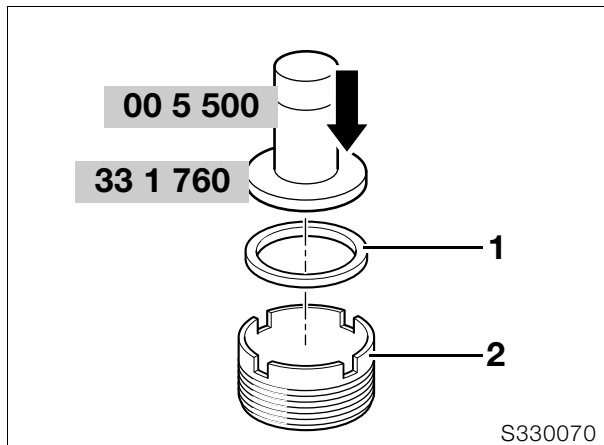
Assembling input bevel pinion

- Heat the inner race (1) to 100 °C (212 °F) and push onto input bevel pinion (2) as far as the stop.
- Push the outer race (3) together with the roller cage (4) on to the inner race.
- Heat ball thrust bearing (5) to 100 °C (212 °F) and push fully on to input bevel pinion.
- Allow input bevel pinion to cool down.





Installing input bevel pinion



- Lightly oil the sealing ring at the sealing lip and round the outer edge.
- Press/drive sealing ring (1) with drift, **BMW No. 33 1 760**, and handle, **BMW No. 00 5 500**, into threaded ring (2).
- Stand housing with drive-side protrusion upright and heat to 120 °C (248 °F).
- Working from above, insert input bevel pinion (3) complete with spacer (4).



Note:

If necessary, chill input bevel pinion prior to installation in refrigerator/freezer, or similar.

- Insert outer race (5).

- Coat threaded ring (6) with **Hylomar SQ 32 M**.
- Tighten threaded ring with pin wrench, **BMW No. 33 1 700**.
- Install thrust ring (7).



Note:

Make sure that the lip of the shaft seal is seated correctly on the thrust ring.

- Tighten hex nut (8) with w/f 36 socket wrench insert and reduction adapter, **BMW No. 33 1 720**.



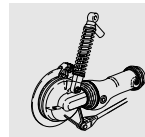
Caution:

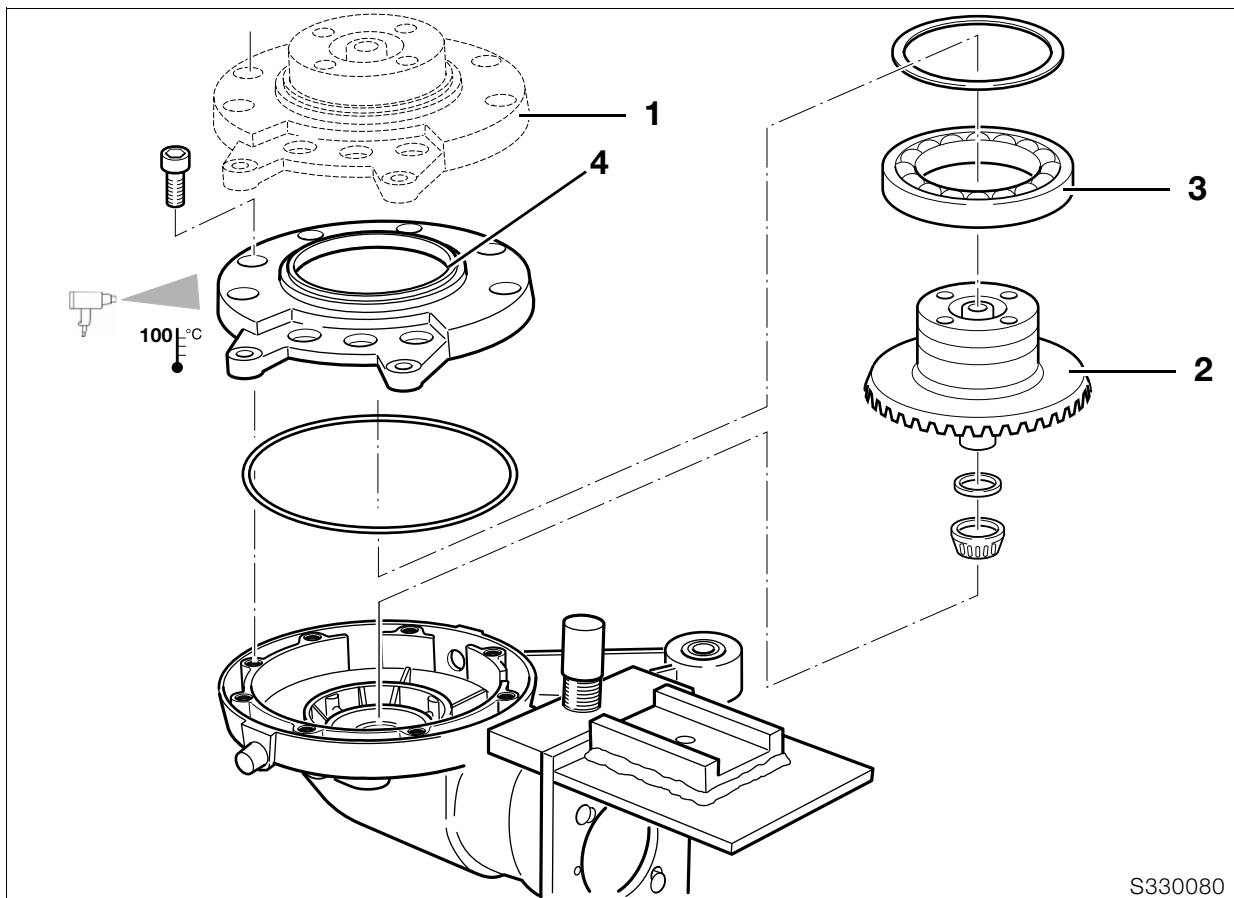
Make sure that the nut does not damage the shaft sealing ring.



Tightening torques:

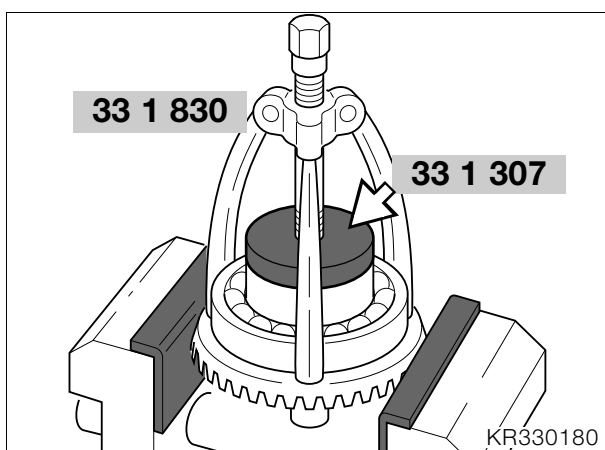
Threaded ring
(thread cleaned + Hylomar SQ 32 M) 118 Nm
Nut for input bevel pinion
(thread cleaned + Loctite 2701)..... 200 Nm



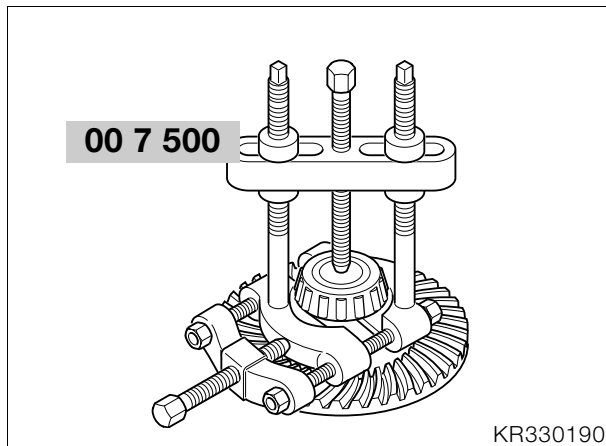


Removing and disassembling crown wheel

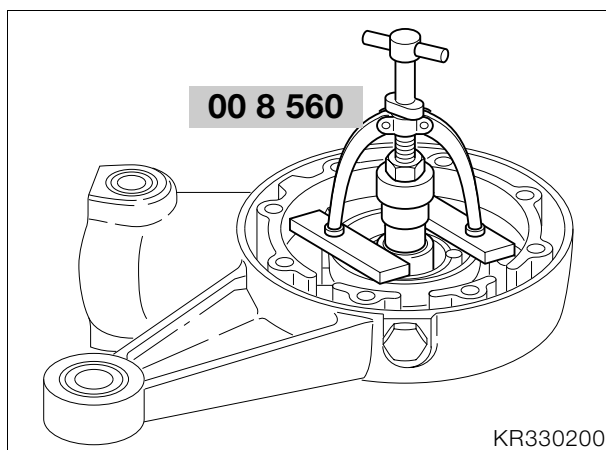
- Remove housing cover (1) with crown wheel (2) and bearing (3).
- Heat housing cover to 100 °C (212 °F) and pull it off.
- Force shaft seal (4) out of housing cover with drift.



- Clamp crown wheel in vise with protective jaws.
- Insert thrust block (arrow), **BMW No. 33 1 307**.
- Use puller, **BMW No. 33 1 830**, to pull off the grooved ball bearing.

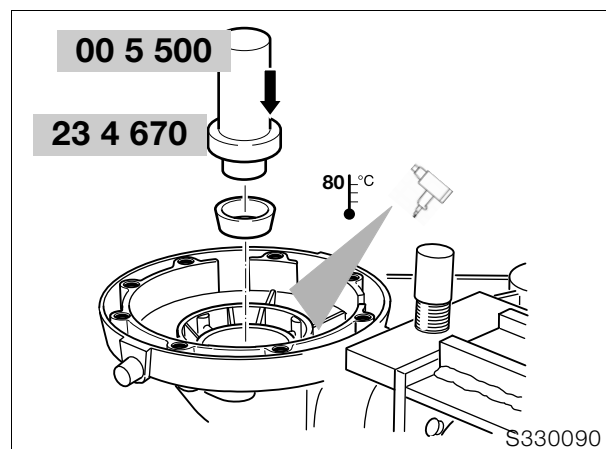


- Using puller, **BMW No. 00 7 500**, pull taper roller bearing off crown wheel.



- Pull out the outer race using internal puller, **BMW No. 00 8 560**.

Assembling/installing crown wheel

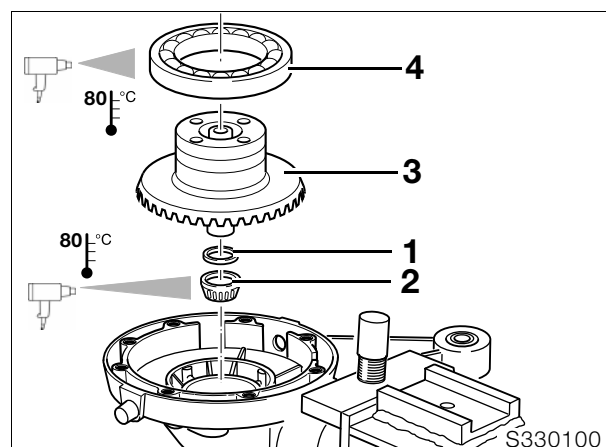


- Heat the housing to 80 °C (176 °F).
- Insert the outer race in the bearing seat with drift, **BMW No. 23 4 670**, and handle, **BMW No. 00 5 500**.
- Check that outer race is correctly seated by tapping gently.

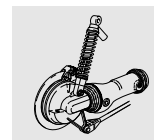


Note:

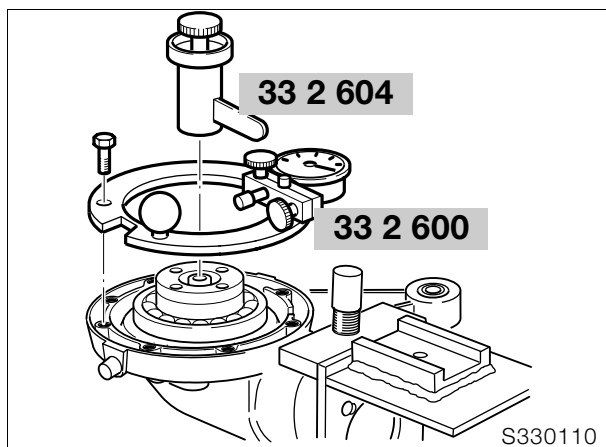
If new parts are installed (e.g. taper roller bearing), check tooth backlash and adjust if necessary.



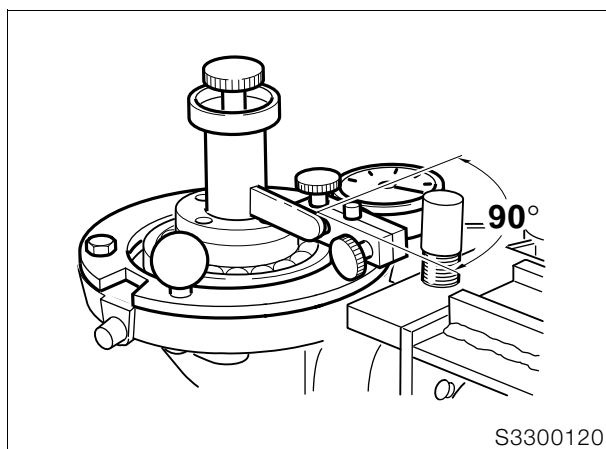
- Place the original spacer ring (1) on the crown wheel.
- Heat taper roller bearing (2) to 80 °C (176 °F) and push it on.
- Install crown wheel (3).
- Heat grooved ball bearing (4) to 80 °C (176 °F) and place it in position.



Checking/adjusting backlash



- Secure measuring device, **BMW No. 33 2 600**, with dial gauge to crown wheel and secure to housing with the knurled screw.
- Secure measuring arm, **BMW No. 33 2 604**, centrally to crown wheel.

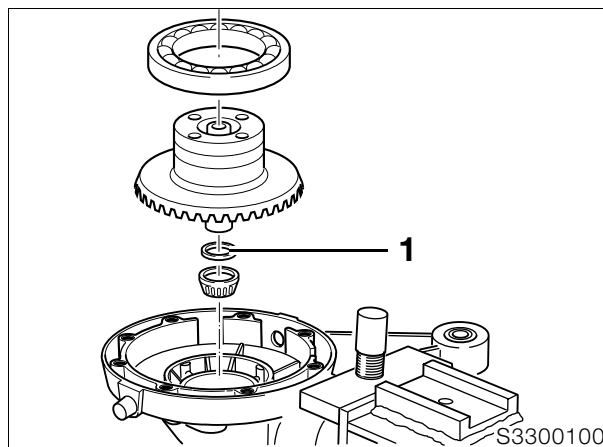


- Using the balls of your hands, press the crown wheel into the housing and turn it to and fro to check tooth backlash.



Note:

Check tooth backlash at three points 120 degrees apart; turn the bevel pinion with the crown wheel.

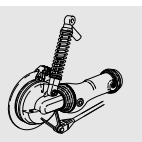


- Compensate for excessive backlash by inserting a thinner shim washer, and for insufficient backlash by inserting a thicker shim washer (1).

Backlash:

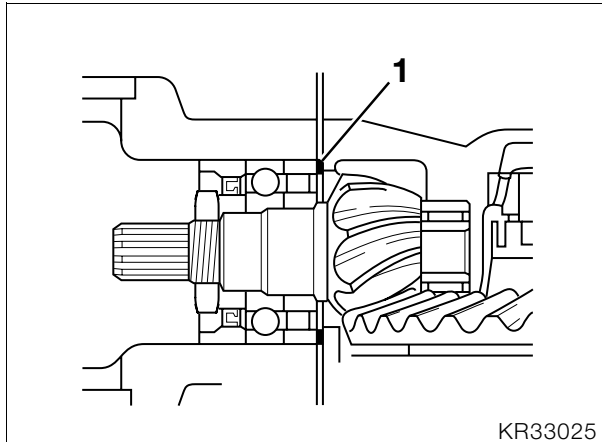
(adjust without oil)

..... 0.07...0.16 mm (0.0027...0.0063 in)



Checking tooth contact pattern

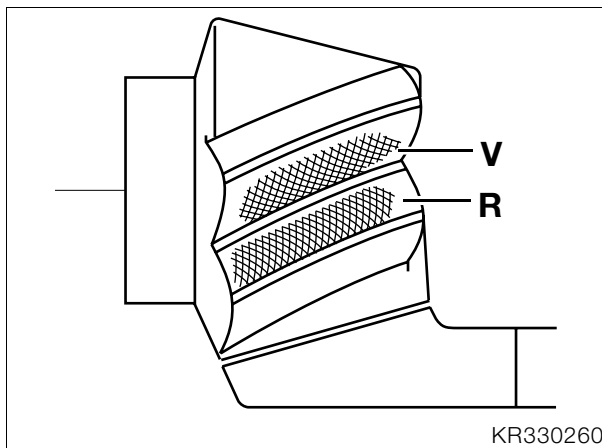
- The tooth contact pattern must be checked if the gear set, housing or input bevel pinion bearing have been replaced.



Note:

The contact pattern is adjusted by means of the shim washer (1) on the input bevel pinion.

- Clean and degrease tooth flanks of crown wheel and bevel gear and coat with **marking ink**.
- Install measuring fixture, **BMW No. 33 2 600**, centre crown wheel and use the balls of your hands to press it into the housing and turn it back and forth a few times.



- If the correct shim is installed, the following contact pattern appears with no load applied.



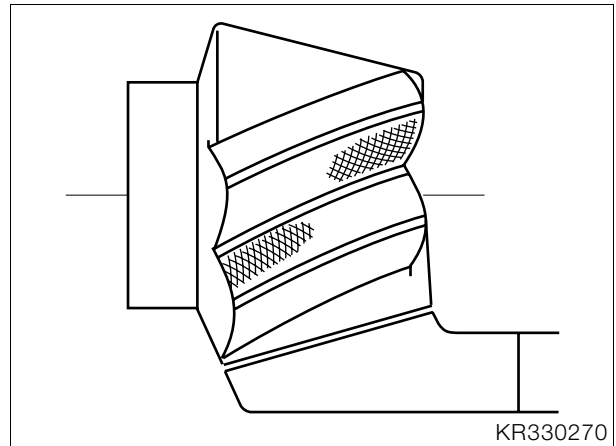
Note:

The contact point is centered on leading flank V. The contact point is closer to the larger diameter on trailing flank R.

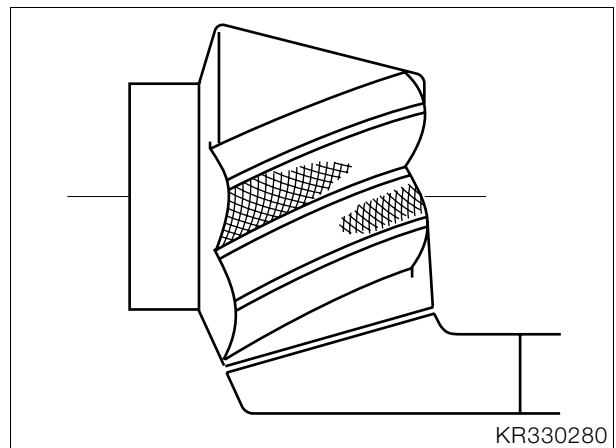


Caution:

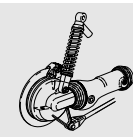
Make sure that teeth are not in contact at the smaller diameter.



- Install a thinner shim if the contact pattern looks like this.

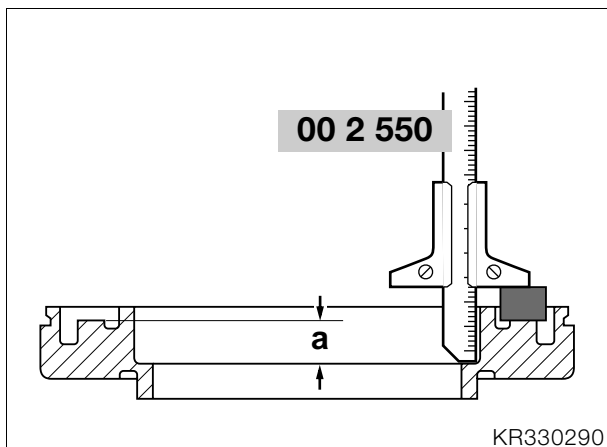


- Install a thicker shim if the contact pattern looks like this.

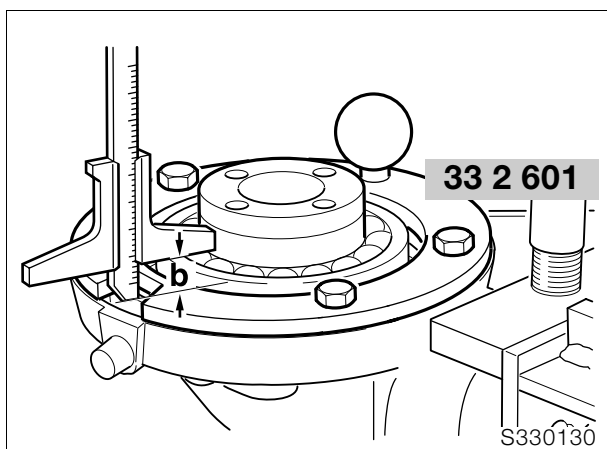


Shimming housing cover

- To obtain the correct roller bearing preload, the housing cover must be shimmed.



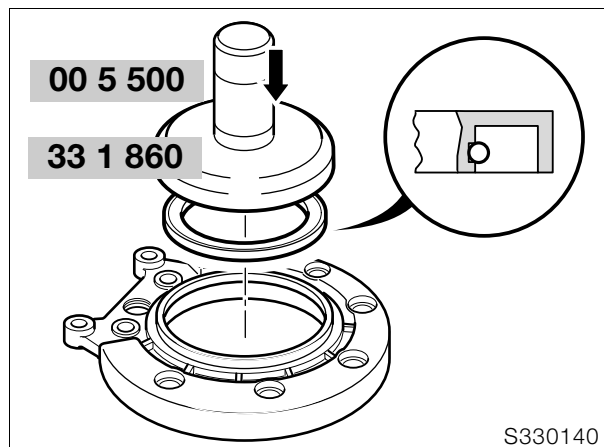
- Using depth gauge, **BMW No. 00 2 550**, measure distance a.



- Place measuring ring, **BMW No. 33 2 601**, in position and secure it.
- Measure from the outer ball bearing race through the cutout in the measuring ring to the housing mating face and calculate distance b.
- Distance a – distance b = shim thickness (without preload).
- Apply a light coat of grease to the selected shim washer, and install it.

Preload:..... 0.05...0.1 mm (0.0020...0.0039 in)

Installing housing cover



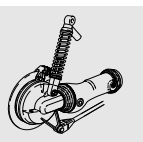
- Lightly oil the lip and outer edge of the sealing ring.
- Using drift, **BMW No. 33 1 860**, and handle, **BMW No. 00 5 500**, drive in the sealing ring.
- Heat housing cover to 80 °C (176 °F) and install.
- Tighten securing screws in diagonally opposite sequence.

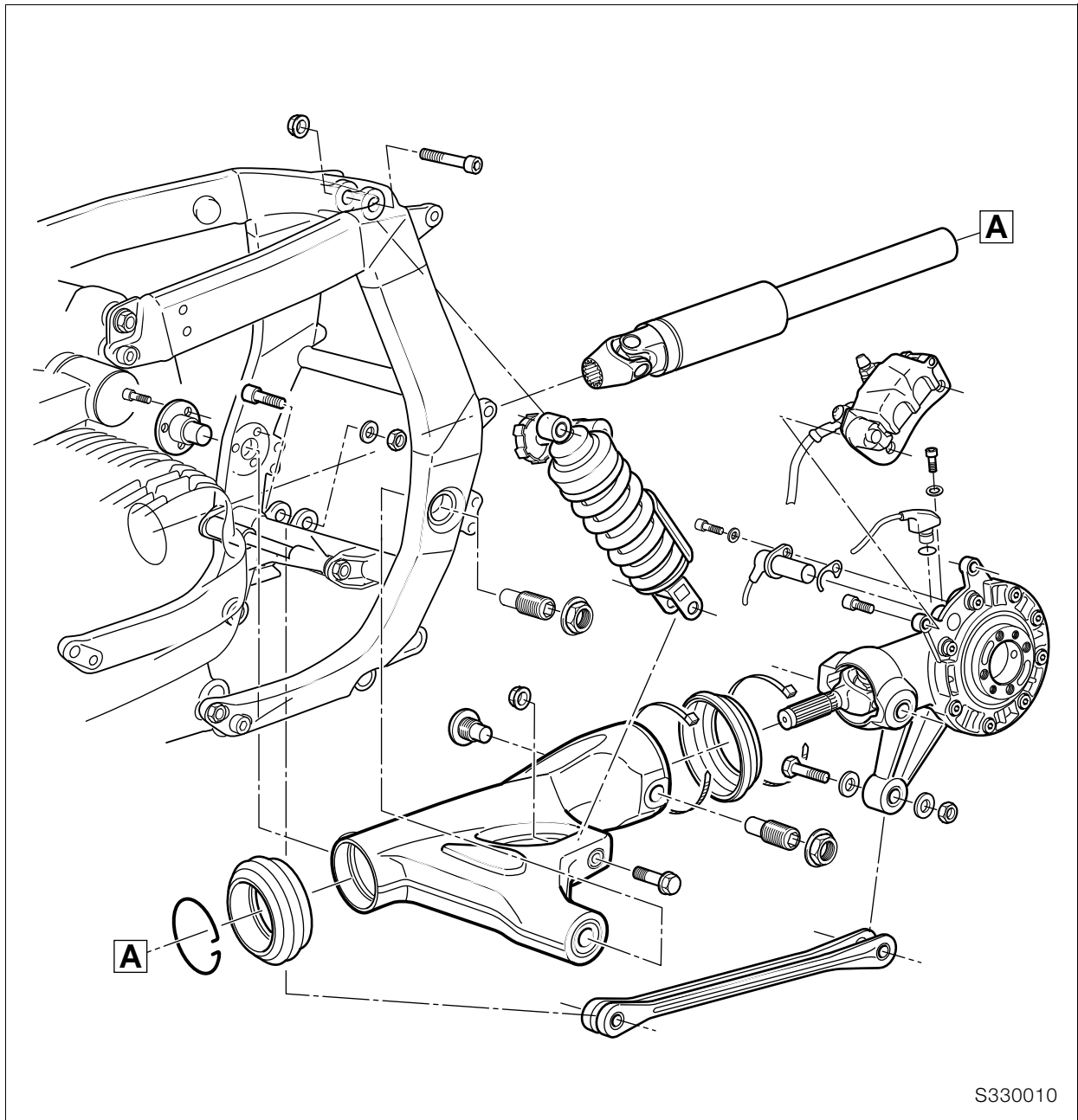
 **Tightening torques:**

Housing cover 35 Nm

Installing sliding element

- Coat splines on input pinion with **Staburags NBU 30 PTM**.
- Fit sliding element to drive pinion.
- Locate retaining ring with gentle blows (plastic hammer).

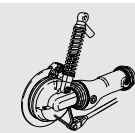
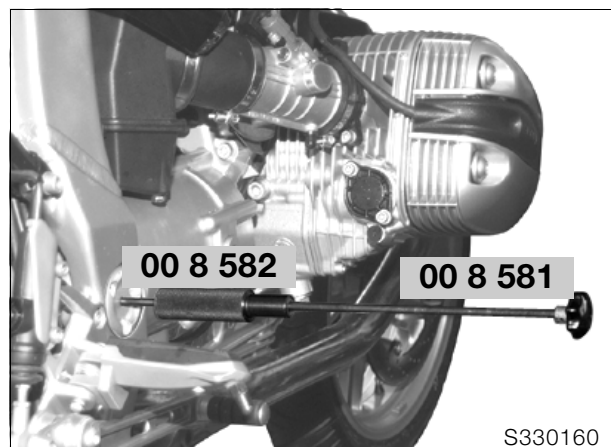




Removing and installing rear swinging arm

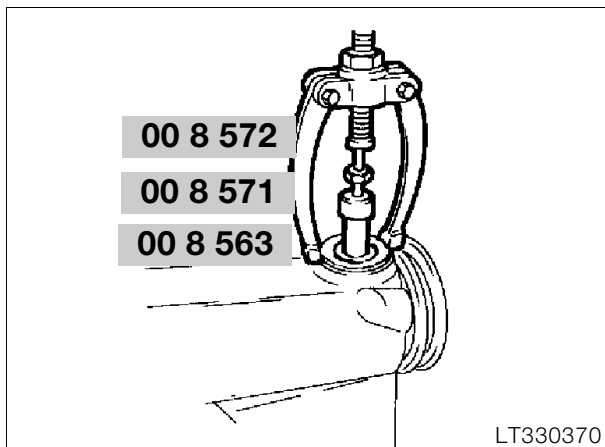
Removing rear swinging arm

- Release suspension strut at bottom.
- Loosen the swinging arm floating bearing stud bolt.



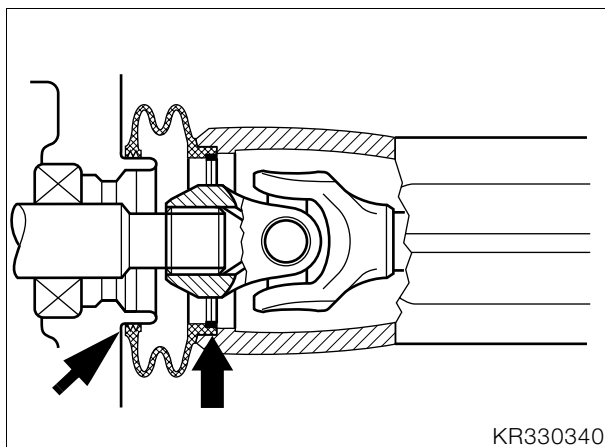
- Remove the swinging arm fixed bearing stud bolt.
- Using pull rod, **BMW No. 00 8 581**, and impact weight, **BMW No. 00 8 582**, pull out the swinging arm fixed bearing stud bolt.
- Remove the swinging arm bearing stud bolt.

Removing and installing taper roller bearing



- Pull the taper roller bearing out with counter-support, **BMW No. 00 8 572**, and internal puller 21/2, **BMW No. 00 8 571**.
- Pull out outer race with internal puller 21/5, **BMW No. 00 8 563**.
- To install the bearing, heat the swinging arm to 80 °C (176 °F).
- Drive in bearing with drift, **BMW No. 33 5 700**.

Removing and installing flexible gaiter

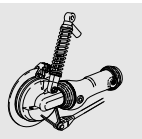


- Pull flexible gaiter with circlip out of swinging arm.
- When installing, coat inner and outer sealing lips (arrows) with **Staburags NBU 30 PTM**.

