

ARE YOU „READY TO RACE“?

» [www.ktm.com](http://www.ktm.com)

MINISXEXC2010»



MEDIA LAUNCH 2010

**KTM**

KTM-Sportmotorcycle AG  
5230 Mattighofen, Austria  
[www.ktm.com](http://www.ktm.com)



EXC  
MINISX  
SIX DAYS



**KTM**







READY  
TO  
RACE

## SPORT MINICYCLES >>>



85 SX

ENGINE TYPE: SINGLE CYLINDER, 2 STROKE - DISPLACEMENT: 85 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 11.5 KG (NET WEIGHT: 10.5 KG)



95 SX

ENGINE TYPE: SINGLE CYLINDER, 2 STROKE - DISPLACEMENT: 95 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 12.5 KG (NET WEIGHT: 11.5 KG)



105 SX

ENGINE TYPE: SINGLE CYLINDER, 2 STROKE - DISPLACEMENT: 105 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 13.5 KG (NET WEIGHT: 12.5 KG)

## MOTOCROSS >>>



125 SX

ENGINE TYPE: SINGLE CYLINDER, 2 STROKE - DISPLACEMENT: 125 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 17.5 KG (NET WEIGHT: 16.5 KG)



150 SX

ENGINE TYPE: SINGLE CYLINDER, 2 STROKE - DISPLACEMENT: 150 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 18.5 KG (NET WEIGHT: 17.5 KG)



250 SX

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 250 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 20.5 KG (NET WEIGHT: 19.5 KG)



250 SX-F

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 250 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 20.5 KG (NET WEIGHT: 19.5 KG)



400 SX-F

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 400 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 24.5 KG (NET WEIGHT: 23.5 KG)

## ENDURO COMPETITION >>>



125 EXC

ENGINE TYPE: SINGLE CYLINDER, 2 STROKE - DISPLACEMENT: 125 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 17.5 KG (NET WEIGHT: 16.5 KG)



200 EXC

ENGINE TYPE: SINGLE CYLINDER, 2 STROKE - DISPLACEMENT: 200 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 19.5 KG (NET WEIGHT: 18.5 KG)



300 EXC

ENGINE TYPE: SINGLE CYLINDER, 2 STROKE - DISPLACEMENT: 300 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 21.5 KG (NET WEIGHT: 20.5 KG)



300 EXC

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 300 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 21.5 KG (NET WEIGHT: 20.5 KG)



300 EXC-6

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 300 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 21.5 KG (NET WEIGHT: 20.5 KG)



400 EXC

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 400 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 24.5 KG (NET WEIGHT: 23.5 KG)



450 EXC

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 450 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 26.5 KG (NET WEIGHT: 25.5 KG)



500 EXC

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 500 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 28.5 KG (NET WEIGHT: 27.5 KG)

## SIX DAYS >>>



480 EXC SIX DAYS

ENGINE TYPE: SINGLE CYLINDER, 4 STROKE - DISPLACEMENT: 480 CC - SEATED AND CONTROLLED  
TRANSMISSION: 5 SPEED - SHIFTER POSITION: 1, 2, 3, 4, 5 - WEIGHT: 26.5 KG (NET WEIGHT: 25.5 KG)





# MOTOCROSS 2010

**SX** 4-STROKE | 250 SX-F | 450 SX-F  
2-STROKE | 125 SX | 150 SX | 250 SX



**KTM**



# MOTOCROSS 2010

**KTM IS A STRONG GLOBAL PLAYER  
IN THE WORLD OF MOTO CROSS!**

- » KTM OFFERS HIGH-END QUALITY PRODUCTS
- » KTM IS THE TREND SETTER
- » KTM IS THE EUROPEAN MX BRAND
- » KTM IS THE LEADING BRAND IN MOTORSPORT



» Unique Bodywork

» Airbox access without tools

» Inmould Spoiler

» Rental Handlebars

» Hydraulic Clutch

» CNC Triple Clamps

» Factory Exhaust

» Electric Starter

» Machined Hubs

» Brembo Brakes

» Wave Discs

*SLIDE THE DIRT*



**SX**



# MOTOCROSS 2010



## ENGINE SX



### 720/150 SX TRANSMISSION

New material for 1st gear makes the gear box stronger and guarantees better durability.



### 250 SX CYLINDER HEAD

A reinforced cylinder head delivers better mechanical strength and improved durability even under extreme stress conditions.

SLIDE THE DIRT

### 450 SX-F PISTON

A new piston features a thicker piston head (+0.5 mm) for maximum durability.



### 450 SX-F CARBURETOR

A new needle, new leak jet and a stronger acceleration pump spring provide an improved low-end carb setting, which means improved rideability and better power delivery.



### 450 SX-F CLUTCH

A new clutch basket with an optimised fin design guarantees more strength and better reliability.



### 450 SX-F TRANSMISSION

The MY 2010 450 SX-F is fitted with a new 5-speed transmission instead of the 4-speed gear box from MY 2009. This means shorter gaps in between the gears and a better overall setting.





