

THE NEW TIGER 800 - PRESS INFORMATION



FOR THE RIDE



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THE NEW TIGER 800

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1. OVERALL CONCEPT

Launched in 2010, the Tiger 800 and 800 XC delivered a first in class triple engine inspired by the Street Triple 675 coupled with a chassis tuned for dynamic handling. Riders flocked to the bike in both on-road (Tiger 800) and off-road (Tiger 800XC) guises, with virtually a 50/50 split in sales between the two models.

Gaining global recognition and numerous awards and plaudits, the Tiger 800 swiftly rose to become a Triumph best-seller in all key markets. Riders were attracted by the power and linear torque from the triple engine combined with a level of handling, feel and control that is synonymous with the Triumph brand.

Work on developing the replacement started soon after the launch of the first models. Triumph's engineers focussed on the success of the previous Tiger and looked for opportunities to further refine and exploit its unique blend of performance, handling and character in one of the world's most popular middleweight adventure bikes.

Four years later on, the new Tiger 800 is launched bringing a myriad of engineering and technological improvements in a range that now spans four models.

Improving on an already successful formula brings its own challenges, however the new Tiger 800 range embodies the Triumph attitude of ongoing enhancement and obsession to detail. By further strengthening the adventure characteristics of its predecessors, the new Tiger range offers the latest generation electronics for increased active safety, and a revised engine character to provide unprecedented riding pleasure and increased efficiency.

With improvements made to the styling, riding position, comfort, and functionality, the new Tiger offers a dynamic shift in capability. In particular the new model offers significantly enhanced off-road credentials, with every area of development, from engine, ergonomics, technology and chassis contributing to a machine that is more capable of overland adventure than ever before.

2. A RANGE FOR ALL RIDERS

The new Tiger 800 introduces four models, the road focused **XR** and **XRx** along with the off-road biased **XC** and **XCx**.

For 2015, the new Tiger range is broadened with the addition of range topping 'x' versions that add more equipment and more technology. Every Tiger version has been subject to significant developments in handling, engine and ergonomics. The addition of ride by wire technology has allowed more precise throttle response and importantly adds switchable ABS and Triumph Traction Control as standard - a first in class inclusion for the middleweight adventure category.

The more road biased XR and the higher specification XRx share the same day long touring capability with improved levels of comfort thanks to the revised riding position. With cast wheels, 19-inch at the front, and a chassis tuned for outstanding road manners, the XR and XRx are highly capable of delivering riding fun and long distance comfort.

Likewise, the XC and the XCx have a more off-road bias. With a larger 21-inch front wheel, premium WP suspension, and even more adventure features, the new XC offers improved off-road performance, and the range topping XCx adds electronic rider modes for a greater choice of configuration for the ultimate adventure.

The new Tiger range has been developed to ensure that there is a Tiger for everyone. With the introduction of higher specification 'x' versions and also the availability of six accessory packs including Sport, Comfort, Touring, Protection, Expedition, and Adventure, the ability to make it your own is endless.

Key Features of the New Tiger

- Rider Focused Technology including:
 - Ride-By-Wire throttle
 - Switchable ABS and Triumph Traction Control as standard across the range
 - Three selectable Riding Modes on XRx and XCx versions
 - 2 x pre-set and 1 x Programmable with four throttle maps – Sport, Rain, Road, Off-Road
 - Cruise control as standard on XRx and XCx
- Second Generation 800cc triple engine
 - 17% increase in fuel efficiency on mixed riding on the “mixed use” cycle (European GTR2 test cycle)
 - Improvement from 55mpg to 65mpg with reduced emissions
 - The range to a dry tank is now 272 miles for longer riding between stops based on the “mixed” cycle
- Improved Off-Road Capability
 - Adjustable premium WP suspension as standard on Tiger XC / XCx
 - Inclusion of three selectable Riding Modes on the XRx and XCx
- Enhanced Rideability
 - Improved gear selection, utilising parts derived from the Daytona 675R
 - Improved heat management
 - Better rider ergonomics
- Accessories
 - A choice of over 70 Triumph genuine accessories
 - 6 x Accessory Packs
 - Availability of a new range of Expedition aluminium luggage (37 litre pannier and 42 litre top box)

