

The new BMW R nineT Urban G/S.

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1. Overall concept. (Short version)

The new R nineT Urban G/S: refined roadster with boutique manufacturing character and boxer feeling in a classic enduro outfit.

When BMW Motorrad launched the R nineT in 2013, it was clearly more than just a roadster based on a classic role model. From the outset, the R nineT combined classic motorcycle design and modern technology with sophisticated craftsmanship, as demonstrated by the aluminium fuel tank with brushed side surfaces, for example. In numerous components, the model also reflected the R nineT team's fond attention to detail.

The new R nineT Urban G/S is quite different in style but equally classic in character. For more than 35 years, the abbreviation GS in conjunction with BMW Motorrad has been synonymous with freedom and the passion for adventure, both on-road and off-road. The R nineT Urban G/S draws inspiration from the first and legendary 1980 BMW R 80 G/S, transporting it into the modern era with contemporary technology in the form of a classic enduro-style BMW motorcycle with boxer engine.

Both of the new BMW Heritage models feature the potent, air/oil-cooled boxer engine with a capacity of 1 170 cc and an output of 81 kW combined with a 6-speed gearbox. The new BMW R nineT Urban G/S is designed to meet the requirements of the EU4 pollutant class. The stainless steel exhaust system with the tailpipe positioned on the left reflects classic styling.

Modular frame concepts with individual scope for customising.

Modular frame concepts provide great scope for altering the appearance and character of the BMW boxer model according to individual preference, for example by adding different seats from the range of BMW Motorrad accessories. In the R nineT Urban G/S the frame consists of three components: a front and rear main frame with integrated end piece and a passenger frame.

R nineT Urban G/S with suspension in enduro style.

In the new R nineT Urban G/S there is a conventional telescopic fork at the front while the BMW Paralever is applied in conjunction with a central spring strut at the rear.

The R nineT Urban G/S is supplied with filigree wired-spoke wheels. The large 19-inch front wheel with 120/70 ZR 19 tyre is in keeping with the typical enduro-style look of a classic bike. This is matched perfectly at the rear with a 17-inch wheel bearing a 170/60 ZR 17 tyre. The new BMW boxer can be ordered ex works with the optional extra of deep-treaded off-road tyres which further enhances its classic style (standard trim: road tyres). With 4-piston brake calipers, steel-wrapped brake lines and a brake disc diameter of 320 millimetres, a high-performance ABS brake system here again ensures effective and stable deceleration. In order to prevent the rear wheel from spinning on slippery roads, there is the option of ASC (Automatic Stability Control) which is available ex works.

R nineT Urban G/S: traditional colouring and styling in the style of the first BMW R 80 G/S.

At first glance the new R nineT Urban G/S looks like the spitting image of its ancestor, and it even reproduces the latter's colour concept virtually without alteration. As with its ancestor, the fuel tank and the high-positioned front mudguard are finished in striking Lightwhite non-metallic, with a matching headlamp mask whose styling is geared entirely towards the BMW G/S style of that era. As before, the R nineT Urban G/S features fuel tank decor in two tones of blue and a two-man seat in bright red – a colour combination that interprets the BMW Motorsport colours of former years. This echoing the past is supported by a frame finished in black.

Harmoniously matching the headlamp mask, the instrument cluster consists of a speedometer designed as an analog circular instrument, indicator lamps and a two-line LCD screen. High-end details also characterise the R nineT Urban G/S. These include the numerous aluminium forged parts such as fork bridges, the clamp for the aluminium double-butted tubular handlebars and much more besides.

One interesting detail solution in terms of creating a classic enduro look is the dual-section front mudguard. The front splash guard is attached to the lower fork bridge, thereby skilfully conveying a sense of classic enduro style. The rear splash guard is mounted just above the front wheel in conjunction with a fork stabiliser.

The highlights of the new BMW R nineT and R nineT Urban G/S:

- Potent flat-twin boxer engine with a capacity of 1 170 cc and an output of 81 kW that meets EU4 requirements.
- Modular frame concept with scope for customising, allowing individualisation according to personal taste.

- R nineT Urban G/S with filigree wired-spoke wheels and 19-inch front wheel in enduro style.
- 320-millimetre twin disc brake at the front.
- ABS as standard.
- ASC (Automatic Stability Control) as an ex works option.
- 2-in-1 exhaust system.
- High-end details such as fork bridges made of forged aluminium with a clear anodised finish.
- R nineT Urban G/S in the enduro style of the first R 80 G/S dating back to the year 1980.
- R nineT Urban G/S in Lightwhite non-metallic combined with fuel tank decor in two blue tones with a bright red seat – echoing BMW Motorsport of yesteryear.



