

## KTM X-BOW Media Information

### 79. International Motor Show Geneva 2009

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## **1. The KTM X-BOW for 2009 New model line-up, the X-BOW-Trophy, PowerParts & PowerWear**

The production version of the KTM X-BOW is celebrating its first birthday. Exactly one year ago, the production version of the KTM X-BOW made its world premiere at the Geneva Motor Show. To the rapturous applause of media and innumerable prospective buyers, who had given an enthusiastic welcome to the prototype unveiled one year earlier, it was confirmed that practically no changes had been made to the original design. The X-BOW had lost nothing of its radical nature, purist ethos or innovative technology on the way to series production.

Less than two and a half years had passed between the conception of the initial visionary idea by KTM CEO Stefan Pierer and KISKA CEO Gerald Kiska in the autumn of 2005 and the launch of the production model in the spring of 2008 in Geneva. Just six months later, the first customer KTM X-BOW was handed over to a very proud owner in the newly-built manufacturing plant in Graz. Such was the speed of KTM's timescale for the creation of a radical new automobile that even the most optimistic would have found it hard to believe. It was a schedule only made possible by close collaboration with partners such as Dallara and Audi and, more than anything else, by the wholehearted commitment of KTM's employees.

Almost 250 KTM X-BOWs were delivered to customers in the first six months of production and the order book stands at around 400 units. Meanwhile, KTM has moved away from the original plan to sell about 1,000 units per year. "Naturally, the general economic situation not only affects the large car manufacturers", explains KTM CEO Stefan Pierer. "We are also sensing the hesitance to buy that is currently demonstrated by many prospective buyers, both in the motorcycle market as well as with the X-BOW. We have an extremely lean manufacturing structure and can react very quickly to changes in circumstances. Adjusting our sales target from 1,000 units per year to around 600 is an acknowledgement of the current situation. However, at the same time we are intensifying our efforts in the X-BOW field, extending the model cycle and making significant improvements to our service partner network. Furthermore, we are providing an extremely attractive model line-up for 2009 that offers the appropriate vehicle for every prospective buyer's needs at very attractive prices. Moreover, we want customers and potential customers to form an even closer bond with the KTM brand by participating in the X-BOW Trophy and the RaceOrange program as well as by buying our special PowerParts and PowerWear products," concludes Pierer.

KTM is starting the 2009 model year by exhibiting five different X-BOW models at the 79th Geneva Motor Show together with many more new products; from the attractively priced entry-level model, the X-BOW Street (€49.980\*), and the X-BOW Clubsport, at €59.980\* the perfect entry-level model for the racetrack, to the FIA-homologated race vehicle for professionals, the X-BOW GT4 (€82.900 plus national taxes and import duties). The 2009 range now also includes a further two attractive models: the X-BOW Superlight features all available technologies and radical lightweight construction, and the limited-edition X-BOW ROC, produced in homage to KTM's participation in the most prestigious motorsport event of the year, the 'Race of Champions'. The ROC model is celebrating its world premiere at the 2009 Geneva Motor Show, together with the new X-BOW Street.

In addition, KTM will be providing information on the X-BOW Trophy 2009, the extensive, spectacular RaceOrange program and the PowerParts and PowerWear collections created especially for the X-BOW.

## 2. The KTM X-BOW Street

With its aggressive design and immense sporting potential, the X-BOW is a milestone in 50-year history of the KTM brand. At the same time it represents a new benchmark in the small but elite segment of radical lightweight sportscars. This exceptional achievement is the result of its highly original design concept and the fact that for its first car, KTM employed the finest materials, advanced technology and the know-how of respected development partners. The result is a street-homologated sportscar with pedigree motorsport technologies – including a cutting edge monocoque made from carbon fibre, identical to those that have become standard in modern Formula 1, for example, because of its weight and safety advantages.

Thanks to the car's light weight and the 177 kW (240 hp) Audi 2.0 TFSI engine, the KTM X-BOW sets new performance standards and outstrips even far more powerful sportscars. Weighing in at around 790 kilograms, it accelerates from a standing start to 100 km/h in only 3.9 seconds. At the same time, low fuel consumption (7.9 litres/100 km) and exhaust emissions (187.23 g/km) rival those of powerful compact cars.

But the X-BOW isn't just a racing machine, even if it does achieve spectacular performance on the race track. With its modern technologies and exceptional dynamics, it's also oriented towards sporty drivers who seek a purist driving experience on the road. By foregoing electronic assistance and extraneous, heavy comfort features, the X-BOW offers an unfiltered driving adventure. This is made possible by the double wishbone suspension front and rear, the exposed mechanical components and the unadulterated concept that leaves the X-BOW without a roof, doors or a windscreen. The sportscar's only concession is a 70 mm high, transparent wind deflector. So driving the KTM X-BOW becomes an experience with an immediacy that otherwise can only be felt when riding a motorbike or driving a single-seater racing car.

For the 2009 model year, there is a new X-BOW product line-up – with ownership of the new sportscar phenomenon from KTM starting at only 49,980 Euros (plus national taxes and import duties) for the X-BOW Street that, even with its basic configuration, offers the absolute maximum in driving pleasure.

### The Street series features in detail

- Carbon fibre monocoque with crash box, both in clear coat finish
- Audi 2.0 TFSI engine with direct fuel injection and 177 kW (240 hp)
- Smooth racing underbody, front splitter and rear diffuser in aluminium composite
- Individually adjustable pedals and adjustable multi-function steering wheel
- 'Keyless Go' system
- Lacquered alloy wheel rims
- Four-point safety harness

Factory-fitted special options are also available: a removable steering wheel, limited-slip differential or street-homologated semi-slick tyres – and of course a wide selection of KTM PowerParts.

### 3. The KTM X-BOW Clubsport

When KTM CEO Stefan Pierer and designer Gerald Kiska had the idea for their first four-wheeled vehicle, the objective was soon clear. It stemmed from KTM's company philosophy, which demanded that the X-BOW be a true 'Ready to Race' product. The revolutionary supersport car had to be equally at home in all driving situations, whether on the road or on the racetrack. As a result, the best specialist partner was selected to turn the radical idea into a reality: Dallara. The famous Italian motorsport and supersport car manufacturer has been victorious with its designs in practically every leading race series around the world. KTM and Dallara defined the key performance targets; and with lateral acceleration of 1.5 g and downforce of around 200 kilograms at 200 km/h, the objective was to set new performance records for production vehicles approved for use on the road.

