

The new BMW R 12 nineT and R 12.
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1. Overall concept. Short version.



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"With the new BMW R 12 nineT as a Classic Roadster and the R 12 as a Classic Cruiser, we are seamlessly continuing what began in 2013 with the R nineT. Thanks in particular to the new frame concept, we have achieved an even more classic and purist design. The air/oil-cooled boxer engine with new airbox, which has its roots in the legendary sport boxer of the HP 2 Sport from 2007, ensures confident propulsion. With its four radially arranged valves, it is one of BMW's absolute engine icons."

Josef Miritsch, Head of Air-Cooled Boxer Series BMW Motorrad.

The new BMW R 12 nineT and R 12: a classic roadster for dynamic riding on country roads and a classic cruiser for cool, relaxed biking.

With the R nineT, BMW Motorrad presented more than just a classic-style roadster in 2013. From the very beginning it combined classic motorcycle design and modern technology with high craftsmanship and diverse customization options. Shortly afterwards, the R nineT was enriched with attractive derivatives, giving rise to a whole model family for the BMW Motorrad Heritage world.

That is why, for the new **BMW R 12 nineT**, the guiding principle during development was **"The Spirit of nineT"**, with the goal of

seamlessly following in the footsteps of the successful R nineT and carrying forward its archetypal look, timelessness, and high customization qualities. While the new R 12 nineT as a classic roadster aims to make a stylish impression in urban environments as well as provide dynamic riding fun on winding country roads, the new **BMW R 12** comes under the motto **"The Spirit of Easy"** - perfectly embodying a classic cruiser for cool and relaxed biking.

Great freedom of choice when it comes to design, model diversity and customizing.

The new BMW R 12 nineT and R 12 are classic roadsters and cruisers that combine the authentic and beefy character of the boxer engine and the design language of traditional motorcycle eras with innovative technology and a modular concept that offers the rider maximum customization options. Reduction to the essentials and attention to detail were key priorities in the development of the design, resulting in a strong emotional appeal.

Authentic and beefy boxer engine featuring redesigned airbox and twin-flow rear silencer.

For the past 100 years, the two-cylinder boxer engine and the use of a propeller shaft drive have been synonymous with BMW motorcycles. In line with this legacy, the new BMW R 12 nineT and R 12 models, presented in the "100 Years of BMW Motorrad" anniversary year, further emphasise this distinctive powertrain configuration, following the recent unveiling of the new BMW R 1300 GS. The air/oil-cooled boxer engine with a capacity of 1,170 cc already familiar from numerous BMW Motorrad models, delivers 80 kW (109 hp) at 7,000 rpm in the R 12 nineT and 70 kW (95 hp) at 6,500 rpm in the R 12. As part of the complete redesign of the chassis, the new R 12 models also feature a new airbox. This is now fully integrated under the seat. The left-mounted "Twin Pipe" exhaust system with two rear silencers with reverse cone design caters to both the desire for a classically designed, sporty roadster and a cruiser.

New, one-piece tubular bridge steel spaceframe with bolted-on rear frame.

The centrepiece of the new BMW R 12 models is the completely newly developed tubular bridge steel spaceframe. This frame differs from the previous R nineT series, which had a front and rear main frame. As a result, the new frame eliminates the need for previous fastenings, reducing weight and giving the new R 12

models a cleaner and more classic appearance. The rear frame, also made of tubular steel, is bolted to the main frame.

New classic round instruments as well as USB-C and 12 V socket as standard equipment. Digital display available as optional equipment ex works.

The new R 12 nineT comes equipped with two analogue round instruments for speed and rpms, a USB-C port on the left side, and a 12V socket on the right side for the onboard network. The round instruments continue to support customization by communicating via a LIN-Bus and separating the control and display units. The standard instrumentation for the new R 12 is limited to the speedometer, but the rev counter can be retrofitted with genuine BMW Motorcycle accessories.

The new R 12 nineT and R 12 are available as a roadster and cruiser, each offering a classic design and optimal ergonomics.

On the the **R 12 nineT** the aluminium tank with brushed and clear-coated side panels, the seat, and the tail-hump create a rising, dynamic line. The improved ergonomics compared to its predecessor are mainly due to the 30 mm shorter and narrower fuel tank in the rear area. The rider is closer to the handlebars, benefits from improved knee contact, and has a more front-oriented seating position on the motorcycle overall.

On the new **BMW R 12**, the steel tank, reminiscent of the so-called "Toaster Tanks" of the 1970s BMW /5 models, emphasises the typical design language of a cruiser in a classic teardrop shape and forms a descending line in combination with the standard solo seat and the curved, low-mounted rear wheel cover. The large 19-inch front wheel and the small 16-inch rear wheel complement this harmoniously. The classic cruiser design is also reflected in the relaxed seating position with low seat height and wide handlebars.

