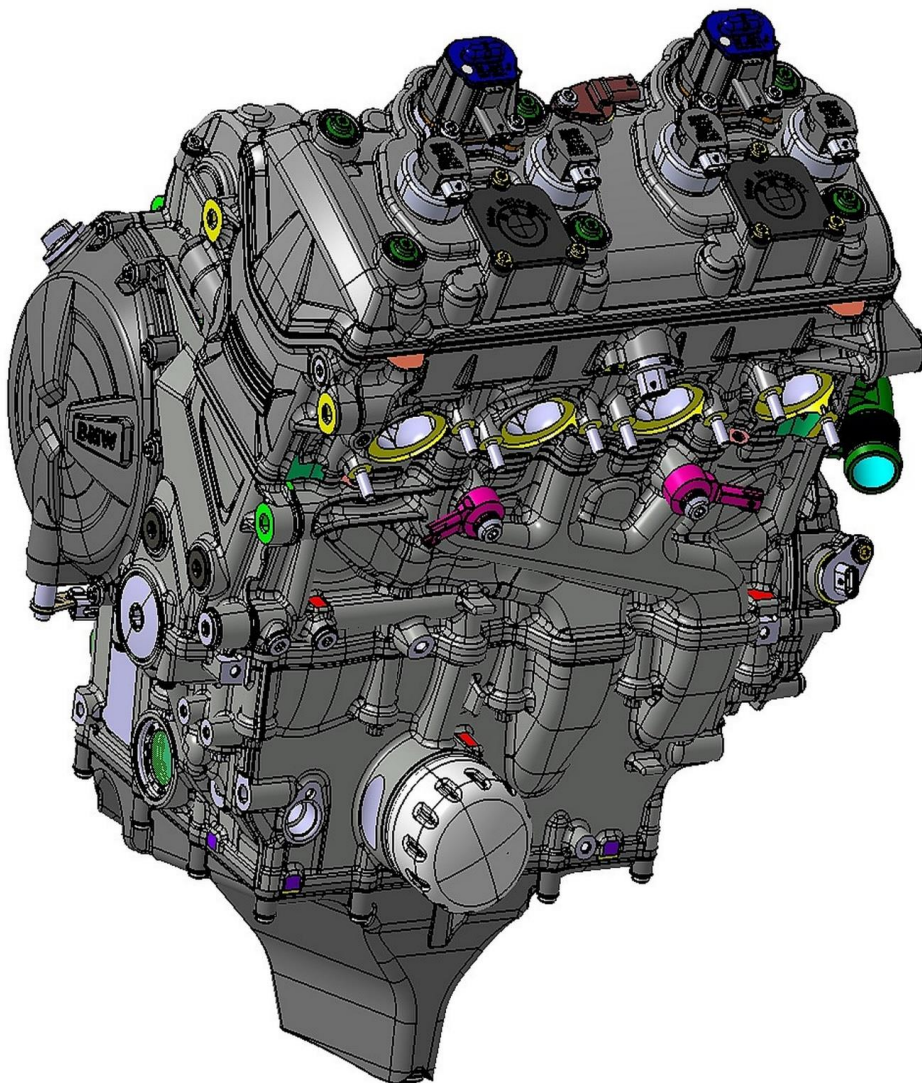




**BMW MOTORRAD
MOTORSPORT**

BMW Motorrad Motorsport

Race-Kit engines



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Aktiengesellschaft

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Joachim Post

Frank Weber

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 engines in our factory plant in Berlin and the different types we offer.

Production:

All our engines – for private customers up until the BMW Motorrad WorldSBK Team – 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 since 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 is released to our customers. So far, the MPZ produced over 120 Race-kit engines per year for the M1000RR.

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

Before and during assembly many 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. Our engines can directly go on racetrack, no more running-in by the customer is necessary.

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

We offer three different specifications. The specifications follow the current FIM regulations. With these specifications we can offer a suitable race engine for every championship, or for private use. We also build engines for the S1000RR. Please find more detailed information about these engines in the handout which refers to this model. This handout only describes the engines for M1000RR.



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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 (handpicked) stock parts like conrod, piston and crankshaft. 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, ask for a quotation or if you have any specified question, 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 8 to 10 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 destination is:

Europe: up to 7 working days

Overseas: minimum 10 working days

Special express delivery and courier transportation can be organized upon requested. Please consider that delivery expenses will be higher for express transportation.

In order to prepare and organize shipping we require:

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



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How long does a rebuild / overhaul take?

We calculate a normal overhaul / rebuild with minimum 5 to 6 weeks.

This period starts 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 is the rebuild / overhaul price?

There is no fixed price for a rebuild, because expenses strongly depend on individual spare parts and effort needed. The experience from previous years shows maximum 80% cost of the original price. We disassemble the complete engine and evaluate what parts need replacement due to mileage or wear.

After having disassembled and analyzed the engine, we commence the rebuild.

Due to the complexity, we do not provide a quotation in advance. As soon as the customer has sent an engine to Berlin for revision, he accepts the potential maximum rebuild price of 80% cost of the original price.

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'll add your engine in our production plan. In parallel we will issue the invoice and send you a copy so pre-payment is assured. Please send us a copy of payment confirmation.

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



General Information for oil and oil filter use

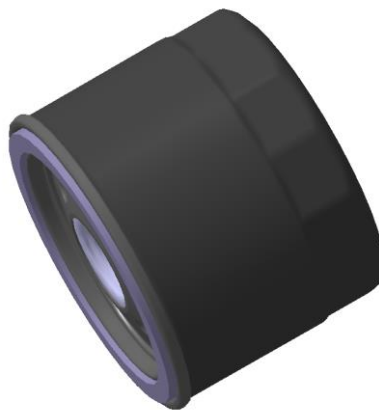
Only the original *BMW ADVANTEC Ultimate 5W40* is used for all our dyno runs, regardless of whether it is an initial run-in program, power measurement, or durability run.

