

The new BMW R 1250 GS and R 1250 GS Adventure. Contents.



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1 Overall concept. Short version.



"Inspiring performance, an impressive range of equipment, an incomparable riding experience and an almost unshakable confidence of GS customers in their motorcycles contribute significantly to the success of the BMW Motorrad brand. That was an incentive and at the same time an obligation with the new R 1250 GS and R 1250 GS Adventure."

Patrick Gürlich, Project Manager, and Reiner Fings, Product Manager

The new BMW R 1250 GS and R 1250 GS Adventure: Even more sophisticated and innovative for off-road, touring and adventures.

The BMW GS models are celebrating their 40th anniversary in 2020 and BMW Motorrad is presenting the new R 1250 GS and R 1250 GS Adventure just in time for this. Even more sophisticated, more innovative and more fascinating - due to numerous new features and an extended range of optional equipment and Original BMW Motorrad Accessories. Even more so than before, they are the perfect companions for discovering even the most remote corners of our planet by motorcycle.

Like to date, the legendary two-cylinder boxer engine ensures a superior and cultivated drive. It still has a displacement of 1,254 cm³ and with the current EU5 vehicle type approval it also still has a capacity of 100 kW (136 HP). Due to BMW ShiftCam technology for varying valve control timing and valve lift on the intake side, it provides superior power across the entire speed range, extremely smooth and quiet running and outstanding consumption and emission values.

Dynamic Traction Control (DTC) and new "Eco" riding mode as standard. Pro riding modes with riding mode preselection and dynamic engine brake control as optional equipment.

The Dynamic Traction Control (DTC) ensures a high level of driving safety by best possible traction as standard. With the new standard "Eco" riding mode the rider is encouraged to drive as efficiently as possible.

As optional equipment ex works, the new R 1250 GS and R 1250 GS Adventure can be equipped with the Pro riding modes option. With the new riding mode preselection, the rider can have an individual selection of riding modes provided at the riding mode button. The dynamic engine brake control is also a new component of the Pro riding modes. It can be used to safely avoid unstable driving conditions, which can occur in coasting overrun mode or when downshifting due to excessive brake slip at the rear wheel.

New BMW Integral ABS Pro as standard.

The R 1250 GS and R 1250 GS Adventure are the world's most popular touring enduros, in their latest edition with BMW Integral ABS Pro as standard. This is a brake system that provides even more safety when braking, even in inclined positions, and thinks even further ahead, so to speak. The additional expansion of the riding mode concept results in more new functions. For example, the advanced adaptation of the ABS control characteristics to the respective riding mode.

Hill Start Control Pro (HSC Pro) with advanced function as optional equipment ex works.

The Hill Start Control drive-off assistant is standard in both models and enables convenient stopping and starting when driving uphill. Hill Start Control Pro (HSC Pro) goes beyond the Hill Start Control comfort system and noticeably improves the starting performance in all conditions.

New full-LED adaptive headlights, new lighting function, cruising light and function-integrated turn indicator bulbs as optional equipment ex works.

The standard full-LED headlight already illuminates the road with an unmatched bright and clear light. A newly developed headlight with swivel function goes one step further. With the optional "adaptive headlight" equipment, the low-beam headlight of the standard full-LED headlight is turned into the curve depending on the inclined position. Curves are almost fully illuminated this way because the light is where the motorcycle is moving.



The new lighting functions make the experience with the R 1250 GS and R 1250 GS Adventure even more intense and practical at the same time. In future, the welcome light ("Welcome" function), the "Good bye" function and the "Follow me home" function for orientation will be available as optional equipment. With the optional cruising light equipment, the two front turn indicator bulbs are operated so that they are permanently dimmed simultaneously. In the case of the multifunctional rear indicator lamps, the standard rear LED flashing turn indicators are replaced by LED flashing turn indicators (depending on the market), which can emit yellow flashing light and red brake light or rear light simultaneously.

Vehicle voltage and USB sockets as standard. Seat heating for rider and passenger for increased travelling and touring capability as well as handlebar risers by 30 mm as optional equipment ex works.

The new BMW R 1250 GS and R 1250 GS Adventure already have two different sockets as standard. A 12 V vehicle voltage socket and a USB-A socket with 5 V power supply. A seat heating for rider and passenger as optional equipment ex works also provides a significant increase in comfort at low outside temperatures. A new operating concept enables particularly easy handling. In addition to the different rider's seats and footrests available as optional equipment or Original BMW Motorrad Accessories, the handlebar height can now also be adjusted with the optionally available handlebar risers.

The new R 1250 GS and R 1250 GS Adventure: Travelling, off-road and adventure expertise, each in an attractive basic colour and the two triple black and Rallye style variants. "40 Years GS" anniversary edition.

In their respective basic versions, the new BMW R 1250 GS and R 1250 GS Adventure emphasise their more precise nature and universal talents in light white solid paint and ice grey solid paint. In addition, the triple black style and Rallye style variants, available ex works as optional equipment each offer two particularly expressive colour concepts. To commemorate the 40th anniversary of the BMW GS models, the two new GS models with "40 Years GS" in black and yellow are based on a milestone in GS history: the legendary R 100 GS.

Highlights of the new BMW R 1250 GS and R 1250 GS Adventure:

- Original boxer engine with BMW ShiftCam technology for varying the valve control times and the valve lift on the intake side.
- Powerful acceleration over the entire speed range, exemplary consumption and emission values as well as smooth and quiet running.
- Power and torque: 100 kW (136 HP) at 7 750 rpm and 143 Nm at 6,250 rpm.
- Knock sensor system for optimised touring capability.
- New BMW Motorrad Integral ABS Pro as standard.
- Three riding modes as standard.
- New "Eco" riding mode for particularly economical driving as standard.
- Pro riding modes with additional riding modes and new riding mode preselection as well as dynamic engine brake control as optional equipment ex works.
- Dynamic Traction Control (DTC) as standard.

- Electronic Dynamic ESA "Next Generation" chassis with fully automatic load compensation.
- Hill Start Control Pro (HSC Pro) with advanced function as optional equipment ex works.
- New full-LED adaptive headlight as optional equipment ex works.
- New lighting functions, cruising light and function-integrated turn indicator bulbs as optional equipment ex works.
- Vehicle voltage and USB sockets as standard.
- Seat heating for rider and passenger for increased travelling and touring capability as optional equipment ex works.
- Handlebar risers by 30 mm as optional equipment ex works.
- In addition to the standard seat height adjustability, a wide range of seat height options ex works.
- Connectivity: Multifunctional instrument cluster with 6.5-inch full-colour TFT display and numerous features as standard on the R 1250 GS.
- Intelligent emergency call as optional equipment ex works.
- One attractive basic colour each and the two triple black and Rallye style variants ex works as optional equipment.
- "40 Years GS" anniversary edition.

- Extended range of optional equipment and Original BMW Motorrad Accessories.





"With its convincing power and torque values, the BMW ShiftCam boxer engine is the perfect drive for the new GS models. The new standard "Eco" riding mode supports a particularly economical driving style and the new "Driving mode preselection" option allows the rider to have an individual selection of riding modes provided at the riding mode button.

Harald Mitschke, Drive Development

Original, powerful boxer engine with best power, torque and drivability values.

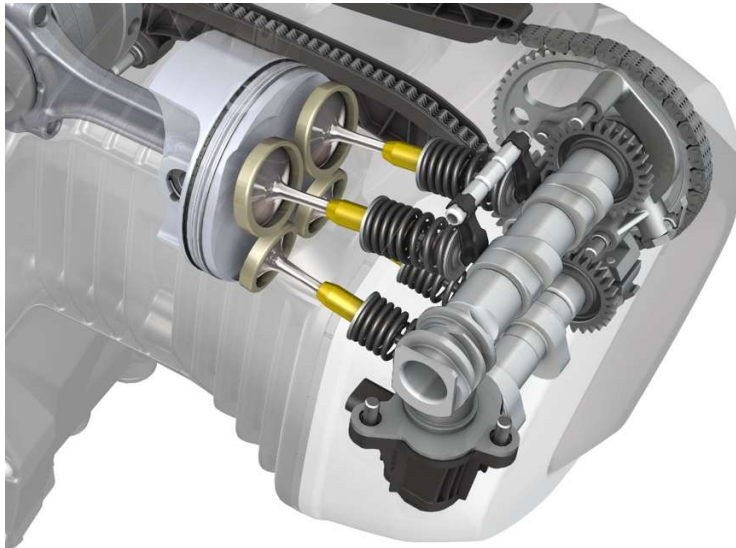
Like in the predecessor models, the original 2-cylinder boxer engine in the new BMW R 1250 GS and R 1250 GS Adventure ensures a superior and cultivated drive. It still has a displacement of 1 254 cm³ and the ratio between bore hole and lift is 102.5 to 76 mm. It has a capacity of 100 kW (136 HP) at 7,750 rpm, develops a maximum torque of 143 Nm at 6,250 rpm and is the most powerful BMW boxer engine produced in series production to date. It uses the established air/liquid cooling. With the so-called precision cooling, coolant flows through the engine elements that are subject to particularly high thermal stress - the two cylinder heads and parts of the cylinders. Heat dissipation takes place via two radiators arranged on the left and right in the front section of the vehicle.

