BMW F 650 CS Scarver

www.bmw-motorrad.com
Scarving – does that sound familiar? If you are thinking: “Scarving must come from carving” – you’re right! Just as carving revolutionised Alpine skiing a few years ago, the BMW Scarver did exactly the same for motorcycling. Scarving is as easy as can be: easy handling, easy riding. In fact it is power riding – pure fun on the road, in the city and on all routes in between. The motorcycle journalists wrote: “We look forward with great pleasure to the new Munich trend sport of scarving” (cf. MO 8/2001). And you can look forward to it too – after all, that is what we built the Scarver for.

**Engine**

- **Type:** Water-cooled 1-cylinder 4-stroke engine, four valves, two overhead camshafts, dry sump lubrication
- **Bore x stroke:** 100 mm x 83 mm
- **Capacity:** 652 ccm
- **Rated output:** 37 kW (50 bhp) at 6800 rpm
  - (output reduction: 25 kW [34 bhp] at 6500 rpm possible)
- **Max. torque:** 62 Nm at 5500 rpm (output reduction: 50 Nm at 3500 rpm)
- **Compression ratio:** 11.5 : 1
- **Carburetion / engine management:** Electronic intake pipe injection/BMW engine management
- **Emission control:** Closed-loop 3-way catalytic converter

**Performance/fuel consumption**

- **Maximum speed:** Approx. 175 km/h (output reduction: Approx. 147 km/h)
- **Fuel consumption over 100 km at steady 90 km/h:** 3.0 l
- **Fuel consumption over 100 km at steady 120 km/h:** 4.5 l
- **Fuel type:** Unleaded regular, minimum octane rating 91 (RON)

**Electrical system**

- **Generator:** 400 W three-phase generator
- **Battery:** 12 V/12 Ah

**Power transmission**

- **Clutch:** Multi-disc oil-bath clutch, mechanically operated
- **Gearbox:** Constant mesh 5-speed transmission integrated in engine housing
- **Drive:** Drive Belt with cushion damping in separate housing

**Chassis/brakes**

- **Frame:** Bridge-type, tubular, steel, with integrated oil tank and bolted-on rear section
- **Front wheel location / suspension:** Telescope fork, stanchion diameter 41 mm
- **Rear wheel location / suspension:** Die-cast aluminum single-sided swing arm, rear axle with eccentric adjustment, spring strut action via lever system
- **Travel front/rear:** 125 mm/120 mm
- **Wheelbase (in normal position):** 1493 mm
- **Castor (in normal position):** 86 mm
- **Steering head angle (in normal position):** 62.1 °
- **Wheels:** Die-cast aluminum wheels
- **Rim, front:** 3.00 x 17
- **Rim, rear:** 4.50 x 17
- **Tyres, front:** 110/70 ZR 17
- **Tyres, rear:** 160/60 ZR 17
- **Brake, front:** Single disc, 300 mm diameter, 2-piston floating caliper
- **Brake, rear:** Single disc, 240 mm diameter, 1-piston floating caliper
- **ABS:** Special equipment: BMW Motorrad ABS

**Dimensions/weights**

- **Seat height, unladen:** 780 mm (optional lower seat: 750 mm, 150 rear tyre; optional higher seat: 810 mm)
- **Unladen, road ready, fully fuelled:** 187.0 kg
- **Dry weight:** 169.6 kg
- **Permitted total weight:** 370.0 kg
- **Payload (with standard equipment):** 183.0 kg
- **Usable tank volume:** 15.0 l
- **Incl. reserve:** Approx. 4.0 l
- **Length:** 2142 mm
- **Height (not incl. mirrors):** 1158 mm
- **Width (incl. mirrors):** 915 mm

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1) According to guideline 93/93/EEC with all operating liquids, with at least 90% of usable fuel tank volume
2) Unladen weight without operating liquids
3) *Dual seat available either in sepia, black or dark blue and side cover coating in white aluminium or gold-orange*