

# The new BMW K 1600 GT, K 1600 GTL, K 1600 B and K 1600 Grand America.

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## 1. Overall concept. Short version.



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**"For an even more intense riding experience, we have given the new K 1600 models numerous technical upgrades. Their unrivalled six-cylinder engine makes these motorbikes unique and fascinating worldwide. In the further developed edition, it works in a more superior manner and more powerfully than ever before."** Toni Decker, project manager of BMW K series.

### **The new K 1600 models: Six-cylinder fascination for dynamic and luxurious riding, touring and cruising.**

Six-cylinder in-line engines have always belonged to the showcase drives at BMW. Since 2010, BMW Motorrad offers fascinating high-performance and luxurious six-cylinder equipment at the highest level with the K 1600 models. The **K 1600 GT** represents the particularly agile, dynamic variant of the six-cylinder design, while the **K 1600 GTL** with its more comfortable ergonomics and standard topcase is more for pleasurable riding.

The **K 1600 B** is of a completely different breed. It provides characteristic "streamlining" with a low rear section in bagger style. Its motto is "The Spirit of the Open Road". It represents elegance, power and luxury on two wheels and allows the rider to experience every road, every tour and every moment particularly intensively. Derived from the K 1600 B, the **K 1600 Grand America** finally

combines the superior performance of the six-cylinder in-line engine with exclusive equipment features that make long-distance rides in American highway cruising style an experience that is as comfortable as it is fascinating, both alone or with a partner.

**Revised six-cylinder in-line engine according to EU-5 regulations with new engine control, knock sensor system and revised emission concept as well as engine drag torque control.**

For use in the new K 1600 GT, GTL, B and Grand America, the inspiring six-cylinder engine has been adapted to the current EU-5 regulations. From a technical point of view, the use of the BMS-O engine control, two knock sensors and two additional broadband lambda probes form the centrepiece. In addition to drastically improved emission values, there are also noticeable benefits relating to the power and torque of the six-cylinder engine. The nominal capacity is still 118 kW (160 hp). However, it is now already achieved at a rotational speed of 6 750 rpm and thus 1 000 rpm sooner than was formerly the case. In addition, the technical new features provide an increase of the maximum torque from previously 175 Nm to now 180 Nm at a rotational speed of still 5 250 rpm. Even more superior pulling power and even more powerful acceleration are the noticeable positive effects for the rider.

The engine drag torque control (MSR) is another new component. With it, unstable riding conditions, which can develop in coasting mode or when shifting down gears due to excessive slip at the rear wheel, can be reliably avoided.

**Dynamic ESA "Next Generation" electronic suspension with fully automatic load compensation.**

The BMW Motorrad Dynamic ESA "Next Generation" (Electronic Suspension Adjustment) on the new K 1600 GT, GTL, B and Grand America enables even higher dimensions in terms of riding safety, performance and comfort, because damping is automatically adapted to the riding conditions and manoeuvres, and there is also automatic riding position compensation in all load states.

**Highly modern LED light units and new full LED adaptive headlight.**

BMW Motorrad has been a pioneer for decades in terms of safety when biking. Accordingly, the new K 1600 GT, GTL, B and Grand America already provide highly modern LED light units as standard. The new full LED headlight with LED lens technology and iconic daytime riding light (depending on the market) illuminates the road with an unrivalled bright, clear light and underlines the prestige claim of the new six-cylinder models. Another standard component of the headlight is the swivelling "adaptive headlight" function. With it, the low-beam LED headlight is turned into the curve according to the heel angle. Curves are thus almost fully illuminated because the light is where the motorbike is moving.

In addition, by swivelling the entire headlight unit ( $\pm 2^\circ$ ), the vehicle dynamic states (braking, accelerating) are automatically controlled and optimum illumination is ensured at all times. In addition, there are a number of new light functions such as the "welcome light".

**New, 10.25 inch TFT colour display with integrated map navigation, easy-to-use route planning and comprehensive connectivity as standard.**

The new K 1600 GT, GTL, B and Grand America are standard-equipped with a new 10.25 inch TFT colour display with integrated map navigation and connectivity. Due to excellent readability, clear menu navigation and a highly integrated operating concept, they are at the top of their motorbike segment. The new 10.25 inch colour display allows a navigation map to be displayed on the instrument cluster, meaning an additional display is not required.

**Audio system 2.0 – a new digital sound dimension as standard or as optional equipment ex works.**

With audio system 2.0, the new K 1600 GTL and Grand America already provide an even more intensive sound experience as standard. The audio system is available as optional equipment ex works for the K 1600 GT and K 1600 B.

