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The New BMW C 650 Sport and C 650 GT **Dynamic Scooters For Sport Riding, Touring and Urban Cruising**

Woodcliff Lake, NJ – November 20, 2015...With the new BMW C 650 Sport and C 650 GT, BMW Motorrad continues its series of premium vehicles in the scooter segment. Perfect for the city and other urban environments, they combine practicality and cost-efficiency with maximum riding fun and touring comfort. Riders with fondness for sport riding will appreciate their prowess on winding country roads as well as lengthier tours.

The differing conceptual emphasis of each of the two BMW scooters reaches a broader market segment than earlier scooters: the C 650 Sport is geared towards riders with sportier ambitions, while the C 650 GT sets its sights on those who attach greater importance to comfort and touring capability.

With an extensively modified drivetrain, more comfortable suspension settings and a completely revised design for the C 650 Sport, they offer – more than ever before – the excellent ride qualities of a motorcycle with the specific agility and comfort offered by the scooter concept.

Optimal drivetrain set-up and new exhaust system for a more active riding experience.

The 2-cylinder in-line engine with a capacity of 647 cc once again ensures dynamic propulsion in the new scooters. The rated output in both models is 60 hp (44 kW) at 7,500 rpm. Engine mapping was redefined for use in the new C 650 Sport and the new C 650 GT to satisfy the requirements of the EU4 pollutant class. In addition, a new silencer gives the vehicles a more dynamic look as well as provides a particularly full sound while adhering to the new ECE R41-04 noise test regulations.

A new CVT transmission set-up in conjunction with new clutch linings enables optimal clutch engagement and therefore a significantly more dynamic take-off response. This was achieved by changing the transmission ratio spread of the CVT as well as by fine-tuning the centrifugal force weights.

New suspension and damper set-up for increased comfort.

The suspension construction of the new C 650 Sport and C 650 GT continues to use a torsionally stiff hybrid composite structure consisting of a tubular steel bridge frame and a

die-cast aluminum unit in the area of the swingarm bearing. Retaining the existing spring travel of 4.5 inches in each case, it was possible to create a more comfortable suspension set-up. As a result, the C 650 Sport and C 650 GT offer a perfect compromise between sport riding and comfort.

Standard ABS and ASC significantly improve safety when braking and accelerating..

Based on the “Safety 360°” principle, the optimum design of the brake system in conjunction with the standard BMW Motorrad ABS Bosch 9.1MB ensures the very highest level of active riding safety. Another safety bonus is the ASC (Automatic Stability Control), which is now equipped as standard.

Completely new dynamic design for the C 650 Sport and detailed stylistic fine-tuning for the C 650 GT.

The new edition of the two models features a more modern, dynamic and future-oriented design for the C 650 Sport. This integrates it seamlessly in the BMW Motorrad design philosophy. By contrast the C 650 GT – positioned in the Comfort sub-segment – has been fine-tuned with new rear side trim panels and a new rear light unit. Both models have also been fitted with newly designed instrument dials as well as new handlebar trim. Other new features include the revised design of the center stand, which improves the ease of operation.

The attractive paint finishes of the new C 650 Sport and C 650 GT.

The C 650 Sport and C 650 GT are each offered in three color variations. The Valencia Orange metallic matt of the C 650 Sport highlights its athletic character and in conjunction with the contrasting surfaces gives it a dynamic, modern appearance. By contrast, Lightwhite non-metallic makes the new C 650 Sport look premium, compact and light. In Blackstorm metallic, the new C 650 Sport appeals to a more classically oriented rider. In the C 650 GT, Blackstorm metallic highlights the elegant character of the vehicle, while Frozen Bronze metallic in conjunction with a contrasting tone creates a harmonious paint finish that clearly emphasizes the styling of the new C 650 GT. Lightwhite non-metallic highlights the dynamic side of the C 650 GT. This color gives it a particularly light and agile look.

An overview of the new features in the C 650 Sport and C 650 GT:

- New CVT set-up in conjunction with revised clutch linings for more dynamic clutch engagement and a more spontaneous take-off response.
- New suspension and damping set-up for an ideal compromise between sport and comfort.
- In addition to ABS, ASC is also now standard for improved safety when accelerating.
- Completely new, dynamic design for the C 650 Sport.

