



MEDIA

INFORMATION

GASGAS TRIAL MY2020



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GASGAS

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THE BRAND

FOREWORD

**“VIBRANT PERFORMANCE
OFFROAD MOTORCYCLES
THAT PUT THE FUN
BACK INTO RIDING!”**

By joining the Pierer Mobility Group, the GASGAS brand can now build upon its strong offroad heritage and expertise, while enjoying the added benefit and credibility of the group's proven performance record, dealer network and distribution platform.

As the enabler brand within the family, GASGAS shares a serious performance

base and packages it to be within easier reach of a much broader range of riders.

To balance the approach of the other Pierer Mobility Group brands, GASGAS brings a more fun, welcoming, sociable, younger and fresh approach to the scene. An approach that is enthusiastic, festive and encouraging. Celebrating the joy of riding.

HISTORY

GASGAS HAS ROOTS IN SPAIN'S 1980S OFFROAD RIDING HEYDAYS

FROM THE ASHES OF LEGENDARY TRIAL BRANDS

GASGAS rose to the fore during the mid-1980s, succeeding iconic brands Bultaco & SWM.

Early models were predominantly trial bikes, followed soon after by enduro and a few entry level street machines. GASGAS has been a leading player in trial since the late 1980s.

With a sharp focus on the trial market the product range soon evolved, featuring highly specialised models, specifically in the 2-stroke field. In later years this technical riding expertise was channelled into creating a range of highly successful enduro models.

With 15 FIM Trial World Championship titles since 1993 and three consecutive FIM Trial-E titles by the start of 2020, the brand's trial heritage and expertise is unquestioned.

For 2020, GASGAS remain focused on building the ultimate trial machines.



BRAND VALUES

JOIN IN AND BE A PART OF THE ACTION!

The GASGAS brand offers riders a range of performance offroad motorcycles that excite and invite. It is a distinct combination of the brand's origins in trials, the Spanish heroism and personality, and the added value, expertise and credentials which the technical platform offers.

A brand experience that rests on four pillars – its core values:

DARING, CAPABLE, VIBRANT and INVITING.

DARING is the brand's behavior and attitude; The courage and enthusiasm to face whatever comes your way.

CAPABLE is the brand's role since joining "The Group"; Many years of proven high-performance expertise, harnessed for your enjoyment.

VIBRANT is the brand's distinct style and aesthetics; Distinct, loud and unmistakable – bursting with energy and excitement.

INVITING is how the brand experience is packaged; High-performance that's packaged to allow more riders to join in on the action.

**„VAMOS!
GAS A FONDO ...
GAS GAAAS!!!”***

* "C'mon, give it full gas! Go... faster faster!!!"



RACING INFORMATION



Jorge CASALES

GASGAS Factory Racing

Vigo - Jun 20, 1995

Jorge is without doubt one of the most talented new generation trial athletes competing today. The second youngest rider competing in top-flight FIM trial competition, as a GASGAS rider, he conquered the European Trial Championship in 2010, became TR2 Spanish Champion in 2011 and FIM Junior Trial World Champion in 2013.

Looking for more racing success, the determined Spaniard has showed his international pedigree with a podium result at the X-Trial of Barcelona.

"I am very happy to be back riding for GASGAS. Since the age of five when I first began to ride a bike, it was GASGAS. Since then my best victories have also been on a GASGAS. I am very motivated to be back 'home' and this exciting, new project."



Albert CABESTANY

GASGAS Factory Racing

Tarragona - Jun 26, 1980

Spain's Albert Cabestany is a rider with a rich heritage in trials and someone who has unquestionably made a generational impact on the sport.

With over 20 years of competition experience in the Trial World Championship, where he achieved numerous victories and 80 podium results, Albert is the perfect rider to help develop the GASGAS TXE.

In 2019 he showcased the unrivalled potential of the all-electric model. Dominating both rounds of the series, Cabestany and the GASGAS TXE powered their way to a third consecutive FIM Trial-E World Cup title.

