

KTM
MOTORCYCLES



BACK

WITH

POWER

MOTOCROSS & ENDURO

THE NEW

IN POLE POSITION. AGAIN.

The good news for sportmotorcycle fans: KTM – the great, traditional Austrian brand is back again in a great style. With a solid, international financial background and an experienced insider management. With a new model policy and new technics. And with successes in motorsports.

The “winning image” of KTM which exists in National and International markets is motivation and an obligation at the same time for the entire KTM staff. The declared goal: to consolidate and enlarge confidence and

market shares worldwide. That means extension and strengthening of the qualified, reliable KTM distribution network.

THE NEW STYLING: VISIBLE SIGN OF THE “NEW GENERATION”.

Also from an optical point of view KTM makes a strong statement. The characteristic styling is expression of dynamism, individuality and power.

AMBITIOUS PRODUCTS FOR AN AMBITIOUS MARKET.

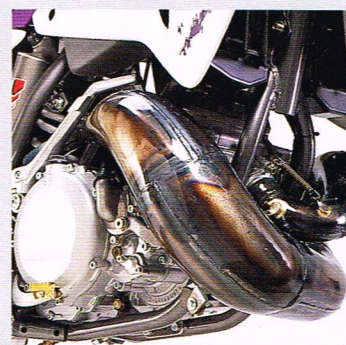
At KTM a well balanced motorcycle range is ready again: from 125 cc to 600 cc. Motocross and Enduro motorcycles, with 2 stroke

and 4 stroke engines, High tech for pure motorcycle enthusiasts, who are very much in favor of a special sportiness and reliability. That means: special bikes for special people.

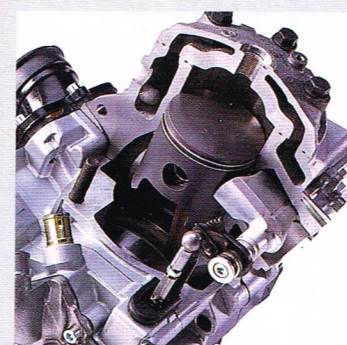
KTM IS TECHNICAL PROGRESS.

Technical progress is tradition at KTM. This is for now and also in the future: standard special features are for example:

- optimized supercross (SX) “works style” exhaust pipes
- improved cylinder designs increase power output
- Brembo 2-piston brake calipers on SX + EXC models
- new Motoplatt DCI ignition on 250 SX model
- new Keihin PWK carburetors increase r.p.m. and power



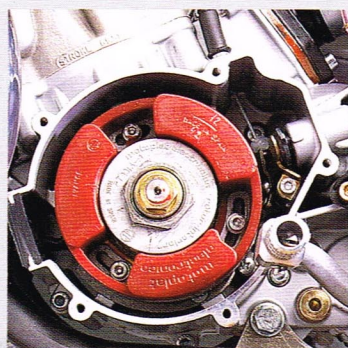
Optimized supercross (SX) “works style” exhaust pipes



Improved cylinder designs increase power output

W

GENE



2-piston brake calipers on
models

New Motoplatt DCI ignition on 250
SX models

R A T I O N

KTM 125 ENDURO

The motorcycle which has won **two straight World Championships**. The more difficult the terrain, the more fun it is! You can believe in that. The strong power to overcome the biggest obstacles, the deepest valleys and trenches. **Her new strengths and advantages:** easy shifting, optimized clutch action and perfect functionality.

Engine type: Liquid cooled 2-stroke, single, reed, induction • **Displacement:** 124,8 cc • **Bore/Stroke:** 54,25x54 mm • **Transmission:** 6 gears • **Primary ratio:** 18:61 • **Transmission ratio:** 1st gear: 12:34, 2nd gear: 15:31, 3rd gear: 14:23, 4th gear: 15:21, 5th gear: 21:25, 6th gear: 20:20 • **Final drive ratio:** 13:48 • **Chain:** 5/8"x1/4" • **Fuel:** 98 ROZ 1:50 • **Fuel capacity:** 9 liters • **Carburetor:** Dell'Orto Ø 37 mm • **Ignition:** Motoplatt 6 V-35/5/21 W • **Frame:** Mainframe: chrome-moly, subframe: aluminium • **Fork:** White Power USD multi-adjuster • **Wheel travel front:** 300 mm • **Shock:** White Power Integral; reservoir, ext. adj. rebound/comp. • **Wheel travel rear:** 340 mm • **Rims:** front: 1.60 - 21" DID, rear: 2.15 - 18" DID • **Front tire:** 90/90-21" Metzeler Unicross • **Rear tire:** EGS: 120/90-18" Metzeler MCE, EXC: 110/90-18" Metzeler Unicross • **Front brake:** 260 mm disc, double piston, organic pads • **Rear brake:** 220 mm disc, single piston, organic pads • **Steering angle:** 27° • **Wheelbase:** 1435 +/- 10 mm • **Seat height:** 950 mm • **Ground clearance:** 380 mm • **Weight:** EGS: 99,5 kg, EXC: 94,5 kg



