The new BMW R1200RS.
Contents.

The new 2015 BMW R1200RS will go on sale in Canada in Spring of 2015.

Canadian pricing, currently not confirmed, will be announced in December 2014.

1. Overall concept. (Short version)

The new BMW R1200RS – a new dimension in sports touring.
BMW Motorrad and the legendary RS production bikes – a model badge that continues to symbolise travel and sport in equal measure. In 1976, the R 100 RS became the first mass-produced motorcycle in the world to come with a full, frame-mounted fairing that had been developed in the wind tunnel. As the consummate all-rounder for both travelling and sporting deployment, it established the sports tourer segment, as it has been known ever since. With the arrival of the new R1200RS, BMW Motorrad is continuing this long tradition by unveiling a sports tourer powered by a flat-twin engine that succeeds in transposing the all-round qualities of the original BMW RS concept into the modern day to stunning effect. Whether darting along country roads, revelling in its dynamic performance with a passenger on board or going on a long touring holiday – the new R1200RS takes sports touring to a whole new and truly thrilling level.

Meaty, mightier boxer engine for dynamic sports touring.
The flat-twin boxer engine on the new R1200RS is the same DOHC drive unit that already powers the R 1200 GS, R 1200 GS Adventure as well as the R 1200 RT and the new R 1200 R. It produces 92 kW (125 hp) at 7,750 rpm and develops its peak torque of 125 Nm (92 lb-ft) at 6,500 rpm. Compared to the engines on the GS, GS Adventure and RT, torque has actually been increased slightly at low revs. The exhaust gases are routed through a 2-in-1 exhaust system with a rear silencer that is steeply angled for dynamic effect. A modified airbox, newly shaped air intake snorkels and a centrally positioned radiator all lend themselves to a slender, sporty and dynamic-looking front silhouette.

ABS, ASC and two riding modes as standard. Riding mode Pro with Dynamic Traction Control (DTC) as an optional extra.
For optimum adaptation to the rider's individual needs, the new R1200RS already comes equipped as standard with the two riding modes "Rain" and "Road". Besides ABS, the standard specification also includes Automatic Stability Control (ASC) for increased handling safety when accelerating. And, with the optional Riding mode Pro feature, the new R1200RS also adds Dynamic Traction Control (DTC) with banking detection as well as two extra riding modes – "Dynamic" and "User" – to its technical repertoire.

Tubular steel bridge frame with engine as a self-supporting element. Wheel suspension using upside-down telescopic fork and EVO Paralever.

A new tubular steel bridge frame incorporating the flat-twin engine as a self-supporting element was purpose-developed for the new R1200RS. With an upside-down telescopic fork at the front and EVO Paralever at the rear, the wheel suspension adopts the classic chassis technology of dynamic sports tourers, but updated in typical BMW Motorrad fashion. Excellent steering precision, directional accuracy, neutral handling and braking rigidity were all a top priority when configuring the chassis. All while never losing sight of the overriding objective for the new R1200RS of creating an exceptionally dynamic RS model for the keen rider, whose design language has been derived from the S 1000 RR superbike.

Latest-generation Dynamic ESA (Electronic Suspension Adjustment) for ideal riding dynamics in any situation.

Opting for the latest generation of the electronically controlled suspension Dynamic ESA (Electronic Suspension Adjustment) takes the dynamic riding experience to even greater heights. With its two damping settings, “Road” and “Dynamic”, Dynamic ESA enables the rider to enjoy unprecedented levels of handling safety, performance and comfort, as the damping is automatically adapted to the prevailing riding conditions to suit the riding situation and the manoeuvres being carried out.

Multifunctional instrument cluster with analogue speedometer, on-board computer and a wealth of information.

Even the instrumentation of the new R1200RS takes a quantum leap into a new sports touring era. The speed is displayed in traditional fashion by an analogue speedometer, but there is also a TFT display for showing a wide array of information.

Sporty design with dynamic proportions. Two colour and finish variants, each with their own character.

The BMW Motorrad RS models have always enjoyed a reputation for being the perfect all-rounders. The new BMW R1200RS fuses these credentials with both sharp performance and a sporty, dynamic design. The aerodynamically styled semi-fairing with twin headlights forms the “face” of the new BMW R1200RS and makes the fusion of tourer and sports machine plain to see. The dynamic proportions, with the low-set front and the delicately styled tail jutting up at the rear, give the bike a slight wedge shape and leave no doubt as to its sporting prowess, along with its many other talents. Two colour and finish variants each underline the powerful character of the new R1200RS, but in their own individual way. This results in a choice

of two different styling variants: the classically sporty basic colours Lupin blue metallic / Light grey metallic and the sporty and exclusive "Style 2" variant in Granite grey metallic matt.

