

BMW Motorrad



K 1300 GT

The Ultimate  
Riding Machine



TOUR

UNSTOPPABLE  
K 1300 GT



## LIKE FLYING. ONLY BETTER.

Long-distance travel without leaving the ground? On the K 1300 GT, it's an absolute pleasure. This agile touring bike combines dynamic performance with effortless cruising ability. The result is a pure grand touring experience.

The advanced in-line four-cylinder engine delivers copious amounts of power and a high level of refinement, to keep the mileometer ticking over. And the sophisticated suspension ensures that rider and pillion passenger remain relaxed on motorways and minor roads alike, with its state-of-the-art comfort and safety technology.

All you have to decide now is where you're going and who you're taking with you. And the K 1300 GT will make sure you enjoy every minute of the journey. UNSTOPPABLE TOUR.

## LIKE SPRINTING. ONLY FOR LONGER.

On the K 1300 GT, the miles just fly by. The in-line four-cylinder four-stroke engine reacts instantaneously to every twist of the throttle. With its four valves per cylinder actuated by a double overhead camshaft, it is supremely refined, yet pulls hard right through the rev range. So you can enjoy a quick burst of speed any time the mood takes you.

The numbers make impressive reading: a capacity of 1,293 cc, a maximum output of 160 horsepower (118 kilowatts) at 9,000 rpm,

and maximum torque of 135 newton-metres at 8,000 rpm – 80 per cent of which is available at just 3,500 rpm. The result is excellent throttle responses even at low and mid-range revs. The engine electronics contribute to impressive fuel economy, and the clutch is quiet and precisely controllable, with just the right amount of stiffness.

The engine of the K 1300 GT is everything a modern Gran Turismo engine should be – capable of breathtaking performance, and just perfect for exploring the world's roads.

## LIKE FLOATING. ONLY MORE RELAXING.

Thanks to the suspension of the K 1300 GT, bumps, ruts and potholes are not really an issue. The patented Duolever at the front absorbs imperfections in the road surface, and makes for excellent roadholding, precise steering responses and a high degree of ride comfort.

At the rear, a single-sided aluminium swing arm with shaft drive and Paralever eliminates transmission lash. The slim design of the K 1300 GT



with its low centre of gravity allows for sports-style cornering, and the fully adjustable handlebars ensure the rider keeps a firm grip on the proceedings at all times.

The optional BMW Motorrad ESA II enhances the comfort of both rider and pillion passenger still further. It enables spring preload (suspension height) to be modified to suit to load, road conditions and personal riding style, and automatically

adjusts the spring rate and damping accordingly. Riders can switch between three settings – Sport, Normal and Comfort.

The EVO brake system brings the cast aluminium wheels to a standstill more effectively than any stop sign ever could. It features twin floating discs and four-piston fixed calipers at the front, and a single-disc brake with a double-piston floating caliper at the rear. What's more, the K 1300 GT is

fitted as standard with the partially integral version of BMW Motorrad ABS. So braking distances are not a metre longer than they need be.



## LIKE EXPLORING. ONLY MORE REFINED.

With its striking front end and powerful xenon headlight (optional), the K 1300 GT announces its arrival in style, day or night. With its narrow profile and aerodynamic lines, this high-performance tourer is slim, aerodynamic and made for high-speed cornering, yet its fairing still offers excellent protection against the elements. The comfortable

seat has a narrow waist towards the front, for easier manoeuvring at crawl speed. The design of the K 1300 GT is both practical and stylish, and the sound it makes is every bit as distinctive – the engine note produced by the silencer does full justice to the revs produced by the four cylinders. Features such as the electrically

ENGINE	
Type	Water-cooled, in-line four-cylinder four-stroke engine, four valves per cylinder, double overhead camshaft
Bore x stroke	80 mm x 64.3 mm
Capacity	1,293 cc
Max. output	160 hp (118 kW) at 9,000 rpm
Max. torque	135 Nm at 8,000 rpm
Compression ratio	13.0:1
Fuel/engine management	Electronic fuel injection, BMS-K+ electronic engine management with built-in knock control
Emission control	Regulated 3-way catalytic converter, compliant with EU3 emission standard

