

BMW

U.S. Press Information

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The new 2024 BMW M 1000 XR

- 201 hp and 83 lb-ft of torque.
- M Winglets delivering up to 40.7 lbs. of front downforce.
- The third M model from BMW Motorrad.
- MSRP \$24,295 plus Destination
- Estimated Market launch Q2 2024.

Woodcliff Lake, NJ – Oct. 26, 2023 . . .BMW Motorrad proudly introduces the new 2024 M 1000 XR, the lightest and most powerful cross-over motorcycle in the world. The new BMW M 1000 XR is the long-distance sports bike designed to meet the highest demands, from dynamic riding on winding roads to long-distance touring and to time spent on track.

"The M XR is the third M model from BMW Motorrad. Based on the current S 1000 XR and S 1000 RR, the product substance of the M 1000 XR - M XR for short - has been tuned to meet the specific requirements of a long-distance sports bike. The riding dynamics speak for themselves, both on the country roads as well as on the track and on long-distance journeys". **Dominik Blass, M 1000 XR Product Manager.**

At the end of 2018, BMW Motorrad introduced the successful M model range strategy for motorcycles and has been offering M special equipment and M performance parts since. The new long-distance sports bike, BMW M 1000 XR, is the third M model from BMW Motorrad to celebrate its world premiere, following the M 1000 RR superbike and the dynamic M 1000 R roadster.

In the centenary year of BMW Motorrad, the dynamic philosophy of the world's most powerful letter is also applied to the new M XR: M is synonymous worldwide with racing success and with high-performance BMW models that are aimed at customers with high demands for performance, exclusivity, and individuality.



1. Highlights of the new BMW M 1000 XR.

- Ultimate Care Break-In Service (complementary first service/break-in service).
- Shift cam engine of the S RR, output 201 hp at 12,750 rpm, 31 hp more than in the new S 1000 XR. Max. torque of 83 lb-ft. at 11,000 rpm.
- Shorter secondary gear ratio (sprocket with 47 teeth instead of 45).
- Shorter gear ratios of 4th, 5th and 6th gear.
- Optimized intake with variable intake runners for improved charge exchange at high engine speeds.
- Steeply angled titanium rear muffler with Carbon end cap.
- M Endurance chain.

- Riding modes "Rain", "Road", "Dynamic", "Race" and "Race Pro1-3" as well as the latest generation of Dynamic Traction Control DTC and DTC wheelie function with 6-axis sensor.
- Four adjustable throttle maps available for optimum response. "Engine Brake" with triple adjustability of engine drag torque in "Race Pro" mode.
- Brake Slide Assist assists the rider when brake drifting.
- Shift Assistant Pro for fast upshifts and downshifts without using the clutch.
- Launch Control for perfect race starts and Pit Lane Limiter for keeping to the given speed precisely in the pit lane.
- Hill Start Control Pro for comfortably starting off on inclines.
- M winglets: Brake later and accelerate earlier, plus more high-speed stability thanks to aerodynamic downforce.
- Upside-down forks with adjustable spring base in conjunction with standard DDC.
- M brakes on a long-distance sports bike from BMW Motorrad for the first time: The M XR offers maximum braking for riding on country roads and tracks.
- Aluminum forged wheels.
- M Carbon wheels with M-graphics on the rim: Light, high-tech components deliver maximum performance as part of the optional M Competition Package.
- M handbrake and clutch lever.
- Adjustable steering damper.
- Milled-over handlebar clamp.
- Compared to the S 1000 XR, more front-oriented tubular handlebars featuring laser-etched "BMW M XR" lettering.
- Handlebar end mirrors.
- Headlight Pro with iconic light signature and adaptive cornering lights.
- Small license plate holder.
- Instrument cluster with large, 6.5-inch TFT display, start-up animation with M logo and OBD interface for M GPS Datalogger and M GPS Laptrigger via unlock code.
- Rev counter (red area) with new appearance.
- Lightweight M battery, rear USB charging socket, LED lighting, electronic cruise control and heated grips.
- Keyless Ride.
- M Design and dynamic design signal ultimate roadster performance.
- M Competition Package, optional.
- TPM, standard.

