

Mount Etna,
Southern Italy

R 1150 GS

R 1150 GS

ADVENTURE



Motorcycles



Motorcycles

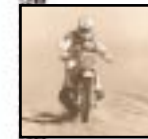


An esteemed lineage.

TIMELINE HIGHLIGHTS:



1980: R 80 GS



1983-85: Gaston Rahier and Hubert Auriol win the 1983-85 Paris-Dakar Rallies



1987: R 100 GS



1994: R 1100 GS



1999: R 1150 GS



In 1980, BMW pioneered the “adventure-tourer” category with the R 80 GS. The Rally triumphs of the 1980s reinforced the bike’s durability and performance before further innovations led to the technical sophistication of today’s machines.

R 1150 GS

A true Renaissance bike.

A dirt bike on steroids.

The world’s first adventure-tourer.

The biggest, baddest enduro on the planet, a monster dual purpose that can go anywhere.

Only one motorcycle answers to these claims: The BMW R 1150 GS. Perhaps the most versatile and rugged two-wheeler ever created.

What some people call the Swiss Army knife of motorcycles. Rides like a touring bike on long stretches, yet gives the peg-scraping performance you crave in the twisties. The R 1150 GS is a classic paradox – part dirt- , part pavement-eating roadster. Sure, it looks odd, but as rival sport bikers have discovered to their embarrassment, it can scream around turns like a machine half its size.

This is a bike that satisfies the Renaissance spirit in all of us. Quite simply, the R 1150 GS has a nearly unlimited range of use. It can go anywhere a dirt bike can go – rutted roads, single-track paths, desert washes, you name it. Then watch it squeal back onto the asphalt and rev it up with the superbikes. Go for a quick spin, or ride it to Chile. Rip up trails or lean it around turns. It’s all here – when it comes to roads, the R 1150 GS is omnivorous.

Conquer the road. (Dirt or tarmac.)

There’s something almost predatory about the R 1150 GS. It exudes menace like no other motorcycle. The bike’s sheer size alone warrants respect. With a high, commanding stance and wide enduro handlebars, it’s tall and athletic, an extremely agile road warrior that dwarfs other bikes. Big, fast, and geared for rugged all-around performance, the R 1150 GS offers unbelievable handling on any surface. Step aside, world. This bruiser is all business.



Namibia,
South Africa



Lake Crowley,
Inyo National Forest,
California

Cover: Wading through the Río Grande de Lipez
Bolivia, South America



Death Valley
GS Ride
May, 2001

Talk about power trips.

Want power? There's enough here to thrill even the most nitro-crazed throttle jockey. An air- and oil-cooled Boxer twin engine cranks out 85 bhp of smooth, fuel-injected performance. Monitored by a self-diagnosing Bosch Motronic engine management system that keeps the top end silky and refined even at redline speeds, this technically advanced engine can go all day, day after day, for years.



Want torque? Try 71 pound-feet of it at 5,250 rpm. Two meaty, horizontally opposed pistons churn out low-end grunt to make mountains into molehills — even fully loaded with bags and passenger. Tear up logging trails, high-altitude passes, steep city streets... on-road or off, there's enough oomph here to blast over just about anything.

A six-speed transmission with overdrive reduces engine strain at high speeds for better fuel economy on long trips.

A three-way catalytic converter is included for environmental acceptability and emissions control.



Transvaal,
South Africa
near Graskop

As swift as it is strong.

Try riding another bike this size and being this nimble. The R 1150 GS has a low center of gravity and is supremely well-balanced, making it easy to maneuver. In traffic, or in the dense backwoods, it handles like a bike much smaller.

Glide over potholes, ruts and roots with BMW's renowned Telelever front suspension system. The Telelever makes handling more precise and accurate by separating suspension from steering forces. A separate arm supports the front wheel, freeing the fork to function solely as a steering device for far more exact handling and zero front brake dive.

A patented rear swing arm called the Paralever smoothly delivers power to the rear wheel for maximum control.

The BMW R 1150 GS features BMW EVO brakes with ABS II. This electronically controlled system reduces hand and foot effort by 35 percent. Just tap the brakes and you'll bring the bike to a safe and effective stop on any surface. You can also turn off the ABS if you're riding off-road. (For rear brake slides and sweeping around corners.)





