



BMW Motorcycle Tie-Down

We would all prefer to ride our BMW's to our destination, but in some cases trailering is unavoidable. Your BMW motorcycle has been designed with the innovative Telelever Front Suspension which makes the procedure for tying-down on a trailer a little different than for other motorcycles. The following procedure is designed to show you the proper way of securing your Telelever BMW on a trailer.

Prior to loading your BMW Motorcycle onto a trailer please verify that the trailer you are using is rated for the total load that you will be carrying and is in good operating condition.

Loading a motorcycle on a trailer is a two person operation. **DO NOT ATTEMPT TO LOAD A MOTORCYCLE BY YOURSELF.** This procedure details the method of tying down a BMW Motorcycle once you have positioned the motorcycle on the trailer. Please refer to your specific trailer instructions for ramp usage, etc. When loading motorcycles onto the trailer, be sure to locate the motorcycle(s) to maintain sufficient tongue weight and to balance the side to side weight distribution.

The trailer that you use should be designed for motorcycle transport and must be equipped with a front wheel chock (not available from BMW). Several wheel chock options are available from trailer and motorcycle retailers. The most secure type of chock is a U-shaped style that matches the contour of the tire and prevents side movement.

Use only straps designed for use with motorcycles. Many different straps are available from your motorcycle retailer. Ask your retailer to recommend the best set for your needs.

NEVER USE STRAPS THAT TIE-DOWN FROM THE HANDLEBARS. THESE WILL DAMAGE THE HANDLEBARS OF YOUR BMW.

Front Tie Down Procedure



1. Begin the process by running the motorcycle onto the trailer with the front wheel firmly against the wheel chock. The suggested method of tying the motorcycle down is to have one person sitting on the motorcycle with the other attaching and tightening the tie-down straps. The person sitting on the bike should remain seated until the front tie-downs are both attached and fully tightened.

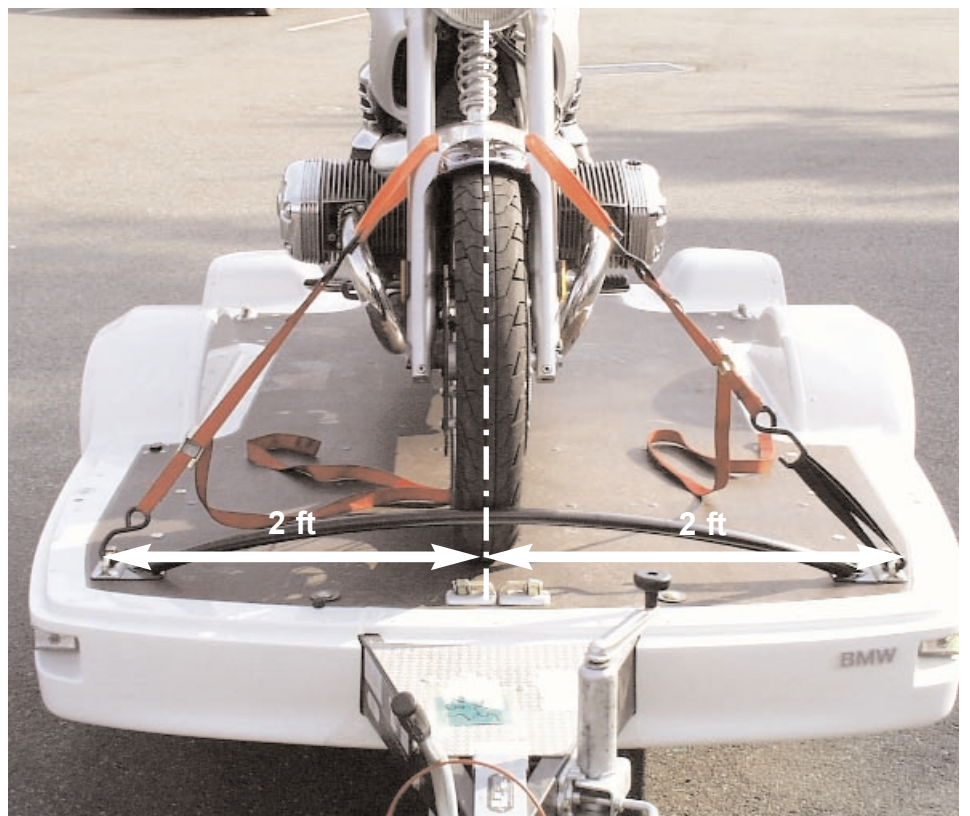


2. While one person remains on the motorcycle, attach straps around each of the front fork tubes just above the lower fork brace (refer to photo, note the position of straps). Do not place the motorcycle on the center or side stands.

WARNING: Pay very careful attention to avoid routing the straps over the brake lines or wiring harness. Severe damage to the braking system and or electrical wiring harness of the motorcycle will occur if the straps are routed incorrectly.

3. Attach the straps to tie-down points on the trailer a minimum of two feet on either side of the motorcycle as well as no further back than the front edge of the tire. With the person sitting on the motorcycle holding it upright (and both the side and center stands retracted) tighten both front straps evenly so that they are snug but not tight. CAUTION: If the straps are touching any painted panel, insert a soft rag or towel between the strap and the bodywork to avoid chaffing the painted surface.

Make sure that the front tire is pointing straight ahead and that it is firmly against the wheel chock.





