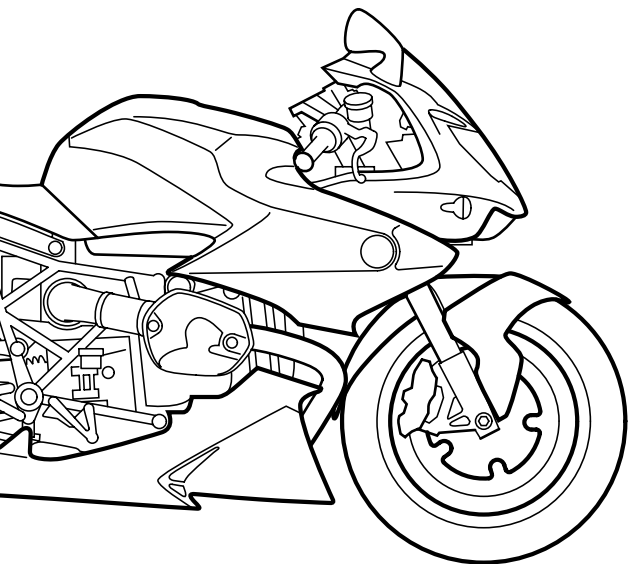


All Motorcycles. Production models since 1923.

BMW motorcycles were not the first to be built. Nor was – or is – their production plant the largest. Yet BMW motorcycles, more than any others, have come to epitomise progress on two wheels. They stand for the appeal, promise and challenge of motorcycling – and the sheer riding fun that comes with it.



BMW Motorcycles
Production Models
1923 – 2008



The Ultimate
Driving Machine

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Scale: 1:50

Production period: e.g. 1923 – 1926

Abbreviations:

sv: side valves

ohv: overhead valves

ohc: overhead camshaft

dohc: double overhead camshaft

hc: high camshaft

BMW Motorcycles since 1923.

In 1923 BMW made the decisive move from the production of engines to the production of complete road vehicles. Designer Max Friz succeeded in combining existing components in a new way, introducing a novel and very well-balanced motorcycle concept.

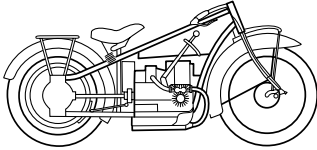
The horizontally-installed flat-twin power unit with cylinders efficiently cooled by the flow of air on the road, the directly attached gearbox forming one complete and easily accessible unit, and the reliable drive shaft extending to the rear wheel were all fitted together in an all-round double-loop tubular frame.

Premiering at the Berlin Motor Show in September 1923, the technical features of the first BMW motorcycle were subsequently continuously developed. But even when Ernst Henne set up a number of world records culminating in a world record speed of 279.5 km/h (173.3 mph) in 1937 (a record that remained unchallenged for 14 years), and when Schorsch Meier showed his class and calibre on BMW's victorious racing machines, the basic concept of the BMW "Boxer" remained unchanged.

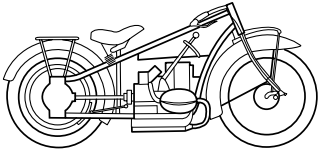
Superior engine refinement, efficient cooling and a low centre of gravity for safe handling are the main features which, in addition to the reliable mechanical components and the engines tuned for dependable long-term operation, have for decades made BMW motorcycles the first choice for long-distance travelling.

1923 – 1926

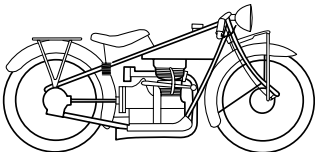
R 32

**1925 – 1926**

R 37

**1925 – 1927**

R 39

**The first BMW vehicles –
pre-war motorcycles.**

BMW's very first motorcycle featured the horizontally-opposed four-stroke flat-twin engine delivered to other manufacturers. This engine was modified in order to be fitted in traverse arrangement into a double-loop tubular frame with the three-speed gearbox connected directly to the power unit. Instead of a wear-prone chain, the power unit incorporated a drive shaft with a grease-packed bevel gear final drive housing on the rear wheel. Featuring longitudinal fins, the cylinders were cast in one piece with the cylinder heads and had upright valves. The engine output claimed by BMW for this touring machine was very modest.

R 32, 1923 – 26
494 cc (30.1 cu in) sv
6.25 kW (8.5 hp)

Incorporating the frame and running gear of the R 32 with leaf-spring front-wheel swinging arm, drum brake at the front and wedge-block brake at the rear, the R 37 featured a new sports engine with overhead valves in the encapsulated aluminium cylinder heads and steel cylinders.

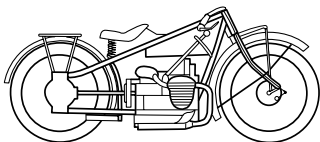
R 37, 1925 – 26
494 cc (30.1 cu in) ohv
12 kW (16 hp)

BMW's first single-cylinder machine was conceived as a sports model with a shorter wheelbase, pressed-in cylinder liners in the upper half of the housing, the same cylinder head as the R 37 and, for the first time, an outer-shoe brake on the drive shaft flange.

R 39, 1925 – 27
247 cc (15.1 cu in) ohv
5 kW (6.5 hp)

1926 – 1928

R 42

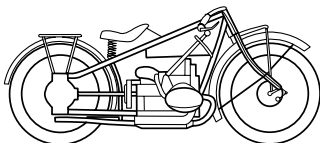


This machine had a new frame with straight front tubes and a curved saddle support, a more powerful engine with cross-fin upright-valve cylinders and removable aluminium cylinder covers, a new bevel gear final drive housing with oil lubrication and sidecar mounts, as well as an outer-shoe brake fitted on the drive shaft.

R 42, 1926 – 28
 494 cc (30.1 cu in) sv
 9 kW (12 hp)

1927 – 1928

R 47



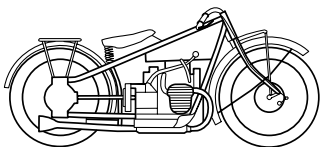
The ohv sports model also benefited from the modified running gear and suspension. It featured grey-cast iron cylinders and a two-slide carburettor replacing the complicated three-slide version.

R 47, 1927 – 28
 494 cc (30.1 cu in) ohv
 13 kW (18 hp)

1928 – 1929

R 52

R 62



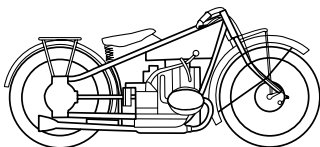
By enlarging the cylinders of the 500 cc class sv engine, BMW was able to offer a model in the 750 cc class. New components: reinforced gearbox, larger brake drum in the front wheel and spiral-tooth bevel gears on the final drive.

R 52, 1928 – 29	R 62, 1928 – 29
487 cc (29.7 cu in) sv	745 cc (45.5 cu in) sv
9 kW (12 hp)	13 kW (18 hp)

1928 – 1930

R 57

R 63

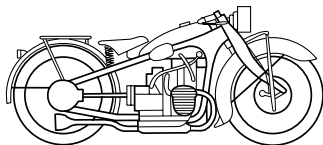


The next step was to fit the half-litre model with the engine of the R 47. With the larger cylinder bore and shorter stroke, this engine was also available in the 750 cc class and could be given extra power for successful racing.

R 57, 1928 – 30	R 63, 1928 – 29
494 cc (30.1 cu in) ohv	735 cc (44.9 cu in) ohv
13 kW (8 hp)	18 kW (24 hp)

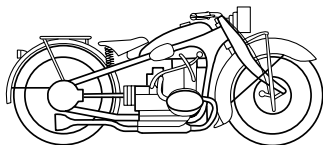
1929 – 1934

R 11



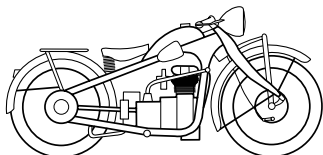
1929 – 1934

R 11



1931 – 1936

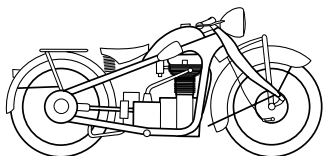
R 2



1932 – 1937

R 4

R 3



Pressed steel profile tubes on the frame and wheel forks then replaced the conventional soldered tubes and bushings. Consistent development of the engines culminated in the 5th series in 1934 featuring a chain-driven camshaft and two carburetors.

R 11, 1929 – 34

745 cc (45.5 cu in) sv

13/15 kW (18/20 hp)

The new suspension and running gear was also combined with an ohv sports engine fitted from the 3rd series in 1932 with two carburetors. In 1933 both engines were improved by the introduction of retainer ring-guided roller connecting rods and a reinforced final drive.

R 16, 1929 – 34

735 cc (44.9 cu in) ohv

18/24 kW (25/33 hp)

This machine came with a new single-cylinder engine in the 200 cc class not requiring a driving licence. New features: lightweight pressed steel frame, drum brake on the rear wheel, all-enclosed cylinder head as of 1933, and an increase in engine power of 2 hp as of 1934.

R 2, 1931 – 36

198 cc (12.1 cu in) ohv

4/6 kW (6/8 hp)

Designed for use by government authorities and in off-road events, these single-cylinder models had a larger engine and reinforced R 2 suspension. The drive shaft was moved to the right, and in 1933 the first BMW four-speed gearbox was introduced.

R 4, 1932 – 37

398 cc (24.3 cu in) ohv

9/10 kW (12/14 hp)

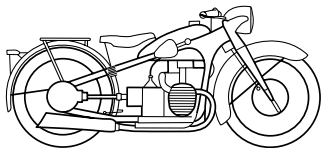
R 3, 1936

305 cc (18.6 cu in) ohv

8 kW (11 hp)

1935 – 1942

R 12



Launching the R 12, BMW introduced the first hydraulically-dampened telescopic front wheel fork in motorcycle construction, offering a lot more riding comfort and better handling compared to the conventional leaf-spring swinging arm. The same side-valve engine as on the R 11 was fitted in the standard pressed steel frame, available either with one SUM or two Amal carburetors. New features on the Boxer models were the 4-speed gearbox and rear-wheel drum brake replacing the conventional drive shaft brake.

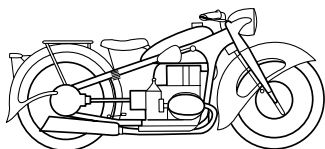
R 12, 1935 – 42

745 cc (45.5 cu in) sv

13/15 kW (18/20 hp)

1935 – 1937

R 17



Apart from the touring machine, BMW still offered an exclusive sports model with the more powerful ohv engine. The R 17 was Germany's most expensive motorcycle at the time, but also the fastest production model built in Germany.

