



The international German motorcycle show is being held on September 15-19

## **GAS GAS INTRODUCES ITS 2005 RANGE AT THE INTERMOT SHOW IN MUNICH**

**The famous German exhibition is to be the venue for its international launch**

Salt (Gerona), September 15th, 2004. Confirming once again its relevant and expanding worldwide presence, GAS GAS Motos is sending to the Munich (Germany) Intermot show a total of 20 units from its new 2005 motorcycle range, for trade importers, distributors and professionals to peruse. The exhibition surface of GAS GAS' 250-sqm stand is to be increased with a further 150 sqm supplied by Hebo, which shows in parallel its whole range of motorcycling sportswear, equipment, accessories and elements.

The motorcycling products that GAS GAS is introducing to its worldwide customers in Munich are part of the Gerona-based company's new 2005 range, which includes motorcycles for all sorts of off-road applications. Most of the attention will centre on the new TXT Pro 2005 units, representing an extensive development of the widely acclaimed trial bikes produced by this company, with a constant improvement trend based upon the excellent test bed resulting from the participation in high-competition events by many talented pilots, among them Adam Raga, the current Indoor World Champion.

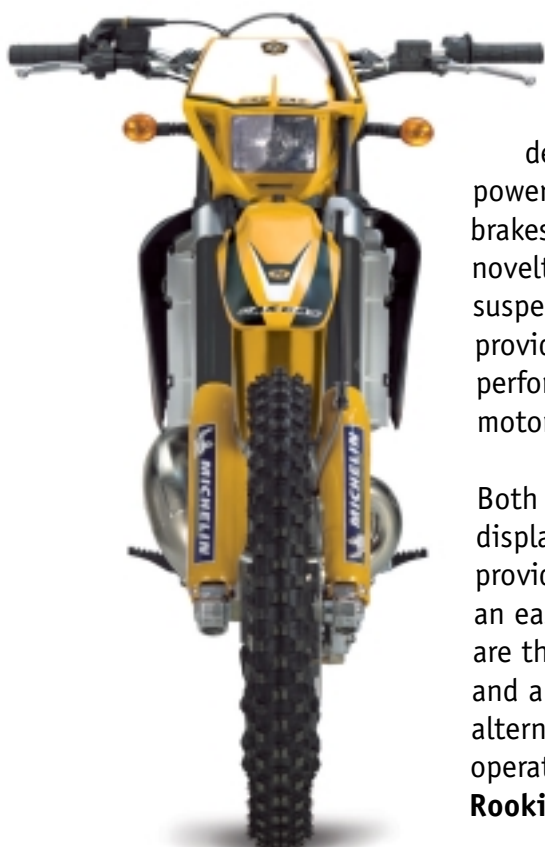
Apart from showing a new, highly attractive decoration, the main novelties provided by the **TXT Pro 2005** range centre on the incorporation of new variable-diameter handlebars in the 250cc and 300cc versions, by means of which GAS GAS has once more produced one of the easiest to handle, lightest motorcycles in the market. Instead of being fully homogeneous, the bar making up the handlebars, stretching



from grip to grip, has a thicker diameter in its mid section and thinner ones at both ends. Also, a new oil clutch pump has been fitted, which further improves the reliability of this machine and simplifies its maintenance operations.

As for the suspension systems, GAS GAS has added a Sachs shock absorber with a new rating to the Marzocchi hydraulic front fork incorporated in 2004 (which increased the overall rigidity of the vehicle and helped to avoid potential deflections), whilst the rear suspension system keeps its adjustable progressiveness. These and other minor improvements explain why the GAS GAS TXT Pro 2005 range features among the most competitive, best-liked ranges in the world of trial motorcycles. Apart from the 250cc and 300cc versions, models TXT Pro 125 and 280 are also to be shown in Munich. The 50cc and 80cc TXT Boy and Rookie models will represent the units designed for kids.

