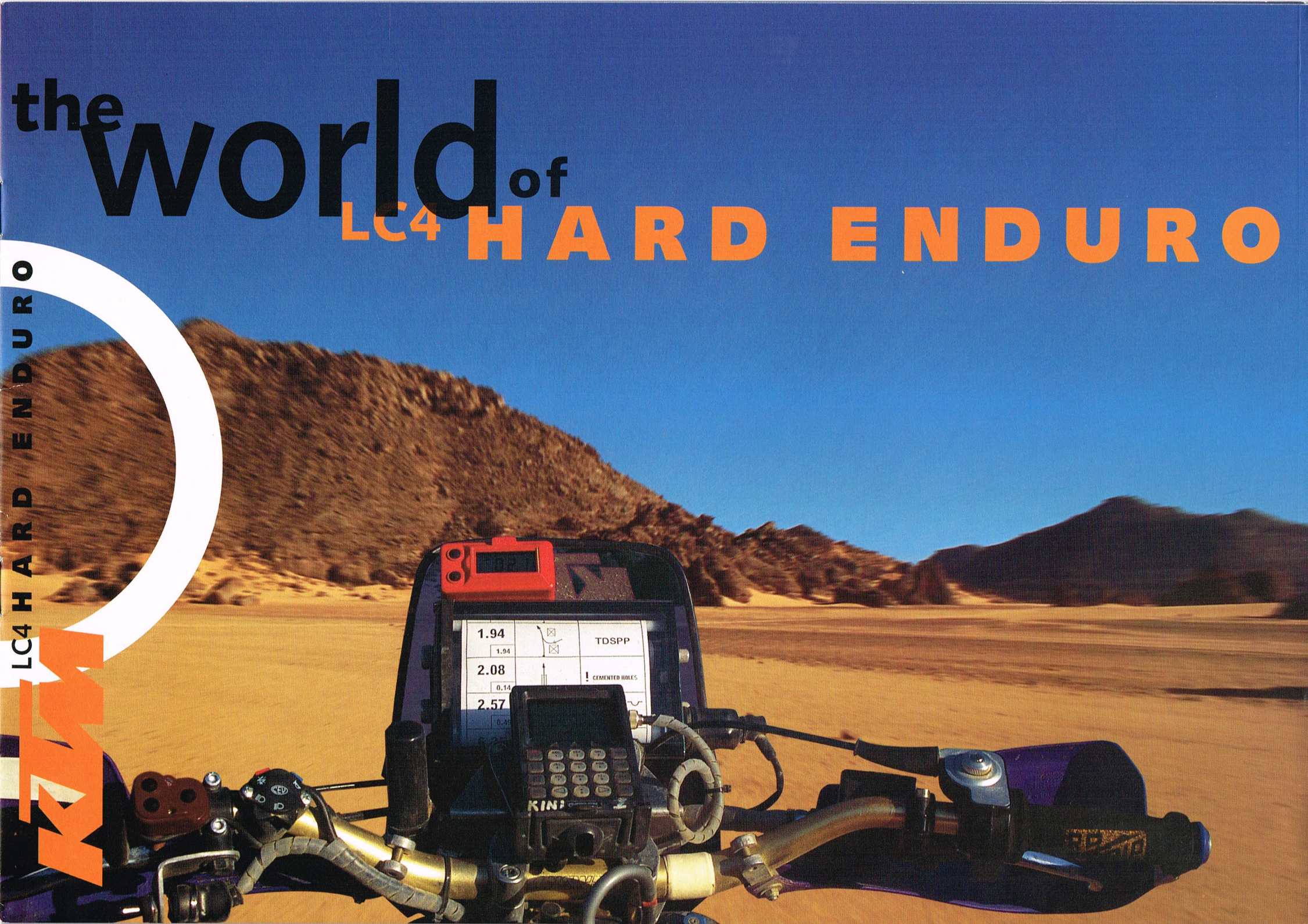


# the world of

# LC4 HARD ENDURO

LC4 HARD ENDURO

KTM



1.94		TDSPP
1.94		
2.08		! CEMENTED HOLES
0.14		
2.57		
0.46		

**THE DESERT QUAKES.**



You have an extreme goal. You have the mental power.

