

BMW Motorrad

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The Ultimate
Riding Machine



ENDURO

UNSTOPPABLE R 1200 GS



STANDARD ON
ALL MODELS.

THE NEW R 1200 GS: THE GREATEST GS OF ALL TIME.

The R 1200 GS. The ultimate enduro tourer, and for BMW Motorrad, the ultimate challenge. Our designers were tasked with redeveloping a legend of motorcycling, and bringing it up to date as a cutting-edge model.

The result is a GS like no other. Its design makes a clear, compelling statement, while its touring performance, comfort and power are unparalleled. It is a motorcycle of great character, and can be tailored to tackle any number of riding challenges.

With a powerful boxer engine, revolutionary cooling system, cutting-edge suspension, intelligent Dynamic ESA (Electronic Suspension Adjustment)*, riding modes* and much more besides, the new GS delivers the ultimate riding experience, both on the road and off it.

UNSTOPPABLE ENDURO

*Optional equipment





THE ENGINE: A REVOLUTION.

Every revolution has a clear purpose. And the revolutionary twin-cylinder boxer engine is no exception – its aim was to redefine performance, precision and refinement, and leave riders safe in the knowledge that they can unleash the bike's power as and when required.

In addition to the unit's incredible performance, an advanced cooling system and an innovative vertical through-flow set-up provide thermal stability and compliance with future regulations. An immensely satisfying engine note is combined with a surging output totalling 125 horsepower (92 kilowatts) and a direct power curve that thrills and excites in equal measure.

Whether on a short ride out, or a worldwide adventure, a small twist of the throttle tells you all you need to know: this is a boxer that takes power, durability and poise to a whole new level.

THE SUSPENSION: COMPLETE CONTROL.

The new R 1200 GS is a motorcycle that does exactly what it is told. It responds and reacts immediately, and delivers power and control as and when required.

Thanks to the sophisticated electronic suspension system, Dynamic ESA*, the motorcycle is more than a match for any surface, and the optional riding modes make it even more versatile. The suspension, control systems and engine can be adjusted at the push of a button, according to the situation. This enables the bike to overcome any challenge,

modifying the suspension set-up to the riding style and safely compensating for any tricky road conditions.

Comfortable yet athletic, the new R 1200 GS exceeds expectations in every area of GS riding. Its advanced suspension, which now includes a more rigid main frame, EVO Paralever and Telelever are the very definition of precision, delivering unforgettable experiences, whatever the surface, wherever you are.

*Optional equipment





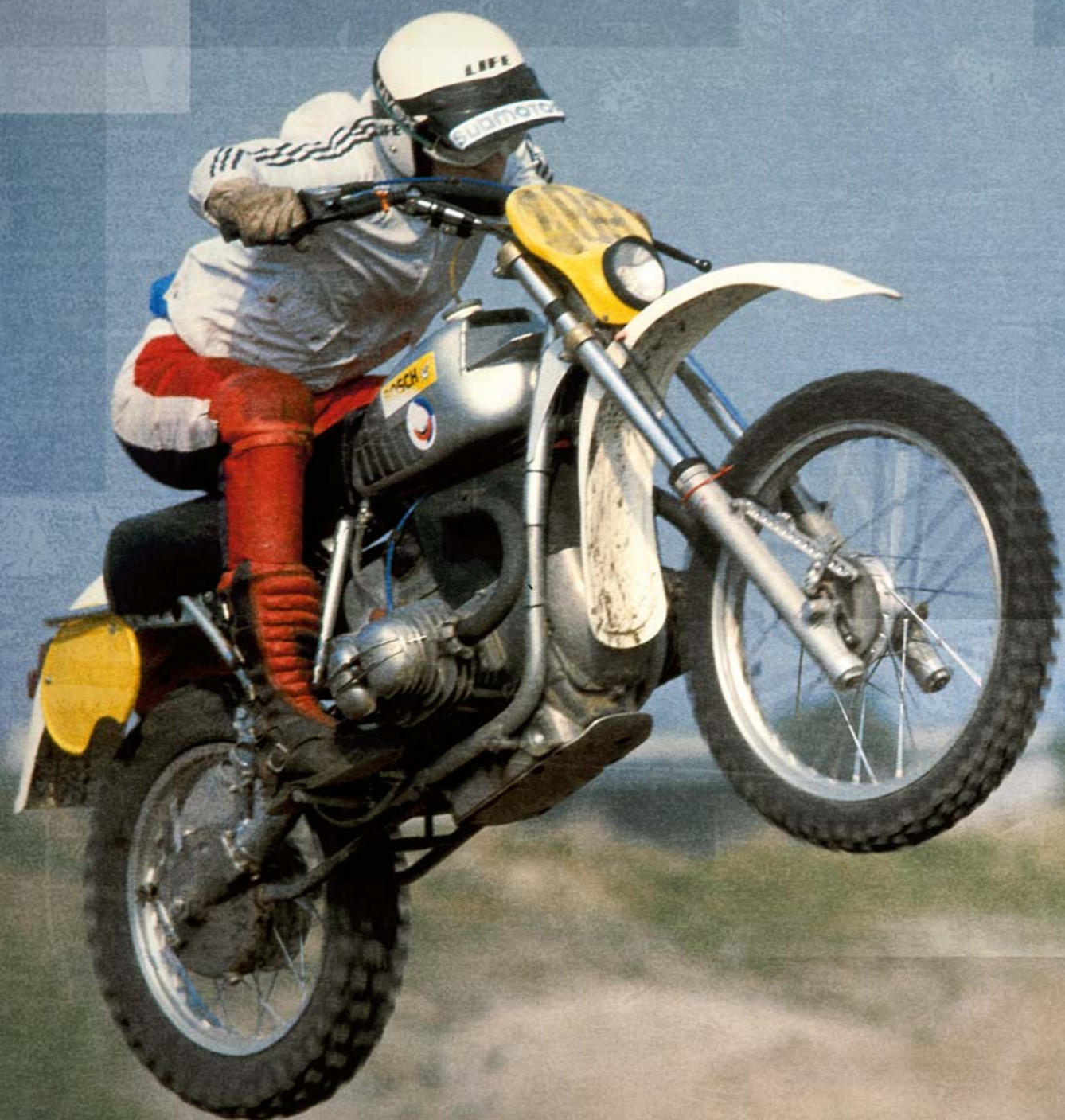
THE DESIGN: A STATEMENT.