2. Drivetrain

"The M 1000 XR engine is the best of both worlds. For sporty riding on country roads, it provides a pleasant power delivery with plenty of torque in the low and mid-range, while on the track or long-distance touring it delivers high peak power and stability. The significantly improved acceleration and pulling power are immediately noticeable to the rider. The significantly improved acceleration and pulling power values are immediately noticeable to the rider." **Anton Decker, M 1000 XR Project Manager.**

Powerful 4-cylinder based on the RR engine.

The new M XR uses the water-cooled 4-cylinder in-line engine adapted from the M RR. Its peak power is 201 hp at 12,750 rpm, 31 hp more than in the new 2024 S 1000 XR. The maximum torque of 83 lb-ft. is reached at 11,000 rpm. Compared to the S 1000 R, the maximum engine speed of the M XR has been increased from 12,000 rpm to 14,600 rpm.

In the rev range above 10,000 rpm, which is relevant for supersports riding as well as for use on the track, significant improvements have been made over the engine of the S 1000 R. In the range from 10,000 rpm to 12,000 rpm, noticeably more horsepower and torque, and thus acceleration power is available.

Increased rear wheel pulling power in all gears is also provided by a shorter secondary gear ratio through the use of a sprocket with now 47 teeth (S 1000 XR: 45 teeth). In addition, 4th, 5th, and 6th gear ratios are shorter compared to the S 1000 XR.

BMW ShiftCam technology for varying timing and valve lift.

With the aim of generating significantly increased peak power as well as achieving optimum power delivery across the rev range relevant for supersports riding on country roads as well as on track, the intake ducts have been redesigned as in the M RR and M R. Compared to the current S 1000 XR, they feature advanced channel geometry and are designed to achieve the best possible flow conditions.

BMW ShiftCam technology is used to vary the valve timing and valve lift on the intake side. There is a three-part intake shift camshaft that has two cams mounted on a shift segment for each valve to be actuated: a torque cam and a power cam, each with optimally designed cam geometry. As with the S 1000 RR, the shift speed of the BMW

ShiftCam on the M XR is 9,000 rpm. Below 9,000 rpm, shifting is load-dependent and when a higher torque is required, the shift is made to the torque cam.

By means of an axial displacement of the cam segment, the intake valves are shifted from either the torque cam or the power cam in just 10 milliseconds, depending on the load and speed. The axial displacement of the cam segment and thus the use of torque or power cam is affected by two shift cams on the cam segment and two electromechanical actuators. The different design of the cam geometry is used to vary the timing and the valve lift. While the full-load cam provides maximum valve lift, the partial-load cam delivers reduced valve lift.

The benefits of BMW ShiftCam Technology:

- Increase in torque and pulling power in the low and medium speed range with simultaneous gain in peak power.
- Optimal design of the part-load cam geometry for the lower to medium load and speed range. The new M XR engine offers almost the same high torque range in the lower and middle ranges as the previous S 1000 XR engine, but with the same peak power as the RR.
- Reduction of load change loss in the partial load range.
- Reduction of exhaust emissions and optimized sound.

Titanium valves, new spring assembly, narrower and lighter cam followers, and optimized camshafts.

The M XR uses four valves made of lightweight titanium per cylinder. The shafts of the intake valves feature hollow-bore design to minimize weight. The valves are operated via light, speed-resistant and DLC-coated cam followers. The camshafts are driven directly from the crankshaft without an intermediate gear. The primary reduction gear for halving the speed of the camshafts is located directly in the cylinder head.

Light and compact engine with wet sump lubrication, 6-speed gearbox, and anti-hopping clutch.