Naturally, all these requirements were met and the KTM X-BOW Clubsport has proven this to amateurs and professionals alike, both on and off the racetrack. And now there is a special X-BOW, tuned to the needs of all those drivers who enjoy a regular outing on the race circuit. The Clubsport model perfectly combines approval for road use with advanced features for the racetrack. Above all, with regard to safety, it raises the bar on the already-unrivalled standard. The chassis, which already employs formula racing technology with its adjustable shock absorbers (including preload adjusters) in a pushrod arrangement, now offers even greater fine tuning options for ambitious amateur racers and semi-professionals alike, with adjustable stabilisers and pushrods.

But above all, for 59,980 Euros (plus national taxes and import duties), the X-BOW Clubsport offers its owners safety technology from GT motorsport, raising the extremely high level of safety provided by the monocoque even further in several ways. The rollover bars are made from steel and the front rollover protection structure of the monocoque is further enhanced. Side 'protection drops' have been added, which prevent the wheels of other vehicles becoming entangled, along with a six-point safety harness, emergency stop switch, racing head supports, a fire extinguisher and a dry battery.

#### **Standard Clubsport equipment in detail:**

- Carbon fibre racing monocoque with crash box made from visible carbon fibre
- Audi 2.0 TFSI engine with direct fuel injection
- Mechanical limited-slip differential
- Racing underbody and rear diffuser in aluminium composite and carbon fibre front splitter
- Performance suspension with adjustable rebound and compression damping and preload adjuster
- Adjustable pushrods and anti-roll bars front and rear
- Lateral crash guards and steel rollover bar
- Six-point safety harness, racing head supports, steel towing eyes
- Main power kill switch, hand-held fire extinguisher and dry battery
- Individually adjustable pedals
- Adjustable and removable multi-function steering wheel

#### 4. The KTM X-BOW Superlight

Weight reduces performance and detracts from the pleasure of driving. That's why you won't find many of the conventional 'comfort features' in the KTM-X-BOW. The radical construction, without a roof or windscreen, and the omission of air-conditioning and an entertainment system, are all intended to focus the user's concentration on a driving experience that is so pure as to be similar to that of a motorbike. But that's not all: for the first time ever in the history of series-production cars, a chassis made completely of carbon fibre – or to be more precise, a carbon fibre monocoque – has been employed.

For many years this chassis technology has formed the 'safety net' in Formula 1 and other single-seater racing formulae, but on the road there have been only a very small number of supersports cars in the very highest price category that have used a carbon fibre monocoque. KTM is proud to be the first company to offer this chassis technology in an affordable form. Together with racing and sportscar manufacturer, Dallara, and carbon fibre specialist, Wethje, the Austrian company has made the lightweight X-BOW a reality.

Carbon fibre, the high-tech material from aerospace and Formula 1, opens up completely new possibilities for sportscar construction that have been extensively exploited in the X-BOW's construction. It combines an incomparably strong structure – 35,000 Nm/o despite the open cockpit – with extremely low weight (the complete carbon composite monocoque weighs only 90 kilograms) and unrivalled safety. The X-BOW's high-strength survival cell satisfied the stringent demands of the FIA crash tests right from the start.

As the X-BOW Superlight model, this unique sportscar from KTM displays its motorsport-derived technology for all to see. Added to the advanced monocoque, to which is mounted a carbon crash box and inboard pushrod suspension, are the black body panels of visible carbon fibre that give the Superlight its unique, technoid appearance. The flagship model in the X-BOW line-up is comprehensively equipped. For 79,980 Euros (plus national taxes and import duties) this model comes complete with limited-slip differential, lightweight alloy wheels with a single central wheel nut, lap timer and much, much more.

##### **The Superlight series features in detail:**

- Carbon fibre monocoque with crash box in clear coat finish
- Audi 2.0 TFSI engine with direct fuel injection and 177 kW (240 hp)
- Smooth racing underbody, front splitter and rear diffuser in carbon composite
- Body panels and wheel covers in carbon fibre
- Individually adjustable pedals
- Adjustable and removable multi-function steering wheel
- 'Keyless Go' system
- Performance suspension, with adjustable compression and rebound rates, and with preload-adjuster
- Limited-slip differential
- Lacquered light-alloy wheels with single central wheel nut

## 5. The KTM X-BOW GT4

Motorsport ranks very highly at KTM – there's a valid reason behind the company motto 'Ready to Race'. No wonder that at the same time as planning for series production of the X-BOW, preparations were already being made for deploying the company's first sports car on the racetrack. As with the standard production vehicle, KTM relied heavily on the extensive experience of Dallara in developing the X-BOW GT4. The racing car was tested for the first time as early as February 2008. The official debut followed in March, along with the compulsory FIA crash test, which was passed at the first attempt. In April, the X-BOW competed in its first official race – the legendary 'Tourist Trophy' at Silverstone – not only winning the Super Sport category, but also gaining a place in the top five overall, first time out. Long before the first series X-BOW road cars left the production line, KTM had already registered success on the track. The company could rightly claim that the X-BOW was born on the racetrack and, of course, it adopted important insights from this motorsport involvement into the standard production model. After the successful curtain-raiser at Silverstone, the good results kept coming. The first podium finish followed only a few weeks later with a third in the GT4 overall placings. In the final race of the 2008 season at Nogaro, the X-BOW also earned its first pole position – ahead of all other (more powerful) GT4 vehicles. Victory in the Super Sport class had already long been assured; the first three places were taken by three KTM drivers (Christopher Haase, Dennis Retera and Catharina Felser).

Since the beginning of January 2009, KTM has been passing on this successful motorsport technology to its customers. The X-BOW GT4 costs a modest 82,900 Euros (plus national taxes and import duties), while at the same time satisfying the strictest safety requirements. For example, the standard high-strength aluminium rollover bars fitted to the road car are replaced with steel, and the flanks of the vehicle are protected against penetration by particularly sharp objects with an extra layer of Kevlar. Additional special side-impact protection has been mounted between the front and rear wheels to prevent the wheels of other vehicles becoming entangled. The KTM X-BOW GT4 fulfilled FIA crash regulations according to Article 258a at the first attempt and therefore boasts the same safety standards as dedicated open wheel and ALMS vehicles. A 70-litre safety fuel tank, with filler openings on both sides for rapid refuelling, guarantees short turnaround times at pit stops. In addition, the X-BOW GT4 has been fitted with a racing exhaust system, special aerodynamic bumpers and headlight covers, as well as a retuned chassis with adjustable anti-roll bars and pushrods, front and rear.

However, the X-BOW GT4 offers even more advantages over its road-approved standard production variant: above all, the modular superstructure, which allows the vehicle to be repaired as flexibly as a construction kit. In the event of an accident – as long as the monocoque remains undamaged and the mounting points are not deformed – damaged parts can be replaced in a matter of minutes, normally leaving the X-BOW 'Ready to Race' again in record time. This 'modularity' naturally reduces the running costs – so important in motor racing. Another important factor in cost reduction is the 240hp TFSI engine from Audi. The two litre unit with turbocharger is not only reliable, it is also extremely economical. Thanks to its modern petrol direct-injection system, the most efficient drive technology currently available that has already proven a great success in the long-distance classic at Le Mans, X-BOW drivers can now also benefit from fewer and shorter pit stops.

