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**Contact:** Roy Oliemuller  
BMW Motorrad USA Communications Manager  
Tel. 201-307-4082 /roy.oliemuller@bmwna.com

**The New BMW G 310 GS**  
**Ready For Everyday Adventures**

**Woodcliff Lake, NJ – November 17, 2017...**BMW is thrilled to announce the very competitive pricing of the G 310 GS, which will be launched with a base price of \$5,695. To further enhance this attractive price position, BMW has lowered its standard destination and handling fee from \$495 to \$245. With an all-inclusive price of \$5,940, the G 310 GS is BMW's second most affordable motorcycle after the G 310 R, which has an all-inclusive price of \$4,995.

As far as BMW Motorrad is concerned, GS represents a promise – a promise of perfect functioning, reliability and robustness. The G 310 GS transfers these qualities to the below 500cc capacity segment, embracing them in its own distinctive, mature interpretation.

The G 310 GS is a genuine GS: a highly contemporary product with a level of versatility that is currently unrivalled in the segment. It is nimble and agile in city traffic, while supremely robust over light terrain. This makes it the perfect companion for the adventures of everyday riding. Extremely compact yet mature and comfortable, the GS opens up a whole new world of riding experience within its segment. It is precisely this versatility that makes the G 310 GS unique in the entry-level segment.

**Typical GS design.**

The BMW G 310 GS can be identified as a genuine GS at first sight. With its characteristic, high front fender, striking flyline and short, high rear, the BMW G 310 GS features classic elements of its big GS sibling models. Its compact proportions with a short wheelbase, a 19-inch front wheel and extended spring travel make for a typical upright posture, promising an agile, nimble riding response.

**At home on the roads of the world.**

Like the G 310 R, the G 310 GS is also designed for the world market. It is compatible with diverse fuel qualities as well as meets all emissions standards and local requirements. It is at

home on all the roads of the world, bringing the hallmark BMW premium aspirations to the segment below 500 cc.

**Innovative single-cylinder engine for dynamic riding fun and suitability for a broad range of uses worldwide.**

The centerpiece of the new BMW G 310 GS is the 313 cc liquid-cooled single-cylinder engine known from the G 310 R with four valves and two overhead camshafts together with electronic fuel injection. The capacity of 313 cc results from a bore of 80 millimeters and a stroke of 62.1 millimeters.

A salient feature of the single-cylinder engine in the G 310 GS is the fact that its cylinder is tilted to the rear and its cylinder head is rotated by 180 degrees: intake at the front, outlet at the rear. This configuration follows the logic of a straight, power-enhancing supply of fresh air-fuel mixture and also has positive consequences in terms of the bike's architecture. With an output of 25 kW (34 hp) at 9,500 rpm and a maximum torque of 21 lb-ft at 7,500 rpm, the engine of the new G 310 GS is the ideal partner for dynamic riding pleasure, in conjunction with the low unladen weight of 373 lbs.

**Perfectly designed BMW GS ergonomics for relaxed motorcycling fun on the road and over light terrain.**

The new G 310 GS provides a relaxed seating position that enables carefree motorcycling pleasure both on the road and during excursions along forest paths and gravel tracks. As is characteristic of BMW Motorrad, all switches and controls are simple and secure to handle. Great importance was attached to simple and safe operation, taking into account all rider body types.

**Bridge-type tubular spaceframe, upside-down fork and long swing arm for a high degree of riding stability, precise steering response and light handling.**

In terms of its suspension, the new G 310 GS is similar to the G 310 R roadster in using a tubular steel spaceframe with bolt-on rear section that combines torsional rigidity with robust quality. Given its good stiff balance, this provides the basis for excellent ride stability and a precise steering response. The front wheel suspension is accomplished by a solid upside-down fork while at the rear there is an aluminum swing arm in conjunction with a spring strut that is mounted on it directly.

**Standard high-performance ABS braking system and multifunction instrument cluster.**

Like all BMW motorcycles, the new G 310 GS comes with ABS as standard. It combines a high-performance brake system with 2-channel ABS for efficient deceleration and short braking distances. For use over light terrain the ABS in the new G 310 GS can be conveniently deactivated at the press of a button if required. The G 310 GS instrument cluster has a large liquid crystal display that offers excellent clarity and a wide range of information.

