



GASGAS ENDURO & MOTOCROSS



2024

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GASGAS



SPICE IT UP!

SPICEY



SPICE IT UP!

Spice it up. What do we mean by that exactly? Well, honestly, it's pretty much what we've done across the board... Not limiting ourselves to releasing an all-new generation of enduro and motocross bikes, but we've overhauled our Technical Accessories and Apparel too so you can ride in style from sun up to sun down. Variety is the spice of life and with GASGAS, you've plenty of bikes, parts, and gear to choose from.

ENDURO



MORE ROCK 'N'
MORE ROLL

It's time to rock 'n' roll. Already well known the world over for their proven offroad capabilities, the 2024 enduro models mark the start of an exciting new era for offroad riding. Beneath the updated and vibrant red bodywork there are new frames, subframes, motors, brakes, as well as a sprinkling of electronical wizardry to make sure each and every model levels up your riding experience. Break free and dare to be different with the all-new, and all-awesome GASGAS enduro bikes.



BIKE OVERVIEW

Enduro is meant to be fun, right? It doesn't matter if you're just starting out or chasing championships, it's all about the good times in the dirt and with the new generation of GASGAS Enduro bikes, there's a model for everyone. From our trusty 2-strokes that really excel on technical terrain through to the thumping 4-strokes that make long days in the saddle fly by, the future of enduro has arrived, and it's looking very, very red.



EC 250



EC 300



EC 250F



EC 350F



EC 450F



EC 500F

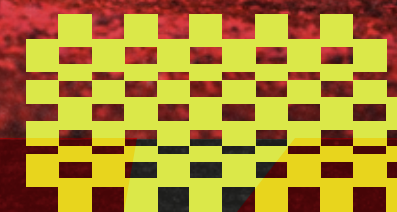
GASGAS

LOOK



**ALL RED &
ALL-NEW!**

Unquestionably vibrant, the all-new, all-red bodywork serves two purposes - it brings in a fresh look and features larger contact points, which makes it easier to grip the bike with your legs. And to make sure you stay in the right place at all times, the red gripper seat cover keeps you locked in place when you get on the gas.



LOOK

CHASSIS



FRAME

Great before, even better now! For our new generation bikes our engineers simply focused on refining the frames to make them even better. Ensuring the straight-line stability and playful handling wasn't lost, they reworked the wall thickness to help with absorbing energy. Then they improved the anti-squat behaviour to keep the rear of the bike a little higher, for improved comfort when exiting corners. As always, the frames are finished with a vibrant red powder coating and a set of grippy guards, which protect them from boot wear.

SUBFRAME

Strong and light at just 1,200 grams, the new aluminum subframe helps to centralize mass, which plays a huge part in making the GASGAS enduro range maintain its playful and agile handling for 2024.

SWINGARM

Lighter, slightly stiffer, and cast from one piece of aluminum, the swingarm is revised for 2024 to further enhance overall handling. A stronger chain guide is designed with a rounder profile so when you're negotiating gnarly ruts you can easily maintain momentum. Completing the swingarm revisions are clear chain adjustment markings and a 22mm rear wheel axle.

SUSPENSION



FORK

The tried and tested WP XPLOR Open Cartridge forks remain but for 2024, they've been updated with new settings to further improve performance. There are longer fork legs too which balances the bike out a little more with the rebound and compression clickers easily adjustable by hand.

REAR LINKAGE

We fit a rear suspension linkage to every GASGAS Enduro bike. Why? To work as one with the WP shock to soak up the smaller, choppy bumps for maximum comfort and stability. And it also helps to take the sting out of harder hits, too. That's why!

TRIPLE CLAMPS

Keeping things stable up front while offering a calculated amount of flex for precise cornering agility, the new triple clamps certainly enhance the riding experience. By lining up the fork legs perfectly, the clamps make the fork action even smoother, which leads to confidence inspiring handling. There are new bar mounts, too, which feature a larger surface area against the 'bars. So, if you do crash, things are less likely to get twisted up!

SHOCK

There's no trail too rough for our new WP XACT rear shock! Lighter and shorter for 2024, yet still offering 300mm of travel, overall handling is uncompromised. But it's inside where the magic's really happened. Thanks to differently sized flow holes in the shims, oil flows more freely for a much more supple action while a new piston keeps the shock higher in the stroke for improved initial comfort. The shock is fully adjustable by hand as well, which means whenever you come to a standstill, setting changes can be made quickly and easily. If you need to, of course...

ENGINE

THROTTLE BODY

4-STROKE

Across all of our 4-stroke enduro models, a 42mm Keihin throttle body connects directly to the throttle cable without using a linkage as it guarantees a more instant response from the motor.

2-STROKE

For 2024, our 2-stroke motors are fuelled using Throttle Body Injection - a 39mm Keihin throttle body, to be precise - which works together with the ECU to deliver the perfect mix of fuel and air. The end result? Crisp, clean running motors that create smooth, strong power.

