



BMW Motorcycles 1997



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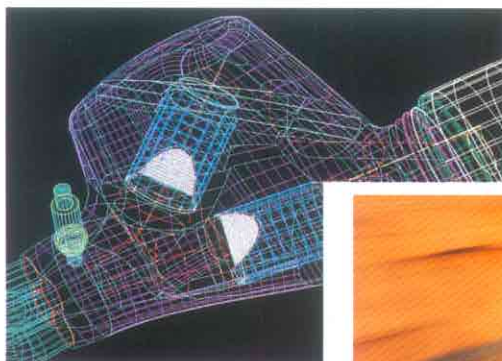
“The best is the enemy of the good”.

This has been the motto of our engineers for nearly 75 years whenever the development and improvement of BMW motorcycles is concerned. This is the reason why we have researched and developed like no other motorcycle manufacturer in the world. The result is that we build motorcycles which radically differ from others with respect to their character and basic concept.

Every BMW is designed to possess high torque across the broadest possible RPM range available. This is to ensure that a single twist of the throttle is fully sufficient to achieve a superior acceleration when necessary – and without requiring any hectic gear changes or wear increasing high engine speeds. It provides a sense of security that can not be described with words. The most recent and at the same time best example for this is the BMW K 1200 RS. This motorcycle combines a powerful yet compact sports-sense with an excellent suitability for touring; creating a passionate, new fascination.



Right from the very beginning countless BMW pioneer achievements in the field of engine, suspension and safety technology have proven: we have never dedicated our efforts to time limited, fashionable solutions but rather to comprehensive developments. Whether referring to design or performance, our efforts always target towards taking responsibility and providing perspectives for the future of the motorcycle. With a BMW, fascinating shapes that address all senses, sophisticated materials and a clear approach with respect to style, always convey the good feeling of riding a motorcycle that perfectly fits into today's and tomorrow's traffic environment. At the same time, ceaselessly pointing the way to the future road ahead. We have used this claim as an opportunity to continuously move forward, never resting on our laurels or getting complacent. There is no time to enjoy the awards or the prizes we have won, they simply illustrate that we are on the right track.



A BMW is precisely what you would expect of an ideal partner, whether as a rugged adventurer, a comfortable



With all this, however, we never lose sight of our core values: to provide answers to the ever-increasing demands of the environment and the need to provide outstanding safety to our riders. In Germany, all models thus feature a standard catalytic converter and ABS. This and the proverbial reliability of our products have contributed to the fact that BMW motorcycles have become a synonym for an extremely up-to-date form of freedom on two wheels worldwide.

long distance tourer, a versatile sports talent or a slender city hopper. We have the right motorcycle for every individual demand. How about the new F 650 or F 650 ST: as a multi-purpose motorbike for touring on country roads or as a pure-bred street machine. Easy to operate – the eminent motorcycle for starters.

The following pages will give you a more detailed overview of how to find the right BMW for your taste. You will notice that no BMWs are alike, but every single machine is unmistakably a genuine BMW.

It is, after all, our desire that you be able to pursue motorcycling according to your own desires, without any sacrifices when it comes to quality, safety, performance or perfection.



Classical. Future. Variety: The BMW R series.

No other motorcycle is able to look back onto such a long tradition as the BMW flat twin. More than 70 years of experience combined with pioneer technology, perfected down to the smallest detail. The "Boxer" is an absolutely unique character. It combines the features that were great yesterday, the essential needs of today and the advanced technology of the future in motorcycling. The R series can be a classic Roadster, a versatile sports tourer, an off-road adventurer or an agile touring machine ... something for everyone.





BMW R 850 R / R 1100 R Roadster.

While concentrating on the essential, both BMW Roadsters offer everything you need today. Tradition, farsightedness, pure riding pleasure, the finest in technology; all this combined with timeless design that emphasizes the classical Roadster character.

Ideal for the motorcyclist who wants plenty of bike without having to spend a fortune on acquiring it. This motorcycle is well suited for the entry-level rider, both male and female, or the experienced rider looking to take advantage of BMW's innovative technology.



BMW R 1100 R, Dolphin Blue metallic



Pure motorcycling is like flying an old biplane: the wind, wide open spaces, freedom – sensing and experiencing the world more intensively. Although you stay firmly on the ground, you enjoy a brand new feeling of what “open to the elements” means!





Engines.

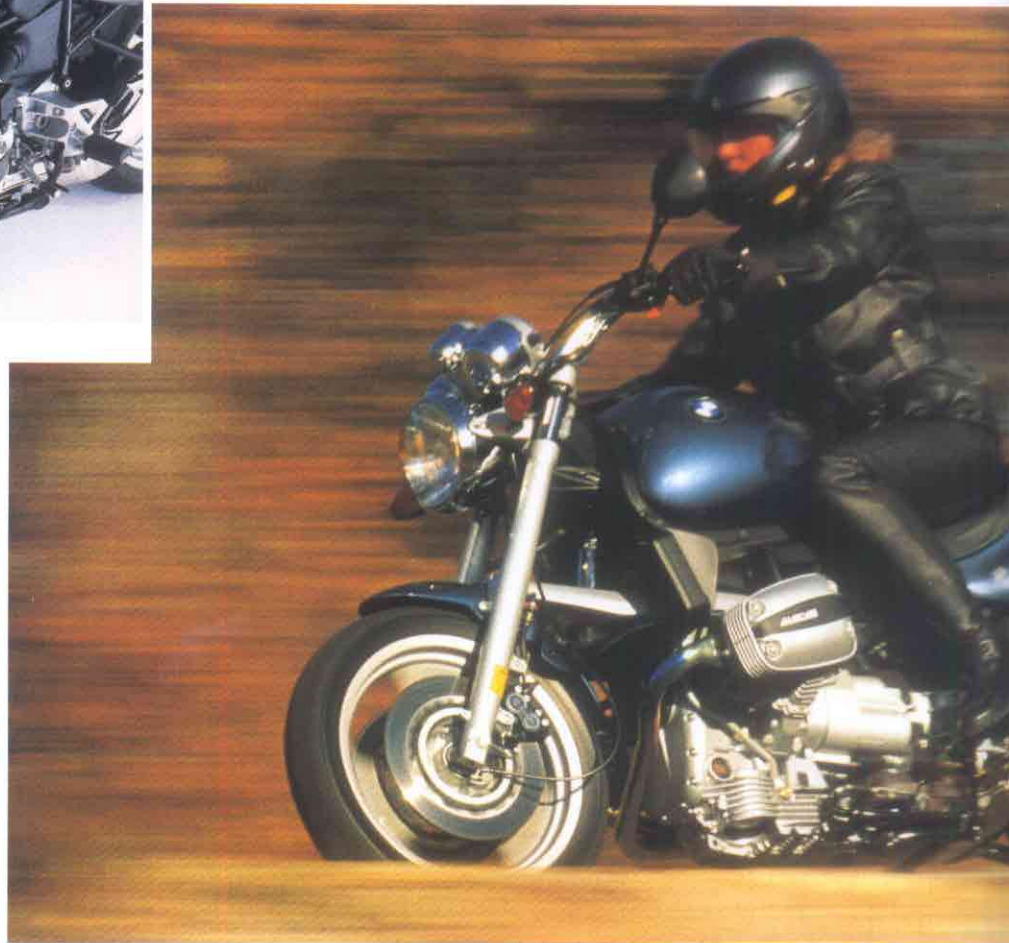
The powerful BMW Boxers with their refined power development and breathtaking performance leave nothing to be desired. This applies not only to the 1100 cc unit but also to the 850 flat twin engine, which has been specially developed for the Roadster. It too is designed for high

torque across the entire speed range. A quick twist of the throttle is enough to demonstrate its advantages: brisk acceleration whenever you need it, with tremendous pulling power from low revs. The 850 cc engine develops 52 kW (70 hp). Are you impressed by high-tech? If so, then you should know

that even the "small" Boxers benefit from the advantages of modern BMW engine management.

Suspension. Our development goal is for the BMW Roadster to be as maneuverable, agile and as light as possible. But the necessary technology first had to be developed. Our concept is based on the unique combination of Telelever at front and Paralever at rear. Here the advantages of the telescopic fork are combined with those of a front wheel swingarm. The rebound stage of the rear suspension strut is continuously variable and the spring preload adjustable in seven positions.

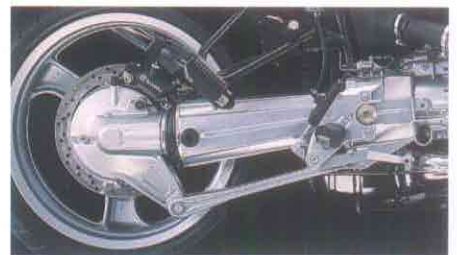
The result is good handling at all times. Something that not only riders with little experience or first-time buyers will welcome. Other outstanding features of this "pure" motorcycle include ABS (as an option on certain models) and large brake disks (305 millimeters in diameter).



Easy servicing.

Many sensible arguments speak in favor of the BMW Roadster. Apart from its good price/performance ratio, its operating costs deserve a special mention. Word is already out that the use of modern engine

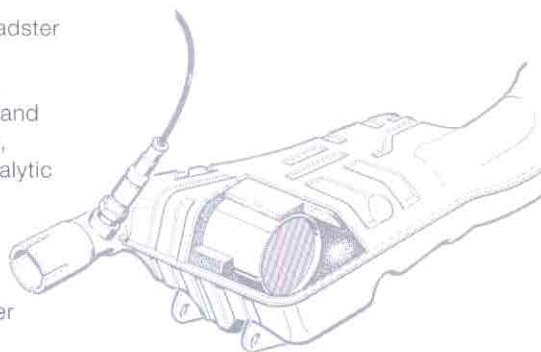
electronics also helps to reduce fuel consumption. But every now and then, it's particularly worth pointing out some special feature: BMW shaft drive, for example. It's simple to maintain and extremely reliable. Advantages which pay dividends in the service and maintenance area.



Environmental technology.

More and more riders are opting for pro-environmental concepts.

The BMW Roadster therefore has digital engine management and a closed-loop, three-way catalytic converter. Fuel consumption and emissions are lower than ever.



The cockpit.

Classic style down to the smallest of details. The new design of the cockpit consists of round instruments integrated as part of the attractive chrome-plated unit. The instruments of the Roadster models were rearranged and a stan-

dard tachometer and clock were added to keep the rider from having to search around for important information. The separation of the headlamp from the cockpit completes the transition into the truly classic Roadster character.



Comfort and convenience.

Your new motorcycle should make your journey comfortable and offer you plenty of opportunities to enhance its individuality still further. We have two suggestions: firstly, the BMW Roadster adjusts to suit your height thanks to

the variable-height rider's seat which can be adjusted to 760, 780 or 800 mm. Secondly, BMW's range of motorcycle equipment offers many ideas on how to transform an R 850 R, for example, into your own personalized bike: windshield, additional instruments, spoked wheels, tank-top bag and cases.

Design.

With the BMW Roadster models, form and function are combined into one cohesive unit. The tear-shaped fuel tank with a capacity of 5.5 gallons (and a 1 gallon reserve) allows for the rider to enjoy the open road and not be overly concerned

with the need to make numerous stops for fuel. BMW Roadsters are also now available in the optional Night black / Aspen Silver metallic two-tone paint for a slight extra charge.

BMW R 850 R / R 1100 R Roadster.

"The engineer's bike ..." as the German motorcycle magazine MO expressed it in volume 4/96, "... only corresponds to traditional concepts in its basic appearance. In fact the BMW Roadster is a super-modern machine ... with a technology that is absolutely unique on the market."

And thus the BMW R 850 R and the R 1100 R incorporate many great ideas, as well as numerous technical treats that you will find nowhere else on a motorcycle of this type. This is an excellent, well-rounded machine which is again and again - and rightfully so - referred to as "king of the country road".

723 Dolphin Blue metallic

714 Ascot Green metallic

080 Mystic Red metallic



722 Two-tone paint Night Black / Aspen Silver metallic (optional paint at an extra charge)



BMW R 1100 RS. Sport bike or tourer? Ever since BMW developed the sport tourer, this question has become superfluous for many riders.

No detail was overlooked in the creation of this bike, a bike that may adapted so each individual rider can find their proper balance between the conflicting demands of such extremes. Everything must be

in the correct position, every touch must be right. You are the one to decide whether you wish to ride in a sporty and dynamic manner or if you prefer a higher level of comfort.

In any case, the international motorcycle press confirms that the BMW R 1100 RS hardly has any competition.



BMW R 1100 RS, Glacier Quartz metallic



Dynamic travel through space and time - the world of the sports tourer. Light and shadow in rapid succession. A new mix of colors as your surroundings change in an instant. Your bike makes rapid progress, leans well over into the bend ... breathe deeply, enjoy yourself ... if only this could go on for ever!

