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**BMW Motorrad USA Introduces The 2015 BMW R 1200 R
The Roadster Revolution Begins**

Woodcliff Lake, NJ – November 13, 2014. . . BMW Motorrad and the roadster with the flat-twin boxer engine – it's a partnership that has enthralled enthusiasts ever since the arrival of the R 32 some 91 years ago and has come to symbolize the ultimate in unadulterated motorcycling pleasure. And especially so when the propulsive power stems from the classic boxer engine with its inimitable character and glorious sound. From cruising along serenely, to powering down country roads, to touring with a passenger and luggage, the boxer-engine roadster models from BMW Motorrad have always been an ideal partner. The new R 1200 R upholds this tradition of comfort, dynamism and touring capability, while putting a new spin on the alluring blend.

Meatier and mightier boxer engine for dynamic riding pleasure.

The flat-twin boxer engine on the new R 1200 R is the same DOHC drive unit that powers the R 1200 GS and R 1200 GS Adventure as well as the R 1200 RT and the new R 1200 RS. It produces 125 horsepower (92 kW) at 7,750 rpm and develops its peak torque of 92 lb-ft (125 Nm) at 6,500 rpm. Compared to the engine on its predecessor, not only has torque been increased substantially throughout the rev range, but delivery is now more uniform as well. The exhaust gases are routed through a 2-in-1 exhaust system with a dynamic-looking, steeply angled rear silencer. A modified airbox and newly shaped air intake snorkels, as well as a centrally positioned radiator, all lend themselves to the slender front silhouette to which all roadsters aspire.

ABS, ASC and two riding modes as standard. Ride Modes Pro with Dynamic Traction Control (DTC) as an optional extra.

For optimum adaptation to the rider's individual needs, the new R 1200 R comes equipped with two riding modes "Rain" and "Road" as standard. In addition to ABS, the standard specification also includes Automatic Stability Control (ASC) for increased handling safety when accelerating. And when specified with the optional Ride Modes Pro feature, the new R 1200 R also adds Dynamic Traction Control (DTC) with banking

detection as well as two extra riding modes – “Dynamic” and “User” – to its technical repertoire.

Tubular steel bridge frame with the engine as a self-supporting element. Wheel suspension using upside-down telescopic fork and EVO Paralever.

A new tubular steel bridge frame, incorporating the flat-twin engine as a self-supporting element, was developed exclusively for the new R 1200 R. With an upside-down telescopic fork at the front and EVO Paralever at the rear, the wheel suspension remains true to classical roadster principles that have been updated in typical BMW Motorrad fashion. Excellent steering precision, directional accuracy, handling and braking rigidity were all top priorities when configuring the chassis, while never losing sight of the overriding objective for the new R 1200 R – creating an exceptionally dynamic roadster, whose design is derived from the S 1000 RR superbike.

Latest-generation Dynamic ESA (Electronic Suspension Adjustment) for ideal riding dynamics in any situation.

Opting for the latest generation of the electronically controlled suspension Dynamic ESA (Electronic Suspension Adjustment) takes the dynamic riding experience to even greater heights. With its two damping settings “Road” and “Dynamic”, Dynamic ESA enables the rider to enjoy unprecedented levels of handling safety, performance and comfort, as the damping automatically adapts to variable riding conditions and rider manoeuvres.

Multifunctional instrument cluster with analogue speedometer, onboard computer and a wealth of information.

The instrumentation on the new R 1200 R takes a quantum leap into a new roadster era. The speed is displayed in traditional fashion by an analogue speedometer, but there is also a TFT display for showing a wide array of information.

Dynamic proportions for a pared-down roadster look. Three distinctive color and finish choices.

The new BMW R 1200 R fuses the all-around everyday utility of BMW Motorrad’s boxer roadsters with both significantly sharper performance and a contemporary, pared-down roadster look. The dynamic proportions, with the low-set front and the light, almost delicate-looking tail jutting up at the rear, give the bike a slight wedge shape and leave no doubt as to its sporting prowess. Three color and finish choices offer their own unique powerful character: the basic color in Cordoba blue non-metallic, the “Style 1” variant in Light white non-metallic with frame in Racing red, and the “Style 2” variant in Thunder grey metallic with frame in Agate grey metallic matt.

Highlights of the new BMW R 1200 R:

- **Classic flat-twin boxer engine with 125 horsepower** (92 kW) at 7,750 rpm and 92 lb-ft (125 Nm) at 6,500 rpm.

