

BMW Special Models “30 Years GS”. Contents.



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1. Thirty Years of the BMW GS.

In 2010 a fully-fledged, all-round motorcycle concept is celebrating a major birthday: thirty years of the BMW GS.

Back then in autumn 1980 BMW Motorrad introduced the R 80 G/S as a very special machine combining two very special worlds with one another: offroad and onroad. Offering this unique combination of onroad, touring and offroad qualities without the slightest compromise in everyday use, the R 80 G/S paved the way as a brand-new concept for the grand touring enduro, a completely new type of motorcycle created by BMW Motorrad.

The R 80 G/S and its successors soon proved their qualities also in motorsport: In its very first race in 1981, the R 80 G/S with Hubert Auriol on the saddle brought home victory in the both prestigious and challenging Paris – Dakar Rally. And this was only one of the great successes in motorsport celebrated by BMW Motorrad with the GS in the following three decades.

Throughout the last thirty years, BMW Motorrad has consistently nurtured the outstanding talents of the GS boxer models, focusing on riding dynamics, offroad qualities, superior comfort and endurance, consistently enhancing these qualities to an even higher level and carrying them over successfully to other series of BMW motorcycles.

In 1993, for example, a BMW enduro with a single-cylinder engine – the F 650 – made its first appearance in the market. And while the F 650 derived its dynamic riding qualities from ideal weight distribution, its unique concept and the superior power of its 47-hp single-cylinder, the BMW GS models with their flat-twin boxer engines moved on to the next generation.

Introducing the BMW R 1100 GS, BMW Motorrad not only presented the first GS with a four-valve boxer engine and 80 horsepower, but also entered a new era of grand touring enduro riding in terms of the suspension and running gear: This was the first enduro using the engine and transmission as load-bearing elements on the chassis, making a conventional main frame superfluous.

While BMW Paralever rear-wheel suspension had already eliminated any unwanted drive and power reaction of the drive shaft on the two-valve boxer engines years ago, BMW's engineers now introduced the Telelever as a highly innovative concept of front wheel suspension. Offering anti-dive and highly sensitive response, this new technology quickly set new standards.

At the same time the new R 100 GS was the world's first enduro to feature ABS – a superior safety feature now to be found on all BMW motorcycles, with the exception of the BMW G 450 X.

Apart from numerous new and ongoing developments including the F 650 GS, the first single-cylinder with electronic fuel injection, catalytic converter and ABS brakes built in Berlin as of the year 2000, the F 650 GS and F 800 GS introduced in 2007 set a further outstanding milestone in the history of the BMW GS. With their high-performance and high-torque two-cylinder inline engine and their torsionally rigid spaceframe, they interpret the BMW GS theme in their own very special way nevertheless typical of BMW.

Introducing these new models, BMW Motorrad not only presented the successors to the highly successful single-cylinder F 650 GS, but also expanded the range of enduro machines in the midsize segment.

The latest highlight so far then came in autumn 2009, with BMW Motorrad introducing the updated BMW R 1200 GS. Now featuring an even more free-revving DOHC boxer engine with two overhead camshafts per cylinder, this new machine offers maximum output of 81 kW/110 hp and an even higher level of dynamic riding performance.

Launching the “30 Years GS” special versions of the BMW R 1200 GS, the R 1200 GS Adventure, the F 800 GS, and the F 650 GS, BMW Motorrad is paying its tribute to the outstanding success of the GS models both in the production of series machines and in motorsport. Indeed, it was also motorsport that provided the input for the attractive design of the Edition Models in the livery of BMW Motorrad Motorsport thirty years ago.

For further detailed information on the history of the GS as well as a wide range of photos, please see the BMW Motorrad Anniversary 30 Years of the GS Press Kit in the BMW PressClub.

2. BMW R 1200 GS “30 Years GS”.



BMW's GS motorcycles with their boxer engines have developed consistently since 1980, shaping the image of BMW Motorrad more than any other model series. So whether in offroad sports or, in particular, as a grand touring enduro, the BMW GS models have created and shaped a strong market throughout the last three decades.

Introducing the R 1200 GS “30 Years GS”, BMW Motorrad is now presenting an exclusive special model commemorating the thirty-year tradition of the highly successful GS model series, at the same time upgrading the already well-equipped travel enduro within the boxer segment by adding a wide range of additional features and equipment.

