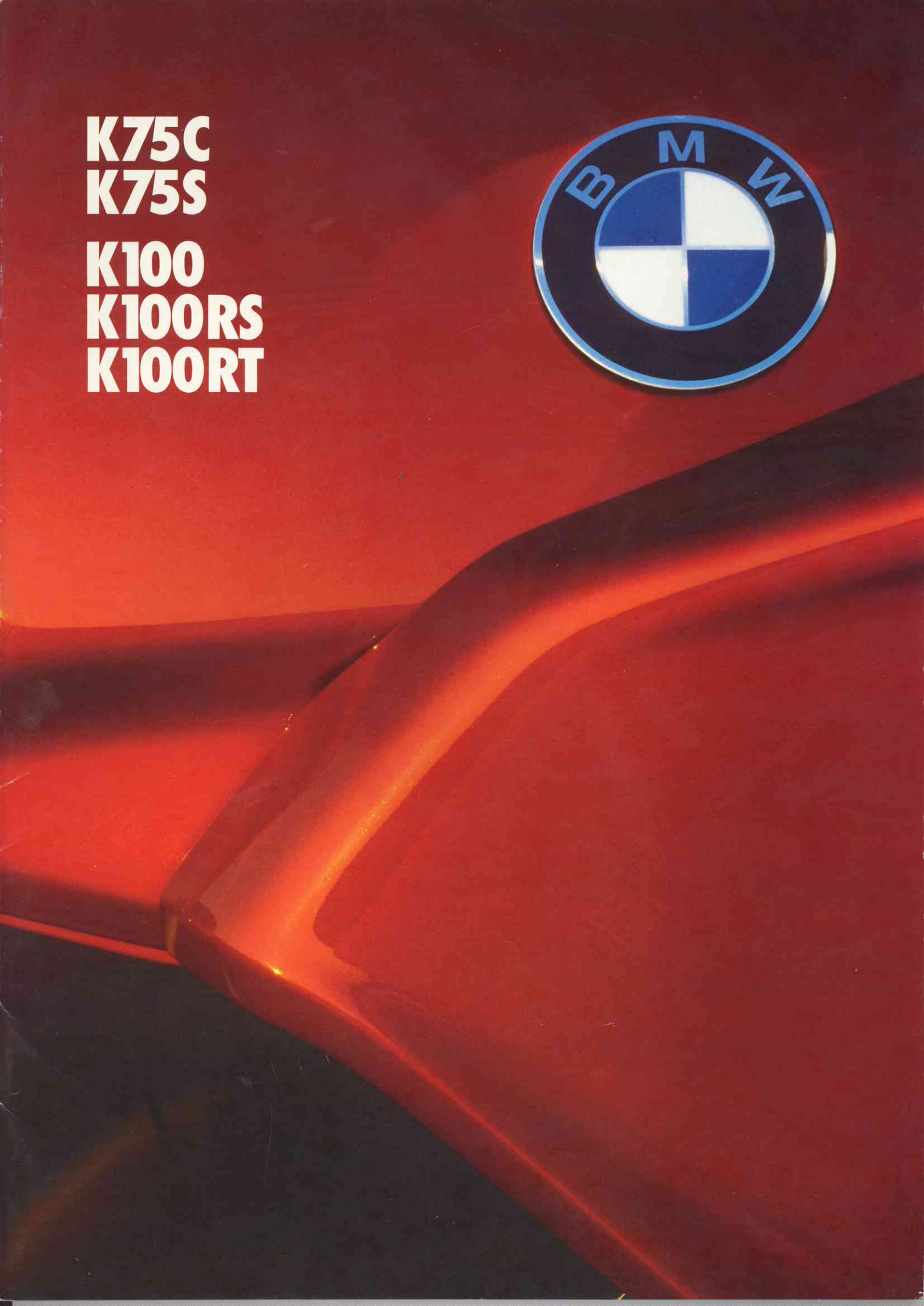
K75C
K75S
K100
K100RS
K100RT



The enormous success of the K 100 has proved that for many riders, safe high-performance motorcycles are more important than engine speed and output records.

With the K-Series, BMW has set a new standard for the highest motorcycle class and shown what enormous progress is possible through pure innovation.

The K 100 gave the highest motorcycle category what demanding riders have always looked for: reasonable and, more particularly, controllable high performance.
As fascinating as high performances were on the one hand, they also gave rise to concern, since this category of machine can normally only fully exploit its primary feature – maximum power with top engine speed and hectic gear changing – on closed motorcycle race tracks. A dubious "pleasure", and normally only possible by increasing the risk of problems in handling and controllability.
The disadvantages of this development are particularly noticeable in those areas where motorcycling is at its most fascinating – on winding roads, uphill and down. The advantages now offered by BMW are based on the trend-setting BMW compact drive system. An engine unit which produces its optimum output even at low engine speeds, which allows sporty motorcycling to be enjoyed without problems.

BMW compact drive system – the patented engine concept of the BMW K-Series. An ideal solution – as independent as the BMW Boxer.

The BMW compact drive system – that means a highly compact, lengthwise-mounted, water-cooled, four-cylinder in-line engine which is extremely easy to service. An engine which not only provides the most dynamic of riders with the performance and torque they demand, but which can also work in complete harmony with this style of riding thanks to its light weight and low centre of gravity. The logical direct drive to the universal shaft eliminates the loss of power which otherwise occurs due to the double reversal of the drive. Anyone who knows how to evaluate motorcycle engines will immediately recognize that the BMW K engine unit is specially designed to meet the demands of a powerful motorcycle. From now on, this unique, advanced technology is also available in the 750 class. After extensive studies and tests, we have now transferred this trend-setting concept to the 3-cylinder in-line engines of the new K 75.

New: BMW K 75 – high-performance technology with all-round features.

By transferring the frame, suspension and engine technology of the K 100 to the new K 75, BMW is now promoting progress in the motorcycle 750 class. And is now offering an excellent alternative to all those riders who previously shunned machines from this class due to their one-sided output extremes. Their all-round qualities – noticeable immediately both in acceleration and cornering, on fast straight roads and comfortable touring – are developed by the K 75 without losing anything in handling, controllability, load allowance or reliability. Maximum performance and enormous pulling power are their strengths. Versatility is their greatest feature.

For anyone wanting maximum performance coupled with maximum controllability – top-range BMW motorcycles are the optimum solution.

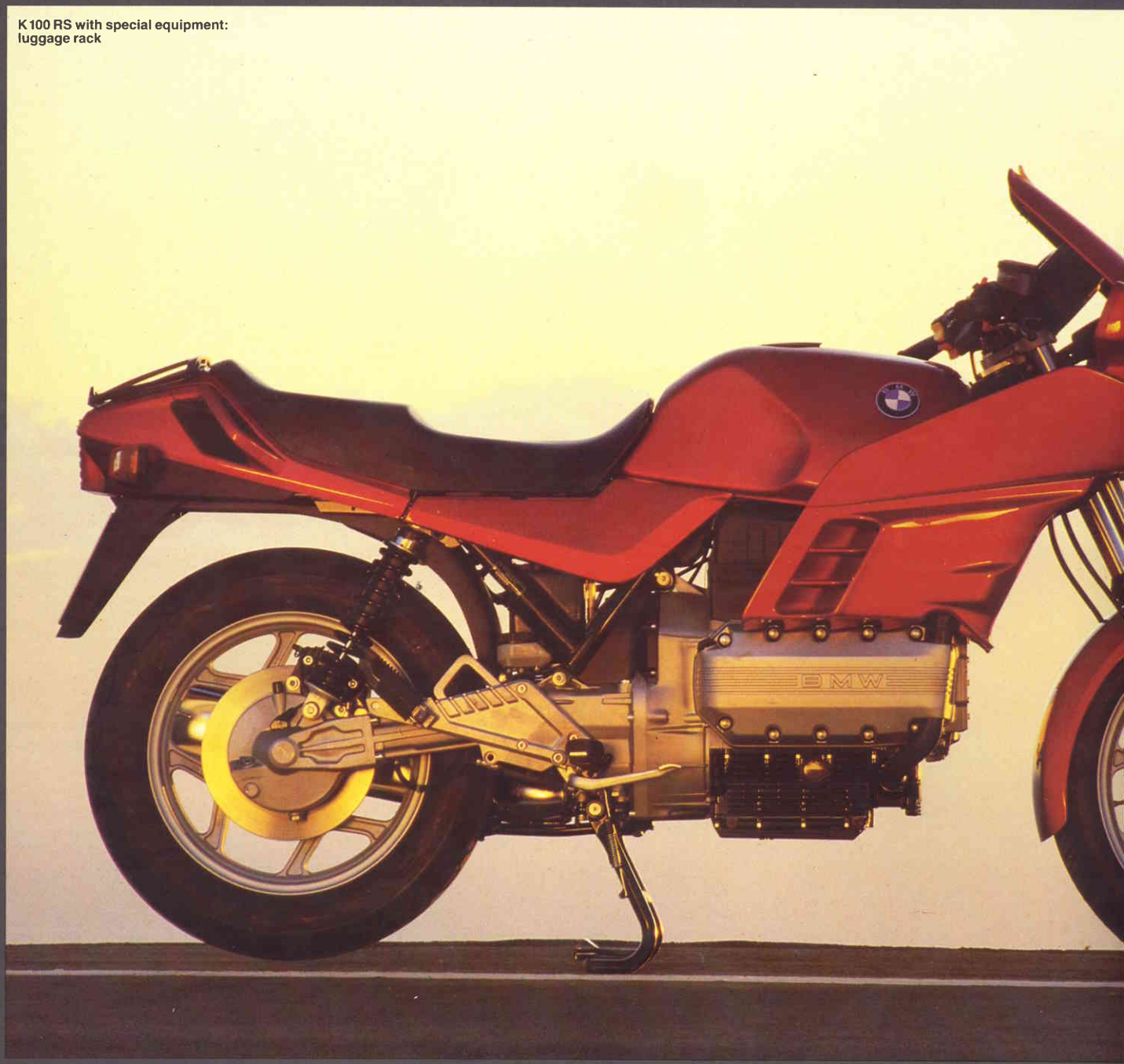
For those riders who demand the optimum, progressive technology but still place great importance on sporting but easily controlled dynamics, the K 100 series of motorcycles from BMW offers them their ideal. The motorcycles in this series demonstrate a perfect balance of high performance and safety not always available in this class. Their output curve with high power even at low engine speeds, high elasticity right up to the top speed and exceptionally safe handling even at high speeds are first class in every respect.

Anyone who wants to experience complete motorcycling fascination must choose the superior, trend-setting technology of the K 100 models.

In some cases, this brochure may show equipment details or metallic paintwork available only as options at extra charge.

