

**READY
TO »
RACE**

**2013 OFFROAD / MOTOCROSS
FEATURES & BENEFITS GUIDE**

KTM

READY TO RACE

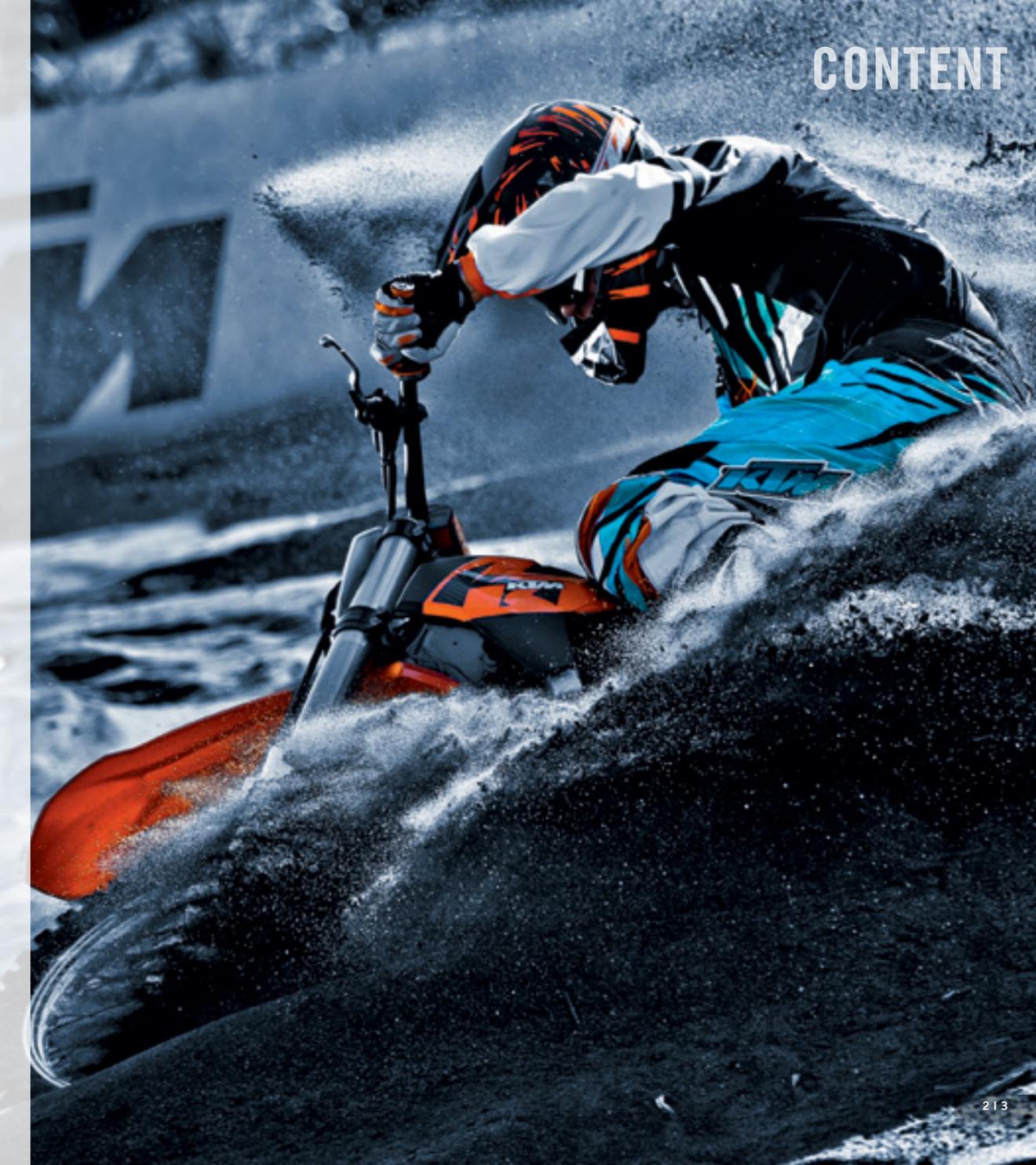
2013 OFFROAD / MOTOCROSS FEATURES & BENEFITS GUIDE

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SX & OFFROAD MODEL RANGE 2013

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MODEL | 125 SX
2 STROKE



MODEL | 150 SX
2 STROKE



MODEL | 250 SX
2 STROKE



MODEL | 250 SX-F
4 STROKE



MODEL | 350 SX-F
4 STROKE



MODEL | 450 SX-F
4 STROKE

SX MODEL NEWS 2013

After just two years since we launched our new SX generation with the revolutionary 350 SX-F, we are pushing even harder to underline our clear intention of being the world-wide leader in motocross. For 2013, KTM is proud to introduce a completely new SX model range featuring new bodywork, improved frames and suspension and completely reworked newly designed four-stroke engines. Combined, KTM offers a range of premium SX motorcycles which will set a new benchmark for the world of motocross.

MODEL HIGHLIGHTS

- 250 SX-F with all new engine, class-leading performance and reduced overall weight
- 350 SX-F with reworked engine, improved performance and power band, and reduced overall weight
- 450 SX-F with all new SOHC engine, improved power, easy rideability and reduced overall weight

MODEL FEATURES

- New 4-stroke engines
- Improved EFI system
- Reworked exhaust systems for all 4-strokes
- New 4-stroke chromoly-steel frames
- Reinforced swing arm with 5 mm larger rear axle
- New triple clamps
- New suspension settings for all models
- Bodywork facelift (new front fender, front number plate, spoilers, tank and airbox)
- New Renthal handlebar
- New graphics



Available from July in the App Store and online!

BENEFITS

- Improved performance (new 4-stroke engine + exhaust + EFI)
- Better feeling and contact to the bike (bodywork + handlebar)
- Improved rideability (stiffer 4-stroke frames + rear axle + triple clamps + suspension settings)
- Reduced noise level (new 4-stroke exhaust systems)
- Weight reduction (triple clamp + frame + linkage + engine)



MODEL | 150 XC
2 STROKE



MODEL | 250 XC
2 STROKE



MODEL | 300 XC
2 STROKE



MODEL | 250 XC-F
4 STROKE



MODEL | 350 XC-F
4 STROKE



MODEL | 450 XC-F
4 STROKE

XC MODEL NEWS 2013

The XC segment was started by KTM and we continue to be the only manufacturer to offer a full line-up of 2-stroke and 4-stroke models for hardcore cross-country racing. The XC line-up utilizes the engines and chassis from the SX models but are tweaked specifically for cross-country racing. Adjustments include cross-country specific transmission ratios, suspension settings, larger translucent fuel tanks, 18" rear wheels, handguards, kickstand and GIANT brand wheels. For 2013, the XC models receive all the same engine and chassis improvements of the SX models to take performance to the next level as well as adding the brand new 450 XC-F to the line-up.

MODEL HIGHLIGHTS

- 250 XC-F with all new engine, class-leading performance and reduced overall weight
- 350 XC-F with reworked engine, improved performance and power band, and reduced overall weight
- Brand new 450 XC-F with all new SOHC engine, improved power, easy rideability and reduced overall weight

MODEL FEATURES

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BENEFITS

- Improved performance (new 4-stroke engine + exhaust + EFI)
- Better feeling and contact to the bike (bodywork + handlebar)
- Improved rideability (stiffer 4-stroke frames + rear axle + triple clamps + suspension settings)
- Reduced noise level (new 4-stroke exhaust systems)
- Weight reduction (triple clamp + frame + linkage + engine)



REAR SUSPENSION

The linkage rear suspension with WP shock absorber was reworked for MY2013 for all models. Beside some weight reductions of bolts, bearing cups and washers of the linkage system the settings of the shocks have been completely updated. Of course, it is KTM standard to allow individual clicker adjustment (rebound and high/low speed compression damping) for any kind of rider and race track.

- Improved overall balance and traction, higher bottoming reserves with increased comfort in small bumps

FRAME

The modern and lightweight frame design made from chromoly steel provides an optimal mix of stiffness and flexibility for maximum track stability, easy handling and precise cornering.

- New 4-stroke frames with additional reinforcement in the steering head area.
 - » higher torsional stiffness for better track stability
- The cradle tubes around the engines of the 4-stroke frames are made of thinner profiles
 - » weight reduction
- Newly designed head stays (connection between cylinder head and frame) for all 4-strokes
 - » improved handling and more precise cornering
- New frame color
 - » better appearance

SWING ARM

Aluminum cast swing arm provides perfect stability at minimum weight. For MY2013 the swing arm is reinforced and allows the mounting of a larger rear axle to work together with the new frame concept for improved riding stability.

- Reinforced swing arm in the rear part of the arms
 - » improved stability and safety
- Larger rear axle (from 20 to 25 mm)
 - » higher strength and track stability
- Linkage with reworked bolts and nuts
 - » weight reduction



BODYWORK

After just two years the bodywork is completely reworked to further improve the bike ergonomics and indicate clearly, that model year 2013 means a new generation for KTM SX/XC.

- New front fender with new mounting system
 - » up to 50% better stability
- New front start number plate
 - » mounts perfectly to the new fender
- New modern spoiler design produced in 2-component process (orange/black plastic in one mould)
 - » improved ergonomics provide a slim feel, and great contact with the bike
- New airbox covers produced in 2-component process (orange/black plastic in one mould)
 - » provide additional space for the filter, additional (optional) mounting point for external fasteners



FRONT SUSPENSION

The further improved 48 mm WP closed cartridge Upside-Down fork shines with completely reworked settings for all models. A newly developed fork oil provides reduced friction and improved durability for more constant damping characteristics during its entire life cycle.

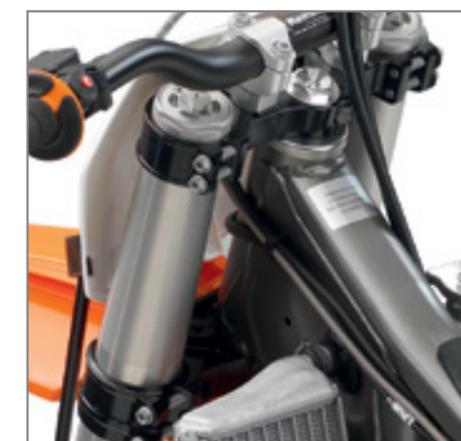
- New, slightly stiffer settings for all models
 - » better fork characteristics on fast, bumpy tracks and for cornering
- Newly developed, high performance fork oil (SAE 5 > SAE 4)
 - » reduced friction, better durability
- New seal rings SKF with optimized material, color changes from green to red, signifying the latest generation SKF seal.
 - » reduced friction, improved sensitivity



FUEL TANKS

The SX and XC fuel tanks have been reworked for 2013 to match the shape of the new spoilers for improved ergonomics. In addition, the SX tanks feature a new inner screw-type fuel cap.