**Standard equipment in detail:**

- Carbon fibre racing monocoque with crash box
- Audi 2.0 TFSI engine with direct fuel injection and 177 kW (240 hp)
- Smooth racing underbody, front splitter and rear diffuser in carbon composite
- Carbon fibre body panels and aerodynamically optimised wheel covers
- Carbon fibre side guards and rear bumper
- Six-point safety harness, steel roll-over bar, racing head guard
- Ignition master switch, fire extinguisher system and steel towing eyes
- Individually adjustable pedals
- Adjustable and removable multi-function steering wheel
- Racing suspension with adjustable pushrods
- Limited-slip differential
- Dry battery

An air-jack system is also available as a factory-fitted option for fast and simple lifting of the vehicle during pit stops.



## 6. The KTM X-BOW ROC

The 'Race of Champions' is the crowning highlight of every motorsports year, with the world's best racing and rally drivers at the wheel of different vehicles in exciting head-to-head races in front of thousands of thrilled motorsports fans. Legendary drivers such as Michael Schumacher, Sebastien Loeb, Tom Kristensen and Matthias Ekström were among those participating in the December 2008 event at London's Wembley Stadium, which also marked the first appearance of the KTM X-BOW.

The organisers, in particular rally legend Michelle Mouton, were fascinated by the revolutionary, lightweight supersports car from Austria. "The X-BOW is an exciting new sportscar – it generates an incredible furore with its spectacular design alone," said Mouton, the most successful and best-known female rally driver of all time. And the participating racing drivers were all unanimous in their enthusiasm for the X-BOW. Formula 1 legend David Coulthard commented, "It's an ingenious car concept that also looks quite simply unique." Sebastian Vettel enthused that "Driving the KTM X-BOW is incredible fun," while multiple world rally champion Sebastien Loeb called it simply "a great car!"

Everyone at the young car manufacturer is extremely proud of the X-BOW's performance at the Race of Champions; so much so, it was logical that a special limited-edition series, named 'Race of Champions', or ROC for short, should be produced. Unique details featuring on the series of 30 units include: exclusive ROC design on the body panels and the weight-saving all-carbon body; the sports exhaust which attracts special attention with its deep sound; specially painted light-weight alloy wheels with a central wheel nut; adjustable sports suspension; and a removable multi-function steering wheel. The price for the ultimate supersports car of champions is 69,980 Euros (plus national taxes and import duties).

The ROC series features in detail

- Carbon fibre monocoque with crash box in clear coat finish
- Audi 2.0 TFSI engine with direct fuel injection
- Smooth racing underbody, front splitter and rear diffuser in carbon composite
- Body panels and wheel covers in carbon fibre
- Exclusive paintwork in ROC design
- Individually adjustable pedals
- Adjustable and removable multi-function steering wheel
- 'Keyless Go' system
- Performance suspension, with adjustable compression and rebound rates, and with preload-adjuster
- Limited-slip differential
- Lacquered light-alloy wheels with central wheel nut in ROC design
- Plus: Schuberth helmet and X-BOW indoor cover



## 7. Pioneering Innovations in the KTM X-BOW

The KTM X-BOW is the first standard volume production vehicle to boast a monocoque made completely from composite carbon fibre material – a trailblazing and pioneering technology, previously reserved exclusively for racing cars or supercars manufactured in small volumes. However, the high-strength safety cell is not the only innovation to be found in the first four-wheeled vehicle from KTM.

### **Steering wheel system with infrared data transmission**

A monocoque structure usually offers very limited space, as can be seen when Formula 1 drivers squeeze themselves into their single-seater cockpits. The X-BOW is completely different in this respect. Climbing aboard through the large opening is relatively straightforward, especially as the protruding underbody can be used as a foot step boarding aid. Once seated, drivers will find impressive legroom. This is not only due to the adjustable pedal box, but also thanks to the compact design of the steering wheel, which presents several surprises and innovations.

First, the X-BOW steering wheel is removable (either as standard or available as an option, depending on model). This is a novelty for a vehicle approved for use on the road, and is not normally permitted due to safety reasons. This homologation hurdle was cleared by using a special design with two safety rings that must be operated simultaneously and therefore with both hands in order to remove the steering wheel. The steering wheel is also adjustable for height (by 50 mm) and for reach (by 70 mm), allowing each driver to create the best position for their stature.

The “data transmission problem” was also solved by innovative means. Because the X-BOW is not equipped with a conventional dashboard, all controls were transferred to the steering wheel. The driver therefore always has direct access, whether to indicators or to the lap timer, in his or her line of sight. Data transmission between steering wheel and steering column is performed by means of infrared and the power supply to the steering wheel is established via induction. So much innovation requires protection and the entire steering wheel system is patented by KTM.

### **The safety cell: high-strength carbon monocoque**

Five layers of carbon fibre, epoxy resin, elaborate craftsmanship and autoclave technology – all come together to produce the dual-wall, two-part X-BOW carbon fibre monocoque weighing only 90 kilograms. With this innovative structure KTM is setting new standards, not only in automobile series production, but also in automotive safety standards.

There are very good reasons behind carbon fibre monocoques being employed over the past decades as the safety net in many top forms of racing, particularly in Formula 1. Dallara, the motorsport and supersport car specialist has long been regarded as an expert in the development of carbon technology. The famous Italian company is chiefly responsible for the X-BOW design work, while the expertise of the Wethje Group in southern Germany is exploited for production of the ‘tubs’. Wethje is one of Europe’s most experienced specialists in carbon components, supplying many renowned car manufacturers as well as Formula 1 and touring car racing teams.



The two-seater, carbon-composite monocoque developed for the X-BOW is a solid supporting structure, embodying a high degree of safety in its construction – but it only weighs approximately 90 kilograms. The carbon fibre design allows the combination of extremely low weight with an unbelievably high level of stiffness. The X-BOW provides 35,000 Nm/o of torsional rigidity – double the standard value for open-top vehicles, such as convertibles, of conventional construction.

The monocoque is supplemented by a carbon-sandwich crash-box at the front of the vehicle, which complies with the stringent FIA safety regulations for FIA-GT and Formula 3, as proven in the crash tests conducted voluntarily by KTM. In these tests, the crash-box/monocoque combination is crashed at 60 km/h into a non-deformable concrete wall. After impact, the monocoque itself has to remain completely undamaged, while the predetermined limits for head and neck loads on the dummy may not be exceeded. In the event of rollover, the aluminium roll bars integrated into the monocoque ensure optimum protection – they can withstand loads of up to 2.5 times the weight of the vehicle.