Highlights of the new BMW R1200RS:

- Classic flat-twin boxer engine with 92 kW (125 hp) at 7,750 rpm and 125 Nm (92 lb-ft) at 6,500 rpm.
- Sporty and dynamic sports tourer design.
- Aerodynamically styled semi-fairing with adjustable windshield.
- Torsionally rigid tubular steel bridge frame with engine as self-supporting element.
- Classic wheel suspension concept using upside-down telescopic fork at the front and EVO Paralever at the rear.
- New intake air duct and central radiator for ultra-compact front silhouette.
- Upright, sporty yet relaxed seating position for a dynamic riding sensation combined with excellent seating comfort for longer tours.
- Exhaust system in pentagonal design.
- Automatic Stability Control (ASC).
- "Rain" and "Road" riding modes.
- Riding mode Pro offering two additional riding modes, "Dynamic" and "User", for optimum adaptation to prevailing riding conditions as an ex-works option.
- Dynamic Traction Control (DTC) as part of the Riding mode Pro option.
- Latest-generation Dynamic ESA (Electronic Suspension Adjustment) as an option for optimum riding dynamics in any situation.
- Powerful braking system with radial four-piston callipers and ABS.
- Lightweight 10-spoke cast wheels.
- Gear Shift Assistant Pro for fast, clutchless shifting as an ex-works option.
- Sophisticated instrument cluster offering a wide array of functions and wealth of information.
- Keyless Ride for supreme ease of use as an ex-works option.
- Innovative colour scheme with two individual characters, classically sporty in the basic colours and sporty and exclusive in the "Style 2" variant.
- Extensive range of optional extras and special accessories available ex-works.

2. Drivetrain.

BMW motorcycles for travel and sport – the legendary RS family.
In the history of BMW Motorrad, there is hardly any other segment that can look back on such a long tradition as the sports tourer genre. This is down to the fact that BMW Motorrad essentially founded this segment: the R 100 RS launched in 1976 served up an unprecedented blend of sporting prowess and long-distance capability. The first mass-produced motorcycle in the world to come with a full, frame-mounted fairing that had been developed in the wind tunnel, it gave rise to the legendary reputation that RS production bikes from BMW Motorrad have enjoyed ever since as the consummate all-rounders for travel and sport alike.

With the arrival of the new R1200RS, BMW Motorrad is continuing this tradition in the best manner possible by unveiling a sports tourer powered by a flat-twin engine that succeeds in transposing these original all-round qualities from almost 40 years ago into the modern day to marvellous effect.

Spirited boxer engine with punchy response from standstill.
The flat-twin boxer engine on the new R1200RS is the same DOHC drive unit that already powers the R 1200 GS and R 1200 GS Adventure, as well as the R 1200 RT. It produces 92 kW (125 hp) at 7,750 rpm and develops its peak torque of 125 Nm (92 lb-ft) at 6,500 rpm.

Wonderfully uniform torque delivery, an extremely wide usable rev range and dynamic forward propulsion are among the stand-out qualities of the boxer engine with its two overhead camshafts. Over 100 Nm (74 lb-ft) is constantly on tap throughout the usable rev band, resulting in remarkable pulling power and sprinting ability. As a result of the modified airbox and new rear silencer, the torque figures at low revs are even slightly higher than on the new R 1200 GS, GS Adventure and RT, which has a positive impact on the overall performance of the sports tourer.

Like the previous engine generation, the 1,170 cc boxer unit still employs air/liquid cooling, but with a water/glycol solution instead of oil as the cooling agent. The higher heat absorption capacity of water ensures more efficient heat dissipation, resulting in even greater thermal stability. With this system of precision cooling, only the parts of the engine that are particularly exposed to thermal stress are cooled by the coolant. For the most part, the engine

continues to be air cooled, too, thereby preserving the characteristic appearance of the boxer drive unit.

The flow through the cylinder heads is now vertical for optimum charging, while the six-speed gearbox as well as a light-action oil bath clutch with anti-hopping function and low operating forces are incorporated into the engine housing. The secondary drive runs via the maintenance-free cardan shaft that is positioned on the left-hand side.

The particularly sensitive throttle response of the new BMW R1200RS is a further indication of the drive system's high level of refinement. The throttle twist grip's small operating angle and comfortably low return forces also serve to enhance riding comfort. In terms of sporty and dynamic performance credentials, meanwhile, the combination of the boxer engine and optimum ratio spacing gives the new R1200RS tremendous reserves of tractive power for accelerating out of bends, accompanied by a lively, free-revving character.