K 100 RS with special equipment:
special paintwork

K 100 RS with special equipment:
luggage rack



K 100, K 100 RS, K 100 RT: Three ways to the best motorcycling design in the world.

Each of the BMW 100 models is an absolutely independent creation, which satisfies even the highest demands for an immediately recognizable exclusiveness. Technology and optical appeal make it clear: there is absolutely no comparison with other designs and products. The overall appearance and attention to detail is practical, serious and yet fascinatingly attractive. And their powerful dynamics always stand out of this overall appearance.

BMW K 100: Get to know a new world of motorcycling enjoyment.

A machine for the rider who simply wants to feel the freedom of the wind in his face when riding. A motorcycle of uniquely impressive appearance.

Recognizable at first glance not only from the engine and frame, but primarily from the ergonomics which impressively combine cockpit, handlebar design and seat position. Furthermore, the K 100 is the ideal motorcycle for all riders who wish to customise their machines with additional equipment and accessories.

BMW K 100 RS: No production motorcycle has a better aerodynamic design.

Motorcycles of the K-Series offer even more power than machines seemingly more powerful on paper and specifically in the powerbands which are most important for the true fascination of motorcycling: at engine speeds up to 6,000 rpm. At high speeds, the K 100 RS offers important benefits: sensationally low lift and cd values.
These benefits are primarily the

K 100 RT with special equipment:
luggage rack

result of the fairing which has been perfectly designed in one of the most aerodynamic and thermal test centres in the world – at BMW. The K 100 RS considerably increases the physical abilities of the rider and thus leads to a further improvement in his riding ability. In other words, everything necessary to maintain a clear lead over the "paper performances" of other machines.

BMW K 100 RT: The best that BMW has to offer for long distances.

A super tourer of the 1000 class with unique, light handling and excellent cornering. The special touring fairing provides excellent protection for the rider against wind and weather as well as ensuring easy control even at high speeds. The aerodynamically designed, standard integral cases (70 l), a 9 l storage compartment and two further 4 l compartments provide sufficient room for luggage.

What is the value of one of the greatest successes in motorcycling history? It supplies the basis for the next generation: The new BMW K 75 C, K 75 S.

In the super class of large motorcycles, BMW has proved with its K 100 models how far motorcycle development can progress with a trend-setting technical concept. The list of successes is impressive proof of this progress: through ever greater sales successes and number one spots in tests and reader polls in the motorcycling magazines in many countries.

This progress can now be yours one step earlier.
BMW K 75 C, K 75 S – with K-Series technology and design harmony: The impressive alternative to increasing specialisation in the 750 class.

What is nowadays normally offered as progress in motorcycles is characterised by excessive emphasis being placed on extreme sporting features such as are required only on closed motorcycle racetracks. The result is that these motorcycles then have shortcomings where quite different qualities are required – on normal roads, and particularly where motorcycling holds its greatest fascination – on winding roads and tight bends. With the new K 75, BMW is taking the alternative route to logical progress.

Motorcycling holds so much fascination: The new K 75 allows you to enjoy this fascination to the full.

Whatever the type of rider or his personal expectations, he will find in the first few kilometres that the trend-setting design harmony of these machines demonstrates a balance so far unavailable in this class. If you wish, the K 75 can be a sporting machine with exceptional acceleration and curve handling qualities. But without any compromise in comfort and safety so often criticised in other motorcycles.
On the other hand, it offers optimum touring qualities for riders placing particular emphasis on this type of travel: whether for long journeys or short trips – alone or with pillion passenger. The design of the K 75 and its drive characteristics are first class in every respect.
The ride characteristics have been optimised by the special layout of the frame: both for heavy and light loads, whether fitted with panniers or without, for low or high speeds. All this is the basis for our versatile design concept.

Thanks to its long history, the 3-cylinder in-line engine is one of the classic motorcycle motors.

Our engine know-how has now been increased to BMW standards.

Through the BMW motor technology, the 3-cylinder engine offers a smoothness of running bettered not even by 4-cylinder engines. The K 75 engine combines revolutionary K 100 technology with ultramodern 3-cylinder mechanical engineering. Counterweights and opposed shafts prevent build-up of inertia moments and ensure smooth, low-vibration running. The smooth engine running is also ensured by computer controlled, exact 120 degree ignition and electronic fuel injection with deceleration fuel control. This in turn ensures low fuel consumption, less pollution from exhaust gases and reduced noise levels.

K 75 S with special equipment: special paintwork

BMW K 75 with design harmony. This machine is based not only on a different technical concept but also on a different attitude to riding.

With the K 75 S or K 75 C, you are a step ahead of the rest. With design harmony, you get value-for-money, overall economy and a safe investment for the future. These are all features which experienced motorcyclists value more highly than spectacular sportiness. And as a true motorcycling fan, you are always in good company with BMW.

BMW K 75 S : Aerodynamically optimised riding fascination.

The rider of this motorcycle benefits from the advantages of an integrated, perfectly designed, aerodynamic fairing, which provides optimum protection even on longer journeys. In addition, it increases the riding dynamics and riding safety by reducing the front lift and resistance.

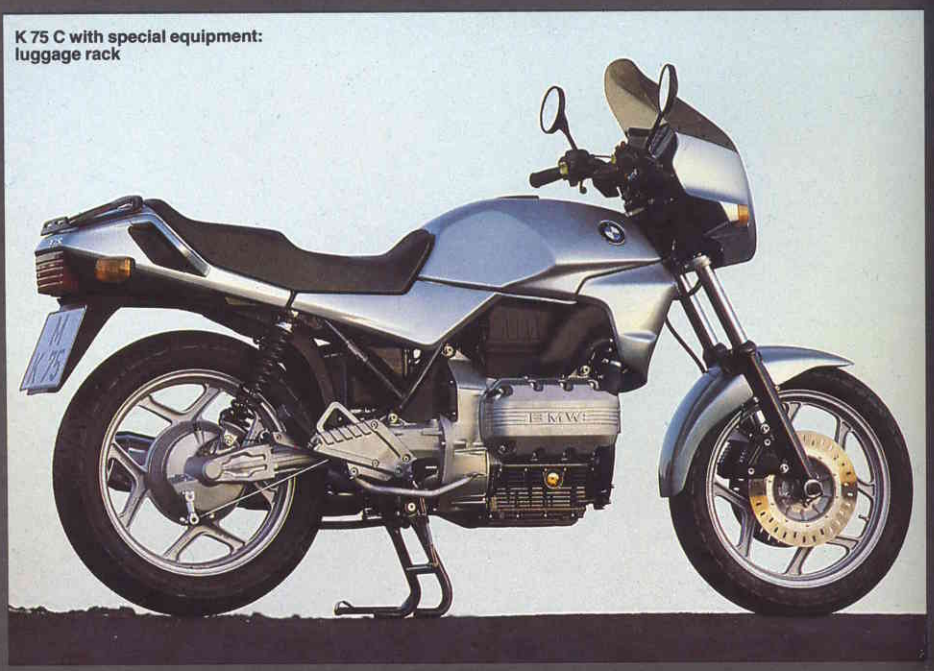
BMW K 75 C: A classic version with handlebar-mounted cockpit fairing and integrated indicators.

This cockpit was also designed after tests in the BMW aerodynamic centre and provides increased wind protection. The K 75 C can alternatively be

ordered with a wind shield at no extra charge.
Further individual equipment and accessories from the wide BMW range can be attached without problems.

Demand more than fashionable specialisation. Demand the better overall concept: The step up to a K 75 S or K 75 C is an investment which pays – year after year.

K 75 C with special equipment: luggage rack



K 75 C with touring equipment and special paintwork at extra cost

The future of motorcycling technology is where BMW already is: In high-torque engines.

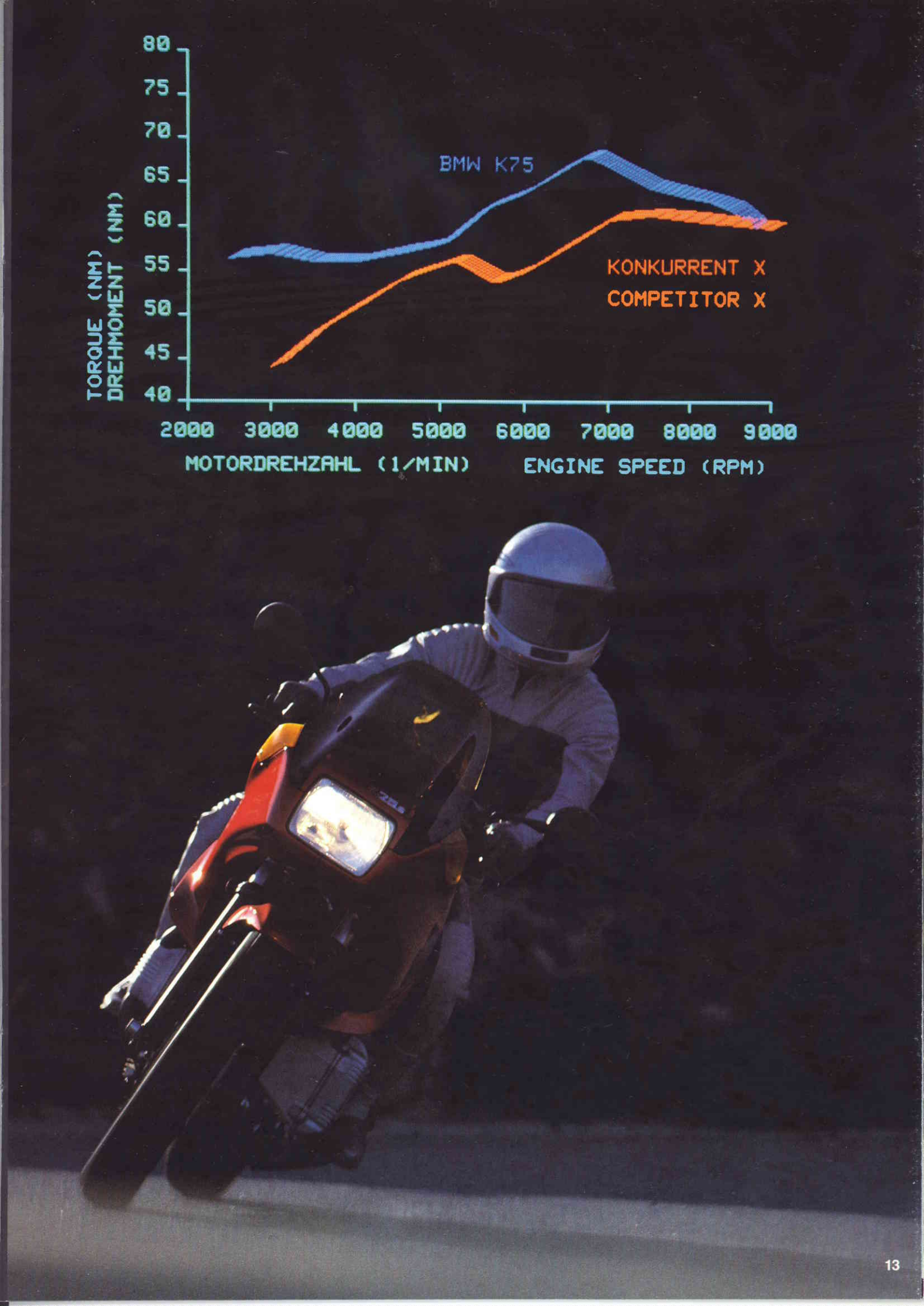
Where pace-setting motorcycle safety is concerned, power is a means to an end and not an end in itself. For this reason, BMW is now also offering the next generation of motorcycle engines in the K series: high-torque engines.
They are characterised by a sensible, useful output combined with a torque superiority in the engine speed ranges yielding maximum motorcycling enjoyment. On country roads, for example, where sporty riding covers the middle gears and engine speed ranges overtaking is thus made easier and safer.
Accelerating out of curves becomes sheer pleasure.
You will immediately recognize these important advantages of the K-Series engine if you compare its torque curve with that of engines designed for peak output at extreme engine speeds.
Even at very low engine speeds, the K models achieve torques which others often only achieve at engine speeds a few thousand revs higher. That is the basis for BMW's riding supremacy, for superiority instead of hectic gear changing and excessive noise.

