



GASGAS



GASGAS



TRIAL 2023

INDEX



INTRODUCTION 03

TXT RACING 06

LOOK 07

CHASSIS 08

ENGINE 10

TXT GP 11

HIGHLIGHTS 12

**TECHNICAL ACCESSORIES
& APPAREL** 14

TECHNICAL DETAILS 15

CONTACT INFORMATION

GASGAS Motorcycles GmbH

Stallhofnerstraße 3
5230 Mattighofen - Austria

+43 7742 6000
marketing@gasgas.com

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GASGAS



THE CORE OF THE BRAND

Without a doubt, trial is at the very heart of GASGAS. The most technically demanding and challenging of all the two wheeled disciplines, we know that to master the magical feet up game all riders need exceptional balance, patience, as well as amazing throttle and clutch control. Oh, and a great bike too! The beauty of riding trial is that for most there's no pressure to perform, everyone can develop and improve at his or her own pace. What we love most is when groups of riders actively encourage and challenge each other, pushing one another to be better while always keeping things fun.

GASGAS IS TRIAL

LOOKING BACK



It was back in the mid 1980s when we started making quality trial bikes. Instantly popular, we used our forward-thinking technical expertise to build high-performance 2-strokes, which proved to be the most competitive bikes on the market. Constantly evolving to meet the needs of modern riders, our trial bikes continue to set the standard for unrestricted trial performance.



LOOKING FORWARD



GASGAS is a little different nowadays, compared to how things used to be! We've enjoyed huge growth in recent years, thanks in part to our participation, and success, in world rally, motocross, supercross, and enduro. But trial is trial - a discipline we're hugely passionate about and one that's hugely important to GASGAS. Our latest generation of high-performance bikes reflect that. Built upon an already advanced platform, the latest models underline our growing commitment to the beautiful feet-up sport. The new TXT RACING and TXT GP ranges have been developed together with our GASGAS Factory Racing trial team to ensure we build bikes that allow all riders to take their skills to the next level.

TXT RACING

Looking the business with their all-new red livery, our latest generation of TXT RACING trial bikes have been developed over the last two years. Boasting next level rideability, we've introduced a host of performance enhancing revisions and introduced even more premium components to further increase the fun factor. Bringing in new technologies during the development process has allowed us to improve durability, which allows all riders to give their full focus on always moving forward. All the revisions ultimately combine to improve the already awesome TXT RACING range with all bikes from 125cc to 300cc being truly competition ready as standard.





LOOK

Our new generation trial bikes make an even bolder statement. We like our bikes to be instantly recognizable and unquestionably GASGAS!

BODYWORK

Made from a special blend of Polypropylene which is super flexible and returns to its normal shape after impact, even if it's bent 180 degrees or more!

GRAPHICS

Gone are the days of graphics being attached to a bike's bodywork. Nowadays, we use in-mold technology to apply the striking red graphics beneath the surface of our plastics for a long lasting, quality finish.

TRIPLE CLAMPS

Silver anodized CNC-machined triple clamps tie in nicely with the all-new look while playing a vital role in ensuring unrivalled agility.

EXHAUST

A redesigned, stainless steel header pipe is super compact to keep it out of harm's way. Keeping sound low while the revs are high is an all new silencer which features a super-durable end cap for increased protection.

FRAME

Finished with a robust GASGAS red powder coating for a quality, long lasting look.

WHEELS

Black anodized aluminum rims by MORAD and CNC machined hubs.

CLUTCH COVER

A new clutch cover design offers improved protection against impacts.



TXT RACING



CHASSIS



FRAME

A new generation of trial bikes just wouldn't be complete without an all-new frame! Expertly assembled from tubular and cast 25CrMo4 chrome-moly steel merged with forged aluminum hangers, the frame delivers unrestricted trial performance for enhanced rider feedback and improved handling. Weighing in at just 6kg, the frame is finished with a robust GASGAS-red powder coating while the front hangers are left bare for a clean, factory racing inspired finish.

FOOTRESTS

Redesigned and extended inwards to ensure an increased surface area closer to the bike, the super-lightweight footrests not only offer maximum grip, but provide a bigger, better, and more comfortable foot surface for riders.

SWINGARM

Slim, strong, and super-low in weight. Cast from a single piece of aluminum, the swingarm is manufactured with proven rigidity and optimal flex to soak up the biggest of rear wheel hits. Clear markings make chain adjusting fast and simple while the new sandblasted finish offers impressive scratch resistance for a cool, long-lasting appearance.