As before, the cylinder liners are polish-slide-honed to reduce friction, and the oil and water pumps are combined into a single compact module. The tubing of the water and oil cooling circuit is also reduced to a minimum and designed to be very resistant to falls, in keeping with the spirit of a motorsport engine. To achieve the smallest possible overall width, there is only one gear wheel on the crankshaft, as the primary reduction gear of

the starter engages directly with the primary gear wheel of the clutch. The starter motor is integrated on the top of the housing behind the cylinders. The crankshaft position is detected via the rotor/generator.

As in the M RR, the oil supply is in the form of wet sump lubrication. For the sake of maximum operational safety, the oil sump keel and thus the suction point of the pump is very low. The anti-hopping clutch is operated from the right-hand side of the engine. On the M XR as well, the upper half of the housing accommodates the light, compact and precisely shifting 6-speed gearbox, and the standard Pro Shift Assistant, delivers lightning-fast gear changes with virtually no interruption in pulling power.

Intake system with shorter intake runners for optimized air charge at high engine speeds.

The new M XR has a so-called full E-throttle system, i.e., an "electronic throttle grip" for pleasant, low operating forces, and perfect engine control. The M XR engine is equipped with variable intake runners. The length of the intake runners is varied in two stages by a map-controlled servomotor mounted on the airbox. At a speed of 11,000 rpm the short intake paths favorable for achieving maximum power are opened.

New lighter exhaust system with short, compact rear titanium muffler.

The BMW Motorrad developers pursued the overriding goal of further enhancing the new M XR in terms of power and torque delivery compared to the S 1000 XR, while at the same time significantly reducing weight for the new exhaust system. It features two three-way catalytic converters and a more steeply angled titanium rear muffler with Carbon end cap.

Drastically improved riding performance with more acceleration and pulling power.

The new M R engine is significantly more powerful than the 4-cylinder of the S 1000 XR across the entire rev range. In particular, acceleration and pulling power in conjunction with the shorter final gear ratio have been noticeably increased. With an acceleration of 7.4 s to 124 mph, the M XR is 1.3 seconds faster than the S 1000 XR. The picture is even more drastic with regard to 6th gear acceleration. While the S 1000 XR takes 3.8 s from 37 to 62 mph, the M XR only needs 3.3 s. The intermediate sprint from 62 to 87 mph takes 2.7 s (S 1000 XR: 3.8 s) and the interval between 87 and 112 mph 3.2 s (S 1000 XR 4.6 s).

In this way, the new M XR manages the balancing act of being a track-capable motorcycle and a sports machine for the street. The new M XR engine is much more powerful than the 1000 XR engine in the range from 10,000 rpm to 14,600 rpm, which is particularly relevant for dynamic riding on the track, but without losing its superior qualities as a sport touring machine.

Riding modes "Rain", "Road", "Dynamic", "Race" and "Race Pro1-3" as well as the latest generation of Dynamic Traction Control DTC and DTC wheelie function with 6-axis sensor.

With the new M XR, a distinction is made between two riding mode worlds: For street and for the track. The new M XR features four riding modes: "Rain", "Road", "Dynamic" and "Race" as standard, as well as the additional riding modes "Race Pro 1", "Race Pro 2" and "Race Pro 3". The latest generation of the standard Dynamic Traction Control (DTC) with 6-axis sensor, lean angle sensor and fine adjustment delivers more safety and performance when accelerating.

The DTC has four fixed basic settings for the respective riding modes "Rain", "Road", "Dynamic" and "Race" as standard as well as the DTC wheelie function. In the "Race Pro" riding modes, fine adjustment (+/- Shift) is available. The DTC wheelie function is also adjustable. It allows wheelies to be suppressed or limited with the aim of achieving maximum acceleration via front wheel lift-off detection.

Four adjustable throttle maps are available for optimum response. "Engine Brake" with triple adjustability of engine drag torque in "Race Pro" mode.

As standard, the new M XR features three throttle maps that are linked to the riding modes "Rain", "Road", "Dynamic", "Race" and "Race Pro". The newly added third throttle map "Direct Throttle Response" with a very steep gradient, for particularly spontaneous response, is configurable in "Race Pro" mode. As a further component, "Engine Brake" in "Race Pro" mode offers triple adjustability of the engine drag torque in overrun mode.