**Superior riding capability and six-cylinder dynamics in attractive basic colours, exclusive style and noble Option 719 variants.  
Option 719 "Midnight" with water transfer printing method for K 1600 B and K 1600 Grand America.**

The new K 1600 GT, GTL, B and Grand America are available in three attractive colour options each: a basic variant, a style variant and Option 719. Option 719 "Midnight" is particularly noteworthy, which is only available for K 1600 B and K 1600 Grand America. The highlight of this equipment variant is the paintwork in Meteoric Dust II metallic with the "Galaxy" theme depicted using the water transfer printing method.

**Highlights of BMW K 1600 GT, GTL, B and Grand America:**

- Revised six-cylinder in-line engine according to EU-5 regulations with new BMS-O engine control.
- Two knock sensors and four lambda probes instead of previously two.
- Power 118 kW (160 hp) at 6 750 rpm (previously 7 750 rpm).
- Torque: 180 Nm at 5 250 rpm (previously 175 Nm).
- Exemplary emission values, smooth running and performance.
- Even more powerful acceleration across the entire speed range due to increased torque.
- Knock sensors for optimised riding capability.
- Engine drag torque control (MSR) as standard.
- Dynamic ESA "Next Generation" electronic suspension with fully automatic load compensation as standard.
- New full LED adaptive headlight as standard.
- Connectivity: New multifunctional instrument cluster with 10.25 inch full-colour TFT display and numerous features such as easy-to-use telephony with extended smartphone connection as standard.
- Smartphone compartment with USB-C charging option as standard.
- 4 freely assignable favourite buttons as standard.
- New audio system 2.0 as optional equipment.

- Intelligent eCall emergency call equipment as optional equipment ex works.
- One attractive basic colour, style variant and Option 719 variant each.
- Option 719 "Midnight" for K 1600 B and K 1600 Grand America: Paintwork in Meteoric Dust II metallic with "Galaxy" theme applied by water transfer printing method.
- Extended range of optional equipment and original BMW Motorrad accessories.



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## **2. Vehicle technology and design.**

**"With the adaptation of our six-cylinder in-line engine to the current EU-5 regulations, we have not only succeeded in ensuring the environmental compatibility and fitness for the future of this fascinating drive system. In addition, we have been able to improve the power and torque even more by using a knock control as well as a new engine control."** says Jörg Vogt, drive module manager.

**Six-cylinder in-line engine according to EU-5 regulations with new engine control, knock sensor system and revised emission concept as well as engine drag torque control.**

The fascinating centrepiece of the new K 1600 GT, GTL, B and Grand America is still the narrowest six-cylinder in-line engine in motorbike series production, with a width of only 555 mm and a weight of 102.6 kg. Its displacement is still 1 649 cm<sup>3</sup>. In the new six-cylinder models, it also provides absolutely superior touring characteristics and riding capability combined with the highest performance level.

For use in the new K 1600 GT, GTL, B and Grand America, the inspiring six-cylinder engine has been adapted to the current EU-5 regulations. From a technical point of view, the use of the BMS engine control, two knock sensors and two additional lambda probes represents the centrepiece. The two knock sensors are on the rear side of the cylinder bank at the height of cylinders 2 and 5, which in particular enable optimised ignition timing. They also allow the use of fuel of a quality below RON 95, which is particularly beneficial when travelling in remote corners of our planet.

In addition to the two lambda sensors already positioned at each of the junctions of three exhaust manifolds, two further lambda sensors are now used, arranged behind the two catalytic converters, which enable an even more precise determination of the residual oxygen level in the exhaust gas and thus an even more precise interaction of mixture preparation and ignition by the engine control.

In addition to drastically improved emission values, there are also noticeable benefits relating to the power and torque of the six-cylinder engine. The nominal capacity is still 118 kW (160 hp). However, it is now already achieved at a rotational speed of 6 750 rpm and thus 1 000 rpm sooner than was formerly the case. In addition, the technical new features provide an increase of the maximum torque from previously 175 Nm to now 180 Nm at a rotational speed of still 5 250 rpm. Even more superior pulling power and even more powerful acceleration – especially in the riding-relevant range from 3 500 to 7 000 rpm – are noticeable positive effects for the rider.

The engine drag torque control (MSR) is also new. With it, unstable riding conditions, which can develop in coasting mode or when shifting down gears due to excessive slip at the rear wheel (slipping or stamping), can be reliably avoided. In these cases, the engine drag torque control opens the throttle valves in a flash to level the drag torque and stabilise the motorbike.

From a technical point of view, engine drag torque control compares the circumferential speeds of the front and rear wheels in the same way as dynamic traction control (DTC), which is also standard, and thus determines the slip or stability reserve at the rear wheel. In addition, heel angle information from the new 6-axis sensor box is processed.

The control performance depends on the riding mode: in "Rain" and "Road" riding modes, engine drag torque control ensures maximum riding stability. In "dynamic" riding mode, on the other hand, the control permits slightly more slip.

