



*Burghausen, Germany, 27. Juli 2023*

## **Krämer Motorcycles Announces the new 2024 Krämer GP2-890RR**

**Krämer Motorcycles is proud to announce the latest addition to its lineup of purpose-built track motorcycles: the 2024 Krämer GP2-890RR supersport.**

**The peak of performance, the new Krämer GP2-890RR debuts with class-leading specifications, including the best power-to-weight ratio in the category, with 138 hp on-tap and a ready-to-race weight of 313 lbs.**

The highest evolution of the critically regarded GP2 platform, the RR-spec brings traction control and wheelie control to the offering, along with improved aerodynamics and refined chassis characteristics.

A limited-edition motorcycle, only 125 units of the Krämer GP2-890RR will be made for the global market, with each bike's edition number engraved on the triple clamp.

"The Krämer GP2-890RR is the pinnacle of what we are capable of achieving with our GP2 racing platform, and therefore it is the first bike worthy of an 'RR' designation from our factory," explained Markus Krämer, CEO and Founder of Krämer Motorcycles.

"We are immensely proud of the Krämer GP2-890RR and what it represents for our team, as it showcases our current level of capabilities as a motorcycle brand. The GP2-890RR is the perfect way to start this new chapter for our company, as we get ready to open our new factory and debut our new corporate branding."

Propelling the Krämer GP2-890RR to the front of the pack is an 889cc parallel-twin motor from KTM, which produces 138hp (101 kW) at 10,100 rpm and 74 lbs•ft (100 Nm) of torque at 8,200 rpm. An increased redline of 11,500 rpm comes to the GP2-890RR as well, thanks to new lightweight engine internals and advanced engine management software.

Designed with true German engineering, the centerpiece of the GP2-890RR is its chromoly steel-trellis frame, which provides exceptional stiffness and rigidity, while helping bring the GP2-890RR to a staggeringly-light racing weight of 313 lbs (142 kg).

Additional weight savings comes from the unique fuel cell design, which uses a rotationally molded plastic fuel tank that doubles as the bike's tail section. The fuel cell carries a maximum of 4.2 gallons (16 liters) of fuel, and holds it in an optimized position for weight distribution, even as the fuel level drops over the course of a race.

Befitting a motorcycle of this caliber, the 2024 Krämer GP2-890RR is equipped with premium components, including dual Brembo Stylema calipers, forged aluminum Dymag wheels, and top-shelf WP Apex Pro suspension pieces.

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Krämer Motorcycles GmbH | Lindach B5 | 84489 Burghausen | Deutschland



"A no-compromises race bike, the Krämer GP2-890RR exemplifies what is capable when your sole focus is on pure track performance," said Jensen Beeler, Global Head of Sales at Krämer Motorcycles.

"We invite racers, track day riders, and the competition to come experience the Krämer GP2-890RR on the track, to see where the high-water mark has now been set in the supersport category."

Available starting in September 2023, the Krämer GP2-890RR will be the first motorcycle to roll off the assembly line at Krämer's new factory in Burghausen, Germany. It will also be the first Krämer motorcycle to carry the company's new logo design, marking a new decade for Krämer Motorcycles.

Available in a "Brno Blue" matte finish (along with a "Brainerd Black" gloss paint option for the US market), pricing for the 2024 Krämer GP2-890RR is set at 41,990€ in Europe, \$39,995 in the United States, £35,490 in the United Kingdom, CHF 41'990 in Switzerland, and \$59,990 in Australia.

Engine

A sizable upgrade over the GP2-890R model, the new RR-spec sees its 889cc parallel-twin KTM motor making an additional 8hp thanks to some key changes to its internal components.

These changes include titanium connecting rods from Pankl, a high-compression piston also from Pankl, titanium valves (intake and exhaust), and a new camshaft with a racing-focused profile.

Other improvements include CNC machining of the cylinder head ports, 48mm throttle bodies, an improved ram-air system, and an optimized exhaust pipe.

These improvements bring the peak output of the Krämer GP2-890RR to 138 hp (101 kW) and 74 lb•ft (100 Nm) of torque — a healthy increase over the GP2-890R model as well as a noticeable power gain over the Krämer-made KTM RC8C variant.

Beyond the spec-sheet, the Krämer GP2-890RR boasts an impressively flat torque curve throughout its entire rev range, and with a new quick-turn throttle tube (with 55° of rotation), getting on the power is not only quick, but also predictable.



## **Electronics**

Further improvements to the powertrain come thanks to a new ECU configuration, using a Mectronik computer with an integrated six-axis inertial measurement unit (IMU). This system provides the Krämer GP2-890RR with its traction control and wheelie control parameters, giving even more security to riders who are racing at the limits of tire adhesion.