## CHASSIS SX



### FRAME 125/150 SX

For the 125/150 SX our engineers have developed a new frame featuring a steeper steering head (0.5°), which makes cornering easier and gives a better feel from the front end.



### FRAME 450 SX-F

The 450 SX-F features a new design in the steering head area. The frame is welded to the steering head 10 mm lower than in 2009, which lowers the tank and seat position. The benefit is an optimised weight balance, a better control of the front wheel and a lighter feeling front end.



### TRIPLE CLAMPS

New SX triple clamps with a sophisticated KTM patented design incorporating additional holes, guarantee constant and safe clamping all around the fork tubes. Together with twin-screw-clamping (instead of the 2009 triple-screws at the lower clamps) this avoids any squeezing of the tube, which would lead to higher internal friction. In addition the new design provides a certain flex, which allows the triple clamps to follow the fork legs when deflected during hard landing and braking. A new off-set (22 mm fixed, compared with 2009 variable off-set of 18-20 mm) means better handling especially in rutted corners.





# MOTOCROSS 2010



## FRONT SUSPENSION

The WP front forks with closed cartridge technology have got new valve settings and new fork seals plus bushings in order to reduce sliding friction and to further improve comfort.



## REAR SUSPENSION

The WP PDS shock also has new settings for maximum comfort and sensitivity and for better traction.



## FRONT BRAKE

The latest generation of Brembo brakes is fitted with new front brake pads (Toyo B153), which provide better modulation and performance.



## EXHAUST SYSTEM

New exhaust pipes for all two-strokes are made of stronger sheet metal (wall thickness up from 0.88 to 1.00 mm), which guarantees more resistance against stones.

SLIDE THE DIRT

Two vertical columns of horizontal lines for writing, spanning the width of the page.

## AIR BOX

New air box design avoids water and dirt getting into the air box. In conjunction with a new TWIN AIR filter this protects the engine from sucking in dirty air.



## RADIATORS

All models are fitted with a new radiator cap with a 1.8 bar pressure relief of 1.4 bar. This guarantees better heat stability.



## HANDLEBARS

The high-end Renthal tapered handle bars are fitted with new Renthal "Diamond" hand grips. The structure of the grips provides a much better feeling and grip.



## GRAPHICS

New graphics with brighter colours supported by silver silencers for the 4-strokes (MY 2009: black) give a much younger appearance to the bikes.





**ENDURO 2010**



<b>2-STROKE</b>	125 EXC	250 EXC	300 EXC	
<b>4-STROKE</b>	250 EXC-F	400 EXC	450 EXC	530 EXC

**EXC**

**EXC**

**KTM**





# KTM IS THE OFFROAD MARKET LEADER

- » KTM OFFERS HIGH-END QUALITY PRODUCTS
- » KTM IS THE TREND SETTER
- » KTM OFFERS THE BEST LINE-UP FOR ENDURO
- » KTM PRODUCES "READY TO RACE" PRODUCTS
- » KTM IS ALWAYS RATED TOP IN SHOOT-OUTS
- » KTM IS THE LEADING BRAND IN MOTORSPORT



» Tapered Handlebars

» Hydraulic Clutch

» Inmould Spoiler

» Unique Bodywork

» Airbox access without tools

» Electric Starter

» Machined Hubs

» Brembo Brakes

» Wave Discs









#### 250 & 400 CC CAM SHAFTS

An optimised de-compressor design for the 250 EXC-F and a new de-compressor spring for the 400 EXC spring guarantee more precise timing and improved starting behaviour.



#### 400/450/530 EXC TRANSMISSION

The big four-strokes are fitted with a six-speed transmission, which features reinforced idler gears on 1st, 2nd, 5th and 6th gear for longer durability.



#### 400/450/530 EXC VALVE TRAIN

A reworked hydraulic chain adjuster and a new clamping rail stand for safer tension of the timing chain, which means a stiffer valve train and noise reduction.



#### 400/450/530 EXC PISTON

A newly designed oil control ring on the 95 mm piston provides improved lubrication for better reliability.



#### 530 EXC CAM SHAFT & IGNITION

New camshaft timing in conjunction with adapted ignition timing guarantees smoother power delivery, improved rideability and an optimised power band.





# CHASSIS EXC 2010



## FRAME 125/200 EXC

For 125/200 EXC our engineers have developed a new frame with a steeper steering head (0.5°), which in conjunction with 2 mm more triple clamp off-set (22 mm only for 125/200 EXC, all other EXC 20 mm), makes cornering easier and gives a better feel from the front end.



## FRAME 400/450/530 EXC

The big four-strokes feature a new design in the steering head area. The frames are welded to the steering head 10 mm lower than in 2009, which lowers the tank and seat position. The benefit is an optimised weight balance, better control of the front wheel and a lighter feeling front end.



## SUSPENSION

New settings for the front and rear suspension provide better comfort and an optimal Enduro feeling. A new PDS needle shape (similar to SX 2009) allows for slightly earlier damping and a more progressive feel through the stroke and better traction.