- Detailed stylistic fine-tuning for the C 650 GT.
- New silencer for a fuller sound and more dynamic appearance.
- New instrument dial design.
- New handlebar trim elements with chrome applications.
- New, higher-quality surfaces (with graining effects).
- Revised design of the center stand for easier use.
- New paint finishes for the C 650 Sport: Valencia Orange metallic matt, Lightwhite non-metallic and Blackstorm metallic.
- New paint finishes for the C 650 GT: Blackstorm metallic, Frozen Bronze metallic and Lightwhite non-metallic.

Vehicle Technology and Design.

Powerful 2-cylinder in-line engine with an improved CVT and new exhaust system.

In the new C 650 Sport and the new C 650 GT, the 2-cylinder in-line engine with a capacity of 647 cc once again ensures dynamic propulsion. The rated output in both models is 60 hp (44 kW) at 7,500 rpm. The maximum torque of 46.5 ft/lb (63 Nm) is available at 6,000 rpm. The maximum engine speed is 8,500 rpm.

In order to achieve a low mounting position and therefore a low center of gravity, the engine has a cylinder bank that is tilted forward by 70 degrees. The characteristic sound and low level of vibration are due to the 90-degree crankpin offset, 270-degree ignition spacing and two counterbalance shafts powered by spur gears.

The sophisticated cooling concept ensures optimum thermal balance in the 2-cylinder in-line engine. Here, coolant flows transversely through the cylinder head, entering at the front of the cylinder head on the hot exhaust side. The intensive cooling effect rapidly dissipates the heat precisely at the point of maximum thermal stress, thereby ensuring excellent temperature compensation. The aluminum radiator with plastic water containers and integrated thermostat has the same high-performance radiator network as is used in BMW motorcycles. Due to its high degree of efficiency and excellent air intake and through-flow, a relatively small surface is sufficient for operationally reliable heat dissipation in all conditions.

Carburation of the 4-valve engine with two overhead camshafts is handled by an electronic fuel injection system. Meanwhile, oil is supplied by a dry sump system with a dual oil pump, and an efficient cooling concept ensures optimum thermal balance in the 2-cylinder engine. Engine mapping was redefined for use in the new C 650 Sport and the new C 650 GT with a view to satisfying the requirements of the EU4 pollutant class.

Power transmission is by means of a directly integrated CVT (Continuously Variable Transmission), which underwent extensive revisions for use in the new C 650 Sport and the new C 650 GT. As a result, a new CVT set-up in conjunction with an optimal clutch provides more responsive acceleration.

Softer springs and optimal clutch linings are used in the centrifugal clutch.

In addition to increased roller weights, the transmission ratio spread of the CVT has been increased from 2.42 to 2.95. The long CVT ratio is now 0.82 instead of 1.00. The gear reduction ratio between the CVT output shaft and driven shaft has been shortened from 2.72 to 3.28.

In addition to a more spontaneous take-off response, this also makes for an increased top speed (112 rather than 108 mph).

The new exhaust system is still made of stainless steel, but does not have a front silencer in the new C 650 Sport or GT. Fitted only with a rear silencer, it now offers a particularly full and throaty sound.

New suspension and damping set-up for increased comfort in the C 650 Sport and C 650 GT.

The suspension construction of the new C 650 Sport and the new C 650 GT continues to use a torsionally rigid hybrid composite structure consisting of a tubular steel bridge frame and a die-cast aluminum unit in the area of the swingarm bearing. In addition, the 2-cylinder in-line engine acts as a self-supporting element, thereby ensuring a highly rigid structure that results in a stable and directionally precise riding response.

The mounting of the light alloy, cast, single-sided swingarm with coaxial pivot point also addresses the desire for maximum ride stability. In this way the new C 650 Sport and the new C 650 GT combine solid directional stability at high speeds on the highway with easy maneuverability in city traffic as well as transparent feedback for the rider – just like a motorcycle.