Focused on defending his FIM Trial-E World Cup title, Albert will continue to highlight the true potential of this exciting all-electric model while using his wealth of trials knowledge to further develop the GASGAS TXE.



GASGAS TRIAL

Renowned for their minimal weight, usability, high-performance and ease of maintenance, for 2020 GASGAS Motorcycles underline their trial model range as the ultimate trial machines.

Delivering class-leading chassis performance, powerful and compact 2-stroke engines, the GASGAS trial model range sets the benchmark against which all other trial bikes are measured.

Across the range, the advanced, single-cylinder 2-stroke engines produce smooth, controllable power throughout the entire rpm range. Allowing riders of all abilities to easily find grip, and aided by the 6-speed gearbox, a plentiful supply of top-end performance ensure all machines can tackle the steepest climbs with ease.

The hydraulic-diaphragm clutch ensures full power can be delivered to the rear wheel accurately, instantly and in full.

With proven stability, accurate steering and minimal weight, all GASGAS trial model range inspire rider confidence, allowing amateurs and professionals alike to remain feet-up and master the most technical of terrain.

The GASGAS trial model range delivers pure, competitive styling, dominated by the vibrant red colour that defines the brand. Incorporating a compact, minimalist aesthetic, all machines are designed to become an extension of the rider.

CHASSIS

TXT RACING

FUEL TANK

You have to look really hard to see it, but that's because our 2.3-litre fuel tank is purposely integrated within both the frame and bodywork to enhance ergonomics. A simple removal system means it can be detached quickly and easily.

WHEELS

Our TXT wheels are built tough! Delivering strength and performance to ensure the highest levels of reliability, black aluminum rims from Morad are laced to the hubs using lightweight spokes and zinc plated steel nipples.

FRAME

Weighing just 6 kg the all chrome-moly (25CrMo4) steel tubular frames are manufactured to ensure the highest levels of precision, lightness and quality. Featuring laser cut tubing with 1.5 mm wall thickness, each chassis is developed using specially calculated parameters of longitudinal and torsional flex before being robot-welded for guaranteed precision. Powder coating ensures a durable, red GASGAS finish.

SWINGARM

Delivering optimal stiffness and reliability at the lightest possible weight, the hollow one-piece swingarm is improved to ensure perfect flex behaviour and work harmoniously with all GASGAS TXT trial model frames. Cast from high-grade aluminum, improvements to the swingarm and linkage result in enhanced suspension progression, which increases overall stability and improved traction.

COOLING SYSTEM

We pack a lot into all TXT RACING cooling systems. Because of the inverted aluminum U-flow radiator with its 20.4 cm² cooling area, the waterproof electrical fan and the strategically located thermostat, we're able to ensure optimal coolant temperature for top engine performance.

AIR FILTER BOX

Featuring a clever, patented design, the airbox ensures maximum airflow as well as the best filter protection and easy maintenance of the Twin Air filter.