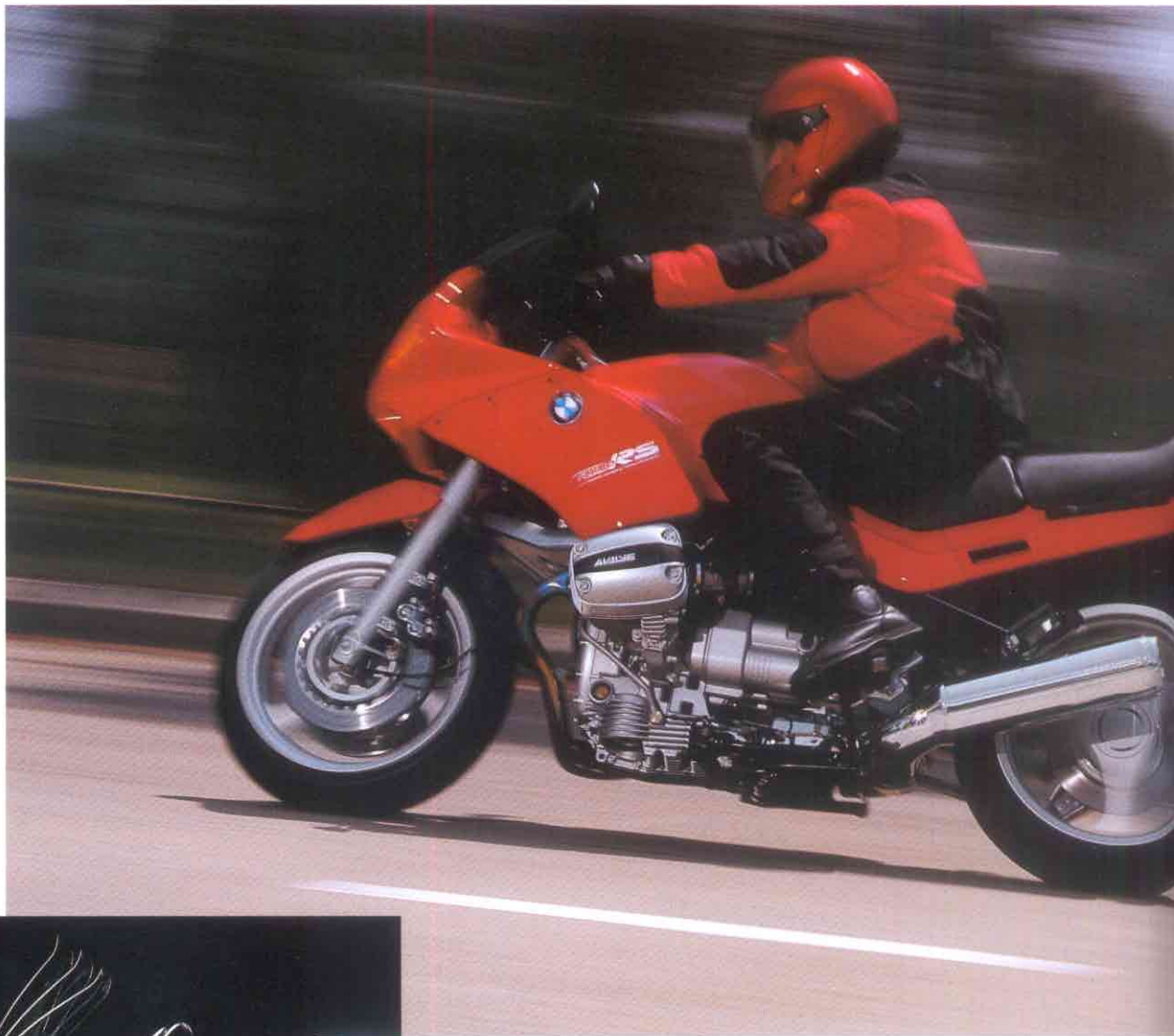


BMW R 1100 RS.

Motorcycle publications in the United States, in Australia, England, France, and Japan have selected the BMW R 1100 RS as the "Bike of the Year".

Why was it chosen? Most likely because the RS may, like no other motorcycle, be specifically adapted to the ergonomic demands of the rider. The short RS fairing offers exceptional wind protection and the bike's three-position seat height enhance long distance comfort.

The R 1100 RS balances the demands of sport-tourers as neatly as an assayer's scale.



Comfort and convenience.

Every BMW, even the sport-style RS, must offer outstanding comfort and convenience. The fairing developed in the wind tunnel protects the passenger, and the ergonomics

package enables you to adjust seat height, handlebar position and the windshield to suit your personal preferences. Such features assure a comfortable, relaxed, fatigue-free journey. Just a few small, but important details: the handlebar is



decoupled to prevent vibration, the handbrake lever can be set to four positions. A practical idea: all locks can be operated with a single key.

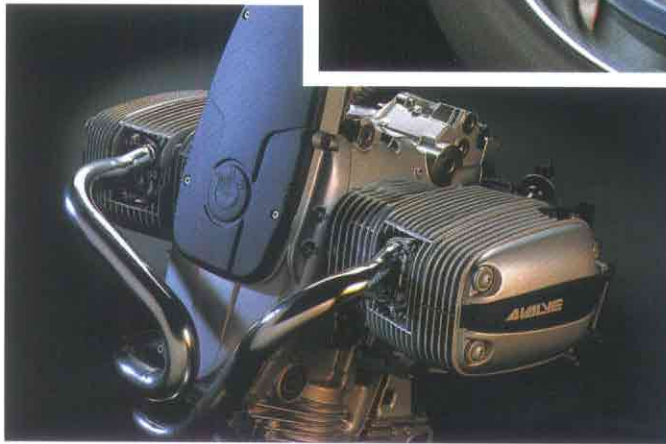
Design.

The rider's area as a "workplace" – the link between rider and bike. Everything must be in its place and easily visible, every control must be correctly located. The design of the RS is in perfect accord with this principle.



The adjustable suspension.

The new R 1100 RS offers two adjustment options to you: the rebound stage of the front suspension strut is now continuously variable via a slot head screw. In addition to that, the spring preload of the rear suspension strut may be adjusted hydraulically; the rebound stage is also continuously variable via an adjustment screw.



Engine.

The 1100 cc Boxer surprised a great many people when it was launched. Hardly anyone believed that the legendary BMW flat twin concealed so much power and sports character. On the one hand, the established Boxer concept with its key virtues, such as refinement, good heat control, low center of gravity etc. On the other, modern 4-valve technology, digital engine management, high-camshaft (HC)

valve gear and even advanced "cracked" connecting rods – to quote just a few examples. All this has resulted in a small miracle: the high-torque "Boxer" offers higher power output with refinement and pulling power. For example, more than 85% of the engine's maximum torque of 95 Nm is available from an engine speed of only 3000 RPM upwards.



Safety.

The R 1100 RS is designed for a dynamic riding style. It's therefore reassuring to know that at BMW, more power always goes hand in hand with more safety. This is the purpose of BMW's ABS, which effectively prevents the wheels from locking, and the four-piston fixed caliper front brake with floating disks which is rated among the best brake technology currently on the market.



703 Glacier Green metallic

699 Cobalt Blue

716 Midnight Black

658 Marrikest Red



BMW R 1100 GS. This is the enduro tourer that arouses emotions. Memories of triumphs on the desert sand, of extreme performance, of great adventure all over the world. The pioneer of a motorcycle experience with no limits. You can feel its power, its durability and strength. Not many are as self-assured in this respect. How could they be?

The GS is entitled to feel that way. Everything about it is functional, in exactly the right place. Nothing has been left out – it has the kind of technology that every motorcycle should have these days. But be honest – would you expect anything less from a bike which has found so many emulators?



BMW R 1100 GS, Midnight Black



The desert is waiting, the mesa, the canyon, the mountains, vast open spaces – undisturbed by human activity. Back to nature, true adventure, real freedom ... this is the “home of the GS”.



BMW R 1100 GS.

On-road, off-road. A long way off the beaten track.

Where roads are replaced by sand and gravel. You want to conquer the world on your bike?

You're looking for a motorcycle on which you can tackle long highway stretches, for example, comfortably, safely and quickly on the way to what may be a far more exotic destination? 10,000 kilometer inspection intervals are a sign of our confidence in the strength and reliability of the GS. As a typical Boxer, little maintenance is required – so the GS' running costs are extremely low. So welcome to the motorcycle concept that earns the accolade of "The Original".

The travel comfort.

If the German motorcycle magazine "Tourenfahrer" (6/95) states: "Traveling on the large-displacement BMW Enduro is part of the recreational phase of every journey" then this is probably due to fact that we offer it with a two-section dualseat which gives you a choice between two different front-section seat heights – 840 and 860 mm. Should you be planning a major tour – no problem: a strong luggage rack is located under the detachable dualseat. And while we're on the subject of load-carrying, this model has a pay-load limit



of over 200 kg. The 25-liter tank is practical – refueling is only necessary after about 250 miles. Another useful extra: the BMW RID (Rider Information Display) indicates oil temperature, time and fuel level as well as the gear selected.



The GS experience.

As we already mentioned – BMW offers an extensive range of products for all areas of motorcycling. Riders do not have to accept any compromises in the quality of either motorcycle or rider equipment. Take the BMW Orlando suit, for example:

it's a perfect combination of safety, weather protection and comfort. And something else: BMW is the only manufacturer with its own enduro training site in Germany. See page 51 for further information.



Accessories.

R 1100 GS riders are individualists and look forward to a challenge. They need equipment

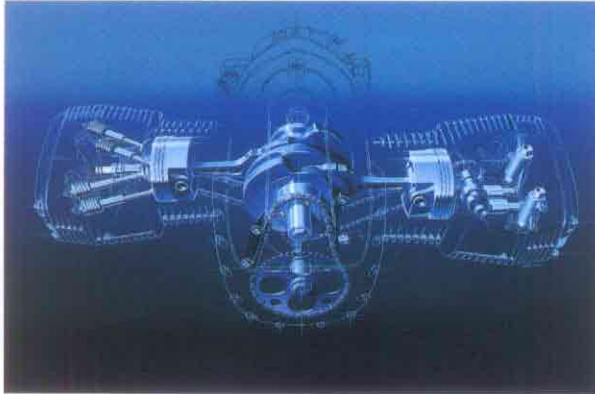
that's durable and suitable for all eventualities. Like the tubular cylinder guard, for instance, or hand protectors of impact-resistant plastic.

And for those going on long tours, we offer matching system cases, a 35-liter topcase and a tank bag.



Engines.

Perfect off-road, perfect on-road. What does this call for? Perfect tuning. For the BMW GS, the 1100 cc flat twin has an output of 59 kW (80 hp). The engine's tremendous torque of 97 Nm is available as low as 5250 RPM. 80 percent of maximum torque is at



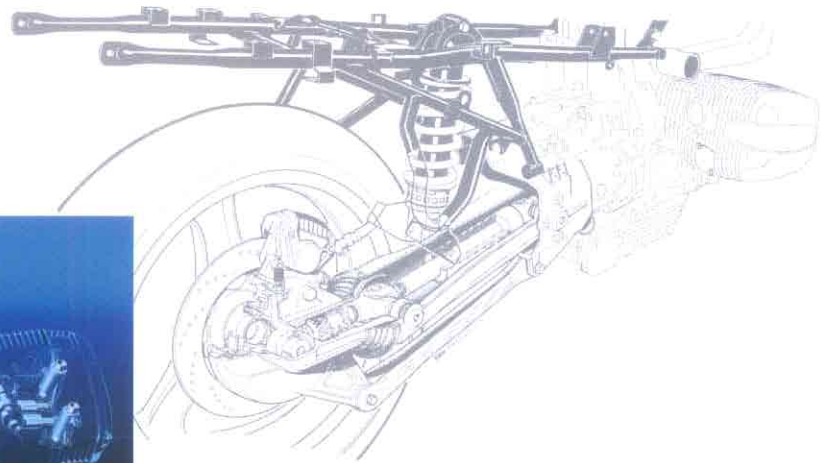
the rider's disposal across almost the entire engine speed range. An engine characteristic which enables power to be controlled accurately and promises lively acceleration. This calls for precision engineering: the torque-oriented GS engine has modified cam profiles and valve timing.



Safety technology.

Rider-controlled ABS is available for the GS. We don't see why riders of the large enduro tourer shouldn't also benefit from the advanced safety technology which is now an almost essential element in modern traffic. On the other hand, we believe that experienced riders who like to use their bikes off-road should have a chance to switch off the ABS.

To be on the safe side ... let's take a look at the generously dimensioned brake system. The 4-piston fixed-calliper front brake with twin disks copes effortlessly with the GS' high performance.



Suspension.

The Boxer's innovative suspension really pays off on the GS. A weight-saving frame, which guarantees high rigidity, is used in combination with the Telelever. The strong engine/gearbox unit forms a sturdy, torsionally-rigid backbone to which a cast aluminum front frame and a steel rear frame are attached.

716 Midnight Black



713 Kalahari Yellow



650 Navakesh Red



BMW R 1100 RT. Exciting tourers have always been our domain. So if anyone can develop the tourer of the future, it's BMW!

