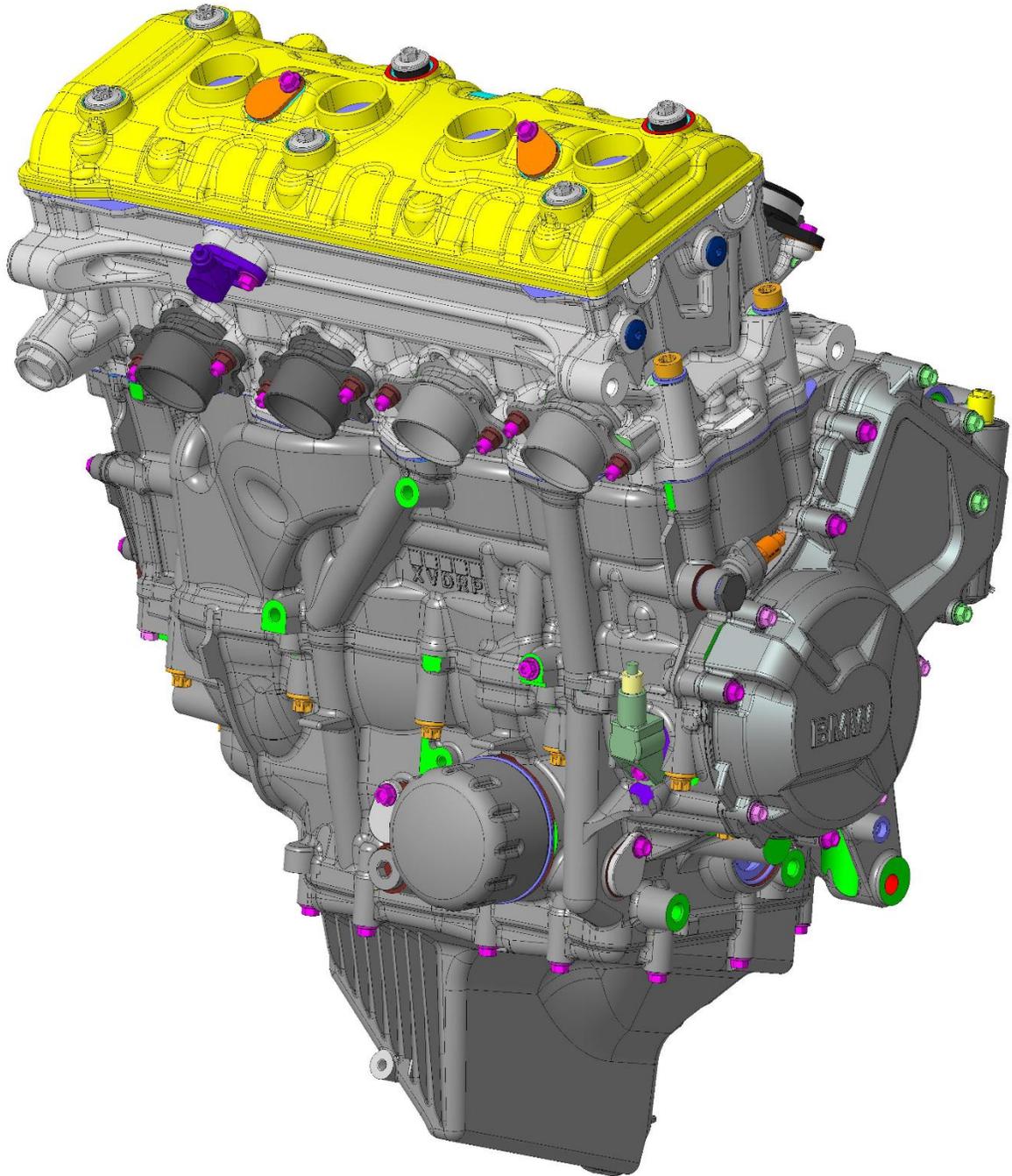




BMW Motorrad Motorsport

Race-kit engines

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BMW Motorrad Motorsport offers several types of Race-kit engines to our customers. The following description will give you an overview of the production of the engines in our factory plant in Berlin and the packages we offer.

Production:

All our engines – for private customers up until factory supported WSBK teams – are built and tested by our BMW Motorrad specialists of the engine and dyno technology center the so called “MPZ”, in Berlin.

All parts and engines get a huge quality benefit due to the fact that this department produces the stock development engines and takes care of the stock engine production quality management in our plant.

This means we have access to all required stock production parts and pick the most suitable parts for our specific Race-kit engines.