The new R 1200 GS is immediately recognizable, while boasting a host of groundbreaking features. Its styling reflects the motorcycle's proud past, yet at the same time ushers in a new era. The bike is characterized by power, personality and precision – it's composed, yet always ready to unleash its power.

Even at first glance, it's clear that this is a bike that can do it all. It boasts the dynamic profile of an enduro tourer that's equally ready to conquer continents or just to trek across town. The striking front end, sporty rear and illuminating headlight draw the eye with their modern designs. And once you climb

aboard the R 1200 GS, the effort that has gone into its development is immediately obvious. Each detail has been carefully thought out, leaving the impression that everything is exactly where it should be. The result is the kind of riding enjoyment that has been the hallmark of GS models for decades.

GS



THE TRADITION: COMPELLING.

The new R 1200 GS isn't just another motorbike. It is the continuation of a legend that stretches back to 1980. This was the year that BMW Motorrad unveiled the predecessor to all GS models – the R 80 G/S. The most powerful enduro of its time heralded the arrival of a new era in motorcycling. For the first time, it brought together the worlds of off-road and on-road riding, and the GS name was chosen as an abbreviation of the German for these terms. An entirely new type of riding was born, and with it, the enduro tourer segment was founded.

Now, over 30 years later, BMW Motorrad is unveiling the sixth generation of the legendary GS. Reinterpreting and modernizing the most successful enduro tourer of all time was a huge responsibility. But it was one the design team fully embraced, developing new ideas and innovative solutions to take the R 1200 GS to another level. Every aspect of the development process was focused on creating a new milestone in motorcycling, and the new model is more than worthy of its name and reputation. It is characterized by an unprecedented cooling

system, innovative design and a unique suspension set-up, yet at its core the bike remains a traditional GS model, breaking new ground while maintaining long-held values.





THE EXPERIENCE: THE “ONE WORLD. ONE R 1200 GS” TOUR.



**ONE WORLD
ONE R 1200 GS**

The mark of a true great is the ability to deliver when it matters. So it's no surprise that the new GS is showing its true colours on the open road, on gravel trails and on a long-distance tour as part of the ultimate test of endurance – the “One World. One R 1200 GS” tour.

A single R 1200 GS is being taken across five continents, by five different riders with unique requirements and preferences, and submitted to a series of the toughest challenges around.

You can follow the expedition for yourself at bmw-motorrad.com/gs and experience every moment of the “One World. One R 1200 GS” adventure. Across the expanses of the Americas, the switchbacks of Europe, the wilderness of Africa, the diversity of Asia and the breathtaking landscape of New Zealand, the new R 1200 GS proves time and time again that it delivers the “ride of your life”.

THE DRIVE TRAIN: REFINED POWER.

It's always important to have something in reserve, and never to be caught short on performance. The fully redesigned twin-cylinder boxer engine in the new GS has been developed to provide exactly that. Boasting an output of 125 horsepower (92 kilowatts) and 125 newton-metres of torque, it delivers incredible pull across the rev range. Throttle response is peerless, and performance is particularly fluid at high revs. A large part of this is down to the unit's impressive torque, with over 100 newton-metres available from just 2,000 rpm.

The compact unit contributes to the motorcycle's unique handling, and with a classic boxer appearance, it represents a milestone in the history of the engine type. Each element has been designed with the rider in mind and with the aim of maximizing enjoyment on every single trip. It therefore delivers a winning combination of performance, efficiency and versatility that will keep riders coming back for more.

The new cooling set-up effortlessly blends air and liquid cooling techniques, and ensures both thermal stability and compliance with future regulations – without compromising the bike's incredible performance. A large part of this is down to the use of cooling liquid, which is more efficient at dissipating heat than air. A precision cooling system means only specific areas of the engine are cooled via this liquid. The fluid flows through the cylinder head and one area of the cylinder, before releasing the heat through two radiators. Most of the waste heat is taken care of through air-cooling, as indicated by the cooling fins on the cylinder head and cylinder. This system keeps the size of the radiator to a minimum, meaning it can be discreetly integrated into the design of the bike. The cooling air is cleverly routed via both sides, so that the heat is efficiently channelled past the rider.

Another new feature of the boxer engine is the vertical through-flow of the cylinders. In this set-up, an open design is used for the air intake port to the cylinders. The fuel is now injected directly in front of the inlet valves, thereby allowing an optimum air/fuel mixture to form. At the same time, air is supplied via a bypass into the intake port, improving combustion.

