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**THE 2011 BMW G 650 GS**

**The Success Story of the BMW Motorrad Single Cylinder Continues**

**Woodcliff Lake, NJ – November 22, 2010…** BMW Motorrad has added yet another attractive member to its BMW GS family with the introduction of the new BMW G 650 GS. With its lean, wiry off-road stature, the new single-cylinder enduro cuts a light and adventurous figure and stands out clearly from its rivals in terms of quality, equipment, and comfort. In conjunction with its relatively low weight and the low seat height, it offers an attractive means of entry to the passion of motorcycling and the fascinating world of BMW GS adventure.

**New updated version with a high torque and low consumption single-cylinder engine.**

This liquid-cooled single-cylinder engine with double overhead camshafts has a displacement of 652 cc, delivers 48 hp at 6500 rpm, and develops a maximum torque of 44 lb/ft.

Due to electronic fuel injection, twin-spark ignition, high compression ratio of 11.5:1, and a closed-loop catalytic converter, this single-cylinder engine is designed for maximum riding pleasure with the best possible efficiency and minimal environmental impact. Low consumption values of only 3.2 liters per 100 km at a constant 90 km/h (approximately 66 mpg city) are possible.

In conjunction with the claw-shifted five-speed gearbox, the high-revving single-cylinder engine in the new BMW G 650 GS offers increased performance on winding back roads. Its beefy torque curves and quick response also allow detours to be handled with supreme ease beyond asphalt roads.

**Suspension technology.**

The suspension of the new G 650 GS was developed primarily for riding on back roads and utilizes a bridge frame of steel tubing and a bolt-on rear frame. The front wheel is controlled by torsionally rigid telescopic forks, the rear system a solid dual swing arm of square steel sections in conjunction with a monoshock linked via a lever system.

The brake system consists of a single brake disc at the front and rear. The BMW Motorrad ABS, available as optional factory-installed equipment, can be deactivated for off-road riding.

**Typical enduro design and color concept in the style of the BMW GS family.**

The body of the new G 650 GS is completely redesigned. The front section makes the single-cylinder enduro light, sporty, and dynamic.

The engine, exhaust covers, frame, swing arm, and fork tubes, which are all black, contrast with the colors of aura white and orange-red as well as the matching two-tone seat.

The new BMW G 650 GS will be produced at the BMW Motorrad plant in Berlin Spandau.

**The following is an overview of the primary features of the new BMW G 650 GS:**

* Reliable, high torque, and low consumption single-cylinder engine with 652 cc displacement.
* Engine power 48 hp at 6500 rpm and maximum torque 44 lb/ft at 5,000 rpm.
* Bridge frame and swing arm of steel, telescopic forks, and monoshock (spring travel front 6.7 inches, rear 6.5 inches).
* Cast light alloy wheels in new design. Diameter front 19”, rear 17”. Wider rear wheel rim for better riding stability.
* Brake system with single brake disc at front and rear and OFF/ON BMW Motorrad ABS (optional factory-installed equipment).
* Redesigned windshield with GS molding and two-tone seat.
* Narrow and ergonomic 3.7 gallon tank.
* Three different seat heights: standard 30.7 inches, low suspension 29.5 inches (as optional factory-installed equipment), high seat (black) 32.3 inches.
* Sporty cockpit design with asymmetrical headlamp and instrument panel.
* Luggage carrier with lockable storage compartment.
* Smoky grey turn signal lenses.
* New handlebar mounts.
* Extensive optional factory-installed equipment: BMW Motorrad ABS (ON/OFF), heated grips, anti-theft alarm system, center stand, power socket, low suspension.
* Extensive optional accessories.

**Technology and Design**

**High torque, economical single-cylinder engine.**

The heart of the new BMW G 650 GS is the 652 cc single-cylinder engine with four valves, double overhead camshafts, electronic fuel injection, and twin-spark ignition. With a power output of 48 hp at 6500 rpm and a maximum torque of 44 lb/ft at 5000 rpm, coupled with its low weight of only 423 lbs with a full fuel tank, it is the perfect enduro on back roads and easy terrain.

A counterbalance shaft suppresses vibrations. In conjunction with a closed-loop catalytic converter and the engine controller BMS-C II, this engine with its twin-spark ignition conform to all applicable emission regulations. Additional benefits are ride comfort, throttle response, and remarkably low fuel consumption.

