

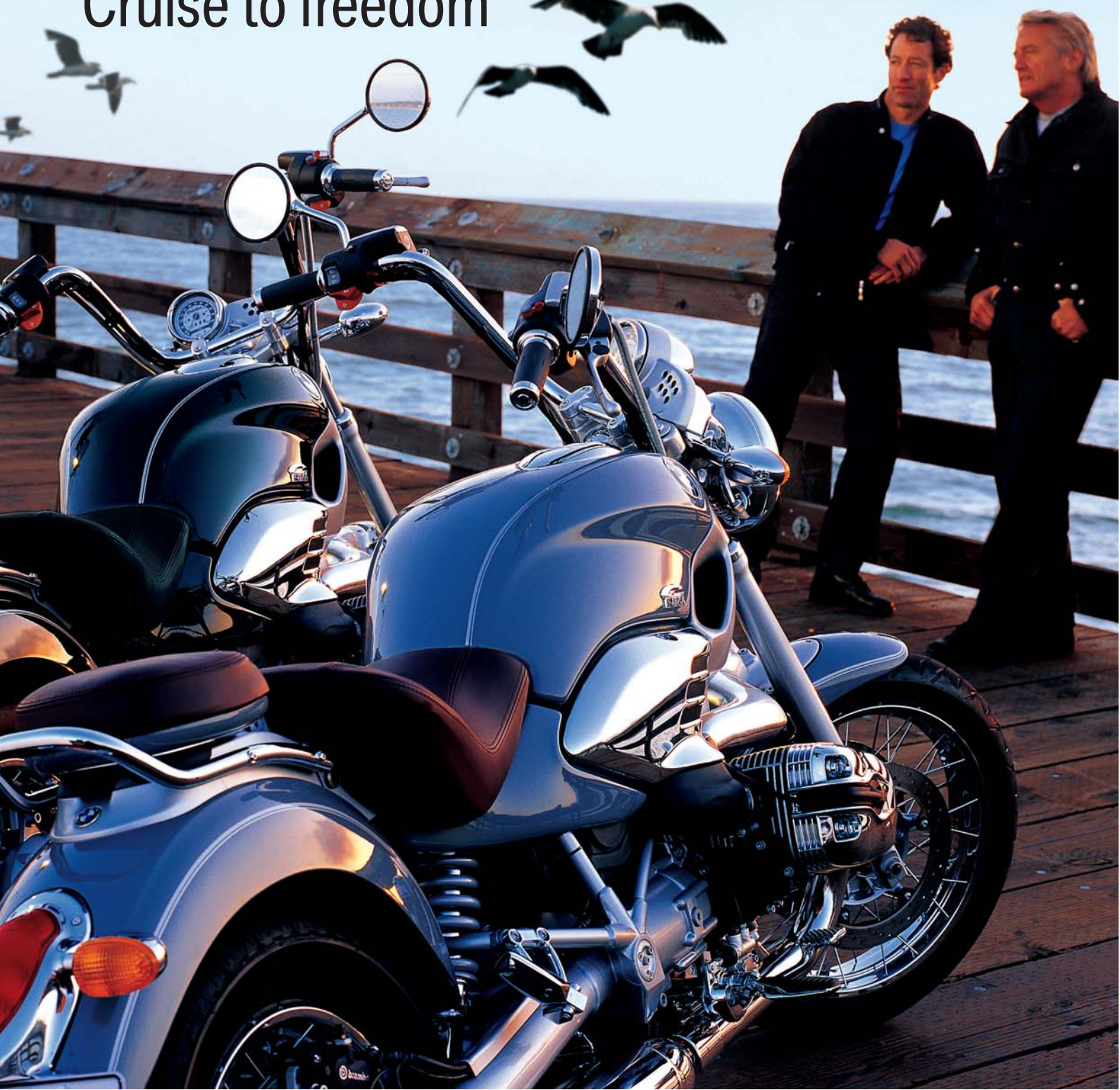
BMW Motorrad
R 1200 C Classic



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BMW R 1200 C Classic

Cruise to freedom



BMW R 1200 C Classic

BMW cruisers owe little to the great American tradition. When the flat-twin R 1200 C Classic was introduced, it copied nothing and improved on almost everything. Exuding individuality and character, the R 1200 C Classic caught the imagination of free spirits everywhere. Even James Bond was impressed. However, it is not simply a unique look that has made the R 1200 C Classic a revelation in its class, the flat-twin cruiser delivers an abundance of torque, balanced controllability, and rider ergonomics that "comfortably" exceed those of traditional machines. It has plenty of chrome too.

Engine

Type:	Air/oil-cooled 2-cylinder 4-stroke boxer engine, one camshaft and four valves per cylinder
Bore x stroke:	101 mm x 73 mm
Capacity:	1170 ccm
Rated output:	45 kW (61 bhp) at 5000 rpm
Max. torque:	98 Nm at 3000 rpm
Compression ratio:	10 : 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



954, White Aluminium-Metallic
Black dualseat optional*

Performance/fuel consumption

Maximum speed:	Approx. 168 km/h
Fuel consumption over 100 km at steady 90 km/h:	4.8 l
Fuel consumption over 100 km at steady 120 km/h:	5.9 l
Fuel type:	Unleaded premium, minimum octane rating 95 (RON)



838, Sorrent 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 5-speed transmission
Drive:	Shaft drive

Chassis/brakes

Frame:	Triple-section frame consisting of front and rear frame sections and load-bearing engine
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840, Mocca Brown Metallic, dualseat saddle brown*

Front wheel location / suspension:	BMW Motorrad Telelever; stanchion diameter 35 mm, central strut
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Rear wheel location / suspension:	Steel single-sided swing arm with BMW Motorrad Monolever; WAD strut (travel dependent damping), spring preload adjustable by means of hand wheel to continuously variable levels 144 mm/100 mm
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Travel front/rear:	
Wheelbase (in normal position):	1650 mm
Caster (in normal position):	86 mm

Steering head angle (in normal position):	60.5 °
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Wheels:	Cross spoke wheels
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Rim, front:	2.50 x 18
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Rim, rear:	4.00 x 15
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Tyres, front:	100/90 ZR 18
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Tyres, rear:	170/80 ZR 15
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Brake, front:	EVO brake system with dual disc, floating brake discs, 305 mm diameter, 4-piston fixed calliper
Brake, rear:	Single disc, floating brake disc, 285 mm diameter, 2-piston floating calliper

ABS:	Special equipment: BMW Motorrad Integral ABS (fully integral)
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730, Night black

Dimensions/weights

Seat height, unladen:	740 mm
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Unladen, road ready, fully fuelled ¹⁾ :	258.0 kg
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Dry weight ²⁾ :	238.0 kg
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Permitted total weight:	450.0 kg
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Payload (with standard equipment):	192.0 kg
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Usable tank volume:	17.5 l
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Incl. reserve:	Approx. 4.0 l
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Length:	2340 mm
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Height (not incl. mirrors):	1130 mm
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Width (incl. mirrors):	1050 mm
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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 * Black dualseat optional ** Canyon brown dualseat optional