

BMW R 68

BMW Group
Mobile Tradition



The Ultimate
Riding Machine

Engine	Begin of the Production	1952
	End of the Production	1954
	Internal Designation	268/1
	Motor Type	four-stroke two-cylinder flat-twin
	Bore	72 mm
	Stroke	73 mm
	Displacement	594 ccm
	Max Power	35 hp
	Rpm (Max Power)	7000 rpm
	Compression Ratio	8.0:1
	Valves	ohv
	Carburetion System	2 x carburettor type Bing 1/26/9 - 1/26/10
	Engine Lubricating System	forced-feed lubrication
Power transmission	Oil Pump	gear pump
	Clutch	single-plate, dry
	Number of Gears	4
	Shifting	foot shifting (auxiliary manual lever on the gear block)
	Gearbox Ratios	4.0/2.28/1.7/1.3
	Rear Wheel Ratio	1:3.89 (with sidecar 1:4.75)
	Bevel/Crownwheel	9/35 teeth (with sidecar 7/32)
Electrical system	Generator	Noris 6 V L 45/60 L
	Ignition System	magneto ignition
	Spark Plugs	Bosch W 240 T1
Chassis	Designation	251/4
	Frame	double loop steel tubular frame
	Front Wheel Suspension	telescopic fork
	Rear Wheel Suspension	telescopic suspension
	Wheel Rims	deep-bed 3 x 19
	Tyres front	3.5 x 19
	Tyres rear	3.5 x 19
	Brakes front	drum brake Ø 200 mm duplex, from 1954: full hub
	Brakes rear	drum brake Ø 200 mm simplex, from 1954: full hub
	Dimensions and weights	Length
Width		725 mm
Height		985 mm
Wheel Base		1400 mm
Fuel Tank Capacity		17 l
Unladen Weight, Full Tank		190 kg (with original sidecar 320 kg)
Load Rating		355 kg (with original sidecar 600 kg)
Idle/Riding Noise		85/96 phon, from 7/7/1953: 80/87 phon
Fuel Consumption		approx. 4,6 l/100 km
Oil Consumption		approx. 0,7 l/1000 km
Top Speed		160 kph (with original sidecar 116 kph)
Numbers Produced		1.452
Price		3.950,- DM