

# INVERTED FORK KIT

# TRS XTRACK



TRS XTRACK EXTREM



TRS XTRACK STD



ZEROPROJECT

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## RED



### KIT ELEMENTS:

- Full inverted suspension, adjustable in extension and compression.  
Travel 210 mm (+ 15 mm than standard bike).  
Bars of 39 mm.
- Machined seat posts (Offset + 1°).
- Handlebar coupling turrets of 28 mm.
- Complete brake system:  
Oil pump, brake hose, 4 piston caliper of 24 mm.
- Brake hose guides.
- Bar protectors.
- Off Road high fender.
- Bolt kit.
- Front axle (is coupled with the standard motorcycle rim).
- Plastic kit in red or white.
- Brackets for original headlight.

## WHITE







Remove the following:

- Handlebars.
- Headlamp.
- Front wheel.
- Front mudguard.
- Remove the upper triple clamp nut and washer.
- Remove the fork bars.
- Remove the upper bridge.



Remove the lower triple clamp bearing adjusting nut.

Remove the following:

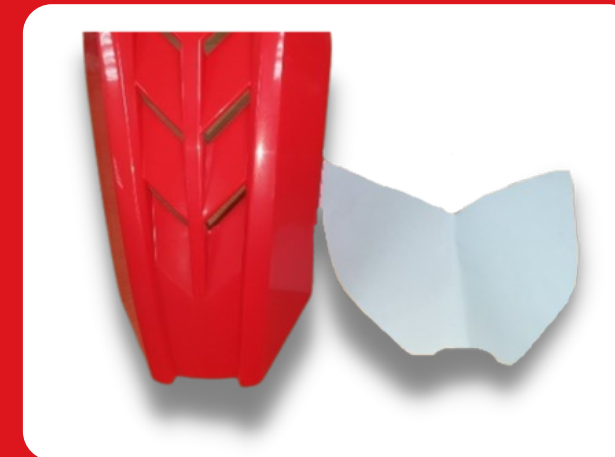
- Dust seal.
- Upper bearing.
- Lower triple clamp/lower bearing.





- Assemble the fork protectors, using the M6 x 10 Allen screws.
- Fit a 10 x 6 x 3.5 bushing (torque 1.2 kgf-m) to each of them.
- The fork protector with an ear at the top, we will place it on the bar that has the toe piece for the brake caliper.

- The supplied fender is provided with a template to cut out the rear part, otherwise it could interfere with the radiator of the motorbike.



## STEP 1



Extract the central axle from the original triple clamp, and mount it in the bottom seatpost supplied, as well as place the dust cap and bearing.

A press is required for this operation, protect the upper thread to avoid damaging it.

\*It is recommended that this action is carried out by a professional.

## STEP 2



Insert the lower triple clamp into the frame pipe. Screw on the indicated adjusting nut and tighten to a torque of 0,5 kgf-m. It is important to grease the upper and lower bearing.

## STEP 3



Place the electrical installation underneath the lower triple clamp, as in the standard one. Place the upper triple clamp on the frame pipe. Tighten the upper nut until it is tight.

## STEP 4



Assemble the two fork bars, and make them flush on the first line of the bottle with the upper triple clamp. Grease and tighten the M8 screws (ALLEN 6) that hold the bars to the lower triple clamp (2 kgf-m).

## STEP 5



Tighten the upper nut to 10 kgf-m.

## STEP 6



Grease and tighten the upper triple clamp screws (ALLEN 6) to 2,2 kgf-m.

## STEP 7



Fit the supplied handlebar bridges (IMG 1) to the upper triple clamp.  
Use the standard 28 mm upper bridge.  
We have 2 possible advance positions and various heights.

### IMPORTANT:

As there are different heights, different screw sizes are supplied. Once you have chosen your combination, you must take into account that for SAFETY reasons the screws of the bridges must be threaded into the upper triple clamp a minimum of 10 mm (IMG 2).

Grease and tighten the front screws of the bridges until the stop, then tighten the rear screws. Tighten torque of the screws of the bridges to 2,2 kgf-m (IMG 3).

