



one of the highest points on the bike. This makes the filter better isolated and it is much simpler to get at the filter itself through a cap. Some parts of the injection system are fitted inside underneath the cap. There the parts are not affected by either the engine itself or humidity. When we distributed the motorbike's parts we paid close attention to the temperature at which they would each operate. Since the cylinder is tilted back and the exhaust points backwards the exhaust can start from the rear mono-shock which has a larger volume than on a conventional bike.

Chassis

Built of aluminium and chrome molybdenum steel the fuel tank has been tailored to the engine design and fitted towards the front of the bike as a tough part of the unit. Cast aluminium parts have been fitted to the areas where there is usually a lot of welding. The head-stock, treated aluminium tank, footrests and articulated rod support are also made of cast aluminium. The rest is made of chrome molybdenum steel with a very simple TIG-welded structure. The suspension has been developed in conjunction with Ohlin's (rear) and Marzocchi (front). The rear suspension has an innovative system with

an articulated linkage that is well protected and integrated and is directly joined to the cast part of the chassis. The Ohlin's TTX system has been adapted to suit trials machines. This is a system in which the piston valves and hydraulic adjustments have been put on the outside. This technology has already been used in motocross and has many advantages for adjustments in terms of simplicity and accessibility. The front suspension is an upside-down Marzocchi fork, a kind of suspension that has not been used on trial bikes for years. However unlike

other experiences of adapting motocross or enduro suspension an upside-down fork with aluminium sliders has been designed for the TR 280i in close collaboration with Marzocchi which is exclusive to trials bikes. The OSSA Factory is entering bike trials with its own technology and an experienced team with the same competitive spirit as enabled the shamrock brand to triumph. The new engine parts will be ready in December and testing of the completed motorbike will start in January. Production is planned to start in July 2010.

TECHNICAL SPECIFICATIONS

Engine: Capacity: 272.2 cc - **Type:** Two-stroke single cylinder with a reed intake directly into the crankcase - **Cooling system:** Liquid - Bore x stroke: 76x60 mm - **Fuel supply:** EFI Kokusan Battery-less System - **Ignition:** CDI Kokusan digital magnetic flywheel - **Clutch:** Hydraulic control - **Gear box:** 6-speed - **Transmission:** Primary through gears, secondary by chain - **Engine lubrication:** 2.5% mix - **Gear and clutch lubrication:** 700 cc of Gear Extreme 75W oil

Chassis: **Type:** CR-MO steel tube profile with tube and bottom made of cast aluminium - **Front suspension:** Marzocchi upside-down adjustable fork, 40 mm diameter. **Optional:** Conventional Marzocchi 40 mm aluminium - **Rear suspension:** Variable progression system with TTX Ohlin's mono-shock - **Front brake:** 185 mm diameter disk with four-piston calliper - **Rear brake:** 150 mm diameter disk with two-piston calliper - **Front wheel:** 28 spokes with a 2.75x21 tyre - **Rear wheel:** 28 spokes with a 4.00x18 tubeless tyre - **Engine protector:** Made of AA7075 - Kick-start Cast aluminium - **Gear and brake pedal:** Cast aluminium with retractable toe.

Weight and dimensions: Wheelbase: 1,328 mm - Seat height: 655 mm - Tank capacity: 3 litres - Dry weight: 67 kg.