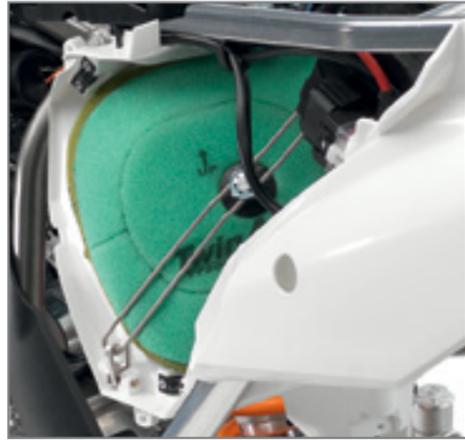
- 4-strokes with new routing of fuel pump and hoses
 - » 4-stroke SX tanks are compatible with XC & XC-W tanks (larger volume for long distance races)
- New SX inner screw-type fuel cap
 - » follows the SX style, easier to handle
- New high capacity fuel filter located in the tank on the 4-stroke models
 - » higher efficiency of the filter in order to avoid the potential for a clogged injector
- Micro screen (fuel filter) located in-line in the quick release
 - » easy access for easier servicing



TRIPLE CLAMPS

Further developed CNC-machined triple clamps improve the bike's stability and provide improved fork clamping, supporting the fork action due to reduced friction and better bending characteristics. In addition, the lower clamp features a weight reduction of 80g due to the reworked design. The front fender is attached by two screws on the bottom and two in the front.

- Reworked triple clamps
 - » better stability, weight reduction, and improved fork clamping for reduced friction
- New front fender attachment
 - » improved fender stability



« AIRBOX

Newly designed airbox and cover provides more space for the Twin-Air filter. New intake snorkels for all 4-stroke models allow for better airflow and higher performance. The exchange of the airfilter is possible without any tools in just a few seconds. The airbox cover features standard clips to be fixed, optionally it can be secured by an additional screw.

- New airbox design provides more space for the airfilter
 - » better airflow, reduced dirt to filter
- Newly designed airbox cover
 - » more space to filter, optional fixing with screw
- Newly designed and stiffer intake snorkels
 - » improved performance



« HANDLEBARS

All models are fitted with new 827 Renthal Fatbar handlebars featuring the equivalent bend of the 996 Twin-Wall. New 2-compound grips with KTM logo provide excellent contact to the bike.

- New 827 Renthal Fatbar handlebars
 - » provide additional height with flatter bend for improved ergonomics
- New 2-compound grips
 - » better contact to the bike, new look



« COOLING SYSTEM

The proven cooling system is transferring the cooling liquid from the cylinder through the frame triangle to the new WP radiators.

- The radiators made by WP RADIATOR are produced in a new alloy providing more durability
 - » stronger alloy is resistant to structural changes in the event of a crash



« BRAKES

The proven Brembo brakes in combination with the Galfer wave-type discs and stainless steel brake lines provide the best brake performance. The rear caliper carrier is adapted to the larger rear axle.

- Reworked rear caliper carrier
 - » adapted to larger rear axle



« WHEELS

SX models feature high strength EXCEL rims, while XC models feature extremely durable GIANT rims. Both feature CNC-machined hubs and new spokes coated in black to guarantee maximum stability. The Dunlop GEOMAX MX51 tires provide outstanding traction. A stronger rear axle (20 > 25 mm) improves the stability of the bike.

- Spokes coated in black
 - » better corrosion resistance and new look
- Larger rear axle diameter (20 > 25 mm)
 - » improved corner and track stability
- New bushings in the rear hub
 - » adaption to 25 mm axle
- New plug-in stand
 - » adaption to 25 mm axle



« EXHAUST SYSTEM

Future noise limits will be a real challenge for every manufacturer, therefore, KTM put a lot of effort into developing new exhaust systems for all 4-stroke models, which meet the tough limits of the 2013 season while improving the bikes performance.

- New header pipes for all 4-strokes
- 250 F and 350 F have new tapered hydroformed sections and HRS (Header Resonator System)
 - » significantly improved power delivery and reduced noise
- New 4-stroke silencers with tapered inner tubes, individually developed for each model
 - » reduced noise level and better performance



« GRAPHICS

A completely new graphic design in conjunction with the new bodywork is a clear statement to underline the performance of the new SX/XC generation.

- New appearance with lightweight in-mould graphics on spoiler and airbox





CYLINDER HEAD

The basic design of the new DOHC cylinder head with four titanium valves, two camshafts and finger followers follows the same design philosophy as the successful 350 F but internally it is designed for the four-stroke 250 engine without any compromise. Compared to the predecessor the new 250 F has larger ports, an optimized combustion chamber, larger intake valves and new camshafts guaranteeing a significant power increase of + 5 hp.

- New state-of-the-art design
» maximum power output
- Larger intake and outlet ports
» better gas flow
- Larger intake valves
(30.9 > 32.5 mm, exhaust 26.5 mm)
- New cam shafts and new timing
» better performance,
improved power band
- Newly design water jacket
» improved cooling

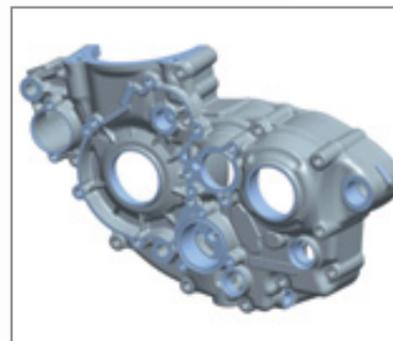
ENGINE

The completely new engine of the 250 SX-F/XC-F incorporates the latest engine technology and shines with an extremely lightweight, compact design and outstanding power output. The performance of the new 250 F generation is the clear benchmark for the Lites/250 class due to a shorter stroke and larger bore, a new cylinder head layout and a higher rpm range.

ENGINE CASES

The new 250 F is now fitted with completely new engine cases produced in high pressure die cast instead of sand cast. This is a precise casting method for thinner wall thickness. This means a massive weight reduction together with the elimination of the kickstart casting.

- New design of the engine cases, high pressure die cast instead of sand cast
» reduced weight,
better finish of the surface
- Elimination of the kickstart casting
» weight reduction
- New high-strength specifically-designed alloy material
» more ductility, more precise casting and protection against damage



CYLINDER & PISTON

The newly designed cylinder carries an extremely lightweight box-in-box piston with a 2 mm larger diameter compared to MY 2012 (76 > 78 mm), which allows higher rpm and gives space for larger valves due to the larger bore.

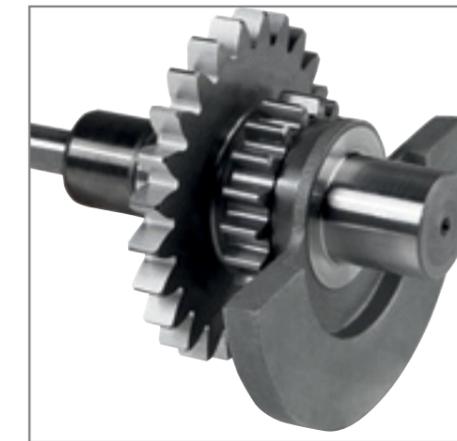
- New cylinder design and larger bore
» gives space for large valves
- New high-performance forged box-in-box König piston
» reduced weight for low vibrations,
high rpm range and best durability



CRANKSHAFT

The completely new crankshaft has a 2.5 mm shorter stroke and carries less inertia for more spontaneous power delivery. Like all the KTM factory bikes the crankshaft is fitted with a Pankl connecting rod featuring a plain bearing (no more needle bearing), which allows higher rpm and less maintenance.

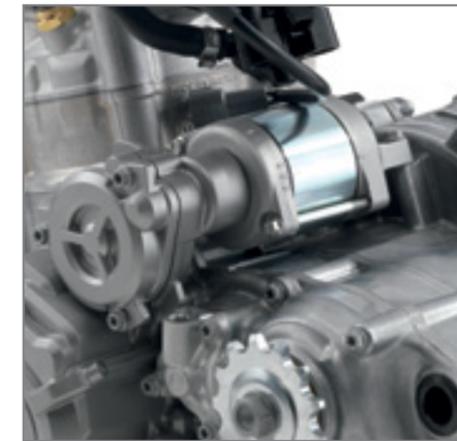
- Shorter stroke
» higher rpm range
- Reduced inertia
» more spontaneous power delivery
- New Pankl conrod with plain bearing
» allows high rpm range up to 14,000 min, reduced maintenance intervals (crankshaft service every 100 hours instead of 50)



COUNTER BALANCE SHAFT

The new 250cc engine is now fitted with a laterally mounted counter balance shaft, which at the same time drives the water pump and timing chain. This solution allows a very compact and lightweight engine design.

- Counter balance shaft for 250 F
» efficient reduction of vibrations
- Counter balancer works as a multi-functional shaft driving water pump and timing chain.
» lightweight and compact engine design



STARTER

Like all factory bikes the 250 F is fitted with a reliable and lightweight electric starter. This is an outstanding feature and means a major advantage when restarting after a crash, even though this solution means higher weight compared to a pure kickstart engine. For maximal weight reduction the new engine no longer gives the option of mounting a kickstarter. As proven by the KTM factory riders the advantage of the electric start is much more important than the weight penalty.

- Electric start only, no kickstart option
» weight reduction

250 SX-F/XC-F ENGINE



CLUTCH

The new 250cc engine is fitted with the same clutch as the 350 F featuring a light-weight, one-piece CNC-machined basket made of steel, which allows the use of thin steel linings for maximum compactness. The Brembo hydraulic system provides easy and precise modulation.

- New steel clutch basket combined with the primary gear
» highest strength and reliability
- New thinner steel linings
» narrower engine dimensions



TRANSMISSION

The new 6-speed gear box is adapted to the new engine design and provides the same final gear ratios as the predecessor.

