

The all-new BMW F 900 R and F 900 XR.

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1. Overall concept.

Short version.





With the all-new **Dynamic Roadster F 900 R** and the **F 900 XR in the Adventure Sport segment**, BMW Motorrad is further expanding its product range for the popular mid-range. Both models offer sporty riding fun, straightforward handling and a unique range of equipment options, packaged to offer attractive value for money. Based on a powerful shared backbone, the two models differ significantly in terms of character and positioning.

The all-new BMW F 900 R – the Dynamic Roadster for purist riding fun.

Self-confident, sporty, active, focused on a dynamic experience – this is how fans of the BMW F 900 R could be described. The new dynamic roadster by BMW Motorrad conveys a sense of freedom and a modern lifestyle.

At the emotional level, sports-style and aggressive design meets inspiring performance in terms of engine output, torque and sound. In addition, there are aspects such as a wide range of potential uses, a high level of suitability for everyday riding and ergonomics that make the F 900 R of equal interest to experienced sports riders and newcomers.

The all-new BMW F 900 XR – a genuine “XR” for the mid-range.

“XR” stands for an uncompromising mix of sportiness and touring capability. Having established this family with the BMW S 1000 XR, BMW Motorrad is now expanding it with the addition of a mid-range model. The design style and vehicle concept clearly refer to the kinship with the “big sister”.

The F 900 XR also demonstrates easy mastery of the Adventure Sport segment's key qualities: sporty riding dynamics combined with upright, GS-like ergonomics, outstanding long-distance and passenger suitability and a design that conveys a powerful sense of character.

The all-new F 900 XR also benefits from the technology transfer from the upper class and comes in two variants: Standard and Pro.

Technology benchmark in the segment.

The two new models F 900 R and F 900 XR currently set the technological benchmark in the mid-range segment with their high-quality standard equipment.

In the all-new F 900 R and F 900 XR, enhanced riding dynamics are ensured by the further development of the 2-cylinder in-line engine first introduced in 2018 in the F 850 GS, now with 77 kW (105 hp) and an even fuller torque curve. The main factor here is an increase in capacity to 895 cc (previously 853 cc). With an ignition distance of 270/450 degrees and a new underfloor silencer system, the engine offers a particularly emotional sound. The all-new F-models come with anti-hopping clutch as standard.

Two standard riding modes, ASC and ABS.

The all-new F 900 R and F 900 XR offer the "Rain" and "Road" riding modes as standard. In "Rain" mode, throttle response is gentler and the control characteristics of ABS and traction control allow for a wet and therefore more slippery road surface. In "Road" mode, the engine offers optimum throttle response, while ABS and traction control are set to achieve ideal performance on all roads.

The standard trim also includes BMW Motorrad ABS and ASC (Automatic Stability Control), which is disengageable.

Chassis with steel bridge frame, lightweight plastic tanks and the electronic suspension Dynamic ESA.

Like the GS models in the F Series, the all-new F 900 R and F 900 XR make use of a steel bridge frame that integrates the engine as a load-bearing element and a fuel tank that is now back in its classic position in front of the rider. Front wheel control is taken care of by an upside-down telescopic fork, while the rear wheel is guided by a double-sided swinging arm with central suspension strut.

The light, plastic-welded fuel tanks with a capacity of 15.5 litres (F 900 XR) and 13 litres (F 900 R) are a world first in motorcycle construction. The bolt- on steel rear frame has also been newly developed for the F 900 R and F 900 XR in order to create a visually short and slim rear. While the all-new F 900 R is a dynamic roadster focusing on sporty use and therefore shorter spring travel, the all-new F 900 XR – with its somewhat longer spring travel – offers a noticeable increase in comfort and therefore an even wider range of potential uses.

The all-new F900 XR Pro variant also offers Cruise Control, Gear Shift Assist Pro and the class leading Dynamic ESA (Electronic Suspension Adjustment). With the BMW Motorrad Dynamic ESA, it is possible to further enhance the dynamic riding experience, riding comfort and also touring and passenger suitability, since the damping of the rear spring strut is automatically adapted to the conditions depending on riding state and manoeuvres.

Perfectly readable colour 6.5-inch TFT screen with BMW Motorrad Connectivity as standard.