**A genuine BMW.**

Like the G 310 R, the G 310 GS represents everything that BMW stands for: progressiveness, outstanding quality and years of carefree partnership with its owner. Excellent components and materials come together to make it a real all-rounder. The G 310 GS is the GS below 500 cc, providing worldwide entry to the premium world of BMW Motorrad.

**Technology**

**The new BMW G 310 GS - carefree riding fun, enormous versatility.**

Powerful propulsion, easy controllability and nimble handling – with the new BMW G 310 GS, BMW Motorrad has expanded the BMW GS family to include yet another dynamic member. With its slim, wiry structure, the new single-cylinder GS comes over as bold, light and adventurous. At the same time, with its low weight and seat height, it embodies an attractive entry option to the fascinating world of experience of BMW GS motorcycles.

**A new interpretation of the hallmark BMW GS qualities.**

Derived from the G 310 R roadster, the new G 310 GS offers dynamic performance and comfort enhanced with practically oriented off-road capability for light terrain. It brings the characteristic qualities of a BMW GS to a segment that is new to BMW Motorrad, while mastering diverse riding needs: the daily commute to work, riding through town or dynamic motorcycling both on and off country roads.

Easy maneuverability and the powerful BMW single-cylinder engine make it a universal partner with a broad range of uses - not least thanks to its low fuel consumption and a relaxed seating position. Following the core principles of all BMW motorcycles, the new BMW G 310 GS also stands for innovative technology and high quality, providing many years of carefree riding pleasure.

BMW Motorrad laid the foundation for the varied spectrum of BMW GS motorcycles as long ago as 1980 when it introduced the R 80 G/S as the first travel enduro bike of its kind, and the outstanding talents of this genre apply to this day – excellent function, comfort and staying power. BMW Motorrad continues to foster and develop these core strengths, transferring them successfully to numerous BMW Motorrad series.

The new G 310 GS is the latest instance, presented not just as a genuine “small” BMW GS but also continuing the more than 90-year BMW tradition of 1-cylinder models in pioneering fashion with its state-of-the-art single-cylinder engine.

**Innovative single-cylinder engine for dynamic riding fun and suitability for a broad range of uses worldwide.**

The centerpiece of the new BMW G 310 GS is the 313 cc liquid-cooled single-cylinder engine familiar from the G 310 R roadster with four valves and two overhead camshafts together with electronic fuel injection. The capacity of 313 cc results from a bore of 80 millimeters and a stroke of 62.1 millimeters. Designed for the world market and therefore offering compatibility with various fuel qualities, the compression ratio is a comparatively moderate 10.6:1. With an output of 25 kW (34 hp) at 9,500 rpm and a maximum torque of 21 lb-ft at 7,500 rpm, the engine of the new G 310 GS is a very dynamic partner in conjunction with the bike’s low unladen weight of 373 lbs.

**Backward-tilted cylinder and cylinder head rotated by 180 degrees for perfect packaging and a high degree of efficiency.**

Unlike conventional single-cylinder concepts, the engine of the new G 310 GS offers a series of unusual technical solutions. First and foremost, the engine is striking with its backward-tilted cylinder and cylinder head rotated by 180 degrees. The intake tract is positioned at the front when viewed in the direction of travel, while the exhaust tract is at the rear. The ignition spark is supplied by a spark plug placed centrally in the combustion chamber.

This configuration not only follows the logic of a straight, power-enhancing supply of fresh air-fuel mixture, it also has positive consequences in terms of the bike’s architecture. In conjunction with the consecutively positioned transmission shafts, this creates a low center of gravity that is shifted towards the front wheel as compared to a conventional arrangement. At the same time, this set-up and the preservation of an advantageously short wheelbase allows for a longer swing arm, thereby ensuring a stable ride response. The result is agile handling, clear feedback from the front wheel and outstanding vehicle control.

The engine concept with the intake side at the front makes for a generously sized intake silencer positioned directly behind the steering head and a newly designed, very short fuel tank. This prevents any excessive sloshing of the fuel back and forth, so undesirable reactions to uncontrolled shifts in weight are avoided.