CYLINDER HEAD

4-STROKE

It's safe to say there's a lot going on inside a 4-stroke cylinder head! On both the EC 250F and EC 350F, they're completely new for 2024 with Diamond-like Carbon coated finger followers improving durability, and titanium exhaust valves improving performance. The cylinder head on the EC 450F and EC 500F doesn't go untouched either and is now lighter, more compact, and complete with revised intake ports to boost horsepower.

2-STROKE

Increasing compression and ported specifically for enduro riding, the new cylinder head helps to create a broad spread of usable power.

CYLINDER

4-STROKE

The forged, bridged-box-type CP piston and the cylinder on each bike are professionally engineered from high quality aluminum to create outstanding power without sacrificing reliability.

2-STROKE

Bringing in Throttle Body Injection for the EC 250 and EC 300 is an exciting update for 2024. With this technology the new electronic exhaust control opens the main exhaust port before the lateral exhaust port opens, ensuring a much more linear and predictable power delivery.

CRANKSHAFT

4-STROKE

Specifically positioned inside each 4-stroke motor, the crankshaft helps centralize oscillating masses for super easy handling. A plain big end bearing with force-fitted bearing shells increase service intervals, ensuring durability and the best possible performance. Plain big end bearings with force-fitted bearing shells ensure long service intervals!

2-STROKE

Engineered to be just the right weight to create a lively response from the motor without sacrificing torque, the crankshaft inside both 2-stroke models is perfectly balanced. This means less vibration from the motor, which is reduced even further thanks to the counter balancer shaft. The end result is less fatigue and therefore, more comfort. This means you can ride for longer, exactly what you want when it comes to enduro.

ENGINE



CRANKCASE

Strong and light. Just what you want from a set of crankcases! Engineered to be thin and made using a high-pressure die casting process, the crankcases position all the major components inside the motor to centralize mass, which helps to ensure that each and every bike offers playful handling.

GEARBOX

In enduro, bikes need to change gear smoothly and precisely, which is why each GASGAS features a 6-speed transmission made by PANKL Racing Systems. In all our new Enduro models, a sensor engages a specific engine map for each gear, delivering the best possible power in every situation. And to make sure you never miss a shift, the new gear lever prevents dirt from building up around the tip.

CLUTCH

The Braktec hydraulic clutch system we fit to all GASGAS enduro bikes provides even wear, near maintenance-free operation, and perfect action - even in the toughest of enduro conditions. It's also extremely light, which means less fatigue, especially through technical sections. Free play is constantly adjusted to ensure the biting point never changes, and for 2024 there's a redesigned lever for a little bit more comfort.

EXHAUST SYTEM

Low in weight, high on power output! Designed to be compact and fit neatly around the motor to prevent it from getting damaged, the header pipe connects to a short aluminum silencer, which keeps noise levels well within the FIM's regulations. What's not to love?

ELECTRONICS



EMS [ENGINE MANAGEMENT SYSTEM]

Making sure every GASGAS enduro bike performs absolutely perfectly, the Engine Management System keeps things running smoothly! By constantly optimising what the motor is doing at all times, you can focus on the trail ahead. After all, that's what enduro is all about, right? Plus, as crashes are part and parcel of riding offroad, there's a new rollover sensor, which stops the motor if the bike goes upside down!

OCU [OFFROAD CONTROL UNIT]

Simplifying everything electrical, the new Offroad Control Unit replaces almost all the previous school relays and fuses. You'll find the OCU under the seat to keep it safe and sound. In the unlikely event that an electrical component on the bike registers a problem, a corresponding LED changes from green to red. This way, you can quickly diagnose the issue, get it sorted, then get back to riding!

MAP SELECT SWITCH

(available as Technical Accessory)

Customize the power delivery to suit your style or the conditions with the Map Select Switch. Simply choose between either the stock setting, or the second map setting which is best engaged for harder going, like sand or deep mud. On the switch you'll also be able to activate **traction control**, which is perfect for slippery terrain. The **quickshifter** ensures super-smooth upshifts, even when the bike's under heavy load.

PARTS

HANDLEBAR

There's a super comfortable set-up when it comes to the handlebars, with grips to suit most riders. Medium compound, lockon ODI grips are fitted to tapered 'bars, which are installed into new bar mounts designed to prevent twisting in a crash. Topping things off, a bigger bar pad cushions impacts should things get a little wild!

GRIPS & THROTTLE ASSEMBLY

By using different cams (available as a Technical Accessory) it's easy to alter the throttle progression for a personalized feel. There's also a new, stronger throttle housing that's more impact resistant for improved durability.

BRAKES

Ride fast, brake late! We know most riders love to push the limits, which is precisely why high performance BRAKTEC calipers and disks are fitted front and rear. Up front there's a new 260mm front disk with a 220mm disk at the rear. Rest assured; these brakes are as good as they come.

