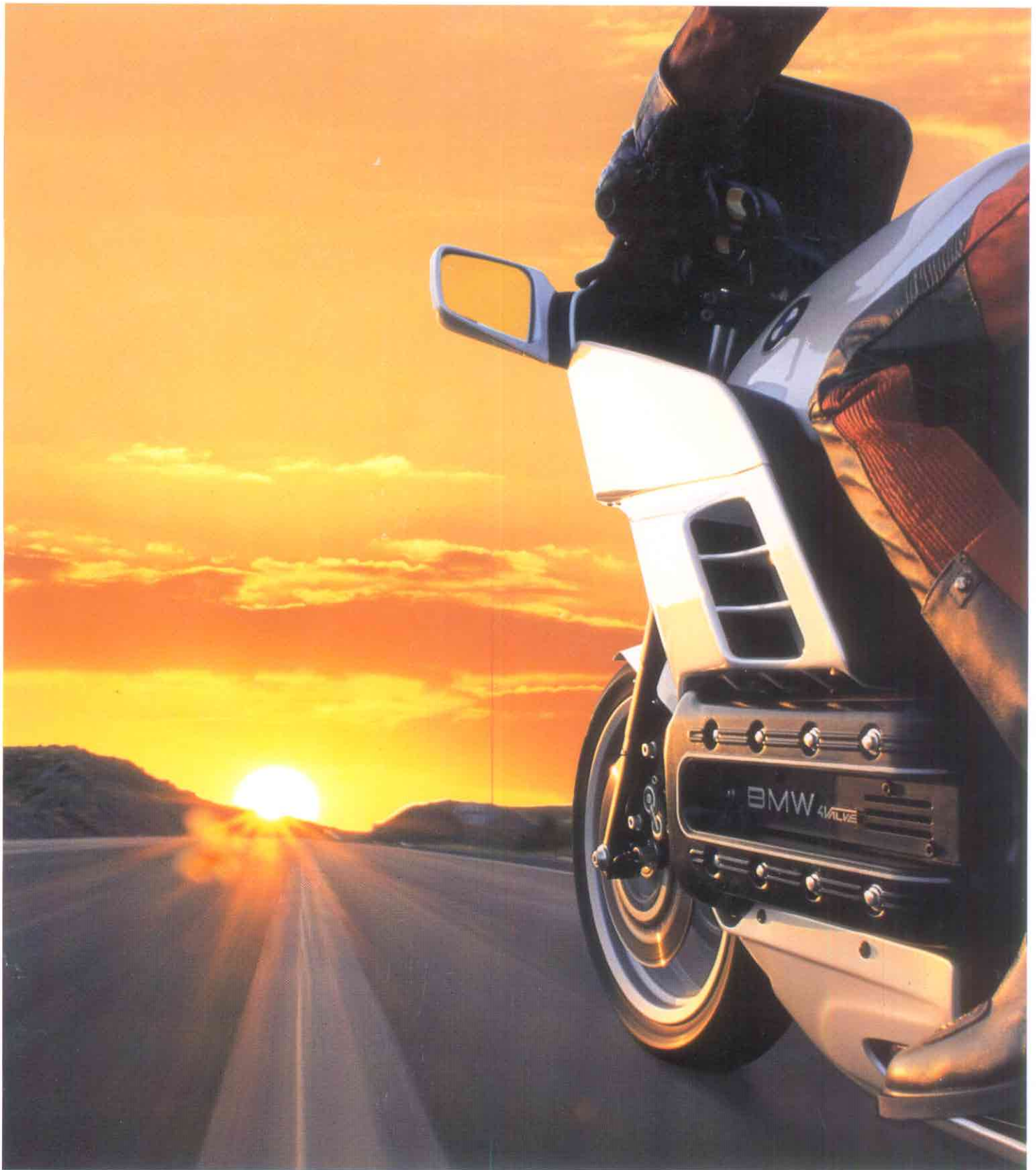


BMW MOTORCYCLES - 1991







"On a BMW, all the famous clichés start ringing true. Freedom. Exhilaration. Power. Handling. Safety. Durability. I mean, those are only pretty words until you need them; say, when you're cutting through some half-forgotten mountain pass. Somehow they've managed to build soul and character into precision machines."





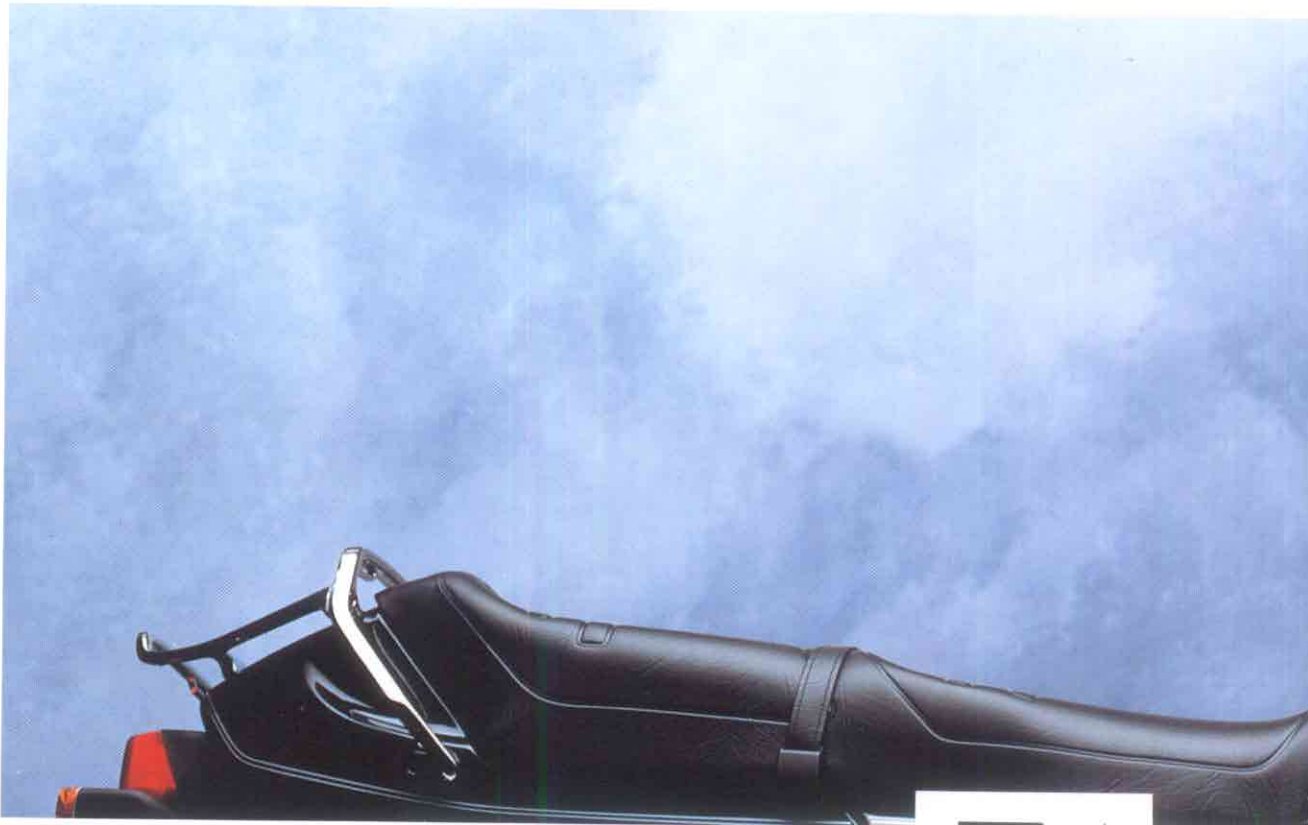
“I bought my first BMW twenty years ago because it was easily the best-built motorcycle on the market. Still have it. I’m a member of the 300,000-Mile Club. However, I’m keeping my eye on the new BMWs. Instead of resting on their laurels, BMW surprises me by building even better motorcycles.”





“I’ve developed a foolproof method of finding out how good a product is. When the salesman starts telling me how well-made and rugged his products are, I reach into my jacket for my glasses and say, ‘Show me.’ I’ve gotten a lot of sales people flustered that way. But the BMW salesman got this big grin on his face and said, ‘Sir, I’ll be glad to show you, because I’ll bet you’ve never seen anything that compares with the way a BMW is built.’ He was right.”

MOST MOTORCYCLES REFLECT TRENDS. BMW MOTORCYCLES REFLECT IDEALS.