**High-performance valve gear similar to the S 1000 RR, DLC-coated engine components and Nikasil cylinder liner.**

Fitted with an electric starter motor, the single-cylinder engine of the new G 310 GS offers modern, horizontal separation of the engine housing, innovative technical solutions and a selection of high-quality materials. The valve gear with two overhead camshafts is based on that of the S 1000 RR, for example, while very light, speed-resistant rocker arms with an extremely hard DLC coating (Diamond Like Carbon) that minimizes friction and wear are responsible for activating the four valves, likewise as in the BMW superbike. The valve angle is 11.2 degrees on the intake side and 13.3 degrees on the exhaust side. The diameter of the intake valves is 33.5 millimeters, that of the exhaust valves is 27.2 millimeters and that of the intake pipe fuel injection throttle valve is 42 millimeters.

The resilient and low-friction DLC coating is also applied to the gudgeon pin. It enables the pin to run directly in the ground connecting rod eye, eliminating the need for an additional plain bearing. In conjunction with the low weight of the cast lightweight piston, this results in reduced oscillating masses.

The slide bearing for the lower connecting rod eye and the main camshaft bearing is also by no means typical of a single-cylinder engine, offering benefits in terms of space, weight and durability. A low-friction Nikasil coating of the sleeve for the cylinder integrated in the upper half of the engine housing highlights the fact that the BMW Motorrad engineers have attempted to combine lightweight construction and fuel efficiency with modern, groundbreaking engine technology.

Effective lubrication and cooling system for maximum reliability, even in adverse conditions. The vital supply of oil inside the engine is supplied by a well-established wet sump lubrication system. Here, there is a labyrinth of pans inside the oil sump that reliably counters any lack of lubrication during extreme riding maneuvers. The liquid cooling system also ensures excellent thermal stability, even in very high outdoor temperatures. The coolant circulates through a generously sized radiator positioned underneath the steering head section.

**Six-speed gearbox, high maximum engine speed and counterbalance shaft for lively dynamic performance and excellent running smoothness.**

Power transmission is via a multi-plate wet clutch onto a well-graduated, constant-mesh 6-speed gearbox. The secondary drive to the rear wheel takes the form of an O-ring chain. With a spontaneous throttle response, lively pulling power, full-blooded engine characteristics and a high maximum engine speed of 10,500 rpm, the new G 310 GS delivers very dynamic riding performance figures for excellent riding fun within its class. A rotating counterbalance shaft in front of the crankshaft effectively suppresses unpleasant vibrations, thereby ensuring a high level of running smoothness for the single-cylinder segment. Fitted with a closed-loop catalytic converter positioned on the intake side of the rear silencer, the BMW engine control BMS-E2 and a secondary air system make the engine of the new G 310 GS extremely environment-friendly and enables adherence to the EU4 emission standard.

The exhaust system has been redesigned for use in the G 310 GS. The manifold layout has been altered from that of the G 310 R roadster to do justice to the longer spring travel and the rear, while a newly conceived heat shield underscores the hallmark GS character of the new G 310 GS.

**Rigid tubular steel frame and long swing arm for a high degree of riding stability, precise steering response and light handling.**

Extremely compact and with the ability to handle a wide spectrum from comfortable touring and dynamic motorcycling along country roads through to off-road riding over gravel tracks and forest paths, the new BMW G 310 GS demonstrates mastery of the typical BMW GS repertoire which was previously unavailable in this segment. It enables nimble banking while remaining neutral and predictable at all times. And over lengthier distances it offers the necessary comfort combined with resilience – without any compromises in terms of ride stability on long bends and fast passages. The high degree of ride stability, steering precision and maneuverability instantly establishes a sense of trust, even in motorcycle newcomers.

In terms of suspension, the new G 310 GS resembles the G 310 R roadster in using a tubular steel frame in spaceframe structure with a bolt-on rear section that combines torsional stiffness with robust quality. For its use in the new G 310 GS, however, the frame has been fitted with new attachment points for the body components.

Given its good stiffness balance, this provides the basis for excellent ride stability and a precise steering response. The suspension geometry of the G 310 GS is designed for maneuverability,

stability and a neutral cornering response both on and off the road, which makes for maximum riding fun and easy controllability as well as reflecting the bike's active riding character. The wheelbase is 56 inches, the castor is 3.8 inches (98 millimeters) and the steering head angle is 63.3 degrees.

