

BMW Motorrad
F 650 CS Scarver



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Scarver**

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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



764, Titanium silver metallic*

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)



808, Gold-orange metallic *

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 cush damping in separate housing



809, Azure blue metallic*

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 aluminium single-sided swing arm, rear axle with eccentric adjustment, spring strut action via lever system 125 mm/120 mm
Travel front/rear:	
Wheelbase	
(in normal position):	1493 mm
Caster (in normal position):	86 mm
Steering head angle (in normal position):	62.1 °
Wheels:	Die-cast aluminium 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



917, Graphite metallic*

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 ¹⁾ :	187.0 kg
Dry weight ²⁾ :	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

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

*Dualseat available either in sepia, black or dark blue and side cover coating in white aluminium or gold-orange