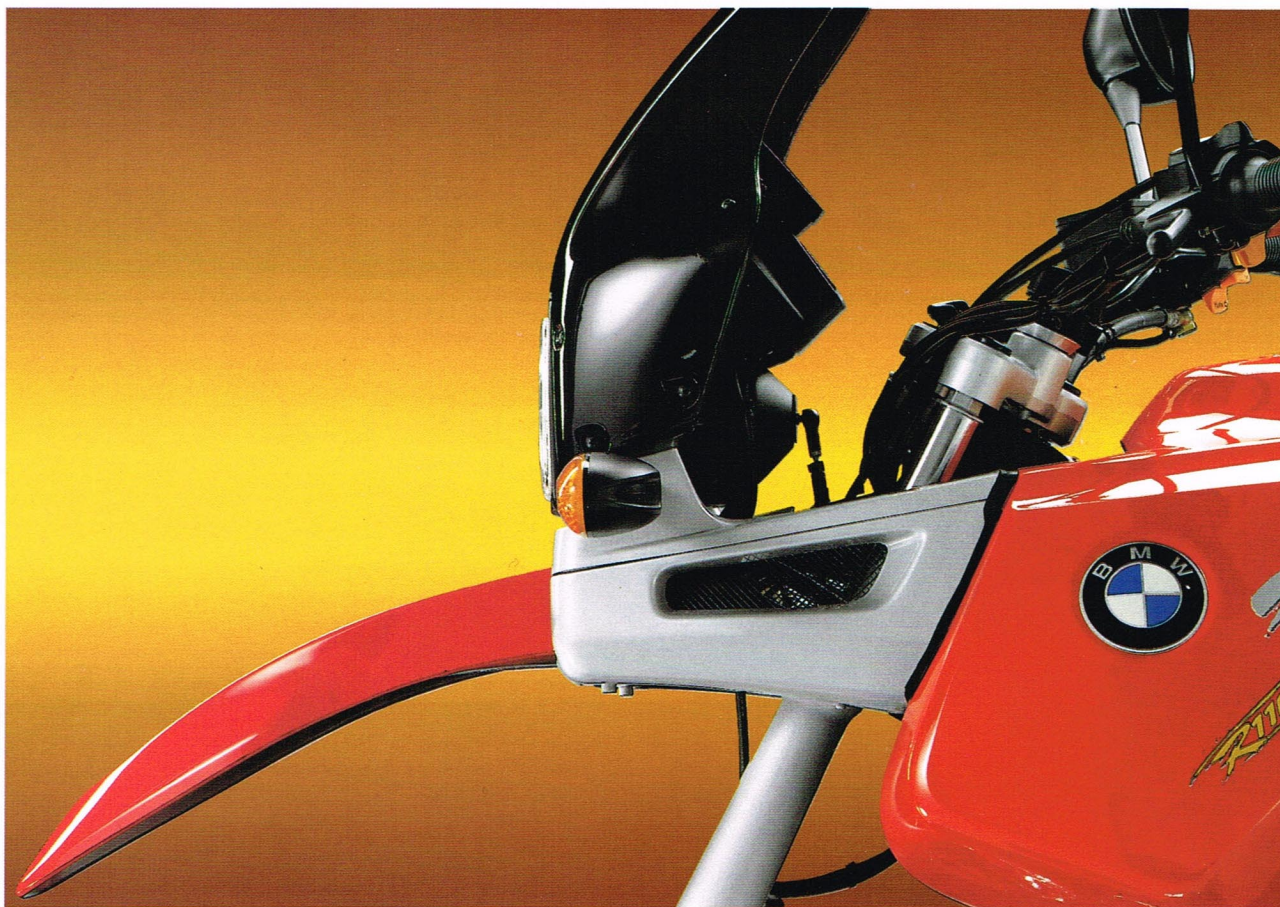


BMW MOTORCYCLES

ENDUROS



THE MOTORCYCLE THAT SERVES YOU THROUGH THICK AND THIN.