The BMW Motorrad developers attached great importance to optimum readability for the instrument cluster – even in difficult lighting conditions. In addition, information diversity, display quality and user-friendliness are unmatched. The all-new F 900 R and the all-new F 900 XR features a best- in-class large 6.5-inch colour TFT screen with BMW Motorrad connectivity as standard, wherein the variety of information, display quality and user-friendliness are unmatched. The graphics on the screen are visually adapted to the sporty on-road world.

The standard BMW Motorrad Connectivity is a unique feature in the mid-range, offering the ability to conveniently talk on the phone, listen to music or navigate while riding.

Perfectly designed ergonomic triangles for dynamic riding fun and – in the case of the F 900 XR – excellent segment-specific wind and weather protection for touring and travelling.

As a dynamic roadster, the all-new F 900 R offers a particularly sporty, active seating position. Meanwhile the all-new F 900 XR offers an impressively active yet relaxed riding position for touring and travelling. The front fairing including an adjustable windshield combines a sporty look with sound rider protection.

Various low and high seats along with the optional lowering feature also allow individual adjustment to various body heights.

Powerful colour and style variants each for an unmistakable sense of character.

Two dynamic colour and style variants for the latest F-models ensure unmistakable characteristics.

The all-new F 900 R is available in Blackstorm metallic, and Style Sport in Hockenheim Silver metallic/Racing Red.

In addition to Light White, the all-new F 900 XR is offered in Sport Style in Racing Red.

The highlights of the new BMW F 900 R and F 900 XR:

- The new BMW F 900 R: the dynamic roadster for purist riding fun.
- The new BMW F 900 XR: a genuine "XR" for the mid-range.
- The powerful common backbone integrates the further developed 2-cylinder in-line engine with an increased capacity of 895 cc (previously 853 cc).
- Further enhanced output and torque: 77 kW (105 hp) at 8,500 rpm and 92 Nm at 6,500 rpm.
- More than 87 Nm torque in the relevant lower speed range from 4,500 to 8,500 rpm.
- High level of running smoothness due to two opposed counterbalance shafts.
- Two riding modes "Rain" and "Road" as well as ABS and ASC as standard.
- Steel bridge frame for optimum rigidity, robustness and riding precision.
- Newly developed slim steel rear frame.
- World first in motorcycle construction: light, plastic-welded fuel tanks with a capacity of 13 litres (F 900 R) and 15.5 litres (F 900 XR).
- Front upside-down telescopic fork and aluminium double-sided swinging arm with rear central suspension strut.

- Spring travel: 135 mm (F 900 R) and 170 mm (F 900 XR) at front, 142 mm (F 900 R) and 172 mm (F 900 XR) at rear.
- Electronic suspension adjustment Dynamic ESA.
- Sophisticated ergonomics and numerous seat alternatives.
- Fairing with practical wind and weather protection and adjustable windshield (F 900 XR).
- Perfectly readable colour 6.5-inch TFT screen with BMW motorcycle connectivity as standard.
- Powerful LED lighting units all round as standard.
- **F 900 R** in dynamic roadster design with muscular front section, aggressive headlight graphics and short, slim rear section.
- **F 900 XR** in Adventure Sport look with striking contours and sporty, dynamic fairing.
- High-quality workmanship down to the last detail.
- Two powerful colour and style variants each for unmistakable roadster and adventure sport characters.
- Extensive range of Original BMW Motorrad Accessories as well as rider equipment.

2. Drive.





Further developed 2-cylinder in-line engine with increased capacity, power and pulling power for sporty riding dynamics.

In the all-new F 900 R and F 900 XR, further development of the 70 kW (95 hp) 2-cylinder in-line engine first introduced in 2018 in the F 850 GS ensures even more powerful propulsion. The main development goals were a significant increase in power output to 77 kW (105 hp) at 8,500 rpm. With a maximum torque of 92 Nm, however, it was possible to achieve a fuller torque curve over the entire speed range.

The increase in performance and the fuller torque were mainly achieved by increasing the capacity to 895 cc (previously 853 cc) by enlarging the cylinder bore by 2 mm to 86 mm with a stroke of 77 mm. In addition, the cylinder heads were machined and new forged pistons were used (previously cast pistons).

