

BMW Motorrad

G 650 GS



The Ultimate
Riding Machine

ENDURO

UNSTOPPABLE
G 650 GS



THE FUN.

"Why not?" Two words that sum up the spirit of the G 650 GS. All you have to do is get on board and get going. Whether weaving nimbly through city traffic, sprinting along twisting B-roads or heading across country, it's an enduro that provides a totally laid-back riding experience. Its sturdy, punchy, low-vibration engine represents the next chapter in the BMW Motorrad single-cylinder success story, delivering simple, uncomplicated thrills. The handling is perfectly in keeping with this, and thanks to the stiff

frame, hard-wearing double swing-arm and the tried-and-tested telescopic fork, it's just a joy to ride. The looks of the G 650 GS also reflect its love of a good time. Its design combines youthful, classic enduro styling with compact size and manoeuvrability, and everything about it says fun.

UNSTOPPABLE ENDURO.





THE THRILL.

Whenever you want to leave your cares behind, the water-cooled single-cylinder engine provides the propulsion. It's a design of proven reliability and longevity, with an output of 48 horsepower (35 kilowatts) at 6,500 rpm, and 60 newton-metres of torque at 5,000 rpm, right there whenever you need it. So you can get away from it all and relax. But despite its laid-back personality, the G 650 GS has also got a serious side. Safety, for example, is something it takes very seriously indeed, with its large

disc brakes, and optional ABS system – something not offered by any other bike in this class. It's also seriously economical, using just 3.2 litres* of regular unleaded per 100 kilometres. But if it's economical with the fuel, it's also hugely enjoyable to ride – and thanks to the 34-horsepower (25-kilowatt) output reduction option, even novice riders can join in the fun and start their riding careers on a bike they'll never forget.

* At a constant 90 km/h



THE FEELING.

With the G 650 GS everything is under control – except your adrenaline levels. On gravel tracks and tar-mac roads, in or out of town, the proven suspension design with its central spring strut and double swing-arm delivers precise responses. With 170 millimetres of travel at the front and 165 millimetres at the rear, it absorbs bumps and potholes with no fuss at all. On the G 650 GS, you’re always totally relaxed, thanks in no small part to its excellent ergonomics, and a riding position that can be tailored to your needs. Lowered suspension can be specified as

a factory-fitted option, reducing seat height to 750 millimetres and step length to 1,710 millimetres, and there is also a retrofittable high seat (seat height 820 millimetres, step length 1,850 millimetres) available. So whatever your stature, you’ll always be able to put your feet safely on the ground. The handling of the G 650 GS is simply a joy to experience. With a road-ready weight of just 192 kilograms and an upright enduro riding position, it almost seems to guide itself around corners. The result is maximum riding enjoyment with minimum effort.



ENGINE	
Type	Water-cooled four-stroke single-cylinder engine, four valves, double overhead camshaft, dry sump lubrication
Bore x stroke	100 mm x 83 mm
Capacity	652 cc
Max. output	48 hp (35 kW) at 6,500 rpm (34 hp (25 kW) at 6,500 rpm with output reduction)
Max. torque	60 Nm at 5,000 rpm (47 Nm at 4,500 rpm with output reduction)
Compression ratio	11.5 : 1
Fuel/engine management	Electronic intake pipe fuel injection, BMS-C II electronic engine management, twin-spark ignition
Emission control	Regulated 3-way catalytic converter, compliant with EU3 emission standard

PERFORMANCE/FUEL CONSUMPTION	
Max. speed	Approx. 170 km/h (approx. 145 km/h with output reduction)
Fuel consumption per 100 km at a constant 90 km/h	3.2 litres
Fuel consumption per 100 km at a constant 120 km/h	4.3 litres
Fuel type	Regular unleaded, minimum 91 octane (RON)

ELECTRICS	
Alternator	400-W three-phase generator
Battery	12 V/12 Ah

TRANSMISSION	
Clutch	Wet multidisc clutch, mechanically operated
Gears	Synchromesh five-speed gearbox built into crankcase
Final drive	Endless O-ring chain with cush damper at rear wheel hub

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.

CHASSIS/BRAKES	
Frame	Tubular steel bridge-type frame with rear sub-frame screwed on
Suspension, front	Telescopic fork, stanchion diameter 41 mm, fork brace
Suspension, rear	Double box-type tubular steel swing-arm, central spring strut with lever system, spring pre-load hydraulically and steplessly adjustable via handwheel, adjustable rebound damping
Travel, front/rear	170 mm/165 mm (140 mm/130 mm with lowered suspension)
Wheelbase	1,477 mm
Castor	113 mm
Steering head angle	61.9°
Wheels	Cast aluminium
Rim dimensions, front	2.50 x 19"
Rim dimensions, rear	3.50 x 17"
Tyre, front	110/80 R19 59V
Tyre, rear	140/80 R17 69V
Brake, front	Single disc brake, diameter 300 mm, double-piston floating caliper
Brake, rear	Single disc brake, diameter 240 mm, single-piston floating caliper
ABS	Optional BMW Motorrad ABS (switchable)

DIMENSIONS/WEIGHT	
Seat height, unladen	780 mm (lowered suspension: 750 mm, high seat: 820 mm)
Rider step length, unladen	1,770 mm (lowered suspension: 1,710 mm, high seat: 1,850 mm)
Unladen weight, fully fuelled/road-ready (1)	192 kg
Dry weight (2)	175 kg
Max. permitted weight	380 kg
Max. load (with standard equipment)	188 kg
Usable tank capacity	14.0 litres
Of which reserve	Approx. 4.0 litres
Length	2,165 mm
Height (excluding mirrors)	1,390 mm
Width (including mirrors)	920 mm

THE LOOK.

One look at the G 650 GS tells you it was built to deliver simple riding pleasure. With its slim profile and athletic build, it talks the talk on city streets, and walks the walk on the open road. Its unique styling will be the centre of attention everywhere it goes, and the curvaceous flow of its lines from front to back immediately identifies it as a GS. Unlike other GS models though, the characteristic snout at the front end moves from side to side as

you turn the handlebars. Whether you go for the vibrant Orange Red or the clean Aura White colour, and whether you choose a seat in Black/Orange or Black/Grey, the G 650 GS combines distinctive BMW Motorrad design with a youthful dynamism that’s all its own. Because while you may be happy to blend into the background in everyday life, riding a motorcycle should be about escaping from mundane reality.



Orange Red

Aura White

OPTIONAL EQUIPMENT



BMW MOTORRAD ABS

- Prevents wheels from locking up under braking
- Switchable



CENTRE STAND

- For improved stability when stationary
- Enables bike to be parked in smaller spaces
- Lever effect means bike is easily jacked up off ground
- Allows basic maintenance to be carried out

ACCESSORIES



VARIABLE PANNIERS

- Capacity of each pannier adjustable between 20 and 30 litres
- Hard-wearing black surface finish
- Waterproof inner bags available separately



HAND PROTECTORS

- Made of plastic
- Protect hands and hand levers
- Protect against wind for enhanced comfort



BASH PLATE

- Made of aluminium
- Protects against flying stones

ENGINE PROTECTION BAR

- Made of tubular steel
- Protects against minor impacts



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