

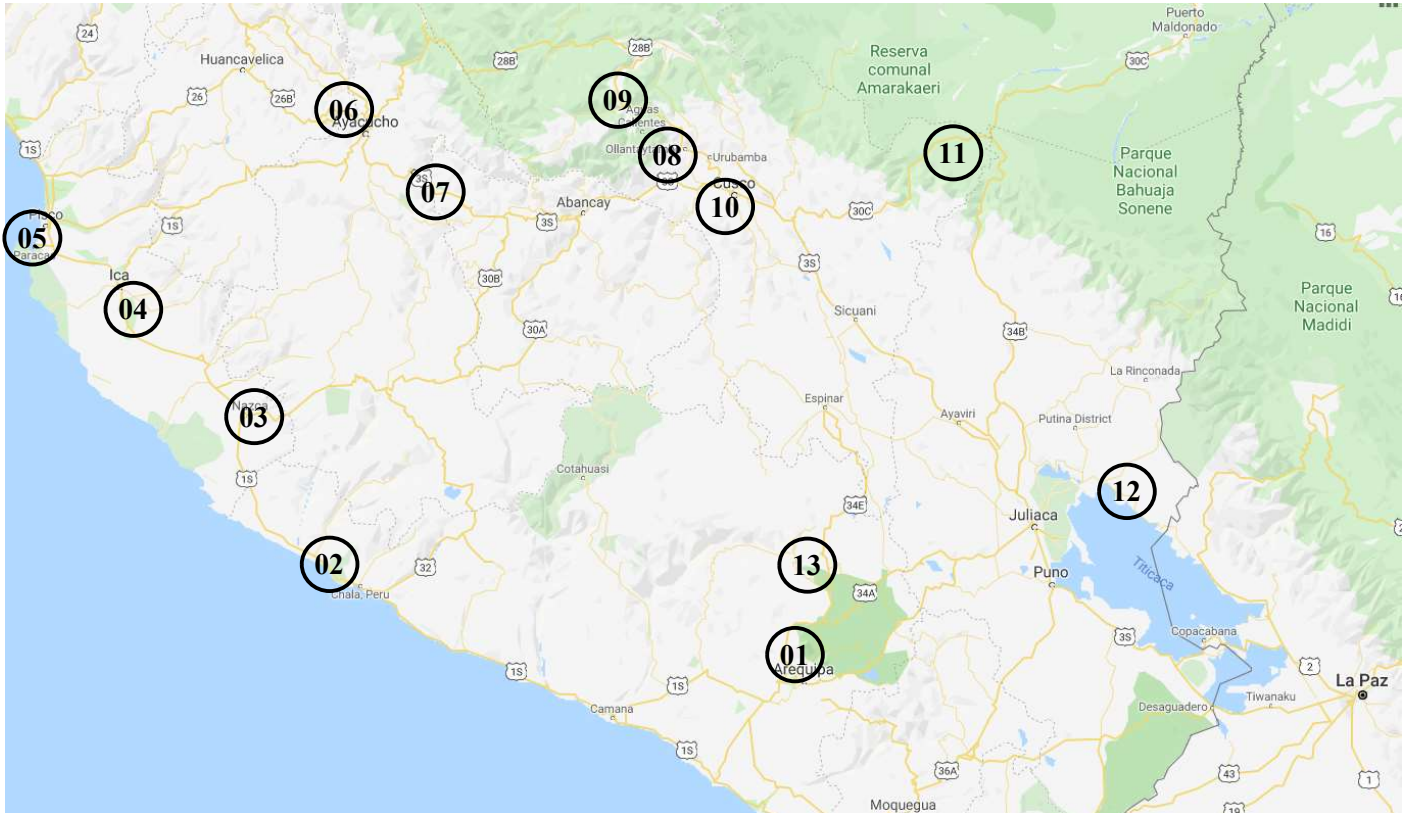
Awesome Andes



www.WorldOnWheels.tours

Life is a
DARING ADVENTURE
or nothing at all!

