

# ADVENTURE**ENDURO**2004



**KTM**



**THOSE WHO SEEK THE UNKNOWN ... »**



**» ... OFTEN FIND THEMSELVES.** WHAT IS IT? IT'S NOT A DEFINITE GOAL.





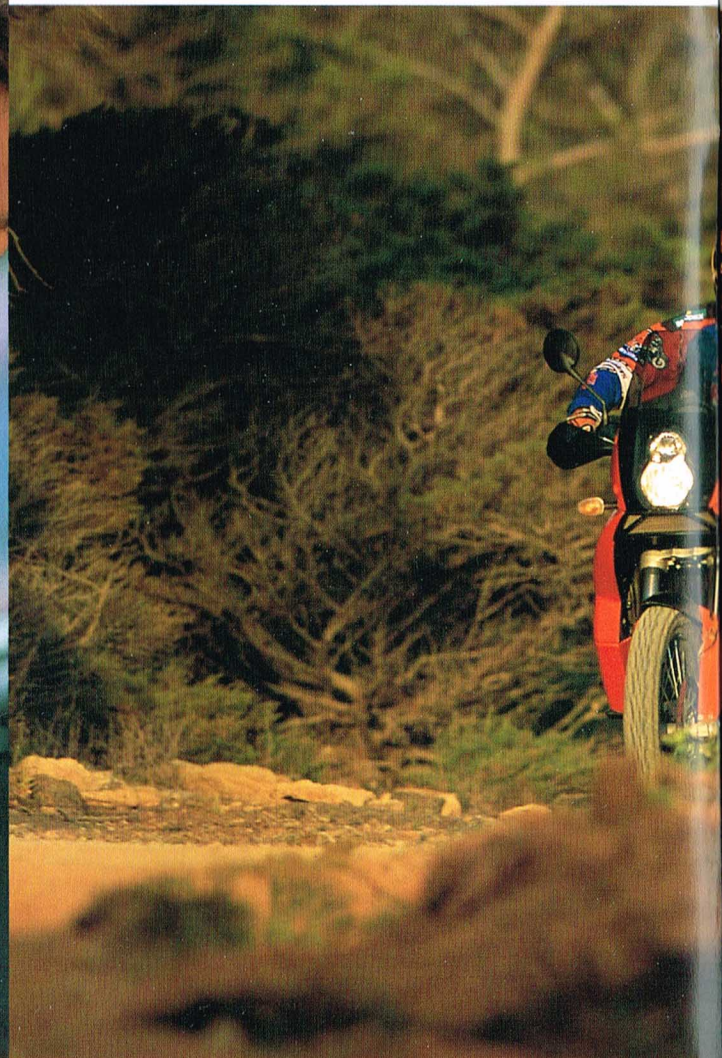
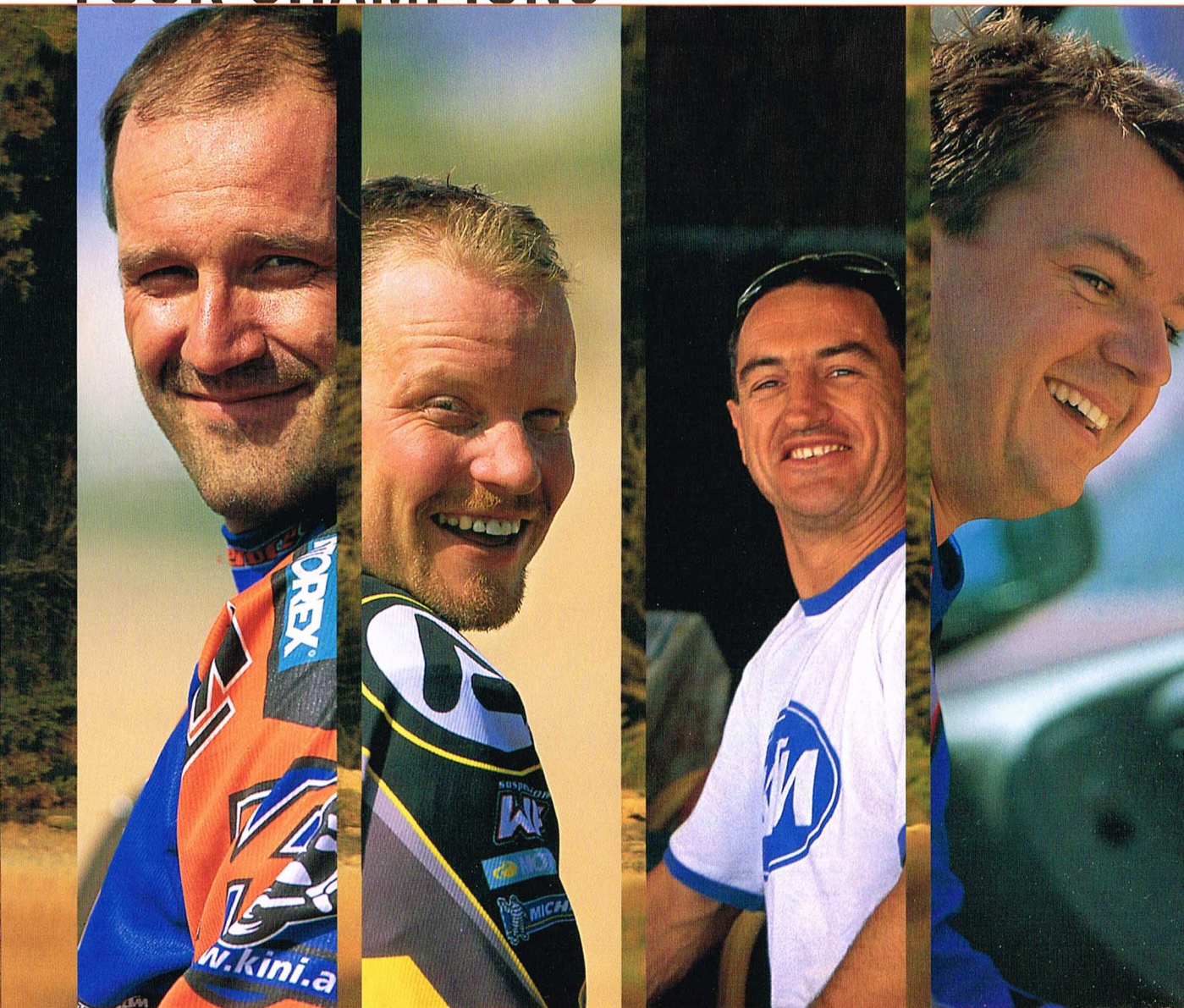
IT'S MORE OF A FEELING THAT URGES YOU OUT. Out there where something is calling to you, something that has always fascinated people. Some love the feeling they get when they take the long way home after work, along winding country roads instead of taking the freeway. Others feel a deep longing for the tranquility of the desert, the solitude of a Siberian gravel track or for the noisy babble in the midst of some Oriental bazaar. Whatever it means. It's out there. Adventure awaits. The only thing missing is the right KTM. Series technology that's "Ready to Race", steeled in countless desert clashes. Just like Fabrizio Meoni on the brand-new 950 Rally last year, Richard Saint rode a 660 Rally to an all-round victory this year. And right behind him were 13 other riders on orange. No matter which KTM has won your heart. The adventure begins – with that little red button on the right handlebar.