2. Technology.

Distinctive, air-cooled boxer engine for classic motorcycle enjoyment and dynamic riding fun.

The longitudinally mounted 2-cylinder boxer engine with power transmission via universal-shaft drive has been synonymous with BMW motorcycles for more than 90 years. Like no other motorcycle engine, the air-cooled BMW Motorrad boxer power unit enthrals riders with its unmistakable and authentic design, its powerful torque and its unique, throaty sound.

The BMW R nineT and the R nineT Urban G/Se both feature the familiar air/oil-cooled boxer engine with 101-millimetre bore and 73-millimetre stroke, creating a capacity of 1 170 cc. Its peak output is 81 kW at 7 750 rpm and the maximum torque of 116 Nm goes on stream at 6 000 rpm, with a maximum engine speed of 8 500 rpm.

The new BMW R nineT Urban G/S has been designed to meet the requirements of the EU4 pollutant class. This involved fitting the motorcycle with such features as a new engine mapping, a fuel system with carbon canister for fuel tank ventilation and an exhaust system with an altered catalytic converter that has a larger cross-section.

Control of the four valves is via two overhead chain-driven camshafts (DOHC) per cylinder. Valve activation is taken care of by very light and therefore speed-resistant rocker arms, and valve clearance compensation is by means of light hemispherical shims. Power transmission to the rear wheel is via the well-established 6-speed gearbox and the universal-shaft drive.

Individually designed exhaust systems for a powerful boxer sound and an authentic look.

The exhaust system in stainless steel, with rear silencer on the left-hand side, likewise contribute to creating a classic BMW with air-cooled boxer engine in the roadster and enduro style respectively. The snugly fitting rear silencer of the R nineT Urban G/S reflects the philosophy of the original GS as a masterly, authentic variation on the BMW boxer theme for light off-road use.

The exhaust system has an electric servomotor and an acoustic valve controlled by opening and closing cables so as to meet the desire for a sonorous boxer sound while still complying with the noise emissions directive

ECE R41-04. What is more, a large-size catalytic converter ensures even more effective exhaust gas cleaning.

The range of Original BMW Motorrad Accessories also gives customers various individualisation exhaust system options so as to be able to adapt the character of the motorcycle entirely according to personal taste.

Modular frame concepts with wide-ranging variation options.

The new R nineT Urban G/S respond to the desire on the part of many motorcycle fans to be able to make technical and visual modifications – commonly known as customising – by providing a steel tubular space frame concept.

In the R nineT Urban G/S the frame consists of three components: a front and rear main frame with integrated end piece and a passenger frame. The frame components are bolted onto one another.

R nineT Urban G/S with classic telescopic fork and gaiters.

In keeping with the style of a classic enduro bike, a conventionally structured telescopic fork with a tube diameter of 43 millimetres and a spring travel of 125 millimetres performs the function of front wheel control in the R nineT Urban G/S. As was common in enduro models in the past, classic rubber gaiters protect the exposed, sensitive slide areas of the fork tubes from stone impact.

Well-proven rear suspension by means of Paralever.

The functions of rear wheel control in the new representatives of the BMW Motorrad Heritage world of experience are performed in well-proven fashion by the Paralever single-sided swinging arm, as is also used in the other BMW Motorrad Heritage models. Suspension and damping functions are taken care of by a central spring strut with a spring finished in white in each case. The spring rest is adjustable and rebound-stage damping can be set to continuously variable levels. In the new R nineT the spring travel is 120 millimetres, in the R nineT Urban G/S it is 140 millimetres with a view to possible use in light terrain.

R nineT Urban G/S with filigree wired-spoke wheels and coarsely toothed footrests for a rustic enduro style.

The R nineT Urban G/S is supplied with filigree wired-spoke wheels. The large 19-inch front wheel with 120/70 ZR 19 tyre is in keeping with the typical look of a classic bike in enduro style. This is matched perfectly at the rear with a 17-inch wheel bearing a tyre of the size 170/60 ZR 17. The new BMW boxer

can be ordered ex works with the optional extra of deep-treaded off-road tyres which further enhances its classic style (standard trim: road tyres).

The footrest system highlights the bike's rustic character. Coarsely toothed steel footrests provide stable, secure support in all conditions. The technical counterpart to the impressive contemporary riding dynamics of the new R nineT Urban G/S is a twin disc brake. With 4-piston brake calipers, steel-wrapped brake lines and a brake disc diameter of 320 millimetres, it ensures high-performance and stable deceleration even when travelling at speed. At the rear there is a single-disc brake with a diameter of 265 millimetres and a 2-piston floating caliper. The R nineT Urban G/S is likewise fitted as standard with the BMW Motorrad ABS. This R nineT variant also offers the option of ASC (Automatic Stability Control) ex works so as to prevent the rear wheel from spinning on slippery roads.