Anyone who wants to ride ahead of the crowd must have one major feature in his favour:
A superior drive concept – BMW compact drive system.

Both K-Series have the worldwide patented, outstanding BMW compact drive system. The compact drive system – the innovative drive unit technology from one of the most capable engine manufacturers in the world – BMW. This system not only makes a major contribution to the compactness of the engine units and to weight savings in this class, it also allows a comparatively low centre of gravity which lies on the theoretical line decisive for handling and ride comfort which combines the steering axis and the rear wheel forks (1).

Compact drive – a power flow determined by logic.

The power is transmitted directly to the universal shaft without the usual loss of power (2). The power is transmitted directly from the crankshaft to the drive shaft via a low-noise primary gearing. The reverse direction of rotation, together with the rotation of generator, clutch and universal shaft fully compensates for the reverse torque of the engine (3). The power is transmitted practically, comfortably and directly to the rear wheel.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TORQUE (NM)
DREHMOMENT (NM)
BMW K75
KONKURRENT X
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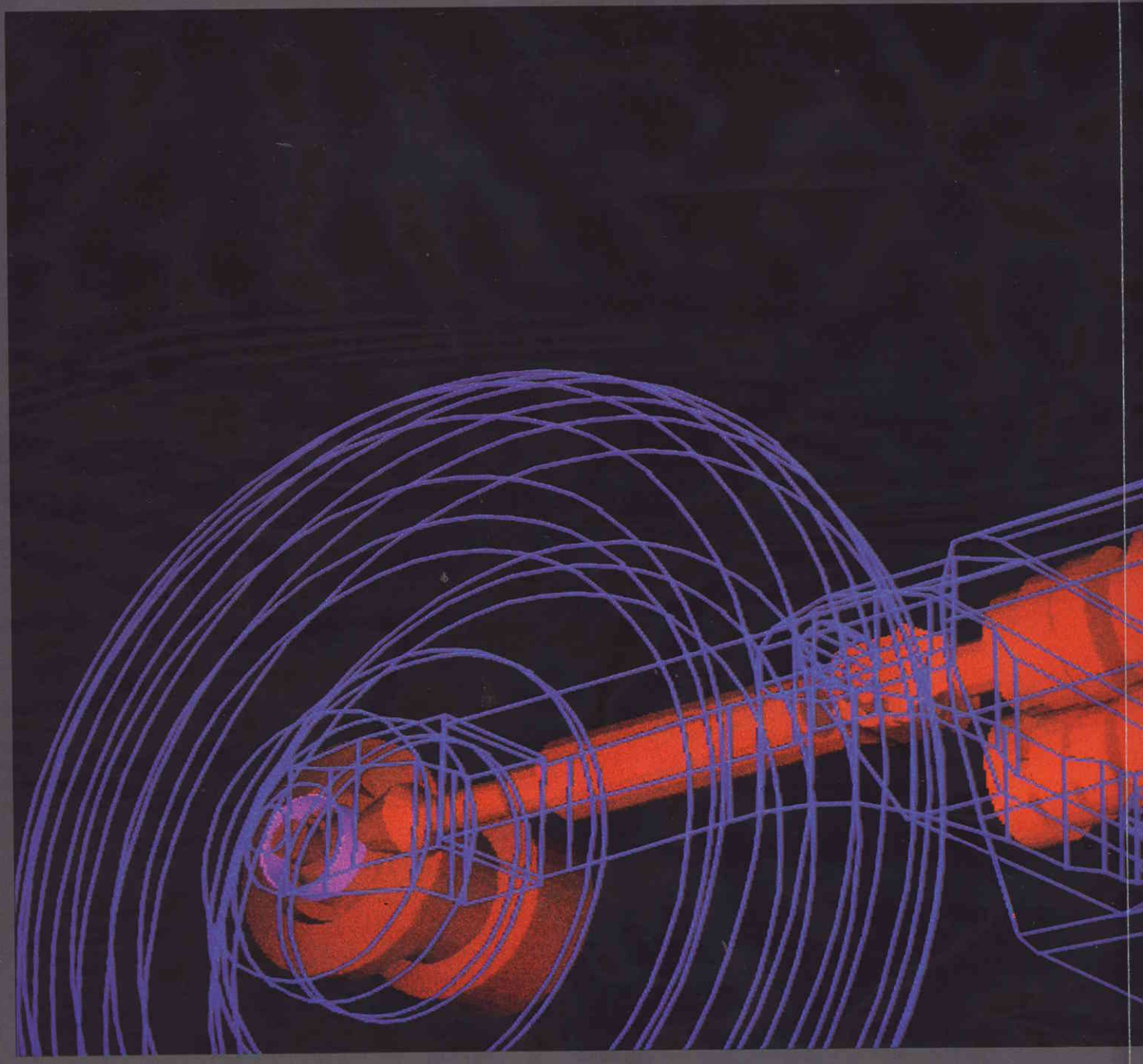
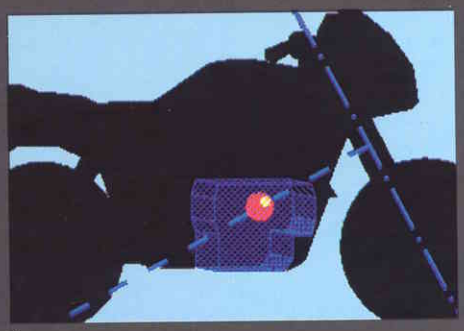
MOTORDREHZAHL (1/MIN)
ENGINE SPEED (RPM)





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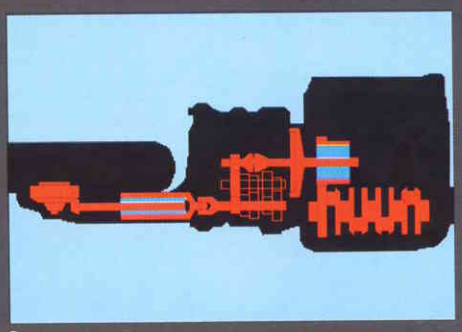
Riding comfort is a design specification in the BMW K motors.

Riding comfort and safety is also increased by the noise-absorbing, highly reliable two-circuit water cooling system (4), the excellent air intake system through the large intake pipes for optimum filling of the combustion chambers with as much fuel-air mixture as possible (5), and the exhaust system matched perfectly

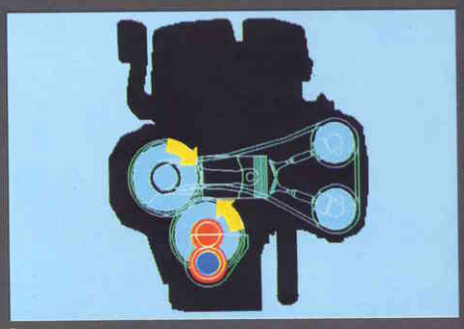


2

for rapid acceleration.

The design of the K-Series engine is characterised by an accessibility and ease of service offered by no comparable engine – irrespective of the class (6).

Practically all operations on and in the K-Series engine can be carried out without removing the motor or fuel tank from the frame. After



