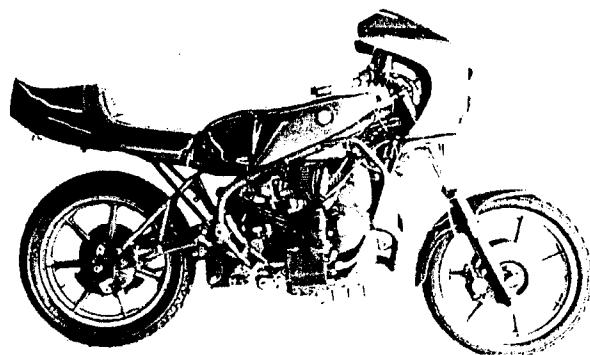
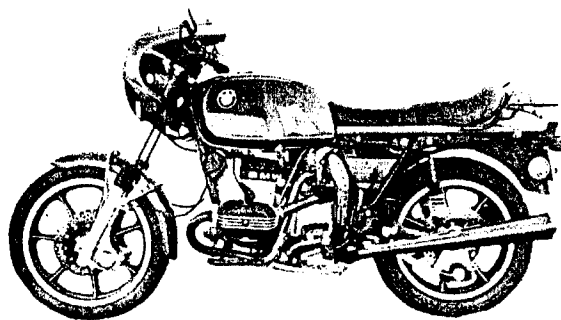


## Luftmeister—Turbo BMW



*Competition Turbo BMW*



*Street Turbo BMW*

At Fremont, California this Fall, the Luftmeister crew on its maiden voyage set two National Records and established the title of having built the world's quickest and fastest twin cylinder turbo in drag racing history: Elapsed time 10:50 seconds at 140 MPH in the quarter mile! This proves that the turbo charging does indeed extract enormous horsepower from a twin cylinder motorcycle.

This World Record holder, built by Luftmeister, is also versatile enough to be used daily as a street bike. Besides setting world records, it serves Luftmeister as a test bed for many of their high performance parts. Some of the performance parts that have been developed on this motorcycle have been the following: The Turbo System; Water Injection; the turbo clutch, which handles up to 150 rear wheel horsepower; a bullet proof valve train; turbo pistons, etc. Luftmeister also refined the stainless steel brake lines and associated components.

### THE STREET TURBO BMW

Over two years of research and testing has produced the finest Turbo Kit for all /5,/6,/7 BMW motorcycles. The entire kit was conceived with top quality in mind as evidenced by the luxurious black chrome finish and the aircraft type fittings and lines. The Luftmeister Turbo is described by the motorcycle magazine staff as appearing as if it were OEM manufactured. Features of the Turbo: 50% increase in horsepower at 10 PSI, quiet dual muffler exhaust system which does not interfere with saddlebags; complete bolt on application which requires no machining; decorative 6061-T6 engine block-off plate and battery heat shield; all metric, allen head, Grade A gold anodized bolts with flex-lock nuts used throughout. Boost pressure begins at 3000 RPMs with a smooth power transition; carburetion is as smooth as stock prior to the boost pressure coming on. Fifty miles per gallon economy possible. Increased horsepower using pump unleaded premium fuel. No engine modifications are required. Turbo clutch must be used and is included in the kit.

### Specifications: (Competition Turbo BMW)

R100S "980 cc" BMW twin  
 8:1 Luftmeister Turbo Pistons  
 Camshaft—stock  
 Light Wrist Pins—Luftmeister  
 Rods—stock\*  
 Crankshaft—stock\*  
 Ignition—Dyna III with Luftmeister  
 Andrews coils  
 Heads—Dual Plug Super Flowed\*  
 Turbo Clutch—Luftmeister  
 T-6 Aluminum Push Rods—Luftmeister  
 Valve Springs—Luftmeister  
 Valves—Stainless Steel—Luftmeister  
 Turbo—Luftmeister Competition Model  
 Oil—Kal-Gard  
 Spark Plugs—Champion  
 Weight—396 lbs.  
 Fuel—Premium Gasoline with water  
 injection  
 Frame—Monoshock  
 Fairing & Seat—Luftmeister  
 Rear Wheel Horsepower at 25 lbs.  
 boost—150 hp  
 Max. RPM 9500

\* Reworked at Luftmeister

## Home of the world's quickest and fastest twin cylinder turbos.

### THE TOURING TURBO

There are a couple of standard approaches to get more power from an engine: You can use conventional methods which involve high compression pistons; larger valves; heavier springs; trick cams; stronger push rods; porting and polishing; larger carburetors; etc.

