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Date: Bulletin #:	11/30/09 M57-09	Source: Name: Title: Phone #:	Motorcycle Marketing Department Sergio Carvajal Product Manager 201-307-3552			



BMW Motorrad USA

Product Information Bulletin

2010 BMW R 1200 GS Adventure



The R 1200 GS Adventure is already one of BMW's success stories, with world-wide demand for this model far exceeding supply. Despite the recognized superiority of the R 1200 GS Adventure over any enduro offered by the competition, BMW isn't standing still.

Now the same DOHC engine configuration unveiled with the HP2 Sport is being provided on the new R 1200 GS and R 1200 GS Adventure. Although on paper the performance improvement appears to be slight, in the actual experience of riding, the difference is very apparent, almost a revelation.

It is therefore vital that BMW Motorrad USA dealers aggressively encourage existing GS owners to demo ride the new R 1200 GS and R 1200 GS Adventure to truly understand how significant the performance enhancement over the predecessor is.

The 2010 BMW R 1200 GS Adventure: The Benchmark is Raised Again

The BMW G 1200 GS Adventure invented the term adventure motorcycle riding and sets the standard by which all other big bore enduro bikes are judged. This is partly due to the range of features which have become almost as legendary as the bike itself. On this machine you can handle potholes with 1" more clearance than on the R 1200 GS. Add to that excellent ergonomics, optimum gearing for every terrain, and a chassis which - whether fully loaded or not - will thrill you and your passenger as well as surprise anyone around you.



Building upon the former generation of the R 1200 GS and R 1200 GS Adventure, which already offered great power and performance as well as broad range of practical riding qualities for long tours combined with high riding pleasure on back roads, BMW Motorrad is now enhancing this standard to an even higher level. A more powerful engine with extra torque results in even greater driving dynamics both on- and off-road. In its construction principle and fundamental layout, the new flat-twin Boxer engine is very similar to the Double Overhead Camshaft (DOHC) engine on the highly-rated BMW HP2 Sport.

In its latest generation, the engine has been carefully updated and optimized for the R 1200 GS Adventure, tailored to the specific requirements of a grand touring adventure enduro.

1. Main Features of the 2010 BMW R 1200 GS Adventure

Main improvements at a glance:

- New even more dynamic engine with two overhead camshafts per cylinder and valves in radial arrangement.
- Increase in engine output by 5 per cent to 110 hp at 7,750 rpm and maximum torque to 88 ft-lb at 6,000 rpm.
- Increase in maximum engine speed from 8,000 to 8,500 rpm with an even wider power- band.
- Significantly better acceleration and torque, immediately noticeable to the rider.
- Electronically controlled exhaust flap for an aggressive muscular sound.
- Color variants of the R 1200 GS Adventure: Smoke Grey matt metallic and Brilliant Yellow metallic.
- Options and accessories tailored to the model with BMW's usual high level of quality.

1.1. Improved engine technology for better performance

Designed and built at the outset for higher engine speed, the new flat-twin engine in the R 1200 GS Adventure, like the engine featured in the BMW HP2 Sport, comes with two overhead, chain-driven camshafts per cylinder. The valves are operated by very light rocker arms able to withstand high engine speeds due to their low weight alone. Radial arrangement of the four valves is accomplished by the compact combustion chambers. Like on the former model, the fuel/air mixture is ignited by two spark plugs (HP2 Sport: one spark plug), while the compression ratio remains at 12.0:1.

Horizontal arrangement of the camshafts in the direction of travel gives the new flat-twin engine two particular technical features: Each camshaft controls one intake and exhaust valve and, due to the radial arrangement of the valves, the cams come with a conical profile. To increase both output and torque, fuel volume has been increased throughout the entire speed range by increasing valve plate diameter over the former models from 1.42–1.54 inches on the intake side and 1.22–1.30 inches on the exhaust side.

Intake and exhaust timing on the two camshafts has been optimized in particular for power at low and medium engine speeds and for even, free-revving engine performance throughout the entire range. To increase the free valve cross-section, valve lift is up by 0.415 inches on the intake and 0.365 inches on the exhaust side to 0.425 inches on both sides. Valve clearance is compensated by light semi-hemispherical shims. In addition, two new cast-aluminum pistons have been re-designed to match the change in combustion chamber geometry.

