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1978 BMW /7 Buyer's Guide

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IRONHEAD

1978 BMW /7

Factory-Correct Buyer Guide

IronHead single-year guide · Model year 1978 only

KEY FACTS AT A GLANCE

- Model year 1978 — the /7 range expands to eight models
- R80/7 replaces the R75/7: 797.5 cc, 55 hp (1978–1980)
- R100RT introduced: full touring fairing, 70 hp — the long-distance Airhead defined
- R65 introduced: 649.6 cc short-stroke small boxer, 45 hp (1978–1980)
- R100T: US touring model, 1978–1980
- R100S now 70 hp (from 1978); R100RS Motorsport limited edition — 150 UK machines, Police White / Rennsport Red
- US machines from January 1, 1978: milder camshafts for emissions — US and European output can differ
- Snowflake wheels continue — the 19-in front-wheel recall applies to 1978 as well: verify compliance

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Year chosen: 1978. The /7's great expansion year: the R80/7 replaces the one-year R75/7, the R100RT full tourer joins the range, the small-boxer R65 arrives, the R100T serves the US touring market — and the limited-edition R100RS Motorsport (150 UK machines in Police White and Rennsport Red) becomes the instant collectible. US emissions rules also bite this year: milder camshafts on US machines from January 1, 1978.

1. Manufacturer history: BMW

BMW began in 1916 as an aircraft-engine manufacturer, and engines have remained the company's identity ever since. The first BMW motorcycle, the 1923 R32, established the two signatures every Airhead still carries more than seventy years later: a longitudinally mounted flat-twin "boxer" engine and shaft final drive. Through the 1950s and 1960s the /2 series (R50, R60, R69S) kept BMW's motorcycle division alive on superb build quality and engineering conservatism — but by the late 1960s that conservatism had become a crisis. The /2 line was obsolete against the Japanese multis, and BMW's motorcycle future was openly questioned inside the company.

The /5 was the answer, and it was a clean-sheet one: an entirely new engine and chassis developed for production at BMW's new Berlin-Spandau plant, launched in 1969 for model year 1970. Electric starting, telescopic forks, a 12-volt electrical system with a proper alternator, and a modern duplex drum front brake replaced the /2's vintage specification, while the boxer twin and shaft drive carried the marque's identity forward. The /5 saved BMW Motorrad. The /6 (1974) added a five-speed gearbox and front disc brakes; the /7 (1977) grew the line into a full touring range; and the Airhead architecture then evolved in place for nearly two more decades — electronic ignition, Nikasil cylinders, the lighter clutch, Monolever and Paralever rear ends — until the last Airheads left production in the mid-1990s, overlapping the oilhead K and R models that replaced them.

For the buyer, this history sets two realities. First, Airheads are the longest-lived modern motorcycle architecture: parts interchangeability is enormous, which is a blessing for keeping a bike on the road and a curse for originality, because almost any Airhead can be built out of any other. Second, BMW's own records culture is excellent but model-year boundaries are porous — production years and model years routinely straddle, and the US model year (read from the tenth VIN character from 1981 on) can differ from the build date. This guide cites genuine sources for every claim and says plainly where the literature is silent.

2. Model history: the /7 and later Airheads

The /7 was the Airhead grown up: launched for 1977 with a full touring range (R60/7, R75/7, R100/7, R100S, R100RS), it became the platform BMW evolved in place for the next eighteen years. The major chapters: 1978 brought the R80/7, the R100RT full tourer, and the small-boxer R65; 1980 brought the R80G/S — the first Monolever and the machine that invented the adventure bike — plus the base R100; the 1981 model year brought the deep technical updates (electronic ignition, Nikasil cylinders, the lighter clutch carrier, the 280-watt alternator, Brembo brakes); 1982 added the R80RT and R80ST; 1984 closed the twin-shock era with the R100RS "Last Edition"; 1985 put the touring models on the Monolever; and 1987 brought the Paralever R100GS, the adventure flagship that carried the Airhead into the 1990s alongside the R100R roadster (1991), the R100R Mystic (1993), and the final US-model-year Airheads of 1995.

No other classic motorcycle rewards — and punishes — parts knowledge like a late Airhead. Gearboxes, final drives, forks, wheels, and bodywork swap across decades, so a "1979 R100RT" can easily be a 1984 engine in a 1981 frame with 1992 bodywork. Every guide in this series therefore treats numbers-matching verification as the core skill: frame/VIN, engine, transmission, final-drive ratio, carburetor and instrument numbers, and the paint-scheme tag, checked against each other, not trusted from any single stamping.