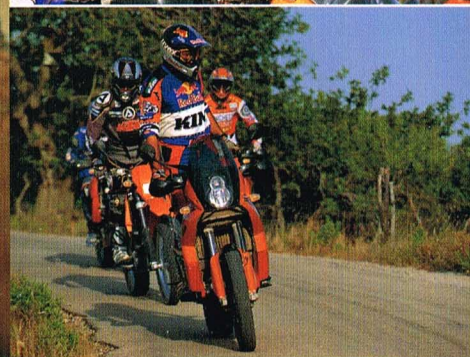
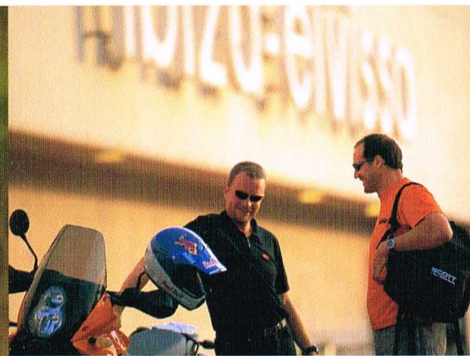
**FOUR CHAMPIONS »**

**» ONE IDEA.**





WHAT HAPPENS WHEN THE WORLD'S BEST RALLY RIDERS RELAX WITH HEINZ KINIGADNER ON IBIZA FOR ONE DAY? An adventure holiday in the truest sense of the words. Along with all the fun and action,



there's of course plenty of motorcycle riding. Heinz Kinigadner, Kari Tainen, Richard Sainct and Giovanni Sala test-ride the new KTM Adventure models. And anybody familiar with these guys' determination to fight for every corner and with their unyielding driving styles knows that only motorcycles that are truly "Ready to Race" can endure a trip like that. A total of 14 Enduro and Motocross championships, 3 Dakar winners and countless other victories stand at the starting line as dawn breaks. Heinz grabs the biggest chunk for himself first – the 950 Adventure. Today she can prove herself to one of the most merciless riders under the sun. Richard rides the 640 Adventure, the series version of his current Dakar Rallye-winning bikes. On this difficult route, Kari and Gio have the best chances on the lightest Hard Enduros, the 640 LC4 and 625 SXC.