1.2. More power and extra torque throughout the entire speed range

Interacting with the upgraded intake system, now featuring black instead of silver throttle butterfly manifolds as on the former model, measuring 1.97 inches instead of formerly 1.85

inches (HP2 Sport: 52 mm/2.05") opening clearance and with newly designed intake air manifolds and an air filter element with higher volume capability, the engine now develops maximum output of 110 hp at 7,750 rpm and peak torque of 88 lb-ft at 6,000 rpm. An oil cooler ensures stable engine temperatures even when riding to the extreme.

In all, the modifications to the drivetrain provide a significantly more homogeneous flow of power and torque throughout the entire speed range. In this process of technical development, the engine now features magnesium-colored cylinder head covers with two instead of the former four fastening bolts and come in new, even more dynamic design. A valve cover guard made of aluminum or plastic as well as a chrome-plated aluminum cylinder head cover are available as accessory items.

1.3. Electronically controlled exhaust flap for even more muscular sound

The exhaust system features two manifolds with the same design, length and diameter as the previous model, while a modified interference pipe regulates the change in vibration conditions in the exhaust system. Featuring an exhaust flap controlled by an electric motor as well as opening and closing cables, the 2010 BMW R 1200 GS Adventure provides a particularly throaty boxer sound naturally in full compliance with legal standards. To reduce ram pressure and improve the sound of the engine even further, the rear silencer remains the same in design as on the former model and comes with a completely new interior structure.

1.4. Ideal transmission of power through six-speed gearbox and drive shaft

Power is transmitted as before by the proven six-speed gearbox with larger bearing diameters and a modified distance between the individual shafts previously changed for the 2008 model year. In the process, the gear ratios were once again changed and the final drive has been modified from 2.82 to 2.91.

In conjunction with the new, even more powerful engine, there is significantly more torque throughout the entire range of engine speed. The new R 1200 GS Adventure also benefits from improved shifting with a power/travel curve for precise gearshift and clear feedback at all times. The maintenance-free drive shaft to the rear wheel also remains unchanged, relieving the rider of annoying and time-consuming maintenance requirements, particularly on long tours.

1.5. Proven Suspension and high-performance brakes with Integral ABS

Like its predecessor, the new R 1200 GS Adventure offers an almost perfect synthesis of offroad and onroad riding qualities. As in the past, the stiff and torsionally-resistant suspension, front wheel control with the unique BMW Telelever, and the rear wheel incorporating the BMW Paralever provide first-class and improved riding qualities in combination with the new engine offering even more power and torque.

In conjunction with optional BMW Motorrad Integral ABS, extremely powerful brakes provide maximum safety even in critical situations. Optimum environmental compatibility is achieved on the new boxer engine through the most advanced exhaust gas management with a fully controlled three-way catalytic converter.

1.6. Enduro ESA – Optional for optimum electronic adjustment of the suspension

Designed and built for the specific requirements of a grand touring enduro, Enduro Electronic Suspension Adjustment (ESA) is available on the latest version of the R 1200 GS Adventure as an optional extra straight from the factory. Enduro ESA allows adjustment of the suspension

under all kinds of riding conditions and with virtually any load level, simply by pressing a button. An important feature of the Enduro ESA is that it offers both an onroad and offroad mode within which the rider, choosing specific settings for the spring base and damping, is able to adjust the suspension even more precisely to specific needs and requirements.

As usual, Enduro ESA meets the particular requirements of a grand touring enduro by additional electrohydraulic adjustment of the spring base on the front spring strut. When riding offroad, this ensures a far smoother ride without the disadvantages otherwise experienced onroad, such as shorter negative spring travel or greater seat height.

1.7. Optimum ergonomics and even more practical features

The high-quality, sophisticated handlebar, constructed from a heat-treated aluminum tube, mounted with two asymmetrical clamps, facilitates turning by up to 180 degrees (as on the HP2 Enduro Sport) and may be adjusted in two ergonomically different positions. While the rear handlebar position for riding onroad and in less demanding terrain ensures optimum ergonomics particularly for the shorter rider, the front handlebar position offers advantages when standing up on the machine in rough terrain.

The hand protectors available as an accessory for the R 1200 GS are installed as standard equipment straight from the factory on the R 1200 GS Adventure. In the process of technically upgrading the successful R 1200 GS models, the instrument cluster has received a newly designed dial. And last but not least, the windshield now comes with larger hand-bolts with even better grip for adjusting its position with greater ease.

