

BMW

U.S. Press Information

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The new 2027 BMW F 450 GS.

- **New 420cc parallel-twin engine delivers 48 hp and 32 lb-ft of torque.**
- **New Easy Ride centrifugal Clutch allows starting without clutch lever use.**
- **Available in the GS Trophy variant in the U.S.**
- **U.S. Market launch is expected in late Q4 2026 or early Q1 2027.**
- **Pricing to be announced closer to Market Launch date.**

Woodcliff Lake, NJ – November 4, 2025 ... BMW Motorrad USA is proud to announce the new, 2027 BMW F 450 GS. A genuine GS that delivers class leading technology, safety systems, excellent power and torque, and agile handling both on- and off-road – all combining to maximize both short and long distance riding enjoyment, just as its larger displacement Adventure siblings do.

"With the new BMW F 450 GS, BMW Motorrad presents a genuine BMW GS in the 48 hp A2 class. It embodies the essence of a GS: Get on, twist the throttle, have fun - with full control and maximum confidence. Its low weight, superior performance and perfect balance between agility and stability ensure a particularly intuitive riding experience. Thanks to its precise handling and typical GS expertise, it performs impressively both on and off the road. The F 450 GS is the perfect 'best buddy' for every riding situation. It is uncomplicated, robust, and always ready. It sets the benchmark for sporty adventure bikes in its class." **Markus Flasch, CEO BMW Motorrad**



BMW F 450 GS FEATURES

- 420 cc parallel twin with balance shaft and 135 degree crankpin offset.
- 48 hp at 8,750 rpm and 32 lb-ft of torque at 6,750 rpm.
- Easy Ride Clutch (ERC) for significantly improved operating and riding comfort.
- Six-speed transmission and Gear Shift Assist Pro for quick, clutchless shifting.
- Stainless steel exhaust system with two catalytic converters. Euro 5+ compliant.
- Standard "Rain," "Road," and "Enduro" riding modes, as well as ABS Pro, DBC, DTC, and MSR. "Enduro Pro" riding mode part of GS Trophy package.
- Newly developed chassis with a tubular steel frame for optimal rigidity.
- Front KYB upside-down telescopic fork and rear hollow-cast aluminum double-sided swing arm with KYB central spring strut, adjustable for spring preload/rebound, and with travel-dependent damping.
- Powerful Brembo braking system with BMW Motorrad ABS Pro for safe braking, when leaning and Dynamic Brake Control (DBC).
- Optimum ergonomics for relaxed yet dynamic riding on and off-road.
- Standard adjustable gearshift and footbrake levers for on- and off-road riding.
- Standard adjustable hand levers.
- Standard heated grips.

- Standard full LED lighting.
- Standard large 6.5 inch TFT color display with Connectivity.
- Standard USB-C charging socket.

DESIGN

"With the BMW GS-typical flyline, the recognizable radiator grille, signature lighting, and sleek rear end, the design language of the new BMW F 450 GS deliberately draws close attention to the iconic design of its big sister, the R 1300 GS. It skillfully transfers its spirit to the 48 hp 400 – 500 cc range. This also includes sophisticated ergonomics for the best possible accessibility and vehicle control."

Alexander Buckan, Head of Design, BMW Motorrad

Iconic BMW GS design in the 400 - 500 cc class.

The new BMW F 450 GS is a completely redesigned, new construction for the 48 hp 400 – 500 cc class. Its design focuses on implementing the current BMW GS design language. With iconic features such as the LED headlight with "X" lighting elements and the distinctive flyline, the bike's affiliation with the BMW Motorrad GS family is apparent at first glance.

The characteristic flyline runs from the front GS "beak," across the tank and seat, and continues to the very narrow, slim rear. The agility and lightness of the rear section emphasize the dynamic character of the new BMW F 450 GS.

Optimum ergonomics for both relaxed and dynamic on- and off-road riding.

In terms of both drivetrain and chassis, the new BMW F 450 GS offers everything you would expect from a GS.

The ideal riding position in all conditions is ensured by an ergonomic triangle that was developed over countless miles of testing in a wide variety of conditions. The handlebars, made of butted aluminum, are positioned high and close to the body. The body and the 3.6 gallon fuel tank underneath are designed to provide optimal support and a good knee fit when sitting or riding off-road in a standing position.

Touring and everyday usability thanks to weather protection and a comprehensive storage space concept.

