

PRESS RELEASE

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THE TOUGHER IT IS, THE BETTER IT GETS

TRIUMPH REVEALS NEW ENDURO MODELS

- **Specifications revealed for eagerly awaited Competition TF 250-E and TF 450-E**
- **Brand new performance powertrains, developed by Triumph’s world leading engineers in close collaboration with World Enduro Champions**
- **Optimum blend of unparalleled low-speed agility and confidence-inspiring high-speed stability, with unique, lightweight aluminum chassis**
- **Rider-focused ergonomics package for optimal riding comfort**
- **Premium brand components and the latest off-road technology**

Triumph Motorcycles has officially launched the competition only all-new TF 250-E and TF 450-E for model year 2026, designed and developed with World Enduro Champions to excel in competitive racing, across both technical terrain and high-speed sections.

The precision-engineered 250cc and 450cc powertrains deliver class-leading performance, coupled with the optimum blend of unparalleled low-speed agility and confidence-inspiring high-speed stability.

Developed entirely by Triumph in close collaboration with five-time World Champion Iván Cervantes and four-time World Enduro Champion Paul Edmondson, the TF 250-E and TF 450-E share a unique, lightweight aluminum chassis, engineered for agility and strength. The new spine frame design provides exceptional handling and stability across all terrains.

Triumph’s new Enduro models are equipped with premium brand components and feature the latest off-road technology, together with a rider-focused ergonomics package and race-inspired styling. Sleek bodywork, Triumph Performance Yellow graphics, and integrated LED lighting give the bikes a bold, aggressive look that stands out on the start line.

Building on Triumph's reputation for excellent quality and reliability, the new models will also have world-class support, backed by a nationwide network of Triumph Off-Road dealers and a 24/7 parts ordering and supply system.

Steve Sargent: Chief Product Officer, Triumph Motorcycles

"We are entering the competitive Enduro scene with new models that introduce cutting-edge advancements in Enduro performance and technology. Featuring a brand-new chassis and engine platform, the 2026 Enduro models are designed to elevate performance, handling, comfort, and usability, meeting the diverse needs of both professional and amateur riders.

Working with Paul Edmondson's team to test these bikes in real-world environments, our team have refined the agility and performance of these models, ensuring they excel whether a rider is new to Enduro or racing competitively. This level of all-round usability and excellence has not been seen in this sector before."

Paul Edmondson has played a key role in the development and testing of the new range and will be leading the new Triumph Factory Racing Enduro Team into the EnduroGP Championship in April.

Paul Edmondson: Team Manager, Triumph Factory Racing Enduro Team

"Triumph Enduro bikes are built for limitless adventure, engineered with precision handling, powerful engines, and race-proven technology to dominate rugged trails, steep climbs, and unpredictable landscapes with confidence.

From technical enduro sections to untamed wilderness, these bikes deliver exceptional performance, control, and durability - empowering riders to push their boundaries. We have all been working so hard to make these new models as agile, fast, and lightweight as possible, refusing to compromise on functionality or usability."

Precision-Engineered for Enduro Excellence

Triumph has developed a 250cc and 450cc performance racing powertrain, designed for winning performance.

The TF 450-E's 450cc single-cylinder, liquid-cooled engine delivers a class-defining 57.8HP (58.6 PS) and 35.6 lb-ft (49.3 Nm) of torque with a linear power curve, ensuring smooth acceleration across varied conditions, from technical ascents to high-speed straights. Engineered for optimal performance, it powers through to a formidable top-end at 10,500 RPM, making it a true powerhouse for any off-road adventure.

The TF 450-E is designed to excel in high-speed enduro racing, ideal for experienced riders seeking power, speed and versatility on open trails and hills. With its greater low-end and mid-range torque, it tackles hill climbs, sand dunes, and situations requiring less gear shifting with ease. Its smooth, tractable power delivery and controllable, connected engine character ensure riders can feel the bike's rear wheel traction and the seamless transfer of power to the ground.

