



Press release
01 October 2020

BMW Motorrad presents the new BMW G 310 GS. **Even more dynamic introduction to the BMW GS experience.**



Munich. With the BMW G 310 GS, BMW Motorrad is creating a new experience in the displacement segment below 500 cm³ since 2016. Extremely compact, robust and highly versatile in design, it immediately established itself as a genuine BMW GS - especially for newcomers. Four years after its début, BMW Motorrad now presents the new BMW G 310 GS. Versatile, safer and more dynamic – whether in everyday traffic, during pleasure rides on country roads or off-road in easy terrain.

Single-cylinder engine according to EU-5 homologation with automatic idle boost and electromotive throttle controller.

The heart of the new BMW G 310 GS is still the reliable 313 cm³ liquid-cooled single-cylinder engine with four valves, two overhead camshafts and electronic fuel injection. The cylinder inclination to the rear and the cylinder head rotated by 180 degrees with intake at the front and exhaust at the rear remain the design characteristics. This arrangement follows the logic of optimal combustion air ducting and results in a particularly compact vehicle architecture. With an output of 25 kW (34 HP) at 9 500 rpm and a maximum torque of 28 Nm at 7 500 rpm, the single-cylinder engine of the new BMW G 310 GS is



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the ideal partner for dynamic motorcycling pleasure, including in the current EU 5 homologation.

For use in the new BMW G 310 GS, the engine has been equipped with a so-called "electronic throttle grip" (electromotive throttle controller) and now offers an even more sensitive throttle response. Automatic idle speed increase when starting also prevents a possible sudden stalling of the engine. The self-boosting anti-hopping clutch is also new. It reduces engine drag torque and provides a significant increase in driving safety - particularly during braking manoeuvres involving simultaneous downshifting. It also offers significantly reduced operating forces at the clutch lever.

New LED headlight and LED flashing turn indicators – seeing and being seen optimally.

Whereas the BMW G 310 GS was already equipped with brake lights in LED technology, the new BMW G 310 GS now has a full-LED headlight for even better visibility at night and LED flashing turn indicators for increased visibility in traffic. The new LED headlight not only ensures particularly bright and homogeneous illumination of the road. Due to the modified connection, distracting vibrations of the light cone are a thing of the past. The three light functions high beam, low beam and, depending on the country, daytime driving light can be conveniently operated using the left handlebar controls.

Hand lever adjustable in four stages for brake and clutch.

Both, the clutch lever and the handbrake lever are now adjustable in four stages. It thus now provides ergonomic benefits – particularly for people with small hands. Stage 3 of the brake lever adjustment corresponds to the grip width until now. In the 1st position the brake lever is 6 mm closer to the handlebar.



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Gently revised design with an attractive basic colour and two exclusive style variants.

GS is a promise at BMW Motorrad. It stands for absolute functionality, reliability and robustness. Accordingly, the new BMW G 310 GS can be recognised at first glance as a genuine BMW GS. With its characteristic windscreen, high front fender, striking flyline and short, high rear end, it has the main elements of the large BMW R 1250 GS models – and has an even more aggressive and dynamic appearance from the front thanks to the new LED headlight.

Its colour concept also reflects that it is part of the BMW GS family. What all three colour variants of the BMW G 310 GS have in common are the engine housing covers for the alternator, clutch and water pump, now painted in metallic titanium grey.

In addition to the typical GS colours in white with the basic colour plain polar white and tank side panels in grey, the new BMW G 310 GS has a very sporty appearance in Rallye style. The frame painted red and Kyanit blue metallic for the tank centre cover and front emphasise the off-road talents and give the motorcycle an extremely dynamic appearance.

As the "40 Years GS" edition, however, the BMW G 310 GS is based on a famous historical model from the BMW GS history - the R 100 GS. Accordingly, it is in black and yellow - with the basic colour cosmic black and yellow graphics on the tank side panels. Just in time for the anniversary, BMW Motorrad is also presenting a new rider equipment collection.

All new features of the BMW G 310 GS at a glance:

- Single-cylinder engine according to EU-5 homologation with electromotive throttle controller and automatic idle speed increase.
- Self-boosting anti-hopping clutch.

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- New LED headlight and LED flashing turn indicators.
- Hand lever adjustable in four stages for brake and clutch.
- Engine housing covers of alternator, clutch and water pump painted titanium grey metallic.
- Gently revised design with an attractive basic colour and two exclusive style variants.



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BMW G 310 GS		
Engine		
Displacement	cm ³	313
Bore/Stroke	mm	80/62.1
Power	kW/HP	25/34
at rotational speed	rpm	9500
Torque	Nm	28
at rotational speed	rpm	7500
Design	Water-cooled single-cylinder four-stroke engine, four valves per cylinder, rocker arm-confirmed, two overhead camshafts and one counterbalance shaft, wet-sump lubrication, e-throttle grip, idle lift	
Number of cylinders		1
Compression/Fuel		10,9:1
Valve/Throttle control		DOHC
Valves per cylinder		4
Ø intake/exhaust	mm	33.5/27.2
Ø throttle valves	mm	42
Engine control unit		Electronic injection BMS-E2
Emission control		3-way closed-loop catalytic converter, emission standard EU-5
Electrical system		
Alternator	W	330
Battery	V/Ah	12/8
Headlight	W	LED
Starter	kW	0.5
Power transmission, transmission		
Clutch		Self-boosting multi-disc clutch in oil bath, mechanically actuated
Transmission		Claw-shifted six-speed transmission, integrated in the engine housing
Primary translation		3.083
Translation ratios	I	3.000
	II	2.063
	III	1.588
	IV	1.286
	V	1.095
	VI	0.955
Final drive		Endless Z-ring chain, judder damper in the rear wheel hub



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BMW G 310 GS		
Chassis		
Frame design		Tubular spaceframe
Wheel guide, front wheel		Upside-down fork Ø 41mm
Wheel guide, rear wheel		Drawn die-cast aluminium, directly hinged central spring strut, spring base adjustable
Spring travel, front/rear	mm	180/180
After-run	mm	98
Wheelbase	mm	1,420
Steering head angle	°	63.3
Brakes	front	Single-disc brake Ø 300 mm, 4-piston radial brake calliper
	rear	Single-disc brake Ø 240 mm, 1-piston floating calliper
ABS		BMW Motorrad ABS
Wheels		Cast aluminium wheels
	front	2.50 x 19"
	rear	4.0 x 17"
Tyres	front	110/80 R 19
	rear	150/70 R 17
Dimensions and weights		
Overall length	mm	2,075
Total width (across hand lever)	mm	880
Seat height at vehicle kerb weight	mm	835
DIN vehicle kerb weight, fully fuelled and ready for driving	kg	169.5
Perm. total weight	kg	345
Fuel tank capacity	l	11
Driving data		
Fuel consumption (WMTC)	l/100 km	3.33
Maximum speed	km/h	143

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The BMW Group

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In 2019, the BMW Group sold over 2.5 million passenger vehicles and more than 175,000 motorcycles worldwide. The profit before tax in the financial year 2019 was € 7.118 billion on revenues amounting to € 104.210 billion. As of 31 December 2019, the BMW Group had a workforce of 126,016 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.

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