Due to the engine conception and arrangement, the single-section rear-wheel swing arm made of die-cast aluminum is longer than in conventional designs, though without extending the wheelbase unnecessarily.

With its generous length of 81.7 inches, it supports the bike's high level of neutrality, enables exemplary pitch compensation and makes load shift reactions much gentler. In this way, the new G 310 GS combines light-footed handling, riding precision and a high level of directional stability with benefits in terms of suspension and load shift response, too.

**Upside-down fork and directly mounted spring strut with long spring travel for a broad range of uses.**

The ride properties of the G 310 GS, characterized by nimble handling and a high level of stability, are supported by the balanced suspension/damper set-up of the directly mounted rear spring strut which is adjustable in the spring rest. The progressively wound spring distributes the spring rates in such a way that precisely the desired suspension resistance applies, depending on the position within spring travel: comfortable for everyday riding, with sufficient reserves when travelling in sporty style and tight enough when hard bumps or road hole edges challenge the reserves. For enhanced off-road capacity, the spring travel is 7 inches, a generous 1.9 inch increase over that of the G 310 R.

The appropriate counterpart to the control, suspension and damping of the rear wheel is to be found in the upside-down fork at the front. With a slider tube diameter of 1.6 inches and generously sized fork bridges made of light alloy, it forms a highly rigid composite structure for precise, stable control of the front wheel in the G 310 GS, thereby ensuring a secure and directly stable steering response. In conjunction with the perfect set-up of the rear end, it ensures a high level of ride comfort as well as suitability for a wide spectrum of uses – ranging from the most diverse road surfaces through to light, unsurfaced terrain. With a view to enabling forays off the beaten track, the spring travel has been increased by 1.6 inches as compared to that of the G 310 R roadster to a total of 7 inches.

The new G 310 GS is fitted with 5-spoke light alloy die-cast wheels; the front wheel is 19 inches in size for a safe, dynamic riding response on a variety of different surfaces (G 310 R: 17-inch).

Due to the larger wheel diameter, the wheel axis has been shifted forward to ensure an optimum, handling-friendly castor. As in the G 310 R, a 17-inch wheel is mounted on the rear. The tire dimensions are 110/80 R 19 at front and 150/70 R 17 at rear.

**Standard high-performance braking system with ABS for safe braking maneuvers.**

Like all BMW motorcycles, the new G 310 GS comes with ABS as standard. It combines a high-performance brake system with a 2-channel ABS for efficient deceleration and short braking distances as well as efficient anti-locking – geared entirely towards optimum riding safety on poor or soiled roads. For use over light terrain, the ABS in the new G 310 GS can be conveniently deactivated at the press of a button on the left-hand handlebar panel, if required.

At the front wheel, a single-disc brake with radially bolted 4-piston fixed calliper and a brake disc diameter of 11.8 Inches ensures powerful and stable deceleration. At the rear, this function is performed by a 2-piston floating caliper in conjunction with a 9.5 inch brake disc. Steel-wrapped brake lines ensures stable pressure levels.

**Perfectly designed BMW GS ergonomics for relaxed motorcycling fun on the road and over light terrain.**

The new G 310 GS provides a relaxed seating position which enables carefree motorcycling pleasure both on the road and during excursions along gravel tracks and forest paths. As is characteristic of BMW Motorrad, all switches and controls are simple and secure to handle.

Great importance was attached to simple and safe operation, taking into account the all rider body types.

The design of the ergonomic triangle consisting of handlebars, footrests and seat ensures excellent control while also providing very sound and comfortable feedback from the contact surfaces on the fuel tank and seat. At higher speeds, the standard windshield also relieves the rider's upper body from the force of the airstream as well as ensuring an even flow of wind at the helmet.

The new BMW G 310 GS meets the demands of a purebred BMW GS with tubular handlebars that are slightly wider and angled further to the rear than in the G 310 R. As in the “big” BMW GS models, rider footrests with a jagged profile and mounted directly on the frame ensure a sure-footed ride even in adverse conditions. The passenger's feet have a secure foothold on passenger footrests that are mounted on tubular steel arms.