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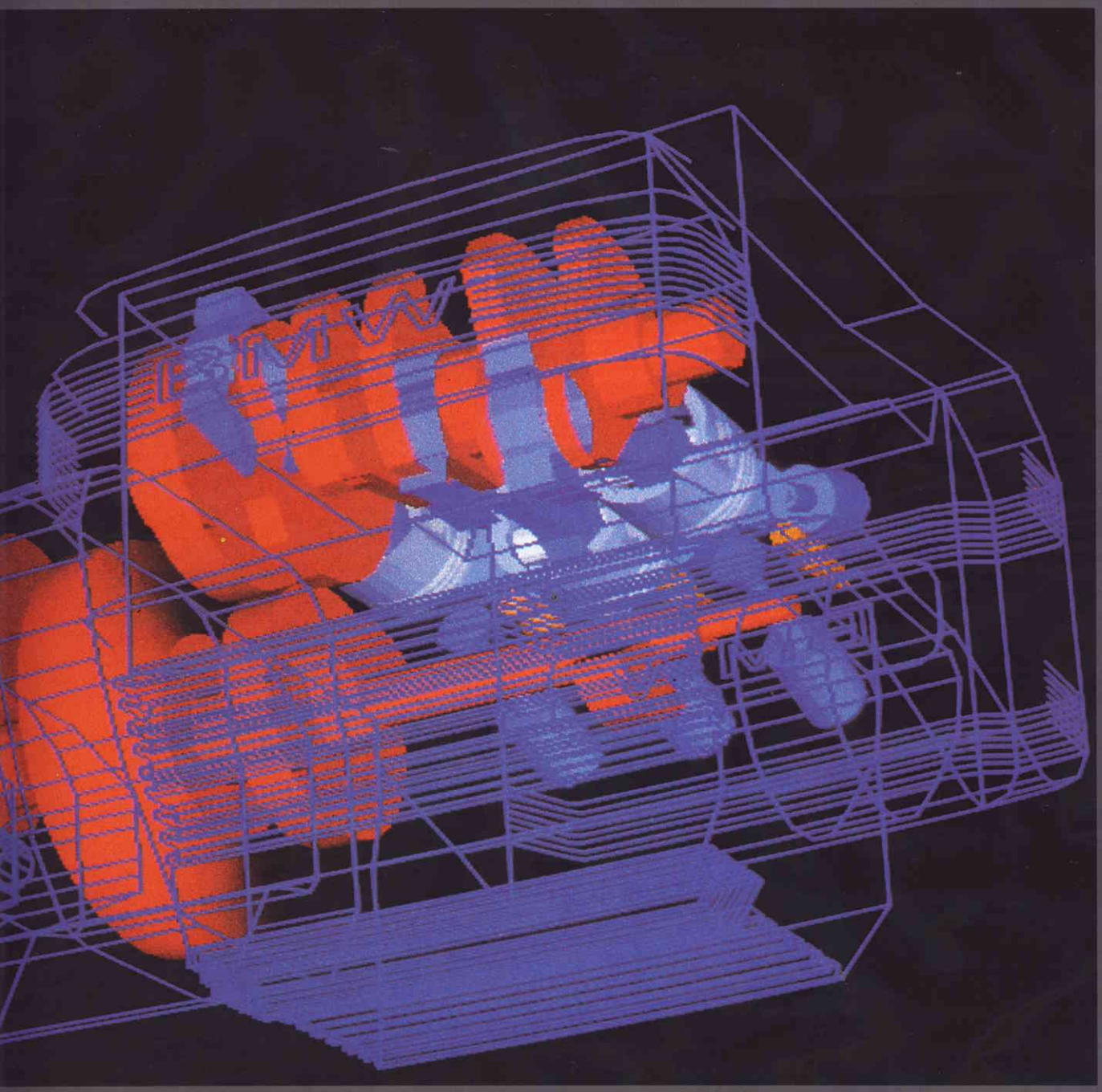
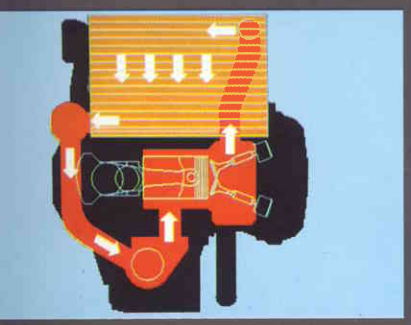
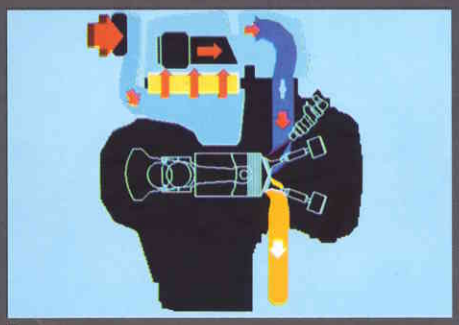
removing the cylinder head, cam shafts, pistons and connecting rods can be removed.
Even infrequent and extensive work can be carried out without great effort: after removing the crankshaft casing and chain case cover, for example, it is possible to replace the crankshaft without totally disassembling the engine. Replacement of the clutch is just as straightforward.
The standard tasks of regular





intenance and all essential checks
n naturally be carried out without
y trouble. No matter whether it is
sparkplugs, the valve clearance,
engine oil level, brake fluid for
nt and rear wheel brakes contained
he two transparent plastic reser-
rs, or the coolant level in the
ansion tank behind the lateral
vering plate. Equally accessible
the filler openings and magnetic
in plugs for the engine oil, the



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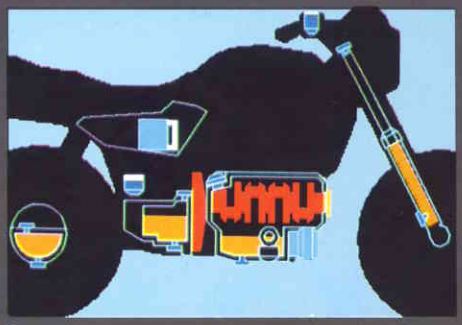
hydraulic oil in the telescopic suspension system on the front wheel fork, and the hypoid oil for the manual-shift transmission and rear wheel drive. The same applies to the air and oil filters.



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Highly advanced technologies for the motorcycle of the future: BMW electronics – in every BMW K model.

Through BMW technology, electronics not only achieve more performance than conventional mechanical methods, but also more reliability.

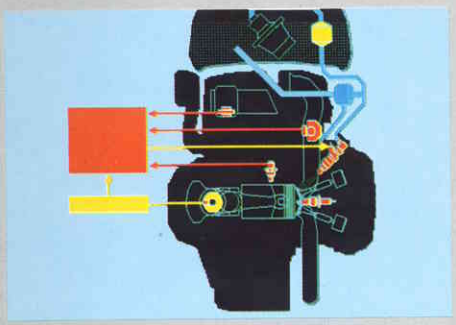
For many years, BMW has been a pioneer in electronic car engine control systems and has now developed ultramodern vehicle technology electronics which are suitable for motorcycling applications.
The engines of the K 100 and K 75 have electronically controlled ignition and fuel injection with integrated deceleration fuel control. The results are impressive: the smooth running, power development, torque curve and not least the consumption. And the long test period and extensive experience in field work with BMW automobiles are your guarantee for high reliability and durability.

BMW electronics: An important contribution to future safety.

BMW now gives motorcycle riders a major benefit: never before have ignition and injection been combined more effectively in a motorcycle than in the two new BMW K-series (1). The ever increasing attention to environmental protection, economy and comfortable power development can only be achieved by logical use of electronic control systems. At BMW, this has already been ensured – and with it the future safety of the K models.
At the same time, BMW has avoided complicating the technology in any way. Electronics are only used where they help to satisfy the requirements outlined above, where they increase riding safety or assist the rider: for example, the taillight control in the cockpit or electronic time and travel-dependent indicator cancelling.

Ignition and injection were never more effectively combined in a motorcycle than in the new BMW K-Series.

The control unit for electronic fuel injection with the deceleration fuel control system (LE Jetronic) is located under the seat where it is not exposed to vibration and is well protected against moisture. This compact computer controls the quantity of injected fuel and the injection time very economically as a function of intake air temperature, coolant temperature, the quantity of intake air (2), current engine speed and throttle valve position and passes this information to the ignition computer under the fuel tank for the optimum ignition point (3).
The possibilities provided by electronics for controlling the fuel supply are illustrated, for example, by the consumption-reducing deceleration fuel control system which reduces the engine speed to around 2,000 rpm when the motorcycle is coasting and no power is required from the engine. This again is a device which BMW has already tested in its automobiles several hundred times over a period of many years.



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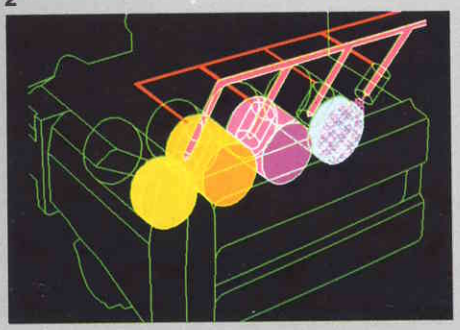

