

***GAS GAS***

**TXT BOY**

**USER MANUAL**



## **GAS GAS thank you for the trust you have placed in us.**

By choosing a new GAS GAS TXT Boy you have become part of the great GAS GAS family and, as a user of the number one manufacturer of off-road motorbikes, you deserve to receive the best treatment we can offer you both in our post-sales relations and in the explanations we offer in this manual.

Our TXT Boy is designed for high-level trial competitions. In fact, it is the result of many years of competition and experience in this highly demanding discipline and of the many excellent results obtained by the great riders who have supplied the basic data to enable us to develop this excellent motorbike, a GAS GAS that has one key advantage: its remarkably light weight.

Congratulations, because your choice has been, without doubt, the correct one. With your riding skills, appropriate preparation and the relevant essential checks to maintain its highly reliable performance, you will be able to enjoy your trial riding to the utmost.

Thank you for your trust in us, and welcome to GAS GAS motorbikes.

GAS GAS MOTOS, S.A.

## Important warning

Read this Manual carefully. You will find it contains all the necessary information for your safety, and that of others, as well as guaranteeing the correct conservation and maintenance of the GAS GAS motorbike you have just bought.

All of the necessary instructions for the correct riding and control of this vehicle are set out below. Each message is preceded by a symbol whose meaning is as follows:



**Caution!** This symbol identifies all the safety measures and regulations which should help avoid physical injury, serious or otherwise, or even loss of life, should the instructions not be followed carefully.



**Warning!** This symbol introduces special warnings to avoid damaging your motorbike. Should these warnings not be heeded, the guarantee may be automatically invalidated.



**Miscellaneous.** These are the instructions necessary to ensure good use of the control and adjustment mechanisms, in addition to the correct conservation and maintenance of the motorbike, to guarantee maximum satisfaction when riding.

The aim of this Manual is to help the user minimise or avoid possible damage to people, property, the environment, and naturally to his/her new motorbike. Therefore, all the information presented here is based on data obtained from the latest models put on the market just before publication. However, GAS GAS Motos, S.A. reserves the right to make modifications without any prior warning to consumers and without incurring any additional obligations in so doing. Your local dealer will also provide you with any information as might be deemed necessary.

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## Quick Guide to Maintenance

Coolant liquid	Coolant liquid -30°C
Crankcase oil	(10w40) 500 cc.
Electrode separation	0.6 mm.
Forks suspension oil	SAE 5 (Summer) SAE 2.5 (Winter)
Fork suspension oil quantity	200 cm <sup>3</sup>
Shock absorber spring length	96 mm
Front wheel pressure	Standard 0.400 bar Competition 0.370 bar
Rear wheel pressure	Standard 0.350 bar Competition 0.300 bar

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### Fuel – Petrol/oil mixture

The motorcycle is fitted with a two-stroke internal combustion engine. This type of engine requires a mixture of petrol and oil.

To ensure the correct working of the engine, the following are recommended:

- Use high quality petrol, with an octane rating equal to or above 90 (RON + MON)/2 or 98 (RON).
- Use 2T synthetic oil.

#### Warning:

- If the recommended oil is not available, use semi-synthetic oil.
- Do not mix different oil-types.

Mixture ratio: oil, 1.5% of petrol volume (50 parts petrol to every 0.75 part oil).

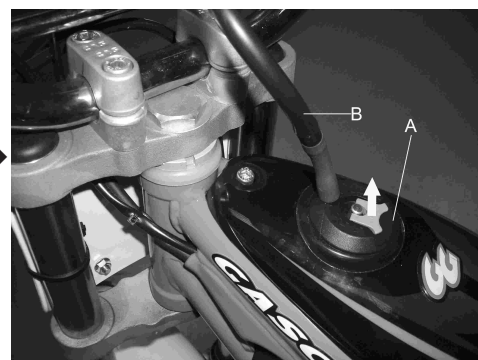
**Note:** we recommend first preparing the mixture in a suitable container and then filling the fuel tank.