As a result of the vertical through-flow structure, the new combustion process and the modified cooling design, the boxer unit is now significantly more efficient. It delivers staggering performance, while remaining economical when it comes to fuel consumption.





The front engine cover of the new BMW R 1200 GS also hides another innovation – the first ever wet clutch with anti-hopping function fitted in a BMW boxer. Tailored specifically for the torque-heavy engine, it ensures the smoothest of rides, even during quick downshifts. Together with the precise throttle response, this means riders stay in complete control of their vehicle, whatever the terrain.

In addition, a six-speed synchromesh gearbox has been built into the engine housing, saving space and cutting weight. In first, second and third gears, the increments on the four-shaft gearbox have been specially configured to optimize the bike's acceleration. In gears four to six, they have been set up to provide maximum pull at low revs, providing the smoother, swifter response that riders crave.

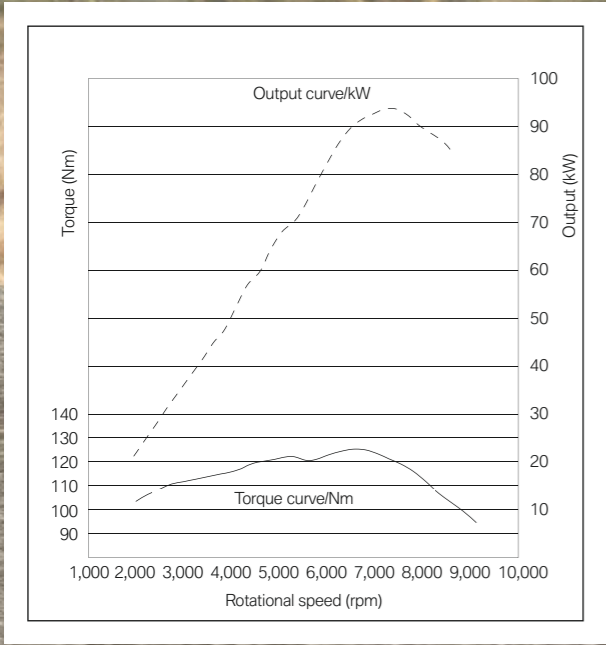
Another new feature is the positioning of the cylinders, which have now been integrated into the engine housing. To reduce friction, their interiors have been coated using the wire arc spray process. This, coupled with the use of high-strength aluminium alloy for the crankcase, means they are extremely hard-wearing.

The new balance of the engine reduces unwanted vibrations, increasing comfort for the rider and pillion passenger. So whether riders are cruising along country lanes or negotiating tight hairpins, nothing detracts from the riding experience.

With the ride-by-wire E-Gas electronic throttle, riders have control of this experience in the palm of their hand. Every movement of the throttle is transferred electronically to servomotors that control the two throttle valves. As a result, throttle response is incredibly precise and controlled. In addition, the throttle valve control system means the engine is more intelligent and more versatile than ever, further increasing touring enjoyment. As well as enabling individual adjustment of the air intake for each cylinder, ride-by-wire can also accommodate a variety of additional options, such as riding modes. These enable the character of the engine to be modified at the push of a button, according to the riding situation and the rider's mood. Cruise control is another option, and maintains the motorcycle at a constant speed selected by the rider (above 30 km/h).

The core of the new GS is also a treat for the ears. With the push of a button, the 1,170-cc unit comes roaring to life, ready to tackle short sprints, tough tours, and off-road excursions. Riders can give free rein to the full power of the boxer, safe in the knowledge that ABS – a standard feature on all BMW Motorrad models – is there to back them up.

The boxer engine in the new GS is perfect for everyday riding and challenging trails – though it is never happier than on a long-distance tour.





The highly sophisticated suspension set-up of the new R 1200 GS meets every requirement. Reliable and incredibly precise, the handling is in a class of its own. Using the new optional Dynamic ESA system, it can be configured for any terrain, mood or situation with the push of a button. The active suspension automatically adjusts the wheel guidance and damping to the current surface, with position sensors at the front and rear measuring the vertical movement of the wheels and rapidly modifying the damping accordingly. The tyres therefore stay in constant contact with the ground and the motorcycle always enjoys the best possible traction. Or, as our BMW Motorrad engineers put it: "It feels like the bike is eating stones."

The damping and load settings can also be manually adjusted, with riders selecting between "soft", "normal" and "hard" for the damping, and "rider", "rider with luggage", and "rider and pillion passenger" settings for the load. When the throttle is pulled

back, Dynamic ESA automatically counteracts the natural pitching of the motorcycle, increasing precision and stability. The system also kicks in during extreme breaking manoeuvres – should the ABS be activated, Dynamic ESA immediately adjusts the damping to maximize the stability of the machine, ensuring optimal braking performance.

The suspension is built around a new, more rigid main frame that directly connects the steering head to the rear wheel swing arm, ensuring greater accuracy and control. The front and rear spring struts are also firmly affixed to the main frame to improve damping, feedback and traction.

