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The New BMW R nineT Racer and R nineT Pure Pure, Athletic and Classic

Woodcliff Lake, NJ – November 18, 2016...For many motorcycle enthusiasts, less is often more – which is why they opt for “pure motorcycling” and the kind of motorcycle that credibly and authentically embodies this approach.

BMW Motorrad responded to this trend with the introduction of the R nineT in 2013. The success of the R nineT provided the impetus for the BMW Motorrad team to follow up with the R nineT Scrambler in 2015, another example of classic motorcycle design, which once again received enthusiastic feedback.

Motivated by this positive response, BMW Motorrad now presents the R nine T Racer and R nineT Pure – two motorcycles that add two exciting new facets to the BMW Motorrad Heritage world of experience: the roadster reduced to the essentials and the classic, old-school half-faired sports motorcycle. These are both concepts that were popular in the 1960s and 1970s and continue to inspire nostalgia among many motorcycle enthusiasts to this day.

Both the new BMW Heritage models feature the potent, air/oil-cooled boxer engine with a capacity of 1,170 cc and an output of 81 kW (110 hp) combined with a 6-speed transmission. The design of the exhaust system in stainless steel with the rear silencer positioned on the left reflects classic styling.

Modular frame makes customization easier.

On the suspension side, the R nineT Racer and R nineT Pure make use of the modular steel tubular space frame familiar from the R nineT Scrambler, consisting of the three components -- front main frame, rear main frame and removable passenger frame. The latter provides flexibility to change the appearance and character of the two BMW boxer models according to preference, for example by adding different seats from the range of Original BMW Motorrad Accessories. Front wheel control is governed by a conventional telescopic fork while at the rear the BMW Paralever comes into use in conjunction with a

central spring strut. The five-spoke light alloy cast wheels in the sizes 3.5 x 17" at the front and 5.5 x 17" at the rear have tires in the dimensions 120/70 ZR 17 and 180/55 ZR 17 respectively. Four-piston brake calipers at the front along with floating brake discs with a diameter of 12.6 inches (320 mm) and ABS ensure secure deceleration. To prevent the rear wheel from spinning on slippery roads, there is an ASC (Automatic Stability Control) option which is available as a factory option. Wire-spoked wheels are an option that further emphasize the classic appearance.

R nineT Pure: purist roadster for dynamic, classic riding pleasure on country roads.

The R nineT Pure embodies the essence of the purist, classic roadster – authentically designed, without frills and reduced to the absolute essentials. The design draws on a blend of both classic and modern stylistic elements of motorcycle construction combined with high-end details such as footrests and fork bridges in forged aluminum with a clear anodized finish.

The fuel tank and front fender of the BMW R nineT Pure are finished in the color Catalano Grey non-metallic. In combination with black for the suspension and drivetrain, this color emphasizes the purist character of the R nineT Pure as a roadster for dynamic, classic riding pleasure on country roads.

R nineT Racer: classic 1970s sport motorcycle feeling.

The R nineT Racer deliberately arouses memories of sports motorcycles popular in the early 1970s. Crouched, compact and elongated, it conveys a sense of old-school sporty aspiration with its strikingly short half-fairing, hump seat, stub handlebars and set-back footrests, combining this overall impression with modern technology.

In Light White non-metallic combined with decor that is reminiscent of past BMW Motorsport colors, the R nineT Racer is particularly light and athletic in appearance. The frame finished in Aluminum Silver prominently presents an architectural contrast with the black drivetrain, establishing the R nineT Racer as an old-school sports motorcycle designed for dynamic riding fun on winding roads.

Highlights of the BMW R nineT Racer and R nineT Pure:

- Potent boxer engine with a capacity of 1,170 cc and an output of 81 kW (110 hp).
- Modular frame intended for customizing, allowing individualization according to personal taste.

- Five-spoke light alloy cast wheels, 3.5 x 17" at front and 5.5 x 17" at rear (optional wire-spoked wheels).
- 12.6 inches twin disc brake at the front.
- ABS as standard.
- ASC (Automatic Stability Control) as a factory option.
- 2-in-1 exhaust system made of stainless steel (polished in the Racer, brushed in the Pure).
- High-end details such as fork bridges and footrests in forged, clear anodized aluminum.
- R nineT Pure in Catalano Grey non-metallic as a classic, purist roadster.
- R nineT Racer with half-fairing, hump seat and set-back footrests in the style of a 1970s sports motorcycle.
- R nineT Racer in Light White non-metallic combined with multi-colored decor reminiscent of past BMW Motorsport colors, with the frame in Aluminum Silver.