## FRONT BRAKE

The EXC models are fitted with the latest generation of Brembo front brakes with a lighter and more compact calliper and a smaller master cylinder (like SX 2009). Together with new Toyo B153 front brake pads the front brake guarantees much better brake performance, less lever force and more progressive feel.







#### AIR BOX

New air box design avoids water and dirt getting into the air box. In conjunction with a new TWIN AIR filter this protects the engine from sucking in dirty air.



#### EXCEL RIMS

A new generation of EXCEL rims are 100 g lighter per wheel which drastically reduces the unsprung masses without any loss of strength and durability.



#### HANDLEBARS

The 125/200 EXC and 400/450/530 EXC are fitted with lower handlebars for improved ergonomics in conjunction with the new frames. New Renthal "Diamond" hand grips on all models provide much better feeling and grip.



#### CHAIN

A new and lighter DID 520 VT2 X-ring chain (instead of Regina) is renowned for its strength, which means improved durability and less friction.



#### TWO-STROKE EXHAUSTS

New exhaust pipes for all two-strokes are made of stronger single wall sheet metal (wall thickness up from 0.88 to 1.00 mm). Compared to the twin-wall EXC exhaust pipes of the predecessors this means improved power delivery, less weight and easier to repair.



#### RADIATORS

All models are fitted with a new radiator cap with a 1.8 bar pressure relief instead of 1.4 bar. This guarantees better heat stability.



#### GRAPHICS

New graphics with brighter colours (less black) give a much younger and lighter appearance to the bikes.





# ENDURO 2010 SIXDAYS



SIXDAYS	125 EXC	250 EXC	250 EXC-F
	300 EXC	450 EXC	530 EXC

## ISIDE PORTUGAL





# EXC SIX DAYS – 2010



## BASIC SPECIFICATION LIKE EXC

- EXC standard suspension setting
- Front fork venting valves
- Seat incl. race logo and card holder
- Engine protector for all models
- Machined triple clamps in black
- Handlebar protector
- Rear brake caliper with quick-change bolt for rear brake pads
- Front axle puller
- Cooling fan for all 4-stroke models
- Stealth rear sprocket
- Transparent fuel tank
- Hand guards
- Limited Edition Portugal Six Days graphics





SPORTMINICYCLES 2010 >>

www.ktm.com



**KTM**



## MODEL 50 SX

## MODEL 65 SX



• New gearbox shaft  
→ Improved reliability

• New water pump wheel  
→ better cooling  
→ engine efficiency

• New retight gear spring (kick starter)  
→ optimized geometry

• New inner clutch hub  
→ Improved reliability

• Reworked ignition cover  
→ better sealing



• New engine case design near piston (left side)  
→ better reliability

• New power valve (machined control side)  
→ Improved reliability

• Improved ignition cover  
→ better sealing





# MOTOCROSS 2010

## TECHNICAL DATA

### MODEL 125 SX



125 SX

### MODEL 150 SX



150 SX

### MODEL 250 SX



250 SX

### MODEL 250 SX-F



250 SX-F

### MODEL 450 SX-F



450 SX-F

#### ENGINE

ENGINE TYPE	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	124.8 cc	143.0 cc	249 cc	248.0 cc	445.3 cc
BORE/STROKE	54/54.5 mm	56/58.4 mm	66.4/72 mm	76/54.8 mm	87/60.8 mm
COMPRESSION RATIO	-	-	-	12.8:1	12.5:1
STARTER/BATTERY	Kickstarter	Kickstarter	Kickstarter	Kickstarter	Electric starter/12V 4 Ah
TRANSMISSION	6 gears	5 gears	5 gears	5 gears	5 gears
CARBURETOR	Kawasaki PWK 385 AG	Kawasaki PWK 385 AG	Kawasaki PWK 385 AG	Kawasaki FCB-48.33	Kawasaki FCB-MX 43
CONTROL	Exhaust control	Exhaust control	Exhaust control / VTC	4 VDC/IC with finger followers	4 VDC/IC with finger followers
LUBRICATION	Mixture oil lubrication 1:40	Mixture oil lubrication 1:40	Mixture oil lubrication 1:40	Pressure lubrication with 2 oil pumps	Pressure lubrication with 3 oil pumps
TRANSMISSION OIL	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50
ENGINE OIL	-	-	-	-	-
PRIMARY RATIO	23/73	23/73	24/72	23/68	25/74
FINAL DRIVE	13/50	14/50	13/48	13/48	14/52
COOLING	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated
IGNITION	Kawasaki	Kawasaki	Kawasaki	Kawasaki	Kawasaki

