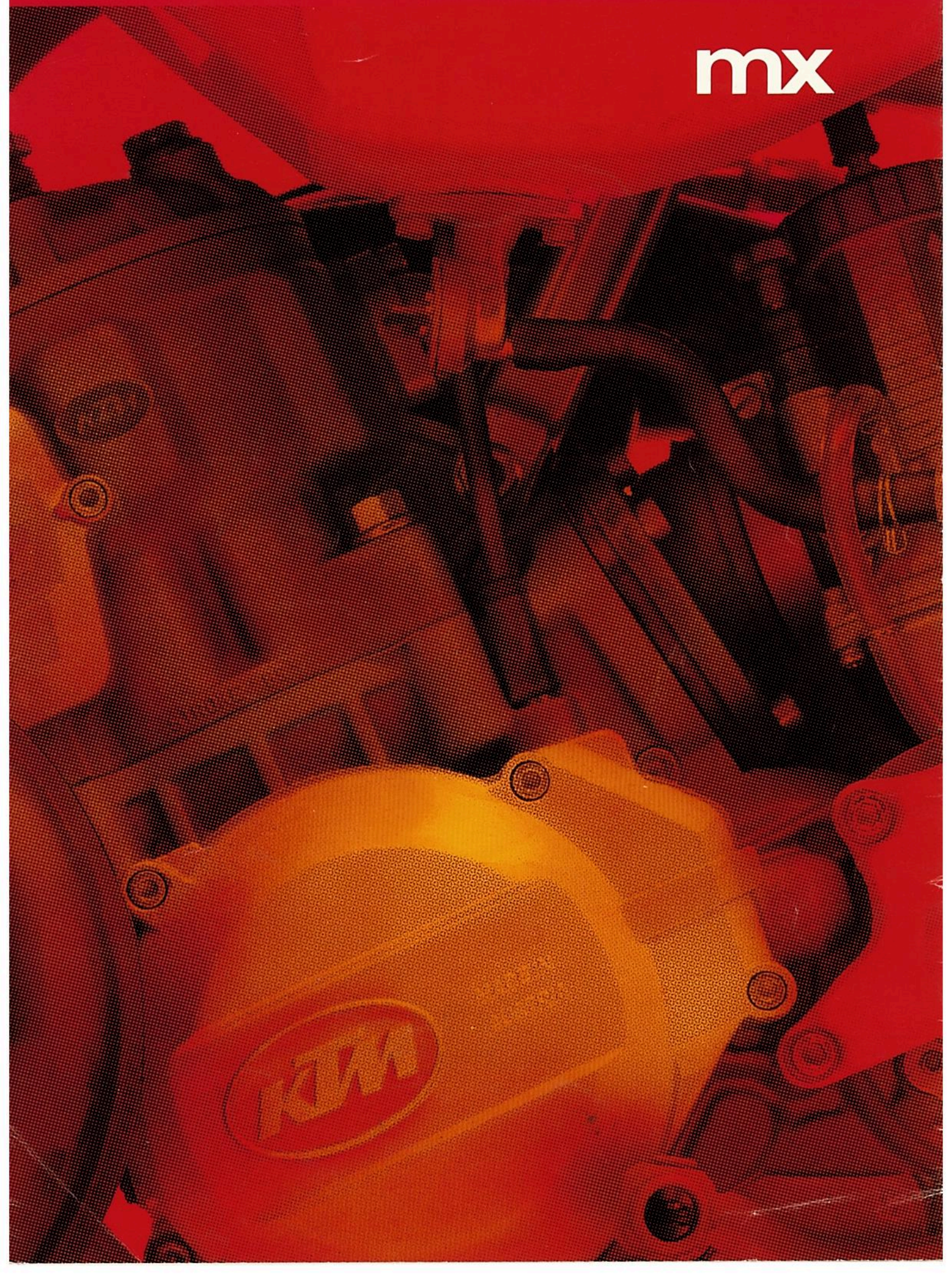


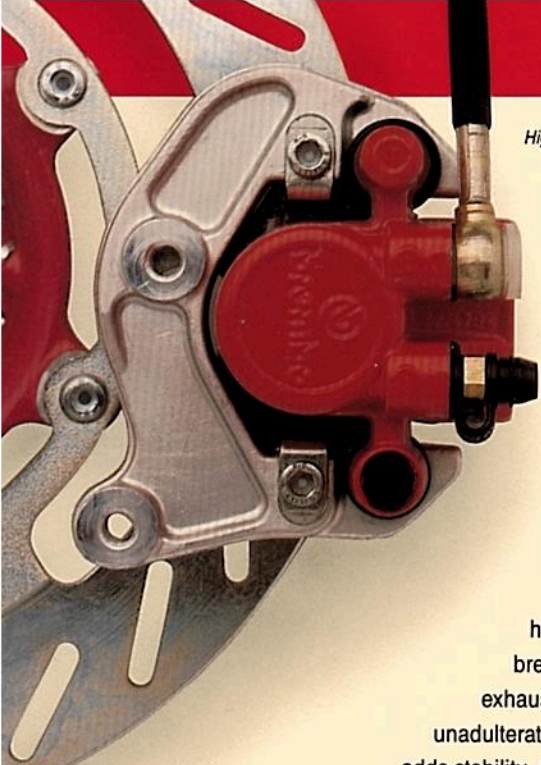
motocross

mx




As a KTM mx motorcycle nears completion of the manufacturing process, even though it's standing still, you can sense a certain yearning inside, a quickening pulse. KTM's are made to move, and you can feel that slippery quickness as the various components come together. Still, we don't hurry the process. We take quality control very seriously, and if something's not right, it's done over