WHEELS & TIRES

Built to take a beating, our wheels are ready to play rough. No matter how heavy the landing or how rough the track is, the silver, CNC machined hubs, lightweight spokes, and high-strength EXCEL rims deliver maximum strength for complete peace of mind. One of the only components carried over from the outgoing generation of GASGAS enduro bikes are the Maxxis MaxxEnduro tires. Why? Because they're awesome on a wide variety of terrain and superdurable too.

HEADLIGHT

Light up the trail with the new and much brighter headlight! Designed so that the headlight and mask are two separate parts, it's easy to remove and replace either component should they get damaged thanks to the quick release system. Amazingly, when compared to the old headlight, the output of the new version is increased by 300%!

FUEL TANK

The all-new fuel tanks hold nine liters of fuel but remain just as slim as the old generation. Made from transparent polythene, riders can easily see how much fuel is inside the tank with a threaded filler cap providing a secure and reliable seal. With an integrated fuel pump allowing the tank to be emptied further before refuelling is needed, long rides sure aren't a problem!

AIRBOX & AIRFILTER

No tools, no nonsense. Changing an air filter on a GASGAS enduro bike couldn't be easier. Simply whip off the side cover, release the tab, and the air filter is released. Remove the dirty filter from the cage, install a clean, oiled one, and re-install on the bike using the fail-proof mounting system. Fit the side cover and that's it, job done!

E-START

With an electric starter fitted, all GASGAS enduro bikes start super easily, every single time you hit that start button. Using a Li-Ion battery, which weighs approx. 1 kg less than a conventional lead battery, our bikes offer the convenience of electric starting while also keeping overall bike weight to a minimum. Additionally, the engine stop button is in the same switch with the start button to free up some space on the handlebars.

EXHAUST

Delivering enduro specific power as well as being competition-compliant, all our exhausts are designed and built to meet FIM sound regulations! Our header pipes are super strong and offer optimal geometry, performance, and ground clearance, which makes them less susceptible to damage. The aluminum mufflers also feature an advanced internal construction for excellent noise damping and weight saving.

FOOTPEGS

Bigger is better when it comes to footpegs, which is why on the new models, there's a bigger platform for better control. Plus, thanks to a new mounting design, they're further inward on the frame, which makes them less prone to catching deep ruts.



TECHNICAL DETAILS

ENDURO

ENGINE	EC 250	EC 300	EC 250F	EC 350F	EC 450F	EC 500F
ENGINE TYPE	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	249 cc	293.15 cc	249.92 cc	349.7 cc	449.9 cc	510.9 cc
BORE / STROKE	66.4/72 mm	72/72 mm	81 / 48.5 mm	88 / 57.5 mm	95 / 63.4 mm	95 / 72 mm
COMPRESSION RATIO	-	-	14.4:1	13.7:1	12.75:1	12.75:1
STARTER/BATTERY	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah
TRANSMISSION	6 gears	6 gears	6 gears	6 gears	6 gears	6 gears
FUEL SYSTEM	Keihin EFI, throttle body 39 mm	Keihin EFI, throttle body 39 mm	Keihin EFI, throttle body 42 mm	Keihin EFI, throttle body 42 mm	Keihin EFI, throttle body 42 mm	Keihin EFI, throttle body 42 mm
CONTROL	Electronic Exhaust Control	Electronic Exhaust Control	4 V / DOHC with finger followers	4 V / DOHC with finger followers	4 V / OHC with rocker arms	4 V / OHC with rocker arms
LUBRICATION	Electronically regulated oil pump	Electronically regulated oil pump	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
GEAR RATIOS	13:33 16:30 18:26 22:26 23:23 26:22	13:33 16:30 18:26 22:26 23:23 26:22	13:33 16:30 18:26 22:26 23:23 26:22	13:33 16:30 18:26 22:26 23:23 26:22	13:33 16:30 18:26 22:26 23:23 26:22	13:33 16:30 18:26 22:26 23:23 26:22
PRIMARY RATIO	26:72	26:72	24:72	24:72	29:72	29:72
FINAL DRIVE	13:45	13:45	13:52	13:46	13:52	13:50
COOLING	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc DDS clutch, BRAKTEC hydraulics	Wet multi-disc DDS clutch, BRAKTEC hydraulics	Wet multi-disc DDS clutch, BRAKTEC hydraulics	Wet multi-disc DDS clutch, BRAKTEC hydraulics	Wet multi-disc DDS clutch, BRAKTEC hydraulics	Wet multi-disc DDS clutch, BRAKTEC hydraulics
IGNITION / ENGINE MANAGEMENT	Vitesco Technologies EMS	Vitesco Technologies EMS	Keihin EMS	Keihin EMS	Keihin EMS	Keihin EMS