#### CHASSIS

FRAME	Central double-cradle type 250-Mot	Central double-cradle type 250-Mot	Central double-cradle type 250-Mot	Central double-cradle type 250-Mot	Central double-cradle type 250-Mot
SUBFRAME	Aluminium	Aluminium	Aluminium	Aluminium	Aluminium
HANDLEBAR	Perflex, Aluminium Ø 28/22 mm	Perflex, Aluminium Ø 28/22 mm	Perflex, Aluminium Ø 28/22 mm	Perflex, Aluminium Ø 28/22 mm	Perflex, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm	WP-USD Ø 48 mm	WP-USD Ø 48 mm	WP-USD Ø 48 mm	WP-USD Ø 48 mm
REAR SUSPENSION	WP-FDS shock absorber	WP-FDS shock absorber	WP-FDS shock absorber	WP-FDS shock absorber	WP-FDS shock absorber
SUSPENSION TRAVEL FRONT/REAR	200/225 mm	200/225 mm	200/225 mm	200/225 mm	200/225 mm
FRONT/REAR BRACES	Disc brake 260/220 mm	Disc brake 260/220 mm	Disc brake 260/220 mm	Disc brake 260/220 mm	Disc brake 260/220 mm
FRONT/REAR RIMS	1.60 x 21", 2.15 x 19" Front	1.60 x 21", 2.15 x 19" Front	1.60 x 21", 2.15 x 19" Front	1.60 x 21", 2.15 x 19" Front	1.60 x 21", 2.15 x 19" Front
FRONT/REAR TIRES	80/100-21", 100/90-19"	80/100-21", 100/90-19"	80/100-21", 110/90-19"	80/100-21", 100/90-19"	80/100-21", 100/90-19"
CHAIN	5/16 x 1/4"	5/16 x 1/4"	5/16 x 1/4"	5/16 x 1/4"	5/16 x 1/4"
SILENCER	Aluminium	Aluminium	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	63.9°	63.9°	63.9°	63.9°	63.9°
WHEEL BASE	1,471 + 30mm	1,471 + 30mm	1,475 + 30mm	1,475 + 30mm	1,475 + 30mm
GROUND CLEARANCE	190 mm	190 mm	185 mm	185 mm	185 mm
SEAT HEIGHT	980 mm	985 mm	985 mm	985 mm	985 mm
TANK CAPACITY	approx. 8 litres	approx. 8 litres	approx. 8 litres	approx. 8 litres	approx. 8 litres
WEIGHT (READY TO RACE)	approx. 98.8 kg (without fuel)	approx. 92.6 kg (without fuel)	approx. 95.4 kg (without fuel)	approx. 99 kg (without fuel)	approx. 104.6 kg (without fuel)





## 2-STROKE

### MODEL 125 EXC



### MODEL 200 EXC



### MODEL 250 EXC



### MODEL 300 EXC



## 4-STROKE

### MODEL 250 EXC-F



### MODEL 400 EXC



### MODEL 450 EXC



### MODEL 530 EXC



#### ENGINE

<b>ENGINE TYPE</b>	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke
<b>DISPLACEMENT</b>	124.8 cc	193 cc	249 cc	293.2 cc
<b>BORE/STROKE</b>	54/54.3 mm	64/56 mm	66.4/72 mm	72/72 mm
<b>COMPRESSION RATIO</b>	—	—	—	—
<b>STARTER/BATTERY</b>	Kickstarter	Kickstarter	Kickstarter	Kick- and electric starter (2 V 3 Ah)
<b>TRANSMISSION</b>	6 gears	6 gears	6 gears	6 gears
<b>CLUTCH</b>	Kickstart	Kickstart	Kickstart	Kick- and electric starter (2 V 3 Ah)
<b>CONTROL</b>	Exhaust control	Exhaust control	Exhaust control	Exhaust control
<b>LUBRICATION</b>	Mixture oil lubrication 1:50	Mixture oil lubrication 1:50	Mixture oil lubrication 1:50	Mixture oil lubrication 1:50
<b>TRANSMISSION OIL</b>	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50
<b>ENGINE OIL</b>	—	—	—	—
<b>PRIMARY RATIO</b>	33-73	33-73	26-72	26-72
<b>FINAL DRIVE</b>	14-42 (13-50)	14-42 (13-50)	13-48 (14-50)	13-48 (14-50)
<b>COOLING</b>	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling
<b>CLUTCH</b>	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated
<b>IGNITION</b>	Kohson	Kohson	Kohson	Kohson