SUSPENSION

We strived to make the TXT RACING range more precise and agile, so the new TECH forks are 7.5mm shorter for improved handling. They remain 39mm in diameter for the perfect amount of rider feedback. The split fork design features a progressive spring and preload adjuster in the left leg, as well as an 'End Stroke' adjustment function to prevent harsh bottoming. Over on the right leg rebound can be fine-tuned. At the rear, an adjustable TECH shock is fitted so all riders can create a personalized rebound and spring preload set up with 174mm of travel that allows you to conquer any obstacle with ease.

TXT RACING



CHASSIS



BRAKING SYSTEM

Strong, accurate braking is essential for cleaning sections in style which is why we fit high performance BRAKTEC brakes. Competition proven to perform and inspire confidence in all conditions, front end feel is further enhanced by the re-profiled brake lever.

HANDLEBAR

Premium aluminum NEKEN handlebars are low in weight, flex just the right amount, and are incredibly strong. With the front-end of all bikes now 7.5mm lower, the handlebar height is increased by 7.5mm to retain the familiar GASGAS feel and allows riders more freedom of movement. We then fit RENTHAL grips for maximum comfort.

LEVERS

Shorter but better! Keeping the same classic design and finger feel that everybody loves, both the clutch and front brake levers are now shorter, bringing them in from the ends of the handlebars to reduce the chances of catching on trees or branches.

TXT RACING



ENGINE



ENGINE

Powerful, light, and compact! All GASGAS trial bikes feature advanced, liquid cooled, single-cylinder 2-stroke motors that produce smooth, controllable power throughout the entire rpm range. Allowing riders of all abilities to easily find grip, and aided by a 6-speed gearbox, a plentiful supply of strong, torquey power, together with unrivalled top-end performance, ensures all machines can scale the steepest climbs with ease. Thanks to years of ongoing development, GASGAS cylinders feature thermodynamic ports, which contribute massively towards making all engines the most competitive in their classes.

CLUTCH

The clutch is a crucial component on any trial bike, which is why we fit the very best in terms of performance and durability. A Belleville spring design is used that consists of three Kevlar friction plates and two steel plates for precise and predictable operation. Control is enhanced further with a redesigned lever improving comfort for 2023.

KICKSTARTER

New, stiffer design and an improved shape ensures more efficient starting and a better final stop on the new foot pegs.

TXT RACING



ENGINE



CYLINDER HEAD

All models now come fitted with a new cylinder head that features an interchangeable combustion chamber insert. This allows riders to alter compression for riding at altitude, or for a softer power delivery.

AIRBOX

Our airbox design is so cool and clever that we put a patent on it. Not only does it house the air filter, but it also plays a vital part in the structure of each bike. And what's more, the filter can easily be accessed without tools for quick inspection or replacement.

GEARBOX

We've designed the lightest gearbox on the market and because of the clever engineering involved, we've patented it! The 4/6 system provides six gears even though there are only four gears on the internal transmission shaft. This innovative design saves considerable weight over a traditional gearbox and allows for the crankcases to be super compact, too.

TXT RACING

TXT GP

Standing for Grand Prix, the GP in TXT GP indicates this range's competitive nature. Ready to compete at the highest level, the TXT GP is available in two classic displacement sizes - 250cc and 300cc. Both are designed specifically for the more serious riders out there - those looking for the very best trial bikes that money can buy.

FULL SEND!





HIGHLIGHTS

FACTORY RACE TEAM DESIGN

Gone are the days of graphics being attached to a bike's bodywork. Nowadays, we use in-mold technology to apply the striking red graphics beneath the surface of our plastics, for a long lasting, quality finish.

HANDLEBAR

Tapered NEKEN handlebars are new for 2023 with a unique bar pad exclusive to the TXT GP range protecting you on heavy impacts. These lightweight bars were chosen for their stability and strength, with quality grey RENTHAL grips completing the set up.

TRIPLE CLAMPS

These are very special indeed! CNC-machined from aluminum, they are designed specifically for the TECH forks and help ensure next-level handling. Engineered to be as light as possible, there's no sacrifice when it comes to strength or stability with the black anodized finish matching the GASGAS Factory Racing trial bikes perfectly.

