



# R 1200 R

The BMW R 1200 R is a classic roadster, yet one which is far ahead of its time thanks to its state-of-the-art technology. But its confident attitude doesn't come by accident. After all, 80 kW (109 hp) and 115 Nm peak torque are bound to make a name for themselves. The unique style of the R 1200 R is a testament to the fact that only true originals can be one of a kind. The R 1200 R is a superb all-around talent on the road. On the one hand it is a powerful and sporty curve raider, while on the other it is a comfortable yet unflappable travel companion on longer tours. The R 1200 R can be tailor-made to the rider's needs with a wide array of accessories. Whether it's a sporty, a traditional or a more touring-oriented naked bike you desire, the BMW R 1200 R is always a faithful companion.



Paintwork: granite grey metallic



Paintwork: crystal grey metallic



Paintwork: night black



Paintwork: night black with stripe

## Engine

Type	Air/oil-cooled flat twin („Boxer“) 4-stroke, one camshaft and four valves per cylinder, central balancer shaft
Bore / stroke	101 mm x 73 mm
Capacity	1,170 cc
Rated output	80 kW (109 hp) at 7,500 rpm
Max. torque	115 Nm at 6,000 rpm
Compression ratio	12.0 : 1
Fuel / engine management	Electronic intake pipe injection/ BMS-K digital engine management with overrun fuel cut-off, twin-spark ignition
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	4.1 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 600 W
Battery	12 V / 14 Ah, maintenance-free

## Power transmission

Clutch	Single dry plate clutch, hydraulically operated
Gearbox	Constant mesh 6-speed gearbox with helical gear teeth
Drive	Shaft drive

## Chassis / brakes

Frame	Two-section frame consisting of front and rear sections with load-bearing engine-gearbox unit
Front suspension	BMW Motorrad Telelever; stanchion diameter 35 mm, central spring strut

Rear suspension	Cast aluminium single-sided swing arm with BMW Motorrad Paralever; central spring strut, hydraulic, hand-wheel-adjustable (electronic with ESA <sup>1</sup> ), infinitely variable spring pre-tensioner, adjustable rebound dampening (electronic with ESA <sup>1</sup> )
ESA <sup>1</sup> (Electronic Suspension Adjustment)	Shock absorber adjustment (rebound) dependent on the pre-selected basic spring setting (load condition), push-button adjustment
Travel front / rear	120 mm / 140 mm
Wheelbase <sup>2</sup>	1,495 mm
Castor <sup>2</sup>	119 mm
Steering head angle <sup>2</sup>	62.9°
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, four-piston fixed calipers
Brake, rear	Single disc brake, ø 265 mm, double-piston floating caliper
ABS <sup>1</sup>	BMW Motorrad Integral ABS (part-integral)

## Dimensions / weights

Seat height	800 mm (low seat <sup>3</sup> : 770 mm, high seat <sup>3</sup> : 830 mm)
Inner leg curve	1,800 mm (low seat <sup>3</sup> : 1,760 mm, high seat <sup>3</sup> : 1,860 mm)
Unladen weight, road ready <sup>4</sup>	223 kg
Dry weight <sup>5</sup>	198 kg
Permitted total weight	450 kg
Payload (with standard equipment)	227 kg
Usable tank volume	18 l
Reserve	approx. 3 l
Length	2,145 mm
Height (excl. mirrors)	1,285 mm
Width (incl. mirrors)	872 mm

1) Optional extra  
2) Unladen as per DIN standard  
3) Optional extra and accessories  
4) In compliance with Directive 93/93/EEC with all fluids, fuelled with at least 90 % of usable tank volume  
5) Unladen weight without operating fluids