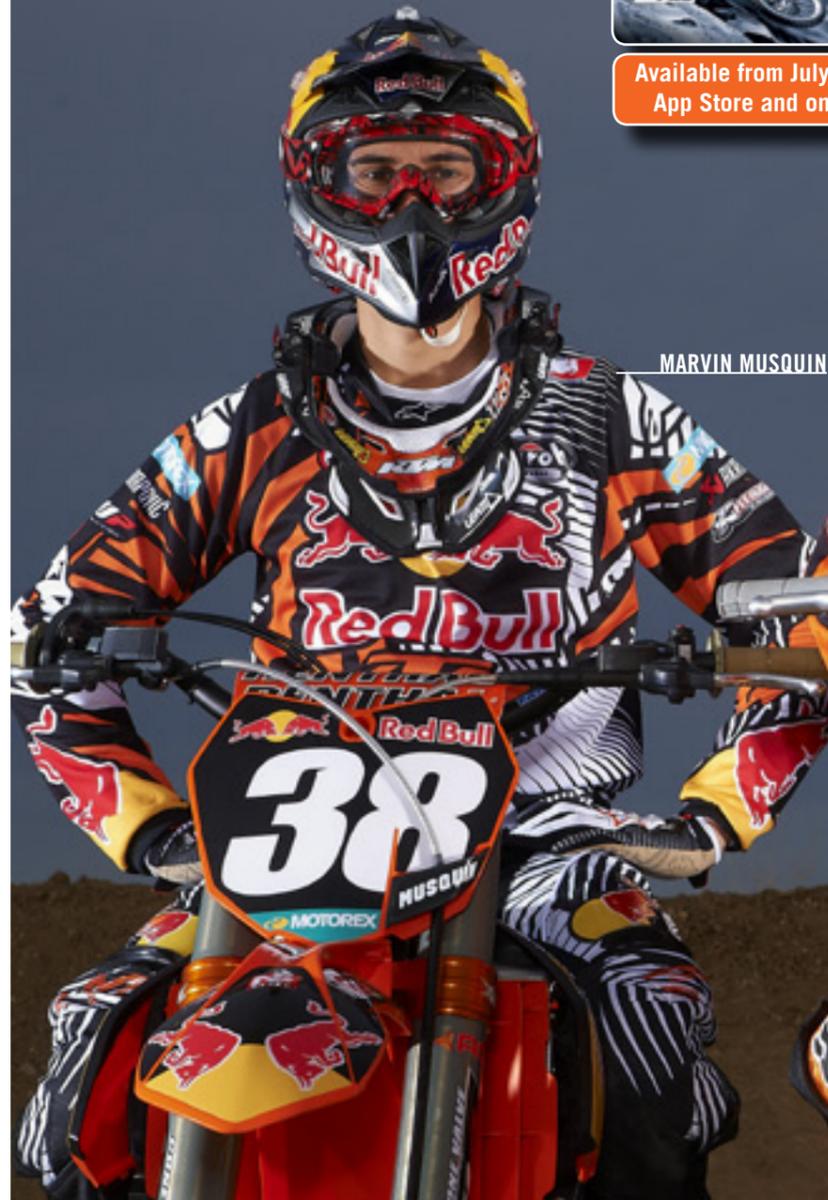
- Newly designed 6-speed gear box
» precise shifting

250 SX-F 6-Speed
» Gear Ratios - 13:32, 16:32, 17:28, 19:26, 21:25, 22:24
» New 13:50 final gear ratio

250 XC-F 6-Speed
» Gear Ratios - 13:32, 16:30, 16:24, 23:28, 23:23, 26:22
» 13:50 final gear ratio



Available from July in the App Store and online!

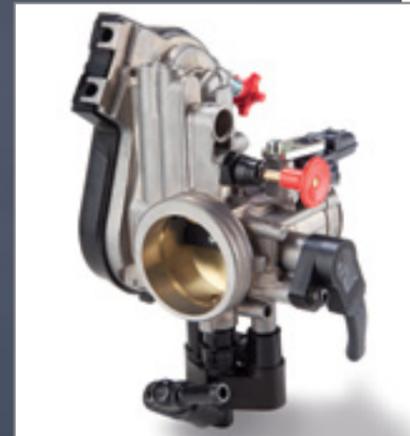


MARVIN MUSQUIN



RYAN DUNGEY

KEN ROCZEN



EMS 4-STROKES

ENGINE MANAGEMENT SYSTEM FOR ALL SX/XC 4-STROKE MODELS

For MY2013 the Keihin EMS was radically re-worked. A new throttle body features a bore of 44mm instead of 42mm for higher airflow. Together with an improved injector and a new injector position (spraying upwards) the new EMS contributes a lot to the massive power increase. A new throttle position sensor (TPS) is more resistant against water and is protected by a plastic guard. The wiring harness is further improved with a longer lead wire and critical connectors are now protected via rubber caps. The small in-line screen is now positioned in the quick-change fuel line connector for easier access. The idle adjuster is now isolated from the cold start button and located in the back of the throttle body.

- Newly developed throttle body with a diameter of 44 instead of 42mm
» higher gas flow for better performance
- New injector with better spray pattern, new injector position
» improved spray for better performance
- New throttle position sensor (TPS), additional protector
» more safety against water and stones, better reliability
- New rubber caps for critical connectors
» better protection against high-pressure power cleaner
- New position of the micro screen in the quick-change fuel line connector
» easy access for regular control and exchange of the screen



CYLINDER HEAD

For MY2013 the cylinder head of the 350 F was massively reworked in order to gain better performance. New intake and outlet ports provide better gas flow for better power. Stronger intake valve springs, new valve spring seating washers and valve retainers allow for an increase of the rpm limit from 13,000 to 13,400/min. This all means much better power delivery and improved overall performance (max. 54 hp).

- Newly developed ports for better gas flow
» improved performance
- Stronger intake valve springs, better spring seating washers and valve retainers
» makes higher rpm limit possible
- New water jacket
» more efficient heat transfer

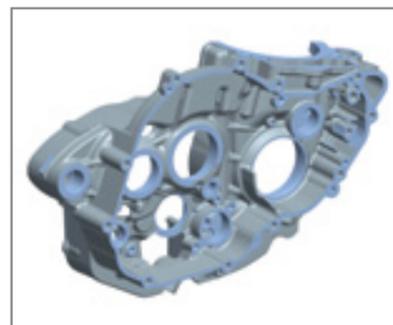
ENGINE

The new 350 F engine is more than ready to race against the big bores in the 450 class. Every detail in the engine has been scrutinized for 2013. New engine cases with a further developed cylinder head in conjunction with an improved EFI and exhaust system; the 350 F will be a class of its own in the coming season.

ENGINE CASES

The 350 cc engine is now fitted with completely new engine cases produced in high pressure die cast instead of sand cast. This allows a thinner wall thickness and means a massive weight reduction together with the elimination of the kickstart casting.

- Engine cases produced in die cast instead of sand cast
» reduced weight, more precise casting and better finish of the surface
- Elimination of the kickstart casting
» weight reduction
- New high-strength, specifically-designed alloy material
» more ductility and protection against damage
- New inner clutch cover
» adapted to the non-kickstart layout



CYLINDER & PISTON

New water jacket of the cylinder for optimized cooling. New lightweight, high performance König box-in-box piston for best durability and lower vibration level.

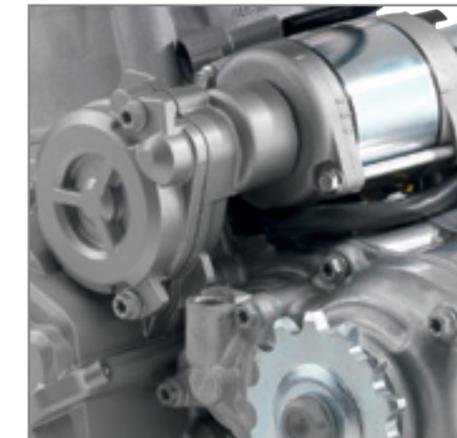
- Newly designed water jacket
» optimized cooling
- New forged box-in-box piston
» reduced weight for low vibrations, high rpm range and best durability



CRANKSHAFT

Like the KTM factory bike of Tony Cairoli, the weight reduced, but stiffer crankshaft, is fitted with a Pankl connecting rod featuring a pressure lubricated plain bearing (no more needle bearing) on the big end, which allows the rpm limit to be increased and reduces the maintenance.

- New high performance Pankl conrod with plain bearing with pressure lubrication
» allows the rpm limit to be increased to 13,400/min, reduced maintenance intervals (crankshaft service every 100 hours instead of 50)
- Reduced moment of inertia
» more spontaneous power delivery
- Reinforced crank webs
» stiffer crankshaft to withstand the high rpm



STARTER

The 350 F is fitted with a reliable and lightweight electric starter. This is an outstanding feature and provides a major advantage especially when restarting after a crash, even though this solution means higher weight compared to a pure kickstart engine. For maximal weight reduction the new engine no longer gives the option of mounting a kickstarter.

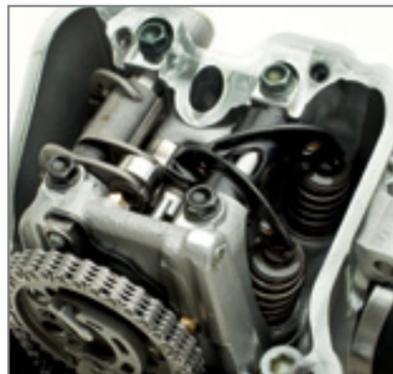
- Electric start only, no kickstart option
» weight reduction



CYLINDER HEAD

The design of the cylinder head is based on the 450 XC-W engine, but features newly developed ports, combustion chamber and valve train. The lightweight titanium valves and the new, extremely lightweight design of the rocker arms (intake rocker arm is sliding on a DLC coated contact directly on the new cam shaft) allow for the rpm limit of 11,500 rpm and a high power output of 60 hp.

- New weight optimized exhaust rocker arms (intake DLC coated slide contact) » low oscillating mass for high rpm
- Stiffer rocker arm axles with integrated oil jet for lubricating the intake cam » safe valve activation
- Titanium intake and exhaust valves » minimum masses for high rpm
- New ultra-light valve springs and retainers » precise valve timing
- New weight optimized camshaft with optimized timing » wide power band, high performance
- New ports and combustion chamber » maximum gas flow and ideal combustion for max. power output



ENGINE

The new 450 SX-F has proven its performance from the very first moment Ryan Dungey started to race the 450 SX-F Factory Edition in the most prestigious race series in the world, the AMA Supercross. The newly developed SOHC four-stroke engine, also used in the brand new 450 XC-F, incorporates KTM engineering and race know-how, combined with the latest engine technology, which provides for a major advantage in terms of weight, compactness and engine performance.

ENGINE CASES

Compared to MY 2012 the new 450 cc engine is much more compact and is fitted with engine cases produced in die cast instead of sand cast. This allows a thinner wall thickness and means a massive weight reduction of more than 4.4 pounds!

- Engine cases produced in die cast instead of sand cast » reduced weight, more precise casting and better finish of the surface
- New high-strength alloy material » more ductility and protection against damage
- Much more compact dimensions » increased ground clearance



PISTON & CYLINDER

In the 95mm bore of the cylinder (predecessor 97mm) a new, weight optimized König piston with a stiff box-in-box design provides a compression ratio of 12.6:1.