until it is right. Exactly right. There are ways to speed up the process, but KTM will not give in to today's impatience. Even if it means painstakingly handcrafting the tools before we can even begin crafting the motorcycle. And that is why we just cannot make a KTM motorcycle any faster. But don't worry — it'll move as fast as you want it to.





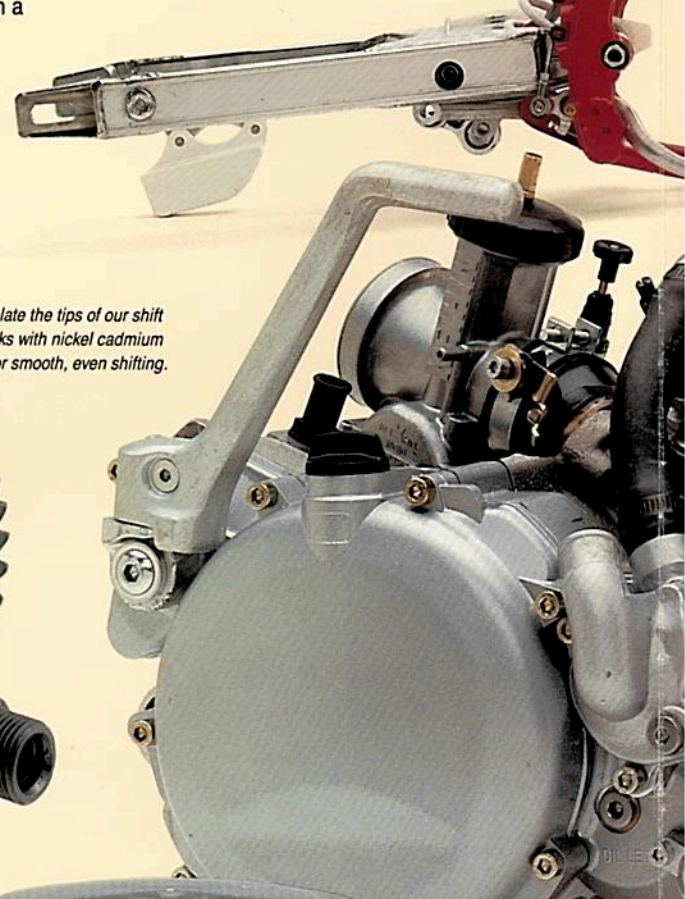
High-performance disk brakes, single piston caliper with organic pads for fade resistant operation