Concerning the rest of the 2005 catalogue, GAS GAS is introducing its Enduro units with two-stroke engines in the **Enducross (EC)** 125cc, 200cc, 250cc and 300cc models.



The main distinguishing feature of the new ECs is a number of design changes allowing a top combination of lightness and power, apart from including excellent suspension systems, first-class brakes, and great comfort for the rider. One of the most important novelties incorporated are the new settings applied to the front suspension system; the new ratings in this front suspension system provide an improved response from the assembly and achieve higher performance values, which add to the accuracy of the whole motorcycle.

Both the crankcase and the wheel rims are now lighter in the higher displacement models. Also, models EC 250cc and 300 cc have been provided with a frame shape that makes handling the whole vehicle an easier task. Other developments worth mentioning in the EC series are the new Nissin-brand rear-brake pump with a built-in reservoir, and a fuel tank fitted with a larger-diameter polyamide cap, or alternatively with a devaporizer, in order to simplify the refuelling operations. The EC range also includes the 50cc and 80cc **EC Boy** and **Rookie** models, for children.

The **Motocross (MC)** units benefit from many of the improvements added to the Enducross range, as per a parallel development project. However, they also include some novelties of their own, such as the new relief valves offering higher performances and lower rpm (125cc version), and a cylinder with a modified timing system, both in the 125cc and the 250cc models. The whole range has been fitted with a new desmodromic device and a newly programmed CDI Kokusan. A great novelty is the introduction of an MC model fitted with a **65cc** engine, for the younger ones.

Yet another long-awaited novelty is the introduction of the revolutionary **FSE** range





of four-stroke Enduro motorcycles. This fully developed product, nearly of all of which is new vis-à-vis the preceding model, has been substantially improved as far as both its finishing and its overall quality are concerned, thus becoming, together with the TXT and EC models, a new GAS GAS star product.

GAS GAS is also taking to the German show its range of off-road four-wheel vehicles, **the quads**. One of the most outstanding items in this range is the GG Wild HP quad, built in four-stroke 450cc and two-stroke 240cc versions, the star models in a range that is adequate for both leisure-time use and competition purposes, since it also includes a two-stroke 300cc version and a two-stroke 50cc basic model. Visitors to Intermot will be shown two versions: the four-stroke 450cc and the two-stroke 300cc Reverse.



The **Supermotard** range includes from the small 50cc Rookie to

the 125cc, 250cc and 450cc four-stroke motorcycles, all of which are increasingly appreciated by the general public. A new model is also to be introduced, **Endupam**, a hybrid of another hybrid such as the two-stroke Pampera, but designed on the basis of the four-stroke FSE and 125cc and 400cc engines. This product is bound to be highly valued on account of its versatility and easy operation. As for the **Pampera** range, GAS GAS will exhibit two versions, one two-stroke 250cc (2004 Range) and one four-stroke 250cc (2005 Range), thus making it possible to

gauge the extent of the outstanding improvements carried out in one year.

### **Intermot, a wide-scope exhibition**

Intermot has now reached its fourth edition, having managed to consolidate both as one of the greatest motorcycling world events and as an excellent exhibition platform for GAS GAS to introduce its products for every type of market.

The whole GAS GAS range may be seen in Munich's new exhibition grounds (Hall A1, Stand 138) during five days of most intense sales and marketing activity. The location of this event is one of the main novelties in the 2004 edition, for now nine halls have been made available with over 100,000 sqm of exhibition surface, a figure that should allow an equal, or even a higher number of visitors than the 150,000 recorded in 2002. Intermot is to be open every day between 09:00 and 18:00 hours, and a total of 1,041 exhibitors from 38 countries will show their best motorcycling products. This important German exhibition is held every other year, alternating with the Milan-based EICMA event. It was first launched in 1998.

## 2005 GAS GAS TXT PRO ANOTHER TURN OF THE SCREW FOR THE WORLD TRIAL CHAMPIONS



With excellent references and with an impeccable file after the successful season in Adam Raga's hands with the TXT Pro, the 2005 GAS GAS trial range starts from a much perfected initial base to apply a series of small improvements learnt in competition, the best testing bench for the development of the off-road leading manufacturer's products.

