

The new BMW R 1200 R. The new BMW R 1200 R Classic. Contents.



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1. Overall concept.



BMW R 1200 R and BMW R 1200 R Classic – the new dynamic roadsters from BMW Motorrad.

With the new BMW R 1200 R and R 1200 R Classic, BMW Motorrad is continuing its long tradition of roadster building and presents the revised successor models to the successful R 1200 R. Both combine a modern sporty and accentuated classical motorcycle design, once again with considerably greater quality and driving dynamics for even more riding fun.

Generating perceptibly higher torques, the new boxer engine provides an extra boost to temperament. Whereas the boxer in the predecessor model had already provided superior propulsion under all conditions, the new BMW R 1200 R models can deliver more on top. Derived from the BMW HP2 Sport, their new boxer with 1170 cc and DOHC valve gear corresponds to the engines already installed in the BMW R 1200 GS and BMW R 1200 RT.

Thanks to ultra modern technology in conjunction with two different design concepts, the new BMW roadsters are setting discrete emphases in the segment to a degree greater than before.

Whereas the basic version of the BMW R 1200 R emphasises the sporty all round character with new cast light alloy wheels, the R 1200 R Classic presents wire spoke wheels for a deliberate touch of refined nostalgia.

This demarcation between the two new roadster models is also continued in the colour of the paintwork and other equipment details. For instance, the R 1200 R Classic pays homage to the classic roadsters with metallic sapphire black paintwork in conjunction with a centre stripe in plain alpine white extending over the tank and front wheel cover.

The basic version of the R 1200 R is available in mat metallic smoky grey, metallic light grey, or metallic red apple: three colour schemes representing a dynamic, elegant, and modern interpretation of the roadster.

These three colour variants when combined with wheels and drivetrain in Nürburg silver highlight the sporty, dynamic side of the roadster.

The R 1200 R Classic, on the other hand, deliberately goes for a refined contrast and emphasises components like the Telelever, drivetrain, cylinder head covers, frame, and fork with silver. Their classical, refined quality also finds expression in the completely chromium-plated exhaust system and the mirrors with a chromium look, whereas the basic version provides a sporty touch in the form of a rear silencer in brushed stainless steel and black rearview mirrors.

Despite the differences in visual appeal presented by the R 1200 R and R 1200 R Classic, they are nevertheless united in their technology.

For instance, maximised rigidity and strength is provided by the tried and tested, two part main/rear frame, which has a weight-saving structure of steel tubing is designed with the engine as a load-bearing element for maximum stiffness and rigidity. The front suspension of the new BMW R 1200 R trusts in the BMW Telelever in conjunction with a new fork structure. Its high quality, technical grace and the enlarged diameter of the standpipe (from 35 to 41 mm) contribute decisively to shaping the face of the new R 1200 R. The rear suspension takes the form of the tried and tested single arm with BMW Paralever.

Both the R 1200 R and the R 1200 R Classic can be fitted optionally with electronic suspension adjustment ESA. This serves to vary the spring base and the suspension's pressure and rebound stages at the rear wheel, and the suspension's rebound stage at the front wheel – a system that has established itself as the solution for optimised road handling and comfort.

The maximum safety standard is ensured by the established and proven brake system, which can be fitted in the factory with the optional BMW Motorrad integral ABS (in the partially integral version) and automatic stability control ASC.

In its role as a traditional system provider, BMW Motorrad has also developed for the new R 1200 R and R 1200 R Classic extensive ranges of optional equipment and tailored optional accessories for further individualisation.

The following presents an overview of the essential features of the new BMW R 1200 R and BMW R 1200 R Classic:

- Clear differentiation between the R 1200 R and R 1200 R Classic in the form of characteristic colour concepts and equipment features.
- New dynamic drive, now with double overhead camshafts in each cylinder.
- Maximum torque raised to 119 Nm at 6000 rpm, and rated power raised to 81 kW (110 hp) at 7750 rpm.
- Maximum engine speed now raised from 8000 to 8500 rpm for an even wider utilisable speed range.
- Perceptible improvements to torque values for even greater roadster pleasure on country roads.
- Spontaneous response with optimised controllability and clearly improved load-alteration effects.
- Cylinder-head covers now with two instead of the previous four mounting bolts and a new, dynamic styling.
- Shorter, sportier rear silencer in brushed (R 1200 R) or chromium-plated (R 1200 R Classic) stainless steel.
- Electronically controlled exhaust flap for a superior powerful sound.
- Cast light alloy wheels (R 1200 R).
- Wire spoke wheels with light alloy flat collar rims (R 1200 R Classic).
- ESA (electronic suspension adjustment) (optional factory fit).
- BMW Motorrad integral ABS in the partially integral version (optional factory fit).
- Automatic stability control ASC (optional factory fit).

