

# BMW

## U.S. Press Information

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### The new 2026 BMW R 12 G/S.

- The new enduro design inspired by the legendary BMW R 80 G/S.
- Market launch expected by early Q3 2025.
- **MSRP of \$16,395\* plus Destination.** \*Price subject to change.

**Woodcliff Lake, NJ – March 27, 2025...**BMW Motorrad USA is proud to unveil the new 2026 BMW R 12 G/S.

With long suspension travel, cross-spoke wheels, and a small, compact cockpit fairing, the new BMW R 12 G/S skillfully captures the spirit of the original R 80 G/S boxer-engine enduro in terms of design while transferring it into the present day with modern technology.

"With the new BMW R 12 G/S, BMW Motorrad is offering a classic enduro for puristic off-road fun. The abbreviation borrowed from the legendary R 80 G/S stands for 'Gelände / Straße' (Off-road / Street) and signals that the new member of the BMW R 12 family, masters both equally. We know that numerous fans have been eagerly waiting for this motorcycle." **Markus Lederer, Head of Boxer Series.**

With an expansive list of options and accessories, the new BMW R 12 G/S can also be tailored to fit the style and requirements of each individual rider.



## HIGHLIGHTS

- Classic, purist enduro design.
- Air/oil-cooled two-cylinder boxer engine with 109 hp and 85 lb-ft of torque.
- Left-hand exhaust system with high-mounted rear silencer and conical tailpipe.
- One-piece tubular spaceframe with raised and forward-positioned steering head section. Bolted-on rear frame.
- Fully adjustable upside-down telescopic front forks and Paralever rear swing arm with fully adjustable rear shock with revised travel-dependent damping.
- 21-inch front wheel and 17-inch rear wheel, standard. Optional 18-inch rear wheel, part of Enduro Package Pro.
- Front axially mounted 2-piston floating calipers, with 310 mm twin-brake discs.
- BMW Motorrad ABS Pro for safer braking when leaning into corners.
- "RAIN", "ROAD" and "ENDURO" riding modes, standard. Additional "ENDURO PRO" riding mode available as part of optional Enduro Package Pro.
- DTC Dynamic Traction Control and MSR Engine Drag Torque Control, standard.
- Classic round gauge and 12 V socket. Digital display available as an option.
- Standard LED lighting with adaptive "Headlight Pro" available as an option.
- Keyless Ride, standard.
- Three attractive Styles / colors.
- Tailored range of optional equipment available through the premium quality Original BMW Motorrad accessories range.



## **DESIGN**

BMW Motorrad and off-road sport. This motorsport success story runs like a red thread through the company's history. The torquey boxer engine, combined with a shaft drive has proven its winning power and durability in countless competitions.

However, it was not until 1980 that BMW Motorrad took the concept of an enduro with a boxer engine into series production. The BMW R 80 G/S was born. A production off-road bike that had never been seen before. Blessed with a high level of off-road expertise, superior touring capability and dynamic qualities for sporty road riding in equal measure. In short: The abbreviation G/S ("Gelände / Straße" meaning off-road and street) summed up the all-round qualities of the new motorcycle perfectly.

The resounding market success of the R 80 G/S ultimately established the completely new motorcycle segment of high-capacity touring enduros, which BMW Motorrad not only dominates to this day with the GS models, but also continues to develop further. At the same time, the Enduro provided a formidable basis for motorsport success, as BMW Motorrad's commanding victories in the Paris-Dakar Rallye in the first half of the 1980s impressively demonstrated.

With a high front fender, cross-spoke wheels and small, compact cockpit fairing, the new BMW R 12 G/S captures the spirit of the off-road boxer enduro in the style of the R 80 G/S while bringing it into the present with modern technology. The R 12 G/S in Light White features a white fuel tank with contrasting light blue and dark blue knee pads, complemented by the red full-length seat, and the model name in fine red letters on the side panels of the airbox gives the R 12 G/S an appearance of being transported back in time to 1980.

