

READY
TO RACE

EN

X-BOW GTX



X-BOW GTX2

KTM



THE KTM X-BOW GTX & KTM X-BOW GT2 TRACK WEAPONS

Performance and purism, united in a unique, extreme design, and armed for adventures on the most legendary race tracks in the world, the KTM X-BOW GTX & GT2 will set new benchmarks in racing. Keeping the focus on the essentials (weight reduction, performance, aerodynamics, handling), they provide numerous new technical highlights, increased ergonomics and usability as well as an almost revolutionary safety standard. It's the first GT racing car to combine a homologated monocoque with a homologated GT rollcage and a carbon fibre competition seat. Alongside superior technology, the new models are obviously making an extraordinary statement on design: A race car, as pure as a race car can be. On this basis, the KTM X-BOW GTX and GT2 models are able to compete against high-profile super sport cars in terms of power-to-weight-ratio, cornering speed, stopping distance, top speed and, last but not least, lap times - whether it's on the Nürburgring Nordschleife, in professional racing or during track days. Of course, both models remain absolutely faithful to the DNA of the original KTM X-BOW: Radical, puristic, precise, performance driven.

HIGHLIGHTS KTM X-BOW GTX & GT2

01 CARBON MONOCOQUE WITH GT ROLLCAGE

The carbon monocoque with integrated GT rollcage takes the safety standard of the KTM X-BOW GTX to a new level.

02 AUDI 2.5 LITER FIVE-CYLINDER TFSI

The legendary five-cylinder engine from Audi is the modern, powerful heart of the KTM X-BOW GTX. In the KTM X-BOW GT2, this engine becomes a thoroughbred racing engine thanks to know-how from Lehmann Motorentechnik.

03 STEERING WHEEL WITH INTEGRATED DISPLAY

Everything under control and everything at a glance: the new steering wheel with integrated display.

04 CANOPY

The jet fighter canopy of the KTM X-BOW GTX is unique and spectacular, but thanks to its carbon frame, Makrolon windshield and side doors, it's perfectly suitable for racing as well.

05 RECARO CARBON BUCKET SEAT

Both seats have been developed from scratch and combines a maximum of safety and comfort. As well the Competition seat in the KTM X-BOW GTX and the Advanced seat in the KTM X-BOW GT2 are thoroughly made from carbon fibre. Both fulfill the highest safety standards of the DMSB respectively the FIA. The paddings are available in three different sizes and are interchangeable, the Advanced seat is additionally equipped with the FIA conform safety nettings on both sides, for the first time ever they are mounted directly on the seat.

06 CAMERA REAR VIEW MIRROR SYSTEM

A state-of-the-art camera system replaces the conventional exterior mirrors, providing improved panoramic view as well as a reduced drag coefficient thanks to aerodynamical advantages. According to the homologation rules, exterior mirrors must be installed for the GT2 model. These are designed in such a way that the camera monitor system ("CMS") can be additionally installed at the customer's request.

07 ELECTRIC GEAR SHIFTER WITH SEQUENTIAL GEARBOX

Thanks to the electrical gear shifter, the KTM X-BOW GTX and KTM X-BOW GT2 offer LMP technology that not only protects the gearbox, but also saves weight.

