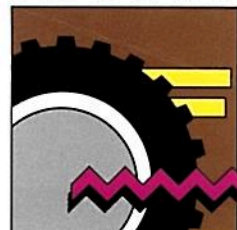


ENDURO



CROSS

FUN IN MOTION '91





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THE HOUR OF TRUTH.

Motocross racers are true perfectionists. They are aiming for only one thing: to take the lead from the start to the finish. A real off road racer like you would never accept anything less. We have accepted the challenge and placed our bets on winning. "The terrain is our challenge" – this sentence is the principle behind our philosophy.

The technical developments of KTM motorcycles have been heavily influenced by World and National Enduro and Motocross Champions, both having high standards for quality and performance. In cooperation with these experts we have managed to extract the maximum in power and handling from our off road machines. With our long list of wins growing even longer we are setting new standards for many classes.

- 1 There is only one winner!
- 2 There's no struggle with a steep hill, just blast over the top!
- 3 Consistant stability any where on the track, in any terrain!
- 4 Your KTM is ultra reliable and will power you into the winner's circle, time after time!
- 5 A successful team! You and your KTM, two fantastic champions.

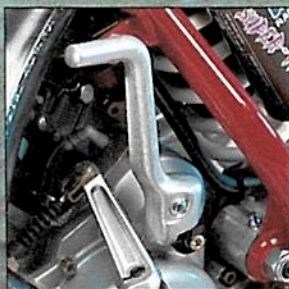


Heinz Kinigadner,
MX-World Champion 1984/85

"The terrain and the competition place the highest demands on you and your equipment. To win you need a little extra. KTM exceeds the need. The rest is up to you."



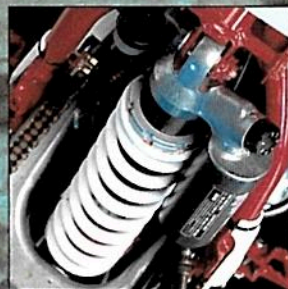
TO JUST PARTICIPATE



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DATE IS NOT ENOUGH.

If you want to do more than just be in a race, but to also win, you don't take any chances with your equipment. You want to be the determining factor, and your KTM is the powerful converter of your determination. Nothing can disturb your concentration. Your machine must react instantly and give everything it has – at the very moment you need it. Your KTM must carry you through all conditions reliably from the start gate to the chequered flag.

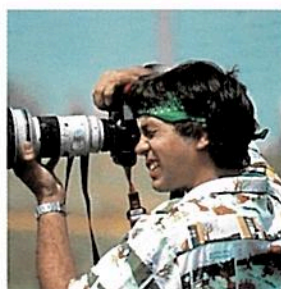
1 Attention to fine details add up to a big advantage: less weight. A new aluminum alloy kickstarter, the all aluminum rear subframe section and a spool type rear hub have shaved off serious weight.

2 The new low-boy style exhaust system lowers the center of gravity, ensures unobstructed movement and adds extra performance in the upper RPM ranges.

3 Low friction shock shaft and gas/oil separator piston seals and o-rings work in concert with the new Pro-stage valving system. The smooth action and excellent response keeps putting the rear wheel power to the ground in all conditions.

