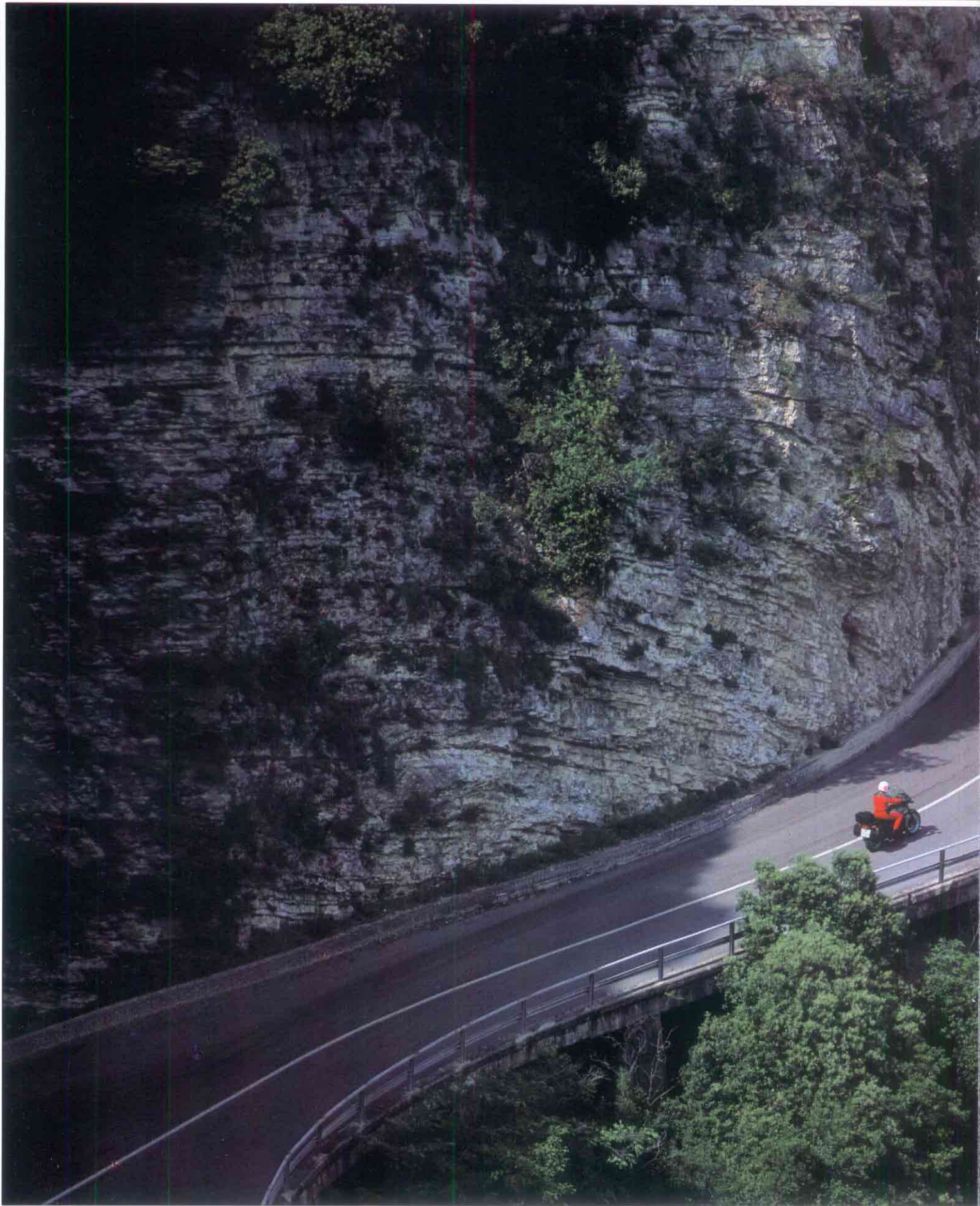


R 100 RT
R 100 RS
R 100 GS Paris-Dakar