1.8. Options and accessories tailored to both the rider and the machine

As a genuine, fully-fledged systems supplier, BMW Motorrad has developed a wide range of options and accessories for further customization of the new R 1200 GS Adventure. One particularly important new feature is the additional headlight in LED technology.

Optional extras are available directly from the factory and are installed during production at the Berlin Plant. Accessories are installed by Authorized BMW Motorcycle Dealers.

1.9. New surface and color design

The 2010 R 1200 GS Adventure demonstrates its enhanced dynamics through new surface design and colors. Smoke Grey metallic emphasizes the almost rustic, masculine character of the machine, while Brilliant Yellow metallic accentuates its sporting off-road qualities. Particularly the second color variant forms an exciting contrast to the seat finished in Black Olive Grey. The new throttle butterfly manifolds come in Black.

2. Pricing

There are some important considerations regarding pricing for BMW motorcycles:

- The Base MSRP includes only the **Standard Equipment**.
- Freight charges are not reflected in the MSRP.
- All BMW motorcycles are ordered with additional options as defined in the **Standard Package** (Standard Order Deck) and **Premium Package** (Premium Order Deck). Optional extras will be reflected in the pricing of the motorcycle.
- The Standard and Premium Package contents are specifically defined for each motorcycle in the Dealer Sales Forum meetings.

- Ordering a motorcycle with options that deviate from the Standard or Premium Packages (e.g. removing package options) is possible as long as the unit is in 111 or 112 status, by modifying an order.
- Margins and Holdback remain unchanged from the 2009 model.

Item	MSRP	Options / Equipment
MSRP (excluding dest. charge)	\$17,000	Includes Std Equipment / 100% Options
Destination Charge	\$495	
Price with Standard Package (excluding destination charge)	\$18,700	519 Heated Grips \$250 630 Integral ABS (Disengageable) \$1,100 680 Saddle Bag Mounts \$350
Price with Premium Package (excluding destination charge)	\$20,245	Standard Package contents, plus: 416 Enduro ESA \$800 539 On Board Computer \$295 562 Fog Light \$450

3. Standard Equipment and Available Options

Standard equipment is included in the price of the motorcycle. Standard equipment cannot be removed, altered or deleted. Available options are additional features that dealers may select to be installed on a bike during the ordering process.

Standard Equipment
Shaft drive
BMW Motorrad Paralever (EVO)
BMW Motorrad Telelever (EVO)
Multi-function display (digital clock, gear indicator, fuel gauge, coolant temperature and cruising range indicator, total 2 trip odometers, service interval indicator)
LED taillight
White turn signals
Toolkit
Adjustable windshield
Handguards
Tank and engine protection bar
Aluminum valve cover protection system
Magnesium cylinder head covers
Cross spoke wheels
Complete stainless steel exhaust system with electronically controlled acoustic system
Closed loop 3-way catalytic converter with oxygen sensor
Large capacity 8.7 gallon fuel tank
Two section seat with variable height for rider
Twin disc front brake
Single disc rear brake
Adjustable foot brake lever and gear lever
Armored steel brake hoses and clutch hoses
Hydraulic rear spring preload adjuster
5 position mechanical front spring preload adjuster
Electronic immobilizer
Power Socket

Stainless steel luggage rack
Adjustable clutch and brake levers
Center Stand
Adjustable aluminum conical handle bar
Single wire system (Can-Bus)

Code	Available Equipment	MSRP
350	Chrome Exhaust	\$150
416	Enduro ESA	\$800
519	Heated Grips	\$250
530	TPM	\$250
539	On Board Computer	\$295
562	Fog Light	\$450
603	Anti Theft Alarm	\$395
630	Integral ABS (Disengageable)	\$1,100
633	Off Road Tires	\$0
650	Enduro ASC	\$400
680	Saddle Bag Mounts	\$350

Code	Color	MSRP
M11	Smoke Gray Metallic Matt	\$0
N03	Shine Yellow Metallic	\$0

4. Available Accessories

4.1. Cases

- Aluminum side cases
- Case mounting brackets for Aluminum cases
- Aluminum Topcase
- Topcase mounting bracket
- Inner bags for Aluminum cases/Topcase
- Back padding Aluminum Topcase
- Watertight tank bag
- Softbag 2, large, 13.5 gallons
- Softbag 2, small, 5 gallons

