



Eine für alles: BMW R80 G/S.

Satteln Sie die neue BMW R80 G/S. Fahren Sie hinaus in die freie Natur und lassen Sie Streß und Hektik des Alltags hinter sich. Oder gehen Sie auf Abenteuerreise – abseits von den Routen der Urlaubskarawanen, ohne Bindung an befestigte Straßen. Denn die BMW R80 G/S ist auf der Straße zuhause und abseits davon in ihrem Element. Mit attraktiver neuer Technik und einem Fahrverhalten, das nicht nur Enduros distanziert, sondern selbst zu mancher Straßenmaschine Klassenunterschiede offenbart.

Die BMW R80 G/S ist mit 167 kg Trockengewicht das leichteste Serienmotorrad der großen Klasse. Die spielerische Leichtigkeit und ein vorbildliches Handling sind optimale Voraussetzung für problemlose Freude an einem faszinierenden

Freizeitvergnügen.

Starten Sie also in eine neue Welt des Motorradfahrens. Die BMW R80 G/S ist für erfahrene Profis ebenso wie für Fahrer am Anfang ihrer Karriere ein erlebenswertes Ereignis. Verzichten Sie nicht darauf – machen Sie bald eine Probefahrt.

Für mehr Information schreiben Sie an BMW Motorrad GmbH, Abt. RM-M, Postfach 400360, 8000 München 45.



BMW – Freude am Fahren



To the remotest corners of the earth with the BMW R 1200 GS.

speeds on or off-road. Thanks to the first-time use of a counterbalanced crankshaft in a Boxer, the engine generates less vibration than its predecessors, despite the larger cylinder capacity. Engine management is handled by BMS-K digital engine electronics, whose most important features are fully sequential fuel injection, integrated knock control and a swifter processing of extensive sensor signals using the most up-to-date micro-electronics. The double ignition introduced into all larger Boxer engines in 2003 has been further improved. An

important factor for long-distance travellers is that the engine, though tuned for super-grade unleaded petrol, will happily run on normal fuel without any manual adjustment. On the question of fuel consumption in general, this has been reduced by eight percent compared with earlier models, while power output and torque have been raised by nearly 18 percent.

The principle underlying the chassis has not been abandoned, though the frame is new and every detail has undergone modification and weight optimization. A striking feature of the Paralever is that the torque strut is now located above the suspension arm, which gives greater clearance and, moreover, affords better protection to the strut from damage on difficult terrain. Externally too, the GS has a new face: careful alterations to the asymmetrical double headlamp and a windshield that can be adjusted to any of five positions without tools lend the R 1200 GS its unmistakable appearance.

The sports endurance bike

In April 2005, the youngest offspring of the GS family was presented to the public. The designation is short and sweet and does not really fit in with the tradi-

tional BMW nomenclature. BMW HP2 is the snappy name of the model, which sums up its salient features: "HP" stands for "high performance" and the "2" indicates the flat-twin engine.

With the HP2, BMW has, for the first time, freed a generally marketed motorcycle from the design constraints of mass production. True to the motto "by professional enthusiasts for professional enthusiasts", a dedicated team of engineers and mechanics, all of them mad about endurance riding, have developed a vehicle for purists which is nonetheless equipped with technically sophisticated features. Yet the HP2 is to be only the first representative of an upcoming new category of motorcycle. Though HP motorcycles will make use of production models as a basis, they will set themselves clearly apart from them through an uncompromising interpretation of their intended purpose, a consistent orientation towards sport, and a range of exclusive features.

The HP2 takes the R 1200 GS as its basis. However, except for the on-board electrics, almost all components have been newly developed or at least modified. In addition, an extensive test programme was designed which, in addition

Every endurance rider's dream: tackling the desert on the powerful BMW R 1150 GS.



25 years of success: technical data on the GS range.

BMW R 80 G/S

Production period	1980 - 1987
Capacity	797.5 cc
Output	37 kW/50 bhp
Weight	186 kg
Top speed	168 km/h



BMW R 100 GS

Production period	1987 - 1996
Capacity	980 ccm
Output	44 kW/60 bhp
Weight	210 kg
Top speed	181 km/h



BMW R 80 GS

Production period	1987 - 1996
Capacity	797.5 ccm
Output	37 kW/50 bhp
Weight	210 kg
Top speed	168 km/h



BMW R 65 GS

Production period	1987 - 1990
Capacity	649.6 cc
Output	20 kW/27 bhp
Weight	198 kg
Top speed	146 km/h



BMW R 1100 GS

Production period	1994 - 1999
Capacity	1,085 cc
Output	59 kW/80 bhp
Weight	243 kg
Top speed	195 km/h



BMW R 850 GS

Production period	1998 - 2000
Capacity	848 cc
Output	52 kW/70 bhp
Weight	192 kg
Top speed	187 km/h



BMW R 1150 GS

Production period	1999 - 2004
Capacity	1,130 cc
Output	62.5 kW/85 bhp
Weight	249 kg
Top speed	195 km/h



BMW F 650 GS

Production period	from 2000
Capacity	652 cc
Output	37 kW/50 bhp
Weight	192 kg
Top speed	appr. 170 km/h



BMW F 650 GS Dakar

Production period	from 2000
Capacity	652 cc
Output	37 kW/50 bhp
Weight	193 kg
Top speed	170 km/h



BMW R 1150 GS Adventure

Production period	from 2002
Capacity	1,130 cc
Output	62.5 kW/85 bhp
Weight	253 kg
Top speed	192 km/h



BMW R 1200 GS

Production period	from 2004
Capacity	1,170 cc
Output	72 kW/98 bhp
Weight	225 kg
Top speed	over 200 km/h



BMW HP2

Production period	from 2005
Capacity	1,170 cc
Output	77 kW/105 bhp
Weight	196.5 kg
Top speed	200 km/h





The BMW F 650 GS with matching rally outfit as a special accessory.

to the usual test-bed running and drives on BMW's testing grounds, included trials in extremely hot or cold countries, autobahn runs at full throttle, and participation in the Baja California rally.