Every single element of the suspension system has been designed with the greatest care and attention,

from nose to tail. The front wheel features a Telelever and a more rigid control arm mounted within the engine housing. This results in more sensitive responses, superior feedback and ultimately a more enjoyable ride. Set at a 42-degree angle, and with reduced anti-braking dive, the robust Telelever enables the bike to perform manoeuvres with the same agility that a telescopic fork would provide. The rear wheel boasts an EVO Paralever with swing arm. Fitted for the first time on the left-hand side, this set-up shows off the rear wheel to a much greater extent. It transfers the full power of the boxer unit to the road in a controlled and efficient manner via a shaft drive, and has also been extended by 52 millimetres to improve traction. It covers the lower section of the spring strut, thereby providing a high level of protection. This is particularly important for off-road use.

The new GS features another world first that is sure to keep riders right on track – new tyres with note-

worthy dimensions. The rear tyre is now 20 millimetres wider, and is measured at 170/60 x 17", while the tyre at the front is now 120/70 x 19". Developed in conjunction with leading manufacturers, these new tyres provide excellent traction on every surface, and together with the new suspension system, increase stability.

Delivering control, response, power and poise, the R 1200 GS was built to take on any challenge, on any continent, anywhere in the world.

THE HANDLING: INTELLIGENT AND EFFORTLESS.



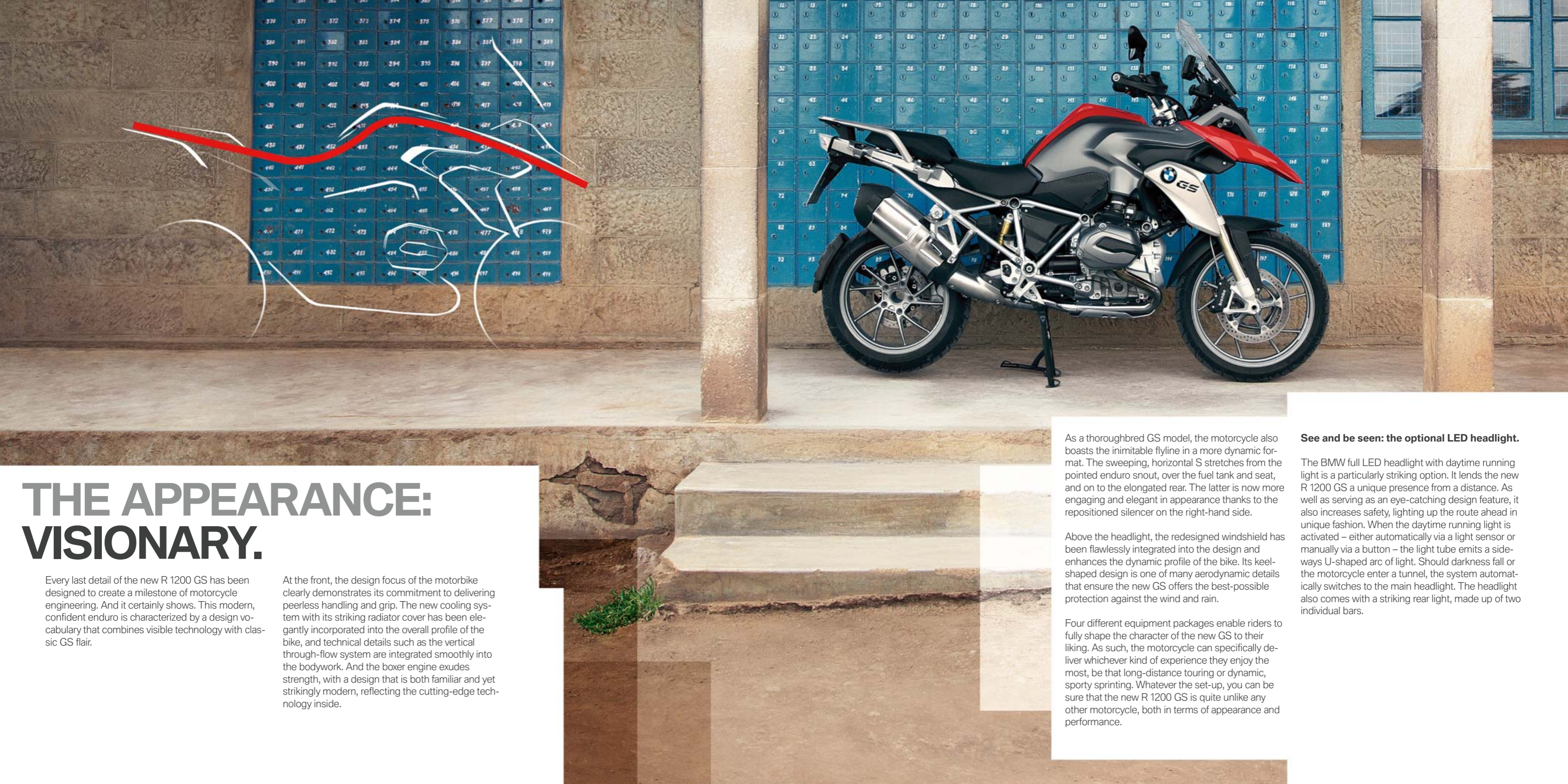
THE RIDING MODES: NEW EXPERIENCES.

Do you prefer a dynamic, sport-style ride? No problem. Or are you more at home with a controlled, touring set-up? The new R 1200 GS caters to a wide variety of requirements and a host of different situations, and as an out-and-out GS model, raises the bar even higher for riding enjoyment. The optional riding modes mean the motorcycle can be further tailored to a diverse range of situations and preferences. With the push of a button, the rider can choose from five set-ups, adjusting ASC (Automatic Stability Control), ABS, throttle response and Dynamic ESA accordingly. The “Enduro” and “Enduro Pro” modes are specifically configured for off-road riding and allow riders plenty of freedom for challenging manoeuvres and drifts, without compromising on safety. Essentially, riders get to enjoy five motorcycles in one, and can choose their dream set-up for every possible situation.