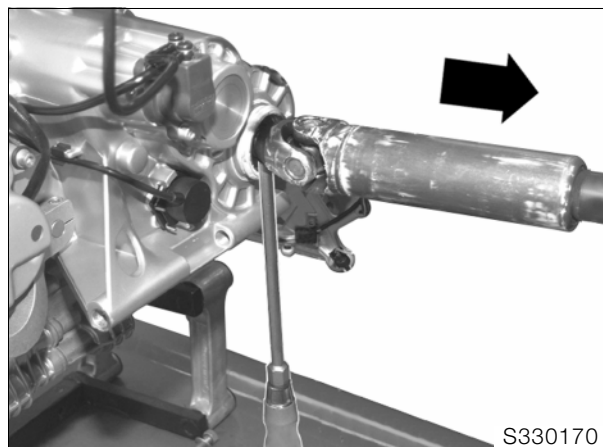


Caution:

Drive shaft clearance when suspension is compressed: gap of retaining ring must be in the horizontal plane.



Removing drive shaft



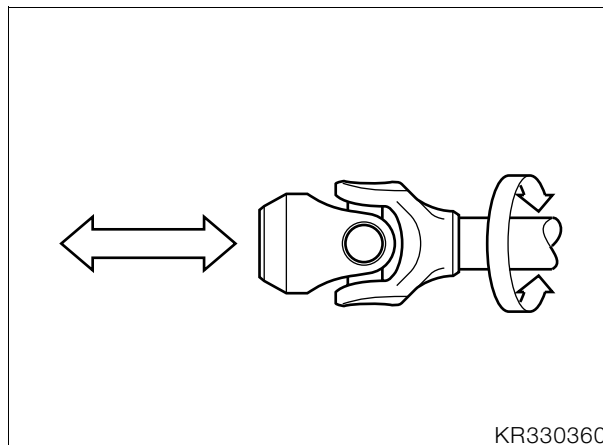
- Press off drive shaft.



Caution:

Avoid scratching painted parts; use an underlay if necessary.

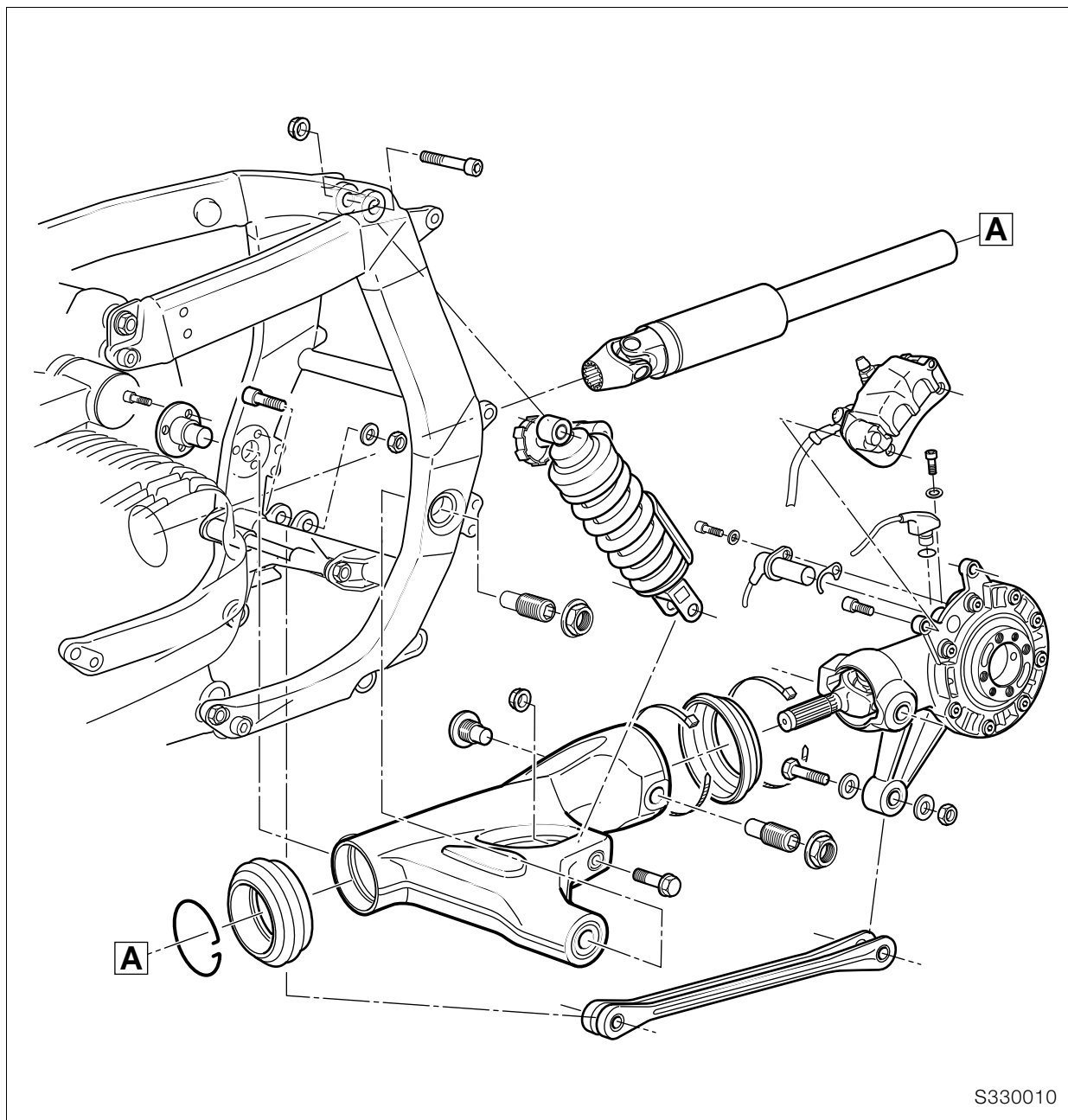
Checking universal joint for wear



- Measure axial and radial play.

Installing drive shaft

- Coat the splines on the output shaft with **Staburags NBU 30 PTM**.
- Fit drive shaft to output shaft.
- Engage the snap ring with gentle blows (plastic hammer).



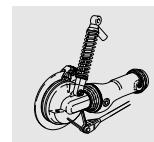
Installing rear swinging arm

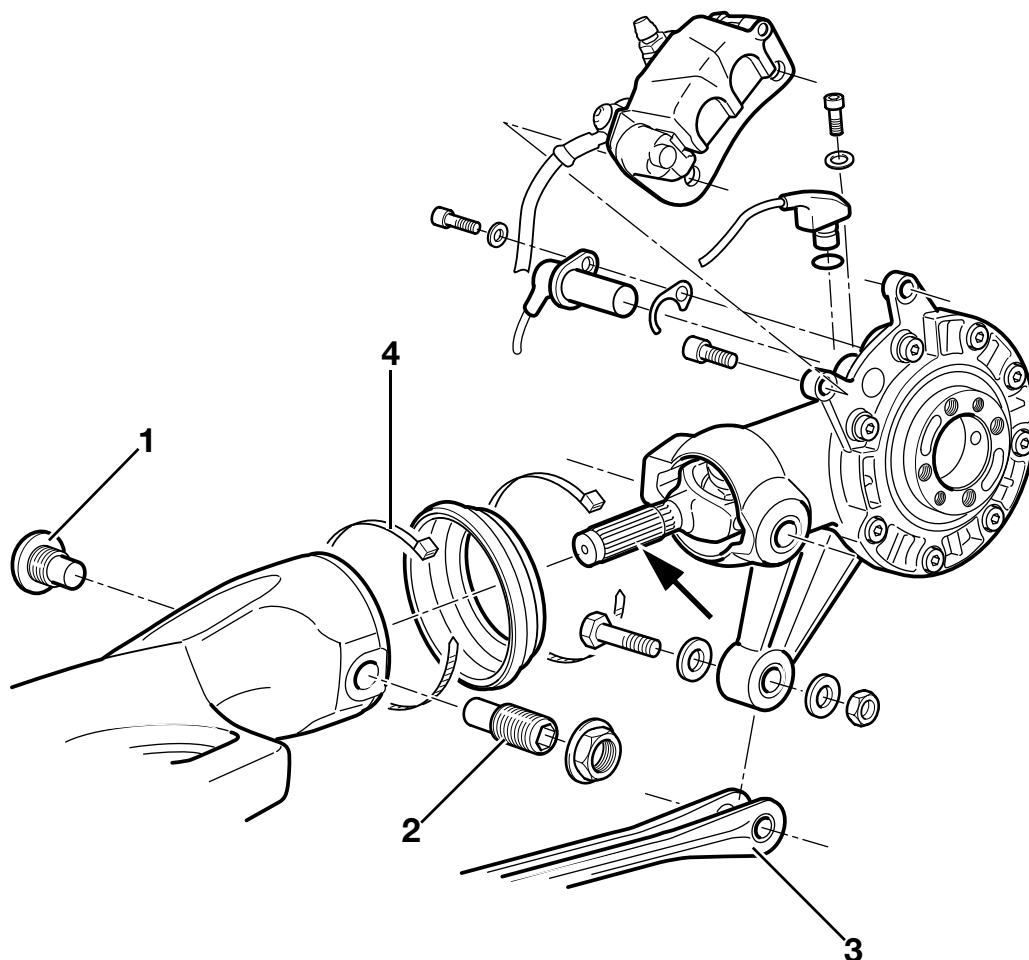
- Slide swinging arm over drive shaft as far as possible until rubber gaiter connects on housing neck.
- Install fixed bearing stud bolt (1).
- Install floating-bearing stud bolt (2) with **Loctite**.
- Tighten fixed bearing stud bolt.
- Tighten floating bearing stud bolt.
- Tighten locknut (3).
- Secure suspension strut (1).



Tightening torques:

Swinging-arm fixed bearing stud bolt	
to rear frame	9 Nm
Swinging-arm floating-bearing stud bolt	
to rear frame (clean thread + Loctite 2701).....	7 Nm
Locknut	160 Nm
Suspension strut to swinging arm	50 Nm





S330011

Installing rear wheel drive

- Coat splines of sliding element (arrow) with **Staburags NBU 30 PTM**.
- Apply grease to inner race of left needle roller bearing and install.
- Place rear-wheel drive with flexible gaiter in position and introduce sliding element into universal shaft.



Caution:

Support the rear wheel drive.

- Install fixed-bearing stud bolt (1) with **Loctite**.



Caution:

Make sure that the inner race never presses against the ends of the needles.

- Install floating-bearing stud bolt (2) with **Loctite**.
- Tighten the fixed swinging arm bearing.



Tightening torques:

Fixed bearing stud bolt
(thread cleaned + Loctite 2701)..... 160 Nm



Caution:

When tightening threaded fasteners coated with Loctite 2701, always apply final torque without delay.

Allow at least 3 hours for the Loctite to cure.



Note:

Use an acetone-based cleansing agent when cleaning, for example

Loctite Fastclean 706

Loctite order number 70636-AC

- Tighten the floating swinging arm bearing.

**Tightening torques:**

Floating-bearing stud bolt
(clean thread + Loctite 2701)..... 7 Nm
Locknut..... 160 Nm

- Load approx. 85 kg (187 lbs) onto motorcycle and tighten loose reaction link (3).

**Tightening torques:**

Reaction link to rear wheel drive..... 43 Nm

- Tighten clamping strap (4) on gaiter.
- If necessary, fill with oil.

Quantity:

Initial filling/oil changes
.....approx. 0.25 l (0.44 Imp. pint/0.26 US quart)

Oil grade:

Brand-name hypoid gear oil, SAE 90, API class
GL 5

- Install the rear wheel.
- Install brake caliper.

**Caution:**

Do not damage brake pads; keep the brake caliper parallel to the brake disc when installing.

- Install the rear wheel.
- Install brake caliper.

**Caution:**

Do not damage brake pads; keep the brake caliper parallel to the brake disc when installing.

- Install speedometer signal transmitter.
- **[ABS]** Install sensor.
- **[ABS]** Check that sensor gap is correct.

ABS rear

sensor gap: 0.45...0.55 mm (0.018...0.022 in)

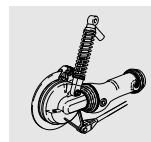
Removing and installing suspension strut

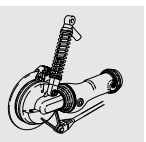
**Note:**

To remove the suspension strut, support the rear axle.

Tightening torque:

Suspension strut to swinging arm/rear
frame..... 50 Nm

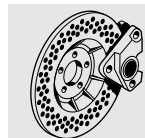




34 Brakes

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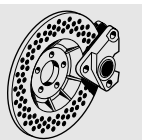
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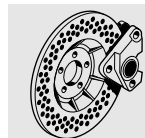
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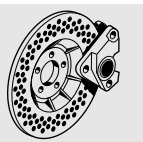
Removing and installing front brake line21

Removing and installing rear brake line22



Technical Data		R 1100 S
Brake fluid		DOT 4
Minimum lining thickness, front	mm (in)	1.0 (0.04)
Minimum lining thickness, rear		If the brake disc is visible through the bore in the wheel-side brake pad, the brake lining is worn to its minimum permissible thickness.
Front wheel		
Brake disc dia.	mm (in)	305 (12.0)
Brake disc thickness	mm (in)	4.5 (0.18)
Minimum thickness	mm (in)	4.0 (0.16)
Brake pad surface area	cm ² (sq in)	100 (15.5)
Piston dia. in brake caliper	mm (in)	32/34 (1.26/1.34)
Piston diameter in handlebar lever cylinder	mm (in)	16 (0.6)
Sensor gap, front	mm (in)	0.45...0.55 (0.018...0.022)
Brake pad lining		Sintered metal
Rear wheel		
Brake disc dia.	mm (in)	276 (10.87)
Brake disc thickness	mm (in)	5.0 (0.20)
Minimum thickness	mm (in)	4.5 (0.18)
Brake pad surface area	cm ² (sq in)	34 (5.27)
Piston dia. in brake caliper	mm (in)	26/28 (1.02/1.10) with insulating piston
Piston dia. in foot brake cylinder	mm (in)	13 (0.5)
Sensor gap, rear	mm (in)	0.45...0.55 (0.018...0.022)
Brake pad lining		Semi-metallic



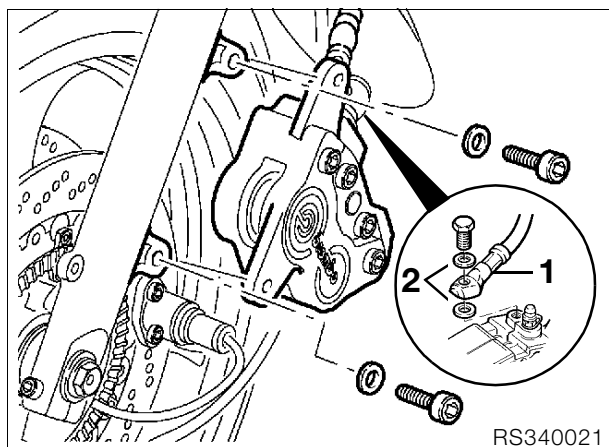


Removing and installing front brake caliper



Tightening torque:

Brake caliper to fork slider tube.....	40 Nm
Brake hose to brake caliper	18 Nm
Bleed screw to brake caliper	14 Nm



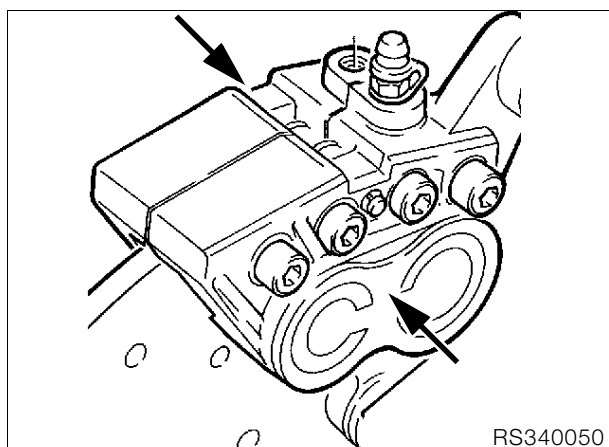
- Drain the brake system.
- Disconnect brake line (1).



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Remove screws securing the brake caliper.



- Force back the brake pads and pistons (arrows).
- Carefully remove the brake caliper.



Caution:

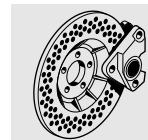
Do not damage brake pads.

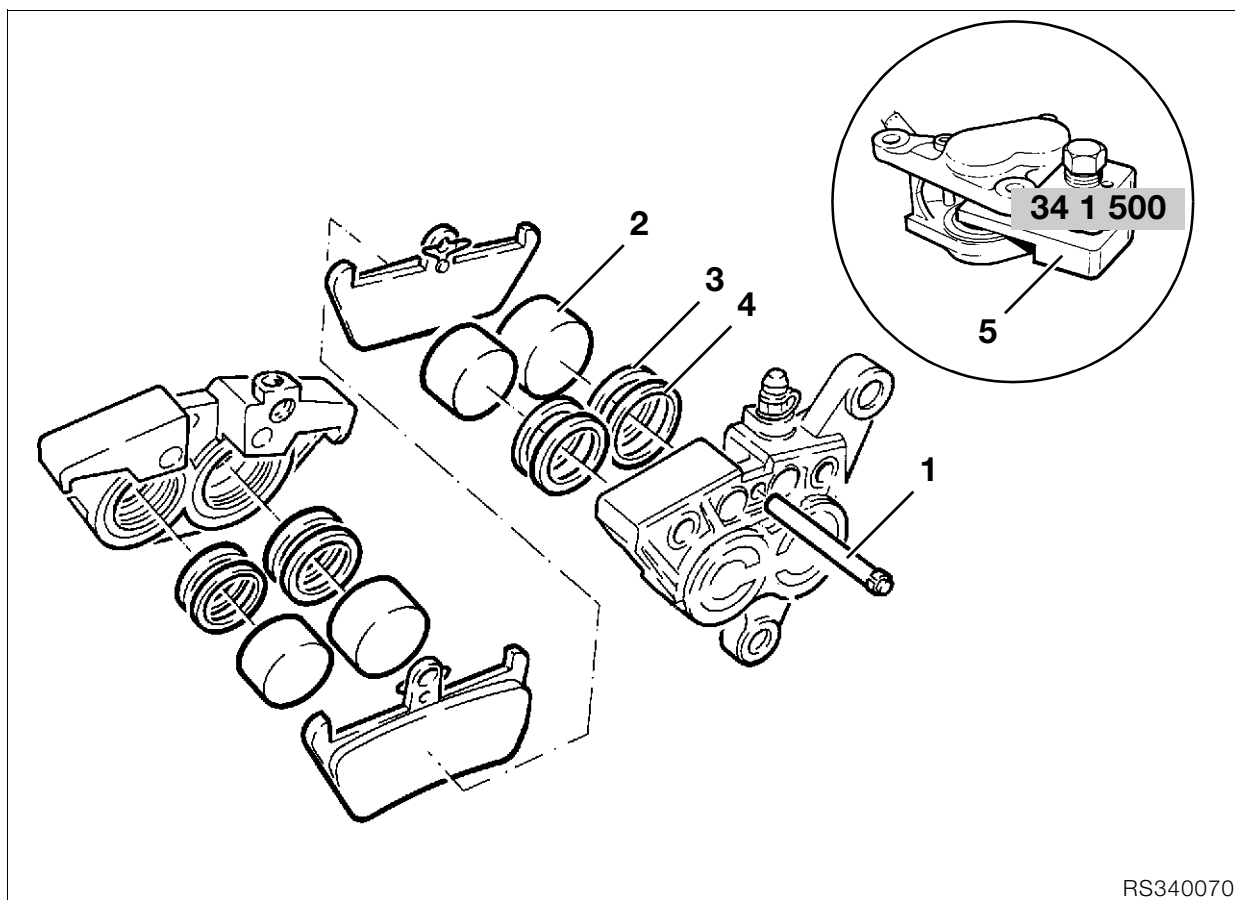
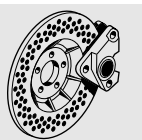
- Installation is the reverse of the removal procedure.
 - Force back the brake pads and pistons.
 - Fill and bleed the brake system.
- ➡ see Group 00



Caution:

Use new sealing rings (2).
Do not damage brake pads.





RS340070

Disassembling and assembling front brake caliper



Caution:

Do **not separate** the brake caliper halves.

Disassembling front brake caliper

- Remove the brake caliper.
- Remove keeper from retaining pin (1).
- Drive out the retaining pin (1) from the wheel side.
- Pull the brake pads down to remove.
- Close the bleed screw.



Tightening torque:

Bleed screw in brake caliper 14 Nm

- Hold a cloth over the brake caliper.
- **Carefully** press out brake pistons (2), using a compressed air gun at the brake line connection.



Caution:

Do not insert your fingers between the pistons; risk of injury.

- Remove the two sealing rings (3,4) from the left and right brake cylinder bores.
- Examine the brake caliper pistons for damage.

Assembling front brake caliper

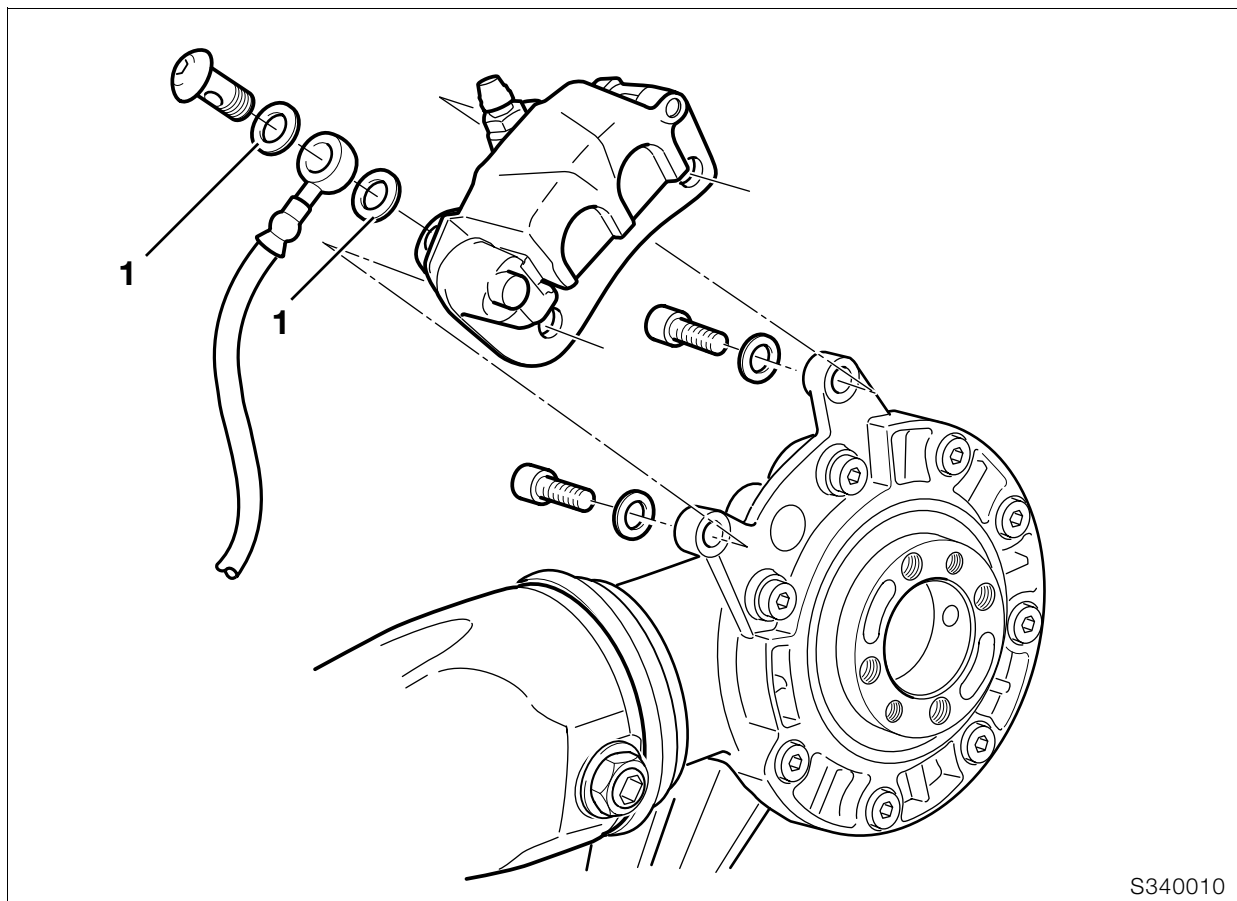
- Coat new sealing rings (3,4) with brake fluid and install.
- Coat brake caliper pistons (2) with brake fluid and insert.



Caution:

Keep the brake pistons parallel with their bores when installing.

- Using piston compressor (5), **BMW No. 34 1 500**, if necessary press the pistons fully back.
- Install the brake pads.



S340010

Removing and installing rear brake caliper

- Drain the brake system.



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Disconnect the brake line from the brake caliper.
- Remove screws securing the brake caliper.
- Installation is the reverse of the removal procedure.
- Force back the brake pads and pistons.
- Fill and bleed the brake system.
- To bleed, release the brake caliper and position it with the bleed nipple at the highest point.



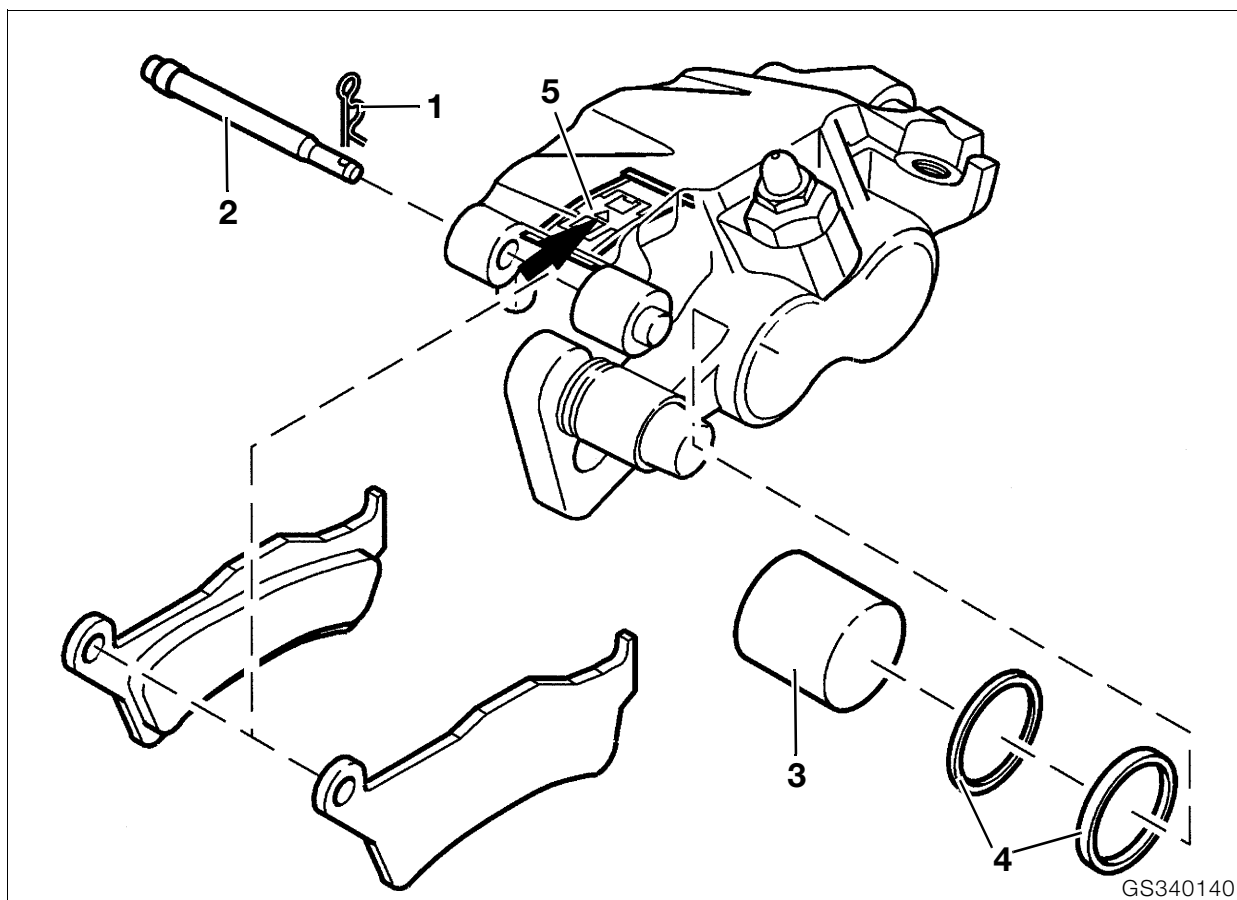
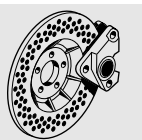
Caution:

Replace the sealing rings (1) in the brake line.
Do not damage brake pads.



Tightening torque:

Brake caliper to rear wheel drive 40 Nm
Brake hose to brake caliper 18 Nm
Bleed screw in brake caliper 6 Nm



Disassembling and assembling rear brake caliper

Disassembling rear brake caliper

- Remove keeper (1).
- Drive out retaining pin (2).
- Remove brake pads.
- Close the bleed screw.



Tightening torque:

Bleed screw in brake caliper 6 Nm

- Hold a cloth over the brake caliper piston.
- **Carefully** press out brake piston (3) with a compressed air gun applied to the connecting bore; work at low air pressure.



Caution:

Keep fingers away from gap between piston and side contact face of brake pads; risk of injury.

- Remove sealing rings (4) from left and right bores.
- Inspect the brake caliper piston for hairline cracks, score-marks and other damage.

Assembling rear brake caliper

- Coat the new sealing rings with brake fluid and insert them into the left and right brake caliper bores.
- Coat both brake caliper pistons with brake fluid and install them.



Caution:

Keep the brake pistons parallel to their bores when installing.

