

CONSTRUCTION MANUAL FOR RIDING PLEASURE WITHOUT COMPROMISE. »



Do you know the differences between a KTM 950 Rally and a KTM 950 Adventure? No? No wonder, there aren't that many. Because only technology that survives the Dakar provides fascinating, untroubled motorcycle adventures in series production too. The KTM 950 Adventure's close kinship with racing sport makes it a light, dependable and performance-oriented motorcycle with agile, controllable handling and high safety reserves. Each and every component is fully developed and extremely robust, from the frame to the chassis, from the engine to the electrical equipment, from the tank to the fairing parts. That's why the KTM 950 Adventure is just like all the other KTM bikes: "Ready to Race"!

A lower seat

on the KTM 950 Adventure, with a new contour and improved foam padding, provides more comfort and better ergonomics for the rider as well as the passenger. New seat heights: 860 mm (KTM 950 Adventure) and 895 mm (KTM 950 Adventure S).



Fully accessible storage compartment

with 2 litres of volume between the steering head and the seat.



Protected, roomy

storage compartment under the lockable seat.



Cockpit

with an analogue tachometer and multi-functional instrumentation. Display functions: speed, total and trip mileage (Trip 1, Trip 2), water temperature, distance-to-refuelling display, clock. An optional Tripmaster switch can be mounted at the end of the handlebar for more rally functions.



Quick

hydraulic adjustment of the spring preload. For use with a pillion or heavy additional load, the spring preload of the WP PDS shock absorber can be set using a flip-out adjustment knob. The rear shock, with an external compensation tank and linear spring (400 grams lighter) guarantees very good offroad and onroad attributes.



WP-USD Fork

With a fork tube diameter of 48 mm and an open cartridge. A new set-up gives you improved responsiveness, the best suspension characteristics and precise steering ability on any surface. Variable spring preload, adjustable compression damping and rebound damping. Suspension travel: 245 mm (KTM 950 Adventure S) and 210 mm (KTM 950 Adventure).

Ventilator

A new ventilator head draws heat away from the coolers better, conducting it outside, thereby reducing the flow of warm air toward the rider's legs.

Self-bearing tubular frame

Weighing a mere 11 kilograms, the compact structure of chromium molybdenum steel tubing is extremely rigid and robust.

Robust and load-bearing rear fender

Made from weight-saving aluminium, with mounting points for the KTM luggage rack system; stable luggage rack for attaching a top-case or knapsack.

WP PDS Shock Absorber

Used in rally racing, with adjustable rebound and compression damping settings. Additional adjustability of the spring preload, depending on the weight load. A reduced suspension travel "245 mm (KTM 950 Adventure S) or 210 mm (KTM 950 Adventure)" offers a lower seat height and therefore better foot-to-ground contact. The optimum set-up is possible for any use.

Silencers

Two, top-quality, brushed stainless steel silencers are not only easy on the eyes, they're especially easy on the ears. Two open-loop catalytic converters, in connection with a secondary air system, permit low emissions.

18" Rear Wheel

Now with a broader rim (4,25") for improved handling and even better stability in conjunction with the Pirelli all-terrain tyres (suitable for high speeds). A large selection of offroad tyres is available.

Braking System by Brembo

240 mm single disc with a floating two-piston calliper. New brake pistons with heat shields offer even more safety, even under extreme stresses and strains. The compact foot-brake cylinder, with an integrated compensation tank, is a trusted KTM standard.

Claw-shifting

6-gear transmission. Optimum adjustment guarantees you're always in the right rev range.

Heat protection

A new heat shield for the manifold has been extended toward the back, offering more efficient heat protection for the exhaust.

Maximum ground clearance

of 296 mm (KTM 950 Adventure S) or 261 mm (KTM 950 Adventure), thanks to the dry sump lubrication without an oil pan. An aluminium skid plate offers full engine protection.

The vertically partitioned

fuel tank of unbreakable nylon extends far down the sides; total capacity: 22 litres. Sturdy crash pad at the base of each half-tank.



Splash protector

A new splash protector in the frame triangle efficiently keeps water splashes and dirt away from the airbox and electrical equipment.

Braking System by Brembo

300 mm double disc with two floating, two-piston callipers guarantees the best braking performance and high performance reserves.

21" front wheel

For maximum ground clearance and unlimited terrain suitability. All-terrain, multi-purpose tyres suitable for high speeds are standard equipment, but a wide selection of the most diverse tyre treads is also available.

POWER ...»»

The LC8 two-cylinder is unrivaled. As the lightest engine in its class, it wins you over with innovative details like the multi-function shaft, which powers the alternator, equalizer shaft and the valve-train, thus minimizing the masses in motion within the engine. The result: lots of power from the bottom up and smooth output.



Space saver Since the camshaft drive operates via sprockets, the cylinder head can be kept a good 25% smaller than with a direct-drive gear chain. The advantage: the frame dimensions are even more compact, plus there's more room for the airbox for the best ergonomics and performance.



O.O.H.C. Two overhead camshafts, driven by timing chains over intermediate gears, operate (via bucket tappets) two 38 mm intake and two 33 mm outlet valves per cylinder.

Five Functions The multi-function shaft operates in a central location between the cylinders. It serves as a counterbalance, a centrifuge for the housing ventilation; it drives the water pump and timing chains and carries the electric starter's intermediate gear. A new, splayed drive sprocket reduces noise.



Precision The self-adjusting hydraulic clutch mechanism guarantees a precise pressure point and is also maintenance-free. The pre-tensioning of the clutch springs varies depending upon the adjoining torque, thereby ensuring that the manual strength needed for the clutch lever remains constant and negligible.



A more compact Crankshaft means the greatest possible reduction of oscillating masses, good responsiveness and optimal torque progression. A forged one-piece crankshaft and a forged, 125 mm long connecting rod. The pistons weigh only 368 g each (without the bolt).

Great Freedom The dry sump lubrication without an oil pan offers more ground clearance. Plus this technology ensures the lubrication of the engine in every position. The 3-litre oil receptacle beneath the water cooler functions simultaneously as an oil cooler.

Heat It Up An additional electric carburetor heater prevents the carburetor from icing up when temps are low and humidity is high.