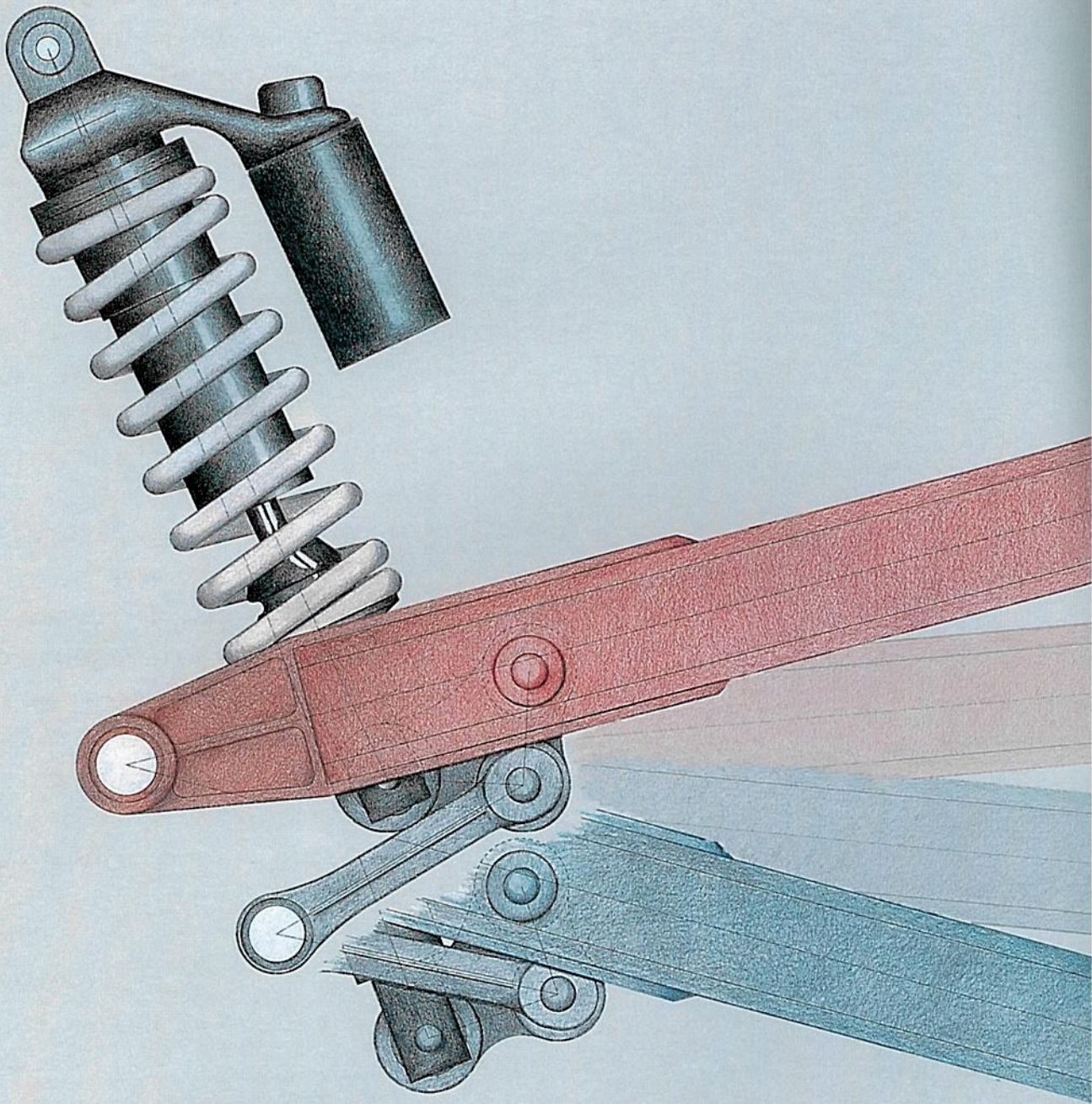
4 A highly refined unit: the newly developed centrifugal exhaust valve control unit for the 250 c.c. machines guarantee ideal torque characteristics and speed throughout the entire performance range of the engine.

"For a photo reporter to have the best chances for a winner story, you must get to know the various backgrounds very well. As a professional in this field, I cannot afford to take risks. That is why KTM comes in first for me."



Pat Boulland, Photo reporter/Journalist, Enduro and Motocross Insider

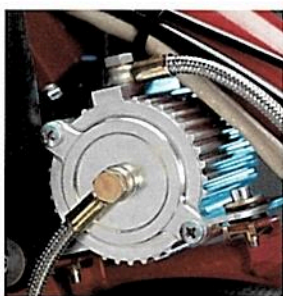
ATTENTION TO DETAIL



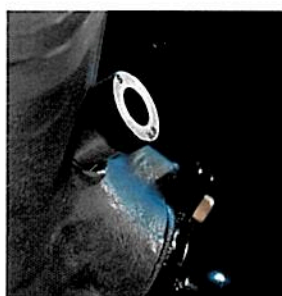
Functional Figure of the Pro-Lever-Plus Design (250/300 c.c.).



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AILS MAKE A WINNER.

The challenges in outdoor motor sports are very high. Man and machine are constantly stressed to the extreme limits. Precise work on the design table and a lot of sweat on the race track are what it takes to develop reliable quality for these extreme conditions. With your KTM motorcycle you have the ideal ingredients to start and finish out front.

1 Winning riders place heavy demands on the equipment and the performance of their gear. This means that engineers, technicians and workshop teams must work hard to meet those demands.