Every year, the motorcycle industry seems to reach the same, strange conclusion: Flash works better than physics. So instead of examining the real world of S curves, stop signs, potholes



Art works. The BMW K1's progressive, functional streamlining and sophisticated suspension create perhaps the ultimate statement of harmony for man and machine.

and coast-to-coast touring, they examine the thrills of the showroom. An ornament is hung there, a bell or whistle dangled on display. Experiments on two wheels are stamped out in the thousands.

A BMW, however, is propelled not by trends, but by something considerably more substantial: ideals.

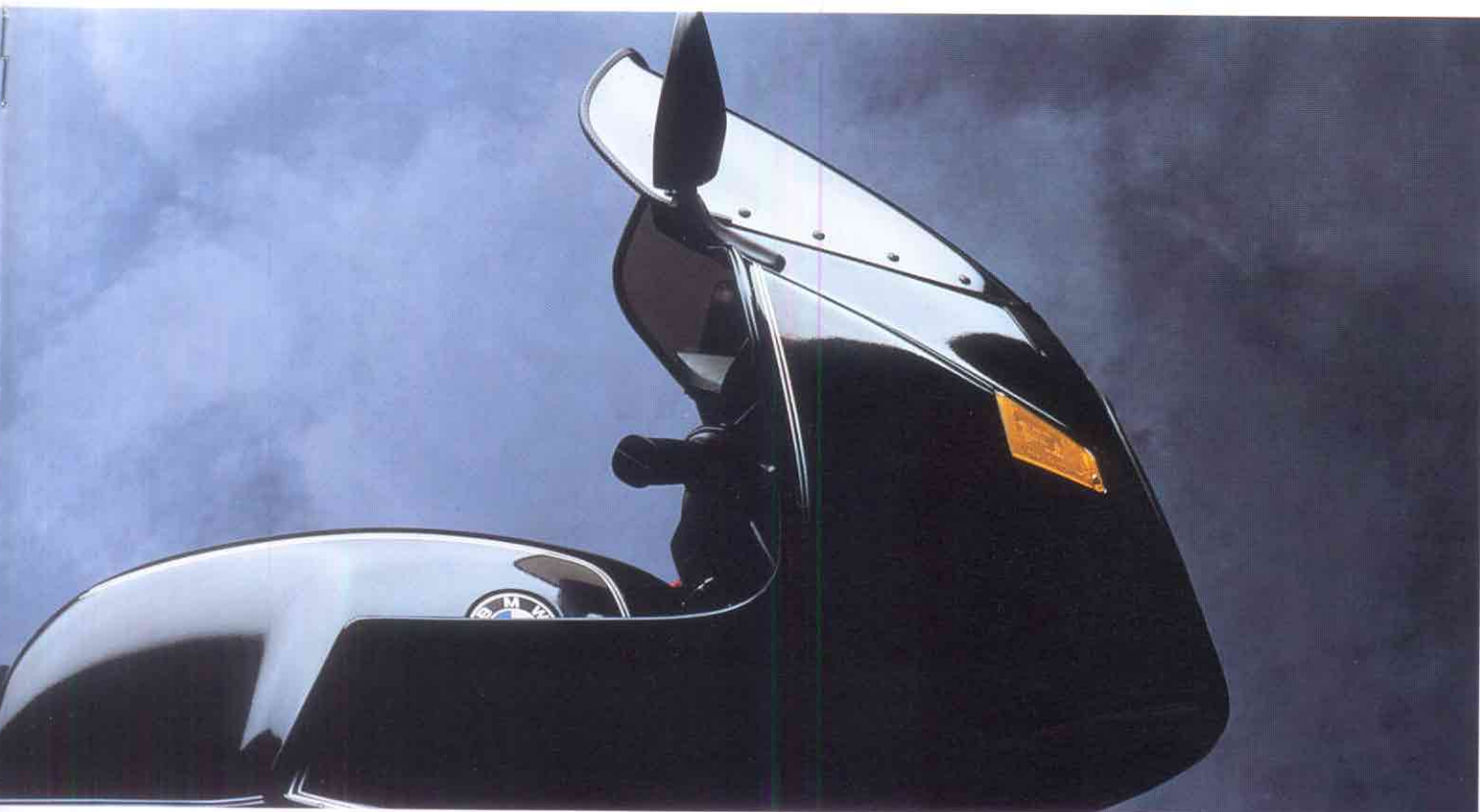
After all, every BMW is formed by the most discerning group of motorcyclists in the world. Our engineers. So rather than note fads or whims, BMW engineers concentrate on the business of making a few select models superbly well.

Which is a legacy that began with the first BMW, the 500cc R32. The Boxer that was a sensation at the 1923 Paris Motor Show.

However, sixty-eight years after the introduction of the first BMW, the knowledgeable motorcyclist will see that evolutionary design is in our blood. In fact, patient, painstaking product development can be felt in the BMW models presented here. A tribute to the quest for ultimate perfection.

Moreover, even if you're a novice or a rider who parked his last motorcycle years ago or an experienced enthusiast, BMW gives you an important freedom within our range of models. Freedom of choice.

A genuine classic, unmistakable in every respect: A BMW Boxer from the R Series. Since 1923, riders on every continent have triumphed over tortuous conditions with the big Boxer either for fun or daily transportation. Although its horizontally opposed engine design, brilliant in its simplicity, remains unchanged, BMW refinements have again created a motorcycle that sets a world standard. (The R100RS will not be available in the U.S.)



There are BMW motorcycles for covering long distances on the interstate in superior style, for gliding smoothly from bend to bend on winding country lanes and for crossing the toughest, most grueling terrain. There are BMW motorcycles for the determined aficionado of enduro riding, for two-up touring and for the thrill of drawing S's on a genuine sports machine.

But a BMW remains a BMW.

In fact, every BMW motorcycle must meet the highest standards in five important categories:

1. The engine must have an exceptionally wide powerband.
2. The motorcycle must be extremely stable.
3. Handling must be quick, responsive and predictable.
4. Braking must be totally reliable under all conditions.
5. The motorcycle must last a long, long time and deliver satisfaction to its owner.

All of which leads to an artful balance of exhilaration.



A BMW rider can drive S's or straight lines with a world-class balance of sport and touring machines. BMW personalities may vary but each motorcycle shares a brilliant legacy: A statement that status is earned only through intelligent engineering.

BMW TURNS PASSION INTO PRECISION.



High-performance braking. ABS, the world's only antilock braking system for motorcycles, helps a rider stop a BMW quickly and securely even in a panic situation. ABS comes as standard equipment on some models but as an option on others. Please check with your dealer for all.

Our engineers invite you to be a stickler for details. Inspect a BMW with your fingertips. Feel the meticulously made welds. They have smooth, no rough edges. Test every nut and bolt. You'll find that many are cadmium plated to resist corrosion. Run your fingers over every seam. The parts all fit together. Get close enough to breathe on the painted surfaces. You won't find ripples, dimpled blotches or alligatoring, because artisans paid close attention to their jobs.

Now let your eyes glide over the ABS initials and then squeeze the front brake lever and depress the rear brake pedal. Imagine, if you will, a panic stop from virtually any speed. Now exhale calmly.

In less time than it takes to read this, BMW's ABS, the world's only antilock braking system for motorcycles, will help you stop the motorcycle safely and securely. Yet ABS works only when it's needed. Both wheels are monitored independently of each other by a sophisticated electronic control system. When you hit

the brakes in a panic situation, the sensors warn of impending wheel lock-up. The electronic control unit (ECU) directs the modulation of the brakes up to seven times per second for precise, controlled stopping.

Therefore, instead of thinking for the rider, ABS compensates



The BMW flat-twin – the original! Motorcycling history as modern and up-to-date as ever. Its low-slung, projecting cylinders are unmistakable.



Sweet sixteen-valve technology. The liquid-cooled, inline-four, 1000cc engines of the BMW K1 and K100RS breathe with four valves per cylinder to dust most torque figures. Moreover, an exceptionally smooth power band is user-friendly from idling traffic all the way to redline.



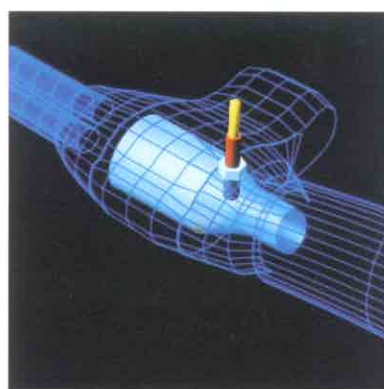
for any false reactions. A virtue that adds immeasurably to the confidence of both the novice and the enthusiast.

Of course, from zero to speed is also a technological tour de force on a BMW.

