

BMW Motorrad
Enduro



R 1200 GS
Adventure

The Ultimate
Riding Machine

R 1200 GS Adventure

Explore your horizon.



Even the longest journeys begin with a single step. (Confucius 551–479 BC) The first step of our journey through China took us to the Pamir plateau. Travelling with the BMW R 1200 GS Adventure, which features a powerful engine, sophisticated ergonomic design and outstanding chassis, it's fair to say that we had probably the world's greatest explorer amongst our ranks. The journey was far from easy though – up there, over 5,000 metres above sea level, one local had more red blood cells than our entire team put together, and as the air only contains half as much oxygen as at sea level, we all struggled to catch our breath. However, stood before the incredible Muztagh Ata (Father of Ice Mountains), our breath was taken away for entirely different reasons. Standing proudly at 7,546 metres, it was a stunning sight and one we'll remember for the rest of our lives – just as we will the hospitality of our hosts, incredibly warm people in one of the world's harshest regions.

Contentedness leads to inner peace.
(Lao Tse, 3rd or 4th century BC)
We came looking for adventure and that's exactly what we got on the journey up to the 380 km², 4,000-metre high Kara Kul lake, just beyond Tashkurgan. With tight bends, rough gravel tracks and river crossings, it's the kind of territory where it pays to stow your equipment in a watertight case. Thanks to the excellent chassis, equipped at the front with a sensitive Tele lever and at the rear with its precision Para-lever and WAD strut, we were able to enjoy a "pleasant journey" nonetheless, secure in the knowledge that we could also count on ASC* and the outstandingbraking system, featuring the new version of the disengageable BMW Motorrad Integral ABS.

* optional, available from start of 2007





The only limits are those in the mind. (Zen proverb) The road to Hotan is rocky, littered with potholes and can only be taken in the dry season, so was absolutely perfect for us and our machines. With a host of features as standard, such as factory-fitted engine and tank guards, and a massive 33-litre tank, the BMW R 1200 GS could take just about anything this barren wilderness could throw at it. With night-time temperatures dropping below freezing though, we just wished it could have done something to warm up our tent.



Whether you travel fast or slow, the road ahead is the same. (Chinese proverb)
You used to have to be a pretty tough customer to pass through the Tashkurgan valley unscathed. Show any signs of weakness, and you'd likely be relieved of your possessions by the local elcoming committee. Times have changed since then, but even if you're a lot safer there today, it's good to know your companion's got a bit of muscle. And with a boxer engine that delivers an eye-watering 100 bhp (74 kW)* and develops a maximum torque of 115 Nm at 5,500 rpm, ours certainly packs a punch, whether on fast sections of track or difficult-to-negotiate stretches.

* 98 bhp (72 kW) in Germany



Only he who knows his goal will be successful in finding his way. (Lao Tse, 3rd or 4th century BC)
Great countries need great explorers. And great explorers need even greater machines. With its 1,170 cc engine and imposing high seat position, the BMW R 1200 GS Adventure had us feeling just like Marco Polo. And when we came back down to earth, the seemingly endless expanses of the Takla Makan desert were the perfect place to regain a sense of perspective.



Wherever you go, go with all your heart.
(Confucius, 551–479 BC)





A good horse is praised for its virtue, as well as its strength. (Confucius, 551–479 BC) The Tajiks are a race of superb riders, and anyone watching them playing their version of polo, which uses the body of a goat as a ball, will quickly agree. Just to be able to keep up with the game, the rider and his horse must come together in perfect harmony, functioning as a single entity. It's just like the relationship between the R 1200 GS Adventure and its rider. The slender design allows the legs to tuck in tightly to the motorcycle, and its broad footrests ensure a comfortable, secure hold. The brake pedal and gearshift lever are also both height adjustable, allowing the rider to adapt easily to any riding situation, standing or sitting. And just as every trusty steed requires a saddle, the Adventure's seat bench offers a choice of two height settings for varied riding positions, as well as double-butt aluminium handlebars that make holding on to the reins easy, whatever the going underfoot.