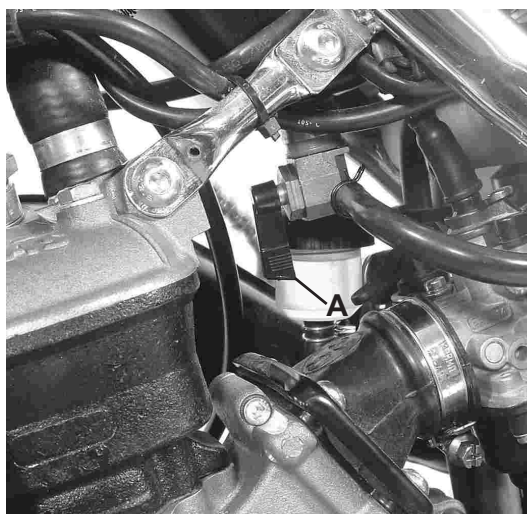
#### Fuel tank

This has a rapid access cap **A** and a vent hose **B** to allow gases produced in the tank to escape.

- To open the cap, lift the clip in the direction shown by the arrow and turn to the left.

**Warning!** Regularly check the cap seal and vent hose to ensure they are leak proof. Risk of spillage.



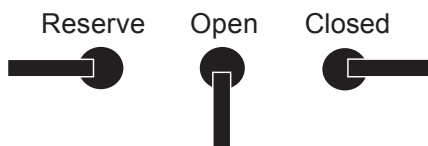


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### Fuel tap

This has three positions: open, closed and reserve. The diagrams below show the position of tap **A** for each case.



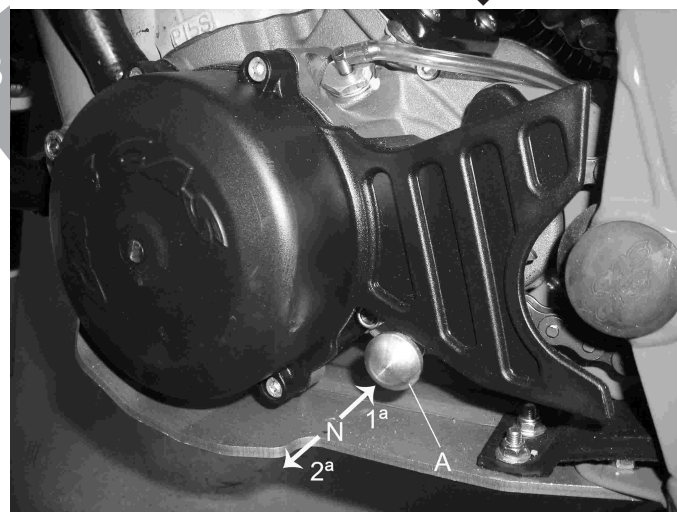
### Gear shift

The motorcycle has a two-speed gearbox, which may be selected manually when the motorcycle is stationary, by moving the lever **A** in a horizontal direction, as shown by the arrow.

#### Note:

Select the gear according to the characteristics of the track.

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### Before starting the engine

**Warning:** Before starting the engine, check that the gear lever is in neutral (see instructions in the section **Gear lever**, page 10)

- Open the fuel tap.

#### Note:

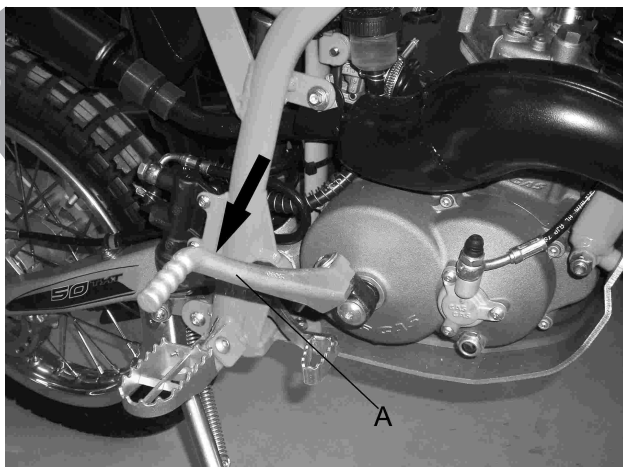
- If the engine is cold, move choke **A** upwards, as shown by the arrow, until it clicks into place (vertical). Once the engine is turning over regularly at idle speed, return the choke to the rest position (horizontal).

- Do not use the choke on hot days or when the engine is hot. In this case, hold the throttle lever partially open until the engine starts.



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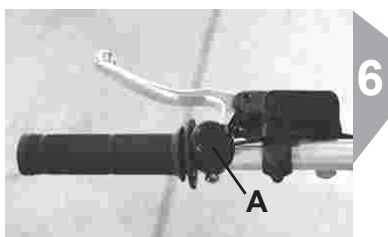
5



### Starting the engine

Kick the start-pedal **A** in the direction shown by the arrow until the engine starts.