08 CARBON REAR WING

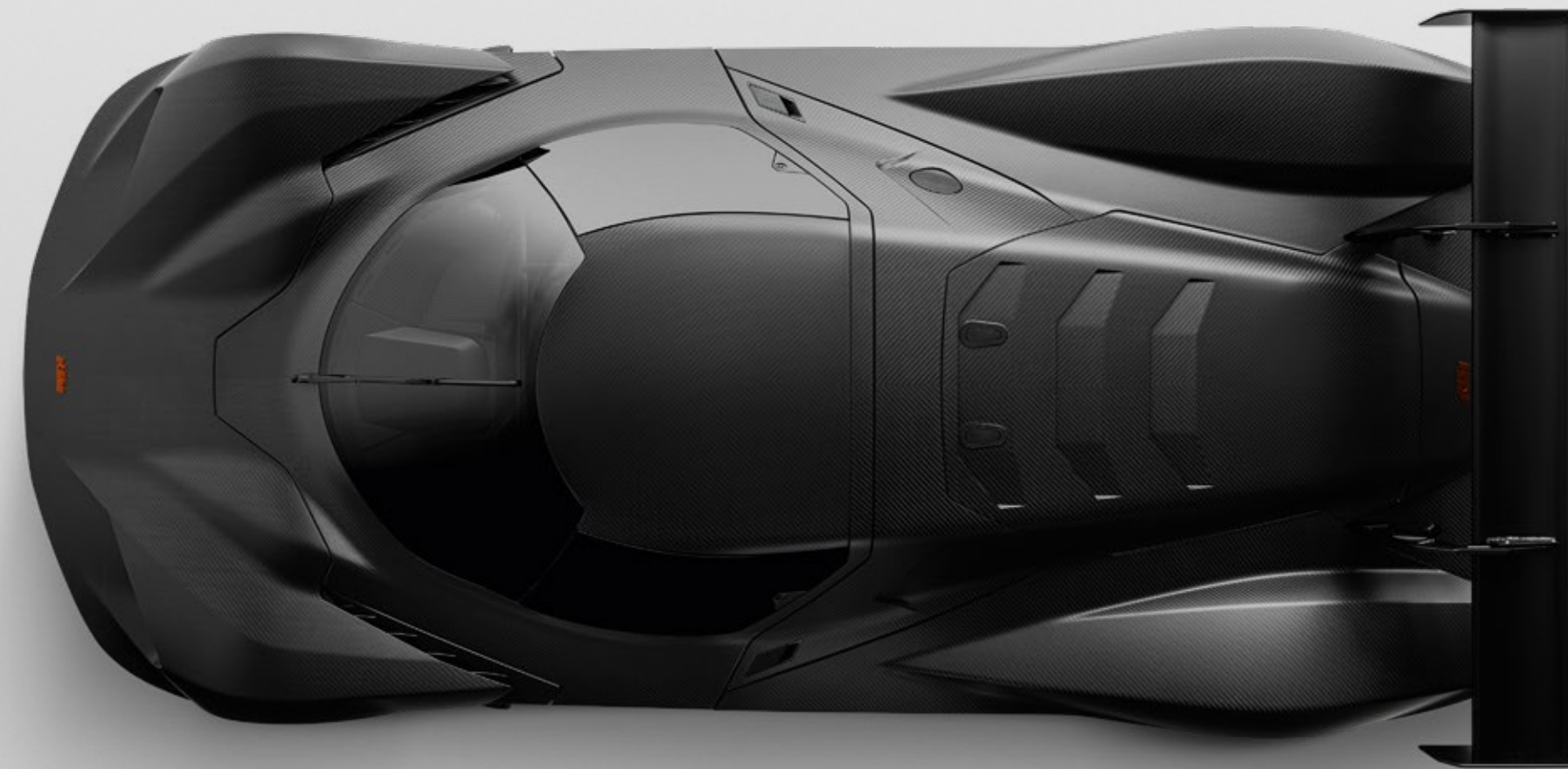
The requirements of the GT2 make a modified rear spoiler necessary, which is made of carbon fibre for the KTM X-BOW GT2.

09 CENTRAL LOCKING WHEELS

The KTM X-BOW GT2 is equipped with central locking wheels. Available for the KTM X-BOW GTX with surcharge.

10 EXHAUST

Technical partner AKRAPOVIČ provides the exhaust system of the KTM X-BOW GT2 and connects a high-tech mixture of a racing catalytic converter, efficient silencer and extraordinary design.





DESIGN – EXTERIEUR

01 CARBON MONOCOQUE AND GT ROLLCAGE

The survival cell of the KTM X-BOW, which has been tried and tested in a dozen crashes since 2008 and has been built more than 1,300 times, is extremely stiff and safe, weighing just around 80 kilograms. As first GT racing car, KTM combines this monocoque with a completely new designed and according to FIA Appendix J homologated GT steel rollcage for the GTX and the GT2, that withstands the multiple weight of the vehicle in the rollover pressure test and that also has side struts in the monocoque as well as a full cross behind the driver's seat.

02 CANOPY

The spectacular “Jetfighter Canopy” of the KTM X-BOW GT4 will also cause a stir on the KTM X-BOW GTX and KTM X-BOW GT2. However, the design has been completely revised, the formerly one-piece ‘Plexiglass’ canopy is being replaced by a carbon frame with an inserted windshield and separately opening doors on both sides, whereby the complete canopy can of course still be opened for entry and exit. The front screen is maden of Makrolon and can be replaced quickly and cheaply if it is worn.

03 AERODYNAMICS

The newly developed full carbon skin of the KTM X-BOW GTX, optimized down to the last detail using CFD technology, reduces front surface and drag, provides the necessary downforce and significantly increases the vehicle's performance. There are also other aero features such as the large air tunnel on both sides starting at the front, which supplies the radiator and engine with cooling air. The hanging fins on the side create the so-called “air curtain” and, in combination with the completely smooth underfloor, produce the necessary downforce. At the rear of the vehicle, a hanging rear wing and a drastically enlarged diffuser work together and increase the downforce even further.

04 LIGHTS

The KTM X-BOW GTX has a completely new and specially developed, extremely bright LED lighting system as well as spectacular LED lights at the rear.



