

The new BMW F 800 GS Adventure. Contents.



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1. The new BMW F 800 GS Adventure. (Short version).



BMW Motorrad is the most successful manufacturer of large-capacity touring enduros and, with the F 700 GS and F 800 GS, leads the way in the mid-size category, too.

The new F 800 GS Adventure builds on this position. 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 enduro fans with an authentic GS Adventure experience in the mid-size segment.

The F 800 GS Adventure is powered by the characterful, liquid-cooled 798 cc four-valve twin-cylinder engine as featured on the F 800 GS, with electronic fuel injection, closed-loop catalytic converter and six-speed transmission. Developing unchanged maximum power of 63 kW (85 hp) at 7,500 rpm, and with maximum torque of 83 Nm at 5,750 rpm, this power plant 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 too features a robust, torsionally resistant tubular steel spaceframe, although the rear subframe is reinforced to cater for the larger, 24-litre tank (8 litres more than on 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-fitted optional extras, or as special accessories. 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.

As another optional extra, the new F 800 GS Adventure is available with Enduro mode as part of a package featuring ASC. At the press 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 and with improved acceleration and braking on loose terrain.

The F 800 GS Adventure boasts a new, masculine bodywork styling that underlines 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 specification on the F 800 GS Adventure includes 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.

BMW F 800 GS Adventure “Launch Edition”.

The new F 800 GS Adventure will first hit the market in a 1,000-unit “Launch Edition”. The highlight of the F 800 GS Adventure “Launch Edition” is its Sandrover matt paintwork in combination with three equipment packages. The Comfort package comprises an onboard computer, heated grips and a centre stand. The Enduro package comes with ASC plus Enduro mode, and the Special accessories package features a lockable aluminium case set, a topcase holder and BMW Motorrad Navigator Adventure including holder and cable.

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-litre fuel tank (+ 8 litres).
- Extended range (by approx. 120 km / 75 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.
- Even 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 special accessories and ex-works optional extras.

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
Lower 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	3.8 / 5.2 l
(55/75 mph:	65.7 / 49.5 mpg imp	74.3 / 54.3 mpg imp)

2. Model characteristics and design.



BMW GS Adventure is a byword for the finest in two-wheeled exploration.

For many years now, the Adventure versions of the large BMW GS boxer bikes have been discovering far-flung corners of our planet and pressing on where others have to turn back. The arrival of the F 800 GS Adventure sees BMW Motorrad now offering 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 employs 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 power unit excels with its spontaneous response, pulling power and low fuel consumption. Its system of balancing masses using a swivelling conrod that compensates for first- and second-order inertia forces is the only one of its kind to be fitted 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 63 kW (85 hp) at 7,500 rpm, with a peak torque of 83 Nm (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 aluminium have also been adopted unchanged. The only difference is that the rear frame in square steel tubing has been strengthened to make allowance both for the 8-litre increase in fuel tank capacity and the more rigorous demands on the bike's off-road abilities. ABS already comes fitted 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 fitted here too. It comes 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 keen riding in off-road terrain.

Electronic Suspension Adjustment (ESA) as a factory-fitted option.

The list of optional extras available ex-works includes a unique feature for the mid-size enduro segment in the form of Electronic Suspension Adjustment (ESA). This lets the rider 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 as an ex-works option.

A further unique selling point in the mid-size enduro segment is the Automatic Stability Control (ASC) system that also features 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 tyre. This has the effect of preventing the rear wheel from spinning, thereby enhancing traction and handling safety. If the rider does not wish the control electronics to intervene, the system can be switched off by pressing a button, even on the move.

The new F 800 GS Adventure holds a world first in store for the mid-size segment with the Enduro riding mode that is available as an option in conjunction 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 extra ASC in the Enduro package, although ASC continues to be available on its own, too.

New styling and extended equipment features for superior globetrotting prowess.

The new F 800 GS Adventure really underlines its credentials as an enduro bike that is eminently suited to world travel and provides a safe and dependable means of exploring even the remotest regions of the planet with a host of specialised equipment features.

The mere appearance 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, markedly masculine and robust look. The characteristic GS flyline 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 on the F 800 GS, making longer day stints even easier to cover. A lower seat can be selected as a special accessory. Meanwhile, an enlarged windscreen provides even better protection from the elements, while sturdy hand protectors and adjustable brake and clutch levers are also available.