### **Ergonomics and equipment for dynamic off-road riding.**

Of course, the new BMW R 12 G/S is much more than just a visual tribute to its predecessor from 45 years ago. It has everything you need for serious off-road riding today, both in terms of drivetrain and chassis.

After all, the drivetrain and chassis are complemented by the equally important ergonomics that play a decisive role in off-road riding. The ergonomic handlebar-footrest-seat triangle is designed so that the footrests are positioned precisely under the seat

point. An aluminum tube handlebar, positioned high and close to the rider, ensures an ideal riding position, whether sitting or standing. The shape of the 4.1-gallon steel fuel tank is designed accordingly. The sides of the fuel tank match the width of the seat and widen slightly towards the front. This side contour provides optimum support and good knee grip on the fuel tank.

**For dedicated off-road adventurers - three different seat options, enduro footrests, adjustable handlebars, and attachment points for luggage.**

The new BMW R 12 G/S comes standard with a flat solo seat with a seat height of 33.9-inches (34.4-inches with Enduro Pkg. Pro). Flat and straight, it is ideal for enduro riding - even in a standing position. The optional Passenger Kit includes seating for two and passenger footrests. While the rider's seat height remains the same, the passenger seat is designed with significantly more foam and a passenger strap is fitted. The optional Rallye Seat raises the seat height by 0.79-inches to 34.6-inches (35.2-inches with optional Enduro Pkg. Pro). As with the Passenger Kit, the optional Rallye Seat option also includes passenger footrests and hand straps.

The basic version of the new BMW R 12 G/S is equipped with a footrest system designed primarily for on-road use, but also suitable for off-road riding thanks to its serrated profile. The rounded tips provide an optimum compromise between grip and comfort. The gearshift lever is adjustable and the foot brake lever has a large contact area and a conical grip pattern for optimum usability.

As part of the optional Enduro Package Pro, the R 12 G/S is equipped with an enduro footrest system which, thanks to the enlarged contact area of the footrest body in combination with three rows of spikes, provides optimum grip for enduro riding. The foot brake lever also has a better grip thanks to its stable shape and serrated contour, making it ideal for enduro use. It can also be locked in two different positions. The rear brake pedal is easier to reach while standing, thanks to its upturned position. The gearshift lever is the same as on the basic model.

The aluminum tubular handlebars allow for further ergonomic adjustment. In addition to the correct adjustment of the gearshift and foot brake levers, we recommend that the handlebars be turned forward by 10 degrees for off-road riding while standing. There are corresponding markings on the handlebars for this purpose. This will raise the handlebars and make the controls even more accessible from a standing position.

The new R 12 G/S comes standard with two practical steel eyelets on the rear frame, which can be used as lashing points for attaching a rear bag, for example. There are also two fabric straps under the solo seat, which can be used as lashing points. The footrest slots and the outriggers of the passenger footrests can be used as additional lashing points with the optional Passenger Kit and Rallye Seat.

## **ENGINE AND DRIVETRAIN**

"With the air/oil-cooled boxer engine from the R 12 family, the new BMW R 12 G/S has an ideal enduro drive for ambitious off-road fun. Its ample torque and the 'ENDURO' and 'ENDURO PRO' riding modes, which are fully tailored to off-road use, make it a perfect partner for dedicated off-road riding." **Norbert Rebholz, Boxer Series Project Manager.**

### **Iconic Boxer engine delivers power and torque for dynamic riding on- and off-road.**

Ever since the first BMW motorcycle - the R 32 - was launched in 1923, BMW Motorrad boxer engines have been synonymous with their unmistakable design, a full torque curve and a throaty, unique sound. The same is true of the new BMW R 12 G/S. 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 109 hp at 7,000 rpm and the maximum torque of 85 lb-ft. at 6,500 rpm.

The valves, which are radially arranged in the combustion chamber, 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 of BMW's legendary two-valve boxer engines. The proven six-speed gearbox and shaft drive take care of the power transmission to the rear wheel.

