

**K1
K100 RS
K100 LT
K75 S
K75 RT
K75**





SPOTLIGHT ON THE FUTURE.

With worldwide sales totaling many thousands of units, the BMW K-Series is one of the most successful motorcycles ever built. Using the most advanced technologies and many other unique

concepts, BMW has helped to give the high-performance motorcycle a safe and secure future.

But the outstanding success and appeal of the BMW K-Series is not only

the result of these technical features as such – rather, it's what they are able to offer the rider in practise by making life easier, safer and an even greater experience on the road.

It's precisely this unique riding pleasure typical of BMW, the versatility and carefree riding characteristics of



BMW machines, that thrill the motorcycle enthusiast time and again. The power of the high-torque three and four-cylinder engines, the excellent handling, outstanding riding characteristics and, not least, advanced safety features. Today, therefore, BMW's concept of a sizable, up-to-date motorcycle is

more appropriate than ever before.

BMW's 1990 K-Series spells out dynamic riding pleasure on absolutely dependable, economical and easy-to-service machines. And all this comes with unique, unmistakable styling and flair taking the rider of a BMW K-Series into the next decade with one of the most

advanced and outstanding renditions of freedom on two wheels.

HOW TO TURN SIX DECADES OF KNOW-HOW INTO THE SPORTS MOTORCYCLE OF THE FUTURE.

It's simple – all you do is set your own standards. Because there were already enough sports bikes around. The BMW K1, however, was destined to be different – simply better in every respect. Up-to-date and oriented toward the future. Developed and built with six decades of know-how. Plus all the experience of BMW's research and development engineers as well as the racing specialists in the motorsport department.

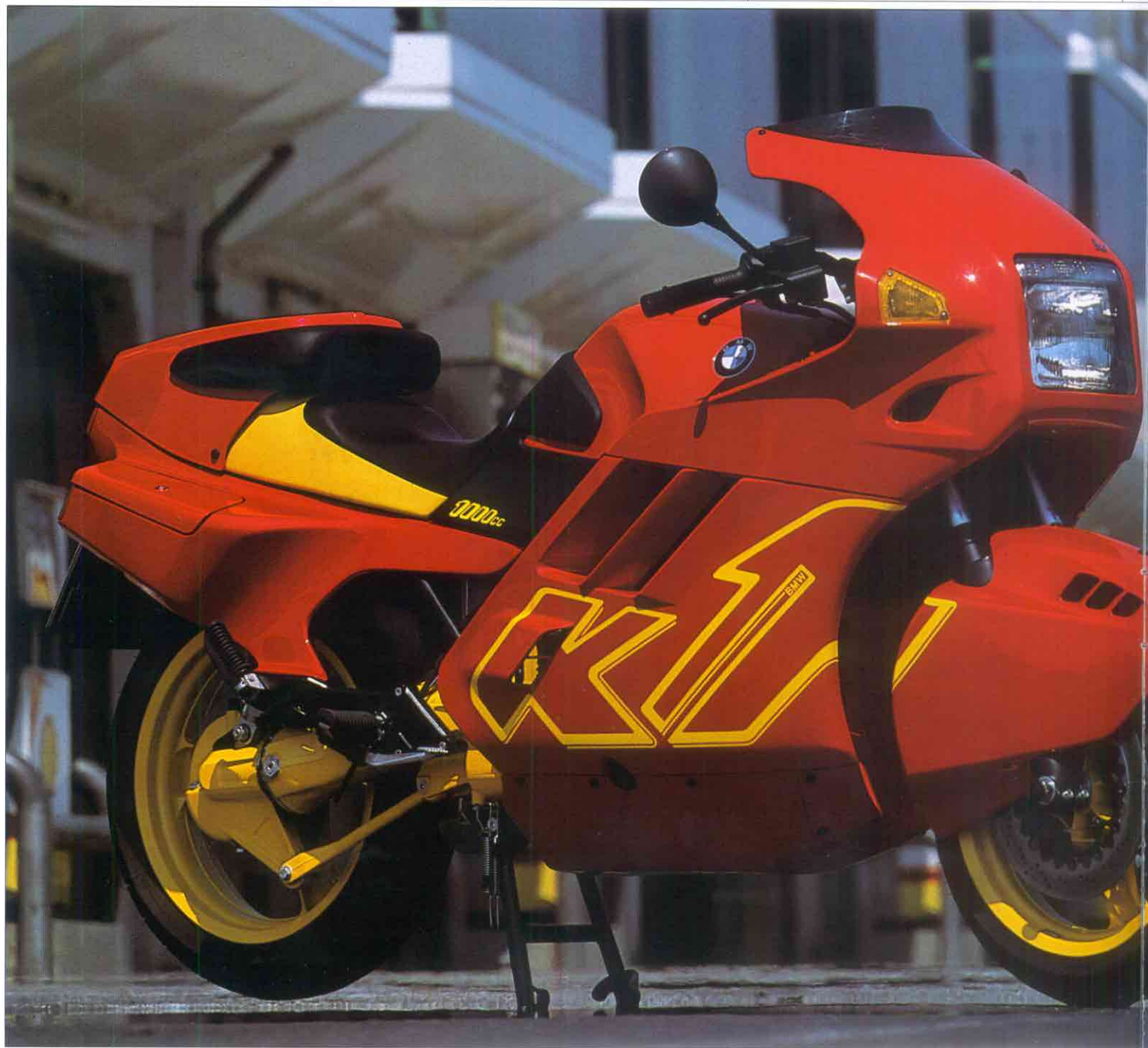
The K1 excels through its perfect balance of all forces. Through its dynamic

