

2023

English edition



TGR
TECHNIX GEAR

XTRIG

SKF

RAPTOR
TITANIUM



Only the Best

TGR
TECHNIX GEAR

SKF **XTRIG** **RAPTOR**
TITANIUM

RIDER: MANABU WATANABE
TECHNIX MODIFIED SUSPENSION
SKF FORK SEAL KIT XTRIG TRIPLE CLAMP RAPTOR TITANIUM FOOT PEG

“TECHNIX GEAR” supports the riding of top riders. Special parts crated based on feedbacks from riders maximize the potential of machines. The one and only, and, “ONLY THE BEST”. The best products specially selected take riders to a higher level. As a result, riders can enjoy riding while maximizing the machine's performance.

TGR RACING WHEEL

TYPE-R

"Made in Japan" wheels produced with attention to detail

Machined aluminum alloy hubs with D.I.D Dirt Star rims. High stiffness achieved by combining high strength hubs and reliable D.I.D rims. In addition, double-butted spokes are used to ensure stiffness while making an effort to thoroughly reduce weight. Through these, it is possible to convey to the rider the road surface conditions desired by the rider in an easy-to-feel way through the suspension. That is the development concept of the TYPE-R series, which advocates "real performance".

TYPE-R For MOTOCROSS / ENDURO

- FRONT / REAR SET JPY 118,000
- FRONT ONLY JPY 65,000
- REAR ONLY JPY 70,000



FOR MOTOCROSS KAWASAKI KX250F(06-20)WITH OPTIONAL COLOR NIPPLES

TYPE-R For SUPERMOTARD

- FRONT / REAR SET JPY 145,000
- FRONT ONLY JPY 85,000
- REAR ONLY JPY 90,000



Photo: FOR SUPERMOTARD HONDA CRF250R(04-13) WITH OPTIONAL COLOR NIPPLES

POINT!

We improved the spoke layout. As a result, the clearance between the spokes and calipers can be secured large, getting easy to modify the brake.

Can be chosen the rim "DirtStar", "ST-X"! Please refer P7 to find the option

Uses DirtStar rims

TYPE-R For DIRT TRACK

- FRONT / REAR SET JPY 118,000
- FRONT ONLY JPY 65,000
- REAR ONLY JPY 70,000



Photo: FOR DIRT TRACK YAMAHA YZ450F(14-22) WITH OPTIONAL COLOR NIPPLES AND BLACK SPOKES

High performance specs competed in the World Championships

WHEEL SIZE (Recommended size)

- Motocross Japanese model for 250cc [Front : 1.60 - 21 Rear : 1.85 - 19]
- Motocross Japanese model for 450cc [Front : 1.60 - 21 Rear : 2.15 - 19]
- Motocross KTM/HUSQVARNA/HUSABERG [Front : 1.60 - 21 Rear : 2.15 - 19]
- Enduro all models [Front : 1.60 - 21 Rear : 2.15 - 18]
- Motard for competition (Slick tire compatible size) [3.50 - 16 or 3.50 - 17 Rear : 5.00 - 17]
- Motard for public road (can be used for public road tires) [Front : 3.00 - 17 Rear : 4.50 - 17]
- Dirt Track [Front : 2.15 - 19 Rear : 2.50 - 19]

Note: When installing motard wheels, it may be necessary to modify the vehicle body, such as ensuring clearance between the tire and chain.

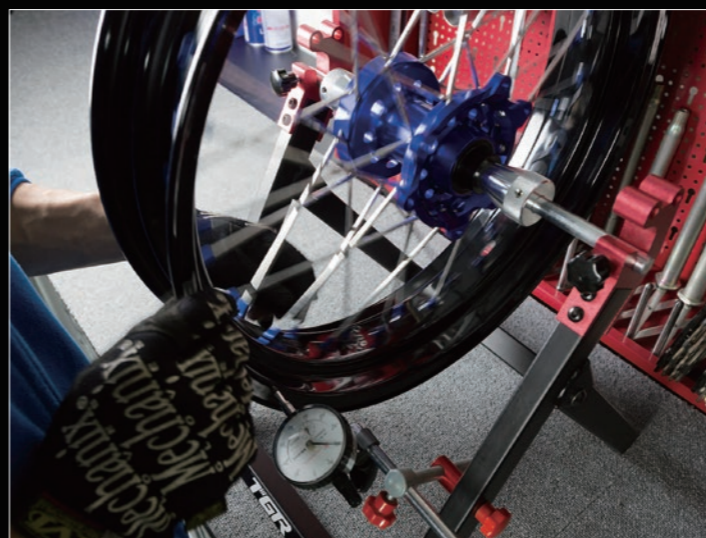
Recommended rim size and tire size for Motard

	RIM SIZE	PURPOSE	RECOMMENDED TIRE	RECOMMENDED TIRE SIZE
FRONT	3.00-17	STREET	GENERAL TIRE	110/70ZR17
	3.50-17	RACE	GENERAL TIRE OR MOTARD SLICK	120/70ZR17 OR 120/70R17 (black)
REAR	3.50-16	ONLY RACE	MOTARD SLICK	120/80-16
	4.50-17	STREET	GENERAL TIRE	150/60ZR17 or 140/70R17
	5.00-17	ONLY RACE	MOTARD SLICK	165/55R17

With a 120-size tire attached to a front wheel 3.50-17, the tire may hit the outer tube of the front fork. For the rear wheels, the chain position has been decided on the assumption that tires with a tread width of 160 mm or less will be installed. Tires with a tread width of more than 160 mm cannot be installed. We use DUNLOP α-13SP(Front: 110/70ZR17 Rear: 150/60ZR17) or DUNLOP Motard Slick(Front: 120/70R17 Rear: 165/55R17) for our test.

**WORLD CLASS LEVEL! TGR RACING WHEEL COMMITMENT POINTS!
THE PROUD OF MADE IN JAPAN ASSEMBLED BY HIGHLY SKILLED EXPERTS**

POINT!



For spoke wheels made up of multiple parts, it's impossible to assemble them all in the same way, due to the slight tolerance of each parts. Know-how and experience are indispensable for noticing the tolerance and building a highly accurate wheel. The wheels are assembled completely in-house, and the assembly process is handled by experienced dedicated mechanics, which enables highly accurate wheel assembly. In addition to high-precision assembly and high-precision runout correction, the assembly process includes steps to minimize the initial loosening of nipples. With this, we are proud that our wheels are assembled with the highest accuracy in the world among many commercially available wheels. It's not just about the look that is required of the wheel, it is required to maximize the performance as a functional component. We want you to experience the "world standard" wheels that only TGR can do.

TGR RACING WHEEL

for Mini
Motocross bikes



Aimed for overwhelming high strength! Must-have item for super kids and adult riders!

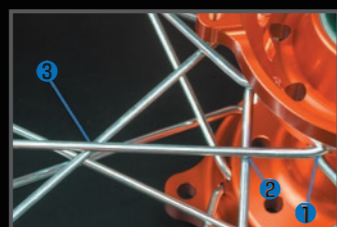
Many adults enjoy Mini Motocross bikes as a fun ride. Originally developed for kids, when adults ride hard, they may feel lack of stiffness or the wheel may break. Therefore, TGR has developed wheels on the assumption that adults enjoy riding. In all models, the rear hub has three bearings, the load capacity is increased from the standard, and the three spokes are arranged in a crossed manner to obtain an overwhelming sense of stiffness. Furthermore, as with the Type-R, the assembly process is performed manually one by one by skilled and dedicated mechanics, obtaining the highest level of assembly accuracy for a commercially available wheel. A special wheel for minimoto-riders that aggressively attack and win.

TYPE-M For Mini Motocross (Large Wheel)

- FRONT / REAR SET
JPY 105,000
- FRONT ONLY
JPY 60,000
- REAR ONLY
JPY 65,000

WHEEL SIZE
F : 1.40-19 R : 1.85-16

THREE-CROSS LAYOUT



Uses
ST-X "強" rim

Hard-to-break wheel!
Overwhelming strength!

TGR RACING WHEEL



Let's take a narrow rim! A wheel exclusively for big off-riders that makes off-road riding much more enjoyable.

This wheel was developed with a special layout for big off-riders, and was named "TYPE-X" in the image of a cross country off-road bike that runs freely on the earth. The wheel is equipped with a hub machined from A6082-T6, which is the strongest in the 6000 series aluminum alloy, and a D.I.D DirtStar rim with suppleness and moderate stiffness. The rim width with many tire variations gives you more choices for off-road tires, making it ideal for big off-road machine users who want to enjoy dirt rides.

Points of narrow rim!

- Improved lightness when riding off-road
- Improved edge grip when cornering
- Improved convergence around the rear when passing through gaps

POINT!



For Big Offroader

- Front / Rear Set
JPY 154,000

Wheel Size
F : 1.85-21 R : 2.50-18



Uses
DirtStar rims

RIM WIDTH WITH WIDE
CHOICE OF OFF-ROAD TIRES

for TENERE700
Released!

LINEUP LIST (TYPE-X)

Please refer P9 for TYPE-R / TYPE-M

Maker	Type	Year	P/N
HONDA	CRF1000L Africa Twin	16-19	ADTX0HCRL033
	CRF1100L Africa Twin	20-23	ADTX0HCRL033
YAMAHA	TENERE700	20-23	ADTX0Y1NR033

TGR RACING WHEEL FEATURES

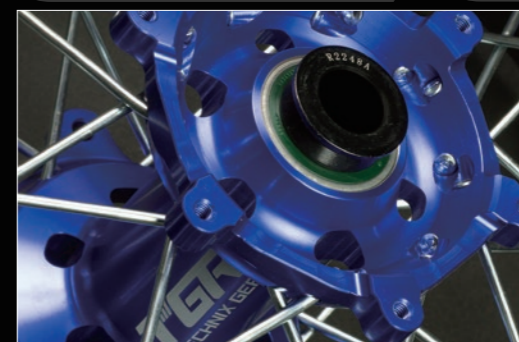


Mutual Some parts are not mutual feature, see more details below

SKF WHEEL SEAL



TYPE-R/TYPE-M is equipped with SKF wheel seal, which is often called the "The Ultimate Wheel Seal" that has both low friction and high durability of the bearing. With SKF's unique wheel seals equipped with non-rotating plastic shields, both the conflicting elements of reducing drivetrain power loss and protecting bearings from high pressure washers are achieved. The combination of TGR Racing wheel product quality and SKF provides the best performance.



TGR FACTORY SPEC. CNC ALUMINUM BILLET HUB

A machined hub that is luxuriously machined from 6082-T6 material, which is the strongest aluminum alloy in the 6000 series. The hub is stronger than before, and the strength and weight are perfectly balanced. In addition, the layout of the spokes has been significantly revised from the genuine one, and the spoke tension angle has been expanded to the maximum level in the lateral direction of the vehicle, making the layout the same as the works machine. We pursue the fundamental performance of the hub, not just its appearance. The spokes are 36pcs for all models (32pcs in TYPE-M), and high stiffness is achieved. Furthermore, the hub color can be selected from six colors of red, blue, green, gold, orange, and black, and various machine coordination according to the rider's preference is possible.



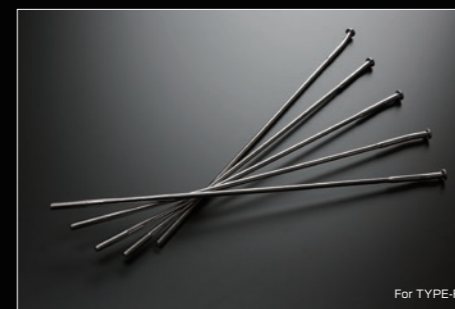
D.I.D DIRT STAR BLACK RIM

"DIRT STAR" is a popular aftermarket rim that combines lightness and strength. TGR pursues matching between hub and rim, and prepares a specially designed rim that matches billet hubs. "DIRT STAR" rim has an exquisite balance of stiffness with suppleness unique to a leading manufacturer, and does not make the rider feel more stiffness than necessary. This allows "DIRT STAR" to meet the demands of a wide range of rider skills, from weekend riders to professional class riders. As an option, you can also select the toughest rim ST-X "強" that D.I.D is proud of. (Only for Motocross / Enduro, see P7 Options for more information.) TYPE-M is equipped with ST-X "強" as standard equipment.



BUTTED SPOKE

Butted type steel spokes are used for the spokes. Butted spokes are high-end spokes in which the end to which heavy load is applied is formed thick and the intermediate portion to which a relatively small load is applied is formed to be thin, satisfying the contradictory elements of high strength and weight reduction. TYPE-R/TYPE-X use double butted spokes with thick both ends and thin intermediate portion. TYPE-M is a hybrid of a single butted and a double butted, being thick only at one end in single butted, in consideration of the stiffness balance. Many aftermarket wheel manufacturers hesitate to use butted spokes, which are more expensive than common straight spokes. We use high-end butted spokes without hesitation.



For TYPE-R

DOUBLE BUTTED SPOKE

Successfully reduces weight while keeping strength!
Reduces by 220g per wheel comparing to straight spoke
This illustration should be not exact scale for just to refer. (This is for TYPE-R)

Mid-part where durability is sufficient
has smaller diameter

Both ends where stresses concentrate
have larger diameter



ALUMINUM NIPPLE

TYPE-R uses an aluminum nipple with a high-precision spline. Nipple manufactured from A2014 material is processed with high precision, is harder to strip and easier to manage torque than general nipples. Due to its high cost, the highest level nipples used only by leading manufacturers are used luxuriously. Type M uses conventional square, large diameter, high rigidity nipples made from A7075 material. Depending on your preference, you can choose red, blue, green, gold, orange, and black color alumite as a paid option. See page 7 for details. Special nipple wrench included.



Nipple for dedicated TYPE-M

Spline drive nipple for dedicated TYPE-R



for TYPE-R TYPE-X

Color variation in spline drive nipple for dedicated TYPE-R / TYPE-X

TGR WHEEL "FRONT DISC GUARD BRACKET"

For TGR wheels only Front brake disc guard bracket



We have a lineup of front brake disc guard brackets with a lightweight design that have been requested by many TGR wheel users. Protects brake discs from deep ruts and flying stones. In addition, it reduces the adhesion of mud and enables reliable braking. A major brand disc guard that can be mounted at three points, such as ACERBIS and ZETA, can be installed (sold separately).

TGR WHEEL FRONT DISC GUARD BRACKET

Conform Compatibility: All models in the TGR wheel lineup. JPY 4,500

<Important>

The product number corresponds to the TGR wheel of the current production model equipped with the SKF wheel seal. Cannot be installed on models equipped with MUSASI wheels. Please contact us or check the TECHNIX web shop for compatible products for models that use MUSASI wheels.



Disc guard sold separately

	TYPE	P/N	Washer Color
HONDA	CR125/250R · CRF250/450R · CRF250/450X · CRF250/450RX · CRF450L (All model)	SDGCRF01	RED
	CRF250L/M (Model with axle shaft diameter Φ15)	SDGCRL01	RED
YAMAHA	CRF250L/M/RALLY (Model with axle shaft diameter Φ17) *1	SDGCRL02	RED
	YZ125/250 · YZ125/250X · YZ250/450F · WR250/450F (Model with axle shaft diameter Φ20)	SDGYZF01	BLUE
	YZ250/450F · YZ250/450FX · WR250/450F (Model with axle shaft diameter Φ22)	SDGYZF02	BLUE
KAWASAKI	WR250R/X	SDGWRR01	BLUE
	KX125/250 · KX250/450F · KLX450R (Model with axle shaft diameter Φ20)	SDGKXF01	GREEN
SUZUKI	KX250/450 · KX250/450X (Model with axle shaft diameter Φ22)	SDGKXF02	GREEN
	RM125/250 · RMZ250/450 · RMX450Z (All model)	SDGRMZ01	GOLD
KTM	125cc~560cc (Model with axle shaft diameter Φ26) *2	SDGKTM01	ORANGE
	125cc~560cc (Model with axle shaft diameter Φ22) *2	SDGKTM02	ORANGE
HUSQVARNA	All model (08-13)	SDGHSQ01	RED
	125cc~501cc (Model with axle shaft diameter Φ26) *3	SDGHSQ02	BLUE
	125cc~501cc (Model with axle shaft diameter Φ22) *3	SDGHSQ03	BLUE
GASGAS	125cc~350cc (From 2021, F axle shaft diameter Φ22 model)	SDGGAS02	RED
HUSABERG	TE/FE 125-501 (09-14)	SDGHSQ02	BLUE
BETA	RR2T · RR4T	SDGBET01	RED
	Xtrainer	SDGBET02	RED

*1: ABS sensor cannot be installed *2: Cannot be installed on 450SMR after 2014 *3: Cannot be installed on FS450 after 2014

Special repair parts

Disc guard bolt / washer set

Washer color: Red (RE), Blue (BL), Green (GR), Gold (GD) and Orange (OR)

JPY 1,000 P/N: OPWSR-□□



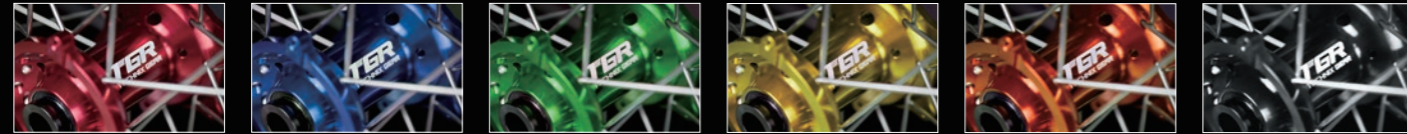
OPTION OPTION FOR TGR RACING WHEEL TYPE-R / TYPE-M / TYPE-X

You can choose the hub color! (free option)



When selecting option, tell the part number for option in addition to part number of wheel.

For example, CRF250 with blue hub can be used for color coordination like a longed-for works machine. Except for the hubs of each manufacturer's color, it will take about 1-2 months for delivery because it is made to order.



RED (HONDA COLOR) BLUE (YAMAHA COLOR) GREEN (KAWASAKI COLOR) GOLD (SUZUKI COLOR) ORANGE (KTM COLOR) BLACK

P/N: OPHUB-□□ RED (RE) · BLUE (BL) · GREEN (GR) · GOLD (GD) · ORANGE (OR) · BLACK (BK)

Rim size selectable (free option)

(free option)



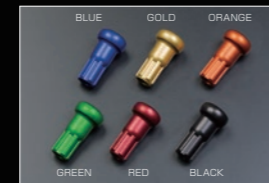
It is also possible to select a rim width other than the standard size of the TGR racing wheel. The following rims are in stock at TGR.

FRONT:
1.40-19 / 1.60-21 / 1.85-21 / 2.15-19 / 3.00-17 / 3.50-16 / 3.50-17
REAR: 1.85-16 / 1.85-19 / 2.15-18 / 2.15-19 / 2.50-18 / 2.50-19 / 4.50-17 / 5.00-17

The 17-inch size is exclusively for Supermoto. If you select a rim other than the standard size, please contact us for the "part number".

Nipple color selectable (paid option)

(paid option)



Aluminum nipple, which is one of the features of TGR racing wheel. The standard color is silver, but you can also choose a color nipple as a paid option. You can coordinate according to the hub color. A special wheel of your own color makes the race more enjoyable.

Option price Front and Rear set: JPY 10,000
Front only or Rear only: JPY 5,000

P/N: OPNPL-□□ RED (RE), BLUE (BL), GREEN (GR), GOLD (GD), ORANGE (OR), BLACK (BK)

TUBELESS KIT (Paid option for Supermotard)

(Paid option for Supermotard)



For the purpose of reducing unsprung weight and facilitating tire replacement, tubeless kit is already a standard in motard. With the cooperation of OUTEX Co., Ltd., we have prepared a special size that fits perfectly to TGR.

Customers are responsible for installing the tubeless kit. Due to the work process, we cannot install the tubeless kit in principle. Please note that the installation work is difficult.

Option price Front and Rear set: JPY 13,600

P/N: SMTLK3050(Front 3.0 inch) SMTLK3550(Front 3.5 inch)

Front only: JPY 8,000 P/N: 3.0-17用 SMTLK3000 / 3.5-17用 SMTLK3500
Rear only: JPY 8,500 P/N: common for 4.5-17/5.0-17 SMTLK0050

ST-X "強リム" selectable (for Motocross / Enduro, paid option)

(for Motocross / Enduro, paid option)



DID racing rim "ST-X", selected by many top riders around the world. The racing rim, which has a special cross section different from the conventional cross section, has the world's strongest level of strength enough to support the riding of top riders. With the TGR racing wheels, you can select the rims developed in the world's best races.

Option price Front and Rear set: JPY 10,000
Front only or Rear only: JPY 5,000

P/N: ST-X「強」 OPSTX-A(Front and Rear set) OPSTX-F(Front only) OPSTX-R(Rear only)

Black spokes selectable (paid option)

(paid option)



Black spoke option is available for discerning riders looking for a cooler look.

Option price
Front and Rear set: JPY15,000 P/N:OPSPB-A
Front only: JPY 7,500 P/N:OPSPB-F
Rear only: JPY 7,500 P/N:OPSPB-R

The Best for maintenance of TGR racing wheels Nipple torque wrench set

This is useful!

The popular nipple torque wrench set has been remodeled! Torque wrench for spoke nipples where torque management is difficult. Supports major nipple sizes with 9 types of adapters. The adjustment range is 2Nm to 7Nm, ensuring the optimum range for torque management of nipples. It also comes with a wrench bar that can be used in place of a torque wrench, improving convenience. Attached size: 5.1mm/5.6mm/5.8mm/

6.1mm/6.3mm/6.5mm/6.7mm/6.9mm/
TGR spline drive

JPY 18,000
P/N: TFTW-001A



ALL JAPAN MX : BOSS RACING



2022 JAPAN ENDURO CHAMPIONSHIP : #3 TADASHI KUGIMURA

LINEUP LIST (TYPE-R/M/X)

Wide range to fit most racing machine

As of May 2023

Table with columns: Maker, Type, Year, Super Motard, Motocross, Enduro, Dirt Track, Notes. Rows include Honda, Yamaha, Kawasaki, Suzuki, KTM, Husqvarna, GasGas, Husaberg, Beta, Sherco, TM.



2022 AMA PRO MOTOCROSS #139 NATHEN LAPORTE



2022 ALL JAPAN SUPERMOTO #7 YUICHI YOSHIDA



2022 FLAT TRACK WORLD CHAMPIONSHIP #70 MASATOSHI OMORI

Vertical text: 'TGR RACING WHEEL' written vertically on the right side of the page.

Footnote section: *1 For models with 'M' at the end of the part number... *2 The Motard spec specifies 110/70 front tires and 140/70 rear tires... *3 For ABS equipped model only... *4 For motocross, the rear rim width is 2.15 inches... *5 The front rim width is 1.40 inches... *6 Selectable from Beta genuine rear sprocket spec or 2014 KTM EXC/SX-F sprocket spec.

Precautions regarding changing the outer diameter of wheels: If the outer diameter of the wheel is changed due to the change to motard, etc., an error will occur in the equipment that acquires the signal from the number of revolutions of the wheel, such as the speedometer and trip meter.

Warning icon and QR code with URL: https://technix.jp/wps7/wp-content/uploads/2021/04/tgr_gochui.pdf

TGR Supermoto Brake Kit

**Get braking power
+ controllability!**

Brake is one of the indispensable customizations when changing an off-road bike to a motard. Modification of the braking system is done to ensure sufficient braking force, but if not done properly, the brakes can be very difficult to use. The TGR Supermoto Brake Kit was developed with the concept of sufficient braking force and high controllability for street use and sports riding. By using the genuine caliper and master cylinder as they are, it is possible to upgrade the brake system with excellent cost performance without impairing the controllability during braking.

NEW!



FEATURES

- 1 Reliable and trustable Japanese manufacturer "SUNSTAR" ϕ 320mm floating disc
- 2 The contact surface of the brake disc is set to 28 mm, and the contact surface with respect to the genuine brake pad is optimized.
- 3 Durability is important for the inner rotor, and hard alumite processing is applied to A7075 material.
- 4 With caliper support using A7075 material, the diameter of the disc can be increased using genuine calipers.

Recommended for such riders

- Street motard use
- Those who prefer controllable brakes to sudden brakes
- Those who want to upgrade brakes with relatively easy work
- Those who want a relatively cheap and effective brake upgrade



Applicable models

CRF250L (13-23)
CRF250L(S) (21-23)

The M model / RALLY model can be installed by replacing the caliper support with the genuine caliper support of the L model.

JPY 48,000 P/N:TSMBK01HO



Applicable models

KTM EXC/SX (10-23)
GASGAS EX/MC (21-23)
HUSQVARNA TE/TC/FE/FC (14-23)

JPY 50,000 P/N:TSMBK01KT

Caution!

All of the above models are only applicable with vehicles equipped with Brembo calipers.
Not applicable with MAGURA and BRAKTEC calipers.



TECHNIX TGR CHANNEL



Mr. Hikaru Miyagi and Yuichi Yoshida are reviewing the CRF250L motard custom vehicle.