BMW ShiftCam technology for superior power across the entire speed range, extremely smooth and quiet running and outstanding consumption and emission values.

The strengths of the boxer engine of the R 1250 GS and R 1250 GS Adventure are convincing performance and torque values, smooth and quiet running as well as outstanding consumption and emission values.

The BMW ShiftCam technology is also responsible for this. It is a technology for varying the valve control times and the valve lift on the intake side. The centrepiece of this technology is a one-piece intake switching camshaft that has two cams per valve to be actuated: a partial-load cam and a full-load cam, each with a

different and optimally designed cam geometry. Whereas the partial-load cam was designed with the objective of optimising fuel consumption and smooth running, the full-load cam is for optimised power.



Via an axial displacement of the intake camshaft, the intake valves are actuated by either the partial-load cam or the full-load cam, depending on the load and speed. The axial displacement of the intake camshaft and thus the use of partial-load or full-load cam is established via a shift gate on the camshaft and an electromechanical actuator that is engaged there.

Variation of the intake valve lift and asynchronous valve opening.

The different design of the cam geometry is also used to vary the intake valve lift. Whereas the full-load cam provides maximum valve lift, a reduced valve lift is provided via the partial-load cam. At the same time, the intake cams for the left and right intake valves differ in lift and angular position. This phase shift causes a delayed and differently wide opening of the two intake valves. The effect of this phase shift is a spin and thus stronger swirling of the fuel-air mixture flowing into the combustion chamber. The results are particularly effective combustion and thus fuel utilisation.

The benefits of the BMW ShiftCam technology:

- Powerful torque and full engine power over the entire range.

- Very smooth and even engine running when driving at constant speed due to the optimum design of the partial-load cam geometry for the lower load and speed ranges.
- Reduction of the gas exchange losses in the partial load range.
- Optimisation of exhaust emissions and sound pattern.
- Increased fuel efficiency.

Superior drivability due to full torque, high running smoothness and pleasant engine quality.

In practice, the BMW ShiftCam technology is accompanied by a particularly high level of drivability and dynamics in the new R 1250 GS and R 1250 GS Adventure. In addition to the maximum power of 100 kW (136 HP), the high torque and thus high engine power are the main factors.

Therefore in the range from 2,000 rpm to 8,250 rpm, a torque of more than 110 Nm is continuously available. In the range between 3,500 and 7,750 rpm, which is particularly relevant in terms of driving dynamics, more than 120 Nm are available. The new R 1250 GS and R 1250 GS Adventure are thus extremely powerful and combine enormous engine power qualities with impressive top performance. Both for the pleasure of driving alone and also in pairs, on winding country roads as well as on long stages of travelling at high average speeds.

Cylinder heads through which the fuel flows vertically, variable oil intake and effective piston crown cooling.

Fuel flows vertically through the engine of the new BMW R 1250 GS and R 1250 GS Adventure. This has the benefit that the intake duct design is independent of the camshaft control and identical intake lengths can be implemented for both cylinder sides. In addition, the fuel injector is arranged in such a way that the fuel is injected as directly as possible upstream of the intake valves for optimum mixture preparation.

The two camshafts on each cylinder side are driven by the chain running in the shaft behind the cylinders (on the right engine side via the counterbalance shaft and on the left via the crankshaft). The timing chain drives an intermediate shaft located between the intake and exhaust camshafts, from which the power transmission to the camshafts is established via spur gear pairs. The timing chain

is designed as a toothed chain for low running noise. For an optimum combustion chamber shape, the valves are positioned at a narrow angle to each other. The valve angle is 8 degrees on the intake side and 10 on the exhaust side. The plate diameter of the valves is 40 mm on the intake side and 34 mm on the exhaust side. The shaft diameter is 5.5 mm. The valves are actuated by lightweight and speed-resistant rocker arms, the design of which was taken from the high-performance four-cylinder engine of the BMW S 1000 RR. Exchangeable shims are used to set the valve clearance.

Full performance and high driving dynamics are accompanied by two supportive measures to ensure maximum operational safety: The two pistons have a piston crown cooling by oil spray. In addition, the lubricating system is equipped with a variable oil intake. A movable piston in the intake area of the oil sump ensures an optimum oil supply in all driving conditions.

Knock sensor system for maximum touring capability. BMS-O engine control and dual-jet fuel injectors for effective carburation.

The new R 1250 GS and R 1250 GS Adventure are equipped with a knock sensor system in the form of two knock sensors. It also allows the use of fuels of a quality below RON 95, which is particularly beneficial when travelling to remote corners of our planet. With the BMS-O, highly modern digital motor electronics are used in the new R 1250 GS and R 1250 GS Adventure. Sequential fuel injection, compact layout and low weight are its main features. Carburation is carried out by an electronic fuel injection system via throttle bodies with a 52 mm passage width. Injection is carried out by dual-jet fuel injectors, which support very smooth running and very good emission values.

Counterbalance shaft for perfect, mechanical smooth running.

A counterbalance shaft running at crankshaft speed ensures the elimination of undesired vibrations. It is designed as a hollow intermediate shaft within which the clutch shaft rotates simultaneously. The new drive of the R 1250 GS and R 1250 GS Adventure thus runs easily and with low vibrations over the entire engine speed range. The robust, boxer engine-typical basic characteristics are still retained.

Transmission with oil-bath clutch and anti-hopping function integrated in the engine housing.

Transmission and coupling are integrated in the engine housing of the boxer engine of the R 1250 GS and R 1250 GS Adventure. This especially results in benefits in the weight balance due to the omission of numerous screw connections and sealing surfaces, but also in the torsional characteristics of the entire unit. In addition to a space and weight-saving design, this concept means an additional transmission oil volume is not required.

Power transmission to the six-speed transmission takes place via a multi-disc oil-bath clutch with eight lock washers. The clutch system is equipped with an anti-hopping mechanism. BMW Motorrad has thus responded in particular to the requirements of sporty, ambitious country road riders. The braking torque of the engine is only transmitted by the clutch to the rear wheel to a reduced extent in coasting overrun mode. This prevents the heavily relieved rear wheel, due to the dynamic wheel load distribution, from blocking or stamping for a short time during strong initial braking and simultaneous downshifting. The motorcycle thus also remains stable and safely controllable during the braking phase.

Stainless steel exhaust system for optimum performance characteristics.

The exhaust system of the new R 1250 GS and R 1250 GS Adventure, which is made completely of stainless steel, is designed for optimum power and torque provision in combination with BMW ShiftCam technology and operates according to the 2-in-1 principle. In this development area, a homogeneous power and torque curve and thus best possible drivability were once again regarded as prerequisites for superior performance on country roads, in off-road use and on extended tours. Emission control is carried out by a closed-loop catalytic converter controlled by an oxygen sensor. The new R 1250 GS and R 1250 GS Adventure thus meet the applicable exhaust emission standards and are already equipped for future requirements.

Three riding modes and DTC now as standard. New "Eco" riding mode for particularly economical driving style.

The new R 1250 GS and R 1250 GS Adventure already provide three riding modes as standard for adaptation to the individual requirements of the rider. The Dynamic Traction Control (DTC) now ensures a high level of driving safety by best possible traction as

standard. DTC enables even more efficient and safe acceleration in inclined position in particular.