Awesome Andes Motorcycle Safari



Destinations and Places of Interest

| | | |
|-----------------|-------------------|------------------|
| 01) Arequipa | 06) Ayacucho | 11) Quincemil |
| 02) Puerto Inka | 07) Andahuaylas | 12) Isla Suasi |
| 03) Nazca | 08) Ollantaytambo | 13) Colca Canyon |
| 04) Huacachina | 09) Machu Picchu | 01) Arequipa |
| 05) Paracas | 10) Cusco | |
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Awesome Andes Motorcycle Safari

Itinerary for Oct / Nov 2025

| Day | Date | Details | Distance |
|-----|--------|--|-----------------|
| 1 | Oct 24 | F Arrive into La Paz. A slow leisurely half-day, to allow acclimatization to the altitude of 3600m | |
| 2 | 25 | S * A second day acclimatizing, with a walking tour of central La Paz. Bike commissioning in pm. | --- |
| 3 | 26 | S To Coroico via 4,700m, lunch, back to La Paz uphill 40km on the infamous 'Death Road' | 200k |
| 4 | 27 | M A long day's ride to Challapata across the Bolivian <i>altiplano</i> , then further on to Potosi (4,100m) | 450k ? |
| 5 | 28 | T * A rest day in The World's Highest City exploring the ancient silver mines, the mint, the town centre | --- |
| 6 | 29 | W To Uyuni on a sensational road, then a 150k ride across the world's largest salt flats, <i>Salar de Uyuni</i> | 350k |
| 7 | 30 | T To the mining town of Oruro, famous for South America's second-largest <i>carnivale</i> after Rio | 320k |
| 8 | 31 | F To Desaguadero on Lake Titicaca, surrender the bikes, cross the border, minibus to Puno | 300k |
| 9 | Nov 01 | S * Rest day in Puno / exploring Lake Titicaca floating islands, allocation of Peruvian bikes in the pm | --- |
| 10 | 02 | S To the Sacred Valley of the Incas on a long, sweeping, winding road across the Peruvian <i>altiplano</i> | 450k |
| 11 | 03 | M * From Ollantaytambo to Machu Picchu day trip by train and bus, the absolute highlight of the tour | --- |
| 12 | 04 | T Ollantaytambo to the Inca Empire capital city Cusco, with a walking tour in afternoon | 100k |
| 13 | 05 | W Commence our crossing of the mighty Andes from east to west, via Abancay to Chalhuanca | 310k |
| 14 | 06 | T Continue west to completely cross the Andes, lunch in Puquio, then a spectacular descent to Nasca | 350k |
| 15 | 07 | F Optional morning flight over the geoglyph Nasca Lines, then to Chala on the coast in the afternoon | 160k |
| 16 | 08 | S To Arequipa via the magical Pan Americana highway, surrender the motorcycles, farewell dinner | 410k |
| 17 | 09 | S Tour concludes with breakfast; arrange your departure flights from Arequipa, or choose to extend (Arequipa, the 'White City', is a gorgeous Colonial town, well worth a day or two if you can) | ----- 3,300k |

* indicates consecutive night in same hotel, allowing for laundry, etc.

Departure Date

For your Awesome Andes Safari you will need to arrange your international flights to arrive in **La Paz**, Bolivia by **Friday 24th October 2025** as shown above. There are several flight options available with different national carriers; please see further discussion on International Flights herein.

Tour Operator

This Motorcycle Safari is one of several itineraries offered by **World On Wheels**, Australia's only professional tour operator specialising solely in international motorcycle adventures. Operating for 20+ years as **Ferris Wheels**, Mike Ferris pioneered the Himalayan Motorcycle Safari concept in 1994 with his first crossing of the world's greatest mountain range by an Australian group of riders. In 1995 as a newly qualified travel agent, he took his first commercial safari to the Khardung La in Ladakh (India), at 5,602 metres the highest road in the world. He has personally crossed the Khardung La 58 times.