TECHNIX RACING
INNOVATED CARTRIDGE TRIC

The definitive front fork modification for trail motorcycles!
Experience high performance that changes dramatically like a racer with TRIC!

The front forks of commercial trail bikes may be dissatisfied with their low stability, smoothness of movement and adjustability compared to enduro racers and motocross bikes. TRIC has a completely newly designed cartridge system inside to eliminate the dissatisfaction. At the same time, TRIC makes damping adjustable. As a result, the responsiveness of damping to changes in the operating speed of the suspension is greatly improved, and high damping properties that effectively absorb changes in unevenness on any road surface can be obtained. The one-of-a-kind cartridge kit "TRIC" with high availability that can handle streets, forest roads, and even racing scenes changes the concept of trail motorcycles.



Completely newly designed Technix original cartridge kit example (CRF250L)



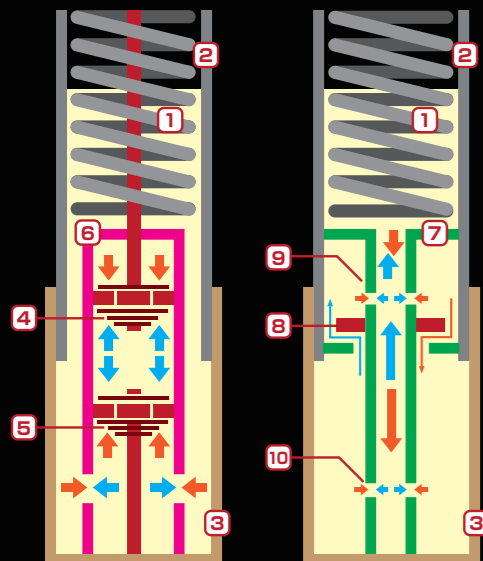
Installation example of the rebound adjuster installed on the top bolt (CRF250L)



Example of installing a compression adjuster newly installed at the bottom of the fork so that it can be adjusted from the outside (CRF250L)

Thorough explanation of TRIC's advantages with KLX230 "KLX230 STD VS KLX230 TRIC"

By drastically changing the oil flow path, stability, responsiveness, and followability are greatly improved! The standard front fork of KLX230 is a damper rod fork (also known as a floating valve fork). Explains the difference from the cartridge fork of TRIC.



- 1 Spring
- 2 Inner tube
- 3 Outer tube
- 4 Rebound side valve shim
- 5 Compression side valve shim
- 6 Cartridge
- 7 Damper rod
- 8 Check valve
- 9 Rebound side orifice
- 10 Compression side orifice

Oil flow during compression → Oil flow during rebound →

ADVANTAGE 1 Fork system

By adopting a cartridge system, TRIC prevents oil foaming (cavitation) and generates stable damping.

ADVANTAGE 2 Damping system

In TRIC, the damping force on the rebound side and the compression side is generated by the multi-layer valve shim. It is possible to generate damping force in response to changes in operating speed from low speed to high speed. The standard orifice type cannot respond to speed changes.

ADVANTAGE 3 Adjustability

TRIC is equipped with a compression and rebound damping adjuster as standard equipment. This makes it possible to freely adjust the damping according to the situation. On the other hand, the standard type does not have an adjuster mechanism.

In this way, with three advantages that cannot be achieved with standard models, TRIC realizes high availability that can handle streets, forest roads, and racing scenes.



Rebound valve side cartridge structure (TRIC)



Compression valve side cartridge structure (TRIC)



KLX230 standard damping structure

Shock absorber and suspension parts related products produced and recommended by Technix

TRIC VARIATION & LINE UP

In TRIC, three variations are prepared according to the riding situation, the structure of the standard fork, etc. Not only the stroke speed is controlled by the damper, but also the stroke amount is properly controlled by the special fork spring. Supplies trail motorcycles with a high-quality feel unique to TRIC, which is far superior to the standard type.

TRIC FUN KIT from touring to sports riding

A TRIC introductory kit that attaches the TRIC cartridge to only one fork and uses the standard fork system as it is for the other fork. Aiming for high effect at a relatively low cost, it is sufficiently beneficial for touring applications and brings comfortable riding.



Recommended for such users!

- Those who are dissatisfied with the standard suspension
- Those who mainly enjoy general road touring including forest road touring
- Those who want to enjoy off-road such as off-road courses

- Adopted system: SFF mechanism (right spring, left damper)
 - Damping adjustment: only on one side compression / rebound possible
 - Special spring included (some models) ■ Fork oil sold separately Recommended oil: TRFO-05 (refer to P25)
- ehicles with special fork spring JPY 65,000 Vehicles without special fork spring JPY 60,000

TRIC COMP KIT for sport riding, race / competition

COMP KIT with attractive availability that supports a wide range of applications from touring to sports riding. In addition to installing TRIC on both sides, the internal components of the fork are completely changed to Technix with a special spring. The effect is enormous, and the level of suppleness and stability that is higher than that of a standard fork greatly improves the riding performance such as gaps. The stability / operation of the fork is attractive because it allows you to ride comfortably, safely and enjoyably, and even if you add "fast" to it, you will not feel betrayed at all.



Recommended for such users!

- Those who are dissatisfied with the standard suspension
- Those who want to enjoy sports riding not only on touring but also on off road course etc.
- Those who mainly ride off-road courses
- Those who participate in races such as Enduro

- Adopted system: both sides damper/both sides spring
 - Damping adjustment: both left and right compression/rebound possible
 - Special spring included ■ Fork oil sold separately Recommended oil: TRFO-05 (refer to P25)
- JPY 98,000

TRIC PRO KIT for race / competition

The COMP KIT recommended by Technix has been changed to a longer stroke. It is no exaggeration to say that the PRO KIT, which was developed in response to requests from top professional riders to improve riding performance in difficult sections, is exclusively for racing. The TRIC KIT to win is this PRO KIT.



Recommended for such users!

- For race use of senior riders
- Those who often ride in situations where it is necessary to raise the minimum ground clearance

- Adopted system: both sides damper / both sides spring
 - Damping adjustment: both left and right compression / rebound possible
 - By extending the total length of the fork, riding performance is improved
 - Special spring included ■ Fork oil sold separately Recommended oil: TRFO-05 (refer to P25)
- JPY 108,000

TECH3.1 Performance shock (only for TRIC PRO, long stroke) is also available. We recommend that you purchase it separately to optimize the balance between the front and rear of the vehicle. Please contact us for more information.



Caution! This product is sold as a kit. However, assembling may require attachment / detachment of the axle bracket (inverted fork), removal of the inner tube internal parts by cutting, and attachment by welding (upright fork), which makes the work difficult. When assembling, we strongly recommend that you ask us to assemble or ask a shop that is familiar with suspension.

Applicable models P/N		* Special spring is not included. Use OEM springs.			
Maker	Type	Year	TRIC FUN	TRIC COMP	TRIC PRO
HONDA	CRF250L	13-20	TRICCRF25LOFUN	TRICCRF25LOCOMP	TRICCRF25LPRO
	CRF250M	13-19	TRICCRF25M0FUN	TRICCRF25M0COMP	N/A
	CRF250RALLY	13-20	TRICCRF25R0FUN	TRICCRF25R0COMP	N/A
	CRF250L	21-23	TRICCRF25L1FUN	N/A	N/A
	CRF250L-S	21-23	TRICCRF25L2FUN*	TRICCRF25L2COMP	N/A
	CRF250L/L-S Motard setting	21-23	TRICCRF25M1FUN	TRICCRF25M1COMP	N/A
	CRF250RALLY	21-23	TRICCRF25R1FUN	N/A	N/A
YAMAHA	SR155R	20-23	N/A	TRICSR155RCOMP	N/A
	KLX230	20-23	N/A	TRICKLX230COMP	N/A
	KLX230S	22-23	N/A	TRICKLX230SCOMP	N/A
KAWASAKI	KLX230R	20-23	N/A	TRICKLX230RCOMP	N/A
	KLX150BF	ALL	TRICKLX150BFUN	N/A	N/A
	KLX140G	17-23	N/A	TRICKLX140GCOMP	N/A
	X-Trainer	15-21	TRICBETXTNOFUN	N/A	N/A
BETA	XEF250	21-23	TRICXEF250FUN*	N/A	N/A

TEC-5.2 Performance shock

Evolution never stops...

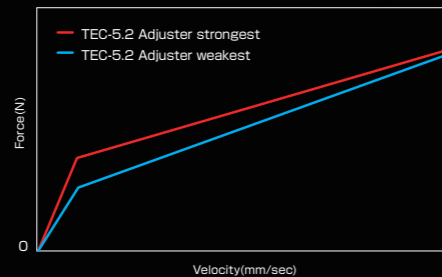
High-end model newly equipped with a 2-way compression adjuster

External reservoir tank

The TEC-5.2 model with a reservoir tank, which has evolved from the conventional TEC-5.1 and is the highest grade in the TEC series. When upgrading to 5.2, the reservoir tank is equipped with a HI / LO 2-way compression adjuster, enabling 3-way damping adjustment, including a rebound adjuster. This makes it possible to make a wide range of adjustments according to preference and situations compared to the past. Also, by having a reservoir tank connected to the outside by a hose, the amount of oil increased by 50-60% compared to TEC1.1 / 3.1. As a result, it becomes more advantageous against heat and exhibits stable performance even when riding for a long time. An extremely good product that brings superiority not only to touring but also to extreme conditions such as racing.

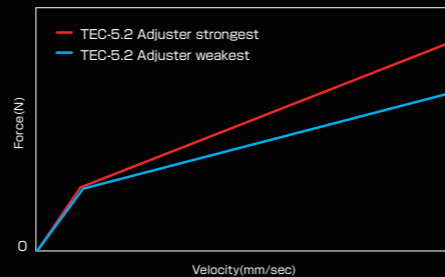


Example of change by low speed adjuster of TEC-5.2



The graph shows the damping force at MAX and Min of the low speed adjuster. The low speed adjuster has a large effect when the stroke speed is low, and the effect is small when the stroke speed is high.

Example of change by high speed adjuster of TEC-5.2



The graph shows the damping force at MAX and Min of the high speed adjuster. The high speed adjuster has a greater effect as the stroke speed increases.

FEATURES

- A linear rate spring is used for direct response and stiffness
- Large-capacity tank increases thermal capacity and achieves stable damping even in harsh conditions
- A wide range of adjustment is obtained with a 3-way damping adjuster equipped with a HI / LO 2-way compression adjuster and a rebound adjuster.
- Equipped with a completely independent rebound adjuster
- Equipped with stepless preload adjuster
- Full aluminum body with an emphasis on heat dissipation
- Φ14 rod with excellent balance between rigidity and friction
- Japan-quality built in-house by dedicated mechanics

JPY 98,000

Recommended for such riders!

Sports riding Race

- Those who use the machine in a wide range of situations for sports riding such as touring and racing
- Those who want a suspension that responds to aggressive riding with a margin
- Those who want to enjoy suspension settings
- Those who want a firm feeling in suspension

Technix develops front and rear suspensions at the same time. Therefore, considering the balance with the rear suspension of Technix, it is recommended to install **TRIC** or **TGR OPTIMIZED SPRING SERIES** to the front fork.

TEC-3.1 Performance shock

The development concept is to enjoy the trail machine...

Basic model equipped with one-way damping adjuster.

Internal reservoir tank

Trail machines widely used as an introductory off-road motorcycle for forest road touring, trekking, and sports riding on the course. Since they are used in various situations, some riders may be dissatisfied with the suspension depending on the rider's skill and riding field. TEC-3.1 Performance shock was developed by Technix to meet the expectations of such riders. Aluminum parts are used as much as possible with an emphasis on lightness and heat dissipation. Equipped with a spring preload adjuster and damping adjuster, a wide range of adjustments are possible according to the individual riding field. The actual driving test is repeated with Technix for each model, and each adjuster has already been preset with Technix. Easily upgrade with bolt-on you can experience the high-quality ride of the suspension. The setting that best matches each machine conveys the performance of the machine to the road. This is the suspension of the trail machine produced by Technix, which has experienced numerous suspension modifications.



FEATURES

- Reservoir with built-in separator piston
- Stepless preload adjuster
- Equipped with rebound damping adjuster
- Ultra lightweight full aluminum body
- Φ14 rod with excellent balance between rigidity and friction
- Assembly quality is Japanese quality performed by a dedicated mechanic in-house

JPY 63,000

Recommended for such riders!

Sports riding Touring

- Those who are dissatisfied with the OEM rear shock
- Those who mainly enjoy general road touring including forest road touring
- Those who want to enjoy riding more fun and comfortably
- Those who want to improve the ride quality

Technix develops front and rear suspensions at the same time. Therefore, considering the balance with the rear suspension of Technix, it is recommended to install **TRIC** or **TGR OPTIMIZED SPRING SERIES** to the front fork.

TEC-1.1 Performance shock

Upgraded suspension makes off-road even more fun!

SEROW / TRICKER / WR155R

Emulsion Type Reservoir

Since its introduction in 2005, the SEROW250 has been very popular as a multi-off-road motorcycle that handles street, off-road riding, and even trial play. The main features are a compact body and an easy-to-use engine. The TGR TEC1.1 Performance shock was developed to bring out the characteristics of the SEROW more effectively. By reflecting feedback from riders who have a good understanding of SEROW, you can enjoy a higher-grade riding in a wide range of fields such as streets, off-road courses, forest roads, trekking, and trial sections. In addition, with the cooperation of Fumitaka Nozaki, one of Japan's leading SEROW250 users, a new trial special type for enjoying trial play is also available. For riders who want to enjoy trial play, we can recommend it with confidence. In addition, the shock for TRICKER, which can be said to be a sister model of SEROW, is completed with a special setting. From the streets to the trial sections that require tricks, the field of riding is further expanded with a special shock developed to fully enjoy the world of TRICKER. And a new model for WR155R has been added to the lineup! Full support for Yamaha off-road vehicles.



FEATURES

- Progressive springs that are soft at the beginning and hard at the end (SEROW250)
- Linear rate spring for direct response (SEROW250/TRICKER trial play model, WR155R)
- Stepless preload adjuster
- Equipped with rebound damping adjuster
- Full aluminum body with an emphasis on heat dissipation
- φ14 rod with excellent balance between rigidity and friction
- Assembly quality is Japanese quality performed by a dedicated mechanic in-house

Recommended for touring to sports riding

JPY 61,000



← SEROW250 also has a lineup of trial play model!
Trial rider Fumitaka Nozaki cooperates in development!

Technix develops front and rear suspensions at the same time. Therefore, considering the balance with the rear suspension of Technix, it is recommended to install **TRIC** or **TGR OPTIMIZED SPRING SERIES** to the front fork.

Comparison of TEC SERIES Performance shock

'TGR Performance shock' with 3 types of shocks of different types as a lineup. Please see the table for the characteristics of the difference.

POINT!

Product spec comparison table

	Full aluminum body	Compression adjuster	Rebound adjuster	Spring preload adjuster	Gas / oil separator piston	External reservoir tank	Spherical bearing mount
TEC-1.1	●	×	●	●	×	×	●
TEC-3.1	●	×	●	●	●	×	●
TEC-5.2	●	●	●	●	●	●	●

Product spec description

■ Full aluminum body

Light and highly heat-dissipating.

■ Compression adjuster

Damping adjustment on the compression side is possible. Effective for adjusting traction on slippery roads and subduction during jumps.

■ Rebound adjuster

Damping adjustment on the rebound side is possible. Effective for adjusting the absorbency of road unevenness and the stability of the vehicle body.

■ Spring preload adjuster

The body posture can be adjusted in the front-rear direction, and the spring can be adjusted according to the weight and amount of luggage.

■ Gas / oil separator piston

Presence or absence of parts that structurally separate oil and gas.

■ External reservoir tank

Presence or absence of a reservoir tank that can secure a large amount of oil

■ Spherical bearing mount

Abolish the rubber parts of the mounting part and change to a bearing mount

Linearly conveys road surface conditions to the rider with a more direct feeling of operation

TEC-5.2

Recommended for sports riding to Race



TEC-3.1

Recommended for touring to sports riding



TEC-1.1

Recommended for touring to sports riding



LINEUP LIST

Maker	Type	Year	TEC-5.2	TEC-3.1	TEC-1.1
HONDA	CRF250L	13-20	T521CRF250LOF	T311CRF250LOF	N/A
	CRF250L TYPE-LD	13-20	T521CRF250RLD	T311CRF250RLD	N/A
	CRF250M	13-20	T521CRF250LMO	T311CRF250LMO	N/A
	CRF250RALLY	17-20	T521CRF250RAL	T311CRF250RAL	N/A
	CRF250RALLY TYPE-LD	17-20	T521CRF250RLD	T311CRF250RLD	N/A
	CRF250L	21-23	N/A	T312CRF250LOF	N/A
	CRF250L-S	21-23	T522CRF250SOF	T312CRF250SOF	N/A
	CRF250L/L-S motard setting*1	21-23	T522CRF250LMO	T312CRF250LMO	N/A
	CRF250RALLY	21-23	N/A	T312CRF250RAL	N/A
	CRF250RALLY-S	21-23	T522CRF250RAS	T312CRF250RAS	N/A
YAMAHA	CRF150L	17-23	N/A	T311CRF150LOF	N/A
	SEROW250	05-20	T521SEROW250	N/A	T111SEROW250
	SEROW250 (for Trial) *2	05-20	T522SEROW250	N/A	T112SEROW250
	TRICKER	04-18	T521TRICKER	N/A	T111TRICKER
KAWASAKI	WR155R	20-23	T521WR155R	N/A	T111WR155R
	KLX230	20-23	T521KLX230	T311KLX230SOF	N/A
	KLX230R	20-23	T521KLX230R	T311KLX230ROF	N/A

*1 17-inch motard setting
*2 Trial play setting

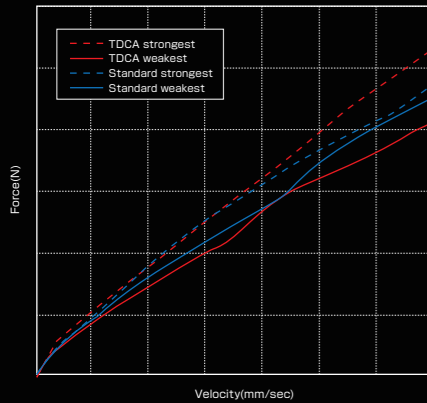
TGR "DUAL" Compression Adjuster for Rear shock

[HI/LO] Adjustable! Make effective use of the OEM rear shock by adjusting the compression reliably!

It's hard to feel the change even if you adjust it ... Such a story is often heard in the compression adjuster of the trail machine. It's not a matter of the rider's sensitivity to the setting, it's a matter of the shock system. At Technix, we aim to use such a compression adjuster as a reliable setting part. We have created a new compression adjuster equipped with a "DUAL adjustment mechanism" that enables fine and accurate adjustment according to the operating speed of Hi speed / Lo speed in the rear shock. In sports riding, it is possible to adjust the damping according to the driving situation and preference, and it is possible to fully use the function of the suspension.



TDCA VS
WR250R Standard Compression adjuster



With the standard adjuster (blue), the change in damping can be confirmed in the low speed range at the strongest / weakest of the adjuster. However, in the high speed range, it is out of the adjustment range of the adjuster, and it can be seen that the strongest / weakest of the adjuster has almost the same damping force. On the other hand, TDCA (red) has an adjustment range not only in the low speed range but also in the high speed range, and it can be seen that there is a large range on the graph in the strongest / weakest adjuster in the high speed range. This width represents the operating width of the adjuster, and it can be seen that the damping curve can be changed with a higher degree of freedom than the standard by using the DUAL adjuster. This means that it can respond widely to the rider's preference, road surface conditions, etc.



Recommended for riders who

- Enjoy sports riding including competition
- Dissatisfied with the standard suspension
- Dissatisfied with the effectiveness of the compression adjuster
- Interested in suspension settings
- Want to enjoy suspension settings

P/N : TDCA-K01/TDCA-K02/TDCA-Y01/TDCA-R16V
JPY 15,000

P/N : TDCA-S01
JPY 23,000

Caution!

<important> This product is for professional shops. The installation requires specialized knowledge and tools. The work of an unskilled person poses a danger. Since it may lead to a serious accident, we strongly recommend that you avoid installing by yourself and install at a shop that has knowledge and experience such as our company or a suspension specialty shop.

TGR Compression Adjuster For KX80/KLX140G

Shock compression adjusters for KX80 / KLX140G / KX85 (until 2013) models are also on sale. It is a one-way adjuster with only low speed, but the effect is enormous compared to the standard with only 4 stages.

P/N : TSCA-KA1 JPY 15,000

Maker	Type	Year
KAWASAKI	KX80/KX100	91-00
	KX85/KX100	01-13
	KLX140G	All years



The low-down method proposed by suspension professionals ensures the proper dimensions!

Accurately measure the normal dimensions with the chassis alignment measuring instrument, and measure the vehicle body dimensions after lowdown in the same way. Achieves an appropriate lowdown by balancing the amount of lowdown in the front and rear without breaking the standard body dimension value. This minimizes the impact on handling and enables front and rear lowdown without compromising the ride quality of the standard model.



Applicable models KTM EXC model (17-22 model)

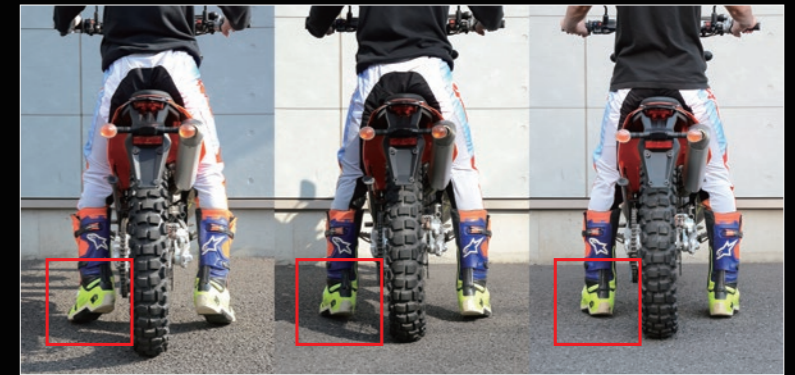
Suitable for vehicles equipped with WP XPLOR suspension.

Low down amount	P/N	Price
30mm	WPXPLOR30LD	JPY16,000
40mm *1	WPXPLOR40LD-□□ *2	JPY31,000
50mm *1	WPXPLOR50LD-□□ *2	JPY31,000

*1 For 40mm and 50mm lowdown kits, front fork springs are also included in the kit.
 *2 □□ indicates the spring rate. You can select from (3.8 / 4.0 / 4.2 / 4.4 / 4.6 / 4.8 / 5.0 / 5.2).
 Example: If you select 3.8N, enter 38 in □□.

Caution!

The front and rear suspensions must be completely disassembled for installation. We recommend that you ask a suspension specialty store, including us, to install it.



NORMAL LOWDOWN -30mm LOWDOWN -50mm

Note: The photo showing the condition of the foot is a sample from our test, and it may not be the same condition depending on the environment and vehicle condition.



LINEUP LIST

Maker	Type	Year	P/N
HONDA	XR250	MD30	TDCA-K01
	XR250R	ME08	TDCA-K01
	XR250 Motard	03-07	TDCA-K01
YAMAHA	WR250R	07-16	TDCA-Y01
	WR250R	17	TDCA-K02
	WR250X	07-16	TDCA-Y01
	WR250X	17	TDCA-K02
	TENERE700	20-23	TDCA-K02
KAWASAKI	KLX250/R/SR	93-16	TDCA-K01
	KLX300R	96-23	TDCA-K01
	D-TRACKER/X	98-16	TDCA-K01
	KDX250R/SR	91-94	TDCA-K01
	KDX220R/SR	94-97	TDCA-K01
	KDX200R/SR	90-93	TDCA-K01
	KDX125	94-99	TDCA-S01
SUZUKI	KX 85/100/112	14-23	TDCA-K02
	TS200R	89-96	TDCA-S01
	DR250R	96-04	TDCA-S01
	DJEBEL250XC	96-06	TDCA-S01
BETA	X-Trainer	15-23	TDCA-R16V

TGR "OPTIMIZED" Spring Series

**Such a spring was sought.
Technix optimizes spring rates to suit your needs!**

Feedback from various tests, Technix selects and optimizes the optimum spring according to the application. The "OPTIMIZED" series aims to eliminate excess and deficiency of spring performance so that the original purpose of use of each bike can be achieved. Designed exclusively for each model, it can be easily replaced by bolt-on. The material used is silicon chrome steel, which is ideal for motorcycle springs in both front and rear.



TENERE700 Soft Spring



Yamaha TENERE700 is popular as a middle-sized adventure model. However, it is undeniable that the suspension setting, which takes into consideration tandem and touring in the loaded state, is stiff when considering off-road driving. The soft spring proposed by Technix was developed mainly for off-road riding, especially forest road touring. The soft spring, which has been tested in many road conditions with the participation of professional riders, is a must-have item that makes off-road riding comfortable and is indispensable for suspension tuning.