Three attractive paintwork options for making stylish appearances as Classic Roadster and Classic Cruiser.

Each bike, the BMW R 12 nineT and R 12, comes in three attractive colour options.

R 12 nineT: Base paint finish Blackstorm metallic.
Surcharge colour San Remo Green metallic.
Option 719 "Aluminium" in brushed aluminium /
Night Black solid paint.

R 12: Base paint finish Blackstorm matt metallic.
Surcharge colour Aventurine Red metallic.
Option 719 "Thorium" in Avus Silver metallic.

Highlights of the new BMW R 12 nineT and R 12:

- Classic, purist design as a roadster and cruiser.
- Beefy air/oil-cooled 2-cylinder boxer engine.
- Workmanship with great attention to detail.
- Designed for customizing.
- R 12 nineT with 80 kW (109 hp) at 7,000 rpm and 115 Nm at 6,500 rpm.
- R 12 with 70 kW (95 hp) at 6,500 rpm and 110 Nm at 6,000 rpm.
- Left-side exhaust system with double silencer and conical end pieces.
- New airbox, now integrated under the seat.
- One-piece tubular spaceframe with bolted-on rear frame.
- Fully adjustable upside-down telescopic forks at the front and Paralever swinging arm with rear spring strut now arranged at an angle with revised travel-dependent damping.
- Radially mounted 4-piston monobloc brake callipers, steel flex brake lines and floating 310 mm brake discs.
- Powerful braking system in conjunction with BMW Motorrad ABS Pro for safe braking even when cornering.
- Tailored customization options available through the genuine BMW Motorrad accessories, known for their premium quality.
- Standard riding modes "Rain", "Road" and "Dynamic" in the R 12 nineT and "Roll" and "Rock" in the R 12.

- DTC (Dynamic Traction Control) and engine drag torque control as standard.
- New classic round instruments as well as USB-C and 12 V socket. Digital display available as optional equipment ex works.
- Powerful LED light units as standard and adaptive Headlight Pro as optional equipment ex works.
- Keyless Ride is standard.
- Three attractive paintwork options for making stylish appearances as Classic Roadster and Classic Cruiser.
- Tailored range of ex works customization optional equipment available through the genuine BMW Motorrad accessories, known for their premium quality.

2. Design and customizing.



"Ten years ago, we at BMW Motorrad introduced the R nineT, which established the segment of classic bikes. The new R 12 series takes this path of emotional, original motorcycle riding even further: with clearer lines, a more consistent implementation in each segment, and greater customization possibilities.

Edgar Heinrich, Head of Design BMW Motorrad.

Great freedom of choice when it comes to design, model diversity and customizing.

The new BMW R 12 nineT and R 12 are classic roadsters and cruisers that combine the authentic and beefy character of the boxer engine and the design language of traditional motorcycle eras with innovative technology and a modular concept that offers the rider maximum customization options. Reduction to the essentials and attention to detail were key priorities in the development of the design, resulting in a strong emotional appeal.

Customizing is more popular than ever. The trend started by the R nineT when it was launched in 2013 has given rise to an incredibly creative scene over the years. BMW Motorrad has catered to this demand with a whole model family centered around the R nineT, giving birth to the BMW Motorrad Heritage world. Ever since, the desire for customizing and therefore for personalisation has been burning in countless motorcycle riders' hearts. So the question was not whether there will be a successor to the R nineT model family, but how it can fulfil the desires and needs of customers even more captivantly and authentically.

Accordingly, the new R 12 nineT and the new R 12 are built on a common, versatile base with a now one-piece tubular spaceframe, an airbox positioned flat under the seat and an angled spring strut. This allows for different tank shapes that can be interchangeable, providing individuality in the vehicles' appearance. It also offers freedom in designing the seats and side lines.

The new R 12 nineT and R 12 are available as a roadster and cruiser, each offering a classic design and optimal ergonomics.

On the the **BMW R 12 nineT** the aluminium tank with brushed and clear-coated side panels, the seat, and the tail-hump create a rising, dynamic line. Edgar Heinrich, Head of Design BMW Motorrad: "The purist design language is dominated by the clear tank/seat/rear line, in the style of the traditional /5 or the legendary R 90 S of the 70s. At first glance, the tank itself is a classic BMW boxer tank, with a typical bend in the lower edge and classic knee contact. The new R 12 nineT also features side covers in the area of the frame triangle in the authentic Roadster look - another reminiscence of BMW motorcycles of the 1970s." The focus on essential design is supported by the compact and short rear end. The shorter fuel tank, which is 30 mm shorter and narrower in the rear, ensures significantly improved ergonomics and a more front-oriented seating position compared to its predecessor.

