

The new BMW G 310 R.

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1. Overall concept. Short version.



The all-new BMW G 310 R – the BMW roadster under 500 cc.

With its powerful, dynamic single cylinder, the appearance in 2015 of the BMW G 310 R opened up the world of BMW Motorrad's Dynamic Roadster for the capacity segment under 500 cm³. Quick and agile in the city, confident and powerful on the open road – as a result, the lively, purposeful Dynamic Roadster delighted many customers all over the world, especially newcomers. In order to sustain this going forward, BMW Motorrad has made the BMW G 310 R fit for the future and afforded it a range of enhancements.

At home on the roads of the world.

Newly conceived from scratch, the G 310 R represents everything BMW Motorrad stands for: innovation, quality and of course many years of carefree partnership with its owner. Designed specifically for the world market, the BMW G 310 R can run on the most diverse fuel qualities, meets all emission standards and local requirements – and takes the typical BMW premium aspiration to the segment under 500 cc.

Dynamic roadster design with echoes of the S 1000 R.

The powerfully expressive design of the BMW G 310 R instantly reveals its agile, dynamic character, making a clear statement within its own segment. It has an unmistakeable visual kinship with athletic family members such as the BMW S 1000 R. The small headlamp mask with striking headlamp, dynamically modelled fuel tank trim elements and characteristic roadster proportions with a striking front section and dynamic rear give the BMW G 310 R a mature presence on the road. Precisely modelled surfaces define the dynamic side view. The compact, dynamic proportions and the short wheelbase promise fast changes of direction, while the high rear conveys a lightness that is suggestive of the bike's sporty genes. In spite of the clearly visible naked bike character of the BMW G 310 R, the side surfaces in body colour create a closed silhouette in athletic style. High-end details such as a standard upside-down fork, quality materials, supplementary fittings and excellent workmanship all reflect the finest within the segment, clearly underscoring the premium aspiration of the BMW G 310 R.

Innovative single-cylinder engine for dynamic riding fun and suitability for a broad range of uses worldwide.

The centrepiece of the all-new BMW G 310 R is a completely newly developed 313 cc liquid-cooled single-cylinder engine with four valves and two overhead camshafts together with electronic fuel injection. The capacity of 313 cc results from a bore of 80 millimetres and a stroke of 62.1 millimetres.

The striking feature of the engine is its backward-tilted cylinder in open-deck design with the cylinder head turned by 180 degrees, making it possible to position the intake tract at the front, viewed in the direction of travel. With an output of 25 kW (34 ps) at 9 500 rpm and a maximum torque of 28 Nm at 7 500 rpm, the engine of the all-new G 310 R is a very dynamic partner in conjunction with the low unladen weight of 158.5 kilograms according to DIN.

Sophisticated ergonomics and an easy ride response.

The all-new G 310 R offers a markedly relaxed seating position for relaxed, stress-free and easy-going motorcycling. As is characteristic of BMW Motorrad, all switches and controls are simple and secure to handle. Great importance was attached to easy and safe operation, taking into account the most diverse rider anatomies.

It banks with ultimate agility yet always remains neutral and predictable. It masters lengthy bends and fast passages with directional stability, displaying athletic talent without any loss of comfort. Extremely compact and with a broad spectrum ranging from comfortable to sporty and dynamic, the new G 310 R simply opens up a whole new world of experience in its segment when it comes to ride response.

Rigid tubular steel frame, upside-down fork and long swinging arm for a high degree of ride stability, precise steering response and sound handling. In terms of suspension, the all-new G 310 R has a torsionally stiff, highly robust tubular steel frame in grid structure with bolt-on rear frame. The front wheel suspension is taken care of by a solid upside-down fork while at the rear there is an aluminium swinging arm in conjunction with a spring strut that is mounted on it directly.

High-performance brake system, ABS as standard and multifunction instrument cluster.

Like all BMW motorcycles, the all-new G 310 R is fitted with ABS as standard. It combines a powerful brake system with 2-channel ABS. At the front wheel, a single-disc brake with radially bolted 4-piston fixed caliper and a brake disc diameter of 300 millimetres ensures powerful and stable deceleration. At the rear, this function is performed by a 2-piston floating caliper in conjunction

with a 240-millimetre brake disc. The G 310 R instrument cluster has a large liquid crystal display that offers excellent clarity and a wide range of information.