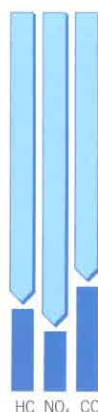
The liquid-cooled, sixteen-valve, inline-four, 1000cc power unit of the K100 RS or K1, for example, can rightly be referred to as an outstanding achievement in high technology. It boasts torque figures that are not only among the highest in the 1000cc class, but torque that is abundantly available at any point on the tachometer.



BMW's environmental protection policy: A clean and efficient emission control system. Standard on every BMW.



New environmental technology arriving on early 1992 models includes a closed-loop, three-way catalytic converter that cuts HC (hydrocarbons) in the exhaust by approximately 70%, NO_x (oxides of nitrogen) by approximately 60% without any noticeable effect on engine power.



HC NO_x CO

In addition, BMW's Motronic electronic engine management system completely banishes engine indecision. Fuel injection and ignition impulses, in concert, are directed by throttle position, rpm's, intake air temperature, coolant temperature and atmospheric pressure.

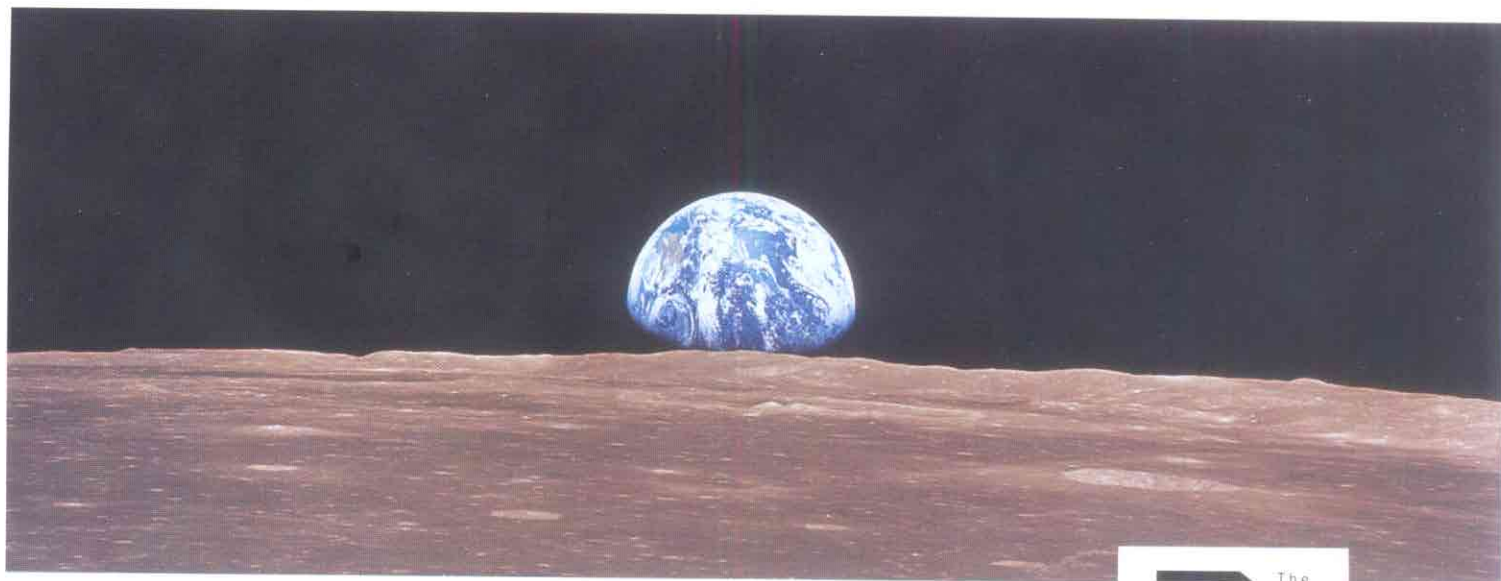
Fortunately all of that uninterrupted power remains earth-bound via BMW's Paralever which virtually marries the K1 or K100 RS to any road surface.

What's more, all BMW motorcycles have long demonstrated the profound advantages of the enclosed shaft driving system: Strength. Reliability. Extremely low maintenance.

It should be obvious that a motorcycle which inches through the hands of proud craftsmen could never be produced in cookie-cutter quantities.

To a select few, perfection is its own reward.

OUR TEST TRACK IS FAMOUS FOR ITS CURVES.



While high performance usually describes the combined virtues of BMW motorcycles, it equally describes our complete range of accessories and wearing apparel. After all, we would never

leave you and leave you to the elements. Rugged individualists, of course, may go their own way. But now they can do it in style and comfort while declaring their independence of temperature extremes.

At the same time we subject our motorcycles to the most gruelling conditions the world has to offer, we test our riding gear and accessories most thoroughly. Those that make it are placed with honor in authorized BMW motorcycle dealer showrooms.

Materials have to be exceptionally durable. Zippers have to zip while frozen or clogged with dust. Wind must be rerouted or welcomed with strategically placed vents. Helmets must be high tech to the degree that state-of-the-art protection simultaneously enhances comfort, convenience and sweeping visibility. At BMW, we feel that selecting the right equipment is equally as important as selecting the right machine.

Which is why we're proud to offer our BMW Active Line of motorcycle, sports and leisure apparel. And why our accessories aren't examples of after-market wizardry, but precision components designed only for BMW motorcycles.

Either they're right or we don't make them.

What's more, pushing the envelope to maximize the joy of riding

The BMW service network stretches to the four corners of the globe. It includes a comprehensive range of accessories for man and machine that elevates the sport of motorcycling to the highest degree of style, comfort and convenience.



BMW Active Line: Motorcycle, sports and leisure wear unsurpassed in styling, comfort and durability. A range of clothing for casual wear as well as temperature extremes.



a BMW motorcycle extends to another continent: Europe.

Our European Delivery Program is a uniquely rich and rewarding travel experience that could, perhaps, be the vacation of a lifetime. By simply contacting your authorized BMW motorcycle dealer or calling 1-800-262-4537, you could soon be aboard a new BMW with every corner of Europe in front of you.

Good riding.

The BMW European Delivery Program. With your new BMW motorcycle and all of Europe before you, name, if you can, a more thrilling vacation.

BMW R 100 RT



Weights and dimensions

Unladen weight in road trim 515.9 lb
Max. permissible weight 970 lb
Tank capacity 5.5 gals, including 1.3 gals reserve
Seat height 31.8 in. (unladen)
Length 85.6 in.
Wheelbase 57.0 in. (unladen)

Power plant and transmission

Capacity 980 cc
Stroke 70.6 mm
Bore 94.0 mm
Max. output 60 bhp (44 DIN kW) at 6500 rpm
Max. torque 55 ft/lb at 3500 rpm
Compression ratio 8.45:1
Final drive ratio 3.0:1
Air-cooled four-stroke flat-twin power plant in lightweight design with efficient heat dissipation
Light-alloy cylinders with nickel-silicon lining
Single-plate dry clutch with oversize plate spring and starter gearwheel
Dog-type 5-speed gearbox
Transmission ratios I 4.40; II 2.86; III 2.07; IV 1.67; V 1.50:1
Rear-wheel drive via encapsulated drive shaft with torsion damper

Electrical system

Contactless electronic ignition via magnetic gates and double-spark coil
Electric starter
240 W alternator
12 V/25 Ah starter battery

Performance and fuel consumption

Top speed approx. 115 mph
Fuel consumption to ISO/DIN 70 030 standard
at a constant 56 mph 54.4 mpg
at a constant 68 mph 44.2 mpg, regular fuel, also unleaded

Suspension and brakes

Double-loop tubular steel frame with detachable rear cover
Telescopic forks with dual-action hydraulic dampers, progressive spring action and integrated stabilizer (6.9 in. spring travel)
BMW Monolever in bevel roller bearings with Monoshock adjustable to four different settings (4.8 in. spring travel)
Dual disc brake at the front (dia. 11.2 in.)
Drum brake at the rear (dia. 7.9 in.)
Cast light-alloy wheels, low-profile tires, tubeless
Rim dimensions, front and rear 2.50 x 18 MTH 2
front 90/90-18 51S
rear 120/90-18 65S

Features

Tourer fairing with integral, lockable storage boxes
Adjustable windshield, integral cases, voltmeter, quartz clock, oil cooler, twin-tone horn
Handlebar adjustable for height, one key for ignition, tank, handlebar, double seat locks with rear storage compartment and integral cases
Toolbox with complete toolkit (20 items), tire repair kit
Two adjustable rearview mirrors, socket



Modern technology in classic style: The oil cooler fitted as standard merges perfectly into the smooth and timeless styling of the BMW R100RT. Motorcycling in its purest form - more appealing today than ever before.