Furthermore, engine now has a compression of 13.1:1, a crankshaft with 90 degree offset crankpins and an ignition distance of 270/450 degrees. This creates a particularly powerful, emotional sound – similar to that of a 90-degree V2 engine. The sound is rounded off by a completely new and very sporty underfloor silencer system made of stainless steel.

High level of running smoothness due to two opposed counterbalance shafts and dry sump lubrication for optimum operational reliability.

The engine of the all-new F 900 R and F 900 XR also absorbs unwanted vibrations via two counterweight shafts in front of and behind the crankshaft. In order to prevent unwanted churning losses and for maximum operational reliability, the engine is fitted with dry sump lubrication, which does not require a separate engine oil tank.

Two overhead camshafts, four valves per cylinder operated by rocker arms and anti-hopping clutch.

In the cylinder head of the new F 900 R and F 900 XR there are two overhead camshafts which are powered by a toothed chain, actuating four valves per cylinder via lightweight and therefore speed-resistant cam followers. The clutch is designed as a self-reinforcing anti-hopping clutch (wet clutch).

It not only provides the rider with low operating forces at the adjustable clutch lever but also boosts riding safety by reducing engine drag torque – especially during braking manoeuvres with simultaneous downshifting.

BMW Motorrad also offers the Gear Shift Assist Pro in the all-new F 900 XR Pro Variant, enabling the 6-speed transmission to be shifted up and down quickly without clutch actuation.

Riding modes "Rain" and "Road" as well as ABS and ASC for a high degree of riding fun and safety come as standard.

The all-new F 900 R and F 900 XR also offer the two standard riding modes "Rain" and "Road" to be able to adapt to individual rider preferences. The standard equipment also includes ASC (Automatic Stability Control, disengageable), which ensures a high level of riding safety. With the "Rain" and "Road" riding modes, riding characteristics can be adapted to most road conditions.

In "Rain" mode, throttle response is gentler and the control characteristics of ABS and traction control allow for a wet and therefore more slippery road surface. In "Road" mode, the engine offers optimum throttle response, while ABS and traction control are set to achieve ideal performance on all roads.

If the electronic damping adjustment function Dynamic ESA is available, the rear damping is configured to the default setting of "Road" in both "Rain" and "Road" riding modes.

3. Suspension.





Steel bridge frame for optimum stiffness, robustness and riding precision.

In terms of the suspension, too, the new F 900 R and F 900 XR are based on a completely newly developed concept – as were the GS models of the F series launched in 2018. The bridge frame integrates the 2-cylinder in-line engine as a load-bearing element and is made of deep-drawn and welded sheet steel parts.

Light fuel tanks welded from plastic as a world first in motorcycle construction.

Introduction of the new frame concept involved repositioning of the fuel tank. While the previous parallel twin models had a tank positioned in the area below the seat, the fuel tank of the new generation of the F series is now located in the classic position between the seat and steering head.

In contrast to the GS models of the F Series, the new F 900 R and F 900 XR are the world's first motorcycles to feature welded plastic fuel tanks with a capacity of 15.5 litres (F 900 XR) and 13 litres (F 900 R). Compared to a comparable steel tank, this means a weight saving of around 60 %. The XR tank weighs only 2.8 kg, for example.

Newly developed bolt-on rear frame.

The bolt-on steel rear frame has also been newly developed for the F 900 R and F 900 XR in order to create a visually short and slim rear. The attachment of the passenger footrests has also been altered as compared to the F 750 GS and F 850 GS. They are not attached to the rear frame but instead integrated into the support plate for the rider's footrests. Together with the short underfloor silencer, this results in a typical athletic look with a free-standing rear wheel.

Wheel control at the front via upside-down telescopic fork and at the rear via aluminium double-sided swinging arm with central suspension strut.

In the new F 900 R and F 900 XR, front wheel control is taken care of by a torsion-resistant upside-down telescopic fork with a slider tube diameter of 43 mm. The spring travel is 135 mm (F 900 R) and 170 mm (F 900 XR) respectively.

The rear wheels are guided by a double-sided aluminium swinging arm in conjunction with a directly articulated central strut. In addition to a hydraulically adjustable spring base ("spring preload"), the central strut also has adjustable rebound damping. The spring travel is 142 mm (F 900 R) and 172 mm (F 900 XR) respectively.

Segment-specific suspension geometry.