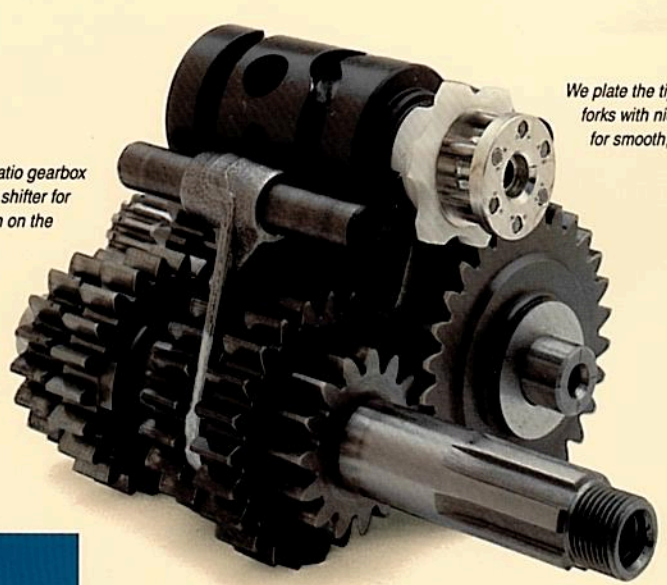
Lightweight aluminum subframe on 250/300 models.

The bikes that shook up the Grand Prix Motocross world in 1989 are back with even more power and a more refined chassis

We're doing it in 1990 the same way we did it in 1989; we specify only the finest components, we handcraft the rest, and we combine it all in one breathtaking series. Our new twin-valve control exhaust power valve system allows for pure, unadulterated power, while our ultra-rigid chassis adds stability. And since we know once you get on a 1990 KTM you won't want to get off, we've enhanced the ergonomics with a lower seat height, adjustable control levers, and a right side kick start (on 250/300 models).




The new ultra-rigid mainframe reaches the optimum compromise between surgical turning precision and straight-line stability.



New motocross-tuned, close-ratio gearbox with right-side clutch, left-side shifter for precise, smooth gear selection on the 250/300 models.

We plate the tips of our shift forks with nickel cadmium for smooth, even shifting.

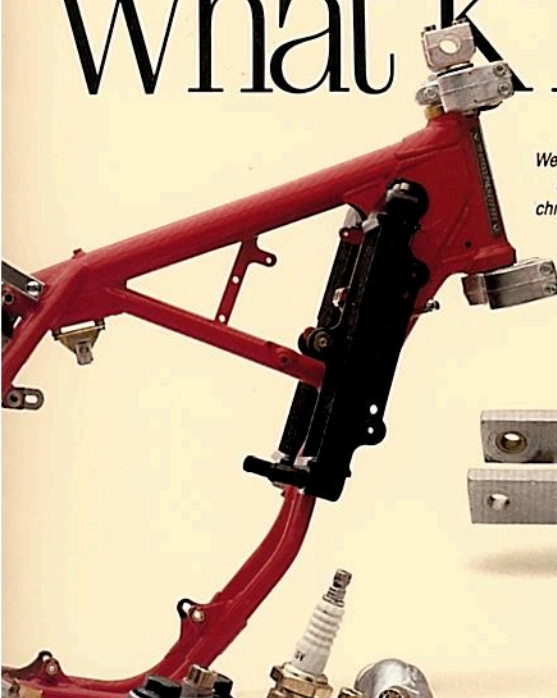


KTM's forged aluminum pistons are uniquely designed — utilizing a smaller wrist pin for less reciprocal mass, a 3-piece composite piston ring for a better compression seal, and a more uniform piston shape. Combined, this allows for better heat dissipation, less distortion, and higher efficiency.

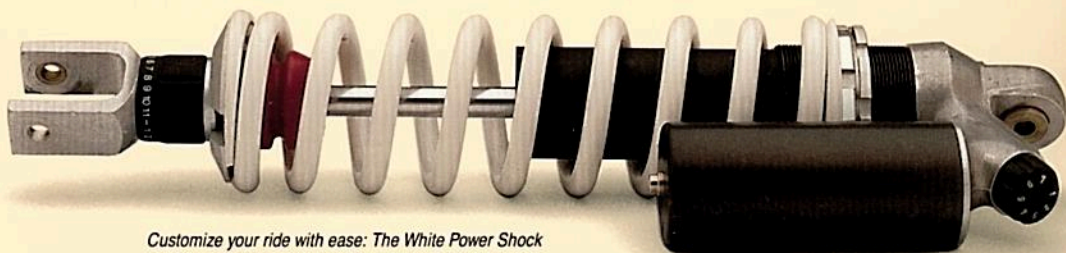
We made our alum. more compact by pressure-cast alloy

Details, Details, Details.