Mode components	RAIN	ROAD	DYNAMIC	ENDURO	ENDURO PRO
ASC	Road 1	Road 2	Road 3	Off-road	
	Early intervention in wet conditions or during rapid acceleration.	Optimal traction.	For experienced riders, a slight drift is possible.	Breakaway of rear wheel can be controlled by an experienced rider. Only for use in off-road conditions.	
ABS	A			B	C
	Configured for road use.			Braking deceleration optimally configured for street tyres on loose ground.	ABS deactivated when pedal depressed, braking deceleration optimally configured for off-road tyres on loose ground. For experienced riders.
Throttle response	Gentle	Optimal	Direct	Gentle	Optimal
DYNAMIC ESA	Soft	Normal	Hard	Soft	Hard
	Load as desired. Damping can be customized (soft/normal/hard) and if the coding plug is fitted, these settings are retained when the ignition is switched back on.			Load as desired. Damping can be customized (soft/hard) and if the coding plug is fitted, these settings are retained when the ignition is switched back on.	



Riding modes offer the perfect configuration for every scenario, and with it add more variety, control and safety. Within the individual modes, riders can also adjust ABS, ASC and Dynamic ESA to match their preferences. Because the new GS is ultimately all about riders expressing themselves, wherever they are in the world.



THE APPEARANCE: VISIONARY.

Every last detail of the new R 1200 GS has been designed to create a milestone of motorcycle engineering. And it certainly shows. This modern, confident enduro is characterized by a design vocabulary that combines visible technology with classic GS flair.

At the front, the design focus of the motorbike clearly demonstrates its commitment to delivering peerless handling and grip. The new cooling system with its striking radiator cover has been elegantly incorporated into the overall profile of the bike, and technical details such as the vertical through-flow system are integrated smoothly into the bodywork. And the boxer engine exudes strength, with a design that is both familiar and yet strikingly modern, reflecting the cutting-edge technology inside.

As a thoroughbred GS model, the motorcycle also boasts the inimitable flyline in a more dynamic format. The sweeping, horizontal S stretches from the pointed enduro snout, over the fuel tank and seat, and on to the elongated rear. The latter is now more engaging and elegant in appearance thanks to the repositioned silencer on the right-hand side.

Above the headlight, the redesigned windshield has been flawlessly integrated into the design and enhances the dynamic profile of the bike. Its keel-shaped design is one of many aerodynamic details that ensure the new GS offers the best-possible protection against the wind and rain.

Four different equipment packages enable riders to fully shape the character of the new GS to their liking. As such, the motorcycle can specifically deliver whichever kind of experience they enjoy the most, be that long-distance touring or dynamic, sporty sprinting. Whatever the set-up, you can be sure that the new R 1200 GS is quite unlike any other motorcycle, both in terms of appearance and performance.

See and be seen: the optional LED headlight.

The BMW full LED headlight with daytime running light is a particularly striking option. It lends the new R 1200 GS a unique presence from a distance. As well as serving as an eye-catching design feature, it also increases safety, lighting up the route ahead in unique fashion. When the daytime running light is activated – either automatically via a light sensor or manually via a button – the light tube emits a sideways U-shaped arc of light. Should darkness fall or the motorcycle enter a tunnel, the system automatically switches to the main headlight. The headlight also comes with a striking rear light, made up of two individual bars.

THE COMFORT: ALL-EMBRACING.

From endless highways and untamed wilds to winding roads, twisting hairpins and city traffic – wherever you go on the new R 1200 GS, you'll always feel right at home. Every detail is designed to maximize comfort, ensuring a sense of effortlessness on every ride. The bike boasts an intelligent ergonomic design that is immediately noticeable as soon as you climb on. Everything just feels right, and nothing feels out of place or distracting for the rider. The sides of the tank and the joins between the seat, the tank and the frame all fit together seamlessly, making it impossible for clothing to become snagged anywhere. The foot area has been designed to offer maximum freedom of movement, provided by both the standard foot pegs and the optional, height-adjustable enduro foot pegs. The intelligent positioning of the seat, handlebars and foot pegs keeps riders relaxed and comfortable on long tours, without them having to sacrifice performance or response.

There are also a wide variety of adjustable details as part of the ergonomics of the new GS. The position of the handlebars can be changed, as can that of the brake and clutch levers. The tilt of the rider seat can also be modified, and the length of the pillion seat can be adjusted by 30 millimetres. The rider seat is height-adjustable as standard, and can be set at either 850 or 870 millimetres. And if that isn't enough, a low rider seat can be ordered as a factory-fitted option, and your BMW Motorrad dealer can retrofit a high seat or a special rally seat suitable for off-road use. Upon request, the seat of the R 1200 GS can also be lowered to 790 millimetres as an option, in combination with Dynamic ESA. This ensures shorter riders can comfortably keep one foot on the ground when necessary.

Protection from the wind and rain has been further improved, to maximize enjoyment whatever the weather. The windshield of the new GS is steplessly adjustable by hand and helps significantly reduce the wind pressure exerted on the rider's upper body. Furthermore, the noise level in the helmet has also been reduced by nearly a quarter, meaning the bike takes wind and rain in its stride, and riders stay calm and relaxed on every ride.