**Warning:** Once the engine is running, fold the kick-start pedal up against the engine.



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### Stopping the engine

- With the throttle lever in rest position (engine idling), move the gear lever to neutral.
- Press stop button **A** until the engine stops.



### Riding your motorcycle

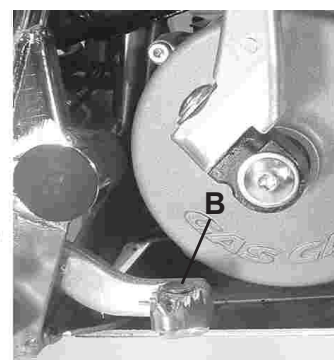
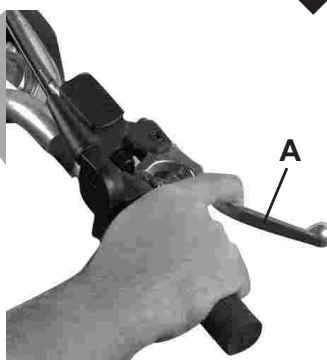
- Select the gear according to the characteristics of the track.
- To change gear, the motorcycle should be stationary.

### Stopping the motorcycle

- Release the throttle lever.
- Use the front **A** and rear **B** brakes.

**Warning:** Depending on circumstances and ground surface, it may be better to use the front or rear brakes independently.

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### Running-in period

Care of the engine during the first hours of use is vital for obtaining the best from your motorcycle.

Therefore, we recommend:

- Strictly observe the oil and petrol ratios shown, and use the recommended 2T oil – see section “Fuel – petrol/oil mixture”, page 9.
- In the first hour of use, keep the engine at a moderate turnover speed (never go to maximum turnover).
- Constantly change the speed, by opening and closing the throttle alternately.



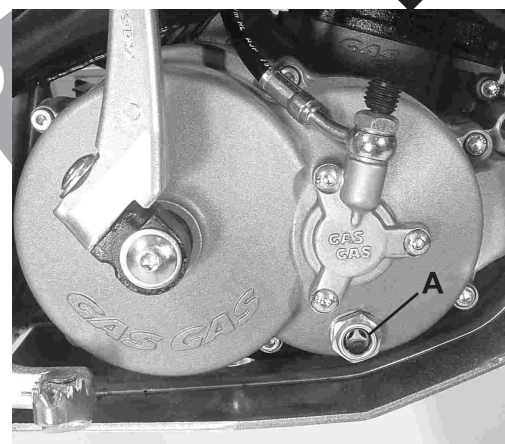
### Transmission oil – Checking the level

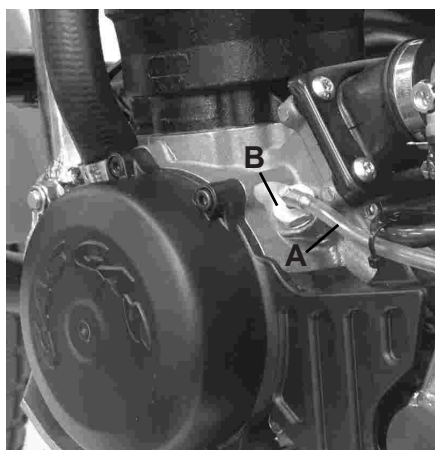
If the motorcycle has been used recently, wait a few minutes before checking the level.

**Note:** the motorcycle should be perpendicular to the ground.

The level is correct if it falls within the upper half of the transparent window **A**. If the level falls below the upper half of the transparent window **A** the oil should be topped up.

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### Transmission oil – Topping up

If necessary, top up with oil:

- Remove vent hose **A**.
- Remove filler cap **B** and add oil until the correct level is reached.

**Warning:** Use the recommended oil.

- See Quick Guide to Maintenance, page 8.

**Warning:** Do not exceed maximum level!  
Risk of damage to engine.

- Replace filler cap and tighten.