WHATEVER SURVIVES KINI ... »

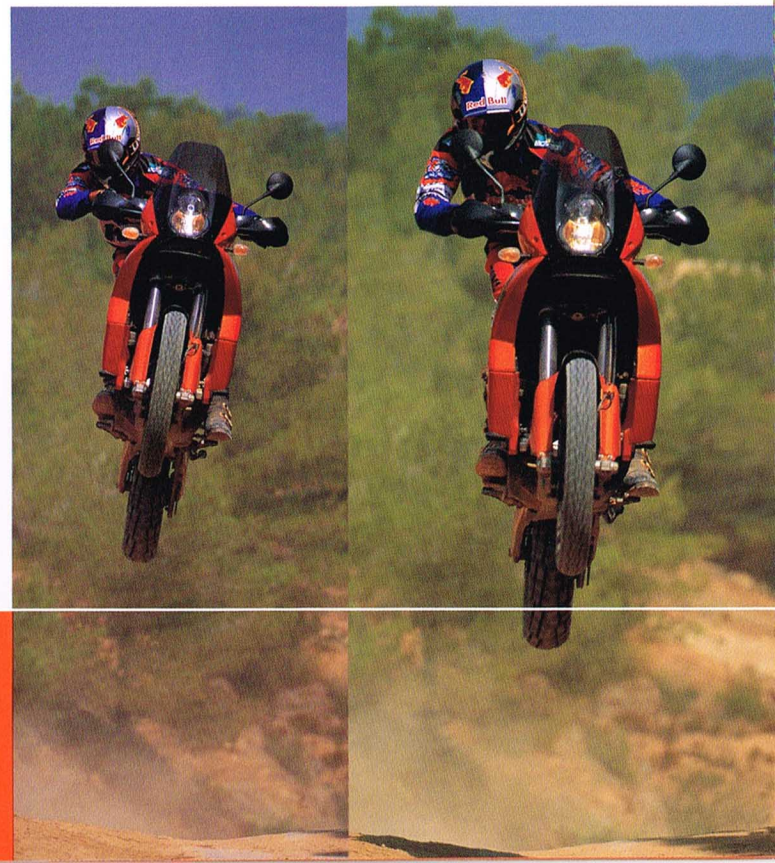


950 ADVENTURE 2004



# » ... IS CERTAINLY “READY TO RACE”!

12 ENDURO CHAMPIONSHIPS, 2 MOTOCROSS CHAMPIONSHIPS, 3 DAKAR WINS AND COUNTLESS OTHER RACING VICTORIES ARE GATHERED IN “ADVENTURELAND”. An exciting prospect. They gas, they joke – occasionally somebody lands in the swimming pool. But the fun and games are over as soon as these four get their helmets on. Then every winding mule trail becomes a rally track, every cove a sandy playground. A nightmare for the guys in the KTM workshop. “Can Kini bring a bike back in one piece just once, please?” Don’t worry, he can! Because the series version of the 950 Adventure is just as “Ready to Race” as the machine that won the Dakar in 2002. That means: she can even out-endure Kini. He pounds her rear wheel over dusty wagon trails, free-falling at the end of a 10-metre table to detonate on the hard-packed ground of an old motocross track, making the resident lizards run for cover. The 950 Adventure coolly humours him. No abnormal sounds can be coaxed from her, only a dull mutter and the gentle humming of her fan.

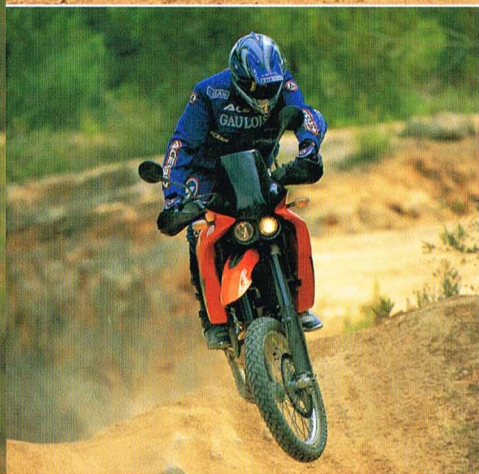




# TWO ARE BETTER THAN ONE. »

OF COURSE, WE COULD BUILD A NORMAL TWO-CYLINDER. Just as heavy as those of the other manufacturers, with

just as much power ... just the same old story. But we don't. Because the passion in our hearts ignites sparks in a dazzling orange and the brains of the design engineers in our development department rarely run on idle. The result is the LC8 motor. Lighter, more agile, more compact than anything that ever fired out of two cylinders. "Ready to Race" from the very start, with innovative ideas, like the multi-function shaft. That serves as a counterbalance, a centrifuge for the housing ventilation, it drives the water pump and timing chain(s) and holds the electric starter's intermediate gear.



Initial filling of all KTM engines



**1 High Voltage.** Compact stick-coil connectors with an integrated ignition coil are installed in the ignition system to save installation space and weight.

**2 Starting Advantage.** The electric starter was placed near the centre of gravity and between the cylinders to save space.

**3 Space Saver.** Since the camshaft drive operates via sprockets, the cylinder head can be nearly 25% smaller than with a direct-drive gear chain. The advantages: the frame dimensions are even more compact (particularly due to the optimal placement of the steering head), and it makes room for the largest possible suspension travel, as well as for the optimal site for the intake tract/snorkel.

**4 D.O.H.C.** Driven by timing chains over intermediate gears, two overhead camshafts operate (via bucket tappets) two 38 mm intake and 33 mm exhaust valves per cylinder.



## 5 Five Functions, One Part.

The multi-function shaft operates in a central location between the cylinders. It serves as a counterbalance, a centrifuge for the housing ventilation, it drives the water pump and timing chain(s) and holds the electric starter's intermediate gear.