The comparatively moderate seat height of just 32.9 inches and the short inside leg length mean that virtually any motorcyclist will feel comfortable on the G 310 GS – whether riding on the road or on short detours over unpaved terrain. Meanwhile, shorter or taller riders can draw on the range of Original BMW Motorrad Accessories to select a lower seat height of 32 inches or else a higher, particularly comfortable seat at 33 inches.

#### **Multifunction instrument panel with a range of features.**

Like the G 310 R roadster, the new G 310 GS has an instrument cluster with a large LC screen that offers excellent readability and a wide variety of information. The displays include the following: engine speed, road speed, gear, total miles, engine temperature, fuel tank level, remaining range, average fuel consumption, average speed, time.

#### **Design and Color Concept**

##### **A genuine GS design.**

The BMW G 310 GS presents its own distinct interpretation of numerous features that are also found in its sibling models, making it instantly recognizable as a member of the GS family. With its characteristic windshield, the high front fender, striking flyline and short, high rear, the BMW G 310 GS has classic elements of its larger GS relatives. The engine of the BMW G 310 GS has an innovative installation geometry that makes for very compact proportions and a short wheelbase – ideal for maneuvering within limited traffic space in cities. The 19-inch front wheel and the extended spring travel make for a typical upright posture, promising an agile, nimble riding response. The short, high rear gives the entire rear section a light, airy appearance. At the same time, it shifts the visual focus to the front, thereby further emphasizing the bike's balanced proportions.

##### **Expressive, functional surface finishes.**

The colored areas in the upper area trace the typical GS flyline that runs from the front fender across the fuel tank to the seat – something that has become a virtually iconic characteristic. A small windshield provides aerodynamic protection. Below this, two frame outlines provide a surround for the headlamp mask. The high position of the intake area, the striking styling, the separation of materials by color and the silver trim elements with BMW logo create a visual distinction between the motorcycle body and technology, as in the larger sibling models. Painted surfaces give the side a high-quality, self-contained appearance, while the large proportion of high-quality grained plastic highlights the robust character of the BMW G 310 GS. As in the

larger sibling models, the powerfully expressive surfaces are deliberately designed for functional purposes, too: each shape and surface and their respective material has been selected to ensure the BMW G 310 GS provides optimum usability.

#### **Standard Luggage grid.**

Every GS has a high-quality luggage grid. This comes standard in the BMW G 310 GS, combining a striking shape with optimum functional effectiveness. As a stable base for topcases or larger luggage items, it greatly extends the practicality and versatility of the BMW G 310 GS for everyday use.

#### **Exclusive highlights.**

BMW Motorrad's uncompromising quest for quality and sophisticated solutions is evident in the creation of the BMW G 310 GS. It offers identical quality to the larger-capacity BMW Motorrad models, reflected down to the last detail in gap patterns, design realization and component joints. In addition, there are exclusive highlights such as the standard upside-down fork with slider tubes finished in gold and the likewise gold-colored brake calipers and rear swing arm. The aluminum swing arm with detailed modeling and lattice-like design conveys lightness and stability. Matching this, the light alloy wheel rims with 5-spoke turbine design give the side view a dynamic look.

#### **Visual and ergonomic details from the rider's perspective.**

Seen from the top, too, the BMW G310 GS looks more like a model belonging to a larger capacity segment. The characteristic front fender runs as a band of color emerging from the headlamp mask across the fuel tank to the side trim, making the BMW G 310 GS instantly recognizable as a GS even from a bird's-eye perspective. The powerful surfaces of the fuel tank give it a clearly defined, muscular look. At the same time, the striking surface styling of the fuel tank allows for a maximum steering angle and therefore excellent maneuverability in tight spaces.

#### **Exclusive fork bridge and fully digital instrument cluster.**

The strikingly shaped aluminum fork bridge is particularly conspicuous from the rider's perspective. It is elaborately designed and interprets the style of the footrests and rear wheel swing arm in its own distinct form. This high-quality detail is rounded off with an embossed BMW inscription on the upper clamp. Above this, all relevant information is shown on the clearly readable LCD screen. The modern character of the BMW G 310 GS is further reflected in the fully digital instrument cluster.