DESIGN – INTERIEUR

01 STEERING WHEEL WITH INTEGRATED DISPLAY

The suede racing steering wheel of the KTM X-BOW GTX & GT2 is completely new in terms of looks, feel and ergonomics and has an integrated display, that always keeps the most important information in the driver's field of vision. Every single important control element is located in the central part, made out of carbon fibre. Of course, the steering column and thus the position of the steering wheel can still be adjusted in height and depth.

02 REAR VIEW MIRROR CAMERA SYSTEM

Instead of classic side mirrors, the new KTM X-BOW GTX relies on a high-tech system with two cameras and two screens on the right and left of the vehicle respectively in the cockpit. This absolute latest technology should even be approved for road traffic. The CMS system of the GT2 is integrated. According to the homologation rules, exterior mirrors must be installed for the GT2 model. These are designed in such a way that the camera monitor system ("CMS") can be additionally installed at the customer's request.

03 COMPETITION SEAT FROM RECARO

Together with partner Recaro, KTM has developed an FIA homologated competition seat made out of carbon-kevlar, which, in combination with the GT rollcage and carbon monocoque, establishes the extremely high safety standard of the KTM X-BOW GTX and GT2. Thanks to individually attachable paddings, the shell is adaptable to every driver, and a homologated six-point racing harness from Schroth is standard as well.

04 INTERIOR VENTILATION

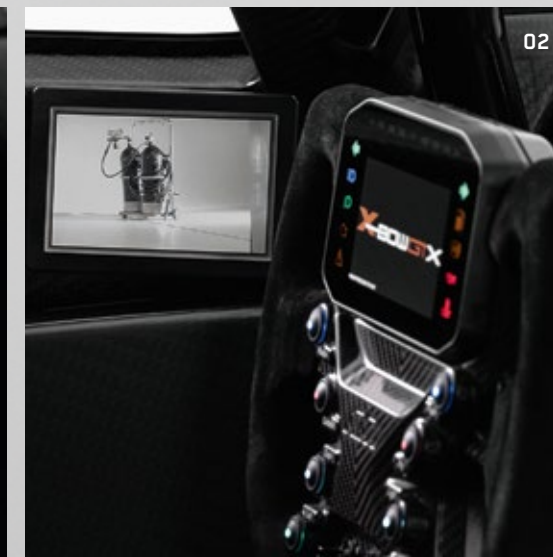
Air routing and ventilation have been revised, the air outlets are also new and repositioned. Thanks to the higher air output and a stronger fan, the cockpit is significantly better cooled, and the ventilation of the windshield has also been improved.

05 120 LITRE TANK

Thanks to its 120 litre capacity, the FT3 safety tank is prepared for all requirements. Equipped with a VLN (NLS) valve as standard, the tank can also be converted with a quick refueling option.

06 PEDAL BOX SYSTEM

Togehter with the – in this vehicle segment rather unusually – variable adjustment of the steering wheel, the KTM X-BOW GTX and GT2 also have the tried-and-tested pedal box, which can be adjusted by around 30 centimeters, and which, especially in long-distance races, allows adaptation to drivers of different sizes in seconds.





ENGINE & CHASSIS



01 POWER DISTRIBUTION UNIT

The KTM X-BOW GTX has an electronic fuse box from SaReNi. The fuses are no longer physically available, but programmed individually. This reduces the error rate and ultimately the probability of failure during racing, since short voltage peaks do not “drop” any physical fuse (and paralyze the car or a system). Rather, the electronic fuse “engages” itself again, and the car continues to drive without any problems. And that – individually adjustable – even several thousand times in a row.

02 HIGH-STRENGTH TUBULAR STEEL REAR FRAME

The rear frame is made of high-strength steel tubes. On the one hand, it houses the 2.5 liter five-cylinder engine from Audi and, on the other hand, the sequential six-speed gearbox from Holinger, represents the mounting points for the rear suspension and provides the attachment for the high-performance radiators. Crash elements at the rear of the car ensure that the valuable technology remains as undamaged as possible in the event of rear-end collisions.

03 AUDI 2.5 LITER FIVE-CYLINDER TFSI

The engine with the abbreviation DNW is the latest version of the legendary five-cylinder unit from Audi, which has caused a sensation in motorsport since the 1980s, whether in the Audi S1 in the World Rally Championship or in the Audi 80 IMSA GTO on closed circuit racing. The great-grandson of this legendary drivetrain is a technologically incredible high-quality engine with countless ingenious detailed solutions that make the heart of every engine specialist beat faster. For its 500 hp power level, developing a maximum torque of 650 Nm, the “innards” of the engine with air-cooled intercooler remained untouched. Only the injection valves, the wastegate, the intake system, the exhaust system and the software were adapted.