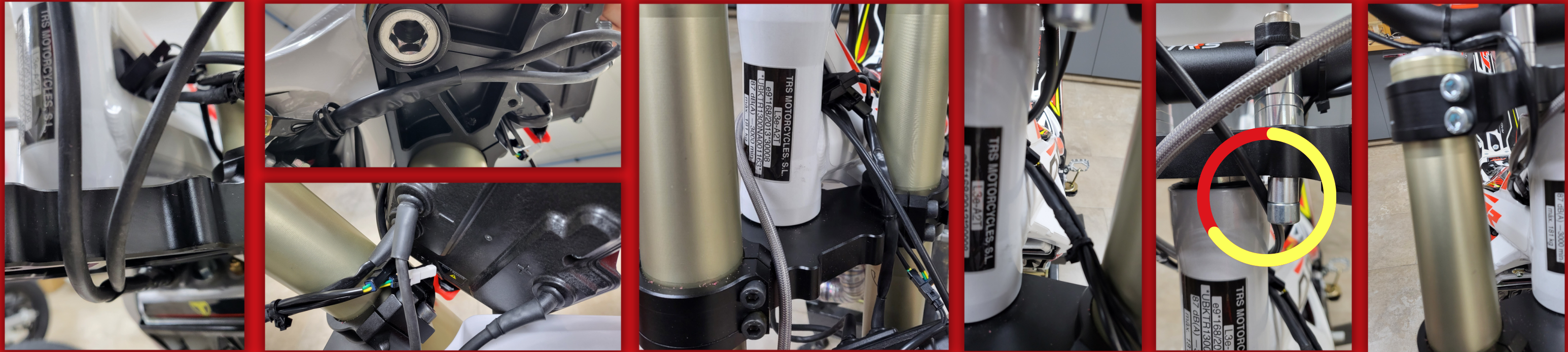
\*M8 (ALLEN of 6).

\*Front first.

*\*If you do not follow this tip you could loosen the handlebars and have an accident.*



## STEP 8



Pass the cables through the exact locations shown in the photos.

**IMPORTANT: For your safety you must maintain this gas cable routing and DO NOT delete this bumper.**

## STEP 9



Once the handlebars are installed, place the gas cable and the clutch hose, as shown in the picture. Once the handlebars are mounted, turn the handlebars to both sides to check that they do not catch, and also check that the accelerator returns normally.

THIS SAME TEST WILL BE DONE ONCE THE WHOLE ASSEMBLY IS ASSEMBLED, AND WITH THE MOTORBIKE RUNNING AND IN DEAD POSITION, TO CHECK THAT IT DOES NOT ACCELERATE WHEN TURNING THE HANDLEBARS.

## STEP 10



Fit the front caliper supplied, only tighten the screws.

## STEP 11



Pass the hose through the back of the protector.

## STEP 12



Fit the master cylinder in the same place as the standard one, and the brake hose, according to the picture.