3. Design and colour concept.



The R nineT Urban G/S: echoing the original, classic enduro feeling of a bygone era.

BMW GS – a concept that has been an integral part of the motorcycling world for more than 35 years and has become synonymous with freedom and the desire for adventure among both on-road and off-road motorcycle fans. The unparalleled career of BMW GS began in 1980 with the launch of the R 80 G/S.

At the time it was not only the first large-series enduro with two cylinders, it also established itself as the first serial-production BMW with a single-sided rear swinging arm, the so-called BMW Monolever, later leading to the development of the BMW Paralever.

The hallmark features of the 37kW founder of the universal category of travel enduro bikes included its technical conception as being suitable for off-road riding but also its colour scheme. White was drawn from the palette of BMW Motorsport colours at the time, while the seat was finished in a striking bright red.

The R nineT Urban G/S revives the traditional colour concept of the first R 80 G/S.

At first glance the R nineT Urban G/S is the spitting image of its ancestor, and it reproduces the latter's colour concept virtually without alteration. As was the case with its ancestor the fuel tank and the high-positioned front mudguard are finished in striking Lightwhite non-metallic, with a matching headlamp mask whose styling is geared entirely towards the BMW G/S style of that era.

Like its role model, the R nineT Urban G/S features fuel tank decor in two tones of blue and a two-man seat in bright red – a colour combination that interprets the BMW Motorsport colours of former years. This echoing of past times is supported by a frame finished in black. The light alloy cast wheels and drivetrain are likewise finished in black.

Slim, wiry and perfect for relaxed gliding along country roads or for light off-road excursions.

With its narrow front silhouette combined with the classic circular headlamp and the headlamp mask, the R nineT Urban G/S has a look of agility, dynamic

performance and supreme riding on many terrain types. Its wiry appearance is further reinforced by the narrow 19-inch front wheel and the light impression of the rear section.

Harmoniously matching the headlamp mask, the instrument cluster consists of a speedometer designed as an analog circular instrument, indicator lamps and a two-line LCD screen which displays the most important information such as time and trip distance.

Harmoniously created, high-end details in the R nineT Urban G/S, too.

Like all models of the BMW Motorrad Heritage world of experience, the R nineT Urban G/S also benefits from harmoniously integrated and stylistically authentic details. Aluminium forged parts such as the fork bridges, the mount for the steering damper and the clamp for the double-butted aluminium tubular handlebars with embossed BMW Motorrad inscription convey a high degree of high-end quality, for example.

The dual-section front mudguard features another interesting detail solution. The front splash guard is mounted on the lower fork bridge and therefore high above the front wheel, thereby skilfully highlighting the classic BMW enduro style of the R nineT Urban G/S. The rear splash guard is mounted just above the front wheel and bolted to the slider tubes via a fork stabiliser.

Standard features

Price: R177,740 (including VAT)

- Potent flat-twin boxer engine with a capacity of 1 170 cc and an output of 81 kW that meets EU4 requirements.
- Modular frame concept with scope for customising, allowing individualisation according to personal taste.
- Filigree wired-spoke wheels and 19-inch front wheel in enduro style.
- 320-millimetre twin disc brake at the front.
- ABS as standard.
- 2-in-1 exhaust system.
- High-end details such as fork bridges made of forged aluminium with a clear anodised finish.
- G/S in Lightwhite non-metallic combined with fuel tank decor in two blue tones with a bright red seat – echoing BMW Motorsport of yesteryear.



4. Equipment program.

BMW Motorrad presents BMW Motorrad Spezial. The BMW Motorrad individualisation drive.

With the launch of the R nineT, BMW Motorrad recognised the trend towards individualisation early on. BMW Motorrad is now expanding its individualisation range with BMW Motorrad Spezial and is offering distinctive-design, performance-enhancing and exclusive customisation options ex works.

Highest-grade materials, genuine surfaces, skilled craftsmanship and the love of detail are what define BMW Motorrad Spezial as well as the harmonious integration of all parts into the overall design of the motorcycle. Starting with the Touring and Heritage models, the Spezial range will be continuously expanded.

With the launch of BMW Motorrad Spezial, a new generation of the BMW Motorrad Configurator will also be introduced. For the first time a large section of the special accessories range will be fully included in the digital presentation for the R nineT models – in addition to the full range of ex works special equipment. In this way the customer can configure his personalised BMW motorcycle with all the special equipment/Spezial parts before it is manufactured and also look at his bike with one or more Original BMW Motorrad Accessories installed. The new BMW Motorrad Spezial program starts from August 2017.

