

R 1200 S

BMW Motorrad's sportiest twin-cylinder is aiming for new best times. The BMW R 1200 S boasts 90 kW (122 bhp) and a maximum torque of 112 Nm at 6,800 rpm. The BMW Motorrad Telelever and BMW Motorrad Paralever, combined with the exclusive Öhlins components, are extremely responsive, allowing optimal contact with the ground and transferring the power unerringly to the asphalt. It is immediately apparent from the dynamic design of the R 1200 S that here is a machine for true sports bike fans. The brake system ensures that deceleration is finely regulated, thanks to the large discs and four-piston brake callipers. The two-channel ABS can be deactivated for use on the racetrack. Just climb on and go for a sporty ride!



Paintwork: shine yellow metallic
Seat: black



Paintwork: night black
Seat: black



Paintwork: white aluminium metallic
Seat: black



Paintwork: titan silver metallic/
magma red
(Bicolour for extra charge)
Seat: magma red
Pillion seat: black

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	90 kW (122 hp) at 8,250 rpm
Max. torque	112 Nm bei 6,800 rpm
Compression ratio	12.5 : 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	4.3 l
at constant 120 km/h	5.6 l
Fuel type	Unleaded premium, minimum octane rating 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	Three-section frame consisting of front, middle and rear sections, load bearing engine-gearbox unit
Front suspension	BMW Motorrad Telelever; stanchion diameter 41 mm, central spring strut

Rear suspension	Cast aluminium single-sided swing arm with BMW Motorrad Paralever; WAD strut (travel-related damping), hydraulic, handwheel- adjustable (electronic with ESA ¹), infinitely variable spring pretensi- oner, adjustable rebound dampen- ing (electronic with ESA ¹)
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ESA¹ (Electronic Suspension

Adjustment	Shock absorber adjustment (rebound) dependent on the pre-selected basic spring setting (load condition), pushbutton adjustment
Travel front / rear	110 mm / 120 mm
Wheelbase ²	1,487 mm
Castor ²	87 mm
Steering head angle ²	66°
Wheels	Cast aluminium
Rim, front	3.50 x 17"
Rim, rear	5.50 x 17" (optional extra: 6.00 x 17")
Tyre, front	120/70 ZR 17
Tyre, rear	180/55 ZR 17 (optional extra: 190/50 ZR 17)
Brake, front	Twin disc brake, floating brake discs, ø 320 mm, 4-piston fixed calipers
Brake, rear	Single disc brake, ø 265 mm, double-piston floating caliper
ABS ¹	BMW Motorrad ABS, can be switched off

Dimensions / weights

Seat height	830 mm
Inner leg curve	1,810 mm
Unladen weight, road ready ³	213 kg
Dry weight ⁴	190 kg
Permitted total weight	410 kg
Payload (with standard equipment)	197 kg
Usable tank volume	17 l
Reserve	approx. 4 l
Length	2,151 mm
Height (excl. mirrors)	1,177 mm
Width (incl. mirrors)	870 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