SUSPENSION

TECH forks are the best in the business, which is precisely why you'll find them up front on the TXT GP range. Now featuring a KASHIMA coating to enhance sensitivity, and with right-leg rebound and compression setting adjustment, performance of the 174,5mm travel forks goes up another notch for 2023. At the rear, rebound and compression adjusters on the TECH TJ3 shock allows every rider to create their own perfect set-up.



FRONT HANGERS

Newly developed aluminum front hangers are anodized black to be in line with the bold color scheme and play a vital role in the agile handling of the TXT GP range.

TXT GP



HIGHLIGHTS

BRAKE DISCS

Keeping weight to a minimum, the front monoblock 4-piston caliper and its 185mm waved floating brake disc by NG, together with the rear 2-piston caliper and its 150mm NG waved disc, complete braking confidence is guaranteed. The TXT GP features a special rear brake disc design which fulfils the highest FIM trial competition regulations.

ANODIZED COVERS

A trial bike capable of competing at the highest level isn't complete without a sprinkling of anodized hardware! Ensuring a race team inspired finish for the TXT GP range, we've added some factory goodness throughout the bike, which not only looks cool, but also adds a little strength or saves a little weight.

WHEELS

Not just beautiful to look at, the wheels are super-light too, which you'll really notice from the moment you start riding. CNC-machined aluminum hubs are anodized black and laced to strong black rims to replicate those used by the GASGAS Factory Racing trial team. Aluminum spoke nipples reduce weight further as does additional machining on the rear rim, which doesn't sacrifice strength or durability.



TXT GP

TECHNICAL ACCESSORIES & APPAREL

RIDE IN STYLE

Inspired by the redesigned TXT models our functional clothing aligns perfectly with the bikes and offers a little Spanish flavor to your riding set-up. Each item is premium quality and offers the highest level of protection, performance, and style.

TECH JERSEY
BLACK



PRO
SHIRT



TECH JERSEY
RED

PRO
JACKET



NANO TECH
GLOVES



NANO PRO
GLOVES

TECH
PANTS



PRO
PANTS

SERIOUS HARDWARE

Maximizing the fun and performance from our TXT trial bikes is a complete range of Technical Accessories. Included are components designed to protect, save weight, or to simply customize the look of the bike to make it your own.

