

R90S R90/6 R75/6 R60/6



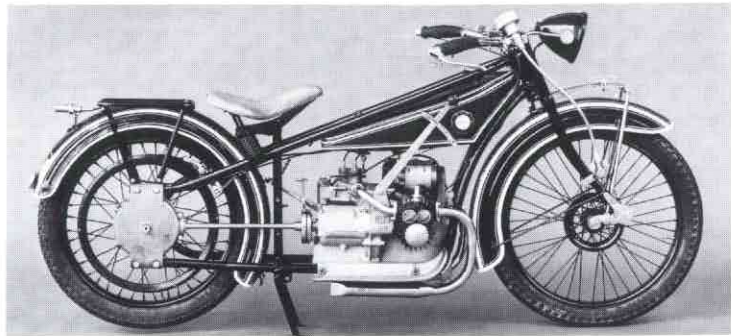


The BMW Idea

From the beginning, the men who built BMW were driven by the desire to develop a reliable, exciting, prestigious motorcycle. And they realized from the very first that a motorcycle of this description would require a very sophisticated power unit, and a trouble-free rear wheel drive system.

So they developed that motorcycle. The BMW R 32, unveiled at the Paris Motor Show in 1923, introduced a whole new concept in motorcycle engineering: it had a two-cylinder, completely enclosed, horizontally-opposed engine that was mounted transversely and linked directly with the gearbox. And it drove the rear wheel through a drive shaft. What a staggering breakthrough in reliability it was. Much feared overheating became a thing of the past. And with the shaft drive, the rider could forget all the problems he had with chains. Having created this clearly superior motorcycle, BMW didn't rest on its laurels, but continued development work on engines, drive shafts, and suspension systems. In 1935, for example, BMW became the first motorcycle sold with a genuine telescopic fork, a feature that was eventually adopted by all motorcycle makers worldwide.

From the beginning, then, all BMW motorcycles have shared three important engineering features: a powerful motor, a trouble-free drive system, and a responsive suspension. And it is the combination of these features that have helped BMW set many world records, win countless road races and trials, and establish a reputation for being the finest all-around motorcycle available anywhere.



The Engine

At BMW, we have never thought of top speed or acceleration as the only criteria of motorcycle performance. Because our ultimate goal has always been, and will always be, to produce a motorcycle that combines power, good handling and long-term reliability.

So the BMW engine is not only designed to be powerful, but is also engineered with a low center of gravity, for better balance and better cornering. Its transverse cylinder layout ensures cool running, no matter what the temperature or speeds.

The BMW engine is sophisticated, too, delivering high power in combination with low vibrations and maximum quietness. And it's civilized. Because it's completely enclosed, making it easy to keep clean, and clean to service.

All of which contribute to that BMW concept, that combination of power, good handling, and reliability.



The Frame

A motorcycle is only as fast as its frame and suspension. And the BMW frame and suspension system is one of the best. The frame is not only built for good roads and turnpikes, but is also designed to withstand the toughest bumps and potholes. The BMW, with its strong frame and long-travel suspension, can put all its power onto the road, no matter how bad the road conditions are. And, surprisingly, this incredible roadholding doesn't come with bone-jarring hardness, but rather with extreme comfort, smoothness, and safety. The unique BMW ride: a result of combining a tough, sturdy frame, long wheel travel and very precisely tuned shock absorbers.



The Shaft Drive

In all the 50 years that BMW has been manufacturing motorcycles, BMW riders have been able to set out on journeys confident they wouldn't have to stop to oil the chain, adjust chain tension, or realign the rear wheel.

The kind of problems that plague most motorcycle riders just don't bother a BMW owner. Because the BMW has the same reliable drive system as cars do: a shaft drive. It's clean. Quiet. Trouble-free on the road. Efficient. And it's always in alignment, because the rear wheel can be removed and refitted without even touching the drive shaft system. The shaft drive: designed and proven to be trouble-free, clean and practically maintenance free.



The Image

BMW motorcycles are built for sheer riding pleasure. For the man, the enthusiast, who wants adventure and excitement from his motorcycle, but still wants a sensible machine.

That means a machine that's ready to go anytime its owner is. No breakdowns, no mess, no nonsense. The BMW rider can always rely on his motorcycle. And on BMW itself. He can depend on his machine always performing. On good efficient BMW workshops. On a complete and readily obtainable supply of spare parts. And he can, of course, always rely on the experience and reputation BMW has gained in the course of producing such fine engineering.





