



For Release: November 18, 2016

Contact: Roy Oliemuller
BMW Motorrad USA Communications Manager
Tel. 201-307-4082 /roy.oliemuller@bmwna.com

The New BMW K 1600 GT

Six-Cylinder Performance And Luxurious Comfort For Dynamic Touring At The Highest Level

Woodcliff Lake, NJ – November 18, 2016...Six-cylinder in-line engines have been an integral part of BMW automobile history and brand identity for more than 80 years. With the launch of the K 1600 GT and GTL in 2010, BMW Motorrad succeeded in skillfully transferring this tradition to the motorcycle market by developing the lightest and most compact 6-cylinder in-line engine for motorcycles with a capacity of over 1,000 cubic centimeters.

Outstanding running smoothness and supreme performance from an output of 160 hp and a torque of 129 lb-ft (175 Nm) were combined with luxurious comfort, virtually perfect wind and weather protection and a level of riding dynamics that were unrivalled in the segment. With the new K 1600 GT, BMW Motorrad takes the concept of the 6-cylinder high-performance touring bike further and presents it in an even more sophisticated, dynamic and comfortable form, unchanged in terms of performance figures but now designed to meet the requirements of the EU4 pollutant class.

Standard Dynamic ESA (Electronic Suspension Adjustment) with automatic damping adaptation.

While the predecessor model set new standards in the touring segment in terms of riding stability, dynamics and handling, the new K 1600 GT goes even further. With the electronically controlled suspension Dynamic ESA and its adjustment modes "Road" and "Dynamic", both active riding experience and comfort have been significantly enhanced compared to the predecessor model.

In the standard setting "Road", damping adaptation is now fully automated across the entire range, thereby offering the very highest level of comfort and traction over virtually all surfaces. This ensures the optimum damping force in all riding states regardless of load. Depending on customer preference, the spring preload can be adapted to the load at the press of a button and independently of the damping. Likewise, at the press of a button –

conveniently positioned on the handlebars for ease of use during travel – the rider can switch to the damping characteristics “Dynamic”, thereby selecting a tighter overall damping set-up.

Convenient to maneuver with new reverse assist.

The new K1600 GT is easier to maneuver thanks to a new reverse assist, which can be simply activated from the left-handlebar panel at the press of a button. Movement itself is initiated by the rider by pressing on the starter motor button.

Shift Assist Pro for shifting up and down without using the clutch.

The Shift Assist Pro, available as a factory option, allows the rider to shift up and down without activating the clutch, not only providing greater convenience but also additional dynamic performance. Most shifting can be carried out using the shift assist.

Instruments with newly designed dials.

The speedometer and tachometer in the new K 1600 GT now have newly designed dials; and the speedometer now prominently bears the inscription K 1600 GT.

More dynamic design, optimized wind and weather protection and new color schemes.

While the K 1600 GT previously featured excellent wind and weather protection, these benefits are further enhanced in the new K 1600 GT by means of redesigned side trim parts and enlarged slipstream deflectors. The dynamic design of the new K 1600 GT also includes three fresh new color schemes, each of which skillfully showcases the varying character traits of the new performance touring bike.

Mars Red metallic and Black Storm metallic contrast with a frame in Asphalt Grey metallic matte, black gloss wheels and the engine in Platinum metallic matte to give the K 1600 GT an air of both refinement and agility. The “Sport” version conveys a dynamic appearance in Lupine Blue metallic in conjunction with Black Storm metallic and a drivetrain finished in black together with golden brake calipers, highlighting the athletic character of the 6-cylinder touring bike.

An overview of highlights of the new BMW K 1600 GT.

- 6-cylinder in-line engine including new catalytic converters and adapted data status according to EU4 requirements, with an unchanged output of 118 kW (160 hp) at 7,750 rpm and a maximum torque of 129 lb-ft (175 Nm) at 6,500 rpm.
- Electronic suspension Dynamic ESA with automatic damping adaptation as standard.

- Reverse assist for even simpler maneuverability as a factory option.
- Shift Assist Pro for shifting up and down without clutch as a factory option.
- Instruments with newly designed dials. Speedometer with K 1600 GT inscription.
- Optimized wind and weather protection due to enlarged slipstream deflectors and newly designed side trim parts.
- Even more dynamic design.
- Three attractive new colors: Mars Red metallic, Black Storm metallic and Lupine Blue metallic / Black Storm metallic.

