



Media Information

The All-New 2014 BMW F800GS Adventure

Authentic GS Adventure prowess enhances the BMW F800 lineup

Richmond Hill, ON. Building upon a track record of success in the large-capacity and mid-size enduro segments, BMW Motorrad proudly offers the new F 800 GS Adventure. Based on the dynamic, off-road-oriented F 800 GS, the Adventure model offers an optimal combination of agility, touring practicality and off-road capability. Following the tradition of the popular boxer-engined GS Adventure models, it provides off-road-oriented touring aficionados, world travellers and endure fans with an authentic GS Adventure experience in the mid-size segment.

The all-new 2014 BMW F800GS Adventure will be on sale in Canada in June, 2013, debuting with an MSRP of \$14,950.

The F 800 GS Adventure is powered by the liquid-cooled 798 cc four-valve twin-cylinder engine featured on the F 800 GS, with electronic fuel injection, closed-loop catalytic converter and six-speed transmission. Delivering maximum power of 85 hp at 7,500 rpm, and with maximum torque of 61 lb/ft at 5,750 rpm, this engine impresses with quick and lively response, powerful torque and low fuel consumption.

Engineered and equipped for world travel.

Like the F 800 GS, the Adventure model features a robust, torsionally resistant tubular steel frame, while the rear subframe is reinforced to accommodate the larger, 24-liter tank (8 liters more than the F 800 GS model), which increases the bike's range. Like the F 800 GS, the Adventure model is equipped with ABS as standard, while further safety and performance-enhancing systems – Automatic Stability Control (ASC) and Electronic Suspension Adjustment (ESA) – are available as factory equipped options, and in the case of ASC, also as a dealer installed special accessory. These features position the BMW F 800 GS Adventure, along with the F 800 GS, as the safest mid-size touring enduro on the market.

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The new F 800 GS Adventure is also available with Enduro mode as part of a package featuring ASC as a factory option.. At the push of a button, the rider can increase the slip threshold of the ABS and ASC systems when heading off-road, for an even more dynamic riding experience with improved acceleration and braking on loose terrain.

The F 800 GS Adventure boasts new, masculine bodywork that underscores its globetrotting abilities, while a new, very comfortable bench seat, a larger windscreen for improved protection against the elements and hand protectors also support this image. Other new standard features on the F 800 GS Adventure include wide enduro footrests, an adjustable, reinforced foot brake lever, an engine protection bar and a pannier rack which also functions as a tank protection bar.

Highlights of the new BMW F 800 GS Adventure compared to the F 800 GS:

- Based on the same versatile overall concept as the F 800 GS, with powerful twin-cylinder engine and agile suspension, but with enhanced off-road and globetrotting abilities.
- Robust and masculine GS Adventure bodywork styling.
- Balanced proportions, despite large rear tank.
- Larger, 24-liter fuel tank (+ 8 liters).
- Extended range (by approx.100 miles).
- ABS as standard, ASC as a factory-fitted optional extra or as a special accessory.
- Enduro mode as a new optional extra, in combination with ASC.
- Electronic Suspension Adjustment (ESA) as a factory-fitted optional extra.
- Reinforced rear subframe.
- More comfortable bench seat.
- Large windscreen.
- Wide enduro footrests.
- Adjustable, reinforced foot brake lever.
- Engine protection bar.
- Pannier rack also serves as a tank protection bar.
- Wide range of dealer installed special accessories and factory options.

**Key technical differences at a glance:**

	BMW F 800 GS Adventure	BMW F 800 GS
Tank volume:	24 litres	16 litres
Standard seat height:	890 mm	880 mm
Low seat height:	860 mm	850 mm
Low Suspension option:	no	yes, 820 mm
DIN unladen weight:	229 kg	214 kg
Max load:	225 kg	230 kg
Dimensions		
L / W / H:	2,305/925/1,450 mm	2,300/920/1,345 mm
Fuel consumption		
90/120 km/h:	4.3/5.7 L/100 km	3.8/5.2 L/100 km

Model Characteristics and Design**BMW GS Adventure is a byword for the finest in two-wheeled exploration.**

For many years, the Adventure versions of the large BMW GS boxer bikes have been discovering far corners of our planet and pressing on where others have turned back. With the arrival of the F 800 GS Adventure, BMW Motorrad offers this same concept for the mid-size enduro segment for the first time – and just like the boxer-engined GS Adventure models, the newcomer is also built for increased off-road riding and operation under the harshest conditions.

High-torque, smooth running parallel-twin engine.

Just like the F 800 GS, the new F 800 GS Adventure uses the extremely compact two-cylinder engine inclined forward at an angle of 8.3 degrees with a displacement of 798 cc and four valves per combustion chamber. Equipped with electronic fuel injection, closed-loop catalytic converter and a six-speed gearbox, the engine excels with its quick throttle response, acceleration and low fuel consumption. Its system of balancing masses using a swivelling connecting rod that



compensates for first and second-order inertia forces is the only one of its kind to be installed on a standard production bike. Valve actuation is by means of double overhead camshafts and speed-resistant rocker arms. Output of the liquid-cooled engine is unchanged at 85 hp at 7,500 rpm, with a peak torque of 61 lb-ft at 5,750 rpm.