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Visually compared to its predecessor, the new 2005 GG TXT Pro does not offer considerable modifications apart from the **new and striking decoration**. The colours identifying the cylinder sizes are the same as in previous years - Rookie TXT Pro 80 cc in red; 125 and 200 cc in yellow; 250 and 280 in red and blue; and silver for the biggest bike, the 300 - and the decoration is globally more racing, according to the philosophy transmitted in all the 2005 models.

However, a closer look uncovers several details that make the new range a last-generation product, aiming at a **featerweight figure** again - the GAS GAS is already one of the 'slimmest' bikes in the WTC, but counts on an enviable character and overall toughness - by taking grams off every possible part and leaving the total weight in just 69 kilos, 64 in the Rookie models.

One of the determining factors in this task was the use of a **new, variable diameter**



**handlebar** – this change affects the bigger bikes, from the 250 to the 300. The bar diameter is not constant from one end to the other: it changes from bigger in the centre to smaller in the ends.

This has allowed the technicians in charge of the continuous development of the GAS GAS trial bikes to achieve the targeted weight reduction in contrast to the conventional handlebar, improving the rider's mobility and comfort at the same time, as it allows the rider to keep the body more to the front with no remarkable physical effort. The handlebar also mounts **new racing clamps** and **Hebo Zero grips**.

A look at the rear shows that the 2005 GG TXT Pro bikes mount a **new number plate**. It features lighter material and the new design is more elaborated. The **brake light** is also innovative. Technically called 'racing leds', it substitutes the classical bulb by a system where a set of leds is in charge of reflecting the light; this new system has been adapted in the new bikes because it is very unlikely to fuse and it is much lighter than a conventional bulb, following GAS GAS's weight-saving line.

### **A highly-improved engine**

The 2005 TXT Pro feature a single-cylinder, 2-stroke engine with reed-intake directly into the engine crankcase, Dell'Orto carburettor, and a GAS GAS-patented hydraulically-operated, 1/3 disk, adjustable progressivity, diaphragm clutch. The range also features a **new oil clutch pump**, where the brake fluid used up to the present has been replaced by mineral oil. The result is an easier-to-maintain and more reliable clutch-operating system. Any mechanic dismantling the clutch circuit will not have the problems caused by brake fluid should leaking occur in the process now.

At the same time, the **clutch line** and the **front brake line** are teflon-covered in the outside. Teflon is an insulating material with extremely high resistance which is hardly affected by heat or humidity, a very important factor in off-road bikes.

The **clutch disks** have also evolved with higher quality to ensure that their surface is slick at all times. The material used is different from the former bikes, with different width tolerances for a perfected clutch.

The crankshaft bearing lubrication is continuous with an oil by-pass system in the crankcase. They feature **built-in seals** as a novelty in the 2005 models. This means that the two parts in the crankcase – bearing and seal - in former models have become one, which makes the assembly much easier and, again, saves weight.

Shaving off small parts is a determining factor in the eagerness to save weight. Another example is the **radiator**. This element features the **thermo contact** now, forming a very compact package and avoiding the introduction of unnecessary small pieces. The bike is also more homogeneous, with no performance loss at all. The modifications in the engine finish with the **new ignition**: It is a variable electronic ignition in the Rookie bikes and a digital, programmable magnetic flywheel CDI Kokusan in the rest of the models, except for the TXT Pro 300, which features a Ducati ignition. The **exhaust curve** has also been modified.

### **A faultless suspension**

The chassis – elliptic shape in Cro-Mo – is the part that counts on less innovations in the 200 range, being already very advanced in the previous series. With the new, revolutionary bigger-diameter tele-hydraulic Marzocchi fork adopted in the 2004 range – 40mm in the bigger bikes and

38mm in the Rookie, Pro 125 and 200 – the overall stiffness was proportionally improved and, as a result, all the possible flexions of the mount were eliminated. The new range counts on a new **Sachs shock absorber** with new settings. The rear suspension keeps the variable progressivity system.

