

BMW Motorrad
R 1150 RT

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BMW R 1150 RT



The definition of touring

BMW R 1150 RT

The R 1150 RT is BMW's benchmark for tourers. It is still the machine by which all other tourers are judged. The big flat-twin's standard configuration includes the most aerodynamic bodywork and fairing of any touring machine; road-specific suspension for unsurpassed road holding; luggage cases; six-speed gearbox with genuine overdrive; matchless weather protection, and (arguably) the longest non-stop touring range of any tourer. The agility of the R 1150 RT has surprised many road testers and experts, and its manoeuvrability at slow speed is effortless when compared with contemporary machines. Countless accessories are also available to enhance the RT's appeal even further.

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

Performance/fuel consumption

Maximum speed:	Approx. 200 km/h
Fuel consumption over 100 km at steady 90 km/h:	4.5 l
Fuel consumption over 100 km at steady 120 km/h:	5.5 l
Fuel type:	Unleaded premium, minimum octane rating 95 (RON)

Electrical system

Generator:	700 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:	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 120 mm/135 mm
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Travel front/rear:	
Wheelbase (in normal position):	1485 mm
Caster (in normal position):	122 mm
Steering head angle (in normal position):	62.9 °

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:	Standard equipment: BMW Motorrad Integral ABS (fully integral)

Dimensions/weights

Seat height, unladen:	805 mm/825 mm/845 mm (optional lower seat at no cost: 780 mm/800 mm/820 mm)
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Unladen, road ready, fully fuelled ¹⁾ :	279.0 kg (without pannier cases)
Dry weight ²⁾ :	266.0 kg (without pannier cases)
Permitted total weight:	495.0 kg
Payload (with standard equipment):	216.0 kg
Usable tank volume:	25.2 l
Incl. reserve:	Approx. 4 l
Length:	2230 mm
Height (not incl. mirrors):	1380 mm
Width (incl. mirrors):	898 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



846, Titanium grey metallic



847, Biarritz blue metallic



764, Titanium silver metallic



911, Piemont red 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