Adjustments in the area of the steering head (steeper steering head angle, a modified offset, increased castor as compared to the GS models) make for a particularly sporty suspension design. The more even wheel load distribution with a favourable centre of gravity, the high torsional stiffness of the main frame and a stiffer swinging arm result in a tangible increase in agility, precision and riding stability for the rider.

As a dynamic roadster, the all-new F 900 R is dedicated above all to sporty, active riding on winding country roads in terms of chassis design and ergonomics.

By comparison, with its longer spring travel and significantly more relaxed riding posture, the all-new F 900 XR offers a noticeable increase in comfort and therefore an even wider range of applications, especially on extended tours and journeys, even for two. Nevertheless, it was also possible to ensure that the new F 900 XR has a sufficiently high level of agility for sporty riding on bends. In the XR, for example, a higher level of fork offset with the same steering head angle results in shorter castor and therefore increased manoeuvrability. As compared to the F 900 R, a larger negative spring travel, different strut deflection and differently padded seat upholstery also ensure that the longer spring travel results in only 10 mm more seat height.

The suspension data at a glance:

	F 800 R	F 900 R	F 900 XR
Wheelbase	1 526 mm	1 518 mm	1 521 mm
Steering head angle	64°	60.5°	60.5°
Fork offset	42.5 mm	23 mm	31 mm
Wheel castor	100 mm	114.3 mm	105.2 mm
Front spring travel	125 mm	135 mm	170 mm
Rear spring travel	125 mm	142 mm	172 mm

Optimum ergonomics and segment-specific wind and weather protection for dynamic riding fun and enjoyable tours.

The two models F 900 R and XR differ significantly from each other in terms of seating posture as befits their specific segments. Both models offer a wide range of ergonomic adjustment options for riders of different sizes.

Even with the standard seat, the ergonomics triangle of the F 900 R is considerably more dynamic and has greater front-wheel orientation than the F 800 R. The footrests are 15 mm and 5 mm further to the rear by comparison, while the handlebars are 25 mm further forward.

The alternative high or extra high seat ensures that the rider's position is even sportier – not just for taller individuals: the upper body is oriented further forward while at the same time the knee angle is more open.

The frame is significantly narrower in the relevant front area (leg rest area) than in the F 900 R, blending organically into the overall vehicle contour.

The ergonomics triangle of the F 900 XR with a larger knee angle as compared to the F 900 R ensures an upright, more relaxed rider position, based on the GS. By comparison, the handlebars are 30 mm higher and 85 mm further back, while the footrests are 45 mm lower and 45 mm further forward.

The pillion seat position is also designed to be comfortable on the XR: the knee angle is suitable for long distances thanks to a 7 mm higher foam thickness in the standard seat and a modified footrest position (45 mm lower, 25 mm further forward).

Beginners and short adults appreciate the low seat heights. The standard seat height of the F 900 R is only 815 mm, in the F 900 XR it is just 825 mm.

	F 900 R	F 900 XR
Standard seat height	815 mm	825 mm
Inside leg length	1 820 mm	1 840 mm

The range of possible seat heights – unique in these two vehicle segments – extends from 770 to 865 mm for the F 900 R and 775 to 870 mm for the F 900 XR. This can be achieved by means of a large number of possible combinations of high and low seats (ex-works or as accessories) and optional lowering.

Standard adjustable hand levers and higher handlebars (F 900 R) allow the two new F models to be further ergonomically adapted to individual requirements.

The F 900 XR has front fairing that masterfully manages the balancing act between sporty looks and sound rider protection from the head to the thighs.

The windscreen can also be adjusted in two stages with one hand while riding.

Both models can be fitted with windscreens in various versions using the program of Original BMW Motorrad Accessories.

Electronic suspension adjustment Dynamic ESA at the rear for optimum suspension set-up as an ex works option.

The dynamic riding experience, riding comfort and touring/passenger suitability of the new F 900 R and F 900 XR can be further enhanced by means of the optional BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment) suspension.

Dynamic ESA, which is virtually unique in these vehicle segments, opens up a whole new dimension in terms of riding safety, performance and comfort since the damping of the rear shock spring strut is automatically adjusted to the prevailing circumstances by the millisecond depending on riding conditions and manoeuvres. Dynamic ESA does not operate as an autonomous system but communicates with other control systems such as ABS and ASC or DTC.