Featuring new Michelin tyres – tubeless at the rear – all the new range models are fitted with 32-spoke duraluminium rims, with a 185mm disc brake at the front and 150mm at the rear. The fuel tank capacity – new in 2004, with improved finish and no de-vapourizing hole in 2005 – is 3 litres for the Rookie and 3.1 litres in the rest of the models.

**GAS GAS EC AND MC**  
**NO LIMITS FOR 2 STROKE MODELS**

GAS GAS Motos, S.A. are introducing the new 2005 enduro and moto-cross bikes with 2-stroke engines in the 125, 200, 250 and 300cc Enducross (EC) models, and 125cc and 250cc in the moto-cross versions (MC). These motorbikes are already being produced at the Salt factory in Girona, and in coming weeks they will reach the whole of the Spanish market and will cover the orders coming from the 52 countries where GAS GAS export their models.



**Manageability and lightweight, inherent to the EC**

Starting from an excellent base with some particular modifications, the improved EC have made a new step ahead, resulting in a light as well as powerful motorbike with outstanding suspensions, state-of-the-art brakes and great riding comfort. The GAS GAS Enducross continue to be in the number one in off-road registrations month after month, which proves the great quality-price ratio that GAS GAS offer in all their models, their best visiting card.

The changes to the range can be easily spotted and felt when riding the new bikes. Visually speaking, a much more aggressive decoration, totally integrated in the lines that outline the frame, keeps the yellow livery for the smaller models, the 125 and 200cc, red for the 250cc and blue for the biggest one, the EC 300.



New plastic side shields for the frame can also be distinguished, apart from a slightly bigger halogen headlight, making visibility much better at night or in extreme weather conditions. A new-design front mudguard, with new, more attractive aesthetics and more reduced than in the former model – the rear one was already revised in the 2004 model – and the newly-shaped, forged-aluminium stand complete the new looks of the motorbike. In the 125, the chassis is painted black.

Regarding the handling and engine aspects, one of the most important innovations are the new front suspension settings in all the models. The GAS GAS EC feature Marzocchi suspension at the front end and Öhlins at the rear. The new settings at the front improve the overall response and the performance, thanks to higher cornering precision. Year after year, the Catalan manufacturer has chosen quite soft settings, tending to improve the riding comfort, which benefits from this type of suspension particularly on rough, rocky and slow ground.

The crankcase and rims are lighter in the bigger bikes. The EC 250 and 300 feature new geometries, contributing to a swifter package; in the former two models, the EC range had been slightly modified at the front of the frame by closing the steering angle and relocating the engine at the front, which made it one of the best enduro structures regarding handling, according to most of the specialised magazines in the two-wheel sector both at a Spanish and international level.

After the revision of the brakes in the 2003 EC, with new compound in the brake pads improving the performance particularly in high temperatures, now a new built-in reservoir Nissin caliper is introduced at the rear.

At the same time, with the aim to make re-fuelling faster in competition, where all innovations applied to the GAS GAS products come from, the new range counts on a bigger-bore Polyamide fuel cap with built-in devapourizer.

In the engine, the exhaust valves have been revised to offer better performance at the low end, particularly in the 125, the reigning Enduro World Champion. In the bigger sizes the cylinder distribution has been modified to offer more elastic accelerations, and the cylinder is entirely new in the 125.

The range is completed with the 50 cc children's bikes EC Boy and Rookie.

### **The MC also innovate**

Since the moto-cross GAS GAS bikes, the MC, derive directly from the enduro models, many of the modifications applied to the EC have also been adapted to this product in the 125 and 250 models, which also feature 2-stroke engines. Analysing the chassis, the front suspension settings have been modified, with better hydraulic retention and double compression adjustment in the shock absorber. They also feature the new Nissin brake caliper with built-in reservoir.

