



# The all-new BMW R 1250 GS Adventure.

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# 1. Overall concept. Short version.



## **The all-new R 1250 GS Adventure**

For decades, the boxer engine in the BMW Motorrad GS Adventure models has stood for distinctive, powerful and reliable propulsion when it comes to dynamic riding along country roads, sporty touring or enjoying long-distance trips and motorcycling adventures to the full. For more than 25 years, BMW Motorrad has used 4-valve technology in this connection, combined with electronic fuel injection and closed-loop catalytic converter technology in order to achieve the best possible power and torque delivery, efficiency and environmental compatibility.

## **Further advanced boxer engine with BMW ShiftCam Technology for an additional increase in power across the entire engine speed range, reduced emission and fuel consumption levels, optimised running smoothness and refinement.**

With the extensively further advanced boxer engine, the all-new BMW R 1250 GS Adventure not only achieves a whole new level of power and torque. It was also possible to significantly optimise refinement and running smoothness – especially within the lower engine speed range. What is more, the new engine offers improved emission and fuel consumption levels as well as a particularly satisfying sound. For this purpose, BMW ShiftCam Technology has been used for the first time in the serial production of BMW Motorrad engines: this enables variation of the valve timings and valve stroke on the intake side. In addition, the intake camshafts

are designed for asynchronous opening of the two intake valves, resulting in enhanced swirl of the fresh, incoming mixture and therefore more effective combustion. Other technical changes to the engine relate to the camshaft drive – now taken care of by a toothed chain (previously a roller chain) – an optimised oil supply, twin-jet injection valves and a new exhaust system.

**Two riding modes, ASC and Hill Start Control as standard.**

There are two riding modes available as standard in order to be able to adapt the motorcycle to individual rider preferences. The standard Automatic Stability Control ASC ensures a high level of riding safety due to the best possible traction. The set-off assistant Hill Start Control is likewise a standard feature in all three models, enabling convenient set-off on slopes.

**Riding Modes Pro, featuring additional riding modes, Dynamic Traction Control DTC, ABS Pro, Hill Start Control Pro and Dynamic Brake Assistant DBC, available as an optional equipment ex works.**

"Riding Modes Pro" is now available as an optional equipment item, featuring the additional riding mode "Dynamic" and "Dynamic Pro" (configurable), Dynamic Traction Control DTC, and in the R 1250 GS Adventure also the riding modes "Enduro" and "Enduro Pro" (configurable). DTC enables even more efficient and safe acceleration, especially when banking. ABS Pro offers even greater safety when braking, even in banking position. The new Dynamic Brake Control DBC provides additional safety when braking, also in difficult situations, by avoiding unintentional accelerator 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.

**LED headlamp for the all-new BMW R 1250 GS Adventure as standard and LED daytime riding light for all three models as an ex works optional equipment item.**

The all-new BMW R 1250 GS Adventure now features a LED headlamp as standard. In addition to this, the LED daytime riding light is available as an optional equipment item for the all-new BMW R 1250 GS Adventure.

**Electronic suspension Dynamic ESA “Next Generation” with fully automatic load compensation as an option.**

With the optional equipment item BMW Motorrad Dynamic ESA “Next Generation”, damping automatically adapts to the situation according to riding state and manoeuvres, and there is also automatic compensation in all load states. This allows finely tuned adaptation of the motorcycle to riding states, achieving optimum damping comfort and a very stable ride response.

**Connectivity: Multifunctional instrument cluster with 6.5 inch full-colour TFT display offering many features as standard.**

The three new boxer models now have the equipment feature Connectivity as standard including a 6.5-inch full-colour TFT screen. In conjunction with the standard BMW Motorrad Multi-Controller, this means the rider can access vehicle and connectivity functions particularly swiftly and conveniently.

**Intelligent Emergency Call as an ex works option.**

Ensuring the fastest possible assistance in the event of an accident or in situations of emergency and danger can save people’s lives. The optional equipment item Intelligent Emergency Call summons assistance to the scene as quickly as possible.