2 A new lubrication system adds outstanding advantages to the excellent power curve of the liquid cooled four strokes. A bypass microfilter ensures reliable cooling and purity of the oil, drastically increasing engine life.

3 The MX 500's cylinder develops measured amounts of power: optimized combustion chamber, altered control periods and the new **Power Adjusting System**, which allows the adaptation of the engine performance to the various terrain conditions.

4 Extremely strong suspension components take the abuse of even the toughest off road conditions. The precise geometry and rigidity of the frame are evidence of a superior stability in all situations.

5 All possible risks must be minimized. The new **120° angle of deflection, Pro-Action**, fork leg covers, offer the maximum in protection.

6 The **Compression-Damping-Control** unit (CDC) of the vastly improved fork is the ideal solution for tuning to various riding styles and terrain conditions. The low friction seals and the new scraper ring grant an excellent response of the front suspension.

"The same amount of daringness and energy you invest to win, you can also demand from your material. Your weaknesses cannot be overcome by even the best technology. However, your qualities can set new standards in combination with it."



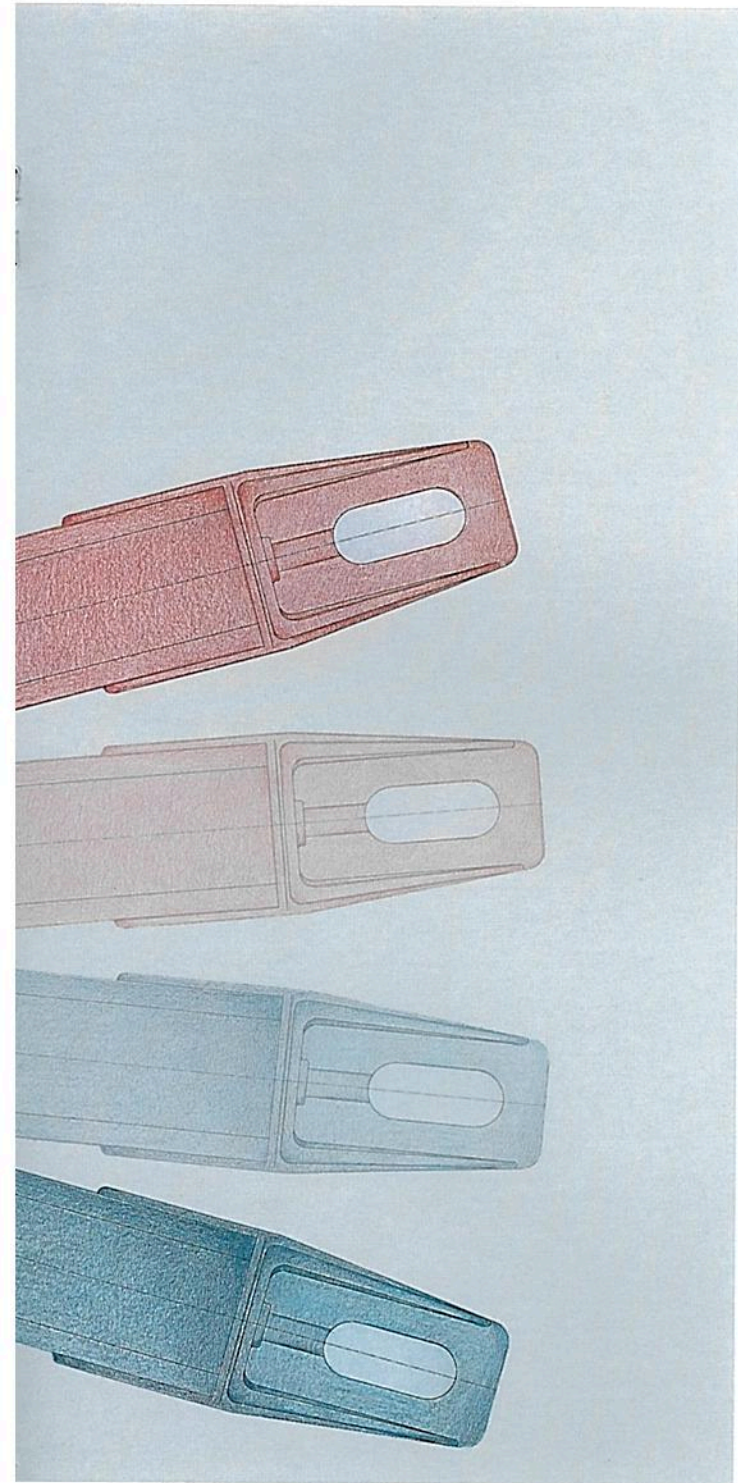
Dr. Auernig,
Technical Director, KTM.