Furthermore, the instrument panel has been redesigned with practicality in mind. The speedometer, rev counter and display unit are compact and clearly laid out. The display relays information, such as speed and oil level, from the standard on-board computer, and gives recommendations on how to shift gears in order to save fuel. Riders can also configure the display on the optional Pro on-board computer.

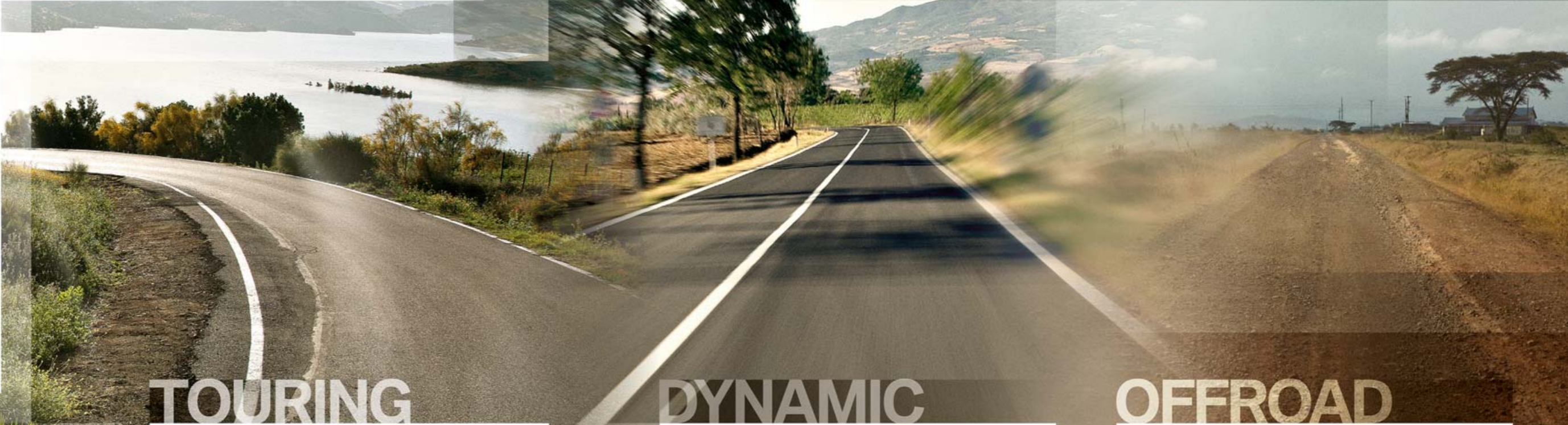
Additional information is provided, such as the current fuel consumption and when the motorbike should next be serviced. What's more, all this information is incredibly easy to access, thanks to the intuitive control system.

From the seat to the handlebars – the new R 1200 GS is fully adjustable to meet your specific needs. It is so comfortable, you'll never want to get off, and will look forward to hour after hour and mile after mile of thrill-packed riding.



THE CHARACTER: ADAPTABLE.

As a thoroughbred GS model, the R 1200 GS is right at home on a wide variety of surfaces. When it came to modernizing a legend, however, ensuring versatility was just one part of the challenge. Above all, personalization was key for the designers – they wanted the motorcycle to reflect owners’ individual characters, fit their riding style and make light work of tricky manoeuvres. To do this, they came up with a series of proposed set-ups for the new 1200 model. These are combinations of options from equipment packages that really highlight the potential of the R 1200 GS in specific areas. What’s more, they make it incredibly easy for riders to tailor their GS to their personal preferences, skills and habits.



TOURING

Touring set-up

Delivering a first-rate touring experience is trickier than it sounds. Long-distance riding requires a combination of comfort, dynamic performance, durability and ergonomics. The Touring set-up effortlessly brings all of these factors together, combining the ACTIVE and TOURING equipment packages. Riders can also opt for the **Touring Pro set-up**, which combines the DYNAMIC and COMFORT packages and includes tyre pressure control (TPC) and an LED headlight. Both variants increase safety with Enduro ASC and improve visibility with the daytime running light. Furthermore, thanks to additional individual options such as cruise control and spoked wheels, riders are even better prepared for long and satisfying rides into the great beyond.

DYNAMIC

Dynamic set-up

Bringing together acceleration, power and motorsport-level performance, the Dynamic set-up is suited to both short rides out and long weekend tours. Riders need only combine the DYNAMIC package with a handful of individual options, such as cross-spoke wheels and cruise control, to enjoy a dynamic ride on the open road. With Dynamic ESA, riding modes and ASC, the motorcycle provides power and response in abundance, and with the LED headlight and LED indicators, excellent vision and visibility are guaranteed.

OFFROAD

Off-road set-up

Riders looking for the ultimate in GS performance, should look no further than the Off-road set-up. Here, the ACTIVE equipment package can be paired with the Dynamic ESA, engine protection bar and enduro bash plate options. The new R 1200 GS is then fully kitted out for hardcore off-road riding, and can really show what it is capable of. Furthermore, cruise control and the daytime running light – both included in the package – keep riders safe on the way to and back from their off-road adventures.



THE EQUIPMENT: PURE GS.

