

The New BMW R 1200 C Montauk and Model Updates in the Cruiser Family.



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BMW Motorrad 2003 – New Model and Model Updates in the Cruiser Family.



Munich. During the first half of 2003, BMW Motorrad has had a great start. With a total of 92,599 motorcycles delivered to customers during 2002, it was the Company's tenth record year in a row with revenues and earnings also achieving new records.

As Europe's largest manufacturer of motorcycles, BMW Motorrad is not only one of the most successful but also one of the oldest motorcycle manufacturers in the world. In 2003, BMW Motorrad is celebrating its 80th birthday, and the R 1150 R Rockster Edition 80 was presented in spring of this year as the company's anniversary model.

With a total of 19 models and variants, the BMW Motorrad model range in 2003 is more comprehensive and attractive than ever before. The K 1200 GT that was launched in late 2002 and the R 1150 R Rockster, both of which appeal to younger riders through their exciting design concepts, are entering their first full year on the market in 2003.

The model range is now being supplemented by yet another new machine, the R 1200 C Montauk. This is the third model in the Cruiser family since the original R 1200 C was introduced in 1997. The new R 1200 C Montauk will be in dealerships in the fall of 2003.

In addition to receiving the new Montauk, the entire R 1200 Cruiser lineup is being updated for the 2004 model year. The 1200-cc engines will now feature the Two Spark ignition as of autumn 2003. This new technology was originally introduced on the R259 engines earlier this year and has since been introduced into the remaining Boxer engines step-by-step. Another new feature on all Cruisers is the EVO brake system as well as Integral ABS available as an option. These powerful EVO brakes include upgraded calipers for improved braking performance.

1. The New BMW R 1200 C Montauk: The Emotional Cruiser in Classic Design.



BMW Motorrad is introducing the R 1200 C Montauk as the third model in the Cruiser range – a Cruiser full of character, masculinity and emotions. It is a motorcycle pure in classic design, but with a wide range of modern features and innovative technology.

The R 1200 CL (introduced in 2002) provides the technical foundation for this new machine featuring the same front wheel suspension, the same wheels and instruments. Otherwise, the R 1200 C Montauk is an all-new, unique and different machine with its newly designed front end, a new seat and new side covers.

The R 1200 C Montauk is a purist Cruiser without a fairing. Instead it features a beautifully designed transparent windshield. It is a motorcycle that is simply wonderful to ride thanks to its supreme handling and behavior. It is a motorcycle that offers the highest standard of safety and environmental care. The new R 1200 C Montauk comes from the factory equipped with full integral anti-lock brakes (ABS) and comes standard with both Digital Motor Electronics and a three-way catalytic converter.

These are the characteristic features of the R 1200 C Montauk:

- Powerful looks, masculine appearance.
- Striking front design with two stacked headlights.
- Optimized exhaust sound.
- Superior seating position.
- Specially designed passenger seat and various seat combinations.
- Rear shock absorber with new Travel-Related Damping.

- EVO brakes with full integral ABS standard.

The Cruiser history of BMW Motorrad started in 1997 with the R 1200 C. Introducing this unique machine with a flat-twin power unit and unmistakable design, the Company not only scored a great success right from the start, but also succeeded in giving the BMW Cruiser a unique position in the market that was quite new for BMW Motorrad.

The Cruiser range was then extended step-by-step in the course of time, as the “basic” R 1200 C was renamed the R 1200 C Classic in 1999 and in 2000, the Phoenix and Montana variants arrived with similar technical features but distinct color options, design elements and equipment.

In 2002, BMW Motorrad presented the R 1200 CL luxury cruiser at the INTERMOT Motorcycle Show. By introducing the R 1200 C Montauk, BMW Motorrad is now rounding off the range with a purist Cruiser offering the final touch.

Design: pure and powerful.