With the two "Rain" and "Road" riding modes, the driving characteristics can be adapted to most driving conditions. With the new standard "Eco" riding mode it is also possible to use the innovative BMW ShiftCam technology primarily in such a way that the maximum range can be achieved with one tank full of fuel. In this riding mode, the rider is encouraged to drive as efficiently as possible with soft characteristic throttle curve and moderate torque limitation. To visually support the consumption-optimised driving style, an efficiency display in the upper status line of the TFT colour display provides information in "Eco" mode. If maximum performance is desired - for example on slopes or for overtaking - the riding mode button can be used to switch quickly and easily to a different riding mode.

Pro riding modes with new riding mode preselection, with a total of seven riding modes and dynamic engine brake control as optional equipment ex works.

As optional equipment ex works, the new R 1250 GS and R 1250 GS Adventure can be equipped with the Pro riding mode option, which has been expanded in scope and also includes the additional "Dynamic", "Dynamic Pro", "Enduro" and "Enduro Pro" riding modes. In addition, the "Dynamic Pro" and "Enduro Pro" riding modes each have individualisation options for adapting the vehicle character to one's own requirements and thus further increasing driving pleasure. Previous activation using a coding plug is no longer required.



With the increase in the number of riding modes to a total of seven, the new R 1250 GS and R 1250 GS Adventure are accompanied by a new personalisation strategy – the riding mode preselection. With it, the rider can have an individual selection of riding modes provided at the riding mode button.

For this, at least two and a maximum of four riding modes can be selected from a list in the settings menu, which can be selected one after the other using the riding mode button. This provides numerous options for configuring the new R 1250 GS and R 1250 GS Adventure completely according to your personal requirements. For example, a performance-based setting is possible: "Dynamic" and "Dynamic Pro" for the road and "Enduro" and "Enduro Pro" for off-road. A maximum reduction in complexity to just two riding modes is also conceivable, for example "Eco" and "Road". A preferred and easily manageable number of riding modes can thus be configured, which can be selected while driving.

The dynamic engine brake control is also a new component of the optional Pro riding modes equipment. It can be used to safely avoid unstable driving conditions, which can occur in coasting overrun mode or when downshifting due to excessive brake slip at the rear wheel (slipping or stamping). In these cases the dynamic engine brake control opens the throttle valves at extremely high speed to such an extent that the drag torque is equalised and the motorcycle is stabilised.

From a technical point of view, the dynamic engine brake control compares the wheel circumferential velocity of the front and rear wheels in the same way as the Dynamic Traction Control (DTC), and thus determines the slip or stability reserve at the rear wheel. In addition, inclined position information from the standard sensor box is processed.

The control characteristics depend on the riding mode: In "Eco", "Rain" and "Road" riding modes, the dynamic engine brake control ensures maximum driving stability, whereas in "Dynamic" and "Dynamic Pro" riding modes the control allows slightly more slip. In "Enduro" mode, however, the dynamic engine brake control is only reduced minimally in order that the existing slip torque can be used to improve traction. In the logical continuation of this philosophy, dynamic engine brake control is switched off in "Enduro Pro" mode to leave the rear wheel slip control to the ambitious off-road rider via clutch lever - for example for drifting.



“The BMW Motorrad Integral ABS Pro, which is now included in the standard equipment, has been re-applied by using a new 6-axis sensor box. With the additional axis of the sensor system, the brake has once again been significantly refined in terms of inclined position stability and response characteristics. In addition, the HSC and HSC Pro brake functions have been further developed and the Dynamic Brake Control brake assistant has been further optimised in terms of brake stability.”

Florian Fehr, Rider Assistance Systems

New Integral ABS Pro for even better braking performance now as standard.

The ABS Pro used to date (part of the Pro riding modes optional equipment of the R 1250 GS to date, standard on the R 1250 GS Adventure) has been further developed and is now standard on the new R 1250 GS and R 1250 GS Adventure in the form of the BMW Motorrad Integral ABS.

Like with the former ABS Pro, the new BMW Motorrad Integral ABS Pro uses the handbrake lever to activate the front and rear brakes simultaneously. By contrast, the footbrake lever only applies the rear brake. The software of the new control electronics has been completely revised for even higher braking stability and safety. In addition, the now much more compact ABS unit has resulted in a weight reduction of around 0.5 kg. At the same time, the construction volume of the ABS unit has also been reduced and provides space for other components such as the new control unit for the optional seat heating equipment.



Integral ABS Pro has been optimised for road and off-road use with an additional setting depending on the riding mode. With this

even greater spread of the braking characteristics between road and off-road, deactivation of the ABS control function at the front wheel was no longer required. In the ABS Pro settings it is possible to block the rear wheel using the footbrake lever. The settings can be selected in "Enduro Pro" and "Dynamic Pro" riding modes and activated via the riding mode preselection.

The new BMW Motorrad Integral ABS Pro has been re-applied using a new 6-axis sensor box. With the additional axis of the sensor system, the brake system has once again been significantly optimised in terms of inclined position stability and response characteristics. The Hill Start Control HSC (standard) and HSC Pro (optional equipment ex works) brake functions have also been further developed in this context. The Dynamic Brake Control (DBC) has also been further optimised in terms of braking stability.

DBC provides more safety when braking even in difficult situations by preventing unintentional acceleration. By intervening in the engine control, the drive torque is reduced during the braking process and the braking power at the rear wheel is fully utilised. This keeps the motorcycle stable and reduces the braking distance. With the dynamic brake light, following vehicles are made even more aware of the braking motorcycle.

The new BMW Motorrad Integral ABS is a brake system that provides even more safety when braking, even in inclined positions, and thinks even further ahead, so to speak. The additional expansion of the riding mode concept also results e.g. in more new functions. For example, the advanced adaptation of the ABS control characteristics to the respective riding mode or the Dynamic Traction Control (DTC), which has also been adapted even better to the riding mode.

Hill Start Control Pro (HSC Pro) with advanced function in "Enduro" and "Enduro Pro" riding modes as optional equipment ex works.

The Hill Start Control drive-off assistant is already standard on board in both models and enables convenient stopping and starting when driving uphill. Hill Start Control is activated or deactivated by firmly pressing the handbrake lever or footbrake lever. A stop symbol indicates the activation on the TFT display. The brake is released automatically by the integrated start detection.

The Hill Start Control Pro drive-off assistant, available as optional equipment, goes beyond the properties of the Hill Start Control comfort system to make stopping and starting uphill easier. The former HSC Pro has been further developed for use in the new R 1250 GS and R 1250 GS Adventure. With HSC Pro, the holding pressure in the brake system depends on the gradient, which is determined by a new heel angle sensor. The available information on the gradient makes it possible to noticeably increase the starting comfort in all conditions compared to the previous system. In combination with new control electronics, HSC Pro provides even more safety and additional comfort.

With HSC Pro, the brake is also released automatically when the vehicle is started or when the handbrake lever is applied firmly. Hill Start Control Pro also provides the additional Auto HSC function. Using the settings menu, this additional function can be customised so that the holding brake on a gradient (greater than +/- 3 %) is automatically activated after the hand or footbrake lever is operated shortly after the motorcycle comes to a standstill. In the "Manual" setting this is done after briefly applying the hand or footbrake lever.

For use in "Enduro" and "Enduro Pro" riding modes, Hill Start Control Pro has now been further developed especially for off-road use of the new R 1250 GS and R 1250 GS Adventure. In Auto HSC mode, for example, the holding function is only activated uphill starting with a gradient of 5. When driving downhill, however, the automatic stop function is deactivated to allow the rider to brake independently.

Electronic Dynamic ESA "Next Generation" chassis with fully automatic load compensation.

With the BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment) "Next Generation" electronic suspension available as optional equipment, the new R 1250 GS and R 1250 GS Adventure provide even higher dimensions in terms of riding safety, performance and comfort, as damping is automatically adapted to the conditions depending on the riding condition and riding manoeuvres and, in addition, automatic riding position compensation takes place in all load statuses. From a technical point of view, the signals from the new 6-axis sensor box and the two shift travel sensors at the front and rear enable comprehensive data acquisition and thus sensitive adaptation of the motorcycle to

the driving conditions. Using further parameters, driving conditions such as compression, acceleration and deceleration are also registered and are used to adjust the damping forces at the rear spring strut and the Telelever front suspension. This adaptation takes place by electrically actuated control valves in the millisecond range. Even in inclined position, optimum damping comfort and very stable handling are thus established.