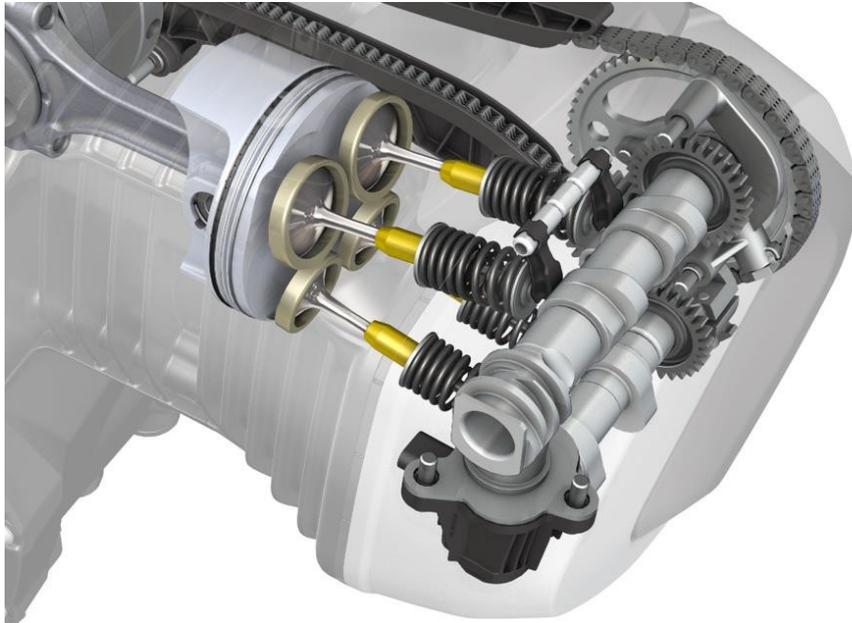
As before, this feature can be ordered for all three models.

### **The highlights of the all-new BMW R 1250 GS Adventure:**

- Further developed boxer engine with BMW ShiftCam Technology for variation of the valve timings and valve stroke on the intake side.
- Even more power across the entire engine speed range, optimised fuel consumption and emission levels, increased running smoothness and refinement.
- Output and torque: 100 kW (136 hp) at 7 750 rpm and 143 Nm at 6 250 rpm
- Capacity increased to 1 254 cc
- Asynchronous valve opening on the intake side for optimised swirl and therefore more effective combustion.
- Camshaft drive now via toothed chain (previously roller chain)
- Optimised oil supply and piston base cooling.
- Knock sensor system for optimised travel suitability.

- Latest generation of BMS-O engine control and use of twin-jet injection valves for even more effective carburetion.
- New exhaust system for optimum performance characteristics.
- Two riding modes, ASC and Hill Start Control as standard.
- Riding Modes Pro, featuring additional riding modes, Dynamic Traction Control DTC, ABS Pro, Hill Start Control Pro and Dynamic Brake Assistant DBC, available as an optional equipment item ex works.
- Electronic suspension Dynamic ESA “Next Generation” with fully automatic load compensation.
- Standard adjustability of the seat height on the R 1250 GS Adventure (exception Style HP) as well as a wide range of seat height variants ex works.
- In addition to standard adjustability of seat height (exception: HP style for the R 1250 GS Adventure), wide range of seat height variants ex works.
- LED headlamp for the R 1250 GS Adventure as standard; LED daytime riding light for all models as an ex works optional equipment item.
- Connectivity: Multifunctional instrument cluster with 6.5 inch full-colour TFT display offering many features as standard.
- Intelligent Emergency Call as an ex works option.
- Extended range of optional equipment items and original BMW Motorrad Accessories.
- The all-new R 1250 GS Adventure: Off-road and adventure prowess in two modern basic finishes and two striking style variants.
- R 1250 GS Adventure with new body features such as black-grained lid for storage compartment with embossed GS logo, trim for the intake snorkel, radiator trim with electroplated look, tank bracket and engine protection bars adapted to the design of the body frame.

## 2. Technology.



### **Further developed boxer engine with new top levels for output, torque, rideability and refinement.**

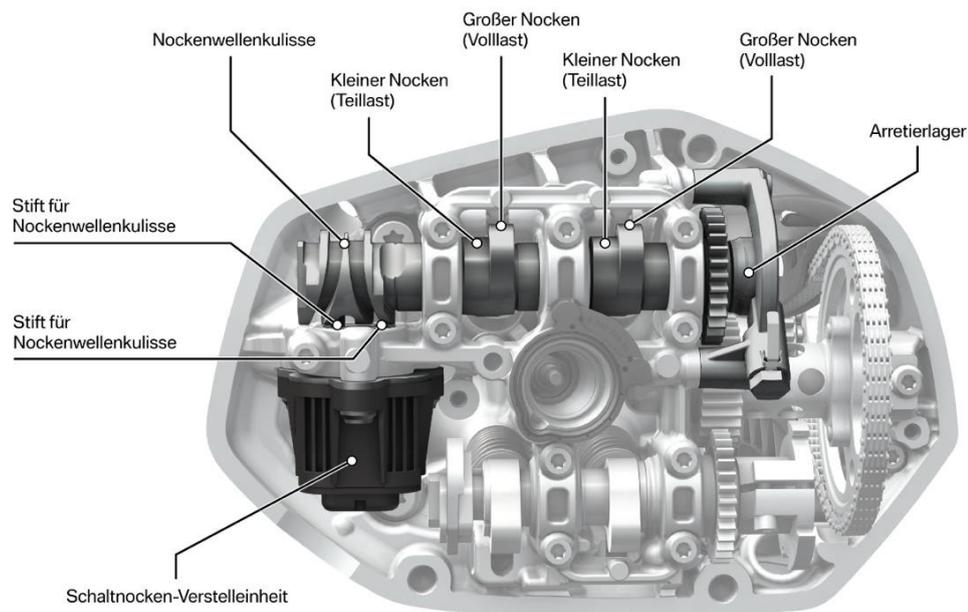
While the previous boxer power unit itself provided supreme forward thrust in all situations, the boxer engine in the all-new BMW R 1250 GS Adventure takes this a significant step further.