The modular design of the available optional windshields allows for customization. Depending on the intended use and personal preferences, customers can choose the high Tour windshield (height-adjustable) or the clear Rallye windshield. This allows the comfort and protective effect of the new BMW F 450 GS to be tailored to individual requirements.

In the event of a fall or crash, Original BMW Motorrad Accessories effectively protect the motorcycle from damage with engine guard, engine protection bars, front axle protectors, and other protective components.

The wide range of storage accessories – whether side bags, rear bags, luggage rolls, tank bags, luggage racks or top cases – offers maximum flexibility for almost every application.

Three different seat variants, adjustable handlebar levers, handlebar risers and sure-footed foot pegs with adjustable gearshift lever and footbrake lever for optimum riding on- and off-road.

The new BMW F 450 GS comes with a two-piece seat (33.3-inch) as standard. With its flat, straight design, it provides an ideal ergonomic position for comfort and dynamics for most riders. The low black rider's seat (32.7 inches) and the high Rallye seat in Black/White/Red (34.0 inches), available as part of the Original BMW Motorrad Accessories, can be adapted to individual needs. The standard adjustable handlebar levers and the optional accessory 0.79-inch handlebar risers in silver, offer further customization options.

The new BMW F 450 GS in the GS Trophy Variant comes standard with wider enduro footrests. While primarily designed for on-road use, their serrated profile also makes them suitable for off-road use. The enduro footrests offer an optimal balance between grip and comfort. A very practical feature is the height-adjustable footbrake lever. Using a tool, it can be adjusted vertically by 0.79-inch to two positions to suit individual on- and off-road riding needs. The gearshift lever is also height-adjustable – via a toothed mechanism on the shift shaft.

DRIVETRAIN

"With its new two-cylinder inline engine, the new BMW F 450 GS boasts an outstanding powertrain for dynamic riding pleasure on- and off-road. Low weight, ample torque, and exceptional smoothness thanks to the unique 135-degree crankpin offset make it a perfect partner for a wide range of applications typical of a GS. With our new Easy Ride Clutch (ERC), the new F 450 GS also offers a significant increase in operating comfort and dynamic performance." **Johann Simon, Project Manager BMW F 450 GS**

Completely redesigned, smooth-running and distinctive two-cylinder in-line engine for dynamic riding fun on asphalt and for off-road use.

For decades, BMW's F Series GS models have stood for premium offerings in their respective mid-range segments. Their all-around qualities, paragon of riding fun on asphalt roads, and easy and safe handling on off-road terrain have always characterized them. With the F 450 GS, BMW Motorrad is bringing this successful formula to the market in a completely redesigned form for the popular 400 - 500 cc class. It provides optimum riding fun on all types of terrain, whether on asphalt roads or off-road.

At the heart of the new BMW F 450 GS is a completely redesigned two-cylinder in-line engine. The main development goals were to build a lightweight, powerful, high-torque, and smooth-running engine. Additionally, during the development of the new engine, particular emphasis was placed on achieving low fuel consumption values and a distinctive sound.

The 420 cc displacement results from a 72 mm bore and a 51.6 mm stroke. The new F 450 GS delivers powerful performance and pulling power with a power output of 48 hp at 8,750 rpm and a maximum torque of 32 lb-ft at 6,750 rpm.

Characterful and emotional sound thanks to a crankshaft with a 135-degree crankpin offset and uneven ignition interval.

The new BMW F 450 GS's two-cylinder, in-line, liquid-cooled engine is installed transversely. Unique on the motorcycle market, it features a crankshaft with crankpins offset by 135 degrees. This design is accompanied by a strong emotional character, while at the same time a very low vibration level for the rider.

Optimized smooth running is achieved thanks to a counter-rotating counterbalance shaft and wet-sump lubrication.

The engine of the new BMW F 450 GS has a counterweight shaft (counterbalance shaft) positioned in front of the crankshaft that absorbs unwanted vibrations. It is driven by a spur gear. In conjunction with the 135-degree offset of the crankshaft, this results in smooth operation.

A wet-sump lubrication system with a chain-driven oil pump ensures a reliable oil supply under all operating conditions. The new F 450 GS has an engine guard, which is standard on the GS Trophy, to protect the oil pan from damage during off-road use.

Two overhead camshafts, four valves per cylinder operated by rocker arms.