R 100 GS





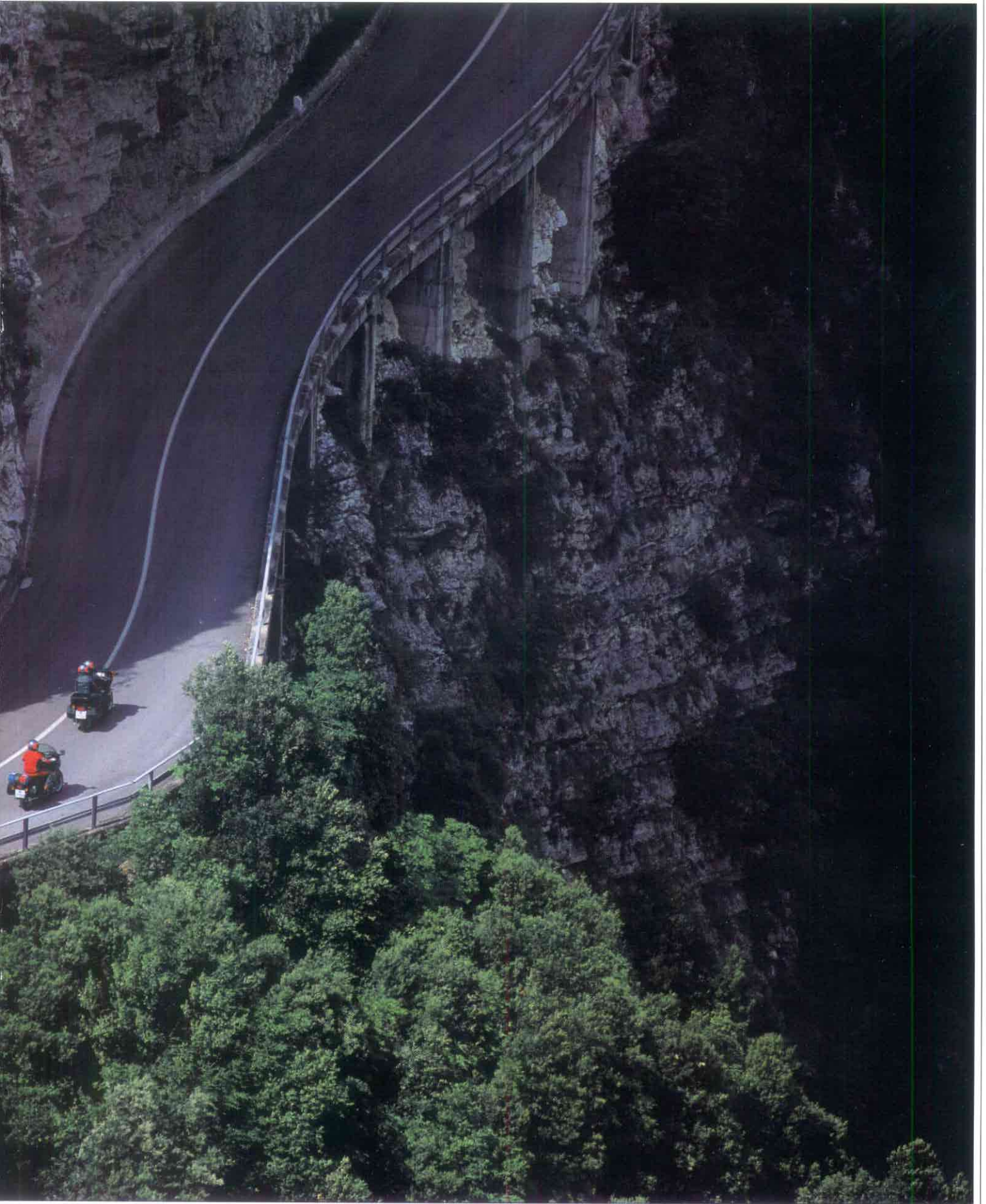
GETTING THERE IS THE REAL EXPERIENCE.

