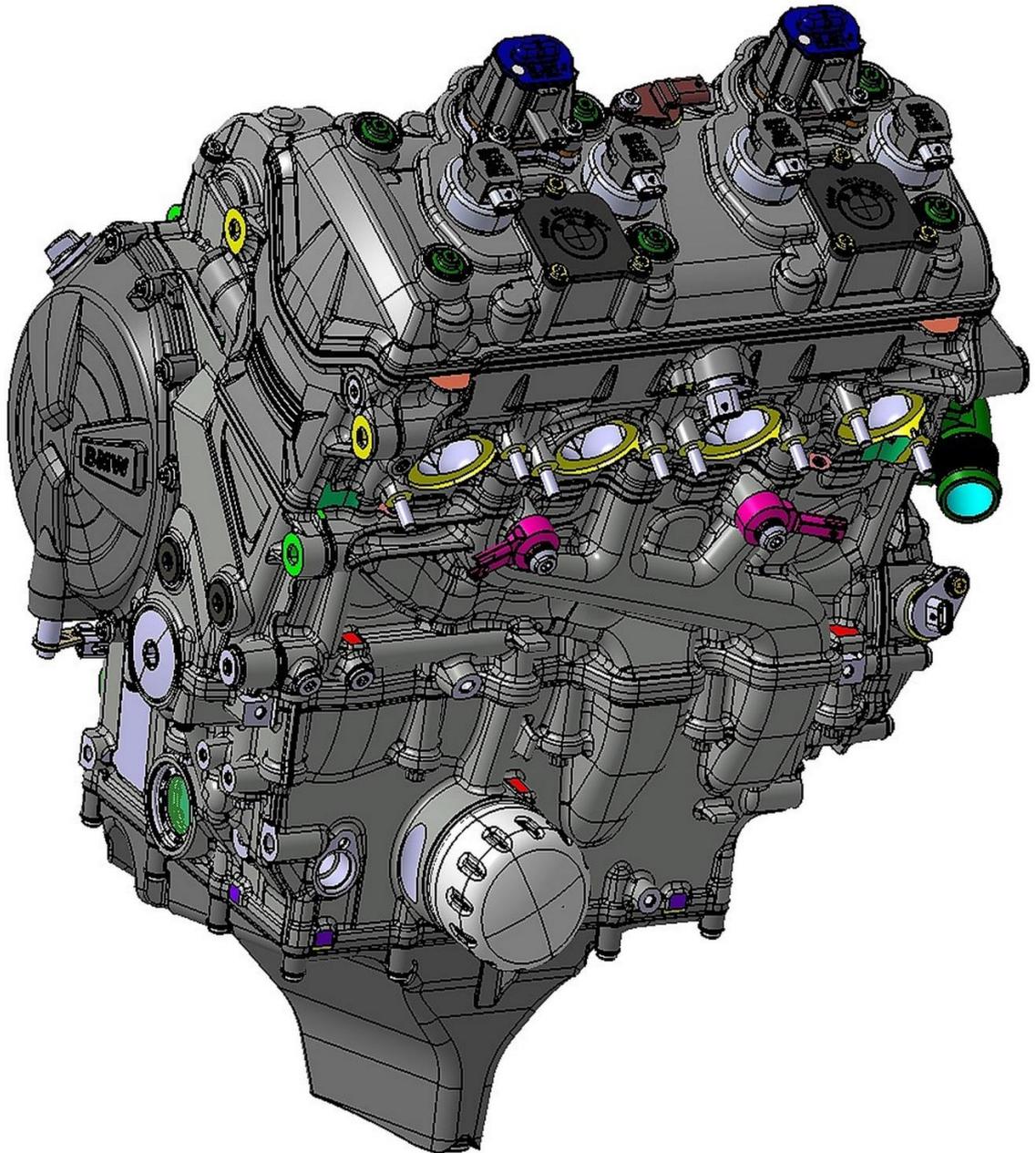


BMW Motorrad Motorsport

Race-Kit engines

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München HRB 42243

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 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 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 high performance engines.

All these engines are completely hand built and documented – only the best are released to our customers. In 2018, the MPZ produced over 100 high performance 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. With these specifications we are in a position to offer a suitable race engine for every championship, or for private use. We also build engines for S1000 RRs from MJ2015 until MJ2018 in three different specifications. Please find more detailed information about these engines in the hand out which refers to the previous model. This hand out only describes the engines for S1000RRs from MJ2019 onwards.

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 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 final destination is:

Europe: up to 7 working days

Overseas: minimum 10 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.

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 to 6 weeks.

These period of time 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 (maximum 80% cost of the original price), 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.

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 send an engine to Berlin for revision, he accepts the possible maximum rebuild price of 80% cost of the original price.

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 return to the team; of course 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 send you the pre-payment information. After the money transfer has been confirmed 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

Type 1.0 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.

Conditioned by the successful cooperation together with our partner Akrapovič in terms of power development, we clearly recommend to use a suitable system for the S1000RR MJ2019 made by Akrapovič. The exhaust system can be purchased directly from our partner alphaRacing.

Motorsport ECU and electronics package:

BMW Motorrad Motorsport has developed the brand new M Race Calibration Kit 2019. This package includes distinctive features such as software optimized for racing (power reduction levels, split throttle availability, advanced launch control, freely configurable engine brake, optional corner-by-corner, etc.), extended electronic adjustability with the new 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 alphaRacing.

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 1.0 engines reach the following performance at the crankshaft (ECE-performance reduction):

Power: 156kW at 14000rpm (+/- 1kW)

Torque: 121Nm at 9900rpm (+/- 1Nm)

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

Price:

The price of a type 1.0 Race-kit engine is:

9.720,-€* + VAT + shipping price

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

Type 2.0 Race-kit engine:

This is our Endurance engine and complies with the current EWC-regulations. Besides this, the engine is also allowed in numerous national championships like IRRC, BSB, FSBK and many more.

