



**FORGET EVERYTHING
YOU EVER HEARD ABOUT
TOURERS.**

THE NEW **BMW** R 1100 RT

THE BMW R 1100 RT. THINGS HAVE STARTED TO MOVE ON THE TOURER SCENE.

Good tourers have been around for a long time. We ought to know – we invented this class of motorcycle.

So you wouldn't expect us to be content with simply presenting another tourer with a few extra features. We wanted to create something brand-new, that makes you forget everything that came before.

Let's start with comfort, something tourers need to deliver. The new BMW R 1100 RT offers even more: individual ergonomics, for example – seat height, gear shift pedal and windshield can all be repositioned. And what about aerodynamics? At BMW, the "tested in the wind tunnel" seal of approval guarantees maximum protection against wind and weather. Then there's the payload of 208 kg and built-in storage capacity of 66 litres.

What else counts on long journeys? A tourer should have plenty of torque, even at low engine speeds. Just like an 1100 Boxer, but you've probably heard about that already. The same goes for ABS, digital motor electronics; a three-way catalytic converter is optional.

That was the good news. Now we come to something even better: from now on, the comfort-oriented tourer fan will be able to compete – when the need arises – with the most manoeuvrable of motorcycles. Thanks to its top-quality suspension with BMW Telelever, the new BMW R 1100 RT is unbelievably agile, dynamic, almost weightless when on the move. In short, we've added an exciting dash of sports character to that great touring feeling.

So it can be done, many of you will now be saying. Why should the riders of large tourers have to do without active riding pleasure for the rest of their lives?

The BMW tourer as you know it: comfortable and ideal for two-up riding or the longest of journeys.

Illustrated: electrically adjustable windshield, variable-height dualseat. The Boxer's other strengths await you too: reliability, easy maintenance and a high level of riding safety, even at the full weight limit.

Illustrated: the Boxer engine with 4-valve cylinder heads and digital electronic engine management. The Telelever – in combination with the Paralever – is your guarantee of outstanding handling.





**THE NEW BMW R 1100 RT.
MORE AGILE, MORE DYNAMIC –
AND LET'S ADMIT IT: MORE EXCITING.**

THE NEW **BMW** R 1100 RT



the dynamic feeling of riding the new RT. So we devoted a lot of attention to harmony, originality and supreme functionality." M. Robb, Head of Motorcycle Design Development at BMW.



What no tourer gave you yet: pure riding enjoyment and almost sports-like mobility without loss of comfort.

THE TOURER OF THE FUTURE MAY BE DIFFICULT TO DESCRIBE, BUT IT'S EASY TO RIDE.

Nevertheless, let's try to express ourselves in words, even if the revolutionary changes are already obvious visually. How about a test ride? Climb on the new BMW R 1100 RT – and off you go.

Turn the throttle firmly and look forward to the first bend. You may even be tempted to utter a respectful "Wow"! Your first trip is into the city centre. And lo and behold – this is a tourer without any of the potential disadvantages. It can be guided so easily through the traffic. But now the time has come for you to open the throttle wider. The new RT glides forwards effortlessly, out on to the country road. As it makes its way round bend after bend, you develop feelings that somehow other tourers never inspired in you.

When you are at your happiest, simply pull off the road and take stock of the situation: how does this remarkable motorcycle succeed in making you forget all the others?

Then turn to face your pillion passenger and ask how he or she enjoyed this short trip on the new BMW R 1100 RT. You may not hear more than a few contented words – something along the lines of: "This is what it's all about!"

To which we need only add one comment: this is what the future's all about too!

The new BMW R 1100 RT: ask your BMW motorcycle dealer.

THE NEW **BMW** R 1100 RT



Engine:

Two-cylinder Boxer engine with 4 valves per cylinder
Displacement: 1085 cm³
Output: 66 kW (90 hp) at 7250 rpm
Torque: 95 Nm at 5500 rpm
Mixture control: Bosch Motronic MA 2.2 with overrun fuel cutoff; closed-loop 3-way catalytic converter (optional)

Performance data and fuel consumption:

Top speed: over 200 km/h
Acceleration 60 - 140 km/h: 11.8 sec.
Fuel consumption acc. to ISO 7118: 4.7 l at a constant 90 km/h; 5.6 l at 120 km/h

Dimensions and weights:

Fuel tank volume: 26 l, incl. 4 l in reserve
Unladen weight, ready for road: 282 kg
Gross weight limit: 490 kg

Suspension and brakes:

Front: BMW Telelever with central spring strut (120 mm travel);
rear: BMW Paralever (single swinging arm with drive shaft and central spring strut, 135 mm travel).

BMW ABS as standard.

Twin-disc front brake with floating discs (305 mm dia.) and 4-piston fixed calipers; single-disc brake at rear.

Comfort and convenience:

Individual ergonomics: two-part seat, rider's half can be adjusted in height (780, 800 or 820 mm);
Electrically adjustable windshield (can be adjusted by 22° in angle and 155 mm in height);
Gear shift pedal can be adjusted to 2, handbrake lever to 4 positions.

Complete touring equipment:

Large-area full fairing as standard with integrated, rider-controlled warm-air supply to the handlebar grips. BMW System cases (66 l capacity) and case holder with luggage rack.
One-key system for ignition, fuel tank, seat, storage compartment and case locks.
Raised touring handlebar.
Rider information display (digital clock, gear, fuel and oil temperature display).
12 V power socket.



THE ULTIMATE RIDING MACHINE