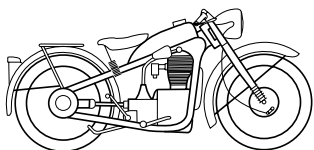
R 17, 1935 – 37

735 cc (44.9 cu in) ohv

24 kW (33 hp)

1937 – 1940

R 35



While the successor to the R 4 still featured the pressed steel frame, the front wheel was suspended on an unsparing telescopic fork. Most of these motorcycles were sold to public authorities for training or as courier machines.

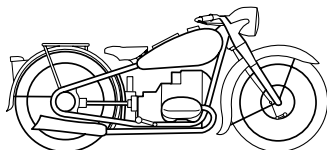
R 35, 1937 – 40

342 cc (20.9 cu in) ohv

10 kW (14 hp)

1936 – 1937

R 5



A completely new design by Rudolf Schleicher: engine with tunnel housing, two camshafts, foot-operated shift mechanism on the gearbox, tubular frame made of conical oval tubes without seams, adjustable shock absorption on the telescopic fork, footrests instead of footboards.

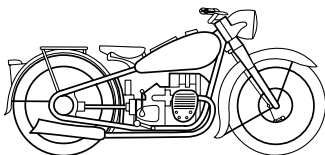
R 5, 1936 – 37

494 cc (30.1 cu in) ohv

18 kW (24 hp)

1937

R 6



The R 5, BMW's fast sports machine in the 500 cc class and the most modern motorcycle of its time, was soon supplemented by a sidecar machine with a brand new sv engine requiring just one central camshaft.

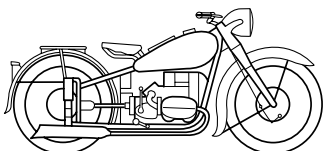
R 6, 1937

597 cc (36.4 cu in) sv

13 kW (18 hp)

1938 – 1941

R 51



Two years after being launched, the new tubular frame was improved by the addition of straight-travel rear wheel suspension. BMW's new top model, the R 66, featured an ohv sports engine derived from the power unit of the R 6.

R 51, 1938 – 40

494 cc (30.1 cu in) ohv

18 kW (24 hp)

R 66, 1938 – 41

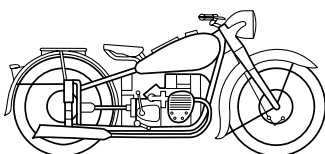
597 cc (36.4 cu in) ohv

22 kW (30 hp)

1938 – 1941

R 61

R 71



The touring and sidecar models with side-valve 600 cc class engine soon also became available with the new rear wheel suspension. By increasing engine size to 745 cc, a new and more powerful model was created to follow the proven R 12.

R 61, 1938 – 41

597 cc (36.4 cu in) sv

13 kW (18 hp)

R 71, 1938 – 41

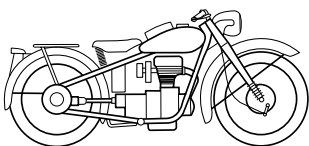
745 cc (45.5 cu in) sv

16 kW (22 hp)

1937 – 1940

R 20

R 23



The new version of BMW's 200 cc model came with a bolted tubular frame, simple telescopic fork and a completely revised engine. When the 200 cc category not requiring a licence was abolished in 1938, engine capacity was increased to 247 cc.

R 20, 1937 – 38

192 cc (11.7 cu in) ohv

6 kW (8 hp)

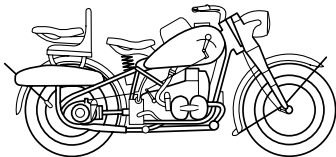
R 23, 1938 – 40

247 cc (15.1 cu in) ohv

7 kW (10 hp)

1941 – 1944

R 75



A sidecar machine for military purposes on and off-road, the R 75 featured a new ohv engine, off-road transmission and reverse gear, sidecar wheel drive with limited-slip differential, bolted tubular frame and oil pressure brake at the rear.

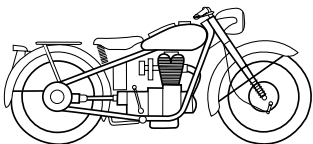
R 75, 1941 – 44

745 cc (45.5 cu in) ohv

19 kW (26 hp)

1948 – 1950

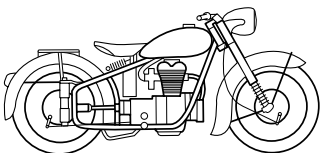
R 24

**1950 – 1956**

R 25

R 25/2

R 25/3

**A new beginning – post-war machines.**

When the aircraft engine factory in Munich and the vehicle production plant in Eisenach were dismantled after the war, BMW seemed to have come to the end of the road. Carrying out repairs and producing various utensils, the company nevertheless kept going until motorcycle production started again in late 1948. The frame and running gear of the former R 23 were now combined with a modern single-cylinder engine featuring centrifugal ignition control and rocker arm bearing blocks fitted on separate support sleeves. Two other new features were the 4-speed gearbox with ratchet-type foot-shift and a Bing carburettor replacing the former Amal unit.

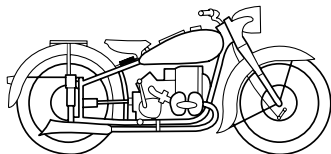
R 24, 1948 – 50**247 cc (15.1 cu in) ohv****9 kW (12 hp)**

From 1950 the slightly modified 250 cc model was available with a welded tubular frame featuring rear wheel suspension. While the R 25/2 differed only slightly from the R 25, the R 25/3 introduced fundamental innovations. To increase engine power, BMW introduced an intake system carefully optimised in length. Also featuring full-hub brakes, 18-inch wheels and a hydraulic telescopic wheel fork, the R 25/3 reached the outstanding figure of 47,700 units produced, which was not topped until the F 650 and R 1100 RT models of the 1990s.

R 25, 1950 – 51**247 cc (15.1 cu in) ohv****9 kW (12 hp)****R 25/2, 1951 – 54****247 cc (15.1 cu in) ohv****9 kW (12 hp)****R 25/3, 1953 – 56****247 cc (15.1 cu in) ohv****10 kW (13 hp)**

1950 – 1951

R 51/2

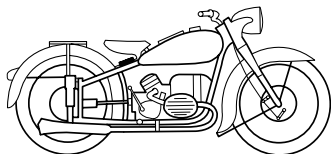
**1951 – 1956**

R 51/3

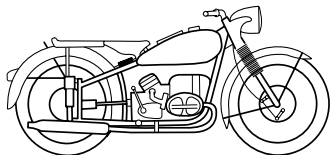
R 67

R 67/2

R 67/3

**1952 – 1954**

R 68



A new version of the pre-war R 51 with new, split valve covers and coil springs (replacing the hairpin valve springs), inclined Bing carburetors, improved telescopic fork and larger front wheel mudguard.

R 51/2, 1950 – 51
 494 cc (30.1 cu in) ohv
 18 kW (24 hp)

BMW's proven frame and running gear then came with new engines with a central camshaft also driving the magnetic ignition. The alternator was fitted at the front on the crankshaft stump. A duplex brake for the front wheel was introduced in 1952, followed by full-hub brakes in 1954.

R 51/3, 1951 – 54
 494 cc (30.1 cu in) ohv
 18 kW (24 hp)

R 67, 1951
 594 cc (36.2 cu in) ohv
 19 kW (26 hp)

R 67/2, 1952 – 54
 594 cc (36.2 cu in) ohv
 21 kW (28 hp)

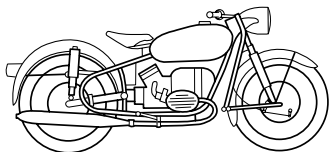
R 67/3, 1955 – 56
 594 cc (36.2 cu in) ohv
 21 kW (28 hp)

Distinguishable at first sight only by the valve covers and slender mudguards, the new sports machine came with larger valves and carburetors, a modified camshaft, higher compression ratio and needle-bearing rocker arms. Developing 35 hp, the R 68 had a top speed of 160 km/h and was therefore not only Germany's fastest production machine in the 1950s but also one of the few 100 mph motorcycles of its day.

R 68, 1952 – 54
 594 cc (36.2 cu in) ohv
 26 kW (35 hp)

1955 – 1969

R 50
R 50/2
R 60
R 60/2



A new generation with swinging arms: the rear wheel was suspended by a longitudinal swinging arm with spring struts, the front wheel by an Earles-type swinging arm also on struts. The wheel dimension was 18" front and rear. Improvements: plate spring clutch, three-shaft 4-speed gearbox with damping unit.

R 50, 1955 – 60
494 cc (30.1 cu in) ohv
19 kW (26 hp)

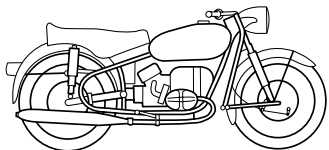
R 50/2, 1960 – 69
494 cc (30.1 cu in) ohv
19 kW (26 hp)

R 60, 1956 – 60
594 cc (36.2 cu in) ohv
21 kW (28 hp)

R 60/2, 1960 – 69
594 cc (36.2 cu in) ohv
22 kW (30 hp)

1955 – 1969

R 69
R 50 S
R 69 S



Originally fitted with a new suspension, the engine of the R 68 was replaced in 1960 by new power units with considerably improved performance. Both models had steering dampers, and from 1962 onwards, the 600 cc class engine featured a vibration damper on the crankshaft.

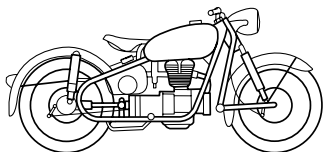
R 69, 1955 – 60
595 cc (36.3 cu in) ohv
26 kW (35 hp)

R 69 S, 1960 – 69
594 cc (36.2 cu in) ohv
31 kW (42 hp)

R 50 S, 1960 – 62
494 cc (30.1 cu in) ohv
26 kW (35 hp)

1956 – 1966

R 26
R 27



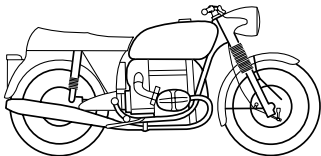
The single-cylinder engine featuring a new cylinder head was now combined with lightweight suspension and swinging arms. The contact breaker of the R 27 was at the front end of the camshaft, the engine was suspended on rubber blocks.

