BMW GROUP
Canada
Corporate Communications

Media Information
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BMW Motorrad presents the new BMW F 450 RR.

- **Supersport precision and unmistakable RR DNA for both road and track.**
- **Inspired by the legendary S 1000 RR in a light, agile and approachable package.**
- **Production for the Canadian market to begin in February 2027.**
- **Starting MSRP of $9,645 CAD.**

Richmond Hill, ON. "What I particularly like about the new BMW F 450 RR is how light, direct, and precise it is to ride. To me, that's exactly what a supersport motorcycle should be. It's great fun on twisty roads and performs just as well on the racetrack. At the same time, it clearly carries the DNA of our RR models. For me, it's the perfect entry into the world of BMW RR motorcycles."
Markus Flasch, CEO BMW Motorrad

The new BMW F 450 RR: A lightweight supersport bike for the 48-hp class—developed for precise handling and an immediate racing feel on winding country roads and the racetrack.
The new BMW F 450 RR for the 48-hp class was developed as a standalone supersport bike within the BMW F 450 model family. The focus was on signature BMW riding pleasure, enabled by supersport-specific chassis and geometry engineering, rigorous weight optimization, and a powerful parallel-twin engine. Its design clearly follows the current design language of the S 1000 RR and visually underscores its dynamic ambitions.

The silhouette consistently translates this ambition into RR design language: the pronounced nose-down, tail-up stance, the signature RR flyline, and the winglets create a powerful forward orientation. Asymmetrical side fairing panels, gills on the

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right side, and the split face add distinctive accents and underscore the standalone interpretation of RR DNA. The LED headlight with its signature RR daytime running light design defines the bike's distinctive appearance.

Smooth and characterful parallel-twin engine with a 135-degree crankpin offset for dynamic riding pleasure.

At the heart of the new BMW F 450 RR is the newly developed fuel-injected parallel-twin engine first used in the F 450 GS, together with a stainless-steel underfloor muffler. For use in the F 450 RR, it has been specifically tuned to meet the requirements of a supersport bike and gives the motorcycle a particularly distinctive sound. With an output of 35 kW (48 hp) at 8,750 rpm and maximum torque of 43 Nm at 6,750 rpm, the new F 450 RR delivers powerful acceleration and confident roll-on performance. As much as 80 percent of the available torque is already on tap at 3,000 rpm, providing strong propulsion from low engine speeds. High-tech materials and optimized internal friction make these performance figures possible from exactly 420 cc. This makes the engine one of the most compact and powerful units in the A2 parallel-twin segment. It not only meets the stringent Euro 5+ requirements, but is also particularly efficient, with fuel consumption of just 3.8 litres per 100 km. With its 14-litre fuel tank, the F 450 RR achieves a range of more than 350 km. The service interval is the BMW Motorrad-standard 10,000 km.

The crankshaft with a 135-degree crankpin offset and a balance shaft combine characterful power delivery with excellent refinement and low vibration. Magnesium covers for the clutch and transmission support weight optimization.

Easy Ride Clutch (ERC) for a significant increase in operating and riding comfort.

The optional Easy Ride Clutch (ERC) engages the clutch according to engine speed, increasing comfort and control—especially in urban traffic, while maneuvering, on winding country roads, and during sporty riding. In combination with Shift Assistant

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Pro, it enables riding and shifting without manual clutch operation; the clutch lever remains available for deliberate rider input.

The ERC is available as part of the Innovation Package. During overrun, the clutch remains closed, preserving engine braking until shortly before the motorcycle comes to a stop. Only when idle speed is reached does the ERC open automatically, reliably preventing the engine from stalling.

Six-speed transmission and left-side secondary drive. Shift Assistant Pro for fast upshifts and downshifts without operating the clutch.
The six-speed transmission transfers torque to the left-side secondary drive via an X-ring chain. For rapid upshifts and downshifts without operating the clutch, the new F 450 RR is equipped with Shift Assistant Pro in every equipment variant except the base model. It can be retrofitted to the base model.

