

BMW

U.S. Press Information

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The new 2027 BMW F 450 RR.

- **New 420 cc parallel-twin engine delivers 48 hp and 32 lb.-ft. of torque.**
- **Easy Ride Clutch allows the rider to start without using the clutch lever.**
- **U.S. market launch of the M Sport variant expected in summer 2027.**
- **MSRP of \$7,815, plus destination.**

Woodcliff Lake, NJ – October 15, 2026 . . . BMW Motorrad USA is proud to announce the new 2027 BMW F 450 RR, a lightweight motorcycle with genuine BMW RR DNA in a mature, approachable package that combines engaging performance, premium features, and innovative technology. The new F 450 RR is the entry point into the world of BMW supersport bikes.

“What I particularly like about the new BMW F 450 RR is how light, direct, and precise it is to ride. To me, that is exactly what a supersport motorcycle should be. It is great fun on twisty roads and performs just as well on the racetrack. At the same time, it clearly carries the DNA of our RR models. For me, it is the perfect entry into the world of BMW RR motorcycles.” **Markus Flasch, CEO, BMW Motorrad**



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BMW F 450 RR FEATURES

- M Sport – U.S. market launch variant.
- 420 cc parallel-twin engine with a balance shaft and 135-degree crankpin offset.
- 48 hp at 8,750 rpm and 32 lb.-ft. of torque at 6,750 rpm.
- Available Easy Ride Clutch (ERC) for significantly improved operating and riding comfort.
- Six-speed transmission with Shift Assistant Pro for fast upshifts and downshifts without operating the clutch.
- Reversible shift pattern for true racing feel on the track.
- Stainless-steel under-belly exhaust system with two catalytic converters.
- Standard "Rain," "Road," and "Race" riding modes, plus ABS Pro, DBC, DTC, and MSR.
- Optional Riding Modes Pro adds the individually configurable "Race Pro" riding mode to the M Sport variant.
- Tubular steel space-frame chassis for optimal rigidity, strength, and precision.

- Front upside-down telescopic fork with rebound and compression adjustment plus rear aluminum hollow-cast double-sided swingarm with central spring shock; adjustable for spring preload and rebound damping.
- Powerful Brembo / ByBre braking system with BMW Motorrad ABS Pro for safe braking even when leaning.
- Forged-aluminum foot controls and side stand for optimized weight.
- Passenger footpeg brackets bolted to the rear frame.
- Standard heated grips.
- Standard full-LED lighting.
- Standard 6.5-inch TFT display with connectivity.
- Standard USB-C charging port.

DESIGN and ERGONOMICS

"With the new BMW F 450 RR, we have consistently translated the iconic design language of the S 1000 RR into the 48-hp class. The pronounced nose-down, tail-up stance, signature RR flyline, and distinctive winglets give it a clear forward orientation. At the same time, the asymmetrical side fairing panels with their characteristic gills, the split face, and the striking light signature take up defining elements of RR DNA and reinterpret them in a standalone, compact, and dynamic form. The bodywork, ergonomics, and riding position form a unified design that makes the supersport character immediately tangible."

Alexander Buckan, Head of Design BMW Motorrad

The new 2027 BMW F 450 RR: A lightweight supersport motorcycle.

The new BMW F 450 RR was developed as a standalone supersport motorcycle within the BMW F 450 model family. The focus was on signature BMW riding enjoyment, enabled by a supersport-specific chassis and geometry engineering, rigorous weight optimization, and a powerful parallel-twin engine.

The pronounced nose-down, tail-up stance gives the new F 450 RR a distinctly dynamic, front-wheel-oriented appearance. The signature RR flyline, asymmetrical side fairing panels, split face, and pronounced winglets take up the familiar BMW RR DNA and develop it further in a standalone, compact form. The gills on the right side are integrated into the fairing as a characteristic design element.

The characteristic, front-wheel-oriented flyline runs from the headlight across the fuel tank and two-piece seat to the functionally designed, slim tail section with discreetly integrated passenger grab handles. The light and agile appearance of the rear underscores the dynamic character of the new BMW F 450 RR.

Sporty, active ergonomics and equipment for controlled, dynamic riding.

A carefully engineered ergonomic triangle and clip-on handlebars directly connected to the forged-aluminum triple clamp provide a sporty and dynamic yet comfortable riding position. The bodywork and the 3.69-gallon fuel tank beneath it are shaped to provide secure support and effective knee grip.

