

# The new BMW R 1250 RS.

## Table of contents.



<b>1. Technology, design and highlights.</b> .....	<b>2</b>
<b>2. Equipment program.</b> .....	<b>7</b>
<b>3. Engine output and torque.</b> .....	<b>8</b>
<b>4. Technical specifications.</b> .....	<b>9</b>

## 1. Technology, design and highlights.



**The new BMW R 1250 RS: For more than 40 years, the abbreviation "RS" has stood for sports touring par excellence in conjunction with the BMW boxer engine. The R 1250 RS is now even more innovative and sophisticated and delivers the ultimate sporty, dynamic touring experience.**

In conjunction with the boxer engine, the legendary BMW Motorrad abbreviation "RS" is synonymous in the world of sport touring with sporty, dynamic riding pleasure on country roads and at the same time superior comfort on extended tours. The BMW RS has always been a master of sporty riding, leaning into bends and long-distance stages for two and with holiday luggage. To ensure that this remains the case in the future, BMW Motorrad has given the new R 1250 RS some new standard features and optional extras - to make sports-touring even more dynamic and relaxed.

As before, the legendary 2-cylinder boxer engine provides powerful propulsion. It still has an engine capacity of 1,254 cm<sup>3</sup> and, even in the current EU5 registration, generates 100 kW (136 hp). Thanks to BMW ShiftCam technology for varying valve timing and valve lift on the intake side, it delivers beefy power across the entire speed range, extremely smooth and quiet running and outstanding fuel consumption and emission values.

**Dynamic Traction Control (DTC) and new "ECO" driving mode as standard. Riding Modes Pro with riding mode preselection and engine drag torque control (MSR) as optional equipment.**

Here, the standard Automatic Stability Control DTC ensures a high level of riding safety due to excellent traction. The new standard "ECO" riding mode helps the rider to travel as fuel-efficiently as possible.

The ECO riding mode allows the rider to use the innovative BMW Motorrad ShiftCam engine technology primarily in such a way to achieve the maximum range. In ECO mode, the rider is encouraged to ride as fuel-efficiently as possible with a soft throttle curve and moderate engine torque limitation. In ECO mode, the TFT colour display provides an efficiency display in the upper status line. If you want maximum performance - for example for overtaking with a heavy load or riding uphill - the ride mode button can be used to quickly and easily switch to a different ride mode.

The new R 1250 RS Adventure can be equipped with the "Pro riding modes" option as optional equipment ex works. Among other things, it provides additional, individually configurable riding modes. By using the riding mode preselection function, the rider can individually set riding modes on the riding mode button. The engine drag torque control (MSR) is another new component of the Pro riding mode. It can be used to safely avoid unstable riding conditions that can occur during coasting or downshifting due to excessive brake slip at the rear wheel.

**BMW Integral ABS Pro (part integral) and Dynamic Brake Control (DBC) as standard.**

As a popular sports tourer, the R 1250 RS in its latest edition features BMW Integral ABS Pro as standard. This is a braking system, which offers even more safety when braking - even when leaning into bends - and thinks even further ahead, so to speak. As the riding mode concept continues to expand, more new functions will also be added. For example, the ABS control characteristic will be adapted further to the respective riding mode. As part of the "Riding Modes Pro" option, Dynamic Brake Control (DBC) additionally supports the rider during emergency braking manoeuvres. DBC increases safety when braking, even in difficult situations, by avoiding unintentional throttle activation. By means of intervention in the engine control, drive torque is reduced during braking so as to make full use of the braking power at the rear wheel. This keeps the motorcycle stable and shortens the braking distance.

**TFT colour display with "Sport" Core Screen, redesigned LED indicators and iconic daytime running light as standard.**

As before, the new R 1250 RS equipped with a TFT colour display featuring integrated arrow navigation and extensive connectivity. Excellent readability, clear menu navigation and a highly integrated

operating concept place it at the top of the production motorbike world. The rider can choose between customised screen displays for various purposes. This also includes the "Sport" Core Screen, which provides real-time information about the current and maximum lean angle as well as control interventions - such as ABS Pro or DTC. New standard features include redesigned LED turn indicators (also for the USA) and the iconic daytime running light (not permitted in all countries; without daytime running light function, the light icon is designed as a parking light).