R26, 1956 – 60
247 cc (15.1 cu in) ohv
11 kW (15 hp)

R 27, 1960 – 66
247 cc (15.1 cu in) ohv
13 kW (18 hp)

1969 – 1973

R 50/5
R 60/5
R 75/5



With the comeback of the motorbike, BMW offered a completely redesigned range of Boxers: sophisticated machines featuring a lightweight tubular frame with rear wheel swinging arm and front wheel fork, crankshaft and conrods in anti-friction bearings, alternator, battery ignition, electric starter and throttle butterfly carburettor (from the 750 cc model).

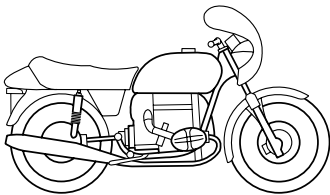
R 50/5, 1969 – 73
496 cc (30.3 cu in) ohv
24 kW (32 hp)

R 60/5, 1969 – 73
599 cc (36.6 cu in) ohv
29 kW (40 hp)

R 75/5, 1969 – 73
745 cc (45.5 cu in) ohv
37 kW (50 hp)

1973 – 1984

R 90 S
R 100 S
R 100 CS



BMW's first model with more than 750 cc, boasting a high-performance engine with Dell'Orto slide carburettor, 5-speed gearbox, double disc brake on the front wheel and cockpit fairing. 980 cc engine from 1976.

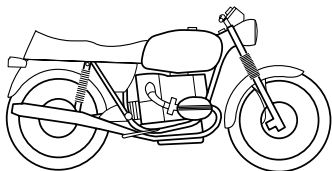
R 90 S, 1973 – 76
898 cc (54.8 cu in) ohv
49 kW (67 hp)

R 100 S, 1976 – 80
980 cc (59.8 cu in) ohv
48 kW (65 hp)

R 100 CS, 1980 – 84
980 cc (59.8 cu in) ohv
51 kW (70 hp)

1973 – 1984

R 60/6
R 60/7
R 75/6
R 75/7
R 80/7
R 90/6
R 100/7
R 100 T
R 100



Further development stages of the Boxer models: 1973
– 5-speed gearbox and 900 cc class power unit; 1974
– disc brakes, new valve cover and 1000 cc class engine.

R 60/6, 1973 – 76
599 cc (36.6 cu in) ohv
29 kW (40 hp)

R 60/7, 1976 – 80
599 cc (36.6 cu in) ohv
29 kW (40 hp)

R 75/6, 1973 – 76
745 cc (45.5 cu in) ohv
37 kW (50 hp)

R 75/7, 1976 – 77
745 cc (45.5 cu in) ohv
37 kW (50 hp)

R 80/7, 1977 – 84
797 cc (48.6 cu in) ohv
37 kW (50 hp)

R 90/6, 1973 – 76
898 cc (54.8 cu in) ohv
44 kW (60 hp)

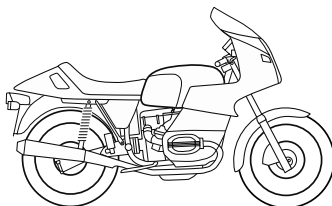
R 100/7, 1976 – 78
980 cc (59.8 cu in) ohv
44 kW (60 hp)

R 100 T, 1978 – 80
980 cc (59.8 cu in) ohv
48 kW (65 hp)

R 100, 1980 – 84
980 cc (59.8 cu in) ohv
49 kW (67 hp)

1976 – 1984

R 100 RS

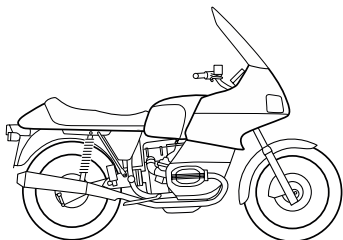


The world's first production machine fitted as standard with all-round wind and weather fairing, cast spoke wheels from 1977, rear wheel disc brake from 1978, Galnikal-coated cylinder liners from 1981.

R 100 RS, 1976 – 84
980 cc (59.8 cu in) ohv
51 kW (70 hp)

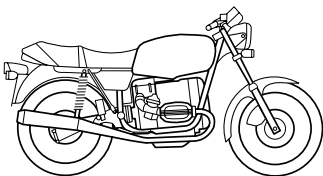
1978 – 1984

R 100 RT

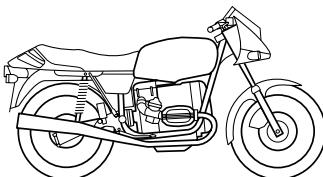
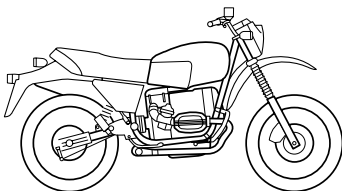


Modifying the top section of the fairing, BMW converted the RS sports model into a long-distance touring machine with extra-high windshield and wide handlebars to give the rider an upright seating position. Rear wheel spring struts with self-levelling.

R 100 RT, 1978 – 84
980 cc (59.8 cu in) ohv
51 kW (70 hp)

1978 – 1985R 45
R 65**1981 – 1985**

R 65 LS

**1980 – 1990**R 80 G/S
R 65 GS**1996**

R 80 GS Basic

The 500 and 600 cc class with lighter suspension and running gear plus short-stroke power units. For insurance ratings, there was an additional 27 hp version of the R 45 for the domestic market; the R 65 offered more power from 1980.

R 45, 1978 – 85
473 cc (28.9 cu in) ohv
20/26 kW (27/35 hp)

R 65, 1978 – 85
649 cc (39.6 cu in) ohv
33/37 kW (45/50 hp)

Additional model with smaller headlight fairing and new light-alloy wheels.

R 65 LS, 1981 – 85
649 cc (39.6 cu in) ohv
37 kW (50 hp)

Following its outstanding success in international off-road racing, BMW's first production enduro was launched in 1980. It was not only the largest model of its kind at the time, but also the world's first motorcycle with a single rear wheel swinging arm, the BMW Monolever. To bid farewell to the "old" Boxer, the special edition R 80 G/S Basic was offered in 1996, featuring the classic G/S look but with a state-of-the-art Paralever rear wheel swinging arm.

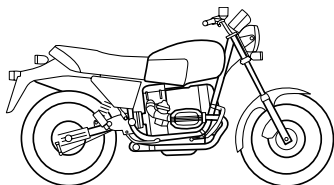
R 80 G/S, 1980 – 87
797 cc (48.6 cu in) ohv
37 kW (50 hp)

R 65 GS, 1988 – 90
649 cc (39.6 cu in) ohv
20 kW (27 hp)

R 80 GS Basic, 1996
797 cc (48.6 cu in) ohv
37 kW (50 hp)

1982 – 1984

R 80 ST



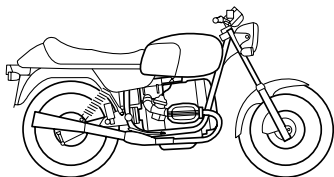
The road version of BMW's R 80 G/S enduro model also came with a shorter wheelbase and rear wheel Monolever swinging arm. It was fitted with road tyres, a smaller front wheel and chrome-plated 2-in-1 exhaust system.

R 80 ST, 1982 – 84
 797 cc (48.6 cu in) ohv
 37 kW (50 hp)

1984 – 1994

R 80

R 65



Designed and built for the road and featuring the Monolever swinging arm, the new R 80 introduced BMW's further developed Boxer series. Replacing the smaller Boxers, the R 65 was built specially for the German market with a 27 hp engine.

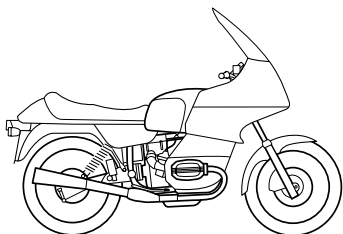
R 80, 1984 – 95
 797 cc (48.6 cu in) ohv
 37 kW (50 hp)

R 65, 1985 – 93
 649 cc (39.6 cu in) ohv
 35/20 kW (48/27 hp)

1984 – 1996

R 80 RT

R 100 RT



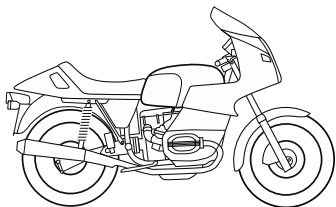
BMW also came back with a full-fairing tourer by combining the new R 80 with the proven fairing concept. A new 1000 cc class model with almost identical styling was then introduced in 1987.

R 80 RT, 1984 – 95
 797 cc (48.6 cu in) ohv
 37 kW (50 hp)

R 100 RT, 1987 – 96
 980 cc (59.8 cu in) ohv
 44 kW (60 hp)

1986 – 1992

R 100 RS



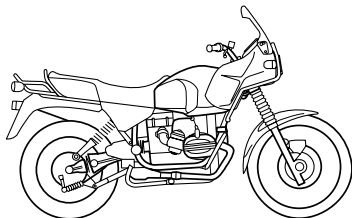
In response to the great demand from export markets such as Japan, BMW reintroduced 1000 cc class Boxer engines mounted in the running gear of the new R 80. Initially intended as a special series, the RS became available again as a regular machine.

R 100 RS, 1986 – 92
980 cc (59.8 cu in) ohv
44 kW (60 hp)

1987 – 1996

R 100 GS

R 80 GS



In 1987, the new top model in BMW's flat-twin series was the R 100 GS enduro with BMW's extra-powerful 1000 cc engine, providing even more torque thanks to larger carburetors and the new exhaust system. Another feature was the further improved running gear. The rear-wheel swinging arm featured a new BMW patent, the Paralever double-joint swinging arm that eliminated the vertical forces exerted by the drive shaft. The 800 cc class model and the special Paris-Dakar version with a larger tank and long-distance touring features came with the same frame and running gear.

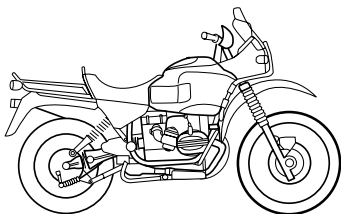
R 100 GS, 1987 – 96
980 cc (59.8 cu in) ohv
44 kW (60 hp)

R 80 GS, 1987 – 96
797 cc (48.6 cu in) ohv
37 kW (50 hp)

1990 – 1995

R 100 GS

Paris-Dakar

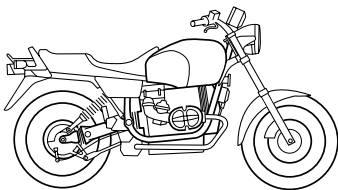


Starting with the 1991 model year, the R 80 GS and R 100 GS had the same fairing as the special Paris-Dakar model.