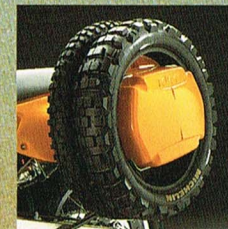
You need a vehicle which will stand the pace: KTM LC4 Hard

**No matter: How cold, how hot, how stony.  
Not indifferent: By what!**

**KTM recommends LC4 Adventure.**

lets you accelerate and brake brutally, allows any speed on loose ground, pulls less on your arms and lets you pick the bike up easier after a crash. Nothing is spared on essentials: ample coolant capacity, the finest filter, service-free ignition and much more. Equally interesting for individual or group trips: stable baggage carriers, high load capacity, and foot-rests for the passenger are a matter of course on the LC4.

The LC4 Adventure is remarkably similar to the original Rallye model: not by accident, but on purpose. What can stand the strain in Rallyes, can do so everywhere. And the fun which a thoroughbred KTM Enduro provides over rubble, rocks, gravel, dunes, sand, mud and asphalt can only be experienced when you take a test ride. Words alone cannot describe the experience. Don't forget: Fun begins, where civilisation ends!



Each 30 litres of adventure. Side pannier tanks made out of damageresistant material with the possibility to fit spare tyres.

# 620 EGS-E

A D V E N T U R E



Keeps wind and the elements at bay: Fairing attached firmly to the frame.

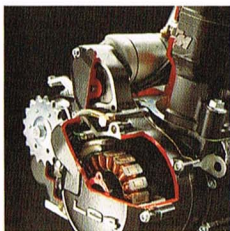
Domain of Activities	Rough Ground	Average Rough Ground	Gravel Road	Bitumen Road	Long Distance Activity	Passenger Use
<b>620 EGS-E</b> Adventure	★☆☆	★★	★★	★★	★★	★★

★★ Optimal Duty  
★☆☆ Restrained Duty

**HARD IN GIVING,  
HARD IN TAKING.**







The electric boot:  
Now with E-starter.



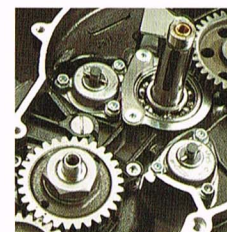
# 400LSE

LOW SEAT / E-STARTER

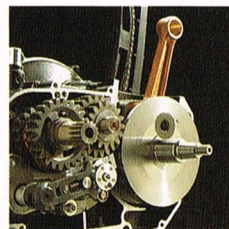


# 620LSE

LOW SEAT / E-STARTER



Even more stable,  
even more longevity:  
New motor casings  
with two oil pumps.



Joyful connection: A  
shorter second gear for  
faster acceleration.

You always wanted to travel to the Ukraine? No excuses

– what's the problem? You don't need a service truck, no spa-

res depot, no masseur, a KTM Hard Enduro is enough. Your

**No matter: How often, how far, how  
sirenuous. Not indifferent: By what!  
KTM recommends the LC4.**

LC4 simply brings you there and back. With a frame that has been developed to perfection for every type of terrain, for every load, for every speed. With a rigorous transmission concept, which combines high power output, absolute reliability and minimal service. With a seat position which is just as suitable for burning up the gravel as for eating up the asphalt. With a fuel tank whose size allows you to ride great distances. With a lighting system which lights up the sky long after dusk.