Motorcycle Technology and Design

The new K 1600 GT: highly enjoyable performance touring combined with sporty dynamic flair and excellent comfort.

When BMW Motorrad launched the 6-cylinder models K 1600 GT and K 1600 GTL in autumn 2010, it was tapping into the great BMW tradition of 6-cylinder engines and applying it to the world of motorcycling. After all, no other brand has embodied the fascination of 6-cylinder in-line engines for more than 80 years in the automotive sector in the same way as BMW. The BMW K 1600 GT and the K 1600 GTL successfully combined the supreme performance and running smoothness of a 6-cylinder in-line engine with an imposing and distinctive appearance, fascinating riding dynamics and exceptional travel comfort.

Supreme engine expertise with six cylinders.

With its 6-cylinder in-line engine, the new K 1600 GT conveys a unique personality, offering not just perfect running smoothness but also supreme performance and abundant torque. Still the most compact 6-cylinder in-line power unit in motorcycle series production, the engine has an output of 118 kW (160 hp) at 7,750 rpm, generates a maximum torque of 129 lb-ft (175 Nm) at 6,500 rpm, offering supreme forward thrust in all conditions.

With an engine weight of 226 lbs (102.6 kilograms), the 6-cylinder engine of the K 1600 GT remains to this day the lightest series-production 6-cylinder engine for motorcycles in the category over 1000 cc. Due its very narrow cylinder spacing, it is also significantly slimmer than all other serial production 6-cylinder in-line engines to date. Both of these attributes are major contributing factors to the active riding character of the K 1600 GT.

The new K 1600 GT has been designed to meet the requirements of the EU4 pollutant class. This involved fitting it with such features as a new engine mapping, a fuel system with carbon canister for fuel tank ventilation, an exhaust system with altered catalytic converters, and more dynamically designed end pieces whose horizontal ribbing lends even greater emphasis to the 6-cylinder theme.

Even more maneuvering convenience due to new reverse assist as a factory option. The new 6-cylinder bike meets expectations for convenience by providing a reverse assist, which is activated at the press of a button on the left-hand handlebar panel. When reverse assist is activated, the forward gear is blocked and the reverse gear is engaged. Movement itself is initiated by the rider pressing on the starter motor button, which establishes propulsion via a bendable shaft.

Three riding modes and Dynamic Traction Control DTC for maximum safety when accelerating.

As is customary, riders of the new K 1600 GT have the riding modes “Rain”, “Road” and “Dynamic” directly available to them at the press of a button on the right-hand side of the handlebars to adapt to various types of road touring, riding on wet surfaces and sporty, dynamic riding. The traction control function DTC is integrated with each of the different modes to ensure maximum riding safety.

Shift Assist Pro for shifting up and down without clutch as a factory option.

The Shift Assist Pro is now available for the K 1600 GT, enabling the rider to shift up and down without activating the clutch or throttle valve in the relevant load and RPM ranges, offering riders both greater comfort and dynamic performance. Most shifting can be accomplished using the shift assist. One exception is starting off from a standstill.

When accelerating with Shift Assist Pro, the throttle valve no longer needs to be closed for shifting. Propulsion power is virtually constant without torque interruption. When decelerating and shifting down (throttle valve closed), the RPM is automatically adapted by means of double-declutching. Gears are engaged as usual by means of the gear pedal.

Shift time is significantly reduced as compared to a gearshift using the clutch. Shift Assist Pro supports the driver on virtually all shifts. However, there is no shift support when the clutch is activated, when shifting up with the throttle grip closed (coasting) or when decelerating.

Ideal concentration of masses, proven suspension technology for dynamic riding properties.

The essential chassis elements of the new BMW K 1600 GT are the familiar light alloy bridge-type frame and the well-proven Duolever and Paralever systems for wheel control at front and rear. The new K 1600 GT also benefits from a low overall center of gravity with a very favorable concentration of masses and a balanced wheel load distribution for excellent riding properties.

Electronic suspension adaptation Dynamic ESA with automatic damping adaptation as standard.

While the predecessor model set new standards in the touring segment for riding stability, dynamics and handling in all riding and load states, the new K 1600 GT goes one step further in terms of suspension. With the electronically controlled suspension Dynamic ESA and its adjustment modes “Road” and “Dynamic”, it has been possible to significantly enhance both active riding experience and comfort as compared to the predecessor model.

