

BMW Motorrad  
Urban



R 1200 R

The Ultimate  
Riding Machine



The new  
**R 1200 R**  
Any time. Any place.

# Timeless

The new BMW R 1200 R. A roadster for the here and now, with technology that's way ahead of its time.

# in its modernity.



# Confident

With 109 bhp (80 kW) of power and 115 Nm of torque, transferred directly to the tarmac by a shaft drive, this machine has got no reason to be shy. It's easy to see why some people would put it on a pedestal.

in its own ability.



# Unlimited

With the BMW Motorrad Telelever at the front and Paralever at the rear, the chassis of the R 1200 R makes even the most challenging roads feel like easy street.

# in its possibilities.





Revolutionary

by tradition.

It takes an original to be truly unique – and that is exactly what the BMW R 1200 R is. It continues a tradition that stretches right back to the 1923 BMW R 32, but has a style that's all its own.



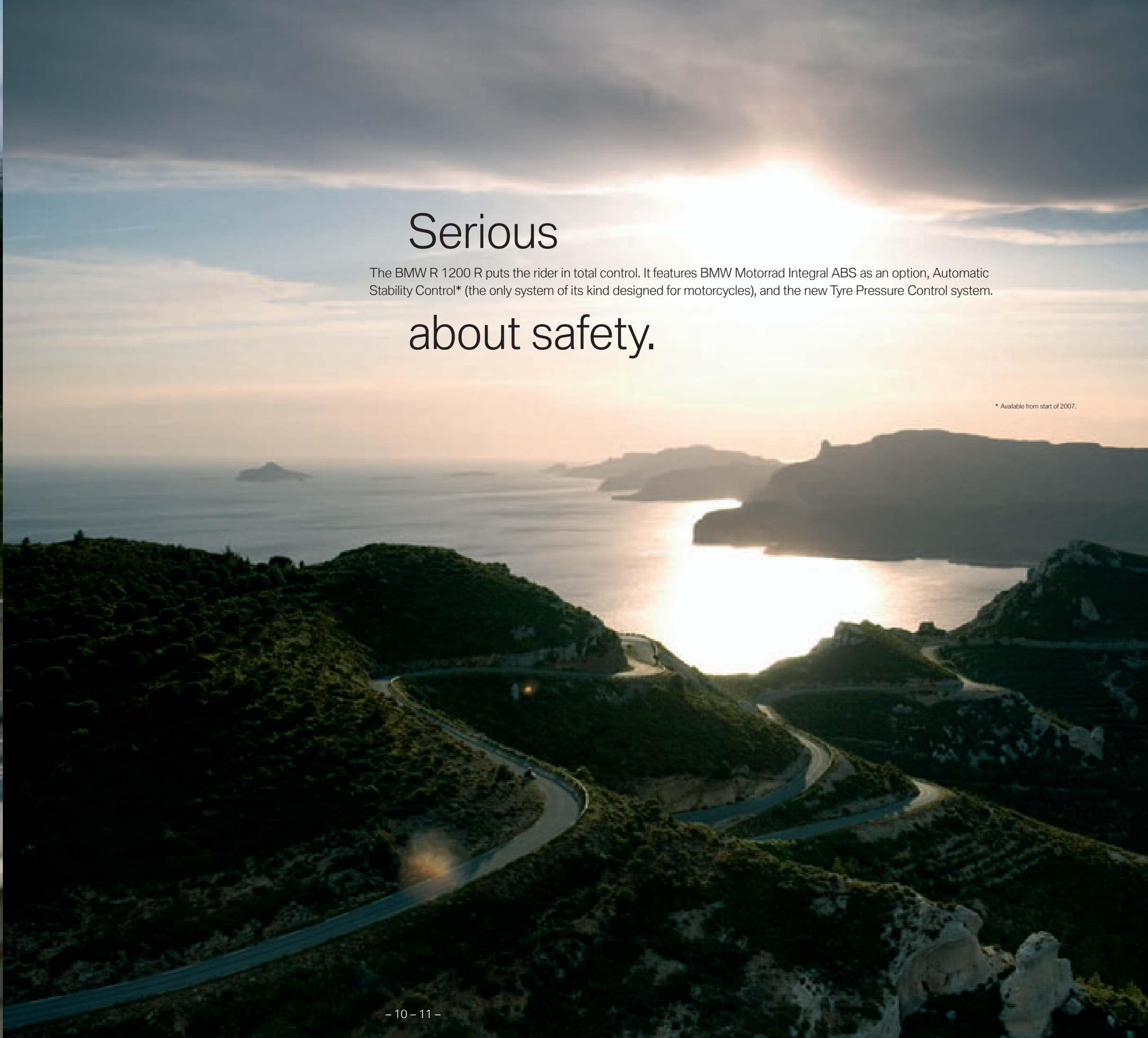


# Serious

The BMW R 1200 R puts the rider in total control. It features BMW Motorrad Integral ABS as an option, Automatic Stability Control\* (the only system of its kind designed for motorcycles), and the new Tyre Pressure Control system.

# about safety.

\* Available from start of 2007.



# Passionate about precision.

## Style is measured in cm<sup>3</sup>.

One vital statistic sums up the R 1200 R – 1,170 cm<sup>3</sup>. Its powerful engine is equipped with an array of sensors, which in conjunction with the BMS-K engine electronics, ensure superior performance and outstanding fuel economy. Knock sensors and an enhanced twin-spark ignition allow cleaner combustion, resulting in a smoother-running engine, while an equalizing balance shaft reduces vibrations.

## Understatement is an optional extra.

Any rider that sits on the R 1200 R cannot fail to be impressed by its power unit. The lightweight 2-cylinder boxer engine provides exceptional performance with sportsbike responsiveness, capable of developing 109 bhp (80 kW) as it powers the machine's 198 kilograms\* forward. It also boasts a maximum torque of 115 Nm, and offers exceptional acceleration right from idling speed.

## Smooth as silk.

The gearbox in the BMW R 1200 R incorporates a host of improvements over that found in its predecessor, the R 1150 R. The helical gears engage extremely softly, reducing running noise, while gear changes are initiated using a special sliding sleeve; combined with the optimized gear selection mechanism, this means riders can change gear with a minimum of effort and maximum precision.

