

BMW Motorrad
K 1200 LT

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The luxury route to freedom

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When BMW entered the luxury touring market it once again threw away the rule book. Until then, it was accepted that luxury tourers would never be more agile than a truck. This motorcycle "fact" negated the many advantages of two wheels, therefore, BMW designed and manufactured the K 1200 LT thus changing a way of thinking. Finally, those with a taste for luxury had a bike that was manoeuvrable, agile and dynamic. And the four-cylinder, MCN multi-award winning K 1200 LT has it all – nothing has been omitted or minimised. The latest environment-friendly model features capacious integral luggage, comprehensive bodywork with supreme weather protection, stereo audio system, luxury upholstered seating, unmatched rider ergonomics, reverse gear, floor lighting, electric windshield, electro-hydraulic centre stand, and a great deal more. Now you can beat the gridlocks instead of being stuck in them.

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:	1172 ccm
Rated output:	85 kW (116 bhp) at 8000 rpm
Max. torque:	120 Nm at 5250 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

Performance/fuel consumption

Maximum speed:	Approx. 210 km/h
Fuel consumption over 100 km at steady 90 km/h:	4.3 l
Fuel consumption over 100 km at steady 120 km/h:	5.7 l
Fuel type:	Unleaded premium, minimum octane rating 95 (RON)

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 5-speed transmission (Overdrive) plus additional reversing aid
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

Travel front/rear:

Wheelbase	102 mm/130 mm
(in normal position):	
Caster (in normal position):	1627 mm
Steering head angle (in normal position):	117.0 mm
Wheels:	63.18 °
Rim, front:	Die-cast aluminium wheels
Rim, rear:	3.50 x 17
Tyres, front:	5.00 x 17
Tyres, rear:	120/70 ZR 17
Brake, front:	160/70 ZR 17
Brake, rear:	EVO brake system with dual disc, floating brake discs, 320 mm diameter, 4-piston fixed caliper
ABS:	Single disc, floating brake disc, 285 mm diameter, 4-piston fixed caliper
	Standard equipment: BMW Motorrad Integral ABS (fully integral)

Dimensions/weights

Seat height, unladen:	770 mm/800 mm
Unladen, road ready, fully fuelled ¹⁾ :	387.0 kg
Dry weight ²⁾ :	353.5 kg
Permitted total weight:	600.0 kg
Payload (with standard equipment):	213 kg
Usable tank volume:	24.0 l
Incl. reserve:	Approx. 4.0 l
Length:	2502 mm
Height (not incl. mirrors):	1395 mm (with aerial 1915 mm)
Width (incl. mirrors):	1080 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

³⁾ Special Edition incl. chrome kit, limited availability



946, Dark Graphite Metallic



947, Ocean Blue Metallic



949, Light Yellow Metallic