Have you ever enjoyed that unique feeling of riding your motorcycle where you're really free and unrestricted? Where

you can enjoy nature and the countryside at its very best? Where you feel the fresh wind passing by? Where you can discover

a whole new world off the beaten track, going your own way and leaving normal traffic far behind? On your own, with a friend or in a group of equally enthusiastic riders.

THE BMW BOXERS.



Have you ever experienced that unique thrill of going on a ride you will never forget? Wondering whether the others enjoy that fantastic route just as much as you did?

Have you ever asked yourself at the end of a trip whether getting there wasn't even more impressive than the destination itself?
It's a wonderful feeling. Especially if

the motorcycle offers an ideal blend of riding comfort, performance and safety on the road. A motorcycle like the BMW Boxers.



THE BMW BOXERS. JUST AS UP-TO-DATE IN 20 YEARS AS THEY ARE TODAY.

Every period has its ideals. They come and they go – and only very few are good enough to survive. The motorcycle is no exception to this rule, since very few machines have the superior quality required for lasting popularity. One of them is the BMW Boxer.

Today, like in the last 60 years, the

BMW Boxer is acknowledged by many riders the world over as the lasting epitome of the motorcycle, the classic machine with unmistakable character. Reliable, technically perfected and long-lasting. Exactly the right machine for riders who enjoy motorcycling in the original sense of the word – for riders

who want a real motorcycle and not just an imitation.

**The BMW Boxers –
discover the almost forgotten world
of sheer riding pleasure.**

Simply press the starter button, turn the gas handle and feel the good sensation only a Boxer can give you.

The unique quality of the flat-twin engine which appeals to your emotions and – despite its long heritage – still

represents the state of the art in modern technology.

An engine that provides superior torque, good acceleration from all speeds, flexibility and smooth refinement. Precisely these are the ingredients that add to the Boxer's proverbial reliability and long running life.

The BMW R100 RT.

The touring Boxer for the professional rider.

If you mean the real thing when it comes to motorcycle tours and if you really love the perfection only a classic machine can offer, your obvious choice is BMW's champion tourer. A machine that guarantees superior riding comfort on long tours, ideal characteristics for riding with a passenger and the ability to carry loads of 440 lb and more.

The 1000-cc power plant of the R100 RT offers the superior performance features typical of the BMW Boxer. At just 3000 rpm, for example, it churns out a powerful 52 ft/lb of torque for excellent acceleration and pulling power even when you're carrying a heavy load.

The suspension conveys this power to the road smoothly and steadily. The BMW Monolever and Monoshock at the rear, for example, ensure excellent riding stability. And at the same time it protects the drive shaft and allows you to remove the rear wheel quickly and easily whenever necessary. The extra-large telescopic fork with sophisticated brakes low-weight cast light-alloy wheels and low-profile tires also spell out superior roadability at all times.

The large integral touring fairing keeps you going longer, more smoothly and with virtually no fatigue, since it efficiently protects the rider and passenger from wind and weather. The carefully conceived flow of air reduces front wheel lift for even enhanced handling and riding characteristics.

The BMW R100 RS.

A classic machine in sporting style.

The R100 RS has left its distinct mark on a whole era of sports touring machines. Today it is one of the few really great classics admired by motorcycle aficionados the world over for its unique looks and character. With its distinguished styling, superior performance

and smooth handling, the R100 RS is acknowledged by many as the ultimate achievement in Boxer riding.

The "heart" of the R100 RS is BMW's 1000-cc, 60 bhp power plant developing a superior 55 ft/lb of torque at just 3500 rpm.

Like the other machines in the R100 range, the RS also features a suspension that is based on the outstanding technology of the BMW K-Series.

