

DEALER INFORMATION

KTM1190RC8



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Status: Feb. 2008



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APPROACH & TARGET GROUP

A SUPERBIKE
MILESTONE!

Product approach:

The 1190 RC8 completes the global range of sportmotorcycles. To demonstrate: As a leading manufacturer, KTM is able to realize a fully competitive Superbike.

Positioning:

On top of other „Twin-manufacturers“ (Ducati & Aprilia), the 1190 RC8 faces all four-cylinder Superbikes, including all Japanese brands and MV Agusta. In this most competitive market at all, the first KTM Superbike appears with a fascinating design, innovative technical solutions and a superb rideability. Within the SBK-segment, the 1190 RC8 features the biggest engine (cc) but the lowest overall weight. Benchmark for the 1190 RC8 is the Ducati line-up 1098/1098S

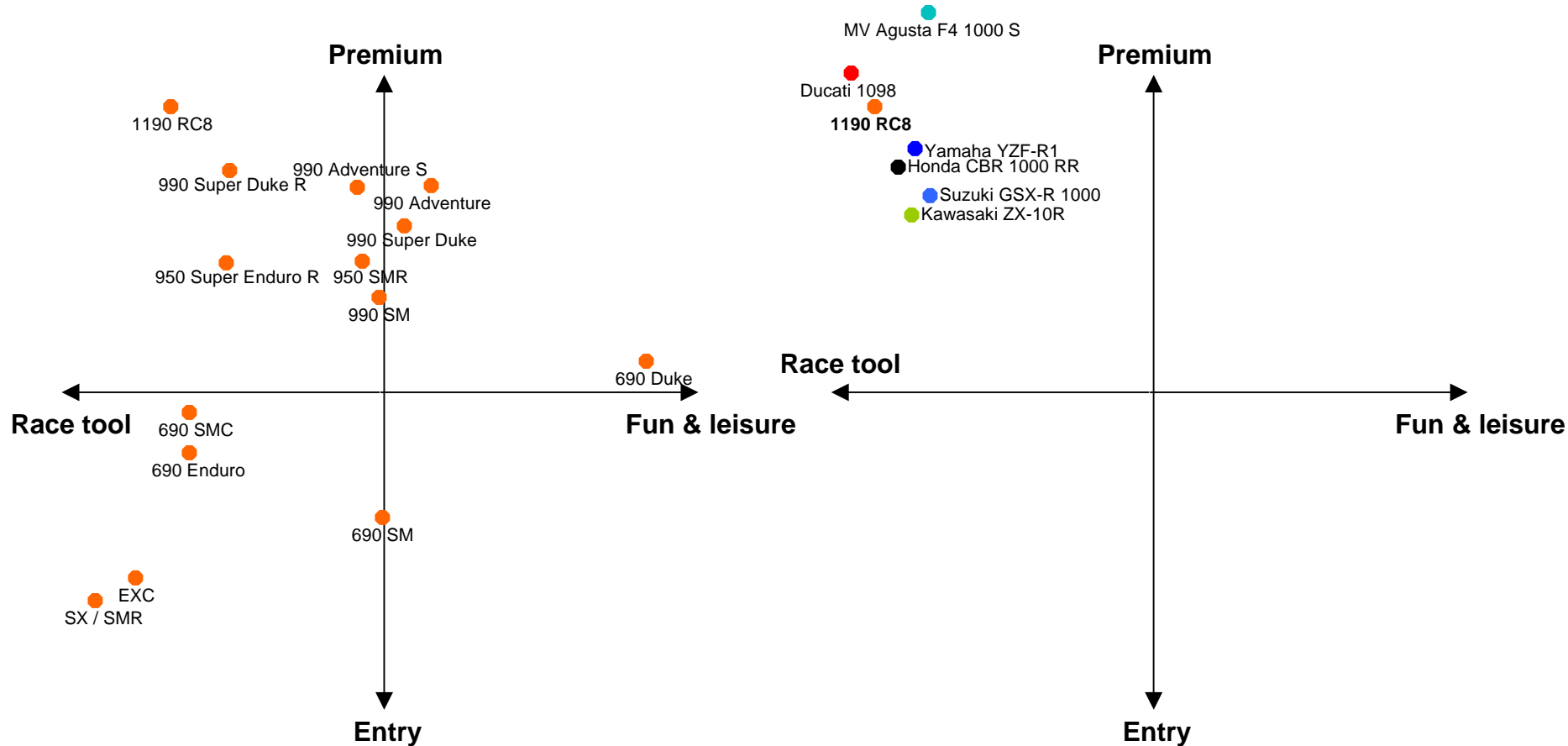
Target group:

