Read carefully this manual

No passengers are allowed

This vehicle is not for public roads

Use always protective equipment, always wear a helmet

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The company has the right, without prior notice, to change the technical content of the products.
The models in the images may appear with special equipment that does not come with the standard model. Edición

27/06/2019
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By choosing the new GAS GAS TXe 2019 you have just joined the great GAS GAS team, and as a user of the number one brand of off-road motorcycles, you deserve the distinguished care that we would like to offer you, both after pur- chasing your GAS GAS and in the explanations that we set out in this manual.

Our GAS GAS Trial TXe 2019 a trials motorcycle designed for top-level competition. It is, in fact, the result of many years of competing and experimenting in this demanding discipline, and many successes achieved by great riders who have contributed essential information in order to create this high-level motorcycle, a GAS GAS that has a key factor: an exceptionally reduced weight.

Congratulations because your choice has undoubtedly been the right one. With yours kill at the handlebars of the motorcycle, proper preparation and the appropriate checks vital for it to be highly reliable, you can enjoy trials riding at it most comfortable and fulfilling.

Thank you for your confidence and welcome to GAS GAS

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**Important notice**

**Important notice**

Read this manual carefully.

It sets out all of the aspects that should contribute to your safety and that of third parties, in addition to ensuring correct safekeeping and maintenance of the GAS GAS motorcycle that you have just purchased.

All instructions for riding and handling the motorcycle are detailed below. Each message is preceded by symbols with the following meanings:

- **Caution!** This symbol indicates the rules and precautionary measures necessary to prevent minor and serious injuries or even the death of the user in case of not following the instructions correctly.

- **Attention!** This indicates special warnings to avoid damage to the motorcycle. Non-compliance may lead to the automatic termination of the vehicle warranty.
Important notice

Various notes. These are necessary instructions to ensure correct use of the motorcycle’s control and adjustment operations, and guarantee its safekeeping and maintenance, enabling you to enjoy the satisfaction of a motorcycle in optimum condition.

Warranty terms

Warranty manual
(In accordance with Law 23/2003 of 10 July concerning Warranties in the Sale of Consumer Goods)

The manufacturer GAS GAS’s warranty rules

The GAS GAS (hereinafter GG) brand hereby guarantees to the end consumer/purchaser of the vehicle manufactured by GG that both the materials and the manufacture are free from defects in accordance with the highest quality standards. Consequently, GG hereby warrants to the final purchaser (hereinafter the “purchaser”), in accordance with the conditions set forth below, the repair of any defects in materials or workmanship detected on a new motorcycle free of charge within the warranty period and without any limitation as to the number of kilometres travelled or the number of hours of operation.

Warranty period

The warranty period shall commence on the day of delivery of the vehicle to the purchaser by a GG authorized dealer, or in the case of demonstration models, on the date the vehicle first starts operating. The seller is liable for any lack of conformity which becomes manifest within the time period established under Law 23/2003 of 10 July on Warranties in the Sale of Consumer Goods from the time of delivery and in accordance with Directive 1999/44/EC for the rest of the Member States of the European Community.

For countries outside the European Community, the warranty period will be governed by the rules in force in those countries. However, if the lack of conformity becomes apparent during the first six months from the date of delivery of the motorcycle, it is presumed that this fault existed when it was delivered; from the sixth month, the consumer must prove that the non-conformity existed at the time of delivery of the goods.
Warranty terms

During the first six months after the delivery of the repaired good, the seller shall be liable for any lack of conformity which motivated the repair.

Any defects detected in the product must be brought to the attention of a GG authorized dealer within the warranty period. If the last day of the warranty period falls on a Sunday or an official holiday, the warranty period will be extended in such a way that the last day of the warranty period is the first business day after the Sunday or official holiday.

Warranty claims for defects not brought to the attention of a GG authorized dealer before the end of the warranty period will be excluded.

Obligations of the buyer

GG will be entitled to reject warranty claims if and to the extent that:

a) The buyer has not proceeded to subject the vehicle to any of the inspections and/or maintenance work required in the user manual or has exceeded the date stipulated for such inspections or maintenance work; also excluded from the warranty are any defects that appear before the date set for an inspection or maintenance work that would have never been carried out, or that will be carried out after the established date.

b) Inspection, maintenance work or repair has been carried out by third parties not recognised or authorised by GG.

c) Any maintenance or repair that has been carried out on the vehicle is in breach of the technical requirements, specifications and instructions stated by the manufacturer.

d) Spare parts not authorised for use by GG in maintenance or repair work on the vehicle have been used, or if, and to the extent that, the vehicle has been applied with fuels, lubricants or other liquids (including, but not limited to, cleaning products) that have not been expressly stipulated in the specifications of the User Manual.

e) The vehicle has in any way been altered or modified or equipped with components other than those expressly authorised by GG as admitted vehicle components.

f) The vehicle has been stored or transported in a manner inconsistent with the corresponding technical requirements.

g) The vehicle has been used for a special use other than ordinary use, such as competition, races or attempts to obtain a record.

h) The vehicle has suffered a fall or accident that directly or indirectly causes damage.

Warranty exclusions

The following items will be excluded from the warranty:

a) Worn parts, including, but not limited to, spark plugs, batteries, fuel filters, oil filter elements, chains (secondary), bulbs,
Warranty terms

- fuses, carbon brushes, footrest rubbers, tyres, chambers, cables and other rubber components.
- Lubricants (e.g. oil, grease, etc.) and operating fluids (e.g. battery fluid, coolant, etc.).
- Inspection, adjustment and other maintenance work, as well as all types of cleaning work.
- Paint damage and consequent corrosion due to external influences such as stones, salt, industrial exhaust fumes and other environmental impacts or improper cleaning with improper products.
- Damage caused by defects, as well as expenses caused directly or indirectly by incidents of defects (for example, communication expenses, accommodation expenses, car rental expenses, public transport expenses, towing expenses, express courier charges, etc.), as well as other financial damages (for example, caused by loss of use of a vehicle, loss of revenue, loss of time, etc.).
- Acoustic or aesthetic phenomenon that does not significantly affect the condition of use of the motorcycle (e.g. small or hidden imperfections, normal noise or vibration of use, etc.).
- Phenomena due to the ageing of the vehicle (for example, discolouration of painted or metal coated surfaces).