### **Individualization through variety of colors and materials.**

The BMW G 310 GS is available in three strikingly expressive color variants: Cosmic Black non-metallic, Racing Red non-metallic and the elaborately designed Pearl White metallic. These variants offer a spectrum ranging from sporty and robust to contemporary.

The basic color variant Cosmic Black non-metallic draws on the expressive contrast between Cosmic Black and the light surfaces in Titanium Grey matte. With black as its base color, the light side trim elements with BMW emblem, the brackets of the headlamp mask and the rear section all emphasize the striking GS styling. In the engine area, light accentuations in Dime Silver matte provide a clear visual separation of the dark technical area from the body of the motorcycle, thereby highlighting the bike's upright proportions.

The Racing Red non-metallic variant gives the BMW G 310 GS a classic GS paint finish. The full red color showcases the flyline especially compellingly, setting it perfectly apart from the light side trim elements with BMW emblem, the black grained plastic surfaces and the light rear section. In the engine area, light accentuations in Dime Silver matte provide a clear visual separation of the dark technical area from the body of the motorcycle, thereby further highlighting the bike's upright proportions.

The top variant of the BMW G 310 GS in Pearl White metallic is an absolute highlight, with accents drawn from the BMW Motorsport colors white, red and blue. Pearl White metallic offers a discreet sparkle effect that powerfully offsets the accent graphic in blue and red. Instead of a matte plastic surface in Titanium Grey, a high-gloss black surface provides the background for the striking interplay between the graphic and the paint finish on the side trim. Underneath, light accent surfaces brighten up the dark engine area, adding a modern touch. The fork tubes and brake calipers provide gold accents as a perfect supplement to this color variant.

### **Equipment**

#### **An individually harmonized range of BMW Motorrad optional accessories perfectly complement the G 310 GS.**

Optional accessories are installed by the BMW Motorrad dealer or by customers themselves. These are features which can also be retrofitted.

#### **Optional Accessories**

- Low seat.
- High seat.
- Luggage rack.

- 29-liter topcase "Basic" with retaining plate.
- 30-liter topcase.
- Center stand.
- 12-volt socket.
- Heated grips.
- Liner for topcase.
- Tank Bag .
- Adjustable brake and clutch levers.
- Cradle for BMW Motorrad navigation system.
- BMW Motorrad Navigator V.
- BMW Motorrad Smartphone Cradle.

### **Production and Quality**

**Developed in Munich by BMW Motorrad – produced in Bangalore, India by the cooperation partner TVS Motor Company.**

The new BMW G 310 GS is produced in Bangalore, India by the BMW Motorrad cooperation partner TVS Motor Company, India's third largest motorcycle manufacturer with a production volume of some 2.5 million vehicles per year. The company has been committed to sustainability for many years and attaches great importance to adhering to defined social and environmental standards which go far beyond what is common practice in India.

TVS Motor Company is the flagship of the TVS Group, which is made up of more than 90 companies in total. These include numerous firms that enjoy an excellent reputation in the automotive sector as suppliers for well-known car makers. Many of these suppliers from within the TVS Group provide the components for the G 310 GS.

**Quality management and state-of-the-art production following the standards of the BMW Motorrad plant in Berlin-Spandau.**

TVS Motor Company's quality management system has been based on Japanese role models for many years. For the G 310 GS, this system was extended to include the requirements and standards specific to BMW Motorrad, and within the area of quality management there are interdisciplinary teams from both companies working in close collaboration.

An exclusive production area has been set aside in the factory for production of the G 310 GS. Mechanical production of the engine components is carried out on new, high-quality machine

tools made by leading German manufacturers. BMW Motorrad was closely involved in an advisory capacity here and production is set up based on the model of the BMW Motorrad plant in Berlin-Spandau. The engine assembly line is completely new and fitted with cutting-edge automation and testing technology for every stage of the process. All the relevant work stages are monitored and automatically recorded for size accuracy, tolerances and bolt-fitting values. Assembly is carried out in a completely sealed, glazed area which can only be accessed via air locks to prevent any dirt from entering. At the end of the engine assembly line, each engine is put through a test bench run where all relevant parameters are measured including output.