All of the above can produce more horsepower with increased RPMs and in every instance a marked loss in mileage.

Our approach is simpler: we blow more fuel and air into the stock engine with a turbo.

The Luftmeister Touring Turbo is simple and highly reliable. The turbo system operates on what is normally wasted exhaust gases. There are no drive belts or electric motors, nothing to wear out. The exhaust gases are routed to a housing which contains a turbine which turns a shaft. The other end of the shaft has another fan that acts as a compressor. There is only one carburetor. Fuel and air are drawn smoothly through the one carburetor, compressed, and pumped to the heads. Each combustion chamber receives the same amount of fuel each time the intake valve opens and closes. Thus, the fuel/air mixture is better controlled and the engine runs smoother.

You don't notice the turbo during normal driving except that there is more low end torque and smoother acceleration. The motorcycle is as predictable as before and the handling is not affected—under your normal touring operation.

However, when you deliberately crack the throttle open, the boost gauge needle jumps up and your BMW is like nothing you've

ever experienced before. You get a strange sensation in your hands, feet, and tail bone as you consume vast stretches of highway. It's like being shot out of a sling shot.

You seldom run the motorcycle with the boost gauge registering any pressure except when passing. Thus, wear and tear on your machine is about the same as with the stock carburetion. At the end of a long day's ride you aren't as tired, as your BMW does everything effortlessly.

Surprisingly, our Turbos weren't designed for the few that want the ultimate speed machine and don't care how long it lasts (although it will satisfy that crowd). It is intended for the touring motorcyclist that demands a smooth engine with a **great** predictable power band and **good mileage**. We know that many of you ride in all types of weather, tens-of thousands of miles a year. The Luftmeister Touring Turbo will make your travels easier and more enjoyable on dry roads, and is every bit predictable on wet surfaces.

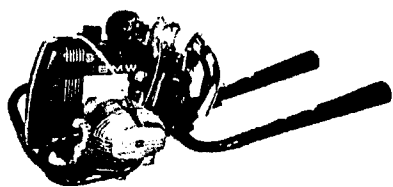
Luftmeister builds turbos for the R65 through R100; /5, /6, /7. A turbo R65 will **outperform** any stock R100 and most, if not all, of the **oriental** motorcycles of any size and complexity.

The water injector will compensate for the lower octane fuel that causes engine ping and will permit you to run the turbo boost for more power if you choose to do so.

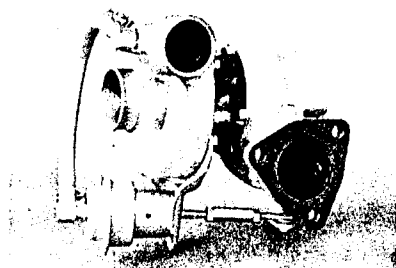
**If you like your BMW the way it is, you'll like it better with a Luftmeister Turbo.** See your Luftmeister dealer now for further information.

# Touring Turbo Engine by Luftmeister

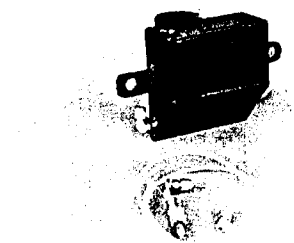
17



The above picture illustrates how neatly the Luftmeister Turbo fits on to the BMW power plants. It tucks in so neatly the BMW appears as if it was originally intended to be this way. The Luftmeister Turbo Exhaust Systems are in black chrome.