On the new **BMW R 12**, the steel tank, reminiscent of the so-called "Toaster Tanks" of the 1970s BMW /5 models, emphasises the typical design language of a cruiser in a classic teardrop shape and forms a descending line in combination with the standard solo seat and the curved, low-mounted rear wheel cover. The large 19-inch front wheel and the small 16-inch rear wheel complement this harmoniously. The classic cruiser design is also reflected in the relaxed seating position with low seat height and wide handlebars.

Strong attention to detail.

The new Heritage models display a strong attention to detail. This is evident in numerous features, such as the intricately designed front fender bracket or the LED headlight - with a black-framed light guide element on the R 12 nineT. The instrument panel also seamlessly integrates into the overall style. On the R 12 nineT, it features two round instruments in a traditional design, while the R 12 has a single round instrument. The LED turn indicator lights on the upper fork bridge are harmoniously equipped with tinted smoke lenses. The R 12 nineT also has smoke-lens turn indicator lights at the rear, while the new R 12 features integrated functional turn indicator lights.

On the R 12 nineT ECE model, the LED rear light is elegantly and discreetly positioned under the seat, making it very easy to achieve a short rear end. The US model replaces the rear light with a neutral panel, complemented by integrated functional turn indicator

lights. The concept of a classic roadster and classic cruiser is also reflected in the exhaust system with two rear silencers, one above the other and fitted with conical end pieces.

The BMW Motorrad Design Team's keen attention to detail is also evident in the side covers. Painted in the respective body colour, they prominently showcase the bright chrome-plated badges - with the R 12 nineT displaying a model designation, while the R 12 does not. On Option 719 vehicles, the badges are also finished with the corresponding lettering. In addition, an aluminium frame badge adorns the new R 12 nineT and R 12 with their model designation.

Three attractive paintwork options for making stylish appearances as Classic Roadster and Classic Cruiser.

Each bike, the BMW R 12 nineT and R 12, comes in three attractive colour options.

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Surcharge colour San Remo Green metallic.
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Night Black solid paint.

R 12: Base paint finish Blackstorm matt metallic.
Surcharge colour Aventurine Red metallic.
Option 719 "Thorium" in Avus Silver metallic.

3. Drive.



"The two new R 12 models feature an air/oil-cooled boxer engine, providing both powerful and characterful performance. In the R 12 nineT, it ensures high riding dynamics with its peak power, while in the R 12 it emphasises torque at low engine speeds."

Norbert Rebholz, Project Manager Air-Cooled Boxer Series
BMW Motorrad.

Rugged and beefy boxer engine offers confident power and torque for dynamic roadster riding on country roads and relaxed cruising.

For the past 100 years, the two-cylinder boxer engine and the use of a propeller shaft drive have been synonymous with BMW motorcycles. In line with this legacy, the new BMW R 12 nineT and R 12 models, released in the "100 Years of BMW Motorrad" anniversary year, further emphasise this distinctive powertrain configuration, following the recent unveiling of the new BMW R 1300 GS. Since the appearance of the first BMW motorcycle - the R 32 - in 1923, BMW Motorrad boxer engines have been known for their distinctive, rugged design, abundant torque, and unique sound. This is also true for the new BMW R 12 nineT and R 12, whose boxer engine is based on the engine introduced in 2007 with the BMW HP 2 Sport and is considered an iconic representative among BMW boxer engines in terms of technology, performance, and torque delivery.

Already familiar from numerous BMW Motorrad models, the air/oil-cooled boxer engine with 101 mm bore, 73 mm stroke and 1,170 cc capacity delivers 80 kW (109 hp) in the R 12 nineT at 7,000 rpm and the maximum torque of 115 Nm is reached at 6,500 rpm. In the R12, 70 kW (95 hp) are available at 6,500 rpm and 110 Nm are generated at 6,000 rpm. The maximum engine speed is 8,500 rpm.

The valves, which are only radially arranged in the combustion chamber for this BMW boxer engine, are controlled by two overhead, chain-driven camshafts (DOHC) per cylinder. Lightweight cam followers are responsible for valve operation, and the valve

clearance is adjusted using hemispherical shims. The cylinder head covers have been redesigned, drawing inspiration from the design language of BMW's legendary two-valve boxer engines. The proven six-speed transmission and the propeller shaft transfer power to the rear wheel.

New airbox, now integrated under the seat.

As part of the complete redesign of the chassis, the new R 12 models also feature a new airbox. Unlike the previous R nineT series, the airbox no longer has an air intake duct located below the tank. It is now fully integrated under the seat.

New "Twin Pipe" exhaust system in a classic design provides the unmistakable boxer sound.

