

INTRO

KTM RC 8C - EXTREME HYPER FOCUS

The KTM RC 8C is a lightweight racing prototype built around the potent LC8c engine, developed in close partnership with Krämer Motorcycles.

It is a highly focused track weapon, boasting a dedicated track-biased chassis that combines design data collected from KTM Factory Racing efforts in a number of International Racing Championships, and top-shelf components only found on factory race machines.

Out of the box, the KTM RC 8C is aimed at setting fast lap times, giving amateur track riders a taste of what life is like at the sharp end of Grand Prix racing, without the drawback of needing specialist teams for maintenance or upkeep.

ENGINEERED TO RACE

From quick release bodywork to lightweight aluminum wheels which can be removed without disassembling the brakes, the KTM RC 8C is designed for uninhibited track use.

Everything has been considered to make the KTM RC 8C the ultimate READY TO RACE track day tool, without having to rely on specialized tuners or race teams to maintain its lap-shredding credentials

The focus and carefully considered details and packaging of the KTM RC 8C is what makes it so special. Using a production engine in a dedicated track chassis and crash protection combines the best of both worlds - making it a pure, no-compromise racing motorcycle, with the added benefit of being easy to maintain.

- Max power: 128 Hp
- Dry weight: 140 kg
- Dedicated racing exhaust with Akrapovič titanium muffler
- Dedicated air box and racing air filter
- Bespoke 25CrMo4 steel tubular racing frame
- WP PRO COMPONENTS Suspension

BODYWORK

There is no doubting the KTM RC 8C bloodline. Visually styled on the KTM RC16 racer, the KTM RC 8C uses lightweight, GRP with carbon-Kevlar reinforced fairings with aerodynamic winglets for high-speed stability and wheelie control.

All body panel components have also been designed to be quickly removed and installed for fast trackside service, with special attention given to body parts and panels which are prone to crash damage.



<CALL OUTS>

- Quick release lightweight GRP body panels for easy maintenance
- Carbon fiber front fender with quick change system
- KTM RC16-style winglets for high-speed stability
- Integrated crash protection
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CRASH PROTECTION

Since crashing is an inevitable part of finding the limit, the KTM RC 8C has predetermined the protection of key components.

This was achieved partly by smart design, having as many parts inboard where possible in order to keep them out of harm's way in the event of a crash, as well as making them easily replaced in the pits if needed.

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- Standard crash pads on frame, forks and swingarms.
- Integrated crash protection behind the footrest on the swingarm
- Crash bobbins on the rear end of swingarm
- Left and right side of fuel tank

SUSPENSION AND CHASSIS

High-spec, race-derived and hand-built suspension and chassis components take the KTM RC 8C to the very front of the starting grid.

WP APEX PRO 7543 FORK

Upfront, the KTM RC 8C makes use of fully adjustable WP APEX PRO 7543 Close Cartridge fork, together with an adjustable WP APEX PRO 7117 steering damper - the very same used by the WP Suspension-supported racing teams.

The WP APEX PRO 7543 Close Cartridge fork greatly improves the performance and response of the front end. It has an internal reservoir and, by putting the oil in this reservoir under pressure, the damping is much more consistent.

Developed for racing, the cartridge system has no hydraulic stroke limitation, meaning that the rider can continually control the damping properties for the best performance for race-oriented motorcyclists and professional racers.

The individual damping properties can be finely and individually tuned with the fully adjustable compression and rebound damping and its split design allows for easy damping adjustability at the top of both fork legs.



WP APEX PRO 7746 SHOCK

On the rear, a WP APEX PRO 7746 Shock with preload adjuster takes charge. The suspension characteristics of the WP APEX PRO 7746 Shock are specially tuned for the racetrack and can be easily adjusted to almost any situation by means of separate high and low-speed compression and rebound settings.

Due to precise manufacturing tolerances, the suspension on the KTM RC 8C delivers maximum precision and direct feedback.

DYMAG WHEELS AND PIRELLI TIRES

Lightweight Dymag UP7X forged aluminum wheels are used to ensure optimum acceleration and handling on track, with a 3.5"x17" front and 6"x17" rear.

Putting the power to the ground is a set of Pirelli Diablo Superbike racing slicks, with a 120/70R17 front and 180/60R17 rear. If required, a rear tire up to 200/55 can be used.

DEDICATED RACE FRAME

Using a lightweight and ultra-stiff Chromoly steel (25CrMo4) frame which is designed and built specifically for use on the track ensures the KTM RC 8C is razor sharp in the corners and pin-point precise everywhere else.