Various
1. In the event that the repair or replacement of the part will be disproportionate, GG will have the prerogative to decide at its sole discretion whether to repair or replace defective parts. The owner of the spare parts, if any, will be GG, without any other consideration. The GG authorised dealer who has been entrusted with the repair of defects will not be authorised to make binding declarations on behalf of GG.
2. In cases of doubt as to the existence of a defect or if a visual or material inspection is required, GG reserves the right to require the shipment of the parts on which a warranty claim is based or to request a review of the defect by a GG expert. Any additional warranty obligations on parts replaced free of charge or any service provided free of charge under this warranty will be excluded. The warranty for spare parts within the warranty period will expire on the expiration date of the warranty period of the respective product.
3. If a defect cannot be repaired and its replacement is disproportionate to the manufacturer, the secured consumer shall be entitled to cancellation of the contract (payment of compensation) or partial reimbursement of the purchase price (discount), instead of motorcycle repair.
4. The warranty claims of the buyer under the contract of sale with the corresponding authorised dealer will not be affected by this warranty. This warranty does not affect the buyer’s additional contractual rights under the general conditions of business of the authorised dealer. Such additional rights, however, can only be claimed from the authorised dealer.
Recommendations

**GASGAS RECOMMENDS THE USE OF OIL:**

Recommendations for the proper functioning of your GAS GAS.

- Check the oil level using the level indicator on the lower right-hand side of the motor

Transmission oil: 370cc,
Type: NILS FOR CLUTCH TX.

**Battery recommendations**

The bike Gas Gas Trial TXe is provided by a LiPo 50,4V / 58,8V max. / 33Ah. battery that feeds the motor.

This type of battery is free from the known “memory effect” and it can be charged even if it is not completely discharged.

The trial TXe is delivered with the battery at half load.

**BATTERY MUST BE COMPLETELY CHARGED BEFORE THE FIRST USE.**

As long as you can recharge the battery completely

**DO NOT LEAVE THE BATTERY COMPLETELY DISCHARGED FOR LONG PERIODS AS IT MAY BE DETERIORATED.**

For a correct maintenance of the trial TXe, it is recommended to carry out a cycle of unloading and charging once a month, even if the motorcycle is not used.

Always leave the battery disconnected when the motorcycle is not in use. (It is not necessary to do it in the intermediate stops of a route)

The charger is a component that during its use can be heated in a remarkable way, so it should always be used in environments that favour ventilation. Never cover it and do not let it get wet.

Only use the charger supplied by Gas Gas.

The charge of the battery must be carried out under temperature conditions between 5 and 40°C. Below 5 ° C, the charging time will lengthen and above 40 ° C, the battery may be damaged.

**MAKE SURE YOU DO NOT LEAVE THE MOTORCYCLE WITH THE POWER BUTTON “ON” BECAUSE THIS WILL DISCHARGE THE BATTERY**

When leaving the motorcycle stored or in the garage, always disconnect the battery.
1. GENERAL
A. The battery is composed of lithium-ion cells of high energy density. In no case should it be manipulated. The disobedience of this indication carries electrical, chemical and can lead to serious material and personal damage.
B. It is forbidden to inspect, repair or replace the battery or any of its elements by personnel not explicitly authorized by the manufacturer.
C. The manipulation or repair of any electrical element external to the battery by personnel not explicitly authorized by the manufacturer is forbidden.

2. BATTERY DAMAGES
Any abusive treatment of the vehicle can affect the life of the battery. To keep it in good condition and prolong its useful life, follow these instructions:
A. Avoid using the vehicle in extreme heat or cold, beyond the limits set by the manufacturer.
B. Avoid charging the battery in extreme heat or cold, beyond the limits set by the manufacturer.
C. During periods of non-use, the vehicle should be stored in a dry place, away from sources of cold and/or heat, as well as from direct sunlight.
D. Avoid unnecessary shock and vibration in your vehicle. Periodically check that the insulation between the battery and the chassis of the vehicle is in good condition. Otherwise, replace it.
E. Self-discharge is a natural feature of your battery and must be controlled. In case of long periods of inactivity, the charger should be connected periodically, and the battery should be fully charged.
F. Avoid partial charging of the battery. For a correct daily use, the battery must always be charged up to the limit imposed by the charger.
G. Avoid any direct hit to the battery due to handling or transport.
H. It is strictly forbidden to use any type of charger that has not been supplied directly by the manufacturer or by an authorized dealer.
I. Avoid abnormally forcing the vehicle during use.
J. Your battery has internal protections against electrical risk that can act automatically. In case of faulty or no battery operation, contact an authorized service centre for repair.
K. Keep your battery clean and in good condition, carefully remove dust, dirt and other external elements that may enter the battery compartment during use.
L. In case of detecting deterioration in the conductors of the electrical system, disconnect the vehicle and contact an authorized Gas Gas technical service for repair.
M. Avoid direct contact of the electrical system of your vehicle with water, mud or similar. If water is accidentally introduced into any electrical element of the vehicle, unplug it and wait for it to dry naturally before using it again.
Components needed to charge the battery:

A - Battery
B - Charger
C – Charger cable to the home network

To charge the battery, follow the steps below:

The connection for charging the battery is in the upper front part of the motorcycle (1).

- First make sure that the motorcycle is switched off by the button located on the right side (2), it must be in the OFF position.

- Then unplug the battery connector (pull it out, goes with pressure, (never pull the cables) do it always from the connector (3)) and connect the charger cable through the three-pin connector to the battery (4).

- Connect the cable (5) to the charger and then the other part to the 100-240V domestic network (6). You will see how the indicator LED on the charger turns red to indicate that the battery is charging.

- The led will become green when the battery is fully charged. It will take approximately 2.5 hours for a full charge.

- After charging, unplug the charger from the socket and, only afterwards, disconnect the charger from the battery. Reconnect the connector (3) of the motorcycle to the battery. At this moment your TXe will be ready to use it.

REMINDER TO CLOSE ALWAYS TAPE OF THE RECHARGE PORT (5) TO AVOID DIRTYNESS.

TO EXTEND THE LIFE OF YOUR BATTERY, AVOID HALF LOADS. WAIT THE LED BECOMES GREEN!
You can also charge the battery by removing it from the motorcycle.

One of the points that differentiate this vehicle from the others is that its batteries are easily removable and transportable to charge them wherever you want.

Follow the steps below:

NEVER REMOVE BATTERIES WITH MOTORCYCLE SWITCHED ON

- Make sure that the motorcycle is switched off by the button located on the right side (1), this must be in the OFF position.
- Then unplug the motorcycle connector to the battery (2).

- Then remove the screws marked with the arrows (3) and (4).

- Once the previous operations have been completed, slide the battery outwards to the left side of the motorcycle.

- Take special care when handling the battery, it is an element with a considerable weight, try to remove it with caution and avoid hitting it.

- Keep the electrical components and the battery away from the children.

- Once the battery is removed, connect the charger cable with its three-pin connection to the battery (6).

Then connect the cable to the charger (7) and the other end of this to the 100-240V domestic network (8). You will see how the indicator LED on the charger turns red to indicate that the battery is charging.