performance, its safety, riding comfort and day-to-day reliability. And, as is usual with BMW, through its all-round quality in every respect.

Choosing the K1 as the 1989 Motorcycle of the Year, the readers of "Motorrad", Germany's No. 1 motorcycle journal, have clearly expressed their recognition of BMW's sports motorcycle concept. And their choice has been confirmed by motorcycle testers putting the K1 through its paces under the toughest and most grueling conditions.

Overcoming air drag the intelligent way.

Through its styling alone, the K1 clearly proves its superior status. For it revolutionizes the world of motorcycle streamlining, becoming the first machine with an overall drag coefficient of less than $0.4 \text{ cd} \times \text{A}$ with the rider sitting upright. And even that is not everything: The rider forms one complete unit together with the fairing and is therefore protected substantially from wind and weather. Another asset of this highly functional streamlining is the excellent directional stability of the K1.



The power of the future.

The four-cylinder 16-valve power plant is based on the proven straight-four engine of the K100-Series delivering supreme torque – 74 ft/lb at just 6750 rpm – and superior power throughout the entire performance range. Precisely this extra pulling force is what makes the K1 so superior on the road.

But even this is not all the power plant of the K1 has to offer. For you might say that it is programmed for the future, with Digital Motor Electronics (Motronic) providing even more enhanced power.



Putting greater emphasis on safety.

The technical features of the K1 are not limited to its engine alone. On the contrary, it also has substantial safety reserves to match its supreme performance. Both the frame and suspension are designed for optimum riding characteristics, providing a synthesis of High Technology for getting the power of the engine on to the road smoothly and reliably: BMW's Paralever technology featuring a specially developed rear wheel spring strut, low-weight light-alloy rims, extra-wide low-profile tires, large brakes and a telescopic wheel fork with a particularly smooth and forgiving response.

In all, this complete range of features gives the rider equally unique support whenever he needs it.

In a nutshell, therefore, the BMW K1 is not only a thoroughbred sports machine, but also a trendsetter in versatility and future-oriented technology, offering concepts and new solutions that open up a new world of dynamic riding pleasure for the performance-minded motorcyclist.

K1

Dimensions and weight

Length 87.80" (2230 mm)
 Unladen weight, in road trim
 590 lb (268 kg)
 Max. permissible weight
 1058 lb (480 kg)
 Aluminum fuel tank,
 capacity 5.2 gals
 Seat height 30.71" (780 mm)

Engine and transmission

Capacity 60.2 cu. in. (987 cc)
 Stroke 2.76" (70 mm)
 Bore 2.64" (67 mm)
 Max. output 95 bhp
 (74 DIN kW) at 7500 rpm
 Max. torque 73 ft/lb (100 Nm)
 at 6250 rpm
 Compression ratio 11.0:1
 Final drive ratio 2.75

Performance and fuel consumption

Acceleration to 62 mph
 (100 km/h) in 3.9 sec.
 Premium grade fuel
 (also unleaded)
 Fuel consumption at a constant
 56 mph 55.7 mpg
 at a constant 75 mph 46.8 mpg