The R 1200 GS “30 Years GS” special model highlights the sporting enduro DNA of BMW's large grand touring enduros. Particularly outstanding features are the exclusive paintwork in Alpine White non-metallic with three-coloured decals in the former colours of BMW Motorrad Motorsport and the “30 Years GS” model designation, cross-spoke wheels with their spoke ring in black eloyx finish, a tinted windshield (only in Europe), and hand protectors.

The seat finished in red with its three-dimensional GS stamp in the side flanks gives this special model a particularly masculine and sporting look.

With the exception of the cross-spoke wheels and hand protectors, the special model may be further upgraded according to the customer's personal taste by adding special equipment and optional extras from the wide range of BMW Motorrad. Available both as special equipment and as an option straight from the factory, the special low-height seat (which is also part of the lowered suspension package) comes exclusively in black.

Highlights of the BMW R 1200 GS “30 Years GS”:

- Paintwork in Alpine White non-metallic.
- Three-coloured decals in the livery of BMW Motorrad Motorsport.
- “30 Years GS” model designation on the tank.
- Cross-spoke wheels with a spoke ring in black eloxy finish.
- Hand protectors.
- Tinted windshield (Europe only).
- Seat in red with three-dimensional “GS” stamp in the side flanks.

3. BMW R 1200 GS Adventure “30 Years GS”.



The BMW GS – for thirty years this abbreviation has stood above all for genuine adventure on your motorcycle, crossing deserts or going on expeditions to remote parts of our planet, from the Sahara all the way to Tierra del Fuego. The BMW R 1200 GS Adventure is a special offer from BMW Motorrad optimising the qualities of the R 1200 GS for the most demanding long-distance tours.

Introducing the “30 Years GS” special model, BMW Motorrad is highlighting the particularly rugged and masculine character as well as the offroad qualities of the R 1200 GS Adventure. This very special machine comes with exclusive paintwork in Alpine White non-metallic and three-coloured decals in the historical livery of BMW Motorrad Motorsport, a “30 Years GS” model designation on the tank, extra-large hand protectors all in black, as well as a robust engine protection hoop made of aluminium. The seat finished in red/black with its three-dimensional “GS” stamp in the side flanks emphasises the sporting look and character of this unique machine.

To offer further signs of distinction, the R 1200 GS Adventure “30 Years GS” may also be upgraded at the customer’s individual request by special equipment and optional extras from the wide range of features available from BMW Motorrad.

Highlights of the BMW R 1200 GS Adventure “30 Years GS”:

- Paintwork in Alpine White non-metallic.
- Three-coloured decals in the livery of BMW Motorrad Motorsport.
- “30 Years GS” model designation on the tank.
- Extra-large hand protectors all in black.
- Robust engine protection hoop made of aluminium.
- Seat in red/black with three-dimensional “GS” stamp in the side flanks.

4. BMW F 800 GS “30 Years GS”.



Proudly launching the F 800 GS enduro in 2007, BMW Motorrad enlarged the model range by yet another, brand-new version of the GS. Like its counterparts, this unusually dynamic grand touring enduro perfectly suited for offroad use, through its robust look and long spring travel, clearly underlines what it is able to offer also beyond the beaten track.

Indeed, the message conveyed by the F 850 GS weighing just 207 kg or 456 lb with a full tank is both clear and meaningful: maximum riding pleasure both onroad and offroad, combined with fatigue-free riding qualities for long tours.

As a very special model, the F 800 GS “30 Years GS” celebrates a major birthday with a wide range of features underlining the dynamic riding qualities of this supreme machine.

As its first highlight, the F 800 GS “30 Years GS” also comes in exclusive Alpine White non-metallic paintwork with three-coloured decals in the traditional livery of BMW Motorrad Motorsport as well as the “30 Years GS” model designation on the airbox cover, robust hand protectors with a stainless-steel hoop and a large spoiler element, as well as an aluminium engine protection hoop really able to take heavy loads.

The seat finished in red with its three-dimensional “GS” stamp at the front of the seat bottom as well as white direction indicators set further sporting highlights. And last but not least, a tinted windshield (Europe only) blends harmoniously with the dynamic overall look of the F 800 GS “30 Years GS”.

Like the other new models, the F 800 GS “30 Years GS” may also be further upgraded individually through the addition of special equipment and optional extras from the wide range of BMW Motorrad. The seat reduced in height available as both special equipment and as an option straight from the factory comes only in black.