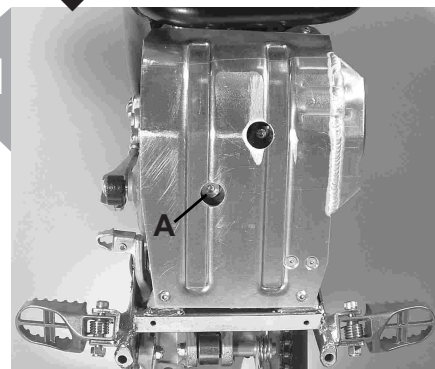


### Transmission oil – Changing

- Start the engine and keep it running until it warms up, then stop the engine.
- Drain off the used oil. To do so, remove the drain plug **A** located on the lower part of the engine (visible through the opening of the oil sump casing).
- Replace the drain plug using a new seal washer. Tighten to 20 Nm.
- Remove the filler cap and fill with oil (450 cc).
- Warning:** Use the recommended oil.
- See Quick Guide to Maintenance, page 8.
- Tighten the filler cap.

**Warning:** Do not pour used oil down the drain.

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### Clutch system- Checking

The clutch system is hydraulic. Regularly check the level of fluid

through the transparent window **A** on the tank.

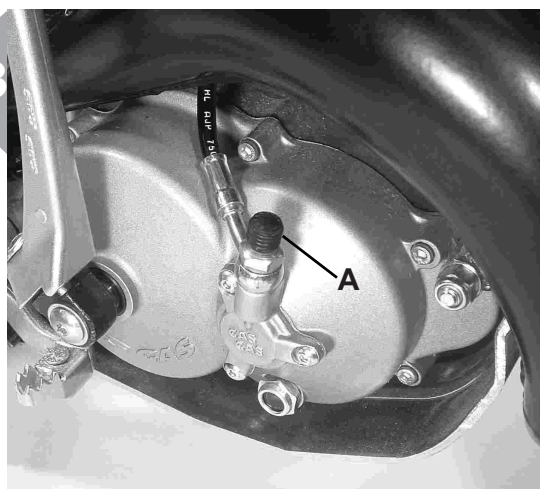
- Position the lever so that the tank cover is horizontal.
- The level is correct if it falls within the upper half of the transparent window.

**Warning:** Use the recommended oil. See Quick Guide to Maintenance, page 8.



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### Clutch system - Bleeding

If the system has been dismantled for repair, or if faults are detected in the clutch system, the air in the hydraulic circuit can be removed using the bleeder **A**. Once the air has been removed from the system, replace the rubber cap on the bleeder to prevent dirt from entering the system.

**Warning:** Do not pour used oil down the drain.



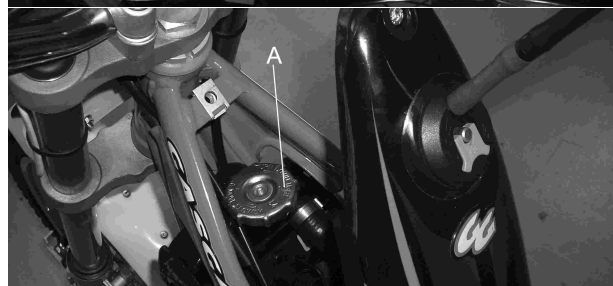
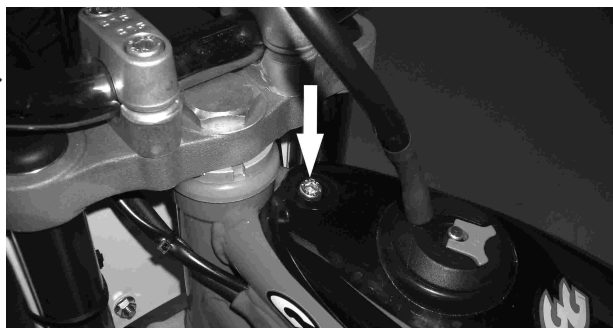
### Coolant system – Checking/topping up

To reach the radiator cap, proceed

as follows:

- Undo the bolts shown by the arrow and remove the fuel tank cover and the rear seat unit.
- Carefully lift and remove the fuel tank. Warning: If the motorcycle has just been used, wait a few minutes before opening the radiator cap. Risk of burns!
- Turn cap **A** in an anti-clockwise direction until it is loosened.
- Wait a few seconds, then push the cap downwards, finish the turn in the same direction and remove the cap.
- The level of coolant should be at the lower edge of the filler neck of the radiator, below the position of the cap seal. If this is not the case, top up with coolant.

Warning: Only use coolant suited to light-alloy engines, with antifreeze protection of up to -30 °C.



