

The new BMW R1200R. Contents.



1. Overall concept.	
(Short version)	2
2. Drivetrain.	5
3. Chassis.	9
4. Electrics and electronics.	12
5. Design and colour scheme.	14
6. Equipment range.	18
7. Engine output and torque.	20
8. Technical specifications.	21

**The new 2015 BMW R1200R 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 R1200R – the boxer roadster for the keen rider.

BMW Motorrad and the roadster with the flat-twin boxer engine – it's a partnership that has kept enthusiasts enthralled ever since the arrival of the R 32 some 91 years ago, during which time the roadster has come to symbolise the ultimate in unadulterated motorcycling pleasure. And especially so when the propulsive power stems from the classic boxer engine with its inimitable character and glorious sound. From cruising along serenely, to powering down country roads, to touring with a passenger and luggage, the boxer-engined roadster models from BMW Motorrad have always made for the ideal partner. The new R1200R upholds this tradition of comfort, dynamism and touring capability, at the same time as putting a new slant on the alluring blend.

Meatier and mightier boxer engine for dynamic riding pleasure.

The flat-twin boxer engine on the new R1200R is the same DOHC drive unit that already powers the R 1200 GS and R 1200 GS Adventure as well as the R1200RT and the new R1200RS. 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 engine on its predecessor, not only has torque been increased substantially throughout the rev range, but delivery is now more uniform too. The exhaust gases are routed through a 2-in-1 exhaust system with a dynamic-looking, steeply angled rear silencer. A modified airbox and newly shaped air intake snorkels, as well as a centrally positioned radiator, all lend themselves to the slender front silhouette to which all roadsters aspire.

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 R1200R 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 when specified with the optional Riding mode Pro feature, the new R1200R 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 the 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 R1200R. With an upside-down telescopic fork at the front and EVO Paralever at the rear, the wheel suspension remains true to classical roadster principles that have been updated in typical BMW Motorrad fashion. Excellent steering precision, directional accuracy, handling and braking rigidity were all top priorities when configuring the chassis – and all while never losing sight of the overriding objective for the new R1200R of creating an exceptionally dynamic roadster for the keen rider, whose design language is 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, onboard computer and a wealth of information.

Even the instrumentation of the new R1200R takes a quantum leap into a new roadster 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.

Dynamic proportions for a pared-down roadster look. Three colour and finish variants, each with their own character.

The BMW Motorrad boxer roadsters have always enjoyed a reputation for being the perfect companions for everyday use. The new BMW R1200R fuses these all-round credentials with both significantly sharper performance and a contemporary, pared-down roadster look. The dynamic proportions, with the low-set front and the light, almost delicate-looking 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. Three colour and finish variants each underline the powerful character of the new R1200R, but in their own individual way. This results in a choice of three decidedly different styling variants: the basic colour in Cordoba blue non-metallic, the “Style 1” variant in

Light white non-metallic with frame in Racing red, and the “Style 2” variant in Thunder grey metallic with frame in Agate grey metallic matt.

Highlights of the new BMW R1200R:

- Classic flat-twin boxer engine with 92 kW (125 hp) at 7,750 rpm and 125 Nm (92 lb-ft) at 6,500 rpm.
- Dynamic-looking, compelling roadster design.
- 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 seating position with front bias for a dynamic riding sensation combined with excellent seating comfort for longer tours.
- Restyled 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 three individual characters: Basic colour, “Style 1” and “Style 2”.
- Extensive range of optional extras and special accessories available ex-works.

2. Drivetrain.



BMW Motorrad roadsters – bound by tradition.

The classic roadster bike with a boxer engine – no other motorcycle design has such a longstanding heritage at BMW Motorrad. Indeed, the very first BMW model – the R 32 from 1923 – was based on the concept of a pared-down motorcycle devoid of bodywork and with great all-round qualities.