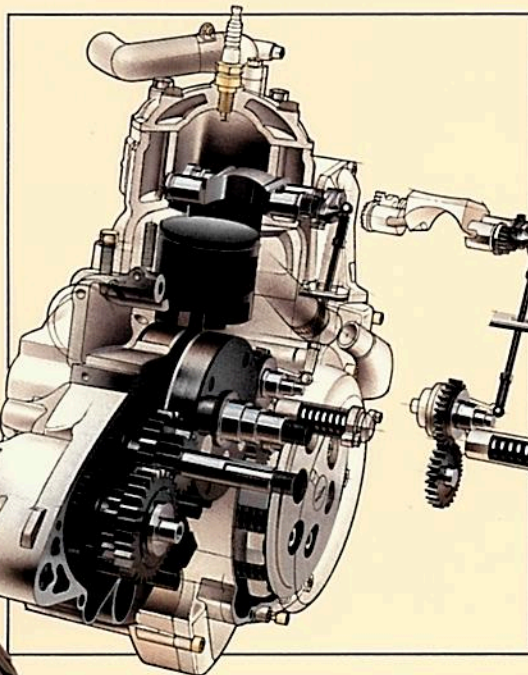
What KTM brings together



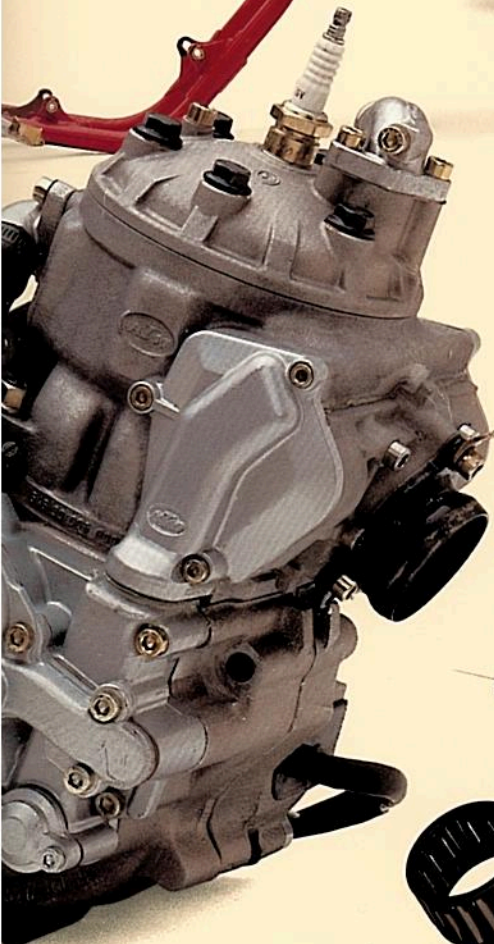
We've decreased the weight and increased the strength in our single downtube, split-cradle chrome-moly frame with tapered steering head bearings.



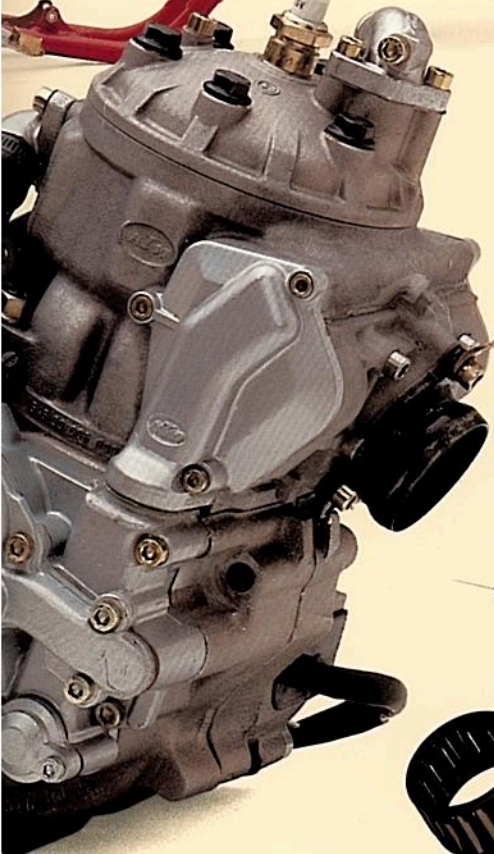
Customize your ride with ease: The White Power Shock features seven-position adjustable compression, eleven-position adjustable rebound, and an infinitely adjustable spring pre-load.



