



FOR THE RIDE



**TIGER**

**Tiger 800 ABS**

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# Tiger 800 ABS

POA †

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## PRODUCT INFORMATION

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### OVERVIEW

We've combined a cracking Triumph three-cylinder engine and a rugged chassis to bring you the toughness, everyday practicality and outstanding touring credentials of the Tiger 800.

The engine is designed to give you smooth, accessible torque when you need it. And the strong steel frame and long travel suspension are built, not just to survive, but excite on road or trail.

We built the Tiger 800 for a purpose, and that's what gives it its style.

There are no side panels. Just essential covers and a screen for a look that reflects how this bike should be used.

With minimum painted surfaces - just the fuel tank and front mudguard - the Tiger 800 can take knocks and spills and still look good.

And with its purpose-made luggage, extended fuel range and spacious riding position you get a bike with a thirst for long distance riding.

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### ENGINE

#### Performance

The three-cylinder engine is purpose made for its all-rounder, adventure role.

The 800cc, fuel-injected powerplant makes a strong 95PS and peak torque of 79Nm, but just as important, it's muscular and willing right across its rev range to give you drive and urgency when you need it without having to work the gearbox first.

The engine communicates and stirs, inspiring rides for the sake of riding, as only a three-cylinder can, then delivers the kind of performance that makes it absolutely ideal for its role.

#### Transmission

The transmission is just as tough and dependable as the rest of the Tiger 800, yet the clutch action is light and predictable. Giving you a bike that's useable in off-road situations or just riding in heavy traffic. Changing gears through the six-speed gearbox is smooth and reliable too, and thanks to the generous spread of engine torque, you get a wide spread of ratios to suit all kinds of riding conditions. The chain final drive is ideal for the best off-road suspension performance and even lets you change the overall gearing if you want.

#### High level silencer

At its core is the Triumph signature three-cylinder engine with its triple down pipes tucking tightly into one that flows back and up to the high level silencer.

ENGINE	
TYPE	Liquid-cooled, 12 valve, DOHC, in-line three-cylinder
CAPACITY	800cc
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

## CHASSIS

### Frame

The backbone of the Tiger 800's chassis is its tubular steel trellis frame recognisable by the twin tubes running down each side of the engine. And we made the girder-like rear subframe super strong to cope with heavy touring loads. The engine is important here too, engineered as a fully stressed and crucial component of the chassis, adding strength so the frame can be lighter for better agility.

### Suspension

We never stop honing suspension until we get it just right. And the Tiger 800 is no exception. So at the front there are 43mm inverted forks, carefully matched to the single rear unit and aluminium, twin-sided swingarm that together offer enough travel for off-road use. As well as that, with such effective damping the bike is plush and controlled on the road too. You can even adjust the rear spring preload hydraulically to deal with any load you need.

### Brakes

We gave the Tiger 800 two-piston sliding callipers at the front and 308mm floating discs that give you enough stopping force on the road but won't be too fierce in slippery off-road riding.

### Wheels

We fit cast aluminium, 17 inches at the rear and 19 inches at the front to suit a wide selection of tyres.

### Riding position

The upright and spacious riding position of the Tiger 800 works just about anywhere. It's comfortable enough for you to spend hours in the saddle touring. Around town it helps you see ahead over cars and other obstacles. And off road it gives you perfect control.

### Adjustable seat height

You can adjust the seat height without tools between 810mm and 830mm for better access for shorter riders or just to suit different kinds of riding.

Your passenger is well looked after too with a comfy riding position and supportive seat with large grab handles.

### Handlebars

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

CHASSIS	
FRAME	Tubular steel trellis frame
SWINGARM	Twin-sided, cast aluminium alloy
FRONT WHEELS	Cast aluminium alloy 10-spoke 19 x 2.5in
REAR WHEELS	Cast aluminium alloy 10-spoke 17 x 4.25in
FRONT TYRES	100/90 -19
REAR TYRES	150/70 R17
FRONT SUSPENSION	Showa 43mm upside down forks, 180mm travel
REAR SUSPENSION	Showa monoshock with hydraulically adjustable preload, 170mm 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, TPMS ready, service indicator, switchable ABS and clock

## COLOUR OPTIONS



Sapphire Blue



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.