



S C H O O L O F C H A M P I O N S

2006 GAS GAS Motorcycle and quad range

MORE EFFICIENT, LIGHTER AND ENVIRONMENT-FRIENDLY

GAS GAS launch the recreational motorcycle K-Line

Salt, Girona, 20 June 2005.— GAS GAS Motos are presenting the new motorcycle and quad range for 2006, with a great number of innovations, both regarding the evolution of some market-leading star products thanks to their handling and toughness and the introduction of

new motorbikes, quads, engines and mechanical elements which come to complement the Spanish manufacturer's extensive catalogue. This catalogue includes 33 different models now, including trial, enduro, kids' bikes, motocross, supermotard and hybrid bikes, plus a wide, six-model quad range. The new 2006 GAS GAS range will start its production progressively during the second half of the year, and the first units will be exiting the production line in July.



FSE 450

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GAS GAS have designed, through their renewed Technical Office, and in close collaboration with the people in charge of Trial, Enduro and Quads and the Production Engineering Department, a remarkable range, mainly for perfecting one of the strongest points of the manufacturer's product range: their technical performance and dynamic riding quality. The new 2006 GAS GAS have greatly improved their attributes, in a constant fight to reduce weight and increase their quality regarding mechanical elements and finish.

One of the aspects the GAS GAS technicians have most worked upon in the new range to be presented now is making them more environmental friendly. The Spanish manufacturer strongly

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believe that 2-stroke bikes still have a long way ahead regarding environmental respect and that is the reason why GAS GAS are still betting on this type of engines. However, the Technical Office is working non-stop on the current and future 4-stroke engines. With the massive presence of new exhaust catalysers, all the new 2006 2-stroke products comply with the current Euro II emission regulations.

Trial: Perfecting a leader motorbike

All the 2006 GAS GAS TXT Pro are losing weight. GAS GAS believe that weight reduction in off-road motorcycling is still far from the limit, so year after year they are introducing new bikes with less grammes which make them the indisputable leaders regarding agility and handling. The TXT are now the only ones in the world to feature aluminium bars in the front forks instead of steel, cutting the overall weight down by 1 kg and making them the lightest in their class.



The suspensions are fully adjustable in all their elements, with an Öhlins monoshock at the rear, a factor which hugely favours progressivity and makes trial riding really efficient, precise and sportly with this bike. This is a clear heritage from competition applied to the series. The TXTs have often been qualified as very specialised trial bikes, a characteristic which is not reserved to competition riders anymore: now it is available to any GAS GAS trial bike buyer, who will enjoy

riding a balanced, easy-to-ride bike with precise reactions, which provides their riders with the sensations of a powerful and progressive engine and a stable and absorbing suspension, offering this feeling the user of this type of bikes likes so much.

The 2006 TXT Pro range counts on models of 125, 200, 250, 280 and 300 cc. It should be remarked that the TXT Pro 300 Racing Raga, a replica of the one used by the three-time World Champion in last year's Indoor World Trial Championship, featuring a series of light elements such as magnesium, is not in this year model range, as it was an edition limited to 370 units.

Enduro 2 strokes: More performance and less weight for the sales breaker

The weight reduction has also affected the new Enducross EC range, a circumstance which is always welcome when riding an off-road bike. This, together with the improvement in power delivery and performance of the engines themselves, has resulted in a range of 125, 200, 250 and 300 cc bikes with very similar virtues, independently of the engine capacity chosen by the user. If you are searching for an enduro bike that breaks its own sales records year after year – and the off-road motorcycle market sales as well – that is the 2-stroke Enducross EC range.

Although the 250 is the most outstanding one regarding the number of sales, mainly in Spain, it is also true that the 125, as well as the 200 and the 300 are highly appreciated by the user, both regarding their handling, their excellent engines, which shine in all rev levels, and their cost, which gives them the best quality/price ratio in the market.

