

Model Comparison

3 The K1200GT's styling is attractive and the engine is wonderful, but it has a bit too much of the K1200RS in it: Its small useable fuel range is inappropriate for sport-touring, the sportbike's muffler intrudes into the left saddlebag, and the ergonomics, although softened, are the most like a sportbike.



Left: The additions to the K1200RS' aerodynamic package can be seen in this photo. They include a taller, wider wind shield, a reshaped front fairing with integrated turnsignals, similar to the R1150RT's and wide "lips" added to the fairing sides to increase wind protection for the rider's legs. The brakes are the latest EVO equipment, and thankfully provided in the partially integrated version where the rear brake works separately front the front (which combines front and back brakes). The mirrors are simple and useful.



Above: The handlebar positions have been changed from the RS, but are still the most forward in this group. Steering is very heavy at low speeds, making the handlebars feel too narrow. Despite the two-piece design, they are non-adjustable, and we would have preferred them further back. However, cruise control, heated grips and also heated seats (the rider's and passenger's together on one control) are part of the package—very cozy in cold weather. The adjustable windshield was rated good for the rider, but not the passenger.

Right: The Seats are comfortably shaped, heated (be careful of the wiring when removing the seat) and height adjustable by 1/2", at the rear only. However, the reach to the bars had most of us sitting as far forward as possible, and the seat's forward edge is wide, prying your hip sockets apart. The rear rack is mostly decorative, very small and rounded.



Left: Although the pegs can be raised up and back, the shift lever has a limited range of movement and we couldn't find a useful position.

Right: As the photo shows, the RS-type exhaust placement ruins the space available in the left saddlebag. Note that the bag is also cut-out nearest the pipe and its heat shielding intrudes into the shape, making the bag even smaller than it looks.



TESTERS' LOG

heat away from the rider made miles on the ST much more enjoyable this time around. I really like the distance the ST can travel between gas stops and I've changed my mind regarding the seat. It's more comfortable than I remember. Perhaps all it needed was several thousand break-in miles to fit my posterior. The ST doesn't feel heavy on the front end like the GT, but it is still a heavy bike and feels as though it has a higher than "normal" CofG.

I feel that both the BMW and Honda are positioned more toward the touring side of the sport-touring class. The FJR, however, fits very nicely on the sport side of the class, but also has what it takes to go touring. I look at this as the best of both worlds. Make no mistake, I like all three bikes, I just appreciate the FJR more than the other two. Yamaha and I both have some of the

same ideas about what a sport-touring bike should be. It has range, comfort, a good windscreen, performance and an agile feel that begs you to lean it over in the corners.

—Walt Fulton III

My brother is shopping for a new bike to do duty as a commuter and long-distance sport-tourer. As soon as we got back from this ride, I called him and told him he'd better check out the FJR; it's the GP bike in the GT category—just his style, and mine. Honda's revised ST has its advantages, too, it's not an easy call. But BMW's K12GT seems hastily conceived. Although the RS motor is excellent for this role, the bike's short range and limited capacity are hard to accept.

—Dave Searle

2003 BMW K1200GT

SPECIFICATIONS AND PERFORMANCE DATA

ENGINE

Type:liquid-cooled, inline four
Valvetrain:DOHC, 4 valves per cyl., adjusting shims under buckets
Size:1171cc
Bore/stroke:70.5mm x 75.0mm
Comp. ratio:11.5:1
Carburetion:Bosch MA 2.4 digital fuel injection
Exhaust:4-1

DRIVETRAIN

Transmission:6-speed
Final drive:Shaft
RPM @ 65 mph/redline3700/9000

DIMENSIONS

Wheelbase:61.22"
Rake/trail37.25°/4.9"
Ground clearance:5.75"
Seat height:31.1"-32.3" (adj.)
GVWR:1102 lbs.
Wet weight:681.0 lbs.
Carrying capacity:421 lbs.

