

# GASGAS



# SM ES 700

# INDEX

<b>INTRO</b>	<b>03</b>
<b>SHARED FEATURES</b>	
FEATURES	06
MOTOR	08
ELECTRONICS	10
<b>THE NEW SM 700</b>	<b>12</b>
<b>THE NEW ES 700</b>	<b>14</b>
<b>TECHNICAL ACCESSORIES</b>	<b>18</b>
SM 700	19
ES 700	20
<b>APPAREL</b>	<b>21</b>
<b>TECHNICAL DETAILS</b>	<b>23</b>

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# GASGAS



We make no secret of the fact that stepping onto the asphalt is a big deal for GASGAS. Reestablishing ourselves as a leading force in offroad racing and riding in recent years, we quickly went from being the new kids to picking up race wins and championship trophies. Now we're the new kids all over again! And just like we did in the dirt, we're here to reestablish, here to stay, and here to have some serious fun on the street! Many years back GASGAS offered a few entry level supermoto and travel bikes. Now, thanks to the well-established and well-proven technical platforms at our disposal, we're introducing all-new GASGAS street models.

# MAKING HISTORY!

A dynamic photograph of a rider on a red GasGas motorcycle leaning into a turn on a city street. The rider is wearing a red and grey racing suit with 'GASGAS' branding on the helmet and pants. The motorcycle is red with 'GASGAS' and 'ES 700' visible on the fairings. The background is blurred, showing city buildings and a street with lane markings, conveying a sense of speed and motion.

# **INTRODUCING THE PLAYFULL AND VIBRANT GASGAS CHARACTER TO THE STREETS**

New and exciting! That best sums up what introducing GASGAS to the streets is all about for us. Celebrating fun, skills, and a shared enjoyment of the ride, the ES 700 and SM 700 are the bikes that proudly introduce the vibrant GASGAS attitude to the street. It's about so much more than simply getting from A to B!



# MEET THE NEW **SM** **ES** 700

Meet the new GASGAS ES 700 and SM 700 models! Our exciting first steps into the world of street bikes. With these two big-bore, single cylinder machines we're branching out from our established off-road roots to introduce our playful and vibrant GASGAS character to the street.

EURO 5 compliant, equipped with advanced Ride Modes, ABS functionality, along with a long list of high-quality components, the ES 700 and SM 700 deliver versatile, capable, and fun riding experiences.

With state-of-the-art electronics that improve throttle response, a quick shift function (both up and down), as well as a slipper clutch for a little extra cornering fun, each bike offers vibrant performance and playful handling. Completed in our favorite color - red - to match our much-loved EC and MC line-ups, both the GASGAS ES 700 and SM 700 are loaded with high-spec equipment for serious, all-in trail and street riding.

**THE CHEEKY GASGAS SPIRIT, IS NOW STREET LEGAL!**

# SHARED FEATURES

## SM 700 & ES 700



Serious, all-in trail and street riding, that's what the GASGAS ES 700 and SM 700 are built for. And the exact reason both bikes have exceptional handling, which allows riders of all ability levels to feel safe, secure, and super-confident, no matter where they're riding. From the steel trellis frames that ensure the perfect mix of flex and rigidity, to our super-strong, great looking, die-cast

swingarms, and not forgetting the 13.5-liter fuel tanks that keeps weight low, our new street bikes deliver great handling. Finished with vibrant red bodywork, as well as being ergonomically top-notch, all panels wrap neatly around the frame and motor to improve the connection between rider and bike, for total control in all situations.

# SHARED FEATURES

SM 700 & ES 700



## **BODYWORK**

So, so red! No one will miss you coming on either the ES 700 or SM 700 thanks to the vibrant red body work and bold graphics. Inspired by our awesome off-road range, as well as being ergonomically top-notch, all panels wrap neatly around the frame and motor to improve the connection between rider and bike for total control in all situations. Up front, a sleek headlight unit features an integrated brake line routing to keep things nice and tidy.

