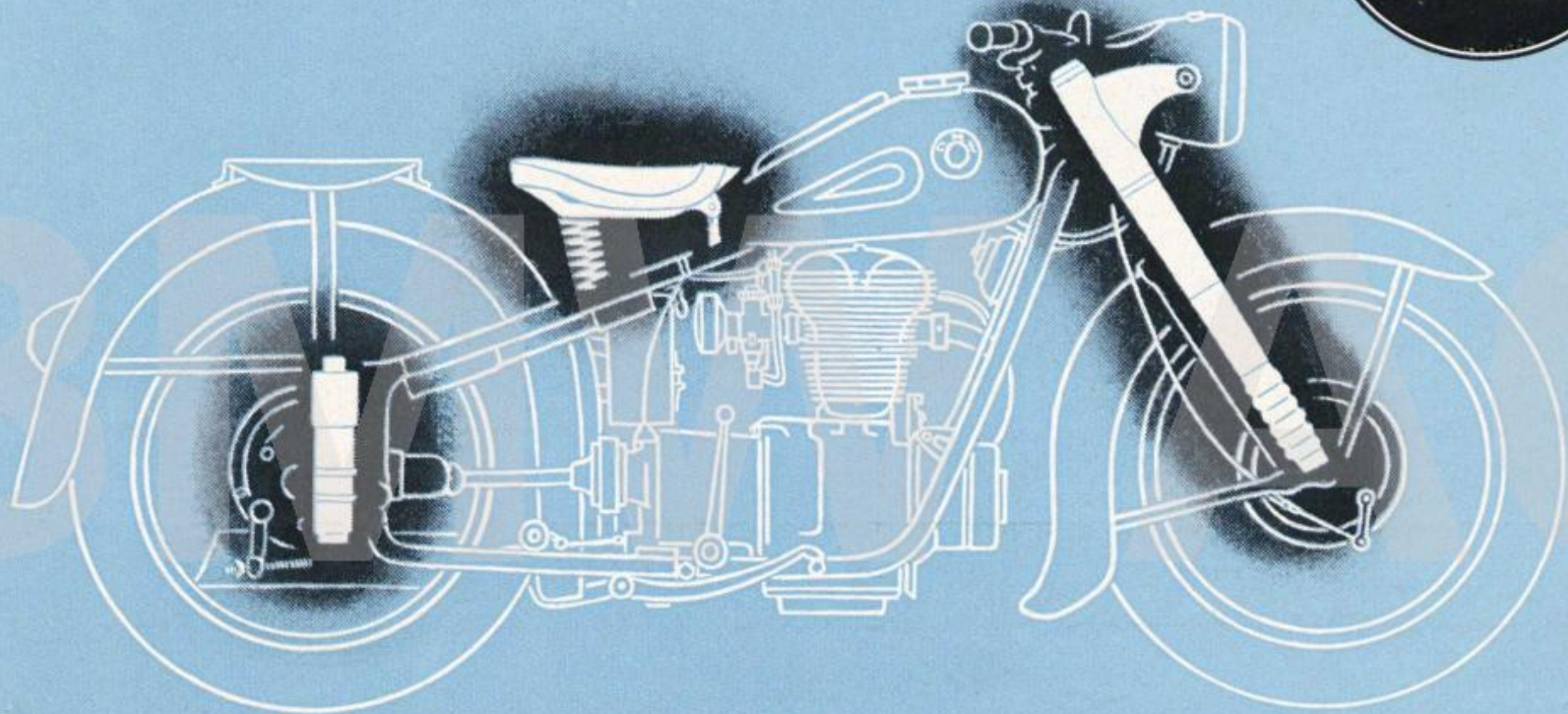