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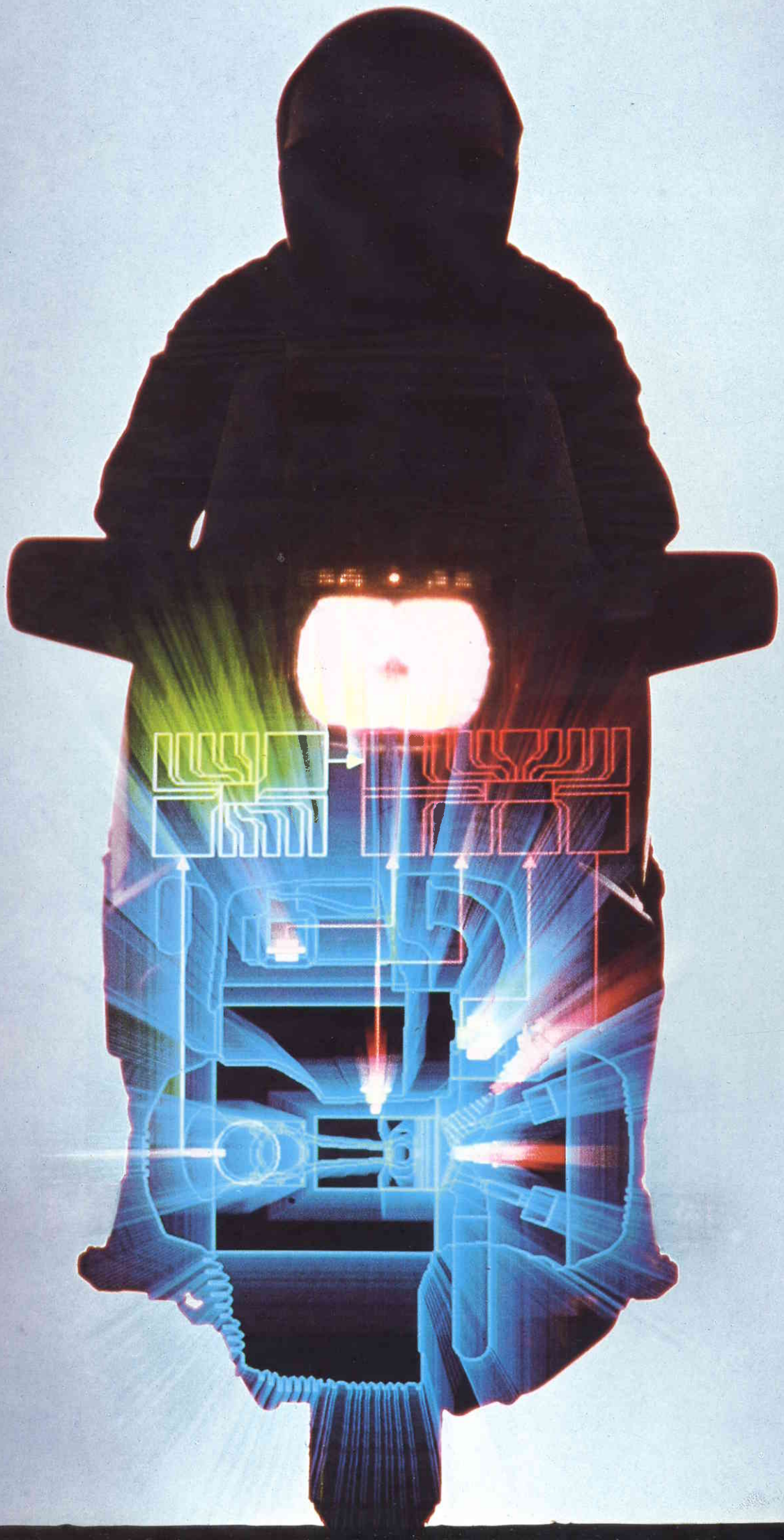
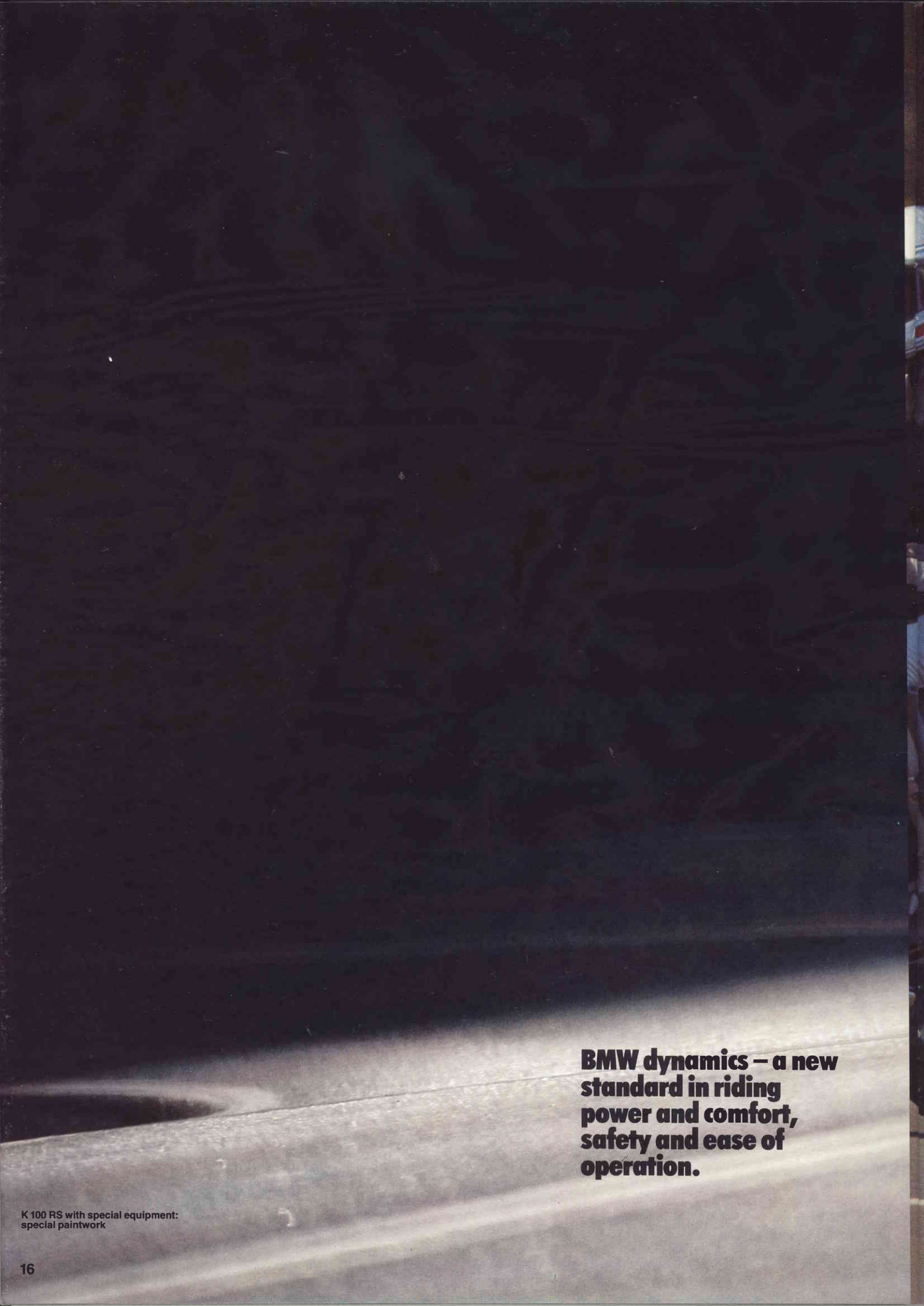




BMW dynamics – a new standard in riding power and comfort, safety and ease of operation.

K 100 RS with special equipment:
special paintwork

When you have experienced the fascinating ride characteristics of a BMW K-Series motorbike, you will quickly forget the "either/or" type of motorcycles – those machines which have little more to show than uniform one-sidedness.
With a BMW, you no longer have to decide between highly developed dynamics or highly developed handling safety – with the BMW K-Series, you will soon learn that you can get both in one motorcycle. Its stable performance, ease of handling and well-balanced riding comfort are exemplary – and provide the ideal basis for complete riding pleasure. They give the impression of sitting on a smaller machine. And their stability even at high speeds gives a feeling of safety which you have always looked for in a standard production motorcycle. Until now, only riders in the 1000 class have been able to profit from this. But now this concept is also available in the 750 category.

Arrange a test ride on the K 100 or K 75 – and get to know the extensive experience of a fascinating and safe method of riding.

The BMW K-Series employs ultra-modern frame technology while consciously avoiding gimmicks alien to motorcycling.

The K 100 and K 75 are not based on technical features which, while appearing spectacular on paper, will sooner or later detract from your riding pleasure. Instead, they offer the best possible combination of handling characteristics which can be brought onto the road without any reduction in either safety or comfort.

The K-frame and suspension: The technology for utilizing greater performance more effectively and more safely.

An essential factor for the excellent riding stability of the K-Series is the extremely stable but very light steel-tube frame into which the K-engine unit is integrated as a supporting element. The lattice construction provides a very much higher rigidity because of the extensive reduction in bending forces.
BMW has integrated a great deal of motor racing know-how into the K-Series to achieve these improvements (1).
Naturally, the spatial configuration of the supporting members was determined using the most modern, computer-aided processes such as the Finite Element Method. The precise calculation of individual members and all joint connections ensures that the greatest possible torsional rigidity requires no more weight than that of a BMW.

The new K-Series BMW's were developed in one of the most modern aerodynamic and thermal test centres in the world.

The aerodynamic design details have produced a smooth engine unit reducing sensitivity to side winds, contributed to a reduction in the front surface area, improved streamlining and thus produced a reduction in fuel consumption, have considerably improved the protection for both rider and pillion passenger and allowed all individual components, including accessories, to be integrated harmoniously into the design (4).
The aerodynamic perfection is also prominent in the fairings of our motorcycles, which were designed after extensive studies conducted on both a scientific basis and in the BMW wind tunnel. The resultant, controlled air flow gives the rider of a K-model a new kind of safety and comfort – even at high speeds (5+6).

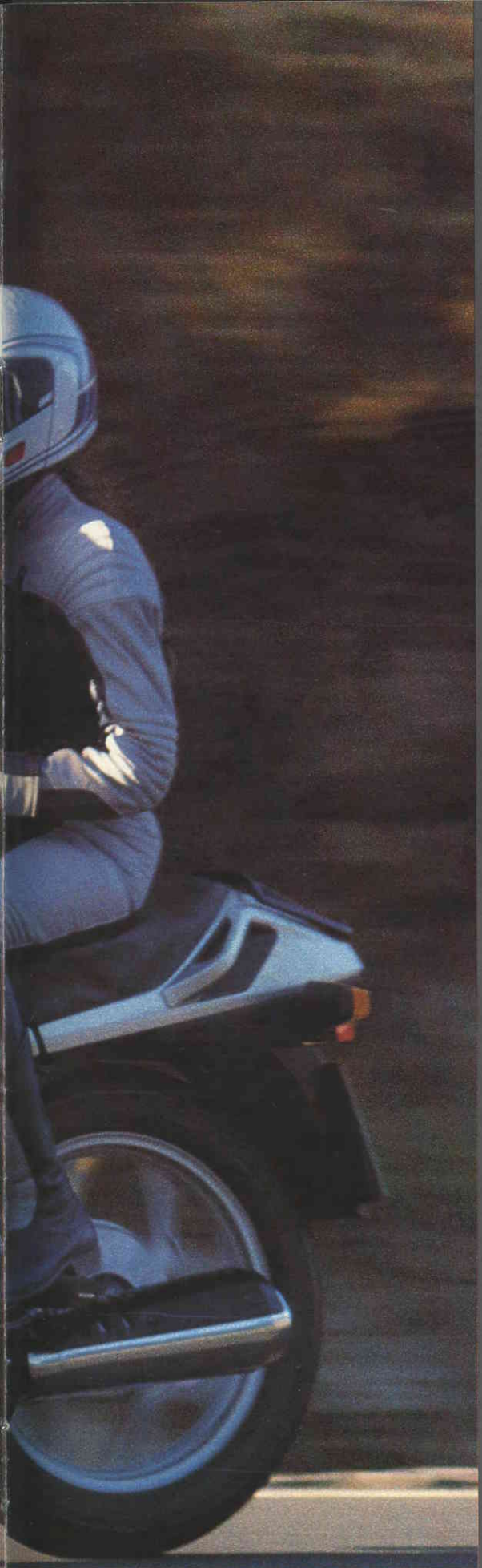
Quality light-alloy construction – an important factor in the handling of the K-Series.

The BMW K models have an extremely low dry weight. The frame and suspension play a decisive role in this, but the quality light-alloy construction, which makes no concessions in either stability or reliability, is not restricted to merely these elements. It affects practically every unit and every design detail. The gearbox and engine housing, cylinder head, cam shaft controller and selector forks are all of light alloy. The input shaft and cam shafts are hollow. The light-alloy Monolever suspension, the new wheels and the aluminium fuel tank also contribute to this low weight (3).

Ride into a new world of motorcycling enjoyment – with a new K-Series BMW.

The combination of an excellent frame and suspension with a low centre of gravity, low weight, optimum classical axle load distribution and the excellently matched components of inertia moments on the front wheel, roll and steering axles, wheelbase, wheel castor and control angle give the BMW K-Series amazing handling qualities.


BMW

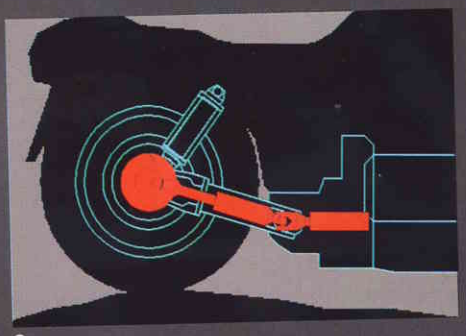


K 75 C with special equipment: luggage rack

K 100 with touring equipment and special paintwork at extra cost

Advanced detail for unparalleled motorcycling pleasure.

