

BMW Motorrad
R 1200 CL



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BMW R 1200 CL



Defy convention

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The R 1200 CL doesn't simply challenge convention, it defies it. Here is a cruiser with all the attributes of a tourer. Unwritten rules are meant to be broken and nowhere does it state that cruisers should not have superb wind and weather protection, capacious integral luggage and a capability to comfortably exceed 1,000km in a day. The R 1200 CL has all the advantages, and none of the disadvantages, of conventional cruisers. The flat-twin engine, for example, delivers 98Nm at 3,000 rpm and ensures that power is available right where cruiser riders prefer it – in the lower reaches of the rev range. Other features include supreme rider and passenger ergonomics; industry-leading environmental safeguards, including a three-way catalytic converter; and safety – via EVO brakes and optional Integral ABS. Isn't it good to know that you don't have to conform to convention?

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

Performance/fuel consumption

Maximum speed:	Approx. 165 km/h
Fuel consumption over 100 km at steady 90 km/h:	5.1 l
Fuel consumption over 100 km at steady 120 km/h:	6.2 l
Fuel type:	Unleaded premium, minimum octane rating 95 (RON)

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
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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):	1641 mm
Caster (in normal position):	184 mm
Steering head angle (in normal position):	56.5°
Wheels:	Die-cast aluminium wheels
Rim, front:	3.50 x 16
Rim, rear:	4.00 x 15
Tyres, front:	150/80 VR 16
Tyres, rear:	170/80 VR 15
Brake, front:	EVO brake system with dual disc, floating brake discs, 305 mm diameter, 4-piston fixed caliper

Brake, rear:	Single disc, floating brake disc, 285 mm diameter, 2-piston floating caliper
ABS:	Special equipment: BMW Motorrad Integral ABS (fully integral)

Dimensions/weights

Seat height, unladen:	745 mm
Unladen, road ready, fully fuelled ¹⁾ :	308.0 kg
Dry weight ²⁾ :	282.5 kg
Permitted total weight:	530.0 kg
Payload (with standard equipment):	222.0 kg
Usable tank volume:	17.5 l
Incl. reserve:	Approx. 4.0 l
Length:	2415 mm
Height (not incl. mirrors):	1435 mm
Width (incl. mirrors):	1075 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



918, Sapphire black metallic



844, Mojave brown metallic, dualseat saddle brown*



906, Pearl silver metallic

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