

2007 BMW K 1200 GT

The K 1200 GT is the successor to the existing K 1200 GT and is based on the innovative technology of the K 1200 S and K 1200 R. The second generation of the GT offers best in class driving dynamics, a key feature is that the engine is designed for particularly high torque. This makes for supreme performance figures and maximum agility: the performance of the sports touring bike will be over 110 kW/150 bhp.

The chassis components leave nothing to be desired. The K 1200 GT has the same technical basis as the K 1200 S and offers Duolever front suspension, the Paralever for rear wheel control and the electrically adjustable suspension (ESA) as an optional extra. The GT deserves the name "Gran Turismo" like no other. Its standard features include an adjustable seat and handlebars. The windshield can be electronically adjusted to suit individual preferences. Other equipment features are the pannier system and the BMW Motorrad Integral ABS in the part integral version. BMW Motorrad also provides a tailor-made range of special equipment and accessories.

The new K 1200 GT offers perfect wind and weather protection and is the optimum riding machine for tours and long distances. Nevertheless it is surprisingly narrow and very elegant in appearance.

This is a GT class motorcycle. The riding position and ergonomics are an evolution of the K 1200 RS and the first generation K 1200 GT. It is not as upright as the R 1200 RT, nor as aggressive as the K 1200 RS or the K 1200 S.

BMWK1200S.COM

2007 BMW K 1200 GT



BMWK1200S.COM

2007 BMW K 1200 GT



BMWK1200S.COM

2007 BMW K 1200 GT



BMWK1200S.COM

2007 K 1200 GT - Colors

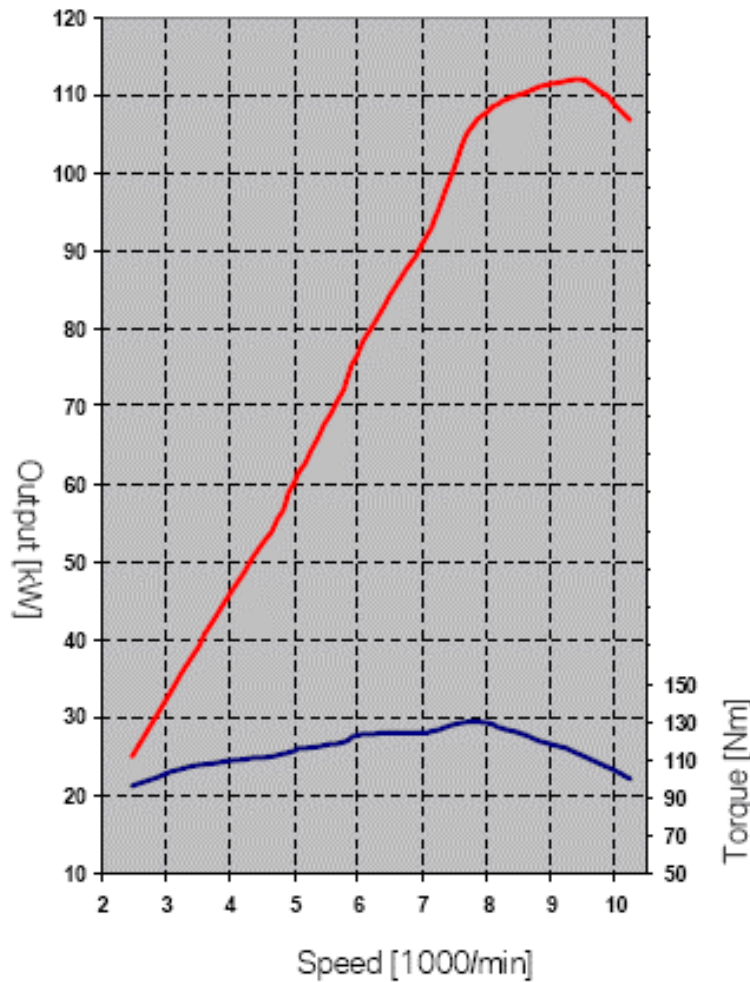


2007 K 1200 GT - Technical Data

(Compared with 2004 K 1200 GT)

	K 1200 GT	New K 1200 GT	Difference
Output:	96 kW (130 hp) at 8,750 rpm	112 kW (152 hp) at 9,500 rpm	+ 16 kW = + 17 %
Torque:	117 Nm at 6,750 rpm	130 Nm at 7,750 rpm	+ 13 Nm = + 11 %
Useable tank volume:	20.5l	24 l	+ 3.5 l = + 17 %
Theoretical range	410 km	500 km	+ 90 km = + 22 %
DIN unloaded weight	300 kg	282 kg	- 18 kg = - 6 %
Payload (with standard equipment)	200 kg	238 kg	+ 38 kg = + 19 %