Suspension and brakes

Rim size
 front 3.50-17 MTH 2
 rear 4.50-18 MTH 2
 Tires
 front 120/70-ZR 17, tubeless
 rear 160/60-ZR 18, tubeless

Standard features

Anti-lock braking system (ABS).
 All-round plastic fairing aerodynamically styled in wind tunnel with storage compartment for toolkit, aerodynamically styled mudguards and rear fairing.
 Upholstered section of removable seat hump adjustable to 2 positions. Integral ignition and handlebar lock.
 Stainless-steel exhaust system with cylindrical muffler.
 Light-alloy gearshift lever, adjustable for height.
 Double seat.

Greater performance, greater safety: To harness the power and performance of the engine, the front wheel of the K1 features two extra-large 12" brake discs on floating mounts and with four-piston surface-compensation Brembo brake calipers. Asbestos-free sintered metal brake pads with a particularly high frictional coefficient assure excellent stopping power.





THE SPORTS TOURER ADMIRER NOT ONLY BY ITS RIDER.

The BMW K100 RS – a name that means a lot to the motorcycle connoisseur. For it could be one of the most popular motorcycles of the decade and one of the most lauded machines of all time.

In Germany, for example, the BMW K100 RS has been voted Motorcycle of the Year no less than five times running. It has also received the Bike of the Year award in the USA and Australia, and the title of Moto del Anno in Italy. Even the Japanese Ministry of Technology has acknowledged it as a "G-mark product" for its progressive overall concept.

This kind of recognition is reflected by

equally successful sales: For years, the K100 RS has come right at the top of international best-seller lists.

So it's interesting to conclude that countless riders all over the world, no matter what make they ride themselves, all agree on the motorcycle that comes right at the top.

Perfect balance is the name of the game.

Every connoisseur knows that a motorcycle is always as good as the sum

of its qualities. And maybe this is the answer why the K100 RS is so successful. For even after just a few miles you will realize that a good all-round balance of qualities means much more than one-sided extremes. And you will find that there are no qualities you have to forgo: Power, performance, riding comfort, safety and sports handling – it's all there. On expressways and on winding mountain roads. When riding alone and with a passenger.

BMW K 100 RS.

the rider nicely from wind and weather with its fairing tailor-made for optimum efficiency.

Now even better and safer than before.

Even a virtually perfect product offers a certain margin for further improvement. Many improvements have been made to the 1990 K100 RS, making it a most thoroughly engineered motorcycle of excellent quality. With many detailed improvements for even greater technical perfection, and with ABS available as an option for greater safety than ever before.

You should experience this unique thrill yourself. Come out for a test ride on the BMW K100 RS.



Two pressure modulators represent the state of the art in safe riding technology: BMW ABS. Sensors on the front and rear wheels measure wheel speed and transmit this data to the electronic control system. As soon as there's a risk of the wheels locking, the system briefly reduces brake pressure to avoid locking and then increases brake pressure again when the wheels have picked up speed. All this happens within fractions of a second: The electronic control system activates the two pressure modulators adjusting brake pressure separately on each wheel to ensure optimum stopping power both front and rear. On the road this means excellent riding stability and handling even when applying the brakes all-out in an emergency.

K 100 RS

Dimensions and weight

Unladen weight, in road trim
596 lb (270 kg)
Max. permissible weight
1058 lb (480 kg)
Aluminum fuel tank,
capacity 5.2 gals
Seat height 31.50" (800 mm)

Engine and transmission

Capacity 60.2 cu. in. (987 cc)
Stroke 2.76" (70 mm)
Bore 2.64" (67 mm)
Max. output 82 bhp
(66 DIN kW) at 8000 rpm
Max. torque 64 ft/lb (86 Nm)
at 6000 rpm
Compression ratio 10.2:1
Final drive ratio 2.81

Performance and fuel consumption

Regular fuel (also unleaded)
Fuel consumption at a constant
56 mph 54.4 mpg
at a constant 68 mph 45.9 mpg

Suspension and brakes

Rim size
front 2.50-18 MT H 2
rear 2.75-17 MT H 2
Tires
front 100/90 V 18
rear 130/90 V 17
* Sports tuning with
stabilizer fork
Spring travel, front 5.31"
(135 mm),
rear 4.49" (114 mm)
Tires, front 100/90 VR 18
rear 140/80 VR 17