In addition, driver and passenger are each protected by a four-point safety harness, as used in motor racing, with an upgraded five-point or six-point harness available as an option. The standard lap and shoulder belts are adjustable individually and incorporate an anti-submarining system supplied by Schroth. Of particular importance for the driver, deformable elements are integrated into both the steering wheel and the steering column.

#### **Modular construction reduces repair costs**

KTM is proud that the innovative X-BOW is manufactured in a so-called 'horizontal marriage' and not in the classic 'vertical marriage' customary in vehicle production. As a consequence, the X-BOW essentially consists of three modules that are joined together horizontally and manually by the employees in the Graz factory.

The monocoque tub forms the central core of the car. The radiator is attached to it and the fuel tank is installed, along with all the important parts of the cockpit. At the rear, an aluminium subframe supports the engine and transmission, while at the front, the carbon-sandwich crash-box is attached. This not only simplifies the production process; above all, it has a positive effect on damage repair in the event of accidents.

Today, the X-BOW has been on the market for more than six months with over 350 vehicles sold and more than 200 delivered to customers. In that time, not a single monocoque has been damaged to the extent that it has needed repair, let alone replacement. This demonstrates not only the design and stability of the safety cell, it also means that in all accidents so far, only add-on parts have had to be replaced – a significant factor as far as repair costs and repair times are concerned. Traditional repair work, such as rectifying mis-shaped body parts or deformed structural parts on a steel car, no longer has to be considered. Even damage after more serious accidents is rectified mostly only by exchanging the crash-box and replacing suspension parts.



### **Three-part motorsport underbody for aerodynamic downforce**

About 50 kilograms of downforce at 100 km/h; almost 200 kilograms at 200 km/h – such values are normally associated with Formula racing cars, and not, as a rule, with road vehicles, whatever the brand, and definitely not with cars manufactured in series production. But the KTM X-BOW sets a new benchmark.

This is down to the completely flat, cladded, motorsport underbody, otherwise only to be found on Formula racing cars. The X-BOW underbody, which is made from aluminium/glass-fibre reinforced plastic (on the Street) or completely from carbon, consists of three parts.

The front splitter attached to the carbon-sandwich crash-box is the first element in line to control air flow. It is extremely robust and even withstands occasional contact with kerbs and other obstacles. The second element, the central part, is fastened to the monocoque and, in addition to its aerodynamic function, also serves as an air baffle – guiding the air behind the front wheels to the laterally mounted radiators – and as a boarding aid for climbing into the cockpit.

The third and final underbody part, and the most important, is the diffuser attached to the rear subframe. Shaped like an 'inverted wing' and assisted by the compressed air flow under the vehicle, it generates the aerodynamic downforce that 'sucks' the X-BOW towards the ground – the greater the speed, the greater the pressure, the greater the downforce. The 'ground effect' produced is so large that it creates drag and prevents the car from achieving a higher top speed. This is a deliberate choice, as KTM's first four-wheeled vehicle is all about maximum cornering speed, not attaining the highest possible velocity.

### **Latest TFSI engine technology from Audi**

KTM deliberately selected a proven, powerful TFSI petrol engine from Audi for the powerunit in the X-BOW. The 2-litre four-cylinder TFSI engine from Ingolstadt complies with all principles of the X-BOW. It combines lightweight and powerful components with intelligent emissions technology.

The outstanding attribute of the 1,984 cc engine is the Fuel-Stratified direct petrol Injection (FSI) system that made Audi the dominant force for years at the legendary Le Mans 24 hour race, coupling the highest levels of efficiency with exceptional performance. With FSI technology, injection takes place at a pressure level between 30 and 110 bar. Hence, the turbocharged engine produces maximum power of 177 kW (240 hp) at 5,500 rpm, whilst the maximum torque of 310 Nm is available from 2,000 to 5,500 rpm. In addition, the engine application was optimised for the X-BOW, in order that the turbo lag was reduced to a minimum and the responsiveness improved.

Along with excellent driving characteristics and optimal levels of responsiveness, this technology combined with the low weight of the KTM X-BOW, guarantees sensationally low average fuel consumption. The MVEG standard consumption is no more than 7.9 litres of petrol per 100 kilometres, representing CO<sub>2</sub> emissions of 187.23 g/km – so KTM's supersport car (with acceleration to 100 km/h in only 3.9 seconds) is as environmentally friendly as a compact car with a standard petrol engine.

## **8. “Ready to Race”: The KTM X-BOW and the road to the racetrack**

The KTM X-BOW was developed in absolute record time – but it wasn't only the series-production vehicle that rapidly grew from an idea into reality. The competition variant for the GT4 Supersport category was also prepared for the racetrack in less than four months, thanks to KTM's outstanding cooperation with the race car experts from Dallara and the German motor racing team, Reiter Engineering.

Together with the experienced Reiter Engineering team, KTM started to look for the ideal racing series for the X-BOW. That was quickly identified as the GT4 European Cup, run by the SRO under Stephane Ratel's leadership. There KTM could race in the Supersport class against competitors from Lotus, Donkervoort and Ginetta, and also battle with teams with far more powerful engines in their Aston Martin N24, BMW Z4 M, Ford Mustang, Porsche 911 and Nissan 350Z cars.

The decision by KTM to race in 2008 under the banner of the private Reiter Engineering team instead of racing under the KTM name was carefully considered and proved an excellent move; the pilot project accelerated both the establishment of customer motorsport activities and the manufacturing of the series-production vehicle.

### **“Ready to Race” in record time – the birth of the KTM X-BOW GT4**

18.12.2007: Meeting between KTM/Dallara/Reiter, decision to build two GT4 vehicles

30.01.2008: First test with the series-production X-BOW in Misano (Italy)

18.02.2008: First test in Adria (Italy) with the regulation semi-slick tyres

07.03.2008: Test in Adria (Italy) to define the chassis' racing setup

13.03.2008: Official SRO test in Monza (Italy), presentation of the race car

18.03.2008: FIA crash tests successfully completed

Ambitious goals were set for the first season – after all, the private Reiter Engineering team had the support of KTM and both partners wanted to win the title in the Supersport class. The extremely positive results throughout the season were nevertheless surprising and more than pleasing for the team behind the revolutionary sports car concept.