- The led will become green when the battery is fully charged. It will take approximately 2.5 hours for a full charge.

- After charging to reassemble the battery, follow the same instructions in reverse order.

- Unplug the charger from the home network and, only afterwards, the plug of the charger to the battery, reassemble the battery on the motorcycle as explained above. At this moment your TXe will be ready to use it.
**Why is autonomy reduced when it is very cold?**
- Below 0 °C, the performance of the battery gets worse. This factor does not pose any problem or damage the battery, it only momentarily reduces the capacity of the battery, decreasing in turn the autonomy of the motorcycle.

**Can you drive by the street?**
- No. This motorcycle is not suitable for driving on public roads, it can only be used on closed circuits.

**Can the charger be connected continuously to the battery?**
- Yes. The battery pack has an internal electronic circuit (BMS) that communicates with the charger. As soon as it detects that the battery is fully charged, it automatically disconnects the charger.

**Is it water resistant?**
- Both the motor, the controller and the electrical connections are properly protected for normal use in the rain. The motorcycle is prepared for pressure washing, however, avoiding impact on electrical parts. In no case is the controller, motor or electrical parts prepared against immersion.

**Does it have regenerative breaking?**
- Yes, it has regenerative braking managed by the controller.

**How can the double map be selected?**
- There are two options:
  - The “ECO” alternative recommended for long journeys or displacements between areas.
  - The “FULL” alternative to get the most out of the motorcycle inside the trial areas.

We recommend using the “ECO” mode in interzones / tracks, otherwise the motor or controller could overheat. In this case, the controller would adopt the “ECO” mode until the set returns to the correct temperature range.
### TECHNICAL FEATURES TABLE

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MOTOR</strong></td>
<td>BRUSHLESS DC</td>
</tr>
<tr>
<td><strong>POWER</strong></td>
<td>15KW max</td>
</tr>
<tr>
<td><strong>TORQUE</strong></td>
<td>30 NM max</td>
</tr>
<tr>
<td><strong>REFRIGERATION</strong></td>
<td>Cooling liquid</td>
</tr>
<tr>
<td><strong>BATTERY</strong></td>
<td>LiPo 50,4v / 58,8V max / 33Ah</td>
</tr>
<tr>
<td><strong>TRANSMISSION TYPE</strong></td>
<td>6 gears, GAS GAS® Four / Six system (patented)</td>
</tr>
<tr>
<td><strong>CLUTCH</strong></td>
<td>Hydraulic system diaphragm 1/3discs</td>
</tr>
<tr>
<td><strong>CHASIS</strong></td>
<td>Tubular frame made with Cr-Mo</td>
</tr>
<tr>
<td><strong>SWINGARM</strong></td>
<td>Aluminium. Progressive system by links</td>
</tr>
<tr>
<td><strong>FRONT FORK</strong></td>
<td>TECH with aluminium chamber, Ø39mm left-167mm free travel</td>
</tr>
<tr>
<td><strong>REGULATION</strong></td>
<td>Adjustable spring extension and preload</td>
</tr>
<tr>
<td><strong>SHOCK</strong></td>
<td>REIGER Hydraulic Monoshock (2 Vias)</td>
</tr>
<tr>
<td><strong>RIM TYPE</strong></td>
<td>Aluminium-radiated rim</td>
</tr>
<tr>
<td><strong>FRONT RIM-TYRE</strong></td>
<td>1.6 x 21 - Michelin Trial X11 2.75 x 21</td>
</tr>
<tr>
<td><strong>REAR RIM- TYRE</strong></td>
<td>2.15 x 18 - Michelin Trial X11 4.00 x 18 TL</td>
</tr>
<tr>
<td><strong>FRONT DISC BRAKE</strong></td>
<td>Disc 185 mm. FLOATing NG WAVE, BRAKTEC monoblock 4-piston clamp</td>
</tr>
<tr>
<td><strong>REAR DISC BRAKE</strong></td>
<td>Disc 150 mm. NG WAVE, BRAKTEC 2-piston clamp with self-supporting system</td>
</tr>
<tr>
<td><strong>WEIGHT</strong></td>
<td>69 Kg.</td>
</tr>
<tr>
<td><strong>DIMENSIONS</strong></td>
<td>Length x Width x Height: 2.010 mm. x 825 mm. x 1130 mm.</td>
</tr>
<tr>
<td><strong>WHEELBASE</strong></td>
<td>1.320 mm.</td>
</tr>
<tr>
<td><strong>SEAT HEIGHT</strong></td>
<td>660 mm.</td>
</tr>
</tbody>
</table>

(Specifications subjected to unreported changes, and possibly not applicable in all countries).
* Image of the TXe 2019

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
<th>Number</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front mudguard</td>
<td>10</td>
<td>Front brake disc guard</td>
</tr>
<tr>
<td>2</td>
<td>Front brake caliper</td>
<td>11</td>
<td>Front brake disc</td>
</tr>
<tr>
<td>3</td>
<td>Front suspension outer tube</td>
<td>12</td>
<td>Chain guide</td>
</tr>
<tr>
<td>4</td>
<td>Front suspension bar</td>
<td>13</td>
<td>Chain</td>
</tr>
<tr>
<td>5</td>
<td>Lights switch</td>
<td>14</td>
<td>Rear sprocket cover</td>
</tr>
<tr>
<td>6</td>
<td>Battery</td>
<td>15</td>
<td>Sprocket</td>
</tr>
<tr>
<td>7</td>
<td>Seat</td>
<td>16</td>
<td>Rear rim</td>
</tr>
<tr>
<td>8</td>
<td>Rear mudguard</td>
<td>17</td>
<td>Rear tyre</td>
</tr>
<tr>
<td>9</td>
<td>Front tyre</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
* Image of the TXe 2019

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
<th>Number</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>Rear light</td>
<td>25</td>
<td>Swing arm</td>
</tr>
<tr>
<td>19</td>
<td>Rear tyre air valve</td>
<td>26</td>
<td>Rear brake lever</td>
</tr>
<tr>
<td>20</td>
<td>Chassis</td>
<td>27</td>
<td>Skid plate</td>
</tr>
<tr>
<td>21</td>
<td>Radiator</td>
<td>28</td>
<td>Water pump</td>
</tr>
<tr>
<td>22</td>
<td>Front light</td>
<td>29</td>
<td>Switch</td>
</tr>
<tr>
<td>23</td>
<td>Rear brake disc</td>
<td>30</td>
<td>Front tyre air valve</td>
</tr>
<tr>
<td>24</td>
<td>Side stand lever</td>
<td>31</td>
<td>Front wheel axle</td>
</tr>
</tbody>
</table>
### Location of components