Existing and experienced Superbike (street) riders – mainly convinced of the twin concept. Self-confident people with a special relation for technique, design and motorsport



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INTERNAL & EXTERNAL POSITIONING*



* Description of the respective model within the KTM model line-up and compared to its competitors with regard to usage and price positioning (Entry \leftrightarrow Premium) respectively



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BIKE BASIS

In comparison to all other completely new launched 2008 bikes, the 1190 RC8 cannot be compared with any other KTM motorbike! The launch of KTM's first real thoroughbred Superbike goes far beyond merely introducing a new model. In terms of effort, investment and dedication, the 1190 RC8 is the **company's most ambitious development project** yet undertaken.

Although based on the lightest state-of-the-art serial V2 ever, a **completely new, extremely low weight and very compact engine** was created for the 1190 RC8. Furthermore, the engineers responsible for the 1190 RC8 put their considerable expertise to work to create an **innovative frame** made of high-strength chrommoly steel. Besides the already mentioned highlights, the mindful spectator will recognize other outstanding features, e.g. a from scratch newly developed and designed **swing arm, cockpit** or the vast range of possibilities for individual **adjustment of the rider's position**.

The 1190 RC8 is exceptional – in every single aspect!



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TECHNICAL DATA

Top Competitors	Honda CBR1000RR '08	Suzuki GSX-R 1000 '08	Yamaha YZF-R1 '08	MV Agusta F4 1000 S '08
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Engine

Engine type	In-line 4-cylinder, 4-stroke	In-line 4-cylinder, 4-stroke	In-line 4-cylinder, 4-stroke	In-line 4-cylinder, 4-stroke
Displacement	998 cc	999 cc	998 cc	998 cc
Power	131 kW @ 12000 rpm	136.1 kW @ 12000 rpm	132.4 kW @ 12500 rpm	122 kW @ 11750 rpm
Torque	113.8 Nm @ 8500 rpm	116.7 Nm @ 10000 rpm	112.7 Nm @ 10000 rpm	109 Nm @ 10200 rpm
Transmission	6 gears	6 gears	6 gears	6 gears
Engine management	PGM-DSFI EFI, THB 46 mm	EFI	EFI	EFI, THB 46 mm
Final drive	Chain / 16 : 42	Chain	Chain	Chain / 16 : 40
Clutch	Slipper clutch	Hydraulically operated slipper clutch	Multiplate slipper clutch in oil bath	Oil bath

Chassis

Frame	Bridge-type aluminium frame	Twin spar, aluminium	Aluminium die-cast deltabox	Chrommoly trellis frame
Front suspension	HMAS 43 mm USD, fully adjustable	43 mm USD, fully adjustable	Kayaba 43 mm USD, fully adjustable	50 mm USD, fully adjustable
Rear suspension	HMAS Monoshock with linkage, fully adjustable	Monoshock, fully adjustable	Kayaba Monoshock, fully adjustable	Sachs Monoshock
Suspension travel front / rear	120 / 135 mm	125 / 135.7 mm	120 / 130 mm	118 / 120 mm
Front brake	2x 320 mm floating discs, Nissin monoblock 4-piston caliper	2x 310 mm disc, radially mounted 4-piston caliper	2x 310 mm disc, 6-piston caliper	2x 310 mm floating disc, 6-piston caliper
Rear brake	220 mm disc, 1-piston caliper	220 mm disc, 1-piston caliper	210 mm disc	210 mm disc, 4-piston caliper
Front / rear rims	3.50 x 17" / 6.00 x 17"	3.50 x 17" / 6.00 x 17"	n.s.	Aluminium light alloy 3.50 x 17" / 6.00 x 17"
Seat height	820 mm	810 mm	835 mm	810 mm
Fuel capacity	17.7 litres / 4 litres reserve	18 litres	18 litres	19 litres / 4 litres reserve
Weight (ready to race)	200 kg (incl. fuel) - measured! 3)	212 kg (incl. fuel) - measured! 4)	210 kg (incl. fuel) - measured! 4)	approx. 221 kg (incl. fuel) 5)