The left-mounted "Twin Pipe" exhaust system with two rear silencers with reverse cone design caters to both the desire for a classically designed roadster and a cruiser. Unlike the previous R nineT series, there is no longer a need for an exhaust flap.

The new manifold routing leads into a front silencer in front of the rear wheel, in which the catalytic converter is housed. On the new R 12 nineT, the manifolds and the front silencer are chrome-plated and the rear silencer is electro-polished. The new R 12, on the other hand, features electro-polished manifolds along with a front silencer and rear silencer with a brushed surface.

The genuine BMW Motorrad accessories for the R 12 nineT and R 12 offer customization options in the area of the exhaust system to match the character of the two new R 12 models to personal preferences. For a particularly technical touch, the use of a titanium sports silencer is available.

Riding modes "Rain", "Road" and "Dynamic" standard in the R 12 nineT and "Roll" and "Rock" in the R 12. Dynamic Traction Control (DTC) and engine drag torque control as standard.

The new R 12 nineT already features the "Rain", "Road" and "Dynamic" riding modes as standard and the new R 12 has the "Roll" and "Rock" riding modes so the rider can adapt the riding behaviour to his personal preferences. Both new R 12 models are equipped with Dynamic Traction Control (DTC), which ensures a high level of driving safety when accelerating. In addition, the new R 12 Models equipped with engine drag torque control as standard.

While DTC offers increased riding safety when accelerating and especially on slippery road surfaces, the engine drag control prevents the rear wheel from slipping as a result of abruptly releasing the throttle or downshifting - even when braking. Thanks to engine drag torque control, the new R 12 models detect this danger at an early stage. Depending on the coefficient of friction between the tyre and the road surface, the throttle valves are opened in milliseconds in such a way that the drag torque is compensated and the rear wheel remains in the static friction range. This results in further enhanced safety, especially on slippery roads.

In "Rain" mode on the R 12 nineT, the throttle response is gentle and the traction control and torque control systems are sensitive, ensuring safety on slippery roads like when it's wet. In "Road" mode, the throttle response is balanced and the DTC control and engine drag torque control systems are designed for dry and high-grip road conditions. In Dynamic mode, you can fully experience the potential of the new R 12 nineT. The throttle response is very direct, allowing for more slip at the rear wheel, and the dynamic traction control optimally regulates traction even during sporty cornering. The engine drag torque control is designed for stability.

The "Roll" mode in the new R 12 ensures optimal throttle response and the DTC and engine drag control systems are adjusted for ideal performance on all types of roads. The "Rock" riding mode allows the rider to explore the full dynamic potential of the new R 12. Throttle response is spontaneous and direct and DTC allows a little more slip. As a special feature, the bike idles with a deliberately irregular rhythm in the "Rock" mode.

Optional factory-installed Shift Assistant Pro enables clutchless shifting up and down, provided more dynamic response, comfort, and acceleration with minimal interruption of pulling power.

The Shift Assistant Pro, available as optional equipment ex works, allows for clutchless shifting in almost all load and speed ranges. It offers increased dynamic performance and comfort compared to manual shifting, with extremely short shift times that enable acceleration with minimal interruption of pulling power.

4. Chassis.



"The completely new, now one-piece tubular spaceframe provides an even cleaner and more classic appearance."

Bart Janssen Groesbeek, Designer Vehicle Design BMW Motorrad.

New, one-piece tubular bridge steel spaceframe with bolted-on rear frame. Optimised chassis geometries for roadsters and cruisers.

The centrepiece of the new BMW R 12 models is the completely newly developed tubular bridge steel spaceframe. This frame differs from the previous R nineT series, which had a front and rear main frame. As a result, the new frame eliminates the need for previous fastenings, reducing weight and giving the new R 12 models a cleaner and more classic appearance. The rear frame, also made of tubular steel, is bolted to the main frame.

The R 12 nineT's suspension geometry is even more focused on excellent handling and enjoyable roadster fun on winding country roads. It comes equipped with cast light-alloy wheels measuring 3.50 x 17" at the front and 5.50 x 17" at the rear (120/70 ZR 17 or 180/55 ZR 17 tyres). The wheelbase is 1,511 mm, the caster is 110.7 mm and the steering head angle is 62.3 degrees.

To cater to the character of a cruiser for relaxed motorcycle enjoyment, the new R 12 has an optimised suspension geometry design with a flatter steering head angle, longer caster, and increased wheelbase. It also features cast light-alloy wheels, but in the size 2.75 x 19" at the front and 4.00 x 16" at the rear (100/90-19 or 150/80-16 tyres). The wheelbase is 1,520 mm, the caster is 132.5 mm and the steering head angle is 60.7 degrees.