#### CHASSIS

<b>FRAME</b>	Central double-cradle type 250M4	Central double-cradle type 250M4	Central double-cradle type 250M4	Central double-cradle type 250M4
<b>SUBFRAME</b>	Alum. alum.	Alum. alum.	Alum. alum.	Alum. alum.
<b>HANDLEBAR</b>	Nikel, Aluminium Ø 28/22 mm	Nikel, Aluminium Ø 28/22 mm	Nikel, Aluminium Ø 28/22 mm	Nikel, Aluminium Ø 28/22 mm
<b>FRONT SUSPENSION</b>	WP-USD Ø 48 mm	WP-USD Ø 48 mm	WP-USD Ø 48 mm	WP-USD Ø 48 mm
<b>REAR SUSPENSION</b>	WP-PDS shock absorber	WP-PDS shock absorber	WP-PDS shock absorber	WP-PDS shock absorber
<b>SUSPENSION TRAVEL FRONT/REAR</b>	300/135 mm	300/135 mm	300/135 mm	300/135 mm
<b>FRONT/REAR BRAKES</b>	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm
<b>FRONT/REAR RIMS</b>	1.60 x 21", 2.15 x 18" Excl	1.60 x 21", 2.15 x 18" Excl	1.60 x 21", 2.15 x 18" Excl	1.60 x 21", 2.15 x 18" Excl
<b>FRONT/REAR TIRES</b>	90/90-21", 100/90-18"	90/90-21", 100/90-18"	90/90-21", 100/90-18"	90/90-21", 100/90-18"
<b>CHAIN</b>	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"
<b>SWINGER</b>	Aluminium	Aluminium	Aluminium	Aluminium
<b>STEERING HEAD ANGLE</b>	63.5°	63.5°	63.5°	63.5°
<b>WHEEL BASE</b>	1,471 ± 10 mm	1,471 ± 10 mm	1,475 ± 10 mm	1,475 ± 10 mm
<b>GROUND CLEARANCE</b>	380 mm	380 mm	385 mm	385 mm
<b>SEAT HEIGHT</b>	985 mm	985 mm	985 mm	985 mm
<b>TANK CAPACITY</b>	approx. 9.5 litres	approx. 9.5 litres	approx. 9.5 litres	approx. 9.5 litres
<b>WEIGHT (READY TO RACE)</b>	approx. 97 kg (without fuel)	approx. 97 kg (without fuel)	approx. 108.8 kg (without fuel)	approx. 103.7 kg (without fuel)

#### ENGINE

<b>ENGINE TYPE</b>	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
<b>DISPLACEMENT</b>	248.6 cc	393.4 cc	449.3 cc	518.4 cc
<b>BORE/STROKE</b>	76/54.8 mm	86/55.5 mm	95/57.4 mm	95/72 mm
<b>COMPRESSION RATIO</b>	12.4:1	11.3:1	11.3:1	11.9:1
<b>STARTER/BATTERY</b>	Kick- and electric starter (2 V 4 Ah)	Kick- and electric starter (2 V 4 Ah)	Kick- and electric starter (2 V 4 Ah)	Kick- and electric starter (2 V 4 Ah)
<b>TRANSMISSION</b>	6 gears	6 gears	6 gears	6 gears
<b>CLUTCH</b>	Kickstart	Kickstart	Kickstart	Kickstart
<b>CONTROL</b>	Exhaust control	Exhaust control	Exhaust control	Exhaust control
<b>LUBRICATION</b>	Pressure lubrication with 2 oil pumps	Pressure lubrication with 3 oil pumps	Pressure lubrication with 3 oil pumps	Pressure lubrication with 3 oil pumps
<b>TRANSMISSION OIL</b>	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50
<b>ENGINE OIL</b>	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 15W-50
<b>PRIMARY RATIO</b>	33-78	33-78	33-78	33-78
<b>FINAL DRIVE</b>	16-48 (13-50)	16-48 (13-50)	16-48 (13-50)	16-48 (13-50)
<b>COOLING</b>	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling
<b>CLUTCH</b>	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated
<b>IGNITION</b>	Kohson	Kohson	Kohson	Kohson

#### CHASSIS

<b>FRAME</b>	Central double-cradle type 250M4	Central double-cradle type 250M4	Central double-cradle type 250M4	Central double-cradle type 250M4
<b>SUBFRAME</b>	Aluminium	Aluminium	Aluminium	Aluminium
<b>HANDLEBAR</b>	Nikel, Aluminium Ø 28/22 mm	Nikel, Aluminium Ø 28/22 mm	Nikel, Aluminium Ø 28/22 mm	Nikel, Aluminium Ø 28/22 mm
<b>FRONT SUSPENSION</b>	WP-USD Ø 48 mm	WP-USD Ø 48 mm	WP-USD Ø 48 mm	WP-USD Ø 48 mm
<b>REAR SUSPENSION</b>	WP-PDS shock absorber	WP-PDS shock absorber	WP-PDS shock absorber	WP-PDS shock absorber
<b>SUSPENSION TRAVEL FRONT/REAR</b>	300/135 mm	300/135 mm	300/135 mm	300/135 mm
<b>FRONT/REAR BRAKES</b>	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm
<b>FRONT/REAR RIMS</b>	1.60 x 21", 2.15 x 18" Excl	1.60 x 21", 2.15 x 18" Excl	1.60 x 21", 2.15 x 18" Excl	1.60 x 21", 2.15 x 18" Excl
<b>FRONT/REAR TIRES</b>	90/90-21", 100/90-18"	90/90-21", 100/90-18"	90/90-21", 100/90-18"	90/90-21", 100/90-18"
<b>CHAIN</b>	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"
<b>SWINGER</b>	Aluminium	Aluminium	Aluminium	Aluminium
<b>STEERING HEAD ANGLE</b>	63.5°	63.5°	63.5°	63.5°
<b>WHEEL BASE</b>	1,475 ± 10 mm	1,475 ± 10 mm	1,475 ± 10 mm	1,475 ± 10 mm
<b>GROUND CLEARANCE</b>	380 mm	380 mm	385 mm	385 mm
<b>SEAT HEIGHT</b>	985 mm	985 mm	985 mm	985 mm
<b>TANK CAPACITY</b>	approx. 9.5 litres	approx. 9.5 litres	approx. 9.5 litres	approx. 9.5 litres
<b>WEIGHT (READY TO RACE)</b>	approx. 105.7 kg (without fuel)	approx. 113.9 kg (without fuel)	approx. 113.9 kg (without fuel)	approx. 113.9 kg (without fuel)





