

# THUMPER RACING/CP PISTONS KTM 600XC

More power than you can hold on to

By the staff of Dirt Wheels

□ No rider who has ever thrown a leg over KTM's 525XC can call it slow—and if they have, they might need to take some time off for a mental rebuild. Stock, it will outrun just about any other sport quad on the market today, save for KTM's own 505SX. The single-overhead-cam, four-valve RFS (Racing Four-Stroke) engine spent a

good amount of time in KTM's off-road motorcycles, achieving a level of refinement and performance we came to value when testing the biggest Katoom. In stock form, the 525XC is an open-class fighter—tons of power, comfortable Ohlins suspension, a lightweight chromoly frame and a whole lot of attitude make it one seri-

ous performer. In the dunes, it's a blast; the huge torque curve makes wheelies and huge roosts just a blip of the thumb throttle away. But what happens if you get bored? Surely some power-hungry ATV riders out there will grow tired of having *only* 45–50 horsepower. Then what? If you have a KTM, you call Thumper Racing.



# KTM 600



## THUMPER POWER

Based out of Santa Clarita, California, Thumper Racing is a family owned and operated business, consisting of Dad (Travis), Mom (Francis) and sons (Jake and Garrett). Thumper has all their own milling equipment and plenty of testing ground to put in the R&D time to make fast motors, and it shows. We have ridden plenty of Thumper-built machines before (and not one of them has malfunctioned), but we have always wanted to try the famed 600cc KTM. When we got the chance, we couldn't pass it up. Thumper offers plenty of affordable power options for KTM-powered ATVs and motorcycles,

as well as J-models, Can-Ams, Polaris ATVs and more. Give them a call at (661) 424-1800 for more information, or visit [www.thumperracing.net](http://www.thumperracing.net).

## FINDING THE EXTRA 90cc

Thumper's KTM kits are extensive, and their enlargement options start off with a 540cc conversion kit for the 450 or 525 (actually a 510) engine that will set you back \$525. We have tested this conversion kit in a Polaris Outlaw 450 frame with one of Thumper's custom cam grinds and found it to be a very potent engine; it will blow the doors off many built 450s with ease. From there, you can go even bigger with a 570cc conversion (\$725) kit that Travis says is like adding nitrous to a 426 Hemi V8.

Huge power gains over stock are achieved, then comes the stroker crank. The stroker crank can be optioned with the 540 or 570 kit, producing 576cc and 600cc, respectively. The 600 we tested uses a custom-machined, ceramic-coated CP 12.5:1, 99mm piston that has an offset wrist pin that works only with Thumper's stroker kit. The reason for the offset wrist pin is to allow the use of a stock-length connecting rod with the stroker kit. This reduces piston acceleration speeds and cylinder side loads on the upstroke, increasing reliability and durability of the engine quite a bit. Travis also machines and balances the crank 1400 grams lighter than stock, and the whole rotat-



The FMF MegaBomb head pipe has an O2 sensor bung in it to fine-tune the jetting with a wide-band sensor. It makes great power without being overly loud.



Pro Armor's nerf bar and PowerGrip peg combo offer a strong foothold, and you'll need it to hold on.