In terms of power and torque, the type 2.0 specification is similar to the type 1.0 engine. With this specification the main focus is on durability, without sacrificing power and torque. A further distinction is the new, so called “MS1-Gearbox”.

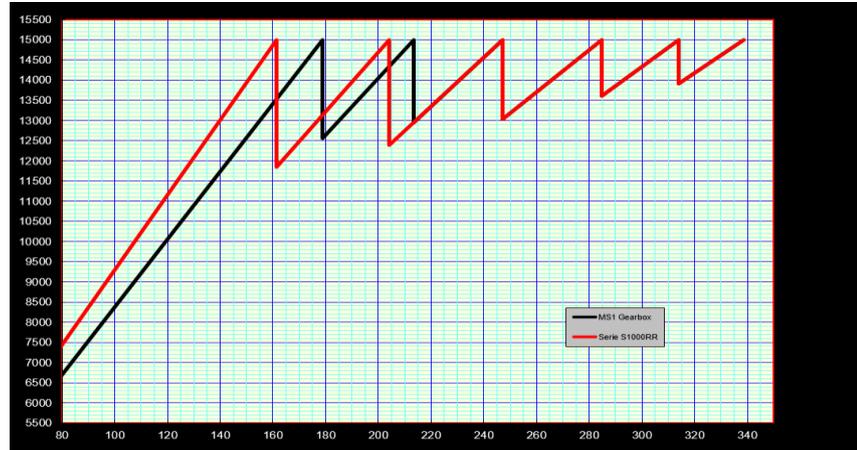
The type 2.0 Race-kit engine contains:

Gearbox:

MS1 gearbox.

Building on both race experiences gained in various championships over many years and thorough data analysis in terms of optimum performance, we amended the layout of the race-optimized gear ratios slightly in the “MS1-Gearbox”.

The new gear ratios, depicted in the black graph below, shows a longer 1st and 2nd gear. The remaining gears are similar to the stock version (red graph).



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 to use a suitable system for the S1000RR MJ2019 made by Akrapovič. The exhaust system can be purchased directly from our partner alphaRacing.

Motorsport ECU and electronics package:

BMW Motorrad Motorsport has developed the brand new M Race Calibration Kit 2019. This package includes distinctive features such as software optimized for racing (power reduction levels, split throttle availability, advanced launch control, freely configurable engine brake, optional corner-by-corner, etc.), extended electronic adjustability with the new 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 alphaRacing.

Mileage till rebuilt:

The recommended mileage till rebuilt is max. 5.000 km.

Power and torque:

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

The type 2.0 engines reach the following performance at the crankshaft (ECE-performance reduction):

Power: 156kW at 14000rpm (+/- 1kW)

Torque: 121Nm at 9900rpm (+/- 1Nm)

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

Price:

The price of a type 2.0 Race-kit engine is:

12.050,-€* + VAT + shipping price

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

Type 3.0 Race-kit engine:

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

The Type 3.0 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.

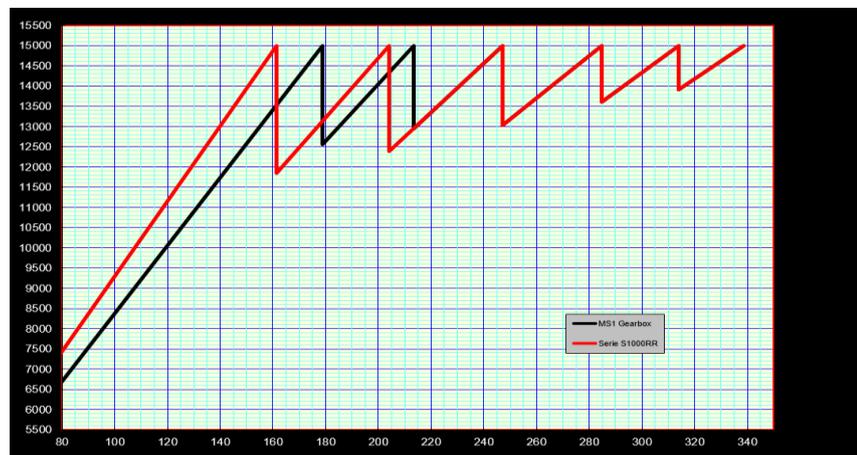
The type 3.0 engine contains:

Gearbox:

MS1 gearbox.

Building on both race experiences gained in various championships over many years and thorough data analysis in terms of optimum performance, we amended the layout of the race-optimized gear ratios slightly in the “MS1-Gearbox”.

The new gear ratios, depicted in the black graph below, shows a longer 1st and 2nd gear. The remaining gears are similar to the stock version (red graph).



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 to use a suitable system for the S1000RR MJ2019 made by Akrapovič. The exhaust system can be purchased directly from our partner alphaRacing.

Airbox:

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

Camshafts and valve train:

Performance inlet shift-cam and exhaust camshaft with optimized valve spring package.

Motorsport ECU and electronics package:

BMW Motorrad Motorsport has developed the brand new M Race Calibration Kit 2019. This package includes distinctive features such as software optimized for racing (power reduction levels, split throttle availability, advanced launch control, freely configurable engine brake, optional corner-by-corner, etc.), extended electronic adjustability with the new 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 alphaRacing.

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 3.0 engines reach the following performance at the crankshaft (ECE-performance reduction):

Power: 160kW at 14000rpm (+/- 1kW)

Torque: 121Nm at 9900rpm (+/- 1Nm)

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

Price:

The price of a type 3.0 Race-kit engine is:

19.890,-€* + VAT + shipping price

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