In the standard setting, Dynamic ESA "Next Generation" is preset to the "Road" damping characteristics in "Rain", "Road" and "Eco" riding modes. At the touch of a button - conveniently at the handlebars and even while driving - the rider can switch to the "Dynamic" damping characteristic in these riding modes, thus achieving a tighter shock absorber setting.

In "Dynamic" and "Dynamic Pro" riding modes, the tighter "Dynamic" damping variant is set by default. You can switch to the "Road" damping variant at the touch of a button. In "Enduro" and "Enduro Pro" riding modes, however, an "Enduro" damping setting is defined, which is designed for off-road use and the expected loose road surfaces.

Sport suspension and Enduro package as off-road specials for the R 1250 GS as optional equipment ex works.

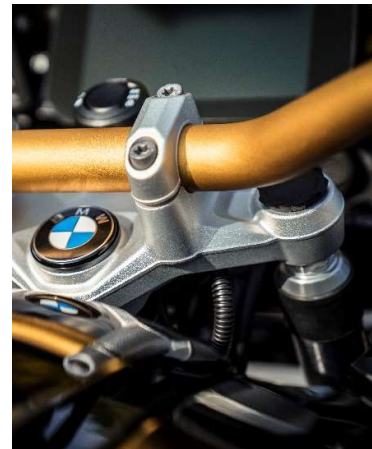
The new R 1250 GS can be further optimised for ambitious off-road use with the sports suspension available for the Rallye style variant and as part of the Enduro package. An increased spring rate ("harder spring"), longer spring struts and thus longer spring travel significantly increase driving stability for off-road use, which is particularly noticeable on gravel stretches.

This sport suspension provides benefits for experienced off-road riders who know exactly how to convert the suspension reserves

into more performance without overburdening the motorcycle and themselves. Heavy and tall riders will appreciate the benefits of the reserves provided by the tighter suspension tuning, especially off-road. This optional equipment can only be ordered in combination with Dynamic ESA. If the sport suspension is ordered as part of the Enduro package, the R 1250 GS is also equipped with engine protection bars, off-road tyres and handlebar risers, making it even more suitable for off-road and adventure riding.

Perfect ergonomics for tall persons and off-road use by raising the handlebars by 30 mm as optional equipment ex works.

The unique success story of the BMW GS models is also due to the excellently coordinated ergonomics for rider and passenger. The so-called ergonomic triangle between handlebars, seat and footrests is decisive for the rider. It is primarily responsible for the degree of seating comfort, vehicle management and manoeuvrability properties as well as touring capability. The smooth surface and ergonomic design of the body also have a significant impact on these properties.



Riders of different sizes place different requirements on the respective position of the seat, handlebar grips and footrests. In addition to the different rider's seats and footrests available as optional equipment or Original BMW Motorrad Accessories, the handlebar height can now also be adjusted with the optionally available handlebar riser to equip the new R 1250 GS and R 1250 GS Adventure completely according to personal requirements.

For this, the handlebars can be positioned 30 mm higher using two adapters and four longer screws. Thus even tall to very tall riders find a better sitting position, especially with a higher rider's seat. At the same time, the raised handlebars provide benefits when riding off-road in an upright position, while providing even more control over the motorcycle.

For the ambitious off-road rider, the handlebar risers are included in the optional equipment of the Enduro package of the new R 1250 GS. In addition, the handlebar risers are available ex works

both for the new R 1250 GS and the R 1250 GS Adventure as individual optional equipment items. The scope of parts is enclosed with the motorcycle and can be mounted individually by the authorised BMW Motorrad Retailer or the customer.

Wide range of seat height options.

The new R 1250 GS has a standard seat height of 850/870 mm. In addition, there are numerous seat height variants as part of the optional equipment ex works and Original BMW Motorrad Accessories - from lowered suspension with low seat (800/820 mm) to Rallye style in combination with the sports suspension (870/890 mm).

The new R 1250 GS Adventure has a standard seat height of 890/910 mm. Here too, the optional equipment ex works and the Original BMW Motorrad Accessories provide extensive alternatives from 820/840 mm upwards.



“The new GS models have new lights and lighting functions that give the motorcycles a surprising appearance. At the same time, safety is increased due to the new light signals. With the new seat heating, the touring capability is increased and with the optional handlebar risers the handlebar height can now also be adjusted in addition to different rider’s seats and alternative footrests.”

Steffen Rau, Development of Lighting Systems

Highly modern LED light units all around and new full-LED adaptive headlights as optional equipment ex works.

BMW Motorrad has been a pioneer in motorcycle safety for decades. Accordingly, the new R 1250 GS and R 1250 GS Adventure already provide state-of-the-art LED light units with newly designed LED flashing turn indicators as standard. The full-LED headlight illuminates the road with an unrivalled bright and clear light and also ensures even better perception in traffic. The light unit consists of two LED units for low and high-beam headlights and, for the optional LED daytime driving light equipment, of further LED units for daytime driving light and the side light.

A new headlight with swivel function developed for the R 1250 GS and R 1250 GS Adventure goes one step further. With the optional "adaptive headlight" equipment, the low-beam headlight of the standard full-LED headlight is turned into the curve depending on the inclined position. Curves are almost fully illuminated this way because the light is where the motorcycle is moving. Due to the swivel function ($\pm 35^\circ$), the light horizon remains constant and is harmoniously and smoothly adapted to the respective inclined position. By swivelling the light pattern, a particularly wide and homogeneous illumination of the road is established with low-beam headlight.

In addition, this technology is also used to establish a constant headlight range, as the headlamp adjusts and maintains a constant illumination height ($\pm 2^\circ$) depending on the load and thus the riding position of the motorcycle. This is also done during dynamic driving

by compensating for the vehicle movements by swivelling the module.

The X-shaped light icons included in the new headlights make the new R 1250 GS and R 1250 GS Adventure not only unmistakable when the side light is switched on, but in combination with the optional "LED daytime driving lights" equipment, they are also unique and unmistakable while driving.



New lighting functions, cruising light, function-integrated turn indicator bulbs and light package as optional equipment works.

The new lighting functions make the experience with the R 1250 GS and R 1250 GS Adventure even more intense and practical at the same time. When the ignition is switched on, the welcome light (**"Welcome" function**) is activated. Headlight, rear light and - if available - the additional headlight light up, stay on for a short time and then fade over to the waiting state before the engine is started. The transitions are dimmed in stages. If the optional cruising light equipment is available, the two front turn indicator bulbs also light up permanently in a dimmed manner.

After switching off the ignition, the front and rear lights are also activated for a short moment ("Goodbye" function) and then slowly dimmed. This function says goodbye to the rider and at the same time makes it clear: Here is a BMW.

Another new function is for orientation ("Follow me home" function). After switching off the ignition, the driving lights can be activated by briefly pressing the high beam button. The ignition and other functions and light sources not used for orientation remain switched off. This light function offers optimum visibility at night, such as when manoeuvring in parking spaces or opening the garage at home.

The new R 1250 GS and R 1250 GS Adventure now have LED flashing turn indicators as standard. The newly developed turn indicator bulbs represent the state-of-the-art in terms of design and technology and generate a strikingly new appearance of the two new GS models. With the optional cruising light equipment, the two front turn indicator bulbs are operated so that they are permanently dimmed simultaneously.

The new R 1250 GS and R 1250 GS Adventure can be equipped with multifunctional rear indicator lamps in combination with the optional "light package" equipment or, depending on the country-specific homologation, as individual optional equipment. The standard rear LED flashing turn indicators are replaced by LED flashing turn indicators which can emit yellow flashing light and red brake light or rear light simultaneously. This way, according to the country-specific homologation, together with the standard rear/brake light, new lighting effects are possible to further increase visibility and thus safety.

The new optional light package equipment combines illumination and lighting functions. It includes adaptive headlights, daytime driving lights, cruising light, multifunctional indicator lamps as well as LED additional headlights for the new R 1250 GS. All optional light equipment items can also be ordered separately.

Seat heating for rider and passenger for increased travelling and touring capability as optional equipment ex works.



Repeatedly in demand by customers, the new R 1250 GS and R 1250 GS Adventure

now provide seat heating for rider and passenger as optional equipment ex works, thus significantly increasing comfort at low outside temperatures.