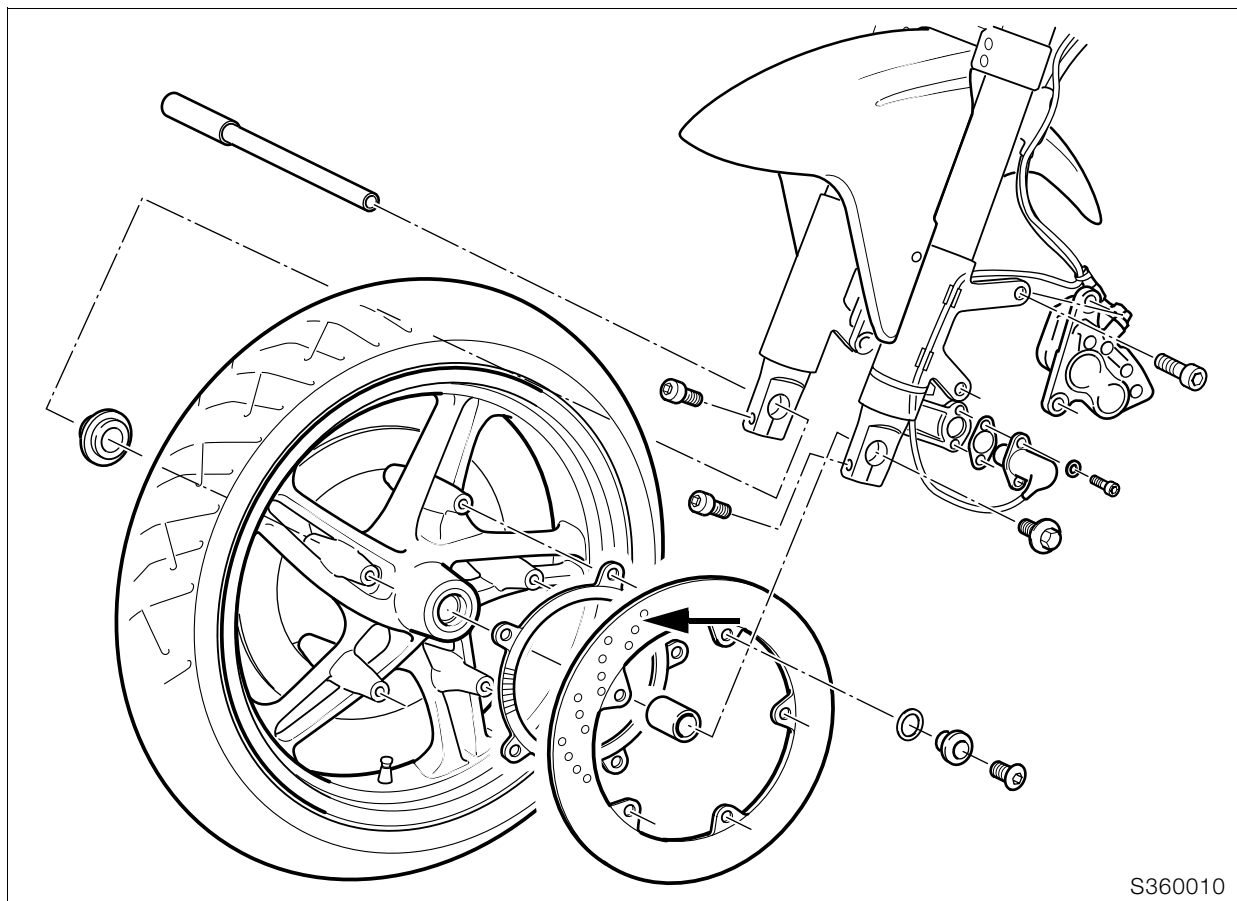
- Coat the adapter plate locating pins with **Shell Retinax A** and install the adapter plate.
- Insert locating plate (5) into brake caliper.



Note:

The installed position must be correct (arrow pointing in forward-travel direction).

- Insert brake pads and secure with retainers.



S360010

Removing and installing front brake disc

- Degrease brake discs before installing.



Note:

Make sure the brake discs are installed the right way round (holes: see arrow).



Tightening torque:

(clean thread + Loctite 2701)..... 21 Nm



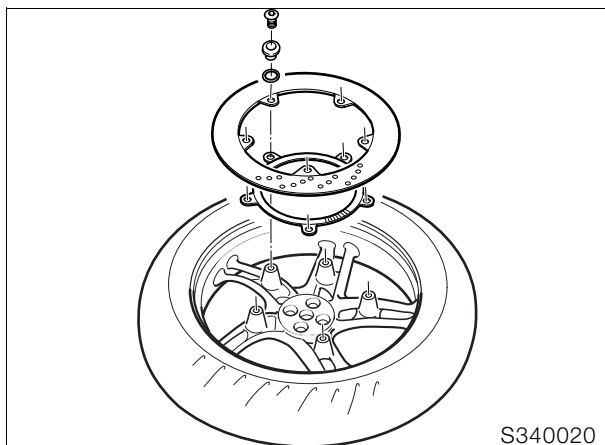
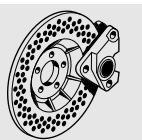
Caution:

Check and adjust the sensor gap.

Sensor gap:..... 0.45...0.55 mm (0.018...0.022 in)

Removing and installing rear brake disc

- Remove the brake caliper.
- Remove rear wheel.



- Remove brake disc.
- Installation is the reverse of the removal procedure.
- Degrease the brake disc before installing.



Caution:

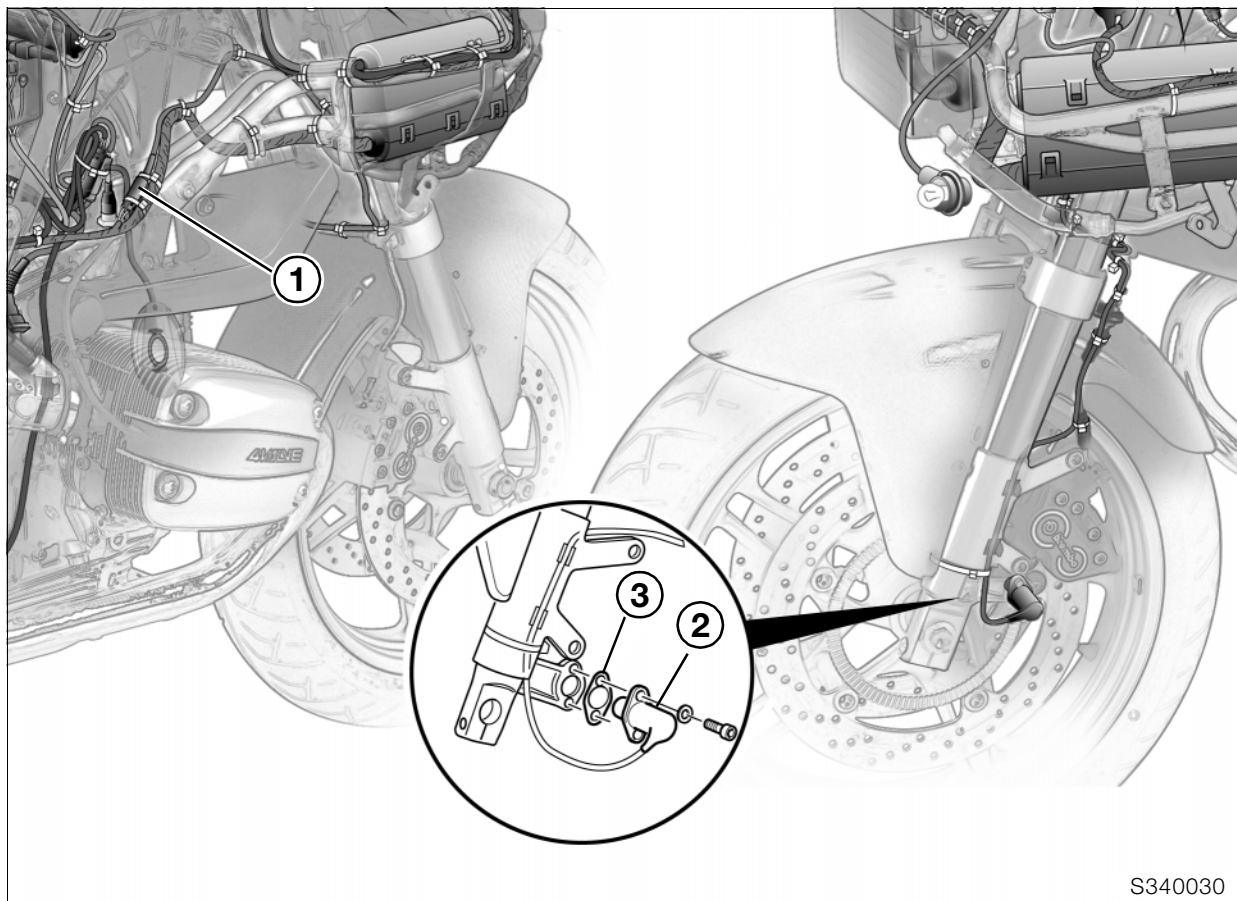
[ABS] Check sensor gap and adjust with shims if necessary.

Sensor gap:..... 0.45...0.55 mm (0.018...0.022 in)



Tightening torque:

Brake disc to rear wheel drive
(clean thread + Loctite 2701)..... 21 Nm



S340030

Removing and installing front ABS sensor

- Disengage and pull back the fuel tank.
- Disconnect plug (1) of sensor cable.
- Remove sensor (2) with **Torx T 25**.
- Installation is the reverse of the removal procedure.



Caution:

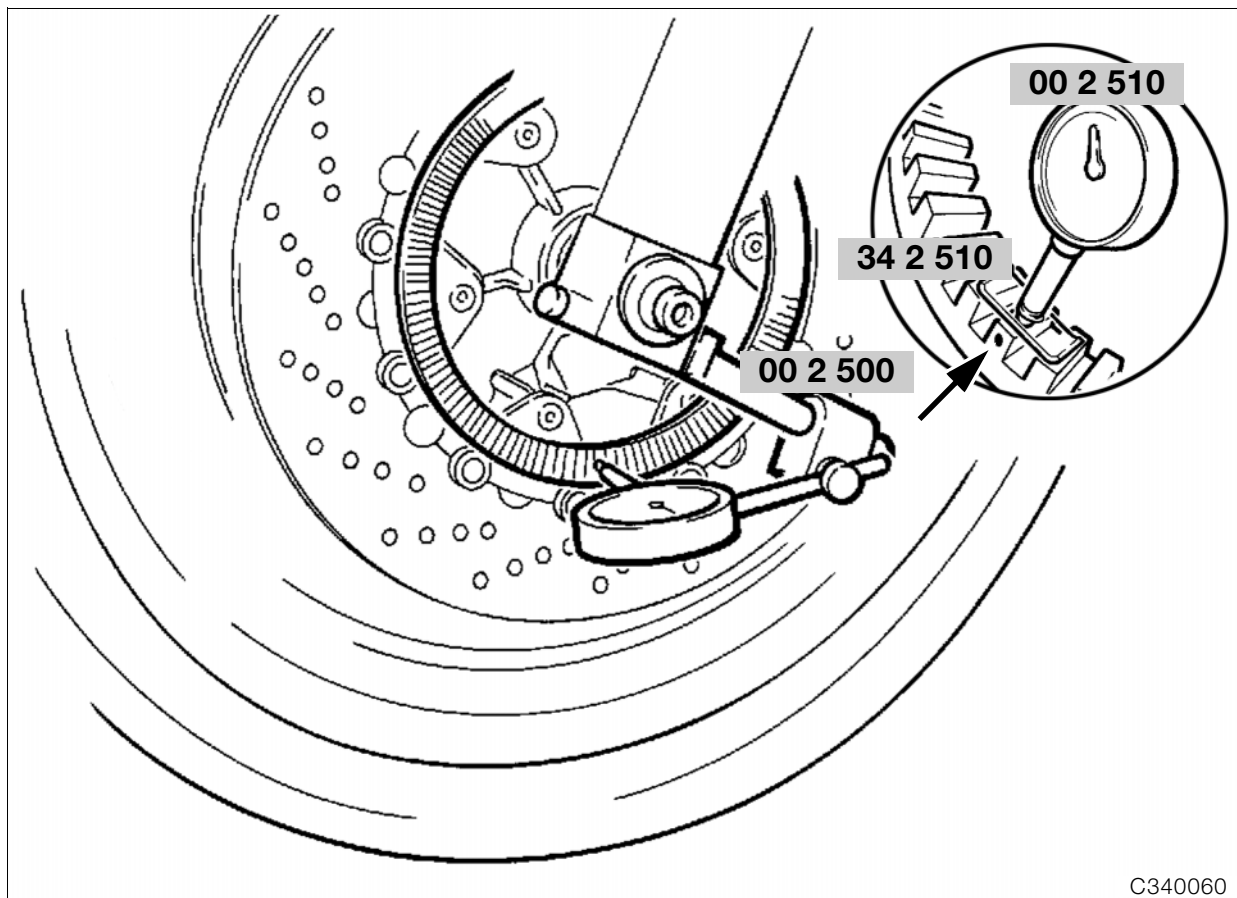
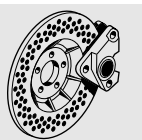
Route the sensor cable correctly.
Check sensor gap and adjust if necessary with shim (3).

Sensor gap:..... 0.45...0.55 mm (0.018...0.022 in)



Tightening torque:

Sensorhandtight, 4 Nm



C340060

Adjusting front ABS sensor gap

Marking sensor wheel

- Take load off front wheel/lift clear of ground.
- Secure the dial gauge holder, **BMW No. 00 2 500**, with dial gauge, **BMW No. 00 2 510**, and measuring shoe, **BMW No. 34 2 510**, to slider.
- Zero the dial gauge.
- Measure axial runout over the entire circumference.
- Using a touch-up marker, indelibly mark the point where the sensor is farthest away from the sensor ring (arrow).

Checking and adjusting sensor gap

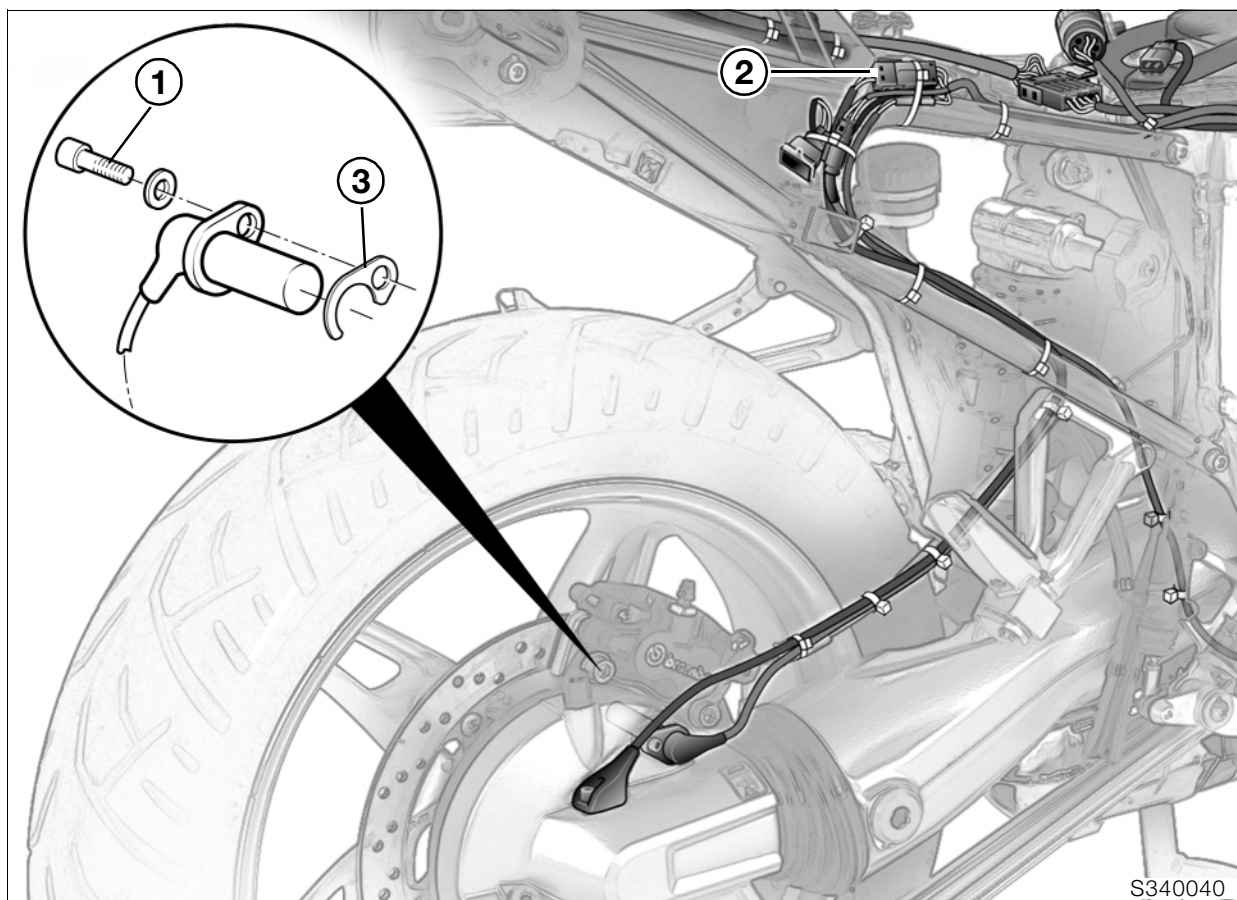
- Check/adjust at the marked point.
- If necessary, remove/install sensor with **Torx T 25** and adjust sensor gap with shims.

Sensor gap:..... 0.45...0.55 mm (0.018...0.022 in)



Caution:

After adjusting, rotate the wheel and check that the sensor is clear at all times.



S340040

Removing and installing rear ABS sensor



Note:

When installing shims pull the sensor out only very slightly and pull the shims up and out.

- Before removing/installing, clean the sensor bore.
- Using **Torx T 25**, slacken sensor (1).
- Disconnect plug (2) of sensor cable.
- Installation is the reverse of the removal procedure.
- Coat O-rings with oil before installing.



Caution:

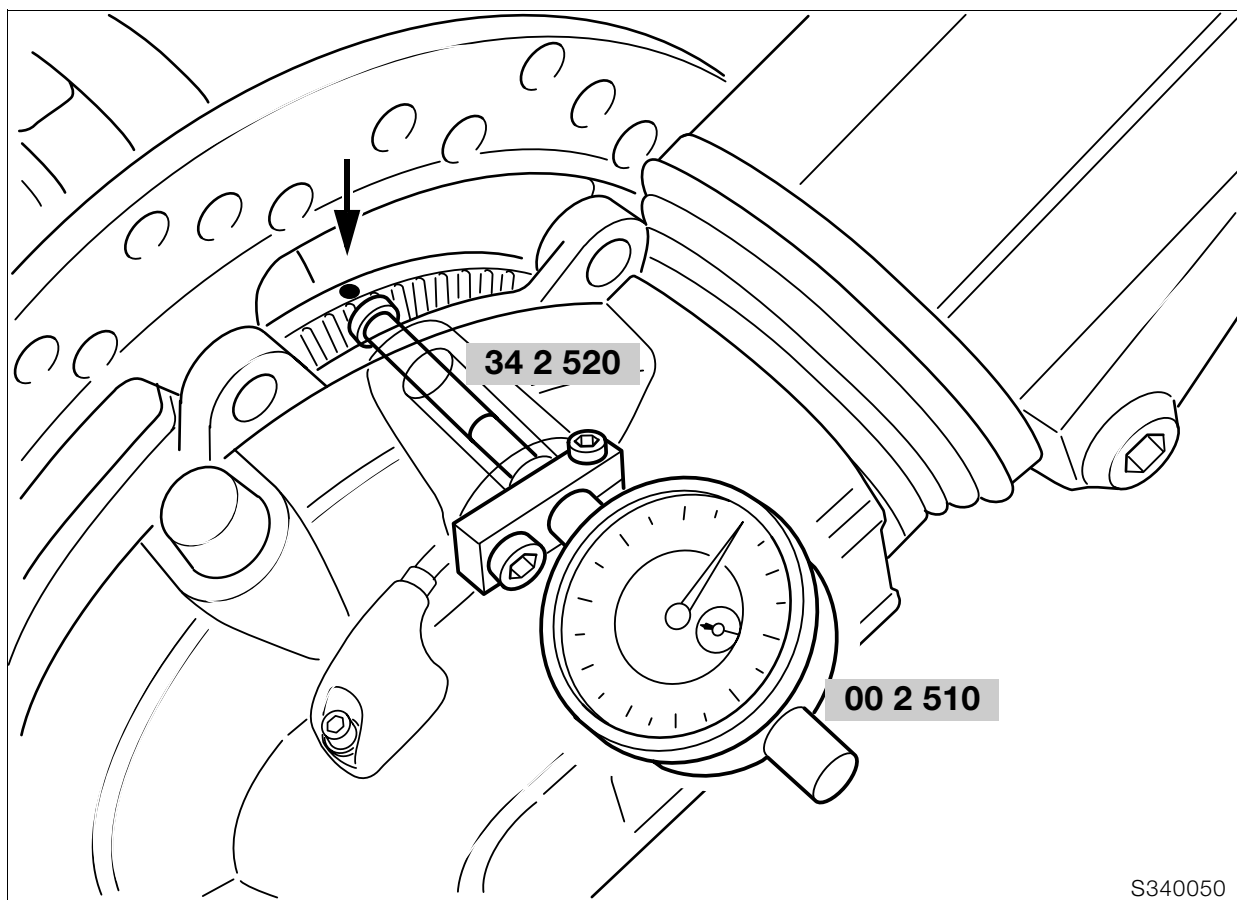
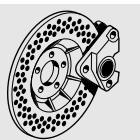
Route the sensor cable correctly.
Check sensor gap and adjust if necessary with shims (3).

Sensor gap:..... 0.45...0.55 mm (0.018...0.022 in)



Tightening torque:

Sensorhandtight, 4 Nm



S340050

Adjusting rear ABS sensor gap

Marking sensor wheel

- Before removing/installing, clean the sensor bore.
- Using **Torx T 25**, remove the sensor.
- Screw dial gauge holder with measuring shoe and extension, **BMW No. 34 2 520**, with dial gauge, **BMW No. 00 2 510**, firmly to the sensor mount.
- Zero the dial gauge.
- Measure axial runout over the entire circumference.
- Using a touch-up marker, indelibly mark the point where the sensor is farthest away from the sensor ring.



Caution:

If parts are replaced (brake disc etc.) and a used or previously marked sensor ring is installed, the sensor ring must be measured and marked again. Remove the old marking.

Checking and adjusting sensor gap

- Check/adjust at the marked point.
- If necessary, remove/install sensor with **Torx T 25** and adjust sensor gap with shims.



Caution:

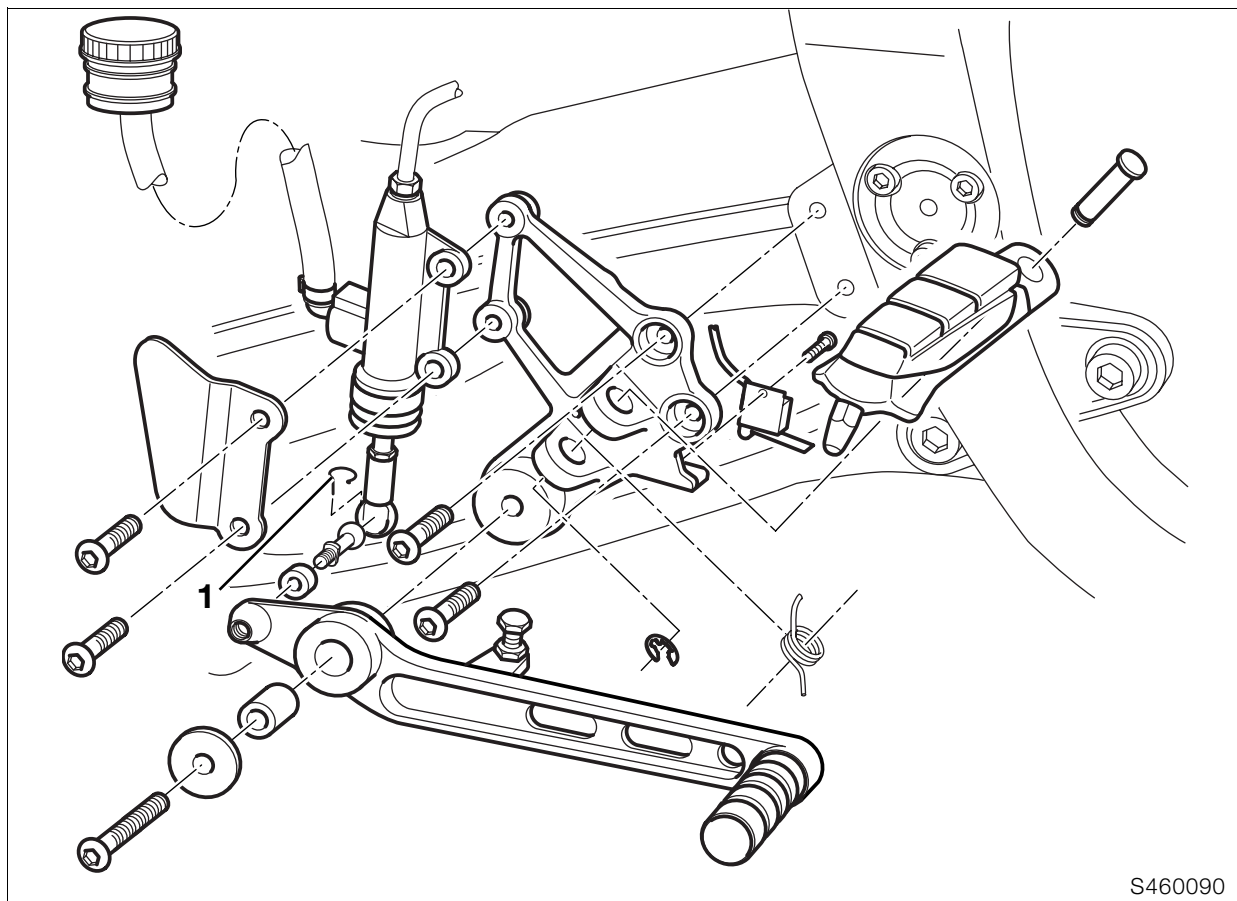
After adjusting, rotate the wheel and check that the sensor is clear at all times.

Sensor gap:..... 0.45...0.55 mm (0.018...0.022 in)



Tightening torque:

Sensorhandtight, 4 Nm



S460090

Removing and installing rear brake master cylinder

- Drain the brake system.



Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Disconnect the brake line and hose.
- Remove retainer (1) from ball socket/linkage.
- Force ball socket off ball head.
- Remove brake master cylinder.
- Installation is the reverse of the removal procedure.
- Secure non-reusable hose clip with pliers, **BMW No. 13 1 500**.



Caution:

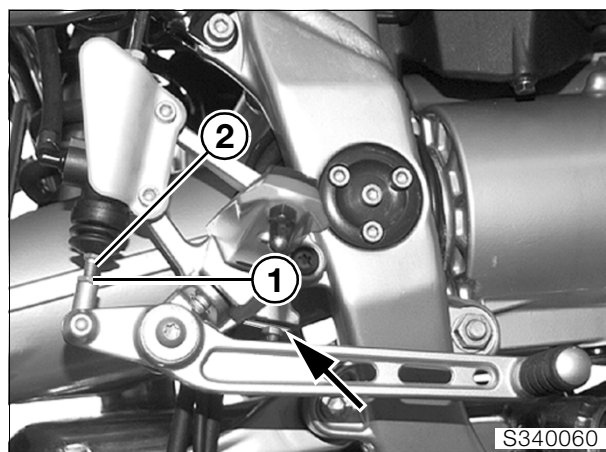
Bleed the brake system carefully.
Check/adjust piston rod play.



Tightening torque:

Master cylinder to footrest plate 8 Nm

Checking and adjusting play of piston rod



S340060

- Insert a feeler gauge of the correct thickness between the adjusting screw/brake lever and the stop (arrow).

Feeler gauge thickness: 0.2 mm (0.008 in)

- Slacken locknut (1).
- Turn piston rod (2) clockwise to obtain play.
- Carefully back off piston rod to take up play and tighten locknut.
- Tighten locknut and recheck play.

Removing and installing footbrake lever

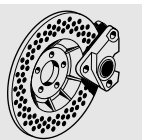
- Lubricate pivot bushing with **Shell Retinax A**.



Caution:

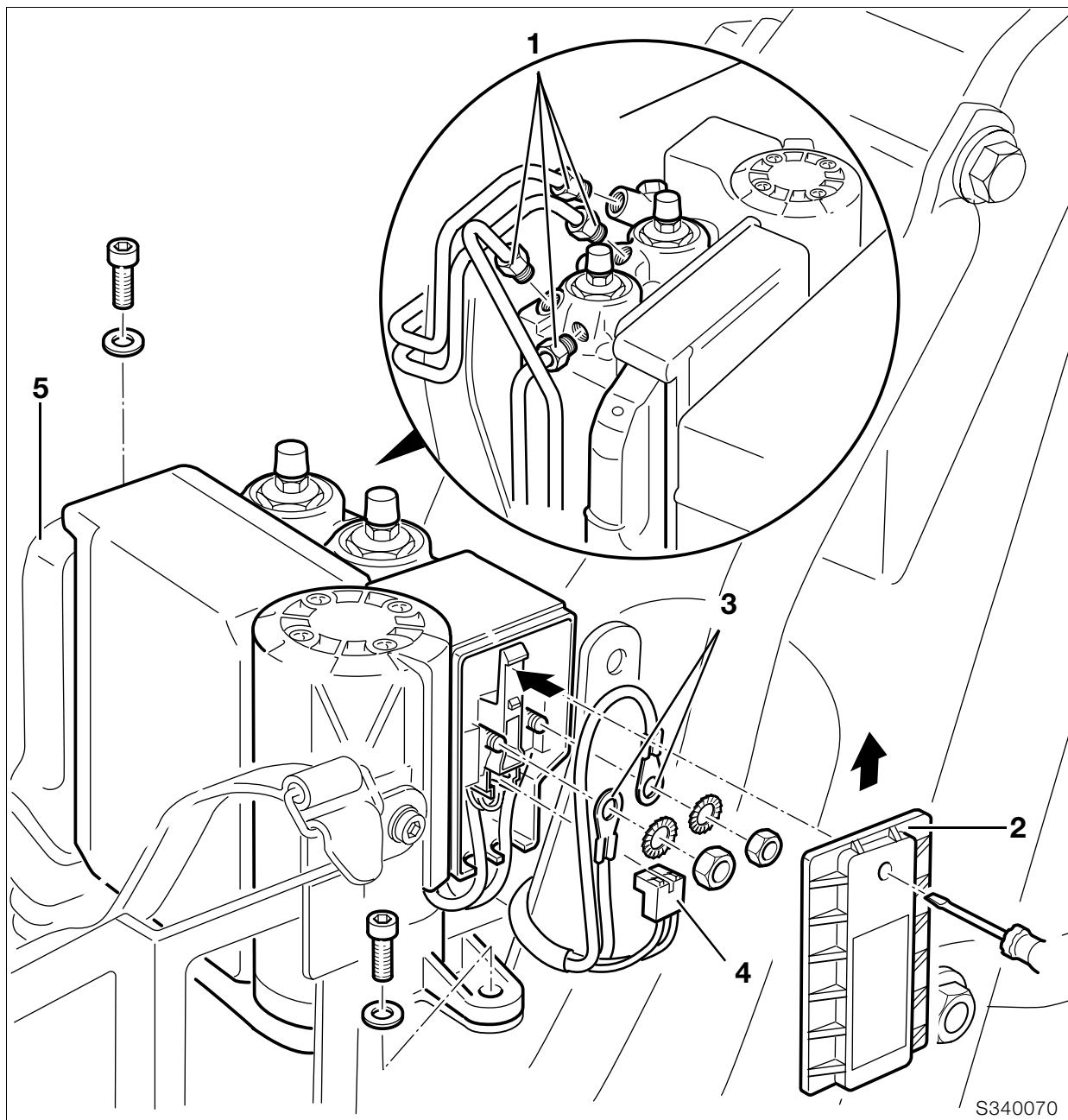
Check/adjust piston rod play.
See removal and installation of brake master cylinder.