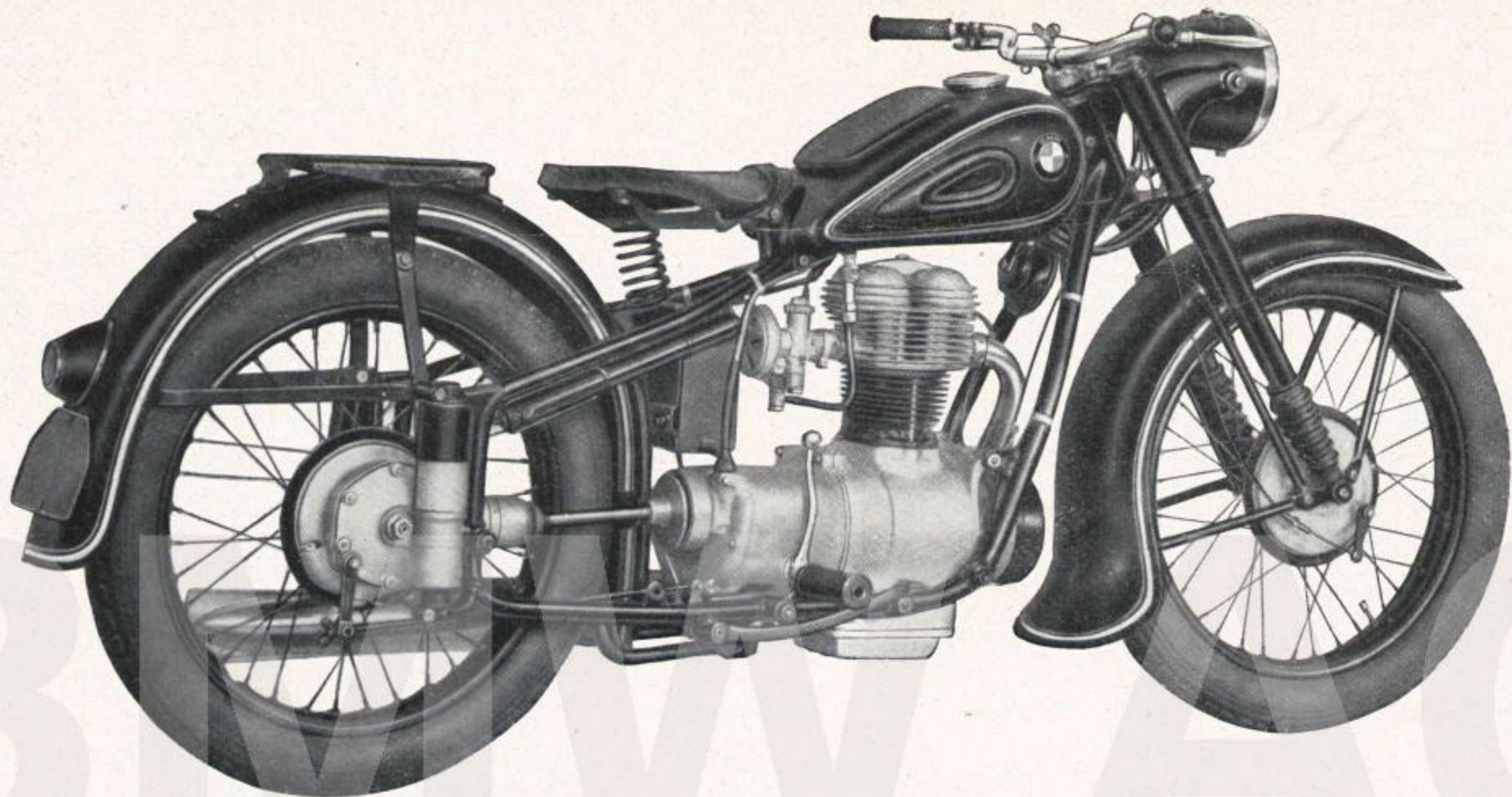


