

BMW Motorrad
Sport
Tour



F 800 S
F 800 ST

The Ultimate
Riding Machine



F 800 S
F 800 ST

Serious Fun.

Absolutely no sense of humour. Quite right too.

Great entertainers take their performance extremely seriously. Just like the punchy Parallel Twin, with its maximum torque of 86 Nm at 5,800 rpm and 62.5 kW (85 hp). Perfect for wiping the smile off the competition's faces.



Life's one long rollercoaster. If you're lucky.

There's no such thing as too many bends. Not when you have a chassis like the BMW F 800 S/ST. Coupled with the telescopic fork at the front and the aluminium swing arm at the rear, it handles like a dream. Tarmac has never been so much fun.



Tough on the outside. Tough on the inside.

Brawn and brains in one. The exemplary ergonomics of the new BMW F 800 S/ST render even the most mundane roads breathtakingly exciting.





**Four wheels divided by two.
Double the fun.**

They might be twins, but they're far from identical. Whilst the F 800 ST features full fairing, for sports-style touring, the F 800 S's sporty half-fairing means everyone can tell them apart.

To the ends of the earth.

The toothed belt drive in the BMW F 800 S/ST is so low-maintenance that it can go tens of thousands of kilometres without any lubrication. It effortlessly transfers the raw power of the engine to the rear wheel, mile after mile, after mile, after mile.



Ciutat d'alegria. The city of fun.

Barcelona. The capital of Catalonia and home to 1.5 million proud, fun-loving people. Having a good time is more than a part of unwinding here, it's a way of life. From the alleyways of the Barri Gòtic to the world-famous Ramblas, the city buzzes 24/7, making it the perfect place to explore on the BMW F 800 S and BMW F 800 ST.



1. Las Ramblas

Sooner or later everyone ends up on the bustling Ramblas. It leads from the town's focal point, the "Plaça de Catalunya", down to the "Monument a Colom" at the port. One highlight in its descent is undoubtedly provided by the "Mercat de la Boqueria", a covered market built from iron and glass, where the city's finest chefs buy their food. Also worth a visit is the "Palau de la Virreina", a rococo building dating from the 18th century that offers information and tickets for all aspects of Barcelona's rich cultural life.

2. Barri Gòtic

The "Barri Gòtic", for many the most attractive district in the city, is the heart of Barcelona. Located directly next to the Ramblas, it is home to a range of medieval buildings from the 14th and 15th century, as well as one of Spain's largest Gothic cathedrals and the lively "Plaça Sant Jaume". There's also a host of small bars and delightful cafés just waiting to be discovered down the quaint, narrow side streets.

3. The "Museu Picasso"

This museum is an absolute must for art lovers. Housed in three fantastically beautiful stone buildings on the "Carrer de Montcada", the collection contains some of the great man's best-loved works, with painting and ceramics from his early career, his impressionist-influenced phase, and his late period.

4. Montjuïc

Barcelona's very own mountain is easy to scale with the cable car. At the top you'll find the "Castell de Montjuïc", a rather dark place in the city's history that was originally built to subdue the proud Catalans. Nowadays the castle houses a military museum, and is a popular place for visits. As well as the castle, there's the "Fundació Miró", a museum built to honour the greatest Catalan artist of the 20th century, plus parks and terraces with beautiful views over the city and the Mediterranean, and the famous "Font Màgica" fountain.



Fun factor 86 Nm. The engine.

Instantaneous power.

