

PRESS RELEASE

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TRIUMPH INTRODUCES MAJOR 2026 UPDATES TO TRIDENT 660 AND TIGER SPORT 660

MORE POWER, SHARPER STYLE AND ENHANCED CAPABILITY

- **Triumph announces significant updates to its 660cc road-focused range, with the Trident 660 and Tiger Sport 660 receiving their most significant upgrades to date.**
- **Higher performance 660cc triple engine producing an impressive 95PS and 68Nm of torque**
- **New bodywork and graphic schemes for both models, and a bigger fuel tank for the Tiger Sport 660**
- **Chassis refinements and improved ride quality for both models, with a revised frame and new Showa rear suspension unit for the Trident 660**

Triumph is taking its popular Trident 660 and Tiger Sport 660 to the next level with their most significant updates yet. These updates deliver more performance, making the Trident 660 a much sportier choice, while the Tiger Sport 660 delivers character and excitement, while also improving its touring capability.

At the heart of the upgrade is a major engine enhancement. Both models now feature a higher-performance 660cc triple engine, producing an impressive 95PS and 68Nm of torque. This step up in power puts the Trident 660 at the top of middleweight roadster class, while the Tiger Sport 660 combines its new performance with improved touring capability for riders who want to go further, asserting its position as the ultimate middleweight all-rounder.

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The updates don't stop at the engine. The Trident 660 gains a more muscular stance with new bodywork and a chiselled fuel tank, reinforcing its athletic roadster attitude. The Tiger Sport 660 introduces a larger 18.6-litre fuel tank and new bodywork including updated radiator cowls, improving range and weather protection on long rides.

Both models retain their agile, confidence-inspiring handling, now complemented by chassis refinements and improved ride quality. The Trident 660 benefits from a new Showa rear suspension unit for improved adjustability, while the Tiger Sport 660 retains its accessible ergonomics and low seat height, ensuring comfort for everyday riding and long-distance touring.

The latest updates to the Trident 660 and Tiger Sport 660 are complemented by bold new colour schemes and graphics that enhance their distinctive styling. For the Trident 660, the vibrant Cosmic Yellow and Stone Grey take centre stage as the premium paint choice, with Snowdonia White offered as standard.

The Tiger Sport 660 introduces Interstellar Blue with Mineral Grey alongside Silver Ice with Intense Orange as its striking new premium options, and the standard option, Pure White. These fresh designs give riders even more ways to personalise their bike while maintaining Triumph's premium finish and attention to detail.

Updated 660cc triple engine

Both the Trident 660 and Tiger Sport 660 benefit from the higher-performance version of Triumph's 660cc Triple, achieved through a series of mechanical changes and a new engine tune. Peak power is now 95 PS at 11,250 rpm, an increase of 14 PS, with the redline raised by 20% to 12,650 rpm for a livelier top end. Torque also sees an uplift to 68 Nm at 8,250 rpm, with 80% of that available from 3,000 rpm right through to almost 12,000 rpm, ensuring strong, flexible performance across the rev range.

This combination makes the Trident 660 sportier and more engaging, while the Tiger Sport 660 offers added touring capability, whether riding two-up or fully loaded – all while retaining easy, accessible performance and A2 licence compatibility.

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A key part of the performance upgrade comes from significant changes to the engine hardware, including a move from a single throttle body to three individual 44mm throttle bodies, one for each cylinder. This update further enhances the sporty nature of Triumph's three-cylinder design, delivering the ideal balance of strong low-down torque with even more mid-range and top-end power. These changes work in harmony with the new engine tune to provide riders with a more responsive and characterful experience across the rev range.

Further enhancing performance and responsiveness, the engine benefits from a larger, front-mounted airbox that improves airflow and delivers a more engaging induction sound. The cylinder head has also been re-engineered with larger exhaust valves and a higher-lift cam profile to optimise combustion and power delivery. To manage the increased performance, the cooling system has been upgraded with a larger, repositioned radiator and fan, ensuring efficient temperature control even in demanding riding conditions.

Completing the performance package is a new engine tune that brings a series of refinements. Alongside the increased torque and raised redline, the calibration has been optimised for smoother low-RPM throttle openings and improved overall throttle response. These changes ensure the Trident 660 and Tiger Sport 660 deliver accessible, predictable performance with added excitement across the rev range.

The performance upgrades are complemented by a series of key component revisions. The exhaust system now features a 3-into-1 header design with a revised catalyst and an underslung silencer, contributing to both efficiency and the distinctive Triple sound.