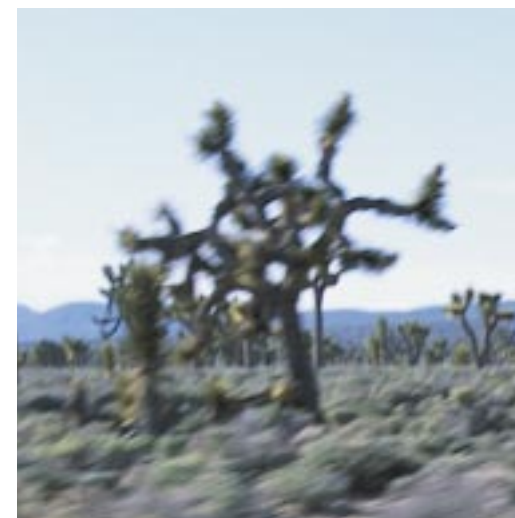
Death Valley, California –
coming out of Grapevine Road
towards the Ubehebe Crater

Destination: everywhere.

If you're serious about going places on a motorcycle, the R 1150 GS is your ride. But be warned – this is not a bike for the non-adventurous. Nor is it a bike to pose on or to polish. This machine begs to be ridden hard and put away wet. So zoom off to parts unknown. Ride it to its absolute limit, take it into mud, splash through streams, do whatever you can think of with it, because this motorcycle can take it.

Whatever you want to do, wherever you want to go, the R 1150 GS rises to the occasion. From the most remote areas on earth, to places you know like the back of your hand, no other motorcycle is as thrilling to ride.

The BMW R 1150 GS. Are you up to the challenge?





R 1150 GS Adventure

Explore the planet.

What makes some people journey to the ends of the earth, to places others only dream about?

Is it a desire to test themselves? To find inner strength?

Mainly, it's the need for adventure — a need that burns in some people like an insatiable fire. These intrepid souls must go as far away from the familiar as possible to quench their thirst for excitement. They seek out the strange, the different. They leave everything behind to find a part of themselves they never knew — in places they never knew. They journey to Patagonia, Malawi or Uluru. Places with strange, exotic names. Places a million miles from the typical.

If you're one of those restless spirits trekking to places like this on a motorcycle, you'll need a machine as extreme as your destination.

You will need the R 1150 GS Adventure — a special edition R 1150 GS built for the most epic of motorcycle journeys.

Motosaurus.

Now let's talk shop. If you look at this bike, there's no denying it — this is one impressive ride. If the R 1150 GS is imposing, then the R 1150 GS Adventure is downright terrifying. With an extreme, hell-bent, in-your-face appearance, you can rest assured that even in places as desolate as the Sahara, no one is going to kick sand in your face. This is the Tyrannosaurus Rex of motorcycles. A bike so aggressively put together, so fierce and ruggedly equipped, that countless small mammalian creatures will no doubt flee in terror at the very sight of it. (And probably some large ones, too.)

This off-road motosaurus shares the same heart and soul as the stock R 1150 GS, with a supremely well-balanced, high-performance 85 bhp Boxer engine, EVO front brakes with ABS II, Telelever front suspension, Paralever rear swing arm and three-way catalytic converter. However, the Adventure includes a host of standard and optional features that put it in a whole new league.



What’s new about the Adventure?

Taking inspiration from the countless GS riders who've traveled the world on their bikes, the R 1150 GS Adventure comes standard with a variety of features for long-distance travel and prolonged off-road use.

Standard Features:

- Longer front- and rear-suspension struts with more spring travel to absorb the punishment of adventure touring. The bike won't bottom out over ruts or whoops. This means a standard seat height of 35.1 in. versus 33.1 in. or 33.8 in. on the regular R 1150 GS.
- A bash plate for sturdy underside protection cradles the engine and staves off rocks and other projectiles, while an extended front-wheel mudguard keeps anything else from hitting the bike and rider.
- Handguards for shielding hands and brake levers from snapping branches and flying debris.
- A high touring windshield that protects the head and upper body from turbulence.
- An extended rear luggage rack for increased stowage space.
- Anodized wheels for an intense appearance, fitted with block-tread enduro tires for superior traction on even the roughest terrain.

Who knows what you'll find in the uncivilized wilds. From washed-out roads to croc-infested creeks, you have to be prepared for everything and anything. In remote places there's only one law – Murphy's Law. That's why the R 1150 GS Adventure offers options to ensure that no matter what comes up, you'll have what you need to deal with it.

Standard Features:

- Lower first and sixth gears. Making the gears shorter increases power delivery at both high and low ends. This makes engine braking easier and provides more torque.
- An 8-gallon fuel tank. On long trips, no commodity is as precious as fuel. Enjoy increased range with a striking distance of up to 329 miles. (Average consumption of 1.5 gallons per 62 miles at a constant 75 mph.)
- Extended engine guards. Keep your bike free from harm with the added security of these rugged engine guards.