The BMW R90S

The BMW R90S is, without doubt, the most exciting machine that BMW has ever produced. It has more power, more torque, more sheer performance. It is truly the flagship of the line. And it reveals its status on first glance with its race styling and special custom paint job.

The R90S is the finest example of what can be created when engineers and designers work together.

Because it combines the well-known BMW performance, comfort, and reliability with sheer visual beauty.



The R 90 S Characteristics

New Daytona-Orange safety color, plus the exclusive TT-Silver Smoke.
Special sports fender.
Perforated double disc brakes.
Racing sleeve telescopic forks.
Special four instrument cockpit.
6.3 gallon gas tank.
Special sports seat.
Luggage compartment.
Two 38 mm Dell'Orto carburetors with external accelerator pumps.
High performance "H" tires.

The BMW R 90/6 and BMW R 75/6

The difference between these two models is engine displacement and performance. And the 900 cc motorcycle has "H" tires to handle the extra speed. With these machines, it makes no difference whether a person is competing in rallies, or just out discovering beautiful countryside on a Sunday afternoon — the joy of riding is always there.



The R 90/6 and R 75/6 Characteristics

Constant velocity carburetors.
Perforated disc brakes.





The BMW R 60/6

The 600 cc motorcycle is the "smallest" BMW. But it has all the big BMW features. It has the same arcatom-welded frame, the same civilized flat twin engine, the same super-reliable shaft drive, the same well-balanced handling. This machine is especially preferred by police and similar authorities all over the world.

The R 60/6 Characteristics

Slide carburetor with choke. The double leading shoe front brake.



BMW Service

A motorcycle should be inspected by an authorized BMW motorcycle workshop once or twice a year. BMW service stations are located everywhere in America, Europe, and the rest of the world. All service stations have specially trained mechanics and Genuine BMW Spares. The BMW Service Brochure lists the names and addresses. All of our motorcycle workshops will make sure that with your BMW you'll always enjoy the best and most important thing a motorcycle can offer: Sheer riding pleasure.

The Big Four

BMW R 90 S

Engine

2-cylinder, 4-stroke horizontally-opposed engine; air-cooled; light alloy unit; max. torque 55.0 ft/lb (SAE) at 5500 rpm; bore 90 mm; stroke 70.6 mm; capacity 898 cc; compression ratio 9.5:1;

Dell'Orto carburetors type PHM 38; fresh-air supply via Micronic air filter.

Transmission

5-speed gearbox and shaft drive; transmission ratios: 1st gear 4.40:1, 2nd gear 2.86:1, 3rd gear 2.07:1, 4th gear 1.67:1, 5th gear 1.50:1. Final drive ratio 3.00:1.

Tires

Front tire 3.25 H 19; rear tire 4.00 H 18.

Brakes

Front: Perforated double disc brake with floating calipers; dia 10.24". Rear: Single leading shoe brake. Finned alloy hub; dia. 7.87"; width 1.18".

Frame/equipment

Double-tube frame, plastic fenders, cockpit streamlining, speedo with trip counter, rev counter, clock, voltmeter, steering damper and rear-wheel

suspension adjustable to 3 different positions.

Dimensions

Overall length 85.8", width 29.1", saddle height 32.3", wheelbase (unladen) 57.7", wheel travel: front 7.87", rear 4.92".

Weight

474 lbs (in accordance with DIN 70 020) GVWR 877 lbs, GAWR front 392 lbs, rear 595 lbs.

Electrical system

12 V 25 Amp/h battery, alternator: 240 Watt three-phase current, 7" headlight lens dia. with H 4 Halogen double filament bulb, 60/55 W, starter 0.6 hp (DIN).

Fuel tank capacity

6.3 US gals.

Acceleration

Standing ¼ mile in 13.4 sec.

BMW R 90/6

Engine

2-cylinder, 4-stroke horizontally-opposed engine; air-cooled; light alloy unit; max. torque 52.8 ft/lb (SAE) at 5500 rpm; bore 90 mm; stroke 70.6 mm; capacity 898 cc; compression ratio 9.0:1. 32 mm Bing constant velocity carburetors type V 64; fresh-air supply via Micronic air filter.

Transmission

5-speed gearbox and shaft drive; transmission ratios: 1st gear 4.40:1, 2nd gear 2.86:1, 3rd gear 2.07:1, 4th gear 1.67:1, 5th gear 1.50:1. Final drive ratio 3.09:1.

Tires

Front tire 3.25 H 19; rear tire 4.00 H 18.

Brakes

Front: Perforated disc brake with floating calipers; dia 10.24". Rear: Single leading shoe brake. Finned alloy hub; dia 7.87"; width 1.18".