Technology

Distinctive, air-cooled boxer engine for classic motorcycle enjoyment and dynamic riding fun.

The longitudinally mounted 2-cylinder boxer engine with power transmission via universal-shaft drive has been synonymous with BMW motorcycles for more than 90 years. Like no other motorcycle engine, the air-cooled BMW Motorrad boxer power unit captivated riders with its unmistakable, authentic design, powerful torque and unique, throaty sound.

The BMW R nineT Racer and the R nineT Pure both feature the familiar air/oil-cooled boxer engine with 101-millimeter bore and 73-millimeter stroke, creating a capacity of 1,170 cc. Its peak output is 81 kW (110 hp) at 7,750 rpm and the maximum torque of 86 lb-ft (116 Nm) at 6,000 rpm, with a maximum engine speed of 8,500 rpm.

Both new models of the BMW Motorrad Heritage world of experience are designed to meet the European requirements of the EU4 pollutant class. This involved fitting the motorcycles with such features as a new engine mapping, a fuel system with carbon canister for fuel tank ventilation and an exhaust system with an altered catalytic converter that has a larger cross-section.

Control of the four valves is via two overhead chain-driven camshafts (DOHC) per cylinder. Valve activation is handled by very light speed-resistant rocker arms, and valve clearance

compensation is by means of light hemispherical shims. Power transmission to the rear wheel is via the well-established 6-speed gearbox and the universal-shaft drive.

Exhaust system with a classic boxer sound.

The stainless steel exhaust system with rear muffler positioned on the left-hand side also reflects the style of a classic motorcycle – it is the type of feature that was not uncommon in café racers and roadsters of the 1960s and 1970s. Fitting snugly up against the wiry stature of the R nineT Racer and R nineT Pure, it underscores their slim appearance and perfectly captures the authentic styling of a bygone era. While the end piece of the rear muffler is finished in black silk matt in the R nineT Pure, in the R nineT Racer the finish is matted clear stainless steel.

The exhaust system has an electric servomotor and an acoustic valve controlled by opening and closing cables to meet the desire for a throaty boxer sound while still complying with the noise emission regulation ECE R41-04. A large-size catalytic converter ensures even more effective exhaust gas cleaning.

The range of Original BMW Motorrad Accessories also gives customers a range of individualization options relating to the exhaust concept to adapt the character of the two R nineT variants of the Heritage world of experience entirely according to personal taste.

Distinctive frame concept with newly defined suspension geometry that lends itself to individualization.

Like the R nineT and the R nineT Scrambler, the R nineT Racer and R nineT Pure also respond to motorcycle enthusiasts' desire to make technical and visual modifications – or customizing for short – by providing a special frame concept. For this reason, the new models feature a modular steel tubular space frame like the R nineT Scrambler. This comprises three components: a main front section, a rear section with integrated end piece and a passenger frame. These three frame components are bolted together. Due to the removable passenger frame, the two new R nineT models also offer plenty of opportunity to change the look and therefore also the character of the BMW boxers entirely according to personal taste.

The sporty aspirations of the R nineT Racer and the active riding character of the R nineT Pure are reflected in the suspension geometry, which in both cases is geared toward light-footed handling, a neutral cornering response, a high level of directional stability and above all riding fun on winding country roads. The wheelbase of the R nineT Pure is 58.8 inches (1,493 millimeters), the castor 4.1 inches (105.0 millimeters) and the steering head angle

63.4 degrees. In the R nineT Racer the wheelbase is 58.7 inches (1,491 millimeters), the castor 4.1 inches (103.9 millimeters) and the steering head angle 63.6 degrees.

Purist motorcycle feeling – solo or with a passenger.

The new BMW R nineT Pure comes factory equipped to accommodate a passenger. The seat height for the rider is approximately 31.7 inches (805 mm), which in conjunction with a narrow inside leg width provides pleasant seat comfort for both rider and passenger. For solo trips, the Pure can be converted to the aluminum rider's hump seat with the passenger frame dismantled, which makes the rear particularly light in appearance. This highlights the character of the R nineT Pure as an uncompromising riding machine reduced to the essentials of 1960s and 1970s style. The range of Original BMW Motorrad Accessories allows the R nineT Pure to be modified according to personal taste by means of various seat solutions.

