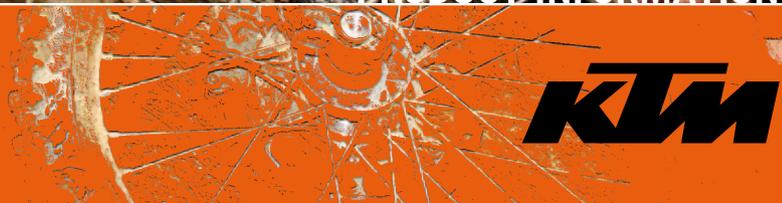




ENDURO 2008

125 EXC
200 EXC
250 EXC
300 EXC-E
250 EXC-F
450 EXC-R
530 EXC-R

PRODUCT INFORMATION



KTM

GENERAL INFORMATION

IF SOMEBODY'S TALKING ABOUT ENDURO, THEY MEAN KTM. When it comes to real offroad bikes, no other brand can come even close to competing with KTM. Our motorcycles have exactly what an offroader needs, not too much, not too little, simply "Ready to Race". The proof of this is in the countless worldwide victories in the Enduro sport because, in the last year, every world championship title once again went to KTM. KTM's engineers are virtually obsessed with developing everbetter motorcycles and have created a completely new EXC model range for 2008. All of the new bikes have a brand new chassis with a completely overhauled frame, packaged in hyper-modern, trendsetting bodywork. Innovation can be found in the engines as well: along with the many modifications to the notably powerful two-strokes and to the feisty 250 RC4 engine, we offer a totally new four-stroke engine generation for the E2 and E3 classes in 2008:

THE XC4 ENGINE.

We also have good news for the environment. Without exception, every one of the 2008 EXC models fulfils the Euro 3 homologation norms. With that, KTM yet again raises the bar another notch and further expands its position as the world's leading manufacturer of offroad motorcycles.

125EXC



Ultra-light, super-agile and now with an even more powerful engine than before. Together with a brand new frame, packaged in a new plastic shell, the 125 EXC is the ultimate sport enduro for novices and perfect for all riders in the E1 class for whom the four-valve technology of the four-stroke is too complicated and time-consuming.

200EXC



Right in-between and yet right on the money. The new 200 EXC almost pampers its pilot with the playful handling of a 125, coupled with the performance approaching that of the 250 EXC.

This is the right bike for Enduro lovers who like to break out of strict hierarchies.

250EXC



When it comes to straightforward and reasonably priced technology, this super-strong and lightweight two-stroke is the best choice for competitive riders in the E2 class. The new frame with new PDS geometry and an improved chassis with new plastic parts all-around make the super-quick 250 EXC a serious opponent for the four-strokes.

EXC MODEL RANGE 2008

THE NEW BIKES...»

300EXCE



A potent synergy of wondrous torque and light weight. The new 300 EXC-E is a real powerhouse that offers simple handling, just the thing you need when the going gets really tough. Now featuring an E-starter as standard equipment, the largest-capacity two-stroke EXC from KTM offers another great advantage, especially when your legs are getting tired.

250EXCF



The bruiser in the small class, super lightweight and extremely agile. State of the art, four-valve technology means plenty of speed from the bottom on up and a whole lot of power at peak rpms. Together with the new chassis and completely new bodywork, the 250 EXC-F is not only an ultra-modern athlete with a wide-ranging domain, it's also always a sure thing for the World Championship podium.

450EXCR



With a brand new engine and chassis, the 450 EXC-R is the successor to the triumphant 450 EXC Racing bike. It features state-of-the-art technology, not only in the totally revamped chassis, but also in the completely new XC engine, which is specially designed to meet the needs of dedicated and competitive enduro riders. A high-tech racing bike, extremely light, agile and powerful. The 450 EXC-R is the new benchmark in the fiercely competitive E2 class.

530EXCR



Assault weapon and workhorse in one. Intense four-stroke power from the new, completely re-invented XC engine on the one hand and gentle power output for selective trails on the other add up to the best possible attributes for every type of offroad riding. In combination with the fully overhauled chassis, the new 530 EXC-R is the first choice for all those who simply can't get enough.