Fully adjustable upside-down telescopic forks at the front and Paralever swinging arm with rear spring strut now arranged at an angle with revised travel-dependent damping.

The new R 12 nineT and R 12 feature fully adjustable upside-down telescopic forks with a 45 mm slider tube diameter. This is fully adjustable on the R 12 nineT. The suspension travel is 120 mm on the R 12 nineT and 90 mm on the R 12.

The rear wheel suspension of the R 12 nineT features a Paralever swinging arm combined with a directly linked sprint strut, which is now angled diagonally compared to the previous R nineT series. The spring strut has road-dependent damping, adjustable spring preload, and rebound damping. The improved road-dependent damping of the spring strut now includes a hydraulic final stop, which prevents hard bottoming out during riding. The suspension travel is 120 mm on the R 12 nineT and 90 mm on the R 12.

Powerful braking system in conjunction with BMW Motorrad ABS Pro for safe braking even when cornering.

On the front wheel of the new R 12 nineT and R 12, a twin disc brake with two radially mounted 4-piston monobloc brake callipers and 310 mm diameter provides stable and efficient braking power. A single disc brake with 2-piston floating calliper and 265 mm diameter is used on the rear wheel.

The new R 12 models are already equipped with BMW Motorrad ABS Pro (part-integral) as standard. ABS Pro also offers more safety when braking in bends by enabling ABS-assisted braking when leaning into corners. ABS Pro prevents the wheels from locking even when the brakes are applied quickly and reduces abrupt changes in steering force and thus the bike from returning to the upright position, even during sudden braking. The benefits are increased braking and riding stability combined with the best possible deceleration even when cornering. Depending on the selected riding mode, ABS Pro and the engine drag torque control offer adapted control characteristics for optimum braking manoeuvres.

Hill Start Control Pro (HSC Pro), available as optional equipment ex works, provides assistance for holding and starting on hills.

The Hill Start Control Pro, available as optional equipment ex works, makes it easier to hold and start on hills. The holding pressure in the brake system depends on the gradient, which is determined by a lean angle sensor. This information allows for improved comfort during starting in all conditions. Combined with control electronics, HSC Pro offers even greater safety and enhanced convenience.

With HSC Pro, the brake is automatically released when starting or forcefully operating the hand brake lever. Hill Start Control Pro also includes the 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 $\pm 3\%$) when the hand or foot brake lever has been activated, shortly after the motorcycle comes to a standstill. If "Manual" is selected, the handbrake or foot brake lever is briefly activated.



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5. Electrical system and electronics.



"The newly designed and larger round instruments offer all necessary information at a glance, while maintaining a classic design. We have taken the modern customizing concept into account with a new micro TFT display."

Carina Höfler, Product Management Heritage BMW Motorrad.

New classic round instruments as well as USB-C and 12 V socket. Digital display available as optional equipment ex works.

The new R 12 nineT comes equipped with two analogue round instruments for speed and rpm, a USB-C port on the left side, and a 12V socket on the right side for the onboard network. The round instruments continue to support customization by communicating via a LIN-Bus and separating the control and display units. The standard instrumentation for the new R 12 is limited to the speedometer, but the rev counter can be retrofitted with genuine BMW Motorcycle accessories.

The new round instruments only resemble those of the previous R nineT series at first glance. They have increased in diameter by 5 mm, resulting in even better readability, and the dials for the speedometer and rev counter have been redesigned. Another new feature is the scaling of the rev counter, whose digits are now based on a multiplication factor of 100.

The control lights and a digital display are integrated into the dial of the speedometer. On the R 12 nineT it functions as a menu scroll, while on the R 12 it still displays the engaged gear and the selected riding mode.

Furthermore the R 12 nineT has an additional digital display in the rev counter. In addition to displaying the gear engaged and the selected driving mode, it also offers a configurable additional display.

With the Digital Display option, the round instruments on the new R 12 nineT and R 12 are replaced by a micro TFT display with a 3.5-inch screen diagonal. The high resolution of the micro-TFT display

ensures excellent readability even in difficult lighting conditions and brings the instrument display of the new R 12 models into the digital age. As a highlight, the menu includes the Pure Ride mode, which displays only the most necessary information (speed, riding mode, selected gear) to emphasise the purist riding experience.

Powerful LED light units as standard and adaptive Headlight Pro as optional equipment ex works.

The new R 12 nineT and the R 12 also feature LED headlights as standard. Furthermore, the turn indicator and control lights of all three models also use LED technology.

The adaptive Headlight Pro light system offers even more safety at night as optional equipment ex works. The headlamp segments are each supplemented by adaptive cornering light elements. This allows for better illumination of the road in curves, ensuring a safer night-time ride.