### **Dynamic ESA "Next Generation" electronic suspension with fully automatic load compensation.**

The BMW Motorrad Dynamic ESA "Next Generation" (Electronic Suspension Adjustment) on the new K 1600 GT, GTL, B and Grand America enables even higher dimensions in terms of riding safety, performance and comfort, because damping is automatically adapted to the riding conditions and manoeuvres, and there is also automatic riding position compensation in all load states. From a technical point of view, the signals from the new 6-axis sensor box and the two displacement sensors at the front and rear enable comprehensive data acquisition and thus sensitive adjustment of



the motorbike to the riding conditions. With the aid of further parameters, riding conditions such as spring deflection, acceleration and deceleration are also recorded and are used to adjust the damping forces on the rear suspension strut and the Duolever front suspension. This adjustment is made by electrically operated control valves in the millisecond range. Even in an inclined position, optimum damping comfort and very stable drivability are achieved.

In the standard configuration for "Rain" and "Road" riding modes (for K 1600 B and K 1600 Grand America: "Cruise" and "Road") Dynamic ESA "Next Generation" is preset to the "Road" damping characteristics. By pressing a button – conveniently on the handlebars and even while riding – the rider can switch to the "Dynamic" damping characteristics and thus a firmer damping setting in these riding modes. In "Dynamic" riding mode, the firmer "Dynamic" damping option is preset and it is possible to switch to the "Road" damping option by pressing a button.

### **Highly modern LED light units and new full LED adaptive headlight for exemplary illumination of the road.**

BMW Motorrad has been a pioneer for decades in terms of safety when biking. Accordingly, the new K 1600 GT, GTL, B and Grand America already provide highly modern LED light units as standard. The new full LED headlight with LED lens technology and iconic daytime riding light (depending on the market) illuminates the road with an unrivalled bright, clear light and underlines the prestige claim of the new six-cylinder models. The light unit consists of an LED module with a total of nine LEDs for the low-beam headlight and four more LED modules with two LEDs for the two high-beam headlight modules.

Another standard component of the headlight is the swivelling "adaptive headlight" function. With it, the low-beam LED headlight is turned into the curve according to the heel angle. Curves are thus almost fully illuminated because the light is where the motorbike is moving. Due to the swivelling function ( $\pm 35^\circ$ ; predecessor: ( $\pm 24^\circ$ ;) the horizon of the light remains constant and is adapted harmoniously and seamlessly to the respective inclined position. By swivelling the light image, a particularly broad and homogeneous illumination of the road is established with the low-beam headlight,

which has now reached a new dimension with the new K 1600 models.

In addition, by swivelling the entire headlight unit ( $\pm 2^\circ$ ), the vehicle dynamic states (braking, accelerating) are automatically controlled and optimum illumination is ensured at all times.

Together with the excellent quality of the low-beam headlight and the broadest light front among BMW motorbikes, it provides perfect road illumination.

### **New "Welcome", "Good bye" and "Follow me home" light functions.**

New light functions make the experience with the new six-cylinder models even more intense, comfortable and practical at the same time. For example, when the ignition is switched on, the so-called **welcome light ("welcome" function)** is activated. The main headlight, rear light and – if fitted – the additional headlight light up, remain on for a short time and then fade to the waiting state before the engine starts. The transitions are dimmed in stages in the process.

After switching off the ignition, the front and rear lights are also activated briefly for **the "Good bye" function** and finally slowly darkened. This function says goodbye to the rider and at the same time makes it clear: here is a BMW vehicle.

Another new function is for **orientation ("Follow me home" - function)**. After switching off the ignition, the driving lights can be activated by briefly pressing the high-beam headlight button. The ignition and other functions not used for orientation and light sources remain switched off. This light function provides optimum visibility at night, for example when manoeuvring in parking spaces or opening the garage at home.

The optional floor lighting not only increases attention. It can also be a practical aid, for example when parking the motorbike in the dark using the side stand or the centre stand, for a better assessment of the condition of the ground. Anything that is dropped can also be found quickly.

**New, 10.25 inch TFT colour display with integrated map navigation, easy-to-use route planning and comprehensive connectivity as standard.**

The new K 1600 GT, GTL, B and Grand America are standard-equipped with a new 10.25 inch TFT colour display with integrated map navigation and connectivity. Due to excellent readability, clear menu navigation and a highly integrated operating concept, they are at the top of their motorbike segment. The new 10.25 inch colour display allows a navigation map to be displayed on the instrument cluster, meaning an additional display is not required.

For tough touring applications, the display is equipped with a hardened and thus extremely robust cover glass. For optimum viewing, it is anti-reflective and protected against dirt by an anti-fingerprint coating. The unique detail and sharpness of the display content is established via full HD resolution with 1920 x 720 pixels.