The spring elements now go further toward meeting sophisticated demands in terms of sporty flair and comfort. For example, the spring rate of the upside-down fork with its generously sized fork tube diameter of 40 millimeters was changed, as was that of the spring strut, which is horizontally mounted on the left for optimal accessibility of the adjustment mechanism.

A reduction of the spring rate by ten percent now ensures a more fine-tuned response across the entire range without negatively impacting vehicle stability. Retaining the previous spring travel of 4.5 inches front and rear, it was possible to achieve an ideal compromise between ambitious sport-style riding and comfortable travel.

Meanwhile, the 15-inch wheels ensure maximum ride stability as well as excellent agility and handling. At the front, the C 650 Sport and C 650 GT both have a 5-spoke die-cast light alloy wheel sized 3.5 × 15 inches. The tire size is 120/70 R 15. The dimension of the rear wheel is 4.5 × 15 inches and it is fitted with a tire size of 160/60 R 15.

For the center stand, the design and position of the setting pin were updated for increased ease and convenience. As a result, 30 per cent less physical effort is required.

ABS and ASC as standard for maximum safety when braking and accelerating.

In keeping with BMW Motorrad tradition, the optimal design of the braking system in conjunction with standard BMW Motorrad ABS ensures the very highest level of active riding safety. For the front, a twin disc braking system with a diameter of 270 millimeters includes two 2-piston floating calipers for ideal deceleration. For the rear, this function is performed by a single-disc system also with a diameter of 270 millimeters and a 2-piston floating caliper.

In order to achieve stable pressure and optimal control, all brake lines are steel-wrapped. Adapting ergonomics to individual rider needs, the grip distance of both brake levers can be adjusted in five different increments.

The extremely small and light 2-channel Bosch 9.1MB ABS enables independent regulation of the two brake circuits for the front and rear brake, so controlled and reliable braking is possible even in cases of adverse road conditions or in dangerous situations.

Another safety bonus – especially on slippery road surfaces (i.e. where there is a low friction coefficient) – is now provided by Automatic Stability Control ASC as a standard factory-equipped feature. Wheel slip is detected by the engine management system and, if necessary, engine torque is reduced.

Parking brake activated automatically via side stand.

BMW Motorrad was able to develop a particularly innovative solution for the parking brake, which is a compulsory feature for scooters. While the brake normally has to be activated by the rider using a separate lever, in the C 650 Sport and C 650 GT this happens automatically when the side stand is folded down. Here, a second mechanically operated brake caliper is activated at the rear by means of a cable pull, ensuring the vehicle is unable to roll away and ensure secure parking.

Multifunctional instrument cluster with wide-ranging information functions.

The electrical system of the new C 650 Sport and the new C 650 GT is also based on the well-established vehicle electrical system found in BMW Motorcycle models. It is a CAN (Controller Area Network) bus system. A power socket is installed in the left-hand storage compartment as standard. This can be used to charge a mobile phone during travel, for example, while it is connected simultaneously to the BMW Motorrad Communication System in the rider's helmet via Bluetooth.

The instrument cluster on the scooter provides a wide range of information. It has a large, easily readable LCD screen with integrated engine speed display and an analog speedometer with a newly designed scale for perfect reading. In addition, all indicator lights have been integrated in the instrument cluster. In developing the instrument cluster, particular importance was attached to excellent clarity as well as to the elimination of reflections on the display. The lighting of the analog speedometer and LCD display is orange-colored for easy readability.

Another comfort feature is the automatic turn indicator reset function. Here, the turn indicators are automatically deactivated after a period of at least ten seconds or a distance of 230 yards.

In addition to the fuel level display with eight bar symbols, the instrument cluster provides information on distances covered. It also displays data drawn from the on-board computer, such as mileage remaining after reaching a fuel level of 1 gallon, date and time, average fuel consumption and speed, outside temperature and service information.

In the upper section of the display, warning messages are shown in the form of text and symbols, for example if a bulb fails. The operating condition of the heated grips and seat heating – available as a factory option – is also shown on the display.

LED lighting and ‘Way Home’ function.

As in the predecessor models, the two scooters C 650 Sport and C 650 GT are fitted as standard with a rear light and storage compartment lighting featuring LED technology. The particular benefits of LEDs include a high level of reliability, a long service life, a high light yield and low power consumption.