The Mectronik ECU also allows for the use of a wide-band oxygen sensor, which measures the burn efficiency of the combustion chamber through the exhaust pipe, and changes the fuel mapping in real-time to ensure maximum power in all conditions.

Lastly, the Mectronik ECU is an open system, meaning that Krämer customers will be able to reprogram and flash the ECU with their own settings, or ones that they download from Krämer and other GP2-890RR owners. Krämer Motorcycles intends to support RR owners in the future with free software updates and upgrades.

Interfacing with the rider on the Krämer GP2-890RR is an AiM MXS 1.3 dash, which not only works as a full-color TFT head unit, but is also an impressive data-logging platform. With GPS lap times, a database of track maps, and fully connected to the bike's internal sensors, the AiM MXS 1.3 allows riders to use the intuitive Race Studio software to study and perfect their track sessions.

## **Chassis**

The Krämer GP2-890RR continues the company's use of 25CrMo4 chromoly steel for its trellis-design frame, as the alloy provides the ideal stiffness and torsional rigidity for racing use.

Knowing that every rider is different, adjustment points can be made for the swingarm angle, steering-head angle, triple clamp offset, seat height, rearset position, and clip-on angle and length, all of which makes for a truly customizable motorcycle that fits riders of all sizes and skill levels.

Extra attention has been made to the cast aluminum swingarm on the GP2-890RR, with a progressive linkage added to the shock mount. Adding more feel at the bottom of the stroke, while also reducing pumping effects, the new linkage has been race-proven on the GP2-890RR in the British Superbike Championship, where Krämer has dominated the GP2 class.

Utilizing premium suspension pieces, at the front of the GP2-890RR, riders will find fully adjustable WP Apex Pro 7543 closed-cartridge forks. At the rear of the machine, there is a matching WP Apex Pro 7746 shock, which features both high-speed and low-speed compression settings, in addition to preload, rebound, and ride-height adjustments.

The settings on these suspension units have been optimized for the added power coming from the Krämer GP2-890RR engine, and they have been also modified for more adjustability in their settings, especially when compared to the suspension pieces on the Krämer GP2-890R and KTM RC8C.



Reigning-in that power are dual 290mm rotors, which are mated to Brembo Stylema calipers and a Brembo 19RCS Corsa Corta master cylinder. Meanwhile, at the rear of the bike is a fully floating 230mm rear disc.

Lightweight and durable forged aluminum Dymag UP7X wheels complete the chassis package, with a 3.5" x 17" rim at the front, and a 6" x 17" rim at the back that can accommodate tires ranging from 180/60 to 200/55 in size. Pirelli Diablo Superbike SC1 slicks are fitted as standard, with their compound and carcass design best-complementing the GP2-890RR chassis philosophy.

### **Fairing**

To earn its "RR" designation, every part of the GP2 had to evolve in order to become the Krämer GP2-890RR, and that includes the already aerodynamic and eye-catching fairing design from the GP2-890R model.

Reducing the front cross-sectional area, while still covering more of the rider's body from the wind, the new RR fairing improves not only the top-end performance of the GP2, but also helps reduce rider fatigue during long-race durations.

The new front fairing design also allows for a more powerful ram-air effect into the GP2-890RR's airbox, helping boost the peak performance of the bike at high speeds.

The overall effect is a 9% improvement on the aerodynamic efficiency of the "RR" model over the "R" bike, and when coupled with the increased power from the revised 889cc motor, the top speed is increased by over 9 mph (15 km/h).

The bodywork ingenuity continues with a hallmark of Krämer design: the fuel cell doubling as the tail section of the motorcycle. 4.2 gallons (16 liters) of fuel can be held in the rotationally molded plastic tank. Lastly, an integrated rain light finishes the tail section's shape and design.

The 2024 Krämer GP2-890RR will be finished in a "Brno Blue" matte paint, while the US market will also include a "Brainerd Black" gloss paint option.

### **Global pricing for the GP2-890RR will be as follows:**

Europe	41.990€ (incl. VAT)
United States of America	\$39,995
United Kingdom	£35,990
Switzerland	CHF 41'990
Australia	\$59,990



### **New Factory**

The 2024 Krämer GP2-890RR will be the first motorcycle to leave Krämer's new factory in Burghausen, Germany. This brand new facility boasts 43,000 square feet of space - a three-fold increase over Krämer's previous factory space.

The new facility will house Krämer's entire production line, R&D department, testing and dyno center, as well as the company's logistics backbone.