1991 – 1996

R 100 R

R 80 R



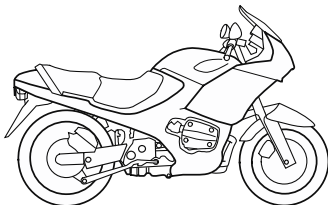
Road version of the GS enduro model in classic style. Since autumn 1990 all R models were available with SAS (Secondary Air System) exhaust management as an option.

R 100 R, 1991 – 96
980 cc (59.8 cu in) ohv
44 kW (60 hp)

R 80 R, 1991 – 94
797 cc (48.6 cu in) ohv
37 kW (50 hp)

1993 – 2001

R 1100 RS

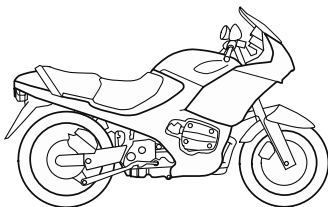


The first model of the new BMW four-valve Boxer generation: the R 1100 RS. Like barely another motorcycle in the world, the R 1100 RS combined sports-tourer features, tradition and the latest technology in one. One of the main features was the innovative front-wheel BMW Telelever suspension. A special feature was also the ergonomics package, permitting the rider to customise the motorcycle to his personal requirements: the fairing windscreen and the steering wheel were variable; the split seat was height-adjustable for the driver.

R 1100 RS, 1993 – 01
1085 cc (66.2 cu in) hc
66 kW (90 hp)

2001 – 2003

R 1150 RS



The R 1150 RS was the successor to the R 1100 RS. The sports-tourer had become even more dynamic, comfortable and agile, and BMW Motorrad Integral ABS in its partly integral version was available as an option. From 2003 the R 1150 RS featured dual ignition.

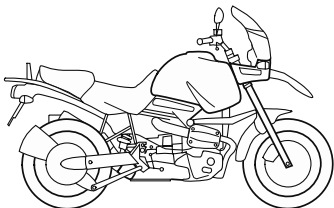
R 1150 RS, 2001 – 03
1130 cc (69.0 cu in) hc
70 kW (95 hp)

1994 – 2000

R 1100 GS

1998 – 2000

R 850 GS



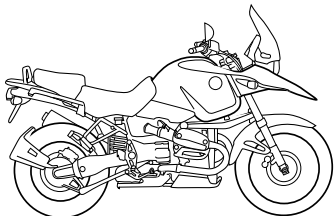
This enduro combined the virtues of the GS models with the technology of the new flat-twin Boxer generation. However, it was designed less for high performance than for more tractive power. The R 1100 GS was the enduro with the highest capacity and torque.

R 850 GS, 1999 – 00
 848 cc (51.7 cu in) hc
 51 kW (70 hp),
 optional 25 kW (34 hp)

R 1100 GS, 1993 – 99
 1085 cc (66.2 cu in) hc
 59 kW (80 hp)

1999 – 2003

R 1150 GS



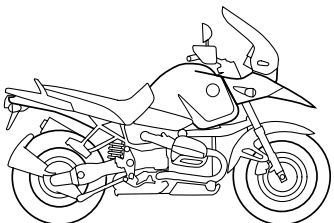
The success story of the GS models continued – almost 20 years after the launch of the R 80 G/S, the R 1100 GS was succeeded by the R 1150 GS. Not only the engine had been reworked, but also the gearbox, running gear and front section. From 2003 the R 1150 GS featured dual ignition.

R 1150 GS, 1999 – 03
 1130 cc (69.0 cu in) hc
 63 kW (85 hp)

2002 – 2005

R 1150 GS

Adventure

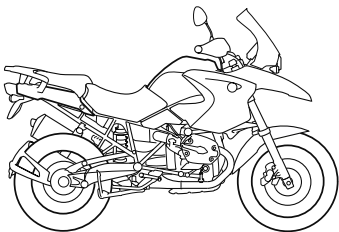


The Travel Enduro segment acquired a new member of the family: the R 1150 GS Adventure, a globetrotter's bike created for motorcyclists who dream of exploring even the more remote spots on Earth. With its exclusive options and accessories package, this model satisfied even higher off-road and long-distance riding demands.

R 1150 GS Adventure
 2002 – 05
 1130 cc (69.0 cu in) hc
 63 kW (85 hp)

2004 – 2007

R 1200 GS



The BMW R 1200 GS made dreams come true, creating the ideal long-distance enduro with superior riding qualities, outstanding power and performance, supreme refinement even on the longest tours, excellent handling and superior agility for maximum riding pleasure on winding country and mountain roads. Added to this was its extremely low weight of 225 kg, combined with excellent suspension and running gear qualities to make tough riding on the roughest terrain a genuine pleasure. The R 1200 GS offered an unparalleled synthesis of off-road and on-road qualities. With the former model, the extremely successful R 1150 GS that set the benchmark in its segment for years, the R 1200 GS now raised the bar to an even higher level, once again exceeding the excellent qualities of its predecessor on all important counts.

R 1200 GS

2004 – 07

1170 cc (71.4 cu in) hc

74 kW (100 hp),

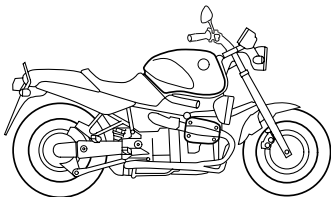
in Germany also available with

72 kW (98 hp)

1994 – 2001

R 1100 R

R 850 R



The Roadster models stand for the classic “naked” bike, i.e. one without fairing. They might be described as the road version of the R 1100 GS enduro.

R 850 R, 1995 – 00

848 cc (51.7 cu in) hc

51 kW (70 hp),

optional 25 kW (34 hp)

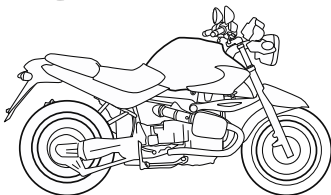
R 1100 R, 1994 – 01

1085 cc (66.2 cu in) hc

59 kW (80 hp)

2001 – 2005

R 1150 R



The successor of the R 1100 R with a conspicuous new design in which the oil cooler was integrated in the side tank panelling. The Roadster model had a more powerful engine, a six-speed gearbox and the EVO front brake. It was also optionally available with the partially integral version of BMW Integral ABS. From 2003 the R 1150 R featured dual ignition.

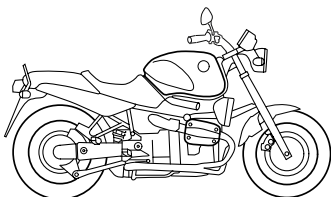
R 1150 R, 2001 – 05

1130 cc (69.0 cu in) hc

63 kW (85 hp)

2002 – 2006

R 850 R
R 850 R
Comfort



The R 850 R – the R 1150 R's smaller sister. Technically it was similar to the R 1150 R, but had an 850 cc engine developing 52 kW (70 hp). A 25 kW (34 hp) version was also available.

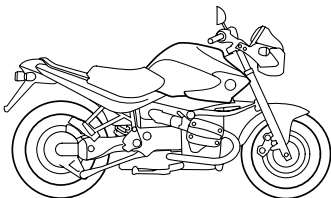
A special version of the R 850 R was introduced for the 2004 model year, taking over in part the design of the 2002 model year R 850 R. Introducing this special model, BMW was responding to keen customer demand, particularly in the Italian market. The engine and gearbox came from the 2004 model year R 850 R, the oil cooler and oil cooler pipes were from the previous version in the 2002 model year. The fuel tank and seat also came from this model.

R 850 R Comfort
2003 – 06
848 cc (51.7 cu in) hc
53 kW (70 hp)

R 850 R
2002 – 06
848 cc (51.7 cu in) hc
51 kW (70 hp),
optional 25 kW (34 hp)

2003 – 2005

R 1150 R
Rockster
R 1150 R
Rockster
Edition 80



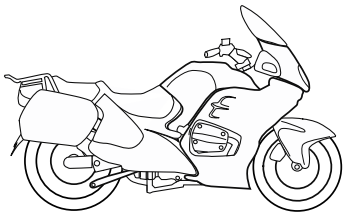
With its distinctly forceful, sporty design, this bike was mainly meant to appeal to the younger, more extroverted rider. As the R 1150 R's sporting sister, it rounded off the BMW Motorrad model range in the naked bike segment. The driveline and suspension were adapted from the standard BMW Boxer Series modular concept.

The R 1150 R Rockster Edition 80, a special-edition model based on the Rockster, marked BMW Motorrad's 80th anniversary. It had a special paint finish and was produced in a limited edition of 2,003 units.

R 1150 R Rockster
2003 – 05
1130 cc (69.0 cu in) hc
63 kW (85 hp)

1995 – 2001

R 1100 RT

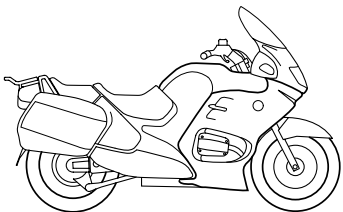


The R 1100 RT, the tourer model of the new BMW Boxer generation, continued BMW's longstanding tourer tradition. The first volume production model, with its full fairing designed in the wind tunnel, was the R 100 RT launched in 1978. It redefined the tourer concept. The R 1100 RT was fitted with a power windscreen, a switchable hot-air vent for the handlebar grips and a height-adjustable seat. The wide range of standard equipment included a luggage rack, touring cases and ABS.

R 1100 RT, 1995 – 01
1085 cc (66.2 cu in) hc
66 kW (90 hp)

2001 – 2005

R 1150 RT

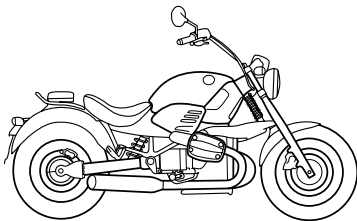


The successor to the R 1100 RT had greater engine capacity, more power and torque, a new face with a new headlight and modified fairing, as well as the fully integral version of BMW Motorrad Integral ABS. From 2003 the R 1150 RT featured dual ignition.