Concentrating on powerful presence and stance, the R 1200 C Montauk was designed to appeal and entice. These are the terms which describe the particular appearance and style of the BMW R 1200 C Montauk most appropriately. In its design, this motorcycle follows a classic line but offers a whole range of surprising and innovative features. A particularly interesting highlight is the front end with its twin headlights positioned on top of one another. A relatively small windshield fastened firmly to the handlebar blends harmoniously with the purist design of the machine while providing substantial wind protection for the rider.

The wide front mudguard, as well as the “beefy” front wheel, provide a perfect match for the masculine look of the machine. Indeed, this front wheel comes straight from the R 1200 CL, just like the Telelever with its fork tubes positioned far apart from one another.

Two new features are the side cover and the passenger seat, both of which give the R 1200 C Montauk its special look from the side. The seat padding for the passenger is a bit more narrow and slender than on the other models, but extends higher up. Offering a comparable standard of seating comfort, the motorcycle therefore looks even more muscular and purist from the side. And, among other features, a comfort passenger seat is available as an option either in leather or leatherette.

Yet another new feature is the handlebar. Although it is identical in its fundamental design to the handlebar on the R 1200 C Independent and ensuring a relaxed, comfortable position on the saddle. Combined with the seat and front section of the R 1200 C Montauk, this gives the new machine its truly unique look. The rear mudguard and taillight have both been carried over from the R 1200 C.

Colors.

The R 1200 C Montauk will be entering the market in three colors: Black Sapphire metallic, Arctic Blue metallic, and Champagne metallic.

Drivetrain with an even quieter five -speed gearbox – Boxer engine with Two Spark.

Displacing 1170 cc, the Boxer power unit has now been upgraded to an even higher standard and features Two Spark ignition that is already fitted on the other horizontal twin models. This enhances the combustion process, serving to minimize exhaust emissions, reduce fuel consumption and improve the engine's refinement. At 61 hp and 72 lb-ft at 3,000 rpm, power and torque output remain unchanged.

The gearbox featured in the R 1200 C Montauk is the updated unit introduced on all Boxer models in the 2003 model year and incorporates the most recent gearshift updates. The five-speed gearbox has a so-called upright gearmesh on the two top speeds providing smoother shift action, as a result, minimizing transmission noise in the process. Such upright gear wheels have also been introduced on the other Boxer models, starting in autumn 2002 for the 2003 model year.

It almost goes without saying that the R 1200 C Montauk, like every BMW motorcycle worldwide introduced since 1997, comes standard with the most advanced exhaust management technology in the world. Featuring a fully controlled three-way catalytic converter, BMW motorcycle exhaust systems are the most environmentally and socially acceptable in existence.

Suspension elements carried over from the R 1200 CL for extra comfort and superior riding behavior.

The front suspension is dialed in with a caster setting that is designed for a relaxed riding style. The front Telelever is carried over from the R 1200 CL, as is the very wide 150mm-section tire.

Rear suspension comes with a single rear shock absorber that incorporates a new feature called Travel-Related Damping—an innovation also being introduced on the R 1200 C and R 1200 CL models. Travel-Related Damping refers to how the damping effect increases progressively with increasing compression and rebound motion. Like on the “basic” Cruisers, overall spring travel is 3.94 inches. The spring preload is adjusted through a hydraulic handwheel that is within easy reach.

High-tech brakes – EVO brakes and BMW full integral ABS both standard.

By tradition, safety has always been a top priority at BMW. This means that only the best will suffice for any new BMW Cruiser. This is exactly why the R 1200 C Montauk features BMW's premium EVO brake system on the front wheel that has to deliver outstanding braking performance all Boxer and K models. This particular cruiser has two brake discs measuring 305 mm (12.00 inches) with two four-piston fixed calipers on the front wheel and a single 285mm (11.22-inch) rotor with a floating two-piston caliper on the rear wheel, as first seen on the R 1200 CL. New features are the braided stainless steel brake hoses for more consistent line pressure.