- New lightweight forged König piston with stiff box-in-box design and new compression ring and oil control ring » state-of-the-art engine design for high performance
- Cylinder with 95mm bore and mechanical chain tensioner » proven lightweight and reliable solution



CRANKSHAFT

The lightweight PANKL crankshaft with a stroke of 63.4 mm (predecessor 60.8 mm) is fitted with a Pankl connecting rod featuring a pressure lubricated plain bearing (no more needle bearing), which allows a high rpm limiter and doubles the time between maintenance intervals.

- New Pankl conrod with plain bearing with pressure lubrication » allows a high rpm limiter to 11,500/min and provides reduced maintenance
- Reduced crankshaft inertia » more spontaneous power delivery, easier handling

COUNTER BALANCE SHAFT

The new 450 F engine is fitted with a laterally mounted counter balancer, which at the same time drives the water pump. This solution allows a very compact and lightweight engine design.

- Laterally mounted counter balance shaft » efficient reduction of vibrations
- Counter balancer works as a multi-functional shaft driving the water pump » lightweight and compact engine design



STARTER

The 450 F is fitted with a reliable and lightweight electric starter. This is an outstanding feature and means a major advantage especially when restarting after a crash, even though this solution means higher weight compared to a pure kickstart engine. For those who want to reduce the weight to a minimum the 450 F allows the electric start to be replaced with a kickstarter.



450 SX-F/XC-F ENGINE



« **DDS CLUTCH**
The DDS (Damped Diaphragm Steel) one-piece clutch basket combined with the primary gear is made of high-strength steel. It guarantees unbeatable reliability and contributes to the narrow engine size due to its compact rivet-less design. Additionally, it allows the use of thin steel linings, which makes the whole clutch package compact. A diaphragm spring makes it possible to implement an additional rubber damping system, guaranteeing reliability for the transmission and good traction. The hydraulic clutch by Brembo in conjunction with the diaphragm spring guarantees a light operation and controllable modulation of the clutch.



« **ALTERNATOR**
A new 65 Watt alternator secures the energy needed to run the electronic fuel injection safely and charge the battery.

- New lightweight SX-EFI alternator with 65 Watt
- » safe energy supply



« **TRANSMISSION**
A new 5-speed transmission was developed to perfectly suit the 450 cc power plant and provides easy and precise shifting.

- New 5-speed transmission
- » perfectly designed to fit the wide power band of the new 450 cc engine



250 SX/XC & 300 XC ENGINE



« **REED VALVE**
A new V-Force 4 reed valve block provides smoother power delivery and performance and guarantees better reliability of the reeds.

- New V-FORCE 4 reed block
- » improved power delivery, better reliability



« **DDS CLUTCH**
The 250 SX/XC and 300XC engines are fitted with a new DDS clutch (Damped Diaphragm Steel) featuring a CNC-machined one-piece clutch basket combined with the primary gear made of high-strength steel. It allows the use of thinner steel linings, which makes the whole clutch package noticeably lower (- 5.5 mm) and reduces the weight by 250 gr. A diaphragm spring reduces the lever force needed to activate the clutch and makes it possible to implement an additional rubber damping system for better traction and more reliability of the transmission. The Brembo hydraulic system secures a controllable modulation of the clutch.



- New DDS clutch made of CNC-machined steel fitted with thin steel linings
- » high reliability, reduced engine width, weight reduction of 250 gr
- Diaphragm spring reduced instead of coil springs
- » gives space for inner damping, reduced lever force
- Integrated cushion damping elements for damping of the inner hub
- » improved reliability of transmission, better traction
- New clutch cover adapted to the new clutch
- » reduced engine width



MODEL | 125 SX

ENGINE TYPE	Single Cylinder, 2-Stroke, Case Reed Induction
DISPLACEMENT	124.8cc
BORE / STROKE	54/54.5mm
COMPRESSION RATIO	-
STARTER	Kickstarter
TRANSMISSION	6-speed SX
FUEL SYSTEM	Keihin PWK 38 S AG
EXHAUST CONTROL	TVC
LUBRICATION	Lubrication mixture 60:1
GEAR RATIOS	13:32, 15:30, 17:28, 20:28, 19:23, 22:24
PRIMARY RATIO	23:73
FINAL DRIVE	13:50
DRIVE CHAIN	520 chain 5/8 x 1/4"
COOLING	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Kokusan digital 2K-1

MODEL | 150 SX

ENGINE TYPE	Single Cylinder, 2-Stroke, Case Reed Induction
DISPLACEMENT	143.6cc
BORE / STROKE	56/58.4mm
COMPRESSION RATIO	-
STARTER	Kickstarter
TRANSMISSION	6-speed SX
FUEL SYSTEM	Keihin PWK 38 S AG
EXHAUST CONTROL	TVC
LUBRICATION	Lubrication mixture 60:1
GEAR RATIOS	13:32, 15:30, 17:28, 20:28, 19:23, 22:24
PRIMARY RATIO	23:73
FINAL DRIVE	13:48
DRIVE CHAIN	520 chain 5/8 x 1/4"
COOLING	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Kokusan digital 2K-1

MODEL | 250 SX

ENGINE TYPE	Single Cylinder, 2-Stroke, Case Reed Induction
DISPLACEMENT	249cc
BORE / STROKE	66.4/72mm
COMPRESSION RATIO	-
STARTER	Kickstarter
TRANSMISSION	5-speed SX
FUEL SYSTEM	Keihin PWK 36 S AG
EXHAUST CONTROL	TVC
LUBRICATION	Lubrication mixture 60:1
GEAR RATIOS	14:28, 15:24, 18:24, 21:24, 22:21
PRIMARY RATIO	26:72
FINAL DRIVE	13:48
DRIVE CHAIN	520 chain 5/8 x 1/4"
COOLING	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Kokusan digital 2K-1

MODEL | 250 SX-F

ENGINE TYPE	Single cylinder, 4-stroke, DOHC, 4-Valve
DISPLACEMENT	249.9cc
BORE / STROKE	78/52.3mm
COMPRESSION RATIO	13.9:1
STARTER	Electric starter
TRANSMISSION	6-speed SX
FUEL SYSTEM	Keihin 44mm throttle body EFI
EXHAUST CONTROL	Two Exhaust Valves
LUBRICATION	Pressure lubrication with 2 Eaton pumps
GEAR RATIOS	13:32, 16:32, 17:28, 19:26, 21:25, 22:24
PRIMARY RATIO	24:73
FINAL DRIVE	13:50
DRIVE CHAIN	520 chain 5/8 x 1/4"
COOLING	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Keihin EMS

MODEL | 350 SX-F

ENGINE TYPE	Single cylinder, 4-stroke, DOHC, 4-Valve
DISPLACEMENT	349.7cc
BORE / STROKE	88/57.5mm
COMPRESSION RATIO	13.65:1
STARTER	Electric starter
TRANSMISSION	5-speed SX
FUEL SYSTEM	Keihin 44mm throttle body EFI
EXHAUST CONTROL	Two Exhaust Valves
LUBRICATION	Pressure lubrication with 2 Eaton pumps
GEAR RATIOS	14:28, 16:26, 18:24, 21:24, 22:21
PRIMARY RATIO	24:73
FINAL DRIVE	14:50
DRIVE CHAIN	520 chain 5/8 x 1/4"
COOLING	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Keihin EMS

MODEL | 450 SX-F

ENGINE TYPE	Single cylinder, 4-stroke, SOHC, 4-Valve
DISPLACEMENT	449.3cc
BORE / STROKE	95/63.4mm
COMPRESSION RATIO	12.6:1
STARTER	Electric starter
TRANSMISSION	5-speed SX
FUEL SYSTEM	Keihin 44mm throttle body EFI
EXHAUST CONTROL	Two Exhaust Valves
LUBRICATION	Pressure lubrication with 2 Eaton pumps
GEAR RATIOS	16:32, 18:30, 20:28, 22:26, 24:24
PRIMARY RATIO	32:76
FINAL DRIVE	14:52
DRIVE CHAIN	520 chain 5/8 x 1/4"
COOLING	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Keihin EMS

ENGINE

ENGINE TYPE	Single Cylinder, 2-Stroke, Case Reed Induction	Single Cylinder, 2-Stroke, Case Reed Induction	Single Cylinder, 2-Stroke, Case Reed Induction
DISPLACEMENT	124.8cc	143.6cc	249cc
BORE / STROKE	54/54.5mm	56/58.4mm	66.4/72mm
COMPRESSION RATIO	-	-	-
STARTER	Kickstarter	Kickstarter	Kickstarter
TRANSMISSION	6-speed SX	6-speed SX	5-speed SX
FUEL SYSTEM	Keihin PWK 38 S AG	Keihin PWK 38 S AG	Keihin PWK 36 S AG
EXHAUST CONTROL	TVC	TVC	TVC
LUBRICATION	Lubrication mixture 60:1	Lubrication mixture 60:1	Lubrication mixture 60:1
GEAR RATIOS	13:32, 15:30, 17:28, 20:28, 19:23, 22:24	13:32, 15:30, 17:28, 20:28, 19:23, 22:24	14:28, 15:24, 18:24, 21:24, 22:21
PRIMARY RATIO	23:73	23:73	26:72
FINAL DRIVE	13:50	13:48	13:48
DRIVE CHAIN	520 chain 5/8 x 1/4"	520 chain 5/8 x 1/4"	520 chain 5/8 x 1/4"
COOLING	Liquid cooled	Liquid cooled	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Kokusan digital 2K-1	Kokusan digital 2K-1	Kokusan digital 2K-1

CHASSIS

FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Aluminum	Aluminum	Aluminum
HANDLEBAR	Renthal tapered aluminum Ø 28/22mm	Renthal tapered aluminum Ø 28/22mm	Renthal tapered aluminum Ø 28/22mm
FRONT SUSPENSION	WP-USD Ø 48mm Closed-Cartridge	WP-USD Ø 48mm Closed-Cartridge	WP-USD Ø 48mm Closed-Cartridge
REAR SUSPENSION	WP monoshock with linkage	WP monoshock with linkage	WP monoshock with linkage
FRONT BRAKE	260mm/10.2" disc, Brembo double piston caliper	260mm/10.2" disc, Brembo double piston caliper	260mm/10.2" disc, Brembo double piston caliper
REAR BRAKE	220mm/8.65" disc, Brembo single piston caliper	220mm/8.65" disc, Brembo single piston caliper	220mm/8.65" disc, Brembo single piston caliper
FRONT / REAR RIMS	1.60 x 21" / 2.15 x 19" Excel	1.60 x 21" / 2.15 x 19" Excel	1.60 x 21" / 2.15 x 19" Excel
FRONT / REAR TIRES	Dunlop GEOMAX MX51 80/100-21" / 100/90-19"	Dunlop GEOMAX MX51 80/100-21" / 100/90-19"	Dunlop GEOMAX MX51 80/100-21" / 110/90-19"
SILENCER	Aluminum SX	Aluminum SX	Aluminum SX
STEERING HEAD ANGLE	26.5°	26.5°	26.5°
WHEELBASE	1480mm±10mm/58.27" ±.4"	1480mm±10mm/58.27" ±.4"	1495mm ±10mm/58.86" ±.4"
GROUND CLEARANCE	395mm/15.55"	395mm/15.55"	385mm/15.2"
SEAT HEIGHT	992mm/39.06"	992mm/39.06"	992mm/39.06"
FUEL CAPACITY	Approx. 7.5 liters/1.98 U.S. gallons	Approx. 7.5 liters/1.98 U.S. gallons	Approx. 7.5 liters/1.98 U.S. gallons
TOTAL WEIGHT (DRY)	Approx. 90.8kg/200.2lbs.	Approx. 90.8kg/200.2lbs.	Approx. 96.3kg/212.3lbs.