- Redesigned cockpit with two round analogue instruments.
- New hydraulic reservoirs with a smoked glass look.
- Extensive range of optional equipment and tailored accessories at the familiarly high BMW standards.

2. Technology and design.



The new R 1200 R and R 1200 R Classic – sporty modern or emphasised classical.

Greater value, appeal, and dynamics are the hallmarks of the two new BMW Motorrad roadsters, although with different characters. Whereas the colour concept and equipment of the basic R 1200 R version underscore its claims as a modern, sporty, and dynamic naked bike, the design of the R 1200 R Classic targets exclusively the fans of refined roadsters with the classical touch.

Although the two present differing visual impressions, they are on common ground where their technology is concerned.

New boxer engine delivering perceptibly higher torques for even more dynamic roadster pleasure.

Whereas the R 1200 R is already considered the epitome of classical, dynamic motorcycle pleasure, in particular on country roads, the latest BMW roadster edition provides even greater riding dynamics, especially on this terrain.

Already familiar from the BMW Motorrad models R 1200 GS and R 1200 RT, the new DOHC boxer engine provides a maximum torque of 119 Nm, higher than the 115 Nm of the predecessor model (at an unchanged 6000 rpm), for even greater propulsion. At the same time, there is a significant rise in torque and a distinct homogeneity of the torque curve in the lower and central speed ranges that are especially important on twisty country roads. In addition, the maximum engine speed now raised by about 500 rpm to a present 8500 rpm presents an even wider range of utilisable speeds. The top power output is now 81 kW (110 hp) at 7750 rpm (previously 80 kW/109 hp at 7500 rpm).

The valves are timed via chain driven double-overhead camshafts (DOHCs) in each cylinder. The valves are actuated with rocker arms that are very light and so suitable for high speeds. The radial arrangement of the four valves allow a highly compact design for the combustion chamber.

The horizontal arrangement of the camshafts in the direction of travelling required two special technical features for the new boxer: each camshaft controls one intake and one exhaust valve. Owing to the radial valve arrangement, the cams were cut to a conical shape. The valve head diameters were enlarged to 39 mm on the intake side and 33 mm on the discharge side compared with the 36 mm and 31 mm respectively of the predecessor model. Valve clearance compensation is based on lightweight hemispherical shims.

The predecessor bore-to-stroke ratio of 101 to 73 mm was retained, for an unchanged displacement of 1170 cc. Also retained were the crankshaft, the connecting rod, and their bearings, whereas the two cast aluminium pistons were redesigned for the new combustion chamber conditions.

The revised air intake system features throttle bodies with 50 mm bores instead of the 47 mm bores of the predecessor model. In addition, the new engine also features redesigned intake air snorkels and an air filter element with higher throughput. Stable thermal conditions even under extreme conditions are provided by a newly developed oil cooler. The oil-cooler mask was redesigned for better flow properties and a visual impression of greater dynamics.

The wish for a particularly sonorous boxer engine sound that also conforms to the legal requirements finds fulfilment in the new BMW R 1200 R models, which now present an exhaust flap actuated with an electric servomotor as well as opening and closing mechanisms. A visual highlight is presented by the new, compact rear silencer typical of roadsters, now shortened by 60 mm.

Power is transmitted as before by the tried and tested six-speed gearbox that had already been redesigned for the 2008 model with enlarged bearing diameters and modified shaft pitch. Featuring unchanged technology, but a new, high quality surface coating, the maintenance free cardan shaft drive was adopted for the rear wheel.

Superior suspension technology for sporty, dynamic pleasure on country roads.

Like their predecessor, the new BMW R 1200 R models are based on the tried and tested, two part frame structure that integrates the engine as a supporting element. At the same time, the steering head angle and castor are

tuned to the handling and stability that a roadster needs for dynamic riding. The rear, weight-optimised section of the tubular space frame contributes to its lightweight appearance.

The wheel suspensions make use of the telelever and paralever designs familiar from other boxer engine models. These afford a key contribution to the roadster's stable riding response and agile handling. The new R 1200 R models are fitted with completely redesigned fork structures with a greater standpipe diameter (now 41 mm instead of the earlier 35 mm) for even greater stability of the front section. The turned and subsequently anodised surface of the skidpipes presents a visual impression of particularly high quality roadster technology.

