

PRESS RELEASE**EMBARGO: Tuesday 3rd October 2023, 12noon BST (1pm CEST)**

TRIUMPH REVEALS NEW SCRAMBLER 1200 LINE UP FOR 2024

- **Updated Scrambler 1200 XE** - For the road, for adventure touring, for extreme off-road fun
- **New Scrambler 1200 X** - For the road and beyond, built to be more accessible.

Triumph is launching its Scrambler line-up for 2024, with the introduction of the new, more accessible Scrambler 1200 X, and an enhanced top-specification Scrambler 1200 XE.

Featuring Triumph's high-power 1200cc Bonneville engine with torque-rich performance, off-road ready 21-inch front wheel and Triumph's premium quality and finish, the two new models look set to raise the bar even higher for performance and style in the Scrambler category.

The new Scrambler 1200 X delivers the same exceptional core capability, commanding riding position, and torque-rich performance Scrambler customers love, combined with a generous specification of equipment and technology. Built to be more accessible, the Scrambler 1200 X has a seat height of 820mm, reducing to 795mm with the accessory low seat, a generous dedicated specification that offers exceptional functionality at a more competitive price and a 10,000mile (16,000km) service interval to lower the cost of ownership.

The cool and capable Scrambler 1200 XE also hits the road in the new year sporting updates including latest-generation Brembo Stylema[®] calipers, new suspension with enhanced adjustability, enhanced styling details and improved touring capability.

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Steve Sargent, Chief Product Officer said: “Built for both on-road and off-road adventures, the new Scrambler 1200 XE sets an even higher bar for performance, capability, and modern classic style. The Scrambler 1200 X is a new choice for our customers, optimised to deliver the specification riders have asked for, with a lower seat height, even more competitive pricing, and an even better road ride than the previous Scrambler 1200 XC.”

With a high specification and technology that customers value, the new Scrambler 1200 X features:

- New Marzocchi™ suspension, 45mm USD forks and RSU with piggyback reservoirs and preload adjustability delivering 170mm wheel travel optimised for road riding
- Advanced rider technology (not fitted to the previous Scrambler XC) to make the Scrambler X even better on the road, including new optimised cornering ABS, switchable optimised cornering traction control
- Multifunction instruments with an integrated TFT display
- Five riding modes, including Off-road
- All-LED lighting, including signature DRL headlight, compact taillight, and new slim contemporary indicators (Position light rather than DRL in US, CN, JP)
- USB charging
- Accessory activated connectivity, turn-by-turn navigation, Bluetooth phone & music operation.

Updates for the Scrambler 1200 XE in 2024 include:

- Updated latest generation Brembo Stylema® radial monoblock calipers with twin floating 320mm discs, and single piston Nissin caliper on the rear
- Optimised Marzocchi™ 45mm USD forks and ‘twin-spring’ RSUs with piggyback reservoirs
- New optimised Marzocchi™ suspension with long 250mm wheel travel front and rear, fully adjustable - with enhanced adjustability
- Revised intake & exhaust headers delivering a broader spread of torque through the upper rev range
- Enhanced styling details including stylish new slimline LED indicators and new compact LED taillight

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- Improved touring capability with accessory high screen and rugged luggage system with tail bag accessory options.

THRILLING PERFORMANCE

Both models sport the same 1200cc Bonneville twin engine and torque-rich Scrambler tune with a new, single 50mm throttle body and revised exhaust headers, delivering improved flow and a broader spread of torque through the upper rev-range, from 5,000 RPM through to the redline.

The 2024 models have also been precisely tuned to deliver the perfect balance of power delivery for both on and off-road riding. Peak power now arrives slightly earlier in the rev range, reaching 90 PS at 7,000 RPM, with peak torque of 110 Nm also arriving earlier, at 4,250 RPM.

The unmistakable high-specification twin-exhaust system is completed by brushed stainless steel silencers, delivering that trademark deep and characterful Scrambler tone.