CHASSIS

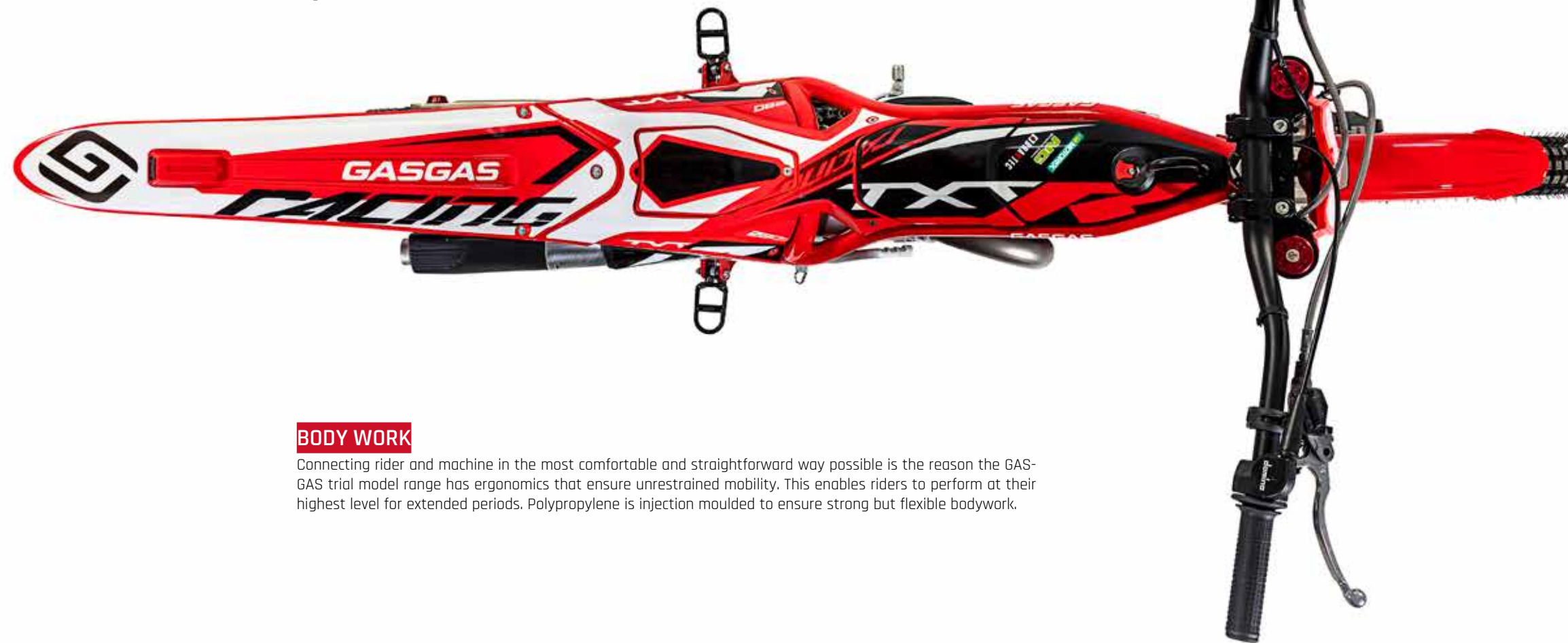


EXHAUST SYSTEM

Designed to maximise the engine's performance while reducing overall weight, the TXT exhaust systems are specifically developed to ensure optimised power while also improving overall bike handling and provide a slimmer machine between a rider's legs.

WEIGHT

The GASGAS TXT trial model range offers easy to use machines that deliver notably low weight. Due to innovative technologies, extensive R&D and compact design, all machines enable quick and responsive handling due in part to their minimal weight.



BODY WORK

Connecting rider and machine in the most comfortable and straightforward way possible is the reason the GAS-GAS trial model range has ergonomics that ensure unrestrained mobility. This enables riders to perform at their highest level for extended periods. Polypropylene is injection moulded to ensure strong but flexible bodywork.

TXT RACING



BRAKES

The Braktec system ensures the highest levels of braking performance. Tailored specifically for trial riding it offers incredible power, action and feel for complete braking confidence.



MAP SELECT SWITCH

Standard on all models, the Map select switch offers two settings that alter the bike's power characteristics. Allowing riders to find their preferred engine character, it can also be used to fine-tune performance related to variable weather conditions (dry/wet).

ENGINE

ENGINE

The GASGAS trial engine is proof that the best things really do come in small packages! Designed to be compact, light and above all else powerful, the advanced single-cylinder liquid cooled 2-stroke engine features thermodynamic ports, which contribute massively to making it the most competitive power unit in its class. Producing strong and controllable power the engine benefits riders of all skill levels. With optimised mass centralisation the compact engine also aids handling and direction change.



