

I'm not a robot



























Photos: Zac Kurylyk, unless otherwise indicated.What should you do when you have five free days mid-winter in the southwest? You should head for the hills, pronto, and thats what I did in early February aboard a CFMOTO Ibox 800 E. I was very curious to see how this Chinese/European collaboration would work over some long-haul riding, and even though my time aboard the bike was short, I think I packed enough miles in to get an answer.Whats a CFMOTO Ibox 800 E?Of all the major players in the Chinese moto market these days, CFMOTO is one of the most interesting. Back when other Chinese companies mostly focused on bike exports to the west in the 200cc class, CFMOTO had a 650 parallel twin that looked very similar to Kawasakis Versys powerplant. I read good reviews of the bike from Europe, but we never saw those machines in North America in large numbers. But now, in 2025, CFMOTO is taking North Americas motorcycle market seriously. One of the cornerstones of their plan is a midweight adventure bike built with technology borrowed from their partner, KTM.Yeah, we've seen that engine before. This is basically the same powerplant as KTMs 790, but with some different tuning, probably mostly because it uses a different EFI system.Taking a closer look at the CFMOTO Ibox 800 E, it is obviously very closely related to the KTM 790 Adventure, but this isnt a case of CFMOTO sneakily copying KTMs homework. CFMOTO is actually KTMs manufacturing partner, and builds the 790 Adventure for KTM in China. As part of that deal, they also have the rights to build their own take on this design,the 800 Ibox. But take note: there are many similarities between the European 790 and the Chinese 800, but there are also several significant differences.Muscle-buildingThose changes start with the parallel twin engine. Make no mistake; this is an LC8c design, just like the KTM 990 and 890 and Husqvarna 901 are all LC8c designs, with DOHC and four-valve heads. Displacement is the same as the 790 engine, and peak horsepower kicks in at 9,000 rpm, same as the 790. Peak power is basically identical, at ~94.95 poniesbasically, its a rounding error. But the 800 is rated for just under 57 pound-feet of torque at 6,600 rpm, while the 790 is rated for 60 pound-feet of torque at the same mark.The 800 engine feels almost identical to the 790, with a quickshifter included at no extra cost. Bonus!Really, that just sounds like a rounding error as well, and few Average Joe riders will notice when they're in the saddle. Im just noting it here to say you may get a slightly different power curve than the 790, but its basically the same idea.The CFMOTO 800 has a slipper clutch with up/down quickshifter included as standard (its a pay-to-play option on KTMs lineup). The Chinese engine uses a Bosch EFI system where the KTM version uses DKK DellOrto EFI, which is probably the explanation for any significant differences in the power delivery of the respective bikes.Chassis change-upsThe basic frame design is pretty much the same for the 800 and the 790, but there are other noticeable changes to the hard parts.The KTMs low-slung wraparound tank design carries fuel lower than the Iboxes traditionally-mounted tank. But if you aren't off-roading, this is less of a concern, and the Ibox is a street bike first, not intended for the same off-road pace as the 790. Right away, you'll notice the Ibox has a gas tank in the traditional over-engine mounting position where the KTMs tank is low-slung along the sides of the engine. This changes your bikes center-of-gravity: remember, that unique tank design was one of the most significant features of the first-generation 790 Adventure due to its desirable handling benefits. Fuel capacity on the CFMOTO is 5 gallons, where the KTM claims 5.3 gallons, so theres no significant difference in volume.The Ibox also has KYB suspension, with fork adjustable for preload, rebound and compression; the shock is adjustable for preload and rebound. The spec sheet doesnt list travel length, but its obviously different from the 790s WP APEX suspension, as the 800 also has a 19-inch front wheel and 17-inch rear, where the 790 comes with a 21-18 wheelset. The CFMOTO has spoked aluminum alloy rims set up for tubeless tires. A USB-C port in the fairing beside the screen will keep your phone powered up, or maybe even a GPS in a pinch.Other detailsBosch cornering-sensitive ABS is standard, along with traction control and wheelie control. The 800 comes with six ride modes built-in. Heres CFMOTOs explanation of the modes to their Australian customers:SPORT: provides the sharpest throttle response and maximum torque output with a low level of TC intervention. Perfect