CHASSIS



FRAME

New, oversized, oval lateral tubes, and new tube dimensions overall make the chromoly EXC frame one of the most stable and lightweight designs on the market.



SUBFRAME

In conjunction with the optimum frame connection, new, stable profiles of high-quality aluminium guarantee the right measure of stability.



SWINGARM

Modified to suit the bending moment, the die-cast swingarm guarantees optimum flex and thereby more traction and comfort. A modified linkage means an optimised geometry for the directly mounted PDS mono-shock absorber. A new chain guide keeps the chain better in position.



WP SUSPENSION UPSIDE-DOWN FORKS

The 48-mm upside-down forks from WP with overhauled settings and friction-reducing measures provide improved responsiveness and greater damping reserves. With their broad set-up range and extra pre-load adjuster, the forks are more easily adjusted to suit the course and rider. New, enclosed fork guards provide clearly improved resistance to dirt.



PDS SHOCK

The new, fully adjustable WP Suspension PDS shock with a lightweight, aluminium outer tube also has adjustable high-speed compression damping, so it can be customised even more easily to the most diverse conditions. The optimised geometry between the swingarm and the frame leads to greater progressiveness and increased comfort.



WHEELS

CNC-machined hubs and lighter spokes reduce the unsprung masses. Ultra-light wave brake discs guarantee the optimal performance of the high-quality Brembo brake system.



BRAKES

KTM and Brembo set the standards when it comes to brakes. Up front, a floating two-piston brake caliper and at the rear, a single-piston brake caliper grip the ultra-light wave-shaped brake discs.



COOLING SYSTEM

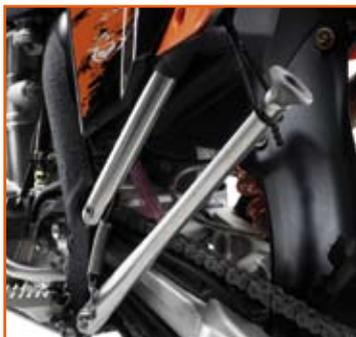
The integrated cooling system leads from the cylinder head through the frame triangle and via a T-piece straight to the coolers. That means a simplified radiator installation, better air circulation and more space under the fuel tank.

CHASSIS



HANDLEBAR

The tapered handlebar of high-quality aluminium has four different positions, so it can be adjusted to fit the rider.



SIDE STAND

A re-designed side stand of extra-light, tapered aluminium that is attached directly to the frame assures, in conjunction with a larger plastic foot, the best stability.



CLUTCH

The hydraulic clutch operation is totally maintenance-free and guarantees precise application with the least possible effort.



EXHAUST SYSTEM

In conjunction with its cleverly devised inner workings, the design of the aluminium silencer not only looks good; it also ensures optimum performance at a minimum weight and very low noise level.



BODYWORK

New plastic parts throughout mean not only ideal ergonomics; they're also jointly responsible for the trendsetting and innovative appearance of KTM's new offroaders. The new, 2-component technology for the headlight mask, chainguard and front fender ensures a top quality appearance and optimum rigidity at the same time.



SPOILERS

New IN-MOULD technology means integrated stickers and optimum durability for the new spoilers. The front openings serve as air outlets for the coolers and air is drawn into the airbox through the openings at the rear.



REAR FENDER

A lightweight and extremely durable LED taillight is installed in the modern mono-fender, which can withstand even the rigours of competition. An add-on number plate bracket with license number illumination and blinkers can be easily removed for competition.



HEADLIGHT MASK

In conjunction with the new headlight made from anti-scratch plastic, the newly formed, ultra-slim headlight mask gives the EXC a completely new face.





FUEL TANK

The tank layout was designed for optimum ergonomics and the best knee contact. The tank cap with a Bajonette closure also features rotation prevention to prevent accidental opening.



AIRBOX

The increased capacity of the airbox guarantees the air supply to the powerful engine, while its contours provide optimum knee contact. The easy, tool-free accessibility to the Twin-Air air filter makes changing the filter child's play.



125EXC - ENGINE»

PISTONS

An optimised piston with new keystone rings pumps away in the super-compact power unit. More power and increased durability are the result.