Stop and go at the traffic lights? 800 kilometres of straight concrete highway? That's not for you. Except as an escape-route from the traffic. Your heart cannot bear well-worn routes. You get more enthusiastic at the thought of riding where hardly any other motorcycle has been before. Where sand and stones take over from roads, where the great motorcycle adventures await you – in exotic countries and regions with extreme environments.

There's no doubt as to what type of bike you need: one to serve you through thick and thin. One that's just as reliable and tough as it looks. One that's strong enough to pull you out of the mud. One with everything you need to master difficult situations and stay in command.

But you don't have to forfeit too much when you are out on the highway – neither comfort nor absolutely safe handling. You and your riding companion will want to be well-equipped for the journey, which means carrying luggage. The journey could take you down twisting lanes, along pleasantly curved highways or up through the hairpin bends of high mountain passes.



BMW ENDUROS: THE OTHERS RIDE IN OUR TRACKS.

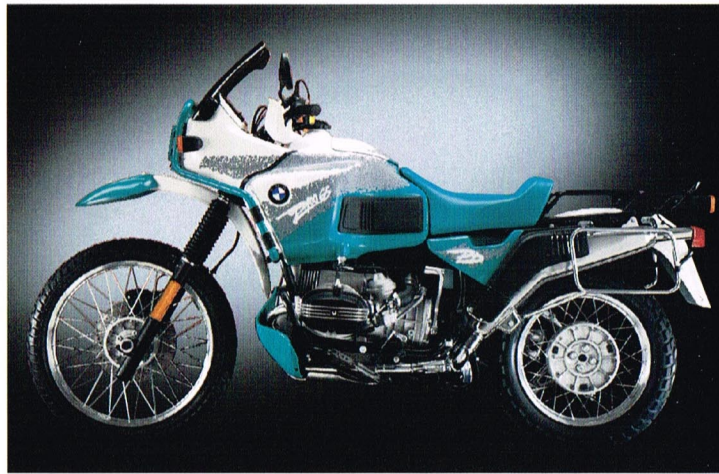
BMW established this class of large, powerful Enduros back in 1980 when we launched the BMW R 80 G/S.

Successive versions of this model have been top of the most popular motorcycle charts for over ten years now. The BMW R 100 GS was recently voted "Best dual purpose bike" (Cycle World 10/92) in Australia, for example. And the Australians should know.

But since we're enjoying so much success, do we really have to come up with something new? We've looked around ... and found this question easy to answer. Development elsewhere seems to have come to a standstill, especially for the large enduro. Yet as far as environment and traffic are concerned, the situation is still changing.

The new BMW R 1100 GS technology developments are outstanding. It's not only more powerful, faster and tougher than ever before; the new GS also offers certain features which have never before been available on an Enduro. For example, ABS II, an optional extra (standard in the U.K.), since even out-and-out adventurers want to ride safely. It can be switched off for off-road use. Personalised ergonomics package, which takes account of the fact that riders come in different sizes. And something which is now almost taken for granted on a BMW: the latest in digital motor management electronics for economic efficiency and reliability, and to enable an optional 3-way catalytic converter to be fitted. How will the others ever catch up?

The second surprise of the year is that the GS family now includes an F – the BMW F 650. F stands for "funduro", a type of motorcycle that's great fun for everyone to ride, certainly not just young people. On top of this, it has many of the principal features of the legendary BMW Enduro models on which its concept is based.



Can anyone not be familiar with the BMW R 100 GS PD, the Enduro that came out of the desert? Riders such as Gaston Rahier and Hubert Auriol were quickest between Paris and Dakar on their "PD". And Jutta Kleinschmidt has just won the women's category in the Paris Cape Town Rally on a bike which was standard apart from a few minor details. What better proof of its qualities?