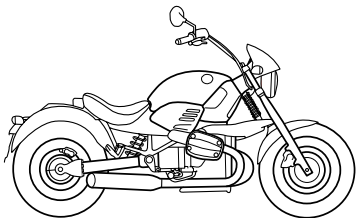
R 1150 RT, 2001 – 05
1130 cc (69.0 cu in) hc
70 kW (95 hp)

1997 – 2004

R 1200 C Classic
 R 850 C Classic
 R 1200 C
 Avantgarde
 R 850 C
 Avantgarde

**2000 – 2004**

R 1200 C
 Independent



With the launch of the R 1200 C, BMW entered the cruiser segment for the first time, which by the 90s had grown into the largest market worldwide with a share of more than 30 per cent. Not only the Boxer engine, but also the design of the R 1200 C made this an absolutely unique cruiser with its own distinctive looks.

The Cruiser range was expanded in 1999. An 850 version was added to the lower end of the range. Further additions were the R 1200 C Avantgarde and the R 850 C Avantgarde. Graphitan, a new colour developed by BMW, was used to replace chrome on many parts and to give the Cruiser a slightly avant-garde exterior. 2000 saw the launch of the R 1200 C Independent. With its aluminium wheels, lashings of chrome, single seat, speedster wind-screen and extravagant two-colour paintwork, this model was designed to satisfy the senses and make the heart of every Cruiser rider beat faster.

R 1200 C Classic
 1997 – 04
 1170 cc (71.4 cu in) hc
 45 kW (61 hp)

R 850 C Classic
 1998 – 01
 848 cc (51.7 cu in) hc
 37 kW (50 hp),
 optional 25 kW (34 hp)

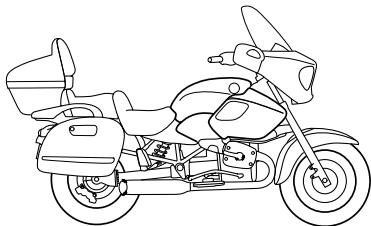
R 1200 C Avantgarde
 1999 – 03
 1170 cc (71.4 cu in) hc
 45 kW (61 hp)

R 850 C Avantgarde
 1999 – 01
 848 cc (51.7 cu in) hc
 37 kW (50 hp),
 optional 25 kW (34 hp)

R 1200 C Independent
 2000 – 04
 1170 cc (71.4 cu in) hc
 45 kW (61 hp)

2002 – 2004

R 1200 CL

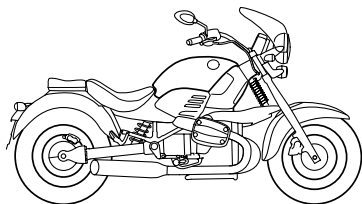


The launch of this luxury Cruiser for pleasure tours was scheduled for the summer. The basic concept was to translate elements from touring motorcycles into Cruiser form and thus develop a bike combining the properties of both types – an independent model with the equipment and luxury to fulfil the rider's every wish.

R 1200 CL**2002 – 04****1170 cc (71.4 cu in) hc****45 kW (61 hp)****2003 – 2004**

R 1200 C

Montauk

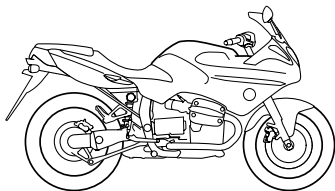


In autumn 2003 the R 1200 C Montauk, a purist cruiser in classic design featuring innovative technology and supreme riding qualities, entered the market as yet another unique, completely different model. The R 1200 C Montauk rounded off the range between the R 1200 CL luxury cruiser and the “basic” cruisers. This was a naked bike fitted solely with a wind deflector but conveying a very masculine look and impression. It was characterised in particular by the front end with dual headlights in vertical arrangement and the extra-wide Telelever carried over from the R 1200 CL.

R 1200 C Montauk**2003 – 04****1170 cc (71.4 cu in) hc****45 kW (61 hp)**

1998 – 2006

R 1100 S



The sportiest Boxer in the BMW motorcycle range, the R 1100 S boasted the most powerful Boxer engine to date. The sporty character of the motorcycle was underlined by its six-speed gearbox. From spring 2001, the R 1100 S was also available with the partially integral version of BMW Integral ABS.

R 1100 S

1998 – 06

1085 cc (66.2 cu in) hc

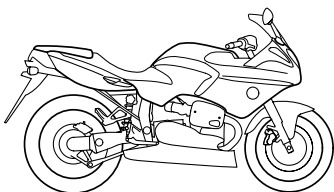
72 kW (98 hp)

On the race track the R 1100 S racing machines in the international BMW Motorrad BoxerCup made the hearts of two-cylinder fans skip a beat. And from the end of 2002 a special roadgoing version of this racing machine was also available – the R 1100 S BoxerCup Replika. Indeed, this special motorcycle immediately became so popular among sporting-minded Boxer aficionados that the total production volume was virtually sold out by late summer of 2003.

2002 – 2005

R 1100 S

BoxerCup Replika



And so the decision was taken to rebuild the Replika for the 2004 season. The main features of this highly sporting and dynamic Boxer were the three-tone paintwork in completely new design also seen on the 2004 racing machines, dual ignition, and an even greater resemblance in technical terms to the motorcycles that were raced on the track.

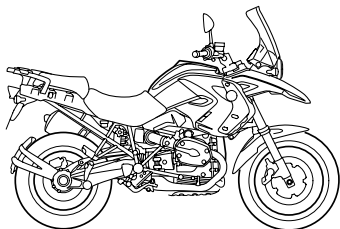
R 1100 S BoxerCup Replika

2002 – 05

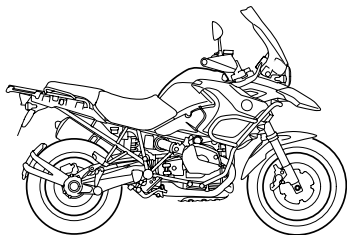
1085 cc (66.2 cu in) hc

72 kW (98 hp)

**2007 –
R 1200 GS**



**2005 – 2007
2007 –
R 1200 GS Adventure**



The 1200 Boxer series.

In 2004 the first Boxer model to be fitted with the modified engine – expanded to 1200 cc – was launched: the BMW R 1200 GS. The engine's torque and output both saw increases, the GS models now developing 100 hp, the RT and ST 110 hp, and the S a lofty 122 hp. The useable rev band was now significantly wider, the engine sustaining the bullish power it drummed up from low engine speeds. The weight-optimised Paralever shaft drive system, updated single-sided swing arm with characteristic hollow axle and revised Telelever front wheel suspension combined to reduce the unsprung masses. All models have been equipped with a new ABS system during their service life, while 2007 saw the GS and Adventure given a facelift and a power boost to 105 hp.

As well as establishing itself as the benchmark machine in the touring enduro genre, the Boxer GS is now the most successful BMW motorcycle to date and brings together a top-class combination of all-round attributes. The latest version of the R 1200 GS is even more powerful and represents a step up from the 1150 in every discipline. A chassis which can be adjusted electronically to suit various situations and surfaces can be specified as an option.

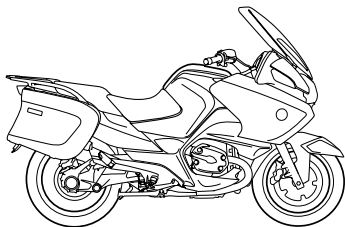
**R 1200 GS
2007 –
1170 cc (71.4 cu in) hc
77 kW (105 hp)**

Technically identical to the “standard” GS is the Adventure – the “über GS” for ultimate long-distance touring. With longer spring travel, high-strength protectors and a large fuel tank, this model is kitted out perfectly for that really big adventure.

**R 1200 GS Adventure
2005 – 07
1170 cc (71.4 cu in) hc
72 kW (98 hp),
optional 74 kW (100 hp)**

**R 1200 GS Adventure
2007 –
1170 cc (71.4 cu in) hc
77 kW (105 hp)**

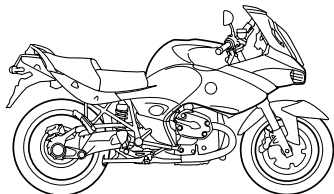
2005 –
R 1200 RT



The R 1200 RT, which succeeded the R 1150 RT, has made advances across the board. A more powerful engine, the new lightweight Paralever shaft drive system, a new integral ABS system and a whole host of other features make it the ultimate Boxer luxury tourer, and yet it also displays enhanced handling and dynamics.

R 1200 RT
2005 –
1170 cc (71.4 cu in) hc
81 kW (110 hp)

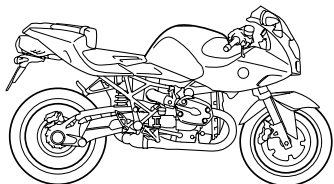
2005 – 2007
R 1200 ST



Slotting in below the R 1200 RT in the range is the sportily positioned R 1200 ST. This model is fitted with the same engine but has slimmed-down equipment levels to make it lighter, giving it a slight performance edge. The R 1200 ST fills the role of a comfortable yet torquey sports tourer with a distinctive design.

R 1200 ST
2005 – 07
1170 cc (71.4 cu in) hc
81 kW (110 hp)

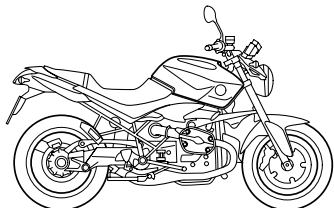
2006 –
R 1200 S



The R 1200 S has the sharpest sporting prowess of the Boxer models with “high camshaft” valve management. It took the place of the R 1100 S in the range, but has much more defined sporting credentials than its predecessor. Lightweight, fast and strong, it does everything more dynamic-riding Boxer fans could ask for.

R 1200 S
2006 –
1170 cc (71.4 cu in) hc
90 kW (122 hp)

2006 –
R 1200 R

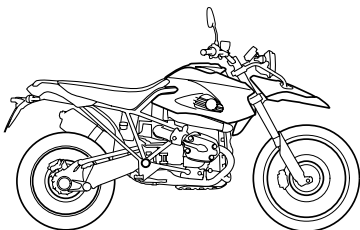


The naked R 1200 R is the successor to the R 1150 R and features upgrades to several areas. It is more powerful and lighter than its predecessor, has a robust and obliging chassis and takes its styling cues from classic roadsters.