- **Rain:** Soft throttle response, reduced drive torque in the lower gears.
- **Road:** Optimum throttle response, reduced drive torque in the lower gears.
- **Dynamic:** Optimum throttle response, reduced drive torque in the lower gears.
- **Race:** Optimum throttle response, maximum drive torque in all gears.
- **Race Pro 1-3:** Can be configured. In Race Pro, setting 3 can also be selected. The throttle response is soft, the drive torque maximum in all gears.

Shift Assistant Pro for fast upshifts and downshifts without clutch activation.

Shift Assistant Pro enables upshifting without clutch actuation and thus offers perfect acceleration with almost no interruption in power delivery. It also allows downshifting without clutch or throttle actuation in the load and speed ranges relevant for riding. This allows very fast gear changes and reduces clutch use to a minimum.

Launch Control for perfect race starts.

The new M XR offers Launch Control. It is activated during standstill with the engine idling by pressing the start button for more than three seconds.

Pit Lane Limiter for keeping to given speeds precisely in the pit lane.

The Pit Lane Limiter allows the rider of the M XR to limit speed for pit lane riding in any riding mode.

Hill Start Control Pro for comfortably starting off on inclines.

The new M XR features the Hill Start Control Pro function as standard. It goes beyond the features of the Hill Start Control comfort system standard on the RR and offers the additional Auto HSC function. The settings menu allows this extra function to be individualized in such a way that the holding brake is automatically activated on a gradient (greater than +/- 5 %) when the handbrake or foot brake lever has been activated, shortly after the motorcycle comes to a stop.

3. Suspension and Aerodynamics.

"In order to put the high performance of the M 1000 XR on the road, we had to apply some measures to the suspension and chassis. The quadruple-wing M Winglets and a front-wheel oriented seating position provide maximum stability, control, and riding pleasure. The M brake, used for the first time on a long-distance sports bike, keeps the M XR in check." **Edgar Heinrich, Head of BMW Motorrad Design.**

M winglets: Brake later, reduce wheelies and accelerate earlier thanks to aerodynamic downforce.

In addition to drive and suspension technology, aerodynamics was also a key item in the specifications for developing the M XR. The new M XR was given winglets on the front side panels with the aim of achieving faster lap times on the track and the best possible riding stability at high speeds. At a speed of 137 mph, they provide an increase in front wheel load of approx. 25.1 lbs. At 174 mph, the downforce increases to 40.7 lbs. An additional substructure, invisible from the outside, ensures the optimal transmission of the downforce generated by the winglets.

The winglets, which have become indispensable in racing series such as MotoGP or the Superbike World Championship, also serve in particular to achieve the best possible contact between the wheels and the road surface - especially when accelerating and at high speeds. Wheelies are absolutely undesirable from a riding dynamics point of view, as the drive force in a wheelie is not converted 100 percent into propulsion, but also to a considerable percentage into the rising of the front end of the motorbike. Accordingly, the traction control kicks in and reduces the drive force to stop the wheelie. Valuable tenths of a second are lost here.

The additional front wheel load counteracts the wheelie tendency during acceleration, the traction control system has to regulate less, more drive power is converted into acceleration and the rider achieves a faster lap time.

However, when developing the winglets for the new M XR, the focus was not only on maximum downforce, but also on the best possible efficiency and thus an optimum downforce-drag ratio in combination with a favorable air flow around the rider.

The following goals were achieved with the winglets designed as slim quadruple wings:

- Optimal positioning.
- Maximum downforce on four functional wing elements.
- Reduction of secondary vortices via endplates.
- Attractive slim look with outer flap.

Chassis for performance-oriented riding on the street and on the track with Dynamic Damping Control (DDC), adjustable spring base, and adjustable steering damper.

The suspension and chassis of the new M XR are based on the S 1000 XR with the aluminum bridge frame as the centerpiece. It is a welded construction consisting of four gravity die-cast elements and integrates the engine, which is inclined forward by 32 degrees, as a supporting element. The frame was designed to transmit power directly to the engine structure via the shortest possible paths.

