

**PRESS RELEASE****EMBARGO: Friday 28 February 2025, 7.00am GMT (2pm Thailand Time)****TRIUMPH LAUNCHES MOTO2™ GEARBOX UPDATE**

- **Triumph launches its biggest change since powering the Moto2™ grid with the introduction of a race gearshift pattern within the production gearbox**
- **The position of neutral has been moved and locked out for seamless shifting**

For the 2025 Moto2™ season, Triumph has launched a race gearshift pattern, the biggest change by Triumph since becoming the Exclusive Engine Supplier in 2019. The sequence of the gears has been changed so neutral now sits at the top of the order, removing the need to pass through neutral while racing, allowing for even more performance.

The 765cc triple powerplants are production-derived, helping keep costs for the category down, and have previously utilised the mass-production gearbox which features neutral between first and second gear through which the riders must shift.

In Triumph's commitment to continual development and enhanced performance, the Moto2 engines used in 2025 now feature a race gearshift pattern. Neutral has been moved to the top of the order and locked out which means that riders don't need to move through neutral whilst on track.

Triumph has achieved this by a comprehensive redesign, introducing a new selector drum with revised tracks which allow the gears to engage in their new positions. Billet machined to achieve the optimum design geometry, mass and inertia, the bespoke geometry also accommodates the new mechanical neutral lockout, which can only be activated by the rider, giving riders the freedom to engage between 1st to 6th gear without passing neutral when racing.

When riders need neutral in the pitlane or on the start-line, they can select neutral only by manually deactivating the lockout. All of this is housed within a new crankcase specifically developed for this season's Moto2 engine.

**TRIUMPH MOTORCYCLES LTD**

Steve Sargent, Chief Product Officer, Triumph Motorcycles said: “Ever since we became the Exclusive Engine Supplier in Moto2, we have always been committed to continual development and improvement. We have provided more power and more revs, and now there’s a new gearshift sequence, showing that we are never sitting on our laurels. The new shift pattern allows riders to seamlessly move through the gearbox without the need to pass through neutral, further optimising track performance from the production-derived 765cc triple. The feedback from the riders has been very positive so far and we are looking forward to seeing it in action this season.”

Iqra Hamid, Senior Design Engineer, Triumph Motorcycles added: “This season we've taken another step up in performance with the introduction of our new race gearchange system. Until now, it has been based on our road engine architecture and, despite delivering record-breaking performance each year, there is always room for engineering improvement. The 2025 Moto2 engine update looks to build upon this. Designed and tested over the last year, the new gearchange system will allow racers to extract even more potential from the Moto2 gearbox and engine and maintain their sole focus on their goal: winning.

“The new update has followed a two-phase development process, with elements created specifically for this. We started with the off-bike concept and durability testing to ensure the new system not only functions as intended but can withstand the demanding race loads. Once validated, we progressed to the in-bike test phase where we replicated race conditions and further assessed operation, durability and performance on track. With such a comprehensive testing process, we are confident of further improving performance whilst maintaining our reliability in the Moto2 class and we're excited to see this translate to the track.”

Carlos Ezpeleta, Chief Sporting Officer, Dorna Sports commented: “Triumph have been breaking records in Moto2 since they arrived, so for us it’s even more impressive that they continue to keep pushing to innovate. This new gearbox update speaks to their commitment to Moto2 and the opportunities the MotoGP paddock offers to provide a racing laboratory for partners to take their cutting-edge technology to the racetrack. We’re sure the riders will be big fans of this update and that will translate into even better racing.”

**– END –**

For further information contact:

Lisa Jones, Global PR, and Events Manager at [lisa.jones@triumph.co.uk](mailto:lisa.jones@triumph.co.uk)

**TRIUMPH MOTORCYCLES LTD**

## **Notes to Editors ABOUT TRIUMPH**

- First established in 1902, Triumph Motorcycles celebrated 120 years of motorcycle manufacture in 2022. For more than three decades, Triumph Motorcycles has been based in Hinckley, Leicestershire, and has produced iconic bikes that perfectly blend authentic design, character, charisma, and performance.

### **A GLOBAL BRITISH SUCCESS STORY**

- Record global sales of 104,899 motorcycles were delivered in 2024, through a network of 839 dealers in 68 countries, confirming Triumph Motorcycles' position as the largest British motorcycle manufacturer.
- Triumph currently employs around 3,000 personnel worldwide and has subsidiary operations in the UK, North America, France, Germany, Spain, Italy, Japan, Sweden (Scandinavia), Benelux, Brazil, China, and Thailand as well as a network of independent distributors. Triumph has manufacturing facilities in Hinckley, Leicestershire, and Thailand plus CKD facilities in Brazil and India.