## It's never been so easy to look so good.

In the R 1200 R, the Telelever found in all BMW Motorrad boxer models has been adapted to the specific needs of a roadster. Outstandingly responsive, it offers a high degree of longitudinal rigidity and ensures excellent riding and steering stability even at high speeds. It also minimizes brake dive, allowing the new BMW Motorrad Integral ABS system to operate with maximum effectiveness.

The BMW Motorrad Paralever combines the functions of rear-wheel suspension and drive train. Designed with the highest precision and boasting features such as a hollow drive shaft, it is extraordinarily light, and reacts virtually instantaneously to smooth out any bumps in the road. What's more, it requires very little maintenance and is exceptionally durable.

## Sheer class, even at a standstill.

The BMW R 1200 R is a top performer when it comes to deceleration too. As an option, it can be fitted with the partially integral version of the new-generation BMW Motorrad Integral ABS system. Weighing just 2.2 kilograms, this ensures the optimum distribution of braking force between the front and rear wheels, while giving riders precise control over braking force and maximizing grip.

## Traction first. BMW Motorrad ASC.

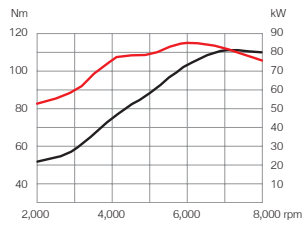
The new ASC (Automatic Stability Control) makes motorcycling even safer. Fitted in conjunction with BMW Motorrad Integral ABS, this rider aid prevents wheelspin. When riding in adverse conditions, for example on wet or uneven surfaces, ASC significantly improves the stability of the motorcycle, and with 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 will be available from the start of 2007.

## Tailor made for you.

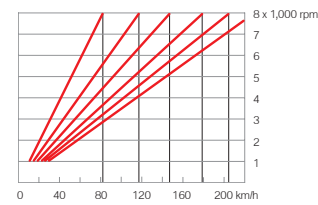
As you would expect from a machine of this class, the riding position is the last word in comfort. The seat has been optimized for step length, meaning that it is markedly slimmer towards the front – this gives more freedom of movement when riding and makes it easier to touch the ground when stationary. At the rear, the seat is widened, to offer the rider enhanced comfort.



The optional **on-board computer** gives you all the information you need at a glance, including air temperature, range, average fuel consumption, and average speed. It also warns of any black ice.



The engine delivers power and responsiveness.