The BMW Monolever of high-tensile light alloy is connected to the gearbox casing. As a result of its torsional rigidity, it provides high steering precision during tight cornering situations, exemplary performance on the straight at high speeds, stability during heavy braking and changing road surfaces, and makes wheel changing child's play. The shaft universal joint and maintenance-free taper roller bearings of the swinging arm are located on a common axis. Axial shift is therefore prevented even with considerable suspension travel. The newly designed universal shaft runs in the hollow swinging arm and has an integrated torsional vibration damper in the form of an oversized silent block. The spring strut with gas-filled



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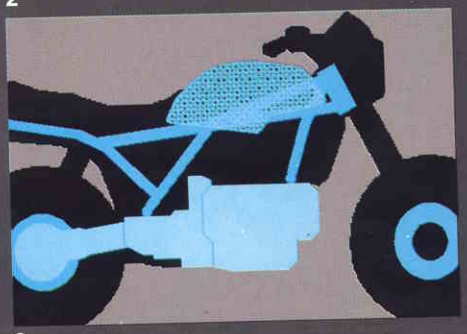

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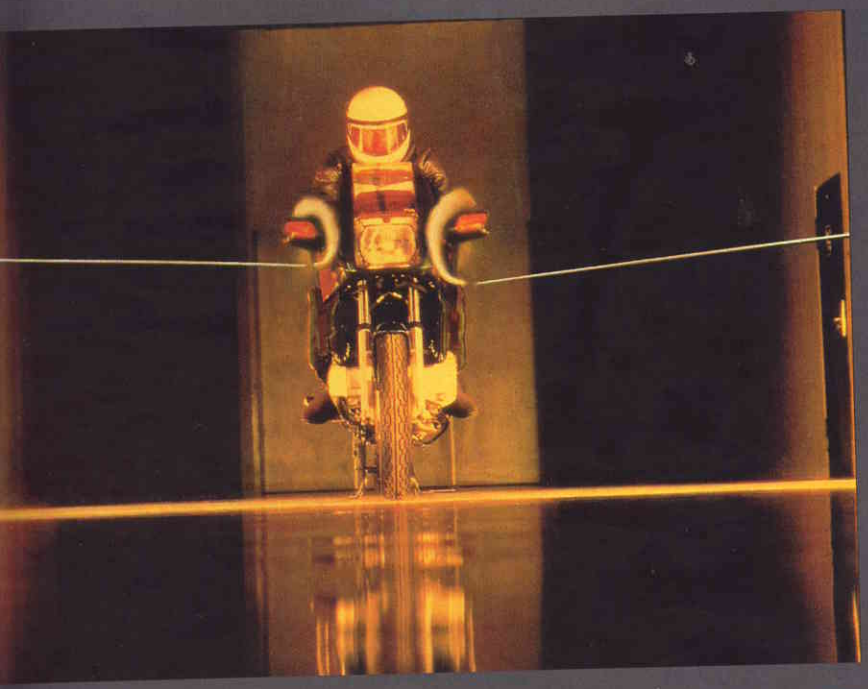

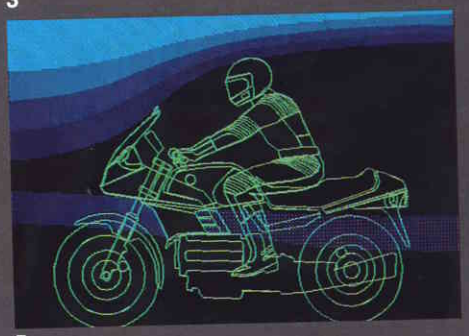

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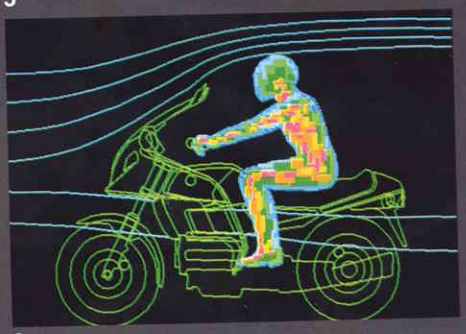


6

per has a progressive total spring and three load settings (2). Self-lling Nivomat suspension is lable on request. The disk brake ially integrated into the rear axle e (K 75 C: drum brake) also has a ke force proportioning system. front wheel has an easily rated double disk brake system n fixed calipers, ventilated stain-s steel brake disks and semi-allic brake pads with no wet-weather fading. The long stroke and sensitive front-wheel fork has robustly dimensioned extension and moving tubes. It has progressive total spring rate and matched hydraulic damping.

BMW quality: You reap the reward mile after mile for the technology and quality BMW puts into its K-Series.

BMW motorcycles have the world-wide reputation of producing outstanding quality and, with the K-Series, BMW intends to improve even on this reputation. The quality of these new machines is based on BMW's 60 years of experience as a motorcycle manufacturer, coupled with the accumulated competence and technological know-how of the western world's most successful automobile manufacturers over the last 15 years.

BMW motorcycles are built in one of the world's most modern production facilities.

In the last 5 years, BMW has invested almost 400 million German Marks in new production facilities in Berlin, in increasing the capacity of the plants and modernising product technology – an indication of the persistancy and hard-headed business sense with which BMW has met the challenge in the motorcycle sector.
A whole range of the new production techniques represent world firsts: for example, machining carried out equi-angular to the crankshaft axle, the nickel-silicon carbide coating of the cylinder walls to improve and harden the surface, the precision boring necessary for exact engine component assembly on a new and complex transfer line, the crankshafts with gear wheels formed from the last crankshaft web and produced from a single moulded blank or the absolute pinpoint welding of the entire frame using welding robots.

The quality of the Boxer and K-Series benefit equally from this multi-million investment. Both assemblies are produced together (4).

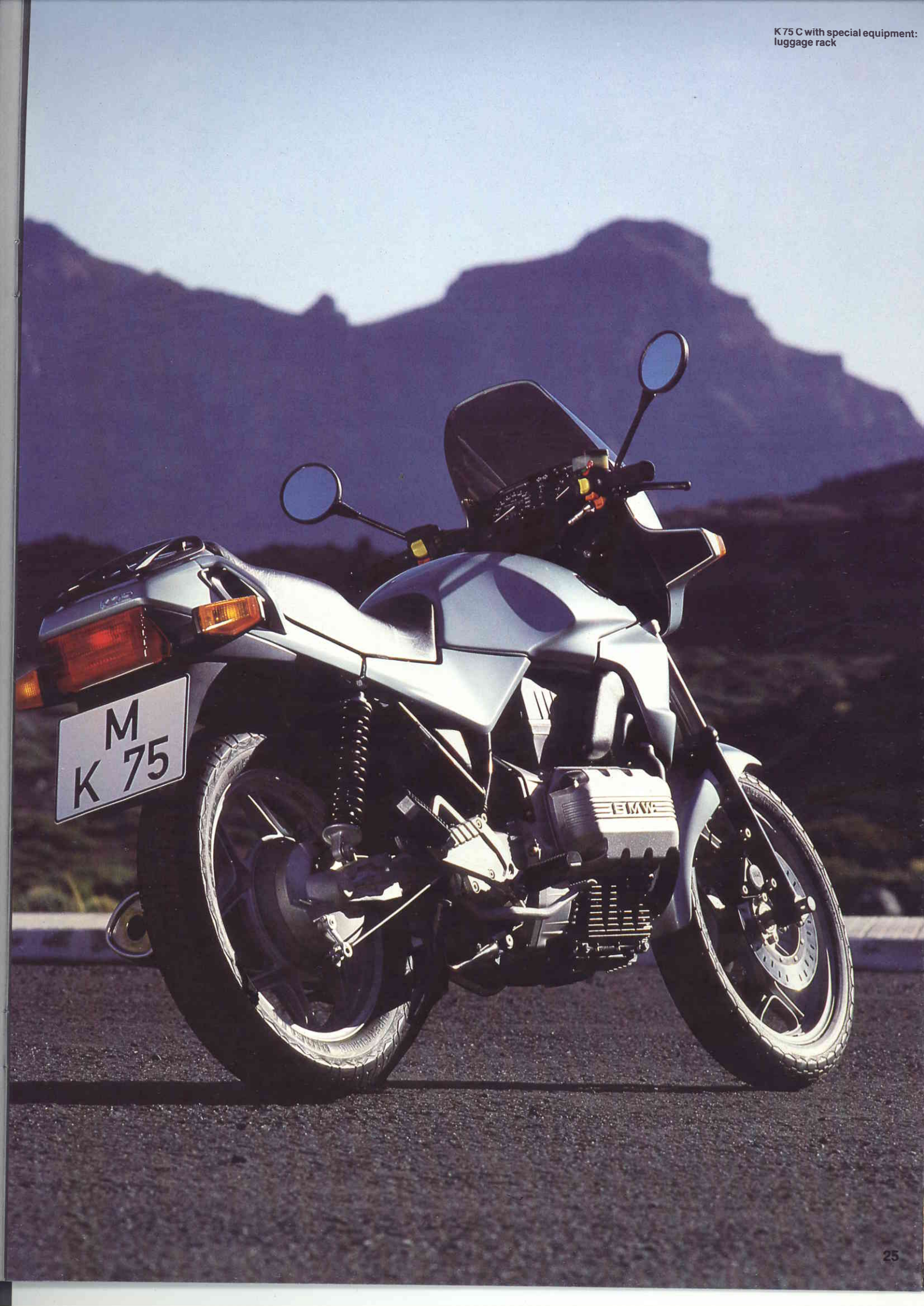
Even our quality assurance test – called 'Check-Out' – is the only one of its kind in the world: at the end of all the checks comes the check-out system – a computer-controlled monitoring system integrated into the final assembly line. Every machine must prove its absolute perfection on one of the two roller-type test stands at speeds of up to 140 kilometres per hour (90 miles per hour). Its engine just as much as its frame, suspension, electrics or electronics (5).

First-class technology and sensational handling are the result of quality programmed from the outset.

