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BMW S1000RR/HP4 Factory LED Turn Signals Advisory

Recently, BMW USA started offering factory LED turn signals as an upgrade to their popular S1000RR/HP4 sport bike line of motorcycles. This upgrade requires a re-flash of the motorcycles computer so that the LED turn signals would operate correctly without triggering a LAMP error on the dash. This re-flash of the computer also disables the motorcycle's ability to check and warn the rider in the event any of the LED turn signals ever burn out. We have verified this by unplugging all the turn signals and testing the system which resulted in no LAMP errors.

The HP4 Competition Package model comes factory with these LED turn signals and computer pre-flashed prior to delivering the new bike to the customer. This model is also affected by the re-flash mentioned above.

As a result of this re-flashing on the computer, our Motodynamic's LED turn signal system for the S1000RR/HP4 is directly affected, but only in the installation process.

We have successfully installed our front and rear LED turn signals by not connecting any of the load resistors either in the front or rear. Simply plug the turn signals directly into the motorcycle's harness and bypass the resistors that came included in the kit.

June 2015 Update:

We have reports of the UK model S1000RR/HP4 that came with factory LED turn signals and/or re-flashed computer will not work with our front and rear turn signals when used together. It would appear that BMW UK implemented the check back into place. If this is the case you may need to take it back to the dealership to get re-flashed to the incandescent turn signal option, and then run the resistors that come with our kit.

A simple test to run to determine if your bike is affected is to unplug the front and rear turn signals and see if the flash rate increases. If it does, then your bike is not compatible.