In the "full screen" view, the full capacity of the display becomes visible. The alternative "split screen" view allows several functional areas to be shown simultaneously and clearly on the display and controlled using the multi-controller. The speedometer and rotational-speed sensor as well as the basic functions and the selection menu are displayed on the main "Pure Ride Screen". Alternatively, the navigation map is also displayed if navigation is active via the BMW Motorrad Connected app. Either the instrument cluster, the on-board computer, arrow navigation, a current phone call or radio / media are displayed on the additional split screen.

The "My vehicle", "Navigation", "Radio", "Media", "Telephone" and "Settings" menus can be selected via tiles that are displayed. The integration of the display and operation of the optional equipment Pro and audio/ radio are designed to be "seamless", just like the standard functions, making them particularly easy to use.

The display has two radio antennas for connections such as to the helmet or smartphone. One antenna is available for Bluetooth and another one enables data exchange both via W-LAN and also Bluetooth.

Vehicle functions such as "Settings", "Navigation" or "Communication" are controlled using the standard multi-controller.

The "favourite button" was developed with the aim of advanced and particularly simple and intuitive operation. The unit consisting of four buttons is located on the left side of the fairing panel below the handlebars and enables access to 18 functions such as "audio" or "grip heating" using two-stage buttons, making it even easier to select and operate the functions. Two-stage buttons mean that when pressed gently, information is provided on what function is available at that button and what can be set. If the button is pressed beyond the resistance point, the function behind it becomes operable. The buttons can be configured individually and are not preset ex works.

With the new 10.25 inch TFT colour display, the new K 1600 GT, GTL, B and Grand America also provide the appropriate platform to be able to use navigation with the BMW Motorrad Connected-app with a fully interactive map view. The navigation (map) is "mirrored" on the display via WLAN. A new map navigation dimension is thus provided for motorbikes. Therefore, with the 10.25 inch TFT colour display, significantly more integrated navigation options can now be controlled using the multi-controller. The smartphone-based architecture means navigation is always on board, and changes to the route during a coffee break or sharing the route with friends become child's play.

With the smartphone app, the rider also continuously receives the latest software for navigation as well as current map material and is also provided with the latest functions. In addition, the app enables maximum flexibility during planning. This means planning can be carried out in the app itself and you can apply planned routes e.g. from base camp or download route suggestions from an internet portal.

The BMW Motorrad Connected app can be obtained free of charge from the Google and Apple app stores. It contains further attractive additional functions, such as recording driven routes or displaying riding statistics and information. Recorded routes can also be shared directly with other bikers via the Rever Community.

At the same time as the introduction of standard connectivity and the navigation map shown on the display, easy-to-use telephony

with extended smartphone connection is also available. A smartphone can be safely accommodated in a splash-proof and electrically ventilated storage compartment above the TFT display, and its battery can be kept ready for use via a USB-C connection.

The smartphone is protected from undesired removal by the windscreen that – like with the predecessor – automatically moves to the lower position after the ignition is switched off. The charging storage compartment cannot be locked. To remove it, it is sufficient to switch on the ignition and press the release button. The windscreen immediately moves up automatically and the lid of the charging storage compartment opens in a cushioned manner as soon as the windscreen reaches the topmost position.

Inside the storage compartment there is a holding device in which the smartphone can be firmly held via a flexible-in-size bracket while riding and charged via a USB-C port. A charging current of up to 1,500 mA at 5 V (equivalent to a charging capacity of 7.5 W) can be transferred, which also enables quick charging, depending on the type of smartphone. This means there is always sufficient electrical energy during active navigation, for example. Ventilation by an electric fan reduces the heat generated when operating the smartphone and a seal on the storage compartment cover provides reliable protection against splashing water.

### **Audio system 2.0 – a new digital sound dimension as standard or as optional equipment ex works.**

With audio system 2.0, the new K 1600 GTL and Grand America already provide an even more intensive sound experience as standard. The audio system is available as optional equipment ex works for the K 1600 GT and K 1600 B. A striking feature of the new audio system 2.0 is that the antennas for radio reception are now accommodated in the body.

Whereas the previous audio system was connected to the motorbike as a primarily independent system, the new audio system 2.0 is characterised by a high degree of integration into the electrical system. Menu control and setting options as well as the unique display concept also make the audio experience perfect in terms of interaction.

The highlights of the new audio system:

- DAB and DAB+ for clear listening pleasure with maximum quality and reception stability.
- DAB-FM following. It compares the received signal and automatically switches to the best signal.
- Equalising profiles, as profiles suitable for listening to the output for the
  - studio:  
optimised for maximum listening experience without helmet (e.g. when stationary)
  - bass-boost, treble-boost, voice and balanced:  
optimised for maximum listening experience with helmet
- Highly flexible design option of the sound architecture (treble/bass) with a very wide performance range, even at high speeds.
- HD radio. The digital radio for the US market with FM / AM band and SAT radio as an option for USA.