for experienced riders out for a spirited ride on the tarmac.OFF ROAD: provides a softer throttle response than SPORT with the lowest level of TC intervention.OFF ROAD+ : provides a softer throttle response than SPORT with the lowest level of TC intervention. The rear wheel ABS is also deactivated.ALL TERRAIN: provides a softer throttle response than OFF-ROAD with no TC intervention. The rear wheel ABS is also deactivated.ALL TERRAIN+ : provides a softer throttle response than OFF-ROAD with no TC intervention. The front and rear wheel ABS are deactivated.RAIN: provides the softest throttle response and the gentlest power curve with the lowest maximum output and the highest level of TC intervention best suited for wet and slippery conditionsTheres an 8-inch MMI screen on the bike instead of the trim, futuristic TFT that KTM is putting on all its new machines; basically it looks like the previous-gen KTMs. Using Bluetooth, you can connect your phone to the bike with CFMOTOs RideSync app, and Apple CarPlay is also available, allowing navigation functions, music playback control and incoming call control. Of course you can also see your speed, odometer, rpm, and other useful details, and in conjunction with the left-hand switchgear or the dashs touchscreen capability, you can switch between ride modes and other electro-safety features. The dash also offers a proximity warning system, displaying a visual alert when another vehicle is in your blind spot or behind you. Theres a TPMS read-out, and a display for remaining fuel range. Mostly very useful stuff, although I will say that I was unable to get the CFMOTO app working for mebut I think that was a compatibility issue with my Android phone, which had no 5G data as I was roaming out-of-country.CFMOTOs dash offers the same trickery and tweaking as the competitors. I prefer KTMs menu system, but this works fine. Photo: CFMOTOThe dash allows you to turn on the adjustable-level heated grips and seat. Foglamps are controlled by a button on the left-hand switchgear, as is the cruise control.Finally, taking a step back, the bike does not look like the copy-and-paste design that Chinese manufacturers used in the past, mixing and matching Japanese styling cues. You could argue that it is quite similar to an Africa Twins general aesthetic, but it certainly isnt an egregious copycat. KISKA, the same people who design KTM's motorcycles, also designed the Ibox 800E's aesthetic. I believe it; it looks great in-person.Riding the CFMOTO Ibox 800 E! Jumped on the Ibox just as nightfall and rush hour hit Las Vegas at the same time. On my cross-town jaunt to my extremely shady motel in an extremely shady part of the city, I figured one thing out quickly. Despite the naysayers who poo-poo the bikes weight after quickly glancing at the spec sheet, the 509-pound-wet machine handles very well in herky-jerky urban traffic. Its no supermoto, but compared to my bulky old Super Teneze, this thing is a dream to push around.The Lake Mead route was a far preferable option to the Route 15 interstate on my way north to proper riding grounds in Utah. Note that bag strapped to the back; while a sturdy aluminum rack is always a worthwhile addition, the plastic rack that comes stock on this bike will work just fine for casual weekend touring like this. And those side pannier racks come standard as well, so its easy to add your own luggage of choice.That was the theme for the next thousand miles of riding: Myth-busting. The peanut gallery says this bike cant be reliable or fun because its made in China. I can say otherwise. It has plenty of jam, and frankly, the engine feels just like a KTM 790 when youre in the saddle and thats a good thing to me because I enjoy the 790 more than the 890. With the smaller engine, you might not have the same muscle available, but you can tap into the available power more quickly and feel like youre getting more out of the engine.This, of course, is just my opinion, and a Professional Hoop (which some readers are, and many other readers think they are) will squeeze much more out of the 890 than I will. If theyve got a need for speed, they will prefer the bigger engine, no doubt. For my money (which I keep a very tight hold on), the 790 is Where Its At, and I like CFMOTOs take on it. I did everything from high-speed highway touring to tight parkway lollygagging to twisties in the mountains to backroad bombing across northern Arizona, and I had no niggles at all. No fueling burps, no missed shifts, and plenty of power in every gear. I have ridden other far more expensive motorcycles that I cannot say the same about. This is a great motor for the sensible grown-up who still likes to flog their bike when