



FOR THE RIDE



TIGER XC

Tiger 800 XC

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POA †

PRODUCT INFORMATION

OVERVIEW

We built the Tiger 800XC to be just like the Tiger 800, but with a little bit more

Using the rugged Tiger 800 as a starting point, we added a pack of special off-road equipment so you can keep on going when you run out of tarmac.

The three-cylinder engine is the same 800cc triple found in the Tiger 800 so it's got loads of torque and muscular power. And the tough steel frame and long distance fuel range are from the Tiger 800 too. The added XC is what gives you the next-level off-road ability.

This is a hard-core bike that you can cross continents on, whether or not there are roads going in that direction. Just load it up and go.

CHASSIS

Suspension

The suspension travel for the Tiger 800XC is a huge 220mm at the front, 215mm at the rear. Just what you need on poor condition trails. We fitted 45mm Showa upside down forks along with a preload and rebound adjustable Showa monoshock so you can adjust for either off or on-road riding.

Brakes

We needed to give you enough stopping force on the road without being too sharp or intimidating in the dirt. So at the front of the Tiger 800XC is a pair of two-piston sliding callipers and 308mm discs, with a single-piston calliper at the rear and a 255mm disc.

ABS is standard but this can be switched off for off-road riding where you might want to be able to lock up a wheel.

Wheels

We added spoked wheels to the Tiger 800XC for better cushioning on rough terrain. The front is a big 21inch diameter to take dedicated off-road tyres and cope with holes and ridges. And the front mudguard is higher so that clogging mud won't spoil your ride.

Riding Position

We built the Tiger 800XC to have genuine off-road capability, so it's tall with an upright and very spacious riding position. We made the bars wider than the standard Tiger 800s to give you extra manoeuvrability and the seat is lofty, although it's easily adjusted without the need for tools.

Despite your high up stance the screen does a great job of fending off the wind pressure so you can stay at motorway speeds for as long as you need.

We even gave your passenger plenty of room, chunky grab handles and well positioned footrests so long distances are no less comfortable on the back than they are for you.

Adjustable seat height

You can adjust the seat height without tools between 845mm and 865mm to suit different kinds of riding.

Handlebars

The aluminium handlebars can also be adjusted fore and aft and the handlebar levers are span-adjustable.

Frame

As you'd expect the Tiger 800XC uses the same tubular steel trellis frame as the Tiger 800 so you know it's strong enough to take the knocks during serious off road use. The rear subframe is the same, designed to take our capacious panniers and big top box, plus a passenger, then go places where pure road bikes aren't venture.

CHASSIS	
FRAME	Tubular steel trellis frame
SWINGARM	Twin-sided, cast aluminium alloy
FRONT WHEELS	36-spoke 21 x 2.5in, aluminium rim
REAR WHEELS	32-spoke 17 x 4.25in, aluminium rim
FRONT TYRES	90/90-21
REAR TYRES	150/70 R17
FRONT SUSPENSION	Showa 45mm upside down forks, 220mm travel
REAR SUSPENSION	Showa monoshock with remote oil reservoir, hydraulically adjustable preload, rebound damping adjustment, 215mm rear wheel travel
BRAKES FRONT	Twin 308mm floating discs, Nissin 2-piston floating calipers, (ABS model available)
BRAKES REAR	Single 255mm disc, Nissin single piston floating caliper, (ABS model available)
INSTRUMENT DISPLAY AND FUNCTIONS	LCD multi-functional instrument pack with digital speedometer, trip computer, analogue tachometer, gear position indicator, fuel gauge, service indicator, switchable ABS and clock

ENGINE

Performance

The three-cylinder 95PS engine, like the rest of the Tiger 800XC, is made for adventure.

With so much torque spread right across the rev range you can pull hard from low revs. That's great for overtaking without the need to work the gearbox and touring effortlessly through mountainous terrain, but it's also exactly what you need to dig yourself out of tough off-road situations.

But this is a Triumph so there's a lot more to it than clinical horsepower.

We gave the Tiger an animated snarl that adds a whole new layer of character. An engine that communicates and encourages you to use it to the best of its, and your, ability.

Transmission

The rugged dependability applies just as much to the transmission: six gears, a tough clutch with a light lever action that's needed in difficult conditions, and chain drive for simplicity, reduced weight and the best ground clearance This makes it easy to alter the final drive ratio for sustained low speed riding.

ENGINE	
TYPE	Liquid-cooled, 12 valve, DOHC, in-line three-cylinder
CAPACITY	799cc
BORE	74.0mm
STROKE	61.9mm
SYSTEM	Multipoint sequential electronic fuel injection
EXHAUST	Stainless steel 3 into 1, high level stainless steel silencer
FINAL DRIVE	O-Ring-Chain
CLUTCH	Wet, Multi-Plate
GEARBOX	6-Speed
OIL CAPACITY	3.7L

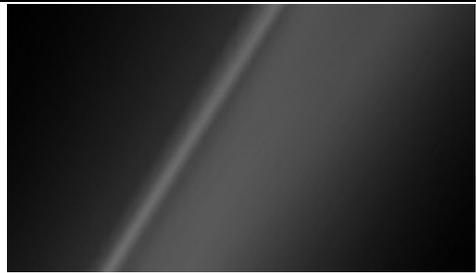
COLOUR OPTIONS



Matt Khaki Green



Crystal White



Phantom Black

PERFORMANCE

MAX POWER EC	95BHP @ 9300
MAX TORQUE EC	79NM @ 7850

† * On-the-road retail price inclusive of first registration fee, Vehicle Excise Duty, manufacturer's delivery to retailer, number plate, tax disc holder, petrol, first service labour† and VAT @ 20%. We reserve the right to amend prices at any time and without notice. †When performed by the supplying dealer. Accessory prices include VAT at the current rate of 20%. Fitting charges are not included; please check these with your dealer. We reserve the right to amend prices at any time and without notice.