

**MODEL YEAR 2018.**

BCN, Jun. 2018

**NEW GRAPHICS.**

*The new graphics keep the TRS One and it's aluminum frame style, while at the same time giving a more racing look thanks to the chassis stickers that act also as frame protectors to reduce the potential of scratches.*

**REVISED CRANKSHAFT TOLERANCES.**

*The engine will turn with reduced friction and the result is more smoothness and increased power.*

**CRANKSHAFT BEARINGS WITH TEFLON.**

*Specifically designed for motorcycles, they reduce friction to the crankshaft.*

**R16V REAR SHOCK ADJUSTMENTS.**

*The new settings offer a smoother compression stroke and better control on rebound.*

**NEW FUEL TANK.**

*Reformed on the bottom for more capacity, and an improved exterior finish.*

**NEW PETROL CAP.**

*Easier to open and close, thanks to a redesigned top area and increased diameter, with a larger sealing o-ring for improved waterproofing.*

**REAR BRAKE HOSE PLASTIC GUIDE.**

*Looking for perfection on each individual component, the new hose-guide provides better auto-adjustment of the rear brake hose when tightening the chain, while also preventing abrasions on the swing-arm.*



**CHASSIS IMPROVEMENTS.**

*High level tests during the past months focused upon improving strength and precision on certain structural parts of the chassis.*

**FORGED KICK-STAND SUPPORT.**

*New design with the objective to withstand the stresses that the machine makes upon it, improving as well strength, finish and reliability.*

**HARD-ANODIZED KICKSTART PEDAL ARM.**

*The new design improves the pedal operation and includes a stronger external hard-anodized finish.*

**INTERNAL CYLINDER HEAD NEW DESIGN.**

*Optimization of the combustion chamber to improve performance thanks to the experience and testing that was done during the Trial GP championship.*

**CDI CONNECTION IMPROVED.**

*Improved quality and external finishing in the connection area.*

**REAR SPROCKET PROTECTOR.**

*New protector made of softer and more flexible material that improves durability.*

**FRONT DISC PROTECTOR.**

*Softer and more flexible material.*

**EUR4 HOMOLOGATION.**

*All displacements 250, 280 and 300 cc are produced to run legally within the new Eur4 homologation standards.*

