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The new 2026 BMW R 1300 RS.

- **New 1,300 cc Boxer Sport Tourer with 145 hp and 110 lb-ft of torque.**
- **The fastest and sportiest boxer bike in BMW Motorrad's current lineup.**
- **Optional ASA Automatic Shift Assistant.**
- **Market launch expected in late Q3/early Q4, 2025.**
- **MSRP of $16,995* plus Destination.** *Price subject to change.

Woodcliff Lake, NJ – April 29, 2025 . . . BMW Motorrad USA is proud to announce the new, sportier and more aggressive 2026 BMW R 1300 RS. The big boxer Sport Tourer returns with more power, more torque, more style, new technology and new options that allow each rider to tailor the extremely well balanced R 1300 RS to their specific desires and needs.

The low center of gravity and prodigious torque from the BMW boxer motor makes the new roadster an equally excellent companion for commuting, sport riding and touring.

"With the new BMW R 1300 RS, we've taken our sports touring bike with boxer engine to a whole new level. The motorcycle has been consistently designed with dynamic riding in mind. Thanks to an all-new engine, chassis and aerodynamic concept, it offers an even sportier riding experience than its predecessor. At the same time, it remains the perfect companion for comfortable touring and long-distance travel."
Hauke Glässing, Project Manager BMW R 1300 RS

BMW R 1300 RS FEATURES

- New 1,300 cc liquid-cooled boxer motor delivers 145 hp and 110 lb-ft of torque.
- New steel frame with aluminum rear section.
- New upside-down 47 mm front fork and revised EVO Paralever II rear suspension.
- New lighter wheels (combined -3.0 lbs.).
- New DSA Dynamic Suspension Adjustment with a first for production motorcycle upside down forks – an adjustable front spring rate.
- New Prop-Up Aid feature for the optional centerstand.
- New Riding Assistant with Active Cruise Control and Frontal Collision Warning.
- New Optional GPS Prep with electronic lock.
- Standard Riding Modes – RAIN, ROAD and ECO.
- Standard MSR Engine Drag Torque Control.
- Standard BMW Motorrad Integral ABS Pro.
- Standard Full LED Lighting. Headlight Pro Optional.
- Four Styles / Colors.
- New Standard Complimentary BMW Motorrad Ultimate Care Break-In Service.

DESIGN

"The new BMW R 1300 RS has been given a far sportier character than its predecessor. This is evident not only in its increased engine performance and chassis capability, it is also instantly visible in the bike's sporty design with fairing that extends a long way downwards. Accordingly, the ergonomics are now also noticeably sportier and more front-wheel-oriented – without compromising the typical BMW RS qualities of comfort for touring and long-distance travel." **Christian Hahn-Wörnle, Designer R 1300 RS**

The new BMW R 1300 R: Noticeably sportier both technically and visually but with comfortable long distance capabilities.

The goal in developing the new BMW R 1300 RS was to give the sports touring boxer motorcycle a significantly sportier and more dynamic feel – both technically and visually.

The fuel tank's dynamic flyline flows seamlessly into the sharply contoured front fairing with its distinctive headlights. The full fairing is visually broken up by functional technical cut-outs and recesses which showcase the aerodynamics of the new R 1300 RS. The model's sportier character is further emphasized by the split-face design of the front end.

Despite the headlight's added functionality with turning light, it appears noticeably smaller than its predecessor – giving it a more compact, sporty look. The low beam and turning lights are integrated while the high beam – barely visible – is positioned beneath the front fairing.

The aluminum die-cast rear frame complements the sporty character of the new R 1300 RS while retaining traditional RS touring capabilities, including useful luggage options. Thanks to its modular construction, the rear frame allows the bike to span the full range from stripped-back sports machine to comfortable touring motorcycle – with separate case holders and a variety of rear-end configurations, depending on individual preference and intended use, without compromising function or weight.

The aerodynamics also meet the demands of a true sports touring bike: during development, special emphasis was placed on the interplay between increased sportiness and the high level of wind and weather protection that is typical of RS models – all tested and refined in the wind tunnel. The optimized aerodynamics enhance performance,

resulting in an increased top speed of 152 mph. This makes the R 1300 RS the fastest and sportiest model in the current boxer engine line-up.