- Dynamic-looking, compelling roadster design.
- Torsionally rigid tubular steel bridge frame with engine as self-supporting element.
- Classic wheel suspension concept using upside-down telescopic fork at the front and EVO

Paralever at the rear.

- New intake air duct and central radiator for ultra-compact front silhouette.
- Upright seating position with front bias for a dynamic riding sensation combined with comfort

seating for longer tours.

- Restyled exhaust system in pentagonal design.
- Automatic Stability Control (ASC).
- “Rain” and “Road” riding modes.
- Ride Modes Pro offering two additional riding modes, “Dynamic” and “User,” for optimum

adaptation to prevailing riding conditions as a factory option.

- Dynamic Traction Control (DTC) as part of the Ride Modes Pro option.
- Latest-generation Dynamic ESA (Electronic Suspension Adjustment) as an option for optimum riding dynamics in any situation.
- Powerful braking system with radial four-piston callipers and ABS.

- Lightweight 10-spoke cast wheels.
- Gear Shift Assist Pro for fast, clutchless shifting as a factory option.
- Sophisticated instrument cluster offering a wide array of functions and wealth of information.
- Keyless Ride for supreme ease of use as a factory option.
- Three innovative color schemes: Basic color, “Style 1” and “Style 2”.
- Extensive range of optional extras and special accessories available as factory options.

Drivetrain

BMW Motorrad roadsters – bound by tradition.

The classic roadster bike with a boxer engine – no other motorcycle design has such a longstanding heritage at BMW Motorrad. Indeed, the very first BMW model – the 1923 R 32 – was based on the concept of a pared-down motorcycle devoid of bodywork, but with great all-around qualities.

Today, 91 years later, BMW Motorrad is unveiling its latest boxer-engine roadster in the form of the R 1200 R: fresher, more dynamic and more thrilling than ever. Featuring a new drivetrain and a design concept that has been meticulously honed, the new R 1200 R boasts even finer all-around credentials accompanied by sharper performance.

Spirited boxer engine with punchy response from a standstill.

The flat-twin boxer engine on the new R 1200 R is the same DOHC drive unit that powers the R 1200 GS and R 1200 GS Adventure, as well as the R 1200 RT and the new R 1200 RS. It produces 125 horsepower (92 kW) at 7,750 rpm and develops its peak torque of 92 lb-ft (125 Nm) at 6,500 rpm.

Not only does the new power unit generate considerably higher torque than its predecessor over the entire rev range, but torque delivery is more uniform as well: over 100 Nm (74 lb-ft) is constantly on tap throughout the usable rev band. With the aid of the modified airbox and new rear silencer, the R 1200 R is able to generate slightly greater

torque at low revs than the R 1200 GS, GS Adventure and RT. This has resulted in improved pulling power and sprinting ability at all engine speeds, while also enhancing the sense of effortless drive power that is so important on a dynamic boxer roadster.

Like the engine on the predecessor model, the new 1,170 cc unit still employs air/liquid cooling, but with a water/glycol solution instead of oil as the cooling agent. The higher heat absorption capacity of water ensures more efficient heat dissipation, resulting in even greater thermal stability. With this system of precision cooling, only the parts of the engine that are particularly exposed to thermal stress are cooled by the coolant. For the most part, the engine continues to be air cooled, too, thereby preserving the characteristic appearance of the boxer drive unit.

The flow through the cylinder heads is vertical for optimum charging, while the six-speed gearbox as well as a light-action oil bath clutch with anti-hopping function and low operating forces have been incorporated into the engine housing – another improvement over the predecessor model. The secondary drive runs via the maintenance-free cardan shaft that is positioned on the left-hand side.

Enhancements to the new R 1200 R's drive system include a more sensitive throttle response. The throttle twist grip's reduced operating angle and lower return forces are an additional boon to riding comfort. Last but not least, the dynamic nature of the R 1200 R has also been brought more to the fore. Traction has been increased substantially compared to its predecessor, allowing the new roadster to power out of bends with even greater urgency, while its engine revs more freely.

Restyled exhaust system and intake air duct plus central radiator for ultra-compact front silhouette.