Applicable models TENERE700 (20-23)

Front JPY 13,000 P/N : TSSFTNR70

Rear JPY 15,000 P/N : TSSRTNR70

Front and Rear set JPY 25,000 P/N : TSSKTNR70

Front Spring Rate	Rear Spring Rate
4.2N/mm	62N/mm

WR250X/R Hard Spring



For users who want to increase the rate in sports driving etc. with WR250X! Approximately 5% higher than the genuine rate of WR250X, realizing supple and firm movement. It responds linearly to quick operations and changes to a lighter suspension. It is also ideal for those who want to convert their WR250R into an "X" model with motard spec. The material adopts silicon chrome steel which is most suitable for motorcycle use.

Applicable models WR250R (07-17*) WR250X (08-17*)

* When installing the rear shock spring to the 2017 model, please purchase the Yamaha genuine spring seat (3LD-22214-01) separately.

Rear Spring Rate
92N/mm

Rear JPY 15,000 P/N : THSRWR250X



WR250R Soft Spring



The spring rate is set for off-road riding only. It is an indispensable item for improving the operability of the front and rear suspensions in off-road riding by significantly reducing the "bounce" and lack of operability caused by the hardness of the standard spring. This was also adopted in the suspension used by Kenji Suzuki, who won the 2012 Hidaka 2 Days, and is highly evaluated by him. Recommended oil: TGR suspension fluid 5W TRFO-05 Quantity of oil used: 2 packs

Applicable models WR250R (07-17*)

* When installing the rear shock spring on the 2017 model, please prepare a genuine Yamaha spring seat (3LD-22214-01) separately.

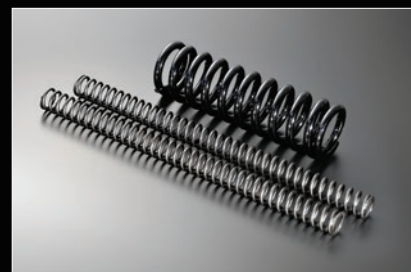
Front Spring Rate	Rear Spring Rate
4.2N/mm	70N/mm

Front JPY 13,000 P/N : TSSFWR250R

Rear JPY 15,000 P/N : TSSRWR250R

Front and Rear set JPY 25,000 P/N : TSSKWR250R

D-TRACKER Hard Spring



The first step in modifying the D-TRACKER suspension is to optimize the spring rate for motard. The standard spring rate was set on the premise of off-road riding, so it tends to dive more in motard use. As a result, the amount of pitching in the longitudinal direction of the vehicle body increases. Therefore, Technix has developed front and rear springs exclusively for D-TRACKER. The front fork spring is set to be 25mm shorter and can be used for lowering. Recommended oil: TGR suspension fluid 10W TRFO-10 Quantity of oil used: 2 packs

Applicable models D-TRACKER (98-07)

Front Spring Rate	Rear Spring Rate
4.6N/mm	64N/mm

Front JPY 13,000 P/N : THSFDTR

Rear JPY 15,000 P/N : THSRDTR

Front and Rear set JPY 25,000 P/N : THSKDTR

TGR Fork Spring for SEROW250 / TRICKER



A fork spring developed with the aim of improving the front and rear balance along with the upgrade of the rear shock. The spring rate has increased by about 15% for the street specification and about 10% for the off-road specification, realizing a firm movement. And in trial play, it is possible to effectively use the reaction force of the spring, increasing the possibility of using "skills" unique to trials. Also, for the TRICKER, the spring rate is 10% stronger than the standard. As a result, in street riding, the vehicle body posture is optimized during braking and cornering, dramatically improving the stability of the vehicle.

Recommended oil: TGR suspension fluid street/off-road:TRFO-15 trial:TRFO-05 Quantity of oil used: 1 pack

Applicable models

SEROW250 (05-20) JPY 13,000

Off-road Model P/N : THSFSEOW250
Street / Trial Model P/N : THSFSEOW250H

TRICKER

JPY 13,000

P/N : THSFTRICKER

Front Spring Rate
4.2N/mm

SEROW250
Off-road Model

Front Spring Rate
4.6N/mm

SEROW250
Street / Trial Model

Front Spring Rate
4.4N/mm

TRICKER

The best much with
TGR performance shock!

TGR Fork Spring for CRF250R series



The front fork of the CRF250 series is undeniably unsatisfactory for sports riding. Therefore, TGR prepares a fork spring with a spring rate that is 20% higher than the standard. Reborn as a solid and stable front fork for a wide range of fields from street to sports riding. Installing this fork spring is the first step in fork tuning. The compatibility with the TGR TEC-3.1 rear shock is also excellent, and by using it at the same time, the front and rear balance is optimized. The spring is common for L/M/RALLY. By adjusting the oil viscosity and oil level, settings are made according to each riding field.

Recommended oil: TGR suspension fluid street:TRFO-15 trial:TRFO-10 Quantity of oil used: 2 pack

Applicable models

CRF250L (12-20) / CRF250M (13-20) /
CRF250RALLY (17-20) / CRF250RALLY Type LD (17-20)

JPY 13,000 P/N : THSFCRF250L (Other than CRF250RALLY TYPE LD)
THSFCRF250TLD (CRF250RALLY TYPE LD)

Front Spring Rate
11.8N/mm

The best much with
TEC-3.1 performance shock!

TGR Fork Spring for CRF150L



A 150cc class off-road model that is secretly popular as a "fun" bike that makes use of its lightweight body. The TGR fork spring with an increased spring rate transforms the suspension into a firm and stable suspension in a wide range of driving fields from street to sports riding.

Applicable models

CRF150L (17-22)

JPY 13,000 P/N : THSFCRF150L

For left front fork

Front Spring Rate
4.6N/mm



TGR "High Performance" Spring Series

Suspension setup starts with spring selection. High performance spring for racer model!

Rider weights vary widely. The sports riding field of racer models represented by motocross bikes is diverse, including motocross, enduro, motard, and dirt track. Spring selection is the first step in suspension setting. It may be difficult to set up to meet the needs of individual riders with only the manufacturer's genuine option springs. Therefore, Technix has prepared a high performance spring series that uses racing spec silicon chrome steel. With a wide variety of spring rates from super soft to super hard, a rich lineup that supports many racer models, and an overwhelming amount of stock that boasts the best in Japan, we are sure to meet the needs of individual riders.

FEATURES

- Overwhelmingly high durability and precision with racing spec silicon chrome steel
- Glossy black coated springs for a high quality feel
- Many spring rates that are not set as genuine are also lined up



Overwhelming lineup and inventory volume that boasts the best in Japan!

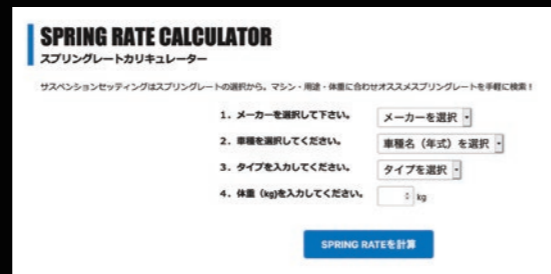
TECHNIX Spring Rate Calculator

You can easily find the recommended spring rate according to your machine, weight and application!

TECHNIX Spring Rate Calculator

Available on the web >>>

<https://technix.jp/product/spring-rate-calculator/>



LINEUP

Apply the spring rate to the end of the fork/shock part number. For the progressive rate, refer to the margin and apply the three types. (Example: CRF250R 11-13 Fork rate: 4.4 / Shock rate 54 6HOF02-60-44 6HOR0-2-4626-54)

The lineup list is as of March 2023

Type	Year	Fork P/N	Fork RATE (N/mm)	Shock P/N	Shock RATE (N/mm)
HONDA	07-23	—	—	6HOR09-6224	60
	01-07	6HOF01-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6HOR01-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62
	04-09	6HOF02-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6HOR02-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62
	11-13	6HOF02-60	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6HOR02-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62
	14	6HOF02-60	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6HOR02-4624	44/46/48/50/52/54/56/58/60/62
	15-17	AIR	—	6HOR02-4624	44/46/48/50/52/54/56/58/60/62
	18-23	6HOF02-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6HOR02-4624	44/46/48/50/52/54/56/58/60/62
	19-23	6HOF08-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6HOR08-4624	44/46/48/50/52/54/56/58/60/62
	04-17	6HOF03-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6HOR03-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62
	02-08	6HOF04-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6HOR04-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62
	09-12	6HOF04-60	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6HOR04-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62
	13-16	AIR	—	6HOR04-4624	44/46/48/50/52/54/56/58/60/62
	17-23	6HOF04-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6HOR04-4624	44/46/48/50/52/54/56/58/60/62
	17-23	6HOF06-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6HOR06-4624	44/46/48/50/52/54/56/58/60/62
	05-18	6HOF05-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6HOR05-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62
19-23	6HOF05-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6HOR05-4624	44/46/48/50/52/54/56/58/60/62	
18-23	6HOF07-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6HOR07-4624	44/46/48/50/52/54/56/58/60/62	

For MX / ENDURO / SUPERMOTO RACING USE ONLY

Type	Year	Fork P/N	Fork RATE (N/mm)	Shock P/N	Shock RATE (N/mm)
YAMAHA	18-23	6YAF12-30	2.4/2.6/2.8/3.0/3.2	6YAR12-0520	35/40/50
	98-23	6YAF11-30	2.4/2.6/2.8/3.0/3.2/3.4/3.6	6YAR11-0522	40/45/50/55/58/65
	04	6YAF01-85	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR01-9227	44/46/48/50/52/54/56/58/60/62
	05	6YAF01-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR01-9227	44/46/48/50/52/54/56/58/60/62
	06-21	6YAF01-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR01-9227	44/46/48/50/52/54/56/58/60/62
	22-23	6YAF01-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR01-9227	44/46/48/50/52/54/56/58/60/62
	17-22	6YAF09-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR09-9227	44/46/48/50/52/54/56/58/60/62
	23	6YAF09-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR09-9227	44/46/48/50/52/54/56/58/60/62
	04	6YAF02-85	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR02-9227	44/46/48/50/52/54/56/58/60/62
	05	6YAF02-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR02-9227	44/46/48/50/52/54/56/58/60/62
	06-21	6YAF02-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR02-9227	44/46/48/50/52/54/56/58/60/62
	22-23	6YAF02-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR02-9227	44/46/48/50/52/54/56/58/60/62
	16-22	6YAF10-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR10-9227	44/46/48/50/52/54/56/58/60/62
	23	6YAF09-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR10-9227	44/46/48/50/52/54/56/58/60/62
	04	6YAF03-85	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR03-9227	44/46/48/50/52/54/56/58/60/62
	05	6YAF03-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR03-9227	44/46/48/50/52/54/56/58/60/62
	06-13	6YAF03-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR03-9227	44/46/48/50/52/54/56/58/60/62
	14-23	6YAF03-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR03-4627	40/42/44/46/48/50/52/54/56/58/60/62
	15-19	6YAF04-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR04-4627	40/42/44/46/48/50/52/54/56/58/60/62
	20-23	6YAF04-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR04-4627	40/42/44/46/48/50/52/54/56/58/60/62
	04	6YAF05-85	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR05-9227	44/46/48/50/52/54/56/58/60/62
	05	6YAF05-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR05-9227	44/46/48/50/52/54/56/58/60/62
	06-09	6YAF05-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR05-9227	44/46/48/50/52/54/56/58/60/62
	10-13	6YAF05-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR05-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62
	14-23	6YAF05-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR05-4627	40/42/44/46/48/50/52/54/56/58/60/62
	16-18	6YAF06-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR06-4627	40/42/44/46/48/50/52/54/56/58/60/62
	19-23	6YAF06-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR06-4627	40/42/44/46/48/50/52/54/56/58/60/62
	07-14	6YAF07-60	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR07-9227	44/46/48/50/52/54/56/58/60/62
	15-19	6YAF07-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR07-4627	40/42/44/46/48/50/52/54/56/58/60/62
	20-23	6YAF07-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR07-4627	40/42/44/46/48/50/52/54/56/58/60/62
	05-11	6YAF08-60	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR08-9227	44/46/48/50/52/54/56/58/60/62
	12-15	6YAF08-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6YAR08-9227	44/46/48/50/52/54/56/58/60/62
	16-18	6YAF08-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6YAR08-4627	40/42/44/46/48/50/52/54/56/58/60/62
	19-23	6YAF08-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6YAR08-4627	40/42/44/46/48/50/52/54/56/58/60/62
	00-23	6KAF06-30	2.4/2.6/2.8/3.0/3.2/3.4/3.6	6KAR06-0525	40/45/50/52/55/65
03-08	6KAF01-60	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6KAR01-9227	44/46/48/50/52/54/56/58/60/62	
05-08	6KAF02-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6KAR02-9227	44/46/48/50/52/54/56/58/60/62	
06-10	6KAF03-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6KAR03-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
11-12	6KAF03-40	7.6/8.0/8.4	6KAR03-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
13-19	6KAF03-60	8.0/8.4/8.8/9.2/9.6/10.0/10.4	6KAR03-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
20-23	6KAF03-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6KAR03-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
07-08	6KAF04-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6KAR04-9227	44/46/48/50/52/54/56/58/60/62	
09-14	6KAF04-70	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6KAR04-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
15-18	AIR	—	6KAR04-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
19-23	6KAF04-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6KAR04-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
08-19	6KAF05-60	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6KAR05-9227	44/46/48/50/52/54/56/58/60/62	
21-23	6KAF07-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6KAR07-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
22-23	6KAF08-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6KAR08-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
04-09	6SUF01-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6SUR01-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
04-06	6SUF02-60	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6SUR02-9227	44/46/48/50/52/54/56/58/60/62	
07-12	6SUF02-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6SUR02-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
13-15	6SUF02-60	8.0/8.4/8.8/9.2/9.6/10.0/10.4	6SUR02-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
16-18	AIR	—	6SUR02-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
19-23	6SUF02-98	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6SUR02-4624	44/46/48/50/52/54/56/58/60/62	
05-12	6SUF03-95	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6SUR03-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
13-14	6SUF03-66	8.0/8.4/8.8/9.2/9.6/10.0/10.4	6SUR03-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
15-17	AIR	—	6SUR03-4626	36/38/40/42/44/46/48/50/52/54/56/58/60/62	
18-23	6SUF03-72	4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4/5.6	6SUR03-4624	44/46/48/50/52/54/56/58/60/62	
12-16	6KTF01-70	2.4/2.6/2.8/3.0/3.2	6KTR01-0722	30/35/40/45/50	
17-23	AIR	—	6KTR01-0722	30/35/40/45/50	
04-17	6KTF02-25	2.4/2.6/2.8/3.0/3.2/3.4/3.6/3.8	6KTR02-0922	30/35/40/45/50/55/60	
18-23	AIR	—	6KTR02-0922	30/35/40/45/50/55/60	
04-06	6KTF03-05	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6KTR03-0325	63/66/69/72/76/80/84/88/92	
07	6KTF03-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6KTR03-0325	63/66/69/72/76/80/84/88/92	
08-11	6KTF-03-85	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6KTR03-0325	63/66/69/72/76/80/84/88/92	
12-15	6KTF-03-85	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6KTR03-0326	32/34/36/38/40/42/44/46/48/50/52/54/56/58/60/62	
16-22	AIR	—	6KTR03-0225	32/34/36/38/40/42/44/46/48/50/52/54/56/58/60/62	
23	AIR	—	6KTR03-0324	32/34/36/38/40/42/44/46/48/50/52/54/56/58/60/62	
04-06	6KTF04-05	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6KTR04-0325	63/66/69/72/76/80/84/88/92	
07	6KTF04-55	3.6/3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2	6KTR04-0325	63/66/69/72/76/80/84/88/92	
08-10	6KTF04-85	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6KTR04-0325	63/66/69/72/76/80/84/88/92	
11-15	6KTF04-85	3.8/4.0/4.2/4.4/4.6/4.8/5.0/5.2/5.4	6KTR04-0326	32/34/36/38/40/42/44/46/48/50/52/54/56/58/60/62	
16-22	AIR	—	6KTR04-0225	32/34/36/38/40/42/44/46/48/50/52/54/56/58/60/62	
23	AIR	—	6KTR04-0324	32/34/36/38/40/42/44/46/48/5	

TGR SUSPENSION FLUID

High-spec suspension fluid jointly developed with an oil manufacturer

"Suspension fluid" is one of the most important elements for suspension tuning. High-performance oil with high defoaming properties and excellent temperature dependence is essential to generate stable damping even under severe conditions. Technix and an oil manufacturer with research institutes and oil refining facilities in Japan have tested and developed this fluid "seriously", which contributes to maintaining stable damping over a long period of time, and is extremely effective even under severe conditions such as racing. High-spec fluid that brings out 100% suspension performance in all categories, from touring to racing use, on-road and off-road.

Packages are subject to change



- Fork Oil 5W** : TRFO-05 kinematic viscosity (40°C) : 14cst
- Fork Oil 7.5W** : TRFO-75 kinematic viscosity (40°C) : 20cst
- Fork Oil 10W** : TRFO-10 kinematic viscosity (40°C) : 40cst
- Fork Oil 15W** : TRFO-15 kinematic viscosity (40°C) : 56cst
- Fork Oil 20W** : TRFO-20 kinematic viscosity (40°C) : 82cst
- Shock Oil Light** : TRSO-01 kinematic viscosity (40°C) : 10cst
- Shock Oil Medium** : TRSO-02 kinematic viscosity (40°C) : 20cst
- Shock Oil Heavy** : TRSO-03 kinematic viscosity (40°C) : 28cst

JPY 3,000 each / 1 liter

We are unable to answer inquiries regarding the selection of oil viscosity. Please refer to the manual of each manufacturer.

TGR "KASHIMA COATED" Fork Free Piston

Optimized pressure balance and Kashima coating improve operating feel Ultimate performance piston



KASHIMA COAT.

The KYB motocross front fork, the separate pressure type fork(AOS Fork), is typically used on the YZ250F. And the SFF fork of SHOWA which is typically used for Kawasaki KX250F. In both cases, the internal damper structure separates and pressurizes air and oil to stabilize damping. A plastic free piston separates the air from the oil. The piston may break due to the disturbance of the internal pressure balance, or structurally generate friction, affecting the feel of operation. Therefore, TGR has developed an aluminum alloy free piston with a revised shape. Along with optimizing the pressure balance, Kashima coating reduces friction.

For KYB JPY15,000 P/N : TGFFPK01 For SHOWA JPY9,000 P/N : TGFFPS01

Applicable models

For KYB YZ125/125X/250/250X (06-20) YZ250F (06-18) YZ450F (06-17) YZ250FX (15-19) YZ450FX (16-18)
WR250F (15-19) WR450F (12-17) KX450F (07-12) CRF450R (09-12) HUSKVARNA most models using KYB AOS fork (10-13)

For SHOWA KX250F (11-19) RMZ250 (13-15) RMZ450 (13-14)

LOW FRICTION PISTON RING

Get the smoother operation of the shock!

Ultra-low friction piston band for Technix modified suspension.



JPY 2,500 each

CAUTION!

This product is for professional shops. Installation requires specialized knowledge and tools. Installation by an unfamiliar person is dangerous. Since there is a risk of serious accidents, please avoid installing by yourself and consult with a shop with knowledge and experience such as our company or a suspension specialty store.

APPLICATION

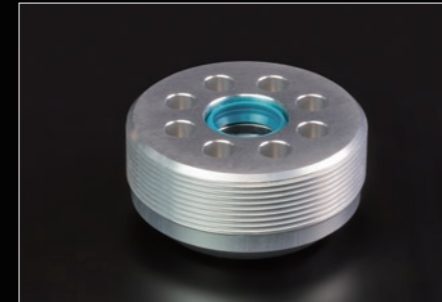
- SHOWA50mm** (CRF,FMZ,KXF etc.) P/N : LFPR-S50
- SHOWA40mm** (CRF150R, RM85 etc.) P/N : LFPR-S40
- KYB50mm** (CRF450R, YZ Series etc.) P/N : LFPR-K50
- KYB46mm** (YZ Series, CR125, KX125 etc.) P/N : LFPR-K46
- KYB40mm** (YZ85) P/N : LFPR-K40
- WP46mm-PDS** (2017 model year and newer *) P/N : LFPR-W46
- WP50mm-PDS** (2016 model year and older *) P/N : LFPR-W50
- WP50mm-LINK-T1.0** (2012-2015 *) P/N : LFPR-W50LINK1
- WP50mm-LINK-T2.0** (2016-2020 *) P/N : LFPR-W50LINK2

*1 200-500XCW/XCFW/EXC/EXC-F etc. *2 125-450 SX/SX-F/XC-F etc.

TGR REAR SHOCK SEAL HEAD

Seal head that compensates for difficult-to-obtain & discontinued parts

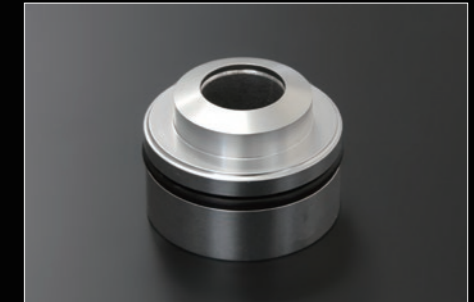
For customers and professional shops who want to keep their stock rear shocks and aftermarket rear shocks for a long time but can't get parts for them, Technix has designed a completely new seal head. An original design that greatly improves durability by compensating for the weaknesses of the standard parts at the design stage.



TWSH46140LD



TOSH3614



TZSH1536



TYSH461413



TYSH40125



TZSH1540

LINEUP LIST

Shock maker	Body diameter	Rod diameter	Height	P/N	Price	Remarks
YAMAHA	40mm	12.5mm	13mm *1	TYSH40125	JPY 7,000	
	46mm	14mm	13mm *1	TYSH461413	JPY 7,000	
OHLINS	36mm	14mm	10.5mm *1	TOSH3614	JPY 9,000	03164-01 substitute
WP	46mm	14mm	23mm *2	TWSH46140LD	JPY 9,000	For 4681 before 1990
ZF-SACHS	36mm	15mm	18mm *1	TZSH1536	JPY 10,000	DDC model
	40mm	15mm	17mm *1	TZSH1540	JPY 10,000	DDC model

*1 Height to circlip bearing surface *2 Overall height

CAUTION!

This product is for professional shops. Installation requires specialized knowledge and tools. Installation by an unfamiliar person is dangerous. Since there is a risk of serious accidents, please avoid installing by yourself and consult with a shop with knowledge and experience such as our company or a suspension specialty store.



For Front Fork

TECHNIX SUSPENSION DECAL SET

High protection decal for off-road motorcycle with cool Technix logo



For Rear Shock



Set of 2 seats for fork and 1 seat for rear shock



Protects front fork from flying stones, etc.

Fork decals are slightly larger to protect the outer tube from flying stones. By adopting the standard 3M material with high flexibility, a high protective effect can be obtained. Perfect for motocross, enduro and supermoto machines.

for Full size JPY1,500 P/N:TPSS
for Minimoto JPY1,500 P/N:TPSS-01

For ROAD

TGR "High Performance" Spring Series

Overwhelming lineup! The most suitable rate can be selected according to usage and preference!

Overwhelming lineup! The most suitable rate can be selected according to usage and preference! Road sports model used in various situations from touring to racing use. While the rear shock has plenty of aftermarket options, there aren't many tuning options for the front forks. Therefore, TGR prepares special fork springs for each vehicle with several rates for a wide variety of machines. This widens the range of front fork tuning for road sports models and makes suspension settings easier.



FEATURES

- Racing spec silicon chrome steel achieves both high durability and high precision
- Many spring rates that are not set as genuine options are also available.
- Easy installation by simply replacing the genuine spring due to the special length for each vehicle.

With an overwhelming lineup and inventory that boasts the best in Japan, we will meet the expectations of on-road riders!