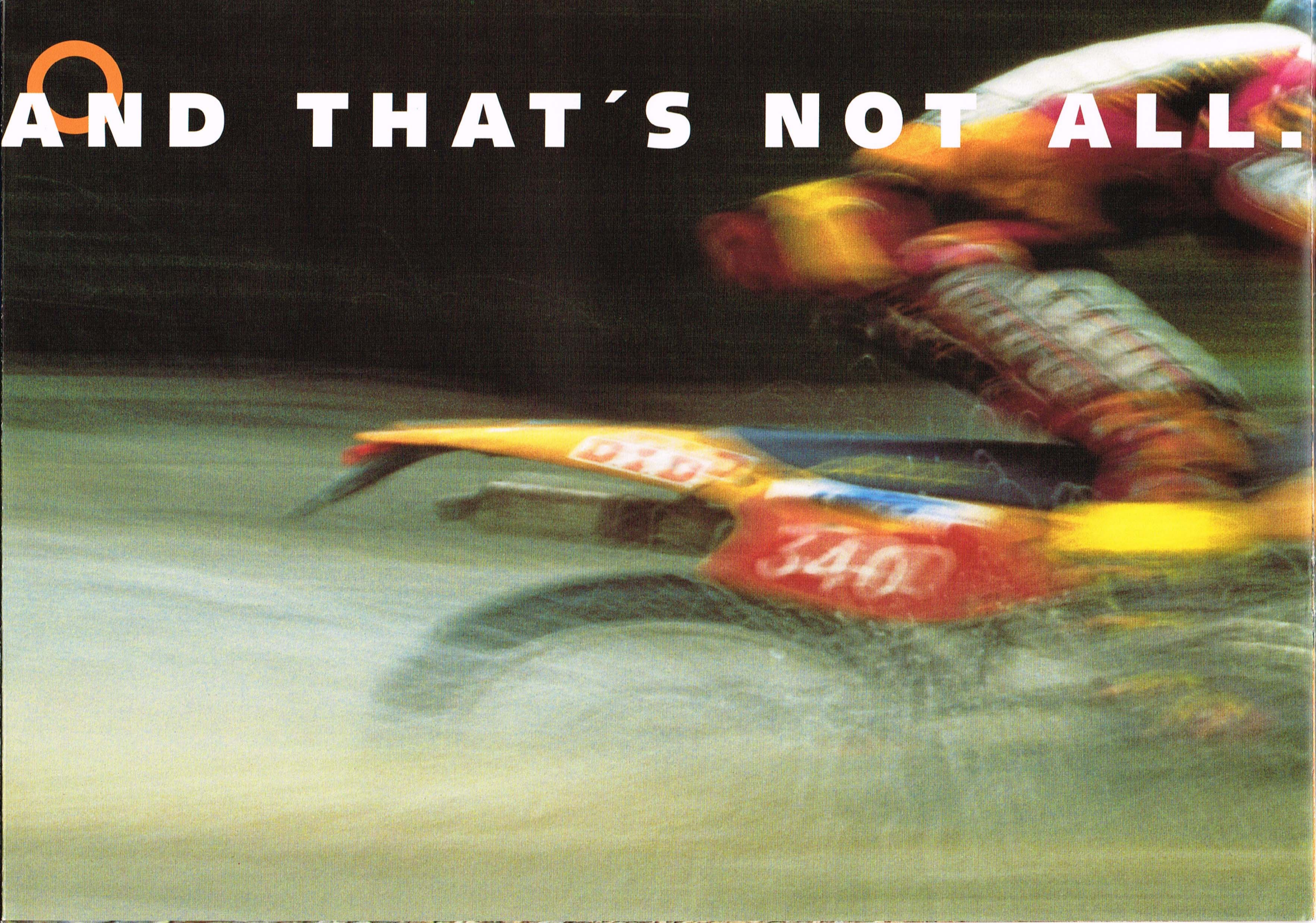
In fact a universal work of genius, the motor cycle for every man? Not quite. Already the production run demand rigorous selection. It is also genuinely not cheap to ride handmade products from Mattighofen – but it is worth the price! That's why you don't meet a Hard Enduro like the LC4 at every corner – rather in each corner of the world. Because those who ride the Paris-Beijeng with a production machine have also no fear of jungle stages. Beware: Riding an LC4 can become addictive! Just ask your doctor or your chemist. He could be a KTM rider too.

The pure, true, clear, real. It doesn't appeal to everyone. KTM's are not for flabby Couch Potatoes, not for Sunday morning Cruisers, not for esoteric Bachflower bikers. The LC4 models are motor cycles for Tough Guys, for whom the fun of forceful riding has priority over unnecessary, excessive comfort. Test for yourself if you belong with them. All you need is a KTM dealer, 45 minutes of your time, an area of open land and good physical condition.

Domain of Activities	Rough Ground	Average Rough Ground	Gravel Road	Bitumen Road	Long Distance Activity	Passenger Use
<b>400/620LSE</b> Low seat	☆☆	★★	★★	★★	★★	★★