The new BMW F 450 RR comes standard with a two-piece seat with a height of 31.1 inches. It offers a balanced combination of comfort and a sporty, active seating position. Original BMW Motorrad Accessories include the high Sport rider's seat (+0.79 inches) and low rider's seat (-0.59 inches) for individual ergonomic adjustment. The gearshift lever, footbrake lever, and side stand are made of forged aluminum. The passenger footpeg brackets are bolted to the rear frame—an exceptional feature in this vehicle class.

ENGINE

"In the BMW F 450 RR, the parallel-twin engine reveals its sporty side: eager to rev, strong in roll-on performance, and especially characterful thanks to its unique 135-degree crankpin offset. Together with the distinctive sound of the under-belly muffler, the compact and lightweight powertrain delivers an emotional riding experience—on winding country roads and the racetrack alike."

Massimiliano Chizzali, Project Lead BMW F 450 RR

Exceptionally smooth and characterful parallel-twin engine for sport riding pleasure.

For decades, BMW Motorrad F-series models have combined compelling all-around qualities and a high level of riding enjoyment with easy, confidence-inspiring control. With the new F 450 RR supersport motorcycle, BMW Motorrad brings this successful formula to the expanding BMW F 450 model family, providing an entry point into the world of BMW RR motorcycles.

The newly developed parallel-twin engine, first used in the BMW F 450 GS, combines forceful acceleration and strong roll-on performance with low vibration and low fuel consumption. For the F 450 RR, the engine has been specifically tuned for supersport use, while the stainless-steel under-belly muffler gives it a distinctive sound.

At just 3,000 rpm, 80 percent of maximum torque is already available. This provides strong acceleration and confident roll-on performance from low engine speeds. The technical basis is a displacement of 420 cc, resulting from a 72 mm bore and 51.6 mm stroke. The engine produces 48 hp at 8,750 rpm and reaches its maximum torque of 32 lb.-ft. at 6,750 rpm.

Characterful sound from a 135-degree crankpin offset and uneven firing intervals.

The liquid-cooled, parallel-twin engine of the new BMW F 450 RR is mounted transversely. Unique in the motorcycle market, it features a crankshaft with crankpins offset by 135 degrees. This design, together with the newly developed premium under-belly muffler, gives the engine an especially emotional sound while keeping vibration levels exceptionally low for the rider. Rigorous lightweight measures also reduce the overall weight of the new BMW F 450 RR, including materials exceptional in this motorcycle class, such as magnesium covers for the clutch and transmission.

Counter-rotating balance shaft and wet-sump lubrication.

A counterweight shaft (balance shaft) positioned ahead of the crankshaft reduces unwanted vibration. It is driven by a spur gear. Together with the 135-degree crankpin offset, it ensures excellent refinement.

A wet-sump lubrication system with a chain-driven oil pump reliably supplies the engine with lubricating oil under all operating conditions.

Two overhead camshafts and four rocker-arm-actuated valves per cylinder.

Two overhead camshafts actuate four valves per cylinder via lightweight rocker arms designed for high engine speeds. On the right side of the engine, a toothed chain driven by the crankshaft operates the exhaust camshaft, which transfers power to the intake camshaft through a pair of gears.

The valve angles support a high-efficiency combustion chamber designed for optimum power and torque output. The angles are 12 degrees on the intake side and 12.4

degrees on the exhaust side. The valve diameters measure 29 mm on the intake side and 24.3 mm on the exhaust side. The compression ratio is 13:1.

The mixture is delivered by port fuel injection via the latest-generation BMS-Z engine management system. In the ride-by-wire system, a sensor at the throttle grip detects the rider's input and transmits it directly to the engine management system, which controls the throttle-valve opening angle for optimum modulation and direct response.

Easy Ride Clutch (ERC) for a significant increase in riding pleasure and riding comfort.

The Easy Ride Clutch (ERC) is available as an option on the M Sport variant, providing greater riding enjoyment, control, and comfort—especially in urban stop-and-go traffic and on twisty roads. It enables a relaxed and intuitive riding experience without compromising the supersport character of the BMW F 450 RR.

In combination with the M Sport variant's standard BMW Shift Assistant Pro, manual operation of the clutch lever is no longer required. This is made possible by a precisely operating centrifugal unit in the clutch that engages according to engine speed. Unlike conventional systems, the advanced centrifugal clutch remains closed during overrun. This gives the motorcycle natural, familiar, and consistently predictable riding behavior. Engine braking remains effective until shortly before the motorcycle comes to a stop; only when idle speed is reached does the ERC open automatically, reliably preventing the engine from stalling.