Two overhead camshafts rotate in the cylinder head of the new F 450 GS, actuating four valves-per-cylinder via lightweight rocker arms. The timing chain is driven on the right side of the engine by a toothed chain from the crankshaft to the exhaust camshaft. The intake camshaft is driven by a pair of gears via the exhaust camshaft.

The valve angles are sized for an optimal combustion chamber design to provide the best possible power, torque, and efficiency. The valve angle is 12 degrees on the intake side and 12.4 degrees on the exhaust side. The valves have a valve head diameter of 29 mm (intake) and 24.3 mm (exhaust). The compression ratio is 13.0:1.

An intake manifold fuel injection system with the latest BMS-Z engine management technology is responsible for the air-fuel mixture. An E-Gas system sends the rider's request directly from the throttle grip sensor to the engine control unit. This unit regulates the opening angle of the throttle valves for optimal controllability and response.

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

A special technical highlight of the new BMW F 450 GS is the Easy Ride Clutch (ERC). This innovative system is installed as standard on the GS Trophy variant. In combination with the BMW Gear Shift Assist Pro, manual operation of the clutch lever is completely eliminated – from starting off to gear changes to demanding maneuvers.

The clutch lever, however, remains installed. This allows the rider to use the clutch manually when needed – a decisive advantage in special riding situations, for example, to

lift the front wheel over an obstacle or to improve control when descending on slippery surfaces.

The heart of the ERC is a centrifugal unit in the clutch, which engages the clutch depending on the engine speed. The handling is similar to that of a conventional clutch operation: Starting off is achieved simply by opening the throttle with a gear engaged. If a gear that's too high is selected, a corresponding warning appears on the display. In heavy city traffic, on tight bends, or off-road, the ERC provides noticeable relief for the rider, as it effectively prevents the engine from stalling.

Technologically, it is a particularly advanced form of the centrifugal clutch. Unlike conventional systems, it remains closed during overrun. The result is familiar and predictable handling, equivalent to that of a conventional clutch. The clutch can be used as usual at any time while riding, if necessary. Engine braking is fully maintained until the vehicle is almost at a standstill; only when the idle speed is reached does the clutch automatically open – just as the rider would otherwise do manually.

Even when rolling with the vehicle in gear, for example when riding downhill, the engine is actively dragged along, generating effective engine braking torque. The clutch remains closed during overrun, ensuring maximum control. At the same time, the rider can intervene at any time using the clutch lever and manually override the system.

The ERC thus enables confident handling even in complex driving situations – whether maneuvering, in city traffic, on winding roads, or off-road – and elevates driving dynamics and comfort to a new level.

Six-speed transmission with Gear Shift Assist Pro for fast upshifts and downshifts without the need to use the clutch.

To optimize riding dynamics, the redesigned six-speed transmission transmits torque to the left-hand secondary drive via an X-ring chain. For fast upshifts and downshifts without clutch operation, the new F 450 GS is offered with the Gear Shift Assist Pro in the GS Trophy variant.

It allows the rider to shift up without using the clutch, providing perfect acceleration with virtually no interruption in traction. Additionally, Gear Shift Assist Pro allows for downshifts without using the clutch. This feature enables very fast gear changes,

minimizes clutch actuation, and significantly reduces undesirable influences on the rear wheel and jerking movements caused by load changes.

Gear Shift Assist Pro also significantly reduces the independent movements of the rider and passenger during conventional gear changes, making shared motorcycle enjoyment even more comfortable.

Right-hand high-quality stainless steel exhaust system.

The exhaust system of the new BMW F 450 GS is made entirely of stainless steel and is equipped with two catalytic converters for emission control. Mounting on the right-hand side of the vehicle is particularly advantageous when pushing the motorcycles - usually from the left-hand side. The muffler, which is also on the right, provides the necessary clearance and reduces the risk of getting burnt on the hot muffler.

Standard riding modes "Rain", "Road" and "Enduro" as well as ABS, DBC, DTC and Engine Drag Torque control provide a high degree of riding fun and safety. "Enduro Pro" Riding Mode part of GS Trophy variant.

The new BMW F 450 GS offers three standard riding modes: "Rain", "Road" and "Enduro", allowing the motorcycle to be adapted to suit individual preferences. Standard equipment also includes ABS Pro, DBC, Dynamic Traction Control (DTC) as well as Engine Drag Torque control (MSR). The "Rain", "Road" and "Enduro" riding modes are intelligently linked to the control systems and allow the new BMW F 450 GS to be adapted specifically to the respective riding conditions.