Versatility is in the DNA of the new R 1200 GS. An incredible all-rounder, the motorcycle can handle a wide variety of surfaces with ease. It is as comfortable on a long tour as it is tackling off-road trails and more sports-focused challenges. If this isn't enough, four unique equipment packages are available to riders looking to adjust the motorcycle to their riding style or personal preferences. These packages really change the nature of the new R 1200 GS, focussing either on comfort (Comfort package), athleticism (Dynamic package), touring performance (Touring package) or versatility and responsiveness (Active package). At the same time, various packages can be combined to create an even more personalized GS machine.



Dynamic package:

The Dynamic package lends the GS real athletic prowess. It gives the motorcycle a unique look, while Enduro ASC and the riding modes further improve the riding experience. It also includes the distinctive hallmark of the new GS – the LED headlight with integrated daytime running light.

- Dynamic ESA
- Enduro ASC and riding modes
- Navigation device preparation
- LED headlight
- White LED indicators
- Pro on-board computer

Touring package:

The perfect package for the ultimate enduro tourer. It includes everything you need to take the new R 1200 GS on the most demanding of round-the-world tours. With Dynamic ESA, every hairpin and every mile is a breeze, while the chrome exhaust system is guaranteed to turn heads. Combined with the Active package, it ensures the GS is superbly set up for practically every trip imaginable.

- Dynamic ESA
- Pannier mountings left and right
- Chrome-plated exhaust system
- Sport panniers
- Pro on-board computer
- White LED indicators
- Hand protectors
- Navigation device preparation

Active package:

The new GS packs plenty in, and this package makes sure you make the absolute most of it. The daytime running light gives the motorcycle a distinctive appearance, cruise control provides practicality, and the riding modes increase versatility. At the same time, Enduro ASC underlines the very essence of the machine.

- Enduro ASC and riding modes
- Cruise control
- Daytime running light

Comfort package:

This package focuses entirely on rider comfort, and ensures nothing gets in the way of your enjoyment. It exclusively offers TPC (tyre pressure control) for full peace of mind, and can be easily combined with the Dynamic or Active packages.

- Pannier mountings left and right
- White LED indicators
- Hand protectors
- TPC (tyre pressure control)



THE OPTIONS: ENDURO TO THE END.

As versatile and unique as the bike itself, the equipment options for the new R 1200 GS ensure the ultimate enduro experience. Sophisticated in design and high in quality, they take riding to the next level. Whether factory fitted or sourced from your dealer, the options range from a luggage grid to an engine protection bar for off-road riding, and provide everything a GS rider could possibly wish for.

OPTIONAL EQUIPMENT

BMW LED headlight*

A far-sighted safety feature. With the latest optical fibres and high-quality glass lenses, the new LED headlight delivers incredible luminosity. At the same time, a daytime running light built into the housing makes the new R 1200 GS much easier for other road users to identify, while its asymmetric styling adds an extra touch of flair to the bike's profile.



Dynamic ESA

One small box for your GS, one giant leap for your enduro riding experience. The innovative Dynamic ESA system is at the heart of the new R 1200 GS suspension set-up. Along with automatic damping adjustment, it offers a unique function when fitted in combination with optional ASC and riding modes – the ability to modify the set-up of your machine according to the situation and your mood, at the push of a button. Whether you go for a sports, off-road or touring-focused configuration, Dynamic ESA delivers unprecedented riding enjoyment, whatever your preference.



Additional ex-works options:

- Lowered suspension
- Low rider seat
- Cross-spoke wheels
- Navigation device preparation*
- ASC and riding modes*
- Cruise control
- Pro on-board computer*
- Sport panniers
- LED indicators*
- Daytime running light*
- Pannier mountings
- And many more

*Only available as part of a package

**Factory-fitted option



MOTORCYCLE EQUIPMENT



HP AKRAPOVIČ SPORT SILENCER

The perfect sonic addition for the new R 1200 GS. The HP sport silencer announces the arrival of the enduro tourer in dramatic fashion, with a throaty, engaging roar. Visually, the fully titanium slip-on silencer is equally impressive, with exclusive BMW Motorrad styling, a carbon end-cap, a carbon heat shield and HP lettering that are guaranteed to turn heads.



NAVIGATOR IV

Streets ahead. The Bluetooth-equipped GPS Navigator IV system is clearly laid out and is easily operated by the left hand via the multi-controller. With a 4.3-inch screen, waterproof housing and an effective anti-theft system, it could not be better suited to the new GS. And for the first time in the 1200 series, the preparation to install the system is available as an option, ensuring the unit integrates seamlessly with the on-board electronics.

Additional accessories from your BMW Motorrad dealer:

- Variable panniers with inner bag
- Rally seat
- Adjustable rider foot pegs
- Tankbag
- Luggage grid
- Engine protection bar
- Enduro aluminium bash plate
- And many more

THE STYLE: GS IN EVERY FIBRE.

The new R 1200 GS is a legendary motorcycle, designed to make every ride an unforgettable experience. The range of associated rider equipment from BMW Motorrad is no different. State-of-the-art materials, sophisticated technologies, style and functionality combine in a variety of products that offer control, precision and performance in every fibre. And whether tackling a round-the-world expedition or taking a quick spin through the city, they provide the complete enduro touring package.



Rallye suit

If you're looking for the ultimate GS suit, look no further than the Rallye. It is available in two high-visibility colour combinations (Blue/Grey or Grey/Red), with both options increasing active safety. It features the latest NP2 protectors, practical Velcro fasteners on the pockets, an optimally fitted insert, a high level of comfort and an eye-catching design, making it a must for GS riders who refuse to let the weather spoil their fun.