TECH
BOOTS



Z4 CARBOTECH
HELMET



Z4 FIBERGLASS
HELMET





TECHNICAL DETAILS 2023

TXT RACING

ENGINE	TXT RACING 125	TXT RACING 250	TXT RACING 280	TXT RACING 300
ENGINE TYPE	2 stroke , 1-cylinder	2 stroke , 1-cylinder	2 stroke , 1-cylinder	2 stroke , 1-cylinder
DISPLACEMENT	124.8 cc	247.7 cc	272.2 cc	294.1 cc
BORE/STROKE	54 x 54.5 mm	72.5 x 60 mm	76 x 60 mm	79 x 60 mm
COMPRESSION RATIO	11.8 : 1	11.0 : 1	10.6 : 1	9.6 : 1
STARTER/BATTERY	Kickstarter	Kickstarter	Kickstarter	Kickstarter
TRANSMISSION	6 gears with GG 4/6 technology	6 gears with GG 4/6 technology	6 gears with GG 4/6 technology	6 gears with GG 4/6 technology
FUEL SYSTEM	Keihin PWK 28	Keihin PWK 28	Keihin PWK 28	Keihin PWK 28
LUBRICATION	Mixture lubrication 66 : 1	Mixture lubrication 66 : 1	Mixture lubrication 66 : 1	Mixture lubrication 66 : 1
GEAR RATIOS	2.996 / 2.571 / 2.187 / 2.112 / 1.125 / 0.821	2.996 / 2.571 / 2.187 / 2.112 / 1.125 / 0.821	2.996 / 2.571 / 2.187 / 2.112 / 1.125 / 0.821	2.996 / 2.571 / 2.187 / 2.112 / 1.125 / 0.821
PRIMARY RATIO	2.777	2.777	2.777	2.777
FINAL DRIVE	9 / 48	10 / 39	10 / 39	10 / 39
COOLING	Liquid cooling & fan	Liquid cooling & fan	Liquid cooling & fan	Liquid cooling & fan
CLUTCH	BRAKTEC hydraulics - diaphragm GG 1/3	BRAKTEC hydraulics - diaphragm GG 1/3	BRAKTEC hydraulics - diaphragm GG 1/3	BRAKTEC hydraulics - diaphragm GG 1/3
IGNITION / ENGINE MANAGEMENT	HIDRIA ECU GG2 2 spark / 2 maps	HIDRIA ECU GG2 2 spark / 2 maps	HIDRIA ECU GG2 2 spark / 2 maps	HIDRIA ECU GG2 2 spark / 2 maps
SPARK PLUG	NGK-BPR5ES	NGK-BPR5ES	NGK-BPR5ES	NGK-BPR5ES
CHASSIS				
FRAME	Tubular frame made of 25CrMo4 & Aluminum	Tubular frame made of 25CrMo4 & Aluminum	Tubular frame made of 25CrMo4 & Aluminum	Tubular frame made of 25CrMo4 & Aluminum
HANDLEBAR	Tapered aluminium NEKEN Ø28 / 22 mm	Tapered aluminium NEKEN Ø28 / 22 mm	Tapered aluminium NEKEN Ø28 / 22 mm	Tapered aluminium NEKEN Ø28 / 22 mm
FRONT SUSPENSION	TECH aluminium bar Ø 39	TECH aluminium bar Ø 39	TECH aluminium bar Ø 39	TECH aluminium bar Ø 39
REGULATION	Rebound, end stroke and spring preload	Rebound, end stroke and spring preload	Rebound, end stroke and spring preload	Rebound, end stroke and spring preload
REAR SUSPENSION	TECH (2 ways) hydraulic shock absorber with linkage	TECH (2 ways) hydraulic shock absorber with linkage	TECH (2 ways) hydraulic shock absorber with linkage	TECH (2 ways) hydraulic shock absorber with linkage
ADJUSTABILITY	Rebound and spring pre-load	Rebound and spring pre-load	Rebound and spring pre-load	Rebound and spring pre-load
SUSPENSION TRAVEL FRONT/REAR	159.5 mm / 174 mm	159.5 mm / 174 mm	159.5 mm / 174 mm	159.5 mm / 174 mm
FRONT/REAR BRAKES	185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper 150 mm disc NG (WAVE), autostand system 2 pistons BRAKTEC caliper	185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper 150 mm disc NG (WAVE), autostand system 2 pistons BRAKTEC caliper	185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper 150 mm disc NG (WAVE), autostand system 2 pistons BRAKTEC caliper	185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper 150 mm disc NG (WAVE), autostand system 2 pistons BRAKTEC caliper
FRONT/REAR RIMS	Light aluminium spoke rim-Front: 1.6 x 21 Light aluminium spoke rim-Rear: 2.15 x 18	Light aluminium spoke rim-Front: 1.6 x 21 Light aluminium spoke rim-Rear: 2.15 x 18	Light aluminium spoke rim-Front: 1.6 x 21 Light aluminium spoke rim-Rear: 2.15 x 18	Light aluminium spoke rim-Front: 1.6 x 21 Light aluminium spoke rim-Rear: 2.15 x 18
FRONT/REAR TYRES	Michelin Trial X11 2.75 x 21 Michelin Trial X11 4.00 x 18 TL	Michelin Trial X11 2.75 x 21 Michelin Trial X11 4.00 x 18 TL	Michelin Trial X11 2.75 x 21 Michelin Trial X11 4.00 x 18 TL	Michelin Trial X11 2.75 x 21 Michelin Trial X11 4.00 x 18 TL
CHAIN	135/520 x 104 links	135/520 x 100 links	135/520 x 100 links	135/520 x 100 links
SILENCER	Aluminium	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	68°	68°	68°	68°
WHEEL BASE	1.320 mm	1.320 mm	1.320 mm	1.320 mm
GROUND CLEARANCE	325 mm	325 mm	325 mm	325 mm
SEAT HEIGHT	630 mm	630 mm	630 mm	630 mm
TANK CAPACITY, APPROX.	2.4 liters	2.4 liters	2.4 liters	2.4 liters
COMPETITION WEIGHT (WITHOUT FUEL)	69.5 Kg	69.3 Kg	69.3 Kg	69.3 Kg



