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BMW Motorrad celebrates 50 years of BMW RS production and competition motorcycles. The BMW R 1300 RS and its ancestors as perfect partners for travel, touring, and sporty riding pleasure.



(P90635660)

Munich. For decades, the abbreviation "RS" on BMW Motorrad competition motorcycles stood for "Rennsport" (racing), while since the appearance of the BMW R 100 RS in 1976, it has identified BMW production motorcycles as machines designed for the dual purpose of "Reise und Sport" (travel and sport).

BMW Motorrad and the legendary RS series models – this model designation has represented both touring capability and sporty riding pleasure to this day. As the world's first large-series motorcycle, the BMW R 100 RS in 1976 featured a frame-mounted full fairing

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developed in the wind tunnel, defining the segment of the sport-tourer as we know it today.

With the BMW R 1300 RS presented last year, BMW Motorrad continues this 50-year tradition, offering a sport-tourer with a two-cylinder boxer engine whose genes carry forward the all-round qualities of the established BMW RS concept into the future. Whether for sporty backroad riding, dynamic two-up enjoyment, or long-distance touring – the BMW R 1300 RS opens up new, thrilling dimensions in sport-touring like never before.

To achieve this, the BMW R 1300 RS has been technically elevated to an entirely new level. Consistently focused on riding dynamics, it offers a significantly sportier experience than its predecessor, thanks to a completely new engine, chassis, and aerodynamics, without abandoning traditional BMW RS virtues such as touring comfort and long-distance capability. In short: the BMW R 1300 RS continues the success story of BMW RS series motorcycles with boxer engines in its seventh generation.

How versatile BMW Motorrad implemented the motto “travel and sport” in its production motorcycles is shown not only by the models with the legendary two-cylinder boxer engine, built in its basic form for 103 years. Powered also by four-cylinder technology, the RS concept proved to be an excellent solution within the BMW Motorrad K series when it came to perfectly combining touring capability, travel comfort, and sporty performance.

To mark the anniversary “50 years of BMW RS production motorcycles,” BMW Motorrad looks back on the key milestones of RS history:

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The BMW RS Two-Valve Boxer Models

BMW R 100 RS

The BMW R 100 RS was the third BMW equipped with the 1000 cc boxer engine, presented as a highlight at the IFMA trade fair in 1976. As the world's first production motorcycle, it came with a standard full fairing aerodynamically optimized by Pininfarina and painted in a slightly bluish shimmering metallic silver. It offered unprecedented wind and weather protection and enabled surprisingly high average speeds on the highway with a relaxed seating position. BMW Motorrad therefore reinterpreted the abbreviation RS (formerly "Rennsport") to mean "Reisesport" ("travel sport"). In its final production year, 1984, BMW celebrated the successful RS with the BMW R 100 RS Classic 500, a special edition limited to 500 units with a two-tone finish in Madison Grey / Alaska Blue and white pinstriping.

Production period:	1976–1984
Engine capacity:	980 cc
Power:	70 hp (51 kW) at 7,250 rpm
Engine type:	2-cylinder boxer
Top speed:	200 km/h

BMW R 100 RS Nardò Record Bike

On October 29 and 30, 1977, BMW Motorrad attempted to break several motorcycle world records in Nardò, Italy, using a modified BMW R 100 RS. Record runs were completed over 10, 100, and 1,000 kilometers, as well as 1, 6, 12, and 24 hours. Helmut Dähne, together with engine expert Helmut Bucher, increased the power output of the BMW R 100 RS boxer engine to 84 hp. With a 19-inch rear wheel and the fairing's lower section removed, the motorcycle

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achieved more than 220 km/h. In total, the BMW Motorrad team set five new world records: over 10 km, 100 km, 6 hours, 12 hours, and 24 hours.

Production period:	1977
Engine capacity:	980 cc
Power:	84 hp (62 kW)
Engine type:	2-cylinder boxer
Top speed:	>220 km/h

BMW R 100 RS (Monolever)

For fans of the large 1000 cc two-cylinder boxers, the BMW K 75 and K 100 models with three- and four-cylinder engines, as well as the 800 cc boxers, were not considered alternatives. Particularly in the USA and Japan, calls for a return of the large boxer grew louder. Thus, it was a small sensation when BMW Motorrad presented the BMW R 100 RS again at the 1986 IFMA. Originally planned as a limited-edition special model of 1,000 units, BMW reintroduced the R 100 RS into its permanent lineup due to high demand and built it until 1992.

Production period:	1986–1992
Engine capacity:	980 cc
Power:	60 hp (44 kW) at 6,500 rpm
Engine type:	2-cylinder boxer
Top speed:	185 km/h

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The BMW RS Four-Valve Boxer Models

BMW R 1100 RS

Introduced in 1993, the BMW R 1100 RS brought the concept of the air-cooled two-cylinder boxer into the future with four-valve technology, air/oil cooling, and modern digital ignition/fuel injection. The newly developed 1100 cc boxer engine offered 50% more power than the previous two-valve generation while consuming less fuel. BMW also introduced an innovative front-suspension system: the Telelever, offering high comfort and excellent braking stability.

Production period:	1992–2001
Engine capacity:	1085 cc
Power:	66 kW (90 hp) at 7,250 rpm
Engine type:	2-cylinder boxer
Top speed:	215 km/h

BMW R 1150 RS

When the BMW R 1150 GS debuted in 1999, many riders wondered why the BMW R 1100 RS did not receive the updated 1130 cc engine first. BMW initially expected the BMW R 1100 S—introduced in 1998—to serve as the sportier successor to the R 1100 RS. However, many R 1100 RS riders did not view the R 1100 S as their desired upgrade. When the BMW R 1150 RT launched in 2001, demand grew for a more powerful RS. While there was not enough time for a complete redesign, BMW introduced the BMW R 1150 RS in autumn 2001, pairing the RT's engine and exhaust with the familiar R 1100 RS fairing. It received new colors and was available exclusively with a full fairing.