Since we are the only manufacturer with so many years of experience in this field, we had an advantage when it came to developing the R 1100 RT. Our engineers were equally ambitious in their

targets. They wanted to set new standards – and they have succeeded in doing so.

The new RT will make you forget everything that came before. It is the first tourer to solve a long-standing conflict of objectives: long-distance comfort and agility, perfectly combined in a single concept.



BMW R 1100 RT, Sine Blue metallik



Fly like an eagle ...
– on a tourer like
this one, you'll
think your dreams
have come true.
You'll soar along
as if you had
wings.
Time appears to
stand still.
Yet it flies by in a
instant.
Your route
becomes your
destination.
And even long
distances appear
to shrink – like a
bird's-eye view of
the world.

BMW R 1100 RT.

Considerable praise from all sides, again and again, confirms that BMW has certainly learned about agile, comfortable and innovative transportation. The BMW R 1100 RT is the perfect combination of long distance comfort and mobility. Since its launch, the RT has not only developed into a "sales hit", it has also become a "highly decorated" machine which makes headlines in the United States and abroad. "The BMW R 1100 RT, without any doubt, is the best Grand Prix tourer ..." was the assessment of the German motorcycle magazine "PS" in volume 9/96. The "Australian Motorcycle News" elected it as the motorcycle of the year 1995, the Industrie Forum Design Hannover

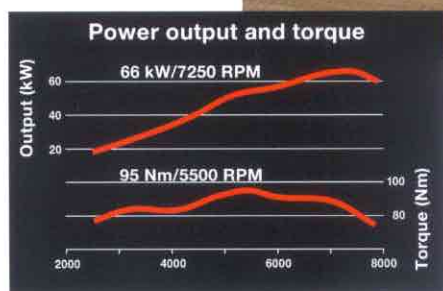
(FRG) awarded the coveted title "Good Industrial Design" and the Design Zentrum Nordrhein-Westfalen granted the "award for a high level of quality which expresses innovation in form and function in an exemplary manner". If that does not suffice, why don't you see for yourself ...

Suspension.

You ought to know where this bike's new, sports-style agility and extraordinary handling come from: the unique combination of BMW Telelever at the front and BMW Paralever at rear. A real advantage for a tourer: this suspension concept offers very high rigidity, dynamic safety and stability.



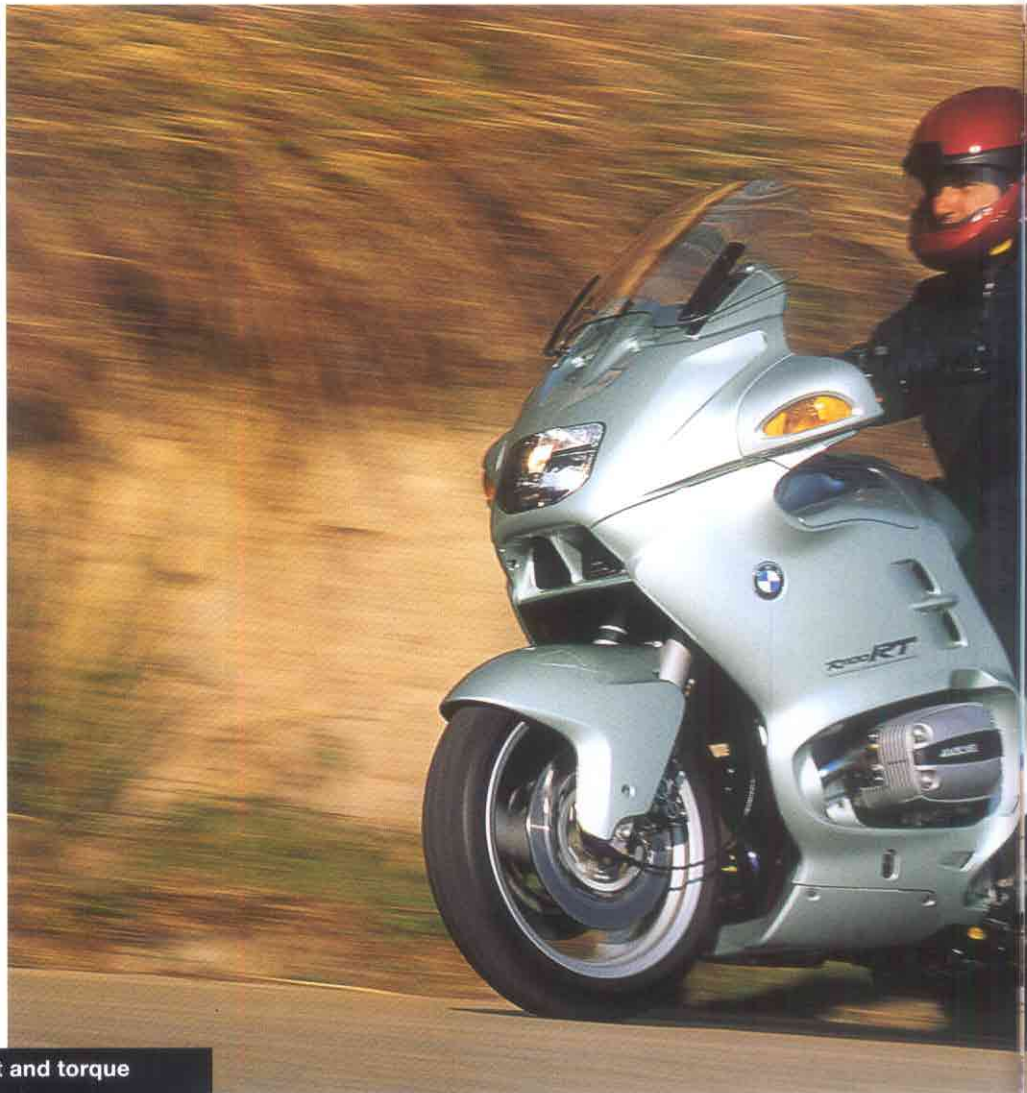
This is especially important when the bike is carrying its full payload – an impressive 208 kilograms. The high-tech brake system, with ABS as standard, provides a perfect basis for even greater safety.

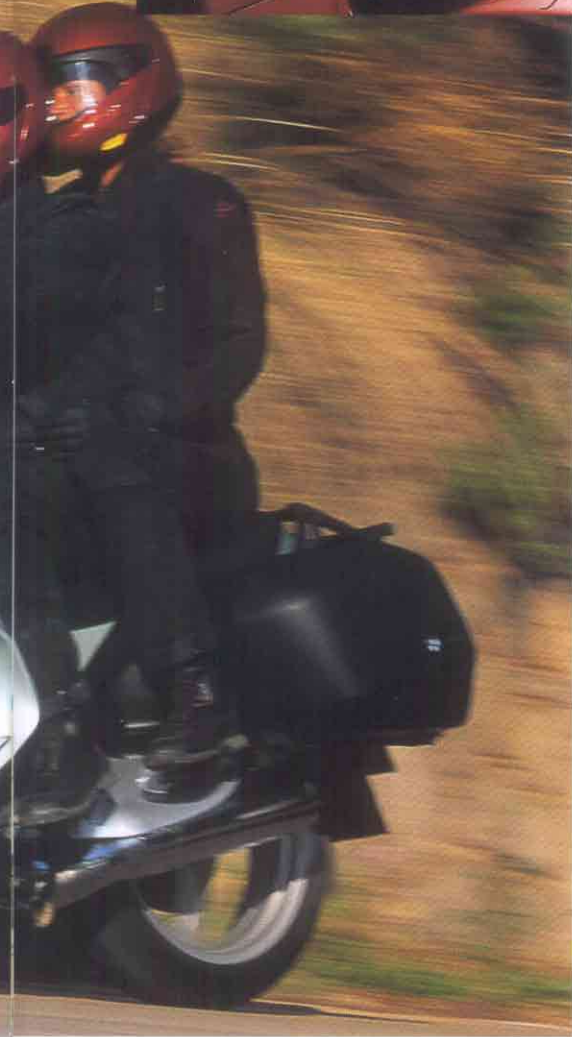
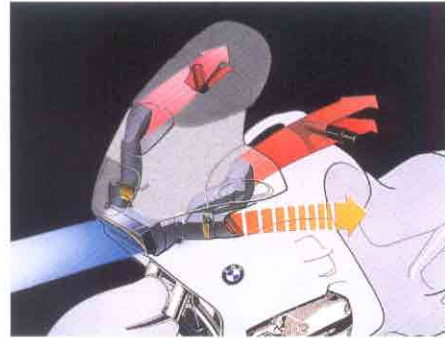


Engine.

A tourer that can tackle anything must have something extra in reserve. This applies above all to the engine. The BMW RT has the magnificent high-torque 1100 cc twin-cylinder

("Boxer") engine (see graph). RT riders will immediately notice the optimal power and feel the greater refinement and smoothness as soon as they twist the throttle.





Comfort.

The BMW R 1100 RT will fit you like a tailor-made suit. You'll notice this the very first time you sit on it. The height of the rider's seat can be adjusted from 780 to 800 or 820 mm; the gear lever has two, the handbrake lever four different positions. The windshield can be

adjusted electrically at the touch of a button through an angle of 22° and by up to 155 mm in height. A supply of warm air to stop the rider's hands from getting cold, which can be regulated individually, shows that we have done all we can to make your "workplace" as comfortable and convenient as possible.

Design.

We have revolutionized the tourer. In terms of both practical value and appearance. This called for complex wind tunnel tests to find out how best to protect rider and passenger against the weather. At the same time, we wanted to avoid using excessively large fairings as often found on such models.

We not only wanted the RT to look slimmer and more athletic, but to take full advantage of its maneuverability and agility. We have managed both – the BMW R 1100 RT offers you a new, previously unknown standard of riding quality.

Individuality.

The R 1100 RT is a unique, individual motorcycle. We have enhanced its character even further with the help of some breath-taking colors: Sine Blue metallic, Siena Red metallic and the stunning Glacier Green metallic.

All are colors which will draw admiring glances. With a capacity of 66 liters, the cases provide enough space for long journeys. A motorcycle radio is available as an option.



703 Glacier green metallic; Terracotta dualsoat

703 Glacier Green metallic



702 Siena Red metallic

701 Sine Blue metallic



734 Amarena Red metallic





The leader. The model. The joy of riding. The BMW K series.

The large-displacement sports and luxury tourers, equipped with a BMW inline 4-cylinder engine, have been able to meet all demands. Uncompromising in every detail, they set the standards in motorcycle construction. With the K 1200 RS, another chapter in the K series success story is being written. As is the case with hardly any other motorcycle, all desires of the rider in regards to dynamism, suitability for touring and design have found their solution in the form of technical perfection.

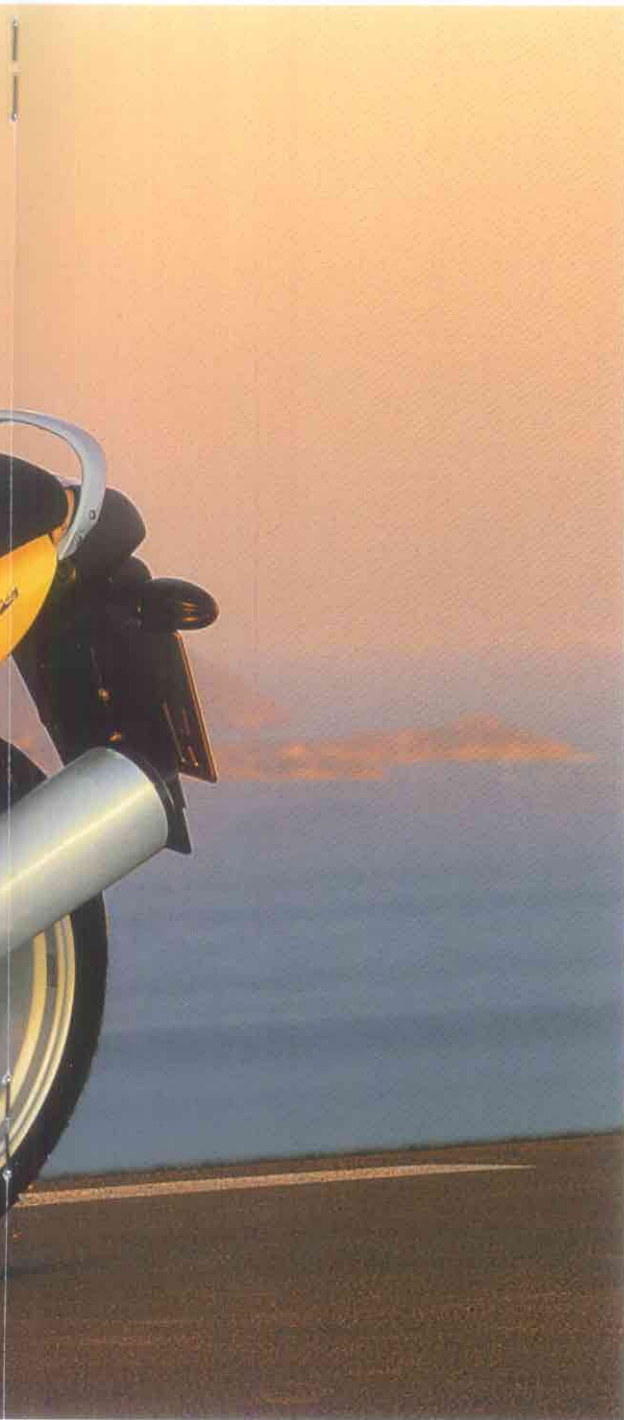
BMW K 1200 RS.