In the latest generation it has a capacity of 1 254 cc. It has an output of 100 kW (136 hp) at 7750 rpm and develops a maximum torque of 143 Nm at 6250 rpm.

At its latest stage of development too, the boxer engine uses the well-established system of air/liquid cooling. So-called precision cooling means that the cooling fluid flows through the engine elements that are more heavily exposed to heat – namely the two cylinder heads and parts of the cylinders. Heat is dissipated via two radiators positioned at the left and right of the front vehicle section.

**BMW ShiftCam Technology for increased power across the entire engine speed range, enhanced running smoothness and refinement as well as further optimised fuel consumption and emission levels. Optimised fuel consumption and emissions values.**

The objectives in developing the new boxer engine in the R 1250 GS Adventure were to further enhance the output and torque figures. This also involves a significant increase in refinement and running smoothness as well as optimised emission and fuel consumption levels.



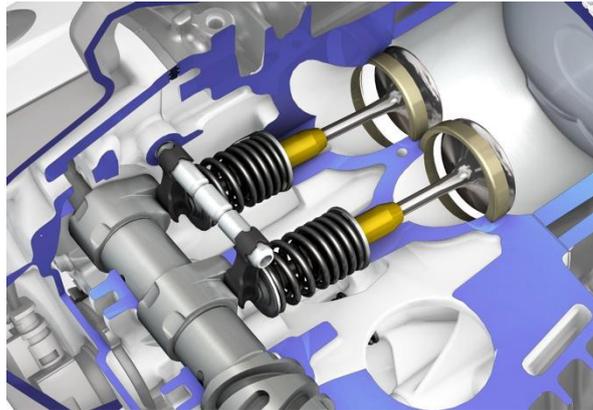
It was possible to achieve these enhancements by means of BMW ShiftCam Technology. This is a technology that is completely new to BMW motorcycles: its function is to vary the valve timings and valve stroke on the intake side. The core of the technology is a single-unit shift camshaft with two cams per valve to be activated: one partial-load cam and one full-load cam, each featuring cam geometry in optimised design. While the partial-load cam has been configured to ensure optimised fuel consumption and refinement, the full-load cam is designed for optimised output.

Axial shift of the intake camshaft means the intake valves are activated by either the partial-load or the full-load cam, depending on load and engine speed. The axial shift of the intake camshaft and the use of the partial-load or full-load cam are effected by means of a shifting gate on the camshaft and an electronic actuator which intervenes at this point.

### **Variation of the intake valve stroke and asynchronous valve opening.**

The varied configuration of the cam geometry also enables variation of the intake valve stroke. While the full-load cam provides maximum valve stroke, the partial-load cam delivers reduced valve stroke. There is also a difference between the intake cams for the left and right-hand intake valve in stroke and angular position. This phase shift means that the two intake valves are opened to different degrees and on a time-staggered basis.

The effect of this phase shift is to create a swirl and therefore greater agitation of the fuel-air mixture flowing into the combustion chamber. This results in particularly effective combustion and better utilisation of the fuel as a result. Given the appropriate riding style,



### **The benefits of BMW ShiftCam Technology:**

- Increased torque and pulling power across the entire engine speed range.
- Enhanced refinement and more even engine running when travelling at a constant speed due to optimum configuration of the partial-load cam geometry for the lower load range and engine speed range.
- Significant increase in peak output to 100 kW (136 hp)

### **Even more supreme ridability due to increased torque as well as tangibly improved running smoothness and refinement.**

In practical terms, BMW ShiftCam Technology results in an even further significant improvement in ridability for the all-new R 1250 GS Adventure.

In the range from 2 000 to 8 250 rpm, for example, the level of torque now available is 110 Nm. Within the range that is especially relevant in terms of riding dynamics, namely 3 500 to 7 750 rpm. This gives the all-new R 1250 GS Adventure even greater supremacy and pulling power, combining absolutely superior power delivery with remarkable top performance – whether riding alone or with a passenger, on winding country roads or covering long stages of a journey at a high average speed. In short: never before has a boxer engine provided this level of riding fun and refinement.