Mike now operates and has personally guided **World On Wheels** motorcycle safaris for 30+ years to diverse destinations such as the Indian Himalaya, Nepal-Tibet, Bhutan, Rajasthan, Norway, Iceland, Turkey, Mexico-Guatemala-Belize, South Africa, Morocco, the Baltic States, and the Dalmatian coastline, as well as this one through Peru and Bolivia, each of them two to three weeks in duration.

Mike Ferris is Australia's only international motorcycle guide who is also a fully qualified and government-accredited motorcycle riding instructor. License no 16074.

Be aware that this itinerary is a guide only and may need to change due to weather, road conditions or other factors. Please be flexible, but rest assured your Tour Leader will make the final day-to-day decisions only after consultation with our local partner, local authorities and group members.



Package Price

The Awesome Andes tour price, excluding airfares and **joining in La Paz**, is US\$7,500-00. Riders must have a valid and unrestricted motorcycle rider's domestic licence. A limited number of pillion positions will be available, as some of our bikes are unsuitable for two-up usage. Price for pillion (or support car passenger) is US\$6,500-00. Please note our prices are subject to exchange rate fluctuations and we reserve the right to alter pricing, pursuant to Clause 9 of our Terms and Conditions, up to the date of final payment.

In this itinerary our tour prices are shown in US\$ for greatest stability but we ask for the equivalent in AU\$ at the prevailing daily exchange rate. The international website (unaffiliated with any bank) to be used for daily foreign exchange calculations is: www.XE.com/currencyconverter. We request a US\$1,000 deposit converted to AU\$ and will invoice you thereafter for the remaining balance, in US\$ but payable in the AU\$ equivalent at the prevailing daily rate. You'll have some flexibility as to when to pay – final payment will be due 60 days before the tour date, but if you choose to pay us at any time beforehand because you feel the US\$/AU\$ forex rate is favourable, this works well for everyone all round.

Price includes

- Standard motorbike rental for the duration of the Safari (see '**Our Motorbikes**', below))
- Clean, friendly mid-range hotel accommodation for 16 nights throughout the Safari
- Twin-share basis; (single room supplement, additional US\$900-00) ¹
- Breakfasts and lunches except on non-riding rest days; breakfast only, to allow maximum flexibility
- Experienced motorcycling guide, local agent and experienced mechanic
- 4WD support vehicle and driver, for luggage and equipment transport
- Spare parts, tools, medicines and first aid equipment
- All fuel costs, maintenance and running repairs, and comprehensive insurance for the bikes
- Inca Rail transfer and site entry to Machu Picchu
- A complimentary *World On Wheels* T-shirt, cap, luggage tags, basic roadmaps

¹Accommodation is provided on a twin-share basis and if you're on your own we'll do our best to bunk you in with an appropriate roommate (ie same gender, similar age). But if you're the very last person to book, there's obviously a 50-50 chance you'll have to take a room on your own and will therefore be liable for the single room supplement. So the moral of the story is, book early or bring your own roommate with you. Or both!

Price excludes

- International airfares to La Paz / from Arequipa (approx. Au\$3000-00)
- Comprehensive travel insurance policy, which must allow riding a large-capacity motorbike ²
- Visas for Peru and Bolivia; presently not required for Australian passports, but may change ³
- Optional add-ons: flight over Nazca Lines (US\$130), Lake Titicaca floating islands cruise (US\$30)
- Medical examination and vaccinations before departure (note: Yellow Fever is suggested)
- Expenses of a personal nature such as postage, laundry, souvenirs and all drinks
- Evening dinners not included except for Farewell Dinner in Arequipa
- Tips for our tour staff at completion; optional but always appreciated, US\$100-00 suggested ⁴

²Please note that a motorcycle safari overseas must be considered one of life's more adventurous pursuits and therefore personal travel insurance is mandatory. In Australia, we can suggest www.AussieTravelCover.com.au **Be aware**, however, that travel insurance ceases immediately on return to your own country, even if on-going medical treatment or surgery is required. Private health cover or government Medicare resumes at that point.