ABS Pro, DBC, DTC, and MSR, plus the "Rain," "Road," and "Race" riding modes as standard—delivering a high level of riding pleasure and safety.
The standard "Rain," "Road," and "Race" riding modes allow riders to tailor the new BMW F 450 RR to their individual preferences. ABS Pro, Dynamic Brake Control (DBC), Dynamic Traction Control (DTC), and engine drag torque control (MSR) are also standard.

Chassis with a tubular steel space frame for high rigidity, robustness, and riding precision. Supersport-specific tuning and a short wheelbase for agile handling and high stability.
The new BMW F 450 RR also uses the newly developed BMW F 450 GS chassis concept as its technical foundation, with a setup tailored specifically to supersport use. The tuning focused on agile handling, precise feedback, and high stability on winding country roads and the racetrack. The tubular frame is made of welded steel

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tubes and forged components, with the parallel-twin engine integrated as a load-bearing element.

Front wheel control via a KYB upside-down telescopic fork and rear wheel control via an aluminum hollow-cast double-sided swingarm with a KYB central spring strut.
At the front, a torsionally rigid 43 mm KYB upside-down telescopic fork controls the wheel. On the Sport suspension, the fork offers adjustable rebound and compression damping.

At the rear, the wheel is guided by a closed, highly torsion-resistant yet lightweight hollow-cast aluminum double-sided swingarm. It is paired with a directly mounted KYB central spring strut with adjustable spring preload and rebound damping.

Wheels and tires designed for dynamic riding pleasure.
The new BMW F 450 RR rides on lightweight yet robust cast-aluminum wheels. The supersport bike is fitted with tubeless tires measuring 110/70-17 at the front and 150/60-17 at the rear.

Powerful braking system combined with BMW Motorrad ABS Pro for safe braking, even when leaned over. Dynamic Brake Control (DBC) and the dynamic brake light provide additional safety features.
At the front wheel of the new BMW F 450 RR, a floating single-disc brake with a Brembo four-piston monobloc fixed caliper and a 310 mm brake disc provides confident and efficient deceleration. At the rear, a single-disc brake with a floating ByBre single-piston caliper and a 240 mm disc is used.

BMW Motorrad ABS Pro is standard on the new BMW F 450 RR. The system enables ABS-assisted braking when leaned over, increasing safety in corners.
Dynamic Brake Control (DBC) enhances safety during braking in challenging

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situations by preventing unintended throttle application. The dynamic brake light effectively alerts following vehicles that the motorcycle ahead is slowing down.

Sporty, active ergonomics and equipment for controlled, dynamic riding pleasure on winding country roads and the racetrack.
A carefully engineered ergonomic triangle and clip-on handlebars directly connected to the forged-aluminum triple clamp provide a sporty, dynamic riding position without losing sight of riding comfort. The bodywork and the 14-litre fuel tank beneath it are shaped for secure support and effective knee grip.

The new BMW F 450 RR comes standard with a two-piece seat at a height of 790 mm, offering a balanced combination of comfort and a sporty, active seating position. Ergonomics can be customized with Original BMW Motorrad Accessories: the high Sport rider's seat raises the seating position by 20 mm, while the low rider's seat lowers it by 15 mm. The gearshift lever, footbrake lever, and side stand are made of forged aluminum. The passenger footpeg brackets are bolted to the rear frame—an exceptional feature in this vehicle class.

Reversible shift pattern for an extra dose of sportiness and a true racing feel.
For an extra dose of sportiness, the shift pattern can be reversed quickly and with minimal effort—ideal for racetrack use.

Powerful LED headlight and LED lighting as standard. Connectivity with comprehensive information and functionality through a large, perfectly legible 6.5-inch TFT display. Practical USB-C port in the cockpit area.
The new BMW F 450 RR comes standard with an LED headlight featuring daytime running light LEDs and an iconic daytime running light signature inspired by the current generation of the S 1000 RR. The turn indicators and taillight of the new F 450 RR also use LED technology.

