

BMW Motorrad
K 1200 GT



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BMW K 1200 GT



Return of the Gran Turismo

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The K 1200 GT is BMW's dedicated touring derivative of the K 1200 RS. The GT's differences include colour coded luggage cases as standard, more encompassing and protective upper fairing, electrically operated windscreen, touring-orientated seating, and the latest Motronic engine management all as standard. It shares the outstanding qualities of the RS, such as its legendary multi-surface road holding, massive low-down torque, surprising agility, extensive rider ergonomics, Integral ABS, EVO front brake, and six-speed gearbox. The result is that the GT proves that dynamic performance and touring capability can be effectively combined. The K 1200 GT has definitely arrived – and it did so in style.

Engine

Type:	Water-cooled 4-stroke inline 4-cylinder engine, two camshafts, four valves per cylinder
Bore x stroke:	70.5 mm x 75 mm
Capacity:	1171 ccm
Rated output:	96 kW (130 bhp) at 8750 rpm (output reduction: 72 kW [98 bhp] at 7000 rpm)
Max. torque:	117 Nm at 5500 rpm (output reduction: 118 Nm at 5500 rpm)
Compression ratio:	11.5 : 1
Carburetion / engine management:	Electronic intake pipe injection/BMW engine management: Motronic MA 2.4 with overrun fuel cut-off
Emission control:	Closed-loop 3-way catalytic converter



910, Grey-green metallic

Performance/fuel consumption

Maximum speed:	More than 200 km/h
Fuel consumption over 100 km at steady 90 km/h:	5.0 l
Fuel consumption over 100 km at steady 120 km/h:	5.9 l
Fuel type:	Unleaded premium, minimum octane rating 95 (RON)



909, Orient blue metallic

Electrical system

Generator:	840 W three-phase generator
Battery:	12 V/19 Ah

Power transmission

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

Chassis/brakes

Frame:	Bridge-type frame, die-cast aluminium, engine vibration decoupled
Front wheel location / suspension:	BMW Motorrad Telelever; stanchion diameter 35 mm, central strut
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
Travel front/rear:	115 mm/150 mm
Wheelbase	
(in normal position):	1555 mm
Caster (in normal position):	124 mm
Steering head angle (in normal position):	62.75 °
Wheels:	Die-cast aluminium wheels
Rim, front:	3.50 x 17
Rim, rear:	5.50 x 17
Tyres, front:	120/70 ZR 17
Tyres, rear:	180/55 ZR 17
Brake, front:	EVO brake system with dual disc, floating brake discs, 330 mm diameter, 4-piston fixed caliper
Brake, rear:	Single disc, floating brake disc, 285 mm diameter, 2-piston fixed caliper
ABS:	Standard equipment: BMW Motorrad Integral ABS (part integral)

Dimensions/weights

Seat height, unladen:	790 mm/820 mm
Unladen, road ready, fully fuelled ¹⁾ :	300.0 kg
Dry weight ²⁾ :	281.0 kg
Permitted total weight:	500.0 kg
Payload (with standard equipment):	200.0 kg
Usable tank volume:	21 l
Incl. reserve:	Approx. 4.0 l
Length:	2250 mm
Height (not incl. mirrors):	1340 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