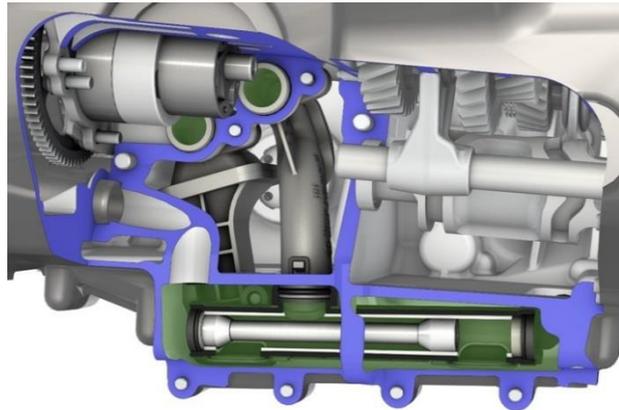
**Cylinder head with vertical flow and camshaft drive now by means of toothed chain. Optimised oil supply and piston base cooling.**

The engine of the all-new R 1250 GS Adventure also features vertical flow. The advantage here is that the configuration of the intake channel no longer depends on the camshaft control, so it was possible to realise identical intake lengths for both cylinder sides. What is more, the fuel injector is now arranged so that the fuel is injected as directly as possible in front of the intake valves for optimum carburetion.

The two camshafts per cylinder side are powered by a chain running in the shaft behind the cylinders (on the right-hand side of the engine via the counterbalance shaft and to the left via the crankshaft). The timing chain drives an intermediate shaft between the intake and exhaust camshaft and it is from here that power is transmitted to the camshafts via spur gear pairs. The control chain is now a toothed chain with the aim of further reducing running noise. As before, the four valves are arranged at close angles to one another in order to achieve an optimum combustion chamber shape. The valve angle is 8 degrees on the intake side and 10 degrees on the exhaust side, while the disc diameters of the valves are 40 mm on the intake side and 34 mm on the exhaust side.

The valve shaft diameter is 5.5 mm. As before, the valves are operated via light, speed-resistant rocker arms, the design of which was derived from the high-performance 4-cylinder engine of the BMW S 1000 RR. The valve clearance settings are made by means of replaceable shims.

The increase in output and torque and therefore riding dynamics as a whole also involves two back-up measures to ensure maximum operating reliability: the two pistons have base cooling using splash oil and the lubrication system has been fitted with variable oil intake. By means of a shifting piston in the intake area of the oil sump, the latter ensures optimum oil supply in all riding states.



**Knock sensor system for optimised travel suitability. BMS-O engine control and twin-jet injection valves for even more effective carburetion.**

The all-new BMW R 1250 GS Adventure has a knock sensor system in the form of two knock sensors. This allows the use of fuels with a rating of less than RON 95 – a particular advantage when travelling in the more remote corners of the planet. The all-new BMW R 1250 GS Adventure are also fitted with a new digital engine control, the so-called BMS-O. Its main features are fully sequential injection, a compact layout and low weight. Carburetion is carried out by an electronic fuel injection system via throttle bodies with an opening width of 52 mm. Injection is via new twin-jet injection valves that support even greater refinement and further improved emission levels.

**Counterbalance shaft for perfect mechanical running smoothness.**

As in the previous models, the new engine also has a counterbalance shaft which runs at crankshaft rotation speed so as to eliminate unwanted vibrations. The counterbalance shaft is configured as a hollow intermediate shaft, inside which the clutch shaft runs at the same time. This ensures that the all-new engine in the R 1250 GS Adventure likewise runs comfortably and with low levels of vibration across the entire engine speed range. Nonetheless, the essential earthy boxer characteristics are still preserved.

### **Gearbox integrated in engine housing, including wet clutch with anti-hopping function.**

The gearbox and clutch are integrated in the engine housing in the new boxer engine, too. This provides benefits in particular in terms of overall weight due to the omission of numerous bolt connections and sealing surfaces, but also in terms of the torsional response of the unit as a whole. In addition to a design that saves both space and weight, this concept means that no additional gearbox volume is required.

Power transmission to the 6-speed gearbox, which has been further optimised in terms of gear shifting, is via a multi-plate wet clutch with eight friction discs. The clutch system is fitted with an anti-hopping mechanism. With this new drive generation, BMW Motorrad has thus especially addressed the wishes of riders with sporty ambitions who prefer country roads. The brake torque of the engine is now passed to the rear wheel at a reduced level during coasting. This prevents brief blocking or hopping of the rear wheel due to the dynamic wheel load distribution when applying the brakes heavily and changing down at the same time. In this way, the motorcycle remains stable and safely controllable during the braking phase.

### **New exhaust system for optimum performance characteristics.**

Made completely out of stainless steel, the exhaust system of the all-new R 1250 GS Adventure is designed entirely for optimum output and torque in conjunction with BMW ShiftCam Technology and works according to the 2-in-1 principle. In this development area, a homogeneous output and torque curve and thus excellent rideability were once again regarded as requirements for supreme performance on country roads, off-road riding and extended touring activity.

