



Since it was born, the TRRS XTrack has been perceived as a motorcycle that combines the best specs of two different worlds, the performance of a pure Trial motorcycles, together with the possibilities of an enduro model, expanding its possibilities of use for those users with an enhanced adventure spirit, and contributing to rejuvenate the trial-adventure segment.

On this occasion, the XTrack RR uses the actual RR platform, reason by which uses an engine that has been completely redesigned, in order to fit the new aluminum injection-cast crankcases, substantially improving the finishes and achieving better behavior at low-speed increasing pre-compression.

The new clutch cover with sight glass for oil level and filling cap, all on the same side, facilitates maintenance.

The incorporation of a temperature sensor makes it possible to control even better, on the one hand, thermal variations and, on the other, the optimal starting point of the fan controlled by the new CDI.

The new X-Track RR, like the rest of the brand's models, will be available in two versions:

Normal: 300 - 280 - 250 - 125 cc.

With electric start: 300 - 280 - 250 cc.

INTEGRAL PART

New: 250-280-300 cc.

1. Electrical installation for temperature sensor. It increases the precision and reliability of the cooling system.
2. New CDI for temperature sensor reader.
3. New filter box deflector.
4. Improved filter box drainage.
5. Reinforced link and rocker link.
6. Lightened engine support. Improves assembly and reduces vibrations.
7. Improved fixing and robustness of the exhaust exit pipe.
8. Forging front exhaust bracket.
9. Front brake disc protector. It complies with the FIM standard and is more resistant to impacts.
10. Frame. Dimensional improvements. Improves assembly and tensions.
11. Improved fixation on the chain guide.
12. Curved silicone water hose. To avoid interference with fan.
13. Wheels. Red anodized rims.
14. New handlebar. New decoration.

15. Grey swingarm.
16. New decoration.

New: **125 cc.**

1. New secondary transmission. 8z pinion and 45z rear sprocket improves torque at low revs and reduces sprocket size reducing the risk of impacts.
2. Electrical installation for temperature sensor. It increases the precision and reliability of the cooling system.
3. New CDI for temperature sensor reader.
4. New filter box deflector.
5. Improved filter box drainage.
6. Reinforced link and rocker link.
7. Lightened engine support. Improves assembly and reduces vibrations.
8. Improved fixing and robustness of the exhaust exit pipe.
9. Forging front exhaust bracket.
10. Front brake disc protector. It complies with the FIM standard and is more resistant to impacts.
11. Frame. Dimensional improvements. Improved assembly.
12. Improved fixation on the chain guide.
13. Wheels. Red anodized rims.
14. New handlebar. New decoration.
15. Grey swingarm.
16. New decoration.

ENGINE

New: **250-280-300 cc.**

1. Aluminum injection crankcases:
 - a. Pre compression is increased in the crankcases providing more power at low revs.
 - b. Relocation of the motor evaporator.
 - c. Carburetor evaporator with guided hose.
 - d. New outside crank cases treatment. Reduces aging.
2. Clutch cover with oil sight glass and oil fill cap.
3. Cylinder head cover with temperature sensor.
4. Updated ignition cover.

New: **125 cc.**

1. New piston.
2. Reinforced and more compressed inner cylinder head.
3. Cylinder head cover with temperature sensor.
4. Long thread spark plug.
5. Crankshaft assembly. More power and better balanced.
6. Updated ignition cover.
7. Clutch cover with oil sight glass and oil filler cap.