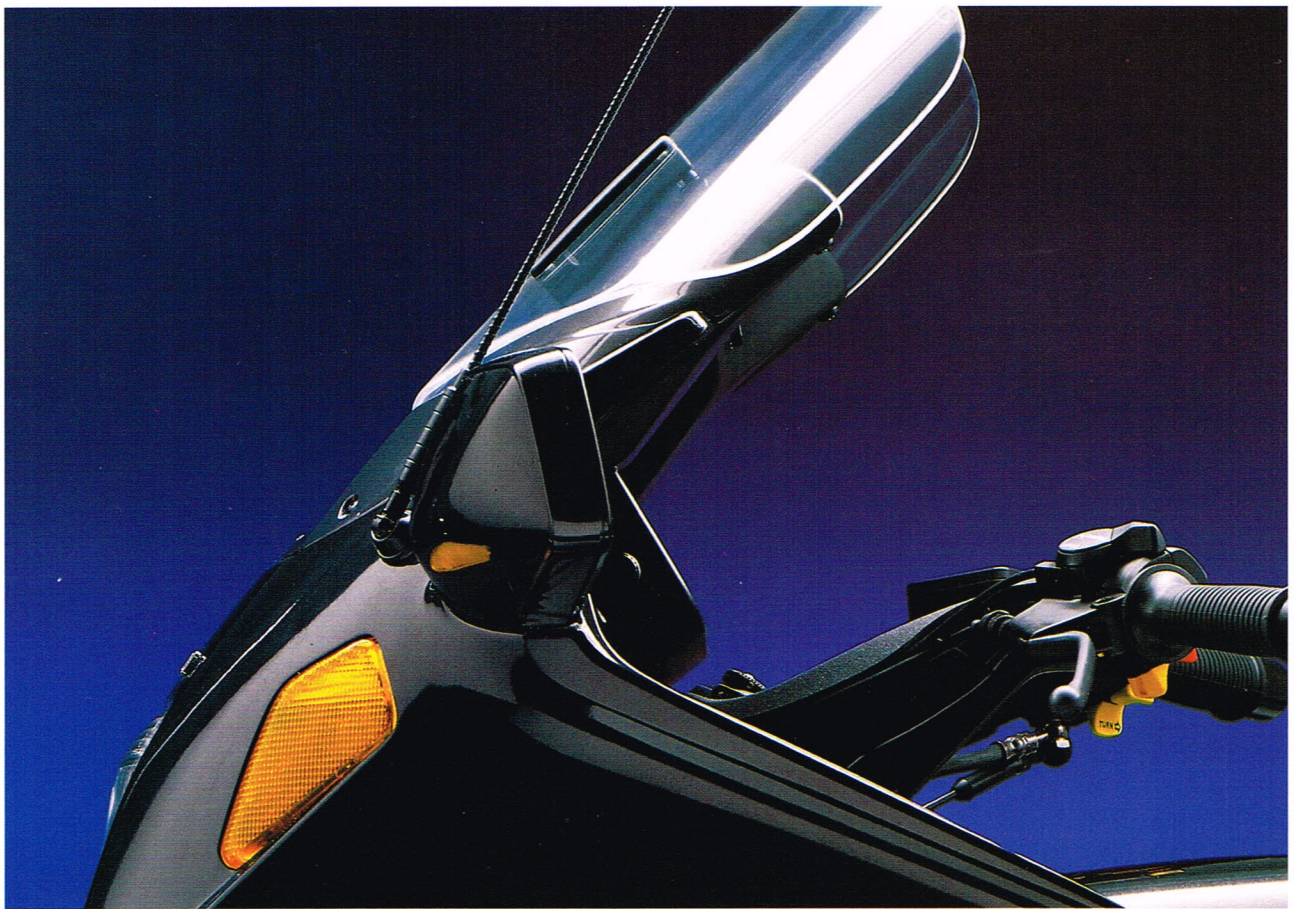


BMW MOTORCYCLES

TOURERS



**RIDE A MOTORCYCLE FOR SOME TIME,
AND LUXURY IS NO LONGER A LUXURY.**

You're a dedicated long-distance rider and have already covered tens of thousands of miles on the motorcycles you've owned. What matters most at the end of a long journey? Surely, that despite a strenuous ride, you feel relaxed and satisfied and can look back on an enjoyable day.

You need a rather special type of motorcycle if you cover long distances with scarcely a break. One that is so reliable that you can place your trust in it, one that is under perfect control in every situation. It matches your strength and spares your nerves, even when situations get a little precarious. To help prevent a tour from turning into a torture, a comfortable motorcycle is equally important for rider and pillion.