Optional Accessories:

- Resilient fold-up luggage holders that fit BMW aluminum enduro cases for stowing camping equipment, fuel canisters, tools, etc.
- An optional protective headlight grid shields the front head-lamp from harm. (Not for on-road use.)
- Auxiliary lights with protective grille.



Bolivian border (Patagonia)



COLORS AND SPECIFICATIONS

R 1150 GS

The name says it all.

It's called the R 1150 GS Adventure for a reason. So if you're even thinking of riding one, don't plan on cruising down to the strip mall for a smoothie. Instead, aim for, oh...Madagascar, perhaps. Or the Gobi desert. With a bike this rugged and ready-for-anything, it really is possible.

So blast off into the unknown. Find parts of yourself you didn't know existed. Go farther than you ever thought you'd go, on a motorcycle with one sole purpose: To help you get to that wild, untamed place that most people only dream about. The BMW R 1150 GS Adventure. It's your planet. Ride it.



Night Black



Mandarin



Pacific Blue/Alpine White



Graphitan Metallic

R 1150 GS ADVENTURE



Aluminum
(with gray and red seat)



Night Black
(with black and mandarin seat)

R 1150 GS

Engine	
Type	Air/oil-cooled 4-stroke opposed-twin.
Bore x stroke	101.0 x 70.5 mm (3.98 x 2.78 in.)
Displacement	1130 cc
Valvetrain	Two overhead camshafts, 4 valves per cylinder.
Horsepower	85 bhp @ 6,750 rpm
Torque	71 lb-ft @ 5,250 rpm
Compression	10.3:1
Fuel system	Electronic fuel injection.
Ignition system	Electronic ignition.
Engine management	Bosch Motronic MA 2.4.
Emissions control	3-way catalytic converter (closed loop).
Fuel capacity	5.5 gallons including 1-gallon reserve (20.8/3.8 liters).
Fuel requirements	Premium unleaded.

Drivetrain	
Clutch	165-mm (6.50-in.) single dry plate, hydraulic assist.
Gearbox	6-speed manual.
Gear ratios	1st: 2.04:1
	2nd: 1.60:1
	3rd: 1.27:1
	4th: 1.03:1
	5th: 0.90:1
	6th: 0.70:1
Drive system	Enclosed driveshaft with two universal joints and integral torsional damper.
Final drive	Spiral bevel gears, 2.82:1 ratio (31/11).

Suspension	
Front	Telelever with central spring/strut. Progressive-rate coil spring. Twin-tube gas-filled shock absorber. 5-position preload. 7.46 in. (190 mm) of travel.
Rear	Patented BMW Paralever swing arm and shaft drive. Single shock absorber with variable rebound damping. Hydraulic spring preload adjustment. 7.80 in. (200 mm) of travel.
Frame	3-section frame using engine as stressed member.

Brakes	
Front	Dual 12.0-in. (305-mm) two 4-piston EVO calipers, wear compensation.
Rear	Single 10.9-in. (227-mm) diameter rotor with twin-piston caliper.
Actuation	Hydraulic, DOT 4 fluid type.
Anti-lock	EVO-ABS II. (Can be turned off with switch.)

Wheels/Tires	
Front wheel	2.50 x 19 patented cross-spoke.
Rear wheel	4.00 x 17 patented cross-spoke.
Front tire	110/80R-19 tubeless.
Rear tire	150/70R-17 tubeless.

Dimensions	
Overall length	86.2 in. (2189 mm)
Overall width	37.2 in. (945 mm) over mirrors.
Wheelbase	59.4 in. (1509 mm)
Seat height	33.1/33.8 in. (840/860mm)
Ground clearance	7.9 in. (200 mm)
Dry weight	511.5 lb. (232 kg)
Wet weight	557.8 lb. (253 kg)
GVWR	990 lb. (450 kg)
Top speed	119 mph (192 km/h)

R 1150 GS ADVENTURE

Engine	
Type	Air/oil-cooled 4-stroke opposed twin.
Bore x stroke	101.0 x 70.5 mm (3.98 x 2.78 in.)
Displacement	1130 cc
Valvetrain	Two overhead camshafts, 4 valves per cylinder.
Horsepower	85 bhp @ 6,750 rpm
Torque	71 lb-ft @ 5,250 rpm
Compression	10.3:1
Fuel system	Electronic fuel injection.
Ignition system	Electronic ignition.
Engine management	Bosch Motronic MA 2.4.
Emissions control	3-way catalytic converter (closed loop).
Fuel capacity	8 gallons (30 liters).
Fuel requirements	Premium unleaded.

