Ktm 300 xc-w

The cc 2-stroke engine has plenty of power and torque, but remains light enough for riders to muscle their way through the toughest obstacles. Thanks to state-of-the-art engineering, innovative 2-stroke design and revolutionary TPI fuel injection technology, the powerplant is more refined than ever before. The compact and lightweight 2-stroke is a great choice for offroad riders who want usable enduro performance that is ready to conquer in the most extreme terrain. With Euro IV homologation, it's not only considerately green, but leaves the competition green with envy too. For the EFI application the cylinder features two lateral domes which hold the fuel injectors that supply fuel to the rear transfer ports. The downstream injection guarantees excellent atomization of the fuel with the upstreaming air. Thus, the loss of unburnt fuel is minimal for less emissions, a more efficient combustion and reduced fuel consumption. A little tube in the back of the cylinder is connected with an intake pressure sensor, which supplies pressure data to the control unit. The cylinders feature a state-of-the-art power valve unit with a sophisticated mechanism for the lateral support exhaust ports. The exhaust port layout increases engine performance, while the upper contour of the exhaust port has been machined to ensure more accurate port timing. Last but not least the models allow the use of a more widely available type of traditional spark plug. The compact engine cases are manufactured using a high pressure die-cast production process which helps with weight reduction, while retaining strength and durability. The design allows for optimal shaft arrangements close to the center of gravity, resulting in ideal mass centralization and easier ride-ability. This model comes with a special KTM PowerParts oil plug and together with the smart surface structure on the engine covers, it will continue to look as fresh as the day you bought it. The gears are made of a strong, forged raw material, ensuring the highest durability and reliability level. Similar to the footpeg design, it prevents the build-up of dirt and ensures the next gear is always available, no matter what the conditions. The ECU defines the ignition timing while the amount of fuel to inject is based on several sensor readings such as intake air pressure, throttle position and water temperature plus a new additional ambient air pressure sensor. Thanks to altitude and temperature compensation the rider does not need to worry about fiddling around with the jetting anymore. Should the rider decide to mount a radiator fan from the KTM PowerParts program, it will be controlled directly by the EMS without needing to add an additional thermal switch. Say goodbye to numb feet and hands. This engine design allows the implementation of a lateral balancer shaft in order to keep the vibrations to a minimum. You know what that means: more comfort, less fatigue, bigger smiles. This clever design employs a diaphragm spring instead of the usual coil springs, making for considerably easier clutch action. A diaphragm spring also leaves sufficient space for a damping system to be integrated into the clutch hub. The goal is traction, but without compromising durability. Light operation and a 'telepathic' level of control come standard with this hydraulic Brembo actuated clutch. Additionally, this model comes with clutch slave cylinder protection. The 2-stroke range is fitted with an oil tank featuring flexible mountings, which greatly improve durability and reliability. In addition, a mesh filter helps prevent dirt getting into the oil pump. Mounted below the oil tank, the oil pump delivers the lubricant directly to the throttle body, where it is mixed with the incoming air to lubricate the piston and crankshaft. Using engine speed and throttle position sensor data, the engine management's precise electronic control of the oil pump ensures that the ideal amount of oil for any given conditions is used. The filler cap assembly for the oil tank is located between the fuel tank and steering head, utilizing a hose in the upper frame tube to transfer the oil to the storage container. With an average fuel-to-oil ratio of , the oil capacity of about 0. The airflow is regulated by a butterfly connected with a twin-cable throttle cam, which is operated by the handlebar throttle assembly. A throttle position sensor provides airflow data to the control unit. The idle system allows the idle speed to be set more precisely via the bypass screw. Also, the cold start system provides a better supply of extra air when opening a bypass. Oil supplied by the electronically controlled oil pump via an oil intake tube is mixed with the incoming air to lubricate the moving engine parts. To accommodate the power requirements of the engine management system, the TPI models are fitted with a powerful W alternator and a voltage regulator. The same as can be found on the XC-F 4-stroke models. Maintaining the optimal engine temperature is crucial to ensuring consistent horsepower throughout the ride. By using CFD technology computational fluid dynamics together with a clever coolant circuit routing, the innovative system ensures the optimum engine temperature for the highest performance, no matter what the conditions. Above all, the delta distributor, integrated into the frame triangle, features a large center tube, making the coolant flow from the cylinder head to the radiators highly efficient. This special model comes with a radiator fan. The radiators also benefit from special protectors that serve as protection from flying rocks and debris, as well as a brace that disperses energy around the radiators in the event of an impact. When it comes to power delivery and performance, the