The two manifold tubes and the interference pipe were redesigned in terms of shaping, length and diameter. Exhaust gas purification is taken care of by a closed-loop catalytic converter controlled by an oxygen sensor. In this way, the all-new BMW R 1250 GS Adventure meet current exhaust standards and are excellently equipped for future requirements.

### **Two riding modes, ASC and Hill Start Control as standard.**

Even in the standard trim, the all-new BMW R 1250 GS Adventure offer two riding modes for adaptation to individual rider preferences. Here, the standard Automatic Stability Control ASC ensures a high level of riding safety due to excellent traction. What is more, the riding modes "Rain" and "Road" allow adaptation of the bike's properties to most road surface conditions. The set-off assistant Hill Start Control is likewise a standard feature in all three models, enabling convenient set-off on slopes.

**Riding Modes Pro, featuring additional riding modes, Dynamic Traction Control DTC, ABS Pro, Hill Start Control Pro and Dynamic Brake Assistant DBC, available as an optional equipment item ex works.**

As an optional equipment item ex works, the all-new R 1250 GS Adventure can also be equipped the "Riding Modes Pro" option, which include the additional ride modes "Dynamic" and "Dynamic Pro" (configurable) and the dynamic traction control DTC. On the R 1250 GS Adventure this also features the riding modes "Enduro" and "Enduro Pro" (configurable). DTC enables even more efficient and safe acceleration, especially in banking position.

ABS Pro (part of the optional equipment item Riding Modes Pro also offers even greater safety when braking, especially in banking position, while Dynamic Brake Control DBC provides the rider with extra support on brake manoeuvres. DBC increases safety when braking, even in difficult situations, by avoiding unintentional accelerator activation. By means of intervention in the engine control, the drive torque is reduced during braking, making full use of the braking power at the rear wheel. This keeps the motorcycle stable and shortens the braking distance. With the dynamic brake light (part of the optional equipment item "Riding Modes Pro"), vehicles to the rear are made more aware of the fact that the motorcycle is decelerating.

The new optional equipment item Hill Start Control Pro goes beyond the functions of a comfort system such as Hill Start Control to facilitate stopping and setting off on a slope. Hill Start Control Pro offers the new additional function Auto HSC. The settings menu allows this additional function to be individualised in such a way that the parking brake is automatically activated on a gradient (greater than +/- 5 %) when the hand or foot brake lever has been activated, shortly after the motorcycle comes to a standstill.

## **Electronic suspension Dynamic ESA “Next Generation” with fully automatic load compensation as an option.**

A whole new dimension of riding safety, performance and comfort is harnessed with the optional ex works BMW Motorrad Dynamic ESA “Next Generation” (Electronic Suspension Adjustment): here, the damping automatically adapts to the situation depending on riding condition and manoeuvres, and there is also an automatic self-levelling function to compensate all load states. In terms of the technical background, signals from the rotational speed sensor and the two travel sensors at the front and rear enable

comprehensive data collection

and therefore finely tuned adaptation of the

motorcycle to riding states. Based on additional

parameters, riding states are detected such as compression, acceleration and deceleration, and these are incorporated in the adaptation of damping forces, both at the rear spring strut and Telelever front wheel control. This adaptation is applied by means of electrically actuated regulation valves within the millisecond range. As a result, optimum damping comfort and a very stable ride response is ensured even in banking position.

Dynamic ESA “Next Generation” is pre-set to the “Road” damping characteristics in the standard set-up of the riding modes “Rain”, “Road” and “Dynamic”. At the press of a button – conveniently positioned on the handlebars so it can even be operated during travel – the rider can switch to the damping characteristics “Dynamic” in the riding modes “Rain” and “Road”, thereby selecting a tighter damping set-up. The tighter damping variant “Dynamic” is pre-set in the riding modes “Dynamic” and “Dynamic Pro”. Meanwhile the riding mode “Enduro” and “Enduro Pro” – additionally available for the R 1250 GS Adventure – are configured to include the damper setting “Enduro”, which is geared towards the loose surfaces to be anticipated.



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**Wide range of seat height variants.**

For the new R 1250 GS Adventure there are numerous seat height variants are also available – from the low-slung version with low seat (820 mm) through to HP Style with Rallye seat (910 mm).

**See and be seen even more effectively – LED headlamp for the R 1250 GS Adventure as standard and LED daytime riding light as an optional equipment item ex works.**

For decades now, BMW Motorrad has been regarded as a frontrunner when it comes to safety in connection with motorcycling. One shining example in the truest sense of the word is the LED headlamp which is now offered as a standard feature of the R 1250 GS Adventure. The R 1250 GS Adventure is equipped with a halogen headlamp, LED daytime riding light is available as an option. The LED headlamp of the R 1250 GS Adventure illuminates the road with a hitherto unrivalled clarity, thereby ensuring additional perception in traffic. The light unit consists of two LED units for low and high beam and, in connection with LED daytime riding light as an optional equipment item, four additional LED units for daytime riding light and side light.

