

BMW Motorrad
Enduro



F 650 GS
F 650 GS Dakar

The Ultimate
Riding Machine

A photograph of two BMW motorcycles on a dirt road. The motorcycle in the foreground is a black F 650 GS, and the one in the background is a white F 650 GS Dakar. Both riders are wearing helmets and riding gear. The scene is set against a bright, hazy sky, suggesting a sunrise or sunset. The ground is dusty and uneven.

F 650 GS F 650 GS Dakar

For the road and wherever else you want to go.



For city and country.
And in between.

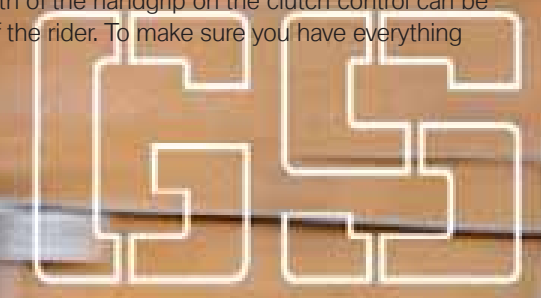
GS

Tarmac? Gravel? Cobblestones? Sand? The BMW F 650 GS won't complain. It's happy, whatever the road surface. Because this bike is definitely multi-talented. Whether winding its way through narrow city streets, sweeping along bends in the countryside, or crossing terrain out in the country, the light handling of this bike is a boon both to beginners and professionals.



You can do anything.
Except sit still.

Stop-and-go in the rush hour. Slalom around the traffic isles. Out onto the dual carriageway. Overtaking or moving with the flow of the traffic. The BMW F 650 GS offers all riders a comfortable and upright sitting position with a choice of three seat heights. Incidentally, the width of the handgrip on the clutch control can be adjusted to fit the finger length of the rider. To make sure you have everything within your grip.





GS

Back to nature. With the power of the engine.

Rolling hills and steep mountain passes. Country trails and gravel tracks. For the BMW F 650 GS there are no obstructions. The modern single-cylinder engine features electronic fuel injection, dual ignition and four-valve technology, which come together to make this a real state-of-the-art motorcycle. The maximum torque of 60 Nm is already available at 4,800 rpm and the power output of up to 50 bhp (37 kW) is a convincing argument. The economical engine of this agile bike always provides sufficient power in every situation and naturally, it is built to be environmentally friendly. The BMW F 650 GS's outstanding chassis ensures it remains stable, no matter how steep a slope it is attacking. Wide handlebars, combined with the innovative positioning of the fuel tank under the seat to lower the centre of gravity, give superb handling, while the five-speed synchronesh gearbox lets you make the most of the available power.





Some people lay stones in the road.
So that they can ride over them.

DAKAR

On gravel tracks. Over sand dunes. Through rocky ravines. The BMW F 650 GS Dakar always finds its own way. Because this is the off-road sports model of the F 650 GS series. The BMW F 650 GS is for enduro trekking and trail riding. Dakar is just around the corner.



Life has its ups and downs. But with a spring travel of 210 mm you are always on top.

From the desert, through the river in the forest, and down to the beach. With the extra long travel suspension, the big 21 inch front wheel and enduro tyres, the BMW F 650 GS Dakar takes the direct route to its destination – as the crow flies. It's a great boost when the suspension is fettled for rough terrain from the outset. Including the concrete jungle of the big cities.