CHASSIS						
FRAME	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel
SUBFRAME	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum
HANDLEBAR	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm
FRONT SUSPENSION	WP XPLOR-USD (Open Cartridge), Ø 48 mm	WP XPLOR-USD (Open Cartridge), Ø 48 mm	WP XPLOR-USD (Open Cartridge), Ø 48 mm	WP XPLOR-USD (Open Cartridge), Ø 48 mm	WP XPLOR-USD (Open Cartridge), Ø 48 mm	WP XPLOR-USD (Open Cartridge), Ø 48 mm
REAR SUSPENSION	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage
SUSPENSION TRAVEL FRONT / REAR	300 mm / 300 mm	300 mm / 300 mm	300 mm / 300 mm	300 mm / 300 mm	300 mm / 300 mm	300 mm / 300 mm
FRONT / REAR BRAKES	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec
FRONT / REAR RIMS	1.60 × 21" / 2.15 × 18" Excel	1.60 × 21" / 2.15 × 18" Excel	1.60 × 21" / 2.15 × 18" Excel	1.60 × 21" / 2.15 × 18" Excel	1.60 × 21" / 2.15 × 18" Excel	1.60 × 21" / 2.15 × 18" Excel
FRONT / REAR TIRES	90/90-21" Maxxis MaxxEnduro; 140/80-18" Maxxis MaxxEnduro	90/90-21" Maxxis MaxxEnduro; 140/80-18" Maxxis MaxxEnduro	90/90-21" Maxxis MaxxEnduro; 140/80-18" Maxxis MaxxEnduro	90/90-21" Maxxis MaxxEnduro; 140/80-18" Maxxis MaxxEnduro	90/90-21" Maxxis MaxxEnduro; 140/80-18" Maxxis MaxxEnduro	90/90-21" Maxxis MaxxEnduro; 140/80-18" Maxxis MaxxEnduro
CHAIN	520, X Ring	520, X Ring	520, X Ring	520, X Ring	520, X Ring	520, X Ring
SILENCER	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum
STEERING HEAD ANGLE	63.9°	63.9°	63.9°	63.9°	63.9°	63.9°
TRIPLE CLAMP OFFSET	22 mm	22 mm	22 mm	22 mm	22 mm	22 mm
WHEEL BASE	1,489 ± 10 mm	1,489 ± 10 mm	1,489 ± 10 mm	1,489 ± 10 mm	1,489 ± 10 mm	1,489 ± 10 mm
GROUND CLEARANCE	354 mm	354 mm	343 mm	343 mm	343 mm	343 mm
SEAT HEIGHT	956 mm	956 mm	956 mm	956 mm	956 mm	956 mm
TANK CAPACITY, APPROX.	9.0 l	9.0 l	9.0 l	9.0 l	9.0 l	9.0 l
COMPETITION WEIGHT: (WITHOUT FUEL)	107.6 kg	107.6 kg	109.5 kg	110.2 kg	110.7 kg	111.7 kg

MOTOCROSS



TURN UP THE HEAT!

Oh yeah, GASGAS is turning up the heat for 2024 with an all-new, and all red line-up of motocross bikes! Definitely the hotter red when it comes to on-track performance, the latest generation boasts new bodywork, frames, subframes, motors, brakes, subframes, and so much more! In fact, it might be easier to list what's not new, which is pretty much the wheels and tires. Power up for 2024 and ride in style with the all-new GASGAS dirt bikes.



BIKE OVERVIEW

Whether you race 'em or ride 'em, it doesn't really matter. The new GASGAS Motocross bikes deliver incredible performance and guarantee good times in the dirt. Making sure there's a GASGAS for everyone, our range starts with our small capacity two-stroke shredder, the MC 125, through to our MXGP and AMA Supercross racewinning MC 450F four-stroke.



MC 125



MC 250



MC 250F

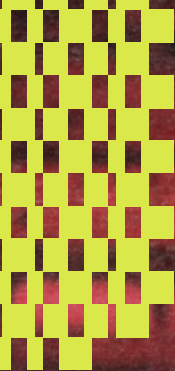


MC 350F



MC 450F

GASGAS



LOOK



LOOK

ALL RED & ALL-NEW!

Fully redesigned from front to back, the sleek bodywork is incredibly ergonomic with larger contact surfaces and an improved rider triangle further enhancing control. The rad shrouds are shaped to help you grip the bike more as you get on the gas with a super grippy seat cover keeping you firmly planted in place.

CHASSIS



FRAME

A new generation bike is nothing without a new frame, right? Taking the best traits from the old frame, which if you didn't know combined razor-sharp cornering with confidence-inspiring straight line stability, our engineering wizards have made it even better! They've improved the anti-squat behavior for maximum traction when exiting corners. Throughout the frame, the wall thickness has been revised in certain areas to improve rider feedback and energy absorption. The frame is finished with a red powder coating and grippy guards to prevent wear, which provide a little extra grip for your boots too.

SUBFRAME

The all-aluminium subframe is light, strong, and works as one with the new frame by helping to centralize mass and contributing massively to the bike's outstanding handling characteristics.

