



R 1200 GS

Twenty-five years ago, BMW Motorrad invented the touring enduro category. In the tradition of its predecessors, the BMW R 1200 GS is the standard against which all others in its class are judged. Thanks to its powerful boxer engine, low weight and excellent suspension, its precision-controlled power off-road is as impressive as its amazing agility on the road. In light of this, this bike is rightfully considered the best BMW touring enduro of all time, one which is capable of journeying to the farthest corners of the globe. However, the R 1200 GS is not only flexible in terms of where it can go, but also in terms of how it looks. In addition to a selection of four paint colours on the bike itself, buyers can also choose between two colours each for both the side cover and the seat, thus allowing for a total of 16 different colour combinations.



Paintwork: granite grey metallic¹



Paintwork: night black¹



Paintwork: rock red metallic¹



Paintwork: desert yellow metallic¹

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	74 kW (100 hp) ² at 7,000 rpm
Max. torque	115 Nm at 5,500 rpm
Compression ratio	11.0 : 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	4.3 l
at constant 120 km/h	5.5 l
Fuel type	Unleaded super, octane number 95 (RON), automatic knock control permits operation with minimum octane number 91 (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	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, spring pre-load with 5-position mechanical adjustment

Rear suspension	Cast aluminium single-sided swing arm with BMW Motorrad Paralever; WAD strut (travel-related damping), hydraulic, handwheel-adjustable (electronic with ESA ³), infinitely variable spring pretensioner, adjustable rebound dampening (electronic with ESA ³)
ESA ³ (Electronic Suspension Adjustment)	Shock absorber adjustment (rebound) dependent on the pre-selected basic spring setting (load condition), push-button adjustment
Travel front / rear	190 mm / 200 mm
Wheelbase ⁴	1,507 mm
Castor ⁴	101 mm
Steering head angle ⁴	64.3°
Wheels	Cast aluminium
Rim, front	2.50 x 19"
Rim, rear	4.00 x 17"
Tyre, front	110/80 R 19
Tyre, rear	150/70 R 17
Brake, front	Twin disc, floating brake discs, ø 305 mm, four-piston fixed calipers
Brake, rear	Single disc, ø 265 mm, double-piston floating caliper
ABS ³	BMW Motorrad Integral ABS (part-integral), can be switched off

Dimensions / weights

Seat height	840 / 860 mm (high seat: 880 / 900 mm, low seat: 820 mm)
Inner leg curve	1,860 / 1,900 mm (high seat: 1,940 / 1,980 mm, low seat: 1,820)
Unladen weight, road ready ⁵	225 kg
Dry weight ⁶	199 kg
Permitted total weight	435 kg
Payload (with standard equipment)	210 kg
Usable tank volume	20 l
Reserve	approx. 4 l
Length	2,210 mm
Height (excl. mirrors)	1,430 mm
Width (incl. mirrors)	915 mm

1) Seat optional in grey or black and sidecover in black or granite grey metallic

2) Germany 72 kW (98 PS)

3) Optional extra

4) Unladen as per DIN standard

5) In compliance with Directive 93/93/EEC with all fluids, fuelled with at least 90 % of usable tank volume

6) Unladen weight without operating fluids