

PRESS RELEASE

EMBARGO: Tuesday 31 October 2023, 12noon GMT (UK Time)

TRIUMPH RAISES THE BAR NEW TIGER 900 RANGE FOR 2024

- **New Tiger 900 range** delivers more performance, more capability, more all-day comfort, and more attitude
- **Significant engine upgrade** delivering 13% more power, higher peak torque of 90Nm and 9% better fuel economy
- **All-new active safety features and new 7" TFT instruments** providing more capability
- **New rider seat and damped handlebar mounting system** to provide more long-distance comfort

Delivering more power, torque, capability and comfort, the new Tiger 900 range from Triumph Motorcycles is raising the bar for middleweight adventure bikes in 2024. The new line-up includes the Tiger 900 GT, GT Pro and Rally Pro, each providing a significant step-up in performance and specification.

The Tiger 900's trademark three-cylinder engine has received a major update, including revised engine components, which provides 13% more power than the previous generation, giving 108PS of peak power and a higher peak torque of 90Nm. The new engine also offers greater tractability lower in the rev range. With its T-plane crank and offset firing intervals, the Tiger 900 maintains its characterful and distinctive performance and sound, as well as achieving enhanced performance throughout the whole rev range and up to 9% better fuel economy.

All-new active safety features provide more capability across the range, including enhanced braking for better control and reduced stopping distances, and a new emergency deceleration warning system, which activates **the rapid flashing of the rear light** when braking rapidly and automatically deactivates when you pull away.

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New marker lights provide a prominent silhouette especially at night and in poor visibility. The new range also features new 7" TFT instruments, with new graphics and menu system and a new USB-C cockpit charger, as well as My Triumph Bluetooth connectivity as standard on all models.

The new rider seat is flatter and roomier, with heated seats on both Pro models, designed specifically to provide more long-distance comfort. With 20mm adjustability on the seat height for all models, and an accessory heated low rider seat available which reduces the seat height by a further 20mm. This offers GT models with a potential seat height as low as 800mm, which combined with the narrow stand over width, improves accessibility.

A new damped handlebar mounting system creates a more comfortable ride, plus the enhanced handlebar position on the Rally Pro, with the bars 15mm closer, facilitates a more agile ride while sitting or standing.

Bringing even more Tiger attitude, the 2024 range has new bodywork across the beak, cockpit and side panels in an integrated design that gives each motorcycle an aggressive, adventure focused stance. New contemporary and dynamic paint schemes and graphics complete the look.

A new Akrapovič silencer heads up the comprehensive list of more than 50 accessories, plus customers can choose from four tailored accessory packs, the Performance, Protection, Trekker and Expedition kits.

The new range retains all of the Tiger 900's class-leading specification:

- Optimised cornering ABS and traction control with IMU
- Up to six riding modes including Road, Rain, Sport and Off-Road, plus Rider Configurable for the GT Pro and Rally Pro, and Off-Road Pro for the Rally Pro only
- All-LED lighting, including signature DRL headlight and compact taillight (Position light rather than DRL in US, CN, JP)
- Triumph Shift Assist (GT Pro & Rally Pro)
- Heated grips and seats (GT Pro & Rally Pro)
- Illuminated switches

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- Tyre pressure monitoring system (GT Pro & Rally Pro)
- Brembo Stylema® Monobloc brakes
- Model-specific premium specification suspension tuned for maximum road & off-road capability
 - The GT features Marzocchi 45mm USD adjustable cartridge forks, rear suspension unit with manually adjustable preload and rebound damping and 180mm fork travel & 170mm rear wheel travel
 - The GT Pro features Marzocchi 45mm USD fully adjustable cartridge forks, rear suspension unit with electronically adjustable preload and rebound damping and 180mm fork travel & 170mm rear wheel travel
 - The Rally Pro benefits from Showa 45mm USD adjustable cartridge forks with manual preload, rebound and compression damping and a rear suspension unit with fully adjustable manual preload and rebound damping, 240mm fork travel & 230mm rear wheel travel
- Lightweight modular frame
- Adjustable screen & 20mm adjustable seat height
- 20 litre fuel tank

MORE PERFORMANCE

Unique to Triumph, the T-plane crank engine with its 1,3,2 firing order and distinctive, raspy triple exhaust bark, has been further developed for the new Tiger 900 range.