## **SWINGARM**

No welding, just a super-strong, great looking, die-cast swingarm, like on all our bikes! Made from a single piece of aluminum and weighing in at only 3.9 kilograms, the GASGAS ES 700 and SM 700 swingarm flexes perfectly to help improve both handling and power delivery. A WP rear shock connects perfectly to ensure progressive rear-end damping.

## **FRAME**

Flex. Rigidity. Fun. The three most important things when it comes to our lightweight trellis frames. Designed to deliver razor sharp handling and stability, just the right amount of flex ensures an exhilarating ride on both the SM 700 and ES 700, each and every time. Made from high-grade chromium-molybdenum steel to be super strong, precisely calculated torsional rigidity and longitudinal flex means riders of all abilities have the confidence to push harder, and ride further. They're robot welded too, to ensure accuracy and the very best quality, always. Oh, and they weight just 8.4kg.

## **AIRBOX**

Only two things get into the airbox of our ES 700 and SM 700 - fresh air, and your hands, when you need to change the air filter. Easily accessible from under the seat, the airbox is designed to provide the perfect air flow into the motor while ensuring maximum protection from the elements.

## **SUBFRAME / TANK**

We want everyone to get the most out of each ride, which is why the self-supporting rear subframe on both the GASGAS ES 700 and SM 700 houses a 13.5-liter fuel tank. Molded from a single piece of high strength polyamide and weighing just 5.2 kilograms, it's super tough and placed to keep weight as low as possible for best handling. Want to add either a dedicated mounting frame or passenger handles? No problem, we already thought of that!

# SHARED MOTOR

SM 700 & ES 700



Fully loaded with everything that's needed to ensure impressive big-bore performance, the motors in our ES 700 and SM 700 are the most powerful in their class, pumping out 55 kW (74hp) at 8,000 rpm, and pumping out 73.5Nm of torque at 6,500 rpm! With a compact cylinder head design that features a double spark plug for increased motor smoothness, and lower emissions, our

motors also ensure long service intervals. Fitted with APTC clutch by Adler for a little extra cornering fun, and lightweight 6-speed gearboxes, the EURO 5 compliant stainless-steel exhaust systems allow our 700s to breathe freely, while delivering low sound, low emissions, and maximum power output.



# SHARED MOTOR

SM 700 & ES 700



## CRANKSHAFT AND PISTON

The hardworking parts at the heart of the motor that ensure reliability and performance. And, most importantly, those long service intervals. The crankshaft, that features an 80mm stroke, features a roller bearing to ensure those all-important long service intervals. To keep things smooth, there's a second counter balance shaft that reduces inertia, lowering engine vibrations. Finally, to maintain reliability, even at the 8,000-rpm limit, the 700 motor features a high strength and wear-resistant combination of a plain bearing type connecting rod, a 105mm aluminum and silicon alloy piston, and a Diamond Like Coating (DLC) piston pin.

## CYLINDER HEAD

Suck, squeeze, bang, blow... isn't that what they say happens inside a four-stroke cylinder? Allowing all that to take place, and ensuring that a ton of usable power is created too, the state-of-the-art four-valve cylinder head fitted to the SM 700 and ES 700 has twin spark plugs to guarantee a smooth power delivery. The engine's single overhead camshaft acts directly on the 42mm intake valves via finger followers with 34mm exhaust valves actuated by a rocker arm, which delivers more precise valve timing at higher engine speeds.

## SLIPPER CLUTCH

Hands up who wants to get in and out of corners faster? Then it's a good job we fitted an Adler power assist slipper clutch to both the ES 700 and the SM 700. Maximizing rear wheel grip when accelerating hard out of corners, the slipper clutch also prevents any rear wheel instability when under hard braking and downshifting, ensuring the bike is perfectly balanced when entering corners. The unique design also reduces unwanted vibrations and aids the feel at the clutch lever. Then there's the Magura hydraulic clutch system, which delivers perfect action in all conditions, even from the very moment that the bike is fired into life.