The intake system, radiator and exhaust system have all been adapted to the specific requirements of a roadster bike. The residual gases are now expelled via a 2-in-1 exhaust system located on the right with a controlled exhaust valve and a dynamic-looking, steeply angled rear silencer. A redesigned airbox, newly shaped air intake snorkels as well as a compact, centrally positioned radiator allow the various elements to be packaged together particularly tightly here, resulting in a slender front silhouette. The cooling air is discharged past the rider's knee for a comfort-enhancing effect that is particularly noticeable when riding in stop/start traffic on hot summer days.

ASC and two riding modes as standard, plus Ride Modes Pro including Dynamic Traction Control (DTC) as an optional extra for optimum adjustment to operating conditions.

For optimum adaptation to riding conditions and individual needs, the new R 1200 R comes equipped as standard with two riding modes, together with the traction-enhancing Automatic Stability Control (ASC) for increased riding safety. The riding characteristics can be adapted to most road conditions with the help of the two riding modes “Rain” and “Road”. Together with the ABS system – another standard feature – ASC substantially increases the range of use of the new R 1200 R, while providing significant safety aids on slippery surfaces in particular.

In “Road” mode, the control systems are set to provide an optimum balance of performance and comfort on all roads.

In “Rain” mode, on the other hand, the bike is set up for road conditions offering low grip. Throttle response also becomes gentler with this mode activated.

The new R 1200 R can be equipped as a factory option with the Ride Modes Pro option that offers two additional riding modes – “Dynamic” and “User”. The Ride Modes Pro feature also includes Dynamic Traction Control (DTC) instead of the standard ASC system. By using a sensor box with banking detection, this particular form of traction control lets the rider accelerate even more safely.

The sporty side of the new BMW R 1200 R can be experienced at its most intense in “Dynamic” mode. Instant throttle response and restrained intervention by the DTC let the bike unleash its full performance potential.

The “User” riding mode, meanwhile, allows riders to configure the R 1200 R as they please. In addition to throttle response, the control characteristics of the Dynamic Traction Control (DTC) can also be programmed to suit personal preferences and requirements in this mode. The DTC modes “Rain”, “Road” or “Dynamic” can be combined at will with the throttle mapping of the “Rain”, “Road” and “Dynamic” modes to produce the desired riding characteristics.

Factory optional Gear Shift Assist Pro for gear changes with virtually no interruption in power flow.

Compared to the previous Gear Shift Assistant, the new Gear Shift Assist Pro on the new R 1200 R provides enhanced functionality. It enables upshifts and downshifts to be made without operation of the clutch or throttle valve in the riding-relevant load and rev speed ranges, offering the rider not just greater convenience but an added dose of dynamism. The majority of gear changes can be carried out with the help of the Gear Shift Assistant. Starting off is one of the few exceptions to this.

When accelerating, the throttle valve no longer needs to be closed for gear changes, allowing the power to flow with barely any interruption. And when decelerating and shifting down a gear (throttle valve closed), double-declutching is used to automatically adjust the engine speed. Gears are engaged in the usual way with the footshift lever. Shift times are considerably faster compared to gear changes using the clutch. The Gear Shift Assistant is not an automatic shift system, however; it merely serves as an aid for the rider when changing gears.

The system works by employing a sensor in the gearbox to detect the rider's shift request and trigger the assistance mechanism. By increasing or reducing engine torque by the required amount, the load on the powertrain is effectively eliminated sufficiently to allow shifting to the next gear in the same way as when the clutch is used. No gear shift assistance is provided during a gear change when the clutch is depressed, when shifting up with the throttle valve closed (overrunning) or during deceleration. Assistance is also denied if the shift lever is not in its proper starting position when shifting up or down.

Chassis

The BMW Motorrad boxer roadster – pure, unadulterated riding pleasure.

The classic boxer-engine roadster is built to satisfy the many motorcycle enthusiasts who yearn for unadulterated riding pleasure, whether they are cruising along serenely, powering down country roads or touring with a passenger and luggage on board. The new R 1200 R upholds this tradition of serving up an intoxicating blend of comfort, dynamics and touring capability, with a completely new chassis.

Torsionally rigid tubular steel bridge frame with the engine as a self-supporting element.

The chassis of the new BMW R 1200 R is built around a tubular steel bridge frame incorporating the flat-twin engine as a self-supporting element that was specifically developed for the new roadster. In keeping with the classic roadster genetic blueprint,

large sections of the new model's frame are deliberately left exposed, satisfying those who crave motorcycle engineering in its pure state. The rear frame is composed of tubular steel and is bolted to the main frame at four different points. Rider footrests are made from forged aluminum, and forged aluminum pegs for the passenger footrests are bolted on to it as well.

