MOTOCROSS AND ENDURO MOTORCYCLES

SINCE ITS BEGINNING KTM HAS BEEN INVOLVED IN THE DEVELOPMENT AND PRODUCTION OF SPORTS/COMPETITION MOTORCYCLES. TECHNICAL INPUT FROM KTM'S INTERNATIONALLY REKNOWN COMPETITION ORIENTED DISTRIBUTORS HAS BEEN COMBINED WITH KTM'S OWN COMPETITION-ENGINEERING DEPARTMENT TO DEVELOP CHAMPIONSHIP MOTOCROSS AND ENDURO MOTORCYCLES.

KTM designed engines and frames are developed to achieve the highest awards in Grand Prix Motocross and Enduro and I.S.D.T. competition.

To achieve the highest goals in off-road motorcycle competition requires the highest level of design requirements. The experience learned on all types of International circuits has provided KTM valuable information in frame geometry design, suspension needs and engine performance.

KTM 125 Enduro (175 Enduro)

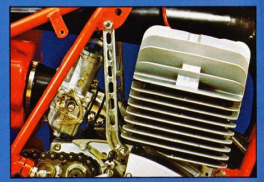
Double cradle frame out of crome-moly tubing-hydraulic telescopic fork with 240 mm travel - Marzocchi gas shocks with five adjustments for spring preload - travel on rear wheel 240 mm - magnesium alloy brake hubs - aluminium alloy rims - tyres front 3.00-21, rear 4.00-18 - tank capacity 10 litres - KTM engine with 124 cc (171 cc) displacement - bore 54 mm (53,5 mm), stroke 54 mm (54 mm) - performance 24 HP / 17,7 kW at 9.700 rpm (27 HP / 20 kW at 8.400 rpm) - 6-speed transmission, ratio 2,57 - 1,78 - 1,33 - 1,04 - 0,89 - 0,73 : 1 drive chain - single roller chain 5/8 x 1/4" primary drive with gears 20 : 73 - primary ratio 3,65 - BING center float carburetor with 34 mm (36 mm) ∅ - MOTOPLAT C.D.I. ignition system with 6V, 35/21/5W generator - top speed and fuel consumption varies according to secondary ratio and operation conditions.

There are no design compromises. You can be sure that each KTM competition motorcycle, Motocross or Enduro/Reliability, has been designed engineered and manufactured to win.

Drive chain guide, roller, and scuffing blocs prevent chain failure and longer chain life, provided given proper maintainence and adjustment.

KTM's unique "High Breather" air intake under the gas tank prevents water splash, dirt and dust particles from entering the foam air cleaner element.

As per our distributors request KTM motorcycles are available with different front forks with 200 mm or 240 mm travel.



The right engine support is cranked and can be tipped forward. This makes the carburetor better accessible for servicing and setting.

Competition head light, tail light and speedometer are standard on all Enduro models. (Provided to the specifications of each country's requirements.)

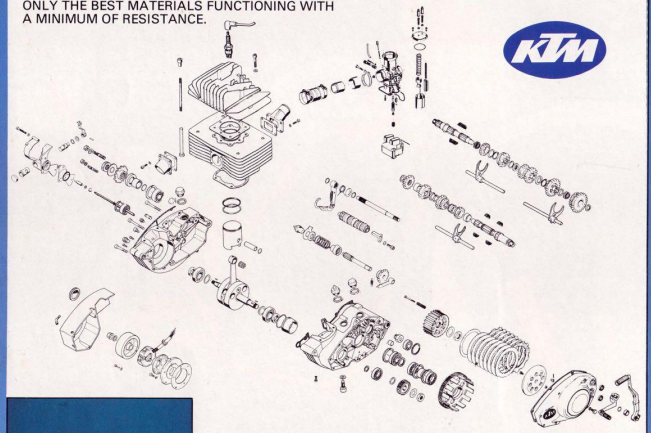
KTM 250 Enduro, 350 Enduro, 400 Enduro

Double cradle frame out of chrome-moly tubing-hydraulic telescopic fork with - 240 mm travel - Marzocchi gas shocks with five adjustements for spring preload - travel on rear wheel 240 mm - magnesium alloy brake hubs - aluminium alloy rims-tyres front 3.00-21, rear 4.50-18 - tank capacity 10 litres -