**Intelligent emergency call for even more safety when riding a motorbike as optional equipment ex works.**

The fastest possible help in accidents or in an emergency and dangerous situations can save lives. For this reason, BMW Motorrad has developed an eCall system with the optional intelligent emergency call equipment, which is for getting help to the location as quickly as possible. For the new K 1600 GT, GTL, B and Grand America, this system is available on several markets with current TPM 4G technology.

**Superior riding capability and six-cylinder dynamics in attractive basic colours, exclusive style and noble Option 719 variants. Option 719 "Midnight" with water transfer printing method for K 1600 B and K 1600 Grand America.**

The new K 1600 GT, GTL, B and Grand America are available in three attractive colour options each: a basic variant, a style variant and Option 719. Option 719 "Midnight" is particularly noteworthy, which is only available for K 1600 B and K 1600 Grand America. The highlight of this equipment variant is the paint finish in Meteoric Dust II metallic with the "Galaxy" theme depicted using the water transfer printing method. This is a method with which objects can be fully or partially coated with a pattern or graphic.

Backing films, which are activated in a water bath, are used as the medium for the later pattern or graphic. The object to be coated is pressed on to the film in the water bath and immersed. During this process, the pattern or graphic on the backing film is transferred to the object. Finally, a coat of two-component clear paint is applied for sealing. As this is done by hand only, each Option 719 "Midnight" is truly unique.



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## **K 1600 GT:**

### **Basic variant. "The straightforward one".**

- Blackstorm metallic body colour.
- Frame in black.
- Engine in black.
- Seat in black.
- Front wheel mudguard in Blackstorm metallic.
- Radiator cowls in Nightblack matt.
- Tank centre cover in Blackstorm metallic.
- Slipstream deflector trim in Blackstorm metallic.
- Front brake callipers in black.

### **Sport style. "The sporty one".**

- Lightwhite and Racingblue metallic/Racingred uni colour.
- Frame in black.
- Engine in black.
- Seat in black with grey piping and decorative stitching.
- Front part of the front wheel mudguard in Lightwhite.
- Radiator cowls in Nightblack matt.
- Tank centre cover in Blackstorm metallic.
- Slipstream deflector trim in Blackstorm metallic.
- Gold-anodised front brake callipers.

### **Option 719. "The elegant one".**

- Mineral White metallic body colour with lines.
- Frame in black.
- Engine in black.
- Seat in black. (Optional Option 719 seat with diamond top-stitching in saddle brown and cloud print)
- Front part of the front wheel mudguard in Mineral White metallic.
- Radiator cowls in Nightblack matt.
- Tank centre cover in Mineral White metallic.
- Chrome slipstream deflector trim.



- Front brake callipers in black.
- Optional Option 719 classic forged rims.

### **K 1600 GTL:**

#### **Basic variant. "The straightforward one".**

- Blackstorm metallic body colour.
- Frame in Monolith metallic matt.
- Engine in platinum.
- Seat in black.
- Front wheel mudguard in Blackstorm metallic
- Engine spoiler in Monolith metallic matt.
- Tank centre cover in Blackstorm metallic.
- Slipstream deflector trim in Blackstorm metallic.

#### **Exclusive style. "The exclusive one".**

- Gravityblue metallic body colour.
- Frame in Monolith metallic matt.
- Engine in platinum.
- Seat in black.
- Front wheel mudguard in Gravityblue metallic, rear part in Monolith metallic matt.
- Engine spoiler in Monolith metallic matt.
- Tank centre cover in Blackstorm metallic.
- Chrome slipstream deflector trim.
- Chrome strips on cases.

#### **Option 719. "The elegant one".**

- Mineral White metallic body colour with lines.
- Frame in Monolith metallic matt.
- Engine in platinum.
- Seat in black. (Optional Option 719 seat with diamond top-stitching in saddle brown and cloud print)
- Front wheel mudguard in Mineral White metallic with chrome bar, rear part in Monolith metallic matt.

- Engine spoiler in Monolith metallic matt.
- Tank centre cover in Mineral White metallic.
- Chrome slipstream deflector trim.
- Chrome strips on cases.
- Optional Option 719 classic forged rims.

### **K 1600 B and K 1600 Grand America:**

#### **Basic variant. "The straightforward one".**

- Blackstorm metallic body colour.
- Frame in black.
- Engine in black.
- Seat in black.
- Front part of the front wheel mudguard in Blackstorm metallic.
- Engine spoiler in Nightblack matt.
- Tank centre cover in Blackstorm metallic.
- Slipstream deflector trim in Blackstorm metallic.