04 AIRJACK SYSTEM

Nowadays, an airjack system is used as standard in racing, and already the KTM X-BOW GTX is equipped with the system from Krontec, which speeds up tire changes on track days and makes minor service or repair work easier.

05 AERO PROFILE SUSPENSIONS, ALUMINIUM WHEEL CARRIERS WITH QUICK CAMBER ADJUSTMENT

The wheel suspensions made of high-strength steel are designed in an aero-profile form, which is particularly important on the front axle, since there the air is led to the laterally arranged radiators past the wheel suspensions in the rear. They are combined with aluminium wheel carriers milled from solid, which, thanks to ingenious mechanics, have a quick camber adjustment integrated, which eliminates the need for time-consuming modifications when changing the camber and, above all, does not affect the track set-up of the car.

06 SACHS RACING DAMPERS

The dampers from Sachs can be adjusted in rebound and compression as well as in height on the front and the rear axle. On the front axle it is installed in a push-rod arrangement including an adjustable stabilizer.

07 ELECTRIC GEAR SHIFTER WITH SEQUENTIAL GEARBOX

LMP technology in the KTM X-BOW GTX and GT2: Le Mans prototypes have been using electrically operated gear shifters for quite a time now, but the technology has been too expensive for widespread use so far. SaReNi, a technology service provider from the Reiter-Engineering environment, has now developed such a gear shift for the new racing car from KTM. The shifting operations are even more precise (the gears are always switched at the right connection speed), the material (especially gears and shafts) is preserved, and around seven kilograms of weight are saved by eliminating the compressor, pressure accumulator and lines. In addition, the design is highly integrated with oil pump, oil filter and oil-water heat exchanger located directly in the gearbox housing. The sequential six-speed gearbox is the tried and tested MF model from Holinger, that has a continuous load capacity of 750 Newton meters and a peak load capacity of 1,000 Newton meters. It is therefore ideally suited to converting the powerful thrust of the 500 hp Audi engine into effective propulsion. A sintered metal racing clutch, a lighter drive and a limited-slip differential are helpful, too.

08 EXHAUST SYSTEM

The laser cut stainless steel exhaust was developed exclusively for the KTM X-BOW GTX and GT2, a catalytic converter and a silencer are optionally available on request.



DRIVING SYSTEMS & ASSISTANCE SYSTEMS

01 ELECTRIC POWER STEERING

The electric power steering replaces the hydraulic power steering previously used in the KTM X-BOW GT4 and offers several advantages. In the end, the customers can look forward to at least three different set-up variants, which can be selected according to the preferences and needs of the driver. The electric power steering also saves weight.

02 MOTEC MOTOR CONTROL AND MOTEC DATA LOGGER

The standard MoTec engine control includes a MoTec data logger and thus allows full data analysis in racing.

03 TRACTION CONTROL & RACING ABS

Both traction control and racing ABS can be adjusted manually. The ten-way traction control ensures optimal acceleration out of corners and provides more safety on wet tracks. The type 3 racing ABS from Continental can be adjusted in ten steps according to the track conditions as well as to influence the vehicle balance towards understeer or oversteer, depending on the driver's wishes when turning into corners. Both selector levers are located directly on the steering wheel and can be operated intuitively there.

04 BRAKING SYSTEM

The brake calipers on the KTM X-BOW GTX and GT2 are already designed for long-distance racing. A 6-piston endurance brake system with a 378 mm disc diameter grips at the front, a 4-piston brake system with a 355 mm disc diameter at the rear. The brake system of the GT2 has a 384mm disc at the front

KTM X-BOW GT2

EXCLUSIVE DETAILS

01 AUDI 2.5 LITER FIVE-CYLINDER TFSI

The Audi five-cylinder engine of the KTM X-BOW GT2 is a thoroughbred racing engine. Thanks to decades of experience of Lehmann Motorentechnik, the up to 600 hp motor is a masterpiece of engineering. The high-revving turbo engine is unique in terms of peak performance, power characteristics, throttle response, lifetime and reliability and makes every single drive an experience, thanks to its characteristic, distinctive sound.

02 CENTRAL LOCKING WHEELS

In professional racing, every second counts. In order not to lose any time during the pit stop, the KTM X-BOW GT2 has a central locking wheels.

03 EXHAUST

Technical partner AKRAPOVIČ provides the exhaust system of the KTM X-BOW GT2 and connects a high-tech mixture of a racing catalytic converter, efficient silencer and extraordinary design.

04 CARBON REAR WING

The requirements of the SRO GT2 racing series make a modified rear spoiler necessary. In order to further improve the ingenious aerodynamics of the KTM X-BOW GT2, it has a full carbon rear wing.

05 ADVANCED SEAT

The Advanced seat is additionally equipped with the FIA conform safety nettings on both sides, for the first time ever they are mounted directly on the seat.