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
<th>Number</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>Seat cover</td>
<td>43</td>
<td>Handlebar</td>
</tr>
<tr>
<td>33</td>
<td>Left foot peg</td>
<td>44</td>
<td>Left suspension regulation</td>
</tr>
<tr>
<td>34</td>
<td>Gear shift pedal</td>
<td>45</td>
<td>Right foot peg</td>
</tr>
<tr>
<td>35</td>
<td>Controller</td>
<td>46</td>
<td>Stop</td>
</tr>
<tr>
<td>36</td>
<td>Radiator cover</td>
<td>47</td>
<td>Throttle mechanism cover</td>
</tr>
<tr>
<td>37</td>
<td>Battery lever</td>
<td>48</td>
<td>Throttle grip</td>
</tr>
<tr>
<td>38</td>
<td>Left-hand grip</td>
<td>49</td>
<td>Front brake lever</td>
</tr>
<tr>
<td>39</td>
<td>Clutch lever</td>
<td>50</td>
<td>Front brake pump</td>
</tr>
<tr>
<td>40</td>
<td>Clutch pump</td>
<td>51</td>
<td>Right bottle regulation</td>
</tr>
<tr>
<td>41</td>
<td>Switch map</td>
<td>52</td>
<td>Handlebar Protector</td>
</tr>
<tr>
<td>42</td>
<td>Overboard switch</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Numbering system

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
<th>Number</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ECO mode</td>
<td>4</td>
<td>STARTING motor</td>
</tr>
<tr>
<td>2</td>
<td>FULL mode</td>
<td>5</td>
<td>STOP motor</td>
</tr>
<tr>
<td>3</td>
<td>Overboard switch</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The maintenance and adjustment operations shown in the chart are easy and necessary to carry out to ensure that the motorcycle is kept in good condition.

<table>
<thead>
<tr>
<th>Part</th>
<th>Check/Inspect</th>
<th>Adjust</th>
<th>Replace/Change</th>
<th>Clean</th>
<th>Grease/Lubricate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear shock absorver</td>
<td>Every year</td>
<td>-</td>
<td>Every 2 years</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Transmission oil</td>
<td>30 hours</td>
<td>-</td>
<td>60 hours</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Front suspension oil</td>
<td>-</td>
<td>-</td>
<td>60 hours</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Brakes setting</td>
<td>Every race</td>
<td>If is necessary</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Swing arm &amp; link</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>Every race</td>
<td>Every wash</td>
</tr>
<tr>
<td>Chain</td>
<td>Every race</td>
<td>If is necessary</td>
<td>If is damaged</td>
<td>Every race</td>
<td>Every wash</td>
</tr>
<tr>
<td>Frame</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>Every race</td>
<td>-</td>
</tr>
<tr>
<td>Steering column bearing</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Wheel bearing</td>
<td>-</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Engine bearing</td>
<td>-</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Rear sprocket</td>
<td>30 hours</td>
<td>First 5 hours</td>
<td>If is damaged</td>
<td>-</td>
<td>Every wash</td>
</tr>
<tr>
<td>Brakes</td>
<td>Every race</td>
<td>If is necessary</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Brakes disc</td>
<td>Every race</td>
<td>First 5 hours</td>
<td>If is damaged</td>
<td>Every 2 races</td>
<td>-</td>
</tr>
<tr>
<td>Clutch plates</td>
<td>-</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Clutch</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Steering free-play</td>
<td>Every race</td>
<td>If is necessary</td>
<td>Every 2 years</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Brake hose</td>
<td>Every race</td>
<td>If is necessary</td>
<td>Every year</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cooling liquid</td>
<td>Every race</td>
<td>-</td>
<td>-</td>
<td>Every race</td>
<td>Every wash</td>
</tr>
<tr>
<td>General lubricant</td>
<td>Every race</td>
<td>-</td>
<td>-</td>
<td>Every race</td>
<td>Every wash</td>
</tr>
<tr>
<td>Front &amp; rear rim</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>Every race</td>
<td>-</td>
</tr>
<tr>
<td>Tyres</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>Every race</td>
<td>-</td>
</tr>
<tr>
<td>Brake fluid level</td>
<td>Every race</td>
<td>If is necessary</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Chain slider</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Gearshift lever</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>Every wash</td>
</tr>
<tr>
<td>Master cylinder piston &amp; dust cover</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Caliper piston</td>
<td>-</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Front &amp; rear spokes</td>
<td>Every race</td>
<td>5 hours</td>
<td>If is damaged</td>
<td>Every race</td>
<td>-</td>
</tr>
<tr>
<td>Front suspension</td>
<td>Every race</td>
<td>If is necessary</td>
<td>If is damaged</td>
<td>Every muddy race</td>
<td>Every 3 dusty race</td>
</tr>
<tr>
<td>Screws, nuts &amp; fixings</td>
<td>Every race</td>
<td>If is necessary</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Radiator pipes</td>
<td>Every race</td>
<td>If is necessary</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Lateral frame protectors</td>
<td>Every race</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Down-engine protector</td>
<td>-</td>
<td>-</td>
<td>If is damaged</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Controller power wiring</td>
<td>Every race</td>
<td>-</td>
<td>Go to Official Service when damage or wear out</td>
<td>Every race</td>
<td>-</td>
</tr>
<tr>
<td>Controller sealing</td>
<td>Every race</td>
<td>If loose</td>
<td>Go to Official Service when damage or wear out</td>
<td>Every race</td>
<td>-</td>
</tr>
<tr>
<td>Conector Motor</td>
<td>Every race</td>
<td>-</td>
<td>Go to Official Service when damage or wear out</td>
<td>Every muddy race</td>
<td>-</td>
</tr>
<tr>
<td>Engine cover</td>
<td>30 hours</td>
<td>-</td>
<td>Go to Official Service when damage or wear out</td>
<td>Every muddy race</td>
<td>-</td>
</tr>
<tr>
<td>Battery</td>
<td>Every race</td>
<td>-</td>
<td>Go to Official Service when damage, wear out or having some crashes</td>
<td>Every muddy or dusty race</td>
<td>-</td>
</tr>
</tbody>
</table>
## MAINTENANCE CHART

<table>
<thead>
<tr>
<th>Part</th>
<th>Check/Inspect</th>
<th>Adjust</th>
<th>Replace/Change</th>
<th>Clean</th>
<th>Grease/Lubricate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery power wiring</td>
<td>Every use</td>
<td>-</td>
<td>Go to Official Service when damage or wear out</td>
<td>Every muddy or dusty race</td>
<td>-</td>
</tr>
<tr>
<td>Wiring hardness</td>
<td>30 hours</td>
<td>-</td>
<td>Go to Official Service when damage or wear out</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Control command</td>
<td>Every use</td>
<td>-</td>
<td>Go to Official Service when damage or wear out</td>
<td>Every muddy race</td>
<td>-</td>
</tr>
<tr>
<td>Radiator fan</td>
<td>30 hours</td>
<td>-</td>
<td>Go to Official Service when damage or wear out</td>
<td>Every muddy race</td>
<td>-</td>
</tr>
</tbody>
</table>
Serial number

Make a note of the vehicle’s identification number (serial no.), information on the model label and key identification details in the spaces provided for this purpose for ease of ordering spare parts or as a reference in the event of theft of the motorcycle.