#### **Exclusive style. "The exclusive one".**

- Manhattan metallic matt body colour.
- Frame in black.
- Engine in black.
- Seat in black.
- Front part of the front wheel mudguard in Manhattan White metallic.
- Engine spoiler in Nightblack matt.
- Tank centre cover in Blackstorm metallic.
- Slipstream deflector trim in Blackstorm metallic.

#### **Option 719 "Midnight". "The elegant one "Midnight".**

- Meteoric Dust II metallic body colour with water transfer printing method.
- Frame in black.
- Engine in black.

- Option 719 seat in black with diamond top-stitching and model designation.
- Front part of the front wheel mudguard in Meteoric Dust II metallic.
- Engine spoiler in Nightblack matt.
- Tank centre cover in Meteoric Dust II metallic.
- Slipstream deflector trim in Meteoric Dust II metallic.
- "Midnight" badge.

### 3. Equipment range.

#### **Optional equipment and original BMW Motorrad accessories.**

For further individualisation of the new K 1600 GT, GTL, B and Grand America, there is a comprehensive range of optional equipment and original BMW Motorrad accessories. Optional equipment is supplied ex works and is integrated into the production sequence. The authorised BMW Motorrad retailer or the customer will fit the original BMW Motorrad accessories. The motorbike can also be equipped with them at a later date.

#### **Optional equipment.**

##### **K 1600 GT:**

**Comfort package:** Keyless Ride, central locking system, shift assistant Pro, anti-theft alarm.

**Tour package:** Audio system 2.0, LED additional headlight, engine protection bar.

##### **K 1600 GTL:**

**Comfort package:** Keyless Ride, central locking system, shift assistant Pro, anti-theft alarm, LED additional headlight, engine protection bar.

##### **K 1600 B:**

**Comfort package:** Keyless Ride, central locking system, shift assistant Pro, anti-theft alarm.

**Tour package:** Audio system 2.0, LED additional headlight, engine protection bar, footboard or storage compartment.

##### **K 1600 Grand America:**

**Comfort package:** Keyless Ride, central locking system, shift assistant Pro, anti-theft alarm.

### **Individual optional equipment.**

- Floor lighting. (Depends on the market, only in combination with central locking system comfort package)
- Intelligent eCall emergency call. (Depends on the market)
- Low rider's seat (780/800 mm, -30 mm) (GT only).
- Option 719 classic forged wheel.
- Option 719 seat.
- Power reduction. (Depends on the market)
- High seat (800 mm, +50 mm). (GTL, Grand America only).
- Short, tinted windscreen. (B only, ECE only).
- Forged handlebars. B only, Grand America (GTL in series production).
- Centre stand. B only, Grand America (GT and GTL in series production).
- Tubular handlebars. GTL only. (B, Grand America in series production).

### **"Serving suggestions" for the new six-cylinder models.**

Although the requests and requirements for individualising the new K 1600 GT, GTL, B and Grand America may also differ, certain accessory constellations are particularly suitable for further specifying the nature of the new six-cylinder models.

BMW Motorrad makes two "serving suggestions" for every model below.

### **K 1600 GT serving suggestions.**

A perfect motorbike can be further perfected using original BMW Motorrad accessories. The chosen focus of individualisation for the K 1600 GT is on dynamics and design.

#### **"The dynamic" one.**

- Sports silencer.
- Impact protection for touring case.
- Low windscreen.

**"The stylish one".**

- Chrome-plated case strip.
- Chrome-plated windscreen trim.
- Chrome-plated touring topcase cover.
- Windscreen comfort.

**K 1600 GTL serving suggestions.**

Comfort and exclusivity are very important to the K 1600 GTL customer group. To emphasise this, original BMW Motorrad accessories were chosen to underline this positioning.

**"The long-distance runner".**

- Windscreen comfort.
- Armrests for passenger (additional fastening and padding).
- Impact protection for touring case.
- Liner for touring case and topcase.

**"The exclusive one".**

- Chrome-plated mirror cap.
- Chrome-plated touring topcase cover.
- Chrome-plated wind deflector.

**K 1600 B serving suggestions.**

How do you make a special motorbike even more exceptional? Original BMW Motorrad accessories give your vehicle a very special look and will certainly attract admiring glances.

**"The casual one".**

- Chrome-plated case cover.
- Chrome-plated mirror cap.
- Chrome-plated wind deflector.
- Chrome-plated slipstream deflector.

**"The cool one".**

- Liner for touring case.
- Short, tinted windscreen.
- Impact protection for touring case.

**Serving suggestions for K 1600 Grand America.**

Endless expanses and enough time at your disposal. The best conditions to make your pleasure perfect. This positioning of this unique motorbike is supported with original BMW Motorrad accessories.