TECHNICAL DETAILS 2023

TXT GP

ENGINE	TXT GP 250	TXT GP 300
ENGINE TYPE	2 stroke , 1-cylinder	2 stroke , 1-cylinder
DISPLACEMENT	247.7 cc	294.1 cc
BORE/STROKE	72.5 x 60 mm	79 x 60 mm
COMPRESSION RATIO	11.0 : 1	10.4 : 1
STARTER/BATTERY	Kickstarter	Kickstarter
TRANSMISSION	6 gears with GG 4/6 technology	6 gears with GG 4/6 technology
FUEL SYSTEM	Keihin PWK 28	Keihin PWK 28
LUBRICATION	Mixture lubrication 66 : 1	Mixture lubrication 66 : 1
GEAR RATIOS	2.996 / 2.571 / 2.187 / 2.112 / 1.125 / 0.821	2.996 / 2.571 / 2.187 / 2.112 / 1.125 / 0.821
PRIMARY RATIO	2.777	2.777
FINAL DRIVE	10 / 39	10 / 39
COOLING	Liquid cooling & fan	Liquid cooling & fan
CLUTCH	BRAKTEC hydraulics - diaphragm GG 1/3	BRAKTEC hydraulics - diaphragm GG 1/3
IGNITION / ENGINE MANAGEMENT	HIDRIA ECU 2 spark / 2 maps	HIDRIA ECU 2 spark / 2 maps
SPARK PLUG	NGK-BPR5ES	NGK-BPR5ES

CHASSIS	TXT GP 250	TXT GP 300
FRAME	Tubular frame made of 25CrMo4 & Aluminum	Tubular frame made of 25CrMo4 & Aluminum
HANDLEBAR	Tapered aluminium NEKEN Ø28 / 22 mm	Tapered aluminium NEKEN Ø28 / 22 mm
FRONT SUSPENSION	TECH aluminium bar Ø 39 (Kashima coated)	TECH aluminium bar Ø 39 (Kashima coated)
REGULATION	Rebound & Compression, end stroke and spring preload	Rebound & Compression, end stroke and spring preload
REAR SUSPENSION	TECH (3 ways) hydraulic shock absorber with linkage	TECH (3 ways) hydraulic shock absorber with linkage
ADJUSTABILITY	Rebound, compression and spring pre-load	Rebound, compression and spring pre-load
SUSPENSION TRAVEL FRONT/REAR	159.5 mm / 174 mm	159.5 mm / 174 mm
FRONT/REAR BRAKES	185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper 150 mm disc NG (FIM), autostand system 2 pistons BRAKTEC caliper	185 mm disc NG WAVE floating, monoblock 4 pistons BRAKTEC caliper 150 mm disc NG (FIM), autostand system 2 pistons BRAKTEC caliper
FRONT/REAR RIMS	Light aluminium spoke rim-Front: 1.6 x 21 Light aluminium spoke rim-Rear: 2.15 x 18	Light aluminium spoke rim-Front: 1.6 x 21 Light aluminium spoke rim-Rear: 2.15 x 18
FRONT/REAR TYRES	Michelin Trial X11 2.75 x 21 Michelin Trial X11 4.00 x 18 TL	Michelin Trial X11 2.75 x 21 Michelin Trial X11 4.00 x 18 TL
CHAIN	135/520 x 100 links	135/520 x 100 links
SILENCER	Aluminium	Aluminium
STEERING HEAD ANGLE	68°	68°
WHEEL BASE	1.320 mm	1.320 mm
GROUND CLEARANCE	325 mm	325 mm
SEAT HEIGHT	630 mm	630 mm
TANK CAPACITY, APPROX.	2.4 liters	2.4 liters
COMPETITION WEIGHT (WITHOUT FUEL)	69.3 Kg	69.3 Kg



GET ON THE GAS!



GASGAS Motorcycles GmbH
Stallhofnerstraße 3
5230 Mattighofen, Austria
www.gasgas.com

Imitation not advised!

The riders illustrated are professional motorcycle riders. The photos were taken on closed racing circuits or closed roads. GASGAS Motorcycles wishes to make all motorcyclists aware that they need to wear the prescribed protective gear and always ride in a responsible manner in accordance with the relevant and applicable provisions of the road traffic regulations. Only the homologated versions of the motorbikes promoted in this brochure are suitable for road use. GASGAS Motocross models are not approved for use on public roads. For this reason, it is absolutely essential that use on public roads is avoided. The warnings and hazard notices in the owner's manual must be observed without fail when purchasing a motorcycle and using it for the first time (especially the prescribed speed limits). Some products in the GASGAS Motorcycles accessories range are not approved for use on public roads in certain circumstances (varies from country to country). Please contact your GASGAS Motorcycles dealer for further information. The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost. All information concerning the scope of supply, appearance, services, dimensions and weights is non-binding and specified with the proviso that errors, for instance in printing, setting and/or typing, may occur; such information is subject to change without notice. Please note that model specifications may vary from country to country.