The optional seat heating equipment is available in combination with two single seats, but not for the Rallye seat. The visual characteristics of the seat heating in the new R 1250 GS are a modified cover fabric, whereas in the new R 1250 GS Adventure the seat covers are black. The optional seat heating equipment is available only in combination with heated grips.

The rider's seat heating provides two different seat heights and



five heating stages. A new operating concept enables particularly easy handling. Both the rider's seat heating and also the heated grips are operated

using a menu function on the TFT display. In combination with the optional seat heating equipment the heated grips now also provide five heating stages instead of two to date. The selection is made using the former button for the heated grips at the right end of the handlebars, which is marked with a new symbol, and in the menu a choice can be made between seat heating and heated grips. The five heating stages are selected using the multi-controller. The passenger seat heating is operated using a rocker switch with two heating stages, which is located at the bottom right of the seat pan.

Vehicle voltage and USB sockets as standard.

Since the introduction of vehicle-integrated connectivity at BMW Motorrad in 2017 and its constant further development, such as the functions of the BMW Motorrad Connected app, the power supply according to requirements for smartphones has become increasingly important.

The new BMW R 1250 GS and R 1250 GS Adventure therefore already have two different sockets as standard. A 12 V on-board socket is now installed on the left-hand side of the vehicle under the rider's seat, i.e. at the position of the additionally available on-board socket previously available as an Original BMW Motorrad Accessory.

A USB-A socket with 5 V power supply is also available. Up to 2,400 mA (normally: 1,200 mA) charge current is available, thus enabling quick charging, depending on the type of smartphone. This most widely used type of USB-A socket with newly developed charging electronics allows a smartphone to be charged while driving by connecting an adapter cable. The Original BMW Motorrad Accessory provides a USB adapter cable for this that has been endurance-tested and has a sturdy kink protection.

In established BMW Motorrad manner, the external and thus easily accessible socket is designed to be short-circuit-proof and protected against overvoltage. Due to the integrated sealing cap, it is also effectively protected against environmental influences, such as water ingress.

Connectivity: Multifunctional instrument cluster with 6.5-inch full-colour TFT display and numerous features.

The new R 1250 GS and R 1250 GS Adventure already have the connectivity equipment with a 6.5-inch full colour TFT display as standard. In combination with integrated operation via the standard BMW Motorrad multi-controller, the rider can thus quickly access vehicle and connectivity functions.

Conveniently making phone calls and listening to music while driving are also possible. For example, if a smartphone and a helmet are connected to the BMW Motorrad communication system via Bluetooth on the TFT display, media playback and telephone functions can be conveniently accessed. These telephone and media functions can also be used without the installation of an app. If there is an active Bluetooth connection to any standard smartphone, the rider can enjoy listening to music while driving. In addition, the BMW Motorrad Connected app that is available free of charge provides a practical arrow view suitable for everyday use directly on the TFT display. The BMW Motorrad Connected app can be obtained free of charge from the Google and Apple App Stores. It includes further attractive additional functions, such as the recording of driven routes or the indication of driving statistics and information. Recorded routes can also be shared directly with other motorcyclists via the Rever community. The basic navigation is particularly attractive for motorcyclists who want to comfortably handle everyday traffic or short trips without additional equipment.

Intelligent emergency call for even more safety when motorcycling as optional equipment ex works.

The fastest possible help in accidents or in an emergency and dangerous situations can save lives. For this reason, BMW Motorrad developed the intelligent emergency call option, an eCall system that aims at getting help to the site of an accident as quickly as possible. For the new R 1250 GS and R 1250 GS Adventure, this system is already available as optional equipment ex works.



"The new GS models have their wide range for demanding travelling, dynamic cornering and ambitious off-road use with new colours and attractive styles. With the Rallye style they implement the legendary GS par excellence and as "40 Years GS" edition they skilfully follow the incomparable history of the GS myth."

Gerald Höller, Design Surfaces

The new R 1250 GS and R 1250 GS Adventure: Travelling and off-road expertise in attractive basic colours and the two triple black and Rallye style variants. "40 Years GS" edition to celebrate the anniversary of the BMW GS family.

The basic light white solid paint colour gives the new R 1250 GS a modern and also sporty look. Standard cast wheels in matt metallic granite grey (optional cross-spoke wheels in black or gold) are combined with black brake callipers, a black rear frame, a silver main frame, silver handlebars and a black-coated drivetrain as well as a luggage carrier in matt white aluminium and the front panel carrier in Nürburg silver.



The **basic colour ice grey** solid paint gives the new R 1250 GS Adventure a technical and modern look. It combines the standard cross-spoked wheels in black with black components such as brake callipers, slider tubes, rear frame and drivetrain.

The main frame and handlebars are in silver tones. The driving dynamics and off-road qualities of the Adventure Enduro are emphasised by hand-protector bars in black and the red and black seat.

The new R 1250 GS and R 1250 GS Adventure emphasise their masculine nature in the **triple black style** variant and the Blackstorm metallic / black / agate grey colour combination. The black-coated drivetrain is surrounded by the main frame in metallic matt agate grey, a black rear frame and the black anodized tubular handlebars. In addition, front panel carrier, luggage carrier, slider tube and brake callipers are designed in black.



In the **Rallye style** variant, the new R 1250 GS and R 1250 GS Adventure emphasize their sporty nature and, with the light white solid paint / racing blue metallic / racing red solid paint colour combination, they present themselves particularly dynamically as off-road-specialist touring enduros. The

masculine, robust nature of black elements such as the drive unit, slider tubes, tubular handlebars and front panel carrier.

The two new touring enduros with the "40 Years GS" edition are entirely dedicated to the **"40 Years GS"** anniversary. In the Blackstorm metallic colour for tank side panels, top front-wheel cover as well as tank centre cover and with yellow accents it is based on an icon from 40 years of BMW GS history: the R 100 GS. For example, the graphic of the tank centre cover, the Rallye windscreen and the two-tone black and yellow low Rallye seat include the colour yellow.



6 Equipment package.



Optional equipment and Original BMW Motorrad Accessories.

A comprehensive range of optional equipment and Original BMW Motorcycle Accessories is available for further individualisation of the new 1250 GS and R 1250 GS Adventure. Optional equipment is supplied ex works and is integrated into the production process. The authorised BMW Motorrad retailer or the customer will fit the Original BMW Motorrad Accessories. The motorcycle can also be equipped with them at a later date.

Optional equipment

R 1250 GS:

Dynamics package: Dynamic ESA, shift assistant Pro, Pro riding mode.

Comfort package: Keyless Ride, chrome-plated exhaust system, heated grips.

Touring package: Preparation for navigation system, electronic adaptive cruise control, hand-protector bars (colours: basic and triple black, Rallye white, edition yellow), case holders l./r.. (Exclusion to alternative package content in Rallye style).

Light package: Adaptive headlights, daytime driving lights, cruising light, multifunctional indicator lamps (market-dependent).

Enduro package: Handlebar risers, sport suspension, off-road tyres, engine protection bar

R 1250 GS Adventure:

Dynamics package: Dynamic ESA, shift assistant Pro, Pro riding mode.

Comfort package: Keyless Ride, chrome-plated exhaust system, heated grips.

Touring package: Preparation for navigation system, electronic adaptive cruise control, case holders for aluminium case l./r. (Exclusion to alternative package content in Rallye style).

Light package: Adaptive headlights, daytime driving lights, LED additional headlights, cruising light, multifunctional indicator lamps (market-dependent).

Individual optional equipment.
R 1250 GS / R 1250 GS Adventure.

- Adaptive headlights.
- Daytime driving lights (market-dependent).
- Cruising light (market-dependent).
- Multifunctional indicator lamps (market-dependent).
- Handlebar risers.
- Sport suspension (only in Rallye style and in combination with D-ESA).
- Off-road tyres (only in Rallye style).
- Engine protection bar.
- Aluminium tank 1 (R 1250 GS Adventure only).
- Sports silencers.
- Low passenger package (plastic luggage carrier, standard windscreen, low rider's seat, passenger seat, lowered suspension).
- Passenger package (plastic luggage carrier, standard windscreen, standard seats).
- Lowered suspension (only in combination with D-ESA and low rider's seat).
- Seat heating (only with comfort package or heated grips).
- RDC.
- M Lightweight battery.
- LED additional headlights (market-dependent).
- Intelligent emergency call (market-dependent).
- Teleservices.
- DWA.
- Off-road tyres (only with enduro package or with Rallye style).
- Case holders for aluminium cases (Rallye style only, alternative content of touring package. For R 1250 GS with stainless steel luggage carrier).
- Black cross-spoked wheels.
- Cross-spoked wheels II in gold.