The six-speed gearbox has been updated with new input and output shafts, revised gear ratios and final drive, plus recalibrated Triumph Shift Assist for smoother, more precise changes. A new slip and assist clutch further enhances ease of use, reducing lever effort and improving control for everyday riding and longer journeys.

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Paul Stroud, Chief Commercial Officer, Triumph Motorcycles, said: “Both the Trident 660 and Tiger Sport 660 have built a huge following worldwide, attracting riders of all ages and experience levels, from those new to motorcycling to experienced riders. The Trident 660 has also brought more female riders to Triumph than any other model in our line-up. These bikes have won multiple awards and introduced a new group of riders to the Triumph brand.

“For 2026, we’ve taken both bikes to the next level. The result is a significant performance increase, which puts the Trident 660 back at the top of its class and secures the Tiger Sport 660’s position as the segment leader. Alongside this, both models gain important chassis and styling updates that enhance their presence and capability, while retaining the accessibility and A2 licence compatibility that have made them so popular.

“The Tiger Sport 660 sits within the Adventure Sport-Touring segment, appealing to riders who want a versatile bike for commuting during the week, fun riding at weekends, and longer touring trips – often two-up and fully loaded. The Trident 660, on the other hand, is a middleweight roadster that has become a favourite for riders looking for an agile, stylish machine for urban riding and spirited back-road fun. These updates ensure both models continue to deliver exactly what their riders value most, with even more performance and refinement.”

TRIDENT 660 – TRIPLE THE THRILL

The new Trident 660 combines thrilling performance, agile handling, rider-focused technology, and distinctive muscular styling with a class-leading low cost of ownership – making it the perfect entry point to the Triumph family.

Class-Leading Performance with Everyday Usability

The new Trident 660 delivers a significant step up in performance for 2026. Powered by the latest evolution of Triumph’s 660cc triple engine, it now produces 95PS at 11,250rpm – an increase of 14PS over the previous generation – and 68Nm of peak torque at 8,250rpm. With 80% of that torque available from 3,000rpm through to almost 12,000rpm, riders benefit from instant response at every twist of the throttle.

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Key to this improvement is a series of internal engine changes, including the introduction of three individual 44mm throttle bodies, a larger airbox, revised cylinder head, and a new engine tune. The redline has been raised by 20% to 12,650rpm, giving the Trident 660 an even more engaging top end, while maintaining the smooth, linear power delivery that makes it easy and enjoyable to ride every day. As a triple, the Trident 660 offers the perfect combination of low-down torque, and now with even more mid and top end power, providing accessible and useable everyday performance.

The distinctive triple soundtrack remains a defining feature, now enriched by the triple throttle bodies and the enhanced induction system, complemented by a compact underslung silencer. A revised exhaust system with a 3-into-1 header and updated catalyst ensures compliance with the latest standards without compromising character.

The six-speed gearbox has been refined with updated shafts, revised ratios, and recalibrated Triumph Shift Assist for quicker, smoother gear changes. A slip and assist clutch reduces lever effort and improves control, making the Trident 660 ideal for urban riding and longer journeys. For European riders, an A2 licence conversion kit is available as an accessory, which can be fitted and later removed by a Triumph dealer, while LAMS variants are available in Australia and New Zealand.

Muscular Stance Meets Premium Finish

The 2026 Trident 660 introduces new bodywork and styling updates that give the bike a more muscular stance and athletic attitude. There is a redesigned, wider fuel tank with chiselled knee cut-outs, and a new split rider and pillion seat, with a new accessory seat cowl for solo riders. The updated headlight mount and new headlight enhance the bike's presence. Riders can further personalise their Trident with accessory options such as a colour-coded fly screen or bar-end mirrors.

Attention to detail is evident throughout, with subtle Triumph branding on the handlebar clamp, filler cap, and integrated into the headlight and tail light. Cables and hoses are neatly hidden for a clean, premium finish.

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Three contemporary colour options are available: Cosmic Yellow, Stone Grey, for an extra £150 and Snowdonia White as standard, each complemented by distinctive graphics that reinforce the Trident's modern roadster identity.

Revised Frame and Premium Suspension

The Trident 660 retains its agile, confidence-inspiring handling, now enhanced with chassis updates for 2026. A revised frame and new Showa rear suspension unit with preload and rebound adjustment join the premium Showa 41mm USD big piston forks at the front, delivering 120mm of travel. At the rear, the new RSU offers 130mm of travel and improved adjustability, allowing riders to fine-tune their setup for a sportier roadster ride.

Lightweight cast aluminium wheels and Michelin Road 5 tyres provide excellent grip and feedback in all conditions, while twin 310mm discs with two-piston Nissin calipers deliver strong, predictable braking performance. Braided brake lines and a span-adjustable brake lever ensure consistent feel and control.