All new features of the BMW G 310 R at a glance:

- Single-cylinder engine according to EU-5 homologation with electromotive throttle controller and automatic idle speed increase.
- Self-boosting anti-hopping clutch.
- New LED headlight and LED flashing turn indicators.
- Hand lever adjustable in four stages for brake and clutch.
- Engine housing covers for the alternator, clutch and coolant pump as well as footrest plate and rear grab handle painted in Titanium Grey Metallic.
- Softly reimagined design with two attractive base colours and the exclusive style option “Sport” with red as accent colour.

2. Technology.



The all-new BMW G 310 R – the BMW roadster under 500 cc.

One cylinder, low weight, powerful dynamic performance – the BMW G 310 R embodies the pure essence of a BMW roadster: it has neither too little nor too much of anything. Pragmatic in the best sense of the word, it offers precisely what is needed – for dynamic performance and comfort, both in town and out in the country. The BMW G 310 R takes these essential qualities into a capacity segment that is new to BMW Motorrad. As a genuine BMW roadster it masters a range of disciplines. Whether for the daily ride to work or when breaking away from routine: it is just as happy winding its way nimbly and flexibly through the narrow streets of a city as it is travelling supremely and powerfully along country roads. And thanks to its low level of fuel consumption and a relaxed, comfortable seating position, it offers the welcome capability of being able to cover a long distance at a time. Newly conceived from scratch, the G 310 R represents everything BMW Motorrad stands for: innovation, quality and of course many years of carefree partnership with its owner.

Single-cylinder tradition – reinterpreted by BMW Motorrad. Whether the BMW R 39 – the first ever BMW motorcycle with a single- cylinder engine 90 years ago – the R 25 models or the F 650 series established in the 1990s: easy control, thrilling riding dynamics and high efficiency have always been core qualities of the BMW Motorrad single- cylinder models.

BMW Motorrad now perpetuates this tradition in fresh, cutting-edge style with the G 310 R. Designed as a light, dynamic roadster, it combines athletic talents with solid comfort to make a perfect partner for all situations – due to its low weight, easy controllability and not least an engine that produces lively and vigorous engine power from a single cylinder.

Single-cylinder engine according to BSVI with automatic idle boost, electromotive throttle controller and self-boosting anti-hopping clutch.

The heart of the new BMW G 310 R is still the reliable 313 cm³ liquid-cooled single-cylinder engine with four valves, two overhead camshafts and electronic fuel injection. The cylinder inclination to the rear and the cylinder head rotated by 180 degrees with intake at the front and exhaust at the rear remain the design characteristics. This arrangement follows the logic of optimal combustion air ducting and results in a particularly compact vehicle architecture.

With an output of 25 kW (34 HP) at 9 500 rpm and a maximum torque of 28 Nm at 7 500 rpm, the single-cylinder engine of the new BMW G 310 R is the ideal partner for dynamic Roadster pleasure, including in the current BSVI homologation.

Backward-tilted cylinder and cylinder head turned by 180 degrees for perfect packaging and a high degree of efficiency.

Unlike conventional single-cylinder concepts, the engine of the all-new G 310 R offers a series of unusual technical solutions. First and foremost, the engine is striking with its backward-tilted cylinder and cylinder head turned by 180 degrees. The intake tract is positioned at the front when viewed in the direction of travel, while the exhaust tract is at the rear. The ignition spark is supplied by a spark plug placed centrally in the combustion chamber.

This configuration not only follows the logic of a straight, power-enhancing supply of fresh fuel-air mixture, it also has positive consequences in terms of the architecture of the bike as a whole. In conjunction with the consecutively positioned transmission shafts, this creates a low centre of gravity that is shifted towards the front wheel as compared to a conventional arrangement. At the same time, this set-up and the preservation of an advantageously short wheelbase allows for a longer swinging arm, thereby ensuring a stable ride response. The result is agile handling, clear feedback from the front wheel and outstanding control.

The engine concept with the intake side at the front makes for a generously sized intake silencer positioned directly behind the steering head and a very short fuel tank. This prevents any excessive sloshing of the fuel back and forth, so undesirable reactions to uncontrolled shifts in weight are avoided.

High-performance valve gear as in the S 1000 RR, DLC-coated engine components and Nikasil cylinder liner.