The front light of the C 650 Sport comprises one headlamp each for low and high beam and two position lights.

The C 650 GT also has two headlamps. There is a ‘Way Home’ function for the position lights and storage compartment lighting, meaning that they remain on after the vehicle has been parked.

Completely new dynamic design for the C 650 Sport and detailed stylistic fine-tuning for the C 650 GT.

Even when the models were originally launched, the design of the BMW C 650 Sport and the C 650 GT set the benchmark in the scooter segment. In visual terms the two BMW Motorrad scooters are clearly distinct from their competitors – one with its sporty, dynamic styling, the other luxurious and elegant.

The new edition of the two models gives the C 650 Sport a more modern, dynamic and future-oriented touch, integrating it seamlessly in the BMW Motorrad design philosophy. Meanwhile, the C 650 GT has been fine-tuned with new rear side trim panels, a new rear LED light unit and new handlebar trim.

Visual and technical orientation of the new C 650 Sport and the new C 650 GT towards BMW motorcycles.

The BMW Motorrad kinship of the two new scooters is clearly reflected, both in their technology and their visual appearance. A generously sized upside-down fork and twin disc brake are the dominant features of the front. The rear is dominated by a single-sided swingarm, dynamically designed in a style that is typical of BMW motorcycles and featuring a large, hollow wheel axle. The characteristic division of the front silhouette into two halves – the so-called split face – is another striking design feature that is typical of BMW Motorrad models.

In both vehicles the handlebar protectors exhibit new styling with a high-gloss central section and chrome applications, while all grained surfaces within the rider's field of vision have been updated. What is more, the mounting of the rear mirrors has been optimized for the C 650 GT to provide riders the best rear view in all conditions.

More dynamic, sportier appearance for the C 650 Sport.

The new C 650 Sport features completely redesigned body parts and a new paint finish. This fresh design interprets the appearance of the scooter in a way that expresses maximum dynamic performance. The effect of closed geometry in the front section puts a visual emphasis on the front wheel. By contrast, the rear section is focused on adding character with detailed styling, creating proportions that further push the sense of dynamics and movement toward the front wheel. Here, the surfaces are more streamlined, conveying sporty flair and agility. Styling in the seat area also underscores this sporty character, while double tapered surfaces evoke a striking athletic style.

Genetic styling connection with the BMW Motorrad sport oriented bikes.

Based on the genes of the BMW Motorrad sport oriented bikes, a DNA line starting from the high rear runs deep into the front wheel, finishing in the athletic styling of the front

section. The low-reaching front section and the high rear give the new C 650 Sport a definite forward thrust from the side view, and the dynamic line rising to the rear makes a sporty statement within the tautly styled silhouette. Every line and every surface of the C 650 Sport was deliberately reworked.

Striking surface styling and precise lines give the side a sense of slenderness and speed. The even sportier and more dynamic appearance of the C 650 Sport is massively enhanced by the new rear silencer mounted on the right-hand side, promising power and riding dynamics. Even more markedly than in the C 650 GT, the easily visible spring of the spring strut finished in white lends an unmistakable technical and dynamic emphasis to the C 650 Sport.

Form and function are perfectly blended in the lower side trim panels. These elements provide wind and weather protection for the rider while also acting as a fairing component. Details, such as stainless steel inserts in the floorboards, round off this area with a touch of exclusivity.

Sporty flair, dynamic performance and agility are the central styling statements of the new C 650 Sport.

From the front, the new C 650 Sport instantly exhibits its BMW Motorrad kinship. The slim silhouette with a pronounced V-shape conveys maneuverability and agility. At the same time, the pattern of painted surfaces and trim parts emphasizes the striking shoulders, injecting power and sculpture into the front section.

The heavily tilted, symmetrical headlamps give the new C 650 Sport a focused, determined look. The dynamically contoured light outlets have deliberately been recessed to give the front a low, sporty appearance. The interplay between the painted exterior surfaces and the central front trim section in the contrasting finish of dark slate, enhanced by the different surface textures, also provides an interesting contrast. The front fender complements the split face, its striking geometry emphasizing its streamlined appearance.

