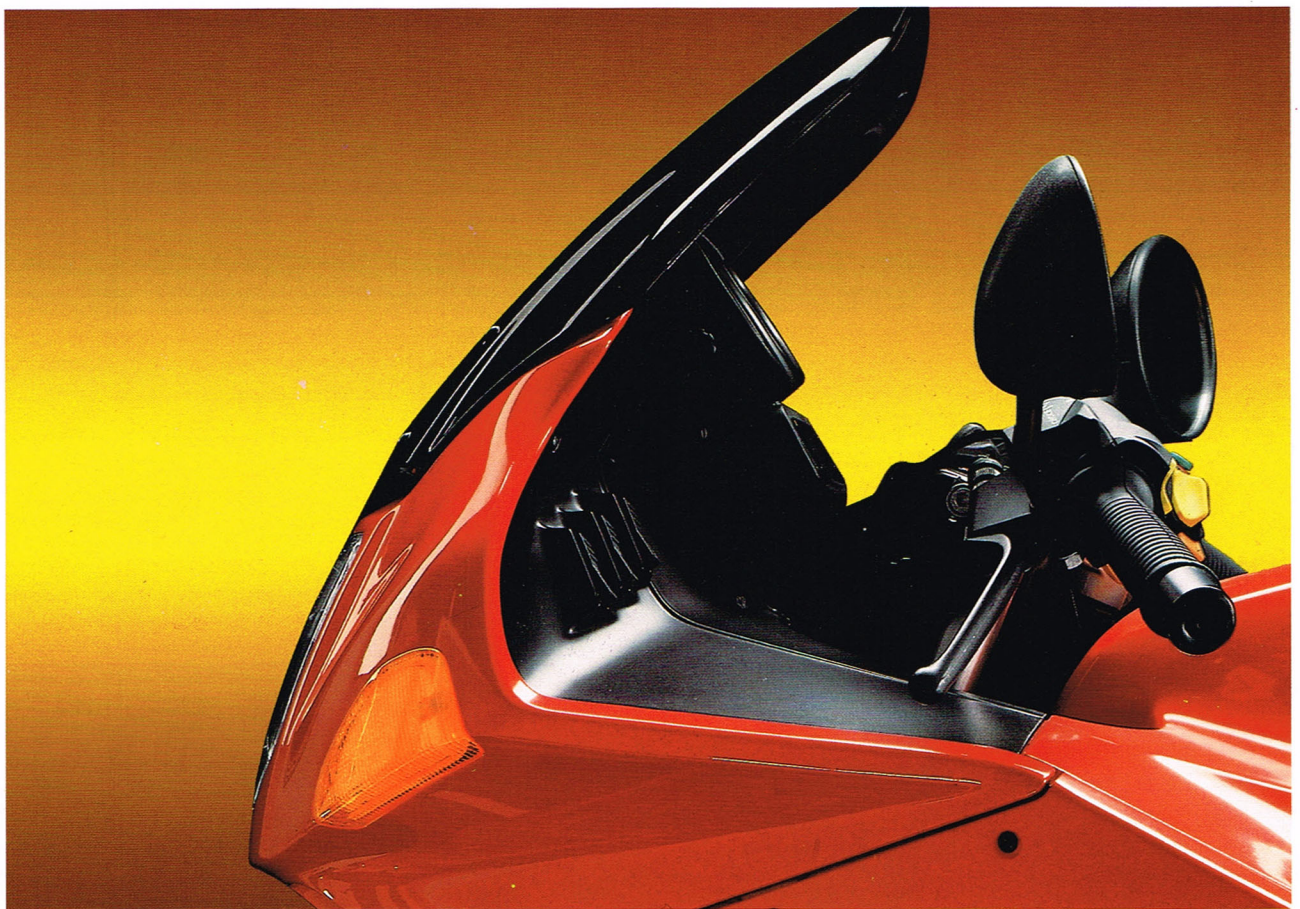


BMW **SPORTS TOURERS** MOTORCYCLES



YOU DON'T HAVE TO RIDE RACES TO BE AN ENTHUSIAST.

The enjoyment of long distance motorcycling at speed, heeling over into the corners to the design limits is sheer pleasure. However, you have to feel safe and be able to trust your motorcycle completely, the demands of modern traffic leave no room for doubt.

It's not simply a question of horsepower; the ideal road motorcycle isn't necessarily straight from the racing circuit. It's much more

important to address all design aspects for road use. It must make your task as a rider easier and react absolutely safely in all situations. BMW Sports Tourers provide an exhilarating ride with the practicality of luggage systems, endurance and comfort for extended tours.