06 EXTERIOR MIRRORS – OPTIONAL WITH CMS

According to the homologation rules, exterior mirrors must be installed for the GT2 model. These are designed in such a way that the camera monitor system (“CMS”) can be additionally installed at the customer’s request.

07 BRAKE COOLING

A cover with an air duct guide fresh air onto the brake discs and calipers to enhance cooling and durability.



STARTER PACKAGES

Normally, there's an extensive range of accessories for an extra price for any racing car. That's not the case for the KTM X-BOW GTX and GT2. They're living up to the KTM philosophy "Ready To Race", equipped with everything that's necessary to get their drivers to the top step of the podium. Anyway, there are some accessories to upgrade your KTM X-BOW GTX. Therefore, we've the "PowerParts" catalogue that can be downloaded from our website any time. Moreover, we've defined particular starter packages, preparing you perfectly for every occasion, no matter if track day or GT2 European Series.

STARTER PACKAGE TRACKDAY*

INCLUDES

01 WHEELS

5-stud: 2 x front rim, 2 x rear rim, 20 x wheel nut
Central locking: 2 x front rim, 2 x rear rim, 1 x wheel nut

02 BRAKE SYSTEM FRONT

2 x brake discs, 1 x brake pad set (4 pads)

03 BRAKE SYSTEM REAR

2 x brake discs, 1 x brake pad set (4 pads)

04 POWERPARTS

Racing TearOffs (4 layer)

*All starter packages are available as a 5-stud (X2612950044)
or as a central locking (X2612951044)

STARTER PACKAGE SMALL*

INCLUDES

- | | | | | | |
|----|--|----|---|----|--|
| 01 | STEERING GEAR
1 x tie rod, 1 x rod end | 05 | BRAKE SYSTEM FRONT
2 x brake disc, 1 x brake pad set (4 pads) | 09 | OILFILTER
1 x pressure sensor, 1 x oilfilter, oilfilter seq. transmission |
| 02 | FUEL TANK
1 x fuel filter | 06 | BRAKE SYSTEM REAR
2 x brake disc, 1 x brake pad set (4 pads) | 10 | ENGINE
5 x coil, 5 x sparkplug, 1 x air filter |
| 03 | WHEELS
5-stud: 4 x front rim, 4 x rear rim, 40x wheel nut
Central locking: 4 x front rim, 4 x rear rim, 4 x wheel nut | 07 | GEARBOX
1 x oil temperature sensor | 11 | FRONT/REAR AXLE
2 x wheel speed sensor |
| 04 | BRAKE LINES
Brake line ABS FL, ABS FR, ABS RL, ABS RR | 08 | COOLING
1 x oil temperature sensor | 12 | UNDERBODY
1 x Skidpad left, 1 x Skidpad right, 1 x Skidpad mid |
| | | | | 13 | POWERPARTS
Download cables, Airjack securing stamps, Air lance, Indoor cover, Battery charger, GoJacks, Stands, Car Jack, Fuel drain set, Racing TearOffs, Special tooling (Wrench set, Crankshaft attachment, Oil filter wrench), Camber shims FA/RA, Central locking nut |

*All starter packages are available as a 5-stud (X2612952044) or as a central locking (X2612953044)

STARTER PACKAGE LARGE*

INCLUDES

- | | | | | | |
|----|---|----|--|----|--|
| 01 | STEERING GEAR
1 x tie rod, 1 x rod end | 08 | GEARBOX
2 x oil temperature sensor, 1 x clutch, 1 x clutch release bearing | 14 | DRIVESHAFT
1 x driveshaft left, 1 x driveshaft right, 2 x wheelhub flange, accessories |
| 02 | FUEL TANK
1 x fuel filter, 1 x fuel pump | 09 | COOLING
1 x radiator, 1 x oil temperature sensor, 1 x intercooler | 15 | CRASHBOX
1 x crashbox assy, 1 x front towing, accessories |
| 03 | BODY PARTS
1 x carbon front, 1 x front left, 1 x front right, accessories | 10 | OILFILTER
1 x pressure sensor, 2 x oilfilter, oilfilter seq. transmission | 16 | UNDERBODY
1 x front splitter, 2 x skipad (L/M/R), accessories |
| 04 | WHEELS
5-stud: 6 x front rim, 6 x rear rim, 60 x wheel nut
Central locking: 6 x front rim, 6 x rear rim, 6 x wheel nut | 11 | ENGINE
5 x coil, 5 x sparkplug, fuel pump, fuel pressure sensor (1 x high pressure, 1 x low pressure), 1 x airfilter | 17 | CANOPY
1 x front windshield |
| 05 | BRAKE LINES
Brake line ABS FL, ABS FR, ABS RL, ABS RR | 12 | FRONT AXLE KINEMATICS
2 x wheel carrier (L/R), 1 x wheel speed sensor, 1 x lower wishbone, 2 x upper wishbone (L/R), wheel hub (5-stud), accessories | 18 | SEAT
1 x racing safety harness |
| 06 | BRAKE SYSTEM FRONT
4 x brake disc, 2 x brake pad set (8 pads), disc bell, retaining ring | | | 19 | POWERPARTS
Download cables, Airjack securing stamps, Air lance, Indoor cover, Battery charger, GoJacks, Stands, Car Jack, Fuel drain set, Racing TearOffs, Special tooling (Wrench set, Crankshaft attachment, Oil filter wrench), Camber shims FA/RA, Central locking nut |