LINEUP

Apply the spring rate to the □□ at the end of the part number.
(Example: CBR1000RR 04-11 for spring rate: 9.5 FSH-3824-230-95
VFR1200F 10-17 for spring rate: 10.5 FSH-3824-250-105)

The lineup list is as of March 2023

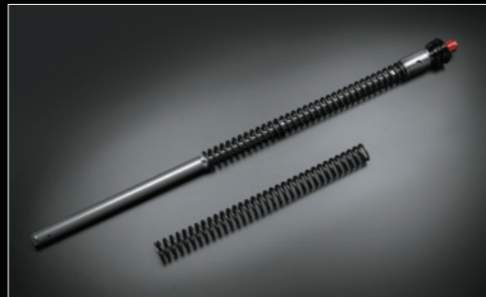
Type	Year	Fork Maker	P/N	Fork RATE (N/mm)
HONDA				
CB1000R	08-17	SHOWA	FSH-3824-250-□□	8.5/9.0/9.5/10.0/10.5
CB1000R	18-21	SHOWA	FSH-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
CB600F HORNET	98-04	SHOWA	FSH-35-315-□□	7.5/8.0/8.5/9.0
CB600F HORNET	05-13	SHOWA	FSH-3624-270-□□	9.0/9.5/10.0
CB650F	14-16	SHOWA	FSH-35-375-□□	7.5/8.0/8.5/9.0/9.5
CBR1000RR	04-11	SHOWA	FSH-3824-230-□□	8.5/9.0/9.5/10.0/10.5
CBR1000RR	12-19	SHOWA	FSH-38-235-□□	9.0/9.5/10.0
CBR1000RR SP/SP1/SP2	14-19	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
CBR1000RR-R SP	20-21	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
CBR600 F3	95-98	SHOWA	FSH-35-375-□□	7.0/7.5/8.0/8.5/9.0/9.5
CBR600 F4	99-00	SHOWA	FSH-3624-336-□□	8.5/9.0/9.5/10.0
CBR600 F4i	01-02	SHOWA	FSH-3624-285-□□	9.0/9.5
CBR600 F4i	03-06	SHOWA	FSH-3624-285-□□	9.0/9.5
CBR600RR	03-04	SHOWA	FSH-4026-250-□□	8.5/9.0/9.5
CBR600RR	05-06	SHOWA	FSH-3624-270-□□	9.0/9.5/10.0
CBR600RR	07-12	SHOWA	FSH-3624-245-□□	8.5/9.0/9.5
CBR900RR	96-99	SHOWA	FSH-4026-245-□□	9.0/9.5
CBR900RR (929)	00-01	SHOWA	FSH-3824-230-□□	8.5/9.0/9.5/10.0/10.5
CBR900RR (954)	02-03	SHOWA	FSH-3824-250-□□	8.5/9.0/9.5/10.0/10.5
CRF1000L AFRICA TWIN	16-19	SHOWA	FSH-40-445-□□	6.5/7.0/7.5/8.0
CRF1000L AFRICA TWIN ADV	16-19	SHOWA	FSH-40-445-□□	6.5/7.0/7.5/8.0
CRF1100L AFRICA TWIN	20-23	SHOWA	FSH-40-435-□□	6.4/6.9/7.2/7.6
CRF1100L AFRICA TWIN ADV	20-23	SHOWA	FSH-40-435-□□	6.4/6.9/7.2/7.6
NSF250R	12-23	SHOWA	FSH-30-205-□□	6.5/7.0
RS125R	96-11	SHOWA	FSH-30-205-□□	6.5/7.0
RVF400 NC35	92-96	SHOWA	FSH-3624-235-□□	8.5/9.0/9.5
VFR1200F	10-17	KYB	FSH-3824-250-□□	8.5/9.0/9.5/10.0/10.5
VFR800F	14-19	SHOWA	FSH-3624-336-□□	8.5/9.0/9.5/10.0
VFR800 V-TEC	02-10	SHOWA	FSH-3624-336-□□	8.5/9.0/9.5/10.0
VFR800FI	98-01	SHOWA	FSH-35-375-□□	7.5/8.0/8.5/9.0
VTR1000 SP1	00-01	SHOWA	FSH-3824-265-□□	9.0/9.5/10.0
VTR1000 SP2	02-05	SHOWA	FSH-3824-265-□□	9.0/9.5/10.0
VTR1000F	97-05	SHOWA	FSH-35-315-□□	7.5/8.0/8.5/9.0/9.5
YAMAHA				
FZ-09	14-20	KYB	FSY-3624-300-□□	8.0/8.5/9.0/9.5/10.0
FZ1	06-16	KYB	FSY-3824-250-□□	8.5/9.0/9.5/10.0/10.5
MT01 1600	05-10	KYB	FSY-3824-250-□□	8.5/9.0/9.5/10.0/10.5
MT-09	14-20	KYB	FSY-3624-300-□□	8.0/8.5/9.0/9.5/10.0
MT-09/SP	21-23	KYB	FSY-3624-275-□□	8.5/9.0/9.5/10.0
MT-09 TRACER 900	15-20	KYB	FSY-3624-300-□□	8.0/8.5/9.0/9.5/10.0
TRACER9	21-23	KYB	FSY-3624-275-□□	8.5/9.0/9.5/10.0
MT-10	16-21	KYB	FSY-3824-230-□□	9.5/10.0/10.5/11.0
XSR900	16-21	KYB	FSY-3624-300-□□	8.0/8.5/9.0/9.5/10.0
YZF-750R	93-97	KYB	FSY-3624-270-□□	9.0/9.5/10.0
YZF-750R SP	93-98	KYB	FSY-3624-270-□□	9.0/9.5/10.0
YZF-R1	98-01	KYB	FSY-3624-250-□□	8.5/9.0/9.5/10.0
YZF-R1	02-03	KYB	FSY-3824-250-□□	8.5/9.0/9.5/10.0/10.5
YZF-R1	04-06	KYB	FSY-3824-230-□□	8.5/9.0/9.5/10.0/10.5
YZF-R1	07-08	KYB	FSY-3824-230-□□	8.5/9.0/9.5/10.0/10.5
YZF-R1	09-14	SOQI	FSY-3824-270-□□	9.0/9.5/10.0/10.5
YZF-R1	15-23	KYB	FSY-3824-220-□□	9.5/10.0/10.5/11.0
YZF-R1M	15-23	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
YZF-R3	15-18	KYB	FSY-36-300-□□	6.5/7.0
YZF-R6	98-02	KYB	FSY-3624-250-□□	8.5/9.0/9.5/10.0
YZF-R6	03-04	KYB	FSY-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
YZF-R6	05	KYB	FSY-3624-245-□□	8.5/9.0/9.5
YZF-R6	06-07	SOQI	FSY-3624-245-□□	8.5/9.0/9.5
YZF-R6	08-15	SOQI	FSY-3624-250-□□	8.5/9.0/9.5/10.0
YZF-R6	16	KYB	FSY-3624-270-□□	9.0/9.5/10.0
YZF-R6	17-23	KYB	FSY-3824-220-□□	9.5/10.0/10.5/11.0
Z1000D	10-13	SHOWA	FSK-3624-270-□□	9.0/9.5/10.0
Z1000SX	14-16	SHOWA	FSK-35-315-□□	7.5/8.0/8.5/9.0/9.5
Z750	07-10	KYB	FSK-3624-270-□□	9.0/9.5/10.0
ZX-10R	04-05	KYB	FSK-3824-240-□□	9.0/9.5/10.0
ZX-10R	06-07	KYB	FSK-3824-230-□□	8.5/9.0/9.5/10.0/10.5
ZX-10R	08-15	KYB	FSK-38-235-□□	9.0/9.5/10.0
ZX-10R	16-22	SHOWA	FSK-38-255-□□	9.5/10.0/10.5/11.5/12.0
ZX-10RR	17-23	SHOWA	FSK-38-255-□□	9.5/10.0/10.5/11.5/12.0
ZX-12R	00-06	KYB	FSK-3824-250-□□	8.5/9.0/9.5/10.0/10.5

車種	年式	フォークメーカー	品番	スプリングレート (N/mm)
KAWASAKI				
ZZR1400	06-11	KYB	FSK-3824-265-□□	9.0/9.5/10.0
ZX-14R	12-20	KYB	FSK-3824-240-□□	9.0/9.5/10.0
ZX-6R	00-02	KYB	FSK-4026-245-□□	9.0/9.5
ZX-6R	03-04	KYB	FSK-3624-250-□□	8.5/9.0/9.5/10.0
ZX-6R	07-08	SHOWA	FSK-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
ZX-6R	09-19	SHOWA	FSK-36-235-□□	8.5/9.0/9.5
ZX-6R 636	03-04	KYB	FSK-3624-250-□□	8.5/9.0/9.5/10.0
ZX-6R 636	05-06	KYB	FSK-3624-250-□□	8.5/9.0/9.5/10.0
ZX-6R 636	13-22	SHOWA	FSK-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
ZX-6RR	05-06	SHOWA	FSK-3624-295-□□	9.0/9.5
ZX-7R	96-02	KYB	FSK-3824-336-□□	9.0/9.5/10.0
ZX-9R	00-03	SHOWA	FSK-4026-245-□□	9.0/9.5
ZXR400	91-99	SHOWA	FSK-35-315-□□	7.5/8.0/8.5/9.0
SUZUKI				
B-KING 1300	06-15	KYB	FSS-3824-265-□□	9.0/9.5/10.0
GSF1200 BANDIT	96-06	SHOWA	FSS-37-375-□□	8.0/8.5/9.0/9.5
GSF1250 BANDIT	97-15	SHOWA	FSS-37-375-□□	8.0/8.5/9.0/9.5
GSF600 BANDIT	95-04	SHOWA	FSS-35-295-□□	8.0/8.5/9.0/9.5
GSX1300R HAYABUSA	99-07	KYB	FSS-3824-250-□□	8.5/9.0/9.5/10.0/10.5
GSX1300R HAYABUSA	08-22	KYB	FSS-3824-265-□□	9.0/9.5/10.0
GSX-R1000	01-04	KYB	FSS-3824-230-□□	8.5/9.0/9.5/10.0/10.5
GSX-R1000	05-06	KYB	FSS-3824-230-□□	8.5/9.0/9.5/10.0/10.5
GSX-R1000	07-08	KYB	FSS-3824-240-□□	9.0/9.5/10.0
GSX-R1000	09-16	SHOWA	FSS-38-235-□□	9.0/9.5/10.0/10.5/11.0
GSX-R1000	17-21	SHOWA	FSS-38-235-□□	9.0/9.5/10.0/10.5/11.0
GSX-R1000R	17-22	SHOWA	FSS-38-255-□□	9.5/10.0/10.5/11.5/12.0
GSX-R1100	95-97	KYB	FSS-35-315-□□	7.5/8.0/8.5/9.0
GSX-R1100 WP/WR	93-94	KYB	FSS-3624-270-□□	9.0/9.5/10.0
GSX-R600	00-03	SHOWA	FSS-4026-245-□□	9.0/9.5
GSX-R600	04-05	SHOWA	FSS-3824-240-□□	9.0/9.5/10.0
GSX-R600	06-10	SHOWA	FSS-3624-270-□□	9.0/9.5/10.0
GSX-R600	11-19	SHOWA	FSS-36-235-□□	8.5/9.0/9.5
GSX-R750	90-93	SHOWA	FSS-3624-295-□□	9.0/9.5
GSX-R750	96-98	SHOWA	FSS-3824-250-□□	8.5/9.0/9.5/10.0/10.5
GSX-R750	99-99	SHOWA	FSS-3824-265-□□	9.0/9.5/10.0
GSX-R750	00-03	SHOWA	FSS-3824-250-□□	8.5/9.0/9.5/10.0/10.5
GSX-R750	04-05	SHOWA	FSS-3824-240-□□	9.0/9.5/10.0
GSX-R750	06-10	SHOWA	FSS-3624-270-□□	9.0/9.5/10.0
GSX-R750	11-19	SHOWA	FSS-36-235-□□	8.5/9.0/9.5
GSX-S1000/F	15-23	KYB	FSS-3824-270-□□	9.0/9.5/10.0/10.5
GSX-S1000GT	22-23	KYB	FSS-3824-230-□□	9.0/9.5/10.0/10.5
TL1000R	98-03	KYB	FSS-3824-250-□□	8.5/9.0/9.5/10.0/10.5
APRILIA				
RSV1000 MILLE	98-00	SHOWA	FSA-38-288-□□	8.5/9.0/9.5
RSV1000 MILLE R	99-00	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
RSV1000 MILLE R	01-04	SHOWA	FSA-38-288-□□	8.5/9.0/9.5
RSV1000 MILLE R FACT	03-10	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
RSV1000 MILLE SP	00	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
RSV4 FACTORY	09-11	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
RSV4 FACTORY APRC	11-15	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
RSV4 RF	15-16	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
RSV4 RF	17-19	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
SL1000 FALCO	99-03	SHOWA	FSA-38-288-□□	8.5/9.0/9.5
TUONO 1000	02-03	SHOWA	FSA-38-288-□□	8.5/9.0/9.5
TUONO 1000R	04-06	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
TUONO 1000R	07-11	SHOWA	FSA-38-288-□□	8.5/9.0/9.5
TUONO 1000R FACT	06-10	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
TUONO V4 1100 FACT	15-16	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
TUONO V4 1100 FACT	17-18	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
TUONO V4 1100 FACT	19-20	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
DUCATI				
1098	07-08	SHOWA	FSD-38-315-□□	9.0/9.5
1098S	07-08	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
1098R	07-08	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
1198	09-11	SHOWA	FSD-38-315-□□	9.0/9.5
1198S	09-11	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
1198R	09-11	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
1199 PANIGALE S	12-14	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
1199 PANIGALE R	12-14	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
1299 PANIGALE S	15-17	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
1299 PANIGALE R	15-17	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
PANIGALE V4	18-22	SHOWA	FSD-38-265-□□	9.5/10.0/10.5/11.0
PANIGALE V4 S	18-23	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
PANIGALE V4 R	19-22	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
748	95-02	SHOWA	FSD-38-288-□□	8.5/9.0/9.5
748 BIPOSTO	97-02	SHOWA	FSD-38-288-□□	8.5/9.0/9.5
748S	97-02	SHOWA	FSD-38-288-□□	8.5/9.0/9.5
748R	00-02	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
749R	03-07	OHLINS	FSO-36-260-□□	7.0/7.5/8.0/8.5/9.0/9.5/10.0/10.5/11.0/12.0
848	07-09	SHOWA	FSD-38-315-□□	9.0/9.5
848 EVO CORSE SE	10-13	SHOWA	FSD-38-315-□□	9.0/9.5
916	94-98	SHOWA	FSD-38-288-□□	

Technix Advanced Smart Cartridge "TASC-JP"

Acquire overwhelming damping performance with a special race cartridge!

The 250cc class is popular as a gateway to success in on-road motorcycle racing. It is a category that can be enjoyed by everyone from beginners to veterans, and it is a very hot category, but in many cases, the regulations do not allow extensive customization of the suspension. Therefore, Technix has developed the Technix Advanced Smart Cartridge "TASC-JP", which conforms to JP250 class vehicle regulations. And we succeeded in acquiring high damping performance that demonstrates its power in race use.



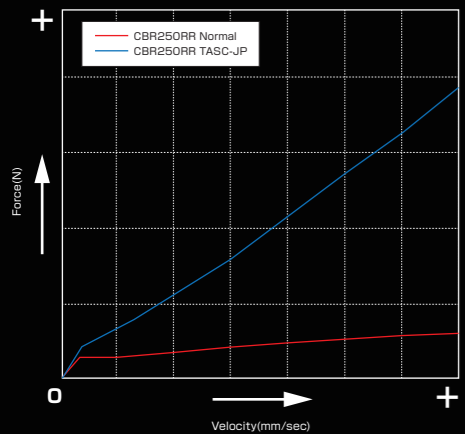
YAMAHA YZF-R25 (19-23)
JPY 68,000 P/N: TASCJPRG43J

HONDA CBR250RR (17-20) (21-22)* P/N: TASCJPMC51
JPY 68,000 P/N: TASCJPMC51-1
* Fits models with chassis number MC51-130.

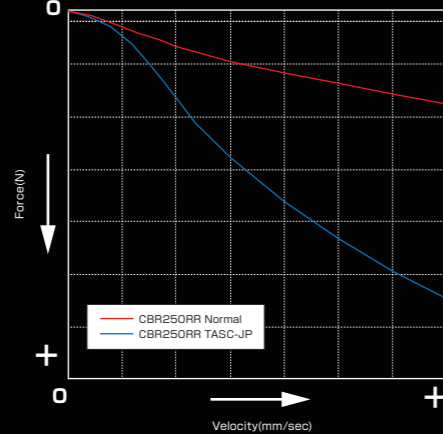
The inside of the cartridge is a high-performance laminated shim valve, and the optimum damper volume is obtained with the same mechanism as the genuine one. The spring is replaced with a special product to provide the necessary reaction force for circuit riding, while the preload adjuster enables settings that match the course.



CBR250RR TASC-JP
Comparative example of compression



CBR250RR TASC-JP
Comparative example of rebound



Normal fork spec

No damping adjuster
One side cartridge type



TASC fork spec

One side cartridge type
High performance stacked shim
One side TASC Spring preload adjuster
Special fork spring

The damping force has been greatly increased compared to the standard model to suit circuit riding.

It is stable even in high speed cornering, hard braking, etc., and enables riding that can use the front tire effectively.

CAUTION!

This kit is for racing only. Springs and damping are set for racing and not intended for use on public roads. Installation requires specialized knowledge and tools. Installation by an unfamiliar person is dangerous. Since there is a risk of serious accidents, please avoid installing by yourself and consult with a shop with knowledge and experience such as our company or a suspension specialty store.

TECHNIX COMPRESSION "FINE" ADJUSTER FOR ROAD BIKE

Exclusively for on-road bikes! Get wide and fine adjustability!

By significantly revising the oil flow path and adjuster needle, it became possible to finely adjust the flow rate of oil passing through the compression adjuster. This allows you to fine-tune the damping and adjust the damping characteristics more to your liking, maximizing the damping performance of the standard fork. A fine tuning item suitable for riders who are concerned about rough adjustment of the standard fork that works like on/off.



Adjuster mechanism attached to the bottom of the fork (sold as a left and right set for each vehicle except for some models)



The standard (left) uses a needle directly into the large oil passageway inside the fork to adjust the passageway. Technix, on the other hand, once restricts the flow path with an adjuster, and further restricts the oil flow rate with the adjuster needle for this restricted oil, enabling fine and reliable adjustment.

LINEUP

Type	Year	P/N
CB1000SF BIG-1	92-96	CAS01
CB1000R	08-17	CAS01
CBR1000RR	04-07	CAS01
CBR1000RR	08-11	CAS07
CBR600 F4	99-00	CAS01
CBR600 F4I	01-06	CAS01
CBR600RR	03-06	CAS01
CBR600RR	07-12	CAS07
CBR900RR	98-99	CAS01
CBR900RR (929)	00-01	CAS01
CBR900RR (954)	02-03	CAS01
NSF250R	12-23	CAS01
RS125R	98-11	CAS01
XJR1300	98-02	CAK01
XJR1300	03-15	CAK03
YZF600R	96-02	CAK01
YZF-750R	93-97	CAK01
YZF-750R SP	93-97	CAK01
YZF-R1	98-03	CAK01
YZF-R1	04-08	CAK03
YZF-R6	98-04	CAK01
YZF-R6	05-05	CAK03

Type	Year	P/N
ZRX1100	97-01	CAK01
ZRX1200	01-08	CAK01
ZRX1200R	07-09	CAK01
ZRX1200S	01-08	CAK01
ZRX1200DAEG	09-17	CAK03
ZX-10R	04-10	CAK03
ZX-12R	00-03	CAK01
ZX-12R	04-06	CAK03
ZX-14R	12-20	CAK03
ZX-6R	98-02	CAK01
ZX-6R	03-04	CAK03
ZX-6R	07-08	CAS07
ZX-6R	03-04	CAK03
ZX-6R	05-06	CAS01
ZX-6RR	05-06	CAK01
ZX-9R	98-99	CAK01
ZX-9R	00-03	CAK01
ZZR1400	06-11	CAK03
ZX-14R	12-20	CAK03
Z900RS *	18-23	CAK03
Ninja1000/SX *	11-23	CAS07
Z1000	10-13	CAS07

The lineup list is as of March 2023

Type	Year	P/N
B-KING 1300	06-15	CAK02
GSX1300R HAYABUSA	99-07	CAK01
GSX1300R HAYABUSA	08-23	CAK02
GSX-R1000	01-06	CAK02
GSX-R600	00-07	CAS01
GSX-R600	08-10	CAS07
GSX-R750	96-07	CAS01
GSX-S1000	15-23	CAK03
GSX-S1000GT	22-23	CAK03
RGV250SP	93-96	CAS01
SV1000S	03-08	CAK03
TL1000R	98-03	CAK01
TL1000S	97-01	CAK01
V-STROM1000	13-19	CAK03
848	07-09	CAS01
848Evo	10-13	CAS01
1098	07-09	CAS01
1198	09-11	CAS01
DAYTONA600	02-04	CAK01
DAYTONA675	06-08	CAK03
SPEED TRIPLE1050	11-15	CAK07
STREET TRIPLE 675R	08-12	CAK03
THUNDER BIRD 900 SPORT	95-04	CAK01

JPY 18,000 / Left and right set (Except some vehicle models)

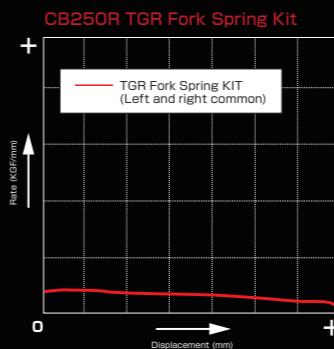
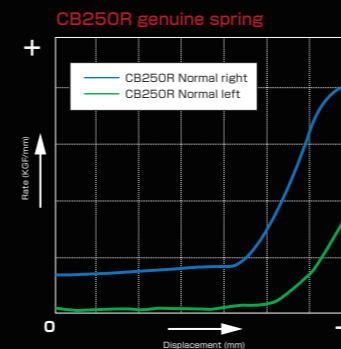
Note: A special tool (P/N:TFTF-D13 JPY 2,800) is required for installation and removal.

* JPY 11,000 (Price for 1 piece on one side)

TGR Fork Spring KIT

TGR Fork Spring KIT for CB250R/V-Strom250

The fork spring is the most basic setting part of the suspension. Technix has verified the characteristics of each model through actual riding tests, and has developed the "TGR Fork Spring KIT" exclusively for each model, with optimized spring rates and spring characteristics. Assuming that the riding scene of the development target ranges from street riding to sports riding, we adopted a single rate spring that can give a smooth stroke feeling from the beginning to the end, and can brake firmly in sports riding. The spring comes with special spacer. Can be installed by bolt-on.



HONDA CB250R (17-22) JPY 16,000 P/N: TSFCB250R
recommended fork oil: TGR Fork Oil TRFO-10



SUZUKI V-STROM250 (18-21) JPY 16,000 P/N: TSFVST250
recommended fork oil: TGR Fork Oil TRFO-15

In Standard, the spring rate increases sharply from the end of the stroke. With TGR, a stable rate is obtained with very little change in the spring rate, and smooth operation is obtained from the beginning to the end. (The standard has different spring rates on the left and right.)

SKF SKF MOTOR CYCLE PRODUCTS

SKF motorcycle parts transforming sealing parts into performance parts



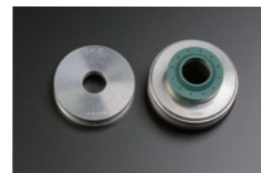
Many SKF products are released as motorcycle aftermarket parts using original ideas and materials. SKF has succeeded in significantly reducing friction in sliding and rotating motion, and by reducing losses, maximizes the performance of each component. And the durability is greatly improved by an original technology, too. SKF products successfully combine seemingly contradictory elements. SKF transforms functional sealing parts into performance parts.

■ FORK SEAL KIT (P32-35)



Super low friction fork seal

■ REAR SHOCK SEAL HEAD (P36)



Upgrades rear shock

■ MUD SCRAPER KIT (P37)



Overcome harsh muddy conditions

■ FORK SLIDER KIT (P38)



Guard outer tube strongly

■ WHEEL SEAL KIT (P39)



The best wheel seal

■ FLOATING PISTON (P40)



New generation of floating piston

■ FORK SEAL KIT

High reliability and super low friction

Because of their extraordinary high performance, SKF fork seals are demanded by European riders as well as riders around the world. "Smooth operation" and "durability" are the biggest problems with front forks. SKF has succeeded in solving these two problems at a high level through newly developed materials and extensive testing. SKF fork seals are a game changer for fork seals.

» Advantage 1 Extremely low friction

Friction is one of the factors that affect the performance of front forks. Many suspension tuners have devised ways to reduce friction. SKF fork seals succeeded in significantly reducing friction simply by replacing the seals. SKF fork seal can surprisingly reduce friction while ensuring basic performance as a fork seal.

» Advantage 2 High reliability

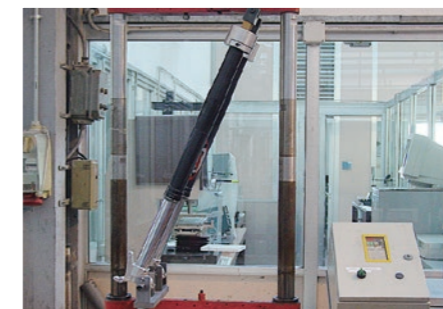
Aftermarket fork seals had been less of a choice. Entering the market is one of Sweden's leading companies, SKF. SKF-developed fork seals use a special material to achieve low friction without sacrificing durability. Developed through rigorous testing, the fork seal has a high degree of reliability that overturns the image of conventional fork seals. Since 2012, SKF fork seals have been adopted as OEMs by European vehicle manufacturers such as KTM, MV-AGUSTA, GASGAS and BETA. SKF fork seals are also used in the front forks of suspension manufacturers such as SHOWA factory forks, OHLINS (for motocross), WP, and NITRON. These facts are proof of high reliability and performance.

