

K 1200 GT

Travel connoisseurs know something special when it comes along. A case in point is the BMW K 1200 GT, which with its water-cooled, in-line four-cylinder engine with 112 kW (152 bhp) and 130 Nm torque at 7,750 rpm, offers the perfect balance between comfort and performance. The chassis, with the BMW Motorrad Duolever front wheel suspension and the BMW Motorrad Paralever, provides increased driving safety and comfort. The BMW K 1200 GT is also available with the unique ESA¹ (Electronic Suspension Adjustment) as an optional extra, enabling riders to adjust the chassis at the push of a button to different driving modes and loads. The brake system and standard BMW Motorrad Integral ABS in the part integral version make riding a pleasure even at 0 mph. The new BMW K 1200 GT – five-star gran turismo.



Paintwork: aventurine silver metallic
Seat: black
Tank cover and rear side frame: dark slate metallic matt



Paintwork: dark graphite metallic
Seat: grey
Tank cover and rear side frame: granite grey metallic matt



Paintwork: deep blue metallic
Seat: black
Tank cover and rear side frame: dark slate metallic matt

Engine

Type	Water-cooled 4-stroke in-line four-cylinder, two camshafts, four valves per cylinder
Bore / stroke	79 mm x 59 mm
Capacity	1,157 cc
Rated output	112 kW (152 hp) at 9,500 rpm
Max. torque	130 Nm at 7,750 rpm
Compression ratio	13.0 : 1
Mixture control / engine management	Electronic intake pipe injection / digital engine management including knock sensor (BMS-K)
Emission control	Closed-loop 3-way catalytic converter, emission standard EU-3

Performance / fuel consumption

Maximum speed	Over 200 km/h
Fuel consumption per 100 km at constant 90 km/h	4.8 l
at constant 120 km/h	5.8 l
Fuel type	Unleaded premium, octane number 98 (RON), automatic knock control permits operation with minimum octane number 95 (RON)

Electrical system

Alternator	three-phase alternator 945 W
Battery	12 V / 19 Ah, maintenance-free

Power transmission

Clutch	Multiple-disc clutch in oil bath, hydraulically operated
Gearbox	Constant mesh 6-speed gearbox
Drive	Shaft drive

Chassis / brakes

Frame	Bridge-type frame, cast aluminium, load-bearing engine
Front suspension	BMW Motorrad Duolever; central spring strut

Rear suspension	Cast aluminium single-sided swing arm with BMW Motorrad Paralever; central spring strut with lever system, hydraulic, handwheel-adjustable (electronic with ESA ¹), infinitely variable spring pretensioner, adjustable rebound dampening (electronic rebound and compression adjustment with ESA ¹)
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ESA ¹ (Electronic Suspension Adjustment)	Shock absorber adjustment (rebound and compression in the rear, rebound in the front) dependent on the pre-selected basic spring setting (load condition), pushbutton adjustment
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Travel front / rear	115 mm / 135 mm
Wheelbase ²	1,572 mm
Castor ²	120 mm
Steering head angle ²	60.8°
Wheels	Cast aluminium
Rim, front	3.50 x 17"
Rim, rear	5.50 x 17"
Tyre, front	120/70 ZR 17
Tyre, rear	180/55 ZR 17
Brake, front	Twin disc, floating brake discs, ø 320 mm, 4-piston fixed calipers
Brake, rear	Single disc, ø 294 mm, double-piston floating caliper
ABS ¹	Standard equipment: BMW Motorrad Integral ABS (part-integral)

Dimensions / weights

Seat height	820 / 840mm (low seat ¹ : 800 / 820mm)
Inner leg curve	1,800 / 1,840 mm (low seat ¹ : 1,760 / 1,800 mm)
Unladen weight, road ready ³	282 kg
Dry weight ⁴	249 kg
Permitted total weight	520 kg
Payload	
(with standard equipment)	238 kg
Usable tank volume	24 l
Reserve	approx. 4 l
Length	2,318 mm
Height (excl. mirrors)	1,438 mm
Width (incl. mirrors)	965 mm (incl. panniers: 990 mm)

1) Optional extra

2) Unladen as per DIN standard

3) In compliance with Directive 93/93/EEC with all fluids, fuelled with at least 90% of usable tank volume

4) Unladen weight without operating fluids