The "Rain" mode is designed for use on wet roads. Throttle response is softer, and all control systems are designed to maximize stability and control.

"Road" mode is intended for use on dry roads. The engine's throttle response is direct, and the traction control remains stable in the mid-range. All other control systems are also designed for maximum stability.

The "Enduro" mode is designed for off-road use with standard road tires and provides the same throttle response as the "Rain" mode. Traction control provides maximum stability, while front wheel lift-off detection, engine drag torque control, and dynamic traction control remain minimally active.

The additional "Enduro Pro" mode, available as part of the GS Trophy variant, is designed for off-road use with rough terrain tires. Wheelie control and rear wheel ABS are deactivated in this mode. ABS Pro, DTC, and throttle response can be customized in this mode as well.

CHASSIS

"Our chassis concept for the new BMW F 450 GS is based on a completely redesigned tubular steel frame that integrates the two-cylinder inline engine as a load-bearing element," explains **Marc Weber, engineer for the BMW F 450 GS**. "The focus of development was on compact packaging for optimal accessibility, high riding precision, and agile handling on and off-road. The short wheelbase and balanced chassis geometry enabled us to achieve particularly agile yet stable handling."

New chassis with tubular steel frame for optimal rigidity and riding precision.

The newly developed chassis of the BMW F 450 GS relies on a welded tubular steel frame with integrated forged parts. This design combines low weight with high strength, thus meeting the demands of both dynamic road riding and demanding off-road passages. The use of steel as a frame material offers advantages over aluminum, especially in tougher terrain.

Geometry plays a key role in the vehicle's dynamic performance: A wheelbase of 57.7 inches, a steering head angle of 28.1 degrees, and a trail of 4.5 inches ensure precise steering response, high stability, and playful handling. At the same time, the compact packaging ensures excellent accessibility to the key components – a plus for both maintenance and tough off-road use.

Front KYB upside-down telescopic forks and rear KYB central spring strut featuring progressive damping.

BMW GS models always present challenging tasks for chassis developers. In addition to operating on asphalt roads and accommodating a sporty riding style, the requirements of off-road use must also be met. The new BMW F 450 GS is equipped with high-quality KYB spring and damper elements that reflect this diverse range of applications. The result is a responsive chassis that maximizes traction in any riding situation.

The front wheel is guided by torsionally rigid 43 mm KYB upside-down telescopic forks. Front suspension travel is 7.1 inches. The "Sport Suspension" is part of the GS Trophy variant and here, the forks are adjustable for both rebound and compression. The fixed fork tubes are anodized in gold, as are the butted aluminum handlebars. The fork bridge is made from forged aluminum.

The rear wheel is guided by a closed, lightweight, hollow cast aluminum, double armed swinging arm with a directly linked, central suspension shock with progressive damping, which is unique in this segment. This damping principle originates from off-road sports. BMW Motorrad has patented this technology as the WAD system and has developed it further. A damping system prevents the spring strut from bottoming out by increasing compression damping with increasing compression. The central KYB spring strut of the new F 450 GS has an adjustable spring base ("spring preload") and adjustable rebound damping. Rear suspension travel is 7.1 inches.

The wheels and tires are tailored to BMW GS applications.

Sporty, dynamic cornering on the road as well as off-road adventures are reflected in the choice of wheels.

Accordingly, the new BMW F 450 GS in the GS Trophy variant comes with lightweight yet strong cross-spoked wheels measuring 2.5 x 19 inches the front and 3.5 x 17 inches the rear. The new F 450 GS is fitted with tubeless tires for road and off-road use, sized 100/90-19 at the front and 130/80-17 at the rear. Type approval for the F 450 GS permits fitting all common tire types, including enduro tires.

High-performance brake system in conjunction with BMW Motorrad ABS Pro for safer braking, even when leaning in corners.

The front wheel of the new BMW F 450 GS features a floating single-disc brake with a Brembo 4-piston fixed caliper and a 310 mm brake disc diameter for efficient, stable deceleration. A single disc brake with 1-piston floating caliper and 240 mm diameter is used on the rear wheel.