THE TIGER 800 RANGE AT A GLANCE

XR	XRX	XC	XCX
<ul style="list-style-type: none"> • Cast wheels • Traction Control • Switchable ABS • Trip computer • Sump guard • Hazard Lights • 12v Power supply 	<ul style="list-style-type: none"> • 3 selectable Riding Modes • ABS with On/Off-Road/ Off • TTC with On/Off-Road/ Off • 4 Throttle Maps • Cruise control • Centre stand • Comfort rider and pillion seats • Hand guards • Adjustable screen • Advanced trip computer • Additional 12V aux socket 	<ul style="list-style-type: none"> • Wire spoked wheels • Triumph Traction Control • Switchable ABS • Adjustable WP front suspension • Adjustable WP rear suspension • Trip computer • Radiator guard • Sump guard • Hazard Lights • 12v Power Socket 	<ul style="list-style-type: none"> • 3 selectable Riding Modes • ABS with On/Off-Road/ Off • TTC with On/Off-Road/ Off • 4 Throttle Maps • Cruise control • Engine protection bars • Advanced trip computer • Centre stand • Hand guards • Aluminium sump guard • Additional 12V aux socket



3. ENGINE

Unique character

The new Tiger 800 family introduces the second generation liquid-cooled, 800cc in-line-three cylinder engine. This engine represents a substantial improvement over its predecessor featuring advanced technical solutions developed to further optimise the overall engine efficiency and reduce fuel consumption whilst keeping the exceptional torque and unique character of this great triple power unit.

The new engine continues to deliver a maximum power of 95 BHP reaching the peak at 9.250 rpm and produces a maximum torque of 79 Nm at 7.850 rpm. The six speed unit retains the DOHC, 4 valve per cylinder configuration of its predecessor with a bore and stroke of 74mm x 61.9mm.

Overview of new engine benefits

- Introduction of Ride by Wire
- Fuel efficiency
- Improved refinement
- Sports precision during gear changes
- Reduced emissions



Ride by Wire system

The new power unit is managed by a full Ride by Wire system. Ride by Wire gives the rider improved engine control, a smoother power delivery and a lighter throttle action. The system also further improves fuel consumption which, in turn, optimises emissions from the engine. On the XR_x and XR_c variants, the introduction of the Ride by Wire system allows the rider to choose between 4 different throttle maps in the programmable riding mode ensuring a greater degree of fine throttle control, particularly useful in challenging terrain or on unpaved roads.

The difference between the maps is in the rate of throttle butterfly opening for a given throttle position. Full power is achievable in all maps but it is the manner and speed at which full throttle opening is reached differentiates each map:

- The Rain map modulates the throttle response to suit wet and slippery situations.
- The Road map represents the standard map, extremely linear and smooth for everyday usability.
- The Sport map offers the most dynamic response.
- The Off-Road map provides the optimal throttle response for unpaved terrain.

Engine Cooling

The new Tiger 800 also gets a new heat management system to reduce engine warm-up times and keep running temperatures low, even during arduous slow speed off road running. An increased radiator area is combined new radiator ducts give benefit of less heat transference to the rider. A new thermostat for faster warm up and the addition of secondary air injection add up to a cleaner, low emissions engine.

Engine Efficiency

Making the engine burn its fuel in a more efficient manner was high on the list of priorities for the new Tiger 800 and the new engine features a higher fuel rail pressure to help that happen. The pressure has been raised from 3 bar to 3.5 bar for better fuel atomisation and improved combustion efficiency. Changes have also been made to the ports in the cylinder head to increase air 'tumble' and gas velocity. This helps to improve combustion efficiency further still.

A new airbox, trumpets and inlet duct (straighter, larger duct which improves breathing to improve efficiency) have also been fitted. The new inlet ducts have been designed so that it's easier to fit aftermarket dust filters before riding in particularly dusty conditions.

The new engine has a more eager character which comes in part, from a new alternator with reduced inertia to give a more 'snappy' throttle response. This has come about due to a 47% reduction in inertia from 64 to 34 kgcm². The new 476W alternator can easily cope with a rider and pillion wearing a heated jacket, plus using the accessory heated grips, LED fog lamps, sat nav, and main beam illumination of the headlamps.