» Advantage 3 Plentiful lineup and universality

The SKF fork seal line-up consists of 28 different types. When converted to car models, the lineup is compatible with hundreds of car models. When converted to the number of vehicle models, the lineup is compatible with hundreds of vehicle models. Thanks to the rich lineup, it can be installed on many street bikes. On streets where the input to the fork is relatively small, the benefits of smooth fork operation are significant. SKF fork seals also contribute to vehicle stability through improved operation, reduced discomfort and fatigue.



10 hours in mud water to test durability



One million cycles durability test in the same angle on the bike

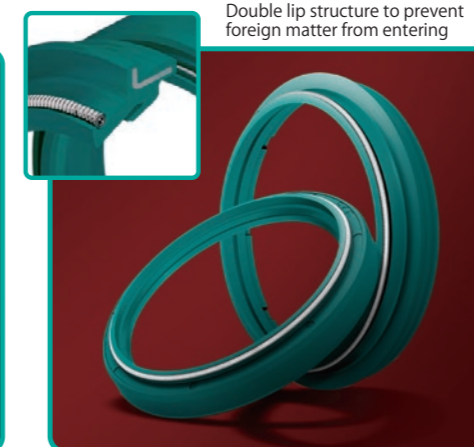


SKF FORK SEAL (Green/Black)

JPY4,300 / Kit

P/N:KIT(G/B)-430 JPY4,800/Kit
P/N:KITG-48KPSF JPY4,800/Kit

The kit includes one oil seal and one dust seal. Requires 2 kits for both forks(left/right). The price does not include installation fees. The color can be selected from green and black. In some cases only green is available. For details, please refer to the lineup list on pages 33-34.



SKF High Protection Fork Seal Kit

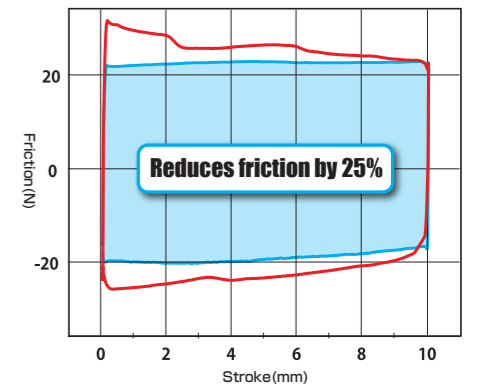
JPY4,800 / Kit

Refer next page for full-lineup >>>

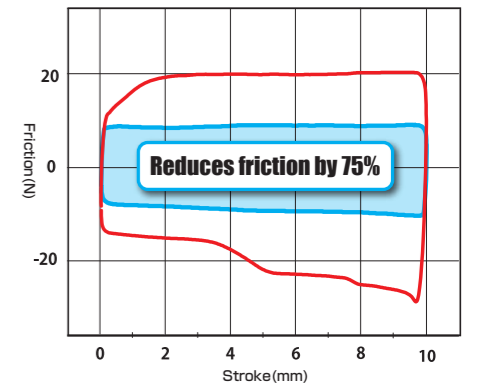
Friction test comparing to STD

— SKF FORK SEAL — STD FORK SEAL

Chromeplated fork surface

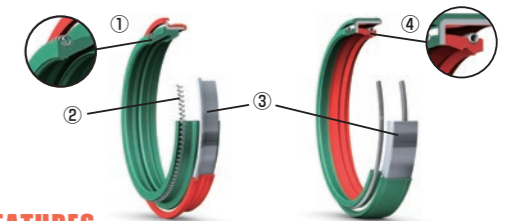


hard-coated fork surface



SKF Dual Compound Fork Seal Kit
JPY4,800 / Kit

Adopted two compounds of high durability and low friction.



FEATURES

- ① Newly designed dust seal lip that pursues wear resistance and conformability to the inner tube
- ② New design open garter spring
- ③ Both the oil seal and dust seal have a newly designed metal plate that stabilizes the surface pressure on the seal lip and improves seal performance.
- ④ Newly designed seal lip is adopted for original ultra-low friction NBR rubber to reduce friction and stick-slip phenomenon.



SKF in the world

SKF is a global enterprise with offices around the world. SKF motorcycle products are primarily manufactured in Italy. Italy, where motorcycle sports are popular both on and off, would be the best place to develop products and get their feedback. The photo shows the Torino factory where fork seals are manufactured.

FORK SEAL KIT LINEUP



Application

HONDA

Type	Year	P/N
GL1800 GOLDWING	01-13	KIT(G/B)-45S
CB1300SF/SB	03-23	KIT(G/B)-43S
CB1300SF	19-23	KIT(G/B)-430
PAN EUROPEAN	02-07	KIT(G/B)-45S
ST1300	03-13	KIT(G/B)-45S
VFR1200F/DCT(SC63)	10-16	KIT(G/B)-43K
CBR1100XX	97-03	KIT(G/B)-43S
CB1100/EX	10-23	KIT(G/B)-41S
CB1100RS	18-23	KIT(G/B)-43S
HAWK11	22-23	KIT(G/B)-43S
NT1100	22-23	KIT(G/B)-43S
X-11	99-01	KIT(G/B)-43S
CB1000R	08-15	KIT(G/B)-43S
CB1000R(SC80)	18-23	KIT(G/B)-43S
CB1000SF	92-97	KIT(G/B)-43S
CBR1000RR	04-19	KIT(G/B)-43S
CBR1000RR SP/SP2	18-19	KIT(G/B)-430
CBR1000RR-R	20-23	KIT(G/B)-43S
CBR1000RR-R SP	20-22	KIT(G/B)-430
CRF1000L Africa Twin	16-19	KIT(G/B)-45S
CRF1100L Africa Twin	20-23	KIT(G/B)-45S
VTR1000F	97-05	KIT(G/B)-41S
VTR1000F SP1/2	01-03	KIT(G/B)-43S
CBR929/954RR	00-03	KIT(G/B)-43S
CBR900RR	92-99	KIT(G/B)-45S
HORNET900	01-07	KIT(G/B)-43S
VFR800FI	98-01	KIT(G/B)-41S
VFR800	02-09	KIT(G/B)-43S
VFR800F/X	14-23	KIT(G/B)-43S
CB750 (RC42)	91-08	KIT(G/B)-41S
NC750S/X	14-23	KIT(G/B)-41S
RVF750(RC45)	94	KIT(G/B)-41S
VFR750(RC30)	90	KIT(G/B)-43S
VFR750F	90-97	KIT(G/B)-41S
X-ADV	17-23	KIT(G/B)-41S
X-4	97-03	KIT(G/B)-43S
NC700S/X	12-14	KIT(G/B)-41S
CB650R	19-23	KIT(G/B)-41S
CBR650R	19-23	KIT(G/B)-41S
CBR600F2-F3	91-98	KIT(G/B)-41S
CBR600F4	99-06	KIT(G/B)-43S
CBR600RR	03-04	KIT(G/B)-45S
CBR600RR	05-23	KIT(G/B)-41S
XR600	91-00	KIT(G/B)-43S
BROS	88-91	KIT(G/B)-41S
CB-1	89-92	KIT(G/B)-41S
CB400SF/SB/F/R/X	92-23	KIT(G/B)-41S
CBR400R	13-23	KIT(G/B)-41S
CBR400RR	90-93	KIT(G/B)-41S
RVF400	94-99	KIT(G/B)-41S
VFR400R	89-93	KIT(G/B)-41S
GB350/S	22-23	KIT(G/B)-41S
CBR250R	11-17	KITG-37S
CBR250RR	90-93	KITG-37S
CBR250RR(MC51)	17-23	KITG-37S
CRF250L/L-S	12-23	KIT(G/B)-43S
CRF250M	13-17	KIT(G/B)-43S
CRF250 Rally/Rally-S	17-23	KIT(G/B)-43S
CRM250R/AR	91-99	KIT(G/B)-45S
HORNET250	96-07	KIT(G/B)-41S
NSR250	88-96	KIT(G/B)-41S
NSF250R	11-23	KIT(G/B)-41S
VT250SPADA	88-90	KITG-37S
VTR250/F	98-13	KIT(G/B)-41S
XR250	03-07	KIT(G/B)-43K
XR250 MOTARD	03-07	KIT(G/B)-43K
CR500R	92-94	KIT(G/B)-43S
CR500R	95	KIT(G/B)-43K
CR500R	96-01	KITG-46K
CRF450L	18-20	KITG-49S
CRF450R	02-08	KITG-47S
CRF450R	09-12	KITG-48K
CRF450R	13-16	KITG-48KPSF
CRF450R	17-23	KITG-49S
CRF450RX	17-23	KITG-49S
CRF450X	02-18	KITG-47S
CRF450X	19-23	KITG-49S
CR250R	92-94	KIT(G/B)-43S
CR250R	95	KIT(G/B)-43K
CR250R	96	KITG-46K
CR250R	97-07	KITG-47S
CRF250R	04-09	KITG-47S
CRF250R	10-14	KITG-48S
CRF250R	15-23	KITG-49S
CRF250RX	19-23	KITG-49S
CRF250X	04-17	KITG-47S
CRF150R	07-23	KITG-37S
CR125R	89-91	KIT(G/B)-45S
CR125R	92-93	KIT(G/B)-43S
CR125R	94-96	KIT(G/B)-43K
CR125R	97-07	KITG-46K
CR85R	01-07	KITG-37S
CR80R	96-00	KITG-37S

YAMAHA

XJR1300	98-15	KIT(G/B)-43K
V-MAX	96-07	KIT(G/B)-43K
XJR1200	94-97	KIT(G/B)-43K
XT1200Z/ZE Super Tenere	10-19	KIT(G/B)-43K
FZ1-N/S	08-14	KIT(G/B)-43K
YZF-R1	98-01	KIT(G/B)-41K
YZF-R1	02-23	KIT(G/B)-43K
YZF-R1M	15-23	KIT(G/B)-430
MT-10	16-23	KIT(G/B)-43K
TD900	02-09	KIT(G/B)-43K

Type	Year	P/N
MT-09/TRACER900/TRACER9	14-23	KIT(G/B)-41K
XSR900	16-23	KIT(G/B)-41K
TDM850	92-93	KIT(G/B)-41K
TRX850	95-99	KIT(G/B)-41K
YZF750SP	93-95	KIT(G/B)-41K
MT-07	14-23	KIT(G/B)-41K
XSR700	18-23	KIT(G/B)-41K
Tenere700	21-23	KIT(G/B)-43K
YZF-R7	22-23	KIT(G/B)-41K
T-MAX	04-07	KITB-41Y
T-MAX	08-14	KIT(G/B)-43K
T-MAX	15-20	KIT(G/B)-41K
YZF600R	95-07	KIT(G/B)-41K
YZF-R6	99-04	KIT(G/B)-43K
YZF-R6	05	KIT(G/B)-41K
YZF-R6	06-15	KITB-41Y
YZF-R6	16	KIT(G/B)-41K
YZF-R6	17-20	KIT(G/B)-43K
XJR400	93-96	KIT(G/B)-41S
XJR400R/R2	95-07	KIT(G/B)-41K
MT-25/03	16-18	KIT(G/B)-41K
TZR250(3MA)	89	KIT(G/B)-41S
TZR250(3MA)	90	KITG-39S
TZR250R	91-93	KITG-39S
TZR250RS	92	KITG-39S
TZR250RS/SP	93-94	KIT(G/B)-41K
TZR250SPR	95	KIT(G/B)-41K
WR250R/X	07-17	KITG-46K
YZF-R25/3	15-18	KIT(G/B)-41K
DT200WR	91-95	KIT(G/B)-41K
WR450F	03-04	KITG-46K
WR450F	05-23	KITG-48K
YZ450F	03	KITG-46K
YZ450F	04-23	KITG-48K
YZ450FX	16-23	KITG-48K
YZ426F	00-02	KITG-46K
YZ400F	89-99	KITG-46K
WR250F	01-04	KITG-46K
WR250F	05-23	KITG-48K
YZ250F	01-03	KITG-46K
YZ250F	04-23	KITG-48K
YZ250FX	15-23	KITG-48K
YZ250	96-03	KITG-46K
YZ250	04-23	KITG-48K
YZ250X	16-23	KITG-48K
YZ125	96-03	KITG-46K
YZ125	04-23	KITG-48K
YZ125X	17-23	KITG-48K
YZ80/85/LW	93-23	KITG-36K

KAWASAKI

1400GTR	08-16	KIT(G/B)-43K
ZX-14/R	06-20	KIT(G/B)-43K
ZZR1400	06-16	KIT(G/B)-43K
ZRX1100/1200/S/R/DAEG	97-16	KIT(G/B)-43K
ZX-12R	01-06	KIT(G/B)-43K
ZZR1200	02-05	KIT(G/B)-43K
GPZ1100	95-99	KIT(G/B)-41K
ZEPHYR1100	92-06	KIT(G/B)-43K
ZZR1100	90-01	KIT(G/B)-43K
H2 SE/SX	18-23	KIT(G/B)-43K
H2R	16-22	KIT(G/B)-43K
Z H2/SE	20-23	KIT(G/B)-43S
NINJA1000/SX	11-23	KIT(G/B)-41S
VERSYS1000/SE	12-23	KIT(G/B)-43K
Z1000/R	03-22	KIT(G/B)-41S
ZX-10R	04-10	KIT(G/B)-43K
ZX-10R	11-23	KIT(G/B)-43S
GPZ900R	91-03	KIT(G/B)-41K
Z900RS/Café/SE	18-23	KIT(G/B)-41K
ZX-9R	94-97	KIT(G/B)-41K
ZX-9R	98-03	KITG-46K
Z800	13-15	KIT(G/B)-41K
Z750	04-10	KIT(G/B)-41K
ZEPHYR750	91-06	KIT(G/B)-41K
ZX-7R	96-02	KIT(G/B)-43K
ZXR750	91-92	KIT(G/B)-43K
ZXR750	93-95	KIT(G/B)-41K
ER-6n/f	06-15	KIT(G/B)-41K
NINJA650R	09-14	KIT(G/B)-41K
NINJA650	17-23	KIT(G/B)-41K
Z650	17-23	KIT(G/B)-41K
Z650RS	22-23	KIT(G/B)-41K
VERSYS	07-13	KIT(G/B)-41S
ZX-6R	95-97	KIT(G/B)-41K
ZX-6R	98-02	KITG-46K
ZX-6R	03-04	KIT(G/B)-41K
ZX-6R	05-16	KIT(G/B)-41S
ZX-6R	19-23	KIT(G/B)-41S
ZZR400/600	90-06	KIT(G/B)-41S
ER-4n	11-13	KIT(G/B)-41K
NINJA400R/N	11-17	KIT(G/B)-41K
NINJA400	18-23	KIT(G/B)-41S
Z400	19-23	KIT(G/B)-41S
ZEPHYR-x	97-08	KIT(G/B)-41K
ZRX400	94-08	KIT(G/B)-41K
ZXR400	91-94	KIT(G/B)-41S
KLX300R	96	KIT(G/B)-43K
D-TRACER/X	98-16	KIT(G/B)-43K
KDX250R/SR	91-94	KIT(G/B)-43K
KLX250R/SR	93-16	KIT(G/B)-43K
NINJA250	18-23	KIT(G/B)-41S
Z250	18-23	KIT(G/B)-41S
ZX-25R/SE	20-23	KITG-37S

Type	Year	P/N
KLX230	20-23	KITG-37S
KLX230 S	22-23	KITG-37S
KLX230 SE	22	KITG-37S
KLX230R	20-23	KITG-37S
KLX230R S	22-23	KITG-37S
KDX200R/SR	90-93	KIT(G/B)-41K
KDX125SR	90-99	KIT(G/B)-41S
KLX450R	08-19	KITG-48K
KX450F	06-12	KITG-48K
KX450F	13-14	KITG-48KPSF
KX450F	15-18	KITG-49S
KX450	19-23	KITG-49S
KX450X	21-23	KITG-49S
KX250F	04-05	KITG-48K
KX250F	06-12	KITG-47S
KX250F	13-18	KITG-48S
KX250	91-95	KIT(G/B)-43K
KX250	96-01	KITG-46K
KX250	02-07	KITG-48K
KX250	19-23	KITG-48K
KX250X	21-23	KITG-48K
KX125	91-95	KIT(G/B)-43K
KX125	96-01	KITG-46K
KX125	02-07	KITG-48K
KX112	22-23	KITG-36K
KX100	95-22	KITG-36K
KX85	01-23	KITG-36K
KX80	92-00	KITG-36K

SUZUKI

GSX1400	01-08	KITG-46K
GSX1300R Hayabusa	99-23	KIT(G/B)-43K
BANDIT1250	07-12	KIT(G/B)-43S
BANDIT1200	00-06	KIT(G/B)-43S
GSF1200	97-00	KIT(G/B)-43S
GSXR1100	89-90	KIT(G/B)-43K
GSXR1100	91-95	KIT(G/B)-41K
GSXR1100	96-98	KIT(G/B)-43K
V-Strom1050/XT/ED	20-23	KIT(G/B)-43K
GSXR1000	01-08	KIT(G/B)-43K
GSXR1000	09-20	KIT(G/B)-43S
GSXR1000R	17-22	KIT(G/B)-43S
GSX-S1000/F	16-23	KIT(G/B)-43K
GSX-S1000GT	22-23	KIT(G/B)-43K
SV1000S	03-07	KITG-46K
TL1000S/R	97-03	KIT(G/B)-43K
KATANA	19-23	KIT(G/B)-43K
RF900	94-97	KIT(G/B)-43S
GSXR750	91-93	KIT(G/B)-41S
GSXR750	94-05	KIT(G/B)-43S
GSXR750	06-18	KIT(G/B)-41S
GSX-S750	17-23	KIT(G/B)-41K
SV650	99-09	KIT(G/B)-41K
SV650/X	16-23	KIT(G/B)-41S
GSR400/600	06-13	KIT(G/B)-43K
GSXR600	97-03	KIT(G/B)-45S
GSXR600	04-05	KIT(G/B)-43S
GSXR600	06-20	KIT(G/B)-41S
RF400/600	92-96	KIT(G/B)-41S
DRZ400S	00-11	KITG-49S
DRZ400SM	04-08	KITG-47S
GLADIUS400	09-13	KIT(G/B)-41S
RGV250V/SP	91-98	KIT(G/B)-41S
RMX250R/45S	91-98	KIT(G/B)-45S
RMZ450	05-12	KITG-47S
RMZ450	13-14	KITG-48S
RMZ450	15-23	KITG-49S
RMZ250	04-06	KITG-48K
RMZ250	07-12	KITG-47S
RMZ250	13-15	KITG-48S
RMZ250	16-18	KITG-48KPSF
RMZ250	19-23	KITG-48K
RM250	91-95	KIT(G/B)-45S
RM250	96-00	KITG-49S
RM250	01-03	KITG-46K
RM250	04-09	KITG-47S
RM125	91-95	KIT(G/B)-45S
RM125	96-00	KITG-49S
RM125	01-08	KITG-47S
RM85	01-23	KITG-37S

BMW

R nineT	14-23	KIT(G/B)-46Z
R nineT Racer/Pure/GS/Scrambler	17-23	KIT(G/B)-43S
HP2	07-09	KITG-45M
HP4	11-14	KIT(G/B)-46Z
HP4	18-21	KIT(G/B)-430
M1000RR	22-23	KITG-45M
S1000RR	09-19	KIT(G/B)-46Z
S1000RR	20-23	KITG-45M
S1000R	19-22	KIT(G/B)-46Z
S1000R	23	KITG-45M
S1000XR	19-22	KIT(G/B)-46Z
S1000XR	23	KITG-45M
F800GS/Adventure	18-20	KIT(G/B)-43S
F800GS	09-13	KITG-45M
F800GS Adventure	12-17	KIT(G/B)-43W
F700GS	18-23	KIT(G/B)-41S
F650GS	11-17	KIT(G/B)-43W
G450X	09-10	KITG-45M
G310R	19-23	KIT(G/B)-41K

APRILIA

Type	Year	P/N
CAPONORD/Rally/Carabinieri 1200	14-17	KIT(G/B)-43Z
DORSODURO1200	10-16	KIT(G/B)-43Z
TOUNO V4 Factory/e4(OHLINS)	15-17	KIT(G/B)-430
TOUNO V4 RR/e4 (SACHS)	15-17	KIT(G/B)-43Z
RSV1000 (OHLINS)	00-08	KIT(G/B)-430
RSV1000(SHOWA)	00-08	KIT(G/B)-43S
RSV 4V SBK Factory (OHLINS)	09-10	KIT(G/B)-430
RSV TUONO 1000 (OHLINS)	02-09	KIT(G/B)-430

FORK SEAL KIT LINEUP

Lineup per fork maker

SHOWA

Fork diameter	P/N
φ37	KITG-37S
φ39	KITG-39S
φ41	KIT(G/B)-41S
φ43	KIT(G/B)-43S
φ45	KIT(G/B)-45S
φ47	KITG-47S
φ48	KITG-48S
φ49	KITG-49S

KYB

Fork diameter	P/N
φ36	KITG-36K
φ41	KIT(G/B)-41K
φ43	KIT(G/B)-43K
φ46	KITG-46K
φ48	KITG-48K
φ48 (L7)	KITG-48PSF

WP

φ35	KITG-35W
φ35 (Air)	KITG-35WN
φ43	KIT(G/B)-43W
φ48	KITG-48W

MARZOCCHI

Fork diameter	P/N
φ35	KITG-35M
φ40	KITG-40M
φ43	KITG-43M
φ45	KITG-45M
φ48	KITG-48M
φ50	KITG-50M

ZF SACHS

φ43	KIT(G/B)-43Z
φ46	KIT(G/B)-46Z
φ48	KITG-48Z

OHLINS

φ43	KIT(G/B)-430*
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PAIOLI

φ38	KITG-38P
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TECH

φ39	KITG-39T
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YHS

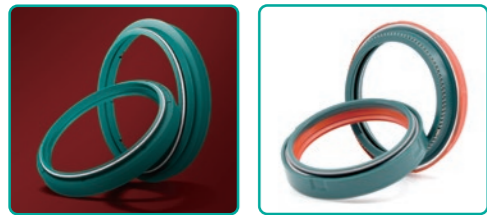
φ41	KITB-41Y
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* KIT430 is not in the SKF line-up in SKF's home country. KIT430 is Technix's original part number.



Fork Maker	Size	High Protection P/N	Dual Compound P/N
SHOWA	φ43		DUAL-43S
SHOWA	φ47	KITG-47S-HD	
SHOWA	φ48	KITG-48S-HD	
SHOWA	φ49		DUAL-49S
KYB	φ48		DUAL-48K
WP	φ43		DUAL-43W
WP	φ48		DUAL-48W
MARZOCCHI	φ45	KITG-45M-HD	
MARZOCCHI	φ50	KITG-50M-HD	
ZF ZACHS	φ48		DUAL-48Z

High Protection / Dual Compound LINEUP



High protection models are developed assuming heavy mud condition for off-road use. Therefore, only 4 types are available. In addition, the dual compound series, which emphasizes durability and low friction, has a lineup of 6 types.

FORK SEAL KIT for MTB

Specially designed fork seal for MTB forks

Since its release in 2010, SKF fork seals have shocked the European and American motocross suspension industry with their extraordinary low friction. In 2014, four years after that shock, a fork seal kit specially designed fork seal for MTB forks was released. The low friction and high reliability of SKF quality maximize the performance of the front fork in every riding scene such as downhill and cross country. The excitement that happened in the motocross scene in Europe and the US with an outstanding operating feeling also happens in MTB.



Photo:MTB32R

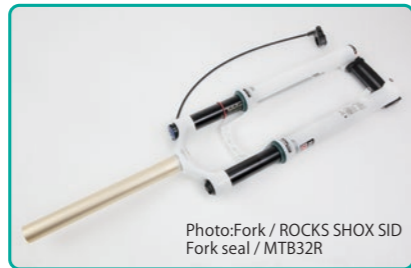


Photo:Fork / ROCKS SHOX SID Fork seal / MTB32R

Fork Seal Kit for MTB JPY4,400 / Kit

MTB fork seal kit includes 2 seals (left/ right). This kit is developed exclusively for each fork manufacturer, so the parts included in the kit differ depending on the kit.