theyre far from Johnny Laws prying eyescivilized for legal speeds, but capable of uncivility if required. All while getting reasonable fuel economy, and without any frustrating vibration. Unfortunately for me, some of the best riding I saw was through areas filled with ice, and I had to keep the pace down as a result.Also: if you can believe the experts of Facebook, the CFMOTO version of the 790 engine has a lower failure rate than the KTM version. Im not sure about this, as the engines appear to be essentially identical, but some people say this is the case. YMMV.On to the chassis. I did not futz around with any of the suspension settings fore or aft, because it felt fine for the legal-ish pace I kept most of the time. If I was heavily loaded down, or bombing around off-road, then maybe I would have felt the needbut most riders aren't buying this to tackie dirt at speed anyway, with the 19-17 wheelset.When I did head off-pavement, I felt the bike was very sure-footed and if you did want to ride the dirt, I think you could push this a lot farther and harder than some of the other bikes on the market with similar 19-17 wheels. Despite a bit more weight and other differences from its progenitor the 790, the CFMOTO still has excellent handling, quality suspension, an electronics package that can be dialed in for the dirt, a good skidplate and basic crash bars and handguards included as stock. I would just push the Michelin Anakee ADVs on super-hard in sloppy conditions but they were OK as the weather warmed that week, but it wasnt possible. But my time with the CFMOTO Ibox 800 E did leave me convinced of one thing: With a \$10,299 MSRP (including a two-year warranty), I think the only factor left to convince a lot of riders to buy this bike is a test ride. With options like quickshifter, pannier rack and skid plate included, which would quickly add up to hundreds of bucks on similar machines from other OEMs, the deal just looks better and better. If I was on the market for something like this, that sales pitch would probably work on me.It makes me wonder just how good the MT-X, which CFMOTO is basing on the same platform, will be. Over the last three decades, I have reviewed many motorcycle communications systems. During that time, their capabilities have improved immensely. Some of todays systems offer useful ranges (in open terrain) approaching a mile from rider to rider. For systems equipped with mesh technology, group ranges can even be significantly longer. Continuous advances in technology have made using and riding with the systems more capable and convenient. They now have features that only a few years ago werent even on anyones radar for motorcycle communication systems. So when Cardo said they would send me their latest generation motorcycle communicator to test and review for free, I happily agreed.Cardo Packtalk Communicator SeriesI have ridden with Cardo communicators as they have grown in capability, usability, durability, and features. As you might expect, pricing has also climbed. However, the extra cost does give you features that many other systems do not. Cardos latest top-of-the-line communicator is the Packtalk Pro model, which is priced at \$459. Thats not shabby money, but the Packtalk Pro adds a few features to the already excellent Packtalk Edge mesh communicator, which has a \$399 price tag. Below is a summary of the upgrades found on the Packtalk Pro over the Packtalk Edge. The Packtalk Pro module is a lightweight and trim 84 mm (~3.3 in) x 46 mm (~1.8 in) x 23 mm (~0.9 in). Photo: CardoCardo Packtalk Pro Crash AlertThe biggest upgrade found in the Packtalk Pro is its new built-in inertial measurement unit (IMU). Connecting to your cell phone and the IMUs Cardo-developed algorithms, the system can detect if you have crashed. For the details on how the system works, read our previous article. In a nutshell, if the system detects that the motorcycle has crashed, it will piggyback with your cell phone and send a crash alert text with your geo-location to your pre-designated contact.Cardo says it has extensively tested the Packtalk Pro to accurately determine whether you have crashed. However, if you are still concerned about false alarms, the unit gives you 30 seconds to rescind the crash alert before it is sent. Even though Cardo says the Packtalk Pro crash detection system is designed for street use, I have ridden with it off-road quite a bit, and it has not issued a single false alarm.Enhanced JBL speakersThe next new feature that comes with the Packtalk Pro is a set of 45 mm JBL speakers which are larger and thicker than the speakers on Cardos Packtalk Edge. The new speakers provide excellent sound quality, and from my experience, the