All these engines are completely hand built and documented – only the best are released to our customers. In 2017, the MPZ produced over 100 Race-kit engines for the S1000RR.

Which specific handling process do the Race-kit engines get?

Before and during assembly a large number of the parts are measured and documented.

After assembly, the engine is run in on the dyno, followed by three performance tests. Only if the targeted performance level is achieved, the engines will be inspected, serviced and finally sealed, before they are prepared for delivery; ready to race!

How many specifications of the Race-kit engines are available?

Basically we offer three different specifications. The specifications are in compliance with the current FIM regulations for Superstock (STK) and Superbike (SBK). With these specifications we are in a position to offer a suitable race engine for every championship, or for private use. Currently we only build engines for S1000 RRs from MJ 2015 onwards. Please find the detailed specification from page 5.

Upon request we can offer divergent specifications to match the customer's requirement. (only available for type 6.2 and type 7.2 engines)

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What distinguishes the Race-kit engines from the production engines?

There are different specifications of engines based on international motorsports regulations. Due to this fact, the baseline is an engine with specially selected (hand picked) stock parts. Moreover, there are engine specifications available featuring components engineered to combine maximum performance and compliance to regulations for other championships such as WSBK.

How can these Race-kit engines be ordered?

To place an order or ask for a quotation please send an e-mail to

Race-support@bmw-motorrad.com

We aim to respond within a couple of working days.

What is the scheduled time for production and delivery?

We generally calculate 6 to 8 weeks for production from order until start of delivery to the customer (departure: factory in Berlin).

With our logistics partners the regular scheduled delivery time from Berlin to the final destination is:

Europe: 5 working days

Overseas: 7 working days

We will only authorize the delivery once your account at BMW is balanced.

Special express delivery and courier transportation can be organized upon requested.

Please take into account that delivery expenses will be higher for express transportation.

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In order to prepare and organize shipping we require:

- Shipping address
- Name of contact person
- E-mail and telephone number of the contact person

How long does a rebuild / overhaul take?

We calculate a normal overhaul / rebuild with 4 weeks.

These 4 weeks start upon delivery of the engine in Berlin and finishes with departure of the engine from Berlin. Hence, the delivery time to Berlin and from Berlin back to the customer adds up to these calculated 4 weeks.



How much does a rebuild / overhaul price?

There is no fixed price for a rebuild, because expenses strongly depend on individual spare parts and effort needed. We disassemble the complete engine and evaluate what parts need replacement due to mileage or wear.

The minimum price is 2500€ / rebuild up to the price of a new engine.

After having analyzed the disassembled engine, a quotation may be sent to the customer upon request. As soon as planned work and price are accepted we commence the rebuild. The invoice is sent to the customer. Please note that we can only accept prepayment via bank transfer.

After having completed the rebuild, every engine is subject to a break in on the dyno. Following the break in, we run three performance tests. Provided that the target power level is achieved, the engine will be further prepared;

In line with the new engines, each engine is subject to an inspection and service after the dyno test, before being sealed. Only thereafter, the engine is ready for delivery to the team: ready to race!

In order to ensure a smooth season, it is recommended to communicate your individual rebuild schedule with us as early as possible, as the MPZ's capacity utilization is high and the rebuild procedure requires time.

Invoicing and payment:

After you placed the order at BMW Motorrad Motorsport, we will submit the invoice. For the invoice we need the following information (please incorporate these in the order):

- Company name incl. form of organization (GmbH, Ltd, Srl, AG, ...)
- Company address
- Contact person with name, e-mail, and telephone number
- VAT or TAX number

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Type 5.2 Race-kit engine:

This is our Superstock engine built to comply with FIM STK regulations. For this engine we use selected / hand picked parts from the serial production to reach the highest level of quality and performance.

Gearbox:

Stock gearbox.

Exhaust:

The exhaust is not included and cannot be provided through BMW Motorrad Motorsport.

We recommend the BMW HP Race exhaust (BMW part nr. 8 554 955 / Model 2015) or an equivalent system made by Akrapovič. The exhaust system can be purchased at your local BMW dealership or directly from an Akrapovič dealer.

ECU / dataset:

In order to reach the maximum level of performance and reliability we recommend to use the Race Power Kit (BMW part nr. 8 522 450) in combination with the Race Calibration Kit 3 (BMW part nr. 8 546 642). Both components can be unlocked by your BMW dealer on the stock ECU of your S1000RR.

Provided these release-codes are available - our specialists from BMW Motorrad Motorsport Race Support can assist you for special requests or development updates as needed.