Do you want a motorcycle with a fascinating look, void of compromise and breathtaking in every respect? Then the K 1200 RS is the perfect choice. No other motorcycle in the world offers such a phenomenal balance of refined power and agile

handling, whether alone or with a passenger. Experience a motorcycle full of passion. For comfortable touring or a brief accelerated sprint, experience the new K 1200 RS, a work of fine performance art that looks as good on the road as it does in your driveway.



BMW K 1200 RS, special model in Dakar Yellow / Arctic Gray metallic



Motorcycling is pure passion. It is the pleasure of quickly reaching your destinations without any interruption. The invigorating and relaxing feeling of "gliding" through nature. This is a motorcycle to appreciate mind, body and spirit.



BMW K 1200 RS.

Developed and built utilizing innovative technology and our undiluted passion for motorcycling, the new

K 1200 RS meets and exceeds all requirements with respect to a genuine sports touring machine. It is instantly convincing,

due to its extraordinary dynamism, that it is not simply power but rather a sophisticated power development in any engine speed range that counts.

Its fascinating design – compact yet powerful – is perfectly adapted to the ergonomic requirements of true sports touring. And despite the sporty overall

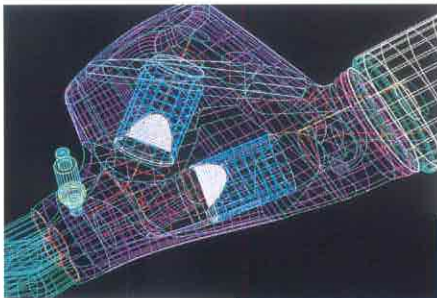
interpretation of this bike, the comfort level achieved is tremendously high.



The environmental technology.

While with other motorcycles an electronic engine management is still the exception to the rule, BMW with the engine of the K 1200 RS already utilizes the third generation of digital engine management. The "Motronic" turns the K 1200 RS into a very economic and reliable motorcycle – and also into one of the most compatible with the environment. Mainly due to the "piece of art" exhaust system

designed as a 4 into 2 into 1 exhaust with a standard dual catalytic converter. The electronic system intervenes so quickly and precisely that the catalytic converter achieves its highest efficiency. Once again it becomes obvious; the 1200 cc power plant is distinctly ahead of its time.



The suspension technology.

When casually swinging through turns or accelerating on extended highway sections, the motorcyclist wishes to fully "focus" on the riding experience. For this reason, our engineers and



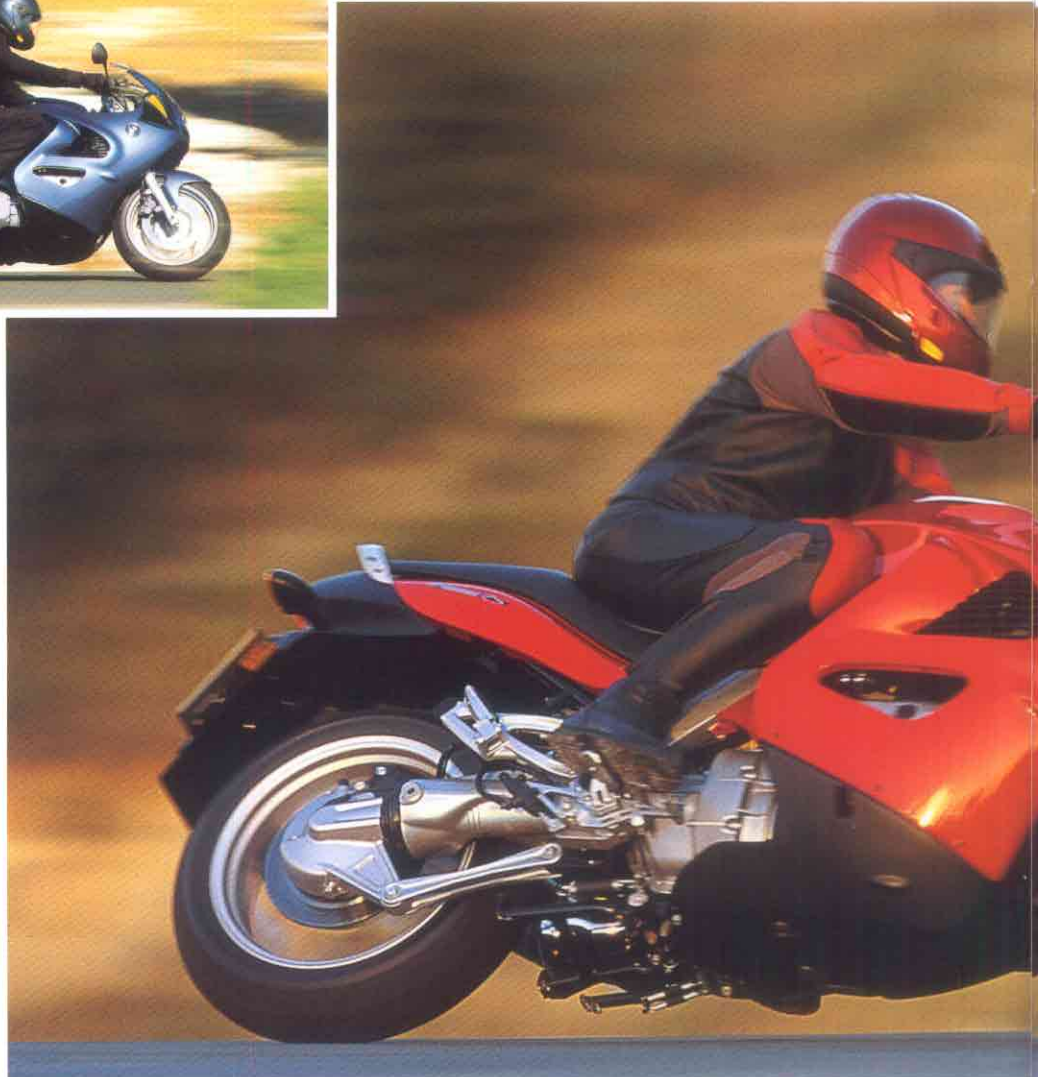
developers have "built in" a great deal of features to increase rider safety. With the BMW Telelever, the new K 1200 RS features a front

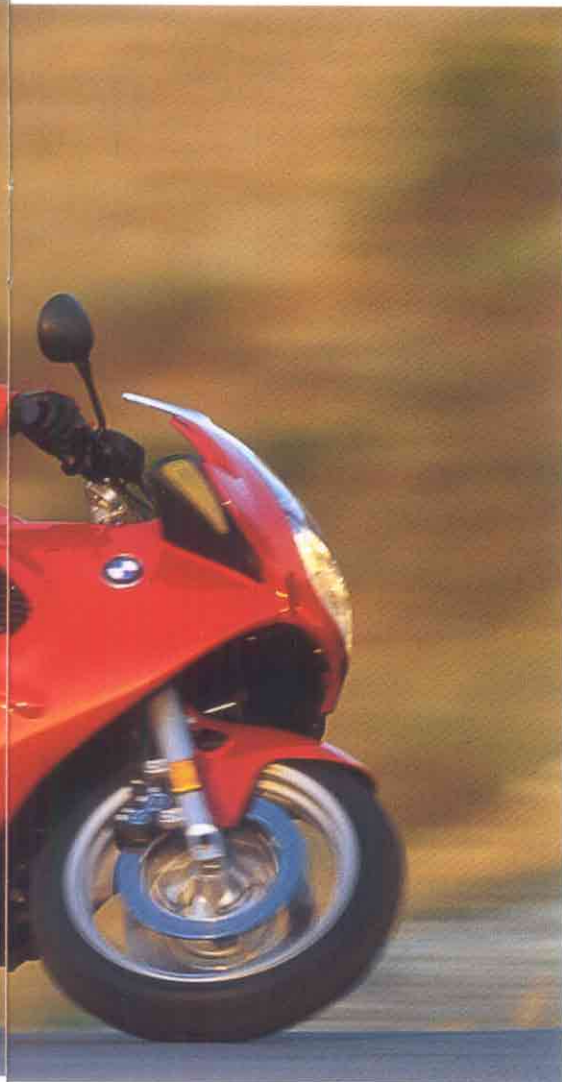
wheel suspension that offers consistent riding stability in any situation. The interplay of Telelever and standard ABS communicates a direct, natural sense of the road,

responding quickly and precisely to your every move. The Paralever rear wheel suspension, already known from the K series, contains an altogether new aluminum frame concept which functions as a solid 'backbone' between the two suspension systems. These

components offer the ideal prerequisite for a riding comfort which sets completely new standards.

The power plant. With a maximum torque of 117 Nm at 6,750 RPM the new K 1200 RS is among the highest torque motorcycles in its category. It has also improved considerably from its predecessor with respect to its revving ability, agility and vibration comfort. This was achieved by adopting meticulously





conceived weight reduction measures for all engine components, such as new box pistons, a new, optimized ram pressure induction for the intake system and a vibration isolation of the engine from the frame. This combines with the new 6-speed gearbox and the "automatic choke" with electronically controlled idle speed actuator that is

absolutely unique worldwide. In simple terms, this adds up to an extremely potent powertrain, which is responsible for propelling the new – 130 hp – BMW K 1200 RS to top performance levels.

Note:
Paint availability varies throughout model year. We suggest you visit your local BMW retailer and inspect the actual colors.



The design.

Uncompromising in every detail, the BMW K 1200 RS is a finely balanced interplay of characteristics that demonstrate BMW's mastery of motorcycle art.



The dynamic spirit and styling of this uniquely individual machine pushes riding excitement into a new realm. The 'face' of the BMW K 1200 RS is marked by a world

innovation, the tandem headlamp in FF technology with the high-beam located in the center of the large full-surface low-beam reflector. A guarantee for better looks, improved illumination and superior visibility. The fairing ergonomically adapts to the anatomy of the knee angle and the lateral air outlets of the two radiators make a perfect air routing visible.

From any angle, the K 1200 RS conveys individual style and ingenious design.

The comfort.

Even before you sit on the seat, your senses are rewarded. When it comes to touring comfort, the BMW K 1200 RS is the premiere sports touring bike for the new generation. It proves this with superior unity between rider and machine and also with its individual adjustment possibilities that no other motorcycle offers in such an abundant quantity. The handlebars are adjustable up and

down as well as fore and aft with three distinct locking positions. Adjustment between the 'sport' and 'touring' position is carried out easily by means of the standard tool kit. The clutch and brake levers are anatomically shaped and may be adjusted into four different positions. The footrests and the gear shift lever offer two settings. The windshield allows you to choose between a low 'sporty' position or a higher 'touring' position and the seat is also adjustable into two different positions, always offering the right position for any sized rider.

723 Dolphin Blue-metallic



733 Marrakesh Red



725 Two-tone paint in Dakar Yellow / Arctic Gray metallic (special optional paint at an extra charge)



BMW K 1100 LT + BMW K 1100 LT High Line

A large displacement touring bike should not only be able to meet all of the desires of riders with respect to comfort; it should also be agile, safe and maneuverable. These demands are met and exceeded by BMW's K series luxury touring machines. They are built to perform like no other motorcycle on the

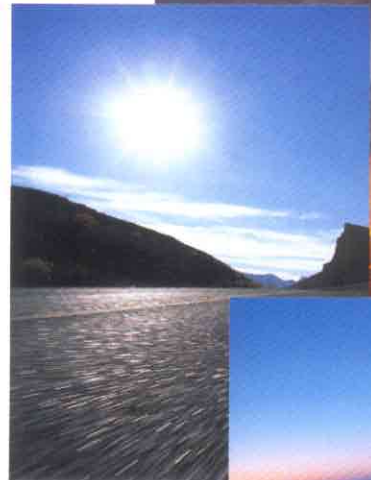
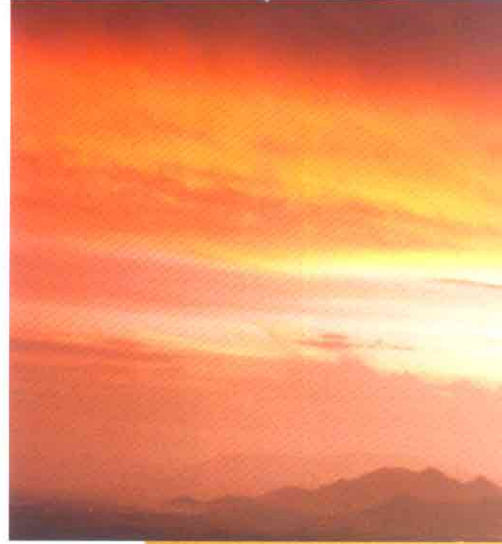
road. Superior performance, safety at its best, versatility, reliability, agility, dynamism, fascinating technology – these are only a few of the keywords used to describe the LT and the special model LT High Line. After all it was BMW who more or less invented touring. For this reason alone, we keep on re-inventing it over and over again.