Warner-Ishi Turbo



Luftmeister Water Injector P/N # 800

## THE TURBO

Luftmeister is the distributor for Warner-Ishi Turbo chargers. These units are adaptable from 500 cc and up as they are available in many different sizes. Features: 30% lighter, has 50% quicker response time than any other turbo; integral waste gate, full-floating bronze bushings, smallest turbo available is the same as that used on the Honda CX500T.

## DUAL CARBURETORS (Non-Turbo Application) P/N # 493

Dual Carburetor kit is available to replace stock 40 mm Bings. This butterfly type carburetor increases horsepower without pre-detonation on stock built engines. Features: Accelerator pump circuit; choke circuit; five-circuit metering system allows infinite adjustments.

## WATER INJECTION SYSTEM, PART NO. 800

Water injection becomes necessary when pressures exceed today's available octane ratings. This kit is recommended for those who wish to run boost pressures in excess of 10 PSI. Features: Complete bolt on kit; pre-set valve at 6 PSI. Class-2 black anodized 6061-T6 aluminum tank with large filler cap. Water refilling normally required when re-fueling motorcycle. All brass fittings won't rust or corrode. Tank mounts to the right side of the engine mounting studs. High temperature Teflon lines and all hardware for installation included in kit.

## BOOST GAUGE KIT, PART NO. 502

Standard in all Luftmeister Turbo Kits. 0-15 pounds glycerin filled gauge insures smooth and accurate read-out. Features: No needle fluctuation or breakage from vibration due to glycerin dampening of needle; complete kit with mounting bracket and instrument housing; black decorative anodized finish matches stock components. Easy to install.

## TURBO CLUTCH, PART NO. 1755 for BMW /5, /6, /7 PART NO. 1655 for R65. PART NO. 1765 for '81

Our turbo clutch is recommended for the performance minded individual and is standard equipment in all Turbo Kits. Pressure plate should be heat treated for best life (See page 19). Metallic faced four paw clutch plate will fit stock flywheel. Is able to handle all the power you can possibly deliver. Yet, the action is smooth enough for both street and touring use. Not affected by oil or heat.

## TURBO PISTON, PART NO. 1701 for BMW R100, 8:0 to 1 COMPRESSION, 94 mm O.D.

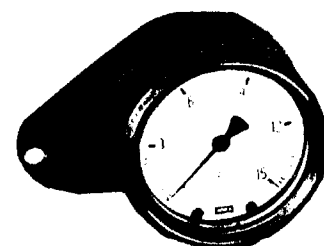
The Luftmeister forged Turbo Piston is recommended for boost pressures exceeding 10 PSI. Features: light-weight forged extrusion; coated skirts, Dykes upper ring, three-piece oil ring, cross-drilled wrist pin bores for better oiling, machined to accept Luftmeister light weight wrist pin, part no. 1720. Can be used for lowering compression in non-turbo engine.

## DYKES TOP RING, PART NO. 1795 94 mm (For Piston, Part No. 1700 and 1701)

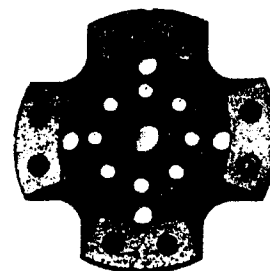
Standard upper compression ring for all Luftmeister Pistons, will not fit stock BMW pistons. A must for turbo-charged applications where pressures exceed 10 PSI. Dykes rings are the ultimate in cylinder sealing power today.

## CARBURETOR, PART NO. 490

The ultimate in carburetion for turbo charged systems. Luftmeister has chosen this butterfly type carburetor for the following features: High-speed power jet meters fuel while on boost; high-flow capacity; allows boost to come in earlier; infinitely adjustable five-circuit metering system; good mileage. It does not require a fuel pump for street use.



Glycerin Filled Boost Gauge P/N # 502



Turbo Clutch P/N # 1755

P/N # 1700



Turbo Piston and Ring P/N # 1795



Carburetor P/N # 490