

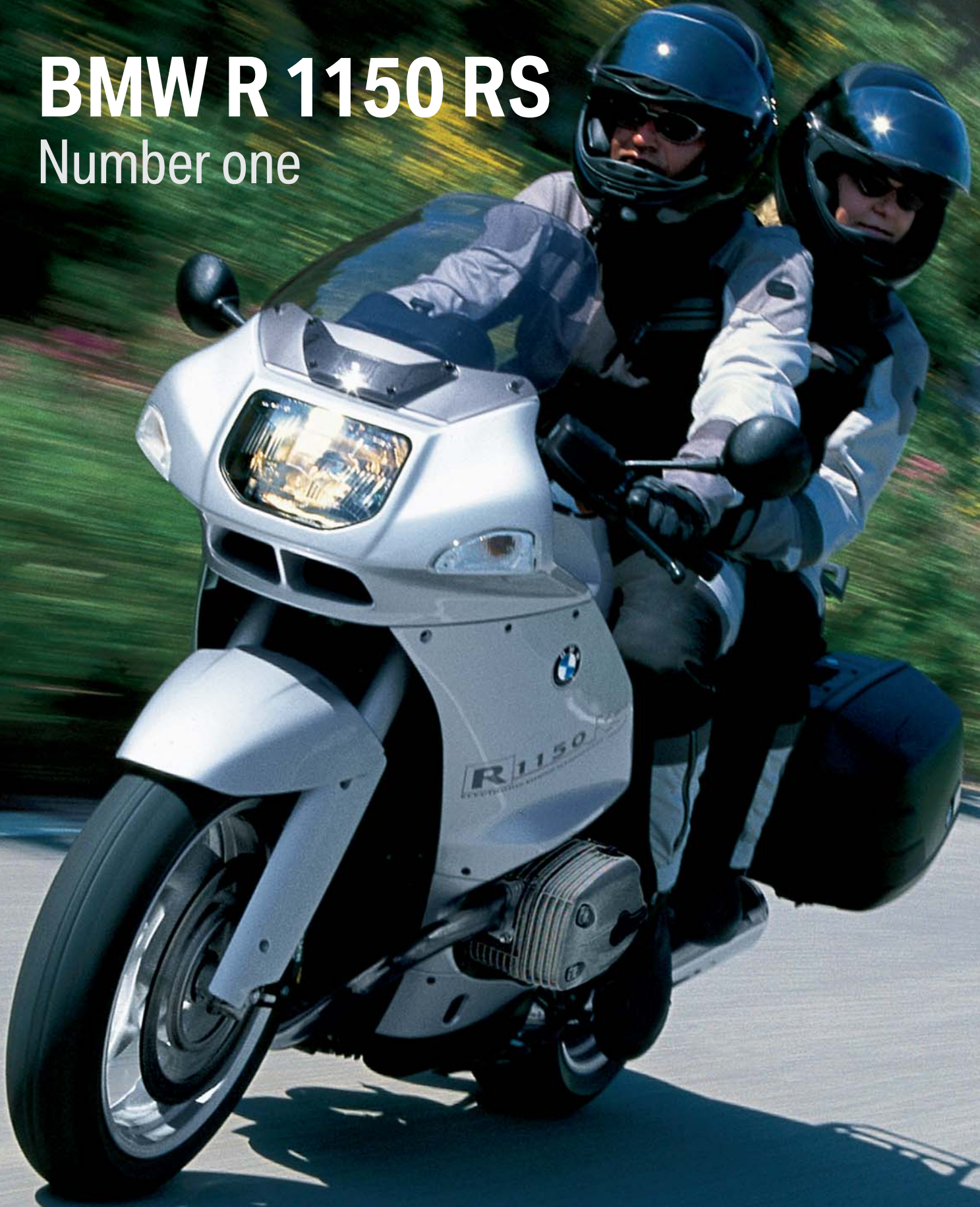
BMW Motorrad
R 1150 RS

[www.
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BMW R 1150 RS

Number one



BMW R 1150 RS

The R 1150 RS was voted the UK's number one motorcycle by the readers of RiDE magazine in the publication's 2003 Rider Power survey. The versatile sports tourer was the first machine BMW marketed that featured its 4-valves per cylinder flat-twin engine. Over the years, the RS has built a dedicated following of riders that love its fuss-free and useable performance, impeccable road holding, dynamic handling, slow-speed manoeuvrability, and – thanks to a six-speed gearbox with economy overdrive – non-stop touring capability. The R 1150 RS is a motorcycle that will do everything and do it well. As far as its aficionados are concerned – and there are many of them – the R 1150 RS is number one.

Engine

Type:	Air/oil-cooled 2-cylinder 4-stroke boxer engine, one camshaft and four valves per cylinder
Bore x stroke:	101 mm x 70.5 mm
Capacity:	1130 cc
Rated output:	70 kW (95 bhp) at 7250 rpm
Max. torque:	100 Nm at 5500 rpm
Compression ratio:	11.3 : 1
Carburetion / engine management:	Electronic intake pipe injection/digital engine management: Bosch Motronic MA 2.4 with overrun fuel cut-off, dual ignition
Emission control:	Closed-loop 3-way catalytic converter



764, Titanium silver metallic

Performance/fuel consumption

Maximum speed:	More than 200 km/h
Fuel consumption over 100 km at steady 90 km/h:	4.0 l
Fuel consumption over 100 km at steady 120 km/h:	5.0 l
Fuel type:	Unleaded premium, minimum octane rating 95 (RON)



744, Pacific blue-metallic

Electrical system

Generator:	840 W three-phase generator
Battery:	12 V/19 Ah (low maintenance)

Power transmission

Clutch:	Single-disc dry clutch, hydraulically operated
Gearbox:	Constant mesh 6-speed transmission (Overdrive)
Drive:	Shaft drive

Chassis/brakes