BMW K 1100 LT, special model in two-tone paint Field Gray metallic/Canyon Red metallic.



Welcome to a private world designed for your riding pleasure. The K 1100 LT is a rare blend of elegance, pampering luxury and practical design. The very image of quality. Approach long distances in an altogether relaxed manner. You feel safe and secure. Luxury touring à la BMW.



BMW K 1100 LT.

Even on a motorcycle you should treat yourself to some luxury; especially if you like to take long distance rides. Despite all of the obvious comfort, the K 1100 LT is still a highly functional "riding machine" equipped with exemplary motorcycle technology that results in a very special touring pleasure.



The safety.

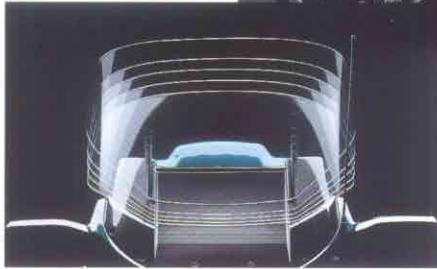
Performance that leaves nothing to desire. But what about a hard stop from high speeds? What about stopping on a decline while carrying a load of 460 pounds? No problem. The BMW K 1100 LT has modern and high-performance safety and suspension

technology. The LT is the only luxury tourer that features Paralever technology. It is equipped with a braking system that is capable of ensuring unrivaled high deceleration values, even under extreme continuous loads. Also a standard feature, BMW ABS reliably prevents a locking of the wheels during a

hard stop; thus ensuring an even higher safety level regardless of road conditions. Move in and out of traffic with confidence.

The comfort.

The adjustable windshield (up and down and inclination angle) is a classic example of many well-conceived comfort features. By the way, the windshield is operated simply by a touch of the button located in the left side of the handlebar control.



The storage capacity.

The amount of room allocated for personal items is another important criterion with respect to your decision. After all, luxury tourer also means that you want to leave as little as possible behind when on the road. The payload value of the LT is unequaled. You may fully utilize the stor-

age capacity – consisting of the topcase and two integral cases as well as large storage compartments (standard with the BMW K 1100 LT High Line) – without any negative effect on the handling properties.

The suitability for touring.

The most important thing you should pay attention to when choosing a luxury tourer is the fairing. It should provide a high degree of wind and weather protection and should divert these elements around the rider and passenger; this is the only way to truly ensure a non-tiring ride over long distances. Apart from that, the ergonomics and the seating comfort should also be superior. A proper



and comfortable seating position with easy access to all controls, levers and switches helps to keep the riding comfort on an unparalleled level. If you sit well you ride well. Due to this, the fairing and the "place of work" of the K 1100 LT were further perfected again and again in the course of time. This is the reason why the LT is consistently rated "very good" in comparison tests with respect to its riding comfort and its suitability for carrying a passenger.



BMW K 1100 LT High Line.

What is standard on the BMW K 1100 LT High Line is quite often not even available as an option with other tourers: luggage carrier with integral cases painted in motorcycle color, three-spoke wheels,

motorcycle-specific radio with front and rear speakers, noble two-tone paint, full touring fairing with locking storage compartments, heated handlebar grips, map reading light, integrated steering and ignition lock, catalytic converter enclosed in stainless steel exhaust system and many more.

The LT High Line leaves nothing to be desired; neither with respect to comfort, nor when it comes to safety or design.

729 Two-tone paint Frost Gray metallic / Canyon Red metallic (special optional paint at an extra charge - standard for the K 1100 LT High Line)



704 Graphite metallic



689 Mystic Red metallic

Note: Paint availability varies throughout model year. We suggest you visit your local BMW retailer and inspect the actual colors.



707 Moresi Green metallic





Fun, spirit, mobility. The F series.

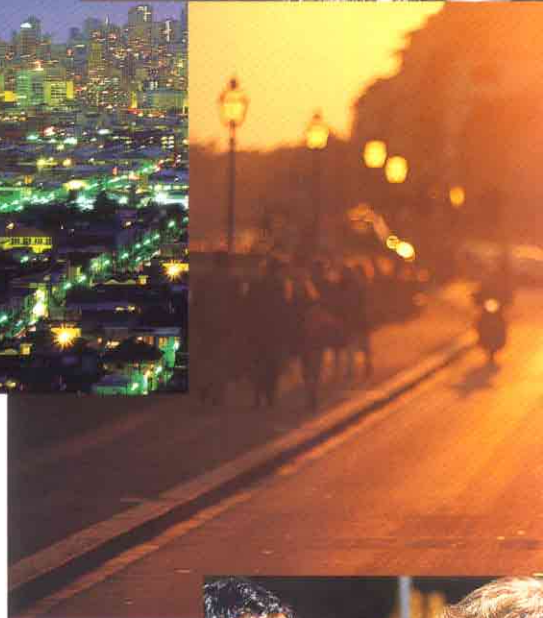
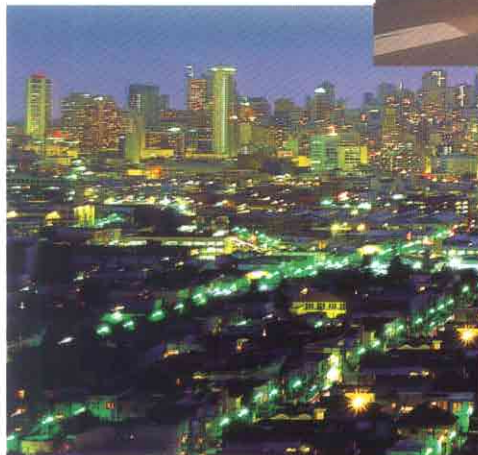
The F series takes motorcycling enjoyment to a loftier plane where rider and machine interact in perfect harmony. This bike stands for progress; progress for both male and female riders. With this series, BMW provides ideas and stirs new impulses in the two-wheeled world. The design, just like the economic efficiency and the low fuel consumption, support these impulses. This F series is ideal for young riders and those who feel young at heart. It is great for starters, riders moving up from a smaller displacement engine or those riders looking to add another fun bike to their existing stable. The F series is truly for the joy of riding.

BMW F 650 ST "Strada". A street party in every city; that is what enthusiastic motorcyclists celebrate on the new BMW F 650 ST. With sharp colors and a smaller front wheel, the exterior appearance of the "Strada" proves that it is equally at home in the city as it is on twisting country roads. Its "intrinsic" values, such as the chassis

and suspension of a road motorcycle or the strictly road tires, make it the ideal companion to provide a surge of adrenaline. A bike that makes your heart race and also one that gives you the security of being on a BMW, not just a colorful, quick seducer. The F 650 ST is a motorcycle to quicken your pulse.



BMW F 650 ST, Orlando Orange



Summer in the city. Shopping, strolling around, street café ... any place is possible with a bike like this. It is more fun ... more practical ... more mobile. How about a trip to the countryside for the weekend? Fun. Excitement. The wind in your face. Any place is possible, nothing is impossible. Just get on and ride!!!



The engine.

There are many singles around. This one, however, catches your attention whether it is with its technology, its acceleration, its top speed or its fuel consumption. The ingredients: 4 valve technology, twin spark ignition, two CV carburetors. With its standard catalytic converter, the BMW single cylinder achieves extraordinary low exhaust emission values in its category. Typical for BMW, the bike maintains high torque at low engine speeds. This ensures sophisticated "pulling" power in any engine speed

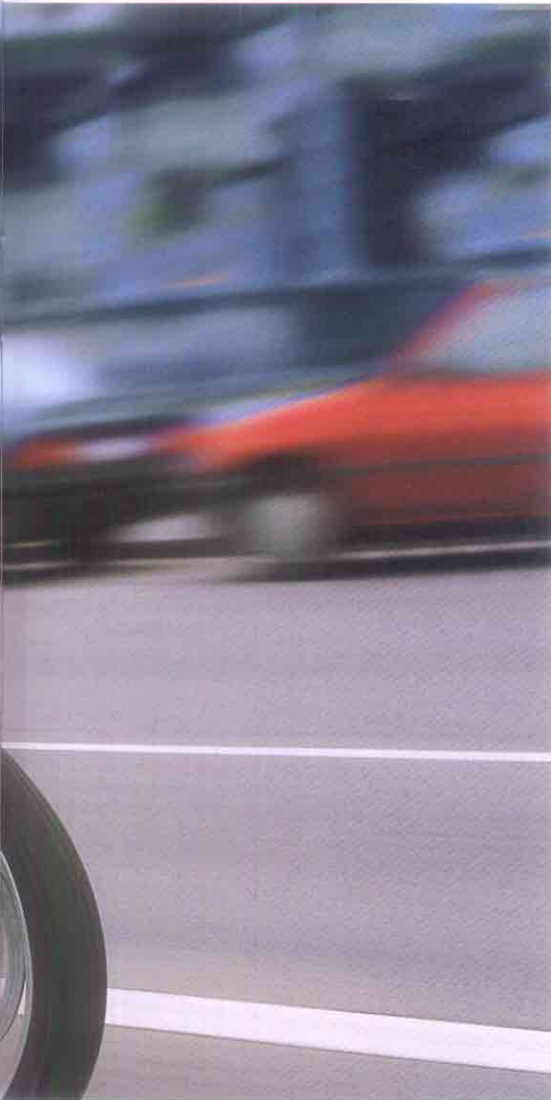
range, with 48 hp at 6,500 RPM. Also outstanding is the low-vibration running characteristics of the engine; ensured by a special balancing shaft that is driven by the crankshaft.



The chassis / suspension.

The BMW F 650 ST is a bike that was designed with the road in mind. The maneuverable and agile chassis was specifically tuned and the road tires provide enhanced stability. Its agility and responsiveness are so quick and positive, it's as if it could anticipate your next move.

The nimble handling, finely tuned suspension and the low seat height respond almost intuitively to your input; sharpening your awareness and control. The most definitive test, however, is to put the F 650 through the paces yourself.



The design.

The F 650 ST provides the rider with narrow, braceless handlebars and a cockpit with a sporty, low fairing. The F series is a beautifully sculpted, modern shape with an unmistakable BMW flair.

Combined with a low seat height, the high-mounted gas tank, steering head and instrument pod give the distinct impression of sitting "in" rather than on this motorcycle. Stylish yet functional touches such as the curving heat shields surrounding the head, the rear parcel rack and the swingarm-mounted fender extension give the bike a modern, integrated appearance.



Riding pleasure unlimited.

Riding pleasure without any limits, that is the concept of the F 650. Riding pleasure for men and women. Unlike most "high" enduro models, with the F 650 the rider sits "low" in the saddle. The seat

height is as low as 30.9 inches on the F 650 ST, and if necessary it may be lowered an additional two inches with an optional lowering kit. This bike is ready and poised to propel you directly into the grin mode.

Note:
Paint availability varies throughout model year. We suggest you visit your local BMW retailer and inspect the actual colors.

727 Orlando Orange



699 Alpin White



728 Midnight Blue

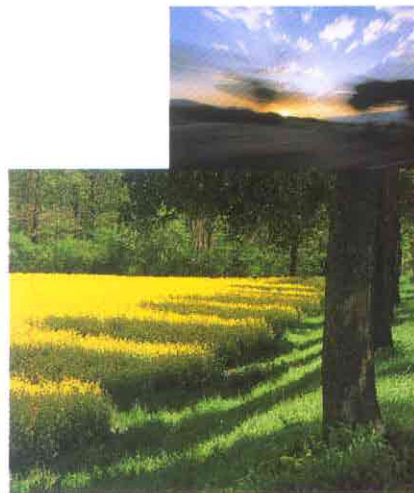


BMW F 650. Great fun on short tours, this is the guarantee of the F 650 "Funduro". Never before has an all purpose motorcycle for country roads or light off-road touring been so easy to handle. The F 650 is light, nimble, agile and easier on your bank account. Numerous awards, design prizes, and positive statements confirm these things. For example, "Bike of the Year 1995" in Australia or first place in the field of customer satisfaction in testing

carried out by the German motorcycle magazine "Motorrad" (volume 26/95). The "Funduro" keeps what its name promises: A bike that is simply great fun to ride. In order to continue this success story, we have set out to make the F 650 even better: e.g. by means of lowering the rider's section of the seat, by an improved wind protection as a result of a higher windshield and by redesigning the radiator, cylinder and headlamp.