³ Please note, if flying into Bolivia via Santiago in Chile, the Chilean authorities charge Australian passport holders a US\$95 airport fee. It's called reciprocity; Australia charges Chileans the same!

⁴ A note on tips. We recognize tipping is not generally part of the antipodean psyche, but it is pretty much expected in most other parts of the world. Daily hotel porters will expect a small reward for carrying your bags to your room, and our mechanics, drivers and support staff anticipate reasonable tips to supplement their modest wages whilst on tour with us. We suggest something like US\$100-00 is affordable for your three weeks (only about US\$6-25 per day), distributed amongst the crew. If you've had a good time, we would encourage you to contribute generously! (... if you haven't, please let us know why and we'll contribute on your behalf).

And just by way of price comparison, another global tour operator we know of but won't be naming here, is currently asking US\$9,500 for a **12-day tour** of Peru only:

PERU MACHU PICCHU ADVENTURE

This Peru motorcycle adventure in southern Peru is an epic loop through incredible mountains and along the rugged Pacific coast. We believe it to be some of the best-paved riding in the world. This 12 day ride was designed to have both long and short days and to acclimate riders to the high altitude we hit on occasion during the ride. Along the way, visit the mysterious lines of Nazca. Take a tour to Machu Picchu (included in the tour price), and marvel at one of the seven wonders of the world. Ride through the Andes, to heights of 15,600 ft and experience the unbelievable Pan American Highway along the remote Pacific Coast. From the Nazca lines to Machu Picchu to strolling the streets of Cuzco, this motorcycle ride will be unforgettable.

Tour Info

Starting Price for This Tour: \$9,500

[See Full Tour Pricing](#)

Total Miles for this Adventure: 1885

Difficulty: Is this tour right for me?

[Contact us with any questions](#)

[BOOK NOW!](#)

[CONTACT A TOUR SPECIALIST](#)



International Flights

It's a pretty simple procedure these days to book airline tickets online. There are several 'consolidator' internet sites such as Flight Centre, Expedia, Sky Scanner, Flight Network, etc which will give you comparisons on all available carriers to/from your required destination. We suggest you book, or at least monitor, your airfares early to get the best price.

Our program requires you to fly into La Paz and out of Arequipa. We suggest the best way to do this is to purchase a return flight to Lima (Peru) and then buy a multi-city ticket (sometimes called an 'open jaw') for Lima – La Paz and Arequipa – Lima. LATAM (Latin America) Airlines is one operator offering such flights.

Food & Health

Visiting any foreign country involves exposure to food, water and disease to which your body is unaccustomed, so we advise initial caution and we carry various medicines with us to ensure as much comfort as possible. Beef, seafood and various other meats (including alpaca and yes, guinea pig!) feature prominently in South American menus but there is always a vegetarian selection also available. We will use only clean, reputable establishments for our meals. Participants in any of our adventure activities are obviously expected to have a reasonably high level of health, fitness and capability, but in all cases **a consultation with your doctor is recommended** in order to identify necessary vaccinations and precautions, particularly if traveling overseas for the first time.

Altitude, Climate & Clothing

We start in La Paz, which sits at an altitude of 3,600m so we're already straight into the serious highs of the Andes. We carry with us a synthetic drug called Diamox (or a local alternative, Sorojchi), which is specifically designed to counter the unpleasant side effects of altitude sickness. We also need to drink plenty of water as the symptoms are much worse if exacerbated by even mild dehydration, and of course the onset of dehydration occurs easily in the rarefied air of higher altitudes. Please read and heed our separate document entitled Altitude Considerations which we will send you upon booking.