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The standard 6.5-inch TFT display on the new BMW F 450 RR offers a wide range of information, brilliant display quality, and intuitive operation at a premium level. The TFT display features the Pure Ride Screen. Riding Modes Pro also provides three additional Sport screens with detailed information on DTC, braking force, and lean angle, as well as a lap timer function. Riders can also make phone calls, listen to music, and navigate conveniently while riding.

Colour and specifications.

The Canadian market will exclusively import the range-topping variant: the **BMW F 450 RR M Sport**. In Snaefell white / M Motorsport livery, including Riding Modes Pro, Shift Assistant Pro, and the Sport suspension, its white frame and rim stickers in M Motorsport colours create distinctive visual accents. The Easy Ride Clutch is optionally available as part of the Innovation Package.

Highlights of the new BMW F 450 RR:

- Development focus: maximum riding pleasure through excellent handling, strong performance, rigorous weight optimization, and optimal accessibility.
- Outstanding power-to-weight ratio in the A2 class: 48 hp with a ready-to-ride weight of just 177 kg.
- Parallel-twin engine producing 35 kW (48 hp) at 8,750 rpm and maximum torque of 43 Nm (32 ft-lb) at 6,750 rpm.
- Lightweight, characterful engine with excellent smoothness thanks to a balance shaft and 135-degree crankpin offset, combined with rigorous lightweight design.
- Easy Ride Clutch (ERC) for a significant increase in ease of use, riding comfort, and performance: available ex-factory for M Sport as part of the Innovation

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Package; retrofittable to all other variants as an Original BMW Motorrad Accessory.

- Six-speed transmission and left-side secondary drive. Shift Assistant Pro for fast upshifts and downshifts without operating the clutch.
- Stainless-steel underfloor exhaust system with two catalytic converters.
- "Rain," "Road," and "Race" riding modes, plus ABS Pro, DBC, DTC, and MSR, are standard for a high level of riding pleasure and safety. Riding Modes Pro adds the individually configurable "Race Pro" riding mode.
- Chassis with a tubular steel space frame for optimal rigidity, robustness, and riding precision. Supersport-specific tuning, a short wheelbase, and compact packaging.
- Front wheel control via an upside-down telescopic fork and rear wheel control via an aluminum hollow-cast double-sided swingarm with a central spring strut; spring preload and rebound damping are adjustable. With the Sport suspension, the fork also offers adjustable rebound and compression damping.
- Powerful Brembo braking system combined with BMW Motorrad ABS Pro for safe braking, even when leaned over. Dynamic Brake Control (DBC) and dynamic brake light provide additional safety features.
- Forged-aluminum foot controls and side stand for optimized weight.
- Passenger footpeg brackets bolted to the rear frame.
- Reversible shift pattern for an extra dose of sportiness and a true racing feel on the racetrack.
- Heated grips as standard.
- Powerful LED headlight and LED lighting as standard.
- Connectivity with extensive capabilities and exemplary functionality through a large, perfectly legible 6.5-inch TFT display.

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- Practical USB-C port in the cockpit area.
- Tailored Original BMW Motorrad Accessories in premium quality—from storage and M Performance Parts to safety, ergonomics and comfort, maintenance and technology, navigation, and communication.

Questions and Answers About the New BMW F 450 RR.

The key questions about the new BMW F 450 RR—answered concisely with specific technical data.

What is the BMW F 450 RR?

The BMW F 450 RR is a lightweight supersport bike for the 48-hp class and the entry point into the world of BMW RR. It combines a 35 kW (48 hp) parallel-twin engine with supersport-specific chassis geometry, 17-inch wheels, and a ready-to-ride weight of 177 kg. It was developed for dynamic riding on winding country roads and for use on the racetrack.

Who is the BMW F 450 RR designed for?

The BMW F 450 RR is aimed at riders looking for an accessible supersport bike with precise handling and moderate power. This includes A2 license holders as well as experienced motorcyclists who prefer a lightweight, direct motorcycle for winding country roads, everyday use, and their first or regular racetrack outings.

What distinguishes the BMW F 450 RR from the BMW F 450 GS?