Natural ergonomics make the Trident 660 easy to ride at any speed. A low seat height of 810mm and slim standover aid slow-speed manoeuvres, while new wider handlebars for 2026 offer greater leverage and comfort. Combined with the bike's low wet weight of 195kg, these updates reinforce the Trident's reputation for agility and rider confidence.

Connectivity and Convenience Built In

The Trident 660 is equipped with a comprehensive suite of rider-focused technology designed to enhance safety, convenience, and connectivity. Ride-by-wire throttle enables three riding modes, Sport, Road and Rain, each optimising throttle response, ABS, and traction control settings for different conditions.

A six-axis IMU enables Optimised Cornering ABS and switchable Optimised Cornering Traction Control, providing reassurance and control at all lean angles, enhancing confidence in any riding conditions. Triumph Shift Assist allows clutchless up and down shifts, while cruise control is fitted as standard, making longer rides more comfortable.

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The instrument setup combines a colour TFT display with an LCD screen, delivering clear, easy-to-read information. MyTriumph Connectivity comes as standard, enabling turn-by-turn navigation, music, and call control. Full LED lighting, including the new headlight design with integrated DRL, ensures excellent visibility and a distinctive look.

TIGER SPORT 660 - ADVENTURE EXTENDED

The new Tiger Sport 660 combines upgraded performance, agile handling, enhanced touring capability, and rider-focused technology with a class-leading low cost of ownership, cementing its position as the ultimate middleweight all-rounder.

Class Leading Triple Advantage

As the only three cylinder engine in this category, the Tiger Sport 660 already provides class leading everyday performance, with the perfect combination of low-down torque, mid-range and more top-end power. For 2026, and the introduction of the updated 660cc triple engine, it now produces 95PS at 11,250rpm, which is an increase of 14PS, and 68Nm of peak torque at 8,250rpm. With 80% of that torque available from 3,000rpm through to almost 12,000rpm, riders will enjoy strong, flexible performance and intuitive throttle response at any point on the rev range, ideal for riding two-up, or fully loaded for touring.

As with the Trident 660, this step up in performance comes from significant engine hardware changes, including three individual 44mm throttle bodies, a larger airbox, revised cylinder head, and a new engine tune. The redline has been raised by 20% to 12,650rpm, giving the Tiger Sport 660 an even more engaging top end while retaining the smooth, linear delivery that makes it easy to ride every day.

The distinctive triple soundtrack remains a hallmark of the Tiger Sport, now enriched by the triple throttle bodies and new induction system, complemented by a compact underslung silencer. A revised exhaust system with a 3-into-1 header and updated catalyst ensures compliance with the latest standards without compromising character.

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The six-speed gearbox has been refined with updated shafts, revised ratios, and recalibrated Triumph Shift Assist for quicker, smoother gear changes. A slip and assist clutch reduces lever effort and improves control, making the Tiger Sport 660 ideal for urban riding and long-distance touring. An A2 licence conversion kit is available for European riders, and LAMS variants are offered in Australia and New Zealand.

Enhanced Presence for Every Adventure

The 2026 Tiger Sport 660 introduces new bodywork and styling updates that enhance its presence and touring capability. New bodywork enhances the Tiger Sport's presence, with a more substantial front end and angular side profile, creating clean lines and that distinctive sporty style. New radiator cowls and a refined front-end design improve weather protection and comfort.

The larger 18.6-litre fuel tank increases range for longer adventures, while the adjustable windscreen can be easily adjusted with one hand, taking the height from 1312mm to 1395mm. Accessory options such as heated grips and handguards provide additional comfort in challenging conditions.

A comprehensive range of luggage options is also available, including colour coded panniers offering a combined 57 litres of capacity and a top box providing an additional 49 litres, enough for two helmets. This combines to make the Tiger Sport 660 ideal for commuting, weekend rides, and extended touring.

The Tiger Sport's distinctive design is finished with subtle Triumph branding and premium details throughout. Premium colour schemes include the dramatic Interstellar Blue & Mineral Grey or Silver Ice & Intense Orange for an extra £150, with the Pure White scheme as standard.

Sportier Setup and Enhanced Touring Capability

The Tiger Sport 660 retains its agile, confidence-inspiring handling, now enhanced with chassis updates for 2026. A revised frame accommodates the new engine and triple throttle bodies, while premium Showa suspension ensures comfort and control.

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At the front, Showa separate function USD forks deliver 150mm of travel, paired with a Showa monoshock RSU at the rear offering 150mm of travel and remote preload adjustment for quick changes when riding two-up or fully loaded.