PREMIUM SPECIFICATION

Both variants share the same dedicated tubular steel Scrambler frame, as well as high specification side-laced stainless steel wire spoked wheels with lightweight and durable aluminium rims. The two models provide key ergonomic differences, including different handlebar designs, with the XE measuring 65mm wider than the X ensuring greater control on more challenging off-road terrain. Reversible risers enable riders to adjust the handlebar position, and the XE also features a removable spacer, for a 10mm height adjustment. Expanding ergonomics even further, the XE also boasts adjustable foot controls to suit a variety of riding styles and footwear.

Both bikes feature a twin-sided, premium cast aluminium swing arm. At 579mm, the XE has a 32mm longer swingarm and a longer wheelbase than the X, enhancing control and confidence on difficult off-road terrain, while the X's shorter wheelbase contributes to an agile and responsive road-ride.

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These bikes are also equipped with top of the range Metzeler tyres. The X benefits from the road-focused, dual-purpose Karoo Street, while the XE variant runs on Metzeler Tourance, contributing to its unparalleled balance of road and off-road capability. For even more extreme off-road capability, the Triumph-approved Michelin Anakee Wild is the tyre of choice.

Both models are kitted out with high specification suspension. The X variant features road biased Marzocchi™ 45mm cartridge forks at the front and suspension units supporting at the rear. The rear suspension units come with piggy-back reservoirs and adjustable preload, allowing customers to fine tune their riding experience on the road and beyond.

The XE has a more off-road focused setup, with optimised Marzocchi™ 45mm forks and premium, twin spring Marzocchi™ suspension units which are fully adjustable and have more incrementality in adjustment for compression and rebound, giving even greater control. This optimised suspension provides a significant 250mm of wheel travel front and rear for unparalleled off-road capability and ground clearance.

STATE OF THE ART EQUIPMENT

When it comes to braking, both models feature state of the art equipment for guaranteed efficiency across road and dirt. The XE boasts powerful latest generation Brembo™ Stylema® radial Monoblock front callipers with twin 320mm floating discs, providing class-leading braking performance. While the front is taken care of, the rear is held down by a 255mm disk with a Nissin caliper, further maximising braking performance.

The X model features twin 310mm floating front discs, with Nissin twin-piston axial callipers. Meanwhile, the rear is supported by a 255mm rear disc and a Nissin floating brake caliper, to deliver a confident braking performance on the road. The front brake lever position can also be adjusted to the rider's preference on both models.

FEATURING NEW AND IMPROVED RIDER-FOCUSED TECHNOLOGY

The Scrambler X and XE both feature optimised cornering ABS and optimised cornering traction control, regulating intervention to deliver and maintain optimum traction at any lean angle.

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Five rider modes are available for the Scrambler 1200 X, each with their own dedicated throttle response and specific ABS and traction control settings. Riders can choose from Sport, Road, Rain, Off-Road and Rider Configurable, while the XE also has Off-Road Pro to allow the experienced rider complete uninterrupted control for the most challenging off-road riding.

Greater riding stability is achieved thanks to a high specification Inertial Measurement Unit (IMU) which has been developed in conjunction with Continental. This system enables the optimisation of cornering ABS and Traction control, automatically selecting the correct setting by measuring roll, pitch, yaw, and acceleration rates to calculate lean angle. With particular focus on enhancing the overall riding experience, the X and XE are both equipped with a torque assist clutch.

The Scrambler 1200 XE features integrated and customisable full colour TFT instruments. Two minimal and stylish information layout design themes are available, each with a further three options to change the level of information displayed. The choice between a high or low contrast display is also available, as well as personalised start up screen to make the latest Scrambler XE feel more like your own.

The Scrambler 1200 X features a dedicated hybrid multi-function LCD/TFT display, incorporated in an elegantly styled circular instrument dial. This compact, and minimal display can be easily read at a glance.

UNMISTAKABLE SCRAMBLER CUSTOM STYLE

Both models feature the key elements that make the Scrambler simply unmistakable, from their distinctive silhouettes to the signature high-level twin exhaust design and beautifully sculpted fuel tank. Both models feature a classic one-piece ribbed bench seat, in black for the XE and brown for the X and both boast enhanced styling details in the form of a new slimline indicator design and compact taillight housing.

