

KTM



OFF-ROAD MOTORCYCLES

» 1984 «

Photo by courtesy of DIRT-BIKE magazine Encino, California, USA

FOR VICTORY PROGRAMMED

Motocross demands the highest performance from driver and machine. KTM knows the requirements. For years its works team has competed in the world championship for the highest honours. All experience gained goes straight into production. Yesterday exclusive machines for the worlds elite. Today high-performance top material that can be bought by anyone. With the new 125 MX drivers are offered what is probably the lightest and most efficient machine in its class. Engine, chassis, transmission and everything down to the smallest detail are of completely new design. Improved porting and a modified exhaust

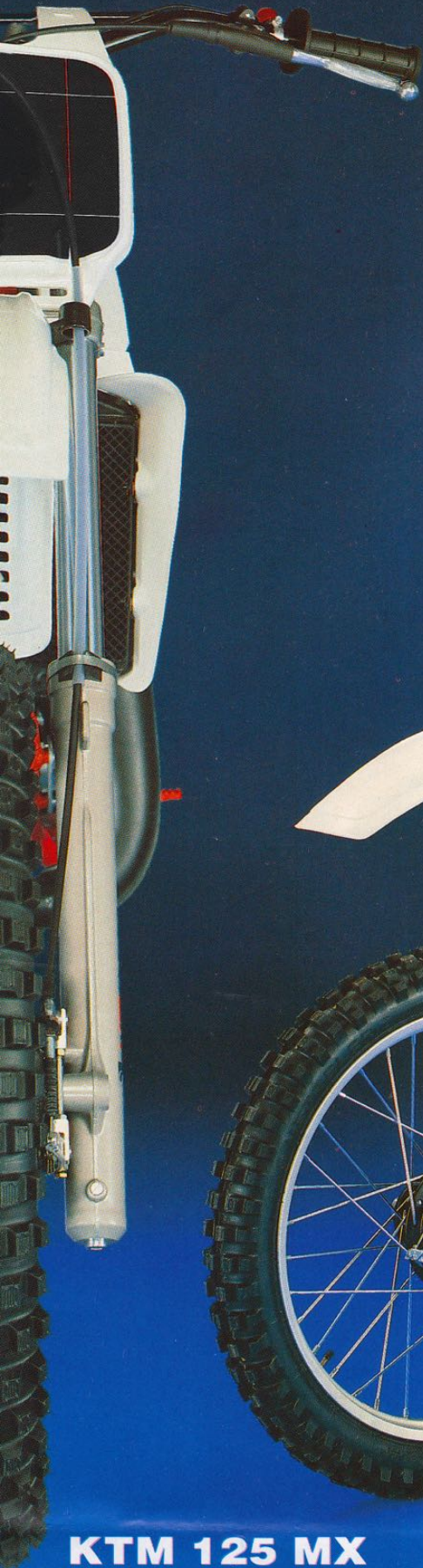


KTM 250 MX

KTM

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KTM 125 MX



KTM 495 MX

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KTM 125 MX



KTM 495 MX



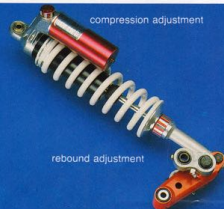
Powerful: New 125 KTM engine with wide range powerband and 34 HP output

THE CHALLENGER IN THE 125 CLASS

Revolutionary: New White-Power front fork exclusively for KTM 495 MX and 600 GS, perfect stability, excellent damping characteristics



compression adjustment



rebound adjustment

Long travel: New White-Power shock absorber unit with cast-on reservoir. Rebound and compression dampening separately adjustable.



„The fastest 125 Motocross machine that we have ever tested“, writes the american „Dirt-Bike“ magazine about the new KTM 125 MX. Superlight and with excellent performance: From the Grand Prix circuits directly into production. With only 87,2 kg dry weight the 125 MX is one of the lightest in its class. This perfect combination of power and weight has been made possible by design of a totally new engine. The full ca-

se-ree 2-stroke engine adds only 17 kg to the weight. KTM 125 MX: A Bantam Weight but with a heavy-weight's punch. The engine develops 34 HP at 10500 RPM. And that at full power as Dirt-Bike attests. The chassis is robustly constructed and well equipped. The single-tube frame, Pro-Lever rear wheel suspension and big performance front fork ensure excellent handling and stability.

● The redesigned tank improves weight distribution

● New White-Power shock absorber unit with cast-on reservoir
● New Pro-Lever system with 320 mm wheel travel

● Efficient twin leading shoe brakes
● New Light weight alloy rear swinging arm

● New full case-ree engine with 34 HP at 10500 RPM

● Long-travel telescopic front fork with 300 mm travel
● Efficient twin leading shoe front brake

KTM 125 MX



KTM 125 GS



KTM 420 GS



KTM 600 GS

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ENDURO MODELS

KTM starts next season with four new competition tested enduro models. The 125 GS and 250 GS are both based on the technology of this years liquid-cooled motocrossers. Double walled exhaust systems and

efficient silencers take due account of the tighter noise regulations. According to their intended service all models are fitted with special cross-country wide ratio gearing. The new enduro chassis guarantees perfect handling and stability, even under roughest conditions. The whole range of enduro models, including the 420 GS and 600 GS with 4-stroke engine, are fitted with progressive and efficient twin leading shoe bra-



KTM 250 GS

kes front and rear. A special feature is to be found in the 600 GS. The Upside-Down front fork identically fitted in the 495 MX, guarantees perfect stability plus excellent suspension characteristics.