All this doesn't mean that your preferred motorcycle has to be non-responsive. On the contrary: top-fit in all disciplines, it unleashes its mighty power impressively, glides smoothly, swings effortlessly through bend after bend.



WHO INVENTED THE TOURER?

This much is certain: BMW built the first roadgoing motorcycle with a full fairing as standard equipment about 20 years ago. This concept was systematically developed right up to today's super-tourer "on which you can travel quickly, safely, comfortably and well-protected", as "MOTORRAD" (15/92) succinctly put it.

Based on so much experience, it's hardly surprising that the BMW tourer enjoys an excellent reputation amongst motorcyclists, earned time and again by constant enhancements to the tourer concept, new technical features and the latest research findings. Our current tourer range keeps us ahead of the international field. Japanese motorcycling journalists voted the BMW K 1100 LT "Best Touring Bike" in "Cycle World" (10/92).

But it's not just individual details which make BMW tourers so popular among long-distance motorcyclists. These features must be seen as a whole. Protection against wind and weather, ergonomics and seating comfort for rider and pillion passenger continue to be exemplary. Payloads are generous, equipment options extensive. Money is saved by easy servicing and lasting resale value. Last but not least, these bikes have the technology to protect the environment and achieve high safety standards.

Every rider will find his or her ideal tourer at BMW. There's a model for every taste: BMW K 1100 LT, K 75 RT, R 100 RT or R 80 RT. Which tourer do we recommend? That's a question we feel your personal preferences should decide.



BMW K 75 RT: this is not just the tourer for the first-time buyer. The popular BMW K 75 RT has everything that even the expert could need for serious long-distance riding: maximum comfort on long journeys, full protection against the weather for rider and passenger, a generous 220 kg payload. It handles extremely well and



BMW K 1100 LT: the 1100 cc 4-valve engine masters every situation with ease, thanks to its generous reserves of power. It guarantees supreme progress without hectic gear shifts. 80% of the maximum torque of 107 Nm (77.3 lb/ft) is available across almost the entire engine-speed range. Relaxed riding is therefore the order of the day – all the more so because this bike handles so well and is so brilliantly designed. And also because, thanks to ABS (option), the BMW K 1100 LT can be brought to a safe halt at any time. The best environmental technology around, the closed-loop 3-way catalytic converter, is available as an optional extra. There is a complete range of luxury features including items which you don't come across every day. They include a continuously adjustable electric windscreen, fitted pannier cases (35 l/1.23 cu.ft) and a topcase (35 l/1.23 cu.ft). (*Standard in the UK)*

has ample reserves of safety which can be enhanced still further with ABS as an optional extra. The engine's advanced design means impressive economic efficiency; an open-loop catalytic converter is available as an optional extra. An exceptional motorcycle ... one encounter will probably lead to a lasting friendship. (*Standard in the UK).*



BMW R 80 RT/R 100 RT: fans of the BMW Boxer consider these big-engined, classic BMW tourers to be the only conceivable form of travel. And there are good reasons for this: the forceful, inimitable power flow, the bike's proverbial simplicity and economic efficiency, a standard of ride comfort which still leaves nothing to be desired – and of course the typical, unmistakable outlines of a truly great motorcycle design.

BMW RIDERS' NEEDS ACCOMMODATED.

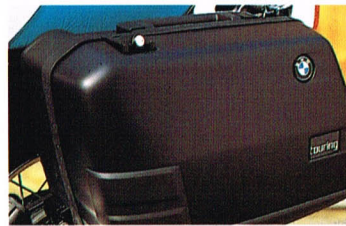
Every BMW tourer leaves the production line fitted with many features you would not normally expect. Further Motorcycle Equipment accessories are available to enhance comfort and aesthetics of your motorcycle. Our purpose-designed Motorcycle Equipment is just right for your bike; it's practical down to the smallest detail and, above all, it satisfies the highest quality standards.



BMW inner bags for integral case and topcase keep the interior tidy, protect your luggage and make it easier to carry.



BMW integral cases: guaranteed to solve your luggage carrying needs. Everything is right about these cases, down to the smallest detail. They provide a total of approx. 70 litres* (2.46 cu.ft) storage space including room for a helmet. With rapid pull-action lock and one-key system for ignition and cases (optional extra).



BMW 20-litre (0.7 cu.ft) topcase for BMW R 80 RT/ R 100 RT and K 75 RT. With padded backrest and rapid-action lock for attaching to the luggage rack. Available with one-key system.