CRANKSHAFT

Perfectly balanced and manufactured to ensure maximum inertia with minimum weight, the crankshaft not only helps produce the GASGAS trial model range's torque and revs it also contributes to better overall handling.



TXT RACING



CYLINDER AND PISTON

Specifically designed intake and exhaust ports ensure the GASGAS trial model range cylinder is the best in its field, providing excellent torque and overall power delivery while a low-weight cylinder bracket reduces engine vibrations. The high-performance forged piston delivers higher peak power.

CYLINDER HEAD

The cast cylinder head features internal domes that have been refined to ensure improved combustion and deliver the best engine performance, together with optimised cooling ducts to ensure constant temperature.



GEARBOX

The technologically advanced GASGAS trial gearbox features a patented 4/6 system that gives riders six gear options and ensured positive shifting but with just four gears inside the gearbox. Reducing weight and due to the decreased number of physical parts, it allows for more compact crankcases.



CLUTCH

The GASGAS trial model range clutch system ensures riders can use all of the engine's available power and torque, while always enjoying a smooth and light lever action. Consisting of three Kevlar friction plates, two steel plates and a Belleville spring system, the compact, high-quality system delivers reliability, even wear and near maintenance free operation. Free play is automatically adjusted so the action of the clutch remains constant, no matter the use or the weather.

TXT RACING

TXT RACING 125, TXT RACING 250, TXT RACING 280, TXT RACING 300

A complete range of advanced, 2-stroke machines, the GASGAS TXT trial model range offers everything aspiring riders need. Developed using innovation and experience, and proven at the very highest level, all machines deliver class-leading chassis performance, strong and controllable power, minimal weight, a compact, minimalist aesthetic and high-quality components.

FEATURES

- // New CTG
- // Chrome-moly tubular frame
- // Hollow, one-piece cast aluminum swingarm
- // Lightweight, strong and reliable construction
- // High-quality components
- // Powerful, light and compact engine

BENEFITS

- // Increased stability and control
- // Smooth and clean power delivery
- // Optimal traction and stability
- // Precise and easy handling
- // Low maintenance costs



TXT Racing 125

The smallest capacity model of the GASGAS trial family, the TXT RACING 125 is a bike with a big heart! Featuring a capable and continuous torque curve it is the perfect machine for trial newcomers and youngsters stepping up to full-sized machines.



TXT Racing 250

The TXT RACING 250 is the 'classic' engine displacement of the GASGAS trial model range, offering the perfect balance between usable 2-stroke torque and nimble handling. Revving up to 10,500 rpm, the TXT RACING 250 is easy-to-use, versatile and excels in tough, technical terrain.



TXT Racing 280

Strategically positioned between the highly successful TXT RACING 250 and the TXT RACING 300, the TXT RACING 280 offers the perfect blend of manoeuvrability and power – the ideal stepping-stone for improving riders looking for increased levels of power.



TXT Racing 300

The largest capacity GASGAS trial model, the TXT RACING 300 provides maximum levels of torque and a plentiful supply of smooth, strong power. Together with class leading suspension, selectable engine map, Braktec hydraulic clutch and brakes, the TXT RACING 300 delivers robust and powerful performance.



TXT GP

TXT GP 125, TXT GP 250, TXT GP 280, TXT GP 300

TXT GP models are the flagship GASGAS Motorcycles' trial machines. Championship winning models that give aspiring riders everything they need to perform at the very highest level, they feature a long list of improvements and upgrades, all designed to maximise performance and reduce weight. From the Carbon fibre airbox to the titanium exhaust and the fully-adjustable and optimised suspension, all bikes are built to deliver the highest levels of performance.

*All parts featured on TXT GP machines will be available separately for use on all TXT RACING models, from official GASGAS Motorcycles dealers.