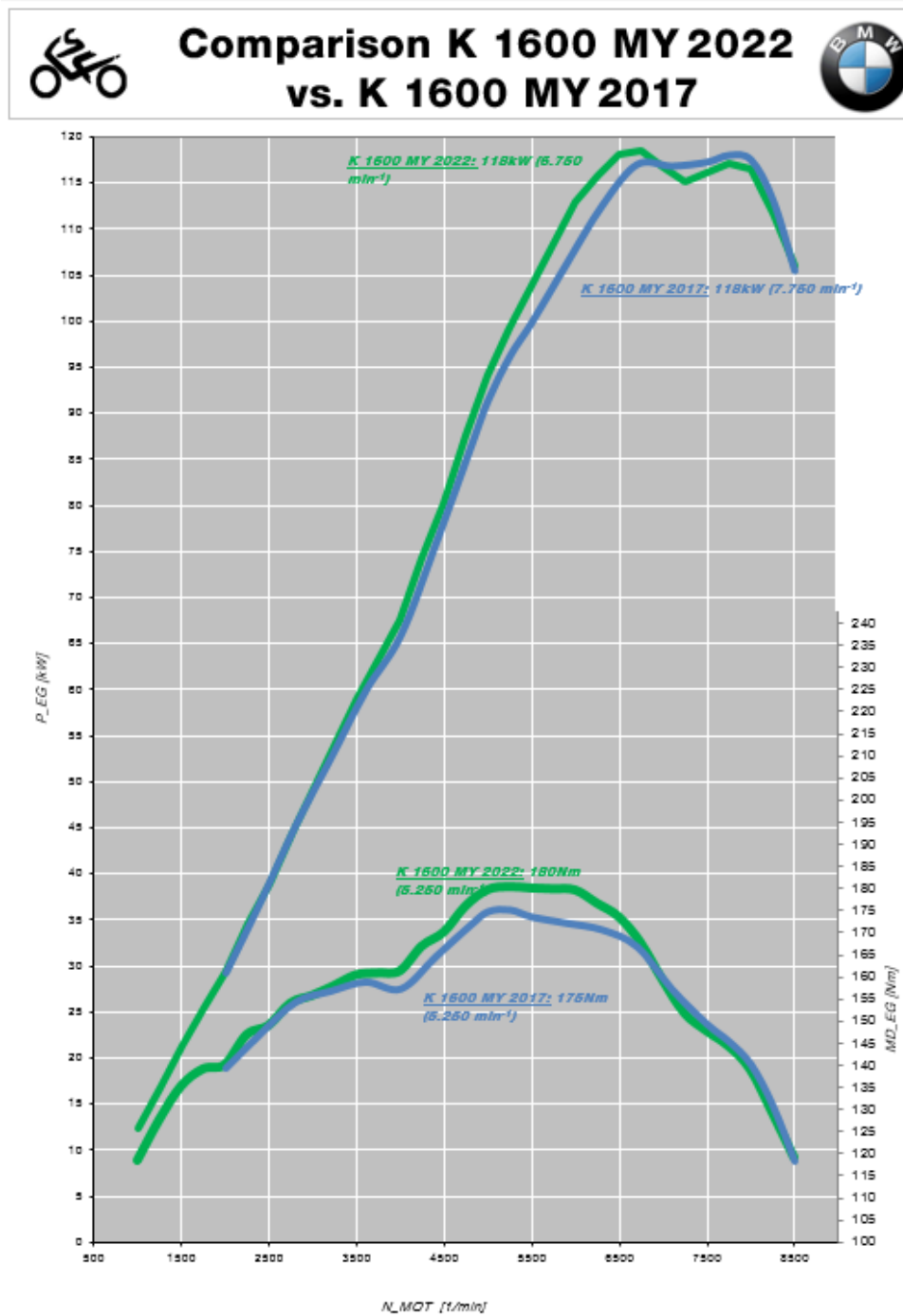
**"The comfortable one".**

- Base support for comfort arm rests.
- Liner for touring case.
- Liner for topcase.

**"The conspicuous one".**

- Base support for comfort arm rest.
- Chrome-plated mirror caps.

## 4. Engine output and torque.





## 5. Technical data.

		K 1600 GT	K 1600 GTL
<b>Engine</b>			
Displacement	cm <sup>3</sup>		1,649
Bore/stroke	mm		72 x 67.5
Power	kW/hp		118/160.5
At rotational speed	rpm		6,750
Torque	Nm		180
At rotational speed	rpm		5,250
Design		Liquid-cooled six-cylinder four-stroke in-line engine with two chain-driven camshafts on top	
Compression			12.2:1
Fuel			Premium unleaded petrol 95 RON
Valves per cylinder			4
Ø intake/exhaust	mm		29/24.8
Ø throttle valve	mm		52
Engine control			BMS-O
Emission control		2 controlled three-way catalytic converters, EU-5 exhaust emission standard	
<b>Electrical system</b>			
Alternator	W		700
Battery	V/Ah		12/16
Headlight			LED
Rear light			LED brake light/rear light
Starter motor	W		700
<b>Power transmission</b>			
Clutch		Multi-disc oil-bath clutch, hydraulically operated	
Transmission		Claw-operated six-speed transmission with helical gearing	
Primary transmission			1.617
Gear ratio	I		2.230
	II		1.641
	III		1.319
	IV		1.101
	V		0.926
	VI		0.788
Secondary drive			Cardan
Secondary transmission			2.75