exhaust plays a key role and packs a punch that is hard to beat. The cc and cc models feature HD exhaust pipes heavy-duty made by using an innovative 3D stamping process which produces a ribbed surface finish. This makes the pipe much stronger, with better resistance against rocks, while also helping to reduce noise drastically. The silencer features a compact shape and end cap with internal designs individually developed for each model, while it is mounted using an aluminum mounting bracket. In addition, the exhaust's shape provides slim ergonomics and more ground clearance, while a perforated inner silencer tube works with lighter damping material for efficient and durable noise reduction. This includes hydro-formed elements produced by state-of-the-art robot welding. With its race-proven geometries and optimal stiffness, the frame provides great feedback for the rider, playful handling and remarkable stability. The bikes also feature lateral frame guards with a structured surface, improving grip, while also serving as a heat protector against the muffler on the right side. The subframe is made of extra-light and stable aluminum profiles, weighing less than gr, providing great rear fender stability. The single-component casting process offers low weight, perfect flex behavior and also allows for a large number of geometry solutions. While each side is fitted with springs, they have separate damping functions. Compression damping is on the left and the rebound on the right. Both can be easily adjusted via the dials on top of both fork tubes with 30 clicks each. The new settings keep the front end higher in the stroke, providing impressive reserves against bottoming out. These high-tech Brembo babies are combined with lightweight wave brake discs, including a solid disk on the rear. You couldn't brake any harder or with better feel on an offroad motorcycle. All models in the XC-W range are fitted with lightweight polyethylene tanks improving the ergonomics. It is fitted with an integrated fuel pump system and a fuel level sensor. Despite the obvious performance enhancements, the design also offers maximum protection against soiling of the air filter. The large Twin-Air air filter is mounted on a cleverly designed stiff cage that minimizes incorrect installation. As found on previous models, filter maintenance is quick and easy and does not require tools - a standard, original feature from KTM. The handlebar allows for four different positions. The handlebars come standard with an ODI vulcanized grip on the right side and a comfortable ODI lock-on grip, which does not require any wire or glue, on the left. The pegs on the Enduro models are 6 mm higher than the ones used on SX models, which benefits ground clearance. But you can swap them at will. All engines are fitted with the proven electric starter, which is a major benefit for any offroad activity. It is powered by a super lightweight 2 Ah lithium-ion starter battery which provides safe, reliable starting. The wiring harness has most of the electrical components carefully positioned into a common area below the seat, making them more easily accessible and reliable. Find a dealer. Book a Testride. Download Brochure Choose Colour. Base Price: 11, This nimble, lightweight all-terrain master fears no obstacle, making it the ultimate machine for taking on the renowned Iron Giant. With everything you need to conquer the world's most extreme enduro race, this unique machine is ready to take you forward in your journey to more extreme enduro. Download Brochure. Offroad powerhouse Engine The cc 2-stroke engine has plenty of power and torque, but remains light enough for riders to muscle their way through the toughest obstacles. Crankcases and engine covers The compact engine cases are manufactured using a high pressure die-cast production process which helps with weight reduction, while retaining strength and durability. Balancer shaft Say goodbye to numb feet and hands. TPI Alternator To accommodate the power requirements of the engine management system, the TPI models are fitted with a powerful W alternator and a voltage regulator. Effective temp control Cooling Maintaining the optimal engine temperature is crucial to ensuring consistent horsepower throughout the ride. Performance engineering Exhaust When it comes to power delivery and performance, the exhaust plays a key role and packs a punch that is hard to beat. Renowned superiority Brakes These high-tech Brembo babies are combined with lightweight wave brake discs, including a solid disk on the rear. High capacity, slim feel Fuel tank All models in the XC-W range are fitted with lightweight polyethylene tanks improving the ergonomics. Supreme reliability Battery All engines are fitted with