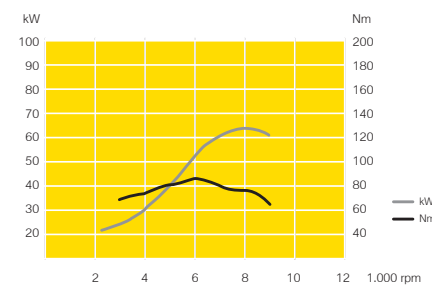
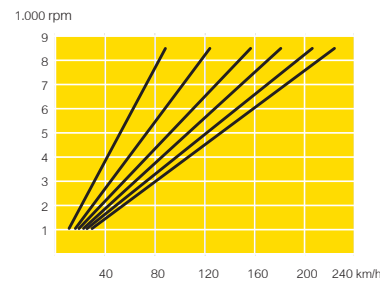
The Parallel Twin fitted to the BMW F 800 S and ST is our new high-tech, middleweight power plant. With a capacity of 798 cc, it delivers terrific punch right across the rev range. During development, our engineers didn't seek to achieve as high a revving engine as they could, but to make the motorcycle as easy to control and ride as possible. As a result, fully 90% of the maximum torque of 86 Nm (at 5,800 rpm) is available from 5,000 rpm, while 62.5 kW (85 hp) ensures that all the excitement is transmitted directly to the road.

Good question: why?

Through the long stroke design of the engine, exceptionally smooth torque delivery allows the rider to easily skip gears if desired. The high-performance cylinder head means the engine remains agile and responsive well into the upper rev range during sports-style riding. Rocker arms derived from Formula 1 technology play an important part in this, operating the two-cylinder engine's eight valves. This reduces friction to a minimum, while boosting rpm stability to its maximum.

The low moving mass and the stiffness of the valve train expose individual components to lower stresses, meaning the BMW F 800 S and ST offer exceptionally low petrol consumption levels and impressive torque characteristic, while being extremely reliable. Dry sump lubrication ensures optimum oil supply in all riding situations and leads to a reduction in the overall dimensions of the engine. The oil tank is located in the oil pan, which is sealed completely to the crankcase, meaning a separate oil tank is not necessary. As with the 4-cylinder BMW Motorrad power unit, the narrow width of the engine makes it possible to position the water pump to the right side of the cylinder head, reducing the number of short radiator hoses required.

For inexperienced riders, a reduction in engine power can be provided at no extra cost, achieved by way of a reduced throttle valve opening angle, so that the bike then outputs 25 kW (34 hp) at 7,000 rpm and 55 Nm at 3,500 rpm.



Speaking the language of the street. The chassis.

Truly entertaining.

Conventional telescopic forks with a diameter of 43 mm and 140 mm of travel look after front wheel guidance, suspension, damping and anti-dive control. High overlay of the stanchions and fork sliders gives a high level of stiffness and ensures outstanding roadholding, while the steering damper offers maximum stability, even during sports-style riding. The aluminium Delta Box frame used in the F 800 S and ST is extremely torsion-resistant and is responsible for the motorcycles' precise, yet exhilarating handling.

A leader amongst bikes.

The engine is the fundamental strength of the F 800 S/ST. It accommodates an aluminium swing arm which, in combination with the low-maintenance belt drive, is unique in this segment. The wide design of the eccentric rear wheel mounting ensures that the wheel is always held

in the correct position lengthways. Fitting and removing the rear wheel is quick and simple, as is tightening the belt, and the fact that the belt drive and swing arm complement each other so well leaves you free to concentrate on riding. Easy access is provided to the handwheel, used to set the spring preload of the directly-linked single suspension strut, while adjusting the strut's rebound damping is just as easy, meaning the machine can be quickly adapted to a variety of load conditions.

Fun to the power of two. F 800 S and F 800 ST.

For those who enjoy taking their machine for longer journeys, the F 800 ST offers an attractive alternative to the F 800 S. It comes with a high windshield and full fairing, for better protection from the wind and rain. With its raised handlebars, the machine's ergonomics are also much better suited to touring, whilst its large aluminium luggage grid offers extra space for your bags.

Black belt. The drive mechanism.

Because you want to ride. Not wait.

In the new BMW F 800 S and ST, a low-maintenance toothed belt drive is employed as a final drive, transmitting the power of the engine to the rear wheel. The belt has been designed from scratch, is especially wide and offers a particularly long service life. Once the correct tension has been set during initial inspection, it does not need to be changed until it's time to replace the belt – a further advantage compared to traditional chain drives. At the rear wheel, the toothed belt runs over a stainless steel belt wheel into which is integrated a four-part, asymmetrical damper, further minimising any load change reaction.



Total control. The brakes.