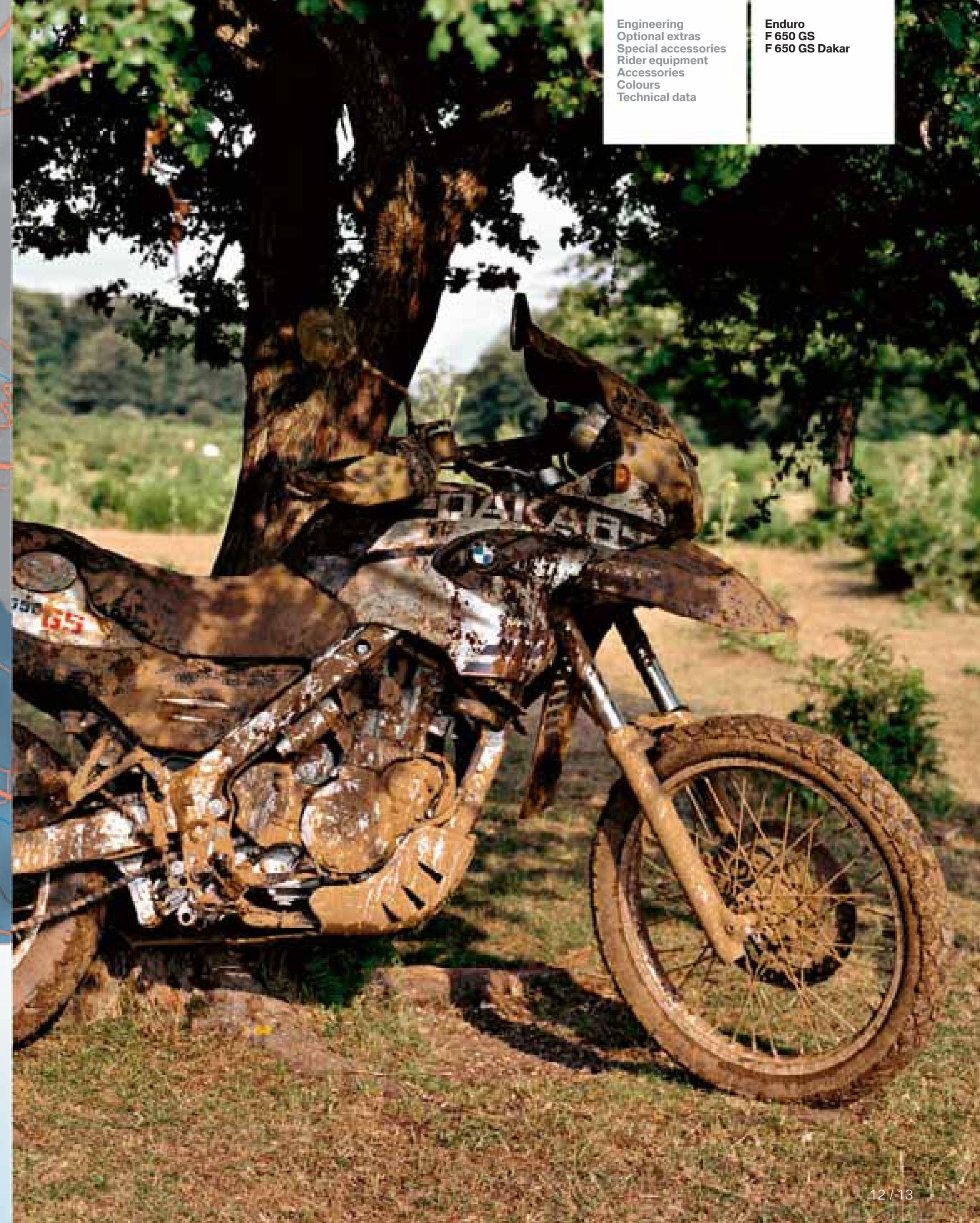
DAKAR



The Boot of Italy. A Biker Boot.

The rush and the chaos of the traffic in Rome is enough to test the nerves of most motorcycle riders. The eternal city is at its most beautiful in August, when most Rome residents are themselves on holiday and the narrow streets, alleys and cobblestone squares become an El Dorado for motorcyclists. The bus and taxi lanes have long since been taken over by the motorcycles. Many routes are available from the City of the Seven Hills to the surrounding region. For example through the pine tree avenue to Castel Gandolfo, the impressive papal residence, some 20 kilometres away. Or into the Terni region, with its winding roads and tracks across fields, seemingly made especially for fans of off-road motorcycling. The gravel tracks and terrain passes on the high plateau from Monteleone di Spoleto are pure excitement for man and machine. The well developed coastal road from Terracina to Naples with its cool slalom of bends is also not to be missed. Somewhere along the sea and the cliffs there is sure to be a lonely bay which is perfect for swimming.

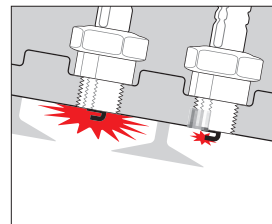
Engineering	Enduro
Optional extras	F 650 GS
Special accessories	F 650 GS Dakar
Rider equipment	
Accessories	
Colours	
Technical data	



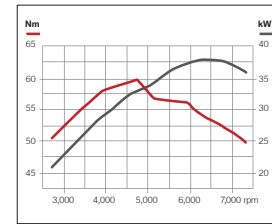
Power. Put to perfect use in a single cylinder.