The final touch is added by the fairing ideally streamlined to provide a superior symbiosis in every respect, giving the rider optimum conditions on his bike and protecting him efficiently from wind and weather.

The carefully guided flow of air and integral spoiler press the front wheel firmly on to the road for excellent directional stability and roadholding.

R 100 RT

Dimensions and weight

Unladen weight, in road trim 516 lb (234 kg)
Max. permissible weight 970 lb (440 kg); Tank capacity 5.5 gals, thereof 0.53 gals reserve
Seat height 31.77" (807 mm)

Engine and transmission

Capacity 59.8 cu. in. (980 cc)
Stroke 2.78" (70.6 mm)
Bore 3.70" (94 mm)
Max. output 60 bhp (44 DIN kW) at 6500 rpm
Max. torque 55 ft/lb (74 Nm) at 3500 rpm
Compression ratio 8.5:1
Final drive ratio 3.0

Performance and fuel consumption

Regular fuel (also unleaded)
Fuel consumption at a constant 56 mph 53.2 mpg
at a constant 68 mph 41.1 mpg

Suspension and brakes

Dual disc brake at the front (dia. 11.22"/285 mm)
Drum brake at the rear (dia. 7.87"/200 mm)
Rim dimensions front and rear MT H2, 50 x 18E
Tires, front 90/90-1851 H
rear 120/90-1865 H

Standard features

Tourer fairing with integral storage compartments (lockable); adjustable windshield; integral cases with standard lock; voltmeter; quartz clock; oil cooler; twin-tone horn

R 100 RS

Dimensions and weight

Unladen weight, in road trim 505 lb (229 kg)
Max. permissible weight 970 lb (440 kg); Tank capacity 5.5 gals, thereof 0.53 gals reserve
Seat height 31.77" (807 mm)

Engine and transmission

Capacity 59.8 cu. in. (980 cc)
Stroke 2.78" (70.6 mm)
Bore 3.70" (94 mm)
Max. output 60 bhp (44 DIN kW) at 6500 rpm
Max. torque 55 ft/lb (74 Nm) at 3500 rpm
Compression ratio 8.5:1
Final drive ratio 3.0