The brake light must come on as soon as the rear brake begins to take effect.



Tightening torque:

Footbrake lever to footrest assembly
(clean thread + Loctite 2701)..... 21 Nm



S340070

Removing and installing ABS unit



Caution:

Work on the ABS unit must be performed by an authorised BMW workshop.



Caution:

Switch off ignition, disconnect and insulate the ground (earth) strap.

Removing the ABS unit

- Remove fuel tank.
- Remove Motronic control unit.
- Disconnect ABS brake lines (1) from ABS unit.



Caution:

If brake fluid escapes, it may damage paint. Line connections **must** be protected against dirt penetration; seal or cover ends of lines and ports.

- Hold the front brake lever against the handlebar grip with a rubber band (to close the brake fluid feed bore).
- Remove cover (2) from ABS control unit, press the lock in with a screwdriver and pull the cover up.
- Disconnect wires (3).
- Pull off 2-pin plug (4).
- Pull off the central plug (5).
- Remove the ABS unit.

Installing the ABS unit

- Install the ABS unit.
- Connect the central plug (5).



Caution:

Make sure the cable is not at an angle, or its insulation may be damaged.

- Reconnect the 2-pin plug in the correct position, pushing the two halves fully together, and press the two wires into the center (smaller) cable entries.
- Push the two plugs for the connecting cable/wiring harness onto the threaded pins with the crimp at the front.
- Press the two cables into the remaining free cable entries.
- Tighten the nuts.



Caution:

Always use new self-locking nuts.



Tightening torque:

Battery -/M5 3.5 Nm
Battery +/M4 3 Nm

- Install a new cover.



Caution:

When sliding the cover on, make sure that all cables are correctly located in their cable entries. **Scrap** the old cover.

- Screw ABS brake lines (1) to ABS unit.
- Fill and bleed the brake system.
- Install the fuel tank.



Tightening torque:

ABS unit to holder
M6 screw 9 Nm
Brake line to ABS unit 18 Nm
Bleed screw on ABS unit..... 9 Nm

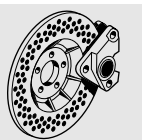
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.



Removing ABS relay socket



Caution:

Switch off ignition, disconnect and insulate the ground (earth) strap.

- Remove cover (1) from ABS control unit, press in the lock with a screwdriver and pull the cover up.
- **Scrap** the old cover (1).
- Disconnect lines (2) and **discard** nuts.



Caution:

Make sure the cable is not at an angle, or its insulation may be damaged.

- Pull off 2-pin plug (3).
- Remove relay base (4).
- Remove screws at relay base with **Torx T20**.
- Remove the ABS relay.
- Press the contact interlock out of the relay socket.
- Release the plug from the relay side using special tool, **No. 50000-017-507 from the Grote und Hartmann company**.



Caution:

The contact has a double detent.

When pulling the plug out of the relay socket, avoid applying too much tension to the cable.

If the cable breaks, the complete ABS unit will have to be replaced.

Installing the ABS relay base

- Bend up the contact interlock on the plug.
- Insert the contact into the relay socket.



Caution:

The contact engages with an audible click and must be firmly located.

- Insert the ABS relay with the FAG logo facing the detent hook.
- Insert a Torx screw into the ring shoe of the red engine cable.



Note:

The crimp side is towards the screw head.



Caution:

The same Torx screws must be re-used because of their self-locking effect.

When inserting the screws again, make sure that they pick up with the existing thread in the sheet-metal element.

Failing this, vibration could cause the screws to work loose.

- Place the ring shoe (with two cables) on the bore of the insert at the rear of the relay socket, with the crimp side towards the relay socket, and screw on together with the red engine cable, using the Torx screw.
- Use the second Torx screw to secure the flat plug to the relay.

- Press the contact interlock into the relay socket at the side.
- Push the relay socket into the relay housing, at the same time pressing both engine cables into the left cable entries on the relay housing (red at bottom, black at top).
- Secure black engine cable to left threaded pin (M5) with crimp at back.



Caution:

Make sure the cable is not at an angle, or its insulation may be damaged.

- Reconnect the 2-pin plug in the correct position, pushing the two halves fully together, and press the two wires into the center (smaller) cable entries.
- Push the two plugs for the connecting cable/wiring harness onto the threaded pins with the crimp at the front.
- Press the two cables into the remaining free cable entries.
- Tighten the nuts.



Caution:

Always use new self-locking nuts.

- Install a new cover (1).



Caution:

When sliding the cover on, make sure that all cables are correctly located in their cable entries.

- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



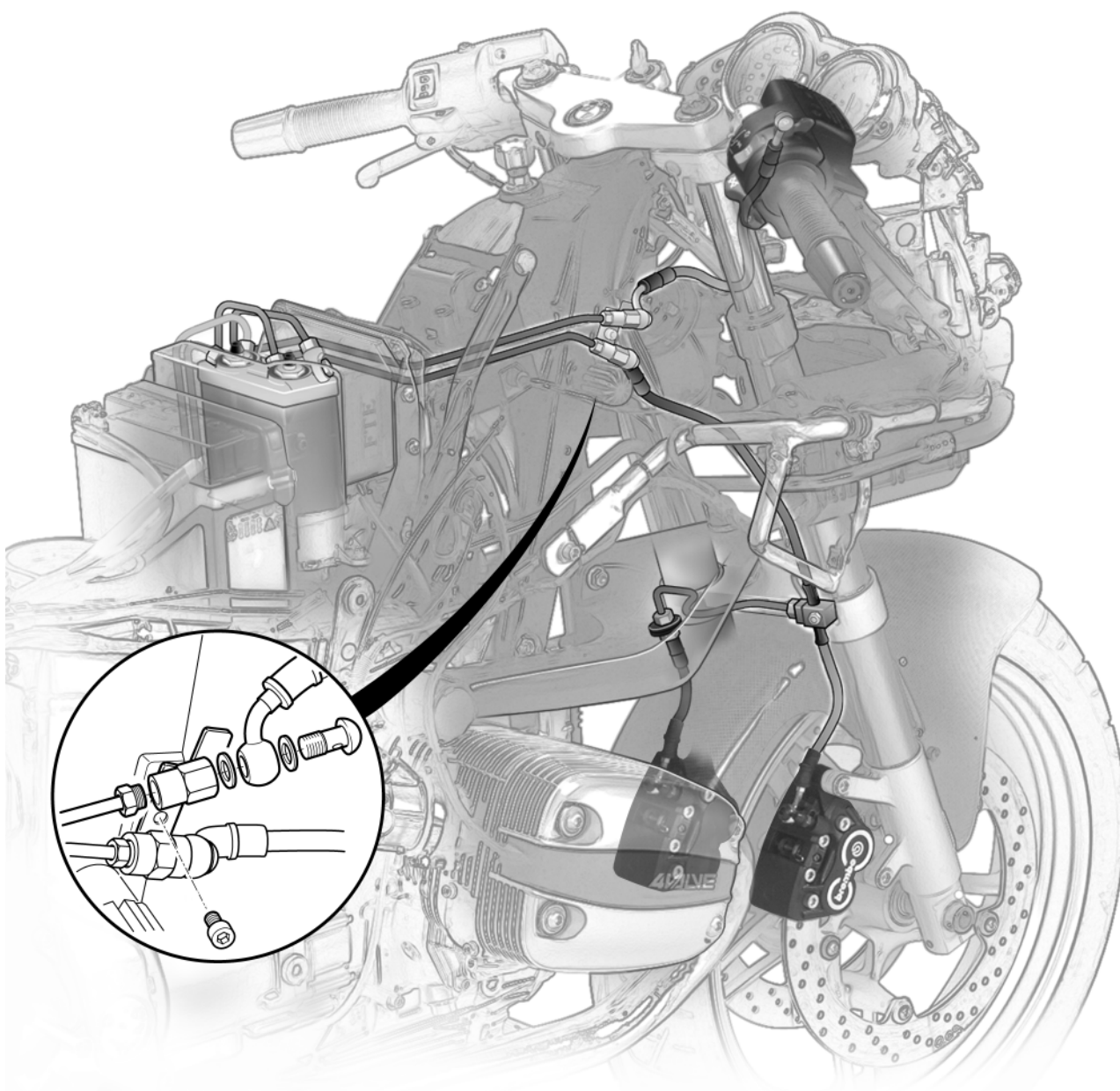
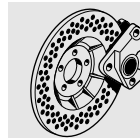
Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

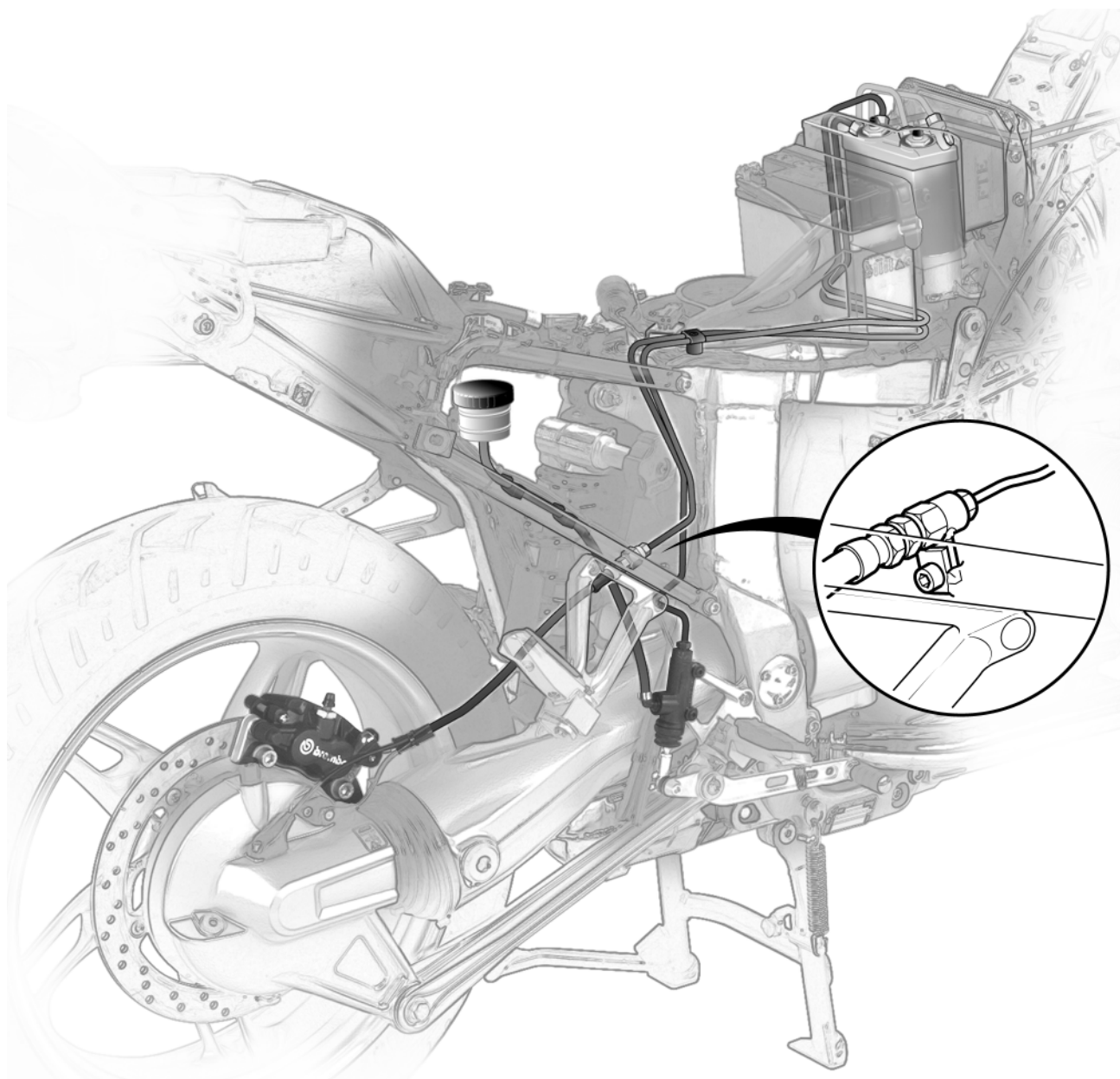
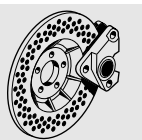
Loss of settings can temporarily impair the operating characteristics when the engine is restarted.

Removing and installing brake line

Removing and installing front brake line



Removing and installing rear brake line



- Drain the brake system.

**Caution:**

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Remove fuel tank.
- Remove brake lines.
- Installation is the reverse of the removal procedure.

**Caution:**

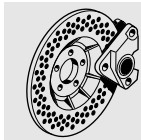
Replace sealing rings for brake line.

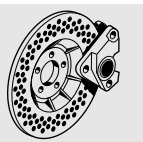
Secure brake line to master cylinder so that it cannot become kinked or abraded when the handlebar is turned.

Fill and bleed the brake system.

**Tightening torque:**

Brake hose and brake line.....	18 Nm
Bleed screws in front brake caliper	14 Nm
Bleed screw in rear brake caliper	6 Nm
Bleed screw in ABS unit.....	9 Nm



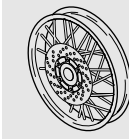


36 Wheels and tyres

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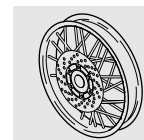
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Checking front/rear wheel rim for runout	10

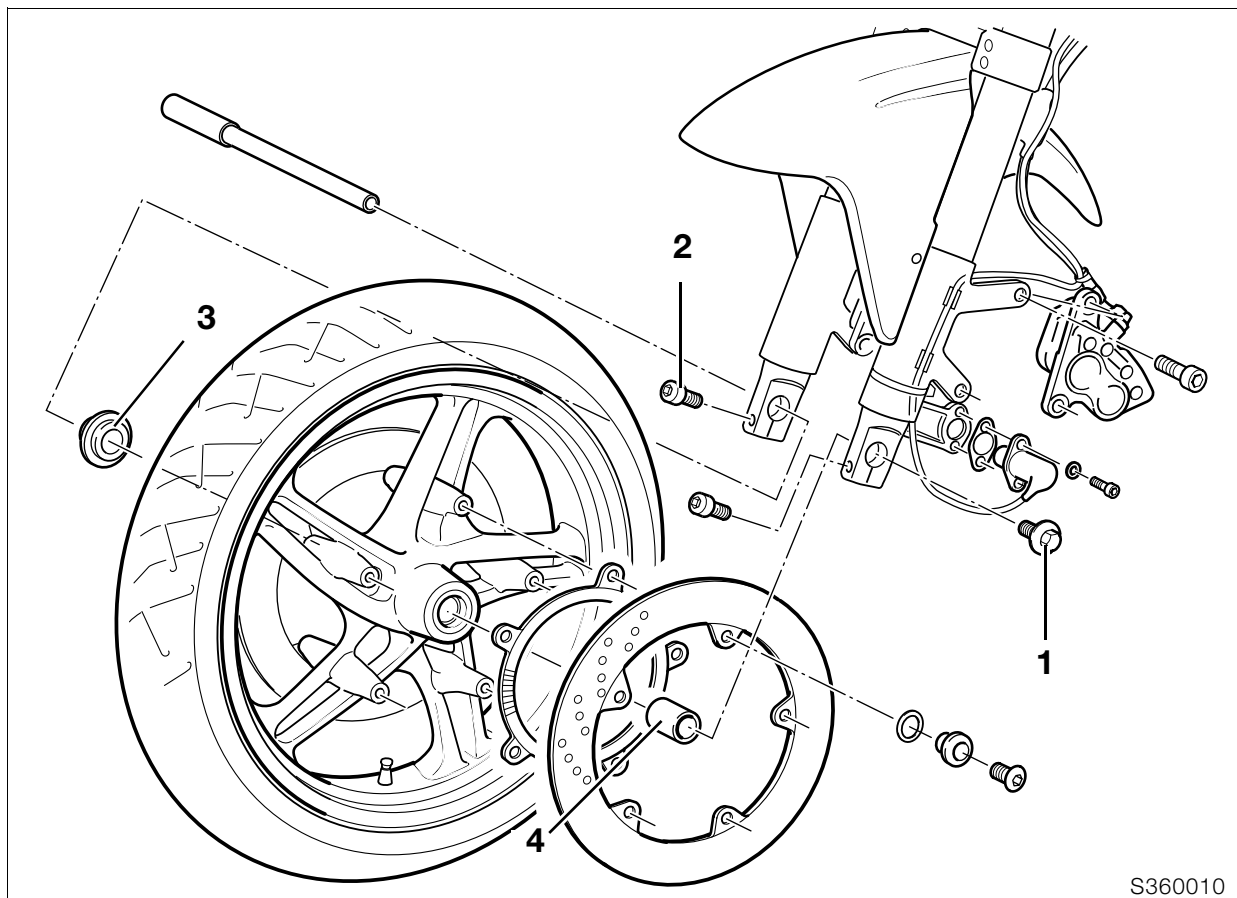




Technical Data			R 1100 S
Rim size			
	Front		3.50 x 17 MT H 2
	Rear		5.00 x 17 MT H 2
			Option: 5.50 x 17 MT H 2
Max. radial/lateral runout			
	Front wheel	mm (in)	0.5 (0.02)
	Rear wheel	mm (in)	0.3 (0.01)
Tyre size			
	Front		120/70 x 17 ZR17 tubeless
	Rear		170/60 x 17 ZR17 tubeless
			Option: 180/55 x 17 ZR17 tubeless
Tyre pressures (cold)			
Solo	Front	bar (psi)	2.2 (31.9)
	Rear	bar (psi)	2.5 (36.3)
Two-up	Front	bar (psi)	2.5 (36.3)
	Rear	bar (psi)	2.7 (42.0)
Two-up with luggage			
	Front	bar (psi)	2.5 (36.3)
	Rear	bar (psi)	2.9 (45.1)







S360010

Removing and installing front wheel

Removing front wheel

- Place the motorcycle on the auxiliary stand, **BMW No. 00 1 560**.
- The motorcycle is heavy at the nose; if necessary, use a ratchet-lock belt to pull the motorcycle down at the rear on the lifting platform.
- Remove brake calipers.



Note:

Do not apply handbrake lever with brake calipers removed or front wheel removed.



Tightening torques:

Quick-release axle screw	30 Nm
Quick-release axle clamp screws	22 Nm
Brake caliper to fork slider tube	40 Nm

- Remove retaining screw (1).
- Loosen clamping screws (2).
- Remove quick-release axle.
- Remove spacing bushing (3/4) and front wheel.

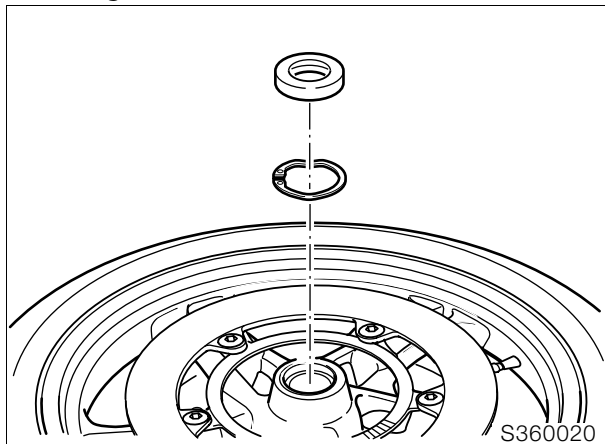
Installing front wheel

- Install front wheel and spacing bushings.
- Apply a light coating of **Molykote paste** to the quick-release axle and install.
- Tighten the retaining screw (1).
- Install the brake calipers.
- Compress the front fork firmly several times.
- Tighten the clamp screws (2).
- **[ABS]** Check sensor gap and adjust if necessary.

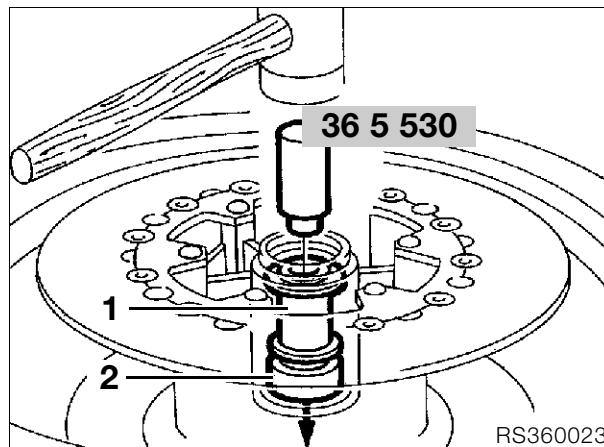
ABS sensor gap:

..... 0.45...0.55 mm (0.018...0.022 in)

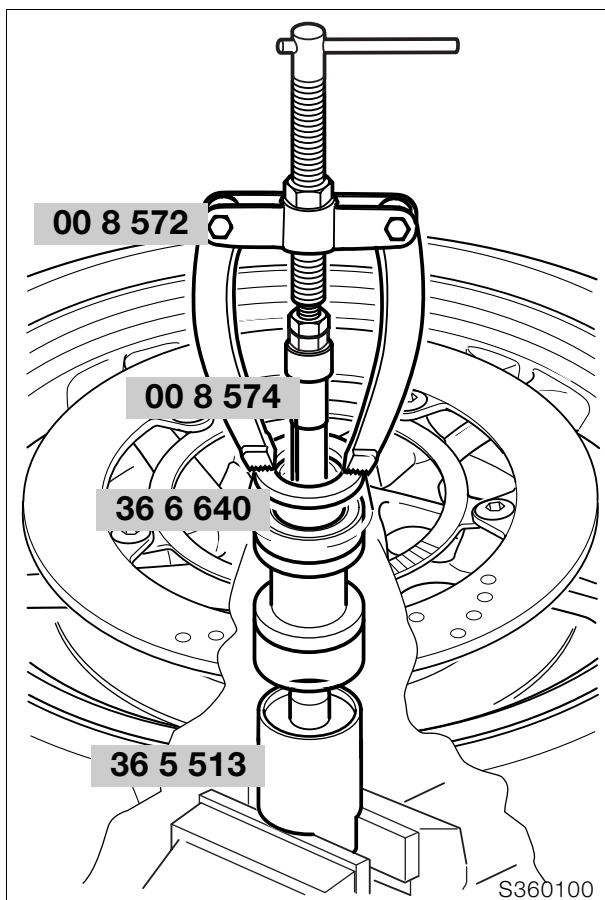
Removing and installing wheel bearings



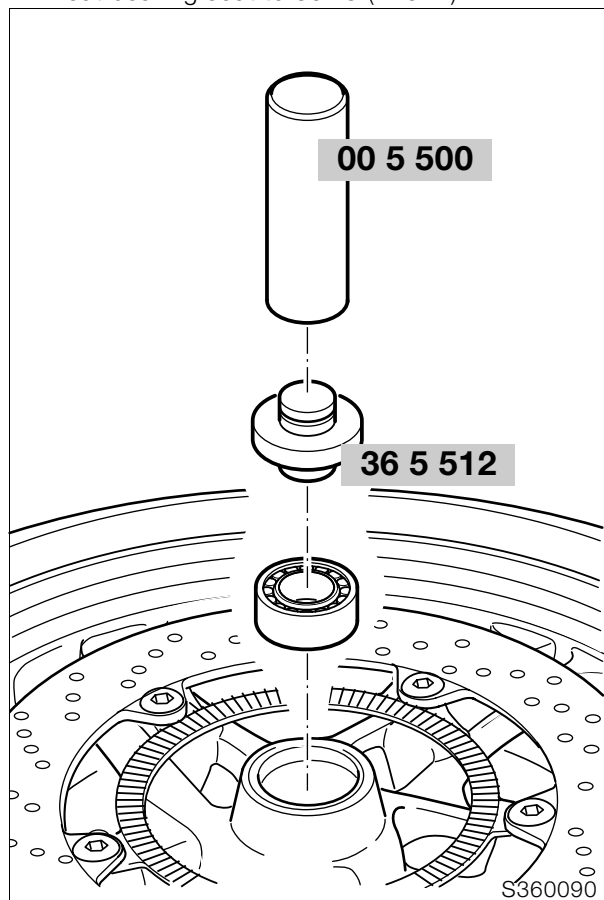
- Carefully lever out the shaft sealing ring with a screwdriver.
- Remove the circlip.



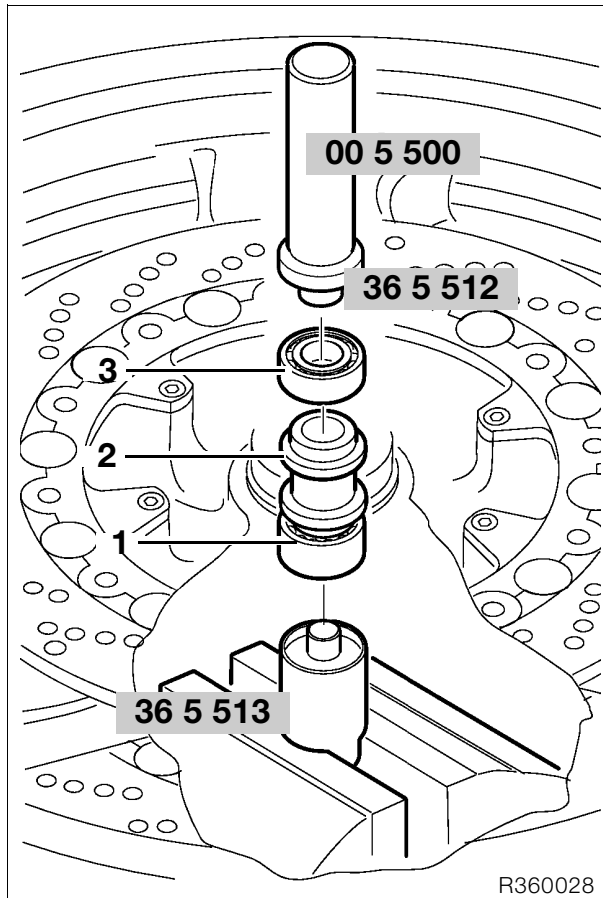
- Remove spacer bushing (1).
- Heat bearing seat to 80 °C (176 °F).
- Press out wheel bearing (2) with drift, **BMW No. 36 5 530**.
- Degrease bearing seats.
- Heat bearing seat to 80 °C (176 °F).



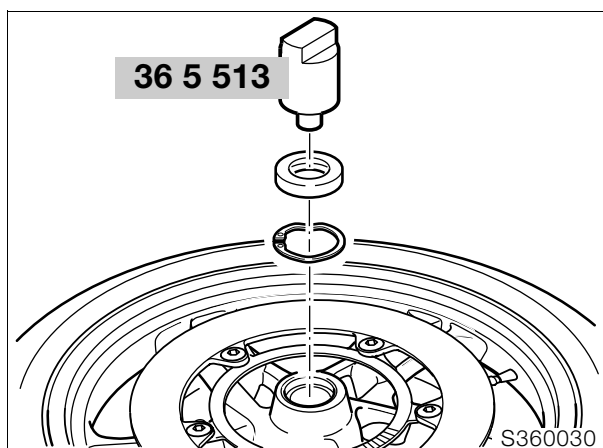
- Clamp a drift, **BMW No. 36 5 513**, into the vise and place the wheel on it with the wide bearing down.
- Place a spacing ring, **BMW No. 36 6 640**, between the wheel hub on the right and the claws of the internal puller.
- Heat bearing seat to 80 °C (176 °F).
- Pull out the wheel bearing with counter-support 22/1, **BMW No. 00 8 572**, and internal puller 21/3, **BMW No. 00 8 574**.



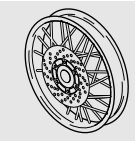
- **First** insert wide bearing using drift, **BMW No. 36 5 512**, and handle, **BMW No. 00 5 500**.

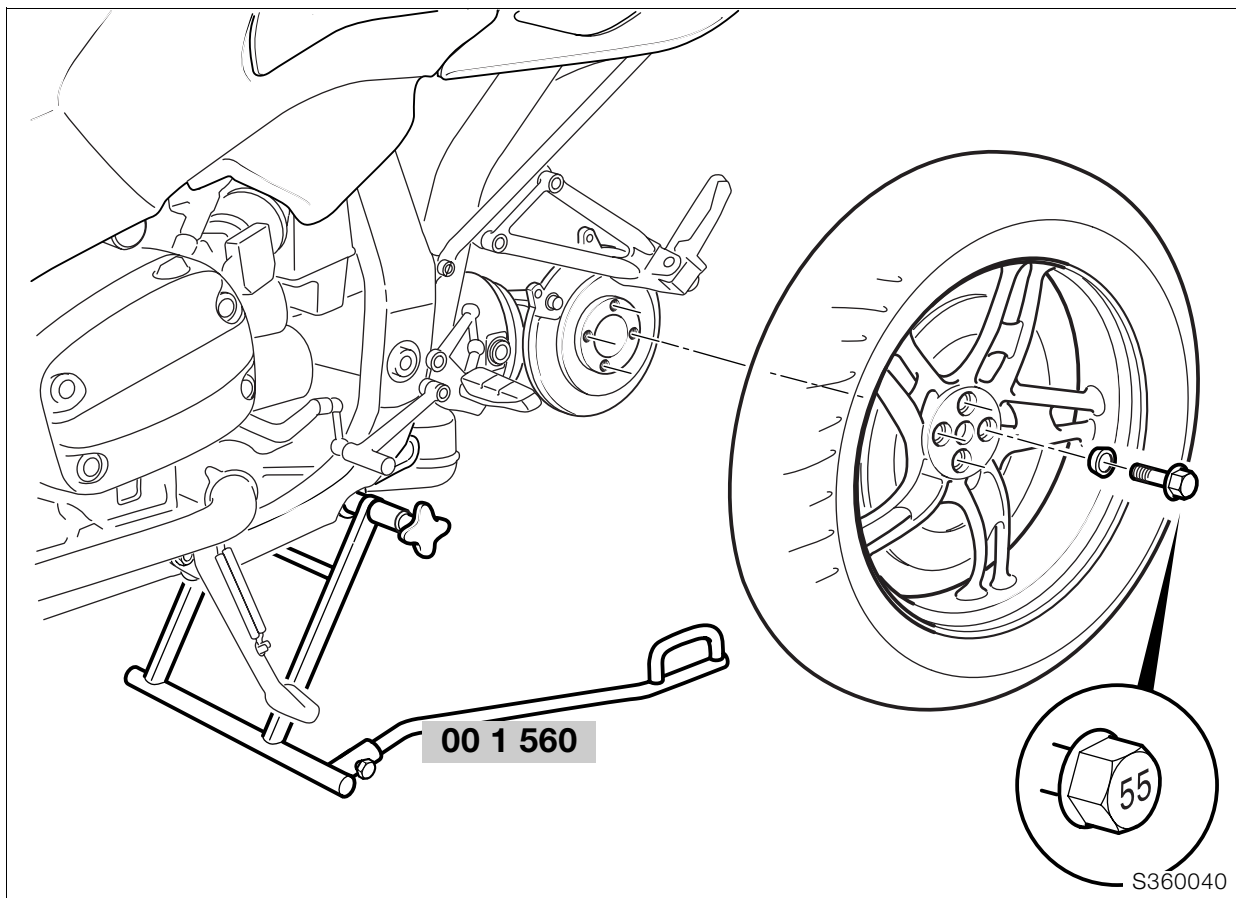


- Clamp a drift, **BMW No. 36 5 513**, into the vise and place the wheel on it with the wide bearing (1) down.
- Install spacer tube (2).
- Bearing seat temperature 80 °C (176 °F).
- Insert narrow bearing (3) with drift, **BMW No. 36 5 512**, and handle, **BMW No. 00 5 500**.