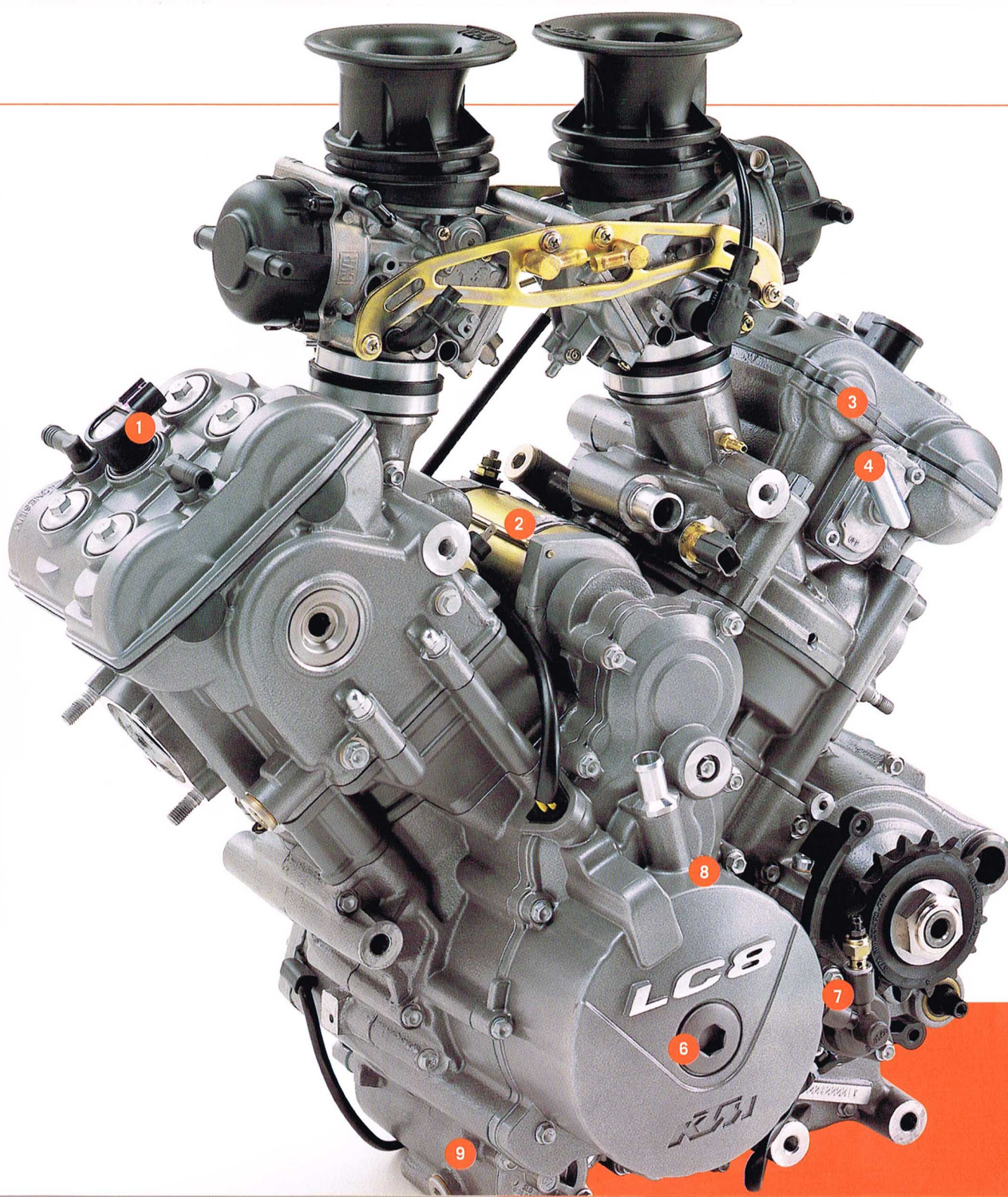


**6 Energy Saver.** The pre-tensioning of the clutch spring varies depending upon the adjoining torque, thereby making sure that the manual strength needed for the clutch lever remains constant and negligible.

**7 Precision.** The hydraulic clutch operation guarantees a precise pressure point and is self-adjusting.

**8 A more compact crankshaft** for the greatest possible reduction of oscillating masses, good responsiveness and optimal torque progression. Forged one-piece crankshaft and a forged, 125 mm long connecting rod. The weight of the pistons is only 368 g each (minus the bolt).

**9 Great Freedom.** The dry sump lubrication without an oil pan offers more ground clearance. Plus this technology ensures the lubrication of the motor in every position. The 3-litre oil receptacle beneath the water cooler functions simultaneously as an oil cooler.





# OUR ENDUROS KEEP ON ... »

WILL I MAKE IT, OR WON'T I? WHEN THE GREATEST PART OF YOUR ADVENTURE CONSISTS OF WORRYING WHETHER OR NOT YOU'LL REACH YOUR DESTINATION WITH A MOTOR THAT STILL RUNS, THE WH



640 LC4 ENDURO 2004



HOLE EXPERIENCE TURNS SOUR FAST. NOT THAT SOMETHING LIKE THAT HAS NEVER HAPPENED TO US. But after 50 years of offroad experience, we know that reliability is often vitally important for offroad riders and motorcycle travellers. It's just as essential as a robust sport chassis that looks good on or off the road. Or a potent and extremely sturdy motor, including those high quality details that you don't really start appreciating until you're underway. The 640 LC4 Adventure isn't the most successful motorcycle at international rallies for nothing. The 640 LC4 Enduros have defined the standards for balanced all-round enduros for years.