Performance and fuel consumption

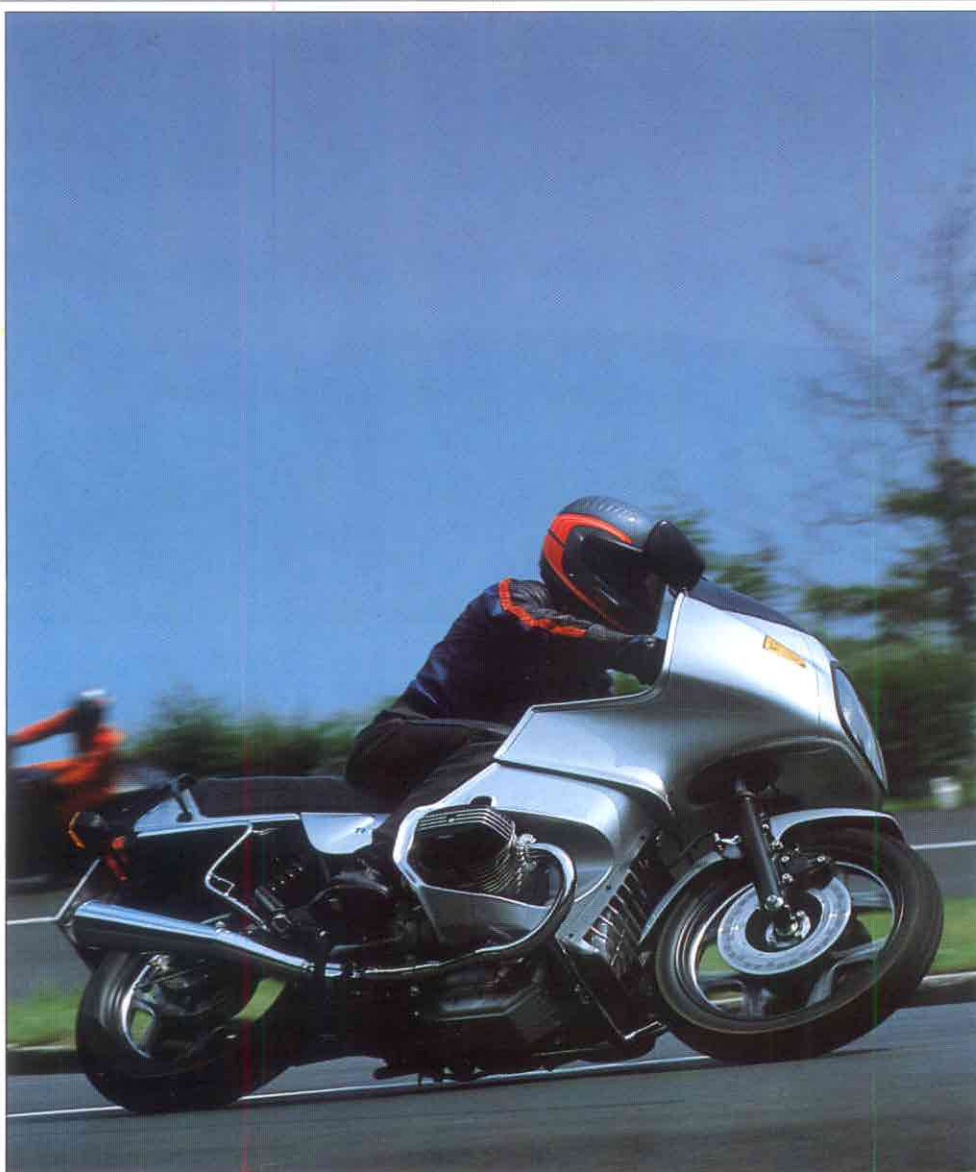
Regular fuel (also unleaded)
Fuel consumption at a constant 56 mph 54.4 mpg
at a constant 68 mph 44.2 mpg

