



1988
ATK

ATK 250

ATK 406

ATK 604



WHAT THEY SAID

"Many people who have ridden the ATK 250 consider it the finest handling machine they've ever thrown a leg over. Light weight, phenomenal suspension, a great geometry and a tractable motor have a way of winning you over."

DIRT BIKE,
December '87

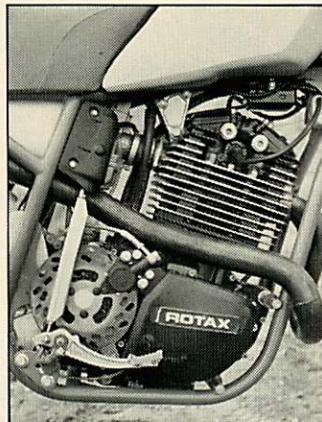
"Out of the crate, you can race an ATK 604 and not feel outclassed by anything on two wheels—two or four stroke. Riding the ATK is like getting a head start. A big one."

MOTOCROSS ACTION, April '86

ATK 604: DREAM MACHINE

For years off-road riders have been wishing for a powerful, lightweight, well suspended and competitive four-stroke machine. The ATK 604 is the answer to their prayers. Constructed in America by the best frame artists the 604 is meticulously designed to not only beat the other four-strokes, but to destroy two-strokes. Imagine a reliable 604cc, 60 horsepower thumper engine, cradled between Dutch-made White Power upside down forks and shocks and hitting the scales at under 250 pounds.

Scientific motocross tests have proved that the ATK 604 can out accelerate, out jump and turn better lap times than



Rotax 604 four-stroke

If you could design your own motorcycle you wouldn't compromise any aspect. You wouldn't build a run-of-the-mill machine. You'd do it right! There are only 200 ATK 604's built every year, and everyone is built right from the ground up. The standard components on the 604 are the parts that other brands

clusive innovations that have made ATK the leader in off-road technology—countershaft rear disc to lessen unsprung weight and improve brake feel, Anti Chain Torque Eliminator to remove the harshness out of the suspension and the famous side-mounted maintenance free rear shock.



Chain torque eliminator



the best two-strokes, and its been proven everywhere from the Carlsbad Grand Prix to Barstow to Vegas.

just dream about using—Super Trapp, White Power, Mikuni, Rotax, Magura and Pirelli. Not to mention the ex-

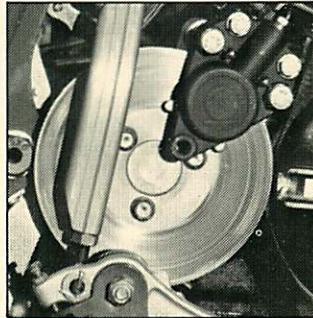
Four-stroke lovers know that the ATK 604 is a breakthrough machine. Isn't it time that you broke through to the best!

ATK 250/406: IMPROVING THE LEGEND

In the world of motorcycling, nothing stands still, and technology often outstrips designs. Off-road motorcycles have gotten better, but haven't taken the rider into consideration in the rush for techno-hype. Instead of another complicated shock linkage, nightmare of plumbing or gummed-up power valve the ATK design team tried to build a new breed of two-stroke off-road machines. For ATK that means easier to work on, better handling, lighter than anything made and free from the confines of Japanese one-upmanship. In the ATK 250 and 406 two-stroke powered lightweights we tried to design a machine that was easy to work on, and the result was a strong, reliable and simple air-cooled Rotax powerplant. Famous for their horsepower Rotax engines are reknowned for their



stone reliability. Water-cooling complicates other machines, increases complexity, lessens overall reliability and adds additional fragile hoses, fitting and mounts. ATK's air-cooled engines can easily produce



Countershaft disc brake

the same amount of power with a lot less hassles on the trail and in the garage.

ATK handling has been raved about by every test rider in the world, not to mention magazine tests. Now imagine that superb handling on a bike that weights only 205 pounds (the 406 weighs an even more incredible 215 pounds). ATK two-strokes are so light they float over bumps that other machines plow a furrow through.

Technology is our friend when used for good, but instead of designing more complicated things that do the same thing, ATK features simpler innovations to do things in a unique way. Looking for the airfilter? It's up and out of the way in the

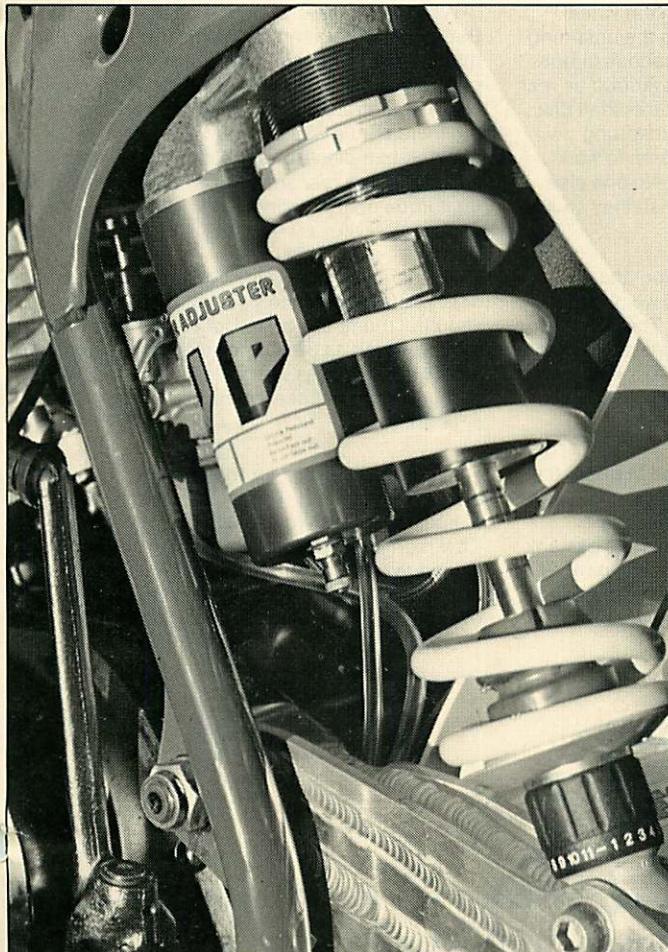
gastank. Where's the rear brake? It's tucked out of harm's way on the countershaft. How big is that gastank? Bigger than any available production tank and slimmer and narrow at the same time. Why is the gas cap on the side of the tank? To make it easier to pour and see gas in the tank. Why isn't the shock in the center of the frame? Because it doesn't need to be, and if it was you'd have to be a contortionist to remove it.



