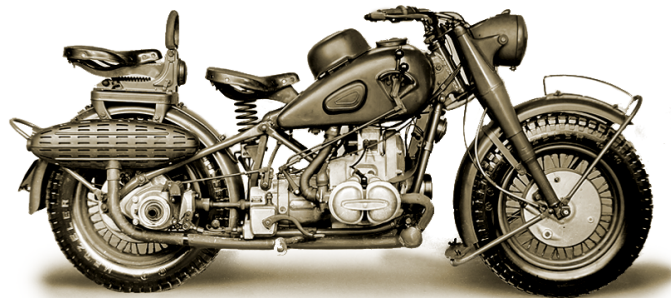


# BMW history

## BMW R 75



### Model history

Civilian production of motorcycles ceased in 1941 as Germany concentrated on the war effort and the needs of the army. BMW motorcycles had always been popular with the country's officialdom – and by extension with the military. Single-cylinder models were used as lightweight courier and training motorcycle, and sidecar models of the R 12 were delivered to the German army, the Wehrmacht.

Germany's war strategies necessitated a vehicle that could travel equally well on a variety of surfaces – mud, ice, gravel and sand – and which needed only the very simplest maintenance even in extreme temperatures and under demanding conditions. This motorcycle also had to be able to travel at marching speed over long distances without trouble.

No German manufacturer had such a vehicle on offer in the Thirties, so BMW and Zündapp received a special commission to develop such a motorcycle. In the winter of 1938, BMW began work on this project, basing their research on the engine of the R 71 and on the overhead-valve 500 and 600 cc engines.

The engine of the motorcycle could be removed and replaced quickly and easily, as the lower section of the frame could simply be folded out of the way. Greater stability came at the cost of the rear wheel suspension. While the frame passed all tests with flying colours, the side-valve engine displayed heat-related problems when travelling cross-country or at low speed over longer distances. The BMW vehicles did not compare well with the Zündapp KS 750, so it was suggested that BMW produce the Zündapp motorcycle under licence. BMW, however, wanted to make a motorcycle of its own and developed a new engine.

The result was a 750 cc engine which delivered 26 hp at 4,000 rpm. This engine's torque was highly impressive and, due to its very low compression of 5.8 : 1, it had no trouble using poorer-quality or synthetic fuel. By contrast to the R 71, this new engine did not overheat at any point during testing. Named the R 75, it went into production in 1941.

# BMW history

## BMW R 75



Drivers could choose between four gears for road conditions and three cross-country gears. At 420 kg, the sidecar version was unusually heavy, but complete manoeuvrability was guaranteed thanks to the two reverse gears, again one for road and one for cross-country conditions. The sidecar drive was permanently engaged; the differential was provided with a lock to ensure maximum torque for both the rear and sidecar wheels. Matching the motorcycle's use, the 16-inch wheels received 4.5 cross-country tyres.

The front wheel possessed a normal handle-operated brake with a 250 mm diameter, while hydraulics took care of the rear and sidecar brakes.

Production of the R 75 was relocated to Eisenach in October 1942, as the Munich plant was turned over exclusively to the production of aircraft engines. BMW ceased making the R 75 in 1944. About 18,000 had been made in total.

### Current information

The R 75 is somewhat different to other BMW motorcycles as it is of interest not only to motorbike and BMW collectors, but also to people with an interest in military memorabilia. The same applies to the Zündapp KS 750 and, to a lesser extent, the R 12. As a result, the R 75 is the centre of a lively scene and replacement parts are easily available from specialist dealers, which is unusual for pre-war motorcycles.

**Please contact this address if you would like to find out more:**

BMW Veteranen-Club Deutschland e.V.  
c/o Rüdiger Joop  
Bahnhofstrasse 17  
35745 Herborn  
Germany  
Tel: +49 - 2772 - 41222  
Fax: +49 - 2772 - 41402

**Replacement parts:**

BMW Veteranen-Club Deutschland e.V.  
Josef Kast  
Witzighauser Strasse 21  
89269 Vöhringen-Illerberg  
Germany  
Tel: +49 - 7306 - 5539  
Fax: +49 - 7306 - 8910

**Copies of technical literature are available from:**

BMW Veteranen-Club Deutschland e.V.  
Andreas Pytel  
Dilbornstrasse 43  
47804 Krefeld  
Germany  
Tel.: +49 - 2151 - 711933  
Fax: +49 - 2151 - 720357

# BMW history

## BMW R 75



### Literature:

BMW Profile 1:  
Motorräder aus München  
Published in 1997 by BMW Mobile Tradition, Munich  
The book can be sent to every BMW dealer. Simply call  
BMW's order line 01 09 0 035 252 (German) or  
BMW's order line 01 09 0 035 256 (English).

Stefan Knittel:  
BMW Motorräder - 75 Jahre Tradition und Innovation  
Motorbuch Verlag, Stuttgart, reprinted in 1997  
ISBN 3-613-01829-2  
Can be ordered via bookshops.

# BMW history

## BMW R 75 (plus sidecar)



### Data sheet

<b>Manufactured from</b>	<b>1941 - 1944</b>
<b>Total no. built</b>	<b>approx. 18,000</b>
<b>Cost at production start</b>	<b>2,630 reichsmarks</b>

<b>Engine</b>	Internal designation	275/2
	Type	Four-stroke, two-cylinder boxer
	Bore x stroke in mm	78 x 78
	Displacement in ccm	745
	Power in hp/rpm	26/4000
	Compression	5.8 : 1
	Valves	Overhead
	Fuel inductions	2 Graetzin carburettors, Sa 24/1 and Sa 24/2
	Engine lubrication	Force-feed lubrication
	Oil pump	Gear pump

<b>Transmission</b>	Clutch	Single-plate dry clutch	
	Transmission	7-gear: 4 for road conditions, 3 for rough terrain	
	Gear change	Foot- and hand-operated with a selection lever for both road and cross-country	
	Gear ratios	Road: 1st gear 1 : 3.22	Off-road: 1 : 4.46
		2nd gear 1 : 1.83	1 : 2.54
		3rd gear 1 : 1.21	1 : 1.67
		4th gear 1 : 0.9	
		reverse 1 : 2.41	1 : 3.3
Rear wheel gear ratio	1 : 6.05 / 1 : 5.69 (from vehicle no. 754056 onwards)		

<b>Electrical system</b>	Generator	Noris DS 6/50
	Ignition	Magnetic
	Spark plugs	Bosch W 175 T 1

<b>Chassis</b>	Designation	275/1
	Frame	Multisection, screwed steel frame
	Front wheel suspension	Telescopic fork
	Rear wheel suspension	Stiff
	Sidecar suspension	Leaf spring on body, tubular on wheel
	Wheel rims	3 D x 19
	Front tyre	4.5 x 16 (off-road bloc profile)
	Rear tyre	4.5 x 16 (off-road bloc profile)
	Front brake	Mechanical drum brake, 250 mm diameter
	Rear brake	Hydraulic drum brake, 250 mm diameter
	Sidecar brake	Hydraulic drum brake, 250 mm diameter

<b>Dimensions and weight</b>	Length x width x height in mm	2400 x 1730 x 1000 (with sidecar)
	Wheelbase in mm	1444
	Tank volume	24 l
	Unloaded weight	400 kg (with sidecar)
	Load rating in kg	270
	Fuel consumption per 100 km	approx. 6.3 (road) to 8.5 l (off-road)
	Oil consumption per 1000 km	0.5 - 1 l
	Top speed in km/h	95