



BMW Motorrad



F 800 GS

The Ultimate
Riding Machine

ENDURO

UNSTOPPABLE
F 800 GS



NEVER TURN BACK. WHEREVER YOU'RE HEADED.

Meet the F 800 GS – a reliable travelling companion that will never let you down. This lightweight off-road motorcycle from BMW Motorrad is a real all-rounder, handling even the roughest of terrain with ease. A supremely responsive parallel twin engine supplies all the power you need to keep going, however tough

the going gets. The perfectly balanced suspension is extremely sturdy, yet sensitive enough to absorb every last bump. So on or off-road, on tarmac, gravel or dirt, on the F 800 GS you're always in control of the situation. UNSTOPPABLE ENDURO.



F 800 GS

NEVER CHANGE COURSE. HOWEVER TOUGH THINGS GET.

Whatever surface you're riding on, the engine of the F 800 GS is always completely at home. On surfaced roads, it is refined and responsive, making it suited to long days in the saddle. Off-road, the liquid-cooled 85-horsepower (63-kilowatt) parallel twin is lively yet extremely controllable. It can produce up to 83 newton-metres of torque from its 798-cc capacity.

The technological underpinnings of the F 800 GS are extremely sophisticated. Four rocker arm-actuated valves per cylinder, a double overhead camshaft, and balancing rods to counter vibrations ensure that it will satisfy even the most demanding riders. The sturdy chain drive is ideal for the rigours of off-road riding, transmitting the power of

the engine direct to the rear wheel. In fact, there's only one thing that the F 800 GS doesn't take to the max, and that's fuel consumption. It can also be used with regular unleaded petrol without significantly affecting performance (output reduced by 2 horsepower, torque reduced by 2 newton-metres).

NEVER GIVE UP. WHATEVER YOU'RE FACED WITH.

Frame: extremely robust, yet lightweight and compact. Ensures the F 800 GS is not easily knocked out of its stride. Made of tubular steel, it has excellent torsional rigidity, and can withstand heavy impacts, but still keeps weight to a minimum.

Suspension: total control guaranteed, whether in hard off-road riding or on smooth tarmac. A sturdy die-cast aluminium double swing-arm, an adjustable central WAD travel-related damping strut (215 millimetres of travel), and

a stiff upside-down fork (230 millimetres of travel). The large 21-inch spoked front wheel, typical of an enduro bike, ensures excellent directional stability in rough terrain, while the rear wheel has a diameter of 17 inches.

Brakes: the floating double disc brake applies stopping force to the spoked wheels with a minimum of fuss. A compact switchable BMW Motorrad ABS system that weighs just 1.5 kilograms is available as an option.



Alpine White

Lava Orange Metallic/Black Satin

Handling: the F 800 GS is incredibly easy to control, thanks to features like its wide enduro handlebars and low centre of gravity. For added practicality, the handbrake and clutch levers can be adjusted to suit the individual rider.

In summary: on or off-road, the F 800 GS is always a joy to ride.



ENGINE	
Type	Water-cooled, in-line twin-cylinder four-stroke engine, four valves per cylinder, double overhead camshaft, dry sump lubrication
Bore x stroke	82 mm x 75.6 mm
Capacity	798 cc
Max. output	85 hp (63 kW) at 7,500 rpm
Max. torque	83 Nm at 5,750 rpm
Compression ratio	12.0 : 1
Fuel/engine management	Electronic fuel injection, electronic engine management (BMS-K+)
Emission control	Regulated 3-way catalytic converter, compliant with EU3 emission standard

PERFORMANCE/FUEL CONSUMPTION	
Max. speed	Over 200 km/h
Fuel consumption per 100 km at a constant 90 km/h	3.8 litres
Fuel consumption per 100 km at a constant 120 km/h	5.2 litres
Fuel type	95-octane (RON) premium unleaded or higher; 91-octane fuel mapping available as an option

ELECTRICS	
Alternator	400-W three-phase generator
Battery	12 V/14 Ah, maintenance-free

TRANSMISSION	
Clutch	Mechanically operated multi-disc wet clutch
Gears	Six-speed synchromesh gearbox built into crankcase
Drive	Endless O-ring chain with cush damping at rear wheel hub

Dimensions refer to unladen motorcycles as per DIN standard definition.
(1) As defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90% of usable tank capacity.
(2) Unladen weight without operating fluids.

CHASSIS/BRAKES	
Frame	Tubular steel space frame with load-bearing engine
Suspension, front	Upside-down telescopic fork, diameter 45 mm
Suspension, rear	Die-cast aluminium double swing-arm, WAD travel-related damping strut, spring preload steplessly adjustable via handwheel, adjustable rebound damping
Travel, front/rear	230 mm/215 mm
Wheelbase	1,578 mm
Castor	117 mm
Steering head angle	64°
Wheels	Spoked
Rim dimensions, front	2.15 x 21"
Rim dimensions, rear	4.25 x 17"
Tyre, front	90/90 – 21" 54V
Tyre, rear	150/70 – 17" 69V
Brake, front	Double-disc brake, floating discs, diameter 300 mm, double-piston floating caliper
Brake, rear	Single-disc brake, diameter 265 mm, single-piston floating caliper
ABS	Optional BMW Motorrad ABS (switchable)

DIMENSIONS/WEIGHT	
Seat height, unladen	880 mm (low seat: 850 mm, rally seat: 920 mm, comfort seat: 895 mm)
Rider step length, unladen	1,930 mm (low seat: 1,880 mm, rally seat: 1,990 mm, comfort seat: 1,960 mm)
Unladen weight, fully fuelled/road-ready (1)	207 kg
Dry weight (2)	185 kg
Max. permitted weight	443 kg
Max. load (with standard equipment)	236 kg
Usable tank capacity	16.0 litres
Of which reserve	Approx. 4.0 litres
Length	2,320 mm
Height (excluding mirrors)	1,350 mm
Width (inc. mirrors)	945 mm

NEVER A DULL MOMENT. HOWEVER LONG THE JOURNEY.

F 800 GS is not just a model designation. It's a badge of honour. Its compact, muscular, off-road styling can easily be recognized, even in a cloud of dust thrown up by the wheels.

Its narrow width makes it easy to reach the floor and manage the bike at crawl speed – something that's very important in rough country. The wide foot pegs offer a stable place to stand,

and combined with the wide steering angle, they make the bike highly manoeuvrable.

And the optional low seat and the retrofittable rally seat ensure that even very short or very tall riders will feel completely at ease on the F 800 GS.

For more information, visit
bmw-motorrad.com

OPTIONAL EQUIPMENT



ABS

- Advanced two-channel ABS
- Weight just 1.5 kg
- Switchable
- Extremely compact



ON-BOARD COMPUTER

- Ambient temperature
- Gear currently selected
- Radiator water temperature
- Average fuel consumption
- Fuel level
- Range

ACCESSORIES



VARIABLE PANNIERS

- Capacity can be adjusted by moving a bar
- Capacity 47–67 litres (29 litres left, 38 litres right)



TANKBAG

- Capacity approx. 14 litres
- Waterproof main compartment
- A4-sized map pocket
- Two external splashproof compartments
- Hand carry strap



SPORT SILENCER

- Slip-on design
- Carbon bracket
- Weight approx. 2.5 kg (approx. 2.3 kg less than standard component)
- Made of titanium and stainless steel
- Original BMW Motorrad Part warranty
- Easy to install



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