Fitted with an electric starter motor, the single-cylinder engine of the all-new G 310 R offers modern, horizontal separation of the engine housing, innovative technical solutions and a selection of high-quality materials. The valve gear with two overhead camshafts is based on that of the S 1000 RR, for example, while very light, highly resistant rocker arms with a very hard DLC coating (Diamond Like Carbon) that minimises friction and wear are responsible for activating the four valves, likewise as in the BMW superbike. The valve angle is 11.2° on the intake side and 13.3° on the exhaust side. The diameter of the intake valves is 33.5 millimetres, that of the exhaust

valves is 27.2 millimetres and that of the intake pipe fuel injection throttle valve is 42 millimetres.

The resilient and low-friction DLC coating is also used for the gudgeon pin. It enables the pin to run directly in the ground connecting rod eye, obviating the need for an additional plain bearing. In conjunction with the low weight of the cast lightweight piston, this results in reduced oscillating masses. The slide bearing for the lower connecting rod eye and the main camshaft bearing is also by no means typical of a single-cylinder engine, offering benefits in terms of space, weight and durability. A low-friction Nikasil coating of the sleeve for the cylinder integrated in the upper half of the engine housing highlights the fact that the BMW Motorrad engineers have endeavoured to combine lightweight construction, fuel efficiency with modern, groundbreaking engine technology.

Effective lubrication and cooling system for maximum reliability, even in adverse conditions.

The vital supply of oil inside the engine is taken care of by a well-established wet sump lubrication system. Here there is a labyrinth of pans inside the oil sump that reliably counters any lack of lubrication during extreme riding manoeuvres.

The liquid cooling system ensures excellent thermal stability, even in very high outdoor temperatures. The coolant circulates through a generously sized radiator positioned underneath the steering head section.

6-speed gearbox, high maximum engine speed and counterbalance shaft for lively dynamic performance and excellent running smoothness.

Power transmission is via a multi-plate wet clutch onto a well-graduated, constant-mesh 6-speed gearbox. The final drive to the rear wheel takes the form of an O-ring chain. With a spontaneous throttle response, lively pulling power, full-blooded engine characteristics and a high maximum engine speed of 10 500 rpm, the all-new G 310 R delivers very dynamic riding performance figures for excellent riding fun within its class.

What is more, a rotating counterbalance shaft in front of the crankshaft effectively suppresses unpleasant vibrations, thereby ensuring a high level of running smoothness for the single-cylinder segment. Fitted with a closed-loop catalytic converter positioned on the intake side of the rear silencer, the BMW engine control BMS-E2 and a secondary air system make the engine of the all-new G 310 R extremely environment-friendly, allowing adherence to the EU4 emission standard.

For use in the new BMW G 310 R, the engine has been equipped with a so-called "electronic throttle grip" (electromotive throttle controller) and now offers an even more sensitive throttle response. Automatic idle speed increase when starting also prevents a possible sudden stalling of the engine. The self-boosting anti-hopping clutch is also new. It reduces engine drag torque and provides a significant increase in driving safety - particularly during braking manoeuvres involving simultaneous downshifting. It also offers significantly reduced operating forces at the clutch lever.

Rigid tubular steel frame and long swinging arm for a high degree of ride stability, precise steering response and light handling.

Extremely compact and with a broad spectrum ranging from comfortable to sporty and dynamic, the all-new G 310 R opens up a whole new world of experience in its segment when it comes to ride response. It banks with ultimate agility yet always remains neutral and predictable. It masters lengthy bends and fast passages with directional stability, displaying athletic talent without any loss of comfort.

In terms of its suspension, the all-new G 310 R has a torsionally stiff, highly robust tubular steel frame in grid structure with bolt-on rear frame. Given its good stiffness balance, this provides the basis for excellent ride stability and a precise steering response. The suspension geometry of the G 310 R is designed for easy handling, stability and a neutral cornering response, which makes for maximum riding fun and easily controllability as well as reflecting the bike's active riding character. The wheelbase is 1380 millimetres, the castor is 102.3 millimetres and the steering head angle is 64.9 degrees.

Due to the engine conception and arrangement, the single-section rear-wheel swinging arm made of die-cast aluminium is longer than in conventional designs, though without extending the wheelbase unnecessarily. With its generous length of 650 millimetres, it supports the bike's high level of neutrality, enables exemplary pitch compensation and makes load shift reactions much gentler. In this way, the all-new G 310 R combines light-footed handling, maximum precision and a high level of ride stability with benefits in terms of suspension and load shift response, too.

Upside-down fork at front and directly mounted spring strut at rear for a broad range of use on all roads.