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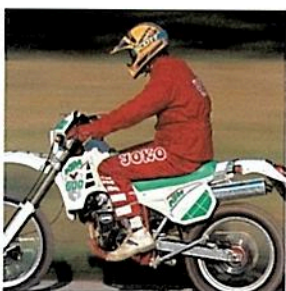


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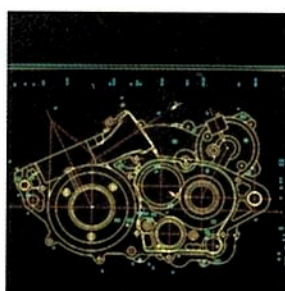




You have high tech power at your disposal and a new "Mint & Pepper" in the design style.



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NO ROOM FOR ERRORS.

For really enjoyable off road excitement you need a machine that combines maximum performance with perfect handling. But, you as a KTM rider, want more: to be one step ahead of your competition.

With KTM you have that chance plus you get a machine with a unique distinctive character. The new KTM Enduro models not only have a stylistic design, but are also prepared to meet all the challenges of the off road world.

1 You can be confident that your new KTM model will be reliable in all situations. Confidence comes from knowing your on the Number One team.

2 We work with high-tech tools in all aspects of production, you can rely one hundred percent on your machine. All developments by KTM are constructed by specialists with the help of CAD (Computer Aided Design).

3 CNC (Computerized Numerical Controlled) machines work raw castings into perfect finished products. The computer supported KTM production lines are already meeting the technical demands of the future.

4 With KTM technology you have the best available. You can rely on your equipment even in the most extreme situations. You can focus on winning, your KTM will do the rest.

5 The new KTM four strokes have an improved electronic ignition system that eases starting and smooths out the lower RPM engine speeds. The mechanical water pump ensures proper coolant flow – even in the most demanding situations.

6 The new "Mint & Pepper" design of the KTM Sport motorcycles impresses the most critical observers. Fine details have been worked to perfection in the body-molded seat shape and dynamic colors. The exclusive "Sand-Grip-Cover" ensures a no slip ride in those tough situations.

In the USA KTM motorcycles are not legal for road use.



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Andreas Schenner, Bitter Design

"We have transformed KTM's successes into forms and colours. The consequent principles of terrain philosophy have also influenced our work."

KTM. BUILT FOR CHAMPIONS.



Gennady Moiseev,
MX-World Champion 1974/75/78



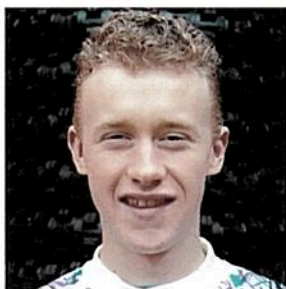
Heinz Kniqadner,
MX-World Champion 1984/85



Christoph & Andreas Hüsler,
Sidecar-World Champion 1988/89



Trampas Parker,
MX-World Champion 1989



Paul Edmondson,
125 c.c. Enduro-World Champion 1990



Peter Hansson,
300 c.c. Enduro-World Champion 1990

Superior reliability and high performance are more than the sum of all the innovative parts. Good technical service and a reliable replacement spare parts source are as essential as any other quality feature. We take extreme measures to ensure that every KTM motorcycle is up to highest possible quality and technical standards. You, as a KTM rider can benefit from our racing experiences, and take advantage of a well organized network of dedicated servicing dealers.

AUSTRALIA:

**Bert Flood Imports
Pty. Ltd.**
7, 36 New Street
Ringwood, Victoria 3134
Tel. 61 3 879 3511

BELGIUM:

Moorkens Motana
Satenrozen 2
B-2550 Kontich
Tel. 32 345 00411

GERMANY:

Helmut Staab GmbH.
Elisenstraße 21
D-8750 Aschaffenburg
Tel. 0 60 21 23 1 20

Stöcklmeier GmbH.