★★ Optimal Duty  
☆☆ Restrained Duty

**AND THAT'S NOT ALL.**



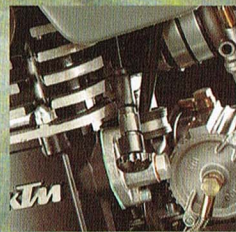
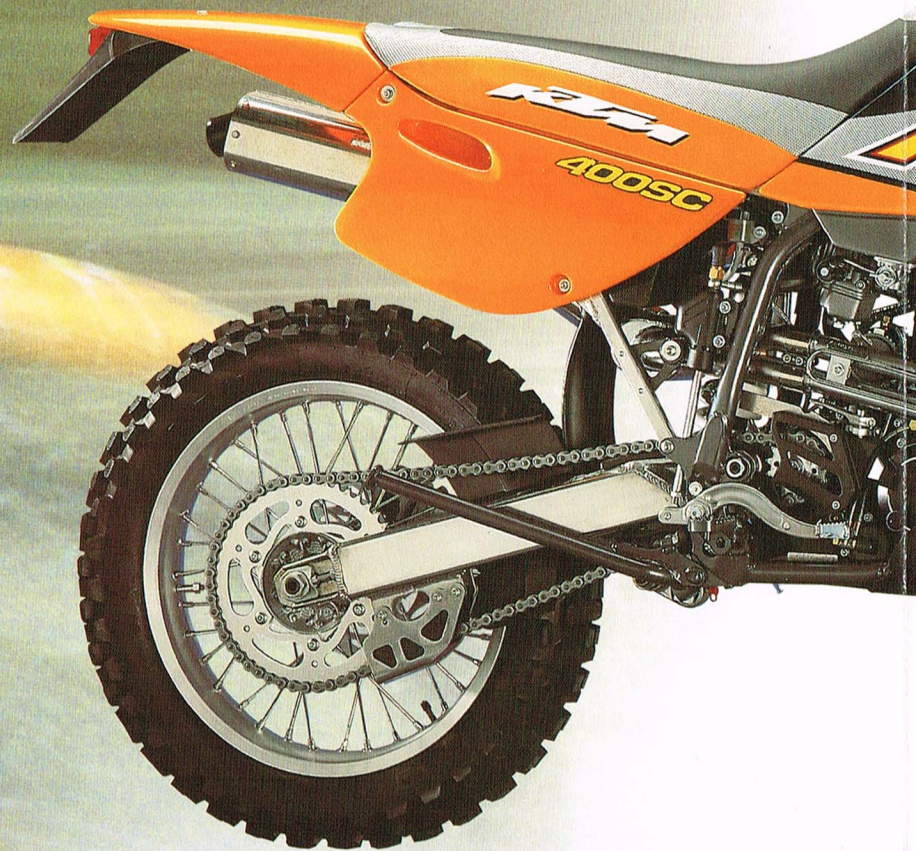




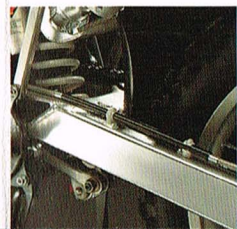
*Tube-rage: Stiffer, stronger  
White Power Extreme forks  
with 50 mm tube diameter.*