Standard features

Sports fairing; mirror housing
with hand protection function
and integral direction indi-
cators; twin-tone horn
* Two-color paintwork;
black-tinted windshield;
engine and drive train painted
black; engine spoiler;
automatic side-stand;
white cast wheels;
chrome-plated exhaust cover
* With larger range of standard
features

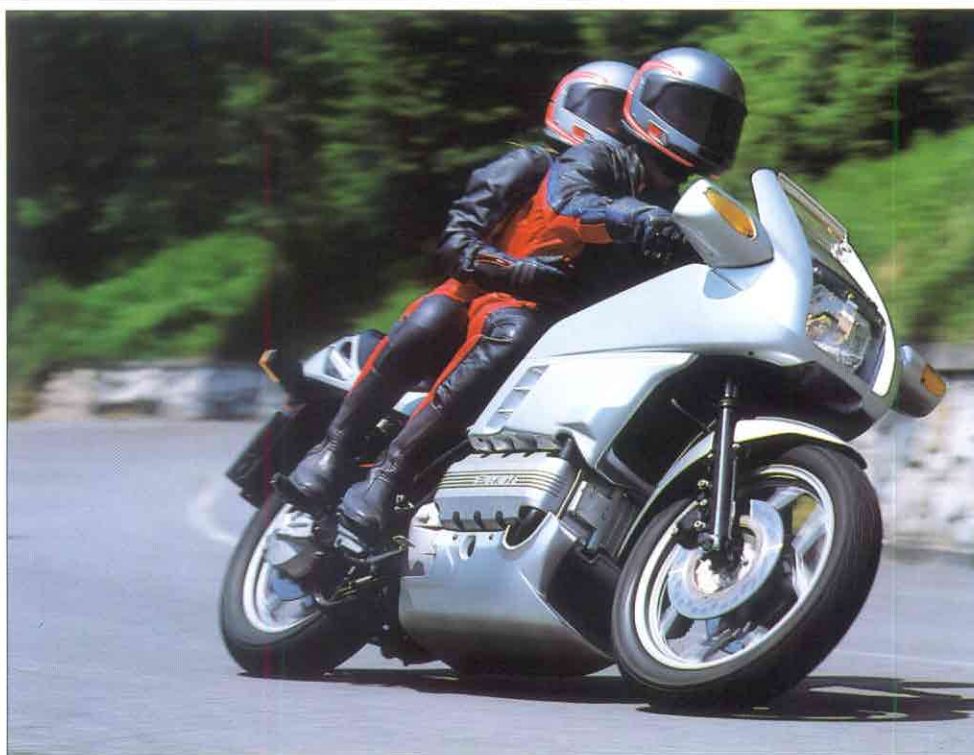


**Power and performance are not the only
assets of the K 100 RS.**

Apart from the supreme pulling force of the high-torque straight-four power unit developing 64 ft/lb at just 6000 rpm, the K 100 RS offers excellent handling and the kind of agility you would only expect of a far smaller motorcycle.

All this is made possible by BMW's patented Compact Drive System where the engine, gearbox and drive shaft form one unit. This compact design, low weight and center of gravity provide optimum conditions for ideal roadholding.

The K 100 RS also sets a new standard in efficient streamlining. Carefully designed and styled in the wind tunnel, it keeps lift forces sensationally low, offers minimum air drag and protects



MOTORCYCLE TOURING AT ITS VERY BEST.

BMW also has the ideal machine for the touring enthusiast. A motorcycle that will take you long distances in grand style and exceptional comfort.

The BMW K 100 LT.
Modern luxury in a modern age.

The "LT" in K 100 LT stands for Luxury Tourer BMW-style. More explicitly, it means a wonderful balance of power, safety and riding smoothness when carrying rider and passenger. Plus a wide range of high-comfort features. After all, the K 100 LT is built for the discerning

motorcycle traveler who does not intend to make compromises. And why should he?

**The motorcycle that offers
 the best of everything.**

Developing 82 bhp from 1000 cc capacity, the four-cylinder power plant provides superior torque from low engine speeds – the perfect ingredient for smooth motorcycling with a minimum number of gearshifts. And all this you can do regardless of the load the motorcycle is carrying. Which with the K 100 LT

may be an impressive 394 lb.