**All starter packages are available as a 5-stud (X2612954044) or as a central locking (X2612955044)

RACING

The all new KTM X-BOW GTX and GT2 models are meant to race around the world, no matter if in sprint or on long distance races. The KTM X-BOW GT2 is homologated for all SRO GT2 racing series, providing excitement and a winning performance to gentleman racing drivers or professionals alike. The KTM X-BOW GTX is the perfect basis for success in various classes, for example in the Creventic 24 H Series, the NLS (former VLN) on the Nürburgring Nordschleife or the GT-Open series. Expect more possibilities to unfold soon!



RACING SERIES 2021

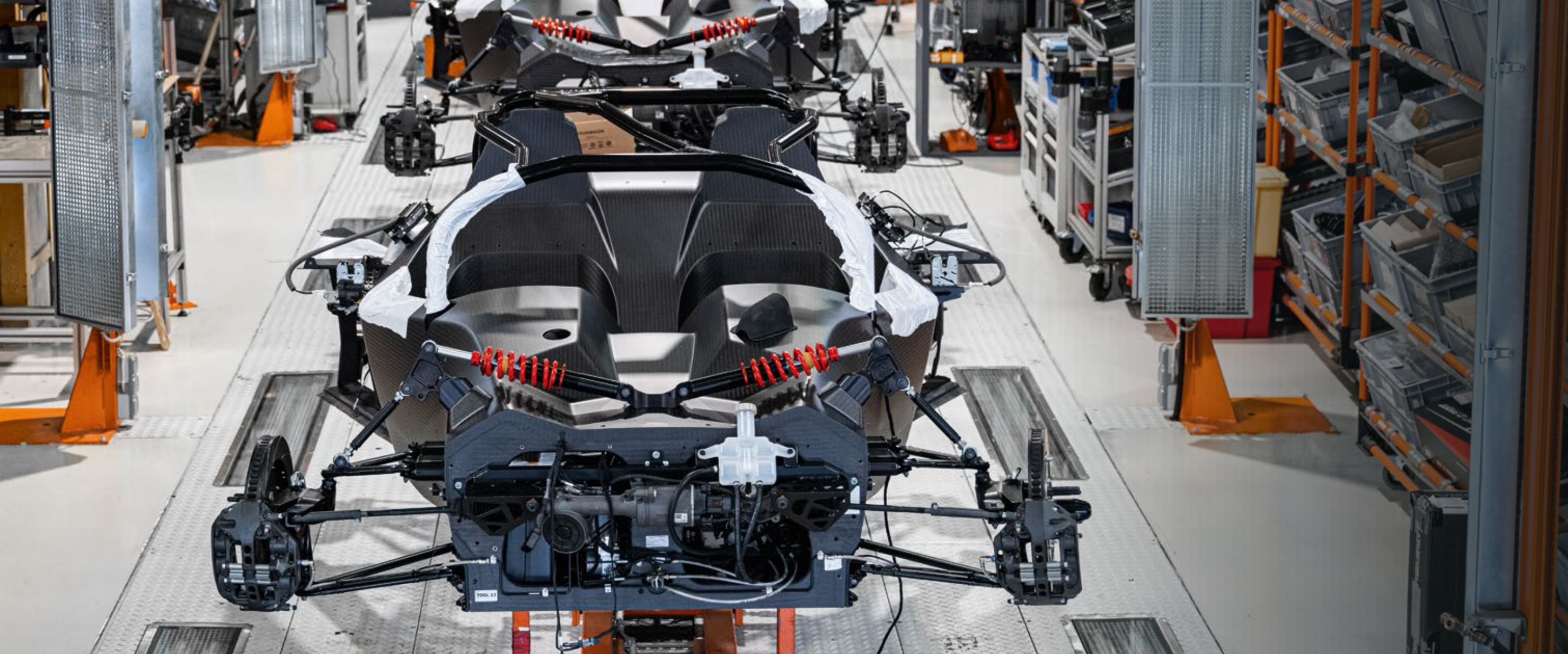
RACING SERIES	GT2 European Series	NLS (VLN)	Creventic 24H Series*	GT Cup Open
STATUS	Int.	Int.	Int.	Int.
RACES/SEASON	5	9	8	5
ENTRY FEE SEASON (DISCOUNTED)	-	-	-	-
ENTRY FEE SEASON	€ 30,000.00	€ 21,740.00	-	€ 17,000.00
ENTRY FEE (SINGLE RACE)	-	€ 2,070.00	€ 13,400.00	€ 4,000.00
DRIVER CLASSIFICATION (HIGHEST)	-	-	-	FIA Gold
LICENSE	Int. C	Int. C & Permit A	Int. C	Int. C
TIRE PARTNER	Pirelli	Michelin	Hankook	Michelin
TIRE PRICE (SET)	€ 1,780.00	€ 1,680.00	€ 1,616.00	€ 1,982.00
GTX (CLASS)	GT2!	Yes (CupX)	Yes (GTX)	Yes (GTCup Open)
GT4	-	Yes	Ja	Yes
R/RR	-	-	-	-
	Gentleman racing at the highest possible level. The all-new GT2 European Series, organized by the worlds most renown and iconic GT racing series organizer SRO will set new standards for its customers, rolling out spectacular GT2 racing on European premium racetracks.	The world's largest endurance racing series has been permanently linked to the KTM X-BOW GT4 since 2016, and the KTM X-BOW GTX will also start in the NLS (formerly VLN) from 2021! The specially created "KTM X-BOW CUP powered by MICHELIN", called "CUPX" in the NLS class system, will offer a home for all KTM X-BOW GT4 versions as well as for the new KTM X-BOW GTX.	Welcome to the world of endurance! The slogan of the Creventic 24 H Series sums up in a nutshell what it's all about: Endurance races on the most attractive racetracks in Europe, combined with spectacular events overseas. Whether with the KTM X-BOW GT4 or the KTM X-BOW GTX, both cars are perfect for long-distance racing.	The fastest GT3 racing series in the world - at least until 2020 - conceived and organized by Spanish promoter Jesus Pareja. With the "GT Cup Open", the popular series offers all cup cars from Porsche, Ferrari or Lamborghini, as well as the KTM X-BOW GTX, a new, attractive field of activity in semi-professional motorsport.