The new BMW F 450 GS is equipped with BMW Motorrad ABS Pro as standard. ABS Pro offers more safety when braking in turns by enabling ABS-assisted braking when leaning into corners. ABS Pro prevents the wheels from locking even when the brakes are applied quickly and reduces abrupt changes in steering force and thus the bike from returning to

the upright position, even during sudden braking. The benefits are increased braking and riding stability combined with the best possible deceleration even when leaning into corners. Depending on the selected riding mode, ABS Pro and the engine drag torque control (MSR) offer adapted control characteristics for optimum braking maneuvers. Dynamic Brake Control (DBC) increases safety when braking, even in difficult situations, by preventing the throttle from being activated unintentionally. As soon as the sensor cluster supplies a certain deceleration value during braking, any simultaneous desire to accelerate on the part of the rider is detected as implausible and throttle valve opening is suppressed. This keeps the motorcycle stable and shortens the braking distance.

ELECTRONICS

The new F 450 GS offers comprehensive standard equipment such as LED headlight and turn indicators and a 6.5-inch TFT color display with a wealth of connectivity options.

Powerful standard LED lighting.

The new BMW F 450 GS features an LED headlight with the iconic "X" lighting signature. Based closely on its big sister, the R 1300 GS, it clearly shows its family affiliation. The turn indicator and control lamps of the new F 450 GS also use LED technology.

Connectivity – unrivaled information diversity and functionality in the form of a large, easy to read 6.5-inch TFT display.

The new F 450 GS already features a large 6.5-inch TFT color display as standard. The quantity of information, quality of its presentation, and user-friendliness are unrivaled. The display was designed to be large to ensure optimum readability, even under difficult lighting conditions. It is linked to the multi-controller on the left handlebar fitting, allowing for quick, safe, and convenient operation. There is a practical USB-C socket in the handlebar area.

It offers screen displays tailored to the BMW GS world: the Pure Ride Screen and the Sport Screen (part of the GS Trophy variant), which provide detailed information on DTC, braking power, and lean angle.

It is also possible to make phone calls, listen to music and navigate comfortably while riding. If a smartphone and a BMW Motorrad Communication System are connected via Bluetooth to the TFT screen, for example, the rider can conveniently access media playback and telephone functions. These functions can be used without installing an app. If there is an active Bluetooth connection to a standard smartphone, the rider can listen to music while riding. In addition, the free BMW Motorrad Connected app offers practical turn-by-turn navigation directly via the TFT display. Basic navigation is particularly convenient for everyday rides or short trips without additional equipment.

For customers who want more than arrow navigation, BMW Motorrad offers map navigation with navigation preparation, available as an accessory, either with the BMW Motorrad ConnectedRide Navigator (an Original BMW Motorrad Accessory) or the ConnectedRide Smartphone Cradle (used with the BMW Motorrad Connected App). Both can be controlled via the control wheel on the left (MMC).

COLOR AND STYLE

GS Trophy Variant

The 2027 F 450 GS will arrive in the GS Trophy variant, which includes the following additional equipment.

- Racing Blue Metallic paint.
- Wider off-road foot pegs.
- Hand guards, White.
- Main frame, White.
- Aluminum engine guard.
- Riding Modes Pro.
- Gear Shift Assist Pro.
- Sport Suspension.
- Cross-spoked wheels.
- Windshield Rallye.
- Easy Ride Clutch (ERC).

STANDARD EQUIPMENT

420cc 2-cylinder water-cooled engine, Chain drive, E-gas (Ride by Wire), 6-speed transmission with spur gearing, Single disc front brake, ABS Pro, Upside down front fork (Rebound and Compression adjustable), Rear suspension strut with travel dependent damping (WAD), Rear rebound adjustable, DTC Dynamic Traction Control, Rear preload adjustable, 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 gear shift lever, Engine skid plate, On-board computer, Adjustable clutch lever, Adjustable handbrake lever, Connectivity, MSR (Dynamic engine brake control), DTC Dynamic traction control-disengageable, Ultimate Care Break-In Service.

All 2027 model year BMW motorcycle models include the **Ultimate Care Break-In Service**, or "600 Mile Service" as standard. This included service further provides BMW customers with a truly premium experience. Time and mileage limits apply - maximum 6 months from the in-service date or maximum 750 miles - whichever comes first.

OPTIONS AND PACKAGES

The 2027 BMW F 450 GS is expected to arrive in the U.S. in one package configuration – Style GS Trophy.