ENGINE CASING

An optimised engine casing greatly improves the flow rates within the crank space and, in combination with the new V-Force 3 membrane unit, leads to noticeably improved responsiveness and increased engine performance.



IGNITION

The CDI unit features two new, even better ignition curves that are easily activated by re-plugging a cable. This allows the engine characteristic to be adjusted for different track conditions.



CARBURETOR

Optimised carburetor tuning guarantees fine responsiveness and a superior power output.



200EXC - ENGINE»



ENGINE CASING

An optimised engine casing greatly improves the flow rates within the crank space. In combination with better exhaust control tuning, it delivers noticeably better responsiveness and a more Enduro-specific power output.



IGNITION

The CDI unit features two new and improved ignition curves that are easily activated by re-plugging a cable. This lets you adjust the engine characteristic to different track conditions.



CARBURETOR

Optimised carburetor tuning guarantees fine responsiveness and a superior power output.

250EXC - ENGINE»

ENGINE CASING

Improved flow rates inside the crankcase mean better cylinder charging and even greater engine output as a result.

The new engine block is now designed to allow it to be retrofitted with an electric-starter.

IGNITION

The new ignition system was already designed to allow the optional electric-starter to be easily retrofitted.

Two different ignition curves let you adjust the engine characteristic for either gentler or more aggressive power output. The choice of ignition curves is accomplished by simply re-plugging a cable.

CRANKSHAFT

A lighter connecting rod and better lubrication of the upper conrod bearing results in reduced vibrations and improved stability.

CARBURETOR

Optimised carburetor tuning guarantees fine responsiveness and a superior power output.



300EXCE - ENGINE»



Why stand there kicking on a steep slope, when you can start up at the push of a button? KTM was the first manufacturer to install a revolutionary electric-starter in a two-stroke racing bike in addition to a kickstarter. That saves a lot of effort, when you're fighting your way through rocky terrain or up a steep slope full of roots with the powerful and yet lightweight 300. That makes this bike the ultimate weapon, whether you're a professional or an Enduro novice.

ELECTRIC-STARTER

As of 2008, the 300 EXC-E is standard equipped with an electric-starter. Extremely compact and installed in a well-protected location, this KTM-patented starting system gives you enormous advantages and only a little more weight.



CYLINDER

A completely overhauled and considerably smaller cylinder unit not only saves more than a half a kilo of weight; in conjunction with an optimised exhaust control and lighter conrod, it improves the handling and the power output while reducing vibrations.



CRANKSHAFT

A lighter connecting rod and better lubrication of the upper conrod bearing results in reduced vibrations and improved stability.

300EXCE - ENGINE»

ENGINE CASING

Improved flow rates inside the crankcase mean better cylinder charging and even greater engine output as a result.



IGNITION

Two different ignition curves let you adjust the engine characteristic for either gentler or more aggressive power output. The choice of ignition curves is accomplished by simply re-plugging a cable.



CARBURETOR

Optimised carburetor tuning guarantees fine responsiveness and a superior power output.



250EXCF - ENGINE»



VALVE TRAIN

A new exhaust camshaft ensures better responsiveness and greater power and torque from the bottom on up.



VALVES

In combination with the slim finger levels, ultra-light titanium valves with new springs and valve guides mean minimal moving masses, maximum valve lift and increased durability.



IGNITION

An optimised ignition curve improves the combustion, which guarantees better responsiveness, especially at lower rpms



XC-4ENGINE»



The KTM four-strokes have dominated the offroad scene in the E2 and E3 classes for years. Specially designed for the Enduro sport, compact and lightweight, the EXC Racing models were the first racing bikes to hit the market that were additionally equipped with an electric-starter. Improving on this winning concept for 2008 was the KTM development engineers' ambitious goal. The result: two completely new, even lighter engines with 449,3 and 510.4 cc, offering more rideability and power than ever before, featuring a single overhead cam and lots of technical innovations for even better durability and great serviceability.

ELECTRIC-STARTER

In addition to the kickstarter, the new XC engine features a small and very efficient electric-starter. A huge advantage when the going gets tough out there and the rider is getting tired.