## GEARBOX

Silky smooth, precise shifting from the lightweight 6-speed gearbox ensures you can accelerate hard and fast and stay in perfect control even in the most extreme conditions - both on track and off-road.

## MOTOR

We like our 692.7cc motor fully loaded. Fully loaded with everything that's needed to ensure impressive big-bore performance, and long service intervals. Boasting 55 kW (74hp) at 8,000 rpm, and pumping out 73.5Nm of torque at 6,500 rpm, there's plenty of power for serious on-road and off-road riding. Tipping the scales at 43.4 kilograms including the electric start, throttle body, clutch, and coolant lines, weight isn't an issue when it comes to our single-cylinder, single overhead cam power producer!

Reliability is super important to us, which is why the motors feature an active crankcase evacuation system, with forced engine lubrication, that in turn reduces oil friction and pump losses. The main benefits are long 10,000-km service intervals and extremely low fuel consumption for reduced running costs. And who doesn't like that!

## EXHAUST

All about low sound, low emissions, and maximum power output, the stainless-steel exhaust systems allow our 700s to breathe freely. Perfectly integrated into the overall design of the bike, the exhaust system is also EURO 5 compliant.

# SHARED ELECTRONICS

SM 700 & ES 700



The hidden magic that helps make the ES 700 and SM 700 so much fun to ride! State-of-the-art electronics ensures that all riders can adjust the power delivery to perfectly suit their riding style, allowing everyone to set-up the motorcycle's performance just the way they like it. With switchable ride modes the power characteristics and traction control can be changed on the fly

while lean-angle sensitive traction control ensures perfect rear wheel grip in all riding conditions. Or, for those that want full power at all times, traction control can be turned off altogether! And, a Quickshift (+) ensures super smooth and efficient up and down shifting without needed to use the clutch.

# SHARED ELECTRONICS

SM 700 & ES 700



## RIDE MODES

Two ride modes for double the fun. Even when on the move you can switch from one ride mode to the other, adjusting the power delivery whenever you need to. Mode 1 - street mode - comes on both the SM 700 and the ES 700, delivering a crisp throttle response together with cornering sensitive ABS and traction control. We like to think of it as the controlled street riding performance mode! Mode 2 - offroad mode on the ES 700 and supermoto mode on the SM 700 - offer more specialized 'get the job done better' modes. For the ES 700 you get a more direct throttle response for better off-road traction, can spin the rear wheel as and when needed, and also lift the front wheel without sacrificing overall performance. On the SM 700, it provides a more aggressive throttle response with Supermoto traction control, which allows for Supermoto-style wheel drifting and the front wheel to lift. Both Mode 2 options disengage the rear wheel ABS for improved rear wheel feedback in off-road conditions and for Supermoto slides on the tarmac.

## LEAN ANGLE SENSOR

Helping you get freaky low, if that's what you're in to! The lean angle sensor keeps track of the bike's angle, sending information to the ECU and relevant control units, which then adjust the settings of the traction control and ABS.

## TRACTION CONTROL

Lighting up the rear wheel exiting turns is so much fun. But on a day-to-day basis, it's not always what you want. That's why the sensitive traction control system monitors rear wheel speed and reacts immediately (within milliseconds!) if the rear wheel's turning faster than the bike's overall speed. Jumping in to momentarily reducing the engine output, a smooth and barely noticeable reduction in power prevents any unwanted rear wheel sliding. Once things have settled down, full power is restored. For riders looking for total control of their motorcycle, traction control can also be completely switched off.

## QUICKSHIFT (+)

Doing exactly what its name suggests, the Quickshifter ensures super smooth and efficient up and down shifting without needed to use the clutch. Leaving you free to shift whenever needed, two sensors - one to detect movement of the shift lever rod and a second that detects gear engagement - take care of the clever stuff, meaning no matter how hard you're accelerating, you can always hook the next gear. When it comes to downshifting, the system matches the engine speed to the speed of the lower gear for seamless downshifting.