Air filter and snorkel

ATK believes in building technically advanced two-strokes, but not at the expense of building a great off-road motorcycle. Be free! Ride an ATK!

ATK -- For the rider who demands something truly unique!



SPECIFICATIONS
ENGINE**ATK 250/406**

The Rotax 250 and 406 two-strokes engines are modern powerplants built in Rotax's Austrian factory. Utilizing an advanced slim-line rotary-valve induction the 250 six-speed produces a broad and useable powerband. The Open class 406 engine has the latest case-reed intake system and produces power so useable that it can be raced in events as varied as motocross, desert racing, hare scrambles, enduros or trail riding with nothing more than a change of numbers.

FRONT SUSPENSION

Dutch Made White Power upside down forks are the choice of the two of the three 1987 World Motocross Champions. The large diameter forks provide an accurate, smooth and controlled ride. Each White Power unit is revalved to ATK specs to guarantee that they are tuned to American conditions.

REAR SUSPENSION

Every year the Japanese manufacturers change their bikes' shock linkage and rising rate to the extent that in many cases this year's suspension is the same one they had three years ago. ATK's innovative side-mounted White Power shock has the perfect shock curve and rising rate for optimum performance. There is no confusing linkages or bell cranks to mess with, just super rear suspension.

COUNTERSHAFT DISC BRAKE

Rear brakes shouldn't be on the rear wheel. The disc brake mechanism adds to the unsprung weight, is vulnerable and creates serious torque problems with the rear suspension (known as rear wheel hop). ATK pioneered the countershaft disc brake which stops better, lessens unsprung weight and allows the rear suspension to work even when the brakes are applied. No one else can make these claims, but they wish they could.

WEIGHT

Weight is the enemy of suspension and horsepower, and the less your bike weighs the easier it is to get the most out of it. The ATK 250 weighs an incredible 205 (dry). Some 125's weigh more than that! At 215 pounds the ATK 406 is almost 20 pounds lighter than its nearest open bike competitor.

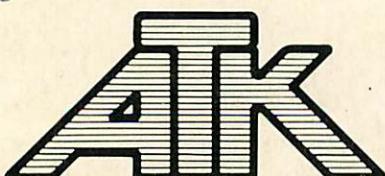
AIR FILTER

Why is the airfilter always wedged in under the seat where it interferes with the shock, chain and frame? Why? We don't know because the ATK250/406 air filter is tucked up into the gastank. It is out of the way of water, mud, roosts, dirty air and the working parts of the bike. It makes so much sense that other designs are senseless.

WOODSMEN POWER PRODUCTS

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ATK 604

Four-stroke engines produce the best, torquiest and most useable power on the planet, and the king of thumpers is the Rotax 604. This four-valve, 604cc, high compression racing engine is the motor of choice of racing teams all over the world. Its domination of the U.S. Four-Stroke National Motocross Championships has enhanced its image as a world class performer. Light clutch feel, excellent five-speed shifting and a reliability record that is unsurpassed guarantees the ATK 604 owner years of trouble free riding.

A four-stroke needs a strong set of forks to tame the massive power pulses that are emitted from the Rotax mill. Upside down forks are the only choice for world class thumpers because of the increased rigidity, fork overlap and cartridge-style damping. White Power 4054 forks grace the ATK 604.

How good is the ATK 604's rear suspension? When the Honda factory team made an assault on the National Four-Stroke Championship they made an identical copy of the ATK frame, suspension and all. No suspension system made works as well, with as few moving parts. Add our incredible dual swingarm, sealed bearings that insure fluid movement and no-binding at any speed and you have the best suspension known to man.

Why mount the disc on the countershaft? Because the countershaft spins five times faster than the real wheel mounted disc, and as the pads are pressed against the faster spinning disc braking control and feel are increased because of the increased swept area. Additionally the countershaft disc slows the motorcycle without locking up the rear suspension because of opposing torque on the spring. And because it makes sense.

Four-stroke motorcycles have always been heavy. That's the price you pay to get that beautiful thumper power. But on the ATK 604 you save as much as 30 pounds over the competition. At 246 pounds (dry) the ATK 604 is the lightest production four-stroke made. You can feel the difference.

ATK built an airbox for the 604 that is so simple it boggles the mind. The high position of the Mikuni flat slide carb allows the use of a special K&N high flow air filter. The airbox itself is designed to use the seat base as part of the structure and the result is the lightest air filter/box unit ever produced on a production motorcycle.