



BMW Motorrad



The Ultimate
Riding Machine

S 1000 RR

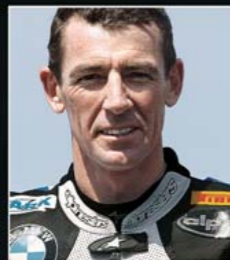
Welcome
to **planet power.**

S 1000 RR



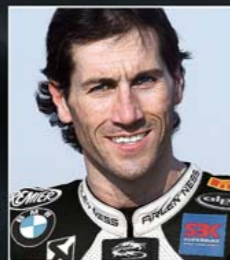
S 1000 RR Power redefined.

Welcome to a whole new world of pure power. The S 1000 RR is BMW's first superbike, producing an exceptional 193 horsepower (142 kilowatts) and yet tipping the scales at just 183 kilograms (dry weight). As well as cutting-edge race technology, such as optional lightweight race ABS and Dynamic Traction Control (DTC), it has impressive torque – for an exhilarating ride both on and off the racetrack. The S 1000 RR. Welcome to planet power.



Troy Corser

The WSBK World Superbike Championship is the birthplace of the S 1000 RR. It's also the toughest proving ground in the world, but BMW Motorrad Motorsport is seizing the challenge with both hands, pitting top riders Troy Corser and Rubén Xaus and the S 1000 RR against a formidable array of superbikes on the world's most demanding circuits. The bike has given BMW a totally new presence on the racing scene – and a whole new meaning to performance on the open road.



Rubén Xaus

Power on the
racetrack.



Power for
all the senses.

From the aggressively low-slung fairing to the high, jutting rear – every inch of the S 1000 RR was designed to help it cut through the air with ease. The bike is 100% BMW Motorrad, with not a kilogram of weight wasted. Its ultra-compact ergonomic design makes it a dream to ride, while its incredibly precise handling is no less impressive. For ultimate performance, from the very first moment.

Illustration shows S 1000 RR fitted with optional accessories.

Performance in every detail.



The S 1000 RR is the first superbike to offer race ABS with DTC as an option. The race ABS is a culmination of BMW's twenty years of ABS expertise, compressed into just 2.5 kilograms of weight. The S 1000 RR's rider aids are also incredibly flexible, with race ABS and DTC adjustable between four modes in response to changing road and track conditions and rider needs: Rain, Sport, Race, Slick. The bike also comes with electronic throttle control as standard, which offers a choice of four power modes for controlled, predictable throttle response.



The aerodynamics of the S 1000 RR have been fine-tuned in countless tests, with strategically positioned gaps in the windshield preventing turbulence around the rider's head. The central ram air intake at the steering head sucks in the maximum amount of air, while the variable-length inlet manifolds and two injectors per cylinder direct cool air and fuel straight to the engine and convert them into power. Raw BMW power.



The new 193-horsepower in-line four-cylinder engine has an 80-millimetre bore and a stroke of just 49.7 millimetres, giving a uniquely wide rev range that peaks at over 14,200 rpm. It is the most compact and, at 59.8 kilograms, lightest engine in its class, thanks to its use of rocker arms, which are smaller than the more usual bucket tappets, giving sharper response times and higher engine revs.



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Technical data.

Capacity	999 cm ³
Max. output	193 hp (142 kW) at 13,000 rpm
Max. torque	112 Nm at 9,750 rpm
Emission control	3-way catalytic converter
Tyres, front/rear	120/70 ZR 17 – 190/55 ZR 17
Wheelbase	1,432 mm
Brakes, front	Double discs, 320 mm Brembo 4-piston radial-mounted fixed caliper
Brakes, rear	Single-piston floating caliper, 230 mm
Seat height	820 mm
Rider step length	1,810 mm
Weight, fully fuelled 1)	204 kg (206.5 kg with race ABS)
Unladen weight, road ready 2)	203 kg
Dry weight 3)	183 kg
Usable tank capacity	17.5 litres (of which reserve: 4 litres)
Optional equipment	Race ABS, DTC, gear-shift assist

1) Filled with all operating fluids, fuelled to 100% of useable tank capacity

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

www.s1000rr.com