

BMW Motorrad



The Ultimate
Riding Machine

K 1600 GT

**UNSTOPPABLE
K 1600 GT**

TOUR





A VISION BECOMES REALITY.

Gran Turismo – or Grand Touring – is all about combining speed and performance with style and comfort, so that long-distance travel becomes an unforgettable experience. BMW Motorrad's vision was to create a motorcycle that perfectly captured this essence of Gran Turismo. And with the new

K 1600 GT, that's exactly what it has done. This exceptional tourer makes light work of even the longest journeys, and everything about it, from the styling to the suspension, reflects its unique character. It is powered by the most compact in-line six-cylinder production motorcycle engine ever built,

a 160-horsepower (118-kilowatt) unit that combines quick throttle responses with unrivalled refinement. And with its innovative optional Adaptive Headlight, the GT is a outstanding example of motorcycle design in every sense. The K 1600 GT. UNSTOPPABLE TOUR.



K 1600 GT

POWER IN AN INSTANT.

BMW in-line six-cylinder engines are a legend in the automotive industry. And now this legend comes to the K 1600 GT, in its most compact ever form. 1,649 cc, 160 horsepower (118 kilowatts), and maximum torque of 175 newton-metres – the numbers alone are pretty impressive. But that's

nothing compared to the riding experience. The transverse-mounted unit is extremely quiet and refined, yet also delivers exceptionally dynamic performance. Instantaneous acceleration is available even at low revs, with 70 per cent of its maximum torque available from as little as 1,500 rpm. But if it's big on performance,

then it's small in size. Weighing just 102.6 kilograms and measuring just 560 millimetres across, there's never been such a compact high-capacity in-line six-cylinder motorcycle engine. This means excellent handling, makes it possible to lean over further into corners, and helps to redefine the touring bike experience.



PRECISION IN EVERY CORNER.

Lightening the load for sports touring – the use of magnesium for the fairing frame and aluminium for the rear sub-frame reduces the weight and increases the agility of the K 1600 GT. The suspension incorporates a number of sophisticated technologies that give the rider the perfect blend of comfort and performance.

The Paralever swing-arm guides the rear wheel with absolute precision, and effectively puts the power of the engine down onto the road, while at the front, the Duolever ensures nimble steering responses, and, in conjunction with the partially integral ABS, keeps the bike stable even under heavy braking. Optional DTC (Dynamic Traction Control) adjusts engine torque to the level of grip and angle of lean, thereby reducing the risk of rear wheelspin and improving control on even

the most treacherous surfaces. And the optional ESA II (Electronic Suspension Adjustment) system allows rebound damping and spring rate and pre-load to be adjusted at the touch of a button to suit the current loading and road conditions.



INNOVATION IN EVERY DETAIL.



One look is enough to tell you that the K 1600 GT is no ordinary tourer. The fibre optic rings and the xenon headlight catch the eye, and light up any road. And for even better illumination when cornering, the GT is available with a world first in motorcycle technology: the optional Adaptive Headlight. Smarter and safer, it means the bike can truly see ahead, with innovative electronics automatically compensating for the lean angle around corners and ensuring the beam of the headlight is always directed at the road ahead.



Assured, elegant, dynamic. The character of the K 1600 GT is reflected in its looks. The cutting-edge design expresses its dynamic performance, yet at the same time maximizes rider comfort. So long days in the saddle become something to look forward to, and an involving ride is always guaranteed. Even bad weather can't spoil your fun: the bike is designed to keep off the rain, and ensure you only feel the wind when you decide you want to.



On the K 1600 GT, you've always got everything under control. Thanks to the multi-controller, operating the bike's systems and adjusting its settings could not be easier. The TFT colour monitor serves as a display for the on-board computer, ESA II, the optional audio system and even the set-up of the optional Adaptive Headlight. And because the multi-controller is ergonomically located on the left-hand grip, riders need never take their hands off the handlebars.



ENGINE

Type	Water-cooled, four-stroke in-line six-cylinder engine, four valves per cylinder
Bore x stroke	72 mm x 67.5 mm
Capacity	1,649 cc
Max. output	160 hp (118 kW) at 7,750 rpm
Max. torque	175 Nm at 5,250 rpm
Compression ratio	12.2:1
Fuel/engine management	Electronic fuel injection, BMS-X electronic engine management
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	4.5 litres
Fuel consumption per 100 km at a constant 120 km/h	5.7 litres
Fuel type	Premium unleaded, 95 octane (RON)

ELECTRICS

Alternator	580-W three-phase generator
Battery	12V/19 Ah, maintenance-free

TRANSMISSION

Clutch	Multi-disc wet clutch
Gears	Six-speed helical synchromesh gearbox
Final drive	Shaft

SUSPENSION/BRAKES

Frame	Aluminium bridge-type frame with load-bearing engine
Suspension, front	BMW Motorrad Duolever with central spring strut
Suspension, rear	BMW Motorrad Paralever
Travel, front/rear	125 mm/135 mm
Wheelbase	1,680 mm
Castor	108.4 mm
Steering head angle	62.2°
Wheels	Cast aluminium
Rim dimensions, front	3.50 x 17"
Rim dimensions, rear	6.00 x 17"
Tyre, front	120/70 ZR 17
Tyre, rear	190/55 ZR 17
Brake, front	Double disc brake, diameter 320 mm, four-piston fixed caliper
Brake, rear	Single disc brake, diameter 320 mm, double-piston sliding caliper
ABS	BMW Motorrad partially integral ABS as standard

DIMENSIONS/WEIGHT

Seat height, unladen	810/830 mm (low seat: 800/780 mm)
Rider step length, unladen	1,830/1,870 mm (low seat: 1,775/1,810 mm)
Unladen weight, fully fuelled/road-ready (1)	319 kg
Dry weight (2)	306 kg
Max. permitted weight	540 kg
Max. load (with standard equipment)	221 kg
Usable tank capacity	24 litres
Of which reserve	4.0 litres
Length	2,324 mm
Height (excluding mirrors)	1,440 mm
Width (including mirrors)	1,000 mm

For more information, and full details of all the available accessories, visit

bmw-motorrad.co.uk
Hotline 0800 777 155

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Akrapovič sport silencer



Tankbag



LED auxiliary headlight

Selected other Motorcycle Equipment accessories:

- One-piece seat
- Comfort foot pegs
- Chrome bolt-on parts
- Inner bag for touring panniers



Light Grey Metallic



Vermilion Red Metallic

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. Excludes panniers.

(2) Unladen weight without operating fluids. Excludes panniers.

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