

BMW Motorrad

G 450 X



The Ultimate  
Riding Machine

ENDURO

UNSTOPPABLE  
**G 450 X**





# ABSOLUTE TRACTION.

The BMW G 450 X Sport Enduro is a unique motorcycle that completely redefines enduro riding. After extensive testing the G 450 X is ready, willing and able to take on the toughest off-road conditions around.

The results speak for themselves. In 2009, its first year of racing, the G 450 X carried Juha Salminen to second place in the E2 class of the World Enduro Championship, Simo Kirssi to the European Cross Country title, and Andreas Lettenbichler to a commanding victory in the Red Bull Romaniacs rally.

The BMW G 450 X rises effortlessly to any challenge – and delivers the sort of traction that dreams are made of.





## TRACTION. FROM A REVOLUTIONARY FRAME/SWING-ARM DESIGN.

The design of the swing-arm truly breaks new ground: its pivot point shares an axle line with the drive sprocket. As a result, the compression and rebound of the suspension do not alter the length of the chain, and so do not impair the efficiency of the drive train. It also means that the length of the swing-arm can be significantly

increased, without needing to extend the wheelbase. This greatly increases traction and ground contact for off-road riding. Another unique feature is a frame made almost entirely of straight tubing, offering exceptional rigidity. These are design innovations that you can feel where it really counts – in better performance.

## TRACTION. FROM AN OUTSTANDING ENGINE.

The ultra-modern DOHC single-cylinder engine in the G 450 X is really something to get excited about. Because it is angled forwards, the air intakes are straight and long, ensuring the engine receives all the air it needs to deliver punchy yet supremely controllable responses right across the rev range. And the innovative positioning of the clutch directly on the crankshaft minimizes the amount of torque it has to

handle, meaning that its size and weight can be significantly reduced. For serious off-road use, an electronic key can be inserted to boost maximum power output from 41 horsepower (30 kilowatts) at 7,000 rpm to 52 horsepower (38 kilowatts) at 9,000 rpm – although the bike is not road-legal in this mode. Naturally, the engine is also fully compliant with EU3 emission regulations.





# TRACTION. FROM SUPERB SUSPENSION.

Maximum grip at all times requires maximum ground contact at all speeds and on all surfaces. The front of the G 450 X features a fully adjustable Marzocchi upside-down fork with 300 millimetres of travel, which effortlessly handles even the toughest terrain. At the rear is an Öhlins monoshock suspension system, also fully

adjustable and with 320 millimetres of travel. And for serious stopping power in tough off-road competition use, there is the Brembo brake system, which features a double-piston floating caliper and 260-millimetre disc at the front, and a single-piston floating caliper with a 220-millimetre disc at the rear.

For more information, visit  
**bmw-motorrad.com**

# TRACTION. FROM A PERFECT RIDING POSITION.

The G 450 X offers more than just the right combination of frame, engine and suspension. Because whether you're travelling uphill or down, sitting or standing, it is vital that you, the rider, are always in a comfortable position. The G 450 X is an exceptionally well-balanced machine, with a slim body, and a long, flat seat. To ensure you're always in complete control of

the situation, the Magura aluminium handlebars are fully adjustable. And to give you maximum freedom of movement, the fuel tank is located underneath the rider seat. The airbox is here too, high up out of the way of dirt and water where it can deliver pure fresh air to the engine.

ENGINE	
Type	Water-cooled four-stroke single-cylinder engine, four valves, double overhead camshaft, dry sump lubrication
Bore x stroke	98 mm x 59.6 mm
Capacity	449.5 cc
Max. output	Homologated for road use: 41 hp (30 kW) at 7,000 rpm; open version (with standard silencer): 52 hp (38 kW) at 9,000 rpm; with power reduction: 26 hp (19 kW) at 6,500 rpm
Max. torque	Homologated for road use: 43 Nm at 6,500 rpm; open version (with standard silencer): 44 Nm at 7,800 rpm; with power reduction: 30 Nm at 5,750 rpm
Compression ratio	12.0:1
Fuel/engine management	Electronic intake pipe fuel injection/electronic engine management with overrun cut-off
Emission control	Regulated 3-way catalytic converter

PERFORMANCE/FUEL CONSUMPTION	
Max. speed	Approx. 145 km/h
Fuel consumption per 100 km at a constant 90 km/h	4.5 litres
Fuel consumption per 100 km at a constant 120 km/h	6.6 litres
Fuel type	95-octane (RON) premium unleaded or higher

ELECTRICS	
Alternator	180-W three-phase generator
Battery	12 V/7 Ah, maintenance-free

TRANSMISSION	
Clutch	Mechanically operated wet multidisc clutch, primary clutch mounted directly on crankshaft
Gears	Synchromesh five-speed gearbox built into crankcase
Drive	O-ring chain

CHASSIS/BRAKES	
Frame	Bridge-type tubular frame made of high-strength stainless steel precision tubing
Suspension, front	Marzocchi upside-down telescopic fork, diameter 45 mm, adjustable compression and rebound damping
Suspension, rear	Die-cast aluminium double swing-arm, Öhlins spring strut, adjustable spring preload and compression and rebound damping
Travel, front/rear	300 mm/320 mm
Wheelbase (in normal position)	1,475 mm
Castor (in normal position)	118.8 mm
Steering head angle (in normal position)	61.8°
Wheels	Spoked
Rim dimensions, front	1.60 x 21"
Rim dimensions, rear	2.15 x 18"
Tyre, front	90/90 – 21"
Tyre, rear	140/80 – 18"
Brake, front	Single-disc brake, diameter 260 mm, double-piston floating caliper
Brake, rear	Single-disc brake, diameter 220 mm, single-piston floating caliper

DIMENSIONS/WEIGHT	
Seat height	955 mm (low seat: 935 mm)
Rider step length	2,080 mm (low seat: 2,040 mm)
Unladen weight, fully fuelled/road-ready, homologated for ECE road use (1)	121 kg
Dry weight (2)	111 kg
Max. permitted weight	280 kg
Max. load (with standard equipment)	159 kg
Usable tank capacity	Approx. 8.0 litres (US version approx. 7.0 litres)
Of which reserve	Approx. 0.75 litres
Length	2,200 mm
Height (excluding mirrors)	1,475 mm
Width (inc. mirrors)	806 mm

Dimensions refer to unladen motorcycles as per DIN standard definition.

(1) As defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90% of usable tank capacity.  
(2) Unladen weight without operating fluids and battery.



# OPTIONAL EQUIPMENT



## SLIP-ON RACING SILENCER

- Weighs approx. 1 kg less than standard silencer
- Combined reflection/absorption silencer
- Stainless steel end cap, easy to fit
- Complies with FIM regulations
- Not homologated for road use

# ACCESSORIES



## ALUMINIUM BASH PLATE

- Extremely sturdy construction
- For off-road competition use
- Made of high-strength aluminium
- Offers enhanced protection compared with standard bash plate



## ALUMINIUM HAND PROTECTORS

- For off-road use
- Effective protection for hands, controls and levers



## ENDURO REAR BAG AND MOUNTING RAIL FOR REAR BAG

- Capacity approx. 2.5 litres
- Outer made from sturdy nylon with a protective coating, washable
- Ideal for carrying small items and tools
- Stays securely in place, high-quality finish



## AKRAPOVIČ® TITANIUM SILENCER

- Weighs approx. 1.9 kg less than standard silencer
- Made entirely of titanium, with a carbon end-cap
- A racing silencer with a distinctive sound
- Not homologated for road use



Check out the Enduro helmet and the full range of Rider and Motorcycle Equipment online.

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