Finally, the sporty, dynamic appearance of the new R 1300 RS is rounded off by numerous carefully crafted details, such as the two-part front fender and the concealed center cover.

Alongside its more aggressive, sportier design, equipment features such as the Performance variant – including a sport suspension, short, hand levers, milled and adjustable footrests, DTC-Shift, two additional sport screens, sport seat, engine spoiler and sport tires – allow customers to dial up the bike's dynamic potential even further. At the same time, the BMW R 1300 RS remains a capable companion for everyday use and touring, and with options such as seat heating, Riding Assistant, a higher windscreen, and a variety of luggage choices, the bike can be perfectly tailored to individual needs of this type.

Perfect sporty ergonomics and equipment for dynamic sports touring – for one or two.

The BMW Motorrad designers set out to make the new BMW R 1300 RS significantly more dynamic and sportier than its predecessor, a goal the new Boxer roadster fulfills not only in terms of design, engine and chassis: equal importance was also placed on ergonomics, with a focus on creating a sportier, more active riding position.

Accordingly, the ergonomic triangle formed by the handlebars, footrests and seat of the new R 1300 R has been designed to position the rider noticeably further forward over the front wheel thanks to slightly rear set footrests and a flatter handlebar. This results in improved feedback from the front end, especially during sporty riding, and therefore greater controllability. At the same time, the sporty seating position still allows for relaxed touring and cruising, even with a passenger.

The handlebars are also around 1.4 inches wider than on the previous model. The optional comfort handlebars are positioned closer to the rider and set higher, resulting in a more relaxed riding position.

Further individual ergonomic adjustments are possible thanks to the footrest system with four-way adjustment, available on the Performance variant and as part of the range of Original BMW Motorrad Accessories.

A range of seat variants ensures an optimum seat height. Newly designed cases and a clever tank bag make the RS suitable for touring.

BMW Motorrad designers placed particular emphasis on optimum accessibility and a low seat height. For this reason, the development of the new R 1300 RS placed particular focus on achieving a seat height of 31.1 inches. In addition to the standard seat, the following are available as single optional extras.

- Sport seat, high (with seat heating, Style Performance standard trim only).
- Sport passenger seat (no seat heating, Style Performance standard trim only).
- Rider's seat, Comfort (with seat heating).
- Comfort passenger's seat (with seat heating).

For touring rides, the new BMW R 1300 RS can be fitted with a newly developed case system from the BMW Motorrad Original Accessories range, or with preparation for the luggage system fitted as optional equipment. The cases have a capacity of 26 and 29 liters respectively. Both are electrified and can be unlocked using the central locking system. They also both feature interior lighting, and the left-hand case includes a USB-C charging port. Additional storage is provided by the new optional topcase: this is also electrified, offers a capacity of 39 liters and includes a USB-C port.

Another accessory highlight in the new R 1300 RS is the new tank bag. For the first time, it is designed entirely without straps and is mounted on the motorcycle using a tank ring. A magnetic guide built into the tank ring makes fitting the tank bag especially easy.

The storage capacity can be expanded from 5 to 8 liters by means of a zipper. In addition, the tank bag features a rigid top and base and is UV-resistant. The rain cover that is included protects both the bag and its contents from moisture.

ENGINE AND DRIVETRAIN

"With significantly increased power and torque compared to its predecessor, the boxer engine in the new BMW R 1300 RS is the ideal drive for an even more dynamic sports touring experience – whether on country roads or on extended trips, even with a passenger and plenty of luggage." **Achim Baier, Vehicle Concept Manager BMW R 1300 RS**

Boxer engine with increased power and torque along with optimized smoothness and efficiency.

The boxer engine in the new BMW R 1300 RS has a capacity of exactly 1,300 cc a bore and stroke of 106.5 mm x 73 mm (predecessor: 102.5 mm x 76 mm). This increase in capacity derives from an enlarged cylinder bore and a new crankshaft with reduced stroke. It has an output of 145 hp (predecessor: 136 hp), still at 7,750 rpm, and develops a maximum torque of 110 lb-ft. at 6,500 rpm (predecessor: 105 lb-ft at 6,250 rpm), making it by far the most powerful serial production BMW boxer engine to date. The maximum engine speed is 9,000 rpm.