Six-speed transmission with left-side secondary drive.

For optimum riding dynamics, the six-speed transmission transfers torque to the left-side secondary drive via an X-ring chain. For rapid upshifts and downshifts without operating the clutch, the new F 450 RR M Sport comes standard with Shift Assistant Pro. As a result, the F 450 RR changes gears very quickly while the clutch is rarely needed, reducing unwanted load changes and rear-wheel traction loss.

Shift Assistant Pro also significantly reduces rider and passenger movement during gear changes, making two-up riding even more comfortable.

Reversible shift pattern for an extra dose of sportiness and a true racing feel.

For an extra dose of sportiness, the standard first-gear-down shift pattern can be reversed to a first-gear-up "GP" shift pattern quickly and with minimal effort—ideal for racetrack use.

Premium stainless-steel under-belly exhaust system.

The stainless-steel under-belly exhaust system of the new BMW F 450 RR creates a distinctive visual accent with its striking design. Its weight-optimized construction contributes to the F 450 RR's low overall weight. The central position beneath the motorcycle also provides optimum cornering clearance and reduces the risk of contact—and therefore burns—for the passenger and luggage. At the same time, this muffler solution produces an especially distinctive sound.

ABS Pro, DBC, DTC, and MSR, plus the "Rain," "Road," and "Race" riding modes.

The standard "Rain," "Road," and "Race" riding modes allow the rider to tailor the new BMW F 450 RR to individual preferences. ABS Pro, Dynamic Brake Control (DBC), Dynamic Traction Control (DTC), and engine drag torque control (MSR) are also standard. The riding modes are intelligently linked with the control systems to precisely adapt the F 450 RR to the relevant operating conditions.

"Rain" is designed for riding on wet roads. Throttle response is softer, and all control systems are configured for maximum stability and control of the motorcycle.

"Road" is intended for use on dry roads. Engine response is direct, while traction control is calibrated for a balanced combination of stability and riding dynamics. All other control systems are likewise set for high stability.

"Race" is designed for sporty riding on dry roads. Traction control, front-wheel lift detection, and engine drag torque control intervene less, enabling a more direct riding experience.

Riding Modes Pro is included with the M Sport variant. The additional "Race Pro" riding mode allows individual adjustment of throttle response, DTC, and ABS, enabling the control characteristics to be tailored specifically to the rider's personal style and the riding situation.

CHASSIS

The chassis provides precise feedback, enables agile turn-in, and delivers high stability—even on the track. To achieve this, the chassis geometry, rider ergonomics, and overall vehicle package were specifically tailored to the requirements of a supersport motorcycle.

Tubular steel space frame for optimum rigidity, robustness, and riding precision.

The new BMW F 450 RR uses a welded tubular steel space frame with integrated forged components. The parallel-twin engine is incorporated as a load-bearing element, contributing to the compact, rigid, and strong overall structure. For use as a supersport motorcycle, the chassis layout was specifically designed for precise turn-in, agile handling, and high stability on both road and track.

Geometry plays a leading role in the motorcycle's riding dynamics: the wheelbase is 55.3 inches, the steering-head angle is 23.4 degrees, and the trail is 4.3 inches. The supersport-specific tuning supports precise turn-in and high riding stability. The compact packaging also facilitates access to key components.

Front upside-down telescopic fork and rear wheel control via an aluminum hollow-cast double-sided swingarm with a central spring strut.

At the front, a torsionally rigid, gold-anodized KYB upside-down telescopic fork with 43 mm inner tubes controls the wheel. Suspension travel is 5.5 inches. The triple clamp is made of forged aluminum and features elegantly designed cutouts for weight reduction. The M Sport variant's standard Sport suspension adds adjustable rebound and compression damping at the front.

At the rear, a lightweight, torsionally rigid hollow-cast aluminum double-sided swingarm guides the wheel in conjunction with a directly mounted KYB central spring strut. Spring preload and rebound damping can be adjusted to suit the load and riding style.

17-inch wheels and tires designed for dynamic riding.

Lightweight cast-aluminum wheels with hollow spokes help reduce overall weight. Tires measuring 110/70-17 at the front and 150/60-17 at the rear are lightweight and were selected to deliver a well-balanced combination of grip, rapid warm-up, and durability on both road and track.