In the standard setting “Road”, damping adaptation is now fully automated across the entire range, thereby offering the very highest level of comfort and traction over virtually all surfaces. This ensures the optimum damping force in all riding states and regardless of load.

Depending on customer preference, the spring preload can be adapted to the load state at the press of a button and independently of the damping. Also, at the press of a button – conveniently positioned on the handlebars, to activate during riding – the rider can switch to the damping characteristics “Dynamic”, thereby selecting a tighter damping set-up overall.

Using various parameters, the different riding states such as acceleration and deceleration of the new K 1600 GT are precisely identified so that the damping forces on the front and rear spring strut can be adapted within milliseconds. As a result, unrivalled damping comfort and a very stable ride response are ensured even in a banking position.

Instruments with newly designed dials and an integrated operating concept with multi-controller and TFT screen.

The instrument cluster of the new K 1600 GT has two classic circular instruments for the speedometer and tachometer display, the dials of which have been newly designed. The dial of the speedometer now prominently bears the inscription K 1600 GT. The information display on the 5.7-inch TFT color screen allows attractive visualization of text fields and graphics, among other things. Elements of the integrated operating concept

include the multi-controller and a menu guidance system for controlling the comfort functions and the on-board computer.

New, more dynamic design as well as optimized wind and weather protection.

While the previous K 1600 GT already featured excellent wind and weather protection, its benefits are enhanced in the new K 1600 GT. The side trim parts are now newly designed from the larger efficient slipstream deflectors downwards. The upper side trim parts have been subjected to a more dynamic styling and are now stretched further back to offer enhance wind and weather protection.

Design enhancements also include two new storage compartments on the left and right in the lower engine area, a redesigned carrier for the BMW emblem and inscription. An additional skid protector in the side area of the engine and a newly designed gearbox cover on the left-hand side of the motorcycle complete the body updates.

The electrically adjustable windshield with memory function remains an exemplary feature. It not only protects the rider and pillion passenger from wind pressure and turbulence, but also retracts to base position when the ignition is switched off, providing an anti-theft function for the navigation system, which is available as an Original BMW Motorrad Accessory.

Active riding ergonomics for comfortable yet dynamic touring and a comprehensive range of standard equipment features.

The ergonomic design of the footrests, seating area and handlebar positions give the new K 1600 GT a very active seating position while still retaining a high level of comfort. Even though both rider and passenger enjoy a relaxed knee angle, the seating position is still oriented towards the front wheel, therefore supporting dynamic motorcycling. Riders may also adjust their seat height to their individual needs. The new K 1600 GT has a very extensive range of standard equipment. This includes heated grips and seat heating (for rider and passenger), a cruise control and an on-board computer.

Individual color variations.

The new K 1600 GT reflects a skillful synthesis of character, dynamic performance and comfort in terms of its color schemes, too.

The body finishes Mars Red metallic and Black Storm metallic provide a fascinating contrast in the K 1600 GT with the frame in Asphalt Grey metallic matte, black gloss wheels and the engine in Platinum metallic matte. This color scheme highlights the

technical components, clusters the lines and gives the motorcycle an appearance that is both refined and agile.

The K 1600 GT Sport conveys its dynamic capabilities in the colors Lupine Blue metallic / Black Storm metallic with a drivetrain finished in black. Golden brake calipers and the smaller "Sport" windshield round off the image of the sporty 6-cylinder touring bike.

Equipment Program

Optional equipment and Original BMW Motorrad Accessories – Perfect BMW Motorrad customization.

The K 1600 GT fulfils its "Gran Turismo" promise with a fascinating mixture of character, dynamic performance and comfort to virtual perfection even in standard trim. Above and beyond this, BMW Motorrad offers an extensive range of optional equipment and Original BMW Motorrad Accessories for further individualization.

Factory options are integrated in the production process. Motorcycle accessories are installed by the BMW Motorrad dealer. These are features which can be retrofitted, as well.

Options.

- **Safety Package:**

Adaptive headlight, Tire Pressure Monitor (TPM), Hill Start Control.

- **Luxury Plus Package:**

Shift Assist Pro, central locking, Anti-theft alarm, Keyless Ride, LED Auxiliary Lights.