Technical Excellence Exemplified



BMW R25

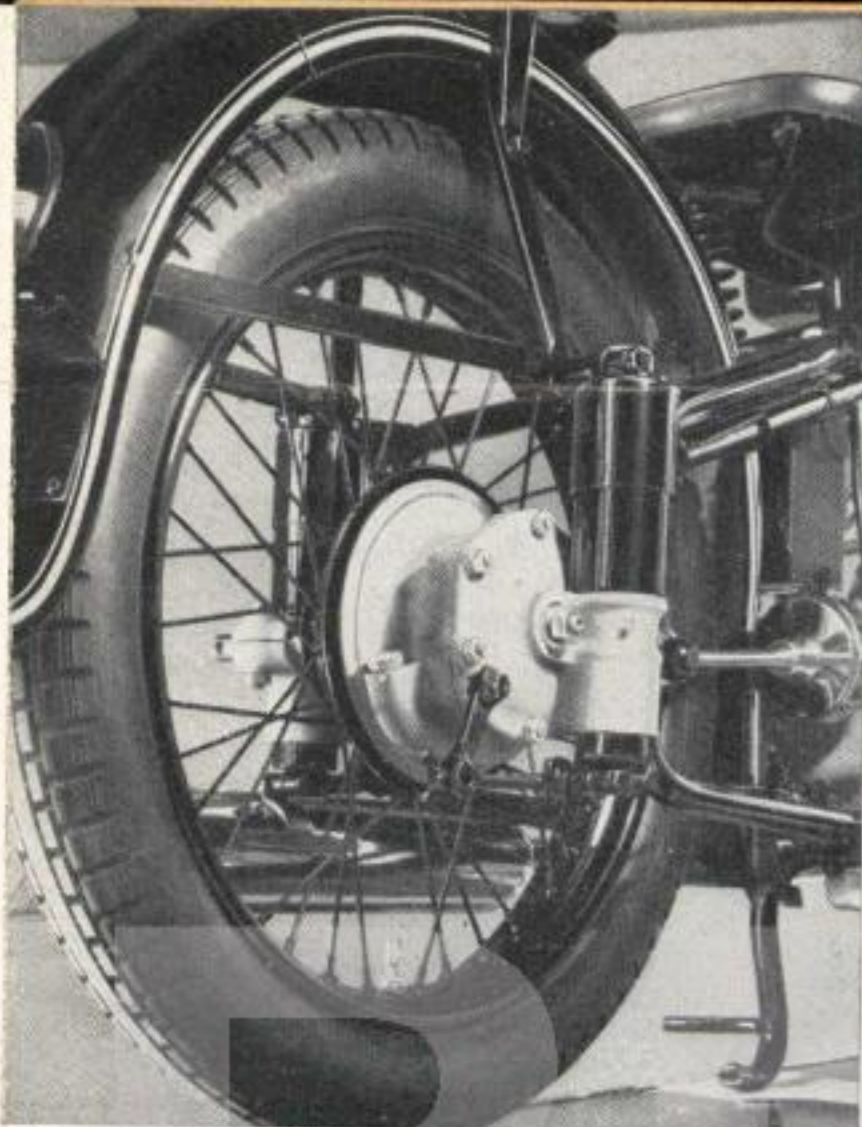
ALL-WHEEL SPRUNG



The desire of all riders for a speedy motor cycle combining safety, riding comfort and economy has been met with this most recent 'BMW' design.

The "all-wheel" sprung chassis frame hitherto available only to the 'BMW' flat twin now gives the 250 c.c. type an equally progressive feature and high constructional standard.

Three springing elements: the telescopic front and rear wheel suspension together with a centrally sprung rubber saddle gives riding comfort which previously was a characteristic feature only of motor cycles of higher capacity. The BMW type front and rear wheel suspension — the basic form of which has proved its efficiency for many years in touring and racing events on almost all roads of the world — improves road holding by its springing characteristics, and provides a high degree of riding comfort for the rider and his pillion passenger. The "all-wheel" sprung BMW motor cycle gives excellent road-holding on good or bad roads. A further inherent advantage which cannot be overestimated is the greatly improved "safe" acceleration and safe braking. With the new BMW R 25 a "1950" motor cycle completely up to date in technical requirements has been produced.