Hohenburgerstraße
D-8451 Ursensollen/Amberg
Tel. 0 96 21 61 3 15

CANADA:

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510, Rossland Road
East Unit 237
Oshawa, Ontario L1G 6Z7
Tel. 416 576 6514

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Volundsgade 15-19
DK-6400 Sønderborg
Tel. 4574 424334

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Royal Moto France S.A.
Rosières Près Troyes
F-10800 St. Julien Les Villas
Tel. 33 2582 0112

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Valuraudantie 3
SF-00700 Helsinki
Tel. 35 80374 1133

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6-23-16 Ohmori-kita
OHTA-KU TOKYO 143
Tel. 3 766 4320

NETHERLANDS:

Brouwer Motors
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Post Barneveld
NL-3785 KR ZWARTEBROEK
Tel. 313426 1338

NORWAY:

Kenneth Motor
Veslevn 12
N-1472 FJELLHAMAR
Tel. 47 2 700189

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Soc. Com. do Vouga
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Tel. 46 18111485

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Tel. 216 2442726

KTM America Inc.

Western Sales Office
930 Fesler Street
EL CAJON, CA. 92020
Tel. 619 258 6300

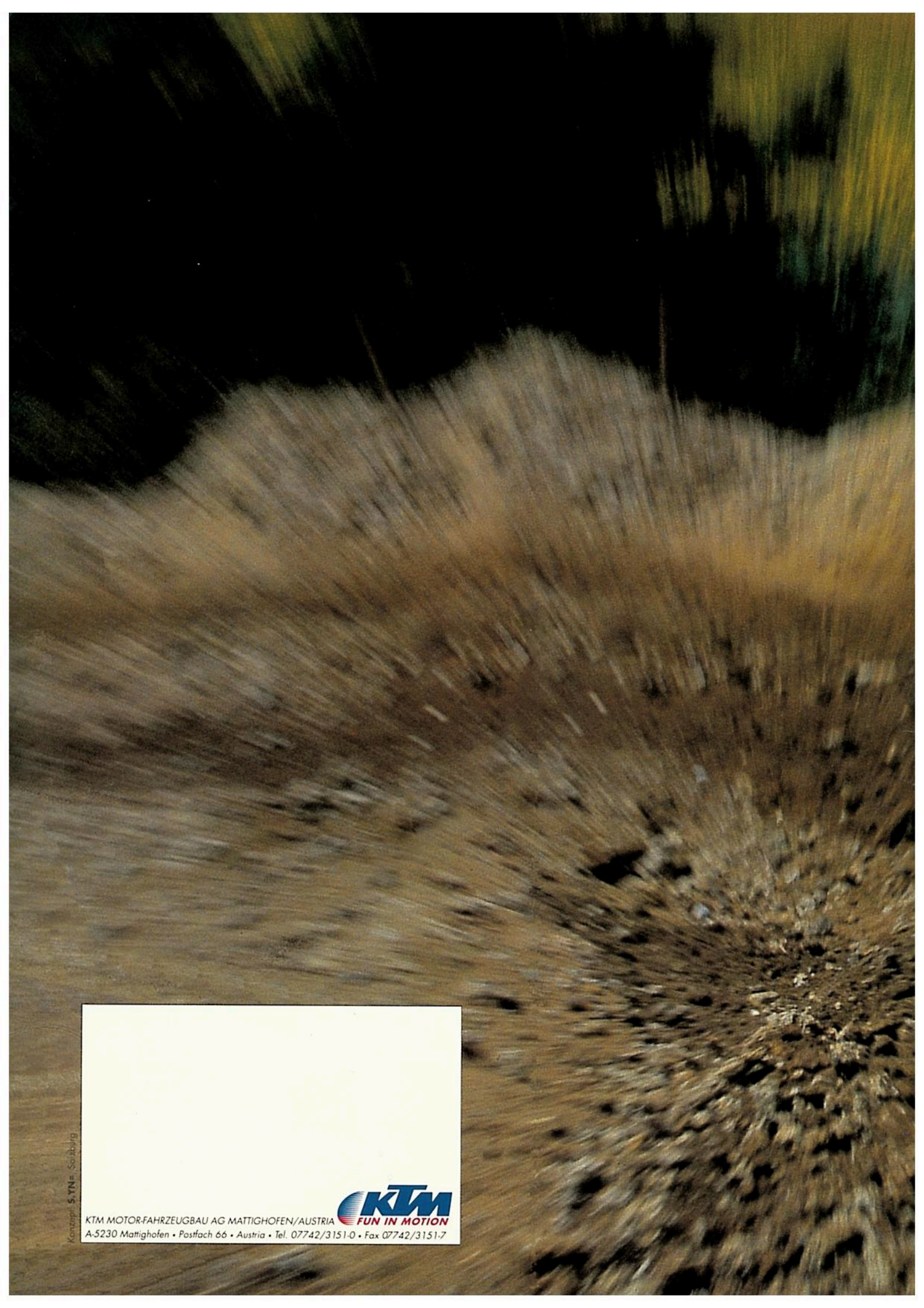
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Campodonico Import
KTM Uruguay
P.O.Box 1057
Montevideo
Tel. 5982 572261