### **The first competition year for the KTM X-BOW GT4**

- 31.03.2008: SRO comparative test in Nogaro (France)
- 19.04.2008: First official race in the 'Tourist Trophy' at Silverstone (Great Britain)
- 19.04.2008: First victory in the Supersport category
- 20.04.2008: First 'Top 5' overall position in the GT4
- 18.05.2008: First podium in the overall rankings of the GT4
- 03.10.2008: First pole position in the GT4
- 05.10.2008: Christopher Haase wins the GT4 Supersport European Cup
- 05.10.2008: Three KTM drivers take the first three places in the Supersport ranking
- 23.11.2008: Outstanding 7th place (!) finish in X-BOW's first endurance race

The final competitive highlight for the X-BOW in 2008 was its first participation in an endurance race. At the legendary '6 Hours of Vallelunga', KTM competed with the X-BOW GT4 against an overwhelming armada of LMP1 prototypes, GT2 and GT3 racing cars. After qualifying 21st, Catharina Felser, Reinhard Kofler and Fabian Peroni brought the X-BOW over the line without any significant problems to finish in an impressive 7th place overall. This astonishing result was thanks to the economical Audi TFSI engine, reliable chassis engineering and faultless racing by the drivers – allowing the X-BOW to once again leave its calling card as a highly competitive racing car.



## **Race Orange: Experience the KTM X-BOW on the racetrack on your own**

Built equally for the road and the racetrack, the X-BOW can best reveal its talents on a closed circuit. There is therefore no better opportunity for anyone interested than the Race Orange events, to experience the X-BOW there where it feels most at home: on Europe's most popular and demanding racetracks! Here, you can get to know and even dauntlessly pilot what is probably the most modern and exciting sports car in the world.

The programme is designed and varied for curious newcomers and experienced Track Day racers alike – after the introduction there is plenty of time for “hot laps” on the racetrack. A perfect, unbureaucratic, yet professional environment, packed into an unbeatable package with plenty of extras, all organised and run by experienced professionals. KTM provides experienced racing drivers as instructors for the Race Orange participants. All of them have the same goal: to have fun, to hone their driving skills and senses– and experience the fascination of the racetrack accompanied by friends.

The event organised by KTM consists of a wide-ranging, one-day training programme, including personal supervision, petrol, etc. Even the vehicle is provided by KTM – which does not mean that X-BOW owners are not welcome; quite the opposite. They can also use the circuit, booked exclusively by KTM for these track days, on payment of a contribution towards expenses and test themselves and their vehicles to the limit.

### **Race Orange events 2009:**

- 31. March 2009 Circuit de Bresse (F) near Lyon
- 23. April 2009: Pannonia Racetrack (H) near Vienna, Graz and Budapest
- 24. May 2009: Anneau de Rhin (F) near Basel, Freiburg and Strasbourg
- 17. July 2009: Circuit LFG (F) near Paris
- 20. August 2009: Baden Airpark (D) near Baden Baden, Stuttgart and Strasbourg

Price: 1,190 Euros per person, 490 Euros for participants with their own vehicle





### **Race Orange partner training events 2009:**

In the form of the X-BOW, KTM has produced a revolutionary supersport car that has caused quite a sensation, above all, among experienced sports drivers. KTM was therefore able to make reservations for race training with the best known organisers exclusively for X-BOW owners. Nürburgring North Loop, Spa-Francorchamps and Brno - track names that make sports car drivers' hearts race!

KTM is a guest at the traditional Nürburgring "sport auto" Perfection Training on the North Loop. There are now three dates to choose from and at each one there is a special X-BOW group!

#### "sport auto" Perfection Training events 2009

26./27. May: Nürburgring North Loop (D)

07./08. July: Nürburgring North Loop (D)

05. October: Nürburgring North Loop (D)

Price: €1,580 for the two-day training session (inclusive), €790 (inclusive) for the one-day

The successful "NJ Sportfahrschule" is a racing driver school that has made a real name for itself with renowned instructors and excellent courses on the demanding Spa-Francorchamps circuit. KTM has also been able to reserve sessions exclusively for groups of X-BOW drivers at the "NJ Sportfahrschule". Here too, there is a special X-BOW group!

#### "NJ Sportfahrschule" Perfection Training events 2009:

20./21. April: Spa Francorchamps (B)

15./16. June: Masaryk-Ring Brno (CZ)

Price: 1,595 Euros for the two-day training session (inclusive)

KTM is, of course, available to answer any questions relating to Race Orange events. No matter whether you'd like to book a Race Orange Field Day or just have questions regarding the schedule of events: [x-bow@raceorange.com](mailto:x-bow@raceorange.com)!





## **10. PowerParts & PowerWear: Equipment for the X-BOW and its owner**

The KTM X-BOW not only wins over customers with unrivalled technological solutions and resulting spectacular performance, with its radical and purist design, an extraordinary emphasis is also placed on appearances. With KTM X-BOW PowerWear, owners are always going to be on the right track too, and best equipped for every situation.

Along with X-BOW-branded fashionable leisurewear, there is also a wide range of special functional clothing to maintain the level of driving pleasure in spring and autumn as well as summer. To create PowerWear, KTM cooperated with the company Schöffel, which can draw on many years of experience designing functional clothing. And so the ideal apparel for X-BOW owners was developed – stylish, but at the same time extremely functional.

For all those who want to take their X-BOW to the racetrack, KTM has now entered into another partnership. The Italian company OMP is producing and supplying driver's suits, gloves and racing shoes made exclusively for KTM – naturally, in the X-BOW design. Customers can confidently rely on the 35-year experience of OMP in the fields of design and production of race clothing.

However, the range of 'accessories' is not exclusively aimed at KTM X-BOW owners and their families. In the form of 'PowerParts', KTM also offers extremely attractive tuning parts and accessories for the car, specially developed and extensively tested – and produced in collaboration with leading manufacturers. From sports exhaust systems, to engine upgrades, a variety of wheels and tyres, or even decal sticker sets – the PowerParts collection offers a huge selection for every X-BOW fan.

Further information on both PowerWear and PowerParts can be found at [www.ktm-x-bow.com](http://www.ktm-x-bow.com) and of course in all KTM shops and at all X-BOW service partners.