BMW F 650, Deep Black

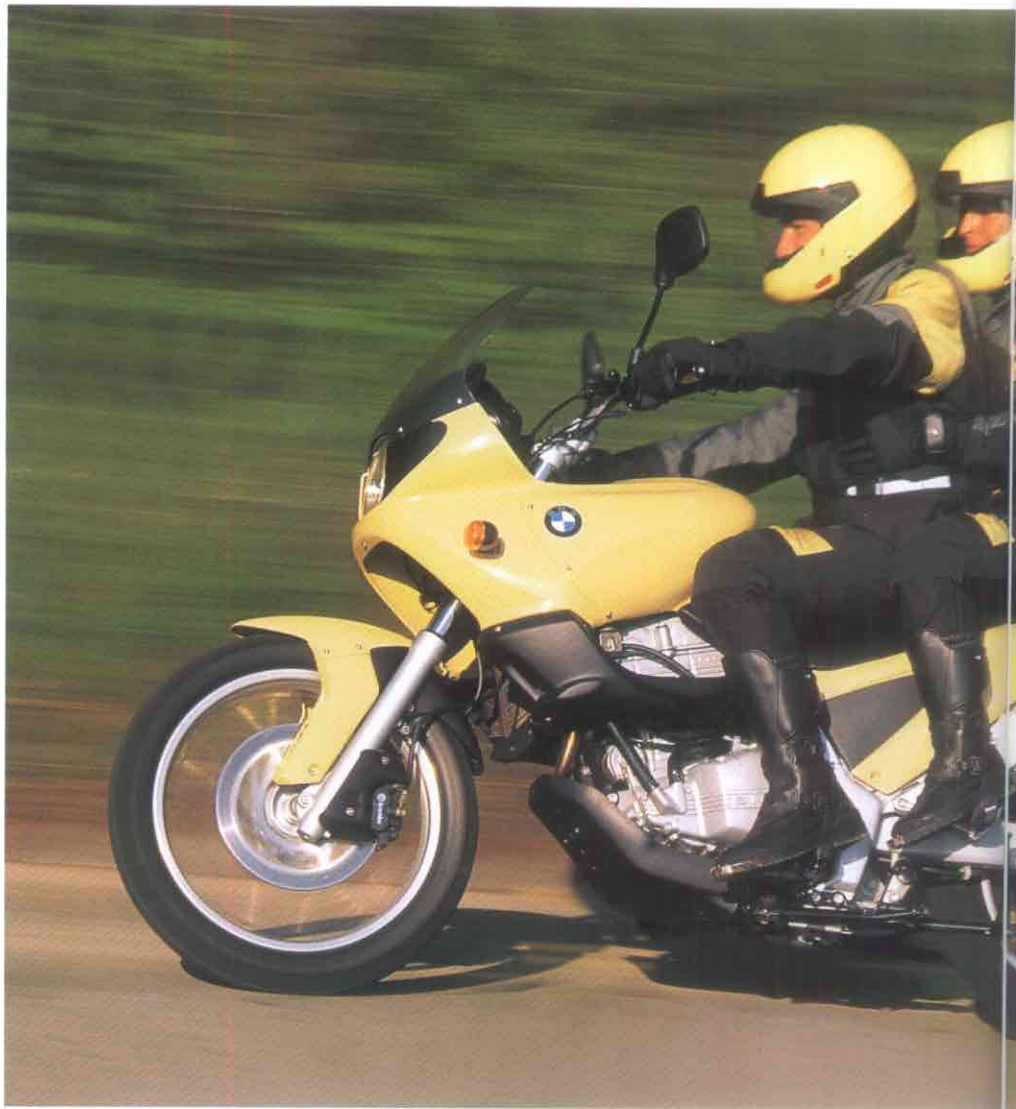


Freedom. Adventure. Excitement. A few minutes ago, off-road; shooting down country roads. Moments later, zipping through urban centers and swinging through tight turns. Get on the bike and just go. Feel butterflies in your stomach. This is riding pleasure – unlimited.

BMW F 650.

With our new entry into the family of BMW Motorcycles, we also wanted to supply a new role model for this specific motorcycle category. A bike for others to take a closer look at. We feel we have succeeded in this attempt. The BMW F 650 immediately became a top seller overseas and has remained one.

There is good reason for this, apart from well known all-round qualities the F 650 of 1997 displays numerous technological advancements that once again ensure that this bike is far ahead of the competition.



Suspension.

It should be easy to handle, safe and extremely simple to ride. After all, even the small BMW has to satisfy our usual high standard.

The strong steel frame of lightweight design, for instance, can stand up to a lot of rough treatment. The sheet steel Delta Box swingarm is noted for its very high strength combined with low weight.

The central suspension strut, connected to the swingarm by a lever mechanism, is the key to safe handling. The rebound damping and spring preload can be adjusted continuously: you selecting your own individual suspension settings, depending on the load and the journey ahead – off-road or on-road.



The first-time buyer's bike.

The F 650 provides you with a perfect motorcycle right from the start. Our F 650 concept is particularly well-suited to the inexperienced rider. And an increasing number of women motorcyclists are impressed by it, in particular by the low seat height.

Note:
Paint availability varies throughout model year. We suggest you visit your local BMW retailer and inspect the actual colors.



Getting on made easy.

The F 650 is designed to be easy to maneuver and control. The rider's section of the seat can be adjusted to aid riders of any height. Unlike the adjustable seats on larger BMWs, the optional lowering kit actually lowers the 650s' center of gravity, making the F 650 and the F 650 ST easier to operate at low speeds, an additional advantage to the entry-level rider.

* optional




All-round qualities.

You also have everything else you need to keep the F 650 safely under control at all times. The wide handlebar is ergonomically designed. The cockpit fairing attached to the frame (with high windshield as an option) keeps wind pressure off the upper body effectively.

For long tours, we have developed the perfect luggage system with which you easily create up to 72 liters of storage space. As you can see, anyone who starts off with the BMW F 650 has already come a long way.

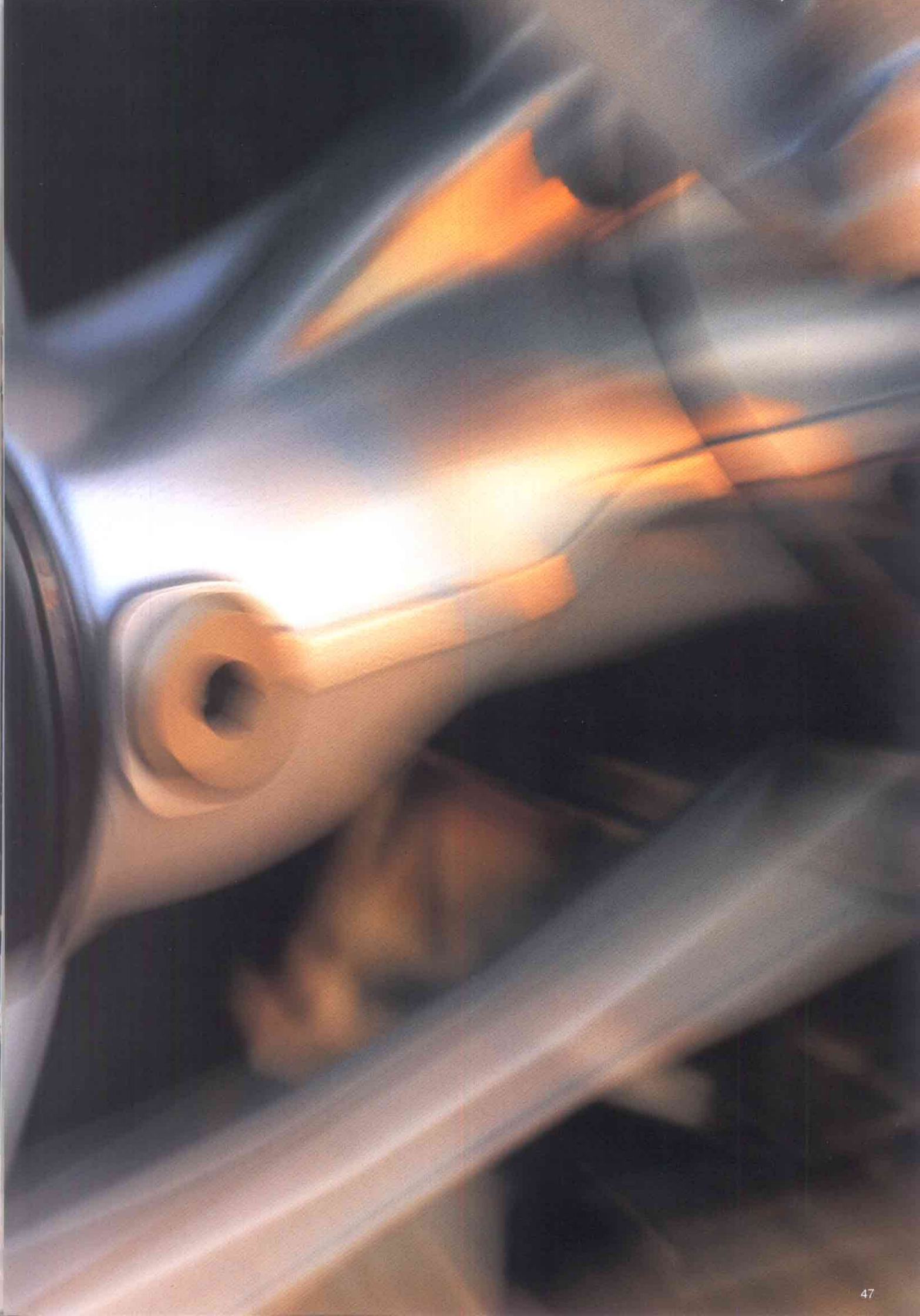




**Tradition and innovation. Foresight and insight:
BMW motorcycle technology.**

Many people consider motorcycle technology the most fascinating thing of all. It's not simply applied physics, but almost an art or a way of life. In particular when classic virtues encounter forward-looking ideas.

Maintaining tried-and-tested concepts, pushing forward with new developments but always taking the next step at just the right time – that's our philosophy: open-minded, far-sighted riders appreciate it more than ever before.



BMW motorcycle technology.

The future of the motorcycle calls for new concepts and new technologies. The way ahead is for us to find better answers to the technical challenges of our time, and solutions to increasingly severe traffic and

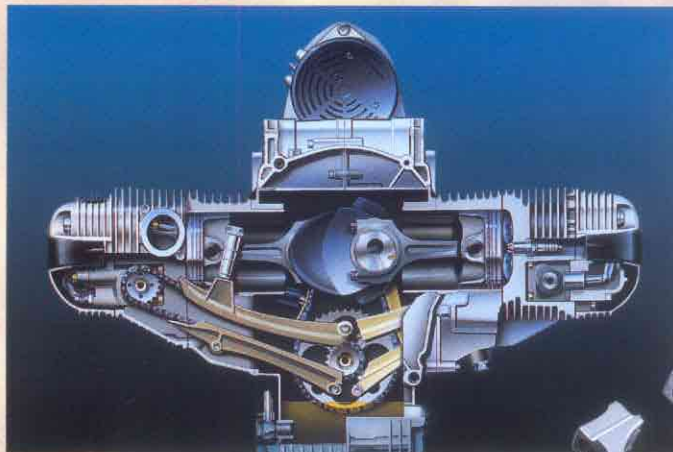
environmental problems. As far as BMW is concerned, retaining a motorcycle's sheer riding pleasure is inseparably linked to ongoing technical developments. We also attach great importance to progress which makes sense.



BMW single-cylinder engine.

The BMW 35 kW (48 hp) 650 cc engine was developed according to state of the art design principles. The emphasis is on high output and torque combined with economy and environmental compatibility, reliability and easy maintenance. The water-cooled 650 cc engine therefore has four valves and two CV carburetors with map-controlled, capacitor discharge ignition. Another special feature: two spark plugs in the combustion chamber, enabling the flame path to be reduced in length. Efficiency,

better combustion at part-throttle and optimized emissions are the most important results. Smooth running is guaranteed by a rotating balancing shaft.



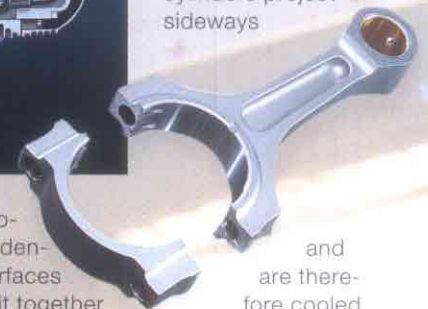
BMW's flat-twin engine.

The most important highlights of this classic engine, which in its latest form now points the way to the future, are: four valves per cylinder – ideal for maximum economy and a balanced flow of power – special high-camshaft valve gear noted

for its minimum installed width, low weight, maximum strength and low noise level. Here is another example of this engine's many innovations: the joint lines between the big end caps and connecting rods are produced by "cracking" – the cap is broken off at a precisely defined point.