Others

ABS	no	no	no	no
Related products	n.s.	Various carbon parts, windscreens, carbon seat & frame covers, tank pads, crash pads, alarm system, tank bags, rear bags, etc.	Various carbon parts, windscreens, crash pads, tank pads, seat cover, bike cover, Öhlins steering damper, casual wear etc.	n.s.
Fuel consumption	n.s.	n.s.	n.s.	approx. 7 litres / 100 km
V max (km/h)	> 280 km/h	approx. 295 km/h	> 290 km/h	301 km/h
25 kW (yes / no)	no	no	no	no
Service intervals	1,000 km / 6,000 km / all subsequent 6,000 km	n.s.	1,000 km / 10,000 km / all subsequent 10,000 km	n.s.
Warranty	2 years without limitation of km	n.s.	2 years	n.s.

1) Measured by KTM

2) Measured by „PS“ (ed. 5/2007) → 1098 was compared with RSV 1000 R Factory (lighter)!

3) Measured by „PS“ (ed. 3/2008)



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Warranty	2 years without limitation of km	n.s.	2 years	n.s.

4) Measured by „PS“ (ed. 4/2007)

5) Value published by www.motorradonline.de



DEALER INFORMATION – KTM1190RC8

TOP ARGUMENTS & FEATURES (1)



Completely new, extremely lightweight and compact 75° V2 engine

- 1190 RC8 engine weighs just **63 kg**
- Ducati 1098: approx. 68 kg
- Suzuki GSX-R 1000: approx. 65 kg (lightest Inline-4-cylinder on the market)

Innovative frame made of high-strength chromoly steel

- At less than 7.5 kg, the backbone of the 1190 RC8 is a good **5 kg lighter than comparable light alloy bridge-type frames** (this type of frame is used by Honda, Kawasaki, Suzuki and Yamaha)



Fully adjustable WP Suspension elements

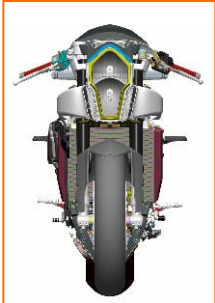
- Fork: 43 mm USD with a wide range of possible settings (spring preload, rebound, compression)
- Monoshock: Variable spring preload, adjustment of rebound and high/low speed compression
- Most of the competitors' bikes do not offer this wide range of possible settings for either comfortable rides or track usage
- Especially the limited front fork adjustment range of the Ducati 1098 is steadily criticised in comparison tests (see e.g. "PS", ed. 5/2007)!

High-end two-part aluminium swing arm and linkage system for a maximum of traction



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TOP ARGUMENTS & FEATURES (2)



Vast and outstanding **range of possibilities for individual adjustment of the rider's position**

- Adjustable rear end by 20 mm which leads to an adjustable seat height (805 – 825 mm)
- Height-adjustable handlebars and foot pegs
- Adjustable handbrake, foot brake, clutch and gear lever
- ➔ No other competitor offers this vast range of possible rider's adjustments ex works!
 - Suzuki GSX-R 1000: adjustable foot pegs

Adjustable steering damper comes as standard

- Ducati 1098: no adjustments possible

The 1190 RC8 is – together with the Honda CBR 1000 RR – the **lightest Superbike on the market!**

→ < 199 kg "ready to race" with a full tank (16 litres)!

→ Ducati 1098: 201 kg with a full tank (15.5 litres, weighed by "PS" (ed. 5/2007), German motorcycle magazine, and by KTM)

→ Honda CBR 1000 RR: 200 kg with a full tank (17.7 litres, weighed by "PS" (ed. 3/2008), German motorcycle magazine)



Sophisticated **underfloor exhaust system**

- Optimal utilisation of power
- Favourable location close to the centre of gravity

Extensive offer of **exclusive PowerParts**

- 1190 can be customized either for racing purposes or onroad-usage



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TOP ARGUMENTS & FEATURES (3)