- Install circlip with convex side facing down.
- Drive in shaft sealing ring with drift, **BMW No. 36 5 513**.





Removing and installing rear wheel

- Place the motorcycle on the auxiliary stand, **BMW No. 00 1 560**.
- Remove rear brake caliper.



Caution:

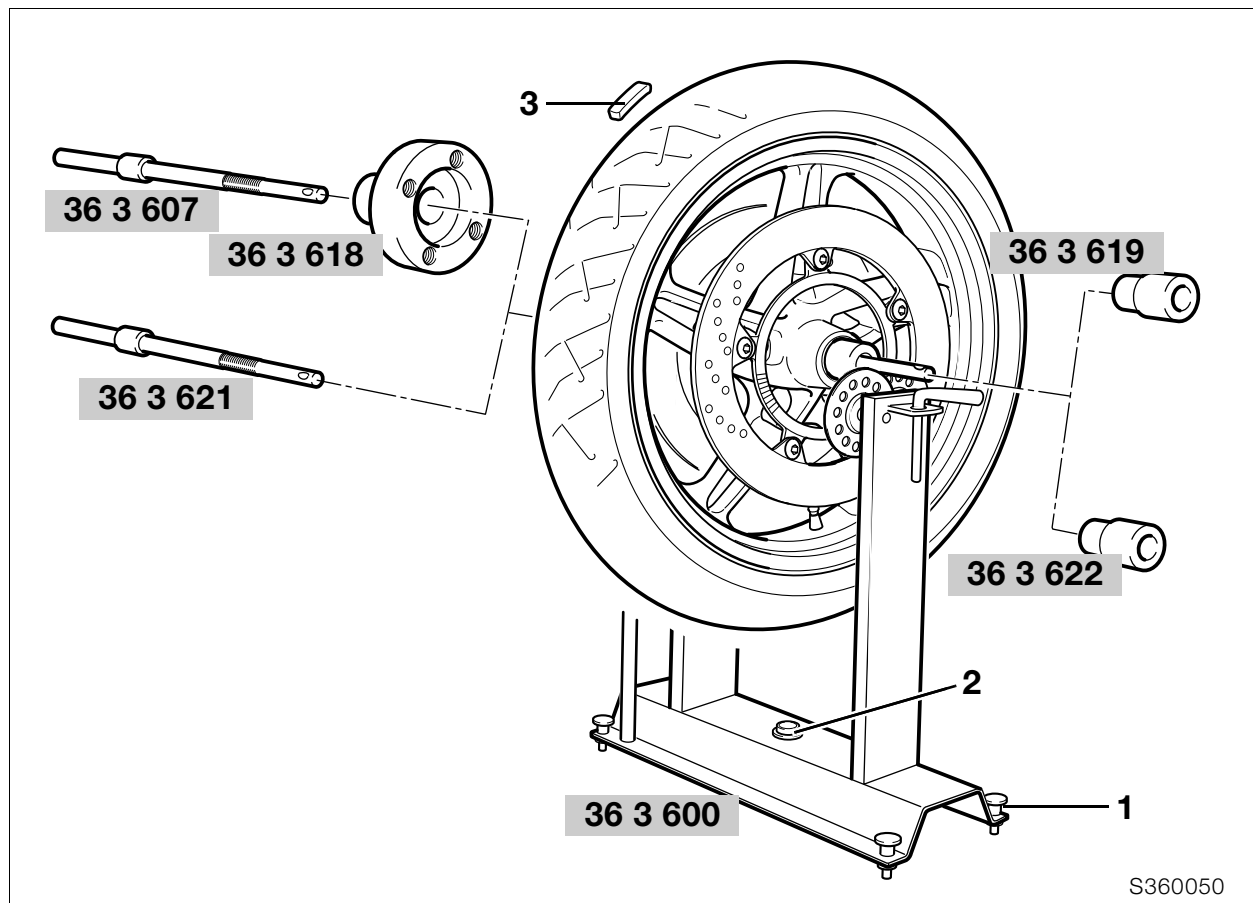
Use only wheel studs with length code 55.
Do not oil or grease wheel studs.
Contact faces on rear wheel drive and hub must be clean and free of grease.



Tightening torques:

Screw in wheel studs handtight, then
tighten in diagonally opposite sequence

Initial tightening	50 Nm
Final tightening	105 Nm



Static balancing of front and rear wheels

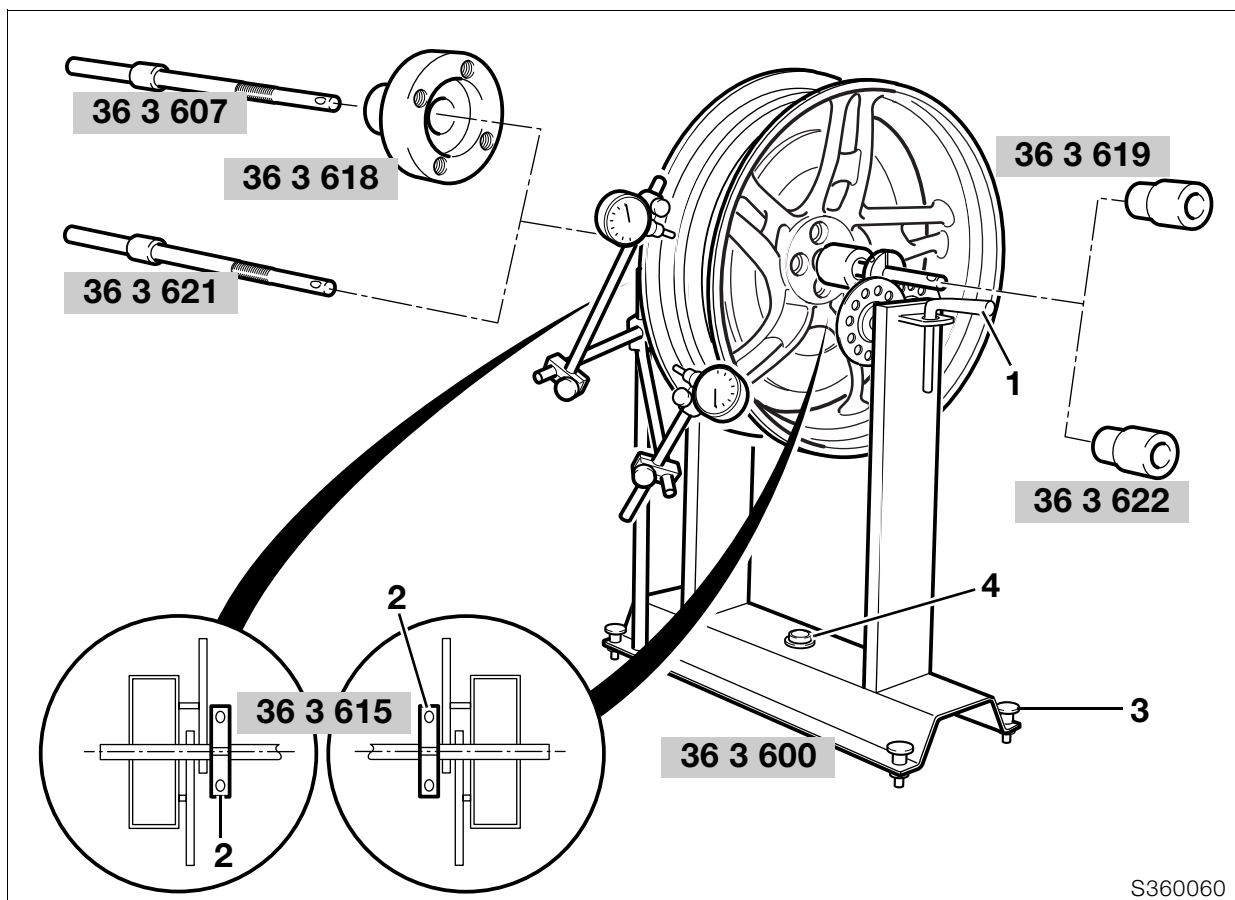
- Install balancing shaft, **BMW No. 36 3 621**, and nut, **BMW No. 36 3 622**, in front-wheel bearing.
- Tighten nut to slightly preload bearing.
- Rear wheel: mount adapter, **BMW No. 36 3 618**, on centring collar side with balancing shaft, **BMW No. 36 3 607**, and nut, **BMW No. 36 3 619**.
- Level balancing stand, **BMW No. 36 3 600**, using knurled-head screws and bubble gauge (1/2).
- Allow wheel to settle.
- Clean the attachment points for the adhesive weights.
- Affix the adhesive weights (3) uniformly spaced on both sides of the rim opposite the wheel's heaviest point.



Caution:

Maximum balancing weight 60 g (2.12 oz).

- Repeat the balancing procedure as a check.



S360060

Checking front/rear wheel rim for runout

- Remove tyre.
- Install balancing shaft, **BMW No. 36 3 621**, and nut, **BMW No. 36 3 622**, in front-wheel bearing.
- Tighten nut to slightly preload bearing.
- Use pin (1) to lock the balancing shaft against the balancing stand to prevent the shaft from turning.
- Rear wheel: mount adapter, **BMW No. 36 3 618**, on centring collar side with balancing shaft, **BMW No. 36 3 607**, and nut, **BMW No. 36 3 619**.
- Clamp locating discs (2), **BMW No. 36 3 615**, to the balancing shaft at left and right in such a way that the shaft cannot wander.
- Level balancing stand, **BMW No. 36 3 600**, using knurled-head screws and bubble gauge (3/4).
- Check radial/axial runout.



Caution:

Bring the dial gauge stylus into contact only with the machined inner face of the wheel rim.

Max. radial runout/lateral runout

Front wheel 0.5 mm (0.020 in)
Rear wheel 0.3 mm (0.012 in)

46 Frame

Contents

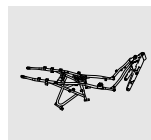
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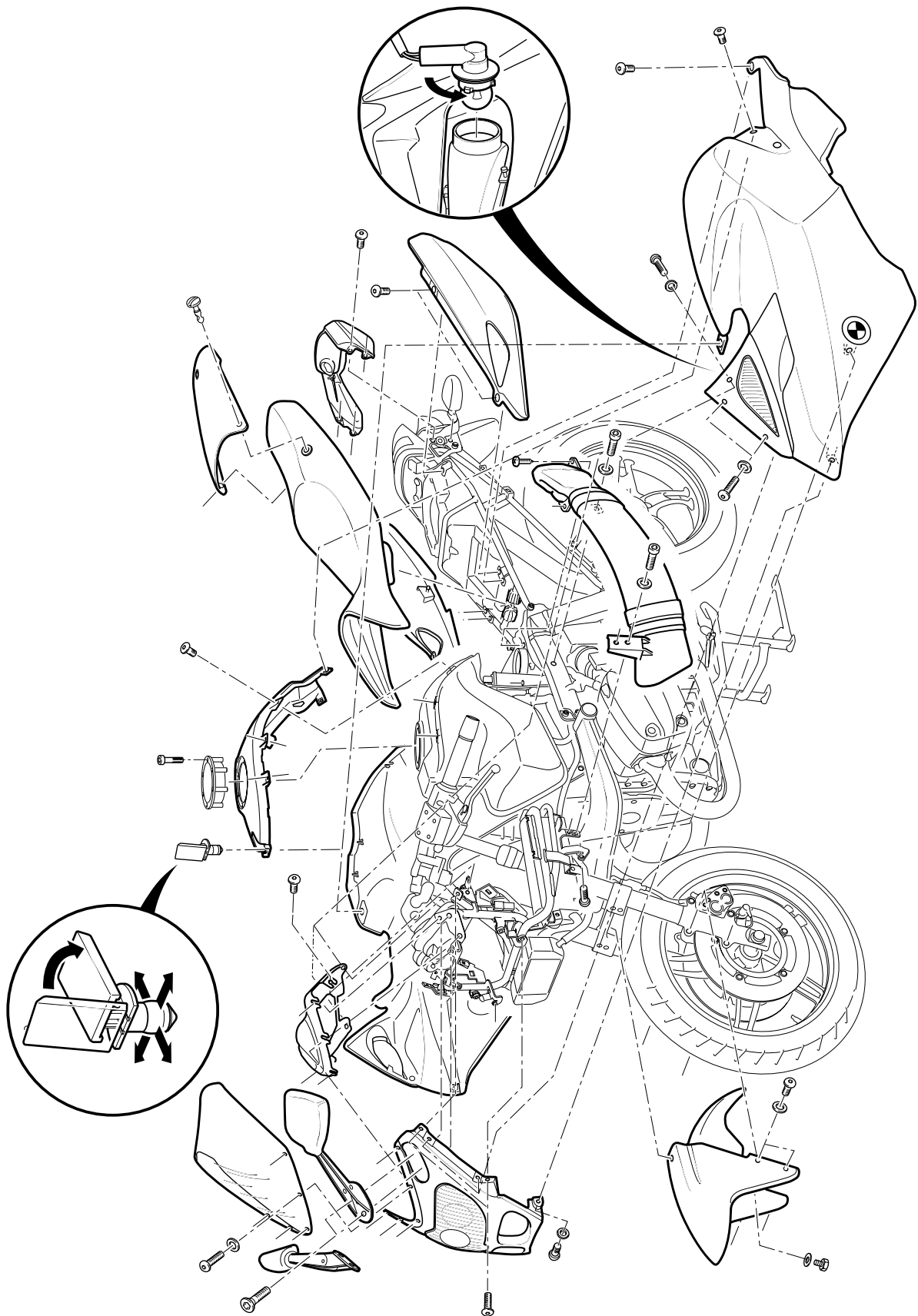


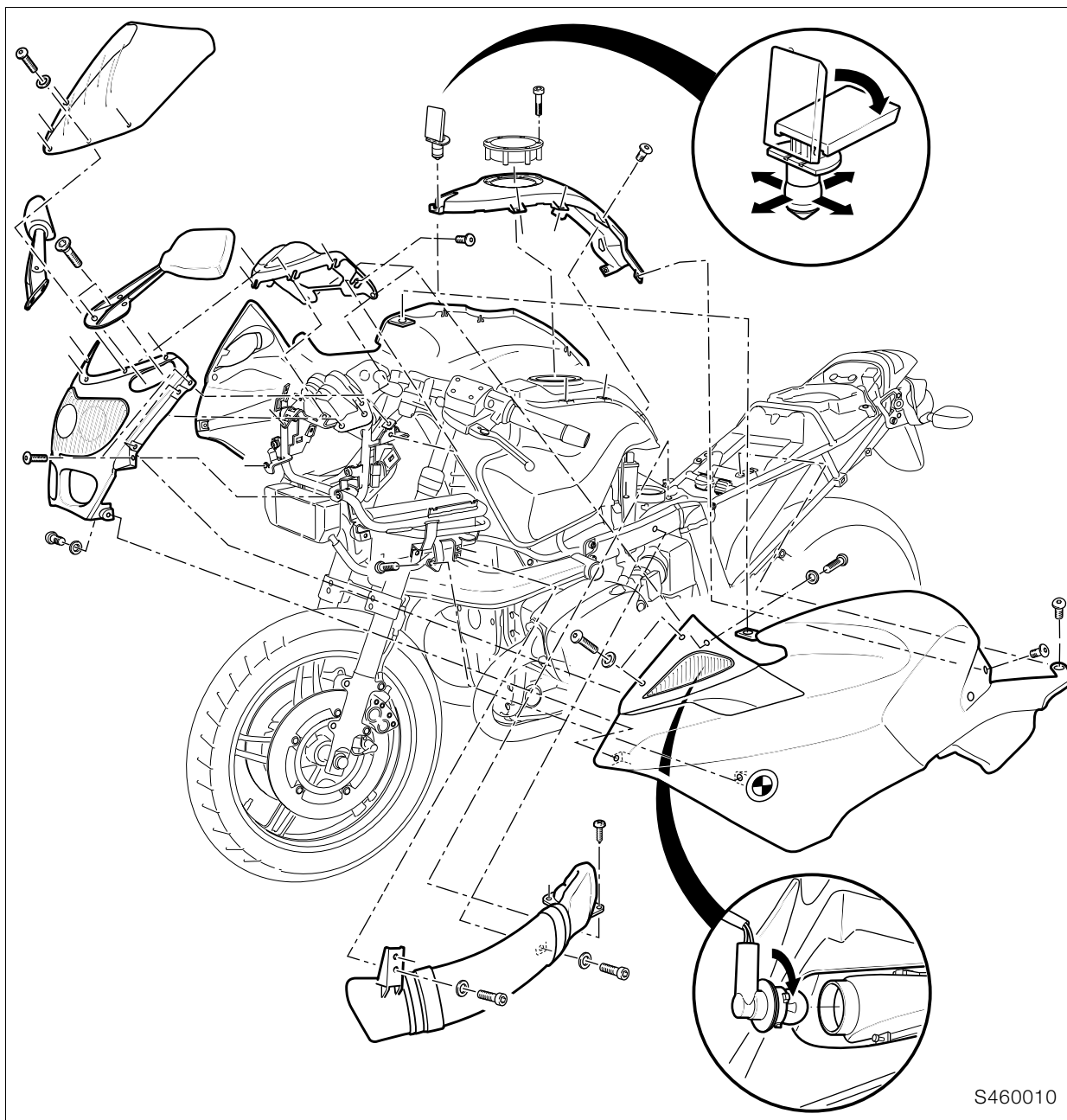
Technical Data		R 1100 S
Location of manufacturer's type plate/frame number		On frame, at right
Length, overall	mm (in)	2180 (85.8)
Max. height without mirrors	mm (in)	1160 (45.7)
Width across mirrors	mm (in)	880 (34.6)
Width across rider's footrests	mm (in)	580 (22.8)
Width across pillion footrests	mm (in)	730 (28.7)
Height of seat at unladen weight	mm (in)	800 (31.5)
Wheelbase in normal-load position	mm (in)	1478 (58.2)
Ground clearance at unladen weight	mm (in)	172 (6.8)
Caster angle in normal-load position	mm (in)	100 (3.9)
Steering head angle in normal-load position	°	65
Wheel track offset		
normal	mm (in)	+ 4.5 mm (0.18 in) (= to right)
max.	mm (in)	± 9 mm (0.35 in) : datum is + 4.5 mm (0.18 in)
Unladen weight, ready for road, full tank	kg (lbs)	229 (505)
Axle load distribution (without rider), front/ rear	%	52/48
Permissible maximum wheel loads		
Front	kg (lbs)	180 (397)
Rear	kg (lbs)	300 (661)
Permitted gross weight	kg (lbs)	450 (992)





Exploded view of fairing sections





S460010

Removing and installing fairing

Removing and installing side panels

- Remove seat.
- Remove screws securing the side panels.
- Disengage catch at top of tank.
- Raise side panel clear of guide groove in tank trim.
- Disconnect plug of turn indicator.
- Remove side panel.
- Installation is the reverse of the removal procedure.

Removing and installing tank trim

- Remove side panels.
- Remove screws securing fuel filler cap.
- Remove fuel filler cap.
- Remove screws securing the tank trim.
- Remove tank trim.
- Installation is the reverse of the removal procedure.

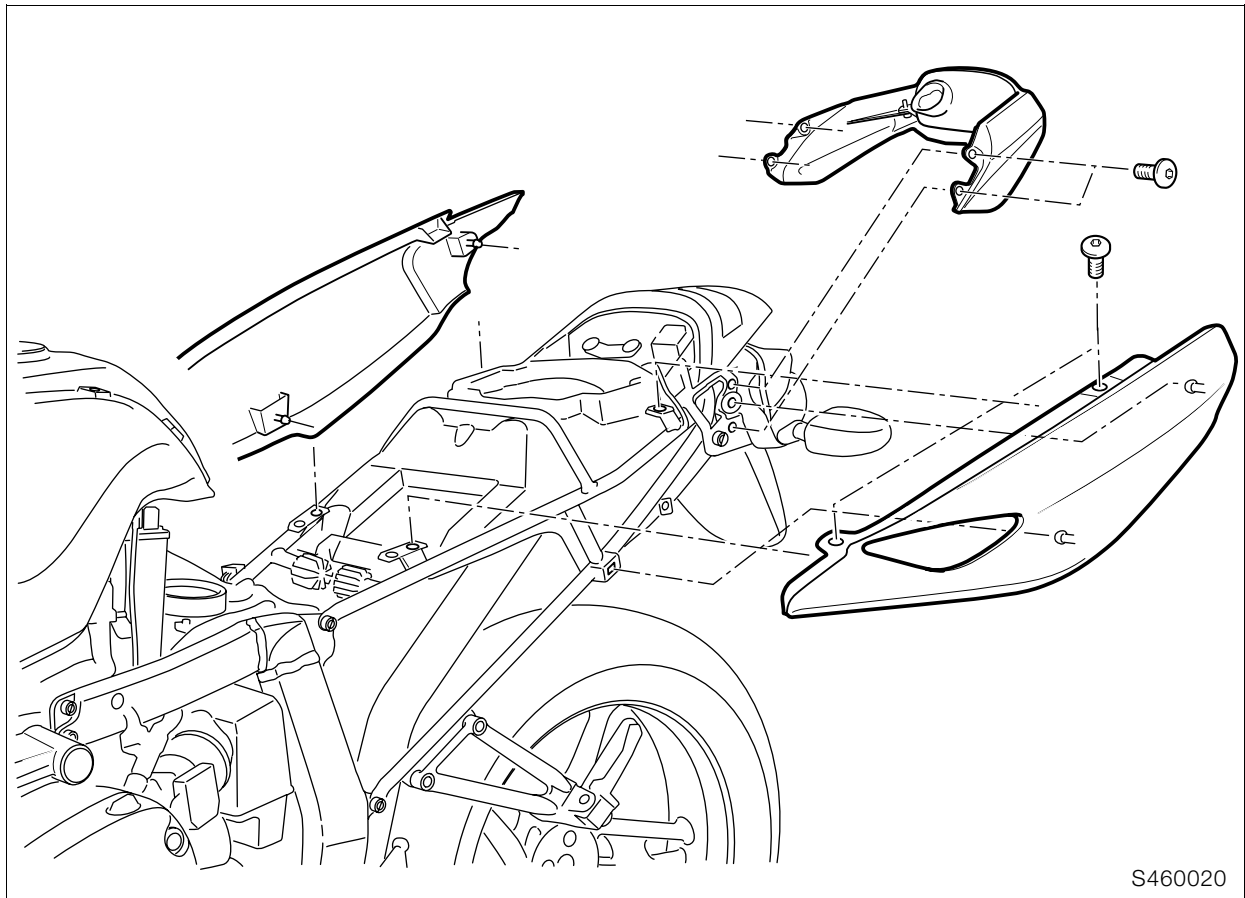
Removing and installing fairing

- Remove side panels on both sides.
- Remove mirrors.
- Remove the windshield.
- Disconnect headlight plug from socket at front right fairing bracket.
- Remove screws securing the front fairing panel.
- Remove fairing.
- Installation is the reverse of the removal procedure.



! Tightening torques:

Mirrors
(clean thread + Loctite 243)..... 10 Nm

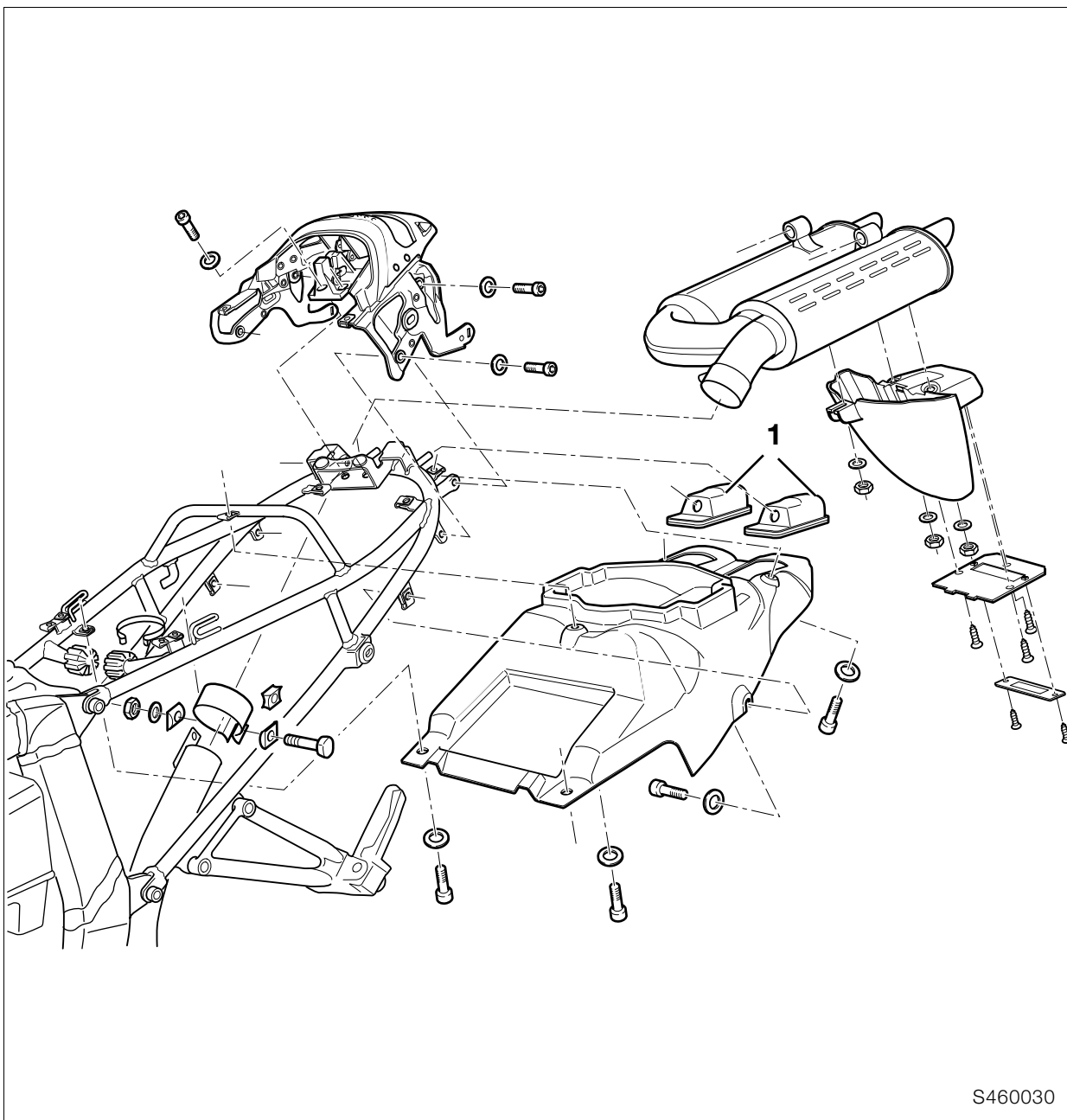


Removing and installing rear side panels

- Remove securing screws at top.
- Release side panel from rubber mounts.
- Installation is the reverse of the removal procedure.

Removing and installing tail section

- Remove rear side panels.
- Remove securing screws.
- Disconnect plugs for rear light and brake light.
- Remove tail section.
- Installation is the reverse of the removal procedure.



Removing and installing rear mudguard

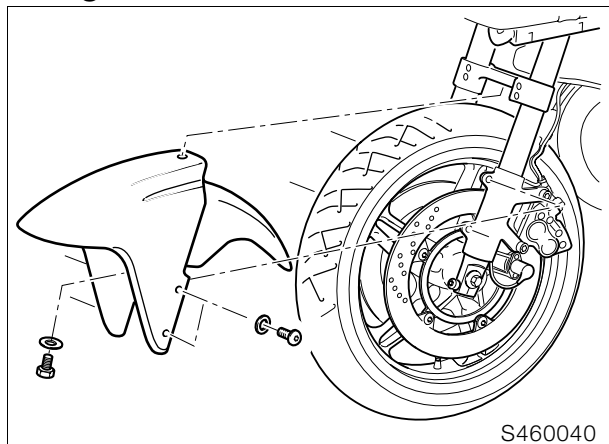
- The rear silencer has to be removed to permit removal of the rear mudguard.
- Remove securing screws.
- Disconnect plug for number-plate light.
- Remove protective caps (1).
- Remove mudguard.
- Installation is the reverse of the removal procedure.

- Remove number plate carrier.
- Pull out cables.
- Tap in the rubber mounts with a hammer to remove.
- Installation is the reverse of the removal procedure.

Removing and installing number-plate carrier

- Remove screws securing number-plate light.
- Disconnect plugs.
- Remove screws securing cover.
- Remove the cover.
- Remove screws securing the rubber mounts.

Removing and installing front mudguard

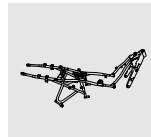


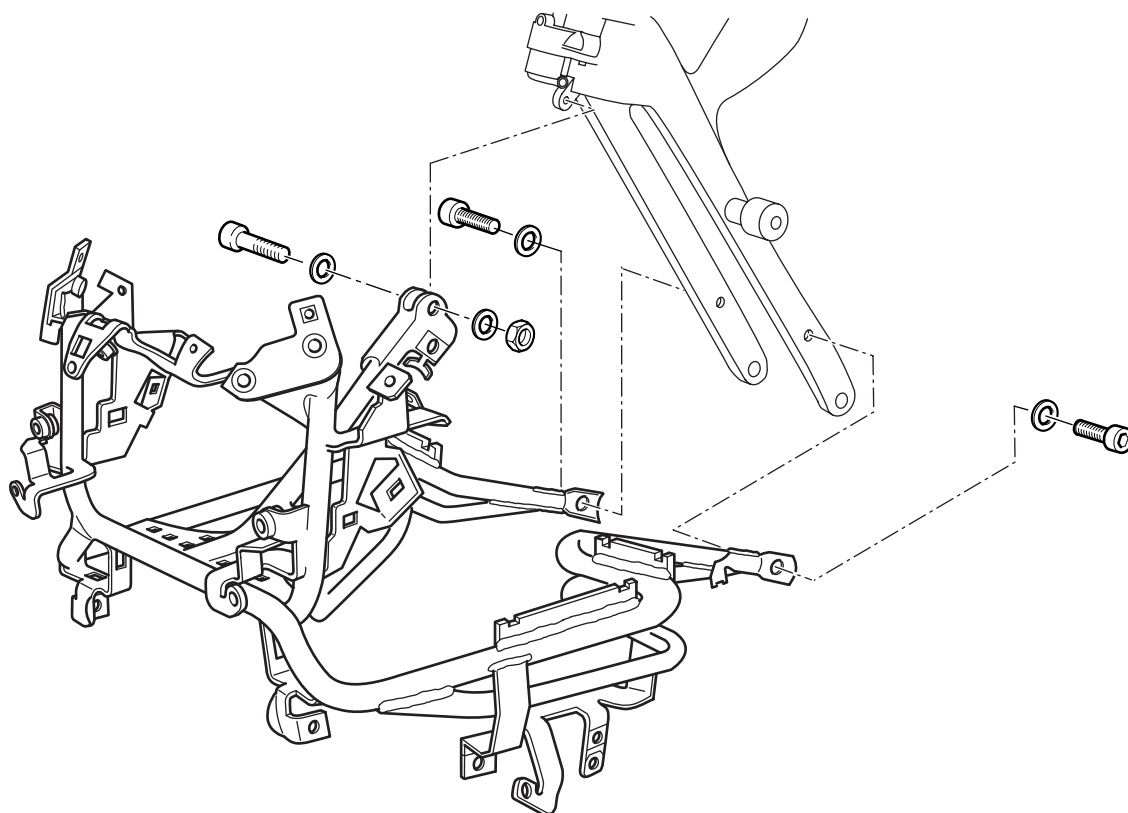
- The front wheel has to be removed to permit removal of the front mudguard.