Serial number (A)
This is marked on the right-hand side of the steering tube. It indicates the frame number under which the vehicle is registered.

The new GAS GAS TXe 2019, has marked physically the serial number on the right side of steering column (B), this number identifies the motorbike and must coincide with the vehicle documentation.
The lights switch is located on the upper part of the left side of the bike, close to the steering column.

This light switch has two options, on (1) and off (2).

The general switch is located on the upper part of the right side of the bike, close to the steering column. The options for this switch are: on (3) and off (4).

The switch located on the right side of the handlebar has two options: stop the motor in lower position (5) and starting motor in upper position (6).

The switch located on the left side of the handlebar manage the selection of mapping (7), offering the options "ECO" and "FULL" see page 12. Just at the right side of this last switch there is the emergency stop switch (rider safety device) (8).
To initiate the starting of the bike follow the below steps:

The first step will be to actuate the general switch located on the upper part of the right side of the bike (1).

This switch has two options, ON (2) and OFF (3). Select the option ON, this option switches on the general power of the bike. After couple of seconds you will hear “click”, very soft sound which means the system is operating correctly.

After few seconds it’s prepared for actuating the switch located on the right side of the handlebar. Select the switch on upper position (4) to start the engine. This action will make to switch on the electric motor.

From this moment your TXE is ready for riding.
To initiate the stopping of the bike follow the below steps: respect the order of the steps.

The first step will be to actuate on the switch located on the right side of the handlebar, select switch on lower position (1), this will stop the electric motor of the bike (but still the general power is on).

Next step will be to actuate on the general switch located on the upper part of the right side of the bike (2).

Select the option OFF (3) on this switch. This option will disconnect the general power of the bike.

DON’T FORGET TO COMPLETE THE LAST OPERATION.
OTHERWISE, IF YOU DON’T SELECT OPTION OFF, THE BIKE WILL CONTINUE CONSUMING POWER FROM THE BATTERY AND THIS COULD CAUSE THE DEEP DISCHARGE OF IT.

On the left side of the handlebar is located the switch (4), this is the switch for emergency stop (rider safety device). This device allow to stop the bike in a risky situation. Anyway, after stopping the bike by this device you will have to select the option OFF (3) at the general power switch, to proceed with the general disconnection of power of the bike.
Handle bar lever setting

Minimum 3mm

The clutch control should be set to the required distance and the lever must not have a set of less than 3 mm.

Never remove this freeplay.

Minimum 3mm

Like the clutch, the front brake lever should be at the ideal distance for operation the lever must not have a set of less than 3 mm.

Never remove this freeplay.

Control of oil level

OIL CAPACITY
(See page 8)

To refill oil, remove the plug and fill up by hole (A).

To check the oil level, place the motorcycle perpendicular to the ground. If the bike has been used wait a few minutes. Check the oil level using the level indicator on the lower right-hand side of the engine (B). It should be between the maximum and minimum. If too high, remove the excess; if too low, open the oil cap (A) and add the necessary amount. Use the same type and brand of oil that the engine already has.
Getting empty the crank cases

The crankcase drain plug is located at the bottom left-hand side. A hole in the crankcase guard enables easy drainage.

Radiator filling up

To fill radiator, use special coolant for light alloy engines. To fill in the radiator remove the cap (A).

To avoid burns, do not remove the radiator cap or try to change the coolant when the engine is still hot. Wait until it cools down completely.
After any clutch actuation circuit disassembly and assembly operations, any traces of air can be removed through the bleeder. (A).

(B) The circle indicates where the engine oil is filled up.

After many hours of use, check for possible wear of the clutch discs. The minimum measurement for correct operation is 9.87 mm.
For an average weight of 75 kg, we preload the spring by 5 turns.

* Measurement without spring and with compressed hydraulic rod.

The front suspension is adjusted manually.
(A) Right (hydraulic extension)
(B) Left (spring preload)

In the lower part of the suspension there are the following adjustments:
Right (hydraulic compression) --- only for TXT GP models
Left (hydraulic brake end of travel)
The preload of the shock absorber is adjusted by rotating the toothed rings (C) with two special spanners. Starting from the standard preload of 7 mm, tighten or loosen, depending on the weight of the rider, reaching as a maximum 9 mm of preload (see spring and preload table).

Preload is the difference in length (mm) between the free spring and after applying the preload.

<table>
<thead>
<tr>
<th>Rider weight without equipment (Kg)</th>
<th>K (N/mm) spring</th>
<th>Spring preload (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 70</td>
<td>67,5</td>
<td>De 6,5 a 7,5</td>
</tr>
<tr>
<td>From 70 to 80</td>
<td>70</td>
<td>7</td>
</tr>
<tr>
<td><strong>Series</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>From 80 to 85</td>
<td>72,5</td>
<td>De 7 a 7,5</td>
</tr>
<tr>
<td>Over 85</td>
<td>75</td>
<td>De 7 a 7,5</td>
</tr>
</tbody>
</table>

The rebound or extension is adjusted with by the screw. The standard position is 28 clicks from closed. From this starting position, open clicks if faster extension or rebound is desired and close clicks if slower extension or rebound is desired. It's advisable to work out 10 clicks opening or closing from standard position but not more.
Swing arm joints

- It is important to remove and to check regularly the condition of the swinging arm bearings and supports.

- Clean, check and grease regularly the joint adjustments of the lower part of the rear suspension.

Joints lubrication

Use special oil or grease for:

1) Clutch and brake lever joints.

2) The gear lever joint.
3) Also the rear brake pedal (bearings).

4) Grease the fixings and springs of the footrest.

5) Clean & grease often the secondary transmission chain, because it's exposed to very hard conditions and constant friction.

6) Lubricate the extrem of the right side of the handlebar with a little bit of oil to make the throttle control slides smoothly.
Setting of the chain tension and wheel.

On the rear wheel axis there are the tensioners for making easier to tension the chain and centre the wheel.

Connection chain link orientation

The chain connection link must be placed with the opening against the normal chain movement when bike goes forward.

Pressure and status of the tires.

The tires are the connection between the bike and the road. In any case the security conditions are pending on a small contact area. Due to that it's very important to keep the tires in a good conditions and replace them when necessary by the original recommended by GAS GAS.