The R 1200 C Montauk will come standard with BMW's unique full integral ABS. Regardless of whether the rider operates the hand lever or foot pedal, brake forces act on both wheels.

Advanced electrics: Innovative dual headlights, electronic speedometer and battery charge socket.

The face of the R 1200 C Montauk is characterized by the two headlights on top of each other. The lower H1-style headlight measures 110 mm (4.33 inches) in diameter and serves exclusively to provide the high beam. The H4 headlight measuring 180 mm (7.09 inches) provides the low beam. This particular arrangement provides a powerful and unique look with great road illumination.

To facilitate the process of charging the battery – for example while the motorcycle is parked for the winter – the R 1200 C Montauk features two battery contact points easily accessible without body panel removal. The positive pole is housed inside the starter and the negative pole is on the back of the cylinder head. An on-board power socket comes as standard, as do heated handgrips.

The R 1200 C Montauk's instrument package is carried over from the R 1200 CL. It includes an electronic speedometer, tachometer, and a new housing.

Accessory equipment for extra safety, comfort, and individuality.

Numerous accessories will be available from BMW Motorrad USA retailers.

- Foglamps (like on the R 1200 C Phoenix).
- White direction indicators.
- Small, folding passenger seat (like on the R 1200 C Classic).
- Comfort seat for the passenger (like on the R 1200 C Classic).
- Leather seat upholstery (only in combination with comfort seats for the rider and passenger).
- Chrome package with chrome -plated alternator drive cover, radiator grid, handbrake lever, hydraulic tank cover for the brake and clutch, fork bridge, sliding tube bridge, handlebar clamp stops.
- Saddlebag supports.
- Saddlebags, small (available in Black, Canyon Brown and Blue).
- Saddlebags, large (Black only).
- Inner bags for saddlebags.
- Baggage fastening kit.
- Baggage roll.
- Chrome package (with the same features as with the optional package).
- Large windshield.
- Cylinder protection hoops.
- Foglamp (same as in the list of optional extras).
- Anti-theft warning system.
- Oil filler flap, lockable.
- Comfort seat for passenger.

- Railing on passenger comfort seat.
- Passenger seat, small, with backrest.
- Rider's seat, narrow.

The narrow rider's seat mentioned at the end of this list is an all-new construction tapering to the inside at the front and allowing the rider to keep his legs closer together at a standstill in the interest of a comfortable position on the ground with extra safety and stability. The rear seat section, in turn, firmly supports the rider's pelvis and gives him – or her – an even more relaxed seating position.

2. Model Updates in the R 1200 C Family: Two Spark Ignition, Revised Gearbox and Integral ABS.



Starting in autumn 2003, a number of improvements will be introduced on the R 1200 C Classic, R 1200 C Pheonix and R 1200 CL Luxury Cruiser for the 2004 model year. The R 1200 C Montana will be discontinued.

Two Spark ignition on the 1200-cc power unit and an even better exhaust sound.

Two Spark is now being introduced on the largest Boxer models displacing 1170 cc. Starting in the 2004 model year, all Cruisers will therefore benefit from the well-known advantages of this ignition technology in terms of exhaust emissions, fuel economy and refinement. Power and torque, on the other hand, remain unchanged at 61 bhp and 72 lb-ft at 3,000 rpm.

Upgraded transmission.

Improvements on the gearbox that were introduced on the other Boxer models are also featured on the remainder of the R 1200 C lineup. These motorcycles are now fitted with the optimized five-speed gearbox as featured on the R 1200 C Montauk and the R 1200 CL. The particular advantages are an improved gearshift (enhanced shift action) and upright tooth patterns on the fourth and fifth gears to significantly reduce running noise.

EVO brakes and BMW full integral ABS standard.

Starting with the 2004 model year, the R 1200 C lineup comes standard with BMW's EVO brake system with full integral ABS (Front: dual discs measuring 305 mm/12.00 inches, Rear: single disc measuring 285 mm/11.22 inches). BMW's Integral ABS (fully intergrated) will be installed on all R 1200 C and R 1200 CL variants, reflecting the character of these machines.

