

# DEALER INFORMATION

**KTM690SMC**



# DEALER INFORMATION – KTM 690SMC



Status: Feb. 2008



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## APPROACH & TARGET GROUP

Supermoto in its purest,  
original form!

### **Product approach:**

KTM as the founder of the Supermoto segment used all its “Ready to Race”-knowledge to launch the successor of the legendary KTM 625/660 SMC Supermoto – the KTM 690 SMC!

### **Positioning:**

Again, KTM raises the bar within the Supermoto segment. Although mentioned, there is – strictly speaking – no real competitor due to higher weight (BMW), less performance (BMW, Husqvarna) or no Euro III homologation (Aprilia with full power)! Being able to be used on the one hand on racetracks against pure racebikes like the KTM 450 SMR and on the other hand as a bike for the day-to-day “bun-tour” to the bakery, this bike will convince Supermoto enthusiasts as well as newcomers in this segment of its Onroad performance, functionality and reliability! From now on, racing and everyday usage (passenger foot pegs are included in the by-pack) don’t exclude each other!

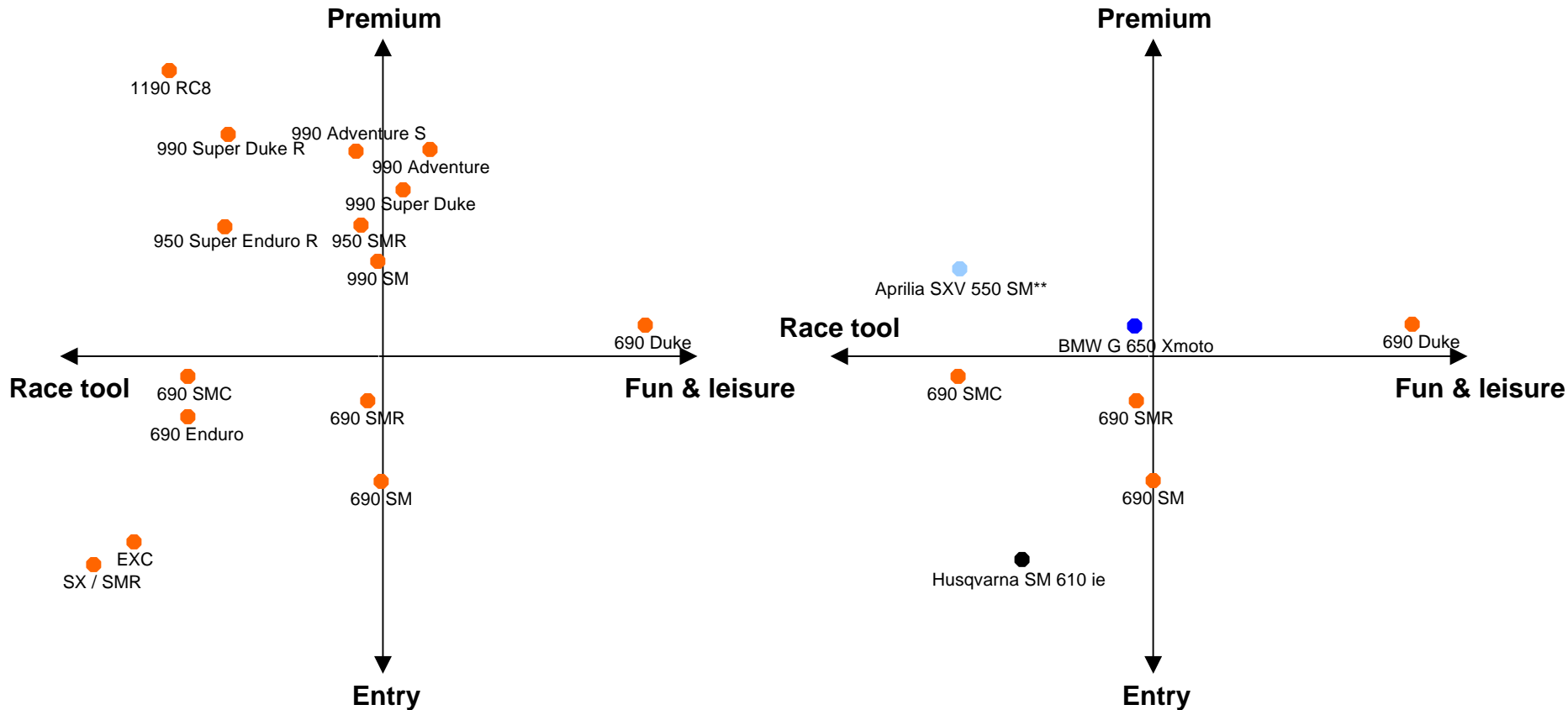
### **Target group:**

All existing KTM Supermoto riders. Every Supermoto fan who loves the typical SM-appearance and the best fully homologated performance/weight-ratio within the “core” Supermoto segment!