KTM 250 ENDURO

The machine with **power** and reliability for competition and leisure time fun.

Her new strengths and advantages: agile handling, improved clutch action, easier shifting and increased **top power from the cylinder and exhaust valve tuning.**

Engine type: Liquid cooled 2-stroke, single, case reed induction • **Displacement:** 248,6 cc • **Bore/Stroke:** 67,5x69,5 mm • **Transmission:** 5 gears • **Primary ratio:** 25:72 • **Transmission ratio:** 1st gear: 15:29, 2nd gear: 18:26, 3rd gear: 19:22, 4th gear: 21:20, 5th gear: 23:18 • **Final drive ratio:** EGS 15:48, EXC 14:50 • **Chain:** 5/8"x1/4" O-Ring • **Fuel:** 98 ROZ 1:50 • **Fuel capacity:** 9 liters/13 liters • **Carburetor:** Keihin PWK 39 mm; A, D: Keihin PJ 38 • **Ignition:** SEM K11 • **Frame:** Mainframe: chrom-moly, subframe: aluminium • **Fork:** White Power USD multi-adjuster • **Wheel travel front:** 300 mm • **Shock:** White Power Integral; reservoir, ext. adj. rebound/comp. • **Wheel travel rear:** 340 mm • **Rims:** front: 1.60 - 21" DID, rear: 2.50 - 18" DID • **Front tire:** 90/90-21" Metzeler Unicross • **Rear tire:** EGS: 140/80-18" Metzeler MCE, EXC: 120/90-18" Metzeler Unicross • **Front brake:** 260 mm disc, double piston, organic pads • **Rear brake:** 220 mm disc, single piston, organic pads • **Steering angle:** 27,7° • **Wheelbase:** 1485 +/- 10 mm • **Seat height:** 945 mm • **Ground clearance:** 385 mm • **Weight:** EGS: 112 kg, EXC: 108 kg

KTM 300 ENDURO

The one riding this enduro bike is **always with the elite**. The most widely used machine in the World Enduro Championships and "Six days" events. Her new strengths and advantages: precise handling and **even more engine horsepower**. The 1992 European Enduro Champion. That's it: there is no better high than the fun you get from riding it.

Engine type: Liquid cooled 2-stroke, single, case reed induction • **Displacement:** 297 cc • **Bore/Stroke:** 72,0x73,0 mm • **Transmission:** 5 gears • **Primary ratio:** 25:72 • **Transmission ratio:** 1st gear: 15:29, 2nd gear: 18:26, 3rd gear: 19:22, 4th gear: 21:20, 5th gear: 23:18 • **Final drive ratio:** EGS 15:48, EXC 14:50 • **Chain:** 5/8"x1/4" O-Ring • **Fuel:** 98 ROZ 1:50 • **Fuel capacity:** 9 liters/13 liters • **Carburetor:** Keihin PWK 39 mm; A, D: Keihin PJ 38 • **Ignition:** SEM K11 • **Frame:** Mainframe: chrom-moly, subframe: aluminium • **Fork:** White Power USED multi-adjuster • **Wheel travel front:** 300 mm • **Shock:** White Power Integral; reservoir, ext. adj. rebound/comp. • **Wheel travel rear:** 340 mm • **Rims:** front: 1.60 - 21" DID, rear: 2.50 - 18" DID • **Front tire:** 90/90-21" Metzeler Unicross • **Rear tire:** EGS: 140/80-18" Metzeler MCE, EXC: 120/90-18" Metzeler Unicross • **Front brake:** 260 mm disc, double piston, organic pads • **Rear brake:** 220 mm disc, single piston, organic pads • **Steering angle:** 27,7° • **Wheelbase:** 1485 +/- 10 mm • **Seat height:** 945 mm • **Ground clearance:** 385 mm • **Weight:** EGS: 112 kg, EXC: 108 kg





KTM 125 SX

The most reliable **entry** in Supercross racing. The engine: fully developed and perfected **with more power output** than ever before. Her new strengths and advantages: perfect handling, improved shifting and optimized clutch function.