SWINGARM

Cast from one piece of aluminum, lower in weight than the old one, and slightly stiffer, the swingarm on this GASGAS is as good as it gets! There's also a much more durable chain slider with the guide much more rounded to prevent catching the ground as you lay the bike over through deeply rutted turns. The swingarm is complete with a new 22mm rear wheel axle to complement the refined flex characteristics of the entire chassis. Clear chain adjustment markings ensure quick and easy maintenance.



SUSPENSION



FORK

Every full size GASGAS motocross model is equipped with improved 48mm WP XACT AER forks for 2024. Easily adjustable by hand on the outside, on the inside, there are revised settings which are refined to work with the new frame. Progressive fork action is retained thanks to the capsulated air spring and pressurized oil chamber while a new hydrostop takes the sting out of heavy landings and helps to maintain forward momentum.

TRIPLE CLAMPS

New, forged aluminum triple clamps offer just the right amount of calculated flex thanks to a more forgiving steering stem. The triple clamps align the fork tubes perfectly for a smoother action, which improves front wheel feedback and leads to predictable handling on any track and any terrain. There are also new, adjustable bar mounts with a slightly larger contact area against the handlebars so if you were to crash, there's less chance of twisting the bars. A glass bead blasted finish means the triple clamps always look as good as new, too.

SHOCK

Soaking up the bumps with ease, the redesigned WP XACT rear shock is shorter and lighter than the old version but still offers 300mm of travel. Inside there's been some technical changes with a new piston improving initial comfort and helping to stay up a little higher in the stroke, especially when under hard acceleration. And just like the WP forks, the WP shock is adjustable by hand so it's quick and easy to dial things in should you need to.

PRELOAD ADJUSTER

Set the sag on any GASGAS dirt bike in seconds with our cleverly designed preload adjuster. Easy to access for fast set-up changes, you'll also enjoy the added time saving of being able to swap the spring, if you need to, without disassembling the shock.

ENGINE

THROTTLE BODY

4-STROKE

The 4-stroke models use a 44mm Keihin throttle body with its injector positioned to deliver the most efficient flow of fuel into the combustion chamber. But the thing that's most important to all riders and racers is the fact that the direct cable mounting system ensures an instant throttle response.

2-STROKE

For 2024, our 2-stroke motors are fuelled using Throttle Body Injection - a 39mm Keihin throttle body, to be precise - which works together with the ECU to deliver the perfect mix of fuel and air. The end result? Crisp, clean running motors that create smooth, strong power.

CYLINDER HEAD

4-STROKE

There's a lot packed into our cylinder heads! Designed to simply deliver the best performance possible, the MC 250F and MC 350F have larger titanium exhaust valves and Diamond-like Carbon coated finger followers which allows you to twist the throttle to your heart's content! The cylinder head on the MC 450F is now lighter and more compact with revised intake ports boosting horsepower.

2-STROKE

The new 2-stroke cylinder heads are significantly improved in many details and in the overall quality. The Motocross specific cylinder timing and porting results in a high compression ratio for this full breed race bikes. There's also a clear 'front' marking so that there's much less risk of incorrect installation during maintenance.

CYLINDER

4-STROKE

Performing an important role in delivering the best performance possible to make each four-stroke so much fun to ride, both the cylinder and forged bridged-box-type CP pistons are professionally engineered from high strength aluminum.

2-STROKE

One of the biggest changes for 2024 is the introduction of EFI on the MC 125 and MC 250. And with this new tech, the traditional 2-stroke power valve is replaced with an innovative electronic exhaust control system. Now, the lateral and main exhaust ports can be controlled and opened independently from each other for a tailor-made power delivery.

CRANKSHAFT

4-STROKE

The crankshaft inside each motor is key to delivering great traction and enhanced rideability, as well as also helping give each bike its agile handling. Offering long service intervals, a plain big end bearing comprising two force-fitted bearing shells to ensure maximum reliability and durability.

2-STROKE

The magic at the heart of the motor and its low weight means one thing - it builds revs fast! It's also perfectly balanced for minimal vibration and positioned to have the least amount of effect on overall handling.

CRANKCASE

Making sure overall weight is kept to a minimum, the thin and strong crankcases are made using a high-pressure die cast process. Inside, the motor internals are positioned to centralize mass, which leads to next level rideability.

ENGINE

CLUTCH

2-STROKE

The MC 125 is equipped with a Diaphragm Steel (DS) clutch while inside the MC 250 motor you'll find a Damped Diaphragm Steel (DDS) clutch. Both are robust, super reliable, and contribute to the compact design of each engine. Both clutches feature a single diaphragm steel pressure plate instead of traditional coil springs and are housed inside a CNC machined steel basket.

4-STROKE

The MC 250F and MC 350F also feature a Diaphragm Steel (DS) clutch while the MC 450F has a Damped Diaphragm Steel (DDS) version. Just like the two-strokes, the DDS clutch is robust, super reliable, and contributes to the compact design of each engine with a single diaphragm steel pressure plate used instead of traditional coil springs. All models are built with a CNC machined steel basket for superior longevity.