Technical details

	125 MX	250 MX	495 MX	125 GS	250 GS	420 GS	600 GS
Engine:							
	Single cylinder 2-stroke						single cylinder 4-stroke
Cooling system	watercooled	watercooled	aircooled	watercooled	watercooled	aircooled	aircooled
Displacement	123,6 ccm	245,5 ccm	495 ccm	123,6	245,5	420	558
Bore/Stroke	54/54 mm	71/62 mm	92,25/74 mm	54/54 mm	71/62 mm	85/74 mm	94/81 mm
Compression ratio	14 : 1	14 : 1	11,8 : 1	14 : 1	14 : 1	10,8 : 1	9,6 : 1
Performance	34 hp	44 hp	56 hp	32 hp	42 hp	48 hp	45 hp
Transmission:							
Number of gears	6-speed	5-speed	4-speed	6-speed	5-speed	5-speed	5-speed
Primary drive	20 : 61	29 : 70	31 : 79	20 : 73	29 : 70	29 : 81	32 : 76
Transmission ratio							
1. gear	12 : 33	14 : 28	16 : 24	12 : 34	12 : 35	14 : 35	11 : 32
2. gear	15 : 31	16 : 26	18 : 21	15 : 31	14 : 27	15 : 24	12 : 24
3. gear	17 : 28	18 : 24	20 : 19	17 : 28	17 : 24	18 : 21	15 : 21
4. gear	19 : 26	20 : 22	27 : 21	19 : 26	20 : 22	20 : 19	17 : 19
5. gear	21 : 25	22 : 21	—	21 : 25	25 : 21	27 : 20	23 : 21
6. gear	20 : 21	—	—	20 : 20	—	—	—
Secondary drive	16 : 62	13 : 52	14 : 52	13 : 52	14 : 52	14 : 52	20 : 48
Clutch	multi disc clutch/oil bath type						
Drive chain	1/2 x 5/16"	1/4 x 5/8"	1/4 x 5/8"	1/4 x 5/8"	1/4 x 5/8"	1/4 x 5/8"	5/8 x 1/4"
Fuel:							
Gas/Oil mixture	1 : 30	1 : 40	1 : 50	1 : 30	1 : 40	1 : 50	Super
Fuel tank capacity	9,3 l	9 l	10 l	9,3 l	9 l	14 l	14 l
Carburator:							
	Dell'Orto Ø 36 mm	BING Ø 38 mm	BING Ø 40 mm	BING Ø 35 mm	BING Ø 38 mm	BING Ø 40 mm	Dell'Orto Ø 38 mm
Ignition system:							
	Motoplatt	Motoplatt	Motoplatt	SEM 12 V	SEM 12 V	SEM 12 V	Nippon Denso 190 W
Frame:							
	Large diameter chromemoly frame tubing with rear subframe section						
Fork:							
	Marzocchi PA 40 SL	Marzocchi PA 40 SL	White-Power	Marzocchi PA 40	Marzocchi PA 40	Marzocchi PA 40	White-Power
Wheel travel	300 mm	300 mm	300 mm	280 mm	280 mm	280 mm	300 mm
Rear wheel suspension:							
	Progressive leverage ratio („Pro Lever“) single shock system and special heattreated aluminium Alloy swingarm						
Wheel travel	320 mm	320 mm	330 mm	300 mm	300 mm	300 mm	280 mm
Wheels and Brakes:							
Wheel rims	Nordisk-special light weight alloy						
Front tire	3.00 - 21	3.00 - 21	3.00 - 21	3.00 - 21	3.00 - 21	3.00 - 21	3.00 - 21
Rear tire	4.60 - 18	4.60 - 18	5.10 - 18	4.50 - 18	4.50 - 18	4.50 - 18	4.50 - 18
Brakes	Double cam internal expending, drum diameter Ø 130 mm						
Dimensions:							
Total length	2150 mm	2175 mm	2190 mm	2175 mm	2175 mm	2200 mm	2200 mm
Wheelbase	1460 mm	1485 mm	1500 mm	1470 mm	1485 mm	1485 mm	1485 mm
Seat height	950 mm	950 mm	960 mm	960 mm	950 mm	950 mm	910 mm
Ground clearance	380 mm	350 mm	355 mm	350 mm	350 mm	350 mm	300 mm
Weight	87,2 kg	98 kg	105 kg	98 kg	107 kg	115 kg	134 kg

Specifications subject to change without notice