UDSSR:

Jv Svelen
20, Krasnay Str. app 11
190000 Leningrad
Tel. 3151059



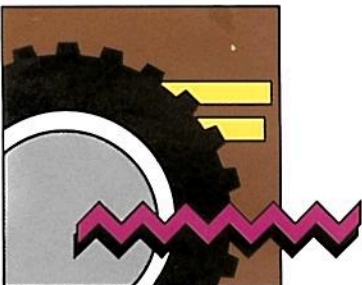


Konzept: S. YIN, Spitzberg

KTM MOTORFAHRZEUGBAU AG MATTIGHOFEN/AUSTRIA
A-5230 Mattighofen • Postfach 66 • Austria • Tel. 07742/3151-0 • Fax 07742/3151-7



KTM 125 ENDURO



The World champion of its class. Paul Edmondson put the KTM 125 Enduro ahead of its class by winning the Enduro World Championship in superior style. Using many new aluminium components to reduce weight and a lot of innovations we have created a top design. Tested and proven under tough racing conditions, the KTM 125 Enduro is a favorite choice for off road racing conditions.

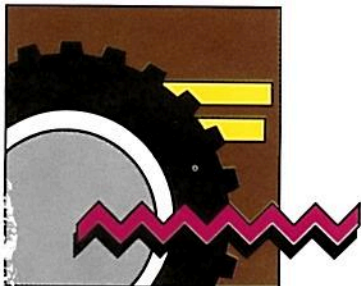
KTM 125 ENDURO

Engine Type:	Liquid Cooled 2-Stroke, Single, Reed Induction.
Displacement:	124,8 ccm
Bore/Stroke:	54,25x54 mm
Transmission:	6 Gears
Primary Ratio:	18:61
Transmission Ratio:	1 st Gear: 12:34 2 nd Gear: 15:31 3 rd Gear: 14:23 4 th Gear: 15:21 5 th Gear: 21:25 6 th Gear: 20:20
Final Drive Ratio:	E-GS: 14:48 / E-XC: 13:48
Chain:	5/8"x1/4" O-Ring
Fuel:	98 ROZ
Oil/Gasoline Ratio:	1:50
Fuel Capacity:	9 litres
Carburetor:	Dell'Orto 37 mm
Ignition:	Motoplast 6V-35/5/21 W
Frame:	Mainframe: Chrome-moly Subframe: Aluminium
Fork:	White Power 4054, Multi-adjuster
Shock:	White Power Integral, Reservoir, Ext. Adj. Rebound/Comp.
Wheel travel front/rear:	300 mm/340 mm
Rims:	Front: 1.60-21" Rear: 2.15-18"
Front Tire:	90/90-21"
Rear Tire:	4.10-18" (120/90-18")
Front Brake:	240 mm Disc, Two Piston Caliper Organic Pads
Rear Brake:	220 mm Disc, Two Piston Caliper Organic Pads
Steering Angle:	27,7°
Wheelbase:	1435 ± 10 mm
Seat Height:	950 mm
Ground clearance:	380 mm
Weight:	E-GS: 99,5 kg / E-XC: 94,5 kg

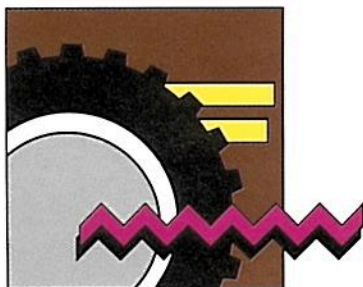
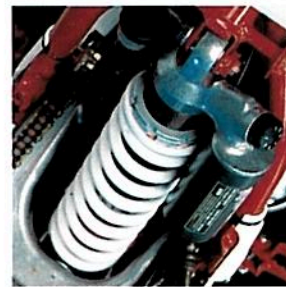
Specifications are subject to change.

The equipment of the E-GS/E-XC models can change according to the homologation prescriptions in different countries.