GEARBOX

All models have transmissions made by PANKL Racing Systems, so you just know they're going to shift smoothly and be super reliable. All models take transmission tech to new levels by engaging a specific engine map best-suited to each and every gear, which means you'll enjoy the best possible power delivery all around the race track. All bikes benefit from a new gear lever design, which is particularly effective when the ruts get deep and the dirt gets sticky!

EXHAUST SYSTEM

4-STROKE

Put simply, the four-stroke exhaust systems are designed to deliver the very best performance at the lowest possible weight! Wrapping neatly around the motor, the two-piece header pipe feeds into a short and compact aluminum silencer, which keeps the sound levels well within the FIM regulations.

2-STROKE

Designed and developed to be slim using an innovative manufacturing process, the two-stroke exhaust system complies with FIM sound regulations, looks awesome, and most importantly, delivers the very best performance! The header pipe is shaped for maximum ground clearance and connects to a muffler that features a clever internal construction to keep noise to a minimum without sacrificing power.



ELECTRONICS



EMS [ENGINE MANAGEMENT SYSTEM]

Small, light, reliable, and fast at processing data - just what you need from an engine management system! On the 4-strokes you'll find a Keihin component while on the 2-strokes there's a Vitesco part. Both are without a doubt the best in the business and feature a rollover sensor that cuts the ignition during big crashes, while always feeding information to the hour meter. Plus, if you install a Map Select Switch (available from your local GASGAS dealer as a Technical Accessory), it instantly synchronizes for plug and play simplicity and gives your bike launch control, traction control, and a couple of engine maps for customized power.

MAP SELECT SWITCH

(available as Technical Accessory)

Customize power delivery to suit your style with the Map Select Switch. Choose to run either the stock setting or a map with a little bit of a harder hit, which is awesome for riding in sand and mud. On our 4-strokes you'll also benefit from activating **traction control** for slippery tracks, **launch control** for nailing perfect starts, and the **quickshifter** for super smooth upshifts, even when you're wide open. The Map Select Switch on our 2-strokes offers the choice of two maps. However, the MC 125 is one step ahead and has the handlebar mounted switch fitted as standard.

PARTS

HANDLEBAR

Get on the gas and hold on tight! Not too tight though as nobody likes arm pump... But to make sure the cockpit is comfortable, Neken handlebars are clamped into redesigned bar mounts (which are more resistant to twisting if you should hit the deck). Crashes happen!

GRIPS & THROTTLE ASSEMBLY

All GASGAS motocross bikes have lock-on style, medium compound ODI grips fitted to create a comfy set-up which suits most riders. And by using different cams (available as a Technical Accessory) it's easy to alter the throttle progression for a personalized feel.

BRAKES

Fast is fun but in motocross braking is super important! This is precisely why all GASGAS bikes are fitted with high quality BRAKTEC brake calipers and controls. For 2024 both the initial bite and the controllability is improved. There're also new disks with a design that's unique to GASGAS. Together, these parts help create seriously impressive braking performance, which allows riders to push harder, ride faster, and brake later.

WHEELS & TIRES

Built to take a beating, our wheels are ready to play rough. No matter how heavy the landing or how rough the track is, the silver, CNC machined hubs, lightweight spokes, and high-strength EXCEL rims deliver maximum strength for complete peace of mind. One of the only components carried over from the outgoing generation of GASGAS motocross bikes are the Maxxis MaxxCross MX-ST tires. Need to know why? Because they're awesome on a wide variety of terrain and they're super-durable too. After all, who likes changing tires?

CLUTCH

Self-adjusting and offering a near maintenance-free operation, the best thing about the hydraulic clutch is that it provides consistent action at all times. With lever free-play always the same, the biting point of the clutch remains constant no matter whether the motor is started from cold or used during the heat of a battle.

FUEL TANK

The all-new fuel tank is bigger when compared to the outgoing generation, but it's still just as sleek. With an integrated fuel pump allowing the tank to be emptied further before refuelling is needed, long motos around sand tracks are definitely not a problem for this GASGAS!

AIRBOX & AIRFILTER

Less time working on bikes means more time riding bikes, which is precisely why you'll love the straightforward, no tools and nonsense filter mounting system. Allowing quick and easy filter changes, the airbox is designed with precisely positioned inlet ducts to direct the flow of air towards the Twin Air filter, which helps create maximum horsepower.

FOOTPEGS

Bigger is better when it comes to footpegs, which is why on the new models, there's a bigger platform for better control. Plus, thanks to a new mounting design, they're further inward on the frame, which makes them less prone to catching the edge of deep ruts or jump take offs if you're a rider that likes to scrub!