ENGINE

ENGINE TYPE	Single cylinder, 4-stroke, DOHC, 4-Valve	Single cylinder, 4-stroke, DOHC, 4-Valve	Single cylinder, 4-stroke, SOHC, 4-Valve
DISPLACEMENT	249.9cc	349.7cc	449.3cc
BORE / STROKE	78/52.3mm	88/57.5mm	95/63.4mm
COMPRESSION RATIO	13.9:1	13.65:1	12.6:1
STARTER	Electric starter	Electric starter	Electric starter
TRANSMISSION	6-speed SX	5-speed SX	5-speed SX
FUEL SYSTEM	Keihin 44mm throttle body EFI	Keihin 44mm throttle body EFI	Keihin 44mm throttle body EFI
EXHAUST CONTROL	Two Exhaust Valves	Two Exhaust Valves	Two Exhaust Valves
LUBRICATION	Pressure lubrication with 2 Eaton pumps	Pressure lubrication with 2 Eaton pumps	Pressure lubrication with 2 Eaton pumps
GEAR RATIOS	13:32, 16:32, 17:28, 19:26, 21:25, 22:24	14:28, 16:26, 18:24, 21:24, 22:21	16:32, 18:30, 20:28, 22:26, 24:24
PRIMARY RATIO	24:73	24:73	32:76
FINAL DRIVE	13:50	14:50	14:52
DRIVE CHAIN	520 chain 5/8 x 1/4"	520 chain 5/8 x 1/4"	520 chain 5/8 x 1/4"
COOLING	Liquid cooled	Liquid cooled	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Keihin EMS	Keihin EMS	Keihin EMS

CHASSIS

FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Aluminum	Aluminum	Aluminum
HANDLEBAR	Renthal tapered aluminum Ø 28/22mm	Renthal tapered aluminum Ø 28/22mm	Renthal tapered aluminum Ø 28/22mm
FRONT SUSPENSION	WP-USD Ø 48mm Closed-Cartridge	WP-USD Ø 48mm Closed-Cartridge	WP-USD Ø 48mm Closed-Cartridge
REAR SUSPENSION	WP monoshock with linkage	WP monoshock with linkage	WP monoshock with linkage
FRONT BRAKE	260mm/10.2" disc, Brembo double piston caliper	260mm/10.2" disc, Brembo double piston caliper	260mm/10.2" disc, Brembo double piston caliper
REAR BRAKE	220mm/8.65" disc, Brembo single piston caliper	220mm/8.65" disc, Brembo single piston caliper	220mm/8.65" disc, Brembo single piston caliper
FRONT / REAR RIMS	1.60 x 21" / 2.15 x 19" Excel	1.60 x 21" / 2.15 x 19" Excel	1.60 x 21" / 2.15 x 19" Excel
FRONT / REAR TIRES	Dunlop GEOMAX MX51 80/100-21" / 100/90-19"	Dunlop GEOMAX MX51 80/100-21" / 110/90-19"	Dunlop GEOMAX MX51 80/100-21" / 110/90-19"
SILENCER	Aluminum SX	Aluminum SX	Aluminum SX
STEERING HEAD ANGLE	26.5°	26.5°	26.5°
WHEELBASE	1495mm ±10mm/58.86" ±.4"	1495mm ±10mm/58.86" ±.4"	1495mm ±10mm/58.86" ±.4"
GROUND CLEARANCE	376mm/14.8"	376mm/14.8"	375mm/14.76"
SEAT HEIGHT	992mm/39.06"	992mm/39.06"	992mm/39.06"
FUEL CAPACITY	Approx. 7.5 liters/1.98 U.S. gallons	Approx. 7.5 liters/1.98 U.S. gallons	Approx. 7.5 liters/1.98 U.S. gallons
TOTAL WEIGHT (DRY)	Approx. 102.8 kg/226.6 lbs.	Approx. 104.8kg/231 lbs.	Approx. 107.6kg/237.2lbs.

XC MODEL RANGE 2013



MODEL | 150 XC 2 STROKE

MODEL | 250 XC 2 STROKE

MODEL | 300 XC 2 STROKE

ENGINE

ENGINE TYPE	Single Cylinder, 2-Stroke, Case Reed Induction	Single Cylinder, 2-Stroke, Case Reed Induction	Single Cylinder, 2-Stroke, Case Reed Induction
DISPLACEMENT	143.6cc	249cc	293cc
BORE / STROKE	56/58.4mm	66.4/72mm	72/72mm
COMPRESSION RATIO	-	-	-
STARTER	Kickstarter	Kickstarter and Electric starter	Kickstarter and Electric starter
TRANSMISSION	6-speed XC	6-speed XC	6-speed XC
FUEL SYSTEM	Keihin PWK 36 S AG	Keihin PWK 36 S AG	Keihin PWK 36 S AG
EXHAUST CONTROL	TVC	TVC	TVC
LUBRICATION	Lubrication mixture 60:1	Lubrication mixture 60:1	Lubrication mixture 60:1
GEAR RATIOS	13:32, 15:30, 17:28, 19:26, 21:25, 22:23	15:31, 16:25, 20:25, 22:23, 25:22, 26:20	15:31, 16:25, 20:25, 22:23, 25:22, 26:20
PRIMARY RATIO	23:73	26:72	26:72
FINAL DRIVE	13:50	14:50	14:50
DRIVE CHAIN	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"
COOLING	Liquid cooled	Liquid cooled	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Kokusan 2K-2	Kokusan E-Start	Kokusan E-Start

CHASSIS

FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Aluminum	Aluminum	Aluminum
HANDLEBAR	Renthal tapered aluminum Ø 28/22mm	Renthal tapered aluminum Ø 28/22mm	Renthal tapered aluminum Ø 28/22mm
FRONT SUSPENSION	WP-USD Ø 48mm Closed-Cartridge	WP-USD Ø 48mm Closed-Cartridge	WP-USD Ø 48mm Closed-Cartridge
REAR SUSPENSION	WP monoshock with linkage	WP monoshock with linkage	WP monoshock with linkage
FRONT BRAKE	260mm/10.2" disc, Brembo double piston caliper	260mm/10.2" disc, Brembo double piston caliper	260mm/10.2" disc, Brembo double piston caliper
REAR BRAKE	220mm/8.65" disc, Brembo single piston caliper	220mm/8.65" disc, Brembo single piston caliper	220mm/8.65" disc, Brembo single piston caliper
FRONT/REAR RIMS	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant
FRONT/REAR TIRES	Dunlop GEOMAX MX51 80/100-21" / 100/100-18"	Dunlop GEOMAX MX51 80/100-21" / 110/100-18"	Dunlop GEOMAX MX51 80/100-21" / 110/100-18"
SILENCER	Aluminum SX	Aluminum SX	Aluminum SX
STEERING HEAD ANGLE	26.5°	26.5°	26.5°
WHEELBASE	1480mm±10mm/58.27" ±.4"	1495mm±10mm/58.86" ±.4"	1495mm±10mm/58.86" ±.4"
GROUND CLEARANCE	395mm/15.55"	395mm/15.55"	385mm/15.15"
SEAT HEIGHT	992mm/39.06"	992mm/39.06"	992mm/39.06"
FUEL CAPACITY	Approx. 10 liters/2.6 U.S. gallons	Approx. 10 liters/2.6 U.S. gallons	Approx. 10 liters/2.6 U.S. gallons
TOTAL WEIGHT (DRY)	Approx. 94.2kgs/207.7lbs	Approx. 101.1 kgs/222.9 lbs	Approx. 101.1 kgs/222.9 lbs

TECHNICAL DATA



MODEL | 250 XC-F 4 STROKE

MODEL | 350 XC-F 4 STROKE

MODEL | 450 XC-F 4 STROKE

ENGINE

ENGINE TYPE	Single cylinder, 4-stroke, DOHC, 4-Valve	Single cylinder, 4-stroke, DOHC, 4-Valve	Single cylinder, 4-stroke, SOHC, 4-Valve
DISPLACEMENT	249.9cc	349.7cc	449.3cc
BORE / STROKE	78/52.3mm	88/57.5mm	95/63.4mm
COMPRESSION RATIO	13.9:1	13.65:1	12.6:1
STARTER	Electric starter	Electric starter	Electric starter
TRANSMISSION	6-speed XC	6-speed XC	5-speed SX
FUEL SYSTEM	Keihin 44mm throttle body EFI	Keihin 44mm throttle body EFI	Keihin 44mm throttle body EFI
EXHAUST CONTROL	Two Exhaust Valves	Two Exhaust Valves	Two Exhaust Valves
LUBRICATION	Pressure lubrication with 2 Eaton pumps	Pressure lubrication with 2 Eaton pumps	Pressure lubrication with 2 Eaton pumps
GEAR RATIOS	13:32, 16:30, 16:24, 23:28, 23:23, 26:22	15:31, 16:25, 20:25, 22:23, 25:22, 26:20	16:32, 18:30, 20:28, 22:26, 24:24
PRIMARY RATIO	24:73	24:73	32:76
FINAL DRIVE	13:50	13:50	14:52
DRIVE CHAIN	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"
COOLING	Liquid cooled	Liquid cooled	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	Keihin EMS	Keihin EMS	Keihin EMS