- Shift Assist Pro.
- Reverse assist.
- Adaptive headlight.
- Tire Pressure Monitor (TPM) Central locking (only in conjunction with Anti-theft alarm).
- Anti-theft alarm (only in conjunction with central locking).
- LED Auxiliary Lights.
- Low seat: 30 in/ 31.5 in (780 / 800 mm).
- Audio system with Sirius and preparation for navigation unit.
- Preparation for navigation unit.

Original BMW Motorrad Accessories.

Storage program.

- Liners for touring case.
- Impact protection for touring case.
- Protective film for touring case
- Saddlebag in body finish, 49 l.
- Liner for saddlebag.
- Storage compartment for saddlebag.
- Additional brake light for saddlebag.
- Fuel tank bag, waterproof.
- Vario insert for tank bag.
- Softbag, small, 30 l – 35 l.

Design.

- Windshield trim elements, chrome-plated.
- Saddlebag trim elements, chrome-plated
- Topcase lid trim element, chrome plated
- Forged wheels.

Ergonomics and comfort.

- Windshield, low.
- Seat, single-section, low (seat height: 29.5 in/750 mm).
- Seat, single-section (seat height: 30 in/780 mm).
- Seat, single-section, high (seat height: 32 in/810 mm).
- Rider's seat, height-adjustable (seat height: 30 in/31.5 in) (780/800 mm).
- Rider's seat, height-adjustable, high (seat height: 32 in/32.6 in) (810/830 mm).

Navigation and communication.

- BMW Motorrad Navigator V.
- Dual USB charger with cable for 12V socket.

Safety.

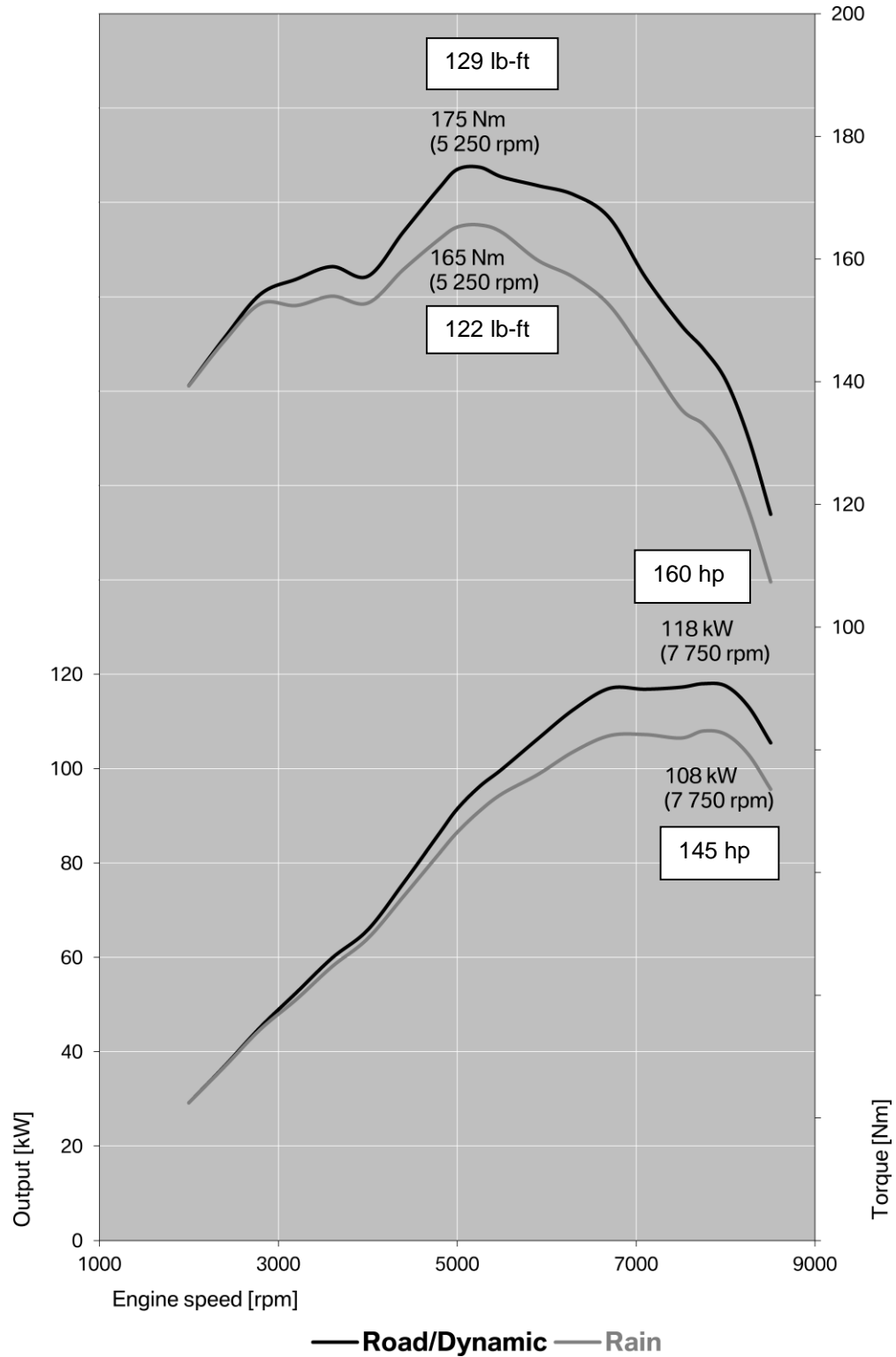
- Engine protection bars.
- Saddlebag impact guards.
- LED additional headlight.
- Ground lighting (only in conjunction with central locking; only for certain countries (not ECE)).