SUSPENSION

Front:Telelever leading link, 4.53" travel
Rear:Paralever, adj. preload, 5.91" travel

BRAKES

Front:dual 320mm floating discs, w/ EVO four-piston, double-action calipers and partially integrated ABS
Rear:276mm disc w/EVO ABS, twin-piston, double-action caliper

TIRES & WHEELS

Front:120/70ZR17 Metzeler MEZ4 on 3.50" x 17" cast alloy wheel
Rear:180/55ZR17 Metzeler MEZ4 on 5.50" x 17" cast alloy wheel

ELECTRICS

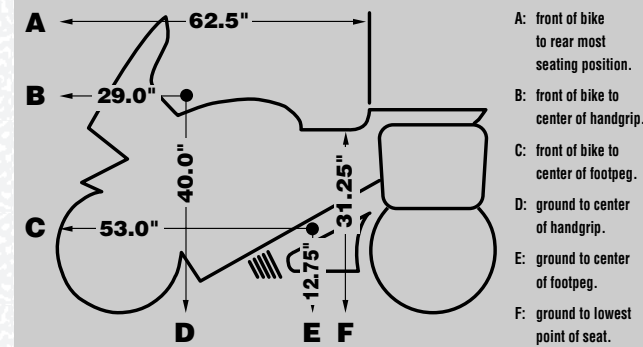
Battery:12V, 19AH
Ignition:digital-mapped with throttle position sensor
Headlight:55/60W

FUEL

Tank capacity:5.4 gal.
High/low/avg. mpg:42.1/34.4/38.0



ERGONOMICS TEMPLATE



MISCELLANEOUS

Instruments:speedo, tach, odometer, tripmeter, clock, fuel level, coolant temp.
Indicators:hi-beam, t/s, neutral, ABS, oil pressure, low fuel, cruise set, emergency lights, battery, coolant temp.
MSRP:\$17,990
Valve adj. interval:12,000 mi.
Warranty:36 mo., 36,000 miles
Colors:Orient Blue Metallic, Grey Green Metallic

TEST NOTES

PICKS

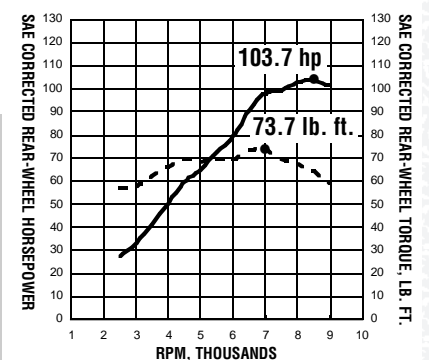
- Heated grips and heated seats are standard
- Engine smoothness rivals electric motors
- EVO ABS is partially integrated and much improved

PANS

- High muffler reduces left saddlebag volume by 50%
- Out of gas in as little as 160 miles, it needs more range
- Heavy steering at low speeds gives you a workout

DYNAMOMETER DATA

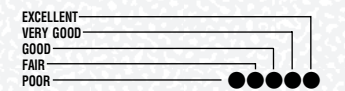
Low end ●●●●○
Mid-range ●●●●●
Top end ●●●●○
Rubber-mounted and counterbalanced, the 1171cc in-line four is amazingly smooth running. Despite being highly tuned, it will pull without protest from rpm just above idle. We noticed no surging from the injection, how about that?



PERFORMANCE

Measured top speed142.5 mph
(w/out hard bags, 144.2 mph w/bags)
0-1/4 mile11.68 sec.
@ 119.10 mph
0-60 mph3.87 sec.
0-100 mph8.69 sec.
60-0 mph117.5'
Power to Weight Ratio1:6.57
Speed @ 65 mph indicated61.4

M/C RATING SYSTEM



Sport-Touring

Engine	●●●●○
Transmission	●●●●○
Suspension	●●●●○
Brakes	●●●●○
Handling	●●●●○
Styling	●●●●○
Riding Impression	●●●●○
Instruments/Controls	●●●●○
Attention to Detail	●●●●○
Value	●●●●○
OVERALL RATING	●●●●○

STANDARD MAINTENANCE

Item	Time	Parts	Labor
Oil & Filter	0.5	\$13.79 + \$13	\$30.00
Air Filter	0.5	\$26.79	\$30.00
Valve Adjust	4.0	\$133.91	\$240.00
Battery Access	0.25	MF	\$15.00
Final Drive	0.2	\$7.33	\$12.00
R/R Rear Whl.	0.2		\$12.00
Change Plugs	0.5	\$25.56	\$30.00
Synch EFI	0.5		\$30.00
Totals	6.65	\$220.38	\$399.00