CHASSIS

FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Aluminum	Aluminum	Aluminum
HANDLEBAR	Renthal tapered aluminum Ø 28/22mm	Renthal tapered aluminum Ø 28/22mm	Renthal tapered aluminum Ø 28/22mm
FRONT SUSPENSION	WP-USD Ø 48mm Closed-Cartridge	WP-USD Ø 48mm Closed-Cartridge	WP-USD Ø 48mm Closed-Cartridge
REAR SUSPENSION	WP monoshock with linkage	WP monoshock with linkage	WP monoshock with linkage
FRONT BRAKE	260mm/10.2" disc, Brembo double piston caliper	260mm/10.2" disc, Brembo double piston caliper	260mm/10.2" disc, Brembo double piston caliper
REAR BRAKE	220mm/8.65" disc, Brembo single piston caliper	220mm/8.65" disc, Brembo single piston caliper	220mm/8.65" disc, Brembo single piston caliper
FRONT/REAR RIMS	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant
FRONT/REAR TIRES	Dunlop GEOMAX MX51 80/100-21" / 100/100-18"	Dunlop GEOMAX MX51 80/100-21" / 110/100-18"	Dunlop GEOMAX MX51 80/100-21" / 110/100-18"
SILENCER	Aluminum SX	Aluminum SX	Aluminum SX
STEERING HEAD ANGLE	26.5°	26.5°	26.5°
WHEELBASE	1495mm ±10mm/58.86" ±.4"	1495mm ±10mm/58.86" ±.4"	1495mm ±10mm/58.86" ±.4"
GROUND CLEARANCE	376mm/14.8"	376mm/14.8"	375mm/14.76"
SEAT HEIGHT	992mm/39.06"	992mm/39.06"	992mm/39.06"
FUEL CAPACITY	Approx. 9.5 liters/2.51 U.S. gallons	Approx. 9.5 liters/2.51 U.S. gallons	Approx. 9.5 liters/2.51 U.S. gallons
TOTAL WEIGHT (DRY)	Approx. 104.1 kg/229.6 lbs.	Approx. 106.1kg/234 lbs.	Approx. 108.9 kgs/240 lbs



XC-W / EXC MODEL NEWS 2013

Following a long enduro tradition, KTM offers a wide range of offroad models featuring a state-of-the-art chassis with high-level WP suspension and the most modern engines. The fuel injected four-stroke models including the 350 XCF-W/EXC-F and the 500 EXC as the spearhead are the benchmark in terms of performance, weight and rideability.

Two-stroke technology is further developed for MY2013 with power valves, 6-speed transmissions and electric starters for the 200/250/300 XC-W models.

SUSPENSION

All XC-W/EXC models are fitted with a PDS shock absorber and 48 mm USD front fork made by WP Suspension. New fork oil provides better sensitivity and more constant damping characteristics. The wide range of adjustability is standard on KTM.

- Newly developed, high performance fork oil (SAE 5 ± SAE 4)
 - » better sensitivity, more constant damping
- Triple clamp off-set of all 250cc and larger XC-W and EXC models has been updated from 22 to 20 mm
 - » improved stability and handling
- New seal rings SKF with optimized material, color changes from green to red, signifying the latest generation SKF seal.
 - » reduced friction, improved sensitivity



FRAME

Following the proven KTM tradition, the frames are made of high-quality, lightweight chromoly steel material in various profiles. They are specifically designed in conjunction with the PDS rear suspension system to provide precise cornering and high track stability.

SWING ARM

All models feature a light-weight cast aluminum swing arm designed to fit the PDS shock absorber. The design guarantees high torsional rigidity and optimal flex characteristics that support the suspension.



WHEELS

The high-quality wheels with CNC-machined hubs and high-strength 7050 aluminum Giant brand rims are assembled in Mattighofen, Austria. The new spokes are covered with a black coating which improves the corrosion resistance. The XC-W models are equipped with Dunlop GEOMAX MX51 tires while the EXC models receive new Maxxis DOT dual sport enduro tires.

- New black coated spokes
 - » improved corrosion resistance, better appearance
- New rims made by Giant
 - » excellent durability



AIRBOX

The design of the airbox secures best protection for the Twin-Air filter against dirt and maximum airflow for best performance. The ability to change the large filter quickly and without tools is the KTM standard.



FUEL TANKS

The slim enduro fuel tanks are made from lightweight translucent polyethylene. The 4-strokes are fitted with an additional micro-screen which is now located in the fuel line connector between the injector and tank for easier access. 3.43 gallon fuel tanks are available for all models in the KTM PowerParts collection, while a 2.64 gallon fuel tank is available for 2-stroke models.

- New position of the micro screen in the fuel line connector
 - » easy access for check or replacement



EXHAUST SILENCER

All bikes are fitted with lightweight aluminum silencers, which reduce the noise level to the FIM noise emission regulations (112 dB(A)).



« BRAKES

The proven Brembo brake system is combined with lightweight wave-type discs for optimal brake performance. A further developed rear master cylinder features a new internal design providing less wear of the seal rubber and longer durability.

- Further developed rear master cylinder
» improved reliability



« BODYWORK/GRAPHICS

KTM Engineers met their target to design new bodywork with super slim ergonomics and excellent contact points between rider and machine that provides unlimited freedom of movement. Newly designed graphics give a new appearance to the bikes.

- New graphic design
» more aggressive appearance



« HANDLEBARS

All models are fitted with tapered high-strength aluminum handlebars made by Neken. For model year 2013 new 2-compound grips with KTM branding provide an excellent shape and improved grip.

- New 2-compound grips with integrated KTM logo
» better feeling



ENGINE MANAGEMENT SYSTEM (EMS)

Like all four-stroke engine the 250 XCF-W is fitted with a Keihin engine management system with electronic fuel injection and 42 mm throttle body. The system is equipped with automatic temperature and altitude compensation and provides spontaneous and powerful response as well as maximum performance. New rubber caps protect critical connectors of the wiring harness against water and improve the reliability of the system.

- Rubber caps for critical cable connectors
» better protection of the wiring harness against pressure cleaner

ALTERNATOR

The 250 XCF-W is fitted with a 196 W AC alternator, which runs in oil for cooling. It secures enough energy for the fuel injection system, lights etc.



ENGINE

The 250 XCF-W has always been known for its strong performance and has won several Enduro World Championships. The new model shines with its powerful fuel injected DOHC engine. It's the bike of choice for the reigning women's GNCC Champion and KTM Factory FMF/KTM rider, Maria Forsberg.

STARTER

Like all 4-stroke XC-W/EXC the 250cc engine is fitted with an electric and kickstarter. The electric starter is positioned behind the cylinder where it's well protected.



CYLINDER HEAD

The heart of the very compact engine is the brilliant DOHC cylinder head with two camshafts and DLC coated finger followers, which activate the four titanium valves (intake 30.9 mm, exhaust 26.6 mm).





ENGINE

The 350cc 4-stroke engine delivers a very broad and tractable power band and has very dynamic, but energy-saving engine characteristics. The engine's ultra-compact design, fitted with modern electronic fuel-injection and usable speed range, combine to form a user-friendly bike, offering unparalleled riding fun.

CYLINDER HEAD

The DOHC cylinder head is fitted with four ultra-lightweight titanium valves (intake 36.3 mm, exhaust 29.1 mm) and lightweight finger followers with DLC coating, which allow a high rpm limit of 12,000 rpm. The cam timing is developed for smooth but powerful Enduro specific engine characteristics.

ENGINE CASES

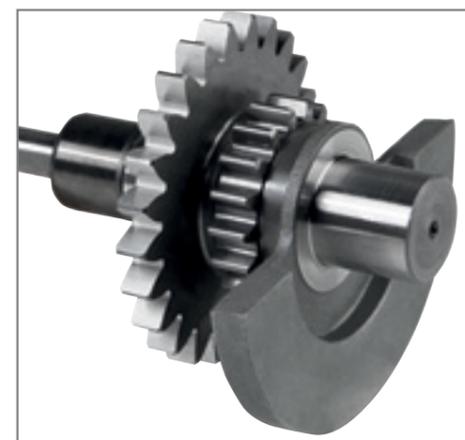
For MY2013 the casing is now produced in die-cast instead of sand-cast, so that the wall thickness could be reduced for weight saving (0.2 kg) without reducing strength. A special high-strength aluminum alloy guarantees high ductility for maximum safety against damage.

- New engine cases produced in die-cast instead of sand-cast
 - » reduced weight, more precise casting and better finish of the surface
- New high-strength alloy material
 - » more ductility and protection against damage



DDS CLUTCH

The DDS (Damped Diaphragm Steel) one-piece clutch basket combined with the primary gear is made of high-strength steel. It guarantees unbeatable reliability and contributes to the narrow engine size due to its compact rivet-less design. Additionally, it allows the use of thin steel linings, which makes the whole clutch package compact. A diaphragm spring makes it possible to implement an additional rubber damping system, guaranteeing reliability for the transmission and good traction. The hydraulic clutch by Brembo in conjunction with the diaphragm spring guarantees a very light operation and good controllable modulation of the clutch.



BALANCER SHAFT

For balancing the oscillating masses, the 350 XCF-W/EXC-F engine has a lateral balancer shaft, which also acts as a water pump and drive pinion gear for the camshaft. This solution delivers a very compact overall design of the engine.





ENGINE

The 450 XC-W and 500 XC-W/EXC models are without a doubt the benchmark in their classes. The SOHC engines (449.3 and 510.4 cc) feature an extremely compact design, easy maintenance and an excellent durability at a minimal weight. Together with the Keihin EFI system they provide unrivalled enduro specific performance and rideability.

CYLINDER HEAD

The SOHC cylinder head is fitted with titanium intake and steel exhaust valves activated by a single cam. The entire configuration is developed to best suit the EFI system for outstanding power delivery and performance.



CRANKSHAFT

The crankshafts with 63.4 mm stroke for the 450 and 72 mm for the 500 EXC are equipped with an ultra-light Pankl connecting rod which guarantees the highest precision and reliability.



BALANCER SHAFT

Due to the sophisticated design KTM engineers managed to mount a small, laterally located counter balancer, which is also designed to hold the water pump wheel.

- Weight optimized balancer shaft
- » reduced weight, better efficiency



DDS CLUTCH

The engine of the 450/500 is equipped with the KTM DDS clutch (Damped Diaphragm Steel) with a steel basket and a diaphragm spring in conjunction with a Brembo hydraulic system.

- Optimized clutch package
- » improved modulation



STARTER

The engine is fitted with a reliable and light-weight electric starter plus kickstarter. The electric starter drive features reduced weight for MY2013.

- Reworked electric starter system
- » weight reduction

200 XC-W

The ideal combination of the playful handling of a 125 and engine power close to a 250. Now with a further improved engine and fitted with an electric starter the 200 XC-W is the perfect choice for everyone who is searching for the best handling and sufficient performance outside the standardized classes to have the most fun in offroad riding at reasonable costs.

