

KTM

The Austrian firm has been making dirtbikes since all this was fields but now it is winning titles here and abroad, as well as kicking arse in the Dakar Rally too

AUSTRIAN-BASED KTM has made many changes to its line up for 2005, dropping the the two-stroke 200SX model for next year but claiming its 2005 250SX can stand up to any 450cc four-stroke bike on the race track.

The company's motocrossers are more than capable of playing with the

big boys and its enduro bikes continue to be world class.

Most of the SX model range has received similar chassis modifications with the chrome-moly frame getting new oval frame ties, forged connecting bracket for the frame tubes and shock mounts, and the forks have been totally redesigned. The piston rod inside the forks is now chrome coated to give

less friction and the seals are now double lipped to stop dust getting in, meaning much less maintenance.

Brand new CNC-machined triple clamps are now adjustable between 18-20mm so you can set it up for your own needs.

Most of KTM's enduro range has undergone the same changes as its motocross range.

250SX **THE MAIN CHANGES** for this year include softer clutch springs meaning less rider effort, a redesigned combustion chamber giving increased compression and a larger crank diameter producing linear power delivery and more torque.

You know when you've been Tango'd...



450SX



THE bigger bike's crank has been strengthened to give better torsion resistance, while a lighter piston makes

for a more rev-happy motor but vibration has been tempered with a balance shaft.

525SX



A REDESIGNED CDI box has optimised ignition timing and, strangely, gives more steering lock as it

is smaller. A modified clutch pressure cap brings more efficient cooling and a better action at the lever.