Frame:	Triple-section frame consisting of front and rear frame sections and load-bearing engine
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Front wheel location / suspension:	BMW Motorrad Telelever; stanchion diameter 35 mm, central strut, adjustable rebound damping
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Rear wheel location / suspension:	Die-cast aluminium single-sided swing arm with BMW Motorrad Paralever; central strut, spring preload adjustable by means of hand wheel to continuously variable levels, rebound damping adjustable
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Travel front/rear:	120 mm/135 mm
Wheelbase (in normal position):	1469 mm
Caster (in normal position):	111 mm
Steering head angle (in normal position):	64.5 °
Wheels:	Die-cast aluminium wheels
Rim, front:	3.50 x 17
Rim, rear:	5.00 x 17
Tyres, front:	120/70 ZR 17
Tyres, rear:	170/60 ZR 17
Brake, front:	EVO brake system with dual disc, floating brake discs, 320 mm diameter, 4-piston fixed caliper

Brake, rear:	Single disc, 276 mm diameter, 2-piston floating caliper
ABS:	Special equipment: BMW Motorrad Integral ABS (part integral)

Dimensions/weights

Seat height, unladen:	790 mm/810 mm/830 mm
Unladen, road ready, fully fuelled ¹⁾ :	246.0 kg
Dry weight ²⁾ :	224.0 kg
Permitted total weight:	450.0 kg
Payload (with standard equipment):	199.0 kg
Usable tank volume:	22.0 l
Incl. reserve:	Approx. 4.0 l
Length:	2170 mm
Height (not incl. mirrors):	1286 mm
Width (incl. mirrors):	920 mm

For further information, or to arrange a test ride, please contact your local BMW Motorrad Dealership. Alternatively, telephone **0800 777 155**, or visit the BMW Motorrad website at: www.bmw-motorrad.co.uk

¹⁾ According to guideline 93/93/EEC with all operating liquids, with at least 90 % of usable fuel tank volume

²⁾ Unladen weight without operating liquids *Two-colour paintwork as an optional extra