This produces identical surfaces which fit together perfectly and can be assembled very easily. The Boxer's many advantages all result from its design principle. Its smooth running is due to the horizontally opposed piston movement. The engine's low center of gravity

helps to improve handling; the cylinders project sideways

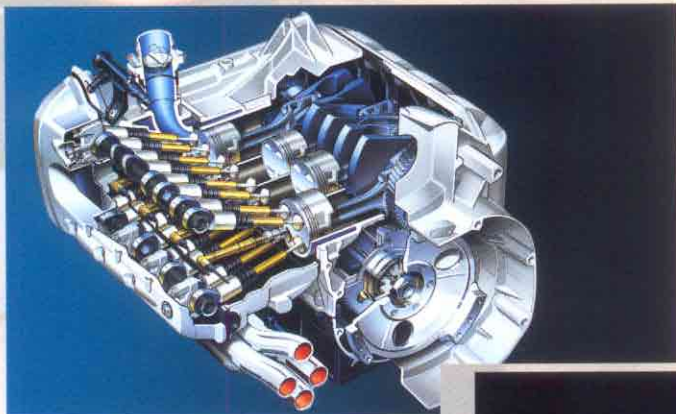


and are therefore cooled effectively in the airstream. They also protect the rider in an accident and are easily accessible for service work.

Progress which offers motorcycle riders something useful and satisfies the demands posed by the environment.

For this reason, we have regularly developed new concepts in this field, and will continue to do so.

We believe that if a motorcycle is as safe and as environmentally acceptable as possible, it is all the more fun to ride. In all modesty: we think we have every chance of maintaining this lead in the future.

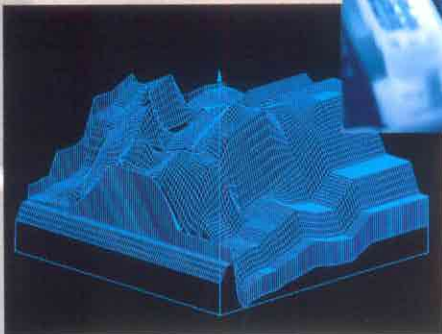


The BMW 4-cylinder models.

The 4-cylinder power plants of the K series continue an absolutely unique concept in motorcycling: the patented and still unequaled BMW compact drive system. The longitudinal, water-cooled inline four enables a direct power transmission from the crankshaft to the drive shaft without any deviation that reduces power. The rotation of crankshaft, drive shaft, clutch etc. in opposite direction in turn allows for a complete compensation of the restoring torque. The result is a stupendous

power output in any engine speed range and an exemplary power development that has already received rave reviews from the specialized press.

The new 4-cylinder of the K 1200 RS has again been improved. The increase of the displacement makes the engine of the K 1200 RS the largest displacement power plant in the history of BMW motorcycles. Meticulously conceived weight reduction measures were adopted for all moving components inside the engine. The "automatic choke" with electronically controlled idle speed actuator, that is absolutely unique worldwide, ensures



an even higher level of comfort and helps to reduce the exhaust emissions during the engine warm up period. As was already true for the 1100 cc engine, the four-valve technology with its optimized combustion chamber profile and the adoption of additional design measures, ensures the high torque that has become typical for all BMW motorcycles.

The BMW electronic engine management.

The digital engine management (Motronic) for all 2- and 4-cylinder BMW models (for the BMW K 1200 RS already the third generation) not only integrates all functions of the power plant into a closed-loop control system but also controls them perfectly.



External sensors supply operating-status information continuously, such as throttle-valve position, engine speed, oil and air temperature, air pressure and oxygen sensor values. Based on these data and with the aid of a pre-programmed map, Motronic controls the ignition timing, dwell and the amount of fuel injected for each individual combustion process in the cylinders. The practical consequence is an engine which is more efficient than conventional carburetor engines, and therefore has lower fuel consumption and emissions.

The other most important advantages are: improved response, optimized power output curve, extremely high reliability and very simple servicing. There is also fuel cutoff when coasting to reduce consumption still further. Motronic also provides the essential basis for the high-efficiency closed-loop, three-way catalytic converter.

BMW catalytic converter technology.

A 3-way catalytic converter with closed-loop A/F control is the best means of reducing exhaust emissions. The oxygen sensor monitors the exhaust gas flow to determine the air-fuel ratio in the mixture. It must be as close to 14:1 as possible. BMW Motronic works very accurately to guarantee this ratio. The result certainly deserves a mention: approx. 80 percent fewer oxides of nitrogen (NOx), 85 percent less carbon monoxide (CO) and 85 percent fewer hydrocarbons (HC). The F 650's open-loop catalytic converter is a sensible compromise between expense and environmental demands, since

this engine is already a very low-emission unit. With the standard dual catalytic converter (worldwide) of the new K 1200 RS, BMW even sets new standards in the field of catalytic converter technology. The four down-pipes with an increased diameter are designed as a tuned header. One pair each of stainless steel tubes are routed into one of the two three-way catalytic converters with oxygen sensor. This in turn ensures that not only all of the most severe noise emission laws are adhered to but also that the highest requirements with respect to power development and low pollutant emissions are met.

BMW ABS for motorcycles.

BMW ABS reacts before one of your motorcycle's wheels can lock when decelerated abruptly. This type of maneuver could



easily result in an accident. The key to the system is a pressure modulator with micro-computer. This reduces the brake pedal pressure applied by the rider; although the wheel can still turn, it is also decelerated at the maximum possible force. The special thing about BMW ABS: pressure ratios in the brake system are varied very sensitively, precisely and, above all, very quickly. The system takes just a quarter of a millisecond to react.

The software is designed to withstand even extreme braking conditions, for instance if a rear wheel lifts clear of the ground. BMW ABS therefore makes sure that each wheel is decelerated by the ideal amount – it



doesn't give away a single centimeter of braking distance. Other advantages include exceptional reliability and outstanding ease of operation.

BMW Telelever.

This unique front-wheel control system combines the advantages of a telescopic fork with those of a front wheel swingarm. The Telelever's fork tubes do not contain any springs or dampers. These

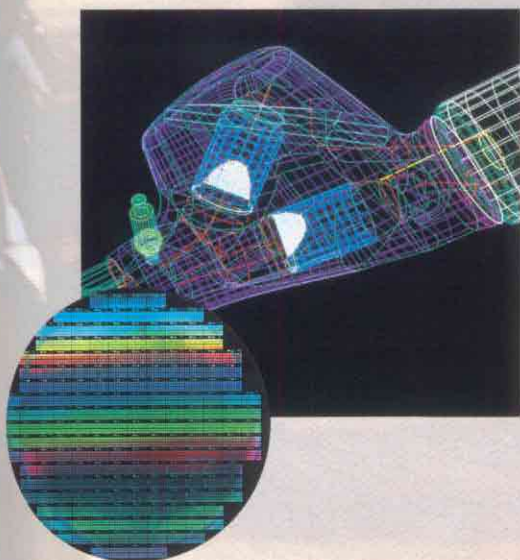
guarantees good directional stability and ride comfort in all situations. It also ensures effective anti-dive geometry and therefore ample suspension travel when braking hard. Another important advantage is that



functions are performed by the central suspension strut. Another interesting feature is the large leading link mounted on the engine, which is connected by a ball joint to the bridge between the lower fork tubes. The upper fork tubes are also pivoted on a ball joint at the top of the frame.

The entire structure is strong, stable and torsionally rigid. Not only that, caster and wheel-base remain largely constant for the entire suspension travel movement, even when compressed hard. This

very little friction builds up in the fork; it therefore reacts extremely sensitively and helps to enhance ride comfort even further. Unlike conventional concepts, the Telelever is almost wear- and maintenance-free.





All BMW engines have comparatively long maintenance intervals of 6,250 miles. You profit from these lower operating costs.



BMW Paralever.

This patented swingarm suspension layout helps to reduce disturbing influences at the rear wheel, such as load reversals or brake tramp, to a minimum. The rear-wheel drive housing is pivoted to the swingarm; two taper roller bearings in the swingarm and a second universal joint in the drive shaft allow the axle drive housing to turn as the suspension moves. Reaction forces are directly transmitted into the frame.

Since the brake is integrated in the drive housing, brake forces are also isolated from the swingarm. The location of the pivot points ensures rear wheel control with the same properties as a rigid swingarm measuring 1.4 meters in length. A further benefit is that the Paralever is very robust, needs very little maintenance and makes it easier to remove the wheel.



BMW tomorrow.

BMW motorcycle technology is already anticipating the future in many areas: safety, economy and ecology, for example. Alongside a BMW's classic virtues, our technical lead is a major reason for the success of BMW motorcycles worldwide. And the fact that an increasing number of people are predicting a great future for the motorcycle is certainly due in part to our own determination and the fact that we never give

up looking for better solutions. There's no doubt that BMW has made the motorcycle more versatile, modern and suitable for the future. We will continue working hard to make sure that BMW riders enjoy a unique, comprehensive world of adventure in the future too. A world in which classic ideals and a pioneering approach enjoy equal importance.

Engine	BMW R 850 R	BMW R 1100 R	BMW R 1100 RS
Type:	Flat-twin (Boxer), 4-stroke	Flat-twin (Boxer), 4-stroke	Flat-twin (Boxer), 4-stroke
Valves:	4 per cylinder	4 per cylinder	4 per cylinder
Displacement:	848 cm ³	1085 cm ³	1085 cm ³
Bore x stroke:	87.5 mm x 70.5 mm	99 mm x 70.5 mm	99 mm x 70.5 mm
Output:	52 kW (70 hp) at 7000 RPM	59 kW (80 hp) at 6750 RPM	66 kW (90 hp) at 7250 RPM
Torque:	77 Nm at 5500 RPM	97 Nm at 5250 RPM	95 Nm at 5500 RPM
Compression ratio:	10.3:1	10.3:1	10.7:1
Cooling system:	Air/oil	Air/oil	Air/oil
Valve gear:	HC, chain	HC, chain	HC, chain
Carburetion:	Bosch Motronic MA 2.2 with fuel cutoff when coasting	Bosch Motronic MA 2.2 with fuel cutoff when coasting	Bosch Motronic MA 2.2 with fuel cutoff when coasting
Catalytic converter:	Closed-loop, three-way with oxygen sensor	Closed-loop, three-way with oxygen sensor	Closed-loop, three-way with oxygen sensor
Clutch:	Single dry plate	Single dry plate	Single dry plate
Gearbox:	5 gears	5 gears	5 gears
Ratios:	I 4.16; II 2.91; III 2.13; IV 1.74; V 1.45:1	I 4.16; II 2.91; III 2.13; IV 1.74; V 1.45:1	I 4.16; II 2.91; III 2.13; IV 1.74; V 1.45:1
Final drive ratio:	3.36:1	3.0:1	2.81:1

Engine management:	Motronic	Motronic	Motronic
Alternator:	700 W	700 W	700 W
Battery:	12 V/19 Ah	12 V/19 Ah	12 V/19 Ah

Fuel tank capacity:	21 l, incl. app. 4 l reserve	21 l, incl. app. 4 l reserve	23 l, incl. app. 4 l reserve
Seat height at curb weight:	760, 780, 800 mm	760, 780, 800 mm	780, 800, 820 mm
Curb weight, ready for road:	235 kg	235 kg	239 kg
GVWR:	450 kg	450 kg	450 kg

Top speed:	approx. 185 km/h (116 mph)	approx. 195 km/h (121 mph)	over 200 km/h (124 mph)
Flexibility, 60 – 140 km/h (37 – 87 mph):	13.0 s	10.4 s	11.1 s
Fuel consumption, liters per 100 km (62 miles):			
at 90 km/h (56 mph):	4.6 l	4.6 l	4.3 l
at 120 km/h (75 mph):	5.7 l	5.9 l	5.2 l
Fuel grade:	Super (premium), unleaded	Super (premium), unleaded	Super (premium), unleaded

Frame:	3-piece, comprising front/ rear sections and load-bearing engine unit	3-piece, comprising front/ rear sections and load-bearing engine unit	3-piece, comprising front/ rear sections and load-bearing engine unit
Front suspension:	BMW Telelever with central sus- pension strut, handlebar anti-tilt device and steering damper	BMW Telelever with central sus- pension strut, handlebar anti-tilt device and steering damper	BMW Telelever with central suspension strut
Travel:	120 mm	120 mm	120 mm
Rear suspension:	Single swingarm (BMW Paralever)	Single swingarm (BMW Paralever)	Single swingarm (BMW Paralever)
Drive:	Shaft	Shaft	Shaft
Suspension strut:	Central suspension strut with coil spring and single-tube gas-filled shock absorber, continuous rebound damping adjustment 7 spring preload settings	Central suspension strut with coil spring and single-tube gas-filled shock absorber, continuous rebound damping adjustment 7 spring preload settings	Central suspension strut with coil spring and single-tube gas-filled shock absorber, continuous rebound damping adjustment, hydraulic spring preload adjustment
Travel:	135 mm	135 mm	135 mm
Brakes		ABS II	ABS II
front:	Twin (305 mm dia.) floating disks, 4-piston fixed calipers with angular pad wear compensation	Twin (305 mm dia.) floating disks, 4-piston fixed calipers with angular pad wear compensation	Twin (305 mm dia.) floating disks, 4-piston fixed calipers with angular pad wear compensation
rear:	Single (276 mm dia.) disk with 2-piston floating caliper	Single (276 mm dia.) disk with 2-piston floating caliper	Single (285 mm dia.) disk with 2-piston floating caliper
Brake pads:	Resistant to wet fading	Resistant to wet fading	Resistant to wet fading
Wheels:	Light alloy rims	Light alloy rims	Light alloy rims
Tires			
front:	120/70 - ZR 17 (tubeless)	120/70 - ZR 17 (tubeless)	120/70 - ZR 17 (tubeless)
rear:	160/60 - ZR 18 (tubeless)	160/60 - ZR 18 (tubeless)	160/60 - ZR 18 (tubeless)