best sound quality that a Cardo comm has ever had. The sound produced also loud enough to be heard when riding at speed with your visor open.While the sound quality from the new JBL speakers is superior, they are indeed larger and thicker. So if your helmet is short on volume around your ears, you may have to take extra measures to ensure that your helmet has adequate space for the larger speakers. In my case, the fit is OK, but with my open cab door ears, I have to reposition them with my finger once I have put my lid on. Have another helmet and still want to use your Packtalk Pro with the upgraded JBL speakers? Cardo offers a 2D helmet kit that includes everything but the Packtalk Pro module at a \$129.95 MSRP. Photo: CardoAuto on and off capabilityOne important factor for motorcycle communicators is battery life. Cardo claims 13 hours of battery life while in use and 2 days of standby time. To help ensure maximum battery life, the Cardo Packtalk Pro has an automatic on/off capability. If the IMU determines that you are not moving for a set period of time, it will turn itself off to extend battery life. Once it determines that you have started moving, it will turn itself on.This is a very nice feature for those times when you ride to a location, spend a significant amount of time there, and have a long ride home. When it comes to battery life, more is indeed better. My experience is that the Packtalk Pro can indeed deliver 13 hours of use on a single charge. Even with more than 14-hour riding days, I have not run the battery to zero. So, the bigger concern for most riders is how long the unit will run over a several-day period without a recharge. More than once, I have completed two full riding days without recharging, but that has been pushing the battery limit.One nice feature is that when the Packtalk Pro is powered up or powered down, it tells you the battery state so you can decide if you need to recharge. Frankly, at the end of the day, if there is charging available, I recharge the unit to 100%.Other significant featuresAir MountThere are some other significant and useful features that Cardos Packtalk Pro and Packtalk Edge offer riders that other Moto communication systems dont. First up is Cardos patented Air Mount connector. I love the convenience it provides. Attaching the communications module is as simple as holding it near the mount. Once close, a magnet literally pulls the module on the mount, and it is immediately securely held in place. It also allows you to take the module off quickly and charge it without having to carry the helmet. It also lets you move the module from helmet to helmet if you have a separate air mount on another helmet.The Packtalk Pros Air Mount cradle is a bit of magnetic engineering genius that makes attaching the module simple, secure, and quick. Photo: CardoWater/Dust proofingWith its IP67 water/dustproof rating, the Packtalk Pro is pretty much safe from damage from either. I have never had a Cardo Packtalk unit fail due to water or dust. Ive ridden all over the world with them in days long rain (once two weeks straight) and dust (on the roads of Namibia) and they have never failed. That has not been the case with other communicators I have used.Should there ever be a problem, a three year warranty is good piece of mind.Mesh and Bluetooth 5.2The Packtalk Pro uses Cardos 2nd generation dynamic mesh capability (DMC), offering a range of up to 1 mile. I have found that in open terrain, that range figure is not far off. But for day-to-day use in normal street environments, around a three-quarters of a mile range bike to bike is the norm. If you are in the woods, it is somewhat less. Thats said, if you are riding in a group using the Packtalk Pro DMC (up to 15 members are possible), the range can be more than a mile since each unit piggybacks off the closest communicator. The DMC system is also self-healing. If a rider is dropped, once in range, the rider is returned to the group.The Pro can also use its Bluetooth 2.0 capability to communicate with other Cardo or other brand communicators that do not have mesh capability. To Cardos credit, they have been leading the charge to make communicators from other brands work together.Natural Voice ControlsWhile there are buttons and a roller dial in the Packtalk Pro communications module, you can activate many features using your voice. Similar to many cell phones, you say a keyword and then the action you want to do. For example, you can make and answer phone calls, turn your phones music on or off, you get the point; you dont have to fiddle with buttons to perform many functions.SummaryThe Packtalk Pro is an evolution of the Packtalk Edge. The additional features