# 400SC

SUPERCOMPETITION



*Optimally protected:  
Choke lever close to  
the cylinder.*



*On silent wings:  
Higher, less prone to  
flexing, aluminium  
profile.*



# 620SX

MOTOCROSS

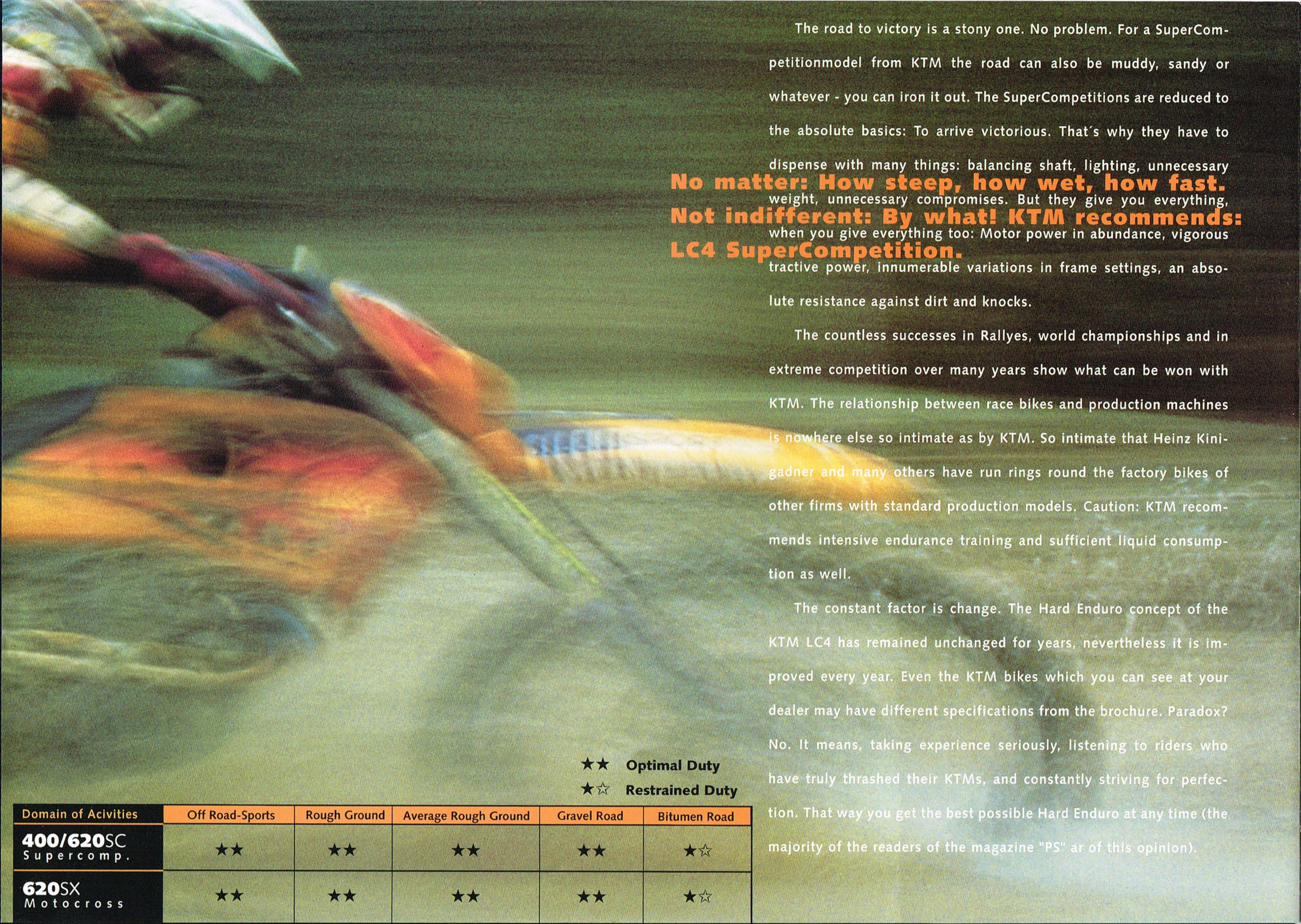


*Modern art:  
Lighter, more compact  
engine casings without  
balancing shaft.*

## SUPERCOMPETITION

# 620SC





The road to victory is a stony one. No problem. For a SuperCompetition model from KTM the road can also be muddy, sandy or whatever - you can iron it out. The SuperCompetitions are reduced to the absolute basics: To arrive victorious. That's why they have to

dispense with many things: balancing shaft, lighting, unnecessary weight, unnecessary compromises. But they give you everything, when you give everything too: Motor power in abundance, vigorous **No matter: How steep, how wet, how fast. Not indifferent: By what! KTM recommends: LC4 SuperCompetition.**

attractive power, innumerable variations in frame settings, an absolute resistance against dirt and knocks.

The countless successes in Rallies, world championships and in extreme competition over many years show what can be won with KTM. The relationship between race bikes and production machines is nowhere else so intimate as by KTM. So intimate that Heinz Kni-gadner and many others have run rings round the factory bikes of other firms with standard production models. Caution: KTM recom-mends intensive endurance training and sufficient liquid consump-tion as well.

The constant factor is change. The Hard Enduro concept of the KTM LC4 has remained unchanged for years, nevertheless it is im-proved every year. Even the KTM bikes which you can see at your dealer may have different specifications from the brochure. Paradox? No. It means, taking experience seriously, listening to riders who have truly thrashed their KTMs, and constantly striving for perfec-tion. That way you get the best possible Hard Enduro at any time (the majority of the readers of the magazine "PS" ar of this opinion).

★★ Optimal Duty  
★☆ Restrained Duty

Domain of Activities	Off Road-Sports	Rough Ground	Average Rough Ground	Gravel Road	Bitumen Road
<b>400/620SC</b> Supercomp.	★★	★★	★★	★★	★☆
<b>620SX</b> Motocross	★★	★★	★★	★★	★☆



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 Internet: <http://www.ktm.co.at>  
 E-mail: [Info@ktm.co.at](mailto:Info@ktm.co.at)



Technical specifications are subject to change without notification.