* Entry fee 12 H race!

RACING SERIES 2021

RACING SERIES	ESET CUP Series	GTC Race	TCM
STATUS	Int.	Int.	Nat.
RACES/SEASON	6	5	6
ENTRY FEE SEASON (DISCOUNTED)	€ 4,800.00	-	-
ENTRY FEE SEASON	€ 5,200.00	€ 21,000.00	€ 7,350.00
ENTRY FEE (SINGLE RACE)	€ 1,500.00	€ 4,800.00	€ 1,200.00
DRIVER CLASSIFICATION (HIGHEST)	-	-	-
LICENSE	Int. D	Int. C	AMF One Event licence
TIRE PARTNER	Hankook	Goodyear	-
TIRE PRICE (SET)	€ 1,510.00	€ 1,680.00	-
GTX (CLASS)	Yes (P9)	Yes (Class 6)	Yes (Class 3)
GT4	Yes	Yes	Yes
R/RR	Yes	-	Yes
	In the FIA's central European zone - or CEZ - the „ESET-V4 CUP“ is the place to go for GT and touring car teams. The series focuses on tracks in Czech Republic, Hungary, Slovakia and Poland, but also makes appearances in Austria or Croatia. So far, the KTM X-BOW GT4 has already been seen in the series, from 2021 on, also the KTM X-BOW GTX will be allowed to start.	The “second division” of the GT3 in Germany is only theoretically second division. Practically, there is great customer orientation and a careful eye on the needs of amateur and gentleman drivers. The GTC Race is an attractive GT racing series - from 2021 on as part of the “ADAC Racing Weekends”, of course with clearance for the KTM X-BOW GTX.	The „Touring Car Masters“, initiated by racing drivers for racing drivers, will start its fourth season in 2021. From a Challenge Ferrari to a GT3, from touring cars to the open-top KTM X-BOW, this is an extremely attractive, colorful and, above all, familial opportunity to do motorsport - from 2021 on, of course, with the KTM X-BOW GTX!