How would you sum up all these demands? An "all-rounder" would be the right description. We believe that your favourite is ours too: the BMW Sports Tourer.



BMW SPORTS TOURER: AN ALTERNATIVE RIGHT AT THE TOP.

It all started when BMW came up with a new motorcycle concept around ten years ago. The K 100 RS became the first motorcycle to ideally satisfy the demand for both sporting character and touring features. Riders welcomed the idea so enthusiastically, others soon started to adopt the design principle.

It's impressive to see how our motorcycles meet the ideal Sports Tourer concept. Not forgetting that we have more than just one motorcycle right at the top of this class.

Incidentally, we're not the only ones to say so: "After nine years, a world-class K bike", wrote "Cycle World" 6/93 (USA) about the BMW K 1100 RS. In Germany it came first in the comparative "sports tourer" tests in the magazines "Motorrad" (6/93) and "PS" (2/93).

Now there is another alternative Sports Tourer right at the top: when the BMW R 1100 RS went to the starting line, so did the Boxer of the future. Even at its première, this new model was praised.

The last of the trio is the BMW K 75 S, BMW's Sports Tourer in the 750 cc category. This sports bike has been extremely popular in many countries of the world for several years.

It's up to you to make the far from easy choice between the Boxer principle, which has fascinated

riders for generations and which now links past and future, and the BMW K Series with its advanced technology which put BMW so far ahead of the field in motorcycle design – as a four- and three-cylinder Sports Tourer.

We'd like you to compare our top Sports Tourers for yourself. Find out which BMW Sports Tourer is ideal for you by booking a test ride with your local BMW Motorcycle Dealer.



BMW R 1100 RS – making the choice still more difficult! This model's completely new engine retains all the established virtues and tackles the task in hand as never before – with 95 Nm (70 lb/ft) of torque at 5,500 rpm and over 80 Nm (59 lb/ft) over almost the entire engine-speed range. Thanks to Digital Motor Electronics engine management and with the closed-loop 3-way catalytic converter option, it already satisfies exhaust emission limits which have not yet even become law. First tests of the R 1100 RS have confirmed its quite outstanding handling, due above all to the newly developed BMW Telelever together with the BMW Paralever. Two other innovations which also benefit the rider are second-generation ABS and the ergonomics package. You must experience this bike! Ask your BMW Motorcycle Dealer for a test ride.

BMW K 1100 RS: Instead of our own opinion, here's a quotation from "Motorrad" (10/92): "In the K Series' tenth year, this inline four-cylinder model in the current guise of the K 1100 RS has reached absolute maturity. You could hardly expect much more from this engine and running gear. The four-cylinder engine is notable for its outstanding torque, and hardly any other motorcycle calls for you to change gear less frequently. The suspension satisfies high ride-comfort standards, but also copes well with an enthusiastic riding style". We could add that ABS II and a closed-loop 3-way catalytic converter are available as optional extras (ABS II is standard feature in the UK).*

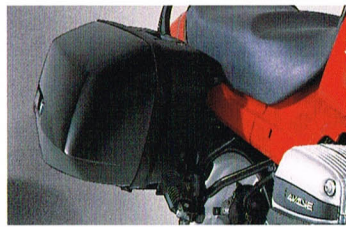


BMW K 75 S: this sporty 750 cc model with its agile, economical three-cylinder engine has been performing impressively for some years now. It's something of a well-kept secret among motorcycle experts. There are plenty of good reasons for this: it handles extremely well and has ample reserves of safety which is increased still further with ABS as an optional extra (standard in the UK). It offers a comfortable ride for two people on long tours and, last but not least, there is the option of an open-loop catalytic converter to help protect the environment.

WE HAVE IT ALL.

The ideal sports tourer already offers you a great deal. But by no means everything. Extras can be important too. We pride ourselves on supplying everything you need from a single source. This page lists the main purpose-designed optional extras for your RS or S bike. They are designed to make your bike even more comfortable and convenient or to enhance its sporting character – just as you wish.

BMW matches every accessory perfectly to your motorcycle. Our engineers are themselves motorcyclists, and know exactly what's important. Every development project is accompanied by extensive practical tests, and production is monitored according to the strictest quality standards.