Triumph's all-new 250 enduro engine is the most powerful engine in its class, delivering responsive, manageable power with a purposeful character, perfectly suited for technical sections, tight enduro challenges, and ideal for riders seeking fun and accessible performance.

Providing 41.7 HP (42.3 PS) of power and 20.5 ft-lb (27.8 Nm) of torque, with a broad power curve and strong bottom-end, the TF 250-E excels in slow-speed technical sections and drives through to a powerful top-end at 12,800 RPM.

Both powertrains have been developed to have more inertia than the motocross engine, providing a more stable, tractable power delivery across diverse, unpredictable race conditions. This is complemented by the six-speed Exedy racing clutch, which allows smooth, clutch-less upshifts, maintaining momentum in tight, technical sections.

Advanced fuel injection and ignition systems manage power efficiently, ensuring instant throttle response and reliable performance throughout demanding rides. A bespoke Dellorto 1.7" (44mm) throttle body provides an air bypass system for cold starts and a manually adjustable idle speed.

Del West titanium valves and a forged König aluminum piston ensure consistent performance during prolonged high-RPM operation, significantly reducing servicing requirements.

For the TF 450-E, the gudgeon pin and rockers are further enhanced with Diamond Like Carbon (DLC) coatings, which improves durability and reduces friction. The high-capacity radiator and auxiliary fan combined with tool-free Dual-stage filter provided by Twin-air, provide consistent engine cooling, ensuring reliable power delivery on long, demanding rides.

Athena Engine Management System

Triumph and Athena have combined their extensive off-road experience to create a perfect synergy, resulting in the development of new software strategies with a strong emphasis on drivability and tractability. The engine management system for the TF 250-E and TF 450-E features completely bespoke software. This new system benefits from co-developed mapping and traction control strategies, specifically tailored by Triumph and Athena to enhance performance and reliability.

Dual Engine Maps adapt performance for different conditions at the touch of a button giving riders the edge to adapt and excel in varying race conditions. Riders can switch between two distinct engine maps on the fly. One for aggressive performance, the other for smoother, more controlled delivery on technical terrain. Additional maps can also be added with the optional Wi-Fi module and the Triumph MX Tune Pro app.

Exhaust System

The lightweight stainless steel exhaust system on the TF 250-E boasts an integrated Helmholtz resonator in the header pipe, enhancing cylinder evacuation and performance.

The TF 450-E features a side-resonator in the silencer, specifically designed for targeted noise attenuation, resulting in a deep, powerful exhaust note.

Lightweight Aluminum Frame

Both models feature Triumph's unique, lightweight aluminum spine frame, with optimized mass, stiffness, and a low center of gravity. This provides exceptional agility, enhanced high-speed stability,

and delivers sharp directional control and confidence. Post-fabrication machining enhances dimensional accuracy while the frame also features in-house hand TIG-welded craftsmanship.

Advanced Suspension System

The fully adjustable KYB coil-sprung 1.9" (48mm) forks and 3-way adjustable linkage-driven rear suspension are specifically tuned for Enduro challenges, ensuring responsive control, excellent power transfer and maximum traction in demanding conditions. With a reduction of .4 inches (10mm) compared to Triumph's motocross models and enhanced settings, it offers an outstanding balance between handling and bump absorption, while minimizing pitch during cornering.

Easy to set up and service, this market-leading suspension offers high-level adjustability for rider weight and riding style, and exceptional tunability for varying terrains, from muddy tracks to rocky paths.

Enduro-specific swingarm geometry ensures accurate front-end feedback, which empowers riders to make rapid adjustments to navigate obstacles, and delivers intuitive and inspiring handling for competition.

Rider-focused technology

Ensuring the new TF 250-E and TF 450-E are best-in-class, both models are equipped with an impressive selection of premium brand specification and cutting-edge technologies, optimizing performance in all conditions.

These can be accessed using intuitive handlebar-mounted controls featuring illuminated buttons for quick and easy adjustments, while the digital speedo screen provides real-time data, including engine temperature, trip information, and gear position.