Race-support@bmw-motorrad.com

Motorsport ECU and electronics package:

Optionally, there is a motorsport electronics package available. This package includes distinctive features such as software optimized for racing (power reduction levels, advanced launch control, freely configurable engine brake, optional corner-by-corner, etc.), extended electronic adjustability (RCK-ProSTK / RCK-Pro) as well as 2D-solutions for data-logging and dashboard. Those electronics were developed to comply with FIM regulations.

Detailed Information can be requested from alphaRacing.

Mileage till rebuilt:

The recommended mileage until rebuilt is 5000km.

Power and torque:

All our engines are performance tested on our accurate MPZ development engine dyno.

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The type 5.2 engines reach the following performance at the crankshaft (ECE-performance reduction):

Power: 150kW at 13500rpm (+/- 1kW)

Torque: 123Nm at 10000rpm (+/- 1Nm)

Note: we explicitly and only refer to the dyno figures from the MPZ.

Price:

The price of a type 5.2 Race-kit engine is:

8319,-€* + VAT + shipping price

*Price may slightly vary due to changes in production and handling.

Type 6.2 Race-kit engine:

This is our Endurance and Road Race engine. It is employed for numerous national championships as well. This engine complies with current EWC-, FIM SBK-, JSB-, BSB SBK-Regulations – and many more.

The 6.2 specification builds on the type 5.2 engine and includes additional, regulation-conform performance parts.

The standard type 6.2 engine contains:

Gearbox:

Stock gearbox.

Conrods:

Selected stock conrods.

Pistons:

Selected stock pistons.

Oil pan:

Standard oil pan.

Airbox:

Standard airbox with upper and lower trumpets designed specifically for this engine.

Camshafts and valve train:

Performance inlet- and exhaust camshafts with optimized valve spring package.

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Exhaust:

The exhaust is not included and cannot be provided by BMW Motorrad Motorsport.

We recommend the BMW HP Race exhaust (BMW part nr. 8 554 955 / Model 2015) or an equivalent system made by Akrapovič. The exhaust system can be purchased at your local BMW dealership or directly from an Akrapovič dealer.

ECU / dataset:

Release-codes for Race Power Kit (BMW part nr. 8 522 450) and Race Calibration Kit (BMW part nr. 8 546 642) must be provided. Both components can be unlocked at your BMW dealer on the stock ECU of your S1000RR.

Provided these release-codes are available - our Race Support engineers can reprogram your ECU with the correct software and dataset specially for the type 6.2 Race-kit engine to reach best performance and reliability.

Please contact: Race-support@bmw-motorrad.com

Motorsport ECU and electronics package:

Optionally, there is a motorsport electronics package available. This package includes distinctive features such as software optimized for racing (power reduction levels, advanced launch control, freely configurable engine brake, optional corner-by-corner, etc.), extended electronic adjustability (RCK-ProSTK / RCK-Pro) as well as 2D-solutions for data-logging and dashboard. Those electronics were developed to comply with FIM regulations. Detailed Information can be requested from alphaRacing.

Mileage till rebuilt:

The recommended mileage till rebuilt is max. 3.500 km.

Power and torque:

All our engines are performance tested on our accurate MPZ development engine dyno.

The type 6.2 engines reach the following performance at the crankshaft (ECE-performance reduction):

Power: 156-159kW at 13500rpm

Torque: 121-123Nm at 10500rpm

Note: we explicitly and only refer to the dyno figures from the MPZ.

Price:

The price of a type 6.2 Race-kit engine is:

10.974,-€* + VAT + shipping price

*Price may slightly vary due to changes in production and handling.

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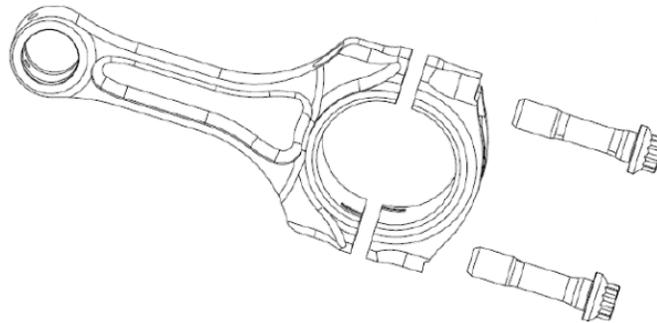


Optional packages for the type 6.2 engines:

The 6.2 type engine may be customized to meet your individual requirements. Additional performance parts can be ordered and mounted within our production unit.