GS Trophy Package contains: Racing Blue Metallic Paint, White Frame, Gear Shift Assist Pro, Riding Modes Pro, Easy Ride Clutch, Sports Suspension, White Hand Protection, Silver Engine Guard (skid plate), and Aluminum Cross-Spoked Wheels.

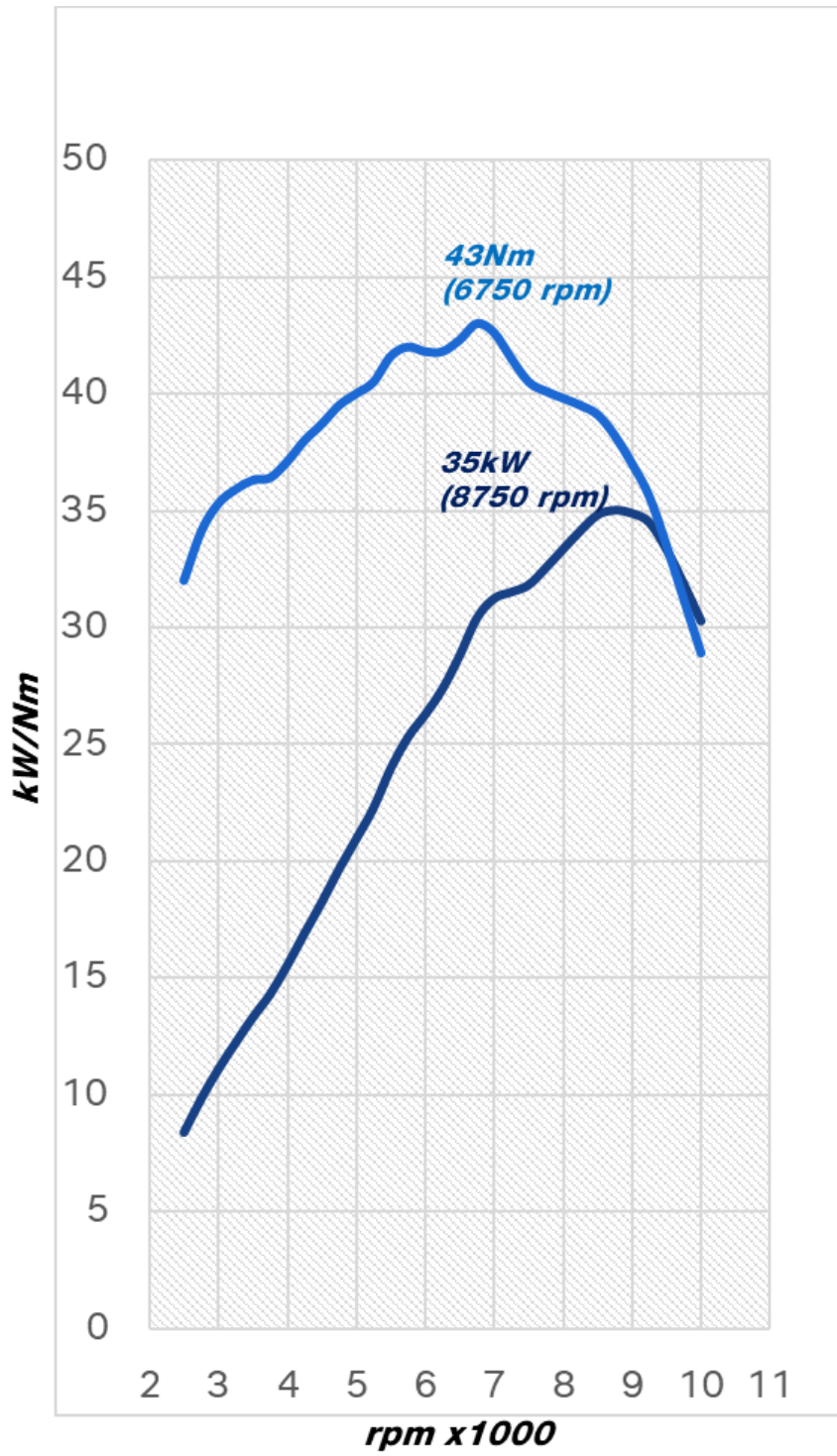
Individual Options

Accessories

- Akrapovič stainless steel rear silencer.
- Tank pad.
- Rider's seat, low, Black (32.7 inches).
- Rallye seat, high. Black/White/Red (34.0 inches).
- Tour windshield, high (height adjustable with tools).