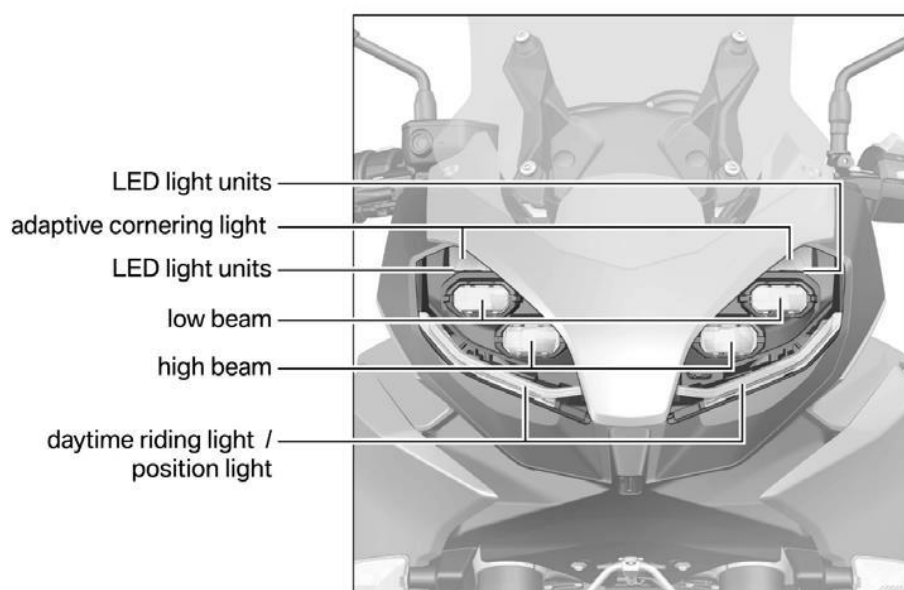
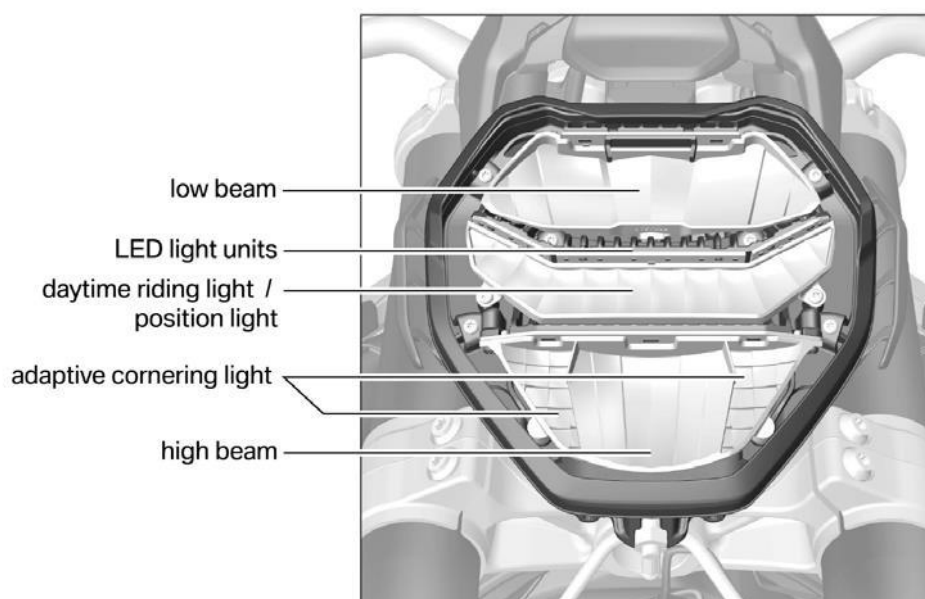
Two damper set-ups are available, and these can also be changed while the vehicle is in motion. The "Road" setting is softer, more comfort and long-distance oriented. The "Dynamic" setting is tighter and thus supports a sportier riding style on asphalt. Dynamic ESA also allows the spring preload to be conveniently adjusted at the touch of a button on the handlebars (when the engine is running) – for solo rides with or without luggage and when carrying a pillion passenger.

BMW Motorrad ABS as standard.

