

New KTM 950 Super Enduro R makes its debut at famous Erzberg Rodeo!



KTM presented the toughest, performance-oriented Hard Enduro ever produced at the just completed, legendary Erzberg Rodeo. Factory team rider David Knight won the two-cylinder King class category on the new 950 Super Enduro R while Giovanni Sala more than met the challenge with his start in the Red Bull Hare Scramble on the brand new 950 Super Enduro R.

The new 950 Super Enduro R had already created a real stir when it was first presented at the latest EICMA Motor Show in Milan where a motorcycle manufacturer had never before shown such a powerful Enduro of this type. Not surprising then that seldom has there been such excitement and suspense as when the 950 Super Enduro R went out to race for the first time.



Offroad Superlative

KTM has drawn on the wealth of experience that has given the company victory in countless offroad events and, as a logical consequence of this success with single-cylinder machines, has now produced the first two-cylinder Hard Enduro. And as the name suggests, the latest development coming out of the Mattighofen, Austria factory represents nothing short of a new offroad superlative. This 98 hp bike weighs just 190 kg and with its uncompromisingly, first class chassis components is the perfect representation of the KTM philosophy "Ready to Race".



Performance rich and total control

At the very heart of the new Super Enduro R is the well-known LC8 engine with a displacement of 942 ccm. With its very wide rpm-range,

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dramatic reserves of power and above all its light and extremely compact construction this bike is the perfect concept for offroad use. A modern constant-pressure Keihin carburetor ensures better controllability for the 98 hp as well as extremely smooth running.

A new dimension in chassis quality

The new 950 Super Enduro R two-cylinder Enduro is perfectly rounded off with a chassis made exclusively from the highest quality components. The backbone of the LC8 engine is the highly rigid, but extremely light tubular steel frame. The chassis layout is completed with an ultra light aluminium subframe. Fully adjustable suspension elements from WP Suspension, an high performance Brembo brake system and the elegant DID offroad wheels guarantee superior riding quality – offroad and onroad - for this 190 kg, ready to race bike.

Debut at Erzberg: First race – first victory

The first KTM two-cylinder Hard Enduro immediately delivered the best proof of its performance capability in its debut race at the legendary Erzberg Rodeo. Riding against almost 100 competitors, David Knight literally flew over the fast prologue course to score an impressive win in the two-cylinder class for the big bikes. For the crowning performance of the day, six times Enduro world champion and KTM factory rider Giovanni Sala chose the series model 950 Super Enduro R for the Red Bull Hare Scramble, the hardest one day event in worldwide Enduro competition.

The smiling Italian went into action at High Noon on race day on the first line of the grid and was already in a sensational fourth place at the first climb. While numerous riders got hopelessly stuck on the first key section, “Gio“ Sala mastered the difficult and equally famous “bathtub“ and “water pipe“ sections of the course. Because of the extreme terrain, the optimists had only expected the Super Enduro riders to work their way through a maximum of a third of the 14 sector controls. That made both the thousands of fans and the entire KTM Team even more thrilled when the Enduro legend was able to get all the way up to Checkpoint 9 before he had to retire.

After the victory in the twin-cylinder king class, KTM has again distanced itself dramatically from all other two-cylinder machines.

Comprehensive photo material on the KTM 950 Super Enduro R is available for download at www.ktmimages.com.

Also see www.ktm950superenduro.com



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Technical Data KTM 950 Super Enduro R

Engine:

Engine type: Two-cylinder, four-stroke
Displacement: 942 ccm
Bore/stroke (mm): 100 / 60
Compression Ratio: 11.5: 1
Power: 98 hp
Starter: e-starter
Transmission: 6 gears
Carburetor: Keihin constant-pressure carburetor, 43 mm
Control: 4V, DOHC
Primary ratio: 67: 35
Final drive: chain
Cooling: liquid-cooled
Clutch: wet, multi-disc clutch, operated hydraulically
Ignition: Denso battery ignition

Chassis:

Frame: tubular chromoly space frame, powder-coated
Subframe: Aluminium
Handlebar: Aluminium, conified
Front suspension: WP-USD fork, 48 mm
Rear suspension: WP PDS shock absorber, fully adjustable
Suspension travel front/rear: 250 / 255 mm
Front Brakes: Disc brake 300 mm, Brembo 2-piston floating caliper
Rear Brakes: Disc brakes 220 mm, Brembo 2-piston floating caliper
Front/rear rims: 1.85 x 21" / 2.5 x 18"
Front/rear tyres: 90/90-21" / 140/80-18"
Gear Ratio: 17:42
Main silencer: 2 x stainless steel with catalytic converter
Steering head angle: 64,4°
Weel caster: 119 mm
Wheelbase: 1570 mm
Ground clearance (unloaded): 296 mm
Seat height (unloaded): 920 mm
Tank capacity: 14.5 litres
Weight "Ready to Race": 190 kg