OHC CYLINDER HEAD

An overhead camshaft operates the four valves (incl. titanium intake valves) using the weight-optimised rocker arm and also serves as a centrifuge for the engine ventilation. Minimised oscillating masses, larger valve cross-sections and a shallower valve angle lead to noticeably increased performance with improved rideability in the lower load range. A magnesium cylinder head cover that's set at an angle makes adjustments much easier.



CRANKSHAFT DRIVE

Designed for maximum rigidity, the compact crankshaft operates the weight-optimised forged piston via a short connecting rod. This also powers a balancer shaft; its weights are laterally mounted outside the crank space, which reduces the churning losses.



LUBRICATION SYSTEM

The sensitive performance elements are protected from clutch abrasion and dirt, thanks to the two separate lubrication circuits – one for the combustion tract and one for the transmission and clutch. And now with only one oil filter, to ease maintenance.



CARBURETOR

For spontaneous acceleration, best application and high peak performance, all the EXC four-stroke models breathe through a 39-mm Keihin flat slide carburetor with an accelerator pump and slide-action potentiometer.



CLUTCH

The re-designed clutch, with integrated torque cushion and increased oil supply, was upgraded to withstand extreme stresses and strains as well. The system also receives top marks for precise application, thanks to the Brembo hydraulic clutch operation.



EXC4-STROKE - TECHNICAL DATA»

	MODEL 4STROKE	MODEL 250 EXC-F	MODEL 450 EXC-R	MODEL 500 EXC-R
				
ENGINE	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	249.5 cc	449.3 cc	510.4 cc	510.4 cc
BORE X STROKE	76/55 mm	95/63.4 mm	95/72 mm	95/72 mm
COMPRESSION RATIO	12.8:1	11.9:1	11.9:1	11.9:1
STARTER/BATTERY	Kick- and E- Starter/4 Ah	Kick- and E- Starter/4 Ah	Kick- and E- Starter/4 Ah	Kick- and E- Starter/4 Ah
TRANSMISSION	6 gears	6 gears	6 gears	6 gears
CARBURETOR	Keihin MX FCR 39	Keihin MX FCR 39	Keihin MX FCR 39	Keihin MX FCR 39
CONTROL	4 V / DOHC with finger followers	4 V/OHC with rocker levers	4 V/OHC with rocker levers	4 V/OHC with rocker levers
LUBRICATION	Pressure lubrication with 2 Eaton pumps	Pressure lubrication with 3 Eaton pumps	Pressure lubrication with 3 Eaton pumps	Pressure lubrication with 3 Eaton pumps
ENGINE OIL	Motorex PowerSynt 4T 10W/50	Motorex PowerSynt 4T 10W/50	Motorex PowerSynt 4T 10W/50	Motorex PowerSynt 4T 10W/50
PRIMARY DRIVE	22: 68	33: 76	33: 76	33: 76
FINAL DRIVE	14: 38 (13: 52)	15: 45 (14: 50)	15: 45 (14: 50)	15: 45 (14: 50)
COOLING	Liquid cooled	Liquid cooled	Liquid cooled	Liquid cooled
CLUTCH	Wet multi-disc clutch, operated hydraulically	Wet multi-disc clutch, operated hydraulically	Wet multi-disc clutch, operated hydraulically	Wet multi-disc clutch, operated hydraulically
IGNITION	Kokusan digital	Kokusan digital	Kokusan digital	Kokusan digital
CHASSIS				
FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Aluminium 7020	Aluminium 7020	Aluminium 7020	Aluminium 7020
HANGLEBAR	Neken, Aluminium Ø 28/22 mm	Neken, Aluminium Ø 28/22 mm	Neken, Aluminium Ø 28/22 mm	Neken, 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
REAR SUSPENSION	WP PDS-monoshock	WP PDS-monoshock	WP PDS-monoshock	WP PDS-monoshock
SUSPENSION TRAVEL FRONT/REAR	300/335 mm	300/335 mm	300/335 mm	300/335 mm
BRAKES FRONT/REAR	Disc brakes: 260/220 mm	Disc brakes: 260/220 mm	Disc brakes: 260/220 mm	Disc brakes: 260/220 mm
RIMS FRONT/REAR	1.60 x 21", 2.15 x 18" Excel	1.60 x 21", 2.15 x 18" Excel	1.60 x 21", 2.15 x 18" Excel	1.60 x 21", 2.15 x 18" Excel
TYRES FRONT/REAR	90/90-21"; 120/90-18"	90/90-21"; 140/80-18"	90/90-21"; 140/80-18"	90/90-21"; 140/80-18"
CHAIN	X-Ring-Chain 5/8 x 1/4"	X-Ring-Chain 5/8 x 1/4"	X-Ring-Chain 5/8 x 1/4"	X-Ring-Chain 5/8 x 1/4"
SILENCER	Aluminium	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	63.5°	63.5°	63.5°	63.5°
WHEEL BASE	1,481±10 mm	1,481±10 mm	1,481±10 mm	1,481±10 mm
GROUND CLEARNACE (UNLOADED)	380 mm	380 mm	380 mm	380 mm
SEAT HEIGHT (UNLOADED)	925 mm	925 mm	925 mm	925 mm
FUEL CAPACITY	approx. 9.2 litres	approx. 9 litres	approx. 9 litres	approx. 9 litres
WEIGHT (NO FUEL)	approx. 105.7 kg	approx. 113.9 kg	approx. 113.9 kg	approx. 113.9 kg