### **New single-flow exhaust system delivers the unmistakable boxer sound.**

The left-hand exhaust system with high-mounted rear silencer meets the requirements of a classic enduro.

The cover and end cap of the rear silencer are painted matte black, while the silencer body is made of stainless steel, emphasizing the vehicle's sleek, dynamic lines. On the new BMW R 12 G/S, the exhaust manifold with front silencer is electropolished as standard and is also available in an optional chrome-plated version.

**Standard riding modes "RAIN", "ROAD" and "ENDURO" plus "ENDURO PRO" mode (with optional Enduro Package Pro).**

The new BMW R 12 G/S features standard "RAIN", "ROAD" and "ENDURO" riding modes. It also comes with standard DTC Dynamic Traction Control, which ensures a high level of riding safety when accelerating. For off-road use, DTC can be switched off completely on the new BMW R 12 G/S. In addition, the 12 G/S is equipped with standard MSR Engine Drag Torque Control.

While DTC offers increased riding safety when accelerating, especially on slippery road surfaces, Engine Drag Torque Control prevents the rear wheel from slipping as a result of abruptly releasing the throttle or downshifting - even when braking. However, if the tire's available grip capacity is below this opening threshold, for example in wet conditions, the rear wheel could still exceed the static friction limit due to the engine drag torque and simultaneous activation of the rear wheel brake and then slip. Thanks to Engine Drag Torque Control, the R 12 G/S can detect this danger at an early stage. Depending on the coefficient of friction between the tire 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.

"RAIN" mode is designed for use on wet roads. Throttle response is softer, and all control systems are designed to maximize stability and control.

In "ROAD" mode, which is designed for dry roads, throttle response is more direct. Traction control is mid-range, and the control systems are used for maximum stability.

The "ENDURO" mode is designed for off-road use with road-legal enduro tires. The throttle response is smooth, and the front wheel lift detection, Engine Drag Torque Control, and dynamic traction control are only minimally active. The partially-integral ABS control at the rear wheel operates in the mid-range and is adapted to off-road use.

"ENDURO PRO" mode, part of the optional Enduro Pkg. Pro, has the same direct throttle response as in "ROAD" mode. Traction control and front wheel ABS only provide minimal stabilization. Otherwise, all control systems (e.g. rear wheel ABS) are inactive in order to provide an optimum off-road experience.

**Optional Shift Assist Pro enables clutchless shifting.**

Shift Assist Pro, available as an optional for the new BMW R 12 G/S, allows for clutchless shifting in almost all load and speed ranges. Compared to shifting using the clutch lever, it maximizes comfort and dynamics.

In addition, the typical lateral forces exerted on the rear wheel by the boxer engine when shifting gears and using the clutch lever are significantly reduced. Gear changes are smooth and fast, while the vehicle remains stable and precisely maintains its line.

The shift linkage is not visible from the outside for a clean and uncluttered design. Instead, it is located behind the swing arm.

**CHASSIS AND SUSPENSION**

"By adjusting the steering head position of the frame, incorporating a large 21-inch front wheel, and long suspension travel, we succeeded in bringing the new BMW R 12 G/S, a fully off-road capable boxer enduro, to life. An 18-inch rear wheel is part of the Enduro Package Pro and ensures maximum off-road fun." **Ulf Musekamp, Vehicle Concept Manager.**

**Tubular steel bridge frame and steering head optimized for ideal off-road ergonomics.**

The one-piece tubular bridge steel spaceframe of the R 12 family is at the heart of the new BMW R 12 G/S. As a result, the new frame does away with many of the bolted joints found on the first generation R nineT, which gives it a tidier and more classic appearance. The rear frame, also made of tubular steel, is bolted to the main frame. The steering head is slightly higher and further forward on the new BMW R 12 G/S. In addition to improved ergonomics for off-road use, this change also allows a large steering angle of 42 degrees to both left and right, essential for off-road operation.