## CORNERING ABS

Getting you stopped, quick! Both the ES 700 and SM 700 come fitted with the very latest braking technology - a Bosch ABS system. The technology ensures strong, progressive braking that removes any unwanted rear-wheel lock-ups or scary over the bars moments! The system also features advanced rollover protection, which works under heavy braking when in standard ABS mode.

# THE NEW **SM 700** *SKIDS, WHEELIES AND SIDEWAYS ACTION!*



A big-bore, single-cylinder Supermoto bike with true GET ON THE GAS spirit. The SM 700 sacrifices comfort and long-term distance capabilities for agility, cornering fun, and all-out enjoyment! With an upright seating position that gives great on-road visibility, wide 'bars, and a punchy motor ensures it's the perfect tool for playful big-bore, single-cylinder urban street riding.

# SM 700 FEATURES



## **FRONT SUSPENSION**

Only the best for the SM 700! Designed specifically for Supermoto use, the 48mm WP APEX spring forks feature some clever engineering with compression set-up in the left leg and rebound set-up in the right leg. With easy access clicker dials that can be adjusted by hand, setting up the front end of a Supermoto bike has never been easier.

Precision engineering, high quality materials, and advanced production processes ensures the very best suspension performance, which is why we fit the SM 700, and the entire GASGAS range, with WP Suspension.

## **WHEELS AND TIRES**

Black wheels! There was no other choice when it came to finishing the SM 700. Providing a race bike look as standard, they're not only super cool looking, they're super lightweight as well and playing an important job in ensuring the very best handling. The 17" wheels are fitted with Continental ContiAttack SM EVO tires for incredible grip, even at the most extreme lean angles.

## **BRAKES**

There's serious stopping power in the four-piston, CNC-machined radially mounted Brembo Monoblock front brake caliper, which grab hold of the 320mm floating front disc fitted to the SM 700. At the back, a smaller floating caliper and a 240mm disc only adds to the bike's stopping power. Both brakes are complete with Bosch ABS systems for peace of mind and maximum safety.

# SM 700 FEATURES



## ***SUPERMOTO RIDE MODE***

Prefer riding with an aggressive throttle response? That's just what the Supermoto Ride Mode was designed for! Putting all the power in your right hand with just a touch of traction control stepping in if things get a little wild, short circuit racing has never been so much fun. With Supermoto Ride Mode engaged, drifting into corners quickly becomes second nature as the ABS system only functions on the front wheel, giving you total control of the bike into each and every turn.

## ***A2 LICENSE COMPATIBLE***

With the specific A2 engine map limiting power to 30 kW, the SM 700 is eligible for A2 license holders to enjoy an all-in Supermoto riding experience.

## ***TRIPLE CLAMPS***

We know that being able to feel the terrain through a bike's handlebars is super important, which is why the triple clamps on the SM 700 are engineered to do just that. CNC machined and designed to offer just the right amount of flex, rider feedback from the front end is as good as it gets. Complete with a vibration reducing rubber-mounted bar clamp, exceptional comfort is guaranteed.

## ***REAR SUSPENSION***

With all the adjustment you'll ever need to find the perfect suspension set up, the WP APEX rear shock offers both high and low speed compression adjustment as well as the option to fine tune the rebound settings. 240mm of rear wheel travel ensure added comfort to the SM 700.

# THE NEW **ES 700** ES 700

## **VERSATILITY AND PROVEN OFFROAD CAPABILITY**



Who says you can't have it all! With the ES 700 you get a seriously fun street ready commuter bike as well as a super competent off-roader that's ready to journey into the unknown and take on undiscovered offroad trails. Injecting our dirt bike know how into our first big-bore, single-cylinder street bikes, with proven, high-spec offroad equipment, the ES 700 is a durable, versatile street-legal dual-sport bike that delivers a true performance package.