**USB socket and Intelligent Emergency Call as standard. Seat heating for rider and pillion and tube handlebars to make touring even more pleasurable and dynamic available as options.**

The new BMW R 1250 RS offers two different sockets as standard. The previous 12-volt on-board power socket plus an additional USB-A socket with a 5-volt power supply. This most widely used type of USB socket with newly developed charging electronics allows you to charge a smartphone while riding by connecting a cable adapter. Up to 2,400 mA charging current is available, enabling fast charging depending on the type of smartphone used. The Intelligent Emergency Call is also a standard feature (eCall; not available in all countries) for providing rapid assistance in emergencies.

A seat heating system for rider and pillion passenger as an optional extra ex works also significantly increases comfort when temperatures are low. Heated seats are available in combination with two individual seats and are offered exclusively in combination with heated grips. A new, convenient operating concept has been developed for the rider's seat with five heating levels. The heated grips settings - in combination with the seat heating featuring five instead of two heating levels - are operated via a menu. The pillion seat heating has two heating levels and is operated by a toggle switch at the bottom left of the rear frame.

Tube handlebars are now available as a new optional extra ex works and also as an original BMW Motorrad accessory. The tube handlebars are slightly wider and higher than the standard handlebar stubs and also less swept. This means that in addition to the various rider seats available as optional equipment or original BMW Motorrad accessories, the handlebar ergonomics of the R 1250 RS can now also be individually adapted to achieve an even more relaxed and upright seating position.

**Sport touring in style: The new R 1250 R features attractive base paintwork as well as the two model variants Triple Black and Sport. New solo rear special equipment.**

In the basic variant, the new BMW R 1250 RS highlights its advanced sport touring qualities in Icegrey non-metallic in conjunction with a black frame. With the Triple Black Sport Model available optionally ex works, the customer can choose from two particularly expressive colour concepts.

**Sport model variant:**

Lightwhite non-metallic/Racingblue metallic/Racingred body finish, Lightwhite non-metallic frame, gold front/rear brake callipers gold, blue front spoiler, tinted windshield (not for USA), solo rear (alternatively pillion package).

**Triple Black model variant:**

Blackstorm metallic body colour, agate grey frame, gold front/rear brake callipers, stainless steel engine spoiler, Pure tank trim, solo rear (alternatively pillion package).

The new solo rear optional feature underlines the sporty style of the new R 1250 RS makes it look particularly light and dynamic. The pillion seat is replaced with a painted plastic cover and the pillion footrests and pillion handles are removed.

If you want to keep the R 1250 RS fully suitable for pillion use, the pillion package is available as an alternative package within the model variants. It contains all the components that are eliminated by the solo rear.

**The highlights of the new BMW S 1250 RS:**

- Primal power boxer engine with BMW ShiftCam technology for varying the valve timings and valve stroke on the intake side.
- Powerful response across the entire engine speed range, exemplary fuel consumption, emission levels, running smoothness and refinement.

- Output and torque: 100 kW (136 hp) at 7,250 rpm and 143 Nm at 6,250 rpm.
- Dynamic Traction Control DTC as standard
- BMW Motorrad ABS Pro (part integral) as standard.
- Dynamic Brake Control (DBC) as standard.
- Three riding modes as standard.
- "ECO" riding mode for particularly economical riding as standard.
- Riding modes Pro with additional riding modes and new riding mode preselection as well as engine drag torque control (MSR) as optional equipment ex works.
- "Sport" Core Screen as standard.
- New LED turn indicators and daytime running light as standard.
- On-board power socket and USB socket as standard.
- Seat heating for rider and pillion to make touring even more comfortable as an optional extra ex works.
- Tube handlebars available as optional equipment ex works.
- New solo rear special equipment.
- Intelligent Emergency Call as standard.
- Attractive base colour and two model variants Triple Black and Sport as optional extras ex works.
- Extended range of optional equipment items and original BMW Motorrad accessories.