Connected Ride Control as optional equipment ex works

With the optional Connected Ride Control, the two new R 12 models are equipped with a Bluetooth interface for connecting a smartphone and using the BMW Motorrad Connected app. This allows for the display of vehicle data, riding dynamics data, weather information at the current location, and map navigation. The familiar BMW Motorrad Multi-Controller on the left handlebar can be used to conveniently control the app without removing hands from the handlebar. The MotoMount by SP Connect and the Universal Phone Clamp ensure quick, secure, and vibration-isolated mounting of the smartphone on the handlebar.

Keyless Ride for convenient ignition activation.

The standard Keyless Ride system replaces the conventional ignition lock on the new R 12 models. The use of a traditional key is now only necessary for the steering lock and fuel tank cap. The ignition and anti-theft alarm system, which is available as optional equipment, are controlled by means of a transponder integrated in the vehicle key, which transmits a radio signal with a vehicle-specific frequency. The key can therefore remain in the rider's jacket, for example. Readiness to ride is established by pressing the ON button on the right handlebar switch.

Intelligent Emergency Call for even more motorcycling 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. For the new R 12 models, this system is included as a standard feature in the market-dependent equipment program.



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6. Equipment program.



Special equipment and genuine BMW Motorrad accessories for the new BMW R 12 nineT and R 12.

The BMW R 12 nineT and R 12 can be customized further thanks to a wide range of optional equipment and accessories. Optional equipment items are supplied ex works and are integrated in the production process. Optional BMW accessories are installed by the BMW Motorrad dealer or by customers themselves. These items can also be retrofitted.

Optional equipment for the R 12 nineT and R 12.

- **Comfort package:** Hill Start Control, Shift Assistant Pro, heated grips, cruise control.
- **Option 719 II "Aluminium":** Classic milled parts package, Shadow II milled parts package, single-seat rear, red frame, brushed aluminium windshield, black forks, black handlebars, chrome-plated headlight covers on the inside.
- **Option 719 "Thorium":** Shadow milled parts package, Shadow II milled parts package, exhaust system design option, 719 seat option, gold handlebars, black triple clamps, black handlebar clamps, black front wheel cover bracket, black inner headlight covers.
- **Milled parts package Classic:** Ignition coil cover Classic left/right, Option 719 Classic lettering left/right, Classic oil filler plug, cylinder head cover Nürburg Silver metallic matt (powder-coated) left/right.
- **Shadow milled parts package:** Ignition coil cover Shadow left/right, lettering Option 719 Shadow left/right, oil filler plug Shadow, cylinder head cover Avus bBack metallic matt (powder-coated) left/right.
- **Shadow II milled parts package:** Shadow gear shift lever, Shadow foot brake lever, Shadow left/right footrest system, Shadow left/right passenger footrests, Shadow handbrake lever, Shadow clutch lever, Shadow left/right expansion tank cover, Shadow left/right handlebar end mirror.

Optional equipment for the BMW R 12 nineT.

- Headlight Pro with adaptive light.
- Single-seat rear with brushed aluminium tail-hump and holder for the rear silencer.
- Option 719 Classic wheel (black spoke wheel, tubeless).
- TPM.
- Anti-theft alarm.
- Intelligent emergency call (market-dependent).
- Connected Ride Control.
- Digital display.

Optional equipment BMW R 12.

- Design option exhaust system with chrome-plated manifolds and electro-polished rear silencer of the R 12 nineT.
- Headlight Pro with adaptive light.
- Passenger package with passenger seat and passenger footrests.
- Option 719 Classic wheel (black spoke wheel, tubeless).
- Option 719 Classic wheel II (gold anodised spoke wheel, tubeless).
- TPM.
- Anti-theft alarm.
- Intelligent emergency call (market-dependent).
- Connected Ride Control.
- Digital display.

Genuine BMW Motorrad accessories.

Design.

- LED turn indicator lights and rear light combination rear black (R 12 nineT).
- Cockpit fairing (R 12 nineT).
- Aluminium tail-hump cover silver (R 12 nineT).
- Option 719 footrest system Shadow black (R 12 nineT).