Visually, the MC are closer to the EC models. At first sight, the lack of lights, the seat and the tyres seem to be the only differences between them, as the decoration is identical this year, with the same frame shields and the new crankcase, also lighter, together with the new front mudguard, which also counts on a new design.

On the engine side, the re-designed bikes feature new exhaust valves offering better low-end performance in the 125cc and new, revised cylinder distribution in both cylinder sizes. The complete range benefits from a new desmodronic system and new-programme Kokusan CDI.

**GAS GAS FSE 2005**  
**THE 4 STROKES, IN THE SPOTLIGHT**



The revolutionary development applied to the 2005 FSE range, the 4-stroke enduro bikes, must widen even further the extensive catalogue of excellent off-road GAS GAS bikes. This is an outstanding product of recognised and similar value to the 2-stroke trial and enduro bikes, the TXT and EC respectively, both World Champions in their specialities.

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With 100% enduro roots, the new GAS GAS FSE is extremely easy and manageable to ride thanks to the significant overall weight reduction it has undergone. However, the many small improvements introduced in the new product also deserve our attention because, together, they produce a bike much superior to its predecessor, with a remarkably better finish and final product quality.

Engine

• **Lighter crankshaft with new forge and machining**

The new, lighter crankshaft balance has been optimised for less engine inertia and reduced engine vibrations, resulting in less vibrations in the bike as well. Acceleration is also improved as a consequence.

• **Forged piston with two piston rings**

The piston forge is new, with two rings instead of three, making it lighter and contributing



to the improvement in crankcase and engine balancing. At the same time, friction between the rings and the cylinder has been reduced for more power and performance. The package is 60 grams lighter.

•**New centrifugal crankcase ventilation system**

The balance shaft features a crankcase ventilation system, providing more performance. This is achieved thanks to the new centrifugal system inside the balance shaft, improving the release of pressure from inside the engine.

•**New central crankcase and starter housed behind the cylinder**

The central crankcase has been redesigned with the new location of the starter, now beneath the butterfly throttle, with a new, more developed protector. The new starter location, which has moved from the front to the rear part of the cylinder, means that:

- a) The exhaust connector route is not a problem anymore with the starter out of the way.
  - b) The weight balance is better and more concentrated, favouring the swift character of the FSE.
- The motorbike's centre of gravity varies thanks to the new position of the 1.5kg starter package, improving in contrast to the former model.

•**New-design starter clutch**

A tougher clutch system has been fitted to the starter, under the gearing, to prevent deterioration in the electric starter crown wheel bearing.

•**Revised oil system**

The oil pressure system has been revised, and features an overpressure valve that opens when the pressure limit is exceeded, avoiding possible lubricant leaks and the deterioration of the circuit (oil filter, etc). The oil filter retention is finer, and the return aspiration bell sits lower, right down to the oil aspiration point, achieving excellent lubricant filtration into the tank, and avoiding any impurity in the process.

•**Revised oil circuit**

Dimensions have been particularly revised to prevent oil pressure loss.

•**Incorporation of the pick-up sensor inside the crankcase**

The external ignition pick-up sensor has been moved into the crankcase, thus avoiding potential damage from scratches, crashes and excessive deterioration.

•**New, reinforced cylinder for better cylinder head sealing**

Two extra bolts have been added to the previous four in the cylinder head – at the front and rear of the cylinder - for total sealing guarantee. Now the cylinder head sits on an hexagonal surface instead of the former square one, making it more robust.

•**New cylinder head**

The casting of the new cylinder head is new and machining has been improved.

•**New-material valve guides**

Although they are still in cast steel, the material composition and tolerance of the valve guides is now different for higher performance.

•**Crankcase gaskets in Metalfoam**

The gaskets are not paper with silicone now, but Metalfoam, that is, aluminium and NBR foam. This outside film improves the crankcase sealing and their higher stiffness makes installation easier.