The slender silhouette of the rear view expresses the agility and maneuverability of the new C 650 Sport. The twin-pipe silencer emphasizes the power and riding dynamics of the new scooter while also making authentic reference to the 2-cylinder engine. The new C 650

Sport underscores its modern, dynamic character with its rear carrier design. Durable in structure, it acts as a license plate holder and also features a luggage rack mounted on the grab handles that acts as a mount for an optional top case.

High-quality workmanship for riders focusing on material quality and functionality.

The new C 650 Sport presents the rider with generous surfaces and high-quality materials. The design of the rider's cockpit deliberately conveys the impression of a full-fledged interior. The clear styling of the display elements provides excellent clarity and the newly designed circular instrument dial has a clear, refined graphic that is reminiscent of an exclusive wristwatch. The fresh style of the shapes and surfaces also means that details such as the gas cap, grab handles and seat seams have been revised.

Generous storage, including BMW flex-case, in the C 650 Sport.

Although the rear section of the C 650 Sport is considerably more slender and sporty in style, BMW Motorrad developers were able to integrate a storage concept with sufficient space for two helmets in this model. The so-called BMW flex-case was developed for this purpose. This comprises a flap in the rear base which can be opened to provide a downward extension of the storage space. This versatility is enabled by the use of a highly rigid but pliable material based on Kevlar that creates a flexible yet dirt-resistant and waterproof connection between the flap and the rear base. Globally unique to date, this BMW Motorrad patented storage solution allows two helmets to be stored when the scooter is parked. During travel, the BMW flex-case is folded, preserving the slim, sporty silhouette. A safety switch prevents the engine from being started when the BMW flex-case is open.

Meanwhile, in the C 650 GT, the generous storage space includes a large compartment (approx. 60 liters) under the seat and emphasizes the vehicle's high level of suitability for touring and long-distance riding. The storage compartment at the rear of the C 650 GT has interior lighting and space for two helmets.

Both models offer additional storage space at the front of the step-through frame in the form of two glove compartments, and the one on the left-hand side includes a locking function. It is locked automatically when the vehicle is parked and locked. The newly

designed storage compartment release levers in the C 650 Sport now feature a higher-quality chrome surface. Other carefully conceived solutions, such as heated handlebar grips (factory option) and an adjustable windshield (electrically adjustable in the C 650 GT), ensure a high level of comfort and everyday practicality.

The differences between the C 650 Sport and C 650 GT are also reflected in their ergonomics. In line with its dynamic aspirations, the C 650 Sport has a seat height of 31.5 inches, ensuring a sporty, front-wheel-oriented seating position in conjunction with the flat positioning of the handlebars. In the C 650 GT the seat height is 31.7 inches. In combination with the higher handlebars, this results in a touring-style riding posture that is both upright and comfortable.

Equipment Program

Optional equipment and Original BMW Motorrad accessories for comprehensive customization.

Popular BMW Motorrad customization options are available for the new C 650 Sport and the new C 650 GT.

Optional equipment is factory installed and is integrated in the production process. Original accessories are installed by the BMW Motorrad dealer or by customers themselves.

Optional equipment.

- Alarm system (DWA).

Optional equipment packages.

Highline package.

- Heated grips.
- Heated seat
- Tire pressure monitor (TPM).

Highline package with low seat.

- Heated grips.
- Tire pressure monitor (TPM).
- Low saddle seat (no seat heating)

Original BMW Motorrad Accessories.

Storage.

- Top case, 35 liters.
- Luggage rack.
- Liner for top case.
- Center tunnel bag, 12 liters.
- Luggage compartment partition net.

Comfort and Design.

- Windshield, tinted (C 650 Sport only).
- Sport windshield, clear/tinted (C 650 Sport only).
- Sport seat incl. seat heating (C 650 Sport only).
- Exclusive seat incl. seat heating (C 650 GT only).
- Rain cover for seat.
- Wind deflector.
- Scooter coat (protection from wind, rain and cold for the rider).
- Backrest for passenger.
- Chrome elements comprising passenger footrests, handlebar weights, footboard inserts.

Navigation and Communication.