Pull up. Just to get your breath back.

A front braking system consisting of two 320-mm diameter brake discs plus high-grade, 4-piston hydraulically activated floating brake calipers, equipped with extremely hard-wearing sintered metal coatings, ensures precision control of the BMW F 800 S/ST when stopping. Alongside this, the foot brake is connected to a 265-mm rear brake disc featuring a precise single-piston floating brake caliper that is the last word in reliability. As well as looking great, steel flex brake hoses fitted as standard ensure constantly stable braking pressure, and for an even safer ride, you can choose to opt for the latest version of BMW Motorrad ABS. Weighing a mere 1.5 kg, it features linearly adjustable inlet valves for less brake lever and pedal vibration.



Sit pretty and enjoy the ride. The ergonomics.

A perfect fit: please take your seat.

The standard seat on the F 800 S and ST stands 840 mm off the ground with a step length of 1,850 mm, making the motorcycles ideal for riders over 1.70 m tall, while a low seat with a height of 815 mm and step length of 1,820 mm is also available. The lowered suspension option reduces seat height to 760 mm and step length to 1,700 mm.

Shelter from the storm: ride in total relaxation.

Despite its sportily compact dimensions, the F 800 S offers levels of wind protection that put it at the very top of its class, while the full fairing of the F 800 ST means that it performs even better in this regard.

At your service. The service information display.

Never miss an appointment.

The service information display tells you when your F 800 S/ST is due for its next service, so that you can make the necessary arrangements with your BMW Motorrad dealer in plenty of time.



Please yourself. Optional equipment.

The BMW F 800 S and ST come equipped with everything you could need for a great time out on the streets, but BMW's comprehensive range of optional equipment provides that certain extra when it comes to comfort and safety.



ABS
An important safety extra, BMW Motorrad ABS for the F 800 S/ST weighs a mere 1.5 kg.



TPC (Tyre Pressure Control)
TPC uses sensors to continuously monitor tyre pressure, and instantly informs the rider of any abnormalities via the display and/or a warning light.

Additional optional equipment (not illustrated)

F 800 S

- On-board computer
- Power reduction 34 hp
- LED indicators
- Low seat (approx. 815 mm, step length 1,820 mm)
- Heated grips
- Anti-theft system with remote control
- Lowered suspension (seat height approx. 760 mm, step length 1,700 mm)

F 800 ST

- On-board computer
- Power reduction 34 hp
- LED indicators
- Low seat (approx. 815 mm, step length 1,820 mm)
- Pannier case mountings
- Centre stand
- Heated grips
- Anti-theft system with remote control
- Lowered suspension (seat height approx. 760 mm, step length 1,700 mm)

Your bike, your way. Accessories.

An extensive range of exclusive, practical accessories is available from your BMW Motorrad dealer for retrofitting to your motorcycle.



The new, Bluetooth®-enabled **ZÜMO navigation system** combines exceptional ease of use with outstanding functionality. It is a route planner, GPS receiver, compass and trip computer all in one, with features including text-to-speech and tracklog functions.



Tank rucksack
The capacity of the tank rucksack can be expanded from 14 litres to 26 litres. Its main compartment and map pocket are water-tight, so no additional cover is needed.



Sports case
The sports case includes watertight inner bags and offers a variable capacity. It can be easily fitted and removed in combination with the rack system (requires luggage grid).



Tinted windshield
Enhances the motorcycles' sporty appearance whilst protecting the rider from the wind and rain.



Sport silencer
The titanium and stainless steel sport silencer from Akrapovič® weighs just 2.5 kilograms (approx.), and sounds every bit as good as it looks.