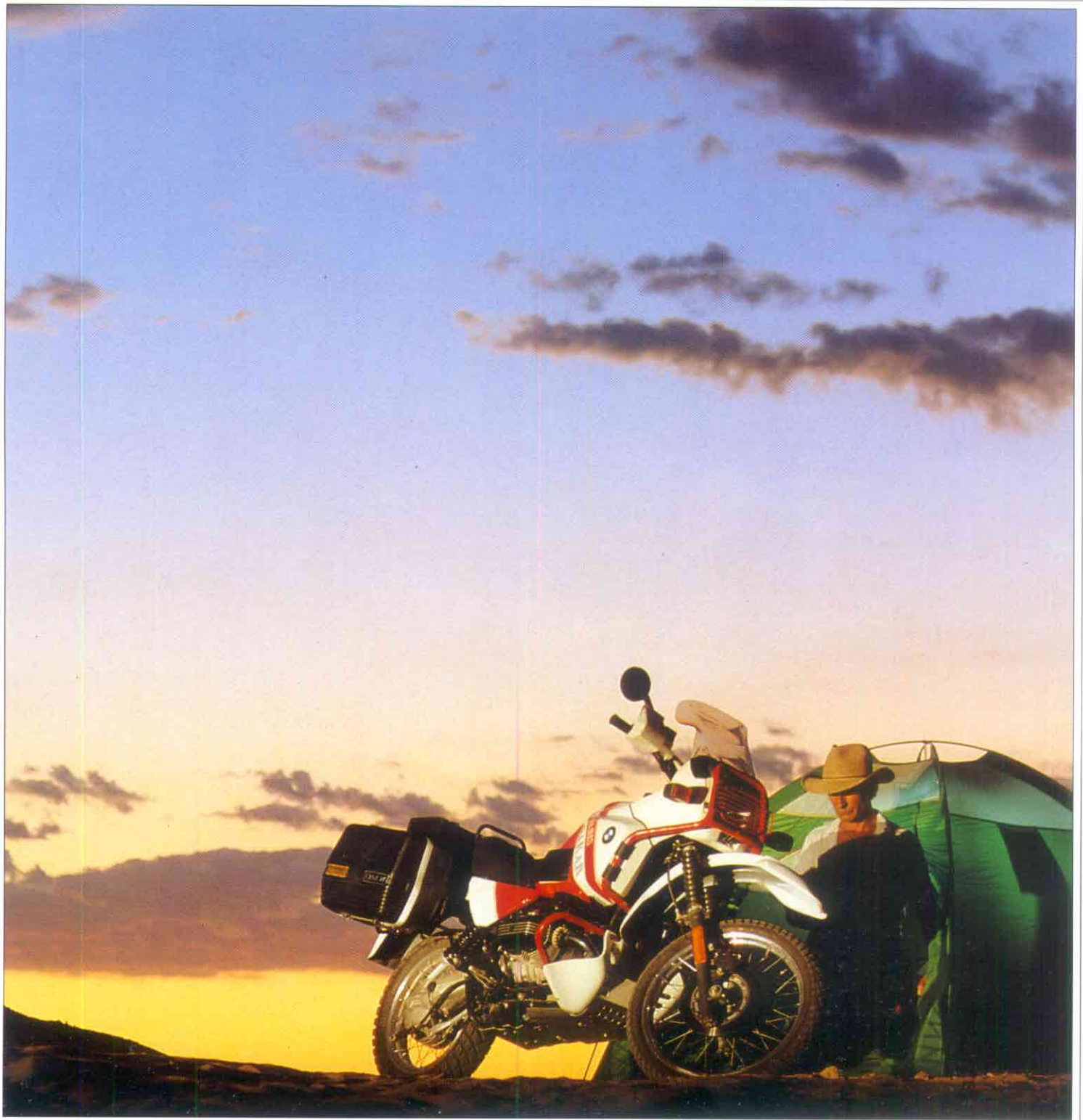
Suspension and brakes

Dual disc brake at the front (dia. 11.22"/285 mm)
Drum brake at the rear (dia. 7.87"/200 mm)
Rim dimensions front and rear MT H2, 50 x 18E
Tires, front 90/90-1851 H
rear 120/90-1865 H

Standard features

Sports tourer fairing; voltmeter; quartz clock; oil cooler; twin-tone horn





ENTER A WORLD WITHOUT LIMITS.

Right from the beginning, BMW's GS-Series motorcycles have been absolutely ideal for riding in the great outdoors. Introducing the large enduros for grand touring in real style, BMW has introduced an entirely new and unique kind of motorcycle.

A motorcycle with athletic performance and the reliability you would rightly expect of a good friend. Whether you're out on a long stretch of Interstate,

riding a dirt road or making your way over rough terrain.

Superior and reliable technology to take you back to the grass roots of motorcycling.

More than virtually any other motorcycle, BMW's GS models have proven their performance, versatility, dependa-

bility and tough character time and again in innumerable tests, sports events and countless miles on the road. Which explains why the GS machines have been on top of winner's and best-seller lists all over the world.

The reason, quite simply, is that each GS is an absolutely uncompromising motorcycle for all routes and any eventuality.

All GS models feature the same high-torque power plant – BMW's unparalleled flat-twin Boxer. Plus the same High-Tech suspension – the BMW Paralever. They all offer the same top standard of

day-to-day reliability, they are just ideal for riding with a passenger and their handling is both safe and forgiving, even when carrying a high load.

So it's no surprise that the GS machines are the obvious choice for both the experienced rider and many beginners everywhere in the world.

**The BMW R100 GS Paris-Dakar.
The original that comes straight out of
the desert.**

The R100 GS Paris-Dakar is the top model in BMW's GS-Series. A model which within a length of 6 feet offers all the experience of hundreds of thousands miles of rally racing in the desert.