		<b>K 1600 GT</b>	<b>K 1600 GTL</b>
<b>Chassis</b>			
Frame design		Main frame: die-cast, rear frame: aluminium, extruded sections	
Wheel guide, front wheel		BMW Motorrad Duolever (double trailing arm), central spring strut	
Wheel guide, rear wheel		Cast aluminium single-sided swinging arm with BMW Motorrad paralever, central spring strut, Dynamic ESA	
Spring travel, front/rear	mm		115/135
After-run	mm		106.4
Wheelbase	mm		1,618
Steering head angle	°		62.2
Brakes	front		Twin disc brake, Ø 320 mm, four-piston fixed calliper
	rear		Single-disc brake, Ø 320 mm, two-piston floating calliper
ABS			standard BMW Motorrad ABS (partially integral)
Wheels			Cast aluminium wheels
	front		3.50 x 17"
	rear		6.00 x 17"
Tyres	front		120/70 ZR 17
	rear		190/55 R 17
<b>Dimensions and weights</b>			
Overall length	mm	2,324	2,489
Total width above case	mm		1000
Seat height	mm	810 (standard) (830 via height adj. and 780 as optional equipment)	750 (standard) (800 as optional equipment)
DIN vehicle kerb weight, ready for use	kg	343	358
Perm. total weight	kg	540	560
Fuel tank capacity	l		26.5
<b>Riding data</b>			
Fuel consumption (WMTC)	l/100 km		5.9
CO2	g/km		137
Acceleration 0–100 km/h	s		3.6
Maximum speed	km/h		>200

	<b>K 1600 B</b>	<b>K 1600 Grand America</b>
<b>Engine</b>		
Displacement	cm <sup>3</sup>	1,649
Bore/stroke	mm	72 x 67.5
Power	kW/hp	118/160.5
At rotational speed	rpm	6,750
Torque	Nm	180
At rotational speed	rpm	5,250
Design	Liquid-cooled six-cylinder four-stroke in-line engine with two chain-driven camshafts on top	
Compression		12.2:1
Fuel		Premium unleaded petrol 95 RON
Valves per cylinder		4
Ø intake/exhaust	mm	29/24.8
Ø throttle valve	mm	52
Engine control		BMS-O
Emission control	2 controlled three-way catalytic converters, EU-5 exhaust emission standard	
<b>Electrical system</b>		
Alternator	W	700
Battery	V/Ah	12/16
Headlight		LED
Rear light		LED brake light/rear light
Starter motor	W	700
<b>Power transmission</b>		
Clutch	Multi-disc oil-bath clutch, hydraulically operated	
Transmission	Claw-operated six-speed transmission with helical gearing	
Primary transmission		1.617
Gear ratio	I	2.230
	II	1.641
	III	1.319
	IV	1.101
	V	0.926
	VI	0.788
Secondary drive		Cardan
Secondary transmission		2.75

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**K 1600 B K 1600 Grand America.**

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**Chassis**

Frame design	Main frame: die-cast, rear frame: aluminium, extruded sections		
Wheel guide, front wheel	BMW Motorrad Duolever (double trailing arm), central spring strut		
Wheel guide, rear wheel	Cast aluminium single-sided swinging arm with BMW Motorrad paralever, central spring strut, Dynamic ESA		
Spring travel, front/rear	mm		115/125
After-run	mm		106.4
Wheelbase	mm		1,618
Steering head angle	°		62.2
Brakes	front		Twin disc brake, Ø 320 mm, four-piston fixed calliper
	rear		Single-disc brake, Ø 320 mm, two-piston floating calliper
ABS			standard BMW Motorrad ABS (partially integral)
Wheels			Cast aluminium wheels
	front		3.50 x 17"
	rear		6.00 x 17"
Tyres	front		120/70 ZR 17
	rear		190/55 R 17

**Dimensions and weights**

Overall length	mm	2,470	2,560
Total width above case	mm		1000
Seat height	mm	750 (standard)	750 (standard) (800 as optional equipment)
DIN vehicle kerb weight, ready for use	kg	344	370
Perm. total weight	kg		560
Fuel tank capacity	l		26.5

**Riding data**

Fuel consumption (WMTC)	l/100 km		5.9
CO2	g/km		137
Acceleration 0–100 km/h	s		3.6
Maximum speed	km/h	200 (with footb. 180)	162