» ... KEEPING OUR  
PROMISES!




640 LC4 ADVENTURE 2004

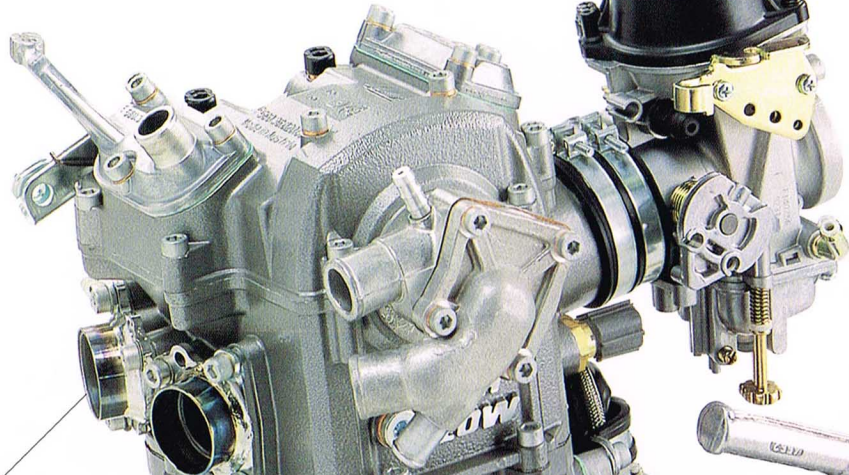


# WILD AND WELL-RAISED. »

A HEALTHY PORTION OF WISDOM IS IN EVERY GOOD MOTOR. Because, just like life itself, it unites opposites. It is reliable, sturdy and unproblematic for everyday riding and an uncaged beast out on the gravel track or when paying a little visit to a motocross course. The LC4 motor can do both. Over the course of a few years, a purebred racing motor has become a powerful all-round athlete with maximum staying qualities. The broad rev band is especially fun if you're on the appropriate transport. The new high flow cylinder head offers more spontaneous throttle changes, better cylinder filling and thereby yet another helping of power.

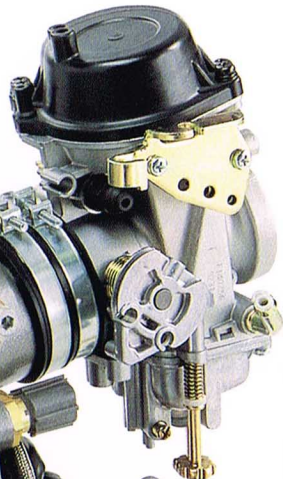


**Precise shifting.** The cable has been replaced by a new hydraulic clutch operation from Magura. That results in reduced leverage forces, a more stable pressure point and less maintenance.



**A new, compact secondary air system (SLS)** complies with the "Euro 2" emissions standard.

**New ignition box.** Due to the ability to activate a "low octane" ignition curve, 80-octane gasoline can be used without difficulty.



