

Triumph Tiger 1050/Tiger 1050SE

- Updated for 2012 with revised ergonomics, improved suspension and numerous detail changes
- Outstandingly versatile motorcycle with 113bhp, 1050cc engine
- Sporting chassis with 17" alloy wheels and adjustable 43mm upside down forks
- Comfortable 32.8" seat gives a commanding riding position
- SE edition includes hard saddlebags, hand guards and ABS brakes
- Standard two-year unlimited mileage warranty

Triumph's popular Tiger 1050 has been given a sporty new look for 2012 with an improved specification, new colors and graphics.

A truly versatile motorcycle, the Triumph Tiger 1050 is a rare creature, one that is equally at home in the urban jungle or wide open prairies. It is this ability to do all things equally well that has made the Tiger 1050 one of Triumph's best-selling models in recent years and given it a huge following around the world.

Sit astride the Tiger 1050 and you will understand just why so many year-round riders choose them as their daily rides. The tall (32.8") riding position gives the rider a commanding view over the traffic, with the well-appointed saddle facilitating comfortable day-long riding. New for the 2012 model are high-specification black anodized tapered aluminium handlebars. These are over half an inch lower than the previous steel items to give a more sporting riding position.

While the Tiger 1050 is perfectly at home on the commute and open highway, it is on twisting roads where it really excels. Triumph has endowed the Tiger 1050 with a chassis that would not be out of place on a sports bike.

The aluminium twin-spar frame features a braced aluminium swingarm and light, 17" alloy wheels fitted with sporting road tires. The 43mm inverted front forks are fully adjustable for preload, rebound and compression damping, with the rear monoshock unit also adjustable for preload and rebound. For 2012, the Tiger 1050 features redesigned suspension internals and new damping characteristics front and rear, with a stiffer spring at the rear. The result is a more controlled ride, both solo and with a passenger, with reduced dive under braking. The rear suspension unit spring rate has gone up from 108 to 139 N/mm, a 29% increase, to improve body control and two-up handling.

The Tiger 1050's effortless power comes from a 113bhp version of Triumph's legendary 1050cc triple which delivers 72 lb-ft. of torque at just 6250rpm.

Braking comes from twin four-piston radial calipers gripping 320mm front discs. Combined with the commanding riding position, the Tiger 1050's chassis and engine combination adds up to a motorcycle that inspires confidence and is deceptively easy to ride. With a fuel capacity of 5.3 gallons, the Tiger 1050 is capable of covering over 200 miles between fuel stops.

New graphics adorn the fairing of the 2012 Tiger 1050, with a number of items "dechromed" for a more contemporary look. Wheels, sprocket carrier and brake calipers are among the many components to now feature a black finish and are complemented by graphite footrest hangers and control plates, while exhaust canisters and heel guards now take on a brushed, rather than polished, steel finish.

The standard Tiger 1050 comes in Triumph's metallic Phantom Black, while the SE version offers three color options: Diablo Red, Crystal White and a two-tone Matte Black/Matte Graphite combination. The higher specification Tiger 1050SE also benefits from Triumph's ABS braking system, as well as the standard fitment of hand guards, centerstand and 43-liter saddlebags, optional extras on the standard Tiger 1050.

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