Going to the river merely hoping to catch fish isn't enough. You must always take a net. (Chinese proverb) Just for a change, we decided to cross one of the many rivers here by bridge. Not, of course, before first testing out its stability – safety is paramount in everything we do. To ensure safe riding at all times, a superbly well-equipped motorcycle is obviously essential, but so is selecting the correct rider equipment. The Rallye 2 Pro suit is ideal – with excellent safety features it is exceptionally comfortable to wear and boasts a GORE-TEX® insert, meaning it can tackle any weather. And if it's worn with the Rallye 2 gloves, Rallye GS2 boots and the new BMW Motorrad Enduro helmet, you'll find it suddenly doesn't matter if there's a bridge over the river or not.





Do not concern yourself with whether people know you, but with whether you are worth knowing. (Confucius, 551–479 BC) When you're out adventuring, chances are you'll be carrying plenty of luggage, and our team was no exception. Whenever we got the chance though, we left our bags back at base, and gave the motorcycle the chance to show us exactly what it was capable of. Immensely powerful yet incredibly responsive, the machine is just as happy drifting through bends as it is taking on gravel tracks flat out. And it proved almost as much of a hit with the local farmhands as it was with us.





China. A country full of wisdom. People today have more to thank the great, ancient culture of the Middle Kingdom for than they realise. Three of possibly the most revolutionary discoveries since the invention of the wheel, namely printing, gunpowder and the compass, came out of China. Naturally, the last of these is the most useful for an adventurer, not least when travelling round a country of over 9,600,000 km². Wherever your journey takes you though, you'll come across stunning landscapes, fascinating history and, most of all, wonderfully warm-hearted, welcoming people.



The province of Xinjiang (New Province) lies in the western region of the People's Republic of China and covers an area of 1,660,000 km². With a population of over 19 million, it is home to an incredible variety of Eurasian peoples, largely as a result of the eastern Silk Road that passes right through it.



Ready to take on the world, as standard.
If you're looking for adventure, you can't let challenges get the better of you. The BMW R 1200 GS Adventure boasts a range of features fitted as standard that ensure you won't have to shy away from anything. It's the world's only travel enduro that comes ready to tackle anything Mother Nature can throw at it.

Constant performance in the wild. The engine.
At the heart of this powerful machine sits a 1,170 cc boxer engine, producing 100 bhp (74 kW)* and an enormous maximum torque of 115 Nm at 5,500 rpm. Its flat out speed on fast stretches is truly something to behold, whilst the control it offers on more challenging routes is equally as impressive. The balancing shaft eliminates unwanted vibration and the gearbox, with its short shifts, makes changing gear easy and precise.

Taking you to the end of the world, and back. The chassis.
If you're going to take on the world you need to be sure of foot. Or sure of chassis. Whether on tough desert trails, extreme cross country routes or even tarmacked roads (should you come across any), the chassis of the R 1200 GS Adventure will not be found wanting. The BMW Motorrad Telelever at the front offers 210 mm of travel, optimum brake dive compensation and precision response on surfaces of any kind. The rear of the motorcycle features a BMW Motorrad Paralever with a WAD (travel-related damping) strut and 220 mm of travel, and the Adventure's upper torque reactor strut ensures excellent ground clearance for off road riding.

* 98 bhp (72 kW) in Germany



Large windshield
Adjustable angle. Offers optimum protection, even at higher speeds. Side flaps limit draughts around the kidney region.

33-litre tank
Gives a theoretical range of over 700 km (at constant 90 km/h).

Adjustable seat bench
Two height settings, 910 mm and 890 mm.

Stainless steel luggage rack
Large, sturdy platform for luggage and the optional aluminium topcase.

BMW Motorrad Telelever
Extremely sensitive and with 210 mm of travel.

BMW Motorrad Paralever
220 mm of travel and upper torque rod.

Wide footrests
For comfortable upright riding. Adjustable gear and brake levers.

Tank, engine and valve cover guard
Strong stainless steel guard for tank and engine. High-quality aluminium valve cover guard.

Powerful alternator
For additional electrical items. Outputs 720 watts.