## 11. Technical Specifications

### Full details and dimensions of the KTM X-BOW Street

**Bodystyle:**

Mid-engined two-seater open extreme sports car

**Chassis:**

Carbon composite monocoque, transverse engine, rear-wheel drive, fully independent suspension

**Engine:**

Make	Audi 2.0 TFSI
Type	Turbo-charged, 4-cylinder petrol with direct fuel injection
Capacity	1984 cc
Bore & Stroke	82.5 x 92.8 mm
Max power	240 hp (177 kW) at 5500 rpm
Max torque	310 Nm (229 lb ft) from 2000 to 5500 rpm
Valves	16 (4 per cylinder)
Materials	Cast iron block, aluminium alloy cylinder head
Emissions class	Euro 4 compliant

**Transmission**

Type	6-speed manual	
Ratios	1 <sup>st</sup> gear	3.36:1
	2 <sup>nd</sup> gear	2.09:1
	3 <sup>rd</sup> gear	1.47:1
	4 <sup>th</sup> gear	1.09:1
	5 <sup>th</sup> gear	1.11:1
	6 <sup>th</sup> gear	0.91:1
	Reverse	3.9898:1

**Suspension:**

Front: Fully independent double wishbones with twin push-rod operated concentric coil spring/damper units mounted on top of the monocoque, anti-roll bar

Rear: Fully independent double wishbones with concentric coil spring/damper units, anti-roll bar

**Steering:**

System	Rack and pinion [unassisted]
Turning circle	10.8 metres
Steering wheel	290 mm diameter

**Brakes:**

System	Hydraulic [unassisted]
Front	Brembo 305 mm ventilated slotted discs with 4-piston fixed calipers
Rear	Brembo 262 mm ventilated slotted discs with 2-piston fixed calipers
Parking Brake	Caliper on rear disc

**Wheels & Tyres:**

Front	17 x 7.5 inch alloys with 205/40 tyres
Rear	18 x 9.5 inch alloys with 235/40 tyres

**Dimensions**

Length	3738 mm	Width	1900 mm
Height	1205 mm	Wheelbase	2430 mm
Track front	1644 mm	Track rear	1624 mm

**Weights and Capacities**

Dry weight	790 kg / 1741 lb
Front/rear % split	37 / 63 % [static]
Front/rear % split	35 / 65 % [aerodynamic]
Fuel tank	40 litres [98 RON unleaded petrol]

**Performance:**

0 to 62 mph	3.90 sec
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**Lateral Acceleration:**

Standard tyres	1,50 g max
Semi Slicks	1,80 g max

**Maximum Speed:**

Vmax	137 mph
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**Braking to standstill:**

62 mph to 0	32.9 metres [Standard tyres, warm brakes]
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**Aerodynamic Performance – Downforce:**

At 62 mph	48 kg
At 124 mph	193 kg

**Fuel Consumption:**

MVEG	7.9 l/100 km
Range	> 500 km
C02 g/km	189
Emissions class	Euro4

**Warranty & Servicing:**

Warranty duration	Two years
Service intervals	Every 12 months



## Full details and dimensions of the KTM X-BOW Clubsport

### Bodystyle:

Mid-engined two-seater open extreme sports car

### Chassis:

Carbon composite monocoque, transverse engine, rear-wheel drive, fully independent suspension

### Engine:

Make	Audi 2.0 TFSI
Type	Turbo-charged, 4-cylinder petrol with direct fuel injection
Capacity	1984 cc
Bore & Stroke	82.5 x 92.8 mm
Max power	240 hp (177 kW) at 5500 rpm
Max torque	310 Nm (229 lb ft) from 2000 to 5500 rpm
Valves	16 (4 per cylinder)
Materials	Cast iron block, aluminium alloy cylinder head
Emissions class	Euro 4 compliant

### Transmission

Type	6-speed manual, mechanical locking differential	
Ratios	1 <sup>st</sup> gear	3.36:1
	2 <sup>nd</sup> gear	2.09:1
	3 <sup>rd</sup> gear	1.47:1
	4 <sup>th</sup> gear	1.09:1
	5 <sup>th</sup> gear	1.11:1
	6 <sup>th</sup> gear	0.91:1
	Reverse	3.9898:1

### Suspension:

Front:	Fully independent double wishbones with twin push-rod operated concentric and adjustable coil spring/damper units mounted on top of the monocoque, anti-roll bar [adjustable]
Rear:	Fully independent double wishbones with concentric and adjustable coil spring/damper units, anti-roll bar [adjustable]

### Steering:

System	Rack and pinion [unassisted]
Turning circle	10.8 metres
Steering wheel	290 mm diameter, detachable

### Brakes:

System	Hydraulic [unassisted]
Front	Brembo 305 mm ventilated slotted discs with 4-piston fixed calipers
Rear	Brembo 262 mm ventilated slotted discs with 2-piston fixed calipers
Parking Brake	Caliper on rear disc



**Wheels & Tyres:**

Front	17 x 7.5 inch alloys with 205/40 tyres
Rear	18 x 9.5 inch alloys with 235/40 tyres

**Dimensions**

Length	3738 mm	Width	1900 mm
Height	1205 mm	Wheelbase	2430 mm
Track front	1644 mm	Track rear	1624 mm

**Weights and Capacities**

Dry weight	805 kg / 1775 lb
Front/rear % split	37 / 63 % [static]
Front/rear % split	35 / 65 % [aerodynamic]
Fuel tank	40 litres [98 RON unleaded petrol]

**Performance:**

0 to 62 mph	3.90 sec
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**Lateral Acceleration:**

Standard tyres	1,50 g max
Semi Slicks	1,80 g max

**Maximum Speed:**

Vmax	137 mph
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**Braking to standstill:**

62 mph to 0	32.9 metres [Standard tyres, warm brakes]
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**Aerodynamic Performance – Downforce:**

At 62 mph	48 kg
At 124 mph	193 kg

**Fuel Consumption:**

MVEG	7.9 l/100 km
Range	> 500 km
C02 g/km	189
Emissions class	Euro4

**Warranty & Servicing:**

Warranty duration	Two years
Service intervals	Every 12 months



## Full details and dimensions of the KTM X-BOW Superlight

### Bodystyle:

Mid-engined two-seater open extreme sports car

### Chassis:

Carbon composite monocoque, transverse engine, rear-wheel drive, fully independent suspension

### Engine:

Make	Audi 2.0 TFSI
Type	Turbo-charged, 4-cylinder petrol with direct fuel injection
Capacity	1984 cc
Bore & Stroke	82.5 x 92.8 mm
Max power	240 hp (177 kW) at 5500 rpm
Max torque	310 Nm (229 lb ft) from 2000 to 5500 rpm
Valves	16 (4 per cylinder)
Materials	Cast iron block, aluminium alloy cylinder head
Emissions class	Euro 4 compliant

### Transmission

Type	6-speed manual, mechanical locking differential	
Ratios	1 <sup>st</sup> gear	3.36:1
	2 <sup>nd</sup> gear	2.09:1
	3 <sup>rd</sup> gear	1.47:1
	4 <sup>th</sup> gear	1.09:1
	5 <sup>th</sup> gear	1.11:1
	6 <sup>th</sup> gear	0.91:1
	Reverse	3.9898:1

### Suspension:

Front:	Fully independent double wishbones with twin push-rod operated concentric and adjustable coil spring/damper units mounted on top of the monocoque, anti-roll bar
Rear:	Fully independent double wishbones with concentric and adjustable coil spring/damper units, anti-roll bar