The integral cases, the topcase, the storage compartment beneath the seat and the two storage boxes in the fairing offer no less than 3¾ cu ft of luggage space. Further features such as soft rubber handles, radio installation kit, hazard warning flashers and two power sockets, all fitted as standard, give you everything you need for long-distance touring in real style.

The K 100 LT is a top-of-the-range motorcycle also through its great looks and finish. The paintwork, for example, comprises not only all fairing components but also the covers on the integral cases and topcase. So it's no surprise that BMW's large tourers are right at the top in terms of their touring qualities. And they also come first in terms of



BMW K 100 LT.

reliability, quality of finish and ease of service.

Motorcycle journalists express the same positive opinion: "With its distinct body contour, the seat is very comfortable even on long distances. And the all-round fairing is highly efficient in every respect." Another example: "... ABS (standard) makes this super tourer a very safe traveling machine." (Quotes from the German journal, MOTORRAD-Katalog 1989.) Isn't this exactly what you expect of your next motorcycle? Try out the K100 LT to see for yourself.



Added riding pleasure at your disposal: Original BMW Accessories.

BMW offers a wider range of motorcycle equipment and rider wear than ever before. In all, you have far more than 300 options to choose from, customizing your machine to make it your own, very personal BMW.

From additional instruments through handshields, an intercom system, self-leveling suspension all the way to special windshields – it's all there at your disposal.

Just contact your authorized BMW motorcycle dealer. He can tell you how to make even more of your BMW and yourself.

K 100 LT

Dimensions and weight

Unladen weight, in road trim
664 lb (301 kg)
Max. permissible weight
1058 lb (480 kg)
Aluminum fuel tank,
capacity 5.2 gals
Seat height 31.89" (810 mm)

Engine and transmission

Capacity 60.2 cu. in (987 cc)
Stroke 2.76" (70 mm)
Bore 2.64" (67 mm)
Max. output 82 bhp
(66 DIN kW) at 8000 rpm
Max. torque 64 ft/lb (86 Nm)
at 6000 rpm
Compression ratio 10.2:1
Final drive ratio 2.81:1

Performance and fuel consumption

Regular fuel (also unleaded)
Fuel consumption at a
constant 56 mph 53.2 mpg
at a constant 68 mph 43.3 mpg

Suspension and brakes

Rim size
front 2.50-18 MTH 2
rear 2.75-17 MTH 2
Tires
front 100/90 V 18
rear 130/90 V 17

Standard features

Tourer fairing with integral
direction indicators; adjustable
fresh-air supply and lockable
storage compartments.
Integral cases and topcase
with standard lock,
high-comfort seat,
2 electric sockets, soft rubber
handles, hazard warning
flashers, twin-tone horn



BMW'S DEFINITION OF THE PERFECT 750-CC MOTORCYCLE.

Combining K-Series technology with a most sophisticated three-cylinder motorcycle engine, we are proud to offer the discerning rider the very best also in the 750-cc class.

BMW has given this straight-three power plant the most modern technology for a unique range of all-round qualities: The engine is computer-controlled, develops powerful torque and runs with optimum smoothness.

Indeed, the power plant of the K 75 can even match the qualities of a very good four-cylinder engine.

In the 750-cc range, the better torque curve, lower internal friction and, in particular, lower weight speak clearly in favor of a three-cylinder.

Precisely this is why about 80% of the

engine's maximum torque is available at just 3000 rpm, providing superior pulling force without the need to constantly shift gears. The K 75 models are therefore just right for the discerning rider in search of an agile and dynamic all-round machine.

The BMW K 75 S. Smaller in size but equal in class.

The "S" in K 75 S stands for the sports machine in this range. It signifies particularly outstanding performance, sports styling and exciting riding characteristics.

The suspension has firmer springs and shock absorbers with shorter spring

travel. This gives the K 75 S excellent roadholding at high speeds further enhanced by the aerodynamic fairing and engine spoiler fitted as standard.

The BMW K 75 RT. When motorcycle touring comes first.

If motorcycle touring is your passion, the new K 75 RT is the only choice you really have. The tourer fairing protects the rider and his passenger perfectly from wind and weather. The low weight of the K 75 RT leaves lots of capacity for carrying heavy loads.

And no less than 3 cu. ft. of storage space comes as standard in two integral cases (2.45 cu. ft.), one storage compartment beneath the seat (0.3 cu. ft.) and two storage boxes in the fairing (0.15 cu. ft. each).