PERFORMANCE/FUEL CONSUMPTION	
Max. speed	Over 200 km/h
Fuel consumption per 100 km at a constant 90 km/h	5.0 litres
Fuel consumption per 100 km at a constant 120 km/h	5.9 litres
Fuel type	95–98-octane (RON) premium/super plus unleaded (knock control; max. output achieved with 98-octane fuel)

ELECTRICS	
Alternator	945-W three-phase generator
Battery	12 V/19 Ah, maintenance-free

TRANSMISSION	
Clutch	Hydraulically operated wet multidisc clutch
Gears	Six-speed synchromesh gearbox built into crankcase
Drive	Shaft drive

Dimensions refer to unladen motorcycles as per DIN standard definition.  
 (1) As defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90% of usable tank capacity.  
 (2) Unladen weight without operating fluids.

CHASSIS/BRAKES	
Frame	Aluminium bridge-type frame with load-bearing engine
Suspension, front	BMW Motorrad Duolever; central spring strut
Suspension, rear	Die-cast aluminium single swing-arm with BMW Motorrad Paralever, central spring strut with lever system, spring preload hydraulically and steplessly adjustable via handwheel, adjustable rebound damping
Travel, front/rear	115 mm/135 mm
Wheelbase	1,572 mm
Castor	112 mm
Steering head angle	60.6°
Wheels	Cast aluminium
Rim dimensions, front	3.50 x 17"
Rim dimensions, rear	5.50 x 17"
Tyre, front	120/70 ZR 17
Tyre, rear	180/55 ZR 17
Brake, front	Double-disc brake, floating discs, diameter 320 mm, four-piston fixed caliper
Brake, rear	Single-disc brake, diameter 294 mm, double-piston floating caliper
ABS	BMW Motorrad Integral ABS (partially integral) as standard

DIMENSIONS/WEIGHT	
Seat height, unladen	820/840 mm (low seat: 800/820 mm)
Rider step length, unladen	1,800/1,840 mm (low seat: 1,760/1,800 mm)
Unladen weight, fully fuelled/road-ready (1)	288 kg
Dry weight (2)	255 kg
Max. permitted weight	520 kg
Max. load (with standard equipment)	232 kg
Usable tank capacity	24.0 litres
Of which reserve	Approx. 4.0 litres
Length	2,318 mm
Height (excluding mirrors)	1,438 mm
Width (inc. mirrors)	965 mm (inc. panniers: 990 mm)

### Choose the K 1300 GT Special Edition, and get all this extra equipment as standard:

- Xenon headlight
- ESA
- Seat heating
- Heated grips
- Cruise control
- On-board computer



Magnesium Beige Metallic



Royal Blue Metallic



Red Apple Metallic

adjustable windscreen and the user-friendly Info Flatscreen complete the effect. So whether you're planning a round-the-world trip for two, or just a quick spin in the country, the K 1300 GT raises the touring bike bar to a new level.

For more information, visit  
**bmw-motorrad.co.uk**  
**Hotline 0800 777 155**

# OPTIONAL EQUIPMENT



## XENON HEADLIGHT

- Powerful xenon light
- Excellent illumination of the carriageway ahead
- Increased active and passive safety



## ASC (AUTOMATIC STABILITY CONTROL)

- Prevents rear wheelspin
- For greater control and enhanced safety, even in low-grip conditions
- Switchable

# ACCESSORIES



## LARGE TOP BOX

- Capacity 49 litres, space for two helmets
- With built-in backrest pad
- In White Aluminium or Sapphire Black
- Scuff guard for luggage grid also available



## LARGE WINDSHIELD

- Scratch-resistant coating
- Good aerodynamics
- Steplessly adjustable electronically



## INNER BAG FOR SYSTEM PANNIER AND TOP BOX

- Fold-away carry handle and detachable shoulder strap
- Exterior and interior pockets for small items
- Stable rigid base



Check out the System 6 helmet and the full range of Rider and Motorcycle Equipment online.

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