**21-inch front wheel for optimum off-road performance. Optional Enduro Package Pro with 18-inch rear wheel for maximum off-road performance.**

While the other models in the BMW R 12 series are designed for pure road use, the new BMW R 12 G/S, with its cross-spoke wheels, is a fully fledged enduro. Accordingly, it is equipped with a 21-inch wheel at the front with 90/90 R21 tire. A 17-inch wheel with a 150/70 R17 tire is standard at the rear. For even more off-road capability, an 18-inch



rear wheel with 150/70 R18 tires is available as part of the Enduro Package Pro. This offers more traction, riding precision and ground clearance in tough off-road conditions.

**Chassis geometry optimized for enduro use.**

The entire chassis geometry has also been redesigned with the aim of making the new BMW R 12 G/S a fully capable enduro for dedicated off-road use.

The wheelbase is 62.2-inches (Enduro Package Pro: 62.4-inches), the caster 4.76-inches (Enduro Package Pro: 4.78-inches) and the steering head angle 26.9 degrees (Enduro Package Pro: 26.8 degrees).

With 9.4-inches of ground clearance (Enduro Package Pro: 10.0-inches), the new BMW R 12 G/S offers plenty of clearance between the engine/transmission and the road surface, enabling it to master even difficult off-road conditions without the risk of bottoming out. Fully adjustable upside-down 45 mm front forks and Paralever swinging arm with angled, fully adjustable rear shock combine with long travel suspension to deliver outstanding off-road performance.

In addition to a stiff and stable main frame as the basis, long suspension travel is essential for ambitious off-road riding. The new R 12 G/S offers 8.3-inches of front suspension travel.

Rear suspension and damping are provided by an angled shock with travel-dependent damping and full adjustability (rebound, compression and pre-load). The fully adjustable shock's travel-dependent damping has a hydraulic end stop. This prevents hard shocks when riding. A generous 7.9-inches of suspension travel is available at the rear.

**BMW Motorrad ABS Pro for safer braking while cornering.**

The front wheel of the new R 12 G/S is fitted with a twin-disc brakes with two axially bolted, 2-piston floating calipers and 310 mm disks to ensure excellent, stable stopping power. A single 265 mm disc brake with 2-piston floating caliper is used at the rear.

The new R 12 G/S is equipped with standard BMW Motorrad ABS Pro (partially-integral, meaning the front brake lever operates both front and rear brakes). ABS Pro offers more safety when braking in turns 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 Engine Drag Torque Control offer control characteristics for optimum braking maneuvers.

### **Hill Start Assist Pro provides assistance for holding and starting on hills.**

Optional Hill Start Assist Pro 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, HSA Pro offers greater safety and enhanced convenience.

Hill Start Assist Pro also includes Auto HSA. The settings menu allows this additional function to be individualized in such a way that the holding brake is automatically activated on a gradient (greater than +/- 3 %) when the hand or foot brake lever has been activated, shortly after the motorcycle comes to a standstill. With the "Manual" setting, this takes place after briefly applying the hand or foot brake lever. With HSA Pro, the brake is automatically released when starting or forcefully operating the hand brake lever.

## **ELECTRONICS**

"The round instrument, positioned centrally in the cockpit, perfectly reflects the purist enduro character of the new BMW R 12 G/S, offering a vast array of information despite its minimalist design. We've also included an optional micro TFT display to accommodate the customization concept." **Carina Höfler, Product Management BMW R 12 Series.**

### **Classically designed round gauge and 12 V socket. Optional digital display available.**

The new BMW R 12 G/S is equipped with a standard, centrally positioned, round instrument dial and a 12 V power socket on the right-hand side of the cockpit. The round gauge continues to support customization by communicating via a LIN-Bus and separating the control and display units.

The control lights and a digital display are integrated into the dial of the speedometer. This includes menu scrolling, gear selection and riding mode display.

With the optional Digital Display, the round gauge on the new BMW R 12 G/S is replaced by a micro TFT display with a 3.5-inch screen. 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 G/S 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 emphasize the purist riding experience.