The increased power and torque output makes the new R 1300 RS more potent and dynamic than ever before, combining enormous pulling power with impressive peak output. This applies to riding fun both solo and with a passenger, whether on sporty rides along winding roads or when going on tours.

It was also possible to optimize efficiency. Despite offering significantly more power and torque, the new BMW R 1300 RS consumes no more fuel than its predecessor. The boxer engine sets standards in terms of running smoothness, too, offering a more direct response to throttle commands thanks to reduced load reversal cycles in the powertrain. Ideal alignment of the engine-frame also ensures an exemplary vibration response.

The boxer engine in the new R 1300 RS uses an air/liquid cooling system where coolant flows through the engine elements that are subject to particular thermal stress, such as the cylinder heads. Other features that are retained include the vertical-flow cylinder heads, variable oil intake, effective piston base cooling and the DOHC valve gear with light cam followers. In the new boxer engine, the two camshafts are driven on each side of the cylinder by a timing chain running over both camshafts, each from a reduction

sprocket. On the right-hand side, the drive is located in front of the cylinder, while on the left-hand side, the timing chain duct is arranged behind the cylinder. Furthermore, the engine of the new BMW R 1300 RS feature, the tried-and-tested knock sensor system and BMS-O engine management for highly effective combustion.

The new boxer engine compresses the fuel-air mixture at a ratio of 13.3:1 (predecessor: 12.5:1). The gain in power and torque with high efficiency is also due to recalculated timing and larger valve diameters: these now measure 44 mm instead of 40 mm on the inlet side and 35.6 mm instead of 34 mm on the outlet side.

More compact, lighter engine/gearbox packaging, new drive shaft drive and new rear hub.

The 6-speed gearbox and clutch are integrated into the engine housing, not behind the engine but underneath it. The advantages of this new arrangement lie in a reduced overall length and in improved packaging and weight balance, since it was possible to make the transmission shafts significantly shorter. Compared to the 1,250 cc power unit of the predecessor models, it was possible to achieve a weight saving of 8.6 lbs. for the basic engine and 14.3 lbs. for the entire powertrain. At the same time, an even greater concentration of mass towards the overall center of gravity ensures better handling qualities. As before, power is transmitted to the 6-speed gearbox via a ten-disk wet clutch with a self-reinforcing anti-hopping mechanism. Output is via two spur gears, one of which has an integrated vibration damper.

In the interests of increased shifting precision, the gearbox now has a sensor signal transmitter based on a torsion magnet instead of a metal spring. In combination with Gear Shift Assist Pro, this results in a much more direct feel when changing gear.

The driveshaft now has larger universal joints, while a decrease in angle reduces the deflection of the rotational transmission that is inherent in drive shaft joints. The rear axle hub has a longer wheel axle stub for easier mounting and dismounting of the rear wheel.

BMW ShiftCam technology for superior performance, smoothness and efficiency.

The boxer engine of the new BMW R 1300 RS is equipped with the unique BMW ShiftCam technology for varying the valve timing and valve stroke on the intake side. At

the heart of this technology is a single-section intake shift camshaft which has a partial-load and a full-load cam for each valve to be actuated, each with a different cam geometry. While the partial-load cam has been configured to ensure optimized fuel consumption and refinement, the full-load cam is designed for optimized output.

The intake cams for the left and right-hand intake valves of the partial-load cam differ in stroke and angular position. This phase shift means that the two intake valves are opened to different degrees and on a time-staggered basis. The effect of this is to create a swirl effect and therefore greater agitation of the fuel-air mixture flowing into the combustion chamber. As a result, the new BMW R 1300 R benefits from even more effective combustion.

Lightweight stainless steel exhaust system delivers optimum performance.

The 2-into-1 exhaust system of the new R 1300 RS is made entirely of stainless steel. It is designed for optimum output and torque in conjunction with the BMW ShiftCam technology and for very low weight. It enables a very homogeneous output and torque curve, thereby ensuring the best possible rideability and performance. Exhaust gasses are taken care of by a closed-loop catalytic converter controlled by an oxygen sensor. In this way, the new R 1300 RS complies not just with current exhaust standards, but is equipped to meet future requirements, too.

Three standard riding modes allow the bike to adapt to any road conditions.

