



XTRACK ONE

TRRS XTRACK ONE(NEW)

2021

In a very short time, the **TRRS XTrack** has revolutionized the trial-excursion segment and has become the ideal option for those users searching to enjoy a long excursion through the mountains, with a light motorcycle, an excellent turning radius and a seat at a comfortable height that makes it much easier when riding.

Designed considering all kind of details, so that each time users ride it becomes an unforgettable adventure. Details such as the compartment under the seat, accessible without tools and with the capacity to house all kinds of accessories, such as a bottle of water, tools, documents ... The fuel capacity, 45% higher than a conventional trial motorcycle and the possibility to transform it to its most trial version easily and quickly.

On this occasion, in terms of cycle-part, the **XTrack ONE 2021 (New)** uses same platform as the ONE. The natural anodized frame stands out, offering remarkable resistance to the use, besides highlighting the spectacular shapes of the aluminum forged frame.

In the thermodynamic section, the incorporation of the engine known as "engine revolution" stands out as a novelty, same base used on the RR and GOLD models, that stands out for its reliability, precision, easy start and low maintenance; an engine with new configuration that uses a low compression and yellow anodized inner cylinder head, giving a more docile behavior for users seeking greater smoothness and tactile driving.

The XTrack ONE 2021 (New) is available on both options, kick start and electric start, an electric start that is preserved even when the bike is transformed into the purest trial mode thanks to the new system that houses the battery behind the front light.

A motorcycle as a whole harmonized thanks to the beauty of its modern lines and its high-quality components.

Kick start: 300 - 280 - 250 - 125 cc.

Electric start: 300 - 280 - 250 cc.

INTEGRAL PART

New: 250-280-300 cc.

1. Natural anodized frame. Dimensional improvements. Improves assembly and tensions.
2. Frame side protectors. Protects frame from falls and improves lateral grip for the boots.
3. Sprocket 40z with closed holes. FIM standard.
4. Chain tensioner, red anodized.
5. Reinforced side stand.
6. Black anodized front mudguard holder.

7. Improved filter box drainage.
8. New reinforced link and rocker link.
9. Lightened engine support. Improves assembly and reduces vibrations.
10. Improved fixing and robustness of the exhaust pipe.
11. Forged front exhaust bracket.
12. Improved fixation on the chain guide.
13. Wheels. White hub.
14. Thermoformed rear brake tank hose.

New: 125cc.

1. New secondary transmission. 8z pinion and 45z sprocket (closed holes. FIM standard). Improves torque at low revs and reduces sprocket size reducing the risk of impacts.
2. Natural anodized frame. Dimensional improvements. Improves assembly and tensions.
3. Frame side protectors. Protects the frame from falls and improves lateral grip for boots.
4. Chain tensioner, red anodized.
5. Reinforced side stand.
6. Black anodized front mudguard holder.
7. Improved filter box drainage.
8. New reinforced link and rocker link.
9. Lightened engine support. Improves assembly and reduces vibrations.
10. Improved fixing and robustness of the exhaust pipe.
11. Forged front exhaust bracket.
12. Improved fixation on the chain guide.
13. Wheels. White hub.
14. Thermoformed rear brake tank hose.

ENGINE

New: 250-280-300cc

It uses the platform of the well-known engine "engine revolution":

- "Engine revolution" kick start system.
- "Engine revolution" shifting system.
- Low compressed cylinder head, yellow anodized. Makes it easier when riding and smooths the engine response.