The new BMW R 1100 GS, latest large capacity Enduro. The engine can unleash undreamt-of power, with 59 kW (80 hp) and maximum torque of 97 Nm (71.5 lb/ft) at only 5,250 rpm. Its smooth response is ideal for riding on loose surfaces. The new suspension, with BMW Telelever and Paralever, is extremely tough across country yet so stable and easy to handle on the road. Another sensation: ABS II (optional)*, which has already received fulsome praise from the testers. Not to mention standard features providing unparalleled comfort and convenience. For example, the variable windscreen or the two-section dualseat, which is height-adjustable at the front and removable at the rear to reveal a large luggage rack extension. Plus the option of a 3-way catalytic converter to protect the environment.

*Standard in the UK.

Photo below left:
Fun starts with "F", and that's certainly what the new BMW F 650 has to offer you. As soon as you accelerate, the water-cooled single-cylinder engine with 4-valve head demonstrates just how lively and powerful it is. This bike's comfort is much appreciated on longer journeys, while its extremely easy handling is enhanced by a seat height of just 810 mm (31.88 in). Plus suspension which is not tuned exclusively for off-road conditions but is also ideal for city and country roads.



The first "Original" – this GS is still the only genuine "declaration of independence" for many Enduro riders all over the world. With either an 800 cc, 37 kW (50 hp) engine, as illustrated here, or as a 1000 cc model with a 44 kW (60 hp) engine, these bikes are almost everlasting and make their all-round qualities felt whatever the conditions. The two-cylinder engine's character provides a unique riding experience. The suspension has all the qualities of a top tourer, in terms of ride comfort, payload and two-up capability.



ANYTHING ELSE FOR YOUR ENDURO?

Just imagine your dream Enduro in front of you. You equip it in your mind's eye with all the accessories you need for your trip.

You'll find most of them on this page. Right down to details which certainly can't be taken for granted. What other motorcycle manufacturer would think of an anti-theft alarm system for your Enduro? And where else would you find so much equipment already on offer for a brand-new motorcycle like the BMW R 1100 GS or F 650?

Each accessory is developed by BMW engineers, who are already experienced in the development of the motorcycles themselves. With the benefit of the toughest practical tests imaginable, covering innumerable merciless miles, including in the desert. This explains the quality of our PD equipment for the BMW R 100 GS.



Fun unlimited - plenty of good ideas to extend the range of personal accessories on your new BMW F 650: 20 l (0.7 cu.ft) city case, 22 l (0.77 cu.ft) topcase, engine guard, power socket, hand protectors, heated handlebar grips and case holder. The BMW anti-theft alarm system, which acts as an extremely good deterrent if the position of the parked motorcycle is altered.



An even better idea? That's precisely the way BMW likes to work. Why not upgrade your BMW R 80 GS or R 100 GS to a fully-fledged "PD"? All the necessary accessories are available in a complete set, but also individually: single seat with luggage rack, cockpit fairing with tubular guard, 35 litre (1.2 cu.ft) fuel tank and engine guard.



Popular accessories for the keen rider: slot-in BMW handlebar impact pad and hand protectors.



No need to search around: matching cases for the new BMW R 1100 GS are available from us right from the start. They not only match the bike's new outlines perfectly, but they're unbeatable in every other respect too: quality of materials and workmanship, waterproofing, convenience and storage space.



Riders wishing to emphasise the touring aspects of their R 80/100 GS should opt for the lowered exhaust pipe. There are also special cases to suit this version. The serious rider will appreciate the additional instruments: voltmeter and quartz clock.



The first step is easy! This also applies to BMW equipment. Take the BMW Multivario II tank bag, for example. We've tried to think of everything - rapid, secure attachment to the motorcycle, variable storage space from 11 (0.39 cu.ft) to 24 (0.84 cu.ft) or even 28 litres (0.98 cu.ft), tilting back to make refuelling easier and a practical top section that can also be used as a shoulder bag.

Something you won't find every day: special touring cases for existing BMW GS models. The left case is somewhat narrower than the right one, to allow for the raised exhaust pipe on the BMW R 80 GS/R 100 GS. These cases provide a total of 50 litres' (1.75 cu.ft) storage space. There is also a matching steel pannier frame, which can be reinforced with an additional support.



