

TRIAL GG TEAM

GAS GAS TXT PRO 2005 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.

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



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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.

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