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3. What is unique about the 1978 the /7 and later Airheads

- The expansion year — four model introductions (R80/7, R100RT, R65, R100T) plus the Motorsport RS.
- R100RS Motorsport: 150 UK machines in Police White and Rennsport Red — verify provenance ruthlessly; clones exist.
- US emissions change (January 1, 1978): milder camshafts on US-market machines — compare like-market bikes only.
- R65 launch specification: 45 hp through 1980 (50 hp from 1981).
- The snowflake front-wheel recall covers 1978 too.

4. Technical data — 1978 the /7 and later Airheads

4.1 Frame and engine numbers (1978)

Pre-1981 short serial numbers: frame number on the steering head, engine serial near the dipstick. On the Motorsport RS, provenance is everything — 150 UK machines means documentation must be complete. Verify the front wheel recall on every 1978.

4.2 Engine specifications (1978)

Model	Engine	Power	Torque	Notes
R60/7	599 cc (73.5 × 70.6 mm)	40 hp	—	Bing CV carburetors
R80/7	797.5 cc (84.8 × 70.6 mm)	55 hp (1978–1980); 50 hp (1981–1984)	—	8.2:1; Bing CV carburetors; electronic ignition from 1981
R100/7	980 cc (94 × 70.6 mm)	60 hp @ 6,500 rpm	76 Nm @ 5,500 rpm	9.0:1; Bing CV carburetors
R100S	980 cc (94 × 70.6 mm)	65 hp @ 6,600 rpm (1976–1977); 70 hp @ 7,000 rpm (1978–1980)	76 Nm @ 5,500 rpm	9.5:1; Bing CV carburetors; dual front discs
R100RS	980 cc (94 × 70.6 mm)	70 hp @ 7,000 rpm	76 Nm @ 5,500 rpm	9.5:1; full fairing; dual front discs
R100RT	980 cc (94 × 70.6 mm)	70 hp @ 7,000 rpm	76 Nm @ 5,500 rpm	9.5:1; full touring fairing; dual front discs
R65	649.6 cc (82 × 61.5 mm)	45 hp (1978–1980); 50 hp (1981–1985)	—	9.2:1; small-boxer short-stroke engine; electronic ignition from 1981
R100T	980 cc (94 × 70.6 mm)	—	—	US touring model; no distinct output figure located in the sources consulted

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4.3 Fuel, oil, and electrical

Electrics are 12-volt. Points-and-coil ignition through the 1980 model year; electronic ignition from the 1981 model year (introduced September 1980), with the 280-watt alternator replacing the earlier 180-watt unit. The electronic ignition is reliable and largely fit-and-forget, but the ignition control unit lives under the tank where heat and moisture find it — carry a spare on a touring bike, and verify the charging system output under load before trusting a "new battery" story. US-market bikes from 1981 carry PulseAir emissions plumbing; verify it is complete and functional rather than blanked off with hardware-store plugs.

Fuel system. Bing constant-depression carburetors (Dell'Orto on the R90S only, and only in the /6 years). Verify jetting against the carburetor body stamping before ordering parts. Inspect every fuel tank interior with a borescope — steel tanks rust from the inside, and the large-capacity GS and PD tanks are expensive to replace.

4.4 Transmission and final drive

Gearbox. Five-speed across the range. Two cautions specific to these years. First, gearboxes built from roughly late 1983 into the 1990s may lack the output-shaft circlip and its groove — year and model alone cannot prove what a specific gearbox contains, because transmission serial sequences overlap and are approximate. Inspect the service history and, where the record is silent, the gearbox internals; a missing circlip lets the output shaft walk and destroys the gearbox. Second, the usual Airhead shifter vagueness is detent and linkage wear until proven otherwise. Change the gearbox oil on purchase.

Clutch and final drive. Dry single-plate clutch; from the 1981 model year the lighter clutch carrier. Shaft final drive: twin-shock swingarm through 1984, Monolever from 1980 (G/S) and 1985 (tourers), Paralever on the GS from 1987. Verify the final-drive ratio stamping on the housing — units swap freely across decades, and the wrong ratio is the most common undocumented change on these bikes.

4.5 Chassis, suspension, and brakes

Frame and suspension. Double-loop tubular steel frame with bolt-on rear section, carried through the whole /7 era with detail changes. Telescopic forks throughout; rear suspension defines the sub-eras: twin-shock swingarm through 1984, Monolever (single-sided swingarm) from 1980 on the G/S and 1985 on the tourers, Paralever (torque-arm rear) on the GS from 1987. Monolever and Paralever rear splines wear — check for backlash at the rear wheel with the bike on the center stand.