Reminiscent of an early 1970s sports machine, the R nineT Racer is designed for solo riding in a dynamic position on the one-man hump seat. The seat height is approximately 31.7 inches (805 millimeters). If necessary, a passenger can be accommodated by means of an additional bolt-on passenger frame complete with passenger seat and footrests, all of which are available from the range of BMW Motorrad accessories.

Classic telescopic fork at front, Paralever at rear and five-spoke light alloy cast wheels. Front wheel control in both models is decidedly classic in style with a conventionally designed telescopic fork featuring a fork tube diameter of 43 millimeter and 4.9 inches (125 millimeters) of spring travel. Rear wheel control is taken care of in well-proven fashion by means of a Paralever single-sided swinging arm, as used in other boxer models of the BMW Motorrad Heritage world of experience. A central spring strut with the spring in a white finish is responsible for suspension and damping, offering a spring travel of 4.7 inches (120 millimeters). The spring rest is adjustable and rebound-stage damping can also be set to continuously variable levels.

Both models come with light alloy cast wheels in the sizes 3.5 x 17 inches at the front and 5.5 x 17 inches at the rear, with tires at 120/70 ZR 17 and 180/55 ZR 17 respectively. To enhance its classic appearance, the R nineT Pure can alternatively be fitted with wire-spoked wheels, which are optionally available as part of the range of Original BMW Motorrad Accessories. 4-piston brake calipers at the front along with floating brake discs with a diameter of 320 millimeters and ABS ensure secure deceleration in both models. To prevent the rear wheel from spinning on slippery roads, there is an ASC (Automatic Stability Control) option which is available as a factory option.

Design and Color Concept

The R nineT Pure, Purist roadster reduced to the essentials.

No frills, authentically designed and with all the attributes that make a classic motorcycle – this is the R nineT Pure not just in terms of technology but also with regard to its paint finishes and styling.

As was the case with the R nineT, one design objective was to give the purist character a powerful presence and express it stylishly using just a small number of skillfully designed elements. The Pure likewise blends both classical and modern elements of motorcycle styling, combining these with high-end surfaces.

These include the painted 4.5 g (17-liter) sheet-steel fuel tank with an aluminum trim panel featuring an embossed R nineT inscription which runs across the air intake duct on the right-hand side. It has a clear anodized finish and creates a striking technical contrast due to its finely brushed surface.

High-end classic details.

The R nineT Pure conveys a sense of sophisticated workmanship in numerous details. For example, the fork bridges and the footrests are high-quality aluminum forged parts with a surface which has been glass-bead blasted and then given a clear anodized finish. The aluminum clamp of the double-buttet aluminum handlebars for perfect roadster ergonomics bears the BMW Motorrad inscription, while boreholes are provided on the steering head that allow attachment of a type plate reminiscent of historical BMW motorcycles (Original BMW Motorrad Accessory).

The circular headlamp with sheet steel casing and the BMW emblem positioned centrally on the bulb cover also echo BMW Motorrad's history that now stretches back more than 90 years. In corresponding style, the R nineT Pure is fitted with white turn indicators and an LED rear light.

The instrument cluster perfectly matches the classic appearance of the R nineT Pure with a circular speedometer featuring an analog display and integrated indicator lamps. Housed in a high-quality metal casing, its straightforward functionality is very much in keeping with the reduced style of the classic BMW roadster. If desired, the range of BMW Motorrad special accessories allows the addition of a classic tachometer with analog display. In addition, the R nineT Pure is fitted with an LCD display that shows important information such as the time and trip distance.

Classic, purist appearance in Catalano Grey.

The fuel tank and front fender of the BMW R nineT Pure are finished in Catalano Grey non-metallic. Otherwise, black accentuates the classic, purist character of the Pure on the suspension, engine and seat. Meanwhile, numerous aluminum surfaces create fascinating contrasts and a distinct classic appearance.

The R nineT Racer: classic sports bike with a café racer look.

When BMW showcased the BMW Concept Ninety on May 24, 2013 at the Concorso d'Eleganza Villa d'Este, it also evoked memories of the legendary BMW R 90 S – a motorcycle that was synonymous with sports-oriented motorcyclists of the era: with short-cut handlebar fairing and a hump seat, it had sufficient power to reach a top speed of 124 mph.

Today, the R nineT Racer brings to a serial production model what the BMW Concept Ninety captured as a design study: purist athletic flair, emotional design and uncompromising styling as a classic sports machine that not only inspires boundless motorcycling pleasure but also instills a desire to customize.

Frame-mounted half-fairing, seat hump and set-back footrests reminiscent of early 1970s sport bikes.