the proven electric starter, which is a major benefit for any offroad activity. Technical Details. Show All Close. The cc 2-stroke engine is known and respected for offering the most powerful 2-stroke performance in its segment. Thanks to state-of-the-art engineering, innovative 2-stroke design and revolutionary TPI fuel injection technology, the powerplant is more refined than ever before. The compact and lightweight 2-stroke is a great choice for all Enduro riders searching for easy-to-ride Enduro performance with the power and torque to conquer the most extreme climbs. For the EFI application the cylinder features two lateral domes which hold the fuel injectors that supply fuel to the rear transfer ports. The downstream injection guarantees excellent atomization of the fuel with the upstreaming air. Thus, the loss of unburnt fuel is minimal for less emissions, a more efficient combustion and reduced fuel consumption. A little

tube in the back of the cylinder is connected with an intake pressure sensor, which supplies pressure data to the control unit. As of the model, the cylinders feature an improved power valve unit with a sophisticated mechanism for the lateral support exhaust ports. The new exhaust port layout increases engine performance, while the upper contour of the exhaust port has been machined to ensure more accurate port timing. Last but not least the new models allow the use of a more widely available type of traditional spark plug. The compact engine cases are manufactured using a high pressure die-cast production process which helps with weight reduction, while retaining strength and durability. The design allows for optimal shaft arrangements close to the center of gravity, resulting in ideal mass centralization and easier ride-ability. Plus, the engine covers feature a smart surface structure which reduces wear caused by the rider's boots, keeping them looking as fresh as the day you bought your XC-W. The gear ratios were carried over from the predecessor, but is now made of a stronger, forged raw material, ensuring the highest durability and reliability level. Similar to the footpeg design, it prevents the build-up of dirt and ensures the next gear is always available, no matter what the conditions. The ECU defines the ignition timing and amount of fuel to inject is based on several sensor readings such as intake air pressure, throttle position and water temperature plus a new additional ambient air pressure sensor. Thanks to altitude and temperature compensation the rider does not need to worry about fiddling around with the jetting anymore. Should the rider decide to mount a radiator fan from the KTM PowerParts program, it will be controlled directly by the EMS without needing to add an additional thermal switch. An optional map select switch can be purchased, which allows the rider to select an alternate map while on the fly, for the optimal power delivery no matter the conditions. Say goodbye to numb feet and hands. This engine design allows the implementation of a lateral balancer shaft in order to keep the vibrations to a minimum. You know what that means: more comfort, less fatigue, bigger smiles. This clever design employs a diaphragm spring instead of the usual coil springs, making for considerably easier clutch action. A diaphragm spring also leaves sufficient space for a damping system to be integrated into the clutch hub. The goal is traction, but without compromising durability. Light operation and a 'telepathic' level of control come standard with this hydraulic Brembo actuated clutch. The models are fitted with a newly designed 2-stroke oil tank featuring reworked and more flexible mountings, which greatly improve durability and reliability. In addition, a mesh filter helps prevent dirt getting into the oil pump. Mounted below the oil tank, the oil pump delivers the lubricant directly to the throttle body, where it is mixed with the incoming air to lubricate the piston and crankshaft. Using engine speed and throttle position sensor data, the engine management's precise electronic control of the oil pump ensures that the ideal amount of oil for any given conditions is used. The filler cap assembly for the oil tank is located between the fuel tank and steering head, utilizing a hose in the upper frame tube to transfer the oil to the storage container. With an average fuel-to-oil ratio of , the oil capacity of about 0. The airflow is regulated by a butterfly connected with a twin-cable throttle cam, which is operated by the handlebar throttle assembly. A throttle position sensor provides airflow data to the control unit. For MY20 the idle system was reworked allowing the idle speed to be set more precisely via the bypass screw. Also, the cold start system is improved for a better supply of extra air when opening a bypass. Oil supplied by the electronically controlled oil pump via an oil intake tube is mixed with the incoming air to lubricate the moving engine parts. To accommodate the power requirements of the engine management system, the TPI models are fitted with a powerful W alternator and a voltage regulator. The same as can be found on the XCF-W 4-stroke models. Maintaining the optimal engine temperature is crucial to ensuring consistent horsepower