On twisty roads, the R 1200 R proves its great agility and, at the same time, meets all the demands a sporty touring rider has for comfort on his vehicle. And those frequently on the road with differing loads will also learn to appreciate the optional electronic suspension adjustment ESA. This serves to vary the spring base and the suspension's pressure and rebound stages at the rear wheel, and the suspension's rebound stage at the front wheel – a system that has established itself as the solution for optimised road handling and comfort.

Whereas the basic version of the new BMW R 1200 R has cast light alloy wheels of a sporty style, the R 1200 R Classic has embarked on other, much more classical roads. In the traditional roadster manner, it features high quality wire spoke wheels in conjunction with light alloy flat collar rims, cast aluminium hubs, and tubed tyres.

BMW Motorrad integral ABS (partially integral) as option.

The maximum safety standard is ensured by the tried and tested brake system. The front brake discs have a diameter of 320 mm and the rear brake discs 265 mm. The maximum decelerations that the rider can manage with little operating effort are made possible with the optional BMW Motorrad integral ABS in the partially integral version that provides the rider with the maximum level of additional safety, in particular during emergency and hazard braking.

New cockpit in consistent roadster design.

The new BMW roadsters feature a completely revised cockpit presenting a high quality look typical of roadsters. The rider can now view at a glance the speedometer and revolution speeds on a clear arrangement of adjacent round instruments in the classical form, which light up in orange during night rides. In addition, a display presents further details like the current gear and the time. On request, the functions of the instrument panel can be expanded with an onboard computer that provides further information, e.g. range, average consumption, and outside temperature.

The predecessor tubular steel handlebar has now been replaced with a tapered aluminium version. In conjunction with a redesigned fork bridge and hydraulic reservoirs with a smoked glass look, the new R 1200 R models present in these sections too a visual impression of considerably higher quality and greater roadster affinity. Whereas the basic version of the R 1200 R features all black plastic rear-view mirrors underscoring the dynamic design, the R 1200 R Classic presents chromium-plated versions that emphasise their kinship to the classic, historical models.

Optimised equipment for even more roadster pleasure.

Both R 1200 R models now feature a centre stand as standard. Greater comfort, in particular for the pillion too, is provided for by the new comfortable seat. As part of its optional equipment and optional accessories BMW Motorrad offers seats with a more sporty design and other heights. (see Section 3 "Equipment program".)

As standard the new BMW roadsters feature indicators with white glass covers. As optional equipment or optional accessory, LED indicators are also available for an even sportier look.

The wish for a particularly sonorous boxer sound that also conforms to the legal requirements is fulfilled in the new BMW R 1200 R models, which now present an exhaust flap actuated with an electric servomotor as well as opening and closing mechanisms.

The new, compact rear silencer typical of roadsters, now shortened by 60 mm, is a visual highlight. The sporty, modern claims of the basic version finds expression in the surface quality of brushed stainless steel, whereas the

classical, refined R 1200 R Classic goes for high gloss chromium. Common to both models are the exhaust manifolds in chromium-plated stainless steel.

Additional details of the extensive revision undergone by the boxer roadsters can be found in the cover over the classical round headlamp and the new rear with optimised rear grab handles.

3. Equipment program.



Optional equipment and optional accessories – the perfect individualisation by BMW Motorrad.

The R 1200 R and the R 1200 R Classic fulfil claims as agile, dynamic roadsters with a high level of everyday and touring practicality through a fascinating mix of dynamics, comfort and a design typical of roadsters, making an almost perfect solution that is standard in the series. In addition, BMW Motorrad provides the usual extensive range of optional equipment and optional accessories for the further individualisation of these two new BMW roadster models.

Optional equipment is factory fitted; it is integrated in the production process. Optional accessories are installed by the BMW Motorrad dealer, so the motorcycle can be fitted with options afterwards as well.

Optional equipment.

* Also as optional accessory retrofits.

- BMW Motorrad integral ABS (partially integral).
- Electronic suspension adjustment ESA.
- Automatic stability control ASC.*
- Tyre pressure control RDC (basic R 1200 R version).
- On-board computer.
- Heated grips.*
- LED indicators, white.*
- Sport windshield.*
- Anti-theft alarm system DWA.*

- Seat, low (height 770 mm).*
- Sport seat (height 800 mm).*
- Comfort seat, high (height 830 mm).*
- Low slung (height 750 mm).
- Rear silencer, chromium plated (basic R 1200 R version).
- Pannier carriers, large incl. luggage carrier.
- Pannier carriers, small.

Optional accessories.

** Also available as optional factory-fitted equipment.

Storage space range.