Suitability for off-road use is further enhanced by widened enduro footrests with vibration-damping rubber tops that can be removed for riding in terrain. 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 litres means that it holds 8 litres more than on the F 800 GS, increasing the bike's range by around 120 kilometres (75 miles).

F 800 GS Adventure “Launch Edition” with lavish specification at market debut.

The new F 800 GS Adventure is launching onto the market in a special “Launch Edition” comprising 1,000 particularly well-appointed units. The extensive standard specification of the F 800 GS Adventure painted in Sandrover matt is complemented by a total of three equipment packages on the “Launch Edition”. The Comfort package includes onboard computer, heated grips and a centre stand, while the Enduro package adds ASC and the Enduro mode. The Special accessories package rounds off the equipment on the F 800 GS Adventure “Launch Edition” with a set of lockable aluminium cases, a topcase holder and the BMW Motorrad Navigator Adventure including holder and cable.



3. Equipment range.

Optional equipment and special accessories for a wide range of personalisation options.

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

Optional extras are integrated into the production process and delivered ex-works. Special 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).
- Power reduction to 35 kW (48 hp).
- Engine map adjustment for regular fuel (RON 91).
- Low seat.
- Centre stand.
- Comfort package: onboard computer, heated grips, centre stand.
- new: Enduro package: ASC, Enduro mode.
- Safety package: ASC and ESA.
- new: Off-road tyres.
- new: LED auxiliary headlight.
- LED turn indicators.
- Anti-theft alarm system.

Special accessories.

- **Safety.**
 - Automatic Stability Control (ASC).
 - new: LED auxiliary headlight.
 - Anti-theft alarm system.
 - Add-on spoiler (small and large) for hand protectors.
 - Add-on windscreen spoiler, large.
 - Enduro aluminium engine guard.

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

- **Design.**
 - LED turn indicators.

- **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.
 - Power reduction to 35 kW (48 hp).
 - Centre stand.

- **Special accessories package.**
 - Aluminium luggage system.
 - Topcase holder.
 - BMW Motorrad Navigator Adventure including holder and cable.