## 2. Equipment program.



### **Optional equipment and original BMW Motorrad accessories.**

An extensive program of optional equipment and accessories is available for customising the new BMW S 1250 RS. Optional equipment items are supplied ex works and are integrated in the production process. Original BMW accessories are installed by the BMW Motorrad dealer or by customers themselves. These items can also be retrofitted.

### **New individual special equipment for the R 1250 RS:**

- Tube handlebars.
- Seat heating.
- Pillion package.

### **Other optional extras.**

**Dynamic package:** Engine drag control (MSR), Dynamic ESA, Shift Assistant Pro, Riding Modes Pro.

**Comfort Package:** Keyless ride, design option rear silencer, chrome-plated manifold, heated grips, tyre pressure control.

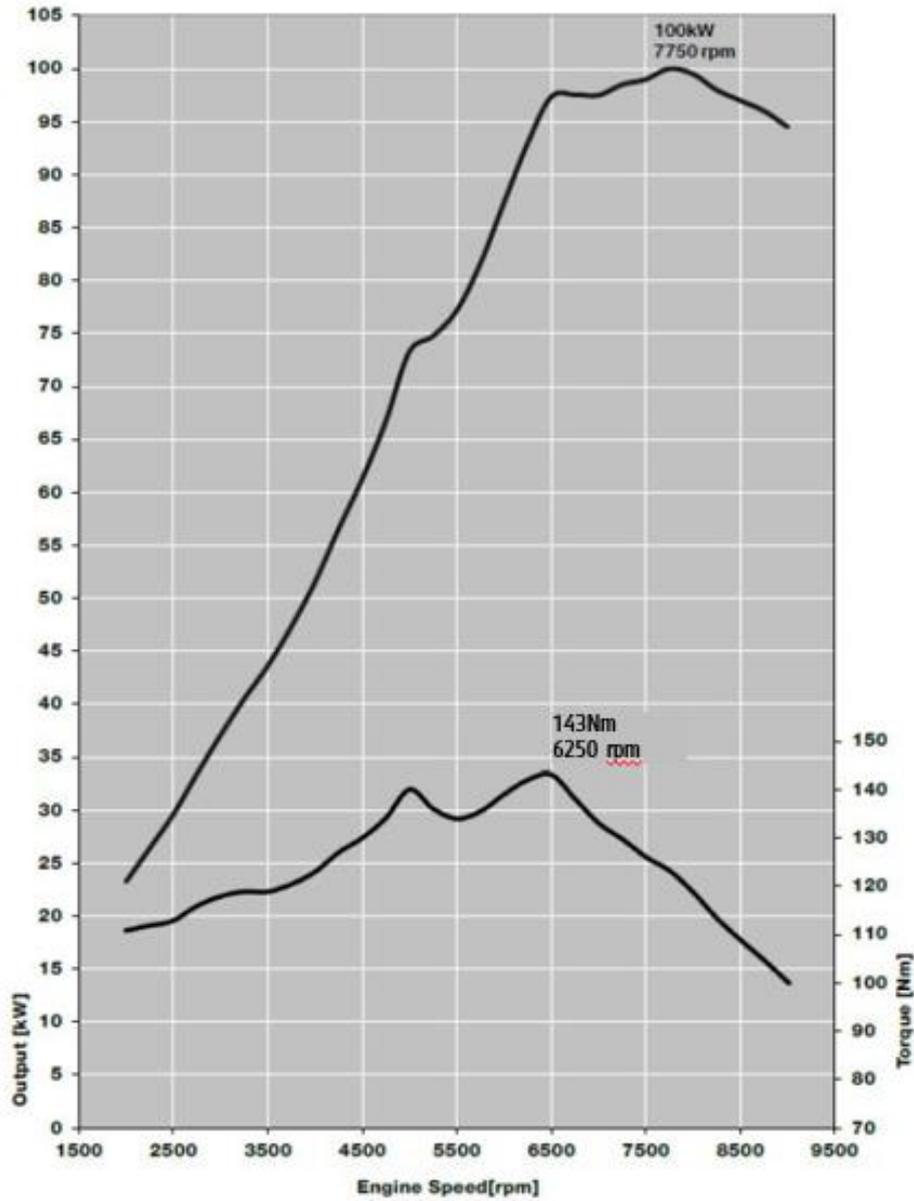
**Touring package:** Preparation for navigation device, cruise control, centre stand, case holder.