### **A WORLD-CLASS RANGE**

- With a laser-sharp focus on what riders across the world are looking for, a passion to deliver the perfect ride for every customer, and attention to detail that delivers the highest quality motorcycles, Triumph offers a growing range of category-leading motorcycles spanning Modern Classics, Roadsters and Adventure bikes. From the accessible Speed 400cc TR series to the Rocket 3 with its powerful 2500cc engine, every model exemplifies Triumph's iconic style, quality and performance.
- Delivering a fun, agile and confidence-inspiring ride for riders of all ages and experience levels, the Speed 400 and Scrambler 400 X launched in 2023 with a brand-new single engine platform (TR Series), representing incredible value for money and bringing Triumph to a whole new generation of riders.
- The Modern Classics feature Triumph's legendary Bonneville twin engine. Famously named to celebrate Triumph's 1956 land speed record on the Bonneville Salt Flats in Utah, USA, the Bonneville was the original British superbike and a race-winner straight out of the crate, chosen by famous motorcyclists of the past for its handling, style, and character. Now, the Bonneville family has evolved, with rider-focused technology and cool custom style. The range includes the Bonneville Bobber, Speedmaster, Thruxton RS, Speed Twin 900, Speed Twin 1200, Scrambler 900, Scrambler 1200 and the iconic Bonneville T120 and T100.
- The Roadsters start with the agile and popular Trident 660 and sporty Daytona 660 then the Street Triple 765, and finally the Speed Triple 1200 RS. For adventure riders, Triumph has a complete line-up of epic Tigers, starting with the Tiger Sport 660 and Tiger Sport 800, moving up to the Tiger 900 range, and finally to the Tiger 1200 range.

## **TRIUMPH MOTORCYCLES LTD**

- In 2023 Triumph officially claimed the GUINNESS WORLD RECORDS™ title for 'The greatest distance travelled on a motorcycle in 24 hours (individual)'. Riding a factory-specification Tiger 1200 GT Explorer on the High-Speed Ring at the Nardò Technical Center in Italy, 5x Enduro World Champion and Triumph Global Ambassador Iván Cervantes travelled more than 4012km in a 24-hour period, beating the previous record of 3406km by a huge margin of more than 600km.

## TRIUMPH RACING

- Triumph has a glorious racing history, competing in and winning races in almost every class and field of motorcycle sporting achievement.
- From winning the second ever Isle of Man TT in 1908, through to 1960s road and track success in Europe and America, right up to contemporary racing achievements with the Triumph triple powered 2014 and 2015 SuperSport titles and World SuperSport racing, Isle of Man SuperSport TT wins in 2014 and 2019, courtesy of Gary Johnson and Peter Hickman, plus an average speed of over 130mph 2023 by Peter Hickman on his Triumph STR765, and a thrilling last-lap victory at the legendary Daytona 200 by Brandon Paasch on the Street Triple 765 in 2022.
- Triumph's racing legend continues as the exclusive engine supplier to the FIM Moto2™ World Championship since the start of the 2019 season. Triumph Motorcycles provides all the teams with race-tuned 765cc triples, each of which is based on the class-leading Street Triple RS powerplant. Redefining the class, Triumph broke record after record in the inaugural year, including the first ever +300km/h Moto2™ top speed. Reflecting these great successes, the wonderful feedback, and partnerships that Triumph have had with the riders and their teams, and the incredible response from Triumph fans across the world, Triumph and Dorna, decided to extend the relationship in 2021 and again in 2023, signing a new contract for another five years of racing: 2025 – 2029.
- Triumph is working with PTR Triumph Factory Racing to participate in the 2025 World Supersport Championship. Tom Booth-Amos will be joined by Oli Bayliss, racing on the Street Triple 765. Macadam Triumph Factory Racing continues with British Supersport riders Luke Stapleford (2024 vice-champion) and Max Wadsworth. In the National Sportbike Championship, the team has a four rider lineup on the Daytona 660; Brodie Gawith, Jayden Martin, Katie Hand and Lewis Smart.
- In 2023, Triumph announced its intention to compete in the 2024 MXGP/MX2 and SuperMotocross World Championships, and after a successful first season, now lines up for SuperMotocross in 2025 with a four-rider team. Jalek Swoll, Austin Forkner, Jordon Smith, Stilez Robertson will race for the British manufacturer, who will compete on both coasts of Supercross and the full Pro Motocross series with the TF 250-X. In the FIM MX2 World Championship Camden McLellan will compete for a second year aboard Triumph machinery, while Guillem Farres joins the team. Mikkel Haarup remains as a test rider (due to age restrictions in the MX2 category).

## TRIUMPH MOTORCYCLES LTD

- In September 2024 Triumph revealed Motorsport legend and former world champion Paul Edmondson has officially been appointed Team Manager of Triumph Racing's enduro programme, which will see the brand represented at the highest levels of enduro competition worldwide. In December 2024 Jonny Walker took Triumph's first FIM SuperEnduro World Championship podium in Gliwice, Poland with third place, a feat he repeated at the second round in Riesa, Germany in January.

## **TRIUMPH MOTORCYCLES LTD**