Drivetrain	
Clutch	165-mm (6.50-in.) dry, single plate with diaphragm spring.
Gearbox	6-speed manual.
Gear ratios	1st: 2.375:1
	2nd: 1.600:1
	3rd: 1.267:1
	4th: 1.038:1
	5th: 0.900:1
	6th: 0.800:1
Drive system	Enclosed driveshaft with two universal joints and integral torsional damper.
Final drive	Spiral bevel gears, 2.82:1 ratio (31/11).

Suspension	
Front	Telelever with central spring/strut. Progressive-rate coil spring. Twin-tube gas-filled shock absorber. 5-position preload. 8.4 in. (210 mm) of travel.
Rear	Patented BMW Paralever swing arm and shaft drive. Single shock absorber with variable rebound damping. Hydraulic spring preload adjustment. 8.8 in. (220 mm) of travel.
Frame	3-section frame using engine as stressed member.

Brakes	
Front	Dual 12.0-in. (305-mm) two 4-piston calipers, wear compensation.
Rear	Single 10.9-in. (227-mm) diameter rotor with twin-piston caliper. One 2-piston caliper, floating mount.
Actuation	Hydraulic, DOT 4 fluid type.
Anti-lock	EVO-ABS II. (Can be turned off with switch.)

Wheels/Tires	
Front wheel	2.50 x 19 MT-H2, patented cross-spoke with a special anodized finish.
Rear wheel	4.00 x 17 MT-H2, patented cross-spoke with a special anodized finish.
Front tire	110/80R-19 59H tubeless.
Rear tire	150/70R-17 69H tubeless.

Dimensions	
Overall length	86.2 in. (2189 mm)
Overall width	36.2 in. (920 mm) over mirrors.
Wheelbase	59.4 in. (1509 mm) unladen
Seat height	35.1 in. (900 mm)
Ground clearance	7.9 in. (200 mm) unladen
Dry weight	511 lb. (232 kg)
Wet weight	558 lb. (253 kg); 609 lb. (276.5 kg) wet with optional extras.
GVWR	1,014 lb. (460 kg)
Top speed	121 mph (195 km/h) max speed limit with standard

tires.

R 1150 GS

ACCESSORIES

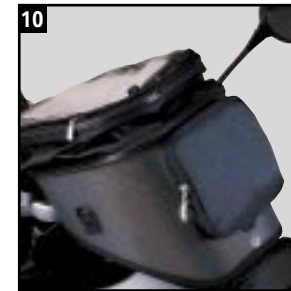
1 BMW System Cases

BMW was the first motorcycle manufacturer (back in the 1970s) to offer lockable hard cases for all their models. The BMW System Cases continue the tradition with attractive and durable hard bags that keep your gear dry and secure. You can even code the System Case keys to your ignition key so you can use just one key for everything on your bike. Best of all, there are several storage options to help you customize your bike to your own special needs – whether commuting to work in the city or riding halfway around the world.

- Right case capacity is 33 liters (big enough for a full-face helmet)
- Left case capacity is 25 liters (to make room for the exhaust)

Please note that lock cylinders, BMW badges and side reflectors do not come with the System Cases, but must be ordered separately. If not already mounted to your bike, cases will require BMW System Case Mounting Brackets.

- Standard Lock Cylinder Kit (includes two cylinders)
- Codeable Lock Cylinder Kit (one per case)
- BMW Badge (one per case)
- Reflector Set (one per case)
- Mounting Brackets (right and left set for both cases)



2 BMW System City Case – City Case Covers

City Cases are ideal for commuting because they reduce your motorcycle's profile for that heavy city traffic. Since the right side holds 21 liters and the left side 15 liters, they are not recommended for cross-country or international touring. You can buy the entire City Cases, or replace your regular System Case covers with City Case Covers.

3 BMW System Case – Side Case Divider

If you like to keep your stuff neat and tidy, the Side Case Divider is a neat solution. Keeps that extra liter container of motor oil away from your dainties; or your spare set of running shoes away from the lunch you packed for the day. But you won't be able to stow your helmet or fit the inner bags.