The steering head angle measures 62.3° and the wheel castor 125.6 mm (4.9 inches). This, together with the optimum 50:50 weight distribution (static, without rider) and a wheelbase of 1,515 mm (59.7 inches), translates into light-footed handling and great riding precision accompanied by maximum stability.

Classic wheel suspension featuring upside-down telescopic fork at the front and EVO Paralever at the rear.

The new BMW R 1200 R employs a top-class upside-down telescopic fork with 45 mm stanchions. The BMW Motorrad S 1000 RR superbike served as the inspiration for the design and sizing of the stanchion and immersion tube. One of the reasons for fitting this high-strength telescopic fork was the packaging benefits that have given rise to an even more harmonious roadster look because the radiator could be integrated so neatly. This upside-down fork also provides the basis for excellent braking rigidity and a very direct wheel location for optimum riding precision, as well as clear feedback from the front wheel. Spring travel is 140 mm (5.5 inches). Wheel location at the rear is carried out by the proven EVO Paralever single-sided swingarm. The task of wheel suspension and damping is performed by a central spring strut. The spring preload can be adjusted hydraulically with the greatest of ease using a hand wheel, while the rebound damping can be infinitely varied. Spring travel here is likewise 140 mm (5.5 inches).

Latest-generation Dynamic ESA (Electronic Suspension Adjustment) for ideal riding dynamics in any situation.

Opting for the latest generation of electronically controlled suspension, BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment) takes the dynamic riding experience on the new R 1200 R to even greater heights. Dynamic ESA attains unprecedented levels of riding safety, performance and comfort as the damping is automatically adapted to prevailing road conditions and riding manoeuvres. Dynamic ESA can easily be recognized by the gold-anodized stanchions and the spring strut's white painted spring.

With the “Road” damper mapping selected, damper adjustment is fully automated across the entire range and offers maximum comfort and optimum grip on all surfaces. In the “Road” setting, Dynamic ESA provides just the right level of damping at the spring elements regardless of the riding situation or the load. In addition, there is a button that allows the rider to adjust the spring preload to the bike load as desired, independently of the damper setting.

Using the information relayed from the spring travel sensor on the rear spring strut to the new sensor box with banking detection, the damping can now be adjusted to more precisely and sensitively to the prevailing riding conditions. Other variables help to accurately analyze riding states, such as acceleration or deceleration, and factor them in when adjusting the damping forces at the rear spring strut and front upside-down telescopic fork of the new R 1200 R. Adjustments are carried out in a matter of milliseconds by means of electrically actuated control valves. Even in a banked position, this allows the rider to enjoy an unprecedented level of damping comfort and beautifully stable handling characteristics.

Dynamic ESA is preset to the “Road” damping set-up in the standard configuration. However, the rider can easily switch to the “Dynamic” damper mapping while on the move by pressing a button on the handlebar, which then activates a firmer damper setting.

Upright seating position with front bias for a dynamic riding sensation combined with excellent seating comfort for longer tours.

The wide aluminium handlebar combined with the positioning of the footrests and seat produces a seating position with a slight front-wheel bias. The result is a wonderfully precise steering feel accompanied by excellent ergonomic qualities. The brake and clutch levers each have four different position settings allowing individual rider adjustment. The seating position is ideal for comfortable and relaxed riding, while still allowing the rider to adopt a sportier style without having to suffer any loss of handling precision. The ergonomically advanced seat forms the basis for a perfect bond between rider and machine, and ensures fatigue-free riding pleasure, even on long journeys. Seats that vary in height, design and comfort are available as optional extras or special accessories, allowing a wide range of adjustment to suit riders' personal preferences.

Powerful braking system with radial four-piston callipers and ABS as standard. Lightweight 10-spoke cast wheels.

The new R 1200 R comes complete with a suitably powerful braking system to match its high-performance credentials. Featuring disengageable ABS as standard, two radial four-piston fixed callipers team up with 320 mm brake discs at the front to provide incredible braking power, aided by a single-disc brake system at the rear with a two-piston floating calliper and a diameter of 276 mm. The 17-inch light-alloy wheels at the front and rear, measuring 3.5 and 5.5 inches in width respectively, take their cue from the S 1000 RR superbike in terms of both styling and lightweight construction. The front wheel, for instance, is fitted with a “hub cage”, which enables direct mounting of the brake discs without any additional adapters, further reducing weight. The tire sizes are 120/70 ZR 17 at the front and 180/55 ZR 17 at the rear.