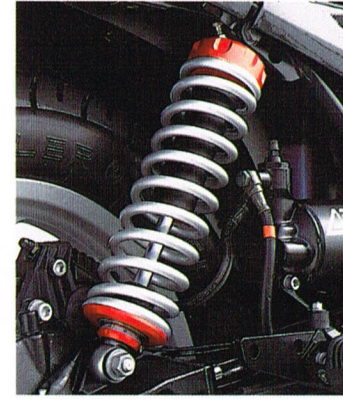
BMW 35-litre (1.23 cu.ft) topcase. Designed to match the BMW integral cases, the lid can be painted the same colour as the motorcycle. With patented lock for fitting to the luggage rack in a matter of seconds. The integrated backrest means added comfort for the pillion passenger. Available with one-key system.



BMW Multivario Tank Bag: it grows with your luggage, providing 11 (0.39 cu.ft), 24 (0.84 cu.ft) or even 28 (0.98 cu.ft) litres of storage capacity depending on its height. It's full of practical ideas such as the integrated, extra-large map compartment, integrated rain cover and the top section which doubles up as a shoulder bag. Suitable for all BMW motorcycles.



The continuously adjustable electric windscreen is already fitted to the BMW K 1100 LT as standard equipment and can be retrofitted to the K 75 RT. The height and angle of this windscreen can be adjusted even while in motion.



The sports suspension strut for the BMW K 75 RT allows you to find the ideal rear suspension setting in the shortest possible time. There are 7 rebound settings, the compression stage being adjusted automatically (Duo-Control System).



Protection against theft: the BMW U-bar padlock is of a special high-tensile alloy, with a practical holder for the BMW integral case. To keep your motorcycle even safer, the BMW anti-theft alarm system (not illustrated) emits audible warning signals to attract attention if somebody tampers with your motorcycle.

Even more ways of enhancing comfort: the deluxe windscreen for the K 75 RT diverts the air stream around the rider and passenger. It is fitted in combination with the extended cockpit which comes complete with coolant temperature and fuel gauges. Not illustrated: BMW Nivomat self-levelling suspension (for all tourers) automatically compensates for load changes at the rear wheel. BMW foam rubber grips absorb residual vibration at the handlebar. The voltmeter and quartz clock, additional instruments for the BMW Boxer, provide useful extra information.

At BMW, it's easy to add to your motorcycling pleasure with the aid of a few extra items of equipment. Take the BMW K 1100 LT, for example, pictured here with BMW motorcycle radio and sound system, heated handlebar grips and winter spoiler.