Assembly and replacement of the tires: it's recommended to replace the tires by a professional staff with a proper machine and adequate experience to actuate correctly.

Tires pressure: The correct tires pressure is very important for your security conditions. Never review the tires pressure and re-inflate if necessary only while the tire is still warm, wait for cooling down.
 Pressure and status of the tires.

![Warning icon]

**Tires aging:** The tires get old, even when they are been used or when they are used only from time to time. The fissure on the centre or by the side of the tire that are often coming together with the structure deformation, it's a clear sign of aging. The old tires must be checked by a specialist to determine if they are fit for use or not.

---

![Warning icon]

**Exchange the tire:** The rims and wheels for replacement must be the same size and type than specified by the vehicle manufacturer. It should not change the type of tire without tire manufacturer advice or vehicle, in addition must be evaluated the impact on the vehicle security, on the vehicle performance and gaps against the neighbour components. Used tires should not be installed if they were under unknown conditions of use and storage.

---

![Warning icon]

**The tire tread depth must be checked regularly.** Take in account that the deeper the tread the bigger is the grip of the tire, specially in a bad conditions.  

---

![Warning icon]

After puncture the tire the bike must be stopped as soon as possible for removing the tire and check it. To repair it must be done by a tire specialist. The damage and deform tires must be replaced.

---

*Fig. 1 – Bad condition*

**Front tire:**

2.75 x 21” TRIAL
Pressure and status of the tires.

Check regularly the tire pressure.

Front wheel pressure:
1.2 bar - normal
**0.420 bar – only competition

Rear wheel pressure:
1.2 bar - normal
**0.300 bar – only competition

Check the condition of the tires to obtain the optimum grip from them.

Fig.2 – Good condition.

Rear tire:
4.00 x 18" TRIAL
(tube less)

Brakes

The level of the front brake fluid can be checked using the sight glass on the Master cylinder tank.

Side-stand lever

Avoid to sit down on the bike while side-stand-lever is supporting the vehicle.
To check the level of the tank, place the motorcycle in a vertical position to see the current level of the liquid. It should be between MIN and MAX.

ATTENTION: Don’t touch or manipulate the brake after long or hard use, this could produce burn injuries due to high temperature.

The brake pads wear away, front and rear, must be checked regularly to maintain an efficient braking performance in every situation.

To eliminate traces of air from the brake circuit, the calipers are equipped with bleeders.

Regularly check the level of the liquid. Refill up if necessary with DOT4.
## Tightening torque

<table>
<thead>
<tr>
<th>PART NAME</th>
<th>N-m</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FRAME</strong></td>
<td></td>
</tr>
<tr>
<td>Front wheel shaft</td>
<td>50</td>
</tr>
<tr>
<td>Fixing swingarm to frame</td>
<td>50</td>
</tr>
<tr>
<td>Fixing up shock absorver</td>
<td>50</td>
</tr>
<tr>
<td>Fixing down shock absorver</td>
<td>45</td>
</tr>
<tr>
<td>Fixing link lever to frame</td>
<td>30</td>
</tr>
<tr>
<td>Handlebar clamp</td>
<td>20</td>
</tr>
<tr>
<td>Clutch &amp; front brake lever</td>
<td>7-10</td>
</tr>
<tr>
<td>Fixing radiator</td>
<td>10</td>
</tr>
<tr>
<td>Front suspension bracket</td>
<td>12</td>
</tr>
<tr>
<td>Brake pedal</td>
<td>25</td>
</tr>
<tr>
<td>Rear caliper retainer</td>
<td>12</td>
</tr>
<tr>
<td>Rear wheel shaft</td>
<td>50</td>
</tr>
<tr>
<td>Fixing rear caliper/caliper guide screw</td>
<td>25</td>
</tr>
<tr>
<td>Fixing front caliper</td>
<td>25</td>
</tr>
<tr>
<td>Motor cover</td>
<td>8</td>
</tr>
<tr>
<td>Fixing motor to frame</td>
<td>50</td>
</tr>
<tr>
<td>Fixing rear master cylinder</td>
<td>10</td>
</tr>
<tr>
<td><strong>MOTOR</strong></td>
<td></td>
</tr>
<tr>
<td>Clutch hub</td>
<td>8</td>
</tr>
<tr>
<td>Clutch disc cover</td>
<td>8</td>
</tr>
<tr>
<td>Crack cases</td>
<td>8</td>
</tr>
<tr>
<td>Motor</td>
<td>8</td>
</tr>
<tr>
<td>Watter pump</td>
<td>8</td>
</tr>
<tr>
<td>Clutch cover</td>
<td>8</td>
</tr>
<tr>
<td>Fill up / empty oil plug</td>
<td>12</td>
</tr>
<tr>
<td>Change gear lever screw</td>
<td>6</td>
</tr>
<tr>
<td>End travel gear selector</td>
<td>8</td>
</tr>
<tr>
<td>Gear fixer</td>
<td>8</td>
</tr>
<tr>
<td>Motor to crankcase</td>
<td>8</td>
</tr>
</tbody>
</table>
When the motorcycle needs to be stored for a long period of time, you should:

- Clean deeply the motorcycle.
- Start and run the engine for about 5 minutes to heat the transmission oil and then drain it (see the ‘Draining the crankcase’ section on p. 21).
- Put in new transmission oil.
- Lubricate the chain and all cables.
- Put oil on all unpainted metal surfaces to prevent rust but avoid getting it on the brakes and rubber parts.
- Place the motorcycle in such a way that the two wheels do not touch the ground (if this is not possible put piece of paperboard underneath the wheels).
- Cover the motorcycle to protect it from dust and dirt.
- For a not very long storage, time check that battery is by 50% charged and disconnect it. Check the charge level of the battery regularly to ensure that keeps the 50% of charge, in case of discharge connect the charging device to recover up to 50-60%.
- For a long storage time disconnect the battery and get it out of the bike, storage in a dry place far away from a too cold or too hot source point, as well as from the direct sunlight.
- Check regularly that everything works as normal and cover the bike again.

To put it into operation after storage:

- Apply general lubrication.
- Review tire pressure, if necessary inflate them up to correct pressure.
- Connect the battery to a charger device and charge it up to 100%

To avoid excessive ageing of the plastic and other washable parts of the motorcycle, we recommend careful cleaning of them. If you use high pressure and/or temperature water equipment, take care to keep the water jet at least 30 centimetres away from the surfaces to ensure that the plastic stays shiny and the stickers that decorate the motorcycle are not removed.
## Troubleshooting

**NOTA**

This is not an exhaustive list of faults, just some of the most common.