Tightening torques:

Mudguard to slider tube bridge 8 Nm





S460050

Removing and installing fairing bracket



Caution:

Switch off ignition.
Disconnect earth (ground) lead from battery.
Insulate earth (ground) lead.

- Remove seat.
- Remove fairing side sections.
- Remove mirrors.
- Remove windshield.
- Disconnect headlight plug from socket at front right fairing bracket.
- Remove cable ties.
- Remove front fairing panel complete with headlight.
- Disconnect plug of instrument panel.
- Slacken the screws securing the instrument cover.
- Remove retainers at bottom of instrument panel and lift the instrument panel clear of its bearers.
- Remove the instrument cover.
- Remove left and right oil cooler lines from fairing brackets.
- Remove screws securing oil cooler to fairing bracket.
- Remove the horn.
- Remove connector strips, wiring harness and cables from fairing bracket.
- Remove trim support bracket.
- Installation is the reverse of the removal procedure.



Tightening torques:

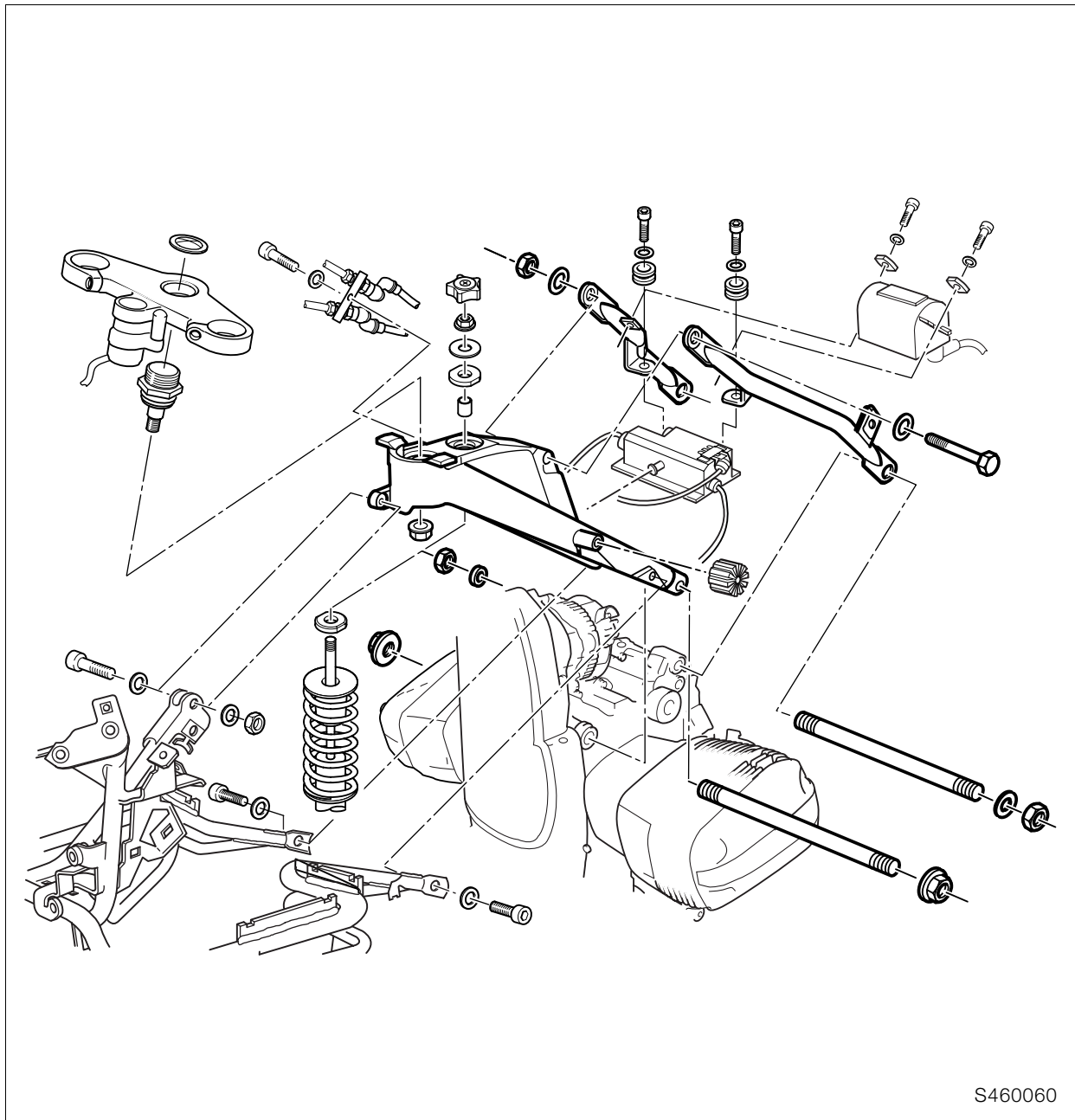
Fairing bracket to front frame 21 Nm

- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



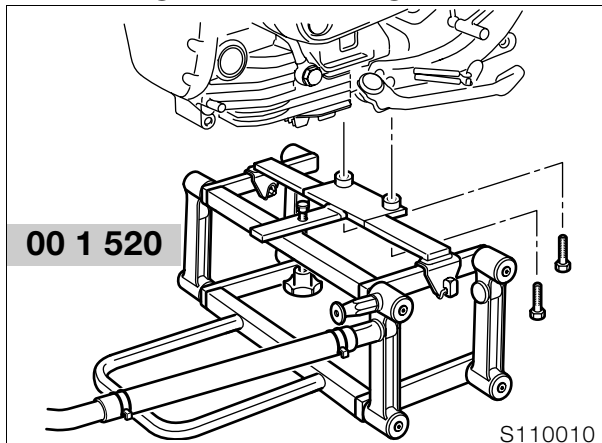
Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.
Loss of settings can temporarily impair the operating characteristics when the engine is restarted.



S460060

Removing and installing front frame



- Secure stand with overlength bushes, **BMW No. 00 1 520/529**, to motorcycle.
- Drain the front brake system.

Caution:

Do not allow brake fluid to come into contact with painted parts of the motorcycle, because brake fluid attacks paint.

- Remove seat.
- Remove side panels.
- Remove fuel tank.

Caution:

Switch off ignition.
Disconnect earth (ground) lead from battery.
Insulate earth (ground) lead.

- Remove the horn.
- Remove suspension strut.
- Remove brake line retainer.
- Heat leading link mount at front to max. 120 °C (248 °F) and unscrew.
- Release clamp securing fixed tube to upper fork bridge.

- Remove retaining ring from upper fork bridge.
- Release clamp securing handlebars.
- Remove handlebars from fork bridge.
- Pull telescopic fork down and remove.



Caution:

Avoid scratching the leading link.

- Disconnect plug of ignition lock.
- Heat screw securing ball joint to frame to max. 120 °C (248 °F) and remove, using socket and hexagon socket, **BMW No. 31 5 600**.
- Remove fork bridge.
- Remove the leading link caps.
- Remove the left screw cap.
- Remove the circlip at the right and take off the retaining cap.
- Disconnect the left air intake pipe from the cylinder head.
- Remove the screw at the right and pull the axle out to the left.
- Remove the leading link.
- Remove oil lines from fairing bracket.
- Secure fairing bracket to workshop crane and remove securing screws.
- Remove cable ties.
- Pull fairing bracket forward and lower it slightly with workshop crane.
- Disconnect brake lines and remove brake-line holder.
- Remove screws securing front frame section and carefully pull frame front section forward and up.



Caution:

Do not scrape the frame.

- Installation is the reverse of the removal procedure.
- Fill and bleed the brake system.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Note:

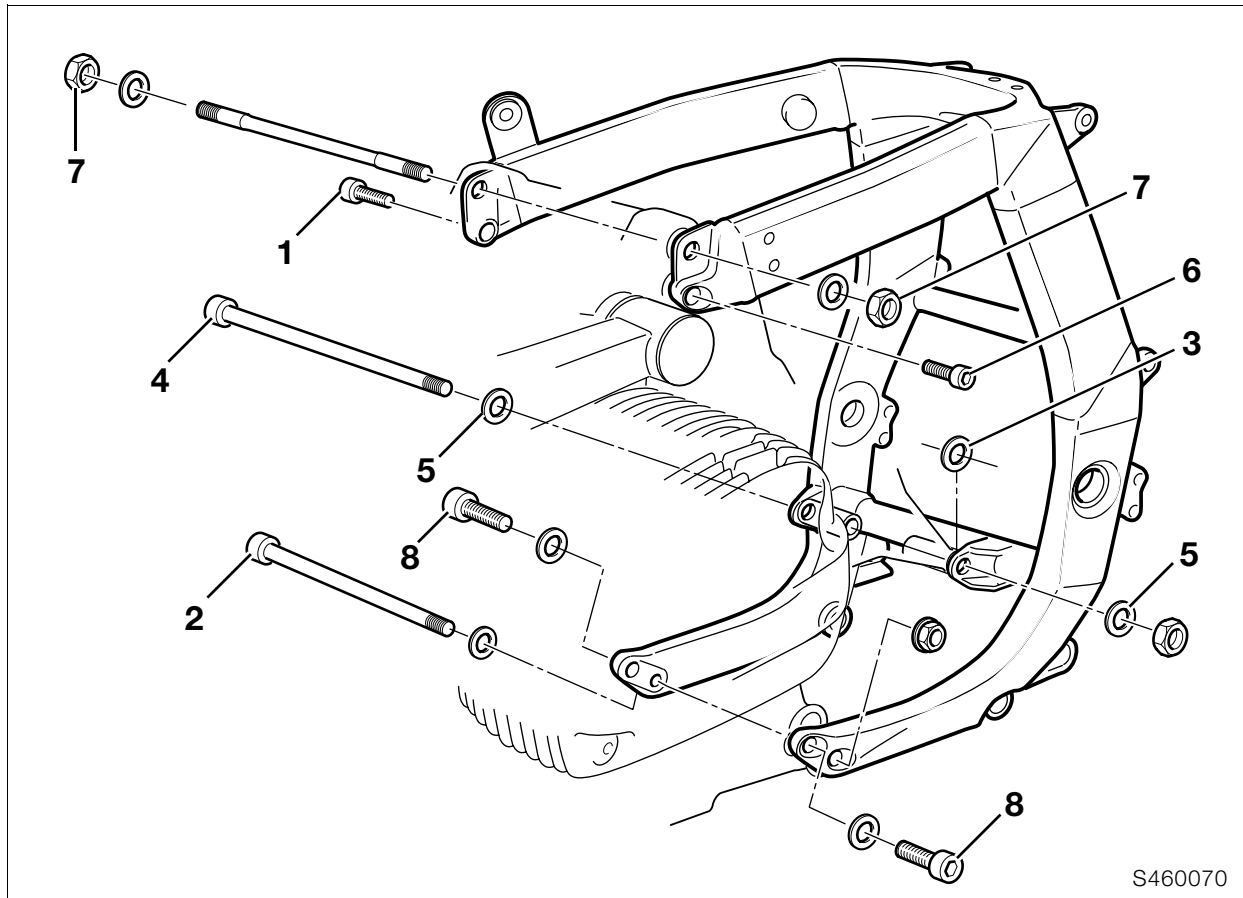
Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.



Tightening torques:

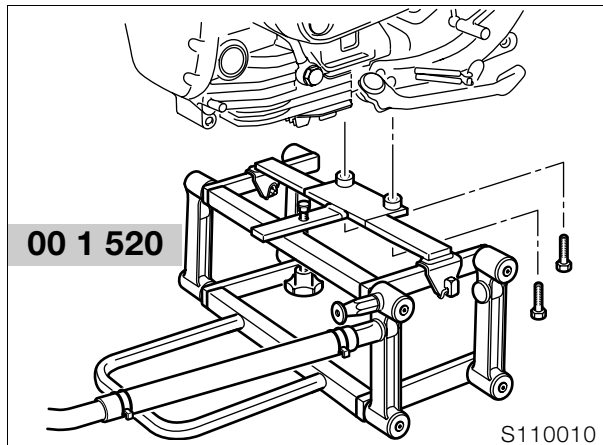
Fork bridge to front frame
(clean thread + Loctite 2701)..... 130 Nm
Front frame to engine at front
(M 12 bolt)..... 82 Nm
Struts to engine..... 50 Nm
Struts to front frame 58 Nm
Front fairing bracket to frame 21 Nm
Suspension strut to front frame 43 Nm



S460070

Removing and installing main frame

- [ABS] Fully drain the brake system.



- Secure stand with overlength bushes, **BMW No. 00 1 520/529**, to motorcycle.
- Remove seat.
- Remove left side fairing.
- Remove right side trim.
- Remove the intake air pipe.
- Remove the fuel tank.



Caution:

Fuel is flammable and a hazard to health. Observe relevant safety regulations.

- Seal the fuel feed and return lines with hose clips, **BMW No. 13 3 010**, and remove.
- Pull the plug connector off the fuel pump unit.

- Remove fuel tank.
- Remove the battery.



Caution:

Disconnect negative terminal first, then positive terminal.

- Remove rear brake caliper.
- The motorcycle is heavy at the rear; use a ratchet-lock belt to pull the motorcycle down at the nose on the lifting platform.
- Remove rear wheel.
- Remove the carrier plate for the number-plate light.
- Disconnect the cable.
- Remove number plate bracket.
- Remove cable.
- Remove the nut securing the metal tab of the pipe clamp securing the rear silencer and bend back the metal tab.
- Slacken pipe clamp.
- Remove rear silencer.

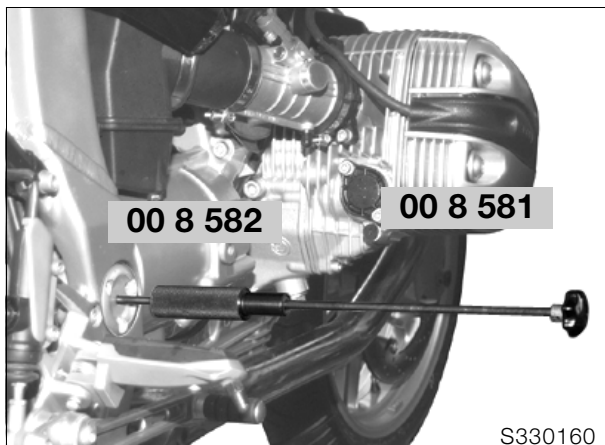


Note:

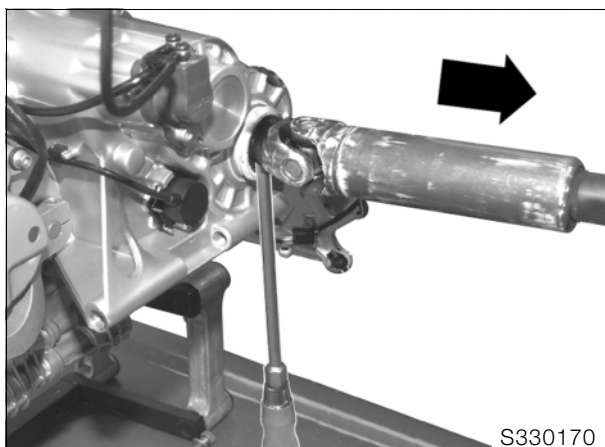
Tap gently with a plastic-headed hammer and pull the silencer down and to the rear to remove.

- Remove front silencer.
- Disconnect plug for oxygen sensor.
- Remove retainer from rubber bellows of swinging arm at rear wheel drive.
- Swinging-arm bearing studs are secured with Loctite: heat to max. 120 °C (248 °F) to release.
- Slacken nut of swinging-arm floating bearing.
- Loosen the floating bearing stud bolt.
- Loosen the fixed bearing stud bolt.

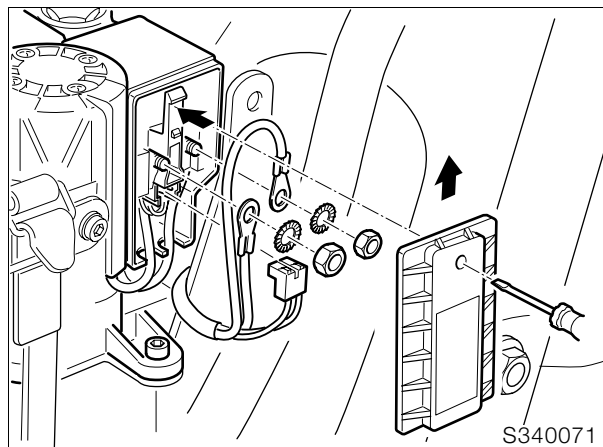
- Disengage reaction link from rear wheel drive.
- Remove fixed and floating bearing stud bolts and remove rear wheel drive.
- Remove screw at bottom of suspension strut.
- Loosen floating bearing left, swinging arm to main frame.



- Loosen fixing bearing right, swinging arm to main frame, if necessary using puller, **BMW No. 26 1 660**, or puller with impact weight, **BMW No. 00 8 580**.
- Remove screw at bottom of suspension strut.
- Remove swinging arm.
- Remove suspension strut.



- Use a screwdriver to press out the universal shaft.
- **[ABS]** Disconnect plug from ABS unit.
- **[ABS]** Disconnect brake lines from ABS unit.
- **[ABS]** Remove cover of ABS unit and disconnect lines.



Caution:

Always follow the instructions in the Repair Manual.
 ➡ Group 34/Removing ABS unit

- **[ABS]** Remove the ABS unit.
- Remove the rear side panel on the right.
- Disconnect plug for rear wiring harness.
- **[ABS]** Disconnect sensor plug.
- Disconnect plug for brake-light switch.
- Disconnect plug for inductive sensor, speedometer.
- **[ABS]** Remove rear brake lines.
- Disconnect gearshift linkage from ball head.
- Remove footrest assembly.
- Remove rear frame.
- Disconnect main frame and lift main frame.
- Installation is the reverse of the removal procedure, note the correct tightening sequence for installing the main frame:
- Install all screws and bolts except screw (4) securing the frame to the gearbox.
- Tighten screw (1) to initial torque.
- Tighten screw (2).
- Measure clearance between transmission housing and frame lug on left in forward direction of travel and compensate if necessary by installing washer (3) of correct thickness on left.
- Tighten fastener securing frame to gearbox (4), using new washers (5) and a new compression nut.
- Tighten screws (1) and (6).
- Tighten nuts (7).
- Tighten screws (8).
- Fill and bleed the brake system.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.

Clearance between transmission housing and frame lug

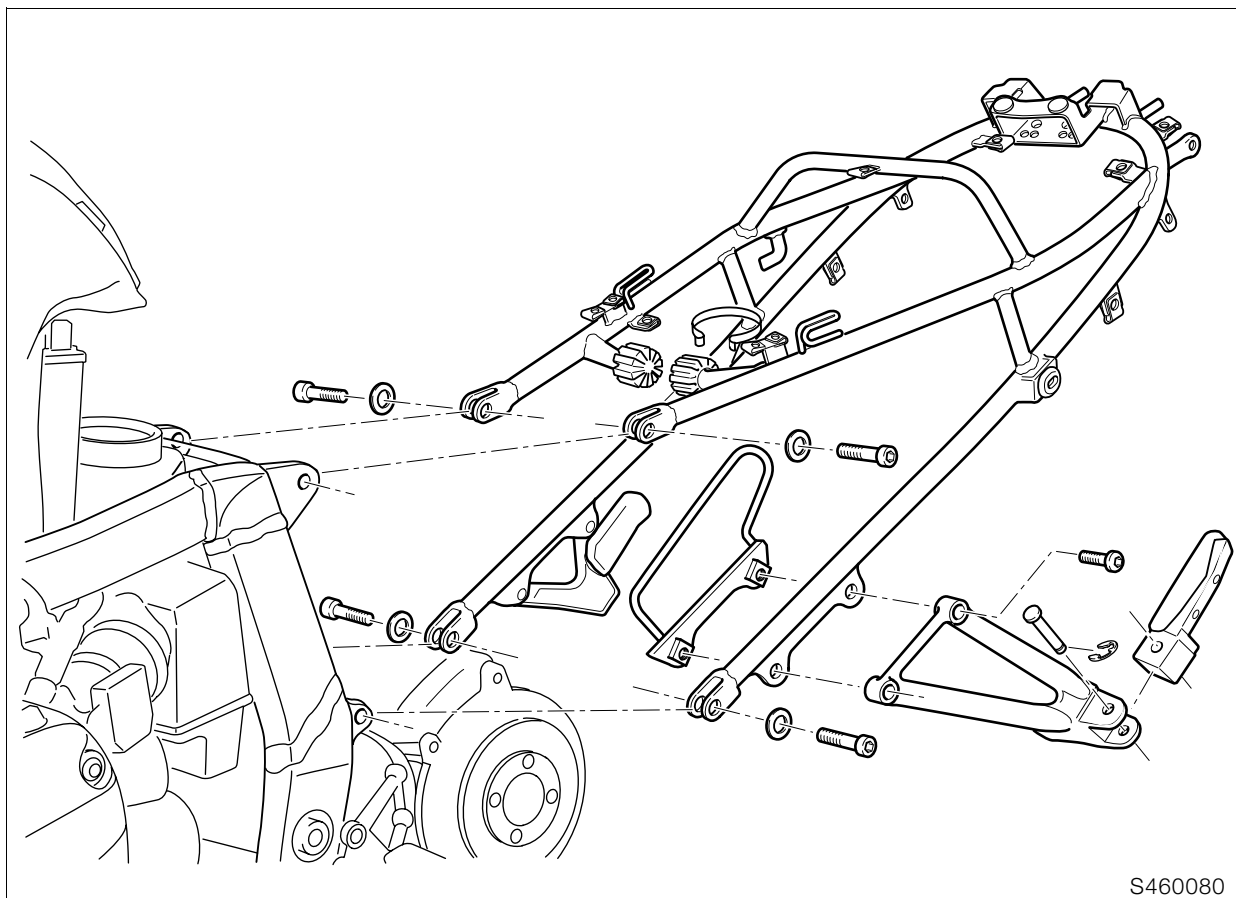
..... less than 0.5 mm (0.02 in)



Tightening torques:

Engine to main frame	
M10 screw, top right (1)	
Initial tightening	13 Nm
Final tightening	42 Nm
M10 screw, top left (6).....	42 Nm
M10 bolts at top (struts to engine) (7)	50 Nm
M10 screw, long, frame to gearbox (4)	55 Nm
M12 screw, bottom (8)	80 Nm
M8 screw, long, bottom (2).....	24 Nm
Rear frame to main frame	31 Nm
Centre stand to main frame	42 Nm
Footrest assembly to main frame.....	21 Nm
Strut to rear wheel drive/main frame	
(load 85 kg/187 lbs onto motorcycle and	
tighten loose reaction link).....	
Suspension strut to main frame.....	43 Nm
Swinging-arm fixed bearing stud bolt	
to rear frame	
Swinging-arm floating-bearing stud bolt	9 Nm
to rear frame (clean thread + Loctite 2701).....	
Locknut of swinging-arm floating bearing	7 Nm
stud bolt to main frame	
	160 Nm





Removing and installing frame tail section

- Remove seat.
- Remove tail-section panels.
- Remove the carrier plate for the number-plate light.
- Disconnect the cable.
- Remove number plate bracket.
- Remove cable.
- Remove the nut securing the metal tab of the pipe clamp securing the rear silencer and bend back the metal tab.
- Slacken pipe clamp.
- Remove rear silencer.



Note:

Tap gently with a plastic-headed hammer and pull the silencer down and to the rear to remove.

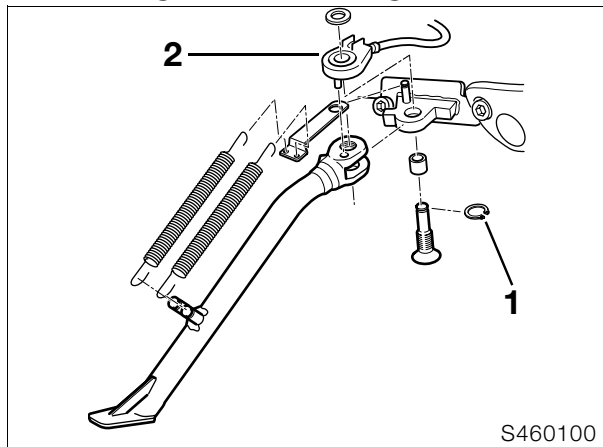
- Remove brake fluid reservoir from its holder.
- Disconnect plug for brake light.
- Disconnect plug for speedometer.
- **[ABS]** Disconnect plug of sensor cable.
- Disconnect brake line at adapter in frame tail section.
- Disconnect plug of rear wiring harness.
- Remove rear screws securing the side panel.
- Push the side panel slightly to one side.
- Remove the securing screws and remove the rear frame.
- Remove frame-mounted components, if applicable.
- Installation is the reverse of the removal procedure.



Tightening torques:

Frame tail section to main frame	31 Nm
Pillion footrest holder to rear frame.....	21 Nm

Removing and installing side stand



- Remove keeper (1) from side stand switch.
- Pull off side stand switch (2).
- Disconnect tension springs.
- Remove side stand.



Caution:
Note routing of cables.

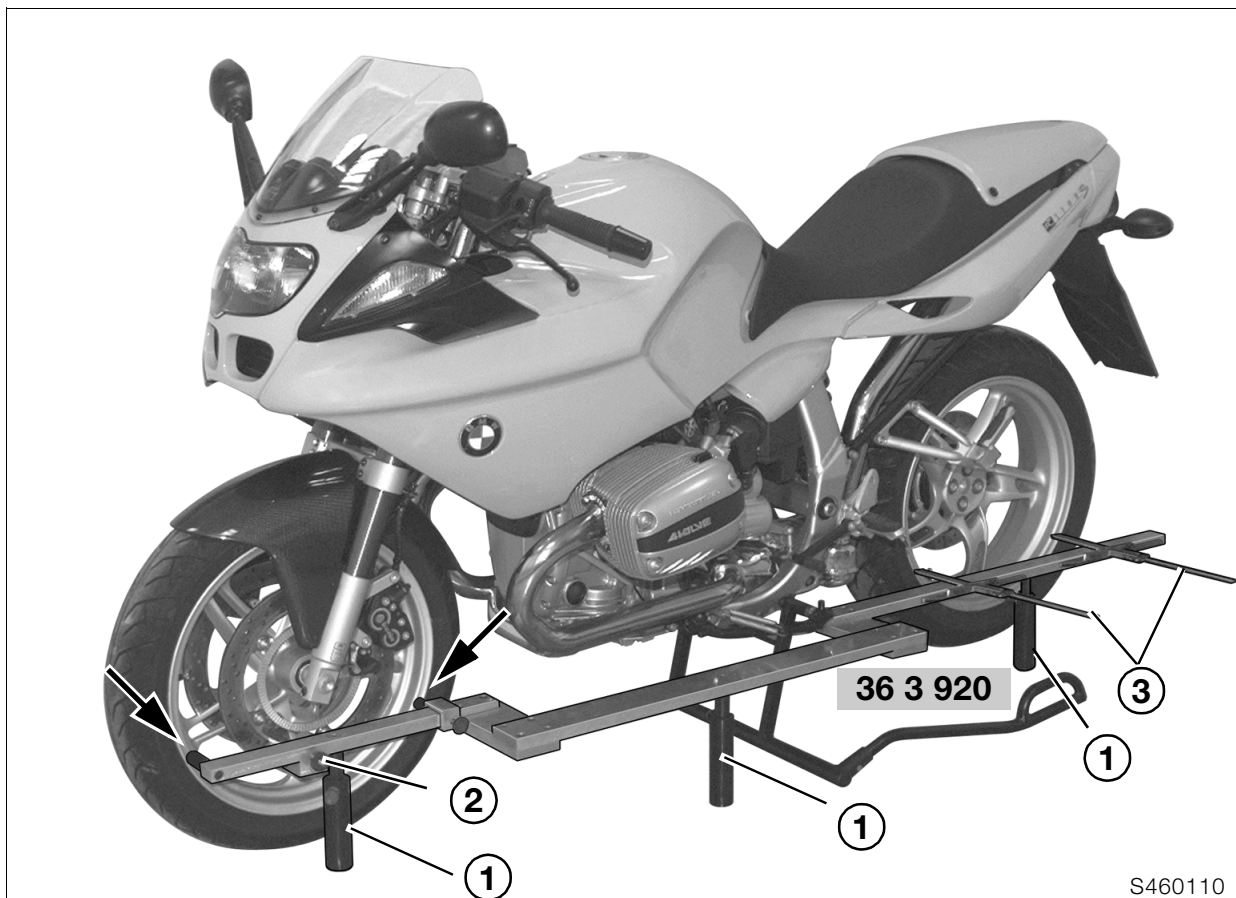
Lubricant:..... e.g. Staburags NBU 30 PTM



Tightening torques:

Side stand to pivot mount
(thread cleaned + Loctite 243)..... 42 Nm





S460110

Checking running gear

Measuring wheel track offset

- Place motorcycle on level ground on centre stand.
- Place track alignment gauge, **BMW No. 36 3 920**, against the left or right side of the motorcycle.



Note:

In order to use the track alignment gauge on either the left or right side, simply screw the supports in on the other side.

- Adjust support (1) so that the measuring plane is as close as possible to the wheel centreline. The gauge must slide freely up to the motorcycle.
- Adjust measuring stops (arrows) until they contact the rim – not the tyre.
- Attach hook (2) to wheel spoke to secure the gauge firmly to the wheel.
- Align front wheel parallel with the gauge.
- Measure distance between outer edge of gauge and wheel rim, using depth gauge (3) or ruler, and make a note of the distance.