With this former option now fitted as standard on all BMW Boxers and K Series motorcycles, optimum stopping power as well as the highest standard of safety is ensured.

Suspension improved by new damper technology and larger range of equipment made available, plus a new color.

The suspension and running gear is also being optimized for the 2004 model year: The R 1200 C cruisers (Classic and Pheonix) come with a new shock absorber featuring Travel-Related Damping as featured on the R 1200 CL and R 1200 C Montauk. As before, spring travel is 100 mm (3.94 inches) and the spring base is hydraulically adjustable to any position required (infinite adjustment). The clutch and brake lines are now braided stainless steel-clad.

The electrical system has been enhanced by the addition of an onboard power socket and a pair of external battery contacts to ease battery charging (like on the R 1200 C Montauk). The high-output 840-Watt alternator, sourced from the R 1200 CL, will be fitted as standard equipment to ensure optimum electrical system performance in all environments.

The R 1200 CL is now also available in Black Sapphire metallic as a new color, replacing Capri Blue metallic. The optional chrome package is being extended by a chrome-plated grab handle for the topcase.

Specifications BMW Motorcycles.

R 1200 C Montauk.

R 1200 C Montauk		
Engine		
Capacity	cc	1,170
Bore/stroke	mm	101/73
Max output	hp	61
at	rpm	5,000
Max torque	Lb·ft	72
at	rpm	3,000
Design	Flat -twin (Boxer)	
No of cylinders	2	
Compression ratio/fuel grade	10.0/premium	
Valvetrain	HC	
Valves per cylinder	4	
Intake/outlet dia	mm	34/29
Fuel supply management	Motronic MA 2.4	
Electrical system		
Alternator	W	700
Battery	V/Ah	12/19
Headlights	W	1x H 4 55/60, 1x H1 55
Starter	kW	1.1
Power transmission		
Clutch	Single-plate dry clutch, dia 165 mm (6.5 in)	
Gearbox	Dog -shift five -speed gearbox	
Transmission ratios	1 st	2.05
	2 nd	1.60
	3 rd	1.267
	4 th	1.04
	5 th	0.80
Final drive ratio	2.54	
Running gear		
Suspension, front	BMW Telelever	
Suspension, rear	BMW Monolever	
Frame	Composite frame, cast aluminium front section, load-bearing engine	
Spring travel, front/rear	In.	5.67/3.94
Trail	In.	7.24
Wheelbase	In.	64.6
Handlebar head angle	°	56.5
Brakes	front	Double-disc brake, dia 305 mm (12.00")
	rear	Single-disc brake, dia 285 mm (11.22")
Wheels	Cast aluminium-wheels	
	front	3.5 x 16
	rear	4.0 x 15
Tires	front	150/80 - ZR 16
	rear	170/80 - ZR 15
Dimensions and weights		
Length, overall	In.	93.3
Width, overall, with mirrors	In.	44.1
Seat height	In.	31.1
Weight, unladen, with full tank	Lb.	584
Max permissible	Lb.	992
Fuel tank	Gal.	4.62
Performance		
Acceleration		
0-62 mph	sec	5.8
Standing -start 1 km	sec	27.9
Top speed	mph	104.4

