

BMW Motorrad
R 1100 S

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BMW R 1100 S



Sporting sensibility

BMW R 1100 S

The R 1100 S is the “real world” sports bike which inspired, arguably, the most successful one-make race series ever. Powered by one of the most powerful boxer engines in BMW’s history, the R 1100 S has been purpose designed to deliver controllable sports bike performance, race-bred handling, and legendary BMW road holding on a multitude of tarmac-type surfaces. But, because it is a BMW, the R 1100 S will perform most road-going roles with ease – including touring and commuting – because it is so effortless to ride. It is also one of the few sports bikes that doesn’t short change passengers. Add great rider ergonomics, aerodynamics, and environmental protection and it’s easy to see why the R 1100 S is such good value for money. The pound in your pocket will go much further – just like the bike.

Engine

Type:	Air/oil-cooled 2-cylinder 4-stroke boxer engine, one camshaft and four valves per cylinder
Bore x stroke:	99 mm x 70.5 mm
Capacity:	1085 ccm
Rated output:	72 kW (98 bhp) at 7500 rpm
Max. torque:	97 Nm at 5750 rpm
Compression ratio:	11,3 : 1
Carburetion / engine management:	Electronic intake pipe injection/digital engine management: Bosch Motronic MA 2.4 with overrun fuel cut-off, dual ignition
Emission control:	Closed-loop 3-way catalytic converter

Performance/fuel consumption

Maximum speed:	Approx. 200 km/h
Fuel consumption over 100 km at steady 90 km/h:	4.1 l
Fuel consumption over 100 km at steady 120 km/h:	5.0 l
Fuel type:	Unleaded premium, minimum octane rating 95 (RON)

Electrical system

Generator:	600 W three-phase generator (700 W power supply optional)
Battery:	12 V/14 Ah (special equipment: 12 V/19 Ah) (low maintenance)

Power transmission

Clutch:	Single-disc dry clutch, hydraulically operated
Gearbox:	Constant mesh 6-speed transmission
Drive:	Shaft drive

Chassis/brakes

Frame:	Triple-section frame consisting of front and rear frame sections and load-bearing engine
Front wheel location / suspension:	BMW Motorrad Telelever; stanchion diameter 35 mm, central strut, rebound damping adjustable
Rear wheel location / suspension:	Die-cast aluminium single-sided swing arm with BMW Motorrad Paralever; central strut, spring preload adjustable by means of hand wheel to continuously variable levels, rebound damping adjustable 110 mm/130 mm
Travel front/rear:	
Wheelbase	
(in normal position):	1478 mm
Caster (in normal position):	100 mm
Steering head angle (in normal position):	65°
Wheels:	Die-cast aluminium wheels
Rim, front:	3.50 x 17
Rim, rear:	5.00 x 17 (special equipment: 5.50 x 17)
Tyres, front:	120/70 ZR 17
Tyres, rear:	160/70 ZR 17 (special equipment: 180/55 ZR 17)
Brake, front:	EVO brake system with dual disc, floating brake discs, 320 mm diameter, 4-piston fixed caliper
Brake, rear:	Single disc, 276 mm diameter, 2-piston floating caliper
ABS:	Special equipment: BMW Motorrad Integral ABS (part integral)

Dimensions/weights

Seat height, unladen:	800 mm
Unladen, road ready, fully fuelled ¹⁾ :	229.0 kg
Dry weight ²⁾ :	208.0 kg
Permitted total weight:	450.0 kg
Payload (with standard equipment):	221.0 kg
Usable tank volume:	18.0 l
Incl. reserve:	Approx. 4.0 l
Length:	2180 mm
Height (not incl. mirrors):	1160 mm
Width (incl. mirrors):	880 mm

For further information, or to arrange a test ride, please contact your local BMW Motorrad Dealership. Alternatively, telephone **0800 777 155**, or visit the BMW Motorrad website at: www.bmw-motorrad.co.uk



733, Marakesh red



796, Titan Silver



744, Pacific blue-metallic



845, Titanium silver metallic/mandarin*

¹⁾ According to guideline 93/93/EEC with all operating liquids, with at least 90 % of usable fuel tank volume

²⁾ Unladen weight without operating liquids *Two-colour paintwork as an optional extra