throughout the ride. The KTM XC-W TPI features radiators which are mounted close to the center of gravity and match the design of the shrouds perfectly, in order to achieve perfect ergonomics. Thanks to flow optimized internal circulation and CFD-calculated ventilation, the system is superbly efficient. In addition the radiator protectors improve heat dissipation. Especially in the mud. They are also integrated into the front part of the shrouds to protect the radiators in a crash. When it comes to power delivery and performance, the exhaust plays a key role and packs a punch that is hard to beat. The cc and cc models feature HD exhaust pipes heavy-duty made by using an innovative 3D stamping process which produces a ribbed surface finish. This makes the pipe much stronger, with better resistance against rocks, while also helping to reduce noise drastically. The silencer features a compact shape and end cap with internal designs individually developed for each model, while it is mounted using an aluminum mounting bracket. In addition, the exhaust's shape provides slim ergonomics and more ground clearance, while a perforated inner silencer tube works with lighter damping material for efficient and durable noise reduction. All XC-W models feature new high-tech, lightweight chromoly steel frames. This includes hydro-formed elements produced by state-of-the-art robot welding. They retain their race-proven geometries, but by re-designing

certain areas, the stiffness has been optimized, resulting in better feedback for the rider, playful handling and improved stability. The laterally attached engine head stays the connection between cylinder, head and frame are now made of aluminum, reducing vibration and further contributing to precise cornering. The bikes also feature newly designed lateral frame guards with a structured surface, improving grip, while also serving as a heat protector against the muffler on the right side. The subframe is made of extra-light and stable aluminum profiles, weighing less than g and is 40 mm longer than before, providing better rear fender stability. The KTM XC-W TPI's one-piece aluminum swingarm is manufactured using a gravity die-cast production process, offering exceptional strength at the lowest possible weight. The single-component casting process offers low weight, perfect flex behavior and also allows for a large number of geometry solutions. The wheels are fitted with Dunlop AT 81 tires - perfect for surefooted performance offroad. It is fitted with a spring on both sides, but features separated functions for each fork leg: compression damping is fitted on the left side, while rebound is on the right. So the fork can easily be adjusted for compression and rebound with the twist of a dial on top of the fork tubes 30 clicks each. Although already distinguished for outstanding response and damping characteristics, the fork features a calibrated mid-valve piston for consistent damping. The settings keep the front end higher in the stroke, providing impressive reserves against bottoming out. The WP XPLOR shock absorber is the key element in the proven PDS rear suspension design progressive damping system , where the shock is directly linked to the swingarm without an additional linkage system. This keeps weight lower and reduces the chances of hooking on rocks. Optimal dual-sport specific damping progression is achieved by using a second damping piston in combination with a closed cup towards the end of the stroke, and supported by a progressive shock spring. For , improvements to the second piston, as well as a reworked shape and sealing of the cup, lead to improved resistance against bottoming without any sacrifice of comfort. New settings on the XPLOR shock with PDS technology provide better damping characteristics and match the new frame and reworked front-end set-up perfectly. It is fully adjustable, including high and low-speed compression, so you can set the shock up to suit any track, trail and rider preferences. The handlebar is adjustable forwards and backwards over 4 positions; this XC-W will fit you like your favorite gloves. These high-tech Brembo brakes are combined with lightweight Wave brake discs. You couldn't brake any harder or with better feel on an offroad motorcycle. The new airbox on the KTM XC-W TPI has been completely reworked to ensure better flow dynamics, and together with new intake snorkels, results in optimal power and throttle response. Despite the obvious performance enhancements, the new design also offers maximum protection against soiling of the air filter. The large twin-air air filter is mounted on a cleverly designed stiff cage that minimizes incorrect installation. As found on previous models, filter maintenance is quick and easy and does not require tools - a standard, original feature from KTM. The air filter box design offers maximum protection of the air filter against soiling, while ensuring maximum airflow. The large Twin Air air filter is mounted on a stiff cage, which at the same time holds the system in place. This design is so simple, you could still pop a fresh one in with a face full of mud. Without tools. In seconds. The handlebar allows for four different positions. The handlebars come standard with an ODI