R 1200 R
2006 –
1170 cc (71.4 cu in) hc
80 kW (109 hp)

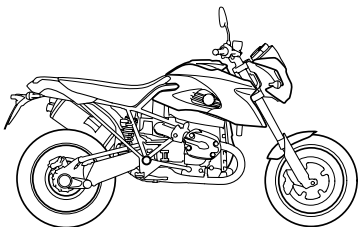
2005 – 2007

HP2 Enduro



2006 –

HP2 Megamoto



The “HP” models occupy a special position in the range. These are high-performance motorcycles – spirited, emotional machines, stripped down to their essential elements. They stand out from the crowd with their focus on sporting prowess, further increased engine output, top-quality components and an exclusive overall feel. This thoroughbred Boxer edition includes an enduro variant, a supermoto and a road-going sports machine.

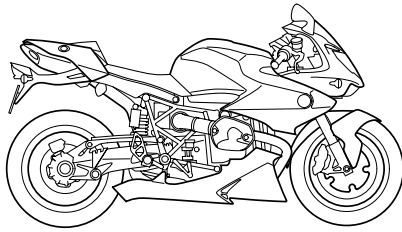
The HP2 Enduro is the highest-output twin-cylinder enduro bike on the market and, despite having the largest capacity among its competitors, is also one of the lightest around. The engineers focused squarely on tough off-road riding in the design of the HP2 Enduro, which differs from the R 1200 GS in numerous weight-related details and has performed successfully in various competitive events.

HP2 Enduro
2005 – 07
1170 cc (71.4 cu in) hc
72 kW (105 hp)

The Megamoto model is based on the HP2 Enduro. With reduced spring travel, stiffer suspension and a more powerful braking system, it is tailored purely for on-road use. The Megamoto has been designed as an exclusive, pure-bred machine for race-track enthusiasts and riders who like their corners taken hard. Providing an upright, relaxed riding position for fast, adrenaline-intensive laps of the track is where the Megamoto really excels.

HP2 Megamoto
2006 –
1170 cc (71.4 cu in) hc
72 kW (110 hp)

**2007 –
HP2 Sport**

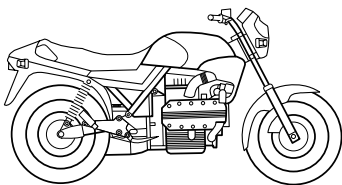


BMW Motorrad has built an endurance racing machine on the basis of the R 1200 S which has notched up considerable success at numerous 24-hour races. And the series-produced HP2 Sport is derived from this competition model. With double overhead camshafts, the HP2 Sport develops a rich 133 hp. This exclusive sports machine is tailored to fans of the BMW brand looking to sample that racing atmosphere on a Boxer BMW composed from top-quality materials.

HP2 Sport
2007 –
1170 cc (71.4 cu in) hc
72 kW (133 hp)

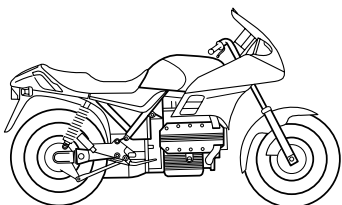
1983 – 1989

K 100 basic model



1983 – 1992

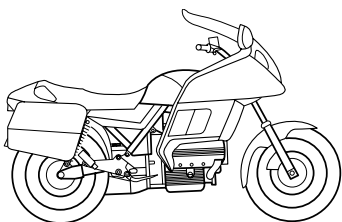
K 100 RS



1984 – 1991

K 100 RT

K 100 LT



Diversification with three and four-cylinder engines – the K Series.

Starting in 1993, the K models represented a completely new development and a separate model series. Their most notable feature was the water-cooled in-line engine, installed lengthwise and lying flat, with the gearbox flanged directly to the crankcase. A major advantage of this layout, referred to by BMW as “Compact Drive”, was its low centre of gravity.

Like all K Series motorcycles, the basic K 100 model, a naked bike without a fairing, had a modern central beam lattice-tube frame as well as a Monolever rear swinging arm. The two-valve four-cylinder power unit developed 66 kW (90 hp).

K 100

1983 – 89

987 cc (60.2 cu in) dohc

66 kW (90 hp)

The K 100 RS sports tourer was one of the most successful motorcycles of the 1980s, styled in the wind tunnel for optimum streamlining. Despite its compact dimensions, the fairing offered optimum protection from wind and weather. In 1990 the K 100 RS was thoroughly modified, combining all-new technology with its classic fairing. Inter alia, the 74 kW (100 hp) four-valve power unit, Paralever and brakes were adopted from the K 1.

K 100 RS

1983 – 89

987 cc (60.2 cu in) dohc

66 kW (90 hp)

K 100 RS

1990 – 92

987 cc (60.2 cu in) dohc

74 kW (100 hp)

Full-fairing tourer available from 1986 as the LT luxury tourer version with an even wider range of features.

K 100 RT

1984 – 88

987 cc (60.2 cu in) dohc

66 kW (90 hp)

K 100 LT

1986 – 91

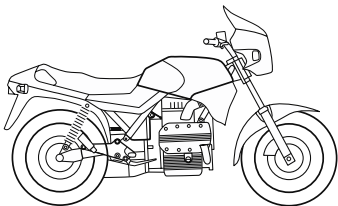
987 cc (60.2 cu in) dohc

66 kW (90 hp)

1985 – 1995

K 75 C

K 75



Light three-cylinder version of the K 100 with 740 cc (45.2 cu in) and a small, compact cockpit fairing. The entry-level model in the K Series was the K 75 with the same features as the K 75 C but without fairing; also available with lower seat or touring windscreen.

K 75 C

1985 – 95

740 cc (45.2 cu in) dohc

55 kW (75 hp)

K 75

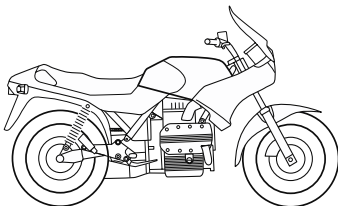
1985 – 95

740 cc (45.2 cu in) dohc

55 kW (75 hp)

1986 – 1996

K 75 S



Sports version with extra-smooth streamlining. Fitted with engine spoiler and featuring a harder suspension from 1988.

K 75 S

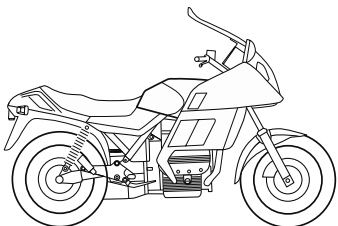
1986 – 96

740 cc (45.2 cu in) dohc

55 kW (75 hp)

1990 – 1996

K 75 RT



Full-fairing tourer, a downsized version of the K 100 LT.

K 75 RT

1990 – 96

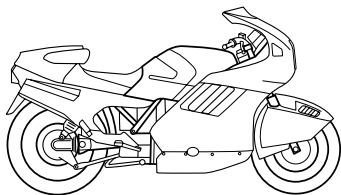
740 cc (45.2 cu in) dohc

55 kW (75 hp)

Since autumn 1991 all K 75 models were available with an open-loop catalytic converter as an option.

1989 – 1993

K 1



IFMA 1988: At the major international motorcycle exhibition in Cologne, the avant-garde styling of the K 1 caused quite a stir. Not only in Germany was this advanced high-performance variant of the K 100 immediately voted “Motorcycle of the Year”. The K 1 was mainly an image and technology carrier. It had four-valve technology and Digital Engine Electronics, a Paralever rear-wheel swinging arm and four-piston brake callipers. The front wheel cover was integrated in the fully streamlined fairing. The last K 1 was built at the end of model year 1993. Although it was not planned for volume production, it found almost 7,000 keen buyers.

K 1

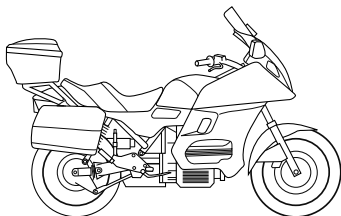
1989 – 93

987 cc (60.2 cu in) dohc

74 kW (100 hp)

1992 – 1998

K 1100 LT



The successor to the K 100 LT featured the innovations of the K 1 and K 100 RS, and its engine capacity of 1092 cc (66.6 cu in) made it the largest engine in the company's history. The fairing included an electrically adjustable windscreen.

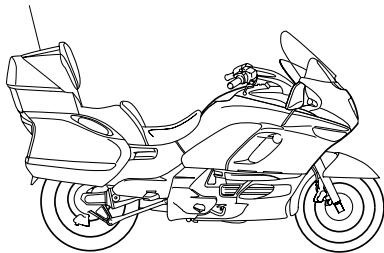
K 1100 LT

1992 – 98

1092 cc (66.6 cu in) dohc

74 kW (100 hp)

**1998 –
K 1200 LT**



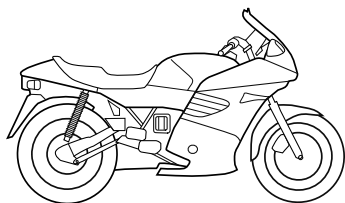
The successor to the K 1100 LT was presented at the 1998 INTERMOT. This luxury tourer is the most comfortable motorcycle in the model range and incorporates a reverse assistance mechanism as standard. From spring 2001, the K 1200 LT featured the fully integral version of BMW Integral ABS.

The K 1200 LT luxury tourer was further upgraded for the 2004 model year in terms of both engine and suspension technology, with further improvements and new, interesting features being added. The absolute technology highlight is the electrohydraulic main stand. Together with its new look and new colours, the K 1200 LT meets the highest demands in terms of superior riding qualities, long-distance touring with optimum comfort, and a striking, prestigious look.

K 1200 LT
1998 – 03
1171 cc (71.5 cu in) dohc
72 kW (98 hp)

K 1200 LT
2004 –
1171 cc (71.5 cu in) dohc
85 kW (115 hp),
optional 72kW (98 hp)

**1993 – 1996
K 1100 RS**

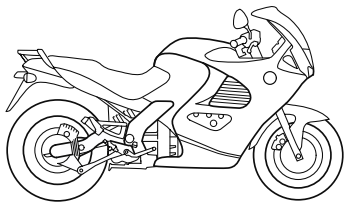


The K 1100 RS appeared one year after the K 1100 LT. It superseded the K 100 RS.

K 1100 RS
1993 – 96
1092 cc (66.6 cu in) dohc
74 kW (100 hp)

1997 – 2004

K 1200 RS



The successor to the K 1100 RS represented the third and most comprehensive stage of evolution in the 13-year career of BMW's four-cylinder sports tourer. Displacing 1171 cc, the K 1200 RS featured the largest and most powerful engine of all BMW motorcycles so far. For the first time on a K model, BMW Telelever front suspension and an aluminium frame including cast elements were used. Redesigned in 2001, the K 1200 RS came with improved ergonomics and extended wind and weather protection. The partially integral version of BMW Integral ABS was standard.