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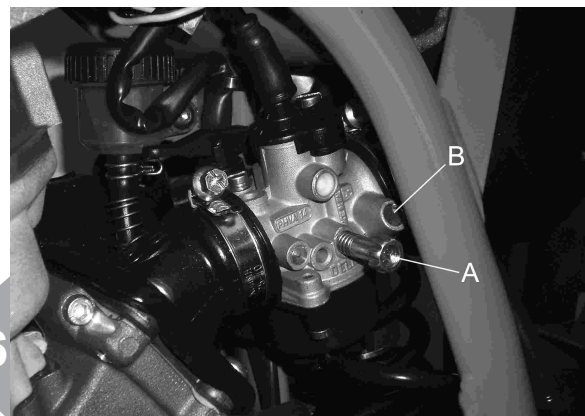
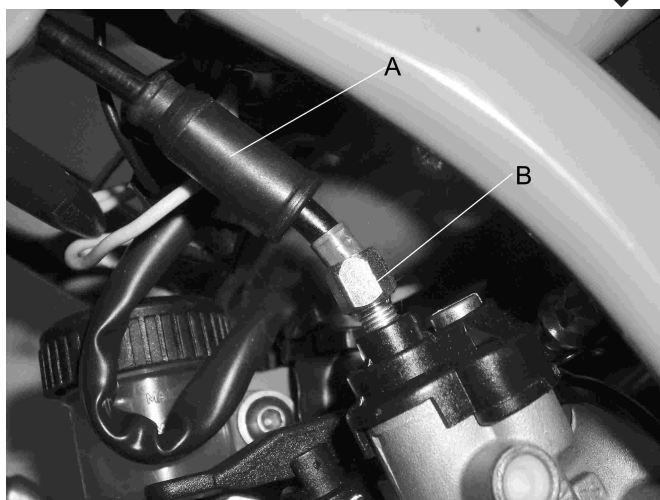


### Carburettor - Adjusting throttle cable

The throttle lever cable should have a free play of between 2 to 3 mm.

If necessary, adjust as described.

- Raise the dust guard **A** on the throttle lever cable.
- Turning the threaded terminal **B** to the right increases the play of the cable, and turning it to the left reduces the play.



### Carburettor – Adjusting the idle speed

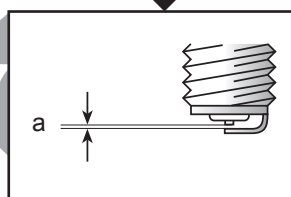
The carburettor has an idle adjusting screw **A**, which acts on the opening of the carburettor throttle curtain, and an air adjusting screw for the low system **B**, which controls the proportion of air in the air/fuel mixture.



### Spark plugs - Inspecting

The electrode separation is from a: 0.6 to 0.7 mm.

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### Air Filter - Cleaning

A clean air filter not only improves engine performance but also prolongs its useful life. It should therefore be cleaned regularly.

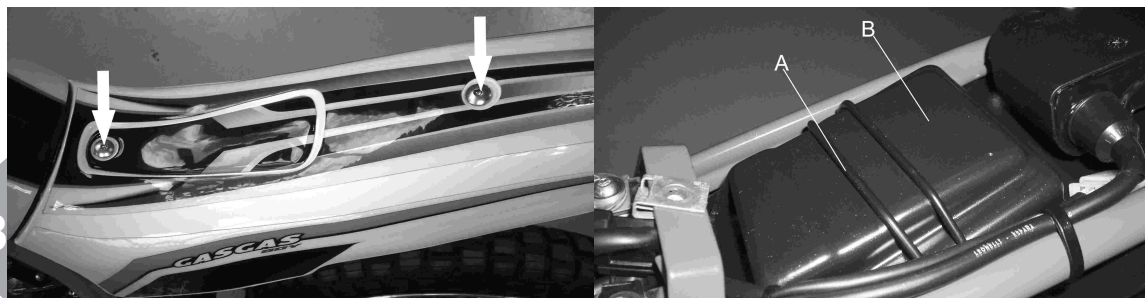
To reach the air filter, proceed as follows:

- Undo the bolts shown by the arrows, and remove the rear seat unit.
- Using a screwdriver or similar, remove the elastic band **A** from the bolt holding it.
- Remove cover **B** from the filter box.
- Remove filter.

Wash the filter in warm water and soap and, once dry, grease with special filter oil.

- Remount the parts in reverse order.