Powerful braking system combined with BMW Motorrad ABS Pro for safe braking.

At the front wheel of the new BMW F 450 RR, a floating single-disc brake with a Brembo four-piston monobloc fixed caliper and a 310 mm brake disc provides confident and efficient deceleration. At the rear, a single-disc brake with a floating ByBre single-piston caliper and a 240 mm disc is used.

The new BMW F 450 RR comes standard with BMW Motorrad ABS Pro. The system enables ABS-assisted braking when leaned over, increasing safety in corners. Even when the brakes are applied rapidly, ABS Pro prevents the wheels from locking. During emergency braking, it reduces abrupt changes in steering force and therefore the motorcycle's unwanted tendency to stand up. This helps the motorcycle remain as stable as possible in corners while delivering optimum deceleration. Depending on the selected riding mode, ABS Pro and engine drag torque control (MSR) adapt their control characteristics to the relevant braking maneuver.

Dynamic Brake Control (DBC) increases safety during braking in challenging situations by preventing unintended throttle application. If the sensor box detects a certain deceleration level during braking, the system interprets a simultaneous acceleration request from the rider as implausible and prevents the throttle valves from opening. This keeps the motorcycle stable and shortens the braking distance.

EQUIPMENT

Powerful LED lighting units and heated grips as standard.

The new 2027 BMW F 450 RR comes standard with an LED headlight, turn signals and taillight. Heated grips are standard for additional comfort.

Connectivity with extensive capabilities and exemplary functionality through a large, 6.5-inch TFT display. Practical USB-C port in the cockpit area.

The standard 6.5-inch TFT display on the new BMW F 450 RR offers a wide range of information, brilliant display quality, and intuitive operation. Its generous dimensions ensure excellent legibility even in challenging lighting conditions. The display can be controlled quickly, safely, and conveniently using the Multi-Controller on the left handlebar control. A practical USB-C port is also located in the handlebar area.

The TFT display features a Pure Ride Screen tailored to supersport use. The M Sport variant with Riding Modes Pro also offers three additional Sport screens with detailed information on DTC, braking force, and lean angle, as well as a lap timer function.

Riders can also make phone calls, listen to music, and navigate conveniently while riding. For example, they can connect a smartphone and a helmet equipped with the BMW Motorrad Communication System to the TFT display via Bluetooth. Media and phone functions can then be accessed conveniently without installing an app. With an active Bluetooth connection to a standard smartphone, music can be played while riding. In addition, the free BMW Motorrad Connected App displays practical turn-by-turn navigation directly on the TFT display. This basic navigation is particularly suitable for everyday rides or short trips without additional equipment.

Riders who want more than turn-by-turn navigation can use the optional navigation preparation. It supports map navigation with the BMW Motorrad ConnectedRide Navigator, available as an Original BMW Motorrad Accessory, or the ConnectedRide Smartphone Cradle in conjunction with the BMW Motorrad Connected App. Both solutions can be controlled using the left-hand Multi-Controller (MMC).

COLOR AND STYLE



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M Sport

MSRP \$7,815

The 2027 BMW F 450 RR will launch in the U.S. in one initial configuration - M Sport.

- Snaefell White / M Motorsport with white frame and wheel decals in M Motorsport colors.
- Riding Modes Pro with the individually configurable "Race Pro" riding mode.
- Gear Shift Assist Pro.
- Sport Suspension.

STANDARD EQUIPMENT

420 cc, two-cylinder, water-cooled engine; chain drive; E-gas (ride-by-wire); six-speed transmission with spur gearing; anti-hopping clutch; single-disc front brake; ABS Pro; upside-down KYB front fork with adjustable compression and rebound damping; KYB rear suspension strut with adjustable preload and rebound damping; Dynamic Traction Control (DTC); heated grips; 6.5-inch TFT color display with connectivity; USB-C port; LED headlight, turn indicators, and brake light; comfort turn indicators; Multi-Controller; one key for all locks; adjustable footbrake lever; adjustable gearshift lever; on-board computer; adjustable clutch lever; adjustable handbrake lever; engine drag torque control (MSR); disengageable DTC; and Ultimate Care Break-In Service.