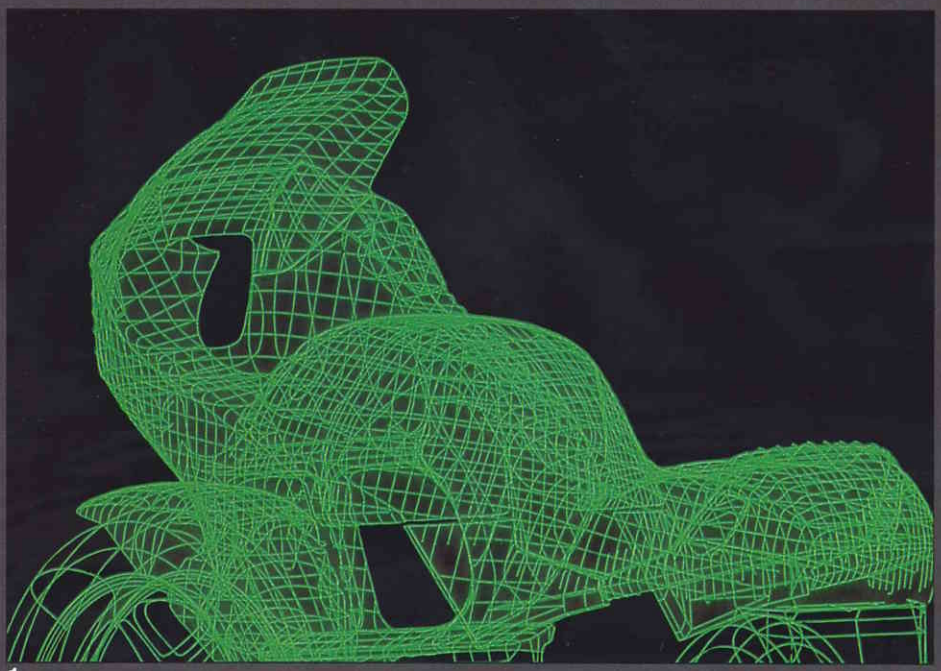
The extensive BMW quality assurance programme includes not only production checks and careful finishing but also the elimination of faults in the planning, development and test phases. Before BMW began to produce the K-series, we put the machine through a quite unique monitoring and testing programme where the durability and reliability of the frame, suspension and engine were mercilessly tested.

With a BMW, you get not only a first-class motorcycle, but also first-class solid service.

At BMW, this includes first-class assembly by well-trained mechanics in the completely equipped BMW workshops (7), regular supply of information and advice to the dealers by qualified service personnel, and rapid and comprehensive information on all technical innovations and improvements.
And because every BMW is optimally maintained on the basis of carefully drawn-up testing and service schedules, they will reward their owners with durability and high resale price.
In other words: As a demanding rider and forward-looking calculator, you will recognize the impressive benefit of a BMW. How much longer can you afford not to ride a BMW?



K 75 C with special equipment: luggage rack



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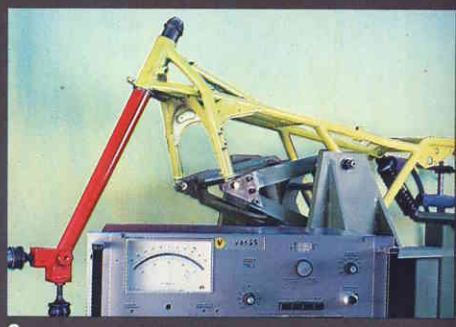

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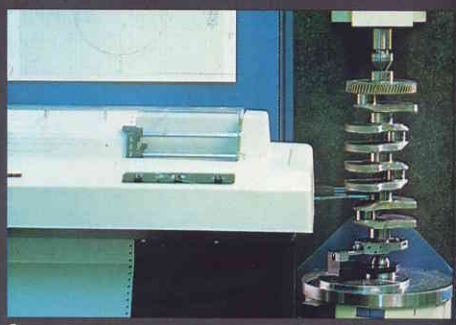

3

The standards for developing the K-Series and our quality motor cars have one thing in common: They determine technological progress.

BMW is one of the forerunners in technological progress. Using the most up-to-date electronic processes, design quality has been increased to give absolute perfection. For example, using modal analysis which can be used to eliminate vibration and noise problems. Or using laser technology with which holographic examinations are performed to solve the extremely complicated problems of logical weight reduction. Or precise measurements of crankshafts and cam shafts using laser beams (3). Individual components or the entire fairing, for example, can be displayed, varied and optimized on the screen in the form of three-dimensional models using computer-aided design systems (CAD) (1). Using the Finite Element Method (FEM), power and stress profiles can be calculated exactly. Strength examinations are carried out on the fatigue test stands (2). The computer-controlled profile sensor examines workpieces with an accuracy of one thousandth of a millimetre. And this accuracy is necessary too. As a result, even the smallest manu-

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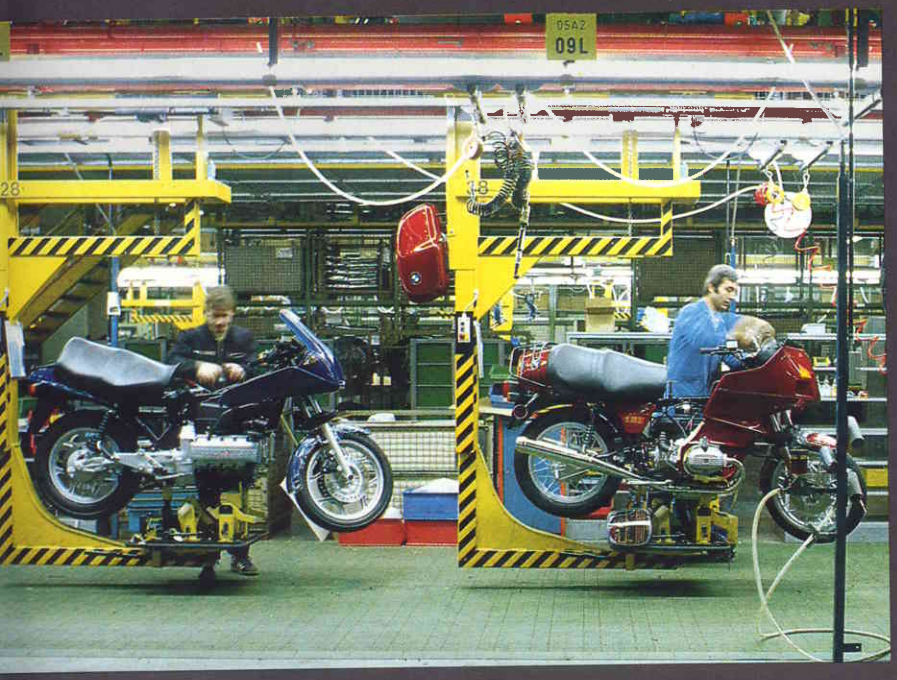
What you gain in your decision to buy a BMW is an extremely comprehensive range of motorcycle and rider accessories.

Anyone who places importance on quality, reliability and individuality when buying a motorcycle should do the same when choosing accessories. Instead of accepting dubious half-solutions, choose high-quality extras, and you will reap the rewards for this decision for many years to come. BMW pays great attention to optimizing your riding pleasure: with special equipment, accessories and clothing perfectly matched to man and machine – the most extensive range provided by any motorcycle manufacturer (9). By extensive development and tests in our own laboratories and in practice. Through strict measurement and strength tests, carried out by experienced quality controllers. So if you want greater functional finesse, more quality, greater individuality and more cohesion between your own individual style and that of your machine, the solution must be BMW.

Ask your BMW motorcycle dealer – or send for our information material.

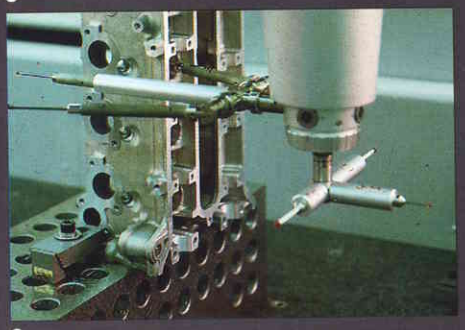


cturing deviations are eliminated – r the improved safety of the BMW otorcyclist (6).

ith BMW and the BMW motorcycle ealer as partners, you can enjoy any miles of problem-free riding.

order to ensure that the pleasure ou reap from our powerful, precise liable technology is never dulled r long – as can happen with other types – we ensure rapid availability of original BMW spare parts world-wide. This is guaranteed by the extensive stock of parts at BMW dealers or the rapid contact to the modern, computer-controlled central parts warehouse in the factory and the BMW importers. And this applies not only to new BMW models.
Parts will be available for many years and are still available for all the BMW models (8).

5



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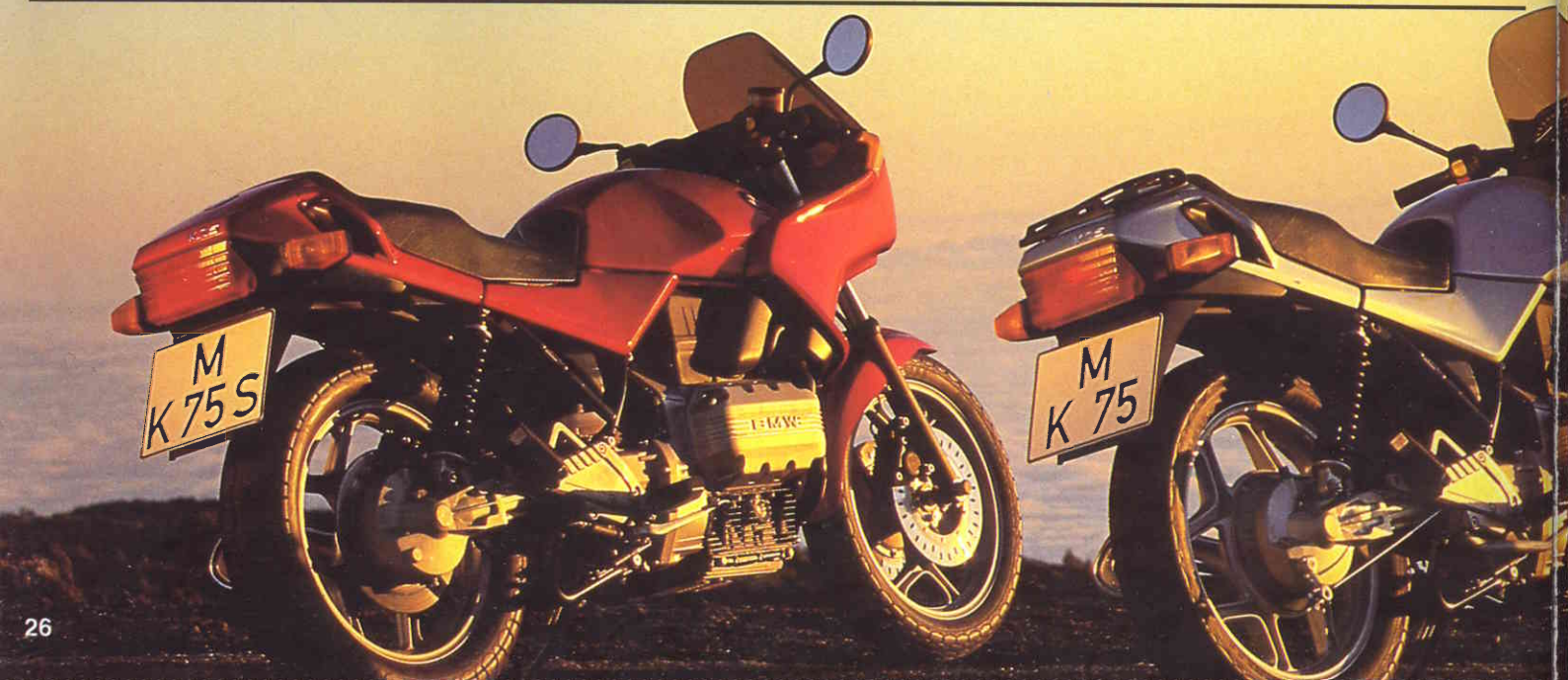
Added to this is the fact that parts are available at an extremely attractive price and that BMW gives a one-year guarantee on all original BMW spares. This allows you to bank on the economy, durable quality and high resale price of your BMW. Compare a BMW with any other motorcycle and you will soon be convinced that it is not only an interesting possession, but also an excellent investment. Work it out for yourself.