FEATURES

- // Titanium and high-grade aluminum parts
- // Lightweight CNC machined, red anodized triple clamps
- // 160 g aluminum front wheel axle
- // Improved brake performance
- // Renthal handlebars and grips
- // Durable silicone radiator hoses
- // Competition aesthetics

BENEFITS

- // Optimised suspension performance
- // Reduced overall weight
- // Stronger, smoother engine power
- // Improved rider control
- // Factory styling





GASGAS APPAREL

GET ON THE GAS! WITH GASGAS APPAREL

Allowing riders to face whatever comes their way, GASGAS Apparel ensure all trial riders can dress to impress with confidence and style. From paddock clothing to protective riding essentials and stylish racewear, all items are designed and built to look great and deliver value and performance. Casual clothing will be available from September, with functional gear set for release in October.

Enjoy the dirt with GASGAS Apparel.

FUNCTIONAL TRIAL



Z4 CARBOTECH HELMET

Premium, lightweight trial helmet



NANO PRO GLOVES

High-performance trial glove



TECH-T BOOT

High-grade trial boot



PRO JACKET

Durable, lightweight trial jacket



PRO SHIRT

Fitted, premium trial shirt

CASUAL TEAM WEAR



REPLICA TEAM HARDSHELL

Total all-weather protection



REPLICA TEAM SOFTSHELL

Multi-purpose, all-year jacket



REPLICA TEAM T-SHIRT

Classic, short sleeve T-Shirt

ACCESSORIES



REPLICA TEAM GEAR BAG

Essential gear storage, portable & durable



REPLICA TEAM BAJA BACKPACK

Compact and comfortable, 8-litre backpack

TECHNICAL DETAILS

MY2020

TXT Racing 125 // TXT Racing 250

TXT RACING 125

| | |
|------------------|---|
| ENGINE | 2 stroke , one cylinder, liquid cooling |
| DISPLACEMENT | 124,8 cc |
| BORE & STROKE | 54 x 54,5 mm |
| GEARBOX | 6 gears with GG 4/6 technology |
| CLUTCH | Hydraulic system by diaphragm GG 1/3 |
| FRAME | Tubular frame made of Chrome-moly |
| SWINGARM | Aluminum, progressive linkage system |
| FRONT FORK | TECH with aluminum bar Ø 39, 180mm of travel |
| ADJUSTABILITY | Rebound, end stroke and spring preload regulation |
| REAR DAMPER | ÖHLINS hydraulic mono shock absorber (2 ways) |
| ADJUSTABILITY | Rebound and spring pre-load ajustable. |
| WHEEL TRAVEL | Rear wheel travel 174 mm |
| RIM TYPE | light aluminum spoke rim |
| FRONT RIM - TYRE | Front: 1.6 x 21 - Michelin Trial X11 2.75 x 21 |
| REAR RIM - TYRE | Rear: 2.15 x 18 - Michelin Trial X11 4.00 x 18 TL |
| FRONT BRAKE | 185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper |
| REAR BRAKE | 150 mm disc NG WAVE, autostand system 2 pistons BRAKTEC caliper |
| FUEL | 2,4 l (2 stroke - oil / fuel mixed 1:50) |
| DRY WEIGHT | 67 Kg |
| DIMENSIONS | Length x with x height: 2.010 x 825 x 1.130 mm |
| WHEELBASE | 1.320 mm |
| SEAT HEIGHT | 630 mm |