### **Standard LED lighting with optional adaptive Headlight Pro.**

The new BMW R 12 G/S comes standard with the smallest LED round headlamp in the current BMW motorcycle range, measuring 5.75-inches in diameter and featuring an iconic X-shaped light signature. Furthermore, the turn indicator and control lights of the new R 12 G/S also use LED technology.

The optional, adaptive "Headlight Pro" light system offers more safety at night. The headlamp segments are each supplemented by adaptive cornering light elements. And this, in turn, allows for better illumination of the road in bends, ensuring a safer night-time ride.

### **Keyless Ride.**

The standard Keyless Ride system replaces the conventional ignition lock on the new BMW R 12 G/S. The use of a traditional key is now only necessary for the steering lock and fuel tank cap. The ignition and accessory anti-theft alarm system 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.

### **ConnectedRide Control.**

With the optional ConnectedRide Control, the new BMW R 12 G/S, like the other R 12 models, is equipped with a Bluetooth interface for pairing with a smartphone and connecting to the BMW Motorrad Connected app. The app displays vehicle data, riding dynamics, local weather information and map navigation in the app. The familiar BMW Motorrad Multi-Controller on the left handlebar can be used to conveniently control the app without removing hands from the handlebars. The MotoMount by SP Connect and the Universal Phone Clamp ensure quick, secure, and vibration-isolated mounting of the

smartphone on the handlebars. A USB-C socket is added to the left side of the fairing when ConnectedRide Control is selected.

**Tire pressure monitoring with deactivatable warning function for in Enduro mode.**

Available as an option, the tire pressure control system measures the air pressure in the front and rear wheels via a sensor on the inside of the rim and displays it on the screen. An angled valve makes it easier to top up the air. In addition, the warning messages can be deactivated in all riding modes, allowing riders to ride with low pressure without a constant warning message, such as in Enduro mode.

**Intelligent Emergency Call.**

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. This system is standard on the R 12 G/S.

**Standard Ultimate Care Break-In Service.**

Like all 2025 model year BMW motorcycle models, the new C 400 GT includes the **Ultimate Care Break-In Service**, or "600 Mile Service" as standard. This included service further provides BMW customers with a truly premium experience. Time and mileage limits apply - maximum 6 months from the in-service date or maximum 750 miles - whichever comes first.

## COLORS AND STYLES

### **The BMW R 12 G/S (standard).**

Night Black Matte Paint.

Black Frame, Gold Forks and Black Seat.

G/S Graphics on Airbox Cover.

### **BMW R 12 G/S (optional).**

Light White Paint.

Black Frame, Gold Forks and Red Seat.

G/S Graphics on Fork Protectors, Fuel Tank, Cockpit Fairing, and Airbox Cover.

### **BMW R 12 G/S Option 719 Aragonit (optional).**

Sand Rover Matte / Racing Red Matte / Mineral Grey Metallic Matte Paint.

Red Frame, Black Forks and Black / Sand Rover / Red Seat.

G/S Graphics on Fork Protectors, Fuel Tank, and Cockpit Fairing.



## **STANDARD EQUIPMENT**

2-cylinder air/oil cooled boxer engine , 6-speed gearbox with shaft drive, Twin Disc Front Brake with Radial Front Caliper, ABS Pro, Upside Down Front Forks, Steering Stabilizer, DTC Dynamic Traction Control, BMW Motorrad Paralever, Rear Preload Adjustable Shock, Cross Spoke Wheels, Electronic Immobilizer, LED Tail Light, Brake Light, Headlight and Turn Signals, 12V Socket, Tachometer, On-Board Computer, Adjustable Clutch and Brake Levers, Keyless Ride, Riding Modes, Intelligent Emergency Call, Ultimate Care Break-In Service.

## **OPTIONAL PACKAGES AND EQUIPMENT**

**Premium Package:** contains Hill Start Assist, Shift Assistant Pro, Heated Grips, Cruise Control, Headlight Pro, and TPM Tire Pressure Monitor.