Crouched, compact and elongated, the R nineT Racer conveys a sense of old-school sporty aspiration with its strikingly short, frame-mounted half-fairing on the steering head, and skillfully blends this with modern technology. In combination with the set-back footrests made of forged aluminum, the stub handlebars positioned deeply and mounted directly on the aluminum-forged, clear anodized upper fork bridge force the rider into a dynamic seating position. This is just what many motorcyclists were looking for in the early 1970s and they resorted to the appropriate conversion parts at the time.

An absolute must in this type of conversion was the hump seat - just like the one featured on the R nineT Racer. Modelled after the racing machines of that era, the hump seat not only evoked a very sporty style but was also designed to give the rider optimum support when accelerating dynamically.

This function is performed in the very same way today by the one-man hump seat of the R nineT Racer with its aluminum hump, and just as in bygone times it is combined with the low, narrowly shaped half-fairing and the elongated 17-liter fuel tank to create a particularly sporty line. Added to that, the front view of the R nineT Racer is especially slim and squat in style, determined by the classic circular headlamp with the BMW emblem positioned centrally on the bulb cover.

The typical café racers of the 1970s always featured analog circular instruments, and this detail is faithfully reproduced in the R nineT Racer. In their simplicity, both circular instruments follow the classic principles while still making use of modern technology. For example the R nineT Racer has an on-board computer as standard which provides a large and clear display of important information such as time, active gear, remaining range, trip distance, service interval and average speed and fuel consumption.

Sporty lightness and dynamic performance in Light White non-metallic combined with multi-colored decor.

The BMW R nineT Racer is finished in Light White non-metallic, which appears on the half-fairing, the fuel tank, the front fender and the seat hump. Enhanced by decor reminiscent of past BMW Motorsport colors, it conveys a sense of light, dynamic and sporty flair. The frame in Aluminum Silver is reserved exclusively for the R nineT Racer, prominently presenting an architectural contrast with the black drivetrain. The passenger frame for optional additional attachment is finished in black. Meanwhile, numerous aluminum forged parts create skillfully accentuated technical contrasts.

Equipment Program

BMW Motorrad optional equipment and Original BMW Motorrad Accessories for wide-ranging customization.

An extensive array of BMW Motorrad equipment and accessories are available to individualize the R nineT Racer and R nineT Pure.

BMW Motorrad optional equipment is supplied directly by the factory and integrated in the production process. Original BMW Accessories are installed by the BMW Motorrad dealer or by customers themselves. These are features which can be retrofitted, too.

BMW Motorrad optional equipment.