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- Adjustable 66.7° steering head angle
- 98.6 mm trail
- 1400 mm wheelbase

RACE-SPEC BREMBO BRAKES

Bringing the KTM RC 8C to a stop comes courtesy of maximum, high-end Brembo braking performance.

Up front and mounted with titanium fixings, two Brembo Stylema front brake calipers grab 290 mm full-floating brake discs with aluminum rotors. On the rear, a Brembo two piston caliper works in conjunction with a 230 mm full-floating disc mounted directly on the hub.

The KTM RC 8C is also fitted with a Brembo 19RCS CORSA CORTA radial master brake cylinder, which features a host of innovations and technical solutions adopted directly from MotoGP™.

The 19RCS CORSA CORTA allows riders to tailor the "bite point" exactly where they want it, with an easily accessible selector on the top of the master cylinder itself, with three settings.

In the Normal setting, indicated on the master cylinder with the letter N, the bite point starts more gradually, making it suitable for braking in poor grip conditions.



In the Sport setting, the beginning of the bite point is shorter and produces a more dynamic response.

In the Race setting, the position of the cam mechanism shortens the initial stage of the bite point even further to produce the same immediate response of the master cylinders used in MotoGP, letting the rider reach the bite point of the brakes instantaneously.

FUEL TANK

The lightweight, self-supporting 16L fuel tank is integrated into the seat unit. By combining the functionality of tank, rear subframe and seat, it aids in centralizing the weight in the chassis.

The fuel tank can also be easily drained with a click-on fuel line connector which enables exact fuel consumption measurements at the track, but also makes draining the tank for transport or maintenance quick and easy.

ENGINE

The engine used in the KTM RC 8C is the exact same torque unit used in KTM 890 DUKE R, with the main differences being down to breathing and engine management. The benefits of using a production engine mean parts, maintenance and tuning is easily conducted without the need for a dedicated race team or sophisticated tuning technology.

Delivering a punchy 128 hp and 101 Nm of torque, the compact and lightweight 889 cc LC8c engine is one of the lightest and most compact parallel twins in the segment, making it a perfect match for this race-tuned chassis.

AIR INTAKE

Developed specifically by Twin Air for the KTM RC 8C, this racer features a unique airbox and Twin Air filter combo to maximize breathing and throttle response. Air is channeled from the ram air intake on the upper fairing, through the airbox occupying the tank space between the rider's legs, right into the heart of the machine, making it a power-hungry track weapon.

AKRAPOVIČ EXHAUST

A unique stainless-steel racing exhaust built by Krämer Motorcycles features an Akrapovič Titanium muffler with a carbon end cap. A 98 dBA muffler can be ordered separately if local regulations require it.

TECH

The KTM RC 8C makes use of a full-factory AIM MXS 1.2 RACE dashboard and data logger with integrated GPS function.

This is controlled by a 5" TFT-display with integrated data recording to be freely configured by the rider to display required



data. The dashboard can display important engine stats, ECU settings and give live information about the lap time performance.

The data is logged and can be analyzed in the AIM RaceStudio, at no additional cost, whereby your pit team can track speed, position on the track, lap times and even throttle position, current RPM and gear, acceleration, deceleration and critical engine stats like water temp, battery voltage, ECU mode and oil pressure.

ERGO

Being a race machine dedicated to the track, all rider ergonomics have been specifically designed to ensure the perfect race-setup and rider position.

Lightweight and adjustable CNC machined footrest holders offer ease of use and provide versatility in the event of a crash, as both left and right pegs are interchangeable. The footrests can be height adjusted by 66 mm in 3 easy steps. An eccentric mount on the subframe also gives the rider the choice of two seat heights.

Adjustable CNC machined handlebar clamps with interchangeable tubes also ensure riders can find their ideal tuck, with laser engraved markings to ensure easy and symmetrical setup. The handlebars can be adjusted to over 30 degrees with a height adjustment of 25 mm and width adjustment of 30 mm.

ADJUSTABILITY

The KTM RC 8C offers a full range of adjustability, with also all aspects on the chassis allowing specific rider-focused alteration.

An adjustable head stock allows for $\pm 1^\circ$ of adjustment in $0,5^\circ$ steps, as well as adjustable fork offset between 26 mm and 28 mm. Ride height can also be adjusted, by length adjustment on the WP shock and an adjustable seat height in two positions.

READY 
TO RACE