- System panniers.**
- Inner pocket for system panniers.
- Panniers carriers, large incl. luggage carrier.**
- Pannier carriers, small.**
- Topcase, small, watertight, 28 l.
- Inner pocket for topcase, small.
- Backrest pad for topcase, small.
- Tank rucksack, watertight.
- Tank bag, universal.
- Softbag 2, small.

- Softbag 2, large.
- Luggage roll 2.

Ergonomics and comfort.

- Seat, extra low (height 760 mm).
- Seat, low (height 770 mm).**
- Sport seat (height 800 mm).**
- Seat, high (height 830 mm).
- Comfort seat, high (height 830 mm).**
- Sport windshield, clear.**
- Sport windshield, tinted.
- Windshield, high.

Safety.

- Anti-theft alarm system DWA.**
- Automatic stability control ASC.**

Technology.

- Heated grips.**
- LED indicators.**
- LED rear light.
- Akrapovic sports silencer.
- BMW Motorrad Navigator IV.

- Holder for BMW Motorrad Navigator IV.
- Engine protection bar.
- Cylinder head cover guard, aluminium.
- Cylinder head cover guard, plastic.
- Cylinder head covers, chromium plated.
- On-board toolkit service set.
- Paddock stand.
- Adapter for paddock stand.
- Extra socket, rear.

Design.

- Cylinder head covers, chromium plated.
- Custom mirrors, chromium plated.
- Protective cap for Telelever.
- Spoke wheels.

4. Paint finishes.



Colour concepts that emphasise the character.

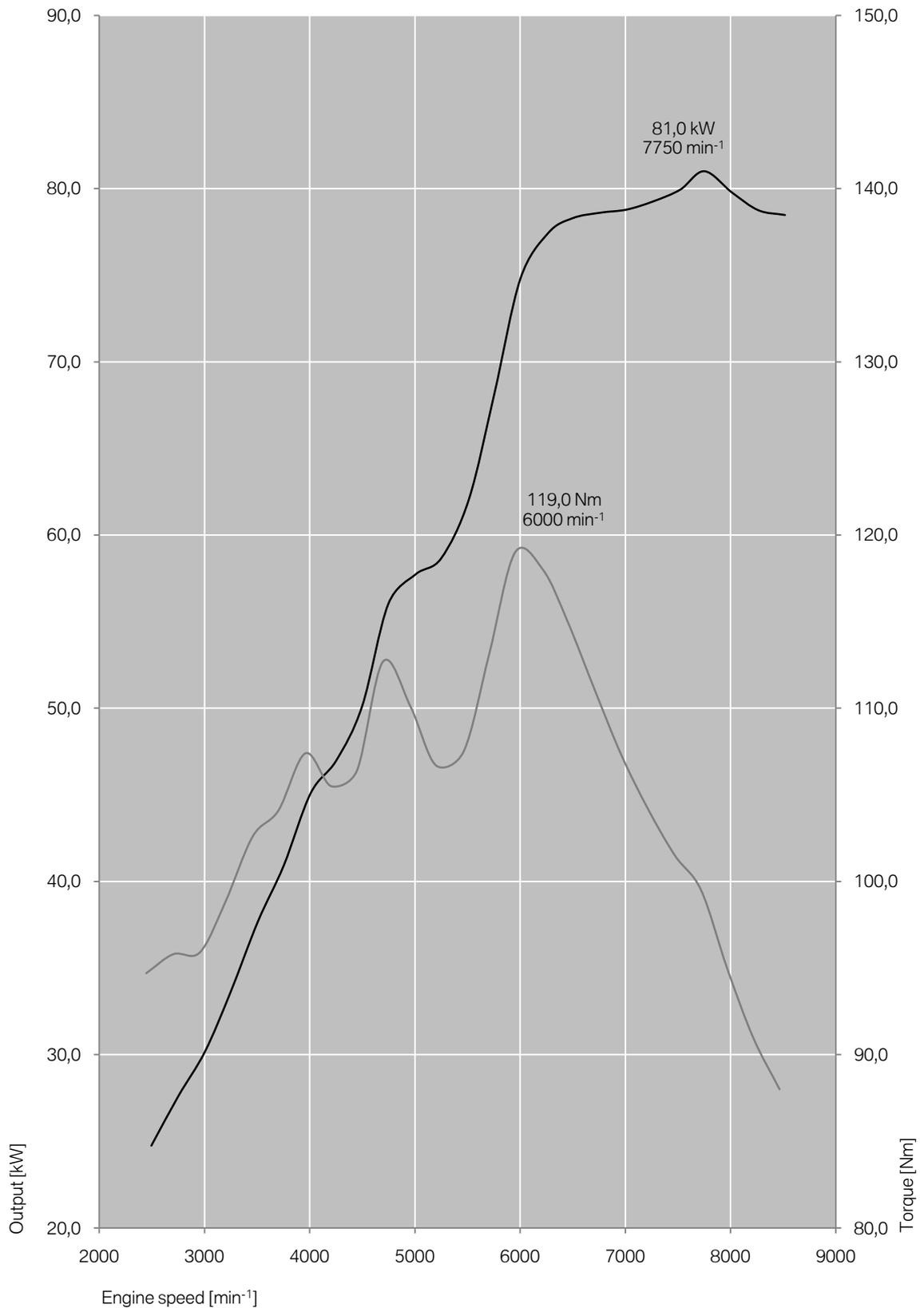
The basic versions of the R 1200 R and the R 1200 R Classic immediately present a stark contrast between their equipment features like the cast light alloy versus wire spoke wheels or the rear silencer in brushed versus chromium-plated stainless steel. The different characters are reinforced by their separate colour concepts that on the one hand underscore the sporty, dynamic all round claims of the new R 1200 R and, on the other, hone their classical, refined roadster profile.