TXT RACING 250

| | |
|-------------------|---|
| ENGINE | 2 stroke , one cylinder, liquid cooling |
| DISPLACEMENT | 247,7 cc |
| BORE & STROKE | 72,5 x 60 mm |
| GEARBOX | 6 gears with GG 4/6 technology |
| CLUTCH | Hydraulic system by diaphragm GG 1/3 |
| FRAME | Tubular frame made of Chrome-moly |
| SWINGARM | Aluminum, progressive linkage system |
| FRONT FORK | TECH with aluminum bar Ø 39, 180mm of travel |
| ADJUSTABILITY | Rebound, end stroke and spring preload regulation |
| REAR DAMPER | ÖHLINS hydraulic mono shock absorber (2 ways) |
| ADJUSTABILITY | Rebound and spring pre-load ajustable. |
| SUSPENSION TRAVEL | Rear wheel travel 174 mm |
| RIM TYPE | light aluminum spoke rim |
| FRONT RIM - TYRE | Front: 1.6 x 21 - Michelin Trial X11 2.75 x 21 |
| REAR RIM - TYRE | Rear: 2.15 x 18 - Michelin Trial X11 4.00 x 18 TL |
| FRONT BRAKE | 185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper |
| REAR BRAKE | 150 mm disc NG WAVE, autostand system 2 pistons BRAKTEC caliper |
| FUEL | 2,4 l (2 stroke - oil / fuel mixed 1:50) |
| DRY WEIGHT | 67,5 Kg |
| DIMENSIONS | Length x with x height: 2.010 x 825 x 1.130 mm |
| WHEELBASE | 1.320 mm |
| SEAT HEIGHT | 630 mm |

TECHNICAL DETAILS

MY2020

TXT Racing 280 // TXT Racing 300

TXT RACING 280

| | |
|-------------------|---|
| ENGINE | 2 stroke , one cylinder, liquid cooling |
| DISPLACEMENT | 272,2 cc |
| BORE & STROKE | 76 x 60 mm |
| GEARBOX | 6 gears with GG 4/6 technology |
| CLUTCH | Hydraulic system by diaphragm GG 1/3 |
| FRAME | Tubular frame made of Chrome-moly |
| SWINGARM | Aluminum, progressive linkage system |
| FRONT FORK | TECH with aluminum bar Ø 39, 180mm of travel |
| ADJUSTABILITY | Rebound, end stroke and spring preload regulation |
| REAR DAMPER | ÖHLINS hydraulic mono shock absorber (2 ways) |
| ADJUSTABILITY | Rebound and spring pre-load ajustable. |
| SUSPENSION TRAVEL | Rear wheel travel 174 mm |
| RIM TYPE | light aluminum spoke rim |
| FRONT RIM - TYRE | Front: 1.6 x 21 - Michelin Trial X11 2.75 x 21 |
| REAR RIM - TYRE | Rear: 2.15 x 18 - Michelin Trial X11 4.00 x 18 TL |
| FRONT BRAKE | 185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper |
| REAR BRAKE | 150 mm disc NG WAVE, autostand system 2 pistons BRAKTEC caliper |
| FUEL | 2,4 l (2 stroke - oil / fuel mixed 1:50) |
| DRY WEIGHT | 67,5 Kg |
| DIMENSIONS | Length x with x height: 2.010 x 825 x 1.130 mm |
| WHEELBASE | 1.320 mm |
| SEAT HEIGHT | 630 mm |

TXT RACING 300

| | |
|-------------------|---|
| ENGINE | 2 stroke , one cylinder, liquid cooling |
| DISPLACEMENT | 294,1 cc |
| BORE & STROKE | 79 x 60 mm |
| GEARBOX | 6 gears with GG 4/6 technology |
| CLUTCH | Hydraulic system by diaphragm GG 1/3 |
| FRAME | Tubular frame made of Chrome-moly |
| SWINGARM | Aluminum, progressive linkage system |
| FRONT FORK | TECH with aluminum bar Ø 39, 180mm of travel |
| ADJUSTABILITY | Rebound, end stroke and spring preload regulation |
| REAR DAMPER | ÖHLINS hydraulic mono shock absorber (2 ways) |
| ADJUSTABILITY | Rebound and spring pre-load ajustable. |
| SUSPENSION TRAVEL | Rear wheel travel 174 mm |
| RIM TYPE | light aluminum spoke rim |
| FRONT RIM - TYRE | Front: 1.6 x 21 - Michelin Trial X11 2.75 x 21 |
| REAR RIM - TYRE | Rear: 2.15 x 18 - Michelin Trial X11 4.00 x 18 TL |
| FRONT BRAKE | 185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper |
| REAR BRAKE | 150 mm disc NG WAVE, autostand system 2 pistons BRAKTEC caliper |
| FUEL | 2,4 l (2 stroke - oil / fuel mixed 1:50) |
| DRY WEIGHT | 67,5 Kg |
| DIMENSIONS | Length x with x height: 2.010 x 825 x 1.130 mm |
| WHEELBASE | 1.320 mm |
| SEAT HEIGHT | 630 mm |