There's also a change to cam profiles to increase lift and reduce duration for more engine efficiency. The new Tiger's valve springs are derived from the Daytona 675 and ensure precise valve control.

Additionally, engine refinement has been improved. Changes to the primary drive tooth profiles, changes to the valve buckets and a new cam chain tensioner – which comes from the Tiger Explorer – for stronger control of the cam chain, all help improve engine refinement.

The new Tiger 800's gearbox has revised gear shift components including pivot plate, new detent wheel and Daytona 675 shaft and selector forks to give the bike sports-precision gear selection, smoother action during changes. The new Tiger 800 takes all the benefits from sports orientated gear shift components and brings it to the Adventure sector.

Reduced Inertia

The new Tiger 800 features a new alternator that offers the highest output in the middle weight adventure segment, whilst offering a 47% reduction in inertia through a new smaller and more efficient design. This noticeably improve engine responsiveness. A new power management function means that the alternator can power LED spotlights, heated grips, satellite navigation and heated rider and pillion jackets at the same time.

Improved Fuel Economy

Fuel consumption has been improved significantly due to the changes in the cylinder head and the new ride-by-wire throttle bodies. On the semi-urban cycle defined by the US FTP75 regulation the new Tiger 800 showed a 21% improvement, from 48mpg to 58mpg. On the European GTR2 test cycle, economy improved by 17% from 55mpg to 65mpg. This GTR2 cycle figure corresponds well to the "mixed use" figure seen in everyday riding, and gives a range of 272 miles from full tank to dry.

Reduced Emissions

There is also a new exhaust catalyst to reduce emissions. An increased cell density from 200 to 300 cpsi and taking the heavy-metal wash coat down from 60 to 25 g/cubic feet can be made due to gains in efficiency and cleanliness elsewhere in the engine.

4. LOOK AND STYLE

The new Tiger 800 has been given a new look with a new radiator shroud and tank side panels that have sharp lines and taut surfaces. The new bodywork gives the bike a more prone, dynamic stance but the styling isn't all just about cosmetic gain, the Tiger's fuel tank styling also ducts hot air from the engine away from the rider's legs. The new "Titanium" powder coat finish on the double-tube frame highlights the rugged looks of the frame whilst the semi-matt finish on the engine combined with the bike's black wheels and handlebars gives the new Tiger a sophisticated, premium look.

Practical touches are plentiful. Alongside the adjustable rider seat height and handlebar position the bike gets a large-for-the-class 19 litre fuel tank, a quick-adjust headlight angle lever for 2-up riding, an auxiliary power socket near the ignition switch and a sump guard as standard on all models.



5. RIDER FOCUSED TECHNOLOGY

Advanced Active Safety

The introduction of a full Ride by Wire system opens up a whole new level of functionality. With the inclusion of switchable ABS, traction control, selectable throttle maps, programmable rider modes, and cruise control, the new Tiger 800 leads the segment and adds new levels of active safety.

Switchable ABS

The switchable ABS system is standard on all Tiger 800 models and uses the latest technology to prevent wheel lock-up, ensuring maximum confidence and control in any road conditions. On the XR and XC models, the ABS can be turned On or Off.

Riders on the XR_x or the XC_x can further customise their preferences for the ABS settings via the bikes three advanced Riding Modes. The multi-channel ABS offers three different levels of action:

- **ROAD:** optimal setting for road use with ABS always on.
- **OFF-ROAD:** When the Off Road mode is selected, the ABS is disabled to the rear wheel and the system also allows a level of front wheel slip. This provides the rider with a level of electronic intervention under braking whilst optimizing their off road enjoyment.
- **OFF:** the ABS is turned off and the warning light is illuminated

Triumph Traction Control (TTC)

The Triumph Traction Control prevents the unexpected spinning of the rear wheel, cutting the engine torque so as to avoid the loss of lateral grip. On XR and XC models, this can be turned to either On or Off. On the XR_x and XC_x, the traction control has three different levels:

- **ROAD:** optimal TTC setting for Road use, allows minimal rear wheel slip
- **OFF-ROAD:** In the Off-Road mode, the traction control system allows increased rear wheel slip compared to the Road mode. The TTC indicator light will flash slowly.
- **OFF:** TTC is turned off and the TTC disabled warning light will be illuminated.