This deliberate demarcation between the two new roadster models finds expression on the R 1200 R Classic in its particularly elaborate paintwork. The traditional roadster heritage is borne completely on a metallic sapphire black in conjunction with a central dynamic stripe of plain alpine white extending over the tank and front wheel cover.

On the other hand, the basic version of the R 1200 R is available in one of three colour schemes: mat metallic smoky grey, metallic light grey, or metallic red apple presenting a dynamic, elegant and at the same time modern roadster interpretation. In an interplay of Nürburg silver on the wheels and drivetrain, the basic version of the R 1200 R presents its sporty, dynamic side to the best effect. Other sporty touches include the rear silencer in brushed stainless steel and the all black rearview mirrors.

Contrastingly, the R 1200 R Classic presents silver coloured components like Telelever, drivetrain, cylinder head covers, frame, and fork in stark contrast to the body parts. This model underscores the classical, refined look that is boosted even further by the completely chromium-plated exhaust system and the mirrors in a chromium look.

5. Engine output and torque.



6. Technical specifications.



BMW R 1200 R, BMW R 1200 R Classic		
Engine		
Displacement	cc	1170
bore/stroke	mm	101/73
output	kW/hp	81/110
at speed	rpm	7750
torque	Nm	119
at speed	rpm	6000
design		boxer
number of cylinders		2
compression/fuel		12.0:1 petrol, unleaded (95–98 RON)
valve timing		DOHC, rocker arm
valves per cylinder		4
∅ intake/exhaust	mm	39/33
throttle valve diameter	mm	50
carburetion		BMS-K+
Electrical system		
alternator	W	720
battery	V/Ah	12/14
headlamp		low beam: H11 high beam: H11
starter	kW	1.2
Power transmission		
clutch		single disc dry clutch, hydraulically actuated
gearbox		claw-shifted six-speed gearbox
primary ratio		1.737
gear transmission ratio	I	2.375
	II	1.696
	III	1.296
	IV	1.065
	V	0.939
	VI	0.848
rear wheel drive		Cardan drive shaft
ratio		2.75
Chassis		
frame design		steel tubular space frame
front wheel control		BMW Telelever
rear wheel control		BMW Paralever
spring travel, front/rear	mm	120/140
wheel castor	mm	119.1
wheelbase	mm	1495
steering head angle	°	62.9

brakes	front	twin disc brake, Ø 320 mm, radial fixed four-calliper brake
	rear	single disc brake, Ø 265 mm, floating two-calliper brake
ABS		BMW Motorrad integral ABS (partially integral, optional equipment)
wheels		R 1200 R: cast wheels R 1200 R Classic: wire spoke wheels
	front	3.50 x 17"
	rear	5.50 x 17"
tyres	front	120/70 ZR 17
	rear	180/55 ZR 17

Dimensions and weights

total length	mm	2145
total width with/without mirror	mm	906/845
seat height (without rider)	mm	800 (standard) 800 (OE, OA, sport seat) 830 (OE, OA, comfort seat, high) 830 (OA, seat, high) 760 (OE, OA, seat, low) 750 (OE, low slung)
unladen weight, incl 90% fuel	kg	223
permitted total weight	kg	450
fuel tank capacity	l	18

Performance figures

fuel consumption		
90 km/h	l/100 km	4.1
120 km/h	l/100 km	5.5
acceleration		
0–100 km/h	s	3.5
maximum speed	km/h	>200