

## **The 2012 BMW S 1000 RR**

### **The Next Generation of BMW Motorrad's Internationally Acclaimed Superbike**

Just two years after the launch of its first superbike in 2009, BMW Motorrad is now presenting the next generation of the highly successful S 1000 RR. Incorporating feedback from its racing experience, the 2012 BMW S 1000 RR delivers an even greater riding precision and agility, a punchier power buildup, and a more sensitive response than its predecessor.

Like the previous model, the new RR knows no compromise, providing the highest level of sporting character and riding dynamics. The premier features of the new S 1000 RR are its improved handling with absolute riding stability, supreme engine performance with perfect everyday practicality, and a resounding dynamic performance. The highest level of active safety is achieved through the combination of the most advanced brake system on the market – BMW Motorrad Race ABS – and Dynamic Traction Control – both of which have been optimized for superior interaction.

There have been no changes to the powerful 193 hp engine with a weight of only 455 lbs. (with standard Race ABS) including 90% fuel.

#### **Concept with optimized riding dynamics**

One of the primary objectives for the 2012 S 1000 RR model was to improve rideability by boosting thrust and enhancing the linearity and harmony of the power and torque curves. The reconfigured throttle improves overall response. The new, optimized design raises response sensitivity, tightens the twistgrip angle, and reduces the twisting force.

#### **Suspension with improved handling and feedback**

Modifications to the new RR suspension have been instrumental in boosting its riding dynamics. The upside down fork and the spring strut, for example, feature a new internal structure, providing an even wider range of damping forces from comfort to performance.

Moreover, the suspension geometry has been modified with new values for the

steering head angle, offset, position of the swing arm pivot, fork projection, and spring strut length to yield even better handling, steering accuracy, and feedback for the new S 1000 RR. These adjustments required modifications to the main frame that also included enlarging the cross sectional area of the intake air guide through the steering head for greater air flow efficiency. These suspension enhancements were rounded off by an adjustable mechanical steering damper.

### **Instrument cluster with new functions**

The engine speed display has been redesigned for better readability. In addition, the display can now be dimmed and provides more functions. For instance, the lap timer can now present “Best lap in progress”, and if required, “Speedwarning” can inform the rider when a particular speed is exceeded.

### **Refined design and new colors**

The new S 1000 RR not only benefits from enhancements to the engine, suspension, and cockpit; it has also taken another step forward in design. The tail section looks considerably leaner. There are discrete changes to the asymmetrical side panels, and the center airbox cover now sports side aperture grills. On the top part of the panels, two distinguishing winglets reinforce the superbike’s aerodynamic qualities.

In the most sporting color combination of Racing Red and Alpine White, the RR exudes power and speed even when it is stationary, while plain Blue Fire lends it a decidedly extravagant look. Sporty dynamics are conveyed by Sapphire Black Metallic, and in BMW Motorrad Motorsport colors, the new S 1000 RR testifies to its direct relationship with BMW Motorrad Motorsport.

While the distinctive RR logo has been slightly modified, additional visual accents include wheels painted in glossy black and the red spring in the central strut. The matching swing arm is available in an anodized coating or in black.

New heel plates for the rider improve ergonomics and stabilizers on the passenger footrests provide a leaner look.

## **Extended range of optional extras and special equipment**

The 2012 S 1000 RR, BMW Motorrad offers a greater range of optional extras and special equipment for further individualization. Riders with a sporty preference can now equip their RR with an HP titanium exhaust system or the HP race data logger. Heated grips offering two levels and fitted as an optional extra can take the bite out of the early morning run on the racetrack or longer rides in cold weather.

## **New features of the 2012 S 1000 RR at a glance:**

- Optimized torque curve for improved ridability.
- Expansion from two to three performance curves (one each for Rain and Sport modes and an additional one for Race and Slick modes); Rain mode now 163 hp.
- Reconfigured throttle for enhanced response (particularly gentle and sensitive acceleration in Rain mode, and immediately direct and spontaneous response in Sport, Race, and Slick modes).
- Reduced twisting force and tighter twistgrip angle.
- Smaller secondary ratio for boosted thrust.
- Refined tuning between Race ABS and Dynamic Traction Control (DTC).
- Enlarged cross sectional area of the intake air guide through the steering head for greater air flow efficiency.
- Better handling, steering accuracy, and feedback.
- Revised spring elements for an even wider range of damping forces.
- Suspension geometry modified with new values for the steering head angle, offset, position of the swing arm pivot, fork projection, and spring strut length.
- New mechanical steering damper adjustable to over ten levels.
- Forged and milled fork bridge in a new design and with a smaller offset.
- Revised design with a leaner tail section, redesigned side panels, center airbox cover with side aperture grills, and winglets.
- Four new color variants: plain Racing Red with Alpine white, Blue Fire, Sapphire Black Metallic, BMW Motorrad Motorsport colors.
- Revised RR logo.
- New heel plates and leaner stabilizers on the passenger footrests.
- Redesigned LCD engine speed display for better readability and with five dimming levels.

- Instrument cluster with the new functions “Best lap in progress” and “Speedwarning”;  
deactivation of “Lamp” fault message when headlamp or number plate carrier removed.
- Catalytic converters relocated, eliminating need for heat shield.
- More optional extras and special equipment.