Specifications BMW Motorcycles. R 1200 C Classic, R 1200 C Phoenix

R 1200 C Classic / R 1200 C Phoenix		
Engine		
Capacity	Cc	1,170
Bore/stroke	mm	101/73
Max output	bhp	61
at	rpm	5,000
Max torque	lb·ft	72
at	rpm	3,000
Design	Flat-twin (Boxer)	
No of cylinders	2	
Compression ratio/fuel grade	10.0/premium	
Valve/gas control	HC	
Valves per cylinder	4	
Intake/outlet dia	mm	34/29
Fuel supply management	Motronic MA 2.4	
Electrical system		
Alternator	W	700
Battery	V/Ah	12/19
Headlight	W	H 4 55/60
Starter	kW	1.1
Power transmission		
Clutch	Single-plate dry clutch, dia 165 mm (6.50")	
Gearbox	Dog-shift five-speed gearbox	
Transmission ratios	1 st	2.05
	2 nd	1.60
	3 rd	1.267
	4 th	1.04
	5 th	0.80
Final drive ratio	2.54	
Running gear		
Suspension, front	BMW Telelever	
Suspension, rear	BMW Monolever	
Frame	Composite frame, cast aluminium front section, load-bearing engine	
Spring travel, front/rear	In.	5.67/3.94
Trail	In.	3.39
Wheelbase	In.	64.96
Handlebar head angle	°	60.5
Brakes	front	Double-disc brake, dia 305 mm (12.00")
	rear	Single-disc brake, dia 285 mm (11.22")
Wheels	Cross-spoke wheels ¹	
	front	2.5 x 18
	rear	4.0 x 15
Tires	front	100/90 - ZR 18
	rear	170/80 - ZR 15
Dimensions and weights		
Length, overall	In.	92.13
Width, overall, with mirrors	In.	41.34
Width, overall, without mirrors	In.	30.5
Seat height	In.	29.13
Weight, unladen, with full tank	Lb.	569
Max permissible	Lb.	992
Fuel tank	Gal.	4.62
Performance		
Acceleration		
0-62 mph	Sec	5.8
Standing-start 1 km	sec	27.9
Top speed	mph	104

¹ R 1200 C Independent aluminium wheels.

² R 1200 C Avantgarde 980 mm (38.58").
R 1200 C Independent 980 mm (38.58").

Specifications BMW Motorcycles.

R 1200 CL.

R 1200 CL		
Engine		
Capacity	cc	1,170
Bore/stroke	mm	101/73
Max output	hp	61
at	rpm	5,000
Max torque	lb·ft	72
at	rpm	3,000
Design	Flat - twin (Boxer)	
No of cylinders	2	
Compression ratio/fuel grade	10.0/premium	
Valve/gas control	HC	
Valves per cylinder	4	
Intake/outlet dia	mm	34/29
Fuel supply management	Motronic MA 2.4	
Electrical system		
Alternator	W	840
Battery	V/Ah	12/19
Headlights	W	2x H1 55/2x H 4 60
Starter	kW	1.1
Power transmission		
Clutch	Single-plate dry clutch, dia 165 mm (6.50")	
Gearbox	Six-speed gearbox	
Primary transmission	1.889	
Transmission ratios	1 st	2.039
	2 nd	1.6
	3 rd	1.267
	4 th	1.034
	5 th	0.903
	6 th	0.698
Final drive ratio	2.62	
Running gear		
Suspension, front	BMW Telelever	
Suspension, rear	BMW Morelever	
Frame	Composite frame, cast aluminium front section, load-bearing engine	
Spring travel, front/rear	In.	5.67/4.72
Trail	In.	7.24
Wheelbase	In.	64.57
Handlebar head angle	°	56.5
Brakes	front	Double-disc brake, dia 305 mm (12.00")
	rear	Single disc brake, dia 285 mm (11.22")
Wheels	Cast aluminium-wheels	
	front	3.5 x 16
	rear	4.0 x 15
Tires	front	150/80 - ZR 16
	rear	170/80 - ZR 15
Dimensions and weights		
Length, overall	In.	95.08
Width, overall, with mirrors	In.	42.32
Width, handlebar	In.	33.58
Seat height	In.	29.69
Weight, unladen, with full tank	Lbs.	679
Max permissible	Lbs.	1168
Fuel tank	Gal.	4.62
Performance		
Acceleration		
0-62 mph	Sec	6.4
Standing -start 1 km	Sec	28.8
Top speed	mph	102.5

BMW Group In America

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