Throttle Maps

With a choice of 4 different throttle maps on the XRx and XCx models, riders can select the optimum setting depending on the riding and weather conditions. The throttle maps can easily be changed via the switch cube to provide greater levels of control to meet changing conditions.

- The **RAIN** map reduces the throttle response to suit wet and slippery situations.
- The **ROAD** map represents the standard map, extremely linear and smooth for everyday conditions.
- The **SPORT** map offers a sharper and quicker response with less throttle twist required.
- The **OFF-ROAD** map provides the optimal throttle response to face dirt tracks and unpaved terrains, perfect to suit the off-road attitude of the new Tigers.

Three Riding Modes




A key feature on the XR_x and XC_x models is the ability to configure the bike to the terrain you are riding on at the press of a button. When riding between road and off-road terrains, a simple press of the mode button followed by the release of the throttle and pull of the clutch lever allows the rider to swap between Road and Off-Road settings. This automatically configures the ABS, Traction Control, and Throttle Maps with the bike still in motion to best tackle the route ahead.

There are three modes available:



- **ROAD SETTING** – automatically sets the ABS, Traction Control, and Throttle Map to 'ROAD' setting
- **OFF ROAD SETTING** – automatically sets the ABS, Traction Control, and Throttle Map to "OFF-ROAD" therefore reducing the ABS and traction control intervention allowing for a level of slip.
- **PROGRAMMABLE RIDER MODE** – this mode is fully configurable and allows the rider to select their chosen settings for ABS, Traction Control, and a choice of 4 x Throttle Maps independently. As an added safety measure, should the rider select a mode that requires ABS or Traction Control to be disabled, then the rider must come to a stop and push the mode button and these features will be deactivated.

RIDER FOCUSED TECHNOLOGY – XR_x / XC_x

RIDER MODES	 ROAD	 OFF ROAD	 RIDER
	PRE-SET	PRE-SET	PROGRAMMABLE
ABS	Road Setting (ON)	OFF-ROAD Setting (ON – but some disabled to the rear wheel, and also allows a level of front wheel slip)	The rider can choose between ROAD, OFF-ROAD, or OFF
TRACTION CONTROL	Road Setting (ON)	OFF ROAD Setting (ON - the traction control system allows increased rear wheel slip for better off-road control)	The rider can choose between ROAD, OFF-ROAD, or OFF
THROTTLE MAPS	ROAD Setting	OFF-ROAD Setting	The rider has a choice of: SPORT RAIN OFF-ROAD ROAD

TRIUMPH 

Cruise Control as standard on Tiger 800 XRx and Tiger 800 XCx

The new Tiger 800 is the first bike in the middleweight adventure sector to offer cruise control. It is standard on the XRx and XCx models, thus making light work of long rides, reducing rider fatigue and optimising fuel consumption..

Trip Computer

All Tiger 800 models feature a trip computer. The range topping 'x' models add additional functionality such as journey time, average speed, average fuel economy, range to empty, and instantaneous fuel consumption.

12V Power Socket

All models feature a 12v power socket. The XRx and XCx also have a second socket mounted beside the rear pillion seat.

Self-Cancelling Indicators

The 'x' versions feature self-cancelling indicators that can be configured via the bikes menu system.

6. ERGONOMICS & RIDE

Improved rider and passenger comfort

The tubular steel trellis frame remains the same on the new Tiger 800 as was used on the previous model. However, the new bike does use a “Titanium” coloured powder coat finish on the frame to highlight its muscular look and show the metalwork off against the engine.

Handlebars have been moved on the bike to give greater control at low speeds and to give the rider more room. On the Tiger 800XR and XR_x the handlebars have been moved 5.5mm forward, 18mm up and are 2mm per side wider. On the Tiger 800XC and XC_x the handlebars are 0.7mm forward and 14.5mm up. On both bikes the handlebars can be adjusted backwards or forwards by 20mm to suit personal preference.