- Navigation preparation.
- ConnectedRide Smartphone Cradle.
- ConnectedRide Navigator.
- ConnectedRide Navigator protective glass.
- Protective glass TFT display 6.5 inch.
- Handlebar Risers, silver (+0.79 inches)
- Engine housing protectors, left/right.
- Engine protection bars, Black.
- Front axle protector, Black.
- Radiator grille guard.
- Hand guards, Black.
- Luggage rack.
- Luggage rack bag.
- Topcase, small, Black, 29L.
- Side bag mounts, left/right.
- Side bag, Black, Urban or Soulfuel Collection, waterproof, 10L + 16L.
- Roll bag, 40L or 60L
- Transport net roll bag.
- Rear bag, Black, Urban or Soulfuel Collection, waterproof, 35 – 42L.
- Rear bag, Black, Urban or Soulfuel Collection, waterproof, 50 – 60L.
- Tank bag 5L, Black, Urban or Soulfuel Collection.

POWER AND TORQUE CURVE



TECHNICAL DATA

F 450 GS		
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 in-line motor 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	334
Battery	V/Ah	12 / 8
Headlight		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		3.43
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
Rear wheel suspension		Aluminum swing arm, KYB WAD shock, pre-load and rebound adjustable

Spring travel, front/rear	inches	7.1 / 7.1
Wheel castor	inches	4.5
Wheelbase	inches	57.7
Steering head angle	degrees	28.1
Brakes, front	Single 310 mm disk brake with 4-piston monobloc fixed caliper	
Brakes, rear	Single 240 mm disk brake with 1-piston floating caliper.	
ABS	BMW Motorrad ABS Pro (lean angle optimized)	
Wheels	Aluminum cross-spoked wheels	
Wheel size front / rear	inches	2.50 x 19 / 3.50 x 17
Tire size front / rear		100/90-19 / 130/80-17
Dimensions and weights		
Total length	inches	85.1
Total width incl. bar end mirrors	inches	34.2
Seat height	inches	33.3
Ground clearance	inches	
DIN unladen weight, road ready	lbs.	393
Permitted total weight	lbs.	782
Fuel tank capacity	gallons	3.6
Performance figures		
Fuel consumption (WMTC)	mpg	61.9
CO2	g/km	88
Acceleration 0-62 mph (100kph)	seconds	5.9
Top speed	mph	102

BMW Group in the United States

BMW of North America, LLC was established 50 years ago to support the sales, marketing and distribution of BMW automobiles and motorcycles in the U.S. In 1993 BMW Group Financial Services NA, LLC was founded, and one year later BMW Manufacturing Co., LLC began assembling vehicles in South Carolina. In 2002 and 2003, BMW Group established MINI USA, and Rolls-Royce Motor Cars NA, LLC relaunching two iconic brands and rounding out its product portfolio.

Today, the BMW Group has a nationwide corporate footprint in the U.S. which consists of nearly 30 locations in 12 different states. Beyond the National Sales Company and Financial Services headquarters in Woodcliff Lake, NJ, its manufacturing plant in Spartanburg, South Carolina, and numerous other operational facilities, BMW Group in the U.S. also includes Designworks, a strategic design consultancy in Santa Monica, CA, BMW Group Technology Office USA, a technology research and development center in Silicon Valley, and BMW i Ventures, a venture capital fund, also in Silicon Valley.

BMW Group Plant Spartanburg is the largest single BMW production facility in the world, and the global center of competence for BMW Sports Activity Vehicles including the X3, X4, X5, X6, X7, and XM. The plant assembles more than 1,500 vehicles each day, and up to 450,000 annually. Since 1994, Plant Spartanburg has assembled nearly 7 million BMW vehicles in the U.S.

The BMW Group sales organization in the U.S. is represented through a network of 351 BMW retailers, 143 BMW motorcycle retailers, 105 MINI passenger car dealers, and 38 Rolls-Royce Motor Car dealers. The company's activities provide and support over 120,000 jobs across the U.S. and contribute more than 43.3 billion to the U.S. economy annually.

Journalist note: Information about BMW Group and its products in the USA is available on-line at www.press.bmwna.com, www.bmwgroup.com and www.bmwmotorcycles.com

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