With its high-performance power



K 75 S

Dimensions and weight

Unladen weight, in road trim
517 lb (234 kg)
Max. permissible weight
992 lb (450 kg)
Aluminum fuel tank,
capacity 5.2 gals
Seat height 31.50" (800 mm)

Engine and transmission

Capacity 45.1 cu. in. (740 cc)
Stroke 2.76" (70 mm)
Bore 2.64" (67 mm)
Max. output 70 bhp
(55 DIN kW) at 8500 rpm
Max. torque 50 ft/lb (68 Nm)
at 6750 rpm
Compression ratio 10.5:1
Final drive ratio 3.2

Performance and fuel consumption

Premium grade fuel
(also unleaded)
Fuel consumption at a
constant 56 mph 58.5 mpg
at a constant 68 mph 46.8 mpg

Suspension and brakes

Rim size
front 2.50-18 MTH 2
rear 2.75-17 MTH 2
Tires
front 100/90 V 18
rear 130/90 V 17
Stabilizer fork; sports tuning

Standard features

Sports fairing with engine
spoiler; direction indicators
integrated in fairing;
stabilizer fork

K 75 RT

Dimensions and weight

Unladen weight, in road trim
569 lb (258 kg)
Max. permissible weight
1058 lb (480 kg)
Aluminum fuel tank,
capacity 5.2 gals
Seat height 31.50" (800 mm)

Engine and transmission

Capacity 45.1 cu. in. (740 cc)
Stroke 2.76" (70 mm)
Bore 2.64" (67 mm)
Max. output 70 bhp
(55 DIN kW) at 8500 rpm
Max. torque 50 ft/lb (68 Nm)
at 6750 rpm
Compression ratio 10.5:1
Final drive ratio 3.2

Performance and fuel consumption

Premium grade fuel
(also unleaded)
Fuel consumption at a constant
56 mph 55.7 mpg
at a constant 68 mph 45.0 mpg

Suspension and brakes

Rim size
front 2.50-18 MTH 2
rear 2.75-17 MTH 2
Tires
front 100/90 V 18
rear 130/90 V 17
Stabilizer fork;
sports tuning

Standard features

Multi-piece tourer fairing with
integral direction indicators,
lockable storage compartments
on both sides, one key for igni-
tion, seat, tank, storage box
and handlebar locks,
soft rubber handles,
radio installation insert

K 75

Dimensions and weight

Unladen weight, in road trim
517 lb (234 kg)
Max. permissible weight 992 lb
(450 kg)
Aluminum fuel tank,
capacity 5.2 gals
Seat height 29.92" (760 mm)

Engine and transmission

Capacity 45.1 cu. in. (740 cc)
Stroke 2.76" (70 mm)
Bore 2.64" (67 mm)
Max. output 70 bhp
(55 DIN kW) at 8500 rpm
Max. torque 50 ft/lb (68 Nm)
at 6750 rpm
Compression ratio 10.5:1
Final drive ratio 3.2

Performance and fuel consumption

Premium grade fuel
(also unleaded)
Fuel consumption at a constant
56 mph 55.7 mpg
at a constant 68 mph 45.0 mpg

Suspension and brakes

Rim size
front 2.50-18 MTH 2
rear 2.75-17 MTH 2
Tires
front 100/90 V 18
rear 130/90 V 17
Stabilizer fork;
sports tuning

Standard features

Upholstered tank with integral
side panels; stick-on double
seat; stabilizer fork

plant and safe behavior on the road, the K 75 RT proves in every bend that opting for a touring machine does not mean making compromises in dynamic riding pleasure. Not if the motorcycle you choose is a BMW.

handling in all situations. For it is absolutely ideal in city traffic, on short trips and for touring.

The BMW K 75. The grass-roots machine in perfection.

Just one look will whet your appetite for this grass-roots riding machine. Modern technology, outstanding features and dynamic, distinct looks give the K 75 its unique touch.

A motorcycle built for the genuine enthusiast who wants to feel what he is riding, who wants to express his relaxed, casual style.

The low seat and high, wide handlebars ensure superior style on the road. The K 75 will thrill you through its easy



THE BMW K-SERIES.

BMW K-Series:

Specifications apply to the entire K-Series, unless indicated otherwise.