Today, 91 years on, BMW Motorrad is unveiling its latest boxer-engined roadster creation in the form of the R1200R: fresher, more dynamic and more thrilling than ever. Featuring a new drivetrain and a design concept that has been meticulously honed as a whole, the new R1200R boasts even finer all-round credentials accompanied by sharper performance.

Spirited boxer engine with punchy response from standstill.

The flat-twin boxer engine on the new R1200R is the same DOHC drive unit that already powers the R 1200 GS and R 1200 GS Adventure, as well as the R1200RT and the new R1200RS. 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.

Not only does the new power unit generate considerably higher torque than its predecessor over the entire rev range, but torque delivery is more uniform as well: over 100 Nm (74 lb-ft) is constantly on tap throughout the usable rev band. With the aid of the modified airbox and new rear silencer, the R1200R is even able to generate slightly greater torque at low revs than the R 1200 GS, GS Adventure and RT. This has resulted in an improvement in pulling power and sprinting ability at all engine speeds, while also further enhancing the sense of effortless drive power that is so important on a dynamic boxer roadster.

Like the engine on the predecessor model, the new 1,170 cc 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 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 have been incorporated into the engine housing – another improvement over the predecessor model. The secondary drive runs via the maintenance-free cardan shaft that is positioned on the left-hand side.

The even more sensitive throttle response of the new BMW R1200R is a further indication of the all-round improvement in the drive system's refinement. The throttle twist grip's reduced operating angle and lower return forces are an additional boon to riding comfort. Last but not least, the dynamic nature of the R1200R has also been brought more to the fore. Tractive power has been upped substantially compared to its predecessor, allowing the new roadster to power out of bends with even greater urgency, while its engine revs more freely than before, too.

Restyled exhaust system and intake air duct plus central radiator for ultra-compact front silhouette.

The intake system, radiator and exhaust system have all been adapted to the specific requirements of a roadster bike. The residual gases are now expelled via a 2-in-1 exhaust system located on the right with a controlled exhaust valve and a dynamic-looking, steeply angled rear silencer. A redesigned airbox, newly shaped air intake snorkels as well as 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 furthermore discharged past the rider's knee for a comfort-enhancing effect that is particularly noticeable when riding in stop/start traffic on hot summer 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 R1200R 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 R1200R, at the same time as 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 R1200R 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 R1200R 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 R1200R 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 R1200R 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; it merely serves as an aid for the rider when changing gear.

The system works by employing a sensor on the gearbox selector 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 during deceleration. Neither will any assistance be given if the shift lever is not in its proper starting position when shifting up or down.

3. Chassis.



The BMW Motorrad boxer roadster – pure, unadulterated riding pleasure.

The classic boxer-engined roadster bike is built to cater to the many motorcycle enthusiasts who yearn for unadulterated riding pleasure, no matter whether they are cruising along serenely, powering down country roads or touring with a passenger and luggage on board. The new R1200R upholds this tradition of serving up an intoxicating blend of comfort, dynamism and touring capability, and with a completely newly developed chassis as well.

Torsionally rigid tubular steel bridge frame with the engine as a self-supporting element.

The chassis of the new BMW R1200R 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 roadster. In keeping with the classic roadster genetic blueprint, large sections of the new model's frame are deliberately left exposed, further underlining how this particular segment craves motorcycle engineering in its pure state. 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 125.6 mm. This, together with the optimum 50:50 weight distribution (static, without rider) and a wheelbase of 1,515 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 R1200R 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 harmonious roadster 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

carried out by the proven 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 R1200R 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 now 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 now be adjusted to the respective riding conditions extremely sensitively and precisely. Further variables 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 R1200R. 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 wide handlebar made from butted aluminium tubing 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. The brake and clutch levers each have four different position settings allowing individual rider adjustment. The seating position 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 a wide range of adjustment to suit riders' individual requirements.

Powerful braking system with radial four-piston callipers and ABS as standard. Lightweight 10-spoke cast wheels.