LINEUP

As of March 2023

FORK MAKER	SIZE	P/N	Application	Price
DT SWISS	φ32	MTB32DT	Seal type with collar (spring model)	¥4,400
FOX	φ32	MTB32F	Seal type with collar (spring model)	¥4,400
FOX	φ32	MTB32FN	No collar seal type (AIR model)	¥4,400
FOX	φ34	MTB34F	Seal type with collar (spring model)	¥4,400
FOX	φ34	MTB34FN	No collar seal type (AIR model)	¥4,400
FOX	φ36	MTB36F	Seal type with collar (spring model)	¥4,400
FOX	φ36	MTB36FN	No collar seal type (AIR model)	¥4,400
FOX	φ38	MTB38FN	No collar seal type (AIR model)	¥4,400
FOX	φ40	MTB40F	Seal type with collar (spring model)	¥4,400
FOX	φ40	MTB40FN	No collar seal type (AIR model)	¥4,400
MARZOCCHI	φ35	MTB35M	Oil seal & dust seal (4 piece)	¥8,800
MARZOCCHI	φ38	MTB38M	Oil seal & dust seal (4 piece)	¥8,800
OHLINS	φ36	MTB36OHL	Seal type with collar (spring model)	¥4,400
OHLINS	φ38	MTB38OHL	Seal type with collar (spring model)	¥4,400
X-FUSION	φ34	MTB34OX	Seal type with collar (spring model)	¥4,400
ROCKSHOX	φ32	MTB32R	Seal type with collar (spring model)	¥4,400
ROCKSHOX	φ32	MTB32RN	No collar seal type (AIR model)	¥4,400
ROCKSHOX	φ35	MTB35R	Seal type with collar (spring model)	¥4,400
ROCKSHOX	φ35	MTB35RN	No collar seal type (AIR model)	¥4,400
ROCKSHOX	φ35	MTB35RPPRES	Oil seal & dust seal (4 piece)	¥8,800
ROCKSHOX	φ38	MTB38R	Oil seal & dust seal (4 piece)	¥8,800
ROCKSHOX	φ38	MTB38RN	No collar seal type (AIR model)	¥4,400
SR SUNTOUR	φ38	MTB38SU	Seal type with collar (spring model)	¥4,400

Fork compatibility charts can be accessed via the QR code.

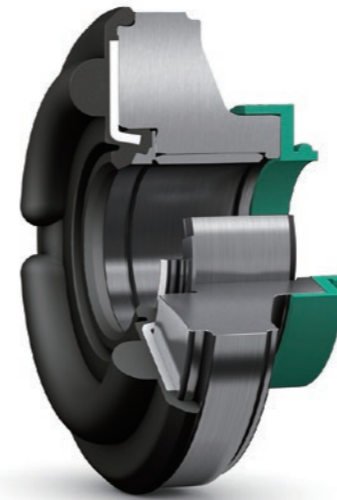


REAR SHOCK SEAL HEAD

Patented by SKF



The ideal design to remove air area completely



Enlarged image

There have been few rear shock related parts supplied in the after market. In fact, rear shocks are used in harsh environments, so they require the highest level of parts. The biggest feature is that the internal parts, which normally consist of 4 pieces, are made up of 1 piece, completely eliminating the space where air gets mixed in. As a result, we succeeded in minimizing the effects of changes in temperature and pressure balance and greatly enhancing the function as a shock absorber. In addition, the friction of the seal is reduced by using low-friction materials, which SKF specializes in. Moreover, the newly developed dust seal improves dust resistance, and succeeds in achieving both low friction and long life. SKF's technology has already been highly evaluated by famous European suspension manufacturers, such as WP used in KTM and OHLINS motocross shock.



JPY9,300

<important> This product is for professional shops. The installation requires specialized knowledge and tools. The work of an unskilled person poses a danger. Since it may lead to a serious accident, we strongly recommend that you avoid installing by yourself and install at a shop that has knowledge and experience such as our company or a suspension specialty shop.

Service kit for SKF seal head

JPY4,400
Inquire for application



LINEUP

As of March 2023

HONDA

Type	Year	Shock Maker	P/N
CR125R	04-07	KYB	SH2-KYB1646
CR250R	02-07	SHOWA	SH2-SHO1650
CRF250R	04-23	SHOWA	SH2-SHO1650
CRF250RX	19-23	SHOWA	SH2-SHO1650
CRF250X	06-17	SHOWA	SH2-SHO1650
CRF450R	02-08	SHOWA	SH2-SHO1650
CRF450R	09-16	KYB	SH2-KYB1650
CRF450R	17-23	SHOWA	SH2-SHO1650
CRF450RX	17-23	SHOWA	SH2-SHO1650
CRF450X	05-23	SHOWA	SH2-SHO1650
CRF450L	19-20	SHOWA	SH2-SHO1650

YAMAHA

Type	Year	Shock Maker	P/N
YZ125	00-05	KYB	SH2-KYB1646
YZ125	06-23	KYB	SH2-KYB1846
YZ125X	17-23	KYB	SH2-KYB1846
YZ250	00-05	KYB	SH2-KYB1646
YZ250	06-23	KYB	SH2-KYB1846
YZ250X	16-23	KYB	SH2-KYB1846
YZ250F	01-05	KYB	SH2-KYB1646
YZ250F	06-11	KYB	SH2-KYB1846
YZ250F	12-13	KYB	SH2-KYB1646
YZ250F	14-23	KYB	SH2-KYB1650
YZ250FX	15-23	KYB	SH2-KYB1650
WR250F	01-14	KYB	SH2-KYB1646
WR250F	15-23	KYB	SH2-KYB1650
YZ450F	03-05	KYB	SH2-KYB1646
YZ450F	06-09	KYB	SH2-KYB1846
YZ450F	10-23	KYB	SH2-KYB1650
YZ450FX	16-23	KYB	SH2-KYB1650
WR450F	03-15	KYB	SH2-KYB1646
WR450F	16-23	KYB	SH2-KYB1650

KAWASAKI

KX125	00-08	KYB	SH2-KYB1646
KX250	00-08	KYB	SH2-KYB1646
KX250F	04-05	KYB	SH2-KYB1646
KX250/F	06-19	SHOWA	SH2-SHO1650
KX250	20-23	KYB	SH2-KYB1650
KX450F	06-08	KYB	SH2-KYB1646
KX450F	09-14	KYB	SH2-KYB1650
KX450/F	15-23	SHOWA	SH2-SHO1650
KLX450R	06-20	KYB	SH2-KYB1646
KX250X	21-23	KYB	SH2-KYB1650
KX450X	21-23	SHOWA	SH2-SHO1650

SUZUKI

RM125	01-04	SHOWA	SH2-SHO1650
RM125	05-08	SHOWA	SH SHO 18-50-22
RM250	01-06	KYB	SH2-KYB1646
RM250	07-08	SHOWA	SH SHO 18-50-22
RMZ250	04-06	KYB	SH2-KYB1646
RMZ250	07-09	SHOWA	SH SHO 18-50-22
RMZ250	10-15	SHOWA	SH SHO 18-50-22-16
RMZ250	16-18	KYB	SH2-KYB1650
RMZ450	05-09	SHOWA	SH SHO 18-50-22
RMZ450	10-17	SHOWA	SH SHO 18-50-22-16

KTM

Type	Year	Shock Maker	P/N
SX 85	18-23	WP(PDS)	SH2-WP1846P
SX 125-150-250	06-11	WP(PDS)	SH2-WP1850P
SX 125-150-250	12-15	WP	SH2-WP1850L
SX 125-150-250	16-23	WP	SH2-WP185012L
SX-F 250-350-450	06-10	WP(PDS)	SH2-WP1850P
SX-F 250-350-450	11-15	WP	SH2-WP1850L
SX-F 250-350-450	16-23	WP	SH2-WP185012L
EXC 125-200-250-300	06-16	WP(PDS)	SH2-WP1850P
EXC 125-200-250-300	17-23	WP(PDS)	SH2-WP1846P
EXC-F 250-350-450-500	06-16	WP(PDS)	SH2-WP1850P
EXC-F 250-350-450-500	17-23	WP(PDS)	SH2-WP1846P
XC/XC-F 150-200-250-300-350-450	06-12	WP(PDS)	SH2-WP1850P
XC/XC-F 150-200-250-300-350-450	13-15	WP	SH2-WP1850L
XC/XC-F 150-200-250-300-350-450	16-23	WP	SH2-WP185012L
XC-W/XCF-W 125-150-200-250-300-400-450-500	06-16	WP(PDS)	SH2-WP1850P
XC-W/XCF-W 125-150-200-250-300-400-450-500	17-23	WP	SH2-WP1846P
SMR 450	06-10	WP(PDS)	SH2-WP1850P
SMR 450	12-14	WP	SH2-WP1850L
Freeride E-XC	18-23	WP(PDS)	SH2-WP1846P

HUSQVARNA

TC/TE 250-310	12-13	KYB	SH2-KYB1646
TC/TE 449-511	11-13	KYB	SH2-KYB1646
TXC 250-310	12-13	KYB	SH2-KYB1646
TXC 449-511	11-13	KYB	SH2-KYB1646
WR-CR 125	00	ZF Sachs	SH ZF 16-46-23
WR-CR 125-150	11	ZF Sachs	SH ZF 16-46-23
TE/FE 125-250-300-350-450-501	14-16	WP	SH2-WP1850L
TE/FE 125-250-300-350-450-501	17-23	WP	SH2-WP185012L
TC/FC 125-250-300-350-450	14-15	WP	SH2-WP1850L
TC/FC 125-250-300-350-450	16-23	WP	SH2-WP185012L
TX/FX 125-350-450	17-23	WP	SH2-WP185012L

HUSABERG

FE 390-450-570	12-13	WP(PDS)	SH2-WP1850P
TE 125-250-300	12-13	WP(PDS)	SH2-WP1850P

BETA

RR 2T/4T	12-15	ZF Sachs	SH ZF 16-50-24
RR 2T/4T	16-18	ZF Sachs	SH ZF 16-50-15

GAS GAS

MC85	21-23	WP(PDS)	SH2-WP1846P
EC-MC-SM 2T 125-200-250-300	02-13	ZF Sachs	SH ZF 16-50-15
EC 250-300	18-20	KYB	SH2-KYB1646
ENDURO GP 250/300	18-20	KYB	SH2-KYB1646
MC/MC-F/EX-F 125-250-350-450	21-23	WP	SH2-WP185012L
EC/EC-F/EX 250-300-350	21-23	WP	SH2-WP185012L

SHERCO

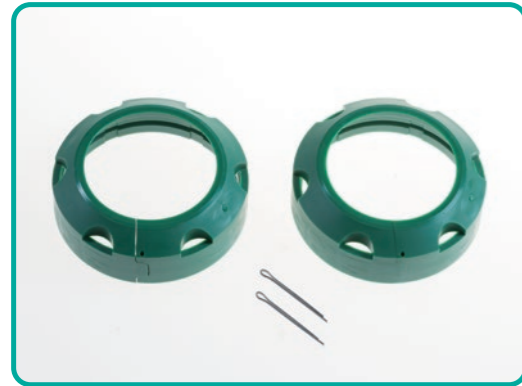
SE 250/300 Standard	12-13	WP	SH2-WP1850L
SE 250R/300R Racing	12-13	WP	SH2-WP1850L

MUD SCRAPER KIT

Patented by SKF

Survive mud race! toughest mud scraper

Muddy conditions are unavoidable in motocross and endure race. Muddy conditions are the toughest for fork seals. SKF has been working to improve sealing performance in harsh conditions by selling high-protection specification fork seals. SKF released "MUD SCRAPER" as a further muddy countermeasure. Survive muddy race! You don't have to fear muddy anymore.



JPY5,300 Left and right set

<important> This product is not intended for use in dry conditions. Since trouble may occur due to insufficient lubrication, be sure to remove it when it is not muddy.

FEATURES

- Maximum protection to fork seals in muddy conditions
- SKF's specialty low-friction materials
- Smooth fork operation due to low and stable friction even when mounted
- Can be attached and detached quickly without removing the fork
- Non disposable, can be attached and detached for repeated use
- Widely compatible with most off-road racers

LINEUP

As of March 2023

HONDA Applies to the models with fork protector guide having clip

Type	Year	Fork Maker	P/N
CR250R	97-07	SHOWA	KIT-MS47S
CRF250R	04-09	SHOWA	KIT-MS47S
CRF250R	10-14	SHOWA	KIT-MS48S
CRF250R	15-23	SHOWA	KIT-MS49S
CRF250RX	19-23	SHOWA	KIT-MS49S
CRF250X	04-17	SHOWA	KIT-MS47S
CRF450R	02-08	SHOWA	KIT-MS47S
CRF450R	09-16	KYB	KIT-MS48KM
CRF450R	17-23	SHOWA	KIT-MS49S
CRF450RX	17-23	SHOWA	KIT-MS49S
CRF450X	04-17	SHOWA	KIT-MS47S
CRF450X	19-23	SHOWA	KIT-MS49S
CRF450L	19-20	SHOWA	KIT-MS49S

YAMAHA Applies to the models with fork protector guide having clip (can't be used for the models with plastic guide)

Type	Year	Fork Maker	P/N
YZ125	15-23	KYB	KIT-MS48KM
YZ125X	17-23	KYB	KIT-MS48KM
YZ250	15-23	KYB	KIT-MS48KM
YZ250X	16-23	KYB	KIT-MS48KM
YZ250F	10-23	KYB	KIT-MS48KM
YZ250FX	15-23	KYB	KIT-MS48KM
YZ450F	10-23	KYB	KIT-MS48KM
YZ450FX	16-23	KYB	KIT-MS48KM
WR250F	15-23	KYB	KIT-MS48KM
WR450F	13-23	KYB	KIT-MS48KM

KAWASAKI Applies to the models with fork protector guide having clip (can't be used for the models with plastic guide)

Type	Year	Fork Maker	P/N
KX250F	06-12	SHOWA	KIT-MS47S
KX250/F	13-19	SHOWA	KIT-MS48S
KX250	20-23	KYB	KIT-MS48KM
KX250X	21-23	KYB	KIT-MS48KM
KX450F	06-14	KYB	KIT-MS48KM
KX450/F	15-23	SHOWA	KIT-MS49S
KX450X	21-23	SHOWA	KIT-MS49S
KLX450R	07-23	KYB	KIT-MS48KM

SUZUKI Applies to the models with fork protector guide having clip (can't be used for the models with plastic guide) and need to process the fork protector at brake side

Type	Year	Fork Maker	P/N
RMZ250	13-15	SHOWA	KIT-MS48S
RMZ250	16-23	KYB	KIT-MS48KM
RMZ450	13-14	SHOWA	KIT-MS48S
RMZ450	15-23	SHOWA	KIT-MS49S

KTM Applies to the models having groove to attach fork protector guide

Type	Year	Fork Maker	P/N
SX/SX-F/SMR (All Models)	03-23	WP	KIT-MS48WP
XC/XC-F/XC-W/XCF-W (All Models)	03-23	WP	KIT-MS48WP
EXC/EXC-F (All Models)	03-23	WP	KIT-MS48WP
MXC (All Models)	03-07	WP	KIT-MS48WP
SMC (All Models)	06-17	WP	KIT-MS48WP
ENDURO (All Models)	06-23	WP	KIT-MS48WP
ADVENTURE (All Models)	06-23	WP	KIT-MS48WP

BETA

Type	Year	Fork Maker	P/N
RR 2T 250/300	13-18	MARZOCCHI	KIT-MS48KM
RR 4T 350-390-400-430-450-480-498	12-17	MARZOCCHI	KIT-MS48KM
RR 2T/4T 125-250-300-350-390-430-480	17-22	SACHS	KIT-MS48KM
RR 4T RACING (All Models)	05-11	MARZOCCHI	KIT-MS50M

TM

Type	Year	Fork Maker	P/N
MX (All Models)	ALL	MARZOCCHI 50mm	KIT-MS50M
MX (All Models)	ALL	KYB 48mm	KIT-MS48KM

GAS GAS

Applies to the models with fork protector guide having clip

Type	Year	Fork Maker	P/N
EC/XC	ALL	MARZOCCHI 50mm	KIT-MS50M
EC/XC	ALL	SACHS 48mm	KIT-MS48KM
EC/XC	ALL	KYB 48mm	KIT-MS48KM
EX/EC-F/EX/EX-F	21-23	WP	KIT-MS48WP
MC/MC-F 125-450	21-23	WP	KIT-MS48WP

HUSABERG

Type	Year	Fork Maker	P/N
FE/FC/FX/FS/TE (All Models)	02-13	WP	KIT-MS48WP

HUSQVARNA

Up to 2013 applies to the models with fork protector guide having clip

Type	Year	Fork Maker	P/N
CR125	09	MARZOCCHI	KIT-MS50M
CR (All Models)	10-13	KYB	KIT-MS48KM
WR125	08-10	MARZOCCHI	KIT-MS50M
WR125	11-13	KYB	KIT-MS48KM
WR250/300	08-09	MARZOCCHI	KIT-MS50M
WR250/300	10-13	KYB	KIT-MS48KM
TE/TC/TXC/SMR (All Models)	08-09	MARZOCCHI	KIT-MS50M
TE/TC/TXC (All Models)	10-13	KYB	KIT-MS48KM
TE/TC/FE/FC (All Models)	14-23	WP	KIT-MS48WP

SHERCO

Type	Year	Fork Maker	P/N
SE/SEF (All Models)	12-23	WP	KIT-MS48WP
SE/SEF FACTORY (All Models)	19-23	KYB	KIT-MS48KM

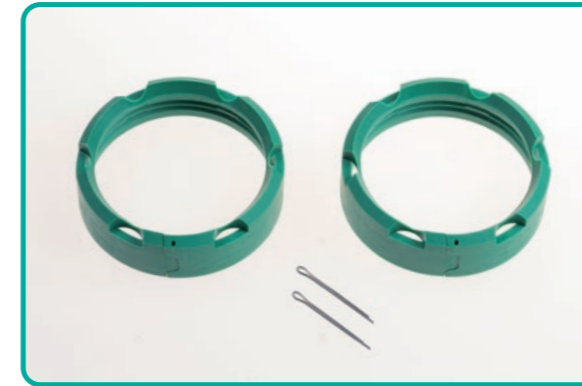
FORK SLIDER KIT

Patented by SKF



New standard fork slider to protect outer tube

Using SKF's specialty low-friction/high-durability materials, it reliably supports the fork guard and fork sliding movement in harsh racing conditions. It protects the outer tube from wear and gives an advantage in dry conditions without a mud scraper. A slider kit that demonstrates its power in dry conditions is born.



JPY5,300 Left and right set

FEATURES

- Protects fork outer tubes
- SKF's specialty low-friction materials
- Heavy duty and smooth operation
- Can be attached and detached quickly without removing the fork
- Ideal as a replacement slider when not using the mud scraper kit
- Widely compatible with most off-road racers

LINEUP

As of March 2023

HONDA Applies to the models with fork protector guide having clip

Type	Year	Fork Maker	P/N
CR250R	97-07	SHOWA	KIT-FS-SHO
CRF250R	04-09	SHOWA	KIT-FS-SHO
CRF250R	10-14	SHOWA	KIT-FS-SHO
CRF250X	04-17	SHOWA	KIT-FS-SHO
CRF450R	02-08	SHOWA	KIT-FS-SHO
CRF450R	09-16	KYB	KIT-FS-KMZ
CRF450X	04-17	SHOWA	KIT-FS-SHO

YAMAHA

Applies to the models with fork protector guide having clip (can't be used for the models with plastic guide)

Type	Year	Fork Maker	P/N
YZ125	15-23	KYB	KIT-FS-KMZ
YZ125X	17-23	KYB	KIT-FS-KMZ
YZ250	15-23	KYB	KIT-FS-KMZ
YZ250X	16-23	KYB	KIT-FS-KMZ
YZ250F	10-23	KYB	KIT-FS-KMZ
YZ250FX	15-23	KYB	KIT-FS-KMZ
YZ450F	10-23	KYB	KIT-FS-KMZ
YZ450FX	16-23	KYB	KIT-FS-KMZ
WR250F	15-23	KYB	KIT-FS-KMZ
WR450F	13-23	KYB	KIT-FS-KMZ

KAWASAKI

Applies to the models with fork protector guide having clip (can't be used for the models with plastic guide)

Type	Year	Fork Maker	P/N
KX250F	06-12	SHOWA	KIT-FS-SHO
KX250/F	13-19	SHOWA	KIT-FS-SHO
KX250	20-23	KYB	KIT-FS-KMZ
KX250X	21-23	KYB	KIT-FS-KMZ
KX450F	06-14	KYB	KIT-FS-KMZ
KLX450R	07-23	KYB	KIT-FS-KMZ

SUZUKI

Applies to the models with fork protector guide having clip (can't be used for the models with plastic guide)

Type	Year	Fork Maker	P/N
RMZ250	13-15	SHOWA	KIT-FS-SHO
RMZ250	16-23	KYB	KIT-FS-KMZ
RMZ450	13-15	SHOWA	KIT-FS-SHO

KTM Applies to the models having groove to attach fork protector guide

Type	Year	Fork Maker	P/N
SX/SX-F/SMR (All Models)	03-23	WP	KIT-FS-WP
XC/XC-F (All Models)	03-23	WP	KIT-FS-WP
EXC/EXC-F (All Models)	03-23	WP	KIT-FS-WP
MXC (All Models)	03-07	WP	KIT-FS-WP
SMC (All Models)	06-17	WP	KIT-FS-WP
ENDURO (All Models)	06-23	WP	KIT-FS-WP
ADVENTURE (All Models)	06-20	WP	KIT-FS-WP

BETA

Type	Year	Fork Maker	P/N
RR 2T 250/300	13-18	MARZOCCHI	KIT-FS-KMZ
RR 4T 350/390/400/430/450/480/498	12-17	MARZOCCHI	KIT-FS-KMZ
RR 2T/4T 125-250-300-350-390-430-480	17-22	SACHS	KIT-FS-KMZ
RR 4T RACING (All Models)	05-11	MARZOCCHI	KIT-FS-50M

TM

Type	Year	Fork Maker	P/N
MX (All Models)	ALL	MARZOCCHI 50mm	KIT-FS-50M
MX (All Models)	ALL	KYB 48mm	KIT-FS-KMZ

GAS GAS

Applies to the models with fork protector guide having clip

Type	Year	Fork Maker	P/N
EC/XC	ALL	MARZOCCHI 50mm	KIT-FS-50M
EC/XC	ALL	SACHS 48mm	KIT-FS-KMZ
EC/XC	ALL	KYB 48mm	KIT-FS-KMZ
EX/EC-F/EX/EX-F	21-23	WP	KIT-FS-WP
MC/MC-F 125-450	21-23	WP	KIT-FS-WP

HUSABERG

Type	Year	Fork Maker	P/N
FE/FC/FX/FS/TE (All Models)	02-13	WP	KIT-FS-WP

HUSQVARNA

Up to 2013 applies to the models with fork protector guide having clip

Type	Year	Fork Maker	P/N
CR125	09	MARZOCCHI	KIT-FS-50M
CR (All Models)	10-13	KYB	KIT-FS-KMZ
WR125	08-10	MARZOCCHI	KIT-FS-50M
WR125	11-13	KYB	KIT-FS-KMZ
WR250/300	08-09	MARZOCCHI	KIT-FS-50M
WR250/300	10-13	KYB	KIT-FS-KMZ
TE/TC/TXC/SMR (All Models)	08-09	MARZOCCHI	KIT-FS-50M
TE/TC/TXC (All Models)	10-13	KYB	KIT-FS-KMZ
TE/TC/FE/FC (All Models)	14-23	WP	KIT-FS-WP

SHERCO

Type	Year	Fork Maker	P/N
SE/SEF (All Models)	12-23	WP	KIT-FS-WP
SE/SEF FACTORY (All Models)	19-23	KYB	KIT-FS-KMZ

WHEEL SEAL KIT

Patented by SKF

Acieves both low friction and long bearing life

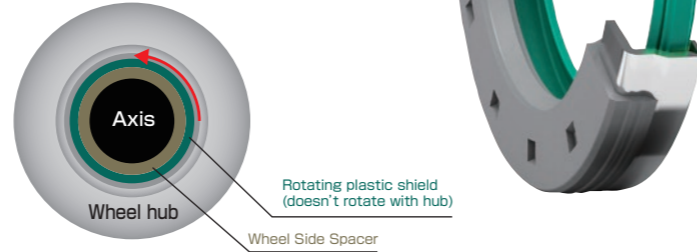
Ultra-low friction that minimizes the loss of power transmitted from the engine. And high protection performance that protects wheel bearings to the maximum. The strongest wheel seal kit boasted by SKF, which has won five stars in US Motocross Action magazine.



JPY5,200 / each wheel

Sold separately for front / rear
Front and rear sets are required for one motorcycle.

<NOTICE> The SKF wheel seal kit is a set of wheel seals and side spacers. Side spacers are exclusive to each motorcycle and are not compatible with genuine parts. Also, since the side spacers have their own dimensions, parts such as aftermarket disc covers that use side spacers cannot be installed.



The green rotating plastic shield does not rotate with the wheel. This prevents wear on the similarly non-rotating beige wheel side spacers and significantly reduces muddy water intrusion.

SKF performance proven in a rigorous test of 50 hours of heavy muddy conditions with a high pressure car wash every 4 hours.



SKF minimizes muddy water intrusion and reduces bearing damage. In the case of OEM, high-pressure car washing causes muddy water to enter the interior and damage the bearings.