EXC2-STROKE - TECHNICAL DATA»

ENGINE	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke
DISPLACEMENT	124.8 cc	193 cc	249 cc	293.2 cc
BORE X STROKE	54/54.5 mm	64/60 mm	66.4/72 mm	72/72 mm
STARTER/BATTERY	Kickstarter	Kickstarter	Kickstarter	Kick- and electric-starter 4 Ah
TRANSMISSION	6 gears	6 gears	5 gears	5 gears
CARBURETOR	Keihin PWK 36 S AG			
CONTROL	TVC power valve	TVC power valve	TVC power valve	TVC power valve
LUBRICATION	Mixture oil lubrication 1:60			
ENGINE OIL	Motorex Top Speed 15W/50			
PRIMARY DRIVE	22-73	22-73	26-72	26-72
FINAL DRIVE	14-42 (13-52)	14-42 (14-48)	13-40 (13-50)	13-40 (13-50)
COOLING	Liquid cooled	Liquid cooled	Liquid cooled	Liquid cooled
CLUTCH	Wet multi-disc clutch, operated hydraulically			
IGNITION	Kokusan digital	Kokusan digital	Kokusan digital	Kokusan digital

CHASSIS				
FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Aluminium 7020	Aluminium 7020	Aluminium 7020	Aluminium 7020
HANDLEBAR	Neken, Aluminium Ø 28/22 mm			
FRONT SUSPENSION	WP-USD Ø 48 mm			
REAR SUSPENSION	WP PDS-monoshock	WP PDS-monoshock	WP PDS-monoshock	WP PDS-monoshock
SUSPENSION TRAVEL FRONT/REAR	300/335 mm	300/335 mm	300/335 mm	300/335 mm
BRAKES FRONT/REAR	Disc brakes 260/220 mm			
RIMS FRONT/REAR	1.60 x 21"; 2.15 x 18" Excel			
TYRES FRONT/REAR	90/90-21"; 120/90-18"	90/90-21"; 120/90-18"	90/90-21"; 140/80-18"	90/90-21"; 140/80-18"
CHAIN	X-Ring-Chain 5/8 x 1/4"			
SILENCER	Aluminium	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	63°	63°	63.5°	63.5°
WHEEL BASE	1,471±10 mm	1,471±10 mm	1,471±10 mm	1,471±10 mm
GROUND CLEARANCE (UNLOADED)	390 mm	390 mm	385 mm	385 mm
SEAT HEIGHT (UNLOADED)	925 mm	925 mm	925 mm	925 mm
FUEL CAPACITY	approx. 9.5 litres	approx. 9.5 litres	approx. 9.5 litres	approx. 9.5 litres
WEIGHT (NO FUEL)	approx. 97 kg	approx. 97 kg	approx. 100.8 kg	approx. 103.1 kg



2STROKE

MODEL
125 EXC

MODEL
200 EXC

MODEL
250 EXC

MODEL
300 EXC-E

ARE YOU "READY TO RACE"?: »

» www.ktm.com



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