The result is the sportiest BMW Enduro there has ever been. Kerb weight stands at 175 kg, and even with a full tank the HP2 weighs in at well under four hundredweight. Compared with the R 1200 GS, engine output has been modestly increased to 105 bhp (77 kW), though not at the expense of torque, which still measures a maximum of 115 Nm at 5,500 rpm. Since the HP2 is chiefly designed for cross-country sports use, the engine has to do without a counterbalanced crankshaft for reasons of weight. And since the HP2 has no luggage space, it was possible to shorten the exhaust system and make it two kg lighter.

The chassis has been developed entirely from scratch, and incorporates 25 years' experience of endurance riding and the knowledge gained in the North African desert with the R 900 RR between 1999 and 2001. The layout of the space frame is closely modelled on the R 900 RR. Front wheel suspension is provided by a telescopic fork, since for a suspension play of 270 mm the Telelever design does not make sense. The fork, with a stanchion diameter of 45 mm, has travel-dependent damping. The pull and push stages can be adjusted separately. The principle of the Paralever swinging arm on the rear

wheel has been retained, though newly designed for the HP2: the new Paralever – 30 mm longer than in the GS – is a welded construction of high-strength, forged light-alloy shells, which will stand up to the toughest cross-country conditions. The suspension strut on the rear wheel is a world first in motorcycle construction: a fully pneumatic spring-damping system.

The front brake – a semi-floating single-disc brake with a thickness of only 4.5 mm – is a new development. The rear-wheel single-disc brake has been adopted from the GS. For the cross-spoke wheels measuring 1.85" x 21 (front) and 2.5" x 17 (rear) BMW developed, jointly with the Metzeler company, a new tubeless high-performance cross-country tyre. As a special accessory for the predominantly off-road rider, a motocross style of tyre with a high proportion of negative profile is offered. This too arose from the cooperation between BMW and Metzeler.

No compromises

The design of the tank, saddle and controls has been restricted to essentials and is adapted to the ergonomic needs of endurance riding, where the rider spends a lot of time standing up. The 13-litre fuel tank of semi-transparent and knock-proof plastic is completely new. It is bedded between the upper frame tubes and covered with a light

plastic shield. In the HP2 the tank area and saddle are given a particularly slim shape. There are numerous innovations in points of detail that might hardly be noticed, such as the footbrake pedal, which can be adapted without tools to the position of the foot by means of a collapsible spacer.

All in all the HP2 is the most uncompromising all-terrain production Boxer motorcycle there has ever been. The high-quality materials, the outstanding overall qualities and, not least, the comparatively low production volume have, naturally enough, had an impact on pricing: the basic HP2 will have a price tag of around 16,000 euros when it reaches showrooms in autumn 2005.

Even before its launch on the market, top international riders are lining up on the grid at various races in Europe and the USA.

And that neatly completes the circle. For at the beginning of the Enduro success story it was only the enthusiasm of a few BMW specialists for off-road racing which gave the impetus for the first big volume-produced endurance tourer. And even today, with the HP2, it has been the same kind of enthusiasts whose passion has brought a fantastic product up to a marketable status. Just as in the past, it will be the tough overland sports events in which the BMW endurance machine will show a clean pair of heels to its competitors



Unveiled in April 2005: BMW HP2, the sportiest Enduro ever.



Far left: Drawing of the frame of the BMW R 1150 GS and, next to it, the BMW R 1200 GS with its Paralever placed overhead.

as well as measuring itself against its own standards. The start has been highly promising. In the "Iron Road Prolog" of the Erzberg Rodeo in Austria, Finnish rider Simo Kirssi took overall victory in a field of over 1,000 starters. With 3rd place for Jimmy Lewis and 5th for Christian Pfeiffer, another two BMW riders made it into the top placings.

For the jubilee year – a GS to suit every rider

25 years have passed since the launch of the BMW R 80 G/S, the first big

endurance tourer ever. In that quarter-century this segment of the world market has grown tremendously, and BMW as the pioneer has with each new model set the standard for an unprecedented harmonious synthesis of off-road and on-road qualities.

Today, BMW has five Enduros in the range. There's the R 1200 GS all-rounder, the fifth-generation successor to the original G/S of 1980. Globetrotters will find in the R 1150 GS Adventure the right machine for long-distance journeys even beyond the

reaches of civilization. In this anniversary year, it can also be bought as a special "25 Years of the GS" model, with equipment including heated handgrips, a driver information display, an Enduro gearbox with a short first gear, the partially integrated BMW Motorrad ABS, white blinkers, a large tank (30 litres) and an engine protection guard. It comes with attractive special paintwork in Alpine white matte, blue and grey.

For beginners, there are the two single-cylinder models, the F 650 GS and the F 650 GS Dakar. And with the HP2, BMW has put on wheels the ultimate sports endurance bike with a wealth of rally experience. Thanks to this well-rounded range of models and its pride in 25 years of achievement, BMW Motorrad can look with optimism into the future of the Enduro market.

Even on the toughest terrain, the HP2 is unlikely to make life easy for its rivals.