LINEUP

HONDA

Type	Year	Front P/N	Rear P/N
CR 85R	03-07	W KIT F011-Ho	W KIT R004-Ho
CRF 150R	07-23	W KIT F006-Ho	W KIT R005-Ho
CRF 250R *1	04-23	W KIT F003-Ho	W KIT R003-Ho
CRF 250RX	19-23	W KIT F003-Ho	W KIT R003-Ho
CRF 250X *2	04-17	W KIT F019-Ho	W KIT R003-Ho
CRF 450R *1	02-23	W KIT F003-Ho	W KIT R003-Ho
CRF 450RX	17-23	W KIT F003-Ho	W KIT R003-Ho
CRF 450X *2	04-18	W KIT F019-Ho	W KIT R003-Ho
CRF 450X	19-23	W KIT F003-Ho	W KIT R003-Ho
CRF450L	19-23	W KIT F003-Ho	W KIT R003-Ho

YAMAHA

Type	Year	Front P/N	Rear P/N
YZ 80	01	W KIT F013-Ya	W KIT R011-Ya
YZ 85	02-23	W KIT F013-Ya	W KIT R011-Ya
YZ 125-250	03-07	W KIT F015-Ya	W KIT R012-Ya
YZ 125-250	08-23	W KIT F014-Ya	W KIT R012-Ya
YZ 125-250X	16-23	W KIT F014-Ya	W KIT R012-Ya
YZ 250F	03-06	W KIT F015-Ya	W KIT R012-Ya
YZ 250F	07-08	W KIT F014-Ya	W KIT R012-Ya
YZ 250F	09-13	W KIT F014-Ya	W KIT R010-Ya
YZ 250F	14-23	W KIT F022-Ya	W KIT R010-Ya
YZ 450F	03-07	W KIT F015-Ya	W KIT R012-Ya
YZ 450F	08	W KIT F014-Ya	W KIT R012-Ya
YZ 450F	09-13	W KIT F014-Ya	W KIT R010-Ya
YZ 450F	14-23	W KIT F022-Ya	W KIT R010-Ya
YZ 250-450FX	15-23	W KIT F022-Ya	W KIT R012-Ya

KAWASAKI

Type	Year	Front P/N	Rear P/N
KX 65	00-20	W KIT F016-Ka	W KIT R016-Ka
KX 80	00	N/A	W KIT R015-Ka
KX 85	01-16	N/A	W KIT R015-Ka
KX 125/250	04-05	W KIT F005-Ka-Su	W KIT R017-Ka-Su
KX 125/250	06-07	W KIT F018-Ka	W KIT R017-Ka-Su
KX 250F	04-05	W KIT F005-Ka-Su	W KIT R017-Ka-Su
KX 250/F	06-20	W KIT F018-Ka	W KIT R017-Ka-Su
KX 450F	06-18	W KIT F018-Ka	W KIT R017-Ka-Su

SUZUKI

Type	Year	Front P/N	Rear P/N
RM 85	02-23	N/A	W KIT R007-Su
RM 125 /250	01-08	W KIT F010-Su	W KIT R009-Su
RMZ 250	04-06	W KIT F005-Ka-Su	W KIT R017-Ka-Su
RMZ 250	07-22	W KIT F012-Su	W KIT R008-Su
RMZ 450	05-22	W KIT F012-Su	W KIT R008-Su

KTM

Type	Year	Front P/N	Rear P/N
85 SX	03-11	W KIT F009-KTM	W KIT R006-KTM-Hus
85 SX	12	W KIT F020-KTM	W KIT R006-KTM-Hus
85 SX	13-23	W KIT F020-KTM	W KIT R019-KTM
SX/SX-F/XC/XC-F	03-12	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
125-150-200-250-350-450	13-14	W KIT F008-KTM-Hus	W KIT R019-KTM
	15-22	W KIT F023-KTM	W KIT R019-KTM
EXC/EXC-F/XC-W/XCF-W	03-15	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
125-150-200-250-300-350-450-500	16-23	W KIT F023-KTM	W KIT R006-KTM-Hus

HUSQVARNA

Type	Year	Front P/N	Rear P/N
TE/FE 125-150-250-300-350-450-501 TX125	14-15	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
	16-23	W KIT F023-KTM	W KIT R006-KTM-Hus
TC125 FC350-450	14	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
TC125 FC350-450	15	W KIT F023-KTM	W KIT R006-KTM-Hus
TC125 FC350-450	16-22	W KIT F023-KTM	W KIT R019-KTM
FC250	14	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
FC250	15-22	W KIT F023-KTM	W KIT R019-KTM
TC/TX/FX 250-300-350-450	14	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
TC/TX/FX 250-300-350-450	15-16	W KIT F023-KTM	W KIT R006-KTM-Hus
TC/TX/FX 250-300-350-450	17-22	W KIT F023-KTM	W KIT R019-KTM
FS450	15-20	W KIT F008-KTM-Hus	W KIT R019-KTM
FS450	21-22	W KIT F023-KTM	W KIT R019-KTM

HUSABERG

Type	Year	Front P/N	Rear P/N
FE 390	10-12	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
FE 450/570	04-12	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
FE 550/650	04-08	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
TE125/250/300 2T	13-14	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus
TE250/350/450/501 4T	13-14	W KIT F008-KTM-Hus	W KIT R006-KTM-Hus

GAS GAS

Type	Year	Front P/N	Rear P/N
MC85	22-23	W KIT F020-KTM	W KIT R019-KTM
EC 125/200/250/300 MX/SM 2T	05-07	W KIT F002-GG	W KIT R002-GG
EC 125/200/250/300 MC	08-10	W KIT F002-GG	W KIT R002-GG
EC 250/450 4T	10-14	W KIT F002-GG	W KIT R002-GG
EC 125/250/300 RACING/SIXDAYS	10-15	W KIT F002-GG	W KIT R002-GG
MC/MC-F/EX-F 125-250-350-450	21-23	W KIT F023-KTM	W KIT R019-KTM
EC/EC-F/EX 250-300-350	21-23	W KIT F023-KTM	W KIT R006-KTM-Hus

BETA

Type	Year	Front P/N	Rear P/N
RR 4T	10-12	W KIT F001-Be	W KIT R001-Be
RR 4T	13-23	W KIT F021-Be	W KIT R020-Be
RR 2T	13-23	W KIT F021-Be	W KIT R020-Be

As of March 2023

FLOATING PISTON for WP & OHLINS



For more comfort combining the advantage of bladder and free piston New generation floating piston



The color is black as the above photo shows.

Conventionally, there are two methods for separating the oil and gas chambers in shock absorbers. One is a bladder (rubber balloon) method. The other is a free piston system with metal and rubber o-rings. SKF's floating piston is a completely new idea that combines the advantages of both, which have advantages and disadvantages, and minimizes the penetration of gas into oil with low friction. For small movements of the shock absorber, the rubber part provided in the center of the floating piston absorbs the volume of the rod. For large movements of the shock absorber, the entire floating piston slides and absorbs the rod volume. The floating piston consists of a metal part and SKF's unique low-friction rubber integrally molded, and contributes greatly to the ride feeling with stable operation and low friction. This allows for more comfortable riding.

JPY10,800 P/N : FP-WP52 (WP 52mm Reservoir tank)
FP-OHL (OHLINS TTX44)

<important> This product is for professional shops. The installation requires specialized knowledge and tools. The work of an unskilled person poses a danger. Since it may lead to a serious accident, we strongly recommend that you avoid installing by yourself and install at a shop that has knowledge and experience such as our company or a suspension specialty shop.

LINEUP

- Fits to all WP shock absorbers with 52mm reservoir (KTM, HUSQVARNA, etc.)
- OHLINS TTX 44mm MX Shock



2022 JNCC #18 AKIRA NARITA
TECHNIX MODIFIED SUSPENSION WITH SKF DUAL COMPOUND FORK SEAL

*1 09-12 models cannot be equipped with a genuine disc cover *2 Cannot use meter gear

XTRIG

REAL FACTORY SPEC. TRIPLE CLAMP from Germany



There is a reason why many regular teams, including factory teams, use XTRIG in WGP motocross.

Accurate alignment of the front fork and optimal rigidity are achieved through advanced design technology and high-precision processing. As a result, the rider can feel the information transmitted from the front tires linearly.

The feeling even gives the illusion that you are using an upgraded front fork.

The charm of the XTRIG triple clamp is not only beauty, but also maximizing the performance of the front fork.

XTRIG TRIPLE CLAMP ROCS PRO / SUPER MOTO

PRICE | JPY74,000

A separately sold handlebar clamp is required for use.
>>> Please see P47 for the XTRIG TRIPLE CLAMP lineup.

ROCS



The XTRIG TRIPLE CLAMP's Advantage

ROCS PRO / ROCS TECH COMMON FEATURES (All photos are ROCS PRO. Some features vary by product.)

XCLAMP Patented by XTRIG

Adopted the X-CLAMP system that can easily adjust the fork offset. This revolutionary system patented by XTRIG boasts a high degree of safety as the stem shaft does not rotate even during hard riding. An indicator is engraved on the top of the clamp that makes it easy to check the current offset value.

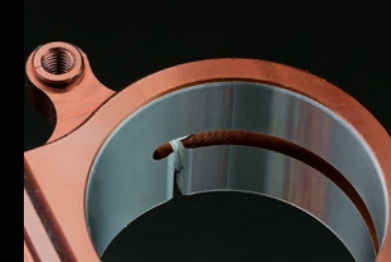
ROCS PRO ONLY



The handlebar position can be adjusted in 3 positions with the top clamp, 2 positions in the front and back direction with the handlebar clamp, and 2 or more positions in the height, and you can choose from 12 or more positions.



ROCS clamp holds the outer tube by clamping it evenly from the front and back. This drastically changes the movement of the fork.

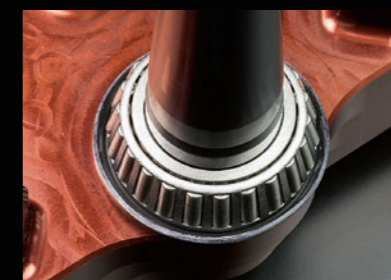


By adding the extra effort of re-cutting after anodizing, it achieves a highly accurate clamp and a secure, non-slip clamp. A characteristic manufacturing method that shows the commitment of XTRIG.

ROCS PRO ONLY



Lightening processing calculated to thoroughly reduce weight while maintaining rigidity.



Steering stem bearings are standard equipment. High-end triple clamps used by the factory team are available for bolt-on.



Brake cables, number plates, etc. can be installed without special additional parts or processing. (Except some vehicle models)

ROCS STAR

- #14 Pietro Salina #2 Pablo Quintanilla #91 Jeremy Seewer #77 Luciano Benavides #24 Shaun Simpson #87 Toby Price #4 Arnaud Tonus
- #2 Matthias Walkner #3 Sam Sunderland #11 Daniel Sanders #42 Adrien van Beveren #6 Franco Caimi #125 Emil Weckman
- #94 Gianluca Facchetti #7 Andrew Short #18 Ross Branch #68 Jamie McCanney #1 Eli Tomac #44 Laia Sanz #3 Romain Febvre
- #89 Jeremy van Horebeek #9 Adam Cianciarulo #259 Glenn Coldenhoff #919 Ben Watson #198 Thibault Benistant #959 Maxime Renaux #193 Jago Geerts
- #39 Roan van de Moosdijk #172 Mathys Boisrame #11 Mikkel Haarup #92 Valentin Guillod #313 Petr Polak #253 Kevin Brumann #32 Andrea Bonacorsi
- #104 Jeremy Sydow #484 Dave Kooiker #520 Jimmy Clochet #911 Jordi Tixier #239 Florian Lion #17 Joey Savatgy #19 Justin Bogle #34 Max Anstie
- #722 Adam Enticknap #28 Brandon Hartranft #211 Nicholas Lapucci #12 Hakon Osterhagen #88 Matteo Russi #7 Maximilian Spies #3 Federico Tuani

ROCS original clamp overturns the common sense of conventional clamps. The fork can be clamped with even force from the front and back, minimizing the distortion of the fork tube and equalizing stress. It allows you to maximize the performance of the fork without compromising the movement of the fork.

XTRIG TRIPLE CLAMP ROCS TECH

PRICE | FULL SIZE JPY 67,000
MINI MOTO JPY 66,000

A separately sold handlebar clamp is required for use.
>>> Please see P48 for the XTRIG TRIPLE CLAMP lineup.



**ROCS
TECH**

ROCS TECH clamp is popular as a reasonable model with fixed offset and simplification of processing while inheriting the advantages of ROCS PRO clamp. By having the clamp itself have a color that conforms to the manufacturer's color, it is possible to create a machine that has a good balance between functionality and exterior. A total of 9 color variations are available with the addition of new colors.



ROCS TECH COLOR VARIATION For each bikes

	Red	Blue	Green	Yellow	Orange	Silver	Gray	Black	Brown
HONDA									
CRF150R	●								
CRF250/450R Offset:20mm	●								
CRF250/450R Offset:22mm	●								
YAMAHA									
YZ65/85									●
YZ125/250		●							
YZ125X/250X		●							
YZ250F/450F		●							
YZ250FX/450FX		●							
KAWASAKI									
WR250F/450F		●							
KX85/100/112		●							
KX250F/450F		●							
KX250		●							
KX450		●							
KX250X/450X		●							
SUZUKI									
RM85									●
RMZ250(16-18)/450(13-17)				●					
RMZ250(19-23)/450(18-23)				●					
KTM									
50SX/50SX mini (17-20)					●				
50SX/50SX mini (21-23)					●				

	Red	Blue	Orange	Black	Brown
KTM					
6SX (12-20)					
6SX (21-23)					
SX85/105			●		
Freeride					
125cc-500cc Offset:20mm			●		
125cc-500cc Offset:22mm			●		
HUSQVARNA					
TC50 / TC50mini / EE5 (17-20)		●			
TC50/TC50mini/EE5 (21-23)		●			
TC85 (17-20)		●			
TC85 (21-23)		●			
TC85/105		●			
125cc-450cc		●			
GASGAS					
MC50/MC50mini					●
MC65					●
EC/XC/EC Ranger/Enduro GP (18-19)	●				
MC/MC-F/EC/EC-F (21-23)					●
SHERCO					
ALL model		●			

XTRIG SUPERMOTO TRIPLE CLAMP

*Optimization of body dimensions!
Special triple clamp for Supermoto!*

When changing from an off-road machine to a supermotard, the wheel diameter is always changed. It's not well known, but changing the wheel diameter has a big impact on the body's dimensions. Due to the "significant reduction in trail amount" that accompanies the change in wheel diameter from the standard, the body tends to lose its handling performance. Riders don't notice it and sometimes get lost in the labyrinth of settings. The shortest way to set up the vehicle body is to maintain and improve the original performance of the vehicle body. In that sense, the XTRIG SUPERMOTO TRIPLE CLAMP, which plays a part in optimizing the vehicle dimensions, can be said to be a must-have item for changing to a motard.



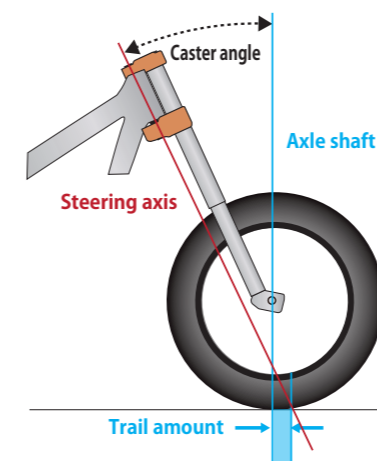
YZ450F (for 2018-2020): Motard special clamp with greatly reduced offset from standard offset 22mm to adjustable offset 12-14mm.

XTRIG SUPERMOTO GEOMETRY SOLUTION

A thorough explanation of why a special clamp for Supermotard is necessary.

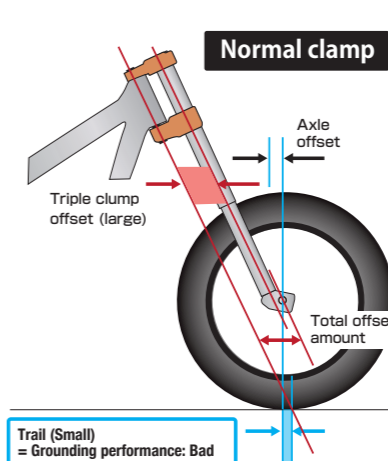
An essential item for Supermotard that compensates for the decrease in trail amount due to the change to 17 inches and secures the optimum dimension.

Relationship between caster angle and trail amount



You can adjust the amount of trail by adjusting the offset with the XTRIG clamp. The amount of trail greatly affects the restoring force that returns the steered handle to its original position. The greater the amount of trail, the greater the resilience and the more stable the handling. Less trail amount means less restoring force and lighter handling.

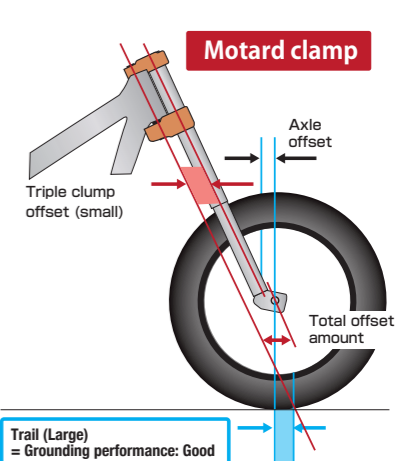
Changed the off-road motorcycle to 17 inches with the normal clamp



Trail (Small)
= Grounding performance: Bad
Grip in corners: low

If the normal clamp is used and changed to 17 inches, the change in the outer diameter of the tire will significantly reduce the amount of trail. As a result, the restoring force that returns the steering wheel to its original position is reduced, resulting in lighter handling and less stable cornering.

Dirt bike with the super motard clamp equipping 17 inch wheel



Trail (Large)
= Grounding performance: Good
Grip in corners: Good

In the motard clamps, the offset of the triple clamps is reduced to recover the amount of trail lost by the change to 17 inches. This secures the amount of trail and increases the stability of the vehicle body. In addition, the effect appears conspicuously in cornering, enabling stable cornering.



SMJ S1 PRO Class
Yuich Yoshida

XTRIG Great for reducing riding fatigue! Easy installation of the PHDS system!

XTRIG TOP CLAMP

Easy installation of the PHDS system

XTRIG's unique PHDS(Progressive Handlebar Damping System) is loved by many riders regardless of category for its superiority. A new top clamp for easy mounting of the PHDS is now available.

You can experience PHDS by simply replacing it with the genuine top clamp.

PRICE | JPY 20,000

A separately sold handlebar clamp is required for use.
>>> Please see P49 for the XTRIG TOP CLAMP lineup.



PHDS for OEM Genuine top bridge compatible PHDS kit

Can be easily installed to the genuine top bridge

XTRIG's unique PHDS is loved by many riders regardless of category such as supercross, motocross, enduro, motard, etc. In response to many requests for a PHDS that can easily be used with the genuine top bridge, the "PHDS for OEM" line-up that enables easy installation on the genuine top bridge has been added.

PHDS is a system patented by XTRIG that absorbs vibrations coming from the engine and chassis. In addition, it reduces the vertical and horizontal forces on the handlebars, greatly reducing the burden on the rider.

PHDS for OEM are all for 28.6mm handlebars.
22mm handlebars require a separate modification kit (Product number:50400008) JPY9,800.



PRICE | JPY 27,600 (Except part number 50100008)
JPY 23,000 (KTM/HUSQVARNA/BETA/SHERCO part number 5010008 type)

>>> Please see P49 for the PHDS for OEM lineup.

Which is the best way for fitting PHDS?

PHDS to reduce rider fatigue. There are 4 types of mounting clamps. There are 4 types of clamps required for mounting. Please see the table for the characteristics of PHDS when attached to each clamp.

	Adjustable offset*1	ROCS clamping*2	Top clamp side lock mechanism*3	High-precision manufacturing method*4	PHDS lateral torsional stiffness*5	handlebar position*6
ROCS PRO	●	●	●	●	●	12 or more
ROCS TECH	×	●	×	×	●	12 or more
TOP CLAMP	×	×	×	×	●	12 or more
PHDS for OEM	-	-	-	-	▲	2

*1 Whether or not the offset amount of the triple clamp can be adjusted. By adjusting the amount of offset, the amount of trail can be adjusted, and as a result, the handling can be adjusted.

*2 Whether or not it has an ROCS clamp that tightens the fork evenly from the front and back to enable smooth operation of the fork.

*3 Whether or not it has a side lock bolt that fixes the top clamp and stem shaft with high precision without applying excessive torsional force to the fork.

*4 Whether or not a processing method is used to ensure 1/100 mm level accuracy and prevent fork slippage by re-cutting after anodizing.

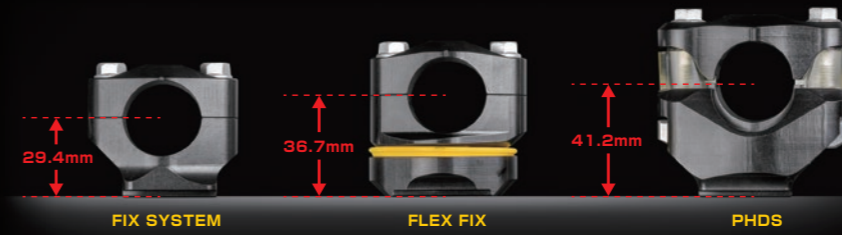
*5 PHDS stiffness against lateral torsion. With PHDS for OEM using the OEM handlebar mounting system, some models are more susceptible to lateral torsion than others.

*6 Number of selectable handlebar positions. "More than" means the purchase of optional height adjustment spacers allows for more than 12 positions.

XTRIG HANDLE BAR CLAMP

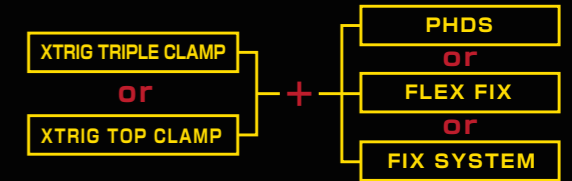
PHDS or rigid mount selectable according to your preference

(XTRIG TRIPLE or XTRIG TOP CLAMP cannot be used independently)



Selectable from 6 different combinations according to your preference

(They cannot be used individually. Some combination is required.)



PHDS (Progressive Handlebar Damping System)

XTRIG's patented system absorbs vibrations from the engine and chassis. It also reduces the vertical and horizontal forces acting on the handlebar, greatly reducing the burden on the rider. It can also be adjusted to 12 different handlebar positions to suit rider preference. (22mm or 28.6mm handlebars can be selected) Includes 10mm height adjust spacer

PRICE | JPY 23,000

PHDS kit (M12 bolt) for 22mm bar P/N : 50100000
PHDS kit (M12 bolt) for 28.6mm bar P/N : 50100001



FLEX FIX

A hybrid handlebar clamp that combines the idea of PHDS and the FIX system. Due to the large handlebar mounts on the PHDS, there is a limit to how low the handlebars can be for riders who prefer a lower handlebar. Also, some riders don't like PHDS because it absorbs a lot of shock to the handlebars. On the other hand, if you make it rigid, you can make the mount smaller, but there is a negative part that directly transmits vibrations and leads to fatigue. FLEXFIX has achieved exactly the characteristics in the middle. The height of the handlebar itself is 4.5mm lower than the PHDS, and the elastomer under the bar mount realizes vibration absorption while maintaining the direct feel of the FIX. We propose the intermediate between PHDS and FIX to the rider who couldn't decide which one to choose.

Comes with 3 types of special elastomers: soft (green), medium (yellow), and hard (red) Includes 10mm height adjuster

PRICE | JPY 18,600 FLEX FIX KIT (M12 bolt) for 28.6mm bar P/N : 50200004

FIX SYSTEM (Rigid mount)

A special kit that rigidly mounts the handle unlike the PHDS mount. (Available for 22mm or 28.6mm handlebar selection) Includes 10mm height adjuster

PRICE | JPY 11,600

Rigid mount kit (M12 bolt) for 22mm bars P/N : 50200000
Rigid mount kit (M12 bolt) for 28.6mm bars P/N : 50200001
Rigid mount kit (M12 bolt) for 36mm bars P/N : 50200006

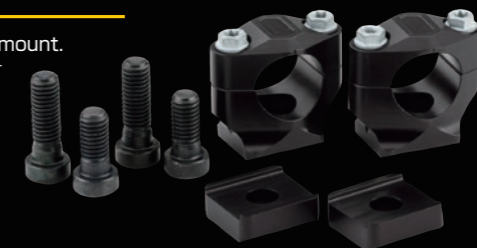
OPTION Elastomer Kit

Elastomer that controls the damping characteristics of PHDS. XTRIG offers three types: soft, medium, and hard. It can be selected according to the rider's preference.

(The standard setting is medium. Can be installed on all PHDS.)



Soft (Green) JPY2,600 P/N:50400010
Medium (Yellow) JPY2,600 P/N:50400011
Hard (Red) JPY2,600 P/N:50400012



TOOL Offset Adjustment Tool

A special tool for easily adjusting the offset, which is a feature of XTRIG. The stem nut and counter nut can be removed without removing the handlebar.

