

# K 1200 S

A masterpiece of engineering, with a thrilling combination of technology, performance and design, it was designed for the most intense experience yet on asphalt. This “power plant on two wheels” challenges even the most ambitious racing driver. A light turn of the accelerator throttle causes the 123 kW (167 bhp) of the four-cylinder-engine to catapult the BMW K 1200 S forward, accelerating swiftly from 0 to 100 km/h in 2.8 seconds. Maximum torque of 130 Nm at 8,250 rpm. This is power in its purest form. The chassis of the BMW K 1200 S reacts very well under these conditions – with extreme sensitivity, perfect responses, and clear feedback from the front wheel, it is ideal for use as a racing bike. Up front there is a unique BMW Motorrad Duolever suspension, and, at the rear, a BMW Motorrad Paralever suspension. For an even more pleasurable road experience and optimal control.



Paintwork: titan silver metallic / cosmic blue metallic / night black  
Side cover: black  
rims: cosmic blue metallic



Paintwork: night black  
Side cover: silver  
rims: silver



Paintwork: white aluminium metallic  
Side cover: black  
rims: yellow

## Engine

Type	Water-cooled 4-stroke in-line four-cylinder-engine, two camshafts, four valves per cylinder
Bore / stroke	79 mm x 59 mm
Capacity	1,157 cc
Rated output	123 kW (167 hp) at 10,250 rpm
Max. torque	130 Nm at 8,250 rpm
Compression ratio	13.0 : 1
Fuel / 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	4.7 l
at constant 120 km/h	5.5 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 580 W
Battery	12 V / 14 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 <sup>1</sup> ), infinitely variable spring pretensioner, adjustable rebound dampening (electronic rebound and compression adjustment with ESA <sup>1</sup> )
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ESA <sup>1</sup> (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 <sup>2</sup>	1,571 mm
Castor <sup>2</sup>	119 mm
Steering head angle <sup>2</sup>	61°
Wheels	Cast aluminium
Rim, front	3.50 x 17"
Rim, rear	6.00 x 17"
Tyre, front	120/70 ZR 17
Tyre, rear	190/50 ZR 17
Brake, front	Twin disc, floating brake discs, ø 320 mm, 4-piston fixed calipers
Brake, rear	Single disc brake, ø 265 mm, double-piston floating caliper
ABS	BMW Motorrad Integral ABS (part-integral)

## Dimensions / weights

Seat height	820 mm (low seat <sup>1</sup> : 790 mm)
Inner leg curve	1,810 mm (low seat <sup>1</sup> : 1,750 mm)
Unladen weight, road ready <sup>3</sup>	248 kg
Dry weight <sup>4</sup>	227.5 kg
Permitted total weight	450 kg
Payload (with standard equipment)	202 kg
Usable tank volume	19 l
Reserve	approx. 4 l
Length	2,182 mm
Height (excl. mirrors)	1,221 mm
Width (incl. mirrors)	905 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