Exhaust system in pentagonal design as well as intake air duct and central radiator for ultra-compact front silhouette.
The intake system, radiator and exhaust system have all been designed in line with the specific requirements of a sports tourer. The residual gases are expelled via a dynamic-looking, steeply angled 2-in-1 exhaust system located on the right with a controlled exhaust valve. A redesigned airbox, specially shaped air intake snorkels and a compact, centrally positioned radiator allow the various elements to be packaged together particularly tightly here, resulting in a slender front silhouette. The cooling air is also discharged past the rider's knee for a comfort-enhancing effect that is particularly noticeable when riding in stop/start traffic on hot days.

ASC and two riding modes as standard, plus Riding mode Pro including Dynamic Traction Control (DTC) as an optional extra for optimum adjustment to operating conditions.
For optimum adaptation to the rider's individual needs and the intended use, the new R1200RS already comes equipped as standard with two riding modes, together with the traction-enhancing Automatic Stability Control (ASC) for increased riding safety. The riding characteristics can be adapted to most road conditions with the help of the two riding modes "Rain" and "Road". Together with the ABS system – another standard feature – ASC substantially increases the range of use of the new R1200RS, while at the same time providing a significant safety boost on slippery surfaces in particular.

In “Road” mode, the control systems are set to provide an optimum balance of performance and comfort on all roads.

In “Rain” mode, on the other hand, the bike is set up for road conditions offering low grip. Throttle response also becomes gentler with this mode activated.

The new R1200RS can be equipped ex-works with the Riding mode Pro option that offers two additional riding modes – “Dynamic” and “User”. The Riding mode Pro feature also includes Dynamic Traction Control (DTC) instead of the standard ASC system. By using a sensor box with banking detection, this particular form of traction control lets the rider accelerate even more safely.

The sporty side of the new BMW R1200RS can be experienced at its most intense in “Dynamic” mode. Instant throttle response and restrained intervention by the DTC let the bike unleash its full performance potential.

The “User” riding mode, meanwhile, allows riders to configure the R1200RS as they please. Besides throttle response, the control characteristics of the Dynamic Traction Control (DTC) can also be programmed to suit personal preferences and requirements in this mode. The DTC modes “Rain”, “Road” and “Dynamic” can therefore be combined at will with the throttle mapping of the “Rain”, “Road” and “Dynamic” modes to produce the desired throttle response.

Ex-works option Gear Shift Assistant Pro for changing gear with virtually no interruption in power flow.
Compared to the previous Gear Shift Assistant, the new Gear Shift Assistant Pro on the new R1200RS provides enhanced functionality. It enables upshifts and downshifts to be made without operation of the clutch or throttle valve in the riding-relevant load and rev speed ranges, offering the rider not just greater convenience but an added dose of dynamism as well. The majority of gear changes can be carried out with the help of the Gear Shift Assistant. Starting off is one of the few exceptions to this.

When accelerating, the throttle valve no longer needs to be closed for gear changes, allowing the power to flow with barely any interruption. And when decelerating and shifting down a gear (throttle valve closed), double-declutching is used to automatically adjust the engine speed. Gears are engaged in the usual way with the footshift lever. Shift times are considerably faster compared to gear changes with operation of the clutch. The Gear Shift Assistant is not an automatic shift system, however, but merely serves as a rider aid for changing gear.

The system works by employing a sensor on the gearbox output shaft to detect the rider's shift request and trigger the assistance mechanism. By increasing or reducing engine torque by the required amount, the load on the powertrain is effectively eliminated and the shaft speeds are synchronised to allow the shift dogs of the next gear wheel pair to intermesh in the same way as when the clutch is used. No gear shift assistance is provided during a gear change when the clutch is depressed, or when shifting up with the throttle valve closed (overrunning) or decelerating. Neither will any assistance be given if the shift lever is not in its proper starting position when shifting up or down.

3. Chassis.

Comfort plus dynamic performance for travel and sport.
The sports tourer is built to cater to the many motorcycle enthusiasts who yearn for a motorcycle offering a very broad scope of use. Whether it's travelling long distances at a high average speed, touring with a passenger and luggage on board or flitting along country roads in sporty fashion – any bike in this segment must have all of these modalities in its repertoire without exception. The new R1200RS upholds this tradition of serving up a blend of sportiness, comfort and long-distance capabilities, assisted by a completely newly developed chassis.

Torsionally rigid tubular steel bridge frame with the engine as a self-supporting element.
The chassis of the new BMW R1200RS is built around a tubular steel bridge frame incorporating the flat-twin engine as a self-supporting element that was purpose-developed for the new sports tourer. Large sections of the new model's frame are deliberately left exposed, underlining its core qualities such as sportiness and dynamism. The rear frame is also made from tubular steel, with the forged aluminium pegs for the pillion passenger footrests bolted on to it, and is itself bolted to the main frame at four different points. The footrests for the rider are likewise made from forged aluminium.