The range starts with the EC 125, an ideal bike for competition. The 2003 World Champion, in striking yellow and with spectacular decoration, features a new exhaust catalyst, a new variable-diameter handlebar, a new multi-function digital speedometer, a Deltabox-type frame with new reinforced profile and new front and rear suspension settings, which make it more stable and precise and also make its riding more comfortable. The engine of the EC 125 offers usable power over a wide range of revs, and outstanding performance and braking efficiency.

The popular, market-leading EC 200 versions – designed for all riding levels – and EC 250 – a bike to satisfy the most demanding riders – also adopt a new catalyst to comply with the Euro II rules, and feature a new, variable diameter handlebar, new suspension settings and Deltabox-type frame with new tubing profile. The EC 250 also has a switch with double CDI Kokusan ignition mapping and a new reed intake system. Aesthetically, both shine for their new decoration in yellow (EC 200) and red-blue (EC 250). Handling is one of the strong points of the EC, with almost excellent manoeuvrability both in fast and tight corners.



GAS GAS sold around 9000 units of the EC 300 in France

during 2004, and became a very important bike in the GAS GAS catalogue for that country, as well as for Europe in general, soon after receiving all the improvements from its smaller siblings. Apart from the improved catalyst, common to all of the EC range, the improvements for 2006 include a double-ignition-mapping switch, a new intake V-Force reed block, new frame tubing profiles (Deltabox system), new suspension settings, new variable-diameter handlebar and multi-function digital speedometer.

For many users, and also for a good number of specialists, the EC 300 is the best enduro bike available. It gathers all the advantages of the 2- and 4-stroke bikes in one: excellent performance at low revs and gradual power delivery when revving high. It also offers outstanding traction and manoeuvrability which make it one of the fastest bikes in its class out on the tracks without being necessarily the most powerful in the 300cc segment.

Since it was born around a decade ago, the Enducross range has not stopped its evolution, adopting a multitude of changes in each year-model which continuously evolve into a new, virtually different bike in the each season. This effort by the manufacturer is being reflected in the sales all over Europe and also in the specialised media, which year after year rate this enduro range as one of the best in the market.

Enduro FSE 4S: Increased Power and Agility

The the red FSE 450 and FSE 500 are at the core of the 4-stroke enduro range. Both bikes feature a great number of new elements for 2006, apart from their new decoration. The 4-stroke GAS GAS are equipped with the engine experimented in bikes such as the Pampera and the Supermotard, as well as the Wild quad, which is adding success after success in competition. This new range improves its characteristics both regarding the engine and frame, achieving an excellent balance between both elements.

The enduro 4-stroke GAS GAS bikes, the FSE 450 and 500 – and their corresponding Supermotard versions – have undergone a deep engine revision so as to increase their power, performance and torque at any rev level. The first remarkable point is the engine stroke reduction, which results in 23% more torque and more power at high revs. The 450's piston is now 97mm with a single compression ring, and the new camshaft also helps increase the power.

In the lower part of the engine, a new crankshaft – balanced in order to reduce vibration and momentum – and wet sump join a revised lubrication system, featuring a 20% bigger oil pre-filter. It also features a lighter exhaust system with aluminium muffler and revised kick-starter gearing.

Regarding the chassis, the slightly harder suspension settings, with an Öhlins monoshock system at the rear and upside-down Marzocchi fork at the front, are the most remarkable points. The riding position, with variable-diameter handlebar, is very low, helping lower the centre of gravity at the same time, and helps the rider's movements. The new frame tubing profile gives it higher torsional stiffness and it also features a new speedometer with graphic tachometer display.

Supermotard and Cross, better looks

The excellent products derived from the enduro bikes, such as the MC (moto-cross) and SM (Supermotard) bikes, have also undergone the range's deep design re-styling. They also feature the new decoration and virtually all the improvements from their enduro sisters.

EC Boy 50 AC



Very similar in aspect to their Enduro (EC) siblings, the MCs are aesthetically identical, with the consequent technical adaptation to a much more demanding sport for the suspensions and engine power delivery.