An engine of progress. Right from the day it was launched, this engine was an absolute sensation. The first serial single-cylinder to have an electronic injection system and catalytic converter and it is still setting standards in its class. Now it is causing a fresh sensation. The dual ignition system, already enthusiastically welcomed in the Boxer engine series, is now also being incorporated into the latest single cylinder generation. Powerful output is already available at 2,000 rpm and thanks to the compensation shaft, the single cylinder develops its power gently but with determination and from 4,000 rpm is nothing less than a power station. This results in excellent acceleration and engine power.

Together with the Two Spark dual ignition system, the BMS-C II engine management system, with its quintuple calculation speed, considerably reduces fuel consumption and exhaust emissions. At high speeds this makes quite a difference. Cruising at 75 mph the reduction compared to the predecessor amounts to 0.7 l to 4.3 l per hundred kilometres. And the torque curve has been optimised into the bargain while meeting the EU3 emissions standard with ease. The 50-bhp (37-kW) single-cylinder engine is also available in a reduced power version with 34 bhp (25 kW), for new riders.

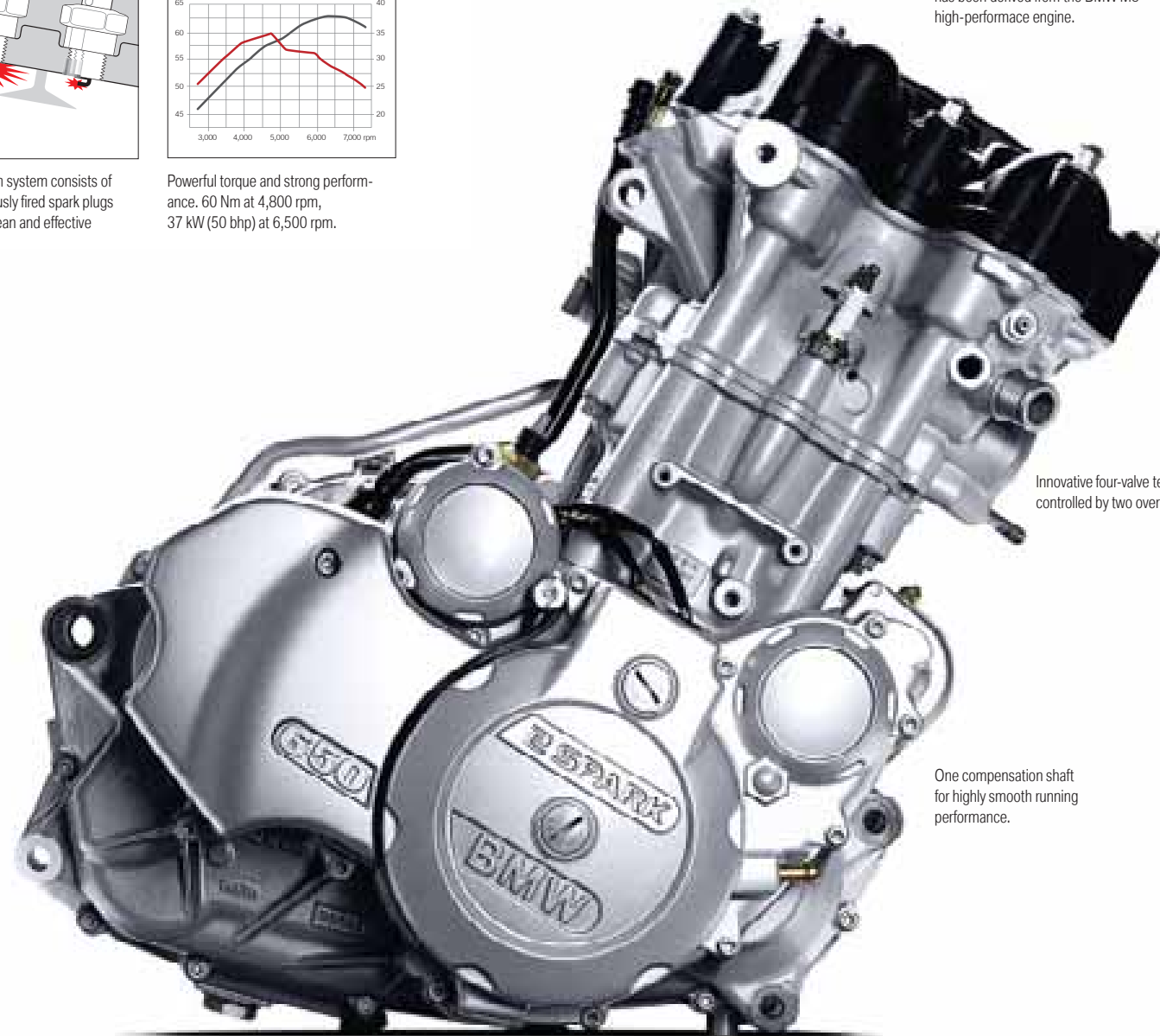


The dual ignition system consists of two simultaneously fired spark plugs for especially clean and effective combustion.