JPY 3,200
P/N:90100000

OPTION PHDS Height Adjust Spacer (for M12 bolt)

A handlebar height adjustment spacer that increases the freedom of riding position. Available from 3mm to 30mm. Also available for FLEX FIX and FIX SYSTEM. Not available for PHDS for OEM.

3mm	JPY 3,200	P/N:50300008
4mm	JPY 3,200	P/N:50300016
5mm	JPY 3,200	P/N:50300000
6mm	JPY 3,200	P/N:50300012
7mm	JPY 3,200	P/N:50300017
8mm	JPY 3,200	P/N:50300013
10mm	JPY 3,200	P/N:50300001
13mm	JPY 4,600	P/N:50300018
15mm	JPY 4,600	P/N:50300002
20mm	JPY 4,600	P/N:50300003
30mm	JPY 4,900	P/N:50300004

XTRIG TRIPLE CLAMP ROCS PRO LINEUP

All model JPY 74,000 color = brown (Excluding some; see * outside the table)

Table with columns: Type, Year, STD Offset, XTRIG Offset, P/N, Notes. Lists motorcycle models from Honda, Yamaha, Kawasaki, Suzuki, KTM, Husqvarna, Gasgas, and Beta.

*1 Color is black. *2 Color is orange. *3 Color is red.

ROCS Supermoto TRIPLE CLAMP

All model JPY 74,000 color = brown

Table with columns: Type, Year, STD Offset, XTRIG Offset, P/N, Notes. Lists Supermoto models from Honda, Yamaha, Kawasaki, Suzuki, KTM, Husqvarna, Gasgas, and Beta.

*1 The following parts are required separately. *Axle shaft Φ26 model(P/N:6002200) JPY11,600 / Φ22 model (P/N:60022001) JPY20,000 *Wheel spacer Φ26 model(P/N:60021000) JPY1,400 / Φ22 model(P/N:60021003) JPY1,400

XTRIG TRIPLE CLAMP ROCS TECH LINEUP

For full size JPY 67,000 For minimoto (CRF150-YZ85-KX85-RMB5-SX65/85/105-TC65/85) JPY 66,000

Table with columns: Type, Year, STD Offset, XTRIG Offset, Color, P/N, Notes. Lists motorcycle models from Honda, Yamaha, Kawasaki, Suzuki, KTM, Husqvarna, Sherco, and Gasgas.

XTRIG TOP CLAMP LINEUP

All model JPY 20,000

Table with columns: Type, Year, STD offset, P/N. Lists various motorcycle models from Honda, Yamaha, Kawasaki, Suzuki, KTM, Husqvarna, and Gasgas.

* Processing is required to install safety parts

<Caution> A handle clamp is not included with the top clamp. Requires handlebar clamp sold separately.

High / Low HOLE SHOT DEVICE



JPY 15,000

<Caution> The hole shot device is highly versatile and not designed specifically for each car model.

Mountable fork tube diameter (common): Φ45, Φ46, Φ47.2, Φ49.5, Φ50, Φ53, Φ54, Φ55, Φ56.5, Φ57, Φ59

XTRIG HOLE SHOT DEVICE (Single)

The hole shot device is now a standard item in racing. XTRIG is equipped with a clamp-type holder that is easy to attach and detach.

JPY 11,600

<Caution> The hole shot device is highly versatile and not designed specifically for each car model.

PHDS for OEM

Item number 50100008(*) is JPY 23,000. Otherwise, JPY 27,600

Table with columns: Type, Year, P/N. Lists various motorcycle models from Honda, Yamaha, Kawasaki, Suzuki, KTM, Husqvarna, Gasgas, Beta, and Sherco.

* PHDS for OEM is for 28.6mm handlebars. A modification kit (part number: 50400008) ¥9,800 is required to install a 22mm handlebar.

XTRIG PRELOAD ADJUSTER

A simple yet highly functional stepless preload adjuster that allows you to easily adjust the spring preload with a single tool.

JPY 18,600

Patented by XTRIG



Table with columns: Type, Year, STD Shock Maker, P/N. Lists various motorcycle models from Honda, Yamaha, and Kawasaki.

Table with columns: Type, Year, STD Shock Maker, P/N. Lists various motorcycle models from Suzuki, KTM, Husqvarna, Gasgas, and Beta.

* The shock must be disassembled for installation. Therefore, please note that specialized knowledge / experience is required.

XTRIG PRELOAD ADJUSTER UNIVERSAL

The long-awaited universal type is now available for XTRIG's preload adjuster. It is highly versatile and supports M52 body types with a pitch of 1.5 mm and OHLINS TTX shocks.

JPY 18,600



Photo: M52x pitch 1.5mm LEFT



You can select from LEFT type and RIGHT type (Except M48x pitch 1.5mm)

Table with columns: Size/Shape, Model, P/N. Lists various shock absorber models and their compatibility.

<Caution>If the genuine spring adjuster cannot be removed, the shock body must be disassembled. Since the total width of the system is 30mm, space for mounting is required above the spring.



Photo: M48x pitch 1.5mm LEFT





Feel titanium on your ride!

RAPTOR TITANIUM FOOTPEG

Ultra-lightweight High durability Reliability

2 years warranty!

TGR has been designated as the only official importer in Japan from Raptor in the UK. Two-year warranty applies only to products sold by TGR. For warranty details, please check the website or the attached warranty.



RAPTOR's titanium footpegs are painstakingly crafted in the UK factory. The beautiful burnt color unique to titanium cannot be duplicated due to subtle environmental changes and individual differences in materials. Not only is the basic performance greatly improved, but the cool appearance also stimulates the rider's sensibility.

RAPTOR VS stock footpeg weight comparison

RAPTOR APEX footpeg 200g
 CRF450R stock footpeg 480g
 Weight reduction of **280g for one motorcycle!**

RAPTOR (part number: RX002) and CRF450 2013 model stock, our measurements including springs.

*Adopted by many factory teams.
 The ultimate comfort that continues
 to attract top riders.
 Experience real factory parts!*

Factory riders control their machines at will. Their riding is so delicate and aggressive that it can be said that it is the realm of God. In fact, the importance of the footpeg, which is repeatedly delicately loaded and unloaded during riding, is very high. The ultimate footpeg feeling that only factory riders could know. The factory parts "RAPTOR TITANIUM FOOTPEG", which focuses on performance rather than cost, allows all riders to experience the quality of factory parts.

RAPTOR TITANIUM FOOTPEG Design subject to change without notice.



APEX

APEX (for motocross) JPY 38,000



EDGE

EDGE (For enduro) JPY 37,000



SUPERMOTO

SUPERMOTO (For supermotard) JPY 44,000

Repair slider: RSM01 JPY 3,000



TRIAL

TRIAL (For trial) JPY 37,000

RAPTOR TITANIUM FOOTPEG LINEUP

As of March 2023

	Type	Year	APEX	EDGE	SUPERMOTO
HONDA	CRF150R	06-23	RX002	RME002	RSM002
	CR125R	02-07	RX002	RME002	RSM002
	CR250R	02-07	RX002	RME002	RSM002
	CRF250R	02-23	RX002	RME002	RSM002
	CRF450R	02-23	RX002	RME002	RSM002
	CRF250RX	19-23	RX002	RME002	RSM002
	CRF450RX	17-23	RX002	RME002	RSM002
	CRF250X	04-17	RX002	RME002	RSM002
	CRF450X	05-23	RX002	RME002	RSM002
	CRF450L	19-20	RX002	RME002	RSM002
	CRF250L/S	12-23	RX002L4	RME002L4	RSM002L4
	CRF250M	13-17	RX002L4	RME002L4	RSM002L4
CRF250Rally/S	17-23	RX002L4	RME002L4	RSM002L4	
YAMAHA	YZ250F	01-23	RX003	RME003	RSM003
	YZ450F	03-22	RX003	RME003	RSM003
	YZ450F	23	RX013	RME013	RSM013
	YZ250FX	15-23	RX003	RME003	RSM003
	YZ450FX	16-23	RX003	RME003	RSM003
	WR250F	07-23	RX003	RME003	RSM003
	WR450F	03-23	RX003	RME003	RSM003
	WR250R	07-19	RX003	RME003	RSM003
WR250X	07-19	RX003	RME003	RSM003	
KAWASAKI	KX250/F	06-23	RX006	RME006	RSM006
	KX450/F	07-23	RX006	RME006	RSM006
	KX250X	21-23	RX006	RME006	RSM006
	KX450X	21-23	RX006	RME006	RSM006
SUZUKI	RM250	06-08	RX001	RME001	RSM001
	RM-Z250	10-22	RX010	RME010	
	RM-Z450	12-22	RX010	RME010	

	Type	Year	APEX	EDGE	SUPERMOTO	TRIAL
KTM	SX 50mini/50/65/E3/E5	14-22	RX001	RME001	RSM001	
	SX85	14-17	RX001	RME001	RSM001	
	SX85	18-22	RX016	RME016	RSM016	
	SX125/150 XC-F250~450	06-15	RX001	RME001	RSM001	
	SX125/150 XC-F250~450	16-22	RX016	RME016	RSM016	
	SX125/150 XC-F250~450 SMR450	23	RX023	RME023	RSM023	
	SX/SX-F 250~450	06-16	RX001	RME001	RSM001	
	EXC/EXC-F/XC/XC-W/XCF-W 125~530					
	SX/SX-F 250~450	17-23	RX016	RME016	RSM016	
	EXC/EXC-F/XC/XC-W/XCF-W 125~500					
	450SMR	07-14	RX001	RME001	RSM001	
	450SMR	21-22	RX016	RME016	RSM016	
HUSQVARNA	Freeride All model	12-23	RX001	RME001	RSM001	
	TC 50mini/50/65/EE3/EE5	14-22	RX001	RME001	RSM001	
	TC85	14-17	RX001	RME001	RSM001	
	TC85	18-22	RX016	RME016	RSM016	
	FC/FS 250~450 / TC 125	14-15	RX001	RME001	RSM001	
	FC/FS 125~450 / TC 125	16-22	RX016	RME016	RSM016	
	TE/FE 125~501 / TC 250	14-16	RX001	RME001	RSM001	
	TE/FE 125~501	17-23	RX016	RME016	RSM016	
	TX/FX 125~450 / TC 250	17-22	RX016	RME016	RSM016	
	TC/FC/TX/FX/FS 125cc-450cc	23	RX023	RME023	RSM023	
	701 Supermoto/Enduro	16-23	RX001	RME001	RSM001	
	GASGAS	MC 50/65/E3/E5	21-23	RX001	RME001	RSM001
MC85		21-23	RX016	RME016	RSM016	
MC/MC-F/EC/EC-F/EX/EX-F 125~450		21-23	RX016	RME016	RSM016	
HUSABERG	TE/FE/FC/FX/FS	04-13	RX001	RME001	RSM001	
	SE All model	04-23	RX001	RME001	RSM001	
	RR2T/RR4T	14-19	RX011	RME011		
SHERCO	RR2T/RR4T	20-23	RX012	RME012		
	MX All model	02-23	RX009	RME009	RSM009	
BETA	MX All model	02-23	RX009	RME009	RSM009	
	TRIAL	BETA/GASGAS All model	99-23			RT001

Special order models with different positions are sold exclusively at the web shop!

For details, please check the TECHNIX web shop.

REAL FACTORY PARTS

RAPTOR titanium footpegs are used by many top riders around the world, including AMA Supercross and MXGP factory teams. A footpeg as a real performance part that many riders say, "Once you use it, you can't let it go." The feeling of stepping increases the sense of unity between the machine and the rider, gives a sense of security, and makes it possible to achieve a high level of machine control in the extreme. The products supplied by TGR and the footpegs of the world's top riders have the same specifications, and are truly real factory parts.

MXGP Kawasaki Racing Team EU

AMA SUPERCROSS Troy Lee Gas Gas Star Yamaha



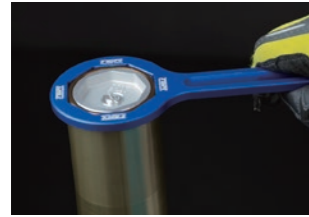
2021 Hard Enduro World Champion,
 2022 Super Enduro World Champion Billy Bolt

2022 AMA Supercross series
 450 class champion Eli Tomac

Fork Maintenance

BILLET FORKCAP WRENCH

Octagon-shaped front fork top cap wrench for twin chamber type widely used in Japanese motocross bikes. It is made of aluminum alloy processed with high precision to minimize damage to the top cap. An essential item for replacing fork seals.



P/N :
TFTF-001-49K Width across flat 49mm
For KYB forks such as YZ/YZF, CRF450 (09-13)
TFTF-001-50S Width across flat 50mm
For SHOWA forks such as CRF, RMZ
TFTF-001-50WP Width across flat 50mm
For WP such as Xplor fork
JPY 4,000 each

T/C COMPRESSION ADJUSTER REMOVAL TOOL



An essential item for maintenance of twin chamber type forks.
P/N : TFTF-005-K48
For KYB48mm forks such as YZ series
JPY 2,200
P/N : TFTF-005-S49
For SHOWA 49mm forks such as CRF series
JPY 4,000

PROFESSIONAL SEAL DRIVER SET



Seal driver set for professional use.
A set of 9 seal drivers of $\Phi 35/36, 39, 41, 43, 45, 46/47, 48, 49/50, 54$.
Comes with a plastic case.

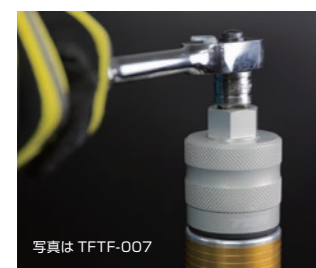
P/N : TFTF-003
JPY 38,000

PLASTIC FORK TOP CAP WRENCH



Fork top cap special wrench made of sturdy plastic. Professional tool to minimize damage to fork top caps.

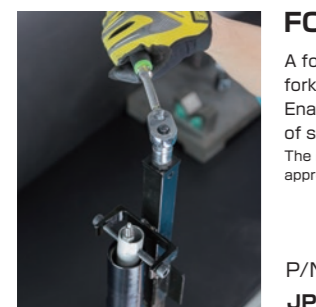
P/N :
TFTF-009-14 (14mm) TFTF-009-17 (17mm)
TFTF-009-19 (19mm) TFTF-009-22 (22mm)
TFTF-009-24 (24mm) TFTF-009-27 (27mm)
TFTF-009-30 (30mm) TFTF-009-32 (32mm)
TFTF-009-35 (35mm)
JPY 2,400 each



OHLINS TOP CAP SOCKET

Top cap socket for OHLINS front forks. Minimize damage to the top cap with a dedicated size. Can be used for 43R&T, FGRT, FGK-NIX, etc. Please check the pin size and PCD.

P/N : TFTF-007 (4pin-PCD39mm, pin diameter 3.5mm)
TFTF-007A (4pin-PCD38mm, pin diameter 3.8mm)
TFTF-007B (4pin-PCD30mm, pin diameter 4.0mm)
JPY 9,000 each



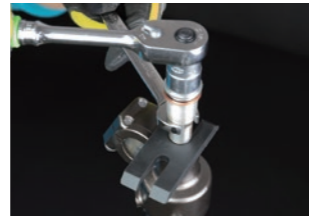
FORK SPRING COMPRESSOR

A fork spring compressor essential for cartridge forks of on-road motorcycles. Enables one-person work and safe replacement of springs and seals. The movable range of the fork spring compressor is approximately 500-850mm.

P/N : TFTF-010
JPY 18,000

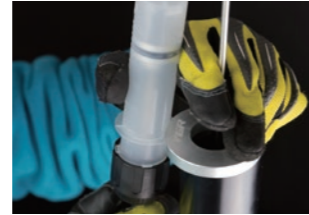
FORK DAMPER ROD HOLDING TOOL

A damper rod holding tool that is essential for disassembling and assembling SHOWA / KYB twin chamber forks. Conventional products are often made of metal, and the damper rod may be scratched.



Technix, who know everything about forks, have created a plastic holding tool. It can be used without worrying about damage. A must-have item for fork seal replacement.
P/N : TFTF-002
For SHOWA/KYB twin chamber fork ($\Phi 10, 12, 12.5$ compatible)
JPY 1,800

PROFESSIONAL OIL LEVEL GAUGE



A professional product with an easy-to-use pump.

P/N : TFTF-004
JPY 4,500

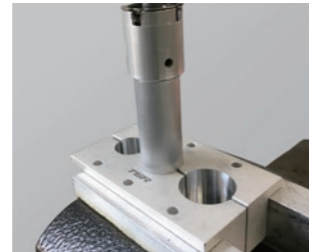
BLEEDING ROD



Essential item for depressurizing cartridge air.
Four sizes of M10×P1.0, M10×P1.25, M12×P1.0, M12×P1.25 can be handled with one shaft.

P/N : TFTF-008
JPY 4,200

SHAFT HOLDER



A shaft holder that safely fixes hard-to-hold shafts and pipes. Lineup of 3 types corresponding to the standard size.

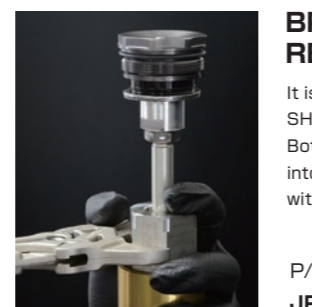
P/N :
TFTF-012A
Compatible shaft diameter : 10/12/12.5/14mm
TFTF-012B
Compatible shaft diameter : 14/16/18mm
TFTF-012C
Compatible shaft diameter : 20/24/29mm
JPY 9,800 each



BPF TOP CAP SOCKET

Octagon shaped socket that fits SHOWA's BPF fork. Two sizes available 45mm and 41mm.

P/N :
TFTF-006-45 (45mm octagon)
TFTF-006-41 (41mm octagon)
JPY 4,500 each



BPF CARTRIDGE REMOVAL TOOL

It is a special tool required for disassembling SHOWA BPF type front forks. Both 35mm and 33mm hexes are combined into one tool to accommodate models with 43mm / 41mm inner tube diameters.

P/N:TFTF-014-35/33
JPY 6,800



TGR tools are versatile tools. However, this tool does not mean that anyone can do the work. In addition to knowledge and experience, appropriate ingenuity may be required for use. Please be aware of this before purchasing. Also, if you do not have the knowledge or experience to do so, please ask a professional shop to do the work, as it may lead to a serious accident.



CARTRIDGE HOLDING TOOL

General-purpose cartridge holding tool for $\Phi 41, 43, 46, 48$ tubes with KYB / SHOWA 20mm open cartridge. Necessary items for fork overhaul.

P/N : TFTF-011
JPY 4,800

You can check the dimension drawing here.



Rear Shock Maintenance



SEAL INSERT SET

A must-have item for maintenance that prevents damage to the seal when the seal head is passed through the shaft. Suitable for $\Phi 12.5, 14, 16, 18$ shafts.

P/N : TFTS-001
JPY 11,000



SHAFT BUSHING INSERT SET

A special tool set that facilitates the insertion of the shaft bushing into the seal head. Four sizes of $\Phi 12.5, 14, 16, 18$ are included.

P/N : TFTS-004
JPY 4,500



GAS CHARGING NEEDLE

A must for needle gas charged style shock absorbers. (Fittings for gas cylinders are not included. Please prepare by yourself.)

P/N : TFTS-007
JPY 4,500
Repair needle JPY 500 /1piece P/N: TFTS-007RN



BLADDER PULLER

A dedicated bladder puller that is convenient for removing the bladder cap.

P/N : TFTS-005
JPY 3,000



COMPRESSION ADJUSTER SOCKET

Special socket required to remove the compression adjuster.

P/N :
TFTS-003-19 (for 19mm)
TFTS-003-21 (for 21mm)
TFTS-003-24 (for 24mm) for KYB
JPY 3,500 each



SEAL HEAD PUSHER

A special tool for easily and securely pushing the seal head into the body when assembling it into the body. Three sizes are available according to the inner diameter of the body.

P/N :
TFTS-002-3336 (for 33-36mm)
TFTS-002-4050 (for 40-50mm)
TFTS-002-50WP (for WP50mm)
JPY 5,500

Wheel Maintenance

NIPPLE TORQUE WRENCH SET

Torque wrench for spoke nipples where torque management is difficult. 9 types of adapters for major nipple sizes. The adjustment range is from 2Nm to 7Nm, ensuring the optimum range for nipple torque management. In addition, a wrench bar that can be used when not using a torque wrench is also included, improving convenience. Attached size: 5.1mm, 5.6mm, 5.8mm, 6.1mm, 6.3mm, 6.5mm, 6.7mm, 6.9mm, TGR spline drive
P/N : TFTW-001A **JPY 18,000**



Digital Sag Scale "SLACKER"

"Sag setting" is widely known as the first step in suspension setup. This is to set the amount of suspension sinking that varies according to the rider's weight using the preload adjuster to suit the rider. As a result, the posture of the vehicle body is optimized, a proper rebound stroke is obtained, and the stability of the vehicle body is improved. However, tools that can easily and reliably measure sag have not been introduced so far. Therefore, TGR started importing and selling American-born slacker. Numerical values that were difficult to confirm in the past can now be seen digitally. Moreover, by using a digital monitor connected via Bluetooth, it is now possible to work alone, which was previously impossible. It is one of the tools that motorcycle dealers would not hurt to have one.



SLACKER
JPY 19,800
P/N: SLAC-001-V4

- Measurable both front and rear
- Fitting parts with high flexibility are included and can be used on/off.
- A strong magnet is used for fixing to the axle. For models with aluminum axle nuts, it is necessary to devise, for example, attaching a steel socket to the nut.

Installation to the vehicle body is possible with one touch. It can be easily installed without any troublesome work, so you can easily measure sag. It is also recommended to use it in the user service of dealers.



Technix RACING PIT MAT
Mat size: 221cm×90cm
JPY 18,000
P/N: TMR-002



Technix RACING UMBRELLA
JPY 2,500
P/N: TMR-003



Technix T-Shirt
JPY 2,500
P/N: TMR-001M (M size) / TMR-001L (L size)



Front Back

TECHNIX NEW FACTORY OPEN!

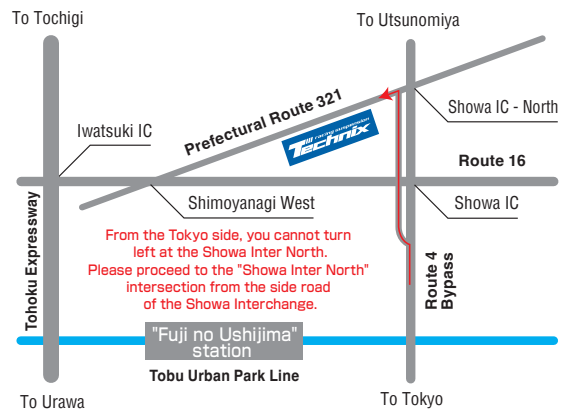


Technix has moved and reopened in August 2022.

The new store has a showroom where you can see the products in this catalog.

We also accept factory tours.

We are fully equipped with a large parking lot that can park a 4-ton vehicle and look forward to your visit.



If you come by train, we will pick you up at "Fuji no Ushijima" station on the Tobu Urban Park Line.

Here for the latest information and blogs

WWW.technix.jp >>>



TECHNIX TGR CHANNEL >>>

Many impression videos of TGR products and Technix mods are being distributed!



■ A motorcycle is a vehicle that requires self-responsibility as it is dangerous even for general driving. Similarly, tuning parts (high-performance parts) are assumed to be used at the user's own risk. Before purchasing, please check the precautions for use and how to use it before placing an order. ■ Most of the products listed are for specific vehicle models, so please be sure to check compatibility before ordering. The warranty does not apply if the product is used for other vehicle models. Please use it at your own risk. ■ After receiving the purchased product, be sure to check the contents and check for any defects. For products that have been left unchecked for a long time, we may not be able to respond as an initial defect even if there is a problem. ■ If there is a problem with the product, we will repair or replace it only if it is an initial defect. However, we do not guarantee anything other than the product, such as the cost of attaching and detaching the product, a substitute car, and damages such as the inability to use the vehicle. ■ We are not responsible for any accidents or troubles caused by installing or using our products. ■ Specialized tools and knowledge are required to assemble the product. If you are not confident about the assembly, please ask our company or a shop with reliable skills, as it may lead to a serious accident. ■ Specialized technicians will assemble the product with the utmost care, but please understand that it may not be possible to avoid scratches due to the processing and assembly of the parts. ■ Most aluminum parts are anodized, but they may discolor if exposed to direct sunlight (ultraviolet rays) for a long period of time. ■ The images in the catalog are for illustrative purposes only and may differ from the actual products. ■ Prices and specifications are subject to change without notice due to product improvements and market fluctuations. ■ Please be sure to check the latest information or contact us when placing an order. ■ The color tone in the catalog may differ from the actual product depending on the environment.

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