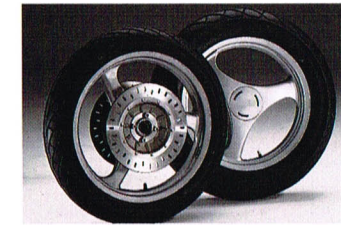
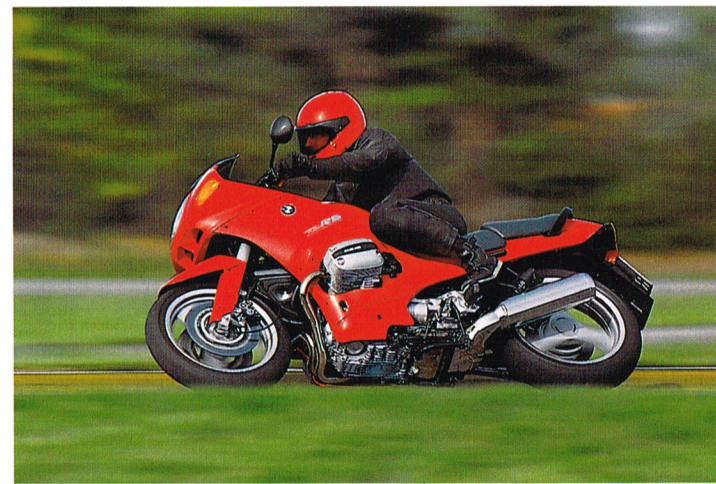


Storage space on the BMW R 1100 RS: these cases each have a volume of 33 litres (1.47 cu.ft), and were designed specially for the new Boxer. They have been wind-tunnel tested, to rule out negative effects on handling. The new lock system with multifunctional handle is further evidence of just how convenient these cases are. As an optional extra, they are available with a one-key system that fits the bike's ignition as well.



BMW's Multivario II tank bag is really versatile. Designed according to the modular element principle, its storage capacity grows with your luggage from 11 (0.39 cu.ft) to 24 (0.84 cu.ft) and even 28 (0.98 cu.ft) litres. A practical feature: even at full size, it can be tipped back easily when re-fuelling.

Another good idea for your luggage: matching inner bags for BMW cases are the convenient and tidy way of taking your property with you when you reach your destination. The cases themselves stay on the motorcycle.



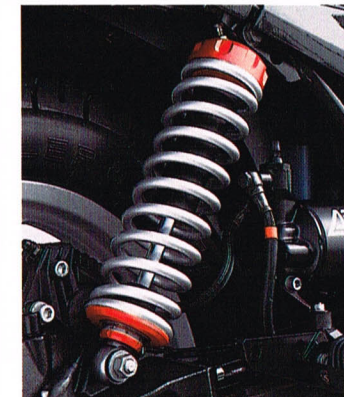
Sports footrests for the BMW K 75 S are another example of how you can personalise this 750 cc model. Other good ideas include hazard warning flashers*, foam rubber grips, three-spoke wheels*, anti-theft alarm system, U-bar padlock and, last but not least in pro-environmental terms, an open-loop catalytic converter.

How enthusiastic riders set up their bikes' rear suspension: the sports suspension strut for the BMW K 75 S has continuously adjustable spring preload, and rebound-stage damping with seven settings. Thanks to the Duo-Control System, the compression stage is adjusted automatically.

(*Standard in the UK)



The perfect solution to your luggage-carrying needs. BMW integral cases each provide 35 litres (1.23 cu.ft) of storage capacity, so there's room enough for your helmet inside. They are available with a one-key system as an optional extra, and the lid can be painted in the same colour as the motorcycle.



A good view of everything: the rider information display for the BMW R 1100 RS shows you as a digital display how much fuel you have left, the oil temperature, the time and the gear currently selected.



The new BMW Boxer – make it your very own personal Sports Tourer. Equipped with all the useful things you need.