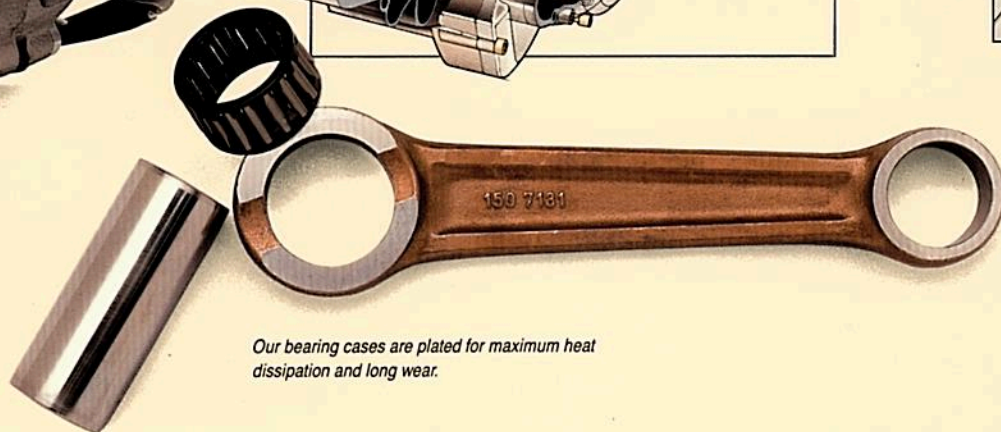
KTM's new twin-valve control (T.V.C.[™]) exhaust system allows for unprecedented character, flexibility, and control, and power that is at once abrupt and strong and yet tractable and smooth.



The compression of our White Power Cartridge Front Fork can be easily adjusted to one of eight different compression settings.



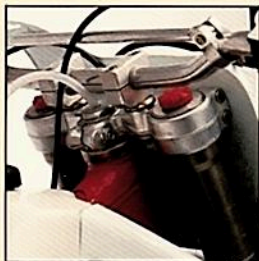
num engines lighter and using magnesium and components throughout.



Our bearing cases are plated for maximum heat dissipation and long wear.

er is what sets us apart.

White Power adjustable compression and rebound front and rear suspension, developed in Grand Prix competition by KTM Factory Rider Broc Glover.



KTM pioneered the use of the upside-down front fork in production motorcycles — an innovation that has since become the worldwide industry standard.

We manufacture our own lightweight alloy radiators.

Chrome-moly frame.

250mx

Developed in Grand Prix competition by Broc Glover, the all new 250 mx has it all: stability, handling, power, response, and improved ergonomics.



Improved ergonomics, with a neutral seating position for maximum handling and control plus great riding comfort.