The new R1200R also comes complete with a suitably powerful braking system to match its high-performance credentials. Featuring disengageable 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 freeform headlight (LED daytime running light) available as an ex-works option.

The headlight unit on the new R1200R lends itself to the characteristic, slender roadster look and employs freeform technology. The new R1200R can also be specified with an LED daytime running light as an ex-works option. This takes the place of the standard sidelight with incandescent bulbs, and traces a striking “H” in the shape of a barbell. This equipment feature can also be identified by the BMW lettering on the inner partition plate.

Multifunctional instrument cluster with analogue speedometer, onboard computer and a wealth of information.

A quick glance at the instrument cluster of the new R1200R is enough to reveal that it is speeding into a new boxer roadster era. In keeping with the original intended use as an on-road bike, the speed is displayed in classic 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 R1200R 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. This also includes a menu for activating and deactivating the anti-theft alarm system (optional), using the GPS time if the BMW Motorrad Navigator V (special accessory) is installed, operating the automatic daytime running light control (optional) and switching 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 R1200R 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.



One glance tells you that the future of the roadster is here.

No other breed of motorcycle comes as close to representing this form of transport in its purest form as the roadster does: one engine, two wheels and bodywork stripped down to the bare essentials with just a tank and seat. And endowed with a great all-round repertoire to boot – from short rides that allow you to relax at the end of the working day, to Sunday outings along winding roads, to extended holiday trips.

The new R1200R encapsulates all of this to perfection, while at the same time adding a generous dose of classic roadster feeling and cutting-edge technology to the equation and packaging everything within a forward-looking design idiom that conveys its intent in every fibre.

Dynamic proportions for a pared-down roadster look.

The BMW Motorrad boxer roadsters have always enjoyed a reputation for being the undemanding maestros, the perfect companions for everyday use. The new BMW R1200R fuses these all-round credentials with both significantly sharper performance and a contemporary, pared-down roadster look. The dynamic proportions, with a low-set front and the light, almost delicate-looking 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. 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.

Leading role for the new R1200R – as a character actor specialising in sporty performance and keen riding.

With its compact, taut and muscular contours, the proportions of the new R1200R promise a more agile and dynamic riding experience than any other BMW boxer roadster before it. No matter what angle it's viewed from, the design signals straightforward riding pleasure through every bend and at all times – be it in the city, on a country road or on a mountain pass. Trademark BMW Motorrad functionality is melded together with the powerful emotion and dynamism of a naked bike to capture the very essence of motorcycling.

With its short, high tail, muscular tank and low, compact front, the new BMW R1200R seems to be surging forward even when stationary, while gaps and carefully designed openings give it a light and very manageable feel, too. With a pillion area that is around 60 mm lower and a tail that has been shortened by some 120 mm, the new BMW R1200R instantly stands out as being far more compact and a more eager performer than its predecessor. All the lines along its flanks converge on the front wheel in a striking gesture of dynamism. Focusing the attention on the front wheel in this way gives visual expression to the machine's fleet-footed handling as well as symbolising agility and dynamism together with the high rear end – the perfect ingredients, in other words, for weaving through the bends with gusto.

A roadster through and through – svelte, slender and in absolute top shape.

The powerful, trim body of the new R1200R can now be admired from the front as well. The headlight unit has been neatly integrated into the steering head section, producing an enclosed, wiry silhouette. Its design is a highly individual and dynamic take on the classic circular headlight, with dipped and high-beam lamps positioned one above the other, and it gives the new R1200R a striking, unmistakable look from the front. Yet the new R1200R also radiates power, dynamism and agility when viewed from the rear. Two C-shaped bands incorporated into the slim tail end form the rear light, while the distinctively styled pentagonal silencer symbolises electrifying responsiveness while also allowing the bike to be banked sharply in sporty fashion and giving a clear view of the rear wheel.

Emotion-stirring design language and characteristic BMW Motorrad functionality in perfect harmony.