- Brake disc lock with integrated alarm system.
- BMW Motorrad warning triangle.
- First aid set, large.
- First aid set, small.

Maintenance and technology.

- BMW Motorrad battery charger 110 V.
- Multifunction tool.
- Mini foot pump.
- Repair set for tubeless tires.

Engine output and torque – BMW K 1600 GT



Technical Specifications

BMW K 1600 GT		
Engine		
Capacity	cc	1649
Bore/stroke	mm	72/67.5
Output	kW/hp	118/160
at engine speed	rpm	7 750
Torque	lb-ft	129
at engine speed	rpm	5 250
Type		Series
No. of cylinders		6
Compression/fuel		12.2:1 / Premium unleaded (95 RON)
Valve control		Bucket tappets
Valves per cylinder		4
Ø intake/outlet	mm	29/24.8
Throttle valve diameter	mm	52
Engine control		BMS-X
Homologation standard		EU4
Electrical system		
Alternator	W	580
Battery	V/Ah	12/19
Headlight		Xenon low-beam headlamp Halogen high-beam headlamp
Starter	kW	0.7
Power transmission - gearbox		
Clutch		Multi-plate wet clutch, hydraulically activated
Gearbox		Constant-mesh 6-speed gearbox, helical cut
Primary ratio		1.617
Transmission ratios	I	2.230
	II	1.641
	III	1.319
	IV	1.101
	V	0.926
	VI	0.788
Rear wheel drive		Bevel gear
Transmission ratio		2.75
Suspension		
Frame construction type		Main frame: chill cast Rear frame: aluminum, extrusion profiles
Front wheel control		Duolever
Rear wheel control		Paralever (single-sided swing arm), central spring strut
Spring travel, front/rear	in	4.5/5.3
Wheel castor	in	4.2
Wheelbase	in	64
Steering head angle	°	62.2
BMK K 1600 GT		

Brakes	front	Twin disc brake, Ø 12.6 in 4-piston fixed calipers
	rear	Single disc brake, Ø 320 mm, 2-piston fixed caliper
ABS		BMW Motorrad ABS (partial integral)
Traction control		Optional BMW Motorrad DTC
Wheels		Aluminum cast wheels
	front	3.50 x 17"
	rear	6.00 x 17"
Tires	front	120/70 ZR 17
	rear	190/55 ZR 17
Dimensions and weights		
Total length	in	91.5
Total width with/without mirrors	in	39.4/38.6
Seat height (without rider)	in	32/32.6 (standard) 30/31.5 (optional rider's seat, low) 29.5 (single-section seat - accessory) 30 (single-section seat - accessory)
Unladen weight, incl. 90 % fuel	lbs	771 (not including cases)
Permitted total weight	lb	1,234
Fuel tank capacity	g	7
Performance figures		
Fuel consumption (WMTC)	mpg	41
Acceleration 0-62mph	s	3.2
Top speed	mph	> 125

BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; Designworks, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 and X4 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 341 BMW passenger car and BMW Sports Activity Vehicle centers, 153 BMW motorcycle retailers, 126 MINI passenger car dealers, and 36 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp.,

the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

#

Journalist note: Information about BMW Group and its products in the USA is available to journalists on-line at www.bmwgroupusanews.com and www.press.bmwna.com