Detailed views of timeless riding pleasure: The BMW R100RT comes as standard with integral cases. Total storage capacity is 2.2 cu. ft.

Do you know any other classic touring machine as up-to-date and progressive as the BMW R100RT?

A machine that continues the heritage of the superior motorcycle from Europe. Adding all the qualities of a modern champion tourer: BMW's powerful and muscular 1000-cc flat-twin with great torque and reliability.

Plus the riding comfort that still sets the stand-

ard today: extra-large tourer fairing for optimum protection from wind and weather on long distances and a service load of more than 440 lb together with lots of storage space provided by the integral cases fitted as standard.

All this comes without the slightest concession in seating comfort. So that your passenger will feel at home on the BMW R100RT, too.

The model illustrated in this brochure shows the specifications for the German market. In part, it includes optional equipment and accessories not fitted as standard and only available at extra cost. For precise information on model features, please contact your BMW importer or dealer. Subject to change in design and equipment without notice.



**The ultimate
riding
machine**

BMW R 100 GS



Weights and dimensions

Unladen weight in road trim 470 lb
Max. permissible weight 926 lb
Tank capacity 5.7 gals, including 1.0 gals reserve
Seat height 33.4 in. (unladen)
Length 90.2 in.
Wheelbase 59.6 in. (unladen)

Power plant and transmission

Capacity 980 cc
Stroke 70.6 mm
Bore 94.0 mm
Max. output 58 bhp (44 DIN kW) at 6500 rpm
Max. torque 56 ft/lb at 3750 rpm
Compression ratio 8.5:1
Final drive ratio 3.09:1
Air-cooled four-stroke flat-twin power plant in lightweight design with efficient heat dissipation
Light-alloy cylinders with nickel-silicon lining
Single-plate dry clutch with oversize plate spring and starter gearwheel, dog-type 5-speed gearbox
Transmission ratios I 4.40; II 2.86; III 2.07; IV 1.67; V 1.50:1
Rear-wheel drive via encapsulated drive shaft with torsion damper

Electrical system

Contactless electronic ignition via magnetic gates and double-spark coil
Electric starter
240 W alternator
12 V/25 Ah starter battery

Performance and fuel consumption

Top speed approx. 112 mph
Fuel consumption to ISO/DIN 70 030 standard
at a constant 56 mph 47.8 mpg
at a constant 68 mph 38.4 mpg, regular fuel, also unleaded

Suspension and brakes

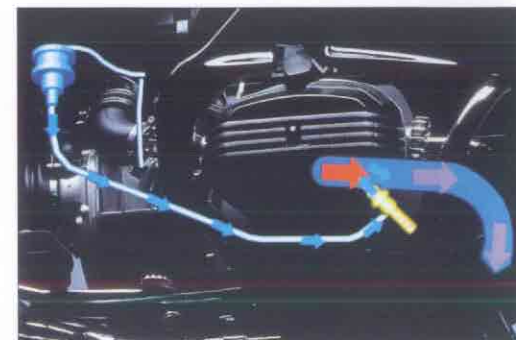
Double-loop tubular steel frame with detachable rear cover
Marzocchi telescopic fork at the front (8.8 in. spring travel) with integral fork stabilizer
Paralever with Monoshock adjustable to four different settings (7.0 in. spring travel)
Cross-spoke wheels
Disc brake at the front (dia. 11.2 in.) with floating brake disc
Drum brake at the rear (dia. 7.9 in.)
Rim dimensions, front 1.85-21 MT;
rear 2.50-17 MT
Low-profile tires, tubeless
front 90/90-21S
rear 130/80-17S

Features

Fairing fitted directly to frame with adjustable windshield, rev counter, luggage rack, oil cooler, cylinder protection bars with integral side-stand, socket, adjustable high-rise handlebar, one key for ignition, tank, handlebar and double seat locks
Toolbox with complete toolkit (22 items), tire repair kit
Two adjustable rearview mirrors



The GS Series has been upgraded on a number of counts. Among other features, the new cockpit with new instruments, the fairing fitted directly to the frame and the adjustable windshield ensure optimum riding conditions at all times.



The patented BMW Paralever is the best guarantee for first-class riding quality. And now the spring strut comes with individually adjustable outward stroke control.

The world's largest production enduro. A best seller which sets new standards.

Now the BMW R100GS has been improved to perfection on a number of important counts. The most outstanding highlights: new instruments, new handlebar controls, new cockpit with adjustable windshield, stainless-steel muffler, floating disc brake at the front and optimized spring strut

at the rear.

What remains is the unique character and quality of the R100GS as a whole: A machine with a perfect balance of features, ideal for road riding and as an off-road sports bike. Powerful and dynamic, agile and reliable.

The BMW R100GS – a tough character with sweet qualities.

The model illustrated in this brochure shows the specifications for the German market. In part, it includes optional equipment and accessories not fitted as standard and only available at extra cost. For precise information on model features, please contact your BMW importer or dealer. Subject to change in design and equipment without notice.



The ultimate riding machine

BMW R 100 GS PARIS-DAKAR



Weights and dimensions

Unladen weight in road trim 520 lb
Max. permissible weight 926 lb
Tank capacity 9.5 gals, including 1.0 gals reserve
Seat height 33.4 in. (unladen)
Length 90.2 in.
Wheelbase 59.6 in. (unladen)

Power plant and transmission

Capacity 980 cc
Stroke 70.6 mm
Bore 94.0 mm
Max. output 58 bhp (44 DIN kW) at 6500 rpm
Max. torque 56 ft/lb at 3750 rpm
Compression ratio 8.5:1
Final drive ratio 3.09:1
Air-cooled four-stroke flat-twin power plant in lightweight design with efficient heat dissipation
Light-alloy cylinders with nickel-silicon lining
Single-plate dry clutch with oversize plate spring and starter gearwheel, dog-type 5-speed gearbox
Transmission ratios I 4.40; II 2.86; III 2.07; IV 1.67; V 1.50:1
Rear-wheel drive via encapsulated drive shaft with torsion damper

Electrical system

Contactless electronic ignition via magnetic gates and double-spark coil
Electric starter
240 W alternator
12 V/25 Ah starter battery

Performance and fuel consumption

Top speed approx. 112 mph
Fuel consumption to ISO/DIN 70 030 standard
at a constant 56 mph 47.8 mpg
at a constant 68 mph 38.4 mpg, regular fuel, also unleaded

