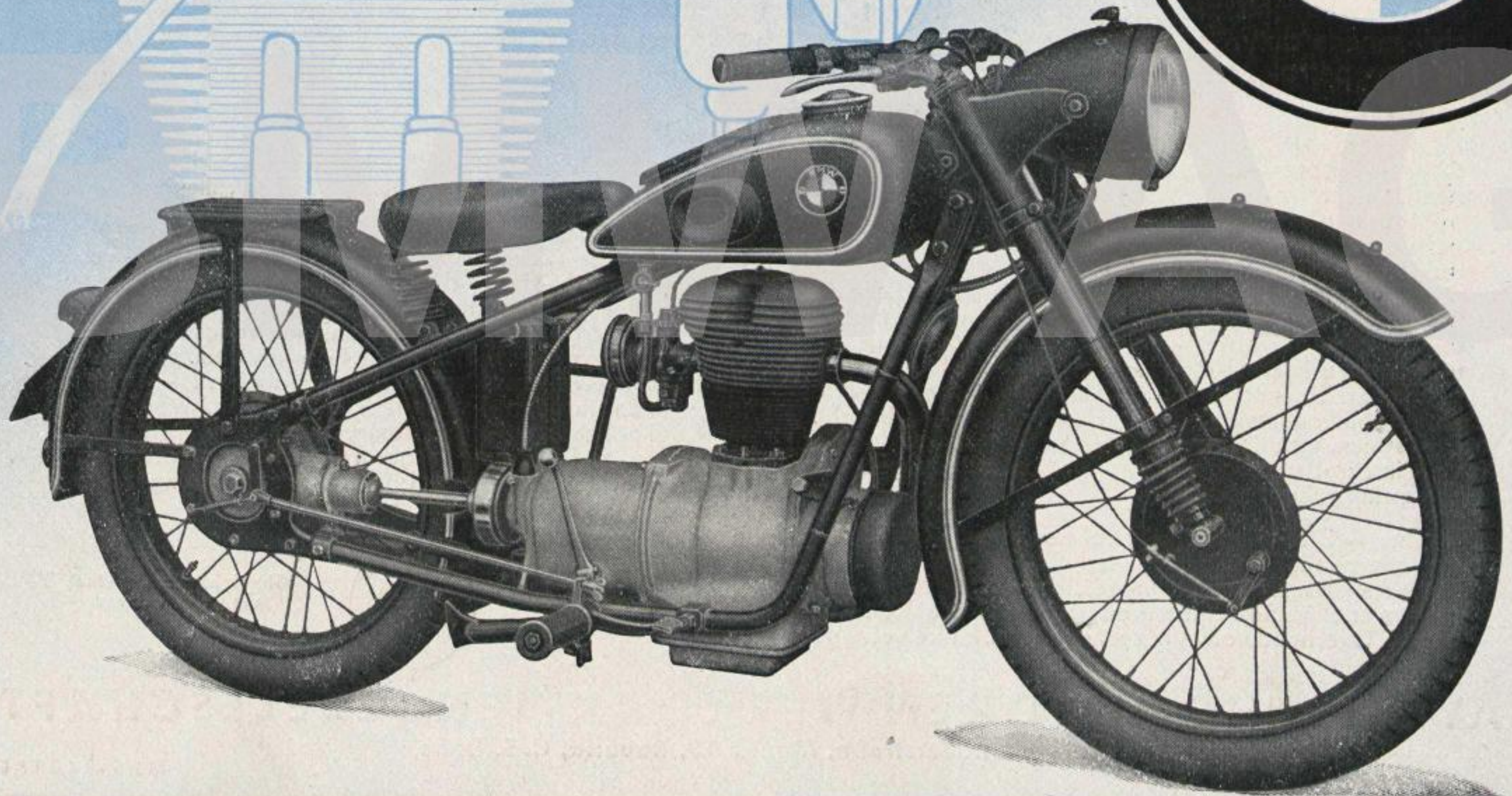


250 c.c. The Motorcycle of Quality



Model R-24 Touring Motorcycle - 250 c.c. - 2,9 HP

Equipped with

Telescopic Front Forks - Four-Speed Gearing - High-Efficiency Cylinder Head

A handsome and economical motorcycle, designed to stand maximum stress, a motorcycle that will also stand occasional rough treatment. Its constructional simplicity along with little maintenance requirements make it the ideal motorcycle for present-day conditions. In this new vehicle there are no component parts that have not been subjected to year-long exacting field tests. The time-tested designing principles of the BMW organization and our tradition make it certain for the customer that he gets the highest possible equivalent of his money. Durable and reliable as it is, this motorcycle is equally suitable for exacting civil-service duty, for everyday work, and for enjoyable trips. Its versatility, its handsome design, and its low petrol consumption will secure the R-24 Model a large circle of friends and admirers.

Specifications

Chassis Frame — Distortion-proof, bolted and welded twin steel tubular frame. Permanently oil-lubricated telescopic front forks offer comfortable cushiony springing. All moving parts carefully protected from dust and dirt, this making for reduced maintenance. Graceful saddle tank of 12 liters (2,65 Imp. gall.; 3.2 U. S. gall.) capacity with quick-action filler cap, built-in tool kit. Push-out axles on front and rear wheels make for easy removal and insertion. Generously dimensioned internal-shoe brakes. Convenient Magura-type handlebar. Steering damper. Twist grip throttle. Self adjusting ignition timing. Six-volt, sixty-watt storage battery light system including horn. Large, easily dimmed headlight with integral speedometer and ignition lock. Large-surface soft-spring rubber saddle.

Engine — One-cylinder four-stroke engine of 12 HP (continuous operation). Maximum speed 5,600 r. p. m. Beautifully shaped, extremely large light-metal cylinder head with large surface cooling fins. Efficient dissipation of heat from entire engine. Overhead valves in cylinder head. Entire valve gear

assembly encased for protection from dust and dirt. Crankshaft runs on ball bearings, connecting rod on roller bearing. Single-valve carburetter with large air filter.

Transmission — Durable, generously dimensioned oil-free single-disk clutch. Heavy-duty, four-speed gear box, claw-meshing type, bolted to the crankcase. Convenient, easy-to-operate, foot gear change. Transmission ratios: 1st gear 6.1 : 1; 2nd gear 3.0 : 1; 3rd gear 2.4 : 1; 4th gear 1.54 : 1. — Gear-box-to-rear-wheel transmission ratio 4.18 : 1. — Power transmission through time-tested, durable universal-joint shaft. All parts susceptible to damage completely protected from exposure. Smooth and shock-free transmission obtained by elastic drive shaft in gear box and rubber-sprung clutch inserted in the universal-joint shaft.

All statements are
non-obligatory



The right to change the
design is reserved

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