The new R 1300 RS has three standard riding modes for adaptation to individual rider preferences. The “RAIN” and “ROAD” riding modes allow riding characteristics to be adapted to most road conditions. The “ECO” riding mode makes it possible to use the innovative BMW ShiftCam technology to achieve maximum range from a single tank of fuel. In this riding mode, a gentle throttle curve and moderate torque limitation promote a riding style that is as economical as possible. In order to provide visual support for a riding style geared towards optimized fuel consumption, an efficiency indicator in the upper status line of the TFT color screen provides feedback when “ECO” mode is activated. If maximum performance is required – e.g. on gradients or when overtaking – it is simple to quickly switch to another riding mode using the riding mode button.

Riding Modes Pro with the additional modes "DYNAMIC" and "DYNAMIC PRO".

The new R 1300 RS can be fitted with the optional Riding Modes Pro, which adds two additional riding modes - "DYNAMIC" and "DYNAMIC PRO".

At least two and a maximum of four riding modes can be chosen from a list in the settings menu, and these can be selected successively using the riding mode button. This offers a wide range of options for configuring the new R 1300 RS to suit the rider's personal needs. In this way, a preferred and easily manageable number of riding modes can be configured and selected while riding.

Standard MSR Engine Drag Torque Control is used to help avoid unstable riding conditions that can occur during coasting or downshifting due to excessive brake slip at the rear wheel. In these cases, MSR instantly opens the throttle valves to such an extent that drag torque is equalized and the motorcycle stabilizes.

The control response depends on the riding mode. In "ECO", "RAIN" and "ROAD" riding modes, MSR ensures maximum ride stability, whereas "DYNAMIC" and "DYNAMIC PRO" modes allow for more slip.

Standard DTC Dynamic Traction Control and optional DTC-Shift function available as part of Style Performance.

Standard DTC Dynamic Traction Control uses fixed base settings to control rear wheel slip in "RAIN", "ROAD" and "ECO" riding modes. In "DYNAMIC PRO" mode – included in the new R 1300 RS Style Performance – fine adjustment via DTC-Shift (+/– shift) is available. To put it simply, this function allows the length of the black line to be adjusted when accelerating out of a corner.

Available ASA Automatic Shift Assistant with fully automated clutch operation and manual or automated shifting for an enhanced motorcycling experience.

With ASA Automatic Shift Assistant, BMW Motorrad offers an innovative technical solution to make motorcycling easier and more comfortable. True to the motto "Simplify your Ride", automated clutch operation and gear changes puts the riding experience even

more front and center – without sacrificing the emotionally important dynamic of the shifting process.

ASA features two electromechanical actuators to automate clutching and shifting in the conventional 6-speed gearbox – the key difference from a conventional shift assistant. As a result, there is no need for a clutch lever for manual operation. Starting, stopping and maneuvering are effortless.

ASA also enhances the actual riding experience with quick gearshifts which are appropriate to the load and engine speed, and the resulting precise gear changes. The rider workload is thus reduced, resulting in greater riding enjoyment. ASA also creates a more direct connection to the boxer engine, as the precise clutch actuation makes it easier to control the ride using the throttle and gear lever.

In shift mode "M", gears can still be changed manually using the foot lever, allowing the rider to choose the exact shift point. ASA really comes into its own when using shift mode "D": here, perfectly timed gear changes with smooth torque interruption deliver efficient acceleration and greater ride stability. When shifting up, for instance, the usual jolt associated with a manual gearbox is largely eliminated, reducing the risk of helmet-to-helmet contact between rider and passenger.

Downshifts are also carried out with maximum smoothness, minimizing any disruption to the chassis. In order to ensure optimal gear shifting for each riding situation, different riding modes are assigned specific characteristics of the automated shifting function. And when used in conjunction with Cruise Control or Frontal Collision Warning, the networking of functions brings the future of motorcycling within reach.

Benefits offered by ASA Automatic Shift Assistant:

- No need for the rider to operate the clutch.
- Dynamic and convenient gear shifts for a more engaging ride.
- Choice between manual and automatic shifting.
- Automatic adaptation of shifting behavior to rider's style in mode D.
- Prevents the engine from stalling due to poor shift timing.

CHASSIS AND SUSPENSION

"The new BMW R 1300 RS is the most powerful sports touring bike with boxer engine that has ever been built. Its performance comes not only from the punchy engine but also from an extremely compact design and a clear focus on riding dynamics. The sports suspension in the R 1300 RS Performance also provides increased banking freedom and a firmer damping set-up for particularly sporty rides." **Markus Klein, Project Manager Riding Dynamics BMW R 1300 RS**

Newly developed chassis with steel main and aluminum rear frames.