- BMW Motorrad Navigator V.
BMW Motorrad Navigator Street
- Holder for BMW Motorrad Navigator V or Street.
- BMW Motorrad Communication System.
- BMW Smartphone cradle.
- Mobile phone insert for storage compartment.
- BMW USB charger.

Safety and electrical system.

- Alarm system (DWA).
- Drop pads.
- Scooter lock.

- Additional power socket.

To complement the new scooters, BMW Motorrad has also expanded its range of rider equipment to include attractive products for urban mobility.

Paint Finishes.

The C 650 Sport and C 650 GT are each offered in three different color options.

The Valencia Orange metallic matt of the C 650 Sport highlights its compact, sporty character and, in conjunction with the contrasting surfaces, gives it a dynamic, modern appearance.

Lightwhite non-metallic in combination with the matt contrasting surfaces gives the new C 650 Sport a premium, compact and light appearance.

In Blackstorm metallic combined with the contrasting surfaces, the new C 650 Sport appeals to a more classically oriented clientele.

For the C 650 GT, Blackstorm metallic in conjunction with the fluid styling and contrasting surfaces highlights the vehicle's elegant character.

Frozen Bronze metallic in conjunction with a contrasting tone creates a harmonious paint finish that clearly emphasizes the styling of the new C 650 GT.

Lightwhite non-metallic highlights the dynamic side of the new C 650 GT. This color gives it a particularly light and agile look.

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; Designworks, 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 and X4 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 339 BMW passenger car and BMW Sports Activity Vehicle centers, 150 BMW motorcycle retailers, 123 MINI passenger car dealers, and 36 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:

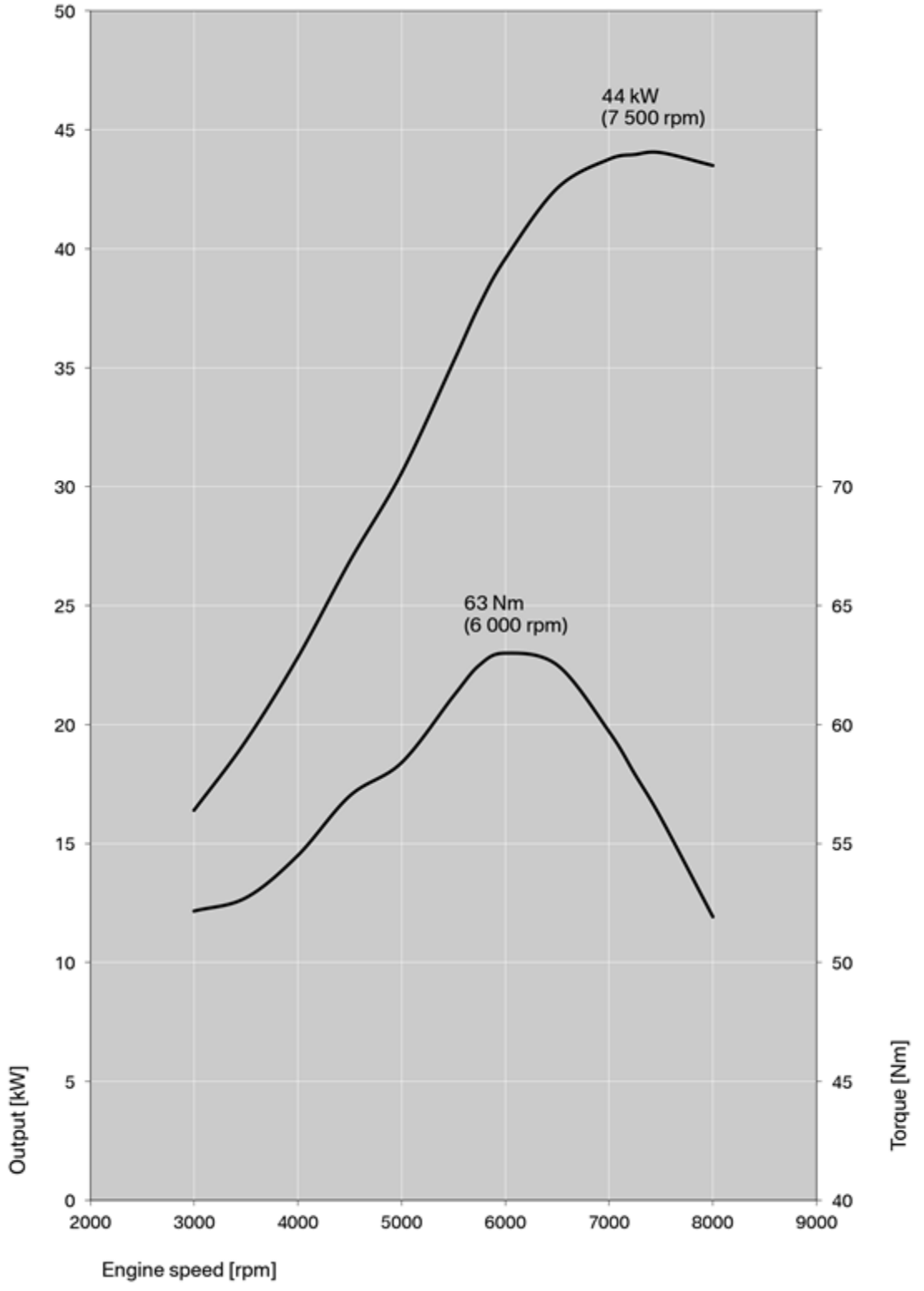
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Engine Output and Torque.