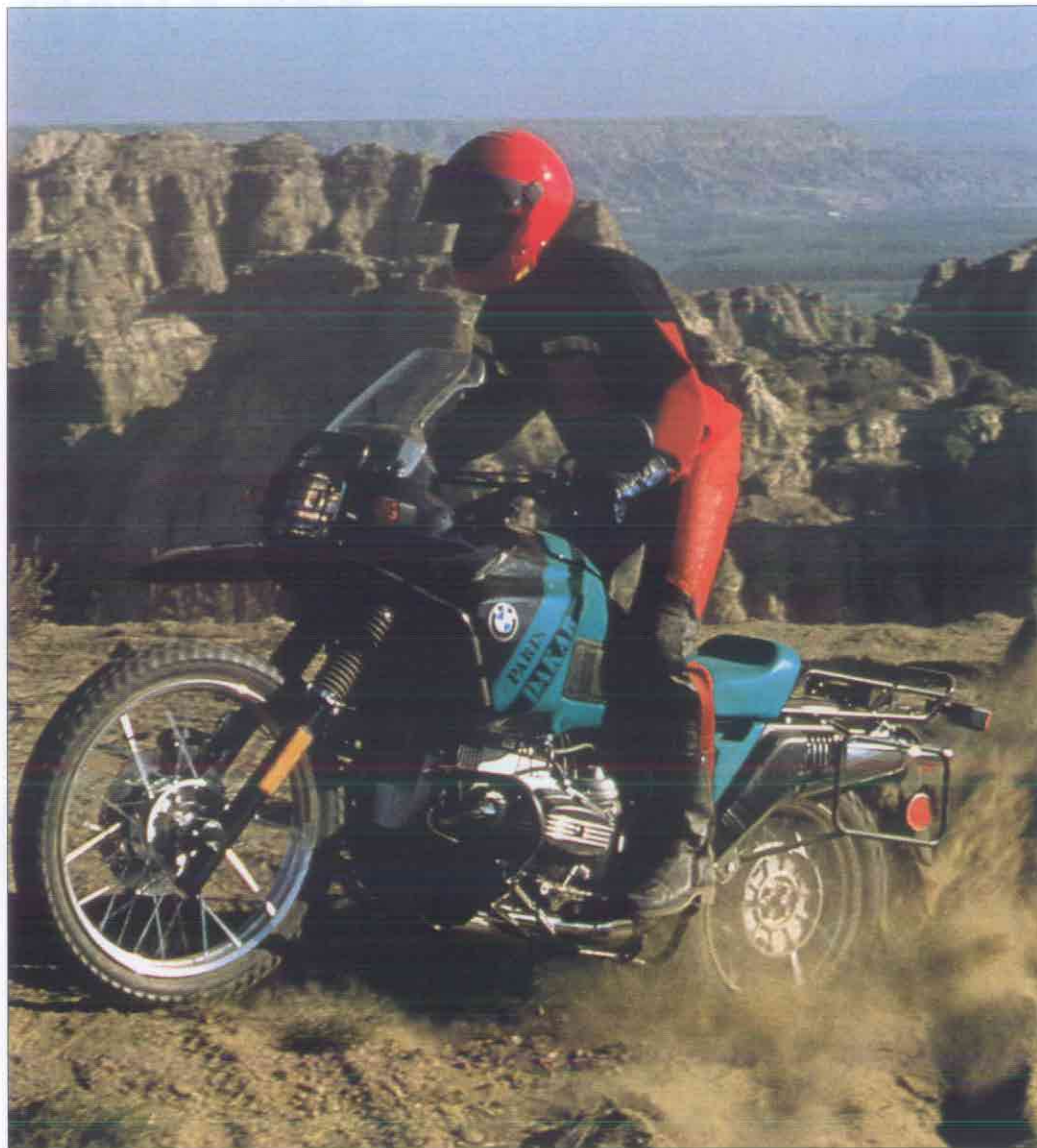
Suspension and brakes

Double-loop tubular steel frame with detachable rear cover
Marzocchi telescopic fork at the front (8.8 in. spring travel) with integral fork stabilizer
BMW Paralever with BMW Monoshock adjustable to four different settings (7.0 in. spring travel)
Disc brake at the front (dia. 11.2 in.) with floating brake disc, drum brake at the rear (dia. 7.9 in.)
Cross-spoke wheels
Rim dimensions, front 1.85-21 MT;
rear 2.50-17 MT
Low-profile tires, tubeless
front 90/90-21T
rear 130/80-17T

Features

Fairing fitted directly to frame, adjustable windshield
Solo seat (dual seat as an option) with luggage rack
Rev counter
Power plant protected by special cover, lockable storage compartment in fuel tank (0.18 cu. ft.)
Flared mudguards, hand protectors, oil cooler, cylinder protection bars with integral side-stand
Socket, handlebar adjustable for height, one key for ignition, storage compartment, handlebar and seat locks
Toolbox with complete toolkit (22 items), tire repair kit
Two adjustable rearview mirrors

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The no-nonsense enduro for real adventures on two wheels. Based on all the know-how of more than 60,000 miles of rallies and racing.

Perfect for extraordinary motorcycle tours: the strong and muscular 1000-cc flat-twin power plant with superior power reserves and acceleration even from low engine speeds. Then there's the High-Tech suspension with BMW's unique Paralever, now improved even further with the optimized spring strut at the rear, the new floating brake

disc at the front, a new cockpit with adjustable windshield, new handlebar controls and new stainless-steel mufflers.

Plus an uncompromising range of features offering everything the real enduro fan dreams of, even a 9.5 gal. fuel tank.



The big enduro for big adventures on two wheels. Now even more suited for the toughest riding conditions, with floating brake disc at the front and other detailed improvements.



Just right for the rider who wishes to remain in control: The solo seat not only offers maximum riding comfort, but also a secure position even on the roughest road. The large luggage rack provides ample space for all your equipment.



The ultimate
riding
machine

BMW K 1



Weights and dimensions

Unladen weight in road trim 590.8 lb
Max. permissible weight 1058 lb
Aluminum fuel tank, capacity 5.2 gals
Seat height 30.7 in. (unladen)
Length 87.8 in.
Wheelbase 61.6 in. (unladen)

Power plant and transmission

Capacity 987 cc
Stroke 70.0 mm
Bore 67.0 mm
Max. output 95 bhp at 7500 rpm
Max. torque 72.3 ft/lb at 6250 rpm
Compression ratio 11.0:1, final drive ratio 2.75:1
Patented, liquid-cooled four-cylinder four-stroke in-line power plant with four valves per cylinder and direct shaft drive (BMW Compact Drive System), direct-coated cylinder liners, two overhead, hollow-drilled camshafts running in five bearings
Crankshaft forged out of one single piece and running in five bearings, with primary gear on last crankweb for direct drive of hollow-drilled output drive shaft
Crankshaft and output drive shaft with single-plate dry clutch and alternator running in opposite direction to compensate engine torque forces without additional weights
Flanged-on, dog-type 5-speed gearbox with integral shock absorber
Transmission ratios I 4.50; II 2.96; III 2.30; IV 1.88; V 1.61:1

Electrical system

Digital Motor Electronics (Motronic) for optimum fuel injection and ignition by applying data obtained from five sensors, overrun control
Three-phase 460 W alternator, electric starter, 55/60 W H 4 headlamp with range control, 21/10 W twin-chamber rear light cluster with Check/Control in the cockpit, automatic direction indicator return, 12 V/25 Ah starter battery.

Performance and fuel consumption

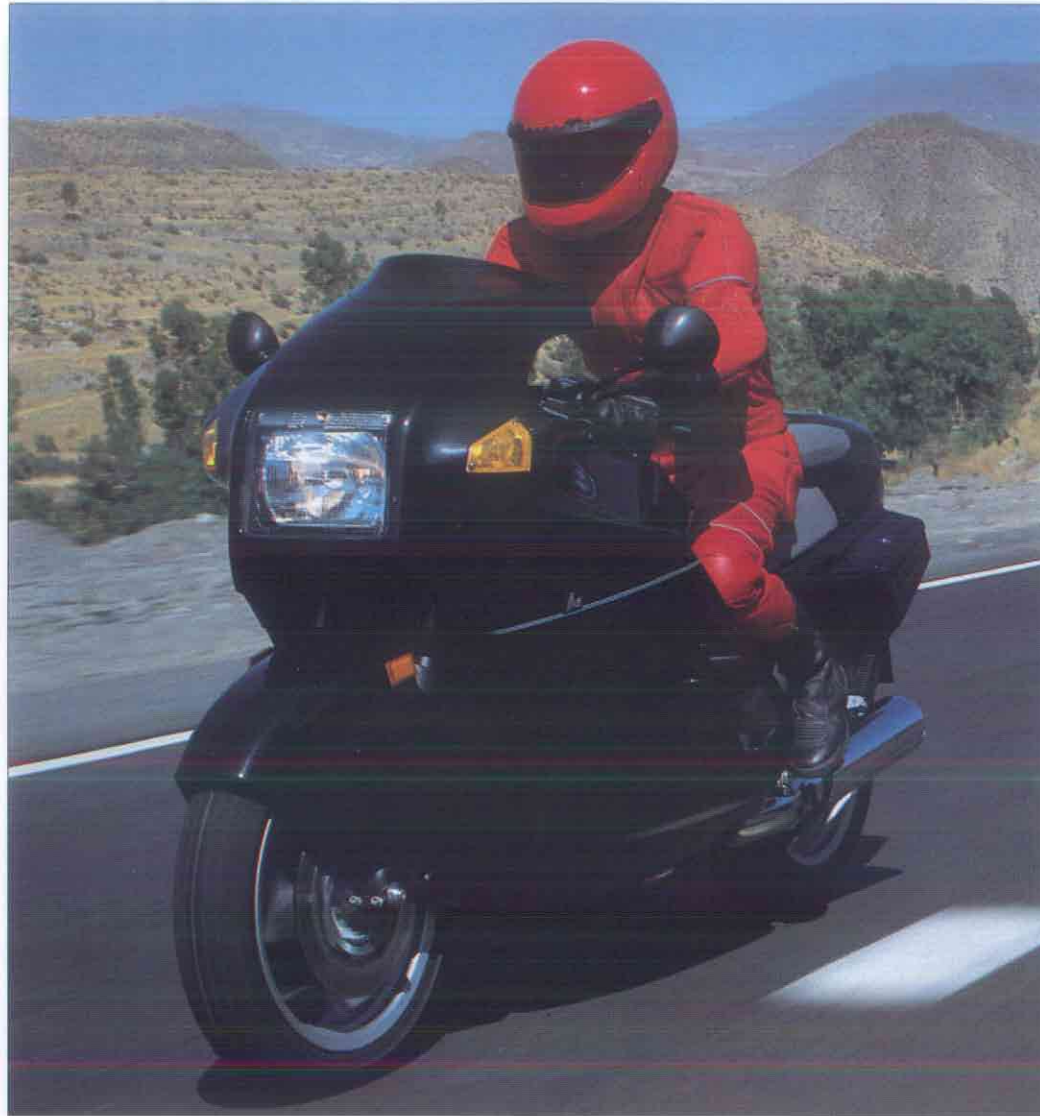
Top speed 145 mph plus
Fuel consumption to ISO/DIN 70 030 standard
at a constant 56 mph 55.7 mpg
at a constant 75 mph 46.8 mpg, middle grade unleaded fuel (89 AKI)