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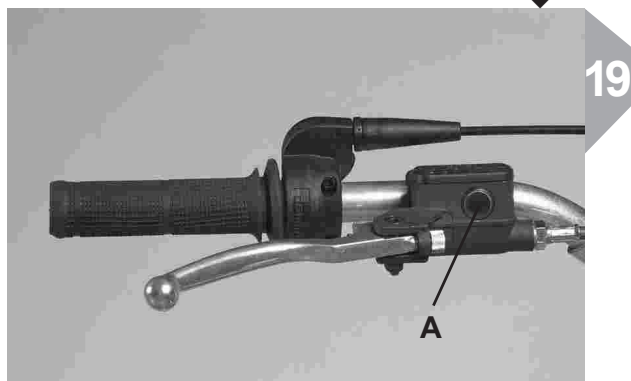






### Front brake fluid - Checking

The level is correct if it falls within the upper half of the transparent window **A**. If not, top up with a recommended brake fluid.



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### Rear brake fluid - Checking

The level is correct if it falls within the min and max marks on the tank. If the level is below the min. mark, top up with the recommended brake fluid.



### Clutch lever - Adjusting

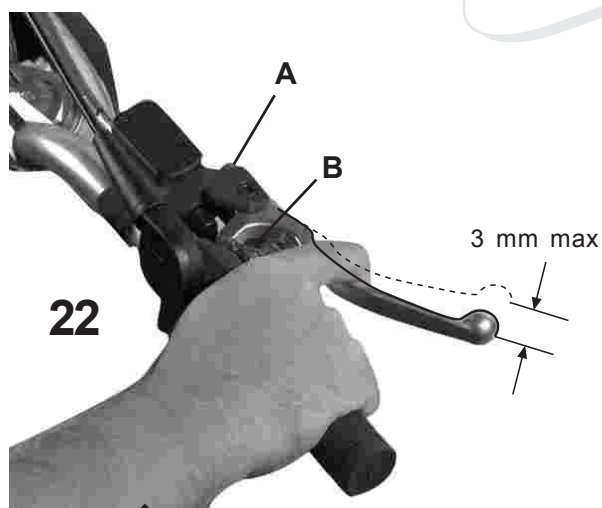
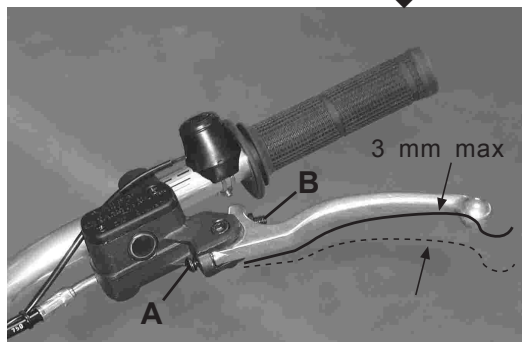
The clutch lever should have a maximum play of 3 mm.

To adjust, proceed as follows:

- Adjust the maximum turn of the lever using bolt **A**, to suit the driver.
- Adjust the play of the lever using bolt **B**.

#### Warning:

Maintain the clutch lever with the play shown, otherwise the performance and useful life of the clutch may be adversely affected.



### Front brake lever - Adjusting

The front brake lever should have a maximum play of 3 mm.

To adjust, proceed as follows:

- Adjust the maximum turn of the lever using bolt **A**, to suit the driver.
- Adjust the play of the lever using bolt **B**.



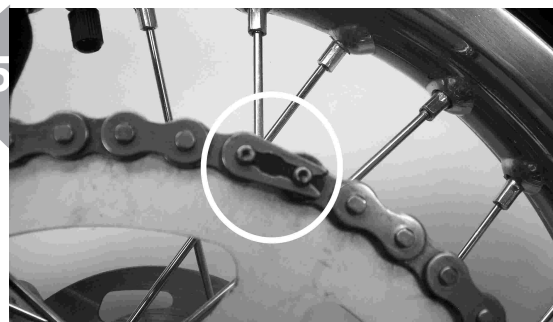
### Rear wheel – Centre alignment

The rear axle has easily graduated eccentrics for this operation.  
To ensure perfect wheel alignment, make sure that the marks of both eccentrics are in the same position on both sides.



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### Master link - Checking

The master link of the chain has an elastic locking clip.  
As shown in the photo, place the closed part of the clip in the direction of the chain rotation.



### Chain slack - Checking

Adjust chain tension with the eccentrics so that the slack in the tensed zone is 1.5 cm.