**Connectivity: Multifunctional instrument cluster with 6.5 inch full-colour TFT display offering many features as standard.**

Even in its standard version the all-new BMW R 1250 GS Adventure features the equipment item Connectivity, which now shows the existing instrument cluster in the form of a 6.5-inch full-colour TFT screen. In conjunction with the standard BMW Motorrad Multi-Controller with integrated operation, it gives the rider fast access to vehicle and connectivity functions.

This means it is possible to enjoy the convenience of making a phone call or listening to music during travel. If a smartphone and a helmet with the BMW Motorrad Communication System are connected via Bluetooth to the TFT screen, for example, the rider can conveniently access media playback and telephone functions. These functions can also be used without the need to install an app. With an active Bluetooth connection to any standard smartphone, the rider can enjoy the pleasures of listening to music during travel. In addition, the freely available BMW Motorrad Connected App offers handy arrow-based navigation suitable for day-to-day use directly via the TFT screen.

The **BMW Motorrad Connected App** is available for free from the Google and Apple app stores. It also comprises attractive additional functions such as route logging and the display of other travel statistics and information. In this way, logged routes can also be shared directly with other motorcyclists via the REVER community. The basic navigation system will be of particular interest to motorcyclists since it enables convenient organisation of day-to-day travel and short trips without the need for additional equipment.

**Intelligent Emergency Call as an ex works optional equipment item for further increased safety.**

Ensuring the fastest possible assistance in the event of an accident or in situations of emergency and danger can save people's lives. For this reason, BMW Motorrad has developed an eCall system – "Intelligent Emergency Call" – which aims to get help to the scene of the incident as quickly as possible. This system is available as optional equipment ex works for the three new BMW Motorrad boxer models.

**Unrivalled scope of ex works optional equipment items and Original BMW Motorrad Accessories.**

BMW Motorrad offers an unprecedented program of optional equipment items and accessories for the all-new BMW R 1250 GS Adventure. The range is virtually endless – from the preparation of the navigation unit for operation via Multicontroller through to various ergonomics options and extensive storage concepts.

### 3. Design and colour concept.



#### **The new R 1250 GS Adventure: motorcycle adventure expertise in a modern basic finish and distinctive style variants.**

The all-new BMW R 1250 GS Adventure not only offers impressively honed adventure expertise, riding dynamics, off-road capability and all-round qualities. It also visually conveys these properties through newly designed body elements as well as highly distinctive colour schemes in the form of a new basic paint finish and the style variants Exclusive and HP.

The lid of the storage compartment now comes in black grain with an embossed GS logo, for example. Other new features include the intake snorkel cover as well as the radiator trim elements in Galvano look. The fuel tank protection bracket and engine guard have also been newly designed. Once again, the presence of a new power unit is demonstrated by means of newly designed cylinder head covers bearing the inscription "ShiftCam" and the pipe ducting of the new exhaust manifold system.

#### **Basic version in Ice Grey:**

In Ice Grey the all-new R 1250 GS Adventure takes on a pronounced technical, modern appearance. It combines the standard cross-spoke wheels in black with black brake calipers and a black main frame: together with the black coated powertrain this creates a very homogeneous appearance. A powerful contrast here is provided by the main frame in Aluminium Silver metallic matt and the silver-coloured handlebars. The body finish is to be found on the central fuel tank cover and on the top of the front wheel cover. A fascinating contrast is provided in this case by the fuel tank sides in White Aluminium 3 metallic matt and the front carrier in Nürburg Silver metallic. The radiator trim in galvanised plastic adds a high-quality accentuation, as does the new model inscription. The driving dynamics and off-road qualities of the adventure enduro are highlighted by hand protectors in black along with the red and black seat.

#### **R 1250 GS Exclusive:**

In the style variant Exclusive and the body finish Kalamata metallic matt, the all-new BMW R 1250 GS Adventure has a particularly powerful, masculine and innovative look. The powertrain coated in black matt provides the perfect counterpart to the main frame in Agate Grey metallic matt as well as the black rear frame and the black anodised tube handlebars. In addition, the trim holder at the front is finished in black matt, harmoniously matching the colour scheme along with the black hand protectors. The homogeneous masculine

colour scheme is enhanced by means of spoke wheels in black. The body finish Kalamata metallic is to be found on the central fuel tank cover and on the top of the front wheel cover. A powerful contrast is provided by the fuel tank side trim elements in Magellan Grey metallic matt combined with a graphic. The hands-on character of the all-new R 1250 GS Adventure is underscored by gold brake calipers, while the radiator trim element in galvanised plastic and the new model inscription add a touch of exclusivity.