- Black seat (R 1250 GS Adventure in Rallye style only and edition only in combination with passenger package).
- Low rider's seat (R 1250 GS in Rallye style only and edition in combination with passenger package).
- Opt. 719 milled parts package Classic II, Shadow II, Storm II (adjustable hand lever, foot brake and gearshift levers, footrests, expansion tank lid and machined mirrors. Mirrors not in triple black style).
- Opt. 719 milled parts package Classic, Storm, Shadow (cylinder head covers, ignition coil cover, oil filler plug, front engine housing cover. Not for edition).

Original BMW Motorrad Accessories.

Stowage space package.

- Aluminium case, left, 44 l. + right, 36 l.
- Aluminium case, black, left, 44 l. + right, 36 l.
- Aluminium topcase, black, 32 l.
- Aluminium topcase, 32 l.
- Outer shell, topcase lid, granite grey-metallic matt (R 1250 GS only).
- Outer shell, topcase lid, racing red solid paint (R 1250 GS only).
- Folding backpack.
- Luggage plate, passenger seat.
- Luggage compartment separating net for aluminium case.
- Roll bag, Atacama, 40 l.
- Rear bag, Black Collection, large.
- Rear bag, Black Collection, small.
- Liner for aluminium case.
- Liner for aluminium topcase.
- Liner for large topcase (R 1250 GS only).
- Liner for Vario case (R 1250 GS only).
- Liner for Vario topcase (R 1250 GS only).
- Case holder for aluminium case.
- Case holder for Vario case (R 1250 GS only).
- Case holder for Vario case, black (R 1250 GS only).

- Case holder, black, for aluminium case.
- Rider's equipment organiser.
- Pack bag set.
- Backrest pad for aluminium topcase.
- Backrest pad for large topcase (R 1250 GS only).
- Backrest pad for Vario topcase (R 1250 GS only).
- Atacama side bags.
- Volume expansion set, aluminium case, Limited Edition 40 Years GS, 27 l.
- Volume expansion set, aluminium case, Limited Edition 40 Years GS, black, 27 l.
- Tensioning strap for Atacama roll bag, lockable.
- Tensioning straps for Atacama side bags, lockable.
- Tank bag, Black Collection, large.
- Tank bag, Black Collection, small.
- Bag for luggage carrier
- Bag for frame
- Bag for smartphone
- Bag for wind deflector
- Topcase, large, 49 l (R 1250 GS only).
- Topcase carrier for aluminium topcase (R 1250 GS only).
- Topcase carrier for luggage carrier (R 1250 GS only).
- Topcase carrier for aluminium topcase.
- Carry handle for aluminium case/topcase.
- Vario case, left, 30-39 l., right, 20-29 l. (R 1250 GS only).
- Vario topcase, 25-35 l (R 1250 GS only).
- Additional bag under luggage carrier (R 1250 GS only).

Design.

- Decorative sticker set, GS (R 1250 GS Adventure only).
- Rear footrest bracket, black.
- "Style" radiator cowls, black (R 1250 GS only).

- Shadow mirror.
- Option 719 silver mirror.
- Rear-axle cover.
- Rear silencer, chrome-plated.
- Exhaust manifold, chrome-plated.
- Front-wheel cover extension (R 1250 GS only).
- Option 719, adjustable rider footrest, Shadow.
- Sports silencer.

Ergonomics and comfort.

- Exclusive rider's seat (SH: 850/870 mm, 870/890 mm Adv.).
- Exclusive high rider's seat (SH: 870/890 mm, 890/910 mm Adv.).
- Exclusive low rider's seat (SH: 820/840 mm, 840/860 mm Adv.).
- High rider's seat (SH: 870/890 mm, 890/910 mm Adv.).
- Comfort rider's seat, high (850/870 mm, R 1250 GS only).
- Comfort rider's seat, low (820/840 mm, R 1250 GS only).
- Low rider's seat (SH: 820/840 mm, 840/860 mm Adv.).
- Adjustable footbrake lever (R 1250 GS only).
- Adjustable foot lever (R 1250 GS only).
- Enduro footrests (R 1250 GS only).
- Handlebar risers.
- High Rallye seat with luggage plate (SH: 880 mm).
- Low Rallye seat with luggage plate (SH: 860 mm).
- Shift assistant Pro.
- Adjustable gearshift lever (R 1250 GS only).
- Adjustable gearshift lever, black.
- Exclusive passenger seat.
- Comfort passenger seat (R 1250 GS only).
- Tinted wind deflector (R 1250 GS Adventure only).
- Tinted windscreen.

- Tinted high windscreen (R 1250 GS Adventure only).
- Low windscreen (R 1250 GS Adventure only).
- Rallye windscreen.
- Tinted Rallye windscreen.

Navigation and communication.

- Retrofit set preparation for navigation device.
- Car kit for BMW Motorrad Navigator VI.
- BMW Motorrad dual USB charger with cable, 60 or 120 cm.
- BMW Motorrad Navigator VI.
- BMW Motorrad USB cable.

Safety.

- Safety screw for oil filler neck.
- Headlight guard.
- Brake disc lock with anti-theft alarm
- Radiator grille guard.
- First-aid kit, large.
- First-aid kit, small.
- Cylinder-head cover guard.
- Protective glass for 6.5-inch TFT display.
- Enduro aluminium engine guard.
- "Style" hand protector, light white solid paint.
- Engine protection bar (R 1250 GS only).
- Safety screw for oil filler neck, black.
- Frame guard.
- Splash and stone chip guard accessory set.
- Hand protector (R 1250 GS only).
- Enduro aluminium engine guard, black.
- Anti-theft alarm retrofit set.
- LED additional headlights.

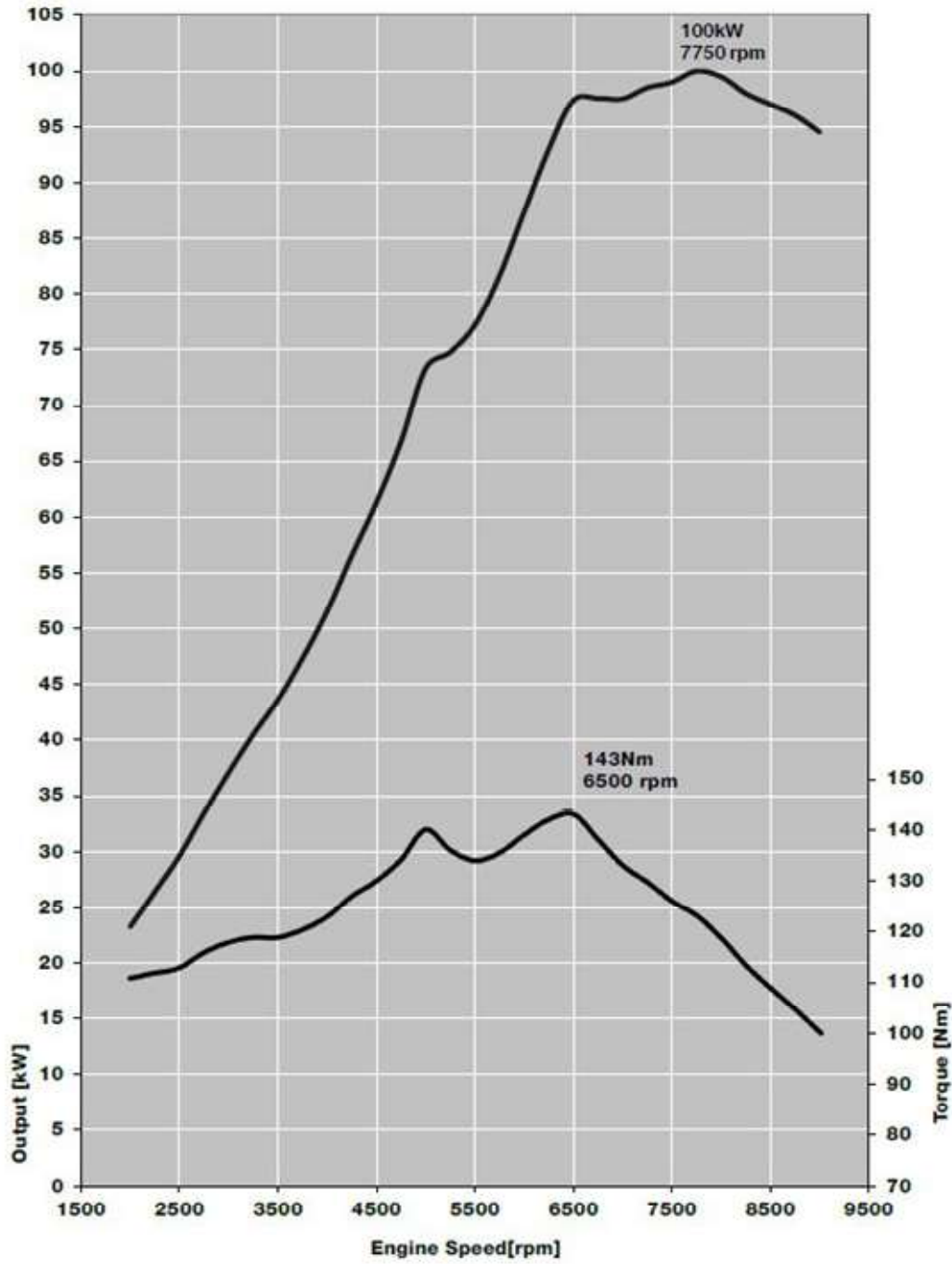
Service and technology.

