


late that power-to-weight ratio. Although the K1200R is capable of higher rpm than other BMWs, I found that it's still very responsive in the 3,000 to 6,000 rpm range. In fact at 6,000 it begins to growl a little. In fact the sounds this bike makes are reminiscent of a Formula 1 race car.

When I left Georgia I re-set the on-board computer to get a sense of fuel mileage. The trip home, totaling 651 miles, realized an average of 44.3 miles per gallon at average moving speed of 66.7 miles per hour. Those weren't bad statistics for a mixture of mountain twisties, secondary roads, city traffic and Interstate. Oh yeah, and the guy on the V-Rod that...never mind.

The on-board computer provides critical information at the touch of a button. Average speed and mpg is handy to know as well as number of miles remaining on the tank. With its five gallon fuel capacity the Sport is good for about 220 miles. At about 48 miles remaining a yellow triangle illuminates and an LED starts flashing "Fuel.Fuel." The computer also tells you the time, ambient temperature and even lets you know that the oil capacity in the oil "tank" is okay. The on-board computer is an option but well worth the extra cost as is the ESA. The optional heated grips seemed to do a better job that the grips on my personal R and K bikes. I can say that I was glad to have the option in the Virginia, North Carolina, and Georgia Mountains. The test bike also has the unique expanding panniers. Each bag is expandable to nearly twice its collapsed capacity. Remember this was a five-day trip so I had multiple changes of clothing. I never fully expanded the bags. Each comes with a water proof inner bag that kept my clothing perfectly dry.

I have to say that there is nothing about this bike that I would change. As you might discern from the above title, I couldn't help but think if the R Sport as an RS with a slightly different name. I have three RSs in my garage; an R100RS, a K1100RS and a R1150RS. There are striking similarities between those three and the K1200R Sport. They both have an abbreviated fairing, superb luggage capacity, precise handling and lots of ponies. Of course the new "K" does it better. Will one of these find its way into my stable? Only time will tell. The K1200R Sport is a very impressive motorcycle which I am confident will put lots of smiles on many riders. 

Specifications

2007 BMW K 1200 R Sport

Engine

| | |
|---|---|
| Type | Transverse mounted, liquid-cooled inline 4-cylinder |
| Bore x Stroke | 79 mm x 59 mm |
| Displacement | 1157 cc |
| Horsepower | 163 bhp @ 10250 rpm |
| Torque | 94 lb/ft @ 8250 rpm |
| Compression Ratio | 13.0 :1 |
| Valve Gear | DOHC, chain-driven with bucket tappets |
| Valves | 2 x 32 mm mm intake / 2 x 27,5 mm mm exhaust |
| Valves / Cylinder | Four |
| Engine Oil Capacity | 3.7 quarts |
| Engine Management BMW Engine Controller | BMS K |
| Fuel Requirement | Unleaded, premium grade, 93 AKI |
| Fuel Tank | HDPE, internal pump and internal filter |
| Fuel Capacity | 5.0 U.S. gallons including 1 gallon reserve |
| Charging System | 580 Watts @ 14 Volts |
| Battery | 12 Volts 14 Amps/hour low maintenance |
| Cooling System | Single Radiator, 50/50 water/anti-freeze mix |

Drivetrain

| | |
|--------------------|---|
| Primary Drive | 1:1.559 |
| Clutch | 151 mm, multi-disc oil bath |
| 1st Gear Ratio | 2.40:1 |
| 2nd Gear Ratio | 1.87:1 |
| 3rd Gear Ratio | 1.53:1 |
| 4th Gear Ratio | 1.30:1 |
| 5th Gear Ratio | 1.14:1 |
| 6th Gear Ratio | 1.01:1 |
| Final Drive System | Enclosed driveshaft with two universal joints |
| Final Drive Ratio | 2.91:1 |

Frame and Suspension

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|------------------|--------------------------|
| Frame | Composite aluminum frame |
| Front Suspension | BMW Duolever |
| Front Travel | 4.5 inches |
| Rear Suspension | BMW EVO Paralever |
| Rear Travel | 5.3 inches |

Brakes

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|------------------|----------------------------------|
| Brake System | BMW EVO |
| Front Brakes | Two, four-piston fixed calipers |
| Front Rotor | 12.6 inch dual floating rotors |
| Rear Brake | Single, two-piston fixed caliper |
| Rear Rotor | 10.4 inch single, fixed rotor |
| Actuation Method | Hydraulic, DOT 4 fluid type |

Wheels and Tires

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|-------------|---|
| Front Wheel | 3.50 x 17 cast alloy, five double-spoke |
| Rear Wheel | 5.50 x 17 cast alloy, five double-spoke |
| Front Tire | 120/70 x 17 tubeless |
| Rear Tire | 180/55 x 17 tubeless |

Dimensions

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|------------------------|--|
| Overall Length | 87.7 inches |
| Overall Width | 33.7 inches |
| Wheelbase | 62.2 inches |
| Ground Clearance Info. | Unavailable |
| Seat Height | 32.3 inches |
| Steering Angle | 61.0 degrees |
| Front Wheel Trail | 4.5 inches |
| Weight - Dry | 474 lbs. excluding options & accessories |
| Weight - Wet | 531 lbs. excluding options & accessories |
| Maximum Load | 992 lbs. GVWR |