- Calculate wheel track offset S:
- Wheel track offset S is the distance to left or right between the longitudinal axes of the front and rear wheels.

Track offset (S):+ 4.5 mm (0.18 in) (= to right)

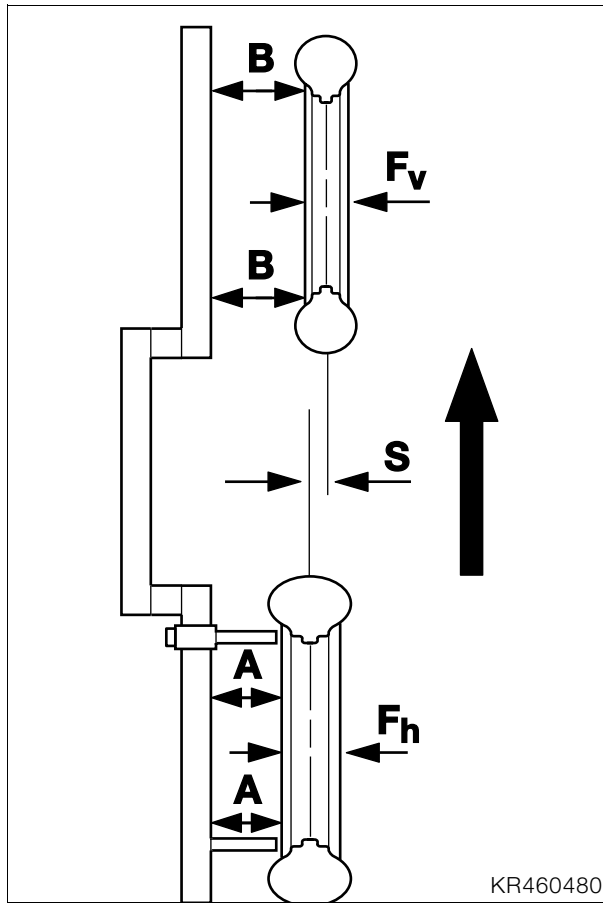
Permissible wheel track offset (S):

..... ±9 mm (0.35 in): datum is + 4.5 mm (0.18 in)

Key to measurement result:

Minus sign = track offset to left

Plus sign = track offset to right



EXAMPLE:

Formula:
$$S = A + \frac{F_h}{2} - \left(B + \frac{F_v}{2} \right)$$

Fixed value A
(length of measuring stops)

A = 50.0 mm (1.97 in)

Half of rear wheel rim width

$$\frac{F_h}{2} = 72.5 \text{ mm (2.85 in)}$$

Measured value B
(mean value)

B = 70.0 mm (2.76 in)

Half of front wheel rim width

$$\frac{F_v}{2} = 54.5 \text{ mm (2.16 in)}$$

Track offset S

$$S = A + \frac{F_h}{2} - \left(B + \frac{F_v}{2} \right)$$

$$S = 122.5 \text{ mm} - 124.5 \text{ mm (4.82 in - 4.92 in)}$$

$$\text{Track offset } S = -2.0 \text{ mm (-0.10 in)}$$





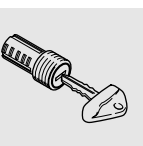
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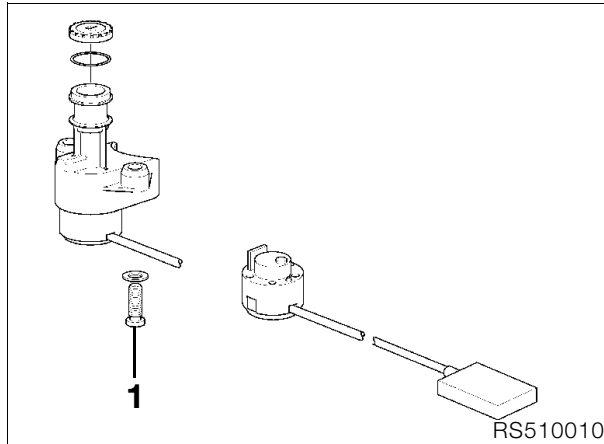
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Removing and installing lock barrel	3
Drilling out lock barrel	3
Removing and installing dualseat lock	3
Removing and installing lock barrel for fuel tank filler cap	4
Drilling out lock barrel	4





Removing and installing ignition switch/steering lock



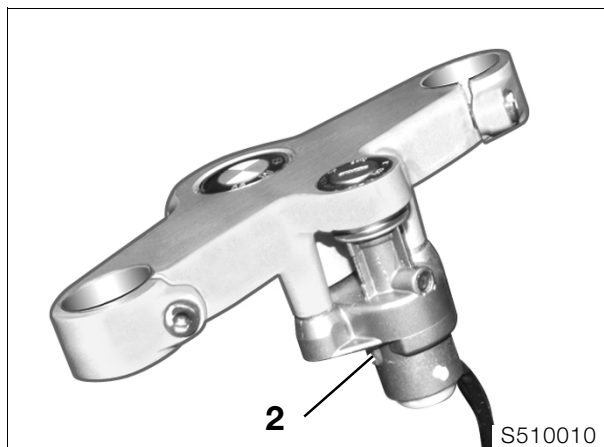
- Remove fork bridge.
- With a 4 mm (0.16 in) dia. drill bit, drill approx. 5 mm (0.20 in) into non-removable screw (1).
- Use an 8 mm (0.31 in) dia. drill bit to drill away the screw head.
- Pull out the ignition switch/steering lock.
- Unscrew and remove remainder of screw with stud bolt extractor.
- Install steering lock with non-removable socket wrench insert, **BMW No. 51 0 531**.



Tightening torques:

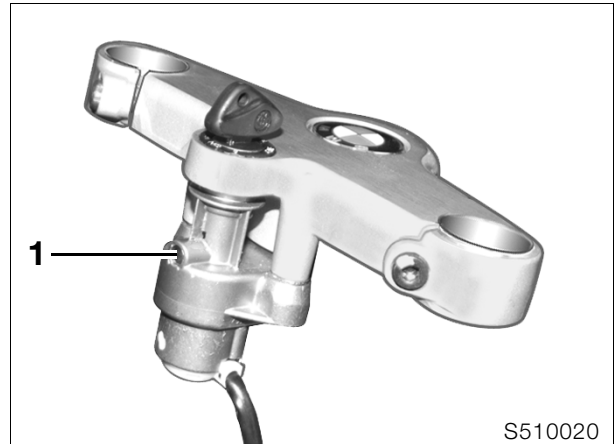
Non-removable screws
(microencapsulated) 15 Nm

Removing and installing ignition/light switch



- Remove socket head cap screw (2).

Removing and installing lock barrel



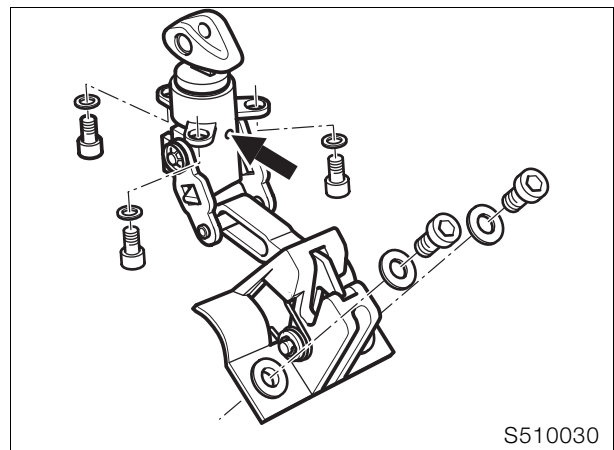
- Key in ON position/press in keeper (1) with a stiff wire or similar.
- Pull out lock barrel with key.
- Lubricate the new lock barrel with **Shell Retinax A**.
- Insert the lock barrel with the key in the ON position.
- Press lock barrel down until keeper engages.



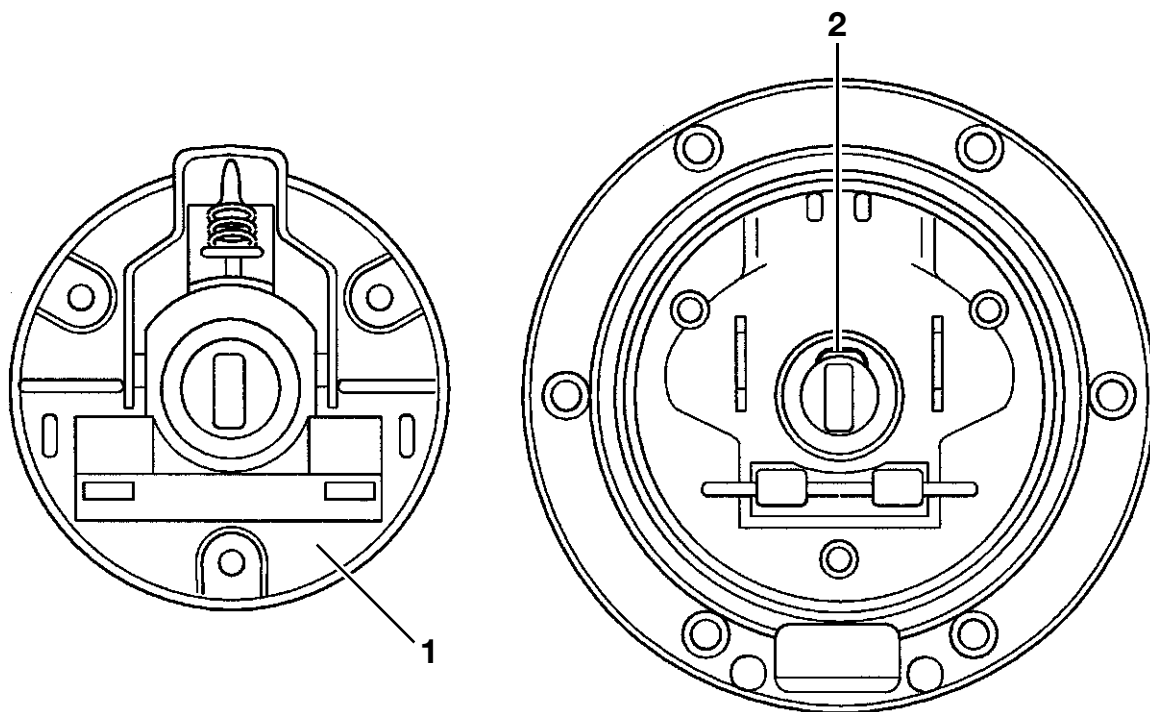
Drilling out lock barrel

- Use a 4-5 mm (0.16-0.20 in) dia. drill bit to drill the full length of the lock barrel.
- Repeat with a drill bit of larger diameter until the lock barrel can be removed.

Removing and installing dualseat lock



- Remove seat.
- Remove dualseat lock.
- Press in keeper (arrow) with a length of wire or similar.
- Pull out lock barrel with key.
- Lubricate the new lock barrel with **Shell Retinax A**.
- Press lock barrel in until keeper engages.



GS510040

Removing and installing lock barrel for fuel tank filler cap



Note:

Make sure that screws do not fall into fuel tank: cover fuel tank filler neck with cloth.

- Open cap and remove lower part of cap (1).
- Insert key in lock barrel and press down on retainer (2).
- Pull out lock barrel with key.
- Lubricate the new lock barrel with **Shell Retinax A**.
- Install lock barrel with key (at a right angle to direction of travel).
- Installation is the reverse of the removal procedure.

Drilling out lock barrel

- Use a 4-5 mm (0.16-0.20 in) dia. drill bit to drill the full length of the lock barrel.
- Repeat with a drill bit of larger diameter until the lock barrel can be removed.

52 Seat

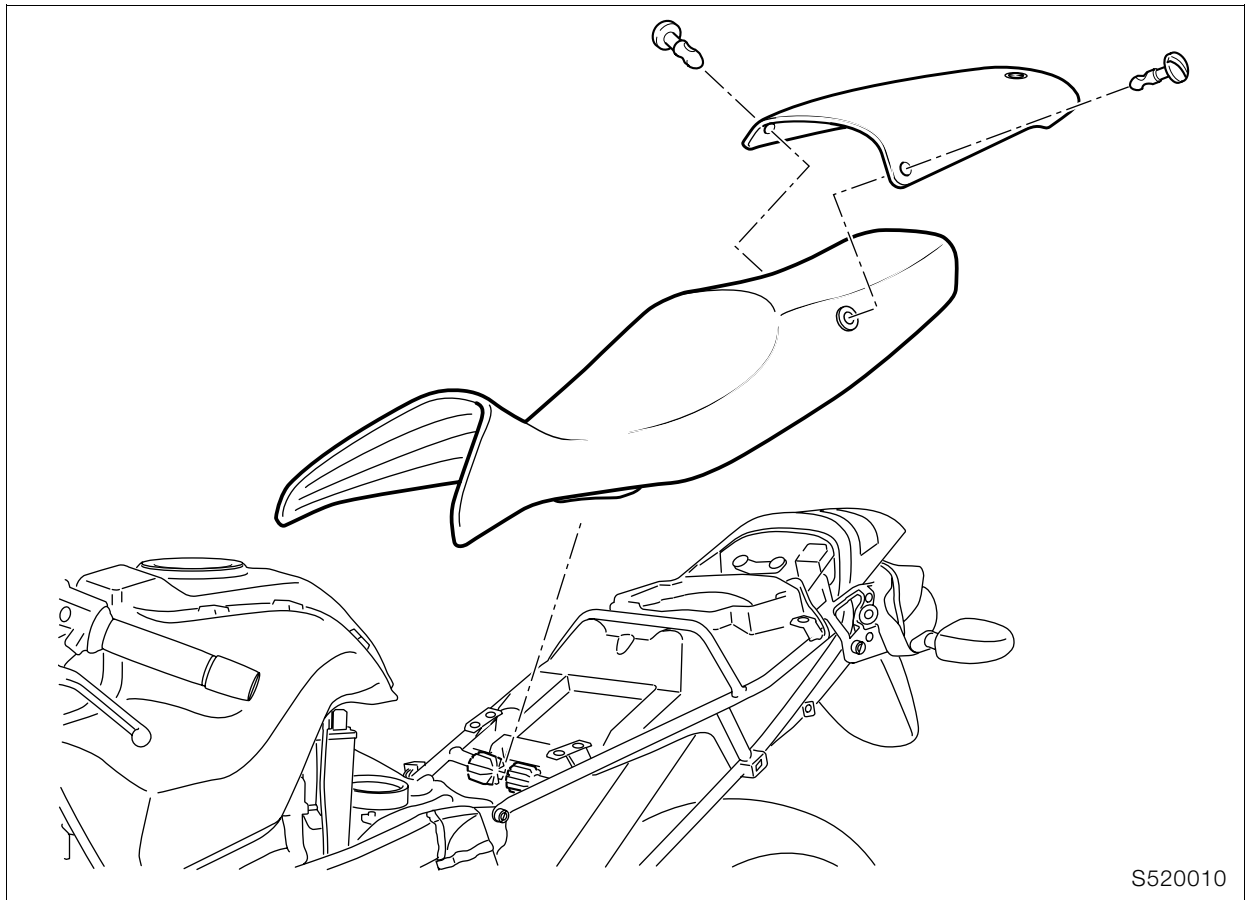
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Removing and installing seat

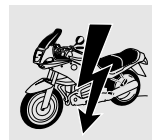


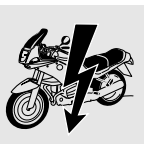
61 General electrical equipment

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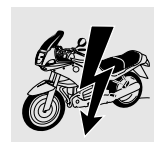
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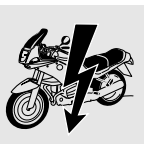
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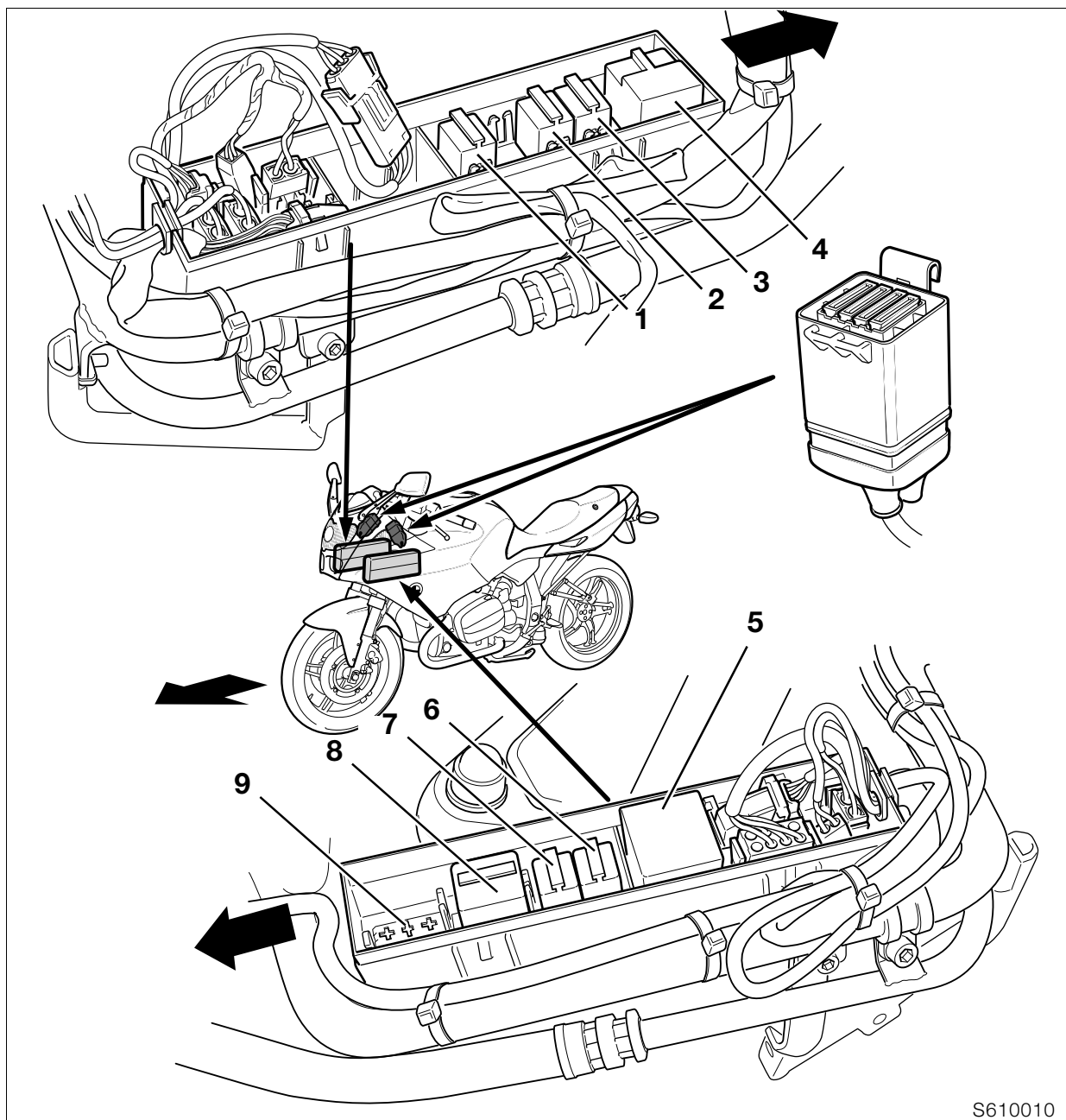




Technical Data		R 1100 S
Battery	A/h	14
	A/h	Option: 19







S610010

Relay positions (central electrical equipment box)

1. ABS warning relay
2. Relief relay
3. Horn relay
4. Indicator damping
5. Flasher unit
6. Fuel pump relay
7. Motronic relay
8. Starter motor relay
9. Coded plug for Motronic

Fuse assignments

Left fuse box

(No. 1 on left, looking forwards)

1. Instrument panel, controller for fuel warning lamp or indicator damping, brake light 4 amps
2. Rear light, parking light, number-plate light 4 amps
3. Instrument panel, horn, power socket .. 15 amps
4. Fuel pump, Motronic 15 amps

Right fuse box

(with options)

5. Not used
6. Heated handlebar grips 4 amps
7. Not used
8. Not used

Frame wiring harness



Caution:

Use (yellow) galvanized screws for the ground (earth) connection to the engine.

Screws with unsuitable corrosion proofing can cause the electrical resistance to rise as high as 80 Ω .

Run wiring without kinking and avoid risk of abrasion.

Note the number and position of the cable straps.

- Apply a thin coating of contact grease, e.g. **CENTOPLEX 3 CU** to the central earth (ground) point, which must be cleaned to bright metal first.

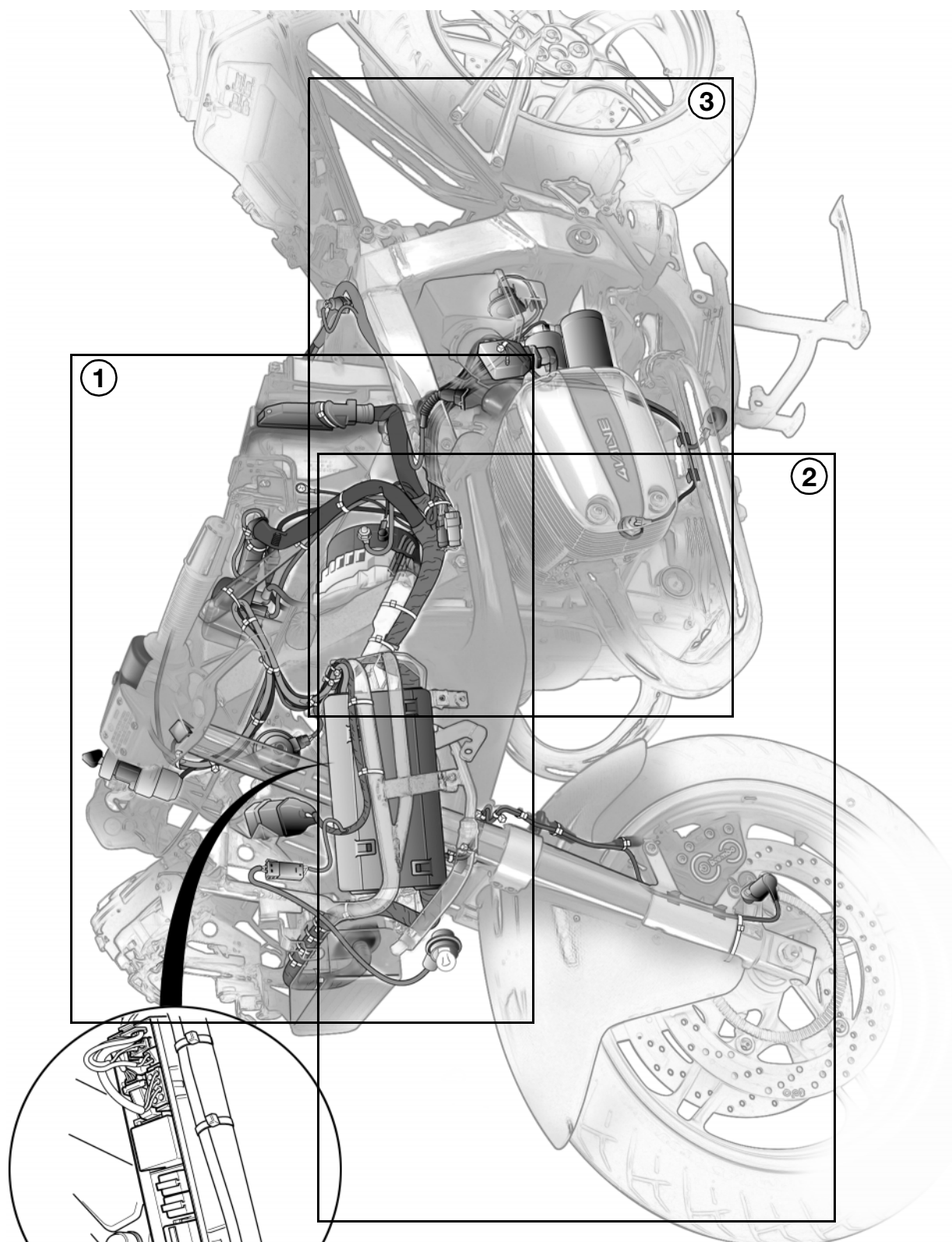


Tightening torques:

Ground (earth) connection to engine 7 Nm

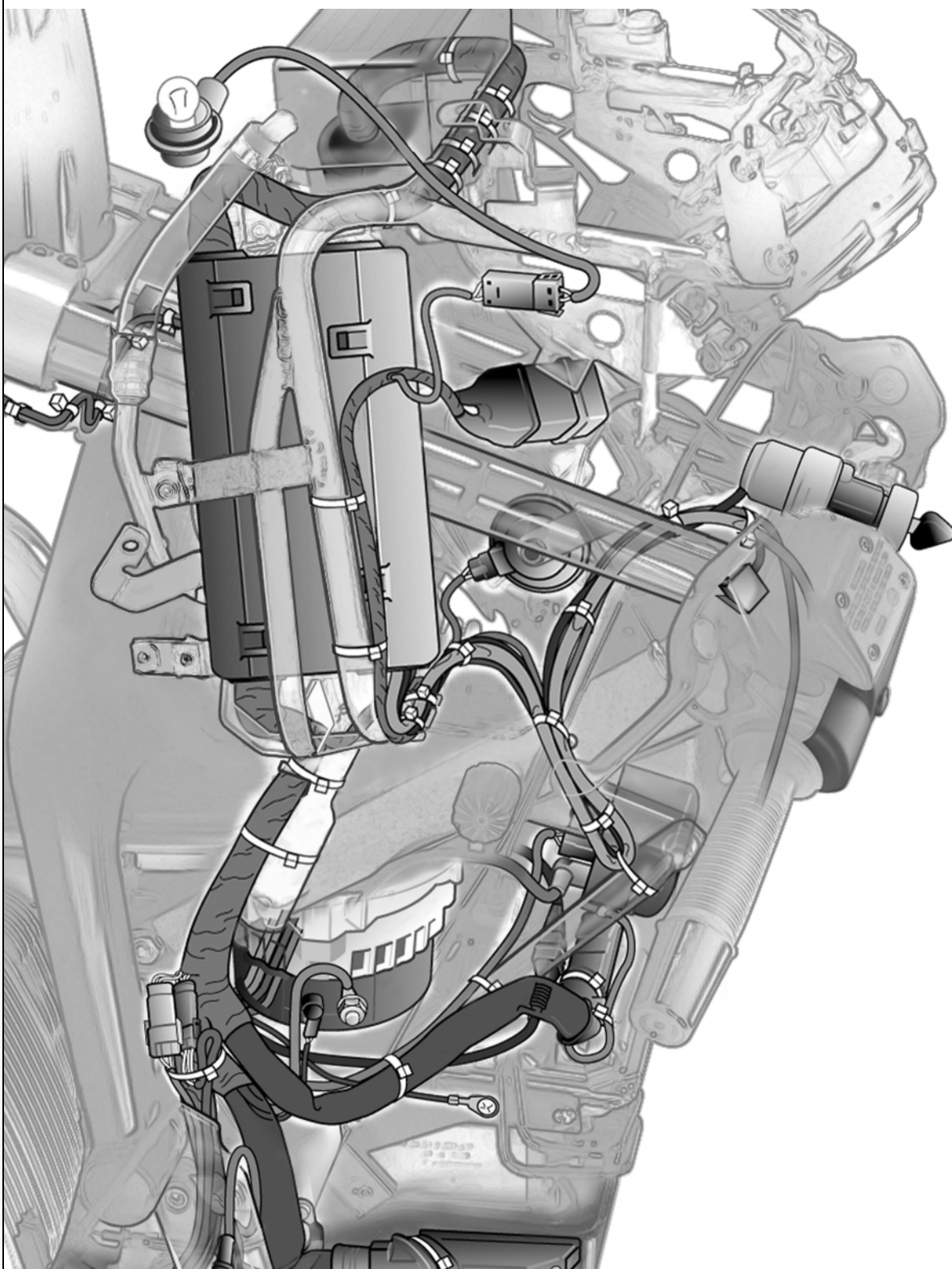


Wiring harness
View from left



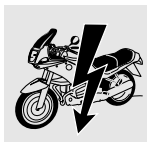
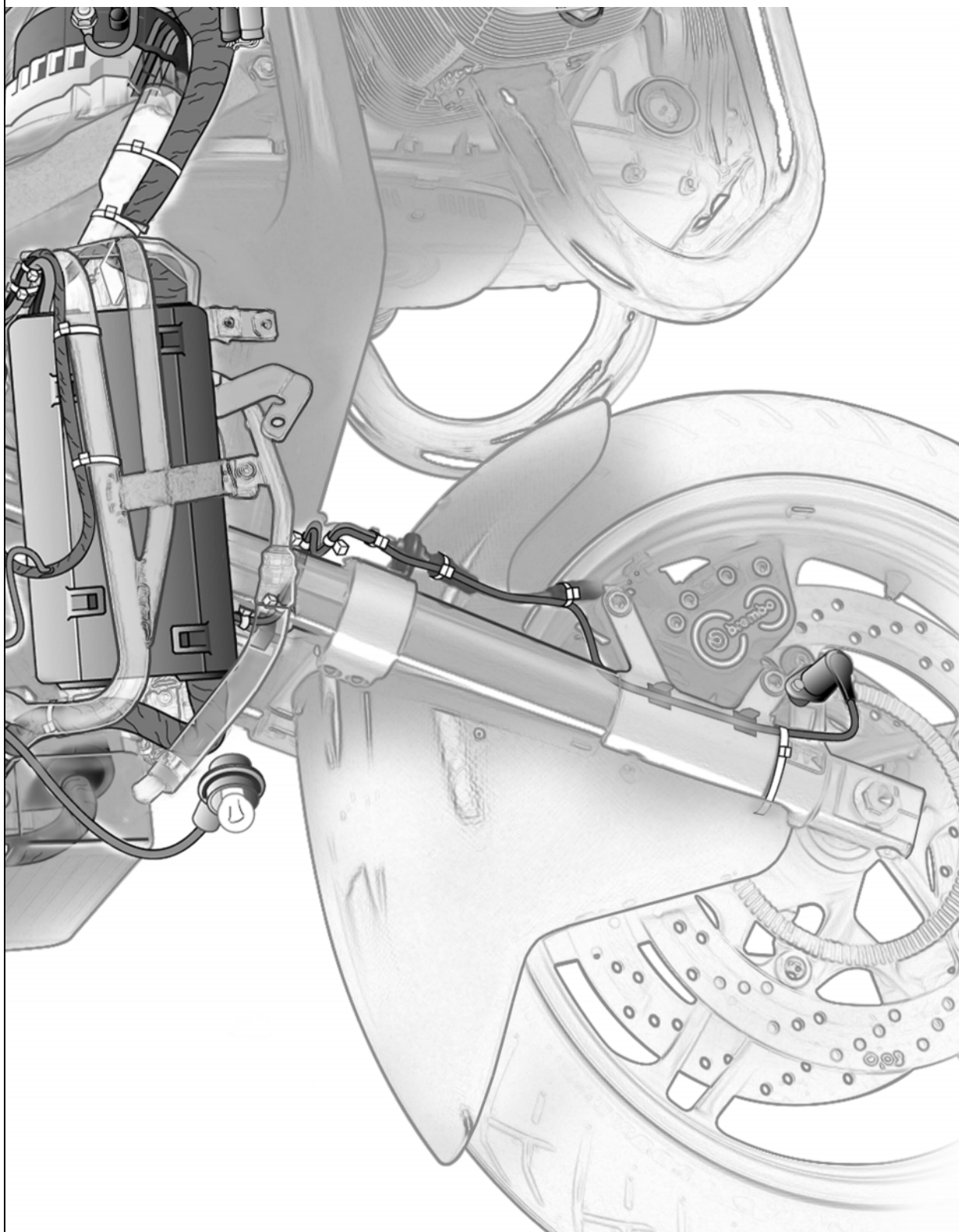
S619010