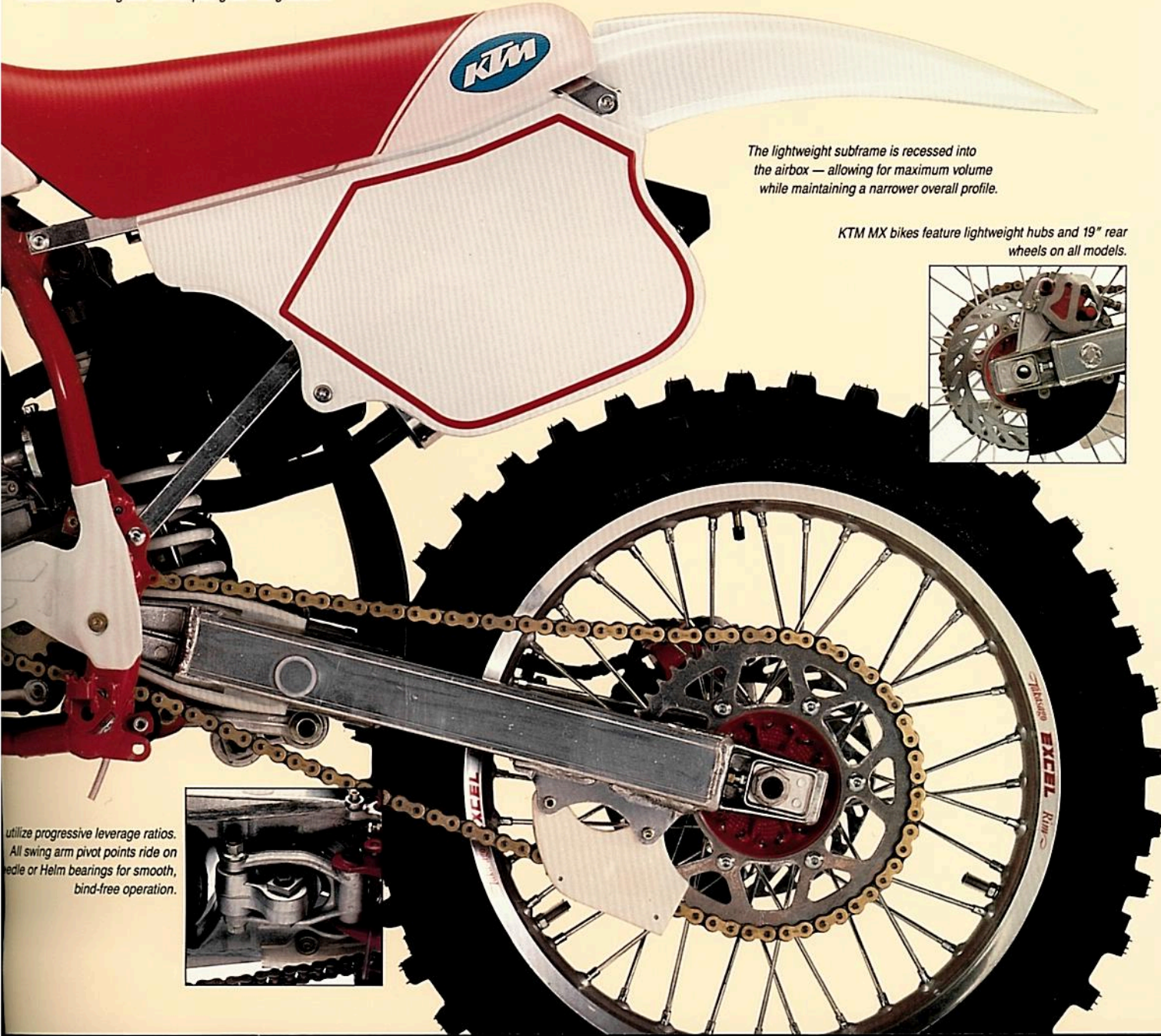
The easy-to-service airbox features a reusable, dual-foam filter.

The lightweight subframe is recessed into the airbox — allowing for maximum volume while maintaining a narrower overall profile.

KTM MX bikes feature lightweight hubs and 19" rear wheels on all models.



utilize progressive leverage ratios. All swing arm pivot points ride on needle or Helm bearings for smooth, bind-free operation.



Decisions, Decisions,

500_{mx}

Further chassis refinement combined with "1989's best 500 mx motor" make the '90 500 mx the heavy favorite in World Class competition in any country.



300_{mx}

More power everywhere with no weight penalty, the 1990 300 mx leads the way in rideable open class motorcycles.



125_{mx}

The replica of the 125 mx that dominated the 1989 World Championship Grand Prix circuit. The 1990 KTM 125 mx will take you where you've never been before, faster than you've ever been before.