	R 1100 GS	R 100 GS R 100 GS PD	R 80 GS	F 650
Engine:				
Type:	Flat-twin, 4-stroke	Flat-twin, 4-stroke	flat-twin, 4-stroke	1-cylinder 4-stroke
Valves:	4 per cylinder	2 per cylinder	2 per cylinder	4
Displacement:	1085 cc	980 cc	798 cc	652 cc
Bore x stroke:	90 mm x 70.5 mm (3.54" x 2.78")	94 mm x 70.6 mm (3.70" x 2.78")	84.8 mm x 70.6 mm (3.32" x 2.78")	100 mm x 83 mm (3.94" x 3.27")
Output:	59 kW (DIN) (80 bhp) at 6750 rpm	44 kW (DIN) (60 bhp) at 6500 rpm	37 kW (DIN) (50 bhp) at 6500 rpm	35 kW (DIN) (48 bhp) at 6500 rpm
Torque:	97 Nm (71.5 lb/ft) at 5250 rpm	76 Nm (56.1 lb/ft) at 3750 rpm	61 Nm (45.0 lb/ft) at 3750 rpm	57 Nm (42.04 lb/ft) at 5200 rpm
Compression ratio:	10.3:1	8.5:1	8.2:1	9.7:1
Cooling:	Air/oil	Air	Air	Water
Valve gear:	HC, chain	OHV, chain	OHV, chain	DOHC, chain
Mixture preparation:	Bosch Motronic MA 2.2 with overrun fuel cutoff	2 carburetors, 40 mm (1.57")	2 carburetors, 32 mm (1.26")	2 carburetors, 33 mm (1.30")
Clutch:	Single dry plate	Single dry plate	Single dry plate	Wet multi-plate
Gearbox:	5-speed	5-speed	5-speed	5-speed
Gearbox ratios:	I 4.16; II 2.91; III 2.13; IV 1.74; V 1.45:1	I 4.40; II 2.86; III 2.07; IV 1.67; V 1.50:1	I 4.40; II 2.86; III 2.07; IV 1.67; V 1.50:1	I 2.75; II 1.75; III 1.31; IV 1.05; V 0.88:1
Final drive ratio:	3.0:1	3.09:1	3.2:1	2.94:1
Electrical equipment:				
Ignition:	Motronic	Transistorised	Transistorised	Capacitor (condenser) ignition
Alternator:	700 W	240 W	240 W	280 W
Battery:	12 V/19 Amp/h	12 V/25 Amp/h	12 V/ 25 Amp/h	12 V/12 Amp/h
Dimensions and weight:				
Fuel tank capacity:	25 l (5.5 Imp. gal/6.6 US gal), incl. 4.7 l (1.04 Imp. gal/1.24 US gal) reserve	24 l (5.3 Imp. gal/6.34 US gal [PD: 35 Imp. gal]), incl. 4.7 l (1.04 Imp. gal/1.24 US gal) reserve	24 l (5.3 Imp. gal/6.34 US gal) incl. 4.7 l (1.04 Imp. gal/1.24 US gal) reserve	17.5 l (3.8 Imp. gal/4.62 US gal) incl. 2 l (0.44 Imp. gal/0.53 US gal) reserve
Seat height at unladen weight:	840 (860) mm (33.1" [33.9"])	850 mm (33.46")	850 mm (33.46")	810 mm (31.88")
Unladen weight (ready for road):	243 kg (536 lb)	220 kg (485 lb) (PD: 236 kg [520 lb])	215 kg (474 lb)	189 kg (417 lb)
Gross weight limit:	450 kg (992 lb)	420 kg (926 lb)	420 kg (926 lb)	371 kg (818 lb)
Performance data and fuel consumption:				
Top speed:	App. 195 km/h (120 mph)	App. 180 km/h (112 mph)	App. 170 km/h (105 mph)	App. 163 km/h (101 mph)
Acceleration from 60–140 km/h (37–87 mph):	10.4 sec.	12.5 sec.	—	16.9 sec.
Fuel consumption per 100 km acc. to ISO 7118:	at 90 km/h (56 mph): 4.6 l (61.3 Imp./51.3 US mpg) at 120 km/h (75 mph): 5.9 l (47.8 Imp./39.9 US mpg)	at 90 km/h (56 mph): 4.9 l (57.5 Imp./48.0 US mpg) at 120 km/h (75 mph): 6.9 l (40.9 Imp./34.1 US mpg)	at 90 km/h (56 mph): 4.7 l (60.0 Imp./50.0 US mpg) at 120 km/h (75 mph): 6.6 l (42.1 Imp./35.6 US mpg)	at 90 km/h (56 mph): 3.8 l (74.2 Imp./61.9 US mpg) at 120 km/h (75 mph): 5.3 l (53.2 Imp./44.4 US mpg)