## MODEL 125 EXC



<b>ENGINE</b>	
ENGINE TYPE	Single cylinder, 2-stroke
DISPLACEMENT	124.8 cc
BORG/STROKE	54/54.5 mm
COMPRESSION RATIO	-
STARTER/BATTERY	Kickstarter 6 gears
TRANSMISSION	Nakano PWR 305 AG
CARBURETOR	Exhaust control TWC
CONTROL	Exhaust control TWC
LUBRICATION	Mixtures of lubrication 1:60
TRANSMISSION OIL	Motorex, SAE 15W-50
ENGINE OIL	-
PRIMARY RATIO	22/23
FINAL DRIVE	14:42 (13:50)
COOLING	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated
IGNITION	Kohson
<b>CHASSIS</b>	
FRAME	Central double-cradle-type 25C46M4
SUBFRAME	Aluminium
HANDLEBAR	Nakano, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm
REAR SUSPENSION	WP-PDS shock absorber
SUSPENSION TRAVEL FRONT/REAR	300/235 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21", 2.15 x 18" Excel
FRONT/REAR TIRES	90/90-21", 140/80-18"
CHAIN	X-Ring 5/8 x 1/4"
SILENCER	Aluminium
STEERING HEAD ANGLE	63.5°
WHEEL BASE	1,471 ± 10 mm
GROUND CLEARANCE	305 mm
SEAT HEIGHT	945 mm
TANK CAPACITY	approx. 9.5 litres
WEIGHT (READY TO RACE)	approx. 97 kg (without fuel)

## MODEL 250 EXC



<b>ENGINE</b>	
ENGINE TYPE	Single cylinder, 2-stroke
DISPLACEMENT	249 cc
BORG/STROKE	65.4/72 mm
COMPRESSION RATIO	-
STARTER/BATTERY	Kickstarter 5 gears
TRANSMISSION	Nakano PWR 305 AG
CARBURETOR	Exhaust control TWC
CONTROL	Exhaust control TWC
LUBRICATION	Mixtures of lubrication 1:60
TRANSMISSION OIL	Motorex, SAE 15W-50
ENGINE OIL	-
PRIMARY RATIO	26/27
FINAL DRIVE	13:46 (14:50)
COOLING	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated
IGNITION	Kohson
<b>CHASSIS</b>	
FRAME	Central double-cradle-type 25C46M4
SUBFRAME	Aluminium
HANDLEBAR	Nakano, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm
REAR SUSPENSION	WP-PDS shock absorber
SUSPENSION TRAVEL FRONT/REAR	300/235 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21", 2.15 x 18" Excel
FRONT/REAR TIRES	90/90-21", 140/80-18"
CHAIN	X-Ring 5/8 x 1/4"
SILENCER	Aluminium
STEERING HEAD ANGLE	63.5°
WHEEL BASE	1,475 ± 10 mm
GROUND CLEARANCE	305 mm
SEAT HEIGHT	945 mm
TANK CAPACITY	approx. 9.5 litres
WEIGHT (READY TO RACE)	approx. 100.8 kg (without fuel)

## MODEL 300 EXC



<b>ENGINE</b>	
ENGINE TYPE	Single cylinder, 2-stroke
DISPLACEMENT	293.2 cc
BORG/STROKE	70/72 mm
COMPRESSION RATIO	-
STARTER/BATTERY	Kick- and electric starter/12V 5Ah
TRANSMISSION	5 gears
CARBURETOR	Nakano PWR 305 AG
CONTROL	Exhaust control TWC
LUBRICATION	Mixtures of lubrication 1:60
TRANSMISSION OIL	Motorex, SAE 15W-50
ENGINE OIL	-
PRIMARY RATIO	26/27
FINAL DRIVE	13:46 (14:50)
COOLING	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated
IGNITION	Kohson
<b>CHASSIS</b>	
FRAME	Central double-cradle-type 25C46M4
SUBFRAME	Aluminium
HANDLEBAR	Nakano, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm
REAR SUSPENSION	WP-PDS shock absorber
SUSPENSION TRAVEL FRONT/REAR	300/235 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21", 2.15 x 18" Excel
FRONT/REAR TIRES	90/90-21", 140/80-18"
CHAIN	X-Ring 5/8 x 1/4"
SILENCER	Aluminium
STEERING HEAD ANGLE	63.5°
WHEEL BASE	1,475 ± 10 mm
GROUND CLEARANCE	305 mm
SEAT HEIGHT	945 mm
TANK CAPACITY	approx. 9.5 litres
WEIGHT (READY TO RACE)	approx. 105.1 kg (without fuel)