## STEP 13

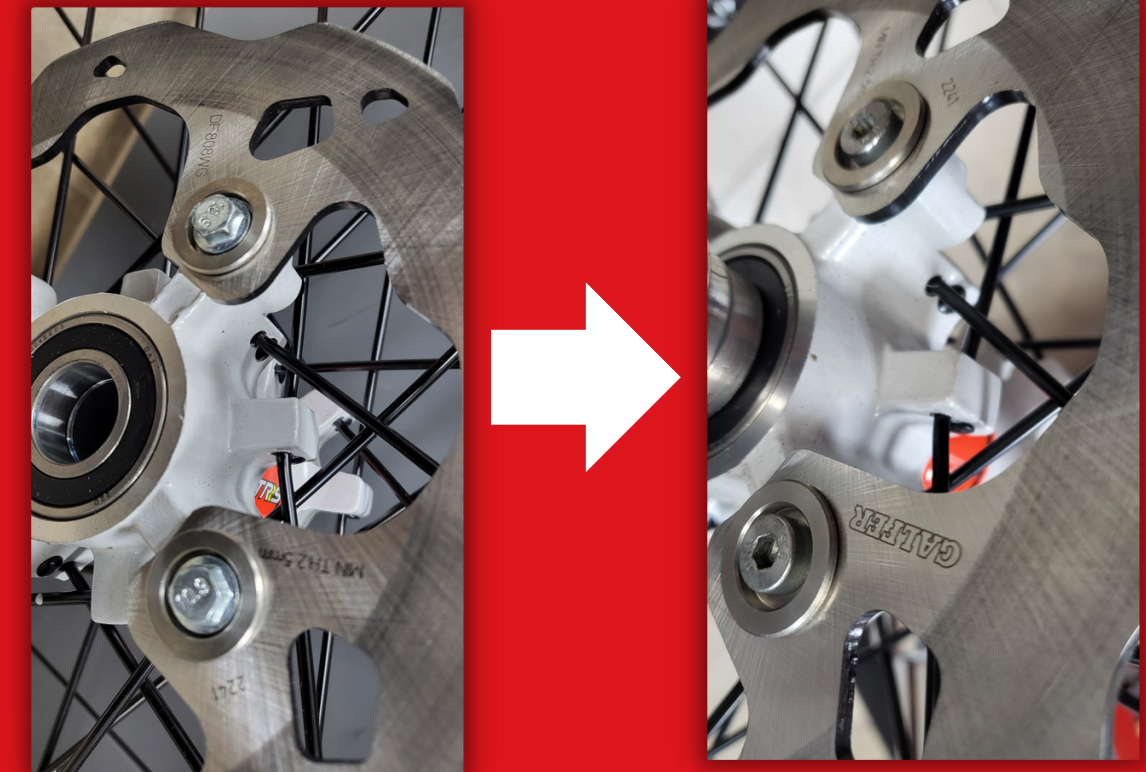


Place the hose support on the fork protector (the two pieces go on the inside), first the one without the adjusting nuts.

Tightening torque of the screws M6 of 1 kgf-m (ALLEN of 4).

*\*IMPORTANT:* that it is well positioned, so that it cannot get caught on the brake disc or on the wheel.

## STEP 14



Replace the 4 front disc screws with those supplied:  
M6 x 20 (ALLEN of 5).

Place medium thread locker and tighten torque to 1,9 kgf-m.

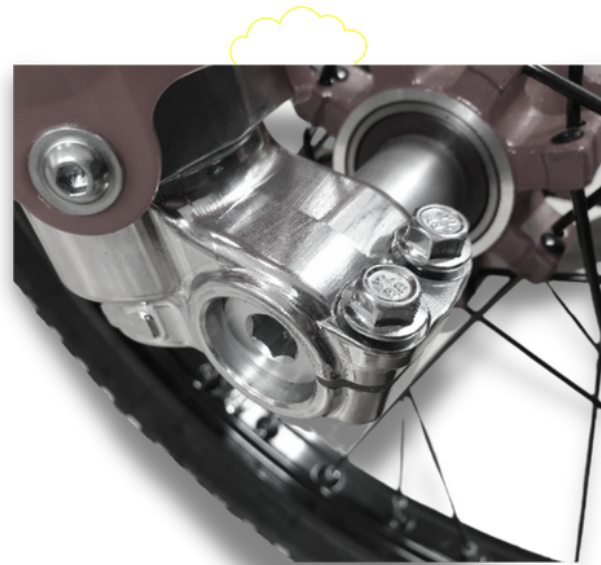


## STEP 15



Remove the two plastic safety tabs from the front caliper.

## STEP 16



Grease and mount the shaft supplied in the kit, DO NOT mount your original one.