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The bikes are complete with a variety of striking finishes and details, including sculpted side panels with **brushed aluminium Scrambler 1200 badge**, the iconic Triumph triangle tank badge, a brushed aluminium Monza-style filler cap and brushed stainless strap. The XE is finished with brushed aluminium mudguards, while the X features high quality painted mudguards.

There are three unique colour schemes available for each model. The Scrambler 1200 XE will be available in contemporary Phantom Black & Storm Grey, which features red accents, the bold new Baja Orange & Phantom Black, or ever-popular Sapphire Black. The Scrambler 1200 X is available in rich Carnival Red, cool Ash Grey, or classic Sapphire Black.

TAILOR YOUR SCRAMBLER

More than 70 genuine accessories are available to bring an even greater touring capability, ranging from heated grips, 35 litre tail bag and high 'Dakar' screen, to high-level front mudguard, handlebar brace and stainless-steel engine bars. The complete rugged luggage system now offers 102 litres of total stowage capacity.

THE ORIGINAL SCRAMBLERS & TODAY'S SCRAMBLER SCENE

The new Scrambler 1200 line-up can trace its roots directly back to the original Scrambler scene of the early 1950's, where Triumph played a pivotal role and set the template for what made a Scrambler great. Building the leading bikes of the day, stripped back with straight-through 'twin pipes' fitted high or low slung and chopped off – Triumphs were the original desert sleds. These inspired the world's first production scramblers, with the Bonneville T-120TT and the TR6'SC'. In 2006, with the launch of the very first 'modern era' Scrambler, Triumph again delivered the genesis of a new category. This triggered the world of Scramblers we see today and a whole new global fan base, from urban riders to movie stars, even featuring in the latest Bond film, *No Time to Die*.

ON THE ROAD

The Scrambler 1200 X will start from £11,895 OTR, and the Scrambler 1200 XE will start from £13,295 OTR. Orders can be placed now at Triumph dealers, with bikes arriving for retail from January 2024.

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SPECIFICATIONS

ENGINE AND TRANSMISSION

	Scrambler 1200 X	Scrambler 1200 XE
Type	Liquid cooled, 8 valve, SOHC, 270° crank angle parallel twin	
Capacity	1200 cc	
Bore	97.6 mm	
Stroke	80 mm	
Compression	11:1	
Maximum power	90 PS / 89 bhp (66.2 kW) @ 7,000 rpm	
Maximum torque	110 Nm (81.1 ft lb) @ 4,250 rpm	
Fuel system	Ride by wire, multipoint sequential electronic fuel injection	
Exhaust	Brushed high level twin-outlet silencer	
Final drive	X-ring chain	
Clutch	Wet, multi-plate assist clutch	
Gearbox	6-speed	

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CHASSIS

	Scrambler 1200 X	Scrambler 1200 XE
Frame	Tubular steel, with steel cradles	
Swingarm	Twin-sided, aluminium fabrication	
Front wheel	Tubeless 36-spoke 21 x 2.15in, aluminium rims	
Rear wheel	Tubeless 32-spoke 17 x 4.25in, aluminium rims	
Front tyre	90/90-21	
Rear tyre	150/70 R17	
Front suspension	Marzocchi Non-adjustable USD forks 170mm wheel travel	Marzocchi Ø45mm 1+1 forks, fully adjustable 250mm wheel travel
Rear suspension	Marzocchi twin RSUs with piggyback reservoir, preload adjustable 170mm wheel travel	Marzocchi twin RSUs with twin-springs and piggyback reservoir, fully adjustable 250mm wheel travel
Front brakes	Twin 310 mm floating discs, Nissin 2-piston axial calipers, OC-ABS	Twin 320mm discs, Brembo Stylema 4-piston M4.30 radial monobloc caliper, OC-ABS
Rear brakes	Single 255mm disc, single piston floating Nissin caliper, ABS	
Instruments	Multi-functional LCD instruments with TFT display	Full-colour TFT instruments