The steering head angle measures 62.3° and the wheel castor 114.8 mm. This, together with the balanced 51:49 weight distribution (static, without rider) and a wheelbase of 1,530 mm, translates into light-footed handling and great riding precision accompanied by maximum stability.

Classic wheel suspension featuring upside-down telescopic fork at the front and EVO Paralever at the rear.
The new BMW R1200RS employs a top-class upside-down telescopic fork with 45 mm stanchions. The BMW Motorrad S 1000 RR superbike served as the inspiration for the design and sizing of the stanchion and immersion tube. One of the reasons for fitting this high-strength telescopic fork was the packaging benefits that have given rise to an even more compact and dynamic look because the radiator could be integrated so neatly. This upside-down fork also provides the basis for excellent braking rigidity and a very direct wheel location for optimum riding precision, as well as clear feedback from the front wheel. Spring travel is 140 millimetres.

Wheel location at the rear is determined by the tried-and-tested EVO Paralever single-sided swingarm. The task of wheel suspension and damping is performed by a central spring strut. The spring preload can be adjusted hydraulically with the greatest of ease using a hand wheel, while the rebound damping can be infinitely varied. Spring travel here is likewise 140 millimetres.

Latest-generation Dynamic ESA (Electronic Suspension Adjustment) for ideal riding dynamics in any situation.
Opting for the latest generation of the electronically controlled suspension BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment) takes the dynamic riding experience on the new R1200RS to even greater heights. Dynamic ESA attains unprecedented levels of riding safety, performance and comfort as the damping is automatically adapted to the prevailing conditions to suit the riding situation and the manoeuvres being carried out. Dynamic ESA can easily be recognised by the gold-anodised stanchions and the spring strut's white painted spring.

With the "Road" damper mapping selected, damper adjustment is fully automated across the entire range and offers maximum comfort and optimum grip on all surfaces. In the "Road" setting, Dynamic ESA provides just the right level of damping at the spring elements regardless of the riding situation or the load being carried. In addition to this, there is a button that allows the rider to adjust the spring preload to the bike load as desired, independently of the damper setting.

Using the information relayed from the spring travel sensor on the rear spring strut to the new sensor box with banking detection, the damping can be adjusted to the respective riding conditions extremely sensitively and precisely. Further variables also help to accurately analyse riding states such as acceleration or deceleration, and factor them in when adjusting the damping forces at the rear spring strut and front upside-down telescopic fork of the new R1200RS. Adjustment is carried out in a matter of milliseconds by means of electrically actuated control valves. Even in a banked position, this allows the rider to enjoy an unprecedented level of damping comfort and beautifully stable handling characteristics.

Dynamic ESA is preset to the "Road" damping set-up in the standard configuration. However, the rider can easily switch to the "Dynamic" damper mapping while on the move by pressing a button on the handlebar, which then activates an altogether firmer damper setting.

Upright seating position with front bias for a dynamic riding sensation combined with excellent seating comfort for longer tours.
The handlebar integrated into the handlebar stem combined with the positioning of the footrests and seat produces a seating position with a slight front-wheel bias. The result is a wonderfully precise steering feel accompanied by the excellent ergonomic qualities for which BMW Motorrad is renowned. This is ideal for comfortable and relaxed riding, while still allowing the rider to adopt a sportier style without having to suffer any loss of handling precision. The ergonomically advanced seat forms the basis for a perfect bond between rider and machine, and ensures fatigue-free riding pleasure even on long journeys. Seats which vary in terms of height, design and comfort are available as optional extras or special accessories, allowing plenty of scope for adaptation to riders' individual requirements.

Powerful braking system with radial four-piston callipers and ABS as standard. Lightweight 10-spoke cast wheels.
The new R1200RS also comes complete with a suitably powerful braking system to match its high-performance credentials. Featuring ABS as standard, two radial four-piston fixed callipers team up with 320 mm brake discs at the front to provide incredible braking power, aided by the single-disc brake system at the rear with a two-piston floating calliper and a diameter of 276 mm. The 17-inch light-alloy wheels at the front and rear, measuring 3.5 and 5.5 inches in width respectively, take their cue from the S 1000 RR superbike in terms of both styling and lightweight construction. The front wheel, for instance, is fitted with a "hub cage", which enables direct mounting of the brake discs without any additional adapters, reducing weight further. The tyre sizes are 120/70 ZR 17 at the front and 180/55 ZR 17 at the rear.