The chassis of the new BMW R 1300 RS has been completely redesigned. The centerpiece is the new sheet steel main frame, which in addition to a significant space optimization for even more compact packaging, also offers higher levels of stiffness than the predecessor model. In the course of the redesign, the rear frame was also completely reconceived. In place of the previous tubular steel construction, the new R 1300 RS now has a rear frame made of die-cast aluminum. In addition to excellent stiffness levels and low weight, this new solution also has advantages in terms of optimized installation space as well as offering a high degree of freedom for innovative design. For example, a short, slim rear end in the new R 1300 RS forms a significantly stiffer bond with the main frame compared to its predecessor. This results in a noticeable increase in riding precision and stability.

In combination with a much more compact drivetrain, the new design of the chassis achieved a significant concentration of mass towards the overall center of gravity, which is reflected in noticeable handling benefits. At the same time, the new R 1300 RS is even more precise and stable when braking, requires noticeably less effort to ride, and offers a more satisfyingly precise response of the suspension components.

New upside-down telescopic fork, new EVO Paralever II rear suspension, and lighter wheels.

The BMW R 1300 RS features a new 47 mm upside-down telescopic fork with 5.5 inches of suspension travel. The redesigned rear suspension is built around the Evo Paralever II, with its significantly stiffer connection to the frame and a continuous

swinging arm quick-release axle. In addition, the swing arm bearing is now arranged off-axis to the axis of rotation of the drive shaft joint. The rear suspension travel is 5.1 inches.

The new R 1300 RS also features new 17-inch aluminum cast wheels with a hollow-spoke design. They weigh a combined 3.0 lbs. less than the previous wheels. The reduced rotational mass results in both improved acceleration and brake response as well as optimized handling qualities. Wheel sizes are 3.5 x 17" front and 6.0 x 17" rear, mounted with 120/70 ZR 17 and 190/55 ZR 17 tires, respectively.

New optional (DSA) electronic Dynamic Suspension Adjustment plus the world's first series production motorcycle telescopic fork with adjustable spring rate.

The standard Dynamic ESA electronic suspension offers a high level of riding safety and fun on a wide variety of terrains with its dynamic adjustment of the damping and adjustable rear spring pre-load.

The optional electronic Dynamic Suspension Adjustment now goes one step further, combining the dynamic adjustment of the front and rear damping with a corresponding adjustment of the spring rate (spring stiffness) – depending on the selected riding mode, riding conditions and dynamic maneuvers. In addition to the recently announced BMW R 1300 R, this makes the new BMW R 1300 RS the first series production motorcycles with an upside-down telescopic fork that allows adjustment of the spring rate. Automatic load compensation is provided by the adjustable spring pre-load.

This makes for an even more thrilling riding experience on all surfaces. Whether solo, with a passenger or with luggage – DSA ensures an even higher level of riding safety, performance and comfort. With DSA, the rider benefits from more refined handling. DSA also significantly simplifies usability due to even more integration with the different riding modes. The riding modes can be individualized by means of click-setting in the vehicle settings menu, offering a wealth of options for customizing the new R 1300 RS to suit personal preferences. DSA also includes a "prop-up aid" function, making it easier to raise the bike onto the optionally available center stand.

Sports suspension exclusive to the R 1300 R Style Performance.

The sports suspension fitted exclusively to the R 1300 RS Style Performance variant gives the dynamic roadster an even greater sporting edge. Here, the DSA suspension was further developed with a longer upside-down fork at the front and a longer rear shock. This allows for greater ground clearance and lean angles. In addition, firmer damping provides greater stability and gives the rider more precise feedback. The sport suspension increases ground clearance, thereby raising seat height by around 0.4 inches.

High-performance braking system with standard ABS Pro and optional Sport Brake.

The new R 1300 R comes standard with a twin 310 mm disc brake featuring two radially mounted four-piston fixed calipers at the front and a single 285 mm disc brake with two-piston floating caliper at the rear in conjunction with BMW Motorrad Fully Integral ABS Pro. Here, the handbrake and footbrake levers both activate the front and rear brakes simultaneously. Fully Integral ABS Pro is optimized for the respective purpose by means of an additional set-up that depends on the riding mode. In the Fully Integral ABS Pro settings, it is possible to lock the rear wheel via the foot brake lever.