Dimensions and weight

Length 87.40" (2220 mm)
Wheelbase 59.68" (1516 mm)

Engine and transmission

Longitudinally arranged, water-cooled 4-cylinder 4-stroke in-line engine (with 4 valves/cylinder in the K1) in the K100-Series (3-cylinder 4-stroke engine in the K75-Series) with direct shaft drive (BMW Compact Drive System). Direct-coated cylinder liners. Two overhead, hollow-drilled camshafts running in 5 bearings (K75-Series in 4 bearings). Crankshaft with primary gearing on rear crank for direct drive of hollow-drilled output drive shaft. Crankshaft running in 5 bearings (K75-Series in 4 bearings). Single-plate dry clutch fastened to drive shaft and running in opposite direction to the engine. Flanged-on dog-type 5-speed gearbox with integral damper; transmission ratios: I 4.50; II 2.96; III 2.30; IV 1.88; V 1.67 (K1; V 1.61).

Electrical system

Electronically controlled fuel injection (LE-Jetronic) (K1 with Digital Motor Electronics) with overrun control. Thermostat-controlled, pump-driven twin-circuit liquid cooling system. Three-phase alternator, electric starter. 55/60 W H4 headlight with range control. Twin-chamber 21/10 W rear light with Check/Control in cockpit. 460 W alternator. 12 V, 25 Ah starter battery.

Fuel consumption

in accordance with ISO/DIN 70030
at a constant 56 mph
at a constant 68 mph
(see individual models)

Suspension and brakes

Rigid, low-weight tubular space-frame made of extra-strong steel tubes; engine housing with load-bearing function. Long-stroke, smooth-response telescopic fork with double-action hydraulic damping (K1 with travel-dependent expansion and compression damping) and progressive spring action; 5.31" (135 mm) spring travel.

Adjustable and rigid single swinging arm (BMW Monolever) (K1 BMW Paralever), supported by gas-pressure spring strut (BMW Monoshock) with progressive spring action (K1 with travel-dependent damping), adjustable to 3 settings, 4.49" (114 mm) spring travel (K1 5.51" / 140 mm). Dual disc brake at the front (dia. 11.22" / 285 mm) (K1 with floating brake discs, dia. 12.01" / 305 mm, and 4-piston fixed calipers with wear compensation), wet fading-free semi-metal brake pads. Single fixed-caliper disc brake at the rear (dia. 11.22" / 285 mm) with brake dosing device, operated via hydraulic cylinder. Cast light-alloy wheels, Y-spokes (K1 with 3-spoke V-profile) with H-shaped cross-section. Low-profile tires, tubeless.

Features

Ergonomically arranged switches designated additionally by colors and ISO symbols. Adjustable handlebar with vibration-insulated mount (K100-Series and K1). One key for ignition, seat, fuel tank and handlebar lock. Folding double seat, storage compartment at the rear. 16-piece toolkit, repair kit with gas cartridges for pumping up tyres. Jack-up system. Two rearview mirrors, adjustable. Electric socket. Digital clock.



K100 RS 650, Mother-of-pearl white/
Bermuda blue metallic



K100 LT 655, Stratos grey metallic



K100 LT 653, Toscana green metallic



K1 658, Marakech red



K1 657, Laguna blue metallic



K75 654, Red metallic



K75 S 664, Titan blue metallic



K75 S 643, Marakech red



K75 RT 645, Bermuda blue metallic

Special equipment and accessories

Please contact your authorized BMW Motorcycle Dealer for details on BMW motorcycle and rider's equipment. Your Dealer has separate brochures providing all the information you need for customizing your motorcycle according to your own specific requirements. In their design and production, BMW motorcycles are prepared for fitting special equipment and accessories, thus ensuring perfect integration of all components. All items have been developed either directly by BMW or in close cooperation with BMW and therefore offer the highest standard of quality and function. The models illustrated in this brochure show the specifications for the German market. In part, they include optional equipment and accessories not fitted as

standard and only available at extra charge. Certain models are not available in some countries due to legal provisions and requirements. Please contact your BMW importer or authorized dealer for precise information on the models and equipment available. We reserve the right to modify design and amend equipment specifications.

Important note:

BMW always upholds the values of responsible motorcycling. It is important that you only ride off-road where it is legal to do so. Check with the local authority in your area, or a recognized off-road motorcycling organization, when planning your routes.

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**Sheer
riding
pleasure**