



If you wanted to design and build a winning American motorcycle,
with each machine individually assembled by one man,
you might as well try flying to the moon.
See you there.

ATK
MOTORCYCLES

ATK 1990. ONE GIANT LEAP.

For centuries conventional wisdom said that man would never walk on the moon. Conventional thinking never got anyone very far. That's why at ATK we decided to go our own way.

We've combined imagination with American ingenuity to create competitive, easy-to-ride, simple-to-maintain dirt bikes that are innovative without being complicated.

We keep it simple by using air-cooled, reliable Rotax powerplants instead of water-cooled engines with bulky radiators, hoses and all the extra weight. Plus, our engines don't have any high-maintenance power valves. So you spend more time riding and less down time in the garage.

Instead of putting our air filter under the seat, we tucked it right up behind the front number plate where it's higher and protected from mud and water.

We also stopped looking at braking the way everybody else does. Instead of putting the disc on the rear wheel, we put it on the engine countershaft. That saves five pounds of unsprung weight off the rear wheel. And our new brake pads outlast any other production pads.

Another step forward was facing the rear brake pedal backwards. Where it can't snag on anything. Amazing no one else ever thought of it before.

Our large still air chamber lets the engine stir up more power than with a conventional air box.



We put the intake for our air snorkel system high and dry behind the front number plate.

Shock linkage can take you hours to maintain and repair. So we designed the shock absorber right. Without linkages. Then we mounted it on the side of the swing arm, where you can get at it. Couple this with the ATK Chain Torque Eliminator and you have a rear suspension that *Cycle World* says, "is nearly magical."

Our patented Chain Torque Eliminator surrounds our unique countershaft-mounted disc brake.



It would only take a little American ingenuity to make this off-road motorcycle street legal.

Our Chain Torque Eliminator is patented. American ingenuity at work. This device removes excessive torque placed on the rear wheel during heavy acceleration. And that eliminates rear end squat, which lets your rear shock do its job. Keeping the rear wheel in contact with the ground. Allowing you to stay smooth and straight over the roughest and toughest terrain.

All these features combine to produce a motorcycle that's more than the sum of anybody else's parts. American ingenuity. American workmanship. And American materials. Add it all up and you've got a motorcycle that will take you a long way. For a long time.

Being a leader means thinking for yourself. When you look at an ATK product, with each motorcycle assembled by one man from start to finish, you'll see that no one did our thinking for us.

Think for yourself. Take the leap. On an ATK.

At the touch of a button, you'll feel the power of the four-stroke engine as this ultimate off-road riding machine throbs to life. This is simply the supreme ride when it comes to cross-country, desert racing and trail riding.

But even with all of its incomparable features the ATK 604 is the lightest production four-stroke of its size. At 264 pounds it's as much as 30 pounds lighter than the competition.

You'll love this bike so much you'll want to ride it everywhere. And it's so close to street legal you almost can. Order yours with or without lights.

604 CROSS COUNTRY ELECTRIC START



The 604 Motocross is lean. And mean. We set out to build the ultimate 4-stroke for people who take their Motocross seriously. Very seriously. What we came up with may well be the best open class racer, bar none—two stroke or four stroke.

New this year is a specially designed gas tank with a low center of gravity and a narrower flat profile. When you sit down on the bike, you'll wonder where the gas tank went.

An all new nickel-plated frame saves two pounds over painted frames. Order yours with or without electric start.

604 MOTOCROSS FOUR-STROKE



This exceptional two-stroke motorcycle has open class power and weighs less than most 250's.

The easy-maintenance air-cooled Rotax engine comes in at 399 cc's. And because of its controllable power and super light weight this superb machine competes successfully against the larger 500's. No sweat.

Whether it's Hare Scrambles, Motocross or trail riding, the ATK 406 can do it all. It's like owning several motorcycles at the same time.

406 TWO-STROKE



This is absolute perfection for the enduro rider looking for outstanding low end power, quick braking and quick turning.

Even with its turning prowess, the ATK 250 is stable at speed through the fast whoops. In fact, this bike is almost unstoppable. Because it doesn't have radiators, hoses or complicated linkages to break down on the trail. Plus, it has our high and dry air snorkel system. So you can keep boogying down the trail while everybody else is still trying to come up for air.

It's the lightest bike in its class and it's built so intelligently that it almost maintains itself.

Ride the ATK 250 once. You'll ride it forever.

250 TWO-STROKE



1990 ATK 604 CROSS COUNTRY/MOTOCROSS

ENGINE TYPE	Single cylinder, SOHC, four-valve, air-cooled, four-stroke.
DISPLACEMENT	.562cc
BORE AND STROKE	.94mm x 81mm
CARBURETION	.38mm Mikuni Flat Slide
FUEL TANK CAPACITY	.47 gallons (12.1L)
LUBRICATION	Dry sump
GEARING, FRONT/REAR	.15/50
IGNITION	.CDI
SILENCER/SPARK ARRESTER	.Yes/Yes
WHEELBASE	.58 inches (1473m)
GROUND CLEARANCE	.13.5 inches (343mm)
SEAT HEIGHT	.37.5 inches (950mm)
CROSS COUNTRY DRY WEIGHT	Electric—264 pounds Kickstart—247 pounds
MOTOCROSS DRY WEIGHT	Electric—259 pounds Kickstart—245 pounds
FRONT TIRE	.3.00 x 21 Pirelli
REAR TIRE	.5.10 x 18 Pirelli
FRONT SUSPENSION	.White Power 4054 USD forks 11.8 inches (300mm) travel
REAR SUSPENSION	.White Power piggyback single shock adjustable compression and rebound, 13.0 inches (330mm) travel

1990 ATK TWO-STROKE 250/406

250 ENGINE TYPE	Single cylinder, air-cooled, rotary valve
406 ENGINE TYPE	Single cylinder, air-cooled, piston port, case-reed valve
250 DISPLACEMENT	.244cc
406 DISPLACEMENT	.399cc
250 BORE AND STROKE	.72mm x 61mm
406 BORE AND STROKE	.84mm x 72mm
250 CARBURETION	.38mm Mikuni Flat Slide
406 CARBURETION	.38mm Mikuni Flat Slide
FUEL TANK CAPACITY	.2.7 gallons (12.1L)
LUBRICATION	.Premix
GEARING, FRONT/REAR	.15/50
IGNITION	.CDI
SILENCER/SPARK ARRESTER	.Yes/Optional
WHEELBASE	.57 inches (1448m)
GROUND CLEARANCE	.14 inches (356m)
SEAT HEIGHT	.37 inches (914m)
250 DRY WEIGHT	.205 pounds
406 DRY WEIGHT	.213 pounds
FRONT TIRE	.3.00 x 21 Pirelli
REAR TIRE	.4.50 x 18 Pirelli
FRONT SUSPENSION	.White Power 4054. 11.8 inches
REAR SUSPENSION	.White Power piggyback shock, adjustable compression, rebound and preload

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