Conrods:

Pankl steel conrods
Price: 1.788,-€ / set (contains 4 rods).

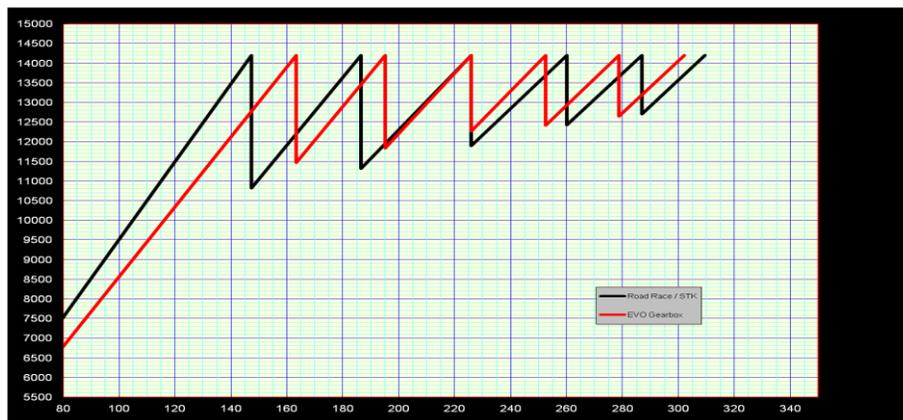


Gearbox EVO (permitted in WSBK):

Building on both race experiences gained in various championships over many years and thorough data analysis in terms of optimum performance, we derived the layout of the race-optimized gear ratios employed by this gearbox.

This component is permitted by FIM WSBK regulations and suits most common short circuits.

For Road Racing purposes, we recommend to use the stock gearbox. The wider spread standard transmission with its short 1st and long 6th gear is depicted in the black graph below.



Price: 1.904,-€ / complete gearbox.

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Side oil pan (right side):

With the machined side oil pan, an off the solid machined oil pressure regulation valve housing is fitted.

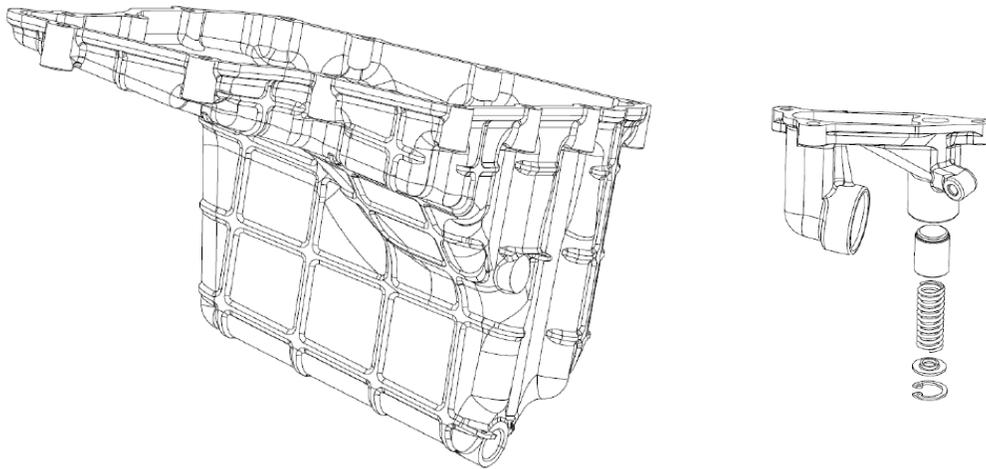
The side oil pan needs to be paired with a different exhaust system and exhaust flanges.

With this side oil pan being installed, the motorcycle will be subject to a reduction of ground clearance. This is critical at certain road races only (e.g. IOM TT).

Advantage: more torque in low rpm -> 5000-9000rpm

Total: 2.241,-€ / complete oil pan package

(includes side oil pan, pressure regulation valve, exhaust flanges and small parts)



Exhaust system for combination with side oil pan:

As described above: with the side oil pan the exhaust system needs to be modified.

BMW Motorrad Motorsport does not provide an exhaust system for this specific layout.

The exhaust system is only available by our development partner Akrapovič.

It is referred as WSBK 2012/Spec E02 exhaust system (BMW part nr. [4 696 418-01](#)).

Price: approx. 2.600€ - the current price / discount and availability shall be inquired at your local Akrapovič dealership.

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Type 7.3 Race-kit engine:

This is an engine specifically engineered for WSBK / short circuit racing.

It complies with current EWC-, FIM SBK-, JSB-, BSB SBK-regulations – just as the type 6.2 engine.