<table>
<thead>
<tr>
<th>FAILURE</th>
<th>CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
</table>
| 1 Gears do not engage | - Clutch does not detach.  
- Bent or seized shift fork  
- Seized gear in transmission.  
- Damaged gear shift lever.  
- Broken or loose selector position spring.  
- Broken selector reverse mechanism spring.  
- Broken shift drum.  
- Broken gear selector ratchet spring | - Contact specialist garage.  
- Change shift fork.  
- Go to a specialized workshop.  
- Replace gear shift lever.  
- Adjust selector position spring or change.  
- Replace selector reverse mechanism spring.  
- Change shift drum.  
- Replace selector ratchet spring. |
| 2 Gears jump out | - Worn shift fork in gears.  
- Worn gear groove.  
- Damaged gear lugs.  
- Worn drum shift groove.  
- Worn shift fork axle.  
- Broken selector drum position spring.  
- Broken gears. | - Change shift fork.  
- Change. Go to a specialized workshop.  
- Change. Go to a specialized workshop.  
- Change. Go to a specialized workshop.  
- Change axle. Go to a specialized workshop.  
- Change spring. Go to a specialized workshop.  
- Contact specialist garage. |
| 3 Clutch sliding | - No play on clutch lever  
- Worn clutch plate.  
- Worn clutch hub.  
- Broken or weak clutch spring.  
- Worn clutch discs. | - Contact specialist garage.  
- Replace clutch plate. Go to a specialized workshop.  
- Change clutch hub.  
- Adjust or change clutch spring.  
- Change clutch discs. Go to a specialized workshop. |
| 4 Motorcycle unstable | - Cable makes turning handlebars difficult.  
- Excessively tight steering shaft nut.  
- Damaged or worn steering bearings.  
- Bended steering shaft. | - Separate cable or loosen slightly.  
- Loosen steering shaft nut  
- Replace steering bearings.  
- Change steering shaft. Go to a specialized workshop. |
| 5 Excessively hard shock absorption | - Excessive oil in front fork.  
- Excessively viscous oil in front fork.  
- Bent front fork.  
- Excessive tyre pressure.  
- Badly adjusted shock absorber. | - Remove excess oil to reach proper level.  
- Drain oil from fork and refill with oil of suitable viscosity.  
- Change front fork. Go to a specialized workshop.  
- Check tyre pressures.  
- Adjust rear shock absorber. |
## Troubleshooting

<table>
<thead>
<tr>
<th>FAILURE</th>
<th>CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
</table>
| 6 Excessively soft shock absorption | Insufficient oil in front fork.  
- Insufficiently viscous oil in front fork.  
- Bent front fork.  
- Badly adjusted shock absorber. | Add oil to front fork to reach proper level.  
- Drain oil from fork and refill with oil of suitable viscosity.  
- Change front fork. Go to a specialized workshop.  
- Adjust rear shock absorber. |
| 7 Motorcycle makes abnormal noises | Badly adjusted chain.  
- Worn chain.  
- Worn rear sprocket teeth.  
- Insufficient lubrication of chain.  
- Misaligned rear wheel  
- Insufficient oil in front fork  
- Weak or broken front fork spring.  
- Worn brake disc.  
- Badly placed or glazed pads.  
- Damaged cylinder.  
- Badly tightened supports, nuts or bolts | Adjust chain.  
- Replace chain, rear sprocket and final drive system pinion.  
- Change rear sprocket.  
- Lubricate with appropriate lubricant for chains.  
- Align rear wheel. - Go to a specialized workshop.  
- Add oil to front fork to reach proper level.  
- Replace front fork spring.  
- Replace brake disc.  
- Reposition or change pads.  
- Replace damaged cylinder.  
- Check and adjust to appropriate tightening torques. |
| 8 Handlebar vibrates | Worn tyre, swinging arm or needle bearings.  
- Off-centre rim.  
- Misaligned wheel.  
- Excessive tolerance in steering shafts.  
- Loose handlebar bracket and steering shaft nut. | Replace worn parts with new ones.  
- Centre the rim.  
- Check rim spoke tension. Readjust if necessary.  
- Tighten handlebar bracket and steering shaft nut to appropriate tightening torques.  
- Tighten handlebar bracket and steering shaft nut to appropriate tightening torques. |
| 9 Motorcycle tends to lean to one side. | Bent chassis.  
- Incorrectly adjusted steering.  
- Bent steering shaft.  
- Bent front fork.  
- Misaligned wheels. | Change frame. - Go to a specialized workshop.  
- Adjust steering. - Go to a specialized workshop.  
- Change steering shaft. - Go to a specialized workshop.  
- Change front fork.  
- Align wheels. |
| 10 Brakes do not work properly | Worn disc.  
- Loss of brake fluid.  
- Impaired brake fluid.  
- Broken pump piston.  
- Incorrectly adjusted brakes. | Change disc.  
- Check brake circuits. Change those that are damaged or broken.  
- Drain brake fluid and replace with new. Recommended by manufacturer.  
- Replace pump piston.  
- Adjust brakes. |
## Troubleshooting

<table>
<thead>
<tr>
<th>FAILURE</th>
<th>CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
</table>
| Interface of battery level does not get on. | - The battery is not connected to the bike.  
- The KEW SW switch is in OFF position.  
- The 2A fuse in the operation wiring is blown.  
- The 250A power fuse is blown.  
- The watch has an incorrect wiring.  
- The watch is damaged. | - Connect the battery 100% charged to the bike.  
- Select at the KEY SW the position ON.  
- Replace the blown fuse by a new one with same ampers specification. If failure still there visit the technical service.  
- Go to technical service.  
- Go to technical service, ATENTION!! To connect wrongly the wiring of the watch can damage it permanently.  
- Go to technical service. |
| The main counter does not get activated | - The battery is not connected to the bike.  
- The KEW SW switch is in OFF position.  
- The 2A fuse in the operation wiring is blown.  
- The 250A power fuse is blown.  
- The pre-charge circuit is disconnected. | - Connect the battery 100% charged to the bike.  
- Select at the KEY SW the position ON.  
- Replace the blown fuse by a new one with same ampers specification. If failure still there visit the technical service.  
- Go to technical service.  
- Go to technical service. |
| Head-light does not switch on | - The battery is not connected to the bike  
- The KEW SW switch is in OFF position  
- The LIGH'T SW switch is in OFF position  
- The 5 A fuse for the assistant installation is blown.  
- The headlight is disconnected.  
- The converter DC/AC is damaged. | - Connect the battery 100% charged to the bike.  
- Select at the KEY SW the position ON.  
- Select at the LIGHT SW the position ON.  
- Replace the blown fuse by a new one with same ampers specification. If failure still there visit the technical service.  
- Connect the headlight to the wiring hardness of the bike.  
- Go to technical service. |
| Tail-light does not switch on. | - The battery is not connected to the bike  
- The KEW SW switch is in OFF position  
- The LIGH'T SW switch is in OFF position  
- The 5 A fuse for the assistant installation is blown.  
- The tail-light is disconnected.  
- The converter DC/AC is damaged. | - Connect the battery 100% charged to the bike.  
- Select at the KEY SW the position ON.  
- Select at the LIGHT SW the position ON.  
- Replace the blown fuse by a new one with same ampers specification. If failure still there visit the technical service.  
- Connect the tail-light to the wiring hardness of the bike.  
- Go to technical service. |
## Troubleshooting