K 100 with touring equipment at extra cost

Technical Data BMW K100

	K100 RS Deviations from K100	K100 RT Deviations from K100 RS	K75 C Deviations from K100	K75 S Deviations from K75 C
Dimensions and weights				
Length 2200 mm (87.4 in), wheelbase 1516 mm (59.7 in), width of engine 504 mm (19.8 in), ground clearance 175 mm (6.9 in), seat height 810 mm (31.9 in), height without mirrors 1155 mm (45.5 in), width with mirrors 960 mm (37.8 in)	1271 mm (50.0 in) / 800 mm (31.5 in)	1460 mm (57.5 in) / 916 mm (36.1 in)	1300 mm (51.1 in) / 900 mm (35.4 in)	1290 mm (50.7 in) / 810 mm (31.9 in)
Dry weight 215 kg (474.0 lb) weight ready for road incl. fuel 239 kg (526.9 lb) gross weight limit 480 kg (1.056.0 lb)	229 kg (503.8 lb) 253 kg (556.6 lb)	239 kg (525.8 lb) 263 kg (578.6 lb)	204 kg (449.1 lb) 228 kg (502.7 lb) 450 kg (992.0 lb)	211 kg (465.1 lb) 235 kg (518.0 lb)
Aluminium fuel tank with capacity of 22 liters (4.84 Imp. gal)			21 litres (5.5 gal.)	
Engine				
Patented, straight, horizontal, water-cooled, 4-cylinder, 4-stroke, in-line engine with direct shaft drive (BMW Compact Drive System); cylinder head and all housing components of light alloy construction; cylinder walls lined with nickel-silicon carbide of high wear resistance; 2 overhead hollow camshafts supported at 5 points; timing chain with maintenance-free hydraulic chain tensioner; crankshaft supported at 5 points and with primary gearing on the last web for direct drive of the hollow input shaft with integrated torsional vibration damper; water and oil pumps driven directly via input shaft, and alternator and starter via auxiliary shaft. Electronically-controlled fuel injection system, LE Jetronic, with fuel supply shut-off; control via measurement of the air flow, throttle valve position, temperature and engine speed; digital ignition-timing-control unit located in a protected position beneath the fuel tank. Thermostatically-controlled, pump-driven dual circuit water cooling system.			3-cylinder, 4-stroke engine	
Displacement 988 cm^3 (60.29 in^3); stroke 70 mm (2.75 in); bore 67 mm (2.63 in); max. output 66 kW (DIN) (90 bhp) at 8000/min.; max. torque 86 Nm (63.7 lb. ft) at 6000/min.; compression ratio 10.2 to 1			740 cm^3 51.2 kW (DIN) (70 bhp) at 8200/min. 65 Nm at 6500/min. 10.5:1	
Electrical system				
460 W alternator with integrated, fully electronic regulator; 0.7 kW starter; easily accessible mini-fuses for seven circuits; central arrangement of relay and regulators on rubber elements beneath the fuel tank; injection control unit located in a protected position under the seat; light 12 V, 20 Amp/h starter battery.				
55/60 W headlight with H4 Halogen bulb and beam adjustment; two-compartment 21/10 W rear light with indicator in cockpit (effective both before and during travel).				
Cockpit with central instrument cluster: electronic speedometer and revolution counter, rear light indication function, km clock, trip distance recorder with 100 m graduations, fuel indicator light for residual quantity of 5 liters (1.1 Imp. gal respectively), coolant temperature warning indicator, digital gear indicator with additional idling indicator light, direction indicator light check (automatic, electronically controlled, path- and time-dependent resetting in addition to cancelling key on the right console which can be operated manually), indicator lights for oil pressure, alternator, full beam and cold-start lever.	Digital quartz clock			Digital quartz clock
Transmission				
Single dry plate clutch with increased-ratio diaphragm spring, forged aluminium flywheel and asbestos-free pads, attached to the input shaft, rotating in the opposite direction to the rotational direction of the engine; direct manual actuation via a thrust lever of the same thermal expansion as the aluminium housing and which is fed through the hollow gearbox input shaft, takes up drive smoothly.				
Flange-mounted, 5-speed gearbox with dog clutches, with integrated shock absorber and weight-reducing aluminium components; smooth direct actuation via adjustable foot pedal with function precluding wrong gear selection.				
Ratios: I 4.50, II 2.96, III 2.30, IV 1.88, V 1.67, Final drive ratio: 2.91	2.81	2.91	3.2	
Drive to rear wheel via new kind of shaft with integrated torsional vibration damper and crown wheel and pinion with Palloid tooth pattern and supported in roller bearing, shaft runs in hollow control arm.				



Technical Data BMW K100

	K100 RS Deviations from K100	K100 RT Deviations from K100 RS	K75 C Deviations from K100	K75 S Deviations from K75 C
Performance and consumption				
Top speed over 200 km/h (123 mph)			200 km/h (123 mph)	over 200 km/h (123 mph)
Fuel consumption for 100 km to ISO/DIN 70030 (2-star or lead-free 2-star petrol)				
at a constant 90 km/h 5.0 l (56.6 mpg)	4.3 l (66.1 mpg)	4.4 l (64.7 mpg)	63.2 mpg	66.1 mpg
at a constant 110 km/h 5.7 l (49.7 mpg)	5.1 l (55.7 mpg)	5.4 l (53.9 mpg)	51.7 mpg	54.7 mpg
Frame and suspension				
Torsionally rigid, dimensionally exact, latticed tube frame of immensely strong, low-weight steel; engine housing has supporting function.				
Long-travel, sensitive telescopic forks (stanchion tube with a diameter of 41.4 mm (1.62 in)) with double-acting hydraulic dampers and progressive spring rate, suspension travel of 185 mm (7.3 in).			External fork stabilizer	
Easily removable, robustly dimensioned, hollow, quick-release axle of hardened and tempered steel.				
Adjustable, torsionally rigid "BMW Monolever", single swinging arm of immensely strong light alloy is supported on the gearbox with taper roller bearings; support via "Monoshock" spring strut with gas-filled damper with progressive total spring rate, 3 load settings and favourable location for cooling, suspension travel of 110 mm (4.3 in).				
Cast light alloy wheel with rim safety profile (front: 2.50-18 MT H 2; rear: 2.75-17 MT H 2) and Y-shaped spokes with H cross-section.			rear: 2.75-18 MT H2	2.75-17 MT H2
Low-section tyres designed for high speed (front: 100/90 V 18 tubeless; rear: 130/90 V 17 tubeless).			front: 100/90 H 18 rear: 120/90 H 18	rear: 130/90 V 17
2 fixed-caliper disk brakes at the front (dia. of 285 mm (11.2 in)) with slotted, special steel disks and semi-metallic pads with no wet-weather fading.				
1 fixed-caliper disk brake at the rear (dia. of 285 mm (11.2 in)), also comprising patented brake application system; brake actuation via hydraulic cylinder.			drum brake, diameter 200 mm (7.87 inches) mechanic actuation	disk brake, diameter 285 mm (11.22 inches) hydraulic actuation
Equipment				
Adjustable, ergonomically designed lever with integrated switch actuations; ignition switch in crash pad with coverable openings for additional switches.				
Ergonomically arranged switches with additional colour and ISO symbol designation.				
Adjustable handlebar with vibration-damping mounting (K 100); one-key locks for ignition, dualseat, fuel filler cap and steering.		Storage compartments		
2 adjustable rear mirrors of aerodynamic, single-arm design: indicator/warning lights in aerodynamically designed supporting arms.	Mirror housing with hand protection and integrated indicator/warning lights.	Mirror housing with hand protection on fairing; indicator/warning lights integrated in fairing.	Indicator/warning lights integrated in cockpit.	
Common mounting for rear indicator/warning lights using aerodynamically optimized supporting arm on the tailpiece.				
Hinged, lockable, comfortable dualseat (670 mm (26.3 in) in length), handles integrated into rear section, tool compartment (2.2 l (0.48 Imp. gal)) and rear storage compartment (9.0 l (1.98 Imp. gal)).		Storage compartements (2 x 4.0 l (0.88 Imp. gal))		
Favourable aerodynamic values could be achieved as a result of the unmistakable, harmonic design of the headlight unit and cooler fairing components as well as utilization of the integrated and compact engine unit design.	Multi-component, aerodynamically optimized sports fairing of glass-fibre-reinforced plastic with adjustable spoiler and knee pads.	Multi-component touring fairing of glass-fibre-reinforced plastic with fairing panel and spoiler of shatter-proof plastic.	Aerodynamically optimized sports cockpit of glass-fibre-reinforced plastic.	Multi-component, aerodynamically optimized sports fairing of glass-fibre-reinforced plastic.
16-piece toolkit, repair kit with air cartridges for tyre repair; light alloy foot rests, spring-loaded, hinged, with damping, bevelled, rubber cover, bearing-mounted on vibration-damped support plates; parking stand with wide runners and efficient foot lever, hinged handle behind left side panel provides stand-up aid; favourable arrangement of the tilting stand on the parking stand support plate.				

Optional extras

If you want to find out about the range of practical extras for your BMW, you should consult your BMW motorcycle dealer. He has separate literature providing detailed information. BMW motorcycles are designed and produced to take these optional extras, ensuring perfect compatability. All accessories have been developed by BMW or in close cooperation with BMW and, consequently, comply with the highest requirements with respect to quality and function.

In some cases, this brochure may show equipment details available only as options at extra charge. Models illustrated are to West German specification. In certain export markets, legal requirements may result in modifications to the model and equipment specifications stated here. Please consult your BMW dealer or importer for precise details of equipment. Subject to design and equipment modifications.

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