- **New desmodromic with smoother response**

The desmodromic has been re-designed, specially in the valve closure ramps, making speed changes smoother.

- **APTC clutch, with anti-blocking system under retention**

This is a patented, new operation system that reduces the engine braking – something very important when riding 4-stroke bikes – avoiding and limiting potential engine overrevving under hard downshifting.

- **Reinforced chain-sprocket distribution system**

This aspect has undergone improvements for a better distribution system.

- **Camshaft**

The camshaft profile has been revised achieving more power and durability of the parts. Distribution angles have been particularly worked upon.

- **Improved exhaust system**

The exhaust system has been redesigned, featuring a final stainless steel muffler for better sound and longer life. The exhaust has also been divided in two parts for easier work in the assembly chain and in servicing as well.

- **New ignition coil**

Although significant improvement was made to the coil in 2004, this new modification affects the bike's power and the plug spark quality, guaranteeing a longer life.

## Chassis

- **Evolution in geometry and new, small oil reservoir**

The FSE's geometry has changed its steering angle and several chassis parts for better handling, improving its agility and providing great riding comfort. The new, small oil reservoir, much narrower than in the previous model, also contributes to this factor, lowering the final overall weight and improving the weight balance.

- **Front suspension**

The Marzocchi front suspension, rather soft but providing great stability, has always been one of the bike's strong points. Now it has been revised again and the aluminium part of the bars has changed colour from grey to anodised, totally anti-scratch black. The fork settings have also been improved to offer more resistance at the end of its travel.

- **Rear suspension**

Settings have equally been revised for a smoother and more progressive response.

- **New fuel tank**

The totally new, smaller and lighter fuel tank integrates the fuel pump at the front and the electronic injection box at the rear, improving the assembly finish quality as well. It keeps its return-less system with a single line connecting the butterfly body to the fuel pump, with an automatic valve and rapid connector in between the two. It has a 7.5-litre capacity.

- **Narrower side radiator panels**

The radiator panels feature a narrower design, similar to the 2-stroke models, for better riding position.

- **New-design front mudguard**

The FSE features the same mudguard as the EC, with a new, more aggressive design.

- **Seat**

The seat upholstery is new and its design narrower and flatter, contributing to the new, better weight balance and also to the manageability and riding comfort.

- **Lighter electric package**

There is a new layout of the electric package, with smaller dimensions and most of the parts concentrated in the centre of the bike. Computer-modifiable electronic injection system, independent from the lights system. 35w halogen headlight.

- **Carbon-fibre crankcase shield**

Carbon-fibre protection is superior and lighter.

- **Kick starter**

The kick starter lever is longer, with improved geometry that makes kick-starting operation easier.

The range, as in each new edition, counts on new decoration, in this case with very aggressive graphics and racing looks.

## A VERY COMPLETE RANGE

### Presentation of innovations in the Rookie, Boy, Supermotard, Pampera and Wild HP quad models

As well as the innovations affecting the models that have made GAS GAS renowned in all continents, the constructor from Girona will be present in Munich with all the products from its wide range of two-wheeled and four-wheeled off-road vehicles.

Following the keynotes for modifications applied to bikes with greater cylinder capacity, the TXT Boy trial motorbikes conceived for young riders have undergone a major restyling, although the greatest innovation is the application of **80-watt magnetic flywheel ignition**. This new flywheel, previously with an internal rotor, greatly improves engine performance, especially in three points:

- Start-up is much easier as it now has greater spark intensity.
- More wattage power allows for mounting the same fan as in the TXT Pro 2005.
- Much more inertia gained for the engine, thus improving performance in trial practice for kids. This is consequently a great help for the start up, which is not always so easy for youngsters.



After fitting this new flywheel to the GAS GAS motor, the TXT Boy has undergone the following modifications:

- New left casing and modified protector
- New left-hand crankshaft
- Newly designed flywheel cover
- Application of a new gear shift knob
- Fuel tank modified in the upper section.

