

BMW R 50

BMW Group
Mobile Tradition



The Ultimate
Riding Machine

Engine	Begin of the Production	1955
	End of the Production	1960
	Internal Designation	252/2
	Motor Type	four-stroke two-cylinder flat-twin
	Bore	68 mm
	Stroke	68 mm
	Displacement	494 ccm
	Max Power	26 hp
	Rpm (Max Power)	5800 rpm
	Compression Ratio	6.8:1
	Valves	ohv
	Carburetion System	2 x carburettor Bing 1/24/45 - 1/24/46
	Engine Lubricating System	forced-feed lubrication
Power transmission	Oil Pump	gear pump
	Clutch	single plate saucer spring, dry
	Number of Gears	4
	Shifting	foot shifting
	Gearbox Ratios	5.33/3.02/2.04/1.54
	Rear Wheel Ratio	1:3.18 (with sidecar 1:4.25 or 1:4.33)
	Bevel/Crownwheel	11/35 teeth (with sidecar 8/34 or 6/26)
Electrical system	Generator	Noris L 60/6/1500 L
	Ignition System	magneto ignition
	Spark Plugs	Bosch W 240 T1
Chassis	Designation	245/1
	Frame	double loop steel tubular frame
	Front Wheel Suspension	long arm swing with suspension units and oil-pressure shock absorbers
	Rear Wheel Suspension	long arm swing with suspension units and oil-pressure shock absorbers
	Wheel Rims	deep-bed 3 x 18
	Tyres front	3.5 x 18
	Tyres rear	3.5 x 18 (with sidecar, 4 x 18)
	Brakes front	drum brake Ø 200 mm duplex full hub
	Brakes rear	drum brake Ø 200 mm simplex full hub
	Dimensions and weights	Length
Width		660 mm
Height		980 mm
Wheel Base		980 mm
Fuel Tank Capacity		17 l
Unladen Weight, Full Tank		195 kg (with original sidecar 320 kg)
Load Rating		360 kg (with original sidecar 600 kg)
Idle/Riding Noise		81/82 DIN phon (from December 1955: 82/76 phon)
Fuel Consumption		approx. 4,1 l/100 km
Oil Consumption		approx. 0,5 - 1 l
Top Speed		140 kph (with original sidecar 100 kph)
Numbers Produced		13.510
Price		3.050,- DM