1



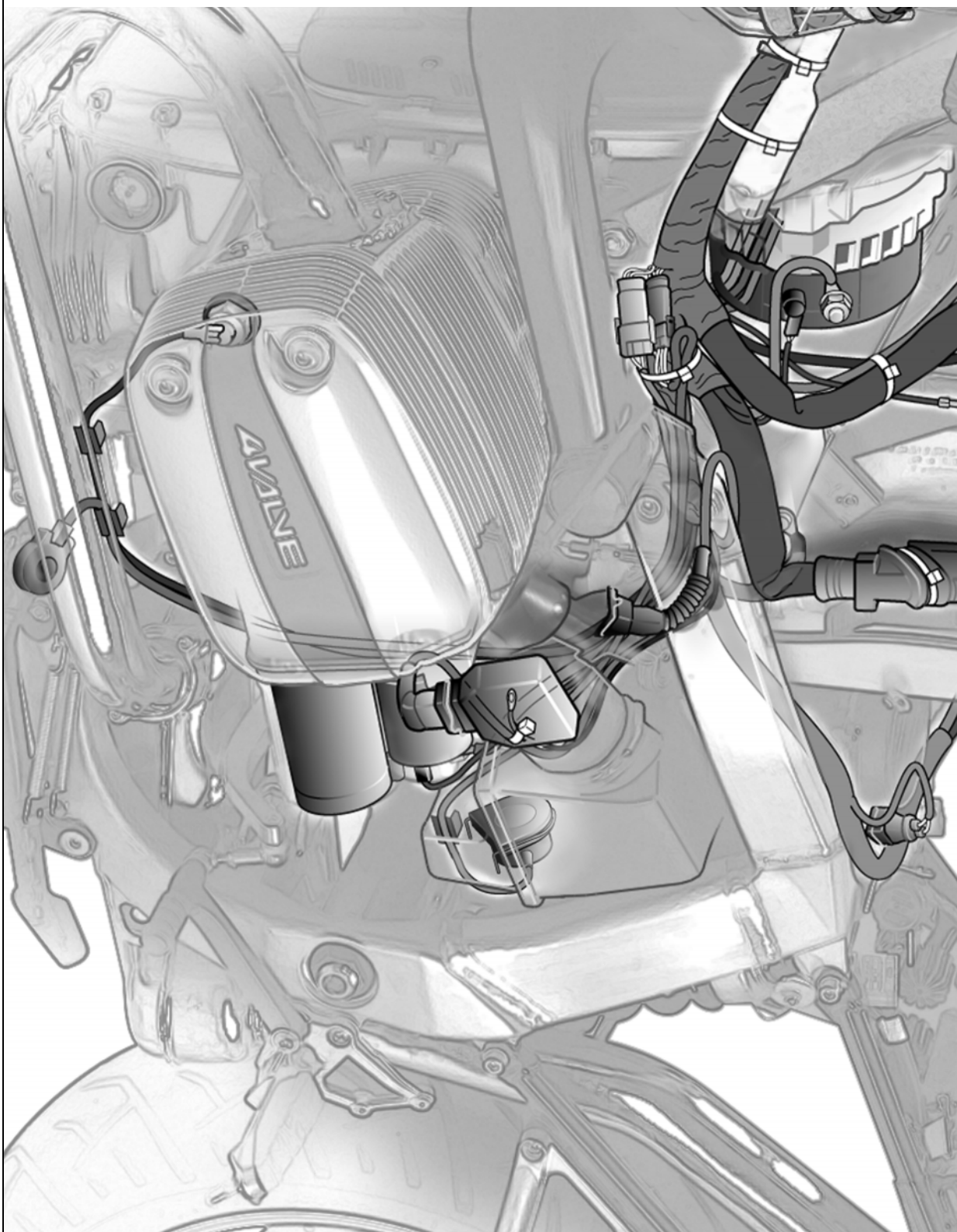
S619011

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S619012

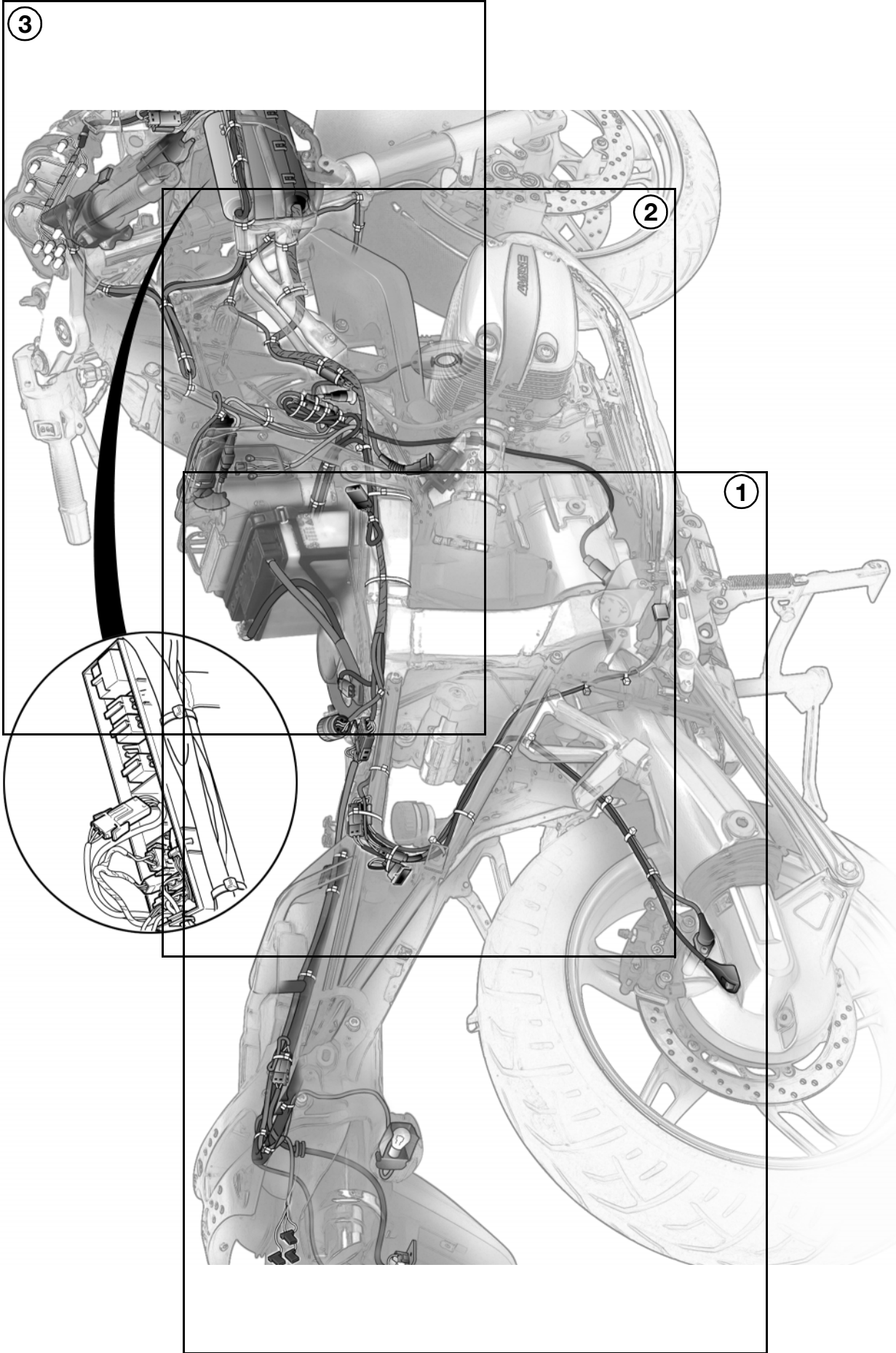
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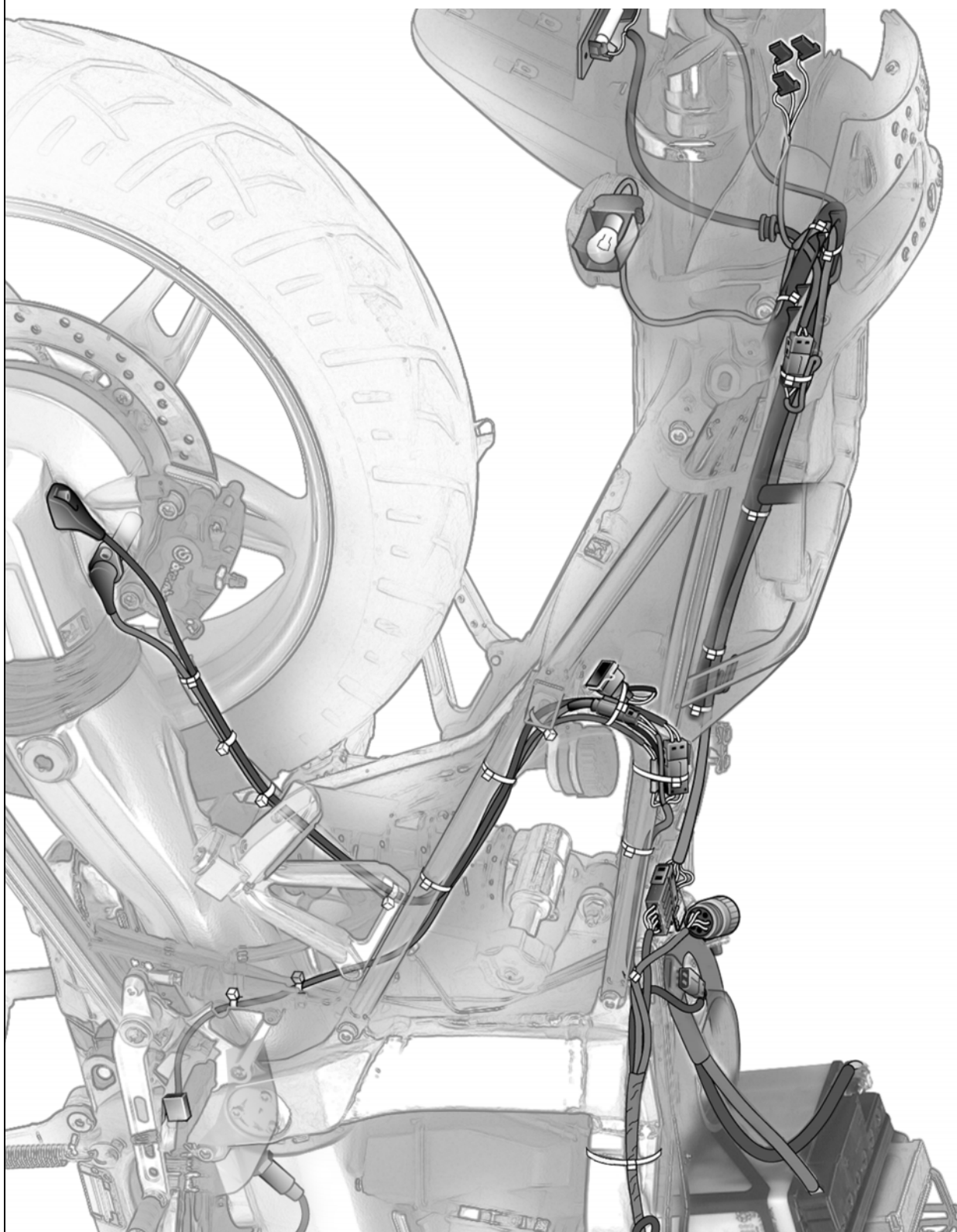
S619013



Wiring harness View from right



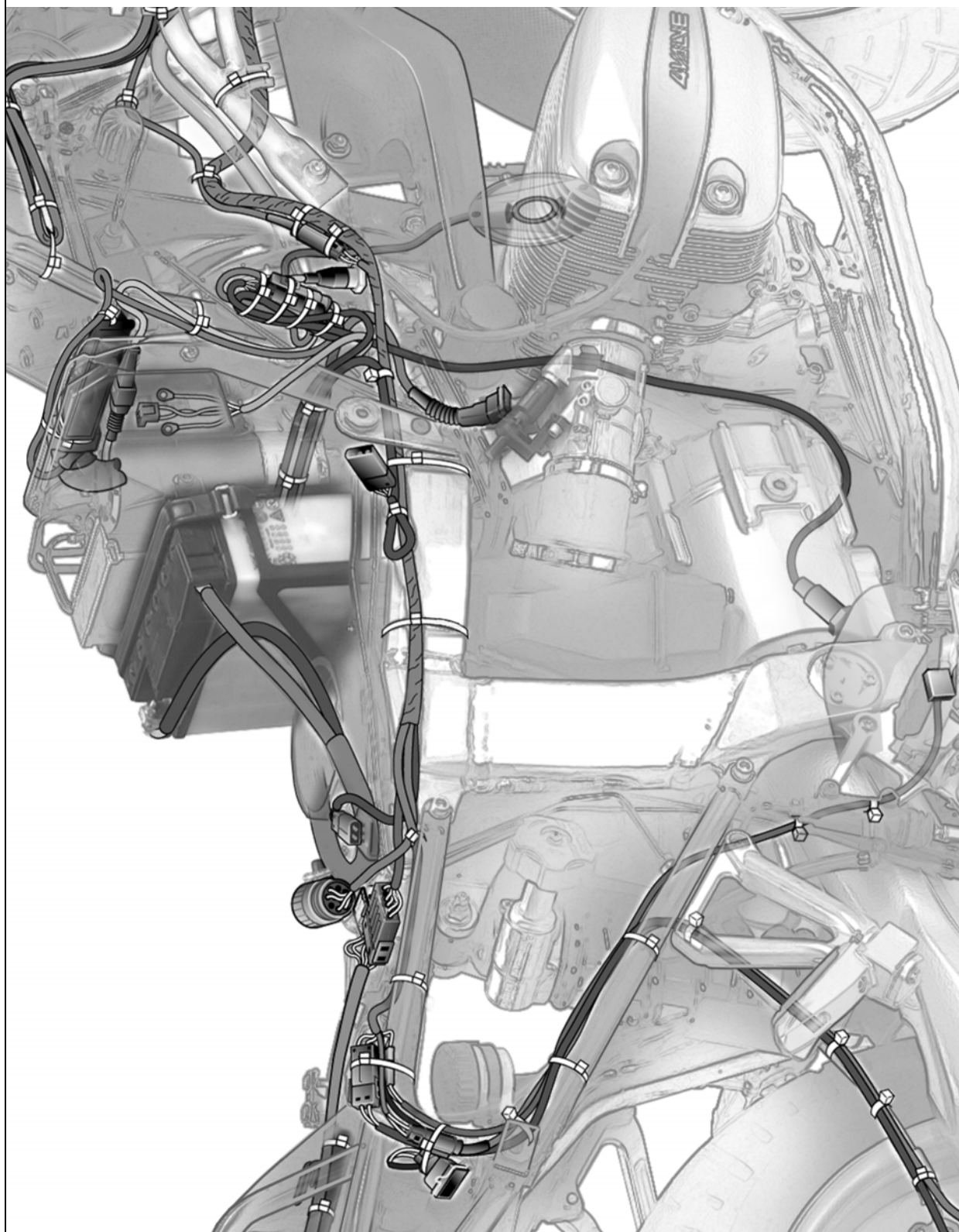
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S619021

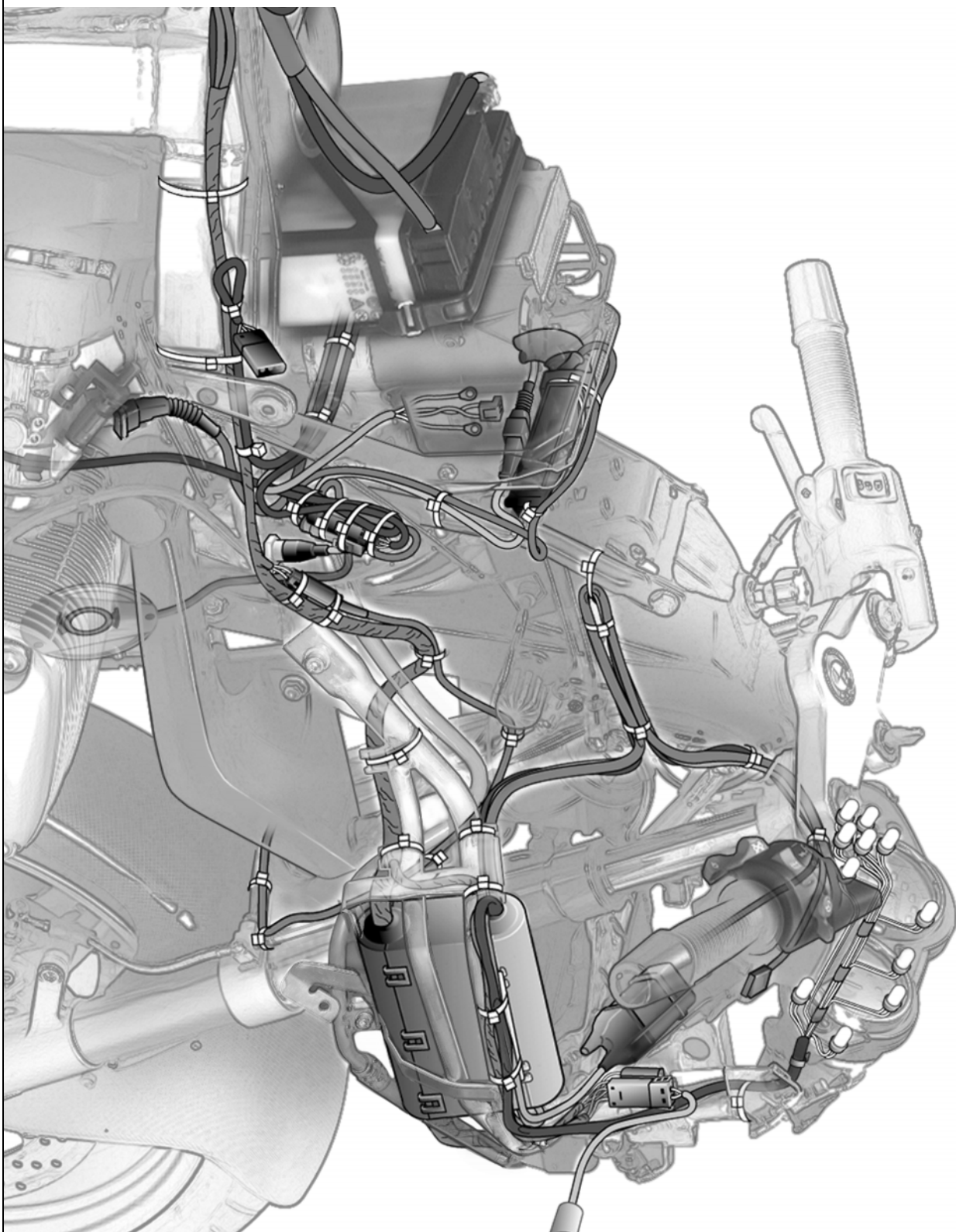


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S619022

3



S619023



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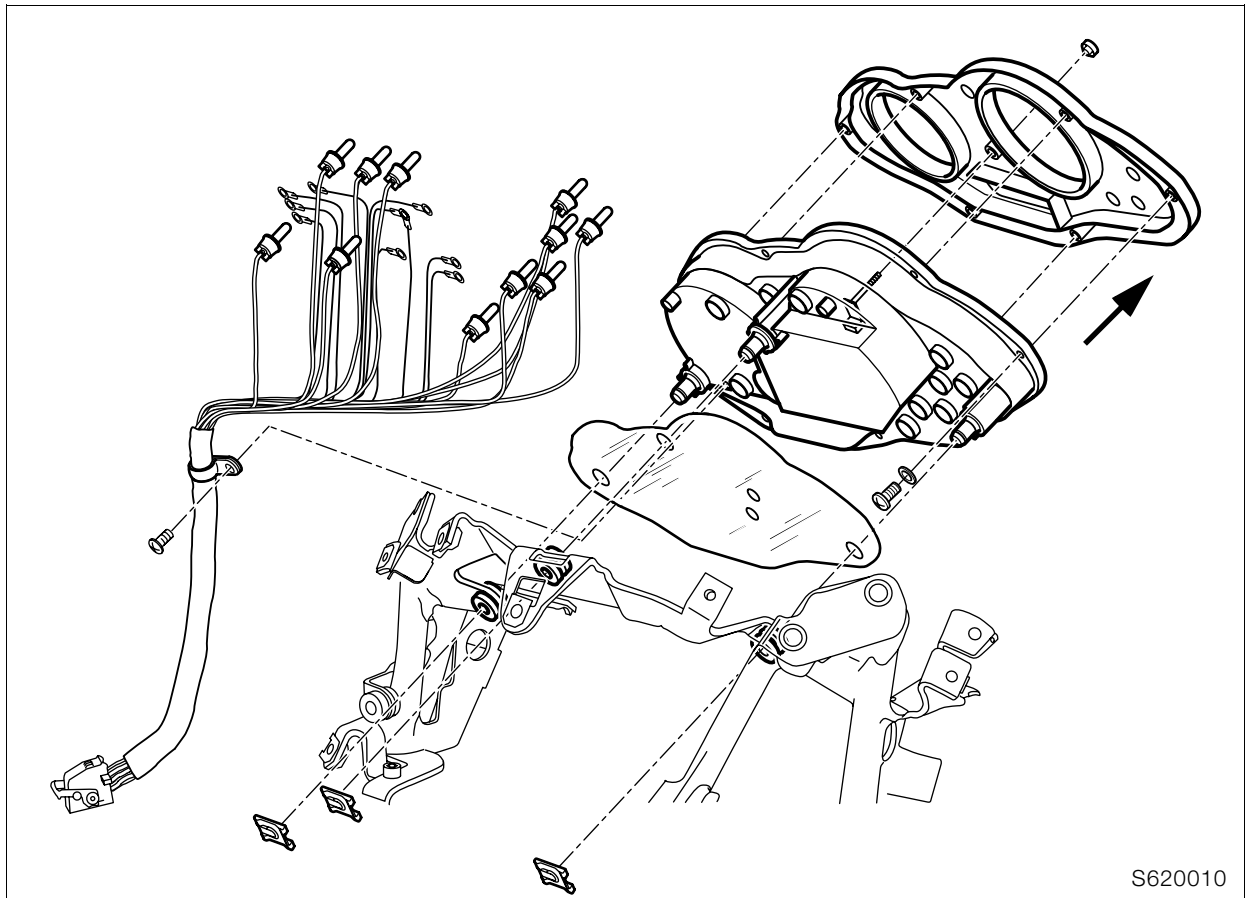




Technical Data	R 1100 S
Instrument cluster	
Instrument lighting	T6.5 12 V 3 W
Telltale and warning lights	T6.5 12 V 1.7 W







Removing and installing instrument panel

- Remove side panels.
- Remove mirrors.
- Remove fairing.
- Open electrics box on right.
- Disconnect plug of instrument panel.
- Remove fuses from instrument panel.
- Remove instrument panel.
- Installation is the reverse of the removal procedure.



Disassembling and assembling instrument panel

- Remove foil.
- Remove screws securing bottom of housing to top.
- Remove cap from reset knob for tripmeter.
- Remove top of housing.
- Remove rev. counter, speedometer and/or clock.
- Remove bulbs.
- Assembly is the reverse of the disassembly procedure.



Caution:

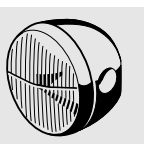
When reassembling, make sure that gasket is correctly seated.



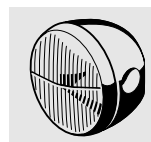
63 Lights

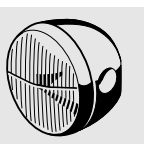
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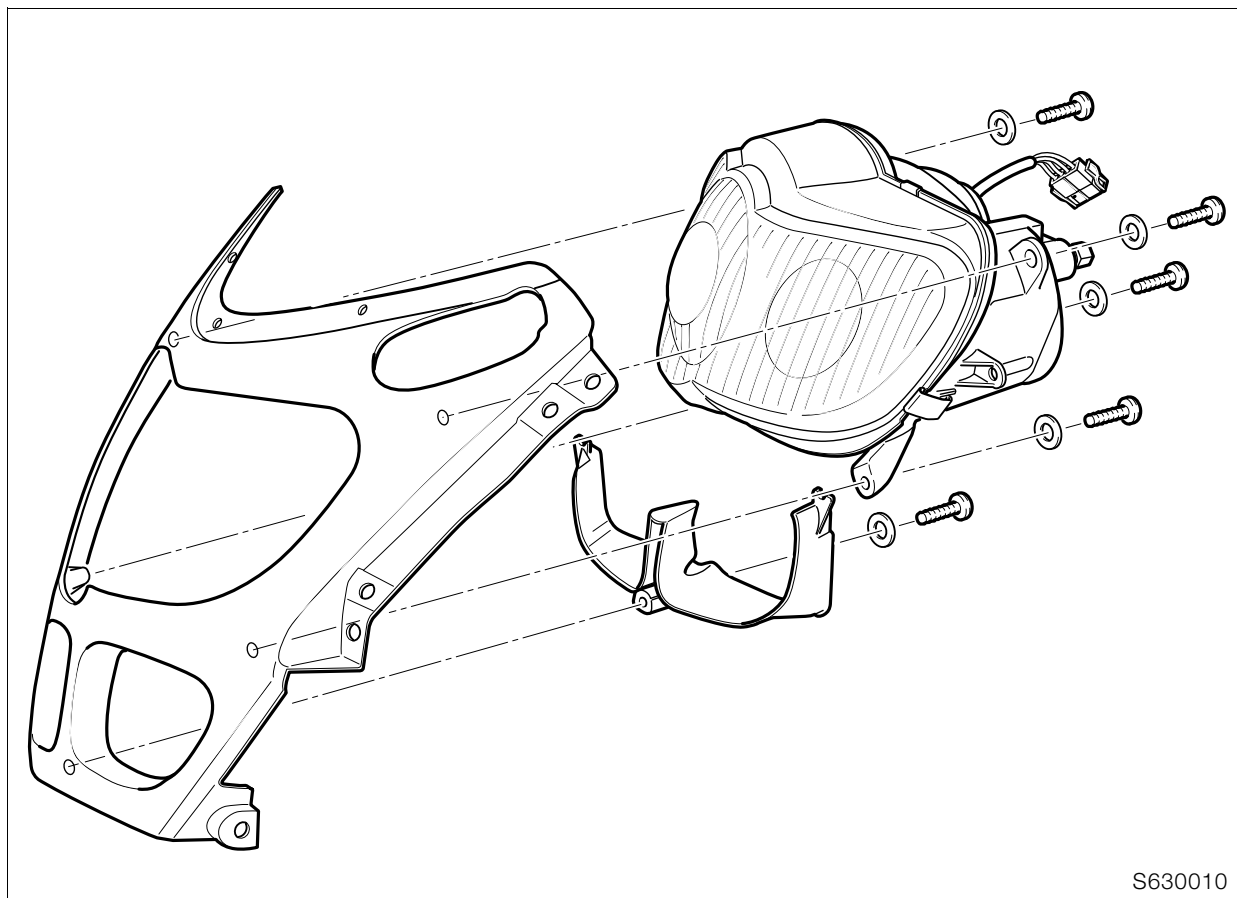




Technical Data	R 1100 S
Headlight	Twin halogen headlights Low (dipped) beam headlight: Projection type High (main) beam headlight: Free-form type
Bulbs	
Low (dipped) beam headlight	H 1 halogen bulb, 12 V 55 W
High (main) beam headlight	H 7 halogen bulb, 12 V 55 W
Parking light	12 V/5 W Standard designation W 5 W
Rear light/brake light	12 V / 5/21 W Standard designation P 21/5 W
Flashing turn indicator	12 V/21 W Standard designation P 21 W
Registration-plate light	12 V/5 W Standard designation C 5 W







S630010

Removing and installing headlight



Caution:

Switch off ignition.
Disconnect earth (ground) lead from battery.
Insulate earth (ground) lead.
Do not touch inner surface of reflector or bulbs with bare hands.

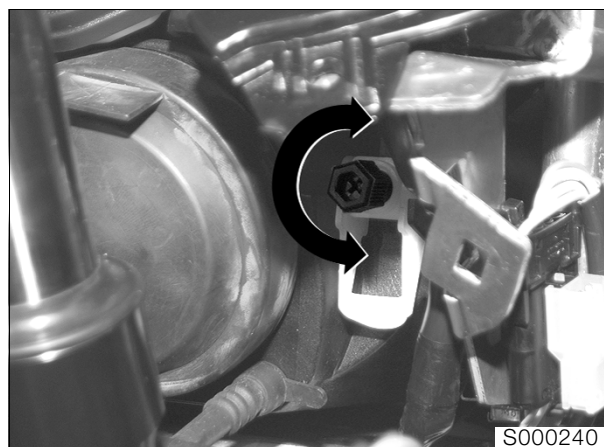
- Remove side panels.
- Remove mirrors.
- Remove the windscreen.
- Disconnect headlight plug from socket at front right fairing bracket.
- Remove screws securing the front fairing panel.
- Remove front fairing panel complete with headlight.
- Remove headlight.
- Installation is the reverse of the removal procedure.
- Switch on the ignition.
- Without starting the engine, fully open the throttle once or twice so that the Motronic control unit can register the throttle-valve positions.



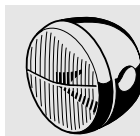
Note:

Disconnecting the battery deletes all entries (e.g. faults, settings) stored in the Motronic control unit's memory.

Loss of settings can temporarily impair the operating characteristics when the engine is restarted.



S000240



Adjusting headlight

- Motorcycle on level surface.
- Rider's weight on motorcycle (approx. 80 kg / 176 lbs).
- Move swivel lever to horizontal position (basic setting).
- Turn the adjusting screw to correct the headlight beam throw.

Lateral adjustment:

..... Adjusting screw on left of headlight.

Vertical adjustment:

..... Adjusting screw on right of headlight.

Turn screw anti-clockwise: longer throw

Turn screw clockwise: shorter throw

Setting:

.... -12 cm (-4.7 in) over a distance of 10 m (32.8 ft)