All these innovations apply to the 50 cc TXT Boy. As for the big sisters (designed for youngsters up to the age of 14), the 50 cc and 80 cc Rookies have also undergone slight modifications. To start off with, the chassis has been reinforced in the bracket area to ensure total reliability of the frame, and a new 38 mm diameter Marzocchi front suspension has been adopted, which guarantees the stability and precision of the whole set-up. The casing protector has also been redesigned in order to facilitate dismantling and, like the rest of the trial range, the new units have a change of face, in this case making them very similar to the TXT Pro'05.

Children's enduro bikes have also been innovated for 2005. For the EC Boy, with a 50 cc single cylinder two stroke engine with direct intake to the casing (with an optional Hebo kit to increase cylinder capacity to 68.18 cc), one of the main modifications has been to apply air cooling and a single speed gearbox. Moreover, the chassis has taken on an elliptic profile, produced in chromoly (Cr-Mo). Equipped with a Marzocchi 140 mm hydraulic fork in front and a Boge 155 mm hydraulic rear racing fork, this small frame becomes a replica of her big sisters, offering the same features, but of course in mini size.



As for the EC Rookie version, also 50 cc with a 6-speed gearbox and liquid cooling system, the main modification is centred on the front suspension, which has been supplied with a 160 mm Marzocchi hydraulic fork. The rear suspension maintains the progressive system with 250 mm Boge single absorbers.

### **The Pampera, also in 4 stroke**

The Pampera, a vehicle 50% enduro type and 50% with the specifications of GAS GAS trial motorbikes, has undergone few changes for 2005, as it is a very successful frame and remains in



line with the taste of its users. With the 125, 250 and 300 cc bikes, this 2-stroke single cylinder with a Deltabox chassis made with elliptic profile Cr-Mo tubes, has had its brakes reinforced, especially the front brake, whose disk is now 240 mm, with a 4-piston self-centering vice. The rear disk is still 200 mm.

Nevertheless, GAS GAS presents a world exclusive on a new version of the 4-stroke Pampera, initially named the Endupam. Again, this is a hybrid based on 4-stroke enduros, the FSE, a model specially designed for a general public who is less enduro oriented but also enjoys riding an off-road frame. Along these lines, a more 'civilised' unit has been devised, resulting in an off-road bike with less radical geometrics, thereby moving towards a motorbike that is more docile but still has excellent qualities.

This new product incorporates 4-stroke 125 and 400 cc engines. The first propeller is Taiwanese made and is oil cooled, while the second is the 2005 FSE 450 4T engine taken to 400 cc and softened in terms of response, power and performance.

As well as being based on the FSE, this bike incorporates components from the 2-stroke Pampera, such as the brakes, as this is a bike designed more for touring than for competing, and so doesn't need as much brake power as the enduro-type frame. The overall price may also come out lower. This new GAS GAS product will be going into production this coming November.

Moving on to the range of bikes designed for more urban riding, the GAS GAS Supermotard (SM) will also be on show at Intermot. Although no significant modifications have taken place since the innovations carried out this year, there is a major change affecting the smallest bike in the range, the SM 50 cc, which adopts a special 160 mm, 4-stroke adjustable hydraulic fork from Marzocchi.

As for four strokes, GAS GAS has introduced no significant changes in the quad range as this product is in constant evolution. This machine, with an aggressive but charming presence, continually adapts the main novelties that are introduced in the EC and FSE (from whose frame it takes the propeller, with electronic injection, and tank with a returnless system, among other minor changes). With new Ducati reverse ignition, the 2-stroke Wild HP 300, is perhaps the star product and the only model to date to incorporate electronic reverse gear with a rev limiter, a feature that will soon be applied to 240-2T motors (a quad that has been runner-up in Spanish competitions) and the 450-4T, (the current ace quad in international competition). This four-wheeler bike is also manufactured with a 2-stroke 50 cc engine.





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