### Steering:

System	Rack and pinion [unassisted]
Turning circle	10.8 metres
Steering wheel	290 mm diameter, detachable

### Brakes:

System	Hydraulic [unassisted]
Front	Brembo 305 mm ventilated slotted discs with 4-piston fixed calipers
Rear	Brembo 262 mm ventilated slotted discs with 2-piston fixed calipers
Parking Brake	Caliper on rear disc



**Wheels & Tyres:**

Front 17 x 7.5 inch alloys with 205/40 tyres, central locking wheels  
Rear 18 x 9.5 inch alloys with 235/40 tyres, central locking wheels

**Dimensions**

Length	3738 mm	Width	1900 mm
Height	1205 mm	Wheelbase	2430 mm
Track front	1644 mm	Track rear	1624 mm

**Weights and Capacities**

Dry weight 785 kg / 1731 lb  
Front/rear % split 37 / 63 % [static]  
Front/rear % split 35 / 65 % [aerodynamic]  
Fuel tank 40 litres [98 RON unleaded petrol]

**Performance:**

0 to 62 mph 3.90 sec

**Lateral Acceleration:**

Standard tyres 1,50 g max  
Semi Slicks 1,80 g max

**Maximum Speed:**

Vmax 137 mph

**Braking to standstill:**

62 mph to 0 32.9 metres [Standard tyres, warm brakes]

**Aerodynamic Performance – Downforce:**

At 62 mph 48 kg  
At 124 mph 193 kg

**Fuel Consumption:**

MVEG 7.9 l/100 km  
Range > 500 km  
CO<sub>2</sub> g/km 189  
Emissions class Euro4

**Warranty & Servicing:**

Warranty duration Two years  
Service intervals Every 12 months





## Full details and dimensions of the KTM X-BOW GT4

### Bodystyle:

Mid-engined one-seat open extreme race car

### Chassis:

Carbon composite monocoque, transverse engine, rear-wheel drive, fully independent suspension

### Engine:

Make	Audi 2.0 TFSI
Type	Turbo-charged, 4-cylinder petrol with direct fuel injection
Capacity	1984 cc
Bore & Stroke	82.5 x 92.8 mm
Max power	240 hp (177 kW) at 5500 rpm
Max torque	310 Nm (229 lb ft) from 2000 to 5500 rpm
Valves	16 (4 per cylinder)
Materials	Cast iron block, aluminium alloy cylinder head
Emissions class	Euro 4 compliant

### Transmission

Type	6-speed manual, mechanical locking differential	
Ratios	1 <sup>st</sup> gear	3.36:1
	2 <sup>nd</sup> gear	2.09:1
	3 <sup>rd</sup> gear	1.47:1
	4 <sup>th</sup> gear	1.09:1
	5 <sup>th</sup> gear	1.11:1
	6 <sup>th</sup> gear	0.91:1
	Reverse	3.9898:1

### Suspension:

Front:	Fully independent double wishbones with twin push-rod operated concentric and adjustable coil spring/damper units mounted on top of the monocoque, anti-roll bar [adjustable]
Rear:	Fully independent double wishbones with concentric and adjustable coil spring/damper units, anti-roll bar [adjustable]

### Steering:

System	Rack and pinion [unassisted]
Turning circle	10.8 metres
Steering wheel	290 mm diameter, detachable

### Brakes:

System	Hydraulic [unassisted]
Front	Brembo 305 mm ventilated slotted discs with 4-piston fixed calipers
Rear	Brembo 262 mm ventilated slotted discs with 2-piston fixed calipers
Parking Brake	Caliper on rear disc

**Wheels & Tyres:**

Front	17 x 7.5 inch alloys with 205/40 tyres
Rear	18 x 9.5 inch alloys with 235/40 tyres

**Dimensions**

Length	3888 mm	Width	1900 mm
Height	1205 mm	Wheelbase	2430 mm
Track front	1644 mm	Track rear	1624 mm

**Weights and Capacities**

Dry weight	825 kg / 1819 lb
Front/rear % split	37 / 63 % [static]
Front/rear % split	35 / 65 % [aerodynamic]
Fuel tank	70 litres [98 RON unleaded petrol]

**Performance:**

0 to 62 mph	3.90 sec
0 to 125 mph	18,60 sec

**Lateral Acceleration:**

Racing	2,00 g max
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**Maximum Speed:**

Vmax	146 mph
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**Aerodynamic Performance – Downforce:**

At 62 mph	48 kg
At 124 mph	193 kg

**Fuel Consumption:**

Racing	35 l/100 km
Range	200 km



## Full details and dimensions of the KTM X-BOW ROC

### Bodystyle:

Mid-engined two-seater open extreme sports car

### Chassis:

Carbon composite monocoque, transverse engine, rear-wheel drive, fully independent suspension

### Engine:

Make	Audi 2.0 TFSI
Type	Turbo-charged, 4-cylinder petrol with direct fuel injection
Capacity	1984 cc
Bore & Stroke	82.5 x 92.8 mm
Max power	240 hp (177 kW) at 5500 rpm
Max torque	310 Nm (229 lb ft) from 2000 to 5500 rpm
Valves	16 (4 per cylinder)
Materials	Cast iron block, aluminium alloy cylinder head
Emissions class	Euro 4 compliant

### Transmission

Type	6-speed manual, mechanical locking differential	
Ratios	1 <sup>st</sup> gear	3.36:1
	2 <sup>nd</sup> gear	2.09:1
	3 <sup>rd</sup> gear	1.47:1
	4 <sup>th</sup> gear	1.09:1
	5 <sup>th</sup> gear	1.11:1
	6 <sup>th</sup> gear	0.91:1
	Reverse	3.9898:1

### Suspension:

Front:	Fully independent double wishbones with twin push-rod operated concentric and adjustable coil spring/damper units mounted on top of the monocoque, anti-roll bar
Rear:	Fully independent double wishbones with concentric and adjustable coil spring/damper units, anti-roll bar

### Steering:

System	Rack and pinion [unassisted]
Turning circle	10.8 metres
Steering wheel	290 mm diameter, detachable

### Brakes:

System	Hydraulic [unassisted]
Front	Brembo 305 mm ventilated slotted discs with 4-piston fixed calipers
Rear	Brembo 262 mm ventilated slotted discs with 2-piston fixed calipers
Parking Brake	Caliper on rear disc



**Wheels & Tyres:**

Front 17 x 7.5 inch alloys with 205/40 tyres, central locking wheels  
Rear 18 x 9.5 inch alloys with 235/40 tyres, central locking wheels

**Dimensions**

Length	3738 mm	Width	1900 mm
Height	1205 mm	Wheelbase	2430 mm
Track front	1644 mm	Track rear	1624 mm