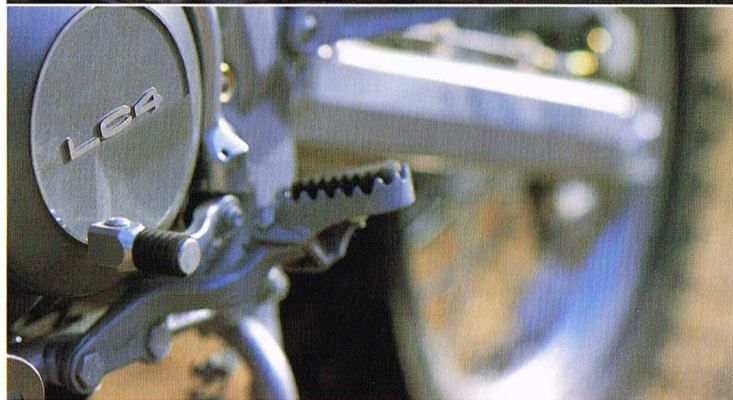
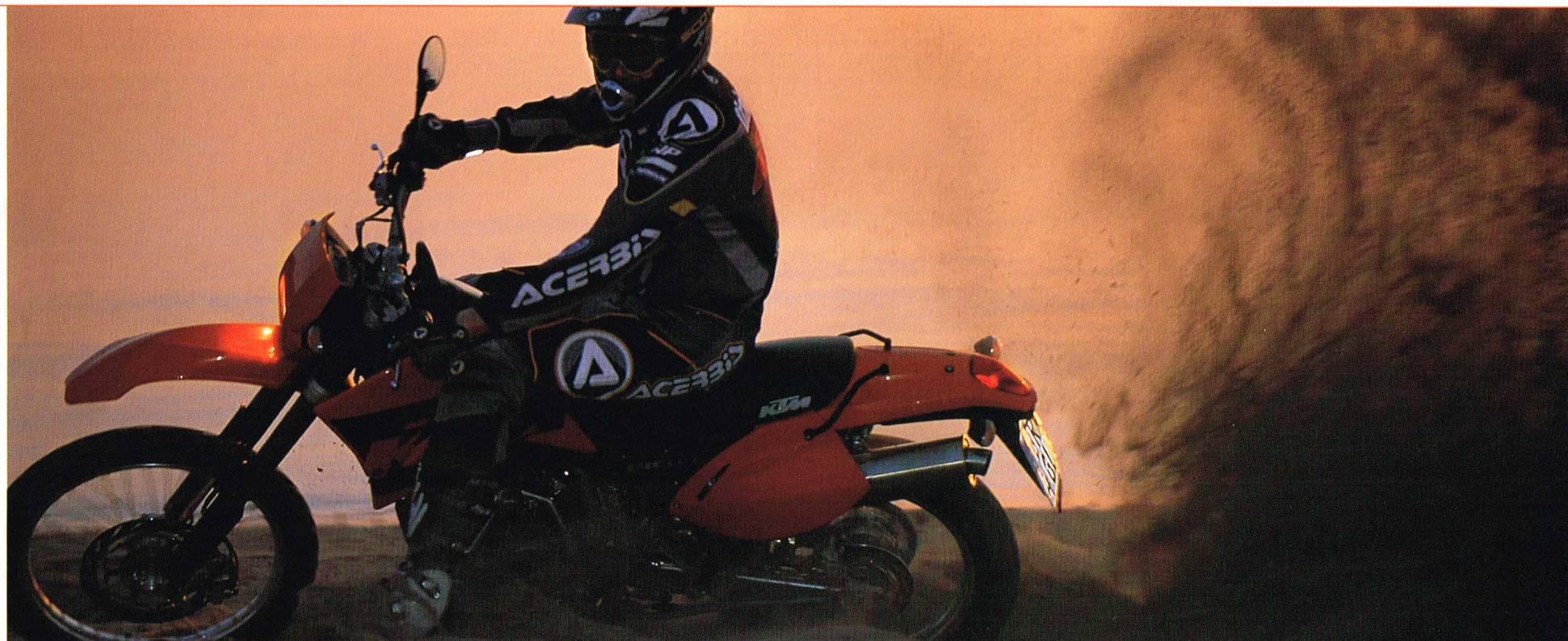
**Comfortable starts.** All models with the LC4 motor are also equipped with an electric starter.



**A newer, reinforced outer clutch hub** ensures better and safer gear shifting under the most difficult offroad conditions.









# TECHNICAL SPECIFICATIONS »

## 640 LC4 ENDURO »



### 640 LC4 ENDURO

single-cylinder 4-stroke engine  
625 cc  
101/78 mm  
40 kW/7000 rpm  
55 Nm/5500 rpm  
11.5:1  
E-starter and kickstarter  
5 gears, dog-clutch engagement  
Mikuni BST 40  
4 valves/OHC, roller rocker lever  
Pressure lubrication with 2 Eaton pumps  
Motorex PowerSynt 4T 10W-50  
31:79  
X-ring  
liquid-cooled  
wet multi-disc clutch, operated hydraulically  
Kokusan DC-CDI 4K5

### ENGINE

### CHASSIS

chromium-molybdenum, power-coated  
chromium-molybdenum, power-coated  
aluminium, conified  
WP-USD 43 MA  
WP-Monosock  
275/300 mm  
Brembo 2-piston floating caliper, 300 mm disc  
Brembo 1-piston floating caliper, 220 mm disc  
1.60 x 21"/2.50 x 18" DID  
90/90-21"/130/80-18"  
16:42  
12V 8Ah  
premium steel HGS 4  
62°  
128 mm  
1510±10 mm  
310 mm  
925 mm  
12 liters/2.5 litres  
approx. 149 kg

## 640 LC4 ADVENTURE »



### 640 LC4 ADVENTURE

single-cylinder 4-stroke engine  
625 cc  
101/78 mm  
40 kW/7000 rpm  
55 Nm/5500 rpm  
11.5:1  
E-starter and kickstarter  
5 gears, dog-clutch engagement  
Mikuni BST 40  
4 valves/OHC, roller rocker lever  
Pressure lubrication with 2 Eaton pumps  
Motorex PowerSynt 4T 10W-50  
31:79  
X-ring  
liquid-cooled  
wet multi-disc clutch, operated hydraulically  
Kokusan DC-CDI 4K5

chromium-molybdenum, power-coated  
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aluminium, conified  
WP-USD 48 MA  
WP-Monosock  
270/320 mm  
Brembo 2-piston floating caliper, 320 mm disc  
Brembo 1-piston floating caliper, 220 mm disc  
1.60 x 21"/2.50 x 18" DID  
90/90-21"/140/80-18"  
16:42  
12V 8Ah  
premium steel HGS 4  
62.5°  
124 mm  
1510±10 mm  
315 mm  
945 mm  
28 liters/3.5 litres  
approx. 158 kg