provide an additional layer of crash assistance. It also provides awareness for people you care about and who care about you. Bigger and thicker JBL speakers provide better sound quality at the expense of taking up a little additional space inside your helmet. And finally, the auto on/off feature can work to give you some extended battery life for those long days in the saddle. ADVrider is at AIMExpo in Las Vegas this week, sharing interesting things we see at this industry-only show.The Moto Morini X-Cape 650 has been available in the US market for a while now, offering a surprisingly good chassis with a competent motor and enough other bells and whistles to keep budget-minded buyers happy. But time marches on and OEMs must update their models. So, for 2025, we see the X-Cape 700 replacing the six-fiddy for 2025, with several improvements.First up, the liquid-cooled parallel parallel twin grows to 693cc, picking up 10 horsepower along the way. Max output is now 70 horsepower at 8,500 rpm, and 50 pound-feet of torque at 6,500 rpm. Thats supposed to push the bike to a max speed of 115 mph. Bosch EFI is still standard, as well a slipper clutch and six-speed gearbox. Theres a new, lighter exhaust as well.Elsewhere, the bike is a mix of updated features and other unchanged parts. A 50mm Marzocchi fork is standard with adjustable rebound, compression and rebound; the Kayaba shock is adjustable for rebound and preload. The frame is steel, with aluminum swingarm. A centerstand comes standard for 2025.The bodywork is updated for 2025, with turn signals relocated. Behind a new adjustable windscreen, a 7-inch TFT dash lets riders control music, mapping and incoming calls through Bluetooth connection to their phone. There are new charging ports on each side of the screen. The handlebar is six-way adjustable, with adjustable levers. The braking system combines dual 298mm discs up front with a single 255mm disc in rear, with steel braided lines. Two-piston calipers are standard, and Bosch also provides an ABS system.Seat height is 32.3 inches; fuel capacity is 4.8 gallons. Dry weight is 469 pounds. The 19-17 spoked wheels come with Pirelli Scorpion Rally tires on tubeless rims.All in all, a nice setup for the \$7,999 asking price, which is the same MSRP the bike had in its previous 650 version. Expect to see these machines show up mid-spring in the US market, but until then, you can see more details on the EU-market version here. The 2024 EICMA show ran in Milan this week; we ran dozens of stories of new bikes on our website, and summarized them all in a list here. We also talked about some of our favorite or not-so-favorite bikes in the last episode of The Lowdown Podcast. But if you just want a short summary, here are some highlights we noted.Small bikes are big!BMW teased a 450 two-cylinder adventure bike. KTM showed off its 390 Adventure series. Kawasaki teased a new KLE-series adventure bike based off their 500 twin (or maybe a hybrid?). Suzuki finally updated its DR-Z400 into the DR-Z45. There were new 450s from China as well, and new 650-class bikes from Europe and China. And there were a few new big bikes, most notably the KTM 1390 Adventure S, but for the most part, this year was about smaller machines.BMWs new F450 GS concept bike looks likely to appear as a production bike soon. Photo: BMWRiders have been asking for new competent, affordable and easy-to-ride adventure bikes for a long time, and it looks like the industry is finally ready to comply.Electric bikes are hot, but internal combustion is far from deadHonda showed off new electric concepts and production EVs. Royal Enfield launched its Flying Flea brand. Husqvarna debuted its Pioneer dual sport. LiveWire confirmed its deal with Kymco. Zero launched a new line of budget-friendly dirt bikes. You get the idea. If regulators actually drop the axe on internal combustion engines in the next decade, this makes sense.The Husqvarna Pioneer is intended as a dirt bike first, and street bike second. Its specs are fairly mild, with low range compared to more expensive machines. Its a playbike you can ride on the street between trails, legally. Photo: HusqvarnaBut in the midst of this, we saw all the OEMs push their internal combustion engines ahead into the Euro5+ regime. And, Honda surprised us all by introducing a new V3 engine with an electrically-driven compressor. A lot of people are pushing EVs, but a gasoline power isnt going anywhere anytime soon.Electronics are the new BNG!Twenty years ago, when a manufacturer wanted to do a cheap overhaul of a machine, they'd change the bodywork and throw on some Bold New Graphics. The BNG Tactic is still alive and well, but the OEMs have another relatively cheap