Suspension and brakes

Extra-strong, low-weight tubular spaceframe made of highly stable steel tubes. Engine housing with load-bearing function
Smooth-response telescopic fork in anti-friction bushes with travel-related outward and inward stroke damping, progressive spring action, 5.3 in. overall spring travel, 1.64 in. tube diameter
Torsionally rigid adjustable single swinging arm running in bevel roller bearings with articulated final drive connection and thrust rod support (BMW Paralever), suspension by single spring strut (BMW Monoshock) with progressive spring action, travel-related damping and spring pre-tension adjustable to four different settings, 4.7 in. spring travel
Dual disc brake at the front (dia. 12.0 in.) with four-piston fixed calipers and compensation of sintered-metal brake linings for unequal wear, no fading even in wet conditions. Fixed-caliper disc brake partly integrated in final drive at the rear (dia. 11.2 in.), operated by hydraulic-action cylinders
Low-weight cast light-alloy wheels in three-spoke U-profile styling
Rim dimensions front 3.50-17 MT H2
rear 4.50-18 MT H2
Tires front 120/70-VR17 tubeless
rear 160/60-VR18 tubeless

Features

All-around plastic fairing optimized in the wind tunnel with storage space for toolkit, aerodynamically designed mudguard and rear fairing, ergonomically arranged switches with colored ISO symbols, adjustable handlebar with anti-vibration mounting, one key for ignition, handlebar, tank and storage compartment locks, high-comfort, bolt-on lockable dual seat, upholstered section of removable seat hump adjustable to two different settings, rear storage compartment and two storage boxes (0.2 cu. ft. each), 16-item toolkit, tire repair kit, two adjustable rearview mirrors, socket, digital clock, stainless-steel exhaust system with cylindrical muffler, light-alloy shift lever adjustable for height; fuel and coolant temp. gauges



A supersports machine way ahead of its time. Revolutionary at first glance: The BMW K 1 sets standards in efficient streamlining and beautiful design. With looks that make it one of the world's fastest production machines - plus excellent riding stability and rider protection even in the worst of weather.

Superior performance in every respect: In conjunction with the Paralever high-performance suspension, the high-torque 16-valve power unit with electronic engine management ensures excellent

performance combined with equally excellent riding comfort. Plus trendsetting safety thanks to all-electronic ABS.*

Which means that even today the K 1 offers what the most discerning rider expects of a 1000-cc sports machine of tomorrow. Including perfection to the last detail - which ultimately makes a BMW precisely what it is.

* BMW motorcycle ABS, the fully electronic hydraulically-controlled anti-lock brake system acting independently on each wheel.



Suspension technology at its very best: The patented BMW Paralever reduces load change responses and brake stutter, and improves riding comfort, traction and handling especially in fast bends and on rough surfaces.



Safety at its best: the world's first all-electronic motorcycle ABS absolutely unique to this very day. Available as an option on all K Series models.

The model illustrated in this brochure shows the specifications for the German market. In part, it includes optional equipment and accessories not fitted as standard and only available at extra cost. For precise information on model features, please contact your BMW importer or dealer. Subject to change in design and equipment without notice.



The ultimate riding machine

BMW K 75



Weights and dimensions

Unladen weight in road trim 517 lb
Max. permissible weight 1058 lb
Aluminum fuel tank, capacity 5.2 gals
Seat height 29.9 in. (unladen)
Length 87.4 in.
Wheelbase 59.7 in. (unladen)

Power plant and transmission

Capacity 740 cc
Stroke 70.0 mm
Bore 67.0 mm
Max. output 70 bhp (55 DIN kW) at 8500 rpm
Max. torque 50 ft/lb at 6750 rpm
Compression ratio 10.5:1
Final drive ratio 3.2:1
Liquid-cooled three-cylinder four-stroke power plant in flat, longitudinal arrangement and with direct shaft drive (BMW Compact Drive System)
Direct-coated cylinder liners, two overhead, hollow-drilled camshafts
Crankshaft running in four bearings with primary gear on last crankweb for direct drive of hollow-drilled drive shaft running in four bearings
Single-plate dry clutch fitted to output drive shaft and rotating in opposite direction versus power plant
Flange-connected dog-type 5-speed gearbox with built-in shock absorber
Transmission ratios I 4.50; II 2.96; III 2.30; IV 1.88; V 1.67:1

Electrical system

Electronically controlled fuel injection (L Jetronic) with overrun control
Thermostat-controlled, pump-driven two-circuit liquid cooling system
460 W three-phase alternator
Electric starter, 55/60 W H 4 headlamp
21/10 W twin-chamber rear light cluster with Check/Control in cockpit
Automatic direction indicator return
12 V/25 Ah starter battery

Performance and fuel consumption

Top speed approx. 124 mph
Fuel consumption to ISO/DIN 70 030 standard
at a constant 56 mph 55.7 mpg
at a constant 75 mph 41.8 mpg, regular unleaded fuel (87 AKI)

Suspension and brakes

Extra-strong, low-weight tubular spaceframe made of highly stable steel tubes
Engine housing with load-bearing function
Long-stroke, smooth-response telescopic fork with dual-action hydraulic damping (5.3 in. spring travel)
Adjustable, torsionally rigid single swinging arm (BMW Monolever) supported by gas-pressure spring strut (BMW Monoshock) with progressive spring action, adjustable to three different settings, 4.3 in. spring travel
Dual disc brake at the front (dia. 11.2 in.) with semi-metal brake linings to avoid fading even in wet conditions
Fixed-caliper disc brake at the rear (dia. 11.2 in.) with brake dosage function
Brake operation by hydraulic-action cylinders, cast light-alloy wheels, Y-spokes with H-cross-section, low-profile tires, tubeless
Rim dimensions front 2.50 x 18 MTH 2
rear 2.75 x 17 MTH 2
Tires front 100/90-18 tubeless
rear 130/90-17 tubeless
Fork stabilizer; sports tuning

Features

Tank padding with integral side panels, bolt-on dual seat, ergonomically arranged switches with additional colored ISO symbols, adjustable handlebar
One key for ignition, seat, tank and handlebar locks
Rear storage compartment, 16-item toolkit, repair kit with gas cartridges for repairing tires, motorcycle parking aid, two adjustable rearview mirrors, socket, digital clock



The grass roots machine. Clean and pure, without the usual gimmicks. A motorcycle which proudly reveals its modern technology and striking looks.

Exactly the right machine for the dedicated riding enthusiast: fast, dynamic, agile and nimble - and with all the comfort and safety you rightly expect. A motorcycle for the rider with a penchant for fresh air.

In brief, genuine motorcycle technology not spoilt in any way. Modern and classic all in one.

Excitement and relaxation, casual riding and a thrilling experience on the road are not a contradiction in terms with the K 75. A machine which offers genuine thrill plus environmental care, dynamic riding plus superior safety.



Get up and go: With its low seat (less than 30 in.) the K 75 is just right also for the short rider, keeping him in control in relaxed, superior style



The high and wide handlebar together with soft-rubber grips assists supreme handling at all times. The rider remains in control, fully relaxed and comfortable.