The idea for this unique machine comes from the toughest events anywhere in the world – Paris-Dakar, the Pharaoh Rally, Baja California and other grueling races which demand the maximum of man and machine, the optimum in sturdy design, fatigue strength and all-round dependability.

The driving force behind this unique performance is the most powerful enduro engine in the world, BMW's 1000-cc 60 bhp Boxer. Added to this there's an equally unique suspension: The BMW Paralever for optimum traction on any surface. Marzocchi telescopic forks for greater comfort and extra rigidity. Cross-spoke wheels for greater stability plus lower weight.

The R100 GS Paris-Dakar is built for the rider who makes no compromises. A reliable and honest partner with all the qualities typical of BMW.

**One machine for all purposes.
And for all riders. The BMW GS.**

"Introducing the best sportsbike ever built by BMW" (Cycle World), the R100 GS, BMW now proudly presents an all-round machine for all purposes and requirements. So that in addition to the Paris-Dakar model, BMW's 1990 motorcycle range once again includes the ideal all-purpose machine for the motorcycle connoisseur and advanced rider. And with its superb handling qualities and carefree riding characteristics, the R100 GS is equally ideal for the beginner entering the world of motorcycles.



**The BMW R100 GS.
Never before has there been a new
dimension like this.**

With the supreme power of 60 horses from 1000 cc, the BMW R100 GS opens up completely new dimensions in enduro riding. It is not only the largest, but also one of the fastest machines in its class. And it provides muscular torque from low engine speeds – 56 ft/lb at just 3750 rpm.

Featuring BMW's unique Paralever suspension technology, the R100 GS conveys this power on to the road without flinching. Cross-spoke wheels and well-base rims (which are just right for fitting tubeless tires) improve stability. Marzocchi telescopic wheel forks combine extra-long spring travel with enhanced stiffness. The brakes meet high standards in terms of safety and stopping power.

Together with the engine's superior fuel economy, the 5.7 gal. fuel tank provides a long cruising range of 220-250 miles. The windshield and extra-long seat offer greater comfort for rider and passenger alike.

Interested? Then go for a test ride to find out more.

**R 100 GS
Paris-Dakar**

Dimensions and weight
Unladen weight,
in road trim 520 lb (236 kg)
Max. permissible weight 926 lb
(420 kg)
Tank capacity 9.2 gals,
(1.2 gals reserve)
Seat height 33.46" (850 mm)

Engine and transmission
Capacity 59.8 cu. in. (980 cc)
Stroke 2.78" (70.6 mm)
Bore 3.70" (94 mm)
Max. output 58 bhp
(44 DIN kW) at 6500 rpm
Max. torque 56.0 ft/lb (76 Nm)
at 3750 rpm
Compression ratio 8.5:1
Final drive ratio 3.09

Electrical system
280 W alternator
12 V, 25 Ah starter battery

**Performance and fuel
consumption**
Regular fuel (also unleaded)
Fuel consumption at a constant
56 mph 47.8 mpg
at a constant 68 mph 38.4 mpg

Suspension and brakes
Dual disc brake at the front
(dia. 11.22"/285 mm)
Drum brake at the rear
(dia. 7.87"/200 mm)
Marzocchi telescopic fork at
the front
(spring travel 8.86"/225 mm)
with integral anti-roll bar
Paralever with Monoshock
adjustable to 4 different
positions
(spring travel 7.09"/180 mm)
Cross-spoke wheels,
rim size 1.85-21 MT front,
2.50-17 MT rear
Low-profile tires, tubeless;
90/90-21 T front;
130/80-17 T rear

Standard features
Rev counter; quartz clock;
fairing fixed to frame;
solo seat with luggage rack;
engine protection bars and
engine cover; lockable storage
box in tank (0.18 cu ft);
flared mudguards; hand
protectors; oil cooler; cylinder
protection bars with integral
side-stand; electric socket