Electrics and Electronics

Multifunctional instrument cluster with analogue speedometer, onboard computer and a wealth of information.

A quick glance at the instrument cluster of the new R 1200 R is enough to reveal that it is speeding into a new boxer roadster era. In keeping with the original intended use as an on-road bike, the speed is displayed in classic fashion by means of an analogue speedometer. This is accompanied by a TFT display serving up a wide array of information. A light sensor is used for automatically adjusting the brightness to ambient light levels and switching between the day and night designs.

The new R 1200 R comes complete with an onboard computer as standard. A choice of three modes allows the display to be customized with information according to the rider's preference:

- In full mode (Style 0), the motorcycle information can be individually arranged or visualized in the two display panels.
- The sport mode (Style 1) offers the sporty-minded rider a bar graph for displaying the engine speed. An additional digital rev speed readout is also available.
- Riders who wish to reduce the amount of information displayed can select the tourist mode (Style 2). In this mode, a digital speed readout is additionally activated, and the information from the onboard computer only appears in the two display panels at the bottom.

The standard-fit onboard computer is able to display the following:

- Total mileage.
- Trip 1 and Trip 2.
- Range.
- Outside temperature.
- Engine temperature.
- Average fuel consumption.
- Average speed.
- Date.
- Oil level.
- Tire Pressure Monitor (RDC).
- Set-up.

The range of information available can be extended by having the onboard computer Pro fitted as a factory option. This also includes a menu for activating and deactivating the anti-theft alarm system (optional), using the GPS time if the BMW Motorrad Navigator V (special accessory) is installed, and switching the prompt to perform fuel-saving upshifts on and off.

The onboard computer Pro is able to display the following:

- Automatic trip recorder.
- Average fuel consumption 1 + 2.
- Current fuel consumption.
- Electrical system voltage.
- Total timer.

- Ride timer.
- Service date.
- Distance to service.

Keyless Ride for supreme ease of use as a factory option.

The R 1200 R can be ordered with the optional BMW Motorrad Keyless Ride System, allowing both the steering lock and fuel tank cap to be released and locked again without the need for a key. As before, the engine is fired up by pressing the start button. With Keyless Ride, riders never need to remove the key from their pocket.

Design and Color Scheme

One glance tells you that the roadster revolution is here.

No other breed of motorcycle comes as close to representing this form of transport in its purest form as the roadster does: one engine, two wheels and bodywork stripped down to the bare essentials with just a tank and seat. And endowed with a great all-around repertoire to boot – from short rides that allow riders to relax at the end of the working day, to Sunday outings along winding roads, to extended holiday trips.

The new R 1200 R encapsulates all of this to perfection, while at the same time adding a generous dose of classic roadster feeling and cutting-edge technology to the equation and packaging everything within a forward-looking design idiom that conveys its intent in every fiber.

Dynamic proportions for a pared-down roadster look.

BMW Motorrad boxer roadsters have always enjoyed a reputation for being the undemanding maestros, the perfect companions for everyday use. The new BMW R 1200 R fuses these all-around credentials with both significantly sharper performance and a contemporary, pared-down roadster look. The dynamic proportions, with a low-set front and the light, almost delicate-looking tail jutting up at the rear, give the bike a slight wedge shape and leave no doubt as to its sporting prowess and many other talents. At the heart of it all is the classic boxer engine, combined with a single-sided swingarm and shaft drive in hallmark BMW Motorrad fashion and encased within the sensational architecture of the latticework bridge frame.

Leading role for the new R 1200 R – a character actor specializing in sporty performance and keen riding.

With its compact, taut and muscular contours, the proportions of the new R 1200 R promise a more agile and dynamic riding experience than any other BMW boxer roadster before it. No matter what angle from which it is viewed, the design signals straightforward riding pleasure through every bend and at all times – be it in the city, on a country road or on a mountain pass. Trademark BMW Motorrad functionality is melded together with the powerful emotion and dynamism of a naked bike to capture the very essence of motorcycling.