TECHNICAL DETAILS

MY2020

TXT GP 125 // TXT GP 250

| TXT GP 125 | |
|------------------|---|
| ENGINE | 2 stroke , one cylinder, liquid cooling |
| DISPLACEMENT | 124,8 cc |
| BORE & STROKE | 54 x 54,5 mm |
| GEARBOX | 6 gears with GG 4/6 technology |
| CLUTCH | Hydraulic system by diaphragm GG 1/3 |
| FRAME | Tubular frame made of Chrome-moly |
| SWINGARM | Aluminum, progressive linkage system |
| FRONT FORK | TECH with aluminum bar Ø 39, 167mm of free travel |
| ADJUSTABILITY | Rebound, compression, end stroke and spring preload regulation |
| REAR DAMPER | REIGER (3 ways) hydraulic mono shock absorber |
| ADJUSTABILITY | Rebound, compression and spring pre-load ajustable. |
| WHEEL TRAVEL | Rear wheel travel 174 mm |
| RIM TYPE | Light aluminum spoke rim |
| FRONT RIM - TYRE | Front: 1.6 x 21 - Michelin Trial X11 2.75 x 21 |
| REAR RIM - TYRE | Rear: 2.15 x 18 - Michelin Trial X11 4.00 x 18 TL |
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| REAR BRAKE | 150 mm disc NG (FIM), autostand system 2 pistons BRAKTEC caliper |
| FUEL | 2,4 l (2 stroke - oil / fuel mixed 1:50) |
| DRY WEIGHT | 66,5 Kg |
| DIMENSIONS | Length x with x height: 2.010 x 825 x 1.130 mm |
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| SEAT HEIGHT | 630 mm |

| TXT GP 250 | |
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| BORE & STROKE | 72,5 x 60 mm |
| GEARBOX | 6 gears with GG 4/6 technology |
| CLUTCH | Hydraulic system by diaphragm GG 1/3 |
| FRAME | Tubular frame made of Chrome-moly |
| SWINGARM | Aluminum, progressive linkage system |
| FRONT FORK | TECH with aluminum bar Ø 39, 167mm of free travel |
| ADJUSTABILITY | Rebound, compression, end stroke and spring preload regulation |
| REAR DAMPER | REIGER (3 ways) hydraulic mono shock absorber |
| ADJUSTABILITY | Rebound, compression and spring pre-load ajustable. |
| SUSPENSION TRAVEL | Rear wheel travel 174 mm |
| RIM TYPE | light aluminum spoke rim |
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| REAR RIM - TYRE | Rear: 2.15 x 18 - Michelin Trial X11 4.00 x 18 TL |
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| REAR BRAKE | 150 mm disc NG (FIM), autostand system 2 pistons BRAKTEC caliper |
| FUEL | 2,4 l (2 stroke - oil / fuel mixed 1:50) |
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MY2020

TXT GP 280 // TXT GP 300

| TXT GP 280 | |
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| TXT GP 300 | |
|-------------------|---|
| ENGINE | 2 stroke , one cylinder, liquid cooling |
| DISPLACEMENT | 294,1 cc |
| BORE & STROKE | 79 x 60 mm |
| GEARBOX | 6 gears with GG 4/6 technology |
| CLUTCH | Hydraulic system by diaphragm GG 1/3 |
| FRAME | Tubular frame made of Chrome-moly |
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***GET
ON THE
GAS!***