BMW R 1100 GS	BMW R 1100 RT	BMW K 1200 RS	BMW K 1100 LT	BMW F 650 / F 650 ST
Flat-twin (Boxer), 4-stroke	Flat-twin (Boxer), 4-stroke	4-cylinder inline 4-stroke	4-cylinder inline 4-stroke	Single-cylinder 4-stroke
4 per cylinder	4 per cylinder	4 per cylinder	4 per cylinder	4 per cylinder
1085 cm ³	1085 cm ³	1171 cm ³	1092 cm ³	652 cm ³
99 mm x 70.5 mm	99 mm x 70.5 mm	70.5 mm x 75 mm	70.5 mm x 70 mm	100 mm x 83 mm
59 kW (80 hp) at 6750 RPM	66 kW (90 hp) at 7250 RPM	96 kW (130 hp) at 8750 RPM	74 kW (100 hp) at 7500 RPM	35 kW (48 hp) at 6500 RPM
97 Nm at 5250 RPM	95 Nm at 5500 RPM	117 Nm (86 lb.-ft.) at 6750 RPM	107 Nm at 5500 RPM	57 Nm (41 lb.-ft.) at 5200 RPM
10.3:1	10.7:1	11.5:1	11.0:1	9.7:1
Air/oil	Air/oil	Water-cooled	Water-cooled	Water-cooled
HC, chain	HC, chain	DOHC, chain-driven	DOHC, chain-driven	DOHC, chain-driven
Bosch Motronic MA 2.2 with fuel cutoff when coasting	Bosch Motronic MA 2.2 with fuel cutoff when coasting	Bosch Motronic MA 2.4 with fuel cutoff when coasting	Bosch Motronic MA 2.2 with fuel cutoff when coasting	2 CV carburetors, 33 mm
Closed-loop, three-way with oxygen sensor	Closed-loop, three-way with oxygen sensor	Closed-loop, dual three-way with oxygen sensor	Closed-loop, three-way with oxygen sensor	Open-loop
Single dry plate	Single dry plate	Single dry plate	Single dry plate	Multi-plate, in oil bath
5 gears	5 gears	6 gears	5 gears	5 gears
I 4.16; II 2.91; III 2.13; IV 1.74; V 1.45:1	I 4.16; II 2.91; III 2.13; IV 1.74; V 1.45:1	Primary 1889; I 2.045; II 1.600; III 1.267; IV 1.038; V 0.900; VI 0.800	I 4.49; II 2.96; III 2.30; IV 1.88; V 1.61:1	I 2.75; II 1.75; III 1.31; IV 1.05; V 0.88:1
3.0:1	2.91:1	2.75:1	2.81:1	2.94:1
Motronic	Motronic	Motronic	Motronic	Capacitor discharge ignition
700 W	700 W	720 W	700 W	280 W
12 V/19 Ah	12 V/19 Ah	12 V/19 Ah	12 V/19 Ah	12 V/12 Ah
25 l, incl. app. 4 l reserve	26 l, incl. app. 4 l reserve	21 l, incl. app. 4 l reserve	18 l, incl. app. 4 l reserve	17.5 l, incl. app. 2 l reserve
840, 860 mm	780, 800, 820 mm	770, 800 mm	810 mm	800 mm / 785 mm
243 kg	282 kg	285 kg	290 kg	191 kg
450 kg	490 kg	500 kg	500 kg	371 kg
approx. 195 km/h (121 mph)	over 200 km/h (124 mph)	over 200 km/h (124 mph)	over 200 km/h (124 mph)	approx. 163 km/h (101 mph)
10.4 s	11.9 s	9.2 s	10.5 s	16.9 s
4.6 l	4.7 l	4.9 l	4.9 l	3.8 l
5.9 l	5.6 l	5.8 l	5.8 l	5.3 l
Super (premium), unleaded	Super (premium), unleaded	Super (premium), unleaded	Super (premium), unleaded	Super (premium), unleaded
3-piece, comprising front/ rear sections and load-bearing engine unit	3-piece, comprising front/ rear sections and load-bearing engine unit	Cats aluminium frame, engine with vibration isolation	Steel tube space frame load-bearing engine	Tubular single-cradle frame made of rectangular steel tubes and sheet metal preforms, load-bearing engine
BMW Telelever with central sus- pension strut, 4 spring preload settings, handlebar anti-tilt device	BMW Telelever with central suspension strut, handlebar anti-tilt device	BMW Telelever with leading link supported centrally in the frame	Telescopic fork with progressive spring rate	Telescopic fork with stabilizer, tube diameter 41 mm
190 mm	120 mm	150 mm	135 mm	170 mm
Single swingarm (BMW Paralever)	Single swingarm (BMW Paralever)	New swingarm and kinematic progression (BMW Paralever)	Single swingarm (BMW Paralever)	Delta Box
Shaft	Shaft	Shaft	Shaft	O-ring chain
Central suspension strut with coil spring and single-tube gas-filled shock absorber, continuous rebound damping adjustment, hydraulic spring preload adjustment	Central suspension strut with coil spring and single-tube gas-filled shock absorber, continuous rebound damping adjustment, hydraulic spring preload adjustment	Gas-filled suspension strut with mechanical spring preload adjustment, rebound damping continuously adjustable	Gas-filled suspension strut (BMW Monoshock) with progressive-rate spring, 5 spring preload settings, rebound damping continuously adjustable	Central suspension strut with coil spring and single-tube shock absorber, continuous rebound adjustment, spring preload adjustable in 40 steps via hydraulic cylinder
200 mm	135 mm	115 mm	120 mm	165 mm / 120 mm
ABS II (switchable)	ABS II	ABS II	ABS II	
Twin (305 mm dia.) floating disks, 4-piston fixed calipers with angular pad wear compensation	Twin (305 mm dia.) floating disks, 4-piston fixed calipers with angular pad wear compensation	Twin (305 mm dia.) floating disks, 4-piston fixed calipers with angular pad wear compensation	Twin (305 mm dia.) floating disks, 4-piston fixed calipers with angular pad wear compensation	Single (300 mm dia.) disk with 2-piston floating caliper, angular pad wear compensa- tion and stainless steel disk
Single (276 mm dia.) disk with 2-piston floating caliper	Single (276 mm dia.) disk with 2-piston floating caliper	2-piston fixed caliper with rigid disk	Single (285 mm dia.) disk with 2-piston fixed caliper	Single (240 mm dia.) disk with single-piston floating caliper
Resistant to wet fading	Resistant to wet fading	Resistant to wet fading	Resistant to wet fading	Resistant to wet fading
Cross-spoke pattern	Light alloy rims	Light alloy rims	Light alloy rims	Spoke wheels
110/80 - ZR - 19 (tubeless)	120/70 - ZR 17 (tubeless)	120/70 - ZR 17 (tubeless)	110/80 - VR 18 (tubeless)	100/90 - 19 57 S* (tube type)
150/70 - ZR - 17 (tubeless)	160/60 - ZR 18 (tubeless)	170/60 - ZR 17 (tubeless)	140/80 - VR 17 (tubeless)	130/80 - 17 65 S (tube type)

* F 650 ST: 100/90 - 18 56 S (tube type)

BMW. A brand. A bike, A system.

We mentioned it before: it's unlikely that any other manufacturer has put more thought into the world of motorcycling than BMW. For many years we have offered riders a genuinely complete program, including every item that could contribute to greater

freedom and pleasure on two wheels. A full list, from bike equipment and riders' clothing to training, motorcycle tours and accessories. Accompanied by a worldwide service partnership that looks after your bike and your needs with unsurpassed efficiency.

BMW motorcycle tours.

For many people today, vacation means challenge and adventure. BMW responded to this demand from the motorcycle enthusiast some years ago. With weekend tours where you meet people who like the things that you like, or full-scale adventure trips to another continent of the world. True travel experience, but made as straightforward as possible, without problems, well organized – this is the BMW motorcycle tour program, conducted entirely with BMW



motorcycles. Ask your BMW retailer for details of the current program, which is constantly being added to and varied to suit individual tastes.

For instance, there are classic-bike tours in Spain, and exotic trips to African countries.

BMW motorcycle equipment.

If you want a motorcycle that expresses your personality and yours alone, BMW invites you to choose its speci-

fication yourself! You know better than anyone else what journeys you are planning and where they will take you. We can supply the equipment and take care of the way your bike should look. As enthusiasts ourselves, we know what's needed. We have accessories of all kinds, for every possible need. Based on better ideas – this is the principle we work to. Sport suspension kits, features for added comfort, convenience

and luxury, small but useful items and systematic answers to your luggage-carrying needs. Don't forget: systems are a basic BMW principle. Every accessory has been developed specially for the BMW motorcycle. Every item bearing our badge is in accordance with BMW's high standards of quality, safety and practicability.



BMW Service.

A closely-spaced network, for instance with about 240 BMW service stations in Germany alone and, for the genuine globetrotter on two wheels, many more in 80 countries of the world. When it comes to high-quality service, your BMW dealer or workshop is a reliable partner. For the rapid supply of replacement parts, expert advice and attention to your bike in the workshop, you can put your trust in the people who regularly obtain an "excellent" rating in press comparisons. We were the first manufacturer worldwide to introduce a mobile diagnostic test computer for motorcycles. The MoDiTeC is connected to the motorcycle via a diagnostic interface connector in the dealer's workshop. It allows for a complete, detailed verification and testing of all elec-

tronic modules and also of the bike's electrical system. The laptop-sized diagnostic system contributes its share to again reduce service and repair times and is the first step towards an electronic technology library. Take winter service, for example. Your BMW dealer has time to satisfy all your wishes: general care, maintenance, inspections, installing accessories, restoring the paint finish, changing tires – in fact whatever your motorcycle needs after a successful riding season. And many BMW motorcycle dealers will also store your motorcycle for the winter season in a safe, dry place. In all questions of motorcycle finance and leasing, don't hesitate to talk to your local BMW motorcycle dealer, who can give you the expert advice you're looking for.



BMW rider equipment.

A complete program, with clothing for every rider and passenger. Whether you prefer a classic leather suit or one of the modern materials now available, you will be dressed to BMW standards of safety and quality, and ready to face every kind of weather. You may remember: we developed the first waterproof rider's suit with active-breathing GORE-TEX® inner membrane. Experience down-to-earth motorcycling with the classical BMW rider equipment "Spirit of Touring".

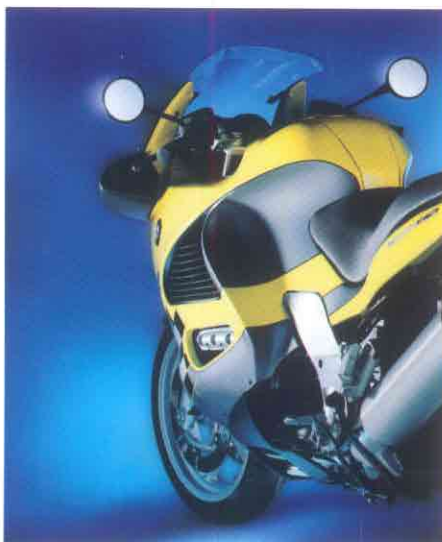


Get to know the "Modern Concept", the modern rider equipment full of dynamism and comfortable features and the "Active Line", the versatile multi-talent for more than just motorcycling. Three different equipment lines – each of which is optimally matched – may be combined among one another – to allow you to experience the joy of riding.

BMW rider training.

The main cause of road accidents, despite every precaution, is still human error. We therefore believe in training the rider, with refresher and follow-up courses too for the more experienced motorcyclist. BMW training programs are pleasant and highly instructive. Even riders with many years' experience confirm time and time again that our professional instructors have enabled them to upgrade and perfect their skills in a

most convincing way. For off-road riders, we even operate our own training ground in Germany, at the BMW Enduro Park in Hechlingen, where you can train under the supervision of experienced enduro experts and motorcycling professionals. And in other countries: our subsidiaries and importers also operate training programs on local racetracks and circuits. It's worth asking for the current motorcycle tour and training catalogue.



Models and optional extras illustrated here are those offered for sale in the Federal Republic of Germany. Please ask your BMW motorcycle dealer or importer for details of the equipment available on your chosen model, and ask for the price list for accessories illustrated in this brochure.

Subject to change in design and equipment.

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BMW – The Ultimate Riding Machine