## STEP 17



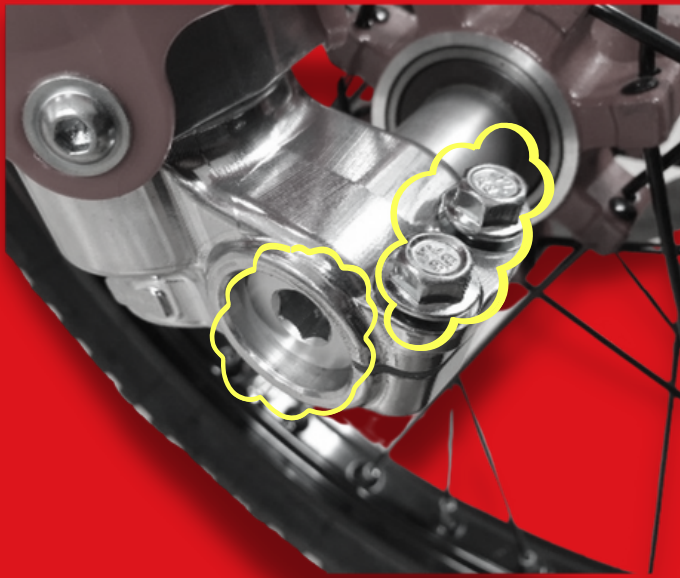
Place the supplied wheel bushing, measuring 28 x 20 x 7, between the brake caliper bottle and the rim.

## STEP 18



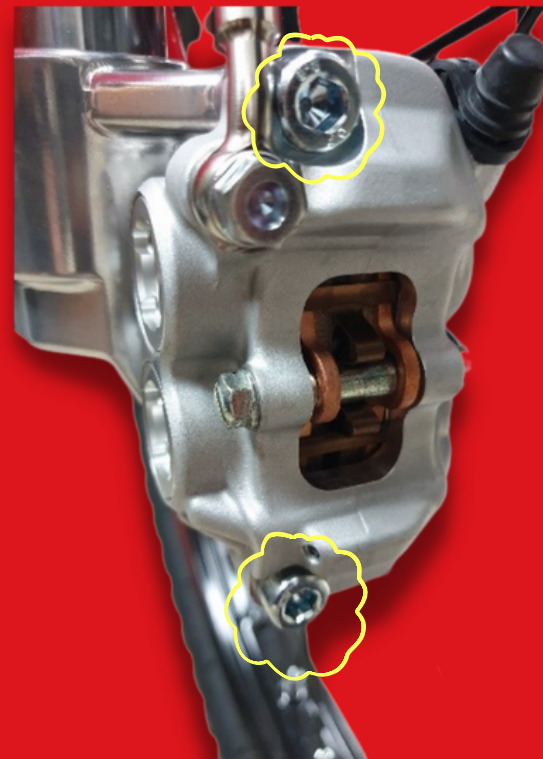
Make sure that the brake pads are correctly positioned, one on each side of the disc.

## STEP 19



Adjust the front axle, lower the motorbike from the stand and suspend the front axle a couple of times, tighten the centre axle to 7 kgf-m, tighten the M6 screws and tighten torque to 1,5 kgf-m.

## STEP 20



Tighten the M8 screws on the brake caliper to 2,1 kgf-m. Rotate the wheel to check that it does not rub against any components.