- New electric starter system similar to 250/300 XC-W
 - » safe and comfortable starting
- New ignition system identical to 250/300
 - » adaption of the electric starter system
- New left engine case and new ignition cover
 - » designed to fit the electric starter system
- New cylinder head design with optimized combustion chamber
 - » smoother power delivery
- New carburetor setting
 - » adaption to new cylinder head
- 200 XC-W is now equipped with a competition headlight and taillight
 - » allows extended riding



ENGINE SINGLE CYLINDER, 2-STROKE · DISPLACEMENT 193 CC
 KICK- AND ELECTRIC STARTER / 12V 3AH · TRANSMISSION 6 GEARS
 TANK CAPACITY APPROX. 2.6 GAL. · WEIGHT APPROX. 219.4 LBS. (WITHOUT FUEL)

250 XC-W

The most modern engine with electric starter, enduro-specific 6-speed gear box and outstanding performance make the new 250 XC-W an unrivalled enduro machine for tough enduro rides.

- New DDS (Damped Diaphragm Steel) clutch made of CNC-machined steel fitted with thin steel linings
 - » high reliability, reduced engine width and 250 gr. lighter
- Diaphragm spring reduced instead of coil clutch springs
 - » gives space for inner damping, reduced lever force
- Integrated cushion damping elements for damping of the inner clutch hub
 - » improved reliability of transmission, better traction
- New clutch cover adapted to the new clutch
 - » reduced engine width
- New V-FORCE 4 reed block
 - » improved power delivery, better reliability
- Newly developed starter engine
 - » improved starting performance
- 250 XC-W is now equipped with a competition headlight and taillight
 - » allows extended riding



ENGINE SINGLE CYLINDER, 2-STROKE · DISPLACEMENT 249 CC
 KICK- AND ELECTRIC STARTER / 12V 3AH · TRANSMISSION 6 GEARS
 TANK CAPACITY APPROX. 2.6 GAL. · WEIGHT APPROX. 224.7 LBS. (WITHOUT FUEL)

XC-W/EXC MODEL RANGE 2013

300 XC-W

The 300 XC-W is known for its massive 2-stroke performance and torque. The further developed engine equipped with electric starter and 6-speed transmission shines even more with its smoother power delivery and the new DDS clutch, when the going gets really tough.

- New DDS (Damped Diaphragm Steel) clutch made of CNC-machined steel fitted with thin steel linings
 - » high reliability, reduced engine width and 250 gr. lighter
- Diaphragm spring reduced instead of coil clutch springs
 - » gives space for inner damping, reduced lever force
- Integrated cushion damping elements for damping of the inner clutch hub
 - » improved reliability of transmission, better traction
- New clutch cover adapted to the new clutch
 - » reduced engine width
- New V-FORCE 4 reed block
 - » improved power delivery, better reliability
- Newly developed starter engine
 - » improved starting performance
- 300 XC-W is now equipped with a competition headlight and taillight
 - » allows extended riding



ENGINE SINGLE CYLINDER, 2-STROKE · DISPLACEMENT 293.2 CC
KICK- AND ELECTRIC STARTER / 12V 3AH · TRANSMISSION 6 GEARS
TANK CAPACITY APPROX. 2.6 GAL. · WEIGHT APPROX. 225.1 LBS. (WITHOUT FUEL)



XC-W/EXC MODEL RANGE 2013



MODEL | 200 XC-W
2 STROKE

MODEL | 250 XC-W
2 STROKE

MODEL | 300 XC-W
2 STROKE

MODEL | 250 XCF-W
4 STROKE

ENGINE

ENGINE TYPE	Single Cylinder, 2-Stroke, Case Reed Induction	Single Cylinder, 2-Stroke, Case Reed Induction	Single Cylinder, 2-Stroke, Case Reed Induction	Single cylinder, 4-stroke, DOHC, 4-Valve
DISPLACEMENT	193cc	249cc	293.2cc	248.6cc
BORE / STROKE	64/60mm	66.4/72mm	72mm/72mm	76/54.8mm
COMPRESSION RATIO	-	-	-	13.2:1
STARTER	Kickstarter and Electric starter	Kickstarter and Electric starter	Kickstarter and Electric starter	Kickstarter and Electric starter
TRANSMISSION	6-speed XC-W	6-speed XC-W	6-speed XC-W	6-speed XC-W
FUEL SYSTEM	Keihin PWK 36 S AG	Keihin PWK 36 S AG	Keihin PWK 36 S AG	Keihin 42mm throttle body EFI
EXHAUST CONTROL	TVC	TVC	TVC	Two Exhaust Valves
LUBRICATION	Lubrication mixture 60:1	Lubrication mixture 60:1	Lubrication mixture 60:1	Pressure lubrication with 2 Eaton pumps
GEAR RATIOS	12:33, 15:31, 17:28, 19:26, 17:19, 22:20	14:32, 16:26, 20:25, 22:23, 25:22, 26:20	14:32, 16:26, 20:25, 22:23, 25:22, 26:20	13:33, 17:33, 19:29, 23:28, 23:23, 26:22
PRIMARY RATIO	23:73	26:72	26:72	22:68
FINAL DRIVE	14:48	13:50	13:50	13/50
DRIVE CHAIN	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"
COOLING	Liquid cooled	Liquid cooled	Liquid cooled	Liquid cooled
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
IGNITION / ENGINE MANAGEMENT	Kokusan E-Start	Kokusan E-Start	Kokusan E-Start	Keihin EMS

CHASSIS

FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Aluminum	Aluminum	Aluminum	Aluminum
HANDLEBAR	Neken tapered Aluminum Ø 28/22mm			
FRONT SUSPENSION	WP-USD Ø 48mm Open-Cartridge			
REAR SUSPENSION	WP monoshock with PDS			
FRONT BRAKE	260mm/10.2" disc, Brembo double piston cal.			
REAR BRAKE	220mm/8.65" disc, Brembo single piston cal.			
FRONT / REAR RIMS	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant
FRONT / REAR TIRES	Dunlop GEOMAX MX51 80/100-21" / 100/100-18"	Dunlop GEOMAX MX51 80/100-21" / 110/100-18"	Dunlop GEOMAX MX51 80/100-21" / 110/100-18"	Dunlop GEOMAX MX51 80/100-21" / 100/100-18"
SILENCER	Aluminum XC-W	Aluminum XC-W	Aluminum XC-W	Aluminum XC-W w/USFS spark arrestor
STEERING HEAD ANGLE	26.5°	26.5°	26.5°	26.5°
WHEELBASE	1471mm±10mm/57.9" ±.4"	1482mm±10mm/58.35" ±.4"	1482mm±10mm/58.35" ±.4"	1482mm ±10mm/58.35" ±.39"
GROUND CLEARANCE	355mm/13.98"	355mm/13.98"	355mm/13.98"	345mm/13.58"
SEAT HEIGHT	960mm/37.8"	960mm/37.8"	960mm/37.8"	970mm/38.19"
FUEL CAPACITY	Approx. 10 liters/2.6 U.S. gallons	Approx. 10 liters/2.6 U.S. gallons	Approx. 10 liters/2.6 U.S. gallons	Approx. 9.5 liters/2.51 U.S. gallons
TOTAL WEIGHT (DRY)	Approx. 99.5 kgs/219.4 lbs	Approx. 101.9 kgs/224.7 lbs	Approx. 102.1 kgs/225.1 lbs	Approx. 105.7kg/233 lbs.

TECHNICAL DATA



MODEL | 350 XCF-W
4 STROKE

MODEL | 450 XC-W
4 STROKE

MODEL | 500 XC-W
4 STROKE

MODEL | 350 EXC-F
4 STROKE

MODEL | 500 EXC
4 STROKE

Single cylinder, 4-stroke, DOHC, 4-Valve	Single cylinder, 4-stroke, SOHC, 4-Valve	Single cylinder, 4-stroke, SOHC, 4-Valve	Single cylinder, 4-stroke, DOHC, 4-Valve	Single cylinder, 4-stroke, SOHC, 4-Valve
349.7cc	449.3cc	510.4cc	349.7cc	510.4cc
88/57.5mm	95/63.4mm	95/72mm	88/57.5mm	95/72mm
12.3:1	11.8:1	11.8:1	12.3:1	11.8:1
Kickstarter and Electric starter				
6-speed XC-W				
Keihin 42mm throttle body EFI				
Two Exhaust Valves				
Pressure lubrication with 2 Eaton pumps				
14:32, 16:26, 20:25, 22:23, 25:22, 26:20	14:36, 17:32, 19:28, 22:26, 24:23, 26:21	14:36, 17:32, 19:28, 22:26, 24:23, 26:21	14:32, 16:26, 20:25, 22:23, 25:22, 26:20	14:36, 17:32, 19:28, 22:26, 24:23, 26:21
24:73	32:76	32:76	24:73	32:76
13:52	13:52	13:50	14:45	15:45
520 chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"	520 X-ring chain 5/8 x 1/4"
Liquid cooled				
Hydraulically operated wet multi-disc clutch				
Keihin EMS				
Central double-cradle-type 25CrMo4				
Aluminum	Aluminum	Aluminum	Aluminum	Aluminum
Neken tapered Aluminum Ø 28/22mm				
WP-USD Ø 48mm Open-Cartridge				
WP monoshock with PDS				
260mm/10.2" disc, Brembo double piston cal.				
220mm/8.65" disc, Brembo single piston cal.				
1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant	1.60 x 21" / 2.15 x 18" Giant
Dunlop GEOMAX MX51 80/100-21" / 110/100-18"	Dunlop GEOMAX MX51 80/100-21" / 110/100-18"	Dunlop GEOMAX MX51 80/100-21" / 110/100-18"	Maxxis M7311 80/100-21" / M7314 140/80-18"	Maxxis M7311 80/100-21" / M7314 140/80-18"
Aluminum XC-W w/USFS spark arrestor	Aluminum XC-W w/USFS spark arrestor	Aluminum XC-W w/USFS spark arrestor	Aluminum EXC w/USFS spark arrestor	Aluminum EXC w/USFS spark arrestor
26.5°	26.5°	26.5°	26.5°	26.5°
1482mm ±10mm/58.35" ±.39"				
345mm/13.58"	345mm/13.58"	345mm/13.58"	345mm/13.58"	345mm/13.58"
970mm/38.19"	970mm/38.19"	970mm/38.19"	970mm/38.19"	970mm/38.19"
Approx. 9.5 liters/2.51 U.S. gallons	Approx. 9.5 liters/2.51 U.S. gallons	Approx. 9.5 liters/2.51 U.S. gallons	Approx. 9.3 liters/2.5 U.S. gallons	Approx. 9.3 liters/2.5 U.S. gallons
Approx. 107.2 kg/236.3 lbs.	Approx. 111 kgs/245 lbs	Approx. 111.5 kgs/245.8 lbs	Approx. 107.2 kg/236.3 lbs.	Approx. 112 kgs/247 lbs

SPORTMINICYCLES MODEL RANGE 2013

50 SX MINI

The 50 SX Mini is the only choice for parents looking to make the next step to start their child's racing career. Awesome performance in a small package.