TECHNICAL DETAILS

MOTOCROSS

ENGINE	MC 125	MC 250	MC 250F	MC 350F	MC 450F
ENGINE TYPE	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	124.8 cc	249 cc	249.9 cc	349.7 cc	449.9 cc
BORE / STROKE	54 / 54.5 mm	66.4 / 72 mm	81 / 48.5 mm	88 / 57.5 mm	95 / 63.4 mm
COMPRESSION RATIO	-	-	14.5:1	14.6:1	13.1:1
STARTER/BATTERY	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah	Electric starter / Lithium Ion 12,8V 2Ah
TRANSMISSION	6 gears	5 gears	5 gears	5 gears	5 gears
FUEL SYSTEM	Keihin EFI, throttle body 39 mm	Keihin EFI, throttle body 39 mm	Keihin EFI, throttle body 44 mm	Keihin EFI, throttle body 44 mm	Keihin EFI, throttle body 44 mm
CONTROL	Electronic Exhaust Control	Electronic Exhaust Control	4 V / DOHC with finger followers	4 V / DOHC with finger followers	4 V / SOHC with rocker levers
LUBRICATION	Mixture oil lubrication 1:40	Mixture oil lubrication 1:60	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
GEAR RATIOS	14:32 15:30 17:28 19:27 19:23 22:24	14:28 16:26 18:24 21:24 22:21	13:32 16:32 17:28 19:26 21:25	14:28 16:26 18:24 21:24 22:21	14:28 16:26 18:24 21:24 22:21
PRIMARY RATIO	23:73	26:72	24:72	24:72	29:72
FINAL DRIVE	13:51	14:49	14:52	14:52	13:51
COOLING	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc DS-clutch, BRAKTEC hydraulics	Wet multi-disc DDS-clutch, BRAKTEC hydraulics	Wet multi-disc DS-clutch, BRAKTEC hydraulics	Wet multi-disc DS-clutch, BRAKTEC hydraulics	Wet multi-disc DDS-clutch, BRAKTEC hydraulics
IGNITION / ENGINE MANAGEMENT	Vitesco Technologies EMS	Vitesco Technologies EMS	Keihin EMS	Keihin EMS	Keihin EMS

CHASSIS

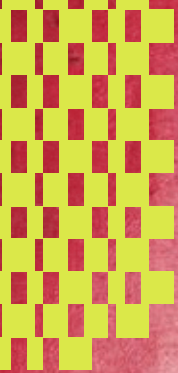
FRAME	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel
SUBFRAME	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum
HANDLEBAR	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm
FRONT SUSPENSION	WP XACT-USD (AER), Ø 48 mm	WP XACT-USD (AER), Ø 48 mm	WP XACT-USD (AER), Ø 48 mm	WP XACT-USD (AER), Ø 48 mm	WP XACT-USD (AER), Ø 48 mm
REAR SUSPENSION	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage	WP XACT Monoshock with linkage
SUSPENSION TRAVEL FRONT / REAR	310 mm / 300 mm	310 mm / 300 mm	310 mm / 300 mm	310 mm / 300 mm	310 mm / 300 mm
FRONT/REAR BRAKES	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec	Disc brake Ø 260 / 220 mm Braktec
FRONT/REAR RIMS	1.60 × 21" / 2.15 × 19" Excel	1.60 × 21" / 2.15 × 19" Excel	1.60 × 21" / 2.15 × 19" Excel	1.60 × 21" / 2.15 × 19" Excel	1.60 × 21" / 2.15 × 19" Excel
FRONT / REAR TIRES	80/100-21"; 100/90-19" Maxxis MX-ST	80/100-21"; 100/90-19" Maxxis MX-ST	80/100-21"; 100/90-19" Maxxis MX-ST	80/100-21"; 100/90-19" Maxxis MX-ST	80/100-21"; 100/90-19" Maxxis MX-ST
CHAIN	520, Non-sealed	520, Non-sealed	520, Non-sealed	520, Non-sealed	520, Non-sealed
SILENCER	Aluminum	Aluminum	Aluminum	Aluminum	Aluminum
STEERING HEAD ANGLE	63.9°	63.9°	63.9°	63.9°	63.9°
TRIPLE CLAMP OFFSET	22 mm	22 mm	22 mm	22 mm	22 mm
WHEEL BASE	1,493 ± 10 mm	1,493 ± 10 mm	1,493 ± 10 mm	1,493 ± 10 mm	1,493 ± 10 mm
GROUND CLEARANCE	354 mm	354 mm	354 mm	354 mm	354 mm
SEAT HEIGHT	956 mm	956 mm	956 mm	956 mm	956 mm
TANK CAPACITY, APPROX.	7.9 l	7.9 l	7.9 l	7.9 l	7.9 l
COMPETITION WEIGHT (WITHOUT FUEL):	93.1 kg	100.1 kg	101.7 kg	102.5 kg	103.3 kg



Customize any GASGAS with our huge range of Technical Accessories

At GASGAS, we get it. We know that everyone with a dirt bike loves to make it their own. In one way or another. Whether it's by adding some performance enhancing hardware, or by simply adding a little protection, riders love to personalize their bike. So, with the launch of the new 2024 GASGAS models comes a revitalized range of, you've guessed it, Technical Accessories, all designed specifically for the all-new generation of bikes.