4. Electrics and electronics.

Distinctive twin headlights with symmetrical light beam apertures (LED daytime running light) available as an ex-works option.
The dynamically styled twin headlights, together with the sporty fairing, don't just form the "face" of the new R1200RS, they also clearly point up the fusion of tourer and sports machine. In addition to offering excellent lighting power and ideal illumination of the road ahead, they also lend the new model a particularly distinctive and unmistakable appearance. The new R1200RS can additionally be specified with an LED daytime running light positioned in the centre between the two headlight units as an ex-works option.

Multifunctional instrument cluster with analogue speedometer, onboard computer and a wealth of information.
A glance at the instrument cluster of the new R1200RS also reveals how it is whisking boxer-engined sports touring into a whole new dimension. In keeping with the original intended use as an on-road bike, the speed is displayed in traditional fashion by means of an analogue speedometer. This is accompanied by a TFT display serving up a wide array of information. A light sensor is used for automatically adjusting the brightness to ambient light levels and switching between the day and night designs.

The new R1200RS comes complete with an onboard computer as standard. A choice of three modes allows the display to be personalised by showing different information according to the rider's preference:

- In full mode (Style 0), the motorcycle information can be individually arranged or visualised in the two display panels.
- The sport mode (Style 1) offers the sporty-minded rider a bar graph for displaying the engine speed. An additional digital rev speed readout is also available.
- Riders who wish to reduce the amount of information shown can select the tourist mode (Style 2). In this mode, a digital speed readout is additionally activated, and the information from the onboard computer only appears in the two display panels at the bottom.

The standard-fit onboard computer is able to display the following:

- Total mileage.
- Trip 1 and Trip 2.
- Range.
- Outside temperature.
- Engine temperature.
- Average fuel consumption.
- Average speed.
- Date.
- Oil level.
- Tyre Pressure Monitor (RDC).
- Set-up.

The range of information available can be extended by having the onboard computer Pro fitted as an option ex-works. Using the menu, it is additionally possible to activate and deactivate the anti-theft alarm system (optional), use e.g. the GPS time or the fuel level data if the BMW Motorrad Navigator V (special accessory) is installed, operate the automatic daytime running light control (optional) and switch the prompt to perform fuel-saving upshifts on and off.

The onboard computer Pro is able to display the following:

- Automatic trip recorder.
- Average fuel consumption 1 + 2.
- Current fuel consumption.
- Electrical system voltage.
- Total timer.
- Ride timer.
- Service date.
- Distance to service.

Keyless Ride for supreme ease of use as an ex-works option.
The new R1200RS can also be ordered ex-works with the optional BMW Motorrad Keyless Ride System, allowing both the steering lock and fuel tank cap to be released and locked again without the need for a key. As before, the engine is fired up by pressing the start button. With Keyless Ride, the rider needn't take the key out of their pocket at any time.

5. Design and colour scheme.

A new dimension to travel and sport also courtesy of design.
The new BMW R1200RS adds new sparkle to the great tradition of sports tourer bikes at BMW Motorrad and points the way ahead for the future. As a classic representative of the sports tourer segment, it unites the proverbial touring qualities and comfort features of a BMW boxer tourer with the agility and dynamism of a BMW boxer sports machine. It is the perfect choice for dynamic yet comfortable motorcycling.

Thanks to the comfortable seating position, the improved ergonomics triangle, the aerodynamically formed half-shell fairing and the powerful engine, long-distance journeys on the motorway are just as much a forte of the new R1200RS as sporty rides along twisting country roads or up mountain passes. The new R1200RS also packages this wide repertoire within a forward-looking design idiom that boldly conveys its intent.

Elongated lines and dynamic proportions.
The BMW RS production bikes have always enjoyed a reputation for being the supreme all-rounders for travel and sport. The new BMW R1200RS fuses these qualities with not just a generous portion of dynamic performance, but a dynamic design idiom as well. The half fairing's beautifully balanced proportions, with its low-set front and its light, almost delicate-looking tail jutting up at the rear, give the bike a dynamic, elongated wedge shape and leave no doubt as to the sporting prowess of the new R1200RS, along with its many other talents. At the heart of it all is the classic boxer engine, combined with a single-sided swingarm and cardan shaft drive in hallmark BMW Motorrad fashion and encased within the sensational architecture of the latticework bridge frame.

The new R1200RS – aerodynamic, perfectly toned, authoritative.
With its compact, powerful and aerodynamic styling, the proportions of the new R1200RS promise an exceedingly agile and dynamic riding experience, together with the superb touring and long-distance qualities that form part of the philosophy of the RS production models from BMW Motorrad. Whatever angle it is viewed from, the design clearly signals riding pleasure on country roads or alpine passes as well as supreme expertise when it comes to extended trips or touring holidays – no matter whether riders are travelling alone or with a passenger and luggage.