The ride properties of the G 310 R, characterised by easy handling and a high level of stability, are supported by the balanced suspension/damper set-up of the directly mounted rear spring strut which is adjustable in the spring rest.

The progressively wound spring distributes the spring rates in such a way that precisely the desired suspension resistance applies, depending on the position within spring travel: comfortable for everyday riding, with sufficient reserves when travelling in sporty style and tight enough when hard bumps or road hole edges challenge the reserves. The spring travel is 131 millimetres.

The appropriate counterpart to the control, suspension and damping of the rear wheel is to be found in the upside-down fork at the front. With a slider tube diameter of 41 millimetres and generously designed light alloy fork bridges, this provides a highly rigid composite structure for exact control of the front wheel, thus giving the G 310 R a directionally precise and secure steering response. In conjunction with the perfect set-up of the rear end, it ensures a high level of ride comfort as well as suitability for the most varied road surfaces and therefore a wide range of uses. The spring travel is 140 millimetres.

The all-new G 310 R is fitted with 5-spoke light alloy die-cast wheels in the sizes 3.0 x 17 inches at front and 4.0 x 17 inches at the rear. The tyre sizes are ample so as to ensure a safe, dynamic ride response in all conditions: 110/70 R 17 at the front and 150/60 R 17 at the rear.

High-performance brake system and ABS as standard for safe braking manoeuvres on poor roads.

Like all BMW motorcycles, the all-new G 310 R is fitted with ABS as standard. It combines a high-performance brake system with 2-channel ABS for efficient deceleration and short braking distances as well as efficient anti-locking – entirely geared towards optimum riding safety on poor or soiled roads.

At the front wheel, a single-disc brake with radially bolted 4-piston fixed caliper and a brake disc diameter of 300 millimetres ensures powerful and stable deceleration. At the rear, this function is performed by a 2-piston floating caliper in conjunction with a 240-millimetre brake disc. Steel-wrapped brake lines ensures stable pressure levels.

Sophisticated ergonomics for relaxed motorcycling pleasure.

The all-new G 310 R offers a markedly relaxed seating position for comfortable, stress-free motorcycling that allows for ease and concentration. As is characteristic of BMW Motorrad, all switches and controls are simple and secure to handle. Great importance was attached to simple and safe operation, taking into account the most diverse rider anatomies.

The design of the ergonomic triangle consisting of handlebars, footrests and seat ensures excellent control while also providing very good and comfortable feedback from the contact surfaces on the fuel tank and seat. At higher speeds, the standard windshield also relieves the rider's upper body from the force of the airstream as well as ensuring an even wind flow at the helmet

The low seat height of just 770 millimetres and the short inside leg length ensure that almost every motorcyclist will instantly feel at ease on the G 310 R. Meanwhile shorter or taller riders can draw on the range of BMW Motorrad optional accessories to select a lower variant with a seat height of 760 millimetres or else a higher, particularly comfortable seat at 815 millimetres.

Multifunction instrument panel with a range of features.

The G 310 R instrument cluster has a large liquid crystal display that offers excellent clarity and a wide range of information. The displays include the following: engine speed, road speed, gear, total kilometres, engine temperature, fuel tank level, remaining range, average fuel consumption, average speed, time.

Hand lever adjustable in four stages for brake and clutch.

Both, the clutch lever and the handbrake lever are now adjustable in four stages. It thus now provides ergonomic benefits – particularly for people with small hands. Stage 3 of the brake lever adjustment corresponds to the grip width until now. In the 1st position the brake lever is 6 mm closer to the handlebar.

3. Design and colour concept.



Compact, dynamic proportions.

The powerfully expressive design of the BMW G 310 R instantly reveals its agile, dynamic character, making a self-assured statement within its own segment. Reduced to the essentials, the proportions promise straightforward riding fun above all else: the BMW G 310 R is simply a perfect invitation to get on and ride away. This is because the newly developed engine of the BMW G 310 R is characterised by an innovative mounting geometry that signals compactness and agility. What is more, the short wheelbase, low front and high, light rear promise a dynamic, agile riding experience – ideal for manoeuvring in cramped urban traffic.

Despite its compactness, the BMW G 310 R comes over as large and mature within its segment. The small headlamp mask with striking headlamp, the powerful front section and the dynamic rear give the BMW G 310 R a self-assured presence on the road. Seen from the top, too, the BMW G 310 R looks more like a model from a larger capacity segment. The powerful surfaces of the fuel tank give it a clearly defined, muscular look from this angle, too.