Everything for 2024 is lighter and designed with an improved look. Most parts, like the protective components that make sure each bike continues to perform as it should, fit all models and offer easy installation. Then, for added durability, there are parts like wheels and sprockets, with handling mods made possible with our triple clamps and steering dampers.



FACTORY RACING CLUTCH & MASTER CYLINDER PROTECTION

FACTORY RACING BRAKE DISC GUARD

FACTORY RACING WHEELS

RENTHAL GP SPROCKET



FRONT SPROCKET



BIKE STAND



PRELOAD ADJUSTER

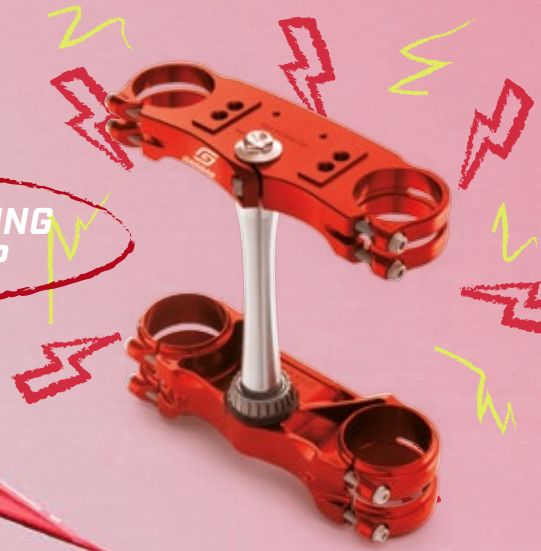


FACTORY RACING TRIPLE CLAMP

AKRAPOVIČ EXHAUST SYSTEMS

HINSON OUTER CLUTCH COVER

FACTORY SKID PLATE



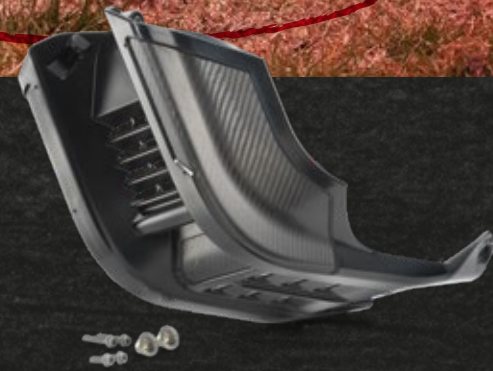
FRONT SPROCKET



STEERING DAMPER KIT



PRELOAD ADJUSTER



BIKE STAND

APPAREL



DISCOVER ALL
STYLES HERE!



REVITALIZED FUNCTIONAL APPAREL AND CASUAL COLLECTION RAISES THE BAR FOR FANWEAR

Express your passion for GASGAS with our
extensive range of riding gear and casual wear

Alongside our new generation of dirt bikes is our ever expanding and truly distinctive GASGAS Casual and Functional Collection. Making sure you look the business both on and off the track or trail, there really is something for everyone. We have a huge choice of fresh styles available.



FUNCTIONAL COLLECTION



→ HOT

→ HOT

Ride in style! Mostly vibrant red in color to match every GASGAS, the Functional Collection makes sure all riders are covered head to toe with apparel designed to not only look cool but offer the highest levels of protection too.

Built using the latest fabrics and technology, the Functional Collection guarantees that riding motocross, enduro, cross country, and trial, has never felt so effortless. When you're riding or racing, your sole focus remains on what lies ahead. And with styles to suit all budgets, it's never been easier to rock up and ride wearing quality apparel that's the perfect match for your dirt bike.

CHECK OUT
OUR FULL
FUNCTIONAL
COLLECTION!



CASUAL COLLECTION



**ROCK
ON** 

Represent GASGAS at any time with our all-new Lifestyle Collection. Offering a modern fit, both bold and subtle styling options, as well as race team replica designs, you'll feel as good as you look.

Not restricted to just riders and racers, the Lifestyle Collection is for everyone. Layer up with our huge selection of tees, throw on a hoodie or jacket, and build your own unique styling while always staying protected from the elements. Top off your look with one of our many headwear options.

FIND YOUR
GASGAS LOOK
HERE!



TEAMWEAR COLLECTION



Bringing race team replica clothing to the public, the Teamwear Collection is exactly what our factory riders wear when they're not competing. And taking things even further, we're proud to offer what our riders' mechanics wear too!

GASGAS

Bold and very, very red! Stand out from the crowd and show your love for GASGAS with our super-cool range of quality pit wear. Seriously comfortable for day-long use, you'll look just like you're part of GASGAS Factory Racing, too. It's a win-win!



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, bike availability and finance services may vary from country to country.