MICHELIN MP11\*: STREETHOMOLOGATION FOR KTM

ENGINE	<b>620SX</b> Motocross	<b>400SC</b> Supercomp.	<b>620SC</b> Supercomp.	<b>400LSE</b> Low seat	<b>620LSE</b> Low seat	<b>620EGS-E</b> Adventure
Displacement	609 ccm	398 ccm	609 ccm	398 ccm	609 ccm	609 ccm
Bore/Stroke	101 x 76 mm	89 x 64 mm	101 x 76 mm	89 x 64 mm	101 x 76 mm	101 x 76 mm
Transmission	5 gears	5 gears	5 gears	5 gears	5 gears	5 gears
Final Drive	15:50	15:45 / (14:50 comp.)	16:40 / (15:50 comp.)	15:45	16:40	16:42
Chain	5/8" x 1/4" O-Ring	5/8" x 1/4" O-Ring	5/8" x 1/4" O-Ring	5/8" x 1/4" O-Ring	5/8" x 1/4" O-Ring	5/8" x 1/4" O-Ring
Fuel Capacity	9 liters	9 liters	9 liters	11,3 liters	11,3 liters	30 liters
Fuel	95 ROZ Eurosuper	95 ROZ Eurosuper	95 ROZ Eurosuper	95 ROZ Eurosuper	95 ROZ Eurosuper	95 ROZ Eurosuper
Carburetor	Dell'Orto PHM 40 SD	Dell'Orto PHM 38 SD	Dell'Orto PHM 40 SD	Dell'Orto PHM 38 SD	Dell'Orto PHM 40 SD	Dell'Orto PHM 40 SD
Ignition	SEM K 11/60 EG-15	SEM K 11/60 EG-15	SEM K 11/60 EG-15	Kokusan DC-CDI	Kokusan DC-CDI	SEM K 11/60 EG-15
Counter Balancer	no	no	no	yes	yes	yes
Electric Starter	no	no	no	yes	yes	yes
<b>Mainframe/Subframe</b>	chrome-moly-steel aluminium	chrome-moly-steel aluminium	chrome-moly-steel aluminium	chrome-moly-steel	chrome-moly-steel	Rallyeframe chrome-moly-steel
<b>Fork</b>	WP USD multi adjuster 20 rebound and 20 compression adj. positions			WP USD multi adjuster 20 rebound and 20 compression adj. positions		WP "Extreme" Rallye-Adjustement
<b>Shock</b>	White Power mono-shock integral reservoir type multi adjuster 11 rebound and 7 compression adj. positions			White Power mono-shock integral reservoir type multi adjuster 11 rebound and 7 compression adj. positions		
<b>Wheel travel front/rear</b>	285/320 mm	285/320 mm	285/320 mm	230/270 mm	230/270 mm	300/320 mm
<b>Rims front/rear</b>	1.60 - 21" Excel 2.15 - 19" Excel	1.60 - 21" DID 2.50 - 18" DID	1.60 - 21" DID 2.50 - 18" DID	1.85 - 19" DID 3.00 - 17" DID	1.85 - 19" DID 3.00 - 17" DID	1.60 - 21" DID 2.50 - 18" DID
<b>Tires front/rear</b>	80/100 - 21" Pirelli 110/90 - 19" Pirelli	90/90 - 21" Michelin 140/80 - 18" Michelin	90/90 - 21" Michelin 140/80 - 18" Michelin	100/90 - 19" Michelin 140/80 - 17" Michelin	100/90 - 19" Michelin 140/80 - 17" Michelin	90/90 - 21" Michelin 130/80 - 18" Michelin
<b>Front Brake</b>	Ø 260 mm stainless steel disc, Brembo double piston caliper, organic pads			Ø 300 mm stainless steel disc, Brembo double piston caliper, organic pads		
<b>Rear Brake</b>	Ø 220 mm stainless steel disc, Brembo single piston caliper, organic pads			Ø 220 mm stainless steel disc, Brembo single piston caliper, organic pads		
<b>Steering angle</b>	62,5°	62,5°	62,5°	61,8°	61,8°	62,5°
<b>Wheelbase</b>	1510 +/- 10 mm	1510 +/- 10 mm	1510 +/- 10 mm	1480 +/- 10 mm	1480 +/- 10 mm	1510 +/- 10 mm
<b>Seathight</b>	940 mm	940 mm	940 mm	870 mm	870 mm	940 mm
<b>Ground Clearance</b>	350 mm	350 mm	350 mm	290 mm	290 mm	320 mm
<b>Weight</b>	115 kg	121 kg	122 kg	137 kg	139 kg	146 kg
<b>Colour</b>	orange	orange	orange	white/blue	white/blue	orange
<b>Passenger foot rest</b>	no	no	no	yes	yes	yes
<b>Luggage carrier</b>	no	no	no	yes	yes	yes