4 BMW Case Replacement Covers

These replacement lids are just the thing to fix scuff marks or worse. Don't go through the expense of replacing the entire case, when you can just replace the lid. Order the replacement cover in the standard black, or if you like, in white, which makes it possible for you to custom-paint the covers to match the color of your motorcycle – or maybe your favorite jacket.

5 BMW System Case – Inner Bags

These soft yet sturdy, dust-resistant inner bags sit snugly inside the standard System Cases and include a second partition, carrying strap and reflective piping around the outside edges of the bag. These are sized at 25 liters for the left bag and 31 liters for the right bag, so they won't fit inside the City Cases.

6 BMW System Cases – Extra Large Case Covers

If you are planning a trip to Madagascar or Siberia, these are the accessories for you. These case lids increase the capacity of each bag by six liters. Just don't try to lane split with them.

7 BMW System Case – Top Case

European commuters often use a top case alone, without side bags, to make it easier to cut through heavy traffic, but it's also great for long-distance touring and as a handy backrest for passengers. This 35-Liter Top Case is big enough to store a full-face helmet and is mounted to the optional Top Case Mount.

8 BMW System Case – Scuff Pad Set

For protection against scratches and damage on the BMW System side cases. Shock-absorbent, flexible plastic foam pads with self-adhesive film apply easily for maximum protection.

9 BMW System Case – Top Case Inner Bag

Just like the side case inner bags, the Top Case Inner Bag (with a capacity of 35 liters) sits snugly inside the BMW System Top Case, and includes a larger second partition, a shoulder strap and the reflective piping.

10 Tank Bag

The 27-Liter Tank Bag attaches quickly to the fuel tank. Held in place firmly by tie-down straps (included). Also comes with a removable belt bag for money and valuables, a large, top-mounted weatherproof map pocket and protective rain hood.

11 60-Liter Luggage Roll

Special closure increases capacity to 60 liters. Tear-resistant nylon, with PVC backing and welded seams, protects your gear from rain and spray. Fitted loops allow the roll to be attached with tensioning straps.



12 Hand-Protection Set

Protect hands against cold with high-impact-resistant black plastic hand protectors — a favorite of enduro riders.

13 BMW System Case – Top Case Mount

This sturdy mount holds the 35-Liter Top Case securely in place with minimum hassle. Doubles as a great luggage rack for duffel bags, camping gear, and the like.

14 Deluxe Equipment for 35-Liter Top Case

Fits 35-Liter Top Case with mirror ready to mount inside the lid, mini-cargo net to hold small items and an easily mounted internal light to illuminate items in the dark.

15 Carpet Insert for 35-Liter Top Case

Adds luxurious appearance to your case. Reduces shifting of items and protects them from damage. Carpet insert is dark gray.

16 Engine Guard

Protects against scratches and damage to the engine and cylinder heads. Especially recommended for off-road riding.

17 Cylinder Head Protector

Guards against damage to cylinder heads. Made of high-impact-resistant plastic.



R 1150 GS ADVENTURE ACCESSORIES



1 Handlebar Protector

Padded cover for the center bar for serious off-road riders.

2 30-Liter Fuel Tank

Designed to match the Adventure's styling, this larger tank allows even longer journeys without having to stop for fuel.

3 BMW Motorcycles Navigator

Custom-designed GPS navigation system means you'll never have to ask for directions again. Features continuous route mapping, turn-by-turn directions, attractions and points of interest.

4 Multifunctional Rack System

Designed specifically for the Adventure, this versatile rack system accommodates the bike's aluminum cases as well as baggage rolls, fuel canisters or smaller cases.

5 Aluminum Cases

As rugged as the Adventure itself, the aluminum case and top case provide ample safe and secure storage space for your gear. Designed to complement the look of your Adventure.

Aluminum right case: 38-liter capacity

Aluminum top case: 30-liter capacity

Aluminum left case: 36-liter capacity (needs a little space for the exhaust pipe)

6 Protective Headlight Grille

Prevent stones, branches and other objects from damaging your headlight during off-road riding while giving your Adventure that rally look. Attaches and removes easily with a snap-on locking mechanism. (For off-road use only.)

7 Fog Lights, also with Safety Grids

For better visibility in all driving conditions, fog lights complement the standard headlight. (For off-road use only.)

Note: Accessories for the R 1150 GS Adventure will fit the standard R 1150 GS with the exception of suspension components, side stand and center stand. Launch date for the R 1150 GS Adventure is spring 2002, but accessories for the Adventure will not become available until later in the summer and fall. But it will be worth the wait!



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Guadalupe, Bolivia
in the foothills of Cordillera de Lipez