Powerful torque and strong performance. 60 Nm at 4,800 rpm, 37 kW (50 bhp) at 6,500 rpm.

The technology in the cylinder head has been derived from the BMW M3 high-performance engine.



Innovative four-valve technology controlled by two overhead camshafts.

One compensation shaft for highly smooth running performance.

1 The clear glass headlamp now features considerably improved road illumination.

2 The windshield has been optimised in a wind tunnel to reduce wind pressure considerably. This ensures a comfortable and relaxed ride.



3 The clutch lever can be individually adjusted in three stages to match the size of the rider's hand precisely.



4 Three different factory-fitted seat heights are available, for maximum comfort sitting and standing.

Seat heights F 650 GS:
750 mm* for riders under 170 cm (no extra cost),
780 mm for riders under 180 cm (standard equipment),
820 mm for riders over 180 cm (optional extra at additional cost).

Seat heights F 650 GS Dakar:
830 mm for riders under 175 cm (accessory at additional cost),
870 mm for riders over 175 cm (standard equipment).

5 The sturdy luggage bridge with its lockable luggage compartment simplifies luggage fixing. The top-case holder is already integrated.

* by lowering the chassis



Get to the point quickly. Brake.

The highly efficient and modern disc brake system produces excellent braking performance. The optional BMW Motorrad ABS which has been developed specifically for the F 650 GS is a unique feature in the single-cylinder segment. It stops the wheels from locking when you brake hard and thus prevents you from falling. This feature truly represents the highest level of safety especially on wet roads and poor road surfaces.



Disc brakes:
Front: 300 mm, double-piston floating caliper.
Rear: 240 mm, single-piston floating caliper.



Perfectly coordinated. The chassis.

A low centre of gravity is the key to easy handling and safe road behaviour. Which is why the fuel tank of the BMW F 650 GS has been moved underneath the seat. The best ideas are always the simple ones. The combination of perfectly trimmed telescopic forks at the front and the elegant damping effect of the strut in the rear is ideal for direct response from the road surface, excellent straight-line stability and particularly light handling and allows for the perfect functioning of the BMW Motorrad ABS. The excellent chassis set-up together with the extremely rigid engine-frame combination are the basis for the bike's outstanding ride stability for unperturbed on and off-road travel.

Ready for anything. With BMW Motorrad Rider Equipment.



The right apparel for any situation.
Helmets, suits, jackets, trousers, gloves,
boots and much more besides.

Special Equipment. Options you can order ex works.

With this factory-installed special equipment you can already tailor your bike to your requirements when you order. For example there is the disengageable BMW Motorrad ABS or the output reduction to 34 bhp (25 kW).



Hazard warning system

The hazard warning system ensures that the motor-cycle is safe in dangerous conditions and also serves to warn oncoming traffic.



Heated grips

The heated handlebar grips can be set to two heat levels for warm hands whatever the temperature.



Seat bench

Three seat heights are offered ex works to ensure the optimal seated and standing position.

Seat heights F 650 GS:

750 mm* for riders up to 170 cm (no extra charge),
780 mm for riders up to 180 cm (standard equipment),
820 mm for riders taller than 180 cm (equipment, extra charge).

Seat heights F 650 GS Dakar:

830 mm for riders up to 175 cm (accessory, extra charge),
870 mm for riders taller than 175 cm (standard equipment).

* by means of chassis lowering measures

Accessories. For your personal tour.

With the F 650 GS you determine which way you want to go. To help you on your way there is a great range of individual accessories available from your BMW Motorrad dealer. Turn your bike into your personal creation. Please see the current pricelist for the entire range of accessories.



Variocases

Lockable, removable and spray waterproof variocases can be extended up to a volume of 31 litres. Separate inside bags are additionally available.



Topcase

The topcase has 31 litres of luggage space so there is plenty of space for your helmet. The carry handle is integrated within the top lock. There is also a single-key system available as well as a spray water protected inside bag.



Softbag combination

Both softbags can be connected to give one large rucksack using connector zips. Softbag for pillion seat: 35 litres storage space. Softbag for luggage bridge: storage space can be extended from 16 to 27 l.