Fuel:	Premium grade unleaded	Premium grade unleaded	Regular grade unleaded	Premium grade unleaded
Running gear:				
Frame:	3-piece, front and rear sections, engine with load-bearing function	Twin steel tube cradle frame	Twin steel tube cradle frame	Single square steel-tube cradle frame and pressed sheet-metal parts
Fork:	BMW Telelever with central suspension strut, 4 settings	Telescopic, with progressive spring rate and integral fork stabiliser	Telescopic, with progressive spring rate and integral fork stabiliser	Telescopic, with fork stabilizer and 41 mm (1.6") dia. fixed tube
Spring travel:	190 mm (7.58")	225 mm (8.86")	225 mm (8.86")	170 mm (6.69")
Swinging arm:	Single (BMW Paralever)	Single (BMW Paralever)	Single (BMW Paralever)	Delta Box
Drive:	Shaft	Shaft	Shaft	Chain
Suspension strut:	Central suspension strut with coil spring and single-tube gas-filled shock absorber, continuous rebound adjustment, hydraulic spring preload, continuously adjustable	Gas-filled (BMW Monoshock) with progressive spring rate, variable spring preload, 4 settings, rebound damping with 10 settings	Gas-filled (BMW Monoshock) with progressive spring rate, variable spring preload, 4 settings, rebound damping with 10 settings	Central suspension strut with coil spring and single tube gas-filled shock absorber, spring preload variable in 40 stages via hydraulic ram
Spring travel:	200 mm (7.87")	180 mm (7.08")	180 mm (7.08")	165 mm (6.50")
Brakes				
front:	Twin disc (dia. 305 mm [12.04"]), floating disc, 4-piston fixed caliper	Single disc (dia. 285 mm [11.22"]), floating disc, 2-piston fixed caliper	Single disc (dia. 285 mm [11.22"]), floating disc, 2-piston fixed caliper	Single disc (dia. 300 mm [11.89"]), 2-piston floating caliper, angular wear compensation and stainless-steel brake disc
rear:	Single disc (dia. 276 mm [10.87"]), 2-piston floating caliper	Drum (dia. 200 mm [7.87"])	Drum (dia. 200 mm [7.87"])	Single disc (dia. 240 mm [9.45"]), 1 piston floating caliper
Brake pads:	Fade-resistant in wet weather	Fade-resistant in wet weather	Fade-resistant in wet weather	Fade-resistant in wet weather
Wheels:	Cross-spoke	Cross-spoke	Cross-spoke	Spoke
Tyres	Low aspect-ratio	Low aspect-ratio	Low aspect-ratio	Low aspect-ratio
front:	110/80H - 19TL (tubeless)	90/90-21T (tubeless)	90/90-21S (tubeless)	100/90 - 19 57 S (with inner tube)
rear:	150/70H - 17TL (tubeless)	130/80-17T (tubeless)	130/80-17S (tubeless)	130/80 - 17 65 S (with inner tube)

The models illustrated and the technical data are for the versions and equipment sold in Germany. They may include certain special equipment which is not part of the standard specification. Due to varying national legislation, specifications in other countries may differ from the models or equipment illustrated here. For information on the precise equipment specification, please contact your importer or dealer. Subject to amendments in design and equipment.