The frame, known as the "Flex Frame" due to the optimal interaction of the main frame, rear frame, and swing arm, offers further advantages due to its very narrow design. This considerably reduces the width of the vehicle in the area relevant for good knee closure. The rider benefits from being able to keep their thighs closer to the bike and thus sit in a more relaxed riding posture.

When designing the suspension of the new M XR, the aim was to realize both the best possible lap times on the track and an exceptional riding experience on country roads. As a long-distance sports bike, the M XR also has excellent long-distance riding qualities.

The M XR features upside-down 45 mm forks with a 45 mm. It is equipped with so-called closed cartridge inserts, separate hydraulic piston-cylinder systems. In addition, the forks of the M XR features an upper fork bridge with an elaborately milled-over handlebar clamp as well as a more front-oriented black aluminum tubular handlebar with lasered "BMW M XR" lettering.

The fork legs have been modified and are now designed to accommodate the new M brake calipers. In addition, the M XR has an adjustable steering damper.

The forks feature adjustment for the spring base as well as ten tuning levels each for the damping rebound and compression. The sensitive response, the wide adjustment range

and the very high damping reserves offer maximum riding dynamics and individual tuning options on the track.

The rear, central shock, has an adjustable spring base and adjustable rebound and compression damping. The rebound and compression damping are adjustable via the very user-friendly scaling of ten steps each. The total spring travel is 5.4 inches at the front and rear.

Dynamic Damping Control (DDC) - the new generation of electronic damping adjustment.

The new M XR is equipped with the electronically controlled Dynamic Damping Control (DDC) suspension as standard. The basic settings of the DDC are linked to the riding modes: "Rain", "Road", "Dynamic" and "Race". In "Rain" and "Road" mode, the DDC's tuning focus is on compliant damping and can thus be described as sporty-comfortable.

The area of application of this DDC damping characteristic "Road" is preferably roads with poor to good asphalt surfaces.

The "Dynamic" driving mode, on the other hand, is intended for very smooth roads.

In the "Race" riding mode, the basic damping is increased for track use.

In the "Race Pro" riding modes, on the other hand, the individually adjustable "Race" DDC damping characteristic optimally supports track riding and provides an even firmer damper setting. Here, the spring-shock elements provide the rider with optimum, crystal-clear feedback at all times with regard to the respective riding situation.

In addition, the suspension tuning can also be individualized in all riding modes. Like in the case of mechanical adjustment, the customer has the option of adjusting the suspension to softer or firmer simply by "pressing a button" in the configuration menu. Thus, DDC is also able to take into account, how much load the new M XR is carrying. Accordingly, the rider can set the DDC setting in the configuration menu for riding solo (1 helmet) or with a passenger (2 helmets). A new feature of the M XR's DDC is the additional adjustability of the fork spring base.

M brakes with radial hand brake pump for maximum braking performance in track and street operation.

After the M 1000 RR and the M 1000 R, the new M XR is the third BMW motorcycle to feature M brakes. They were developed directly using the experience gained with the racing brakes on BMW Motorrad factory racing machines in the Superbike World Championship. The development of the M brakes incorporated all of BMW Motorrad's previous findings, including those from customer sport and from the ABS track functions. The result of this development work was the M brake - offering maximum performance, pressure point and fade stability as well excellent response. The M brake calipers feature a blue anodized coating in conjunction with the famous M logo.

Together with two 320 mm brake discs of 5 mm thickness and black anodized aluminum brake disc carriers, the brake system equipped with a new radial hand brake pump currently marks the pinnacle of brake development in the field of road-legal systems. At the rear wheel, a single-piston floating caliper in M design, also anodized in blue, together with a 265 mm steel brake disc provide deceleration.

Lightweight forged aluminum wheels and exclusive M Carbon wheels for maximum performance.

