

BMW Motorrad



R 1200 GS

The Ultimate
Riding Machine



ENDURO

UNSTOPPABLE
R 1200 GS



WHERE ROAD AND OFF-ROAD MEET.

Sometimes tarmac just doesn't cut it. If you're looking for a motorcycle that is as at home on muddy trails and in open country as it is on winding mountain passes, then the R 1200 GS is for you. The boxer engine has been updated to give it more torque, improved responses and better acceleration across the rev range. Now

more than ever, the R 1200 GS combines the comfort of a touring bike with supreme off-road manageability. There's a world out there waiting to be explored – and the R 1200 GS is the bike to do it on. UNSTOPPABLE ENDURO.



WHERE REFINEMENT AND RUGGEDNESS MEET.

The suspension of the R 1200 GS is as comfortable as they come. At the front, the BMW Motorrad Telelever is more than a match for any pothole, with its central spring strut, spring preload that is mechanically adjustable between five settings, and 190 millimetres of travel. And at the rear, a die-cast aluminium

single swing-arm with a BMW Motorrad Paralever and a WAD travel-related damping strut can handle even the roughest of terrain, thanks to its 200 millimetres of travel. Here, both the spring preload and the compression damping can be adjusted to suit the ground and the load. And for even greater comfort, BMW Motorrad

Enduro ESA is available as an option. This enables both spring and damping settings to be adjusted at front and rear electrically at the touch of a button. On-road, riders can choose between three load settings ("Rider only", "Rider with luggage", "Rider with pillion passenger"), which can be combined with three ride settings



WHERE POWER AND ENDURANCE MEET.

No limits: on the R 1200 GS, you are equipped to handle any challenge. The refined yet potent boxer engine now develops 110 horsepower (81 kilowatts), and has a maximum torque of 120 newton-metres at 6,000 rpm, yet fuel consumption hasn't increased at all. Its DOHC cylinder heads, with four valves per cylinder, represent the technological state of the art, and

help the four-stroke twin-cylinder to achieve a flatter torque curve, for better throttle responses at all engine speeds. It also produces a full, powerful engine note.

The brake system doesn't do things by halves either. A double-disc brake with a four-piston fixed caliper at the front, and a single-disc brake

with a double-piston floating caliper at the rear deliver awesome stopping force to the wheels of this exceptional touring enduro. And switchable, partially integral BMW Motorrad ABS is available as an option. Though of course you won't want to slow down too often on the R 1200 GS. Not when there's so much out there waiting to be discovered.

R 1200 GS

(Sport, Normal and Comfort). Off-road, riders can combine two spring preload settings (moderate or maximum) with three damping settings (soft, normal or hard). Sophisticated technology that's equal to any situation.



WHERE FORM AND FUNCTION MEET.

Powerful and dynamic, the R 1200 GS combines characteristic enduro features with key attributes of a touring bike. This is a machine that adapts to its rider – it is the only bike of its kind to offer adjustable seat height (between 850 and 870 millimetres), windshield height and handlebars. And the wide range of optional equipment includes pretty much everything you

could want, from ABS to cross-spoke wheels. Pillion passenger comfort too is unusually good for a touring enduro, making the R 1200 GS the perfect way to experience the joy of riding, on your own or with a companion. If you're looking for a well-rounded blend of all-round functionality and distinctive flair, the choice couldn't be clearer.



Alpine White



Ostra Grey Matt Metallic



Sapphire Black Metallic



Magma Red

ENGINE

Type	Air/oil-cooled, four-stroke twin-cylinder boxer engine, four radial valves per cylinder, double overhead camshaft, central balance shaft
Bore x stroke	101 mm x 73 mm
Capacity	1,170 cc
Max. output	110 hp (81 kW) at 7,750 rpm
Max. torque	120 Nm at 6,000 rpm
Compression ratio	12.0:1
Fuel/engine management	Electronic intake pipe fuel injection, BMS-K+ electronic engine management with overrun cut-off, twin-spark ignition
Emission control	Regulated 3-way catalytic converter, compliant with EU3 emission standard

PERFORMANCE/FUEL CONSUMPTION

Max. speed	Over 200 km/h
Fuel consumption per 100 km at a constant 90 km/h	4.3 litres
Fuel consumption per 100 km at a constant 120 km/h	5.5 litres
Fuel type	95–98-octane (RON) premium/super plus unleaded (knock control; max. output achieved with 98-octane fuel); 91-octane fuel mapping available as an option

ELECTRICS

Alternator	720-W three-phase generator
Battery	12 V/14 Ah, maintenance-free

TRANSMISSION

Clutch	Hydraulically operated single-disc dry clutch
Gears	Six-speed helical synchronesh gearbox
Drive	Shaft drive

CHASSIS/BRAKES

Frame	Two-section frame made up of front and rear subframes with load-bearing engine/gearbox
Suspension, front	BMW Motorrad Telelever; stanchion diameter 41 mm, central spring strut, spring preload mechanically adjustable between 5 settings
Suspension, rear	Die-cast aluminium single swing-arm with BMW Motorrad Paralever; WAD travel-related damping strut, spring preload steplessly and hydraulically adjustable via handwheel, adjustable rebound damping
Travel, front/rear	190 mm/200 mm
Wheelbase	1,507 mm
Castor	101 mm
Steering head angle	64.3°
Wheels	Cast aluminium
Rim dimensions, front	2.50 x 19"
Rim dimensions, rear	4.00 x 17"
Tyre, front	110/80 R 19
Tyre, rear	150/70 R 17
Brake, front	Double-disc brake, floating discs, diameter 305 mm, four-piston fixed caliper
Brake, rear	Single-disc brake, diameter 265 mm, double-piston floating caliper
ABS	Optional BMW Motorrad ABS (partially integral), switchable

DIMENSIONS/WEIGHT

Seat height	850/870 mm (low seat: 820 mm, lowered suspension: 790 mm)
Rider step length	1,890/1,940 mm (low seat: 1,820 mm, lowered suspension: 1,760 mm)
Unladen weight, fully fuelled/road-ready (1)	229 kg
Dry weight (2)	203 kg
Max. permitted weight	440 kg
Max. load (with standard equipment)	211 kg
Usable tank capacity	20.0 litres
Of which reserve	Approx. 4.0 litres
Length	2,210 mm
Height (excluding mirrors)	1,450 mm
Width (inc. mirrors)	915 mm

Dimensions refer to unladen motorcycles as per DIN standard definition.

(1) As defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90% of usable tank capacity.
(2) Unladen weight without operating fluids.

For more information, visit
bmw-motorrad.com

OPTIONAL EQUIPMENT



ASC (AUTOMATIC STABILITY CONTROL)

- Prevents rear wheelspin
- For greater control and enhanced safety, even in low-grip conditions
- Switchable



SPOKED WHEELS

- Cross-spoked wheels
- Front wheel: 2.5 x 19 inches for 110/80 R 19
- Rear wheel: 4.0 x 17 inches for 150/70 R 17

ACCESSORIES



CARBON FRONT MUDGUARD

- Weighs 50% less than standard component
- In stylish clear-lacquered carbon
- Other carbon parts also available



ENGINE PROTECTION BAR

- Made of electropolished stainless steel
- Works together with standard bash plate
- Does not affect maximum lean angle
- Protects against damage to cylinder area



LARGE TANKBAG

- Capacity expandable from 13 to 19 litres
- Waterproof
- A4-sized map pocket with patented cradle for mobile phones etc.
- Detachable hip bag
- Cannot be used where handlebar cross-brace is fitted



Check out the Enduro helmet and the full range of Rider and Motorcycle Equipment online.

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