Our itinerary is timed to take advantage of the pleasant weather of the southern spring, but the topography of our destination is very diverse and varied; bear in mind we are exploring one of the most formidable mountain ranges on the planet. Temperatures can range from bitterly cold in the mountains to quite warm (high 20's) on the coast,



with little chance of rain. At times there will be little shade available, so sunscreen, sunglasses, hats and long sleeves will also be required. Jeans and our long-sleeved *World On Wheels* shirts tend to be the norm, with strong boots and gloves. Helmets, full or open-faced as you prefer, should be brought with you from home.

Professional quality riding gear including jackets, over-pants and other protective clothing are an excellent investment and will go a long way to ensuring your comfort and protection in what may sometimes be adverse conditions. Multi-layered jackets and pants with removable liners are the way to go. We use and endorse HELD motorcycle gear, supplied in Australia by a company called Made In Germany. Go online and check it out!

And while we're giving plugs, we'd like to suggest you consider a Rider Improvement course, regardless of your experience or perceived ability on a motorcycle, to brush up on your skills prior to joining an international riding safari. Our recommendation here is the renowned operation Stay Upright, who offer a range of courses designed to progressively increase your riding ability. Mike completed his Instructor's course with Stay Upright, who offer various track and adventure riding courses in the eastern states of Australia. Check your own regional area to see what courses might be available. Highly recommended.

Our motorbikes

The logistics of operating this tour have been made rather complicated by the fact that Bolivia does not allow rented motorcycles to cross borders. We must therefore use two separate fleets of bikes; one for Bolivia, one for Peru. In Bolivia we can offer only the Kawasaki KLR650 and the Suzuki DR650. The DR650 can be lowered somewhat to 840mm seat height, for those of us with a shorter inseam. With the suspension softened off, this bike typically also drops some 20mm further with the rider on board.

In Peru we have a wider choice and we can offer you a CFMoto 450, BMW F750GS with low seat (790mm), BMW F800/850GS, BMW R1200/1250GS, or the Honda Africa Twin 1000. The larger models will incur an upgrade fee, please see our Booking Form for details.

So we ride the Bolivian bikes for 6 days and leave them at the border when we cross (walk!) into Peru, and collect the Peruvian bikes in Puno for the remaining 8 days. It's not an ideal situation, but we are of course governed by the bureaucracy of the relevant authorities.

Please note you will be required to sign a rental contract with our bike supplier in La Paz and leave a photocopy of your passport, with either cash or a credit card imprint for US\$500-00 as a security deposit. Our package price includes comprehensive insurance, but the policy carries a US\$500-00 Excess (or 'Deductible'); ie the rider is liable for the first US\$500-00 of any damage. If you drop the bike, any broken levers, mirrors, lights, etc will be payable by you. Simple scratches are ignored.

Our riding policy

We will occasionally require riders to 'bunch up', particularly when navigating through large towns, but out on the open road we know that you will want a lot of freedom and time on your own (isn't that what riding is all about?) We allow plenty of time for people to set their own pace, and it's unlikely that you'll ever be pressed to keep up. We know of some motorbike tour operators who insist that everybody ride in formation every day like a Sturgis rally, but that's not our style at all.

You'll be given maps and daily directions on how far we're going, the destination for the night (including hotel name/address and phone number), and where we are likely to stop for lunch, drink breaks, sightseeing and refueling along the way, etc. Our preferred Corner Marking system will be explained to you in detail. There is always plenty of time to take photos, chat to the locals, or just sit and soak it all in. Our support vehicle with our luggage will always be the last vehicle in the convoy, with our mechanic, spare parts and tools, etc. in case of any bike problems.