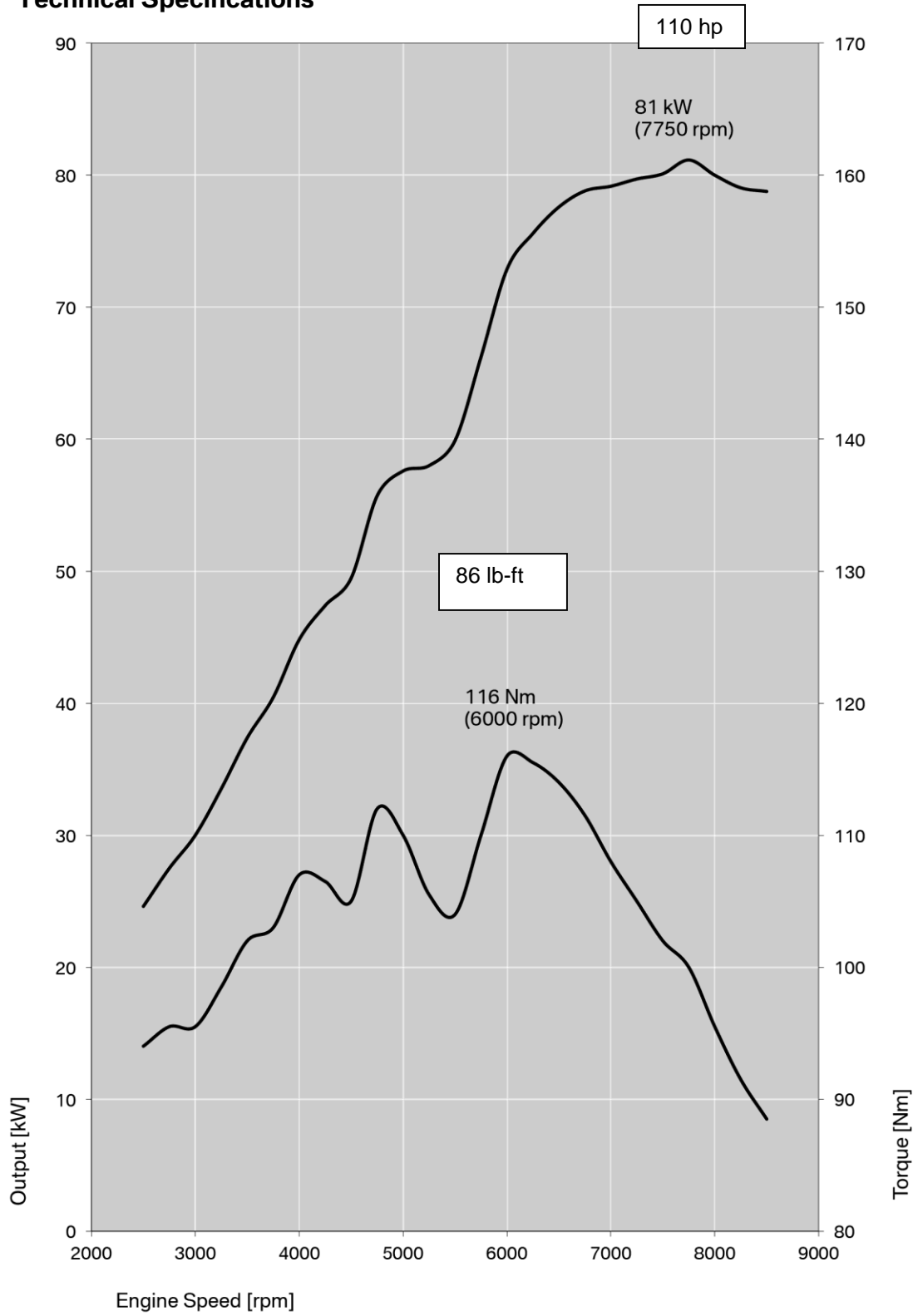
- Spoked wheels.
- Automatic Stability Control ASC.
- Heated grips.
- Hand-brushed aluminum fuel tank with or without visible weld seam.
- Chrome-plated manifold.
- Alarm system.

Original BMW Motorrad Accessories.

- Air filter housing cover right/left in hand-brushed aluminum.
- Radiator trim right/left in hand-brushed aluminum.
- Aluminum fuel tank, hand-brushed with or without visible weld seam.
- Knee pads for fuel tank side surfaces.
- Hump cover, aluminum or hand-brushed aluminum.
- Back pad cover fabric as for R nineT seat or in Alcantara.
- Scrambler Urban single seat (R nineT Pure only).
- R nineT rider seat for R nineT Racer.
- Comfort passenger seat with grab straps (for the R nineT Racer only in conjunction with passenger frame).
- Passenger seat (in conjunction with passenger frame).
- Custom rider seat.
- Aluminum handlebar end cap.
- Main frame cover (without passenger frame).
- Tachometer (R nineT Pure only).
- Barrel-type instrument cluster, chrome matt.
- Protective guard for headlamp (R nineT Pure only, not for use on public roads).
- Windshield in hand-brushed aluminum (R nineT Pure only).
- Ignition lock cover in Granite Grey.
- HP Carbon parts: ignition lock cover, intake snorkel cover, throttle body cover, front wheel cover, hump cover, belt cover, cylinder head covers.
- HP sports silencer.
- R nineT rear muffler
- Chrome-plated manifold.
- Cylinder head covers in 2V style.
- Cylinder head covers, chrome-plated, black or silver.
- Cylinder head covers, aluminum or plastic.
- High-end steering damper (adjustable).
- Fork bridge with integrated stub handlebars (R nineT Pure).
- Mechanically processed parts: footrest system (adjustable), passenger footrests, hand lever, belt cover, cylinder head covers, oil filler cap, swing-arm pivot mount cover, headlamp cover, handlebar end cover, rear axle bearing cover.
- Tank bag and rear bag.
- Saddle bags on passenger seat.
- Alarm system.
- Classic emblem.