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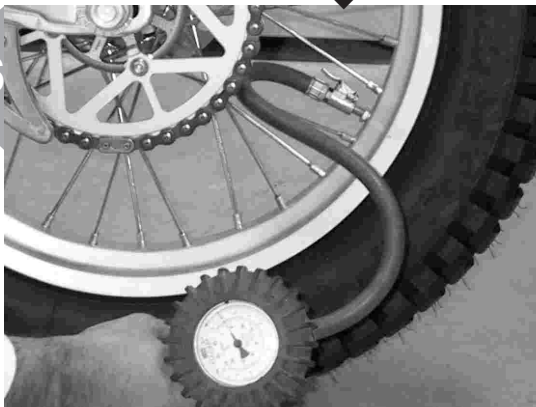
**Tyre pressures - Check**

Check tyre pressures  
order to obtain the holding possible.

Front tyre pressure:  
0.450 bar - standard  
0.420 bar - competition

Rear tyre pressure:  
0.350 bar - standard  
0.300 bar - competition

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**Brake pads - Checking**

The brake pads, both front and rear,  
should be checked for wear  
periodically,  
in order to enable you to brake effectively  
in any situation.  
Replace if the thickness of the friction material  
of the pads reaches 1 mm.

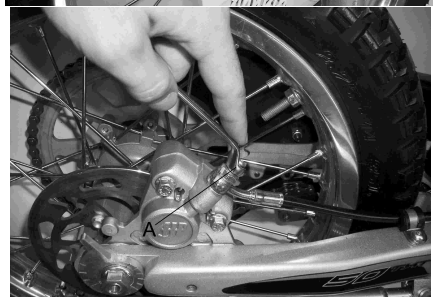


### Brake circuit - Bleeding

If the system has been dismantled for repair, or if faults are detected in the brake system, the air in the hydraulic circuit can be removed the bleeders **A**. Once the air has been removed from the system, replace the rubber cap on the bleeder to prevent dirt from entering the system.



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### Front fork – Oil level

Each of the suspension rods is filled with 310 cm<sup>3</sup> of SAE 5 oil.



**Lubrication**

Clean and lubricate frequently with oil:

- The joints of the clutch and front brake levers.

**Lubrication**

Clean and lubricate frequently with oil:

- The joint and spring of the foot pegs.





**Lubrication**

Clean and lubricate frequently with oil:

- The secondary chain.



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**Lubrication**

Clean and lubricate frequently with oil:

- The joint of the kick-start pedal.



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### Lubrication

Clean and lubricate frequently with oil:

- The axle of the secondary chain tensor.



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### Identification

The serial number of the motorcycle is engraved on the steering stem. This number should match that which appears in the accompanying documents.

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### Lubrication

Clean and lubricate frequently with oil:

- The throttle lever, especially after washing the motorcycle with high pressure hoses.



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## **WARRANTY TERMS AND CONDITIONS**

(According to Law decree 23/2003 on the 10th of July, covering Warranties on Consumer Item Sales)

Warranty terms of the manufacturer GAS GAS Motos, S.A.

The company GAS GAS MOTOS, S.A. (GG), with this present document guarantees the consumer, the purchaser of a vehicle manufactured by GG, that both the materials and the manufacturing are free of defects in accordance with the highest standards of quality. Consequently, GG with this document guarantees the consumer (hereafter referred to as the "purchaser"), in accordance with the conditions set out below, the repair, free of charge, of any defect in materials or that might result from faulty manufacture that is detected in a new motorcycle within the period covered by this Warranty and with no limit on the number of kilometres covered or hours of use.

### **Warranty Period**

The period covered by this Warranty will begin on the day of delivery of the vehicle to the purchaser by a GG authorised dealer, or in the case of demonstration models, on the date in which the vehicle is used for the first time. The seller will be responsible for any unwarranted faults that become apparent within the period established in the Law decree 23/2003 on the 10th of July covering Warranties on Consumer Goods Sold from the time of delivery and in accordance with the Directive 1999/44/EC for other members of the European Community. For countries outside the European Community, the Warranty Period will be determined by the existing regulations in those countries. Nevertheless, should the fault appear during the first six months after the delivery of the motorcycle, it will be presumed that the said fault existed at the time of delivery; from the end of the sixth month onwards, the purchaser must demonstrate that the unwarranted fault existed at the moment of delivery. During the first six months subsequent to the delivery of the repaired vehicle, the seller will be responsible for any unwarranted faults arising out of the repair.

Any defects detected in the product must be brought to the attention of a GG authorised dealer within the Warranty Period. If the last day of this period is a Sunday or an official holiday, the Warranty period will be extended such that the last day of the period covered will be the first working day after the Sunday or official holiday.