- Option 719 footrest system Shadow black (R 12).
- Option 719 footrest pillion Shadow (R 12 nineT + R 12).
- Aluminium cylinder head cover 2V style grey (R 12 nineT + R 12).
- Titanium rear silencer (R 12 nineT + R 12).
- Option 719 Classic wheel I black 3.50x17"/5.50x17" (R 12 nineT).
- Option 719 hand lever Shadow II black (R 12 nineT+ 12).
- Custom black rear end (R 12).
- Handlebar dragbar black (R 12).
- Option 719 Classic wheel black 2.75x19"/4.00x16" (R 12).
- Option 719 Classic wheel II gold 2.75x19"/4.00x16" (R 12).
- Option 719 cylinder head cover Classic silver Shadow (R 12 nineT + R 12).
- Option 719 cylinder head cover Shadow black (R 12 nineT+ 12).
- Black handlebars (R 12).
- Short rear end incl. silver licence plate holder (R 12 nineT).
- Short rear end incl. black licence plate holder (R 12 nineT).
- Option 719 handlebar end mirrors Shadow black (R 12 nineT+ 12).
- Option 719 aluminium tank, hand-brushed, glossy (R 12 nineT).
- Aluminium windshield low silver (R 12 nineT).
- Handlebar clamping block black (R 12).
- Short rear end incl. silver licence plate holder + turn indicators (R 12 nineT).
- Short rear end incl. black licence plate holder + turn indicators (R 12 nineT).
- Gold handlebars (R 12).
- Custom silver rear end (R 12).

Ergonomics and comfort.

- Heated grips (R 12 nineT + R 12).
- Cruise control (R 12 nineT + R 12).
- Comfort seat black (R 12).
- Tour windscreen (R 12).

Navigation and communication.

- Navigation preparation (R 12 nineT + R 12).
- ConnectedRide smartphone cradle (R 12 nineT + R 12).
- ConnectedRide Navigator (R 12 nineT + R 12).
- Protective glass ConnectedRide Navigator (R 12 nineT + R 12).

Safety.

- Anti-theft alarm system (R 12 nineT + R 12).
- Hand protectors black (R 12 nineT + R 12).
- TPM (R 12 nineT + R 12).
- Cylinder cover protection (R 12 nineT + R 12).
- Hand protectors light white solid paint (R 12 nineT + R 12).

Storage.

- Tank bag Urban Collection white small 5 l (R 12 nineT + R 12).
- Tank bag Black Collection black small 5 l (R 12 nineT + R 12).
- Side bag Urban Collection white 10 l + 16 l (R 12 nineT).
- Side bag Adventure Collection olive 10 l + 16 l (R 12 nineT).
- Tank bag Adventure Collection olive small 5 l (R 12 nineT + R 12).
- Side bag Adventure Collection olive small 10 l right (R 12).
- Tank bag Soulfuel Collection green small 5 l (R 12 nineT + R 12).
- Side bag Black Collection black 10 l + 16 l (R 12 nineT).
- Side bag Soulfuel Collection green 10 l + 16 l (R 12 nineT).
- Side bag Soulfuel Collection green small 10 l (R 12).
- Side bag Urban Collection white small 10 l right (R 12 nineT + R 12).
- Side bag Black Collection black 10 l right (R 12).

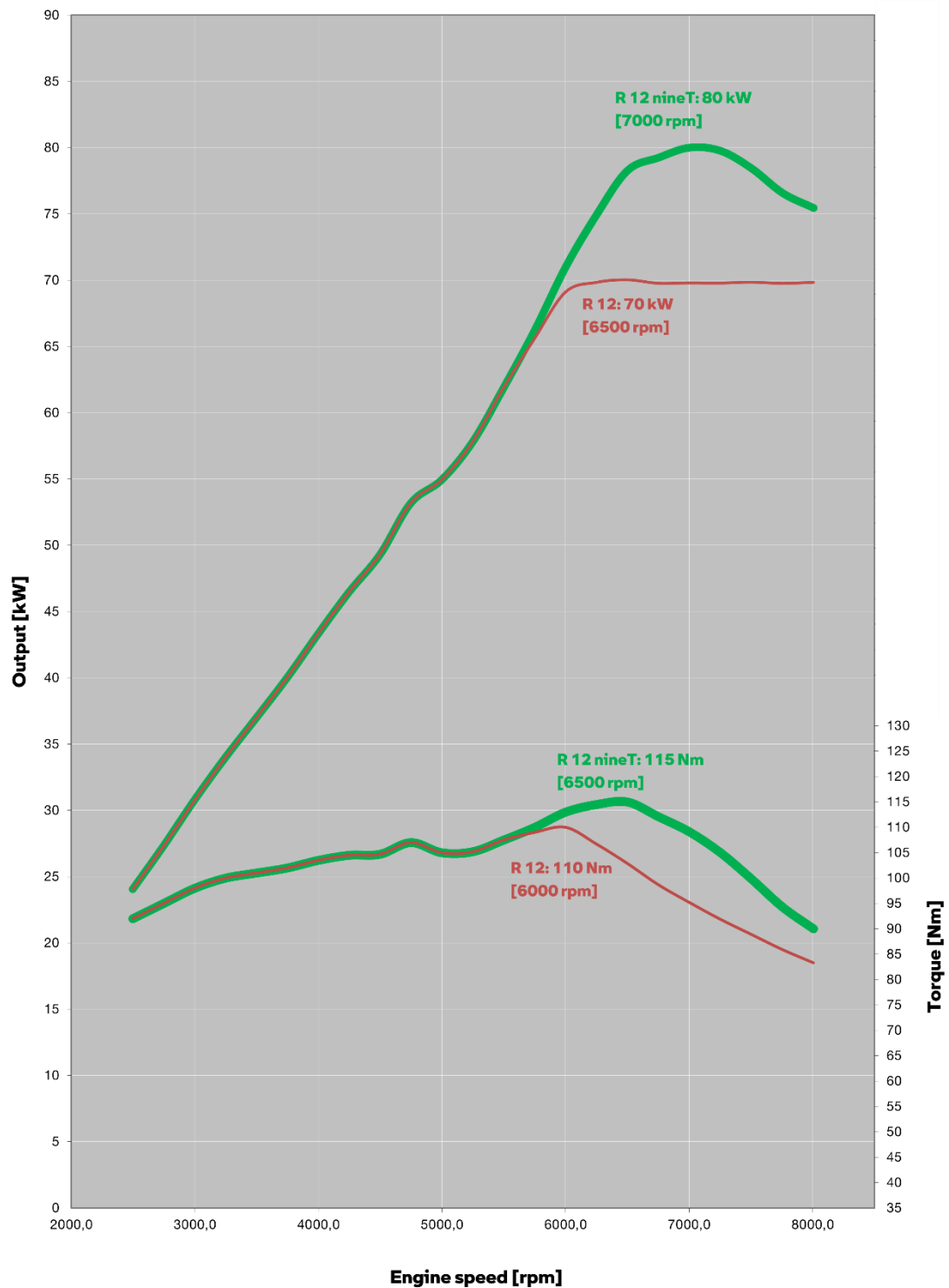
Maintenance and technology.