<table>
<thead>
<tr>
<th>Failure</th>
<th>Cause</th>
<th>Solution</th>
</tr>
</thead>
</table>
| **15** The radiator fan does not work. | - The battery is not connected to the bike  
- The KEW SW switch is in OFF position.  
- The 5 A fuse for the assistant installation is blown.  
- The radiator fan is disconnected.  
- The radiator thermo-switch does not work. | - Connect the battery 100% charged to the bike  
- Select at the KEY SW the position ON.  
- Replace the blown fuse by a new one with same ampers specification. If failure still there visit the technical service.  
- Connect the radiator fan to the assistant installation of the bike.  
- Go to technical service. |
| **16** The motor does not work. | - The battery is not connected to the bike  
- The KEW SW switch is in OFF position.  
- The ON / OFF switch is in OFF position.  
- The overboard device is not in place.  
- The throttle device is damaged & does not work.. | - Connect the battery 100% charged to the bike  
- Select at the KEY SW switch the position ON.  
- Select at the ON / OFF switch the position ON.  
- Fix in place the overboard device.  
- Go to technical service. |
| **17** The battery does not get charged. | - The charger is not charging  
- The charger is damaged.  
- The battery is damaged. | - Connect the charger to the mains.  
- Go to technical service. |

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PREVENTIVE ADVICE

Take the time to perform all necessary checks and maintenance on your motorcycle before taking it out for a ride. In some parts of this manual, information is provided about work to be carried out in a GAS GAS authorised garage. For this reason and in order to increase the life of your motorcycle, periodic checks of the motorcycle must only be carried out by experts in GAS GAS’s After-Sales Service.

Failure to carry out proper maintenance of the motorcycle and ignoring problems, however small, can result in serious physical injury or even death.

To avoid excessive ageing of the plastic and other washable parts of the motorcycle, we recommend careful cleaning of them. If you use high pressure and/or temperature water equipment, take care to keep the water jet at least 30 centimetres away from the surfaces to ensure that the plastic stays shiny and the stickers that decorate the motorcycle are not removed.

SAVE OPERATION OF YOUR MOTORCYCLE

Safe riding of a motorcycle does not only depend on the machine. Also important are the prudence and intelligence of the rider. We recommend that you enjoy your favourite sport with the necessary equipment (helmet, pads and guards, boots, etc.).

LEGAL NOTICIES

In the interests of technical development, we reserve the right to modify the construction, equipment and accessories of the motorcycle. Measurements, weight and power data are understood to include the respective tolerances. Depending on the amount of equipment and accessories of your motorcycle, as well as the export versions, there may be variations regarding descriptions and illustrations, meaning that the photographs shown in this manual may not correspond to the model purchased. Because of this, there can be no liability except in cases of error, misprint or omission.

GAS GAS reserves the right to make changes and/or modifications without prior notice.
## Certificate and delivery inspection

<table>
<thead>
<tr>
<th><strong>VEHICLE</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Model/Year:</td>
<td></td>
</tr>
<tr>
<td>Frame number:</td>
<td></td>
</tr>
</tbody>
</table>

This product has been correctly assembled and we certify that all of the components and installations function accordingly:

| **DEALER** |  | **COSTUMER** |  |
|-------------------|-------------------|-------------------|
| Name: | Dealer nº | Name: | Delivery date: |
| Address: | Invoice nº | Date of birth: | Client signature |
| Postcode: | Stamp and signature of | Address: | Date: |
| City: | Torrot | Postcode: | Duration of warranty (months): |
| Country: |  | City: |  |
| Telephone: |  | Country: |  |
| Fax: |  | Telephone: |  |
| E-mail: |  | Fax: |  |

### VERIFICATIONS AND PRE-DELIVERY OPERATIONS.

- [ ] Check the packaging and motorcycle for damage.
- [ ] Unpack the motorcycle
- [ ] Fit parts and remove packaging
- [ ] Clean the motorcycle
- [ ] Presence of warnings
- [ ] Battery check
- [ ] Correct chain tension
- [ ] User manual
- [ ] Complete the warranty documents
- [ ] Verify the position of brake lever
- [ ] Steering
- [ ] Front and rear brakes
- [ ] Correct oil and antifreeze level
- [ ] Electrical checkup
- [ ] Tire pressure
- [ ] Spoke tension
- [ ] Ensure that all nuts and bolts are correctly tightened
- [ ] Checking the engine operation
- [ ] Road test, final inspection/cleaning
- [ ] Guarantee card received
- [ ] I have read the conditions of warranty and I agree with them
- [ ] User manual received
- [ ] Instructions and use understood
- [ ] Motorcycle prepared and adjusted to my requirements
- [ ] Risks and safety instructions understood

Client signature:
EC Declaration of Conformity

The manufacturer:
TORROT ELECTRIC EUROPA, S.A.
C/ Unicef nº17
17190 SALT (Girona) ESPAÑA

Hereby declares that the following products:

Product description:

Model designation: TXe

Year of manufacture: 2019

Comply with all of the relevant requirements of Electrical safety tests on the charger battery according to EN-60335-1:2012 and EN-60335-2-29:2009 (Low Voltage Directive 2014/35/CE)

Comply with Short circuit test on the battery according to the article 7.3.2 of the rule IEC/EN 62133-2:2017.

Comply with the requirements of EMC test on the battery according to standards EN 61000-6-3:2007, EN 61000-4-2:2009, EN 61000-4-3:2006.

The motorbike without its charger comply with the requirements of EMC test according to standards EN 55014-1; EN 55014-2.

Furthermore, with the requirements of EMC test (2014/30/CE directive) on the charger battery according to standards EN 55014-1:2006; EN 61000-6-2:2005; EN 61000-3-2:2014 and EN 61000-3-3:2013.

The following harmonized standards have been applied:


Technical documentation filed at:
TORROT ELECTRIC EUROPA, S.A.
C/ Unicef nº17
17190 SALT (Girona) ESPAÑA

Néstor Amela Dupré
General Manager
TORROT ELECTRIC EUROPA, S.A.

Antonio Garrido Aguilera
Technical Office Manager
TORROT ELECTRIC EUROPA, S.A.