

SPECIFICATION - TRIDENT 660

ENGINE AND TRANSMISSION	
Type	Liquid cooled, inline 3-cylinder,12 valve, DOHC, 240° Firing order
Capacity	660cc
Bore	2.91 in (74.0 mm)
Stroke	2.01 in (51.1 mm)
Compression	12:1
Max Power EC	94 HP (95 PS) (70 kW) @ 11,250 rpm
Max Torque EC	50.2 ft-lb (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 <u>stainless steel</u> silencer
Final Drive	X-ring chain
Clutch	Wet, multi-plate, slip & assist
Gearbox	6 <u>speed</u>



CHASSIS	
Frame	Tubular perimeter frame, steel
Swingarm	Twin-sided, fabricated pressed, steel
Front Wheel	Cast, aluminum alloy, 5 spoke, 17 x 3.5 in
Rear Wheel	Cast, aluminum alloy, 5 spoke, 17 x 5.5 in
Front Tire	120/70 R 17
Rear Tire	180/55 R 17
Front Suspension	Showa 1.61 in (41 mm) upside down separate function big piston (SFF-BP) forks, 4.72 in (120 mm) wheel travel
Rear Suspension	Showa monoshock RSU, with preload & rebound adjustment, 5.12 in (130 mm)
Front Brakes	Twin 12.20 in (310 mm) fixed discs, 2 piston sliding calipers, OCABS
Rear Brakes	Single 10.04 in (255 mm) fixed disc, single piston sliding caliper, CABS

Instrument Display and Functions	LCD Multifunction Instruments with integrated color TFT screen
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DIMENSIONS & WEIGHTS	
Length	79.69 in (2024 mm)
Width Handlebars	32.09 in (815 mm)
Height Without Mirror	42.83 in (1088 mm)
Seat Height	31.89 in (810 mm)
Wheelbase	55.20 in (1402 mm)
Rake	24.5 °
Trail	4.25 in (108 mm)
Wet Weight	429.9 lb (195 kg)
Tank Capacity	3.7 gal (14 liters)

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

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.

SPECIFICATION – TIGER SPORT 660

ENGINE AND TRANSMISSION	
Type	Liquid cooled, inline 3-cylinder, 12 valve, DOHC, 240° Firing order
Capacity	660cc
Bore	2.91 in (74.0 mm)
Stroke	2.01 in (51.1 mm)
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 <u>stainless steel</u> silencer
Final Drive	X-ring chain
Clutch	Wet, multi-plate, slip & assist
Gearbox	6 <u>speed</u>

CHASSIS	
Frame	Tubular perimeter frame, steel
Swingarm	Twin-sided, fabricated, steel
Front Wheel	Cast, aluminum alloy, 5 spoke, 17 x 3.5 in
Rear Wheel	Cast, aluminum alloy, 5 spoke, 17 x 5.5 in
Front Tire	120/70 R 17
Rear Tire	180/55 R 17
Front Suspension	Showa 1.61 in. (41mm) upside down separate function cartridge forks, 5.9 in. (150mm) wheel travel
Rear Suspension	Showa monoshock RSU, with remote hydraulic preload adjustment, 5.9 in. (150mm) wheel travel
Front Brakes	Twin 12.2 in. (310mm) fixed discs, 2 piston sliding calipers, OCABS
Rear Brakes	Single 10.04 in. (255mm) fixed disc, single piston sliding caliper, OCABS
Instrument Display and Functions	LCD Multifunction Instruments with integrated color TFT screen

DIMENSIONS & WEIGHTS

Length	81.46 in (2069 mm)
Width Handlebars	32.60 in (828 mm)
Height Without Mirror	54.92 in – 51.65 in (1395 mm / 1312 mm) (high / low screen position)
Seat Height	32.87 in (835 mm)
Wheelbase	55.83 in (1418 mm)
Rake	23.1 °
Trail	3.82 in (97 mm)
Wet Weight	465.2 lb (211 kg)
Tank Capacity	4.91 gal (18.6 liters)

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.