- Vehicle cover.
- On-board toolkit service kit.
- Front sport auxiliary stand.
- Indoor vehicle cover, large (R 1250 GS only).
- Indoor vehicle cover (R 1250 GS only).
- Motorcycle cleaner, 500 ml.
- Rear auxiliary stand.
- Original BMW engine oil, ADVANTEC Ultimate 5W-40, 1 l.
- Original BMW engine oil, ADVANTEC Ultimate 5W-40, 500 ml.
- Shower gel, Body + Bike, 250 ml.
- High-gloss polish, 250 ml.
- Compact foot pump.
- Multifunctional tool.
- Metal polish, 75 ml.
- Rim cleaner, 500 ml.
- Breakdown assistance kit, tubeless tyres.
- LED torch.
- Tyre pressure travel pack.
- Engine shine spray, 300 ml.
- Atacama toilet bag set.
- BMW Motorrad battery charger plus.
- ADVANTEC Protect Original BMW Fuel Additive.
- Motorcycle mat.

7 Engine output and torque.



R 1250 GS/R 1250 GS Adventure



8 Technical data.



		R 1250 GS	R 1250 GS Adv.
Engine			
Displacement	cm ³		1,254
Bore hole/stroke	mm		102.5 x 76
Power	kW/HP		100/136
At rotational speed	rpm		7,750
Torque	Nm		143
At rotational speed	rpm		6,250
Design	Air/liquid-cooled two-cylinder four-stroke boxer engine with two spur gear driven camshafts on top, one counterbalance shaft and BMW ShiftCam variable intake camshaft control		
Compression			12.5:1
Fuel		Premium grade fuel, unleaded 95 RON	
Valves per cylinder			4
Ø intake/exhaust	mm		40/34
Ø throttle valve	mm		52
Engine control unit			BMS-O
Emission control	Controlled three-way catalytic converter, exhaust emission standard EU-5		
Electrical system			
Alternator	W		510
Battery	V/Ah	12/11.8	12/11.8
Headlight		LED	H7 12 V 55 W
Rear light		LED brake light / rear light	
Starter	W		900
Power transmission			
Clutch	Oil-bath clutch with anti-hopping function, hydraulically operated		
Transmission	Claw-operated six-speed transmission with helical-cut splines		
Primary translation			1.650
Gear ratios	I		2.438
	II		1.714
	III		1.296
	IV		1.059
	V		0.943
	VI		0.848
Secondary drive			Cardan shaft
Secondary translation		2.910	2.750

		R 1250 GS	R 1250 GS Adv.
Chassis			
Frame design		Two-piece frame concept consisting of main frame with rear frame bolted on, engine supported	
Wheel guide, front wheel		BMW Motorrad Telelever, central spring strut, Ø 37 mm	
Wheel guide, rear wheel		Cast aluminium single-sided swinging arm with BMW Motorrad Paralever, WAD spring strut, spring preload adjustable infinitely variable hydraulically by handwheel, rebound-stage damping adjustable (Optional: Dynamic ESA)	
Spring travel, front/rear	mm	190/200	210/220
After-run	mm	100.6	95.4
Wheelbase	mm	1,514	1,504
Steering head angle	°	64.3	65.1
Brakes		Front Twin disc brake, brake discs with floating mount, Ø 305 mm, four-piston radial brake callipers	Twin disc brake, brake discs with floating mount, Ø 305 mm, four-piston radial brake callipers
	Rear		Single disc brake, Ø 276 mm, twin-piston floating calliper brake
ABS		as standard BMW Motorrad Integral ABS Pro (partial integral, optimised for inclined positions)	
Wheels		Aluminium cast wheels"	Cross-spoked wheels
	Front	3.00 x 19"	3.00 x 19"
	Rear	4.50 x 17"	4.50 x 17"
Tyres	Front	120/70 R19	120/70 R 19
	Rear	170/60 R17	170/60 R 17
Dimensions and weights			
Overall length	mm	2,207	2,270
Overall width across mirrors	mm	952.5	980
Seat height	mm	850/870 (800 to 900 representable)	890/910 (760 to 850 representable)
DIN vehicle kerb weight, ready for use	kg	249	268
Perm. total weight	kg	465	485
Fuel tank capacity	l	20	30
Driving data			
Fuel consumption (WMTC)	l/100 km		4.75
CO2	g/km		110
Acceleration 0–100 km/h	s	3.6	x.x
Maximum speed	km/h	>200	>200

9 Riding equipment.

GS Carbon Evo Helmet

With the GS Carbon Evo, BMW Motorrad presents a premium helmet designed for perfect on and off-road use offering the latest safety features and based on the proven and popular BMW **GS Carbon** helmet.

The **Multi-directional Impact Protection System** (MIPS) used here for the first time makes the enduro helmet unique. MIPS can reduce dangerous forces transmitted to the brain in certain impact situations. The MIPS Brain Protection System (BPS) allows the head to glide within the helmet in a defined manner, which reduces the rotational motion transmitted to the brain. This reduces the risk of exposing the brain tissue to stress. Following countless tests and additional verification by external bodies it has been proven that MIPS BPS reduces the risk of head injuries in certain impact situations and makes the **GS Carbon Evo** a safe companion.

In combination with the new **Rescue Pull System**, the **GS Carbon Evo** helmet offers maximum safety. In the event of an accident, the rescue personnel can remove the cheek pads from the outside in just one motion and thus remove the helmet quickly and easily.

The interior has been partially designed without seams thanks to a **seamless technology**, which ensures greater wearing comfort and reduces pressure points at the same time. In addition, the BMW **GS Carbon Evo** helmet is characterised by its hygienic and odour-neutralising interior materials (sanitized®).

The sporty design of the touring helmet is especially impressive. While maintaining the same good aerodynamics, the helmet shield has been redesigned and extended by 12 mm - resulting in even greater wearing comfort combined with improved sun protection. The helmet shield attachment has been updated with the lateral bayonet levers and is easier and faster to operate. In addition, a new goggle strap holder prevents the rider from losing the goggles during off-road excursions. It can be attached quickly and easily and can be used with the matching GS Pro or GS Pro 101 enduro

goggles. An action cam holder kit is also available as an accessory for action movie stars. Various visor variants such as gold mirrored with pinlock inner lens, classically tinted, blue mirrored and many more are available. A visor protection cover is also available.

Established premium features of the predecessor **GS Carbon** model are naturally retained in the **GS Carbon Evo**. This includes the full carbon helmet shell made of 100% carbon fibre reinforced plastic, the highly efficient upper head, chin and visor ventilation or the pinlock inner lens. The chin flap and dust filter can be removed to ensure a high level of air supply when riding off-road and on hot days. All comfort **GS Carbon Evo** comfort pads can be easily removed and washed at 30 degrees for delicate fabrics. The enduro helmet is also compatible with the BMW communication system and the Bike-to-Bike communication module.

The **GS Carbon EVO** helmet is available in the colours Light white, Dark grey matt, Night black, Grafik Xtreme, Grafik Grid and Grafik Xcite.