- New automatic disc clutch
 - » better acceleration, easier to adjust, reduced weight
- New graphic design
 - » adapted to the graphics of full-size SX



ENGINE SINGLE CYLINDER, 2-STROKE · DISPLACEMENT 49 CC · KICKSTARTER
SINGLE GEAR AUTOMATIC · SEAT HEIGHT (ADJUSTABLE) 20.9/21.96"
WEIGHT APPROX. 86 LBS. (WITHOUT FUEL)

50 SX

The 50 SX with its highly modern 2-stroke engine is a safe and reliable bike for kids to begin racing. Easier than riding a bicycle thanks to the new centrifugal clutch.

- New automatic disc clutch
 - » better acceleration, easier to adjust, reduced weight
- New graphic design
 - » adapted to the graphics of full-size SX



ENGINE SINGLE CYLINDER, 2-STROKE · DISPLACEMENT 49 CC · KICKSTARTER
SINGLE GEAR AUTOMATIC · SEAT HEIGHT (ADJUSTABLE) 25.6/26.9"
WEIGHT APPROX. 87.7 LBS. (WITHOUT FUEL)

65 SX

The 65 SX features trend setting 2-stroke techniques with exhaust control operated by exhaust gas pressure producing unrivalled performance. Combined with fully adjustable suspension components there are no borders for this SX rocket.

- New graphic design
 - » adapted to the graphics of full-size SX



ENGINE SINGLE CYLINDER, 2-STROKE · DISPLACEMENT 64.85 CC · KICKSTARTER
6 GEARS · SEAT HEIGHT 29.5"
WEIGHT APPROX. 122.1 LBS. (WITHOUT FUEL)

85 SX

In the recent years the 85 SX has been unbeaten in its class. For MY2013 it will be even more competitive due to the completely reworked chassis including newly designed bodywork and a new engine, which provides more power and increased reliability.

- New cylinder with new shape and port design and reworked power valve
 - » improved power delivery and better peak performance
- New cylinder head and head stays
 - » improved handling due to the connection to the frame via engine stems, reduce vibrations
- New crankshaft with smaller crank pin, lighter conrod and plastic inlays
 - » increased reliability, better performance
- New radiators
 - » adapted to new bodywork, better heat dissipation
- New ignition and clutch covers
 - » updated appearance
- Optimized frame, new subframe made of stronger aluminum profiles (identical to full-size)
 - » better stability
- New suspension settings of 43 mm USD front fork and PDS shock absorber (both fully adjustable). New oil specification for front fork (SAE 5 ± SAE 4).
 - » improved comfort and damping characteristics
- New bodywork (fuel tank, spoilers, airbox and rear fender) derived from the new generation SX
 - » improved ergonomics, aggressive look
- New tapered aluminum handlebar, bend is identical to new SX models
 - » improved ergonomics
- New Formula hydraulic clutch activation
 - » improved clutch modulation
- New Formula handlebar brake master cylinder
 - » better sensitivity and modulation
- New seat » improved ergonomics




MODEL | 50 SX MINI
 2 STROKE
ENGINE

ENGINE TYPE	Single Cylinder 2-Stroke, Case Reed Induction, Oil Injection	Single Cylinder 2-Stroke, Case Reed Induction
DISPLACEMENT	49cc	49cc
BORE / STROKE	39.5/40mm	39.5/40mm
COMPRESSION RATIO	-	-
STARTER	Kickstarter	Kickstarter
TRANSMISSION	Single speed automatic	Single speed automatic
FUEL SYSTEM	Dell'Orto PHVA 12 XS	Dell'Orto PHBG 19 BS
EXHAUST CONTROL	-	-
LUBRICATION	Oil injection	Lubrication mixture 60:1
GEAR RATIOS	-	-
PRIMARY RATIO	33:61	33:61
FINAL DRIVE	10:42	11:40
DRIVE CHAIN	1/2 x 3/16" 104 R	1/2 x 3/16" 104 R
COOLING	Liquid cooled	Liquid cooled
CLUTCH	Centrifugal clutch (adjustable)	Centrifugal clutch (adjustable)
IGNITION / ENGINE MANAGEMENT	Seletra 2p D36 analog	Seletra 2p D36 analog

CHASSIS

FRAME	Double grinded central-cradle-type frame	Double grinded central-cradle-type frame
SUBFRAME	Steel	Steel
HANDLEBAR	Renthal aluminum Ø 22mm	Renthal aluminum Ø 22mm
FRONT SUSPENSION	WP USD 35mm	WP USD 35mm
REAR SUSPENSION	WP monoshock	WP monoshock
FRONT BRAKE	Disc brake Ø 160 mm	Disc brake Ø 160 mm
REAR BRAKE	Disc brake Ø 140 mm	Disc brake Ø 140 mm
FRONT / REAR RIMS	1.5 x 10" / 1.6 x 10" Aluminum	1.6 x 12" / 1.6 x 10" Aluminum
FRONT / REAR TIRES	Pirelli Scorpion MX 2.50 x 10" / 2.75 x 10"	Pirelli Scorpion MX 60/100-12" / 2.75 x 10"
SILENCER	Aluminum	Aluminum
STEERING HEAD ANGLE	22.6°	24°
WHEELBASE	914mm +/- 10mm	1032mm +/- 10mm
GROUND CLEARANCE	184mm/7.2"	252mm/9.92"
SEAT HEIGHT	530/558mm/20.9/21.96" (adjustable)	650/684mm/25.6/26.9" (adjustable)
FUEL CAPACITY	Approx. 2.3 liters/0.6 U.S. gallons	Approx. 2.3 liters/0.6 U.S. gallons
TOTAL WEIGHT (DRY)	Approx. 39 kgs/86 lbs.	Approx. 39.8 kgs/87.7 lbs.


MODEL | 50 SX
 2 STROKE

MODEL | 65 SX
 2 STROKE
ENGINE

ENGINE TYPE	Single Cylinder, 2-Stroke, Case Reed Induction	Single Cylinder, 2-Stroke, Case Reed Induction
DISPLACEMENT	64.85cc	84.93cc
BORE / STROKE	45/40.8mm	47/48.95mm
COMPRESSION RATIO	-	-
STARTER	Kickstarter	Kickstarter
TRANSMISSION	6-speed SX	6-speed SX
FUEL SYSTEM	Mikuni VM 24	Keihin PWK 28
EXHAUST CONTROL	Power Valve PCEV	Power Valve
LUBRICATION	Lubrication mixture 60:1	Lubrication mixture 40:1
GEAR RATIOS	-	-
PRIMARY RATIO	23:75	19:66
FINAL DRIVE	14:48	14:46
DRIVE CHAIN	1/2 x 1/4" 112 R	1/2 x 5/16" 122 R
COOLING	Liquid cooled	Liquid cooled
CLUTCH	Hydraulically operated wet multi-disc clutch	Hydraulically operated wet multi-disc clutch
IGNITION / ENGINE MANAGEMENT	AET Digital	Moric digital 2M1

CHASSIS

FRAME	Double grinded central-cradle-type frame	Double grinded central-cradle-type frame
SUBFRAME	Aluminum	Aluminum
HANDLEBAR	Renthal aluminum Ø 22mm	Renthal tapered aluminum Ø 28/22 mm
FRONT SUSPENSION	WP USD Ø 35 mm	WP USD Ø 43mm
REAR SUSPENSION	WP monoshock	WP monoshock with PDS
FRONT BRAKE	Disc brake Ø 198 mm	Disc brake Ø 220mm
REAR BRAKE	Disc brake Ø 160 mm	Disc brake Ø 210mm
FRONT / REAR RIMS	1.6 x 14" / 1.6 x 12" Aluminum	1.4 x 17" / 1.6 x 14" Aluminum
FRONT / REAR TIRES	Pirelli Scorpion MX 60/100-14" / 80/100-12"	Pirelli Scorpion MX 70/100-17" / 90/100-14"
SILENCER	Aluminum	Aluminum
STEERING HEAD ANGLE	25.5°	24°
WHEELBASE	1137mm +/- 10mm	1290mm +/- 10mm
GROUND CLEARANCE	280mm/11.02"	352mm/13.9"
SEAT HEIGHT	750mm/29.5"	Approx. 855 mm/34.0"
FUEL CAPACITY	Approx. 3.5 liters/0.98 U.S. gallons	Approx. 5 liters/1.3 U.S. gallons
TOTAL WEIGHT (DRY)	Approx. 55.4 kgs/122.1 lbs.	Approx. 68 kgs/149.9 lbs.

START NUMBER PLATE

GRAVITY GRAPHICS KIT

SPOILER SET

STEPUP SEAT

REAR PART

FACTORY SILENCER

CHAIN MX

FRONT FENDER

FACTORY HEADER

FACTORY WHEEL SET

KTM_POWERPARTS



REAR BRAKE DISC GUARD



FACTORY OIL FILTER COVER
CASE GUARD
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CHAIN MX



HYDRAULIC CLUTCH COVER
MX HANDGUARDS
ORANGE HANDLEBAR
GRIP SET DUAL COMPOUND

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KTM POWERWEAR

GRAVITY-FX JERSEY



DYNAMIC-FX GLOVES 13



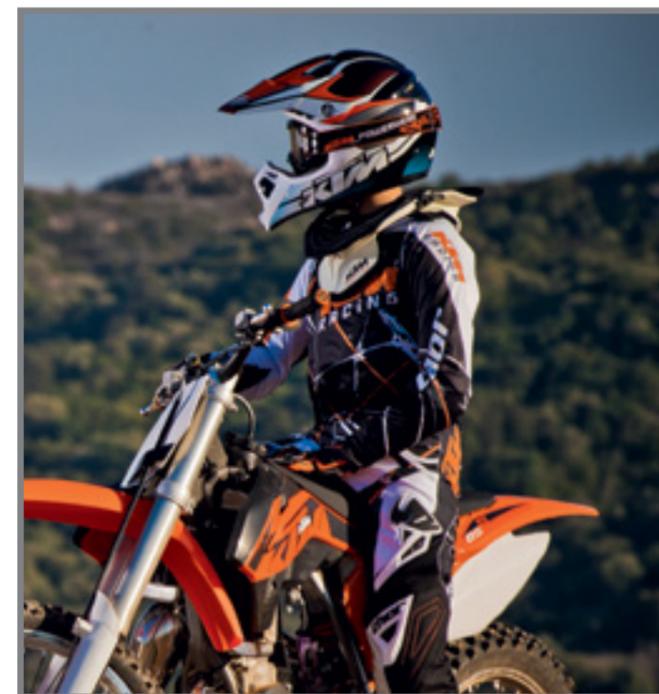
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TECH 8 LIGHT BOOTS



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