4-stroke engine in the trial Boy 50

GAS GAS want to give a big push to the children and youth bikes. That is why, apart from the habitual Boy and Rookie 50cc, both in trial and enduro, the manufacturer are launching the Boy 50-4S for 2006, initially in trial but also in enduro at a later stage, satisfying the existing demand in the market for this type of engines. In this way, when the 50-cc, 4-stroke range is available, GAS GAS will be offering three

versions of the engines for each of the Boy versions, both in trial and enduro: the 2-stroke, air-cooled, more economical version; the 2-stroke water-cooled unit – the most advanced, with high-quality sports components – and the new, most modern 4 strokes.

Absolute novelties in the range are the swift TXT Cadet 80, with 17” and 19” wheels, and the TXT Rookie 80, the step prior to the TXT Pro.

Another of the great novelties for the range is the new MC 65, a competition bike exclusively for young and aggressive riders, with a 2-stroke, water-cooled 65-cc engine and compact dimensions which is an excellent base as an introduction to motorcycling. It features 14” rims at the front and 12” rims at the rear, modern decoration and an aggressive concept.

Its smaller enduro sibling would be the EC 50 Rookie, a high-quality component-packed bike which, with just a 6-speed, 50-cc engine, is big enough and counts on performance which make it feel like a higher-capacity motorcycle. The Rookie versions have received improvements in their frames so as to reduce weight.

In the lower part of the range are the EC 50 Boy and its moto-cross version, the MC 50 Boy, excellent bikes for the young ones who start at the commands of an off-road bike, offering a great level of realism and performances with their respective 2-stroke, 49 cc engines, water-cooled in the EC and air-cooled in the MC, with automatic change in both cases. The EC features 10” rims in both wheels and the MC has 14”/12” rims (front/rear). All the Boy and Rookie bikes, as well as the MC 65, are red.

New Line K Series, more affordable with identical quality

One of the new items in the 2006 GAS GAS range is the new Line K Series, a new series of motorcycles and quads with air-cooled 4-stroke engines. All these products have in common very competitive prices and technical features that complete the range.

This Line K counts on three beautiful quads which feature a 250cc at the top of the range, followed by a 110cc and a smaller 49cc, all air-cooled, carburettor 4-stroke engines. This new line also includes the motorcycle model Dune, with a 4-stroke, air-cooled 124-cc single cylinder engine, an economical trail-type motorbike destined just for free-time entertainment and which comes to complete the Pampera 400 4-stroke range.

This economical series is also joined by the unusual Minipaddock 110, a funny bike of small dimensions – a total length of 1,420 mm, wheelbase of just 1,040 mm and 10” rims – which will undoubtedly fulfil the wishes of all those users who are looking for a playful, easy to manoeuvre and transport mount which is capable of moving with spirit.



Dune 125 (K)

Wild HP, unifying the quad range

With the introduction of the models that form the Line K Series in the lower part of the range, GAS GAS have unified their quad range regarding the higher models, basing all their 2006 offer in this segment on the 300cc 2-stroke engine in three available versions, two of which with or without Ducati Reverse electronic ignition and the other two with all the Racing elements and parts that are achieving such great results in competition.

Quad 250



The Wild HP 450-4S, a replica or the one used in competition by the works GAS GAS quad team, will also be available shortly.



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**TO CONTACT WITH GAS GAS
GAS GAS MOTOS, S.A.**

Unicef, 17
Polígono Industrial Torremirona
17190 Salt (Girona)
Tel. +34.902.47.62.54 • Fax +34.902.47.61.60
officegg@gasgasmotos.es • www.gasgasmotos.es

**For printed media or graphic information
on GAS GAS**

JAS Info Service
Raimon d'Abadal, 29 2º
08500 Vic (Barcelona)
Tel. +34.93.885.22.56 • Fax +34.93.885.64.98
gasgas@jas.es • www.jas.es(gasgas)

www.gasgasmotos.es

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