Vehicle assembly is also carried out in a dedicated section of the factory reserved exclusively for BMW Motorrad. Here again, state-of-the-art assembly technology is deployed. The final inspection is performed according to BMW Motorrad standards and includes electronic functional testing as well as a final run on the roller test bench for every motorcycle. The roller test bench is also completely new and set up according to Berlin standards.

Furthermore, staff were specially selected and trained by TVS for production and assembly. Additional training programs were held for assembly workers together with colleagues from the BMW Motorrad plant in Berlin-Spandau over a period of more than a year prior to the start of serial production. From the very first vehicle to come off the production line in India, they have also contributed to the high assembly standards and heightened quality awareness. All of these measures ensure that the new BMW G 310 GS is subject to the same quality criteria that apply to production at the BMW Motorrad plant in Berlin-Spandau.

## Technical Specifications

BMW G 310 GS		
<b>Engine</b>		
Capacity	cc	313
Bore/stroke	mm	80/62.1
Output	kW/hp	25/34
at engine speed	rpm	9500
Torque	Lb/ft	21
at engine speed	rpm	7500
Type	liquid-cooled single-cylinder engine	
No. of cylinders	1	
Compression/fuel	10.6:1 / premium unleaded (95 RON)	
Valve/accelerator actuation	DOHC	
Valves per cylinder	4	
Ø intake/outlet	mm	33.5/27.2
Ø throttle valves	mm	42
Engine control	BMS-E2	
Emission control	Closed-loop 3-way catalytic converter	
<b>Electrical system</b>		
Alternator	W	308
Battery	V/Ah	12/8
Headlight	W	H4 12 V 60/55 W
Starter	kW	0.5
Power transmission - gearbox		
Clutch	Multi-plate wet clutch	
Gearbox	constant-mesh 6-speed gearbox	
Primary ratio	3.083	
Transmission ratios	I	3.000
	II	2.063
	III	1.588
	IV	1.286
	V	1.095
	VI	0.955
Rear wheel drive	O-ring chain	
<b>Suspension</b>		
Frame construction type	Tubular steel frame in grid structure with bolted rear frame	
Front wheel suspension	Upside-down fork ø 41mm	
Rear wheel suspension	Drawn die-cast aluminum, directly mounted central spring strut, adjustable spring rest	
Suspension travel, front/rear	in	5.5/5.2
Wheel castor	in	3.8
Wheelbase	in	56
Steering head angle	°	63.3
Brakes	front	Single disc brake, Ø11.8 inch
	rear	Single disc brake, Ø9.4 inch
ABS	BMW Motorrad ABS	
Wheels	Aluminum cast wheels	
	front	2.50 x 19"
	rear	4.0 x 17"
Tires	front	110/80 R 19
	rear	150/70 R 17

BMW G 310 GS		
<b>Dimensions and weights</b>		
Total length	in	81.7
Total width (incl. hand levers)	in	35.3
Seat height at unladen weight	in	32.9
DIN unladen weight, road ready, fully fuelled	lbs	373
Permitted total weight	lbs	765
Fuel tank capacity	gal	2.9
<b>Performance figures</b>		
Fuel consumption (WMTC)	mpg	71
Top speed	mph	90

## BMW Group In America

BMW of North America, LLC has been present in the United States since 1975. Rolls-Royce Motor Cars NA, LLC began distributing vehicles in 2003. The BMW Group in the United States has grown to include marketing, sales, and financial service organizations for the BMW brand of motor vehicles, including motorcycles, the MINI brand, and the Rolls-Royce brand of Motor Cars; Designworks, a strategic design consultancy in California; a technology office in Silicon Valley and various other operations throughout the country. BMW Manufacturing Co., LLC in South Carolina is part of BMW Group's global manufacturing network and is the exclusive manufacturing plant for all X5 and X3 Sports Activity Vehicles and X6 and X4 Sports Activity Coupes. The BMW Group sales organization is represented in the U.S. through networks of 341 BMW passenger car and BMW Sports Activity Vehicle centers, 153 BMW motorcycle retailers, 126 MINI passenger car dealers, and 36 Rolls-Royce Motor Car dealers. BMW (US) Holding Corp., the BMW Group's sales headquarters for North America, is located in Woodcliff Lake, New Jersey.

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