With its short, high tail, muscular tank and low, compact front end, the new BMW R1200RS seems to be surging forward even when stationary. What's more, the upper section of the front fairing has been made to stand out visually, producing an even more athletic appearance. Careful use has been made of black sections to set off the athletically styled fairing to optimum effect, while at the same time making the flanks appear slimmer and lighter.

Gaps and precisely designed openings blend together with the aerodynamically sophisticated half fairing to give the new R1200RS a light and very manageable feel, without compromising its long-distance abilities. The surfaces of the half fairing have been artfully sculpted down to the finest detail, with every line seemingly pressing forward in the direction of travel. Painstaking attention to detail is also evident in the wind-deflecting winglets designed to divert the airflow around the rider's kidney area, which is so susceptible to draughts. The contrasting colour of the fairing's top section, meanwhile, emphasises the lightness and agility of the new R1200RS.

All the RS trademarks – dynamic, oozing character, ideal for touring.
Together with the aerodynamically contoured half fairing, the dynamically styled twin headlights form the "face" of the new BMW R1200RS and unambiguously reflect the fusion of tourer and sports machine. The headlight apertures are shaped symmetrically, as in the BMW Motorrad touring segment, but the reflectors are asymmetric in form, in similar fashion to the brand's sports motorcycles. A vertically arranged LED daytime running light is available as an ex-works option and is centrally positioned between the two headlight units in place of the black plastic cover.

The new R1200RS clearly spells power, dynamism and comfort when viewed from the rear, too. Two C-shaped bands incorporated into the slim tail end form the rear light, while the distinctively styled pentagonal silencer symbolises electrifying responsiveness, at the same time as allowing the bike to be banked sharply in sporty fashion and giving a clear view of the rear wheel.

Trademark RS synthesis of emotion, design and proverbial BMW Motorrad functionality.
The BMW Motorrad engineers called on all their experience and creativity to take sporty, dynamic styling and merge it with core areas of expertise, such as comfort and long-distance capability, to create an overall concept that both stirs the emotions and delivers eager performance. The delicately styled pillion grab handles and a separate licence plate holder may give the tail section a decidedly light feel, yet the rider does not have to leave anything behind as there is provision for attaching both panniers and a topcase – just as

you would expect from BMW Motorrad. The optionally available luggage bridge also considerably enhances the touring capabilities of the BMW R1200RS. Apart from the mounting facility for a topcase, it also offers the pillion passenger even more comfortable grab handles. And it is a precision-made cast aluminium part of elaborate design that lends visual expression to the sophistication and touring abilities of the R1200RS.

A windshield with an ingenious four-joint mechanism that can be adjusted to two settings and thus be fitted in a high or low basic position ensures minimal turbulence as well as remarkable long-distance comfort even when travelling at high speeds. The lightweight 10-spoke wheels modelled on the S 1000 RR superbike, the neatly integrated fuel tank with optimally designed knee dent, and the sporty-looking yet comfortable pillion seat are just a few more examples of the trademark RS synthesis of dynamic design language and hallmark BMW Motorrad functionality.

Authentic, top-class materials and meticulous attention to detail.
The philosophy at the core of all BMW Motorrad sports tourer bikes is also deftly applied when it comes to the choice of materials on the new R1200RS. The footrests for the rider and pillion passenger, for instance, are made from drop forged aluminium of exceptional quality. The two handlebar halves that are manufactured from forged aluminium and held in place by the intricately designed yoke, on the other hand, blend solidity and sportiness. In the “Style 2” variant, the middle section of the fuel tank cover additionally boasts a stainless steel finish, lending the R1200RS an added touch of exclusivity.

Two colour and finish variants for equally powerful yet distinctive sports touring personalities.
The new R1200RS is available in two different styling variants: the basic colours and the “Style 2” variant. The two sides of the new R1200RS – sportiness and touring capability – are visualised by a colour scheme featuring two different colour compositions: Lupin blue metallic / Light grey metallic in the basic variant and Granite grey metallic matt / Black storm metallic in the “Style 2” variant.

Basic.
In the basic colours Lupin blue metallic / Light grey metallic, the new R1200RS is finished in a classically sporty colour scheme consisting of a white tone and a powerful shade of blue. This combination has symbolised the sportiness of BMW Motorrad for many years, and brings the dynamic qualities of the new R1200RS to the fore. The sporty model graphic in Lupin blue metallic emblazoned on the light-coloured side fairing section in Light

grey metallic adds a further dynamic touch and echoes the powerful highlight colour of this particular colour scheme.