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DIMENSIONS AND WEIGHTS

	Scrambler 1200 X	Scrambler 1200 XE
Length	2273 mm	2330 mm
Width (handlebars)	834 mm	905 mm
Height without mirrors	1185 mm	1250 mm
Seat height	820 mm (795mm with accessory low seat)	870 mm (845mm with accessory low seat)
Wheelbase	1525 mm	1570 mm
Rake	26.2°	26.9°
Trail	125 mm	129.2 mm
Wet weight	228 kg	230 kg
Fuel tank capacity (usable)	15 litres	15 litres

FUEL CONSUMPTION AND EMISSIONS

	Scrambler 1200 X	Scrambler 1200 XE
Fuel Consumption**	TBC (subject to final homologation)	
CO2 Figures**	TBC (subject to final homologation)	
Standard**	EURO 5b	

**Not to be declared for AU/NZ

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SERVICE

	Scrambler 1200 X	Scrambler 1200 XE
Service interval	10,000 miles (16,000 km), or 12 Months, whichever comes first	

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For further information contact:

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**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.
- With more than 83,389 motorcycles delivered in calendar year 2022, and on track to reach a milestone 800 dealers across the world in 2023, Triumph is the largest British motorcycle manufacturer.
- This focus, innovation and engineering passion has today created a broad range of bikes suited to all motorcycle riders, including the stunning Speed Triple 1200 RR, Tiger Sport 660 and Trident 660, all-new transcontinental Tiger 1200 and epic Tiger 900, world leading Rocket 3 R and GT, the new high-performance Street Triple 765 RS, iconic Scrambler 1200, and the legendary Triumph Bonneville family including the Bonneville Bobber, Thruxton RS, Speed Twin 900 Twin, Scrambler 900, and the iconic Bonneville T120 and T100 and the stunning Chrome Collection modern classics.
- 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, India, 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.
- The Triumph Bonneville, famously named to celebrate Triumph's 1956 land speed record on the Bonneville Salt Flats in Utah, USA, was the original British superbike and a race-

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winner straight out of the crate, chosen by famous motorcyclists of the past for its legendary handling, style, and character. Recently updated with even more performance, capability, and style, it's that handling, character and iconic looks, married to modern rider-focused technology that makes the new Bonneville family THE authentic modern classic choice today.

- 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 domination 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. The 765 Triumph Triple has so far achieved 73 race and outright lap records, enabled 21 different riders to win a Moto2™ race, with 8 different winners in 2022 alone. A 300km/h top speed has been reached at least once in each season, with the bar being moved even higher during practice at the 2023 Italian Grand Prix, when both Celestino Vietti and Darryn Binder recorded the highest ever top speed in Moto2™ of 301.6 km/h. Triumph 765cc triples have raced more than one million kms, proving the engine's outstanding performance and reliability.
- In 2021 Triumph announced its forthcoming entry into the Motocross and Enduro worlds as well as a new factory racing effort, with a commitment to top tier championship racing in both Motocross and Enduro series.
- In 2022 Triumph revealed its partnership with Thierry Chizat-Suzzoni, one of the sport's most experienced and successful team owners, who will field two of Triumph's all-new 250cc 4-stroke MX bikes in the 2024 MX2 class and will add an entry into the 450cc MXGP class in 2025, and with Team Principal Bobby Hewitt and Team Manager Stephen 'Scuba' Westfall to field its all-new Triumph 250cc 4-stroke MX bikes in the 2024 supermotocross World Championship, which is comprised of the Monster Energy Supercross World Championship, and the Pro Motocross Championship, with three season-ending supermotocross rounds. For the 2025 season Triumph will additionally field its new 450cc bike in the supermotocross World Championship.
- In 2023 Triumph officially claimed the GUINNESS WORLD RECORDS™ title for 'The greatest distance 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

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more than 4012km in a 24-hour period, beating the previous record of 3406km by a huge margin of more than 600km.

- In 2023, Triumph launched the Speed 400 and Scrambler 400 X: two all-new models. Designed from the ground-up with a brand-new single engine platform at their heart, these new models have been designed to deliver a fun, agile and confidence-inspiring ride for riders of all ages and experience levels. Conceived and designed in Hinckley, UK, these accessible new models represent incredible value for money and bring Triumph's iconic style, quality and performance to a whole new generation of Triumph riders.

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