All 2027 and 2028 model-year BMW motorcycles include the **Ultimate Care Break-In Service**, or "600-Mile Service," as standard. This included service further enhances the premium BMW customer experience. Time and mileage limits apply: the service must be completed within six months of the in-service date or before the motorcycle reaches 750 miles, whichever comes first.

OPTIONS AND PACKAGES

Innovation Package (\$330)

- Easy Ride Clutch (ERC)

Storage.

- Soft Cases, Black, 16.5 Liters Each.
- Soft-Case Holders, Black.
- Black Collection Tank Bag, 5–8 Liters (Magnetic Guide Attachment).
- Roll Bag, 40 Liters / 60 Liters.
- Small Rear Bag, 35–42 Liters (Black, Urban, & Soulfuel Collections).
- Large Rear Bag, 50–60 Liters (Black, Urban, & Soulfuel Collections).

Protection.

- Radiator Guard.
- Axle Protectors (Front and Rear).
- Engine Protector (Left).

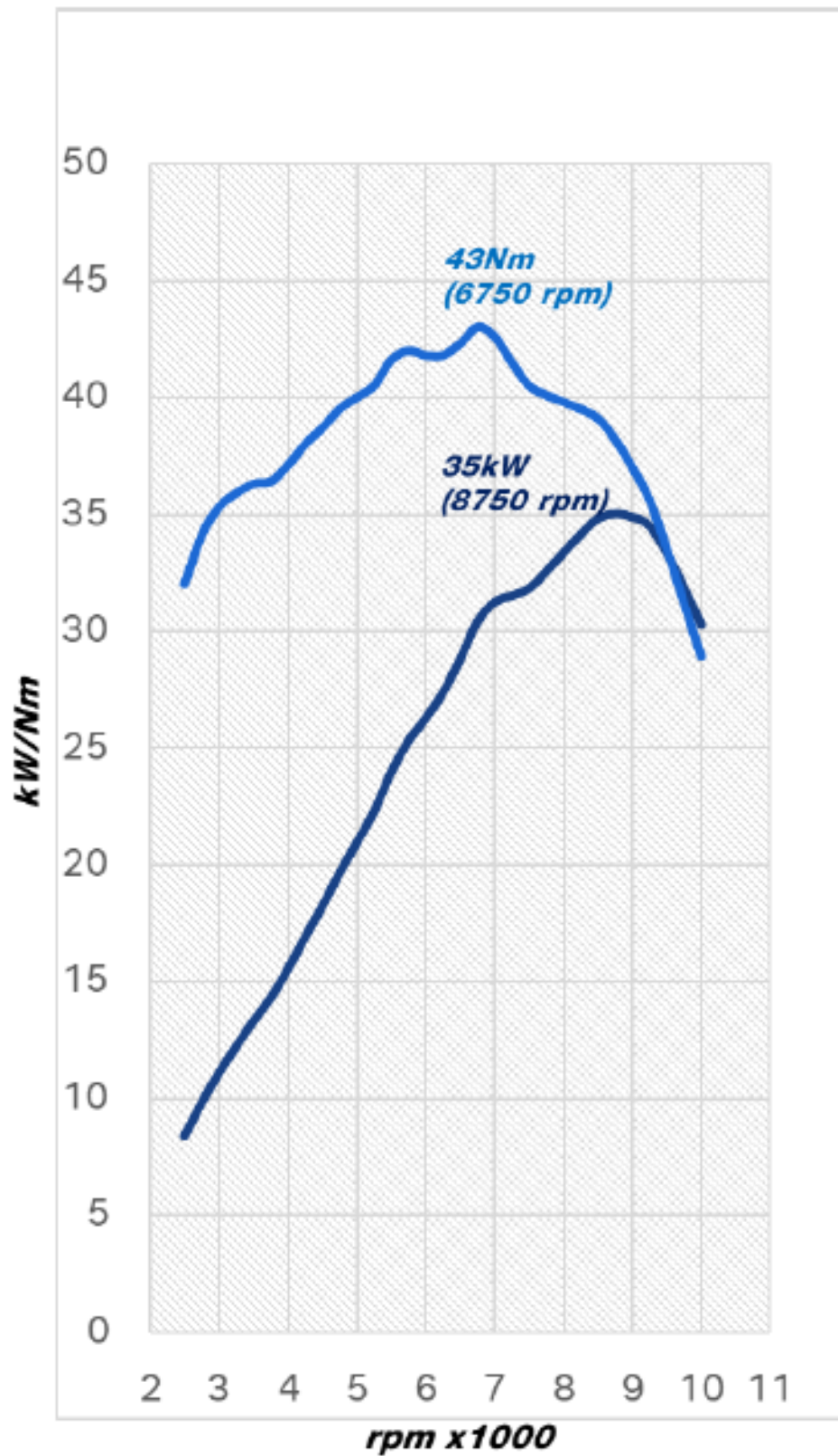
Performance and Comfort.