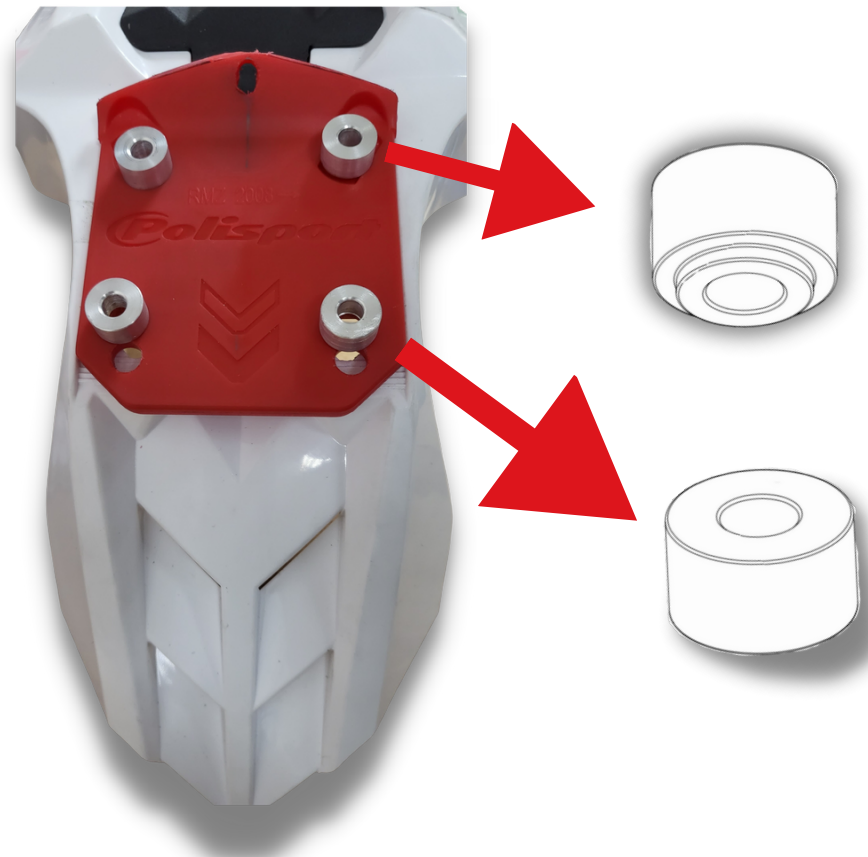
## STEP 21



Make sure that the brake pads are correctly positioned, one on each side of the disc.



## STEP 22



Insert the two front bushes into the holes with recesses.  
Insert the two rear bushes into the other two holes that do not have a recess.

## STEP 23



Route the cables, as shown in the picture, between the red support and the lower seat post.

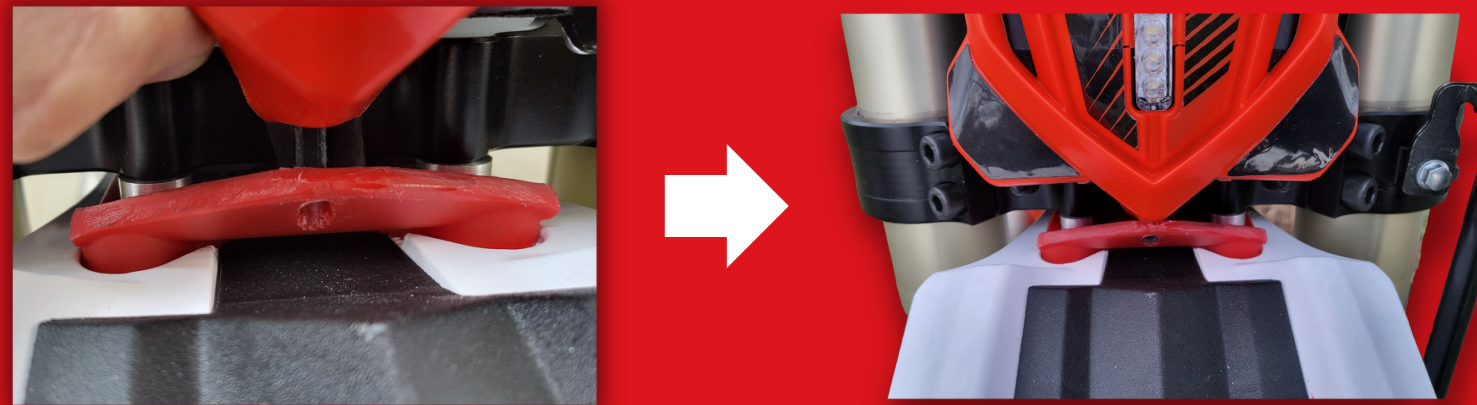
## STEP 24



Fix the mudguard to the lower triple clamp, together with the red support and the 4 bushes, with 4 M6 screws and a tightening torque of 1,0 kgf-m.