4. Colours.

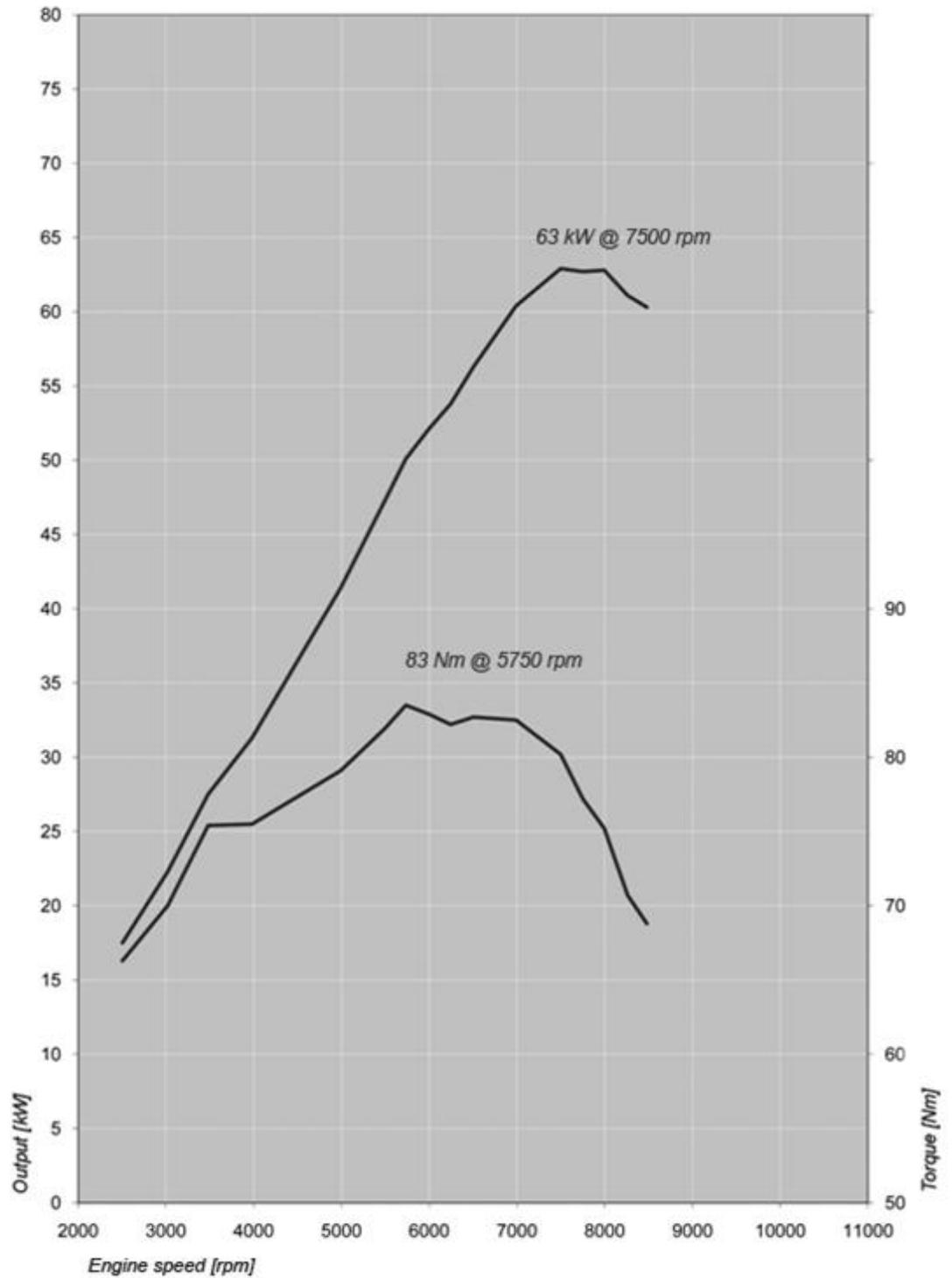


The new F 800 GS Adventure also signals its adventurous nature through two new colours.

In Sandrover matt, the F 800 GS Adventure unambiguously displays its claim to adventurousness and exudes a particularly masculine and sturdy stance.

Racing red, on the other hand, lends the F 800 GS Adventure a particularly light and sporty look while accentuating its dynamic qualities.

5. Engine output and torque.



6. Technical specifications.



BMW F 800 GS Adventure		
Engine		
Capacity	cc	798
Bore/Stroke	mm	82/75.6
Output	kW/hp	63/85
at engine speed	rpm	7,500
Torque	Nm	83
at engine speed	rpm	5,750
Type	Water-cooled four-stroke in-line twin-cylinder engine	
Compression; fuel	12.0 : 1; Premium unleaded (95 RON)	
Valve actuation	DOHC (double overhead camshaft), rocker arms	
Valves per cylinder	4	
Ø intake/Outlet	mm	32/27.5
Ø throttle valve	mm	46
Carburetion	Electronic intake pipe injection, engine management BMS-KP	
Emission control	Closed-loop three-way catalytic converter	
Electrical system		
Alternator	W	400
Battery	V/Ah	12/14
Headlight	High/low beam: 12 V/55 W, halogen	
Rear light	LED brake/rear light	
Starter	kW	0.9
Power transmission gearbox		
Clutch	Multi-disc oil bath clutch, mechanically operated	
Gearbox	Claw-shifted six-speed gearbox	
Primary ratio	1.943	
Transmission ratios	I	2.462
	II	1.750
	III	1.381
	IV	1.174
	V	1.042
	VI	0.960
Rear wheel drive	Chain	
Transmission ratio	2.625	
Chassis		
Frame construction type	Tubular steel frame, load-bearing engine	
Suspension, front	Upside-down telescopic fork, Ø 43 mm	
Suspension, rear	Double-strut swing arm, aluminium cast in one piece	
Spring travel front/rear	mm	230/215
Wheel castor	mm	117
Wheelbase	mm	1,578
Steering head angle	°	64
Brakes	front	Hydraulically actuated double-disc brake, Ø 300 mm, twin-piston floating calliper
	rear	Hydraulically actuated single-disc brake, Ø 265 mm, single-piston floating calliper

BMW F 800 GS Adventure		
ABS	BMW Motorrad ABS as standard, disengageable	
Wheels		Spoke wheels
	front	2.15 x 21"
	rear	4.25 x 17"
Tyres	front	90/90 R21
	rear	150/70 R17
Dimensions and weights		
Total length	mm	2.305
Width with/without mirrors	mm	925/895
Seat height (without rider)	mm	890 (SA 860)
DIN unladen weight, ready for road	kg	229
Permitted total weight	kg	454
Fuel tank capacity	l	24
Riding data		
Fuel consumption		
90 km/h	l/100 km	4.3
120 km/h	l/100 km	5.7
Acceleration		
0–100 km/h	s	4.1
Maximum speed	km/h	193