	R 1100 RS	K 1100 RS	K 75 S
Engine:			
Type:	Flat-twin, 4-stroke	4-cylinder, 4-stroke inline	3-cylinder 4-stroke inline
Valves:	4 per cylinder	4 per cylinder	2 per cylinder
Displacement:	1085 cc	1092 cc	740 cc
Bore x stroke:	99 mm x 70.5 mm (3.90" x 2.78")	70.5 mm x 70 mm (2.78" x 2.76")	67 mm x 70 mm (2.64" x 2.76")
Output:	66 kW (DIN) (90 bhp) at 7250 rpm	74 kW (DIN) (100 bhp), at 7500 rpm	55 kW (DIN) (75 bhp) at 8500 rpm
Torque:	95 Nm (70 lb/ft) at 5500 rpm	107 Nm (77.3 lb/ft) at 5500 rpm	68 Nm (50.4 lb/ft) at 6750 rpm
Compression ratio:	10.7:1	11.0:1	11.0:1
Cooling:	Air/oil	Water	Water
Valve gear:	HC, chain	DOHC, chain	DOHC, chain
Mixture preparation:	Bosch Motronic, MA 2.2 with overrun fuel cutoff	Bosch Motronic, MA 2.2 with overrun fuel cutoff	Electronic injection with overrun fuel cutoff (LE Jetronic)
Clutch:	Single dry plate	Single dry plate	Single dry plate
Gearbox:	5-speed	5-speed	5-speed
Gearbox ratios:	I 4.16; II 2.91; III 2.13; IV 1.74; V 1.54:1	I 4.49; II 2.96; III 2.30; IV 1.88; V 1.61:1	I 4.50; II 2.96; III 2.30; IV 1.88; V 1.67:1
Final drive ratio:	2.81:1	2.82:1	3.2:1
Electrical equipment:			
Ignition:	Motronic	Motronic	Transistorised
Alternator:	700 W	700 W	700 W
Battery:	12 V/19 Amp/h	12 V/19 Amp/h	12 V/19 Amp/h
Dimensions and weight:			
Fuel tank capacity:	23 l (6.08 US gal/5.1 Imp. gal), incl. 4 l (1.06 US gal/0.9 Imp. gal) reserve	22 l (5.81 US gal/4.8 Imp. gal), incl. 5 l (1.32 US gal/1.1 Imp. gal) reserve	21 l (5.55 US gal/4.65 Imp. gal), incl. 5 l (1.32 US gal/1.1 Imp. gal) reserve
Seat height at unladen weight:	780, 800, 820 mm (30.7", 31.5", 32.3")	800 mm (31.5")	810 mm (31.87")
Unladen weight (ready for road):	239 kg (527 lb)	268 kg (591 lb)	229 kg (505 lb)
Gross weight limit:	450 kg (992 lb)	485 kg (1009 lb)	480 kg (1009 lb)
Performance data and fuel consumption:			
Top speed:	Over 200 km/h (125 mph)	Over 200 km/h (125 mph)	Over 200 km/h (125 mph)
Acceleration from 60-140 km/h (37-87 mph):	10.8 sec.	10.5 sec.	14.2 sec.
Fuel consumption per 100 km acc. to ISO 7118:	at 90 km/h (56 mph): 4.3 l (66.1 Imp./54.7 US mpg) at 120 km/h (75 mph): 5.2 l (54.5 Imp./45.2 US mpg)	at 90 km/h (56 mph): 4.9 l (58.0 Imp./48.0 US mpg) at 120 km/h (75 mph): 5.2 l (48.9 Imp./40.6 US mpg)	at 90 km/h (56 mph): 4.0 l (70.6 Imp./58.8 US mpg) at 120 km/h (75 mph): 5.4 l (52.6 Imp./43.6 US mpg)
Fuel:	Premium grade unleaded	Premium grade unleaded	Premium grade unleaded
Running gear:			
Frame:	3-piece, front and rear sections, engine with load-bearing function BMW Telelever with central suspension strut	Telescopic with progressive spring rate and integral fork stabilizer	Telescopic with progressive spring rate and integral fork stabilizer
Fork:	120 mm (4.72")	135 mm (5.31")	135 mm (5.31")
Spring travel:	Single (BMW Paralever)	Single (BMW Paralever)	Single (BMW Monolever)
Drive:	Shaft	Shaft	Shaft
Suspension strut:	Central suspension strut with oil spring and single-tube gas-filled shock absorber, spring preloaded with 7 settings, continuous rebound adjustment	Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, spring preloaded with 5 settings, continuous rebound adjustment	Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, 3 settings
Spring travel:	135 mm (5.31")	120 mm (4.72")	114 mm (4.59")
Brakes			
front:	Twin disc (dia. 305 mm [12.01"]), floating disc, 4-piston fixed calipers	Twin disc (dia. 305 mm [12.01"]), floating disc, 4-piston fixed calipers with angular wear compensation	Twin disc (dia. 285 mm [11.22"]), 2-piston fixed caliper
rear:	Single disc (dia. 285 mm [11.22"]) with fixed calipers	Single (dia. 285 mm [11.22"]) with fixed calipers	Single (dia. 285 mm [11.22"]) with fixed caliper
Brake pads:	Fade-resistant in wet weather	Fade-resistant in wet weather	Fade-resistant in wet weather
Wheels:	Light-alloy	Light-alloy	Light-alloy
Tyres	Radial, low aspect-ratio	Radial low aspect-ratio	Low aspect ratio
front:	120/70 - ZR 17 (tubeless)	120/70 - ZR 17 (tubeless)	100/90 - V 18 (tubeless)
rear:	160/60 - ZR 18 (tubeless)	160/60 - ZR 18 (tubeless)	130/90 - V 17 (tubeless)

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.

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