With its short, high tail, muscular tank and low, compact front, the new BMW R 1200 R seems to be surging forward even when stationary, while gaps and carefully designed openings give it a light and very manageable feel. With a rear section that is 2.4" lower and a tail that has been shortened by 4.7", the new BMW R 1200 R instantly stands out as being far more compact and a more eager performer than its predecessor. All the lines along its flanks converge on the front wheel in a striking gesture of dynamism. Drawing attention to the front wheel in this way visually suggests fleet-footed handling, agility and dynamism. Together with the high rear end, these are the perfect ingredients for weaving through bends with gusto.

A roadster through and through – svelte, slender and in absolute top shape.

The powerful, trim body of the new R 1200 R can now be admired from the front as well. The headlight unit has been neatly integrated into the steering head section, producing an enclosed, wiry silhouette. Its design is a highly individual and dynamic take on the classic circular headlight, with dipped and high-beam lamps positioned one above the other, giving the new R 1200 R a striking, unmistakable look from the front. Yet the new R 1200 R also radiates power, dynamism and agility when viewed from the rear. Two C-shaped bands incorporated into the slim tail end form the rear light, while the distinctively styled pentagonal silencer symbolizes electrifying responsiveness and allows the bike to be banked sharply in sporty fashion, offering a clear view of the rear wheel.

Emotion-stirring design language and characteristic BMW Motorrad functionality in perfect harmony.

Whereas the new R 1200 R oozes dynamism and agility from every pore, its touring comfort and smart ergonomics are something best experienced out on the open road. BMW Motorrad designers and engineers drew upon their many years of experience and creativity to merge sporty, dynamic styling with comfort and long-distance capability, to create an overall concept that both stirs the emotions and delivers eager performance. The delicately styled passenger grab handles and a separate license plate holder give the tail section a decidedly light feel, yet the rider does not have to leave anything behind as it is possible to attach both side touring cases and a topcase – just as you would expect from BMW Motorrad. The light 10-spoke wheels inspired by the S 1000 RR superbike, the ingeniously integrated fuel tank, the handy luggage carrying facility and the sporty-looking yet comfortable rear seat are just a few more examples of this perfect synthesis of emotion-charged design language and characteristic BMW Motorrad functionality.

Authentic, top-class materials and meticulous attention to detail.

The philosophy at the core of all roadster bikes – to experience motorcycling at its original core – is deftly applied when it comes to the choice of materials on the new R 1200 R. The headlight assembly and the footrests for the rider and passenger are made from drop forged aluminum of exceptional quality. The butted aluminum tube handlebar that is attached to the intricately designed yoke using traditional clamp jaws blends solidity and sportiness. In the “Style 1” and “Style 2” variations, the middle section of the fuel tank cover boasts a stainless steel finish, lending the R 1200 R an added touch of exclusivity.

Three color and finish styles for equally powerful yet distinct flair.

The new R 1200 R is available in three distinctly different styles: Basic color, “Style 1” and “Style 2”.

Basic color.

The basic color in classic Cordoba blue non-metallic brings the proportions and progressive design of the new R 1200 R perfectly to the forefront. Select surface finishes accent the principal elements that make up this dynamic, pure-bred roadster.

- Paintwork in Cordoba blue non-metallic.
- Plastic center fuel tank cover in contrasting Granite grey metallic matt paint finish.

- Frame color Black.
- Black-anodized brake callipers.

Style 1.

The “Style 1” variation gives added impact to the sporty nature of the new R 1200 R with dynamic styling features, and lends it individual character with purpose-designed components and surfaces.

- Paintwork in Light white non-metallic.
- Large “R” model graphic.
- Frame color – Racing red.
- Gold-anodized brake callipers.
- Engine spoiler in bike color.
- Center fuel tank cover in stainless steel.
- “Pure” instrument cluster fascia.

Style 2.

The “Style 2” variation highlights the sporting genes of the new R 1200 R with exclusive features and conveys its individual character using components and surfaces that have also been specially designed for this style.

- Paintwork in Thunder grey metallic.
- Frame color – Asphalt grey metallic matt.
- Gold-anodized brake callipers.
- Center fuel tank cover in stainless steel.

Equipment range

Optional equipment and special accessories.

A comprehensive range of optional equipment and special accessories is available for further customization of the new BMW R 1200 R. Optional equipment items are factory-fitted and integrated in the production process. Special accessories can be fitted by a BMW Motorrad dealer or customers themselves, which means the motorcycle can also be retrofitted with equipment.