2007 K 1200 GT - Engine



The output and torque data speak for themselves:

Output:
112 kW (152 hp) at 9,500 rpm

Torque:
130 Nm at 7,750 rpm

2007 K 1200 GT - Options

Optional Extras

- Windshield, high
- On-board computer incl. oil level warning
- Low rider's seat (800-820 mm) (standard: 820-840 mm)
- ESA
- Anti-theft alarm (DWA)
- Heated handlebar grips (automatic with on-board computer)
- Xenon lights (only ECE)
- TPM (from PU 2006)
- Seat heating
- Cruise control
- Gray dualseat, black dualseat
- Tank and side cover color variants

Optional Accessories

- Large topcase
- Small topcase
- Small back cushion for topcase
- Impact protection for left and right pannier cases
- Large inner bag for topcase
- Small inner bag for topcase
- Inner bag for left and right pannier cases
- Tank rucksack
- Connection cable for BMW Navigator
- Mounting for BMW Navigator
- BMW Navigator
- Additional power socket
- Additional set of tools

Competition



Honda Pan European ABS

- Four-cylinder V-engine, 1,261 cm³
- 93 kW (126 hp) at 8,000 rpm
- 125 Nm at 6,000 rpm
- 326 kg (DIN unloaded weight), seat height 810 mm
- Suspension travel (f/r): 120/123 mm
- € 15,990 MY 2005 (not incl. additional costs)

- + - Very good transmission
- Compound brake system
- Good equipment
- Ergonomics
- Good ABS

- Steering wobble at high speed
- Heavy
- No sixth gear



Yamaha FJR 1300 A

- Four-cylinder inline engine, 1,298 cm³
- 105.5 kW (143.5 hp) at 8,000 rpm
- 134.4 Nm at 7,000 rpm
- 283 kg (DIN unloaded weight), seat height 805 mm
- Suspension travel (f/r): 135/125 mm
- € 14,995 MY 2005 (not incl. additional costs)

- + - Very good engine
- Long service intervals
- Pleasing engine characteristics

- Insensitive ABS action
- No sixth gear

Competition Comparison

Equipment feature	BMW K 1200 GT Standard equipment	Honda PanEuropean ABS Standard equipment	Yamaha FJR 1300 A Standard equipment
Engine	4-cyl. 4-stroke inline	4-cyl. 4-stroke V-engine	4-cyl. 4-stroke inline
Cooling	Water	Water	Water
Displacement in cc	1,157	1,261	1,298
Engine output in kW/rpm	112 / 9,500	93 / 8,000	105.5 / 8,000
Max torque in Nm/rpm	130 / 7,750	125 / 6,000	134.4 / 7,000
Valve gear/valves per cyl.	Dohc/4	Dohc/4	Dohc/4
Number of gears	6	5	5
Drive to rear wheel	Shaft	Shaft	Shaft
Frame type	Bridge beam / Al	Bridge beam / Al	Bridge beam / Al
Front suspension	Twin leading links	Telescopic fork	Telescopic fork
Rear suspension	EVO Paralever	Swinging arm, central suspension strut	Swinging arm, central suspension strut
Front suspension travel in mm	115	120	135
Rear suspension travel in mm	135	123	125
Front brake calliper	4-piston	3-piston	4-piston
Front brake discs	2x 320 mm	2 x 310 mm	2 x 320 mm
Rear brake disc	294 mm	316 mm	282 mm
Overall width (mirrors) in mm	965	860	760
Overall width in mm	2,318	2,270	2,195
Wheelbase in mm (norm. load pos.)	1,571 mm	1,490	1,515
Steering head angle	61°	64°	64°
Seat height in mm	820/840 (SA 800/820)	790 (+/-15)	805
Unloaded weight (DIN) in kg	282	326	283
Payload in kg	238	196	193
Fuel tank capacity in l	24 l	29 l	25 l
Theoretical range (90 km/h)	500 km	547 km	480 km
Top speed in km/h	Over 200 km/h	225 km/h	245 km/h
Acceleration 0-100 km/h	3.1 s	3.5 s	3.0 s
Brake system	Partly integral ABS	Dual-ABS-ABS	ABS
Exhaust emission control	G-Cat, SLS	G-Cat, SLS	G-Cats, SLS
Service interval	10,000 km	6,000 km	10,000 km