- Shift Assistant (R 12 nineT + R 12).
- Micro TFT instrument cluster (R 12 nineT).
- Micro TFT instrument cluster (R 12).
- Rev counter (R 12).

7. Engine output and torque.



R 12 nineT / R 12



8. Technical specifications.



		R 12	R 12 nineT
Engine			
Capacity	cc		1,170
Bore/stroke	mm		101 x 73
Output	kW/hp	70/95	80/109
at engine speed	rpm	6,500	7,000
Torque	Nm	110	115
at engine speed	rpm	6,000	6,500
Type	Water-cooled, 2-cylinder, four-stroke boxer engine with four valves per cylinder operated by cam followers and two overhead camshafts per cylinder		
Compression			12
Fuel			Premium unleaded 95 RON
Valves per cylinder			4
Ø intake/outlet	mm		39/33
Ø throttle valve	mm		50
Engine control			BMS-O
Emission control		Closed-loop three-way catalytic converter, exhaust standard EU-5+	
Electrical system			
Generator	W		660
Battery	V/Ah		12/14 maintenance-free
Headlight			LED
Rear light			LED
Turn indicators			LED
Starter	W		1200
Power transmission			
Clutch		Dry clutch, hydraulically operated	
Transmission		Claw-shift 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
Secondary drive		Universal shaft	
Secondary ratio			2.91

		R 12	R 12 nineT
Chassis			
Frame construction type		Tubular space frame in steel, engine self-supporting	
Front wheel suspension		USD telescopic forks, spring base, rebound and compression damping adjustable Ø 45 mm	
Rear wheel suspension		Aluminium Paralever swinging arm, directly linked WAD spring strut, spring base and rebound damping adjustable	
Spring travel, front/rear	mm	90/90	120/120
Wheel castor	mm	132.5	110.7
Wheelbase	mm	1,520	1,511
Steering head angle	°	60.7	62.3
Brakes	front	Twin disc brake, floating brake discs, Ø 310 mm, 4-piston monobloc fixed calipers	
	rear	Single disc brake, Ø 265 mm, 2-piston floating caliper	
ABS		Standard equipment BMW Motorrad ABS Pro (banking angle optimised)	
Wheels		Light alloy cast wheels	
	front	2.75 x 19"	3,50 x 17"
	rear	4.00 x 16"	5,50 x 17"
Tyres	front	100/90-19	120/70 ZR 17
	rear	150/80-16	180/55 ZR 17
Dimensions and weights			
Total length	mm	2,200	2,130
Overall with incl. hand levers	mm	830	870
Seat height	mm	795	754
DIN unladen weight, road ready	kg	227	220
Permitted total weight	kg	430	430
Fuel tank capacity	l	14	16
Performance figures			
Fuel consumption (WMTC)	l/100 km		5.1
CO2	g/km		119
Acceleration	0-100 km/h	s	3.9
Top speed	km/h		>200