But let's not pull any punches here. A tour such as this is potentially a dangerous undertaking; it's inherent in the very nature of the trip. You'll be on an unfamiliar bike, on unfamiliar roads in unfamiliar traffic conditions. It is important for you to recognize this and accept ultimate responsibility, firstly for joining and secondly for riding in a circumspect manner for the duration of the tour. Please read and acknowledge Paragraph 16 of our Terms and Conditions! (End of sermon)

Detailed Daily Itinerary

Day 1 involves getting everyone to La Paz and will entail many hours in the air! Some of us will probably arrive in the wee small hours of the morning, so we'll do our best to arrange an early Check-in at our hotel and then it's important to take it easy for the first 24 hours or so while your body adjusts to the considerable altitude of 3,600m. A gentle stroll to the corner store will have you thinking you've lost a lung, and if your room is on the 3rd floor you might have to take a breather on the staircase...

Day 2 Often mistaken for the country's capital (which is actually Sucre), La Paz is a fascinating city for its location alone, at 3,600m but in a huge bowl of a valley 400m below the lip of the surrounding *altiplano*, and more than 5km from rim to rim. The name *La Paz* of course means 'the peace' and despite modern-day hustle and bustle, there is still a peaceful *olde worlde* air to the place. We can maybe take a short bus ride to the top of the rim for the view, and/or wander to the local Plaza and find the *Witches Market* in the afternoon/evening. This is an additional rest day, as we need to be sure you've acclimatised somewhat before we get on the bikes.

Day 3 has us on those bikes. We'll climb out of La Paz and head to Coroico, a long slow descent on a new road into the Bolivian jungle and plantations of cocoa. The town sits at 1,500m – a full two kilometres lower than La Paz. We'll take lunch here and then on the return journey we ride uphill back to La Paz on what was notoriously known as the 'Death Road'. You'll be relieved to know most of the deaths occurred when trucks and buses overheated their brakes on the steep downhill to Coroico and plummeted over the edge into the deep valleys below. Which is why they have now built the new road, and there is very little traffic using this old road nowadays.

Day 4 is when we begin our journey in earnest. Striking south from La Paz across the vast *altiplano*, a barren and often cold expanse of high-altitude plains. Beautiful mountain peaks stand on the nearby horizon, including a volcano or two which can sometimes be seen gently steaming. We bypass Oruro which we'll visit in a couple of days, and continue on to Potosi, famous as the world's highest city at 4,200m.

Day 5 Potosi was the largest and wealthiest city in all of Latin America in the late 1700's (and bigger than either Paris or London!) thanks to the discovery of huge quantities of silver and the subsequent establishment of what quickly became the most prolific mines in the world.



The entire Spanish economy for more than two hundred years was underwritten by the vast fortune dug from the slopes of *Cerro Rico* (Rich Hill) at Potosi. It was said that a bridge of pure silver could have been built from Potosi to Madrid. . . So we'll have a 'rest day' here in Potosi taking a look at one of these mines, where primitive conditions remain prevalent and we can glimpse how tough a slave's life would have been here 200 years ago. Pyromaniacs are in for a real treat, as we have the opportunity to watch the detonation of some sticks of dynamite. You can buy them for a few cents at the corner store while you're picking up your bread and milk.



Day 6 We'll wind through another 200k of undulating, twisting hill roads before we reach the barren but startlingly beautiful landscape of the amazing *Salar de Uyuni*. With an area of over 12,000 square kilometres, this is the largest salt pan on our Earth and the centre of a salt extraction industry which produces 20,000 tons of salt annually for domestic consumption. It is a bizarre motorcycling experience to be barrelling along in the middle of absolutely *nothing* but a white expanse from horizon to horizon. See if you're game to ride with your eyes closed for 20 seconds!

We cross the *Salar* for about 80km to an interesting island (*Isla de Pescadores*) covered with huge and amazing cacti, before returning to Uyuni for the night.

Day 7 There's a brand new beautiful highway just recently completed, connecting Uyuni to Oruro which we bypassed a couple of days ago. With any sort of luck there will be a festival, as they seem to have them every few days; Oruro is another mining town and the locals do love a good street party. But in any event, the central town square is very picturesque and a pleasant place to wander around in the evening.