Frame/equipment

Double-tube frame, plastic fenders, speedo with trip counter, rev counter, steering damper and rear-wheel suspension adjustable to 3 different positions.

Dimensions

Overall length 85.8", width 29.1", saddle height 31.9", wheelbase (unladen) 57.7", wheel travel: front 7.87", rear 4.92".

Weight

463 lbs (in accordance with DIN 70 020) GVWR 877 lbs, GAWR front 392 lbs, rear 595 lbs.

Electrical system

12 V 25 Amp/h battery, alternator 280 Watt three-phase current, 7" headlight lens dia. with H 4 Halogen double

filament bulb, 60/55 W, starter 0.6 hp (DIN).

Fuel tank capacity

4.8 US gals. Optional: 5.8 US gals.

Acceleration

Standing ¼ mile in 14.0 sec.

BMW R 75/6

Engine

2-cylinder, 4-stroke horizontally-opposed engine; air-cooled; light alloy unit; max. torque 43 ft/lb (SAE) at 5000 rpm; bore 82 mm; stroke 70.6 mm; capacity 745 cc; compression ratio 9.0 : 1; 32 mm Bing constant velocity carburetors type V 64; fresh-air supply via Micronic air filter.

Transmission

5-speed gearbox and shaft drive; transmission ratios: 1st gear 4.40 : 1, 2nd gear 2.86 : 1, 3rd gear 2.07 : 1, 4th gear 1.67 : 1, 5th gear 1.50 : 1. Final drive ratio 3.20 : 1.

Tires

Front tire 3.25 S 19; rear tire 4.00 S 18.

Brakes

Front: Perforated disc brake with floating calipers; dia 10.24". Rear: Single leading shoe brake. Finned alloy hub; dia 7.87"; width 1.18".

Frame/equipment

Double-tube frame, plastic fenders, speedo with trip counter, rev counter, steering damper and rear-wheel suspension adjustable to 3 different positions.

Dimensions

Overall length 85.8", width 29.1", saddle height 31.9", wheelbase (unladen) 57.7", wheel travel: front 7.87", rear 4.92".

Weight

463 lbs (in accordance with DIN 70 020) GVWR 877 lbs, GAWR front 392 lbs, rear 595 lbs.

Electrical system

12 V 25 Amp/h battery, alternator 280 Watt three-phase current, 7" headlight lens dia. with H 4 Halogen double filament bulb, 60/55 W, starter 0.6 hp (DIN).

Fuel tank capacity

4.8 US gals. Optional: 5.8 US gals.

Acceleration

Standing ¼ mile in 15.1 sec.

BMW R 60/6

Engine

2-cylinder, 4-stroke horizontally-opposed engine; air-cooled; light alloy unit; max. torque 35.4 ft/lb (SAE) at 5000 rpm; bore 73.5 mm; stroke

70.6 mm; capacity 599 cc; compression ratio 9.2 : 1; 26 mm Bing slide carburetors type V 53; fresh-air supply via Micronic air filter.

Transmission

5-speed gearbox and shaft drive; transmission ratios: 1st gear 4.40 : 1, 2nd gear 2.86 : 1, 3rd gear 2.07 : 1, 4th gear 1.67 : 1, 5th gear 1.50 : 1. Final drive ratio 3.36 : 1.

Tires

Front tire 3.25 S 19; rear tire 4.00 S 18.

Brakes

Front: Double leading shoe brake. Finned alloy hub; dia. 7.87"; width 1.18". Rear: Single leading shoe brake. Finned alloy hub; dia. 7.87"; width 1.18".

Frame/equipment

Double-tube frame, plastic fenders, speedo with trip counter, rev counter, steering damper and rear-wheel suspension adjustable to 3 different positions.

Dimensions

Overall length 85.8", width 29.1", saddle height 31.9", wheelbase (unladen) 57.7", wheel travel: front 7.87", rear 4.92".

Weight

463 lbs (in accordance with DIN 70 020) GVWR 877 lbs, GAWR front 392 lbs, rear 595 lbs.

Electrical system

12 V 25 Amp/h battery, alternator 280 Watt three-phase current, 7" headlight lens dia. with H 4 Halogen double filament bulb, 60/55 W, starter 0.6 hp (DIN).

Fuel tank capacity

4.8 US gals. Optional: 5.8 US gals.

Acceleration

Standing ¼ mile in 15.9 sec.

BMW Motorrad GmbH, Munich

We reserve the right to modify designs, equipment and fittings in the interest of continuing technical development.

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BMW — sheer riding pleasure