BMW optional equipment and Original BMW Motorrad Accessories for wide-ranging customisation. An extensive BMW Motorrad program is available to individualise the R nineT Urban G/S.

BMW optional equipment.

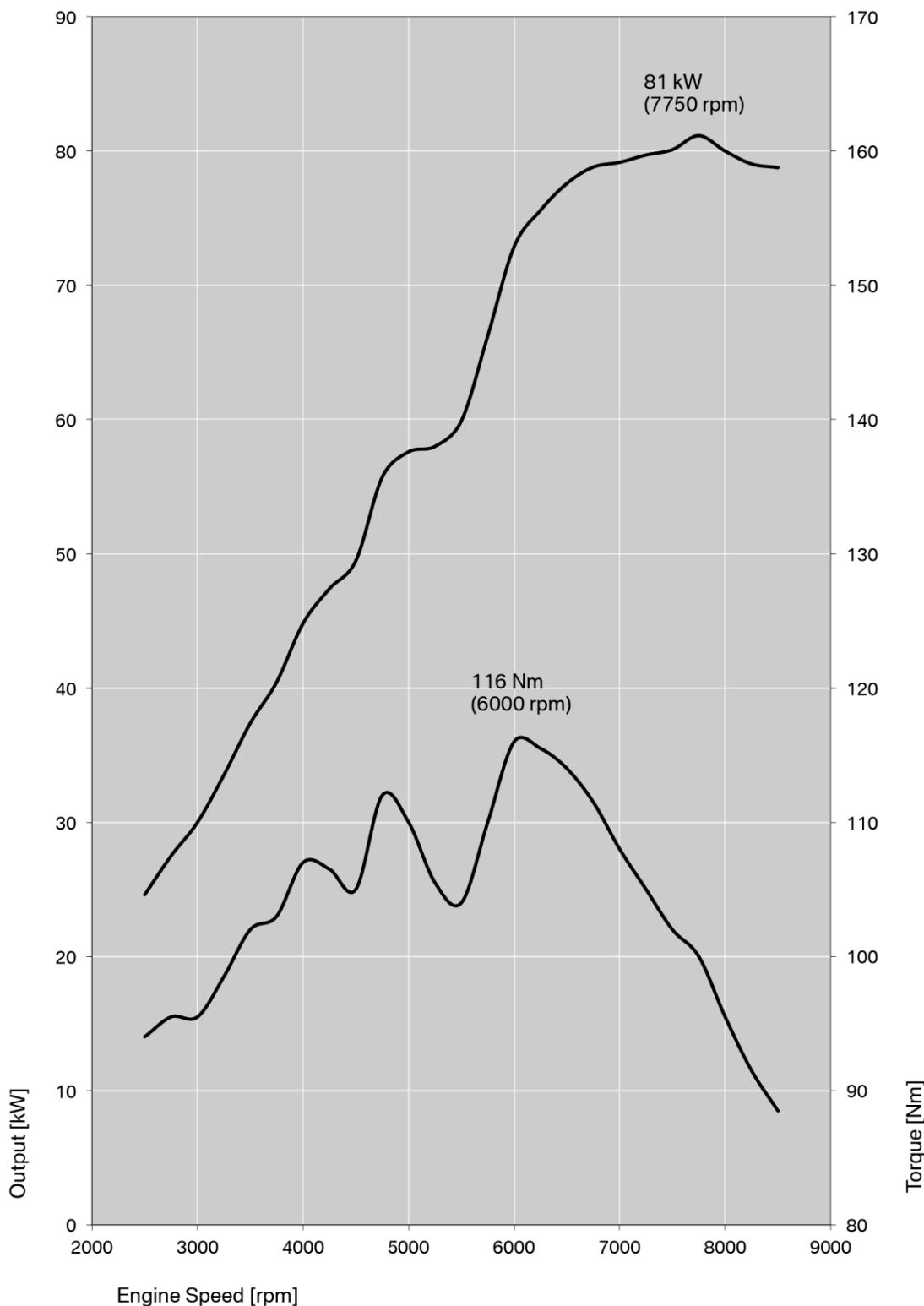
- Automatic Stability Control ASC.
- Heated grips.
- LED turn indicators.
- Hand-brushed aluminium fuel tank with ground/visible weld seam.
- Chrome-plated manifold (R nineT Urban G/S only).
- Alarm system.

Original BMW Motorrad Accessories.

- Air filter housing cover right/left in hand-brushed aluminium.
- Radiator trim right/left in hand-brushed aluminium.

