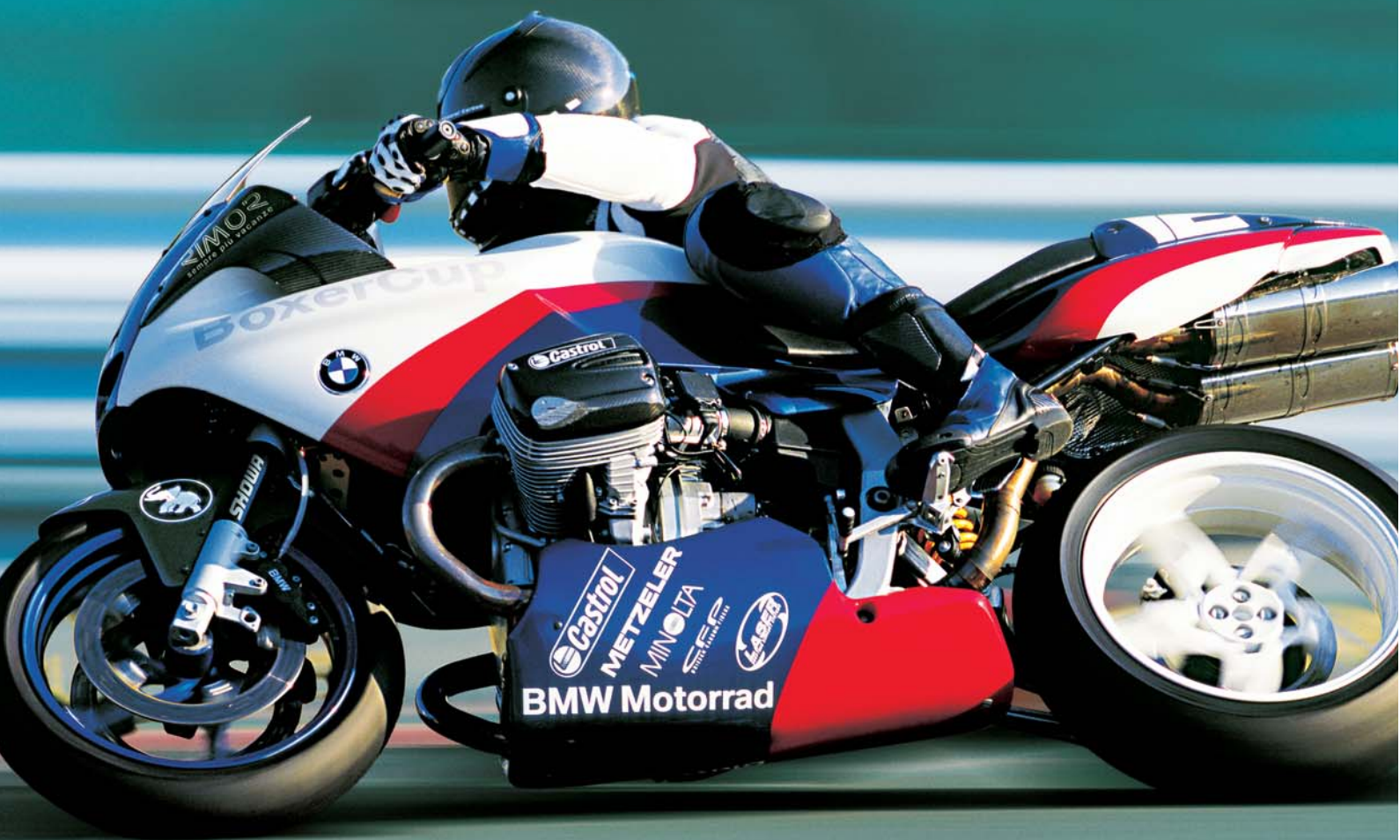


BMW Motorrad  
R 1100 S  
BoxerCup Replika



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# BMW R 1100 S BoxerCup Replika



Sporting sensibility

# BMW R 1100 S BoxerCup Replika

Arguably, the most successful one-make race series ever, BMW Motorrad's BoxerCup series has embedded the big boxer twins right in the racing psyche. Now available for on-road use, the R1100 S BoxerCup Replika is identical to the machines that generate such excitement on the track. The differences, over the standard R1100 S, include a raised sports chassis (for more agility); longer spring struts; a sound-optimised silencer by Laser; protective CFRP cylinder-head covers; aerodynamic engine spoiler, and Metzeler Sportek M1 tyres. Finished in BMW Motorsport livery – Pacific Blue metallic, Alpine White, and Marrakesh Red metallic – the BoxerCup Replika looks as good as it goes. Beware though, your pulse may race almost as quick as 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



967, Pacific blue-metallic / Alpine White / Marrakesh Red

## Performance/fuel consumption

Maximum speed:	Over 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:	180/55-ZR 17 tubeless
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

## Dimensions/weights

Seat height, unladen:	860 mm
Unladen, road ready, fully fuelled <sup>1)</sup> :	229.0 kg
Dry weight <sup>2)</sup> :	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](http://www.bmw-motorrad.co.uk)

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

<sup>2)</sup> Unladen weight without operating liquids \*Two-colour paintwork as an optional extra