# ES 700 FEATURES



## **FRONT SUSPENSION**

We know just how important great suspension is, which is why you're going to love the WP XPLOR forks fitted to the ES 700. They're the best in the business. They're also incredibly easy to fine-tune, by hand, using small dials on the top of each fork leg - compression on the left fork, rebound adjustment on the right.

## **WHEELS**

We don't want the ES 700 to have any limitations when ridden off-road, which is why it comes with a super-strong wheelset. Assembled with lightweight hubs, which are laced to proven D.I.D rims using high quality spokes, the wheels are solid, functional, and lightweight.

## **REAR SUSPENSION**

At the rear, the WP XPLOR shock is capable of soaking up the gnarliest of terrain. Featuring separate high and low speed compression adjustment as well as rebound damping, all three settings are simple to adjust making it fun and easy to dial in the rear suspension set-up. We've then used a geometry, developed specifically for off-road riding to connect the shock to the linkage for a super-smooth ride, even across the roughest ground.

## **A2 LICENSE COMPATIBLE**

With a specific A2 engine map limiting power to 30 kW, the ES 700 can be ridden by A2 license holders that wish to ride a true 'Big Enduro' bike both on and off-road.

## **TRIPLE CLAMPS**

It's safe to say that there's a lot going on with these triple clamps. In addition to the cool, black anodized finish, they play a vital role in getting the very best handling from the ES 700. Yes, their primary function is to hold the forks in place, but they're designed in such a way that the clamping areas evenly distributes pressure onto the forks for improved front end suspension feel.

Forks actually flex under heavy impacts and the CNC Machined Triple Clamps are engineered to let the front suspension flex and do its thing. And to keep vibration through the bars to an absolute minimum, we've used a rubber-mounted top clamp to add just a little more comfort.



# ES 700 FEATURES



## **TIRES**

Thoroughly tested on a wide variety of terrain, Continental TKC 80 tires are the best compromise between street and off-road for the ES 700. Not only do they ensure exceptional grip both on the street and off-road, they're also incredibly durable, allowing you to cover some serious distance before it's time to replace them. Up front it's a 90/90-21, at the rear we've fitted a 140/80-18.

## **BRAKES**

It's all well and good creating a fast bike, but we needed to make sure that the ES 700 could stop in a hurry too! This is precisely why we equipped the bike with the latest ABS braking technology by Bosch. We fitted high performance Brembo brakes as they're the best on the market, with a two-piston floating caliper up front that clamps onto a 300mm wave disc. For the rear brake we opted for a single piston caliper and a 240mm floating wave disc for controlled and precise braking in all conditions.

## **OFFROAD MODE**

Serious off-road fun starts when the Off-road Ride Mode is engaged! Smoothing out the power to give a torquey throttle response, the built-in traction control system has been developed specifically for riding off-road. In tighter turns, this mode allows the rear wheel to spin and break traction for carving sharper lines. When you get straightened up, the front wheel can be lifted, allowing you to attack rough terrain with ease. With the Off-road Ride Mode selected, the lean angle functionality is fully disengaged, which allows for power slides, permitting riders to really push the limits when riding off-road, especially when terrain becomes a little more extreme.

There's also an off-road specific ABS mode integrated into this setting, which only applies to the front wheel. This ensures not only exceptional braking on loose surfaces but allows for the rear wheel to be locked, for controlled and quick changes in direction.

And for those who are a little more daring, the ABS can be switched off completely, which allows riders to have total control over their braking for a real connection with the terrain and unrestricted off-road fun. To turn it off, all you need to do is press and hold down the ABS button on the dashboard for approximately three seconds. Simple!



**MAKE IT  
YOUR OWN**

**WITH OUR  
TECHNICAL  
ACCESSORIES**

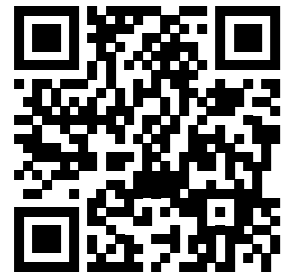
The ES 700 and SM 700 might be ready to rip straight from the showroom, but why keep things stock when our Technical Accessories make customization so easy! Bursting with accessories and all the little technical parts needed to make your bike your own, you can ramp up the protection or dial in the style. And for those looking for more power, slip-on silencer options unlock even more performance from these awesome big-bore machines.

