



BMW Motorrad
USA

Motorcycles
since 1923



The Seat Height.

Ergonomics.
Comfort.
Safety.

The perfect Balance.

Factors that influence the seat height.

(Ride) comfort is the interplay of weight and centre of gravity with seat height and inside length of the rider's legs (inseam dimension). A fact that you can prove to your customers.

You may enhance this comfort; promote a **safe stand and the manoeuvrability of the motorcycle** with an individual adaptation of the seat height.

The perfect balance depends on several factors, such as e.g.

- the design height of the motorcycle – Enduros require longer suspension travel and are consequently higher.
- the vehicle weight and centre of gravity of the motorcycle – in this area, BMW features a very low centre of gravity on account of its specific design (particularly true for the flat twin models), combined with a low weight.
- the seat width – the seats of BMW motorcycles are particularly narrow in the forward seating area. This in turn makes it easier for the rider to reach the ground. Our seats are furthermore very ergonomic and comfortable, which means that they are rather wide in the rearward seating area, thus providing optimal long-distance comfort.

Consequently the seat height in mm is less relevant as a reference value than the so-called “**inside length**” of the rider's legs (inseam dimension), i. e. the measure from one foot to the other foot across the seat with both feet resting securely on the ground.

BMW Motorrad has incorporated these essential findings into every single one of our products. Comfortable seating properties, sufficient legroom for active riding together with a comfortable knee angle, which results from the distance between seat and footrests, are the essential ergonomic factors for unlimited riding pleasure.



Comfortable seat = Relaxed ride.

BMW Motorrad offers individual solutions for high individual demands.

**Competitive edge
for BMW Motorrad:
individual ergonomics
for every rider.**

Intensive discussions with our customers provide proof for the fact that the **ergonomics** of a motorcycle are an essential purchase argument. This particularly includes an optimal adaptation of the motorcycle to the respective physical conditions of the rider. But this is not easily achieved, since every single rider has different prerequisites regarding weight and height.

BMW Motorrad lives up to this requirement with a broad product portfolio, thus offering clear competitive advantages across the entire product range.

Success proves us right! The installation rate for low seats and lowering kits on the F 800 S is for example as high as 45 percent.

As of model year 2008, you will be able to offer three different adaptation variants to your customers:

1. **Standard seat:** Changes of seat (without the need to use any tools) and suspension strut allow for a gain of up to 25 mm.
2. **Seat alternatives:** You may order a **lower or higher seat** either ex-factory or additionally for the model that your customer desires.
3. **Lowering kit:** Alternative suspension components (e. g. different suspension struts) will be available for some of our models.

Perfectly happy with BMW Motorrad. Three ways to an individual seat height.

1. Variability as a standard feature

- The adventure tourers (Enduros) are equipped with variable seat mounts, which allow for lowering the seat with just a few manipulations by approx. 20 mm to thus ensure an optimal individual comfort – without the need to use any tools and without adversely affecting comfort.
- For two of three G models, the rear suspension strut may be lowered continuously simply by turning a knurled wheel. The stanchions may furthermore be repositioned within the fork bridges to vary the seat height by 20 – 25 mm.



Standard seat
Standard position



Standard seat mounted
“Low” position of the seat

- R 1200 GS / Adv.
R 1200 RT
- K 1200 GT
K 1200 LT
- G 650 Xmoto
G 650 Xcountry

2. Low or high seat

- For most of its models, BMW Motorrad offers lower seats as an ex-factory option (SA) at no extra charge. The thinner cushion, particularly in the area of the rider's seat, results in a minor loss of comfort for the benefit of a seat height that is optimised by approx. 30 – 40 mm.
- In addition to the ex-factory options, your customer may also order an additional lower or higher seat from the abundant range of available accessories (SZ) at an extra charge.



Standard seat



Low seat

- G 650 Xchallenge
- G 650 Xmoto
- F 650 GS (new)
- F 800 S / ST
- R 1200 GS
- R 1200 RT
- R 1200 R
- K1200 S
- K1200 R / R Sport
- K1200 GT

3. Lowering kit

- BMW Motorrad is the very first and only motorcycle manufacturer to offer a specific lowering kit for some of its models. Here, completely retuned suspension components are retrofitted in front and in the rear. Depending on the model, the seat height may be lowered by as much as 55 mm. The possibility to accommodate luggage is not adversely affected. Only the lean angle may possibly be reduced a bit. The shorter springs are furthermore a bit stiffer to prevent the suspension from bottoming out, which may affect the ride comfort, depending on the personal taste of the rider.



G 650 Xcountry
with a reduced seat
height of 800 mm
(standard as of
March 2008)



The F 800 S (new) with
lowering kit for a seat
height of 760 mm

- F 800 S / ST
(new suspension strut, modified setting of the telescopic fork and specific seat)
 - F 650 GS
(suspension strut only, no modifications of stanchions)
- New as of 2008
a first for the:**
- R 1200 GS
 - R 1200 R / RT
(new suspension strut, modified setting of the Telelever, specific seat)