The BMW F 450 RR uses the 420 cc parallel-twin engine familiar from the BMW F 450 GS, but is tuned for supersport use. Key differences include chassis geometry, ergonomics, fairing, aerodynamics, 17-inch tires, and the sporty control strategy of

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the riding modes. The riding position is more front-wheel-oriented, and the shift pattern can be reversed for the racetrack.

What are the output, torque, and weight of the BMW F 450 RR?

The parallel-twin engine produces 35 kW (48 hp) at 8,750 rpm and develops maximum torque of 43 Nm at 6,750 rpm. As much as 80 percent of maximum torque is already available at 3,000 rpm. The DIN ready-to-ride weight is 177 kg, or 178 kg with the Easy Ride Clutch.

What is the effect of the parallel-twin engine's 135-degree crankpin offset?

The 135-degree crankpin offset creates uneven firing intervals, shaping the engine's power delivery and sound. Together with the counter-rotating balance shaft, this crankshaft design combines characterful power delivery with excellent refinement and low vibration.

How does the Easy Ride Clutch on the BMW F 450 RR work?

The Easy Ride Clutch (ERC) uses a centrifugal unit that automatically engages the clutch according to engine speed. In combination with Shift Assistant Pro, the rider does not need to operate the clutch manually during regular riding. The clutch lever remains available for deliberate rider input. During overrun, the ERC stays closed, preserving engine braking until shortly before the motorcycle comes to a stop; at idle speed, it opens automatically and prevents the engine from stalling.

Is the Easy Ride Clutch standard, and can it be retrofitted?

The Easy Ride Clutch is included on the BMW F 450 RR M Sport with Innovation Package. It is available for the other variants as a retrofittable Original BMW Motorrad Accessory. With ERC, the ready-to-ride weight increases by one kilogram to 178 kg.

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Which riding modes and assistance systems are standard?
The BMW F 450 RR comes standard with the "Rain," "Road," and "Race" riding modes. Standard equipment also includes BMW Motorrad ABS Pro for lean-angle-optimized braking, Dynamic Brake Control (DBC), Dynamic Traction Control (DTC), and engine drag torque control (MSR). Riding Modes Pro adds the individually configurable "Race Pro" riding mode.

Is the BMW F 450 RR suitable for the racetrack?
Yes. The supersport-specific geometry, low weight, 17-inch tires, "Race" riding mode, and reversible shift pattern are designed for sporty riding, including racetrack use. The Sport variant and both M Sport variants also feature the Sport suspension, whose 43 mm KYB upside-down fork offers adjustable rebound and compression damping. Riding Modes Pro additionally provides "Race Pro," Sport screens, and a lap timer function.

How suitable is the BMW F 450 RR for everyday use?
Despite its supersport focus, the BMW F 450 RR is equipped for everyday use. Standard features include a two-piece seat at a height of 790 mm, heated grips, LED lighting, a 6.5-inch TFT display, connectivity, and a USB-C port. With a WMTC fuel consumption of 3.8 litres per 100 km, the 14-litre fuel tank provides a calculated range of more than 350 km. Accessories such as a tank bag and soft cases expand its versatility for commuting and short trips.

Is the BMW F 450 RR also suitable for shorter riders, and what seat height does it offer?
Yes. The standard seat height of 790 mm already provides excellent accessibility. Through the BMW Motorrad Original Accessories range, the riding position can be

adjusted by raising the seat height by 20 mm with the Sport Rider's Seat or lowering it by 15 mm with the Low Seat.

This results in an available seat height range from 775 mm to 810 mm, allowing riders, particularly those of shorter stature, to tailor the ergonomics to their individual needs.

Which equipment variants are available?

The BMW F 450 RR is offered in four variants: Base, Sport, M Sport, and M Sport with Innovation Package. The Sport variant adds Shift Assistant Pro and the Sport suspension. M Sport additionally offers Riding Modes Pro and the Snaefell white / M Motorsport colour scheme. The Innovation Package adds the Easy Ride Clutch.

-30-

BMW Group in Canada

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