## MODEL 250 EXC-F



<b>ENGINE</b>	
ENGINE TYPE	Single cylinder, 4-stroke
DISPLACEMENT	249.3 cc
BORG/STROKE	76/54.8 mm
COMPRESSION RATIO	12.5:1
STARTER/BATTERY	Kick- and electric starter/12V 4Ah
TRANSMISSION	5 gears
CARBURETOR	Nakano PWR-MX 28
CONTROL	4 VDC/HC with finger followers
LUBRICATION	Pressure lubrication with 2 oil pumps
TRANSMISSION OIL	-
ENGINE OIL	Motorex, SAE 15W-50
PRIMARY RATIO	22/28
FINAL DRIVE	14:38 (13:52)
COOLING	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated
IGNITION	Kohson
<b>CHASSIS</b>	
FRAME	Central double-cradle-type 25C46M4
SUBFRAME	Aluminium
HANDLEBAR	Nakano, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm
REAR SUSPENSION	WP-PDS shock absorber
SUSPENSION TRAVEL FRONT/REAR	300/235 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21", 2.15 x 18" Excel
FRONT/REAR TIRES	90/90-21", 140/80-18"
CHAIN	X-Ring 5/8 x 1/4"
SILENCER	Aluminium
STEERING HEAD ANGLE	63.5°
WHEEL BASE	1,475 ± 10 mm
GROUND CLEARANCE	305 mm
SEAT HEIGHT	945 mm
TANK CAPACITY	approx. 9.5 litres
WEIGHT (READY TO RACE)	approx. 105.7 kg (without fuel)

## MODEL 450 EXC



<b>ENGINE</b>	
ENGINE TYPE	Single cylinder, 4-stroke
DISPLACEMENT	449.3 cc
BORG/STROKE	95/63.4 mm
COMPRESSION RATIO	11.8:1
STARTER/BATTERY	Kick- and electric starter/12V 4Ah
TRANSMISSION	5 gears
CARBURETOR	Nakano PWR-40 30
CONTROL	4 VDC/HC with rocker levers
LUBRICATION	Pressure lubrication with 3 oil pumps
TRANSMISSION OIL	-
ENGINE OIL	Motorex, SAE 15W-50
PRIMARY RATIO	22/26
FINAL DRIVE	15:45 (13:52)
COOLING	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated
IGNITION	Kohson
<b>CHASSIS</b>	
FRAME	Central double-cradle-type 25C46M4
SUBFRAME	Aluminium
HANDLEBAR	Nakano, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm
REAR SUSPENSION	WP-PDS shock absorber
SUSPENSION TRAVEL FRONT/REAR	300/235 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21", 2.15 x 18" Excel
FRONT/REAR TIRES	90/90-21", 140/80-18"
CHAIN	X-Ring 5/8 x 1/4"
SILENCER	Aluminium
STEERING HEAD ANGLE	63.5°
WHEEL BASE	1,475 ± 10 mm
GROUND CLEARANCE	305 mm
SEAT HEIGHT	945 mm
TANK CAPACITY	approx. 9.5 litres
WEIGHT (READY TO RACE)	approx. 113.9 kg (without fuel)

## MODEL 530 EXC



<b>ENGINE</b>	
ENGINE TYPE	Single cylinder, 4-stroke
DISPLACEMENT	516 cc
BORG/STROKE	90/72 mm
COMPRESSION RATIO	11.5:1
STARTER/BATTERY	Kick- and electric starter/12V 4Ah
TRANSMISSION	5 gears
CARBURETOR	Nakano PWR-40 30
CONTROL	4 VDC/HC with rocker levers
LUBRICATION	Pressure lubrication with 3 oil pumps
TRANSMISSION OIL	-
ENGINE OIL	Motorex, SAE 15W-50
PRIMARY RATIO	22/26
FINAL DRIVE	15:45 (13:50)
COOLING	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated
IGNITION	Kohson
<b>CHASSIS</b>	
FRAME	Central double-cradle-type 25C46M4
SUBFRAME	Aluminium
HANDLEBAR	Nakano, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm
REAR SUSPENSION	WP-PDS shock absorber
SUSPENSION TRAVEL FRONT/REAR	300/235 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21", 2.15 x 18" Excel
FRONT/REAR TIRES	90/90-21", 140/80-18"
CHAIN	X-Ring 5/8 x 1/4"
SILENCER	Aluminium
STEERING HEAD ANGLE	63.5°
WHEEL BASE	1,475 ± 10 mm
GROUND CLEARANCE	305 mm
SEAT HEIGHT	945 mm
TANK CAPACITY	approx. 9.5 litres
WEIGHT (READY TO RACE)	approx. 113.9 kg (without fuel)