Engine revisions have resulted in a power increase of 13% taking the Tiger 900 from 95PS to an impressive 108PS. This has been achieved while gaining more torque and tractability at low RPM. The increased power can be felt throughout the rev-range, with a more muscular mid-range and improved acceleration.

On the road the new Tiger 900 is agile and easy to ride at low speeds, but with plenty of performance for rapid bursts of acceleration and effortless high-speed touring. In more technical off-road situations, the fine throttle control is intuitive and confidence-inspiring.

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Each model benefits from a specific suspension set-up, designed to meet the needs of the rider for each model.

The GT is fitted with high-quality Marzocchi™ suspension with adjustable compression and rebound damping. With 180mm of fork travel and 170mm of rear wheel travel, the set-up has been tuned specifically for the GT to deliver excellent road handling and long-ride comfort with the capability to tackle off-road terrain.

The GT Pro also uses Marzocchi™ suspension. Adjustable forks are matched to an electronically adjustable rear suspension unit — this allows for easy and convenient preload adjustments at the touch of a button to suit riders travelling solo, with a pillion or fully loaded.

The Rally Pro uses Showa™ suspension, offering riders adjustability and a generous 240mm front and 230mm rear wheel travel. This high-quality progressive suspension set-up provides capability and versatility on all roads.

Complementing this specific suspension, the road-focused GT and GT Pro have lightweight cast alloy wheels, 19" at the front and 17" at the rear, for the perfect balance between road handling and off-road capability. The Rally Pro uses tubeless spoked wheels with a 21" front for pure off-road performance and features a broad tyre choice.

Best in class Brembo Stylema™ brake calipers are fitted to all three new Tiger 900 models, ensuring effective stopping power and a sensitive lever feel that helps to keep braking powerful, smooth and controlled.

MORE CAPABILITY

The new Tiger 900 for 2024 features new active safety features to improve visibility on the road, including a new emergency deceleration warning system, which activates **the rapid flashing of the rear light** when braking rapidly and automatically deactivates when you pull away. In addition, new marker lights provide a prominent silhouette especially at night and in poor visibility.

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Optimised cornering ABS and Traction Control comes as standard across all three Tiger 900 models. Together with the ride-by-wire throttle, the level of assistance can be altered with four different standard riding modes — Road, Rain, Sport and Off-Road.

The GT Pro has five modes with the additional Rider Programmable mode allowing fine tuning to suit the rider's preferences and riding style. The Rally Pro has six modes with the extra Off-Road Pro mode disabling ABS and traction control completely to allow the Tiger 900 Rally Pro's capability to be fully utilised off road.

The new enhanced braking system automatically balances front and rear braking effort, working in harmony with the optimised cornering ABS system, to improve stability under hard braking while significantly reducing stopping distances.

Triumph's Slip and Assist clutch system is fitted to all three Tiger 900 models, giving light clutch lever action to reduce rider fatigue, especially for congested urban riding conditions and for technical off-road riding. This system also improves rear wheel control under rapid deceleration, assisting with smooth and assured corner entry on a range of surfaces.

The Pro models are also equipped with the Triumph Shift Assist system. This allows clutch-less gear changes both up and down the gearbox for seamless acceleration and super-smooth deceleration.

The My Triumph Connectivity System is now standard on all Tiger 900 models. Music, phone and turn by turn navigation can all be accessed via the new intuitive and easy-to-read 7" TFT display which is bonded to the glass for a crisp, non-reflective image. Heated grips and seats plus a Tyre Pressure Monitoring System (TPMS) are also standard on both Pro models.