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**The ultimate
riding
machine**

BMW K 75 S



Weights and dimensions

Unladen weight in road trim 517 lb
Max. permissible weight 1058 lb
Aluminum fuel tank, capacity 5.2 gals
Seat height 31.9 in. (unladen)
Length 87.4 in.
Wheelbase 59.7 in. (unladen)

Power plant and transmission

Capacity 740 cc
Stroke 70.0 mm
Bore 67.0 mm
Max. output 70 bhp (55 DIN kW) at 8500 rpm
Max. torque 50 ft/lb at 6750 rpm
Compression ratio 10.5:1
Final drive ratio 3.2:1

Liquid-cooled three-cylinder four-stroke power plant in flat, longitudinal arrangement and with direct shaft drive (BMW Compact Drive System)
Direct-coated cylinder liners, two overhead, hollow-drilled camshafts
Crankshaft running in four bearings with primary gear on last crankweb for direct drive of hollow-drilled drive shaft running in four bearings
Single-plate dry clutch fitted to output drive shaft and rotating in opposite direction versus power plant
Flange-connected dog-type 5-speed gearbox with built-in shock absorber
Transmission ratios I 4.50; II 2.96; III 2.30; IV 1.88; V 1.67:1

Electrical system

Electronically controlled fuel injection (L Jetronic) with overrun control
Thermostat-controlled, pump-driven two-circuit liquid cooling system
460 W three-phase alternator
Electric starter, 55/60 W H 4 headlamp with range control
21/10 W twin-chamber rear light cluster
Automatic direction indicator return
12 V/25 Ah starter battery

Performance and fuel consumption

Top speed 124 mph plus
Fuel consumption to ISO/DIN 70 030 standard
at a constant 56 mph 58.5 mpg
at a constant 75 mph 43.4 mpg, regular unleaded fuel (87 AKI)

Suspension and brakes

Extra-strong, low-weight tubular spaceframe made of highly stable steel tubes
Engine housing with load-bearing function
Long-stroke, smooth-response telescopic fork with dual-action hydraulic damping, progressive spring action and fork stabilizer, 5.3 in. spring travel
Adjustable, torsionally rigid single swinging arm (BMW Monolever) supported by gas-pressure spring strut (BMW Monoshock) with progressive spring action, adjustable to three different settings, 4.3 in. spring travel, sports tuning
Dual disc brake at the front (dia. 11.2 in.) with semi-metal brake linings to avoid fading even in wet conditions
Single-caliper disc brake at the rear (dia. 11.2 in.) with brake dosage function
Brake operation by hydraulic-action cylinders
Low-weight cast light-alloy wheels with three U-profile spokes
Low-profile tires, tubeless

Rim dimensions	front	2.50 x 18 MTH 2
	rear	3.0 x 17 MTH 2
Tires	front	100/90-18 tubeless
	rear	130/90-17 tubeless

Features

Sports fairing with engine spoiler, direction indicators integrated in fairing, ergonomically arranged switches with additional colored ISO symbols, adjustable handlebar
One key for ignition, seat, fuel tank and handlebar locks
High-comfort dual seat folding open to the side, rear storage compartment, 16-item toolkit, repair kit with gas cartridges for repairing tires, motorcycle parking aid, two adjustable rearview mirrors, socket, digital clock



A sports machine which really deserves its name. Where the "S" stands not only for sports looks, but also for dynamic performance and handling.

The high-torque three-cylinder power plant, the sports-tuned suspension with new three-spoke wheels and the aerodynamic fairing ensure uncompromising riding pleasure on the road. And

following BMW's old principle, excellent riding comfort is also provided as a natural asset, even when riding with a passenger.

So in all, the "S" means super riding pleasure at its very best.



The seat of the BMW K 75 S specially styled for the US market. A beautiful blend of sports styling and riding comfort.



Safety at its best: the world's first all-electronic motorcycle ABS absolutely unique to this very day. Available as an option on all K Series models.

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**The ultimate
riding
machine**

BMW K 75 RT



Weights and dimensions

Unladen weight in road trim 569 lb
Max. permissible weight 1058 lb
Aluminum fuel tank, capacity 5.2 gals
Seat height 31.9 in. (unladen)
Length 87.8 in.
Wheelbase 59.7 in. (unladen)

Power plant and transmission

Capacity 740 cc
Stroke 70.0 mm
Bore 67.0 mm
Max. output 70 bhp (55 DIN kW) at 8500 rpm
Max. torque 50 ft/lb at 6750 rpm
Compression ratio 10.5:1
Final drive ratio 3.2:1
Liquid-cooled three-cylinder four-stroke power plant in flat, longitudinal arrangement and with direct shaft drive (BMW Compact Drive System)
Direct-coated cylinder liners, two overhead, hollow-drilled camshafts
Crankshaft running in four bearings with primary gear on last crankweb for direct drive of hollow-drilled drive shaft running in four bearings
Single-plate dry clutch fitted to output drive shaft and rotating in opposite direction versus power plant
Flange-connected dog-type 5-speed gearbox with built-in shock absorber
Transmission ratios I 4.50; II 2.96; III 2.30; IV 1.88; V 1.67:1

Electrical system

Electronically controlled fuel injection (L Jetronic) with overrun control
Thermostat-controlled, pump-driven two-circuit liquid cooling system
460 W three-phase alternator
Electric starter, 55/60 W H 4 headlamp with range control
21/10 W twin-chamber rear light cluster with Check/Control in cockpit
Automatic direction indicator return
12 V/25 Ah starter battery

Performance and fuel consumption

Top speed approx. 115 mph
Fuel consumption to ISO/DIN 70 030 standard
at a constant 56 mph 53.2 mpg
at a constant 68 mph 43.4 mpg, regular unleaded fuel (87 AKI)

Suspension and brakes

Extra-strong, low-weight tubular spaceframe made of highly stable steel tubes
Engine housing with load-bearing function
Long-stroke, smooth-response telescopic fork with dual-action hydraulic damping, progressive spring action and fork stabilizer, 5.3 in. spring travel
Adjustable, torsionally rigid single swinging arm (BMW Monolever) supported by gas-pressure spring strut (BMW Monoshock) with progressive spring action, adjustable to three different settings, 4.3 in. spring travel
Dual disc brake at the front (dia. 11.2 in.) with semi-metal brake linings to avoid fading even in wet conditions
Single-caliper disc brake at the rear (dia. 11.2 in.) with brake dosage function
Brake operation by hydraulic-action cylinders, cast light-alloy wheels, Y-spokes with H-cross-section, low-profile tires, tubeless
Rim dimensions front 2.50 x 18 MTH2
rear 2.75 x 17 MTH2
Tires front 100/90-18 tubeless
rear 130/90-17 tubeless
Sports tuning

Features

Tourer fairing with integral direction indicators and lockable storage boxes, socket, twin-tone horn, ergonomically arranged switches with additional colored ISO symbols, high-rise adjustable handlebar with anti-vibration mounting point, one key for ignition, double seat, fuel tank, storage compartment and handlebar locks, high-comfort double seat folding to the side, rear storage compartment, 16-item toolkit, repair kit with gas cartridges for repairing tire, motorcycle parking aid, two adjustable rearview mirrors, digital clock



The new touring machine in the 750-cc class. A refined all-rounder BMW-style for the discerning rider. Powerful but economical three-cylinder engine for dynamic action on the road.

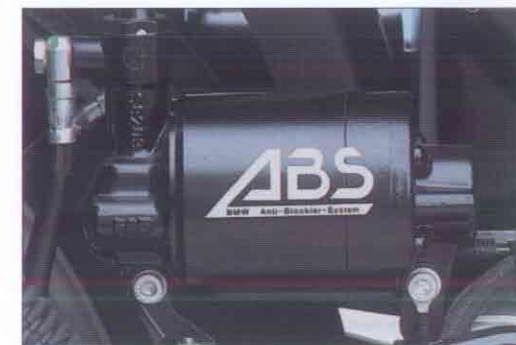
The agile and sure-footed suspension, aerodynamic fairing, high-rise handlebar and individually adjustable controls guarantee maximum riding comfort at all times. Then there are the proverbial BMW assets for many years of riding pleasure: reliability, carefree handling and safety, particu-

larly with ABS (optional). Values which your passenger will also appreciate.

So in a nutshell, the BMW K 75 RT has all the qualities that fascinate the discerning individualist throughout many years of motorcycling in style.



The tourer fairing which gives you everything you need. The windshield with infinitely adjustable side panels offers the rider and passenger optimum protection in wind and weather.



Safety at its best: the world's first all-electronic motorcycle ABS absolutely unique to this very day. Available as an option for all K Series models.