- Lupin blue metallic / Light grey metallic.
- Plastic centre fuel tank cover in contrasting Granite grey metallic matt paint finish.
- Frame colour Black.
- Black-anodised brake callipers.

Style 2

The “Style 2” variant in Granite grey metallic matt with contrasting parts in Black storm metallic lets the sporting genes of the new R1200RS shine out with exclusive highlights, and conveys its individual character using components and surfaces that have also been specially designed for this style. This colour variant is aimed at the sports-minded touring rider. The engine spoiler, golden brake callipers and stainless steel centre fuel tank cover contrast with the high-class dark-toned main colour and make this sporty and exclusive variant a real eye-catcher. The only difference between the model graphic on the “Style 2” variant and the graphic on the basic variant is the colour: finished in black, it produces a slightly more understated effect, but the use of orange in the lettering injects the new R1200RS with an extra touch of sporty flair.

- Paintwork in Granite grey metallic matt / Black storm metallic.
- Frame colour Agate grey metallic.
- Engine spoiler in bike colour.
- Gold-anodised brake callipers.
- Fuel tank cover in stainless steel.

6. Equipment range.

Optional equipment and special accessories.
A comprehensive range of optional equipment and special accessories is available for further customisation of the new BMW R1200RS. Optional equipment items are factory-fitted and integrated in the production process. Special accessories can be fitted by a BMW Motorrad dealer or customers themselves, which means the motorcycle can also be retrofitted with equipment.

Optional equipment.
All optional equipment included in the packages can also be ordered individually, with the exception of the onboard computer Pro.

- Comfort Package comprising: chrome-plated exhaust system, heated grips, RDC.
- Touring Package comprising: dynamic ESA, preparation for navigation system, on-board computer Pro, pannier holder, centre stand, luggage grid with hand grips, cruise control.
- Dynamic Package comprising: riding mode Pro (including DTC), LED indicators, daytime running lights.
- Keyless ride.
- Sport rider's seat (840 mm).
- Extra-low rider's seat (760 mm).
- Gear shift assistant Pro.
- Anti-theft alarm system.

Special accessories.

HP Parts.
- HP milled clutch lever.
- HP milled brake lever.
- HP milled rider footrest system.

Stowage range.
- Small tank rucksack.
- Pannier.
- Topcase 2, lacquer-varnish lid.
- Luggage grid with hand grips.

- Pannier inner bag.
- Topcase inner bag.

Design.
- LED indicators.
- Engine spoiler.

Sound.
- Akrapović Sport silencer.

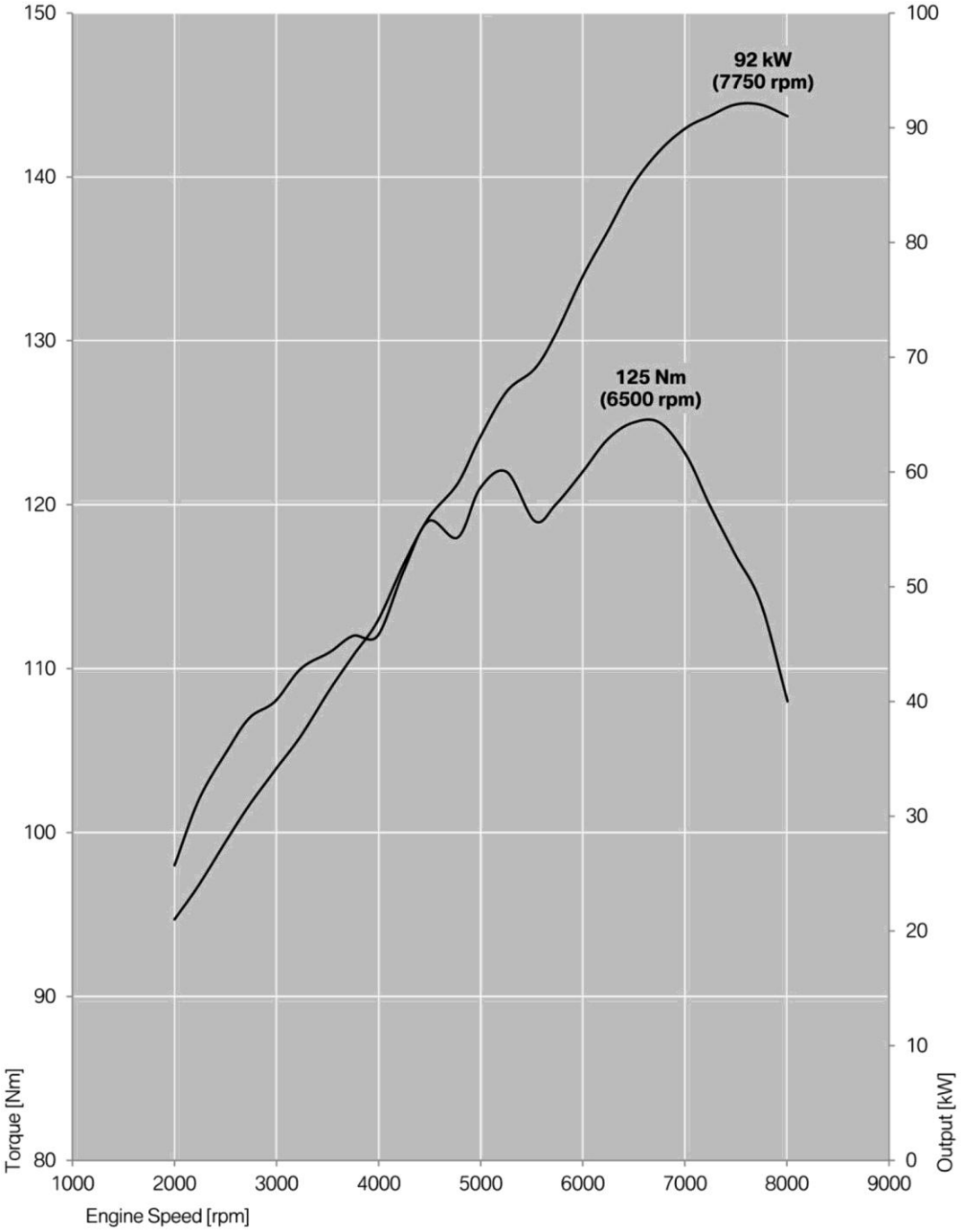
Ergonomics and comfort.
- Sport rider's seat (840 mm).
- Low rider's seat (790 mm).
- Extra-low rider's seat (760 mm).
- Backrest for topcase.
- Tinted windshield.
- Heated grips.