The available sizes are 52/53-62/63 (XS-XXL)

GS Pure Helmet.

The touring-suitable **GS Pure** enduro helmet with sun visor is a new addition to the range for on and off-road use in the 2021 season. The sun visor mechanism, developed for the first time using the push-pull principle, ensures safe and easy handling and helps the rider adjust the sun visor to the current light conditions instantly.

The helmet can also be individually converted without any tools and thus can be turned into a motocross (MX), naked or enduro touring helmet with visor within seconds. The glass fibre helmet shell (prepreg) with zonal carbon fibre reinforcements is characterised by its modern and wind tunnel-optimised design and is available in two sizes. The small helmet shell size is available up to size 58 and weighs 1,440 g (enduro) or 1,300 g (motocross). The large helmet shell is available from size 59 and weighs 1,520 g (enduro) or 1,380 g (motocross).

The enduro helmet also features a pinlock 70 inner windscreen and an action cam holder kit, which will impress sporty riders. The **GS Pure** helmet is ready for fitting the BMW fit-for-all communication system. The visor is also available in different options: tinted dark, 50% tinted, blue mirrored, silver mirrored or iridium mirrored.

The GS Pure is available in the colours Light white, Dark grey matt, Neon orange matt, Night black, Dekor Desert, Dekor Glacier, Dekor Peak and in the sizes 53/54-63 (XS-XXL).

Rallye Pro Suit.

The **Rallye Pro** suit with its new design and many innovative features ensures great and safe riding fun in the summer and autumn.

The combination touring suit features an extremely innovative and new shoulder ventilation system. The so-called **venting system** directs the incoming air directly to the rider's back and ensures optimum ventilation of the upper body. The **Rallye Pro** suit also features **extensive venting** on the chest, sleeves and thigh pocket, providing maximum comfort on the road.

All-round protection is ensured by new back and joint protectors (NP Flex Pro), which are even more flexible than their predecessors. The **Rallye Pro** suit also features a **new type of adjustment system** that guarantees an optimal and ergonomic fit of the elbow and knee protectors and the waistband.

The **Rallye Pro** suit's jacket and trousers each feature **velcro** sleeve and leg adjusters as well as a velcro-adjustable collar. The jacket and trousers of the **Rallye Pro** suit can be joined together with a **zip** to provide optimum protection against wind, weather and dirt.

The **Rallye Pro** suit also has a lot to offer in terms of function and design, for example the sporty yet elegant **TripleBlack look**. In addition, the stylish jacket features two chest pockets, a large pocket on the back, a sleeve pocket on the left sleeve and two waterproof exterior flap pockets. A practical DrinkPak pocket is also integrated in the back. In addition, two coloured BMW Motorrad emblems are featured on the sleeves and an

embroidered BMW Motorrad word adorns the upper back. The "TripleBlack" lettering can also be found on the back of the jacket.

The trousers of the **Rallye Pro** suit have two side pockets and two exterior flap pockets on the thigh. A BMW Motorrad word mark is stylishly applied to the leg pocket.

The upper material of the suit consists of **87% polyamide and 13% wool**. The mesh lining is 100% polyester. The suit should be washed in the washing machine at 30 degrees for delicate fabrics.

In addition, the corresponding overjacket and trousers made of 100% polyamide are included with the **Rallye Pro** suit. This makes the suit water and dirt repellent in no time. The outsert jacket and trousers also feature an abrasion-resistant 3-layer laminate with stretch inserts at the waist and sides.

The regular fit suit is available in the sizes 46-60.

PaceDry Adventure Suit.

The **PaceDry Adventure** suit features a functional and robust off-road look and is suitable for use in spring, summer and autumn. The wind and waterproof enduro suit for entry-level riders features a **highly breathable Z-Line construction** with **BMW Climate Membrane**. The zippers on the chest and back are waterproof-bonded but at the same time open the membrane for optimal ventilation of the upper body. A further **3 D spacer fabric** ensures pleasant air circulation on the rider's back.

The upper material consists of **CORDURA 500 D/Polyamide** to provide more strength and protection. The mesh lining is made of 100% high quality polyester. The suit also excels with its high standard of safety features owed to reinforcements in possible fall zone areas with screened **PU coating** and removable **NP3 protectors** on the shoulders and elbows. The high level of safety is rounded off with a long NP Pro back protector to provide optimum protection on the road. Reflective prints on the sleeves and collar allows for safe riding in the dark.

Stretch inserts on the sleeves of the enduro suit have been added to increase freedom of movement. Velcro-strap width adjustment on the sleeves, waist and waistband ensure additional comfort.

Two exterior waterproof flap pockets and one pocket each on the chest, sleeve and back round off the hallmark sporty design of the suit. In addition the suit features the coloured emblems on the left upper arm, the left chest pocket and the thigh.

The **PaceDry Adventure** suit is available in the colour black-blue/cream-white and can be washed in the washing machine at 30 degrees for delicate fabrics.

For men the regular-fit suit is available in the sizes 46-60, for women in 34-48.

GS Competition Boots.

With the **GS Competition** boot, you no longer any need to make any compromises off the beaten track. The top side made of wear-resistant **microfibre** and the **stable polyurethane frame** make it the perfect companion for extreme, high-adrenaline off-road or motocross use. The **breathable lining** of the boot is underlaid with foam and an adjustable shin pad serves permits individual adjustment. The **GS Competition** boot also has four adjustable, ergonomic and interchangeable aluminium buckles. A waterproof membrane is not used for segment-specific reasons.

Optimum safety is ensured by large plastic elements running around the entire surface, **heel reinforcement** and internal toe protection made of polyurethane. An additional double **flex-control mechanism** safeguards a good standing position and prevents the ankle joint from twisting and buckling. The oil and fuel resistant, highly wear-resistant 2K-Michelin **Hybrid Motocross Sole** is a special highlight.

The **GS Competition** boot is certified according to **EN 13634:2017** and protection class 2 and is available in the classic colour black. The sizes available range from 39-48.

Venture Grip GTX Boots.

The new **Venture Grip GTX** enduro boot represents the perfect compromise between protection and comfort for **touring and off-road use**.

A **Goretex membrane** and a breathable lining with foam underlay ensure wind and waterproofing while still allowing maximum breathability for the feet. Three exchangeable and adjustable plastic buckles in ergonomic design make putting the boots on and taking them off simple plus easy to adjust. In addition, there is a shin plate which provides optimum support.

The **Venture Grip GTX** boot also features the significant premium update with the **oil, fuel resistant and highly wear-resistant Vibram sole**.

The boot is available in the colours black and brown and in sizes 36-48 and is certified according to **EN 13634:2017** in protection class 2.

PaceGuard GTX 2in1 Glove.

With the **PaceGuard GTX 2in1**, BMW Motorrad provides riders looking for a challenge on long tours with a highly weather-proof glove. Thanks to its **2in1 GORE technology** the new enduro glove is uniquely multifunctional.

The upper **PROOF** chamber is equipped with a **Goretex membrane** and a heat-insulating **piqué-jersey lining** that is breathable, waterproof, windproof and heat-insulating. The lower **GRIP** chamber with its extremely thin and tear-resistant **kangaroo leather** (approx. 0.7 mm) ensures excellent grip and a crease-free fit. Depending on the weather conditions, you can easily switch between the two chambers - making the glove the perfect companion the whole year round.



In addition, the **PaceGuard GTX 2in1** glove is characterised by having a material mix of **soft cowhide and Schoeller-Dynatec** on the back of the hand and a highly abrasion-resistant **Ceraspace print** on the knuckle shell and the ball of the hand. There is also doubled leather on the edge of the hand. The robust knuckle shell is underlaid with shock-absorbing foam.

A light layer of foam is integrated on the upper side of the fingers and hand for optimal wearing comfort. Reflective material is located on the outer sides. Special seams on fingers and palm reduce pressure points. The tips of the index fingers are finished with special leather that enables the rider to operate touch-sensitive screens. One especially useful feature is the rubber wipe lip, which is additionally integrated on the left index finger. A medium length cuff with velcro strap allows the rider to adjust the width of the glove.

The new **PaceGuard GTX 2in1** glove is CE-certified according to DIN EN 13594 and is available in black/grey. The available sizes are 52/6-12/63 (XS-XXL)