

BMW Motorrad  
R 1150 R

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# BMW R 1150 R



Riding purity

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The traditional motorcycling concept of unfaired riding has come of age without losing any of its virtues. There are few, if any, retro-designed roadsters that can cruise all day at autobahn speeds. But the R 1150 R can, thanks to clever aerodynamics, which use the "outboard" air/oil coolers and fuel tank to partially redirect airflow around the rider. The wind is still there though, and the feeling of freedom remains. Away from the open road the low down torque and tractability of the 1150cc flat-twin engine enables the Roadster to cope effortlessly with urban environments and variable road surfaces. Reassuring reliability and minimal rider input make the R 1150 R Roadster a bike to ride, and ride again.

## 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 ccm
Rated output:	62.5 kW (85 bhp) at 6750 rpm
Max. torque:	98 Nm at 5250 rpm
Compression ratio:	10.3 : 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. 197 km/h
Fuel consumption over 100 km at steady 90 km/h:	4.6 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:	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
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, rebound damping adjustable
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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):	1487 mm
Caster (in normal position):	127 mm
Steering head angle (in normal position):	61.9 °
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:	Special equipment: BMW Motorrad Integral ABS (part integral)

## Dimensions/weights

Seat height, unladen:	800 mm (special equipment low seat: 770 mm)
Unladen, road ready, fully fuelled <sup>1)</sup> :	238.0 kg
Dry weight <sup>2)</sup> :	218.0 kg
Permitted total weight:	450.0 kg
Payload (with standard equipment):	212.0 kg
Usable tank volume:	20.5 l
Incl. reserve:	Approx. 4.0 l
Length:	2170 mm
Height (not incl. mirrors):	1220 mm
Width (incl. mirrors):	940 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](http://www.bmw-motorrad.co.uk)



943, Dark ferro metallic



764, Titanium silver metallic, dual seat bronzite beige\*



911, Piemont red metallic



716, Night black

<sup>1)</sup> According to guideline 93/93/EEC with all operating liquids, with at least 90 % of usable fuel tank volume

<sup>2)</sup> Unladen weight without operating liquids \* Black dual seat optional