The new M XR is equipped with very lightweight forged aluminum wheels as standard. The exclusive and very low weight M Carbon wheels are available as an optional and as part of the M Competition Package. Less weight means lower rotational masses leading not only to improved acceleration and braking behavior but also makes the bike easier to handle. In short: The M Carbon wheels, which are around 3.3 lbs. lighter, make the M XR even more agile to ride. In addition, the carbon fiber surface covered with high-gloss clear lacquer is characterized by its high-quality, deep black shimmering structure and also by M color graphics and M lettering on the rim edge.

Brake Slide Assist - assists the rider when brake drifting.

The Brake Slide Assist function is an important and very helpful innovation, especially for track riders. It allows the rider to brake drift into corners with a constant slide. From a technical point of view, a slip angle (drift angle) is set by limiting the brake pressure at the rear wheel by the ABS Pro system and by controlling the rear wheel slip by the engine drag torque control.

Due to his position on the motorcycle and the application of force via the handlebars, the rider has a considerable influence on the drift behavior during braking. Brake Slide Assist provides support to the rider for this partially unstable driving condition of drifting and is only active in ABS Pro Setting "2".

4. Electrical System and Electronics.

Instrument cluster with large, 6.5-inch TFT display, start-up animation with M logo, new display of the rev counter (red area) and OBD interface for M GPS Datalogger and M GPS Laptrigger that can be used via activation code.

The instrument cluster of the new M XR is essentially the same as that of the M RR. Four screens (Pure-Ride with the most important information and three Core Screens) allow the rider to choose the display according to his needs. It follows a consistent display of information for both street and track. The diversity of information, display quality and also the user-friendliness of the new instrument cluster are currently unrivalled in this segment.

In addition to a wide range of functions and information, the BMW Motorrad developers placed particular emphasis on the best possible readability of the 6.5-inch TFT display. To ensure optimum readability even under difficult lighting conditions - the display was designed to be large and thus easy to decipher. It is linked to the multi-controller on the left handlebar control unit and can be operated quickly, safely, and conveniently. After turning the ignition, the M logo appears prominently in the display.

The TFT display of the M XR offers customized screen displays for different purposes. The Pure Ride screen, for example, provides all the necessary information for normal operation on the road, while the three Core screen displays are designed for the track and provide a corresponding range of information. In addition, the rev counter is displayed here both in analogue form (Core 1 and 2) and in the form of a bar graph (Core 3).

The instrument cluster of the M XR features an optimized rev counter display. It now has a dashed area and a solid red area that is directly controlled by the engine control unit. Dashed areas are to be avoided and are not recommended while the solid red area is locked off. This new display format applies, for example, to the engine warm-up time, a

speed limit by the fault memory, the pit lane limiter, and the launch control as well as the showroom mode and the temperature caution map. Another new function of the rev counter is that it flashes together with the shift light. In addition to the digital display of speed, rpm, selected riding modes, settings for ABS Pro and DTC as well as the menus, further information can be called up via the display:

- Current left/right lean angle.
- Maximum left/right lean angle.
- Current deceleration achieved in m/s².
- Maximum deceleration achieved in m/s².
- Torque reduction through DTC.
- Speed warning (display "SPEED" if a predefined speed is exceeded).
- Average speed.
- Average fuel consumption.
- Trip 1 and 2.
- Remaining range.
- Total miles.
- Fuel tank level.
- Break time.
- Riding time.

For riders who take the new M XR out on the track, the instrument cluster offers further, highly usable data that can be called up in various display formats:

- Lap time.
- Lap specific speeds (max, average).
- Active riding mode.
- Maximum lean angles left/right.
- Maximum deceleration.
- Total laps.
- Best-ever lap.

As optional equipment, comprehensive data material for using the M GPS Laptrigger and the M GPS Datalogger (Original BMW Motorrad Accessories) can be provided by means of an unlock code via the OBD interface of the instrument cluster. The TFT menu also offers a specially reserved menu item for the M GPS Laptrigger. However, manual

triggering is still possible via the flash button. The M GPS Laptrigger, in conjunction with a GPS mouse, provides data for around 300 tracks around the world.