- Aluminium fuel tank, hand-brushed with ground or visible weld seam.
- Knee pads for fuel tank side surfaces.
- Single seat, red or brown with luggage carrier (R nineT Urban G/S only).
- Seat, low (R nineT Urban G/S only).
- R nineT rider seat (R nineT Urban G/S only).
- Comfort passenger seat with grab straps.
- Custom rider seat.
- Aluminium handlebar end piece (R nineT Urban G/S only).
- Barrel-type instrument cluster, chrome matt.
- Protective grille for headlamp (not for use on public roads).
- Windshield in hand-brushed aluminium (R nineT only).
- Ignition lock cover in Granite Grey.
- HP Carbon parts: ignition lock cover, intake snorkel cover, throttle body cover, belt cover, cylinder head covers.
- HP sports silencer.
- R nineT rear silencer (for the R nineT Urban G/S).
- Chrome-plated manifold (R nineT Urban G/S only).
- Cylinder head covers in 2V style.
- Cylinder head covers, black, silver or chrome-plated.
- Cylinder head covers, aluminium or plastic.
- Crash bar.
- Hand protector left/right (R nineT Urban G/S only).
- High End steering damper (adjustable).
- Mechanically processed parts: footrest system (adjustable), passenger footrests, hand lever, belt cover, cylinder head covers, oil filler cap, swinging-arm pivot mount cover, headlamp cover, handlebar end cover, rear axle cover, rear axle bearing cover.
- Tank rucksack and rear bag with attachment.
- Saddle bags on passenger seat.
- Alarm system.
- Classic emblem (R nineT Urban G/S only).

5. Engine output and torque. The new BMW R nineT Urban G/S.



6. Technical specifications. The new R nineT Urban G/S.



| BMW R nineT Urban G/S | | |
|-------------------------------------|--|---|
| Engine | | |
| Capacity | cc | 1 170 |
| Bore/stroke | mm | 101/73 |
| Output | kW | 81/ |
| at engine speed | rpm | 7 750 |
| Torque | Nm | 116 |
| at engine speed | rpm | 6 000 |
| Type | Air/oil-cooled 2-cylinder boxer engine | |
| No. of cylinders | | 2 |
| Compression/fuel | 12.0:1 / premium unleaded (95-98 RON) | |
| Valve/accelerator actuation | DOHC | |
| Valves per cylinder | | 4 |
| Ø intake/outlet | mm | 39/33 |
| Ø throttle valves | mm | 50 |
| Engine control | BMS-MP | |
| Emission control | Closed-loop 3-way catalytic converter | |
| Electrical system | | |
| Alternator | W | 720 |
| Battery | V/Ah | 12/14 maintenance-free |
| Headlight | W | 60/55 H4 |
| Starter | kW | 1.2 |
| Power transmission - gearbox | | |
| Clutch | Hydraulically activated dry clutch | |
| Gearbox | Constant-mesh 6-speed gearbox | |
| Primary ratio | | 1.737 |
| Transmission ratios | I | 2.375 |
| | II | 1.696 |
| | III | 1.296 |
| | IV | 1.065 |
| | V | 0.939 |
| | VI | 0.848 |
| Rear wheel drive | Universal shaft | |
| Transmission ratio | | 2.91 |
| Suspension | | |
| Frame construction type | Tubular space frame in steel, engine self-supporting | |
| Front wheel control | Telescopic fork, Ø 43 mm | |
| Rear wheel control | BMW Paralever | |
| Total spring travel, front/rear | mm | 125/140 |
| Wheel castor | mm | 110.6 |
| Wheelbase | mm | 1 527 |
| Steering head angle | ° | 61.5 |
| Brakes | front | Hydraulically activated twin disc brake, Ø 320 mm |
| | rear | Single-disc brake Ø 265 mm |
| ABS | | BMW Motorrad ABS |

| BMW R nineT Urban G/S | | |
|--------------------------------|--------------------------------|--------------|
| Wheels | Filigree wired-spoke wheels li | |
| | front | 3.0 x 19" |
| | rear | 4.5 x 17" |
| Tyres | front | 120/70 ZR 19 |
| | rear | 170/60 ZR 17 |
| Dimensions and weights | | |
| Total length | mm | 2 175 |
| Total width with mirrors | mm | 870 |
| Seat height | mm | 850 |
| DIN unladen weight, road ready | kg | 221 |
| Permitted total weight | kg | 430 |
| Fuel tank capacity | l | 17 |
| Performance figures | | |
| Fuel consumption (WMTC) | l/100 km | 5.3 |
| 0-100 km/h | s | 3.6 |
| Top speed | km/h | 200 |

