



WARNING!

1.877.FASTOYS

TRINITY RACING DOES NOT TAKE RESPONSIBILITY FOR DAMAGES THAT MAY OCCUR DURING OPERATION OF YOUR VEHICLE UNDER IMPROPER JET SETTINGS. IT IS THE FINAL RESPONSIBILITY OF THE OWNER/RIDER TO ADJUST JETTING TO SPECIFIC RIDING CONDITIONS AND ELEVATION BEFORE RIDING.

PLEASE FOLLOW ALL INSTRUCTIONS CAREFULLY. 420CC BIG BORE INSTRUCTIONS

Parts List:

- (2) pistons and rings
- (2) upper pins
- (2) bearings
- (2) base gaskets
- (1) head gasket
- (1) water inlet gasket
- (2) intake gaskets
- (1) 1211 gasket sealer
- (2) your cylinders
- (1) your head

Installation Instructions:

1. Before assembly, clean and inspect all parts. (NOTE: clean all gasket surfaces completely.)
2. If you are building a long rod motor install crankshaft and assemble the lower end.

(OPTIONAL! This should only be done by professionals.)

If you want to do a little extra work that will be worthwhile, before you assemble the bottom end, lay the base gaskets in place, you will see just how far the cases are from matching the cylinders. If you want to and have the proper tools, you can match up and make your motor run a lot stronger. Just hold the gasket in place and with a pencil or sharp punch, mark the cases on the inside of the gaskets. Remove the gaskets and port to match. Be careful not to go too far.

3. The base gaskets should be installed dry with no sealer, but you should silicon the black water plugs under the cylinders.
4. The pistons should be installed on the rods with a little two-stroke oil on the bearing. (NOTE: Make sure the clips are all the way in their groove.)
5. Install the cylinders with a very small amount of two-stroke oil on the cylinder walls. Tighten the base bolts to just above finger tight!
6. Coat the head gasket with a very thin but complete amount of 3 bond 1211 sealant.
7. Install the head and torque the cylinders to 20 ft. lbs.
8. Install the rest of your parts and follow the following break-in and torque instructions.

Break-in and re-torque instructions:

1. Start the motor and let it idle slowly (NOTE: Do not ride yet!) Do this until the cylinders are hot to touch (about 3 minutes). Don't be alarmed if a little water leaks down the outside of the cylinders, this only means that you didn't get the sealant on all the way, this will go away after the first or second re-torque.
2. Turn off the motor and let it completely cool. Next, re-torque the base and head bolts.
3. Repeat steps 1&2 twice before moving to step 3.
4. After the re-torque, you can start the bike again, and this time you can ride it. (NOTE: Do not lug or rev the motor, just ride it nice and easy for about one hour.)
5. After an hour of riding time you should let it completely cool again and then only re-torque the head gasket.

Congratulations! You can ride it and let it all hang out if you desire. Be sure to watch your jetting and remember that a big motor needs air to run. This will require some air-box modifications to run at maximum performance potential.

Please feel free to call us if you have any questions or comments.
Also, visit and bookmark our website at www.trinityracing.com

THANK YOU FOR YOUR BUSINESS. HAVE A FUN AND SAFE RIDE!

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