



BMW Motorrad



R 1200 GS
Adventure

The Ultimate
Riding Machine

UNSTOPPABLE R 1200 GS Adventure

**THE NEW
BMW R 1200 GS ADVENTURE
UNSTOPPABLE**

Nothing on earth comes between this bike and its destination. It is built without compromise to handle anything the planet's roads – and off-road – can throw at it. A first glance is enough to tell you all this – and a first ride is enough to confirm it. The BMW R 1200 GS Adventure will excite you with its effortless throttle response and superb traction, not to mention the added comfort and versatility of such features as the optional Enduro ESA (Electronic Suspension Adjustment).

UNSTOPPABLE

INTELLIGENT: ENDURO ESA

To be truly UNSTOPPABLE, a bike must be able to perform on any terrain. And that's exactly what the R 1200 GS Adventure can now do, thanks to the Enduro ESA option, which brings all the benefits of BMW Motorrad's intelligent ESA suspension system to this model. The chassis can be set up for the current riding conditions and load at the touch of a button, with adjustable damper settings and suspension height on both wheels. As a result, the suspension has the travel to prevent bottoming out on rough ground, but still delivers optimum roadholding in everyday use. In short, it's up for any challenge.



UNSTOPPABLE

A collage of images featuring a motorcycle, a rocky landscape, and a close-up of a rock formation. The motorcycle is positioned in the center-left, facing forward on a rocky path. The background shows a vast, hazy landscape with mountains in the distance. The right side of the collage is dominated by a large, textured rock formation in the foreground, with a smaller, similar rock formation visible in the background on the right. The overall scene is set in a rugged, outdoor environment.

UNBEATABLE: EXCLUSIVE SPECIAL EQUIPMENT

Being UNSTOPPABLE means being one of a kind. The short first gear option is exclusive to the R 1200 GS Adventure, and reduces the already-low creep speed by a further 10 per cent, something which is particularly useful over broken ground in tight spaces. Because control is every bit as important as power – especially in the sort of terrain that other bikes can't even reach in the first place. Other optional extras include ASC (Automatic Stability Control) and TPC (Tyre Pressure Control).



UNSTOPPABLE



THE NEW

BMW R 1200 GS ADVENTURE

UNSTOPPABLE – because it is built without compromise to handle anything the planet's roads – and off-road – can throw at it. The new, upgraded drive train delivers effortless throttle response, the new Enduro ESA suspension option ensures supreme traction and ride comfort, and the classic design has been fine-tuned so that its looks are as memorable as its performance. The new R 1200 GS Adventure. No desert, no mountain and no river can stop it. The only limit is your imagination.



Magma Red



Magnesium Matt Metallic

ENGINE

| | |
|------------------------|--|
| Type | Air/oil-cooled, twin-cylinder four-stroke boxer, single camshaft, four valves per cylinder, central counterbalance shaft |
| Bore x stroke | 101 mm x 73 mm |
| Capacity | 1,170 cc |
| Max. output | 105 hp (77 kW) at 7,500 rpm |
| Max. torque | 115 Nm at 5,750 rpm |
| Compression ratio | 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 | 4.6 l |
| Consumption per 100 km at a constant 120 km/h | 6.1 l |
| Fuel type | Super unleaded, 95 octane (RON); also runs on 91-octane (RON) and above due to automatic knock control |

ELECTRICS

| | |
|------------|------------------------------|
| Alternator | 720 W three-phase generator |
| Battery | 12 V/14 Ah, maintenance-free |

TRANSMISSION

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|--------|---|
| 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 41 mm, central strut, spring preload mechanically adjustable between five settings |
| Rear wheel location/suspension | Die-cast aluminium single-sided swing arm with BMW Motorrad Paralever, WAD (travel-related damping) strut, spring preload hydraulically and steplessly adjustable via handwheel, adjustable rebound damping |
| Travel front/rear | 210 mm/220 mm |
| Wheelbase | 1,510 mm |
| Castor | 89 mm |
| Steering head angle | 65.2° |
| Wheels | Cross-spoke |
| Rim dimensions, front | 2.50 x 19" |
| Rim dimensions, rear | 4.00 x 17" |
| Tyre, front | 110/80 R 19 |
| Tyre, rear | 150/70 R 17 |
| Brakes, front | Double-disc brake system with 305-mm diameter floating brake discs, 4-piston fixed caliper |
| Brake, rear | Single-disc brake (265-mm diameter), double-piston floating caliper |
| ABS | BMW Motorrad Integral ABS (partially integral version) available as an option, disengageable |

DIMENSIONS/WEIGHT

| | |
|---|----------------|
| Seat height | 910/890 mm |
| Rider step length | 2,000/1,960 mm |
| Unladen weight, fully fuelled/road ready ¹ | 256 kg |
| Dry weight ² | 223 kg |
| Max. permitted weight | 475 kg |
| Max. load (with standard equipment) | 216 kg |
| Usable tank volume | 33.0 l |
| Of which reserve | Approx. 4.0 l |
| Length | 2,240 mm |
| Height (excluding mirrors) | 1,525 mm |
| Width (inc. mirrors) | 990 mm |

Dimensions refer to unladen motorcycles as per DIN standard.
 1. As defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90% of usable tank capacity.
 2. Unladen weight without operating fluids.

For full details of the BMW Motorrad range of Motorcycle and Rider Equipment, speak to your BMW Motorrad dealer or visit our website.

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