As a back-up system to Fully Integral ABS Pro, Dynamic Brake Control (DBC) offers increased safety when braking in difficult situations – by preventing unintentional throttle application. By means of intervention in the engine control unit, the drive torque is reduced during braking, making full use of the braking power at the rear wheel. This keeps the motorcycle stable and shortens the braking distance.

The new BMW R 1300 RS Style Performance variant is also fitted with the Sport Brake system as part of the package. In addition to a sportier look with titanium-colored brake calipers, it offers a slight increase in braking performance.

ELECTRONICS

"The new full LED headlight in a very slim, sporty design gives the new BMW R 1300 RS a distinctive front profile and highlights its more distinct sporty character. With the Riding Assistant featuring Active Cruise Control (ACC) and Front Collision Warning (FCW), major new features are also available as optional equipment for added safety and comfort."
Matthias Hillebrand, Product Manager BMW R 1300 RS

Standard full LED headlight and state-of-the-art LED lighting throughout.

BMW Motorrad is regarded as the pioneer when it comes to motorcycling safety and related innovations. Accordingly, the new R 1300 RS comes standard with a newly designed twin-chamber LED headlight in a very slim, sporty design featuring a distinctive light icon. This illuminates the road with unrivalled clarity, thereby ensuring better perception in traffic. The lighting unit comprises two LED elements for the low beam and two additional, separately positioned LED elements for the high beam. State-of-the-art LED light units with newly designed LED turn indicators round off the lighting design of the new R 1300 RS.

With the optional Headlight Pro, the dipped beam of the standard full LED headlight is optimized for cornering, depending on the lean angle, by activating additional LED elements. In this way, the turn is almost fully illuminated because the light moves to where the motorcycle is heading. By optimizing the light pattern, the low beam light ensures an even wider and more homogeneous illumination of the road.

The function is activated when the engine is running, the high or low beam is activated and darkness is detected, from road speeds of approx. 6 mph and a banking angle of the motorcycle of approx. 7°. The additional lighting is highly effective up to a banking angle of approx. 25°. What is more, the adaptive turning light segment is activated in a dimmed state. The greater the banking angle, the brighter the segment becomes. This function significantly improves illumination when cornering.

Optional Riding Assistant with Active Cruise Control (ACC) and Frontal Collision Warning (FCW) for safe and comfortable motorcycling.

The new BMW R 1300 RS can be equipped with the Riding Assistant for safer and more comfortable motorcycling. This includes Active Cruise Control (ACC) and Frontal Collision Warning (FCW).

Active Cruise Control (ACC) enables maximum comfort and the best possible safety when riding: the electronic cruise control with integrated distance control can be used to set the desired riding speed as well as the distance to the vehicle in front. A radar sensor at the front of the motorcycle determines the distance to the vehicle ahead based on the yaw rate and vehicle speed. If this distance decreases, the system reduces speed and automatically restores the desired distance. This frees the mind for carefree riding fun, ensuring a relaxed ride, especially on long tours.

Frontal Collision Warning (FCW) with brake intervention is designed to provide protection from collisions and help reduce the severity of accidents. Frontal Collision Warning uses the ACC radar system to provide protection from frontal collisions. The rider assistance system can warn of potential collisions with other vehicles, or cyclists and preconditions the brakes.

For the first time, GPS Prep now features electric locking for maximum comfort.

The optional GPS Prep feature allows quick and secure attachment and operation of a navigation device or smartphone using a cradle mount. For the first time, this mount no longer requires a physical key – it unlocks electrically for maximum convenience. The new GPS Prep allows use of the BMW Motorrad Navigator 4 to 6, the ConnectedRide Navigator and the ConnectedRide Cradle.

Optional seat heating for rider and passenger.

In addition to the optionally available heated grips, the new seat heating for rider and passenger provides comforting warmth on colder days – for a more enjoyable riding experience. Seat heating for the rider is available with all seat height options, while passenger seat heating is only available in combination with the Comfort passenger seat.

Standard 12v power and USB-C sockets.