Travel & training
Discover the World of BMW. Our partners offer short breaks, longer tours, off-road skills, and rider training. www.worldofbmw.com

Additional retrofittable accessories (not illustrated)

F 800 S

- Heated grips
- Pannier case mountings
- Top box
- Fuel tank bag
- Centre stand
- On-board tool kit
- Low seat
- Paddock stand
- Protection bar
- Navigator holder
- Anti-theft system
- White indicators
- LED indicators
- High windshield
- Cord for helmet holder
- Pillion seat cover (matches paint colour)
- Luggage grid
- Sport softbag (large/small)
- Luggage roll

F 800 ST

- Heated grips
- Pannier case mountings
- Top box
- Fuel tank bag
- Centre stand
- On-board tool kit
- Low seat
- Paddock stand
- Navigator holder
- Anti-theft system
- White indicators
- LED indicators
- Low windshield
- Cord for helmet holder
- Pillion seat cover (primed)
- Sport softbag (large/small)
- Luggage roll

For full details of the range of BMW Motorrad accessories available, see our current accessories catalogue.

Colours and technical details.

F 800 S



Flame Red



White Aluminium Matt Metallic

F 800 ST



Champagne Metallic



Night Blue Metallic

Engine		
Construction	Water-cooled, two-cylinder, 4-stroke engine, four valves, two overhead camshafts, dry sump lubrication	
Bore x stroke	82 mm x 75.6 mm	
Capacity	798 cc	
Max. output	62.5 kW (85 hp) at 8,000 rpm (power reduction 25 kW (34 hp) at 7,000 rpm available)	
Max. torque	86 Nm at 5,800 rpm (power reduction: 55 Nm at 3,500 rpm)	
Compression ratio	12:1	
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	
Consumption per 100 km at a constant 90 km/h	3.4 litres	
Consumption per 100 km at a constant 120 km/h	4.4 litres	
Fuel type	Super unleaded 95 octane (RON)	
Electrics		
Alternator	400 W generator	
Battery	12 V/14 Ah	
Transmission		
Clutch	Multiple-disc clutch in oil bath, mechanically activated	
Gears	Helically cut 6-speed synchromesh gearbox integrated in the crankcase	
Drive	Belt drive with cush damping	
Chassis/brakes		
Frame	Beam cast aluminium, engine load-bearing	
Front wheel control/suspension	Telescopic fork, stanchion diameter 43 mm	
Rear wheel control/suspension	Die-cast aluminium single-sided swing arm with rear axle eccentric adjustment, single suspension strut, spring preload continuously adjustable via hydraulic handwheel	
Travel, front/rear	140 mm/140 mm	
Wheelbase (unladen as per DIN standard)	1,466 mm	
Caster (unladen as per DIN standard)	94.6 mm	
Steering head angle (unladen as per DIN standard)	64.2°	
Wheels	Cast aluminium	
Rim dimensions, front	3.5 x 17"	
Rim dimensions, rear	5.5 x 17"	
Tyres front	120/70 ZR 17	
Tyres rear	180/55 ZR 17	
Brakes, front	Double-disc brakes with floating 320 mm-diameter brake discs, 4-piston fixed caliper	
Brakes, rear	Single 265-mm diameter disc brake, single-piston floating caliper	
ABS	Optional BMW Motorrad ABS	
Dimensions/weight	F 800 S	F 800 ST
Seat height, unladen	840 mm (815 mm with low seat, 760 mm with lowered suspension)	840 mm (815 mm with low seat, 760 mm with lowered suspension)
Rider step length, unladen	1,850 mm (1,820 mm with low seat, 1,700 mm with lowered suspension)	1,850 mm (1,820 mm with low seat, 1,700 mm with lowered suspension)
Unladen weight, fully fuelled/road-ready ¹⁾	204 kg	209 kg
Dry weight ²⁾	182 kg	187 kg
Max. permitted weight	405 kg	405 kg
Max. load (standard production models)	201 kg	196 kg
Usable tank volume	16.0 litres	16.0 litres
Reserve	approx. 4.0 litres	approx. 4.0 litres
Length	2,082 mm	2,195 mm
Height (not inc. mirrors)	1,155 mm	1,225 mm
Width (inc. mirrors)	860 mm	860 mm

¹⁾As defined in EU directive 93/93/EEC, filled with all operating fluids, fuelled to at least 90 % of usable tank capacity

²⁾Without operating fluids

BMW Motorrad
Sport
Tour

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F 800 ST



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bmw-motorrad.co.uk
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