**Those claims under Warranty for defects not brought to the attention of a GG authorised dealer before the end of the Warranty Period will be excluded.**

### **Obligation of the purchaser**

GG will have the right to reject any claims under Warranty in the event that:

- a) the purchaser has failed to submit the vehicle to any of the inspections and/or maintenance work required in the Users' Manual, or has exceeded the date set for such inspections or maintenance work. Also excluded from guarantee are those faults that appeared prior to the dates established for an inspection or maintenance work where the latter was not carried out, or was carried out later than the date established.
- b) an inspection, maintenance or repair has been performed on the vehicle by third parties not recognised or authorised by GG.
- c) any maintenance or repair has been carried out on the vehicle that violates the technical requirements, specifications and/or instructions indicated by the manufacturer.
- d) spare parts whose use has not been authorised by GG have been used during the course of maintenance work or repairs to the vehicle, or in the event that the vehicle has been used with fuels, lubricants or other liquids (including, amongst others, cleaning products) that have not been expressly mentioned in the specifications set out in the User's Manual.
- e) the vehicle has been altered or modified in any way or fitted with components other than those expressly authorised by GG as accepted components of the vehicle.
- f) the vehicle has been stored or transported in a way that is not in accordance to the corresponding technical requirements.
- g) the vehicle has been used for special purposes other than ordinary use, such as competition, races or record breaking attempts.
- h) the vehicle has been directly or indirectly damaged as a result of a fall or an accident.

### **Warranty exclusions**

The following items are not covered by this Warranty:

- a) worn parts, including, without any limitation, spark plugs, batteries, petrol filters, oil filter elements, (secondary) chains, engine output pinions, rear sprockets, air filters, brake discs, brake pads, clutch plates and discs, bulbs, fuses, carbon brushes, footrest rubbers, tyres, inner tubes, cables and other rubber components
- b) lubricants (for example, oil, grease, etc.) and working fluids (for example, battery liquid, coolant, etc.)
- c) inspection, adjustments and other maintenance tasks, as well as all kinds of cleaning work
- d) damage to the paint-work and consequent corrosion due to external causes, such as stones, salt, industrial fumes and other environmental impact, or inadequate cleaning with inappropriate products
- e) any damages caused as a result of the defects, as well as any expenses incurred either directly or indirectly as a

consequence of the defects (for example, communication costs, accommodation expenses, car hire costs, public transport costs, breakdown truck fees, courier costs, etc.), as well as other financial losses (for example, those caused by the loss of the use of the vehicle, loss of income, time lost, etc.)

f) any acoustic or aesthetic phenomenon that does not significantly affect the condition or use of the motorcycle (for example, small or hidden imperfections, noise or vibrations that are normal in use, etc.)

g) phenomena that are the result of the ageing of the vehicle (for example, discolouring of painted or metallic coated surfaces).

## **Various**

1.- GG shall have the prerogative to decide, at its own discretion, whether to repair or replace defective parts. Where parts are replaced, ownership of the parts removed shall pass to GG without any other consideration. The GG authorised dealer, to whom the making good of the defects has been entrusted, is not authorised to make any declarations that are binding on GG.

2.- In case of doubt regarding the existence of a defect, or a visual or material inspection is required, GG reserves the right to demand the return of the parts which are the object of a claim under Warranty, or to arrange an inspection of the defect by an expert from GG. Any additional obligations arising out of guarantees on parts replaced free of charge, or any other service rendered free of charge, are excluded from the effects of this present warranty. The Warranty on parts replaced within the Warranty Period will end at the expiry date for the Warranty Period of the product concerned.

3.- Should it prove to be the case that a defect can not be repaired, the purchaser guaranteed shall have the right to the cancellation of the contract (payment of compensation) or a partial refund of the purchase price (discount), instead of repairing the motorcycle.

4.- Any claims against Warranty by the purchaser under the terms of the sale contract with the corresponding authorised dealer shall not be affected by the terms of this present Warranty. Neither will this present Warranty affect those additional contractual rights acquired by the purchaser under the general commercial terms and conditions of the authorised dealer. However, such additional rights may only be exercised through claims against the authorised dealer.

5.- Should the purchaser resell the product within the Warranty Period, the duration and conditions of the present Warranty will remain unaltered, in such a way as that the rights to make claims under the present Warranty in accordance with the terms and conditions set out in this present document shall be transferred to the new owner of the motorcycle.