**Enduro Package Pro:** contains Enduro Footrest System, 18-inch Rear Wheel, Off-Road Tires, Large Engine Guard, Silver Handlebar Risers, Black Hand Protectors, Long Side Stand. Only with Ride Modes Pro.

### **Individual Options.**

- Ride Modes Pro. Only with Enduro Package Pro.
- M Lightweight Battery.
- TPM Tire Pressure Monitor.
- Large Engine Guard.
- Connected Ride Control: includes Multicontroller and USB-C port.
- 3.5-inch TFT Digital Display.
- Gold Cross Spoke Wheels: Alternate to the standard Black Cross Spoked Wheels.
- Rallye Bench Seat: Black seat, rear footrests, rear grab handle. +0.8-inch seat height.
- Passenger Kit: includes passenger seat with greater padding, footrests and grab strap.

### **Design Accessories.**

- Rally Cockpit Fairing, Black Matte, without graphics.
- Rally Cockpit Fairing, Light White with graphics.
- Rally Cockpit Fairing, Sand Rover with graphics.
- Titanium Slip-on Exhaust Silencer.
- Option 719 Hand Levers, Shadow II Black.
- Option 719 Footrest System, Shadow.
- Option 719 Passenger Footrests, Shadow.
- Option 719 Cylinder Head Covers, Classic Silver.
- Option 719 Cylinder Head Covers, Shadow Black.
- Aluminum Cross-Spoke Wheels, Gold 2.15 x 21 / 4.00 x 17.

### **Comfort Accessories.**

- High Rallye Seat, Black.
- Handlebar Riser, +0.79" / +20 mm, Natural Aluminum.
- Handlebar Riser, +0.79" / +20 mm, Black Aluminum.
- Enduro Footrests.
- Heated Grips.
- Shift Assistant.
- Cruise Control.

### **Navigation and Technology Accessories.**

- Micro TFT Instrument Cluster.
- Navigation Preparation.
- ConnectedRide Cradle.
- ConnectedRide Navigator.
- ConnectedRide Navigator Protective Glass.
- M Lightweight Battery (lithium-ion battery, approx. 4.4 lbs. lighter).
- Ride Modes Pro.

### **Protection Accessories.**

- Engine Protection Bars, Silver.
- Auxiliary LED headlights with holder.
- Cylinder Head Cover Guards.
- Hand Protectors, Black.
- Hand Protectors, White.

- Enduro Aluminum Engine Guard.
- Aluminum Engine Guard.
- Anti-Theft Alarm.
- Tire Pressure Monitors.

**Storage Accessories.**

- Side Bags, Soulfuel Collection, 10 L & 16 L.
- Side Bags, Black Collection, 10 L & 16 L.
- Side Bags, Adventure Collection, 10 L & 16 L.
- Side Bags, Urban Collection, 10 L & 16 L.
- Tank Bag, Soulfuel Collection, 5 L.
- Tank Bag, Black Collection, 5 L.
- Tank Bag, Adventure Collection, 5 L.
- Tank Bag, Urban Collection, 5 L.
- Backpack, Soulfuel Collection, 20 L.
- Backpack, Black Collection, 20 L.
- Backpack, Adventure Collection, 20 L.
- Backpack, Urban Collection, 20 L.



