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X-BOW GTX



X-BOW GT2
CONCEPT

KTМ





THE TRACK WEAPONS

KTM X-BOW GTX & KTM X-BOW GT2 CONCEPT

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 CONCEPT 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 CONCEPT 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 CONCEPT

01 CARBON MONOCOQUE WITH GT ROLLAGE

The carbon monocoque with integrated GT rollage takes the safety standard in 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 CONCEPT, 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 COMPETITION SEAT FROM RECARO

The newly developed competition seat from Recaro combines safety and comfort thanks to its carbon-kevlar construction and individually adjustable paddings.

05 CAMERA REAR VIEW MIRROR SYSTEM

A state-of-the-art camera system replaces the conventional exterior mirrors.

06 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.

07 ELECTRIC GEAR SHIFTER WITH SEQUENTIAL GEARBOX

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

08 CARBON REAR WING

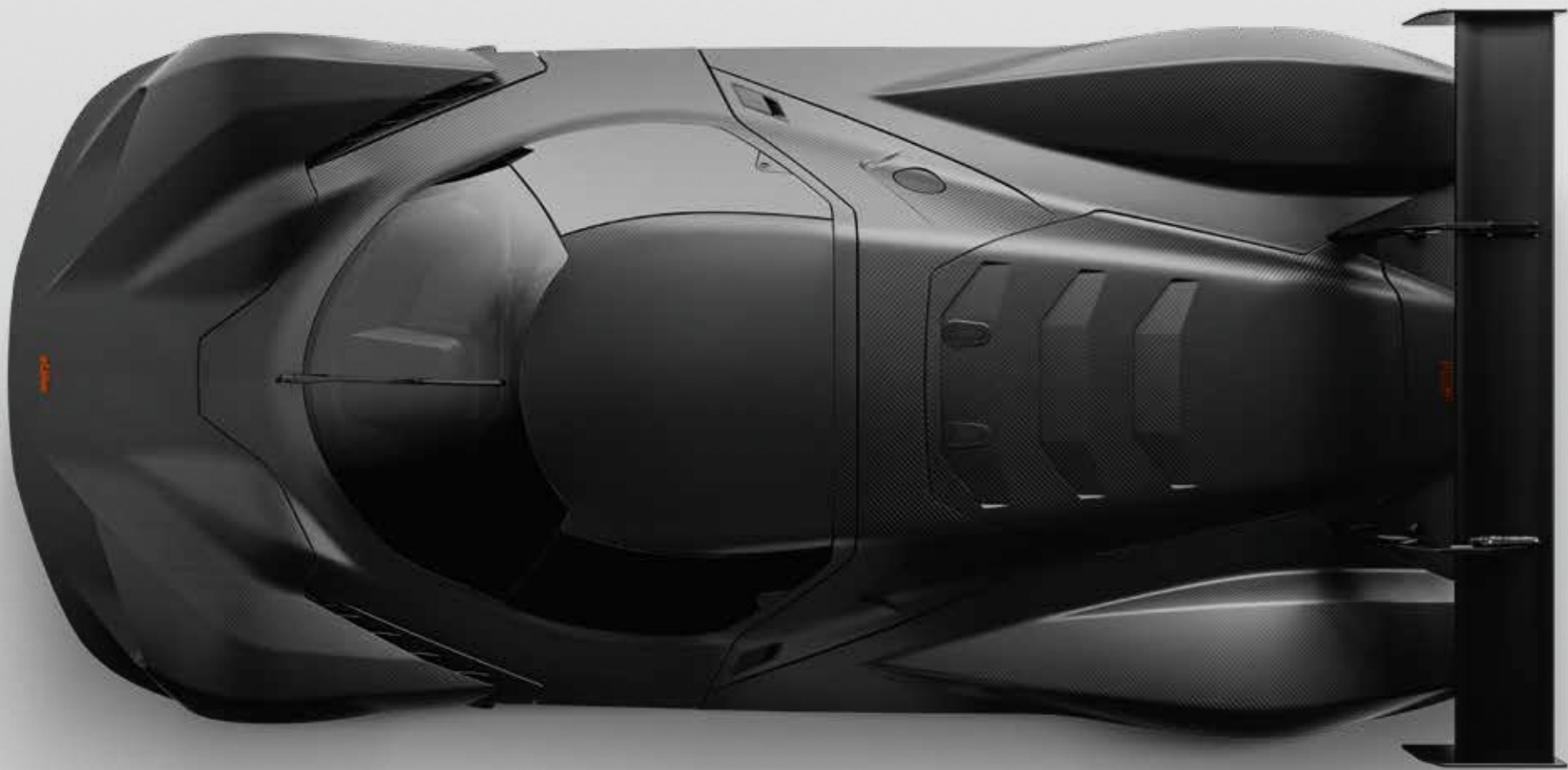
The requirements of the GT2 make a modified rear spoiler necessary, which is made of carbon fibre for the KTM X-BOW GT2 CONCEPT.