Day 8 has us heading back towards La Paz but we will bypass it and make our way to the border post of Desaguadero on the shores of Lake Titicaca. En route we can stop briefly at *Tiahuanaco* for a visit to another ancient Inca site, then we complete our border formalities, bid farewell to our Bolivian bikes, and cross the bridge into Peru. Private transport will take us 50k to Puno on the shores of the lake.

Day 9 is a rest day in Puno with various options. We can head out for a cruise onto the highest navigable lake in the world to visit *Las Islas Flotantes de Uros*, impressive floating islands constructed of matted papyrus reeds. In the evening we can sample delicious barbequed alpaca in one of the many restaurants, or perhaps try the local specialty, *cuy*, the grilled guinea pig. [Trivia: define navigable? Explanation further on] Our Peruvian bikes are waiting for us at our hotel.



Day 10 sees us heading off again to serious altitude, as we climb above 4,400m on our way north towards Cusco, the ancient capital of the Incas. We climb and drop and climb and drop, and if it's a clear day the Andes will stand on the horizon around us, to be applauded by all. But we'll detour around Cusco for now and ride the Sacred Valley of the Incas on the way to our hotel in the linguistically challenging town of *Ollantaytambo*, surrounded by astonishing fortifications but relatively uncelebrated because Machu Picchu is just up the road.

Day 11 There is no public road access to Machu Picchu, so we're on the train early in the morning. We chug for a couple of hours through the most breathtaking scenery and impenetrable countryside, then a short bus ride to arrive at mystical, magical Machu Picchu. How did they ever build a city up here? And why? Popular modern belief is that it was already deserted at the time of the Spanish invasion, after being occupied for only a hundred years or so. It is everything you've seen and read about it, and more. It's much larger than many people expect from having seen only the one classic photo from a nearby ridge, and the quality and precision of the dry stonework is absolutely incredible. If you're left unimpressed by what you see today you're pretty hard to please! It's a long day though, and we return by train in the evening to our hotel in Ollantaytambo.



Day 12 is a nice gentle half-day ride, as we explore a few more little gems in the Sacred Valley of the Incas. *Moray* is a spectacular example of early agricultural expertise, and *Salineras* is an equally impressive salt extraction plant. After lunch we arrive in Cusco, with a couple of hours in the afternoon for a walking tour. Cusco is an

attractive town with a very impressive Plaza. The central square of every Peruvian town is called the *Plaza de Armas*, and the one here in Cusco is particularly beautiful and is floodlit at night, presenting a beautiful image.

Day 13 is a day of regular ups and downs as we cross two more mountain passes (4,500+ metres) on our way to the very heart of the Peruvian Andes. It is spectacular in some parts, bleak in others, sections of it are newly sealed and the temperature may vary from stifling hot to bloody freezing. And even though we are on Highway 26 all the way today you won't find much about it in the guidebooks because we are way off the beaten track here. It's more than 300k to Chalhuanca in the middle of nowhere.

Day 14 sees us continuing across the mountains to the west, with Nasca being our destination for the day, and on the way we get to enjoy more of the stunning scenery provided by the Andes Mountains. The Nasca Lines are a series of incredibly huge drawings and shapes carved into the floor of the stony Ica Desert, properly discernible only from the air. Current scientific belief is that the Lines pre-date the Inca culture and were created between 300BC and 700AD by the Nasca Indians, but nobody knows for



certain by whom or for what reason. They were discovered in 1929 by Paul Kosok, researched extensively in the 40's by Maria Reiche, and sensationalised on TV in the 70's by Erik von Daniken as possible alien landing maps.

Day 15 We have the option of a morning flight over these pretty impressive images of monkey, hummingbird, condor, whale, astronaut (!) and others. Then we mount up again and ride across the Atacama Desert, the driest desert on Earth, to Chala and spend the night in a unique hotel built virtually on the beach of the Pacific Ocean.