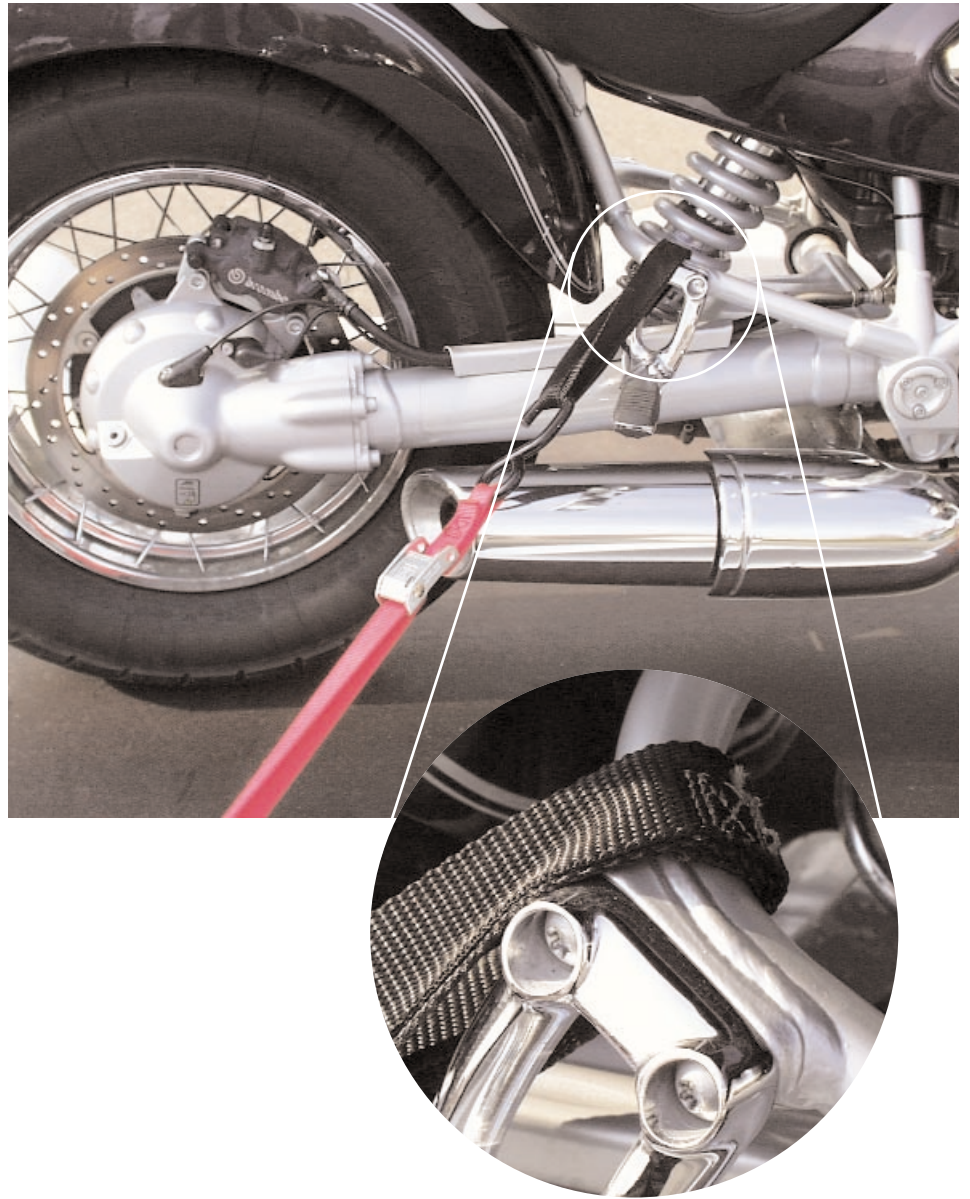
4. To tighten the straps, the person sitting on the motorcycle pushes the bike to the right while the other person tightens the right strap. Then the person on the motorcycle pushes the bike to the left while the other tightens the left strap. Repeat the procedure until the front suspension is compressed and the straps remain tight even when the motorcycle is pushed firmly from side to side. Check, to ensure that the motorcycle is vertical and that the front tire is still pointing straight ahead and that it is firmly against the wheel chock.



Rear Tie Down Procedure

5. The rear tie-downs are used to stop the back wheel of the motorcycle from moving sideways as the trailer goes over bumps. Therefore they do not need to be as tight as the front straps. Also, tie-down point locations in the trailer are more flexible. If you are carrying several motorcycles, the motorcycles can be tied to each other with the intent of stopping sideways movement.

6. For single motorcycle tie-down, wrap the straps (one per side) around an accessible portion of the rear tubular sub-frame being careful not to crimp any rubber tubes or wiring routed along the sub-frame. Avoid using a rear footpeg bracket as a strap attachment point. These brackets are not designed to handle tie-down loads and may break. Tighten the straps by sitting on the back seat of the motorcycle and removing the slack in the straps.



Untethering the Motorcycle

1. Remove the rear straps completely.

2. Have someone sit on the motorcycle, with feet parallel and planted firmly on the ground. Lower the side stand if there is enough clearance to do so. The side stand will help stabilize the motorcycle in

case the tension on the straps is release too quickly.

3. While the person on the motorcycle pushes the motorcycle to the right, the second person removes some tension on the right strap followed by the left strap.

DO NOT RELEASE THE STRAPS COMPLETELY, THE MOTORCYCLE COULD FALL OVER CAUSING DAMAGE TO THE MOTORCYCLE AND PERSONAL INJURY. Repeat the above procedure until the straps are loose and can be removed.