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# Motorcycle

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Scott Houston/Photo

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## 2013 BMW F800GS and F700GS

**B**MW INTRODUCED THE F800GS and F650GS back in 2007, and the time has arrived for revisions and updates. For 2013, a new F700GS replaces the F650GS. Of course, to maintain the same level of confusion, it is once again powered by the 798cc twin—just like the previous “650”—although again in a lower state of tune than the F800GS. However, the detuned motor has been retuned, and the new F700GS checks in with 75 hp @ 7300 rpm and 56.8 lb.-ft. of torque @ 5500 rpm—a gain of 4 hp over the old F650GS. The F800GS remains rated at 85 hp @ 7500 rpm with a peak of 61 lb.-ft. of torque @ 5750.

Both models receive bodywork changes and are very similar in appearance. As before, the F800GS is the enduro and uses a 21" front wheel, and the F700GS is more street-biased with a 19" front wheel and a lower seat height. Both models will now come with ABS as standard and, new for the 2013, will have the option of ACS Automatic Stability Control (traction control) and ESA or Electronic Suspension Adjustment with three spring preload



F700GS



F800GS

settings to choose from.

The handsome new bodywork features a restyled front fender “beak” and dummy gastank (the real one is under the seat), together with revised side trim to create what the factory calls an “overall more dynamic, masculine look.” New and unusual color schemes; red/silver or grey for the 700 and khaki green, white or blue for the 800 add distinction, while the instrumentation is also new—the speedo and tach now posi-

tioned vertically. As before, the F800GS wears wire wheels and male-slider forks, and the F700GS gets conventional forks and mag wheels. Their rear shocks both use progressive damping however the 800 uses a steel coil spring while the 700 gets a gas pressure spring. Seat heights are 34.6"/33.5" on the 800 and 32.3"/30.7" is standard on the 700, while both have the option of lowering kits. Weights: The F800GS is 471 lbs. and the F700GS is 460 lbs., and that's with a full tank of fuel, ready to roll.

With their specifications up-rated, BMW appears to have created an even more desirable duo of 800cc twins.

—Doug Jackson

## New 650cc Husqvarnas for 2013

**F**IRST IT WAS the 900 Nuda, a supermoto variant based on the F800GS BMW, giving the revitalized Husqvarna a large-displacement streetbike to expand its product offerings. Now, Husqvarna has announced a pair of 650 singles, both based on the G650GS BMW: the TR650 Strada and the TR650 Terra.

Like the Nuda, the new models utilize a retuned version of the BMW motor, in this case the liquid-cooled

652cc DOHC 4-valve single. Husqvarna engineers have used Marelli EFL revised camshafts, a modified cylinder head, a lighter crankshaft and a new forged piston to bump the compression ratio a full point to 12.3:1—giving a claimed output of 58 hp @ 7250 rpm, eight more than the G650GS.

With an aggressive style that resembles the 900 Nudas, both models have almost identical rolling chassis. The swingarm and frame are steel with a bolt-on front downtube and rear subframe. Like the engine, the Sachs suspension is up-rated compared to the G650GS: 46mm male-slider forks (vs. 41mm on the GS) and a fully adjustable monoshock in progressive linkage.

The bodywork is in the typically angular modern Husqvarna style with a high level front fender on the Terra and a low-mount unit on the Strada, finished off at the rear by twin stainless steel, high-level silencers.



TR650 Strada



TR650 Terra

The TR650 Strada features 19"/17" light alloy cast wheels and the TR650 Terra uses 21"/17" aluminum-rimmed wire wheels. The gastank capacity is 3.7 gal. on both (same as the G650GS). Curb weights: Strada 409 lbs. and Terra 405 lbs.

The new TR650 Strada and TR650 Terra are sure to be major attractions in Husqvarna dealerships in 2013.

—Doug Jackson