Highlights of the BMW F 800 GS “30 Years GS”:

- Paintwork in Alpine White non-metallic.
- Three-coloured decals in the livery of BMW Motorrad Motorsport.
- “30 Years GS” model designation on the airbox cover.
- Hand protectors with stainless-steel hoops, plastic protectors, and an extra large spoiler element.
- Robust engine protection hoop made of aluminium.
- Tinted windshield (Europe only).
- White direction indicators.
- Seat in red with three-dimensional “GS” stamp at the front of the seat bottom.

5. BMW F 650 GS “30 Years GS”.



In addition to the F 800 GS, BMW Motorrad also offers a smaller model of the same kind, the F 650 GS aimed at riders who do not need quite that much spring travel and are not out only for adventure and offroad riding. The particular fortes of this machine are its lower seat height, the high standard of all-round qualities, easy riding characteristics, and excellent suitability for everyday use.

Introducing the “30 Years GS” special model, BMW Motorrad is taking up the tradition of the GS model series also on the F 650 GS. Hence, the F 650 GS “30 Years GS” likewise comes in exclusive Alpine White non-metallic paintwork with three-coloured decals in the historical livery of BMW Motorrad Motorsport and its special model designation, in this case on the rear section, together with stainless-steel hand protectors and a black plastic protector as well as a colour-matched engine protection cover again in black. Magnesium-coloured cast wheels, the red seat with its three-dimensional “GS” stamp at the front of the seat surface, as well as white direction indicators give this special edition of the F 650 GS a particularly exclusive note. An extra-high, tinted windshield (Europe only) underlines the particular qualities of this machine for long-distance touring.

The F 650 GS “30 Years GS” special model may also be upgraded individually through the addition of special equipment and optional extras from the wide range of features offered by BMW Motorrad. The lower seat available as both special equipment and as an optional extra comes exclusively in black also on this model.

Highlights of the BMW F 650 GS “30 Years GS”:

- Paintwork in Alpine White non-metallic.
- Three-coloured decals in the livery of BMW Motorrad Motorsport.
- “30 Years GS” model designation at the rear.
- Magnesium-coloured cast wheels.
- Hand protectors with a stainless-steel hoop and plastic protector.
- Engine protector made of special plastic.

- Tinted, higher windshield (Europe only).
- White direction indicators.
- Seat in red with three-dimensional “GS” stamp at the front of the seat surface.

6. Specifications.



		BMW R 1200 GS	BMW R 1200 GS Adventure
Power Unit			
Capacity	cc	1 170	1 170
Bore/stroke	mm	101/73	101/73
Max output	kW/hp	81/110	81/110
at	rpm	7 750	7 750
Max torque	Nm/lb-ft	120/88	120/88
at	rpm	6 000	6 000
Type		Boxer	Boxer
No of cylinders		2	2
Compression ratio/fuel grade		12/S 95-98 RON, max output with 98 RON, opt 91 RON	12/S 95-98 RON, max output with 98 RON, opt 91 RON
Valve/gas management		DOHC	DOHC
Valves per cylinder		4	4
Intake/outlet diameter	mm	39/33	39/33
Throttle butterfly diameter	mm	50	50
Fuel mixture		BMS-K+	BMS-K+
Exhaust management		Fully controlled three-way catalytic converter	Fully controlled three-way catalytic conv
Electrical System			
Alternator	W	720	720
Battery	VAh	12/14, maintenance-free	12/14, maintenance-free
Headlight	W	H7	H7
Starter	kW	1.1	1.1
Power Transmission/Gearbox			
Clutch		Single-plate dry clutch, dia 180 mm	Single-plate dry clutch, dia 180 mm
Gearbox		Dog-type six-speed gearbox	Dog-type six-speed gearbox
Primary transmission ratio		1.737	1.737
Gear ratios	I	2.375	2.375, optional 2.600
	II	1.696	1.696
	III	1.296	1.296
	IV	1.065	1.065
	V	0.939	0.939
	VI	0.848	0.848
Rear wheel drive		Driveshaft	Driveshaft
Final drive ratio		2.91	2.91
Suspension and Running Gear			
Frame, type		Tubular steel spaceframe, engine load-bearing	Tubular steel spaceframe, engine load-bearing
Wheel guidance, front		BMW Telelever	BMW Telelever
Wheel guidance, rear		BMW Paralever	BMW Paralever
Spring travel, front/rear	mm	190/200	210/220
Castor	mm	101	88.7
Wheelbase	mm	1507	1 510
Steering head angle	°	64.3	65.2
Brakes	front	Double-disc brake, dia 305 mm	Double-disc brake, dia 305 mm
	rear	Single-disc brake, dia 265 mm	Single-disc brake, dia 265 mm
		Optional: BMW Motorrad Integral ABS (semi-integral, with on/off control)	Optional: BMW Motorrad Integral ABS (semi-integral, with on/off control)
Wheels		Cast wheels	Cross-spoke wheels
	front	2.5 x 19	2.5 x 19
	rear	4.0 x 17	4.0 x 17
Tyres	front	110/80 R 19	110/80 R 19
	rear	150/70 R 17	150/70 R 17
Dimensions and Weight			
Length, overall	mm	2 210	2 240
Width, overall, with mirrors	mm	940	990
Width, overall, without mirrors	mm	930	950
Seat height	mm	850/870	890/910
Dry weight	kg	203	223
Weight, DIN unladen, in road trim	kg	229	256
Max permissible	kg	440	475
Tank capacity	ltr	20	33
Performance Data			
Fuel consumption	90 km/h l/100 km	4.3	4.6
	120 km/h l/100 km	5.5	6.1
Acceleration	0-100 km/h sec	3.7	3.95
Top speed	km/h	200 plus	200 plus