vulcanized grip on the right side and a comfortable ODI lock-on grip, which does not require any wire or glue, on the left. Additionally, all models can be equipped with an optional handlebar map select switch, which allows to select between a standard and advanced power curve. The pegs on the Enduro models are 6 mm higher than the ones used on SX models, which benefits ground clearance. But you can swap them at will. The XC-W range features state-of-the-art seat technology with a newly shaped surface that provides improved ergonomics and much better seat comfort thanks to higher foam padding. The seat is conveniently fixed to the bike using one long, lateral screw, making it safe and easy to handle. All engines are fitted with the proven electric starter, which is a major benefit for any offroad activity. It is powered by a super lightweight 2 ah lithium-ion starter battery which provides safe, reliable starting. A reworked wiring harness and revised packaging has most of the electrical components concentrated into a common area below the seat, making them more accessible and reliable. Find a dealer. Book a Testride. Download Brochure Choose Colour. Base Price: 10, This nimble, lightweight all-terrain master fears no obstacle and with the advent of TPI technology, has risen to ridiculous new heights. The refined bodywork and ergonomics make moving around a bliss, while the frame allows the rider to select a line with instant precision, Download Brochure. Light and powerful Engine The cc 2-stroke engine is known and respected for offering the most powerful 2-stroke performance in its segment. Crankcases and engine covers The compact engine cases are manufactured using a high pressure die-cast production process which helps with weight reduction, while retaining strength and durability. Balancer shaft Say goodbye to numb feet and hands. TPI Alternator To accommodate the power

requirements of the engine management system, the TPI models are fitted with a powerful W alternator and a voltage regulator. Always optimal Cooling Maintaining the optimal engine temperature is crucial to ensuring consistent horsepower throughout the ride. Shaped for performance Exhaust When it comes to power delivery and performance, the exhaust plays a key role and packs a punch that is hard to beat. Rear suspension The WP XPLOR shock absorber is the key element in the proven PDS rear suspension design progressive damping system , where the shock is directly linked to the swingarm without an additional linkage system. Superior braking feel Brakes These high-tech Brembo brakes are combined with lightweight Wave brake discs. Simple and effective Fuel tank The new airbox on the KTM XC-W TPI has been completely reworked to ensure better flow dynamics, and together with new intake snorkels, results in optimal power and throttle response. Simple and effective Airbox The air filter box design offers maximum protection of the air filter against soiling, while ensuring maximum airflow. Supreme manoeuvrability Seat The XC-W range features state-of-the-art seat technology with a newly shaped surface that provides improved ergonomics and much better seat comfort thanks to higher foam padding. Technical Details. Chassis Weight without fuel Show All Close. The DirtBikeTest. The goal of the test series was to determine the suitability of the XC-W for trail riding and racing. KTM has been continuously developing the XC-W from the recent introduction of the new motor with a counter balancer, and the game-changing fuel injection and integrated oil injection system. KTM has continued its development of the XC-W and considers the version to be an all-new motorcycle. The changes include a brand new chassis that rotates the motor downwards one degree to improve front wheel traction. Significant improvements to the fuel injection system have been made with a new ambient air pressure system mounted externally to the motor. A new exhaust pipe was designed that is ovalized to reduce overall width and includes integrated stiffeners to increase strength and impact resistance. The new silencer has been reworked for better sound damping and enhanced durability. Unfortunately, it does not have a spark arrestor. The radiators have been lowered 12 mm to reduce the vertical center of gravity, and incorporate and improved coolant distribution system. The front and rear fenders have revised I-beam shapes for greater stiffness and the seat can now be removed with one bolt. Tractable power has always been the hallmark of the series 2-strokes. The XC-W is all about traction and pull and has smooth power and plenty of it. For KTM uses revised mapping to improve the bottom end torque and throttle response to make it more aggressive for the American market, but not motocross aggressive, remember, this bike is all about traction and pull. The ECU has a two maps available that must be changed via a plug, or you use the optional map switch. We used the more aggressive or standard mode almost all the time. Surprisingly, we found the smoother map to be have more snap at a slightly lower RPM, for some even better when riding a gear higher. We wish there was a little more distinction between the two maps. Which map you use will come down to personal preference and it