Whereas the new R1200R oozes dynamism and agility from every pore, its excellent touring comfort and smart ergonomics are something best experienced out on the open road. The BMW Motorrad designers and engineers called on their many years of 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 it is possible to attach both panniers and a topcase – just as you would expect from BMW Motorrad. The light 10-spoke wheels modelled on the S 1000 RR superbike, the ingeniously integrated fuel tank, the handy luggage carrying facility and the sporty-looking yet comfortable pillion seat are just a few more examples of this perfect synthesis of emotion-charged design language and characteristic BMW Motorrad functionality.

Authentic, top-class materials and meticulous attention to detail.

The philosophy at the core of all roadster bikes – to experience motorcycling at its original best in all its dynamism and diversity – is deftly applied when it comes to the choice of materials on the new R1200R, too. The headlight assembly and the footrests for the rider and pillion passenger are made from drop forged aluminium of exceptional quality. The butted aluminium tube handlebar that is attached to the intricately designed yoke using traditional clamp jaws, on the other hand, blends solidity and sportiness. In the “Style 1” and “Style 2” variants, the middle section of the fuel tank cover additionally boasts a stainless steel finish, lending the R1200R an added touch of exclusivity.

Three colour and finish variants for equally powerful yet totally different characters.

The new R1200R is available in three distinctly different styling variants: Basic colour, “Style 1” and “Style 2”.

Basic colour.

The basic colour in classic Cordoba blue non-metallic brings the proportions and progressive design of the new R1200R perfectly to the fore. Select surface finishes pick out the principal elements that make up this dynamic, pure-bred roadster to great effect.

- Paintwork in Cordoba blue non-metallic.
- Plastic centre fuel tank cover in contrasting Granite grey metallic matt paint finish.
- Frame colour Black.
- Black-anodised brake callipers.

Style 1.

The “Style 1” variant gives added impact to the sporty nature of the new R1200R with dynamic styling features, and lends it individual character with purpose-designed components and surfaces.

- Paintwork in Light white non-metallic.
- Large “R” model graphic.
- Frame colour Racing red.
- Gold-anodised brake callipers.
- Engine spoiler in bike colour.
- Fuel tank cover in stainless steel.
- “Pure” instrument cluster fascia.

Style 2.

The “Style 2” variant lets the sporting genes of the new R1200R shine out with exclusive highlights, and conveys its individual character using components and surfaces that have also been specially designed for this style.

- Paintwork in Thunder grey metallic.
- Frame colour Agate grey metallic matt.
- 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 R1200R. 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, onboard computer Pro, pannier holder, centre stand, luggage grid with hand grips, cruise control.
- Dynamic Package comprising: riding mode Pro (including DTC), Sport windshield, LED indicators, daytime running light.
- Keyless ride.
- Gear shift assistant Pro.
- Anti-theft alarm system.
- High rider's seat (820 mm).
- Low rider's seat (760 mm).
- Comfort pillion seat.

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).
- High rider's seat (820 mm).
- Low rider's seat (760 mm).
- Comfort pillion seat.
- Backrest for topcase.
- High windshield.
- Sport windshield.
- Tinted Sport windshield.
- Heated grips.

Navigation.