Optional equipment.

All optional equipment included in the packages can also be ordered individually, with the exception of the onboard computer Pro.

- Comfort Package: chrome exhaust system, heated grips, Tire Pressure Monitor.
- Touring Package: Dynamic Electronic Suspension Adjustment (ESA) with gold forks, GPS Preparation, onboard computer Pro, saddle bag mounts, center stand, luggage rack with hand grips, cruise control.
- Dynamic Package Headlight Pro, Ride Modes Pro (including DTC), Sport windshield,
- Standard Package: Headlight Pro, GPS Preparation, Chrome Exhaust, Heated Grips, Cruise Control, Saddle Bag Mounts
- Premium Package: Keyless Ride, Headlight Pro, Gear Shift Assist Pro, Comfort Package, Touring Package.
- Anti-theft alarm system.
- High seat (32.3 inches).
- Low seat (29.9 inches).
- Comfort passenger seat.

Special accessories.

HP Parts.

- HP milled clutch lever.
- HP milled brake lever.
- HP milled rider footrest system.

Stowage range.

- Small tank bag.
- Touring Cases.
- Top case 2.
- Luggage grid.
- Touring Case inner bags.
- Top case inner bag.

Design.

- Engine spoiler.

Sound.

- HP Sports silencer by Akrapović.

Ergonomics and comfort.

- Sport seat (33.1).
- High seat (32.3).
- Low seat (29.9).

- Comfort passenger seat.
- Backrest pad for top case.
- High windshield.
- Sport windshield.
- Tinted Sport windshield.
- Heated grips.

Navigation.

- BMW Motorrad Navigator V.
- GPS preparation

Safety.

- Retrofit anti-theft alarm system.
- LED auxiliary headlights.
- Engine protection bar.
- Retrofit Ride Modes Pro.
- Touring first aid kit.
- Small first aid kit.

Maintenance and technology.

- BMW Motorrad battery charger
- Repair kit for tubeless tires.
- Center stand

BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 and X4 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 339 BMW passenger car and BMW Sports Activity Vehicle centers, 140 BMW motorcycle retailers, 120 MINI passenger car dealers, and 35 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at:
www.bmwgroupna.com.

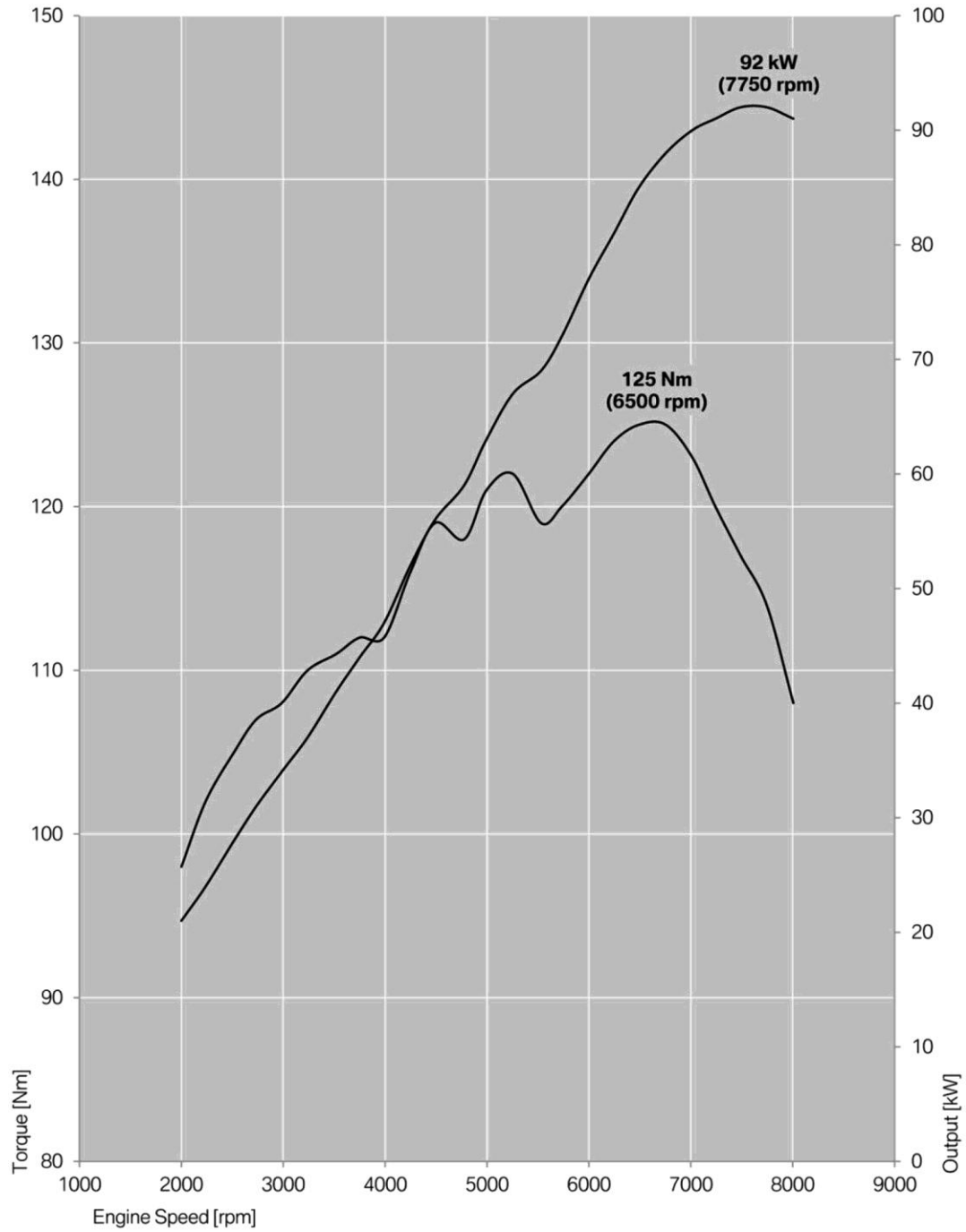
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Journalist note: Information about BMW and its products in the USA is available to journalists on-line at www.bmwusanews.com.

