

BMW R 50 S

BMW Group
Mobile Tradition



The Ultimate
Riding Machine

Engine	Begin of the Production	1960
	End of the Production	1962
	Internal Designation	252/3
	Motor Type	four-stroke two-cylinder flat-twin
	Bore	68 mm
	Stroke	68 mm
	Displacement	494 ccm
	Max Power	35 hp
	Rpm (Max Power)	7650 rpm
	Compression Ratio	9.5:1
	Valves	ohv
	Carburetion System	2 x carburettor Bing 1/26/71 - 1/26/72
	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	4.17/2.73/1.94/1.54
	Rear Wheel Ratio	1:3.58 (with sidecar 1:4.33)
	Bevel/Crownwheel	7/25 teeth (with sidecar 6/26)
Electrical system	Generator	Bosch LJ/CGE 60/6/1700 R
	Ignition System	magneto ignition
	Spark Plugs	Bosch W 260 T1 or Beru 260/14
Chassis	Designation	245/2
	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 2.15B x 18 (with sidecar, rear 2.75C x 18)
	Tyres front	3.5 x 18 S
	Tyres rear	4 x 18 S
	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		1415 mm (with original sidecar 1450 mm)
Fuel Tank Capacity		17 l
Unladen Weight, Full Tank		198 kg (with original sidecar 320 kg)
Load Rating		360 kg (with original sidecar 600 kg)
Idle/Riding Noise		84/82 DIN phon
Fuel Consumption		approx. 5,2 l/100 km
Oil Consumption		approx. 0,5 - 1 l/1000 km
Top Speed		160 kph
Numbers Produced		1.634
Price		3.535,- DM