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Production period:	2000–2004
Engine capacity:	1130 cc
Power:	95 hp (70 kW) at 7,250 rpm
Engine type:	2-cylinder boxer
Top speed:	215 km/h

BMW R 1200 RS

Presented in September 2014 at Intermot, the BMW R 1200 RS represented the fifth generation of RS boxer motorcycles. One of its highlights was the liquid-cooled boxer engine with vertical instead of horizontal flow. Delivering 92 kW (125 hp) and 125 Nm, it offered excellent performance and smoothness. It also introduced the semi-active BMW Dynamic ESA suspension.

Production period:	2015–2018
Engine capacity:	1170 cc
Power:	92 kW (125 hp) at 7,750 rpm
Engine type:	2-cylinder boxer
Top speed:	228 km/h

BMW R 1250 RS

Unveiled at EICMA 2018 in Milan, the BMW R 1250 RS featured a 1254 cc boxer engine with 100 kW (136 hp) and BMW ShiftCam variable valve timing. Benefits included improved cylinder filling and stronger torque at low and mid-range rpm. The chassis featured a steel main frame, Upside-Down fork, single-sided swingarm, Dynamic Traction Control, and optional Dynamic ESA "Next Generation" with automatic load compensation.

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Production period:	2018–2024
Engine capacity:	1254 cc
Power:	100 kW (136 hp)
Engine type:	2-cylinder boxer
Top speed:	>200 km/h

BMW R 1300 RS

The BMW R 1300 RS is the latest sport-tourer with a refined boxer engine and dynamic design. With 1300 cc and an output of 107 kW (145 hp), it is the most powerful production BMW boxer engine to date. Standard features include three riding modes and engine drag torque control (MSR). Optional features include the automated shift assistant (ASA) and the Dynamic Suspension Adjustment (DSA) system with adjustable damping, spring rate, and load compensation. It is also the world's first production motorcycle with a telescopic fork featuring adjustable spring rate.

Production period:	since 2025
Engine capacity:	1300 cc
Power:	107 kW (145 hp)
Engine type:	2-cylinder boxer
Top speed:	240 km/h

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The BMW RS Four-Cylinder Models

BMW K 100 RS (Two-Valve)

Introduced at the 1983 Paris Motor Show, the BMW K 100 RS was the second member of the new K family. Technically identical to the K 100 base model, it featured a modern half fairing with aerodynamic qualities. The low center of gravity created by the horizontally mounted engine and the relatively low weight made it agile and enjoyable even off the highway. It remained a common sight on the road even 30 years after introduction.

Production period:	1983–1989
Engine capacity:	987 cc
Power:	66 kW (90 hp) at 8,000 rpm
Engine type:	4-cylinder inline
Top speed:	220 km/h

BMW K 100 RS (Four-Valve)

In 1989, the modernized BMW K 100 RS was introduced. Essentially a BMW K1 with the familiar RS fairing, the BMW K 100 RS 4V featured complete K1 technology beneath the bodywork. With a dual-seat design and the ability to mount saddlebags again, it appealed to riders who wanted K1 technology without its polarizing looks and touring limitations.

Production period:	1989–1992
Engine capacity:	987 cc
Power:	74 kW (100 hp) at 8,000 rpm
Engine type:	4-cylinder inline

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Top speed: 232 km/h

BMW K 1100 RS

Following the debut of the BMW K 1100 LT, fans eagerly awaited the 1100 cc engine in an RS chassis. The BMW K 1100 RS arrived in 1992, featuring a facelift with the K 100 RS upper fairing and an all-new lower section. With excellent riding qualities and strong all-round performance, it won several comparison tests in motorcycle magazines.

Production period: 1992–1997

Engine capacity: 1092 cc

Power: 74 kW (100 hp) at 7,500 rpm

Engine type: 4-cylinder inline

Top speed: 220 km/h

BMW K 1200 RS

For many years, BMW adhered to a voluntary commitment among manufacturers not to offer motorcycles with more than 100 hp on the German market. That changed in 1997 with the introduction of the BMW K 1200 RS, delivering 130 hp from 1,172 cc and a top speed of 245 km/h. As a big-bike, it offered excellent long-distance comfort and experienced a sales boost after a 2001 facelift.

Production period: 1996–2005

Engine capacity: 1171 cc

Power: 96 kW (130 hp) at 8,750 rpm
(98 hp version also available)

Engine type: 4-cylinder inline



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Top speed: 245 km/h (225 km/h)

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You will find press material on BMW motorcycles in the BMW Group PressClub at www.press.bmwgroup.com.

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The BMW Group

With its four brands, BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial services. The BMW Group production network comprises over 30 production sites worldwide; the company has a global sales network in more than 140 countries.

In 2025, the BMW Group sold 2.46 million passenger vehicles and more than 202,500 motorcycles worldwide. The profit before tax in the financial year 2025 was € 10.2 billion on revenues amounting to € 133,5 billion. As of 31 December 2025, the BMW Group had a workforce of 154,540 employees.

The economic success of the BMW Group has always been based on long-term thinking and responsible action. Sustainability is a key element of the BMW Group's corporate strategy and covers all products – from the supply chain through production to the end of their useful life.

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