It's clearly recommended to use only this oil specification also on track to ensure quality and durability of our engines.

We do sporadic analysis via the technical laboratory in Berlin of oil as well as the oil filter used in our Race-kit engines to ensure that potential conspicuous wear on engine parts is not related to incorrectly used oil/oil filter.

Both the oil as well as oil filter can be purchased at local BMW dealer.

Description	Part number
BMW ADVANTEC Ultimate 1L	83 12 2405887
BMW ADVANTEC Ultimate 55L	83 12 2405888
Oil filter	11 42 7721779





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Type 5 Race-kit engine:

This is our Superstock engine built to comply with FIM STK regulations.

For this engine we use selected / handpicked 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. Conditioned by the successful cooperation together with our partner Akrapovič in terms of power development, we clearly recommend using a suitable system for the M1000RR made by Akrapovič. The exhaust system can be purchased directly from our partner [alpha Racing](#).

Motorsport ECU and electronics package:

BMW Motorrad Motorsport has developed the M Race Calibration Kit. This package includes distinctive features such as extended electronic adjustability thanks to the new M Race Calibration Software as well as MoTeC-solutions for data-logging and dashboard. Those electronics were developed to comply with FIM regulations and can be purchased from our partner [alpha Racing](#).

Mileage till rebuilt:

The recommended mileage until rebuilt is 4.000 km.

Power and torque:

All our engines are performance tested on our accurate MPZ development engine dyno. The type 5 engine reach the following performance at the crankshaft (ECE-performance reduction):

Power: 158 kW at 14000rpm (+/- 1kW)

Torque: 121 Nm at 10250rpm (+/- 1Nm)

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

Price:

The price of a type 5 Race-kit engine is:

13.025,-- €* + VAT + shipping price

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



Type 7.2 Race-kit engine:

This is an engine specifically engineered for short circuit racing and complies with the current FIM SBK-, JSB-, MotoA-, BSB SBK-regulations.

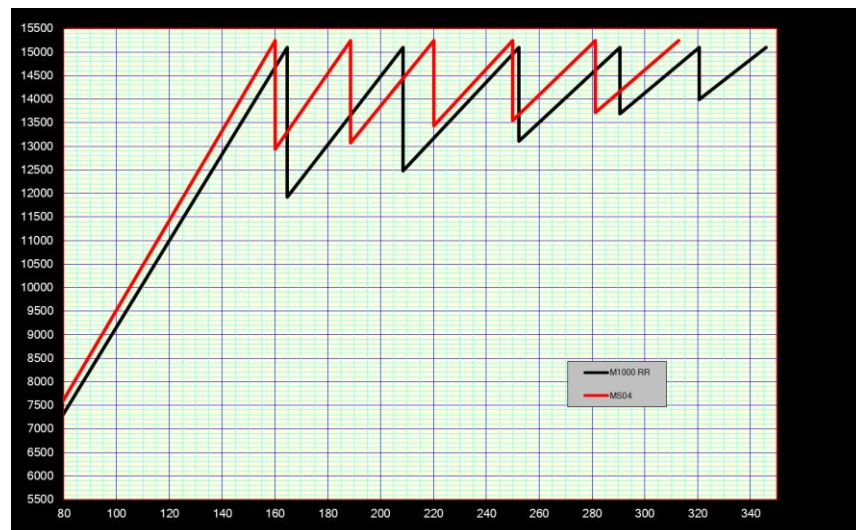
The type 7 specification is the purchasable derivative of the engines used in the BMW Motorrad WorldSBK Team and includes additional, regulation-conform performance parts.

Due to the usage of these performance 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.

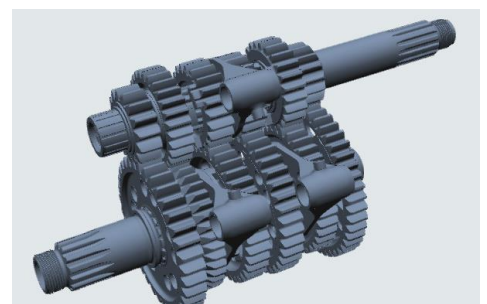
Gearbox:

Building on both race experiences gained in various championships over many years and thorough data analysis in terms of optimum performance, we developed our new "MS04" gearbox and amended the layout of the gear ratios completely (shown in red) compared to STK.



This layout is specially designed for the M1000RR engine characteristic and ensures a smooth transition during shift. Combined, the effective tractive force at the rear wheel increases significantly in the higher gears, compared to the previous "MS01".

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





Exhaust:

The exhaust is not included and cannot be provided by BMW Motorrad Motorsport. Conditioned by the successful cooperation together with our partner Akrapovič in terms of power development, we clearly recommend using a suitable system for the M1000RR made by Akrapovič. The exhaust system can be purchased directly from our partner [alpha Racing](#).

Airbox:

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

Camshafts and valve train:

Performance inlet and exhaust camshaft with optimized valve spring package.

Motorsport ECU and electronics package:

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Mileage till rebuilt:

The recommended mileage till rebuilt is max. 2.500 km.

Power and torque:

All our engines are performance tested on our accurate MPZ development engine dyno. The type 7 engine reach the following performance at the crankshaft (ECE-performance correction):

Power: 170 kW at 14500rpm (+/- 1kW)

Torque: 122 Nm at 11250rpm (+/- 1Nm)

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

Price:

The price of a type 7.2 Race-kit engine is:

23.928,--€* + VAT + shipping price

OPTIONAL: The price of a type 7.2 Race-kit engine **with STK gearbox** is:

17.354,--€* + VAT + shipping price

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