upgrade to use now. Several machines got new screens this year as a way to bring out an updated model without dealing with the regulators.Small updates to the screen and some Bold New Graphics gave Honda a reason to talk about the CL500 again. Photo: HondaThe Honda CL500 and Transalp are good examples (they also got BNG). Expect a lot more of this in coming years. Also, Honda in particular was quite keen to tell us about their new Durabio bodywork material, made of more sustainable materials. This, too, is likely a harbinger of things to come; forget Bold New Graphics, well be getting Green New Bodywork (GNB). You heard it here first!Chinas moto industry continues to growAll the naysayers who call the Chinese OEMs fly-by-night operations, etc., couldnt be more wrong. While they do indeed have different business models than their Japanese or Euro counterparts, the Chinese are here to stay. Voge was back at EICMA with a new 800 rally-style ADV this year that looked like the real deal, and a new 650 too. Moto Morini has a new 450. There were several other ADVs from China and a long list of street bikes and scooters.The Voge DS 800 Rally shows the Chinese OEMs are capable of building machines that appear to be basically on-par with their Euro competitors because they arent really competing with them, theyre collaborating with them. Photo: VogeSome of these machines may have poor build quality or questions around where exactly their patents came from. But many of these bikes were built with technology shared with European or Japanese companies, and while they may be exhibiting them in western markets, they dont even really need to sell them here, with a billion customers at home in China. But they are selling them here now too, under their own names (Moto Morini) or other OEMs names (KTM). This is going to be the future of our western showrooms.Naked bikes are the new trackday toysAdmittedly, most naked bikes are not very ADV. I include them on this list for two reasons. First, most naked bikes use engines they share with adventure bikes. Second, I find it very interesting to note the stratification of the motorcycle industry continues, even as Iheribikes like the GSX-R1000 et. al. are dying away. As adrenaline-inducing riding becomes increasingly discouraged on public roads, we see riders heading elsewhere to get their kicksfor adventure bikes, to the dirt. For naked bikes, to the track.The most interesting naked bikes unveiled this year all came set up for trackday duty. Even the KTM 1390 Super Duke GT, the most real-world useful streetbike they build, had all its marketing photos based around the track and has an optional Track riding mode. We even saw Kramer release a new naked bike that was intended for trackdays only, something Id never seen before.The Kramer GP2 890 XX is a naked bike made for wheelies, not podiums. Their words, not ours. Photo: KramerIt shouldnt be a surprise, though. With traffic enforcement increasingly automated, there is no way to escape camera radar in the end. As the 2020s march towards the 2030s, expect this trend to continue; though I do think the cash to play will have their fun at the track, or on wilderness gravel or trails. See the stories from EICMA here. I was at Laguna Seca for the launch of the first Ninja, the 1984 GP2900R, but after a while I got tired of circulating on the track despite the Corkscrew, which is generally enough to keep anyone entertained. Erik Buell once explained to me that the way to take it was to turn in just before you can see it thanks, Erik.In the parking lot at the track sat another bike that was brand-new; the Voyager, Kawasakis attempt to match the GoldWing. I borrowed that instead of doing laps, and took off down to Big Sur. On the way I couldnt help noticing a small, odd-looking bulge on the front guard. Apparently, the engineers working on the design of the bike had had one final meeting when it was almost complete, and asked themselves what else can we fit? A compass! But the various electrical fields of the bike made a compass in the dash spin on the rear wheel of the Ninja so they fitted it to the front guard and put a repeater on the dash.The Explore is a travel bike, which is what adventure bikes need to be. Pannier frames are included in the price, but panniers arent. Photo: The BearWhy am I telling you this when Im supposed to be reviewing the CFMoto 800MT Explore? Because I suspect that the engineers updating the design of the Touring model to the Explore had a similar moment when they wondered what else they could fit to the new bike. In this case, though, the answer was not something marginal like a compass. The CFMoto 800MT Explore got everything.This just as much a city bike as