Brakes and wheels. ATE disc brakes through 1980; Brembo from the 1981 model year (dual 260 mm front discs on the sporting models). The 1977–78 "snowflake" cast wheels are a known recall item: the 19-inch front wheel was recalled, so verify recall compliance or replacement — a bike still on its original recalled front wheel is a safety issue, not a patina choice. Wire-spoked wheels on the GS models need the usual spoke and rim checks; check every disc for thickness and runout and every caliper for free pistons.

Snowflake wheel recall (1977–78). The 19-inch front cast wheel was recalled. Verify recall compliance or replacement before riding.

4.6 Paint and finish (1978)

R100RS Motorsport: Police White and Rennsport Red (150 UK machines). Other 1978 schemes: confirm against the paint-scheme tag.

4.7 Production numbers

BMW Club (UK) run totals: R80/7 18,522 (1977–1984); R65 29,454 (1978–1985); original R100RT 18,015 (1978–1984). No model-year splits located.

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4.8 Service specifications

Valve clearances (all Airheads): 0.10 mm intake, 0.20 mm exhaust, measured cold. This is the BMW-specified baseline, corroborated across Airhead specialists — set them at every service and they will tell you about the engine's health: tightening exhaust clearances mean valve and seat wear.

Cylinder-head torque. Factory-era torque figures conflict between period literature and later Airhead specialists, so this guide does not print a single number as "the" factory torque. Use the torque table in the Haynes or Clymer manual for your year, tighten in the specified criss-cross pattern in stages, and re-torque after the first full heat cycle.

Service rhythm. Change engine oil and filter often (the owner's manual interval is the authority); change gearbox, driveshaft, and final-drive oils on purchase and then per the manual — they are the neglected fluids on every barn-find Airhead. Keep the battery on a maintainer, keep points (or the electronic ignition's connections) clean, and synchronize the carburetors after every valve adjustment. Airheads reward routine and punish neglect; there is nothing exotic about the maintenance, only about the consequences of skipping it.

4.9 Wear- and rust-prone areas — where to look first

1. **Rear drive splines (all rear ends).** Monolever and Paralever splines wear — check backlash at the rear wheel on the center stand, and pull the boot to inspect.
2. **Gearbox output-shaft circlip (late 1983 on).** Year and model cannot prove a specific gearbox has the circlip — service history or internal inspection is the only answer.
3. **Snowflake front wheel (1977–78).** Verify recall compliance; do not ride an unrecalled original 19-inch front.
4. **Electronic ignition control unit (1981 on).** Heat- and moisture-sensitive under the tank; intermittent spark is the symptom.
5. **Charging system.** Verify output under load — the 280-watt system is adequate only when healthy.
6. **Steering-head and swingarm bearings.** Notchiness and weave.
7. **Brake calipers and master cylinders.** Seized pistons and pitted bores from old fluid; check disc thickness and runout.
8. **Fuel tank interior.** Borescope every tank, especially large GS/PD tanks.
9. **Fork seals and stanchions; rear shock(s).** Twin-shock units sag; Monolever/Paralever shocks are rebuild-or-replace items.
10. **Wiring loom and PulseAir plumbing (US, 1981 on).** Cracked insulation; verify emissions plumbing is complete, not blanked off.

4.10 Buyer's inspection sequence

1. **Decode before you travel.** Get the frame/VIN, engine, and transmission numbers from the seller and check them against the tables in 4.1 before spending money on travel.
2. **Cold start, cold engine.** Valves tick slightly when cold and quiet down warm — the reverse (quiet cold, noisy hot) means tight valves. Watch for smoke on startup (valve guides) and under load (rings).
3. **Ride it.** Clutch engagement smooth with no slip; gearbox shifts

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cleanly with no false neutrals; no weave or notchiness in the steering; brakes stop straight without pulsing; no driveline clunk on throttle transitions (worn splines).

4. **Numbers audit on the lift.** Frame, engine, transmission, final-drive

ratio stamping, carburetor numbers, instrument faces, paint-scheme tag — photograph everything and compare against 4.1–4.6.

5. **Fluids and filters.** Pull the gearbox and final-drive drain plugs:

paste is wear, chips are damage. Check the oil for coolant (none should exist — air-cooled) and fuel smell.

6. **Electrics.** Charging voltage at cruising rpm, all lights and

switches, horn. On 1981-on bikes, confirm the ignition control unit is secure and dry.

7. **Decide the restoration class.** A numbers-matching, original-paint

bike justifies a concours budget; a bitsa with a replacement engine is a rider — price it as one and enjoy it as one.

Sources

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