60 hp



46 lb-ft

Technical Specifications

(C 650 Sport specifications apply to the C 650 GT except where noted)

	BMW C 650 Sport	BMW C 650 GT
Engine		
Capacity	cc	647
Bore/stroke	mm	79/66
Output	hp/kW	60/44
at engine speed	rpm	7 500
Torque	Lb/ft	46
at engine speed	rpm	6 000
Type	Water-cooled 2-cylinder 4-stroke in-line engine, four valves per cylinder with bucket tappets, two overhead camshafts, dry sump lubrication	
Compression/fuel	11.6/1	
Valve control	DOHC (double overhead camshaft)	
Valves per cylinder	4	
Ø intake/outlet	mm	31.5/27.1
Throttle valve diameter	mm	38
Carburation	BMS-E2	
Electrical system		
Alternator	W	508
Battery	V/Ah	12/14
Headlight	High beam/low beam: 12 V/55W Halogen H7	
Rear light	LED brake light/rear light	
Starter	kW	0.6
Power transmission - gearbox		
Clutch	Radial centrifugal clutch	
Gearbox	Continuously variable CVT belt transmission	
Primary ratio	1.06	
Rear wheel drive	Chain in oil bath	
Rear wheel drive gear ratio	3.28	
Suspension		
Frame construction type	Tubular steel frame, self-bearing drive unit, tubular steel rear frame	
Front wheel suspension	Upside-down fork ø 40 mm	
Rear wheel suspension	Single-sided die cast swingarm	
Spring travel, front/rear	inches	4.5/4.5
Wheel castor	inches	3.6
Wheelbase	inches	62.6
Steering head angle	°	64.6

	BMW C 650 Sport	BMW C 650 GT
Brakes	front	Rigid twin disc brake, diameter 270 mm, 2-piston floating caliper
	rear	Rigid twin disc brake, diameter 270 mm, 2-piston floating caliper
ABS	BMW Motorrad ABS	
Wheels	Die-cast aluminum wheels	
	front	3.50 × 15"
	rear	4.50 × 15"
Tires	front	120/70 ZR15
	rear	160/60 ZR15

Dimensions and weights

Total length	inches	85.9	88.1
Total width with/without mirrors	inches	34.5/30.5	36.1/31.7
Seat height (without rider)	inches	31.5 (standard) 30.7 (option)	31.7 (standard) 30.9 (option)
DIN unladen weight, road ready	lbs	549	576
Permitted total weight	lbs	981	981
Fuel tank capacity	gal	4.1	
Reserve	gal	0.8	

Performance figures

Fuel consumption			
Fuel consumption (WMTC)	mpg	51	
Acceleration			
0-62mph	s	7.1	7.5
Top speed	mph	112	