KTM	250 GS	350 GS	400 GS
ccm	246	346	390
bore/stroke mm	71/62	80/69	81/69
performance HP/kW	34/25	41/30,1	42/30,9
rpm	7400	6700	6500

primary drive with gears 25 : 69 - primary ratio 2,76 - 6-speed transmission, transmission ratio 2,57 - 1,78 - 1,33 - 1,04 - 0,89 - 0,75 : 1 - drive chain - single roller chain 5/8 x 3/8" - BING central float carburetor with 36 mm (38 mm), (38 mm) ∅ - MOTOPLAT C.D.I. ignition system with 6V, 35/21/5W generator - top speed and fuel consumption varies according to secondary ratio and operation conditions. - All performance specifications refer to competition models

THE KTM ENGINE HAS BEEN ACCLAIMED TO BE THE MOST POWERFUL
2-STROKE ENGINE AVAILABLE FOR OFF-ROAD COMPETITION.
DESIGNED FOR MAXIMUM POTENTIAL WITH MINIMUM POWER LOSS,
THE KTM ENGINE IS DESIGNED TO PRECISION TOLERANCE SPECIFICATIONS
TO DELIVER ALL ITS POWER TO THE REAR WHEEL.
THERE IS NO SECRET TO IT'S DESIGN . . . IT IS ONLY KTM'S PHILOSOPHY TO USE
ONLY THE BEST MATERIALS FUNCTIONING WITH
A MINIMUM OF RESISTANCE.



Single cylinder two stroke engine - crankcase and covers of magnesium alloy, manufactured in pressure die cast - aluminium cylinder with shrunk in liner - forged crankshaft made out of high quality steel - forged aluminium piston with 2 compression rings and wristpin with needle bearing - gear primary drive - wet multy disc clutch - six or five speed transmission with dog shifting, running on needle bearings - positive shifting mechanism - MOTOPLAT C.D.I. ignition system - lighting generator 6V, 35/21/5W
BING center float carburetor with choke mechanism, rubbermounted to intake manifold.

MOTO CROSS 250

2× WORLD CHAMPION 1974 / 1977

7× EUROPEAN ENDURO CHAMPION 1974 - 1977

KTM 125 MC

Double cradle frame out of chrome-moly tubing–
hydraulic telescopic fork with 240 mm travel -
Bilstein gas shocks - travel on rear wheel 240 mm -
magnesium alloy brake hubs–
aluminium alloy rims - tyres front 3.00-21, rear 4.00-18 -
tank capacity 9 litres.

KTM-engine with 124 cc displacement -
bore 54 mm, stroke 54 mm - performance 24 HP/17,7 kW at 9700 rpm -
primary drive with gears 20 : 73 - primary ratio 3,65
5 or 6-speed transmission, transmission ratio (2,57) - 1,78 - 1,33 - 1,04 - 0,89 - 0,75 : 1
drive chain - single roller chain 5/8 × 1/4''
BING center float carburetor with 34 mm ∅ - MOTOPLAT C.D.I. ignition system

KTM 250 MC

THE WORLD CHAMPION MOTORCYCLE WITH ITS SUPERIOR DESIGN!
Double cradle frame out of chrome-moly tubing -
hydraulic telescopic fork with 240 mm travel -
Bilstein gas shocks - travel on rear wheel 240 mm -
magnesium alloy brake hubs -
aluminium alloy rims - tyres front 3.00-21, rear 4.50-18 -
tank capacity 9 litres
KTM engine with 246 cc displacement -
bore 71 mm, stroke 62 mm - performance 34 HP/25 kW at 7400 rpm -
primary drive with gears 25 : 69 primary ratio 2,76
5 or 6-speed transmission, transmission ratio (2,57) - 1,78 - 1,33 - 1,04 - 0,89 - 0,75 : 1
drive chain - single roller chain 5/8 × 3/8"
BING center float carburetor with 36 mm ∅ - MOTOPLAT C.D.I. ingnition system

Light-weight Moto Cross frame made of chrome-moly tubing.

The rear shock mounting allows 240 mm of rear wheel travel.

New lightweight airfilter box with larger filter unit.

KTM 400 MC

Double cradle frame out of chrome-moly tubing -
hydraulic telescopic fork with 240 mm travel -
Bilstein gas shocks - travel on rear wheel 240 mm -
magnesium alloy brake hubs -
aluminium alloy rims - tyres front 3.00-21, rear 4.50-18 -
tank capacity 9 litres
KTM engine with 359 cc displacement -
bore 82 mm, stroke 68 mm - performance 42 HP/30,9 kW at 6500 rpm
primary drive with gears 25 : 69 - primary ratio 2,76
5 or 6-speed transmission, transmission ratio (2,57) - 1,78 - 1,33 - 1,04 - 0,89 - 0,75 : 1
drive chain - single roller chain 5/8 x 3/8"
BING center float carburetor with 38 mm ∅ - MOTOPLAT C.D.I. ignition system