Lightweight M battery, USB charging socket at the rear, LED light units all round, adaptive turning light as well as electronic cruise control and heated grips.

The electrics and electronics of the new M XR are based on the proven systems of the S 1000 XR. However, with the highest possible performance in mind, the M XR has a battery weighing only 2.8 lbs. with a capacity of 5 Ah. It also features a USB charging socket installed at the rear of the vehicle as standard, which provides a maximum charging current of 2.4 A. It also has electronic cruise control and heated grips for colder days as standard.

All light units of the new M XR are based on the latest LED technology. These include the iconic main headlamp with illuminated M logo, the position light, the front side indicator lights, the rear light unit, and the instrument cluster with its control lights.

In keeping with the "all in one" motto, the number plate holder, which is short and light on the M XR, and the indicator and license plate lights at the rear form a single unit, and the brake light and tail light functions are integrated into the indicator lights. This extremely compact design also allows the M XR be made "ready for racing" in just a few steps.

5. Design and Colors.

M Design, dynamic design, and narrow rear end of the M XR signal performance and sportiness.

Even more than the S 1000 XR, the new M XR with optimized suspension technology and the most powerful engine to date in a dynamic long-distance sports bike from BMW Motorrad is uncompromisingly designed for sporty riding - whether on winding roads, on long-distance rides or on the track. The proportions of the M XR are compact and powerful. The M XR looks aggressive from the front with the new M winglets and the iconic signature LED light, thereby ensuring maximum recognition value. The sporty look is also underlined by the new and narrower rear section with slimmer side panels, motorsport-style air intakes, "X" signature and a narrower passenger grab handle made of high-strength plastic.

Pure long-distance performance in M colors. M seat offered in three different heights with plenty of freedom of movement.

The high-contrast bodywork of the basic Light White version differs from the M Competition version not only in the basic color. The new M 1000 XR with M Competition Package features a more tone-on-tone combination of high-gloss Blackstorm Metallic paintwork and high-gloss carbon fiber side panels and front and rear fenders which blend harmoniously into the graphic concept. Overall, the M graphic language of light blue/dark blue/red on both variants reflects the dynamic and performance-oriented appearance of the new M XR.

The new M XR exudes power, even when stationary. The granite grey engine cover and black fuel filler cap further distinguish the M models. The blue spring on the rear shock absorber adds a sporty touch. The powerful appearance of the M XR is complemented by details such as the embroidered M logo on the seat, which is available in three heights (32.3 inches / 33.5 inches / 34.3 inches) and optimized for plenty of freedom of movement.

Uncompromising design and technology: The M Competition Package.

If the new M XR in standard trim is still not enough for you, the M Competition Package, and the basic Blackstorm Metallic paintwork in conjunction with the M motorsport colors offer a mix of refined components for the racing technology gourmet and the aesthetic rider alike. The M Competition Package includes M Carbon wheels, M Carbon parts such as rear fender with integrated chain guard, side panels, front wheel cover, inner cover, and ignition/steering lock cover as well as a fully adjustable M rider footrest system, passenger footrests and the M GPS Laptrigger (unlock code).

6. Standard Features

- Ultimate Care Break-In Service.
- 999 cc Engine with Shift-Cam Technology and 14,600 rpm redline.
- 6-speed transmission with chain drive.
- Anti-hopping, wet clutch.
- Upside Down Front Forks.
- Riding Modes Pro.
- BMW Motorrad Integral ABS Pro.
- Race ABS Linked to Ride Modes.
- DDC Dynamic Damper Control.
- DTC Dynamic Traction Control.
- Dynamic Engine Brake Control.
- Dynamic ESA
- Gear Shift Assist Pro.
- Brake Slide Assist.
- Hill Start Control Pro.
- Drop Sensor.
- TPM Tire Pressure Monitor.
- Cruise Control.
- Keyless Ride.
- USB Port.
- 12v Socket.
- M Lightweight Battery.
- M Forged Wheels.
- M Titanium Exhaust.
- M Brakes.
- M Endurance Chain.
- M Seat.
- Heated Grips.
- M Winglets.
- M Adjustable Handbrake and Clutch Levers.
- Steering Stabilizer.
- Headlight Pro with Adaptive Cornering Light.
- Full LED Lighting.
- Bar End Mirrors.
- 6.5-inch Color TFT Screen with Connectivity and Multi-Controller.