A double disc brake with a diameter of 320 mm in conjunction with 4-piston radial brake calipers on the front wheel ensures superior, stable deceleration. A single disc brake with a diameter of 265 mm and a single-piston floating caliper is applied to the rear wheel. The new F 900 R and F 900 XR feature BMW Motorrad ABS and dynamic brake light as standard. The dynamic brake light can effectively signal to road-users behind that the motorcycle is braking. This additional brake light function warns following traffic in two stages when the brakes are applied strongly and in the event of an emergency brake manoeuvre.

4. Electrical system and electronics.





The lighting units of the all-new F models are based on state-of-the-art LED technology.

Standard: Unmatched information diversity and functionality in the form of a large, perfectly readable 6.5-inch colour TFT screen with BMW Motorrad connectivity.

The all-new F 900 R and F 900 XR features a best-in-class large 6.5-inch colour TFT screen with BMW Motorrad connectivity as standard, wherein the variety of information, display quality and user-friendliness are unmatched.

In addition to a wide range of functions and information, the BMW Motorrad developers attached great importance to achieving the best possible readability. The multi-controller on the left-hand handlebar panel enables quick, safe and convenient screen operation. It offers screen displays tailored to the sporty on-road world as standard. The optional equipment item “Riding Modes Pro” also includes additional displays (banking position, deceleration, lap timer, etc.).

It is also possible to make phone calls, listen to music and navigate 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 be used without installing an app. With an active Bluetooth connection to a standard smartphone, the rider can enjoy the fun of listening to music during travel. In addition, the free BMW Motorrad Connected App offers handy arrow-based navigation suitable for day-to-day use directly via the TFT screen. The arrow navigation is of particular interest to motorcyclists since it enables convenient organisation of day-to-day travel and short trips without the need for additional equipment.



5. Design and colour concept.





Purist, sporty, aggressive: the new dynamic roadster BMW F 900 R.

The two new models of the BMW Motorrad F Series also strikingly express their strong character in terms of design style. The dynamic roadster F 900 R with its completely redesigned body appears much more dynamic than its predecessor, even when stationary. With its muscular front section, aggressive headlight graphics and short, slim rear section, the new "R" expressively symbolises its preferred range of uses at first sight: sporty riding on winding country roads.

Athletic, suitable for touring and geared up for adventure: the mid-range adventure sports bike – the new BMW F 900 XR.

The adventure sports bike shows itself to be a true all-rounder. Like its big sister the S 1000 XR, the F 900 XR combines the strong character traits and superior qualities of the BMW Motorrad GS, touring and sports segments to create a new dimension in the mid-range: Adventure Sport. The striking front view with twin headlights, the trim and designed in sporty, aerodynamic style and the short, compact rear section concisely convey the areas of use of the new "small XR" in terms of styling, too: sports and performance, touring and comfort, adventure and experience.

Quality workmanship in every detail.

The new F 900 R and F 900 XR feature clever design solutions, along with numerous high-quality details, surfaces and materials. The number of visible screw connections in the cockpit area has been kept to a minimum for aesthetic reasons: together with the tapered aluminium handlebars, a forged handlebar clamp and a steering head cover milled from the solid, this conveys a technological impression that is especially high-quality.

Functionality and aesthetics are also combined in the seats and numerous fairing parts. The "sports scar" is applied to a number of trim sections – a structured surface that perfectly combines high durability and sporty aesthetics. In the F 900 R, the standard seat is already covered with two different materials and has an ornamental seam along with the "F 900" inscription. As part of the Headlight Pro option, a backlit "R" in the headlight also ensures a particularly sporty appearance that promises a high level of recognition.

Original BMW Motorrad Accessories for an even more dynamic look and enhanced functionality.

Both the F 900 R and the F 900 XR can be upgraded even further by adding tailor-made Original BMW Motorrad Accessories.

In the dynamic roadster F 900 R, this is achieved by means of an engine spoiler finished in body colour and the pure windscreen, which perfectly reinforces the aggressive design of the F 900 R front section as a small cockpit trim element. The passenger seat cover in body finish likewise emphasises the sporty character of the F 900 R. Thanks to an aerodynamic fin and a recessed "R", it creates a particularly sporty single-seater look. Milled, black anodised mirrors, rider footrests, hand levers and hand lever protectors add even more sporty flair.