Return ticket to Adventure. First class please.
The ergonomic design of the R 1200 GS Adventure ensures maximum comfort at all times. In its upper position (910 mm), the continuous surface of the seat bench offers the freedom of movement required for riding over difficult terrain, and the motorcycle's slender front means that no matter how much fun you're having, you'll easily be able to get your feet back on the ground. The adjustable brake and gearshift lever round off what is an exceptionally well-designed machine.

Travel insurance. The brakes.
A rider needs to have total confidence in his brakes. That's why the BMW Motorrad braking system comes equipped with 305 mm diameter double discs at the front and a 265 mm single disc brake at the rear. The new version of the BMW Motorrad Integral ABS system, which weighs 50 per cent less than its predecessor, is available as an option. Riders can now exercise even more precise control over braking, and no more maintenance is required than would be for a motorcycle without ABS. As with the previous version of the system, the integral function (partially integral version) can be deactivated for off-road use.

Traction first. BMW Motorrad ASC*.
The new ASC (Automatic Stability Control) makes motorcycling even safer. Fitted in conjunction with BMW Motorrad Integral ABS, this rider aid prevents wheelspin. When riding in adverse conditions, for example on wet or uneven surfaces, ASC significantly improves the stability of the motorcycle, and with it the safety of the rider. However, even ASC can't defy the laws of physics, and when it is activated, riders need to exercise some caution – especially when accelerating hard and leaning into corners. And if you don't want the electronics to intervene, the system can be deactivated at the touch of a button, even while the bike is in motion. ASC also features a special off-road setting, which allows for more slippage on loose surfaces.

* available from start of 2007

Everything you could possibly need is available as specially fitted equipment. Uniquely for its class, the new R 1200 GS Adventure is ready to take on the world as soon as it leaves the factory floor. However, a comprehensive range of BMW Motorrad optional equipment is also available to help you customise your machine to your exact requirements.



To the ends of the earth, safely. The new partially integral version of **BMW Motorrad Integral ABS** can be disconnected for off road use.



All the traction you need. **Off road tyres.** The Adventure can also be fitted with ontinental TKC 80 tyres at no additional cost, if preferred.



With the chrome **finish exhaust system**, you're sure to catch the eye, wherever you are in the world.



Don't limit your adventures to the desert. **Heated grips** provide both comfort and safety in cold conditions warm hands steer better.



Light up the world's darkest corners. Both **additional spotlights attach** to the fuel tank protection bracket, so you can see and be seen, wherever you are.



Keep hold of it all. **Case holders** for the aluminium cases form part of the new aluminium luggage system.



The **TPC (Tyre Pressure Control)** system increases safety. It informs riders of the current tyre pressure, and warns them via the on-board computer if it falls below a certain level.

Other optional equipment:

- On-board computer
- Alarm system
- White indicators¹⁾
- White LED indicators²⁾
- ASC (Automatic Stability Control)³⁾

Ensure no two journeys are ever the same. Accessories. Whatever the continent, whatever the trip, tailor your R 1200 GS Adventure to your own personal tastes with these exclusive BMW Motorrad accessories. Available from BMW Motorrad dealers – worldwide.



Together, the two watertight **aluminium cases** offer 82 litres of storage capacity. They come equipped with lashing eyes for securing additional luggage and have hinged and detachable covers. Matching locks are also available.



The watertight **topcase** has a capacity of 32 litres and comes with lashing eyes for securing additional luggage.



The **topcase holder** serves as the base for the topcase and is mounted on the stainless steel luggage rack.



Transportable, watertight **inner bags** for the aluminium cases and topcase make loading and unloading easier and protect the luggage. A kit is provided to attach them to the case.



The 22-litre **tank rucksack**, with its large map compartment and integrated, removable hip bag, is completely watertight. It's Teflon coating prevents the accumulation of dirt.



Lost? Not with the Bluetooth®-enabled **BMW Motorrad Navigator**. It comes with a carrying bag and ensures no matter where you are, you'll always find your way back to base.



Safety first. The **off road protective disc** prevents damage to the headlamp when riding off road (road use not permitted).



Energy, whenever you need it. The **extra socket** allows for additional electrical appliances to be connected.