MORE ALL-DAY COMFORT

The seat has been redesigned for enhanced long-distance comfort whilst retaining the ease of movement for the rider to find their perfect ergonomic position. All models feature 20mm of adjustability, as well as heated seats for both Pro models, for optimum comfort in all weathers.

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A new damped handlebar mounting system creates a more comfortable ride, while the handlebar position on the Rally Pro has been moved back by 15mm. This slight reduction in reach improves seated comfort while also improving rider control and bike agility in the standing position when riding off-road.

Even the shape of the 20-litre fuel tank has been carefully considered to provide the perfect seated riding position without compromising control when standing. An adjustable screen with five settings spanning 50mm, ensures all riders can enjoy excellent high-speed wind protection.

MORE ATTITUDE

The aggressive Tiger styling and distinctive adventure-focused stance has been revised and sharpened. The new bodywork now has a cleaner, more integrated design that flows beautifully from the beak, through the cockpit and into the side panels.

Three striking new paint schemes and graphics are available for each model. The GT and GT Pro are available in Snowdonia White as standard, with two premium paint options, Graphite and Sapphire Black, and Carnival Red and Sapphire Black. The Rally Pro is available in Carbon Black and Sapphire Black, with the option to upgrade to the striking Ash Grey and Intense Orange or Matt Khaki Green and Matt Phantom Black.

ACCESSORIES

Over 50 accessories and four accessory kits are available for the new Tiger 900 range. The fully loaded Performance accessory pack includes a brand new Akrapovič silencer, the first of a number of new exhaust systems developed in partnership. With a lightweight titanium design with carbon end caps, the new silencer delivers a 1kg weight saving and an even better sound. The pack also includes front and rear scrolling indicators with new marker light feature, and billet machined adventure footpegs.

The Protection Pack showcases key practical accessories, lower and upper engine bar kits, tank pad, sump guard, fork protectors, radiator guard and for off-road, a headlight guard kit.

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The Trekker and Expedition packs provide two distinct, tailored luggage options for extended touring or off-road adventures.

ON THE ROAD

Triumph's Chief Product Officer Steve Sargent said: "The Tiger 900 already has an excellent reputation as an award-winner and rally competitor, enjoying success against production motorcycles as well as purpose-built off-road machines. In fact, the Tiger 900 Rally Pro was used by World Enduro Champion Iván Cervantes, securing champion titles at the Baja Aragón Rally, 1000 Dunas Raid and Bassela Enduro in 2022.

"With such an impressive pedigree, we needed to set ourselves a high target to improve the new Tiger 900. We were focused on raising the game in the middleweight category all over again. As a result, we've delivered a significant step-up, with more performance, more capability, more all-day comfort, and an aggressive style and poise."

The Tiger 900 GT will start from £12,195 OTR, the Tiger 900 GT Pro from £13,895 OTR and the Tiger 900 Rally Pro from £14,495 OTR. **(Market to update)**

Orders can be placed now at Triumph dealers, with bikes available for delivery from early 2024.

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SPECIFICATIONS

ENGINE AND TRANSMISSION

| | Tiger 900 GT | Tiger 900 GT Pro | Tiger 900 Rally Pro |
|----------------|--|------------------|---------------------|
| Type | Liquid Cooled, 12 valve, DOHC, inline 3-cylinder | | |
| Capacity | 888 cc | | |
| Bore | 78.0 mm | | |
| Stroke | 61.9 mm | | |
| Compression | 13.0:1 | | |
| Maximum power | 108 PS / 106.5 bhp (79.5 kW) @ 9,500 rpm | | |
| Maximum torque | 90 Nm (66 ft lb) @ 6,850 rpm | | |
| Fuel system | Multipoint sequential electronic fuel injection with electronic throttle control | | |
| Exhaust | Stainless steel 3 into 1 header system, side mounted stainless steel silencer | | |
| Final drive | O-ring Chain | | |
| Clutch | Wet, multi-plate, slip and assist | | |
| Gearbox | 6 speed | | |