# SM 700

TECHNICAL ACCESSORIES



**MAKE IT  
YOUR OWN!**



**LICENSE PLATE  
HOLDER SUPPORT**

**AKRAPOVIČ  
„SLIP-ON LINE“**

**SKID PLATE**



**IGNITION COVER  
PROTECTION**

**MORE  
TECHNICAL  
ACCESSORIES:**

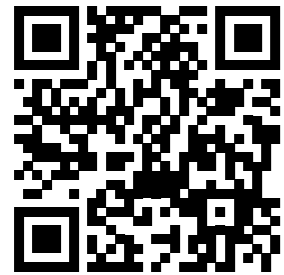
- // CLUTCH COVER PROTECTION
- // CRASH BUNG KIT

# ES 700

TECHNICAL ACCESSORIES



**MAKE IT  
YOUR OWN!**



**LICENSE PLATE  
HOLDER SUPPORT**

**REMUS SLIP-ON  
SILENCER**

**CRASH BAR**



**SKID PLATE**

**IGNITION COVER  
PROTECTION**

**MORE  
TECHNICAL  
ACCESSORIES:**

- // ERGO SEAT
- // HANDLEBAR ENDS
- // OIL PLUG
- // FACTORY RACING  
IGNITION COVER PLUG

**FROM HEAD  
TO TOE,**



High speeds call for the very best protective riding gear, which is why we've gone all-in with our Supermoto Suit and Supermoto Gloves. Without a doubt they're must-have pieces of apparel for SM 700 owners, offering serious protection, and style, when pushing to the absolute limit.



**VAMOS  
SUIT &  
VAMOS  
GLOVES**

**WE'VE GOT  
YOU COVERED!**

# DAY LONG



# FUN GUARANTEED

Perfectly in tune with the distinctive styling of the ES 700, our popular Offroad Helmet, full gearset, Tech 3 Boots, Offroad Goggles, and our multi-compartment Replica Team Baja Backpack, all ensure top levels of protection for day long riding fun!