Engine output and torque The new BMW R nineT Racer and R nineT Pure

Technical Specifications



BMW R nineT Racer

BMW R nineT Racer		
Engine		
Capacity	cc	1 170
Bore/stroke	mm	101/73
Output	kW/hp	81/110
at engine speed	rpm	7 750
Torque	Lb/ft	86
at engine speed	rpm	6 000
Type	Air/oil-cooled 2-cylinder boxer engine	
No. of cylinders	2	
Compression/fuel	12.0:1 / premium unleaded (95-98 RON)	
Valve/accelerator actuation	DOHC	
Valves per cylinder	4	
Ø intake/outlet	mm	39/33
Ø throttle valves	mm	50
Engine control	BMS-MP	
Emission control	Closed-loop 3-way catalytic converter	
Electrical system		
Alternator	W	720
Battery	V/Ah	12/14 maintenance-free
Headlight	W	60/55 H4
Starter	kW	1.2
Power transmission - gearbox		
Clutch	Hydraulically activated dry clutch	
Gearbox	Constant-mesh 6-speed gearbox	
Primary ratio	1.737	
Transmission ratios	2.375	
I		
	II	1.696
	III	1.296
	IV	1.065
	V	0.939
	VI	0.848
Rear wheel drive	Universal shaft	
Transmission ratio	2.91	
Suspension		
Frame construction type	Tubular space frame in steel, engine self-supporting	
Front wheel control	Upside down telescopic fork, Ø 43 mm	
Rear wheel control	BMW Paralever	
Total spring travel, front/rear	in	4.9/4.7
Wheel castor	in	4.1
Wheelbase	in	58.7
Steering head angle	°	63.6
Brakes	front	Hydraulically activated twin disc brake, Ø 320 mm
	rear	Single-disc brake Ø 265 mm
ABS	BMW Motorrad ABS	

BMW R nineT Racer		
Wheels		Aluminum cast wheel
	front	3.5 x 17"
	rear	5.5 x 17"
Tires	front	120/70 ZR 17
	rear	180/55 ZR 17
Dimensions and weights		
Total length	in	82.9
Total width with mirrors	in	36
Seat height	in	31.7
DIN unladen weight, road ready	lbs	485
Permitted total weight	lbs	948
Fuel tank capacity	g	4.5
Performance figures		
Fuel consumption (WMTC)	mpg	45
0-62 mph	s	3.5
Top speed	mph	Over 125

Technical Specifications

BMW R nineT Pure		
Engine		
Capacity	cc	1 170
Bore/stroke	mm	101/73
Output	kW/hp	81/110
at engine speed	rpm	7 750
Torque	Lb/ft	86
at engine speed	rpm	6 000
Type	Air/oil-cooled 2-cylinder boxer engine	
No. of cylinders	2	
Compression/fuel	12.0:1 / premium unleaded (95-98 RON)	
Valve/accelerator actuation	DOHC	
Valves per cylinder	4	
Ø intake/outlet	mm	39/33
Ø throttle valves	mm	50
Engine control	BMS-MP	
Emission control	Closed-loop 3-way catalytic converter	
Electrical system		
Alternator	W	720
Battery	V/Ah	12/14 maintenance-free
Headlight	W	60/55 H4
Starter	kW	1.2
Power transmission - gearbox		
Clutch	Hydraulically activated dry clutch	
Gearbox	Constant-mesh 6-speed gearbox	
Primary ratio	1.737	
Transmission ratios	2.375	
I		
	II	1.696
	III	1.296
	IV	1.065
	V	0.939
	VI	0.848
Rear wheel drive	Universal shaft	
Transmission ratio	2.91	
Suspension		
Frame construction type	Tubular space frame in steel, engine self-supporting	
Front wheel control	Telescopic fork, Ø 43 mm	
Rear wheel control	BMW Paralever	
Total spring travel, front/rear	in	4.9/4.7
Wheel castor	in	4.1
Wheelbase	in	58.8
Steering head angle	°	63
Brakes	front	Hydraulically activated twin disc brake, Ø 320 mm
	rear	Single-disc brake Ø 265 mm
ABS	BMW Motorrad ABS	

BMW R nineT Pure		
Wheels		Aluminum cast wheel
	front	3.5 x 17"
	rear	5.5 x 17"
Tires	front	120/70 ZR 17
	rear	180/55 ZR 17

Dimensions and weights

Total length	in	82.9
Total width with mirrors	in	35.4
Seat height	in	31.7
DIN unladen weight, road ready	lbs	483
Permitted total weight	lbs	948
Fuel tank capacity	g	4.5

Performance figures

Fuel consumption (WMTC)	mpg	45
0-62 mph	s	3.7
Top speed	mph	Over 125

BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; Designworks, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 and X4 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 341 BMW passenger car and BMW Sports Activity Vehicle centers, 153 BMW motorcycle retailers, 126 MINI passenger car dealers, and 36 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

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