Engine Output and Torque

125 hp (92kW)

92 lb-ft (125Nm)



Technical Specifications

BMW R 1200 R		
Engine		
Displacement	cm ³	1170
Bore/stroke	mm	101/73
Output	kW/hp	92/125
at	rpm	7750
Torque	lb-ft	92
At	rpm	6500
Type	air/liquid-cooled twin-cylinder boxer engine	
No. of cylinders	2	
Compression/fuel	12.5:1, premium unleaded (95 RON)	
Valve actuation	DOHC	
Valves per cylinder	4	
Ø Intake/outlet	mm	40/34
Ø Throttle valve	mm	52
Mixture preparation	BMS-X	
Emission control	closed-loop 3-way catalytic converter	
Electrical system		
Alternator	W	508
Battery	V/Ah	12/12, maintenance-free
Headlight	W	H7/LED (optional)
Starter	kW	0.9
Power transmission – gearbox		
Clutch	anti-hopping oil-bath clutch	
Gearbox	constant mesh 6-speed gearbox	
Primary ratio	1.650	
Transmission ratios	2.438	
I		
	II	1.714
	III	1.296
	IV	1.059
	V	0.943
	VI	0.848
Final drive	cardan shaft	
Transmission ratio	2.818	
Chassis		
Frame construction type	tubular steel bridge frame, engine self-supporting	
Suspension, front	upside-down telescopic fork	
Suspension, rear	BMW EVO Paralever	
Spring travel, front/rear	in	5.5/5.5
Wheel castor	in	4.9
Wheelbase	in	59.7
Steering head angle	°	62.3
Brakes	front	hydraulically actuated twin-disc brake Ø 320 mm
	rear	single-disc brake Ø 276 mm
ABS	BMW Motorrad Integral ABS (standard, part-integral, can be switched off)	

BMW R 1200 R		
Wheels		cast aluminum wheels
	front	3.50 x 17"
	rear	5.50 x 17"
Tires	front	120/70 ZR 17
	rear	180/55 ZR 17
Dimensions and weights		
Total length	in	85.3
Total width with mirrors	in	34.7
Seat height (Standard)	in	31.1
DIN unladen weight, road ready	lbs	508
Permitted total weight	lbs	990
Fuel tank capacity	gal	4.7
Performance figures		
Fuel consumption		
55 mph	mpg	60
Acceleration		
0-62 mph	s	3.3
Maximum speed	mph	>125