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The ultimate riding machine

BMW K 100 LT



Weights and dimensions

Unladen weight in road trim 663.7 lb
Max. permissible weight 1058 lb
Aluminum fuel tank, capacity 5.2 gals
Seat height 31.9 in.
Length 93.5 in.
Wheelbase 59.7 in. (unladen)

Power plant and transmission

Capacity 987 cc
Stroke 70.0 mm
Bore 67.0 mm
Max. output 82 bhp (66 DIN kW) at 8000 rpm
Max. torque 63.7 ft/lb at 6000 rpm
Compression ratio 10.2:1
Final drive ratio 2.81:1
Liquid-cooled four-cylinder four-stroke power plant in flat, longitudinal arrangement and with direct shaft drive (BMW Compact Drive System)
Direct-coated cylinder liners, two overhead, hollow-drilled camshafts
Crankshaft running in five bearings with primary gear on last crankweb for direct drive of hollow-drilled drive shaft running in five bearings
Single-plate dry clutch fitted to output drive shaft and rotating in opposite direction versus power plant in order to compensate engine torque forces
Flange-connected dog-type 5-speed gearbox with built-in shock absorber
Transmission ratios I 4.50; II 2.96; III 2.30; IV 1.88; V 1.67:1

Electrical system

Electronically controlled fuel injection (L Jetronic) with overrun control
Thermostat-controlled, pump-driven two-circuit liquid cooling system
460 W three-phase alternator
Electric starter, 55/60 W H 4 headlamp with two-stage range control
21/10 W twin-chamber rear light cluster with Check/Control in cockpit
12 V/25 Ah starter battery

Performance and fuel consumption

Top speed 124 mph plus
Fuel consumption to ISO/DIN 7118 standard
at a constant 56 mph 53.2 mpg
at a constant 75 mph 43.4 mpg, regular unleaded fuel (87 AKI)

Suspension and brakes

Extra-strong, low-weight tubular spaceframe made of highly stable steel tubes
Engine housing with load-bearing function
Long-stroke, smooth-response telescopic fork with dual-action hydraulic damping, 7.3 in. spring travel
Adjustable, torsionally rigid single swinging arm (BMW Monolever) supported by filled self-hooking shock (Nivomat), 4.3 in. spring travel
Dual disc brake at the front (dia. 11.2 in.), fixed-caliper disc brake at the rear (dia. 12.0 in.), both with asbestos-free sintered metal brake linings
Hydraulic brake operation
Cast light-alloy wheels, Y-spokes with H-cross-section
Low-profile tires, tubeless

Rim dimensions	front	2.50-18 MT H2	
	rear	2.75-17 MT H2	
Tires	front	100/90 V18	tubeless
	rear	130/90 V17	tubeless

Features

Tourer fairing with integral direction indicators, adjustable fresh air supply and lockable storage boxes, integral cases and topcase, finished in body color, high-comfort seat, two sockets, soft rubber handles, hazard warning flashers, twin-tone horn, high-rise adjustable handlebar, ergonomically arranged switches with colored ISO symbols
One key for ignition, seat, tank, storage box, integral cases, topcase and handlebar locks
Rear storage compartment, 16-item toolkit, repair kit with gas cartridges for repairing tires, motorcycle parking aid, two adjustable rearview mirrors, digital clock
ABS, AM-FM cassette radio, high band speakers



Unique luxury on two wheels - plus BMW caliber in every respect.

The BMW K 100 LT has everything it takes for superior touring: BMW's high-torque, muscular four-cylinder, all-round fairing optimized in the wind tunnel for efficient protection from wind and weather. Lots of storage space for all your gear. Plus many useful features to make your motorcycle tours an even more enjoyable experience: high-comfort seat, integral cases and topcase, two sockets, hazard warning flashers, etc.

To customize your K 100 LT in every other

respect, too, you will find everything you need standard with BMW: ABS for extra safety, BMW self-leveling rear suspension for even more refinement on the road. And the BMW motorcycle stereo radio/cassette for more entertainment and information while traveling.

And what else can we offer you?



Sheer luxury ex works: The K100LT comes complete with high-comfort seat, extra-large topcase, two integral cases and storage boxes in the fairing. Ample space, therefore, even for long-distance tours.



Safety at its best: the world's first all-electronic motorcycle ABS absolutely unique to this very day. Available as an option on all K Series models.

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The ultimate
riding
machine

BMW K 100 RS



Weights and dimensions

Unladen weight in road trim 571 lb
Max. permissible weight 1058 lb
Aluminum fuel tank, capacity 5.2 gals
Seat height 31.5 in. (unladen)
Length 87.8 in.
Wheelbase 61.6 in. (unladen)

Power plant and transmission

Capacity 987 cc
Stroke 70.0 mm
Bore 67.0 mm
Max. output 95 bhp (74 DIN kW) at 7500 rpm
Max. torque 72.3 ft/lb at 6250 rpm
Compression ratio 11.0:1, final drive ratio 2.81:1
Liquid-cooled four-cylinder four-stroke in-line power plant with four valves per cylinder and direct shaft drive (BMW Compact Drive System), direct-coated cylinder liners, two overhead, hollow-drilled camshafts, crankshaft forged out of one single piece and running in five bearings, with primary gear on last crankweb for direct drive of hollow-drilled output drive shaft
Crankshaft and output drive shaft with single-plate dry clutch and alternator running in opposite direction to compensate engine torque forces without additional weights
Flanged-on, dog-type 5-speed gearbox with integral shock absorber
Transmission ratios I 4.50; II 2.96; III 2.30; IV 1.88; V 1.61:1

Electrical system

Digital Motor Electronics (Motronic) with overrun control, three-phase 460 W alternator, electric starter, 55/60 W H 4 headlamp with two-stage range control, 21/10 W twin-chamber rear light cluster with Check/Control in the instrument panel, automatic direction indicator return, 12 V/25 Ah starter battery.

Performance and fuel consumption

Top speed 124 mph plus
Fuel consumption to ISO/DIN 70 030 standard
at a constant 56 mph 59.8 mpg
at a constant 75 mph 44.2 mpg, premium fuel, also unleaded

Suspension and brakes

Extra-strong, low-weight tubular spaceframe made of highly stable steel tubes. Engine housing with load-bearing function
Smooth-response telescopic fork in anti-friction bushes with travel-related outward and inward stroke damping, progressive spring action, 5.3 in. overall spring travel, 1.64 in. tube diameter
Adjustable, torsionally rigid single swinging arm (BMW Monolever) with articulated final drive and thrust rod support (BMW Paralever)
Suspension by single spring strut (BMW Monoshock) arranged in air flow for optimum cooling, progressive spring action, spring pre-tension adjustable to four different settings, 4.7 in. spring travel
Dual disc brake at the front (dia. 12.0 in.) with four-piston fixed calipers and compensation of sintered-metal brake linings for unequal wear, no fading even in wet conditions. Fixed-caliper disc brake partly integrated in final drive at the rear (dia. 11.2 in.)
Low-weight cast light-alloy wheels with three U-profile spokes
Rim dimensions front 3.50-17 MT H2
rear 4.50-18 MT H2
Tires front 120/70 VR17 tubeless
rear 160/60 VR18 tubeless

Features

Multi-piece glass-fiber-reinforced plastic sports fairing optimized in the wind tunnel and fitted directly to the frame, rearview mirrors with rain gutter acting as hand protector and aerodynamic direction indicator housing, spoiler at the top of the windshield individually adjustable to the size of the rider, handlebar in anti-vibration mounting, soft rubber handles, ergonomically arranged switches with colored ISO symbols
One key for ignition, seat, tank and handlebar locks, helmet fastening hook on seat lock, high-comfort dual seat swiveling open and lockable (seat length 27.6 in.), providing access when open to the rear storage compartment (0.3 cu. ft. storage space, 16-item toolkit and tire repair kit)
Main stand with long kick lever, folding handle for additional help in parking the motorcycle, safety side-stand, stainless-steel exhaust system with cylindrical muffler
Light-alloy shift lever adjustable for height



Strong and reliable: The fork stabilizer for optimum handling at all speeds.



Safety at its best: the world's first all-electronic motorcycle ABS absolutely unique to this very day. Available as an option on all K Series models.

The most popular sports tourer of the '80s now enters the future in new style.

The new K100RS is as superior in performance as you would expect of a modern sports machine. And it offers outstanding riding comfort to add a new dimension to the concept of sheer riding pleasure.

The BMW K100RS has everything it takes to meet the strictest requirements in transport and environmental protection. Starting with the new 16-valve power plant, the high-performance sus-

pension with BMW Paralever all the way to fully electronic motorcycle ABS available as an option.

And all this comes with timeless elegance plus optimum function.

This makes the K100RS the ideal machine for the rider who wishes to combine sports touring with superior refinement. Plus, of course, a touch of understatement.



The ultimate riding machine

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Models shown are in some cases not produced for the U.S. market. Not all equipment shown is available in the U.S. Models, specifications and equipment may change without prior notice.

See your local BMW dealer for any details or contact the BMW Regional Customer Relations Office for information.

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