### **R 1250 GS Adventure HP:**

In the style variant HP, the all-new R 1250 GS Adventure showcases its athletic capabilities. Here the colour combination Lightwhite / Racing Blue metallic / Racing Red particularly highlights the innovative enduro bike's off-road and adventure qualities. While the main frame in Lightwhite provides a sporting contrast to the black matt coated powertrain, the black rear frame lends a marked sense of lightness to the adventure enduro's rear section. Meanwhile, Racing Blue metallic is to be found on the top of the front wheel cover and on the central fuel tank cover. Dynamic performance and robust off-road expertise are reflected in the fuel tank sides in Lightwhite matt as well as the Rallye seat in HP colour scheme. Black tube handlebars, a front carrier in black matt and the shorter Sport windshield likewise highlight the rally character of the new R 1250 GS Adventure. Meanwhile gold cross-spoke wheels and brake calipers lend emphasis to the technical qualities of the new adventure enduro bike, with the new radiator guard highlighting its robust, hands-on character.



## 5. Accessory program

# BMW R 1250 GS Adventure.



### Ex works options.

#### Comfort Package:

Exhaust system chrome-plated, heated grips, RDC tyre pressure control.

#### Touring package:

Dynamic ESA, Keyless Ride, preparation for navigation unit, cruise control, LED additional headlight, case holders.

#### Dynamic Package:

Daytime riding light, Shift Assistant Pro, Pro riding modes, LED turn indicators.

- Pro riding modes (additional riding modes, DTC, ABS Pro, Hill Start Control Pro, DBC).
- Dynamic ESA.
- Keyless Ride.
- Daytime running light.
- Shift Assistant Pro.
- Preparation for navigation unit.
- Chrome-plated manifold.
- Exhaust system chrome-plated.
- Lowered suspension.
- Heated grips.
- RDC tyre pressure control.
- Cruise control.
- LED additional headlight.
- LED turn indicators.
- Dynamic brake light (country-dependent).
- Alarm system.
- Off-road tyres.
- Case holder.
- Intelligent Emergency Call.
- Rally seat.
- Rally seat, low.
- Seat, black.

## **Original BMW Motorrad Accessories.**

### **HP Parts.**

- HP sports silencer.
- HP covers for expansion tank (ML: Q1/2019).
- HP rider footrests, adjustable (ML: Q1/2019).
- HP engine housing cap, front (ML: Q1/2019).
- HP foot lever, adjustable (ML: Q1/2019).
- HP hand lever, adjustable (ML: Q1/2019).
- HP mirror (ML: Q1/2019).
- HP cylinder head covers (ML: Q1/2019).

### **Storage program.**

- Aluminium case.
- Aluminium case, black.
- Holder for aluminium luggage system
- Holder for aluminium luggage system, black.
- Liners for aluminium case.
- Luggage compartment partition net for aluminum case.
- Carry handle for aluminium case/topcase.
- Aluminium topcase.
- Aluminium topcase, black.
- Liner for aluminium topcase.
- Back pad for aluminium topcase.
- Luggage roll Atacama, 40 l.
- Side bags Atacama.
- Tensioning strap for Atacama luggage roll, lockable (ML: Q1/2019).
- Tensioning straps for Atacama side bags, lockable (ML: Q1/2019).
- Folding rucksack (ML: Q1/2019).
- Packing bag set (ML: Q1/2019).
- Bag for frame (ML: Q1/2019).

- Tank rucksack 12-16 l (ML: Q1/2019).
- Vario insert for tank rucksack.
- Softbag Sport, small.
- Softbag Sport, large.
- Bag for luggage bridge.
- Bag for passenger seat, 14-18 l (ML: Q1/2019).
- Additional bag under luggage bridge (ML: Q1/2019).
- Bag for wind deflector (ML: Q1/2019).
- Luggage panel, passenger seat.
- Luggage roll, 50 l.

### **Design.**

- LED turn indicator (not for USA/Canada).
- Rear silencer, chrome-plated.
- Footrest holder rear, black.
- Rear axle cover.
- Option 719 covers for expansion tank, Classic (ML: Q1/2019).
- Option 719 rider footrests, adjustable, Classic (ML: Q1/2019).
- Option 719 engine housing cap, front, Classic (ML: Q1/2019).
- Option 719 foot lever, adjustable, Classic (ML: Q1/2019).
- Option 719 hand lever, adjustable, Classic (ML: Q1/2019).
- Option 719 mirror Silver (ML: Q1/2019).
- Option 719 cylinder head covers, Classic (ML: Q1/2019).