K 1200 RS

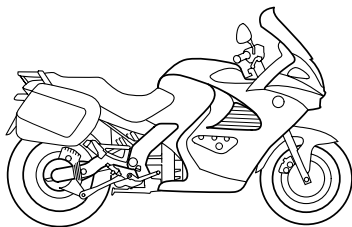
1997 – 04

1171 cc (71.5 cu in) dohc

72/96 kW (98/130 hp)

2002 – 2006

K 1200 GT



Completing the K Series range between the K 1200 LT and K 1200 RS, the K 1200 GT was designed for riders seeking to combine maximum agility and dynamics with high touring capability. The "GT" model designation stands for Gran Turismo and is synonymous with refined sporting character combined with high touring comfort for both rider and pillion passenger.

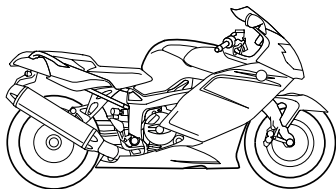
K 1200 GT

2002 – 06

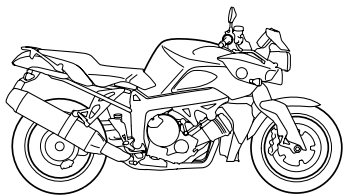
1171 cc (71.5 cu in) dohc

72/96 kW (98/130 hp)

**2004 –
K 1200 S**



**2005 –
K 1200 R**



The new K series was launched in 2004 with the presentation of the K 1200 S – a sports machine fitted for the first time with a transversely mounted four-cylinder engine and newly developed Duolever front wheel suspension. The completely newly designed high-performance engine develops an impressive 167 hp, and the bike can be ordered as an option with ESA, a system which allows the driver to electronically adjust the spring elements. The Duolever system and transverse in-line engine form the basis for the new series. The boldly styled, naked K 1200 R was the next model in the family to appear, followed by the K 1200 GT – a luxurious, yet sporty and dynamic tourer which opened the door to huge average touring speeds. The series was rounded off in 2006 by the half-fairing K 1200 R Sport. A stand-out feature of all the models is extremely impressive straight-line stability at high speeds, which is achieved without any compromise in the bike's handling. The Duolever front wheel suspension – boasting superior torsional rigidity compared with the conventional telescopic fork – ensures above-average braking stability.

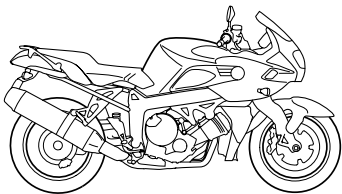
As things stand, the BMW K 1200 S is the most powerful and fastest series-produced BMW ever made. Visually and technically a match for even its most ambitious rivals, the K 1200 S offers not only outstanding sporting expertise but also dynamic touring capability. A popular optional extra ordered for this model is the electronically adjustable chassis system ESA.

K 1200 S
2004 –
1157 cc (70.6 cu in) dohc
123 kW (167 hp)

The street-fighter exterior of the naked K 1200 R gives a hint of its enormous performance potential. Indeed, at launch this was the world's most powerful naked bike. A relaxed riding position makes riding an "R" a very special experience.

K 1200 R
2005 –
1157 cc (70.6 cu in) dohc
120 kW (163 hp)

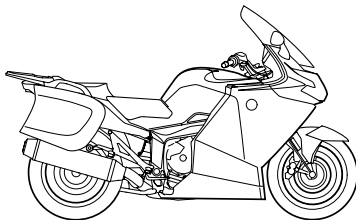
2007 –
K 1200 R Sport



BMW Motorrad introduced the K 1200 R Sport to fill the gap between the K 1200 S and K 1200 R. The same relaxed riding position as on the naked K 1200 R is complemented by a half-fairing to provide unbeatable enjoyment on longer, high-speed motorway journeys as well.

K 1200 R Sport
2007 –
1157 cc (70.6 cu in) dohc
120 kW (163 hp)

2006 –
K 1200 GT

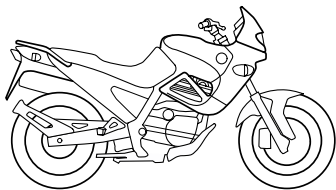


The K 1200 GT has taken high-calibre touring at BMW into a new dimension dynamically. The richly equipped tourer has slender lines and a case system neatly integrated into the overall concept. The persuasive expertise of its drive system, chassis, brakes and ergonomics earns it the majority vote in comparison tests against its rivals. ABS and an adjustable windshield are both included in the standard specification, and almost all customers also order their K 1200 GT with the electronically adjustable suspension system ESA.

K 1200 GT
2006 –
1157 cc (70.6 cu in) dohc
120 kW (153 hp)

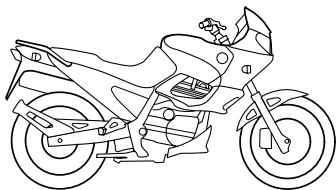
1993 – 2000

F 650



1996 – 2000

F 650 ST



**Revival of the BMW single-cylinder tradition –
the F Series.**

Aimed at the European market, this model featured a single-cylinder four-valve power unit with chain drive instead of shaft drive, a single-loop frame made of square tubular steel, front telescopic fork and rear dual swing arms. It weighed in at just 189 kg. On request, an open-loop catalytic converter was available (standard equipment in Germany, Austria and Switzerland). The F 650 combined fun with a high utility factor and was even capable of travelling over easy cross-country terrain, prompting BMW to call this new motorcycle class Funduro – a combination of fun and enduro.

F 650

1993 – 00

652 cc (39.8 cu in) dohc

35 kW (48 hp),

optional 25 kW (34 hp)

Following its great success in the first three years, the F 650 Funduro was joined by the F 650 ST, a motorcycle designed and built for even more fun on the road.

F 650 ST

1996 – 00

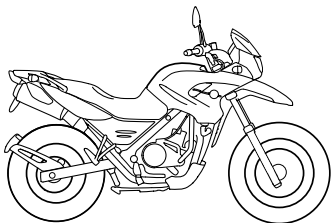
652 cc (39.8 cu in) dohc

35 kW (48 hp),

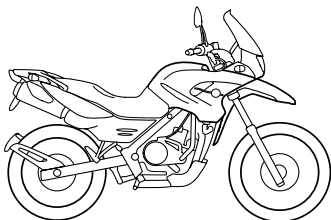
optional 25 kW (34 hp)

2000 – 2008

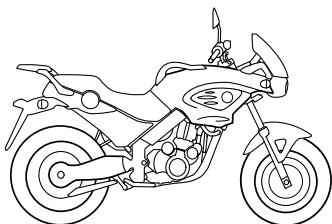
F 650 GS

**2000 – 2008**

F 650 GS Dakar

**2001 – 2005**

F 650 CS



In looks, the successor of the F 650 GS was guided by its big brother, the R 1150 GS, and was the first single-cylinder motorcycle to be fitted with a digital engine electronics system and regulated three-way catalytic converter. An ABS designed specially for this single-cylinder model was available as an optional extra. The F 650 Dakar took its name from the Paris-Dakar Rally, won twice by BMW's single-cylinder competition motorcycle, the F 650 RR. With extra-long suspension travel and a 21-inch-diameter front wheel, this model was ideal for the ambitious off-road rider.

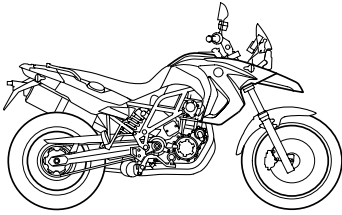
For the 2004 model year the extremely successful F 650 GS and F 650 GS Dakar enduros were further upgraded by the addition of dual ignition and optimised for wind and weather protection. Further objectives were to improve the ergonomics of these highly popular all-round machines, at the same time giving both models even smoother and easier handling, operation and control. Appropriate improvements on the fairing, windshield and instruments, as well as at the rear, gave the F 650 GS and F 650 GS Dakar an even more striking touch while retaining their basic design. New colours added to the motorcycle's appeal, with new options and special equipment providing the final touch.

F 650 GS**2000 – 08****652 cc (39.8 cu in) dohc****37 kW (50 hp),****optional 25 kW (34 hp)****F 650 GS Dakar****2000 – 08****652 cc (39.8 cu in) dohc****37 kW (50 hp),****optional 25 kW (34 hp)**

Launched in late 2001, the F 650 CS with single rear swinging arm, toothed-belt drive to the rear wheel and an innovative storage-space concept was revised for the 2004 model year and now featured the dual ignition engine. The "Scarver" also came with the adjustable, easy-grip clutch lever of the F 650 GS, the modified direction indicator switch and an on-board power socket as standard. The windshield support, luggage railing and luggage rack on the 2004 model year were no longer translucent but made of black-tinted plastic.

F 650 CS**2001 – 05****652 cc (39.8 cu in) dohc****37 kW (50 hp),****optional 25 kW (34 hp)**

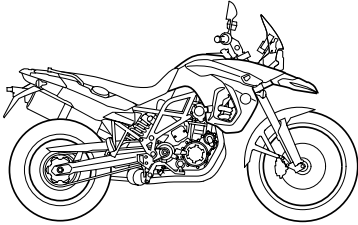
**2007 –
F 650 GS**



The F 650 GS took the place of the successful single-cylinder F 650 GS in the range. Reduced spring travel, a lower seat height, a chassis with a greater road bias and an engine with lower output than the F 800 GS make this an ideal entry-level machine. The F 650 GS stands out with its easy handling and safe riding characteristics, and ensures impressive levels of enjoyment both on the road and in light off-road terrain.

F 650 GS
2007 –
798 cc (48.7 cu in) dohc
52.2 kW (71 hp)

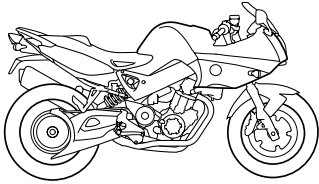
**2007 –
F 800 GS**



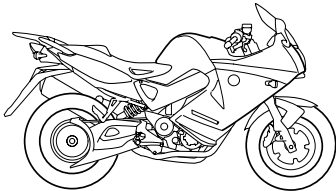
Driven by the powerful in-line two-cylinder engine from the F 800 S, the F 800 GS slots into the BMW GS range seamlessly below the R 1200 GS and above the F 650 GS. The F 800 GS stands out with its low weight, pronounced long-distance ability and excellent off-road characteristics. Its convincing design is highlighted by its lightweight, high-strength tubular spaceframe, extremely long spring travel and well-resolved overall package.