The gear ratios have been chosen to maximize performance.

The optional ESA (Electronic Suspension Adjustment) is the only system of its kind designed for motorcycles. It allows you to change the suspension settings at the touch of a button, ensuring the perfect journey, every time.

\* Dry weight.

## Individual in its optional equipment.

The extensive range of original BMW Motorrad special equipment ensures your motorcycle is unmistakably yours, from the moment it leaves the factory.



The new-generation **BMW Motorrad Integral ABS** system offers precise control and makes the best possible use of the available grip. Its also exceptionally light, and easy to maintain.



**TPC** (Tyre Pressure Control) increases safety by keeping the driver informed of the current tyre pressure. The rider is instantly alerted to any abnormalities via the display or a warning light.



The low **double seat** (height 770 mm) increases safety and comfort for shorter riders, both when moving and at a standstill.



The **chrome-plated exhaust** gives the machine a particularly striking appearance.

### Other optional equipment:

High double seat (830 mm)  
Sport windshield  
ASC (Automatic Stability Control)<sup>1)</sup>  
Anti-theft alarm system  
On-board computer

ESA (Electronic Suspension Adjustment)  
Main stand  
Heated grips  
Pannier holders  
White LED indicators<sup>2)</sup>  
White indicators<sup>3)</sup>

## Stylish in its accessories.

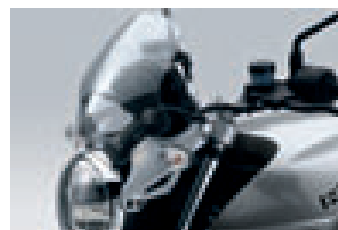
Make sure your R 1200 R reflects your own personal style, with accessories from your BMW Motorrad dealer.



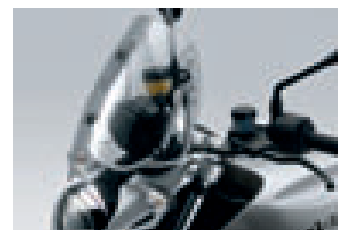
The classically stylish **custom mirrors** for the R 1200 R really catch the eye – whether you're riding the machine or admiring it from afar.



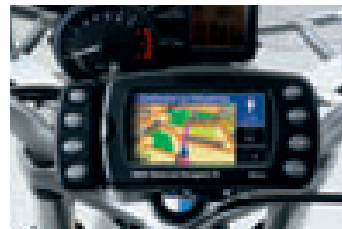
Exceptionally light and made entirely of titanium, the Akrapovič<sup>®</sup> **sport silencer**<sup>4)</sup> gives the R 1200 R an authentic sports-bike look.



Compact in size, the **sport windshield** offers protection from the wind and rain. Tinted version also available.



The **high windshield** significantly reduces the windflow experienced by the rider, making the R 1200 R more suitable for long-distance riding.



The new Bluetooth<sup>®</sup>-enabled **BMW Motorrad Navigator** features synthesized voice instructions and a powerful satellite receiver, and comes pre-installed with maps covering the whole of Western Europe.



The **tank rucksack** fits perfectly around the petrol tank. The capacity of its main compartment can be expanded, while the model for the R 1200 R features a waterproof map pocket that can accommodate any standard-size road map.



The waterproof **top case** can store a helmet easily, while the **inner bag** ensures items can be easily loaded and unloaded. The inner bag is also easy to carry, thanks to its shoulder strap and carrying handle.



The waterproof **panniers** have a capacity of 32 litres, while the **inner bags** ensure loading and unloading items is simple. The inner bags also feature two additional compartments for small items, as well as a shoulder strap and carrying handle.

### Other accessories:

Low double seat (770 mm)  
High double seat (830 mm)  
Anti-theft alarm system  
Sports soft bag, small and large  
Pannier holder with luggage grid  
Impact protection for system case  
Back cushion for system top case, small  
Main stand  
TPC (Tyre Pressure Control)<sup>5)</sup>  
Paddock stand

Connecting cable for BMW Motorrad Navigator  
Mounting for BMW Motorrad Navigator  
Lock cylinder  
Retrofit kit for power socket  
Supplementary toolkit  
Cylinder lock protection, small  
First-aid kit  
Oil filler neck safety screw  
White indicators  
White LED indicators<sup>2)</sup>

<sup>1)</sup> Only in conjunction with BMW Motorrad Integral ABS; available from start of 2007.