Navigation.
- BMW Motorrad Navigator V.
- Cradle for BMW Motorrad Navigator V.

Safety.
- Retrofit anti-theft alarm system.
- LED auxiliary headlight.
- Engine protection bar.
- Retrofit riding mode Pro.
- BMW Motorrad warning triangle.
- Large first aid kit.
- Small first aid kit.

Maintenance and technology.
- BMW Motorrad battery charger.
- Repair kit for tubeless tyres.
- Centre stand.

7. Output and torque diagram.



8. Technical specifications.

		BMW R1200RS
Engine		
Displacement	cm^3	1170
Bore/stroke	mm	101/73
Output	kW/hp	92/125
at	rpm	7750
Torque	Nm	125
at	rpm	6500
Type		air/liquid-cooled twin-cylinder boxer engine
No. of cylinders		2
Compression/fuel		12.5:1, premium unleaded (95 RON)
Valve actuation		DOHC
Valves per cylinder		4
Ø Intake/outlet	mm	40/34
Ø Throttle valve	mm	52
Mixture preparation		BMS-X
Emission control		closed-loop 3-way catalytic converter
Electrical system		
Alternator	W	508
Battery	V/Ah	12/12 maintenance-free
Headlight	W	H7/LED (optional)
Starter	kW	0.9
Power transmission – gearbox		
Clutch		anti-hopping oil-bath clutch
Gearbox		constant mesh 6-speed gearbox
Primary ratio		1.650
Transmission ratios	I	2.438
	II	1.714
	III	1.296
	IV	1.059
	V	0.943
	VI	0.848
Final drive		cardan shaft
Transmission ratio		2.818
Chassis		
Frame construction type		tubular steel bridge frame, engine self-supporting
Suspension, front		upside-down telescopic fork
Suspension, rear		BMW EVO Paralever
Spring travel, front/rear	mm	140/140
Wheel castor	mm	114,8
Wheelbase	mm	1 530
Steering head angle	°	62,3
Brakes	front	hydraulically actuated twin-disc brake Ø 320 mm
	rear	single-disc brake Ø 276 mm
ABS		BMW Motorrad Integral ABS (standard, part-integral, can be switched off)

		BMW R1200RS
Wheels		cast aluminium wheels
	front	3.50 x 17"
	rear	5.50 x 17"
Tyres	front	120/70 ZR17
	rear	180/55 ZR17

Dimensions and weights		
Total length	mm	2203
Total width with mirrors	mm	998
Seat height	mm	820
DIN unladen weight, road ready	kg	236
Permitted total weight	kg	450
Fuel tank capacity	ltr	18

Performance figures		
Fuel consumption		
90 km/h	ltr/100 km	4.1
120 km/h	ltr/100 km	5.5
Acceleration		
0–100 km/h	s	3.3
Maximum speed	km/h	>200