The new BMW R 1300 RS comes standard with two different types of sockets. A 12-volt onboard power socket is installed on the right-hand side near the passenger footrest pin. In addition, a USB-C socket with 5-volt supply is located on the left-hand side of the cockpit. It delivers up to 2,400 mA of charging current (normal level: 1,200 mA), enabling fast charging depending on smartphone type. A USB adapter cable is available as an accessory item and is equipped with sturdy kink protection.

The external and easily accessible socket is designed to be short-circuit-proof and is protected from overvoltage. Thanks to the integrated sealing cap, it is also effectively protected against the environment.

Connectivity: Multifunctional instrument cluster with 6.5-inch full-color TFT screen.

The new R 1300 RS features standard Connectivity, including a 6.5-inch full-color TFT screen. In conjunction with the standard BMW Motorrad Multi-Controller, it gives the rider fast access to vehicle and connectivity functions.

This means it is possible to conveniently make a phone call or listen to music during travel. If a smartphone and a helmet with the BMW Motorrad Communication System are connected via Bluetooth to the TFT screen, for example, the rider can conveniently access media playback and telephone functions. These functions can also be used without the need to install an app. With an active Bluetooth connection to any standard smartphone, the rider can enjoy the pleasures of listening to music during travel. In addition, the BMW Motorrad Connected App offers handy arrow-based navigation suitable for day-to-day use directly via the TFT screen. The BMW Motorrad Connected App can be downloaded free of charge from the Google and Apple app stores. It also includes additional functions such as route logging and the display of other travel information. The basic navigation system will be of particular interest to motorcyclists since it enables convenient organization of day-to-day travel and short trips without the need for additional equipment.

Standard Intelligent Emergency Call for increased safety.

Ensuring the fastest possible assistance in the event of an accident or in situations of emergency and danger can save people's lives. For this reason, BMW Motorrad has developed an eCall system – "Intelligent Emergency Call" – which aims to get help to the scene of the incident as quickly as possible.

COLORS AND STYLES

Racing Blue (Standard)

- Racing Blue paint.
- Black upside-down fork.
- Stainless steel exhaust.
- Unpainted seat insert.
- Passenger seat with embossed graphic.

Style Triple Black (optional)

- Black Storm Metallic paint.
- Engine Spoiler.
- Design Option Dark-Chrome plated rear silencer.
- Passenger seat with embossed graphic.

Option 719 Cuyamaca (optional).

- Brooklyn Grey Metallic paint.
- Black upside-down fork.
- Painted seat insert.
- Passenger seat with embossed graphic.
- Option 719 badge.
- Option 719 Milled Pack Shadow.
- Option 719 Sport wheels.
- Design Option Dark Chrome-plated rear silencer.
- Dark Chrome-plated exhaust pipe.

Style Performance (optional)

- Light White paint.
- Sport suspension.
- Upside-down gold front fork.
- Red rear spring.
- Milled Sport short handlebar.
- Machined short Sports hand levers.
- DTC-Shift + Sport Screens.
- Milled, adjustable footrests.
- Central fuel tank cover.
- Painted seat insert.
- Sport rider seat, high.
- Sport seat, standard height (optional).
- Rider seat, low (optional)
- Sport passenger seat with color accent and embroidery.
- Sport tires.
- Design Option wheels.
- Design Option Dark-Chrome-plated rear silencer.
- Sport silencer (optional).
- Dark-Chrome-plated exhaust manifold.
- Chrome-plated exhaust manifold (optional).

STANDARD EQUIPMENT

2-Cylinder air/liquid-cooled Boxer Engine with BMW ShiftCam, Anti-hopping wet clutch, 6-speed manual transmission, Cardan drive shaft, Cast aluminum wheels, twin disc front brake with 4-piston radial calipers, single-disk rear brake, Dynamic ESA, Fully Integral ABS Pro, Dynamic Brake Control, Upside Down Fork, Steering Stabilizer, DTC Dynamic Traction Control, BMW Motorrad Paralever, BMW Motorrad Integral ABS Pro, Electronic Immobilizer, LED headlight, LED tail light, LED turn indicators with Comfort turn function, 12v socket, USB-C port, DCC Dynamic cruise control with brake function, Multi-Controller, Colored TFT screen, Clutch lever adjustable, Handbrake lever adjustable, Rider and passenger seats, Keyless Ride, Riding Modes, Connectivity, Hill Start Assist, Intelligent Emergency Call, Ultimate Care Break-In Service.