**OFFROAD  
HELMET**



**OFFROAD GOGGLES**



**OFFROAD  
SHIRT**



**OFFROAD  
GLOVES**



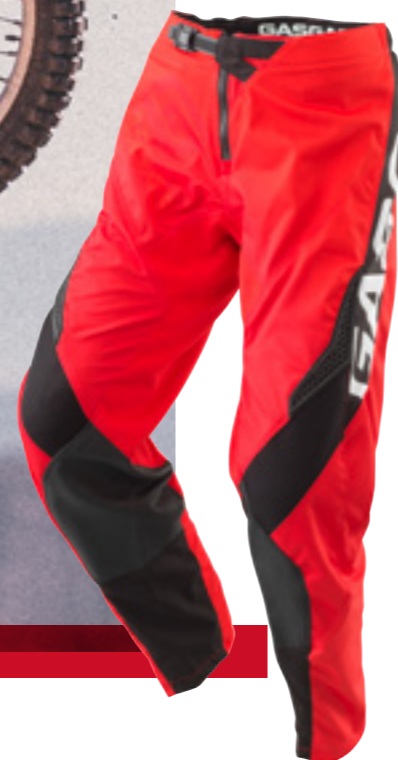
**REPLICA TEAM  
BAJA BACKPACK**



**TECH 3  
BOOTS**



**OFFROAD PANTS**



**OFFROAD JACKET**



# TECHNICAL DETAILS

2022

## ES 700 & SM 700



ENGINE	ES 700	SM 700
ENGINE TYPE	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	692.7 cc	692.7 cc
BORE/STROKE	105/80 mm	105/80 mm
POWER	55 kW (74 hp) @ 8,000 rpm	55 kW (74 hp) @ 8,000 rpm
TORQUE	73,5 Nm @ 6,500 rpm	73,5 Nm @ 6,500 rpm
COMPRESSION RATIO	12.7:1	12.7:1
STARTER/BATTERY	Electric starter/12V 8.6Ah	Electric starter/12V 8.6Ah
TRANSMISSION	6 gears	6 gears
FUEL SYSTEM	Keihin EFI (throttle body 50 mm)	Keihin EFI (throttle body 50 mm)
CONTROL	4 V/DHC with intake cam levers and exhaust rocker arm	4 V/DHC with intake cam levers and exhaust rocker arm
LUBRICATION	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
ENGINE OIL	Motorex, Power Synth SAE 10W-50	Motorex, Power Synth SAE 10W-50
PRIMARY DRIVE	36:79	36:79
FINAL DRIVE	15:46	16:42
COOLING	Liquid cooling	Liquid cooling
CLUTCH	APTC slipper clutch, hydraulically operated	APTC slipper clutch, hydraulically operated
ENGINE MANAGEMENT/IGNITION	Keihin EMS with RBW, double ignition	Keihin EMS with RBW, double ignition
TRACTION CONTROL	MTC (2-mode, disengageable)	MTC (2-mode, disengageable)
<b>CHASSIS</b>		
FRAME	Chromium-Molybdenum-Steel trellis frame, powder coated	Chromium-Molybdenum-Steel trellis frame, powder coated
SUBFRAME	Self-supporting polyamide tank	Self-supporting polyamide tank
HANDLEBAR	Aluminium, tapered, Ø 28/22 mm	Aluminium, tapered, Ø 28/22 mm
FRONT SUSPENSION	WP XPLOR-USD Ø 48 mm	WP APEX-USD Ø 48 mm
ADJUSTABILITY	Compression, Rebound	Compression, Rebound
REAR SUSPENSION	WP XPLOR-Monoshock with linkage	WP APEX-Monoshock with linkage
ADJUSTABILITY	Compression (High and Low), Rebound, Preload	Compression (High and Low), Rebound, Preload
SUSPENSION TRAVEL FRONT/REAR	250/250 mm	215/240 mm
FRONT BRAKE	Brembo two piston, floating caliper, brake disc Ø 300 mm	Brembo four piston, radial caliper, brake disc Ø 320 mm
REAR BRAKE	Brembo single piston, floating caliper, brake disc Ø 240 mm	Brembo single piston, floating caliper, brake disc Ø 240 mm
ABS	Bosch 9.1 MP (Cornering-ABS, disengageable)	Bosch 9.1 MP (Cornering-ABS, disengageable)
WHEELS FRONT/REAR	Spoked wheels with aluminium rims, 1.85 x 21"; 2.50 x 18"	Casted tubeless rims 3.50 x 17"; 5.00 x 17"
TYRES FRONT/REAR	90/90-21"; 140/80-18"	120/70 ZR 17; 160/60 ZR 17
CHAIN	X-Ring 520 5/8 x 1/4"	X-Ring 520 5/8 x 1/4"
SILENCER	Stainless steel silencer with regulated catalytic converter	Stainless steel silencer with regulated catalytic converter
STEERING HEAD ANGLE	62,3°	63,6°
TRIPLE CLAMP OFFSET	24 mm (22 mm)	35 mm (33 mm)
TRAIL	120 mm	110 mm
WHEEL BASE	1506 +/- 15 mm	1,476 ± 15 mm
GROUND CLEARANCE	269 mm	237 mm
SEAT HEIGHT	935 mm	898 mm
TANK CAPACITY (APPROX.)	13.5 litres/1.4 litres reserve	13.5 litres/1.4 litres reserve
WEIGHT (WITHOUT FUEL, APPROX)	147.5 Kg	148.5 Kg
CO2 EMISSIONS	99 g/km	96 g/km

# GET ON THE GAS!



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#### Imitation not advised!

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