Engine type: Liquid cooled 2-stroke, single, reed, induction • **Displacement:** 124,8 cc • **Bore/Stroke:** 54,25x54 mm • **Transmission:** 6 gears • **Primary ratio:** 18:61 • **Transmission ratio:** 1st gear: 13:32, 2nd gear: 15:30, 3rd gear: 14:23, 4th gear: 15:21, 5th gear: 21:25, 6th gear: 20:21 • **Final drive ratio:** 13:50 • **Chain:** 5/8"x1/4" • **Fuel:** 98 ROZ 1:50 • **Fuel capacity:** 9 liters • **Carburetor:** Dell'Orto Ø 37 mm • **Ignition:** Motoplatt DCI • **Frame:** Mainframe: chrome-moly, subframe: aluminium • **Fork:** White Power USD multi-adjuster • **Wheel travel front:** 300 mm • **Shock:** White Power Integral; reservoir, ext. adj. rebound/comp. • **Wheel travel rear:** 340 mm • **Rims:** front: 1.60 - 21" Excel, rear: 2.15 - 19" Excel • **Front tire:** 80/100 - 21" Dunlop Sports D 701 • **Rear tire:** 100/90 - 19" Dunlop Sports D 701 • **Front brake:** 260 mm disc, double piston, organic pads • **Rear brake:** 220 mm disc, single piston, organic pads • **Steering angle:** 27° • **Wheelbase:** 1435 +/- 10 mm • **Seat height:** 950 mm • **Ground clearance:** 380 mm • **Weight:** 90 kg

KTM 250 SX

The machine with the **know how from U.S. Supercross racing**. With higher r.p.m and more power output.

Her new strengths and advantages: new ignition, perfected exhaust control system, revised cylinder, optimal chassis, precise clutch action, "works style" exhaust pipe and a torque developing heavier SX crankshaft.

Engine type: Liquid cooled 2-stroke, single, case reed induction • **Displacement:** 248,6 cc • **Bore/Stroke:** 67,5x69,5 mm • **Transmission:** 5 gears • **Primary ratio:** 25:72 • **Transmission ratio:** 1st gear: 15:29, 2nd gear: 17:27, 3rd gear: 19:25, 4th gear: 21:23, 5th gear: 23:21 • **Final drive ratio:** 14:50 • **Chain:** 5/8"x1/4" • **Fuel:** 98 ROZ 1:50 • **Fuel capacity:** 9 liters • **Carburetor:** Keihin PWK 39 mm • **Ignition:** Motoplatt DCI • **Frame:** Mainframe: chrome-moly, subframe: aluminium • **Fork:** White Power USD multi-adjuster • **Wheel travel front:** 300 mm • **Shock:** White Power Integral; reservoir, ext. adj. rebound/comp. • **Wheel travel rear:** 340 mm • **Rims:** front: 1.60 - 21" Excel, rear: 2.15 - 19" Excel • **Front tire:** 80/100 - 21" Dunlop Sports D 701 • **Rear tire:** 110/90 - 19" Dunlop Sports D 701 • **Front brake:** 260 mm disc, double piston, organic pads • **Rear brake:** 220 mm disc, single piston, organic pads • **Steering angle:** 27,7° • **Wheelbase:** 1485 +/- 10 mm • **Seat height:** 945 mm • **Ground clearance:** 385 mm • **Weight:** 98,5 kg



KTM 300 SX

The non-plus-ultra for the hard fight in the open class! Now it brings even more power into the competition. With a new exhaust valve control system and an **optimized cylinder**.

Her new strengths and advantages: optimized chassis, precise handling. With all that it's easy to drive off even the biggest bikes!