All 2025 model year BMW motorcycle models include 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.

OPTIONS AND PACKAGES

Excellence Package
Ordered with Racing Blue, Style Triple Black or Style Option 719 variants.

- Gear Shift Assist Pro or Automatic Shift Assistant,
- Riding Modes Pro.
- DSA Dynamic Suspension Adjustment.
- Sport Brake.
- High Windshield.
- Riding Assistant.
- Comfort Passenger Seat.
- Seat Heating.
- Heated Grips.
- Tire Pressure Monitor.
- Headlight Pro.
- GPS Prep.
- Central Locking.
- Center Stand.
- Luggage Grid or Topcase Carrier.
- Saddlebag Mounts.

Excellence Package

Ordered with Style Performance variant.

- Gear Shift Assist Pro or Automatic Shift Assistant.
- Riding Modes Pro.
- DSA Dynamic Suspension Adjustment.
- Sport Brake.
- High Windshield.
- Riding Assistant.
- Comfort Passenger Seat.
- Seat Heating.
- Heated Grips.
- Tire Pressure Monitor.
- Headlight Pro.
- GPS Prep.
- Center Stand.

Accessories

- Sport, Heated Rider's Seat in High, Standard, or Low variants.
- Sport, Heated Passenger Seat.
- Heated Rider's Seat in High or Low variants.
- Comfort, Heated Rider's or Passenger Seat.
- Passenger Seat Cover.
- High Windshield.
- Side Cases, 26 / 29 liters, with internal LED lighting and USB-C power socket.
- Side Case Inner Bags.
- Top Case, 39 liters.
- Top Case Inner Bag.
- Tank Bag with strapless attachment system, expandable 5-8 liters.

TECHNICAL DATA

		R 1300 R S
Engine		
Capacity	cc	1,300
Bore/stroke	mm	106.5 x 73.0
Output	hp	145 @ 7,750 rpm
Torque	ft-lbs.	110 @ 6,500 rpm
Type		Air/liquid-cooled two cylinder boxer motor with two overhead chain-driven camshafts, a counterbalance shaft BMW ShiftCam.
Compression		13.3:1
Fuel		Premium unleaded 95 RON
Valves per cylinder		4
Ø intake / exhaust valve dia.	mm	44.0 / 35.6
Ø throttle valve	mm	52
Engine control		BMS-O with throttle-by-wire
Emission control		Closed loop 3-way catalytic converter EU5+
Electrical system		
Generator	W	650
Battery	V/Ah	12 / 10
Headlight		LED
Rear light		LED
Starter	W	900
Power transmission		
Clutch		Anti-hopping wet clutch, hydraulically operated
Gearbox		Constant-mesh 6-speed manual, cardan shaft drive
Transmission ratios	I	2.438
II		1.714
III		1.296
IV		1.059
V		0.906
VI		0.794
Primary ratio		1.479
Secondary ratio		2.909
Chassis		
Frame construction type		Main frame with bolt on rear frame, load-bearing engine
Front wheel suspension		47 mm telescoping fork
Rear wheel suspension		Cast aluminum single-sided swingarm with BMW EVO Paralever, WAD shock

Spring travel, front/rear	inches	5.5 / 5.1
Wheel castor	inches	4.8
Wheelbase	inches	60
Steering head angle	degrees	28
Brakes, front		Twin 310 mm disks with 4-piston radially mounted floating brake calipers
Brakes, rear		Single 285 mm disk with 2-piston floating caliper
ABS		BMW Motorrad Fully Integral ABS Pro
Wheels		Aluminum cross-spoked wheels
Wheel size front / rear	inches	3.50 x 17 / 6.00 x 17
Tire size front / rear		120/70 ZR17 / 180/55 ZR17
Dimensions and weights		
Total length	inches	84.2
Total width incl. bar end mirrors	inches	33.3
Seat height	inches	31.1 – 33.3
Ground clearance	inches	
DIN unladen weight, road ready	lbs.	540
Permitted total weight	lbs.	1,014
Fuel tank capacity	gallons	4.5
Performance figures		
Acceleration 0-62 mph (100kph)	seconds	3.2
Top speed	mph	152 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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