KTM Factory Rider Mike Healey is back in 1990 after impressive results in the 1989 Grand Prix Motocross. This is one of the few times you'll see him at rest.



motocross

Technical Specifications



	500_{mx}	300_{mx}	250_{mx}	125_{mx}
► Engine Type	Liquid Cooled, 2-Stroke, Single, Reed Induction	Liquid Cooled, 2-Stroke, Single, Case Reed Induction	Liquid Cooled, 2-Stroke, Single, Case Reed Induction	Liquid Cooled, 2-Stroke, Single, Case Reed Induction
► Cylinder	Mahle Nikasil® Coating	Mahle Nikasil® Coating	Mahle Nikasil® Coating	Mahle Nikasil® Coating
► Exhaust	Tri-Port Exhaust	Twin Valve Control (TVC)	Twin Valve Control (TVC)	P.E.P. Power Valve
► Bore/Stroke	89.0mm x 80.0mm	72.0mm x 73.0mm	67.5mm x 69.5mm	52.25mm x 54.0mm
► Displacement	497.4cc	297.0cc	248.6cc	124.8cc
► Transmission	5 Speed MX	5 Speed MX	5 Speed MX	6 Speed MX
► Final Drive	14 - 52 (3.71:1) 520 Chain	14 - 48 (3.43:1) 520 Chain	14 - 50 (3.57:1) 520 Chain	13 - 52 (4.00:1) 520 Chain
► Fuel Capacity	9 Litre - 2.4 Gallons	10 Litre - 2.6 Gallons	10 Litre - 2.6 Gallons	8 Litre - 2.1 Gallons
► Carburetor	Dell'Orto 38mm Flat Slide	Keihin 37mm Flat Slide	Keihin 37mm Flat Slide	Dell'Orto 37mm Flat Slide
► Ignition	Motoplatt CDI	KTM DCI II	KTM DCI II	Motoplatt CDI
► Frame	Chrome-moly	Chrome-moly Main, Aluminum Subframe	Chrome-moly Main, Aluminum Subframe	Chrome-moly
► Fork	White Power 4054 Multi-adjuster	White Power 4054 Multi-adjuster	White Power 4054 Multi-adjuster	White Power 4054 Multi-adjuster
► Wheel Travel	Front 11.8" - Rear 13.2"	Front 11.8" - Rear 12.6"	Front 11.8" - Rear 12.6"	Front 11.8" - Rear 13.2"
► Shock	White Power Integral Reservoir, Ext. Adj. Rebound/Comp.	White Power Integral Reservoir, Ext. Adj. Rebound/Comp.	White Power Integral Reservoir, Ext. Adj. Rebound/Comp.	White Power Integral Reservoir, Ext. Adj. Rebound/Comp.
► Steering Angle	27.5°	27.7°	27.7°	27.5°
► Front Brake	10.2" Disc, Single Piston, Organic Pads	10.2" Disc, Single Piston, Organic Pads	10.2" Disc, Single Piston, Organic Pads	10.2" Disc, Single Piston, Organic Pads
► Front Tire	80/100 x 21 Dunlop	80/100 x 21 Dunlop	80/100 x 21 Dunlop	90/90 x 21 Metzeler MXR
► Rear Brake	8.65" Disc, Single Piston, Organic Pads	8.65" Disc, Single Piston, Organic Pads	8.65" Disc, Single Piston, Organic Pads	8.65" Disc, Single Piston, Organic Pads
► Rear Tire	110/100 x 19 Dunlop	110/100 x 19 Dunlop	110/100 x 19 Dunlop	100/90 x 19 Metzeler MXR
► Seat Height	38.0"	37.2"	37.2"	37.8"
► Wheelbase	58.3"	58.4"	58.4"	56.3"
► Weight	228.0 lbs. (dry)	219.4 lbs. (dry)	218.2 lbs. (dry)	194.0 lbs. (dry)

Specifications and prices listed herein are those available at time of printing and are subject to change.

Protect your right to ride. Always wear protective riding gear, operate a properly muffled machine, and avoid sensitive wilderness areas. With the freedom afforded by off-

road riding comes a responsibility to protect the environment. Keep off-road motorcycling a positive and safe recreational pursuit.

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Built for Champions