Tailoring of the seating position can be made thanks to the rider’s seat adjustment. On the Tiger 800XR and XR_x the seat can be set between 810 and 830mm, with the XC and XC_x the seat heights range from 840 and 860mm. Furthermore, Triumph offers an extra low comfort seat as an accessory that allows customers to reduce the seat height by additional 20mm. The new Tiger 800 also offers 2.75 litres of under seat storage, enough for a D-lock or first-aid kit. No other motorcycle in this class offers under seat storage.

Overall, the new Tiger 800 has been revised to make the riding experience more comfortable all-round. New radiator cowls not only look good but also channel engine heat away from the rider. There is also 10mm less footrest rubber to give the rider more leg room and a new silencer heat shield makes life more comfortable for the pillion, too.

Suspension

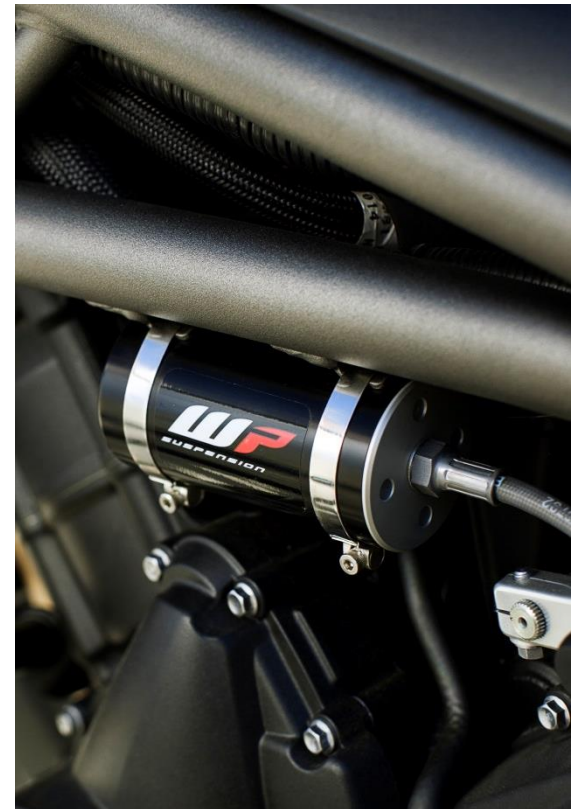
The XR models continue to be fitted with Showa suspension, calibrated to ensure excellent handling on any surfaces. The front suspension is a 43 mm Showa USD fork which gives a generous 180mm of front wheel travel. The rear suspension includes a Showa mono-shock which is adjustable in preload and has 170mm of rear wheel travel for a supple ride and also the ability to easily deal with incremental weight from a pillion passenger or panniers.

Following the intent of boosting the off-road qualities of the new XC models, Triumph decided to use WP, the technology leader in the off-road chassis sector, as supplier for the suspension. The Tiger XC delivers significantly improved off-road capability with the adoption of 43mm WP USD forks that have 220mm of front wheel travel and come with adjustable rebound and compression damping. The WP monoshock is adjustable for both preload and rebound, comes with a remote reservoir and delivers 215mm of wheel travel.

Improved braking system

The braking performance of the new Tiger is improved and has more initial bite and greater resistance to fade under heavy use than the previous models.

The front brake is made up by twin 308mm floating discs gripped by Nissin 2-piston sliding calipers. The rear brake is a single 255mm disc and that is slowed by a single piston sliding caliper from Nissin. Insulated front brake pads also improve braking performance.



7. RANGE SUMMARY

TIGER XR

The new Tiger 800 XR offers a dynamic adventure bike for the road. Powered by a 95PS 800cc triple, with the first in class inclusion of switchable ABS and Triumph Traction Control, the 800 XR offers an agile, purposeful option for those seeking a perfect day to day riding tool, or a long distance adventure companion.