F 800 GS
2007 –
798 cc (48.7 cu in) dohc
62.5 kW (85 hp)

**2006 –
F 800 S**



**2006 –
F 800 ST**



In 2006 BMW Motorrad introduced the F 800 S and F 800 ST to fill the gap between the single-cylinder F 650 GS and the larger Boxer models. The 85 hp in-line engine powering these agile motorcycles is brimming with character and develops more torque than anything else in this capacity class. While the road-going machines come with a single-sided swing arm and toothed-belt drive, the F 800 GS and F 650 GS enduro models launched in 2007 rely on dual swing arms and chain drives. Although its model designation may suggest otherwise, the F 650 GS is powered by the same 800 cc engine as the F 800 GS. The separate moniker refers to this machine's slightly lower output, which is designed to appeal to less experienced riders. In road-ready trim, the F 800 models tip the scales at little more than 200 kg. BMW Motorrad uses telescopic fork and central spring strut suspension in this weight class.

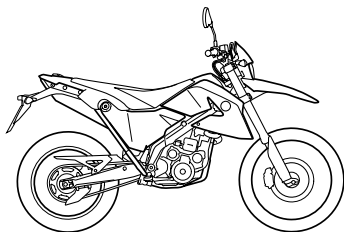
A highly innovative and torquey in-line two-cylinder engine and a chassis ensuring great directional stability are the stand-out features of this lightweight sports machine. It has telescopic fork suspension at the front and a classic aluminium single-sided swing arm and central spring strut at the rear. A low-maintenance toothed belt transmits power for the secondary drive.

F 800 S
2006 –
798 cc (48.7 cu in) dohc
32.5 kW (85 hp)

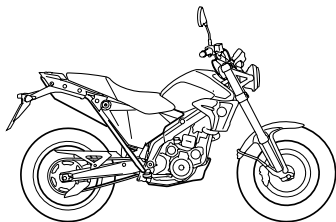
The virtues of the F 800 S are shared by its sister model, the ST. Higher handlebars, a full fairing including increased wind protection and a more comfortable riding position make this sports machine a dynamic light tourer.

F 800 ST
2006 –
798 cc (48.7 cu in) dohc
62.5 kW (85 hp)

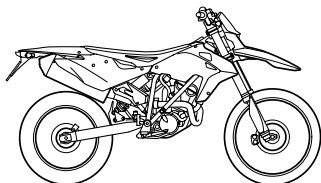
2006 –
G 650 XChallenge



2006 –
G 650 XCountry



2006 –
G 650 XMoto



The G Series.

The G Series celebrated its premiere at the 2006 Internot fair. Using the tried-and-tested single-cylinder engine from the F 650 GS – modified for its new brief – and an innovative chassis concept as a basis, BMW Motorrad came up with three totally different variants of an agile, easy-to-handle motorcycle: an enduro, an all-rounder and a supermoto machine. With different spring elements and braking systems, the models are each adapted to their particular usage. In addition to the engine and frame, all three also share playful yet safe handling characteristics and low weight.

Weighing 156 kg fully fuelled and with spring travel of 270 mm at the front and rear, the XChallenge is a genuine “hard enduro” which also meets more sophisticated requirements. With its brawny yet even power delivery, the refined and reliable engine allows the rider to tackle seriously taxing off-road routes.

G 650 XChallenge
2006 –
652 cc (39.8 cu in) dohc
39 kW (53 hp)

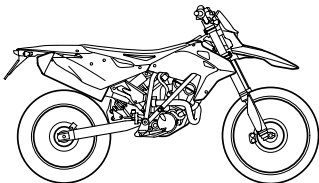
The benefits of low weight, superb ease of handling and a powerful single-cylinder engine are also demonstrated to the full by the XCountry. As an all-rounder with excellent stability and generous spring travel reserve, the XCountry is suited to both on and off-road riding.

G 650 XCountry
2006 –
652 cc (39.8 cu in) dohc
39 kW (53 hp)

The XMoto sees the fascinating single-cylinder concept tweaked for sporty on-road use with the introduction of high-quality adjustable spring elements, a stiffer suspension set-up and an even more potent braking system.

G 650 XMoto
2006 –
652 cc (39.8 cu in) dohc
39 kW (53 hp)

**2007 –
G 450 X**

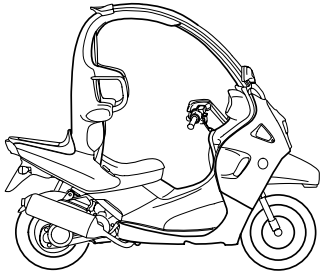


A sports enduro for the competition-oriented off-road rider featuring some impressive and unique design features. The swinging bearing and pinion rotation axis are amalgamated, which means there is no change in the length of the drive chain on compression and rebound. This also creates space for a longer swing arm, which has a positive effect on the bike's riding characteristics. The water-cooled DOHC high-performance single-cylinder engine is strongly tilted and boasts long, straight intake tracts thanks to an airbox positioned above the engine. A dual throttle valve system, electronic fuel injection and a three-way catalytic converter allow the G 450 X to come in below the Euro III exhaust limit. The fuel tank is positioned under the seat which, together with the other design features, ensures a concentration of masses near the centre of gravity. The space-saving positioning of the clutch directly on the crankshaft enables the high-strength stainless steel frame tubes to be placed straight ahead from the steering head to the swing arm pivot. The output and weight of the BMW G 450 X match those of its strongest rivals.

**G 450 X
2007 –
652 cc (39.8 cu in) dohc
39 kW (53 hp)**

2000 – 2002

C1



**Synthesis of motorcycle and automobile –
the BMW C1.**

The C1 represented an innovative synthesis of motorbike and automobile and was designed as an alternative form of transport for use in busy urban areas. Its unique safety concept consists of a safety cell, crash element and belt-retention system, and in some countries can be driven without the need for a helmet.

C1
2000 – 02
125 cc
11 kW (15 hp)

C1 200
2001 – 03
176 cc
13 kW (18 hp)

type	units produced	production period
R 32	3,090	1923 – 1926
R 37	152	1925 – 1926
R 39	855	1925 – 1927
R 42	6,502	1926 – 1928
R 47	1,720	1927 – 1928
R 52, R 62	8,712	1928 – 1929
R 57, R 63	1,800	1928 – 1930
R 11	7,500	1929 – 1934
R 16	7,006	1929 – 1934
R 2	15,207	1931 – 1936
R 4, R 3	15,933	1932 – 1936
R 12	36,008	1935 – 1942
R 17	434	1935 – 1937
R 35	15,386	1937 – 1940
R 5	2,652	1936 – 1937
R 6	1,850	1937
R 51, R 66	5,444	1938 – 1940
R 61, R 71	7,205	1938 – 1941
R 20, R 23	14,021	1937 – 1938
R 75	approx. 18,000	1941 – 1944
R 24	12,020	1948 – 1950
R 25, R 25/2, R 25/3	109,751	1950 – 1956
R 51/2	5,000	1950 – 1951
R 51/3, R 67, R 67/2, R 67/3	24,824	1951 – 1956
R 68	1,452	1952 – 1954
R 50, R 50/2, R 60, R 60/2	53,382	1955 – 1969
R 69, R 50 S, R 69 S	15,907	1955 – 1969
R 26, R 27	45,600	1956 – 1966
R 50/5, R 60/5, R 75/5	68,946	1969 – 1973
R 90 S, R 100 S, R 100 CS	33,265	1973 – 1984
R 60/6, R 60/7, R 75/6, R 75/7, R 80/7, R 90/6, R 100/7, R 100 T, R 100	97,252	1973 – 1984

type	units produced	production period
R 100 RS	33,648	1976 – 1984
R 100 RT	18,015	1978 – 1984
R 45, R 65	57,612	1978 – 1985
R 65 LS	6,389	1981 – 1985
R 80 G/S, R 65 GS	23,591	1980 – 1990
R 80 ST	5,963	1982 – 1984
R 80, R 65	22,075	1984 – 1994
R 80 RT, R 100 RT	39,122	1982 – 1984
R 100 RS	6,081	1986 – 1992
R 100 GS, R 80 GS,	30,042	1988 – 1994
R 100 GS Paris-Dakar	11,914	1989 – 1994
R 100 R, R 80 R	24,128	1991 – 1996
R 1100 RS	26,037	1993 – 2001
R 1150 RS	7,309	2001 – 2005
R 1100 GS, R 850 GS	45,870	1993 – 2000
R 1150 GS	58,023	1999 – 2003
R 1150 GS Adventure	17,828	2002 – 2005
R 1200 GS	90,142	2004 – 2007
R 1100 R	53,685	1996 – 2000
R 850 R	15,013	2002 – 2007
R 1150 R	43,026	2001 – 2006
R 1100 RT	53,092	1995 – 2001
R 1150 RT	57,137	2001 – 2005
R 1200 C	29,788	1997 – 2003
R 1200 C Classic, R 850 C Classic	29,788	1997 – 2003
R 850 C Classic / Avantgarde	1,505	1997 – 2001
R 1200 C Independent	6,010	2000 – 2003
R 1200 CL	5,160	2002 – 2004
R 1200 Montauk	3,276	2003 – 2004
R 1100 S	33,741	1998 – 2005
R 1200 GS Adventure	18,320	2006 – 2007
HP2 Enduro	2,910	2005 – 2006

type	units produced	production period
K 100 RS	47,470	1983 – 1992
K 100 RT, K 100 LT	37,234	1984 – 1991
K 75 C, K 75	28,051	1985 – 1995
K 75 S	18,649	1986 – 1996
K 75 RT	21,264	1990 – 1996
K 1	6,921	1989 – 1993
K 1100 LT	22,757	1991 – 1998
K 1100 RS	12,179	1992 – 1996
K 1200 RS	37,992	1997 – 2005
K 1200 GT	10,727	2002 – 2005
F 650	50,990	1993 – 2000
F 650 ST	13,349	1996 – 2000
F 650 GS	85,194	2000 – 2008
F 650 GS Dakar	21,499	2000 – 2008
F 650 CS	20,845	2001 – 2005
C1	33,714	2000 – 2002

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