- Adjustable Windscreen.
- Storage Compartment.

7. Optional Equipment

M Competition Package

- M Carbon Wheels.
- M Rider Footrests.
- M Passenger Footrests.
- M Carbon Ignition Lock Cover.
- M Rear Fender and Chain Guard.
- M Carbon Front Fender.
- M Carbon Cockpit Interior Trim.
- M Carbon Side Panels.
- M GPS Laptrigger
- Axle Protectors.

Individual options.

- Theft alarm system (dealer installed accessory).
- M GPS Laptrigger
- Torque Optimized Engine Calibration.
- M Carbon Wheels.
- GPS Prep.
- M Sport Seat, low (32.3 inches).
- M Sport Seat high (34.3 inches).
- Bar End Mirrors.
- High Windshield.

8. Technical specifications.

M 1000 XR		
Engine		
Capacity	cc/cu. in.	999 / 79
Bore x stroke	mm	80.0 x 49.7
Output	hp	201 @ 12,750 rpm
Torque	lb-ft.	83 @ 11,000 rpm
Type	Liquid-cooled in-line 4-cylinder engine	
No. of cylinders	4	
Compression / fuel	13.3:1 / premium unleaded	
Valve / accelerator actuation	DOHC / 4-valves per cylinder	
Ø intake/exhaust valve dia.	mm	33.5 / 27.2
Ø throttle body dia.	mm	48
Engine control	BMS-O	
Emission control	Closed-loop 3-way catalytic converter	
Electrical system		
Alternator	W	450
Battery	V/Ah	12/5 maintenance-free
Headlight	LED low and high beam	
Starter	W	800
Transmission		
Clutch	Self-reinforcing, multi-plate, anti-hopping wet clutch	
Gearbox	Constant-mesh 6-speed gearbox	
Primary ratio	1.652	
Transmission ratios I	2.647	
II	2.091	
III	1.727	
IV	1.500	
V	1.360	
VI	1.261	
Rear wheel drive	chain	
Transmission ratio	2.765	

Suspension

Frame construction type	Aluminum composite bridge frame	
Front suspension	Upside-down, 45 mm, telescopic forks	
Rear suspension	Aluminum double-sided swing arm with central shock and Full Floater Pro kinematics	
Suspension travel front/rear	in.	5.4 / 5.4
Wheel castor	in.	4.6
Wheelbase	in.	60.9
Rake	°	25.1
Brakes	front	M Double floating brake disks Ø 320 mm 4-piston fixed calipers
	rear	M Single-disc brake Ø 265 mm Single-piston floating caliper
ABS	BMW Motorrad ABS Pro	
Wheels	Light alloy cast wheels	
	front	3.50 x 17"
	rear	6.00 x 17"
Tires	Front	120/70 ZR 17
	Rear	200/55 ZR 17

Dimensions and weights

Total length	in.	85.4
Total width	in.	33.5
Seat height	in.	33.5
DIN unladen weight	lbs.	492
Permitted total weight	lbs.	992
Fuel tank capacity	gal.	5.3

Performance figures

0-62 mph	sec.	3.2
Top speed	mph	170+

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 Rolls-Royce Motor Cars; Designworks, a strategic design consultancy based in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is the BMW Group global center of competence for BMW X models and manufactures the X3, X4, X5, X6 and X7 Sports Activity Vehicles as well as the BMW XM. The BMW Group sales organization is represented in the U.S. through networks of 349 BMW passenger car and BMW Sports Activity Vehicle centers, 146 BMW motorcycle retailers, 104 MINI passenger car dealers, and 38 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.

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