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## INTERNAL & EXTERNAL POSITIONING\*



\* Description of the respective model within the KTM model line-up and compared to its competitors with regard to usage and price positioning (Entry ↔ Premium) respectively  
\*\* open version



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## BIKE BASIS & MAIN DIFFERENCES

The 690 SMC is **based on the chassis of the 690 Enduro**, whereby the major differences are the following:



# DEALER INFORMATION – KTM 690 SMC

## TECHNICAL DATA



Top Competitors	KTM 690 SMC '08	BMW G 650 Xmoto '08	Aprilia SXV 550 SM '08	Husqvarna SM 610 ie '08
<b>Engine</b>				
Engine type	Single cylinder, 4-stroke	Single cylinder, 4-stroke	V-twin, 4-stroke, 77°	Single cylinder, 4-stroke
Displacement	654 cc	652 cc	549 cc	576.3 cc
Power	46.3 kW @ 7500 rpm	39 kW @ 7000 rpm	14.5 kW @ 7300 rpm (open: 51 kW)	39 kW @ 7750 rpm
Torque	64 Nm @ 6000 rpm	60 Nm @ 5250 rpm	n.s.	53 Nm @ 6500 rpm
Transmission	6 gears, dog clutch engagement	5 gears	5 gears	6 gears
Fuel system	Keihin EFI with EPT (Electr. Power Throttle)	Electronic intake pipe injection	EFI, throttle body 40 mm	Fuel injection (Minkuni)
Final drive	Chain / 16 : 42	Chain	Chain / 16 : 46	Chain / 16 : 45
Clutch	APTC slipper clutch, hydraulically operated	Wet multi-disc clutch, mechanically	Mult-plate in oil bath, cable operated	Wet mechanical clutch
<b>Chassis</b>				
Frame	Chromium-Molybdenum trellis frame, powder coated	Bridge-type steel section frame	Steel perimeter frame with alloy vertical members	n.s.
Front suspension	WP-USD Ø 48 mm	USD Ø 45 mm	Sachs USD Ø 48 mm	Marzocchi-USD Ø 45 mm
Rear suspension	WP-Monoshock with Pro-Lever linkage	Central spring strut	Sachs Monoshock, linkage system	Sachs Monoshock
Suspension travel front / rear	275 / 265 mm	270 / 215 mm	275 / 252 mm	250 / 290 mm
Front brake	Brembo four piston, radially bolted caliper, brake disc Ø 320 mm	Single disc, floating brake disc, diameter 320 mm, four-piston fixed caliper	Ø 320 mm stainless steel disc with radial caliper	Brembo two piston, 320 mm disc
Rear brake	Brembo single piston, floating caliper, brake disc Ø 240 mm	Single disc, diameter 240 mm, single-piston floating caliper	Ø 240 mm stainless steel disc with floating caliper	Brembo, 220 mm disc
Front / rear rims	Spoked wheels with aluminium rims 3.50 x 17" / 5.00 x 17"	Cast aluminium wheels 3.50 x 17" / 4.50 x 17"	Light alloy 3.50 x 17" / 5.50 x 17"	3.50 x 17" / 4.25 x 17"
Seat height	900 mm	900 - 880 mm (low seat 880 - 860 mm)	918 mm	910 mm
Fuel capacity	approx. 12 litres / 2.5 litres reserve	9.5 litres / 2 litres reserve	7.5 litres	12.5 litres
Weight (ready to race)	approx. 139.5 kg (without fuel)	147 kg (dry) / 159 kg (incl. fuel)	approx. 121.5 kg (dry, without fluids)	142 kg (dry)
<b>Others</b>				
ABS	no	optional (can be switched off)	no	no
Related products	Slip-on titanium silencer, titanium factory silencer, heel protection carbon, rear bag, suitcase carrier system, crash pads etc.	n.s.	n.s.	n.s.
Euro 3	yes	yes	yes (NO if open version!)	yes
Fuel consumption	approx. 5 litres / 100 km	approx. 5 litres / 100 km	n.s.	approx. 4 litres / 100 km
V max (km/h)	> 175 km/h	approx. 170 km/h	n.s.	145 km/h
25 kW (yes / no)	yes	yes	n.s.	n.s.
Service intervals	1,000 km / 5,000 km / all subsequent 5,000 km	n.s.	n.s.	n.s.
Warranty	24 month without limitation of km	n.s.	n.s.	n.s.



