

Werks R 1200 RT-LC “Quiet Ride” windshield

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AT THE OUTSET OF THIS REVIEW, I should admit my bias: I’ve never been unhappy with BMW’s stock RT windshields. Despite sampling a variety of aftermarket brands on my former 2004 R 1150 RT and 2009 R 1200 RT models, I never detected the dramatic difference other riders raved about after swapping shields. It is with this jaundiced eye that I approached testing Werks’ new “Quiet Ride” windshield for the Wethead RT, which is why this product’s surprisingly exceptional performance was all the more appreciated.

Windshields tend to be a subjective issue, as every rider has different tastes and criteria. I am primarily a highway commuter and spend an overwhelming majority of my time on the slab in sixth gear, in frighteningly close proximity to the huge 18-wheelers so prevalent on the New

Jersey Turnpike. As such, my expectations (in order of importance) are protection from headwind buffeting (especially at the helmet level), lateral stability during crosswinds, adequate airflow to the torso area for comfort on hot days, and a quiet pocket of air to ride in. After a few thousand miles utilizing the stock screen on the RT-LC, I found myself basically satisfied as usual – but only because I had not yet appraised the Werks!

As you can see from Figures 1-4, the aircraft-grade, cast acrylic Werks has a far flatter, less voluptuous shape than the stock polycarbonate National Cycle/BMW shield. I tested Werks’ “standard” 24” high version, which is recommended for riders under 6 feet tall on standard or low seats. A tall 26” version is also available for riders over 6 feet tall. Measuring these organic shapes is not an easy task, but as it stands the stock shield measures ~23.75” high (center of bottom to center of top edge, and it flares approximately 3 inches outward

and upward to the sides from there) by ~22.5” wide (at its widest point, rider’s side.) By contrast, the Werks measures a more quadrangular ~24” high (center of bottom to center of top edge, and it slopes slightly downward from there) by ~24.5” wide (at its widest point, rider’s side.) The Werks also has a very subtle “spoiler” shape at its top lip, as seen in Figure 4. Both shields are approximately 3/16” thick.

Installation was straightforward and quick. All you need is a T20 torx bit to remove the six torx bolts to release the stock shield, using the same to reinstall the Werks. The two “middle” torx bolts (hidden underneath the black covers visible on the windshields in Figures 1 and 3) have shoulders on them to center the shields in place during installation. It’s a five minute affair, and the only point worth mentioning is **DO NOT** overtighten! A mere 35 inch-pounds is all that’s required here.

With the Werks fitted, I used it for a few weeks of my daily commuting routine to



Figure 1 – Stock R1200RT-LC Windshield (Front)



Figure 2 - Stock R1200RT-LC Windshield (Side Profile)

determine its performance. Immediately, I was struck by how sensitive the Werks shield is to height adjustment compared to stock. On my RT, the stock shield sits with its upper center lip approximately even with the bridge of my nose as its optimal position, and its outer edges taper upwards from there, mildly interfering with my line of free sight. By contrast, the Werks was just barely above lowest position at the point where it offered equivalent buffeting protection compared to stock. Raising the Werks just a smidge more—still under my Arai’s chinbar level—magically transformed the riding experience. Suddenly, despite the extra-legal highway speeds and hulking trucks whizzing all around me, I was sitting in a very tranquil pocket of calm air. Headwind buffeting was eliminated almost entirely, crosswind stability was moderately improved, and there was a bit more air flowing into my mesh-sheathed torso area (especially the arms.) Raising the shield further resulted in more crosswind stability at the expense of torso airflow, so it took some fine tuning to find the “sweet spot” I prefer at the speeds I travel. Ultimately, because the Werks proved very sensitive to even minor changes in positioning, the range of effective adjustment it offered was substantially more than the stock shield.

Acoustically, there was also considerable improvement riding behind the Werks. The absence of turbulence and reduced crosswind buffeting resulted in a halcyon pocket of air around the upper torso and head, allowing me to cut my Interphone F5MC Comm’s volume by half vs. stock. Likewise, the RT’s onboard speakers were of acceptable clarity up to approximately 65 mph before being drowned out, vs. roughly

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50 mph with the stock shield. Indeed, compared to stock, my ride was positively serene, which made for a more relaxed commute.

Finally, there is the issue of line of free sight, and here it’s also a slam dunk for the Werks. As shown in Figures 1 and 3, the

“Quiet Ride” shield tapers down and away from the rider instead of upward and toward the rider like stock, which is obviously less intrusive to line of sight. The fact that the Werks “sweet spot” is already in a much lower position vs. stock only increased its advantage in this category.

Overall, the Werks Quiet Ride windshield more than overcame my initial skepticism, and is now one of the most functional farkles on my Wethead RT. Compared to the stock shield, it delivers on the promises of reduced headwind buffeting, increased lateral stability during crosswinds, excellent airflow to the torso area, enhanced free line of sight, and diminished ambient noise. Highway commuters and long haulers, treat yourselves—you’re worth it!

Product Tested: 24” WERKS Quiet Ride Clear Windshield for 2014+ BMW R 1200 RT-LC MSRP \$190 + \$37 Shipping (CONUS Flat Rate)

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Figure 3 – WERKS 24” R1200RT-LC Quiet Ride Windshield (Front)



Figure 4 – WERKS 24” R1200RT-LC Quiet Ride Windshield (Side Profile)