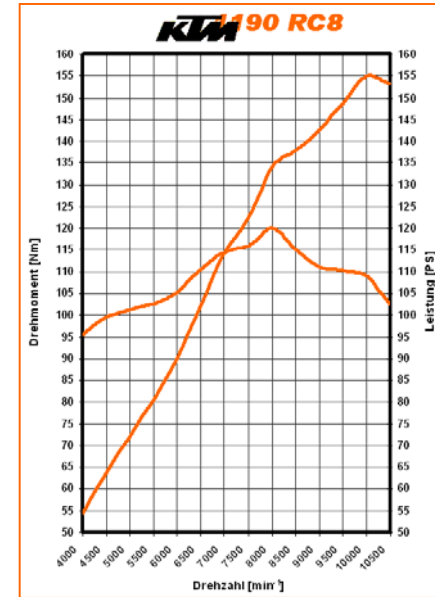
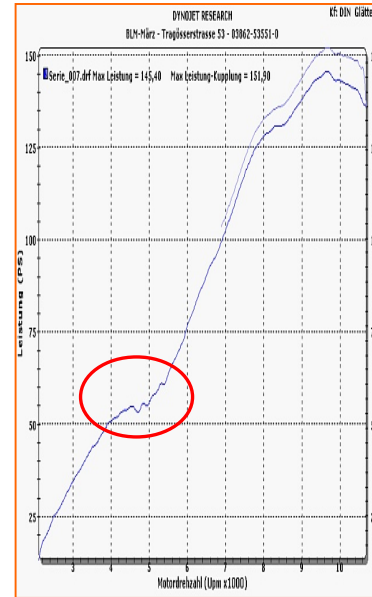
Extraordinary handling and easy rideability due to a perfect interaction of engine and chassis

Smoother, more homogenous power delivery and not as aggressive as the Ducati 1098

- makes the bike easier to ride and more controllable
- Ducati 1098 suffers from a power- and torque break-in between 3500 and 4500 rpm (see chart)!

At least on the same level as Ducati with regard to **homologated power**

- KTM 1190 RC8: 154 hp @ 10000 rpm
- Ducati 1098: 154 hp @ 9750 rpm (brochures “promise” 160 hp @ 9750 rpm!)
- Aprilia RSV 1000 R: 143 hp @ 10000 rpm



Racing is the **nucleus** of KTM – and **Superbike racing** is competing on the very **top end of road racing!**

Road racing experience of KTM (race wins and vice titles in GP 125 / 250 cc) has a **vast impact on KTM's developments** for its street models

- Race-proven components find their way into serial production for KTM's street bikes



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TOP ARGUMENTS & FEATURES (4)



The 1190 RC8 was **designed and developed by dedicated, passionate and race-experienced engineers** for motorcyclists who adore excellent performance in combination with extraordinary design.

Strong commitment to high-quality producers and components

Examples: WP Suspension, Brembo, Marchesini, Excel, Keihin, Acerbis, ZADI and many more!



High vertical range of manufacture

→ Main components, such as the frame, engine, front fork (WP Austria, located in the KTM headquarters) and exhaust system, are **developed and produced by KTM in Mattighofen!**

Not only with KTM Offroad bikes, but **also with KTM street models** the company already established itself as a **very competitive manufacturer** which offers **high-end bikes with an outstanding performance and design**
→ Example: 990 Super Duke was awarded “**07 Motorcycle of the Year**” in the US!



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POWER PARTS

- Various Marchesini wheels (aluminium / magnesium)
- Dymag carbon wheels
- Tire warmers
- TPMS (Tire Pressure Monitoring System)
- Complete Superstock fairing
- Vast range of Superstock parts (exhaust system, footpeg kit, crash bobbins etc.)

- Tank pad
- Tinted windshield
- Alarm system
- Rear bag
- CNC clutch cover
- Aluminium cap brake fluid reservoir
- Aluminium cap clutch fluid reservoir

POWER WEAR

- R-Leathersuit
- R-Boots
- R-Gloves
- ...



GENERAL INFORMATION & CONCLUSION

The Superbike market is the technological playground for leading manufacturers. The segment is driven by innovations, which leads to a very short product life cycle. Key marketing tools are racing activities for SBK and STK series. In terms of product Suzuki's GSX-R 1000 is the worldwide benchmark, while in terms of image Ducati is leading the market.