		BMW F 800 GS	BMW F 650 GS
Power Unit			
Capacity	cc	798	
Bore/stroke	mm	82/75.6	
Max output	kW/hp	63/85	52/71
at	rpm	7 500	7 000
Max torque	Nm/lb-ft	83/61	75/55
at	rpm	5 750	4 500
No of cylinders		2	
Compression ratio/fuel grade	:1	12.0/premium unleaded (95 RON)	12.0/regular unleaded (91 RON)
Valve/gas management		DOHC (double overhead camshaft)	
Valves per cylinder		4	
Intake/outlet diameter	mm	32/27.5	
Throttle butterfly diameter	mm	46	
Fuel mixture		Electronic intake manifold injection, BMS-KP engine management	
Electrical System			
Alternator	W	400	
Battery	V/Ah	12/14	
Headlight/rear light	W	55 (high-/low-beam) 5 parking light	LED (brake/rear light)
Starter	kW	0.9	
Power Transmission/Gearbox			
Clutch		Multi-plate clutch in oil bath, mechanically operated	
Gearbox		Dog-shift six-speed gearbox	
Primary transmission ratio		1:1.943	
Gear ratios	I	1:2.462	
	II	1:1.750	
	III	1:1.381	
	IV	1:1.174	
	V	1:1.042	
	VI	1:0.960	
Rear wheel drive		Endless O-ring chain drive with reverse damper in wheel hub	
Final drive ratio		1:2.625 (16/42)	1:2.412 (17/41)
Suspension and Running Gear			
Frame, type		Tubular spaceframe, steel, engine load-bearing	
Wheel guidance, front		Upside-down telescopic fork, fixed tube, dia 45 mm	Telescopic fork, fixed tube, dia 43 mm
Wheel guidance, rear		Single-piece, cast two-arm aluminium swing arm	
Spring travel, front/rear	mm	230/215	180/170
Castor	mm	117	97
Wheelbase	mm	1578	1575
Steering head angle	°	64.0	64.0
Brakes	front	Double-disc brake, dia 300 mm	Single-disc brake, dia 300 mm
	rear	Single-disc brake, dia 265 mm	Single-disc brake, dia 265 mm
		BMW Motorrad ABS with on/off function, optional	
Wheels		Spoke wheels with aluminium rims	Cast aluminium wheels
	front	2.15x21	2.50x19
	rear	4.25x17	3.50x17
Tyres	front	90/90-21 54 V	110/80-R19 59 H
	rear	150/70-R17 69 V	140/80-R17 69 H
Dimensions and Weight			
Length, overall	mm	2320	2280
Width, overall, with mirrors	mm	945	890
Width, overall, without mirrors	mm	870	845
Seat height	mm	880 (option 850)	820 (option 790)
Dry weight	kg	185	179
Weight, DIN unladen, in road trim	kg	207	199
Max permissible	kg	443*	436*
Tank capacity	ltr	16	16
Performance Data			
Fuel consumption	90 km/h	l/100 km	3.8
	120 km/h	l/100 km	5.2
Acceleration	0-100 km/h	sec	4.1
Top speed		km/h	200 plus

*Max load on lowered model 150 kg