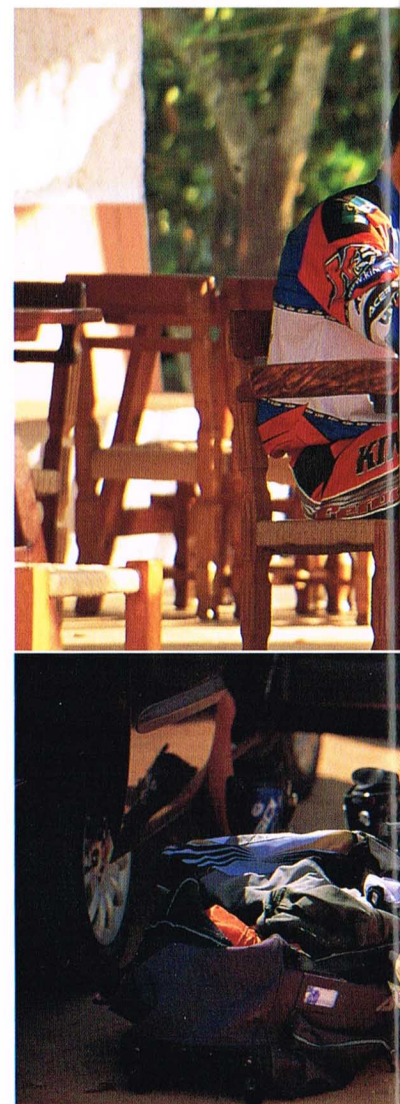
## 950 ADVENTURE »



### 950 ADVENTURE

two-cylinder 4-stroke engine, V 75°  
942 cc  
100/60 mm  
72 kW/8000 rpm  
95 Nm bei 6000 rpm  
11.5:1  
E-starter  
6 gears, dog-clutch engagement  
constant-pressure carburetor, 43 mm  
DOHC  
Pressure lubrication  
Motorex PowerSynt 4T 10W-50  
67:35  
X-ring  
liquid-cooled  
wet multi-plate clutch, operated hydraulically  
Denso battery ignition

tubular chromoly space frame, power-coated  
aluminium  
aluminium, conified  
WP-USD 48 MA  
WP-PDS suspension strut with hydr. spring preload  
265/265 mm  
double disc, 300 mm  
single disc, 240 mm  
2.15 x 21"/4.0 x 18"  
90/90-21"/150/70-18"  
17:42  
12 Ah  
2 x premium steel  
26.6°  
119 mm  
1570 mm  
316 mm  
915 mm  
approx. 22 litres  
approx. 198 kg (without fuel)





# HARD, BUT HEARTY »

THE SUN CLIMBS INTO THE SKY AND THE MOOD RISES RIGHT ALONG WITH IT. Heinz takes over the group's leadership and, using the home advantage,



provides a course with lots of variety. Kari buries his 640 LC4 practically up to his ears "playing in the sand". Richard isn't quite awake yet, so he just lays down next to his motorcycle. Big laughs, then on to the next bay. One gorgeous view after the other. The guys swim over rocky chasms as the emerald-green water glitters invitingly ... but they're not in the ocean, they're stewing in their own sweat. A washed-out footpath embellished with deep ruts and huge rocks is just the right terrain for the lightweight 640 LC4 and 625 SXC. Grinning, Gio and Kari vault up and down the trails, while the 950 Adventure's gas tank has close encounters with two boulders. When all else fails, three get off and push for a ways. Then the rear wheel gains some traction, rocks fly under the full weight and the pushers' silhouettes slowly emerge from a cloud of dust. Heinz is laughing his head off on the 950 Adventure.





# FUN IS IMPORTANT TOO. »

FOUR GROWLING STOMACHS. IT'S TIME TO PULL OVER AND GET SOMETHING TO EAT





In a little bar in the hinterlands, far from the tourist traps near the beach, white bread,

Serrano ham and Aioli are on the menu. Racing stories are exchanged as the guys relax, squinting into the already reddening sun. But they relaxed too soon. The Kinigadner entertainment programme isn't over yet. Not far away, an old motocross track eagerly awaits the familiar feel of wheels. Flying motorcycles bathed in warm light. Driving techniques honed to perfection. What more could your heart desire? Afterwards, one or two beautiful bays later, the sun relents, sinking majestically into the sea. Meanwhile everyone has been on their feet for the past 18 hours. But we "Normalos" can take comfort: At the end of a hard day of adventure, even rugged "Enduros" sink into the nearest swimming pool with a relieved smile!