Expressive surfaces.

Even when stationary, the precise lines and expressive interplay of light and shade on the side surfaces create an impression of motion and speed. All lines are directed towards the front wheel, thereby underscoring the easy handling of the BMW G 310 R. An especially striking feature here is the side wing contour which protrudes from the fuel tank. Below this, the precisely shaped surfaces echo characteristic elements of higher-capacity roadsters from the BMW Motorrad portfolio, though these are given a clearly distinctive interpretation – such as the side trim that is reminiscent of the S 1000 R.

In spite of the motorcycle's obvious naked bike character, the generous surfaces nonetheless produce a closed, sporty silhouette. Here the large proportion of body colour and the joining of the body parts without visible bolts conveys the high-end quality feel of the BMW G 310 R.

Exclusive highlights.

The uncompromising striving for quality and high-quality solutions implemented down to the last detail reflect the high aspirations

BMW Motorrad is pursuing with the BMW G 310 R. Exclusive highlights from the side view include the standard upside-down fork with golden slider tubes, the likewise gold-coloured brake calipers, and the rear wheel swinging arm. The aluminium swinging arm with detailed modelling and lattice-like design conveys lightness and stability. In keeping with this, the 17" rims with 5-spoke turbine design show just what rims can look like in this segment.

Within the rider's direct field of vision, too, the BMW G 310 R features numerous visual and haptic highlights such as polished embossings and high-end materials. The aluminium fork bridge is elaborately modelled as well as echoing the chiselled look of the footrests and rear wheel swinging arm in its own distinct form. On the fuel tank, a high-gloss "R" engraved in the plastic surface acts as an exclusive emblem signalling the fact that the bike belongs to the roadster segment. A further exclusive touch is added by the likewise high-gloss embossed inscriptions on the headlamp mask and number plate carrier.

New LED headlight and LED flashing turn indicators – seeing and being seen optimally.

Whereas the BMW G 310 R was already equipped with brake lights in LED technology, the new BMW G 310 R now has a full-LED headlight for even better visibility at night and LED flashing turn indicators for increased visibility in traffic. The new LED headlight ensures particularly bright and homogeneous illumination of the road. The three light functions high beam, low beam and – depending on the country – daytime driving light can be conveniently operated using the left handlebar controls.

Softly reimagined design with two attractive base colours and the exclusive "Sport" style option.

Dynamics and agility are also reflected in the design of the new BMW G 310 R. Here the visual similarity to sporty family members like the BMW S 1000 R is unmistakable. This is also reflected in the colour scheme of the Dynamic Roadster. What all three colour options of the BMW G 310 R have in common are the engine housing covers for the alternator, clutch and coolant pump as well as footrest plate and rear grab handle, now painted in Titanium Grey Metallic.

Besides the base colour, Cosmic Black, and accentuated masculine touch, another base colour option, Polar White, is now available, which together with blue painted accents represents the traditional BMW corporate colours in a fresh, dynamic way. In Sport style with the base colour, Limestone Metallic, eye-catching red "R" graphic on the fairing side panels and red frame and wheels, the new BMW G 310 R confidently reveals its sporty side.

4. Production and quality.



Developed in Munich by BMW Motorrad – produced in Hosur, India by the cooperation partner TVS Motor Company.

The all-new BMW G 310 R is produced in Hosur, India by the cooperation partner TVS Motor Company, India's third largest motorcycle manufacturer with a production volume of some 2.5 million vehicles per year. The company has been committed to sustainability for many years and attaches great importance to adhering to defined social and environmental standards which go far beyond what is common practice in India.

TVS Motor Company is the flagship of the TVS Group, which is made up of more than 90 companies in total. These include numerous firms that enjoy an excellent reputation in the automotive sector as suppliers for well-known car makers. Many of these suppliers from within the TVS Group provide the components for the G 310 R.

Quality management and state-of-the-art production following the standards of the BMW Motorrad plant in Berlin-Spandau.

TVS Motor Company's quality management system has been based on Japanese role models for many years. For the G 310 R, this system was extended to include the requirements and standards specific to BMW Motorrad, and within the area of quality management there are interdisciplinary teams from both companies working in close collaboration.