With a compression ratio of 11.5:1, the engine is designed for a fuel quality with an octane number of at least 91 RON. At a constant 90 km/h, fuel consumption is only 3.2 liters per 100 km (approximately 66 mpg city), so ranges of 215 miles and more are possible. Engine cooling is assured with 0.34 gallons of coolant. The coolant level can be checked easily using the inspection window integrated in the GS inscription on the left side.

Power is transmitted by a claw-shifted five-speed gearbox. As usual for the enduro segment, the secondary drive is transferred via an O ring chain. For improved acceleration, particularly when starting off or passing, the enduro features a relatively short secondary ratio with 16/47 teeth (1:2.937).

**Suspension handling with the ideal combination of back road and offroad qualities.**

Strength typical of enduros, the new BMW G 650 GS has a tubular bridge frame of steel sections with bolt-on rear frame. The dual swing arm is supported against the frame via a monoshock and lever deflector and is made of a stable square steel section.

The telescopic forks are equipped with a fork stabilizer and a fixed fork tube that is 1.6 inches in diameter. The spring travel is 6.7 inches at the front and 6.5 inches at the rear (low suspension 5.5 inches / 5.1 inches), so moderate seat height is combined with offroad practicality that is suitable for easy terrain.

Easy off-road rides are mastered with the redesigned cast light alloy wheels equipped as standard. For improved riding stability at higher speeds, the rear wheel rim was widened from 3.0” to 3.5”. Tires in the sizes 110/80 R19 59V and 140/80 R17 69V are installed on the 2.50 x 19“ front rims and the 3.50 x 17” rear rims respectively.

The frame of the new BMW G 650 GS is designed for the greatest possible agility on back roads, but without sacrifice to comfort. The high degree of riding stability, steering precision, and handling inspire confidence even in new motorcyclists.

Featuring a 11.8 inch disc brake at the front and a 9.5 inch disc brake at the rear, the brake system of the new BMW G 650 GS is designed for stable and easily controllable braking. As part of its optional factory-installed equipment, the BMW G 650 GS also offers an ABS system, providing even greater safety in braking maneuvers. For offroad riding, the BMW Motorrad ABS can be deactivated.

**Enduro ergonomics.**

The single-cylinder models from BMW Motorrad have been characterized by a compact design and easy handling. The rear tank with its low center of gravity is a key contributor to the agile handling properties of the new G 650 GS. The new, particularly narrow, tank shape serves to improve yet again the inner leg length and therefore the ease of dismounting from the G 650 GS. In addition, the narrower seat/frame allows the rider to easily stand when maneuvering offroad.

The new BMW G 650 GS is available with three different seat heights. Besides the standard seat, the low suspension as optional factory-installed equipment and the retrofit high seat make sure that virtually every motorcyclist feels comfortable on the G 650 GS.

A relaxed seating position and optimal control are achieved with a new wide and ergonomically molded handlebar. The clutch lever can be adjusted to each rider’s individual reach.

At higher speeds the standard windshield offers increased protection to the rider’s upper body from wind and directs oncoming wind over the helmet. A taller windshield is available as a BMW Motorrad optional accessory.

**Modern sporty design.**

The asymmetrical headlamp, the sporty turn indicators with smoky grey lenses, and the front wheel fender give the new G 650 GS an unmistakable design and immediately distinguishes it as a genuine BMW GS.

Completely new is the compact, flat instrument panel, consisting of an analog speedometer and an LCD display with digital tachometer. This LCD display also presents additional information, such as miles traveled, two trip counters and the time. For turn signals, high beam, idling, fuel reserve, ABS, and engine temperature, the LEDs are arranged to the right of the round instrument. In addition, simple and safe handling is ensured by new, compact, multifunctional switches operated like conventional indicators.

**Optional equipment and optional accessories – the perfect potential for personalizing the BMW G 650 GS.**

Optional equipment is factory installed and is integrated in the production process. Optional accessories are installed by the BMW Motorrad dealer, so the motorcycle can be fitted with options following delivery, as well.

**Optional equipment.**

 \* Also as optional accessory retrofits.

 • BMW Motorrad ABS (ON/OFF) incl. hazard warning flashers.

 • Heated grips.\*

 • Anti-theft alarm system.\*

 • Charging socket.\*

 • Center stand.\*

 • Low suspension (seat height 29.5 inches).