is worth experimenting with. For those of you that are new to fuel injected 2-strokes, but are are accustomed to the older s with carburetors, the TPI system makes the bike feel lean. Make that very lean. We think this is because the bike is running leaner thanks to dramatically improved mixture and oil control provided by the TPI system. Although, at times, we did hear some very light detonation on trailing throttle. As part of the test series we tried 87 octane pump gas, although maybe doable, definitely not recommended , and experienced slightly more detonation. This pinging is not under a heavy load, where typically it is hard on the piston and cylinder head. In addition, we ran the bike at full throttle 90 MPH! After 15 hours of use, we removed the head and cylinder, which is very easy to do in the , and did not see any signs of detonation. The new oiling system really spoils the 2-stroke rider. It precisely delivers the oil at all throttle, and engine conditions to ratios that may terrify the older two-stroke crowd. We believe that it significantly varies the oil ratios to between to 1 at low RPM, which helps explain the crisper throttle response, up to 40 to 1 at high speeds. The current average estimate is approximately to 1. We put miles on our XC-w during this test series and have yet to see the low oil light illuminate. KTM estimates 5 tanks of fuel before more oil is needed. Our anecdotal experience is 6 to 7 tanks, although some of those were partial fill-ups. Your oil consumption may vary, so act accordingly. And when you peruse the internet and see the horror stories about oil injection failure on these bikes, understand a couple of things. Most were the result of dealers not initializing the oil injection system before the owner first rode the bike. These are the ones that blew up in the first 30 miles. Then the ones where "the bike just locked up" can be categorized under two categories. First is the owner that forgot to fill the oil tank, second is the owner that chose to run his favorite non-synthetic two-stroke oil that was not compatible with the newer system. Trust us, this system is really good as long as you follow directions and you do not need to add extra oil into your tank to make the motor last longer unless you like goop running down your muffler and a pipe filled with carbon. During testing we experimented with

with the adjustable power valve. We have found the power valve on the to be a valuable tuning tool for controlling power delivery. The JD Tuner appears to help compliment the power valve adjustments. As for necessity, we believe it will come down to your personal preference rather than unleashing hidden performance. Consider it as another tool to fine tune to your personal preference. We will provide updates and further test information as they become available. Additional details of the power valve and JD Tuner adjustments, results, and testers comments can be found in the video of the XC-w test series at dirtbiketest. One of the disconcerting experiences we had with the motor, which has been a known condition with previous TPI models, is that as you transition from big changed in altitude without stopping the engine, the bike appears to start running lean or rich but opposite of how a carb would behave. We were able to determine that by stopping the motor and restarting, the ECU would re-calibrate itself to provide the correct mixture at that altitude. We had hoped the new barometric pressure sensor would have helped alleviate this phenomena. Perhaps this was a nostalgic feature for the good old days when the carburetor ruled the world? During the testing, we developed an immediate work-around that involved stopping the engine and restarting it. This seemed to work well until we went higher, where the process had to be repeated. DBT immediately contacted KTM Engineering to explain the problem and see if they were aware of this and were they working on a fix. Shortly we were informed KTM now has a fix that involves a software update to the engine management system. KTM claims to have installed the software update on all the new bikes at the dealers and can update the early bikes. DBT recommends you contact your dealer for further information. The wide ratio transmission has as excellent spacing from 1st through 6th gear. First gear, when combined with the TPI system, will let you release the clutch and chug along. Very nice for beginners and the elderly trail rider. If you are racing, 1st gear is not used except in extreme terrain. The clutch is very good to the point of being magical. It suffered extreme abuse without fading and only made the motor run hot but never to the point of boiling over. We would probably install a fan if we were going to do a lot of riding with aggressive clutch use. As mentioned earlier, we inspected the cylinder, piston, and head, and they all looked new. And don't forget the counter-balancer which adds a whole another level of love for this engine family, something that jumps right out at you if you ever have to ride an older The XPLOR fork is an open cartridge style fork with compression adjustment at the top of one fork and rebound on top of the other. The open cartridge fork, when compared to a closed cartridge fork, tends