# A WORLD CHAMPION CAN BE FOUND IN EVERY ONE OF US.

THE BEST PLACE TO GRAB THE ENTHUSIASM THAT UNITES US WITH OUR CUSTOMERS AND SO MANY OTHER MOTORC



KTM PowerParts  
& Hard Equipment

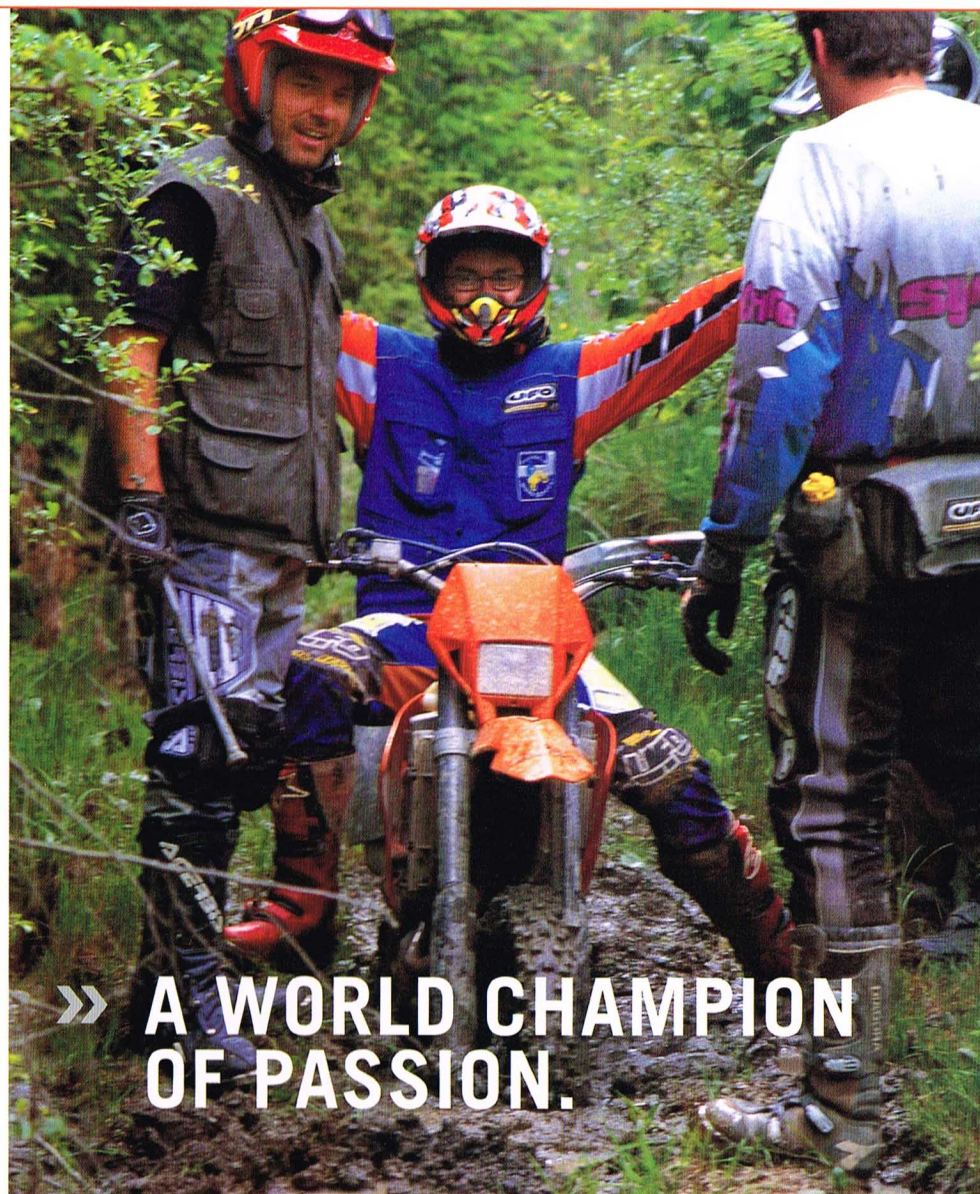




CYCLE SPORTS AFICIONADOS IS RIGHT AT THE HANDLEBARS OF AN ORANGE. At KTM, every rider finds the guidance and support he or she needs for motorcycle sports. That covers everything from production to dealer service to professional racing support. Apparel, PowerParts and KTM accessories are our other, successful family members. With our Mini Bikes, we're assured of a never-ending stream of up and coming riders. Welcome to the family!



### KTM Apparel



» A WORLD CHAMPION  
OF PASSION.



# THE STORY CONTINUES HERE: »

» **www.ktm.com.au** FROM DELIGHTFUL RAMBLES OVER LOVELY

GRAVEL LANES TO TESTS OF STRENGTH AGAINST FORCES OF GRAVITY THAT ARE MURDEROUS FOR MORTALS AND MACHINES ALIKE. Enduro riding on a KTM opens up a new, exciting and intensely orange world for you on every trip. Provided that you have the experience, talent and regular training as well as the proper guidance in all areas. The best place to get this is from an authorised KTM dealer. He/she makes sure that your personal expectations, individual ability and the right KTM model are combined into an orange fire of joy on the track. From your first time window-shopping to the perfect consultation about bikes, parts and clothing, the KTM store offers you a broad spectrum of products and services. And since most of our dealers are avid riders themselves, they're never at a loss for this or that riding tip. Why don't you just stop by?

When purchasing a motorcycle, compliance with the warnings and hazard notices in the owner's handbook is mandatory. Some of the vehicles pictured are fitted with special equipment at an increase in price. All information regarding the scope of delivery, appearance, performance data, dimensions and weights of the vehicles are in accordance with the Austrian KTM sales prospectus at the time of its printing and represent non-binding information. Changes made in this regard are reserved at all times. Please note that model specifications can vary from country to country. National specifications for the individual models can differ from the models pictured.



WP

KTM  
APPAREL

KTM HARD EQUIPMENT



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