<sup>2)</sup> Available from February 2007.

<sup>3)</sup> Available until February 2007.

<sup>4)</sup> Currently under development.

<sup>5)</sup> Available from March 2007.

## Colours.



Granite Grey Matt Metallic



Crystal Grey Metallic



Midnight Black



Midnight Black with stripe

## Technical data.

| Engine                 |  |
|------------------------|--|
| Construction           | Air/oil-cooled, 2-cylinder, 4-stroke boxer, one camshaft, four valves per cylinder, central counterbalance shaft   |
| Bore x stroke          | 101 mm x 73 mm   |
| Capacity               | 1,170 cm <sup>3</sup>  |
| Max. output            | 109 bhp (80 kW) at 7,500 rpm   |
| Max. torque            | 115 Nm at 6,000 rpm  |
| Compression ration     | 12.0:1   |
| Fuel/engine management | Electronic intake pipe injection/BMS-K electronic engine management with overrun fuel cut-off, twin-spark ignition |
| Emission control       | Regulated 3-way catalytic converter, compliant with EU-3 emission standard   |

| Performance/fuel consumption                  |   |
|---|---|
| Max. speed                                    | Over 200 km/h   |
| Consumption per 100 km at a constant 90 km/h  | 4.1 litres  |
| Consumption per 100 km at a constant 120 km/h | 5.5 litres  |
| Fuel type                                     | Super plus unleaded 98 octane (RON); can also be operated with minimum 95 octane (RON) due to automatic knock control |

| Electrics  |                              |
|------------|------------------------------|
| Alternator | 600-W generator              |
| Battery    | 12 V/14 Ah, maintenance-free |

| Transmission |   |
|--------------|---|
| Clutch       | Hydraulically operated single-disc dry clutch |
| Gears        | 6-speed helical synchromesh gearbox           |
| Drive        | Shaft drive                                   |

| Chassis/brakes                                    |   |
|---|---|
| Frame   | Two-section frame made up of front and rear sections with load-bearing engine/gearbox   |
| Suspension, front                                 | BMW Motorrad Telelever, stanchion diameter 35 mm, central strut   |
| Suspension, rear                                  | Die-cast aluminium single-sided swinging arm with BMW Motorrad Paralever; strut, continuously adjustable spring preload, adjustable rebound damping |
| Travel, front/rear                                | 120 mm/140 mm   |
| Wheelbase (unladen as per DIN standard)           | 1,495 mm  |
| Castor (unladen as per DIN standard)              | 119.1 mm  |
| Steering head angle (unladen as per DIN standard) | 62.9°   |
| Wheels  | Cast aluminium  |
| Rim dimensions, front                             | 3.5 x 17"   |
| Rim dimensions, rear                              | 5.5 x 17"   |
| Tyre, front                                       | 120/70-ZR 17  |
| Tyre, rear  | 180/55-ZR 17  |
| Brakes, front                                     | Double-disc brake system with 320-mm diameter floating brake discs, 4-piston fixed caliper  |
| Brakes, rear                                      | Single-disc brake (265-mm diameter), double-piston floating caliper   |
| ABS   | BMW Motorrad Integral ABS (partially integral version)  |

| Dimensions/weight                                      |  |
|--|--|
| Seat height, unladen                                   | 800 mm (low seat <sup>1)</sup> : 770 mm, high seat <sup>2)</sup> : 830 mm)       |
| Rider step length, unladen                             | 1,800 mm (low seat <sup>1)</sup> : 1,760 mm, high seat <sup>2)</sup> : 1,860 mm) |
| Unladen weight, fully fuelled/road-ready <sup>3)</sup> | 223 kg   |
| Dry weight <sup>4)</sup>                               | 198 kg   |
| Max. permitted weight                                  | 450 kg   |
| Max. load (with standard equipment)                    | 227 kg   |
| Usable tank volume                                     | 18 litres  |
| Of which reserve                                       | 3 litres   |
| Length   | 2,145 mm   |
| Height (not inc. mirrors)                              | 1,285 mm   |
| Width (inc. mirrors)                                   | 872 mm   |

<sup>1)</sup> Optional equipment or accessory.

<sup>2)</sup> Accessory.

<sup>3)</sup> As defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90% of usable tank capacity.

<sup>4)</sup> Unladen weight without operating fluids.

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