## Technical Data

R 12 G/S		
Engine		
Capacity	cc	1,170
Bore/stroke	mm	101.0 x 73.0
Output	hp	109 @ 7,000 rpm
Torque	ft-lbs.	85 @ 6,500 rpm
Type		Air/oil-cooled two cylinder boxer motor
Compression		12.0:1
Fuel		Premium unleaded 95 RON
Valves per cylinder		4
Ø intake / exhaust valve dia.	mm	39.0 / 33.0
Ø throttle valve	mm	50
Engine control		BMS-O with throttle-by-wire
Emission control		Closed loop 3-way catalytic converter EU5+
Electrical system		
Generator	W	660
Battery	V/Ah	12 / 12
Headlight		LED
Rear light		LED
Starter	W	1,200
Power transmission		
Clutch		Single-disk dry clutch, hydraulically operated
Gearbox		Constant-mesh 6-speed manual, cardan drive shaft
Transmission ratios	I	2.375
II		1.696
III		1.296
IV		1.065
V		0.939
VI		0.848
Primary ratio		1.737
Secondary ratio		2.910
Chassis		
Frame construction type		Steel trellis frame
Front wheel suspension		45 mm forks, compression, rebound and spring pre-load adjustable
Rear wheel suspension		Cast aluminum single-sided swingarm with Paralever arm, central progressive shock, compression, rebound and spring pre-load adjustable
Spring travel, front/rear	inches	8.3 / 7.9

Wheel castor	inches	4.76 / 4.78 (with Enduro Pkg. Pro)
Wheelbase	inches	62.2 / 62.4 (with Enduro Pkg. Pro)
Steering head angle	degrees	26.9 / 26.8 (with Enduro Pkg. Pro)
Brakes, front	Twin 310 mm disks with 2-piston radial mounted floating brake calipers	
Brakes, rear	Single 265 mm disk with 2-piston floating caliper	
ABS	BMW Motorrad ABS Pro, partially integral	
Wheels	Aluminum cross-spoked wheels	
Wheel size front / rear	inches	2.15 x 21 / 4.00 x 17 (4.00 x 18 Enduro Pkg. Pro)
Tire size front / rear	inches	90/90-21 / 150/70 R17 (150/70R18 Enduro Pkg.)
<b>Dimensions and weights</b>		
Total length	inches	86.6
Total width incl. bar end mirrors	inches	32.7
Seat height	inches	33.9 / 34.4 (with Enduro Pkg. Pro)
Ground clearance	inches	9.4 / 10.0 (with Enduro Pkg. Pro)
DIN unladen weight, road ready	lbs.	505
Permitted total weight	lbs.	948
Fuel tank capacity	gallons	4.1
<b>Performance figures</b>		
Acceleration 0-62 mph (100kph)	seconds	4.1
Top speed	mph	>124 mph

### **BMW Group in the United States**

BMW of North America, LLC was established 50 years ago to support the sales, marketing and distribution of BMW automobiles in the U.S. BMW Motorrad was brought into the fold in 1980. In 1993 BMW Group Financial Services NA, LLC was founded, and one year later BMW Manufacturing Co., LLC began assembling vehicles in South Carolina. In 2002 and 2003, BMW Group established MINI USA, and Rolls-Royce Motor Cars NA, LLC relaunching two iconic brands and rounding out its product portfolio.

Today, the BMW Group has a nationwide corporate footprint in the U.S. which consists of nearly 30 locations in 12 different states. Beyond the National Sales Company and Financial Services headquarters in Woodcliff Lake, NJ, its manufacturing plant in Spartanburg, South Carolina, and numerous other operational facilities, BMW Group in the U.S. also includes Designworks, a strategic design consultancy in Santa Monica, CA, BMW Group Technology Office USA, a technology research and development center in Silicon Valley, and BMW i Ventures, a venture capital fund, also in Silicon Valley.

BMW Group Plant Spartanburg is the largest single BMW production facility in the world, and the global center of competence for BMW Sports Activity Vehicles including the X3, X4, X5, X6, X7, and XM. The plant assembles more than 1,500 vehicles each day, and up to 450,000 annually. Since 1994, Plant Spartanburg has assembled nearly 7 million BMW vehicles in the U.S.

The BMW Group sales organization in the U.S. is represented through a network of 350 BMW retailers, 144 BMW motorcycle retailers, 105 MINI passenger car dealers, and 38 Rolls-Royce Motor Car dealers. The company's activities provide and support over 120,000 jobs across the U.S. and contribute more than 43.3 billion to the U.S. economy annually.

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