- KTM "Mint & Pepper" Design.
- New styled gastank with 9 l capacity, extremely narrow design with low gravity.
- New seat for improved seat position in connection with the new gastank; antislid saddle cover "Sand-Grip".
- New "Mint & Pepper" side covers, radiator scoopes, rear fender.
- Aluminium subframe.
- Rear wheel with new hub.
- Modified WP shock absorber with low friction separating piston seals and rod seals; therefore better response of the rear suspension.
- 120° Pro Action stone protector on front forks.
- New front axle to improve front end stability.
- Modified WP-front fork (Compression Damping Control - CDC) by using of low friction seals and new scraper ring; therefore better response of the front suspension.
- New dust seals on clutch lever for improved longevity of clutch cable.
- New improved linkage bracket of rear suspension on main frame.
- New aluminium kickstart lever.
- New exhaust manifold (low boy) for improved performance.
- Exhaust silencer with new sound-insulating material.
- Optimized cooling circulation.
- New gear box breather system.



KTM 250 ENDURO



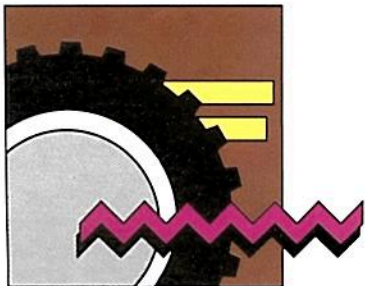
The KTM 250 Enduro set the standard by which all others are measured. A completely refined suspension system creates the perfect balance between comfort and precise control. An improved cylinder design, low-boy exhaust system and new centrifugal exhaust valve control unit work together to give you the broad power range you need to meet the demands of extreme conditions.

KTM 250 ENDURO

Engine Type:	Liquid Cooled 2-Stroke, Single, Case Reed Induction.
Displacement:	248,6 ccm
Bore/Stroke:	67,5×69,5 mm
Transmission:	5 Gears
Primary Ratio:	25:72
Transmission Ratio:	1 st Gear: 15:29 2 nd Gear: 18:26 3 rd Gear: 19:22 4 th Gear: 21:20 5 th Gear: 23:18
Final Drive Ratio:	E-GS: 15:48 / E-XC: 14:50
Chain:	5/8"×1/4" O-Ring
Fuel:	98 ROZ.
Oil/Gasoline Ratio:	1:50
Fuel Capacity:	9,8 litres
Carburetor:	Keihin 37 mm
Ignition:	SEM K 11
Frame:	Mainframe: Chrome-moly Subframe: Aluminium
Fork:	White Power 4054, Multi-adjuster
Shock:	White Power Integral, Reservoir, Ext. Adj. Rebound/Comp.
Wheel travel front/rear:	300 mm/340 mm
Rims:	Front: 1.60-21" Rear: 2.50-18"
Front Tire:	90/90-21"
Rear Tire:	4.50-18" (140/80-18")
Front Brake:	240 mm Disc, Two Piston Caliper Organic Pads
Rear Brake:	220 mm Disc, Two Piston Caliper Organic Pads
Steering Angle:	27,7°
Wheelbase:	1485 ± 10 mm
Seat Height:	945 mm
Ground clearance:	385 mm
Weight:	E-GS: 112 kg / E-XC: 108 kg

Specifications are subject to change.

The equipment of the E-GS/E-XC models can change according to the homologation prescriptions in different countries.



- KTM "Mint & Pepper" Design.
- Modified seat for improved seat position, anti-slide saddle cover "Sand-Grip".
- Pro Lever Plus: new optimized rear suspension by changing of progression.
- Modified WP shock absorber with low friction separating piston seals and rod seals; therefore better response of the rear suspension.
- 120° Pro Action stone protector on front forks.
- New airfilter box with bigger capacity.
- Modified WP-front fork (Compression Damping Control – CDC) by using of low friction seals and new scraper ring; therefore better response of the front suspension.
- New front axle to improve front end stability.
- Improved shifting by modified gear positioning.
- New dust seals on clutch lever for improved longevity of clutch cable.
- New modified reinforced chain guide.
- New reinforced rearbrake lever.
- Modified kickstart system.
- Improved crankshaft seal.
- New optimized ignition with backwards running lock.
- Modified cylinder for improved performance and torque in all rpm ranges.
- Modified twin-valve-control for quicker throttle response of engine over the whole rpm range.
- New exhaust system for improved performance.