4.2. Styling and Appearance

- Cylinder head covers chrome-plated
- Front fender, in carbon
- Splashguard rear, in carbon
- Headlight protector (for off-road use only)
- Cap for Telelever and fork bridge
- Additional LED driving lights
- Holder for additional driving lights

4.3. Ergonomics and Comfort

- Windshield, tinted
- Wide enduro footrests -- standard
- Adjustable footbrake lever -- standard

- Handlebar cross reinforcement
- Padding for handlebar cross reinforcement
- Rider's seat, low (32.3 inches) in Black
- Rider's seat, Grey
- Additional power socket
- Heated Hand Grips

4.4. Navigation and Communication

- BMW Motorrad Navigator IV
- Mount for BMW Motorrad Navigator
- Navigator function bag

4.5. Safety

- Hand protectors -- standard
- Spoiler guards, large, for hand protectors
- Aluminum cylinder head cover protection -- standard
- Plastic cylinder head cover protection
- Enduro skid plate protection, aluminum
- Frame guard
- Safety bolts for oil filler manifold
- Anti-theft warning system with remote control

4.6. Maintenance and Technical Equipment

- Paddock stand
- On-board toolkit/service kit
- LED light for on-board power socket, 16.1"

5. Technical Specifications

5.1. Engine

- Type: Air-cooled/oil-cooled Boxer twin-cylinder
- Bore x Stroke: 101.0 mm x 73.0 mm
- Displacement: 1170 cc
- Horsepower: 110 bhp @ 7750 rpm
- Torque: 88 lb/ft @ 6000 rpm
- Compression Ratio: 12.0 :1
- Valve Gear: Chain-driven, high cam, OHV, w/adj. rocker arms
- Valves: 2 x 39 mm intake / 2 x 33 mm exhaust
- Valves / Cylinder: Four
- Engine Oil Capacity: 4.2 quarts
- Engine Management: BMW Engine Controller - BMS K+
- Fuel Requirement: Premium Unleaded
- Fuel Tank: HDPE, internal pump and internal filter
- Fuel Capacity: 8.7 U.S. gallons including 1 gallon reserve
- Charging System: 720 Watts @ 14 Volts
- Battery: 12 Volts 14 Amps/hour maintenance-free
- Cooling System: Air and thermostatically controlled oil cooling

5.2. Drivetrain

- Primary Drive: 1:1.737
- Clutch: 180 mm dry, single plate with hydraulic actuation
- 1st Gear Ratio: 2.38:1
- 2nd Gear Ratio: 1.70:1
- 3rd Gear Ratio: 1.30:1
- 4th Gear Ratio: 1.07:1
- 5th Gear Ratio: 0.94:1
- 6th Gear Ratio: 0.85:1
- Final Drive System: Enclosed driveshaft with two universal joints
- Final Drive Ratio: 2.91:1

5.3. Frame and Suspension

- Frame: Tubular steel trellis frame
- Front Suspension: BMW Telelever
- Front Travel: 8.3 inches
- Rear Suspension: BMW EVO Paralever
- Rear Travel: 8.7 inches

5.4. Brakes

- Brake System: BMW
- Front Brakes: Two, four-piston fixed calipers
- Front Rotor: 12.0 inch Dual Rotors
- Rear Brake: Single, two-piston floating caliper
- Rear Rotor: 10.4 inch single, fixed rotor
- Actuation Method: Hydraulic, DOT 4 fluid type

5.5. Wheels and Tires

- Front Wheel: 2.50 x 19 cross-spoke
- Rear Wheel: 4.0 x 17 cross-spoke
- Front Tire: 110/80 x 19 tubeless
- Rear Tire: 150/70 x 17 tubeless

5.6. Dimensions

- Overall Length: 88.6 inches
- Overall Width: 37.6 inches
- Wheelbase: 59.5 inches
- Ground Clearance: Info. Unavailable
- Seat Height: 35.0 inches
- Steering Angle: 63.8 degrees
- Front Wheel Trail: 3.8 inches
- Weight – Dry: 492 lbs. excluding options & accessories
- Weight – Wet: 564 lbs. excluding options & accessories
- Maximum Load: 1045 lbs. GVWR

5.7. Performance Data

- Acceleration 0–62 mph: 4.0 sec
- Top Speed (mph): 125+

6. Photography