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CHASSIS

| | Tiger 900 GT | Tiger 900 GT Pro | Tiger 900 Rally Pro |
|------------------|---|---|--|
| Frame | Tubular steel trellis main frame. Fabricated, bolt-on aluminium rear subframe | | |
| Swingarm | Twin sided cast aluminium swingarm | | |
| Front wheel | Cast aluminium, 19 x 2.5 in | | Spoked tubeless, 21 x 2.15 in |
| Rear wheel | Cast aluminium, 17 x 4.25 in | | Spoked tubeless, 17 x 4.25 in |
| Front tyre | Metzeler Tourance™ Next, 100/90-19 | | Bridgestone Battlax Adventure 90/90-21 |
| Rear tyre | Metzeler Tourance™ Next, 150/70R17 | | Bridgestone Battlax Adventure 150/70-R17 |
| Front suspension | Marzocchi 45mm upside down forks, manual rebound and compression damping adjustment, 180mm travel | | Showa 45mm upside down forks, manual preload, rebound and compression damping adjustment, 240mm travel |
| Rear suspension | Marzocchi rear suspension unit, manual preload and rebound damping adjustment 170mm wheel travel | Marzocchi rear suspension unit, electronically adjustable preload and rebound damping 170mm wheel travel | Showa rear suspension unit, manually adjustable preload and rebound damping 230mm wheel travel |
| Front brakes | Twin 320mm floating discs, Brembo Stylema 4 piston Monobloc calipers. Radial front master cylinder, Optimised Cornering ABS | | |
| Rear brakes | Single 255mm disc. Single piston sliding caliper. Optimised cornering ABS | | |
| Instruments | Full-colour 7" TFT instrument pack with My Triumph Connectivity System | | |

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DIMENSIONS AND WEIGHTS

| | Tiger 900 GT | Tiger 900 GT Pro | Tiger 900 Rally Pro |
|------------------------|-----------------------------|------------------|---------------------------------|
| Length | 2305 mm | | 2317 mm |
| Width (handlebars) | 930 mm | | 935 mm |
| Height without mirrors | Adjustable 1410 mm -1460 mm | | Adjustable 1452 mm - 1502 mm |
| Seat height | Adjustable 820-840 mm | | Adjustable 860-880 mm |
| Wheelbase | 1556 mm | | 1551 mm |
| Rake | 24.6° | | 24.4° |
| Trail | TBC | | TBC |
| Wet weight | 219 kg | 222 kg | 228 kg |
| Fuel tank capacity | 20 litres | | |

FUEL CONSUMPTION AND EMISSIONS

| | Tiger 900 GT | Tiger 900 GT Pro | Tiger 900 Rally Pro |
|--------------------|---|------------------|---------------------|
| Fuel Consumption** | 60.4 mpg (4.7 litres / 100 km) | | |
| CO2 Figures** | 108 g/km | | |
| Standard** | EURO 5+ CO2 emissions and fuel consumption data are measured according to regulation 168/2013/EC. Figures for fuel consumption are derived from specific test conditions and are for comparative purposes only. They may not reflect real driving results. | | |

**Not to be declared for AU/NZ

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SERVICE

| | Tiger 900 GT | Tiger 900 GT Pro | Tiger 900 Rally Pro |
|------------------|---|------------------|---------------------|
| Service interval | 6,000 miles (10,000 km) or 12 months, whichever comes first | | |

– END –

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.

A GLOBAL BRITISH SUCCESS STORY

- 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.
- 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.

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- 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, then the Street Triple 765, and finally the Speed Triple 1200 RS and RR.
- For adventure riders, Triumph has a complete line-up of epic Tigers, starting with the Tiger Sport 660, moving up to the Tiger 850 Sport and Tiger 900 range, and finally to the Tiger 1200 range.
- 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.
- 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'

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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.

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