The XR features:

- Showa 43mm USD forks
- Showa monoshock with hydraulically adjustable preload
- Triumph Traction Control (TTC)
- Switchable ON / OFF ABS
- Cast aluminium 19" front wheel – ready for TPMS sensor
- Adjustable seat height (810mm - 830mm)
- Adjustable brake and clutch levers
- 213kg wet weight
- Trip computer
- Hazard Lights
- 12v Power supply
- Sump guard



TIGERXR_x

Delivering an unrivalled level of equipment, the New Tiger 800 XR_x raises the bar in the middleweight adventure segment with a host of rider focused technology including 3 x Riding modes which allow you to tailor your ride perfectly. Simple to access, the riding modes dictate throttle map, ABS and traction control sensitivity and can be used to match performance to the climate and conditions. In addition the standard fit cruise control can help take the fatigue out of longer journeys. However, the Tiger 800 XR_x isn't just about technology – the 'comfort' rider and passenger seat, adjustable screen and new hand guards add up to a riding experience that few can match. Ultimately designed to take your adventure further, the Tiger 800 XR_x features the following additional equipment as standard over the XR:

- Switchable riding modes: Road, Off-road and Rider
- Cruise control
- Extended instrumentation; Trip Info (Journey Time, Average Speed, Consumption), Cruise Set Speed, Ride Modes, Range To Empty, Instantaneous Fuel Consumption,
- Additional 12v Power Socket
- Adjustable Screen
- Centre Stand
- Comfort Rider and Passenger Seat
- New Hand Guards with improved protection





The new Tiger 800 XC offers those with serious off-road intent the perfect all-purpose machine capable of collecting serious miles on or off-road. A responsive 800cc triple engine, with increased fuel efficiency and range, coupled to ride by wire throttle control, and switchable ABS and traction control. With an impressive feature list as standard including WP suspension, the Tiger 800 XC is ready to accompany you wherever your journey takes you. The Tiger 800 XC features:

- Triumph Traction Control (TTC)
- Switchable ON / OFF ABS
- High level front mudguard
- WP 43mm USD forks with adjustable rebound and compression damping
- Adjustable WP rear suspension
- Spoked wheels
- Trip computer
- Radiator guard
- Sump guard
- Hazard Lights
- Adjustable seat height (840mm – 860mm)
- Adjustable brake and clutch lever
- 12v Power Socket
- 218 kg Wet Weight





The new Tiger 800 XCx is a machine designed to push the boundaries. The responsive chassis and torque-laden engine is matched to the perfect blend of technology, equipment and style, resulting in a bike that can tackle the most arduous of journeys with ease. With increased rider focussed technology including the switchable rider modes which allows the rider to modulate the throttle map, the ABS settings, and the sensitivity of the traction control, the XCx is no ordinary adventure bike.

The Tiger 800 XCx features the following additional equipment over the XC:

- Switchable riding modes: Road, Off-road and Rider
- Cruise control
- Advanced Trip Computer; Trip Info (Journey Time, Average Speed, Consumption), Cruise Set Speed, Ride Modes, Range To Empty and Instantaneous Fuel Consumption
- Aluminium sump guard
- Engine protection bars
- Centre Stand
- New Hand Guards with improved protection
- Additional auxiliary 12 v Power Socket



8. TRIUMPH GENUINE ACCESSORIES

An extensive range of Triumph Genuine Accessories for the New Tiger have been developed to provide a multitude of options to make it your own. New slim line heated grips, a 3D mesh Low Comfort Seat and an all new Expedition aluminium luggage system are just three of the comprehensive range of 70 accessories available. There is also the option of five newly created accessory packs offering riders a choice of Sport, Comfort, Touring, Protection, Expedition, or Adventure Luggage packs.

Expedition Rigid Luggage

- Fully weatherproof panniers and top box made from 1.5mm thick aluminium structure
- 37 litre Panniers and 42 litre top box.
- Weight saving of 1.1kg per pannier and 1.4kg on the top box versus Triumph Adventure Panniers (also available)

Extra Low, 3D Mesh Comfort Seat

- 20mm reduced height compared to standard seat
- 3D mesh offers outstanding levels of comfort

Slim Line Heated Grips

- Slim line design offering dual temperature heat settings
- Power management function built in.



9. COLOUR SCHEMES

The new Tiger 800 comes in a choice of three colours depending on model including Crystal White, Phantom Black, and Caspian Blue.