Engine type: Liquid cooled 2-stroke, single, case reed induction • **Displacement:** 297 cc • **Bore/Stroke:** 72,0x73,0 mm • **Transmission:** 5 gears • **Primary ratio:** 25:72 • **Transmission ratio:** 1st gear: 15:29, 2nd gear: 17:27, 3rd gear: 19:25, 4th gear: 21:23, 5th gear: 23:21 • **Final drive ratio:** 14:50 • **Chain:** 5/8"x1/4" • **Fuel:** 98 ROZ 1:50 • **Fuel capacity:** 9 liters • **Carburetor:** Keihin PWK 39 mm • **Ignition:** SEM K 11 • **Frame:** Mainframe: chrome-moly, subframe: aluminium • **Fork:** White Power USD multi-adjuster • **Wheel travel front:** 300 mm • **Shock:** White Power Integral; reservoir, ext. adj. rebound/comp. • **Wheel travel rear:** 340 mm • **Rims:** front: 1.60 - 21" Excel, rear: 2.15 - 19" Excel • **Front tire:** 80/100 - 21" Dunlop Sports D 701 • **Rear tire:** 110/90 - 19" Dunlop Sports D 701 • **Front brake:** 260 mm disc, double piston, organic pads • **Rear brake:** 220 mm disc, single piston, organic pads • **Steering angle:** 27,7° • **Wheelbase:** 1485 +/- 10 mm • **Seat height:** 945 mm • **Ground clearance:** 385 mm • **Weight:** 98,5 kg



KTM 500 SX

For those who can not get enough power: the super **reliable "power package"** for the big two stroke class. With World Championship experience included. Her new strengths and advantages: optimized suspension settings, new styling.

Engine type: Liquid cooled 2-stroke, single, reed, induction • **Displacement:** 497,4 cc • **Bore/Stroke:** 89,0x80,0 mm • **Transmission:** 4 gears • **Primary ratio:** 29:76 • **Transmission ratio:** 1st gear: 16:24, 2nd gear: 18:21, 3rd gear: 20:19, 4th gear: 27:21 • **Final drive ratio:** 14:50 • **Chain:** 5/8"x1/4" • **Fuel:** 98 ROZ unleaded (EurosUPER) 1:50 • **Fuel capacity:** 9,7 liters • **Carburetor:** Keihin PJ 38 mm • **Ignition:** Motoplatt DCI • **Frame:** Mainframe: chrome-moly, subframe: chrome-moly • **Fork:** White Power USD multi-adjuster • **Wheel travel front:** 300 mm • **Shock:** White Power Integral; reservoir, ext. adj. rebound/comp. • **Wheel travel rear:** 345 mm • **Rims:** front: 1.60 - 21" Excel, rear: 2.50 - 19" Excel • **Front tire:** 80/100 - 21" Dunlop Sports D 701 • **Rear tire:** 110/90 - 19" Dunlop Sports D 701 • **Front brake:** 260 mm disc, double piston, organic pads • **Rear brake:** 220 mm disc, single piston, organic pads • **Steering angle:** 26,5° • **Wheelbase:** 1480 +/- 10 mm • **Seat height:** 955 mm • **Ground clearance:** 380 mm • **Weight:** 107 kg



POWER TO WIN

Champions know, what they have with KTM. Reliability, high power output and the security to always ride in the lead. Our World Champions, European Champions and National Champions are our best test riders. Their experience is to the benefit of everyone who chooses KTM. KTM motorcycles from serious professionals for serious enthusiasts.

KTM invites you to join these winners:
Jeff **NILSSON**, 2 times Enduro World Champion on KTM 125 cc Enduro;
Mario **RINALDI**, Enduro World Champion on KTM 350 cc 4-Stroke Enduro;
Giovanni **SALA**, Enduro Vice World Champion and overall winner of the ISDE in Australia on KTM 300 cc Enduro;
Fabio **FARIOLI**, Enduro Vice World Champion on KTM 600 cc 4-Stroke Enduro;
Thierry **MAGNALDI**, Winner of Atlas Rallye 1992 on KTM 600 cc 4-Stroke Enduro;
Kurt **NICOLL**, Motocross Vice World



Jeff Nilsson



Mario Rinaldi



Kurt Nicoll



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