The Burghausen Krämer factory will also open its doors as a WP Suspension service center, specializing in road racing applications for WP components, and servicing customers from any brand of bike.

The epicenter of Krämer's operations, Burghausen will serve as Krämer's world headquarters, as the company continues to grow beyond its current network of eight countries and three continents.

### **New Logo**

The launch of the Krämer GP2-890RR also marks the first use of the company's new corporate branding and logo. The refresh marks Krämer's tenth anniversary of operation, and embodies the company's dedication to racing, with a race-track inspired lettering on its typeface, and a new "Thinking Ahead" shield logo.

With a passion of innovating on the race track, tirelessly supporting its customers, and a dedication to winning results, Krämer Motorcycles aims to usher in a new era for the company as it brings over a dozen new motorcycles to market in the next ten years.



## Technical Specifications of the 2024 Krämer GP2-890RR

<b>Engine</b>	Four-Stroke, Twin-Cylinder, DOHC, 8-Valve, Liquid-Cooled
<b>Displacement</b>	889 cm <sup>3</sup>
<b>Bore x Stroke</b>	90.7 mm x 68.8 mm
<b>Compression ratio</b>	14:1 with High-Compression, Two-Ring Pankl Piston
<b>Exhaust</b>	Stainless Steel 2-1, 105 dB (103 dB with Insert)
<b>Fuel System</b>	Dell'Orto 48mm Throttle Body
<b>Ignition</b>	Mectronik MKE7 ECU with Ride-by-Wire and Inertial Measurement Unit (IMU)
<b>Dash</b>	AiM MXS 1.3 Race GPS with Data Logger
<b>Electronics</b>	Adjustable Traction Control (9 Levels + Off), Adjustable Wheelie Control (5 Levels + Off), Pitlane Speed Limiter
<b>E-Start</b>	Standard
<b>Mapping</b>	Adjustable Engine Braking and Throttle Maps
<b>Transmission</b>	6-Speed
<b>Clutch</b>	PASC Slipper Clutch, Cable Actuated
<b>Frame Type</b>	Chromoly (25CrMo4) Steel-Trellis Frame, Powder Coated Red
<b>Power</b>	138hp @ 10,100 rpm
<b>Torque</b>	100 Nm @ 8,200 rpm
<b>Seat Height</b>	Adjustable
<b>Curb Weight</b>	313 lbs / 142 kg
<b>Fuel Capacity</b>	16 Liters (4.2 US Gallons)
<b>Triple Clamps</b>	CNC-machined, 26mm or 28mm Adjustable Offset Triple Clamps
<b>Steering Damper</b>	Standard, Hyper Pro RCS
<b>Final Drive</b>	DID ERV 520 Racing X-Ring Chain
<b>Front Suspension</b>	WP Apex Pro 7543, Closed-Cartridge, Fully Adjustable, Split-Function Damping with Krämer Shim Stack
<b>Rear Suspension</b>	WP Apex Pro 7746, Fully Adjustable, High & Low-Speed Compression, Remote Preload, Ride-Height, with Progressive Linkage
<b>Suspension Travel</b>	120mm (Front) / 140mm (Rear)
<b>Front Brakes</b>	Dual 290mm Full-Floating Rotors with Brembo Stylema Calipers



<b>Rear Brakes</b>	Single 230mm Full-Floating Rotor with Brembo P2 Caliper
<b>Front Wheel</b>	Forged Aluminum Dymag UP7X 3.5" x 17"
<b>Rear Wheel</b>	Forged Aluminum Dymag UP7X 6" x 17"
<b>Body</b>	Fibreglass Fairing with Carbon/Kevlar Reinforcement (Painted), XPE Fuel Tank/Seat
<b>Handlebars</b>	CNC Handlebar Clamps with Replaceable Tubes
<b>Air Filter</b>	Cleanable Racing Air Filter
<b>Quickshifter</b>	Standard, Up/Down
<b>Crash Pads</b>	Frame, Forks, Fuel Cell, & Brake Lever Guard

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### **Über Krämer Motorcycles**

Founded in 2013, Krämer Motorcycles has stood for the design of lightweight motorcycles built exclusively for the race track for around 10 years. With the EVO2-690R supermono racebike, Krämer Motorcycles has positioned itself in motorcycle racing with strong supermono performance right from the start of the company's history. In 2020, the model family was expanded to include the GP2 motorcycles, which are equipped with an 890cc twin engine - the latest model, the GP2-890RR, was launched in Brno (CZ) in July 2023. The 2023 model lineup includes four main models, the EVO2-690S, the EVO2-690R, the GP2-890R and the GP2-890RR.

### **Krämer Motorcycles GmbH**

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