an adventurer. Versatility in spades. Photo: The BearThat is not hyperbole. You could almost make a bar game out of this: the first one to name a feature that the Explore doesnt have wins. It wont be an easy game, though. Features range from the unexpectedly useful like the Blind Spot Detection, to the quintly welcome like the heated seats. The Behind Radar System does not keep an eye on your posterior but instead provides several monitoring and warning systems, and the 8-inch Multi-Media Display shows just what can be done with a screen. Mind you, Im not absolutely sure about the disco lightsCFMoto began working with KTM in April 2014, with that offering a harbinger of things to come; forget Bold New Graphics, well be getting Green New Bodywork (GNB). You heard it here first!Chinas moto industry grows steadily until Hangzhou became KTMs third global manufacturing site alongside Mattighofen and Pune. Along with that came the option of buying the rights to KTM engineering, and CFMoto returned KTMs 799cc LC8c parallel-twin engine for the Explore and the other MT series bikes, reducing power and optimizing for reliability. Bikes are supported by a three-year factory warranty (up from two) if the bike is serviced by an authorised dealer.The left switchblock is where all the action is. Take some time to learn its potential. Photo: The BearAmong many other features, the Explore offers six different Ride Modes, each with a different combination of torque output, traction control intervention and ABS to suit varying conditions. Sport provides the sharpest throttle response and maximum torque output with a low level of TC intervention. Perfect for experienced riders out for a spirited ride on the tarmac. Off Road provides a softer throttle response than Sport with the lowest level of TC intervention while Off Road+ also deactivates the rear wheel ABS. All Terrain provides a softer throttle response again with no TC intervention and All Terrain+ means that both the front and rear wheel ABS is deactivated. Rain, meanwhile, means the softest throttle response and the gentlest power curve with the lowest maximum output and the highest level of TC intervention, making it best suited for wet and slippery conditions.I simply dont have the space to go into much more detail, but here are the basics: maximum power is 91hp (67 kW) at 9250 rpm, with maximum torque 75Nm at 8000rpm. Suspension is KYB, with a 43 mm fully adjustable upside-down fork and 160 mm travel at the front and a fully adjustable monoshock at the rear with 150mm travel. Tyres are Michelin ANAKEE tubeless, 110/80-19 front, 150/70-17 rear. Braking is by twin 320 mm discs with J.Juan four-piston radial calipers at the front and a 260 mm disc with twin piston J.Juan caliper at the rear. A one-piece Bosch 9.1 MP Cornering Antilock Brake System completes the package. The manual claims that the bike weighs 213 kg wet with a full tank of 19 liters, which is 17 kg less than the DR800 Adventure and 20 kg less than the BMW F850 GS.Build quality is high, and both rider and pillion seats are wide and comfortable.The rideaway price in Australia is \$16,490 which translates to roughly US\$11,000 or CAS14,500. There is no doubt in my mind that this is good value for money.The bike has a six speed gearbox with a quickshifter, useful in all sorts of conditions. Photo: The BearWhich, finally, brings us to the main question. Is the CFMoto 800MT Explore an adventure bike?Jump on and the bike feels a little top-heavy, something which disappeared once I was rolling. The seat is allegedly 825 mm high, but I would query that. It feels lower. I could put both feet flat on the ground and Im 511. Suspension and braking are very good, even on gravel. The throttle was a little tentative when riding slowly. Turn-in is rather slow with the 19 front wheel, too. The engine happily pulls up to speed and the handling is precise and predictable. It is disappointing that fuel consumption is 5.6 liters per 100 km, giving a range of less than 340 km.CFMoto has produced a bike that is versatile enough for Australia. Photo: The BearWhat this adds up to in my opinion is an adventure bike all right, for sealed and gravel roads as well as reasonable quality dirt. Much like a Multistrada. It is really too heavy for single track work (even though I took it there and lived), but thats the home of dirt or dual-purpose bikes. I know that some people will consider the Explore to be over-featured, but youre not paying in dollars or weight for that, and I presume that the electronics will be reliable. I have wondered for quite a while when we would reach equivalence in motorcycles from China against the rest of the world. I think we might be there. (Ducks