09 CENTRAL LOCKING WHEELS

The KTM X-BOW GT2 CONCEPT is equipped with central locking adapters and corresponding, high-quality rims as standard. For the KTM X-BOW GTX, these are available at additional cost.

10 EXHAUST

Development partner AKRAPOVIČ contributes the exhaust system of the KTM X-BOW GT2 CONCEPT, combining the high-tech mix of titanium and stainless steel with racing catalytic converter and efficient sound insulation.







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 CONCEPT, 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 CONCEPT. 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 glass doors on both sides, whereby the complete canopy can of course still be opened for entry and exit. The front screen is made 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.

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 CONCEPT. 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 on the left, the right, or on both sides of the car.

06 PEDAL BOX SYSTEM

Together with the – in this vehicle segment rather unusually – variable adjustment of the steering wheel, the KTM X-BOW GTX and GT2 CONCEPT 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 CONCEPT: 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 hydraulic 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 CONCEPT, 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 principle, it's completely programmable, 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 eight-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 CONCEPT 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.

KTM X-BOW

GT2 CONCEPT

EXCLUSIVE DETAILS

01 AUDI 2.5 LITER FIVE-CYLINDER TFSI

The Audi five-cylinder engine of the KTM X-BOW GT2 CONCEPT is a thoroughbred racing engine. Thanks to decades of experience of Lehmann Motorentechnik, the up to 660 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 CONCEPT has a central locking adapter and corresponding, high-quality, milled and forged wheels from OZ as standard.

03 EXHAUST

Development partner AKRAPOVIČ contributes the exhaust system of the KTM X-BOW GT2 CONCEPT, combining the high-tech mix of titanium and stainless steel with racing catalytic converter and efficient sound insulation.

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 CONCEPT, it has a full carbon rear wing.







KTM POWERPARTS

Normally, there's an extensive range of „add ons“ for any racing car. That's not the case for the KTM X-BOW GTX and GT2 CONCEPT. 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 goodies to upgrade your KTM X-BOW GTX, for example the central locking wheel hubs. The complete customization and accessories portfolio (“Powerparts”) will be published in a separate folder as soon as possible.





A KTM X-BOW GTX and GT2 CONCEPT car is shown in a dark, industrial setting, possibly a garage or workshop. The car is illuminated by bright blue lights, creating a dramatic effect. The background features structural elements like beams and pipes, also lit with blue light. The car's headlights are on, and its sleek, aerodynamic design is highlighted by the lighting.

RACING

The all new KTM X-BOW GTX and GT2 CONCEPT models are meant to race around the world, no matter if in sprint or on long distance races. The KTM X-BOW GT2 CONCEPT 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 Creventics 24 H Series, the NLS (former VLN) on the Nürburgring Nordschleife or the GT-Open series. Expect more possibilities to unfold soon!



The background of the page is a dark, industrial interior, likely a factory or workshop. It features several vertical metal structures and horizontal light bars. One light bar on the left is glowing red, while others are glowing blue. The floor is dark and reflective, showing some light from the bars. The overall atmosphere is mysterious and high-tech.

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 CONCEPT

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




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
Photos: J. Kernašimiro



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