The advanced traction control system monitors rear-wheel slip and modulates power output to provide consistent grip on unpredictable surfaces, while the optimized launch control manages torque delivery to maximize traction off the line, helping riders achieve consistent, competitive starts. The Triumph-designed quickshifter enables seamless, clutch-less upshifts between second

and sixth gear for uninterrupted power delivery and preserves momentum during race-critical sections.

More premium components, included as standard, include the Galfer performance braking system with 10.2" (260mm) front brake disc and 8.7" (220mm) rear brake disc, combined with Brembo twin .94 "(24mm) piston floating front caliper, a single 1.02" (26mm) piston floating rear caliper and adjustable span brake lever.

Both models are fitted with Michelin Enduro 2 tires, featuring an innovative tread pattern that provides better grip and traction, designed for diverse terrains (soft to hard) and conditions (mud to dry). The D.I.D DirtStar 7000 series aluminum rims, with a black anodized finish and Triumph-designed lightweight cast and machined aluminum hubs completes the look.

Ergonomics and Style for the Modern Racer

Built for the demands of competitive endurance racing, the ergonomics of the TF 250-E and TF 450-E have been designed to maximize both performance and rider comfort. Pro Taper ACF Carbon Core handlebars with adjustable mounts enable riders to personalize the fit and feel, perfecting the positioning between the handlebar, seat, and footpegs. This can minimize fatigue, enhance control during sharp turns, and reduce rider strain during prolonged standing. The ODI half-waffle lock-on grips offer exceptional hold and durability, ensuring control in all conditions.

A 37.6" (955mm) seat height provides optimal clearance while maintaining a manageable stand-over for technical sections while a non-slip Pyramid seat offers excellent grip and a rubbery consistency to improve positioning in both dry and wet conditions. The ergonomic design and high-quality foam padding provide superior comfort, allowing racers to ride longer without discomfort. The seat cover material is highly durable and resistant to wear and tear, making it ideal for off-road conditions. Tough, purposeful, and unmistakably race-ready, both Enduro models are styled with sharp lines and an aggressive stance. They feature aggressive, minimalistic bodywork, developed and manufactured in-house by Triumph to be lightweight and durable. Racing-inspired graphics in Triumph Performance Yellow, Black and White and magnesium engine covers, which also make trackside servicing easier, complete the look.

The 2.2 gallon (8.3 liter) fuel tank provides a long range for long laps, and the compact, integrated LED lights enhance visibility in low-light conditions.

Racing Pedigree

Triumph's globally renowned engineering teams bring expertise in precision engineering, innovation and award-winning quality. These teams are behind Triumph's greatest modern racing achievements, including the Moto2™ championship where Triumph's engines have helped to transform the class, setting new Moto2 lap and speed records at tracks around the world.

From the Monster Energy AMA Supercross Championship to World SuperSport racing, the TF 250-X has earned multiple podium spots. The TF 250 was also the bike of choice for Jonny Walker in the SuperEnduro World Championship, where he took 2nd place overall in 2025. With a team like this and the TF 250-E and TF 450-E on the start line, Triumph is well positioned to begin its Enduro racing program in 2025.

Race-Ready

The all-new TF 250-E or TF 450-E motorcycle are exclusively available as competition use only motorcycles in the United States and Canada. To ensure racers have the highest level of dealer support, there is a nationwide network of qualified Triumph Off-Road dealers offering sales, servicing and parts.

The authorized dealer network also stocks Triumph's dedicated Enduro clothing range, designed in partnership with Alpinestars, including Enduro boots and apparel. The dealer network is backed by a mobile-optimized 24/7 online parts support system, so customers can easily identify the parts they need and find stocking Triumph dealers at any time.

In addition to the high level of specification already included as standard, Triumph has worked with the biggest, premium brands to create a dedicated range of competition accessories to further enhance performance and capability, ranging from an Akrapovič silencer to a radiator shroud graphics kit.