head and runs.) It seems that these days, anything with a celebrity history demands a premium. Sellers know that people are often willing to pay many times an items actual value if it has a pedigree from a well known celebrity. So, for all those who are enthralled with Star Wars and the Long Way series of motorcycle movies, heres your chance. Ewan McGregor is apparently simplifying his vintage car and bike collection by listing his 1973 Moto Guzzi V7 Sport with about 1,500 miles for sale on eBay. Its asking price, a cool \$46,000 of your hard-earned bucks.You can own Ewan McGregors 1973 Moto Guzzi V7 Sport. Photo: eBay via MoeguzziThat represents a considerable premium over what Hagerty's Classic Motorcycle Values says its worth. There, a Guzzi V7 Sport in good condition should fetch about \$11,500. So, you have to ask yourself whether a celebrity owned motorcycle worth an extra \$34,500. The description on eBay says that the bike was restored by Cycle Garden of Indio California in 2010 and had a fresh engine rebuild in 2022. All up, it says that the machine has been restored at a cost of over \$30,000 in 2010 dollars.Photo: eBay via MoeguzziIf you are wondering about the bikes full description heres the eBay listing says word for word:This motor has our High Compression pistons 88mm (955cc) and fully balanced T3 Crankshaft for a super smooth & powerful ride. Still looks like a Fresh restoration, Stunning Burgundy paint. The paint was shot with a silver base coat and a Burgundy candy top coat to match the original Guzzi color tone. Matching frame 308xx & motor #VK308xx as all North American exports have a matching frame and motors. Restored original seat pan and Hjeltness V7 Sport seat cover, Restored Gauges, Sirai Electrovalve, under seat light, Original restored Cross Rims and wheels.If you are interested in this bike, you can see full size images of the machine at Cycle Garden. The bike is located in California and comes with a 1 year drive train warranty from Cycle Garden. The seller says he will assist with shipping. Would you pay the asking price for a bike with a movie and moto celebrity provenance? Let us know in the comments below. Its back for 2022! The Moto Guzzi Experience is coming to North America. Specifically, three spots within the United States. Sorry, Canada and Mexico.If you've been wanting to ride one of the new (ish) V85TT models, this might be a fantastic chance. Each of the three locations hosts a six- or nine-day inclusive trip aboard a V85 TT of your choice. The trips include the motorcycle rental, shared accommodations, and food, but not your airfare.Where Are the Rides?The first scheduled Experience takes place in the Ozarks June 15-20, 2022. It begins and ends in Bentonville, Arkansas. The bookend days are for travel, so attendees spend four days on the motorcycles. The trip winds through Roaring River State Park, Mt Magazine, and the Ouachita National Forest. The road surfaces along the 650-mile, four-day ride vary between pavement and dirt, but expect mostly tarmac.The next scheduled days find the Italian motorcycles riding around Yellowstone National Park on July 27 through August 1, 2022. The trip begins and ends in Bozeman, Montana, but riders will travel through both Montana and Wyoming. The ride takes adventurers along the Beartooth Highway, Gallatin National Forest, Yellowstone, and Big Sky. This approximately 600-mile trip spends four days mostly on asphalt.Finally, a group of riders can opt to head to Santa Monica, California, September 28 through October 6, 2022. This ride winds through Malibu, the Ojai Valley, Carrizo Plain, Bakersfield, the Sierra Nevada mountains, the Sequoia National Forest, Mono Lake, Sonora Pass, and of course large heapings of the Pacific Coast Highway. The approximately 1,225-mile ride looks like a good mix of road surfaces, both pavement and dirt.Whats the Cost?The first two trips will run you \$2500 per person; note thats with a shared room. They both include five nights in hotels, all your food (but not alcohol), and the motorcycle rental. The California trip, because it is a few days longer, is \$3000 per person and includes eight nights.What if you already own a Moto Guzzi, and would like to join this trip on your own bike? You will have to wait until the motorcycle rentals are sold out, and then sign up for the trip. The good news is, that knocks a grand off the cost of each trip.What if you own some other marque, and would like to join the festivities in one of these locations? Too bad; youll have to plan your own trip, book your own hotels, and plot your own route. Any of these locations would be a great starting point, though.

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