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

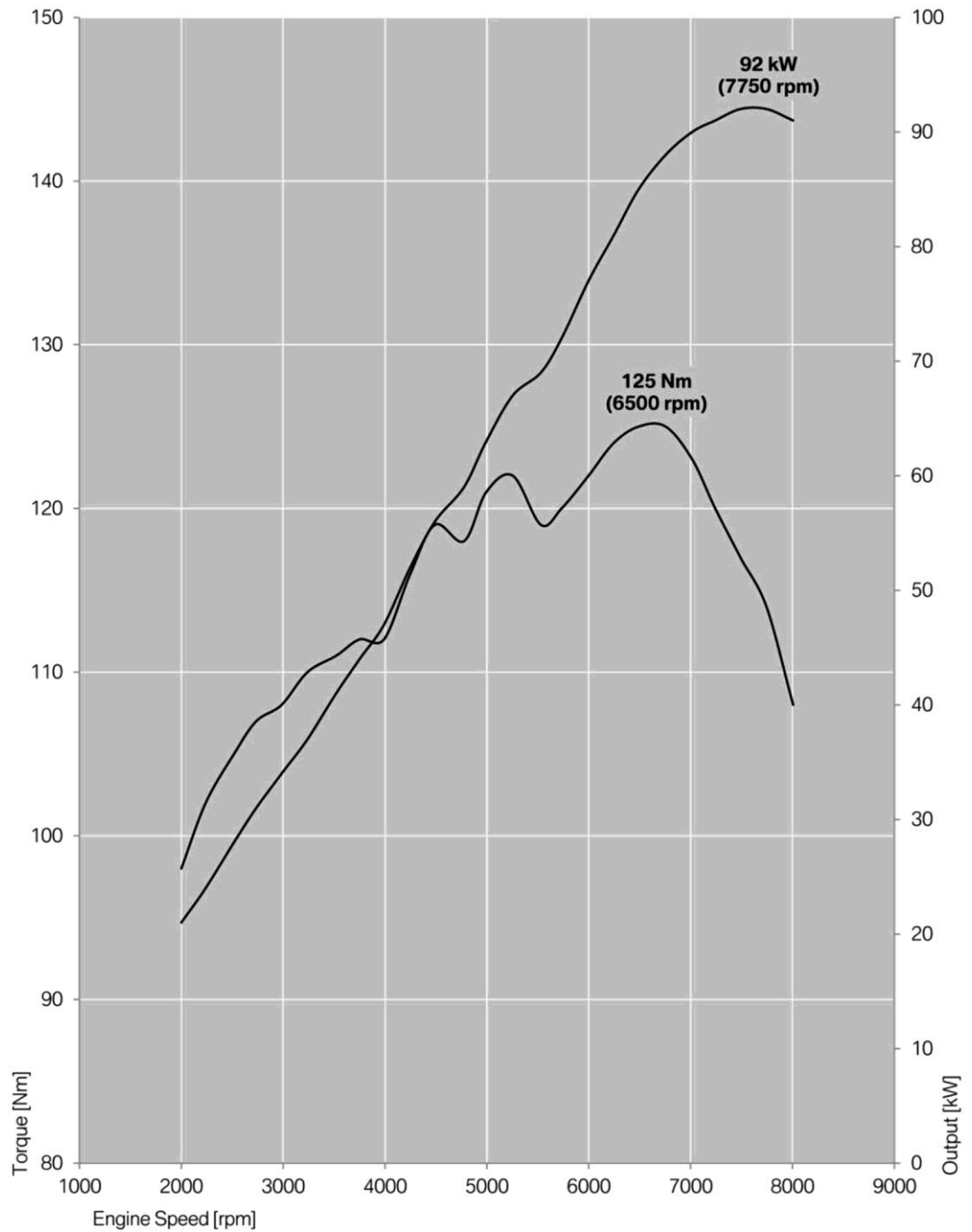
Safety.

- 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 230 V.
- BMW Motorrad battery charger 110 V.
- BMW Motorrad battery charger for UK.
- Repair kit for tubeless tyres.
- Centre stand.

7. Engine output and torque.



8. Technical specifications.



BMW R1200R		
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	125.6
Wheelbase	mm	1515
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 R1200R		
Wheels	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	2165
Total width with mirrors	mm	880
Seat height	mm	790
DIN unladen weight, road ready	kg	231
Permitted total weight	kg	450
Fuel tank capacity	ltr	18
Performance figures		
Fuel consumption		
90 km/h	ltr/100 km	3.9
120 km/h	ltr/100 km	5.4
Acceleration		
0–100 km/h	s	3.3
Maximum speed	km/h	>200