RACING SERIES	Histo-Cup	P9 Challenge	STT
STATUS	Nat.	Int.	Nat.
RACES/SEASON	8	5	6
ENTRY FEE SEASON (DISCOUNTED)	-	€ 7,200.00	€ 7,200.00
ENTRY FEE SEASON	€ 4,380.00	€ 8,200.00	€ 8,900.00
ENTRY FEE (SINGLE RACE)	€ 660.00	€ 1,590.00	€ 1,450.00
DRIVER CLASSIFICATION (HIGHEST)	-	-	FIA Silver
LICENSE	AMF One Event licence	Int. C	Int. B
TIRE PARTNER	Hankook/Pirelli	Michelin	Michelin
TIRE PRICE (SET)	-	€ 1,880.00	€ 1,880.00
GTX (CLASS)	Yes (TC Open)	Yes (Class 6b)	Yes (Div. 1, Class 1)
GT4	Yes	Yes	Yes
R/RR	Yes	-	-
	The „Histo-Cup“ is currently the longest serving Austrian racing series, but not only that: Conceived by Michael Steffny, the „Histo-Cup“ is also one of the largest racing series in Europe. In 2021, participants in the KTM X-BOW GTX can join the mostly over 200 starters.	The P9 challenge represents perfectly organized motorsport experiences with the biggest possible fun factor. Club sport and racing vehicles are eligible to take part in the races - and, of course, the KTM X-BOW GTX can also be used in the P9 Challenge races from the 2021 season on.	The Spezial Tourenwagen Trophy is a fixture within the German motorsport scene. In 2021, there will be six racing weekends, five of them as part of the ADAC Racing Weekend, and the „H&R Cup Europe“ will offer 10,000 EUR prize money. KTM X-BOW GTX drivers welcome, as well as KTM X-BOW GT4 teams!



MANUFACTORY

The KTM X-BOW has been manufactured in a special-purpose plant in Graz since June 2008. It's one of the world's most modern sports car production facilities where all KTM X-BOW models are produced in accordance with the latest standards and ISO certification. Around 100 examples of the various models can be produced here and everything is executed with the greatest precision by a small team of specialists. However, despite the revolutionary nature of what is probably the most extraordinary racing car of our times, KTM is still assembling by hand: Every single X-BOW is built with the greatest of care and specific know-how, in compliance with the strictest quality criteria. It's not surprising that the vehicles, which have been and still are sold all around the world, impress the exclusive circle of their owners ever since.



KTM X-BOW GTX

MOTOR	
CONSTRUCTION TYPE	Five-cylinder gasoline-driven motor with combination manifold/direct fuel injection; exhaust turbocharging with intercooling
DISPLACEMENT	2,480 ccm
PERFORMANCE	390 kW (530 HP) @ 6,500 U/min – Racing Fuel ~ 102 ROZ
MAX. TORQUE	615 NM @ 2,500–4,500 U/min
POWER TRANSMISSION	Rear wheel drive with limited slip differential

TRANSMISSION	
CONSTRUCTION TYPE	Sequential 6-speed motorsport transmission – Holinger
SHIFT MECHANISM	Sareni E-Shift System, paddle shift with automatic upshift function

DRIVING DYNAMICS	
POWER/WEIGHT RATIO	1,98 kg/HP
MAXIMUM SPEED	~ 276 km/h

VEHICLE DIMENSIONS	
LENGTH	4,626 mm
WIDTH	2,040 mm
HEIGHT	1,140 mm (in KO)
WHEELBASE	2,850 mm
TRACK WIDTH FRONT	1,752 mm
TRACK WIDTH REAR	1,710 mm
WEIGHT WITHOUT FUEL	1,048 kg

FUEL CAPACITY	
TANK CAPACITY	~ 120 l



KTM X-BOW GT2

MOTOR	
CONSTRUCTION TYPE	Five-cylinder gasoline-driven motor with combination manifold/direct fuel injection; exhaust turbocharging with intercooling
DISPLACEMENT	2,480 ccm
PERFORMANCE	441 kW (600 HP) @ 7,000 U/min
MAX. TORQUE	720 NM @ 3,500–5,000 U/min
POWER TRANSMISSION	Rear wheel drive with limited slip differential

TRANSMISSION	
CONSTRUCTION TYPE	Sequential 6-speed motorsport transmission – Holinger
SHIFT MECHANISM	Sareni E-Shift System, paddle shift with automatic upshift function

DRIVING DYNAMICS	
POWER/WEIGHT RATIO	1,74 kg/HP
MAXIMUM SPEED	> 300 km/h

VEHICLE DIMENSIONS	
LENGTH	4,626 mm
WIDTH	2,040 mm
HEIGHT	1,140 mm (in KO)
WHEELBASE	2,850 mm
TRACK WIDTH FRONT	1,752 mm
TRACK WIDTH REAR	1,710 mm
WEIGHT WITHOUT FUEL	1,048 kg + BOP additional weight

FUEL CAPACITY	
TANK CAPACITY	~ 120 l



KTM.COM



© 2021, KTM SPORTCAR GMBH
Stallhofnerstraße 3, 5230 Mattighofen, Austria



@KTMXBOW



@KTM_XBOW