



New seat and rear fender



New air filter more accessible



New graphics in green, silver and yellow



New cylinder head with more compression

OSSA TR280i 2013

TR280i Engine

Capacity	272,2 cc
Type	Two-stroke single cylinder inverted admission direct reed crankcase
Cooling System	Liquid
Bore x Stroke	76x60 mm
Fuel Supply	EFI Kokusan Battery-less System
Ignition	Kokusan CDI digital magnetic flywheel
Clutch	Hydraulic control
Gear box	6 speed
Transmission	Primary with gears, secondary with chain
Engine lubrication	Mix 0.9% 100% synthetic oil
Gear and clutch lubrication	350 cc. Extreme Gear type oil 75 W

TR280i Chassis

Type	Tubular profile CR-Mo steel with pipe of aluminium and forged aluminum lower
Front suspension	Fork with aluminum bars, 40 mm diameter Marzocchi adjustable compression and rebound
Rear suspension	Variable progressive system with shock absorber Öhlins TTX adjustable compression and rebound
Front brake	Disc diameter 185 mm 4-piston caliper
Rear brake	Disc diameter 150 mm 2-piston caliper
Front wheel	28 spokes with 2.75 x21 tires
Rear wheel	28 spokes with 4.00 x18 tubeless tire
Engine protector	Built in AA7075 T6
Kick-start	Forged aluminum
Gear and brake pedal	Forged aluminum with flexible tip

TR280i Weight and dimensions

Wheelbase	1,328 mm
Seat height	655 mm
Ground Clearance	340 mm
Tank capacity	2,6 liters
Dry weight	64 Kg

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OSSA™
TR280i
2013



MORE POWER, SMOOTH AND CONTROLLED

The engine of the new TR280i is the culmination of two years of development by the Ossa Race Team "ORT". Since the revolutionary birth of your engine its unique characteristics have been praised and acknowledged for the flawless behaviour of its electronic injection system regardless of temperature or altitude. The engine possesses unsurpassed smooth and controllable power to enhance any type of riding at any level.

For 2013 the TR280i receives a new cylinder head completely redesigned and higher compression to provide a more efficient combustion chamber improving power delivery and pollution emissions. A new "EFI" electronic fuel injection mapping capitalizes on the virtues of the new thermal cycle, to add, improvements to the crankshaft and crankcase have reduce internal friction and vibration. The ECU has been relocated for easier access and increase the air box volume.

HIGHEST QUALITY SUSPENSION

The suspension of the TR280i has been of the highest quality and unsurpassed since the birth of the model. Based on development work by the Ossa Race Team the suspensions have been further improved with a more progressive setting, in addition the stop of the Ohlins rear suspension has been improved to improve behaviour and rebounding.

NEW LOOK AND ERGONOMICS

The TR280i 2013 receives a stunning makeover with a new design seat base and rear mudguard to provide an overall lower profile. The ergonomics are more streamlined and compact providing greater freedom for the pilot. The overall feeling of the OSSA TR280i has been redesigned to allow operation of its controls to be more precise and intuitive to the rider.

MORE RELIABLE AND EASY TO MAINTAIN

With the invaluable experience of the Ossa Race Team the reliability and maintenance TR280i has vastly improved as well as performance. We have worked hard on the gearbox and introduced new tooth design and heat treatment for durability, also redesigned and improved are the internals of the water pump.



The TR280i will feel as one with your body. The new accelerator has less travel and a more direct and quick feel. The hydraulic clutch internal diameter has been increase and the clutch plate design improved. The rear brake hose diameter is increased to provide an improved feel and more consistent performance. A stunning new decal design completes the TR280i in green, silver and yellow.