The 100-per cent titanium **sport silencer** weighs just 2.2 kg, and is beautifully made and finished.

Other accessories:

- Carrying handle for aluminium cases
- Sports softbag, large
- Sports softbag, small
- Anti-theft alarm system
- Valve cover emergency kit
- Carbon fibre front wheel fender
- Carbon fibre rear splash guard
- Paddock stand with adapter
- On-board toolkit
- Topcase back cushion
- White indicators
- RDC⁴⁾
- Pannier mounting
- Additional headlight
- Oil filler neck safety screw
- Tinted windshield

¹⁾ available until February 2007
²⁾ available from February 2007
³⁾ available from start of 2007
⁴⁾ currently under development

Technical Details

Engine

Construction	Bore x stroke	Capacity	Max. output	Max. torque	Compression ratio	Fuellengine management	Emission control
Air-foil-cooled, 2-cylinder, 4-stroke boxer, one camshaft, four valves per cylinder, central counterbalance shaft	101 mm x 73 mm	1,170 cc	100 bhp (74 kW) ¹⁾ at 7,000 rpm	115 Nm at 5,500 rpm	11,0 : 1	Electronic intake pipe injection/BMS-K electronic engine management with overrun fuel cut-off, twin-spark ignition	Regulated 3-way catalytic converter, compliant with EU-3 emission standard

Chassis/brakes

Frame	Front wheel guidance/suspension	Rear wheel guidance/suspension	Travel, front/rear	Wheelbase (unladen as per DIN standard)	Caster (unladen as per DIN standard)
Three-section frame made up of front and rear section with load-bearing engine/transmission unit	BMW Motorrad Telelever, stanchion diameter 41 mm, central strut, 5-stage mechanically-adjustable spring pre-load	Die-cast aluminium single-sided swinging arm with BMW Motorrad Paralever; WAD (travel-related damping) strut, infinitely adjustable spring pre-load using hydraulic handwheel, adjustable rebound damping	210 mm/220 mm	1,511 mm	88.7 mm

Chassis/brakes

Steering head angle (unladen as per DIN standard)	Wheels	Rim dimensions, front	Rim dimensions, rear	Brakes, front	Brakes, rear	ABS
65.2°	Cross-spoke	2.50 x 19"	4,00 x 17"	Double-disc brake system with floating 305 mm-diameter brake discs, 4-piston fixed caliper	Single 265 mm-diameter disc brake, double-piston floating caliper	Disengageable BMW Motorrad Integral ABS (partially integral) available as an option

Transmission

Clutch	Gears	Drive
Hydraulically operated single-disc dry clutch	Constant-mesh 6-speed gearbox with helical gearing	Shaft drive

Electrics

Alternator	Battery
720-W generator	12 V/14 Ah

Performance/fuel consumption

Max. speed	Consumption per 100 km	Consumption per 100 km	Fuel type
over 200 km/h	at a constant 90 km/h 4.6 litres	at a constant 120 km/h 6.1 litres	Super plus unleaded 95 octane (RON); can also be operated with minimum 91 octane (RON) due to automatic knock control.

Dimensions/weight

Seat height, unladen	Rider step length, unladen:	Unladen weight, fully fueled/road-ready ²⁾	Dry weight ³⁾	Max. permitted weight	Max. load (standard prod. models)	Usable tank volume	of which reserve
910/890 mm	2,000 / 1960 mm	256 kg	223 kg	475 kg	219 kg	33.0 litres	approx. 4.0 litres

Length	Height (not inc. mirrors)	Width (inc. mirrors)
2,250 mm	1,470 mm	955 mm

¹⁾ 98 bhp (72 kW) in Germany.
²⁾ As defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90% of usable tank capacity.
³⁾ Unladen weight without operating fluids.

For stylish adventures. Available in the classic GS colour of alpine white or in white aluminium matt metallic, the new BMW R 1200 GS Adventure turns heads wherever it goes.



Paint: alpine white non-metallic
Seat: black/red
Knee covers: black anodised aluminium

Off road tyres available on request at no additional cost



Paint: white aluminium matt metallic
Seat: grey/black
Knee covers: magnesium anodised aluminium

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