to have a reduced breakout force, which makes the fork more subtle over roots and rocks at low speeds. Plus it is less complicated and less expensive overall. The fork settings were refined for and now hold the front end higher in the stroke than previous editions. The XPLOR PDS system in the rear continues to run a progressive spring and has had the valving refined to reduce bottoming and enable the rear suspension to ride higher in the stroke. This is currently the best stock suspension on any motorcycle we have ever ridden for its intended job description and that is a very telling statement. This includes the tight rocky, technical trails in Washington and Oregon, as well as the ever-enjoyable high speed rocks and whoops of Nevada. With a few clicks of the adjusters the bike worked very well in a grand-prix situations and equally well on any of the trails ridden during this test series. The stock springs were able to accommodate our robust tester in all of the tested conditions. The adjusters, specifically the compression on the fork, really acts more like a mid-speed valve and controls the ride height of the front end much like the high-speed compression adjuster on the shock. Additional detailed observations and recommendations on the suspension can be found on the test video at dirtbiketest. The EXC exhibited some unique handling characteristics when compared to conventional 2-strokes. This planted feeling is one of the features that 4-Strokes have had over 2-Strokes since, well, forever. It usually comes with weight, but this bike at pounds full of 2. If you run higher tire pressures you may experience some movement but that should be able to be reduced with careful fork and shock adjustments. To put it simple this bike turns as quick as anything and remains stable. It has a light feel in the handlebar and responds well through the pegs. It makes just about any bike feel heavy and a lot of them sluggish. As a direct comparison it feel like a KTM with double the horsepower and all of the smaller bike's control. The new roomy chassis and updated suspension make the XC-W a very pleasant ride with working on the bike an even more pleasing experience. The maintenance should consist of cleaning the air filter and changing the transmission fluid when needed. Those tasks are easy and we'd suspect a rider could easily get hours out of a top end before even needing to think about it. One bolt will get you into the battery area by removing the seat. And the sub-frame and fender attachment seems more robust than in the past as well. Our bike had great brakes, strong yet progressive in feeling with excellent adjustability in positioning. The bars have position adjustability which we did not feel the need to alter. Handguards are a nice touch and a skid plate would have been a good addition and some of the bikes may even come with them the

does yet ours did not. In falls the bracing on the radiator louvers helped keep them straight but bigger hits will do damage. The electric starter never faltered and the bike started quick no matter the temp or altitude in our testing. Even the seat has nice foam and excellent comfort and grip, something that seems to evade the KTM compliment list quite often. We were getting anywhere between MPG on the bike, surprisingly at higher speeds the efficiency went up quite a bit. We'd budget miles easy on a tank for most racing-like conditions and for trail riding. This is a bike where your main maintenance event will be cleaning the air filter, followed by changing the gear oil, and making sure to add oil to the remote engine oil system. However we did have to adjust the chain, which is unusual for us on the KTMs. The bike has a headlight that is actually usable at night. Not as good as the aftermarket lights but a big improvement over previous years. The new roomy chassis and plastic configuration enabled us to remove the cylinder head in about ten minutes. Very nice. For us, it really looks like KTM has made a serious effort to improve this bike with the rider in mind, not to rest on their laurels and just bang out product. The XC-W has also proven to be a very user-friendly and fun trail bi

vw jetta alternator wiring harness
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 ke for all skill levels of rider. Yes, it is that good. There is more information and recommendations on the EXC-W videos at dirtbiketest. Testing the Ready To Race slogan. Changes Updated ECU and small engine changes. New chassis with updated suspension settings. Styling and plastic upgrades. Power Long smooth and plentiful powerband. Slightly more aggressive from years past. Some ECU mapping issues may still exist. New settings really are improved. Chassis - Handling Light feel, even less than the scale says! Stability, agility and always confidence inspiring. KTMs easy to work on build makes simple work of regular tasks. Even the seat has nice foam and excellent comfort and grip, something that seems to evade the KTM compliment list quite often We were getting anywhere between MPG on the bike, surprisingly at higher speeds the efficiency went up quite a bit. Products also tested on this bike. Recent Product Tests. What Others Said. And you see why they'll need Harley ads to survive.