- M Hand-Lever Protectors.
- High Clear Sport Windscreen.
- Rider's Seat, Black (-0.59 inches).
- High Sport Rider's Seat, Black (+0.79 inches).

Maintenance.

- Front / Rear Paddock Stand.
- Front Paddock Stand Adapter / Rear Paddock Stand Mounts.

POWER AND TORQUE CURVE



TECHNICAL DATA

F 450 RR		
Engine		
Capacity	cc	420
Bore/stroke	mm	72 x 51.6
Output	hp	48 @ 8,750 rpm
Torque	ft-lbs.	32 @ 6,750 rpm
Type		Water-cooled, two-cylinder, four-stroke inline engine with four valves per cylinder, overhead camshafts, and a 135-degree crankshaft offset
Compression		13.0:1
Fuel		Premium unleaded 95 RON
Valves per cylinder		4
Ø intake / exhaust valve dia.	mm	29.0 / 24.3
Ø throttle valve	mm	38
Engine control		BMS-Z with throttle-by-wire
Emission control		Closed loop 3-way catalytic converter EU5+
Electrical system		
Generator	W	364
Battery	V/Ah	12 / 8
Headlight and turn signals		LED
Rear light		LED
Starter	W	700
Power transmission		
Clutch		Multi-disk wet clutch, hydraulically operated
Gearbox		Claw-shift 6-speed manual, chain drive
Transmission ratios	I	2.765
II		2.062
III		1.588
IV		1.286
V		1.095
VI		0.955
Primary ratio		2.025
Secondary ratio		3.13
Chassis		
Frame construction type		Steel tubular space frame, engine centrally mounted
Front wheel suspension		KYB Upside-down 43 mm telescopic fork. Rebound and compression adjustable with Sport suspension

Rear wheel suspension		Aluminum swingarm, KYB shock, preload and rebound adjustable
Spring travel, front/rear	inches	5.5 / 5.5
Wheel castor	inches	4.3
Wheelbase	inches	55.3
Steering head angle	degrees	23.4
Brakes, front		Brembo single 310 mm disc brake with four-piston monobloc caliper
Brakes, rear		ByBre single 240 mm disc brake with single-piston floating caliper
ABS		BMW Motorrad ABS Pro (lean angle optimized)
Wheels		Aluminum alloy or aluminum cross-spoked wheels
Wheel size front / rear	inches	3.00 x 17 / 4.00 x 17
Tire size front / rear		110/70-17 / 150/60-17
Dimensions and weights		
Total length	inches	78.8
Total width incl. bar end mirrors	inches	30.3
Seat height	inches	31.1
Ground clearance	inches	
DIN unladen weight, road ready	lbs.	392
Permitted total weight	lbs.	782
Fuel tank capacity	gallons	3.69
Performance figures		
Fuel consumption (WMTC)	mpg	61.9
CO2	g/km	88
Acceleration 0-62 mph (100 km/h)	seconds	5.6
Top speed	mph	110

BMW Group in the United States

BMW Group began operations in the U.S. over 50 years ago. In addition to the sales, marketing, and distribution of BMW, MINI, Rolls-Royce, and BMW Motorrad vehicles, BMW Group's business in the U.S. spans 30 locations in 12 states, including BMW Group Financial Services, BMW Manufacturing, Designworks, BMW Technology Office USA, and BMW i Ventures. The company's U.S. plant in South Carolina is the largest single BMW production facility in the world and the global center of competence for BMW Sports Activity Vehicles. The BMW Group sales organization is represented by a nationwide network of 355 BMW retailers, 147 BMW motorcycle retailers, 105 MINI passenger car dealers, and 37 Rolls-Royce Motor Car dealers. Taken together, BMW Group's business activities in the U.S. provide and support more than 120,000 jobs and contribute more than \$43.3 billion to the U.S. economy annually.

Journalist note: Information about BMW Group and its products in the U.S. is available online at www.press.bmwna.com, www.bmwgroup.com and www.bmwmotorcycles.com

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