In addition, numerous other individual special equipment options are available for the new R 1250 R, as well as a wide range of Original BMW Motorrad accessories from the storage space, design, ergonomics and comfort, navigation and communication, safety as well as maintenance and technology program so the rider can individualise the bike according to his or her own personal taste.

### 3. Motor output and torque.



## BMW R 1250 RS



## 4. Technical specifications.



<b>R 1250 RS</b>		
<b>Engine</b>		
Capacity	cc	1,254
Bore/stroke	mm	102.5 x 76
Output	kW/hp	100/136
at engine speed	rpm	7,750
Torque	Nm	143
at engine speed	rpm	6,250
Type	Air/liquid-cooled 2-cylinder 4-stroke boxer engine with two overhead, spur gear driven camshafts, a counterbalance shaft and variable intake camshaft control system BMW ShiftCam	
Compression		12.5:1
Fuel		Premium unleaded 95 RON
Valves per cylinder		4
Ø intake/outlet	mm	40/34
Ø throttle valve	mm	52
Engine control		BMS-O
Emission control	Closed-loop three-way catalytic converter, exhaust standard EU-5	
<b>Electrical system</b>		
Generator	W	508
Battery	V/Ah	12/12
Headlamp		Full LED with LED daytime run
Rear light		LED brake light/rear light
Starter	W	900
<b>Power transmission</b>		
Clutch	Wet clutch with anti-hopping function, hydraulically activated	
Transmission	Constant mesh 6-speed gearbox with helical gearing system	
Primary ratio		1.650
Gear transmission ratios	I	2.438
	II	1.714
	III	1.296
	IV	1.059
	V	0.943
	VI	0.848
Secondary drive		Shaft drive
Secondary ratio		2.818

**R 1250 RS****Suspension/chassis**

Frame construction type	Two-section frame concept consisting of main frame with bolt-on rear frame, load-bearing engine	
Front wheel control	VW Motorrad upside-down fork	
Rear wheel suspension	Cast aluminium single-sided swing arm with BMW Motorrad Paralever, WAD spring strut, continuously adjustable spring preload by means of hand wheel, rebound-stage damping adjustable by hand wheel (Option: Dynamic ESA Next Generation)	
Spring travel, front/rear	mm	140/140
Wheel castor	mm	110.8
Wheelbase	mm	1,530
Steering head angle	°	62.3
Brakes	front	Twin disc brake, floating brake discs, Ø 320 mm, 4-piston radial brake calipers
	rear	Single disc brake, Ø 276 mm, 2-piston floating caliper
ABS	BMW Motorrad Integral ABS Pro as standard (part integral, disengageable)	
Wheels	Die-cast aluminium wheels	
	front	3.50 x 17"
	rear	5.50 x 17"
Tyres	front	120/70 ZR 17
	rear	180/55 ZR 17

**Dimensions and weights**

Total length	mm	2,202
Total width including mirrors	mm	925
Seat height	mm	820 (760 to 840 possible)

DIN unladen weight, road ready	kg	243
<i>Permitted total weight</i>	<i>kg</i>	460
Fuel tank capacity	l	18

**Performance figures**

Fuel consumption (WMTC)	l/100 km	4.75
CO2	g/km	110
Acceleration 0-100 km/h	s	3.25
Top speed	km/h	>200

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In 2021, the BMW Group sold over 2.5 million passenger vehicles and more than 194,000 motorcycles worldwide. The profit before tax in the financial year 2021 was € 16.1 billion on revenues amounting to € 111.2 billion. As of 31 December 2021, the BMW Group had a workforce of 118,909 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company set the course for the future at an early stage and consistently makes sustainability and efficient resource management central to its strategic direction, from the supply chain through production to the end of the use phase of all products.

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