A dedicated production area has been set aside in the factory for production of the G 310 R. Mechanical production of the engine components is carried out on new, high-quality machine tools made by leading German manufacturers. BMW Motorrad was closely involved in an advisory capacity here and production is set up based on the model of the BMW Motorrad plant in Berlin-Spandau. The engine assembly line is completely new and fitted with cutting-edge automation and testing technology for every stage of the process. All the relevant work stages are monitored and automatically recorded with regard to size accuracy, tolerances and bolt-fitting values. Assembly is carried out in a completely sealed, glazed area which can only be accessed via air locks so as to prevent any dirt from entering. At the end of the

engine assembly line, each engine is put through a test bench run where all relevant parameters are measured including output.

Vehicle assembly is also carried out in a dedicated section of the factory reserved exclusively for BMW Motorrad. Here again, state-of-the-art assembly technology is deployed. The final inspection is performed according to BMW Motorrad standards and includes electronic functional testing as well as a final run on the roller test bench for every motorcycle. The roller test bench is also completely new and set up according to Berlin standards.

Furthermore, staff were specially selected and trained by TVS for production and assembly. Additional training programs were held for assembly workers together with colleagues from the BMW Motorrad plant in Berlin-Spandau over a period of more than a year prior to the start of serial production. From the very first motorcycle to come off the production line in India, they have also contributed to the high assembly standards and heightened quality awareness. All in all, production of the all-new BMW G 310 R is subject to the same quality criteria that apply to production at the BMW Motorrad plant in Berlin-Spandau.

5. Equipment program.



An individually harmonised range of BMW Motorrad optional accessories is provided which perfectly matches the overall concept of the G 310 R.

Optional accessories are installed by the BMW Motorrad dealer or by customers themselves. These are features which can be retrofitted, too.

Optional accessories.

- Low seat.
- Comfort seat.
- Luggage bridge.
- 29-litre topcase "Basic" with retaining plate.
- 30-litre topcase.
- LED turn indicators.
- 12-volt socket.

6. Technical specifications.



BMW G 310 R		
Engine		
Displacement	cm ³	313
Bore/Stroke	mm	80/62.1
Power	kW/HP	25/34
at rotational speed	rpm	9500
Torque	Nm	28
at rotational speed	rpm	7500
Design	Water-cooled single-cylinder four-stroke engine, four valves per cylinder, rocker arm-confirmed, two overhead camshafts and one counterbalance shaft, wet-sump lubrication, e-throttle grip, idle lift	
Number of cylinders		1
Compression/Fuel		10.9:1
Valve/Throttle control		DOHC
Valves per cylinder		4
Ø intake/exhaust	mm	33.5/27.2
Ø throttle valves	mm	42
Engine control unit	Electronic injection BMS-E2	
Emission control	3-way closed-loop catalytic converter, emission standard BSVI	
Electrical system		
Alternator	W	330
Battery	V/Ah	12/8
Headlight	W	LED
Starter	kW	0.5
Power transmission, transmission		
Clutch	Self-boosting multi-disc clutch in oil bath, mechanically actuated	
Transmission	Claw-shifted six-speed transmission, integrated in the engine housing	
Primary translation		3.083
Translation ratios	I	3.000
	II	2.063
	III	1.588
	IV	1.286
	V	1.095
	VI	0.955
Final drive	Endless X-ring chain with shock damping in rear wheel hub	

BMW G 310 R			
Chassis			
Frame design			Tubular spaceframe
Wheel guide, front wheel			Upside-down fork Ø 41mm
Wheel guide, rear wheel		Drawn die-cast aluminium, directly hinged central spring strut, spring base adjustable	
Spring travel, front/rear	mm		140/131
After-run	mm		102.3
Wheelbase	mm		1,374
Steering head angle	°		64,9
Brakes	front	Single-disc brake Ø 300 mm, 4-piston radial brake calliper	
	rear	Single-disc brake Ø 240 mm, 1-piston floating calliper	
ABS			BMW Motorrad ABS
Wheels		Five-spoke light metal die-cast wheels	
	front		3.0 x 17"
	rear		4.0 x 17"
Tyres	front		110/70 R 17
	rear		150/60 R 17
Dimensions and weights			
Overall length	mm		2,005
Total width (across hand lever)	mm		849
Seat height at vehicle kerb weight	mm		785
DIN vehicle kerb weight, fully fuelled and ready for driving	kg		158.5
Perm. total weight	kg		345
Fuel tank capacity	l		11
Driving data			
Fuel consumption (WMTC)	l/100 km		3.33
Maximum speed	km/h		143