Rallye GS Pro boot

A GS product from the ankle to the sole, this enduro boot boasts high-quality materials and is packed with intelligent details. Full-grain cowhide, dirt-resistant material on the in-step and front of the shaft, gel cushions on the ankle area and sturdy plastic protectors deliver comfort and sturdiness in equal measure. The trendy Black/Grey colour combination and a new design on the toecap and shift pad ensure the boot is as stylish as it is practical.



Protector vest

Get up close and personal with your protection. The protector vest with integrated back protector and removable chest protector reduces the risk of injury, with excellent shock-absorption performance. The protectors are made of flexible polyurethane and are anatomically formed (in three dimensions), providing special protection to the spinal column, shoulders, kidney area and chest. In addition, the elasticated vest boasts excellent ventilation and features a modern design.



Rallye glove

Keep a firm grip on your riding, with the Rallye glove. Available in two colour schemes (Black/Anthracite or Black/Grey/Red), it complements the Rallye suit perfectly and is ideally suited to off-road riding. Abrasion-resistant kangaroo leather on the palm, SuperFabric in vulnerable areas, and Suprotec protector foam beneath the hard shell mean protection and comfort are combined to great effect. And thanks to the design's excellent ventilation, riders stay cool during warm-weather riding.



Enduro helmet

1,380 grams of cutting-edge technology. This enduro sport helmet offers the last word in comfort, style and safety. The design is particularly striking, with two new colours and new styling ensuring it combines perfectly with the new Rallye suit. The glass fibre outer shell is reinforced with carbon and Kevlar, and provides the kind of protection required for off-road riding. The interior of the helmet is lined with DuPont Coolmax and Alcantara, while the chin spoiler, head pad and cheek pad are all removable.





THE VISUALS: UNIQUE.

Stylish colours emphasize the unique positioning of the new R 1200 GS. Together with special surface finishes such as the gold-anodized fork and numerous naturally anodized aluminium components, including the top yoke, they reflect the special character of this motorcycling icon.

The elegant trim over the radiator features the traditional GS logo in the classic stencilled design. However, it is now more dynamic and combines more effectively with each paintwork finish. The design is the perfect way of signalling that this R 1200 GS heralds a new chapter in motorcycle development – a chapter the world has been eagerly waiting for.

ENGINE	
Type	Air/liquid-cooled, twin-cylinder four-stroke boxer engine with double overhead spur-gear-driven camshaft and balance shaft
Bore x stroke	101 mm x 73 mm
Capacity	1,170 cc
Max. output	125 hp (92 kW) at 7,750 rpm
Max. torque	125 Nm at 6,500 rpm
Compression ratio	12.5: 1
Fuel/engine management	Electronic intake pipe fuel injection, BMS-K+ electronic engine management with overrun cut-off, twin-spark ignition BMS-X with electronic throttle
Emission control	Regulated three-way catalytic converter, compliant with EU3 emission standard

PERFORMANCE/FUEL CONSUMPTION	
Max. speed	Over 200 km/h
Fuel consumption per 100 km at 90 km/h	4.1 litres
Fuel consumption per 100 km at 120 km/h	5.5 litres
Fuel type	Unleaded, 95 octane (RON)

ELECTRICS	
Alternator	580-W three-phase generator (max. output)
Battery	12 V/11.8 Ah, maintenance-free

TRANSMISSION	
Clutch	Wet clutch with anti-hopping function, hydraulically operated
Gears	Six-speed helical synchromesh gearbox
Final drive	Shaft drive

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
*Optional equipment

CHASSIS/BRAKES	
Frame	Twin-section frame with main frame and rear frame screwed on, load-bearing engine
Suspension, front	BMW Motorrad Telelever; stanchion diameter 37 mm, central spring strut
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, rebound damping adjustable via handwheel
Travel, front/rear	190 mm/200 mm
Dynamic ESA	ESA = Electronic Suspension Adjustment. Electronic adjustment system for damping and suspension height, with travel sensor at front and rear wheels*
Wheelbase	1,507 mm
Castor	99.6 mm
Steering head angle	64.5°
Wheels	Cast aluminium
Rim dimensions, front	3.00 x 19"
Rim dimensions, rear	4.50 x 17"
Tyre, front	120/70 R 19
Tyre, rear	170/60 R 17
Brake, front	Double disc brakes, floating discs, diameter 305 mm, four-piston radial brake calipers
Brake, rear	Single disc brake, diameter 276 mm, double-piston floating caliper
BMW Motorrad ABS	Partially integral, as standard, switchable
ASC and riding mode	ASC (Automatic Stability Control) traction control, 5 riding modes*
BMW LED headlight	LED dipped beam and LED high beam with additional daytime running light*

DIMENSIONS/WEIGHT	
Seat height, unladen	850/870 mm (low seat* 820/840 mm, lowered suspension* 790/810 mm)
Rider step length, unladen	1,870/1,910 mm (low seat* 1,820/1,860 mm, lowered suspension* 1,770/1,810 mm)
Unladen weight, fully fuelled/road-ready ¹⁾	238 kg
Max. permitted weight	450 kg
Max. load (with standard equipment)	212 kg
Usable tank capacity	20 litres
Of which reserve	Approx. 4 litres
Length	2,207 mm
Height	1,412 mm
Width (including mirrors)	952.5 mm



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