Day 16 We enjoy the pleasure of riding the Pan Americana highway nearly 200k along the rugged Pacific, where in some places the desert is attempting to reclaim and swallow up the road, and it's a constant task for roadcrews here to keep the tarmac free of the drifting shifting sand. We then turn inland away from the coast to climb yet again to Arequipa. Then we have to convince you to part company with the bikes that have taken you across the Andes. You'll probably want to throw a lot of clothes at the nearest laundry facility, have a cold beer or three, and then we'll have our Farewell Dinner at a restaurant overlooking Arequipa's majestic Plaza de Armas.



Day 17 Our tour finishes with breakfast and you may be flying out today. But you might choose to extend for a day or two, as Arequipa is a very attractive city of cathedrals, courtyards and town squares, in a very beautiful location surrounded by impressive mountains and volcanoes. And by the way, at 2,350 metres, we are still higher than Australia's highest peak, Mt Kosciusko.

You may care to explore the magnificent Santa Catalina monastery, and/or perhaps visit Juanita, the mummified ice-maiden sacrificed on the peak of nearby Misti.

It's been fun, we hope you enjoyed the tour, now please go and tell 100 friends!

Trivia answer: In olden days, the term 'navigable' implied navigable under the power of steam. The higher in altitude one goes, the lower the atmospheric pressure and consequently lower also is the boiling point of water. Any higher in altitude than Lake Titicaca (3800 metres) yielded a steam with not enough heat and pressure to drive the turbines in the old-fashioned steamboats of yore. So now you know.

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Further trip notes including a list of essential clothing and equipment to take, health considerations, visa formalities, etc, will be sent upon receipt of a completed Booking Form and deposit. Please contact our office any time for further information via email: **Adventure@WorldOnWheels.Tours**

Our motorbikes:

**Kawasaki KLR650**

| | |
|--------------------|-------------------------------|
| Capacity | 651 cc |
| Engine type | SOHC, 4-stroke, liquid cooled |
| Number cylinders | Single |
| Transmission | 5-speed, chain drive |
| Brakes | Single disks, front and rear |
| Tires front / rear | 21" / 17" wire spoked wheels |
| Wheelbase | 1480 mm |
| Wet weight | 194 kg |
| Seat height | 889 mm |
| Maximum power | 31 kW |

**BMW F700GS**

| | |
|--------------------|-------------------------------|
| Capacity | 798 cc , de-tuned |
| Engine type | DOHC, 4-stroke, water cooled |
| Number cylinders | Parallel twin |
| Transmission | 6-speed, chain drive |
| Brakes | Twin disks front, single rear |
| Tires front / rear | 19" / 17" cast alloy wheels |
| Wheelbase | 1560 mm |
| Dry weight | 186 kg |
| Seat height | 790 - 820 mm |
| Maximum power | 55 kW |

**BMW F800GS**

| | |
|--------------------|-------------------------------|
| Capacity | 798 cc |
| Engine type | DOHC, 4-stroke, water cooled |
| Number cylinders | Parallel twin |
| Transmission | 6-speed, chain drive |
| Brakes | Twin disks front, single rear |
| Tires front / rear | 21" / 17" wire spoked wheels |
| Wheelbase | 1580 mm |
| Dry weight | 178 kg |
| Seat height | 820-880 mm |
| Maximum power | 62 kW |

**BMW R1200GS**

| | |
|--------------------|-------------------------------|
| Capacity | 1170 cc |
| Engine type | DOHC, 4-stroke , water cooled |
| Number cylinders | Horizontally opposed twin |
| Transmission | 6-speed, shaft drive |
| Brakes | Twin disks front, single rear |
| Tires front / rear | 19" / 17" cast alloy wheels |
| Wheelbase | 1510 mm |
| Dry weight | 205 kg |
| Seat height | 850-870 mm |
| Maximum power | 92 kW |