# BRONCO

## TECHNICAL DATA

MODEL  
**50 SX**

MODEL  
**65 SX**

MODEL  
**85 SX**



50 SX



65 SX



85 SX

### ENGINE

ENGINE TYPE	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke
DISPLACEMENT	49 cc	64.9 cc	84.9 cc
BORE/STROKE	29.5/40 mm	49/40.8 mm	47/48.05 mm
STARTER	Kickstarter	Kickstarter	Kickstarter
TRANSMISSION	Single gear automatic	6 gears	6 gears
CARBURETOR	Dell'Orto PH60 18 BS	Mikuni TM 24	Keihin PWK 28
CONTROL	-	Electronic control PCV	Power valve
LUBRICATION	Mixture lubrication 1:50	Mixture lubrication 1:50	Mixture lubrication 1:40
TRANSMISSION OIL	Motorex ATF Super	Motorex, SAE 30W-50	Motorex, SAE 15W-50
PRIMARY RATIO	61:33	23:13	19:10
FINAL DRIVE	21:40	14:58	14:45
COOLING	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Centrifugal clutch (self-adjusting)	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated
IGNITION	Solex 2p 936	KEC digital	More digital 2M1

### CHASSIS

FRAME	Double girder central double-cradle-type frame	Double girder central double-cradle-type frame	Double girder central double-cradle-type frame
SUBFRAME	Steel	Aluminium	Aluminium
HANDLEBAR	Pro Taper, Aluminium Ø 22 mm	Pro Taper, Aluminium Ø 22 mm	Aluminium Ø 22 mm
FRONT SUSPENSION	Marzocchi Ø 22 mm	Marzocchi-LSD 25 mm	WP-LSD 43 mm
REAR SUSPENSION	WP mono shock	WP mono shock	WP-PDS mono shock
SUSPENSION TRAVEL FRONT/REAR	130/185 mm	270/70 mm	280/103 mm
FRONT BRAKE	Disc brake Ø 160 mm	Disc brake Ø 158 mm	Disc brake Ø 220 mm
REAR BRAKE	Disc brake Ø 140 mm	Disc brake Ø 140 mm	Disc brake Ø 200 mm
FRONT/REAR RIMS	3.89 x 12", 3.66 x 18" Alu	3.60 x 14", 3.60 x 12" Alu	3.60 x 19", 3.85 x 18" Alu
FRONT/REAR TIRES	60/108 x 12", 2.75 x 10"	60/108 x 14", 60/108 x 12"	70/108 x 19", 60/100 x 16"
CHAIN	1/2 x 5/16"	1/2 x 1/4"	1/2 x 5/16"
SILENCER	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	60°	64.5°	60°
WHEEL BASE	1,852 mm	1,157 mm	1,290 mm
GROUND CLEARANCE	250 mm	288 mm	415 mm
SEAT HEIGHT	684 mm	750 mm	590 mm
FUEL CAPACITY	approx. 2.3 litres	approx. 2.5 litres	approx. 5 litres
WEIGHT (READY TO RACE)	approx. 29.8 kg (without fuel)	approx. 55.4 kg (without fuel)	approx. 64 kg (without fuel)

FAST!



# HARDWARE

Despite your KTM already being a technical work of art, there is no such thing as a design that can't be improved, made more extreme and more stylish. However unusual or individual your ideas may be, you'll find what you're looking for among the KTM PowerParts at [www.ktm.com](http://www.ktm.com)!

Gravity-FX Gloves

Gravity-FX Mitt

Gravity-FX Helmet

Gravity-FX Suit

Gravity-FX Pants



Gravity-FX Mitt

Akravovic 4 stroke silencer



TEAM CAP KNIGHT

WORLD FARE FWD FLEECE-JACKET



SURF THE DIRT

5X





GET READY!



You ride a premium bike so why compromise on training? KTM Adventure Tours offer a full range of options for letting off steam. First-class instructors, perfect organisation and fantastic locations help you hone your skills during unforgettable days!

[www.ktmadventuretours.com](http://www.ktmadventuretours.com)

SURF THE DIRT







## 2010 EXCELLENT POWERPARTS – FOR BIKES ...

Regardless of which orange power package you choose, KTM offers you a whole array of premium-quality additional equipment to make your bike lighter, stronger and more attractive.



AKRAPOVIC 2-STROKE



PRO RACE HELMET



KTM RACETECH GLOVES 10

OFFROAD HELMET DARK PIN LTO

KTM NECK BRACE

KTM RACETECH SHIRT 10

REKLUSE AUTOMATIC CLUTCH



ORANGE LEVERS



## ... FUNKTIONALE POWERWEAR FOR BIKERS.

With the KTM PowerWear range, you'll find the perfect outfit for tough off-road use and cool leisure activities. Just ask your dealer!





## 2010 **EXCELLENT AND INDIVIDUELL:** **KTM ADVENTURE TOURS.**

From rider training and your first off-road adventures to tough cross-country trips and Enduro action, through to bike expeditions to the end of the world – KTM Adventure Tours have something for everyone. Experienced guides and instructors accompany you on your way to the ultimate Enduro adventures.

[www.ktmadventuretours.ch](http://www.ktmadventuretours.ch)



### **EXCITING ADVENTURES.**

Perfect your skills, master the most extreme of trails or join others to face new challenges. There's just one thing you can prepare for with the KTM Adventure Tours: the greatest Enduro excitement!