The 7.3 specification builds on the type 6.2 engine and includes additional, regulation-conform performance parts.

Due to the usage of these Race-kit components, there is an increase of production and rebuild expenses.

Furthermore, the higher mechanical strain that comes alongside maximum power density, causes maximum mileage to be reduced compared to the type 6.2 engine.

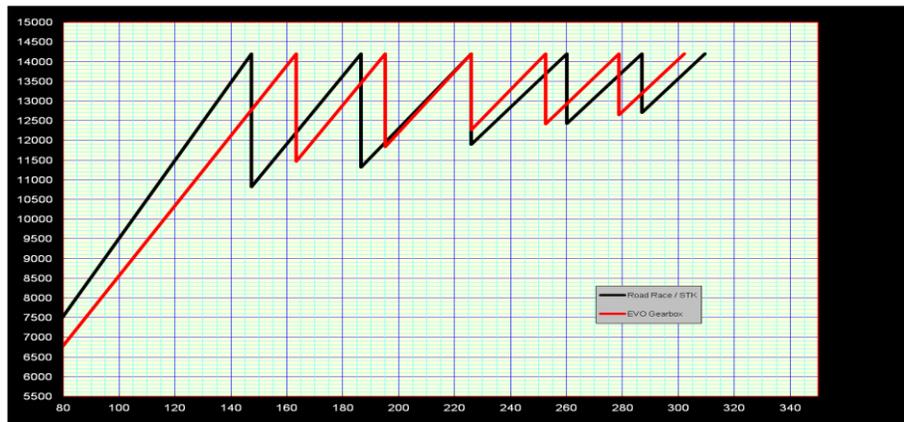
The standard type 7.3 engine contains:

Gearbox EVO (permitted in WSBK):

Building on both race experiences gained in various championships over many years and thorough data analysis in terms of optimum performance, we derived the layout of the race-optimized gear ratios employed by this gearbox.

This component is permitted by FIM WSBK regulations and suits most common short circuits.

For Road Racing purposes, we recommend to use the stock gearbox. The wider spread standard transmission with its short 1st and long 6th gear is depicted in the black graph below.



Price: 1.904,-€ / complete gearbox.

Conrods:

Pankl steel conrods.

Crankshaft:

Crankshaft is fine-balanced; meets the limit of regulations.

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**Pistons:**

Selected stock pistons.

Oil pan:

Side oil pan.

Airbox:

Standard airbox with optimized upper and lower trumpets designed specifically for this engine.

Camshafts and valve train:

Race-kit inlet- and exhaust camshafts with optimized valve spring package.

Exhaust:

The exhaust system is not included and BMW Motorrad Motorsport does not provide an exhaust system for this specific layout;
The exhaust system is only available by our development partner Akrapovič. It is referred as "V S BMW S1000RR SBK V1 16" (code 120294).

Price: approx. 2.755,-€ - the current price / discount and availability shall be inquired at your local Akrapovič dealership.

ECU / dataset:

Release-codes for Race Power Kit (BMW part nr. 8 522 450) and Race Calibration Kit 3 (BMW part nr. 8 546 642) must be provided. Both components can be unlocked at your BMW dealer on the stock ECU of your S1000RR. Provided these release-codes are available - our Race Support engineers can reprogram your ECU with the correct software and dataset specially for the type 7.3 Race-kit engine to reach best performance and reliability.

Please contact: Race-support@bmw-motorrad.com

Motorsport ECU and electronics package:

Optionally, there is a motorsport electronics package available. This package includes distinctive features such as software optimized for racing (power reduction levels, advanced launch control, freely configurable engine brake, optional corner-by-corner, etc.), extended electronic adjustability (RCK-ProSTK / RCK-Pro) as well as 2D-solutions for data-logging and dashboard. Those electronics were developed to comply with FIM regulations.

Detailed Information can be requested from alphaRacing.

Mileage till rebuilt:

The recommended mileage till rebuilt is max. 2500km.

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Power and torque:

All our engines are performance tested on our accurate MPZ development engine dyno.

The type 7.3 engines reach the following performance at the crankshaft (ECE-performance reduction):

Power: 159-163kW at 13500rpm

Torque: 120-123Nm at 10500rpm

Note: we explicitly and only refer to the dyno figures from the MPZ.

Price:

The price of a type 7.3 Race-kit engine is:

19.965,-€* + VAT + shipping price

*Price may slightly vary due to changes in production and handling.

In case you need further information or should you have specific questions, do not hesitate to contact us on:

Race-support@bmw-motorrad.com

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