The TF 250-E will start from \$9,795 USD / \$12,395 CAD and the TF 450-E will start from \$10,795 USD / \$13,295. Orders can be placed now at Triumph Dealers with bikes available for delivery from June, 2025.

Watch the launch film on [YouTube](#). For more information or to find your local dealer visit triumphmotorcycles.com.

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TF 450-E Specifications

ENGINE & TRANSMISSION	TF 450-E (Race)
Type	Single Cylinder 4-Stroke SOHC
Capacity	449.9 cc
Bore x Stroke	95 x 63.4
Compression	12.8
Maximum Power	57.8HP (58.6 PS)
Maximum Torque	35.6 lb-ft (49.3 Nm)
System	Dell'Orto 1.73" (44mm) Cable Throttle, EFI
Exhaust	Single Silencer
Final Drive	13/51
Clutch	Steel integrated basket, Wet, Multiple Disc Hydraulic
Gearbox	6 Speed
CHASSIS	
Frame	Aluminum, Spine & Double Cradle
Swingarm	Aluminum Fabrication
Front Wheel	21" x 1.6"
Rear Wheel	18" x 2.15"
Front Tire	90/90 - 21
Rear Tire	140/90 - 18
Front Suspension	KYB 1.89" (48mm) Coil Spring Fork, Compression/Rebound Adjustment, 11.81" (300mm) Travel
Rear Suspension	KYB Coil, Compression Adjustment (High and Low Speed), Rebound Adjustment, 12.32" (313mm) Travel
Front Brakes	Single, 10.24" (260mm) Galfer Disc, Brembo, 2x .94" (24mm) pistons, floating caliper
Rear Brakes	Single, 8.6" (220mm) Galfer Disc, Brembo, 1x 1.02" (26mm) piston, floating caliper
Instrument Display & Functions	Digital Speedo, Multi-Function Switch Cubes
GEOMETRY	
Length	88.3" (2243mm)
Width	32.91" (836mm)
Height Without Mirror	49.76" (1264mm)
Seat Height	37.6" (955mm)
Wheelbase	58.58" (1488mm)
Rake	26.8°
Trail	4.45" (113mm)
Wet weight	257.3 lbs (116.7kg)
Tank Capacity	2.19 gal (8.3 L)

TF 250-E Specifications

ENGINE & TRANSMISSION	TF 250-E (Race)
Type	Single Cylinder 4-Stroke DOHC
Capacity	249.9 cc
Bore x Stroke	78 x 52.3
Compression	14.4
Maximum Power	41.7 hp (42.3 PS)
Maximum Torque	20.5 ft-lb (27.8 Nm)
System	Dell'Orto 1.73" (44mm) Cable Throttle, EFI
Exhaust	Single Silencer
Final Drive	13/52
Clutch	Steel integrated basket, Wet, Multiple Disc Hydraulic
Gearbox	6 Speed
Frame	Aluminum, Spine & Double Cradle
Swingarm	Aluminum Fabrication
Front Wheel	21" x 1.6"
Rear Wheel	18" x 2.15"
Front Tire	90/90 - 21
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Front Suspension	KYB 1.89" (48mm) Coil Spring Fork, Compression/Rebound Adjustment, 11.81" (300mm) Travel
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Instrument Display & Functions	Digital Speedo, Multi-Function Switch Cubes
Length	88.3" (2243mm)
Width	32.91" (836mm)
Height Without Mirror	49.76" (1264mm)
Seat Height	37.6" (955mm)
Wheelbase	58.58" (1488mm)
Rake	26.8°
Trail	4.45" (113mm)
Wet weight	251.7 lbs (114.2kg)
Tank Capacity	2.19 gal (8.3 L)

**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.

- 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).
- In September 2024 Triumph revealed Motorsport legend and former world champion Paul Edmondson has officially been appointed Team Manager of Triumph Racing’s enduro program, which will see the brand represented at the highest levels of enduro competition worldwide. In

February 2025, Jonny Walker took 2nd place overall in the SuperEnduro World Championship on his TF 250.