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## TOP ARGUMENTS & FEATURES (1)



### Single cylinder vs. multicylinder

- Less rotating masses & lower engine weight mean extremely easy handling and cornering
- Lighter, more compact engine which leads to a narrower chassis
- A narrower chassis implies higher corner speed → increase of achievable declination
- Torque characteristic allows short gearing which leads to impressive acceleration

### Less weight of the whole Bike allows

- Usage of lightweight rims
- Usage of just one front Brembo brake disc
- All in all, this results in less rotating & unsprung masses which lead to a remarkably agile and impressively handy KTM bike



The **strongest homologated single cylinder (Race)Supermoto** ever!

→ 46.3 kW (62 hp) compared to 39 kW (BMW and Husqvarna)!

**Approx. 10 hp more compared to any other competitors' single** (see "Technical Data")!

**Higher torque than any other competitors' single** (see "Technical Data")!

2-cylinder Aprilia is **NOT EURO III HOMOLOGATED** with its full power!

**With a full tank** approx. as heavy as the DRY BMW G 650 Xmoto  
(see "Technical Data")\*

\* Full tank = min. 90% of the usable volume (according to guideline 93/93/EWG)  
1 litre of gas = 0.75 kg!



# DEALER INFORMATION – KTM 690 SMC

## TOP ARGUMENTS & FEATURES (2)



An **innovative, lightweight and extremely stable chomoly trellis frame** (approx. 8 kg) guarantees maximum torsional rigidity for excellent track stability. Instead of the fuel tank the **airbox** found its new position in the front.

### **Revolutionary, self-supporting fuel tank**

Being stiff enough for replacing the aluminium subframe, this exceptional, robust 12 litres plastic tank is part of the lightweight concept and exemplary for the new 690 SMC/Enduro concept.



### **Premium, fully adjustable WP Suspension components**

- 48 mm USD fork: adjustable in rebound and compression for comfortable riding up to racing purposes
- WP Monoshock with Pro-Lever-linkage adjustable in rebound and high/low speed compression
- Especially the competitors' rear shocks offer less adjustment possibilities!

### **High-end, KTM-made spoked wheels with aluminium rims and Brembo brake system**

- Front: Single 320 mm disc, radially mounted 4-piston caliper
- Rear: Single 240 mm disc, floating 1-piston caliper





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## TOP ARGUMENTS & FEATURES (3)



**APTC slipper clutch** (NO other competitor offers a slipper clutch as standard!)

**Renthal aluminium handlebar**, tapered



**Keihin EFI with EPT** (Electronic Power Throttle) and **Map select switch**

- “Soft” – reduced homologated peak performance for better driveability (Pos. 1)
- “Advanced” – homologated performance with extremely direct responsiveness (Pos. 2)
- “Standard” – homologated performance with balanced responsiveness (Pos. 3, 4, 5, 6, 7, 8 or 9)
- “Poor fuel quality” – homologated performance is reduced in accordance with the fuel quality (Pos. 0)

**Incomparable seat configuration**

Due to the fact that the fuel tank found its position in the rear, the sporty, elongated seat guarantees maximum freedom of movement and a perfect position for every imaginable type of curve.



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## TOP ARGUMENTS & FEATURES (4)



### Strong commitment to high-quality producers and components

Examples: WP Suspension, Brembo, Renthal, Behr, Keihin, Acerbis and many more!

### High vertical range of manufacture

→ Main components, such as the frame, engine, front fork (WP Austria, located in the KTM headquarters) and exhaust system, are **developed and produced by KTM in Mattighofen!**



Not only with KTM Offroad bikes, but **also with KTM street models** the company already established itself as a **very competitive manufacturer** which offers **high-end bikes with an outstanding performance and design.**

→ Example: 990 Super Duke was awarded “**07 Motorcycle of the Year**” in the US!



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## POWER PARTS

- Slip-on titanium silencer
- Titanium factory silencer
- Aluminium skid plate
- Carbon heelprotection
- Crash pads
- Rear bag, suitcase carrier system etc.

## GENERAL INFORMATION & CONCLUSION

With fully homologated 62 hp, the **690 SMC** arrives as one of the strongest single cylinder Supermotos ever! Due to its extensive power, it is multifunctionally usable – on weekends on the Supermoto track, on weekdays as a commuter bike for having fun on the way to work. This linkage between racing and everyday-usage on a KTM Supermoto has never been tighter before and cannot be found on any other “comparable” competitor’s bike!