Robust chassis with reinforced rear frame and ABS as standard.

The chassis of the new F 800 GS Adventure is based on the proven concept used on the F 800 GS, featuring a robust, torsionally stiff steel frame in tubular construction with the engine integrated as a load-bearing element. The steering head connection via gusset plates and the one-piece double-strut swing arm made of diecast aluminum is unchanged. The only difference is that the rear frame in square steel tubing has been strengthened to allow for both the 8-liter increase in fuel tank capacity and the more rigorous demands on the bike's off-road abilities. ABS already comes equipped as standard on the new F 800 GS Adventure, as it does on all BMW production motorcycles.

The new, extra-light and compact two-channel Bosch 9M BMW system featured on the F 800 GS is also included. It comes equipped with inlet valves that can be infinitely adjusted for even better response as well as wheel sensors that automatically monitor the distance between sensor and sensor wheel. ABS can be deactivated at the press of a button if the rider so wishes – ideal for riding in off-road terrain.

Electronic Suspension Adjustment (ESA) as a factory equipped option.

The list of factory equipped options includes a unique feature for the mid-size enduro segment in the form of Electronic Suspension Adjustment (ESA). This allows the rider to conveniently adjust the rebound damping of the rear spring strut in the same way as on the F 800 GS with a simple push of a button on the left handlebar panel, even while on the move. Depending on the damping mode selected – “Comfort”, “Normal” or “Sport” – the electronic control unit determines and sets the appropriate damping rate. This is done by means of a small, light stepper motor on the shock absorber, while a corresponding symbol appears in the instrument cluster display. The spring preload, on the other hand, is adjusted manually using an easily accessible hand wheel.

**Automatic Stability Control (ASC) with new Enduro mode available as a factory equipped option.**

A unique feature of BMW's mid-size enduro segment is the Automatic Stability Control (ASC) system on the F 800 GS. This anti-slip control function regulates the amount of engine drive torque transmitted as a function of the friction coefficient between the road surface and the rear tire. This has the effect of preventing the rear wheel from spinning, thereby enhancing traction and handling safety. Riders can disengage the system by pressing a button, even on the move.

The new F 800 GS Adventure is the world's-first mid-size bike to offer an Enduro riding mode as an option with ASC. When changing from roads to rougher terrain, a handlebar control enables the rider to simply switch to Enduro mode and thereby activate an ASC and ABS setting that has been specially tuned for off-road riding. In this mode, the ASC and ABS control logic is modified to delay intervention. The slip threshold is increased, resulting in improved acceleration and stopping power on loose surfaces at the same time as making the riding experience even more dynamic and active. The Enduro mode can only be ordered in conjunction with the optional ASC in the Enduro package, although ASC is available also on its own.

New styling and extended equipment features.

The new F 800 GS Adventure underscores its credentials as an enduro bike eminently suited to world travel as well as a safe and dependable means of exploring even the remotest regions of the planet with a host of specialized equipment features.

The introduction of the new F 800 GS Adventure clearly signals what its name promises. It takes its cue from the large boxer GS Adventure models by adopting the same authentic, and robust look. The characteristic GS styling continues to stand out clearly from all angles.

When it comes to ergonomics and comfort, the new F 800 GS Adventure further demonstrates its globetrotting capabilities with a seat that is more comfortable and slightly higher than the F 800 GS, making longer day rides even easier to cover. A lower seat can be selected as an accessory.

Meanwhile, an enlarged windscreen provides even better protection from the elements, while sturdy hand protectors and adjustable brake and clutch levers are also standard..

Suitability for off-road use is further enhanced by widened enduro footrests with vibration-damping rubber tops that can be removed for riding off-road. The adjustable rest for the foot brake lever



allows for optimum operation of the rear-wheel brake when the rider is in a standing position off road.

The severe operating conditions often encountered in rough terrain prompted the reinforcement of the foot brake lever and the inclusion of an engine protection bar plus the pannier racks that double as protection bars for the enlarged fuel tank. Its capacity of 24 liters means that it holds 8 liters more than the F 800 GS, increasing the bike's range by around 100 miles.

Equipment Range

Optional equipment and accessories for a wide range of personalization.

BMW Motorrad offers its customary extensive range of optional equipment and accessories for further personalization of the new F 800 GS Adventure.

Options are factory equipped while accessories are retrofit items that can be added by BMW Motorrad dealers or customers themselves.

Optional equipment.

- Automatic Stability Control (ASC).
- Electronic Suspension Adjustment (ESA).
- Low seat.
- Center stand.
- Comfort package: onboard computer, heated grips, center stand.
- **new:** Enduro package: ASC, Enduro mode.
- **new:** Off-road tires.
- **new:** LED Fog Lights. .
- Anti-theft alarm system.
- Active Package: LED Fog Lights, ESA

Special accessories.