**Weights and Capacities**

Dry weight 785 kg / 1731 lb  
Front/rear % split 37 / 63 % [static]  
Front/rear % split 35 / 65 % [aerodynamic]  
Fuel tank 40 litres [98 RON unleaded petrol]

**Performance:**

0 to 62 mph 3.90 sec

**Lateral Acceleration:**

Standard tyres 1,50 g max  
Semi Slicks 1,80 g max

**Maximum Speed:**

Vmax 137 mph

**Braking to standstill:**

62 mph to 0 32.9 metres [Standard tyres, warm brakes]

**Aerodynamic Performance – Downforce:**

At 62 mph 48 kg  
At 124 mph 193 kg

**Fuel Consumption:**

MVEG 7.9 l/100 km  
Range > 500 km  
CO<sub>2</sub> g/km 189  
Emissions class Euro4

**Warranty & Servicing:**

Warranty duration Two years  
Service intervals Every 12 months



## 12. Background: KTM History in brief

Europe's second largest motorcycle manufacturer, the KTM Power Sports AG, is an Austrian producer of motorcycles with a rich heritage of more than 50 years of competitive motorsport success, both in professional as well as in amateur racing. Especially in terms of offroad bikes, KTM is a real specialist – and of course world market leader.

KTM has its roots in motorsport. More than 160 world champion titles, 6 victories at the famous Rally Dakar and numerous national titles are the proof for the companies technical competence. "Ready to Race" – following the companies philosophy, the experience gained in motorsport is directly transferred into serial production and therefore immediately recognisable for the customer.

The company's sales have grown consistently throughout the last decade in 24 markets across the globe. KTM's motorcycle models span a number of market segments, including Sportminicycles, Offroad and Street machines. In 2007, it extended its product portfolio with a range of four-wheel off-road All-Terrain Vehicles (ATVs) and in 2009 it introduced the RC8 superbike to wide media acclaim.

Following the successful introduction of street motorcycles and ATVs, the next step in KTM's expansion was the unveiling of the stunning X-BOW sportscar concept at the 2007 Geneva Motor Show, followed by the production-ready version in 2008. Only another four months later the serial production started and in August 2008, the new founded KTM-Sportcar Produktinos GmbH was able to deliver its first X-BOW.

### Heritage

KTM was formed as a motorcycle repair workshop from Hans Trunkenpolz in Mattighofen, Austria in 1934. He manufactured the prototype of its first own motorcycle in 1953, serial production started in 1954. Today, KTM produces over 90,000 machines per year.

### Facilities

KTM's Mattighofen headquarters boasts a state-of-the-art research and development centre, the main assembly plant and the motorsports department. KTM bike engines are produced in a modern factory in Munderfing. Recent investments have doubled the company's motorcycle production capacity. For the production of the X-BOW, KTM has built a complete new business plant in Graz (Styria, Austria). Using 4.000 square metres, 60 employees working there on the first car from KTM.

### Markets

KTM-Sportmotorcycle's current model line-up includes Sportminicycles, Offroad Competition, Adventure and Supermoto bikes, Naked Street machines and a stunning Superbike, with the addition of a range of Racing ATVs. The distribution of KTM's products has grown rapidly in recent years; they are currently sold in 24 markets around the world, the largest being the USA, France and Germany.

**KTM Facts and Figures**

	<b>2007-8</b>	<b>2006-7</b>
Staff	1964	1778
Sales (Euro)	605.7m	566.1m
Sales (units)	92,385	90,306
Spend on R&D (% of sales)	8.4%	5.6%
Worldwide dealers	1400	1.400

**KTM – Company Timeline:**

- 1934 – Hans Trunkenpolz opens a motorcycle repair workshop in Mattighofen, Austria
- 1938 – Company expands to become one of the biggest motorcycle repair workshops in upper Austria
- 1951 – First major development project commences: a lightweight motorcycle
- 1953 – Introduction of first KTM motorcycles, KTM takes part in its first racing activities
- 1953 – Company now officially known as ‘Kronreif, Trunkenpolz, Mattighofen’
- 1954 – Delivery of 1000th KTM motorcycle, KTM wins the Austrian 125cc championship first time
- 1955 – KTM takes part in road races for the first time
- 1956 – KTM wins gold at its first International Six Days endurance event
- 1970 – Production of first KTM engines commences
- 1974 – KTM’s product range reaches 42 different models, first 250cc Motocross WC title
- 1982 – KTM becomes the first manufacturer to produce a four stroke engine with water cooling
- 1985 – Production of the 100,000th KTM engine
- 1986 – KTM becomes first manufacturer to offer disc brakes front and rear
- 1991 – KTM Motorfahrzeugbau AG files for bankruptcy and is divided into independent successors
- 1992 – Newly-formed KTM Sportmotorcycle GmbH opens under new management
- 1993 – KTM rally commitment begins, KTM takes wins at the Atlas Rally in five categories
- 1995 – KTM acquires Swedish motorcycle manufacturer Husaberg AB and suspension specialists WP
- 1995 – KTM produces 12,000 bikes, claims two Enduro WC titles, wins the Master and Tunisia Rally
- 1997 – Introduction of the LC4 Adventure, KTM’s first Cruising bike
- 1998 – KTM dominates 20th Dakar rally, claiming 2nd to 12th positions
- 2000 – KTM wins six world championships
- 2001 – KTM claims top five places at Paris-Dakar rally
- 2002 – KTM riders claim Supermoto and Enduro WC titles, Fabrizio Meoni wins the Rally Dakar
- 2004 – KTM’s worldwide sales reach 76,815 motorcycles, with total revenues of 402.4 million Euro
- 2004 – KTM wins 17 world championship titles in various disciplines
- 2005 – A further 16 WC title wins, taking the total number of championship wins to 120
- 2005 – KTM wins the Constructor title in the 125cc Road Racing WC and all six Enduro WC titles
- 2006 – A record financial year for KTM: sales break 500 million Euro (84,421 motorcycles) first time
- 2006 – KTM wins nine riders’ world championship titles and 7 manufacturers’ titles
- 2007 – KTM unveils its first car, the high performance X-Bow sports car
- 2007 – KTM launches its ATVs in the US market and sells more than 90,000 motorcycles first time
- 2008 – For the first time, more than 600 million Euro sales, KTM has 162 world champion titles
- 2008 – The X-BOW is being delivered, KTM wins the GT4 SL European Cup straightaway
- 2009 – KTM wins the Rally Dakar for the sixth time

### **13. Media contact**

Full press information and a gallery of high resolution images is available at <http://www.ktmcарpress.com> to media who have registered for the site.

For further information please contact:

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