**Optional accessories.**

\*\* Also available as optional factory-installed equipment.

 **Storage space range.**

 • Vario saddle bags in a new design.

 • Saddle bag mounts.

 • Inner bags for vario saddle bags.

 • Topcase.

 • Inner bag for topcase.

 • Tank bag.

**Ergonomics and comfort.**

 • Heated grips.\*\*

 • Charging socket.\*\*

 • Center stand.\*\*

 • Seat, high (plain black, seat height 32.3 inches).

 • Single seat with luggage compartment (plain black, seat height 30.7 inches).

 • Hand protectors.

 • Tall windshield.

**Safety.**

 • Anti-theft alarm system.\*\*

**Technology.**

 • Engine guard, aluminum.

 • Engine protection bar.

 • LED lamp for charging socket.

**Dynamic color scheme in the GS character.**

The typical enduro character of the new BMW G 650 GS is underscored by the colors orange-red and aura white. The engine, center cover, exhaust covers, frame, swing arm, and fork tubes are black in color.

The Nürburg silver of the engine cover for alternator and clutch, the magnesium of the wheels, and the turn signals with the smoky grey lenses offer a contrast to the painted body panels. The dynamic appearance of the G 650 GS is underscored in the detail of the BMW GS inscription on the speedometer dial, the windshield, and the side badge mounts.

 The grey/black seat combination is offered as standard equipment.

**Technical Specifications**

**BMW G 650 GS**

**Engine**

Displacement 652 cc

Bore/Stroke 100/83 mm

Power 48 hp @ 6,500 rpm

Torque 44 lb/ft @ 5,000 rpm

Design water cooled, single-cylinder four-stroke engine

Number of cylinders 1

Compression/fuel 11.5:1/regular unleaded (91 RON)

Valve timing bucket tappet

Valves per cylinder 4

Intake/exhaust 36/31 mm

Throttle valve diameter 43 mm

Carburetion BMS-C II

**Electrical System**

Alternator 400 W

Battery 12 V / 12 Ah

Headlight Low Beam: 12V 55/55W

 High Beam: 12V 55/55W

Starter 0.9 kW

**Transmission**

Clutch Multidisc oil bath clutch, mechanically actuated

Gearbox Synchromesh five-speed gearbox built into crankcase

Primary ratio 1.946

Gear transmission ratio I 2.750

 II 1.750

 III 1.313

 IV 1.045

 V 0.875

Rear wheel drive Continuous O ring chain with shock damping in the
 rear wheel hub

Final ratio 2.937

**Chassis**

Frame construction type Steel bridge frame with bolt-on rear frame

Front wheel suspension Telescopic forks with fork brace

Rear wheel suspension Boxed dual swing arm of steel sections, central

 spring strut actuation via lever system

Spring travel front/rear 6.7/6.5 inches

Front wheel trail 4.5 inches

Wheelbase 58.2 inches

Steering head angle 61.9˚

Brakes Front Hydraulically actuated single disc brake,

 11.8 inch floating two-caliper brake

 Rear Hydraulically actuated single disc brake,

 9.5 inch floating single-caliper brake

ABS BMW Motorrad ABS, ON/OFF (optional equipment)

Wheels Aluminum cast wheels

 Front 2.50 x 19”

 Rear 3.50 x 17”

Tires Front 110/80 R19

 Rear 140/80 R17

**Dimensions and weights**

Total length 85.2 inches

Overall width with mirrors 36.2 inches

Seat height (without rider) 30.7 inches standard

 29.5 inches low suspension / low seat

 32.3 inches high seat

Unladen weight, including 90% fuel 423 lbs

Permitted total weight (GVW) 838 lbs

Fuel tank capacity 3.7 gallons

**Performance figures**

Fuel consumption Approx. 66 mpg city (3.2 liter/100 km @ 90 km/h)

 Approx. 66 mpg hwy (4.3 liter/100 km @ 120 km/h)

Acceleration (0-62 mph) 5.7 sec

Maximum speed Over 100 mph

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## BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; DesignworksUSA, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group’s global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 338 BMW passenger car centers, 336 BMW Sports Activity Vehicle centers, 143 BMW motorcycle retailers, 100 MINI passenger car dealers, and 31 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group’s sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

Information about BMW Group products is available to consumers via the Internet at:

[www.bmwgroupna.com](http://www.bmwgroupna.com/)

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