A wet weight of 211kg, lightweight cast aluminium wheels, and Michelin Road 5 tyres provide excellent grip and confidence in all conditions. Twin 310mm discs with Nissin calipers deliver strong, predictable braking performance, supported by braided brake lines and a span-adjustable brake lever for consistent feel.

The upright riding position and low seat height inspire confidence, while spacious ergonomics and integrated pillion seat ensure comfort for both rider and pillion. Accessory options include a dual low seat, reducing seat height to 810mm, and a dual comfort seat for enhanced long-distance comfort.

Integrated Tech for All Conditions

The Tiger Sport 660 is equipped with a comprehensive suite of rider-focused technology fitted as standard, designed to enhance safety, convenience, and connectivity. Ride-by-wire throttle enables three riding modes – Sport, Road and Rain– each optimising throttle response, ABS, and traction control settings for different conditions.

A six-axis IMU supports Optimised Cornering ABS and switchable Optimised Cornering Traction Control, providing reassurance and control at all lean angles. Triumph Shift Assist allows clutchless up and down shifts, while one touch cruise control is fitted as standard to help reduce fatigue on longer rides.

The instrument setup combines a colour TFT display with an LCD screen, delivering clear, easy-to-read information. MyTriumph Connectivity comes as standard, enabling turn-by-turn navigation, music, and call control. Full LED lighting, including a new headlight design with integrated DRL, ensures excellent visibility and a distinctive look.

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EXCEPTIONAL VALUE, READY TO RIDE

Both the Trident 660 and Tiger Sport 660 deliver unbeatable value and an unrivalled low cost of ownership. With class-leading 10,000-mile service intervals, the lowest workshop time in the category, and competitively priced parts, riders spend more time on the road and less in the workshop.

Every bike comes with a two-year unlimited mileage warranty, covering not only the motorcycle but any genuine Triumph accessories purchased with it.

The new Trident 660 is available from £8,095 on the road, and the Tiger Sport 660 from £9,295 on the road. Both models will be in Triumph dealers from March 2026. For more details or to find your local dealer, visit triumphmotorcycles.co.uk. (Market to update price, availability and URL).

– ENDS –

For further information contact:

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SPECIFICATION - TRIDENT 660

ENGINE AND TRANSMISSION	
Type	Liquid cooled, inline 3-cylinder, 12 valve, DOHC, 240° Firing order
Capacity	660cc
Bore	74.0mm
Stroke	51.1mm
Compression	12:1
Max Power EC	95 PS / 95 bhp (70 kW) @ 11,250 rpm
Max Torque EC	68 Nm @ 8,250 rpm
System	Multipoint sequential electronic fuel injection with electronic throttle control. 3 rider modes (Rain, Road, Sport)
Exhaust	Stainless steel 3 into 1 header system with low single sided stainless steel silencer
Final Drive	X-ring chain
Clutch	Wet, multi-plate, slip & assist
Gearbox	6 speed

CHASSIS	
Frame	Tubular perimeter frame, steel
Swingarm	Twin-sided, fabricated pressed, steel
Front Wheel	Cast, aluminium alloy, 5 spoke, 17 x 3.5 in
Rear Wheel	Cast, aluminium alloy, 5 spoke, 17 x 5.5 in
Front Tyre	120/70 R 17
Rear Tyre	180/55 R 17
Front Suspension	Showa 41mm upside down separate function big piston (SFF-BP) forks, 120mm wheel travel
Rear Suspension	Showa monoshock RSU, with preload & rebound adjustment, 130mm wheel travel
Front Brakes	Twin Ø310mm fixed discs, 2 piston sliding calipers, OCABS
Rear Brakes	Single Ø255mm fixed disc, single piston sliding caliper, OCABS
Instrument Display and Functions	LCD Multifunction Instruments with integrated colour TFT screen

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DIMENSIONS & WEIGHTS

Length	2024 mm
Width Handlebars	815 mm
Height Without Mirror	1088 mm
Seat Height	810 mm
Wheelbase	1402 mm
Rake	24.5 °
Trail	108 mm
Wet Weight	195 kg
Tank Capacity	14 litres

SERVICE

Service Interval	10,000 miles (16,000km)/12 months (whichever comes first)
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CONSUMPTION AND EMISSIONS

Fuel Consumption	4.9 l/100km (57.6 mpg)
Emissions	110 g/km 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.