Touring Motor Cycle 250 c. c./12 HP

Equipped with Telescopic Front and Rear Suspension
Four-Speed Gear Box. Shaft Drive

for Solo and Sidecar Riding

Engine:

Single-cylinder four-stroke engine with fully enclosed valve gear. Bore and stroke 68/68 mm, 5600 r. p. m., compression ratio 6.75:1. Large surface cooling fins, highly efficient cooling air passage, easy accessibility. Correct shaping of the combustion chamber. Overhead valves arranged Vee-wise in cylinder head, entire valve gear assembly encased for protection from dust and dirt. Light metal (alloy) piston. Crankshaft supported by ball bearings, steel connecting rod with roller bearing big-end. Single-valve carburettor with air filter and starting flap. Automatic timing control. Excellent manoeuvrability and pulling power with a high standard of mechanical quietness.

Chassis Frame:

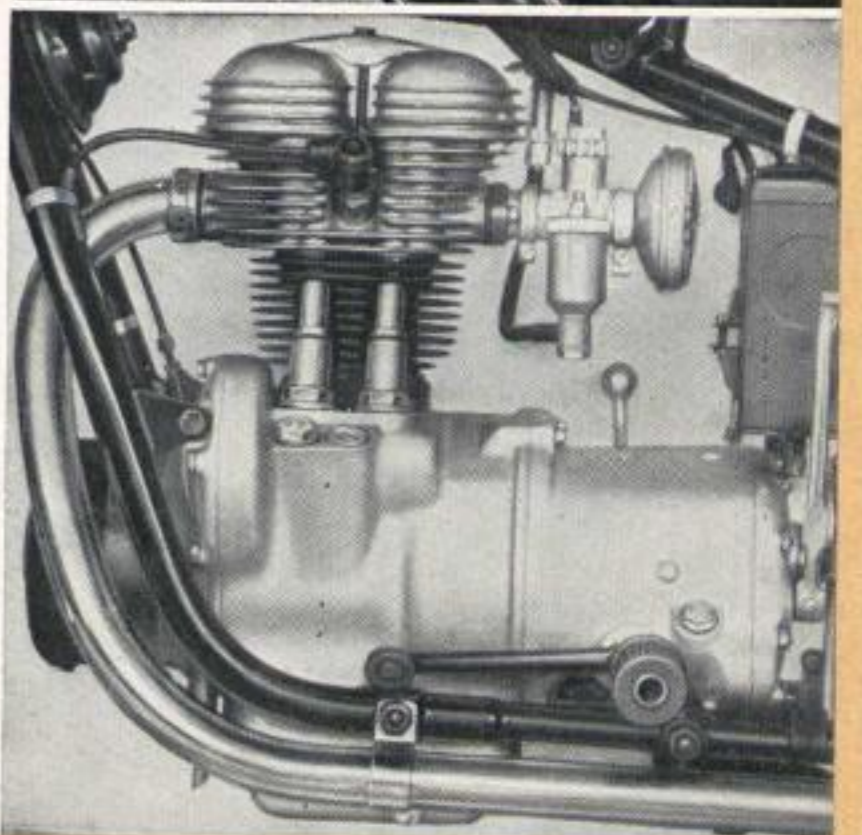
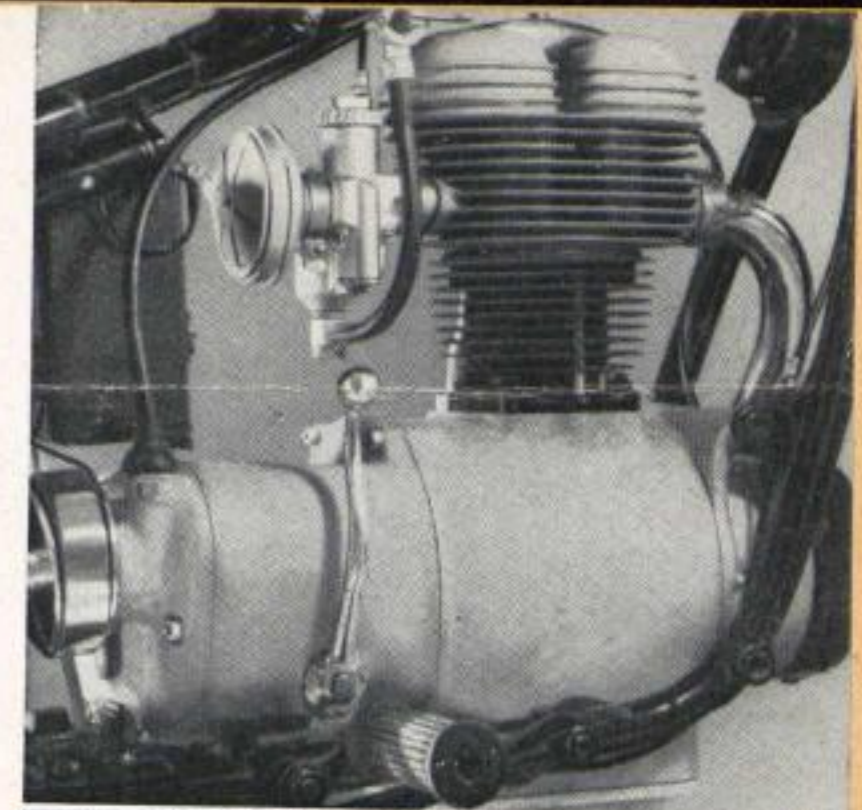
Distortion-proof, twin steel tubular frame. All frame joints are welded. Frame stiffenings and ball joint to connect sidecar. Fully enclosed telescopic front and rear wheel suspension. All moving parts are carefully protected from dust and dirt. Front fork does not require maintenance, and operates with long, soft springing strokes. Steering lock. Rubber mounted 7/8" sporting handlebar, steering damper; elegant, easy-to-operate controls. Saddle tank holding 12 litres (2.65 Imp. gall; 3.2 U.S. gall.) incl. 1.5 l (abt. 3 pints) reserve fuel supply, quick action filler cap, built-in tool box, large rubber kneegrips. Comfortable rubber saddle with central spring. Front and rear wheels are interchangeable. Tyre size 3.25x19 in. Efficient internal expanding shoe brakes, 6 1/4" in drum diameter; straight, fracture-proof spokes. Large headlight. Speedometer illuminated. Ignition lock. A socket on the frame serves to connect inspection hand lamp or sidecar lighting. Adjustable foot rests. Long foot brake lever with lubricating nipple. Rear wheel mudguard hinged. Detachable luggage carrier. All Bowden cables are provided with lubricating nipples. Efficient mudguarding.