	XR	XR _x	XC	XC _x
Crystal White	✓	✓	✓	✓
Phantom Black	✓	✓	✓	✓
Caspian Blue	✗	✓	✗	✓

10. TECHNICAL SPECIFICATIONS

	TIGER 800 XR	TIGER 800 XR_x
HORSEPOWER	95PS / 94bhp / 70kW @ 9250rpm	95PS / 94bhp / 70kW @ 9250rpm
TORQUE	79Nm / 58ft.lbs @ 7850rpm	79Nm / 58ft.lbs @ 7850rpm
ENGINE TYPE	Liquid-cooled, 12 valve, DOHC in-line 3-cylinder	Liquid-cooled, 12 valve, DOHC, in-line 3-cylinder
ENGINE SIZE	800cc	800cc
SEAT HEIGHT	810mm-830mm (790-810mm with low seat)	810mm-830mm (790-810mm with low seat)
FRONT SUSPENSION	Showa 43mm upside down forks, 180mm travel	Showa 43mm upside down forks, 180mm travel
REAR SUSPENSION	Showa monoshock with hydraulically adjustable preload, 170mm rear wheel travel	Showa monoshock with hydraulically adjustable preload, 170mm rear wheel travel
FRONT BRAKES	Twin 308mm floating discs, Nissin 2-piston floating calipers, switchable ABS	Twin 308mm floating discs, Nissin 2-piston floating calipers, switchable ABS
REAR BRAKES	Single 255mm disc, Nissin single piston floating caliper, switchable ABS	Single 255mm disc, Nissin single piston floating caliper, switchable ABS
TANK CAPACITY	19l	19l
WET WEIGHT	213kg	216kg
COLOURS	Crystal White, Phantom Black	Crystal White, Phantom Black, Caspian Blue
	Standard Equipment Cast wheels Triumph Traction Control (TTC) Switchable ON / OFF ABS Trip computer Sump guard Hazard Lights Adjustable brake and clutch levers 12v Power supply	XR_x Adds Advanced trip computer Road and Off-road riding modes Three selectable Riding Modes Cruise control Centre stand Hand guards Comfort rider and pillion seats Adjustable screen Additional 12V auxiliary power socket

	TIGER 800 XC	TIGER 800 XCx
HORSEPOWER	95PS / 94bhp / 70kW @ 9250rpm	95PS / 94bhp / 70kW @ 9250rpm
TORQUE	79Nm / 58ft.lbs @ 7850rpm	79Nm / 58ft.lbs @ 7850rpm
ENGINE TYPE	Liquid-cooled, 12 valve, DOHC in-line 3-cylinder	Liquid-cooled, 12 valve, DOHC, in-line 3-cylinder
ENGINE SIZE	800cc	800cc
SEAT HEIGHT	840mm-860mm (820-840mm with Low Seat)	840mm-860mm (820-840mm with Low Seat)
FRONT SUSPENSION	WP 43mm upside down forks with adjustable rebound and compression damping, 220mm travel	WP 43mm upside down forks with adjustable rebound and compression damping, 220mm travel
REAR SUSPENSION	WP monoshock with remote oil reservoir, hydraulically adjustable preload, rebound damping adjustment, 215mm rear wheel travel	WP monoshock with remote oil reservoir, hydraulically adjustable preload, rebound damping adjustment, 215mm rear wheel travel
FRONT BRAKES	Twin 308mm floating discs, Nissin 2-piston floating calipers, switchable ABS	Twin 308mm floating discs, Nissin 2-piston floating calipers, switchable ABS
REAR BRAKES	Single 255mm disc, Nissin single piston floating caliper, switchable ABS	Single 255mm disc, Nissin single piston floating caliper, switchable ABS
TANK CAPACITY	19l	19l
WET WEIGHT	218kg	221kg
COLOURS	Crystal White, Phantom Black	Crystal White, Phantom Black, Caspian Blue
	Standard Equipment Spoked wheels Triumph Traction Control (TTC) Switchable ON / OFF ABS High level front mudguard Adjustable WP front suspension Adjustable WP rear suspension Trip computer Radiator guard Sump guard Hazard Lights Adjustable brake and clutch levers 12v Power Socket	XCX Adds Engine protection bars Advanced trip computer Road and off-road riding modes Three switchable Riding Modes Cruise control Centre stand Hand guards Aluminium sump guard Additional auxiliary 12 v power socket

Availability and Pricing:

Please refer to your local market representative for full details of bike availability and pricing.