Tank rucksack

The tank rucksack with the transparent map compartment and separate rain protector cover can be expanded to 13.5 litres using a zip adjuster.



Single seat with luggage bridge

Additional space for luggage, particularly comfortable seat position, 800 mm seat height, lockable additional compartment (BMW Motorrad single key system possible).



Hand protectors

For the BMW F 650 GS additional hand protectors are available. They protect your hands in poor weather and in off-road situations.



High windshield

The high windshield improves wind and weather protection and in particular, increases comfort on long trips.



Engine protection and centre stand

The engine is protected by a strong tubular steel construction with multi-point attachment to the frame. The optional centre stand ensures the motorcycle stays upright on any kind of ground.

Colours and technical data.



Red



Iceberg silver metallic



Deep black



F 650 GS Dakar
Blue metallic/white aluminium matt metallic

Engine

Type:	Water-cooled single-cylinder four-stroke engine, four valves, two overhead camshafts, dry sump
Bore x stroke:	100 mm x 83 mm
Capacity:	652 cc
Rated output:	37 kW (50 bhp) at 6,500 rpm (output reduction to 25 kW (34 bhp) at 5,500 rpm possible)
Max.torque:	60 Nm at 4,800 rpm (51 Nm at 4,000 rpm with output reduction)
Compression ratio:	11.5:1
Fuellengine management:	Electronic intake pipe injection/BMW engine management, twin-spark ignition
Emission control:	Closed-loop 3-way catalytic converter, compliant with EU3 emission standard

Performance/fuel consumption

Maximum speed:	Approx. 170 km/h (145 km/h with output reduction)
Fuel consumption over 100 km at steady 90 km/h:	3.2 l
Fuel consumption over 100 km at steady 120 km/h:	4.3 l
Fuel type:	Unleaded regular, minimum octane rating 91 (RON)

Electrical system

Generator:	400 W three-phase generator
Battery:	12 V/12 Ah On-board socket

Power transmission

Clutch:	Multi-disc oil-bath clutch, mechanically operated
Gearbox:	Synchromesh 5-speed transmission integrated in engine housing
Drive:	Endless O ring chain with cush damping in the rear wheel hub

Chassis/brakes

Frame:	Bridge-type, tubular, steel, with bolted-on rear section
Front wheel location/suspension:	Telescope fork with stabiliser, stanchion diameter 41 mm
Rear wheel location/suspension:	Box-section dual swing arm, steel; gas pressure-spring strut, spring pre-load and rebound damping hydraulically adjustable by means of hand wheel to continuously variable levels 170 mm/165 mm, Dakar 210 mm/210 mm

Travel front/rear:	
Wheelbase (unladen as per DIN standard):	1,477 mm, Dakar 1,484.3 mm
Castor (unladen as per DIN standard):	113.3 mm, Dakar 123.3 mm
Steering head angle (unladen as per DIN standard):	61.9°
Wheels:	Spoke wheels
Rim, front:	2.50 x 19, Dakar 1.60 x 21
Rim, rear:	3.00 x 17
Tyres, front:	100/90 S 19", Dakar 90/90 S 21
Tyres, rear:	130/80 S 17"
Brake, front:	Single disc, 300 mm diameter, double-piston floating caliper
Brake, rear:	Single disc, 240 mm diameter, single-piston floating caliper
ABS:	Special equipment: BMW Motorrad ABS, disengageable

Dimensions/weights

	F 650 GS	F 650 GS Dakar
Seat height, unladen:	780 mm, Special equipment: low seat 750 mm high seat 820 mm	870 mm Special equipment: low seat 830 mm
Rider step length, unladen:	1,800 mm Special equipment: low seat 1,710 mm high seat 1,880 mm	1,980 mm Special equipment: low seat 1,900 mm
Unladen weight, fully fuelled, road-ready*:	192.0 kg	193.0 kg
Dry weight**:	175.4 kg,	177.2 kg
Max. permitted weight:	380.0 kg	380.0 kg
Max. load (with standard equipment):	187.0 kg	187.0 kg
Usable tank volume:	17.3 l	17.3 l
Of which reserve:	Approx. 4.5 l	Approx. 4.5 l
Length:	2,175 mm	2,189 mm
Height (not inc. mirrors):	1,265 mm	1,265 mm
Width (inc. mirrors):	910 mm	910 mm

* as defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90% of usable tank capacity

** unladen weight without operating fluids

BMW Motorrad
Enduro



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F 650 GS Dakar

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