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SPECIFICATION – TIGER SPORT 660

ENGINE AND TRANSMISSION	
Type	Liquid cooled, inline 3-cylinder, 12 valve, DOHC, 240° Firing order
Capacity	660cc
Bore	74.0mm
Stroke	51.1mm
Compression	12:1
Max Power EC	95 PS / 95 bhp (70 kW) @ 11,250 rpm
Max Torque EC	68 Nm @ 8,250 rpm
System	Multipoint sequential electronic fuel injection with electronic throttle control. 3 rider modes (Rain, Road, Sport)
Exhaust	Stainless steel 3 into 1 header system with low single sided stainless steel silencer
Final Drive	X-ring chain
Clutch	Wet, multi-plate, slip & assist
Gearbox	6 speed

CHASSIS	
Frame	Tubular perimeter frame, steel
Swingarm	Twin-sided, fabricated, steel
Front Wheel	Cast, aluminium alloy, 5 spoke, 17 x 3.5 in
Rear Wheel	Cast, aluminium alloy, 5 spoke, 17 x 5.5 in
Front Tyre	120/70 R 17
Rear Tyre	180/55 R 17
Front Suspension	Showa 41mm upside down separate function cartridge forks, 150mm wheel travel
Rear Suspension	Showa monoshock RSU, with remote hydraulic preload adjustment, 150mm wheel travel
Front Brakes	Twin Ø310mm fixed discs, 2 piston sliding calipers, OCABS
Rear Brakes	Single Ø255mm fixed disc, single piston sliding caliper, OCABS
Instrument Display and Functions	LCD Multifunction Instruments with integrated colour TFT screen

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DIMENSIONS & WEIGHTS

Length	2069 mm
Width Handlebars	828 mm
Height Without Mirror	1395 mm / 1312 mm (high / low screen position)
Seat Height	835 mm
Wheelbase	1418 mm
Rake	23.1 °
Trail	97 mm
Wet Weight	211 kg
Tank Capacity	18.6 litres

SERVICE

Service Interval	10,000 miles (16,000km)/12 months (whichever comes first)
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CONSUMPTION AND EMISSIONS

Fuel Consumption	4.9 l/100km (57.6 mpg)
Emissions	110 g/km 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.

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.

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A GLOBAL BRITISH SUCCESS STORY

- Record global sales of 141,683 motorcycles were delivered in Triumph's latest Financial Year (FY25: July 2024-June 2025), through a network of 950 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 range has now expanded to include the Scrambler 400 XC.
- 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, Bonneville Speedmaster, 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 and RX. 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's debut in the competitive off-road arena has delivered outstanding results, with race wins and podium finishes for the TF 250-X, TF 450-RC, TF 250-E, and TF 450-E, which have all delivered at the highest level on some of the off-road world's most competitive stages. 2025 also saw the addition of a TF 450-X and two new cross-country models, the TF 250-C and TF 450-C.

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- In October 2025, Triumph Motorcycles launched its first electric youth motorcycles; the new Triumph TXP range, powered by OSET. This collaboration with the OSET team, who joined the Triumph family in 2022, has resulted in four new models with scalable electric performance, premium design, and built-in safety features for children as young as three. Each bike is engineered from the ground up with age-specific frames, geometry, controls, and components, optimised for the rider's size and experience.

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, to the 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 and Oli Bayliss are 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, along with PHR Triumph's Harrison Dessoy.
- In 2023, Triumph announced its intention to compete in the 2024 MXGP/MX2 and SuperMotocross World Championships, and after a successful first season, is racing with a four-rider team for 2025. Jalek Swoll, Austin Forkner, Jordon Smith, and Mikkel Haarup are racing for the British manufacturer, competing on both coasts of Supercross and the full Pro Motocross series with the TF 250-X. Triumph earned its first Main Event win in Supercross in February 2025, and has enjoyed podium finishes in the Pro Motocross series in '24 and '25. In the FIM MX2 World Championship Camden McLellan is competing for a second year aboard Triumph machinery, alongside Guillem Farres with podium results from '24 and '25, as well as a first moto win in April 2025.

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- In September 2024 Triumph revealed Motorsport legend and former world champion Paul Edmondson has officially been appointed Team Manager of Triumph Factory Racing's enduro programme, which will see the brand represented at the highest levels of enduro competition worldwide. In 2025, Jonny Walker took 2nd place overall in the SuperEnduro World Championship on his TF 250 and finished the 2025 Red Bull Erzbergrodeo on a near-standard TF 250-E four-stroke. Racing for Triumph in EnduroGP aboard the TF 250-E, is the experienced duo of Jamie McCanney and Mikael Persson. Triumph competed at its first International Six Days Enduro in August with the TF 250-E contributing to Italy's World Team Trophy victory and Team Sweden's first podium in decades, as well as impressive top five individual finishes overall.

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