The adventure sports bike F 900 XR can also be further enhanced in its sporty character traits. Milled footrests, hand levers and hand lever protectors are integral parts of the Original BMW Motorrad Accessories repertoire, as is the engine spoiler. Finished in body colour or a contrasting colour (Racing Red or Granite Grey metallic matt), it underlines the sporty, ambitious side of the F 900. The approximately 20 mm lower Sport windshield in clear-glass look or tinted reinforces the sporty, dynamic character of the XR, as does the tinted windshield in standard size.

The new F 900 R: roadster feeling, from purist to sporty.

The purist, aggressive side of the all-new F 900 R is emphasised by the basic finish **Black Storm metallic** with silver rims, fuel tank centre cover and radiator trim in Granite Grey metallic matt, along with a front wheel cover in Midnight Black matt.



Style Sport in Hockenheim Silver metallic/Racing Red in combination with midnight black rims, front wheel covers in Hockenheim Silver metallic and gold anodised fixed fork tubes emphasises the sporty character of the new F 900 R. Additional sporty accentuations are provided by the passenger seat cover in Hockenheim Silver metallic and the "Sport" inscription on the radiator trim.



The new F 900 XR: touring style, refined or highly dynamic.

The dynamic qualities of the all-new F 900 XR are emphasised by the **Light White** colour scheme. Here, the silver rims, fuel tank centre cover and radiator trim in the contrasting colour Granite Grey metallic matt give the bike a superior look. The F 900 XR graphics on the radiator trim add a sporty accentuation.



Style Sport variant in Racing Red brings out the sporty DNA of the new F 900 XR. Striking red, contrasting surfaces such as fuel tank centre cover hand radiator trim in Granite Grey metallic matt along with black rims and gold anodised slider tubes give the new F 900 XR a particularly sporty look. The "Sport" inscription on the radiator trim and the tinted Sport windscreen underline the bike's dynamic appeal.



6. BMW Motorrad accessories.



Storage.

- Soft case (from Q3/2020)
- Case holder for soft case (F 900 R only)
- Touring case, lid finished in various colours (F 900 XR only)
- Liner for touring case (F 900 XR only)
- Case holder for soft case and touring case (F 900 XR only)
- Luggage bridge
- Bag for luggage bridge
- Topcase, small, 30 l
- Outer shell, topcase lid in various colours
- Liner for topcase
- Back pad for topcase, small
- Tank rucksack, small
- Tank rucksack, large
- Softbag, small, 30-35 l
- Softbag, large, 50-55 l
- Luggage roll, 50 l
- Luggage roll Atacama, 40 l
- Tension strap for luggage roll Atacama, lockable
- Pouch for smartphone
- Folding rucksack
- Pack bag set

Design.

- Engine spoiler (from Q3/2020)
- Passenger seat cover (F 900 R only)
- Milled mirrors (F 900 R only)
- Milled rider foot rests (from Q2/2020)
- Milled hand lever protectors (from Q2/2020)
- Milled handbrake and clutch levers, foldable (from Q2/2020)
- Windshield Pure (F 900 R only)

Ergonomics and comfort.

- Windshield, high (F 900 R only)
- Windshield Sport clear/tinted (F 900 XR only)
- Windshield, tinted (F 900 XR only)
- Centre stand
- Handlebars, high (F 900 R only)
- Heated grips
- Cruise control
- Shift Assistant Pro
- Seat, low
- Raised seat
- Comfort seat
- Seat, extra high

Safety.

- Alarm system
- Brake disc lock with alarm system
- LED auxiliary headlights (F 900 XR only)
- Hand protection (F 900 XR only)
- Crash bar
- RDC
- Protective glass for TFT screen
- First aid set, small
- First aid set, large

Navigation and communication.

- BMW Motorrad Navigator VI
- Navigation preparation retrofit
- BMW Motorrad Smartphone Cradle
- Holder for BMW Motorrad Navigator/smartphone cradle.
- USB adapter
- USB charger

BMW Motorcycle Rider Equipment Ride & Style.

XRide suit: A new suit that combines sporty riding fun with long-distance adventure. A combination of maximum wear comfort and comprehensive protection with the use of fall-resistant leather.