### **Ergonomics and comfort.**

- Retrofit set – Riding Modes Pro.
- Retrofit heated grips.
- Retrofit set – cruise control.
- Shift Assistant Pro.
- Gear lever, adjustable.
- Gear lever, adjustable, black.
- Footbrake lever, adjustable.
- Rider footrests, adjustable, black.
- Wind deflector, tinted
- Windshield Rallye.
- Windshield, tinted.
- Windshield, high, tinted.
- Windshield Rallye, tinted.
- Rallye seat, high with luggage panel (seat height 890 mm).
- Rallye seat, low with luggage panel (seat height 860 mm, standard in R 1250 GS Rallye).
- Rider seat Exclusive, low (seat height: 820/840 mm).
- Rider seat Exclusive (seat height: 850/870 mm).

- Rider seat, Exclusive, high (seat height: 870/890 mm).
- Rider seat, high (seat height: 870/890 mm).
- Rider seat, low (seat height: 820/840 mm).
- Passenger seat Exclusive.

#### **Navigation and communication.**

- BMW adapter cable for Apple iPhone/iPod.
- BMW adapter cable for micro-USB.
- BMW Motorrad dual USB charger with cable, 60 cm.
- BMW Motorrad dual USB charger with cable, 120 cm.
- Retrofit set – preparation for navigation unit.
- BMW Motorrad Navigator VI.
- Car kit for BMW Motorrad Navigator VI.

#### **Safety.**

- Brake disc lock with alarm system.
- Retrofit set – alarm system.
- Protective foil for 6.5-inch TFT screen.
- Enduro aluminium engine protection bar.
- Enduro aluminium engine protection bar, black.
- First aid set, large.
- First aid set, small.
- Retrofit set – ABS Pro.
- Hand protector "Style", Light White.
- Radiator guard.
- LED additional headlight.
- Frame guard.
- Retrofit set – RDC tyre pressure control.
- Headlamp guard (ML: Q1/2019).
- Safety screw for oil filler neck.
- Safety screw for oil filler neck, black.
- Accessory set splash and sone chip protection (ML: Q1/2019).
- Cylinder head cover protector.

#### **Maintenance and technology**

- BMW Motorrad battery charger.
- On-board toolkit – service set.
- Motorcycle carpet.
- Motorcycle cover.
- LED torch.
- Mini foot pump.
- Sport lift stand, front.
- Lift stand, rear.

- Multifunction tool.
- Breakdown assistance set – tubeless tyres.
- Tyre pressure travel set.
- Additional power socket.
- Motorcycle care set.
- Engine gloss spray, 300 ml.
- Rim cleaner, 500 ml.
- Gloss polish, 250 ml.
- Insect remover, 500 ml.
- Metal polish, 75 ml.
- Body + Bike shower gel, 250 ml.
- Motorcycle cleaner, 500 ml.
- Original BMW Engine Oil ADVANTEC Ultimate 5W-40, 1 l.
- Original BMW Engine Oil ADVANTEC Ultimate 5W-40, 500 ml.

## 8. Technical specifications.

<b>R 1250 GS Adv</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 (option: _____)
Valves per cylinder		4
Ø intake/outlet	mm	40/34
Ø Throttle valves	mm	52
Engine control		BMS-O
Emission control		Closed-loop three-way catalytic converter, exhaust standard EU-4
<b>Electrical system</b>		
Generator	W	508
Battery	V/Ah	12/12
Headlamp		Full-LED (option: LED daytime riding light)
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
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		2.910

**R 1250 GS Adv**

**Suspension**

Frame construction type	Two-section frame concept consisting of main frame with bolt-on rear frame, load-bearing engine	
Front wheel control	BMW Motorrad Telelever, central spring strut Ø 37 mm	
Rear wheel control	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	210/220
Castor(unladen weight according to DIN)	mm	95.4
Wheelbase(unladen weight according to DIN)	mm	1,504
Steering head angle(unladen weight according to DIN)	°	65.1
Brakes	front	Twin disc brake, floating brake discs, 305 mm diameter 4-piston radial brake calipers
	rear	Single disc brake, diameter 276 mm, 2-piston floating caliper
ABS	BMW Motorrad Integral ABS as standard (part integral), disengageable (option: ABS Pro)	
Wheels	Cross spoke	
	front	3.00 x 19"
	rear	4.50 x 17"
Tyres	front	120/70 R 19
	rear	170/60 R 17

**Dimensions and weights**

Total length	mm	2,270
Total width including mirrors	mm	952
Seat height	mm	890/910 (820 to 910 possible)
Empty weight according to DIN, road-ready	kg	268
Permitted total weight	kg	485
Fuel tank capacity	l	30

**Performance figures**

Fuel consumption (WMTC)	l/100 km	4.75
CO <sub>2</sub>	g/km	110
Acceleration	0-100 km/h	s
Top speed	km/h	>200