R 100 GS

Dimensions and weight
Unladen weight,
in road trim 463 lb (210 kg)
Max. permissible weight 926 lb
(420 kg)
Tank capacity 5.7 gals,
(1.2 gals reserve)
Seat height 33.46" (850 mm)

Engine and transmission
Capacity 59.8 cu. in. (980 cc)
Stroke 2.78" (70.6 mm)
Bore 3.70" (94 mm)
Max. output 58 bhp
(44 DIN kW) at 6500 rpm
Max. torque 56.0 ft/lb (76 Nm)
at 3750 rpm
Compression ratio 8.5:1
Final drive ratio 3.09

Electrical system
280 W alternator
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with integral anti-roll bar
Paralever with Monoshock
adjustable to 4 different
positions
(spring travel 7.09"/180 mm)
Cross-spoke wheels,
rim size 1.85-21 MT front,
2.50-17 MT rear
Low-profile tires, tubeless;
90/90-21 T front;
130/80-17 T rear

Standard features
protection bars with integral
side-stand; electric socket

THE BMW R-SERIES.

BMW Boxer Series:

Specifications apply to the entire R-Series, unless indicated otherwise.

Dimensions and weight
Length 85.63" (2175 mm)
Wheelbase 56.70" (1440 mm)

Engine and transmission
Air-cooled two-cylinder four-stroke flat-twin engine in lightweight design with efficient dissipation of heat. Light-alloy cylinders with nickel-silicon liners. Single-plate dry clutch with plate spring and starter gear ring. Dog-shift 5-speed gearbox;
Transmission ratios:
I 4.40; II 2.86; III 2.07; IV 1.67; V 1.50.
Rear-wheel drive via fully enclosed drive shaft with torsion damper.

Electrical system
Contact-free electronic ignition via magnetic sensors and double-spark coil.
Electric starter.
280 W alternator.
12 V, 25 Ah starter battery.

Fuel consumption
in accordance with ISO/DIN 70030
at a constant 56 mph
at a constant 68 mph
(see individual models)

Suspension and brakes
Double-loop steel tubular frame with removable rear section. Telescopic forks with double-action hydraulic dampers, progressive spring action, integrated anti-roll bar (6.89" spring travel).
BMW Monolever in bevel roller bearings with Monoshock adjustable to four different positions (4.76" spring travel).
Cast light-alloy wheels. Low-profile tubeless tires.

Features
Adjustable handlebar, one key for ignition, fuel tank, handlebar and double seat lock with rear storage compartment. Toolbox with complete toolkit (20 items), repair kit. Two adjustable rearview mirrors. Electric socket.



R 100 RS 635, Brilliant-silver metallic



R 100 RT 667, Stratos-grey metallic



R 100 GS 641, Marakech red



R 100 GS 659, Alpine white/Marakech red
Paris-Dakar

Special equipment and accessories
Please contact your BMW Motorcycle Dealer for details on BMW motorcycle and rider's equipment. Your Dealer has separate brochures providing all the information you need for customising your motorcycle according to your own specific requirements.
In their design and production, BMW motorcycles are prepared for fitting special equipment and accessories, thus ensuring perfect integration of all components.
All items have been developed either directly by BMW or in close cooperation with BMW and therefore offer the highest standard of quality and function.
The models illustrated in this brochure show the specifications for the German market. In part, they include optional equipment and accessories not fitted as standard and only available at extra charge. Certain

models are not available in some countries due to legal provisions and requirements.
Please contact your BMW importer or dealer for precise information on the models and equipment available. We reserve the right to modify design and amend equipment specifications.
Models and equipment are subject to change without notice.

Important note:
BMW always upholds the values of responsible motorcycling.
It is important that you only ride off-road where it is legal to do so. Check with the local authority in your area, or a recognised off-road motorcycling organization, when planning your routes.

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Sheer riding pleasure