- Elastic and abrasion-resistant polyamide outer material
- Cowhide leather inserts in sensitive areas
- Ergonomic Concept: special choice of materials and coordinated design to maximise freedom of movement
- High proportion of stretch material
- 3D mesh in the back for a pleasant climate balance
- NP3 protectors close to the body at the shoulders, NP2 protectors at the elbows, hips and knees, NP-Pro-long back protector
- Various reflective inserts
- Numerous pockets, including a waterproof jacket pocket
- Leather trim on the inside of the trousers
- Leg end can be extended by opening an additional zip
- Waterproof outsert jacket and trousers in sporty design included with small pack size
- Sporty regular fit
- Sizes: women 34 –48, men 46-66, 98-118, 24-32



XRide Pro jacket: with white cowhide leather on the sleeves, this imitation jacket ensures a striking look. The same applies to the additional shoulder sliders made of a plastic-steel combination with BMW Motorrad inscription. Limited to 1,500 items, the jacket comes in sizes 46 to 60, with outsert jacket included.



7. Technical specifications.



Technical Specifications: The all-new BMW F 900 R and BMW F 900 XR

F 900 R		F 900 XR
Engine		
Capacity	cc	895
Bore/stroke	mm	86/77
Output	kW/hp	77/105h
at engine speed	rpm	8,500
Torque	Nm	92
at engine speed	rpm	6,500
Type	Water-cooled 4-stroke in-line two-cylinder engine, four valves per cylinder, two overhead camshafts, dry sump lubrication	
Compression	13.1/1	
Fuel	Premium unleaded 95 RON	
Valve control	DOHC (double overhead camshaft), cam followers	
Valves per cylinder	4	
Ø intake/outlet	mm	33.5/27.2
Ø throttle valve	Mm	48
Engine control	BMS-M	
Emission control	Closed-loop three-way catalytic converter, exhaust standard EU-5	
Electrical System		
Alternator	W	416
Battery	V/Ah	12/12, maintenance-free
Headlamp	LED headlights (low and high beam)	
Rear light	LED brake light/rear light	
Indicators	LED turn indicators	
Starter	kW	0.9
Power Transmission		
Clutch	Multiplate wet clutch (anti-hopping), mechanically controlled	
Gearbox	Constant-mesh 6-speed gearbox, integrated in the engine housing	
Primary ratio	1.821	
Gear transmission ratios	I	2.833
	II	2.067
	III	1.600
	IV	1.308
	V	1.103
	VI	0.968
Secondary drive	Endless O-ring chain with jerk damping in the rear wheel hub	
Secondary ratio	2.588	

F 900 R			F 900 XR
Suspension			
Frame construction type		Steel bridge frame in monocoque design, load-bearing engine	
Front wheel control		USD telescopic fork Ø 43mm	
Rear wheel control		Aluminium double-sided swinging arm, directly mounted central spring strut, hydraulically adjustable spring rest, adjustable rebound damping, Dynamic ESA	
Spring travel, front/rear	mm	135/142	170/172
Wheel castor	mm	114.3	105.2
Wheelbase	mm	1,518	1,521
Steering head angle	°	60.5	
Brakes	Front	Hydraulically activated twin disc brake, floating brake discs, Ø 320 mm, 4-piston radial brake calipers	
	Rear	Hydraulically activated single disc brake, Ø 265 mm, 1-piston floating caliper	
ABS		BMW Motorrad ABS as standard	
Wheels		Cast aluminium wheels	
	Front	3.5 x 17"	
	Rear	5.5 x 17"	
Tyres	Front	120/70 ZR 17	
	Rear	180/55 ZR 17	
Dimensions and weights			
Total length	mm	2,140	2,160
Total width not including mirrors	mm	815	860
Seat height	mm	815	825
		(Option Lowered suspension 770)	(Option Lowered suspension 775)
		(Option Seat, low 790)	(Option Seat, low 795)
		(Optional Accessory Seat, high 835)	(Optional Accessory Seat, high 840)
		(Optional Accessory Comfort seat 840)	(Optional Accessory Comfort seat 845)
		(Option Seat, extra high 865)	Optional Accessory Seat, extra high 870)
DIN unladen weight, road ready	kg	211	219
Permitted total weight	kg	430	438
Fuel tank capacity	l	13	15.5
Performance figures			
Fuel consumption (WMTC)	l/100 km	4.2	
Acceleration 0-100 km/h	s	3.7	3.6
Top speed	km/h	>200	

Engine output and torque.

