



## R 1200 ST

The BMW R 1200 ST is the perfect combination of sportsbike performance and touring comfort. Its 81 kW/110 bhp of power and 115 Nm of torque deliver responsive acceleration and smooth cruising, making it perfect for long and short journeys alike. Ergonomic design and excellent protection from the elements mean you can ride in comfort all day long, and it's equally at home on twisting mountain roads as it is flying down the highway. This is a motorcycle designed for riders who know what they want – and who want something different every day.



Paintwork: night black



Paintwork: titanium silver metallic

### 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	81 kW (110 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	3.7 l
at constant 120 km/h	5.1 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 720 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, 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 <sup>1</sup> ), infinitely variable spring pretensioner, 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	110 mm / 140 mm
Wheelbase <sup>2</sup>	1,495 mm
Castor <sup>2</sup>	104 mm
Steering head angle <sup>2</sup>	64.3°
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, ø 265 mm, double-piston floating caliper
ABS <sup>1</sup>	BMW Motorrad Integral ABS (part-integral)

### Dimensions / weights

Seat height	810 / 830 mm (low seat: 780 / 800 mm)
Inner leg curve	1,810 / 1,850 mm (low seat: 1,750 / 1,790 mm)
Unladen weight, road ready <sup>3</sup>	229 kg
Dry weight <sup>4</sup>	205 kg
Permitted total weight	460 kg
Payload (with standard equipment)	231 kg
Usable tank volume	21 l
Reserve	approx. 4 l
Length	2,165 mm
Height (excl. mirrors)	1,220 mm
Width (incl. mirrors)	890 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