	K 1100 LT	K 75 RT	R 100 RT	R 80 RT
Engine:				
Type:	4-cylinder, 4-stroke inline	3-cylinder, 4-stroke inline	Flat-twin, 4-stroke	Flat-twin, 4-stroke
Valves:	4 per cylinder	2 per cylinder	2 per cylinder	2 per cylinder
Displacement:	1092 cc	740 cc	980 cc	798 cc
Bore x stroke:	70.5 mm x 70 mm (2.78" x 2.76")	67 mm x 70 mm (2.64" x 2.76")	94 mm x 70.6 mm (3.70" x 2.78")	84.8 mm x 70.6 mm (3.32" x 2.78")
Output:	74 kW (DIN) (100 bhp) at 7500 rpm	55 kW (DIN) (75 bhp) at 8500 rpm	44 kW (DIN) (60 bhp) at 6500 rpm	37 kW (DIN) (50 bhp) at 6500 rpm
Torque:	107 Nm (77.3 lb/ft) at 5500 rpm	68 Nm (50.4 lb/ft) at 6750 rpm	74 Nm (54.6 lb/ft) at 3500 rpm	58 Nm (42.8 lb/ft) at 4000 rpm
Compression ratio:	11.0:1	11.0:1	8.45:1	8.2:1
Cooling:	Water	Water	Air	Air
Valve gear:	DOHC, chain	DOHC, chain	OHV, chain	OHV, chain
Mixture preparation:	Bosch Motronic MA 2.2 with overrun fuel cutoff	Electronic injection with overrun fuel cutoff (LE-Jetronic)	2 carburetors, 32 mm (1.26")	2 carburetors, 32 mm (1.26")
Clutch:	Single dry plate	Single dry plate	Single dry plate	Single dry plate
Gearbox:	5-speed	5-speed	5-speed	5-speed
Gearbox ratios:	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	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
Final drive ratio:	2.81:1 (USA 2.75:1)	3.2:1	3.0:1	3.2:1
Electrical equipment:				
Ignition:	Motronic	Transistorised	Transistorised	Transistorised
Alternator:	700 W	700 W	240 W	240 W
Battery:	12 V/19 Amp/h	12 V/19 Amp/h	12 V/25 Amp/h	12 V/25 Amp/h
Dimensions and weight:				
Fuel tank capacity:	22 l (4.8 Imp. gal/5.8 US gal)	21 l (4.65 Imp. gal/5.55 US gal)	22 l (4.8 Imp. gal/5.8 US gal), incl. 5 l (1.1 Imp. gal/1.32 US gal) reserve	22 l (4.8 Imp. gal/5.8 US gal), incl. 2.5 l (0.55 Imp. gal/0.66 US gal) reserve
Seat height at unladen weight:	810 mm (31.89")	810 mm (31.89")	807 mm (31.77")	807 mm (31.77")
Unladen weight (ready for road):	290 kg (639 lb)	258 kg (569 lb)	229 kg (505 lb)	227 kg (501 lb)
Gross weight limit:	500 kg (1103 lb)	480 kg (1058 lb)	440 kg (970 lb)	440 kg (970 lb)
Performance data and fuel consumption:				
Top speed:	Over 200 km/h (125 mph)	App. 185 km/h (115 mph)	App. 185 km/h (115 mph)	App. 170 km/h (105 mph)
Acceleration from 60-140 km/h (37-87 mph):	10.5 sec.	14.6 sec.	15.1 sec.	—
Fuel consumption per 100 km acc. to ISO 7118:	at 90 km/h (56 mph): 4.9 l (58.0 Imp./48.0 US mpg) at 120 km/h (75 mph): 5.8 l (48.9 Imp./40.6 US mpg)	at 90 km/h (56 mph): 4.7 l (60.3 Imp./50.0 US mpg) at 120 km/h (75 mph): 5.9 l (48.1 Imp./39.9 US mpg)	at 90 km/h (56 mph): 4.3 l (66.1 Imp./54.7 US mpg) at 120 km/h (75 mph): 6.1 l (46.3 Imp./38.6 US mpg)	at 90 km/h (56 mph): 4.8 l (59.1 Imp./49.0 US mpg) at 120 km/h (75 mph): 7.2 l (39.3 Imp./32.7 US mpg)
Fuel:	Premium grade unleaded	Premium grade unleaded	Premium grade unleaded	Premium grade unleaded
Running gear:				
Frame:	Lattice tube, engine with load-bearing function	Lattice tube, engine with load-bearing function	Twin steel tube cradle frame	Twin steel tube cradle frame
Fork:	Telescopic with progressive spring rate	Telescopic with progressive spring rate	Telescopic with progressive spring rate and integral fork stabilizer	Telescopic with progressive spring rate and integral fork stabilizer
Spring travel:	135 mm (5.31")	135 mm (5.31")	175 mm (6.89")	175 mm (6.89")
Swinging arm:	Single (BMW Paralever)	Single (BMW Monolever)	Single (BMW Monolever)	Single (BMW Monolever)
Drive:	Shaft	Shaft	Shaft	Shaft
Suspension strut:	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	Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, 4 settings	Gas-filled suspension strut (BMW Monoshock) with progressive spring rate, 4 settings
Spring travel:	120 mm (4.72")	114 mm (4.59")	121 mm (4.76")	121 mm (4.76")
Brakes				
front:	Twin disc (dia. 305 mm [12.01"]), floating disc, 4-piston fixed calipers with angular wear compensation	Twin disc (dia. 285 mm [11.22"]), with 2 fixed calipers	Single disc (dia. 285 mm [11.22"]), with 2 fixed calipers	Twin disc (dia. 285 mm) [11.22"], with 2 fixed calipers
rear:	Single disc (dia. 285 mm [11.22"]) with fixed calipers	Single disc (dia. 285 mm [11.22"])	Drum (dia. 200 mm [7.87"])	Drum (dia. 200 mm [7.87"])
Brake pads:	Fade-resistant in wet weather	Fade-resistant in wet weather	Fade-resistant in wet weather	Fade-resistant in wet weather
Wheels:	Light-alloy	Light-alloy	Light-alloy	Light-alloy
Tyres	Radial low aspect-ratio	Low aspect-ratio	Low aspect-ratio	Low aspect-ratio
front:	110/80 - V 18 (tubeless)	100/90 - 18 56H (tubeless)	90/90 - 18 51H (tubeless)	90/90 - 18 51H (tubeless)
rear:	140/80 - VB 17 (tubeless)	130/90 - 1768H (tubeless)	120/90 - 18 65H (tubeless)	120/90 - 18 65H (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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