Transmission:

Transmission of power by smooth acting single-disc clutch. Four-speed gearbox bolted to the engine. Foot gear change, short and easy gear change with auxiliary hand gear control, flexible drive shaft. The transmission ratios are: 1st gear 6.1:1; 2nd gear 3.0:1; 3rd gear 2.04:1; 4th gear 1.54:1. Rear axle transmission solo ratio 4.5:1. Sidecar gear ratio 5.2:1. Universal-joint shaft drive, spiral bevel gears completely protected.

General:

Maximum speed 59 m.p.h. — Fuel consumption at average touring speed 94 m. p.gall. Imp. or 78 m.p.gall. U.S. — Maximum length 81.6" — Maximum width 29.5" — Maximum height 37.2" — Saddle height 28" — Weight with full fuel tank 309 lbs.



There is hardly anything more delightful than motor cycling and making accessible the beauties of the countryside. The BMW R 25, always ready-to-start, reliable, economic in fuel consumption, simple as regards maintenance, gives complete independence from time-tables. Whether for professional use, weekend or holiday touring, the end of the



journey will be reached quickly and safely. BMW has a wide-covering organisation of service stations — also abroad — ready to serve owners riding a motor cycle with the “blue and white” BMW badge recognised all over the world as a sign of first-class workmanship, and the ultimate choice of the discriminating and knowledgeable owner.

BAYERISCHE MOTOREN WERKE AKTIENGESELLSCHAFT

13 MUNICH