- Automatic Stability Control (ASC).
- **new:** LED Fog Lights.
- Anti-theft alarm system.
- Add-on spoiler (small and large) for hand protectors.
- Add-on windscreen spoiler, large.



Storage options.

- **new:** Tinted windscreen.
- Case Holder, large, for aluminum topcase.
- Aluminum case.
- Inner bags for aluminum case.
- Aluminum topcase.
- Waterproof tank bag.
- Softbag Sport, small.
- Softbag Sport, large.
- Enduro rear bag.

Sound.

- Akrapovic sports silencer.

Ergonomics and comfort.

- Wind deflector set.
- Heated handlebar grips.
- Low seat.
- Splash guard extension, rear.

Navigation and communication.

- **new:** BMW Motorrad Navigator Adventure.
- Holder for navigation system, cable and accessory set.
- Function pouch for Navigator.

Maintenance and technology.

- Service tool kit.
- Center stand.

Colors

The new F 800 GS Adventure also signals its adventurous nature through two new colors.

In Sandrover matt, the F 800 GS Adventure stakes its claim to adventure riding. Racing red, on the other hand, lends the F 800 GS Adventure a particularly light and sporty look while accentuating its dynamic qualities.



Technical Specifications

Engine	
Type	Water-cooled 4-stroke in-line two-cylinder engine, four valves per cylinder, two overhead camshafts, dry sump lubrication
Bore x stroke	82 mm x 75.6 mm
Capacity	798 cc
Rated output	85 hp at 7,500 rpm
Max. torque	61 lb/ft at 5,750 rpm
Compression ratio	12.0 : 1
Mixture control / engine management	Electronic fuel injection, digital engine management (BMS-K+)
Emission control	Closed-loop 3-way catalytic converter / emission standard EU-3
Performance / fuel consumption	
Fuel consumption per 100 km at constant 90 km/h	55 mpg, at a constant 55 mph
Fuel consumption per 100 km at constant 120 km/h	
Fuel type	Premium Unleaded
Electrical system	
Alternator	three-phase alternator 400 W (rated power)
Battery	12 V / 14 Ah, maintenance-free
Power transmission	
Clutch	Multiple-disc clutch in oil bath, mechanically operated
Gearbox	Constant mesh 6-speed gearbox integrated into crankcase
Drive	Endless O-ring chain with shock damping in rear wheel hub
Chassis / brakes	
Frame	Tubular steel trellis frame, load-bearing engine
Front wheel location / suspension	Upside-down telescopic fork, Ø 43 mm
Rear wheel location / suspension	Cast aluminium dual swing arm, WAD strut (travel related damping), spring pre-load hydraulically adjustable, rebound damping adjustable
Suspension travel front / rear	9.1 inches / 8.5 inches (230 mm / 215 mm)
Wheelbase	62.1 inches (1,578 mm)
Castor	4.6 inches (117 mm)
Steering head angle	64°
Wheels	Wire spoke wheels
Rim, front	2.15 x 21"
Rim, rear	4.25 x 17"
Tyres, front	90/90 - 21 54V
Tyres, rear	150/70 - 17 69V
Brake, front	Dual floating discs, Ø 300 mm, two-piston floating calipers, ABS
Brake, rear	Single disc, diameter 265 mm, single-piston floating caliper, ABS
ABS	STANDARD
Dimensions / weights	
Length	90.7 inches (2,305 mm)
Width (incl. mirrors)	36.4 inches (925 mm)
Height (excl. mirrors)	57.1 inches (1,450 mm)
Seat height, unladen weight	35.0 inches Standard; low seat 33.9 inches (available as accessories and/or factory options, see an authorized BMW Motorrad dealer)
Inner leg curve, unladen weight	77.2 inches Standard; optional inner leg curve (inseam) 75.6 inches (seats available as accessories and/or factory options, see an authorized BMW Motorrad dealer)
Unladen weight, road ready, fully fuelled ¹⁾	505 lbs (229 kg)
Dry weight	
Permitted total weight	1,001 lbs (454 kg)
Payload (with standard equipment)	496 lbs (225 kg)
Usable tank volume	6.3 gallons (24.0 liters)
Reserve	Approx. 1 gallon (4.0 liters)



BMW Group in Canada

BMW Group Canada, based in Richmond Hill, Ontario, is a wholly-owned subsidiary of BMW AG and is responsible for the distribution of BMW luxury performance automobiles, Sports Activity Vehicles, Motorcycles, and MINI. BMW Group Financial Services Canada is a division of BMW Group Canada and offers retail financing and leasing programs and protection products on new and pre-owned BMW and MINI automobiles, as well as retail financing for new and pre-owned BMW Motorcycles. A total network of 44 BMW automobile retail centres, 20 BMW motorcycle retailers, and 29 MINI retailers represents the BMW Group across the country.

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