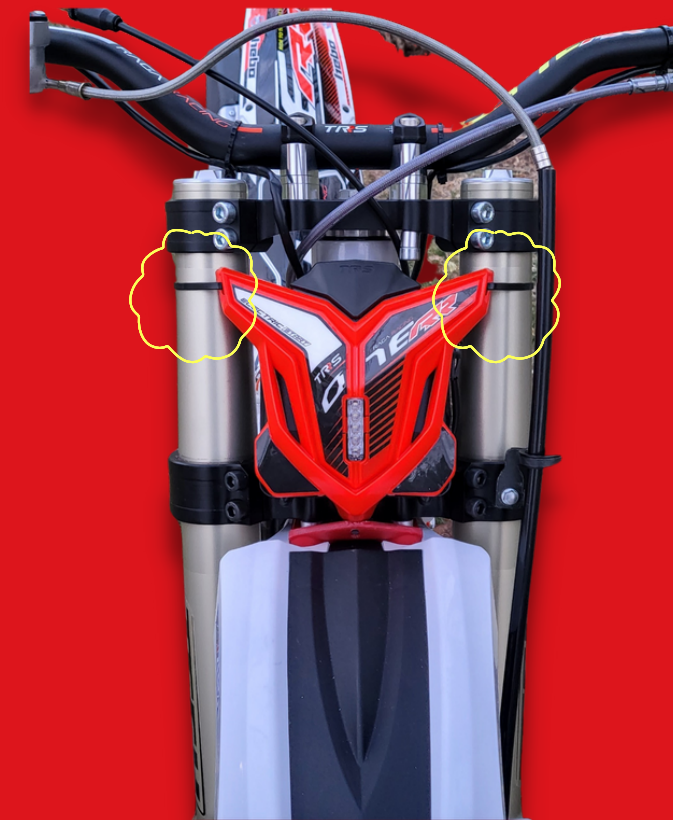


## STEP 25



Insert the headlamp into the hole indicated for mounting.

## STEP 26



Fix the upper part of the headlamp with two flanges anchored to the bars of the motorbike.

## STEP 27

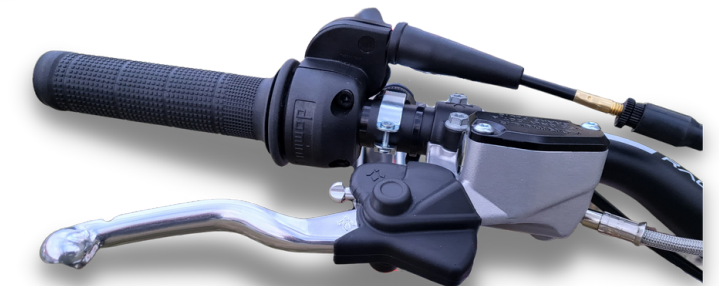


Place the front hose inside the original headlamp guide.

## STEP 28



Connect all electrical connections of the motorbike to the original headlamp.



- Full right fork bar.
- Full left fork bar.
- Front wheel axle.
- Front wheel bushing.
- Lower triple clamp + screws.
- Upper triple clamp + screws.
- Handlebar bridge kit + screws.
- Complete brake set (pump, hose and caliper with pads).
- Front brake caliper screws: 2 units ALLEN M8 x 30.
- Suspension bar protector set.
- Suspension bar protector screws:  
6 units ALLEN M6 x 10.  
Bushings: 6 units 10 x 6 x 3,5.
- Guide/hose support to left bar protector.
- Guide/hose holder to lower triple clamp.
- Bar guide screws:  
2 units ALLEN M6 x 15.  
Bushings: 2 units 9 x 7 x 5.
- Front brake disc screws: 4 units ALLEN M6 x 20.
- Front mudguard with cut-out template.
- Screws + extras front mudguard:  
4 units M6 x 30.  
4 units washers 6 x 15.  
2 adjustable rubbers.  
2 side supports.  
1 central support.

Once the entire kit has been assembled, for your SAFETY, check all the components you have assembled.

- Check tightening torque of screws.
- Front wheel centring.
- Front brake touch.
- Wiring.







# THANK YOU FOR YOUR TRUST!

*The images may differ due to the change of a component or reference.  
It is recommended that this kit is assembled by a professional.*

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**[www.boxzero.net](http://www.boxzero.net)**